



**Planning Committee
Electronic Meeting**

**Anderson Room, City Hall
6911 No. 3 Road
Tuesday, June 17, 2025
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on June 3, 2025.*



NEXT COMMITTEE MEETING DATE

July 8, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY CARY TSAI FOR REZONING AT 9100 AND 9120 BRIDGEPORT ROAD FROM THE “SCHOOL & INSTITUTIONAL USE (SI)” ZONE TO THE “AUTO-ORIENTED COMMERCIAL (CA)” ZONE**

(File Ref. No. RZ 24-043066) (REDMS No. 8058112)

PLN-10

See Page PLN-10 for full report

Designated Speakers: Alex Costin & Joshua Reis

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10680, to amend the “Auto-Oriented Commercial (CA)” zone and to rezone 9100 and 9120 Bridgeport Road from “School & Institutional Use (SI)” zone to “Auto-Oriented Commercial (CA)” zone, be introduced and given first reading.



2. **APPLICATION BY ORION CONSTRUCTION FOR REZONING AT 8800 ODLIN CRESCENT AND 8711 ODLIN ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “INDUSTRIAL RETAIL (IR2)” ZONE**

(File Ref. No. RZ 24-014551) (REDMS No. 8046347)

PLN-39

See Page PLN-39 for full report

Designated Speakers: Ashley Kwan & Joshua Reis

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10676, for the rezoning of 8800 Odlin Crescent and 8711 Odlin Road from the “Single Detached (RS1/E)” zone to the “Industrial Retail (IR2)” zone, be introduced and given first reading.



3. **ABANDONMENT OF UNADOPTED BYLAWS**

(File Ref. No. 12-8060-01) (REDMS No. 8055783)

PLN-72

See Page PLN-72 for full report

Designated Speaker: Evangel Biason & Joshua Reis

STAFF RECOMMENDATION

That the unadopted Zoning and OCP Amendment Bylaws, as outlined in Attachment 1, of the staff report titled “Abandonment of Unadopted Bylaws” dated June 3, 2025, from the Director, City Clerk’s Office, be abandoned.



4. **MANAGER’S REPORT**

Planning Committee Agenda – Tuesday, June 17, 2025

Pg. #

ITEM

ADJOURNMENT





Planning Committee

Date: Tuesday, June 3, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Chak Au (by teleconference)
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 May 21, 2025, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY FOUGERE ARCHITECTURE INC. FOR REZONING AT 9040 FRANCIS ROAD FROM THE "NEIGHBOURHOOD COMMERCIAL (CN)" ZONE TO THE "RESIDENTIAL/LIMITED COMMERCIAL (ZMU60) – FRANCIS ROAD (BROADMOOR)" ZONE**
(File Ref. No. RZ 24-011883) (REDMS No. 7973056)

Staff provided a summary of the proposed development and highlighted the following:

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- a five-storey mixed-use building containing commercial, service and parking uses on the ground floor, 100% rental apartment units on the upper floors, and indoor and outdoor amenity space at the rooftop level;
- the development has an overall density of 2.16 Floor Area Ratio (FAR), of which approximately 10% of the floor area (equivalent to 196 m²) is proposed as commercial floor space with the rest allocated residential;
- the proposed building would contain a total of 60 dwelling units, which include six Moderate Market Rental (MMR) units and 54 market rental units;
- all units will be secured in perpetuity with rental tenure zoning and through the registration of a Housing Agreement and Housing Covenant on Title;
- a total of 35 off-street surface parking spaces are proposed, substantiated by a parking study, along with the provision of additional transportation demand management measures, including a publicly accessible car share or small-sized loading space, a two-year transit pass program, additional bicycle parking spaces, and bicycle washing and maintenance facilities;
- as part of this development there will also be site servicing and frontage improvement works proposed, which would include new sidewalks and boulevards along Francis Road and Garden City Road, widening and upgrades to the City owned public walkway along the south property line, traffic signal upgrades, as well as sanitary storm sewer and water works; and
- further refinement of the building design will be conducted as part of the Development Permit application review process.

In response to queries from Committee, staff noted (i) MMR units rates are based on BC Housing's Household Income Limits, which will be no higher than 30% of the household income limits for each bedroom/unit type, (ii) based on the building footprint, the applicant proposes to push the bulk of the building's residential floor area towards the road frontages, (iii) the proposed MMR units help address affordability, (iv) the trees proposed to be removed are on the neighbouring property, are in poor structural condition and not recommended for retention, (v) based on the preliminary site plan, 19 trees are proposed to be planted on-site, and which will be reviewed further during the Development Permit review process; the applicant will continue to work with the adjacent property owner to identify opportunities for additional tree planting on the neighbouring property, and (vi) monthly two-zone transit passes are available for all 60 units for a period of two years.

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Discussion ensued with respect to the Mosaic development at No. 3 Road and Williams Road, a 4-storey building with all 33 units 100% market rental, compared to the proposed 5-storey development of the subject site with 60 units 100% rental with a portion of that being MMR units. Staff noted (i) the Mosaic development contributed to ground floor oriented commercial uses, similar to the subject proposal, (ii) the Mosaic site does not provide covered parking, whereas the proposed development includes a cantilever design providing covered parking on site, and (iii) the recently approved development at No. 3 Road and Francis Road has a similar unit count to the subject site, with 64 units in total, including seven MMR units, a similar density, and both sites have road dedication requirements.

It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649, to change the land use designation of 9040 Francis Road from “Commercial” to “Limited Mixed Use” in Attachment 1 to Schedule 1 of Richmond Official Community Plan Bylaw 9000 (City of Richmond 2041 OCP Land Use Map), be introduced and given first reading;*
- (2) *That Bylaw 10649, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10650, to create the “Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)” zone, and to rezone 9040 Francis Road from “Neighbourhood Commercial (CN)” to “Residential/Limited Commercial (ZMU60) – Francis Road (Broadmoor)” zone, be introduced and given first reading.*

CARRIED

Planning Committee
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2. APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 8160 NO. 5 ROAD FROM AGRICULTURE (AG1) TO ASSEMBLY (ASY)

(File Ref. No. RZ 23-026410) (REDMS No. 7982112)

Staff provided a summary of the proposed development and highlighted the following:

- the existing Thrangu Monastery to the north is proposed to be consolidated with the subject site in one lot;
- This rezoning application is consistent with the previous non-farm use application that was endorsed by Council and approved by the Agricultural Land Commission;
- The backland portion of the site has been farmed for at least five consecutive years and will continue to be actively farmed, consistent with the No. 5 Backlands Policy, the Official Community Plan and area plan designation for the sites; and
- the applicant will be providing road dedication and frontage improvements along No. 5 Road, in addition and consistent with the No. 5 Road Backlands Policy, the applicant has agreed to provide a 4m wide SRW along the eastern edge of the subject property and the adjacent property to the north to facilitate future farm road access to the backlands.

In response to queries from Committee, staff noted (i) the applicant is retaining additional trees and a decrease in parking stalls by one parking stall since the application was previously reviewed by Council, (ii) all replacement trees are being accommodated on the subject site, with 41 trees to be planted largely in an area that will act as a buffer between the proposed use and the agricultural use, and (iii) one of the requirements of the roadside stand is that they sell material and product that is produced on site.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10662, for the rezoning of the westerly 110 m of 8160 No. 5 Road from "Agriculture (AG1)" to "Assembly (ASY)" to facilitate the proposed assembly use (religious statues), associated parking, existing barn and proposed roadside stand be introduced and given first reading.

CARRIED

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3. RESPONSE TO METRO VANCOUVER'S REFERRAL: METRO 2050 REGIONAL GROWTH STRATEGY AMENDMENT PROPOSED BY THE CITY OF DELTA FOR THE PROPERTIES LOCATED AT 4800 AND 5133 SPRINGS BOULEVARD

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 8050641)

It was moved and seconded

That the Metro Vancouver Regional District Board be advised that the City of Richmond has no comment on the proposed amendment to the Metro 2050 Regional Growth Strategy and that this recommendation and accompanying staff report titled "Response to Metro Vancouver's Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Delta for the Properties Located at 4800 and 5133 Springs Boulevard", dated May 9, 2025, from the Director, Policy Planning, be provided to the Metro Vancouver Regional District Board.

CARRIED

4. HOUSING AGREEMENT AMENDMENT APPLICATIONS TO UPDATE LOW-END MARKET RENTAL RENTS IN TWO DEVELOPMENTS

(File Ref. No. 08-4057-05) (REDMS No. 8041124)

It was moved and seconded

- (1) That Housing Agreement (10140, 10160 & 10180 No 1 Road and 4051 & 4068 Cavendish Drive) Bylaw No. 10490, Amendment Bylaw No. 10673 be introduced and given first, second, and third readings; and*
- (2) That Housing Agreement (23241, 23281 and part of 23301 Gilley Road and part of 23060 and 23000 Westminster Highway) Bylaw No. 9552, Amendment Bylaw No. 10647 be introduced and given first, second, and third readings.*

CARRIED

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5. MANAGER'S REPORT

(i) *Provincial Housing Target Order*

Staff reported on the introductory meeting that took place earlier in the day with Province staff regarding the Housing Target Order (HTO), and noted there will be two follow-up meetings to review the proposed housing targets and reporting requirements. Staff further advised (i) the first meeting is set for the week of June 9, 2025, and will focus on the Province's methodology on how the five year housing targets are determined; it is expected the proposed HTO for a five year period will be received following that meeting, (ii) the second meeting will be held the following week to discuss the proposed HTO and to review progress reporting required data and supporting information, (iii) with respect to the proposed HTO, the City will have 30 calendar days to respond with written comments before the HTO comes into effect, and (iv) staff will report back to Committee and Council as appropriate.

Discussion ensued with respect to the housing data sought (e.g., Building Permits, Occupancy Permits, etc.). Staff noted that (i) based on the data submitted by other municipalities, which includes the total number of units and breakdown of those units by the number of bedrooms and by tenure, in terms of the strict metrics, the Province is focussed on Occupancy Permits issued for developments, (ii) clarity of the data sought is anticipated following the upcoming two meetings, and (iii) regular updates will be provided as the HTOs are issued; there are requirements that progress reports are provided to Council before they are submitted to the Province.

The importance of public awareness of Council approved developments was noted.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:40 p.m.).

CARRIED

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, June 3, 2025.

Councillor Bill McNulty
Chair

Lorraine Anderson
Legislative Services Associate

6.



City of Richmond

Report to Committee

To: Planning Committee
From: Joshua Reis
Director, Development

Date: June 3, 2025
File: RZ 24-043066

Re: Application by Cary Tsai for Rezoning at 9100 and 9120 Bridgeport Road from the "School & Institutional Use (SI)" Zone to the "Auto-Oriented Commercial (CA)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10680, to amend the "Auto-Oriented Commercial (CA)" zone and to rezone 9100 and 9120 Bridgeport Road from "School & Institutional Use (SI)" zone to "Auto-Oriented Commercial (CA)" zone, be introduced and given first reading.

Joshua Reis, MCIP, RPP, AICP
Director, Development
(604-247-4625)

JR:ac
Att. 7

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Cary Tsai has applied to the City of Richmond, on behalf of the property owners 1381292 BC Ltd. (Directors: Chunjiang You & Fengxiang Li), for permission to amend the existing “Auto-Oriented Commercial (CA)” zone, and to rezone 9100 and 9120 Bridgeport Road (Attachment 1) from the “School & Institutional Use (SI)” zone to the “Auto-Oriented Commercial (CA)” zone. The intent of the application is to permit the adaptive reuse of the existing building for the purpose of operating a vehicle sales and rental business.

Findings of Fact

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

Subject Site Existing Housing Profile

The subject site currently contains an existing building (the former Richmond Firehall No. 3), which was moved to 9680 Cambie Road. The applicant intends to retain and renovate the existing building to support a vehicle sale and rental business.

Surrounding Development

To the North: Across Bridgeport Road, a large commercial property zoned “Auto-Oriented Commercial (CA)” and designated for “General Urban T4” in the City Centre Area Plan.

To the South: Across Sea Island Way and fronting onto Patterson Road, single-family lots zoned “Single Detached (RS1/E)”. These properties are also designated as Tier 3 under the City’s Transit-Oriented Areas Bylaw 10560 which could include high-density residential uses.

To the East: A commercial lot zoned “Auto-Oriented Commercial (CA)” and designated for “General Urban T5” in the City Centre Area Plan. This lot is designated for office, hotel and commercial use only.

To the West: A commercial lot “Auto-Oriented Commercial (CA)” and designated for “General Urban T5” in the City Centre Area Plan. This lot is designated for office, hotel and commercial use only.

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) along the side (east) property lines of the subject site in favour of FortisBC. The developer is aware that no construction is permitted in this area.

Related Policies & Studies

Official Community Plan / City Centre Area Plan (CCAP)

The subject property is designated as “Commercial (COM)” in the Official Community Plan (OCP) and the OCP City Centre Area Plan Specific Land Use Map: Bridgeport Village (2031) designation for the subject site is "Urban Centre T5 (35m)". The rezoning is generally consistent with these designations (Attachment 3).

The property is also located within Sub-Area A.4- "Commercial Reserve Mid-to High Rise" area, which is intended for medium-to high-density, mid- and high-rise commercial uses. Specifically, between Bridgeport Road and Sea Island Way is intended for predominantly medium-density, mid- and high-rise, highway-oriented hotel, office and limited retail uses. Given the limited scope of the proposed rezoning and improvements to the site, it is not anticipated that this proposal would frustrate future redevelopment and rezoning of the properties for high-density office and hotel development in the future, consistent with the CCAP.

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.

OCP Aircraft Noise Sensitive Development Policy

The subject site is located within Aircraft Noise Sensitive Development (ANSD) “Area 2”. Although a new noise-sensitive land use is not proposed as part of this rezoning, registration of an aircraft noise indemnity covenant on Title is required prior to final adoption of the rezoning bylaw to advise future potential purchasers of the property.

Ministry of Transportation & Transit Approval

As the subject property is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, this redevelopment proposal was referred to the Ministry of Transportation and Transit (MOTT). Confirmation has been received from MOTT indicating that no objections to the proposed redevelopment and that preliminary approval has been granted for a period of one year. MOTT has also identified the need for road dedication, with further details provided in the transportation section of this report. Final approval from MOTT is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the 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 applicant proposes to repurpose the existing building at 9100 Bridgeport Road for a new vehicle sales and rental business. The building will be renovated for use as an office to support the proposed vehicle sales and rental use. Consolidation of the two existing properties into a single parcel is required as part of the rezoning process, with further design considerations to be addressed through the Development Permit (DP) application.

Community Planning

Prior to rezoning adoption, the developer proposes to voluntarily contribute \$1328.75 towards future City planning studies, based on the site's maximum buildable floor area and applicable City-approved developer contribution rate, as required for City Centre rezoning applications.

Site Planning

The applicant proposes to operate a vehicle sales/rental business out of the existing building located at 9100 Bridgeport Road. The existing 342.9 m² (3690.99 ft²) building will be retained in its footprint and renovated into an office for the proposed vehicle sales/rental business. Prior to rezoning bylaw adoption, consolidation of the two properties into one parcel is required (Attachment 4).

Required off-street parking, including EV charging, and bicycle parking will be accommodated on-site, consistent with Zoning Bylaw 8500. Pedestrian access in the form of a 4.0 m wide pathway is proposed to be provided from Bridgeport Road frontage.

A site plan and preliminary architectural plans showing the proposed development are provided in Attachment 5. A DP application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design will be completed as part of the DP application review process.

Transportation and Site Access

The subject property has frontage onto both Bridgeport Road and Sea Island Way with the primary site access to Bridgeport Road in this area is under MOTT jurisdiction. Prior to adoption of the rezoning, approximately 2.3 m of road dedication will be required along the site's entire Bridgeport Road frontage for the future roadway widening, as well as new treed/grassed boulevards and sidewalk along the portion of Bridgeport Road adjacent to the site. The frontage improvements will be provided through the Servicing Agreement (SA) for the project, which the applicant is required to enter into prior to Building Permit (BP) issuance.

Vehicle access to the proposed development site will be limited to the existing driveway along Bridgeport Road, which will be designed to be right-in right-out only.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one bylaw-sized tree on the subject property and 11 trees on neighbouring properties.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 6), conducted an on-site visual tree assessment and provided the following comments:

- Two (2) on-site trees tag# 1 (Japanese snowbell, 23 cm caliper) and #OS3 (Red alder, 52 cm caliper) located on-site along the south property line are identified in good condition and to be protected as per arborist report recommendations. Tree protection to be provided as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Five (5) off-site trees tag #OS1 (cherry, 26 cm caliper), #OS2 (cherry, 105 cm caliper), #OS4 (Japanese maple, 17 cm caliper), #OS5 (Red maple, 30 cm caliper) and #OS6 (Red maple, 30 cm caliper) are located around the perimeter of the subject site on neighbouring properties to the east and west. These trees are all identified in moderate to good condition and suitable location to be retained.
- Two (2) off-site trees tag #C4 (Sweetgum, 27 cm caliper) and #C5 (Sweetgum, 36 cm caliper) are located on MOTT property along the Sea Island Way frontage. These trees are identified as in good condition and are not located in proximity to any works. These trees are to be retained and protected.
- Two (2) trees tag #C2 (Japanese snowbell, 23 cm caliper) and #C3 (cherry, 33 cm caliper) are located on MOTT property along the Bridgeport Road frontage. One (1) tree tag #C1 (Japanese snowbell, 19 cm caliper) is located on-site along the Bridgeport Road frontage, but will be located on MOTT property following required road dedication associated with the application. These trees are identified for removal and replacement due to conflict with the frontage improvements along Bridgeport Road. The applicant will be required to provide compensation at a 2:1 ratio for any trees that are to be removed.
- Staff will further review the proposed frontage improvements with MOTT through the DP and SA process.

Tree Protection

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

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- Prior to BP issuance on the subject site, installation of tree protection fencing around the on-site and off-site trees identified to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

Energy Step Code

The applicant has provided confirmation from a qualified professional confirming that the existing building can be modified to achieve the required building energy efficiency standards utilizing the prescriptive compliance pathway under Part 9 of the BC Building Code. The applicant will be required to demonstrate compliance as part of the future building permit review and inspection process.

Site Servicing and Frontage Improvements

At the applicant's cost, prior to BP issuance, the applicant is required to enter into a SA for the design and construction of the following, including but not limited to:

- Boulevard improvements including a 4.0 m wide pathway and a 1.5 m landscaped boulevard along the portion of Bridgeport Road adjacent to the site.
- A new water service connection to the existing watermain along the Bridgeport Road frontage.
- A new storm sewer service along the Bridgeport Road frontage to service the proposed lot.
- A 4 m x 57 m right-of-way is required along the entire north property line after road dedication for the existing sanitary sewer.
- Street lighting levels along all road frontages are to be reviewed and upgraded as required.

Complete details on the scope of the frontage improvements and site servicing are included in Attachment 7.

Development Permit

A DP application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further refinements to architectural, landscape and urban design (form and character) will be completed as part of the DP application review process, including, but not limited to, the following:

- Compliance with DP Guidelines for commercial developments in the OCP, including review of pedestrian circulation, landscape and surface treatments and Crime Prevention Through Environmental Design (CPTED) principles.
- Refinement of landscape design and tree retention/replacement, including the location and type of fence proposed along the front property line within the required SRW, the provision of a holding area for garbage/recycling material collection and the size and species.

- Review of proposed lighting on-site and on the building to limit light pollution to adjacent properties.
- Gaining a better understanding of the proposed sustainability features to be incorporated into the project.

Additional issues may be identified as part of the DP application review process.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

Cary Tsai has applied to the City of Richmond, on behalf of the property owners 1381292 BC Ltd., for permission to amend the existing “Auto-Oriented Commercial (CA)” zone, and to rezone 9100 and 9120 Bridgeport Road (Attachment 1) from the “School & Institutional Use (SI)” zone to the “Auto-Oriented Commercial (CA)” zone in order to permit the existing building to be retrofitted into a vehicle sales and rental business.

The list of rezoning considerations is included in Attachment 7; which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 10680 be introduced and given first reading.



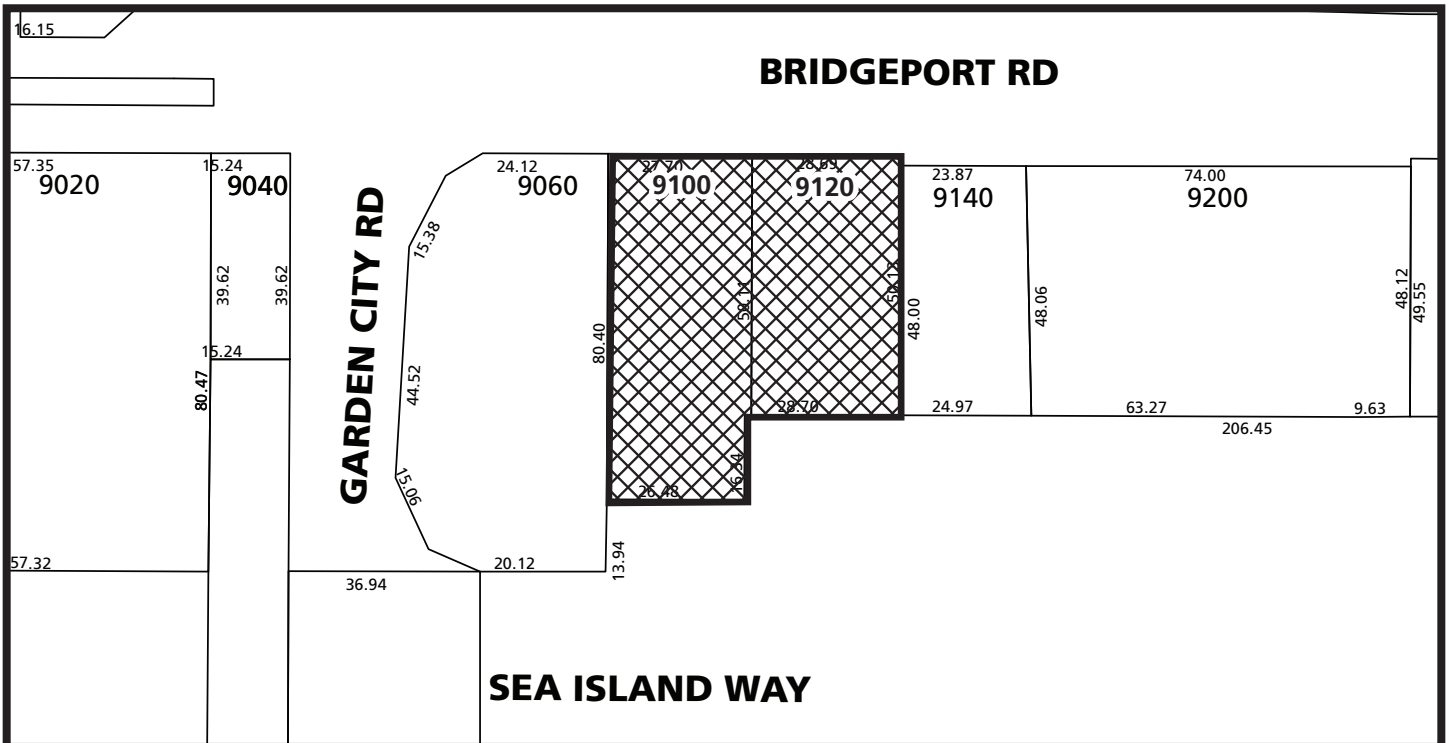
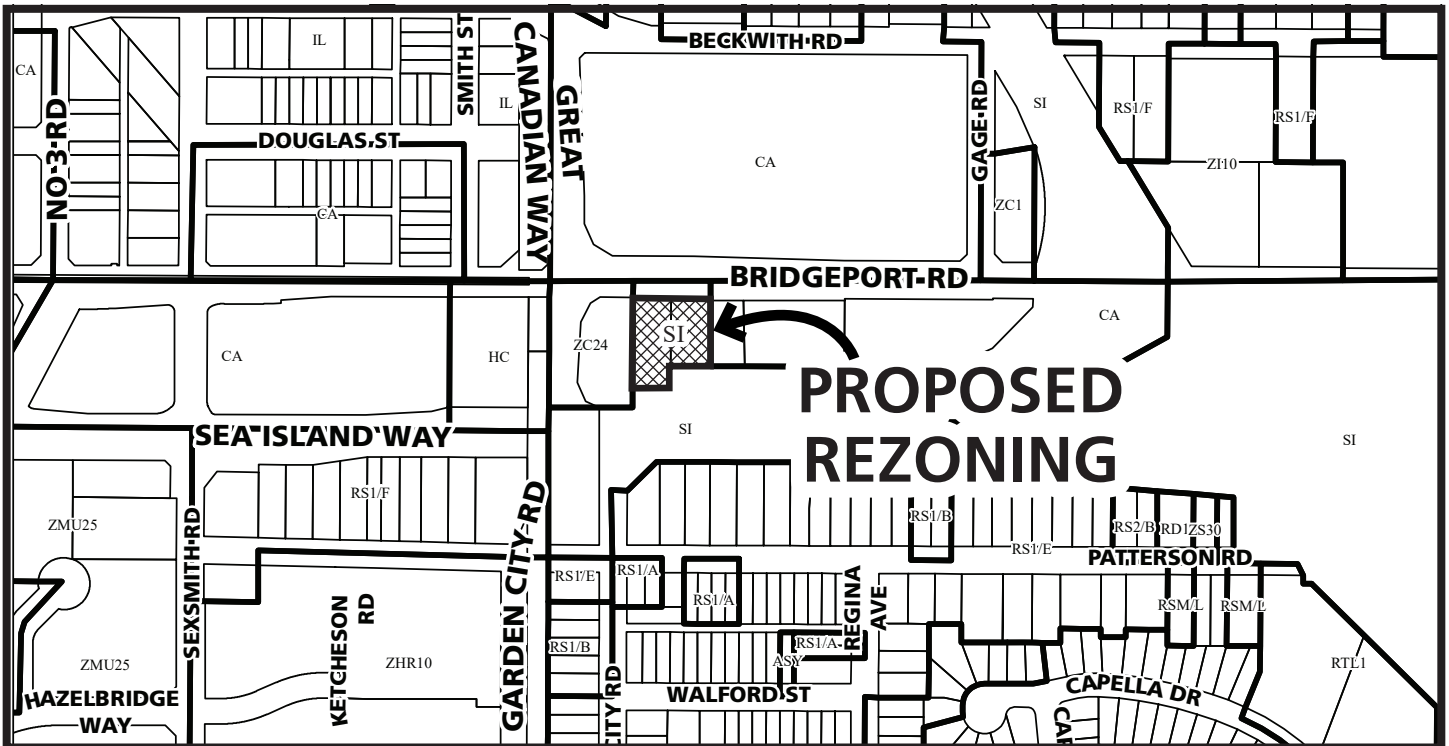
Alex Costin
Planner 1
(604-276-4200)

AC:js

- Att.
- 1: Location Map
 - 2: Development Application Data Sheet
 - 3: City Centre Bridgeport Village Map
 - 4: Site Survey
 - 5: Conceptual Development Plans
 - 6: Tree Management Plan
 - 7: Rezoning Considerations



City of Richmond



RZ 24-043066

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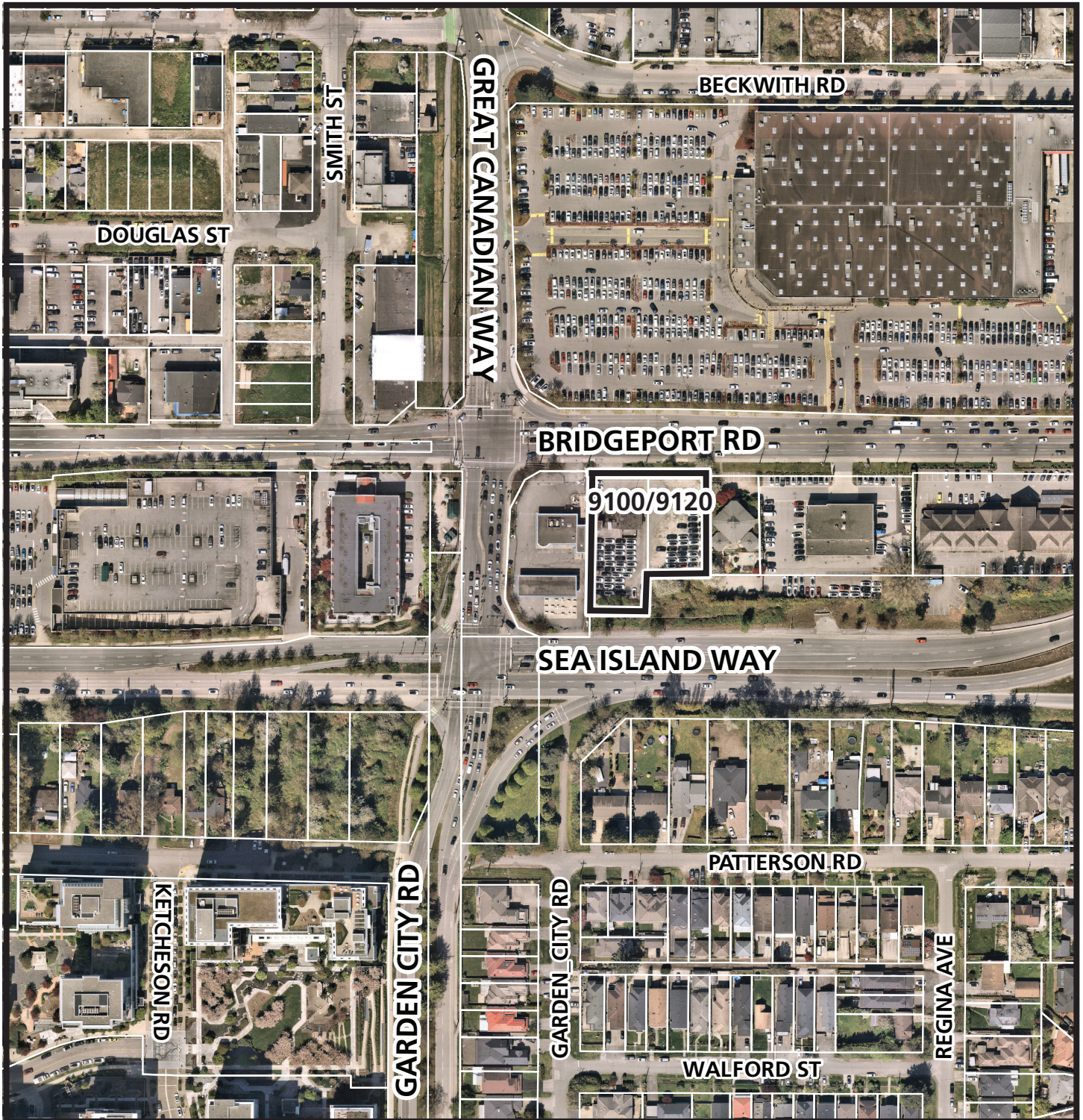
Original Date: 09/16/24

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 24-043066

PLN - 18

Original Date: 09/16/24

Revision Date:

Note: Dimensions are in METRES



RZ 24-043066

Attachment 2

Address: 9100 & 9120 Bridgeport Road

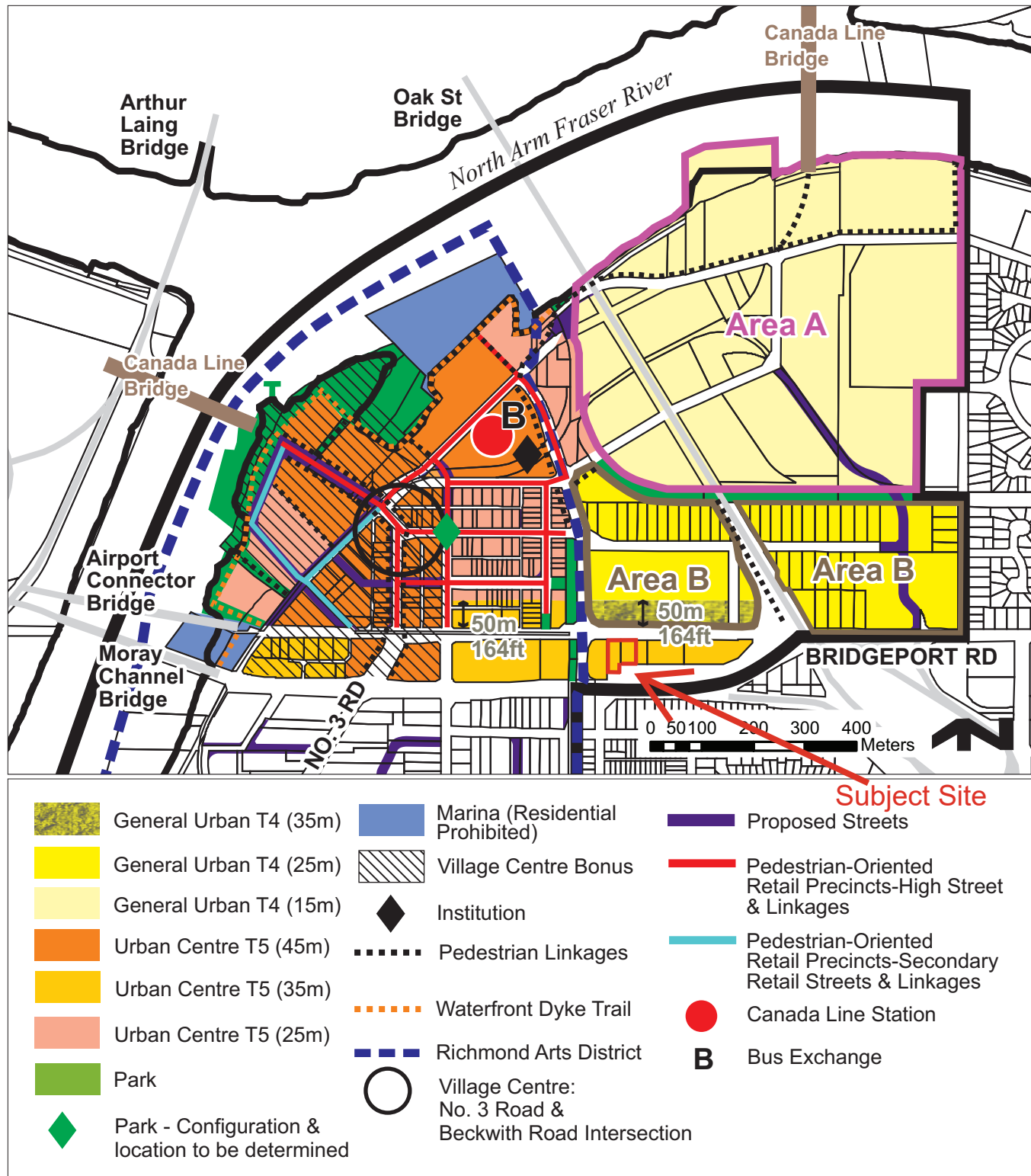
Applicant: Cary Tsai

Planning Area(s): City Centre (Bridgeport Village)

	Existing	Proposed
Owner:	1381292 BC Ltd.	No change
Site Size (m²):	3,267 m ² (35,165.7 ft ²)	3,267 m ² (35,165.7 ft ²) less required dedication
Land Uses:	Vacant	Vehicle sales/rental
OCP Designation:	Commercial	No change
Area Plan Designation:	Urban Centre T5 (35m)	No change
Zoning:	School & Institutional Use (SI)	Auto-Oriented Commercial (CA)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	342.9 m ² (3690.99 ft ²)	Complies	none permitted
Lot Coverage (% of lot area):	Building: Max. 50%	Complies	none
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 3.0 m Side: Min. 3.0 m	Complies	none
Height (m):	Max. 12.0 m	Complies	none
Vehicle Parking Spaces – Regular (R):	3 spaces per 100 m ² = 9 spaces	Complies	none
Bicycle Parking Spaces – Class 1:	0.27 spaces per each 100.0 m ² = 1 space	Complies	none
Bicycle Parking Spaces – Class 2:	0.4 spaces per each 100.0 m ² = 1 space	Complies	none

Specific Land Use Map: Bridgeport Village (2031)

Bylaw 10190
2022/07/18

Bylaw 10020
2019/05/21

Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

**PLAN OF TOPOGRAPHY OVER
LOT 2, PLAN BCP6782A AND
PARCEL "A" (EXPLANATORY PLAN 15310), LOT 2, PLAN 3382
EXCEPT: THE WEST 4 FEET, OF SECTION 27,
BLOCK 5 NORTH RANGE 6 WEST, NEW WESTMINSTER DISTRICT**

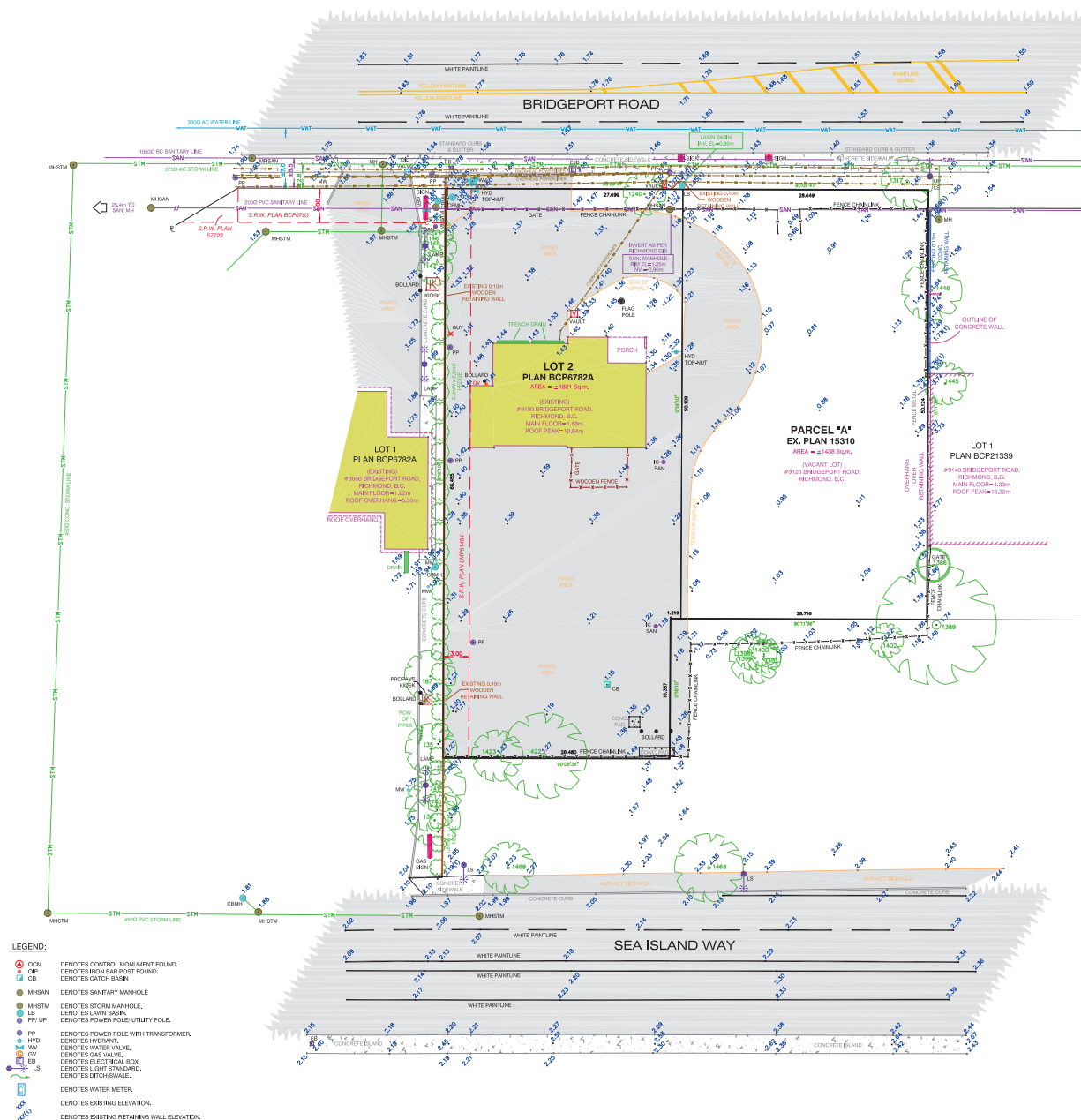
B.C.G.S. 92G.015























SCALE: 1:250

CIVIC: #9100 & 9120 BRIDGEPORT ROAD, RICHMOND, B.C.

PID: 025-717-235 ; 003-778-533

THE INTENDED PLOT SIZE OF THIS PLAN IS
560mm IN WIDTH BY 854mm IN HEIGHT
WHEN PLOTTED AT A SCALE OF 1:250 (D SIZE)



- | LEGEND: | |
|---|--|
|  | DENOTES CONTROL MONUMENT FOUND. |
|  | DENOTES IRON BAR POST FOUND. |
|  | DENOTES CATCH BASIN. |
|  | DENOTES SANITARY MANHOLE. |
|  | DENOTES STORM MANHOLE. |
|  | DENOTES LAWN BASIN. |
|  | DENOTES UTILITY UTILITY POLE. |
|  | DENOTES POWER POLE WITH TRANSFORMER. |
|  | DENOTES HYDRANT. |
|  | DENOTES WATER VALVE. |
|  | DENOTES GAS VALVE. |
|  | DENOTES ELECTRIC BOX. |
|  | DENOTES LIGHT STANDARD. |
|  | DENOTES DITCH MARKER. |
|  | DENOTES WATER METER. |
|  | DENOTES EXISTING ELEVATION. |
|  | DENOTES EXISTING RETAINING WALL ELEVATION. |
|  | DENOTES SQUARE METRES. |
|  | DENOTES PROPERTY LINE. |
|  | DENOTES DIRECTION OF OVERLAND FLOW. |
|  | DENOTES SIGN. |
|  | DENOTES MONITORING WELL. |

NOTES:

- ALL DISTANCES ARE SHOWN IN METRES AND DECIMALS THEREOF, UNLESS SHOWN OTHERWISE.
- THE PLAN LIES WITHIN INTEGRATED SURVEY AREA NO. 18 "CITY OF RICHMOND" (NAD83/CRS82) 43.0,0.0,1.1MVD.
- GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN CONTROL MONUMENTS 77H5805 AND 77H5819 (NAD83/CRS82) 43.0,0.0,1.1MVD.
- ELEVATIONS ARE GEODETIC SHOWN IN METRES AND DERIVED FROM CITY OF RICHMOND INTEGRATED MONUMENT (IPIN# NO. 77H4970 ELEV. = 1.420m) (CV2020/RD2021).
- FEATURES SHOWN WITHOUT DIMENSIONS SHOULD BE CONFIRMED WITH WATERLOO BURNED LAND SURVEYING.

PROPERTY:
-THIS PLAN IS NOT A BOUNDARY SURVEY.
-LOT DIMENSIONS ARE DERIVED FROM PLAN BCP6782A AND 3382
-LOT DIMENSIONS ARE SUBJECT TO CHANGE UPON SURVEY OF THE BOUNDARIES
-DEEDS TO PROPERTY ARE TO BE RECORDED WITHIN 30 DAYS OF SETTING OF THIS PLAN

DESIGN:
CURRENT ZONING: S

TREE LIST			
FIGURE	THICKNESS	SPACING	CRONKLE
141	0.51	0.0000	0.00
140	0.51	0.0000	0.00
139	0.51	0.0000	0.00
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THIS 27th DAY OF MAY, 2024

MARC WALLACE (1048) B.C.L.S.

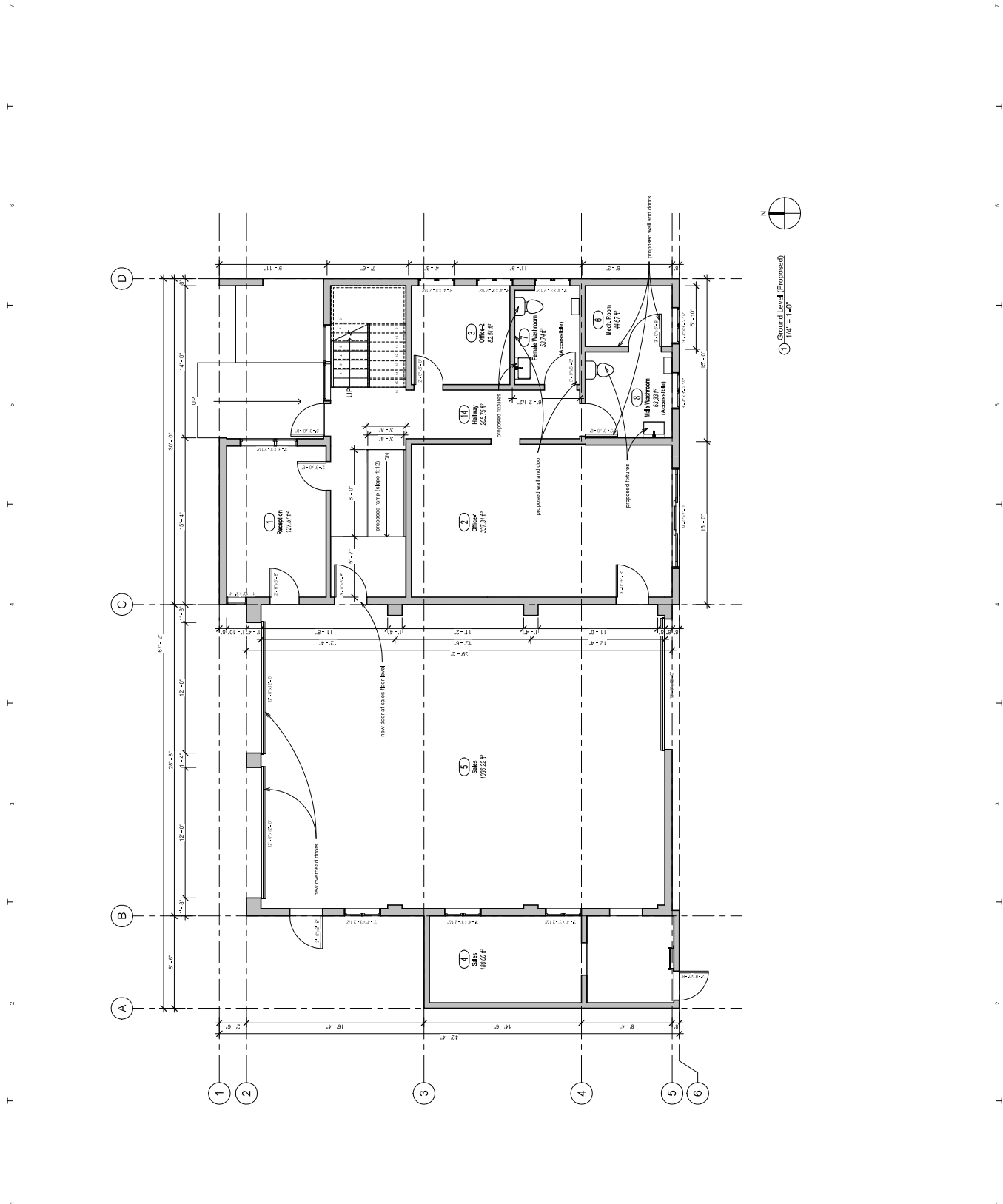
SEC. 27 BLK 5 NR. 6 W NWD

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT
CITY OF RICHMOND

FILE: 41066TP DATE: 2024/06/03 MAP: RICHMOND

WATSON & BARNARD
B.C. LAND SURVEYORS
1524 56th STREET
DELTA, B.C., V4L 2A8
P: 604 943 9433

SERVER\JOBS\41066\DWGS\TP\41066TP MC250 DATA\MS\41066.dwg 003-778-533 025-717-235 JK



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Architect
no. description date
1. 57 INC. 000000 00/00/00

Sub consultant
NAME
ADDRESS
OFFICE
PHONE
FAX
EMAIL

Project title
9100 & 9120
BRIDGEPORT

Drawing title
GROUND FLOOR
(PROPOSED)

Project location
9100 and 9120 BRIDGEPORT
ROAD, RICHMOND, BC

Sheet #
3

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ARCHITECT 57 INC.
203-2680 SHELL ROAD
RICHMOND, B.C. V6X 4C9

1

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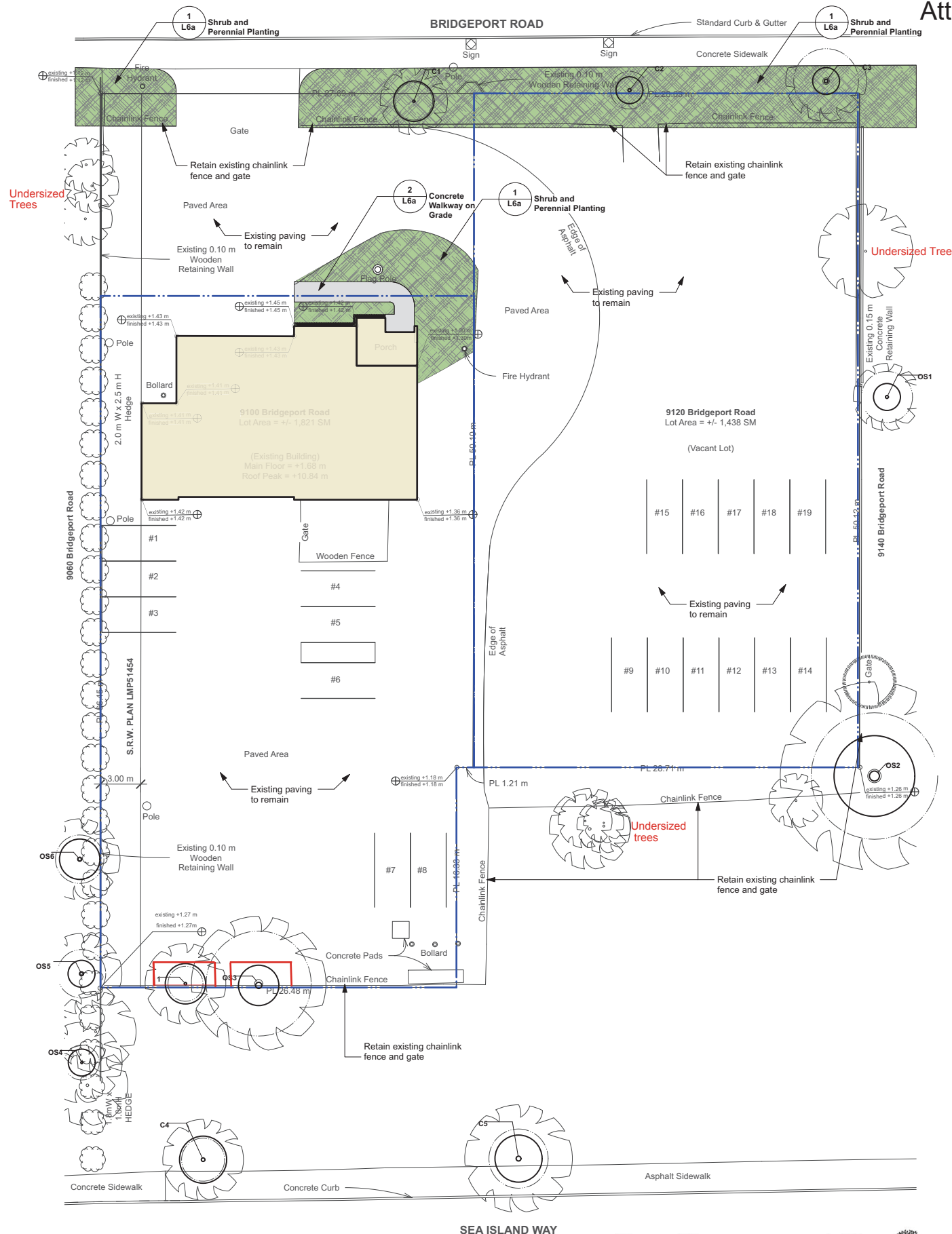
1

- HardiePanel Vertical | Siding Smooth
- Colour: Arctic White

3 North Elevation (Proposed) (Option 2)

CLIP# _____
 PROJECT# 5724003
 DATE 2/16/07
 SCALE 1/2" = 1'-0"
 PHASE DP
 DRAWN BY: Author
 sheet # _____ rev. # _____

8





Address: 9100/9120 Bridgeport Road

File No.: RZ 24-043066

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10680, the developer is required to complete the following:

1. **(MOTT)** Provincial Ministry of Transportation and Transit approval.
2. **(Public Hearing Notification Fee)** 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.
3. **(Community Planning)** City acceptance of the developer's voluntary contribution in the amount of \$1328.75 (i.e. \$0.36/ft² of buildable area) to future City community planning studies, as set out in the City Centre Area Plan.
4. **(Arborist Contract)** Submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be protected. The contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. **(Consolidation & Dedication)** Registration of a Subdivision Plan for the subject site, to the satisfaction of the City. Prior to the registration of the Subdivision Plan, the following conditions shall be satisfied:
 - a) **(Consolidation)** Consolidation of all of the lots.
 - b) **(Road)** Dedication for road and related purposes. Final extents to be determined through legal surveys as part of the required Servicing Agreement application design review process, to the satisfaction of the Director, Transportation. Road dedication areas include:
 - i. Bridgeport Road: approximately 2.3 m wide land dedication along the entire north property line to accommodate future roadway widening, as well as new treed/grassed boulevards and sidewalk along the portion of Bridgeport Road adjacent to the site.
6. **(Flood Plain Covenant)** Registration of a flood indemnity covenant on title (Area A).
7. **(Aircraft Noise Covenant)** Registration of an aircraft noise indemnity covenant on title.
8. **(City Centre Impacts)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this agreement to all initial purchasers and require written acknowledgement of the same by all initial purchasers of units within the development in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts/development impositions.
9. **(Development Permit)** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Submit a statement by your Coordinating Registered Professional confirming that the applicable Energy Step Code performance target has been considered in the proposed design and that a Qualified Energy Modeller has been engaged to ensure that the proposed design can achieve the applicable performance target. Where a relaxation is allowed with the use of low-carbon energy systems, the statement must identify whether that option will be pursued. The general thermal characteristics of the proposed building skin (e.g., effective R-values of typical wall assemblies, U-values and solar heat gain coefficients of fenestration, window-to-wall ratios, thermal breaks in balconies and similar features) must be presented in the DP application such that the passive energy performance of the building can

be assessed. A one-page summary of the envelope energy upgrades and other energy efficiency measures would be acceptable.

2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect (including all hard and soft materials, installation and a 10% contingency).

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

1. Esurance that the appropriate tree protection fencing is still installed around all trees/hedges to be retained as part of the development permit. Tree protection fencing is to remain in place until construction and landscaping on-site is completed. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
3. Submission of the required documents as part of the Building Permit application process (including energy reports and modelling) to assure that the project substantially complies with the City's Energy Step Code requirements.
4. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. Payment of Development Cost Charges (City and Metro).
6. (Servicing Agreement) Enter into a Servicing Agreement* for the design and construction of servicing upgrades and frontage improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

A. Transportation Works

a) Functional Road Design

- i) Applicant to submit a functional road plan along the full frontage of Bridgeport Road of the proposed development. The functional road design shall be based on the frontage improvements listed below, showing interim and ultimate cross sections and be signed and sealed by a qualified Professional Civil Engineering.
- ii) Unless otherwise specified, all road works to be designed as per City bylaw, TAC standards and the City's Engineering Design Specifications.
- iii) The Developer is required to enter into a Servicing Agreement for the design and construction of road and frontage improvement works, including but not limited to the items listed in this document. Based on the outcome of other City and MoTT requirements, additional road and traffic management improvements beyond those identified in this document may also be required. The costs of all such related works, including design and construction, are to be borne by the Developer.

b) Road Dedication and Statutory Right-of-Way

- i) Approximately 2.3 m dedication is required along the Bridgeport Road frontage for future roadway widening, to be confirmed through the functional road plan.
- ii) All above ground third party utilities (e.g. hydro/telephone kiosks) must not be placed within any frontage works area including sidewalk and boulevard. SRW within the subject site is to be secured for the placement of this equipment.

c) Frontage Upgrades/Improvements

- i) The applicant shall be required to construct frontage upgrades along the full frontage of the subject site at the applicant's costs. The upgrades may generally include the following, subject to review by the Ministry of Transportation and Transit and the City through the Servicing Agreement process:
 - a. Bridgeport Road from south to north, starting at the property's new north property line:
 - i. 4.0 m wide pathway;

- ii. Minimum 1.5 m wide treed / landscape boulevard;
 - iii. Minimum 3.3 m wide boulevard, clear of any trees and above ground utilities to accommodate future road widening unless specifically approved by the Director, Transportation;
 - iv. 0.15 m curb and gutter aligned with existing curb and gutter location.
 - v. Pavement restoration as required.
- ii) The new frontage improvements are to be transitioned to meet the existing treatments to the east and west of the site.
 - iii) Removal of the existing driveway access and construction of a new driveway access per the Site Access and Site Design section. Driveway access shall be designed and constructed to meet the requirements of the City's Engineering Design Specifications.

d) Site Access and Site Design

- i) Access shall be limited to one driveway on Bridgeport Road its existing location and be limited to right-in/right-out, enforced through signage.
- ii) Driveway design to adhere to Section 7 of the Engineering Design Specifications:
<https://www.richmond.ca/shared/assets/Roadworks20127.pdf>
- iii) Provide on-site vehicle turn movements to show all turn movements are functional.

e) On-Site Loading Requirements

- i) As per Table 7.13.6.1, provision of one medium loading bay is required on-site. The loading bay requirement may be forgone if the developer can show, through turning movement drawings, that a loading vehicle would be able to manoeuvre on-site

B. Water Works:

- a) Using the OCP Model, there is 611 L/s of water available at a 20 psi residual at the Bridgeport Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - iii) Fire department approval is required for all fire hydrant installations, removals, and relocations.
 - iv) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2n-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
 - v) Perform all of the above through consideration of the City of Richmond's *Engineering Design Specifications* and *MMCD Supplemental Design Specifications and Detail Drawings*.
- c) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - ii) Install one new water service connection and service line valve from water main (WND189514) fronting Bridgeport Road. A second service line valve shall be placed at the property line. Complete with a water meter and water meter box as per City specifications.
 - iii) Cut and cap the existing water connections WSL259778 and 20002 serving the development site at hydrant lead WND189507 and remove the connection leads.

- iv) Remove and dispose of existing hydrant 27-5-6-HD-0255.

C. Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Perform a drainage analysis to the major conveyance. Upgrade the existing storm sewer along Bridgeport Road from the development site to the major conveyance as necessary to address OCP flows.
 - ii) Upgrade the storm sewer along the Bridgeport Road frontage, of approximately 64 meters, to Ø600mm or OCP size from manhole STMH154079 to the east property line of 9120 Bridgeport Rd. Complete with new manholes at the east and west ends with a minimum size of Ø1200mm. The upgraded storm sewer shall be installed south of the existing storm sewer within dedication required by the Transportation Department and away from the existing Metro Vancouver RC sanitary trunk sewer. The exact alignment shall be finalized through the Servicing Agreement design review.
 - iii) Cut and cap the storm connection STCN139735 on the NE corner of 9120 Bridgeport at the inspection chamber.
 - iv) Remove manhole STMH159136 along with the pipe and screen to the south that previously served the now filled in ditch.
 - v) Conduct a CCTV inspection of inspection chamber STIC139696, drainage connections STCN139753 and STCN139754, and drainage lateral STLAT139704. Replacement may be required upon CCTV review during the Servicing Agreement process.
 - vi) Cut and cap the storm connection STLAT159149 at manhole STMH159135 located at the SW corner of 9100 Bridgeport.
 - vii) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - viii) Perform all of the above through consideration of the City of Richmond's *Engineering Design Specifications* and *MMCD Supplemental Design Specifications and Detail Drawings*.
- b) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

D. Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i. Provide a 4 m x 57 m right-of-way along the entire north property line after the dedication required by Transportation for the existing sanitary sewer. Exact area to be confirmed as part of the Servicing Agreement review and Transportation requirements.
 - ii. Conduct a CCTV inspection of the existing sanitary service connection SCON8633, inspection chamber SIC1068, and sanitary line SLAT4764. Replacement may be required upon CCTV review during the Servicing Agreement process.
 - iii. Conduct a CCTV inspection of the existing sanitary service connection at SMH5616. Replacement may be required upon CCTV review during the Servicing Agreement process.
 - iv. Provide a video inspection report of the existing sanitary main along the Bridgeport Rd frontage prior to start of site preparation works (if required) or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required prior to approval of the servicing agreement design or after site preparation works (if required) are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged shall be replaced or repaired at the Developer's cost.
 - v. Perform all of the above through consideration of the City of Richmond's *Engineering Design Specifications* and *MMCD Supplemental Design Specifications and Detail Drawings*.

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Initial: _____

- b) At Developer's cost, the City will:
 - i. Complete all tie-ins for the proposed works to existing City infrastructure.

E. Street Lighting:

- a) At Developer's cost, the Developer is required to:
 - i. Review street lighting levels along all road and lane frontages, and upgrade as required.
 - ii. The following Street Lighting requirements shall be met:
 - 1. City Streets
 - a. Bridgeport Road (South side)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: As determined to the satisfaction of MOTI
 - iii. Pedestrian lighting @ front of sidewalk (i.e., back of boulevard): Type 8 (LED) INCLUDING 1 pedestrian luminaire, but EXCLUDING any duplex receptacles, banner arms, flower basket holders, or irrigation.
 - NOTE #1: All lighting shall be confirmed with MOTI**
 - 2. Off-Street Publicly-Accessible Walkways & Open Spaces
 - a. If applicable:
 - i. Pole colour: Grey
 - ii. Pedestrian lighting: Type 8 (LED) INCLUDING 1 luminaires (installed perpendicular to the direction of travel), but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.
 - 3. Traffic Signals
 - a. If applicable:
 - i. Pole colour: Grey
 - ii. Style: To match Type 7 (LED)

F. General Items:

- a) At Developer's cost, the Developer is required to:
 - i. Complete other frontage improvements as per Transportation requirements.
 - ii. Coordinate with BC Hydro, Telus and other private communication service providers:
 - 1. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - 2. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - 3. To underground overhead service lines.
 - iii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

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Initial: _____

- BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
- viii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- ix) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
- (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- x) Coordinate with Vancouver Airport Fuel Facilities Corporation (VAFFC) and Pembina to address the impact of any proposed site preparation works (including densification, dewatering, pre-load, and excavation) or building construction on the existing jet fuel lines on Bridgeport Road, prior to issuance of a building permit or the start of site preparation works (whichever comes first), and to obtain a permit for all excavation works fronting and within the development site.
- xi) Coordinate with Fortis BC to address the impact of any proposed site preparation works (including densification, dewatering, pre-load, and excavation) or building construction on the existing gas distribution pipeline along the west property line, prior to issuance of a building permit or the start of site preparation works (whichever comes first).
- xii) Coordinate with Metro Vancouver to address the impact of any proposed site preparation works (including densification, dewatering, pre-load, and excavation) or building construction on the existing trunk sewer along the Bridgeport Road frontage, prior to issuance of a building permit or the start of site preparation works (whichever comes first).
- xiii) Enter into, if required, additional legal agreements, as determined through the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the

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Initial: _____

Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

(Signed copy save to file)

Signed

Date

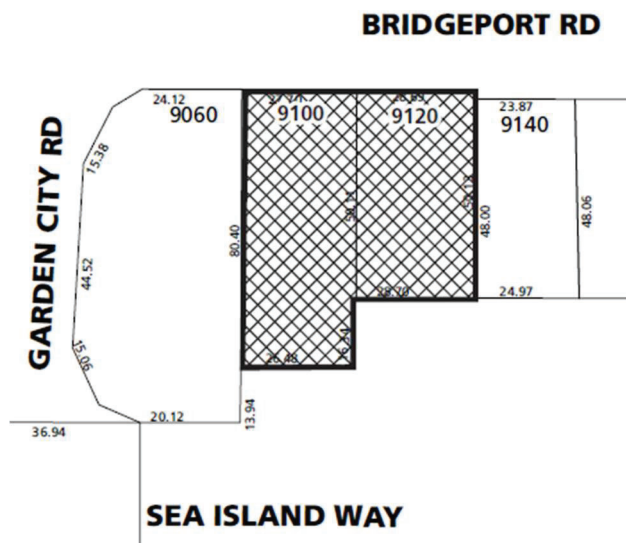


**Richmond Zoning Bylaw 8500
Amendment Bylaw 10680
9100 and 9120 Bridgeport Road**

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

1. Richmond Zoning Bylaw 8500, Section 10.3 entitled “Auto-Oriented Commercial (CA)”, is amended by inserting the following into subsection 10.3.4, in numerical order:
 5. Notwithstanding Sections 10.3.4.1 and 10.3.4.2, the maximum **Floor Area** for the site shown on Figure 2 below shall be 342.9 m² (3690.99 ft²).

Figure 2



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**Auto Oriented Commercial (CA)**” zone:

P.I.D. 025-717-235

LOT 2 SECTION 27 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT
PLAN BCP6782A

P.I.D. 003-778-533

PARCEL "A" (EXPLANATORY PLAN 15310) LOT 2 EXCEPT: THE WEST 4 FEET, OF
SECTION 27 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN
3382

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10680”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

_____ _____ _____ _____ _____ _____	<div>CITY OF RICHMOND</div> <div>APPROVED by</div> <div>AC</div> <div>APPROVED by Director or Solicitor</div> <div></div>
--	--

CORPORATE OFFICER



To: Planning Committee
From: Joshua Reis
Director, Development

Date: June 2, 2025
File: RZ 24-014551

Re: Application by Orion Construction for Rezoning at 8800 Odlin Crescent and 8711 Odlin Road from the "Single Detached (RS1/E)" Zone to the "Industrial Retail (IR2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10676, for the rezoning of 8800 Odlin Crescent and 8711 Odlin Road from the "Single Detached (RS1/E)" zone to the "Industrial Retail (IR2)" zone, be introduced and given first reading.

Joshua Reis, MCIP, RPP, AICP
Director, Development
(604-247-4625)

JR:ak
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
LIEC	<input checked="" type="checkbox"/>	 _____

Staff Report

Origin

Orion Construction, on behalf of Triple-One Investment Ltd. (Director: Yan Sen Wang), has applied to the City of Richmond for permission to rezone 8800 Odlin Crescent and 8711 Odlin Road from the “Single Detached (RS1/E)” zone to the “Industrial Retail (IR2)” zone to permit the development of two, two-storey multi-tenant buildings with light industrial and limited retail uses (Attachment 1), with vehicle access from Odlin Road.

A Development Permit (DP) application is required to address the form and character of the proposed development. Conceptual plans, including proposed site layout, building design and tree management, are provided for reference in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Subject Site Existing Housing Profile

The subject site currently contains a single-family dwelling on 8711 Odlin Road that is tenant occupied. 8800 Odlin Crescent is a vacant lot. The applicant has notified the tenant of the subject rezoning. The applicant is committed to providing the tenant notice in keeping with the Residential Tenancy Act. All existing structures are proposed to be demolished.

Surrounding Development

The existing development immediately surrounding the subject site is as follows:

To the North: A grocery store on property zoned “Industrial Limited retail (ZI2) – Aberdeen Village (City Centre)” and designated under the City Centre Area Plan (CCAP) as “General Urban T4 (25m)” and “Industrial Reserve – Limited Commercial” for future light industrial and commercial development.

To the South: Across Odlin Crescent are both vacant lots and single-family dwellings zoned “Single Detached (RS1/E)” and designated under the CCAP as “General Urban T4 (25m)” and “Industrial Reserve – Limited Commercial”. These properties are part of an active rezoning application (RZ 20-899485) to rezone the site to a site-specific zone to develop a proposed light industrial business park, which is currently under staff review.

To the East: A two-storey single-family dwelling on property zoned “Single Detached (RS1/E)” and designated under the CCAP as “General Urban T4 (25m)” and “Industrial Reserve – Limited Commercial” for light industrial development.

To the West: Across Odlin Road is a private school, on property zoned “Assembly (ASY)” and designated in the CCAP as “General Urban T4 (25m)” and “Industrial Reserve – Limited Commercial”, Park and Proposed Streets.

Existing Legal Encumbrances

There is an existing 1.5 m wide Statutory Right-of-Way (SRW) along the north property line for sanitary sewer services (LMP30786). The existing underground sanitary infrastructure is located on the abutting site at 8777 Odlin Road. The applicant is aware that no construction is permitted within the SRW area.

Related Policies & Studies

Official Community Plan/City Centre Area Plan (CCAP)

The OCP Land Use Map designates the site as “Mixed Employment”, which is intended primarily for industrial and standalone office development, and in certain areas, a limited range of commercial uses. This proposal includes industrial and retail uses in compliance with the provisions of the OCP.

The subject site is in the CCAP, Aberdeen Village (Attachment 4). Under the CCAP, it is designated as “General Urban T4 (25m)” and “Industrial Reserve – Limited Commercial”, which is intended for non-residential urban business park purposes and light industrial uses. The CCAP permits up to 50 per cent non-industrial uses and a limited range of commercial uses within 50 m of Odlin Crescent north of Odlin Road (e.g. retail trade & services, restaurant, institutional, recreation, studio, etc.).

The CCAP Specific Land Use Map: Aberdeen Village (2031) also defines the frontage along Odlin Crescent, north of Odlin Road, as “Pedestrian-Oriented Retail Precincts – Secondary Retail Streets & Linkages”. This precinct is envisioned to include pedestrian-oriented retail and related uses at the ground floor with high transparency and visually engaging frontages.

The proposed development complies with the provisions of the OCP and CCAP.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within ANSD “Area 1A”, which prohibits new aircraft noise-sensitive land uses (e.g. residential uses, childcare facilities, hospitals and schools for kindergarten to grade 12). The proposed development complies with these restrictions. Registration of a restrictive covenant on Title is required prior to final adoption of the rezoning bylaw to ensure owner awareness of potential aircraft noise impacts and the City’s indemnification.

OCP Noise Mitigation Policy

OCP policy directs new commercial and industrial development to mitigate unwanted noise impacts on residential properties within 30 m. To ensure that future industrial and commercial owners and tenants on site understand and comply with the City’s Noise Regulation Bylaw No. 8856, registration of a legal agreement on Title is required prior to adoption of the rezoning bylaw. The legal agreement requires noise mitigation and demonstration that the building envelope and mechanical equipment are designed to avoid noise transmission into nearby residential areas that exceed noise levels allowed in the City’s Noise Bylaw. The mitigation measures proposed will be further reviewed as part of the DP application.

Ministry of Environment Referral

During the initial submission of the subject rezoning application, the applicant provided a site disclosure statement that indicated Schedule 2 activity on site, meaning uses of operations associated with a higher potential impact to soil, water and soil vapours. Consequently, a referral to the provincial Ministry of Environment and Climate Change Strategy (MOE) was required and submitted. However, the applicant has since resubmitted an updated site disclosure statement indicating that the original form was incorrectly filled and there is no Schedule 2 activity on site.

Prior to final adoption of the rezoning bylaw, the applicant must obtain confirmation from the Climate and Environment Division that the site is clear of Schedule 2 activities, or provide the required correspondence from the MOE (e.g. a determination that the site is not contaminated, a release notice, a Certificate of Compliance, etc.) that allows the City to approve the rezoning application. In addition, prior to any land dedications to the City, the land must be determined to be acceptable and clear of any contaminants, to the satisfaction of the City. Prior to rezoning bylaw adoption, the applicant is required to submit sufficient information and/or other assurances to support the City's acceptance of the dedicated land.

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. The subject site is in an area with a designated Flood Construction Level (FCL) of 2.9 m GSC – Area A. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

Rezoning signs have been installed on the subject site fronting Odlin Crescent and Odlin Road. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning signs on the property or in response to the early notification mail-out.

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

Built Form and Architectural Character

The proposed development consists of two, two-storey buildings in an east-west arrangement with surface parking separating the two buildings. The west building (Building 1) fronts Odlin Crescent and consists of five units. In keeping with the CCAP, limited commercial uses are proposed on the ground level facing Oldin Crescent to support a pedestrian-oriented retail frontage, and light industrial uses are proposed on the eastern portion of the building. On the mezzanine level of Building 1, light industrial uses are envisioned.

The east building (Building 2) consists of four units and is proposed for ancillary office and light industrial uses on the ground level and light industrial uses on the mezzanine level. In compliance with the CCAP, 76 per cent of the development is proposed for industrial use and 24 per cent is proposed for retail or restaurant uses.

To ensure future owner/tenant understanding and ongoing compliance with the CCAP industrial reserve and limited pedestrian-oriented retail precinct designations, registration of a legal agreement on Title is required prior to rezoning bylaw adoption. The agreement is to identify that the property is subject to the identified CCAP designations and that use of the property must be consistent with the Zoning Bylaw. It also requires that the owner provide an acknowledgement of the same in all purchase and sale agreements.

Development within the City Centre is subject to potential impacts from other developments that may be approved within the City Centre (e.g., loss of views, shading, overlook and reduced privacy, noise and ambient light). To ensure future owner/tenant understanding of these potential impacts, registration of a legal agreement on Title is required prior to adoption of the rezoning bylaw and requires that the owner provide an acknowledgement of the same in all purchase and sale agreements.

Variance Requested

The submitted conceptual development plans (Attachment 2) are generally in compliance with the “Industrial Retail (IR2)” zone of Richmond Zoning Bylaw 8500, except that a variance is requested to reduce the required loading spaces from two medium-sized spaces to one medium-sized space. Staff is generally supportive of the variance request for the following reasons:

- The proposed variance improves flexibility for smaller developments, allowing the accommodation of a mix of light industrial and small retail spaces, supporting commercial infill in the City Centre.
- The proposed loading space is proposed to be shared amongst all units, cannot be assigned to any one unit and would be subject to a loading management plan.

The requested variance will be further reviewed by Transportation staff at the DP stage, along with the overall detailed design of the project and proposed Transportation Demand Management (TDM) measures.

Community Planning

In compliance with the CCAP, the developer proposes to voluntarily contribute \$15,633.17 towards future City planning studies. This is based on the site’s maximum buildable floor area (45,979.91 ft²) and applicable City-approved developer contribution rate (\$0.34/ft²), as required for City Centre rezoning applications.

Transportation and Site Access

A total of 19 off-street parking spaces are provided for the industrial and limited retail units. All off-street parking for the proposed development, including one accessible parking stall and one loading space, will be provided via a surface parking area located between Buildings 1 and 2 and

accessed from Odlin Road. All existing letdowns will be removed and replaced with standard curb and gutter.

In accordance with the Zoning Bylaw, the off-street parking proposed includes a 20 per cent reduction and is supported by a range of TDM measures. TDM measures may include, but are not limited to, the provision of enhanced bicycle facilities, contribution to the Transit Pass Program and electric vehicle charging stations. The proposed TDM measures will be further reviewed at the DP stage to the satisfaction of the Director, Transportation and secured prior to DP issuance.

The CCAP requires various road, pedestrian and cycling network improvements on and around the subject site. Frontage improvements, including new paths and landscaping along Odlin Crescent and Odlin Road, and an off-street bike path on Odlin Road, are proposed at the developer's sole cost and will be secured as part of the Servicing Agreement (SA), which is required prior to Building Permit (BP) issuance. Pedestrian access to the units will be provided along Odlin Crescent and from within the site via 1.5 m wide pathways accessed from Odlin Road.

Prior to rezoning bylaw adoption, a functional road design consistent with the required frontage improvements and ultimate road design is required, to the satisfaction of the Director, Transportation. Any resulting land dedication required to achieve the ultimate frontage and road design must be dedicated prior to zoning bylaw adoption.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report that identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 34 bylaw-sized trees on the subject property, one tree located on the shared property line to the north, seven trees on neighbouring properties to the north, and 10 street trees on City property. A tree management plan is included as Attachment 5 and identifies proposed tree protection and removal.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- One City tree, tag # 825-NT (25 cm magnolia) is located along Odlin Road, southeast of the subject property and is to be protected and retained.
- Two City trees, specifically tag# 828 and 829 (20 cm magnolias), are in good to fair condition but conflict with the new driveway location and require frontage works. Relocation is not suitable due to the type of root system, which is more susceptible to shock. Removal and compensation of \$3,072.00 is recommended by Parks staff.
- Seven City trees, specifically tag# 826, 827, 830, 831, 835, and OS-01-OS-02 (variety of 10-35 cm magnolias and 29-43 cm ash trees), are in fair condition with signs of stress, leaning and broken limbs. These trees are in conflict with the identified frontage works and relocation is not suitable due to the type of root system which is more susceptible to shock. Through the review of the DP and detailed design of the required servicing works, staff will explore opportunities for retention of existing street trees where possible.

- Three trees located on the neighbouring property to the north, specifically tag# OS-03 to OS-05 (20-30 cm maples), are to be retained and protected.
- The other four neighbouring trees, specifically tag# 836-839 (24-35 cm maples), located on the neighbouring property to the north, are identified to be in poor condition with visible signs of poor pruning and topping and should be removed and replaced. Authorization from the neighbouring property owner is required prior to removal, which the applicant is in the process of attaining.
- One tree located on the shared property line with the neighbour to the north, specifically tag# 112-NT (40 cm laurel), is in fair condition but will be impacted due to site grading works and the construction of a retaining wall. Relocation is not recommended. Removal and replacement are proposed. Neighbouring owner approval is required prior to removal.
- 32 trees, specifically tag# 101, 103-105, 108-111, 847, 851-852, 854, 857-861, 872, 102-NT, and 113-1 to 113-13 (30-40 cm apples, 40-60 cm Douglas firs, 60 cm fig, 40 cm cherry, 35 cm maple, 60-75 cm spruce, 20-90 cm plum, 40 cm rhododendron, 30-50 cm walnut, and 25-90 cm cedar), located on site, are identified in the Arborist report as ranging in condition from “poor” to “fair” condition. These trees exhibit old topping wounds and poor pruning and will conflict with the existing sanitary SRW along the north property line, the proposed development, and site grading works including the construction of a retaining wall to the north. Removal and replacement is recommended.
- One tree, tag# 846 (135 cm spruce), is in fair condition and classified as a significant tree. The Project Arborist noted low retention value due to bifurcation of the main stems and structural weaknesses. To ensure long-term health and tree survival will not be adversely affected, a large tree protection zone (approximately 50 m²) would be required. The tree will also be impacted by site grading works (over 0.5 m increase in grade) and required frontage improvement works along Odlin Road. Removal and replacement at a 3:1 ratio, consistent with the Tree Protection Bylaw, is proposed.
- One tree, specifically tag# 107 (100 cm Douglas fir), is dead and will be removed and should be replaced at a 3:1 ratio as per the OCP.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove 33 trees (tag# 101, 103-105, 108-111, 847, 851-852, 854, 857-861, 872, 102-NT, 113-1 to 113-13 and 846) and one dead tree on-site (tag# 107). As per the Tree Protection Bylaw No. 8057, the 2:1 replacement ratio for 32 trees and 3:1 replacement ratio for one significant tree and one dead tree would require a total of 70 replacement trees. The replacement trees are required to be of the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
70	8 cm	4 m

The applicant has proposed to plant six replacement trees on the subject site, along Odlin Road, where larger pockets of live landscaping can help support the healthy establishment and long-

term vitality of these trees. Due to lot size constraints and the soil volumes required to sustain healthy replacement tree growth, the proposal is unable to accommodate additional replacement trees on-site. To satisfy the replacement ratios established in the Tree Protection Bylaw, prior to rezoning bylaw adoption, the applicant will contribute \$48,000.00 to the City's Tree Compensation Fund in lieu of the remaining 64 trees that cannot be accommodated on the subject property after redevelopment. Staff will further review tree planting opportunities with the applicant at the DP stage and encourage the planting of additional columnar replacement trees around the lot perimeter where possible.

Tree Protection

The applicant is committed to retaining three trees (tag# OS-3, OS-4, OS-5) on the neighbouring property and one City tree (tag # 825-NT). The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during the development stage (Attachment 5). To ensure that the trees identified for retention are protected, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City a Tree Survival Security in the amount of \$5,000.00 to ensure that one City tree (tag# 825-NT) identified for retention, will be protected.

Public Art

Based on the maximum buildable floor area of approximately 42,304.15 ft² (3,930.18 m²) of industrial and 3,675.76 ft² (341.48 m²) commercial floor area and the recommended public art contribution (2025 rate) of \$0.31/ft² for industrial and \$0.56/ft² for commercial, a total contribution of approximately \$15,172.72 to the Public Art Reserve Fund is required prior to rezoning bylaw adoption, consistent with the City's Public Art Policy.

Sustainability

The subject site is located within the City Centre District Energy Utility (DEU) service area. Prior to rezoning bylaw adoption, a standard DEU covenant will be registered on Title requiring the developer to:

- Grant a SRW necessary for supplying DEU services to the proposed development.
- Design the proposed development with capacity to connect to and be serviced by a DEU.
- Establish connection to the DEU once it becomes available.

Consistent with City energy efficiency requirements, the proposed development is anticipated to comply with the ASHRAE90.1-2019 code.

Further details on how this proposal will meet this commitment will be required as part of the DP and BP application review process. Prior to DP issuance, confirmation from a Registered Professional is required to be submitted to staff.

The applicant proposes to incorporate sustainability and building energy efficiency features into the proposed development including:

- Pre-ducting within each unit for future rooftop solar photovoltaic infrastructure as an alternative energy source for individual tenants.
- Provision of high-efficiency LEDs for all outdoor lighting.
- Provision of water conservation features, including a high-efficiency rain meter irrigation system and water-conserving plumbing fixtures.
- Provision of fully insulated exterior wall panels to improve energy efficiency.

Prior to the adoption of the rezoning bylaw, the above sustainability features will be secured through legal agreements registered on Title.

Development Permit Application

Prior to final adoption of the rezoning bylaw, a DP application is required to be processed to a satisfactory level. Through the DP, the following items are to be further examined:

- Form and character features to enhance the development's urban character, including refinements to the Odlin Crescent façade designated for pedestrian-oriented retail.
- Rooftop mechanical, including consideration of potential impacts (e.g., appearance, noise) on the quality and character of the architectural expression and noise as experienced from surrounding existing/future buildings.
- Refinement of landscape design, including the number, species, and size of trees and additional planting opportunities.
- Crime Prevention through Environmental Design (CPTED), including consideration of strategies and features that minimize opportunities for crime and promote a sense of security.

Site Servicing and Frontage Improvements

Prior to BP issuance, the applicant is required to enter into a SA for the design and construction of the following, including but not limited to:

- Frontage improvements including:
 - Along Odlin Road: 2.0 m wide sidewalk, 0.8 m wide landscaped strip, and 2.0 m wide bicycle lane.
 - Along Odlin Crescent: 2.0 m wide sidewalk, minimum 1.5 m wide boulevard, curb and gutter, 3m wide parking lane, and 3.2 m wide travel lane.
- Installation of new water, storm and sanitary service connections.

Financial Impact or Economic Impact

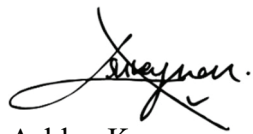
The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

Orion Construction on behalf of Triple-One Investment Ltd. has applied to the City of Richmond for permission to rezone 8800 Odlin Crescent and 8711 Odlin Road from the “Single Detached (RS1/E)” zone to the “Industrial Retail (IR2)” zone to permit the development of two, two-storey multi-tenant buildings with light industrial and limited retail uses, with vehicle access provided from Odlin Road.

This rezoning application generally complies with the land use designation and applicable policies for the subject site contained in the OCP and CCAP. Further design review will be undertaken as part of the associated DP application review process. Required road and engineering improvement works associated with the subject development will be secured through the City’s standard Servicing Agreement. The list of rezoning considerations is included in Attachment 6 and has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10676 be introduced and given first reading.



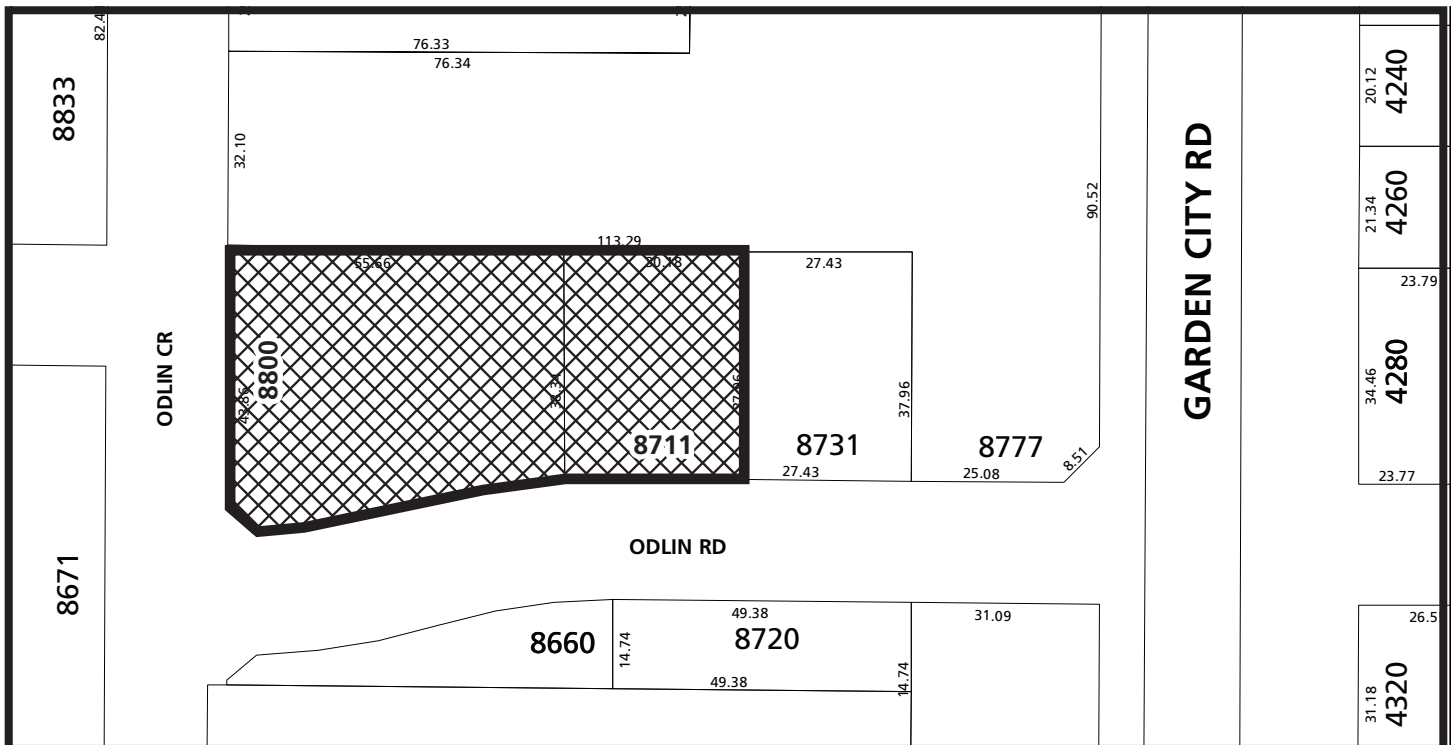
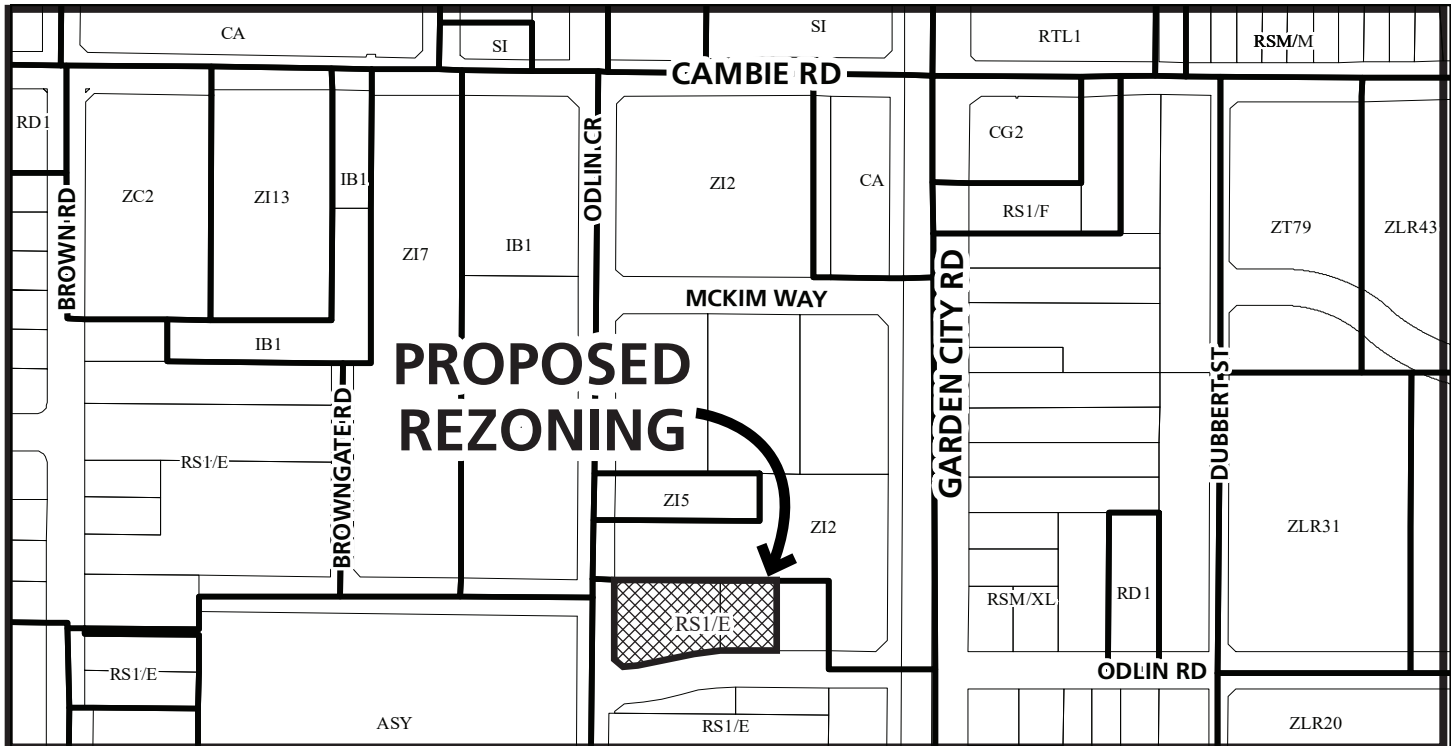
Ashley Kwan
Planner I
(604-276-4173)

AK:js

- Att. 1: Location Map
 2: Conceptual Development Plans
 3: Development Application Data Sheet
 4: CCAP Specific Land Use Map: Aberdeen Village (2031)
 5: Tree Management Plan
 6: Rezoning Considerations



City of Richmond



RZ 24-014551

PLN - 49

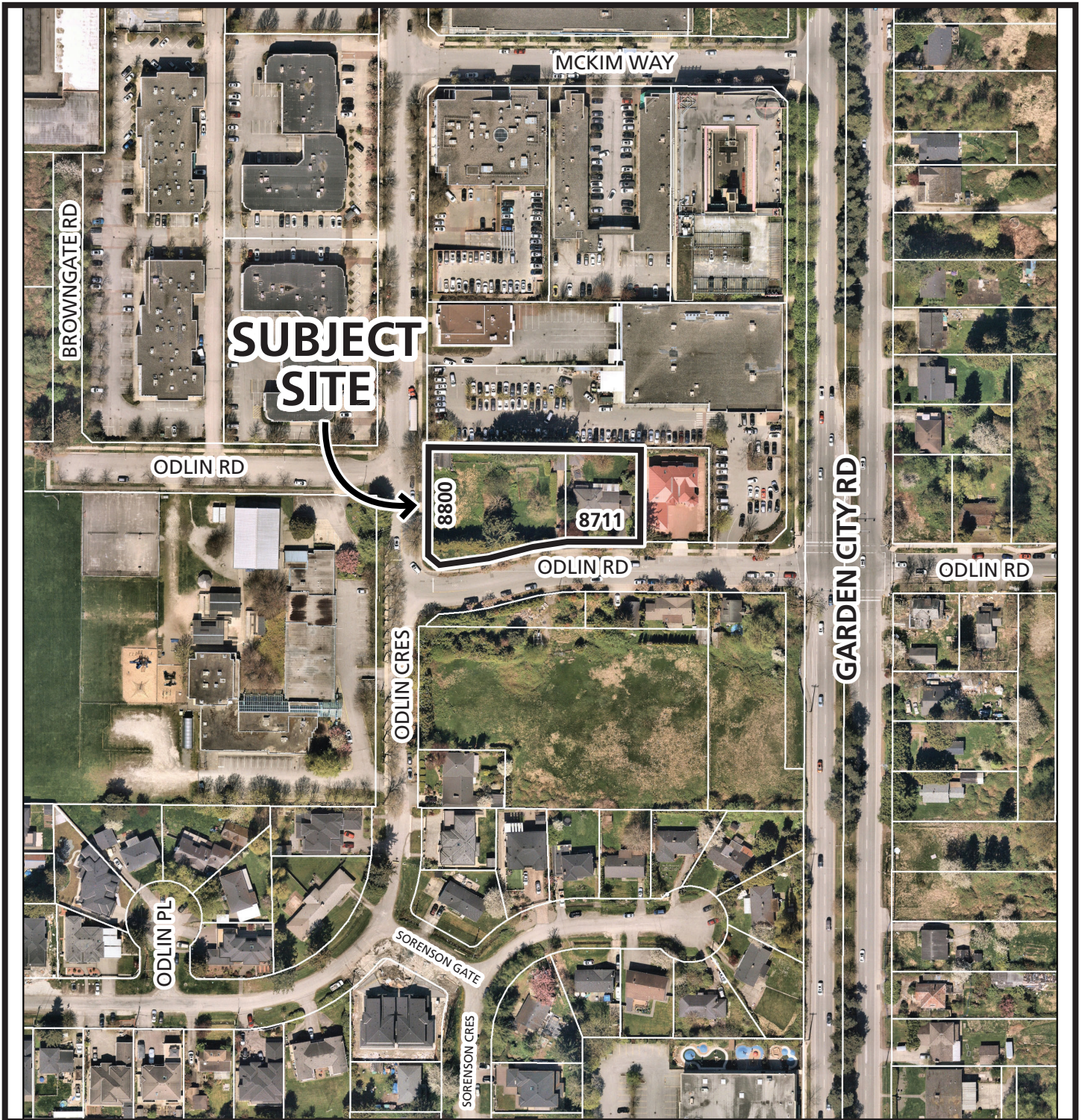
Original date: 06/13/24

Revision Date: 05/07/25

Note: Dimensions are in METRES



City of Richmond



RZ 24-014551

PLN - 50

Original date: 06/13/24

Revision Date:

Note: Dimensions are in METRES



SOUTH WEST PERSPECTIVE - BUILDING 1

PLN - 52



SOUTH EAST PERSPECTIVE - BUILDING 1

GARDEN CITY PHASE 1 - BUILDINGS 1 & 2

8800 ODLIN ROAD, RICHMOND, BC V6X 1C8

KPA

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Krahn

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ORION

CONSTRUCTION

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VANCOUVER, BC V6H 3G5
TEL: 604.681.1111 FAX: 604.681.1112
WWW.ORIONCONSTRUCTION.COM

NO.	DATE	NO.	DESCRIPTION
11	2020/05/11	11	ISSUED FOR CP COMMENTS
12	2020/05/11	12	ISSUED FOR CP COMMENTS
13	2020/05/26	13	ISSUED FOR CP COMMENTS

SEAL

DRAWING TITLE

PERSPECTIVES

PROJECT NO.

230677-A

DRAWING NO.

A102

This drawing has been prepared solely for the use of ORION CONSTRUCTION and there are no representations of any kind made by KPA Architecture Ltd. for any other purpose. KPA Architecture Ltd. has not intended this drawing to be used for any other purpose. It is a drawing and not a contract.

GARDEN CITY PHASE 1 - BUILDINGS 1 & 2

8800 ODLIN ROAD, RICHMOND, BC V6X 1C8



1 AREA USE PLAN - MAIN FLOOR
SCALE 1/32" = 1'-0"

BUILDING 1 AREA USE CALCULATIONS			
AREA CLASSIFICATION	AREA (SQ FT)	AREA (SQ M)	PERCENTAGE OF TOTAL FLOOR AREA
MAIN FLOOR			
LIGHT INDUSTRIAL	688.52 SQ FT	7,307.45 SQ M	45.97%
RESTAURANT	83.27 SQ FT	891.28 SQ M	5.80%
ANCILLARY OFFICE / RETAIL	208.85 SQ FT	2,944.88 SQ M	17.80%
SECOND FLOOR			
LIGHT INDUSTRIAL	435.89 SQ FT	4,088.62 SQ M	29.17%

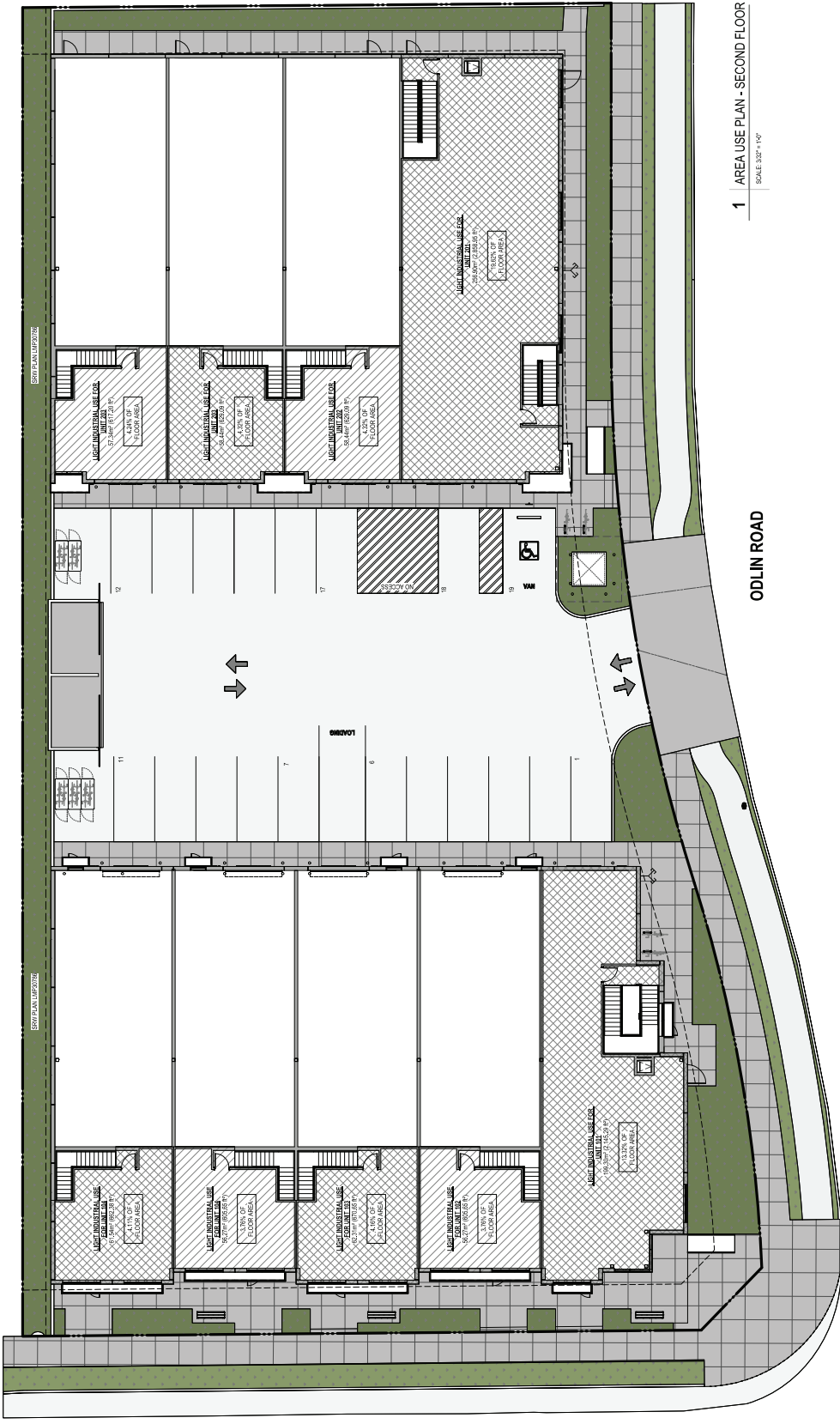
BUILDING 2 AREA USE CALCULATIONS			
AREA CLASSIFICATION	AREA (SQ FT)	AREA (SQ M)	PERCENTAGE OF TOTAL FLOOR AREA
MAIN FLOOR			
LIGHT INDUSTRIAL	605.72 SQ FT	6,516.88 SQ M	44.50%
ANCILLARY OFFICE	285.85 SQ FT	3,077.58 SQ M	21.15%
SECOND FLOOR			
LIGHT INDUSTRIAL	451.12 SQ FT	4,734.83 SQ M	32.85%

PROJECT NO. 230677-A
DRAWING NO. A114
This drawing has been prepared solely for the use of ORION CONSTRUCTION and shall not be used for any other purpose. KPA Architecture Ltd. has not intended this drawing to be used for any other purpose. It is not to be used for any other purpose.

SEAL

GARDEN CITY PHASE 1 - BUILDINGS 1 & 2

8800 ODLIN ROAD, RICHMOND, BC V6X 1C8



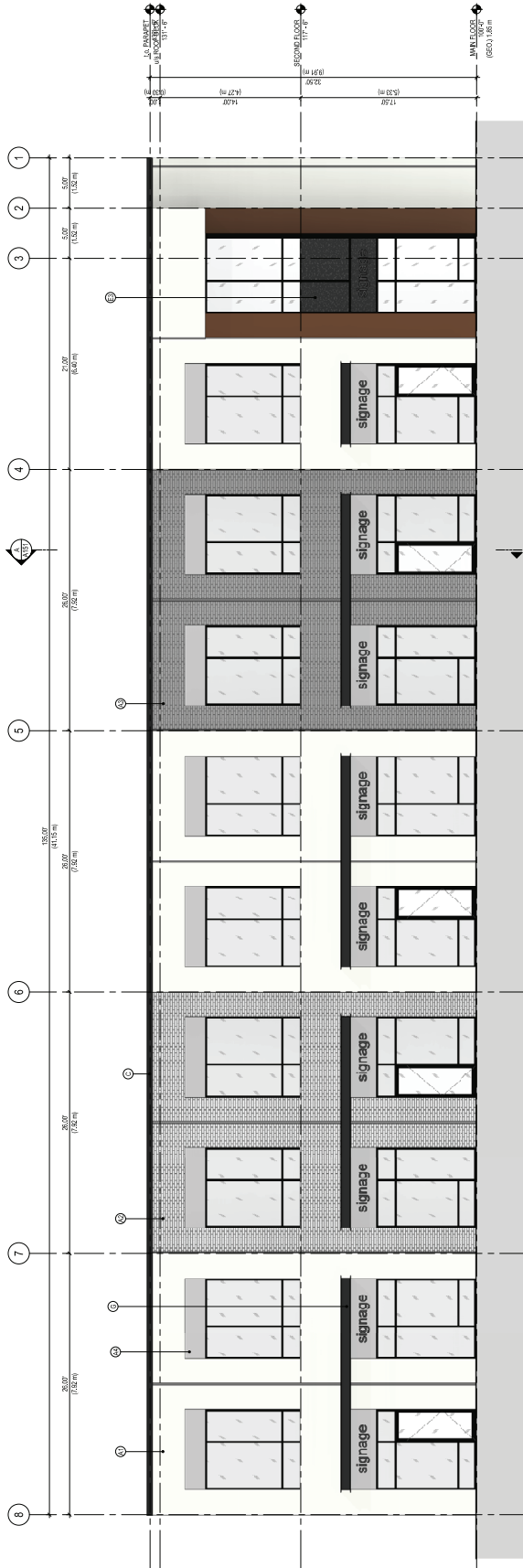
1 AREA USE PLAN - SECOND FLOOR
SCALE: 1/32" = 1'-0"

BUILDING 1 AREA USE CALCULATIONS			
AREA CLASSIFICATION	AREA (SF)	AREA (SF)	PERCENTAGE OF TOTAL FLOOR AREA
MAIN FLOOR	894.32	7,367.68	68.87%
RESTAURANT	892.29	892.29	8.00%
OFFICE	2,864.88	2,864.88	26.00%
RETAIL	4,684.82	4,684.82	42.50%
SECOND FLOOR	10,110.00	10,110.00	92.13%
LIGHT INDUSTRIAL	10,110.00	10,110.00	92.13%

BUILDING 2 AREA USE CALCULATIONS			
AREA CLASSIFICATION	AREA (SF)	AREA (SF)	PERCENTAGE OF TOTAL FLOOR AREA
MAIN FLOOR	63,158.87	63,158.87	44.70%
OFFICE	3,077.58	3,077.58	2.13%
SECOND FLOOR	4,314.12	4,314.12	3.00%
LIGHT INDUSTRIAL	4,314.12	4,314.12	3.00%

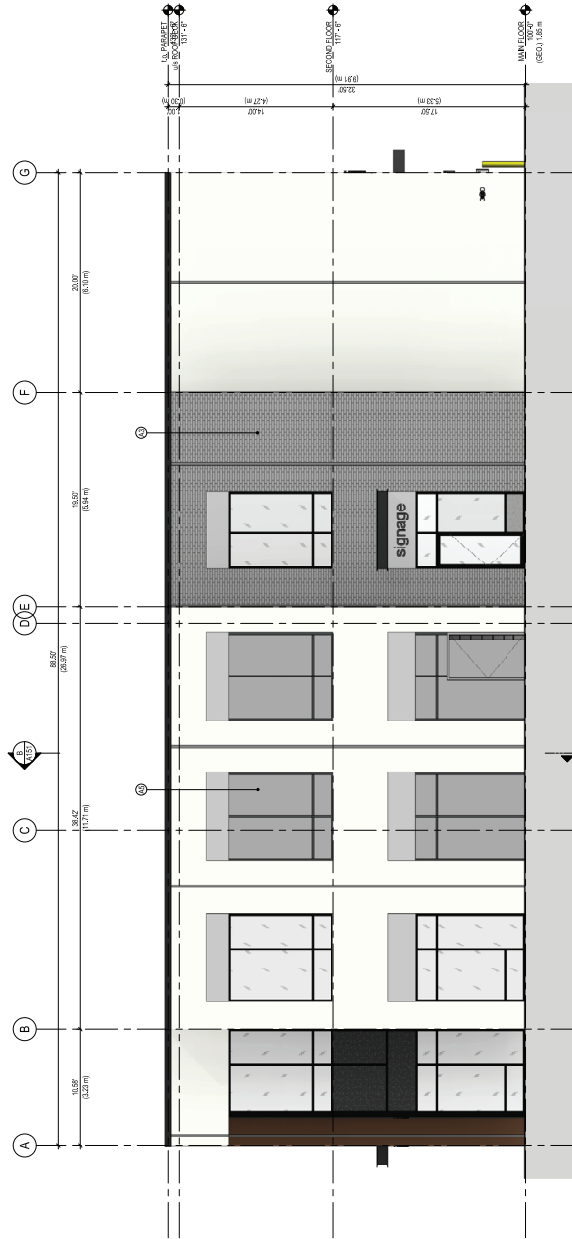
GARDEN CITY PHASE 1 - BUILDINGS 1 & 2

8800 ODLIN ROAD, RICHMOND, BC V6X 1C8



1 WEST ELEVATION
SCALE 3/16" = 1'-0"

GLAZING SCHEDULE
1.055.40 3.5' x 4.00 0.00 3.5' x 3.00"



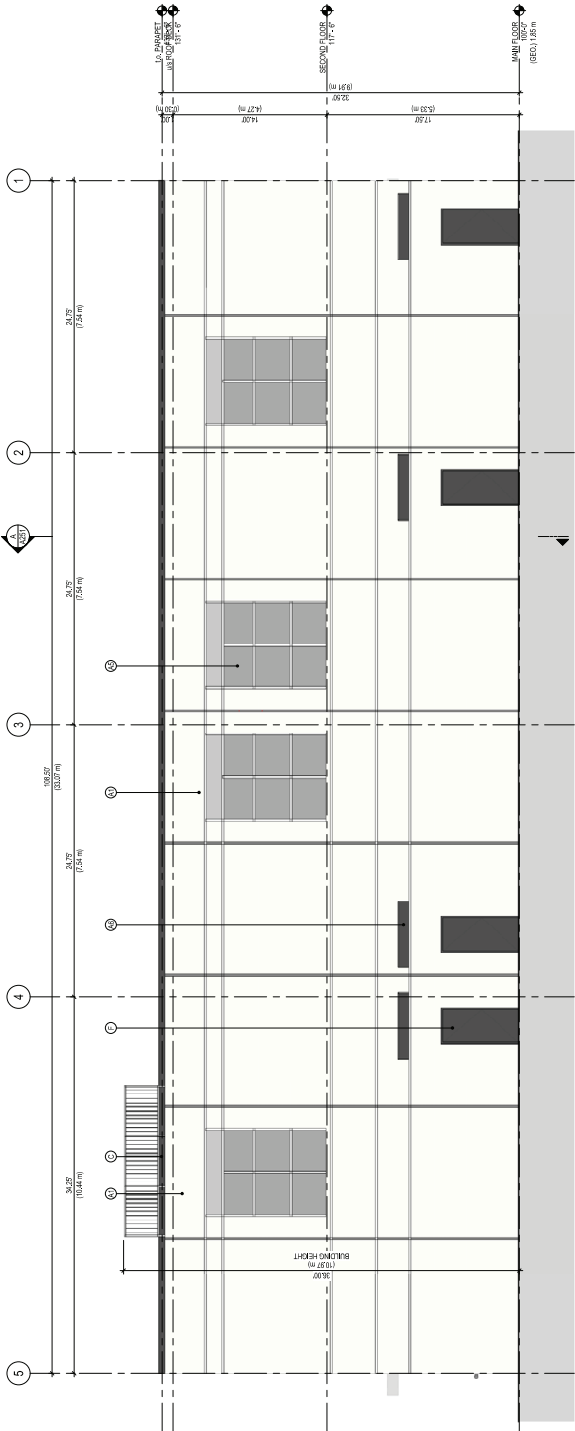
2 SOUTH ELEVATION
SCALE 3/16" = 1'-0"

GLAZING SCHEDULE
1.055.40 3.5' x 4.00 0.00 3.5' x 3.00"

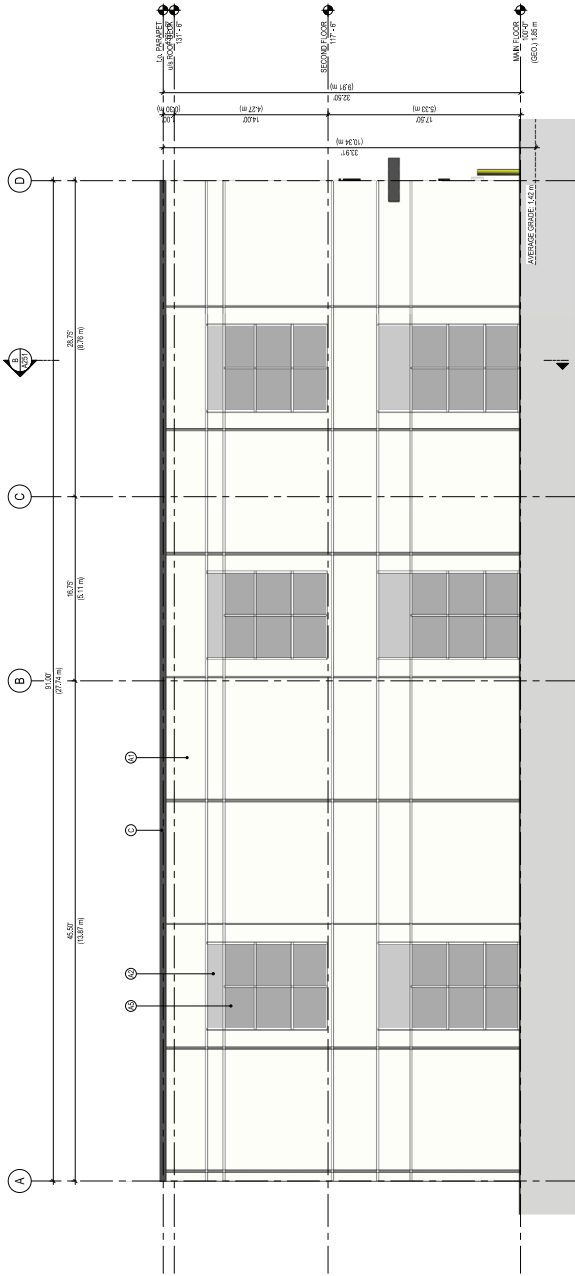
TYPE	DESCRIPTION
A1	BRICK/CLAY TILE PANEL
A2	CONCRETE PANEL
A3	FORMER CONCRETE PANEL
A4	FORMER CONCRETE PANEL
A5	FORMER CONCRETE PANEL
B	CONCRETE PANEL
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E1	CONCRETE PANEL
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PROJECT COLOURS
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GARDEN CITY PHASE 1 -
BUILDINGS 1 & 2
8800 ODLIN ROAD, RICHMOND, BC V6X 1C8



1 | EAST ELEVATION
SCALE 3/16" = 1'-0"



2 | NORTH ELEVATION
SCALE 3/16" = 1'-0"

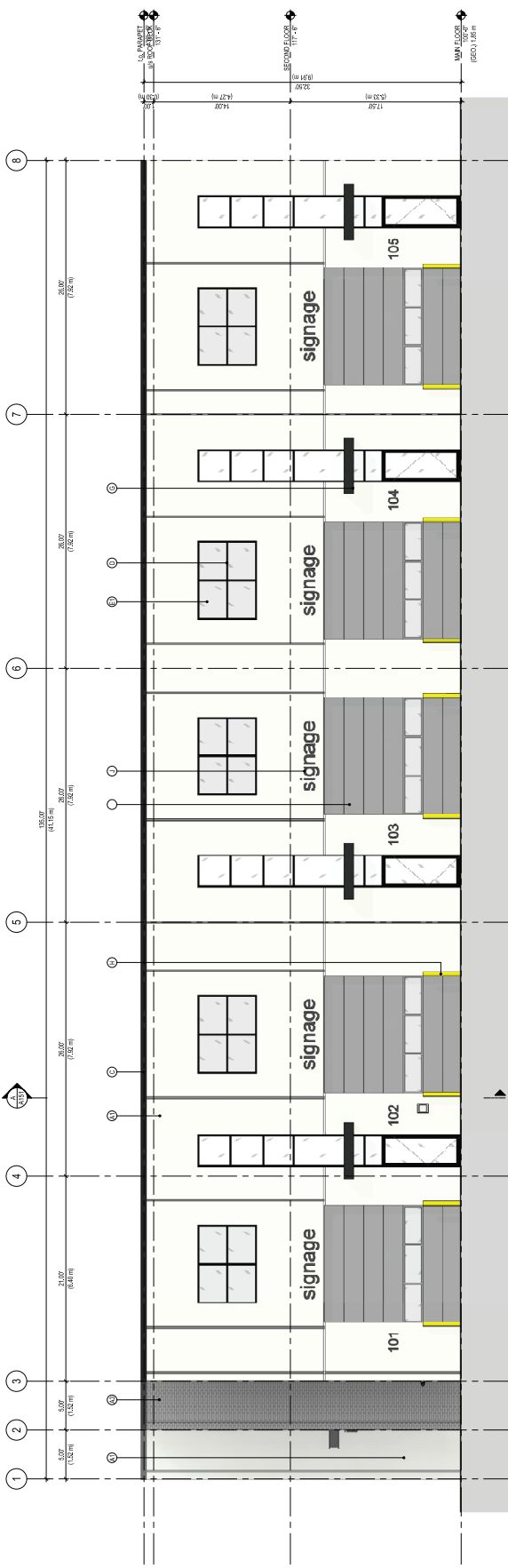
MATERIAL LEGEND	
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PROJECT COLOURS	
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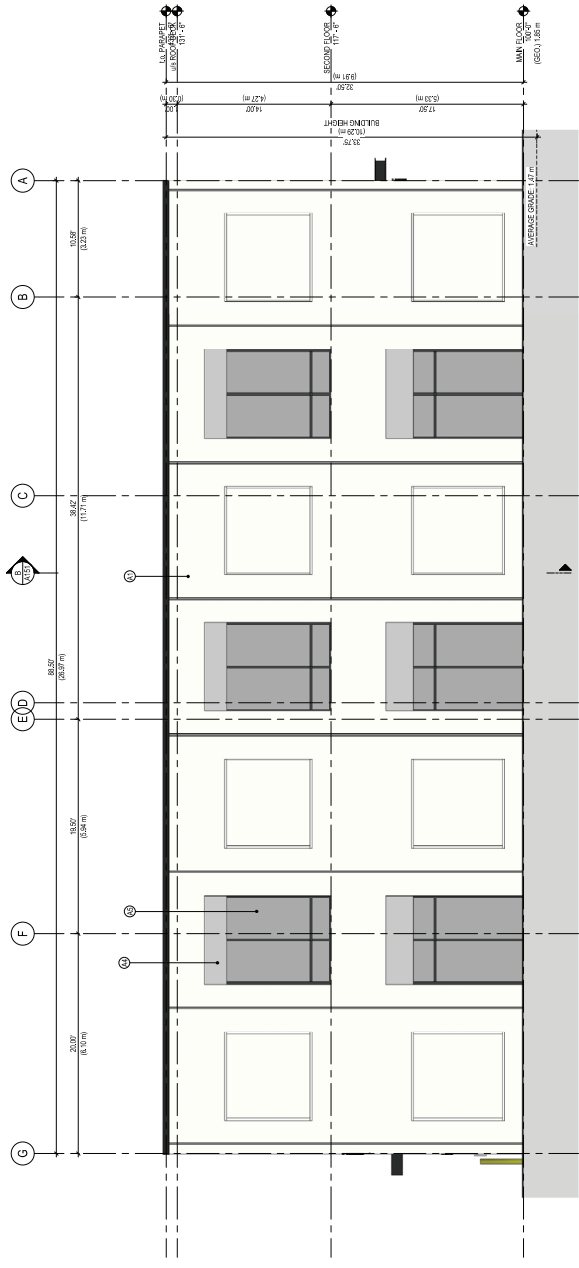
PROJECT COLOURS	
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GARDEN CITY PHASE 1 - BUILDINGS 1 & 2

8800 ODLIN ROAD, RICHMOND, BC V6X 1C8



1 EAST ELEVATION
 SCALE 3/16" = 1'-0"



2 NORTH ELEVATION
 SCALE 3/16" = 1'-0"

TYPE	DESCRIPTION
A1	REGULAR CONCRETE PANEL
A2	COLOR CONCRETE PANEL
A3	COLOR LIGHT GRAY
A4	FORMER
A5	PRECAST CONCRETE PANEL
A6	COLOR DARK GRAY
B	COMPOSITE WOOD SING
C	COLOR BROWN
D	COLOR BLACK
E1	COLOR LIGHT GRAY
E2	COLOR DARK GRAY
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E4	COLOR DARK GRAY
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PROJECT COLOURS
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RZ 24-014551

Attachment 3

Address: 8800 Odlin Crescent and 8711 Odlin Road

Applicant: Orion Construction

Planning Area(s): City Centre – Aberdeen Village

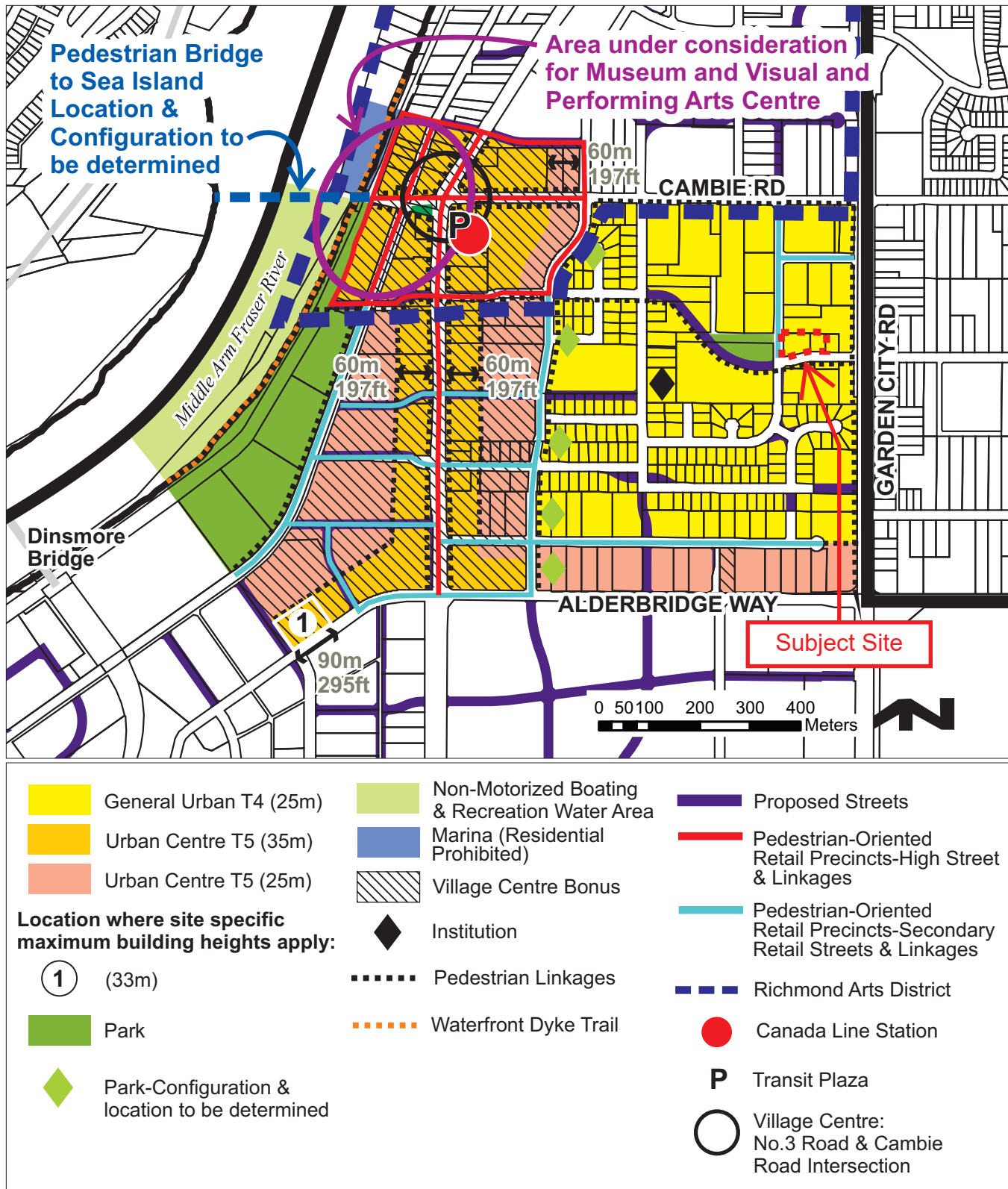
	Existing	Proposed
Owner:	Triple One Investment Ltd.	No Change
Site Size (m²):	3,559.73 m ² (38,316.59 ft ²)	No Change
Land Uses:	Single-family residential and vacant	Light Industrial and Limited Retail
OCP Designation:	Mixed Employment	No Change
CCAP Designation:	General Urban T4 (25 m) Industrial Reserve: Limited Commercial Pedestrian-Oriented Retail Precincts – Secondary Retail Streets & Linkages	No Change
Zoning:	Single Detached (RS1/E)	Industrial Retail (IR2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.2	0.79	none permitted
Buildable Floor Area (m ²):*	Max. 4,271.68 m ² (45,979.91 ft ²)	2,810.97 m ² (30,257.00 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 90%	Building: 55%	none
Lot Size:	2,400 m ²	3,559.73 m ²	none
Setbacks (m):	Front (West): Min. 3.0 m Rear (East): Min. 3.0 m Side (North): 0 m Exterior Side (South): Min. 3.0 m	Front (West): 3.0 m Rear (East): 3.0 m Side (North): 1.5 m Ext. Side (South): 3.0 m	none
Height (m):	25 m	10.97 m	none
Bicycle Parking:	Class 1: 8 Class 2: 8	Class 1: 28 Class 2: 8	none
Off-street Parking Spaces (Regular):	With TDMs 19	With TDMs 19 (including 1 accessible)	none
Accessible Parking	Min. 2% (1)	1	none
Loading Space	2 medium	1 medium	Variance Requested

* Preliminary estimate; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

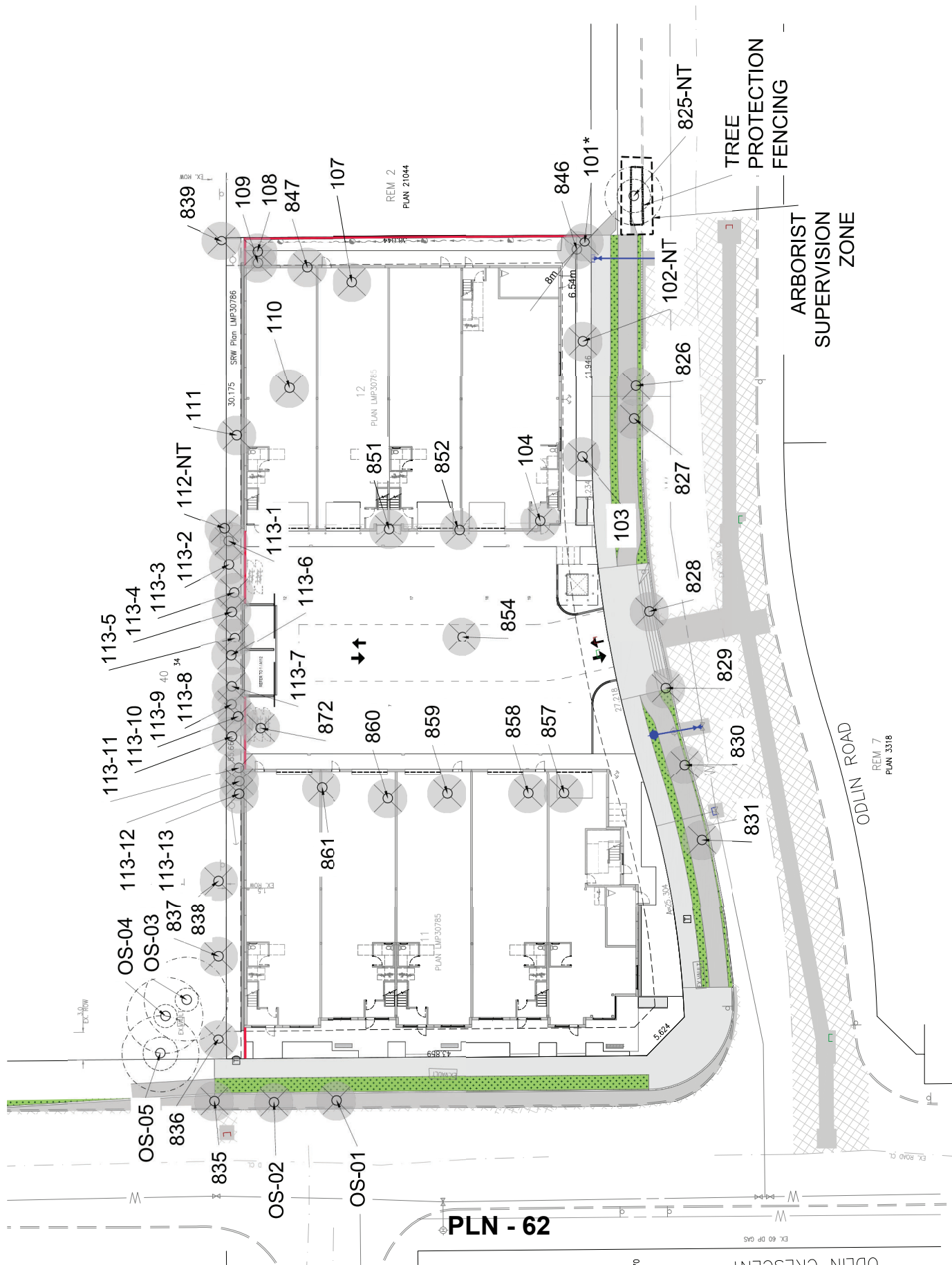
Specific Land Use Map: Aberdeen Village (2031)

Bylaw 10020
2019/05/21



Bylaw 10020
2019/05/21

Maximum building height may be subject to established Airport Zoning Regulations in certain areas.





City of Richmond

Rezoning Considerations

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

Address: 8800 Odlin Crescent and 8711 Odlin Road

File No.: RZ 24-014551

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10676, the developer is required to complete the following:

1. **(Development Permit)** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
2. **(Site Disclosure)** Provide confirmation from the Climate and Environment Division that the site is clear of Schedule 2 activities or provide the required correspondence from the Ministry of Environment and Climate Change Strategy (e.g. a determination that the site is not contaminated, a release notice, a Certificate of Compliance, or a Voluntary Remediation Agreement from the MOE) that allows the City to approve the rezoning application. If any land dedication is required, the applicant is required to submit sufficient information and/or other assurances, to the satisfaction to the City, to support the City's acceptance of the dedicated land.
3. **(Lot Consolidation)** Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. **(Road Function and Dedication)** Submission of a functional road design consistent with the required frontage improvements and ultimate road design on Odlin Road and Odlin Crescent and any subsequent road dedication as required to achieve the required frontage improvements and ultimate road design, to the satisfaction of the Director, Transportation. Note: this may require an overlay of the proposed functional plan with the dedication plan to confirm that the required improvements can be accommodated within the dedication area. In addition, any land dedicated should be free and clear of any contamination to the City's satisfaction.
5. **(Arborists Contract)** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. **(Tree Protection Fencing)** Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
7. **(City Tree Survival Security)** Submission of a City Tree Survival Security to the City in the amount of \$5,000.00 for the 1 City (tag# 825-NT) trees to be retained. City tree Survival Security to be updated as needed to account for any additional City trees that can be retained.
8. **(City Tree Compensation)** City acceptance of the developer's voluntarily cash contribution, as determined by Parks Services, to the City's Tree Compensation Fund for the removal of nine City trees (tag# 826-831, 835, and OS-01-OS-02).
9. **(Voluntary Tree Contribution)** City acceptance of the developer's offer to voluntarily contribute \$48,000.00 to the City's Tree Compensation Fund for the planting of (64) replacement trees within the City.
10. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on title.
11. **(Aircraft Noise – Indemnity)** Registration of an aircraft noise indemnity covenant on title.
12. **(Industrial Reserve/Retail Precinct Restriction)** Registration of a legal agreement on title identifying that the property is located in an industrial reserve area with limited retail frontage along Odlin Crescent, that no retail uses are permitted in Building 2, and that use of the property must be consistent with the Zoning Bylaw (ie. the predominant use of the property must be industrial). The legal agreement will require the owner to provide written notification of this agreement to all initial purchasers and require written acknowledgement of the same by all initial purchasers of units within the development in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of these impacts/development impositions.
13. **(Proximity to Residential Use)** Registration of a legal agreement on title for industrial development within 30 m of any residential use indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the development from penetrating into residential areas that exceed

Initial: _____

noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.

14. **(City Centre Future Development Impacts)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
15. **(CCAP Community Planning)** City acceptance of the developer's voluntary contribution to future City community planning studies (as set out in the City Centre Area Plan) and as indicated in the table below.

	Site Area for Density Purposes (CA)	Maximum FAR	Maximum Permitted Floor Area	CCAP Community Planning Rate	Minimum Voluntary Developer Contribution
TOTAL	38,316.59 ft ² (3,559.73 m ²)	1.2	45,979.91 ft ² (4,271.66 m ²)	\$0.34/ft ²	\$15,633.17

Note: In the event the developer contribution is not provided (cash) within one year of the Rezoning Bylaw receiving third reading of Council (Public Hearing), the contribution rate shall be changed to the Council-approved rate in effect at the time the contribution is provided and the value of the contribution shall be changed accordingly, where the change is positive.

16. **(Public Art – Cash Contribution)** City acceptance of the developer's offer to make a voluntary cash contribution towards the City's Public Art Fund, the terms of which shall include the following:

- a) The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental, as indicated in the table below.

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Commercial	\$0.56/ft ²	3,675.76 ft ² (341.48 m ²)	\$2,058.43
Industrial	\$0.31/ft ²	42,304.15 ft ² (3,930.18 m ²)	\$13,114.29
Total	-	45,979.91 ft ² (4,271.66 m ²)	\$15,172.72

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.

17. **(Parking/TDM)** Provision of on-site parking and loading facilities to the satisfaction of the Director, Transportation, including the submission of a Transportation Demand Management (TDM) measures package, parking plan, and Transportation Impact Assessment or Traffic Memo. Register legal agreement on Title to secure TDM measures (e.g. enhanced bicycle facilities, transit pass program, EV charging stations, etc.) as approved by the Director, Transportation.
18. **(Medium Sized Loading Space)** Registration of a restrictive covenant on Title requiring a loading management plan and ensuring shared use of the medium sized loading space so that it cannot be assigned to a specific unit.
19. **(Sustainability measures – energy & water conservation, solar predicting, and wall assembly)** Registration of a legal agreement on Title ensuring all units provide the following sustainability measures, to the satisfaction of the Director, Building Approvals:
- Energy reducing light sensors for building interior lighting
 - Water conservation features including water conserving plumbing fixtures, high efficiency irrigation, and high efficiency rain meter irrigation
 - Pre-ducting for solar photovoltaic or other alternative energy system
 - Fully insulated exterior wall panels

20. **(DEU)** Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b) A City Centre DEU Bylaw, which applies to the subject site, has been adopted by Council and was adopted prior to the issuance of any development permit for the subject site; however, no building permit will be issued for a building on the subject site unless:
 - (1) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - (2) the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
 - (3) The owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - (4) the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
 - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d) If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - (1) the building is connected to the DEU;
 - (2) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - (3) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
 - e) If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - (1) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - (2) the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for installing and constructing DEU infrastructure and supplying DEU services to the building, registered prior to any subdivision of the subject site (including Air Space parcel subdivision and strata plan filing).
21. **(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 a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. **(Landscape Plan)** Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should include 6 required replacement trees with the following minimum size:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
6	8 cm		4 m

If the required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/tree to the City's Tree Compensation Fund for off-site planting is required.

2. **(Energy Efficiency Report)** Submission of an energy efficiency report and recommendations prepared by a Registered Professional which demonstrates how the proposed construction will meet or exceed the required industrial/retail energy efficiency standards (NECB 2020 or ASHRAE90.1-2019), in compliance with the City's Official Community Plan.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

a) Water Works:

- (1) Using the OCP Model, there is 627 L/s of water available at a 20 psi residual at the Odlin Road frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.
- (2) At Developer's cost, the Developer is required to:
 - (a) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - (b) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
 - (c) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2n-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- (3) At Developer's cost, the City will:
 - (a) Cut and cap existing water service connections and remove associated water meter.
 - (b) Install a new water service connection off of the existing water main at the Odlin Road frontage complete with water meter as per City specifications to service the site. The size and location of the required water service connection shall be finalized through the servicing agreement design process.
 - (c) Complete all tie-ins for the proposed works to existing City infrastructure.

b) Storm Sewer Works:

- (1) At Developer's cost, the Developer is required to:
 - (a) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
- (2) At Developer's cost, the City will:

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Initial: _____

- (a) Cut and cap all existing storm service connections to the development site and remove associated inspection chambers.
- (b) Fill as per MMCD then abandon the existing storm service leads.
- (c) Install a new storm service connection complete with inspection chamber as per City specifications for the proposed site and tie-in to the existing manhole (STMH5706) located at the Odlin Rd frontage. The size and location of the required storm service connection shall be finalized through the servicing agreement design process.
- (d) Complete all tie-ins for the proposed works to existing City infrastructure.

c) Sanitary Sewer Works:

- (1) At Developer's cost, the Developer is required to:
 - (a) Not encroach in the existing City sanitary rights of ways along the north property lines of the development site.
 - (b) Install 200mm diameter sanitary sewers at Odlin Rd frontage, approximately 100 meters in length. The extent of the required sanitary sewers shall be from the east property line of 8711 Odlin Rd to the existing sanitary main at Odlin Cr. Manholes are required at the high end, at the junctions and at the tie-in to the existing sanitary main at Odlin Cr.
 - (c) Install a new sanitary service connection complete with inspection chamber as per City specifications for the proposed site and tie-in to the new sanitary sewers at Odlin Rd. The location and details of the service connection shall be finalized via the servicing agreement design review.
- (2) At Developer's cost, the City will:
 - (a) Cut and cap all existing sanitary service connections and remove associated inspection chamber. Retain inspection chamber (SIC4289) at the northeast corner of the development site.
 - (b) Complete all tie-ins for the proposed works to existing City infrastructure.

d) Street Lighting:

- (1) At Developer's cost, the Developer is required to:
 - (a) Review street lighting levels along all road and lane frontages, and upgrade as required.

e) Transportation:

- (1) At Developer's cost, the Developer is required to construct the following along the full frontage of the subject site:
 - (a) Odlin Road (from north to south), starting at the property's south property line:
 - (i) 2.0 m wide sidewalk + 0.8 m wide buffer strip + 2.0 m wide bicycle lane OR 4.8 m wide multi-use pathway;
 - (ii) Boulevard to connect to existing curb, to be left in place.
 - (iii) Odlin Rd realignment: the exact alignment to be confirmed through functional road plan and TIA.
 - (b) Odlin CR (from east to west), starting at the property's west property line:
 - (i) 2.0 m wide sidewalk
 - (ii) Minimum 1.5 m wide boulevard;
 - (iii) 0.15 m curb and gutter;
 - (iv) 3m wide parking lane
 - (v) 3.2 m travel lane;
 - (vi) Centreline of roadway.
 - (c) The exact land dedication to be confirmed through functional road plan and the TIA.
 - (d) The new frontage improvements are to be transitioned to meet the existing treatments to the east and north of the site.
 - (e) Intersection upgrade requirements to be reviewed upon applicant providing a TIA.
 - (f) Roads DCC credit may be eligible (TBC)
- (2) At Developer's cost, the Developer is required to

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Initial: _____

- (a) Permanently close the existing driveways along Odlin Road and Odlin Crescent and reinstate the frontage works as specified above.

f) General Items:

- (1) At Developer's cost, the Developer is required to:
 - (a) Complete other frontage improvements as per Transportation requirements.
 - (b) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (i) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (ii) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (iii) To underground overhead service lines.
 - (c) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - (d) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing sanitary sewers along the north property line of the proposed site and provide mitigation recommendations.
 - (e) Provide a video inspection report of the existing sanitary line along the north property line of the proposed site prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing sanitary lines and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, dewatering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - (f) Conduct pre- and post-preload elevation surveys of all surrounding roads, sanitary lines, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
 - (g) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - (h) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the

sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.

- (i) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
 - (j) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (i) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (ii) Pipe sizes, material and slopes.
 - (iii) Location of manholes and fire hydrants.
 - (iv) Road grades, high points and low points.
 - (v) Alignment of ultimate and interim curbs.
 - (vi) Proposed street lights design.
 - (k) Enter into, if required, additional legal agreements, as determined through the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the projected occupancy of development.

Initial: _____

- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10676 (RZ 24-014551)
8800 Odlin Crescent and 8711 Odlin Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“INDUSTRIAL RETAIL (IR2)”**.

P.I.D. 023-597-097

Lot 11 Section 33 Block 5 North Range 6 West New Westminster District Plan LMP30785

P.I.D. 023-597-101

Lot 12 Section 33 Block 5 North Range 6 West New Westminster District Plan LMP30785

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10676”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To:	Planning Committee	Date:	June 3, 2025
From:	Claudia Jesson Director, City Clerk's Office	File:	12-8060-01/2025-Vol 01
Re:	Abandonment of Unadopted Bylaws		

Staff Recommendation

That the unadopted Zoning and OCP Amendment Bylaws, as outlined in Attachment 1, of the staff report titled "Abandonment of Unadopted Bylaws" dated June 3, 2025, from the Director, City Clerk's Office, be abandoned.

Claudia Jesson
Director, City Clerk's Office
(604-276-4006)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

Council Policy No. 5017 states that the City Clerk may bring forward to Council any Zoning or Official Community Plan (OCP) Amendment Bylaw, where one year or more has elapsed from the conclusion of the relevant Public Hearing, with a recommendation either to abandon the bylaw, to require another Public Hearing, or another recommendation if warranted.

The last time Council considered a report requesting the abandonment of unadopted bylaws was March 11, 2024. As a housekeeping matter to clean up the files, staff have reviewed unadopted bylaws and their associated land use applications to identify those projects that have either been withdrawn at the applicant's request or closed by City staff due to inactivity. Based on this review, this report presents six (6) unadopted bylaws for abandonment.

Not included in this report are bylaws for which more than one year has passed since a Public Hearing, and the applicant is continuing to take active steps to addressing the rezoning considerations. Staff do not recommend abandoning such bylaws at this time.

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

Responsible financial management and efficient use of public resources to meet the needs of the community.

4.2 Seek improvements and efficiencies in all aspects of City business.

Analysis

Upon reviewing the OCP and Zoning Bylaw amendments which have been granted first reading or advanced to a Public Hearing but have not yet been adopted, Development Applications staff have identified five (5) applications (Attachment 1) that have been withdrawn by the respective applicants, or closed and the files are no longer active.

One application (RZ 02-213318) had an associated OCP amendment bylaw – Bylaw 7913, which did not proceed to Public Hearing, and as a result was not subject to Council OCP policies. Furthermore, this particular OCP bylaw and the associated rezoning Bylaw 7914 was identified separately through additional review of land use bylaws that had received any reading. The application was withdrawn and closed, and as such, staff recommend that these bylaws be abandoned at this time.

Another application (RZ 11-562552), was closed as the amendment was no longer required as a result of the property having been rezoned in June of 2024 to permit Small-Scale Multi-Unit Housing in accordance with the Province's Bill 44. A table listing these bylaws and their relevant details is provided in Attachment 1.

June 3, 2025

- 3 -

Financial Impact

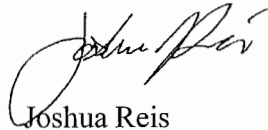
None.

Conclusion

Staff recommend that the noted unadopted bylaws identified in Attachment 1, which have been either closed or withdrawn by the applicants be abandoned.



Evangel Biason
Manager, Legislative Services
(604-276-4098)



Joshua Reis
Director, Development
(604-247-4625)

EB/JDR:

Att. 1: List of Bylaws to be Abandoned

List of Bylaws to be Abandoned – 2025

<u>Bylaw No</u>	<u>File No</u>	<u>Bylaw Title</u>	<u>First Reading</u>	<u>Public Hearing Date</u>	<u>Status of Other Development</u>	<u>Reason for Action Taken</u>	<u>Bylaw Action Recommendation</u>
7913	RZ 02-213318	OCP – 10060 No 5	Jun 13/05	Public Hearing Deferred	RZ Withdrawn	Withdrawn by applicant	This bylaw should be abandoned
7914	RZ 02-213318	RZ – 10060 No 5	Jun 13/05	Public Hearing Deferred	OCP Withdrawn	Withdrawn by applicant	This bylaw should be abandoned
8794	RZ 11-562552	RZ – 140 Wellington Cres. Coach House (ZS20) - Burkeville	Dec 19/11	Jan 16/12		Closed - Replaced by RSM as a result of Bill 44	This bylaw should be abandoned
9762	RZ 13-638387	RZ – 7151 No 2 Road	Oct 23/17	Nov 20/17		Closed due to inactivity	This bylaw should be abandoned
9857	RZ 17-775098	RZ -11951 Woodhead Road	Oct 22/18	Nov 19/18		Withdrawn by applicant	This bylaw should be abandoned
10065	RZ 18-808220	RZ - 8131 and 8151 Bennett	Oct 28/19	Nov18/19		Withdrawn by applicant	This bylaw should be abandoned