



Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

Public Hearing Agenda

Monday, November 17, 2025 – 5:30 p.m.

**Council Chambers, 1st Floor
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1**

OPENING STATEMENT

Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10693 (RZ 24-012103)**

(File Ref. No. 12-8060-20-010693, RZ 24-012103) (REDMS No. 8085128, 8085099)

PH-3

[See Page PH-3 for full report](#)

Location: 14111 Entertainment Boulevard

Applicant: Orion Construction

Purpose: To rezone a portion of the subject property from “Entertainment and Athletics (CEA)” zone to “Commercial and Light Industrial (ZC56) - Riverport (Fraser Land)” zone, and to subdivide the property into three lots and permit development of a multi-tenant two-storey light industrial building and a six-storey hotel.

First Reading: September 8, 2025

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Page

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10693.

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2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10710 (RZ 22-013271)**

(File Ref. No. 12-8060-20-010710, RZ 22-013271) (REDMS No. 8152183, 8154033)

PH-54

See Page PH-54 for full report

Location: 16960 River Road

Applicant: Harvey Du, Boathouse Design Group Inc

Purpose: To rezone the subject property from the “Agriculture (AG1)” zone to the “Industrial Storage (IS1)” zone to permit development of a commercial vehicle parking facility.

First Reading: September 22, 2025

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10710.

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ADJOURNMENT

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To: Planning Committee
From: Joshua Reis
Director, Development

Date: August 15, 2025
File: RZ 24-012103

Re: **Application by Orion Construction for Rezoning of a portion of
14111 Entertainment Boulevard from “Entertainment and Athletic (CEA)” Zone to
“Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10693 to create the “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone, and to rezone a portion of 14111 Entertainment Boulevard from “Entertainment and Athletics (CEA)” zone to “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone, be introduced and given first reading.

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

JR:ak
Att. 7

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Orion Construction, on behalf of 14111 Entertainment Blvd. Investments Ltd. (Directors: Rajeev Nijjar, Bhupinder Nijjar and Jagraj Sandhu), has applied to the City of Richmond for permission to rezone a portion of 14111 Entertainment Boulevard (Attachment 1) from the “Entertainment and Athletics (CEA)” zone to a site specific “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone, in order to subdivide the property into three lots and permit the development of a multi-tenant two storey light industrial building and a six-storey hotel.

Lot 1 is proposed to contain the existing multi-unit commercial building on site, while Lots 2 and 3 will contain the new light industrial and hotel buildings, respectively. Vehicle access to the subject site is proposed from No. 6 Road and Steveston Highway.

A Development Permit (DP) application is required to address the form and character of the proposed development. Conceptual subdivision and development plans are provided for reference in Attachments 2 and 3 respectively.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Subject Site Existing Profile

The subject site currently contains a multi-tenant 10,127 m² (109,000 ft²) commercial building and a large surface parking lot. The existing multi-tenant commercial building is primarily occupied by a movie theatre and is proposed to remain on site and to retain its existing “Entertainment and Athletics (CEA)” zoning post-subdivision.

Surrounding Development

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

To the North: A four-storey hotel and the Richmond Ice Centre on properties zoned “Entertainment and Athletic (CEA)” and designated as “Commercial” in the Official Community Plan (OCP).

To the East: A childcare centre, a single-storey multi-tenant commercial building and a single-storey recreation building containing “Watermania” on lots zoned “Entertainment and Athletic (CEA)” and designated as “Commercial” in the OCP.

To the South: A large surface parking lot, owned by the Vancouver Fraser Port Authority, on a property zoned “Light Industrial (IL)” and designated as “Industrial” in the OCP.

To the West: A vacant lot, owned by the Vancouver Fraser Port Authority, on a property zoned “Entertainment and Athletic (CEA)”, and “Light Industrial (IL)” and designated as “Commercial” and “Industrial” in the OCP.

Existing Legal Encumbrances

There are a number of legal agreements and covenants registered on Title, including but not limited to:

- Statutory Right-of-Way (SRW) BL39570 over Plan LMP31754 – a 4.0 m SRW along the south property line of the subject site in favour of the City for utility purposes. Prior to rezoning adoption, the SRW area is to be discharged, and the area dedicated to the City for frontage improvement purposes.
- SRW BL39567 over Plan LMP31753 – an SRW at the northeast corner of the site over a small portion of the north property line in favour of the City for watermain utility purposes. The developer is aware that no development is permitted in this area and none is proposed.
- Easement BA337292 – Located at the northwest corner of the site, an easement for the benefit of the property to the north at 10688 No. 6 Road to provide access to No. 6 Road using the subject site. This charge will remain on Title, and the developer is aware that they must continue to provide access for the neighbouring property and that no building encroachment in the area is permitted.

The applicant’s lawyer has provided a summary confirming that the proposed development does not conflict with existing encumbrances registered on Title.

Related Policies & Studies

Official Community Plan/Fraser Land Area Plan

The subject site is designated as “Commercial” in the OCP and is in the Fraser Land Area. The proposed site-specific zone provides for commercial uses, as well as additional light industrial and employment generating opportunities, consistent with the OCP and Area Plan.

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 of 3.0 m GSC. Registration of a flood covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. In response to the placement of the sign and early notification mail-outs, staff have received written correspondences from members of the public. The written submissions in Attachment 5 are from a neighbouring resident and the owner of the hotel north of the subject site.

A summary of the written correspondence received include:

- Concerns regarding the increase in parking demand due to the new development.
The applicant has provided a Traffic Impact Assessment (TIA) and parking survey evaluating the impact of the proposed development and assessing existing parking demand. The submitted parking survey indicates that the subject site is currently underutilized and has a surplus of parking spaces sufficient to accommodate the parking demands of the proposed development. The proposed parking provision for Lots 2 and 3 complies with Zoning Bylaw requirements.

All parking for the existing and proposed developments will be provided on-site via surface or rooftop parking. Prior to rezoning bylaw adoption, the applicant is required to register legal agreements on Title identifying cross lot access for parking and allocating parking spaces for each lot.

Additionally, the applicant is required to provide frontage improvements on No.6 Road and Steveston Highway, including but not limited to, new lane painting, bike paths and sidewalks to support improved vehicular and pedestrian access to and from the subject site. Prior to rezoning bylaw adoption, the applicant is required to enter into a Servicing Agreement (SA) to provide these frontage improvements.

- Concerns relating to noise, lighting and overshadowing as a result of the new two-storey industrial building and associated rooftop parking.
Speed signs are proposed to be posted throughout the development to advise of slow driving speeds to reduce vehicular-related noise, while mechanical units are proposed to be located internally to mitigate mechanical-related noise. On-site lighting is proposed to be low-glare and downward-facing to mitigate light spill. The applicant has provided a shadow study that indicates that the proposed development will have minimal to no shadow impact on the existing hotel building to the north. At DP stage, staff will continue to work with the applicant to address any concerns relating to noise and lighting.
- Concerns regarding traffic management during the construction of the proposed development.
Prior to Building Permit (BP) issuance, the applicant is required to submit a Construction Traffic Management Plan (CTMP) for approval. The CTMP identifies traffic control strategies, loading zones and parking locations for workers. The applicant is currently in discussions with the Vancouver Fraser Port Authority to secure temporary parking on the property to the west of the subject site to address future construction parking needs.

In addition, prior to rezoning bylaw adoption, the applicant is required to enter into a legal agreement to ensure sufficient parking is provided for the existing theatre building on Lot 1 throughout the duration of construction for Lots 2 and 3.

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 Richmond Zoning Bylaw 8500.

Analysis

Proposed Site-Specific Zone

The applicant proposes to create a new “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone and rezone the western portion of the subject property (proposed Lots 2 and 3) to this new zone. This zone would permit a maximum density of 0.7 Floor Area Ratio (FAR) for commercial and industrial uses (Lot 2) and 2.3 FAR for hotel use (Lot 3). Combined, the two lots would have a proposed density of approximately 0.9 FAR.

The proposed ZC56 zone would also incorporate other regulations, including setbacks, lot dimensions, site coverage and parking requirements to respond to the specific conditions of the subject site.

Staff support the new ZC56 zone based on the following:

- The ZC56 zone is consistent with the OCP and Fraser Land Area Plan “Commercial” designation and its objective to support commercial and employment generating uses. The permitted uses proposed in the ZC56 zone include a range of commercial and light industrial activities that expand on those currently allowed within the subject site’s existing CEA zone.
- To balance permitting a range of commercial and employment generating opportunities and future parking demand, a limit to the total floor area for restaurants and religious assembly uses, which are typically higher parking generating uses, is proposed in the ZC56 zone. This enhances commercial vibrancy and strengthens employment opportunities in the area, while ensuring appropriate parking and traffic management.
- The overall proposed density of 0.9 FAR is generally consistent with the subject site’s existing CEA zone, which permits up to 1.0 FAR.
- The overall site design allows for a more efficient use of the existing surface parking lot, better using identified surplus parking spaces for new employment generating and hotel uses. The proposed development complies with the parking requirements in the Zoning Bylaw.
- The proposed light industrial building and hotel are generally consistent with existing development and uses in the surrounding area. The hotel use is to be limited to Lot 3 only and is designed to anchor the site. Prior to rezoning bylaw adoption, a standard hotel use and length of stay agreement is required to be registered on Title, limiting a customer’s length of stay, restricting inclusion of kitchen facilities and prohibiting the hotel from future subdivision or stratification.

Variance Requested

The existing multi-unit commercial building on the future Lot 1 generally complies with the “Entertainment & Athletics (CEA)” zone, except that a variance is requested to reduce the required parking spaces by approximately 32 per cent from 877 stalls to 600 stalls. No variances are proposed for Lots 2 and 3.

Staff are generally supportive of the variance requested for the following reasons:

- The applicant has provided a parking survey that analyzes the existing parking demand of Lot 1. The survey identified that the maximum parking utilization on site, even during peak times, was 312 stalls (~36 per cent utilization). Based on the parking survey data, the parking supply for the existing multi-unit commercial development is observed to significantly exceed both actual demand and the minimum parking requirements for the commercial use within the Zoning Bylaw.
- The proposed development on Lots 2 and 3 complies with the parking requirements in the Zoning Bylaw and will not require the use of any parking secured for Lot 1. Prior to rezoning bylaw adoption, the applicant is required to register a legal agreement on Title that identifies the parking areas designated for each lot and provides for cross lot parking access where parking allocated for one lot is partially provided on an adjacent lot.
- A TIA supporting the above has been submitted and reviewed by staff. The TIA supports a reduced parking supply for Lot 1.

The requested variance will be further reviewed at the DP stage as part of the overall detailed site and parking layout design.

Built Form and Site Design

The proposed development consists of one, two-storey light industrial building on the northwest portion of the subject site, one, six-storey hotel to the southwest fronting Steveston Highway and the retention of an existing single-storey multi-tenant commercial building containing a theatre. The subject site is proposed to be subdivided into three lots, with the existing multi-tenant commercial building (Lot 1), the proposed industrial building (Lot 2) and the proposed hotel building (Lot 3) each being located on their own lot.

The existing multi-use commercial building, primarily containing a theatre, will be located on Lot 1 and will remain in operation on the property. It will continue to be zoned “Entertainment and Athletics (CEA)” and generally complies with the Zoning Bylaw provisions.

A multi-unit two-storey industrial building with rooftop parking is proposed on the future Lot 2 and will include approximately 33 units, which are anticipated to be stratified and accommodate a range of commercial and light industrial uses. The building will be oriented towards the east and west lot lines of Lot 2, facing the existing theatre and No. 6 Road, respectively. A six-storey hotel fronting Steveston Highway is proposed on Lot 3. A pedestrian bridge is proposed to connect the rooftop parking of the industrial building to the fourth floor of the hotel to enable access to parking stalls on Lot 2 allocated for Lot 3.

The new industrial building is sited in the centre of the proposed Lot 2, ensuring sufficient separation between the new building and the existing hotel to the north. The new hotel on proposed Lot 3 will face Steveston Highway, promoting an active street frontage along the property's southern edge. A plaza at the southwest corner of Lot 3 further strengthens the pedestrian-oriented frontage and acts as a gateway for the No. 6 Road and Steveston Highway corner.

A series of internal roads and pedestrian connections are proposed between the existing and proposed buildings to maintain appropriate building separation and improve vehicle circulation.

The proposed development has been designed to support pedestrian connectivity and accessibility throughout the site and will be further reviewed and enhanced at the DP stage. SRWs over these roads and pathways for the purposes of Public Right-of-Passage (PROP) are to be secured prior to rezoning bylaw adoption.

Prior to rezoning bylaw adoption, a legal agreement for noise indemnity is required to be registered on Title. This agreement will identify that increased levels of ambient noise may result from within and around the development and will require the owner to disclose this information to all initial purchasers.

Transportation and Site Access

The subject property has existing vehicle access from Steveston Highway and No. 6 Road, with the Steveston Highway access proposed to be widened to 12.5 m and moved slightly to the east. Proposed site access and upgrades have been reviewed and are supported by Transportation staff.

Prior to rezoning bylaw adoption, an approximately 4.0 m wide road dedication will be required along the site's Steveston Highway and No. 6 Road frontages for future roadway widening, new boulevard and sidewalks. Frontage improvements will be provided through the SA for the project, which the applicant is required to enter into prior to rezoning adoption.

The proposed development includes SRWs for PROP to provide employee and visitor access to and through the subdivided lots (Attachment 2). These SRWs will also provide access to No. 6 Road and Steveston Highway for the adjacent properties to the north at 10688 No. 6 Road and 14140 Triangle Road. Prior to rezoning bylaw adoption, registration of SRWs over the identified portions of the drive aisle are required.

A total of 811 off-street parking stalls are proposed across the subject site, with 158 of those spaces capable of supporting electric vehicles consistent with the Zoning Bylaw. Parking will be provided on each lot, with the proposed hotel and the existing multi-unit commercial building also having access to parking spaces on Lot 2. Prior to rezoning bylaw adoption, a cross-lot parking agreement must be registered on Title identifying the designated parking areas for each building, and securing access where parking allocated for one lot is partially provided on an adjacent lot. The legal agreement will require the owner to provide an acknowledgement of the same in all purchase and sale agreements.

A total of 32 medium loading spaces and four large loading spaces are proposed for Lot 2, while one medium loading space is proposed for Lot 3. Loading spaces for each building will be provided on their respective lots and are consistent with the Zoning Bylaw and the proposed zone. The “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone specifies a reduced loading space for hotels (one medium loading space), which is supported by the TIA submitted by the applicant.

Prior to rezoning adoption, the registration of a legal agreement on Title is required to address temporary commercial parking provisions for Lot 1 while Lots 2 and 3 are under construction. The agreement will require that, prior to BP issuance, the owner shall provide a parking management plan, outlining how minimum parking requirements will be met for Lot 1 (existing theatre) during the construction of Lots 2 and 3. The legal agreement will also require the owner to demonstrate, prior to BP issuance, that there is an agreement in place with an adjacent landowner for temporary parking to meet the minimum bylaw parking requirements, to the satisfaction of the Director, Transportation. The applicant has indicated that Lots 2 and 3 will be developed at the same time. To address construction traffic, a CTMP, to the satisfaction of the Director, Transportation, is required prior to the BP issuance.

Bicycle parking provided for each new lot meets or exceeds the Zoning Bylaw requirements. A shared bicycle parking room containing 39 Class 1 spaces and 66 Class 2 spaces is proposed for Lot 2. Lot 3 will provide 18 Class 1 and 18 Class 2 spaces.

A shared garbage room for Lots 2 and 3 is proposed at the south end of the industrial building (Lot 2). Prior to rezoning bylaw adoption, an easement agreement to secure access to the shared garbage and recycling facilities and any necessary signage is required. Should Lot 3 be constructed prior to Lot 2, a temporary garbage and recycling room will be required on Lot 3. The agreement will also require the owner to disclose the shared use in all purchase and sale documentation.

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 63 bylaw-sized trees on the subject property and six trees on neighbouring properties.

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

- Nine on-site trees, specifically tag# 315-318, 322, 338, 339, 340 and 350 (20 cm Linden, 24 cm Katsura, 25 cm maple, 30 cm cherry, 48 cm magnolia and 40-42 cm Pine oak trees) are to be protected and retained.
- Six trees located in the neighbouring property to the north, tag# OS-06 to OS-11 (24-29 cm Katsuras, 25 cm poplar and 25 cm European hornbeam trees), are identified to be retained and protected.
- An additional five undersized on-site trees, specifically tag# OS-01 to 04 and OS-12, located within the road dedication area, are also proposed to be protected and retained.

- 14 on-site trees, tag# 310, 314, 321, 327, 653-662 (29-40 cm cherry and maple trees), are standing dead trees and will be removed and replaced.
- 10 on-site trees, specifically tag# 305, 306, 308, 313, 324-326, 343, 345, 652 (21-36 cm cherry and maple trees), are in poor condition or irreversible decline and are proposed to be removed and replaced.
- 25 on-site trees, tag# 302-304, 307, 309, 311, 312, 319, 320, 323, 328, 329, 330, 332, 333, 335-337, 342, 344, 346, 347, 349, 651, 663 (30-52 cm pine, 37-41 cm cherry, 21-29 cm Linden and 25-36 cm maple trees), are identified to be in fair condition, exhibiting signs of decline such as broken limbs and suppressed growth, likely due to being planted within a parking lot environment. Relocation is not suitable for these trees. Removal and replacement are recommended to accommodate the proposed development.
- Five on-site trees, tag# 301, 331, 334, 341 and 348 (30-35 cm maple, 30-51 cm pine, 31 cm Linden), are in good condition and conflict with the proposed development. Removal and replacement of these trees is proposed. The project Arborist has deemed these trees not suitable for relocation and of low retention value.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove 40 on-site trees (tag# 301-309, 311-313, 319, 320, 323-326, 328-337, 341-349, 651, 652, 663) and 14 dead trees (tag# 310, 314, 321, 327, 653-662). As per the Tree Protection Bylaw No. 8057, the 2:1 replacement ratio for 54 trees would require a total of 108 replacement trees at the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
108	8 cm	4 m

The applicant has proposed a total of 42 replacement trees on the subject site, generally located around the site's perimeter. Due to parking requirements and soil volumes required to sustain healthy replacement trees, the proposal is unable to accommodate all replacement trees on-site. To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$49,500.00 to the City's Tree Compensation Fund in lieu of the remaining 66 trees that cannot be accommodated on the subject property after redevelopment. At DP stage, staff will continue exploring with the applicant, further landscaping and tree planting opportunities.

Tree Protection

The applicant is committed to retain and protect nine on-site trees (tag # 315-318, 322, 338, 339, 340 and 350), five undersized on-site trees (tag# OS-01 to 04 and OS-12) and six neighbouring trees (tag# OS-06 to OS-11). 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 6). 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 final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$60,000.00 to ensure that the nine on-site trees identified for retention will be protected.
- Prior to site preparation works on the subject site, installation of tree protection fencing around all trees 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.

Public Art

Based on the maximum buildable floor area of approximately 148,426 ft² (13,789 m²) of industrial and 75,548 ft² (7,019 m²) commercial floor area and the recommended public art contribution (2025 rate) of \$0.31/ft² for industrial and \$0.56/ft² for commercial uses, a total contribution of approximately \$88,318.94 to the Public Art Reserve Fund is required prior to rezoning bylaw adoption, consistent with the City's Public Art Policy.

Sustainability

Consistent with City energy efficiency requirements, the proposed light industrial building and hotel are anticipated to comply with ASHRAE90.1-2019 code and Step 3 with EL-2, respectively. Further details on how this proposal will meet this commitment will be required as part of the DP and BP application review processes.

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

- Provision of low-flow plumbing fixtures; and
- High efficiency LED lighting and occupancy sensors with auto shut-off controls.

Prior to DP issuance, securement of energy efficiency features and confirmation of energy compliance from a Registered Professional is required.

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:

- Compliance with DP Guidelines, including review of form and character, pedestrian circulation, and Crime Prevention through Environmental Design (CPTED) principles.
- Further review of site access and vehicle circulation enhancement measures, particularly around access to the rooftop parking, to enhance safety measures.

- Review of accessibility features, including the on-site pedestrian network and accessible public access to the rooftop parking.
- Refinement of landscape design, including the number, species and size of trees and additional planting opportunities.
- Further review of sustainability features to be incorporated into the project and confirmation of complication with the applicable energy efficiency requirements.
- Considerations of development phasing and any temporary facilities required on-site to service the development.

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

Site Servicing and Frontage Improvements

The subject property is serviced by a private sanitary system. The applicant has provided confirmation from the sanitary provider that there is capacity to service the proposed development. Prior to rezoning bylaw adoption, to facilitate the proposed development, 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 Steveston Highway: Repaint westbound lanes to 6.4 m, 0.3 m buffer, 1.7 m bike lane, curb and gutter, 1.7 m landscape boulevard, 2.0 m sidewalk, 0.3 m landscaped boulevard
 - Along No. 6 Road: From the existing west edge of pavement, provide 14 m pavement width with 4 lane cross section, curb and gutter, 2.0 m landscape boulevard, 4.0 m multi-use path, 1.0 m landscaped boulevard.
- Intersection improvements at Steveston Highway and No. 6 Road.
- Installation of new water and storm service connections.

The scope of the frontage improvements and site servicing are included in Attachment 7.

Financial Impact or Economic Impact

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

Conclusion

Orion Construction, on behalf of 14111 Entertainment Blvd. Investments Ltd., has applied to the City of Richmond for permission to rezone a portion of 14111 Entertainment Boulevard from the “Entertainment and Athletics (CEA)” zone to a site specific “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone in order to subdivide the property into three lots and permit the development of a multi-tenant two storey light industrial building and a six-storey hotel. Vehicle access is proposed from No. 6 Road and Steveston Highway.

This rezoning application generally complies with the land use designation and applicable policies for the subject site contained in the OCP, including the Fraser Land Area. Further design review will be undertaken as part of the associated DP application review process. The list of rezoning considerations is included in Attachment 7 and has been agreed to by the applicant (signed concurrence on file).

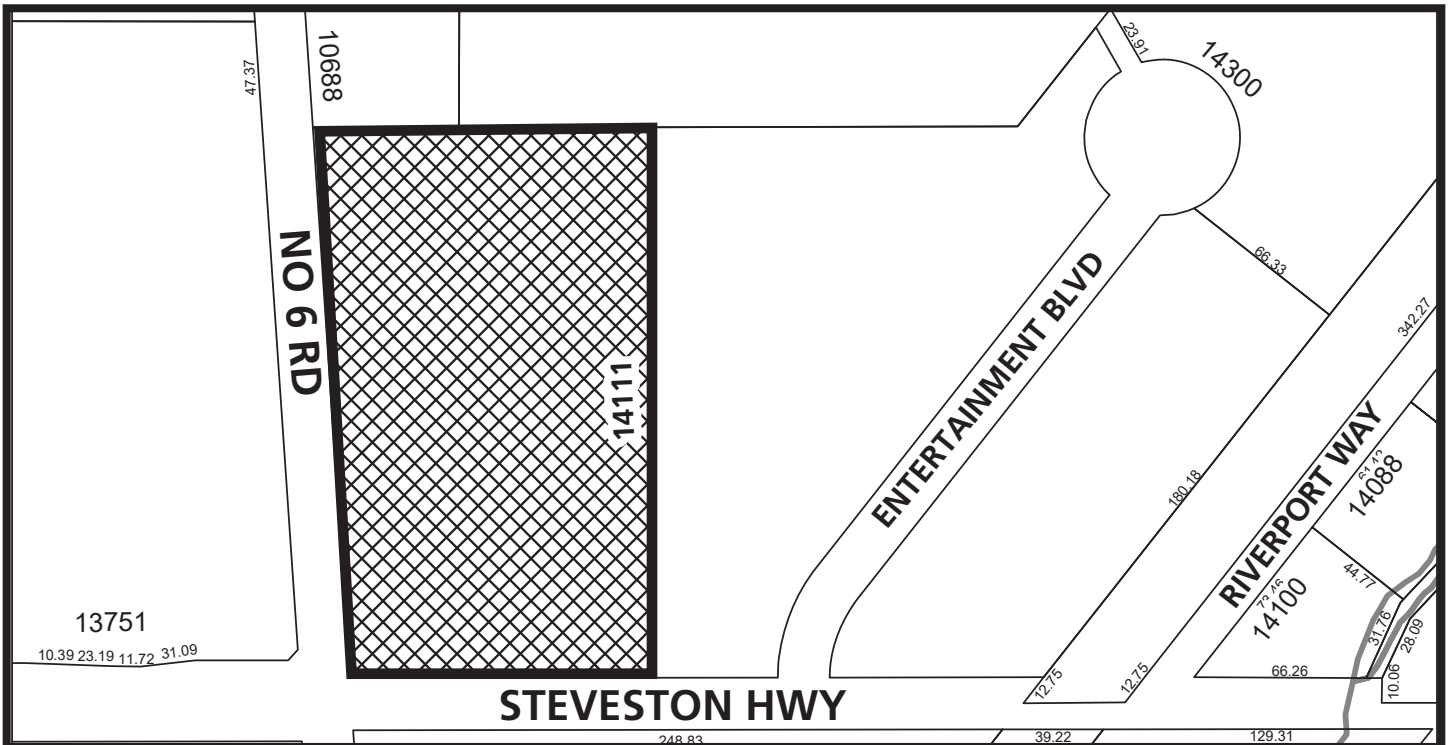
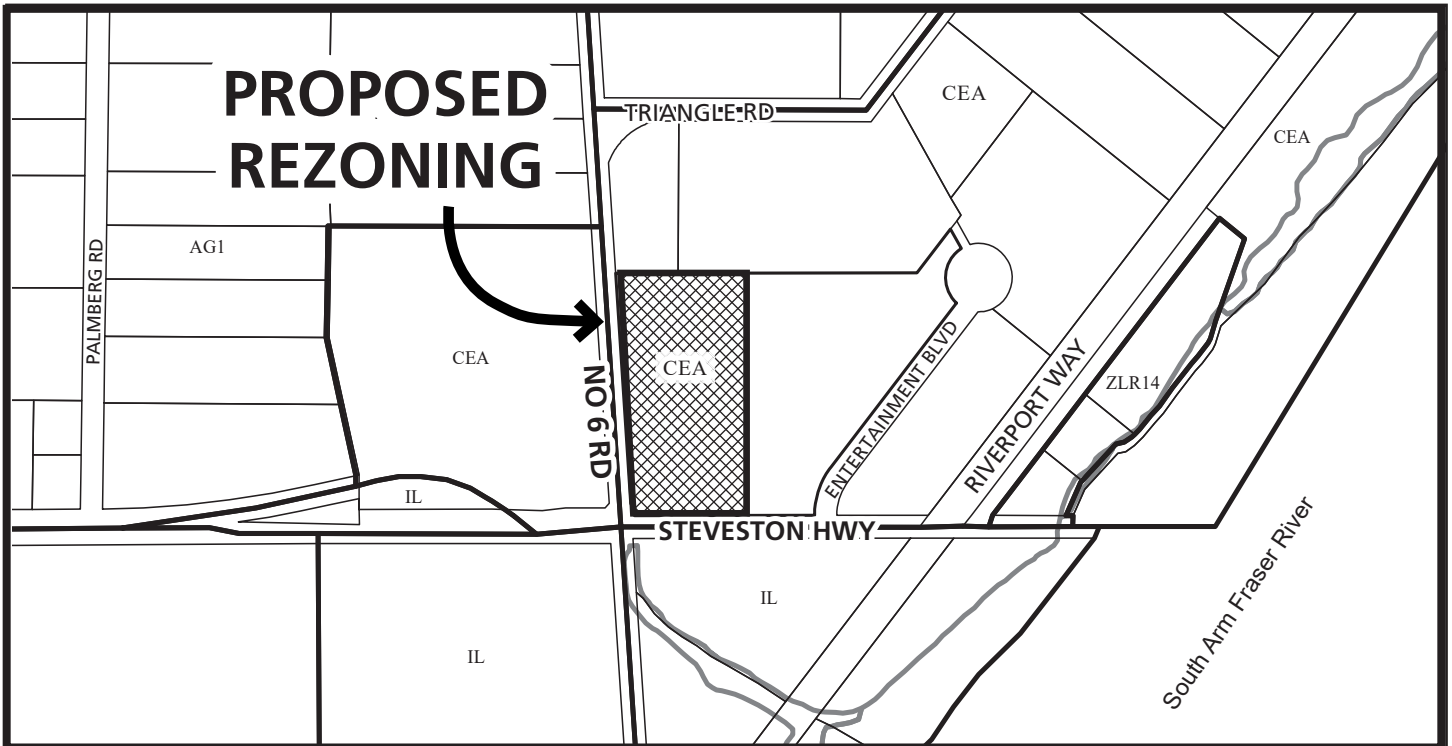
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10693 be introduced and given first reading.



Ashley Kwan
Planner I
(604-276-4173)

AK/js

- Att. 1: Location Map
 2: Conceptual Subdivision Plan
 3: Conceptual Development Plans
 4: Development Application Data Sheet
 5: Public Correspondence
 6: Tree Management Plan
 7: Rezoning Considerations



RZ 24-012103

Original date: 05/13/24

Revision Date: 07/02/25

Note: Dimensions are in METRES



City of
Richmond

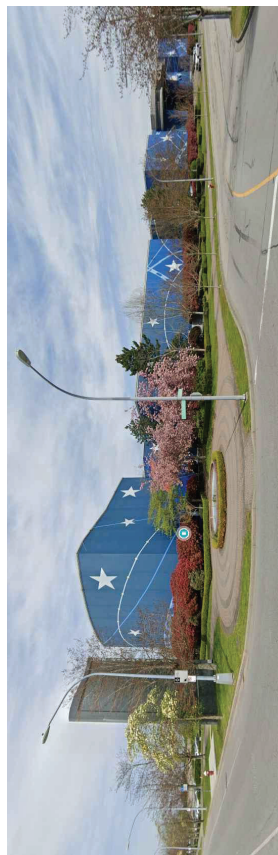


RZ 24-012103

Original date: 05/15/24
Revision Date: 07/02/25
Note: Dimensions are in METRES



CONTEXT PLAN
SCALE N.T.S.



VIEW OF THE EXISTING THEATRE FROM THE
CORNER OF ENTERTAINMENT BLVD & STEVESTON HWY
SCALE: N.T.S.
A-02



5 VIEW OF THE EXISTING THEATRE FROM PARKING LOT

CONTEXT PLAN LEGEND

-
- RESIDENTIAL USE
 - INDUSTRIAL USE
 - COMMERCIAL USE
 - AGRICULTURAL USE
 - GREEN SPACE
 - EXISTING ROAD NETWORK
 - BIKING PATH
 - WALKING TRAIL



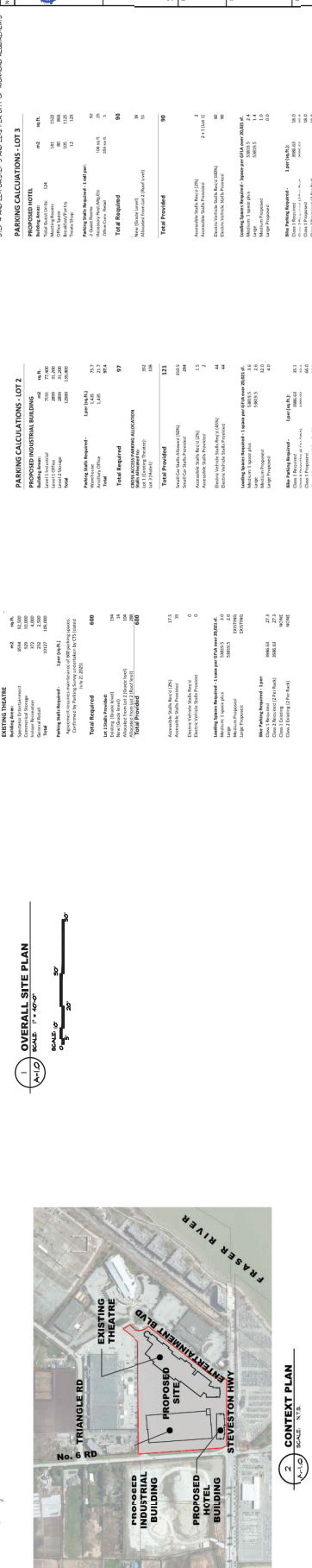
2
A-02
VIEW OF SITE FROM CORNER OF No. 6 RD & STEVESTON HWY
SCALE: N.T.S.



4 VIEW OF THE HOLIDAY INN TO THE NORTH
A-02 SCALE: N.T.S.



6
VIEW OF THE RICHMOND ICE CENTRE TO THE NORTH
SCALE: 1:5





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DATE: 01/15/2019
BY: J. HARRIS
CHECKED: J. HARRIS
APPROVED: J. HARRIS

PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT
DRAWING: ROOF PARKING PLAN

PROJECT MANAGER: J. HARRIS
CONTRACTOR: ORION CONSTRUCTION

100-18623 8th AVE
DENVER, CO 80202
PHONE: (303) 382-2894

PROJECT NO: 100-18623
DRAWING NO: 100-18623-01

DATE: 01/15/2019
BY: J. HARRIS
CHECKED: J. HARRIS
APPROVED: J. HARRIS

PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT
DRAWING: ROOF PARKING PLAN

PROJECT MANAGER: J. HARRIS
CONTRACTOR: ORION CONSTRUCTION

100-18623 8th AVE
DENVER, CO 80202
PHONE: (303) 382-2894

PROJECT NO: 100-18623
DRAWING NO: 100-18623-01

DATE: 01/15/2019
BY: J. HARRIS
CHECKED: J. HARRIS
APPROVED: J. HARRIS

PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT
DRAWING: ROOF PARKING PLAN

PROJECT MANAGER: J. HARRIS
CONTRACTOR: ORION CONSTRUCTION

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DENVER, CO 80202
PHONE: (303) 382-2894

PROJECT NO: 100-18623
DRAWING NO: 100-18623-01

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PROJECT MANAGER: J. HARRIS
CONTRACTOR: ORION CONSTRUCTION

100-18623 8th AVE
DENVER, CO 80202
PHONE: (303) 382-2894

PROJECT NO: 100-18623
DRAWING NO: 100-18623-01

DATE: 01/15/2019
BY: J. HARRIS
CHECKED: J. HARRIS
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PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT
DRAWING: ROOF PARKING PLAN

PROJECT MANAGER: J. HARRIS
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100-18623 8th AVE
DENVER, CO 80202
PHONE: (303) 382-2894

PROJECT NO: 100-18623
DRAWING NO: 100-18623-01

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PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT
DRAWING: ROOF PARKING PLAN

PROJECT MANAGER: J. HARRIS
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DENVER, CO 80202
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PROJECT NO: 100-18623
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PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT
DRAWING: ROOF PARKING PLAN

PROJECT MANAGER: J. HARRIS
CONTRACTOR: ORION CONSTRUCTION

100-18623 8th AVE
DENVER, CO 80202
PHONE: (303) 382-2894

PROJECT NO: 100-18623
DRAWING NO: 100-18623-01

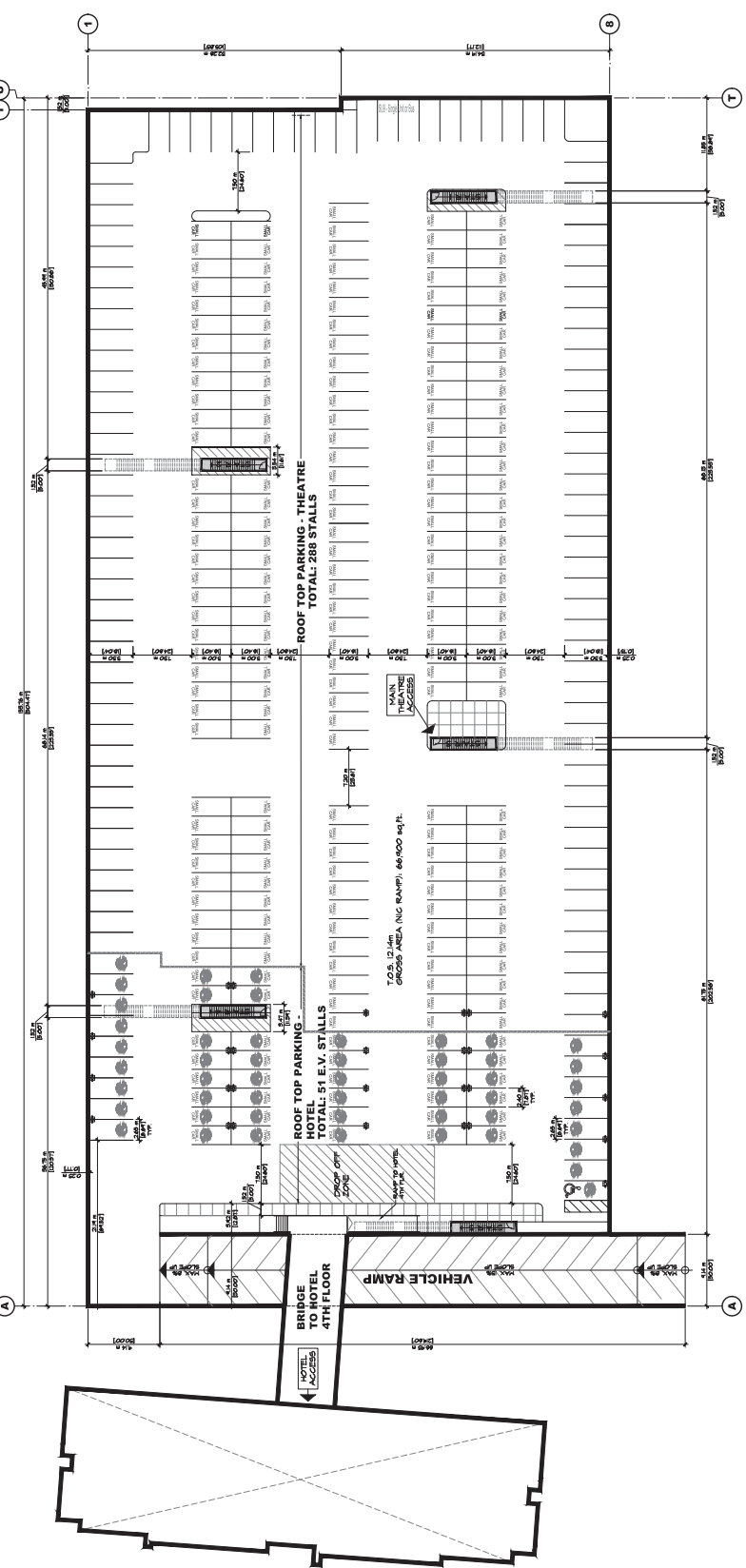
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BY: J. HARRIS
CHECKED: J. HARRIS
APPROVED: J. HARRIS

PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT
DRAWING: ROOF PARKING PLAN

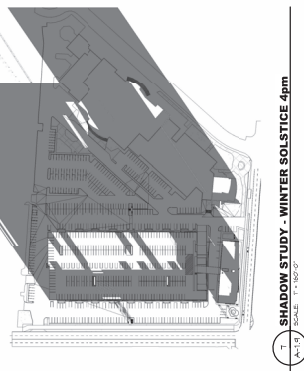
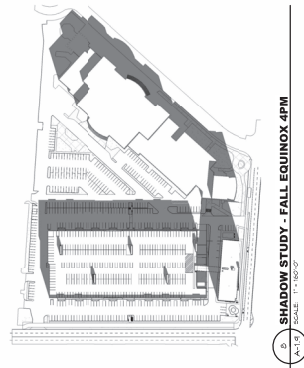
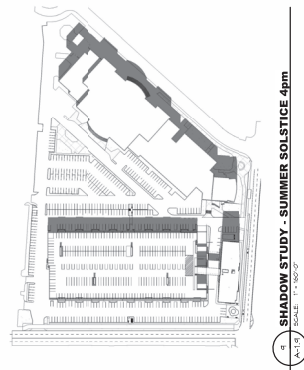
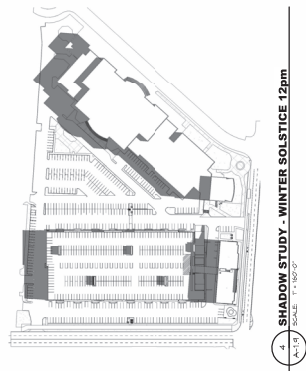
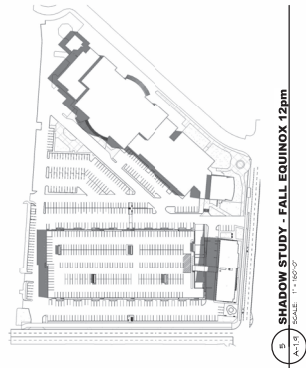
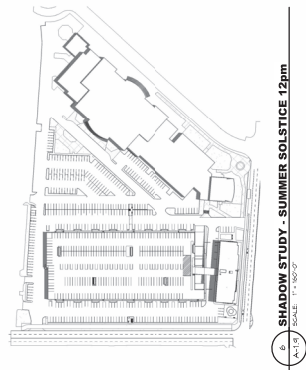
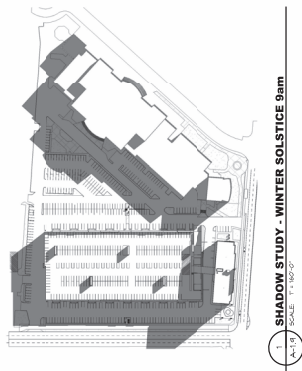
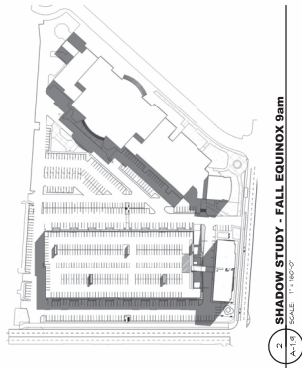
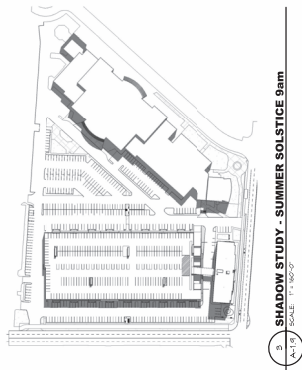
PROJECT MANAGER: J. HARRIS
CONTRACTOR: ORION CONSTRUCTION

100-18623 8th AVE
DENVER, CO 80202
PHONE: (303) 382-2894

PROJECT NO: 100-18623
DRAWING NO: 100-18623-01



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100	01/15/2019	CLIENT REVIEW



ARCHITECTURE PANEL INC.
ARCHITECTURE PANEL INC. 10000 100TH AVE. SUITE 100
BURNABY, BC V5A 1K6
TEL: (604) 291-1111
WWW.ARCHITECTUREPANEL.COM

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ORION CONSTRUCTION
ORION CONSTRUCTION
UNIT 105 10600 106A AVE
BURNABY, BC V5A 1K6
PHONE: (604) 292-2998

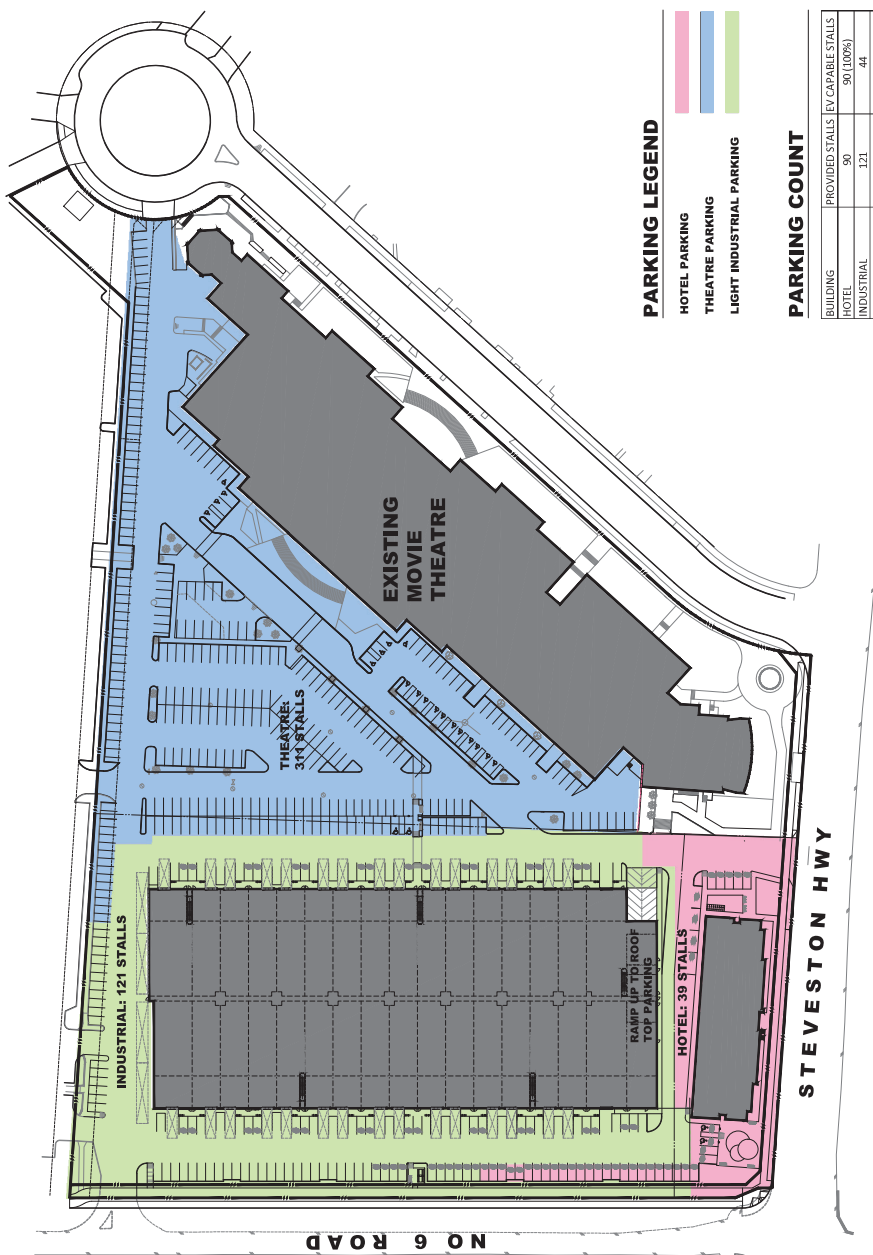
PROJECT MANAGER: CONTRACTORS

ENTERTAINMENT BLVD. REDEVELOPMENT

SHADOW STUDY

A-1.9

8



PARKING LEGEND

HOTEL PARKING

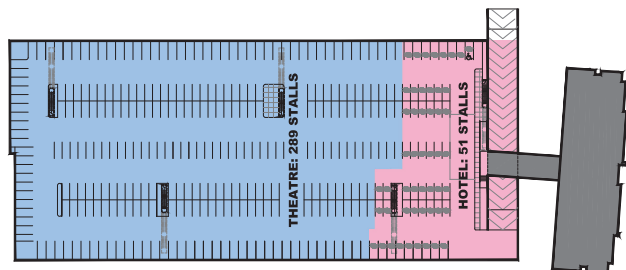
THEATRE PARKING

LIGHT INDUSTRIAL PARKING

PARKING COUNT

BUILDING	PROVIDED STALLS	EV CAPABLE STALLS
HOTEL	90	90 (100%)
INDUSTRIAL	121	44
MOVIE THEATRE	600	0
GRAND TOTAL	811	134

1 GROUND FLOOR PARKING
A-119 SCALE: 1" = 50'-0"

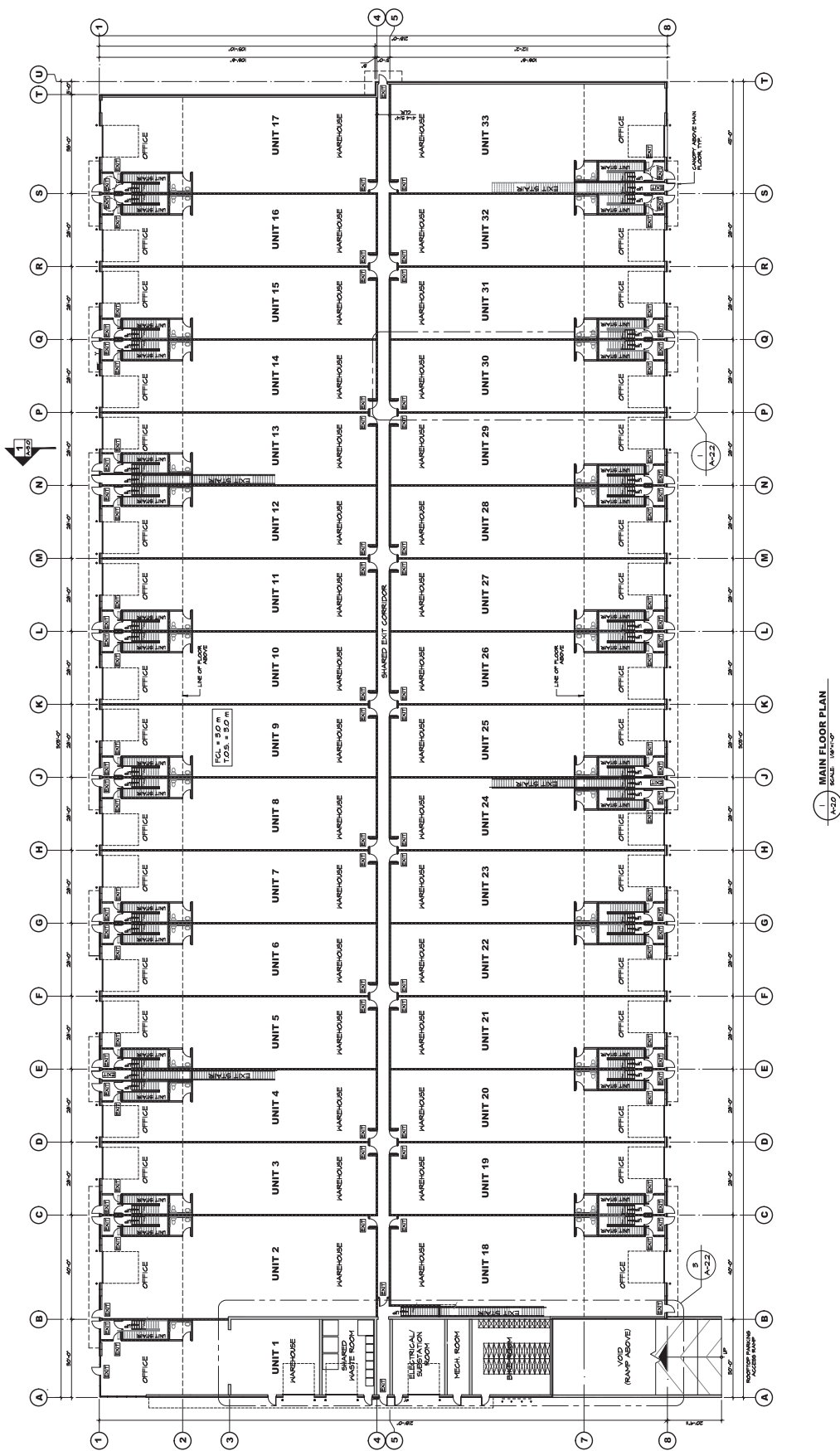


2 ROOF TOP PARKING
A-119 SCALE: 1" = 50'-0"



ARCHITECTURE PANEL INC.

THESE PLANS HAVE BEEN PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF THEY COMPLY WITH ALL CITY, STATE AND FEDERAL REQUIREMENTS. I AM A LICENSED ARCHITECT IN THE STATE OF CALIFORNIA, LICENSE NO. 12518. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THESE PLANS. I AM NOT RESPONSIBLE FOR ANY CONSTRUCTION DEFECTS OR OMISSIONS. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THESE PLANS. I AM NOT RESPONSIBLE FOR ANY CONSTRUCTION DEFECTS OR OMISSIONS.



1 MAIN FLOOR PLAN
A-2.0
SCALE: 1/8"=1'-0"

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ORION CONSTRUCTION
ORION CONSTRUCTION
11111 ENTERTAINMENT BLVD. SUITE 200
LOS ANGELES, CA 90022
PHONE: (866) 362-2984

ENTERTAINMENT BLVD
REDEVELOPMENT
INDUSTRIAL BUILDING
MAIN FLOOR PLAN

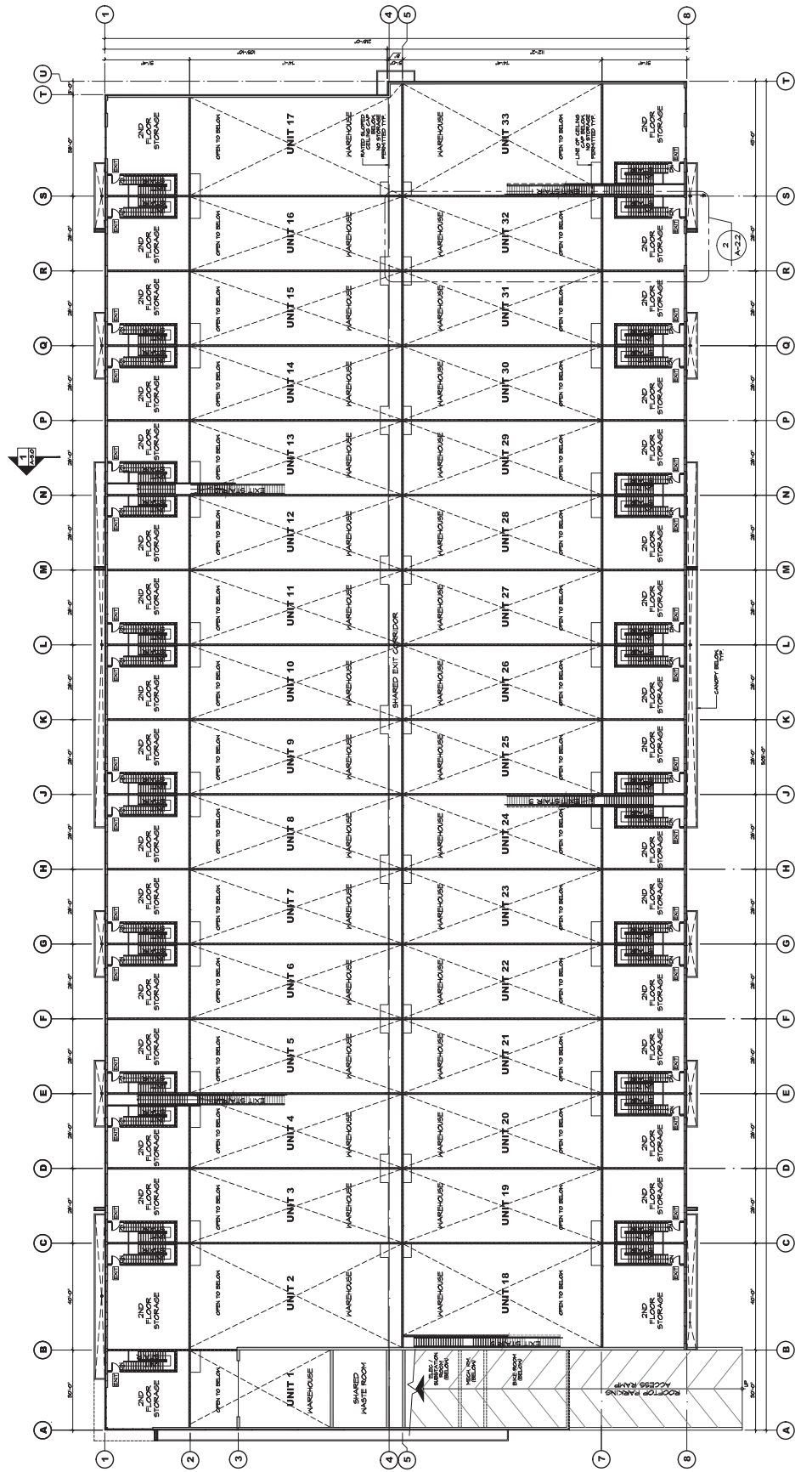
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BY	ARCHITECT
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DATE	10/1/20
BY	ARCHITECT
CHECKED	ARCHITECT
DATE	10/1/20

A-2.0 8



ARCHITECTURE PANEL 17
1700 10TH AVENUE, SUITE 100
DENVER, CO 80202
PHONE: (303) 733-1111
WWW.ARCHITECTUREPANEL17.COM

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2ND FLOOR PLAN
SCALE: 1/8" = 1'-0"

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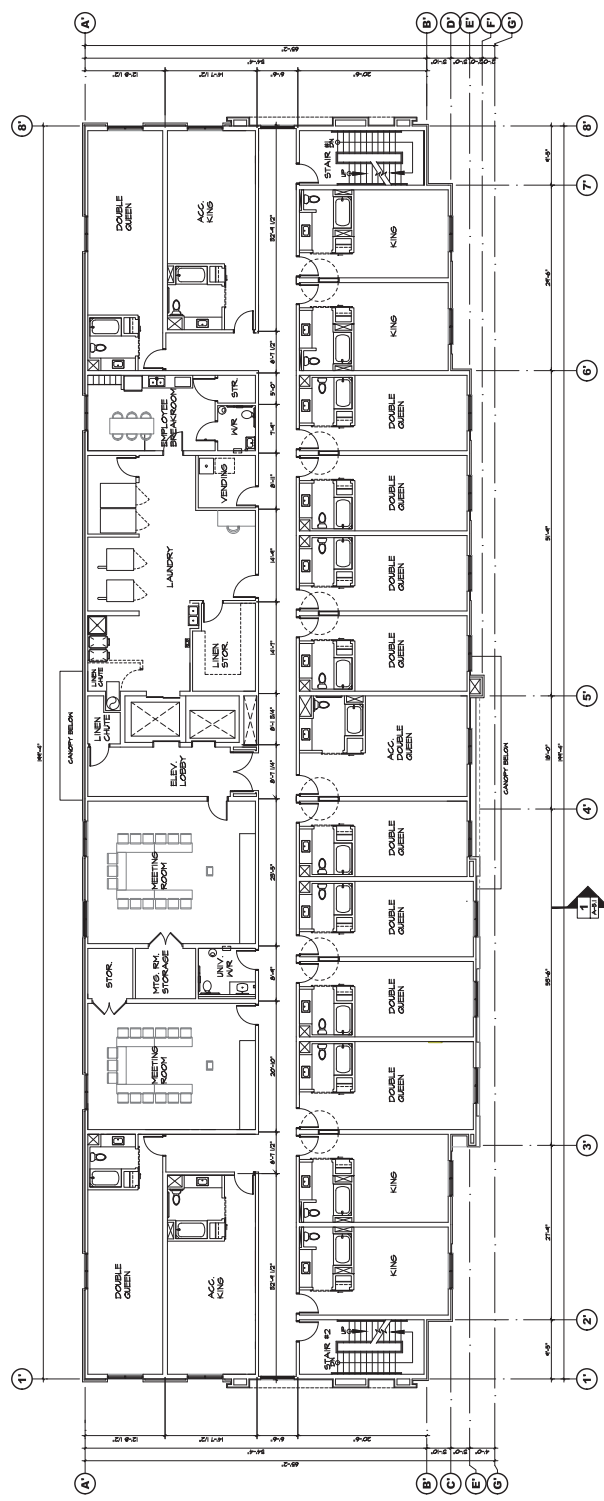
ORION
CONSTRUCTION
1000 10TH AVENUE, SUITE 100
DENVER, CO 80202
PHONE: (303) 733-1111

ENTERTAINMENT BLVD REDEVELOPMENT
INDUSTRIAL BUILDING
2ND FLOOR PLAN

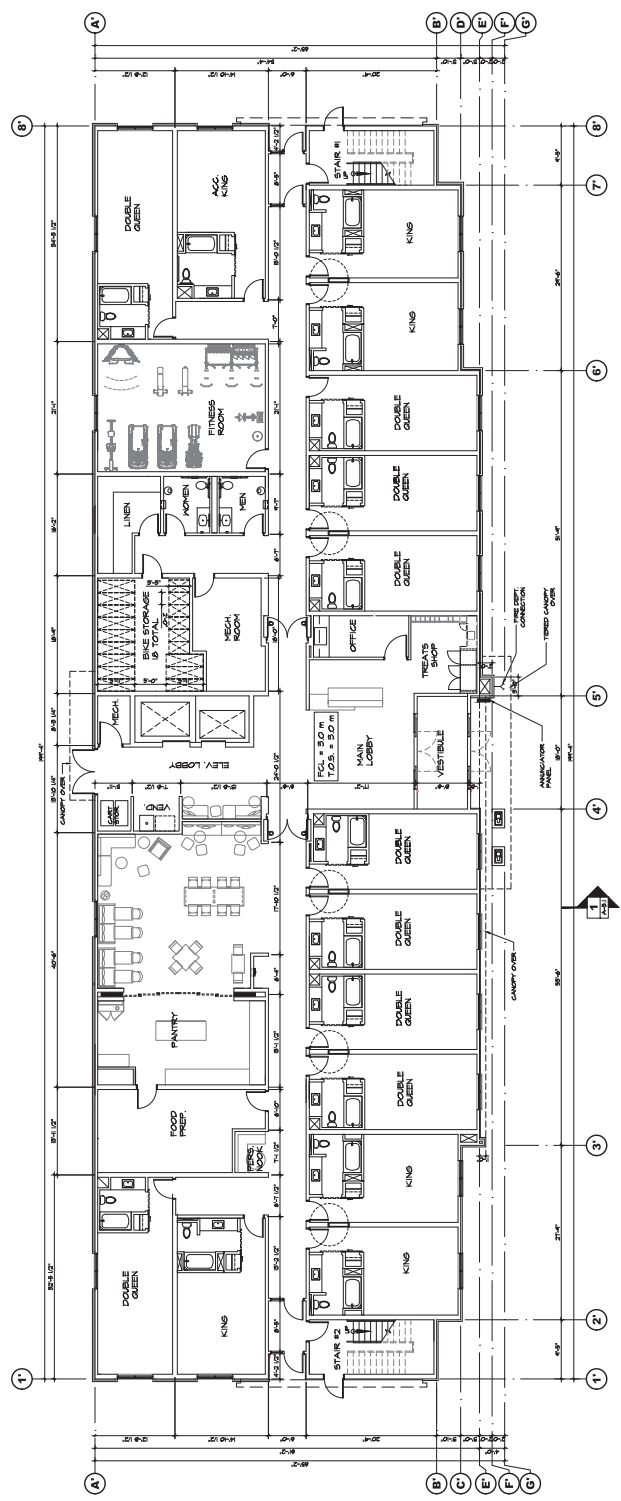
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HOTEL BUILDING
2ND FLOOR PLAN
A-2.3
SCALE: 1/8"=1'-0"



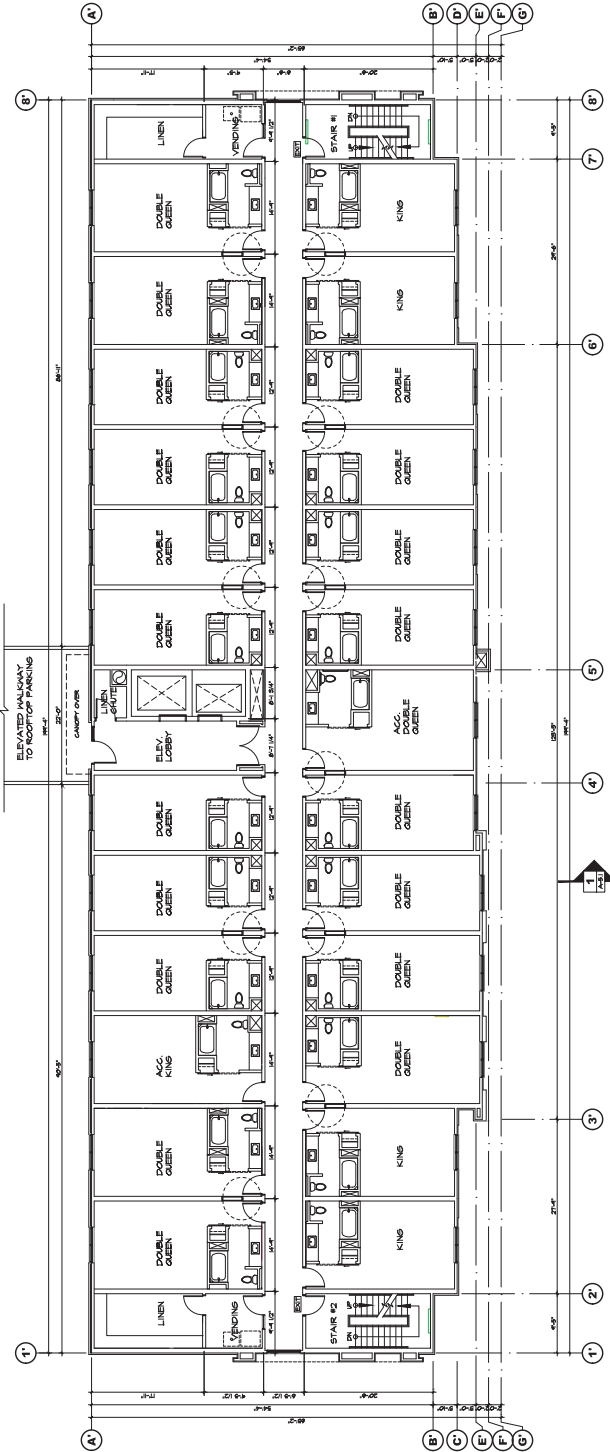
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A-2.3
SCALE: 1/8"=1'-0"

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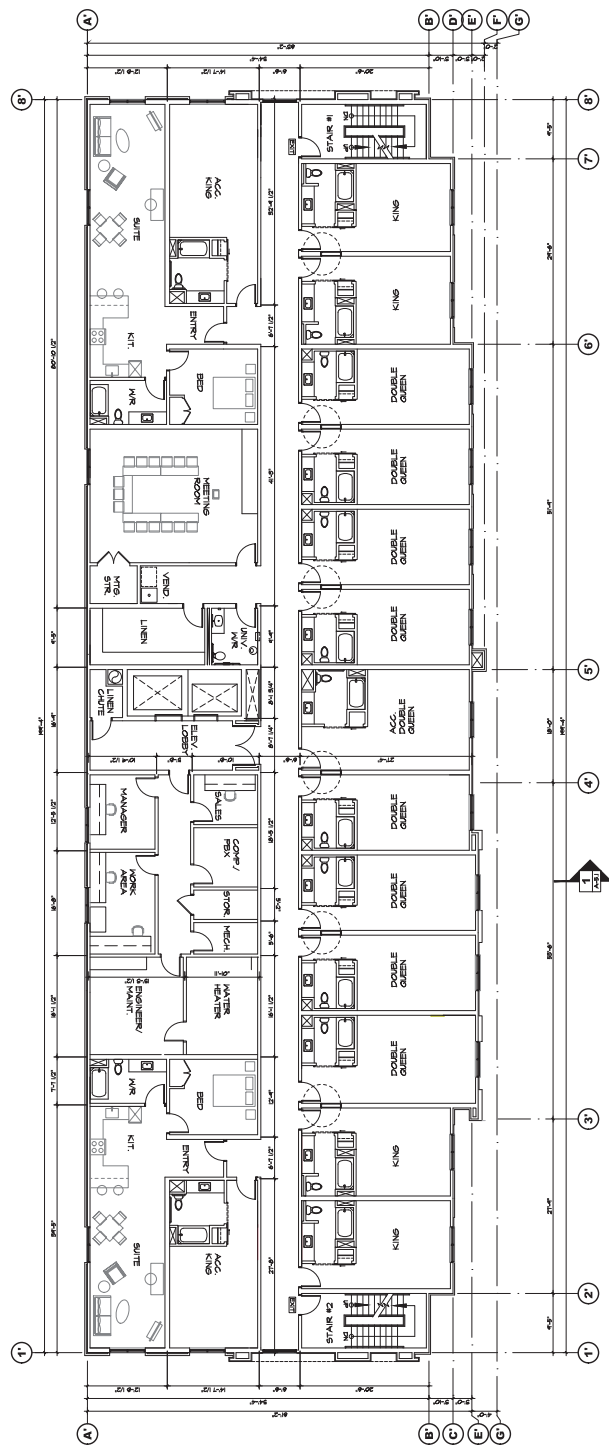
ORION CONSTRUCTION
ORION CONSTRUCTION
1111 ENTERTAINMENT BLVD. SUITE 200
LOS ANGELES, CA 90015
PHONE: (818) 362-2984

ENTERTAINMENT BLVD. REDEVELOPMENT
HOTEL BUILDING MAIN & 2ND FLOOR PLANS

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HOTEL BUILDING
4TH FLOOR PLAN
2
A-2.4



HOTEL BUILDING
3RD FLOOR PLAN
2
A-2.4



ARCHITECTURE PANEL INC.
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Phone: (206) 881-1111
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www.architecturepanel.com

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ENTERTAINMENT BLVD
REDEVELOPMENT
HOTEL BUILDING
3RD & 4TH FLOOR
PLANS

PROJECT NUMBER	100-1000
PROJECT NAME	ENTERTAINMENT BLVD REDEVELOPMENT
PROJECT LOCATION	100-1000 100th Ave NE, Redmond, WA 98073
PROJECT OWNER	ORION CONSTRUCTION
PROJECT ARCHITECT	ARCHITECTURE PANEL INC.
PROJECT ENGINEER	ORION CONSTRUCTION
PROJECT DATE	10/1/2010
PROJECT SCALE	1/8" = 1'-0"
PROJECT SHEET	A-2.4
PROJECT TOTAL SHEETS	8



ARCHITECTURE PANEL INC.
11111 ENTERTAINMENT BLVD. SUITE 200
LOS ANGELES, CA 90065
TEL: (310) 555-1234
FAX: (310) 555-5678
WWW.ARCHITECTUREPANEL.COM

PROJECT INFORMATION
PROJECT NO. 10000000000000000000
PROJECT NAME: HOTEL BUILDING 5TH & 6TH FLOOR PLANS
PROJECT LOCATION: 11111 ENTERTAINMENT BLVD. SUITE 200, LOS ANGELES, CA 90065
PROJECT OWNER: ORION CONSTRUCTION
PROJECT ARCHITECT: ARCHITECTURE PANEL INC.
PROJECT ENGINEER: ORION CONSTRUCTION
PROJECT DATE: 01/15/2020

PROJECT TEAM
PROJECT OWNER: ORION CONSTRUCTION
PROJECT ARCHITECT: ARCHITECTURE PANEL INC.
PROJECT ENGINEER: ORION CONSTRUCTION
PROJECT DATE: 01/15/2020

PROJECT DESCRIPTION
PROJECT NAME: HOTEL BUILDING 5TH & 6TH FLOOR PLANS
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PROJECT ARCHITECT: ARCHITECTURE PANEL INC.
PROJECT ENGINEER: ORION CONSTRUCTION
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PROJECT ENGINEER: ORION CONSTRUCTION
PROJECT DATE: 01/15/2020

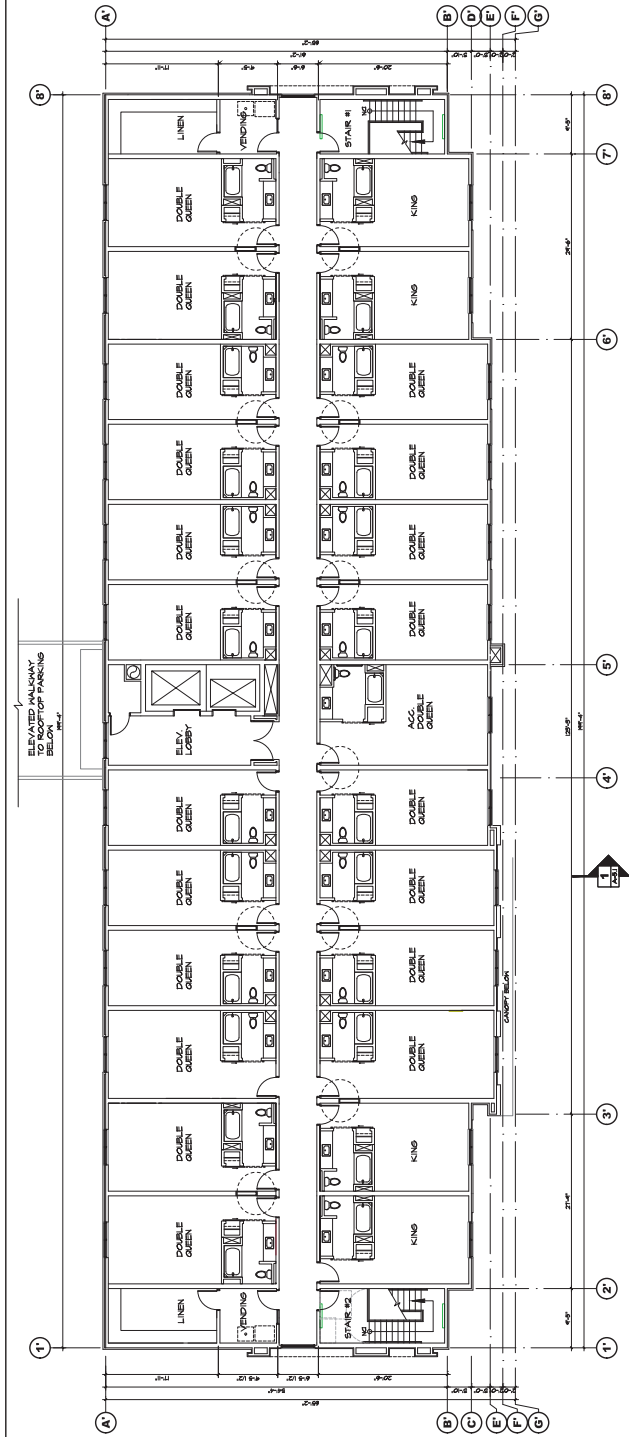
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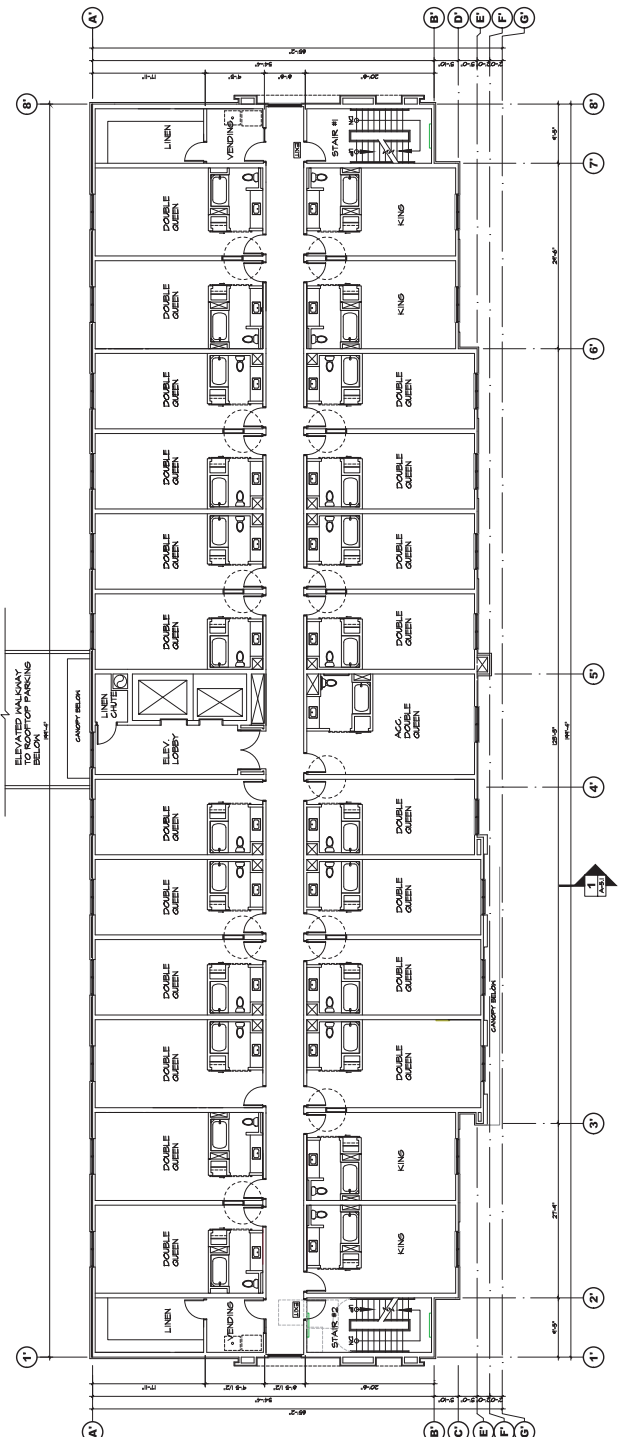
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HOTEL BUILDING 5TH FLOOR PLAN
SCALE: 1/8"=1'-0"

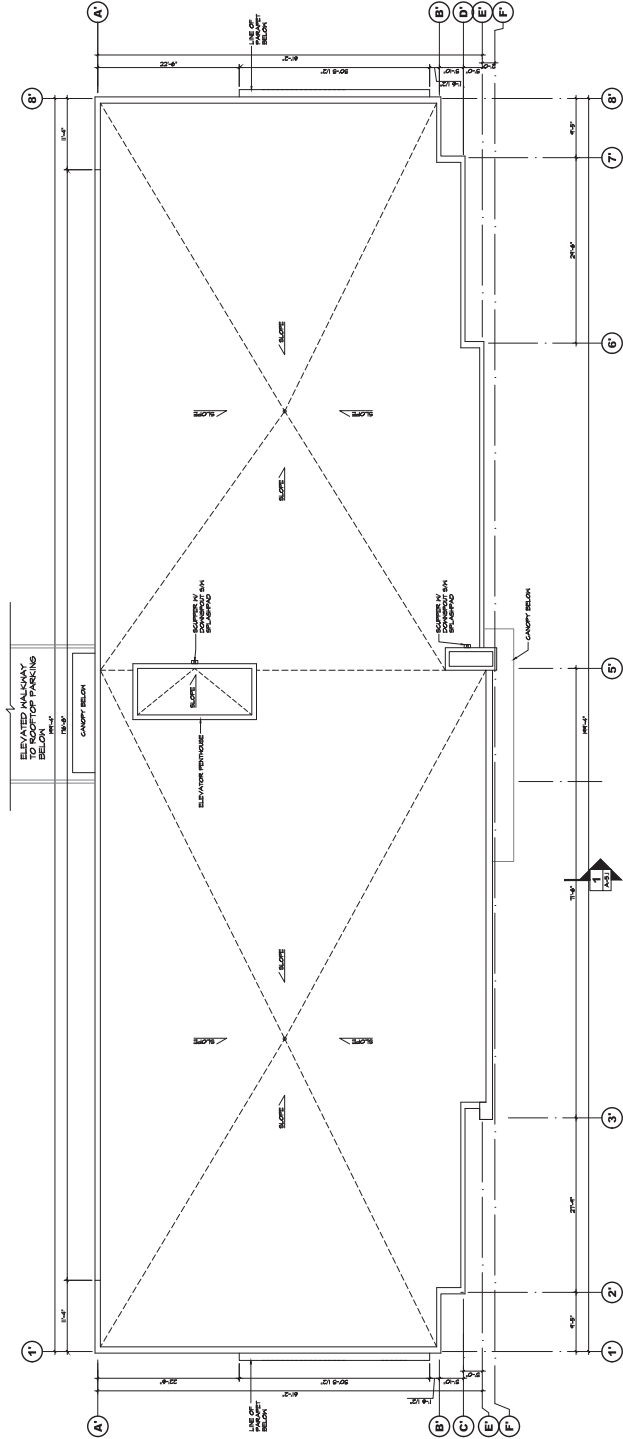


HOTEL BUILDING 5TH FLOOR PLAN
SCALE: 1/8"=1'-0"



ARCHITECTURE PANEL, INC.
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HOTEL BUILDING
ROOF PLAN
SCALE: 1/8"=1'-0"

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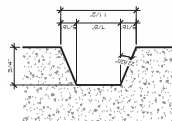
ENTERTAINMENT BLVD REDEVELOPMENT
HOTEL BUILDING
ROOF PLAN

DESIGNED BY	ARCHITECTURE PANEL, INC.
DRAWN BY	ARCHITECTURE PANEL, INC.
CHECKED BY	ARCHITECTURE PANEL, INC.
DATE	JAN 20 13
PROJECT NUMBER	A-3.1
REVISION	9

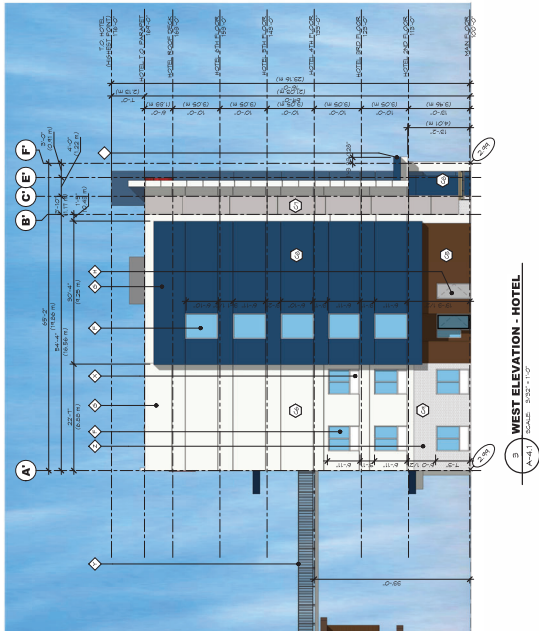
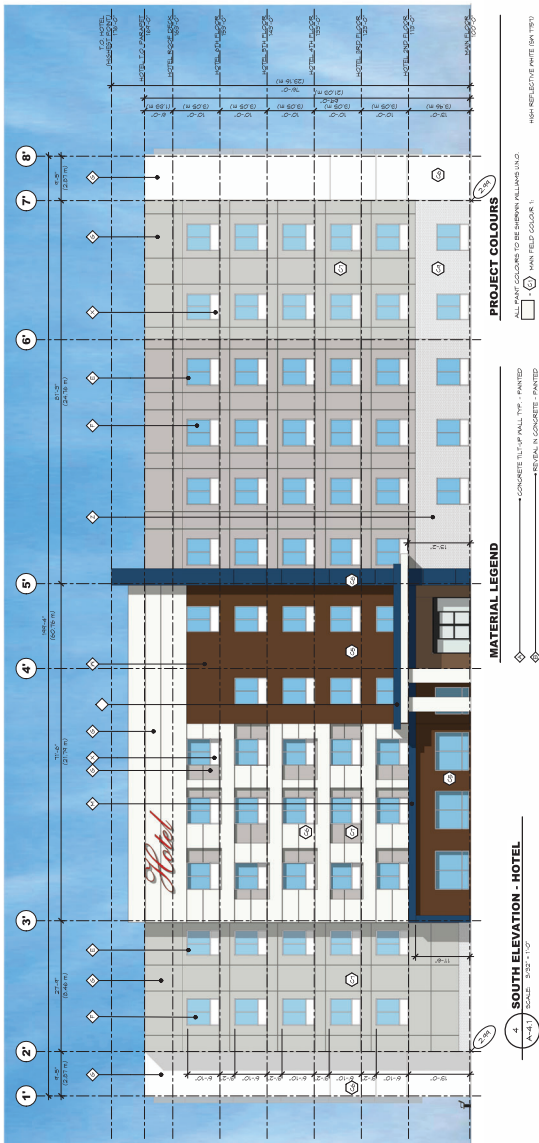


1	CONCRETE TYPED WALL TYPE 1	PAINTED
2	4" REIN IN CONCRETE	JOINT
3	1" PANEL JOINT	
4	PRE-FINISHED METAL, CAP FLASHING	
5	STRENGTHENED PLANKS PAINTED ALUMINUM	
6	STRENGTHENED GLASS - CLEAR	
7	8"X8 WALL SYSTEM	
8	STEEL HANDICAPED	PAINTED
9	STEEL SECTION, OVERHEAD DOORS	
10	ALUMINUM HANDICAPED WITH SLABS PANELS	
11	LIGHT FLOORING - SEE ELECTRICAL DWGS	
12	NO. 40 IN. DIAM. GASKET GLASSING	
13	SPANDREL GLASSING (SCHEDULE TO MATCH EXIST. PANELS)	
14	STEEL BOLTED	PAINTED
15	CONCRETE AND NOSE	PAINTED
16	GLASS PAINTED PANELS	PAINTED ALUMINUM
17	GLASS PAINTED SLABS	CLEAR
18	UNLOADED SPLIT	
19	STEEL SECTION, OVERHEAD DOORS WITH VISION PANELS	
20	UNLOADED BEAMS	
21	UNLOADED GROUND FOR ALL JOINTS	
22	PAINTED METAL, HANDICAPED	
23	BRICK, EXTERIOR	

NOTES: 1. THE WALLS AND DOORS SHOWN ON THIS DRAWING ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS AND DETAILS SHOWN ON THE DRAWING. 2. THE WALLS AND DOORS SHOWN ON THIS DRAWING ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS AND DETAILS SHOWN ON THE DRAWING. 3. THE WALLS AND DOORS SHOWN ON THIS DRAWING ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS AND DETAILS SHOWN ON THE DRAWING.

[illegible]

5 TYP. REVEAL DETAIL
A-4.0 SCALE: 1/2" = 1'-0"





RZ 24-012103

Attachment 4

Address: 14111 Entertainment Boulevard

Applicant: Orion Construction

Planning Area(s): Fraser Land

	Existing	Proposed
Owner:	14111 Entertainment Blvd. Investments Ltd.	No Change
Site Size (m²):	50,900m² (547,883 ft²)	Lot 1: 26,640 m² (286,755 ft²) Lot 2: 19,699 m² (212,037 ft²) Lot 3: 3,052 m² (32,847 ft²) Total: 49,391 m² (531,639.00 ft²)
Land Uses:	Commercial	Commercial, Light Industrial, and Hotel
OCP Designation:	Commercial	No Change
Area Plan Designation:	Commercial	No Change
Zoning (Lot 1)	Entertainment & Athletics (CEA)	No Change
Zoning (Lots 2 & 3):	Entertainment & Athletics (CEA)	Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.7 2.3 for Hotels	Lot 2: 0.65 Lot 3 (hotel): 2.22	none permitted
Buildable Floor Area:*	Lot 2: 13,789 m² (148,426 ft²) Lot 3: 7,019 m² (75,548 ft²)	Lot 2: 12,988 m² (139,800 ft²) Lot 3: 6,760 m² (72,760 ft²)	none permitted
Building Coverage (% of lot area):	52%	Lot 2: 51.2% Lot 3: 36.6%	none
Setbacks (m):	Front: Min. 3.0 m Exterior Side: Min. 3.0 m Hotels may be located within the front yard but must be located within 2.0 m and 19.0 m of the front lot line	Lot 2 Front: 23 m Lot 3 Front: 2.0 m Ext Side: 19 m	none
Height (m):	Max. 12.5 m Hotel Max. 24 m (6 storeys)	Lot 2: 12.5 m Lot 3: 23.2 m	none
Total Off-street Parking Spaces:	Lot 1: 877 Lot 2: 97 Lot 3: 90	Lot 1, 2, & 3: 600 Lot 2: 121 Lot 3: 90	Lot 1: Variance Requested
Bicycle Parking Spaces	Lot 2 Class 1: 36 & Class 2: 36 Lot 3 Class 1: 18 & Class 2: 18	Lot 2 Class 1: 39 & Class 2: 66 Lot 3 Class 1: 18 & Class 2: 18	None

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Kwan, Ashley

From: Kwan, Ashley
Sent: June 26, 2025 2:24 PM
To: Martha [REDACTED]
Subject: RE: Development Permit Application No. DP 24-012103 & 24-012108

Hi Martha,

Thank you for your patience, please see the response from the applicant and their traffic engineer below:

Dear Resident,

Thank you for your transportation and construction related comments concerning the proposed development at 14111 Entertainment Boulevard.

For accuracy, Steveston Highway is a four-lane arterial road connecting the proposed development at 14111 Entertainment Boulevard and Highway 99 where there are safety and capacity improvements to the interchange, underway. Steveston Highway only narrows to two lanes to the east of the proposed development at Entertainment Boulevard. Given 14000 Riverport Way is to the east of the proposed development at 14111 Entertainment Boulevard and forms a dead-end road, no development related traffic is expected on or near the intersection of Steveston Way and your point of access at Riverport Way. Your point of access will therefore remain unencumbered by any development related traffic.

Also, a requirement of this application was the submission of a Traffic Impact Study which included an analysis of the operation of three intersections along Steveston Highway i.e. Entertainment Boulevard, site point of access and No. 6 Road, adjacent to the proposed development at 14111 Entertainment Boulevard. All analyses were very favourable, producing Levels of Service A (Excellent) for the current operational condition and all future operational conditions. Traffic flow through these intersections and along Steveston Highway is therefore expected to remain acceptable.

Lastly, while one should reasonably expect some noise during daytime construction of the proposed development at 14111 Entertainment Boulevard, the final uses i.e. hotel and light industrial park, are expected to operate within normal business hours and generate little to no noise outside normal business hours.

Kindly,

Brent [REDACTED]

Dear Resident,

Further to these comments, I will add that our development aims to improve pedestrian and active transportation in the area with the provision of wide sidewalks, multi-use pathways, and pedestrian infrastructure like crosswalks. To improve traffic flow in the area, our developer is making large roadway dedications on both frontages, and we will not be impeding any of the existing entranceways to the site during or post-construction.

The development and consulting team have been working collaboratively with Planning and Engineering staff at the City of Richmond to get to this point. While we understand the commenter's concerns, we feel

we have addressed any perceived issues. We are confident the residents of the area can expect a development that gently adds to the vibrancy of their neighbourhood without causing transportation issues or crowding.

Jeremy [REDACTED]

Martha, if you have any further concerns with regards to this development, please let me know and I would be happy to continue to work with the applicant to address your concerns.

Best Regards,

Ashley Kwan | Planner 1, Development Applications

City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1

From: Martha [REDACTED]

Sent: July 5, 2024 12:54 PM

To: Kwan, Ashley <AKwan1@richmond.ca>

Subject: Re: Development Permit Application No. DP 24-012103 & 24-012108

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Dear Ashley,

THANK YOU SO MUCH!!!!

I wasn't sure if my voice would be heard. Your outline of next steps in the process is so helpful and appreciated.

With gratitude,

-Martha [REDACTED]

On Fri, Jul 5, 2024, 10:43 a.m. Kwan, Ashley <AKwan1@richmond.ca> wrote:

Hello Martha,

Thank you for your email. I will review your correspondence thoroughly and ensure that the applicant is address your outlined concerns for traffic, safety, and emergency vehicle access. This application is in its early stages of the rezoning review process and in circulation with staff. The current proposed uses are consistent with the OCP land use designations.

Through the review process, several departments including Richmond Fire Rescue and Transportation will be reviewing the proposal, your concerns regarding traffic, congestion, and emergency vehicle access will all be

considered and reviewed. The applicant will have to address all staff comments and I will provide a summarized version of your comments to them to address as well. If you have any additional concerns, please do not hesitate to email me as this is the best time to address them all before the project progresses any further.

I will request the applicant to provide a response letter but this may take several months. Your email has been saved to the project file and will form part of the public record for the application when it moves forward to Planning Committee on a future date.

Kind Regards,

Ashley Kwan | Planner 1, Development Applications

City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1

From: Martha [REDACTED]
Sent: July 3, 2024 12:48 PM
To: DevApps <DevApps@richmond.ca>
Subject: Development Permit Application No. DP 24-012103 & 24-012108

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To: Richmond City Hall Planning and Development Department

I am writing to submit my input regarding these 2 development applications targeting 14111 Entertainment Boulevard in East Richmond.

As one of many ordinary hard working tax paying citizens and residents at 14000 Riverport Way, I am adamantly against both the rezoning and development of 14111 Entertainment Boulevard.

24-012103 14111 Entertainment Boulevard Rezoning Develop a 33 unit 2-storey light industrial building and a 6-story hotel

My reasons for voting strongly against allowing these permits are as follows:

If you will come to this area and have a drive around, you will see that the targeted location is at the end of Steveston Hwy which - once you cross over Hwy 99 - is simply a one lane road each way that leads to a dead end where a large community of residents are located in Riverport Flats.

There is NO infrastructure for handling the resulting traffic and infringing physical imposition that would come from this development.

Already, every day between 6 - 9am and 2 - 6pm, we are essentially trapped in the area by commuters (including us) going to work, school, and other destinations because there is only one small road of one lane in and one lane out. Commuters heading towards the city of Richmond, Delta, Vancouver, Surrey, etc. are painfully backed up down this one single road.

There is no feasible way to manage the additional ensuing traffic congestion that would result from the development of a 33-unit building and 6-story hotel. WE WOULD NOT BE ABLE TO GET IN AND OUT of our street. We would not be able to get home, or to the hospital, or pick up our children from school, or take care of our elderly family members, or even get food, because we will not be able to get around the blockage resulting from building this development.

In addition, the complex around SiverCity Riverport provides a haven for children and the elderly. There is a swimming complex, hockey rinks and entertainment complex that have been regularly frequented by the elderly, small children, teenagers, and families for decades. This is one of the most important places for them to come and play freely and engage in sports and multiple other activities without feeling crowded in by the city, and without having to worry about the traffic and crime that is choking other communities.

Should there be an emergency of any kind, it would likely be impossible for fire trucks, ambulances, police, etc. to get to the area - not just Riverport Flats but the entire

entertainment complex - because it would be choked off having only a single small road in and out - especially during the long period it would take to build the development.

There are public buses - including community buses for the elderly and physically disabled - that come in and out of this area as well. These would also be unable to maneuver around the ensuing roadblocks that would result from the development which would have a huge impact on those who rely on this transportation.

If this development were to be built, it would shut down access to all of the other businesses and entertainment areas frequented by young people and the elderly, would create an unsightly structure in an area that right now is a pleasure to be frequented by the local community, and it would completely immobilize the residents at Riverport Flats preventing us from having access to our jobs, schools, families, etc.

Please, do not approve these development permits.

Respectfully,

Martha [REDACTED]
[REDACTED]
[REDACTED]

Kwan, Ashley

From: Kwan, Ashley
Sent: July 2, 2025 2:40 PM
To: Ishtar [REDACTED]
Cc: Emtias [REDACTED] Kwan, Ashley
Subject: RE: Confirmation of Contact Information
Attachments: Concept Plan Sample - 14111 Entertainment Blvd.pdf

Hello Ishtar,

Thank you for your email. I've forwarded to the applicant to address they have provided the information below in **black**. Please also see my responses below:

- The development is required to meet the parking regulations set out in the zoning bylaw and provide the required amount of parking spaces on-site. Staff can work with the developer to provide signage on site to inform drivers of suitable places to park.
- Prior to rezoning bylaw adoption, the developer will be required to provide a parking management plan for staff review. As part of the Building Permit process, the developer is required to submit a Construction Traffic Management Plan, which must be approved by the Transportation department to address access, parking, and traffic impacts.
- A shadow study has been provided by the applicant indicating minimal impacts to your property.
- The applicant will continue to be required to provide cross access for your property.

Please also see attached for a preliminary site plan and renderings. Please note that these are subject to change throughout the Development Permit review process.

With regards to the intersection at No 6 and Triangle, that crossing does not fall within the scope of the subject site. However, frontage improvements including multiuse paths and boulevards, in addition to frontage intersection and bicycle lane improvements are proposed as part of the rezoning and development of 14111 Entertainment Blvd.

From the applicant:

Parking Availability: *Our property features an abundance of parking for movie goers currently, and this is the first we are hearing about Cineplex's customers using any neighbouring properties for parking. Even during large movie releases our patrons only park on our lot. We have seen ice rink and Holiday Inn patrons use our parking on rare occasions like tournaments but not the other way around. During construction, theatre patrons will have stalls on site available to them. The development will also likely be phased so that there will always be some parking available at the western lot that is unaffected by construction. We have ample time to work out construction phasing and parking plans and will seek City of Richmond staff input on their development to minimize impacts on neighbours and theatre operations. When the project is complete, there will be easily accessible rooftop parking for movie-goers and hotel guests/staff, and those visiting and working at the industrial units will have ample parking at the ground level. We are confident there will be no parking issues experienced with this development.*

Noise: *The proposed new development on the existing site will replace the existing parking lot currently functioning as part of the theatre. There are no current issues with noise or light, and we do not expect there to be any issues post-construction. The rooftop parking access ramp has been relocated from the north side of the proposed building to the south side thus reducing the potential for noise on the adjacent hotel. The majority of the proposed parking, both surface and rooftop, closest in proximity to the adjacent hotel will be of similar volume, time and type as the current parking because no new demand for parking for the Theatre has been introduced. The addition of the new uses adjacent to the hotel will operate within*

the City of Richmond zoning bylaws for sound transmission and will typically operate during normal business hours (8:00 am - 5:00 pm on weekdays) which would have minimal impact on hotel patrons at night when they are sleeping

Traffic Management: *Construction vehicles are expected to be handled on site within the construction zone. Construction vehicles will not be impeding stalls used by movie-goers nor will they park on adjacent lots without prior permission.*

Shadowing: *The provided Shadow Study (drawing A-1.9) illustrates the anticipated impact on the adjacent hotel. For most of the year there will be no shadows cast off-site with minimal shadows extending on to the hotel property in the winter months during the morning and late afternoon, see details 1,4 & 7 on drawings A-1.9. The existing hotel and the proposed new two-storey industrial building will be approximately 40m apart which will still allow for ample natural light and ventilation. The proposed industrial building is sited so that it only “overlaps” for approximately half of the hotel frontage. Therefore, there will be minimal impact on views.*

Please let me know if you have any additional concerns. Staff will continue to work with the applicant to address them in the rezoning and development permit processes.

Kind Regards,

Ashley Kwan | Planner 1, Development Applications
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: (604) 276-4173 **Email:** akwan1@richmond.ca

From: Ishtar [REDACTED]
Sent: June 19, 2025 3:26 PM
To: Kwan, Ashley <AKwan1@richmond.ca>
Cc: Emtias [REDACTED]
Subject: Re: Confirmation of Contact Information

You don't often get email from [REDACTED]. [Learn why this is important](#)

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe..

Good Morning Ashley,

Thank you again for making time to speak with me, I greatly appreciate it.

Per our conversation, we own the **Holiday Inn Express & Suites Riverport** in the complex and wanted to obtain information about *the development proposed at 11114 Entertainment Blvd.* We discussed their proposal for a 6-storey hotel with a 2-storey light industrial building with parking above.

We wanted to reach out regarding concerns about this application, please see below:

Parking Availability: The complex struggles with parking during movie releases and sporting tournaments. Patrons often stay on our and other lots. We are concerned about how parking will be handled during construction and after the buildings are built.

Noise: With an elevated parking lot above a 2-storey structure, we are worried about the amount of noise and light being produced by the ramp and vehicles reaching the elevated lot at all hours.

Traffic Management: Concerned about how parking for construction workers will be managed during construction given the limited availability of parking.

Shadowing: Our guest(s) have a view from the top floor(s) and we are uneasy that view cones and natural light will be blocked.

Off Site Work: We had heard that the City had a plan for traffic lights at No. 6 Road and Triangle Road. This is much needed with the growing demand. Would this be considered as part of the plan? The 2 lane is already backed up on Steveston road, the added development together with the new bridge will require more lanes. Is the City of Richmond planning more lanes from the complex to the highway intersection? Will this upgrade be provided by the developer?

Lastly, you had mentioned being able to share some renderings and a site plan for the new development. Can you share this with us?

Looking forward to hearing from you.

All the best,

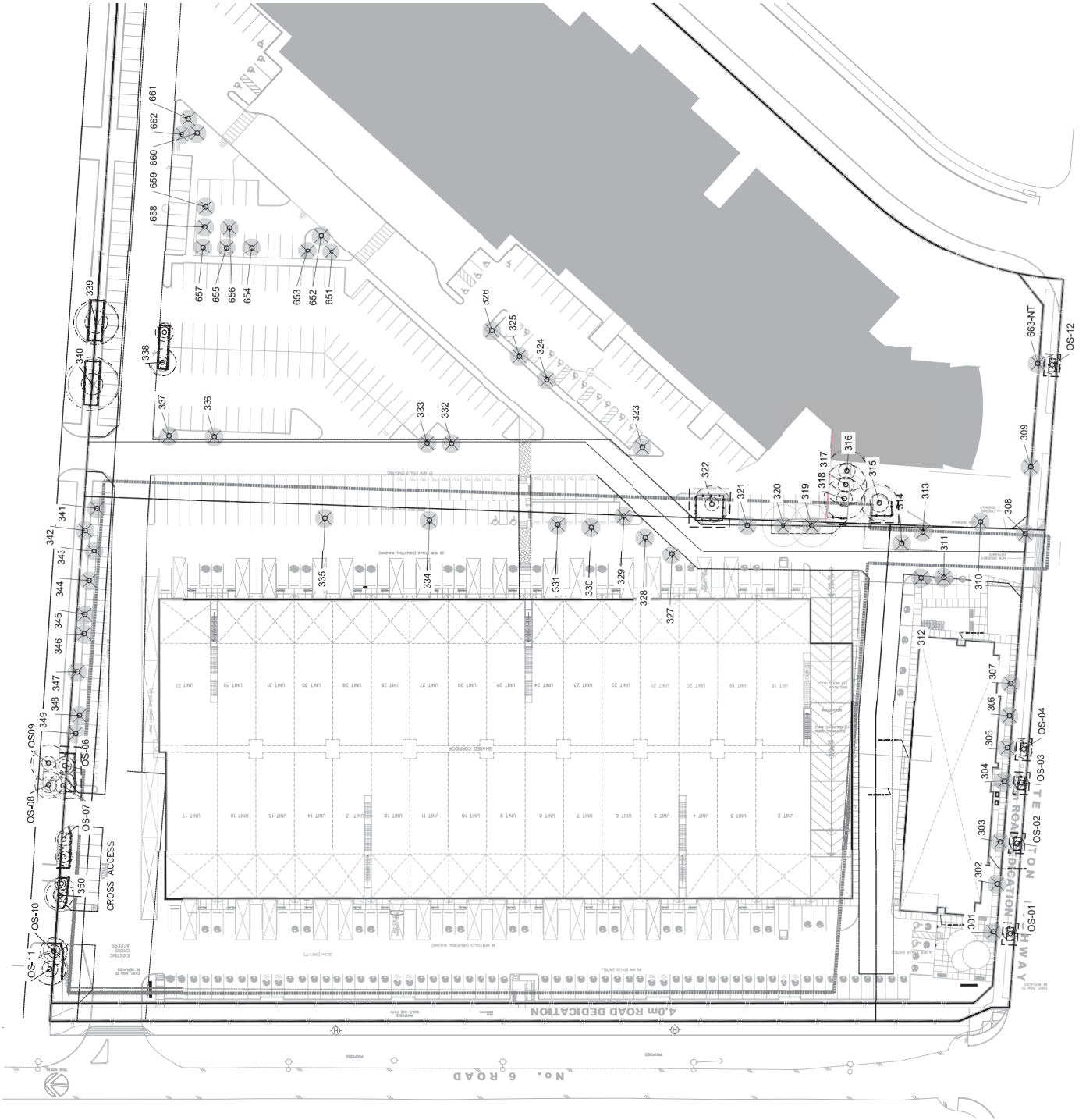
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Ishtar [REDACTED]

Marquee Group [REDACTED]



"We breathe life into empty spaces."





Address: 14111 Entertainment Boulevard

File No.: RZ 24-012103

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10693, 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. **(Discharge)** Discharge of SRW BL39570 over PLAN LMP31754.
3. **(Road Dedication)** Approximately 4.0 m road dedication along the entire subject site's south (Steveston Highway and west (No. 6 Road) frontages and 1.65 m dedication at the southwest corner of the site with a 4.0 x 4.0 m corner cut. 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.
4. **(SRW)** Granting of a network of Statutory Right-of-Way (SRW) for the purposes of cross access and Public Right-of-Passage (PROP) generally consistent with Schedule 1 (attached to these considerations). The SRWs will provide access through the subject site to No. 6 Road and Steveston Highway for the adjacent properties including the site to the north at 10688 No. 6 Road and 14140 Triangle Road. The applicant may need to acquire approval from the neighbouring owner that benefits from easement agreement BA337292, with respect to the new SRW that overlaps with the existing easement area.
5. **(Flood Covenant)** Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.0 m GSC.
6. **(Noise Indemnity)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other developments including, without limitation, increase ambient noise, 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.
7. **(Cross Lot Parking Agreement)** Registration of a covenant and/or alternative legal agreement on title outlining the parking areas and number of stalls designated for each lot (proposed Lot 1, Lot 2 and Lot 3), and cross lot parking agreement between the proposed lots, and requiring the owner to provide an acknowledgement of the same in all purchase and sale agreements.
8. **(Temporary Off-site Parking)** Registration of a legal agreement on title restricting the issuance of a Building Permit for Lots 2 and 3 until such time that:
 - a) The owner provides a parking management plan that addresses how the existing building on site (located on proposed Lot 1) will satisfy the parking requirement of no less than 600 stalls throughout the construction phases of the new development on proposed Lot 2 (industrial building) and Lot 3 (hotel), or such lesser amount as otherwise agreed to by the Owner and the City, to the satisfaction of the Director, Transportation; and,
 - b) Confirmation of parking compliance which shall include confirmation of an agreement(s) to use other lands in proximity to the site for temporary parking to the satisfaction of the Director, Transportation.

Note: The parking management plans must address how parking will be provided for Lot 1 and the future Lots 2 and 3 should either be constructed prior to other.
9. **(Shared Garbage and Recycling)** Registration of a legal agreement on title outlining the garbage and recycling room on Lot 2 to be shared between Lots 2 and 3, ensuring signage notifying users of the shared use, and requiring the owner to provide an acknowledgement of the same in all purchase and sale agreements. The agreement will require a temporary garbage and recycling room to be provided on Lot 3, should it be constructed prior to Lot 2 to the satisfaction of the Director, Engineering.
10. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$60,000.00 for the nine trees to be retained (tag # 315-318, 322, 338, 339, 340 and 350).

11. **(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.
12. **(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.
13. **(Voluntary Tree Contribution)** City acceptance of the developer's offer to voluntarily contribute \$49,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City in-lieu of planting the remaining required 66 replacement trees that cannot be accommodated on site. If, through the DP application review process, a greater number of replacement trees can be accommodated on site, then the value of the voluntary contribution may be reduced by the relative amount based on \$750 per tree accommodated.

14. **(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 non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, as indicated in the table below:

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Industrial	\$0.31/ft ²	148,426 ft ² (13,789 m ²)	\$ 46,012.06
Commercial	\$0.56/ft ²	75,548 ft ² (7,019 m ²)	\$ 42,306.88

- 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.
15. **(Hotel Use and Length of Stay)** Registration on title of a restrictive covenant and/or alternative legal agreement on title to the subject development site, to the satisfaction of the City, to require that:
- a) In compliance with the Zoning Bylaw, hotel shall mean a commercial development providing guest rooms for temporary sleeping accommodation (i.e. not as a dwelling or other residential use);
- b) Guest room shall mean a habitable room wherein accommodation is offered for rent, or rented, to persons on a temporary basis and that does not contain cooking or food preparation facilities, but may include a microwave, coffee maker, tea kettle (or other similar small domestic appliances, as are customary in similar quality hotel properties, used primarily for heating pre-prepared food), a compact refrigerator with a maximum capacity of 0.14 m³ (5 ft³), and a single bowl bar-size sink installed within a counter space having a maximum width of 1.5 m (5 ft.) and a maximum depth of 0.6 m (2 ft.);
- c) Hotel guest length of stay shall be limited to a maximum of six months per year; and
- d) Subdivision of individual hotel guest rooms or suites by way of stratification or air space parcel shall be prohibited.
16. **(Servicing Agreement)** 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 630 L/s of water available at a 20 psi residual at the No 6 Rd 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 building permit process (or via the servicing agreement process, if one is required).
 - (d) Additional hydrants are required, one on No 6 Rd between Hydrants 33-4-5-HD-216368 and 33-4-5-HD-216359, and another on the corner of No 6 Rd and Steveston Highway, to achieve minimum 75 meter spacing between hydrants.
- (3) At Developer's cost, the City will:
- (a) Complete all tie-ins for the proposed works to existing City infrastructure.
 - (b) Install one new water service connection off of the existing water main in Steveston Highway frontage, complete with water meter and meter box in a right-of-way which will be provided by the developer as per City's specifications.

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.
 - (b) The farming community utilizes the storm water from the City's drainage system (i.e. ditch and storm sewer) for irrigation purposes; the developer may be required to address the water quality of the onsite runoff. The water quality must meet the standards of the City's Pollution Prevention and Cleanup Bylaw #8475, as well as agricultural standards (Irrigation and Livestock) as per the British Columbia approved water quality guidelines.
 - (c) Install a new storm service connection off of the existing box culvert in No 6 Rd frontage, complete with inspection chamber in a right-of-way, as per City specifications to service the development site. The tie-in shall be to existing manhole STMH7501.
 - (d) Provide a right-of-way for the inspection chamber. Minimum right-of-way dimensions shall be 1.5m by 1.5m. Exact right of way dimensions to be finalized via the servicing agreement process.
- (2) At Developer's cost, the City will:
- (a) 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) Obtain approval from the owner(s) of the private sanitary sewer system at 14111 Entertainment Blvd to connect the proposed development. This is required prior to the Engineering Department sign-off on the building permit application for this project.
 - (b) Conduct a capacity analysis to confirm if the existing private sanitary system in 14111 Entertainment Blvd has adequate capacity to service the proposed development. If the existing system is found to be inadequate in the capacity analyses, the developer is required to address the capacity issue. The capacity analyses and addressing inadequate private downstream sanitary pipes are required prior to the Engineering Department sign-off on the building permit application.
 - (i) The purpose of the requested capacity analysis to the existing private sanitary system is to ensure that the proposed development can be adequately serviced. The City cannot approve a proposed building that cannot be adequately serviced.
 - (ii) The City expects the applicant to coordinate with the owner of the private sanitary system to acquire sign off on the proposed sanitary servicing strategy and design the required upgrades if the existing system is found to be inadequate. This will be reviewed by the Building Approvals department during the Building Permit review and approval stage. The applicant may prepare an agreement with the operator of the sanitary system to confirm that the applicant will undertake the required sanitary scope of work prior to hooking up to the system. This agreement shall be provided at the Building Permit review stage for City review. The agreement shall be between the

development applicant and the owner of the private sanitary system. The City's involvement in the agreement shall be limited to being informed in advance when a party wishes to withdraw from the agreement. This agreement will be subject to review and approval of the City's Law Department.

(iii) Engineering will sign off on the future Building Permit Application after Building Approvals sign off on the upgrades to the private sanitary system, if they are inadequate.

(2) At Developer's cost, the City will:

(a) 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) General Items:

(1) At Developer's cost, the Developer is required to:

(2) Complete other frontage improvements as per Transportation requirements including but not limited to:

(a) Interim Cross Section (to be constructed with proposed development):

(i) No.6 Road: Approximately from existing west edge of pavement, 14m pavement width with 4 lane cross section, curb and gutter, min 1.5 m blvd, 4.0 m Multi-use path, ~1.5 m back blvd. Works along No. 6 Road may be eligible for DCC credits.

(ii) Steveston Highway: Protect existing cycling lane at intersections. Repaint existing WB laning to 6.4 m (3.1, 3.3 curb GP vehicle lane), 0.3 m buffer, 1.7 m bike lane, curb and gutter, 1.7 m landscape boulevard, 2.0 m sidewalk, 0.3 m back blvd.

(b) Frontage Intersection Improvements:

(i) At intersection of Steveston Hwy @ No.6 Road. SBR, SBLT, 2 NBT

(ii) At No.6 and site access 1SBT, 1SBL (into site), 1NBT, 1NBR (into site). Tie back into existing roadway north of site

(3) Coordinate with BC Hydro, Telus and other private communication service providers:

(a) To pre-duct for future hydro, telephone and cable utilities along all road frontages.

(b) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

(c) To underground overhead service lines.

(4) 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:

- 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

- (5) 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 utilities fronting the development site and provide mitigation recommendations.
- (6) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, 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.
- (7) 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.
- (8) 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.
- (9) 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.
- (10) 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.

17. **(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 and Security)** Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and 10% contingency. The Landscape Plan should include at a minimum 42 replacement trees on site with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
108	8 cm		4 m

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 (minimum of ASHRAE90.1-2019 for industrial and Step 3 with EL-2 for hotel), in compliance with the City's Official Community Plan.
3. **(Site Access and Vehicle Circulation)** Conduct further study and implementation, to the satisfaction of the Director, Transportation, the following:
 - a) Modification of retaining wall along the south edge of the ramp to improve sight lines (e.g. curb with mounted post and rail rather than solid concrete wall).
 - b) Refinement of the parking to the north at the bottom of the ramp to be restricted, improving sight lines to the north drive aisle.
 - c) Consideration of posted speed along the drives aisle to be 10-15 km/h and location of signage.
 - d) Provision of a stop control at the bottom of the ramp.
 - e) Provision of warning signage on the ramp advising of approaching vehicles.
 - f) Provision warning system whereby detectors on the drive aisles approaching the ramp would activate a flashing yellow warning light on the ramp.

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. 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 expected occupancy of development.
- 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




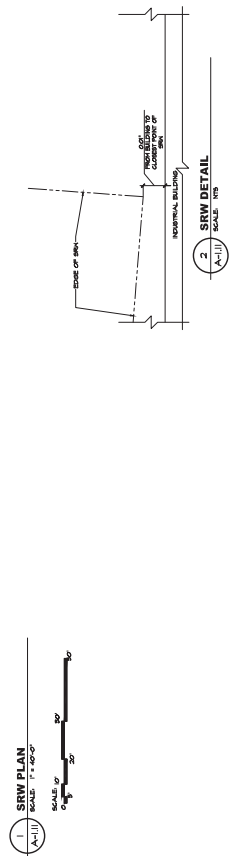
DATE	DESCRIPTION
NOV 20 2020	RECALCULATED FLIGHT
MAY 21 20	DEVELOPMENT PERMIT
MAR 04 20	RE-ISSUED FOR CP
FEB 26 20	COORDINATION

ORION
CONSTRUCTION
ORION CONSTRUCTION
105-19923 80A AVE.,
LANGLEY, BC V3Y 0E2
PHONE: (604) 362-2994

ENTERTAINMENT
BLVD
REDEVELOPMENT

ADDRESS:
4111 ENTERTAINMENT BLVD, RICHMOND, B.C.

	JOB NO. 22-019	DRAWN DF/ACF
	DESIGNED	
	CHECKED	R.D.
	PLOT DATE	JUN 25 25
PROJECT - DRAWING NUMBER	REV	
A-1.11	4	





**Richmond Zoning Bylaw 8500
Amendment Bylaw 10693 (RZ 24-012103)
14111 Entertainment Boulevard**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following zone into Section 22 – Site Specific Commercial Zones:

22.56 Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)

22.56.1 Purpose

The **zone** provides for a limited range of **commercial, light industrial, and compatible uses**.

22.56.2 Permitted Uses

- animal daycare
- animal grooming
- animal shelter
- broadcasting, studio
- building or garden supply
- childcare
- commercial storage
- commercial vehicle parking and storage
- contactor service
- education, commercial
- equipment, minor
- government service
- greenhouse & plant nursery
- health service, minor
- industrial, general
- industrial, manufacturing
- industrial, warehouse
- library and exhibit
- manufacturing, custom indoor
- microbrewery, winery and distillery
- office

- parking, non-accessory
- private club
- recreation, indoor
- recreation outdoor
- recycling depot
- recycling drop-off
- religious assembly
- restaurant
- restaurant, drive-through
- retail, convenience
- retail, showroom
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- utility, minor
- vehicle body repair or paint shop
- vehicle repair
- vehicle rental, convenience
- warehouse sales
- veterinary service

22.56.3 Secondary Uses

- n/a

22.56.4 Additional Uses

- hotel

22.56.5 Permitted Density

1. The maximum **floor area ratio** is 0.7.
2. Notwithstanding Section 22.56.5.1, the maximum **floor area ratio** for **hotel** is 2.3.

22.56.6 Permitted Lot Coverage

1. The maximum **lot coverage** is 55% for **buildings**.

22.56.7 Yards & Setbacks

1. The minimum **front yard** is 3.0 m.

2. The minimum **exterior side yard** is 3.0 m.
3. Notwithstanding Section 22.56.7.1, the minimum **front yard** for **hotel** is 2.0 m.
4. There is no minimum **interior side yard** or **rear yard**.

22.56.8 Permitted Heights

1. The maximum **height** for **buildings** is 12.5 m.
2. Notwithstanding Section 22.56.8.1, the maximum **building height** for **hotel** is 24 m (6 storeys).

22.56.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 3,000 m².

22.56.10 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

22.56.11 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.
2. On-site loading shall be provided according to the provisions of Section 7.0, except that the minimum number of loading spaces for **hotel** shall be: 1 medium **loading space** plus 1 space for each additional 5,000 m² over 7,000 m².

22.56.12 Other Regulations

1. **Restaurant use** is limited to a **gross floor area** of 1,300 m².
 2. A **religious assembly** is limited to a **gross floor area** of 700.0 m² and a maximum of 300 seats.
 3. **Hotel use** is only permitted on **sites** abutting Steveston Highway and only within 20.0 m of the **property line**.
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of the Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing

zoning designation of the following area shown cross-hatched on “Schedule A attached to and forming part of Bylaw 10693”, and designating it **“COMMERCIAL AND LIGHT INDUSTRIAL (ZC56) – RIVERPORT (FRASER LAND)”**.

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10693”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

SEP 08 2025



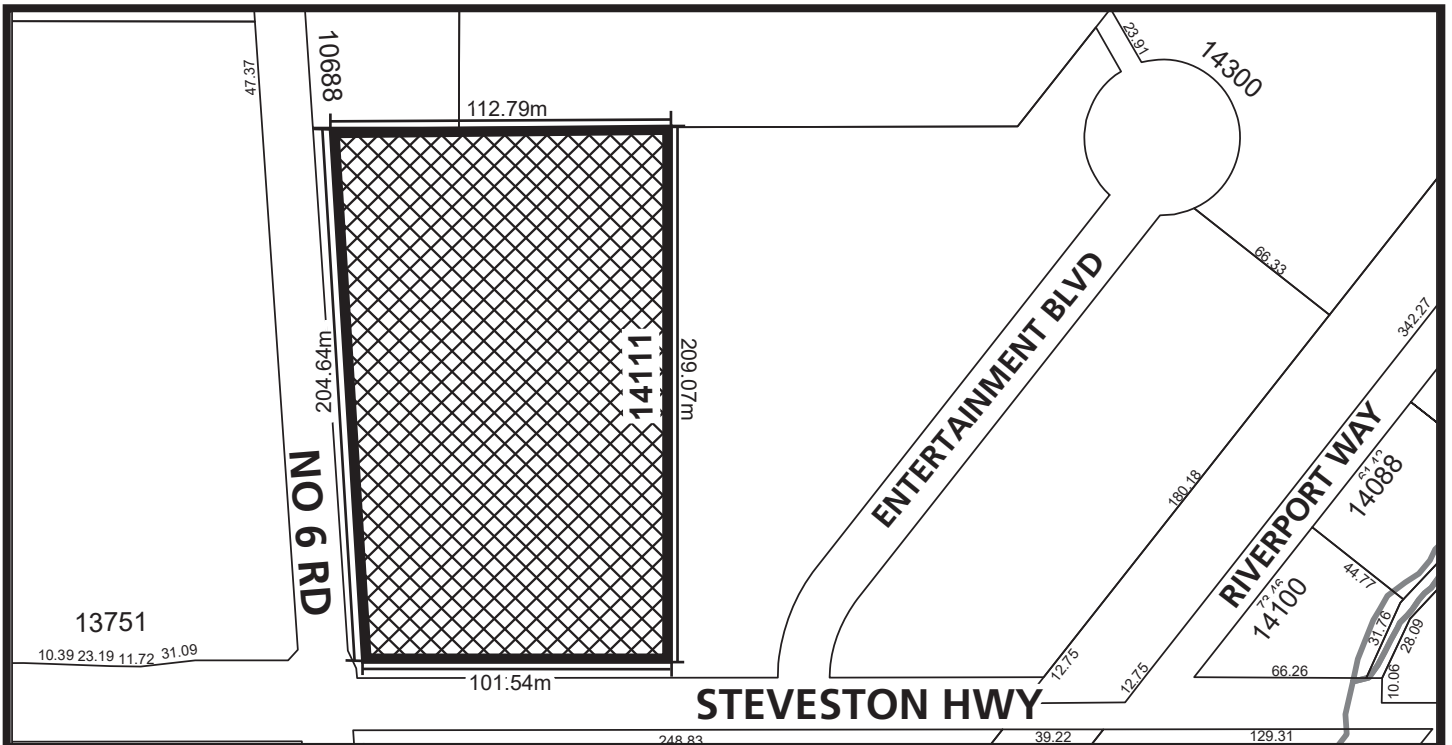
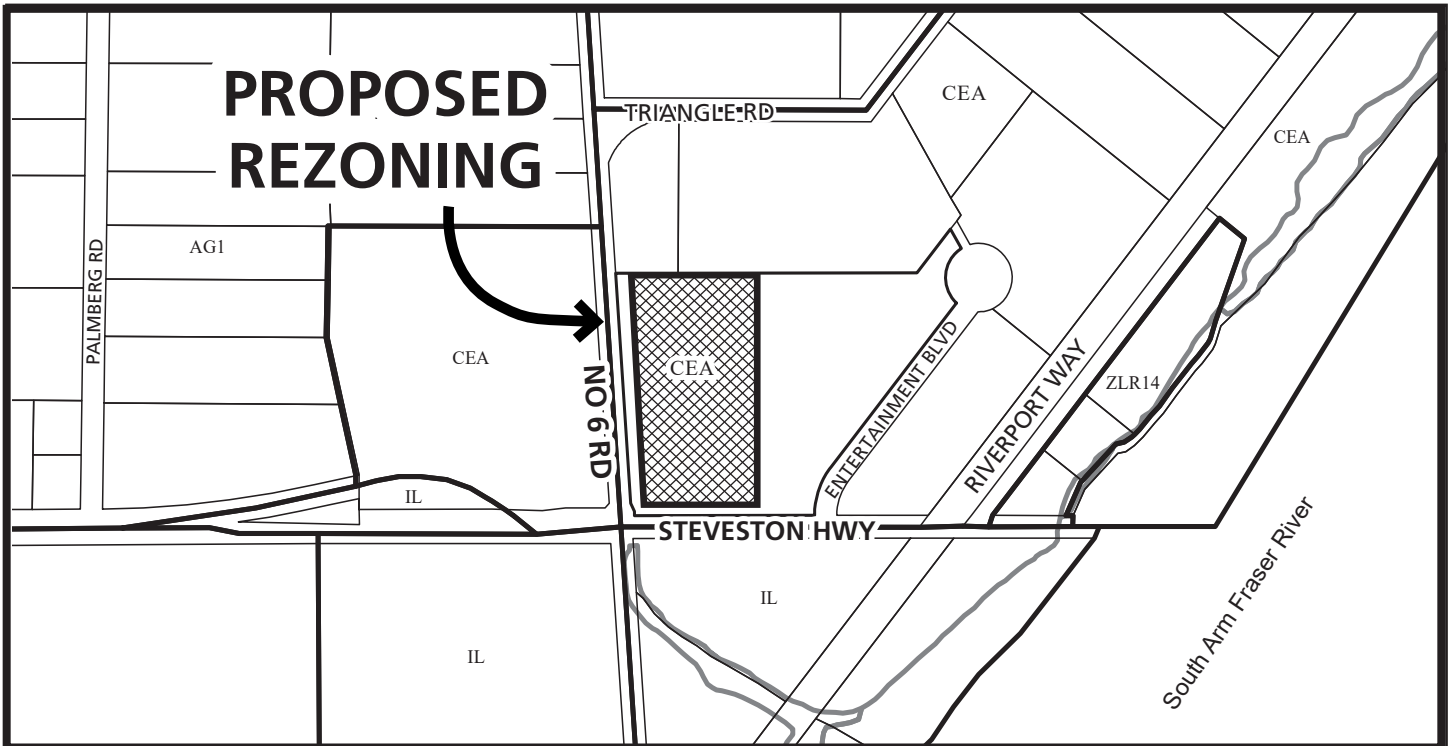
MAYOR

CORPORATE OFFICER



City of Richmond

"Schedule A attached to and forming part of Bylaw 10693"



RZ 24-012103

Original date: 05/13/24

Revision Date: 07/02/25

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: Planning Committee
From: Joshua Reis
Director, Development

Date: September 3, 2025

File: RZ 22-013271

Re: Application by Boathouse Design Group Inc. for Rezoning at 16960 River Road and PID 005-478-111 from the "Agriculture (AG1)" Zone to the "Industrial Storage (IS1)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10710, for the rezoning of 16960 River Road and PID 005-478-111 from the "Agriculture (AG1)" zone to the "Industrial Storage (IS1)" zone to permit Commercial Vehicle Parking and Storage, be introduced and given first reading.

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

JR:bb
Att. 6

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

Staff Report

Origin

The applicant, Boathouse Design Inc., on behalf of the owner (Fanny Liang), has applied to the City of Richmond to rezone 16960 River Road together with the larger unaddressed lot directly to the south (PID 005-478-111) from the “Agriculture (AG1)” zone to the “Industrial Storage (IS1)” zone to facilitate a proposed commercial truck parking operation. Location and aerial maps of the subject site are provided in Attachment 1.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included in Attachment 2.

Surrounding Development

The subject site is situated along the south side of River Road and includes an existing single-family dwelling, which is located on the northern parcel addressed 16960 River Road. The dwelling and other structures on the site are impacted by the proposed site plan and would be required to be demolished and removed prior to the adoption of the Zoning Bylaw Amendment 10710.

To the North: North of River Road, an existing shipyard on the lots addressed 16971, 17011 and 17111 River Road and zoned “Agriculture (AG1)” and located within the Agricultural Land Reserve (ALR).

To the South: An unaddressed parcel (PID 005-478-111) zoned “Agriculture (AG1)” and Railway Right-of-Way owned by Canadian National Rail (CNR) and zoned “Agriculture (AG1)” and located within the Agricultural Land Reserve (ALR).

To the East: An unopened road allowance, and beyond that lands zoned “Agriculture (AG1)” and located within the ALR.

To the West: A property zoned “Agriculture (AG1)”, and designated Industrial in the Official Community Plan (OCP) containing a single-family dwelling.

Related Policies & Studies

Official Community Plan/East Richmond Area Plan

The subject site is designated “Industrial” in the Official Community Plan (OCP). The proposed rezoning for commercial truck parking and storage is consistent with the designation.

Interim and Long Term Action Plan – 16000 Block of River Road

In 2008, Council approved an Interim and Long Term Action Plan for the 16000 Block of River Road as a land use strategy to help guide consideration of certain interim land uses (i.e., commercial vehicle truck parking, outdoor storage and limited light industrial development) in

this area, consistent with the existing OCP industrial land use designation. These interim uses respond to technical limitations with respect to transportation capacity on River Road and No. 7 Road, and access to storm and sanitary services in the area to service more intensive industrial development. In the long-term, more intensive industrial uses may be considered in coordination with the establishment of a new road access along the south property line from No. 7 Road to serve as access and appropriate servicing infrastructure (which entails significant works to be undertaken).

Rezoning applications must be submitted for these uses and supporting materials to address traffic, existing watercourse (Riparian Management Areas) and landscape buffers must be provided. This rezoning application is consistent with the Interim and Long Term Action Plan.

There is a history of rezoning applications at the 16000 Block of River Road whereby properties have requested zoning to allow for limited light industrial activities generally restricted to outdoor storage, commercial truck parking and storage and small industrial/workshop spaces. The rationale for these previous rezonings was to enable those properties to be utilized for uses compatible with the “Industrial” Official Community Plan land use designation for this area, while also acknowledging the limited City services (i.e. City provided sanitary sewer service) necessary to facilitate more intensive industrial development (i.e. warehousing and manufacturing).

Six adjacent properties in the area have been previously approved, through five rezoning applications, to allow for interim industrial land uses (i.e. outdoor storage and commercial vehicle parking and storage):

- 16360 River Road (RZ 10-523713)
- 16160 and 16268 River Road (ZT 15-707253)
- 16780 River Road (RZ 09-503308)
- 16700 River Road (RZ 12-603740)
- 16540 River Road (RT 10-524476)

Attachment 3 contains a map of the previously approved rezoning applications in the 16000 Block of River Road. In addition, the property at 16820 River Road has applied for rezoning (RZ 23-026564) for the purpose of allowing commercial truck parking and storage, which will be presented via a separate staff report in the future.

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 would be required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject site. Staff have not received any comments from the public about the rezoning application to date 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 OCP amendment and rezoning bylaws, the bylaws 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 Richmond Zoning Bylaw 8500.

Analysis

Existing Legal Encumbrances

There are no legal encumbrances precluding the proposed rezoning.

Site Plan and Access

The owner is proposing a commercial truck parking and storage use that would provide parking for up to 14 commercial trucks. Conceptual plans are provided as Attachment 4. The parking area would be buffered from the side property lines by existing and proposed landscape improvements and would be set back from the side property lines at a distance of 1.8 m from both side property lines.

Diking Upgrades and Dedication

As a condition of rezoning, the owner has agreed to dedicate a total of 20.9 m of land to the City adjacent to River Road, with 13.4 m to be accounting for the future dike along the River Road frontage and another 7.5 m of buffer south of this to account for access to the dike for repairs, maintenance and routine service. Additionally, the owner has agreed to provide a cash contribution to the City for future construction and maintenance of the dike along their portion of the future River Road dike in the amount of \$955,522.79, prior to Rezoning bylaw adoption.

The City will be undertaking design and construction of the dike to an elevation of 4.7 m (GSC) along the entire portion of River Road between No. 7 Road and No. 8 Road, including in front of the subject site. The dike is expected to be constructed in this area in the next 10-15 years.

The applicant has been advised to consider the interim access and future access conditions to the site from River Road to accommodate the raising of the dike in the future. Grading of the site would be further reviewed as part of the future development permit (DP).

Transportation and Site Access

The owner is proposing to remove the existing wooden pedestrian bridge and provide vehicular access from River Road by constructing a new 15 m wide driveway and water crossing. The owner is proposing to install a gateway on the driveway to secure access to and from the site. The gateway would be installed on 16960 River Road at a location of at least one tractor trailer's length from the north property line to ensure that trucks entering the site and awaiting the gate to open would not cause road blockage and traffic on River Road.

The owner would be required to submit a Watercourse Crossing Permit application to the City prior to the final adoption of the rezoning, coupled with a Construction Environmental Management Plan (CEMP) for the watercourse crossing area, as this access area would transect the 15.0 m wide Riparian Management Area (RMA). As a consideration of the rezoning, the owner is required to remove the vehicular access from the east property line (currently via the informal roadway along the City-owned parcel along the east side of the site).

Future Transportation Infrastructure

Consistent with the Interim and Long-Term Action Plan for the 16000 Block of River Road and the City's long term transportation objective to establish a dedicated industrial service road, a 20.0 m wide land dedication along the entire south edge of the subject site is being secured as a rezoning consideration and is consistent with other land dedications secured in the area (to the east).

In the future and upon completion of the east-west industrial road to the south, any driveway accesses along River Road must be closed and driveway/culvert crossings removed at the property owner's cost. Registration of a legal agreement on 16960 River Road to require removal of the existing vehicle access/driveway from River Road once the new industrial road services the subject properties is required and secured as a rezoning consideration.

Environmentally Sensitive Area (ESA) Assessment

The subject site is partially designated as "Upland Forest" ESA. This designation covers an area of approximately 6,185 m² of the subject site. This type of ESA lands generally includes a range of wooded, grassy old fields and treed areas and associated habitats. An Environmental Impact Assessment (EIA) prepared by a qualified environmental professional was submitted by the owner, providing an inventory of existing flora and fauna that may be attributed to this type of ESA. The ESA is currently comprised of forested areas towards the south of the unaddressed lot and is inundated with invasive species, namely Himalayan blackberry and Knotweed. The ESA does not contain any critical habitat features, and not federally and provincially regulated and protected species were observed or found on-site in the ESA.

The proposal to provide space for parking and storage of commercial trucks would necessitate the redevelopment of approximately 2,987 m² of the land that is designated as ESA. The owner is proposing to provide a landscape buffer of 1.8 m along the east side of the property to buffer the truck parking area from both the informal roadway to the east and to ensure adequate buffering from the ALR boundary further to the east and in general compliance with the City's ALR buffering policy. The owner is also providing a 1.8 m landscape buffer along the west side.

Staff worked with the owner to modify the original plans for redevelopment of the site, and through this collaboration, the proposal was modified to ensure retention and protection of several healthy trees on-site and off-site, including the retention of the heavily forested area to the south of the site. The ESA compensation package and landscaping materials will be further reviewed through the DP.

Riparian Management Area (RMA)

There is an existing 15.0 m wide RMA along the subject property's River Road frontage, accounting for an existing watercourse. The RMA includes five bylaw-sized trees and is moderately vegetated with riparian grade shrubs as well as invasive species (Knotweed). The watercourse does not contain significant or sensitive fish habitats and the QEP has assessed the watercourse as containing marginal amphibian habitat potential.

The RMA is proposed to be modified to provide vehicular access to the site for the purpose of accommodating commercial truck parking and storage. The RMA is located within the area of land proposed to be dedicated to the City for future dike area and dike access. As part of future dike improvements, the City would undertake dike design and construction and would include environmental remediation strategies to ensure that any critical habitats and natural features are preserved, enhanced and/or compensated.

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 has identified and assessed 34 bylaw-sized tagged trees on the subject site, 26 untagged trees on-site and south of the area proposed for development, five off-site trees on the neighbouring property to the west and nine city trees along River Road and the Road allowance to the east.

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

- Five trees on-site (tagged #12, #13-15 and #124) are to be retained and protected.
- The 26 untagged trees (a mix of deciduous and coniferous species) located in the southern portion of the site are proposed to be retained as these trees are outside the scope of the proposed development.
- Five trees located off-site on the neighbouring property to the west (tagged #125, #126, #131-133) are proposed to be retained and protected.
- Four City trees adjacent to the east property line (tagged # C120-#C123) are proposed to be retained and protected.
- 29 on-site trees (tagged #7-11, #101-119, #127-130, and #134) are proposed to be removed to accommodate the commercial parking and storage area as well as internal drive aisle and access to the parking and storage area. The health of these trees has been assessed as "very poor" or "moderate" with several of the trees exhibiting signs of decay.
- Five City trees along the northern edge of the property (Tagged #C1-C5), which are in moderate health but exhibiting signs of decay and root and branch damage, are located in the area earmarked for new driveway access as well as the dike area dedication. These trees are proposed to be removed to accommodate both driveway access to the site as well as to prepare the site for the dike construction and access.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Replacement

The applicant wishes to remove 34 on-site and City trees. The 2:1 replacement ratio for 32 of the trees proposed to be removed would require a total of 64 replacement trees as per the OCP. In addition, for the removal of the City trees #s C1-C2, the City's Parks Services staff have advised a replacement ratio of 3:1 as appropriate. Accordingly, the total required replacement trees is 70 trees. The owner has agreed to plant the required 70 trees, to be provided within landscaping buffers, and which will be further reviewed through the DP.

The required replacement trees are to be of the following minimum sizes (8 cm caliper for deciduous trees and 4.0 m tall for coniferous trees), based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

Tree Protection

Five trees on neighbouring property to the west and the City's parcel to the east, five on-site tagged trees and 26 untagged trees, are to be retained and protected. The owner has submitted a tree Management plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). 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, submit a tree retention security deposit in the amount of \$60,000.00 for the retention and protection of five on-site trees in proximity to the area of development and four City trees in accordance with the Tree Protection Bylaw No. 8057.
- 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 demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees 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.

ESA Compensation and Planting

Landscaping is proposed along the side property lines within a 1.8 m wide buffer flanking the parking area as well as the southern portion of the site, which would not be dedicated to the City for the future industrial road. The landscaping buffer along the east property line would result in a total setback of 11.3 m from the ALR boundary to the east of the site (1.8 m landscaping coupled with a 9.5 m setback from the east property line to the ALR boundary). This setback would be generally compatible with Richmond's Agricultural Land Reserve (ALR) Landscape Buffers under section 14.2.1.4 (c) of the City's OCP.

The owner would be required to provide a detailed landscape planting plan for all compensation areas, including landscaping protection details such as fencing, as well as confirm installation of retaining walls, drainage management and other protection mechanisms as part of the review of the DP.

Site Servicing and Frontage Improvements

Engineering Planning staff have not identified any servicing works or infrastructure upgrades, notwithstanding the previously noted diking requirements and land dedications for both diking works along River Road and the future industrial road along the south side of the property. As such, a Servicing Agreement will not be required.

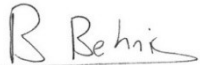
Financial Impact or Economic Impact

This rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure.

Conclusion

The owner is proposing to rezone the subject site at 16960 River Road, as well as the unaddressed parcel to its south with PID 005-478-111 from “Agriculture (AG1)” to “Industrial Storage (IS1)”, to consolidate the two lots and to obtain an ESA DP to permit commercial vehicle parking and storage on the property. A full list of the agreed to considerations is attached (Attachment 6).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10710 be introduced and given first reading.



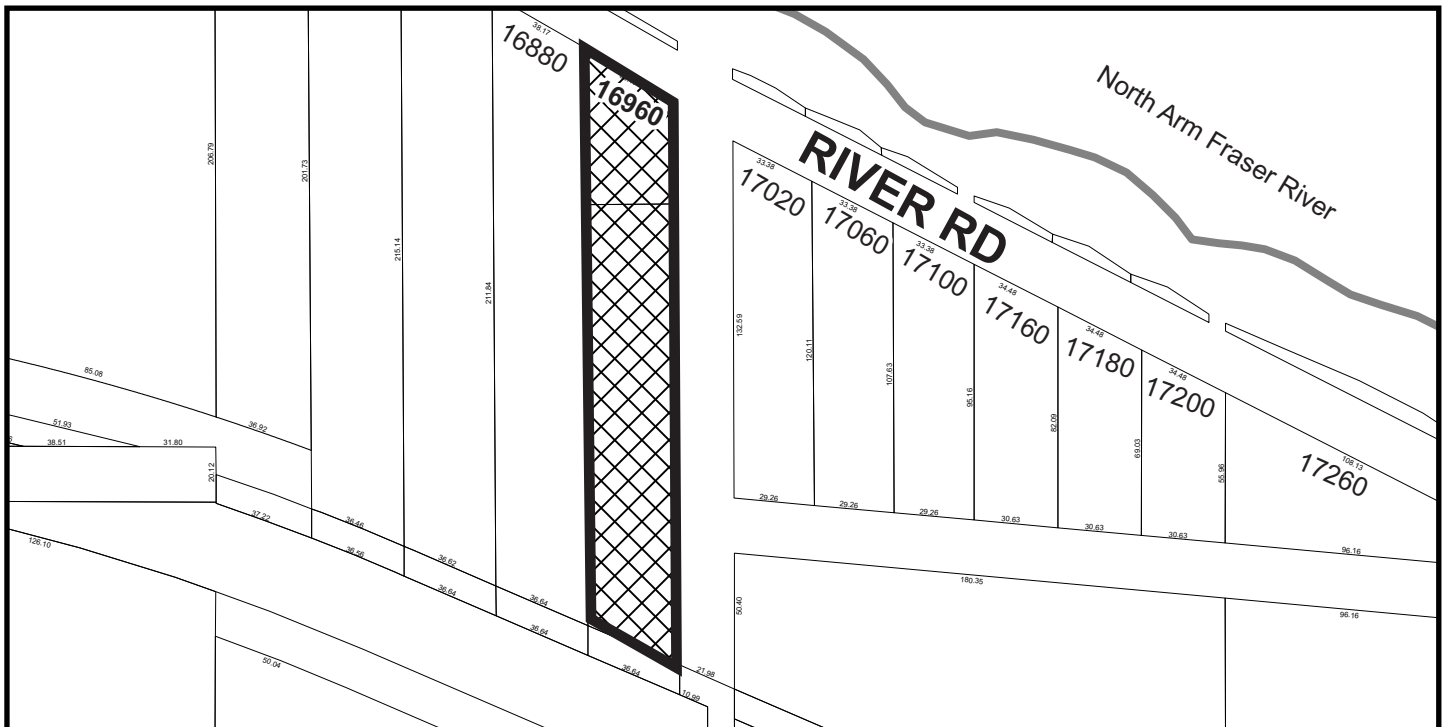
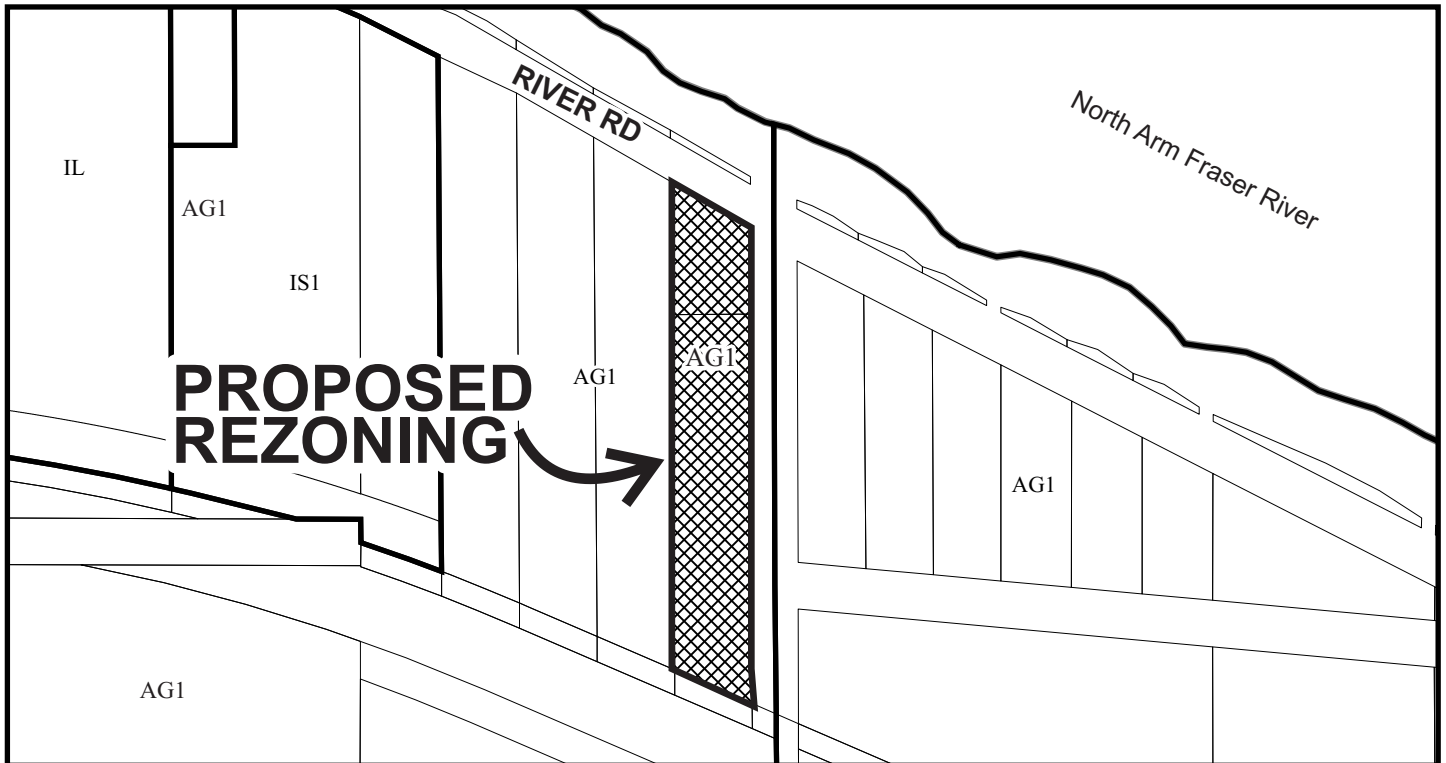
Babak Behnia
Planner 2
(604-204-8639)

BB:cas

- Att. 1: Location Map and Aerial Photo
 2: Development Application Data Sheet
 3: Map of Rezoning Applications in the 16000 Block of River Road
 4: Conceptual Development Plan
 5: Tree Management Plan
 6: Rezoning Considerations



City of Richmond



RZ 22-013271

Original Date: 07/12/22

Revision Date: 08/08/22

Note: Dimensions are in METRES



City of Richmond



RZ 22-013271

Original Date: 07/12/22

Revision Date: 07/21/22

Note: Dimensions are in METRES



RZ 22-013271

Attachment 2

Address: 16960 River Road

Applicant: Boathouse Design Group Inc.

Planning Area(s): East Richmond

	Existing	Proposed
Owner:	Fanny Liang	No change
Site Size (m²):	16960 River Road: 1,604.4 m ² PID 005-478-111: 5,285.8 m ²	After Consolidation and Land Dedications [Dike and Future Road]: 5,500 m ²
Land Uses:	Residential	Industrial (Commercial Vehicle Parking and Storage)
OCP Designation:	Industrial	Industrial
Area Plan Designation:	East Richmond	East Richmond
Zoning:	Agriculture (AG1)	Industrial Storage (IS1)

SUBJECT SITES
16160 & 16268 RIVER RD
ZT 15-707253

North Arm Fraser River

16700 River Rd
RZ 12-603740

RIVER RD

NO. 7 RD

KARTNER RD R/W

16360 River Rd
RZ 10-523713

16540 River Rd
ZT 12-610945
RZ 10-524476

16780 River Dr
RZ 09-503308



20 m Road Dedication (Existing
or to be secured)



Rezoning Applications in the 16000 Block of River Road

Original Date: 03/31/09

Amended Date: 03/06/17

Note: Dimensions are in METRES

PROJECT STATISTICS

LEGAL LOT SECTION	4 4
PROJECT NORTH RANGE 5 - WEST	
PLAN NORTH PLAN	5463
ADDRESS 16360 RIVER ROAD, RICHMOND, BC	
LOT AREA 14,400 SF (1/2 ACRE)	
USE DESIGNATION INDUSTRIAL	
CURRENT ZONING A-1	
PROPOSED LAND USE TRUCK PARKING	
PROPOSED ZONING I (INDUSTRIAL)	

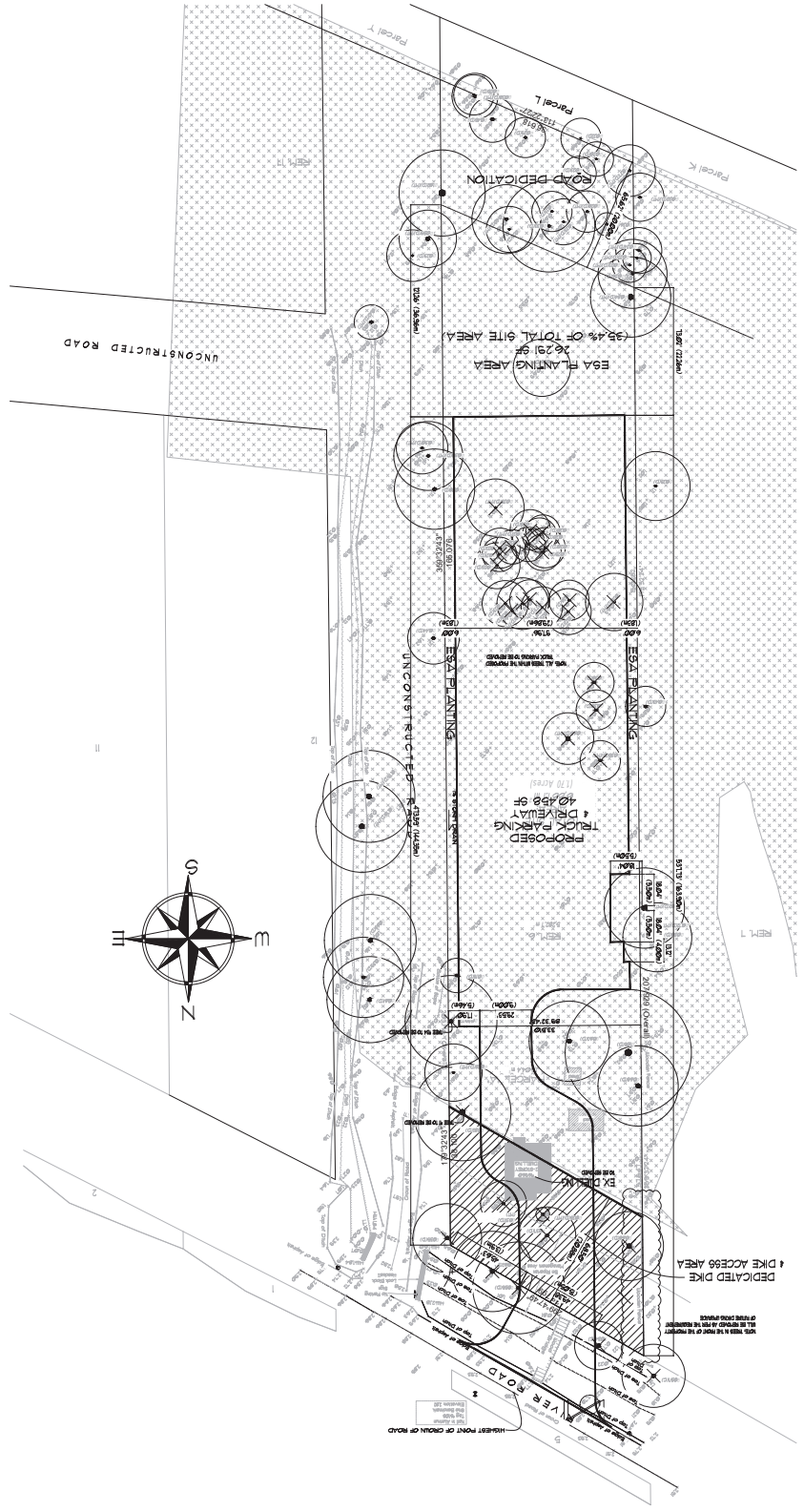
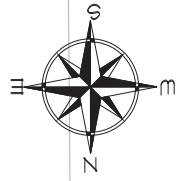
THESE PLANS ARE IN COMPLIANCE WITH BUILDING CODE 2012

THE GENERAL CONTRACTOR SHALL REVIEW THE DOCUMENTS FOR CONFORMANCE CODES AND BY-LAWS AND SHALL ADVISE THE DESIGNER OF ANY DISCREPANCIES OR CONFLICTS. THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE DESIGNER. THE DESIGNER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS AND ARCHITECTURAL INFORMATION ONLY. THE CONTRACTOR AND ANY OTHER PERSONS USING THESE DRAWINGS INFORMATION ARE ADVISED TO CHECK THE DIMENSIONS AND ARCHITECTURAL INFORMATION AGAINST THE ORIGINAL DRAWINGS RELATING TO THESE DIMENSIONS.

THIS DRAWING IS THE EXCLUSIVE PROPERTY OF THE DESIGNER. NO PART OF THIS GROUP MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN APPROVAL OF THE DESIGNER.

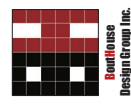


AREA SCHEMATIC 1/64" = 1'-0"



SITE PLAN 1/32" = 1'-0"

ISSUED FOR
REZONING
&
SOIL DEPOSIT
APPLICATION



SUITE 224 - 8679 GREENALL AVE.
BURNABY, BC V5J 3M6
Email: info@boothousedesign.com

Project Name
NEW
TRUCK PARKING
AT
16360 RIVER RD,
RICHMOND, BC

Sheet Name
SITE PLAN
PROJECT STATISTICS

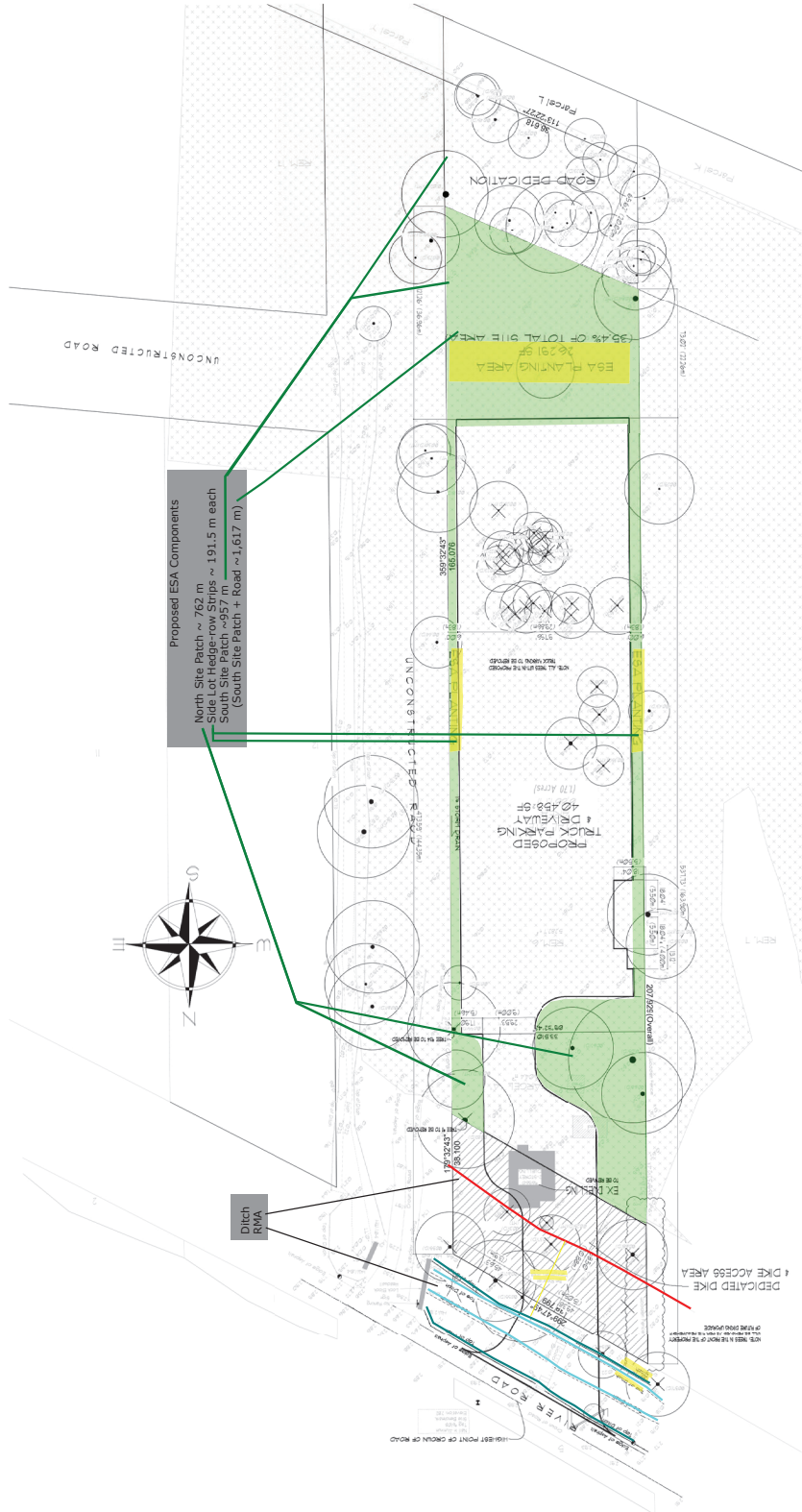
Date
Drawn by
AUG 23, 2023
HARVEY
A-1
Scale
1/32" = 1'-0"

PROJECT STATISTICS

AREA: LOT 4
 SECTION: NORTH RANGE 5 - WEST
 NORTH PLAN: 5065
 ACCESS: 16340 RIVER ROAD, RICHMOND, BC
 LOT AREA: 14,480 SF (6,600 SQ FT)
 ZONE DESIGNATION: INDUSTRIAL
 CURRENT ZONING: A-1
 PROPOSED LAND USE: TRUCK PARKING
 PROPOSED ZONING: I (INDUSTRIAL)

THESE PLANS ARE IN COMPLIANCE WITH BUILDING CODE 2012
 THE GENERAL CONTRACTOR SHALL REVIEW THE DOCUMENTS FOR COMPLIANCE CODES AND STANDARDS AND SHALL ADVISE THE ENGINEER OF ANY DISCREPANCIES OR CONFLICTS. THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS TO THE DRAWINGS. THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS. THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS. THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS.

AREA SCHEMATIC 1/64" = 1'-0"



SITE PLAN 1/32" = 1'-0"



ISSUED FOR
REZONING
&
SOIL DEPOSIT
APPLICATION



SUITE 224 - 5675 GREENALL AVE.
 BURNABY, BC V5B 3M6
 Email: info.bontouche@gmail.com

Project Name
 NEW
 TRUCK PARKING
 AT
 16340 RIVER RD,
 RICHMOND, BC

Sheet Name
 SITE PLAN
 PROJECT STATISTICS

Date: AUG 28, 2025
 Drawn by: LARRY DU

A-1
 Scale: 1/32" = 1'-0"



Address: 16960 River Road

File No.: RZ 22-013271

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8639, 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. **(Road Dedication)** 20 m wide dedication along the entire south property line of the unaddressed parcel with PID 005-478-111 planned to be used for the future industrial road connecting the site to No. 7 Road.
3. **(Lot Consolidation)** Consolidation of the lot addressed 16960 River Road with the unaddressed parcel with PID 005-478-111.
4. **(Existing Dwelling)** Demolition of the existing single family dwelling and all structures from the site.
5. **(Agricultural Land Reserve Buffer)** Registration of a legal agreement on title ensuring that the proposed development would be respecting the ALR Buffering Guidelines and would not be causing nuisance.
6. **(Dike Dedication and Dike Access Dedication)** Provide a 20.88 m wide dike dedication area (measured from the north property line) (accounting for 13.38 m area for dike and 7.5 m wide area for dike access area) in order to secure the land needed for the future dike and dike access area along River Road.
7. **(Dike-related Cash Contribution)** Submission of a \$955,522.79 Cash Contribution to the City for the design and construction of future dike and related upgrades as set out in the City of Richmond Dike Master Plan Phase 4.
8. **(Watercourse Crossing Permit)** Submission and approval of a watercourse crossing permit pertaining to the proposed driveway crossing over the RMA (dike dedication area) to the site. The permit would require submission of a Construction Environmental Management Plan (CEMPT) by a Qualified Environmental Professional (QEP) providing details on any habitat retention and restoration in the 15 m wide RMA before and/or after dike construction in the same area, to the satisfaction of Director of Engineering.
9. **(Legal Agreement for Vehicular Access to the Site and Future Industrial Road Access)** Registration of a legal agreement on title ensuring that vehicular access to the site would be solely provided via a new driveway crossing from River Road generally consistent with the plans attached to the report (Conceptual Development Plans), and, no vehicular access would be provided via the informal road along the east side of the property. The new driveway from River Road must also be noted to be constructed at an elevation of 4.7 m GSC consistent with diking upgrades requirements set out in the City's Dike Master Plan Phase 4 and the crossing would be designed to accommodate the future dike or be modifiable to accommodate the future dike in the area. The Agreement would also have to note that the proposed driveway access and culvert over the dike area from River Road must be closed and removed once the new industrial road on the south portion of the property is operation and services the site. Any on-site changes required to facilitate this change in access shall be at the sole cost of the property owner. The legal agreement will also include provisions for the owner of 16960 River Road to obtain the necessary approvals and permits for works to remove the driveway access/culvert crossing, ensuring that all works comply with Provincial Riparian Area Regulations as well as ensuring that the area would be cleared so that the City can finalize the diking upgrades and ensure diking infrastructure is continuous and as per the standards of Dike Master Plan Phase 4 or updated standards at the time of the decommissioning of the driveway, as applicable.
10. **(Arborists Contract)** Submission of a Contract 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.

11. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$60,000 for the retention and protection of 13 trees assessed against the size of each tree as required under Richmond's Tree Protection Bylaw No. 8057
12. **(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.
13. **(Flood Covenant)** Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.1 m GSC.
14. **(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 and Ecological Restoration Plan)** Submit a Detailed Landscape and Ecological Restoration Plan, prepared by a Qualified Environmental Professional (QEP) or a Registered Landscape Architect to address Environmentally Sensitive Area (ESA) Compensation requirements on-site in relation to the development of the property for commercial vehicle parking and storage. The QEP Restoration Plan should be accompanied with the following:
 - a) Generally consistent with the proposed landscape buffering and ESA areas to be retained and not developed for vehicular traffic and parking/storage, as shown on the Conceptual Development Plans.
 - b) Compliant with all Provincial Riparian Area Regulations, if applicable.
 - c) QEP is required to provide a Construction Environmental Management Plan (CEMP) for submission and approval by the City, including a provision for ongoing annual reporting and monitoring of the works for a period of 5 years to the City by the QEP, to be secured via a Landscape and Ecological Restoration Agreement.
 - d) Plan is required to be consistent and support the CEMP submitted as part of the Watercourse Crossing Permit for the proposed driveway access over the existing riparian ditch over the 15 m wide Riparian Management Area (RMA).
 - e) A cost estimate for works is required to be included in the plan submission by the QEP. A bond based on the approved cost estimate by the City is required to be submitted prior to consideration of approval of the ESA DP.
 - f) Works to be supervised by a QEP to ensure no disturbance to those areas earmarked for retention and protection from development and site landscaping and restoration occur.
2. **(Environmentally Sensitive Area (ESA) Enhancement Agreement)** Registration of an ESA Enhancement Agreement on title to ensure the landscaping, ecological retention and restoration, as prescribed by the QEP earlier, are secured. The agreement would note that the owner would be required to submit annual monitoring and maintenance reporting via their QEP to the City for a period of 5 years and the bonding collected by the City for the purpose of completing ecological restoration and planting would be returned to the owner piecemeal within the 5 year monitoring and maintenance period.
3. **(Future Road Access)** Submission of a detailed road access plan to the future industrial road indicating how the site would be accessed for vehicular traffic once River Road is closed and once the industrial road is fully constructed.

Prior to Building Permit Issuance or Work Order (if Building Permit is not required), 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 Master Municipal Construction Document (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. All applicable servicing for Water Works, Storm Sewer Works and Sanitary Sewer Works to be done at the developer's sole cost via City Work Order.

4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
5. 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.
- 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 10710 (RZ 22-013271)
16960 River Road and PID 005-478-111**

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

1. The Zoning Map of the City of Richmond, which accompanied and forms part of Richmond Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**INDUSTRIAL STORAGE (IS1)**”.

P.I.D 011-126-493

PARCEL "A" (EXPLANATORY PLAN 8781) LOT 6 SECTION 14 BLOCK 5 NORTH
RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 5063

P.I.D 005-478-111

LOT 6 EXCEPT FIRSTLY: PARCEL "A" (EXPLANATORY PLAN 8781); SECONDLY: PART
ON SRW PLAN 71683; SECTIONS 14 AND 23 BLOCK 5 NORTH RANGE 5 WEST NEW
WESTMINSTER DISTRICT PLAN 5063

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10710**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

SEP 22 2025

CITY OF RICHMOND
APPROVED by BB
APPROVED by Director or Solicitor CB

MAYOR

CORPORATE OFFICER