



Proposal: Non-farm use within the ALR to allow the development of a park and ride facility.

Recommendation: Approval to Proceed

Location: 3800 King George
Highway

Zoning: A-1

OCP Designation: Agricultural

Owner: Ministry of
Transportation

PROJECT TIMELINE

Completed Application Submission Date:	September 2, 2004
Planning Report Date:	October 18, 2004

The applicant is proposing:

- a non-farm use in the ALR under Section 20(3) of the Agricultural Land Commission Act, in order to allow the development of a Transit Park & Ride facility, consisting of a six-bay bus loop, with passenger shelters and bus operators' washroom and a 450-stall vehicular parking lot.

The Planning & Development Department recommends that:

1. Council authorize referral of the application to the Agricultural Land Commission.

2. Council instruct staff to resolve the following issues prior to the issuance of a Building Permit:
- (a) ensure that all engineering requirements and issues including restrictive covenants, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a detailed site plan, landscaping plan, and design drawings for all structures on the subject site to the satisfaction of the General Manager, Planning and Development;
 - (c) approval from the Ministry of Transportation;
 - (d) input from Senior Government Environmental Agencies; and
 - (e) submission of a landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect and the necessary security to ensure that the landscaping is provided and maintained.

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as identified in the attached (Appendix III).

A Servicing Agreement will not be required.

Agricultural Advisory Committee: The AAC reviewed the proposal on September 2, 2003, and recommended that, considering the fact that the subject land is a road right-of-way and unlikely to be farmed, Development Application No. 7904-0333-00 be considered for ALR exclusion of an application for non-farm use, whereby mitigation measures may be imposed (Appendix V).

SITE CHARACTERISTICS

- **Existing Land Use** Vacant, undeveloped road right-of-way.
- **Significant Site Attributes** The site abuts the Nicomekl River to the southeast, which is identified as a "High" Environmental Sensitive Area (ESA). The applicant will be required to adhere to the DFO development guidelines regarding the protection of riparian leave strip setback areas.
- **South-East:** Nicomekl River and Golf Course beyond the river, zoned A-1, designated Agricultural in the OCP.
- **South-West:** King George Highway and Agricultural land beyond King George Highway, zoned A-1, designated Agricultural in the OCP.
- **North-West:** Highway No. 99 and Agricultural land beyond Highway No. 99, zoned A-1, designated Agricultural in the OCP.
- **North-East:** Highway No. 99 and Agricultural land, zoned A-1, and trailer park, zoned CTA, designated Agricultural in the OCP.

PLAN AND POLICY COMPLIANCE

OCP Designation: Complies, public uses are permitted in any land use designation in the OCP.

DEVELOPMENT CONSIDERATIONS

Site Plan, Landscaping & Environmental Values

- The applicant (Translink) is proposing to locate a Park & Ride facility on an approximately 4.57-ha (11.3 acres) portion of the Highway #99 right-of-way, at the southeast quadrant of the Highway #99/King George Highway interchange. (Appendix II). Approximately 2.2 hectares (5.4 acres) of it will be cleared, and 1.7 hectares (4.2 acres) will be paved as a 450-stall parking lot.
- Ditches border the site to the west and north sides, and the Nicomekl River to the southeast. There is no record of fish utilization of the ditches, but the Nicomekl River is red-coded on the Stream Classification map, and is a "High" Environmental Sensitive Area (ESA).
- Envirowest Consultants Ltd. has been retained to provide an environmental assessment of the site. A 30-metre (100 ft.) and 15-metre (50 ft.) environmental protection areas along the Nicomekl River and the ditches, respectively, is proposed. The existing natural vegetation in the protection area will provide a certain level of screening from Highway #99 and King George Highway. The environmental assessment report will be presented to Environmental Review Committee (ERC) for consideration and endorsement.
- Jordan Cook Landscape Architect prepared the conceptual landscape plan, comprising of the existing natural vegetation in the environmental protection area, treatment of a 5-metre (16.4 ft.) perimeter of the parking area and aisle islands within the parking area with shrubbery, ground cover and trees. A plant list, chosen for species which do not require a great deal of maintenance, is also included.
- Prior to issuance of a building permit for the park & ride facility, the applicant is required to submit a detailed landscaping plan which meets the following minimum standards:
 - A minimum 1.5 m wide landscape strip containing a double staggered row of evergreen shrubs that grow to 1 meter (3 ft.) in height, planted one metre on centre, plus deciduous canopy trees that have 2-metre (6 ft.) standards (i.e. the stem of does not branch below 2 metres), planted every 7 metres (23 ft.) to 8 metres (26 ft.) on centre. The purpose is to screen the bottom half of the cars and to allow surveillance of the parking lot between the tops of the shrubs and the bottoms of the tree canopies. The shrubs should be a mix of at least 3 to different species of evergreens, preferably blooming varieties. The trees should be medium to large canopy trees with little leaf litter and no fruit litter.
 - The islands should also have canopy trees in them as well.

Structures

- As a bus terminal, the Park & Ride facility will require a bus operators' washroom, which will be the only permanent building on the site. There will be six, approximately 6-metre (20 ft.) long by 1.4-metre (4.6 ft.) deep, passenger shelters, bolted to the bus loop islands. (Appendix II)

Land Capability for Agriculture & Agricultural Advisory Committee (AAC) Recommendation

- According to the Canada Land Capability for Agriculture Classification, the subject site is classified as "Class 4

and 5". "Class 4" land has limitations that require special management practices or severely restrict the range of crops or both. "Class 5" land has limitations that restrict its capability to producing perennial forage crops or other specifically adapted crops. The capability classes can be improved to "Class 3 and 4", respectively. "Class 3" land has limitations that require moderately intensive management practices or moderately restrict the range of crops or both. Other limitations to agriculture, in both classes, include excess water due to poor drainage, high water tables, seepage and/or runoff from surrounding areas, and degree of decomposition and permeability, which affect drainage (Appendix IV).

- The report prepared by the consultant for this project indicated that geotechnical investigation of the site revealed that site is covered by recently place fill, and the profile suggests gravel fill. This may have altered the capability for agriculture, but has not been confirmed by an agrolological investigation.
- The AAC reviewed the proposal on September 2, 2003, and acknowledged the fact the site has not been farmed for many years and is unlikely going to be farmed in the future. Based on that, the AAC recommended that "*development application No. 7904-0333-00 be put through the ALR exclusion process instead of an application for non-farm use.*

Through the exclusion process, the applicant consider mitigation measures that may include:

- *replacement of land for land;*
- *use of viable top soils to enhance adjacent farmland from the site; and*
- *drainage improvements on the adjacent farmlands."* (Appendix V)

- In light of the AAC recommendation, staff provide the following comments:
 1. The subject site was dedicated as road in 1964, before the establishment of the ALR.
 2. The topsoil of the site has been altered by the placement of fill as a result of road construction over the years.
 3. The subject site is self-contained in terms of drainage and the proposed development will not impact the drainage of the adjacent agricultural lands.
 4. The policy for considering applications for exclusion for land from the ALR, recognizes that certain facilities operated by government or Crown Corporation, due to their operational or geographical requirements, may be situated in agricultural areas. And where an application for exclusion to allow such facility is made, such proposal will generally be supported if certain criteria are adhered to. This proposal meets some of the criteria to allow a "public facility" to be located in the ALR, namely:
 - (a) The use, building and structures are located on the land in such a manner that it minimizes the impact on the abutting ALR lands; and
 - (b) Landscaping and buffering is provided around the site to minimize the impact of the impacts of the non-agricultural use on the agricultural uses.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Site Plan, Typical Floor Plans and Elevations and Conceptual Landscape Plan
Appendix III.	Engineering Summary
Appendix IV.	Land Capability for Agriculture Classification Map
Appendix V.	Agricultural Advisory Committee Recommendation

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated September 22, 2004.

Murray Dinwoodie
General Manager
Planning and Development

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APPENDIX I

Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent: Name: Derek Wilson
 Address: 301 - 20338 - 65 Avenue
 Langley, B.C. V2Y 2X3
 Tel: 604-530-2288
2. Properties involved in the Application
 - (a) Civic Address: 3800 King George Highway
 - (b) Civic Address: 3800 King George Highway
 Owner: Ministry of Transportation
 PID:
 Portion of Road Dedicated by Plan No. 25333

3.

DEVELOPMENT DATA SHEET

Existing Zoning: A-1

Required Development Data	Minimum Required / Maximum Allowed	Proposed
SITE AREA* (in square metres)		
Gross Total		
Road Widening area		
Undevelopable area		
Net Total		4.57 ha
LOT COVERAGE (in % of net lot area)		
Buildings & Structures		
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front		
Rear		
Side #1 (N,S,E, or W)		
Side #2 (N,S,E, or W)		
Side #3 (N, S, E or W)		
BUILDING HEIGHT (in metres/storeys)		
Principal		
Accessory		
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential		
FLOOR AREA: Commercial		
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA		10.6 m ²

** If the development site consists of more than one lot, lot dimensions pertain to the entire site.*

Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed

DENSITY		
# of units/ha /# units/acre (gross)		
# of units/ha /# units/acre (net)		
FAR (gross)		
FAR (net)		
AMENITY SPACE (area in square metres)		
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial		
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces		
Number of disabled stalls		
Number of small cars		
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	YES	Tree Survey/Assessment Provided	NO
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