



**Planning Committee
Electronic Meeting**

**Anderson Room, City Hall
6911 No. 3 Road**

**Wednesday, May 20, 2026
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on May 5, 2026.*



NEXT COMMITTEE MEETING DATE

June 2, 2026, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY DORÉ DESIGN & DEVELOPMENT INC. FOR REZONING AT 10460 AGASSIZ COURT FROM THE “SMALL-SCALE MULTI-UNIT HOUSING (RSM/L)” ZONE TO THE “SMALL-SCALE MULTI-UNIT HOUSING (RSM/M)” ZONE**
(File Ref. No. RZ 25-017670) (REDMS No. 8334019)

PLN-14

See Page PLN-14 for full report

Designated Speakers: Mark Tennenhouse & Chris Bishop

Pg. # ITEM

STAFF RECOMMENDATION

That the application to rezone 10460 Agassiz Court from the “Small-Scale Multi-Unit Housing (RSM/L)” zone to the “Small-Scale Multi-Unit Housing (RSM/M)” zone be denied.



2. **APPLICATION BY JTA DEVELOPMENT CONSULTANTS FOR A ZONING TEXT AMENDMENT TO THE “GAS STATION COMMERCIAL (ZC15) – BROADMOOR AND IRONWOOD AREA” ZONE TO ADD “RESTAURANT” AS A SECONDARY USE AT 7980 WILLIAMS ROAD**

(File Ref. No. ZT 25-017720) (REDMS No. 8378405)

PLN-39

[See Page PLN-39 for full report](#)

Designated Speakers: Mark Tennenhouse & Andrew Norton

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10751, for a zoning text amendment to the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” zone to add “Restaurant” as a Secondary Use at 7980 Williams Road, be introduced and given first reading.



ENGINEERING AND PUBLIC WORKS DIVISION

3. **SECURING ROAD DEDICATION AT BUILDING PERMIT - IMPLEMENTATION STRATEGY**

(File Ref. No. 10-6500-01) (REDMS No. 8373424)

PLN-67

[See Page PLN-67 for full report](#)

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

- (1) *That affected residents and the development community be consulted regarding the proposed strategy as described in the report titled “Securing Road Dedication at Building Permit - Implementation Strategy”, dated April 21, 2026, from the General Manager, Engineering and Public Works; and*

Planning Committee Agenda – Wednesday, May 20, 2026

Pg. # ITEM

- (2) *That bylaw amendments be brought forward to facilitate securing road dedication as described in the report titled “Securing Road Dedication at Building Permit Implementation Strategy,” dated April 21, 2026, from the General Manager, Engineering and Public Works.*

4. **MANAGER’S REPORT**

ADJOURNMENT



Planning Committee

Date: Tuesday, May 5, 2026

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Carol Day
Councillor Andy Hobbs

Also Present: Councillor Kash Heed
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on April 21, 2026, be adopted as circulated.

CARRIED

Planning Committee
Tuesday, May 5, 2026

PLANNING AND DEVELOPMENT DIVISION

1. **REFERRAL RESPONSE: RE-EVALUATION OF THE ENVIRONMENTALLY SENSITIVE AREAS (ESAS) MAPPING FOR THE THOMPSON AND BOUNDARY ROADS AREA OF HAMILTON**

(File Ref. No. 08-4045-30-04) (REDMS No. 8382761)

Sandra McBurney, 7171 Bridge St, Richmond spoke to her submission (attached to and forming part of these minutes as Schedule 1), sharing her concerns about the re-evaluation that recommends Council receive the report for information, deferring further action pending a citywide ESA review on all private properties. She noted that a portion of her property is designated an Environmentally Sensitive Area (ESA) and requested Council to remove the ESA designation from her properties and to notify all homeowners of any proposed or assigned ESA designations.

Staff provided a brief summary of the report noting that the report is in response to two Council referrals related to ESA's that were made following the January 19, 2026 Public Hearing meeting.

In response to queries from Committee, staff advised that (i) work is being undertaken in response to a referral from Council which directed staff to review the potential removal of ESA designations from all private properties across the city, (ii) this referral will involve reviewing how other jurisdictions manage ESA's and will be a substantial undertaking, (iii) staff would need Council direction to remove the ESA designations from the subject property and can prepare amendments to the OCP if required, (iv) a referral response report will be brought forward to Council in Fall 2026, (v) the subject properties characteristics are consistent with the definition of a terrestrial or forested ESA, (vi) based on staff site visits, the subject property is approximately 20 percent ESA, (vii) most of the private properties designated ESA are agriculturally zoned, a small percentage are residentially zoned across the city, and (viii) terrestrial ESA is most flexible for compensating off-site compared to other ESA's.

Discussion ensued with respect to (i) the ESA designation being a result of an overgrown yard, (ii) development being limited by costs, (iii) tree density maximum, (iv) specific areas being designated ESA, (v) consideration of species at risk, (vi) ESA assessment and compensation, (vii) maximizing density, and (viii) the existence of ESA not stop development but does add costs.

As a result of the discussion the following **motion** was introduced:

It was moved and seconded

2.

Planning Committee
Tuesday, May 5, 2026

That the Environmentally Sensitive Areas (ESA) designation in the outlined areas (privately owned properties between Thompson and Boundary Roads, and south of Thompson Gate in the Hamilton area) be rescinded effective immediately.

The question on the motion was not called as discussion ensued with respect to reviewing all ESA's on privately owned properties.

The question on the **motion** was then called and it was **CARRIED**.

Discussion ensued with regard (i) to reviewing the tree bylaw with respect to maximum density of trees on a given property and with respect to delaying or preventing building on a property, and (ii) the two to one replacement ratio of trees to potentially determine if there should be a maximum amount of trees.

Councillor Heed left the meeting at (4:50 pm.) and did not return.

As a result of the discussion the following **referral motion** was introduced:

It was moved and seconded

That staff review the tree bylaw to give options for the compensation ratio and potential maximum density of trees on properties, with respect to the delay and building of properties, and report back.

CARRIED

Opposed: Cllr. Day

It was moved and seconded

That the report titled "Referral Response: Re-Evaluation of the Environmentally Sensitive Areas (ESAs) Mapping for the Thompson and Boundary Roads Area of Hamilton" dated April 17, 2026, from the General Manager, Planning and Development, be received for information.

CARRIED

2. **RESPONSE TO METRO VANCOUVER'S REFERRAL: METRO 2050 REGIONAL GROWTH STRATEGY AMENDMENT PROPOSED BY THE CITY OF MAPLE RIDGE FOR THE NORTH 256 STREET INDUSTRIAL LANDS AREA PLAN**
(File Ref. No. 1-0157-30-RGST1) (REDMS No. 8377894)

It was moved and seconded

3.

Planning Committee
Tuesday, May 5, 2026

That the report titled “Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Maple Ridge for the North 256 Street Industrial Lands Area Plan”, dated April 13, 2026 from the General Manager, Planning and Development, be submitted to the Metro Vancouver Regional District Board as part of Metro Vancouver’s consultation process.

CARRIED

3. RESPONSE TO METRO VANCOUVER’S REFERRAL: METRO 2050 REGIONAL GROWTH STRATEGY AMENDMENT PROPOSED BY THE CITY OF SURREY FOR METRO 2050 TYPE 2 PROPOSED AMENDMENT – CITY OF SURREY (HAZELMERE)

(File Ref. No. 1-0157-30-RGST1) (REDMS No. 8379255)

It was moved and seconded

That the report titled “Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Surrey for Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)”, dated April 13, 2026 from the General Manager, Planning and Development, be submitted to the Metro Vancouver Regional District Board as part of Metro Vancouver’s consultation process.

CARRIED

4. MANAGER’S REPORT

(i) Nominations for the 2026 Heritage Awards

The Richmond Heritage Commission invites nominations for the 2026 Heritage Awards, recognizing individuals and organizations for their accomplishments in Heritage Conservation, and education, and awareness of Richmond’s diverse heritage. Nominations are open to all until June 14, 2026. Advertising will be done via the City’s website, social media, the Richmond Sentinel, and digital transit shelters.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:00 p.m.).

CARRIED

Planning Committee
Tuesday, May 5, 2026

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, May 5, 2026.

Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate

Good afternoon

My name is Sandra McBurney. I am currently registered owner as executor of the Will of my mother, Lidia DeConti, of the properties at 4531 Boundary Road and 4480 Thompson Road. I am here representing My brother, Peter DeConti and sister, Lily Meneghetti. We are the beneficiaries of these properties.

On January 19 of this year, my brother and I attended the public hearing meeting for OCP amendment bylaws, pertaining to the proposed update of the ESA map. At that meeting council referred the re-evaluation of the ESA mapping back to staff regarding our properties and the area between Thompson and Boundary Roads south of Thompson Gate.

On Friday May 1 I received an email from Russell Nelson, manager of community planning stating that staff have completed the re-evaluation and recommending that council receive the report for information and forgo any further action until the third referral that directed staff to review the potential removal of ESAs on all private properties city wide later this year.

The report dated April 17 to planning committee from Wayne Craig, General manager planning and development summarized that the ESA polygons on our properties contain an established native tree canopy of

native understory plant species consistent with the definition of a terrestrial ESA and as such recommended to be retained in their current configuration and that a report of all privately owned ESA polygons city wide will be brought forward for Council's consideration later.

The report states that the native tree storey and understory plant species present on our properties are red-osier dogwood, common snowberry, red alders with minor components of black cottonwood and cedar mixed in.

I would like to point out that these types of plants are growing all over Richmond residential and non residential properties yet the City has arbitrarily chosen to assign the ESA designation to only 3 residential streets in Richmond, Thompson and Boundary roads and I Beckwith road in north Richmond. These plants are all native to British Columbia and thrive in Richmond's wet soil. They are highly adaptable plants and are perfectly suited to Richmond's landscape.

I acknowledge that after many emails, phone calls and meetings with staff and council members since 2017, city staff finally visited our properties last May and reduced the ESA designation by about 2/3s finally agreeing that that portion was all invasive blackberry bushes. The remaining 1/3 (red osier dogwood, common snowberry, etc) have almost all grown on the property since 2017. I

would like to point out that the first comment made by both your planning department representative and the environmental consultant was “there’s lots of blackberry bushes growing here”. Reliance on satellite imaging instead of an in person visit, has resulted in many hours of extra staff and council time. It should be noted that satellite imagery alone is not sufficient for decisions that have far reaching consequences.

We have been told by city that ESA is a provincial government mandate.

You state in your report that as outlined in the local government act, an OCP must include policy statements and map designations for land that the local government deems to be environmentally sensitive to development. It also states that the local government act does NOT dictate where and how this specifically applies to municipalities, therefore council retains discretion to determine WHERE AND HOW this statutory direction is enacted. Richmond has CHOSEN to arbitrarily make this designation to less than a handful of residential properties.

Almost every phone call or meeting I have had with staff, I have been told that esa does not impede new construction or development. While this may be true in the actual construction or development, it does come at a cost to those who own such designated properties. The buyer is not only required to provide financial costs for

remediation but must also spend extra time having this remediated with the city. Thus the sale of the property is severely jeopardized and often at a reduced price.

The april 17 report refers to a 120 unit townhouse complex at 4300 Thompson road and 4337 Boundary Road. It states that the esa area was remediated through a combination of on site and off site compensation. When I spoke to the planning department in 2017, I was told that the esa compensation for these properties by the developer was 1188 trees and 6475 shrubs and that was after taking into consideration that 35% of the esa was non-continuous "upland forest" with the majority of the trees nearing their end of life and being subject to blow down. I asked the person I spoke to if they could give me a dollar figure. They could not give me a dollar figure but said it would be hundreds of thousands of dollars and that the compensation to the city is always equal to or greater than the value of the esa inventory.

We request that council rescind the total esa designation from our properties at this time and reconsider the transparency and fairness of this entire process. ALL Richmond residential property owners whether they live in Hamilton, Broadmoor, terra nova or anywhere in Richmond should be treated equally.

As far as our properties are concerned, another report at a later date is not necessary. Staff and council have all

the information. The properties we own should have the entire ESA designation rescinded.

We believe that, at a minimum, all private residential property owners should be formally and directly notified by City staff if their property is being considered for or has been assigned an ESA designation. Such determinations should be based on physical, on-site inspections rather than reliance on satellite imagery alone, and owners should be given a clear and accessible opportunity to challenge or have the designation reconsidered. None of these fundamental steps were taken in our case. The absence of direct communication, proper verification, and procedural fairness has resulted in significant and unnecessary time, effort, and stress on us.

Thank you for your consideration,

Sandra McBurney



To: Planning Committee

Date: May 5, 2026

From: Wayne Craig
General Manager, Planning and Development

File: RZ 25-017670

Re: **Application by Doré Design & Development Inc. for Rezoning at 10460 Agassiz Court from the “Small-Scale Multi-Unit Housing (RSM/L)” Zone to the “Small-Scale Multi-Unit Housing (RSM/M)” Zone**

Staff Recommendation

That the application to rezone 10460 Agassiz Court from the “Small-Scale Multi-Unit Housing (RSM/L)” zone to the “Small-Scale Multi-Unit Housing (RSM/M)” zone be denied.

Executive Summary

This report recommends that the rezoning application at 10460 Agassiz Court be denied as the proposal is inconsistent with the Official Community Plan’s Small-Scale Multi-Unit Housing Lot Size Map, and the prevailing lot sizes and character of the neighbourhood.

The application seeks to rezone the subject property from RSM/L to RSM/M to allow subdivision of the existing property into two lots for the purpose of increasing the maximum permitted density (i.e. floor area, number of dwellings and buildings) and facilitating the development of three new units on each lot. The proposal would replace the existing two-unit (duplex) building. If denied, the owner retains the option to redevelop the site under existing RSM/L zoning, which permits a maximum of four units.

Staff Report

Origin

Doré Design & Development Inc, on behalf of the owner, Chris Stylianou of Styli Developments Ltd., has applied to the City of Richmond to rezone 10460 Agassiz Court from the “Small-Scale Multi-Unit Housing (RSM/L)” zone to the “Small-Scale Multi-Unit Housing (RSM/M)” zone to facilitate the subdivision of the property to create two new lots. The applicant proposes to construct two principal dwelling units and a secondary suite on each new lot for a total of six units, with access provided from a shared driveway on Agassiz Court. A location map and aerial photograph are provided in Attachment 1.

Staff recommend denial of this application as it is contrary to the Official Community Plan’s (OCP) policies respecting the subdivision of Small-Scale Multi-Unit Housing (SSMUH) lots, results in lot sizes that are out of character (narrower and smaller in size) with the large lot pattern of the neighbourhood, and results in an increase to the number of units, floor area and number of buildings over and above what is achievable on the surrounding neighbourhood’s RSM-zoned lots.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 2, and a survey and preliminary site plan are included in Attachment 3.

Subject Property Existing Housing Profile

The subject property currently contains an unstratified duplex containing two units and no secondary suites. Both units are currently tenanted, and the tenants are aware of the proposed rezoning application.

Surrounding Development

To the North: Across Agassiz Court are existing houses zoned “Small-Scale Multi-Unit Housing (RSM/L)”.

To the South: Existing houses zoned “Small-Scale Multi-Unit Housing (RSM/L)” fronting Algonquin Drive.

To the East: A stratified duplex zoned, “Small-Scale Multi-Unit Housing (RSM/L)”.

To the West: Across Algonquin Drive are existing houses zoned “Small Scale Multi-Unit Housing (RSM/L)” fronting Algonquin Drive.

Related Policies & Studies

Official Community Plan

On February 9, 2026, Council adopted an update to the City’s OCP, which designates the subject property as “Neighbourhood Residential – Tier 1”. The typical land use within this designation is predominantly SSMUH.

Small-Scale Multi-Unit Housing (SSMUH) Lot Size

Prior to the OCP update, there was no Lot Size Policy to guide subdivision of the subject site or surrounding neighbourhood (Section 26-4-6). The purpose of Lot Size Policies was to guide rezoning and subdivision within established neighbourhoods and provide a clear and transparent means to ensure that densification within existing neighbourhoods occurred in a stable and predictable manner that respects the existing character of the neighbourhood. These policies were also developed through extensive public consultation with neighbourhoods.

The updated OCP includes a new citywide SSMUH Lot Size Map (Attachment 4), which builds off the intent of the previous Lot Size Policies and provides citywide guidance to rezoning applications that would facilitate the subdivision of existing lots. The map provides fair and transparent direction to owners and applicants seeking to subdivide, respects the distinct character of neighbourhoods, and helps address development pressure to rezone for small-lot subdivisions.

The subject property is identified as having a minimum lot size of “Large”, consistent with the subject property's current RSM/L zoning.

Zoning Bylaw 8500

The subject property is currently zoned “RSM/L” and allows for a maximum of four dwelling units (which may be stratified) to be constructed on the property as-of-right.

The subject property cannot be subdivided under the existing “RSM/L” zoning, as the proposed lot configuration does not meet the minimum lot width (min. 18.0 m) or lot area (550 m²) requirements of the subzone.

Prior to 2025, the Zoning Bylaw permitted existing duplexes to rezone and subdivide into two single-family lots, notwithstanding the restrictions of any Lot Size Policy. In March 2025, this provision was amended to not apply to RSM zoned properties, as the provision would effectively allow all SSMUH-zoned lots to subdivide regardless of the resulting lot sizes. Consistent with the OCP SSMUH Lot Size Map, the RSM zone was adopted with the intent to preserve existing subdivision patterns and not encourage further subdivision. This approach also responded to the fact that the City is not permitted to restrict the number of units that can be constructed on a lot.

Public Consultation

A rezoning sign has been installed on both frontages along Agassiz Court and Algonquin Drive and notice of the proposal was provided to residents within 100 m of the subject property.

Staff have received eight letters (Attachment 5) and two call from neighbourhood residents expressing their concerns and opposition to the proposed development. The concerns expressed are generally related to the increased density and impacts on neighbourhood traffic, parking and infrastructure. As well, there are concerns that this application could be a test case for other similar redevelopment proposals elsewhere in the City.

Analysis

This redevelopment proposes to rezone the existing lot from the “Small-Scale Multi-Unit Housing (RSM/L)” zone to the “Small-Scale Multi-Unit Housing (RSM/M)” zone, to facilitate subdivision of the property into two lots and six new residential units. On each new lot, the applicant proposes to construct two separate buildings, each 2.5 storeys in height: one building at the front of each lot would contain a single principal dwelling unit, and a second building at the rear of each lot would include a principal dwelling unit and a secondary suite.

Vehicle access is proposed to be shared between the two new lots after subdivision, with two enclosed parking spaces proposed on each lot (one space per principal dwelling unit).

SSMUH Lot Size Map

The OCP SSMUH Lot Size Map (Attachment 4) identifies the subject property and adjacent properties as “Large”, meaning that rezoning to facilitate subdivision may be considered, providing that it is consistent with the minimum lot frontage, width, depth and area of the “Small-Scale Multi-Unit Housing (RSM/L)” zone. The map provides general guidance, allowing for minor variations that are sensitive to site-specific conditions, but that are still broadly consistent with the overall intent to:

- Respect the distinct character of individual neighbourhoods;
- Support multi-unit housing opportunities (versus small-lot single-detached houses);
- Provide neighbourhood stability against development pressure to rezone for small-lot subdivisions; and
- Provide fair and transparent direction to owners and applicants seeking to rezone and subdivide lands in the City.

The proposed rezoning is not consistent with the OCP SSMUH Lot Size Map, which restricts rezoning to the “Large” subzone (RSM/L) of the SSMUH zone.

Prevailing Quarter Section Characteristics

Historical Pattern of Neighbourhood Development

Historical survey plans indicate that the neighbourhood’s single-family character and larger lot fabric was established during the initial development of the quarter section in the 1960s and 1970s. These records show a second wave of subdivision and development in the 1980s in the north-east quadrant of the quarter section that consisted of medium and small lot single-family development.

In the last twenty years, 67 building permits for new homes have been issued and constructed, representing approximately 12 per cent of the total housing stock of properties within the interior of this quarter section. Accordingly, a majority of the existing housing stock is more than 20 years old and constructed at a time and style that reflects the large lot character of the neighbourhood. Since the RSM zone was introduced in June 2024, the City has issued one building permit application for a three-unit SSMUH development in the area.

Lot Size Composition

With the exception of a 68-unit rental townhouse complex owned and operated by Metro Vancouver Housing Corporation at the corner of Francis Road and Shell Road, a majority of the

residential properties in this quarter section are identified as “Large” on the SSMUH Lot Size Map, and are similarly zoned RSM/L. A summary of the number of lots by size on the SSMUH Lot Size Map is provided in Table 1 below, noting that lots that are designated as Arterial Connectors in the OCP are not included in the SSMUH Lot Size Map and are subject to different rezoning and subdivision considerations.

Table 1 – Number of Properties by SSMUH Lot Size Map Designations

Total Number of Lots	“Large”	“Medium”	“Small”
553	66% (366)	21% (117)	13% (70)

Based on the historical buildout of the quarter section, there is a clear and distinct difference between those areas which are identified in the SSMUH Lot Size Map as “Small” and “Medium” as compared to those areas identified as “Large”. The “Large” lots are characterized by wider lots fronting onto a generally linear grid of streets, whereas the “Small” and “Medium” lots generally front onto cul-de-sacs (with the exception of those lots on Athabasca Drive, Aerosmith Drive, the west side of Auburn Drive and the easternmost section of Bisset drive). (See Attachment 4).

Staff have reviewed the lot geometry and area of properties in the quarter section identified as “Large” in the SSMUH Lot Size Map, and a summary is provided in Table 2 below.

Table 2 – Summary Neighbourhood Properties identified as “Large”

“Large” Lots in Section 26-4-6					RZ 25-017670	
Number of Properties Surveyed	Average Lot Width	Median Lot Width	Average Lot Area	Median Lot Area	Proposed Lot Width	Proposed Lot Area
366	20.1 m	18.8 m	720. m ²	674.0 m ²	Lot 1 – 14.9 m Lot 2 – 17.3 m	Lot 1 – 504.7 m ² Lot 2 – 585.6 m ²

Subdivision of the subject property would not be consistent with the existing lot fabric of the neighbourhood which is characterized by larger (18 m or wider) lots and would result in lots with significantly less area than the neighbourhood’s average.

Of the 366 “Large” properties surveyed within the quarter section, staff estimate that 30 lots (including the subject property) and representing 8.2 per cent would meet the minimum lot dimension requirements for subdivision if they were rezoned from RSM/L to RSM/M. Accordingly, if the subdivision of lots within this quarter section were generally supported, the applicable subzone would be RSM/S (or minimum 9.0 m wide lots) and would result in a significant change to the current prevailing large lot characteristics of the neighbourhood.

Density

Under the current RSM/L zoning, a maximum of four dwelling units could be built on the existing lot.

If rezoned to RSM/M and subdivided, Bill 44 would prevent the City from restricting the number of units permitted on each new lot to fewer than four units. Notwithstanding the proposal to construct three units per lot for a total of six units, if rezoned and subdivided, the maximum allowable density combined across the two new lots would be eight dwelling units.

Furthermore, should the property be rezoned and subdivided, the City has no regulatory tools to prevent the applicant from altering the proposal or redeveloping the site with a single-family dwelling on each new lot. A summary of the existing versus proposed density information is included in Table 3 below.

Table 3 – Summary of Existing vs Proposed Maximum Density

Existing Number of Units	Existing Max Number of Units	Existing Max Permitted Floor Area on the 1 Lot	Subdivided Max Number of Units Total	Subdivided Max Permitted Floor Area (Combined Across 2 Lots)
2	4	546 m ² (5,877 ft ²)	8	766 m ² (8,243 ft ²)

Rezoning the property to enable subdivision would result in an approximate 40 per cent increase in the maximum buildable floor area.

Next Steps

Should Planning Committee endorse the recommendation contained in this report, the rezoning application would be denied, and the file closed. The applicant would retain the option to redevelop the property in accordance with the existing “RSM/L” zoning (up to four units).

Alternative Option

Advancing a site-specific rezoning to facilitate subdivision that is not generally consistent with the Council-approved OCP and SSMUH Lot Size Map has the potential to result in other small-lot rezoning and subdivision applications in this area and others in the City. The SSMUH Lot Size Map provides a clear expectation for the community and a transparent guide for the consideration of these types of applications. The one-off consideration of these proposals on a case-by-case basis undermines the intent of the City’s broader approach to land-use planning.

In addition, as a result of the Province’s restrictions on public hearings for qualifying residential rezonings, Council would be prohibited from holding a public hearing on the rezoning application.

Should Planning Committee wish to proceed with further consideration of the proposed site-specific rezoning and subdivision, additional technical review of the proposal (including a review of servicing, tree retention, transportation and zoning compliance) and a comprehensive neighbourhood consultation should be undertaken and be completed prior to Committee and Council’s future consideration.

As part of the neighbourhood consultation, staff would send all property owners and residents within the quarter section a letter inviting them to attend a City-led Public Information Meeting in their community. The primary purpose of the meeting would be to present a profile of the existing neighbourhood and collect feedback from area residents regarding subdivision and development, and to better understand and respond to neighbourhood concerns.

Staff would subsequently prepare a report to Committee and Council summarizing the consultation and present potential options for the quarter section and the SSMUH Lot Size Map for consideration. Staff's report would also respond to the technical review of the subject rezoning application.

Budgetary Implications

None.

Conclusion

Staff recommend that the proposed application to rezone the property at 10460 Agassiz Court from the "Small-Scale Multi-Unit Housing (RSM/L)" zone to the "Small-Scale Multi-Unit Housing (RMS/M)" zone, to facilitate the subdivision of the property into two lots, be denied. It is contrary to the OCP's policies respecting the subdivision of SSMUH lots and results in an increase to the number of units and density over and above what has been made possible through the implementation of SSMUH.

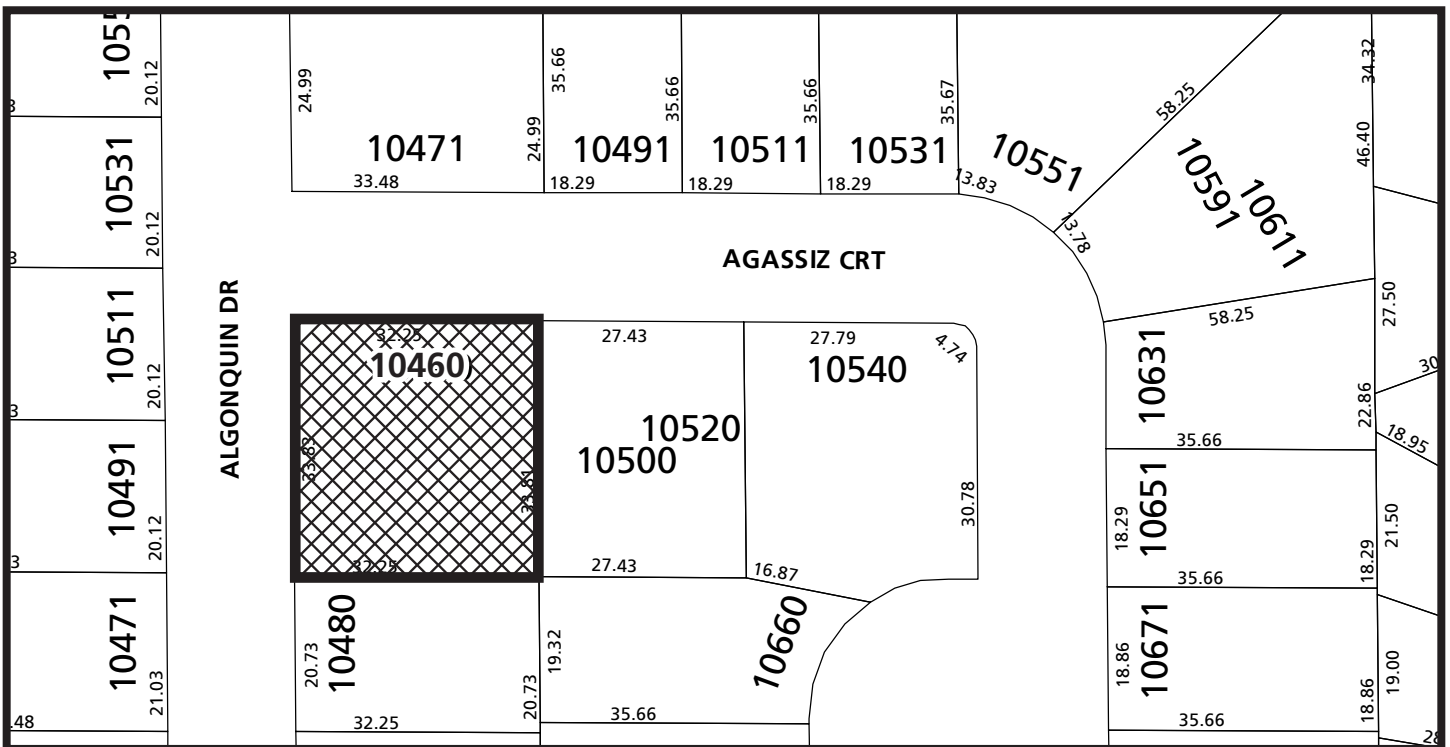
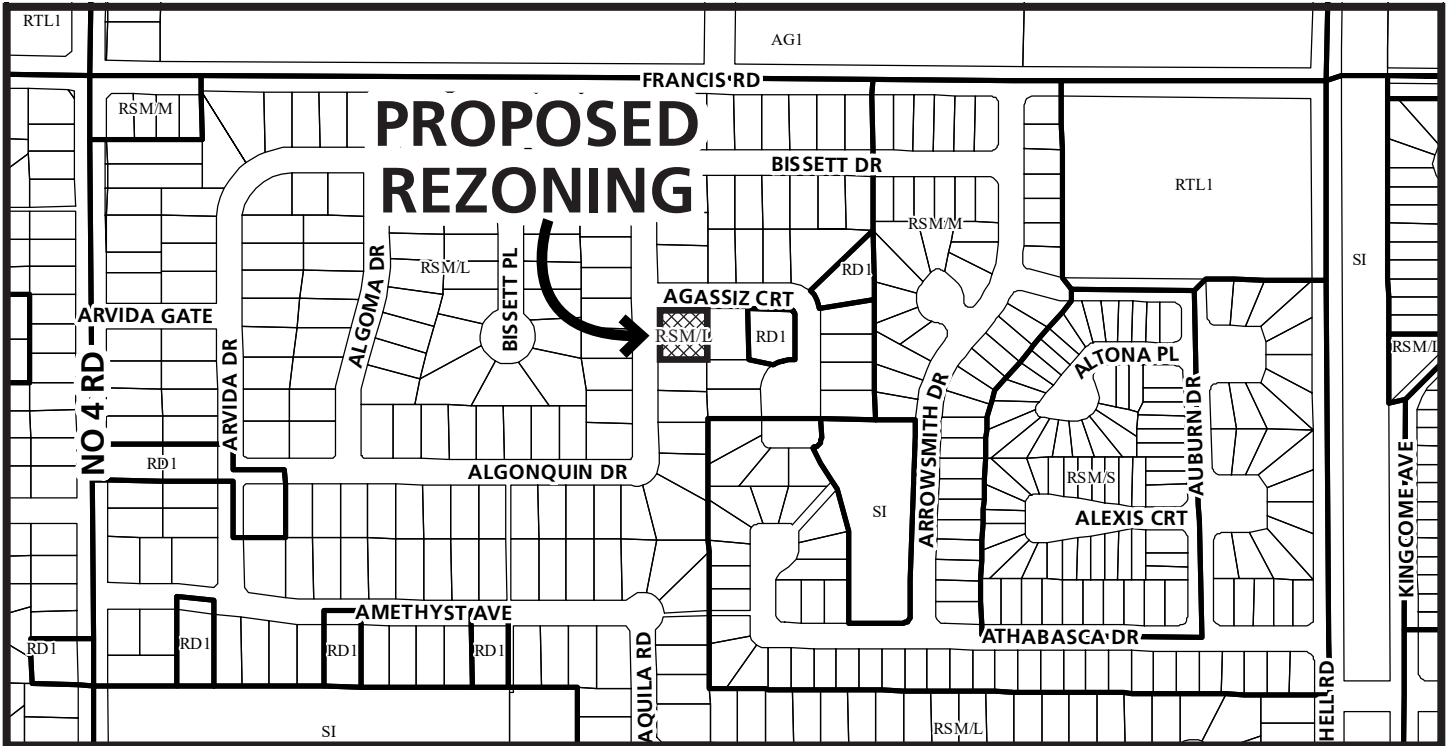
Respectfully submitted,

Joshua Reis, Director, Development

Report Contributors

This report was prepared by Mark Tennenhouse, Planning Technician and reviewed by the Policy Planning Department.

- Att. 1: Location Map
 2: Development Application Data Sheet
 3: Conceptual Development Plans
 4: Small-Scale Multi-Unit Housing Lot Size Map
 5: Letters of Opposition



RZ 25-017670

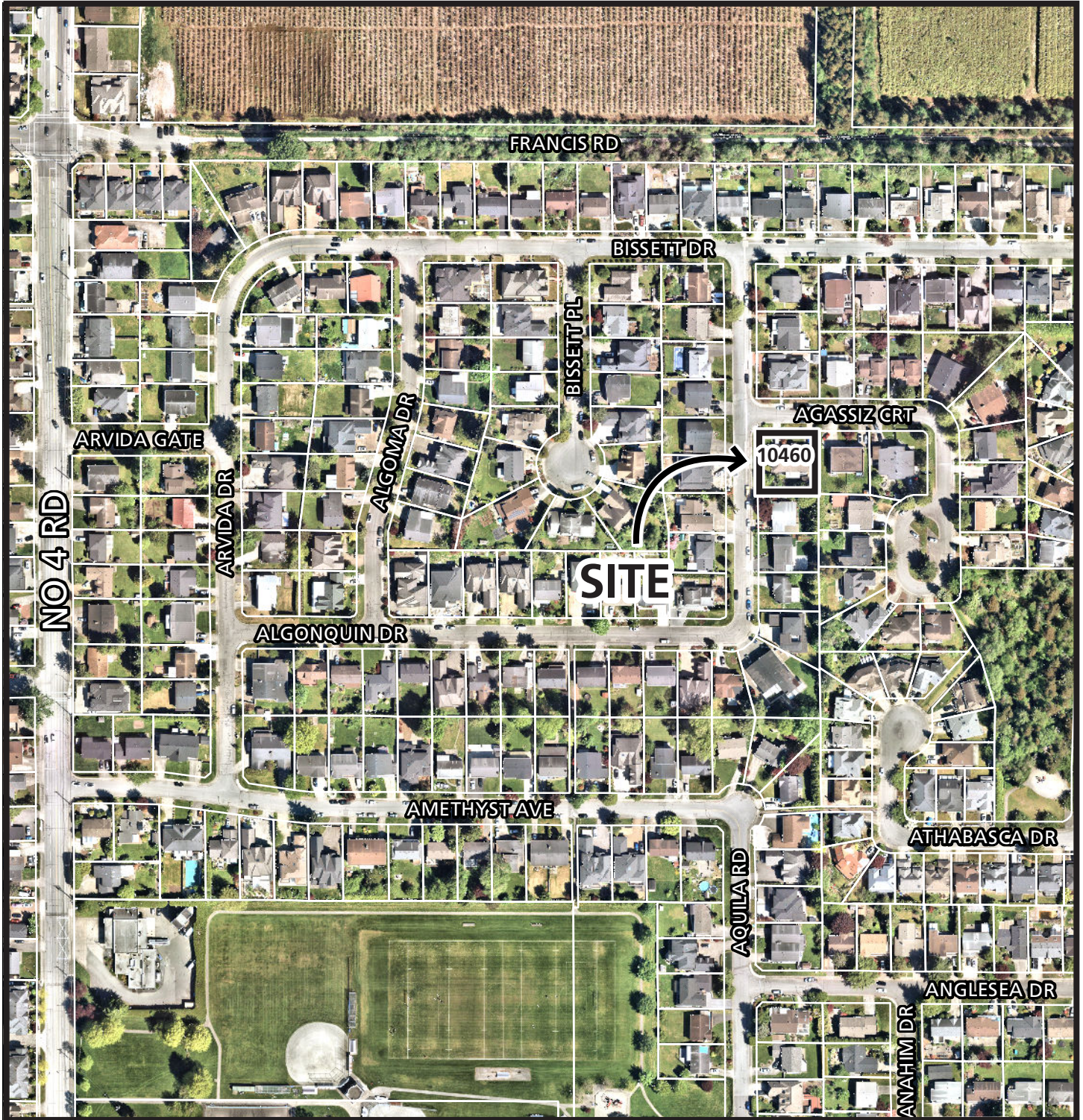
PLN - 21

Original Date: 07/02/25
Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 25-017670

PLN - 22

Original Date: 07/02/25
Revision Date:

Note: Dimensions are in METRES



RZ 25-017670

Attachment 2

Address: 10460 Agassiz Court

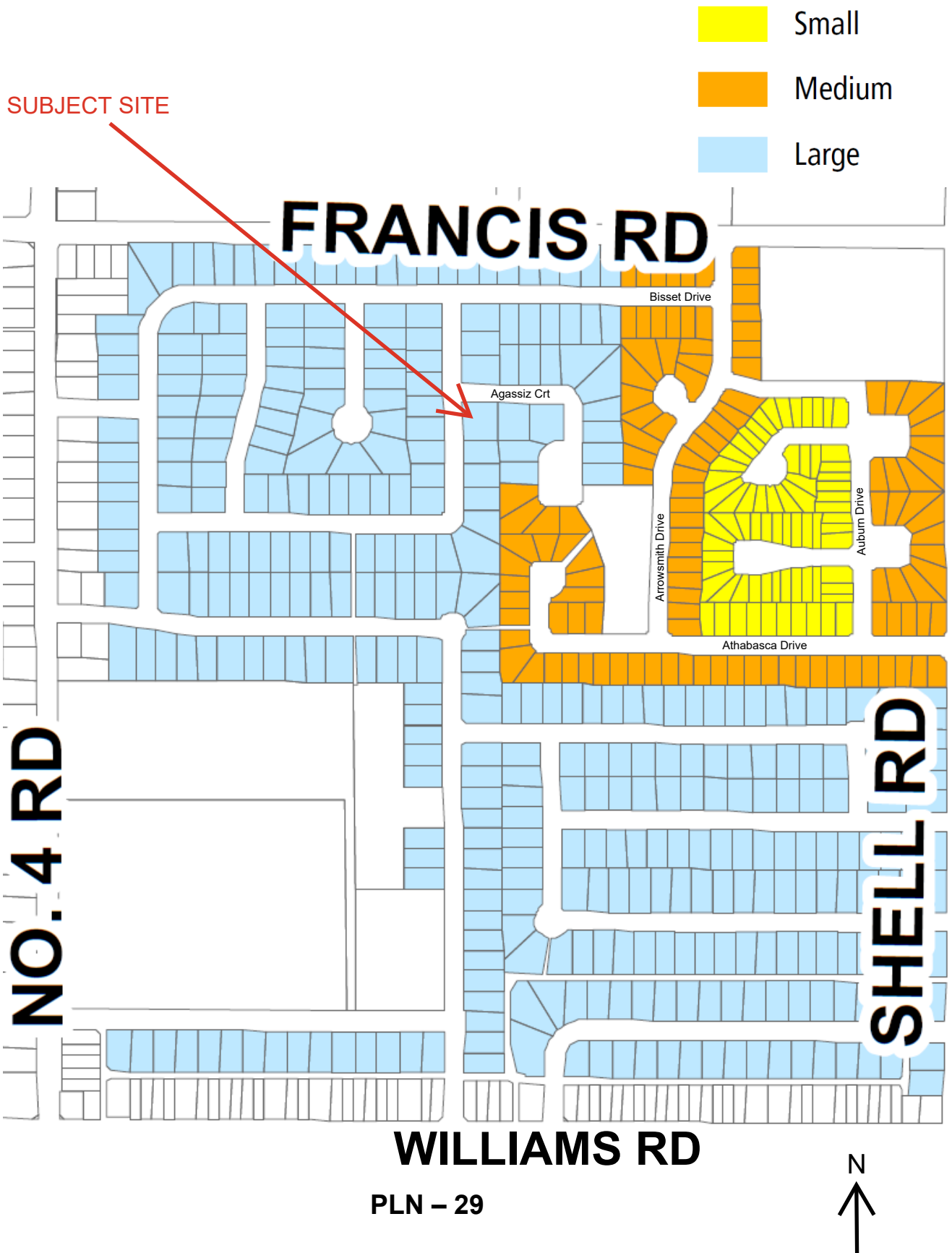
Applicant: Doré Design & Development Inc.

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Styli Developments Ltd	No change
Site Size (m²):	1,090 m ²	No change
Land Uses:	Housing, small-scale multi-unit	No change
OCP Designation:	Neighbourhood Residential	No change
Zoning:	RSM/L	RSM/M
Number of Units:	2	6

On Future Subdivided Lots	Bylaw Requirement (RSM/L)	Bylaw Requirement (RSM/M)	Proposed
Floor Area Ratio:	Max. 0.6 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.6 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.6 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²
Total Floor Area (max.)	546 m ² (5,877 ft ²)	766 m ² (8,243 ft ²)	766 m ² (8,243 ft ²)
Dwelling Units (max.)	4	8 (4 per lot)	6 (3 per lot)
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 70%
Lot Size:	Minimum 550.0 m ²	Minimum 360.0 m ²	504.7 m ² (Lot 1) 585.6 m ² (Lot 2)
Lot Dimensions (m):	Width: 18.0 m (20.0m for corner lot) Depth: 24.0 m	Width: 12.0 m (14.0m for corner lot) Depth: 24.0 m	Width: 14.9 (Lot 1) Width: 17.3 (Lot 2) Depth: 33.8 m
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m Exterior Side: Min. 3.0 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m Exterior Side: Min. 3.0 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m Exterior Side: Min. 3.0 m
Height (m):	10.0 m	10.0 m	10.0 m
Off-street Parking Spaces – Total:	0.5 spaces per dwelling unit	0.5 spaces per dwelling unit	Lot 1 – 2 Spaces Lot 2 – 2 Spaces

Excerpt from the Small-Scale Multi-Unit Housing (SSMUH) Lot Size Map
Section 26-4-6



From: Grace Yu <graceyu33@gmail.com>
Sent: Friday, February 13, 2026 4:55 PM
To: DevApps <DevApps@richmond.ca>
Subject: Opposition to Rezoning Application – 10460 Agassiz Court (RZ 25-017670)

Dear Planning and Development Division,

As a concerned resident of 10471 Algonquin Dr., I am writing to formally express my opposition to the Agassiz court rezoning application.

The proposed changes will inevitably lead to increased density, resulting in more families and vehicles, which will place an unbearable burden on our already congested main road. Furthermore, this rezoning will compromise opportunities for single-family home development and alter the established character of our neighbourhood.

I respectfully request that the City carefully considers the potential impacts on traffic, infrastructure capacity, neighbourhood safety, and community character, and subsequently rejects this application.

Thank you for your consideration.

Sincerely,
Grace Yu

Resident of 10471 Algonquin Dr.

Email: graceyu33@gmail.com

Philippa McKenna
10671 Agassiz Ct
Richmond, BC V7A 4K32

February 16, 2026

Mark Tennenhouse
Planning Technician
Planning and Development Division
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Tennenhouse,

I am writing to formally register my dissent regarding the proposed redevelopment and rezoning application for the cul-de-sac corner property at 10460 Agassiz Court.

The Agassiz Park neighbourhood was established in the 1970s on former agricultural land, with additional single-family development occurring through the 1980s. The prevailing design within Agassiz Court and the surrounding streets - Algonquin, Bissett, Algoma, and Arvida - consists generally of single-family homes, many of which are approximately 2000+ square feet in size. While limited duplex housing exists in the broader McNair area, recent redevelopment activity in our immediate vicinity has continued to reinforce a low-density, single-family character.

In the summer of 2025, residents were notified of a proposal to subdivide one existing lot into two legal lots with the intention of constructing six dwelling units on a site formerly occupied by a duplex. This proposal has generated significant concern among residents of Agassiz Court, many of whom have lived on this cul-de-sac for 30 to 40 years and have invested in the long-term stability of the neighbourhood.

The following concerns form the basis of my opposition:

1. Precedent and Cumulative Impact

Approval of this application raises serious concerns about precedent. Residents seek clarification on what safeguards exist to prevent successive rezoning or densification applications on the remaining properties within the cul-de-sac. The approval of one intensified development risks triggering a domino effect, fundamentally altering a street that was neither designed nor intended to accommodate this level of density. This application would result in six units being built whereas other lots would be at best four.

2. Parking and Traffic Capacity

Agassiz Court already experiences limited parking availability due to its narrow geometry and cul-de-sac configuration. The addition of multiple new dwelling units will inevitably increase vehicle ownership, visitor parking demand, and traffic congestion. This concern is magnified when considering the cumulative impacts of potential future developments should similar applications be approved.

3. Neighbourhood Character and Compatibility

The proposed development introduces a significant disparity in scale and unit size, ranging from large homes of approximately 3,000 square feet to units potentially as small as 800 square feet. This lack of consistency undermines the established character of the street and represents a missed opportunity to require architectural form, massing, and scale that are compatible with the existing neighbourhood context.

4. Safety Concerns

The constrained road layout of Agassiz Court already presents safety challenges for residents, pedestrians, and service vehicles. Increased density will result in more vehicles, families, and pedestrian activity within an area that lacks the infrastructure to safely support such intensification. This raises legitimate concerns regarding traffic safety, emergency access, and overall livability.

More broadly, residents are questioning whether Agassiz Court is being treated as a test case for intensified redevelopment within cul-de-sacs allowing six units due to the rezoning application. Richmond's stated densification objectives have historically focused on major arterial corridors and transit-oriented locations. Agassiz Court is a quiet cul-de-sac accessed from a side street within an established residential neighbourhood. It would be of interest to know how many rezoning applications have been approved in Richmond cul-de-sacs permitting six new units.

I ask to be kept informed of any updates related to this application or other proposed rezonings within my neighbourhood.

For the reasons outlined above, I formally oppose the rezoning of this property from one to two legal lots and the planned increase in residential density to six units.

Thank you for your time and consideration. Please confirm receipt of this correspondence.

Sincerely,

Philippa McKenna

From: Val King <valgalking@gmail.com>

Sent: Monday, April 13, 2026 11:54am

To: Tennenhouse, Mark

Subject: RZ 25-017670

Mark Tennenhouse

I am advising you that we (Don & Valerie King – 10720 Agassiz Crt) strongly oppose the redevelopment and rezoning application for 10460 Agassiz Crt. My family has lived in Richmond since 1951, we accept a city has to grow and evolve but not to the detriment of established neighborhoods. For a house to be a home you need a yard space to call your own, parking for our friends and relative when they come to visit. These new units do not appear to accommodate a family life. They seem to represent 6 new rental units on a all ready congested street.

Agassiz Crt all ready has limited parking. Six new units will probably mean 4 plus new vehicles. People do not slow down, these 6 new units are going to have no real yard or play space for children. Where will the children play? More cars only represent a accident waiting to happen. It was proven during CoVid that people need some green space to breath fresh air. If this is approved what is stopping the other 4 duplexes to do the same? This would mean an additional 8 plus cars The current infrastructure will not keep up with the growth.

Truly Opposed

Valerie & Don King

10720 Agassiz Crt

Rmd, BC V7A4K2

valgalking@gmail.com

Tennenhouse,Mark

From: Bree Baker <bakerbreeanna03@gmail.com>
Sent: Sunday, April 26, 2026 11:25 PM
To: Tennenhouse,Mark
Subject: Agassiz court proposal

Categories: Agassiz (10460)

hi!

i wanted to email to say that i am very not for the idea of tearing up any of the Agassiz Court neighbourhood. it is a beautiful home for many and years of construction will harm many ecosystems, people, animals, etc. we do not need new units being built.

please consider the earth most of all. projects like this are harmful and inhumane for many of reasons if you care about anything besides money.

thank you for your time.

Sent from my iPhone

Tennenhouse,Mark

From: AMK <maxmoek2595@gmail.com>
Sent: Sunday, April 26, 2026 7:37 PM
To: Tennenhouse,Mark
Subject: Agassiz CRT Development

Categories: Agassiz (10460)

Hi Mark,

This is Artan and Negar, two of the homeowners on Agassiz Court.

We strongly oppose the proposed development on Agassiz Court.

Regards,

Artan and Negar

Tennenhouse,Mark

From: L SKARA <lskara@shaw.ca>
Sent: Monday, April 27, 2026 10:17 AM
To: Tennenhouse,Mark
Cc: fskara
Subject: Fwd: 10460 Agassiz Crt.

Categories: Agassiz (10460)

Hi Mike,

My husband and I live at 10451 Algonquin Dr. We are emailing you to express our concern for the redevelopment of 10461 Agassiz Crt.

We have lived at our address since 1988. We are worried about the plan for many reasons.

As of now, we have many new single family homes being built in our neighborhood, and now by putting the sign up for a new zoning all Builders are standing by to see what is going to happen with this possible new zoning. No one is going to build a single family building next to or near this property if they themselves can build many units and benefit from the density.

So this will in effect, be putting a stop to all new single-family buildings until a decision is made on this one property.

This will dramatically change our single family, quite neighborhood.

This will increase the congestion & safety risks for families with small children, and our own grandchild, we walk to the park often.

Our streets are not designed for this density. We already have extra vehicles park in front of our property.

Where will these tenants or owners park, since the plan for this property only provides 4 on-site parking spaces for 6 units, they hypothetically could need 12 parking spaces!

This is about the future of our community and the safety of our children, and the changing of a single family neighborhood that is presently quite and safe and we don't want to see this change.

thank you for your time,

Linda & Frank Skara
10451 Algonquin Dr.
Richmond, B.C.
V7A3A5

Tennenhouse,Mark

From: Johnson Chen <czjcat123@gmail.com>
Sent: Tuesday, April 28, 2026 8:10 AM
To: Tennenhouse,Mark
Subject: Stop the proposal

Hi,

The proposal at 10460 Agassiz court Richmond have too much units and less parking. This plan will make addition vehicle parking on the street and it is not safe for our neighbor. So we are disagree on it.

Yunjie Dong and Zhejun(Jason Chen)

发自我的 iPhone

From: [Laurel Martin](#)
To: [Tennenhouse,Mark](#)
Subject: Agassi & Algonquin Development
Date: Monday, May 4, 2026 6:50:26 AM

Hello

I've lived on Abassiz for 35 years and watched the changes. None of which impacted our neighborhood close to what this proposed development will.

We are looking at safety issues - more units less parking spaces means more vehicles on street - children will not be able to play safely as the have in the past. There will be more blind spots with the increase cars parking on street.

This is a neighborhood of homes not multi unit spaces.

Please keep do not approve this development

Sincerely

Laurel Martin



To: Planning Committee **Date:** May 5, 2026
From: Wayne Craig **File:** ZT 25-017720
General Manager, Planning and Development
Re: **Application by JTA Development Consultants for a Zoning Text
Amendment to the “Gas Station Commercial (ZC15) – Broadmoor and
Ironwood Area” Zone to Add “Restaurant” as a Secondary Use at
7980 Williams Road**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10751, for a zoning text amendment to the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” zone to add “Restaurant” as a Secondary Use at 7980 Williams Road, be introduced and given first reading.

Executive Summary

This application seeks to amend the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” zone to add “Restaurant” as a Secondary Use at 7980 Williams Road. The proposal would allow for the interior renovation of the existing gas station convenience store to accommodate a quick-service restaurant with limited seating.

The proposed zoning text amendment is consistent with the Local Village Tier 1 Official Community Plan designation for the subject site, which supports local-serving commercial uses. The subject application secures associated site improvements, including additional on-site vehicle and bicycle parking, the closure of the easternmost driveway on Williams Road to improve traffic and pedestrian safety, new EV charging infrastructure and minor frontage and landscaping upgrades.

Staff Report

Origin

JTA Development Consultants, on behalf of the owners, Suncor Energy Inc., has applied to the City of Richmond for permission to amend the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” zone to add “Restaurant” as a Secondary Use at 7980 Williams Road (the subject site). A location map and aerial photo are included in Attachment 1.

This zoning text amendment would facilitate the interior renovation of the existing gas station convenience store at the subject site, to include a quick-service restaurant with limited seating. No new buildings or expansion of the existing building on-site are proposed. No exterior changes to the building are proposed at this time, and all improvements to the building will be reviewed through the associated Building Permit (BP).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

Existing Site Context and Surrounding Development

The subject site is currently in operation as a gas station and includes four covered fuel pumps and a 161 m² (1,730 ft²) convenience store/gas station kiosk. The gas station currently has three driveway entrances, including two on Williams Road and one on No. 3 Road. Additional vehicle access is provided along the south property line adjacent to 10111 No. 3 Road via an existing easement over that property.

Development immediately surrounding the subject site is as follows:

To the North: Across Williams Road, townhouses zoned “Low Density Townhouses (RTL1)”.

To the South: A surface parking lot and strip-mall whose tenants include a liquor store and neighbourhood pub, a bank and multiple restaurants. The lot is zoned “Commercial Mixed Use (ZMU19) - Broadmoor”.

To the East: Across No 3 Road, a surface parking lot and strip-mall, zoned “Local Commercial (CL)” and a three-storey apartment building zoned “Medium Density Low Rise Apartments (RAM1)”.

To the West: A surface parking lot and a five-storey apartment building with commercial units at the ground level, zoned “Commercial Mixed Use (ZMU19) – Broadmoor”.

Related Policies & Studies

Official Community Plan (OCP)

The subject site is designated “Local Village Tier 1” in the OCP. Local villages are areas outside of the City Centre along arterial roads that are identified for mixed-use townhouse and apartment

uses, as well as local-serving amenities and commercial uses. The proposed zoning text amendment is consistent with this designation.

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 final adoption of the rezoning bylaw.

Public Consultation

In accordance with the City's Early Public Notification Policy, notice of this application was provided to residents within 100 metres of the subject site. In addition, a rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the early public notification or placement of the rezoning sign on the property.

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 City's Zoning Bylaw 8500.

Analysis

The proposed application would amend the "Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area" zone to add "Restaurant" as a Secondary Use at the subject site. This amendment would facilitate the addition of a quick-service restaurant with limited seating within the existing gas station convenience store. No new buildings on-site are proposed. All alterations to the existing building to facilitate the addition of the quick-service restaurant will be interior only. All tenant improvement works would be reviewed at the BP stage, and any new signage would be required to submit a separate sign permit application.

Transportation and Site Access

Vehicular access to the subject site is currently provided by two driveway entrances on Williams Road to the north, and one on No. 3 Road to the east. Additional vehicle access is provided along the south property line adjacent to 10111 No. 3 Road via an existing easement over that property.

The easternmost driveway entrance on Williams Road is located approximately 5.0 m from the intersection with No. 3 Road. To enhance traffic and pedestrian safety, the applicant is proposing to close this driveway entrance. Accordingly, access from Williams Road would be restricted to the existing westernmost driveway entrance, which is located approximately 30.0 m from the intersection with No. 3 Road. As part of closing the driveway entrance, the applicant would be required to enter into a City Work Order prior to BP issuance to remove the existing letdown and construct a new sidewalk and boulevard to match and tie into the existing sidewalk and boulevard on Williams Road. A site plan is included in Attachment 3.

There are nine existing on-site parking spaces, including one accessible parking space. The applicant proposes to increase the amount of on-site parking to 12 spaces, including one accessible space.

A total of one new Class 1 (staff) and two Class 2 (visitor) bicycle spaces are proposed adjacent to the gas station convenience store in compliance with Zoning Bylaw requirements.

The City's Transportation department has reviewed the application and support the proposed parking configuration and closure of the easternmost driveway entrance on Williams Road to improve traffic and pedestrian safety.

Landscaping

Staff have visited the site, confirming that existing on-site landscaping has been generally maintained in good condition. No existing on-site trees are impacted as a result of the proposed parking layout and site access alterations. On-site landscape enhancements include new landscaping in the area impacted by the driveway closure on Williams Road with low shrubs and plantings to match and tie into the existing landscape condition, a new continuous curb at the south of the site, repainting of the parking lines and bicycle infrastructure. Prior to rezoning bylaw adoption, the applicant is required to provide a landscape security of \$66,000.00 (based on cost estimate including all materials, installation and contingency).

Sustainability

Consistent with Zoning Bylaw requirements, the applicant proposes to provide two EV parking stalls in the southern portion of the subject site, with one space providing Level 2 charging and the other accommodating opportunity charging (Level 2 charging (or higher) for an electric vehicle supported by a minimum 40A).

Site Servicing and Frontage Improvements

The applicant will be required to enter into a City Work Order prior to BP issuance to complete site frontage improvements, including but not limited to:

- Closure of the existing easternmost site entrance on Williams Road; and
- New sidewalk and boulevard to match and tie into the existing adjacent sidewalk and boulevard.

The existing water service connection will be reviewed during the BP stage.

Budgetary Implications

None.

Conclusion

The purpose of this Zoning Text Amendment application is to amend the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” Zone to add “Restaurant” as a Secondary Use at 7980 Williams Road. The Amendment complies with the land use designation and applicable policies contained within the OCP for the subject site.

The list of Rezoning Considerations is included in Attachment 4, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10751 be introduced and given first reading.

Respectfully submitted,

Joshua Reis, Director, Development

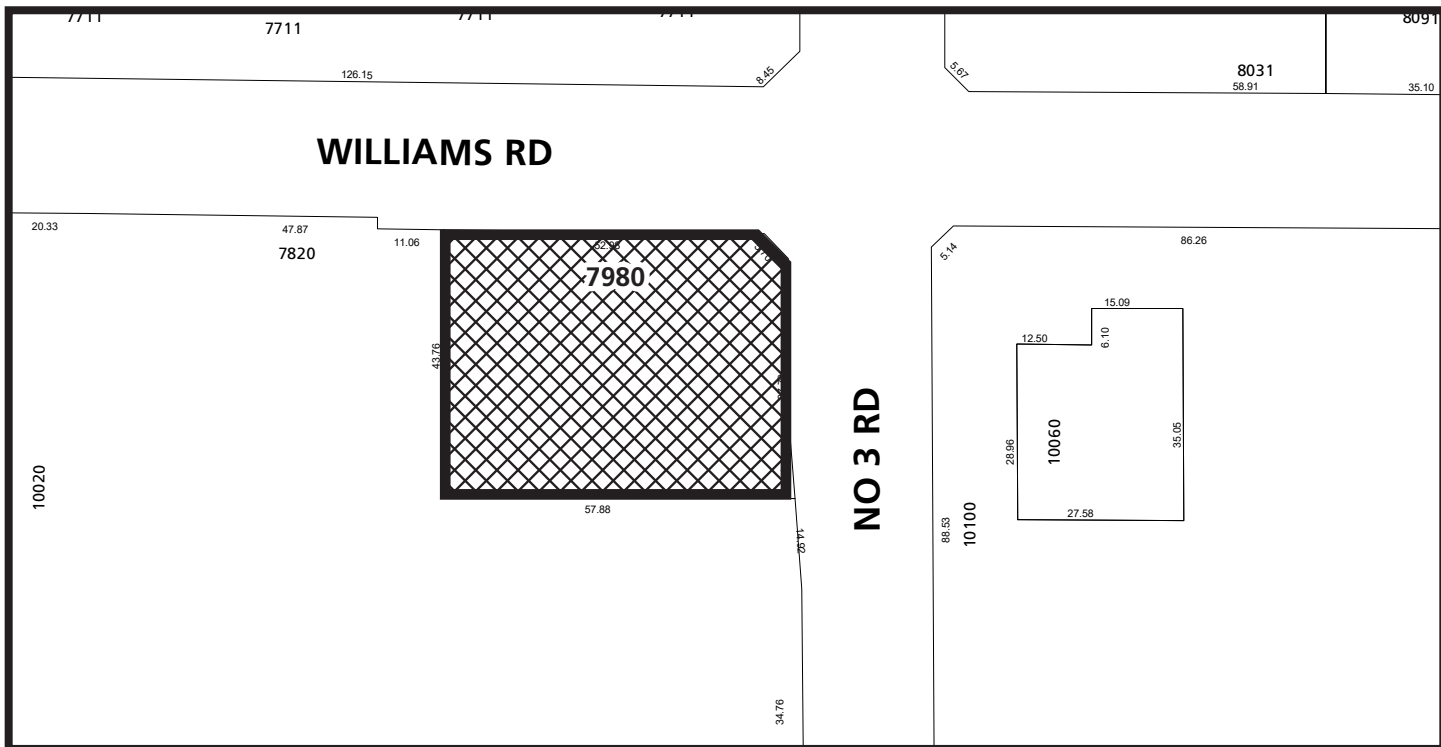
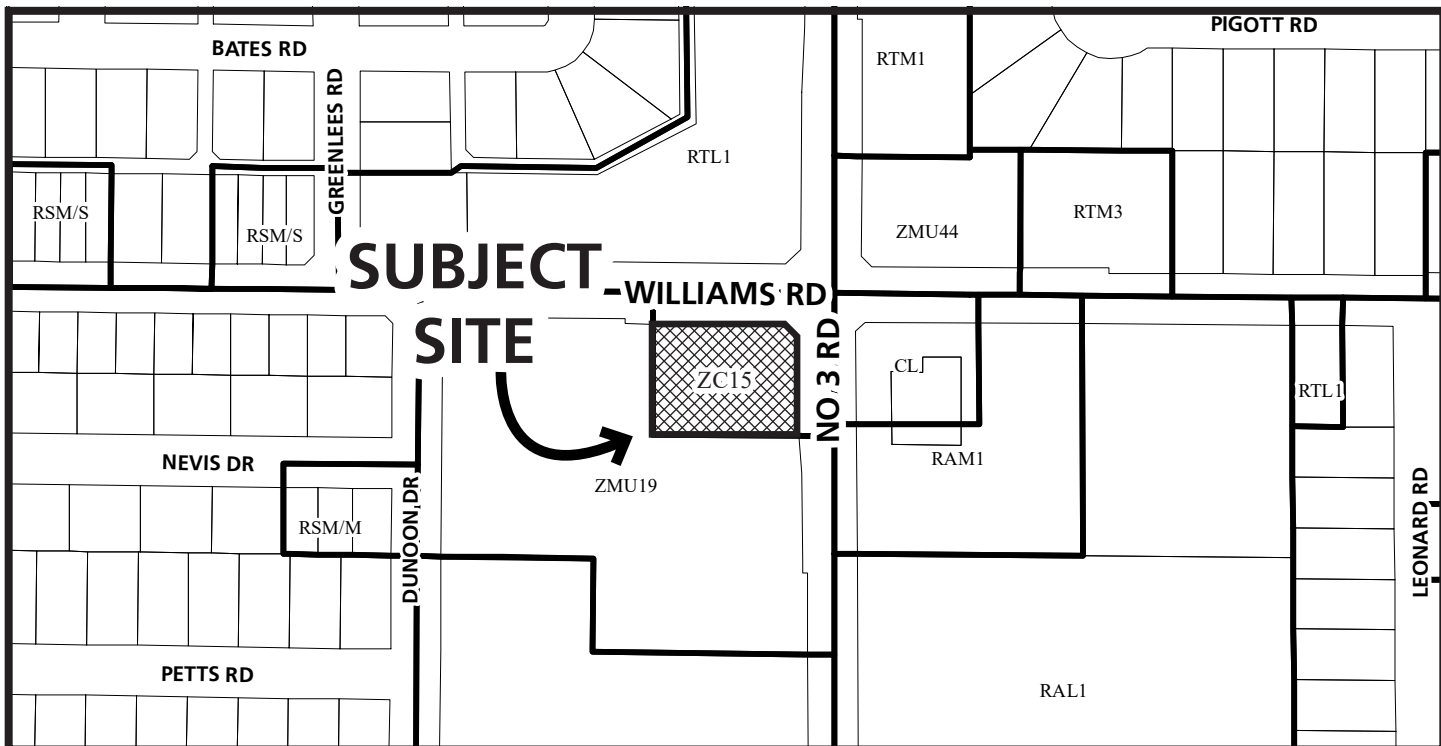
Report Contributors

This report was prepared by Mark Tennenhouse, Planning Technician and reviewed by the Engineering and Transportation Departments.

- Att. 1: Location Map and Aerial Photo
 2: Development Application Data Sheets
 3: Site Plans
 4: Rezoning Considerations



City of Richmond



ZT 25-017720

PLN - 44

Original Date: 08/13/25
Revision Date:

Note: Dimensions are in METRES



City of Richmond



ZT 25-017720

PLN - 45

Original Date: 08/13/25
Revision Date:

Note: Dimensions are in METRES



ZT 25-017720

Attachment 2

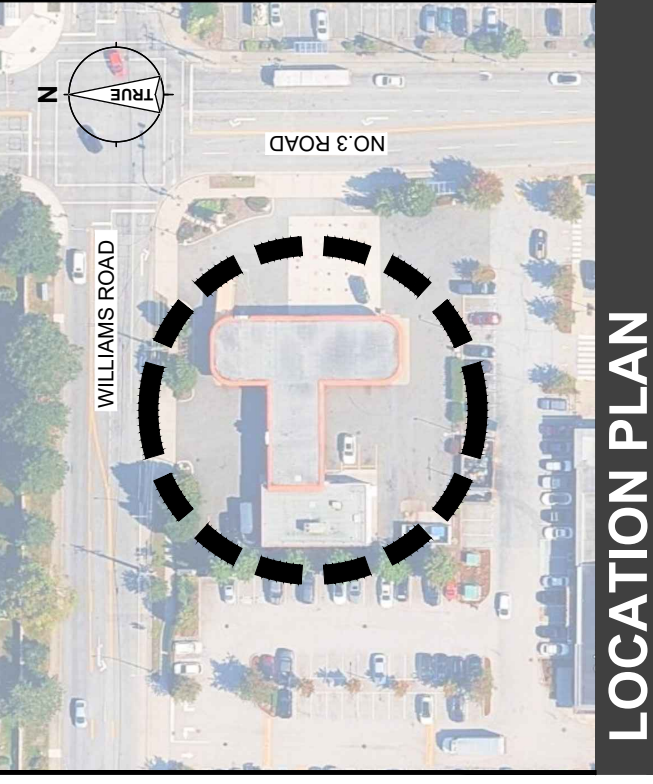
Address: 7980 Williams Road

Applicant: JTA Developments

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Suncor Energy Inc	No Change
Site Size (m²):	2490 m ²	No Change
OCP Designation:	Local Village Tier 1	No Change
Zoning:	Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area	No Change
“Restaurant” use	Not permitted	Permitted as a Secondary Use
Parking	<ul style="list-style-type: none">• 8 regular stalls• 1 accessible stall	<ul style="list-style-type: none">• 11 regular stalls• 1 accessible stall
Electric Vehicle (EV) Charging	<ul style="list-style-type: none">• 1 stall with Level 2 charging• 1 stall with Opportunity charging	<ul style="list-style-type: none">• 1 stall with Level 2 charging• 1 stall with Opportunity charging
Bicycle Parking	<ul style="list-style-type: none">• None	<ul style="list-style-type: none">• 1 Class 1 stall• 2 Class 2 stalls

THIS SUBMISSION IS PROVIDED FOR PERMITTING PURPOSES ONLY. FOR CONSTRUCTION, REFER TO IFC- ISSUED FOR CONSTRUCTION VERSION OF THESE PLANS AND SUPPORTING DOCUMENTS.



SITE INFORMATION

LEGAL DESCRIPTION
 LOT 35, SEC 32, BLK 4N, RG 6W, PLAN NWP17715
 NEW WESTMINSTER LAND DISTRICT
 EXCEPT PLAN BY LAW 58646, LMP42589

MUNICIPAL ADDRESS
 7980 WILLIAMS ROAD
 RICHMOND, BC, V7A 1G3

ZONING
 ZC1B - GAS STATION COMMERCIAL

LOT AREA
 TOTAL SITE = ±2490.0m²

LOT COVERAGE
 PERMITTED LOT COVERAGE (BUILDINGS) = 35%
 ACTUAL LOT COVERAGE (BUILDING) = 6.45%

SETBACKS
 FRONT EXTERIOR SIDE YARD = 12.0m
 BUILDING = 4.5m
 PUMP ISLANDS = 1.5m
 CANOPY

REAR / INTERIOR SIDE YARD = 3.0m
 BUILDING = 10.0m
 PUMP ISLANDS = 3.0m
 CANOPY

BUILDING AREAS
 PROPOSED C-STORE = 126.3m²
 PROPOSED SERVICE RESTAURANT = 160.7m²
 TOTAL GROSS FLOOR AREA = 287.0m²

FLOOR AREA RATIO = 0.066
 MAXIMUM FLOOR AREA RATIO = 0.35

PARKING REQUIRED
 CONVENIENCE STORE = 4 SPACES
 RESTAURANT = 4 SPACES
 TOTAL = 8 SPACES

RESTAURANT
 PROPOSED PER 100m² OF GROSS LEASABLE FLOOR AREA = 4 SPACES
 TOTAL = 4 SPACES

TOTAL PARKING REQUIRED = 7 SPACES

PARKING PROVIDED

PARKING: SIZE COUNT
 NEW REGULAR 3000 x 5000 9 STALLS
 EXISTING ACCESSIBLE 2750 x 6000 1 STALL
 NEW REGULAR 2750 x 6700 2 STALLS
 TOTAL = 12 STALLS

NEW LOADING SPACE 3000 x 9100 = 1

PROVIDED BIKE STALLS CLASS 1 BIKE STALLS = 2

CLASS 1 BIKE STALLS = 1

METRIC
 ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO BE REPORTED TO THE PROJECT DESIGNER.
 DO NOT SCALE DRAWINGS.

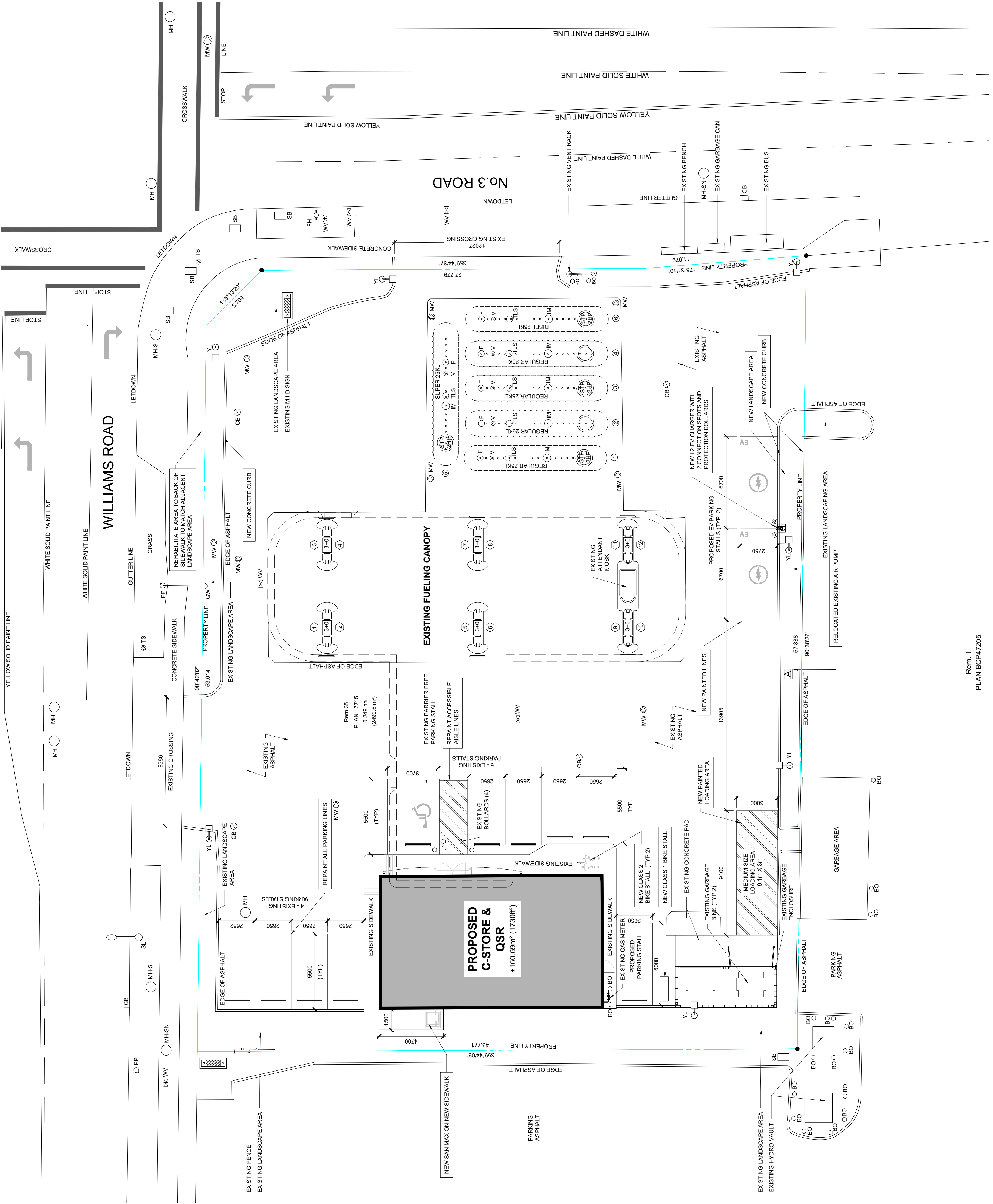
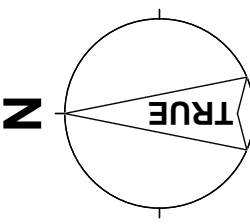
SCALE

GENERAL NOTES

- OVERALL SITE TO BE STAKED-OUT AND DIMENSIONS VERIFIED. ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER.
- THE CONTRACTOR SHALL LOCATE AND PROTECT ALL UTILITIES AND OTHER UTILITY THAT MAY EXIST ON THE SITE OR WITHIN THE STREET. LINES MUST BE LOCATED BY THE RESPECTIVE UTILITY AND VERIFIED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DISCREPANCIES THAT COULD SUBSTANTIAL DISCREPANCIES BECOME APPARENT.
- MONITORING WELLS TO BE PRESERVED WHEREVER POSSIBLE. MONITORING WELLS TO BE PRESERVED AND FILLED WITH THE FULL DEPTH OF THE HOLE FILLED WITH BENTONITE OR OTHER NON-PERMEABLE MATERIAL, WHERE POSSIBLE. (TYP)

SITE LEGEND

- PROPERTY LINE
- PLACED IRON POST
- GRATED TOP MANHOLE
- MANHOLE STORM
- MANHOLE SANITARY
- CATCH BASIN
- WATER VALVE
- POWER POLE
- BOLLARD
- GUY WIRE
- TRAFFIC SIGNAL
- SERVICE BOX
- FIRE HYDRANT
- LIGHT STANDARD (SGL)
- FLIP
- MH
- MH-S
- MH-SN
- CB
- WV
- PP
- BO
- GW
- TS
- SB
- FH
- SL
- YL



REVISION TABLE		DATE
REV.	DESCRIPTION	DATE

ISSUE TABLE		DATE
TO	FOR	DATE

REV.	REASONING	DATE

ctm
 Design Services Ltd
 225, 340 McMath Way SE, Calgary, Alberta, T2X 1P1
 Tel: 403-640-9930 • www.ctmdesign.ca

PETRO-CANADA
 A Sunoco Energy Business

DRAWING TITLE:
PROPOSED SITE PLAN

PROJECT:
**A&W ADD-IN
 7980 WILLIAMS ROAD
 RICHMOND, BC V7A 1G3**

DRAWN BY:	SI	SHEET SIZE:	D (559 x 864)
DRAWING SCALE:	1:150	PETRO-CANADA CAD FILE No. 91457SP1	
DATE DRAWN:	2026-01-21	CONSULTANT CAD FILE No. 2024105	
CHECKED BY:		PLOT SCALE:	
APPROVED BY:		PLOT DATE:	
		PLOT CONFIGURATION:	

STD No./OUTLET No.
91437
SP1

SITE INFORMATION

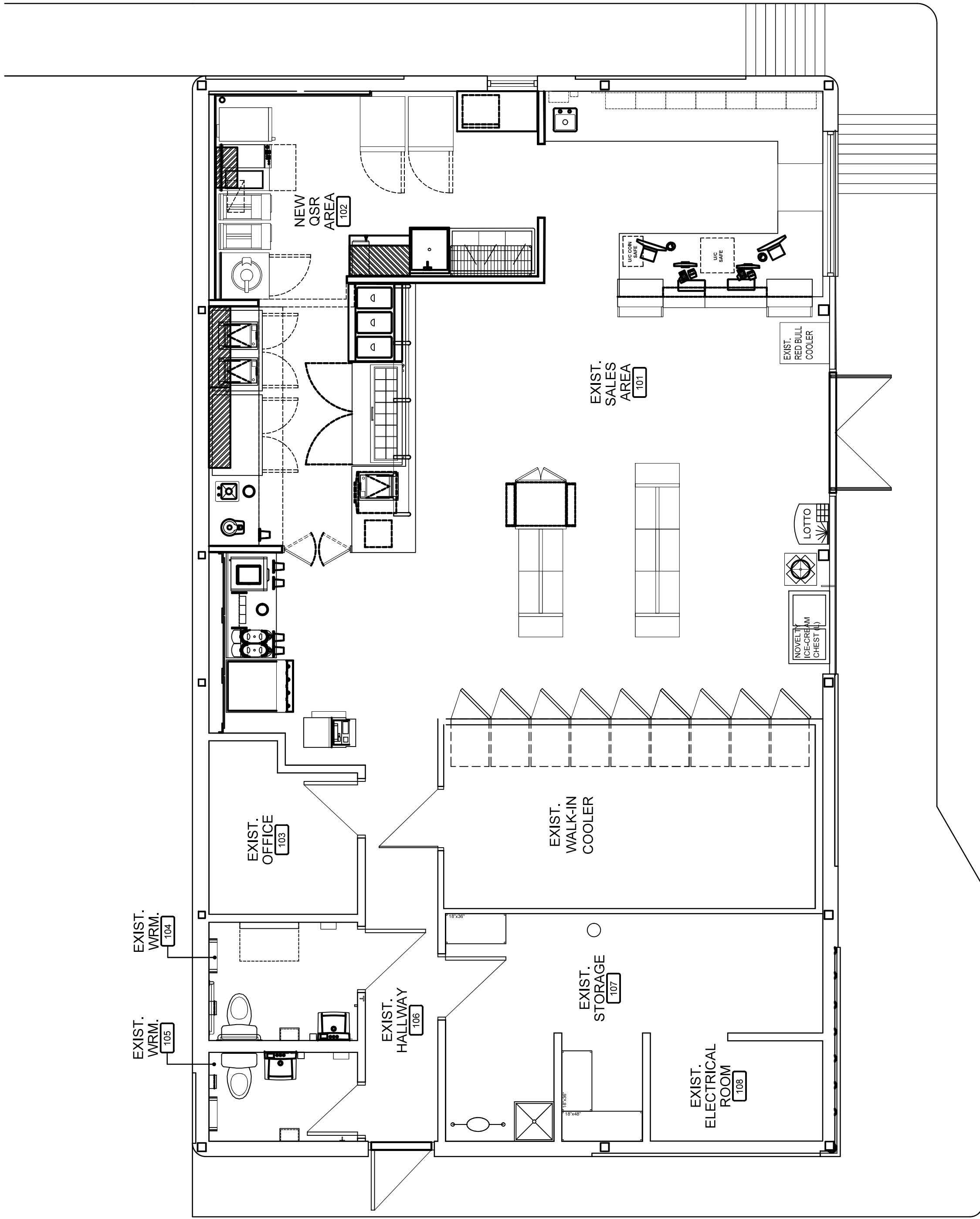
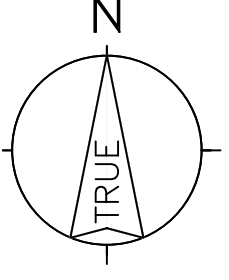
LEGAL DESCRIPTION
 LOT 35, SEC 32, BLK 4N, RG 6W, PLAN NWP17715
 NEW WESTMINSTER LAND DISTRICT
 EXCEPT PLAN BYLAW 88046, UMF42359

MUNICIPAL ADDRESS
 7980 WILLIAMS ROAD
 RICHMOND, BC V7A 1G3

ZONING
 ZC15 - GAS STATION COMMERCIAL

SITE AREA
 TOTAL SITE: 2490.0m²

BUILDING AREAS
 GROSS FLOOR AREA BUILDING: 180.6m²
 NEW C-STORE AREA (GFA): 126.2m²
 NEW OSR AREA (GFA): 34.4m²



1 PROPOSED FLOOR PLAN
 A1 SCALE: 1:50

REVISION TABLE		DRAWN / APP'D.	DATE
REV.	DESCRIPTION		
△			
△			
△			
△			

ISSUE TABLE		DATE
TO	FOR	
CITY	REZONING	2025-01-22
CITY	REZONING	2025-05-28

METRIC
 ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
 CHECK/VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF WORK.
 ALL DISCREPANCIES TO BE REPORTED TO THE PROJECT DESIGNER.
 DO NOT SCALE DRAWINGS.

ctm
 Design Services Ltd

CONSULTANT:
 225, 340 Midpark Way SE, Calgary, Alberta, T2X 1P1
 Tel: 403.640.0990 • www.ctmdesign.ca



PROPOSED FLOOR PLAN

PROJECT:
 BROADMOOR SERVICE
 7980 WILLIAMS ROAD
 RICHMOND, BC V7A 1G3

DRAWN BY:	ZK	CAD FILE NO.:	2025-01-20
DRAWING SCALE:	1:50	CAD FILE NO.:	2024125
DATE DRAWN:	2025-01-20	CAD FILE NO.:	2024125
CHECKED BY:	-	PROJECT DATE:	-
APPROVED BY:	-	PROJECT CONFIGURATION:	-

SID No./DUPLICATE No. **91437**
 A1



City of Richmond

Rezoning Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7980 Williams Road

File No.: ZT 25-017720

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10751, the developer is required to complete the following:

1. **(Landscaping Security)** Receipt of a Letter-of-Credit for landscaping works in amount of \$66,000 (including all materials, installation, and a 10 per cent contingency). To accompany the landscaping security, a legal agreement that sets the terms for use and release of the security must be entered into between the applicant and the city.
2. **(Flood Indemnity Covenant)** Registration of a covenant on title (2.9m GSC – Area A)
3. **(Fees – Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City’s Consolidated Fees Bylaw No 8636, as amended.

Prior to Building Permit Issuance, the developer must complete the following requirements:

4. **(Work Orders)** Enter into Work Orders for the design and construction of Engineering and Transportation works. Works include, but may not be limited to the following:
 - a) Closure of the existing, easternmost entrance on Williams Road and rehabilitation of this area to match the existing adjacent sidewalk and boulevard.

signed concurrence on file

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 10751 (ZT 25-017720)
7980 Williams Road

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 22.15 [Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area] by:

- a. adding "restaurant" to Section 22.15.3 Secondary Uses in alphabetical order;
b. inserting the following as new Section 22.15.11.4:

"4. Restaurant is only permitted on the following site:

7980 Williams Road
P.I.D. 007-376-758
Lot 35 Except: Firstly; Parcel B (Bylaw Plan 56046)
Secondly; Part Dedicated Road on Plan LMP42359
Section 32 Block 4 North Range 6 West New Westminster District Plan 17715"

1. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10751".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



To: Planning Committee **Date:** May 5, 2026
From: Wayne Craig **File:** ZT 25-017720
General Manager, Planning and Development
Re: **Application by JTA Development Consultants for a Zoning Text Amendment to the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” Zone to Add “Restaurant” as a Secondary Use at 7980 Williams Road**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10751, for a zoning text amendment to the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” zone to add “Restaurant” as a Secondary Use at 7980 Williams Road, be introduced and given first reading.

Executive Summary

This application seeks to amend the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” zone to add “Restaurant” as a Secondary Use at 7980 Williams Road. The proposal would allow for the interior renovation of the existing gas station convenience store to accommodate a quick-service restaurant with limited seating.

The proposed zoning text amendment is consistent with the Local Village Tier 1 Official Community Plan designation for the subject site, which supports local-serving commercial uses. The subject application secures associated site improvements, including additional on-site vehicle and bicycle parking, the closure of the easternmost driveway on Williams Road to improve traffic and pedestrian safety, new EV charging infrastructure and minor frontage and landscaping upgrades.

Staff Report

Origin

JTA Development Consultants, on behalf of the owners, Suncor Energy Inc., has applied to the City of Richmond for permission to amend the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” zone to add “Restaurant” as a Secondary Use at 7980 Williams Road (the subject site). A location map and aerial photo are included in Attachment 1.

This zoning text amendment would facilitate the interior renovation of the existing gas station convenience store at the subject site, to include a quick-service restaurant with limited seating. No new buildings or expansion of the existing building on-site are proposed. No exterior changes to the building are proposed at this time, and all improvements to the building will be reviewed through the associated Building Permit (BP).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

Existing Site Context and Surrounding Development

The subject site is currently in operation as a gas station and includes four covered fuel pumps and a 161 m² (1,730 ft²) convenience store/gas station kiosk. The gas station currently has three driveway entrances, including two on Williams Road and one on No. 3 Road. Additional vehicle access is provided along the south property line adjacent to 10111 No. 3 Road via an existing easement over that property.

Development immediately surrounding the subject site is as follows:

To the North: Across Williams Road, townhouses zoned “Low Density Townhouses (RTL1)”.

To the South: A surface parking lot and strip-mall whose tenants include a liquor store and neighbourhood pub, a bank and multiple restaurants. The lot is zoned “Commercial Mixed Use (ZMU19) - Broadmoor”.

To the East: Across No 3 Road, a surface parking lot and strip-mall, zoned “Local Commercial (CL)” and a three-storey apartment building zoned “Medium Density Low Rise Apartments (RAM1)”.

To the West: A surface parking lot and a five-storey apartment building with commercial units at the ground level, zoned “Commercial Mixed Use (ZMU19) – Broadmoor”.

Related Policies & Studies

Official Community Plan (OCP)

The subject site is designated “Local Village Tier 1” in the OCP. Local villages are areas outside of the City Centre along arterial roads that are identified for mixed-use townhouse and apartment

uses, as well as local-serving amenities and commercial uses. The proposed zoning text amendment is consistent with this designation.

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 final adoption of the rezoning bylaw.

Public Consultation

In accordance with the City's Early Public Notification Policy, notice of this application was provided to residents within 100 metres of the subject site. In addition, a rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the early public notification or placement of the rezoning sign on the property.

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 City's Zoning Bylaw 8500.

Analysis

The proposed application would amend the "Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area" zone to add "Restaurant" as a Secondary Use at the subject site. This amendment would facilitate the addition of a quick-service restaurant with limited seating within the existing gas station convenience store. No new buildings on-site are proposed. All alterations to the existing building to facilitate the addition of the quick-service restaurant will be interior only. All tenant improvement works would be reviewed at the BP stage, and any new signage would be required to submit a separate sign permit application.

Transportation and Site Access

Vehicular access to the subject site is currently provided by two driveway entrances on Williams Road to the north, and one on No. 3 Road to the east. Additional vehicle access is provided along the south property line adjacent to 10111 No. 3 Road via an existing easement over that property.

The easternmost driveway entrance on Williams Road is located approximately 5.0 m from the intersection with No. 3 Road. To enhance traffic and pedestrian safety, the applicant is proposing to close this driveway entrance. Accordingly, access from Williams Road would be restricted to the existing westernmost driveway entrance, which is located approximately 30.0 m from the intersection with No. 3 Road. As part of closing the driveway entrance, the applicant would be required to enter into a City Work Order prior to BP issuance to remove the existing letdown and construct a new sidewalk and boulevard to match and tie into the existing sidewalk and boulevard on Williams Road. A site plan is included in Attachment 3.

There are nine existing on-site parking spaces, including one accessible parking space. The applicant proposes to increase the amount of on-site parking to 12 spaces, including one accessible space.

A total of one new Class 1 (staff) and two Class 2 (visitor) bicycle spaces are proposed adjacent to the gas station convenience store in compliance with Zoning Bylaw requirements.

The City's Transportation department has reviewed the application and support the proposed parking configuration and closure of the easternmost driveway entrance on Williams Road to improve traffic and pedestrian safety.

Landscaping

Staff have visited the site, confirming that existing on-site landscaping has been generally maintained in good condition. No existing on-site trees are impacted as a result of the proposed parking layout and site access alterations. On-site landscape enhancements include new landscaping in the area impacted by the driveway closure on Williams Road with low shrubs and plantings to match and tie into the existing landscape condition, a new continuous curb at the south of the site, repainting of the parking lines and bicycle infrastructure. Prior to rezoning bylaw adoption, the applicant is required to provide a landscape security of \$66,000.00 (based on cost estimate including all materials, installation and contingency).

Sustainability

Consistent with Zoning Bylaw requirements, the applicant proposes to provide two EV parking stalls in the southern portion of the subject site, with one space providing Level 2 charging and the other accommodating opportunity charging (Level 2 charging (or higher) for an electric vehicle supported by a minimum 40A).

Site Servicing and Frontage Improvements

The applicant will be required to enter into a City Work Order prior to BP issuance to complete site frontage improvements, including but not limited to:

- Closure of the existing easternmost site entrance on Williams Road; and
- New sidewalk and boulevard to match and tie into the existing adjacent sidewalk and boulevard.

The existing water service connection will be reviewed during the BP stage.

Budgetary Implications

None.

Conclusion

The purpose of this Zoning Text Amendment application is to amend the “Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area” Zone to add “Restaurant” as a Secondary Use at 7980 Williams Road. The Amendment complies with the land use designation and applicable policies contained within the OCP for the subject site.

The list of Rezoning Considerations is included in Attachment 4, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10751 be introduced and given first reading.

Respectfully submitted,

Joshua Reis, Director, Development

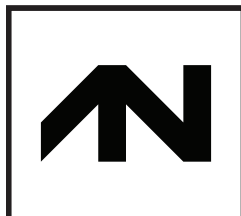
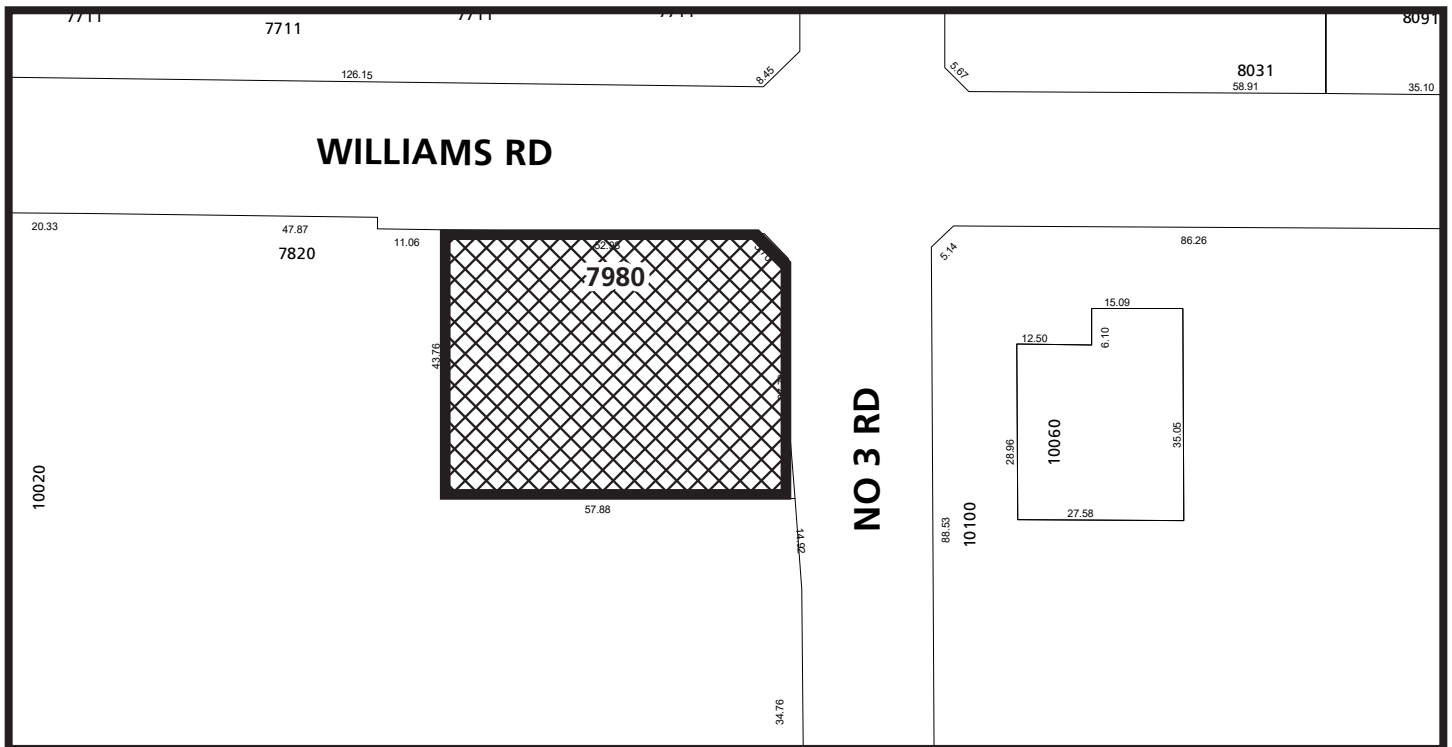
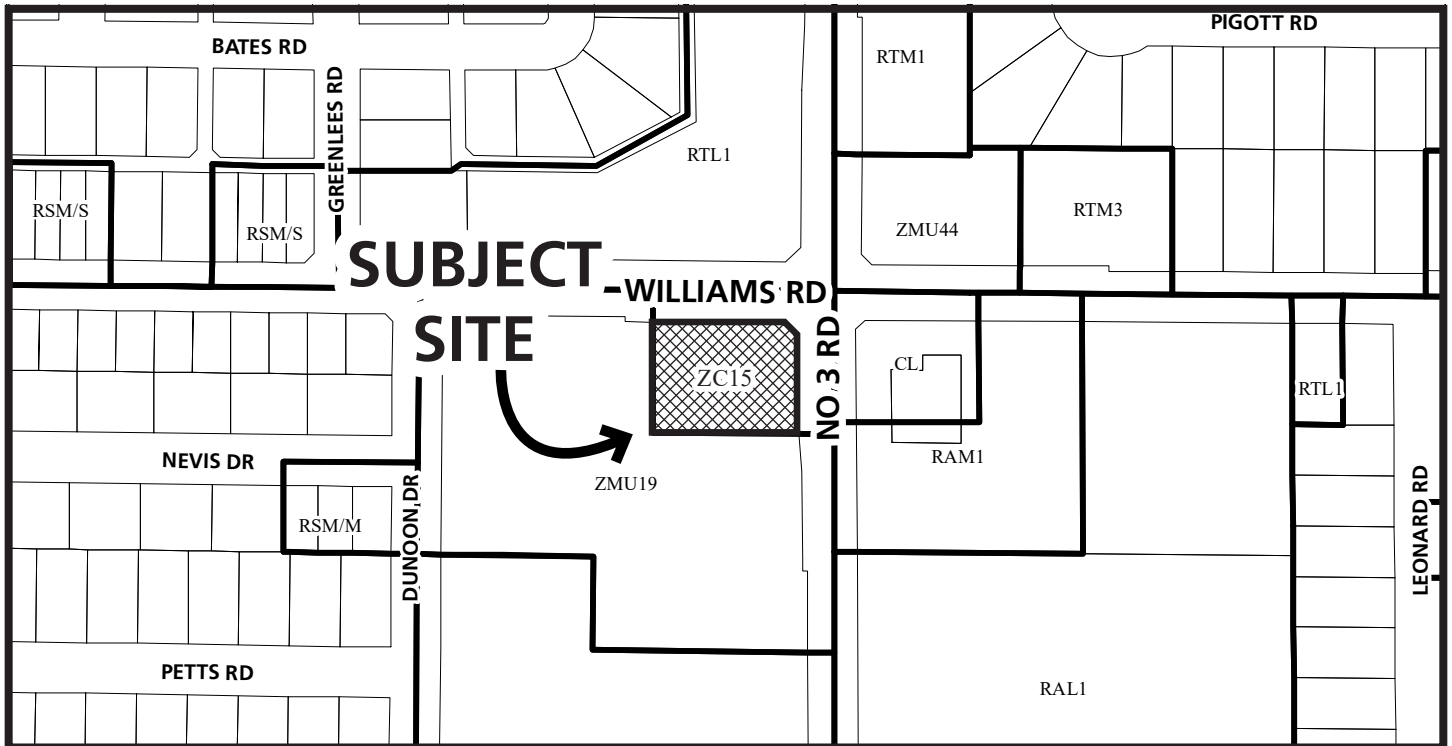
Report Contributors

This report was prepared by Mark Tennenhouse, Planning Technician and reviewed by the Engineering and Transportation Departments.

- Att. 1: Location Map and Aerial Photo
 2: Development Application Data Sheets
 3: Site Plans
 4: Rezoning Considerations



City of Richmond



ZT 25-017720

PLN - 58

Original Date: 08/13/25
Revision Date:

Note: Dimensions are in METRES



City of Richmond



ZT 25-017720

PLN - 59

Original Date: 08/13/25
Revision Date:

Note: Dimensions are in METRES



ZT 25-017720

Attachment 2

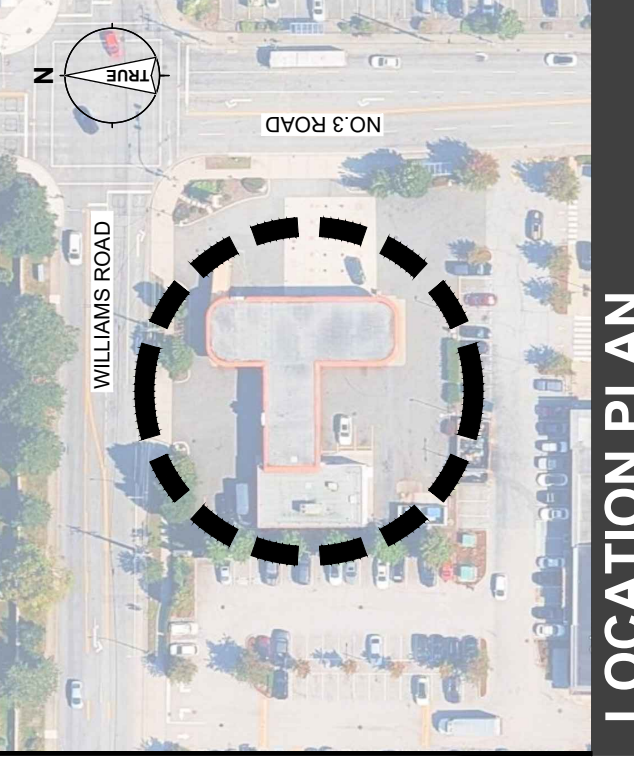
Address: 7980 Williams Road

Applicant: JTA Developments

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Suncor Energy Inc	No Change
Site Size (m²):	2490 m ²	No Change
OCP Designation:	Local Village Tier 1	No Change
Zoning:	Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area	No Change
“Restaurant” use	Not permitted	Permitted as a Secondary Use
Parking	<ul style="list-style-type: none"> • 8 regular stalls • 1 accessible stall 	<ul style="list-style-type: none"> • 11 regular stalls • 1 accessible stall
Electric Vehicle (EV) Charging	<ul style="list-style-type: none"> • 1 stall with Level 2 charging • 1 stall with Opportunity charging 	<ul style="list-style-type: none"> • 1 stall with Level 2 charging • 1 stall with Opportunity charging
Bicycle Parking	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • 1 Class 1 stall • 2 Class 2 stalls

THIS SUBMISSION IS PROVIDED FOR PERMITTING PURPOSES ONLY. FOR CONSTRUCTION, REFER TO IFC- ISSUED FOR CONSTRUCTION VERSION OF THESE PLANS AND SUPPORTING DOCUMENTS.



LOCATION PLAN

SITE INFORMATION

LEGAL DESCRIPTION
 LOT 35, SEC 32, BLK 4N, RG 6W, PLAN NWP17715
 NEW WESTMINSTER LAND DISTRICT
 EXCEPT PLAN BY LAW 58646, LMP42589

MUNICIPAL ADDRESS
 7980 WILLIAMS ROAD
 RICHMOND, BC, V7A 1G3

ZONING
 ZC1B - GAS STATION COMMERCIAL

LOT AREA = ±2490.0m²
 TOTAL SITE = ±2490.0m²
 PERMITTED LOT COVERAGE (BUILDINGS) = 35%
 ACTUAL LOT COVERAGE (BUILDING) = 6.45%

SETBACKS
 FRONT EXTERIOR SIDE YARD = 12.0m
 BUILDING = 4.5m
 PUMP ISLANDS = 1.5m
 CANOPY = 3.0m
 REAR / INTERIOR SIDE YARD = 3.0m
 BUILDING = 10.0m
 PUMP ISLANDS = 3.0m

BUILDING AREAS
 PROPOSED C-STORE = 126.3m²
 PROPOSED SERVICE RESTAURANT = 160.7m²
 TOTAL GROSS FLOOR AREA = 287.0m²

FLOOR AREA RATIO = 0.006
 MAXIMUM FLOOR AREA RATIO = 0.35

PARKING REQUIRED
 CONVENIENCE STORE = 4 SPACES
 RESTAURANT = 4 SPACES
 TOTAL = 8 SPACES

RESTAURANT
 2 SPACES PER 100m² OF GROSS LEASABLE FLOOR AREA
 TOTAL = 4 SPACES

TOTAL PARKING PROVIDED = 7 SPACES

PARKING PROVIDED

SIZE	COUNT
3000 x 5000	9 STALLS
2750 x 6000	1 STALL
2750 x 6700	2 STALLS
NEW EV	12 STALLS
TOTAL	24 STALLS
NEW LOADING SPACE	3000 x 9100 = 1
PROVIDED BIKE STALLS	2
CLASS 1 BIKE STALLS	1

REVISION TABLE

REV.	DESCRIPTION	DATE
1		
2		
3		
4		
5		

ISSUE TABLE

TO	FOR	DATE
CITY	REZONING	2025-05-28
CITY	REZONING UPDATE	2026-03-06
CITY	REZONING UPDATE 2	2026-04-08

METRIC
 ALL DIMENSIONS ARE IN MILLIMETRES UNLESS INDICATED OTHERWISE.
 ALL DIMENSIONS TO BE REPORTED TO THE PROJECT DESIGNER.
 DO NOT SCALE DRAWINGS.

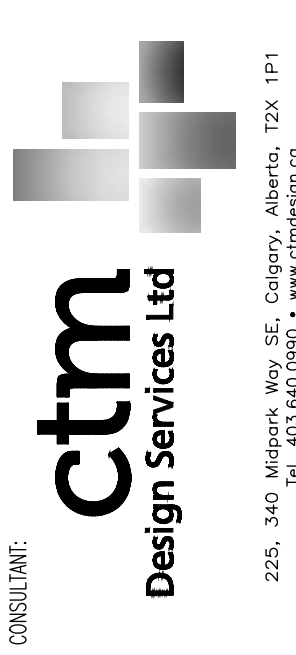
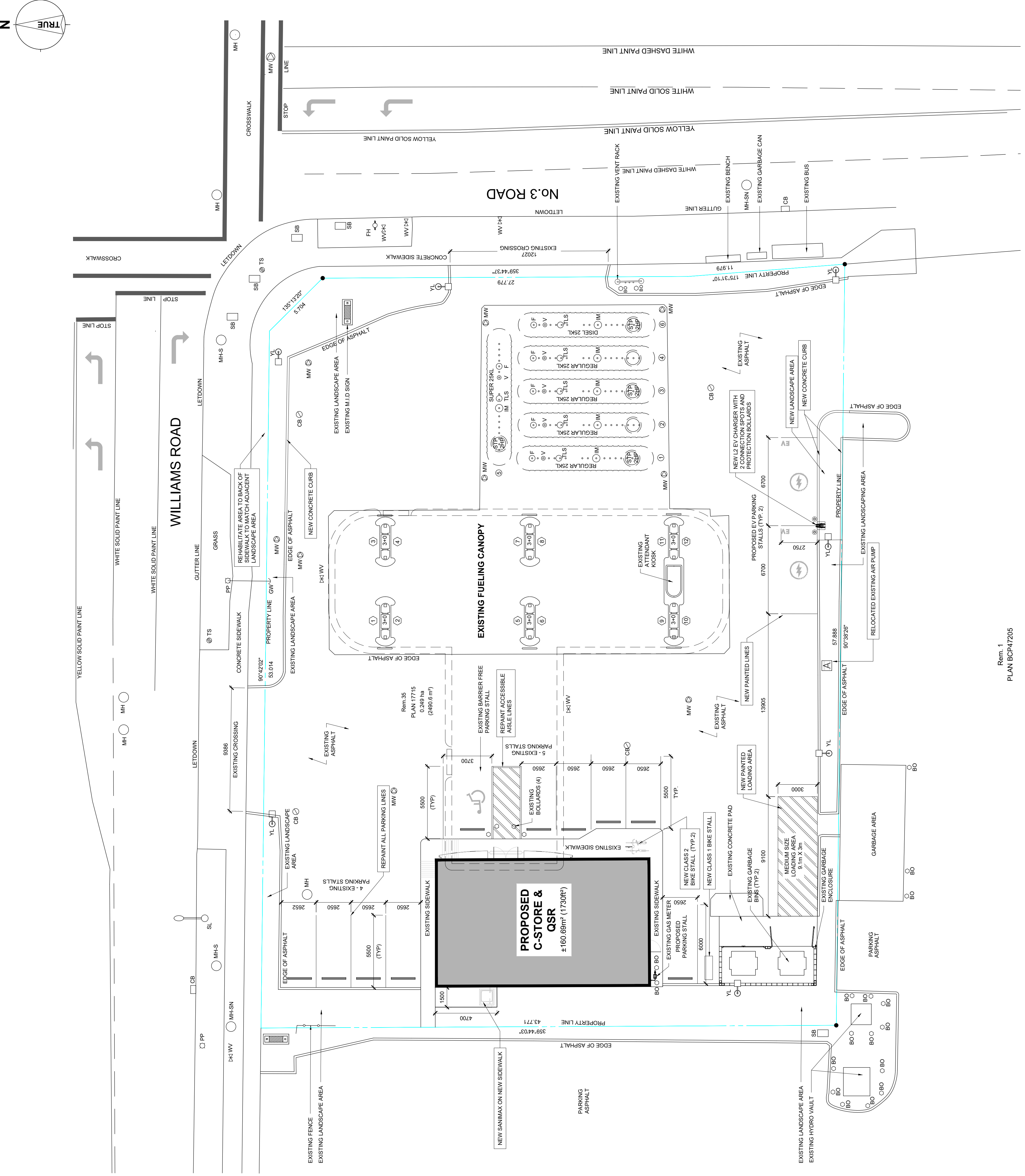
SCALE

GENERAL NOTES

- OVERALL SITE TO BE STAKED-OUT AND DIMENSIONS VERIFIED. ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER.
- THE CONTRACTOR SHALL LOCATE AND PROTECT ALL UTILITIES AND OTHER UTILITIES THAT MAY EXIST ON THE SITE OR WITHIN THE STREET. LINES MUST BE LOCATED BY THE RESPECTIVE UTILITY AND VERIFIED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DISCREPANCIES THAT COULD SUBSTANTIAL DISCREPANCIES BECOME APPARENT.
- MONITORING WELLS TO BE PRESERVED WHEREVER POSSIBLE. MONITORING WELLS TO BE REMOVED UNDER SUPERVISION OF CONSULTANT AND FILLED WITH THE FULL DEPTH OF THE HOLE FILLED WITH BENTONITE OR OTHER NON-PERMEABLE MATERIAL, WHERE POSSIBLE. (TYP)

SITE LEGEND

- PROPERTY LINE
- PLACED IRON POST
- GRATED TOP MANHOLE
- MANHOLE STORM
- MANHOLE SANITARY
- CATCH BASIN
- WATER VALVE
- POWER POLE
- BOLLARD
- GUY WIRE
- TRAFFIC SIGNAL
- SERVICE BOX
- FIRE HYDRANT
- LIGHT STANDARD (SGL)
- FLIP
- MH
- MH-S
- MH-SN
- CB
- ⊗ PP
- BO
- ⊗ TS
- ⊗ SB
- ⊗ FH
- ⊗ SL
- ⊗ YL



225, 340 McMath Way SE, Calgary, Alberta, T2X 1P1
 Tel: 403-640-9930 • www.ctmdesign.ca



A Sunoco Energy Business

PROPOSED SITE PLAN

PROJECT:
A&W ADD-IN
7980 WILLIAMS ROAD
 RICHMOND, BC V7A 1G3

DRAWN BY:	SI	SHEET SIZE:	D (559 x 864)
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DATE DRAWN:	2026-01-21	CONSULTANT CAD FILE No. 2024105	
CHECKED BY:		PLOT SCALE:	
APPROVED BY:		PLOT DATE:	
		PLOT CONFIGURATION:	
STD. No./OUTLET No.:	91437		
			SP1

SITE INFORMATION

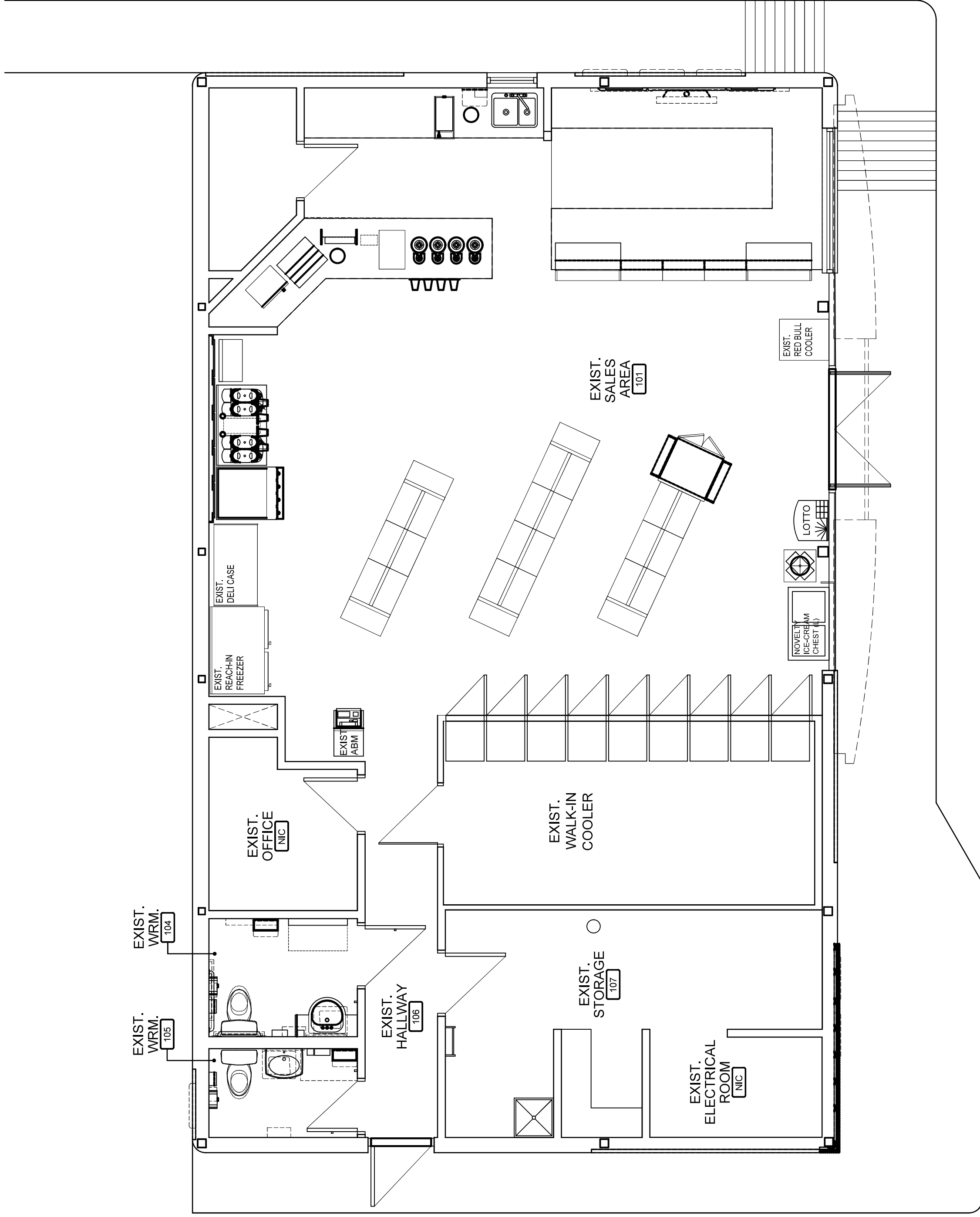
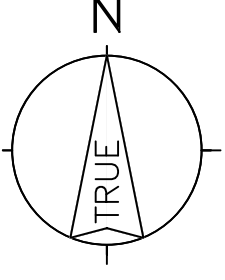
LEGAL DESCRIPTION
 LOT 35, SEC 32, BLK 4N, RG 6W, PLAN NWP17715
 NEW WESTMINSTER LAND DISTRICT
 EXCEPT PLAN BYLAW 38046, UMF#42359

MUNICIPAL ADDRESS
 7980 WILLIAMS ROAD
 RICHMOND, BC V7A 1G3

ZONING
 ZC15 - GAS STATION COMMERCIAL

SITE AREA
 TOTAL SITE: 2490.0m²
 PERMITTED LOT COVERAGE (BUILDINGS): 35%
 BUILDING AREA

GROSS FLOOR AREA C-STORE: 160.6m²



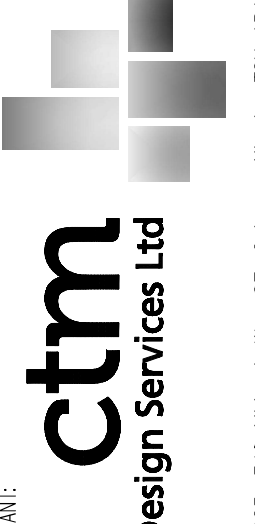
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ISSUE TABLE		DATE
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CITY	REZONING	2025-05-28

METRIC
 ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
 CHECK/VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF WORK.
 ALL DISCREPANCIES TO BE REPORTED TO THE PROJECT DESIGNER.
 DO NOT SCALE DRAWINGS.

SCALE:

CONSULTANT:

 225, 340 Midpark Way SE, Calgary, Alberta, T2X 1P1
 Tel: 403.640.0990 • www.ctmdesign.ca


 A Suncor Energy Business

DRAWING TITLE:
EXISTING FLOOR PLAN

PROJECT:
BROADMOOR SERVICE
7980 WILLIAMS ROAD
 RICHMOND, BC V7A 1G3

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APPROVED BY:	-	PROJECT NO.	-
		PROJECT NO.	-

SID No./DUPLICATE No. **91437**
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SITE INFORMATION

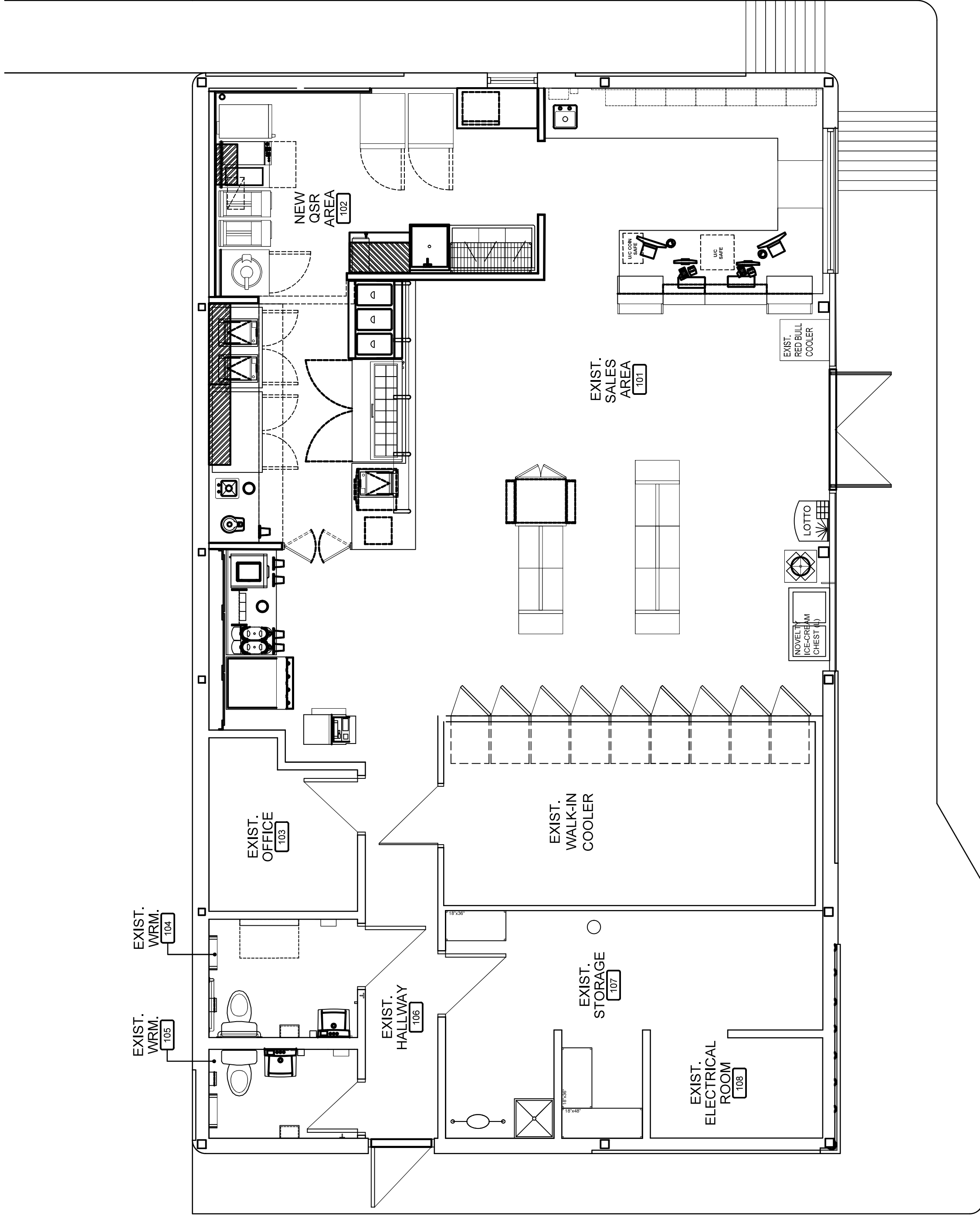
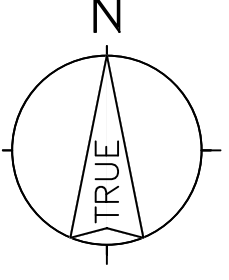
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 EXCEPT PLAN BYLAW 88046, UMF42359

MUNICIPAL ADDRESS
 7980 WILLIAMS ROAD
 RICHMOND, BC V7A 1G3

ZONING
 ZC15 - GAS STATION COMMERCIAL

SITE AREA
 TOTAL SITE: 2490.0m²

BUILDING AREAS
 GROSS FLOOR AREA BUILDING: 180.6m²
 NEW C-STORE AREA (GFA): 126.2m²
 NEW OSR AREA (GFA): 34.4m²



1 PROPOSED FLOOR PLAN
 A1 SCALE: 1:50

REVISION TABLE		DRAWN / APP'D.	DATE
REV.	DESCRIPTION		
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△			
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ctm
 Design Services Ltd

CONSULTANT:
 225, 340 Midpark Way SE, Calgary, Alberta, T2X 1P1
 Tel: 403.640.0990 • www.ctmdesign.ca



PROPOSED FLOOR PLAN

PROJECT:
 BROADMOOR SERVICE
 7980 WILLIAMS ROAD
 RICHMOND, BC V7A 1G3

DRAWN BY:	ZK	CAD FILE NO.:	2025-01-20
DRAWING SCALE:	1:50	CAD FILE NO.:	2024125
DATE DRAWN:	2025-01-20	CAD FILE NO.:	2024125
CHECKED BY:	-	PROJECT NO.:	-
APPROVED BY:	-	PROJECT NO.:	-
		PROJECT NO.:	-

SID No./DUPLICATE No. **91437**
 A1



City of
Richmond

Rezoning Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7980 Williams Road

File No.: ZT 25-017720

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Prior to Building Permit Issuance, the developer must complete the following requirements:

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signed concurrence on file

Signed

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7980 Williams Road

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FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



To: Planning Committee **Date:** April 21, 2026
From: Roeland Zwaag **File:** 10-6500-01/2025-Vol
General Manager, Engineering and Public 01
Works
Re: **Securing Road Dedication at Building Permit - Implementation Strategy**

Staff Recommendations

1. That affected residents and the development community be consulted regarding the proposed strategy as described in the report titled “Securing Road Dedication at Building Permit - Implementation Strategy”, dated April 21, 2026, from the General Manager, Engineering and Public Works; and
2. That bylaw amendments be brought forward to facilitate securing road dedication as described in the report titled “Securing Road Dedication at Building Permit - Implementation Strategy,” dated April 21, 2026, from the General Manager, Engineering and Public Works.

Executive Summary

New legislation by the provincial government has required the City to make significant changes to the permitted uses and densities on former single-family residential properties, and the development approvals process.

Recent changes to the *Local Government Act* provide municipalities with the tools to require road dedication through building permit approvals that were previously only able to be secured through a rezoning or subdivision. This report recommends a strategy to incorporate the new municipal abilities into the building permit process and to consult with the development community regarding the proposed approach. The initial implementation is proposed on properties zoned for Small Scale Multi Unit Housing (SSMUH) and other redevelopments under existing zoning along the arterial roads (Attachment 1) where it is the most critical to support the transportation objectives of the City’s Official Community Plan (OCP).

Staff Report

Origin

On June 24, 2024, Council amended zoning for 27,000 single-family and duplex lots throughout the City to permit Small-Scale Multi-Unit Housing (SSMUH) in compliance with the Province's Bill 44 legislation. These lots are now permitted to build up to three to six units per lot without a rezoning depending on lot size and proximity to frequent transit. As redevelopment of these lots may occur without rezoning, the City can no longer rely on this process to secure road dedication to achieve transportation objectives as envisioned in the OCP. As these lots are less likely to be subdivided, the road dedications achievable through that approval is also limited.

The Province's Bill 16 legislation made amendments to the *Local Government Act* to allow municipalities to require road dedication and infrastructure upgrades for transportation purposes as a condition of issuing a building permit.

This report recommends a strategy to incorporate the new municipal abilities to secure road dedication, where it is needed most, at the building permit stage in accordance with the *Local Government Act* and to consult with affected residents and the development community regarding the proposed approach.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

Analysis

Establishing the New Municipal Authority

To date, the City has received 81 SSMUH applications. Fourteen sites were on arterial roads where the City could not secure road dedication to protect for future transportation infrastructure.

As authority to secure road dedication and infrastructure works has been expanded to include the building permit process, staff recommend changes to the Subdivision and Development Bylaw No. 8751 be considered as described below. Including the provision for road dedication to be secured at building permit in Bylaw No. 8751 is consistent with the City's current authority to require and secure works through development.

Assigning Servicing Officers

The *Local Government Act* requires that the road dedications at Building Permit, if any, be determined by a Servicing Officer who must be appointed by bylaw.

To comply with the *Local Government Act* legislation, amendments to the Subdivision and Development Bylaw No. 8751 are proposed to designate the City's Servicing Officers and enable

the City to implement its transportation infrastructure plans by requiring land at the time of building permit issuance.

Staff propose appointing the Manager, Transportation Development and Design and the Manager, Engineering Planning, as the Servicing Officers with the authority to require road dedication through building permit.

Establishing Road Dedication Requirements at Building Permit

Proposed Process for Building Permits

Bylaw No. 8751 currently specifies the ultimate road cross sections for City roads to be secured through a rezoning or subdivision process to support transportation objectives, including left-turn bays, treed boulevards, wider sidewalks, multi-use pathways and cycling facilities. Together with the future transportation network identified in the OCP and the standards set out in the City's Engineering Design Specifications, these cross-sections help determine the road dedication required for a new development.

As recent provincial legislation has enabled more developments to proceed directly to building permit, staff recommend amending Bylaw No. 8751 to clearly define road dedication requirements through that process. This would streamline approvals, improve clarity for the development community, and help ensure the City can continue securing the road network improvements to support its transportation objectives.

Proposed Road Dedication for Building Permits

Staff focused on applying the new authority provided under Bill 16 to secure road dedication for 27,000 SSMUH properties, which no longer require rezoning. These properties front the majority of roads where the transportation network is planned for expansion. Other roads where dedication is typically sought, such as in City Centre, are more likely to trigger a rezoning, development permit or subdivision process.

Staff reviewed the roadways fronting SSMUHs in relation to the City's transportation objectives as set out in the OCP (Attachment 1), Bylaw No. 8751, and the City's Engineering Design Specifications. The review concluded that road dedication should be prioritized for building permit applications on select arterial roads where future improvements such as cycling facilities, treed boulevards, wider sidewalks, multi-use pathways, rear lanes, and left-turn bays are envisioned.

The majority of the City's collector and local roads generally have sufficient existing road dedication to support current and future transportation objectives. Review of other areas in the City, including City Centre, local residential subdivisions, industrial and commercial areas will be considered through future analysis. Additionally, the width of existing internal neighbourhood walkway connectors will be reviewed to assess any widening requirements.

The requirements for road dedication to be secured through a building permit on the select Arterial Roads as illustrated in Attachment 1 are outlined in Table 1 below.

Table 1: Proposed Dedication for Building Permits

Building Permits	Midblock	Major Intersection (within 100m)
Fronting Arterial Road with Planned Major Street Bike Route ⁽¹⁾	up to 2.0 metres	up to 2.5 metres ⁽²⁾
Fronting Arterial Road ⁽³⁾	up to 1.0 metre	up to 1.5 metres ⁽²⁾
Arterial Road Intersections		4 metres x 4 metres corner cut
Arterial Road Lane Policy ⁽⁴⁾	6 metres	

- ⁽¹⁾ Dedication allows for MUPs behind existing road curbs
- ⁽²⁾ Dedication for new Left-turn lanes at major intersections
- ⁽³⁾ Dedication for sidewalk widening to 2 metres
- ⁽⁴⁾ Rear lanes as identified in OCP

Potential Site Impacts

The proposed dedication requirements would apply to approximately 3,700 of the 27,000 SSMUH properties. The majority of SSMUH properties (87 per cent) will not require any road dedication.

For the 3,700 SSMUH properties fronting the select Arterial Roads, the anticipated road dedication requirements are as follows:

- 60 per cent would require less than 1 metre;
- 35 per cent would require between 1 to 2 metres;
- 5 per cent would require between 2 to 2.5 metres;
- 40 properties require rear lane dedication of 6 metres; and
- 14 per cent of properties will require a corner cut up to 4 metres x 4 metres

These properties are generally being designated for higher density uses and should they choose to rezone in accordance with those policies, staff would also secure the road dedication.

Staff undertook a preliminary review of these impacted properties. Based on this high-level analysis, the densities permitted under the Zoning Bylaw are expected to remain achievable with the proposed road dedication requirements. Recent Zoning Bylaw changes for SSMUH development, including reduced parking requirements, reduced side yard setbacks, and narrower driveway width requirements, further support the ability to achieve the permitted density.

Criteria for Securing Road Dedication

To provide clarity for which building permits along the arterial roads in Attachment 1 would require road dedication, staff propose the following criteria:

- SSMUH developments that propose increased residential floor area for an additional residential unit; and
- For other building permits that are along the select arterial roadways, construction of a new building would be the trigger to secure dedication.

Road dedication is not proposed to be taken for building permits relating to proposed renovation work, alterations or single-family residential developments.

Criteria for Securing Transportation Infrastructure

Transportation frontage upgrades will be required through the building permit process where connectivity to existing infrastructure is possible and where frontage width or proximity to an intersection allows for such connections.

As some SSMUH developments will have a narrow frontage, immediate frontage work construction may be reduced or waived on arterial roads where works would result in isolated or fragmented streetscape improvements. In this case, frontage works will be implemented on these arterial roads once a significant frontage length can be achieved to support a continuous streetscape. Any such frontage capital works will require Council's approval through the annual capital budget process. As these frontage capital works are required due to growth from SSMUH and other developments, the costs associated with these upgrades will need to be included in the City's Roads DCC program, to ensure that there will be sufficient funding from DCC to pay for the growth-related portion of the capital costs of the required frontage works.

Next Steps

Development Community Consultation

Staff will share the proposed changes to Bylaw No. 8751 to enable the new municipal tools granted in the *Local Government Act* with the development community. The engagement will allow staff to share the results of the preliminary assessment.

Additional measures to help alleviate potential site impacts to the properties affected by road dedication will be discussed. These include strategies such as reductions to the front yard setbacks, calculating density on the gross lot area and other suggestions that the development community may offer to further enhance the livability and layout of SSMUH developments, while still permitting the City to seek its transportation objectives.

A Let's Talk Richmond survey will also be utilized to seek feedback from the public, including affected residents and property owners, regarding the proposed approach to secure dedication along select arterial roads.

The results of this engagement will inform the bylaw amendments to support implementation of securing road dedication through building permit in compliance with the Bill 16 amendments to the *Local Government Act*. A future report will be brought forward with the engagement results and, depending on the findings, may include the proposed bylaw amendments for Council consideration.

Review of Road Dedication for Other Sites Developing under Existing Zoning

Staff will continue to review other SSMUH and non-SSMUH sites in the City that may develop under their existing zone to determine the road dedication requirements. These include sites in the City Centre, commercial and industrial areas, properties fronting other arterial roads and existing walkway connection widths in local neighbourhood subdivisions.

Budgetary Implications

There are none at this time. Future transportation infrastructure projects would follow the City's annual capital budget process, where these growth-related projects would be funded from Roads DCC for the portion attributed to growth and the municipal portion would be funded from Capital Reserve. As implementation is dependent on the pace of development to achieve sufficient assembly of properties to facilitate meaningful frontage upgrade, it is anticipated these works will be brought forward in future capital budget processes.

Conclusion

The proposed tools provided by the Province help to address a gap created by Bill 44 by rezoning 27,000 SSMUH properties in the city. Establishing the authority offered by Bill 16 supports the City's transportation vision considering as previously secured via a rezoning or subdivision of these properties.

The objective of establishing the proposed road dedication amounts is to provide applicants with predictable transparent requirements for SSMUH developments and other building permits on select arterial roads to streamline the development process.

Staff have reviewed the road dedication requirements to ensure the transportation network can support future objectives. Consultation with the development community is recommended to ensure transparency of the proposed road dedication requirements.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by Law, Building Approvals, Development Applications, Policy Planning, Finance and Engineering.

Endorsed by Serena Lusk, CAO

Att. 1: Arterial Roads Fronting SSMUHs

Arterial Roads Fronting SSMUHs

