



**CITY OF RICHMOND**

**REPORT TO COMMITTEE**

**TO:** Planning Committee  
**DATE:** March 6, 2000  
**FROM:** Joe Erceg  
Manager, Development Applications  
**FILE:** RZ 99-171337  
**RE:** **Application by Cape Development Corp. to rezone properties at 9611, 9631, 9711, 9751, 9771 Bridgeport Road, 9540, 9560 Beckwith Road and 2691, 2711, 2731, 2751, 2771 No. 4 Road from Single-Family Housing District (R1/F and R1/D) and Roadside Stand (Class C) District (RSC) to Automobile-Oriented Commercial District (C6).**

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**STAFF RECOMMENDATION**

1. That Official Community Plan Amendment Bylaw No. 7116, to redesignate that area shown on Schedule A attached to and forming part of Bylaw 7116, from "Neighbourhood Residential" to "Mixed Use" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw No. 7100, be introduced and given first reading.
2. That Bylaw No. 7116, having been examined in conjunction with the Capital Expenditure Program, the Waste Management Plan, and the Economic Strategy Plan, is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3) of the Municipal Act.
3. That Bylaw No. 7116, having been examined in accordance with the City Policy No. 5002 on referral of Official Community Plan Amendments, is hereby deemed to have no effect upon an adjoining Municipality nor function or area of the Greater Vancouver Regional District, in accordance with Section 883(3)(d) and (e) of the Municipal Act.
4. That Bylaw No. 7117, for the rezoning of that area shown cross-hatched on Schedule A attached to and forming part of Bylaw No.7117, from Single-Family Housing District (R1/D), Single-Family Housing District (R1/F) and Roadside Stand (Class C) District (RSC) to Automobile-Oriented Commercial District (C6), be introduced and given first reading.

Joe Erceg  
Manager, Development Applications

Att. 4

<b>FOR ORIGINATING DIVISION USE ONLY</b>
<b>CONCURRENCE OF GENERAL MANAGER</b>

## STAFF REPORT

### ORIGIN

The subject 3.046 ha (7.527 ac) site consists of 12 lots located between the Oak Street bridge on the west, No. 4 Road on the east, Beckwith Road on the north and Bridgeport Road on the south.

The proposal is to redevelop the site for retail stores and restaurants (see sketch plan attached as Appendix 1).

Planning Committee considered this application on February 22, 2000 and referred it back to staff to review and address certain traffic issues, including:

- provision of a more direct connection of the proposed municipal road to Beckwith Road;
- review of the design of the proposed new municipal road;
- review of the need for the proposed driveway on No.4 Road;
- need for a right turn lane on Bridgeport Road;
- provision of further details for the proposed modifications associated with the Airport Connector project to the intersection of No.4 Road and Bridgeport Road; and
- the need for a traffic signal at the corner of Bridgeport Road and Gage Road.

This second staff report on the Cape Development application addresses the above listed traffic issues. The revised sections of the first report are highlighted in bold type.

### FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner	W.Y. Cheung (10 lots), L. S. Ruscheinsky (1 lot) and I.Y. Tang (1 lot)	Cape Development Corp.
Applicant	Cape Development Corp.	No change
Site size	3.046 ha (7.527 ac)	No change
Land uses	Single-family dwellings and a vacant lot	Retail stores and restaurants
OCP designation	Mixed Use and Neighbourhood Residential	Mixed Use
Zoning	Single-Family Housing District (R1/F and R1/D) and Roadside Stand (Class C) District (RSC)	Automobile-Oriented Commercial District (C6)
NEF	30 – 35 NEF	25 – 30 (projected in 2015)

### STAFF COMMENTS:

*Prior to final reading of the Zoning Amendment Bylaw, the developer is required to do the following:*

General

1. Consolidate properties into one parcel; and
2. Register a cross access agreement between this development and 9551 Bridgeport Road.

Transportation Related Requirements:

1. A traffic impact study is required to determine the Ministry of Transportation and Highways' (MOTH) off-site road improvements and traffic operational requirements;
2. The applicant is required to provide a 20 m Right of Way for the construction of a municipal road connecting the future Beckwith Road extension with Bridgeport Road. This may be achieved by:
  - Granting a 20 m wide Public Right of Passage Right of Way through the BC Hydro easement for road.
  - Dedicating land for a 20 m wide road between the proposed intersection at Bridgeport Road and the BC Hydro easement;
3. Letter from BC Hydro is required to confirm the acceptance of a Public Right of Passage through their easement;
4. The applicant is responsible for the design/construction of the municipal road between Beckwith Road and Bridgeport Road:
  - The southern half of the road (south of the east/west internal road) should be constructed to City standards by the opening day of the development;
  - The northern half of the road is intended to be used as surplus parking until such time that it is required for public use at the discretion of the City, with a minimum three-month notice to the site owner. This section of road should be constructed to municipal standards as much as possible (pre-load, sub-base, drainage, etc.), except the construction of curb/gutter, sidewalk and boulevard. A bond or letter of credit should be in place, as part of the Servicing Agreement, to ensure that funding is in place to convert this parking area to municipal road in the future;
5. Parking should comply with the Bylaw, without including the surplus parking within the road Right of Way and the area required for future hydro towers;
6. Land dedication may be required on Bridgeport Road (under the jurisdiction of MOTH) to accommodate truck turning from Highway 99 off ramp and the eastbound left-turn lane subject to MOTH's review of the Bridgeport Road requirements. Construct eastbound left turn lane and raised centre landscaped median along the site frontage on Bridgeport Road. Ministry of Transportation and Highways (MOTH) approval is required.

If no road widening is required, only grant a Public Rights of Passage Right of Way for the encroachment of the new sidewalk and boulevard onto the site;

7. Improvements and modifications to the new Bridgeport Road/Highway 99 off-ramp intersection for the proposed access on Bridgeport Road, at the cost of the applicant, is required to ensure that this intersection is functional with the addition of this road. MOTH approval is required;

8. Covenants should be in place to ensure one access on No. 4 Road and one access on Beckwith Road, in addition to the Bridgeport Road access, to support this development;
9. **The configuration of the intersection of the new municipal road and Bridgeport Road should consist of:**

<b><u>North leg</u></b>	<b>five lanes (1 south bound right turn lane; 1 through lane; 1 left turn lane and 2 north bound lanes).</b>
<b><u>West leg</u></b>	<b>five lanes (2 east bound through lanes, 1 east bound left-turn lane, 2 west bound through lanes). Raised landscaped centre median along the Bridgeport Road frontage and road widening along the north curb to accommodate the left-turn lane and truck turning movements from the Highway 99 off-ramp to be provided by the developer.</b>
<b><u>East leg</u></b>	<b>six lanes (2 east bound lanes; 1 west bound left turn lane; 2 west bound through lanes and a separate west bound right turn lane (provided by the developer).</b>

**Any improvements on Bridgeport Road that are in addition to those committed by the Airport Connector Project should be the responsibility of the applicant. These requirements are subject to confirmation by MOTH as part of their re-zoning approval.**

10. Traffic control measures to avoid weaving conflict from Sea Island Way to the site's access via Bridgeport Road, and any additional off-site improvements identified in the traffic impact study, as required by MOTH. Costs to be borne by developer.

*Prior to issuance of a Building Permit, the following should be required:*

#### Utilities and Road Works

1. Release the existing sanitary sewer Right of Way and abandon the existing sanitary sewer line through the site;
2. Design and construct curb/gutter, 1.5 m concrete sidewalk, pavement widening, street lighting, 1.5 m grass boulevard and street trees at 9 m on centre along entire frontage on Beckwith Road and No. 4 Road (Beckwith Road also requires a storm sewer);
3. Design and construct a new 1.5 m concrete sidewalk, 2.0 m grass boulevard, and street trees at 9 m on centre along Bridgeport Road from west property line of site to No. 4 Road;
4. Design and construct a new road to full city standards from proposed intersection at Bridgeport Road, north to approximately mid site, which will connect to Beckwith Road in the future;
5. Enter into a standard Servicing Agreement for the above works, a Performance Security Letter of Credit to include the value of completing the north half of the new road in the future is required; and
6. Development Cost Charges and service connection costs to be determined at Building Permit stage.

*At the Development Permit stage, the Developer be required to include a landscape berm (1.5 m high) based on Landscape Architect's design, along entire frontage of No. 4 Road, as visual and noise buffer for existing single-family residential on the east side of No. 4 Road.*

### *Public Art*

Land use staff recommend that the developer participate in the Richmond Public Art program. To this end, staff are having discussions with the developer.

## ANALYSIS

### **Land use concept**

The proposed land use is consistent with the OCP designation for most of the site.

Three quarters of the site is designated in the Official Community Plan for "Mixed Use" (i.e., residential, commercial, business/industry and public/private institutions). The remaining quarter of the site (i.e., the eastern portion consisting of the seven single-family lots along the west side of No.4 Road) is designated for "Neighbourhood Residential" use.

In order to facilitate redevelopment of the entire site, it will be necessary to redesignate the eastern portion to "Mixed Use". This is supported because:

- The subject area lies under the flight path of the third runway at Vancouver International Airport and is subject to high aircraft noise impact. Conversion of the residential uses to commercial is advantageous because the latter uses are more compatible with high aircraft noise environments.
- The original reason for designating the aforementioned seven single-family lots as Neighbourhood Residential was to provide a land use buffer between the homes on the east side of No. 4 Road and the anticipated commercial development west of these seven lots. The provision of a landscaped berm, combined with the existing No. 4 Road right-of-way, is an acceptable alternative method of buffering the homes to the east from the proposed commercial development.

The proposal is to develop the site with approximately 6,743 m<sup>2</sup> (72,585 ft<sup>2</sup>) of retail and restaurant space. The main tenants in the development will be an Office Depot store and a Michael's store (crafts retailer), both of whom will occupy about 4,053 m<sup>2</sup> (43,626 ft<sup>2</sup>) or 60 % of the total building space. This development will be similar in nature to the development at the south east corner of Bridgeport and St. Edwards, which contains a Brick store and restaurants.

### **Transportation issues**

**The following issues were raised at the February 22, 2000 Planning Committee meeting:**

**1. Direct connection of new municipal road to Beckwith Road.**

**The extension of Beckwith Road to Bridgeport Road or No. 4 Road is important in the long term because it would eliminate a dead end road situation and permit the redevelopment of properties in the Beckwith Road area.**

**This proposal provides an opportunity to extend Beckwith Road south to Bridgeport Road (see sketch plan in Appendix 1). This new road will be aligned with the off-ramp from Highway 99 at a signalised intersection. MOTH supports**

the construction of this new road for access to the subject site as long as it is a municipal road and not a private road.

The developer does not intend to construct the full road at this time nor to connect it directly to Beckwith Road. Instead, the road will be constructed in two phases:

- Stage 1 will consist of constructing the southern half of the road (i.e., from mid-point of the site to Bridgeport Road).
- Stage 2 will consist of completing the northern half of the road (i.e., from mid-point to the future easterly extension of Beckwith to No.4 Road). The latter extension of Beckwith will occur as and when the property to the north of the subject site is re-developed.

It is an issue whether or not the road should be directly connected to Beckwith Road now. There are two options:

**Option A (direct connection now)**

In order to connect the new municipal road directly to Beckwith Road, it will be necessary to either:

- for the developer to acquire a right-of-way on the property immediately to the north of the subject site and then extend Beckwith Road eastward along this r-o-w in a straight line (either partially or fully to No. 4 Road), or
- for the developer to extend Beckwith Road by providing land within the subject site.

To date, the developer has not been able to acquire a right-of-way on the property to the north. Therefore it would be necessary to locate the easterly extension of Beckwith Road on the subject site.

The developer does not support the extension of Beckwith Road eastward through the subject site in order to facilitate a direct connection to Bridgeport Road because it would:

- cause serious site planning problems, such as:
  1. forcing truck access to Building A (Michaels) to come from Beckwith Road;
  2. shifting the location of Building A closer to the adjoining property on the west, thereby encroaching into the minimum building setback line; and
  3. creating a poor mid-block connection from the new north/south road to the rest of the site for both shoppers and truck access.
- prematurely encourage non-residential traffic onto Beckwith Road, which is still primarily a single-family area.

As a preliminary comment, staff believe only the second site planning problem mentioned by the developer has merit.

This option would not necessarily result in a reduction in building area or the number of parking spaces.

### **Option B (phased connection)**

The developer proposes this option. The new municipal road will be connected directly to Beckwith Road when the property to north is ready for re-development and Beckwith is extended to No. 4 Road.

The advantages of this option are that it would:

- result in a more acceptable site plan (to the developer) for the subject site, and
- delay the introduction of non-residential traffic to Beckwith Road until the area is ready for redevelopment to non-residential use.

*Staff prefers Option B (phased connection) on the basis that the extension of Beckwith Road to No. 4 Road will be achieved when the property to the north of the subject site is redeveloped at which time it will be possible to connect the new municipal directly to Beckwith Road.*

#### **2. The design of the new municipal road.**

The concept plan submitted previously did not clearly indicate whether or not the municipal road was designed to municipal standards. *The developer has provided staff with a cross-section design confirming that the road will be designed to meet City standards, in terms of functional design (i.e. four lanes crossing with sidewalks, boulevards, curb/gutters) and structural design.*

#### **3. Right turn lane on Bridgeport Road.**

The concern expressed was that the lack of a right turn lane would result in backing up of traffic along Bridgeport Road entering the site. *The developer will be providing a right turn lane.*

#### **4. Modifications to No. 4 Road and Bridgeport Road intersection.**

The existing left in / left out movements at No. 4 Road will be eliminated as part of the Airport Connector Project for safety reasons. *MOTH will be installing signs and the developer will be constructing an island to prevent left turning movements at this intersection.*

#### **5. The need for a driveway on No. 4 Road.**

The issue is whether or not to provide a driveway to the site from No. 4 Road. The concern for some No. 4 Road residents is that the existence of a driveway would encourage shoppers and delivery trucks to use No. 4 Road to access the site.

There are two possible driveway configurations:

#### **Configuration 1 (Permit a driveway on No. 4 Road)**

The main advantage of providing driveway access from No.4 Road through the site to the new municipal road is that it will permit local residents to regain left in and left out turning movements to and from Bridgeport Road. As noted above, left

turning movements at No. 4 and Bridgeport Roads will be eliminated as part of the Airport Connector Project.

The provision of:

- a signalised intersection for the new municipal road at Bridgeport Road, along with
- a dedicated right turn lane along Bridgeport Road into the site, should preclude the need for shoppers, travelling westbound along Bridgeport Road to use No. 4 Road to access the site. Also, the developer will be providing designated on-site truck routes and designing the No. 4 Road driveway entrance to prevent truck access.

In order to enhance pedestrian safety along the driveway from No. 4 Road, the developer will be required to implement designated pedestrian crossings and traffic calming measures such as roadside landscape, raised pedestrian crosswalks and special pavement treatments. This will be reviewed at the Development Permit Application stage.

**Configuration 2 (Do not permit a driveway on No. 4 Road)**

The elimination of this driveway would ensure that no site bound traffic would use No. 4 Road. However, this would also deny local residents the opportunity to:

- make full left turn movements to and from Bridgeport Road; and
- to access No. 4 Road from the site conveniently.

The developer does not oppose the elimination of the driveways to No. 4 Road and Beckwith Road if deemed desirable.

*Staff prefers Configuration 1 (permit a driveway on No. 4 Road) because:*

- *it would provide local residents with a way to make full left turn movements at Bridgeport;*
- *it would only be required until Beckwith Road is extended to No. 4 Road; and*
- *from a traffic circulation point of view, it is not desirable to have only one entrance to the site (which would occur if the driveways from No. 4 Road and Beckwith Road were both eliminated).*

*Staff believes that the proposed driveway connection to the existing Beckwith Road should be retained in-order to provide residents with a connection to the new municipal road as well as to the development. This driveway connection will only be required until Beckwith Road is extended to No. 4 Road.*

**6. Need for traffic signal at Bridgeport Road and Gage Road.**

The issue is whether or not a traffic signal should be provided at the intersection of Bridgeport and Gage Roads, in order to improve traffic circulation.

*The traffic consultant (Ward) concludes that a traffic signal at this intersection is not warranted. Staff and MOTH both agree with the traffic consultant's assessment.*

In addition to the Planning Committee referral, there are two technical issues which need to be refined in detail jointly by the developer and MOTH. These are:

- the traffic controls required to minimise the potential weaving conflict from Sea Island Way to the site along Bridgeport Road, and
- the logistics of traffic signal operations and timing plans at the intersection of the new municipal road and Bridgeport Road.

The details of these items are expected to be resolved as part of the rezoning approval by MOTH.

### BC Hydro easement

BC Hydro has a registered easement running north-south through the centre of the site. Most of the proposed municipal road between Beckwith Road and Bridgeport Road will be built within this easement area (see sketch plan in Appendix 1). BC Hydro is prepared to support construction of this portion of the road on the condition that:

- the land for the proposed new municipal road will not be dedicated (options for securing the road are: a) Public Right of Passage Right of Way, b) creation of a City owned lot;
- the driveable portion of the road must be clear of the future transmission tower site; and
- the existing steel pole structure within the proposed parking area must be protected with concrete highway barriers; and
- the requirements listed in BC Hydro's letter attached as Appendix 2 are complied with.

The portion of the new municipal road between the Hydro easement and Bridgeport Road will be dedicated in order to satisfy MOTH requirement.

### FINANCIAL IMPACT

No budgetary.

### CONCLUSION

1. This application may be supported.
2. The Official Community Plan (Bylaw 7100) designation for the eastern portion of the site should be amended from "Neighbourhood Residential" to "Mixed Use".
3. **Option B (phase connection) should be supported until Beckwith Road is extended to No. 4 Road.**
4. **The proposed driveways at No. 4 Road and Beckwith Road should be retained (driveway configuration 1).**

Ian Chang  
Planner 2

IC:cam

MOTH approval required.

There are legal requirements, specifically: Consolidation of all lots comprising the subject site; Restrictive Covenant providing public road access from Beckwith Road and No. 4 Road via two separate driveways; cross access agreement permitting future access between subject site and 9551 Bridgeport Road.

There are development requirements, specifically: Public Right of Passage for the new municipal road within the BC Hydro easement; Dedications for road purposes along the Bridgeport Road property line and for the portion of new municipal road between the BC Hydro easement and Bridgeport Road; submission of acceptable Development Permit plans.



**APPENDIX 1**

**Proposed Site Development Plan**

# OPTION 'A'

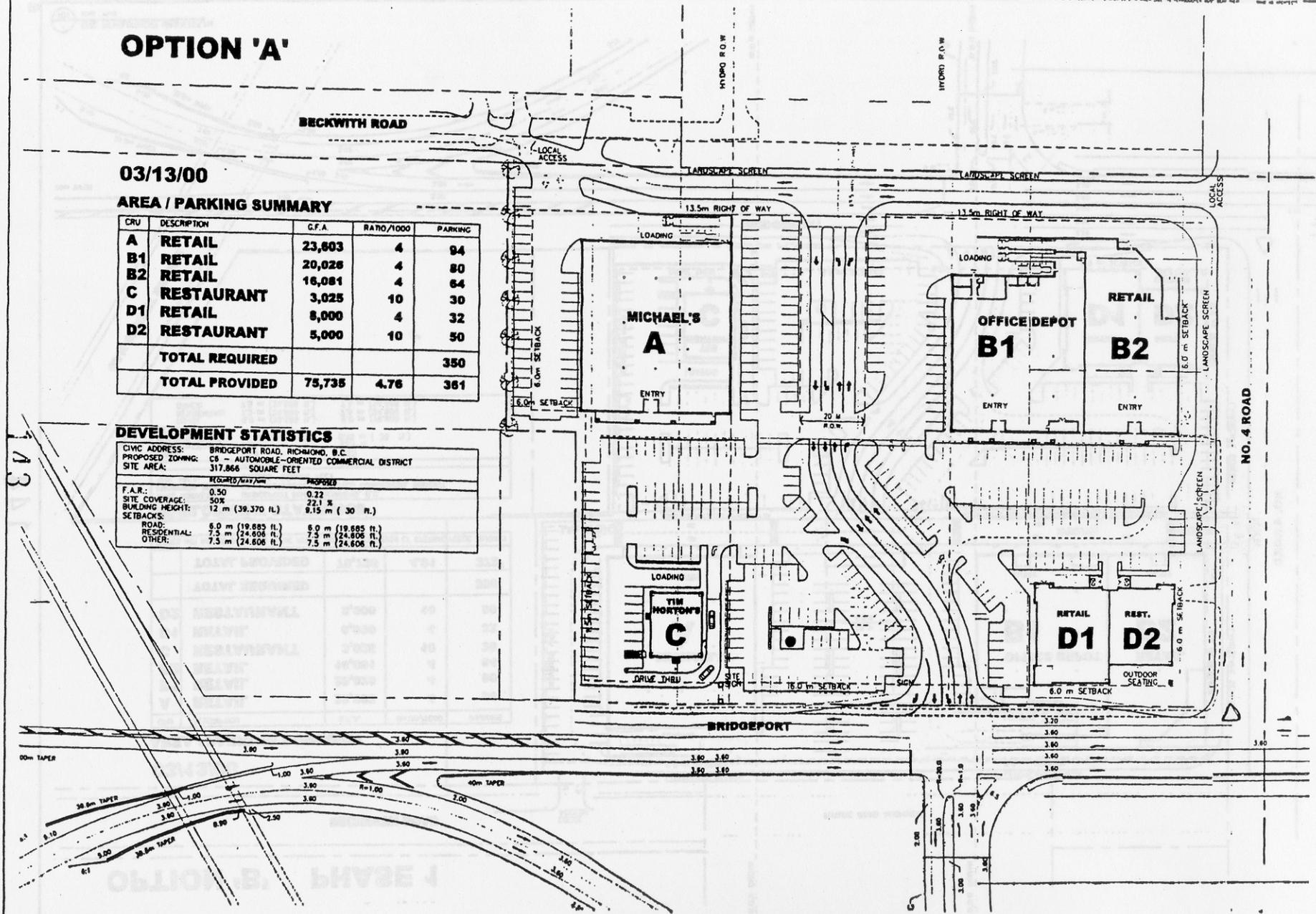
03/13/00

## AREA / PARKING SUMMARY

CRU	DESCRIPTION	C.F.A.	RATIO/1000	PARKING
A	RETAIL	23,603	4	94
B1	RETAIL	20,026	4	80
B2	RETAIL	16,081	4	64
C	RESTAURANT	3,025	10	30
D1	RETAIL	8,000	4	32
D2	RESTAURANT	5,000	10	50
<b>TOTAL REQUIRED</b>				<b>350</b>
<b>TOTAL PROVIDED</b>		<b>75,735</b>	<b>4.76</b>	<b>361</b>

## DEVELOPMENT STATISTICS

CIVIC ADDRESS:	BRIDGEPORT ROAD, RICHMOND, B.C.	
PROPOSED ZONING:	C8 - AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT	
SITE AREA:	317,866 SQUARE FEET	
	EXISTING	PROPOSED
F.A.R.:	0.50	0.22
SITE COVERAGE:	50%	22.1%
BUILDING HEIGHT:	12 m (39.370 ft.)	9.15 m (30 ft.)
ROADS:		
ROAD:	6.0 m (19.685 ft.)	6.0 m (19.685 ft.)
RESIDENTIAL:	7.5 m (24.606 ft.)	7.5 m (24.606 ft.)
OTHER:	7.5 m (24.606 ft.)	7.5 m (24.606 ft.)



PROJECT: PROPOSED COMMERCIAL DEVELOPMENT  
 Bridgeport & No. 4 Rd., Richmond, B.C.  
 ARCHITECTS: DIKEAKOS & COTTER architects  
 101

# OPTION 'B' PHASE 1

03/13/00

## AREA / PARKING SUMMARY

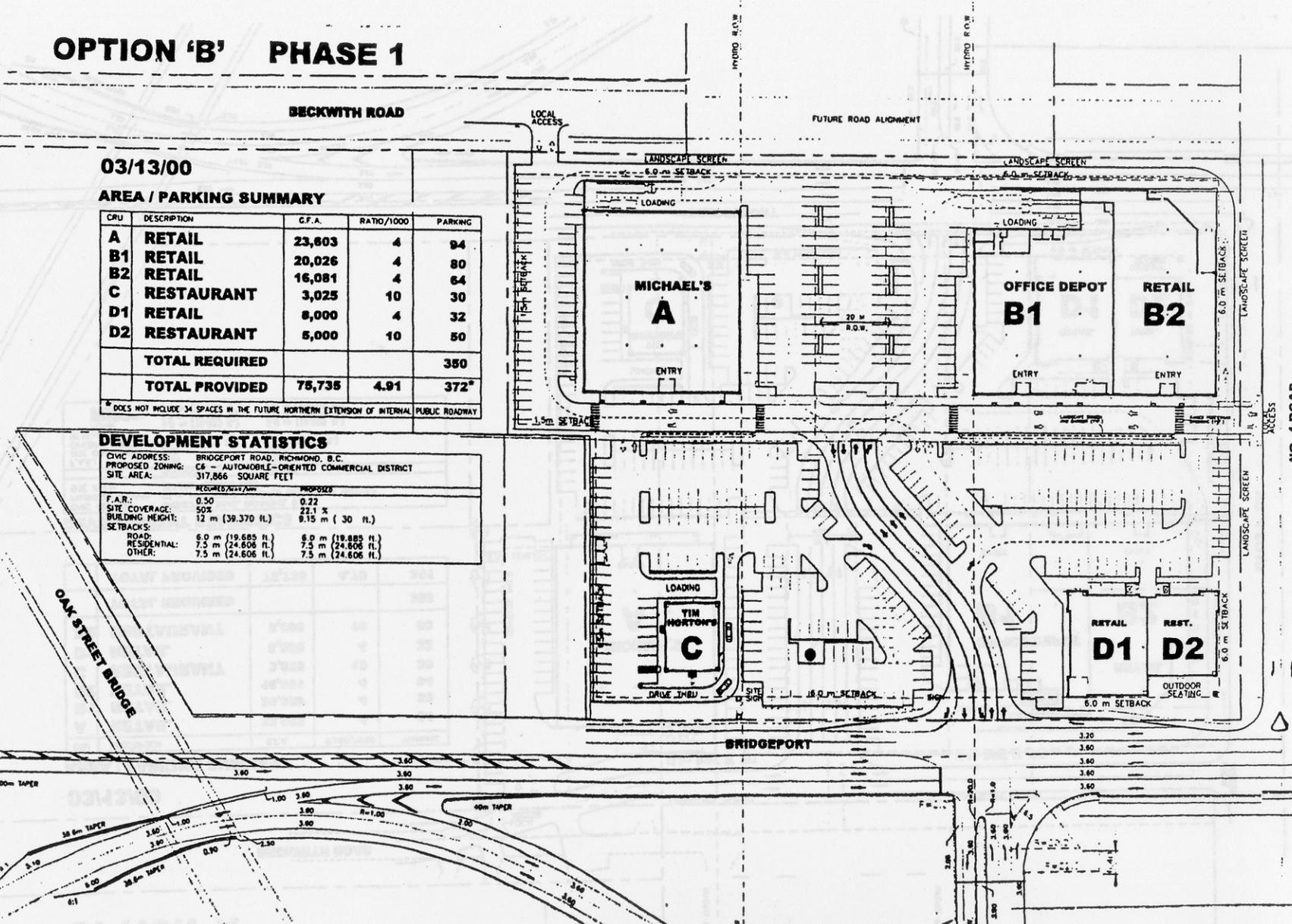
CRU	DESCRIPTION	G.F.A.	RATIO/1000	PARKING
A	RETAIL	23,803	4	94
B1	RETAIL	20,026	4	80
B2	RETAIL	16,081	4	64
C	RESTAURANT	3,025	10	30
D1	RETAIL	8,000	4	32
D2	RESTAURANT	5,000	10	50
<b>TOTAL REQUIRED</b>				<b>350</b>
<b>TOTAL PROVIDED</b>		<b>78,735</b>	<b>4.91</b>	<b>372*</b>

\* DOES NOT INCLUDE 34 SPACES IN THE FUTURE NORTHERN EXTENSION OF INTERNAL PUBLIC ROADWAY

## DEVELOPMENT STATISTICS

CIVIC ADDRESS: BRIDGEPORT ROAD, RICHMOND, B.C.  
 PROPOSED ZONING: C6 - AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT  
 SITE AREA: 317,866 SQUARE FEET

	REQUIRED (Max 7.5m)	PROPOSED
F.A.R.	0.50	0.22
SITE COVERAGE	50%	22.1 %
BUILDING HEIGHT:	12 m (39.370 ft.)	9.15 m ( 30 ft.)
SETBACKS:		
ROAD:	6.0 m (19.685 ft.)	6.0 m (19.885 ft.)
RESIDENTIAL:	7.5 m (24.606 ft.)	7.5 m (24.606 ft.)
OTHER:	7.5 m (24.606 ft.)	7.5 m (24.606 ft.)



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101 SITE DEVELOPMENT MASTERPLAN  
 SCALE: 1"=40'

PROPOSED COMMERCIAL DEVELOPMENT  
 Bridgeport & No. 4 Rd., Richmond, B.C.  
 SITE DEVELOPMENT PLAN  
 DIKEAKOS & COTTER architects  
 101

# OPTION 'B' PHASE 2

03/13/00

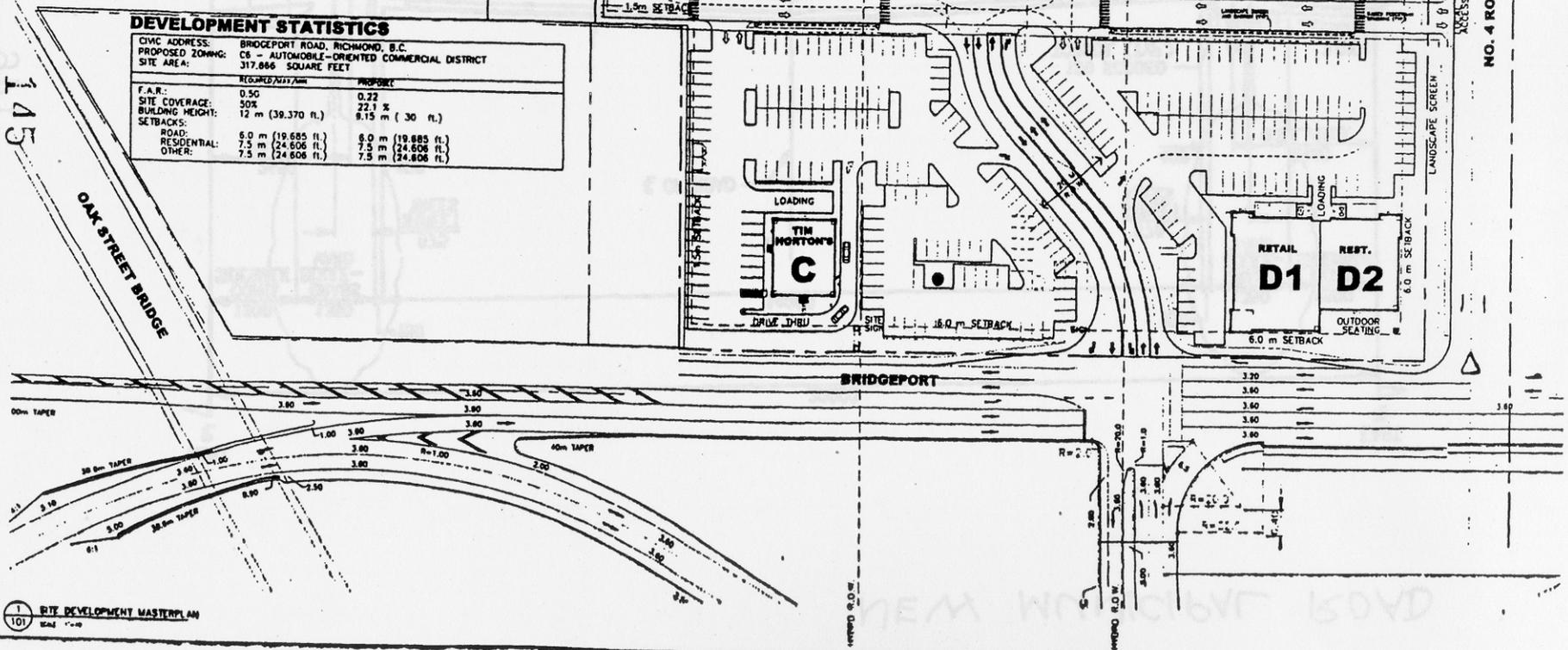
## AREA / PARKING SUMMARY

CRU	DESCRIPTION	G.F.A.	RATIO/1000	PARKING
A	RETAIL	23,803	4	94
B1	RETAIL	20,026	4	80
B2	RETAIL	16,081	4	64
C	RESTAURANT	3,025	10	30
D1	RETAIL	8,000	4	32
D2	RESTAURANT	5,000	10	50
<b>TOTAL REQUIRED</b>				<b>350</b>
<b>TOTAL PROVIDED</b>		<b>75,735</b>	<b>5.05</b>	<b>383</b>

## DEVELOPMENT STATISTICS

CIVIC ADDRESS: BRIDGEPORT ROAD, RICHMOND, B.C.  
 PROPOSED ZONING: C8 - AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT  
 SITE AREA: 317,866 SQUARE FEET

	REQUIRED/ACTUAL	PROPOSED
F.A.R.	0.50	0.72
SITE COVERAGE:	50%	72.1 %
BUILDING HEIGHT:	12 m (39.370 ft.)	8.15 m ( 30 ft.)
SETBACKS:		
ROAD:	6.0 m (19.685 ft.)	6.0 m (19.885 ft.)
RESIDENTIAL:	7.5 m (24.606 ft.)	7.5 m (24.606 ft.)
OTHER:	7.5 m (24.606 ft.)	7.5 m (24.606 ft.)



1 RIT DEVELOPMENT MASTERPLAN  
 101

DIKEAKOS & COTTER architects

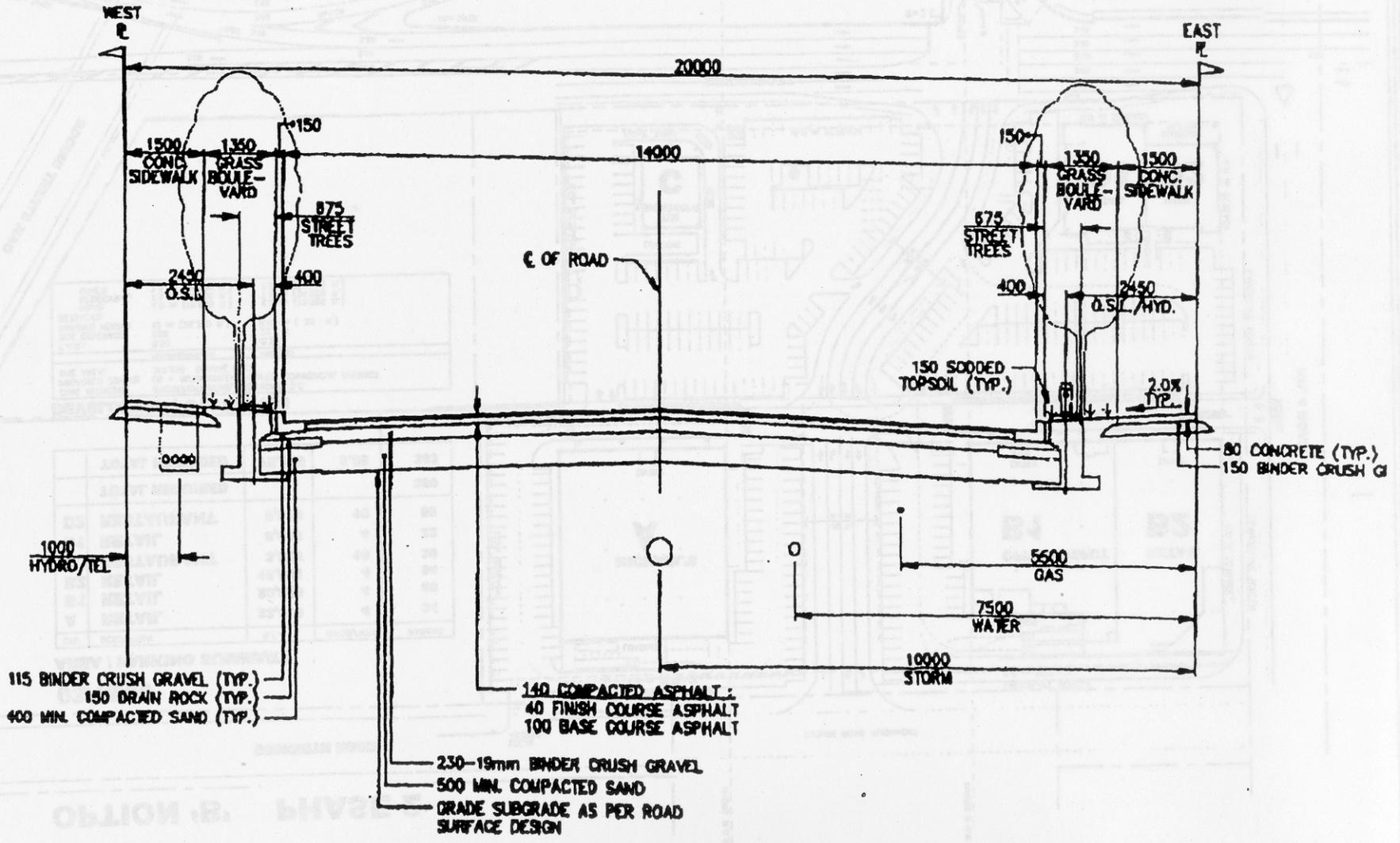
PROPOSED COMMERCIAL DEVELOPMENT  
 Bridgeport & No. 4 Rd., Richmond, B.C.

SITE DEVELOPMENT PLAN

101

# NEW MUNICIPAL ROAD

146



**A**

**TYP. X-SECTION: ROAD**

SCALE: 1/4" = 1'-0" HOR. N.T.S. VER.

## **APPENDIX 2**

### **Letters from BC Hydro**

Property Rights Management  
Ingledow Substation

12 January 2000

**FAXED**  
01-12-2000

Assignment: 6458  
Files: 3182 BCE, 694 BCER,  
2433 BCE  
Circuit/Str.: 2L16, 9/2-9/3

VIA FAX: 291-2667

Mr. Patrick Cotter, Principal  
Dikeakos & Cotter Architects  
#212 - 3989 Henning Drive  
Burnaby, B.C.  
V5C 6N5

Dear Mr. Cotter:

**Proposed Bridgeport Retail Development - Access Road and Parking Lot -  
Within B.C. Hydro Rights of Way 293144C, 295811C and 242631C affecting  
Lot 9, Sec. 22, B5N, R6W, N.W.D., Plan 6125 and Lot B, Sec. 22, B5N, R6W,  
N.W.D., Plan 79642  
- Bridgeport Road to Beckwith Road @ No. 4 Road, Richmond**

Thank you for your facsimile of January 3, 1999.

B.C. Hydro has no objection in principle to the proposed parking lot and short section of road within the right of way subject to the following conditions:

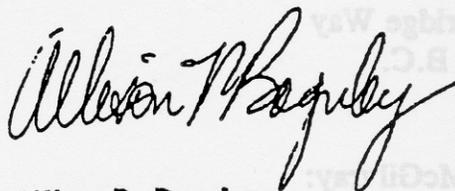
1. The roadway within the right of way must not be dedicated and must remain land with a registered title.
2. Later this decade B.C. Hydro will be installing a second 230,000 volt double circuit transmission line on the east side of the existing Circuit 2L16/58. Based on the sketch submitted the proposed road will be clear of the future tower sites. The driveable surface of the road must not come within 10.0 meters of the future tower site, same location as 9/2 but 25 meters to the east. Future construction may also impact some of the parking stalls.
3. The steel pole structure within the proposed parking area must be protected with concrete highway barriers.

4. Any buildings to be constructed in relation to the right of way boundaries must be reviewed by B.C. Hydro when more detailed plans are available.
5. Any street lighting within the right of way must be reviewed and approved by B.C. Hydro.

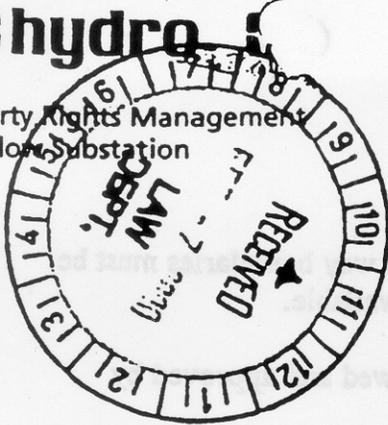
Please submit full size engineering plans and profiles with survey ties to the steel pole structures. Upon receipt of more detailed drawings B.C. Hydro will review and comment further.

If you have any questions please contact me at 590-7664, FAX 590-7681.

Yours truly,



Allison R. Baguley  
Property Assistant  
Property Rights Management

Property Rights Management  
Ingledow Substation

3 February 2000

Assignment: 6458

Files: 3182 BCE, 694 BCER,  
2433 BCE

Circuit: 2L16, 9/2 - 9/3

Your File: 2280-20

Ms. Christine McGilvray  
Manager, Lands and Property  
City of Richmond  
7577 Elmbridge Way  
Richmond, B.C.  
V6X 2Z8

Dear Ms. McGilvray:

**Proposed Retail Development (Access Road and Parking Lot) within B.C. Hydro Statutory Rights of Way 293144C, 295811C and 242631C affecting Lot 9, Sec. 22, B5N, R6W, N.W.D. Plan 6125 and Lot B, Sec. 22, B5N, R6W, N.W.D., Plan 79642 - Bridgeport Road to Beckwith Road @ No. 4 Road, Richmond**

Thank you for your letter of January 31, 2000.

B.C. Hydro's comments are as follows:

1. B.C. Hydro has no objections to the right of passage agreement submitted with your letter and the revised preliminary drawing showing the parking lot extended to Beckwith Road.
2. B.C. Hydro's rights of way must remain in the order as shown on the titles. We will not consent to this right of passage agreement in priority over our rights of way.
3. As discussed the Ministry of Highways will be dedicating that portion of the access road from Bridgeport Road to the easterly edge of the right of way only and our rights of way will remain intact.

We still require the final design drawings for the parking lot and access road within the rights of way. I refer to my letter of January 12, 2000.

If you have any questions please don't hesitate to contact me at 590-7664, FAX 590-7681.

Yours truly,

Allison R. Baguley  
Property Assistant  
Property Rights Management

c: P. Beaven



Five horizontal lines for administrative use or notes.

CITY CLERK

FIRST READING  
PUBLIC HEARING  
SECOND READING  
THIRD READING  
ADOPTED

MAYOR

CITY OF RICHMOND

BYLAW 7116

**RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 7100**

**AMENDMENT BYLAW 7116 (RZ 99-171337)**

**9751, 9771 BRIDGEPORT ROAD, and  
2691, 2711, 2731, 2751, 2771 NO. 4 ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation of the following area in Attachment 1 to Schedule 1 thereof of the following area and by designating it **MIXED USE**.

That area shown on "Schedule A attached to and forming part of Bylaw No. 7116"

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7116"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

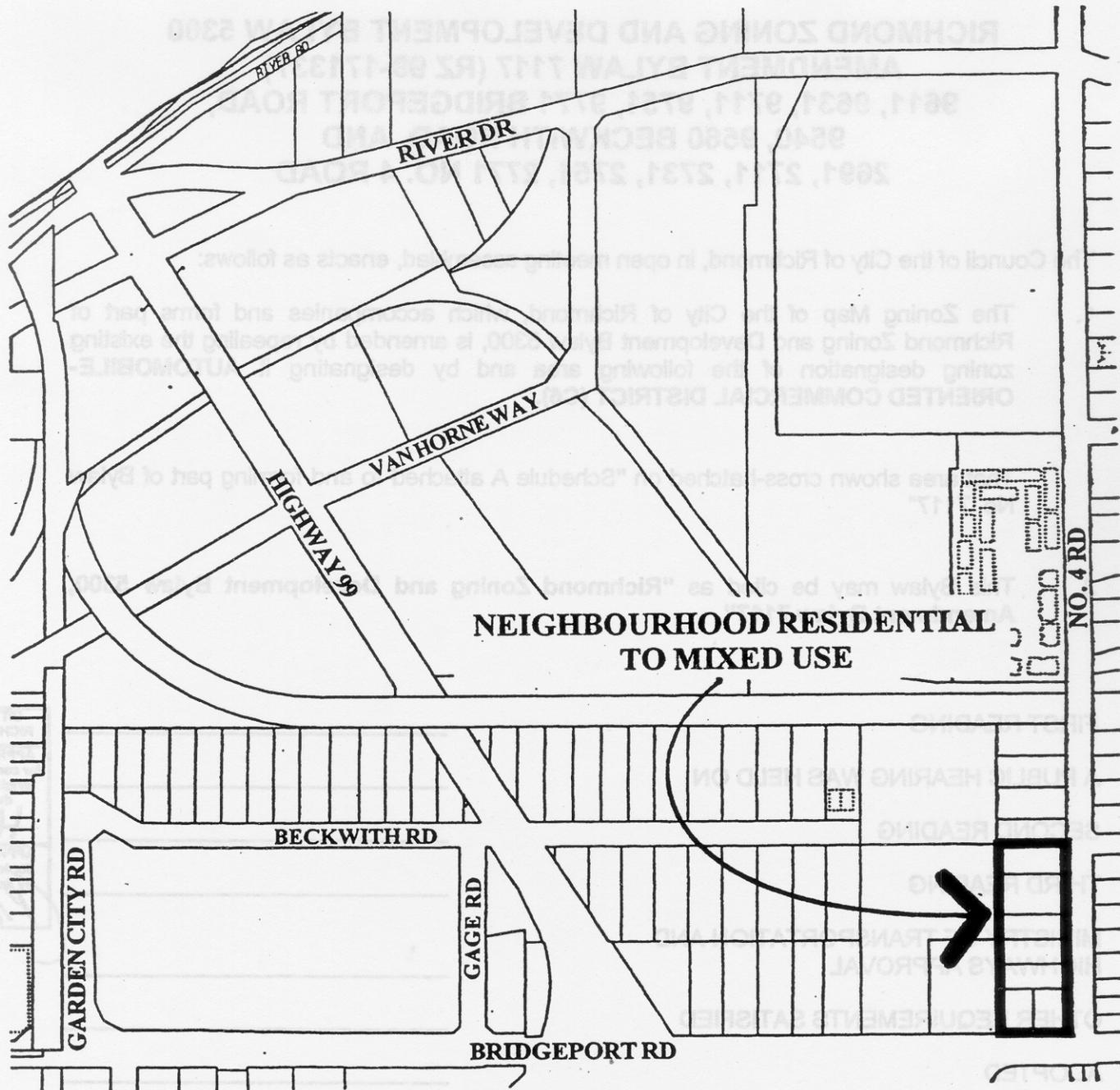
ADOPTED

_____
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CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



Official Community  
Plan Amendment

Date:  
01/27/00

**CITY OF RICHMOND  
BYLAW 7117**

**RICHMOND ZONING AND DEVELOPMENT BYLAW 5300  
AMENDMENT BYLAW 7117 (RZ 99-171337)  
9611, 9631, 9711, 9751, 9771 BRIDGEPORT ROAD,  
9540, 9560 BECKWITH ROAD, AND  
2691, 2711, 2731, 2751, 2771 NO. 4 ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT (C6)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 7117"

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7117"**.

FIRST READING

\_\_\_\_\_

A PUBLIC HEARING WAS HELD ON

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

MINISTRY OF TRANSPORTATION AND  
HIGHWAYS APPROVAL

\_\_\_\_\_

OTHER REQUIREMENTS SATISFIED

\_\_\_\_\_

ADOPTED

\_\_\_\_\_

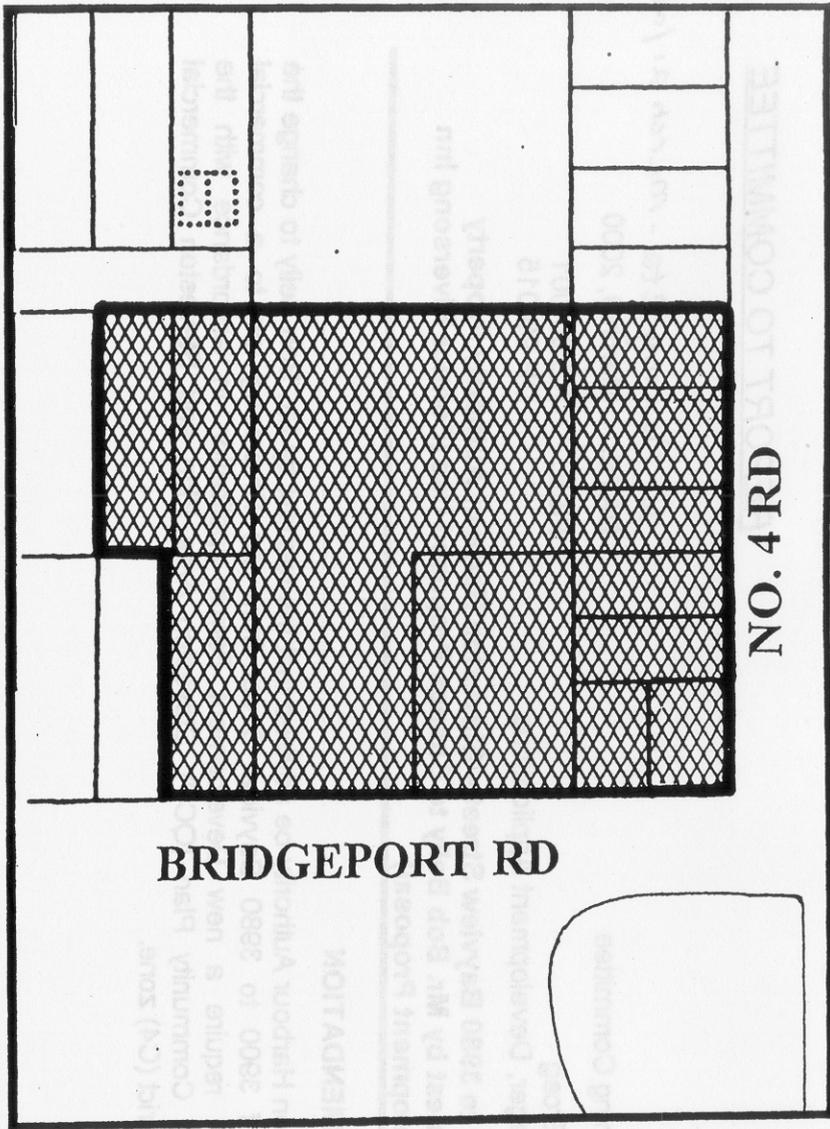
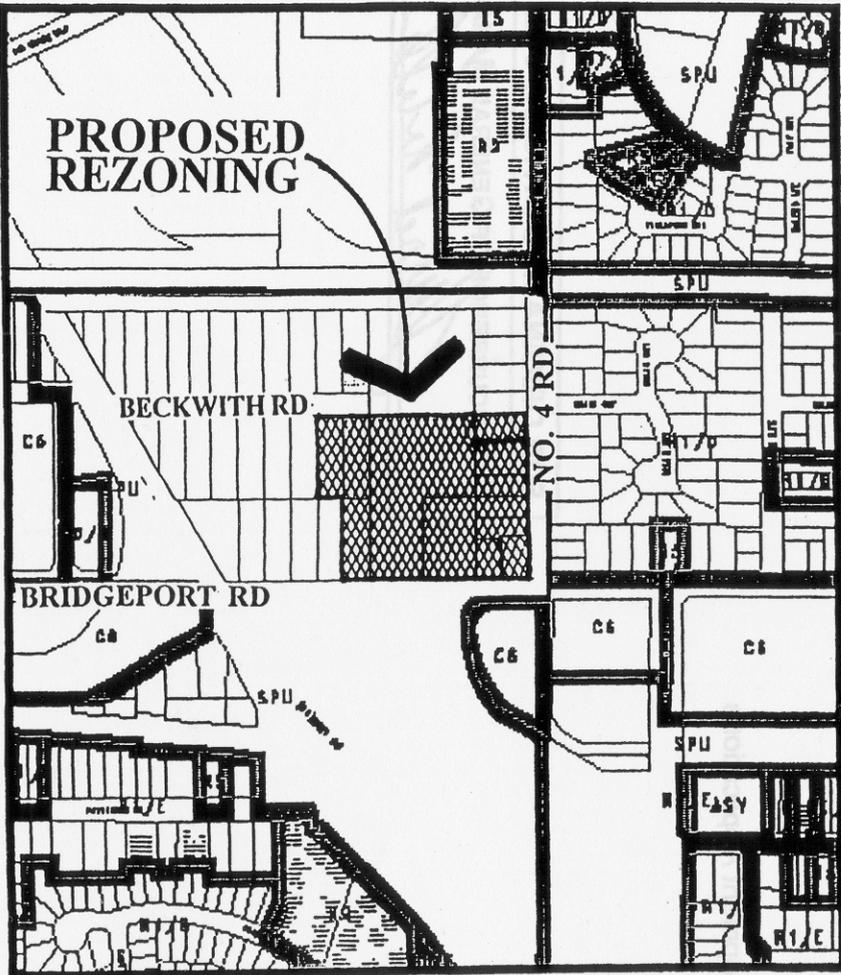
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

<b>CITY OF RICHMOND</b>
<b>APPROVED</b> for content by originating dept.
<b>APPROVED</b> for legality by Solicitor



# City of Richmond



## RZ 99-171337

Original Date: 12/03/99

Revision Date: 01/28/00

Note: Dimensions are in METRES