



City of
Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: February 2, 2026

From: Joshua Reis
Director, Development

File: DP 21-928686

Re: **Application by Urban Design Group Architects Ltd for a Development Permit at 10980 No. 3 Road**

Staff Recommendations

That a Development Permit be issued which would:

1. Permit development of a gas and service station at 10980 No. 3 Road on a site zoned "Gas & Service Stations (CG2)" and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the landscaping requirements along a property line abutting a road from 3.0 m to 2.1 m along portions of the south property line.

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

JR:jh

Att. 5

Staff Report

Origin

Urban Design Group Architects Ltd, on behalf of 650273 Alberta Ltd, has applied to the City of Richmond for permission to develop a new gas and service station containing a 132 m² (1,428 ft²) building at 10980 No. 3 Road on a site zoned “Gas & Service Stations (CG2)”. The site is currently a vacant lot. A location map and aerial photo of the subject site are provided in Attachment 1.

A Servicing Agreement is required as a condition of Development Permit (DP) issuance and includes, but is not limited to, frontage improvements along No. 3 Road and Steveston Highway, and the upgrading of existing storm sewer and utility connections.

Development Information

Please refer to attached Development Application Data Sheet (Attachment 2) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

To the north: Low-density strata townhouses zoned “Low Density Townhouses (RTL1)”.

To the east: Low-density strata townhouses zoned “Low Density Townhouses (RTL1)”.

To the south: Across Steveston Highway, an agricultural parcel located in the Agricultural Land Reserve and partially zoned “Roadside Stand (CR)” and “Agriculture (AG1)”.

To the west: Across No. 3 Road, a mixed commercial/retail building on a lot zoned “Neighbourhood Commercial (CN)”.

Public Input

During the processing and consideration of the DP application, staff received comments from the public in response to the placement of the notification signage on the subject site. There were two written submissions of information, with an additional four individuals requesting additional information about the development proposal. Comments received were related to the overall use of the site as a gas station. As the site is currently zoned “Gas & Service Stations (CG2)”, the applicant worked on addressing issues related to design considerations. Public Correspondence can be found in Attachment 3.

A summary of the comments and how the application responds to these concerns is provided below.

Lighting, noise, and odour impacts

The applicant has indicated that the proposed lighting will result in no light spill onto adjacent properties. All lighting fixtures will be full cut-off and dark sky compliant to mitigate glare and light trespass.

The applicant has provided an Acoustic Study identifying that the proposed architectural and mechanical designs will result in a rated sound level below the permitted sound levels and comply with the City’s Noise Regulation Bylaw 8856.

Tree planting and landscaping are proposed throughout the boundaries of the site to provide a buffer between the adjacent residential development and the subject site. Ten trees are strategically placed to mitigate noise and odour, and provide visual screening and softening of the development. Seven of these trees border side yards to adjacent residential development and enhance screening, four trees surround the garbage enclosure and act as a windbreak and are placed to help mitigate odours and provide visual screening.

Safety

The proposed development utilizes current fuel storage and dispensing technology, including double-walled underground storage tanks, overfill prevention valves, electronic monitoring, liquid sensors and a number of emergency safety features to safeguard issues related to spills and leaks.

Regarding safety for pedestrians, a 1.5 m landscaped boulevard will be constructed between the sidewalk and the street/curb to provide a buffer between vehicles and pedestrians along the perimeter of the site.

Fencing and Landscaping

The existing wooden fence is to remain along both the north and east property lines. Proposed additional tree planting would provide adequate screening to the residential developments located to the north and east.

The applicant has worked within the constraints of the site to maximize landscaping while retaining functional vehicle circulation and safety sightlines within the site. In addition to providing landscaping buffers ranging from 1.5 m to 4.5 m in width along the interior side yards of the site, the applicant has proposed to plant 10 new trees, including seven facing residential development to the north and east (in excess of the four required), to enhance screening and landscaping along the site's interior edges.

Staff Comments

The proposed scheme attached to this report has addressed the urban design issues and staff comments identified as part of the review of the subject DP application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Gas & Service Stations (CG2)" zoning.

Zoning Compliance/ Variances (staff comments in bold italics)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum landscaping requirement along a property line abutting a road from 3.0 m to 2.1 m along portions of the south property line.

Staff supports the proposed variance for the following reasons:

- ***Staff have worked with the applicant to maximize landscaping on the south property line while maintaining required frontage improvements, vehicle maneuvering area, and location of infrastructure.***

- *The proposed plant species located in the landscaping were chosen to align with the ALR edge planting guidelines, including the use of plants identified in the guides buffer plant list, which are chosen for their fast growth, disease resistance attributes, and hardiness. The proposed species include a mixture of native and non-native plant species.*
- *In addition, the required off-site frontage improvements will ensure grassed/ treed boulevards along the street frontage.*

Advisory Design Panel Comments

The Advisory Design Panel (ADP) reviewed the proposed design on February 22, 2024, and was supportive of the application, subject to consideration of the Panel’s comments. A copy of the relevant excerpt from the ADP minutes is attached for reference (Attachment 4). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in ‘*bold italics*’.

Analysis

Flood Protection

- Prior to issuance of the DP, the applicant shall register a flood indemnity covenant to reflect current construction standards as outlined in the Richmond Flood Plain and Designation Bylaw 8402.

Conditions of Adjacency

- The site is bounded by No. 3 Road to the west and Steveston Highway to the south, where tree planting and landscaping are proposed on-site along both street frontages to soften the proposed gas station and commercial building, and screen the required parking from the street.
- The subject site is located across Steveston Highway from a property in the ALR. The OCP identifies that where there is an intervening road between the ALR and the non-ALR lands, the proposal should provide an appropriate landscaped setback on the non-agricultural lands. In order to accommodate the proposed development access and circulation for service vehicles, a 2.1 m buffer is proposed along the south property line and includes 1.2 m of live landscaping in addition to 0.9 m of sidewalk infrastructure within the required Statutory Right-of-Way (SRW). The Landscape architect has identified that the *Guide to Edge Planning* was reviewed and incorporated in the landscape design, to the best of their ability, given the design constraints.
- Along the north and east property line, tree planting and landscaping, including a cedar hedge, are proposed to provide a buffer between the adjacent residential properties and the proposed commercial building.
- Building setbacks ensure that there is adequate space for landscape buffering for the residential land uses to the north and east.
- To prevent light spill over to neighbouring residential properties, all site and exterior lights will be dark sky compliant and will be oriented to focus illumination towards the ground and immediate surrounding areas.
- The applicant submitted an acoustic report, indicating that based on the proposed design and screening, the rooftop mechanical equipment is expected to comply with the City’s Noise Regulation Bylaw 8856.

- A garbage and cardboard recycling enclosure is proposed on the northeast corner of Building A. The proposed enclosure is to be placed on a concrete slab and comprised of vinyl fencing materials and a vinyl fence gate. An existing tree and four new trees surround the enclosure to help screen the enclosure from the adjacent residential properties.
- The applicant has agreed to register a legal agreement on Title for the commercial building indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal activities from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HVAC units will comply with the City's Noise Regulation Bylaw 8856.

Urban Design and Site Planning

- Vehicle access to the site is provided via both No. 3 Road and Steveston Highway. Both accesses are restricted to right-in/right-out only. Turning movements will be restricted through physical design, including roll-over concrete island splitters at each access. In addition, a painted median on No. 3 Road is proposed to further restrict access to right-in/right-out. Signage will be installed on the driveways identifying no left turns. The applicant has demonstrated sufficient turning radii for the on-site movement of delivery and disposal vehicles.
- Vehicle access has been designed to be as far away from the intersection of Steveston Highway and No. 3 Road as possible to support efficient and safe operations of the intersection while permitting a functional site design.
- A total of three vehicle parking stalls are proposed, which meets the Zoning Bylaw requirement.
- Two (2) Class-2 bicycle parking spaces will be provided in an accessible location near the entrance of the building and visible from the street.
- Pedestrian access is provided from both street frontages from the City's sidewalk to the entrance of the building through a 1.5 m wide path. A clearly delineated and fully accessible pedestrian pathway from No. 3 Road to the building has been proposed to provide direct pedestrian access from the City sidewalk to the entrance of the building. This pedestrian walkway will utilize alternative textures (stamped/coloured concrete) to provide visual and textural identification.
- The applicant has agreed to register an SRW on Title for the purposes of frontage improvements, including an approximate 0.9 m Public Rights of Passage (PROP) SRW along Steveston, an approximate 3.6 m PROP SRW along No. 3 Road, and a 4 m by 4 m corner cut on the southwest corner of the lot (the northeast corner of the intersection). SRW requirements are approximate and to be confirmed via the Servicing Agreement Process.

Architectural Form and Character

- The building form, palette of building materials, and character are generally in keeping with a commercial building of this nature.
- The proposed building materials include fibre cement board, longboard metal siding and street front glazing, along with pre-finished metal cap flashing, and cement panel trim as accent materials.
- Glazing facing streets allows for transparency, and visual connection between the interior and No. 3 Road and Steveston Highway. The applicant has worked with City staff to increase glazing on the south façade to incorporate feedback from the ADP.

- A parapet wall on the roof will help screen the rooftop mechanical equipment from street view and will help to redirect any operational noise from these units away from residential areas.

Landscape Design and Open Space Design

- Landscaping will include a mix of deciduous and coniferous trees, as well as native plants and shrubs, providing a diverse and varied landscaped area.
- Landscaping, including trees, shrubs, and perennials, is proposed along both street frontages.
- One on site tree (tree tag# 53) and one off-site tree (tag #OS1) are proposed to be retained. Both trees are in good condition.
- The applicant is required to provide a security deposit of \$10,000 for the protection and retention of the one on-site tree being retained.
- The applicant proposes to remove two on-site trees, both small multi-stemmed Maple trees (tag# 51 and #52) near the north and one on-site hedge also located near the north property line. The trees have notable decay and cracking in several stems, and the site's existing concrete curb is located at the base of the stems and are proposed to be removed. The hedge, which is in poor condition with several dead stems, is also proposed to be removed.
- The City's 2:1 replacement ratio requires a total of four trees to be provided. The applicant is proposing to plant a total of 10 new trees. Replacement trees are required to meet the minimum replacement size as per Tree Protection Bylaw No. 8057, being 6 cm for deciduous caliper or 3.5 m height for conifers.
- Prior to DP issuance, the applicant is required to submit to the City 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 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.
- The applicant is required to submit an acceptable security for landscaping in the amount of \$47,030.50 plus applicable taxes, inclusive of a 10 per cent contingency cost, prior to the issuance of the Development Permit.
- The applicant is proposing to retain the existing 2.0 m high wooden fencing along the north and east property lines.

Crime Prevention Through Environmental Design

- The public entrance to the building is visible from the street. A large glazing area of the building facing No. 3 Road and the western portion of Steveston Highway offers opportunities for passive surveillance.
- The clearly delineated pedestrian walkway from No. 3 Road to the building provides a visual contrast, enhancing safety for pedestrians.
- Site lighting and clear sight lines along the building frontages provide clear, unobstructed views and casual surveillance opportunities. The proposed building and entryways are situated so that staff have unobstructed site lines of the gas pump islands, allowing surveillance from inside the building.
- Tree planting, existing tree retention, and additional landscaping along the street edges distinguish the public realm and private use areas.

Sustainability

- Consistent with electric vehicle charging zoning requirements, this proposal includes installing EV-ready infrastructure, including providing two parking spaces featuring an energized outlet capable of providing level 2 charging and 1 parking space featuring opportunity charging.
- Consistent with the Energy Step Code, this project will be designed to achieve Step 3 energy step code performance targets. The applicant has provided a statement identifying that the applicable Energy Step Code performance targets were considered in the proposed design, which will be reviewed through the associated Building Permit process for compliance.

Site Servicing

- Prior to DP issuance, the applicant is required to enter into a Servicing Agreement to complete site works and improvements including:
 - No. 3 Road: A new sidewalk, grassed/treed boulevard, and curb/ gutter, along with a new painted median separating northbound and southbound traffic.
 - Steveston Highway: A new sidewalk, grassed/treed boulevard, and curb/ gutter.
 - Upgrading of existing storm sewers along the Steveston Highway frontage.
 - Utility connections for storm, water, and sanitary.

Conclusion

The proposed development complies with the “Gas & Service Station (GC2)” zone, except for the variance discussed. As the proposed development would meet applicable policies and DP Guidelines, staff recommend that the DP be endorsed, and issuance by Council be recommended.

The list of DP Considerations is included in Attachment 5, which has been agreed to by the applicant (signed concurrence on file).



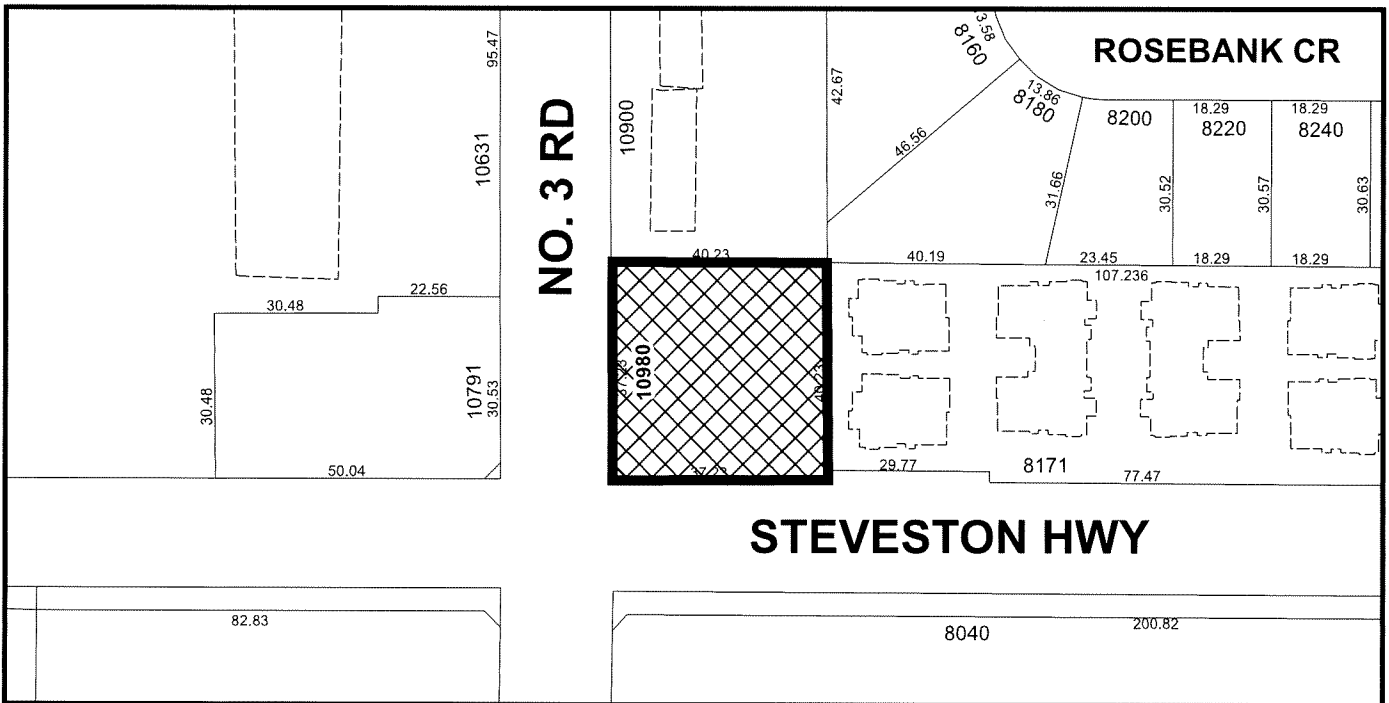
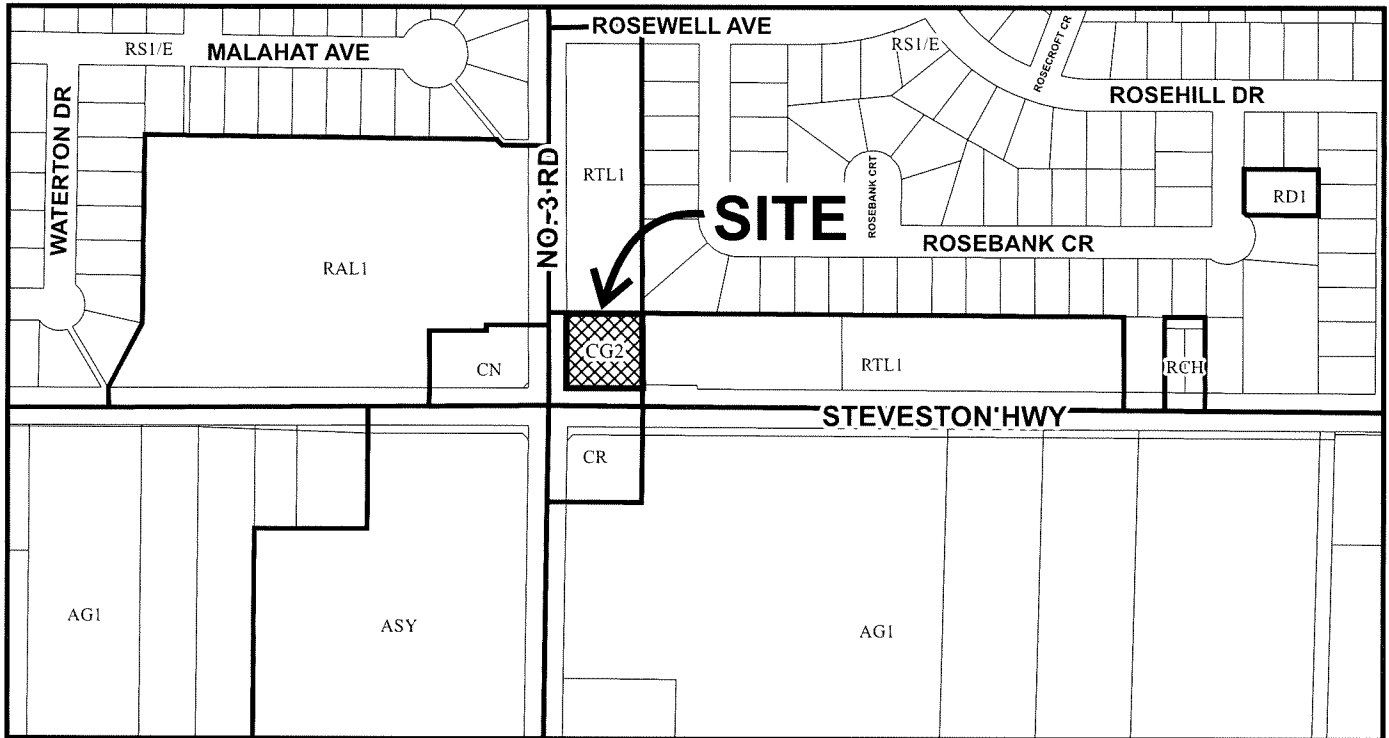
James Hnatowich
Planner 1

JH:cas

- Att. 1: Location Map/ Aerial Photo
- Att. 2: Development Applications Data Sheet
- Att. 3: Public Correspondence
- Att. 4: Advisory Design Panel Minutes Excerpt
- Att. 5: Development Permit Considerations



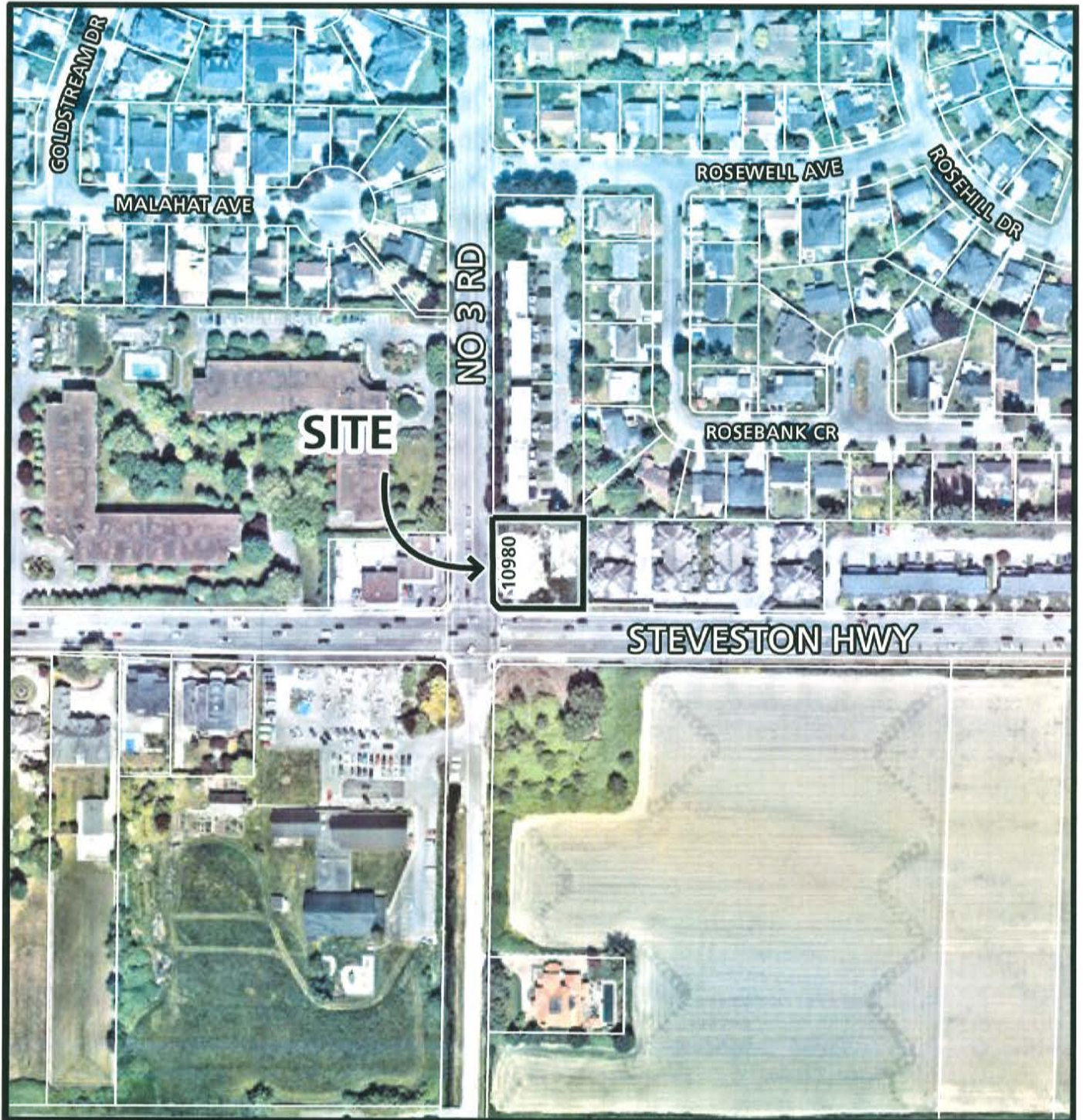
City of Richmond



	<h2>DP 21-928686</h2>	<p>Original Date: 04/19/21</p> <p>Revision Date: 04/20/21</p> <p>Note: Dimensions are in METRES</p>
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City of Richmond



DP 21-928686

Original Date: 01/15/26
Revision Date:

Note: Dimensions are in METRES



DP 21-928686

Attachment 2

Address: 10980 No. 3 Road

Applicant: Urban Design Group Architects Ltd

Owner: 650273 Alberta Ltd.

Planning Area(s): Broadmoor

Floor Area Gross: 132 m²

	Existing	Proposed
Site Area:	1,613 m ²	1,613 m ²
Land Uses:	Vacant Lot	Gas Station and convenience retail
OCP Designation:	Commercial	No Change
Zoning:	Gas & Service Stations (CG2)	No Change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.35	0.08	none permitted
Lot Coverage:	Max. 35 %	8.5%	none
Setback – Front Yard:	Min. 12.0 m	16.6 m	none
Setback – Exterior Side Yard (West Property Line):	Min. 12.0 m for buildings 4.5 m for pump island	28.6 m for building 12.6 m for pump island	none
Setback – Interior Side Yard (East Property Line):	Min. 3.0 m for buildings 10.0 m for pump islands	3.14 m for buildings 24.0 m for pump island	none
Setback – Rear Yard:	Min. 3.0 m	7.88 m	none
Height (m):	Max. 9.0 m (buildings) Max. 12.0 m (accessory structures)	5.5 m for buildings 5.9 m for canopy	none
Total off-street Parking Spaces:	2 spaces per 100.0 m ² of gross leasable floor area (3 spaces)	3	none
On-site bicycle parking	Class 2 Bicycle parking: 0.4 stalls, for each 100 m ² of gross leasable floor area greater than 100 m ² (2 spaces)	2 Spaces	none

July 2, 2021

Jordan Rockerbie / Development Permit Panel
Planning and Development Department
City of Richmond

Re: Development Permit Application DP 21-928686 - 10980 No.3 Rd.

Dear Development Permit Panel,

On behalf of the residents of The Maples, strata plan LMS1080 located at 8171 Steveston Hwy., We are writing to share a series of concerns regarding the above mentioned application for a New Gas and Service Station Development by Urban Design Group Architects Ltd.

Gas Station Location and Development at this lot

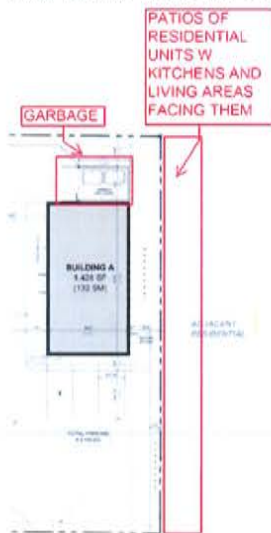
While residents understand that this lot has been zoned to allow for a gas station, we strongly believe it does not mean the project is well suited for the proposed location and to the benefit of the local community surrounding it.

We would like to make a series of comments on the matter:

- Lack of need. A gas station already exists at 7980 Williams Rd., a one-minute drive from the proposed site (850m). Additionally, there are two gas stations on Steveston Hwy @ No.5 Rd and five stations on No.3 Rd already, which is the highest number of any road in Richmond. A gas station may be good business, but is it really needed in the local community?
- Safety.
 - Children. There are a number of young families in our strata and in neighbouring ones. As a result, children walk to school (William Bridge Elementary). This route requires them to walk on Steveston Highway, up No.3 Road and then into the quieter streets of Rosewell Ave. The addition of a gas station with multiple entrances increases the potential dangers for pedestrians.
 - Fire. Accidents involving fire are a possibility when dealing with highly flammable substances on a daily basis. There appear to be no fire protection design features (such as a concrete fence against our strata) to mitigate those risks.
- Traffic. Adding a gas station to the corner of Steveston Hwy & No.3 Rd will create an influx of additional traffic. The intersection is already busy, and local residents will need to contend with cars going in and out of the gas station at a regular rate.
- Security. Gas stations typically have later hours than most stores and can attract unwanted visitors. LMS1080 has already had a few dealings with mailboxes being broken into and stolen parcels, and now with a gas station next door, both foot traffic and vehicle traffic will increase. With increased traffic, there is an increased likelihood of misdemeanors.
- Environment. LMS1080 was already impacted in the past by a Chevron gas station in the same lot whose existence resulted in a contaminated site that required remediation. We are still paying for damages caused to our property by environmental well monitoring that, albeit decommissioned, caused potholes in our driveways that have to be refilled on a regular basis. See attached letter from Chevron and SLR Consultants for details. We have serious concerns that this will happen again, with direct impact to the places we now call home. Additionally, BC has one of the highest tax rates on gasoline. This is one of the pushes to look out for the environment. With the increasing popularity of electric cars, why would a gas station at this location make sense?
- Health.
 - Illness. Several research studies point to the fact that there are increased risks of cancer to residents living near gas stations, especially children. Please see attached article below with detailed study references: [Is It Safe to Live Near a Gas Station? Scientists Point to Numerous Health Hazards](#), and attached article: [Childhood cancer and residential proximity to petrol](#)

[stations: a nationwide case-control study in Switzerland](#). Relevant information in both has been highlighted.

- Mitigation standards. Although we might assume current environmental protection standards and building codes address the issues regarding VOCs and other chemical leaks, research shows that is not really the case. Please see attached article [Hydrocarbon Release During Fuel Storage and Transfer at Gas Stations: Environmental and Health Effects](#). Relevant information under conclusions has been highlighted.
- Smell. We have serious concerns with both smell and fumes travelling to the units directly adjacent to the proposed station. There are only minimal strategies that can be conducted to mitigate this.
- Light. We also have concerns with light pollution at night. Light poles at gas stations have tall sources illuminating the ground with powerful lumen levels at all times of the night, which would impact residents' sleep, since bedrooms in units face the proposed lot directly.
- Pests. A garbage area is proposed to be located behind the building of the station only 10 feet from patios, kitchens, and social areas facing it directly. See image below. This is a concern not only for the increase of rats in our units, but also smell.



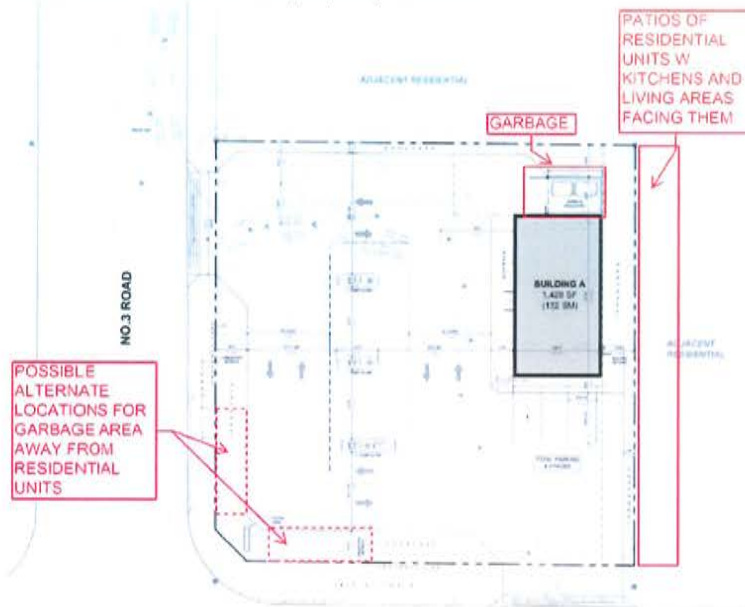
Proposed Design and Site Layout

If the panel decides to allow the project for a gas station to go ahead, we would like to comment and propose the following areas be addressed in the current design:

- Fence. The current design proposes a chain link fence with small trees / shrubs planted in front. A fence of a material that would protect against fire hazards (such as concrete) should be considered for safety. Fence ideally would not be higher than the existing residential fence. Existing wood fence is 5'-8" high.



- **Landscaping.** The current design proposes a very small landscaped area between the properties. It goes from 10'-0" at its widest to only 3'-4" wide along the east edge of the project site. The current design will not assist in mitigating smells, noise, and light pollution. We ask that a wider strip of landscaping (15'-0" wide or more) be designed instead and run along the entirety of the east edge of the site. We also ask that more mature trees be installed beside the fence that are high enough (10' to 12' tall) to make mitigation of issues possible.
- **Garbage.** As seen above, the current design proposes the garbage area be located north of Building A, directly adjacent to the residential units. We ask that the garbage area be moved away from the north and east edges of the property, where residential units would be adjacent. Garbage could be located at the south west corner of the property instead.



We hope for careful consideration of our serious concerns and appreciate the Panel's time and attention in this matter. Should you wish to discuss any of the issues here further or ask questions, please feel free to contact me at paolakleingavilanez@yahoo.com or at 778.837.3467.

Respectfully,

Paola Gavilanez

Paola Gavilanez
 Strata Council President on behalf of Strata Council, Owners and Residents
 LMS1080, 8171 Steveston Hwy

Encl:

Letter from Chevron and SLR Consultants

Article - Is It Safe to Live Near a Gas Station? Scientists Point to Numerous Health Hazards

Article - Childhood cancer and residential proximity to petrol stations: a nationwide case-control study in Switzerland

Article - Hydrocarbon Release During Fuel Storage and Transfer at Gas Stations: Environmental and Health Effects

Cc: Citybase Property Management, Strata Council at LMS1080, Residents at LMS1080

From: [Rockerbie, Jordan](#)
To: ["Paola Gavilanez"](#)
Subject: RE: attn Jordan Rockerbie: DP 21-928686 - 10980 No.3 Rd.
Date: Thursday, July 29, 2021 5:22:29 PM

Hello Paola, I have gone through the letter and reviewed the concerns with my manager. As I understand, the primary issues can be summarized as follows:

- Proposed land use is not desirable/unnecessary
- Lighting, noise, and odour impacts
- Location of the garbage enclosure
- Inadequate fencing
- Inadequate landscaping

Most of these can be addressed through review and refinement of the Development Permit. Land use is not addressed in the Development Permit as staff do not have the authority to refuse an application that is consistent with the zoning of the property. 10980 No 3 Road is zoned "Gas and Service Station (CG2)," which permits only gas stations and service stations as primary uses, and car wash and convenience retail as secondary uses. The proposed development would consist of a gas station with convenience retail.

Regarding fencing, I do have a follow-up question for you and your neighbours. The Zoning Bylaw requires a 2 m (6' 5") fence between commercial and residential uses. The current proposal does not include a new fence, only a new cedar hedge around the property. We usually ask for a high fence to provide greater privacy and screen light intrusion, particularly from vehicle headlights. We can direct the owner to provide a lower fence as requested, which would be added to the Permit as a variance. Please let me know whether a low or high fence is preferred in combination with the cedar hedge.

Should you or your neighbours have any additional questions or concerns about the proposed development, please do not hesitate to contact me.

Thank you,

Jordan Rockerbie

Planner 1

Planning and Development Division

City of Richmond

T: 604-276-4092

E: jrockerbie@richmond.ca

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From: Paola Gavilanez

Sent: July 9, 2021 5:39 PM

To: Rockerbie, Jordan

Subject: Re: attn Jordan Rockerbie: DP 21-928686 - 10980 No.3 Rd.

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.

Hello Jordan,

Thank you so much for the super-quick reply and on a Friday afternoon nonetheless! Hopefully you're out of the office to enjoy some summer weather. Please feel free to connect with me after you've reviewed the information.

Best regards,

Paola Gavilanez

On Jul 9, 2021, at 5:10 PM, Rockerbie, Jordan <JRockerbie@richmond.ca> wrote:

CAUTION External Sender: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Paola, this is a quick confirmation that I have received your letter. I will be out of the office next week so I wanted to ensure you had a response before I left.

The letter will be included in the staff report to Development Permit Panel. I have already forwarded a copy to my supervisor, and when I am back in the office we will review the contents to help inform that staff comments to the applicant.

Regards,

Jordan Rockerbie

Planner 1

Planning and Development Division

City of Richmond

T: 604-276-4092

E: jrockerbie@richmond.ca

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From: Paola Gavilanez <paola.gavilanez@kpu.ca>

Sent: July 9, 2021 4:29 PM

To: DevApps <DevApps@richmond.ca>

Subject: attn Jordan Rockerbie: DP 21-928686 - 10980 No.3 Rd.

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Hello Mr. Rockerbie,

My name is Paola Gavilanez and I am the strata council president at LMS 1080 The Maples, a property directly adjacent to the lot for DP application 21-928686 at 10980 No.3 Rd.

Attached please find a letter complete with comments made on behalf of the owners and residents of our strata. We ask that you kindly include this letter as part of the review process for the application as well as the Development Permit Panel meeting.

Please let me know if you require any additional information or have any questions.

Thank you,

Paola Gavilanez RID IDIBC, IDC, LEED AP ID+C, NCIDQ, MA
Faculty, Interior Design
t 604.599.2712 m 778.837.3467
e paola.gavilanez@kpu.ca
kpu.ca/design

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From: [Jon V](#)
To: [Rockerbie, Jordan](#)
Cc: [rlu@manningelliott.com](#); [mike.erldiamonds@gmail.com](#); [john@riverwestrealty.ca](#)
Subject: Re: Development Permit Application No. 21-928686/10980 No. 3 Rd
Date: Monday, March 7, 2022 11:14:09 AM

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.

Hello Jordan,

Thank you for your quick reply and for the detailed information. We understand that the City has plans for bike lanes along Steveston Hwy and No. 3 Rd, so our input would also be that accessible safe bike lanes and walkways be considered in the application process. Also, our Strata is composed of 20 units or three-four bedroom townhouses.

Thank you,

Jon Vegt
Garden Manor Strata NW5

On Fri, Mar 4, 2022 at 11:39 AM Rockerbie, Jordan <JRockerbie@richmond.ca> wrote:

Hello Jon, thank you for your email concerning the proposed development at 10980 No 3 Road. The email will be included in the staff report to Development Permit Panel along with other public correspondence received.

Please note that this Development Permit would only control the building design, landscaping, and site plan of the proposed development. This does include pedestrian and traffic safety, lighting, and proximity to residences. Land use is not addressed in the Development Permit as staff do not have the authority to refuse an application that is consistent with the zoning of the property. 10980 No 3 Road is zoned "Gas and Service Station (CG2)," which permits only gas stations and service stations as primary uses, and car wash and convenience retail as secondary uses. The proposed development would consist of a gas station with convenience retail.

Following staff review of the proposal, the Development Permit application will be presented to Development Permit Panel for consideration. This meeting is open to the public, and all residents of your strata will be notified by mail of the date and time of the meeting. The blue development information sign will also be updated prior to the meeting.

Please let me know if you have any additional questions about the proposed development.

Regards,

Jordan Rockerbie

Planner I

Planning and Development Division

City of Richmond

T: 604-276-4092

E: jrockerbie@richmond.ca

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From: Jon V <jonathanvegt@gmail.com>

Sent: March 4, 2022 9:10 AM

To: DevApps <DevApps@richmond.ca>

Cc: Raymond Lu <rлу@manningelliott.com>; Mike Sachs <mike.erldiamonds@gmail.com>; John Aveline <john@riverwestrealty.ca>

Subject: Development Permit Application No. 21-928686/10980 No. 3 Rd

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.

To Whom It May Concern,

This letter is in response to the Development Permit Application No. 21-928686 ("The Project") at 10980 No. 3 Rd, Richmond, BC ("The Property") and accompanied notice for the opportunity of public input.

I am writing on behalf of the Stata and Residents of Garden Manor, Strata Plan NW5, Richmond, BC. Our Strata had it's Annual General Meeting on Tuesday, March 2, 2022. The project was brought up by a member of the strata and a discussion ensued.

Residents had concerns. One concern was over the long term consequences of a new gas station on the property. The property had previously been utilized for the purposes of providing Gas and Service and the result was 23 years of testing on the property belonging to the owners of Garden Manor. The testing was conducted in order to remediate environmental contamination of soil and groundwater and to obtain a certificate of compliance from the Ministry of Environment. Although a certificate of compliance was obtained, that did not mean that there was no petroleum hydrocarbon contamination in our soil and groundwater.

We are concerned about a repeat of the past environmental contamination. As more people are turning to electric vehicles now and in the future, we question the necessity of a new gas station at this location and the accompanying future health risks. There were also concerns voiced over fumes, safety, light pollution, and proximity to the townhomes.

Sincerely on Behalf of Garden Manor Strata,

Jon Vegt

Strata President

Garden Manor Strata Plan NW5

10900 No. 3 Rd/8040 Rosewell Ave

Richmond, BC

c: 778-899-4640

Excerpt from the Minutes from
The Design Panel Meeting

Thursday, February 22, 2024 – 4:00 p.m.
Remote (Webex) Meeting
Richmond City Hall

1. **DP 21-928686 – Gas Station**

ARCHITECT: Urban Design Group Architects Ltd.

LANDSCAPE ARCHITECT: Maruyama and Associates

PROPERTY LOCATION: 10980 No. 3 Road

Applicant's Presentation

Architect Eric Ching, Urban Design Group Architects Ltd., and Landscape Designer Johny Zhang, Maruyama and Associates, presented the project and answered queries from the Panel.

Panel Discussion

Comments from Panel members were as follows:

1. People with disabilities, e.g. in wheelchairs or scooters, getting off from the bus stop to the north of the subject site will likely use the No. 3 Road entrance of the gas station to access the service station building (Building A); consider installing a pedestrian walkway, e.g. stamped concrete or painted pavement, from the No. 3 Road entrance to Building A; information regarding the potential volume of users of the north versus the south entrance of the building would help to determine the appropriate location of the automatic door entrance;

Designated and fully accessible pedestrian pathway from No. 3 Rd to the building provided. Loading area to remain, however 'Loading' pavement sign has been deleted to accommodate painted paving for walkway.

2. Review the width of the sidewalks along the west and south sides of Building A to ensure unimpeded circulation of people in wheelchairs and scooters as the sidewalks may be used for other uses, e.g. product displays or bicycle parking, in the future;

Sidewalk fronting the building is 7'-0" wide to ensure adequate width for accessibility. South building sidewalk reconfigured with generous walkway clearance.

3. The free standing sign at the northwest corner of the subject site is primarily for motorists along No. 3 Road going south and would not be visible; consider moving the signage further to the north near the bus stop to make it more visible to motorists; also consider installing a screening element for the adjacent townhouse development along the space previously occupied by the free standing sign and Tree #52 to mitigate potential light pollution on the neighbouring property;

Northwest corner free standing sign reduced in size and relocated to south side of No. 3 Rd driveway, proposed signage design attached for reference.

4. Investigate opportunities to install stormwater bio-infiltration swale between the two sidewalks to mitigate the rainwater captured on the site;

Curb cuts will be introduced along landscape/drive aisle curbs to accommodate natural infiltration of stormwater runoff.

5. The City is encouraged to maintain the existing sidewalk and not develop the new sidewalk to provide a wider green buffer and reduce the amount of hardscape in the area;

Agree.

6. Consider improvements to the proposed site access on Steveston Highway to avoid conflicts between vehicles in the parking area and vehicles entering and exiting the site;

Steveston Highway driveway and parking area revised for improved pedestrian and vehicular visibility and movements.

7. Consider installation of additional bicycle amenities along the Building A frontage due to expected rise in future demand by potential users;

Additional bicycle amenities will be considered in the future.

8. Consider installing additional trees on the southeast corner of the site to provide an adequate buffer to the adjacent property to the east;

Three additional trees along the southeast property line provided.

9. Agree with the Panel comment regarding concern on light pollution on the adjacent residential development to the east;

All site and exterior building light fixtures will be Full-Cut Off (FCO) and Dark-Sky compliant, and provisions reviewed to minimize light pollution.

10. Support the Panel comment regarding installing a stormwater bio-infiltration swale in lieu of a standard landscaped grass boulevard as it is more valuable for the site;

See #4

11. Also support the Panel comment to install additional trees on the east side of the property;

See #8

12. Consider adding structural soil for trees proposed to be planted adjacent to the sidewalk along No. 3 Road to ensure adequate soil volume;

Noted.

13. Support the Panel comments regarding ensuring accessibility from site entrances to Building A including the accessibility of the sidewalks adjacent to Building A;

See #s 1, 2, and 23.

14. Canopies adjacent to Building A are narrow; consider increasing the size of canopies to enhance stormwater management;

The header element above the building storefront is an architectural feature not intended to serve as canopy cover, and consistent with the proponent's corporate store design.

15. The free standing sign on the northwest corner is in close proximity to the adjacent residential development to the north; support the Panel comment regarding the relocation of the sign to provide more visibility;

See #3

16. Support the Panel comment regarding the installation of bio-swale on the new landscape boulevard; also look at the impervious areas in the subject site and investigate opportunities to install bio-swales;

See #4

17. Consider increasing the size of the attendant room glazing on the south façade of Building A to reduce the amount of blank wall facing Steveston Highway;

Attendant Room glazing on south façade of Building A fronting Steveston Hwy has been increased to twice the original provision..

18. More screening of the site from adjacent residential dwellings at the southeast corner is encouraged;

See #8

19. Review the design of the new sidewalk and the new landscape boulevard at the corner to avoid having areas that will end up muddy in the future;

Crossing from the street corner sidewalk into the site through landscaping will be restricted via shrub/planting species/density (natural access control).

20. The proposed location of Building A and the garbage and recycling enclosure is reasonable;

Noted.

21. Metal panels could provide a similar look to fiber cement panels; and

Noted. The specified fibre cement panels are consistent with the proponent's corporate store design.

22. Support the proposed installation of solar panels on the roof of Building A.

Solar panels will not be provided.

23. Consider positioning the access curb cut in front of the entrance doors rather than off to the side of the building; otherwise, future placement on the sidewalk of things such as propane tank units and firewood supplies will make it difficult or impossible for people with mobility devices to access the building.

The sidewalk access curb cuts are primarily for accessibility which require 5'x5' clear (and safe) landing areas on both sides of the curb ramp, and a direct connection to an accessible pathway. The current curb cut locations satisfy these requirements without encroaching into drive aisle width requirements.

Panel Decision

It was moved and seconded

That DP 21-928686 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

CARRIED

Note: Pam Andrews had earlier left the meeting and was not able to vote on the motion.



Address: 10980 No. 3 Road

File No.: DP21-928686

Prior to approval of the Development Permit, the developer is required to complete the following:

1. **(Tree Replacement Security)** Submission of a Landscape Security in the amount of \$3,000 (\$750/tree) to ensure that a total of four replacement trees are planted and maintained on each lot proposed (for a total of 4 trees); minimum 6 cm deciduous caliper or 3.5 m high conifers). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**
2. **(Landscape Plan and Security)** deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, in the amount of \$47,030.50, consistent with the landscape plan provided in this package. .
3. **(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.
4. **(SRW)** Granting of a statutory right-of-way for the purposes of frontage improvements. All Statutory Rights of Ways (SRW) requirements identified here are approximately and to be confirmed via the Servicing Agreement process that includes all required frontage improvements.
 - a) Along site frontage:
 - Steveston Highway: An approximate 0.90m Public Rights of Passage (PROP.) SRW.
 - No. 3 Road: An approximate 3.6m PROP SRW.
 - b) Corner cuts:
 - 4m x 4m corner cut on the southwest corner of Steveston Highway and No.3 Road, measured from the eastern and northern edge of the new PROP SRW.

Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. Works to be secured via SA.

5. **(Noise – Commercial)** Registration of a legal agreement on title for commercial development indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
6. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on title.
7. **(Servicing Agreement)** Enter into a Servicing Agreement* for the design and construction of site servicing, off-site works and frontage improvements. All areas with SRW and/or Public Rights of Passage are to be included in the Servicing Agreement process for review. A Letter of Credit of 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:

Frontage Upgrades/Improvements (Transportation)

- a) Through the SA agreement, the Applicant must design and construct at the Applicant's sole cost, the general frontage improvements identified below and any required tie-in work to the satisfaction of the Director, Transportation:
 - Steveston Highway (from north to south), from new northern edge of SRW:
 - 3.5m concrete sidewalk
 - 1.5m grassed/treed boulevard

- 0.15m curb and gutter
- No. 3 Road from (east to west), from new eastern edge of SRW:
 - Landscaped back boulevard
 - 3.5m concrete sidewalk
 - 1.5m (front) grassed/treed boulevard
 - 0.15m curb and gutter
 - 14.1m of roadway (east to west):
 1. 3.4m curb lane
 2. 3.2m non curb lane
 3. 0.9m painted centre median
 4. 3.2m non curb lane
 5. 3.4m curb lane
- Sidewalks to be transitioned to meet existing condition to the north and east of the subject site through reverse curve designs.

Note: The sidewalk and boulevard will need to be constructed withing the on-site SRW area.

Vehicular Access

- b) All existing driveways on Steveston Highway and No. 3 Road shall be closed.
- c) The development shall be permitted one (1) driveway on Steveston Highway and one (1) driveway on No. 3 Road.
- d) Both driveways shall be restricted to right-in/right-out only, and access restrictions shall be reinforced with the following measures and shall be designed as part of the Servicing Agreement to the satisfaction of the Director, Transportation:
 - Channelized islands within driveways
 - Signage to reinforce restricted movements at Steveston Highway and No.3 Road.

Steveston Highway and No. 3 Road Intersection upgrades

- e) Applicant is responsible for design and construction of any required infrastructure that may include but is not limited to accessible letdowns, curbs, pavement, pavement marking, signage, lighting, traffic signal works, and utilities to the satisfaction of Director, Transportation and Director, Engineering at the intersection of Steveston Highway and No.3 Road.
- f) Traffic signal upgrades:
 - General Traffic Signals Requirements: The developer is solely responsible for all coordination, design, supply, installation and delivery of traffic signal infrastructure modifications, upgrades, improvements or removals that result from any roadway infrastructure improvements and alterations and for new traffic signal infrastructure required. Traffic signals scope to include but not be limited to those identified below.
 - Existing Traffic Signals Upgrades: Where re-location, modification, upgrade or installation of a traffic signal, pedestrian signal or special crosswalk is being proposed, the developer may be responsible for the following:
 - A 4m x 2m ROW on the development property for the installation of a Traffic Cabinet and Uninterruptible Power Supply (UPS)/service cabinet. This can overlap with the SRW along No. 3 Road, with the cabinets being located behind the interim sidewalk.
 - New traffic cabinet installed within ROW.
 - New UPS/Service cabinet installed within ROW.
 - New Traffic cameras
 - New traffic pole on the development corner c/w electrical and detector loop junction boxes and conduit.

- Complete set of traffic signal drawings as per City of Richmond drafting standards Signal upgrades include but are not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

Water Works:

- a) Using the OCP Model, there is 1246 L/s of water available at a 20 psi residual at the hydrant located at the southeast corner of No 3 Rd and Steveston Hwy; while there is no existing hydrant at the No 3 Rd frontage of the proposed site. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.
- b) Please note that there are no existing hydrants at both No 3 Rd and Steveston Hwy frontages of the proposed gas and service station. Review hydrant spacing and provide fire hydrants at the No 3 Rd and Steveston Hwy frontages as required to meet City spacing requirements for the proposed land use. As per the City's Engineering specifications, hydrants are to be located not more than 75m apart in commercial-use areas, subject to City's Fire department. Prior to the first submission of the servicing agreement design, consult with the City's Fire department to confirm the locations of the required hydrants.
- c) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) 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 W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- d) At Developer's cost, the City will:
 - i) Cut and cap at main the existing service connection at No 3 Road frontage.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.
 - iii) Provide a new service connection at the No 3 Road frontage, complete with a water meter on the development site, within a right of way to be provided by the developer.

Storm Sewer Works:

- e) At Developer's cost, the Developer is required to:
 - i) 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.
 - ii) Provide a capacity analyses under the existing and OCP scenarios to confirm frontage upgrade requirements along Steveston Hwy frontage. The major conveyance for the capacity analyses shall be the existing box culvert along the west side of No 3 Rd. The developer's civil consultant shall confirm with the City's Engineering Department the drainage catchment boundary and the alignment of the required storm sewers at Steveston Hwy frontage prior to start of the capacity analyses works.
 - iii) Upgrade the existing 250mm diameter AC storm sewers for a total length of approximately 85 meters from the existing manhole STMH1905, east of 10980 No 3 Rd, to the existing manhole STMH123544 at the northwest corner of No 3 Rd and Steveston Hwy. The size of the required storm sewer shall be as per the capacity analyses results or the minimum 600mm diameter pipe as per City's Engineering specifications, whichever is larger. The exact size of the required storm main upgrade shall be finalized through the servicing agreement design process.
 - (1) The developer to coordinate the design and construction of the upgrade works with Fortis BC and BC Hydro to avoid or minimize impact to the existing 219mm diameter gas main and BC Hydro duct banks along No 3 Rd. Relocation of the existing gas main and BC Hydro duct banks may be required to facilitate the required storm sewer upgrade at the Steveston Hwy frontage. If the existing gas main and duct banks obstruct the required storm sewer, the cost to relocate the existing gas main and duct banks shall be included in the servicing agreement security bond. Written confirmation on the relocation costs are required from Fortis BC and BC Hydro to confirm the SA security bond amount.
 - (2) The proposed storm sewer shall be installed within the proposed 1.5m wide landscape boulevard, and avoid conflict with any existing utilities along Steveston Hwy. The exact alignment of the proposed storm sewer upgrade along Steveston Hwy shall be finalized via the servicing agreement process.
 - (3) The east tie-in of the upgraded storm sewer shall be to the new manhole in replacement of the existing manhole, STMH1905. The west tie-in of the upgraded storm sewer shall be to the existing box culvert

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along No 3 Rd (e.g. STND1512, STMH123544). The details of the proposed storm sewer upgrade and the tie-ins shall be finalized through the servicing agreement design process.

- iv) Install a new storm manhole as a replacement of the existing manhole, STMH1905, to tie in the east end of the upgraded storm sewer. The size of the new storm manhole shall be appropriate for the tie-in of the upgraded storm sewer along Steveston Hwy, as per the City's Engineering specifications. The exact size of the required storm manhole upgrade shall be finalized through the servicing agreement design process.
 - v) Provide a right of way for the required storm inspection chamber at the Steveston Hwy frontage. Exact location and dimension of the right-of-way to be finalized via the servicing agreement process.
 - vi) Install a new storm service connection tied into the proposed storm main at the Steveston Hwy frontage, complete with an inspection chamber on the development site, within a right-of-way to be provided by the developer. Exact location and dimension of the storm service connection to be finalized via the servicing agreement process.
- f) At Developer's cost, the City will:
- i) Cut and cap all existing storm service connections.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- g) At Developer's cost, the City will:
- i) Install a new sanitary service connection tied into the existing sanitary manhole SMH1627 within the existing right-of-way at the northeast corner of the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.
 - iii) Cut and cap all existing sanitary service connections.

Frontage Improvements (Engineering):

- h) At Developer's cost, the Developer is required to:
- i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages. Pole relocations may be required along Steveston Hwy and No 3 Rd frontages.
 - (3) To underground overhead service lines.
 - ii) Complete other frontage improvements as per Transportation requirements.
 - iii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - iv) Review street lighting levels along all road and lane frontages, and upgrade as required. The existing street lighting conduits at the Steveston Hwy frontage (e.g. 6092 and 6593) may require a relocation from the existing alignment. As per the City's Engineering specifications, minimum 0.3m clearance is required between the storm main and the street lighting conduits. Exact alignment of the relocated street lighting conduits along Steveston Hwy shall be finalized via the servicing agreement process.

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General Items:

- i) At Developer's cost, the Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a pre-load plan and geotechnical assessment of pre-load, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing sanitary lines at the northeast corner of the proposed site prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - iii) 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.
 - iv) 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.
 - v) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water 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 ground water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated ground water to the storm sewer system.
 - vi) 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.
 - vii) Enter into, if required, 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, 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.
8. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Development Permit Panel Meeting Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

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

1. **(Building Code)** Demonstrate compliance with energy performance levels described in BC Building code Article 9.36.5 which is equivalent to Part 9- Energy Step Code 3, as of May 1, 2023.
2. 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.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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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 considerations on File)

Signed

Date



No. DP 21-928686

To the Holder: Urban Design Group Architects Ltd
Property Address: 10980 No. 3 Road
Address: 675 W Hastings Street Suite 810,
Vancouver, BC, V6B 1N2

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the landscaping requirements along a property line abutting a road from 3.0 m to zero (2.1) m along portions of the south property line.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #6 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$47,030.50. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 21-928686

To the Holder: Urban Design Group Architects Ltd
Property Address: 10980 No. 3 Road
Address: 675 W Hastings Street Suite 810
Vancouver, BC V6B 1N2

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

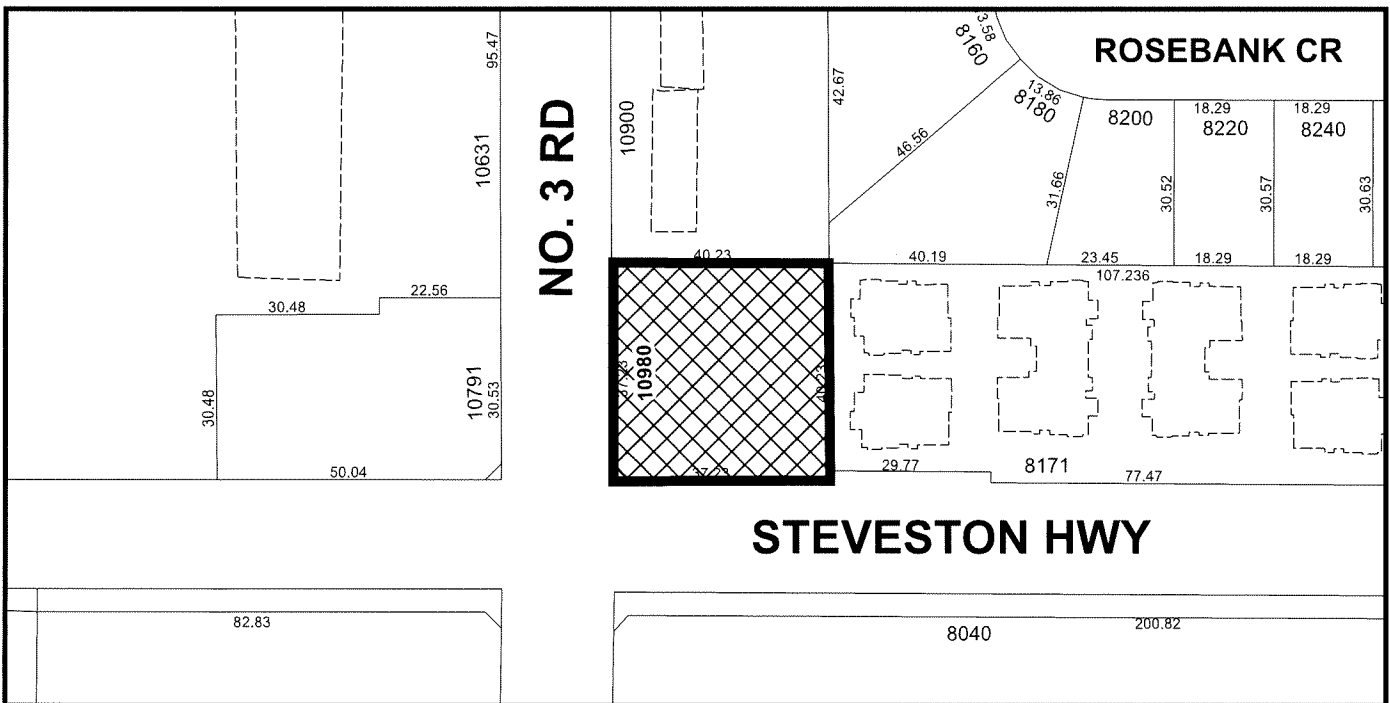
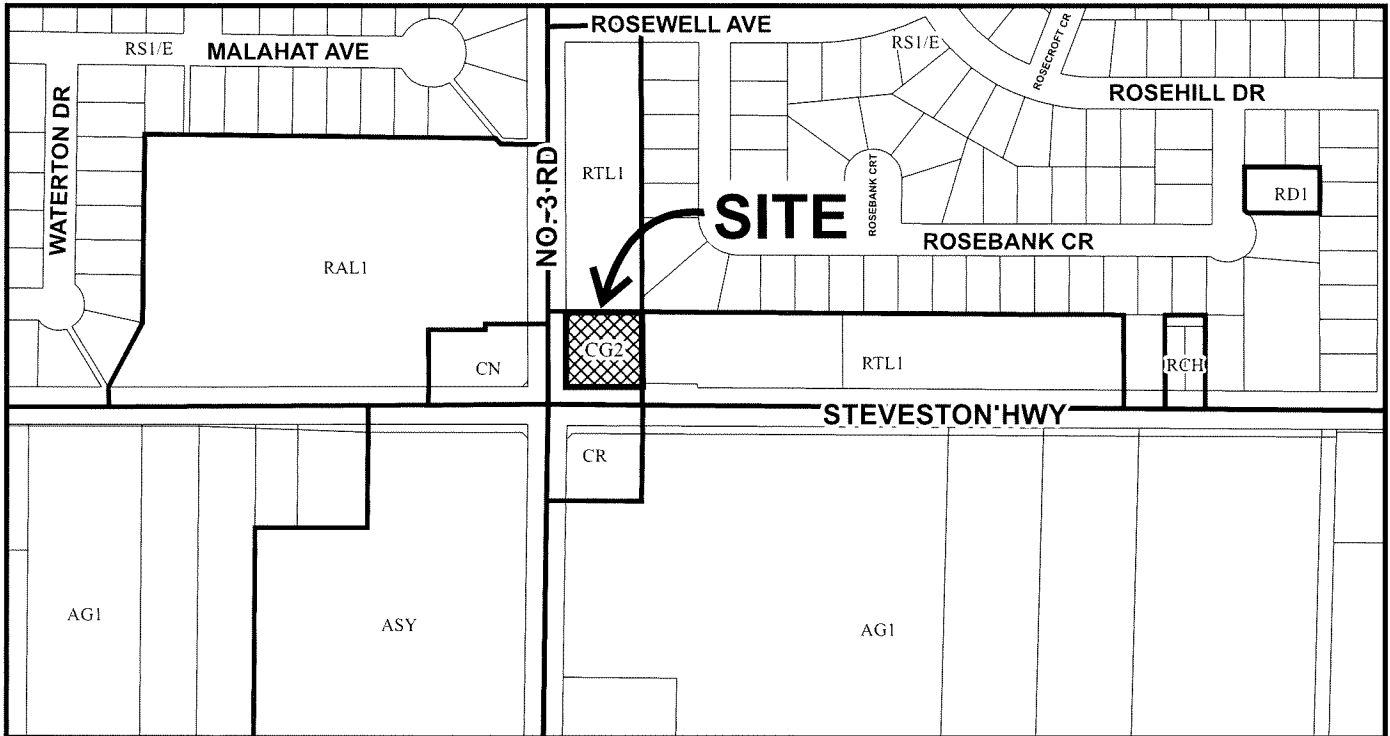
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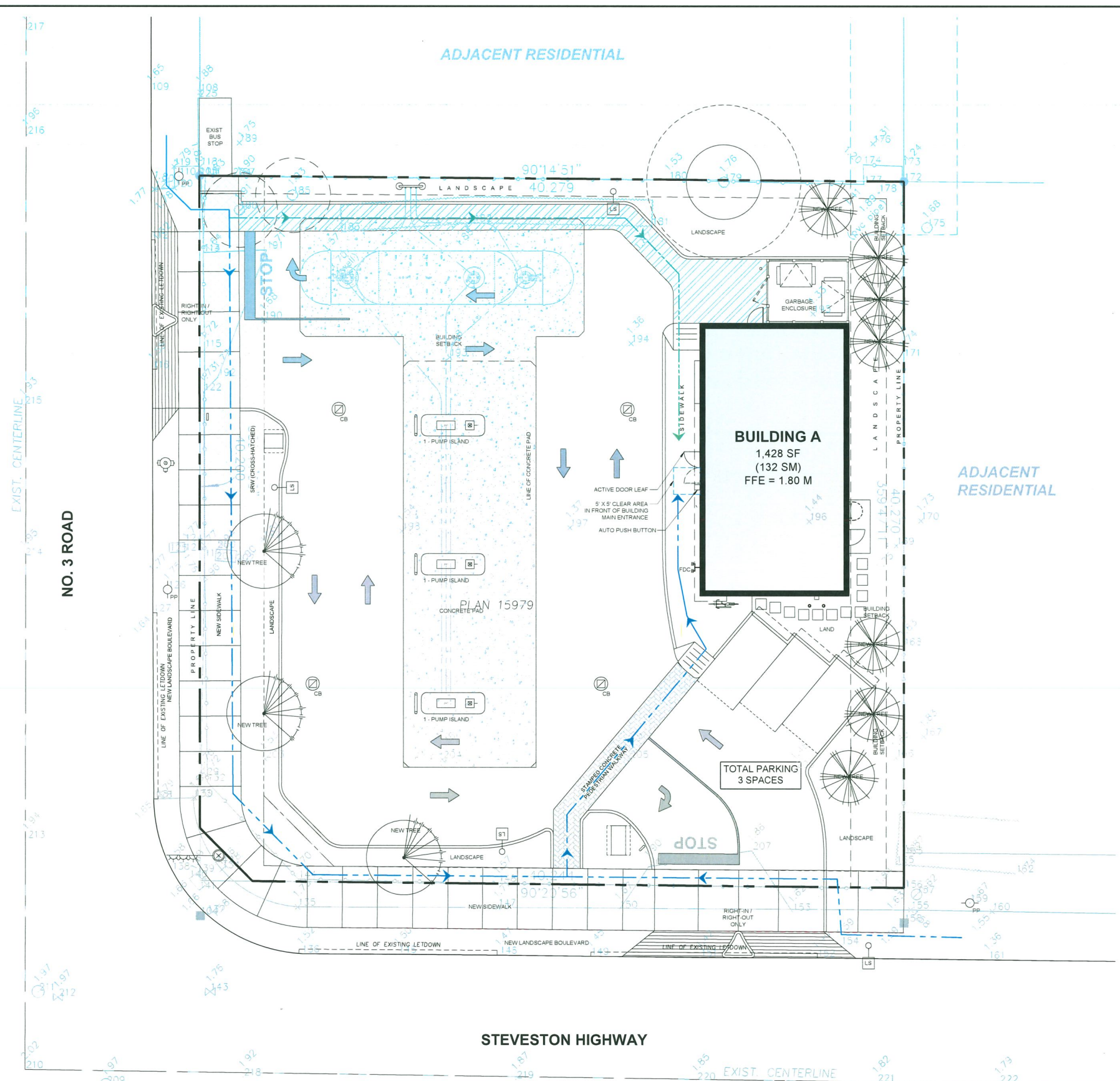
MAYOR



City of Richmond



	<h2>DP 21-928686</h2> <h3>SCHEDULE "A"</h3>	Original Date: 04/19/21 Revision Date: 04/20/21 Note: Dimensions are in METRES
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1 PEDESTRIAN CIRCULATION
A-1.1A SCALE: 1/8" = 1'-0"

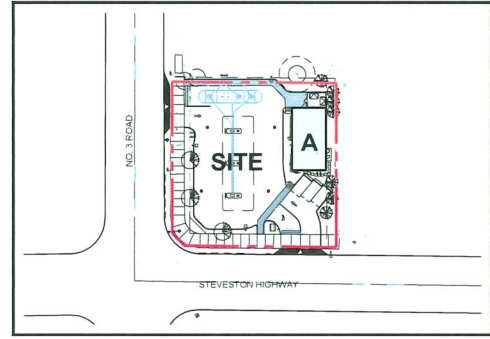
DRAWING LEGEND

	DESIGNATED ACCESSIBLE PEDESTRIAN CIRCULATION ROUTE
	ACCESSIBLE PEDESTRIAN ROUTE

Plan #1
DP21-928686



2 AERIAL MAP
A-1.1A SCALE: NTS



3 KEY PLAN
A-1.1A SCALE: NTS

SITE INFORMATION	
CIVIC ADDRESS:	10980 NO. 3 ROAD, RICHMOND, BC
LEGAL DESCRIPTION:	SEC 33 BLK 4N RG 6V PL NWP 15979 PARCEL G, BLOCK 4N, PLAN NWP 15979, SECTION 33, RANG E 6W, NEW WESTMINSTER LAND DISTRICT, REF. 15979
CURRENT ZONING:	CO2 (GAS & SERVICE STATION)
OCF LAND USE:	COMMERCIAL
TOTAL SITE AREA:	17,362 SF (1,613 SM) (0.4 AC)
BUILDING AREA:	1,428 SF (132 SM)
LOT COVERAGE (MAX 35%):	1,428 SF / 17,362 SF X 100% = 8.22%
FLOOR AREAS	
BUILDING A:	1,428 SF (132 SM)
TOTAL GROSS FLOOR AREA (GFA):	1,428 SF (132 SM)
BYLAW REQUIREMENTS	
BUILDING	
LOT COVERAGE:	35% MAX
RETAIL CONVENIENCE:	MAX. 15 SM (161 SF)
F.A.R.:	0.35
BUILDING HEIGHT:	PRINCIPAL BUILDING (PB): 9 M (42.65) ACCESSORY STRUCTURES: 12 M
YARDS AND SETBACKS	
FRONT & EXTERIOR SIDE YARD:	
BUILDINGS:	= 12.0M (39.37)
PUMP ISLAND & ABOVE GROUND STORAGE TANKS:	= 4.5 M (14.78)
CANOPIES:	= 1.5 M (4.92)
REAR & INTERIOR SIDE YARD:	
BUILDINGS:	= 3.0 M (9.84)
PUMP ISLAND & ABOVE GROUND STORAGE TANKS:	= 10.0 M (32.8)
CANOPIES:	= 3.0 M (9.84)
LANDSCAPE SETBACK:	3.0M IF A PROPERTY LINE IS ABUTTING A ROAD 1.0M SETBACK IS REQUIRED IF A LOT ABUTS A RESIDENTIAL ZONE
GARBAGE ENCLOSURE:	3.0M OF A PROPERTY LINE ABUTTING RESIDENTIAL ZONE
PARKING REQUIREMENTS	
MINIMUM PARKING REQUIREMENTS (ON-SITE VEHICLE PARKING)	
STANDARD SPACES:	2 SPACES / 100 SM (1,076 SF) G.F.A. PLUS ONE (1) SPACE FOR EACH CAR WASH BAY
HANDICAP SPACES:	MIN. 2% OF THE REQUIRED PARKING SPACES FOR ON-SITE PARKING AREAS WHICH CONTAIN 11 OR MORE SPACES
SMALL CAR SPACES:	50% MAXIMUM. FOR ON-SITE PARKING AREAS WHICH CONTAIN FEWER THAN 31 SPACES, ALL SPACES PROVIDED SHALL BE STANDARD SPACES
CAR PARKING REQUIRED:	132 SM / 100 SM X 2 SPACES = 3 SPACES
PARKING PROVIDED:	3 SPACES (2 STANDARD + 1 SMALL CAR)
PARKING RATIO:	4.3 SPACES / 1,000 SF
BICYCLE PARKING REQUIRED:	132 SM / 100 SM X 1 SPACE = 2 SPACES
BICYCLE PARKING PROVIDED:	2 SPACES (CLASS 2)
PARKING SPACE AND MANEUVERING AISLE REQUIREMENTS	
STANDARD SPACE:	2.85M (9'-8 1/2") x 5.5M (18'-0 1/2")
SMALL CAR SPACE:	2.40M (7'-10 1/2") x 5.0M (16'-5")
ACCESSIBLE SPACE:	3.4M (11'-2") x 5.5M (18'-0 1/2") + 1.5M (4'-11") AISLE
LOADING SPACE:	3.0M (9'-8") x 9.1M (29'-10") - MEDIUM SIZE
MANEUVERING AISLE WIDTH:	7.5M (24'-7") (TWO-WAY, 90° PARKING)
GENERAL NOTE:	
BOUNDARIES SHOWN HEREON ARE DERIVED FROM EXISTING RECORDS AND MUST BE CONFIRMED BY SURVEY PRIOR TO THE DETERMINATION OF DIMENSIONS OR AREAS FOR DEVELOPMENT PURPOSES.	

revisions

No	Date	Description
1	2024/07/20	ISSUED FOR SP
2	2024/07/20	ISSUED FOR SP
3	2024/07/20	ISSUED FOR SP
4	2024/07/20	ISSUED FOR SP
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50	2024/07/20	ISSUED FOR SP

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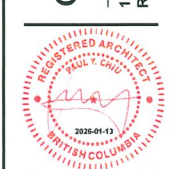
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consultant

CENTEX GAS & SERVICE STATION DEVELOPMENT

660273 ALBERTA LIMITED

10980 No. 3 Rd.,
RICHMOND BC V7A 1X1



URBAN DESIGN GROUP ARCHITECTS LTD.

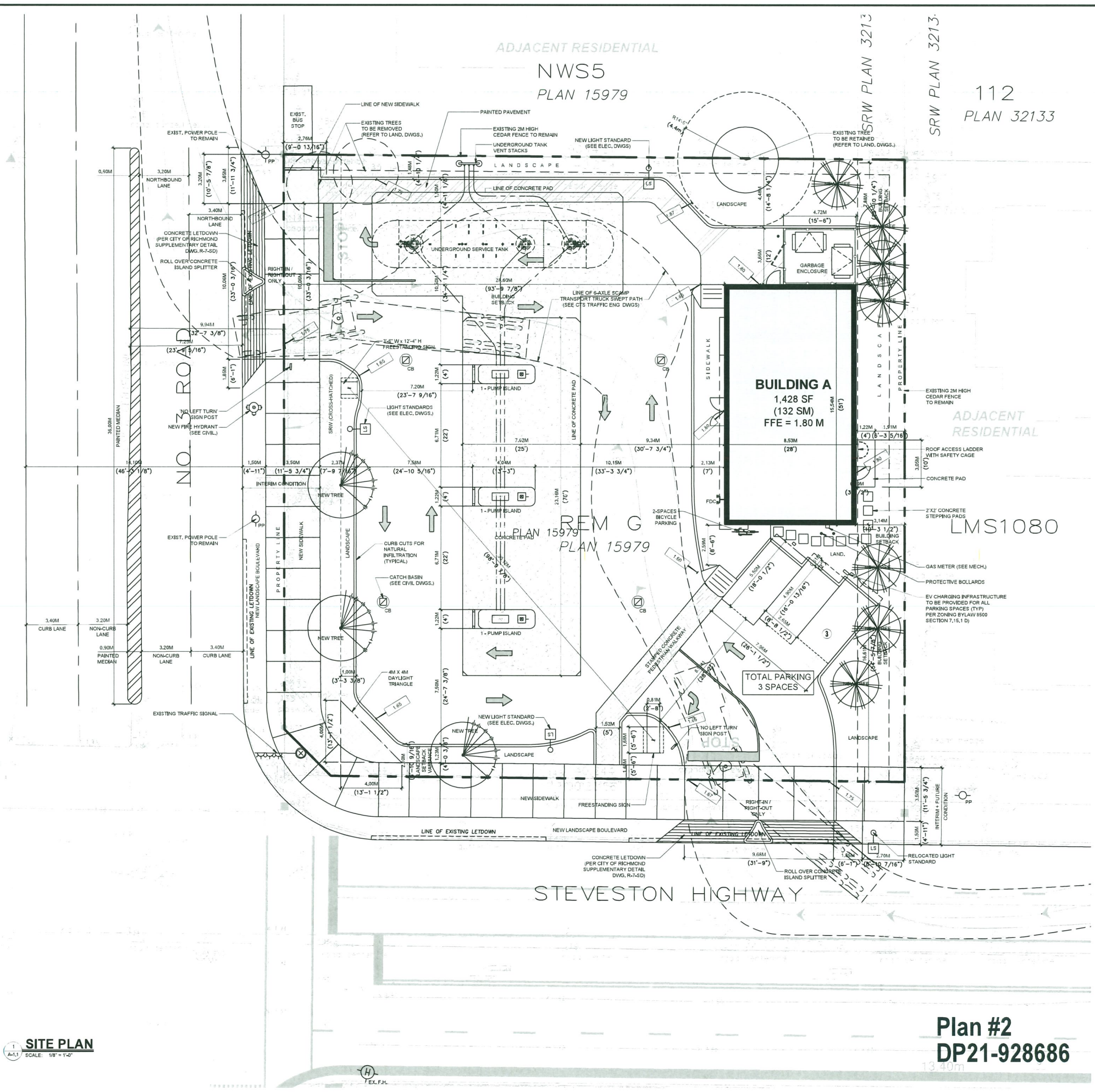
SUITE 1800 - 777 HORNBY STREET
VANCOUVER, BC V2T 1S4 CANADA
TEL: 604.687.0304 WWW.UDGARCH.COM

project number **5062**

sheet title

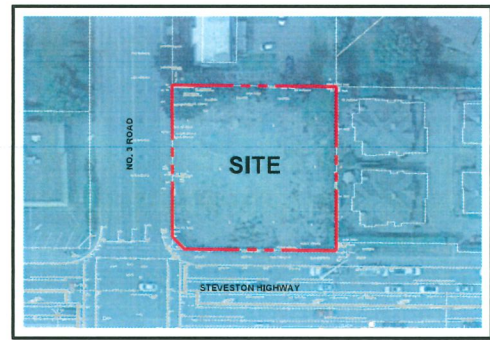
PEDESTRIAN CIRCULATION

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checked	EC	

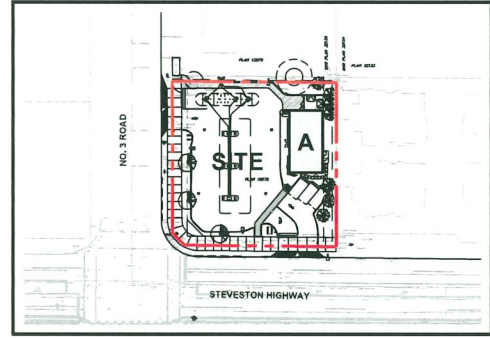


1 SITE PLAN
A-1.1 SCALE: 1/8" = 1'-0"

Plan #2
DP21-928686



2 AERIAL MAP
A-1.1 SCALE: NTS



3 KEY PLAN
A-1.1 SCALE: NTS

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Revisions

No	Date	Description
1	2024/01/29	RE-ISSUED FOR I/P
2	2024/01/29	RE-ISSUED FOR I/P
3	2024/01/29	RE-ISSUED FOR I/P
4	2024/01/29	RE-ISSUED FOR I/P
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18	2024/01/29	RE-ISSUED FOR I/P
19	2024/01/29	RE-ISSUED FOR I/P
20	2024/01/29	RE-ISSUED FOR I/P

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consultant

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 10980 NO. 3 RD., RICHMOND BC V7A 1X1



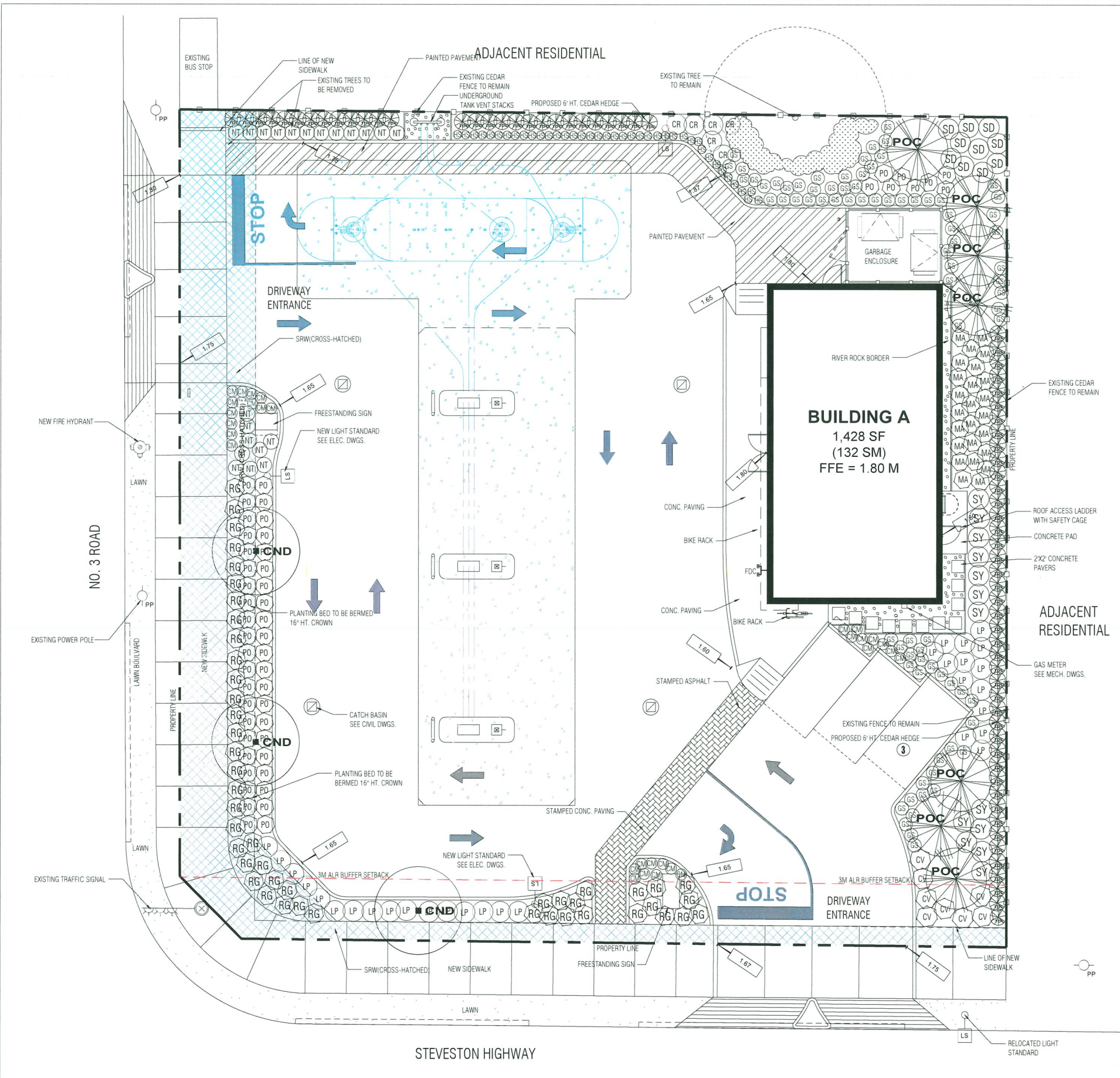
URBAN DESIGN GROUP ARCHITECTS LTD.
 SUITE 1020 - 777 HORNEY STREET VANCOUVER, BC V6Z 1S4 CANADA
 TEL: 604.682.2338 WWW.UDGARCH.COM

project number **5062**
 sheet title
SITE PLAN

date	2024-01-29	sheet number
scale	1/8" = 1'-0"	A-1.1
drawn	HSAP	
checked	EC	

1 LANDSCAPE PLAN

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



NOTES:

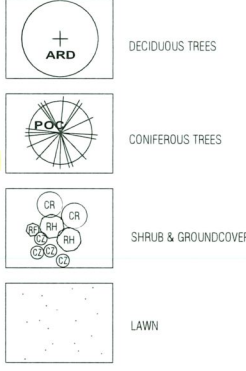
1. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY THE LATEST VERSION OF CANADIAN LANDSCAPE STANDARD.
2. TOPSOIL SHALL MEET OR EXCEED THE 2P AND 2L STANDARD OUTLINED IN CANADIAN LANDSCAPE STANDARD.
3. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
4. AMEND TOPSOIL PER SOIL ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTOR'S EXPENSE.
5. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
A) GRASSED AREAS: 450MM B) GROUND COVERS: 450MM C) SHRUBS 450MM D) TREE PITS: 1000MM WITH 300MM (BELOW ROOT BALL)
6. LAWN AREAS SHALL BE SODDED WITH #1 PREMIUM RESIDENTIAL SOD.
7. ALL SHRUB PLANTING AREAS SHALL HAVE GROUND COVERS 14" O.C.
8. 2" DEPTH OF 1" MINUS COMPOST MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.
9. IRRIGATION SYSTEM - (AUTOMATIC) DESIGN BUILT BY IRRIGATION CONTRACTOR FOR ALL LANDSCAPED AREAS ON THIS DEVELOPMENT. GROUND LEVEL AND ABOVE.
10. ROCK BALLAST MATERIAL:
ALL GRANULAR BALLAST SHALL BE SMOOTH FINISH 1" DIAMETER, DOUBLE WASHED. LOCATE AS SHOWN ON THE DRAWINGS.
11. PAVING TYPES AND MATERIALS SEE DRAWING.
12. FINAL SELECTION OF STREET TREES SHALL BE MADE BY THE CITY OF RICHMOND PRIOR TO INSTALLATION. LANDSCAPE CONTRACTOR TO CONTACT CITY ARBORIST TO COORDINATE FINAL LAYOUT OF STREET TREES. INSTALL TO CITY OF RICHMOND LANDSCAPE REQUIREMENTS.

PLANT LIST:

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	COND.
POC	7	PICEA PUNGENS FASTIGIATA	COLUMBIAN BLUE SPRUCE	4.0M HT.	B & B
* CND	3	CORNUS NUTTALLII	PACIFIC DOGWOOD	8 CM CAL.	B & B
TOC	71	THUJA OCCIDENTALIS SMARAGD	EMERALD GREEN CEDAR	1.8M HT.	B & B
CR	6	CORNUS STOLONIFERA	RED OSIER DOGWOOD	#3	CONTAINER
* CV	8	CELANOTHUS VELUTINUS	SNOWBRUSH	#3	CONTAINER
LP	30	LONICERA TARTARICA 'ROSEA'	TARTARIAN HONEYSUCKLE	#3	CONTAINER
* MA	25	MAHONIA AQUIFOLIUM	OREGON GRAPE	#3	CONTAINER
PO	50	PRUNUS L. OTTO LUYKENS	OTTO LUYKEN LAUREL	#3	CONTAINER
* SD	10	SPIRAEA DOUGLASSII SSP DOUGLASSII	HARDHACK	#3	CONTAINER
* SY	13	SYMPHORICARPOS ALBUS	COMMON SNOWBERRY	#3	CONTAINER
* RG	47	ROSA GYMNOCARPA	DWARF ROSE	#3	CONTAINER
CM	31	COREOPSIS VERTICILLATA MOONBEAM	MOONBEAM TICKSEED	#1	CONTAINER
HS	40	HEMEROCALIS STELLA D'ORO	DAY LILY	#1	CONTAINER
* GS	80	GAULTHERIA SHALLON	SALAL	#1	CONTAINER
NT	21	NASELLA TENUISSIMA	MEXICAN FEATHER GRASS	#1	CONTAINER

* BC NATIVE PLANT SPECIES
TOTAL: 10M TREES, 20M SHRUBS, 10M

LEGEND:



REISSUED FOR D.P.
DATE: JAN. 22 - 2026

PROJECT
NEW GAS & SERVICE STATION DEVELOPMENT
10980 NO. 3 ROAD, RICHMOND, B.C.
ARCHITECT: URBAN DESIGN GROUP ARCHITECTS LTD
CLIENT: 660273 ALBERTA LTD.
CITY OF RICHMOND FILE NO: DP 21-928686
ROD MARIYAMA & ASSOCIATES INC. C. LEIC. (FED. BOT. SQUARE, VIKAROWAY, B.C. V2Z 4B4) PH: (604) 274-9987 FX: (604) 274-9951 EM: rmariyama@kluar.com



DATE	DEC 01 2020
DESIGN	JZ
DRAWN	JZ
CHECKED	MMW/JZ
SCALE	1/8" = 1'-0"
JOB NO.	MM86

SHEET TITLE
LANDSCAPE PLAN
SHEET NO.
PLAN #3

Plan #5
DP21-928686



Tree Preservation and Removal Diagram
 10980 No. 3 Road
 Richmond BC

- X - Tree Removal
- Tree Protection Fencing

