



To: Planning Committee

Date: August 26, 2026

From: Wayne Craig
General Manager, Planning and Development

File: RZ 14-672055

Re: **Application by Bene (No. 3) Road Development Ltd. for Rezoning at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone**

Staff Recommendations

1. That Third Reading of Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9215, and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, be rescinded.
2. That OCP Bylaw 7100, Amendment Bylaw 9215, as amended, to change Schedule 2.10 (City Centre Area Plan) by amending the Aberdeen Village – Detailed Transect Descriptions to allow for a maximum 1.5 Floor Area Ratio (FAR) Village Centre Bonus for non-residential uses on the subject site, be forwarded to a public hearing.
3. That Bylaw 9215, as amended, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.

4. That Bylaw 9215, as amended, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
5. Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, as amended, for the creation of a new "High Rise Office Commercial (ZC44)- Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be forwarded to a public hearing.

Executive Summary

This application proposes to rezone the property to a new amended site-specific office and commercial zone to accommodate a 10-storey hotel, office and retail development. This application also proposes to amend the OCP City Centre Area Plan to increase the Village Centre Bonus (VCB) from 1.0 FAR to 1.5 FAR for non-residential uses on the subject site.

To accommodate the proposed development, revisions are required to the previously endorsed OCP amendment and rezoning bylaws associated with the subject application, which were granted Third Reading on January 22, 2018. The OCP bylaw revisions include allowing the VCB to be used for office and other non-residential uses on the subject site, while the rezoning bylaw revisions include adding hotel as a permitted use and limited hotel car rental service as a secondary use, and allowing the 1.5 FAR VCB floor area to be used for non-residential uses, including hotel, and reserving 0.7 FAR for office use only. The rezoning considerations have been revised to include hotel use restrictions and Transportation Demand Management measures, and to reflect the current office subdivision proposal and current terms and contribution rates

The proposed commercial use is consistent with the OCP's "Commercial" land use designation for the subject site.

Staff Report

Origin

Bene (No. 3) Road Development Ltd. (Directors: Wei Gang Li and Jian Sun), has applied to the City of Richmond to revise the OCP Bylaw 7100, Amendment Bylaw 9215, the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, and associated rezoning considerations for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to a new site-specific "High Rise Office Commercial (ZC44) – Aberdeen Village" zone to permit the development of a high-rise hotel, office and retail mixed-use project.

A location map and aerial photograph are provided in Attachment AAA. Conceptual development plans are provided for reference in Attachment BBB.

Highlights of the proposed development include:

- A single 10-storey tower with ground-level commercial retail units, three floors of office space, five floors of hotel space and four levels of parking.
- A total floor area of approximately 7,286.65 m² (78,433 ft²) comprised of approximately:
 - 603.96 m² (6,501 ft²) of commercial space.
 - 1,477.94 m² (15,908 ft²) of office space.
 - 5,204.75 m² (56,023 ft²) of hotel space, including 165 hotel rooms.
- Replacement of the City's Leslie sanitary sewer pump station located on the Leslie Road frontage, including required equipment inside the proposed building in a Statutory Right-of-Way (SRW).
- Approximately 137.21 m² (1,477 ft²) of land to be dedicated to the City for frontage and road improvements along the subject site's Leslie Road and No. 3 Road frontages.

Background

The subject rezoning application was originally considered by Council and granted third reading on January 22, 2018. At that time, the rezoning application contemplated a 10-storey commercial building including two floors of commercial, six floors of office space and four levels of parking, with the associated OCP amendment allowing for an additional 0.5 FAR VCB density above the 1.0 FAR VCB for office use only.

On July 22, 2019, Council approved a revision to a rezoning consideration that previously prohibited any form of subdivision (stratification and/or air space parcels) of office space within the proposed building, to allow the subdivision of the office space to no more than one strata lot or one air space parcel per storey.

In 2022, the applicant requested changes to the rezoning considerations to allow additional office space subdivision and in return offered to provide a voluntary contribution towards Affordable Housing of \$357,044.61. On May 24, 2022, Council approved an amendment to the rezoning considerations to allow for the office floor to be stratified.

A copy of the most recent staff report and supplemental information, which contains a full background and history of the development, is attached (see Attachments CCC for associated RTC and DDD for Council memorandums).

The associated Development Permit (DP) (DP 16-754766) was considered and endorsed by the DP Panel on January 29, 2020.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached as Attachment EEE.

Existing Site Condition and Surrounding Development

The subject site is a single lot approximately 2,134 m² (22,974 ft²) in size and is in the City Centre's Aberdeen Village located at the corner of No. 3 Road and Leslie Road. The site was previously used for a fast-food restaurant but is now vacant.

Existing development immediately surrounding the vacant subject site is as follows:

- To the North: Across Leslie Road, an existing two-storey auto repair building on a lot zoned "Auto-Oriented Commercial (CA)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.
- To the South and East: An existing commercial development with one and two-storey buildings on a lot zoned "Auto-Oriented Commercial (CA)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.
- To the West: Across No. 3 Road, an existing commercial development with one and two-storey buildings on a lot zoned "Auto-Oriented Commercial (ZC22) – Aberdeen Village (City Centre)" and designated for Urban Centre T5 non-residential commercial and office development in the CCAP, with frontage on Leslie Road and No. 3 Road.

Existing Legal Encumbrances

An existing City utility SRW (#37710) is located along the north and east edges of the site for sanitary sewer and sanitary pump station infrastructure. To facilitate the proposed development, additional SRW area and sanitary infrastructure works will be secured through the rezoning and associated servicing design.

Related Policies & Studies

Official Community Plan/City Centre Area Plan (CCAP)

The subject site's land use designation is "Commercial" in Schedule 1 of the City's OCP Bylaw 9000. The proposed OCP amendment and rezoning are consistent with this designation.

In the CCAP, the subject site is designated “Urban Centre T5 (35 m)” in the Specific Land Use Map: Aberdeen Village (2031) (Attachment FFF), which provides for up to 2.0 FAR restricted to non-residential uses. Additional density (up to 1.0 FAR VCB) may also be considered provided the additional density is used for office uses only. The proposed rezoning is generally consistent with this designation, except that an OCP amendment is required to:

- Increase the VCB additional density from 1.0 FAR to 1.5 FAR on the subject site, provided that:
 - at least 0.7 FAR be used for office use only; and
 - Utilize up to 0.8 FAR of the VCB additional density for non-residential use on the subject site.

Further details of the proposed OCP amendment are discussed later in this report.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to rezoning bylaw adoption.

Aircraft Noise Sensitive Development Policy

The proposed development is located in Area 1A (new aircraft noise sensitive land uses prohibited) on the Aircraft Noise Sensitive Development Map. The proposed OCP amendment and rezoning are consistent with this Policy. Registration of an aircraft noise covenant on title is required prior to rezoning bylaw adoption.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application.

OCP Bylaw Preparation Consultation Policy 5043 – External Agencies/Stakeholders

Staff have reviewed the proposed OCP and zoning amendments with respect to the *Local Government Act* and the City’s OCP Consultation Policy No. 5043 requirements and recommend that this report does not require referral to external stakeholders (Attachment GGG).

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act* and the Richmond Zoning Bylaw 8500.

External Agencies

The original rezoning application was referred to the South Coast British Columbia Transportation Authority (TransLink) due to the proposed development’s proximity to the Canada Line guideway, and the property owner entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development program. At that time,

TransLink advised that they were not opposed to Council considering an OCP amendment and rezoning. The proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input.

A legal agreement would be secured through the rezoning requiring that prior to Building Permit (BP) issuance, the owner must provide written confirmation from TransLink that all terms required as a condition of issuance of any BP for the development have been satisfied to ensure protection of transit infrastructure.

Analysis

The applicant has proposed to revise their application in response to changing economic and market considerations and has confirmed that the proposed changes, along with maintaining the same density as previously endorsed by Council, would allow the proposed development on the subject site to proceed. (Attachment HHH). Accordingly, the applicant is requesting that Council consider a revised proposal that reduces the amount of office space from 5,897.4 m² (63,478.5 ft²) as previously endorsed, to 1,477.94 m² (15,908 ft²), to facilitate a 165-room hotel. The proposal also limits retail commercial space to ground level only. There are no changes to the previously endorsed building siting, height or design as a result of the interior changes and on-site parking remains over four levels.

To accommodate the revised proposal, the applicant is requesting the addition of hotel as a permitted use and limited hotel car rental service as a secondary use in the proposed ZC44 zone, revising the associated OCP amendment to permit the use of VCB floor area for non-residential uses (including hotel) on the subject site only, and revising the office subdivision strategy to match the revised internal layout.

Proposed Amendments to the Official Community Plan

Land Use

The proposed hotel and limited hotel car rental service, office and commercial uses are permitted by the CCAP. The CCAP currently permits the VCB to be used for office use only at the subject site. The applicant proposes to amend the OCP (CCAP) to permit a portion of the VCB to be used for non-residential uses, including a hotel, to support additional employment-generating uses on the subject site.

Density

The VCB currently allows for 1.0 FAR on the subject site and limited to office use only. The proposed amendment would maintain Council's previously endorsed increase in the VCB to 1.5 FAR and permit a portion of it to be used for non-residential uses, including a hotel, provided that at least 0.7 FAR is used for office use.

The original intent of the VCB was to provide an incentive for developers to include service and other commercial uses in mixed-use development along No. 3 Road to support new residences constructed through village growth. In Aberdeen Village, where residential development is prohibited due to aircraft noise impacts, the VCB seeks to encourage employment opportunities by supporting large floorplate leasable office space near transit in the City Centre.

Permitting a portion of the VCB to be used for hotel and other non-residential uses on the subject site would support the provision of alternate employment opportunities and expand the range of potential services offered to the City's residents and businesses. In addition, the applicant's previously secured cash contribution to the City Centre Facility Development Fund, which has been increased to \$2,160,264.72 to account for Construction Price Index increases since it was previously endorsed by Council, is consistent with the application of VCB, and will continue to be required prior to rezoning bylaw adoption. On this basis, staff support the proposed density increase and allowance for additional non-residential floor area on the subject site.

Village Centre Bonus Map

The original rezoning staff report also proposed to amend the CCAP Overlay Boundary – Village Centre Bonus Map (2031) to identify the proposed 1.5 FAR VCB area. Upon further reflection, VCB amounts may vary across sites, and the purpose of the overlay is to identify the overall boundary of the VCB area rather than specific VCB amounts on specific sites. As a result, the change to the overlay is no longer proposed.

Proposed Zoning

The proposed rezoning is consistent with the Aberdeen Village Specific Land Use Map, Urban Centre T5 (35 m) transect and OCP (CCAP) as amended.

To accommodate the proposal, amendments to the previously endorsed site-specific zone ("High Rise Office Commercial (ZC44) – Aberdeen Village") are proposed. The proposed ZC44 zone includes:

- Provisions regulating permitted land uses, maximum floor area, maximum building height, siting parameters and parking and loading.
- Hotel use has been included as a permitted use, the VCB additional density that was previously limited to office use only is amended to allow non-residential use, provided that 0.7 FAR is reserved for office use only.
- A hotel car rental service has been accommodated by including vehicle sale/rental use as a secondary use and limited to an interior size of no more than 300 m² (3,229 ft²), including the area of a maximum of 16 parking spaces.

Office Use

A legal agreement would continue to be secured through the rezoning allowing limited strata-titling (including stratification and/or air space parcels) of the office floor area. Council endorsed the previous proposal of no more than 40 strata-lots of office space sized 650 m² (6,996 ft²) to 11,440 m² (123,139 ft²) provided over six floors. The current proposal includes the following provided over three floors:

- For the 2nd floor, no more than five strata lots or air space parcels, and a minimum 64 m² (689 ft²) size;
- For the 4th floor, no more than one strata lot or air space parcel; and

- For the 5th floor, no more than eight strata lots or air space parcels, and a minimum 60.4 m² (650 ft²) size.

Hotel Use

As residential use is prohibited on the subject site due to aircraft noise impacts, a legal agreement will be secured through the rezoning to prevent residential use of the hotel space, limiting length of stay to no more than six months per year, prohibiting kitchen facilities and prohibiting strata-titling (single owner for hotel use).

Built Form and Architectural Character

The associated DP (DP 16-754766) was considered and endorsed by the DP Panel on January 29, 2020, for the office and commercial building. No exterior design modifications are proposed to the previously endorsed development as a result of the addition of a hotel use and the associated internal changes. Accordingly, no revisions to the previously endorsed DP are anticipated.

Transportation and Site Access

The CCAP encourages completion and enhancement of the City street network. The following frontage and intersection improvements are required:

- Leslie Road: Widening of Leslie Road. The revised cross-section will accommodate a bike lane, grass boulevard with street trees and a sidewalk. Road dedication is required across the frontage and at the corner.
- No. 3 Road: Widening of the No. 3 Road sidewalk. Road dedication is required across the frontage.
- Traffic Signals: Upgrading of the existing traffic signal at the No. 3 Road and Leslie Road intersection to accommodate road widening.

The road and frontage improvements will be secured through a Servicing Agreement (SA). A more detailed description of road improvements is included in the Rezoning Considerations (Attachment III). Road enhancements along Leslie Road will be eligible for Development Cost Charges (DCC) credits. Road dedication and all other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Vehicular access is proposed via a single driveway connecting to Leslie Road, with on-site parking continued to be proposed over four levels. The proposal includes 76 parking spaces in total, including 16 tandem parking spaces. Except for tandem parking spaces, parking would be shared by all uses. A legal agreement is required to be registered on Title prior to rezoning bylaw adoption.

The proposed new ZC44 site-specific zone has been drafted to allow for the provision of a maximum of 16 tandem parking spaces located in the upper parking levels for hotel valet or hotel car rental service parking only. As the hotel will be required to remain under single ownership, the hotel operator will manage the tandem parking. A legal agreement is required to be registered on Title prior to rezoning bylaw adoption.

The subject site is well served by transit, being located in close proximity to the Aberdeen and Lansdowne Canada Line stations. The proposed parking rates for the retail commercial and office uses are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1), including a 20 per cent reduction with the provision of Transportation Demand Management (TDM) measures. A parking study in support of the proposal was prepared by a professional engineer and submitted by the applicant. The proposed site-specific parking strategy with TDMs for the proposed hotel use is supported by the parking study. Transportation Department staff support the parking proposal.

The following TDM measures are requirements of rezoning:

- Provision of a hotel car rental service program, limited to a maximum of 16 parking spaces;
- Provision of a hotel airport shuttle program;
- Provision of a Transit Pass Subsidy Program, with a \$40.00 monthly subsidy for monthly transit passes for employees that work in the building for a period of three years;
- Voluntary contribution of \$50,000.00 to the City's TDM Reserve Fund for the provision of future off-site pedestrian and cycling enhancements; and,
- Provision of two electric vehicle (EV) Level-2 (240V) charging stations on-site for the use of units and visitors. The charging stations should be located to provide for convenient use by vehicles parked in any of four parking spaces. The provision of the charging stations for the shared use of units and visitors and the shared use of parking spaces (excluding hotel valet tandem parking spaces) will be secured with a legal agreement registered on Title prior to rezoning bylaw adoption.

The proposed bicycle parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw. Provision of class 1 bicycle storage for the shared use of all units will be secured with a legal agreement registered on Title prior to rezoning bylaw adoption.

The applicant is proposing to provide two medium-sized loading spaces in compliance with the ZC44 zone, instead of three medium and one large-sized loading spaces as per the general provisions of the Richmond Zoning Bylaw. This is supported by Transportation staff as a proposed hotel, office and retail development of this size would not typically involve deliveries with large semi-trailers. The provision of loading spaces for the shared use of all units will be secured with a legal agreement registered on Title prior to rezoning bylaw adoption.

Tree Retention and Replacement

As noted in the original rezoning staff report, there are no on-site trees.

On the advice of Parks staff, the three existing street trees in the Leslie Road frontage would be removed due to their poor condition and conflict with road widening, sanitary and storm sewer works. This includes a third cherry tree which has sprouted on the Leslie Road frontage. As a result, the previously proposed contribution has been increased. The developer has agreed to provide a voluntary contribution in the amount of \$3,840.00 to the Tree Compensation Fund prior to rezoning bylaw adoption.

Five existing street trees in the No. 3 Road frontage are required to be protected and retained, subject to further review through the SA detailed design process. The owner is required to enter into a Tree Survival Security Agreement and provide a security in the amount of \$25,000.00 prior to rezoning bylaw adoption.

To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to rezoning bylaw adoption, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

Community Amenity Contributions

The proposed rezoning is located in the "Village Centre Bonus (VCB)" area shown on the CCAP Aberdeen Village Specific Land Use Map. The applicant continues to propose to take advantage of the following available VCB additional density provisions:

- VCB additional density of 1.0 FAR with five per cent of this area provided back to the City as cash contribution for a future community amenity (104 m^2 calculated using the proposed floor area [$1.0 \times 0.05 \times 2,081.9 \text{ m}^2$ ($22,409.4 \text{ ft}^2$)]).
- VCB additional density of 0.5 FAR with 10 per cent of this area provided back to the City as a cash contribution for a future community amenity (104 m^2 calculated using the proposed floor area [$0.5 \times 0.1 \times 2,081.9 \text{ m}^2$ ($22,409.4 \text{ ft}^2$)]).

As noted in the original rezoning staff report, due to the small size of the proposed VCB area and property location, Parks, Recreation and Culture staff recommended that the City accept a cash contribution to the City Centre Facility Development Fund. At the current rate, the contribution amount is \$2,160,264.72, calculated using the proposed floor area ($[208.2 \text{ m}^2] 2,240.9 \text{ ft}^2 \times \$964/\text{ft}^2$). The contribution will be secured prior to rezoning bylaw adoption.

Affordable Housing Contribution

The applicant continues to propose to provide a voluntary cash contribution to the City's Affordable Housing Reserve in recognition of the need for Affordable Housing elsewhere in the City where residential use is permitted. Taking into consideration Construction Price Index increases since the contribution was endorsed by Council on May 24, 2022, the current contribution amount is \$445,568.37. The contribution will be secured prior to rezoning bylaw adoption.

Public Art

The proposed development is subject to the Richmond Public Art Policy. As the project is of a modest size, the applicant continues to propose a voluntary contribution to the Public Art Reserve. The contribution will be secured prior to rezoning bylaw adoption, based on the current contribution rate (\$44,706.72 calculated using the proposed floor area [(7,286.6 m²) 78,432.85 ft² x \$0.57 /ft²]).

City Centre Development

The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include registration of a noise covenant on Title prior to rezoning bylaw adoption.

The proposed rezoning is subject to a contribution for future community planning in accordance with the CCAP Implementation Strategy. The contribution will be secured prior to rezoning bylaw adoption, based on the current contribution rate (\$28,235.83 calculated using the proposed floor area [(7,286.65 m²) 78,432.85 ft² x \$0.36 /ft²]).

Sustainability

The proposed development is required to be designed to receive heating and cooling services from an on-site energy generation plant operated by the City's district energy service provider, Lulu Island Energy Company (LIEC). Connection to the future off-site District Energy Utility (DEU) system will be secured with a legal agreement registered on title prior to rezoning bylaw adoption.

The proposed development is required to be designed to meet the BC Energy Step Code requirements in place at the time of BP application submission. The hotel use requires compliance with Step 4 and emission level EL-1, or Step 3 and emission level EL-2, or Step 2 and emission level EL-3. The office and retail uses require compliance with Step 3 and emission level EL-1 or Step 2 and emission level EL-2. The applicants' architects have noted the applicable Step Code requirements, with confirmation of compliance to be provided as part of the future BP.

Site Servicing and Frontage Improvements

The developer is required to enter into a SA for the design and construction of a variety of road and water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main and storm sewer upgrades on Leslie Road frontage.
- Sanitary sewer upgrade, pump station and force main replacement on Leslie Road frontage and east edge of site, including new equipment in a SRW inside the building, and force main in a SRW along the east edge of the site. The City will reimburse the developer for the design and construction of the completed sanitary pump station and force main; however, costs incurred above and beyond a regular pump station replacement project will be the Developer's responsibility.

Budgetary Implications

As a result of the proposed development, the City will take ownership of developer-contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is estimated to be \$8,900.00; this will be considered as part of the 2029 Operating Budget.

Conclusion

Bene (No. 3) Road Development Ltd. has applied to the City of Richmond to rezone the subject site from the "Auto-Oriented Commercial (CA)" zone to a new site-specific "High Rise Office Commercial (ZC44) – Aberdeen Village" zone to permit the development of a high-rise hotel, office and retail non-residential mixed-use project. The inclusion of hotel use within the zone would support additional employment-generating uses on the subject site.

To facilitate the proposed development, the applicant also proposes to amend the OCP CCAP to permit hotel use on the subject site.

It is recommended that OCP Bylaw 7100, Amendment Bylaw 9215 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, as amended, be forwarded to a public hearing.

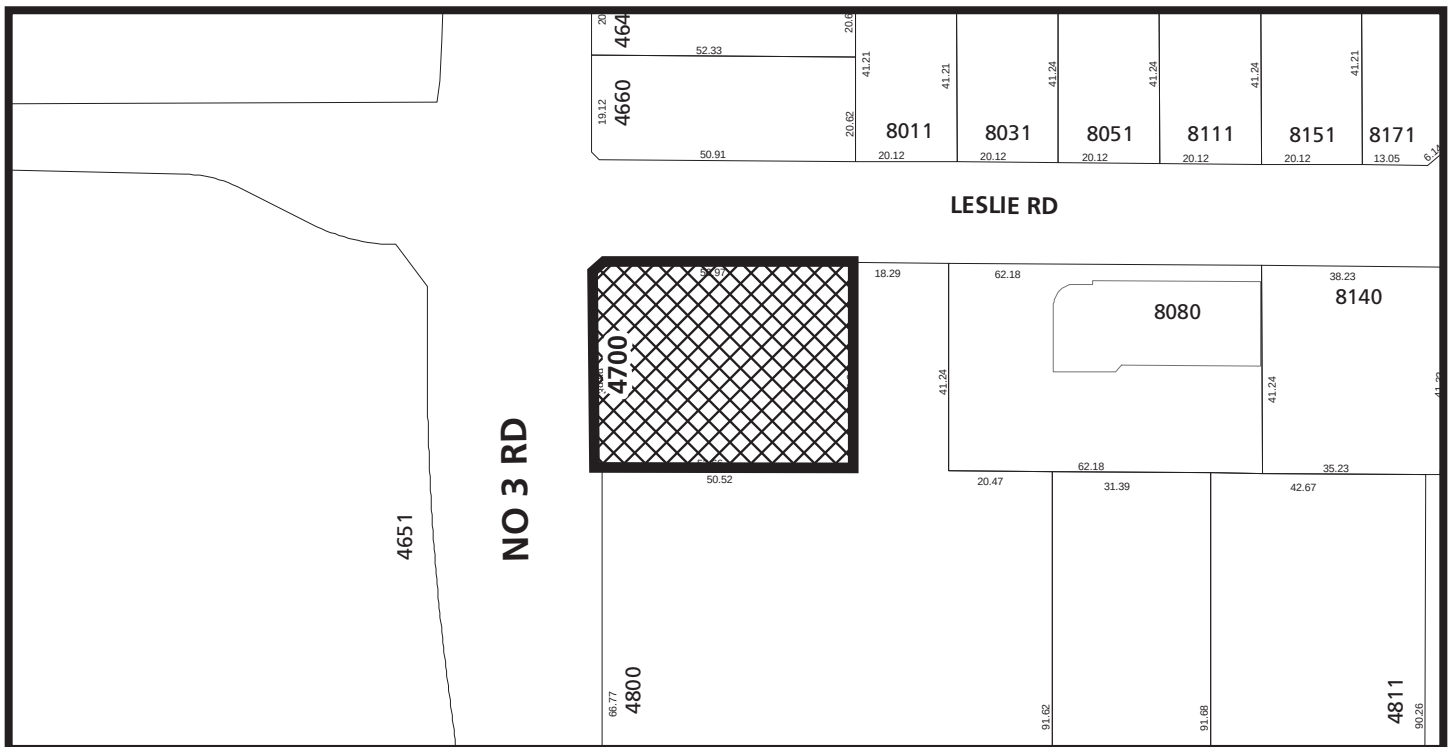
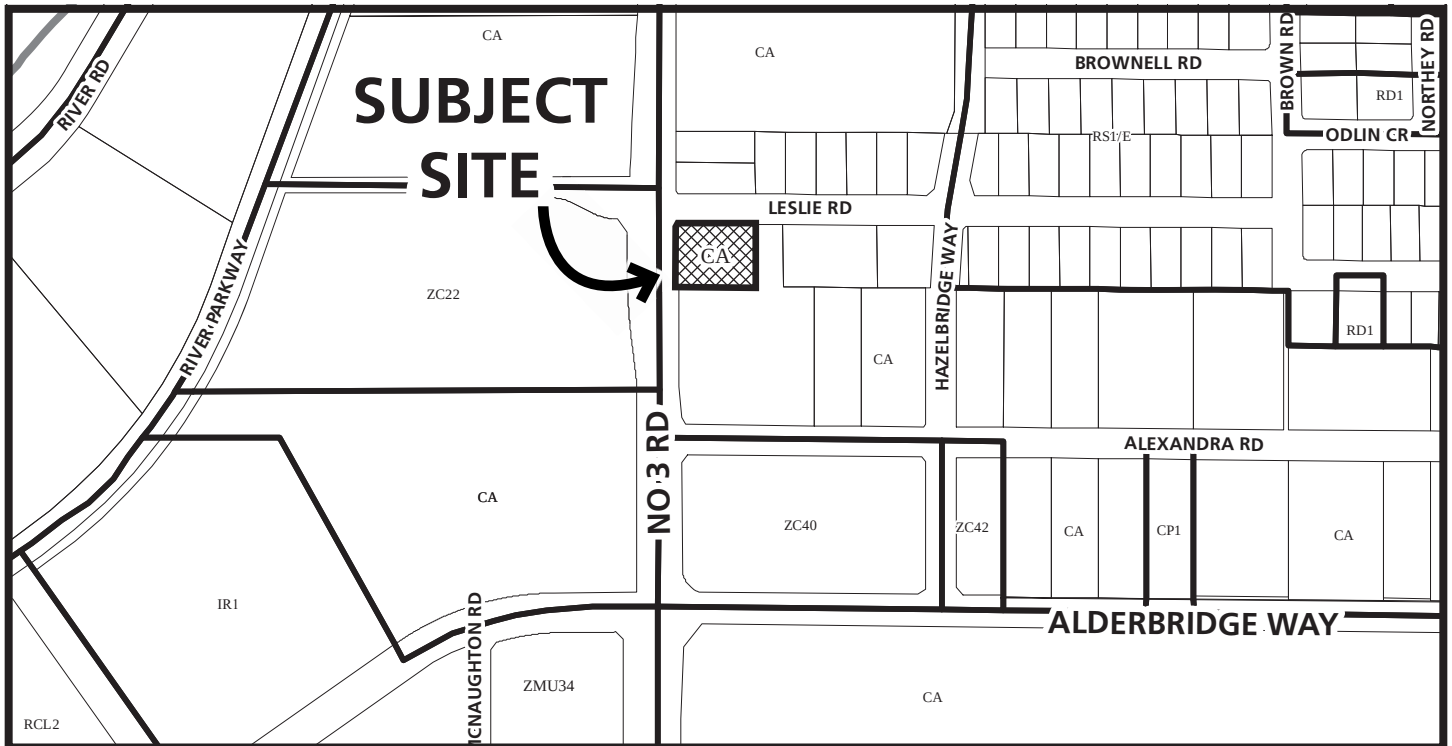
Respectfully submitted,

Joshua Reis, Director, Development

Report Contributors

This report was prepared by Sara Badyal, Program Manager, Housing (Development Applications) and reviewed by Policy Planning, Housing Office, Transportation, Engineering, PRC Planning and Strategic Initiatives, Parks Services and Arts, Culture and Heritage.

Att. AAA: Location Map and Aerial Photograph
 BBB: Conceptual Development Plans
 CCC: Report to Committee dated March 16, 2022 (including earlier Staff Reports dated June 24, 2019 and November 20, 2017)
 DDD: Memorandums dated May 12, 2022 and April 14, 2022
 EEE: Development Application Data Sheet
 FFF: CCAP Aberdeen Village Location Map
 GGG: OCP Consultation Policy Summary
 HHH: Applicant's Statement of Intent
 III: Rezoning Considerations



RZ 14-672055

Original Date: 09/15/14
Revision Date: 07/30/26

Note: Dimensions are in METRES



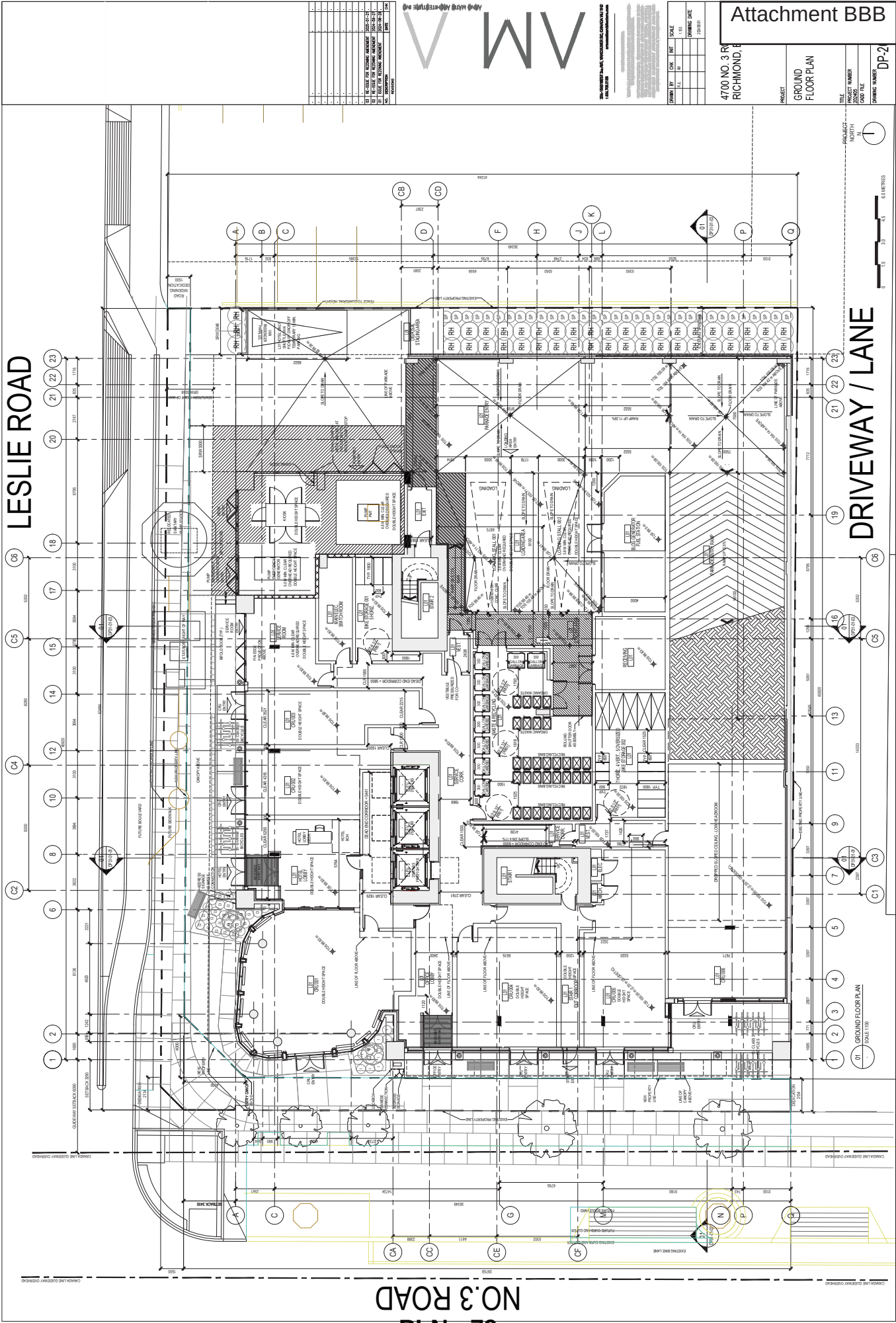
City of Richmond



RZ 14-672055

Original Date: 07/30/26
Revision Date:

Note: Dimensions are in METRES



NO. 3 ROAD
PLN - 79

Attachment BBB

4700 NO. 3 ROAD
RICHMOND, BC
PROJECT NUMBER
2024-05
DRAWING NUMBER
DP-2

GROUND
FLOOR PLAN

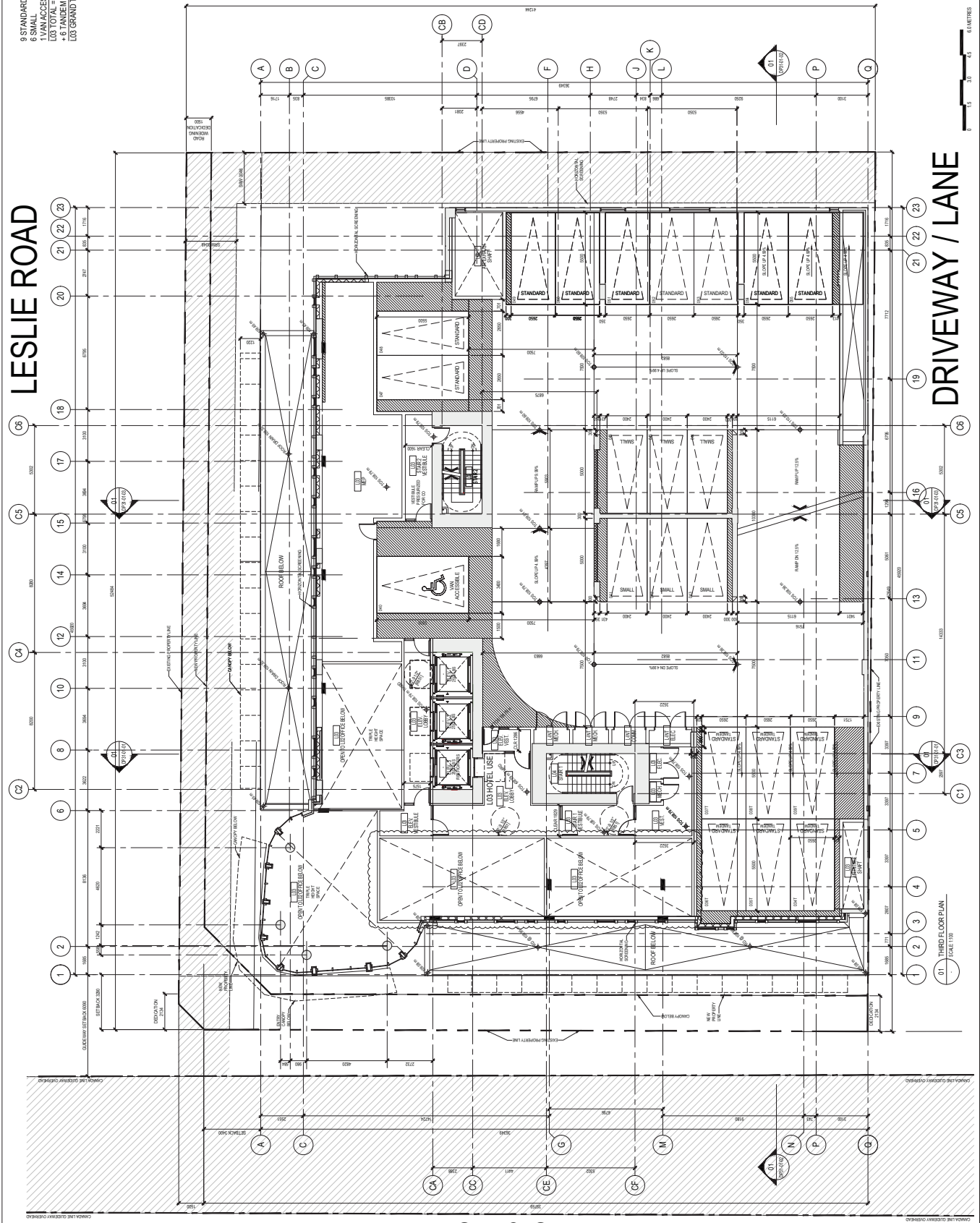


1" = 4'

DRIVEWAY / LANE

01. GROUND FLOOR PLAN
SCALE 1/8"

NO.3 ROAD
PLN - 82



9 STANDARD
6 SMALL
1 VAN ACCESSIBLE
LOBBY TOTAL = 16 STALLS
8 VAN ACCESSIBLE
8 STANDARD
LOBBY TOTAL = 24 STALLS

PROJECT
NORTH
1

DRIVEWAY / LANE

THIRD FLOOR PLAN
SCALE 1/10

PROJECT
NORTH
1

PROJECT NUMBER
202405
DRAWING NUMBER
DP-20-03-01

4700 NO. 3 ROAD
RICHMOND, BC

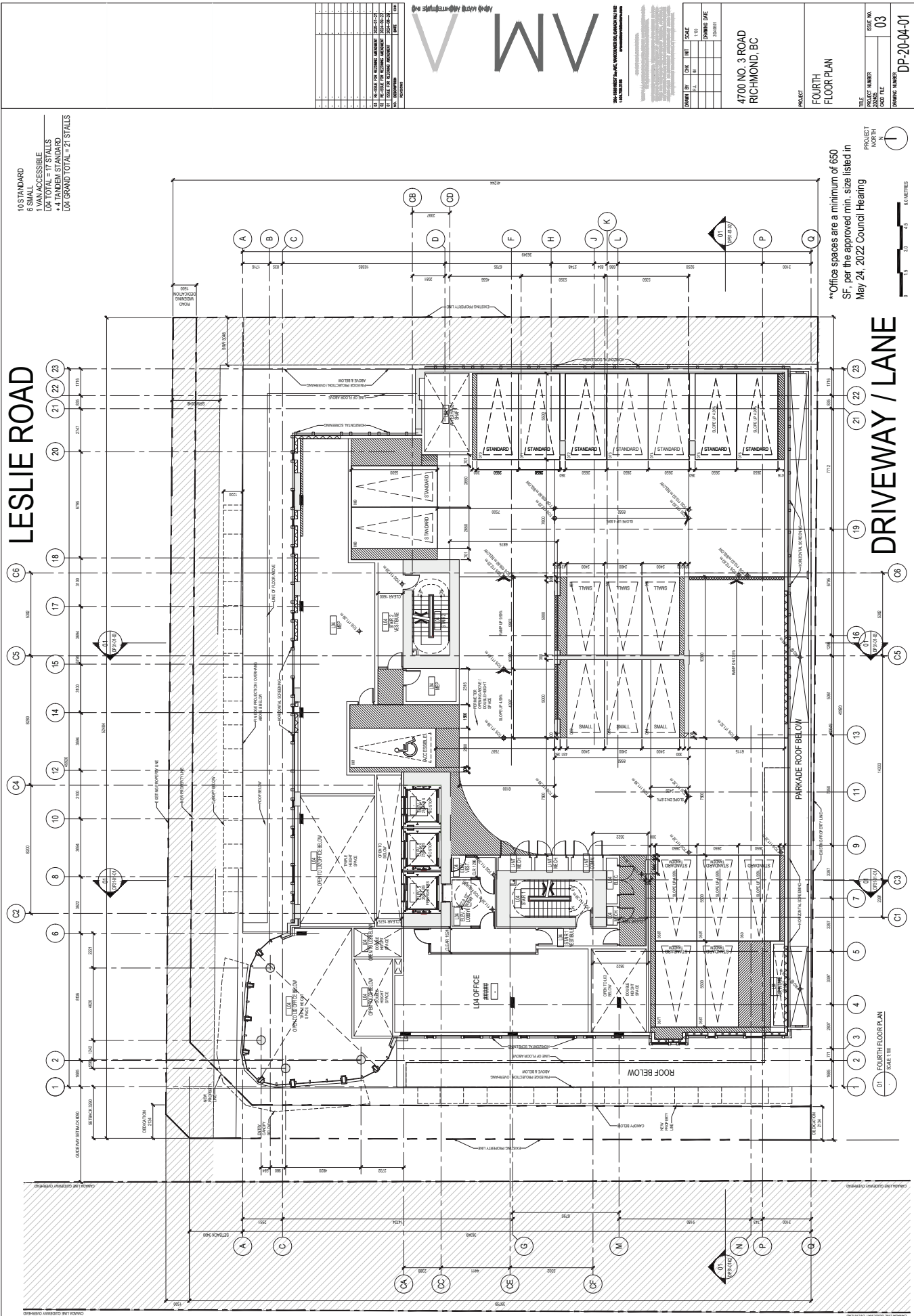
PROJECT
THIRD FLOOR PLAN

PROJECT NUMBER
202405
DRAWING NUMBER
DP-20-03-01

4700 NO. 3 ROAD
RICHMOND, BC

PROJECT
THIRD FLOOR PLAN

NO. 3 ROAD
PLN - 83



LESLIE ROAD

C6 C5 C4 C3 C2 C1 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23

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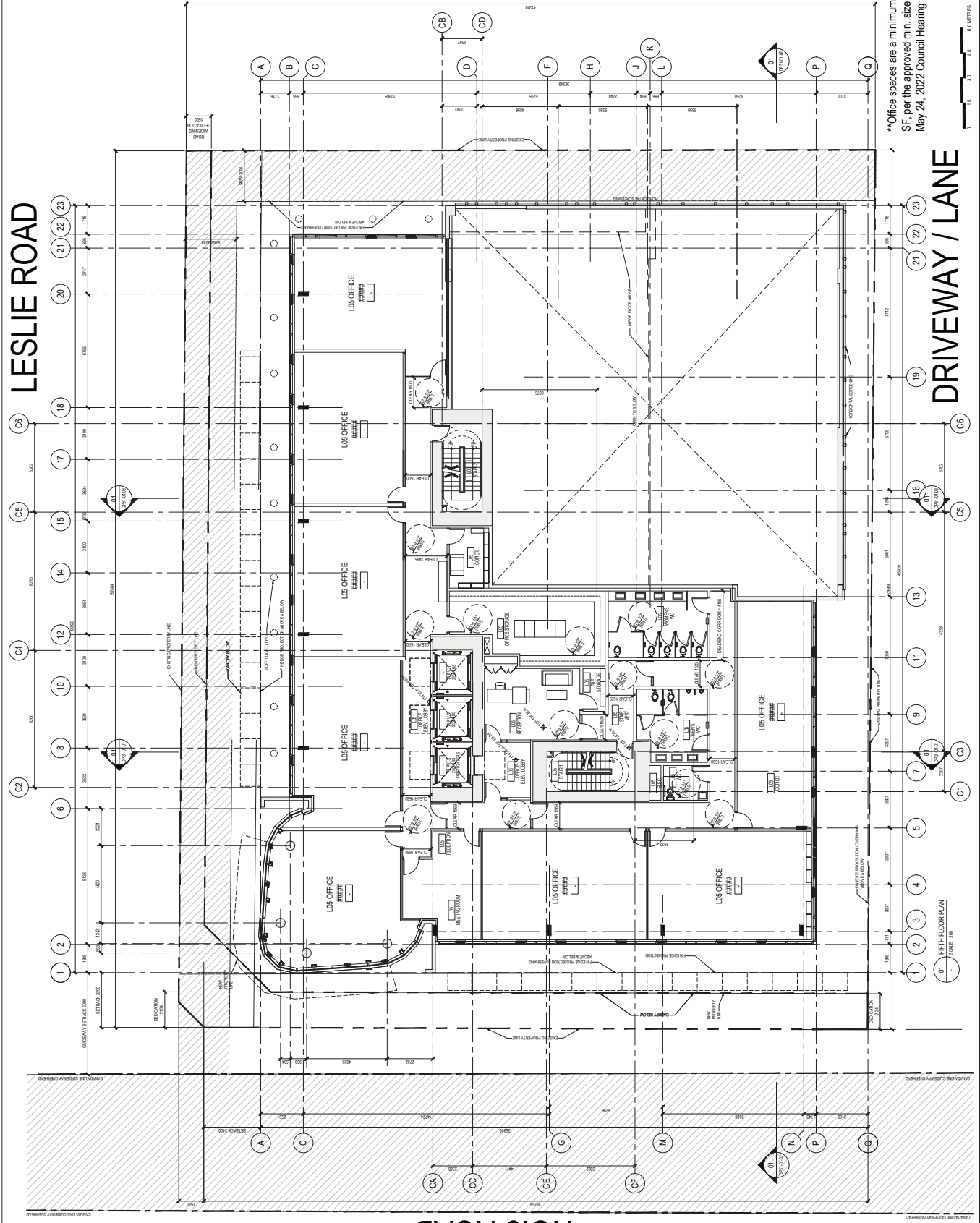
NO. 3 ROAD

DRIVEWAY / LANE

FOURTH FLOOR PLAN

SCALE 1/8" = 1'-0"

NO.3 ROAD
PLN - 84



**Office spaces are a minimum of 650 SF, per the approved min. size listed in May 24, 2022 Council Hearing

DRIVEWAY / LANE

01 FIFTH FLOOR PLAN
SCALE 1/16"

PROJECT NORTH
DRAWING NUMBER
SCALE NO.
03



DP-20-05-01

FIFTH FLOOR PLAN

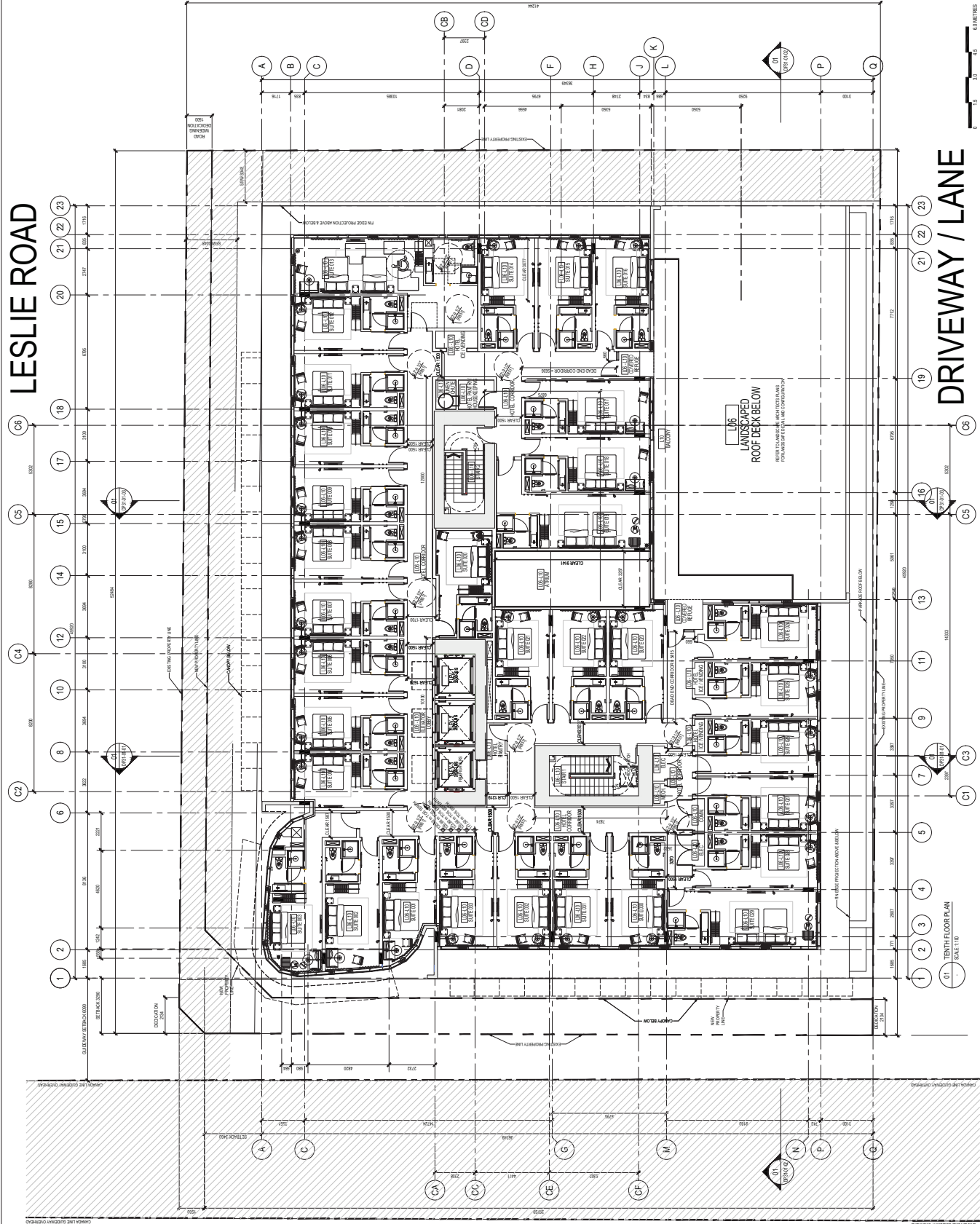
4700 NO. 3 ROAD
RICHMOND, BC

DATE	BY	CHK	REV	SCALE	DATE
2022-05-01	MM			1/16"	



NO.	DESCRIPTION	DATE	BY
1	REVISION		
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NO.3 ROAD
PLN - 87



LESLIE ROAD

DRIVEWAY / LANE

10TH FLOOR PLAN
SCALE 1/10

PROJECT
NORTH

PROJECT NUMBER
202005

CADD FILE
202005

DRAWING NUMBER
DP-20-08-01

0 3.0 6.0 METRES

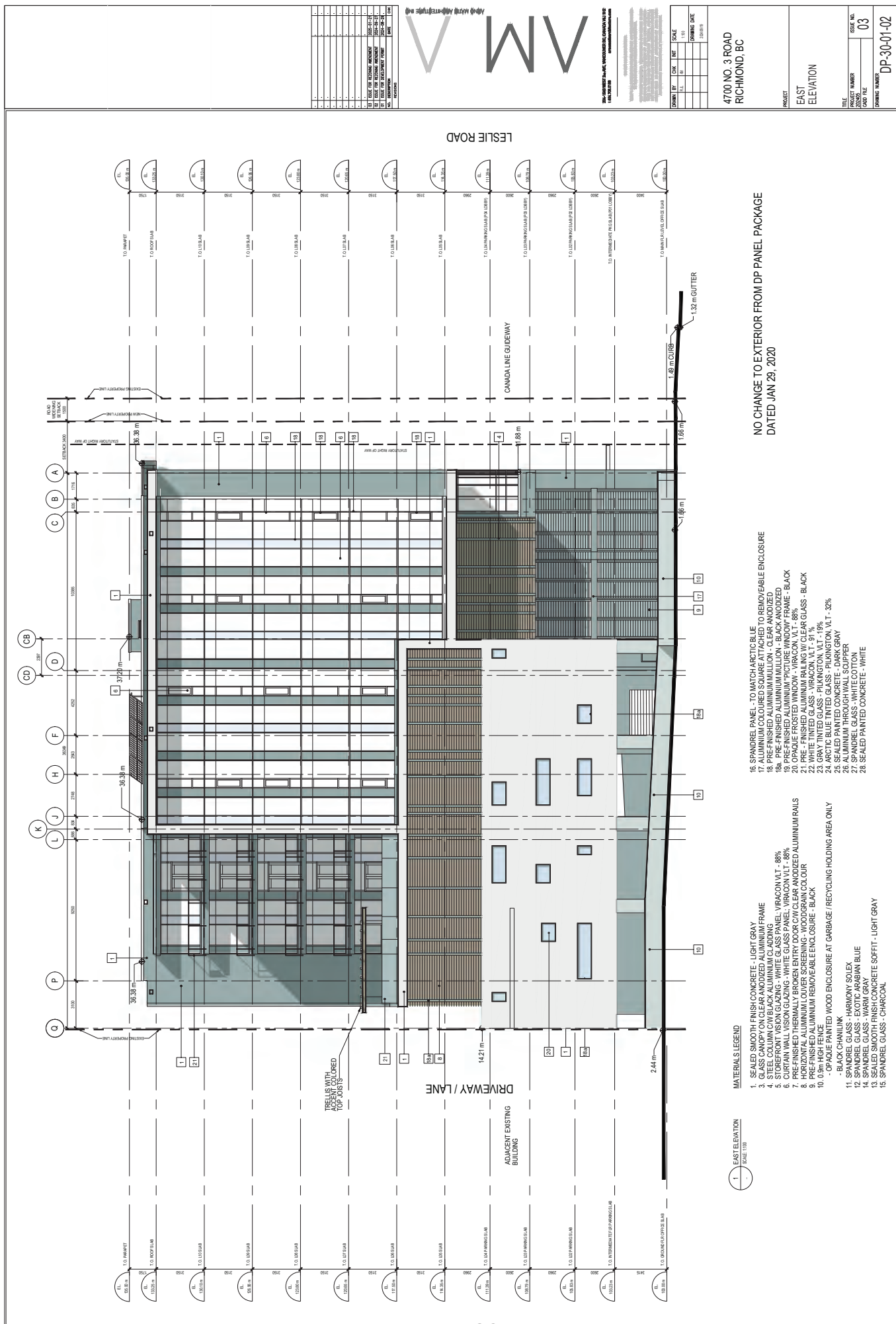
PROJECT
TENTH
FLOOR PLAN

4700 NO. 3 ROAD
RICHMOND, BC

DATE	BY	CHK	APP	SCALE	DATE
2020-08-01	1	2	3	1/10	2020-08-01

MM

NO.	DESCRIPTION	DATE	BY	CHK	APP
1	10TH FLOOR PLAN	2020-08-01	1	2	3
2	10TH FLOOR PLAN	2020-08-01	1	2	3
3	10TH FLOOR PLAN	2020-08-01	1	2	3
4	10TH FLOOR PLAN	2020-08-01	1	2	3
5	10TH FLOOR PLAN	2020-08-01	1	2	3
6	10TH FLOOR PLAN	2020-08-01	1	2	3
7	10TH FLOOR PLAN	2020-08-01	1	2	3
8	10TH FLOOR PLAN	2020-08-01	1	2	3
9	10TH FLOOR PLAN	2020-08-01	1	2	3
10	10TH FLOOR PLAN	2020-08-01	1	2	3
11	10TH FLOOR PLAN	2020-08-01	1	2	3
12	10TH FLOOR PLAN	2020-08-01	1	2	3
13	10TH FLOOR PLAN	2020-08-01	1	2	3
14	10TH FLOOR PLAN	2020-08-01	1	2	3
15	10TH FLOOR PLAN	2020-08-01	1	2	3
16	10TH FLOOR PLAN	2020-08-01	1	2	3
17	10TH FLOOR PLAN	2020-08-01	1	2	3
18	10TH FLOOR PLAN	2020-08-01	1	2	3
19	10TH FLOOR PLAN	2020-08-01	1	2	3
20	10TH FLOOR PLAN	2020-08-01	1	2	3
21	10TH FLOOR PLAN	2020-08-01	1	2	3
22	10TH FLOOR PLAN	2020-08-01	1	2	3
23	10TH FLOOR PLAN	2020-08-01	1	2	3



2020-01-01 PM 14:00:00 4700 NO. 3 ROAD RICHMOND, BC

DATE	BY	CHK	REV	SCALE	DATE
2020-01-01	1			1/8\"	2020-01-01

4700 NO. 3 ROAD
RICHMOND, BC

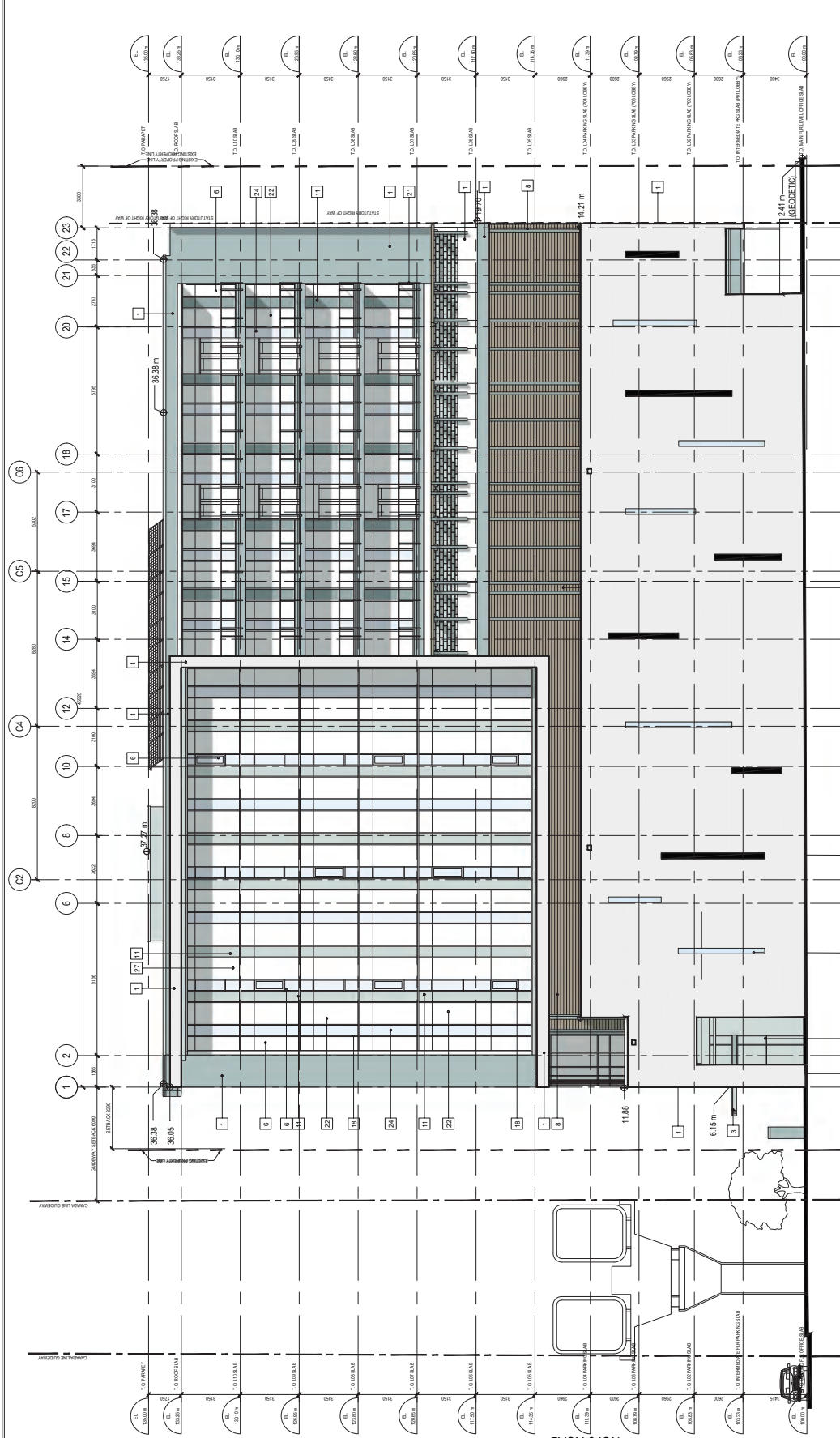
EAST
ELEVATION

PROJECT NUMBER
03
DATE
2020-01-01
DRAWN BY
DP-30-01-02

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE
DATED JAN 29, 2020

1 EAST ELEVATION
SCALE 1/8\"

- MATERIALS LEGEND**
- 1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
 - 2. GLASS CANOPY ON CLEAR ANODIZED ALUMINUM FRAME
 - 3. STEEL CURTAIN WALL GLAZING - WHITE GLASS PANEL, VIRACON VLT - 88%
 - 4. STEEL CURTAIN WALL GLAZING - WHITE GLASS PANEL, VIRACON VLT - 88%
 - 5. CURTAIN WALL VISION GLAZING - WHITE GLASS PANEL, VIRACON VLT - 88%
 - 6. CURTAIN WALL VISION GLAZING - WHITE GLASS PANEL, VIRACON VLT - 88%
 - 7. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
 - 8. HORIZONTAL ALUMINUM LOUVER SCREENING - WOOD GRAIN COLOUR
 - 9. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
 - 10. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
 - 11. SPANDREL GLASS - HARMONY SOLEX
 - 12. SPANDREL GLASS - EXOTIC ARABIAN BLUE
 - 13. SPANDREL GLASS - WARM GRAY
 - 14. SPANDREL GLASS - WARM GRAY
 - 15. SPANDREL GLASS - CHARCOAL
 - 16. SPANDREL PANEL - TO MATCH ARCTIC BLUE
 - 17. ALUMINUM COLOURED SQUARE ATTACHED TO REMOVABLE ENCLOSURE
 - 18. PRE-FINISHED ALUMINUM RAILING - CLEAR ANODIZED
 - 19. PRE-FINISHED ALUMINUM "PICTURE WINDOW" FRAME - BLACK
 - 20. PRE-FINISHED ALUMINUM "PICTURE WINDOW" FRAME - BLACK
 - 21. PRE-FINISHED ALUMINUM RAILING W/ CLEAR GLASS - BLACK
 - 22. PRE-FINISHED ALUMINUM RAILING W/ CLEAR GLASS - BLACK
 - 23. GRAY TINTED GLASS - PLYMOUTH, VLT - 32%
 - 24. ARCTIC BLUE TINTED GLASS - PLYMOUTH, VLT - 32%
 - 25. SEALED PAINTED CONCRETE - DARK GRAY
 - 26. ALUMINUM THROUGH WALL SCOPPER
 - 27. SPANDREL GLASS - WARM GRAY
 - 28. SEALED PAINTED CONCRETE - WHITE



1 SOUTH ELEVATION
SCALE 1:50

MATERIALS LEGEND

- 1. SEALED SMOOTH FINISH CONCRETE - LIGHT GRAY
- 2. SEALED SMOOTH FINISH CONCRETE - DARK GRAY
- 3. STEEL COLUMN/CLAMP ALUMINUM CLADDING
- 4. STEEL COLUMN/CLAMP ALUMINUM CLADDING
- 5. STOREFRONT VISION GLAZING - WHITE GLASS PANEL - VIRACON VLT - 88%
- 6. CURTAIN WALL VISION GLAZING - WHITE GLASS PANEL - VIRACON VLT - 88%
- 7. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
- 8. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
- 9. PRE-FINISHED THERMALLY BROKEN ENTRY DOOR C/W CLEAR ANODIZED ALUMINUM RAILS
- 10. 0.3m HIGH FENCE
 - OPAQUE PAINTED WOOD ENCLOSURE AT GARBAGE / RECYCLING HOLDING AREA ONLY
 - BLACK CHAINLINK
- 11. SPANDREL GLASS - HARMONY SOLEX
- 12. SPANDREL GLASS - EXOTIC ARABIAN BLUE
- 13. SPANDREL GLASS - HARMONY SOLEX
- 14. SPANDREL GLASS - EXOTIC ARABIAN BLUE
- 15. SEALED SMOOTH FINISH CONCRETE SOFFIT - LIGHT GRAY
- 16. SPANDREL GLASS - CHARCOAL

MATERIALS LEGEND

- 16. SPANDREL PANEL - TO MATCH ARCTIC BLUE
- 17. SPANDREL PANEL - TO MATCH ARCTIC BLUE
- 18. PRE-FINISHED ALUMINUM MULLION - BLACK ANODIZED
- 19. PRE-FINISHED ALUMINUM MULLION - BLACK ANODIZED
- 20. OPAQUE FROSTED WINDOW - VIRACON VLT - 88%
- 21. OPAQUE FROSTED WINDOW - VIRACON VLT - 88%
- 22. WHITE TINTED GLASS - VIRACON VLT - 91%
- 23. GRAY TINTED GLASS - PLINKINGTON VLT - 19%
- 24. ARCTIC BLUE TINTED GLASS - PLINKINGTON VLT - 32%
- 25. SEALED PAINTED CONCRETE - DARK GRAY
- 26. SEALED PAINTED CONCRETE - DARK GRAY
- 27. SPANDREL GLASS - WHITE COTTON
- 28. SEALED PAINTED CONCRETE - WHITE

NO CHANGE TO EXTERIOR FROM DP PANEL PACKAGE
DATED JAN 29, 2020



SCALE NO. 03
DRAWING NUMBER
DATE 1/29/2020
DRAWING NUMBER
DATE 1/29/2020

