



**Development Permit Panel  
Electronic Meeting**

**Council Chambers, City Hall  
6911 No. 3 Road**

**Wednesday, March 26, 2025  
3:30 p.m.**

**MINUTES**

*Motion to adopt the **minutes** of the Development Permit Panel meeting held on February 12, 2025.*



**1. DEVELOPMENT PERMIT 23-029303**  
(REDMS No. 7796597)

APPLICANT: Manswell Enterprises Ltd.

PROPERTY LOCATION: 9371 and 9391 Francis Road

**Director's Recommendations**

*That a Development Permit be issued which would:*

- 1. permit the construction of nine townhouse units at 9371 and 9391 Francis Road on a site zoned "Low Density Townhouses (RTL4)"; and*
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) reduce the front yard setback from 6.0 m to 4.5 m; and*
  - (b) allow six small car parking stalls.*



ITEM

2. **DEVELOPMENT PERMIT 23-035352**  
(REDMS No. 7946078)

APPLICANT: Public Services and Procurement Canada

PROPERTY LOCATION: 3540 and 3800 Bayview Street

**Director's Recommendations**

*That a Development Permit be issued to permit an adjustment of the lot lines of the two lots located at 3540 and 3800 Bayview Street, zoned "Light Industrial (IL)" and "Steveston Commercial and Pub (ZMU10)" respectively and designated as an Environmentally Sensitive Area (ESA).*



3. **New Business**

4. **Date of Next Meeting: April 16, 2025**

**ADJOURNMENT**



Development Permit Panel
Wednesday, February 12, 2025

Time: 3:30 p.m.
Place: Remote (Zoom) Meeting
Present: Wayne Craig, General Manager, Planning and Development, Chair
Roeland Zwaag, General Manager, Engineering and Public Works
Marie Fenwick, Director, Arts, Culture and Heritage

The meeting was called to order at 3:30 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on January 29, 2025 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 22-023533
(REDMS No. 7795715)

APPLICANT: Lakeshore Group
PROPERTY LOCATION: 3320 Jacombs Road

INTENT OF PERMIT:

- 1. Permit the construction of a 15,413 m2 addition to the existing building at 3320 Jacombs Road on a site zoned "Industrial Retail (IR1)".
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
(a) increase the maximum building height from 16.0 m to 21.6 m.
(b) reduce the minimum medium on-site loading spaces from 12 to four.

## Development Permit Panel

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#### Applicant's Comments

Rick Pennycooke, Lakeshore Planning Group, introduced the project and Rafael Santa Ana, of Rafael Santa Ana Architecture Workshop (RSAAW), with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the proposed development, highlighting the following:

- the project is an addition to the existing IKEA building and provides additional warehouse space;
- the proposed two-storey building will be located immediately south of the existing IKEA building and includes additional loading docks for delivery and expansion for curbside pick up;
- the proposed building has been designed to achieve LEED V4 certification for building design and construction;
- the proposed exterior cladding materials and colours for the proposed building are consistent with the existing IKEA building;
- glazing is introduced at strategic locations on the building faces to allow natural light into the proposed building; and
- a berm surrounding the east and south perimeter of the site and a surge tank at the southeast corner screened by landscape are proposed to manage and mitigate a 1 in 100-year storm events.

Emilio Lara, of LARA Landscape Architecture, briefed the Panel on the main landscape features of the project, noting that (i) 37 replacement trees are proposed to be planted on the subject site, (ii) all existing City trees around the site will be retained and protected, (iii) the perimeter berm proposed for on-site stormwater management will also help delineate public and private spaces without fencing and provides clear sightlines from and to the subject site, (iv) lighting is proposed in key building locations, (v) bollards and step lights are proposed along pedestrian pathways and stairs, (vi) a landscape barrier is proposed at the southeast of the truck loading zone to minimize views from Knight Street, (vii) lawn areas are minimized as much as possible, (viii) native and drought tolerant planting is proposed, and (ix) the plant species proposed to be installed on the site will provide habitat for pollinators and ensure seasonal interest.

## **Development Permit Panel**

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#### **Staff Comments**

Joshua Reis, Director, Development noted that (i) the proposed variances for building height and minimum medium on-site loading spaces have been reviewed and supported by staff as they are technical in nature and the proposed increase in building height is consistent with a similar variance granted to the existing IKEA building, (ii) the proposed ground floor elevation of the proposed building allow for truck clearance and operational movements of goods, (iii) the project will provide three Level 3 direct fast charging stations and 13 energized outlets for electric vehicles, and (iv) the signage associated with the project will be reviewed through a separate sign permit process and is not part of the development permit application for the project.

#### **Panel Discussion**

In reply to queries from the Panel, the applicant noted that (i) the proposed surge tank would mitigate a significant flooding event and will be located completely underground, (ii) the owner is responsible for the maintenance of the surge tank, (iii) the applicant could explore more opportunities for the proposed landscaped area at the southeast corner to enhance the pedestrian experience in the subject site, (iv) the proposed landscaping for the project is a significant enhancement to the existing landscape condition in the subject site, and (v) the proposed EV charging stations for the project would be in addition to the existing EV charging stations in the existing IKEA development,

#### **Correspondence**

None.

#### **Gallery Comments**

None.

#### **Panel Discussion**

The Panel expressed support for project, noting the project's attention to detail and the applicant's efforts to achieve LEED certification for the project.

With regard to the proposed landscaping for the project, the Panel directed staff to work with the applicant prior to the application moving forward to Council for consideration in order to (i) explore opportunities to provide additional amenities, e.g. seating areas, in the landscaped area at the southeast corner of the subject site and provide additional pedestrian linkages in this area, and (ii) investigate opportunities to install additional street trees along the western half of the boulevard along Maninni Way in coordination with the City's Parks Department.

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**Wednesday, February 12, 2025**

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**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *permit the construction of a 15,413 m<sup>2</sup> addition to the existing building at 3320 Jacombs Road on a site zoned "Industrial Retail (IR1)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) *increase the maximum building height from 16.0 m to 21.6 m.*
  - (b) *reduce the minimum medium on-site loading spaces from 12 to four.*

**CARRIED**

**2. DEVELOPMENT PERMIT 23-018521**

(REDMS No. 7926530)

APPLICANT: Fougere Architecture Inc.

PROPERTY LOCATION: 7491 No. 1 Road

INTENT OF PERMIT:

1. Permit the construction of 110 townhouse units at 7491 No. 1 Road on a site zoned "Low Density Townhouses (RTL1)".
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum building height from 9.0 m to 9.25 m.

**Applicant's Comments**

Wayne Fougere, of Fougere Architecture Inc., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 2), provided background information on the proposed development, highlighting the following:

- the project consists of 110 townhouse units and one stand-alone amenity building;
- the project surrounds a small townhouse development at 7471 No. 1 Road;
- the project is proposed to be developed in five phases and part of the indoor amenity building will function as an interim sales centre until the completion of Phase Three;
- on-site pedestrian pathways are proposed to facilitate pedestrian circulation from the units to the common indoor and outdoor amenity areas as well as to provide direct connection to the sidewalks along No. 1 Road and Moresby Drive;
- shared drive aisles for pedestrian and vehicles use have different paving treatments to enhance pedestrian safety;

## Development Permit Panel Wednesday, February 12, 2025

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- the project includes 11 convertible units designed to accommodate a future elevator for each unit;
- seven accessible parking spaces will be provided throughout the site;
- majority of the existing grade of the site will be maintained as much as possible to allow the retention of as many on-site trees as possible;
- the proposed site grading has been designed to manage on-site stormwater and direct stormwater runoff to Moresby Drive;
- stone cladding is proposed only for the indoor amenity building;
- retained trees are incorporated into the common outdoor amenity space which includes, among others, walking paths, seating and children's play area with play structures for different age groups; and
- the project will incorporate a number of environmental sustainability features and has been designed to achieve BC Energy Step Code Level 3 and Emissions Level 4 in the Zero Carbon Step Code.

Micole Wu, of van der Zalm + Associates, briefed the Panel on the main landscape features of the project, noting that (i) the intention to retain as many existing on-site trees as possible is a major consideration for the proposed site layout and landscape design, (ii) the project provides significant green spaces and outdoor amenity areas located throughout the subject site, (iii) the proposed central park includes, among others, a play area and woodland, (iv) the proposed lighting for the subject site includes wall-mounted lights, step lights, bollard lights and light poles, (v) tiered retaining walls with lush planting are proposed, (vi) durable landscape materials are proposed to reduce the environmental impact to the project, and (vii) native planting is proposed to enhance biodiversity and create habitats for birds, pollinators and wildlife in the neighbourhood.

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### Staff Comments

Mr. Reis noted that (i) there is no rezoning application associated with the project and that the project is being developed in accordance with existing zoning entitlements, (ii) the proposed minor building height variance has been reviewed and supported by staff as the shadow study indicates minimal impact on adjacent properties, (iii) the proposed development provides 11 convertible units designed to provide for future installation of an elevator, (iv) all townhouse units will incorporate aging-in-place features, (v) the proposed internal drive aisle network on the site has been designed to provide access to adjacent properties at 7471 and 7531 No. 1 Road should they redevelop in the future, (vi) the proposed shared access to adjacent properties will be secured through an SRW over a portion of the drive aisle, (vii) signage is required to be posted on-site to indicate future connection to and shared access with adjacent developments, and (viii) there is a Servicing Agreement associated with the project that includes the removal of existing on-site water and sanitary services, installation and connection of new on-site water and sanitary services, frontage improvements along Moresby Drive and No. 1 Road, and upgrade of existing traffic signals at Moresby Drive and No. 1 Road.

In addition, Mr. Reis noted that (i) the project's site plan and landscape plan have been carefully designed to retain as many existing trees as possible on the site, (ii) a majority of the site's existing grade will be maintained to maximize tree retention, (iii) the project arborist has identified 172 existing bylaw-sized trees on-site, 28 percent of which have been identified for retention, with the remaining trees to be removed as they are either in poor health, or are in good condition but would be in conflict with the required demolition works and the construction of the proposed development, (iv) 165 new trees are proposed to be planted on-site, and (v) the applicant will provide a voluntary contribution to the City's Tree Compensation Fund in lieu of the remaining replacement trees that cannot be accommodated on the subject site.

Mr. Reis also added that Development Permit Consideration No. 1 has been amended to include the requirement that the SRW area along No. 1 Road be dedicated to the City prior to any stratification of the subject lands. This amendment has been agreed to by the applicant with a signed copy on file.



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#### **Panel Discussion**

In reply to queries from the Panel, the applicant noted that (i) the proposed indoor amenity building includes, among others, an entertainment room, a kitchenette, a lounge area, a library, and a gym, (ii) a covered outdoor patio space will be provided adjacent to the outdoor amenity building, (iii) a temporary sales centre will be located in a portion of the amenity building and will be renovated to include a library and gym when there is no longer a need for the interim sales centre after the third phase of the project, (iv) the proposed surface paving treatment for the internal drive aisles has been designed for the shared use of vehicles and pedestrians and to enhance pedestrian safety, (v) the building height difference between the subject development and the adjacent development to the east would not be significant, (vi) there is no direct pedestrian connection from the subject site to the school and park site to the west, and (vii) the proposed ground source heat pumps will be located inside the building on the ground floor.

#### **Correspondence**

None.

#### **Gallery Comments**

Larry Yelland, 55-3851 Blundell Road, queried whether the proposed development will install a new fence along its common property line with the adjacent development to the south (3851 Blundell Road), noting that there is an existing wood fence in good condition along this property line. He noted that neighbouring properties to the west of their development had installed fences approximately two feet away from their perimeter fence resulting in the accumulation of debris in the space between the two fences which eventually caused damage to both fences. In addition, he also queried whether the proposed lighting along the internal drive aisles of the proposed development would not spillover into adjacent developments.

In reply to the query regarding fencing along the proposed development's common property line with the adjacent development to the south, the applicant noted that they will conduct discussions with the strata of 3851 Blundell Road throughout the construction process and will not install new fencing along the common property line if desired by the strata.

With regard to the query regarding lighting along the internal drive aisles, the applicant noted that the proposed lighting would be low level and downward focused to avoid light spillover into adjacent developments.

Charles Gibson, 33-3851 Blundell Road, queried about the impact of the installation of a new watermain in the proposed development on the adjacent development to the south (3851 Blundell Road) and sought clarification regarding the easement registered on Title in favour of the strata to the south to access and maintain a water line on the subject site and the potential discharge from Title of the easement.

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In reply to Mr. Gibson, the applicant and staff confirmed that (i) upgrades to the existing watermain through the subject site and a portion of the adjacent property to the south (3851 Blundell Road) are part of the Servicing Agreement associated with the proposed development, (ii) the developer of the proposed development will coordinate and notify the strata of 3851 Blundell Road regarding the planned upgrades and their schedule to minimize disruption of services to the residents, and (iii) the developer is responsible for obtaining approval from the strata of 3851 Blundell Road should the developer wish to discharge the easement on Title of 7491 No. 1 Road.

Ben Soronow, 7471 No. 1 Road, queried about the project's tree retention plan for trees adjacent to their property at 7471 No. 1 Road, noting that there are leaves falling into their property from trees outside of their perimeter fence.

In reply, staff and the applicant noted that (i) the existing trees along the south property line of 7471 No. 1 Road will be retained and protected and will be pruned as part of the construction of the proposed development, and (ii) there are some trees along the north and west property line of 7471 No. 1 Road that will be removed.

A Richmond resident queried about (i) the proposed mitigation measures for stormwater runoff from the proposed development into Moresby Drive which is prone to water pooling and flooding, (ii) the total number of parking stalls proposed for the project, and (iii) the proposed mitigation measures for the anticipated increase in traffic along Moresby Drive which is currently experiencing traffic congestion and lack of space for on-street parking especially during school days.

In reply to the above queries, staff noted that (i) in addition to the existing storm drainage system on Moresby Drive, the project includes site servicing works such as the installation of underground catch basins to manage on-site stormwater, (ii) there are two vehicle access points for the proposed development that utilize the existing driveways from Moresby Drive and No. 1 Road which will be improved, (iii) the No. 1 Road driveway will be restricted to right-in- right-out movements only, (iv) the proposed development will provide 220 resident parking spaces and 28 visitor parking spaces, which is consistent with the City's Zoning Bylaw requirements, and (v) the project's Traffic Study has been reviewed and supported by the City's Transportation Department.

In reply to further queries, staff noted that the proposed development will provide more residential units than previously existed on the subject site, resulting in an increase of on-site parking stalls in accordance with the City's zoning bylaw.

Subhasa Mukhopadyay, 7432 Anvil Crescent, queried about the location of the driveways in the proposed development relative to their property.

In reply, the applicant noted that (i) the location of the two existing driveways in the proposed development will be retained and improved with minor shifts, and (ii) the proposed development will not impact existing neighbouring developments.

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**Panel Discussion**

The Panel expressed support for the project, noting (i) the applicant's efforts to design the project around the existing vegetation on the site, and (i) the retention of a significant number of existing trees on the site.

In addition, the Panel advised that the applicant will need to work with residents of adjacent developments to manage construction impacts and address their adjacency concerns.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *permit the construction of 110 townhouse units at 7491 No. 1 Road on a site zoned "Low Density Townhouses (RTL1)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum building height from 9.0 m to 9.25 m.*

**CARRIED**

**3. New Business**

It was moved and seconded

*That the Development Permit Panel meeting tentatively scheduled on Wednesday, February 26, 2025 be cancelled.*

**CARRIED**

**4. Date of Next Meeting: March 12, 2025**

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:44 p.m.).*

**CARRIED**

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Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, February 12, 2025.

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Wayne Craig  
Chair

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Rustico Agawin  
Committee Clerk

Schedule 1 to the Minutes of  
the Development Permit Panel  
meeting held on Wednesday,  
February 12, 2025

**RSA**  
**AW**



**IKEA.R RICHMOND EXPANSION**  
**Development Permit Panel Booklet | February 2025**

### **Project overview - IKEA Store Warehouse Expansion**

The proposed new warehouse addition will add a 2-storey extension to the existing IKEA retail show-room, comprised of an expanded covered loading area, retail pick-up area, and upper level warehouse.

Access to parking and loading on the site will remain as existing

The project is registered under the LEED® for Building Design and Construction: Warehouses and Distribution Centers, green building program, and upon completion, will apply to become LEED @ certified. The considered points are as follows:

#### **Site Sustainability**

- Erosion and sedimentation control measures will be implemented and monitored during construction to protect waterways from sediment.
- Reducing local heat island effect by utilizing a light roof and green areas alongside the building.
- Lighting and signage are designed to prevent light pollution through downlighting of flood lights to reduced light trespass beyond project boundary.

#### **Health and Wellness**

- Improved indoor air quality using MERV 13 filters.
- No smoking allowed inside the building.

#### **Energy+GHG Emissions**

- Whole building energy model for the project is currently well above 50% improvement in energy savings performance compared to a baseline. Below are some of the energy improvement measures:
- The mechanical system comprises of Air-Source Heat Pumps (ASHPs) with electric resistance heating as backup.
- The project will primarily be 100% electric.
- Double-glazed windows and high-performing thermal envelope.
- Energy-efficient interior lighting system.
- Energy metering for performance monitoring.
- Building commissioning via a commissioning authority
- The expansion can achieve the ASHRAE 90.1-2016 performance targets. Moreover the building will also be designed to achieve LEED V4 for "BD+C: New Construction: Warehouse".

#### **Water**

- Water use in the expansion is limited to 4 washrooms, drip irrigation and 1 janitor closet.
- Indoor water consumption will be reduced by incorporating water-efficient fixtures and fittings throughout the entire development.
- Water meters installed to track potable water-use.

#### **Waste**

- Waste will be diverted from landfill, targeting beyond 50% diversion where possible.
- The project will also track the amount of waste (lbs) per square foot, seeking to reduce the total amount of waste by 10lbs/sq.ft.
- Use of the existing building's dedicated areas for the collection and storage of materials for re-

## VALUE OF EXPANSION

This new warehouse addition will achieve a positive monetary impact to the City of Richmond, and a significant reflection of strong investment.

The value and improvements that will be made are as follows:

- A new Click & Collect, comprehending lockers for pick up from online purchase, a customer service space and a Holding area .
- The Click & Collect will be served by 2 exit corridors for safety matters.
- Loading Bay is added and destined for 9 new large loading spaces.
- The new Loading Bay connects with the Existing Loading Area per a new connection ramp.
- Inclusion of a Handover and Staging Area plus a Conveyor Area based on the warehouse logistics .
- New Landscape Improvement along all 3 facades to animate and enhance the project feels & looks. Plus new window openings.
- There will be 3 New Areas intended for Warehouse and Conveyor System on Level 2 considering an opening to the existing one for access.
- There will be 3 connecting new stair cores for exiting Level 2 to street level (one being enclosed and 2 more outdoors as per the existing conditions).

### Proposed Flood Control Measures

Based on model results performed by the civil consultant (Binnie & Associates LTD.) on site, the 10-year storm event is expected to remain fully within the on-site pipes ,and no surcharging or overland flooding is expected.

For the 100-year storm event, water levels on-site are expected to match the downstream water level in both the historic and climate change design scenarios. It is estimated the water level on site during a 100-year storm event to not exceed 1.59 m, which allows for approximately 110 mm of freeboard to the finished floor elevation

The mitigation measures are as follows:

- Surge tank capable of capturing the 10-year 1 hour storm to offset a portion of excess runoff.
- Establish a berm around the south and east sides of the site to a height of 300mm above top of adjacent roadway crown.
- Alarm System in Loading Bay and Surge Tank to notify in case of flooding to begin evacuation and close the click & collect.
- Mechanical & Electrical rooms located above city FCL of 2.9m
- Emergency Signs to direct to safe exits above FCL (Flood Control Level)
- Emergency Response Plan developed by IKEA and flood specific training for all employees at location prior to operations.
- Check valves installed to prevent backwatering and flooding of site.

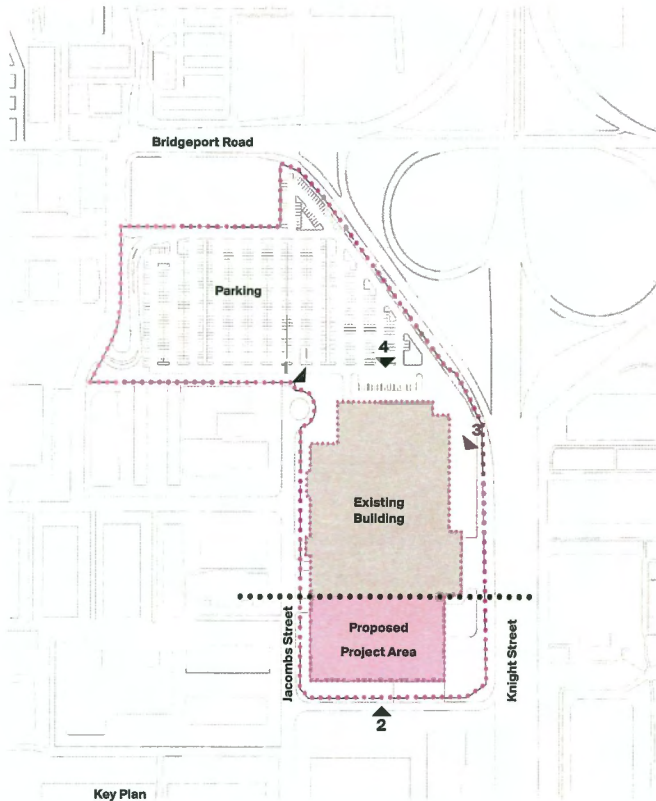
The application of the proposed mitigation measures above will allow the site to operate safely with an MBE of 1.70 m



## LOCATION, ZONING + SITE AREA

### 1.0 Site details

Project civic address:	3320 Jacombs Rd, Richmond BC V6V 1Z6
Legal description:	South Portion of Lot 1, Sections 29 and 30, Block 5, North Range 5 West, NWD Plan BCP 49535
Zoning	IR1
Site area	79931.00 sqm (19.75 acres)
Land Use	Retail Showroom + Warehouse



Key Plan



1 Existing Entry View (Photos taken from Google Earth)



2 Existing South View (Photos taken from Google Earth)



3 Existing West Loading Area View (Photos taken from Google Earth)

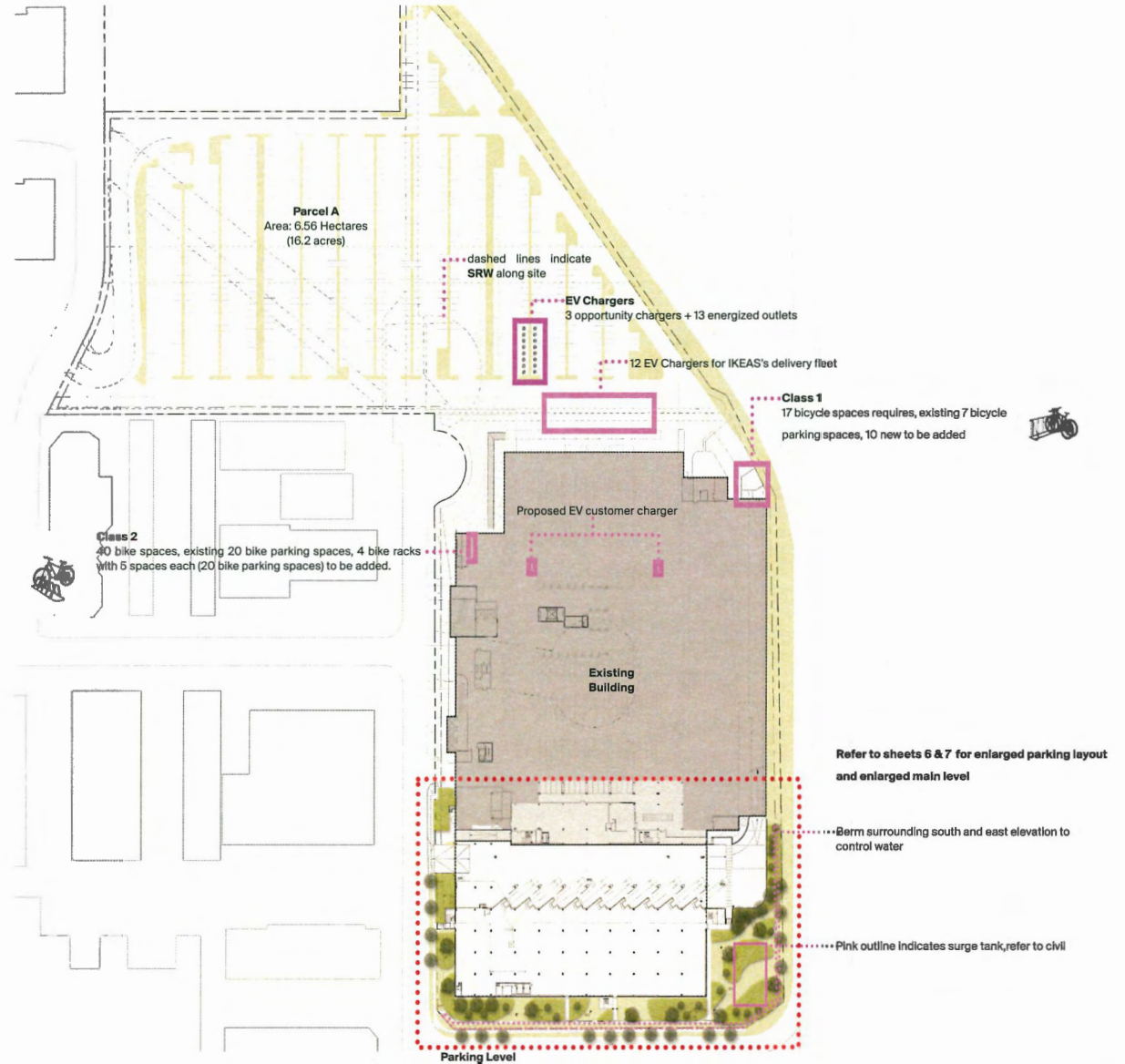


4 Existing North Exterior Parking View (Photos taken from Google Earth)



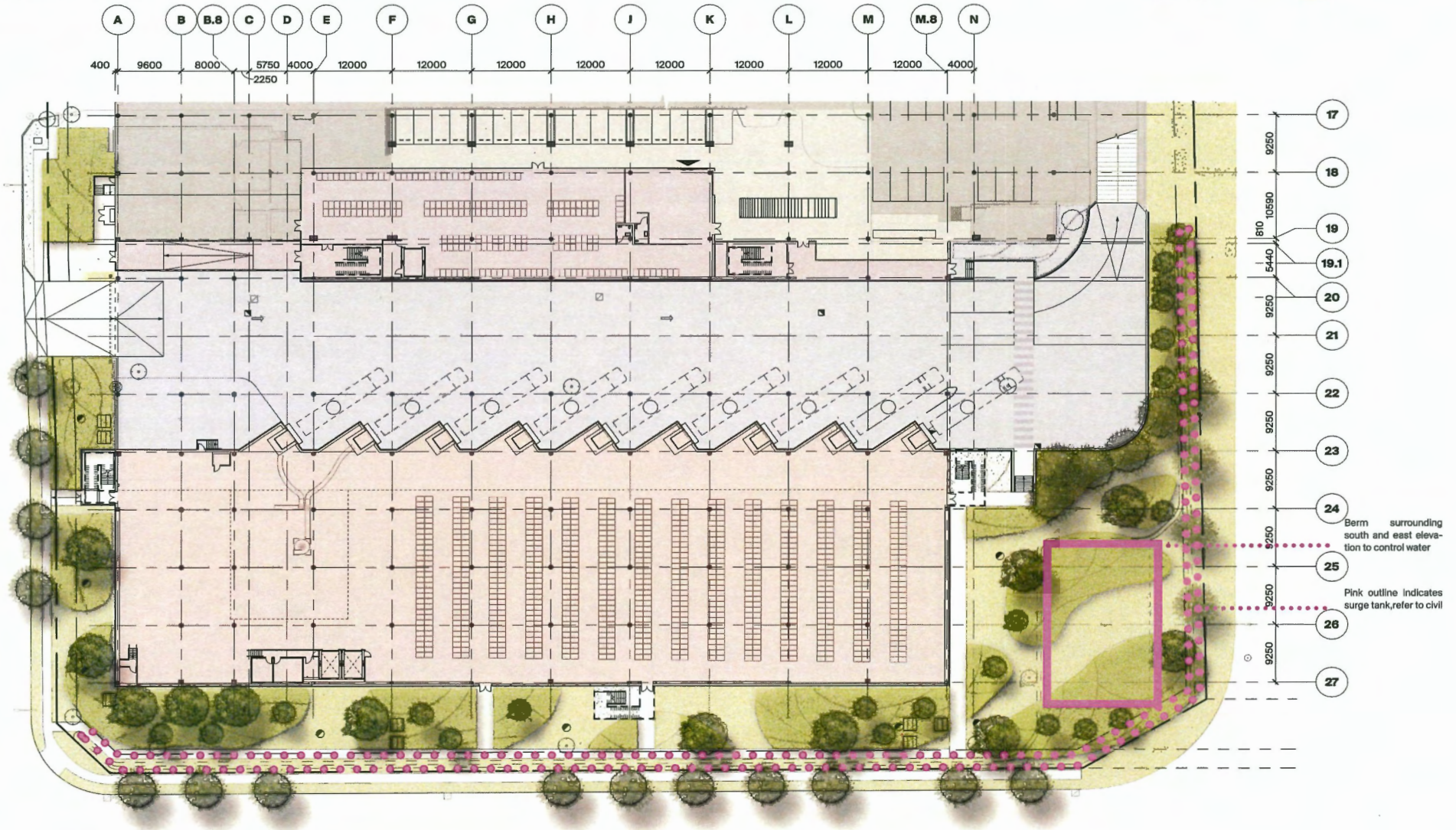
# PROJECT STATISTICS

1.0 Building Height	required	proposed
	16.00m	21.60m
2.0 Lot Coverage	Max. Bylaw	proposed
	75%	36% (29160.00)m <sup>2</sup>
3.0 Setbacks	required	proposed
Front setback	3.00m	3.00m
Side setback (south)	3.00m	3.00m
Side setback (north)	3.00m	3.00m
Rear setback (east)	3.00m	3.00m
4.0 Parking	required	proposed
Parking Stalls	748	1311
Accessible Spaces	15	27
<i>Loading</i>		
Medium Size	12	4
Large Size	10	13
<i>Bicycle Stalls</i>		
Class 1	42	17
Class 2	62	40



# ENLARGED PARKING LEVEL

- Click & Collect+Exit Corridors
- Loading Bay
- New Warehouse

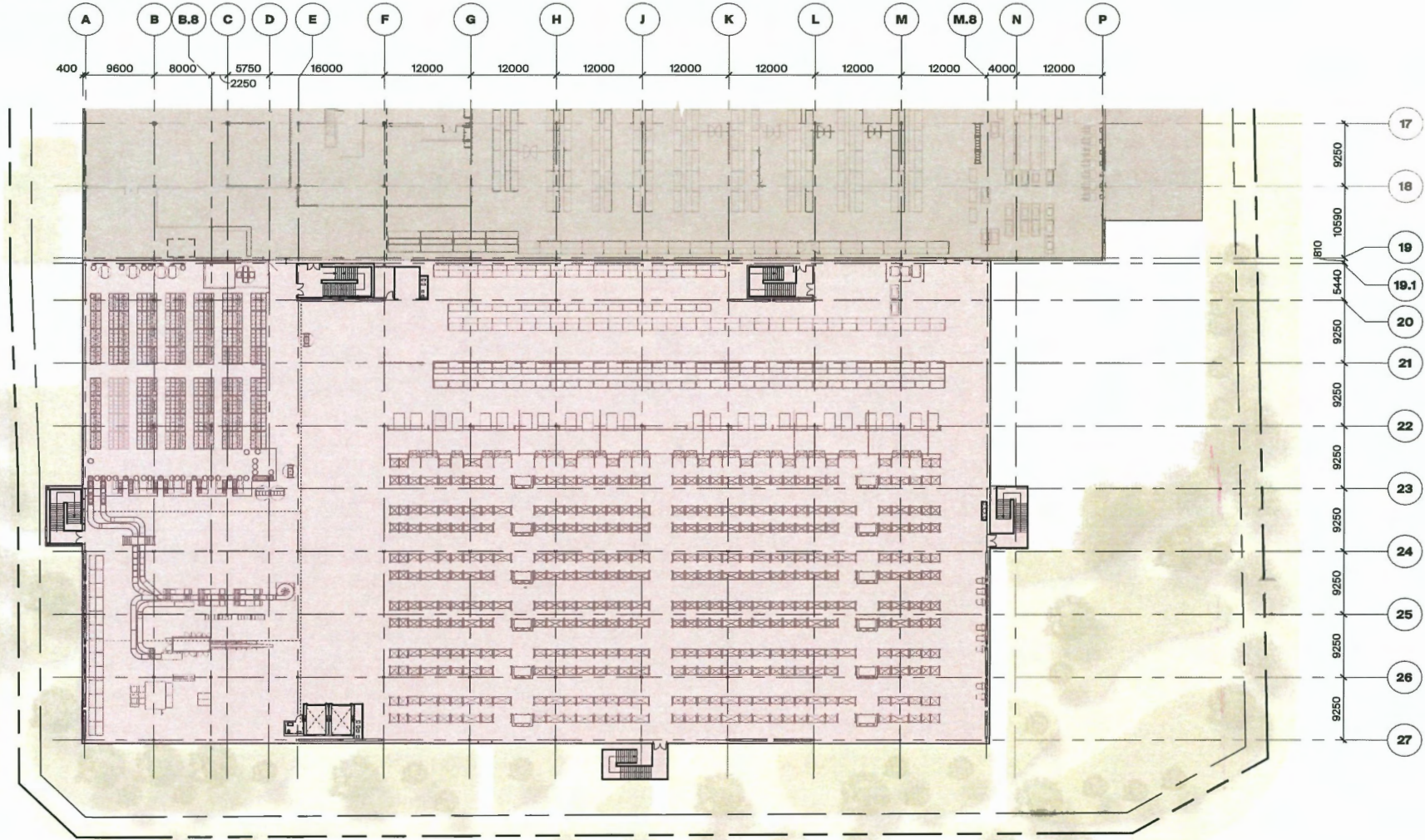


Berm surrounding south and east elevation to control water

Pink outline indicates surge tank, refer to civil

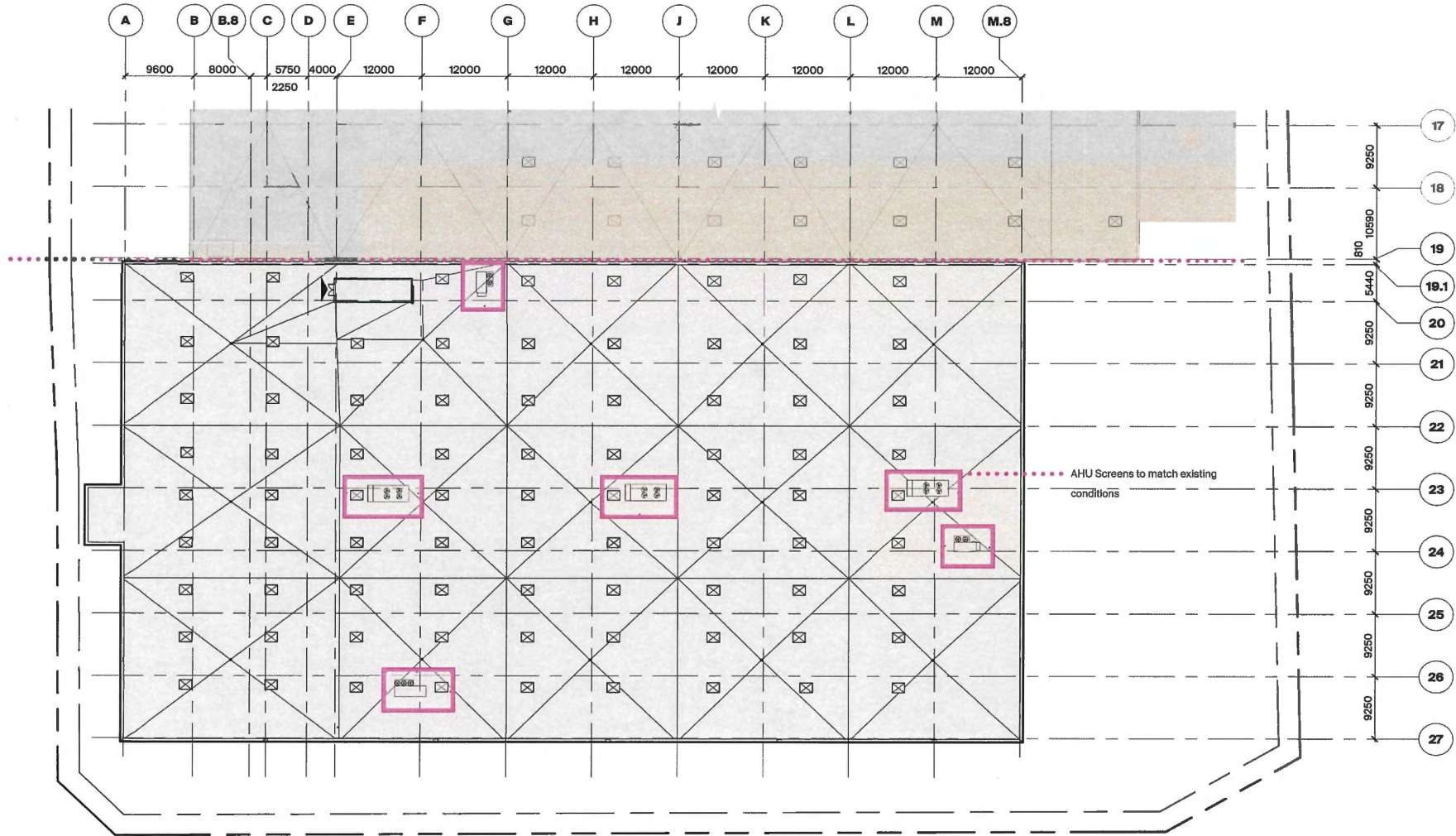
New Warehouse

# ENLARGED MAIN LEVEL



Roof Area

# ROOF LEVEL



# ELEVATIONS-MATERIALS

**Color**  
IKEA Blue NCS  
S4550-R80B  
Coil Coating by SW



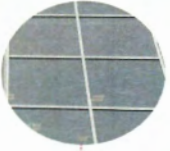
**Core**  
Kingspan Quadcore Insulated Panel  
Vertical - Blue (match IKEA blue) - Micro-rib



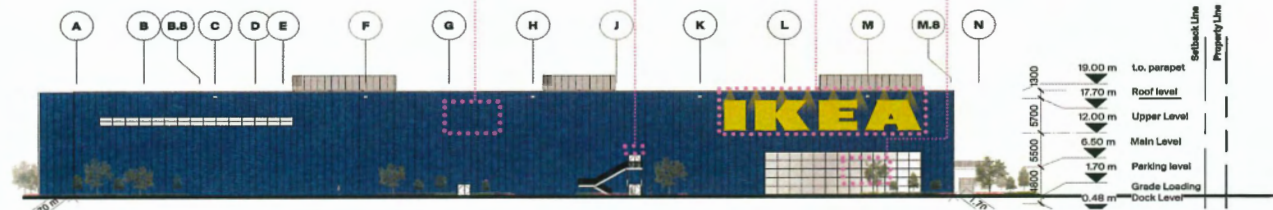
Wall Light distributed on each stair core  
for proper illumination



IKEA sign illumination to be handled by spotlights above, similar to existing conditions



Glazing proposed below IKEA sign to align with design intention and proper animation of the facade.

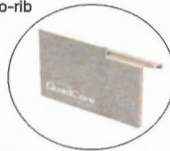


South Elevation

**Color**  
IKEA Medium Grey  
Superpaint Exterior Satin  
SW Custom Manual Match



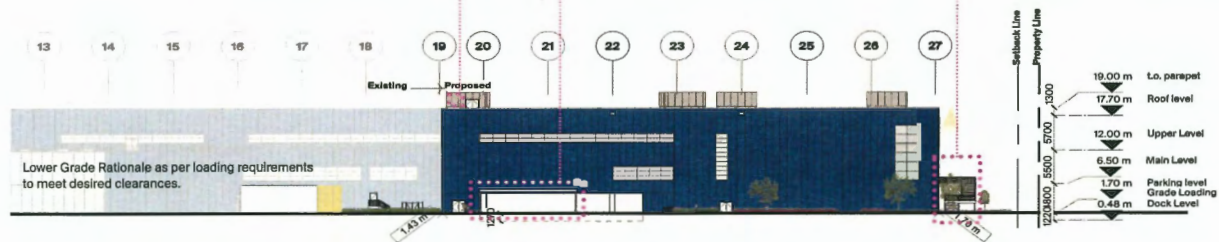
**Core**  
Kingspan Quadcore Insulated Panel  
Vertical - Grey (match IKEA medium grey)  
Micro-rib



Steel Guard to Control Vehicle Height



Galvanized Steel Frame for Stair Cores



West Elevation

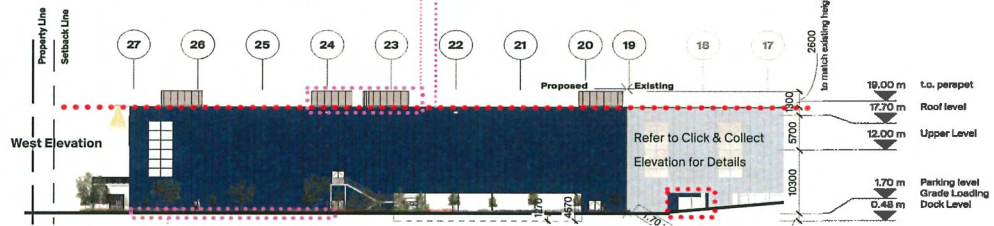
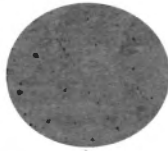
# ELEVATIONS-MATERIALS

Horizontal Corrugated Metal for AHU screens  
to match existing conditions



Red line indicates max height proposed of building, similar to existing building height

Concrete Curb below Insulated Panels



East Elevation

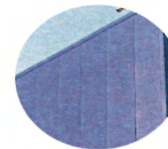
Automatic Sliding, Glazed Aluminum Doors



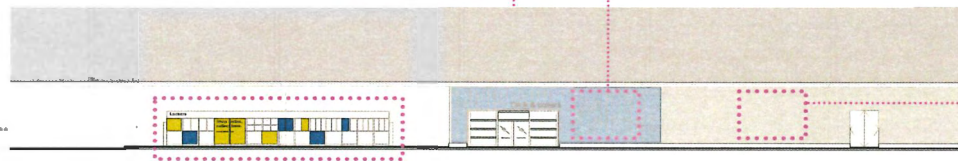
**Color**  
IKEA Blue NCS  
S4550-R80B  
Coil Coating by SW



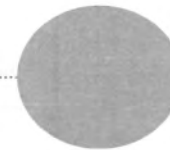
**Core**  
Kingspan Quadcore Insulated Panel  
Vertical - Blue (match IKEA blue) - Micro-rib



Custom Click & Collect  
IKEA Lockers



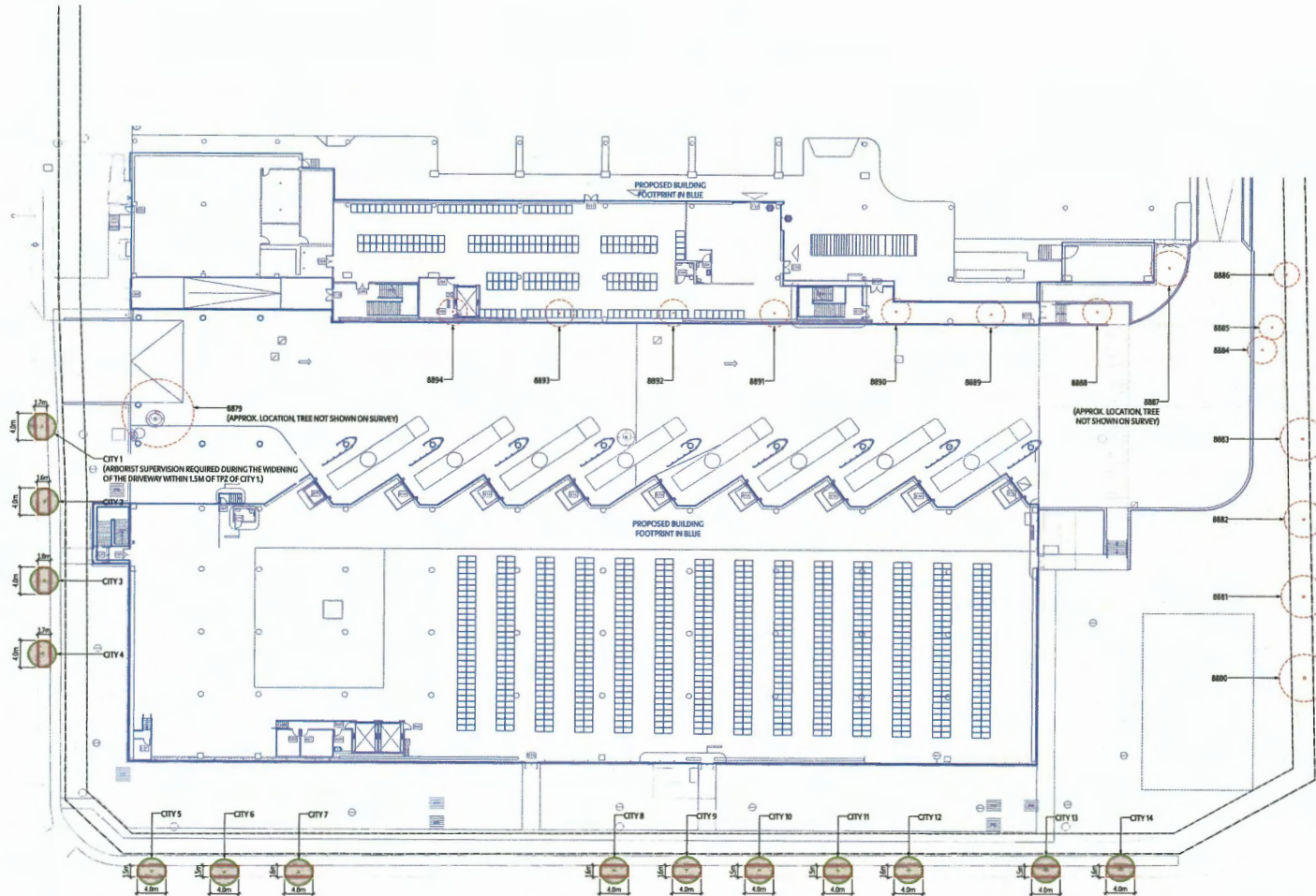
Click & Collect Elevation



# LANDSCAPE PLANS

## Tree Symbols Legend









-  Existing Conifer Tree
-  Existing Deciduous Tree
-  Tree to be removed
-  Proposed Deciduous Tree
-  Proposed Conifer Tree
-  Planting
-  Lawn
-  Tree Protection Fencing

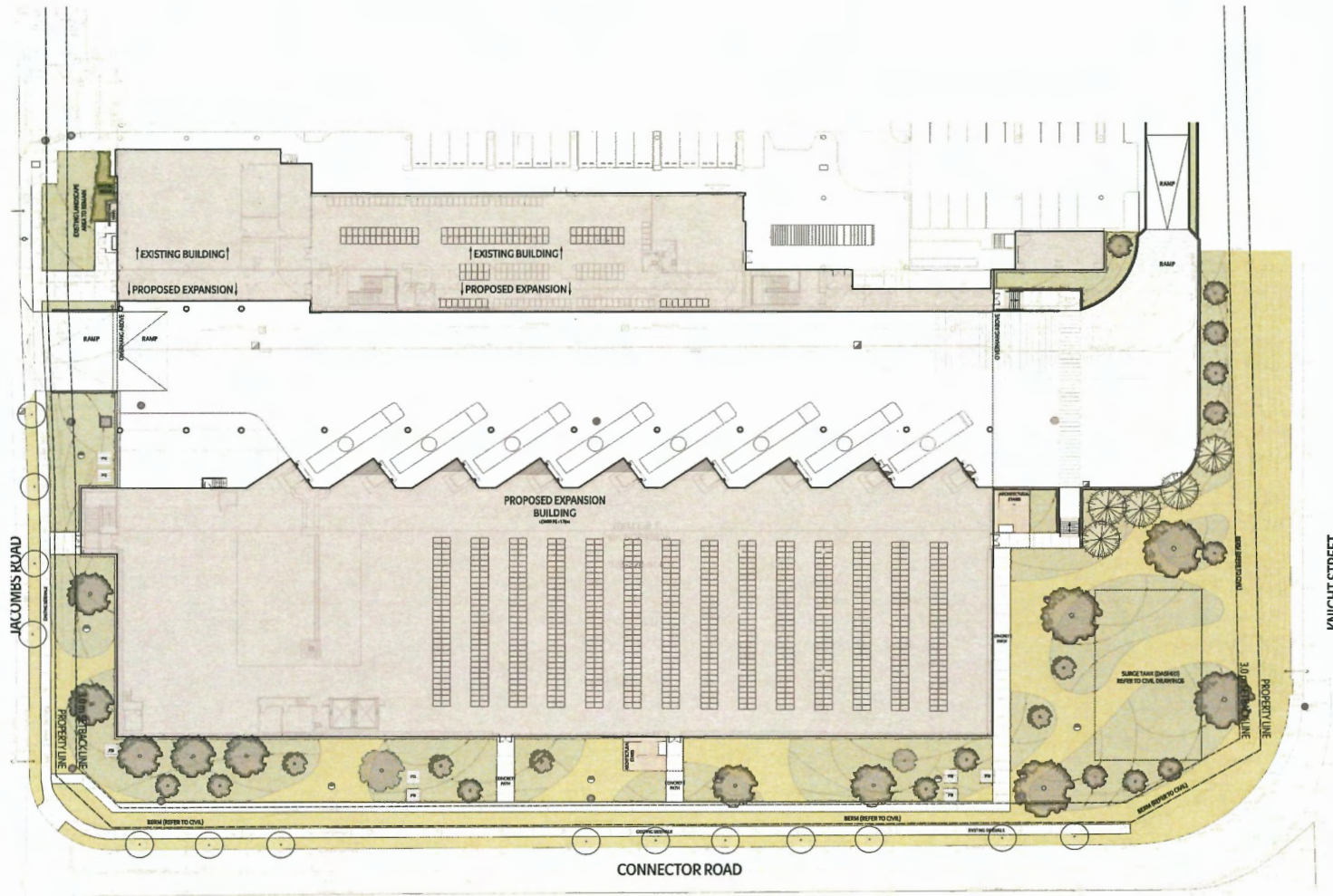


Tree Management Plan

# LANDSCAPE PLANS

## Tree Symbols Legend

-  Existing Conifer Tree
-  Existing Deciduous Tree
-  Tree to be removed
-  Proposed Deciduous Tree
-  Proposed Conifer Tree
-  Planting
-  Lawn
-  Tree Protection Fencing



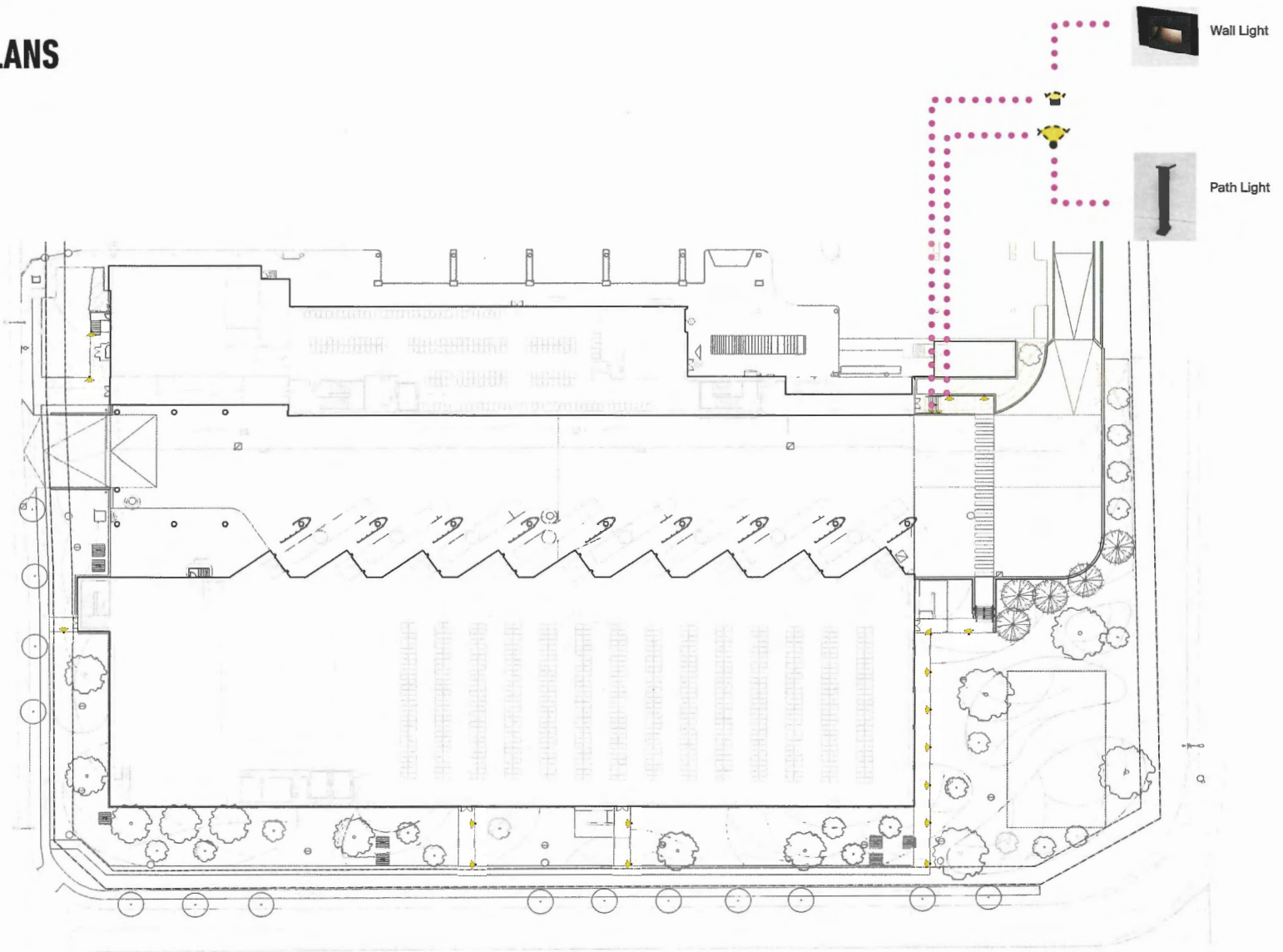
Landscape Master Plan



# LANDSCAPE PLANS

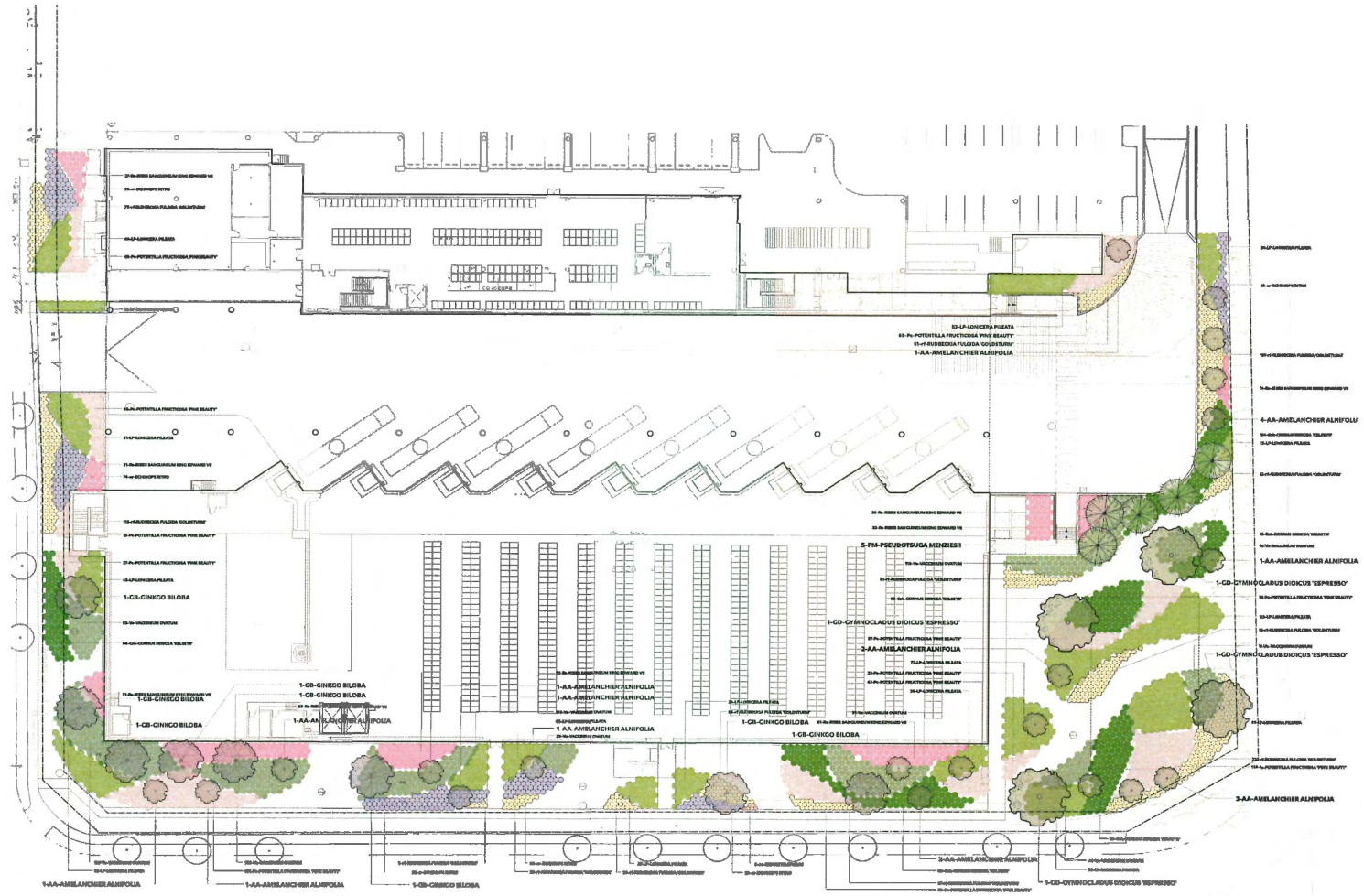
## Tree Symbols Legend

-  Existing Conifer Tree
-  Existing Deciduous Tree
-  Tree to be removed
-  Proposed Deciduous Tree
-  Proposed Conifer Tree
-  Planting
-  Lawn
-  Tree Protection Fencing



Landscape Lighting Plan

# LANDSCAPE PLANS



Tree and Planting Plan

**TREES**



AMELANCHIER ALNIFOLIA



GINKGO BILOBA



GYMNOCLADUS DIOICUS 'ESPRESSO'



PSEUDOTSUGA MENZIESII

**SHRUBS, GROUND COVERS, AND PERENNIALS**



CORNUS SERICEA 'KELSEYII'



ECHINOPS RITRO



LONICERA PILEATA



POTENTILLA FRUTICOSA 'PINK BEAUTY'



RIBES SANGUINEUM KING EDWARD VII



RUDBECKIA FULGIDA 'GOLDSTURM'



SEDUM TELEPHIUM



VACCINIUM OVATUM

**PLANTING DESIGN RATIONALE**

The proposed planting palette is selected to satisfy the CPTED requirements, include native plants, and thrive under a low maintenance regime, while being resilient to climate extremes. All species will thrive with low amounts of water, and survive extreme cold periods in winter, while being incorporated into a design that is simple and distinctive. Native trees include Amelanchier (Serviceberry) and Pseudotsuga (Douglas fir), both of which will thrive in dry compacted soils and full sun. An eastern native, Gymnocladus dioicus is also proposed, as it is known to need little water in summer but will over time develop a broad canopy, providing shade and cooling the surrounding area. Ginkgo biloba is also proposed for its tolerance of many different environmental conditions, and its ability to be long-lived and slowly grow to a large size.

An emphasis has been put on selecting trees that can grow to a large mature size. It is increasingly uncommon to plant big trees in urban parts of the Lower Mainland, as space is rarely available with most types of developments. Therefore, as there is an opportunity to do so in this landscape, large trees are proposed for their ability to sequester carbon, provide habitat, and contribute to heat island cooling.

The shrub layer includes two species that are tough cultivars of native plants: Potentilla (Cinquefoil) and Cornus (Kelsey Dogwood). Both have been selected because they are quick to establish and have demonstrated hardiness in challenging conditions and because they are low-growing to satisfy CPTED requirements while providing year-round interest. The other two species are Rudbeckia 'Goldsturm' (Black - Eyed Susan) which has a very long blooming period and is liked by pollinators, and Lonicera (Box Honeysuckle) which is extremely durable and provides year-round interest and ease of maintenance. All the above considerations have been incorporated into a design which is playful and graphic to reflect Ikea's design sensibility, while being easy to maintain over the long term.

**CPTED PRINCIPLES IN PLANTING**

The following points from section 14.2.11 in the COR OCP were found to be relevant to this development:

- a) Distinguish public and semi-public spaces from private spaces and design symbolic barriers through building siting, design and landscape such as changes in paving, vegetation, grade or through architectural features (e.g., low wall, bollards, raised planters, rather than continuous solid fences or walls).
  - A grouping of large native trees, Douglas firs (Pseudotsuga menziesii) is used to delineate publicly accessible space from the truck parking, while providing a moderate amount of screening for the parking lot. It should be noted as well that Douglas fir develops a naturally tall standard over time, which will open up visual access.
- b) Make all exterior public or semi-public spaces visible and defensible, so that residents can control their own surroundings.
  - Clear visual access is provided to all building entrances, with lighting and planting to emphasize pedestrian entrances.
  - Eliminate entrapment spots, and incorporate barriers that permit visual access without loss of privacy, (e.g., glazing in lobby doors and stair-wells).
  - Open sightlines have been incorporated into the design to ensure clear visual access to all building entrances and visual access to from building entrances to the sidewalk.
- c) Carefully select the types and locations of planting to maintain visibility and surveillance and minimize opportunities for intruders to hide.
  - All shrubs and perennials are selected to be less than 30" tall at maturity. Small trees (Amelanchier) are specified with a minimum 6'-0" standard, and larger trees (Ginkgo and Gymnocladus) are specified with an 8'-0" tall standard to allow clear sightlines throughout the landscape.

**RENDERS ( LOADING BAY EAST VIEW)**



**RENDERS (SOUTH EAST VIEW)**



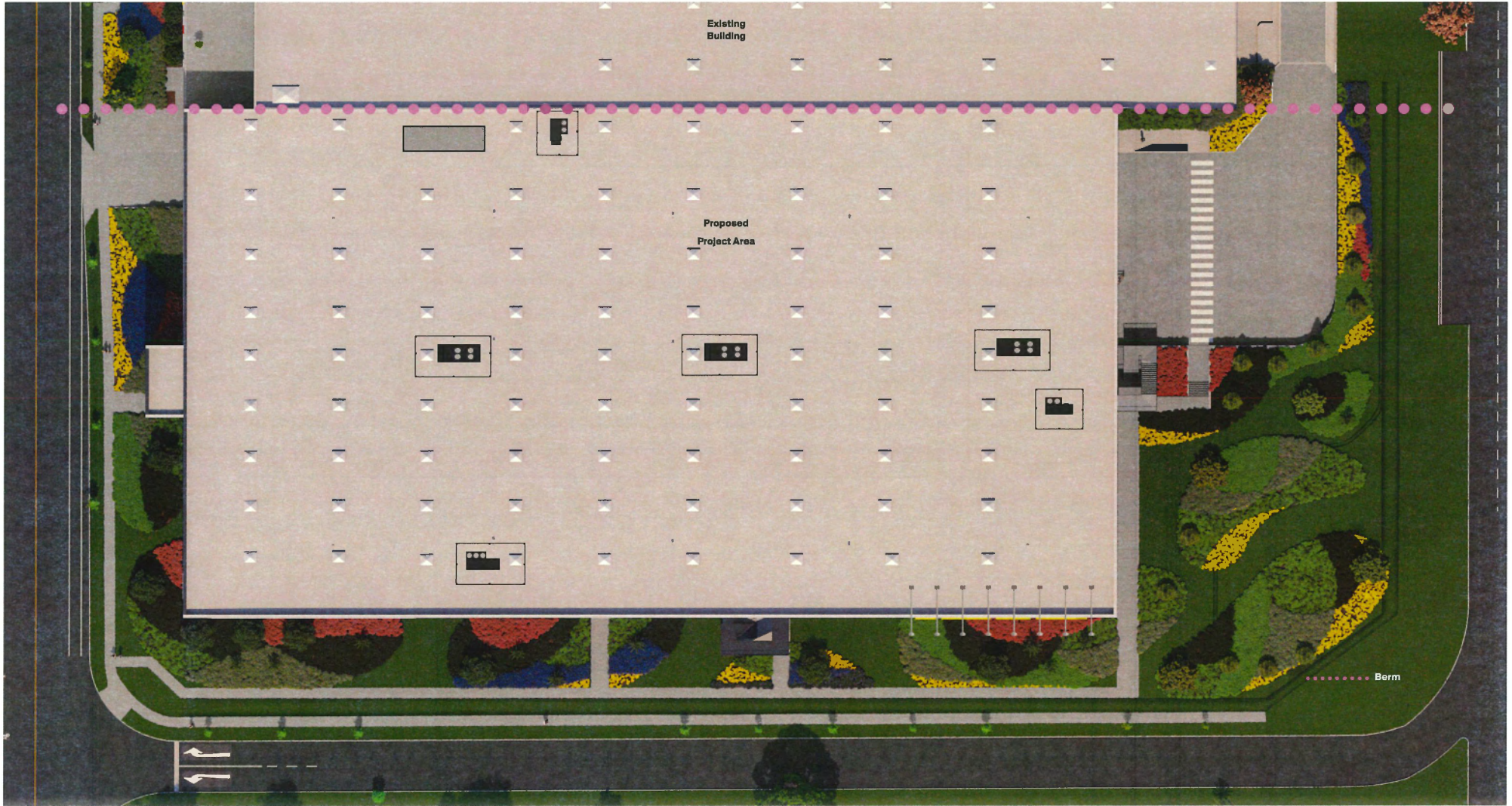
**RENDERS (ZOOM IN SOUTH VIEW)**



**RENDERS (SOUTH-WEST VIEW)**



# RENDERS (ROOF AERIAL VIEW)





Schedule 2 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
February 12, 2025



**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

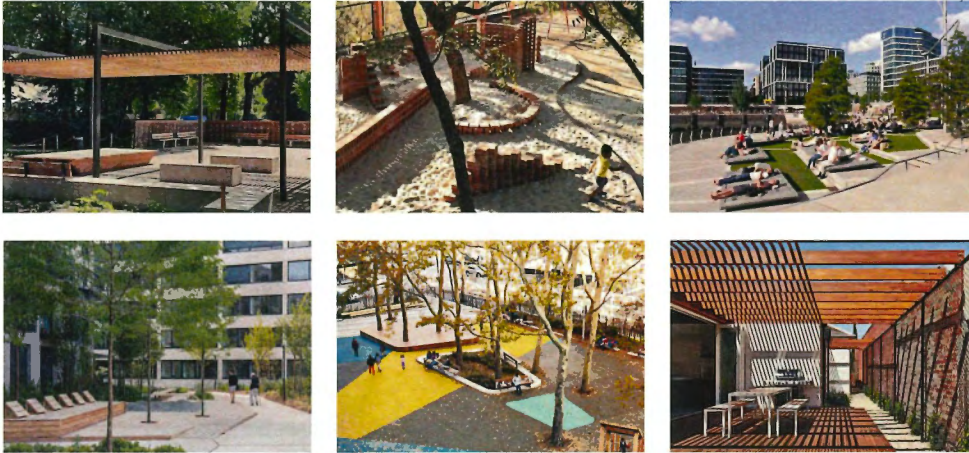
# SITE CONTEXT



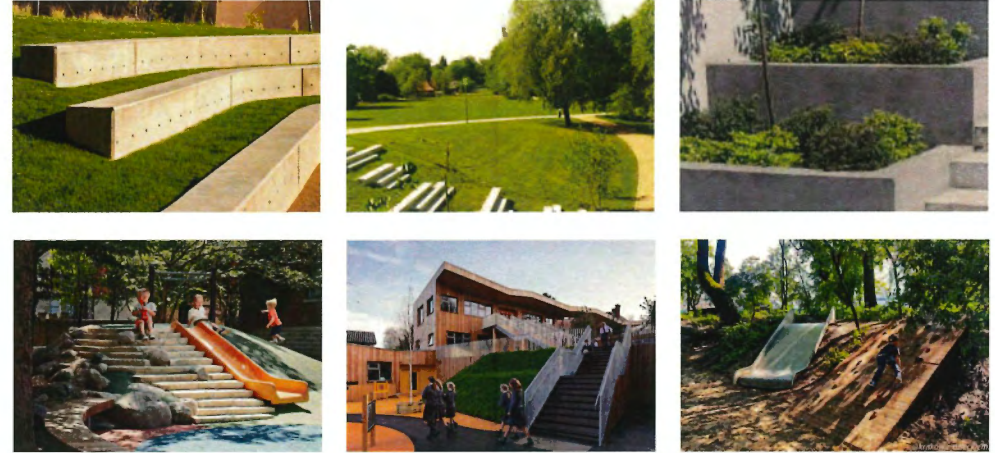
**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

# LANDSCAPE DESIGN PRINCIPLES

## Courtyards & Outdoor Amenity



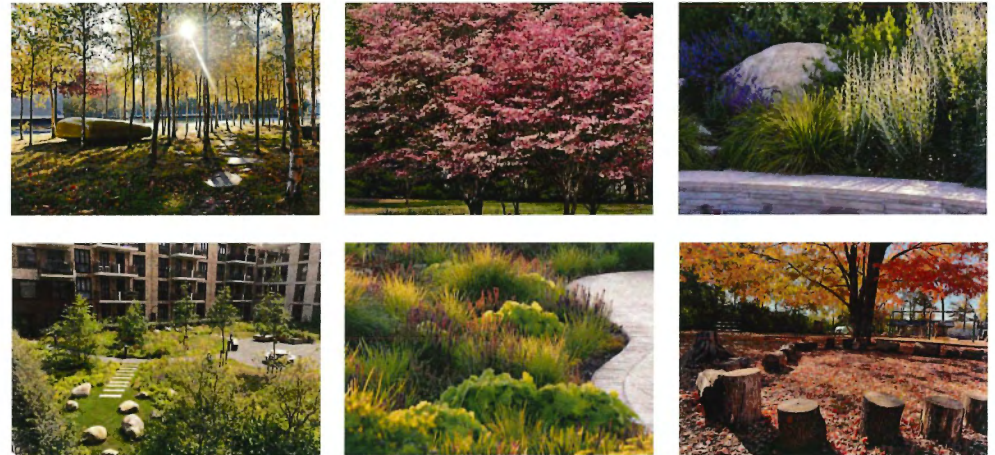
## Grade Change



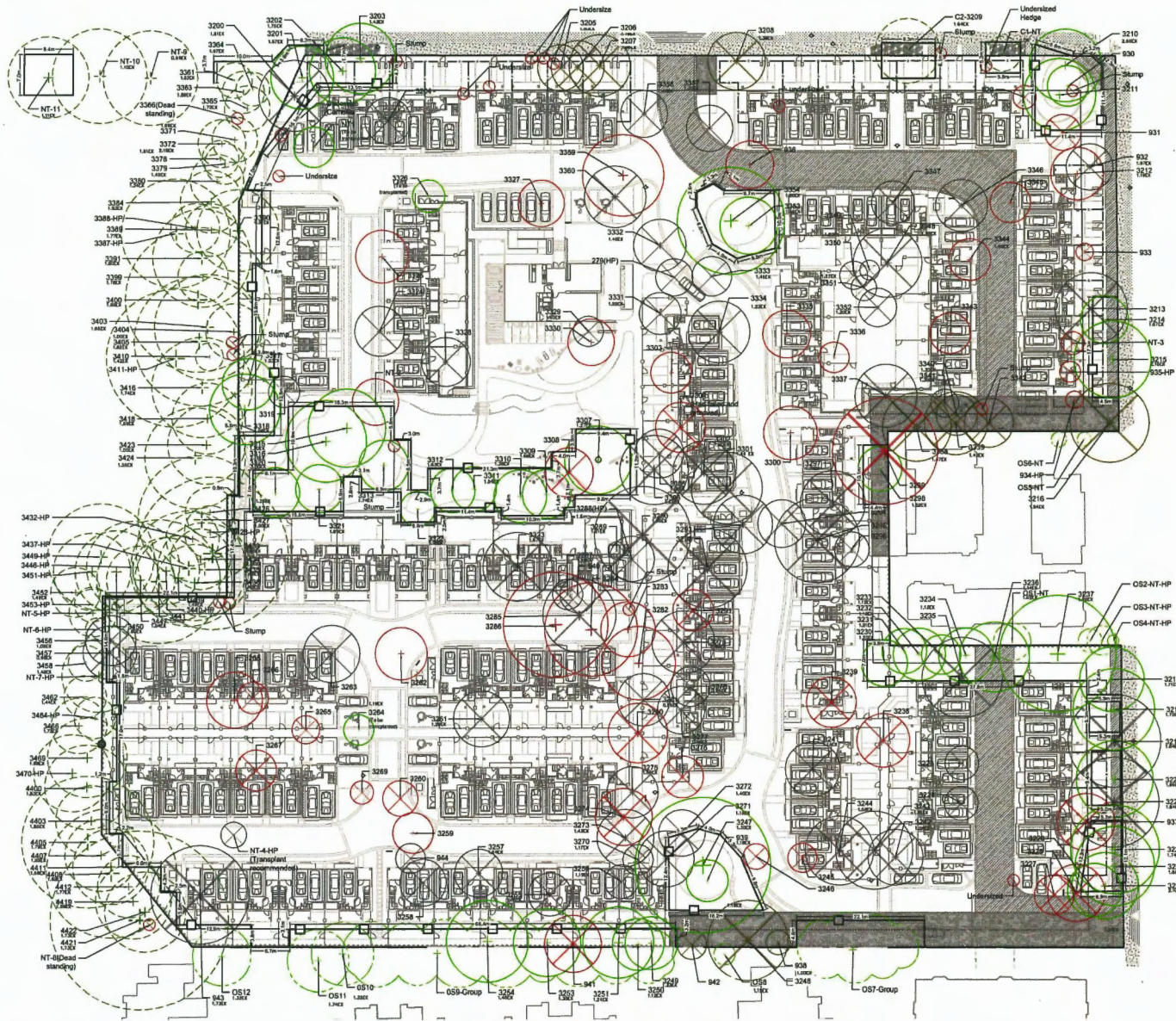
## Existing Trees - Images from Arborist Report



## Sustainability & Resilience



# TREE PLAN



## Legend

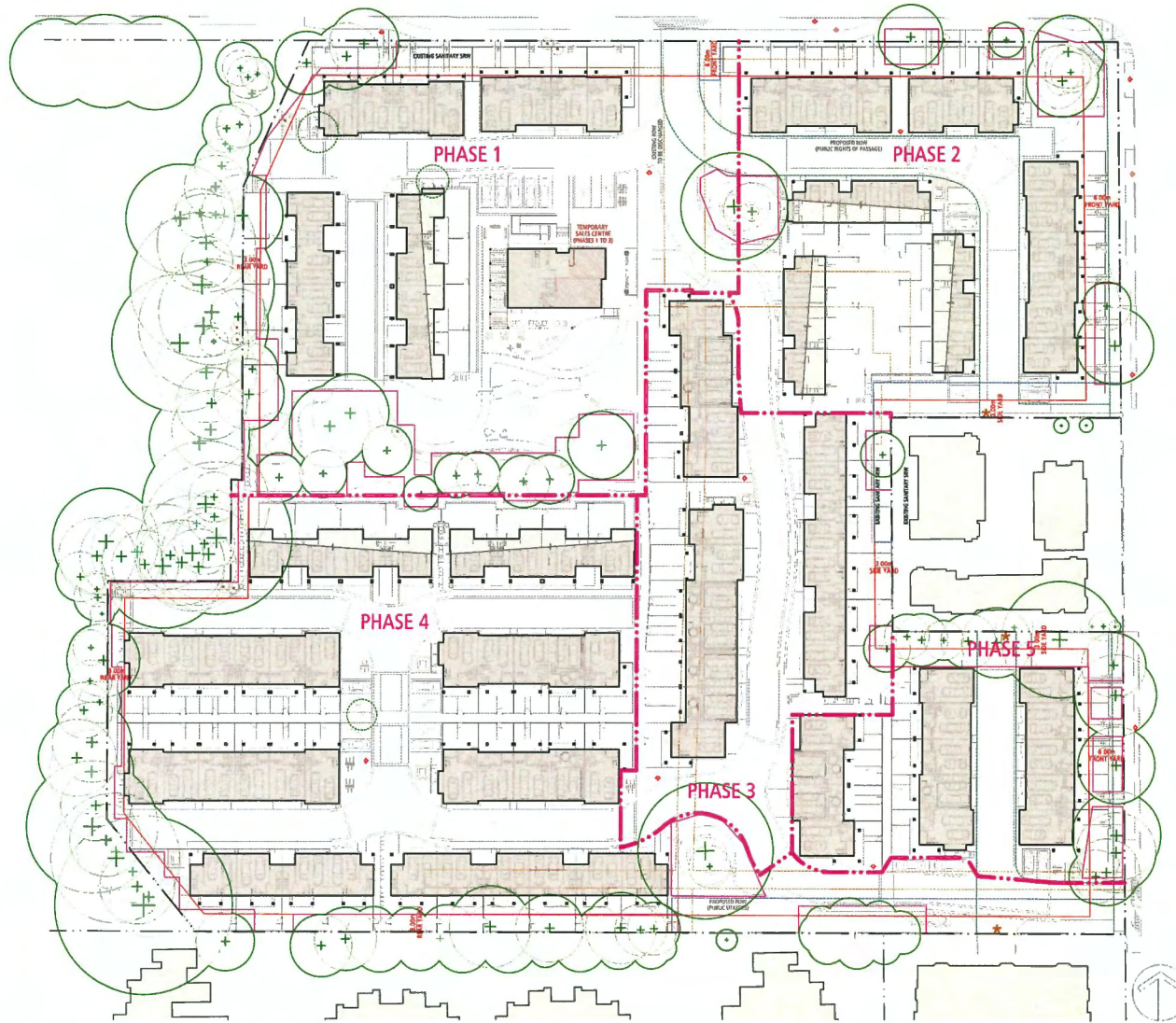
	Existing onsite tree to be retained
	Existing city tree to be retained
	Existing offsite tree to be retained
	Existing tree in conflict with demolition and machinery access to be removed (unlikely to survive after demolition)
	Existing tree in conflict with SRW
	Existing tree in conflict with construction to be removed
	Existing tree in poor condition to be removed
	Existing dead tree or stump
	Tree protection fencing

# SITE PLAN CONCEPT



**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

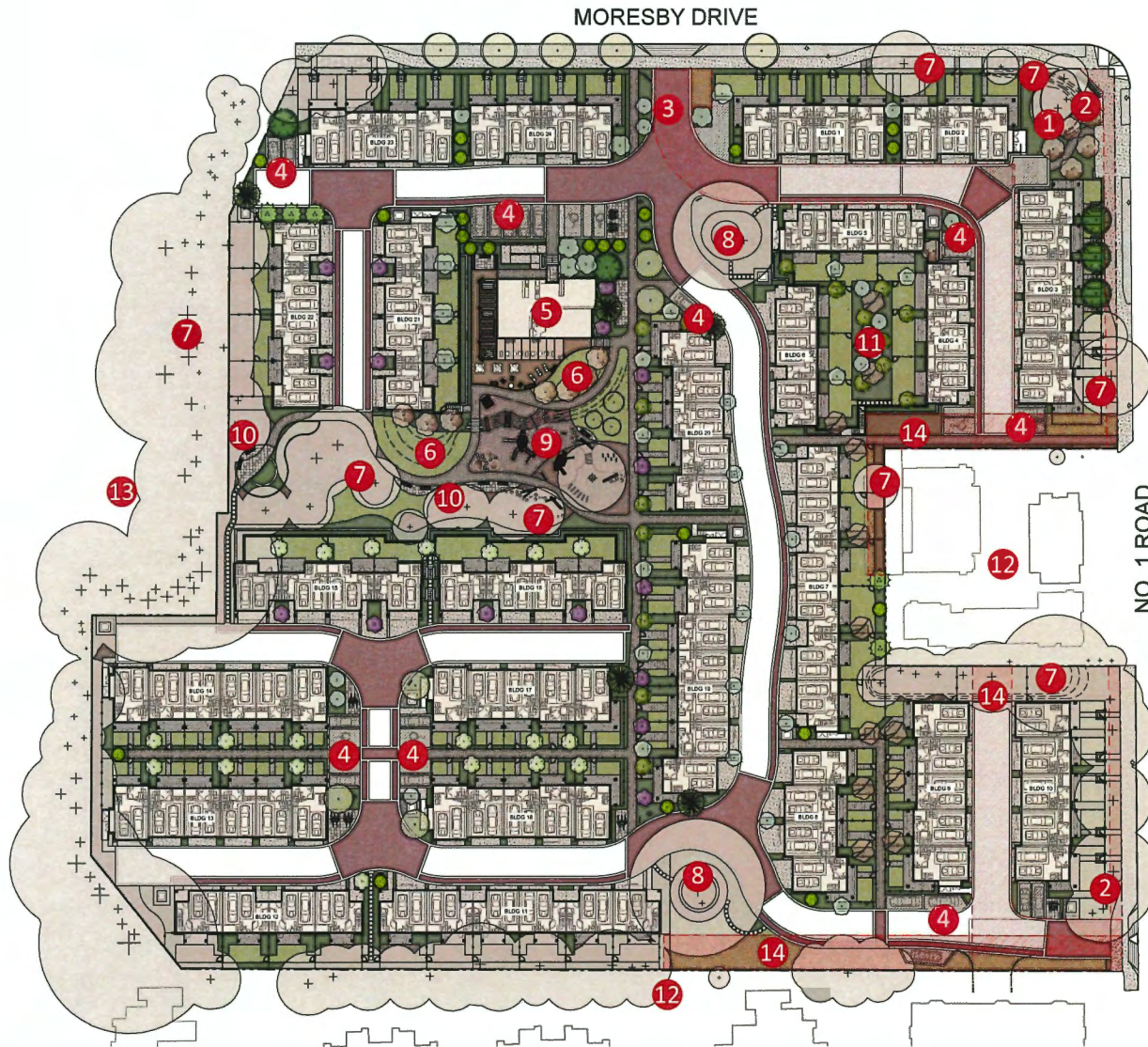
# SITE PLAN



## LEGEND

-  TREES RETAINED
-  TREES TRANSPLANTED
-  PROPOSED RIGHT OF WAY (PUBLIC UTILITIES)
-  EXISTING ROW AND EASEMENT (TO BE DISCHARGED)
-  PROPOSED RIGHT OF WAY (PUBLIC RIGHTS OF PASSAGE)
-  TREE PROTECTION FENCE
-  SIGNAGE LOCATIONS  
Signage reads "This is a shared driveway and is planned to be used to provide vehicle access to future developments."
-  PHASING BOUNDARIES

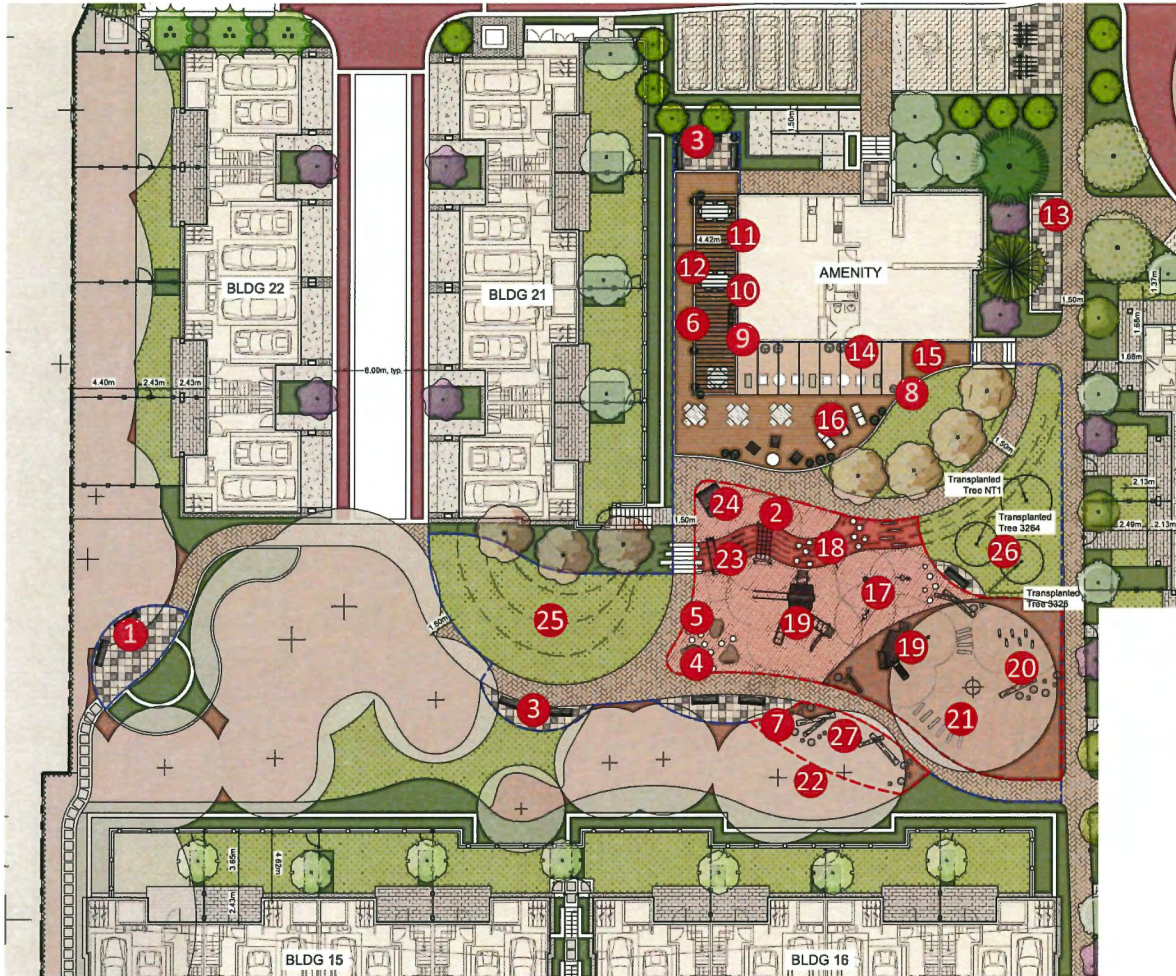
# LANDSCAPE PLAN



- 1 Corner park
- 2 Project signage
- 3 Main entry
- 4 Visitor parking
- 5 Amenity building
- 6 Lawn
- 7 Existing trees
- 8 Significant retained tree with Seating
- 9 Play area
- 10 Seating node
- 11 Pocket garden
- 12 Neighbouring Property
- 13 Quilchena School Park
- 14 SRW



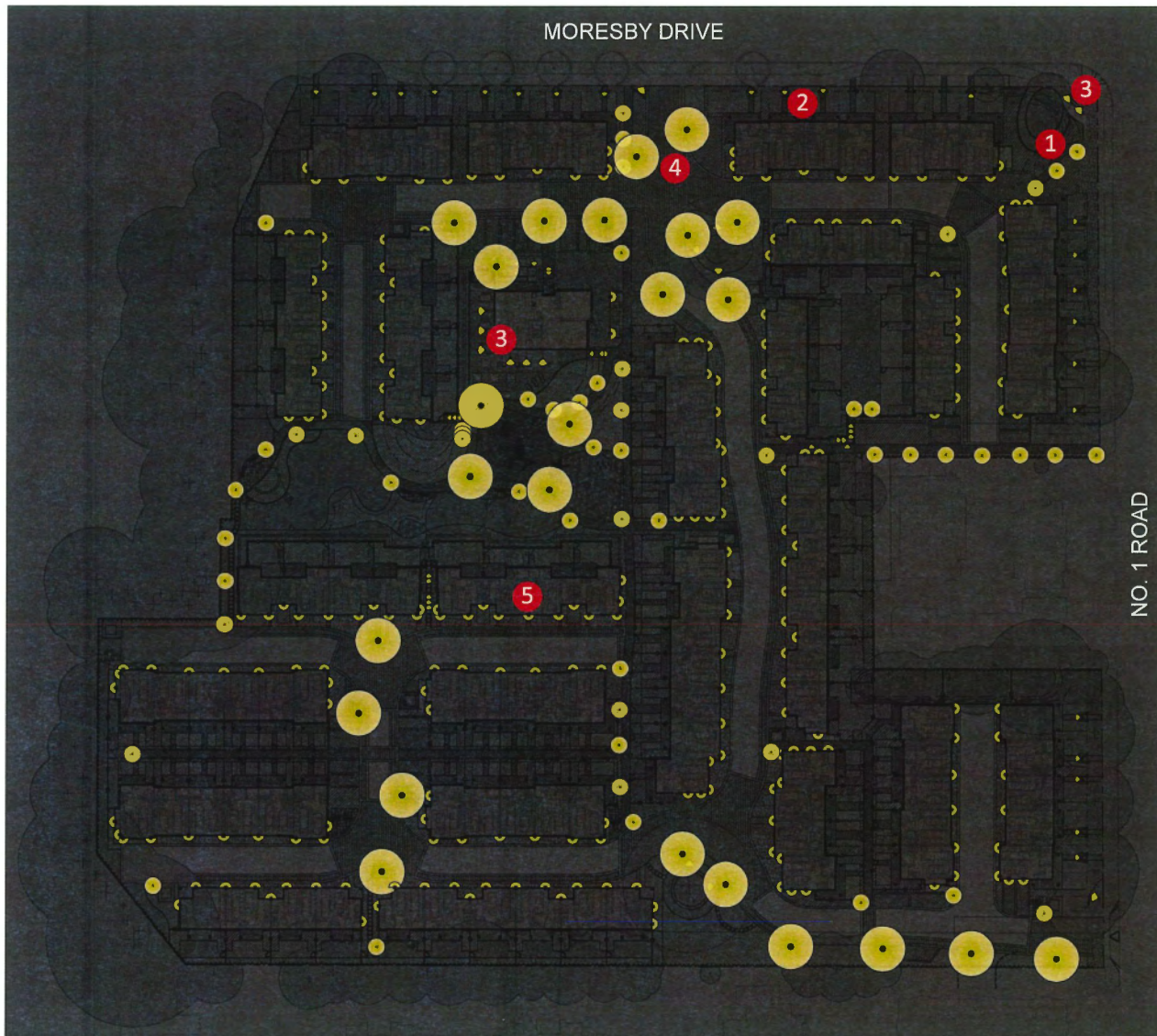
# AMENITY AREA



- |                                    |                               |
|------------------------------------|-------------------------------|
| 1 Amenity space: 25m <sup>2</sup>  | 15 Wood decking               |
| 2 Play area: 320m <sup>2</sup>     | 16 Sun bathing lounger        |
| 3 Seating area                     | 17 Spring toys                |
| 4 Boulder                          | 18 Rubber slope play          |
| 5 Rubber holds                     | 19 Nature play structures     |
| 6 Amenity space: 985m <sup>2</sup> | 20 Climbing logs              |
| 7 Play area 28m <sup>2</sup>       | 21 Engineered wood fibre      |
| 8 Moveable planter                 | 22 Existing trees to remain   |
| 9 Lounge seating                   | 23 Slides                     |
| 10 Outdoor BBQ                     | 24 Play house                 |
| 11 Outdoor dining                  | 25 Lawn                       |
| 12 Overhead trellis                | 26 Existing trees to relocate |
| 13 Mailbox                         | 27 Wood log/stepping stump    |
| 14 Rain cover                      |                               |



# LIGHTING PLAN



1 Bollard Light



2 Step/Wall Light



3 Up/Down Light



4 Pole Light



5 Building Exterior Light



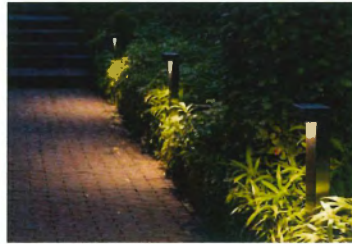
## PRECEDENT IMAGES



Strip lighting



Overhead lighting



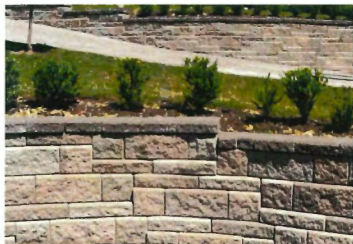
Bollard lighting



Paving pattern



Patio/backyard



Allan block retaining wall



Retaining walls/planting



Planting beds



Lounge seating



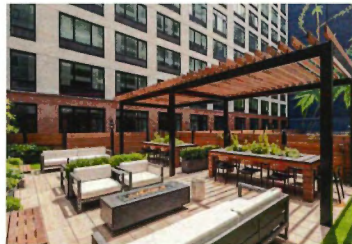
Bench



Outdoor kitchen



Outdoor seating



Covered seating



Lawn space



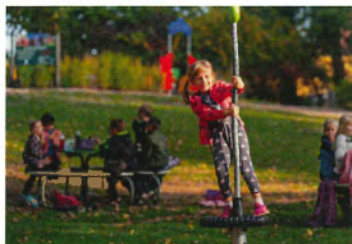
Sloped play area



Wooden play structures



Nature play



Interactive elements



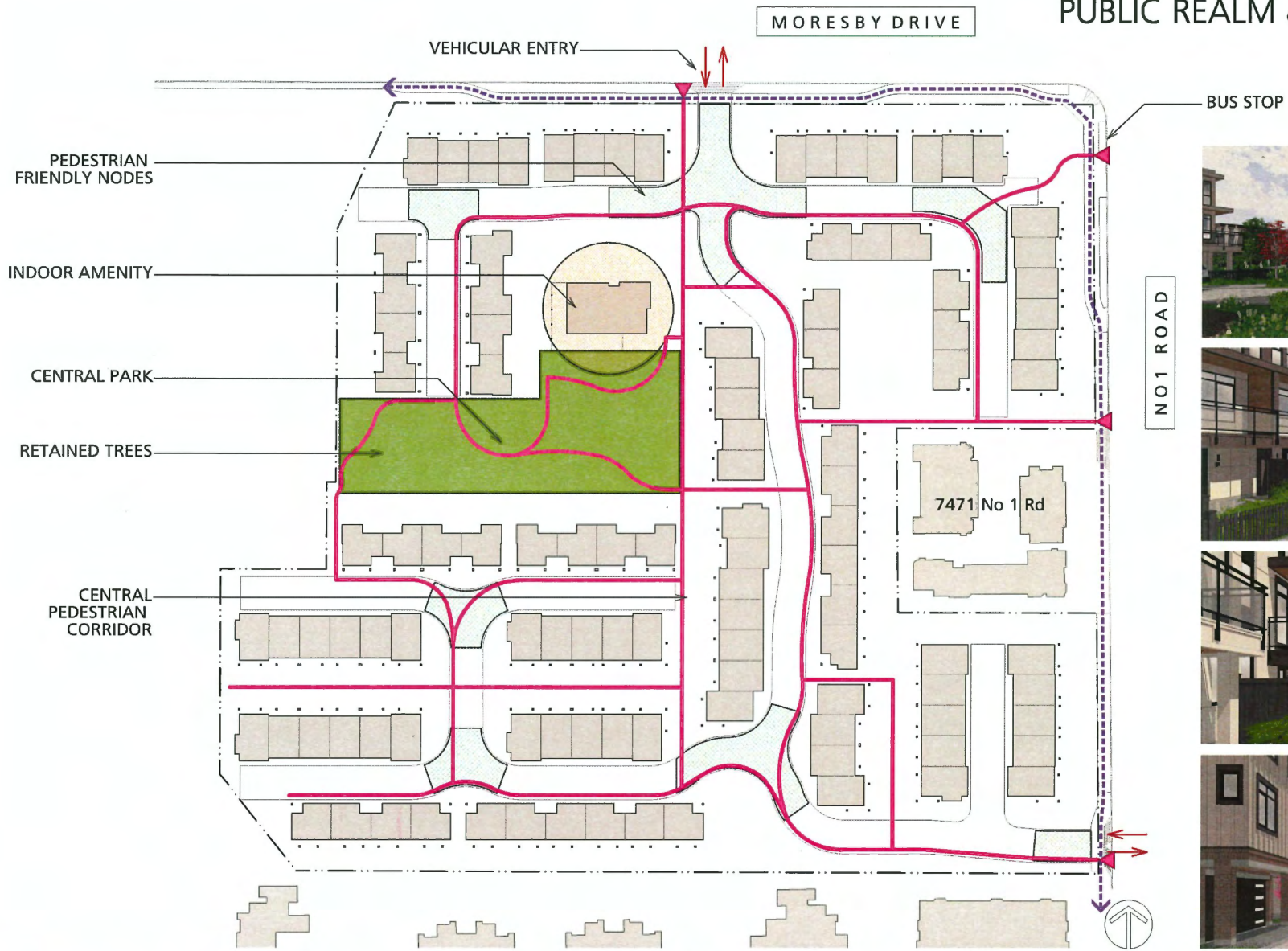
Naturalistic elements

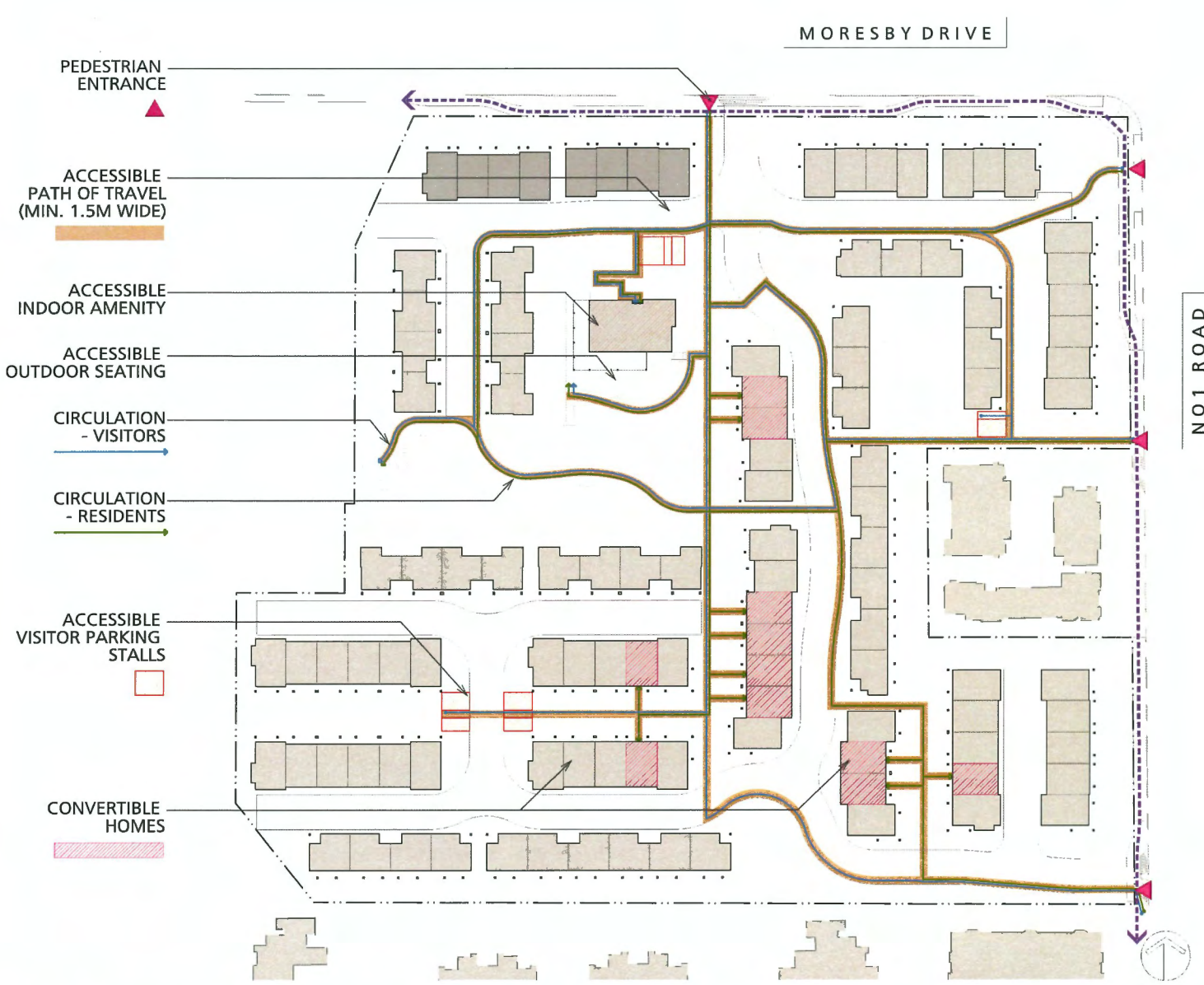


Tree preservation

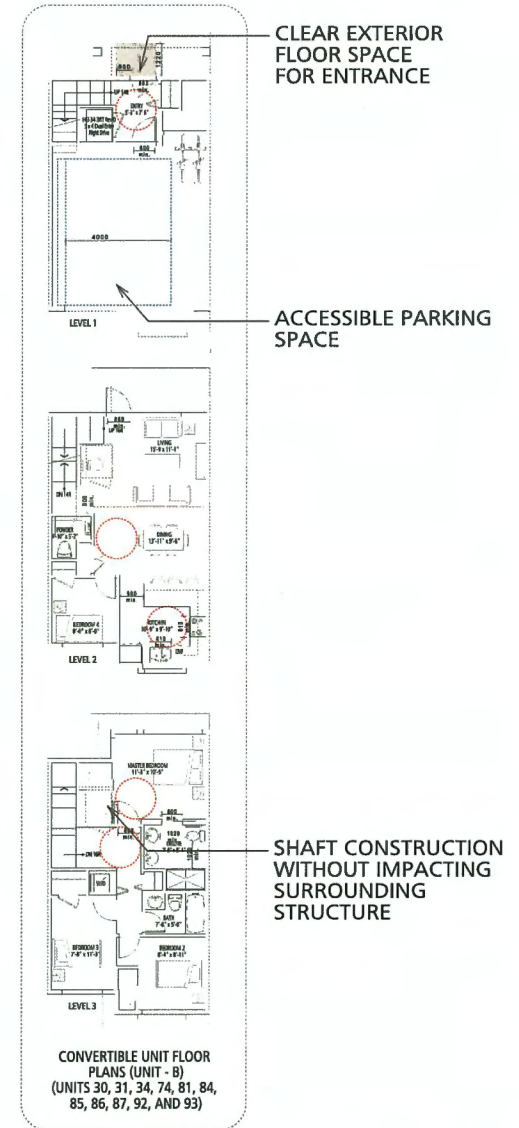
**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

# PUBLIC REALM & SITE CIRCULATION





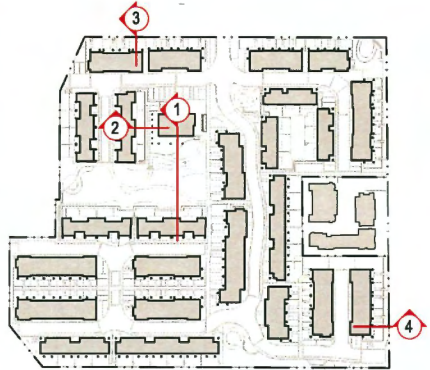
## ACCESSIBILITY STRATEGY



SITE GRADING , CPTED



SECTION 1 - THROUGH CENTRAL OPEN SPACE



SECTION 2 - THROUGH RAISED YARDS

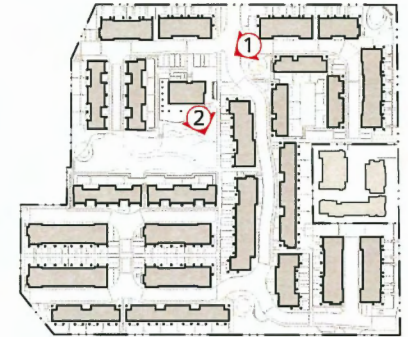


SECTION 3 - THROUGH MOORSBY DRIVE



SECTION 4 - THROUGH NO.1 ROAD

# PERSPECTIVES



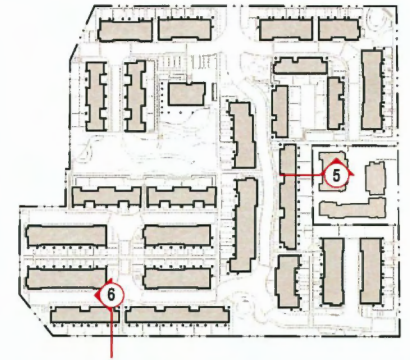
① AMENITY BUILDING



② COMMON OUTDOOR OPENSOURCE

**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

# SITE INTERFACES

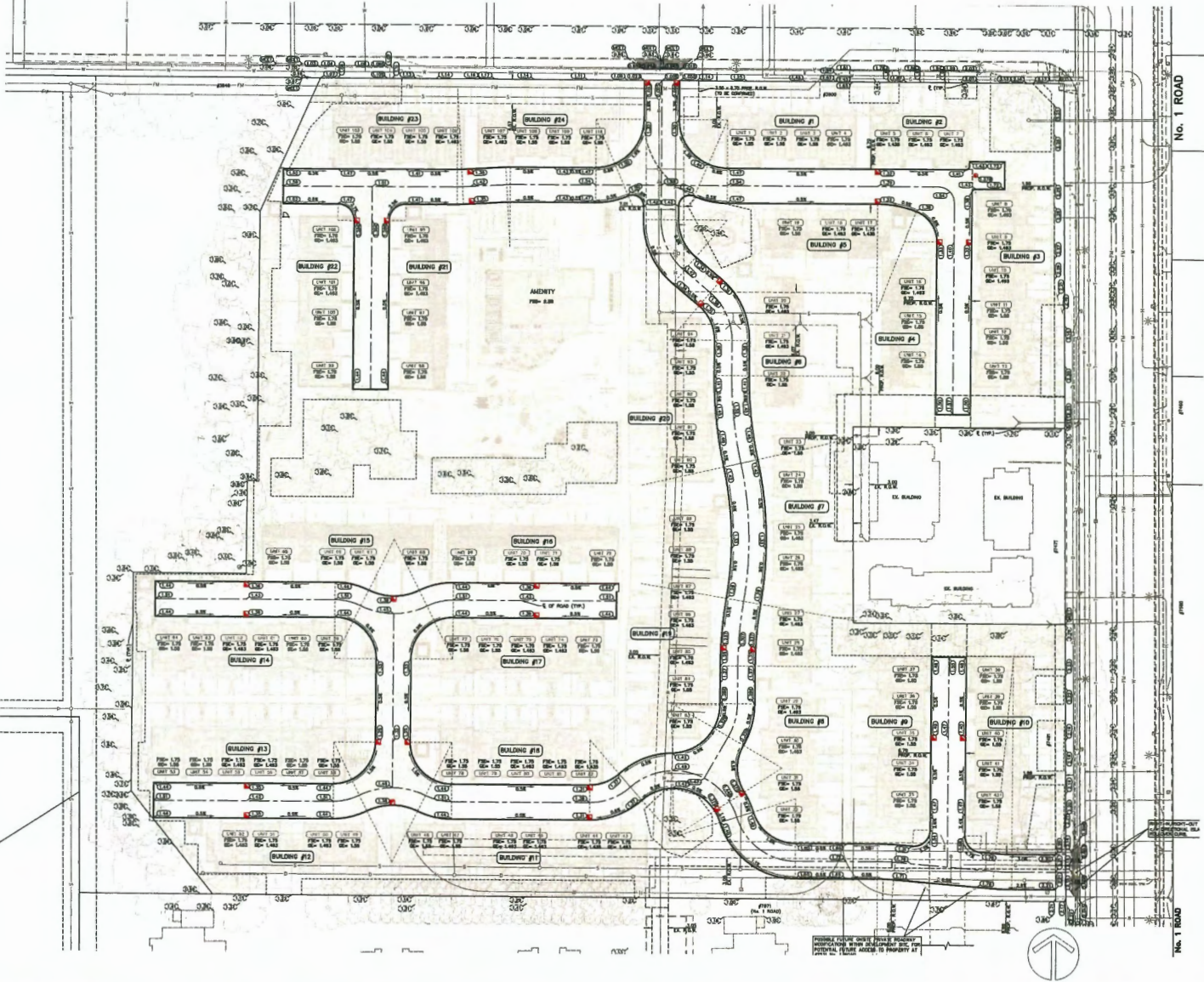


SECTION 5



SECTION 6

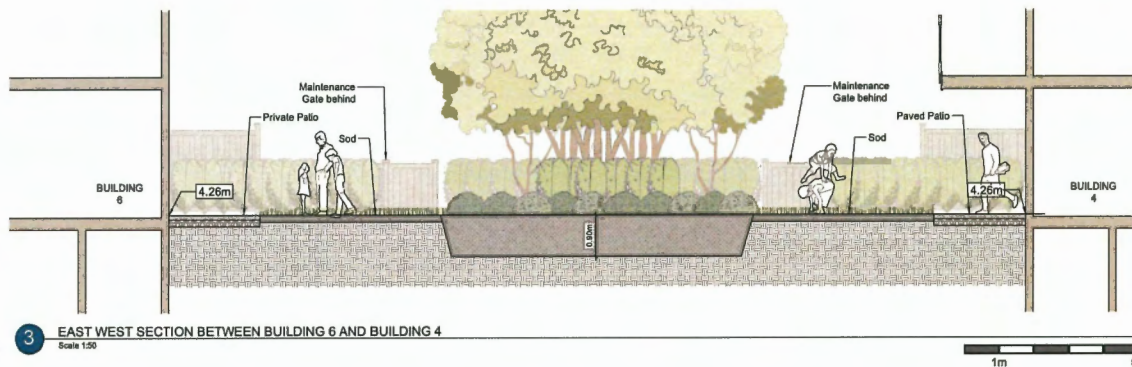
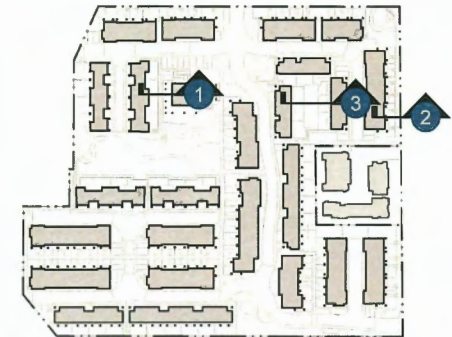
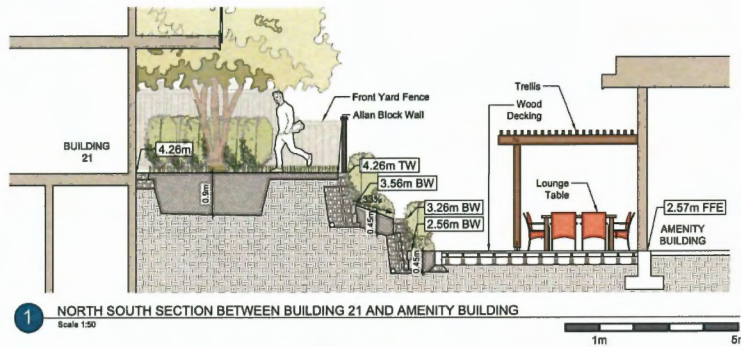
# SITE GRADING



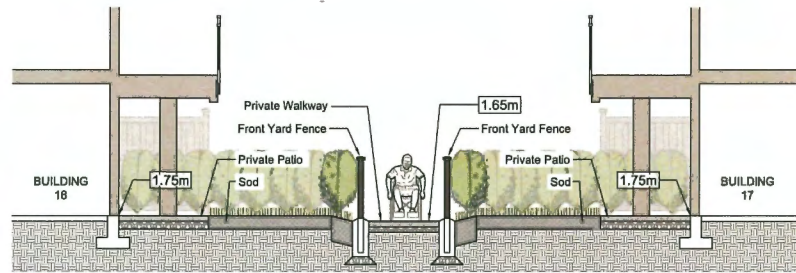
**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates



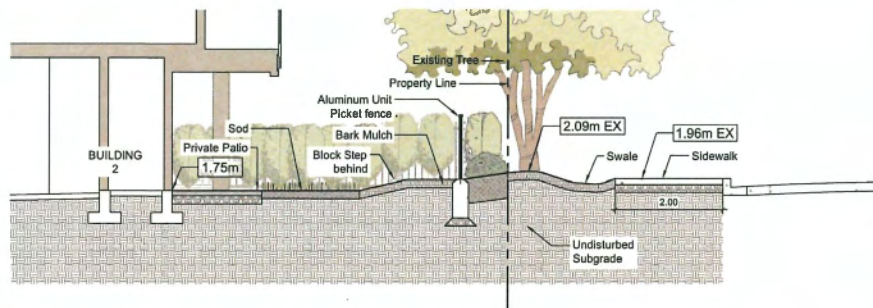
# SECTIONS



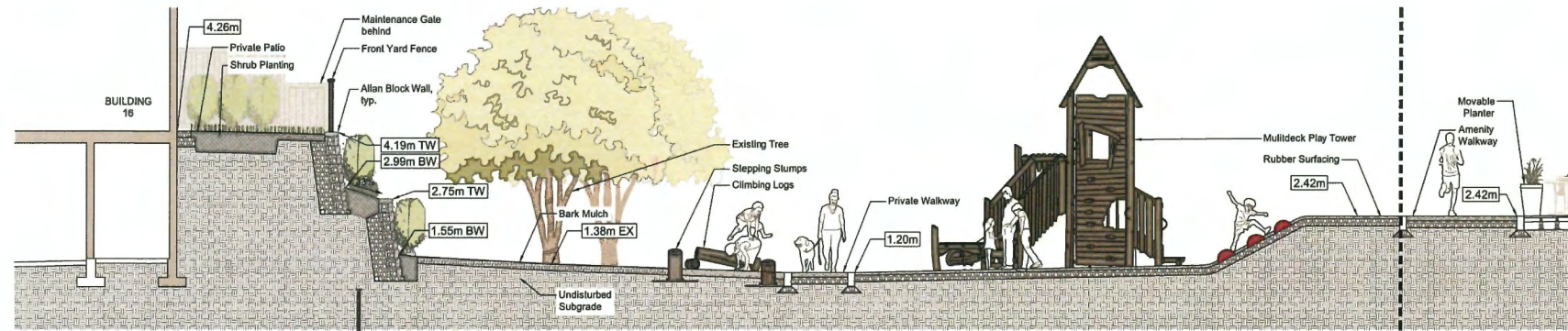
# SECTIONS



**1** NORTH SOUTH SECTION BETWEEN BUILDING 22 AND BUILDING 21  
Scale 1:50  
1m 5m

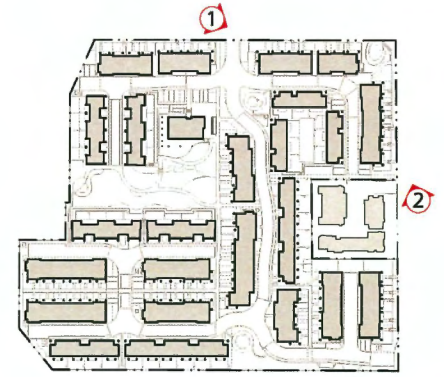


**2** NORTH SOUTH SECTION THROUGH BUILDING 2 FRONT YARD  
Scale 1:50  
1m 5m



**3** NORTH SOUTH SECTION THROUGH OUTDOOR AMENITY SPACE  
Scale 1:50  
1m 5m

# STREETSCAPE



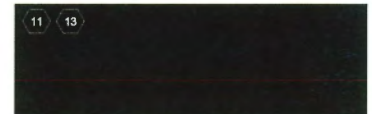
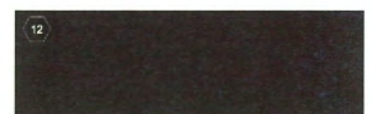
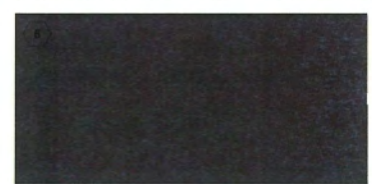
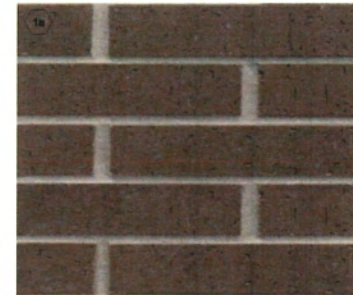
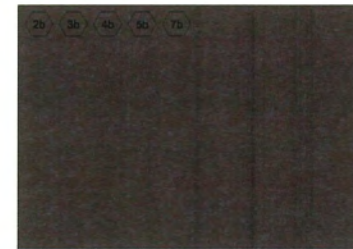
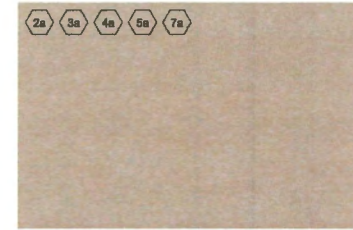
① VIEW FROM MORESBY DRIVE



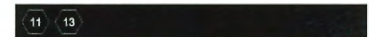
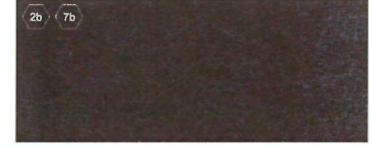
② VIEW FROM NO.1 ROAD

**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

## BUILDING MASSING & MATERIALS



### AMENITY BUILDING



**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

## ENERGY AND SUSTAINABILITY



- DEVELOPMENT WILL MEET ENERGY TARGET STEP 3 + EL4.
- GROUND SOURCE HEAT PUMPS FOR SPACE HEATING AND COOLING.
- HIGH EFFICIENCY ENERGY RECOVERY VENTILATORS (ERV'S) FOR FRESH AIR DISTRIBUTION.
- HIGH EFFICIENCY ELECTRIC WATER HEATERS.
- HIGH EFFICIENCY DOUBLE GLAZED PVC WINDOWS AND DOORS.
- HIGH THERMAL RESISTANCE INSULATION  
R-24 EXTERIOR WALL INSULATION.  
R-50 ATTIC INSULATION  
R-15 SLAB-ON-GRADE INSULATION
- HIGH EFFICIENT LED LIGHTING THROUGHOUT.
- HIGH QUALITY AIR BARRIER CONSTRUCTION AND QUALITY CONTROL MEASURES.
- HIGH EFFICIENCY IRRIGATION SYSTEM.
- LEVEL 2 EV CHARGING PLUG-INS FOR ALL RESIDENTIAL CAR STALLS.

**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

# PLANTING & MATERIALS PALETTE



Azalea 'Kirin'



Hebe pinguifolia 'Sutherlandii'



Lonicera acuminata



Corylopsis pauciflora



Cornus sericea



Sedum 'Autumn Joy'



Astrantia major



Escallonia 'Newport Dwarf'



Stipa tenuissima



Echinacea purpurea



Clematis armandii



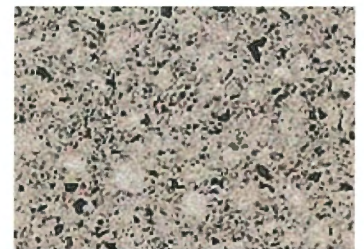
Rubber Surfacing



Wood Fibar



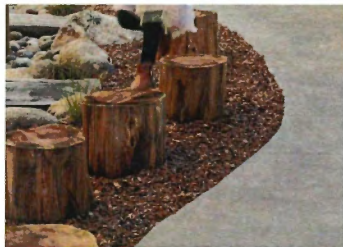
Stamped Asphalt



Concrete



Wood Decking



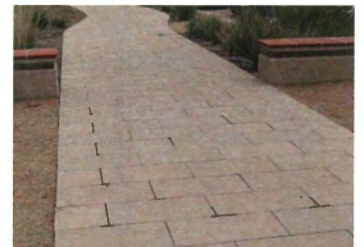
Stepping Stumps



Slab Path



Permeable Pavers



Unit Pavers

# TREE PALETTE



*Acer griseum*



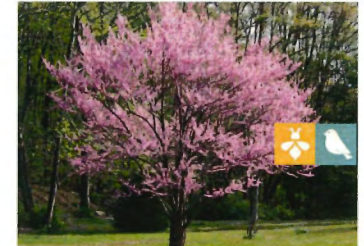
*Acer japonicum*



*Arbutus unedo* 'Compacta'



*Cedrus deodara*



*Cercis canadensis* 'RNI-RCC3'



*Chamaecyparis obtusa* 'Gracilis'



*Cornus nuttallii*



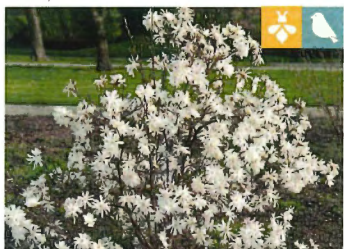
*Cornus kousa* 'Satomi'



*Davidia involucreta*



*Fraxinus americana* 'Junginger'



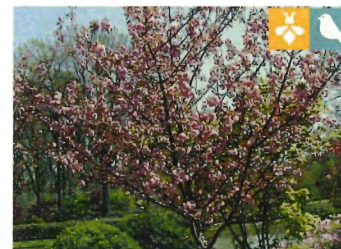
*Magnolia kobus stellata*



*Picea pungens* 'Hoopsii'



*Pinus contorta*



*Prunus Serrulata* 'Kwanzan'



*Styrax japonicus* 'JFS-D'



**QUILCHENA PARK ESTATES** for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates





City of  
Richmond

## Report to Development Permit Panel

---

**To:** Development Permit Panel

**Date:** March 5, 2025

**From:** Joshua Reis  
Director, Development

**File:** DP 23-029303

**Re:** **Application by Manswell Enterprises Ltd. for a Development Permit at 9371 and 9391 Francis Road**

---

### Staff Recommendations

That a Development Permit be issued which would:

1. Permit the construction of nine townhouse units at 9371 and 9391 Francis Road on a site zoned "Low Density Townhouses (RTL4)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Reduce the front yard setback from 6.0 m to 4.5 m; and
  - b) Allow six small car parking stalls.

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

JR:el  
Att. 3

**Staff Report**

**Origin**

Manswell Enterprises Ltd. (Incorporation number: BC0497028; Director: Jason Lam and Marian Lee) has applied to the City of Richmond for permission to develop nine townhouse units at 9371 and 9391 Francis Road. One of the townhouse units is proposed to contain a ground-level secondary suite and one of the townhouse units is proposed to be designed according to the convertible unit guidelines.

The site is being rezoned from “Small-Scale Multi-Unit Housing (RSM/M)” zone to the “Low Density Townhouses (RTL4)” zone for this project under Bylaw 10527 (RZ 22-005593), which is currently at third reading.

A Servicing Agreement is required as a condition of rezoning and includes, but is not limited to, the design and construction of frontage beautification works and service connections.

**Development Information**

Please refer to attached Development Application Data Sheet (Attachment 1) 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 and West: An existing 24-unit townhouse complex fronting Francis Road, on a lot zoned “Low Density Townhouses (RTL1)”.
- To the North and East: Existing single-family dwellings fronting Ash Street on lots zoned “Small-Scale Multi-Unit Housing (RSM/M)”.
- To the South: Across Francis Road, existing single-family dwellings on lots zoned “Small-Scale Multi-Unit Housing (RSM/L)”.

**Rezoning and First Reading Results**

The associated rezoning application was granted first, second and third reading by Council at its meeting of February 13, 2024. No concerns regarding the rezoning application were expressed by the public during the Council meeting.

**Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit 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 “Low Density Townhouses (RTL4)” except for the zoning variances noted below.

**Zoning Compliance/Variations** (staff comments in *bold italics*)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Reduce the front yard setback from 6.0 m to 4.5 m.

*(Staff supports the proposed variance recognizing that a minor road dedication (approximately 0.6 m) is required and that the Arterial Road Guidelines for Townhouses in the OCP support reduced front yard setback where a 6.0 m rear yard setback is provided, on condition that there is an appropriate interface with neighbouring properties. In addition, the intent of the variance is to facilitate a larger protection buffer to the existing Cherry plum tree along the north property line that is to be retained as part of the development. The resulting distance from the back of the curb to the building face would be approximately 8.0 m. To protect the future dwelling units at the subject site from potential noise impacts generated by traffic on Francis Road, a restrictive covenant has been secured at rezoning to ensure that noise attenuation will be incorporated into dwelling unit design and construction.)*

- 2) Allow six small car parking stalls.

*(The Zoning Bylaw permits small car parking stalls only when more than 31 parking stalls are proposed on site. The proposed nine-unit townhouse development will provide 18 residential parking spaces and two visitor parking spaces on-site. The small car stalls will be featured in six of the side-by-side double-car garages. Each of those garages will contain one small car stall alongside one standard-size stall. The proposed variance allows for a more flexible site layout.*

**Advisory Design Panel Comments**

The Advisory Design Panel (ADP) has reviewed the project and supports the proposal. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Thursday, November 21, 2024 is attached for reference (Attachment 2). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in ‘*bold italics*’.

**Analysis**

*Conditions of Adjacency*

- The proposed form and massing of the buildings are compatible with the existing adjacent developments on the block.
- While three-storey massing is proposed along Francis Road, the building height is stepped down to two-storeys along the east and west property lines to provide an appropriate transition to the adjacent two-storey townhouse units to the west and single-family homes to the east.
- Two-storey units in single detached and duplex forms, as well as the outdoor amenity area, are proposed along the rear (north) property line to minimize privacy and overlook concerns.
- Deeper rear yards (minimum of 6.0 m instead of 4.5 m) are proposed to enhance rear yard buffering.

- The existing site grade along the rear (north) property line will be maintained to provide an appropriate transition to the adjacent single-family properties to the north and to accommodate tree retention along the common property line.
- The site grade within the side yard setbacks along both east and west property lines, adjacent to the two front buildings, will be raised to create relatively flat private outdoor spaces for the units within the front buildings. The maximum height of the proposed retaining wall is approx. 0.5 m.
- A 1.8 m tall wood fence will be installed along the side and rear property lines to protect the privacy of the neighbouring residential developments.
- Perimeter drainage will be required as part of the Building Permit to ensure stormwater is managed and addressed through the development and will not impact the neighbouring properties.
- Overall, landscaping and a variety of trees planted across the site will be used to enhance the pedestrian experience and the interface of the proposed development with adjacent properties. Details on landscaping are provided in the Landscape Design and Open Space Design section of this report.
- Adjacent properties to the east have future potential for redevelopment as townhouses. A statutory-right-of-way allowing access to/from the adjacent future development sites through the subject site (over the internal drive aisle) has been secured at rezoning. Signage indicating that the driveway on the subject site may connect to the future adjacent townhouse development is proposed to be installed at the east end of the internal drive aisle so that future residents/owners/strata of the subject development are aware that they may be required to provide access to the east.

### ***Urban Design and Site Planning***

- The development consists of nine townhouse units, including five two-storey units and four three-storey units, in four building clusters.
- The layout of the townhouse units is oriented around a single driveway providing access to the site from Francis Road and an east-west internal maneuvering aisle.
- An outdoor amenity area will be situated in a central open courtyard at the rear (north) of the site, opposite the entry driveway.
- All three-storey units are proposed along Francis Road; a minimum 7.5 m interior side yard setback is provided to the third floor of the street-fronting buildings to minimize potential privacy concerns with the single-family dwelling to the east and the townhouse development to the west.
- Two-storey detached, and duplex units are proposed along the rear (north) lot lines to serve as a transition to the two-storey townhouse units to the northwest and single-family homes to the northeast. The proposed building forms, heights and setbacks are in compliance with the design guidelines for arterial road townhouse developments.
- Unit #5 located in Building C on the northwest portion of the site, will contain a ground-level, one-bedroom secondary suite of approximately 33.8 m<sup>2</sup> (364 ft<sup>2</sup>) in size.

No additional parking stall is required for the proposed secondary suites since the required parking spaces for the units containing a secondary suite are provided in a side-by-side arrangement.

- All units will have individual side-by-side double-car garages. A total of two visitor parking spaces will be provided on site. The number of residential and visitor parking spaces proposed complies with the minimum bylaw requirement.
- All units will have private outdoor spaces consisting of a front or a rear yard; units with primary yard space fronts onto Francis Road will also have a secondary private outdoor space (i.e., ground-level yard spaces in the side yard setbacks and deck spaces on the second floor facing the internal drive aisle) located away from the arterial road. The provision of private outdoor spaces complies with the Development Permit Guidelines of the OCP.
- Outdoor amenity space is proposed opposite the site entry for maximum casual surveillance opportunity. The size and location of the outdoor amenity space are appropriate for providing an open landscape and amenity space convenient to all units.
- No indoor amenity space is proposed on site. An \$18,594.00 cash-in-lieu contribution has been secured as a condition of rezoning approval, consistent with the OCP.
- One garbage, recycling and organic waste storage room is proposed and is integrated into the design of Building A to minimize the visual impact. The location of the room near the intersection of the internal drive-aisle provides convenient access.

### ***Architectural Form and Character***

- Traditional West Coast wood frame residential style with inspiration from the Tudor style was used as the main architectural language. Details used in this project such as gable roofs, bay windows, wood battens, brick walls on the lower floor; siding materials on the upper floor; and shingle roofs are all typical treatments that can be found in adjacent developments.
- A pedestrian scale is generally achieved along Francis Road and the internal drive aisle through the inclusion of variation in building projections, recesses, varying material/colour combinations, landscape features and the use of individual unit entrances.
- Overlapping and stacked townhouse units are proposed in the two street-fronting buildings based on the onsite geometry and condition. These buildings are designed to complement the massing and scale of the detached townhouse units on the adjacent property to the west and the single-family homes to the east.
- The impact of blank garage doors has been mitigated with panel patterned doors, unit entrances and planting islands/wood trellis along the drive aisle.
- A palette of earth-tone colours is proposed. The proposed building materials (asphalt roof shingles, Hardie lap siding, wood fascia board and trim, brick cladding, etc.) are generally consistent with the OCP.

### ***Tree Retention and Replacement***

- Tree preservation was reviewed at the rezoning stage, a total of 16 bylaw-sized trees on site, one tree on the neighbouring property and five street trees were assessed:
  - A 76 cm caliper beech tree (tag# 6) located in the southeast corner of the site will be retained. Due to its proximity to proposed Building A, cantilevered foundations will be required within the tree protection zone to retain this tree. Arborist supervision will be required for site preparation and construction activities. A Tree Survival Security of \$10,240.00 has been secured at rezoning.
  - A 50 cm caliper plum tree (tag# 20) located on-site along the rear (north) property line will be retained on site. A Tree Survival Security of \$10,240.00 has been secured at rezoning.
  - One tree (tag# 22) located on the neighbouring property is to be protected as per the Arborist Report recommendations.
  - One Honey locust tree (tag# C5) located at the southwest corner of the site, within the City's boulevard, is identified in good condition and to be retained. A Tree Survival Security of \$5,120.00 has been secured at rezoning.
  - 13 bylaw-sized trees (tag# 7-10, 12-19 & 21) and one significant tree located on-site trees (tag# 11, multi-stem cherry plum tree with 144 cm combined calliper size) were identified for removal based on their condition and signs of decay and poor structure. Based on the OCP and Tree Protection Bylaw requirements, 29 replacement trees are required. The applicant is proposing to plant all replacement trees on-site, including seven conifers and 22 deciduous trees.
- Tree protection fencing is required to be installed as per the Arborist Report recommendations prior to any construction activities (including demolition) occurring on-site.
- A proof of contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones has been secured at rezoning.

### ***Landscape Design and Open Space Design***

- The street edge along Francis Road will be defined with landscaping including lawn, native shrubs and deciduous trees. A low 1.2 m tall transparent metal fence with gates will be installed along the road frontage to accommodate visually interesting plant species.
- Each street-fronting unit will have a private front yard with an outdoor patio to generate animation along the streetscape. The front yards will be separated with evergreen hedges to provide privacy for individual units.
- All units will have a private yard with a patio, shade tree and shrub/groundcover planting.
- Planting pads with wood trellis and vines are provided between garages to maximize the planting opportunities in the limited spaces along the entry drive aisle.
- An on-site irrigation system is proposed to ensure continued maintenance of live landscaping.

- An outdoor amenity space is located at the T-intersection of the internal driveways, which is easily accessible for all residents and highly visible from the main entry driveway.
- Three removable bollards are designed at the entry of the outdoor amenity area to stop vehicles and ensure pedestrian safety.
- A social gathering space with mailboxes, bike racks, picnic table and benches are proposed in the south part of the outdoor amenity area.
- A playground including chalkboard, sensory multi play panel, slide, playhouse, game lawn and benches for parents to sit, is proposed in the north part of the outdoor amenity space.
- The slide and game lawn will promote active play activities. Sensory multi play panel, playhouse and chalkboard create a dramatic play zone where children use their creativity and imagination to play and learn.
- The driveway entry and surface parking spaces will be treated with permeable pavers for better water infiltration and variety in paving surfaces. Contracting coloured pavers will also be used to highlight pedestrian routes along the drive aisle.
- In order to ensure that the proposed landscaping works are completed, the applicant is required to provide a landscape security of \$278,355.00 in association with the Development Permit.

#### ***Crime Prevention Through Environmental Design***

- The site plan and individual unit layout create an opportunity for passive surveillance. Additional windows are provided to side elevations adjacent to the outdoor amenity area and vehicle entry driveway to enhance visual surveillance opportunities.
- The sidewalk and internal drive aisle edges will have well-defined landscaped edges, clearly defining the areas for public pedestrian use.
- Exterior lights will be provided along the internal drive aisle and in outdoor amenity areas, etc. to enhance visual supervision.

#### ***Sustainability***

- The project will be designed to meet Step Code 3 with maximum Emission Level 4.
- High efficient air source heat pump system will be provided. Condenser units for two of the units will be located on the second-floor decks facing the internal drive aisle; condenser units for all other units will be located within the individual private yards. An Acoustic Report has been submitted to confirm the noise levels from the condensing units will be below the nighttime Noise Bylaw limit of 45 dBA at the nearest point of reception.
- Low E glazing windows and Energy Star appliances will also be included in the development.

***Accessible Housing***

- The proposed development includes one convertible unit, unit #4 in Building B, and is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require the installation of a vertical lift in the stacked storage space (which has been dimensioned to allow for this) in the future if desired.
- All of the proposed units incorporate aging-in-place features to accommodate mobility constraints associated with aging. These features include:
  - stairwell handrails;
  - lever-type handles for plumbing fixtures and door handles; and
  - solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

**Conclusions**

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.



Edwin Lee  
Planner 2  
(604-276-4121)

EL:js

- Att. 1: Development Application Data Sheet  
2: Excerpt from Advisory Design Panel Meeting Minutes (November 21, 2024)  
3: Development Permit Considerations





**DP 23-029303**

**Attachment 1**

Address: 9371 and 9391 Francis Road

Applicant: Manswell Enterprises Ltd.

Owner: Manswell Enterprises Ltd.

Planning Area(s): Broadmoor

Floor Area Gross: 1,639 m<sup>2</sup>

Floor Area Net: 1,132 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	1,912 m <sup>2</sup>	1,887 m <sup>2</sup>
<b>Land Uses:</b>	Single-Family	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Zoning:</b>	Small-Scale Multi-Unit Housing (RSM/M)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	2	9 townhouses + 1 secondary suite

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	39%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	62%	none
Lot Coverage – Landscaping:	Min. 25%	25%	none
Setback – Front Yard (m):	Min. 6.0 m	4.5 m Min.	<b>Variance Requested</b>
Setback – Interior (East) Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Interior (West) Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (north) (m):	Min. 3.0 m	6.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	11.16 m (3 storeys) along Francis Road & 8.72 m (2 storeys) along north property line	none
Lot Width:	Min. 40.0 m	41 m	none
Lot Depth:	Min. 35.0 m	47.5 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V)	none
Off-street Parking Spaces – Total:	18 (R) and 2 (V)	18 (R) and 2 (V)	none

Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (18 x Max. 50% = 9)	0	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided in site	6	<b>Variance Requested</b>
Accessible Parking Spaces:	None when fewer than 3 visitor stalls are required	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	2 (Class 1) and 0.2 (Class 2) per unit	none
Off-street Bicycle Parking Spaces – Total:	12 (Class 1) and 2 (Class 2)	18 (Class 1) and 2 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 9 units = 54 m <sup>2</sup>	109 m <sup>2</sup>	none

**Annotated Excerpt from the Minutes from  
The Design Panel Meeting**

**Thursday, November 21, 2024 – 4:00 p.m.  
Virtual, Microsoft Teams  
Richmond City Hall**

**1. DP 23-029303 - 9-UNIT TOWNHOUSE DEVELOPMENT**

ARCHITECT: Imperial Architecture Ltd.

LANDSCAPE ARCHITECT: Homing Landscape Architecture

PROPERTY LOCATION: 9371 and 9391 Francis Road

**Applicant's Presentation**

Architect Jiang Zhu, Imperial Architecture Ltd., and Landscape Architect Eason Li, Homing Landscape Architecture, presented the project and answered queries from the Panel.

**Panel Discussion**

*Comments from Panel members were as follows:*

- appreciate the applicant's presentation and the use of SAFERhome standards in addition to the City's convertible unit guidelines in the design of the convertible unit in the project;

*Noted.*

- also appreciate the applicant's attention to detail in the design of the convertible unit such as providing a small ramp for the two-inch height difference between the patio door and the ground level;

*Noted.*

- the design of the townhouse buildings is consistent with the City's Multiple Family-Townhouse Development Guidelines and appropriate to its neighbourhood context;

*Noted.*

- the design of the townhouse buildings is overdone; the design team could have added more character and not just a repeat of the usual design of townhouse buildings in the City;

*The consultant team put in efforts to make sure that we did not repeat the typical townhouse design:*

*1. We did not use the typical rowhouse style in this project to address the site-specific constraints on limited frontage along the aerial road where the vehicle entry has to be located. The proposed typology contained stacked townhouse units with overlapping between units.*

*2. While typical front buildings in arterial road townhouse projects are 3 storey high, we proposed 2 and half storey massing in addressing the privacy and adjacency concerns to neighboring site. In addition, we eliminated all windows on the partial 3rd floor facing neighboring sites to enhance the privacy.*

*3. Unlike many other townhouse projects on narrow sites having tandem parking arrangement, efforts were made to introduce side-by-side two car garage for all units in addressing council's concern on useability.*

- the proposed fibar surfacing for the children's play area is not accessible for people in wheelchairs; consider replacing with rubber surfacing;

*Wood chips surfacing is changed to poured in place rubber surfacing.*

- there is little opportunity to install planting along the internal drive aisles; the small raised wood planters outside of the garages along the internal drive aisles could potentially be damaged by vehicles; the applicant could consider installing decorative screen;

*Raised wood planters are removed, and trellises/screens with vine plants are added instead, per updated detail 6/L3.2.*

- consider installing screening in the children's play area adjacent to Building B and Building C; review the placement of windows adjacent to the sandbox as they could pose potential privacy concerns for residents;

*Three out of the four windows are high windows, and the only window that has privacy concern is the bay window on Building C close to the sandbox. The previous landscape design already proposed Yew Hedge along Buildings C & B as dense evergreen screen, and the updated design has moved the sandbox further to north and added more Yew Hedge between the bay window and the sandbox to further improve the privacy.*

- ensure that shade-tolerant grasses and shrubs are planted on the north side of the development as there will be a lot of shade on this side as indicated in the shadow analysis;

*North side of the buildings are all shade tolerant shrubs and grasses, per updated landscape planting plans L1.2a to L1.2d.*

- the strip of planting adjacent to visitor parking stalls are very small and could potentially be damaged by cars; consider replacing with gravel;

*The narrow planting strips have been changed to gravel*

- the project's Landscape Architect needs to illustrate that there is root ball clearance for all planting beds as there are trees with planting materials right up against them;

*Shrubs and groundcovers at the tree root ball have been removed, per updated landscape planting plans L1.2a to L1.2d.*

- appreciate the clear and structured presentation of the applicant;

*Noted.*

- the overall plan of the project looks complicated; the complex design of the townhouse buildings is driven by the provision of double car garages for the residential units;

*Noted.*

- the design team has done a good job in dealing with the challenges of the proposed development;

*Noted.*

- the design team has complied with the City's design guidelines for the proposed development; however, the exterior of the townhouse buildings looks traditional, complex, and like large single family-homes; consider simplifying and modernizing the design of the buildings, e.g. review the choice of materials and streamline the building massing;

*Level 3 for both Building A and D was redesigned to simplify the massing and reduce the number of corners and turns to address this comment.*

- the garbage room and PMT are located in central areas; consider giving more attention to the treatment of the buildings around those areas to mitigate their potential impacts to the appearance of the buildings;

*The garbage room was designed as part of the principal building as per requirements from the city's OCP design guideline. Architectural treatments such as exterior wall finish, eave overhang etc. used for the garbage room were the same as the main building.*

*Floor plan and elevations were revised to add more windows in the area where the PMT was located to avoid the large size blank walls to address this comment and make the appearance of the building more attractive.*

- appreciate the applicant's thorough and detailed presentation;

*Noted.*

- agree with Panel comments that there is room for improvement in the design of the proposed townhouse buildings while maintaining their Tudor or classical style;

*We propose to apply same architectural language and treatment on front buildings to the back buildings to make them more elegant. Such treatment includes window mullion color and profiles and color combination for exterior materials etc.*

- appreciate the proposed lighting plan for the project; however, there is no lighting for the ramp in the children's play area;

*A bollard light is added for the ramp.*

- review the narrow strips of planting on the site to ensure their survivability;

*In average less than 12 inches wide strips have been changed to gravel.*

- the existing multi-stemmed tree to be retained on the north side is close to the building and backyard patio; consider replacing with a more manageable species to allow more sunlight into the backyard;

*Changed the deciduous trees north of Buildings B & C to be columnar form trees to allow more sunlight into the backyard.*

- agree with Panel comment that there is little opportunity to incorporate planting along the internal drive aisles;

*The current landscape design has maximized the planting opportunities along the internal drive aisles, and used tough and low maintenance plants there to ensure their survivability.*

- the overall character of the proposed development is consistent with the City's development permit guidelines for the area and is appropriate to its neighbourhood context; however, the two street-fronting buildings appear large; investigate opportunities to further articulate the buildings in order to further reduce their massing, e.g. reduce the horizontal banding, differentiate the front doors to help provide individual identity to units, and improve privacy between the entry doors of townhouse units; and

*Design team put in efforts at design stage to reduce the massing for two front buildings:*

*1. Amount of massing:*

*Instead of introducing one front building which can have 6 units along the arterial road per city's OCP design guideline, we proposed two smaller buildings located on each side of the vehicle entry driveway.*

*2. Number of Units*

*While the city's OCP design guideline allowed 6 units in front buildings along arterial roads, we only proposed 4 units along Francis Road, and they are split into 2 buildings as a method to reduce the massing further.*

### **3. Building Height**

*While the city's OCP design guideline allowed 3 storey for front buildings, we proposed 2 and half storey building height for both front buildings to reduce massing and enhance the privacy.*

### **4. Architectural decoration and treatment**

*As a method of avoiding the bulky/boxy look, we proposed add more architectural decorations and treatments such as bay windows, gable roofs and bands to break the single massing which tends to be felt big.*

- the rear units need not follow the large villa approach for the front buildings; consider a slightly different building typology for the rear units; also consider breaking down the back mews by adjusting the approach to the roof form to make the units appear more individualized.

*The current design complied with the city's townhouse design guideline and arterial road townhouse design guideline in all aspects. The back buildings are typical duplex building which can be found anywhere in the city. The current duplex design used the typical unit paring typology which complies with the design guideline and is widely used in the neighborhood. The entry porch was used to signify each unit's entry and identity.*

### **Panel Decision**

It was moved and seconded

*That DP 23-029303 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**

Opposed: Kush Panatch



**Development Permit Considerations**

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

**Address:** 9371 and 9391 Francis Road

**File No.:** DP 23-029303

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

1. **(Zoning Amendment)** Final adoption of the Zoning Amendment Bylaw 10527.
2. **(Tree Protection)** Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
3. **(Landscaping Security)** Receipt of a Letter of Credit for landscaping in the amount of \$278,355.00 (based on the costs estimate provided by a CSLA registered landscape Architect including 10% contingency). A legal agreement is required to accompany the Landscape Security to set the terms for its use and release.
4. **(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. 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.
- 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 contains 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 \_\_\_\_\_





No. DP 23-029303

To the Holder: Manswell Enterprises Ltd.  
Property Address: 9371 and 9391 Francis Road  
Address: c/o Jason Lam  
8600 Cambie Road Unit 135,  
Richmond, British Columbia, V6X 4J9

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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:
  - a) Reduce the front yard setback from 6.0 m to 4.5 m; and
  - b) Allow six small car parking stalls.
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 #40 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 \$278,355.00 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 23-029303**

To the Holder: Manswell Enterprises Ltd.  
Property Address: 9371 and 9391 Francis Road  
Address: c/o Jason Lam  
8600 Cambie Road Unit 135,  
Richmond, British Columbia, V6X 4J9

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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

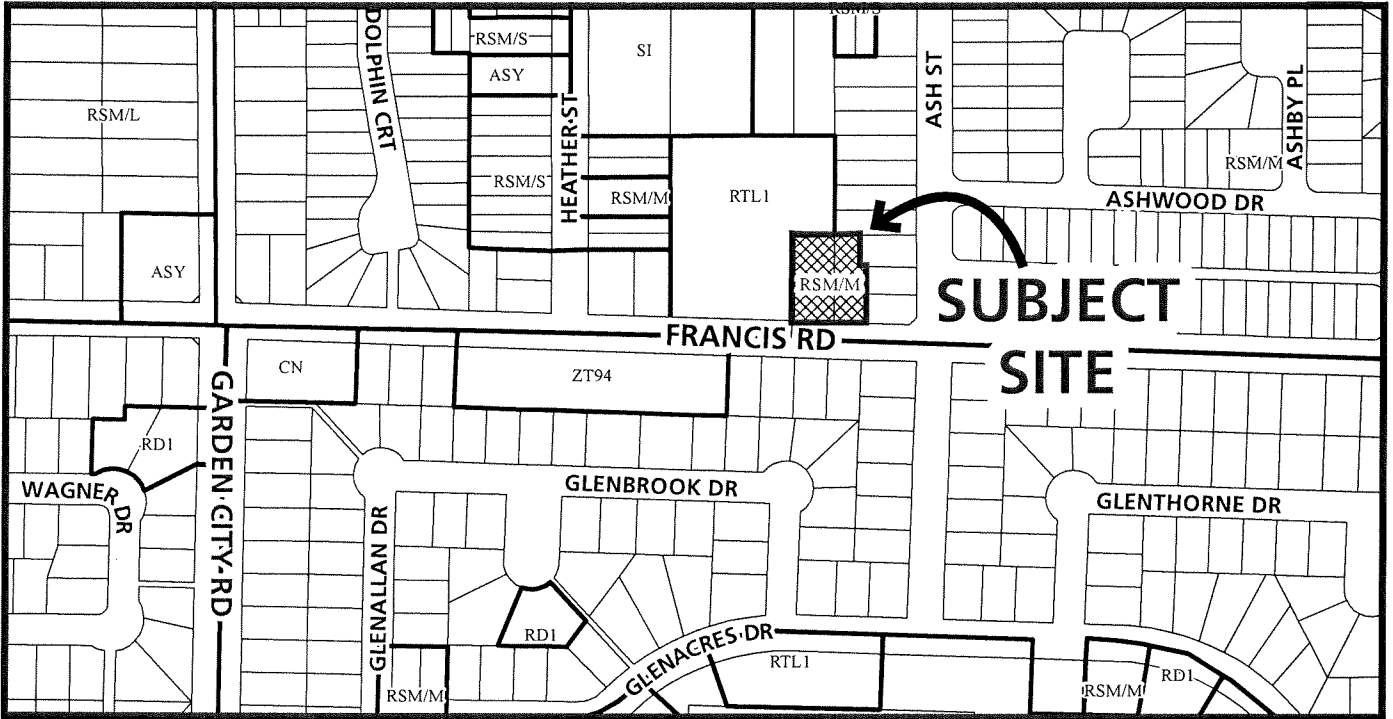
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

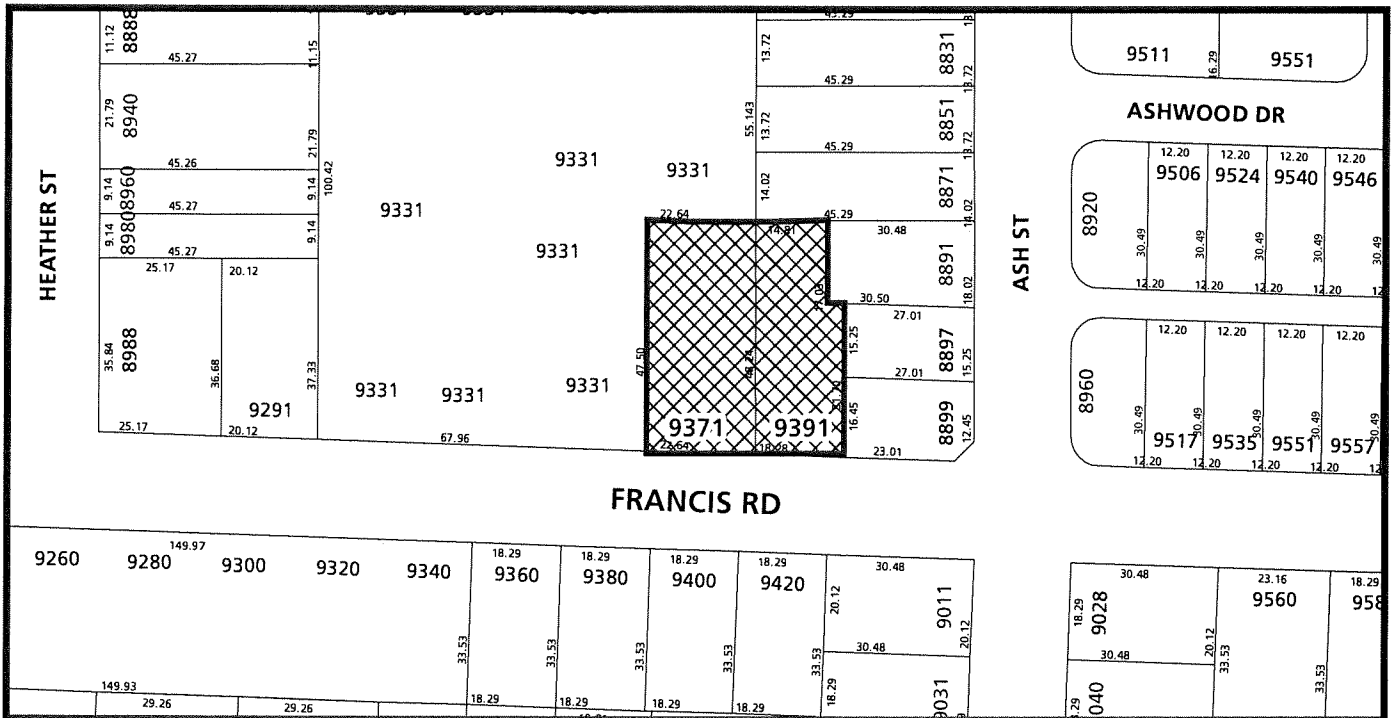
\_\_\_\_\_  
MAYOR



# City of Richmond



**SUBJECT  
SITE**



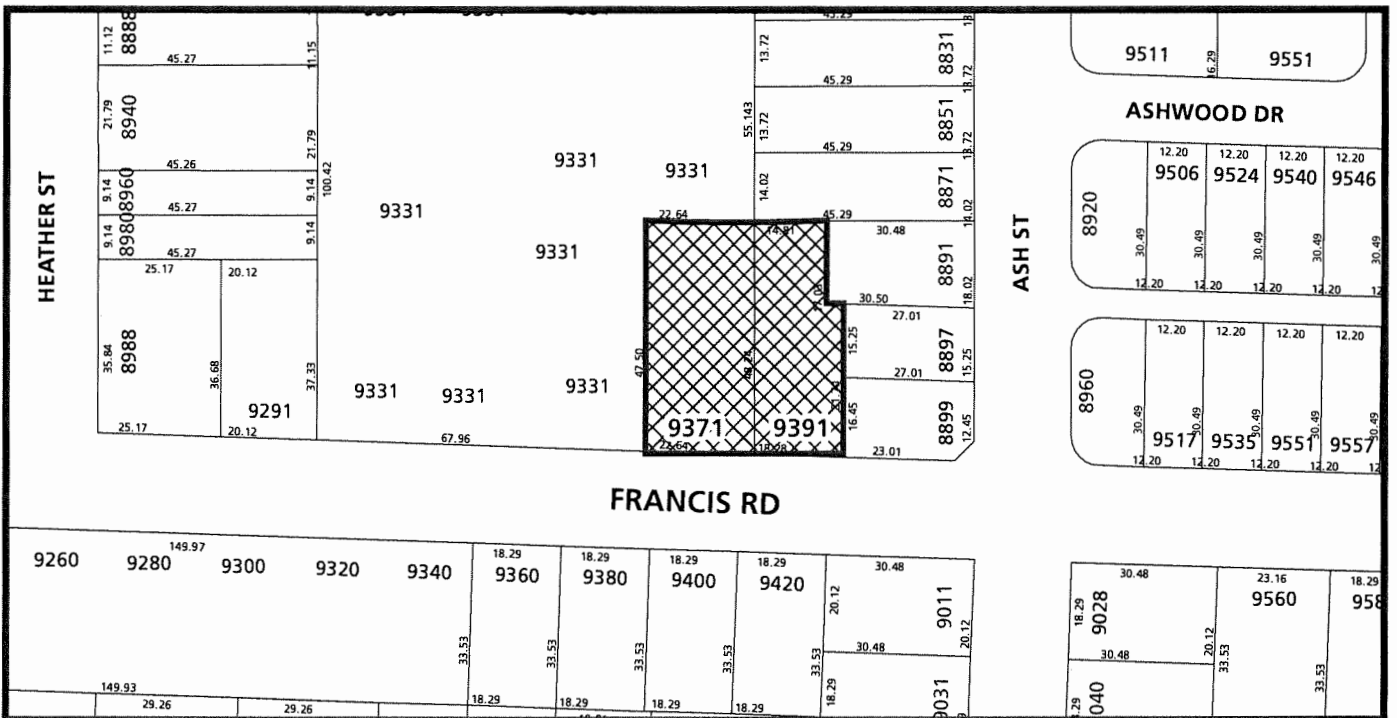
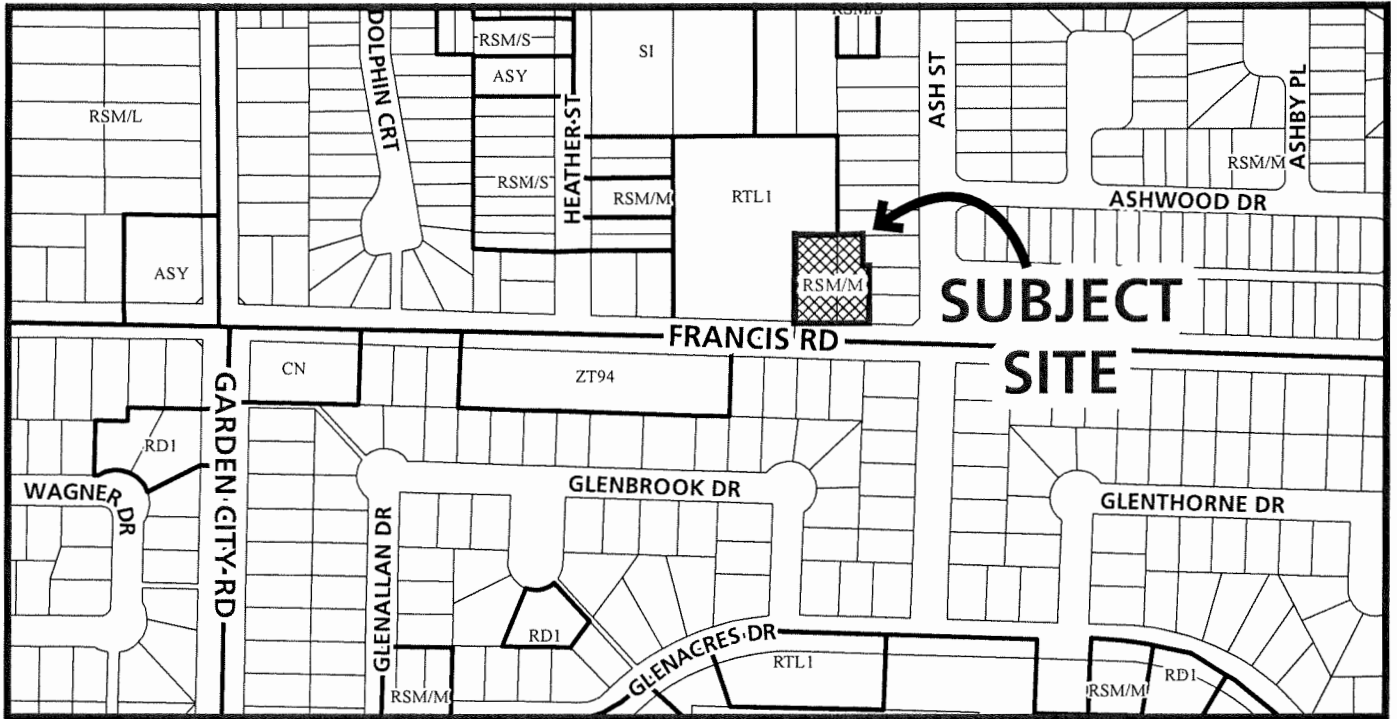
**DP 23-029303  
SCHEDULE "A"**

Original Date: 10/05/23  
Revision Date: 02/14/25

Note: Dimensions are in METRES



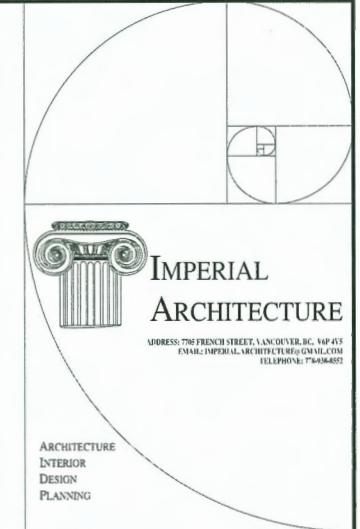
# City of Richmond



## DP 23-029303

Original Date: 10/05/23  
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ISSUED FOR REZONING RESUBMISSION	J.Z.	J.L.	23.04.10
ISSUED FOR REZONING RESUBMISSION	J.Z.	J.L.	22.11.15
ISSUED FOR REZONING APPLICATION	J.Z.	J.L.	21.11.20
Issue	By	Appd.	T.Y.M.K.00

# TOWNHOUSE DEVELOPMENT AT 9371 & 9391 FRANCIS ROAD, RICHMOND, BC (RZ 22-005593 / DP 23-029303)

ISSUED FOR DP RESUBMISSION 2025-03-01

## CONTACT LIST

<b>CLIENT</b> MANSWELL ENTERPRISES LTD. CONTACT: JASON LAM PHONE: 604-762-7722 EMAIL: JASONLAM@SHAW.CA	<b>ARCHITECT</b> IMPERIAL ARCHITECTURE LTD. CONTACT: JIANG ZHU, ARCHITECT AIBC TEL: 778-938-8552 EMAIL: IMPERIAL.ARCHITECTURE@GMAIL.COM	<b>LANDSCAPE ARCHITECT</b> HOMING LANDSCAPE ARCHITECTURE CONTACT: EASON (ZHIPIN LI) BCSLA TEL: 778-323-3536 EMAIL: HOMINGLANDSCAPE@GMAIL.COM	<b>ARBORIST</b> QBC TREE CONSULTING AND SERVICES CONTACT: MATTHEW WONG TEL: 778-833-0348 E-MAIL: QBCTREE@GMAIL.COM	<b>CIVIL ENGINEER</b> ARCHAIC CONSULTING LTD. CONTACT: JOSE PEREZ, PRINCIPAL TEL: 604-999-0458 EMAIL: JPerez@ARCHAICCONSULTING.COM	<b>SURVEYOR</b> J.C. TAM & ASSOCIATES PROFESSIONAL LAND SURVEYORS CONTACT: JOHNSON TAM, B.C.L.S. TEL: 604-214-8928, FAX: 604-214-8929 E-MAIL: OFFICE@JCTAM.COM
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## DRAWING LIST

### ARCHITECTURAL:

- |                                             |                                           |
|---------------------------------------------|-------------------------------------------|
| A0.0 COVER SHEET                            | A1.7 DRAFT SRW DIAGRAM                    |
| A0.1 COLOR RENDERING                        | A 1.8 ACCESSIBILITY PLAN                  |
| A0.2 COLOR RENDERING                        | A2.1 BUILDING A FLOOR & ROOF PLANS        |
| A0.3 PROJECT DATA & STATISTICS              | A2.2 BUILDING B & C FLOOR & ROOF PLANS    |
| A0.4 SITE AERIAL PHOTO                      | A2.3 BUILDING D FLOOR & ROOF PLANS        |
| A0.5 SITE CONTEXT PLAN / STREET ELEVATION   | A2.1A BUILDING A AREA OVERLAY DIAGRAM     |
| A0.6 SHADOW ANALYSIS                        | A2.2A BUILDING B & C AREA OVERLAY DIAGRAM |
| A0.7 SHADOW ANALYSIS                        | A2.3A BUILDING D AREA OVERLAY DIAGRAM     |
| A0.8 COLORED EXTERIOR FINISH MATERIAL BOARD | A3.1 BUILDING A COLORED ELEVATIONS        |
| A1.0 SITE SURVEY PLAN                       | A3.2 BUILDING B COLORED ELEVATIONS        |
| A1.1 SITE PLAN                              | A3.3 BUILDING C COLORED ELEVATIONS        |
| A1.2 PARKING PLAN                           | A3.4 BUILDING D COLORED ELEVATIONS        |
| A1.3 FIRE FIGHTING PLAN                     | A4.1 BUILDING SECTIONS                    |
| A1.4 PRIVATE OUTDOOR SPACE OVERLAY DIAGRAM  | A5.1 CONVERTIBLE UNIT FLOOR PLANS         |
| A1.5 BUILDING / PORCH AREA OVERLAY DIAGRAM  |                                           |
| A1.6 DEVELOPMENT POTENTIAL DIAGRAM          |                                           |



Client/Project  
**TOWNHOUSE DEVELOPMENT**  
9371 / 9391 FRANCIS ROAD  
RICHMOND, BC  
(RZ 22-005593, DP 23-029303)

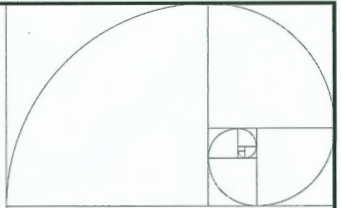
Title  
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Project No. **#8272** Scale **N.T.S.**  
Draw No. **Sheet** Revision

# DP 23-029303

# MARCH 5, 2025

# PLAN #1



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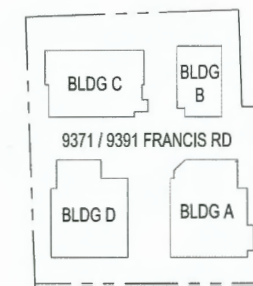
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ISSUED FOR DP SUBMISSION	J.Z.	J.L.	23.09.19
ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	23.09.17
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**DP 23-029303**

**MARCH 5, 2025**

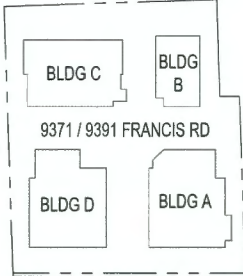
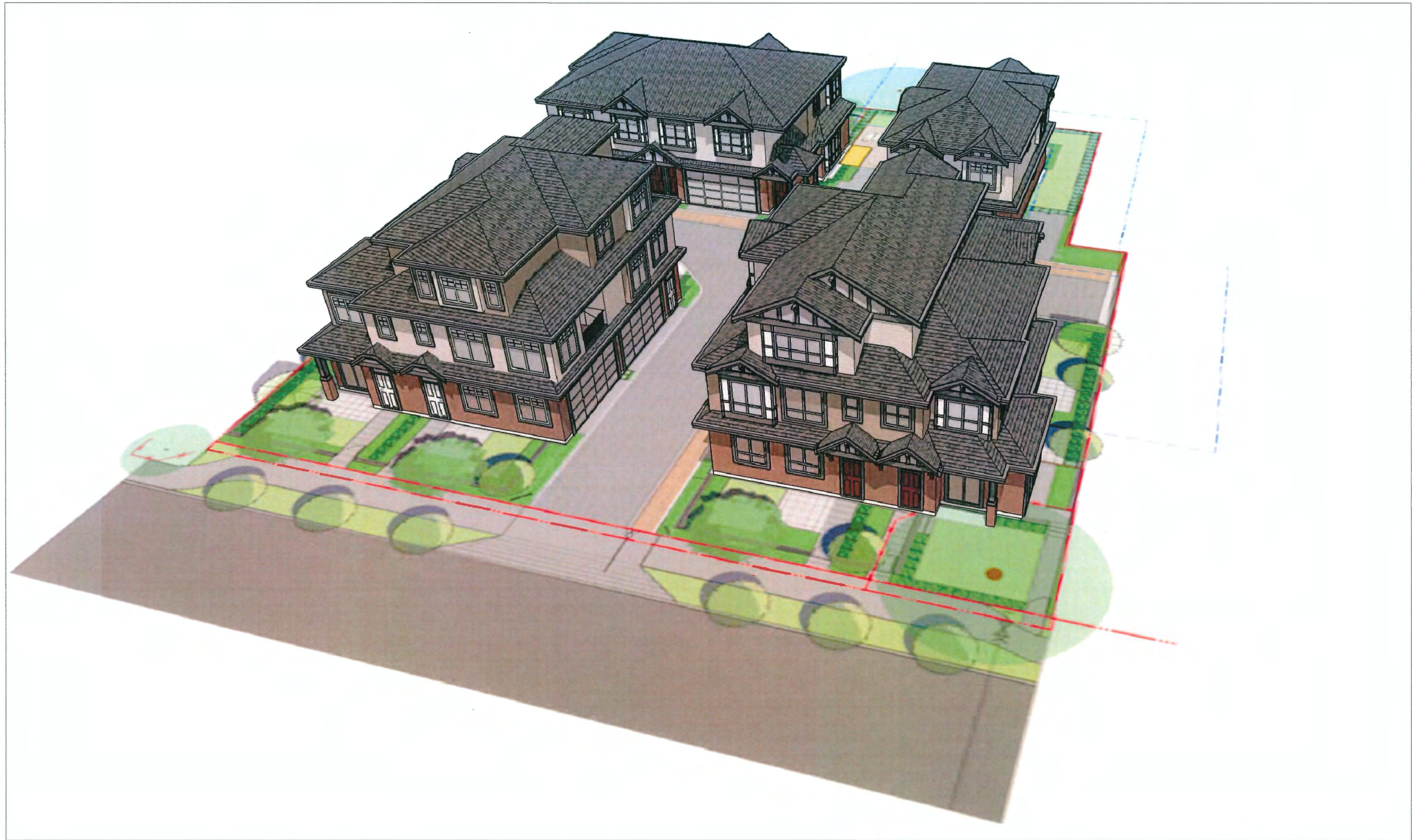
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Client/Project  
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 9371 / 9391 FRANCIS ROAD  
 RICHMOND, BC  
 (RZ 22-005593, DP 23-029303)

Title  
**COLOR RENDERING**

Project No. Scale  
**#8272 N.T.S.**

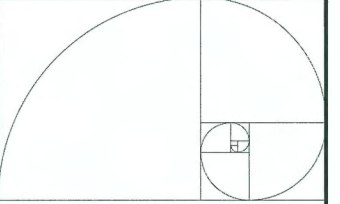
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**DP 23-029303**

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**PLAN #3**



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ISSUED FOR AIP REVIEW	J.Z.	J.L.	24.10.25
ISSUED FOR DP RESUBMISSION	J.Z.	J.L.	24.10.25
ISSUED FOR DP RESUBMISSION	J.Z.	J.L.	24.08.24
ISSUED FOR PLANNING COMMITTEE REVIEW	J.Z.	J.L.	24.01.23
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ISSUED FOR DP SUBMISSION	J.Z.	J.L.	22.09.19
ISSUED FOR REZONING RESUBMISSION	J.Z.	J.L.	21.09.17
ISSUED FOR REZONING RESUBMISSION	J.Z.	J.L.	23.04.10
ISSUED FOR REZONING RESUBMISSION	J.Z.	J.L.	22.11.18
ISSUED FOR REZONING APPLICATION	J.Z.	J.L.	21.11.20
Issued	By	Appd.	YY.MM.DD

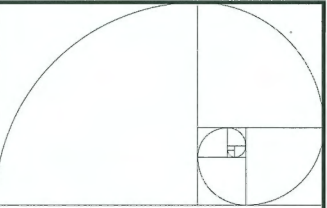
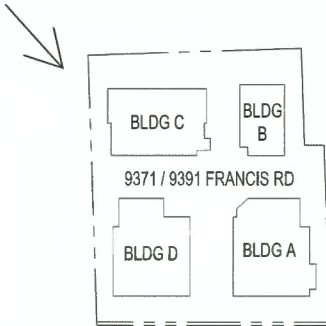
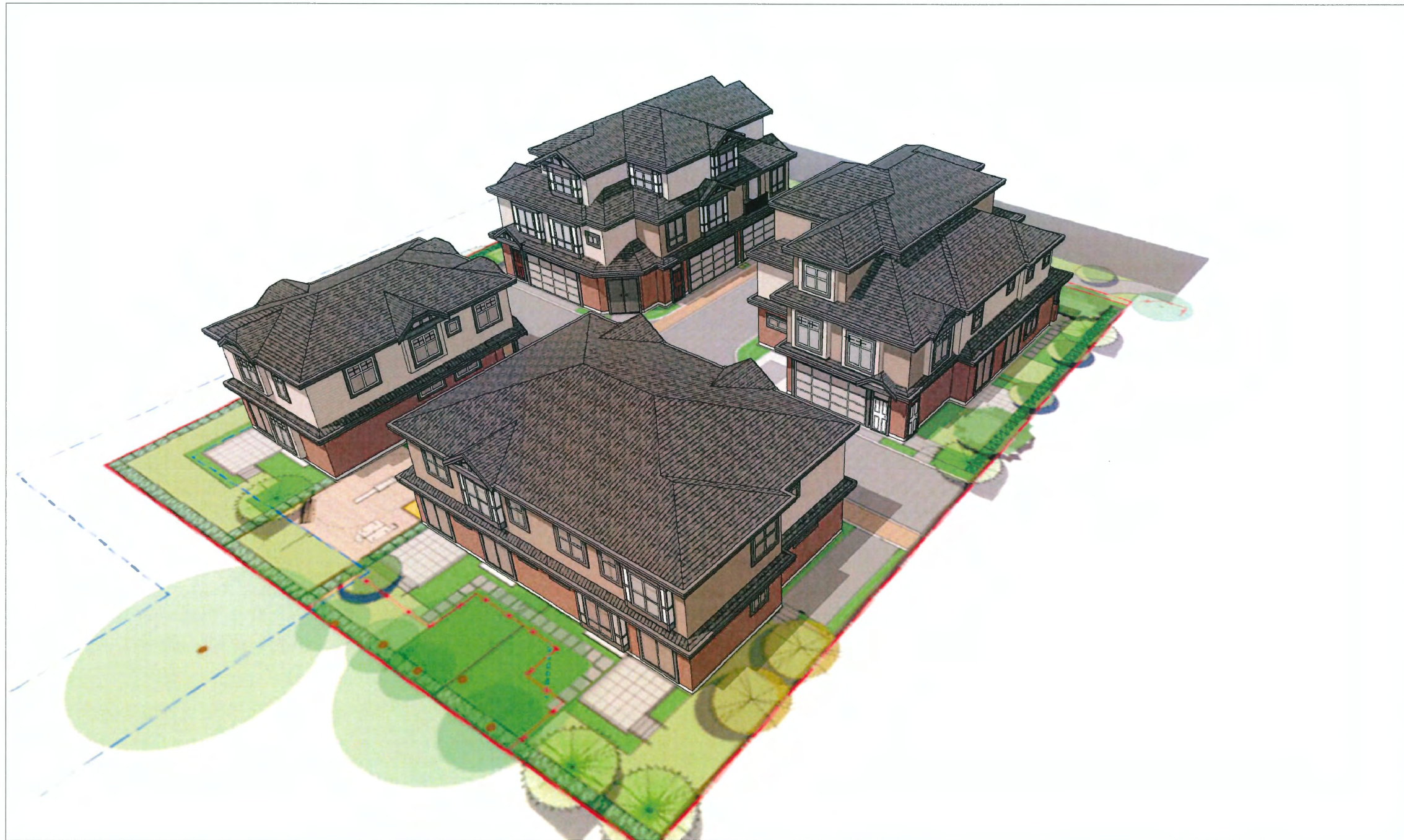


Client/Project  
**TOWNHOUSE DEVELOPMENT**  
 9371 / 9391 FRANCIS ROAD  
 RICHMOND, BC  
 (RZ 22-005593, DP 23-029303)

Title  
**COLOR RENDERING**

Project No. Scale  
**#8272** N.T.S.

Drawn No. Sheet Revision  
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ISSUED FOR DP RESUBMISSION	J.Z.	J.L.	24.10.20
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ISSUED FOR REDWING APPLICATION	J.Z.	J.L.	21.11.20
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 (RZ 22-005593, DP 23-029303)

Title  
**COLOR RENDERING**

Project No. Scale  
**#8272** N.T.S.

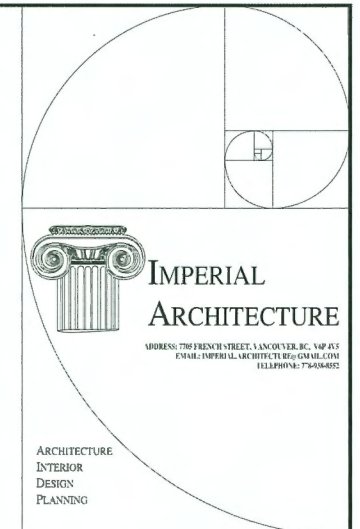
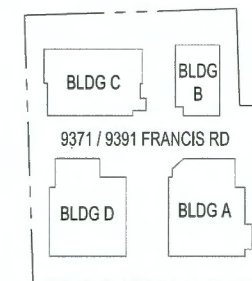
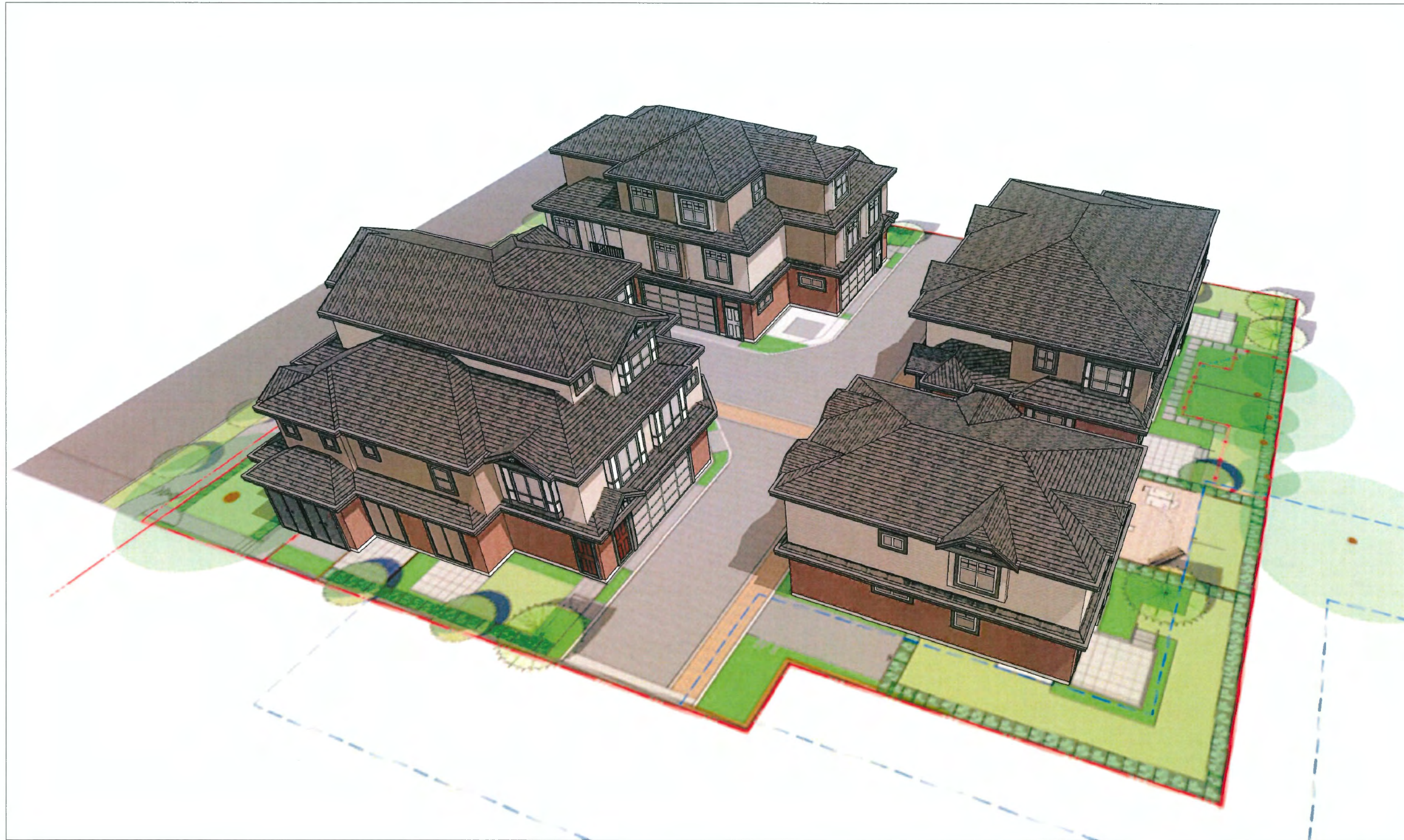
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**DP 23-029303**

**MARCH 5, 2025**

**PLAN #4**





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**TOWNHOUSE DEVELOPMENT**  
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 (RZ 22-005593, DP 23-029303)

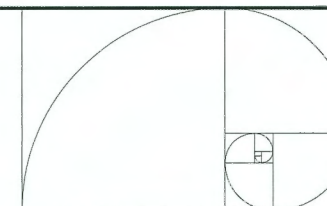
Title  
**COLOR RENDERING**

Project No. #8272 Scale N.T.S.  
 Drawing No. 01 of 01

**DP 23-029303**

**MARCH 5, 2025**

**PLAN #5**



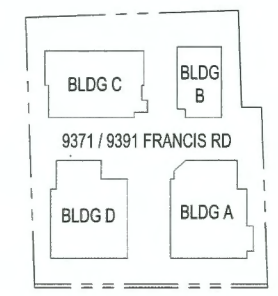
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ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	23.04.10
ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	22.11.18
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**DP 23-029303**

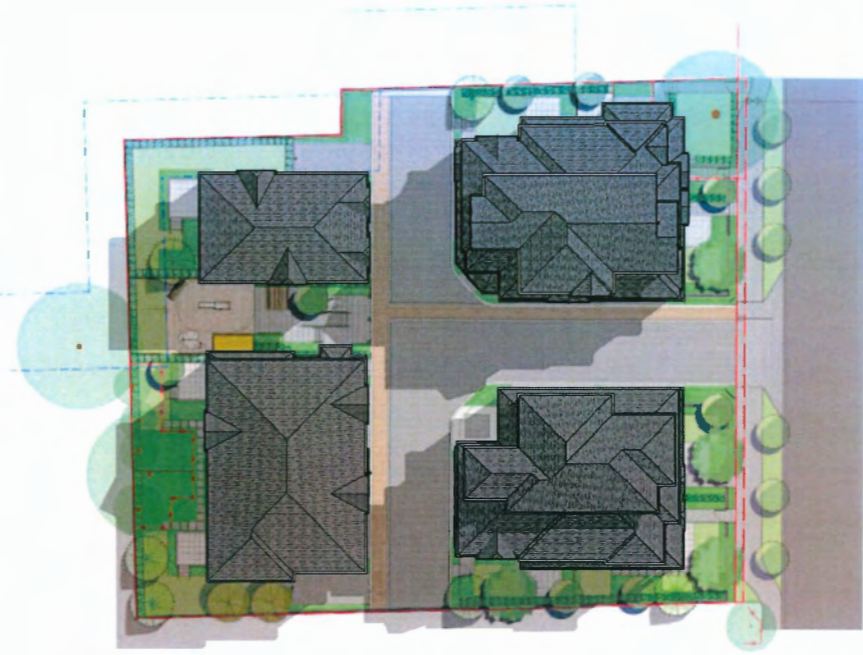
**MARCH 5, 2025**

**PLAN #6**

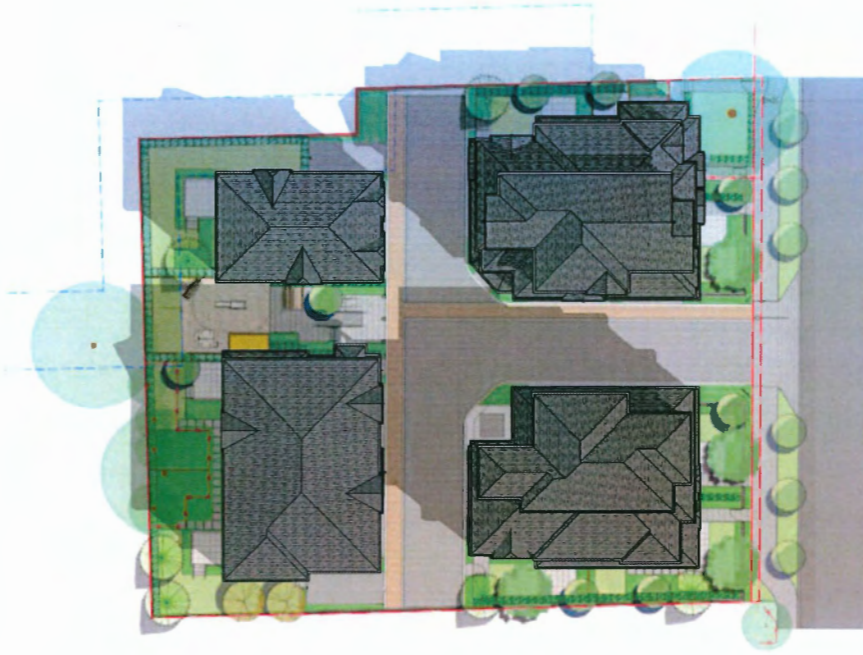
Client/Project  
**TOWNHOUSE DEVELOPMENT**  
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 RICHMOND, BC  
 (RZ 22-005593, DP 23-029303)

Title  
**COLOR RENDERING**

Project No. Scale  
**#8272 N.T.S.**



SHADOW ANALYSIS  
MARCH 20TH - 10:00AM



SHADOW ANALYSIS  
MARCH 20TH - 2:00PM



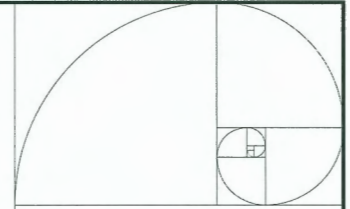
SHADOW ANALYSIS  
JUNE 21ST - 10:00AM



SHADOW ANALYSIS  
JUNE 21ST - 2:00PM

**DP 23-029303**

**MARCH 5, 2025**



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ISSUED FOR REDZING APPLICATION	J.Z.	J.L.	21.11.20
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Client/Project

TOWNHOUSE DEVELOPMENT  
9371 / 9391 FRANCIS ROAD  
RICHMOND, BC  
(RZ 22-005593, DP 23-029303)

Title

SHADOW ANALYSIS

Project No.

#8272

Scale

N.T.S.

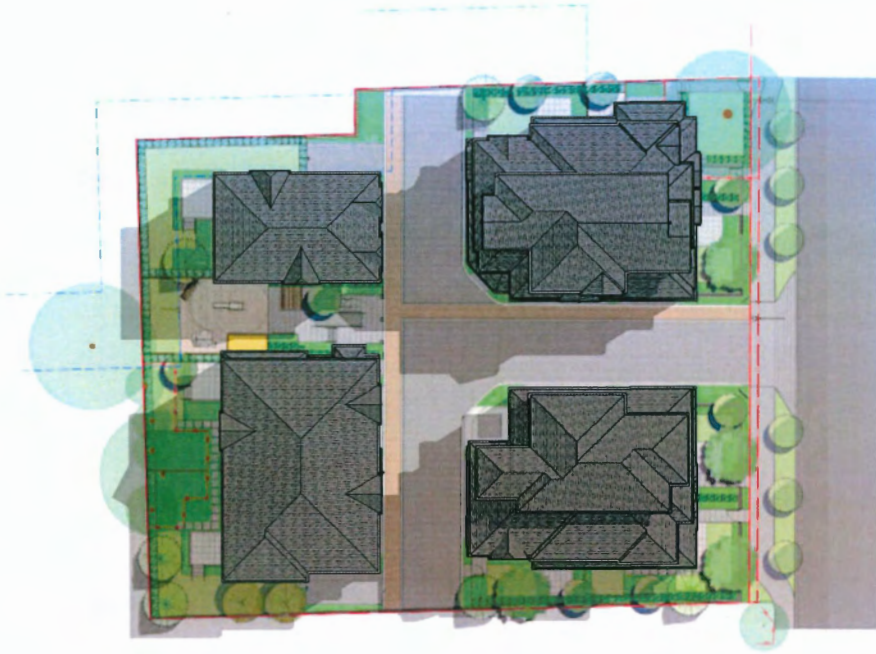
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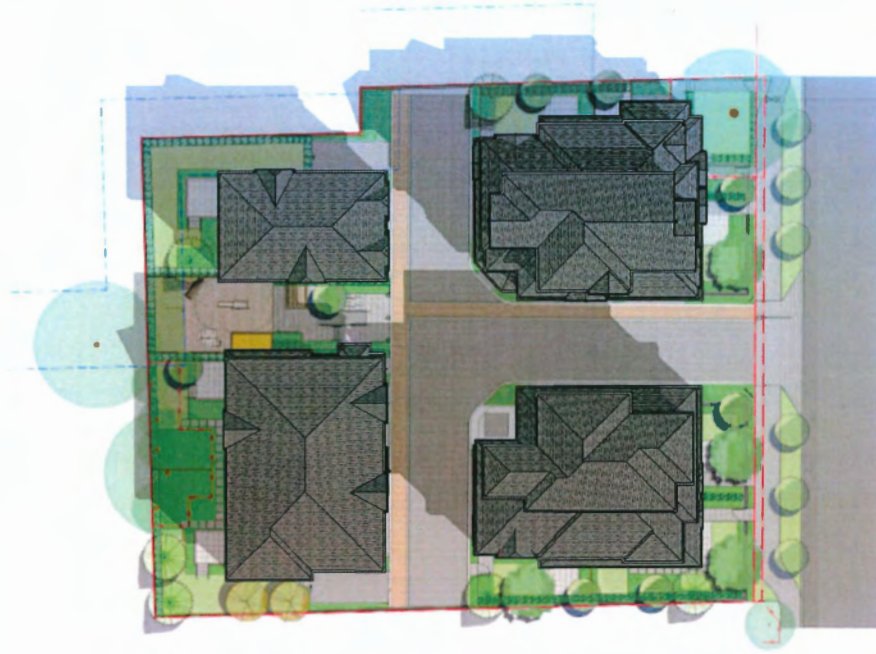
Revision



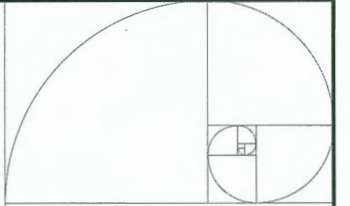
**PLAN #7**



SHADOW ANALYSIS  
SEPT 23RD - 10:00AM



SHADOW ANALYSIS  
SEPT 23RD - 2:00PM



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ISSUED FOR OP RESUBMISSION	J.Z.	J.L.	24.02.25
ISSUED FOR PLANNING COMMITTEE REVIEW	J.Z.	J.L.	24.01.23
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ISSUED FOR REZONING RESUBMISSION	J.Z.	J.L.	22.11.18
ISSUED FOR REZONING APPLICATION	J.Z.	J.L.	21.11.20
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Client/Project

TOWNHOUSE DEVELOPMENT  
 9371 / 9391 FRANCIS ROAD  
 RICHMOND, BC  
 (RZ 22-005593, DP 23-029303)

Title

SHADOW ANALYSIS

Project No.

#8272

Scale

N.T.S.

Drawn No.

Sheet

Revision

**DP 23-029303**

**MARCH 5, 2025**



**PLAN #8**

Project Data

Table with columns: Lot, Civic Address, Legal Description, PID. Includes details for Lot 1 and Lot 2, and a summary table for Planning Area, Gross Site Area, Road Dedication, Net Site Area, Max. FSR Allowed, Floor Area Allowed, Total Net Floor Area Provided, and Total FSR Provided.

Project Statistics

Table comparing Existing and Proposed conditions for Zoning, Land Use, OCP Designation, Amount of Unit, Floor Area Ratio, Lot Coverage, Lot Coverage (Non Porous Materials), Lot Coverage (Landscaping), and various Setback dimensions (Front Yard, Interior Side Yard, Rear Yard, Building Height).

Average Grading Calculation

Table showing grading points, locations (Southwest, Southeast, Northeast, Northwest), existing and proposed grades in meters, and notes on sidewalk and property boundaries.

Ground Floor Interior Elevation Calculation

Table for ground floor interior elevation calculation with columns for elevation type and value in meters.

Building A Area Calculation

Table detailing area calculations for Building A, including Subtotal Gross Floor Area, Subtotal Gross Floor Area, Total Gross Area, and various exemptions (L1 Stair Area, Garage Area, Covered Porch Area, Top Stair Area, Utility Room Area, Green Building System Area Exemption).

Building D Area Calculation

Table detailing area calculations for Building D, including Subtotal Gross Floor Area, Subtotal Gross Floor Area, Total Gross Area, and various exemptions (L1 Stair Area, Garage Area, Covered Porch Area, Top Stair Area, Utility Room Area, Green Building System Area Exemption).

Building B Area Calculation

Table detailing area calculations for Building B, including Subtotal Gross Floor Area, Subtotal Gross Floor Area, Total Gross Area, and various exemptions (L1 Stair Area, Garage Area, Covered Porch Area, Top Stair Area, Utility Room Area, Green Building System Area Exemption).

Building C Area Calculation

Table detailing area calculations for Building C, including Subtotal Gross Floor Area, Subtotal Gross Floor Area, Total Gross Area, and various exemptions (L1 Stair Area, Garage Area, Covered Porch Area, Top Stair Area, Utility Room Area, Green Building System Area Exemption).

Parking Calculation

Table for parking calculation showing requirements and provided stalls for Residential Parking, Level 2 @ 240V EV Charger, Visitor Parking, Tandem Parking, Lock-off Unit, and Class 1 and 2 Bike Storage.

Parking Calculation By Unit

Table showing parking calculation by unit across four buildings (A, B, C, D), listing Unit #, Building, and provided stalls/spaces.

Floor Area Calculation

Table for floor area calculation showing Gross Floor Area, Floor Area Exemption, and Net Floor Area for Buildings A, B, C, D, and Total.

Private Outdoor Area Calculation

Table for private outdoor area calculation showing Private Yard, Balcony, Total Private Outdoor Space Provided (SF and SM), and compliance with 305M Requirement.

Outdoor Amenity Area Calculation

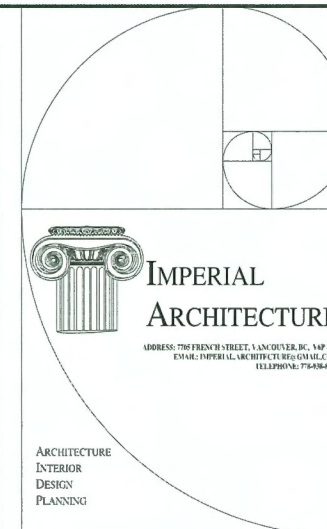
Table for outdoor amenity area calculation showing Total Amount of Unit, Required Outdoor Amenity Area Ratio, and Total Outdoor Amenity Area Required and Provided.

Covered Porch Area Calculation

Table for covered porch area calculation showing Total Covered Porch Area Allowed and Total Covered Porch Ratio.

Building Coverage Calculation

Table for building coverage calculation showing Building Area Provided, Total Building Area Allowed, Total Building Area Provided, and Total Building Coverage Ratio Provided.



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TOWHOUSE DEVELOPMENT
9371 / 9391 FRANCIS ROAD
RICHMOND, BC
(RZ 22-005593, DP 23-029303)

PROJECT DATA & STATISTICS

Project No. #8272 Scale N.T.S.
Drawing No. 9 of 9

DP 23-029303

MARCH 5, 2025

PLAN #9

**GENERAL NOTES:**

1.AGING IN PLACE FEATURES SUCH AS "STAIRWELL HANDRAILS, SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILET, BATHUB AND SHOWER" AND "LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES" WILL BE PROVIDED IN ALL UNITS.

2.UNIT #4 IS THE CONVERTIBLE UNIT. ITS DESIGN IS IN FULL COMPLIANCE WITH CITY'S CONVERTIBLE DESIGN GUIDELINE / CHECKLIST

3.UNIT #5 CONTAINS A LOCK-OFF UNIT.

4.TWO EV CHARGERS TO BE PROVIDED IN EACH RESIDENTIAL GARAGE (2 PER EACH UNIT).

5.THE DESIGN OF THE PROJECT WILL COMPLY WITH CITY'S STEP CODE REQUIREMENTS.

**VARIANCE REQUIRED:**

- TO ALLOW 6 SMALL CAR PARKING STALLS
- TO ALLOW 4.52 M FRONT YARD SETBACK PRE RECOMMENDATION IN OCP DESIGN GUIDELINE

- ROAD DEDICATION
- PROPERTY LINE
- SETBACK LINE PER RTL4
- SRW BOUNDARIES
- TPZ, SEE LANDSCAPE TREE MANAGEMENT PLAN

**ELECTRICAL LEGEND**

- WALL MOUNTED COMPACT LED LIGHT, OPAL LENS, SUITABLE FOR EXTERIOR USE.
- SURFACE MOUNTED CEILING LED FIXTURE, 3000K TEMP, SUITABLE FOR EXTERIOR USE, SIMILAR TO SIGNIFY LIGHTIER SLIM SURFACE.
- DUPLEX LEVEL 2 EV CHARGER CHARGING METHOD IS DEFINED AS: VOLTAGE OF 208V TO 240V AC, AND CURRENT OF 16A TO 80A

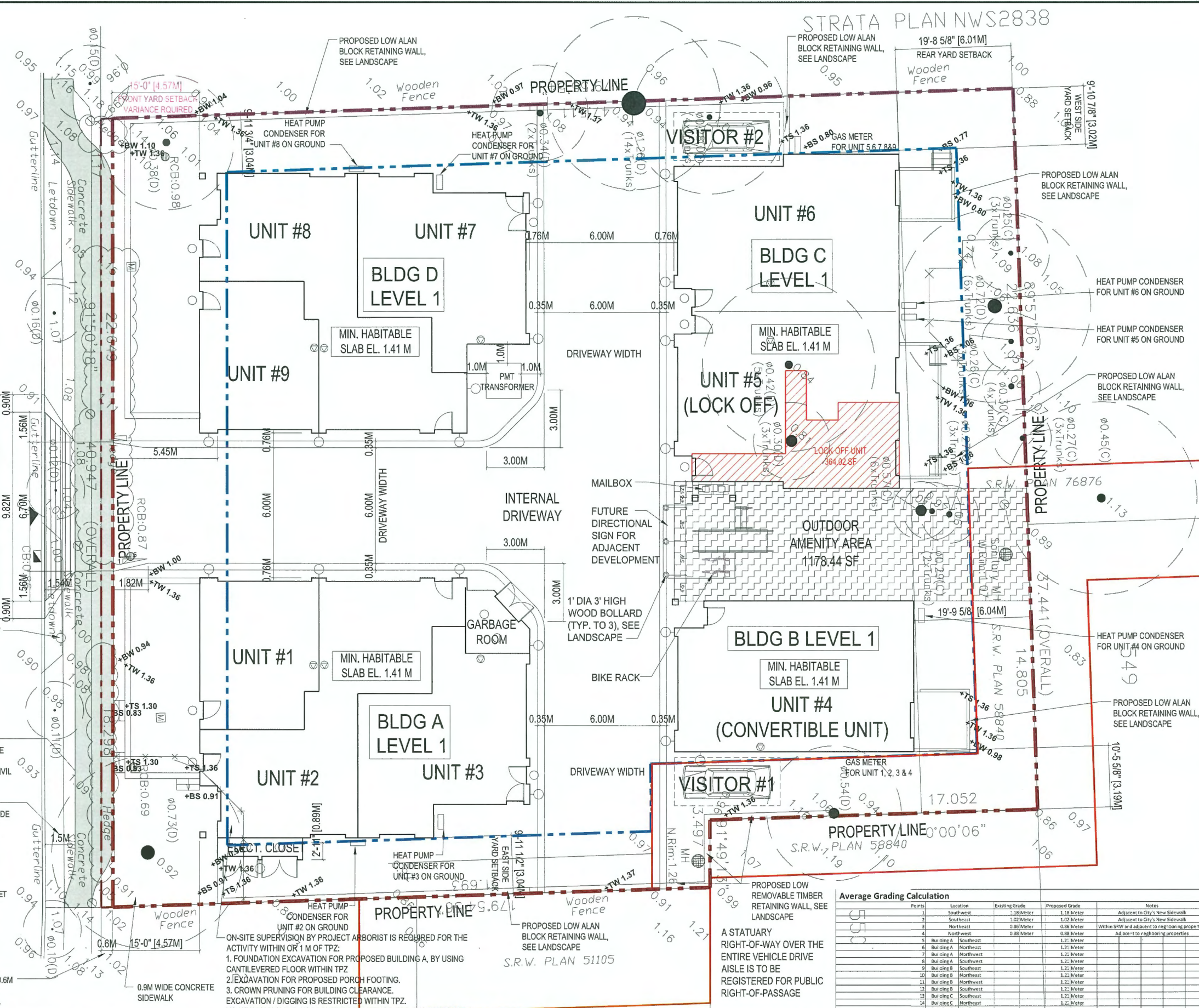
REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE LIGHTS IN OUTDOOR AMENITY AREA



FRANCIS ROAD

1.11: HIGHEST ELEVATION OF CROWN OF ADJACENT STREET

PROPOSED 0.6M WIDE ROAD DEDICATION, SEE CIVIL



ON-SITE SUPERVISION BY PROJECT ARBORIST IS REQUIRED FOR THE ACTIVITY WITHIN OR 1 M OF TPZ:  
 1. FOUNDATION EXCAVATION FOR PROPOSED BUILDING A, BY USING CANTILEVERED FLOOR WITHIN TPZ  
 2. EXCAVATION FOR PROPOSED PORCH FOOTING.  
 3. CROWN PRUNING FOR BUILDING CLEARANCE.  
 EXCAVATION / DIGGING IS RESTRICTED WITHIN TPZ.  
 NO HEAVY MACHINE. USE LOW IMPACT METHOD FOR EXCAVATION (E.G. HAND DIGGING AND/OR HYDRO VAC), PROPER ROOT PRUNING WHEN NECESSARY AND PERFORM BY PROJECT ARBORIST.  
 CROWN PRUNING FOR BUILDING CLEARANCE BY TREE CARE PROFESSIONAL, FOLLOWING ANSI A300 STANDARD PRIOR EXC...

A STATUARY RIGHT-OF-WAY OVER THE ENTIRE VEHICLE DRIVE AISLE IS TO BE REGISTERED FOR PUBLIC RIGHT-OF-PASSAGE

INTERNAL DRIVE AISLE TO BE ENGINEERED TO SUPPORT FIRE TRUCK @ 20,000 LBS

**Average Grading Calculation**

Points	Location	Existing Grade	Proposed Grade	Notes
1	Southwest	1.18 Meter	1.18 Meter	Adjacent to City's New Sidewalk
2	Southeast	1.02 Meter	1.02 Meter	Adjacent to City's New Sidewalk
3	Northwest	0.86 Meter	0.86 Meter	Within SRW and adjacent to neighboring properties
4	Northeast	0.88 Meter	0.88 Meter	Adjacent to neighboring properties
5	Bar clng A, Southeast	1.21 Meter	1.21 Meter	
6	Bar clng A, Northwest	1.21 Meter	1.21 Meter	
7	Bar clng A, Southwest	1.21 Meter	1.21 Meter	
8	Bar clng B, Southeast	1.21 Meter	1.21 Meter	
9	Bar clng B, Northwest	1.21 Meter	1.21 Meter	
10	Bar clng B, Southwest	1.21 Meter	1.21 Meter	
11	Bar clng C, Southeast	1.21 Meter	1.21 Meter	
12	Bar clng C, Northwest	1.21 Meter	1.21 Meter	
13	Bar clng C, Southwest	1.21 Meter	1.21 Meter	
14	Bar clng D, Southeast	1.21 Meter	1.21 Meter	
15	Bar clng D, Northwest	1.21 Meter	1.21 Meter	
16	Bar clng D, Southwest	1.21 Meter	1.21 Meter	
17	Bar clng D, Southeast	1.21 Meter	1.21 Meter	
18	Bar clng D, Northwest	1.21 Meter	1.21 Meter	
19	Bar clng D, Southwest	1.21 Meter	1.21 Meter	
20	Bar clng D, Southeast	1.21 Meter	1.21 Meter	
21	Bar clng D, Northwest	1.21 Meter	1.21 Meter	
22	Bar clng D, Southwest	1.21 Meter	1.21 Meter	
Total		23.30 Meter	23.30 Meter	
Average Grade			1.17 Meter	

PLAN #1029303

MARCH 15, 2025

PLAN #10

**IMPERIAL ARCHITECTURE**  
 ADDRESS: 796 FRENCH STREET, VANCOUVER, BC, V6P 4E5  
 PHONE: (604) 681-1111  
 FAX: (604) 681-1111  
 WWW.IMPERIAL-ARCHITECTURE.COM

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ISSUED FOR REDWING APPLICATION J.Z. J.L. 21.11.20

Issued By: J.Z. J.L. 21.11.20



Client/Project  
**TOWNHOUSE DEVELOPMENT**  
 9371 / 9391 FRANCIS ROAD  
 RICHMOND, BC  
 (RZ 22-005593, DP 23-029303)

Title  
**SITE PLAN**

Project No. #8272 Scale 1/8"=1'-0"

Date: 15/03/2025

FRANCIS ROAD

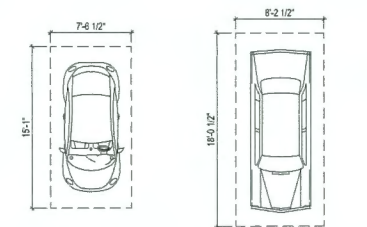
LANDSCAPE BOULEVARD

LANDSCAPE BOULEVARD

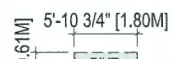
PROPERTY LINE

PROPERTY LINE

LEGEND

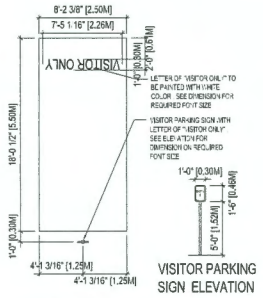


SMALL STALL (2.3M X 4.6M)  
STANDARD STALL (2.5M X 5.5M)



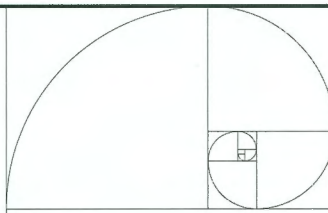
BIKE PARKING CLASS 1

HORIZONTAL BICYCLE SPACE (1.8M X 0.6M)



VISITOR PARKING SIGN ELEVATION  
VISITOR PARKING STALL DETAILS

DUPLEX LEVEL 2 EV CHARGER CHARGING METHOD IS DEFINED AS: VOLTAGE OF 208V TO 240V AC; AND CURRENT OF 16A TO 80A



**IMPERIAL ARCHITECTURE**  
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EMAIL: IMPERIAL.ARCHITECTURE@GMAIL.COM  
TEL: (250) 754-1111

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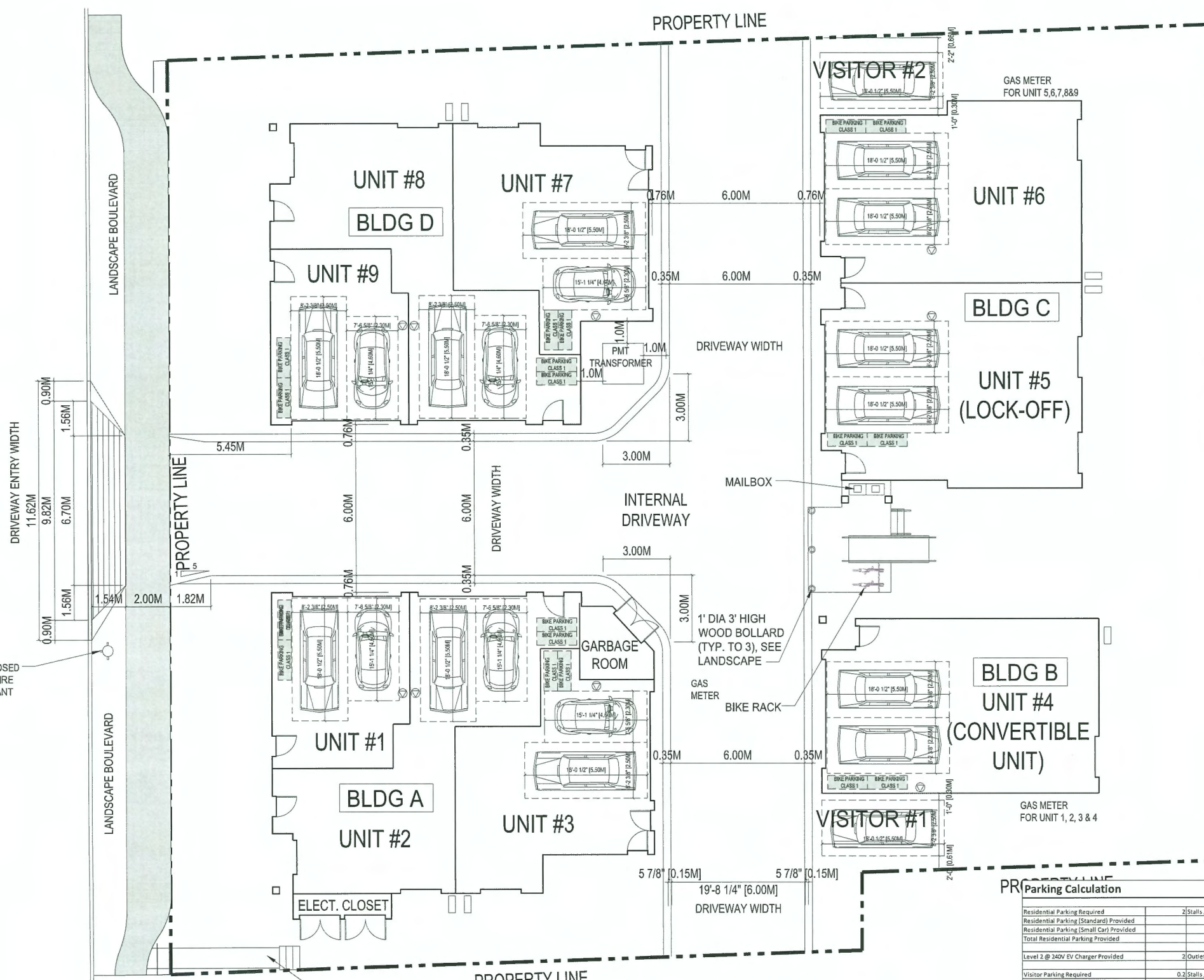
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Client/Project  
**TOWNHOUSE DEVELOPMENT**  
9371 / 9391 FRANCIS ROAD  
RICHMOND, BC  
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Title  
**PARKING PLAN**

Project No. #8272 Scale 1/8"=1'-0"  
Drawing No. 11 of 11



**Parking Calculation By Unit**

Unit #	Building A	Building B	Building C	Building D	Total
Convertible Unit	1	1	1	1	4
Lock-off Unit	0	0	0	0	0
Residential Parking (Standard) Provided	1	1	1	1	4
Residential Parking (Small Car) Provided	1	1	1	1	4
Total Residential Parking Provided	2	2	2	2	8
Level 2 @ 240V EV Charger Provided	2	2	2	2	8
Visitor Parking Required	0.2	0.2	0.2	0.2	0.8
Visitor Parking Provided	0	0	0	0	0
Tandem Parking Allowed	50%	50%	50%	50%	4
Tandem Parking Provided	0	0	0	0	0
Lock-off Unit Parking Required *	0	0	0	0	0
Lock-off Unit Parking Provided *	0	0	0	0	0
* Lock-off Unit Parking Requirement	No additional parking stall required when side by side double parking stalls provided in projects located on arterial roads.				
H/C Visitor Parking Required	0	0	0	0	0
H/C Visitor Parking Provided	0	0	0	0	0
Class 1 Bike Storage Required	1.25	1.25	1.25	1.25	5
Class 1 Bike Storage Provided	0	0	0	0	0
Class 2 Bike Storage Required	0.2	0.2	0.2	0.2	0.8
Class 2 Bike Storage Provided	0	0	0	0	0

**Parking Calculation**

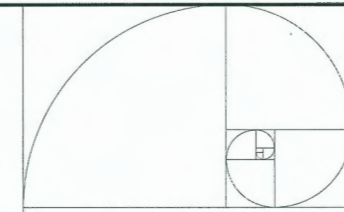
Requirement	Stalls / Unit	Units	Total
Residential Parking Required	2	9	18
Residential Parking (Standard) Provided			18
Residential Parking (Small Car) Provided			18
Total Residential Parking Provided			36
Level 2 @ 240V EV Charger Provided	2	9	18
Visitor Parking Required	0.2	9	1.8
Visitor Parking Provided			2
Tandem Parking Allowed	50%	9	4.5
Tandem Parking Provided			0
Lock-off Unit Parking Required *			0
Lock-off Unit Parking Provided *			0
* Lock-off Unit Parking Requirement	No additional parking stall required when side by side double parking stalls provided in projects located on arterial roads.		
H/C Visitor Parking Required			0
H/C Visitor Parking Provided			0
Class 1 Bike Storage Required	1.25	9	11.25
Class 1 Bike Storage Provided			18
Class 2 Bike Storage Required	0.2	9	1.8
Class 2 Bike Storage Provided			2

**PLAN #2**  
**DP 23-029303**

**1 PARKING PLAN**  
A1.2 SCALE: 1/8"=1'-0"

**MARCH 5, 2025**

**PLAN #11**



**IMPERIAL ARCHITECTURE**  
 ADDRESS: 756 FRENCH STREET, VANCOUVER, BC, V6P 4J3  
 EMAIL: IMPERIAL.ARCHITECTURE@GMAIL.COM  
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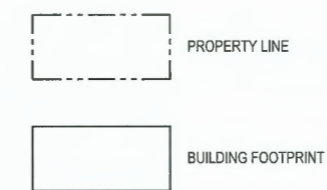
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**LEGEND**



Client/Project

**TOWNHOUSE DEVELOPMENT**  
 9371 / 9391 FRANCIS ROAD  
 RICHMOND, BC  
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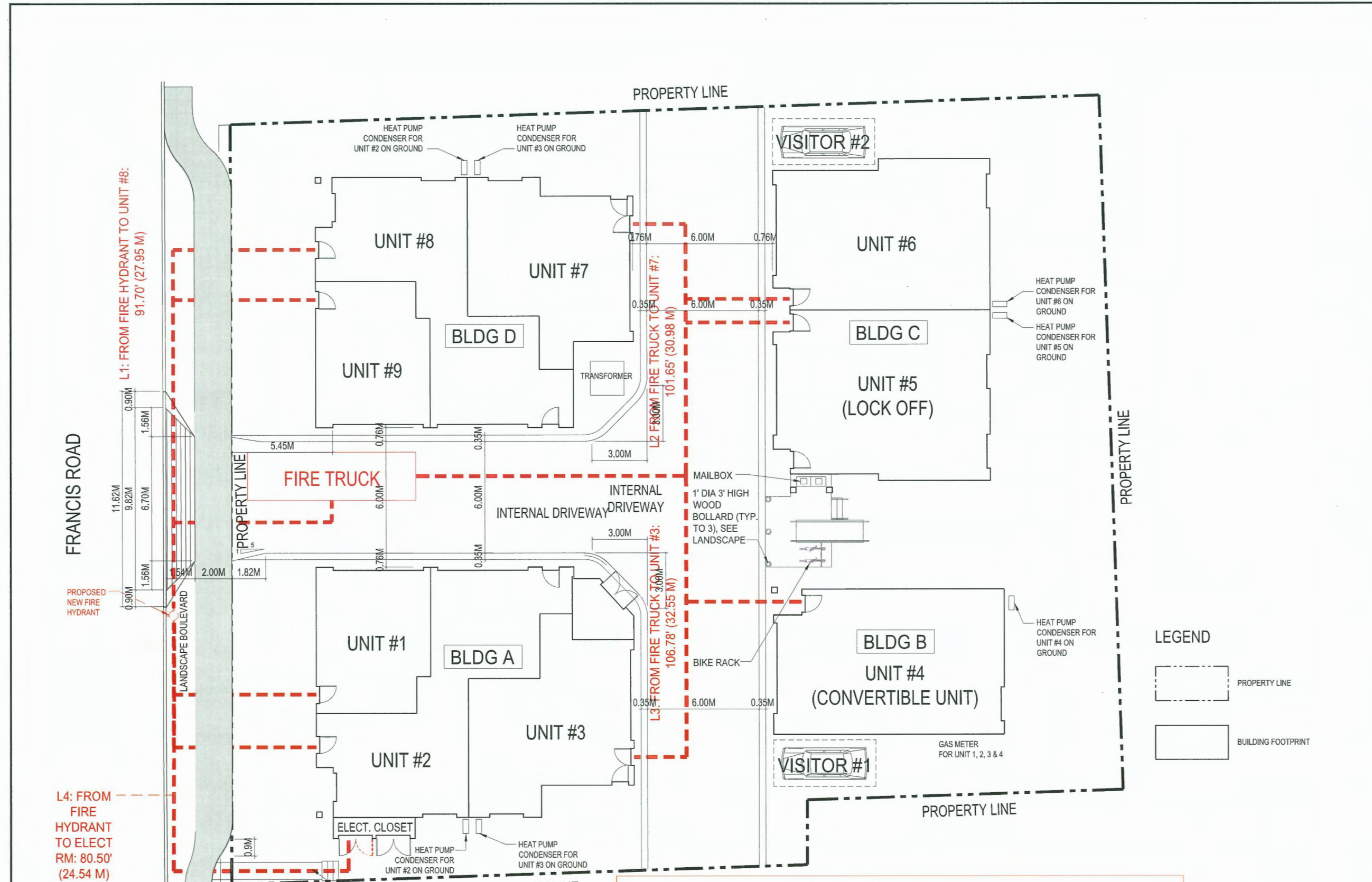
Title  
**FIRE FIGHTING PLAN**

Project No. **#8272** Scale **1/8"=1'-0"**

Division



**PLAN #12**



**1 FIRE FIGHTING PLAN**  
 A1.3 SCALE: 1/8"=1'-0"

**PROPOSED NEW FIRE HYDRANT**

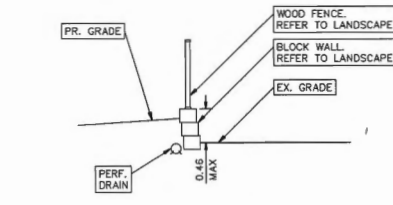
**FIRE TRUCK**

L1: FROM FIRE HYDRANT TO UNIT #9: 93.57' (28.52M < 45 M MAX. ALLOWED)  
 L2 FROM FIRE TRUCK TO UNIT #7: 108.35' (33.02M < 45 M MAX. ALLOWED)  
 L3: FROM FIRE TRUCK TO UNIT #3: 110.24' (33.60M < 45 M MAX. ALLOWED)  
 L4: FROM FIRE HYDRANT TO ELECT RM: 80.50' (24.54 M < 45 M MAX. ALLOWED)

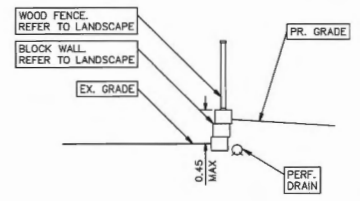
**DP 23-029303**

**MARCH 5, 2025**





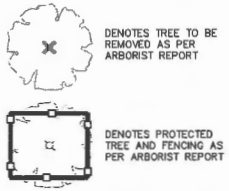
SECTION A-A  
SCALE: 1:50



SECTION B-B  
SCALE: 1:50

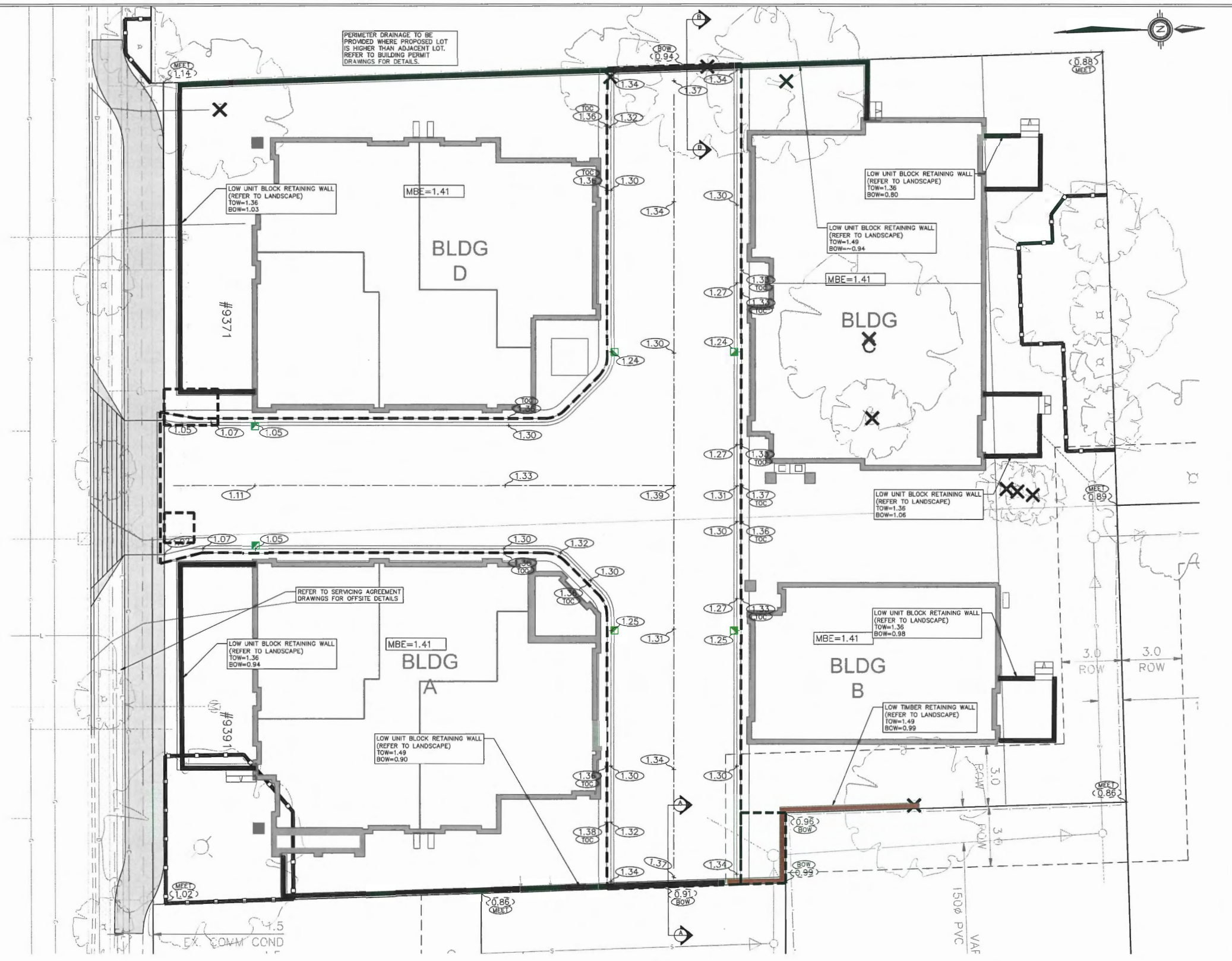
AVERAGE LOT ELEV PRE-DEV: 0.90  
AVERAGE LOT ELEV POST DEV: 1.0  
APPROX. SITE FILL: 100m<sup>3</sup>

TREE LEGEND:



IT IS THE DEVELOPER'S RESPONSIBILITY TO RESOLVE CONFLICTS WITH RESPECT TO TREES ON ADJACENT PROPERTIES WITH THE OWNER OF THOSE TREES PRIOR TO CONSTRUCTION. IF TREES ON ADJACENT PROPERTIES ARE DAMAGED, THE DEVELOPER IS WHOLLY RESPONSIBLE. THE CITY OF RICHMOND TAKES NO RESPONSIBILITY FOR DAMAGE TO TREES ON ADJACENT PROPERTIES CAUSED BY CONSTRUCTION PERMITTED BY THE APPROVAL OF THIS SERVING AGREEMENT.

ALL LOCATIONS OF EXISTING SANITARY, STORM AND WATER SERVICES ARE APPROXIMATED FROM GIS/AS-BUILT DRAWINGS AND FIELD INSPECTIONS. INFORMATION SHOWN ON THESE DRAWINGS REGARDING EXISTING UTILITIES IS COMPILED FROM SOME RECORD DRAWINGS AND SOME SURVEYS, AND MAY NOT BE COMPLETE OR FULLY ACCURATE. HYDRO, TELUS, SHAW AND FORTIS SHOWN ARE BASED ON EXISTING INFORMATION OBTAINED FROM RESPECTIVE UTILITY COMPANIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONFIRM THE INFORMATION VIA BC ONE CALL AND EXPOSE THE LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES AND ADVISE THE ENGINEER OF ANY POTENTIAL CONFLICTS.



PLAN SCALE: 1:100

City of Richmond  
8911 123 ROAD, RICHMOND, B.C. V6T 2G7

TITLE: 9371/9391 FRANCIS ROAD  
LOT GRADING

DESIGN: TS	CITY DWG. NO:	PAGE:
DRAWN: TS	SCALE: AS SHOWN	DATE: 2/20/24
CHECKED: JP	SEC. NO: 22-4-6	SHT. NO: 1 OF 1
ENGINEER: TS		

**DP 23-029303**

PREPARED FOR:  
  
BENCHMARK  
ELEVATION: \_\_\_\_\_  
INFORMATION: \_\_\_\_\_  
DATE: \_\_\_\_\_

PREPARED BY:  
**ARCAIC CONSULTING LTD.**  
(604) 999-0458  
ARCAICCONSULTING.COM  
EBC PTP#1004994

NO.	DATE	BY	DESCRIPTION
07	07/07/2024	TS	FOR DP

**MARCH 5, 2025**

7 Oct 2024

**PLAN #13**

# 9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT

## LANDSCAPE SET: ISSUED FOR DP

### MARCH 3, 2025



**HOMING  
LANDSCAPE  
ARCHITECTURE**

1155 W. 10TH AVENUE,  
VANCOUVER, BC, CANADA V6H 1K9  
CELL: 778-323-3536  
EMAIL: HOMINGLANDSCAPE@GMAIL.COM

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### LANDSCAPE DRAWING INDEX

DRAWING INDEX	
SHEET No.	SHEET NAME
L 0.0	LANDSCAPE COVER SHEET AND DESIGN RATIONALE
L 0.1	EXISTING TREE MANAGEMENT PLAN
L 0.2	LANDSCAPE REPLACEMENT TREE PLAN
L 1.0	LANDSCAPE LAYOUT AND MATERIALS PLAN
L 1.1	LANDSCAPE GRADING PLAN
L 1.2a	LANDSCAPE PLANTING PLAN - SOUTHWEST AREA
L 1.2b	LANDSCAPE PLANTING PLAN - NORTHWEST AREA
L 1.2c	LANDSCAPE PLANTING PLAN - SOUTHEAST AREA
L 1.2d	LANDSCAPE PLANTING PLAN - NORTHEAST AREA
L 1.3	LANDSCAPE PLANT LIST
L 1.4	LANDSCAPE SOIL VOLUME DIAGRAM
L 2.0	OUTDOOR AMENITY AREA ENLARGEMENT PLAN
L 2.1	POROUS SURFACE DIAGRAM
L 2.2	LANDSCAPE SECTIONS
L 2.3	DESIGN-BUILD IRRIGATION PLAN
L 2.4	CONCEPTUAL LANDSCAPE LIGHTING PLAN
L 2.5	RIGHT OF WAY AREA ENLARGEMENT PLAN
L 2.6	TREE PROTECTION AREA PROFILE
L 3.0	HARDSCAPE DETAILS
L 3.1	FURNISHING DETAILS
L 3.2	FURNISHING DETAILS
L 3.3	SOFTSCAPE DETAILS

### GENERAL NOTES

ALL LANDSCAPE ARCHITECTURAL DRAWINGS IN THIS PACKAGE SHALL BE READ IN CONJUNCTION WITH ALL OTHER LANDSCAPE ARCHITECTURAL DRAWINGS, DETAILS, SPECIFICATIONS, AND OTHER CORRESPONDANCE THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.

IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.

THE CONTRACTOR SHALL VISIT THE SITE TO VERIFY THE TRUE EXISTING CONDITIONS. ANY UNCLER ISSUES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT. NO CLAIM SHALL BE ALLOWED FOR EXTRAS WHICH MAY ARISE THROUGH NEGLECT OF THIS ADVICE.

ALL EXISTING INFORMATION IS BASED ON AVAILABLE RECORDS AND SHALL NOT BE CONSTRUED TO BE COMPLETE OR ACCURATE.

LAYOUT OF HARDSCAPE, SITE FURNITURE, SOIL, PLANTING, AND ALL OTHER MATERIALS IS TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

ALL PLANTING SHALL BE IN ACCORDANCE WITH CSLA LANDSCAPE STANDARD, LATEST EDITION.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

HOMING LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES OR CONCEALED STRUCTURES AT THE PROJECT SITE.

FINAL SELECTION AND APPROVAL OF ALL STREET TREES TO BE DONE BY THE CITY OF RICHMOND.

### LANDSCAPE DESIGN RATIONALE

The site is facing Francis Road on the south side, so the landscape design intends to balance the public interest with the privacy along the south side. The front yards facing Francis Road are one or two steps higher than the sidewalk, and the grade difference helps to separate the public sidewalk with the private yards. Four feet high fence is proposed in the front yards of most street-facing units to ensure privacy and safety, and landscape buffer comprised of trees and shrubs there not only improves the privacy for the residents, but also creates a green and beautiful street frontage landscape for the public.

The site is surrounded by residential buildings on the north, west and east sides, so protecting the privacy for both the residents and the neighbours is the design goal. The existing trees in healthy conditions along the north property line will be retained to create a dense landscape buffer which addresses any potential privacy and overlook concerns. New evergreen and deciduous trees, yew hedge and solid 6' high privacy fences are also proposed along the property lines to improve privacy and prevent overlook.

The landscape design provides outdoor patios in individual yards for flexible outdoor activities. Each unit has a large outdoor patio surrounded by lawn, shrubs, and a mixed of deciduous and evergreen trees, which brings nature close to each resident. The heat pump condensers in private yards are also screened by 4 feet high wood screen with gate to minimize their visual impact on the natural yard landscape.

An outdoor amenity space is located at the T-intersection of the internal driveways, which is easily accessible for all residents and highly visible from the main driveway entry. Three removable bollards are designed at the entry of the outdoor amenity area to stop vehicles and ensure pedestrian's safety. There is also an outdoor gathering and social space that has mailboxes, bike racks and picnic table and benches. A playground including chalkboard, sandbox, small play structure, playhouse, game lawn and benches for parents to sit, is proposed in the north part of outdoor amenity space that is a relatively sunny spot. The slide and game lawn will promote active play activities. Sandbox, playhouse, and chalkboard creates a dramatic play zone where children use their creativity and imagination to play and learn. Large man-made play structures are not considered in the nature-inspired playground for two reasons: first the play area is not wide enough in the west-east direction to accommodate a play structure with large fall protection zone; second the playground in the Heather Dolphin Neighbourhood Park north of the site already offers large play structure and swings, and the Park is only 5-minute walk from the site without crossing any streets. Therefore, the playground design on our site intends to create a flexible play area to encourage children to design their own play.

### Revisions

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K	2025-03-03	ISSUED FOR DP

## 9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: N/A

DRAWN BY: EL

REVIEWED BY: EL

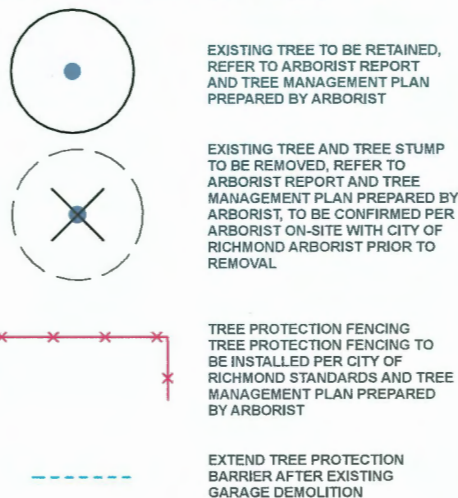
Landscape Cover  
Page & Design  
Rationale

# DP 23-029303

# MARCH 5, 2025

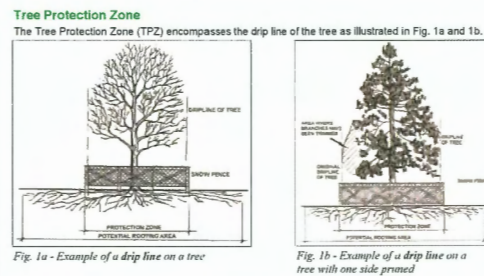
# PLAN #14

**TREE MANAGEMENT LEGEND**



**TREE MANAGEMENT NOTES**

- DO NOT REMOVE OR RELOCATE ANY TREE, EXCEPT AS INDICATED ON PLANS.
- DO NOT ALTER EXISTING GRADE OR STORE MATERIALS UNDER THE DRIP LINE OR WITHIN TREE PROTECTION ZONE. EXCAVATION WITHIN DRIP LINES OF TREES ONLY WHERE INDICATED ON PLANS.
- INFORM ARBORIST WHEN ALL TREE BARRIERS HAVE BEEN INSTALLED. ARBORIST TO PROVIDE WRITTEN INSPECTION AND APPROVAL OF ALL BARRIERS AND SUBMIT INSPECTION REPORT TO CITY OF RICHMOND STAFF FOR REVIEW AND APPROVAL PRIOR TO DEMOLITION / MOBILIZATION CONSTRUCTION ACTIVITY.
- CONTRACTOR TO CONTACT CITY ARBORIST, PROJECT ARBORIST AND LANDSCAPE ARCHITECT 48 HOURS PRIOR TO ANY CONSTRUCTION WORK AFFECTING THE DRIP LINE OF TREES.
- CONSTRUCTION WORK WITHIN THE DRIP LINES OF TREES SHALL MINIMIZE DISTURBANCE TO TREES AND ROOTS.
- ALL ROOTS GREATER THAN 2cm IN DIAMETER SHOULD BE HAND PRUNED.
- ADEQUATELY CARE FOR TREES THROUGHOUT CONSTRUCTION,



On-site supervision by Project Arborist is required for the activity within or 1m of TPZ:

- Removal of existing hedge.
- Installation of proposed concrete sidewalk
- Final landscaping activities (e.g. lawn, planting, fence) within TPZ

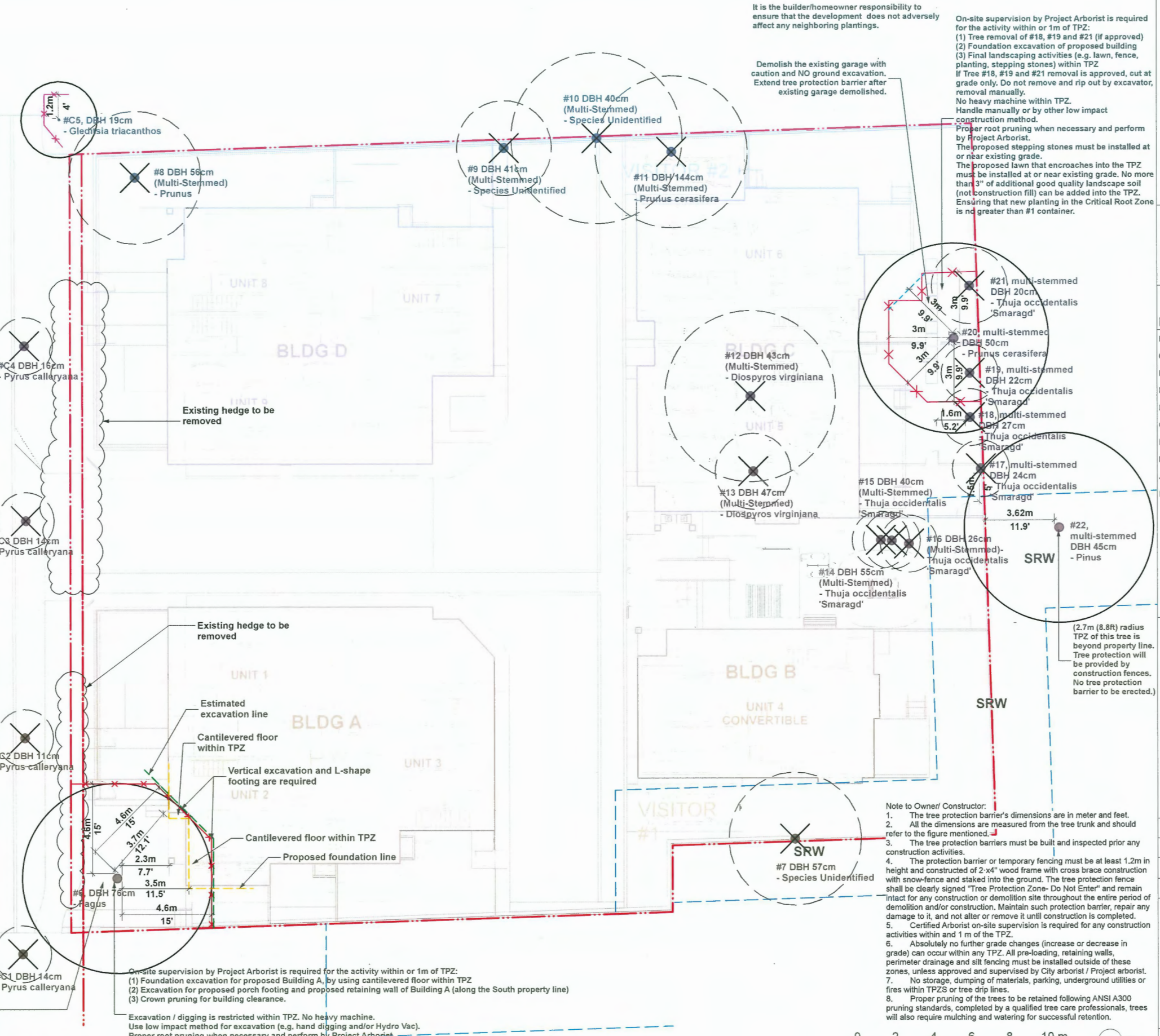
Do not remove hedge with excavator within TPZ. Remove manually and cut at grade.

Do not grind the roots after hedge removed within TPZ. Project Arborist onsite supervision is required if stump removal is needed.

The proposed sidewalk to be installed at or near existing grade.

The proposed lawn that encroaches into the TPZ must be installed at or near existing grade. No more than 3" of additional good quality landscape soil (not construction fill) can be added into the TPZ.

Ensuring that new planting in the Critical Root Zone is no greater than #1 container.



It is the builder/homeowner responsibility to ensure that the development does not adversely affect any neighboring plantings.

Demolish the existing garage with caution and NO ground excavation. Extend tree protection barrier after existing garage demolished.

On-site supervision by Project Arborist is required for the activity within or 1m of TPZ:

- Tree removal of #18, #19 and #21 (if approved)
- Foundation excavation of proposed building
- Final landscaping activities (e.g. lawn, fence, planting, stepping stones) within TPZ

If Tree #18, #19 and #21 removal is approved, cut at grade only. Do not remove and rip out by excavator, removal manually.

No heavy machine within TPZ. Handle manually or by other low impact construction method.

Proper root pruning when necessary and perform by Project Arborist.

The proposed stepping stones must be installed at or near existing grade.

The proposed lawn that encroaches into the TPZ must be installed at or near existing grade. No more than 3" of additional good quality landscape soil (not construction fill) can be added into the TPZ. Ensuring that new planting in the Critical Root Zone is no greater than #1 container.

**HOMING LANDSCAPE ARCHITECTURE**

ADDRESS: 1423 W11TH AVENUE, VANCOUVER, BC, CANADA V6H 1K9  
CELL: 778-323-3536  
EMAIL: HOMINGLANDSCAPE@GMAIL.COM

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**9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34  
SCALE: 1:100  
DRAWN BY: EL  
REVIEWED BY: EL

**Existing Tree Management Plan**

- Note to Owner/ Contractor:
- The tree protection barrier's dimensions are in meter and feet.
  - All the dimensions are measured from the tree trunk and should refer to the figure mentioned.
  - The tree protection barriers must be built and inspected prior any construction activities.
  - The protection barrier or temporary fencing must be at least 1.2m in height and constructed of 2-x4" wood frame with cross brace construction with snow-fence and staked into the ground. The tree protection fence shall be clearly signed "Tree Protection Zone- Do Not Enter" and remain intact for any construction or demolition site throughout the entire period of demolition and/or construction. Maintain such protection barrier, repair any damage to it, and not alter or remove it until construction is completed.
  - Certified Arborist on-site supervision is required for any construction activities within and 1m of the TPZ.
  - Absolutely no further grade changes (increase or decrease in grade) can occur within any TPZ. All pre-loading, retaining walls, perimeter drainage and silt fencing must be installed outside of these zones, unless approved and supervised by City arborist / Project arborist.
  - No storage, dumping of materials, parking, underground utilities or fires within TPZs or tree drip lines.
  - Proper pruning of the trees to be retained following ANSI A300 pruning standards, completed by a qualified tree care professionals, trees will also require mulching and watering for successful retention.




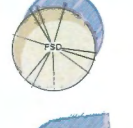

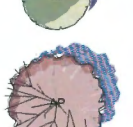

**DP 23-029303**

**MARCH 5, 2025**

**PLAN #15**

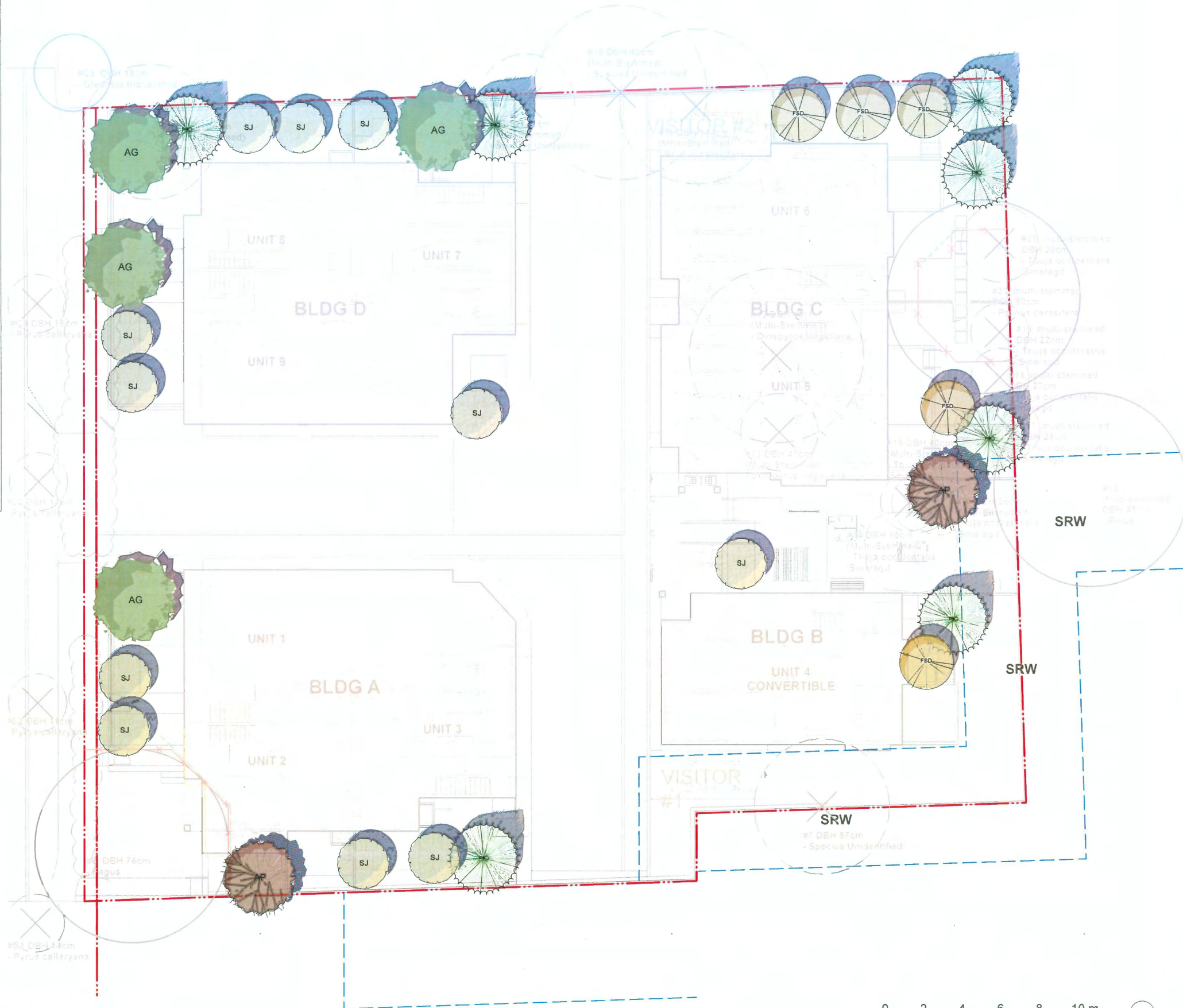
REPLACEMENT TREES SUMMARY

REPLACEMENT TREES LEGEND

LATIN NAME	COMMON NAME	QUANTITY	SIZE
 AG <i>Acer griseum</i>	Paperbark Maple	4	8cm CAL.
 FSD <i>Fagus sylvatica 'Dawyck Gold'</i>	Dawyck Gold Beech	5	8cm CAL.
 P <i>Pinus contorta var. contorta</i>	Shore pine	7	4 meters High
 SJ <i>Styrax japonicus</i>	Japanese snowbell	11	8cm CAL.
 P <i>Acer Palmatum</i>	Japanese maple	2	8cm CAL.

TOTAL 29 REPLACEMENT TREES ARE DESIGNED AND PROVIDED ON SITE.

ALL REPLACEMENT TREES TO BE LOCATED A MINIMUM 1.5M(5FT.) FROM A PROPERTY LINE.



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ARCHITECTURE**

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**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: 1:100

DRAWN BY: EL

REVIEWED BY: EL

**Landscape  
Replacement Tree  
Plan**

**DP 23-029303**

**MARCH 5, 2025**



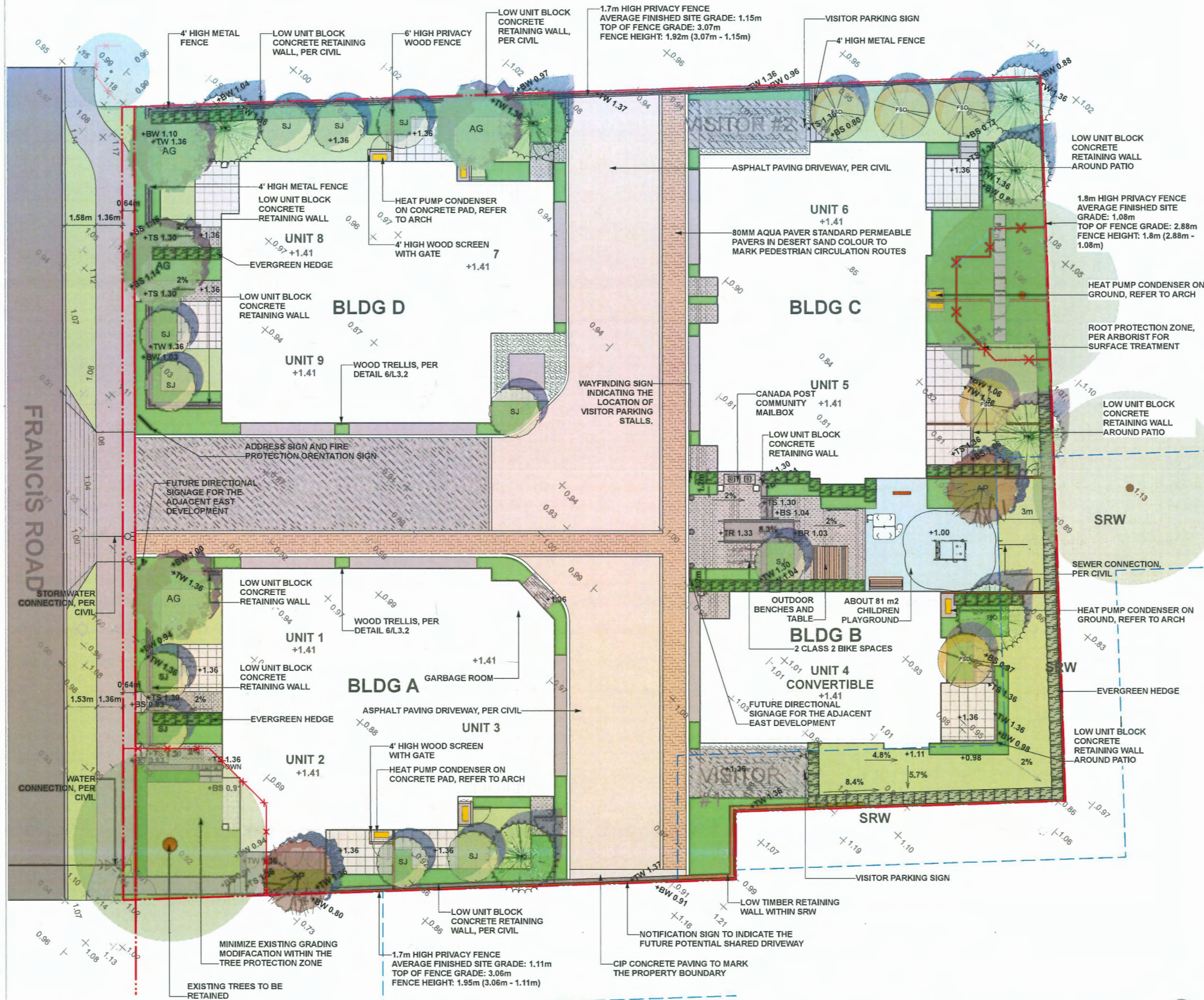
**PLAN #16**

**LANDSCAPE LEGENDS**

SYMBOL	MATERIALS	DETAILS
	PEDESTRIAN CONCRETE UNIT PAVERS	2/L3.0
	CONCRETE SLAB PAVING	5/L3.0
	CIP CONCRETE PAVING	1/L3.0
	80MM AQUA PAVER STANDARD PERMEABLE PAVERS FOR DRIVEWAY & PARKING	3/L3.0
	80MM AQUA PAVER STANDARD PERMEABLE PAVERS FOR PEDESTRIAN PATH	3/L3.0
	POURED IN PLACE RUBBER SURFACE	
	LAWN	4/L3.3
	PLANTING BED	2/L3.3
	GRAVEL	4/L3.0
	BIKE RACK	1/L3.1
	WOOD TRELLIS	6/L3.2
	PICNIC TABLE AND BENCHES	5/L3.2
	BENCH	4/L3.1
	SENSORY MULTI PLAY PANEL	1/L3.2
	PRIVACY FENCE	3/L3.1
	4' HIGH METAL FENCE	2/L3.1
	STEPPING STONE PATH	
	EXISTING TREES TO BE RETAINED	

**LANDSCAPE NOTES**

- DO NOT SCALE DRAWINGS.
- LAYOUT DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT DRAWINGS.
- ALL EXISTING INFORMATION APPROXIMATE ONLY. VERIFY ALL EXISTING GRADES AND DIMENSIONS WITH SITE CONDITIONS. REPORT DISCREPANCIES TO CONSULTANT TEAM PRIOR TO PROCEEDING.
- THE CONTRACTOR IS TO PROTECT ALL EXISTING UTILITIES, HARD SURFACES, STRUCTURES, WALLS, AND TREES FOR DURATION OF CONSTRUCTION.
- THE LOCATION OF ALL PROPOSED HARDSCAPE AND SITE FURNISHINGS ARE TO BE FLAGGED OUT ONSITE BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL OFF-SITE WORKS TO CONFORM TO CITY OF RICHMOND STANDARDS.
- LAYOUT OF ALL OFF-SITE WORKS, INCLUDING FURNISHINGS, PATHWAYS, WALLS, PLANTING, ETC., TO BE CONFIRMED WITH CITY OF RICHMOND PRIOR TO INSTALLATION.



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**9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT**

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RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: 1:100

DRAWN BY: EL

REVIEWED BY: EL

**Landscape Layout and Materials Plan**



**DP 23-029303**

**MARCH 5, 2025**

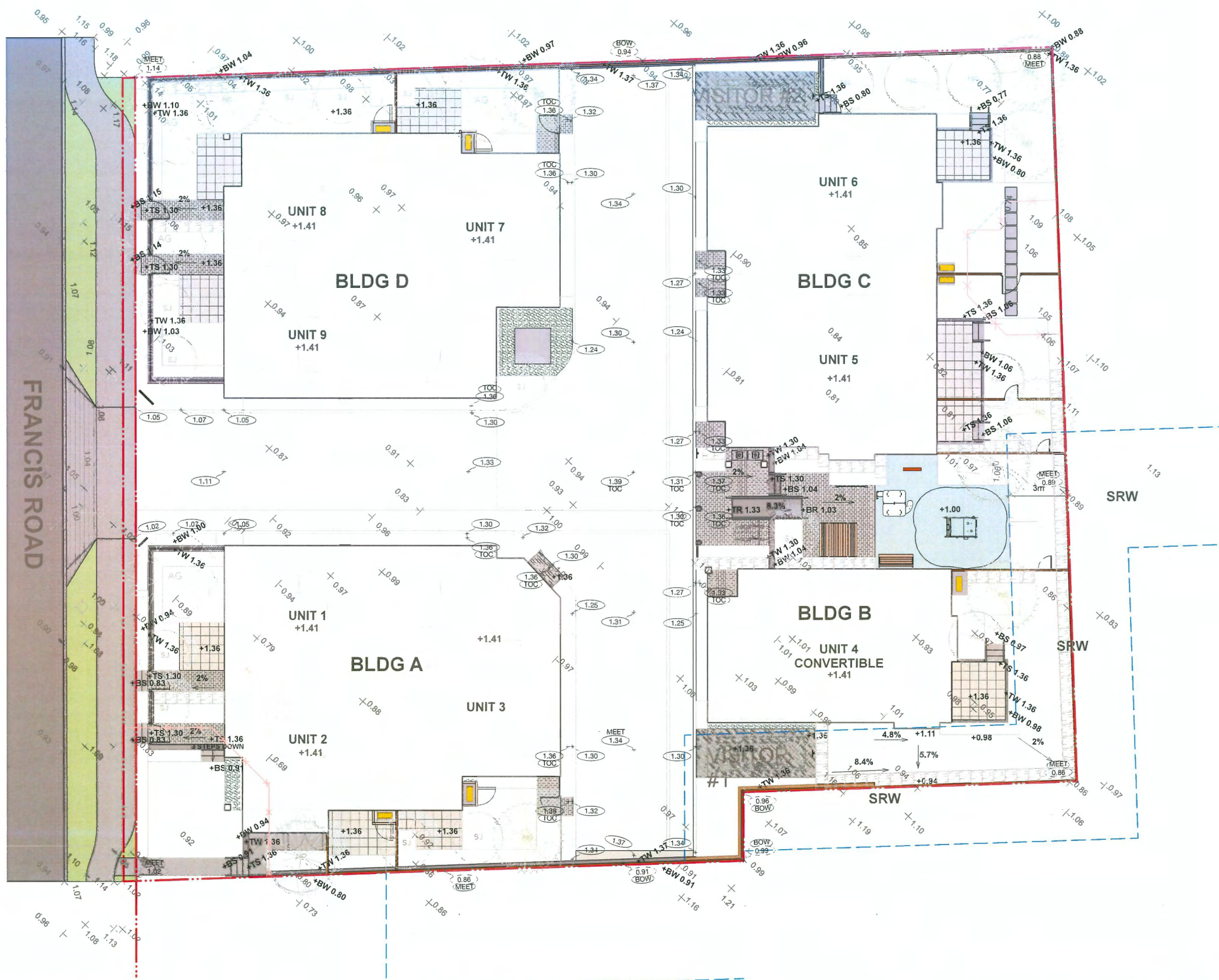
**PLAN #17**

**GRADING LEGEND**

KEY	DESCRIPTION
+1.41	PROPOSED SPOT ELEVATIONS
+TW 1.36	PROPOSED TOP OF WALL ELEVATION
+BW 1.04	PROPOSED BOTTOM OF WALL ELEVATION
+TS 1.36	PROPOSED TOP OF STAIR ELEVATION
+BS 0.91	PROPOSED BOTTOM OF STAIR ELEVATION
2%	SLOPE PERCENTAGE
+0.97	EXISTING ELEVATIONS, PER SURVEY
1.36 TOC	CIVIL ELEVATIONS, PER CIVIL

**GRADING NOTES**

1. ALL DIMENSIONS/ELEVATIONS ARE METRIC (METER, UNLESS OTHERWISE NOTED). DO NOT SCALE DRAWINGS.
2. ALL GRADING INFORMATION IS PRELIMINARY ONLY.
3. REFER TO CIVIL DRAWINGS FOR INTERNAL DRIVE AISLE AND OFF-SITE ROAD GRADING INFORMATION.
4. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING ELEVATIONS.
5. ALL EXISTING SURVEY INFORMATION APPROXIMATE. VERIFY ALL EXISTING GRADES WITH SITE CONDITIONS. REPORT DISCREPANCIES TO CONSULTANT TEAM PRIOR TO PROCEEDING.
6. THE CONTRACTOR SHALL IDENTIFY AND PROTECT ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. ANY CONFLICTS FOUND WITH UTILITIES SHALL BE CLARIFIED WITH THE CONSULTANT TEAM PRIOR TO PROCEEDING.
7. UNLESS OTHERWISE NOTED, PROVIDE A MINIMUM 2% SLOPE ON ALL HARD AND SOFT LANDSCAPE AREAS TO ENSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND TO DRAINAGE STRUCTURES. SOFT LANDSCAPE AREAS TO BE A MAXIMUM 3:1 SLOPE.



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SCALE: 1:100

DRAWN BY: EL

REVIEWED BY: EL

**Landscape  
Grading Plan**



**DP 23-029303**

**MARCH 5, 2025**

**PLAN #18**



**HOMING  
LANDSCAPE  
ARCHITECTURE**

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**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

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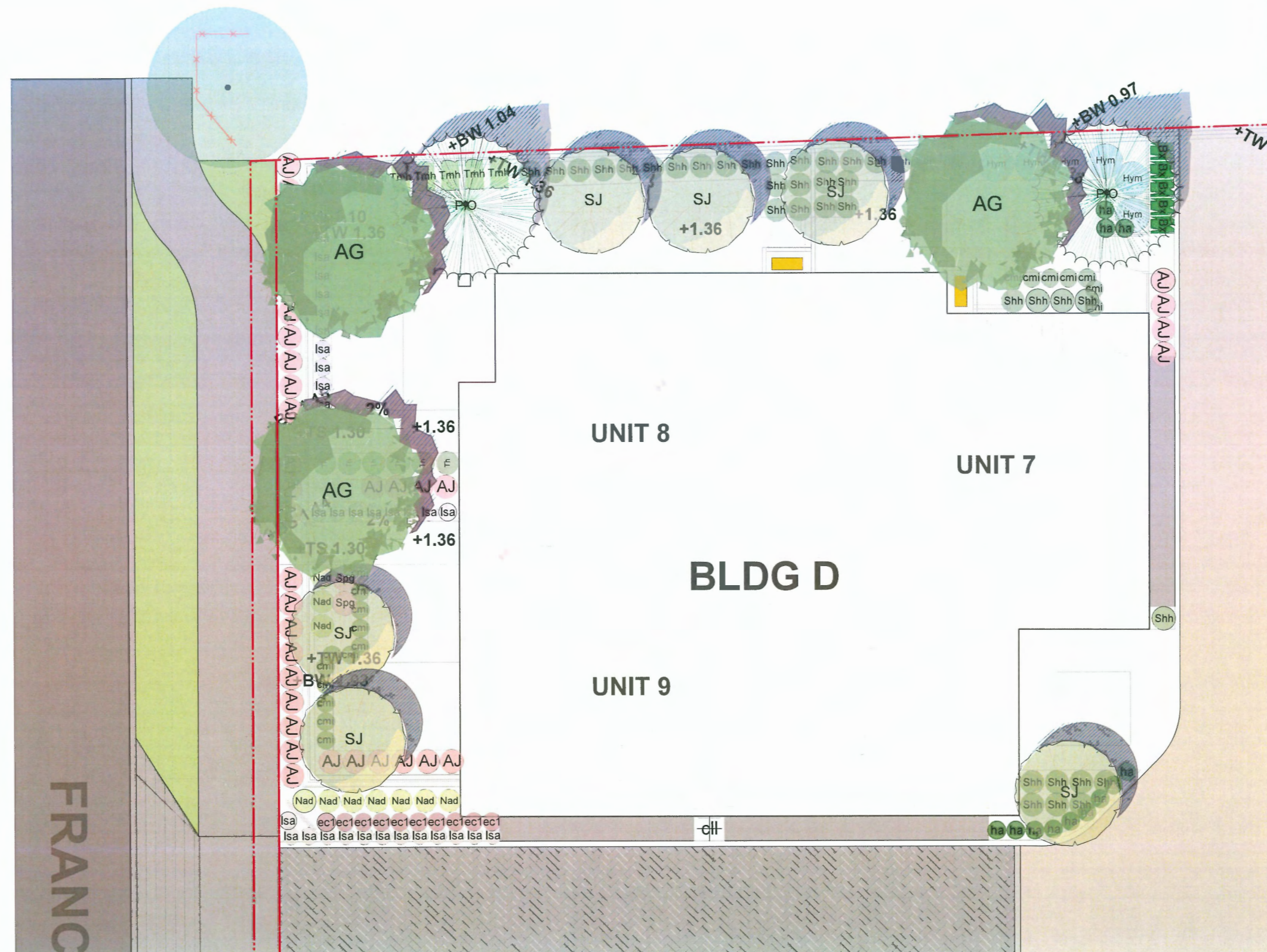
PROJECT NUMBER: 22-34

SCALE: 1:50

DRAWN BY: EL

REVIEWED BY: EL

**Landscape  
Planting Plan -  
Southwest Area**



SEE PLAN L1.2b

SEE PLAN L1.2c



**DP 23-029303**

**MARCH 5, 2025**

**PLAN #19**



# HOMING LANDSCAPE ARCHITECTURE

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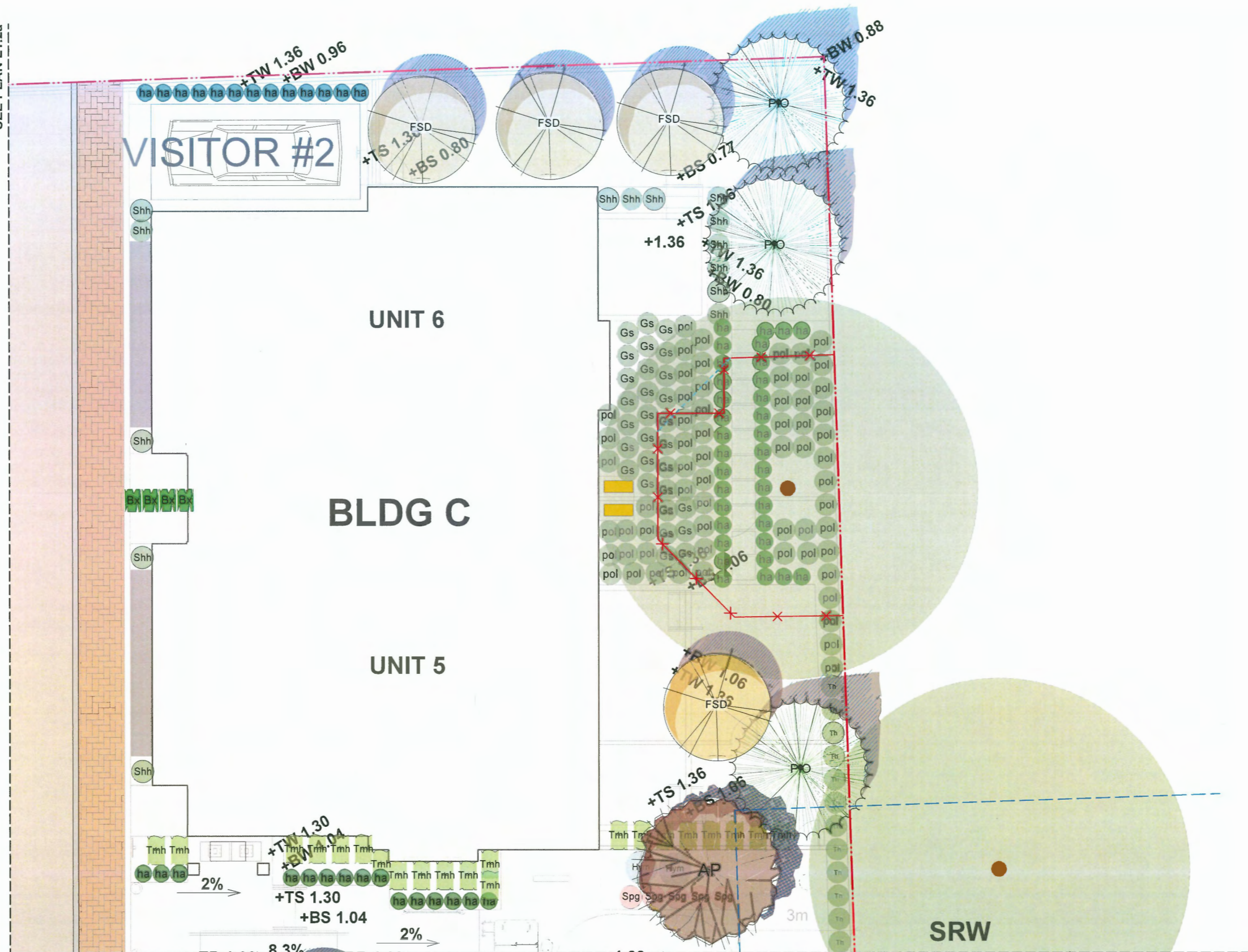
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DRAWN BY: EL

REVIEWED BY: EL

## Landscape Planting Plan - Northwest Area

SEE PLAN L1.2a



SEE PLAN L1.2d

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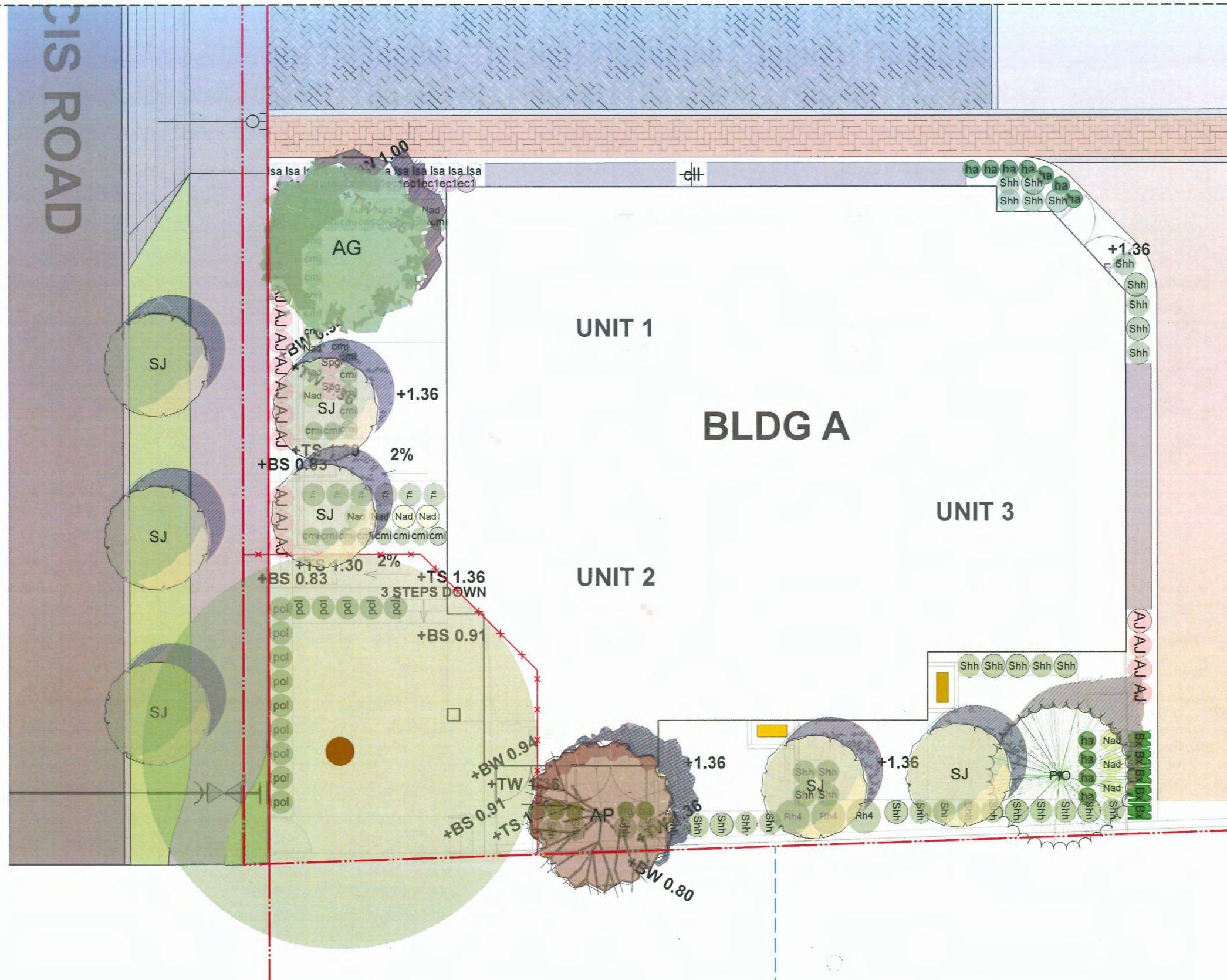
# DP 23-029303

# MARCH 5, 2025

# PLAN #20



SEE PLAN L1.2a



**HOMING  
LANDSCAPE  
ARCHITECTURE**

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**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: 1:50

DRAWN BY: EL

REVIEWED BY: EL

Landscape  
Planting Plan -  
Southeast Area

SEE PLAN L1.2b

**DP 23-029303**

**MARCH 5, 2025**

**PLAN #21**



**HOMING  
LANDSCAPE  
ARCHITECTURE**

ADDRESS: 1423 W11TH AVENUE  
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EMAIL: HOMINGLANDSCAPE@GMAIL.COM

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**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

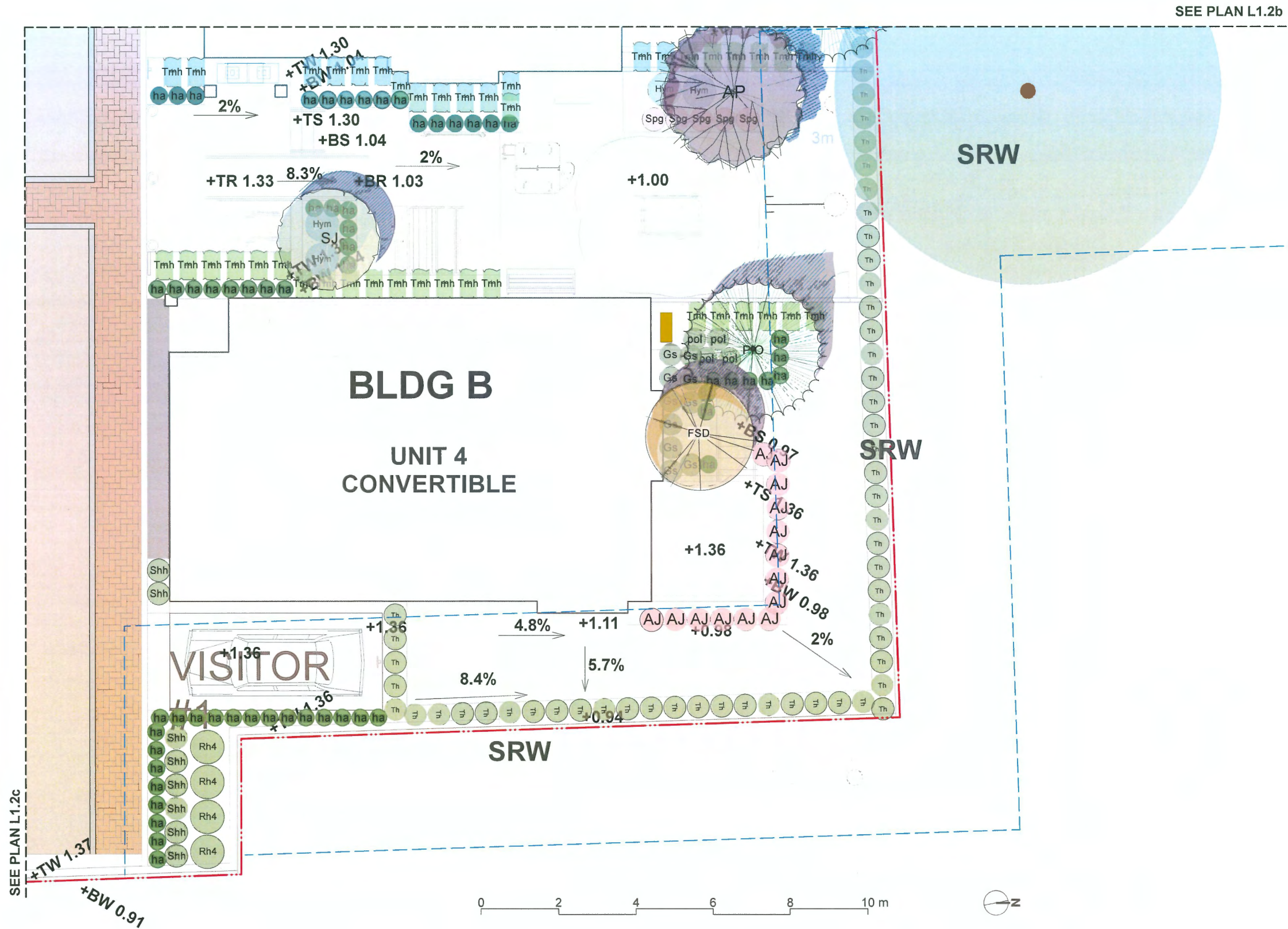
PROJECT NUMBER: 22-34

SCALE: 1:50

DRAWN BY: EL

REVIEWED BY: EL

**Landscape  
Planting Plan -  
Northeast Area**



**DP 23-029303**

**MARCH 5, 2025**

**PLAN #22**



**HOMING  
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ARCHITECTURE**

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**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: 1:100

DRAWN BY: EL

REVIEWED BY: EL

**Landscape Plant  
List**

ONSITE PLANT LIST					
ID	Latin Name	Common Name	Quantity	Scheduled Size	Notes
<b>TREES (DECIDUOUS &amp; CONIFEROUS)</b>					
AG	Acer griseum	Paperbark Maple	4	8cm cal.	
AP	Acer palmatum	Japanese Maple	2	8cm cal.	
FSD	Fagus sylvatica 'Dawyck Gold'	Dawyck Gold Beech	5	8cm cal.	
PIO	Pinus contorta var. contorta	Shore Pine	7	4m high.	
SJ	Styrax japonicus	Japanese Snowbell Tree	11	8cm cal.	
<b>SHRUBS</b>					
Bx	Buxus microphylla	Littleleaf Boxwood	14	#2 pot	
ec1	Erica carnea	Spring Heath	21	#1 pot	
Gs	Gaultheria shallon	Salal	39	#2 pot	
Hym	Hydrangea macrophylla	Bigleaf Hydrangea	11	#3 pot	
Nad	Nandina domestica	Heavenly Bamboo	26	#2 pot	
AJ	Perfecto Mundo® Double Pink	Reblooming Azalea	69	#2 pot	
Rh4	Rhododendron 'PJM'	PJM Rhododendron	7	#3 pot	
Shh	Sarcococca hookeriana var. humilis	Sweet Box	97	#2 pot	
Spg	Spiraea x bumalda 'Goldflame'	Goldflame Spirea	9	#2 pot	
Tmh	Taxus x media 'Hicksii'	Hick's Yew	50	5' High	
Th	Thuja occidentalis 'Smaragd'	Emerald Cedar	72	5' High	
<b>PERENNIALS &amp; GROUNDCOVERS</b>					
lsa	Lavandula angustifolia	English Spike Lavender	45	#1 pot	
pol	Polystichum munitum	Western sword fern	80	#1 pot	
<b>SEDGES &amp; GRASSES</b>					
cmi	Carex morrowii 'Ice Dance'	Ice Dance Japanese Sedge	49	#1 pot	
ha	Hakonechloa macra 'Aureola'	Golden Japanese Forest Grass	135	#1 pot	
<b>VINES</b>					
cll	Clematis ligusticifolia	Western White Clematis	2	#1 pot	

OFFSITE PLANT LIST					
ID	Latin Name	Common Name	Quantity	Scheduled Size	Notes
<b>TREES (DECIDUOUS &amp; CONIFEROUS)</b>					
SJ	Styrax japonicus	Japanese Snowbell Tree	6	8cm cal.	

**PLANTING NOTES:**

1) In case of discrepancy between plant numbers on this list and on the plan, the latter shall prevail.

2) All planting shall be in accordance with CSLA Landscape Standard, latest edition.

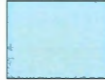


3) The Landscape Contractor shall ensure that the on-site planting medium/soil meets the specification & recommendations of the soil analysis taken at the time of Substantial Completion. All recommendations of the soil analysis shall be executed prior to Final Acceptance of the landscape works by the Consultant and the municipal authorities.

4) Minimum planting medium depths:  
lawn - 6"/150mm  
groundcover - 18"/450 mm  
shrubs - 18"/450 mm  
trees - 24"/600 mm (around & beneath rootball)

5) All plant material to be supplied on the job site must be obtained from a nursery participating in the BCLNA Phytophthora ramorum Certification Program.

**SOIL VOLUME LEGENDS**

SYMBOL MATERIALS SOIL DEPTH

-  LAWN 6"/150mm
-  SHRUB & GROUNDCOVER 18"/450mm
-  TREE 24"/600 mm (around & beneath rootball)



**HOMING  
LANDSCAPE  
ARCHITECTURE**

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**9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: 1:100

DRAWN BY: EL

REVIEWED BY: EL

**Landscape Soil Volume Diagram**

**DP 23-029303**

**MARCH 5, 2025**

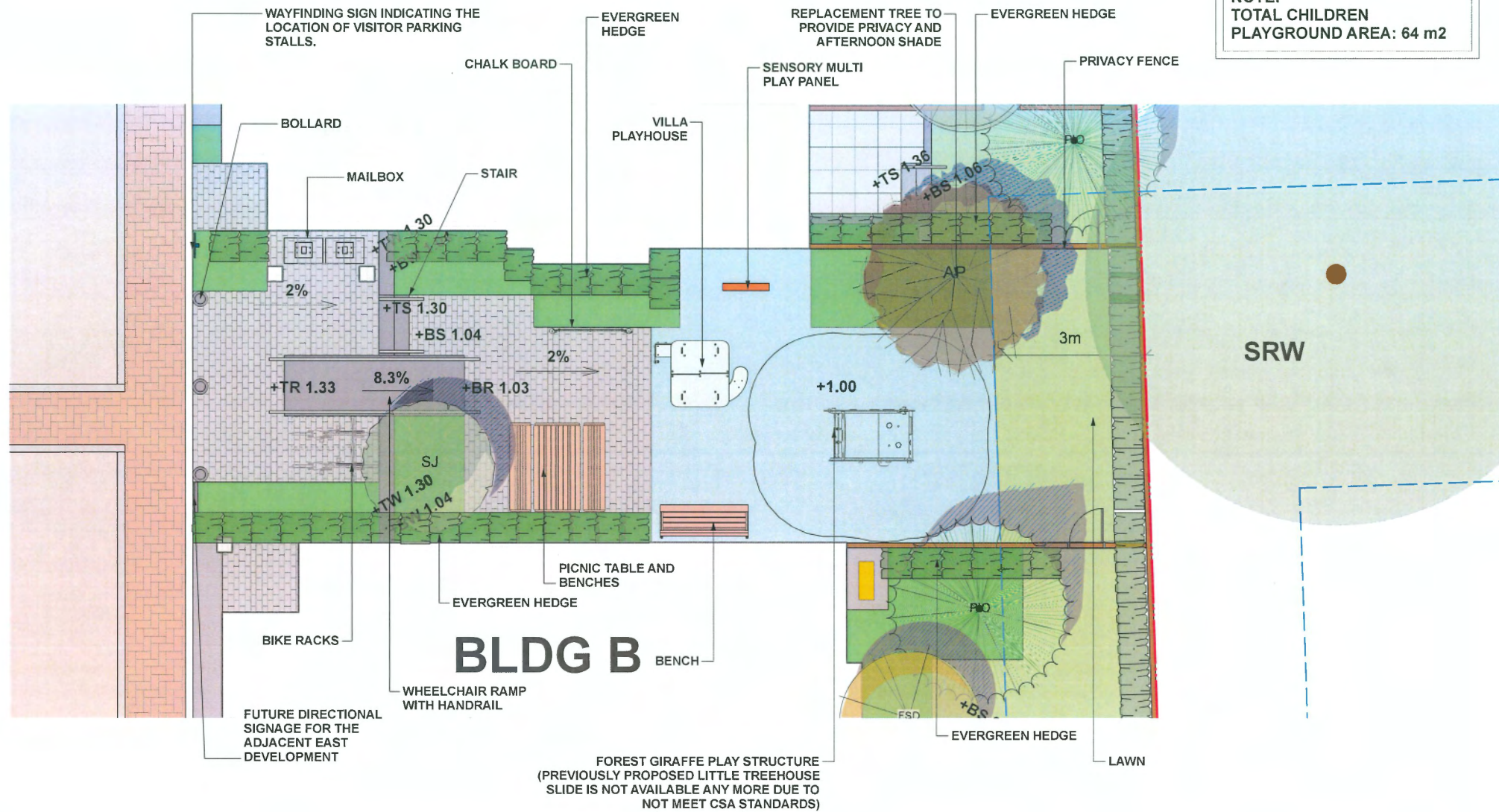
**PLAN #24**

**LANDSCAPE LEGENDS**

SYMBOL	MATERIALS	DETAILS
	PEDESTRIAN CONCRETE UNIT PAVERS	2/L.3.0
	CONCRETE SLAB PAVING	5/L.3.0
	CIP CONCRETE PAVING	1/L.3.0
	80MM AQUA PAVER STANDARD PERMEABLE PAVERS FOR DRIVEWAY & PARKING	3/L.3.0
	80MM AQUA PAVER STANDARD PERMEABLE PAVERS FOR PEDESTRIAN PATH	3/L.3.0
	POURED IN PLACE RUBBER SURFACE	
	LAWN	4/L.3.3
	PLANTING BED	2/L.3.3
	GRAVEL	4/L.3.0
	BIKE RACK	1/L.3.1
	WOOD TRELLIS	6/L.3.2
	PICNIC TABLE AND BENCHES	5/L.3.2
	BENCH	4/L.3.1
	SENSORY MULTI PLAY PANEL	1/L.3.2
	PRIVACY FENCE	3/L.3.1
	4' HIGH METAL FENCE	2/L.3.1
	STEPPING STONE PATH	
	EXISTING TREES TO BE RETAINED	

**LANDSCAPE NOTES**

- DO NOT SCALE DRAWINGS.
- LAYOUT DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT DRAWINGS.
- ALL EXISTING INFORMATION APPROXIMATE ONLY. VERIFY ALL EXISTING GRADES AND DIMENSIONS WITH SITE CONDITIONS. REPORT DISCREPANCIES TO CONSULTANT TEAM PRIOR TO PROCEEDING.
- THE CONTRACTOR IS TO PROTECT ALL EXISTING UTILITIES, HARD SURFACES, STRUCTURES, WALLS, AND TREES FOR DURATION OF CONSTRUCTION.
- THE LOCATION OF ALL PROPOSED HARDSCAPE AND SITE FURNISHINGS ARE TO BE FLAGGED OUT ONSITE BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL OFF-SITE WORKS TO CONFORM TO CITY OF RICHMOND STANDARDS.
- LAYOUT OF ALL OFF-SITE WORKS, INCLUDING FURNISHINGS, PATHWAYS, WALLS, PLANTING, ETC., TO BE CONFIRMED WITH CITY OF RICHMOND PRIOR TO INSTALLATION.



1 OUTDOOR AMENITY AREA ENLARGEMENT PLAN  
1:50

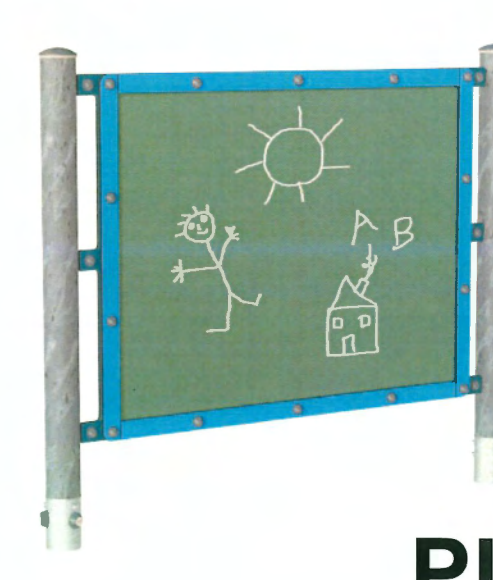
VILLA PLAYHOUSE



FOREST GIRAFFE PLAY STRUCTURE



CHALK BOARD



**DP 23-029303**

**MARCH 5, 2025**

**PLAN #25**



**HOMING  
LANDSCAPE  
ARCHITECTURE**

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**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34



SCALE: 1:50

DRAWN BY: EL

REVIEWED BY: EL

**Outdoor Amenity  
Area Enlargement  
Plan**

**POROUS SURFACE LEGENDS**

SYMBOL	MATERIALS	AREA
	POROUS LANDSCAPING WITH LIVE PLANT MATERIAL: LAWN, GROUNDCOVER & SHRUB	465 sq m / 5005 sq ft
	POROUS HARDSCAPE MATERIAL: PERMEABLE PAVER & GRAVEL & RUBBER	249 sq m / 2680 sq ft

TOTAL POROUS SURFACE AREA: 714 sq m / 7685 sq ft

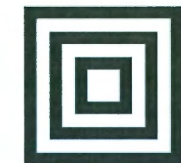
TOTAL LOT AREA: 1887 sq m / 20311 sq ft

TOTAL POROUS SURFACE AREA COVERAGE PERCENTAGE: 37.8%

TOTAL NON-POROUS SURFACE AREA COVERAGE PERCENTAGE: 62.2%

TOTAL POROUS LANDSCAPING AREA COVERAGE PERCENTAGE: 25%

FRANCIS ROAD



**HOMING  
LANDSCAPE  
ARCHITECTURE**

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SCALE: 1:100

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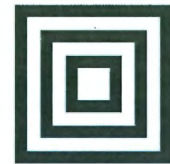
**Porous Surface  
Diagram**



**DP 23-029303**

**MARCH 5, 2025**

**PLAN #26**



# HOMING LANDSCAPE ARCHITECTURE

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## 9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: AS SHOWN

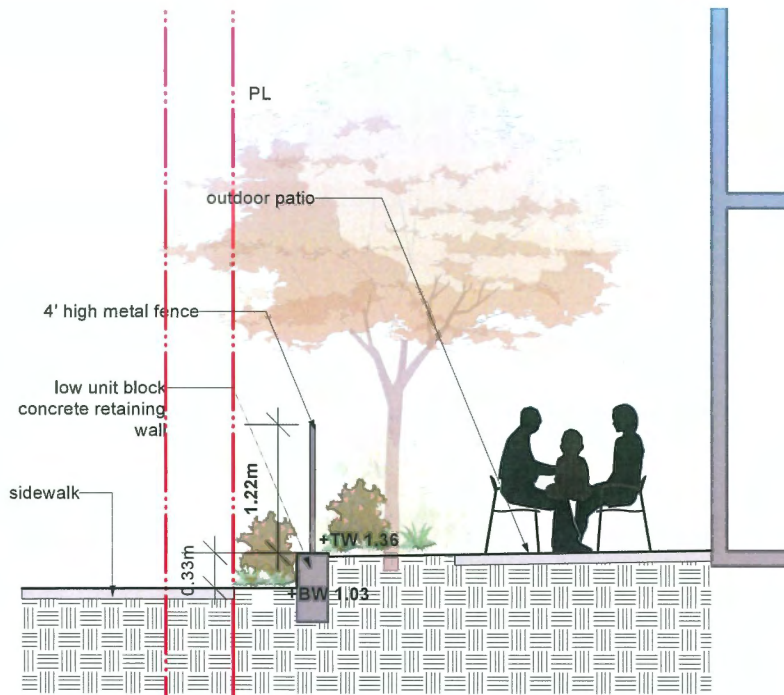
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REVIEWED BY: EL

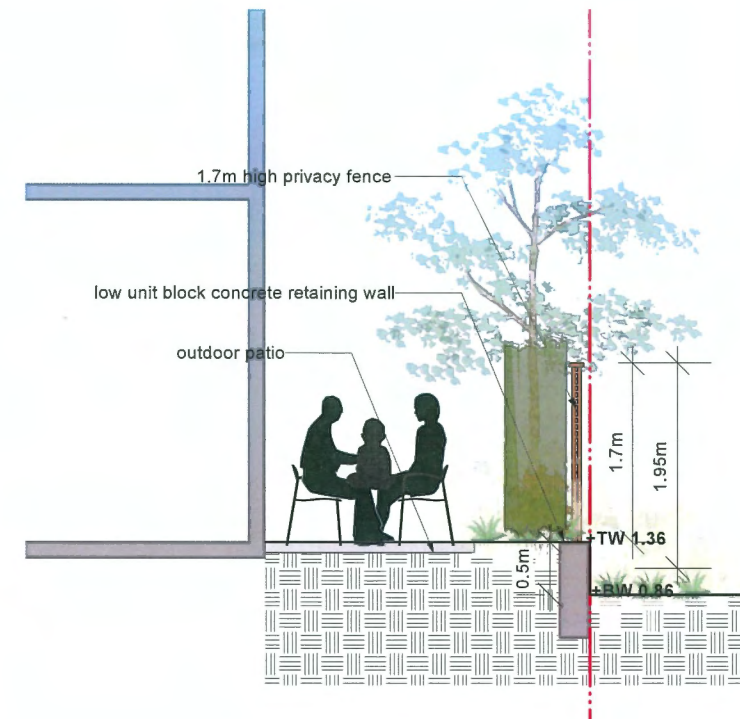
### Landscape Sections



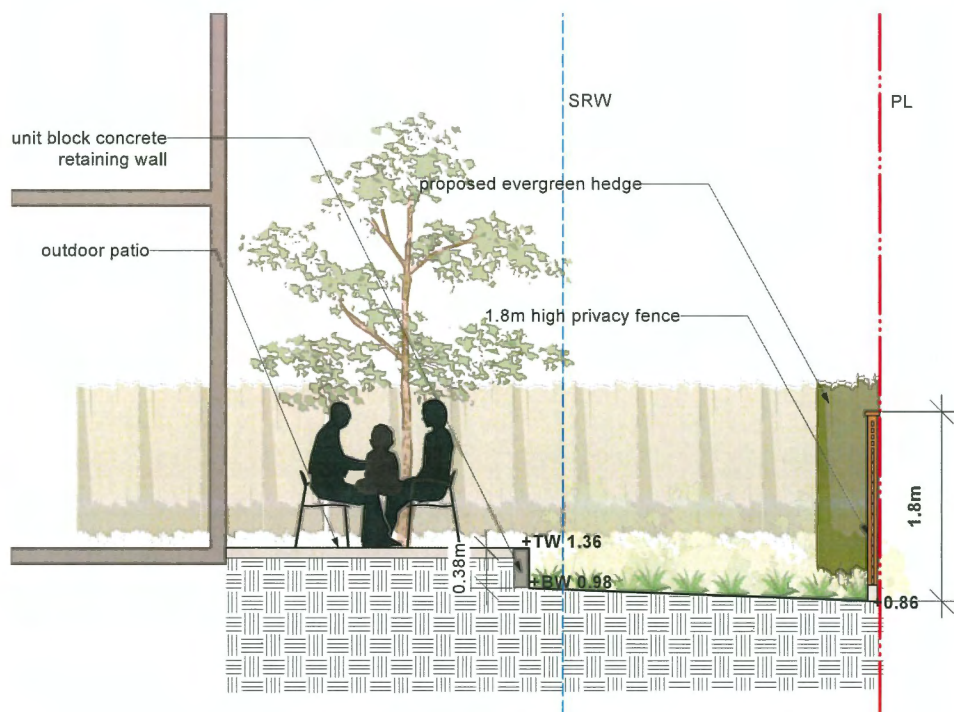
SECTIONS KEY PLAN



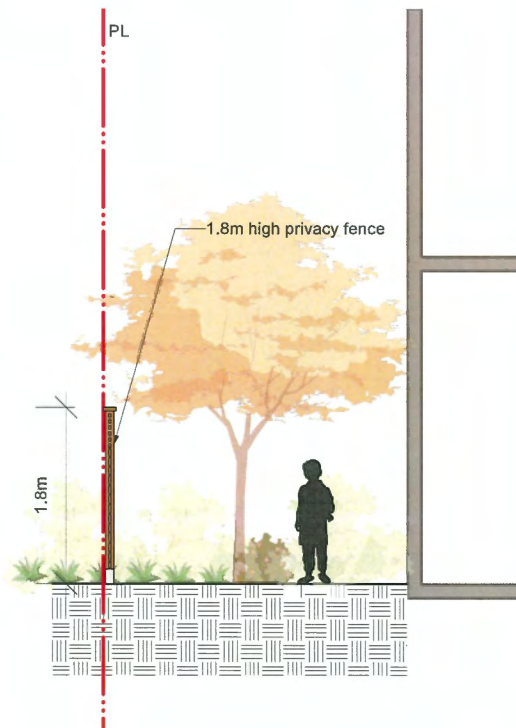
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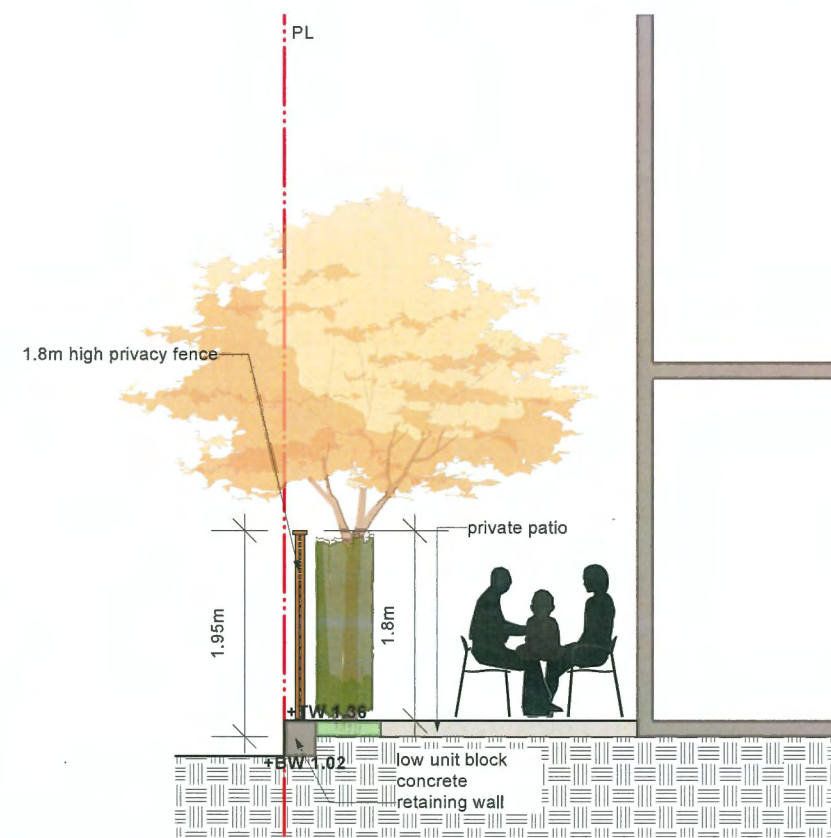
B SECTION B  
1:32



C SECTION C  
1:32



D SECTION D  
1:35



E SECTION E  
1:32

# DP 23-029303

# MARCH 5, 2025

# PLAN #27

**IRRIGATION DIAGRAM LEGEND**

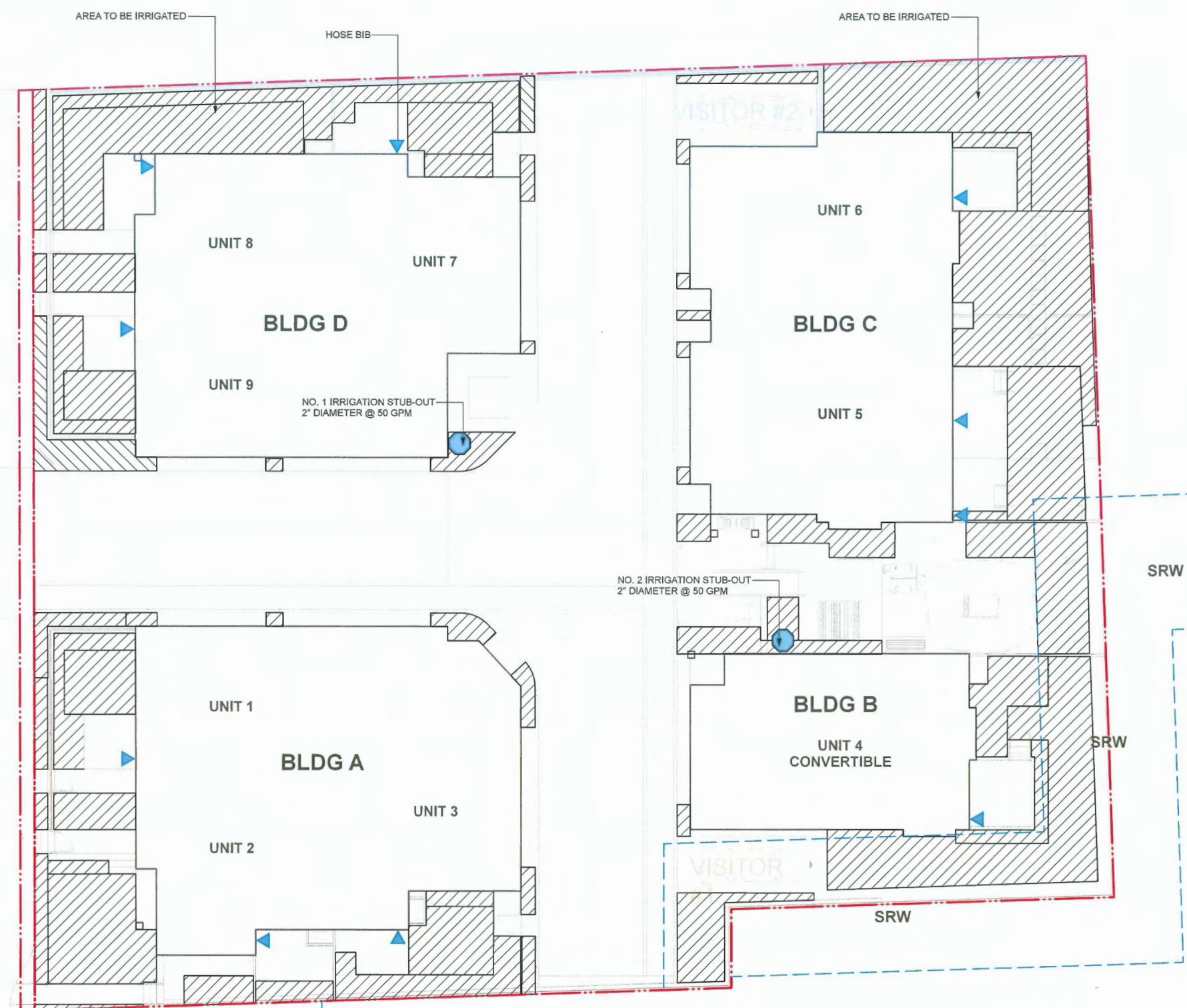
**KEY DESCRIPTION**

- AREA TO BE IRRIGATED
- IRRIGATION STUB OUT
- HOSE BIB

**DESIGN-BUILD IRRIGATION NOTES:**

1. LANDSCAPE CONTRACTOR TO PROVIDE COMPLETE DESIGN-BUILD SERVICES FOR ALL AUTOMATIC SITE IRRIGATION WORKS.
2. IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND A MEMBER IN GOOD STANDING OF THE IIABC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
3. IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND TRADES.
4. IRRIGATION TO CONFORM TO ALL IIABC STANDARDS WITH THE FOLLOWING EXCEPTIONS:
  - a. MATERIALS SECTION 8B: ALL PIPE TO BE MINIMUM CLASS 200
  - b. MATERIALS SECTION 5G: NO WIRE SMALLER THAN 14 GAUGE DIRECT BURIAL
5. COORDINATE WITH CIVIL CONTRACTOR TO PROVIDE PVC SLEEVING WHERE REQUIRED.
6. IRRIGATION STUB-OUTS AND HOSE BIBS PER MECHANICAL PLANS.
7. PROVIDE SHOP DRAWINGS FOR IRRIGATION LAYOUT TO CONSULTANT FOR REVIEW AND APPROVAL PRIOR TO FABRICATION AND INSTALLATION. INCLUDE SLEEVING, DRIP LINE, PIPE SIZE, VALVE BOXES, ETC., AND ALL IRRIGATION COMPONENT SPECIFICATIONS. VALVE BOXES TO BE LOCATED IN LOW-VISIBLE, PLANTED AREAS ONLY AND LOCATIONS TO BE APPROVED.
8. HIGH EFFICIENCY IRRIGATION TECHNOLOGY TO BE EMPLOYED INCLUDE, BUT ARE NOT LIMITED TO: CENTRAL SHUT-OFF VALVE, HIGH EFFICIENCY DRIP IRRIGATION LINES AND MOTION SENSOR/RAIN DELAY CONTROLLER
9. TEST SYSTEM PRIOR TO COMPLETION OF LANDSCAPE WORKS TO ENSURE NO LEAKAGE AND SPECIFIED PSI IS MET. PROVIDE WRITTEN NOTICE THAT PRESSURE TESTING HAS MET STANDARDS (LEAKS SHALL NOT BE REPAIRED BY PATCHING).
10. PROVIDE COVERAGE AND CONTROLLER TEST WHEN SYSTEM IS COMPLETE AND MAKE ADJUSTMENTS AS REQUIRED.
11. PROVIDE AS-BUILT RECORD DRAWINGS TO SCALE SHOWING LOCATIONS OF ALL CONCEALED COMPONENTS, PIPING SYSTEM AND CONDUIT.
12. MAINTAIN AND OPERATE IRRIGATION PER MANUFACTURER'S RECOMMENDATIONS THROUGHOUT WARRANTY PERIOD - WINTERIZE AS REQUIRED.
13. PROVIDE (3) COPIES OF INSTRUCTIONS MANUALS FOR OPERATION AND MAINTENANCE OF SYSTEM AND CONTROLS. SEASONAL ACTIVITY AND SHUTDOWN AND MANUFACTURER'S PARTS CATALOGUE.
14. INSTRUCT OWNER'S PERSONNEL IN THE OPERATION AND MAINTENANCE OF SYSTEM, INCLUDING ADJUSTING OF SPRINKLER HEADS. USE OPERATION AND MAINTENANCE MATERIAL AS BASIS FOR DEMONSTRATION.

FRANCIS ROAD



**HOMING  
LANDSCAPE  
ARCHITECTURE**

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**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: 1:100

DRAWN BY: EL

REVIEWED BY: EL

**Design-Build  
Irrigation Plan**



**DP 23-029303**

**MARCH 5, 2025**

**PLAN #28**

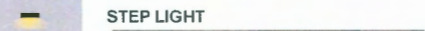


**LANDSCAPE LIGHTING LEGENDS**

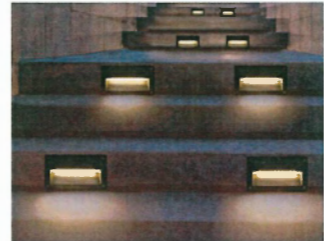
SYMBOL MATERIALS



UPLIGHT WITH SHIELD



STEP LIGHT



BOLLARD LIGHT WITH SHIELD



WALL MOUNTED LED DOWN LIGHT  
COMPACT LED LIGHT, OPAL LENS  
SUITABLE FOR EXTERIOR USE.



SURFACE MOUNTED CEILING LED FIXTURE  
3000K TEMP.  
SUITABLE FOR EXTERIOR USE.



**LIGHTING NOTES**

1. LIGHTING PLANS PROVIDED FOR INFORMATION ONLY. ALL EXTERIOR LIGHT FIXTURES, QUANTITIES, AND LOCATIONS TO BE APPROVED BY THE CLIENTS PRIOR TO ORDERING AND INSTALLATION.

2. CONTRACTOR TO COORDINATE RECESSED FORMING, ELECTRICAL CONDUIT, AND LOCATION LOGISTICS WITH OTHER TRADES AS REQUIRED.

3. SUBSTITUTIONS OF SPECIFIED MATERIALS TO BE APPROVED BY THE CLIENTS PRIOR TO ORDERING AND INSTALLATION.

4. CONTRACTOR TO ENSURE ALL LIGHTING WIRE AND FIXTURES MEET THE LOCAL ELECTRICAL REGULATIONS AND SAFETY REQUIREMENTS.



**HOMING  
LANDSCAPE  
ARCHITECTURE**

ADDRESS: 1423 W11TH AVENUE,  
VANCOUVER, BC, CANADA V6H 1K9  
CELL: 778-323-3536  
EMAIL: HOMINGLANDSCAPE@GMAIL.COM

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I	2024-11-04	ISSUED FOR ADP
J	2025-01-06	ISSUED FOR ADP COMMENTS
K	2025-03-03	ISSUED FOR DP

**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: 1:100

DRAWN BY: EL

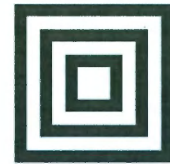
REVIEWED BY: EL

**Conceptual  
Landscape  
Lighting Plan**

**DP 23-029303**

**MARCH 5, 2025**

**PLAN #29**



# HOMING LANDSCAPE ARCHITECTURE

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K	2025-03-03	ISSUED FOR DP

## 9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: AS SHOWN

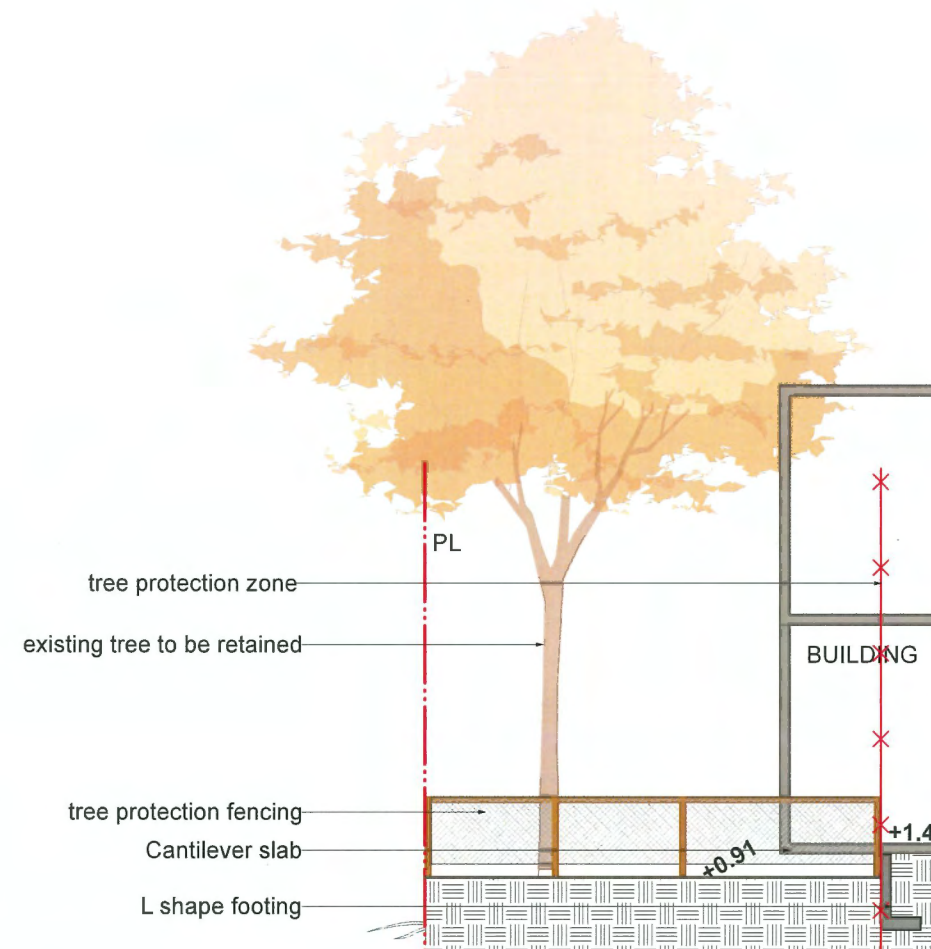
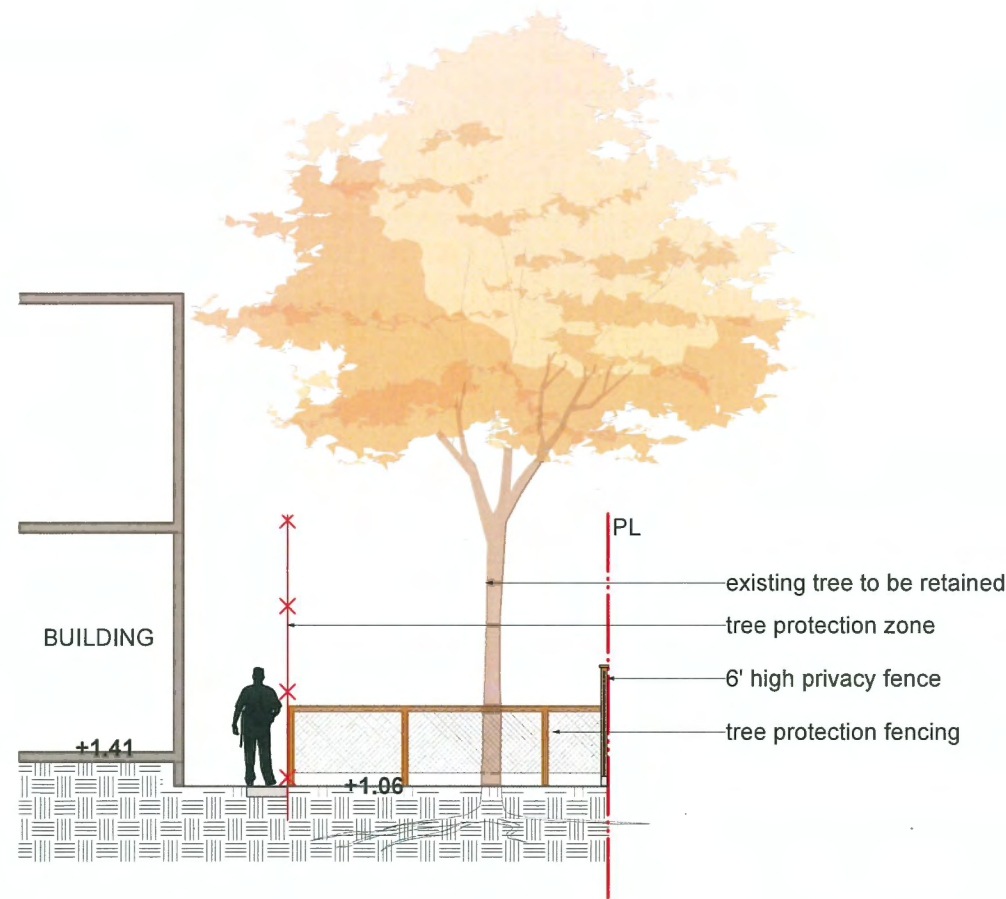
DRAWN BY: EL

REVIEWED BY: EL

## Tree Protection Area Profile



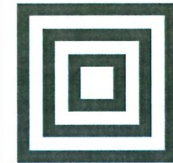
SECTIONS KEY PLAN



SECTION A  
1:50  
**DP 23-029303**

**MARCH 5, 2025**

**PLAN #30**



# HOMING LANDSCAPE ARCHITECTURE

ADDRESS: 1423 WITH AVENUE,  
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## 9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: AS SHOWN

DRAWN BY: EL

REVIEWED BY: EL

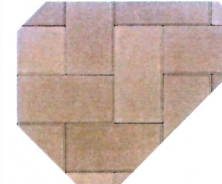
## HARDSCAPE DETAILS

AQUAPAVE STANDARD PAVER  
BY ABBOTSFORD CONCRETE PRODUCTS

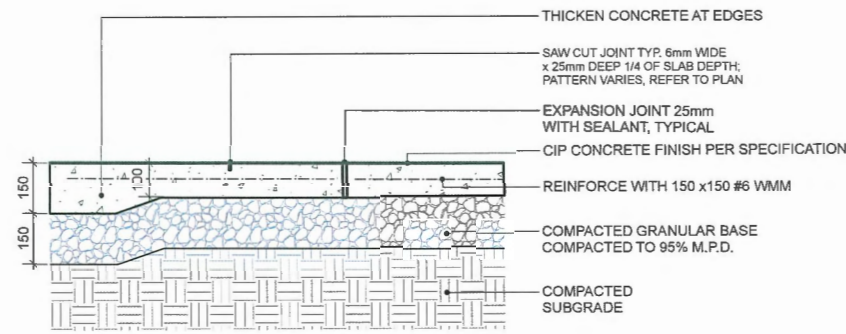
PATTERN: RUNNING BOND  
LENGTH: 8-3/8" (221MM)  
WIDTH: 4-5/16" (110MM)  
THICKNESS: 3-1/8" (80MM)



COLOR: CHARCOAL  
DRIVEWAY & VISITOR PARKING

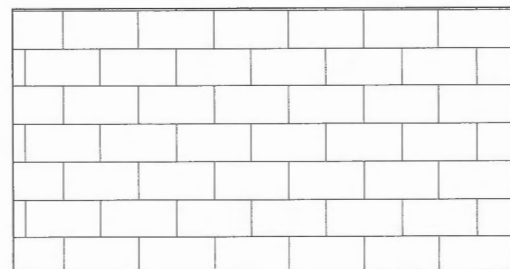


COLOR: DESERT SAND  
PEDESTRIAN PATH

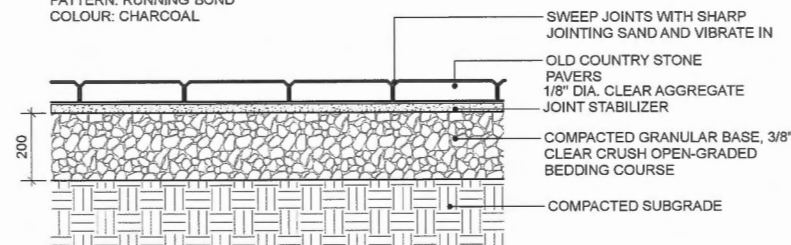


NOTES:  
1. EXPANSION JOINTS 6m O.C. MAX, CONTROL JOINTS @ 1.5m O.C. ADJUST TO SUIT SITE LAYOUT PLAN.  
2. ALL SCORELINES TO BE APPROVED BY LANDSCAPE ARCHITECT ON-SITE PRIOR TO INSTALLATION.

### 1 CIP CONCRETE ON GRADE (TYPICAL) Scale: 1:10

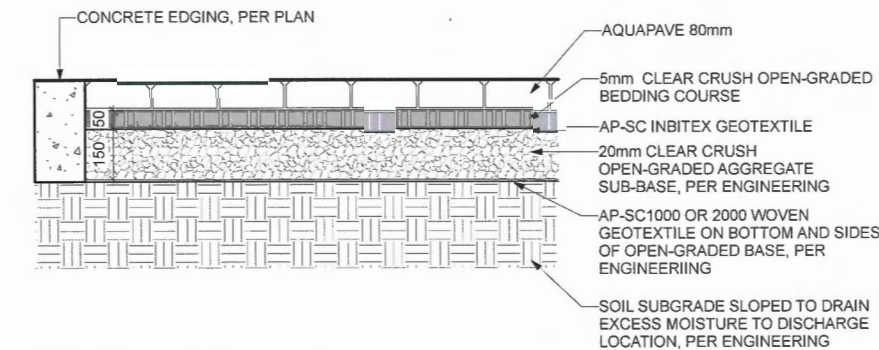


PLAN  
CLASSIC STANDARD PAVERS - STANDARD SIZE BY  
ABBOTSFORD CONCRETE (1-800-663-4091)  
DIMENSIONS: STANDARD 225(L) x 112.5(W) x 60(T) mm (8-7/8" x  
4-7/16" x 2-3/8")  
PATTERN: RUNNING BOND  
COLOUR: CHARCOAL



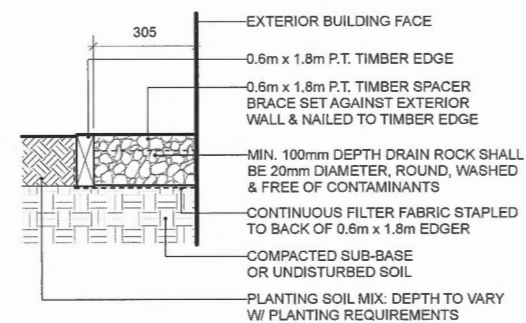
NOTE:  
USE CONCRETE HIDDEN EDGE RESTRAINT WHEN PAVERS ARE NOT ADJACENT TO A SOLID EDGE CONDITION.

### 2 CONCRETE UNIT PAVING ON GRADE Scale: 1:10



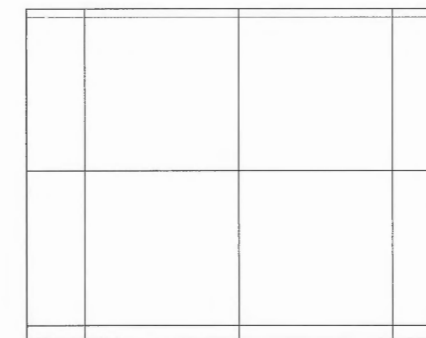
NOTE:  
1. REFER TO ENGINEERING DRAWINGS FOR THE BASE MATERIALS INSTALLED UNDERNEATH THE PAVERS.  
2. THE CONDITIONS UNDER THE PAVERS SHALL BE APPROVED BY ENGINEERS BEFORE PAVERS INSTALLATION.

### 3 AQUAPAVE PERMEABLE PAVER Scale: 1:10

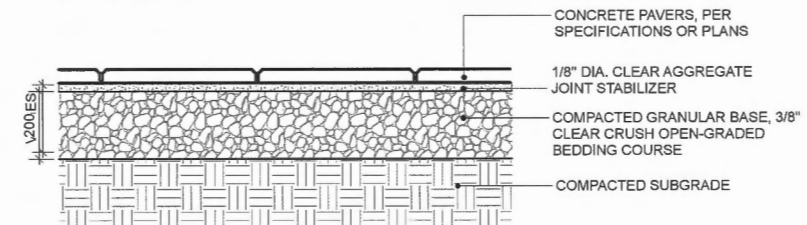


NOTE: ALL LUMBER SIZES ARE SHOWN AS NOMINAL

### 4 GRAVEL DRAIN STRIP - ON GRADE Scale: 1:10

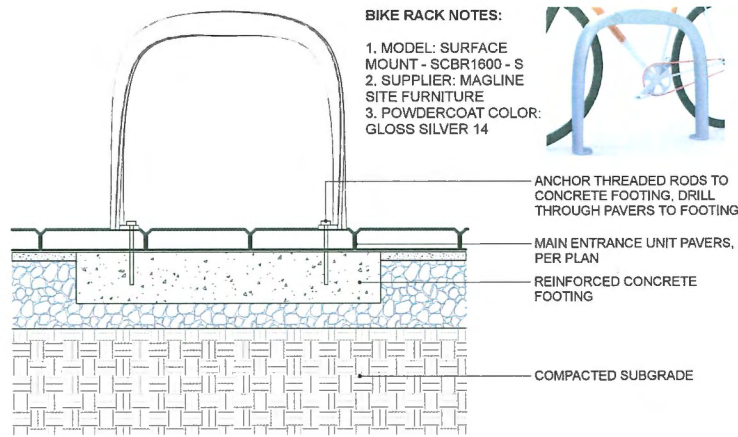


PLAN  
TEXADA HYDRAPRESSED SLABS BY ABBOTSFORD CONCRETE PRODUCTS (1-800-663-4091)  
DIMENSIONS: 457 mm x 457 mm x 40 mm  
COLOUR: NATURAL  
PATTERN: GRID



NOTE:  
1. USE CONCRETE HIDDEN EDGE RESTRAINT WHEN PAVERS ARE NOT ADJACENT TO A SOLID EDGE CONDITION.  
2. BLACKJACK PEDESTAL SYSTEM AVAILABLE FROM ABBOTSFORD CONCRETE PRODUCTS, INSTALLATION PER MANUFACTURES INSTRUCTIONS.

### 5 CONCRETE SLAB PAVING Scale: 1:10

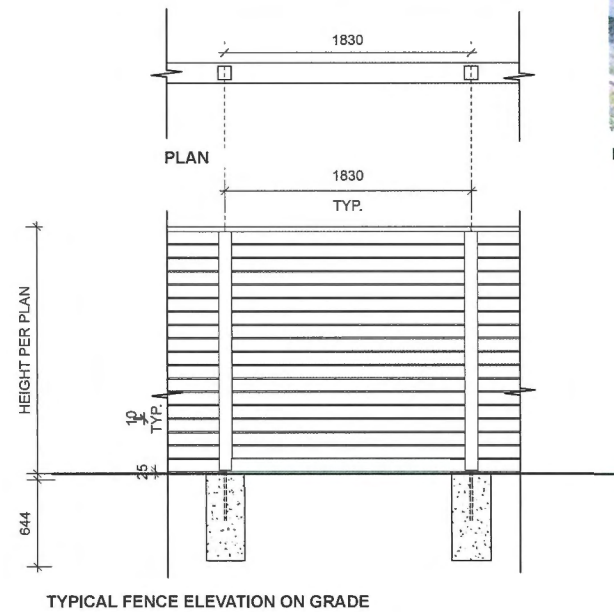


NOTE:  
PER SUPPLIER FOR SPECIFICATIONS AND INSTALLATIONS.

**1 BIKE RACK**  
Scale: 1:10

NOTE:

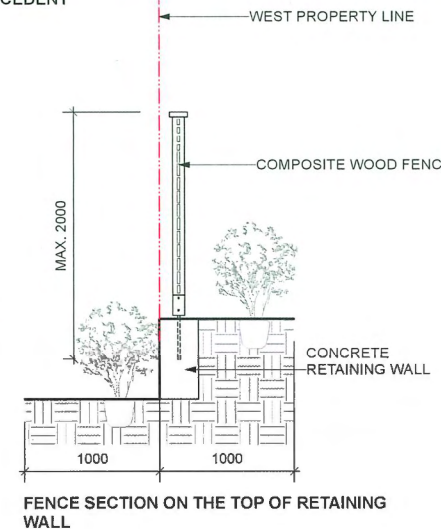
MAX. 2.0m HIGH FENCE IS MEASURED FROM THE AVERAGE FINISHED SITE GRADE (MEASURED AT A POINT 1.0m FROM BOTH SIDES OF THE PROPERTY LINE) TO THE TOP OF THE FENCE.



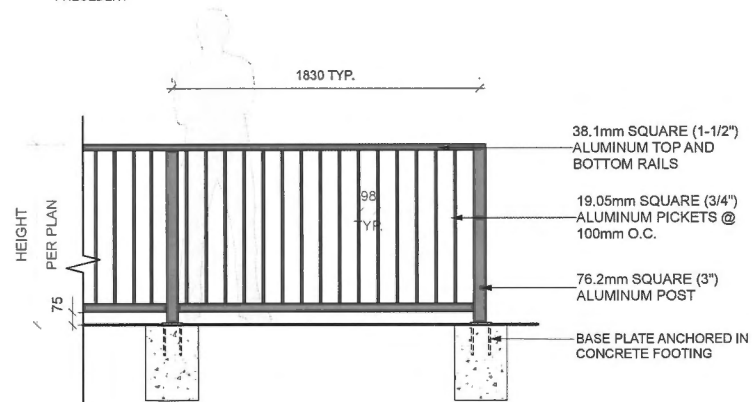
**3 COMPOSITE WOOD PRIVACY FENCE**  
Scale: 1:25



PRECEDENT



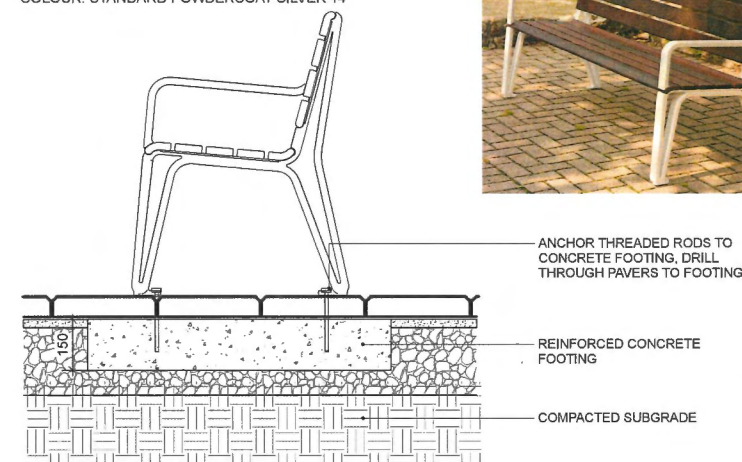
PRECEDENT



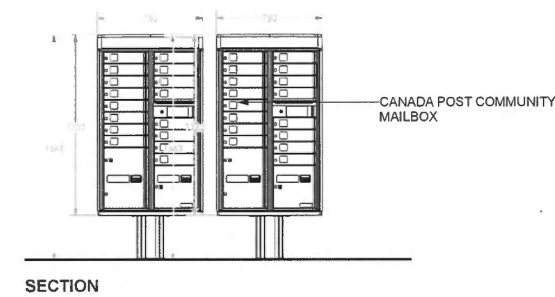
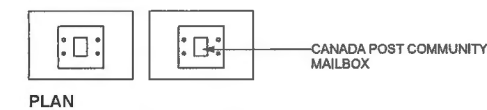
NOTES:  
1. ALL METAL ALUMINUM WITH BLACK POWDERCOAT FINISH (TO BE FACTORY APPLIED)  
2. ALL WELDED CONSTRUCTION.  
3. PROVIDE SHOP DRAWINGS FOR APPROVAL.  
4. CONCRETE FOOTING TO BE CONFIRMED BY STRUCTURAL ENGINEER.

**2 METAL FENCE**  
Scale: 1:20

2300 ICONIC BACKED BENCH BY MAGLIN SITE FURNITURE (1-800-716-5506)  
MODEL: MBE-2300-00017  
LENGTH: 70" (177.8cm)  
HEIGHT: 33.3" (84.5cm)  
DEPTH: 25.5" (64.8cm)  
SEAT HEIGHT: 18" (45.7cm)  
WEIGHT: 122.5lbs (55.6kg)  
COLOUR: STANDARD POWDERCOAT SILVER 14



**4 BENCH**  
1:10



**5 CANADA POST MAILBOX**  
Scale: 1:25



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**9371/9391 FRANCIS ROAD TOWNHOUSE DEVELOPMENT**

PROJECT ADDRESS:  
9371/9391 FRANCIS ROAD  
RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: AS SHOWN

DRAWN BY: EL

REVIEWED BY: EL

**FURNITURING DETAILS**

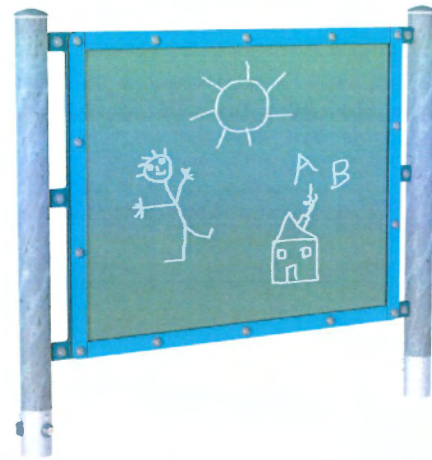
**DP 23-029303**

**MARCH 5, 2025**

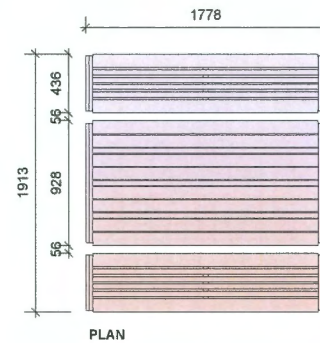
**PLAN #32**



1 **SENSORY MULTI PLAY PANEL**



4 **CHALK BOARD BY KOMPAN**



NOTES:  
 1. TYPE: 720 CLUSTER SEATING BY MAGLIN (1-800-716-6606) OR APPROVED ALTERNATIVE.  
 2. MODEL: MTB-0720-00002, SURFACE MOUNT, IPE WOOD  
 3. COLOR: POWDERCOAT GLOSS COLLECTION SILVER 14

5 **PICNIC TABLE AND BENCHES**  
 Scale: 1:25

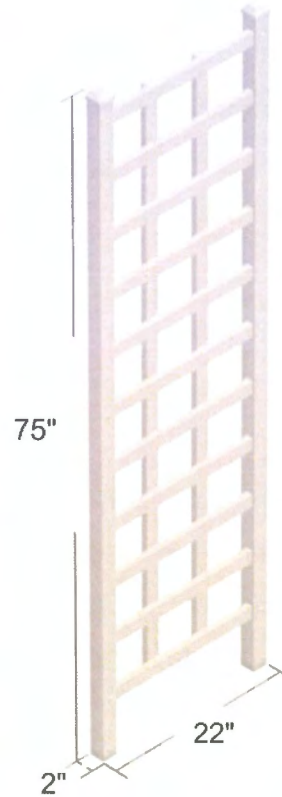


2 **VILLA PLAYHOUSE**

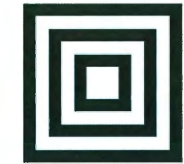


NOTE: REINHART 75"H X 22"W VINYL LATTICE PANEL TRELLIS

6 **LATTICE PANEL TRELLIS**  
 N/A



3 **GIRAFFE PLAY STRUCTURE BY KOMPAN**  
**DP 23-029303**



**HOMING  
 LANDSCAPE  
 ARCHITECTURE**

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**9371/9391 FRANCIS  
 ROAD TOWNHOUSE  
 DEVELOPMENT**

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 RICHMOND, BC, CANADA

PROJECT NUMBER: 22-34

SCALE: AS SHOWN

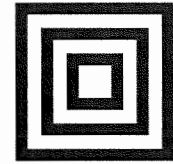
DRAWN BY: EL

REVIEWED BY: EL

**FURNITURING  
 DETAILS**

**MARCH 5, 2025**

**PLAN #33**



**HOMING  
LANDSCAPE  
ARCHITECTURE**

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**9371/9391 FRANCIS  
ROAD TOWNHOUSE  
DEVELOPMENT**

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RICHMOND, BC, CANADA

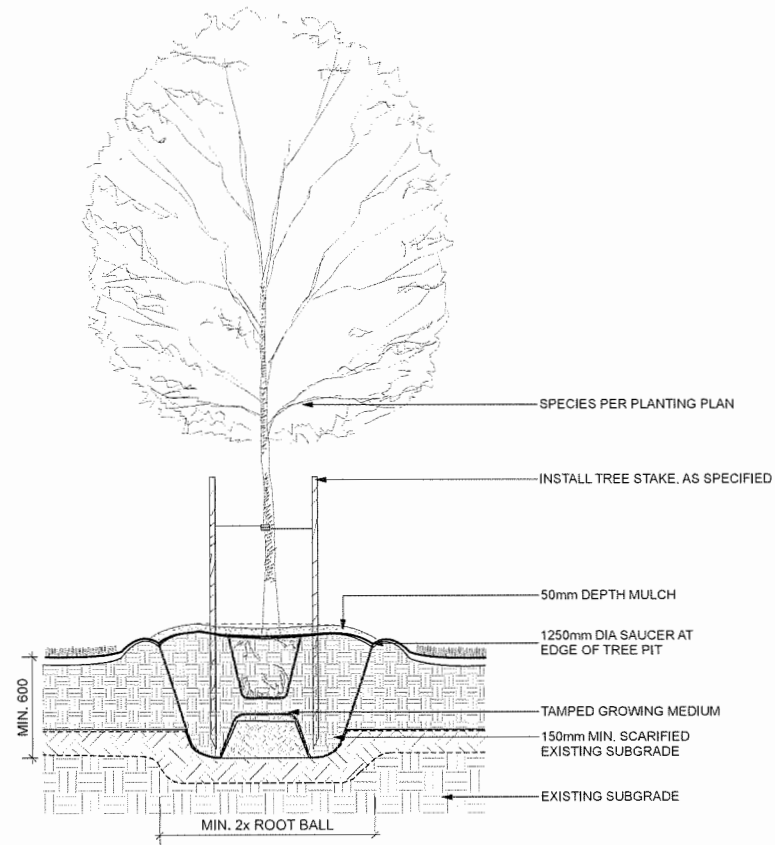
PROJECT NUMBER: 22-34

SCALE: AS SHOWN

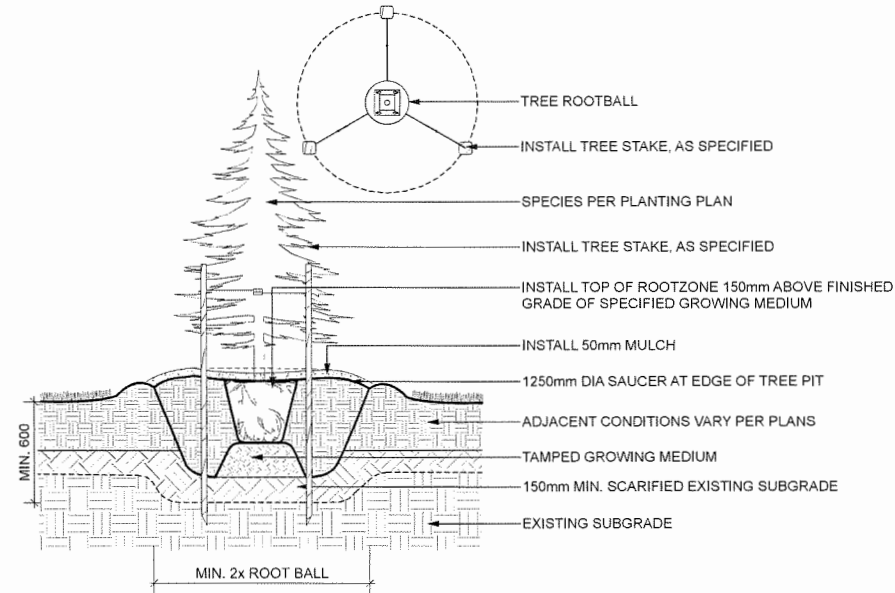
DRAWN BY: EL

REVIEWED BY: EL

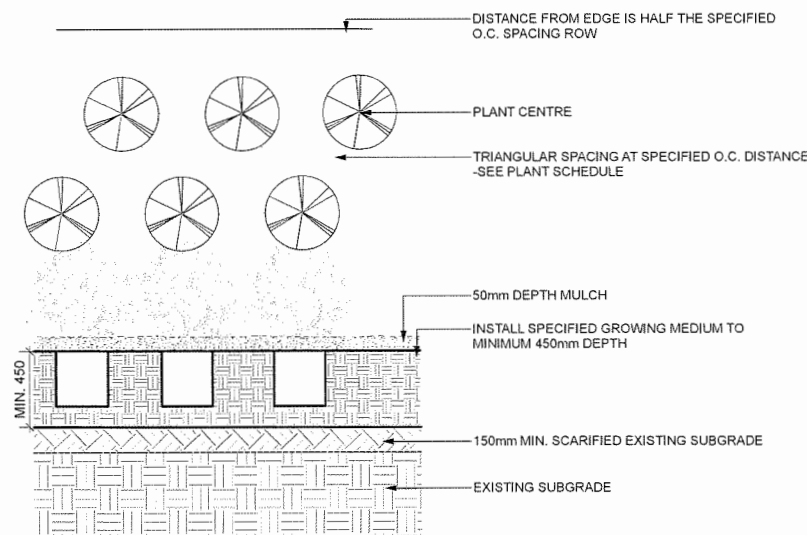
**SOFTSCAPE  
DETAILS**



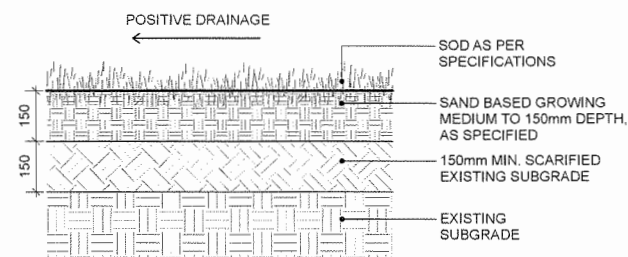
**1 DECIDUOUS TREE PLANTING ON GRADE (TYPICAL)**  
Scale: 1:20



**3 CONIFEROUS TREE PLANTING ON GRADE (TYPICAL)**  
Scale: 1:20

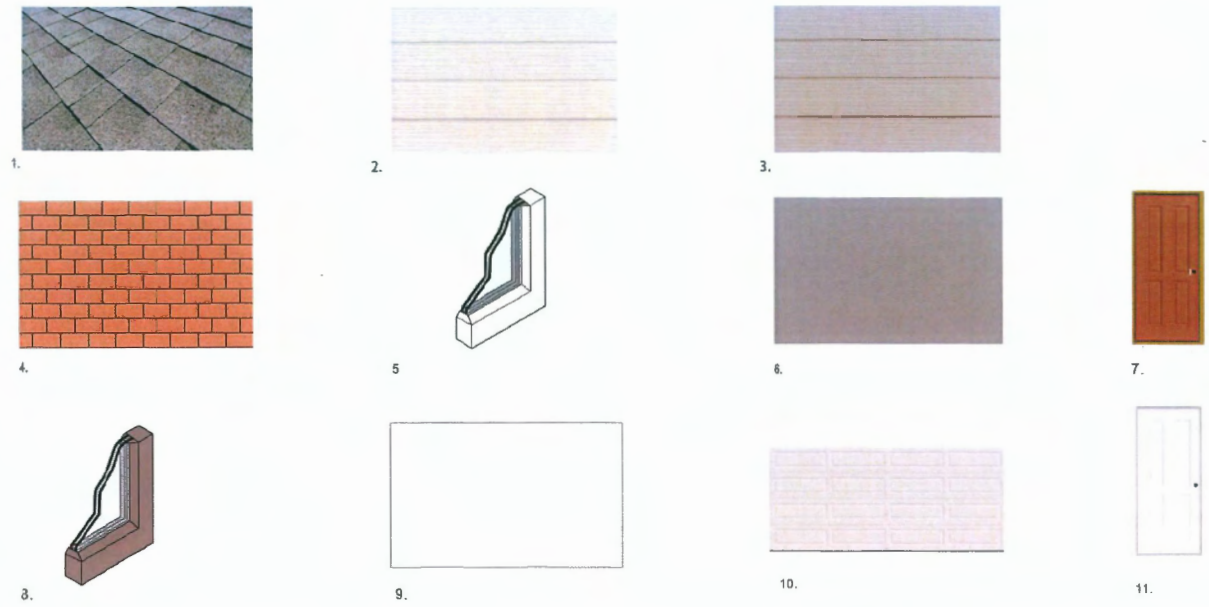


**2 PLANTING ON GRADE (TYPICAL)**  
Scale: 1:20

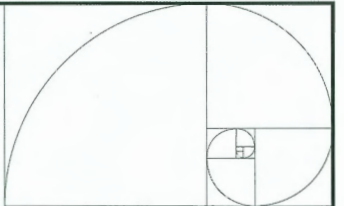


**4 SOD LAWN (TYPICAL)**  
Scale: 1:10

9371 FRANCIS ROAD. RICHMOND, BC



- EXTERIOR FINISH MATERIAL SCHEDULE
- 1.HIGH PROFILE ASPHALT SHINGLES (LIGHT GREY)
  - 2.PAINTED COMPOSITE CEMENT-HARDIELAP SIDING (GREY)
  - 3.PAINTED COMPOSITE CEMENT-HARDIELAP SIDING (BROWN)
  - 4.BRICK CLADDING (RED)
  - 5.VINYL WINDOW W/ CLEAR DOUBLE GLAZING & LIGHT WHITE FRAME
  - 6.PAINTED WOOD FASCIA BOARD / TRIM / STEEL DOOR /GUARDRAIL (DARK GREY)
  - 7.PAINTED WOOD UNIT ENTRY DOOR (NATURAL WOOD COLOR)
  - 8.VINYL WINDOW W/ CLEAR DOUBLE GLAZING & DARK BROWN FRAME
  - 9.PAINTED COMPOSITE CEMENT SHEET PANEL (WHITE)
  - 10.METAL GARAGE DOOR (LIGHT GREY)
  - 11.PAINTED WOOD UNIT ENTRY DOOR (WHITE COLOR)



ARCHITECTURE  
INTERIOR  
DESIGN  
PLANNING

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Dimensions  
The Contractor shall verify all dimensions, and immediately report any errors and/or omissions to Imperial Architecture. DO NOT SCALE DRAWINGS.

ISSUED FOR DP RESUBMISSION	J.Z.	J.L.	25.03.01
ISSUED FOR ADP REVIEW	J.Z.	J.L.	24.10.25
ISSUED FOR DP RESUBMISSION	J.Z.	J.L.	24.10.09
ISSUED FOR DP RESUBMISSION	J.Z.	J.L.	24.09.26
ISSUED FOR PLANNING COMMITTEE REVIEW	J.Z.	J.L.	24.01.23
ISSUED FOR DP RESUBMISSION	J.Z.	J.L.	23.11.14
ISSUED FOR DP SUBMISSION	J.Z.	J.L.	23.09.19
ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	23.09.12
ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	23.04.10
ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	22.11.18
ISSUED FOR REDWING APPLICATION	J.Z.	J.L.	21.11.20
Issued	By	Appr.	TK/MR/DO



Francis Road Elevation



Client/Project  
TOWNHOUSE DEVELOPMENT  
9371 / 9391 FRANCIS ROAD  
RICHMOND, BC  
(RZ 22-005593, DP 23-029303)

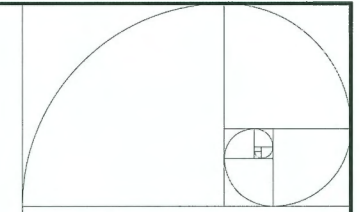
Title  
COLORED EXTERIOR FINISH  
MATERIAL SAMPLE BOARD

Project No. Scale  
#8272 N.T.S.

DP 23-029303

MARCH 5, 2025

PLAN #35



ARCHITECTURE  
 INTERIOR DESIGN  
 PLANNING

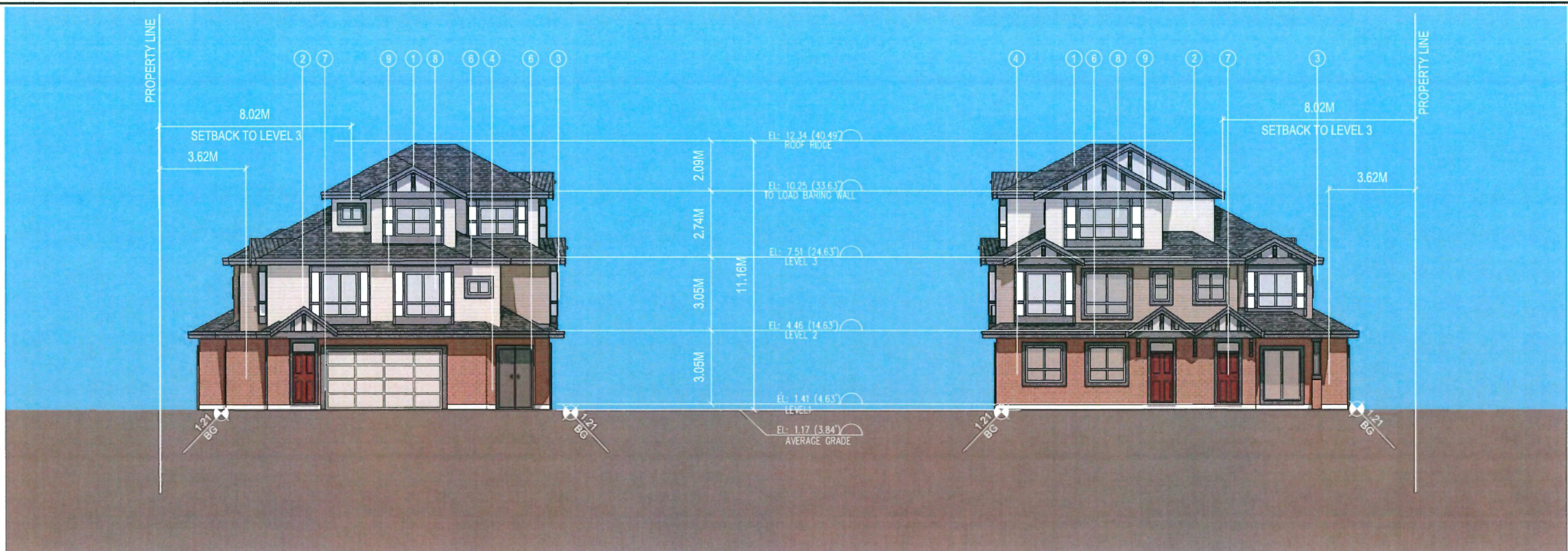
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ISSUED FOR REDWING APPLICATION	J.Z.	J.L.	21.11.20
Issued	By	Appd.	VV.MW.20

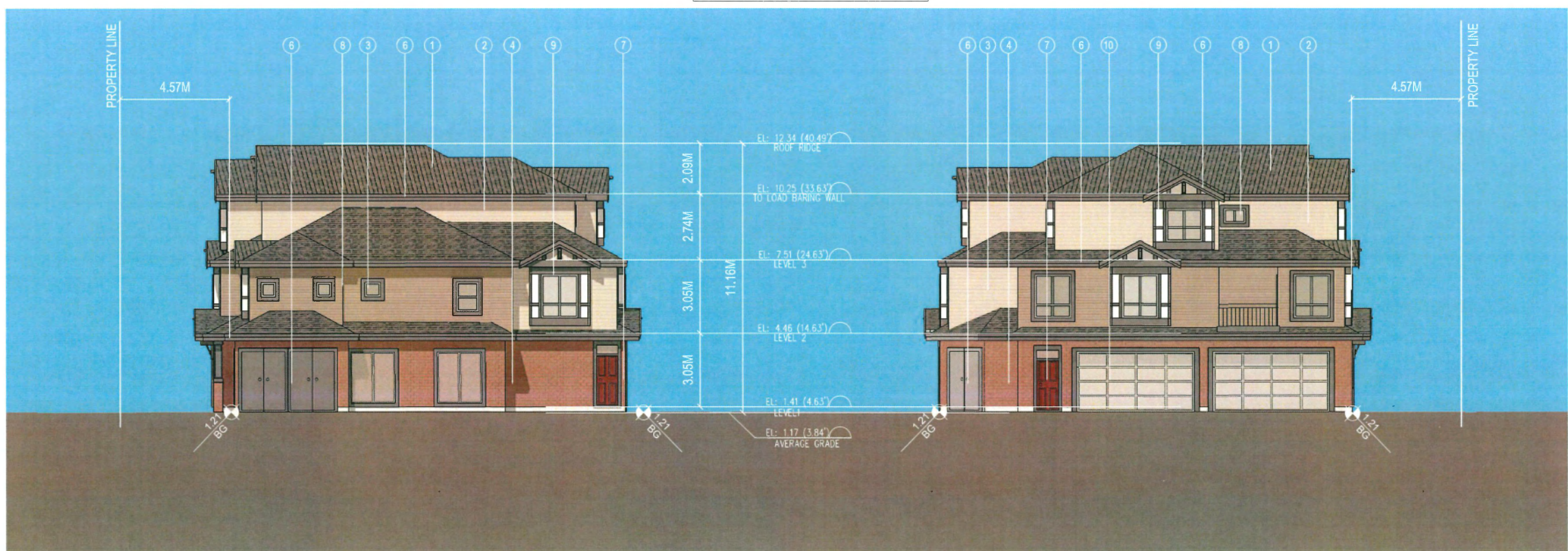


**1 BUILDING A NORTH ELEVATION**  
 A3.1 SCALE: 1/8"=1'-0"

**2 BUILDING A SOUTH ELEVATION**  
 A3.1 SCALE: 1/8"=1'-0"

**EXTERIOR FINISH MATERIAL SCHEDULE**

- HIGH PROFILE ASPHALT SHINGLES (LIGHT GREY)
- PAINTED COMPOSITE CEMENT-HARDIPLAP SIDING (GREY)
- PAINTED COMPOSITE CEMENT-HARDIPLAP SIDING (BROWN)
- BRICK CLADDING (RED)
- VINYL WINDOW W/ CLEAR DOUBLE GLAZING & LIGHT WHITE FRAME
- PAINTED WOOD FASCIA BOARD / TRIM / STEEL DOOR / GUARDRAIL (DARK GREY)
- PAINTED WOOD UNIT ENTRY DOOR (NATURAL WOOD COLOR)
- VINYL WINDOW W/ CLEAR DOUBLE GLAZING & DARK BROWN FRAME
- PAINTED COMPOSITE CEMENT SHEET PANEL (WHITE)
- METAL GARAGE DOOR (LIGHT GREY)
- PAINTED WOOD UNIT ENTRY DOOR (WHITE COLOR)



**3 BUILDING A EAST ELEVATION**  
 A3.1 SCALE: 1/8"=1'-0"

**4 BUILDING A WEST ELEVATION**  
 A3.1 SCALE: 1/8"=1'-0"



Client/Project  
**TOWNHOUSE DEVELOPMENT**  
 9371 / 9391 FRANCIS ROAD  
 RICHMOND, BC  
 (RZ 22-005593, DP 23-029303)

Title  
**BUILDING A ELEVATIONS**

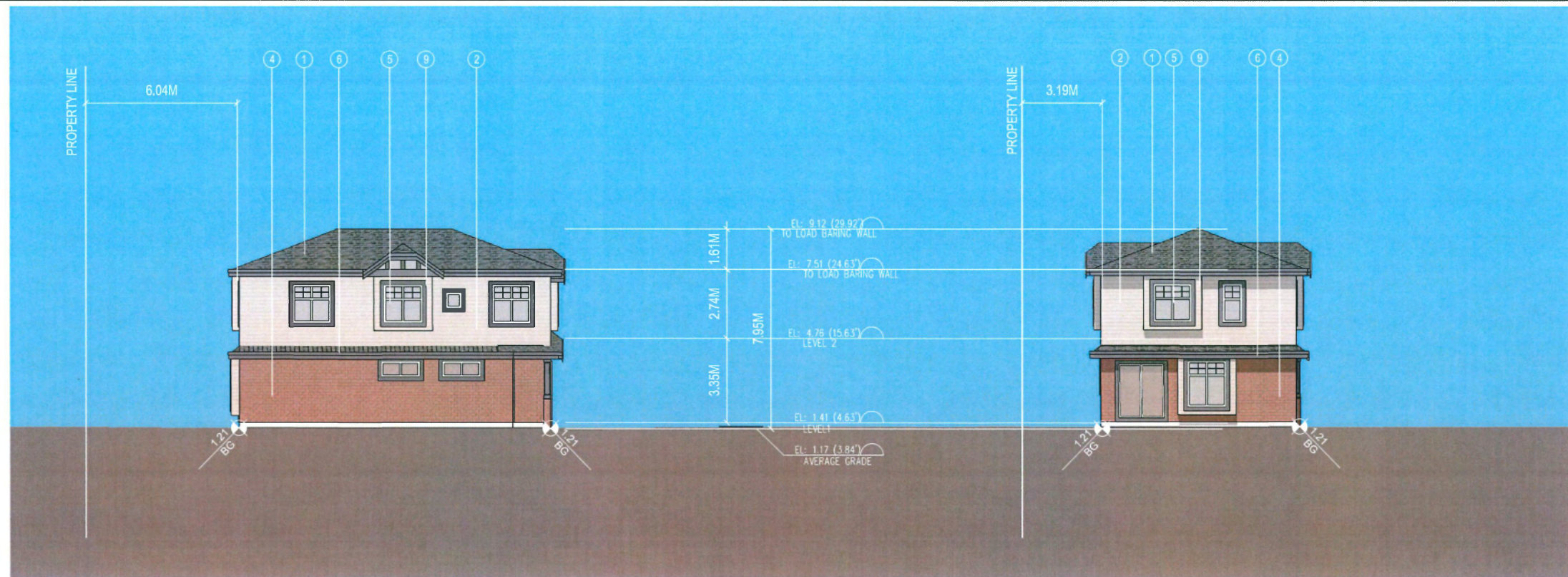
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 Date 2025-03-01

**DP 23-029303**

**MARCH 5, 2025**

**PLAN #36**



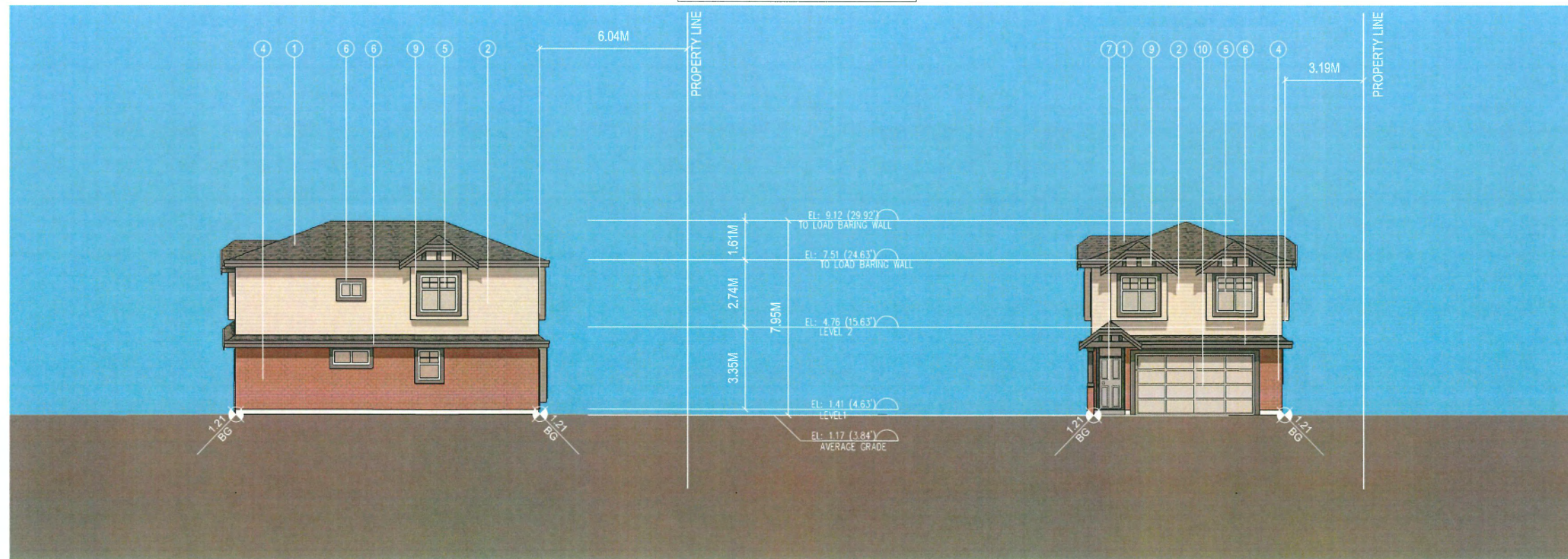


**1 BUILDING B WEST ELEVATION**  
A3.2 SCALE: 1/8"=1'-0"

**2 BUILDING B NORTH ELEVATION**  
A3.2 SCALE: 1/8"=1'-0"

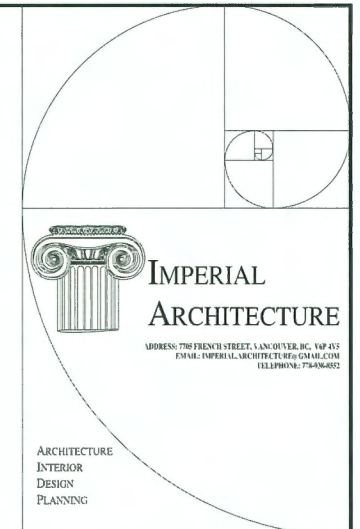
EXTERIOR FINISH MATERIAL SCHEDULE

1. HIGH PROFILE ASPHALT SHINGLES (LIGHT GREY)
2. PAINTED COMPOSITE CEMENT-HARDIPLAP SIDING (GREY)
3. PAINTED COMPOSITE CEMENT-HARDIPLAP SIDING (BROWN)
4. BRICK CLADDING (RED)
5. VINYL WINDOW W/ CLEAR DOUBLE GLAZING & LIGHT WHITE FRAME
6. PAINTED WOOD FASCIA BOARD / TRIM / STEEL DOOR / GUARDRAIL (DARK GREY)
7. PAINTED WOOD UNIT ENTRY DOOR (NATURAL WOOD COLOR)
8. VINYL WINDOW W/ CLEAR DOUBLE GLAZING & DARK BROWN FRAME
9. PAINTED COMPOSITE CEMENT SHEET PANEL (WHITE)
10. METAL GARAGE DOOR (LIGHT GREY)
11. PAINTED WOOD UNIT ENTRY DOOR (WHITE COLOR)



**3 BUILDING B EAST ELEVATION**  
A3.2 SCALE: 1/8"=1'-0"

**4 BUILDING B SOUTH ELEVATION**  
A3.2 SCALE: 1/8"=1'-0"



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Issued	By	Appd.	YY.MM.DD



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(RZ 22-005593, DP 23-029303)

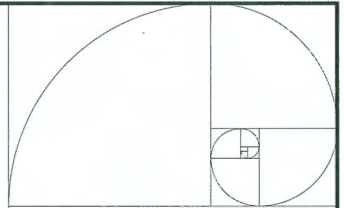
Title  
**BUILDING B ELEVATIONS**

Project No. #8272 Scale 1/8"=1'-0"  
Drawing No. 2 of 3 Revision

**DP 23-029303**

**MARCH 5, 2025**

**PLAN #37**



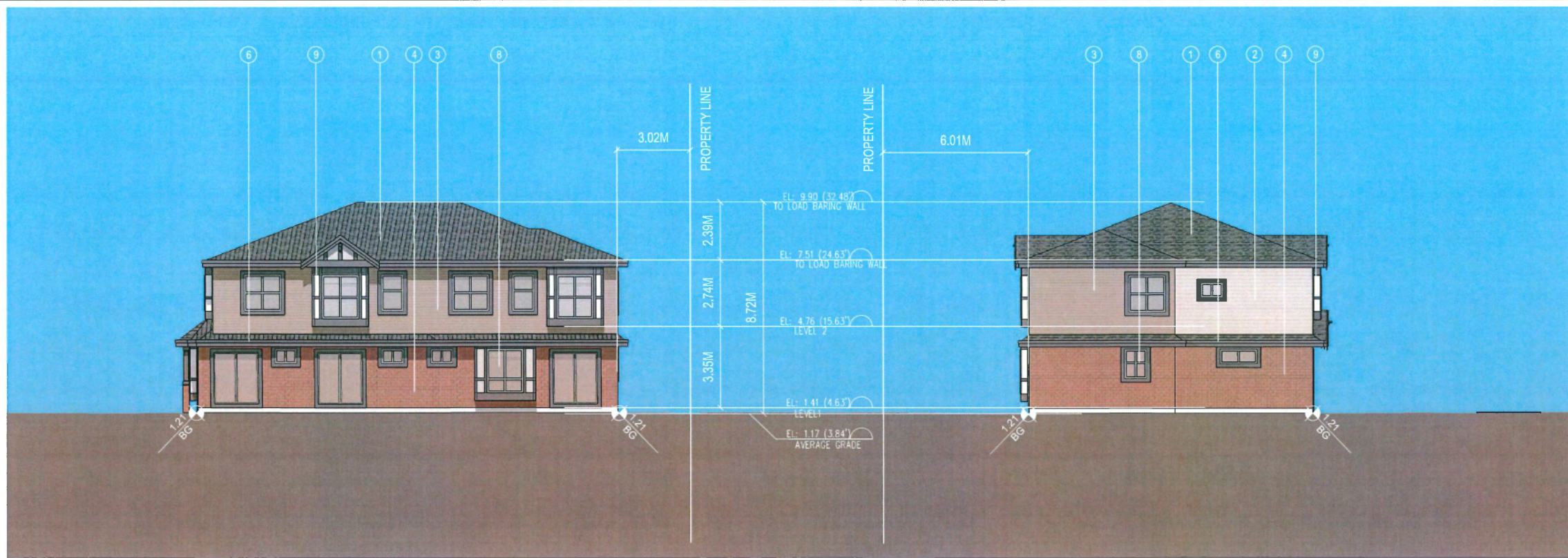
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ISSUED FOR REZONING APPLICATION	J.Z.	J.L.	21.11.20
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Title  
**BUILDING C ELEVATIONS**

Project No. #8272 Scale 1/8"=1'-0"  
 Drawing No. 3 of 3 Revision

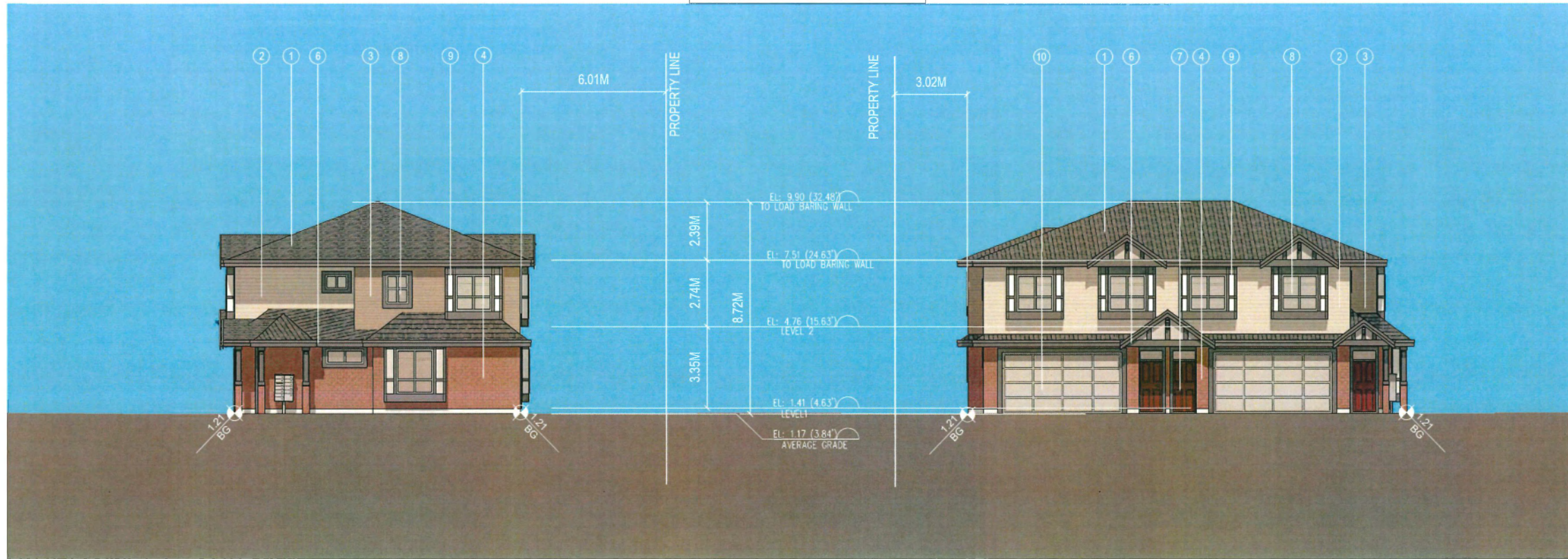


**1 BUILDING C NORTH ELEVATION**  
 A3.3 SCALE: 1/8"=1'-0"

**2 BUILDING C WEST ELEVATION**  
 A3.3 SCALE: 1/8"=1'-0"

EXTERIOR FINISH MATERIAL SCHEDULE

- HIGH PROFILE ASPHALT SHINGLES (LIGHT GREY)
- PAINTED COMPOSITE CEMENT-HARDIPLAP SIDING (GREY)
- PAINTED COMPOSITE CEMENT-HARDIPLAP SIDING (BROWN)
- BRICK CLADDING (RED)
- VINYL WINDOW W/ CLEAR DOUBLE GLAZING & LIGHT WHITE FRAME
- PAINTED WOOD FASCIA BOARD / TRIM / STEEL DOOR / GUARDRAIL (DARK GREY)
- PAINTED WOOD UNIT ENTRY DOOR (NATURAL WOOD COLOR)
- VINYL WINDOW W/ CLEAR DOUBLE GLAZING & DARK BROWN FRAME
- PAINTED COMPOSITE CEMENT SHEET PANEL (WHITE)
- METAL GARAGE DOOR (LIGHT GREY)
- PAINTED WOOD UNIT ENTRY DOOR (WHITE COLOR)



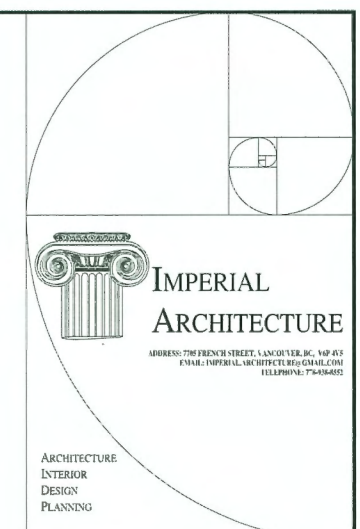
**3 BUILDING C EAST ELEVATION**  
 A3.3 SCALE: 1/8"=1'-0"

**4 BUILDING C SOUTH ELEVATION**  
 A3.3 SCALE: 1/8"=1'-0"

**DP 23-029303**

**MARCH 5, 2025**

**PLAN #38**



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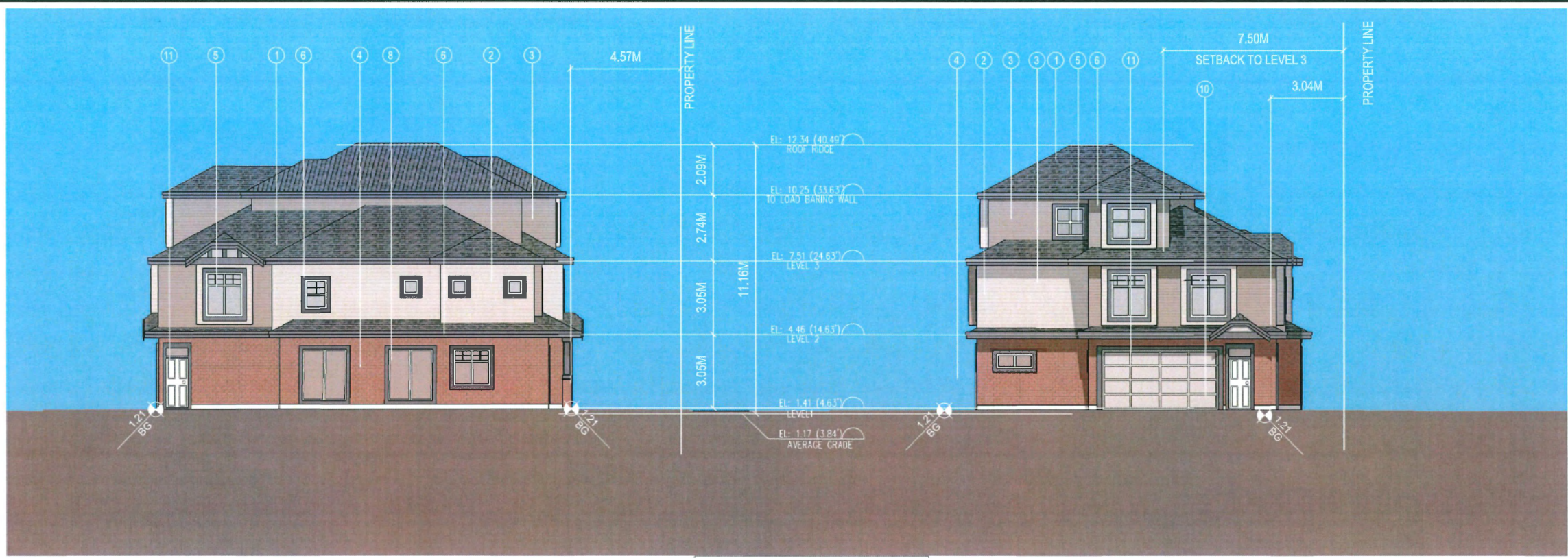
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ISSUED FOR REZONING APPLICATION	J.Z.	J.L.	21.11.30
Issued	By	Appd.	TY.MH.00



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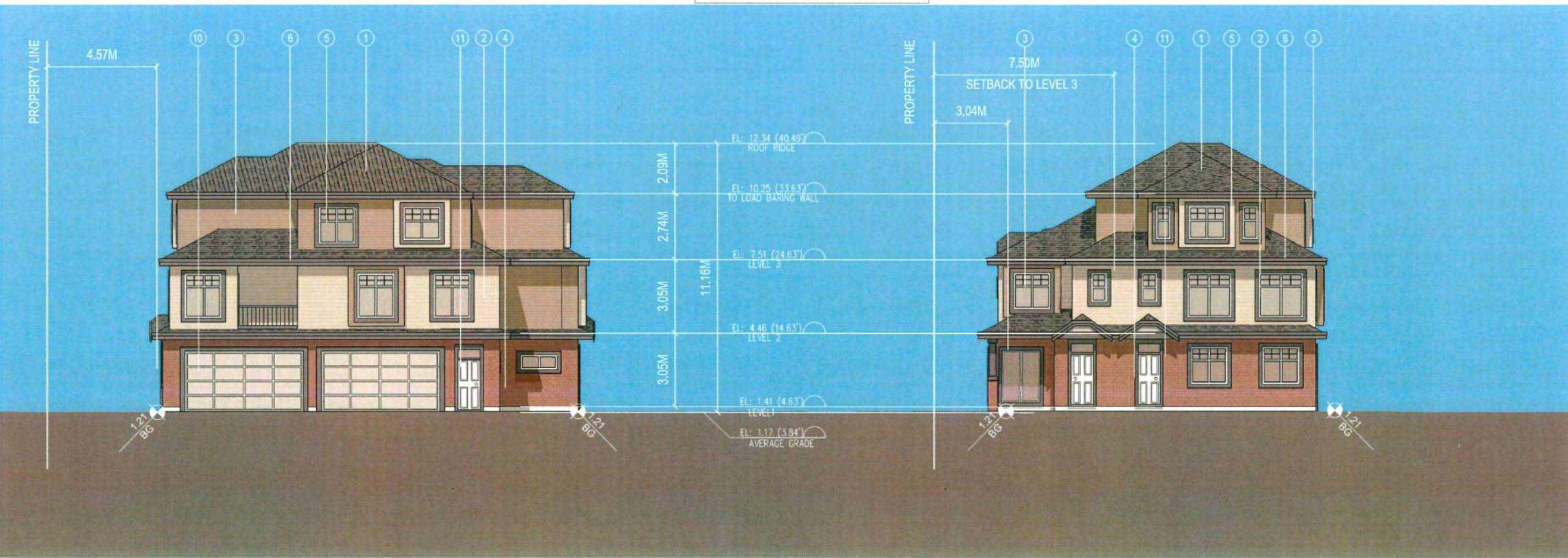
Title  
**BUILDING D ELEVATIONS**

Project No. #8272  
 Scale 1/8"=1'-0"  
 Drawing No. 4 of 4  
 Revision



EXTERIOR FINISH MATERIAL SCHEDULE

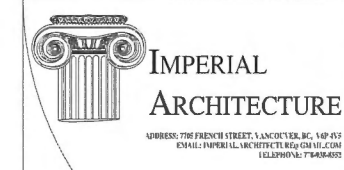
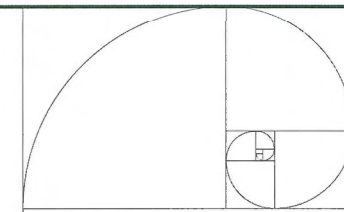
- HIGH PROFILE ASPHALT SHINGLES (LIGHT GREY)
- PAINTED COMPOSITE CEMENT-HARDIPLAP SIDING (GREY)
- PAINTED COMPOSITE CEMENT-HARDIPLAP SIDING (BROWN)
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- PAINTED WOOD UNIT ENTRY DOOR (WHITE COLOR)



**DP 23-029303**

**MARCH 5, 2025**

**PLAN #39**

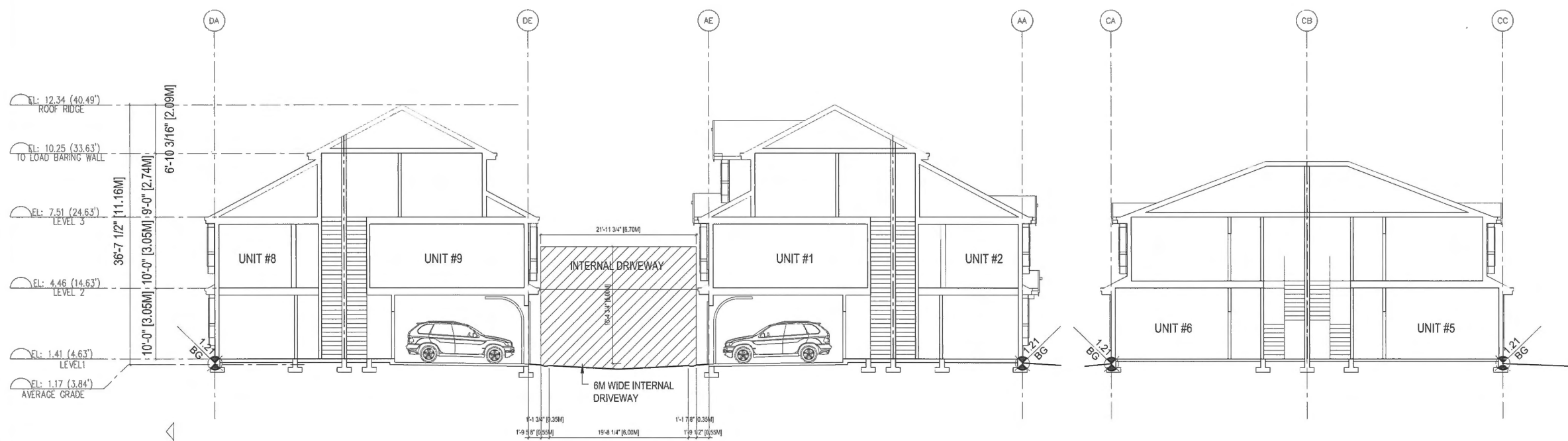


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INTERIOR  
DESIGN  
PLANNING

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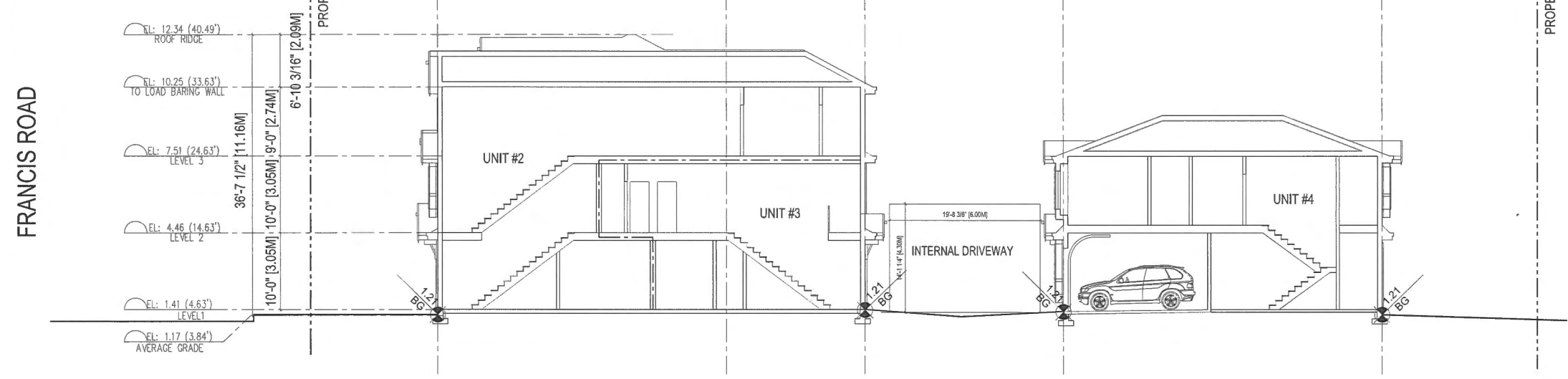
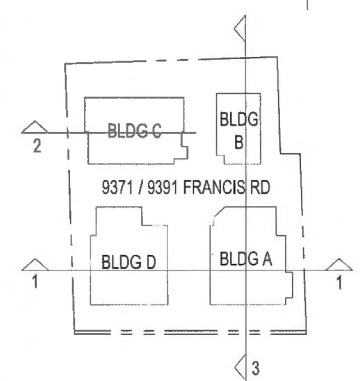
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ISSUED FOR REZONING APPLICATION	J.Z.	J.L.	21.11.20
Issued	By	Appd.	17.04.20



**1** BUILDING D & A CROSS SECTIONS  
A4.1 SCALE: 1/8"=1'-0"

**2** BUILDING C SECTION  
A4.1 SCALE: 1/8"=1'-0"



**3** BUILDING A & B CROSS SECTIONS  
A4.1 SCALE: 1/8"=1'-0"

FIRE SEPARATION LEGEND:  
--- ONE HOUR F.R.R.

**DP 23-029303**

**MARCH 5, 2025**

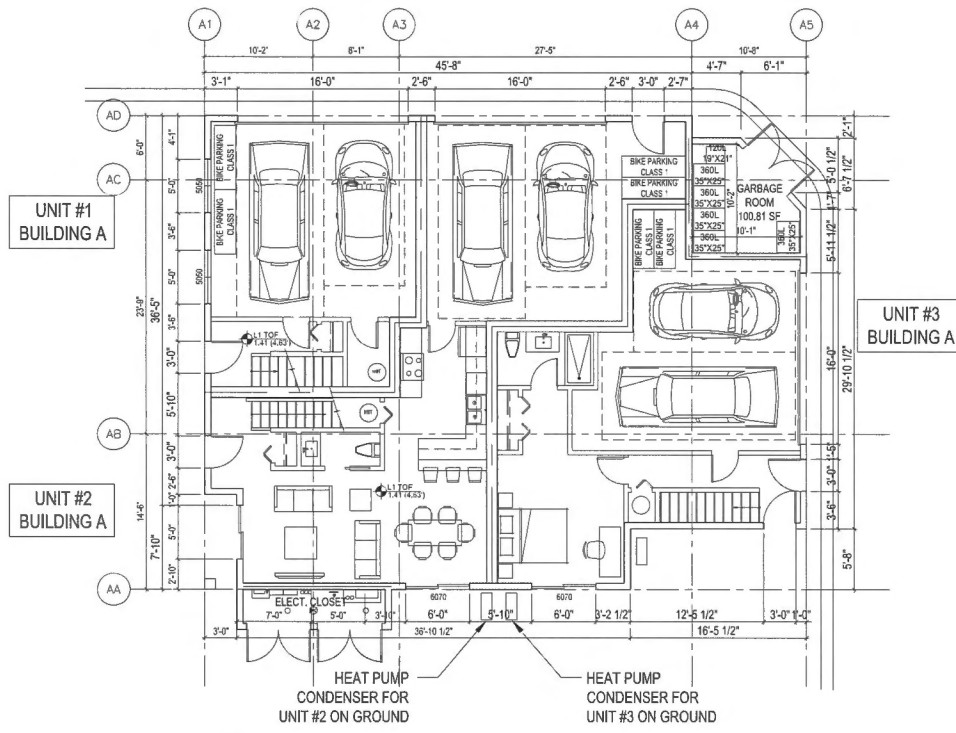
**PLAN #40**

Client/Project  
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RICHMOND, BC  
(RZ 22-005593, DP 23-029303)

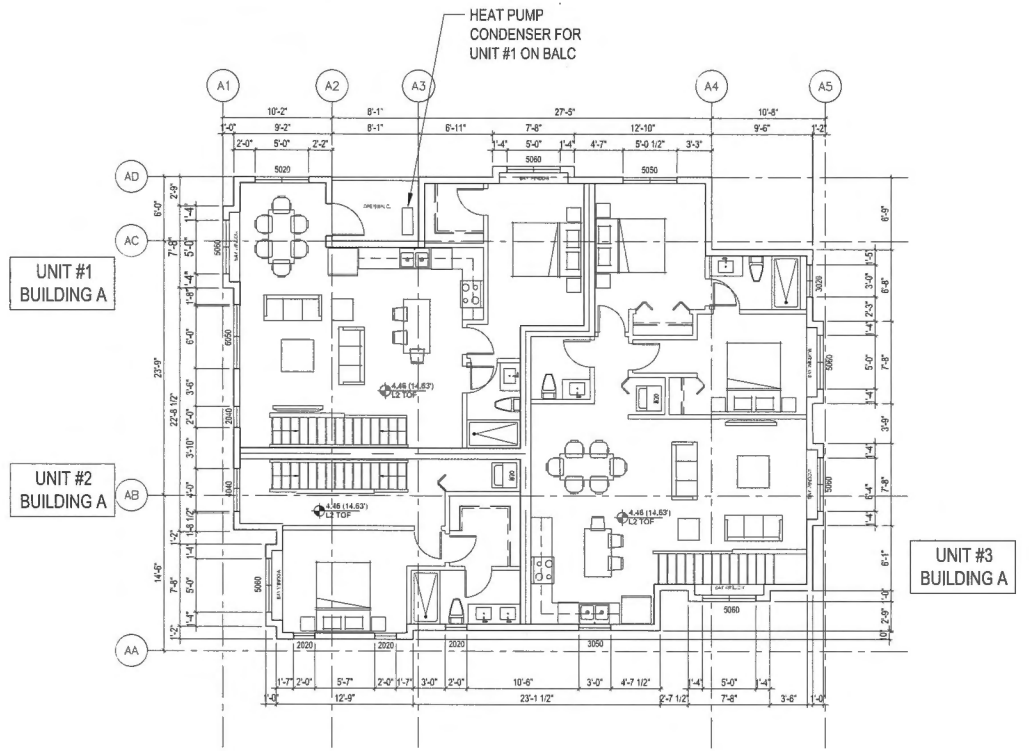
Title  
**BUILDING SECTIONS**

Project No. #8272 Scale 1/8"=1'-0"  
Drawing No. 10 Revision

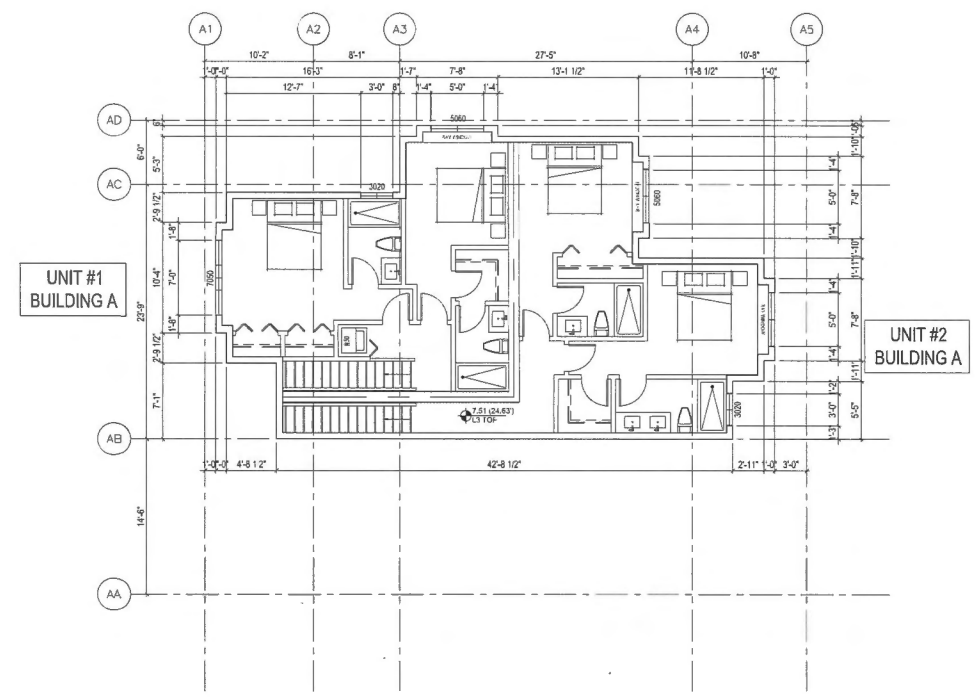




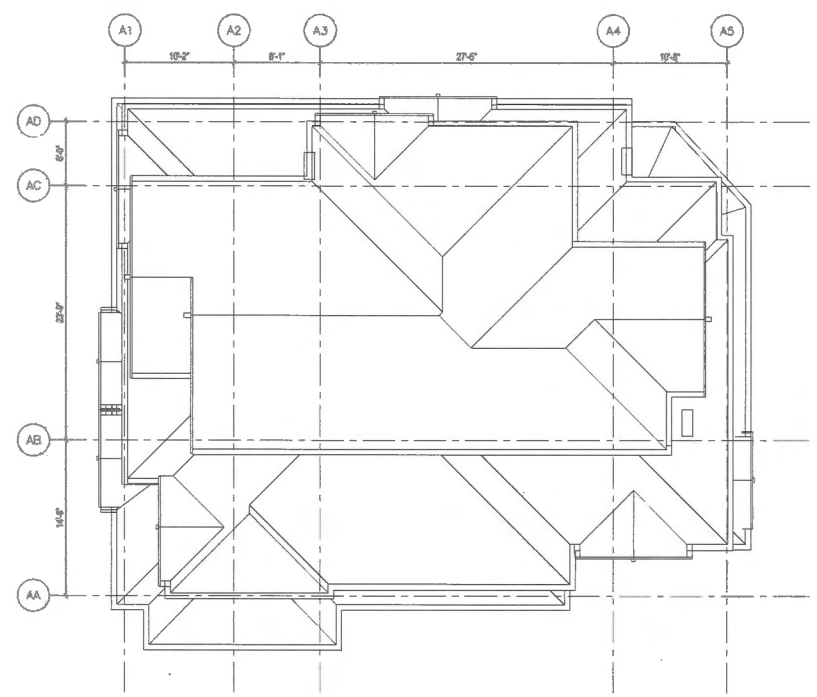
1 BLDG A LEVEL 1 FLOOR PLAN  
SCALE: 1/8"=1'-0"



2 BLDG A LEVEL 2 FLOOR PLAN  
SCALE: 1/8"=1'-0"

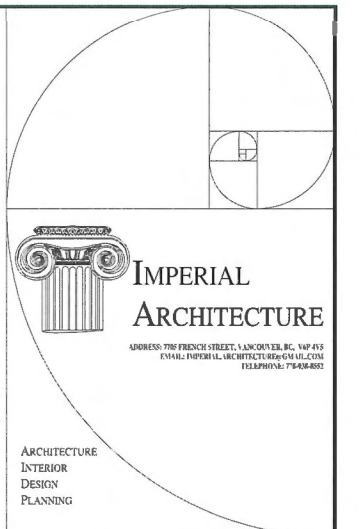


3 BLDG A LEVEL 3 FLOOR PLAN  
SCALE: 1/8"=1'-0"



4 BLDG A ROOF PLAN  
SCALE: 1/8"=1'-0"

- GENERAL NOTES:
- AGING IN PLACE FEATURES SUCH AS "STAIRWELL HANDRAILS, SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILET, BATHTUB AND SHOWER" AND "LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES" WILL BE PROVIDED IN ALL UNITS.
  - UNIT #4 IS THE CONVERTIBLE UNIT, ITS DESIGN IS IN FULL COMPLIANCE WITH CITY'S CONVERTIBLE DESIGN GUIDELINE / CHECKLIST
  - UNIT #5 CONTAINS A LOCK-OFF UNIT.
  - TWO EV CHARGERS TO BE PROVIDED IN EACH RESIDENTIAL GARAGE (2 PER EACH UNIT).
  - THE DESIGN OF THE PROJECT WILL COMPLY WITH CITY'S STEP CODE REQUIREMENTS.
  - ALL CONDENSING UNITS SHOULD ALL COME WITH VIBRATION ISOLATORS AND RATED STATIC DEFLECTION IN ACCORDANCE WITH ASHRAE GUIDELINES CHAPTER 49 - NOISE AND VIBRATION CONTROL. SEE ACOUSTICAL REPORT PREPARED BY PMD ACOUSTICS DATED AUGUST 9, 2024.



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Design  
Planning

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ISSUED FOR REZONING RESUBMISSION	J.Z.	J.L.	22.11.18
ISSUED FOR REZONING APPLICATION	J.Z.	J.L.	21.11.25
Issued	By	Appd.	VY.MU.20



Client/Project  
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RICHMOND, BC  
(RZ 22-005593, DP 23-029303)

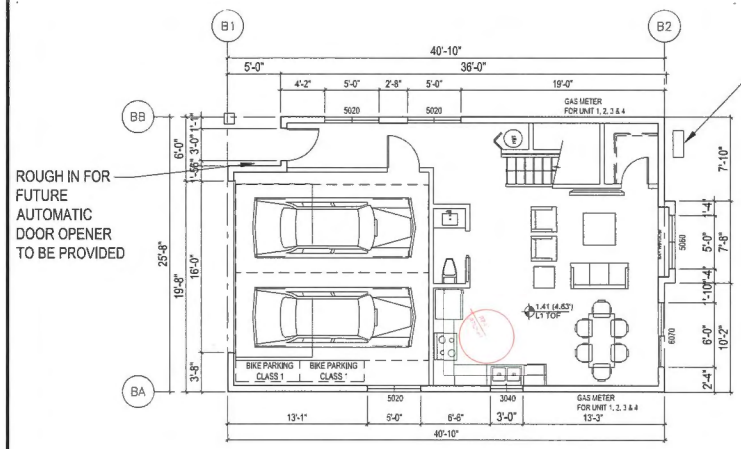
Title  
BUILDING A FLOOR PLANS

Project No. #8272  
Scale 1/8"=1'-0"  
Drawing No. A2.1

DP 23-029303

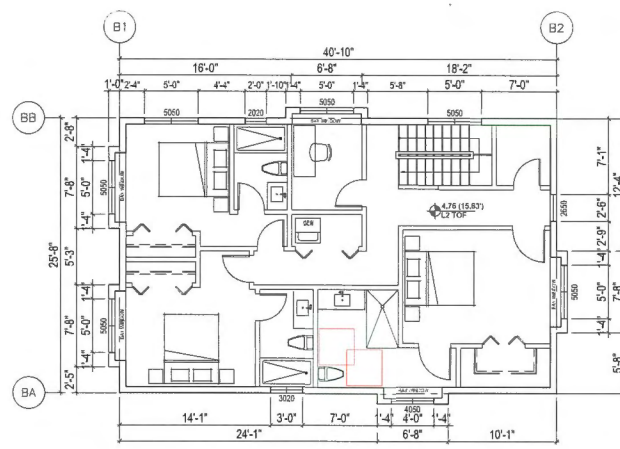
MARCH 5, 2025

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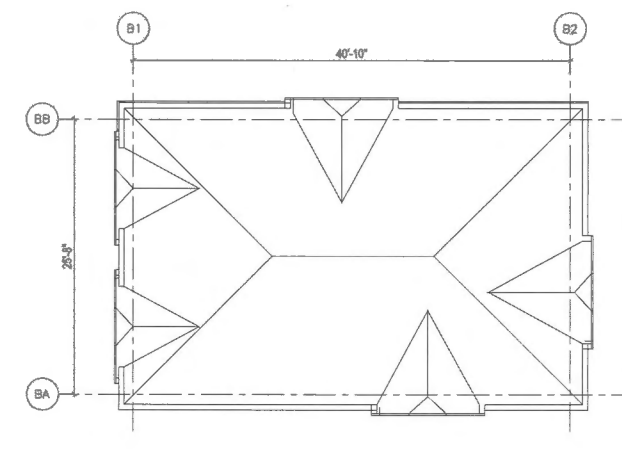
UNIT #4 (CONVERTIBLE)  
BUILDING B

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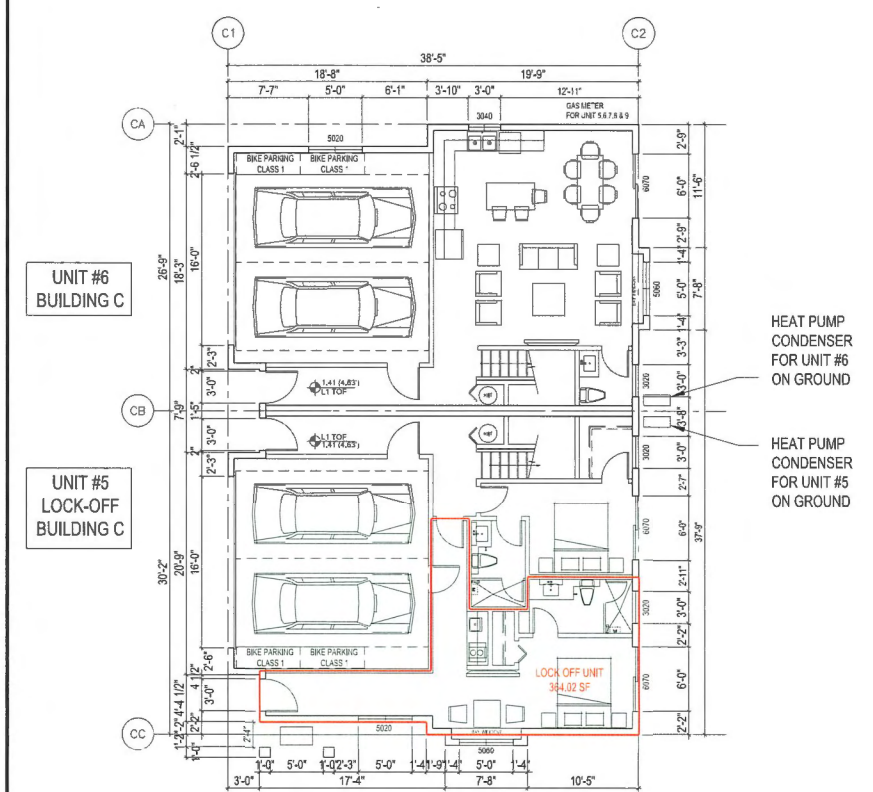


UNIT #4 (CONVERTIBLE)  
BUILDING B

2 BLDG B LEVEL 2 FLOOR PLAN  
SCALE: 1/8"=1'-0"



3 BLDG B ROOF PLAN  
SCALE: 1/8"=1'-0"



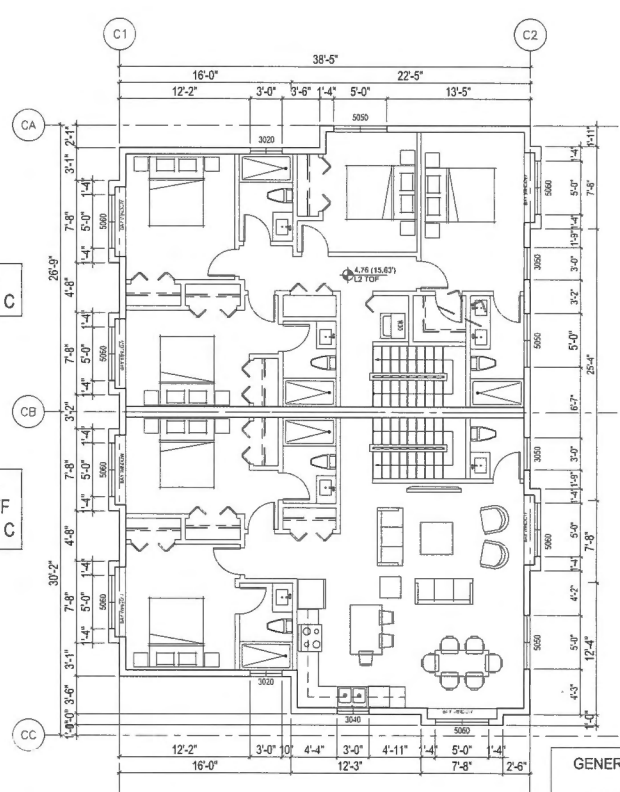
UNIT #6  
BUILDING C

UNIT #5  
LOCK-OFF  
BUILDING C

HEAT PUMP  
CONDENSER  
FOR UNIT #6  
ON GROUND

HEAT PUMP  
CONDENSER  
FOR UNIT #5  
ON GROUND

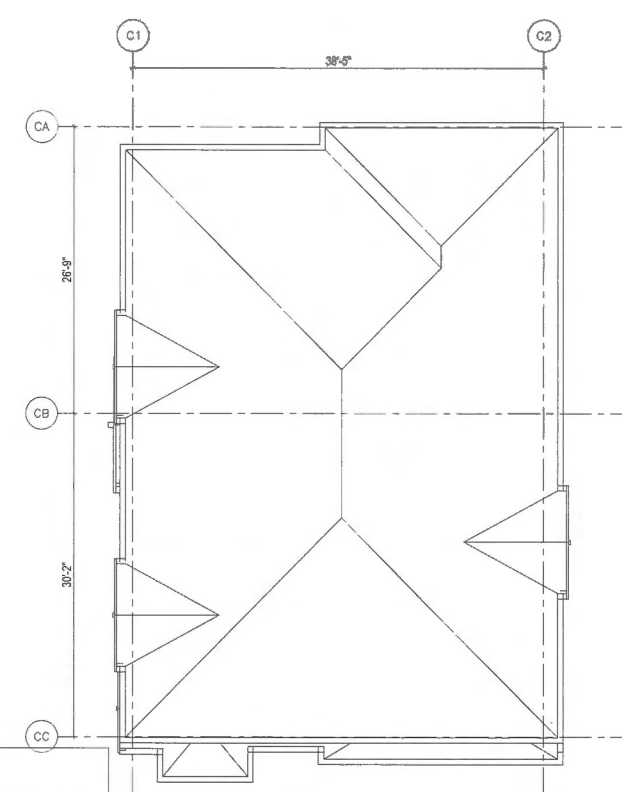
4 BLDG C LEVEL 1 FLOOR PLAN  
SCALE: 1/8"=1'-0"



UNIT #6  
BUILDING C

UNIT #5  
LOCK-OFF  
BUILDING C

5 BLDG C LEVEL 2 FLOOR PLAN  
SCALE: 1/8"=1'-0"



6 BLDG C ROOF PLAN  
SCALE: 1/8"=1'-0"

- GENERAL NOTES:
- AGING IN PLACE FEATURES SUCH AS "STAIRWELL HANDRAILS, SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILET, BATHTUB AND SHOWER" AND "LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES" WILL BE PROVIDED IN ALL UNITS.
  - UNIT #4 IS THE CONVERTIBLE UNIT. ITS DESIGN IS IN FULL COMPLIANCE WITH CITY'S CONVERTIBLE DESIGN GUIDELINE / CHECKLIST
  - UNIT #5 CONTAINS A LOCK-OFF UNIT.
  - TWO EV CHARGERS TO BE PROVIDED IN EACH RESIDENTIAL GARAGE (2 PER EACH UNIT).
  - THE DESIGN OF THE PROJECT WILL COMPLY WITH CITY'S STEP CODE REQUIREMENTS.
  - ALL CONDENSING UNITS SHOULD ALL COME WITH VIBRATION ISOLATORS AND RATED STATIC DEFLECTION IN ACCORDANCE WITH ASHRAE GUIDELINES CHAPTER 49 - NOISE AND VIBRATION CONTROL. ELECTRICAL REPORT PREPARED BY PMD ARCHITECTURE DATED AUGUST 9, 2024.

IMPERIAL  
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ISSUED FOR DP RESUBMISSION	J.Z.	J.L.	24.05.24
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ISSUED FOR PLANNING COMMITTEE REVIEW	J.Z.	J.L.	24.01.23
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ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	23.09.12
ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	23.04.10
ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	22.11.08
ISSUED FOR REDWING RESUBMISSION	J.Z.	J.L.	21.11.20
ISSUED FOR REDWING APPLICATION	J.Z.	J.L.	21.11.20
Issued	By	Appd.	VYJW/DG



Client/Project

TOWNHOUSE DEVELOPMENT  
9371 / 9391 FRANCIS ROAD  
RICHMOND, BC  
(RZ 22-005593, DP 23-029303)

Title

BUILDING B & C FLOOR PLANS

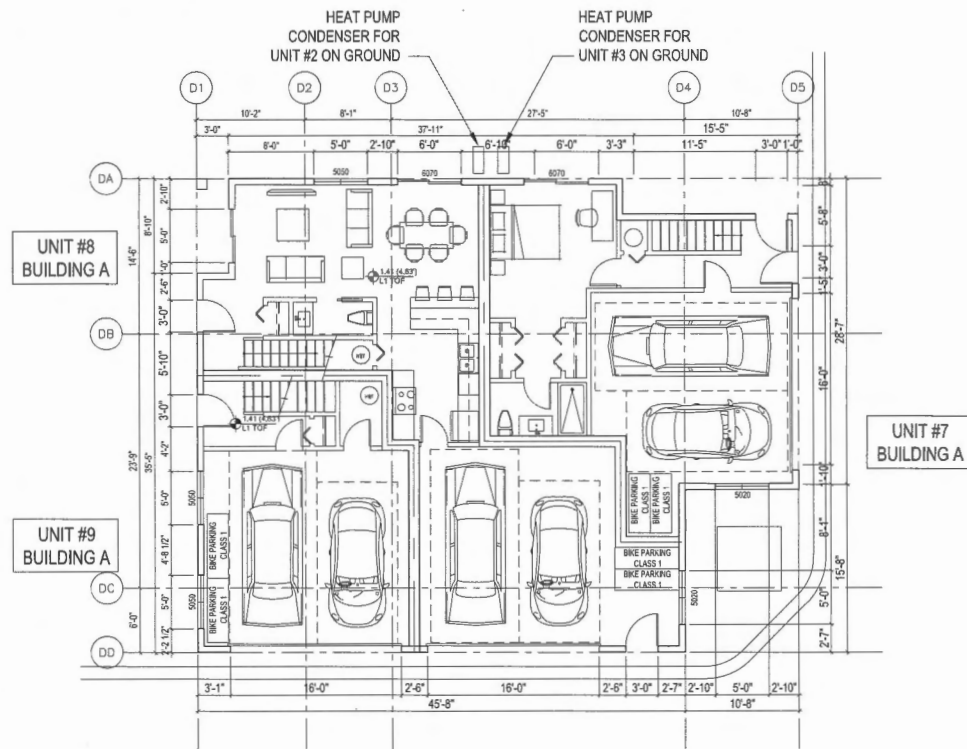
Project No. #8272 Scale 1/8"=1'-0"

Revision

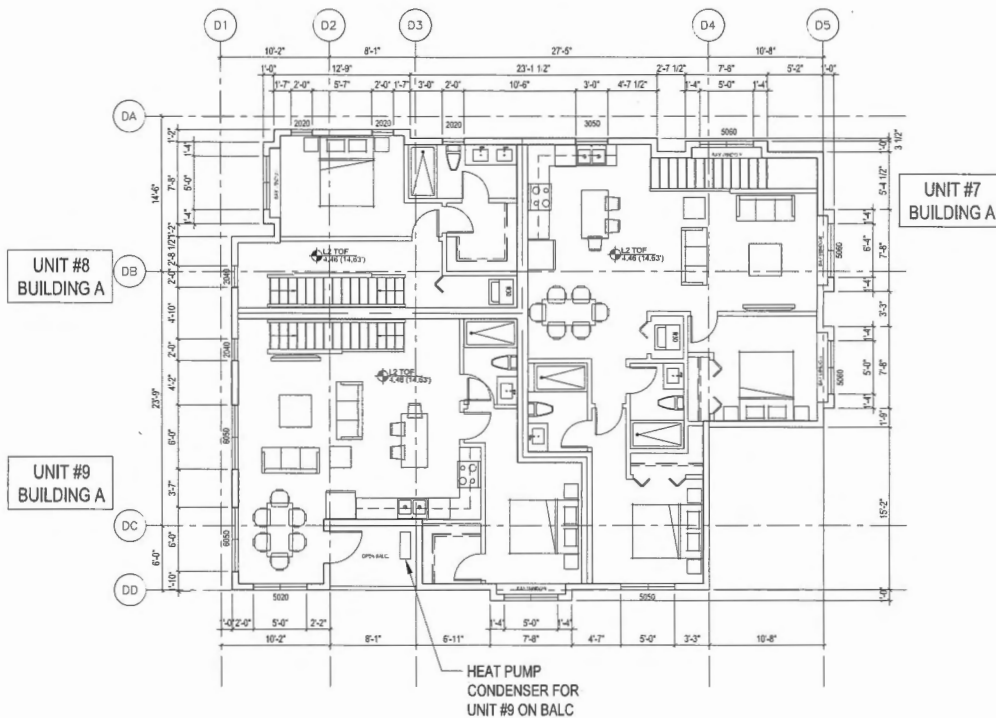
DP 23-029303

MARCH 5, 2026

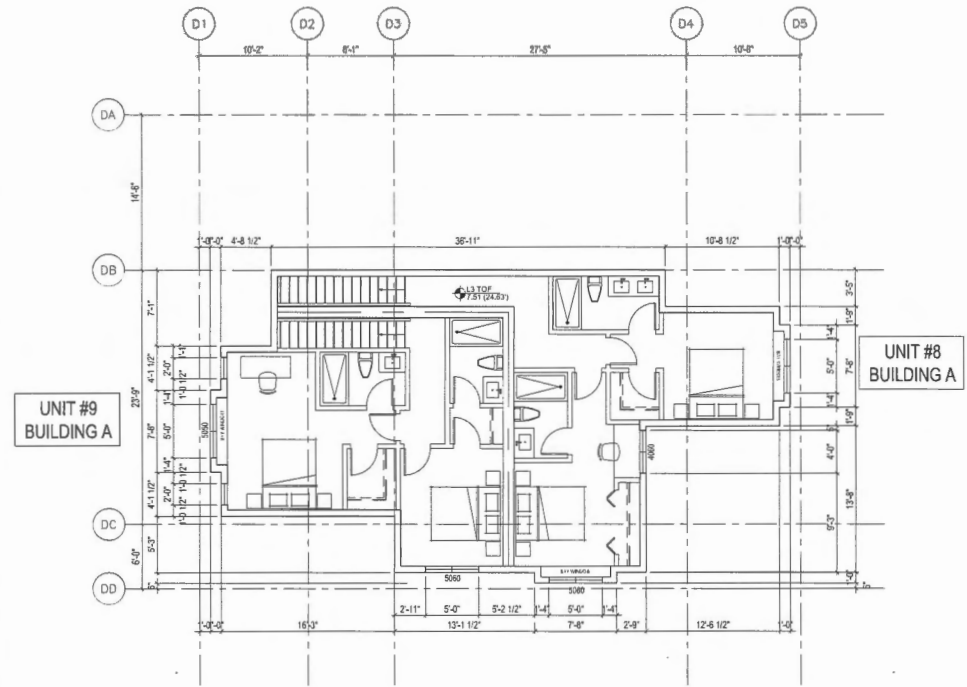
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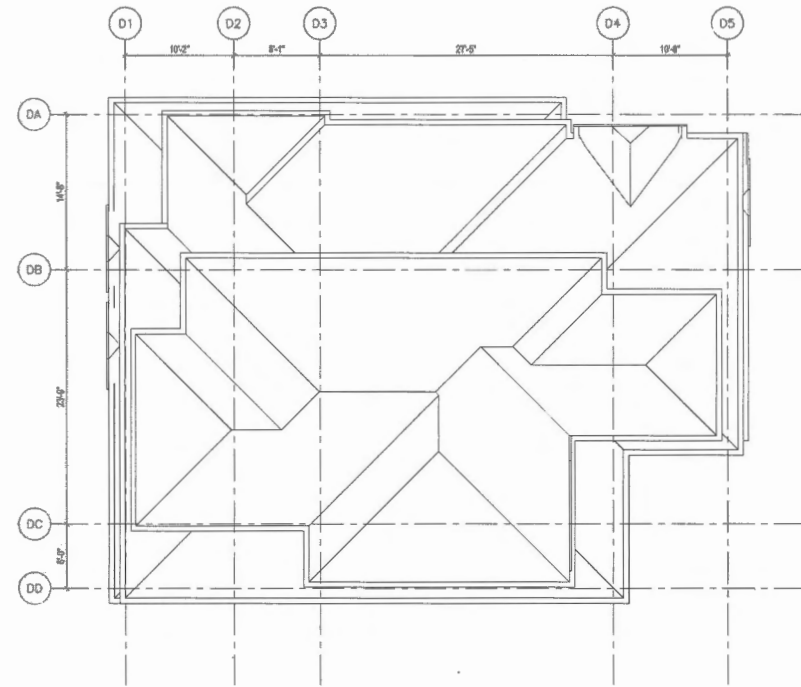
1 BLDG D LEVEL 1 FLOOR PLAN  
SCALE: 1/8"=1'-0"



2 BLDG D LEVEL 2 FLOOR PLAN  
SCALE: 1/8"=1'-0"



3 BLDG D LEVEL 3 FLOOR PLAN  
SCALE: 1/8"=1'-0"



4 BLDG D ROOF PLAN  
SCALE: 1/8"=1'-0"

**GENERAL NOTES:**

- AGING IN PLACE FEATURES SUCH AS "STAIRWELL HANDRAILS, SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILET, BATHTUB AND SHOWER" AND "LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES" WILL BE PROVIDED IN ALL UNITS.
- UNIT #4 IS THE CONVERTIBLE UNIT. ITS DESIGN IS IN FULL COMPLIANCE WITH CITY'S CONVERTIBLE DESIGN GUIDELINE / CHECKLIST
- UNIT #5 CONTAINS A LOCK-OFF UNIT.
- TWO EV CHARGERS TO BE PROVIDED IN EACH RESIDENTIAL GARAGE (2 PER EACH UNIT).
- THE DESIGN OF THE PROJECT WILL COMPLY WITH CITY'S STEP CODE REQUIREMENTS.
- ALL CONDENSING UNITS SHOULD ALL COME WITH VIBRATION ISOLATORS AND RATED STATIC DEFLECTION IN ACCORDANCE WITH ASHRAE GUIDELINES CHAPTER 49 - NOISE AND VIBRATION CONTROL. SEE ACOUSTICAL REPORT PREPARED BY PMD ACOUSTICS DATED AUGUST 9, 2024.

**IMPERIAL ARCHITECTURE**  
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Client/Project  
**TOWNHOUSE DEVELOPMENT**  
9371 / 9391 FRANCIS ROAD  
RICHMOND, BC  
(RZ 22-005593, DP 23-029303)

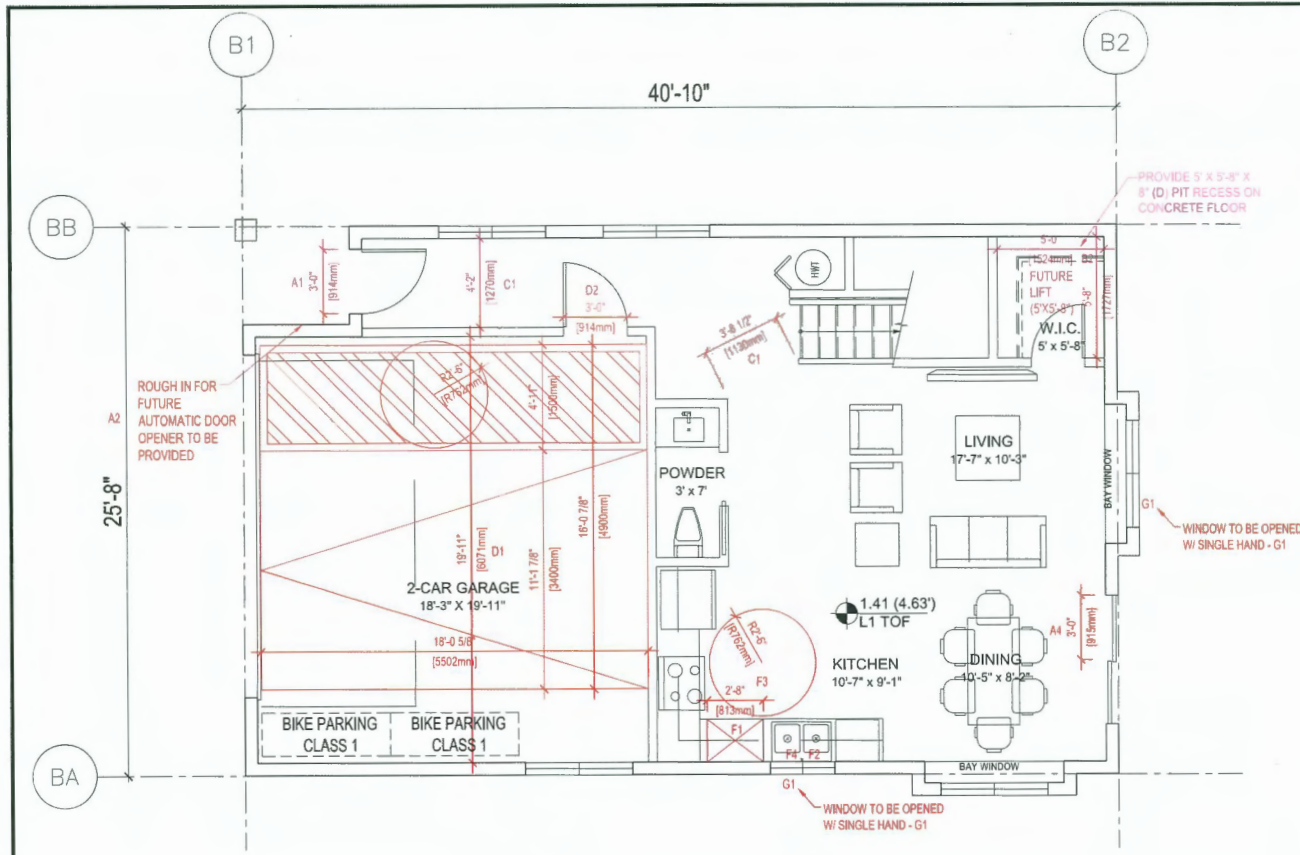
Title  
**BUILDING D FLOOR PLANS**

Project No. #8272 Scale 1/8"=1'-0"  
Drawing No. 2.3

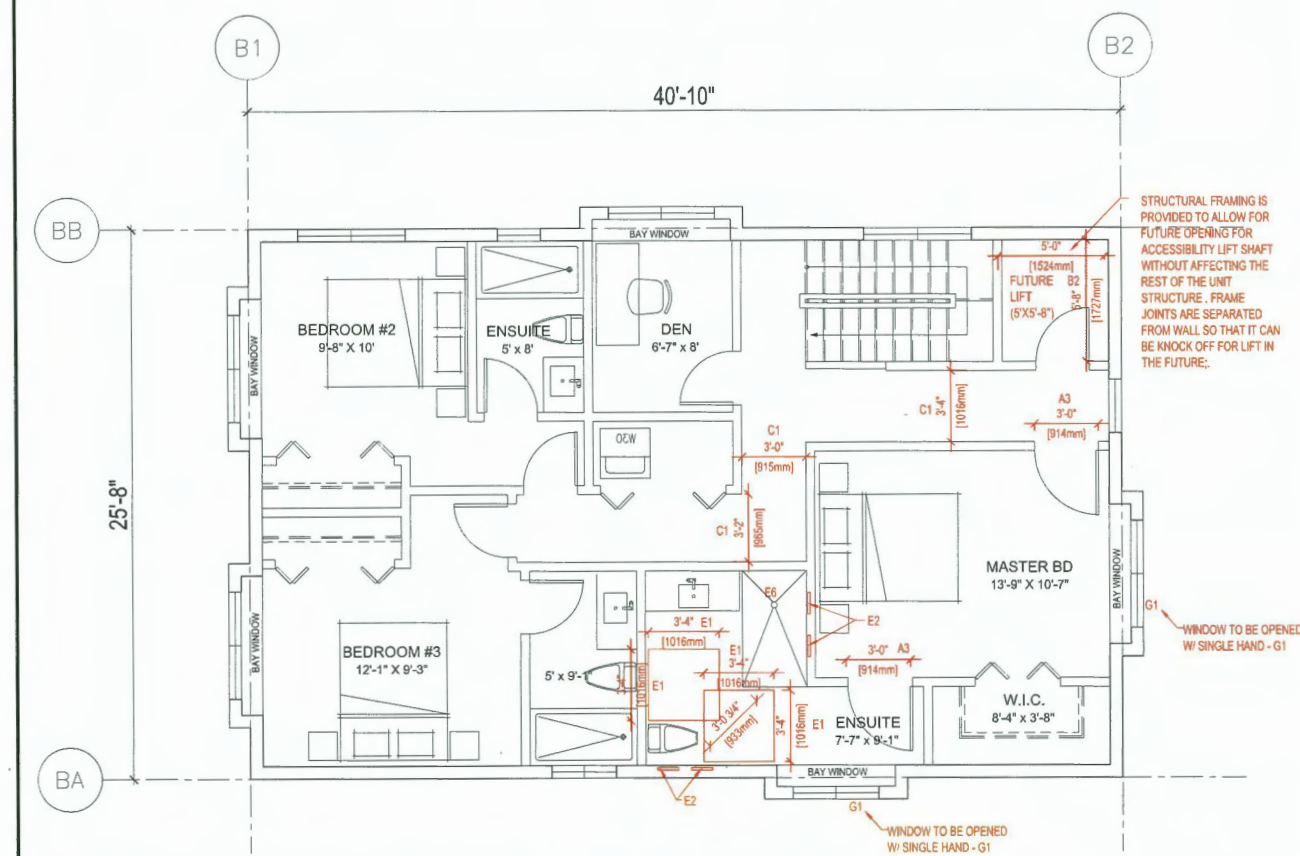
**DP 23-029303**

**MARCH 5, 2025**

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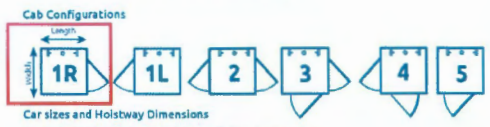


**1 CONVERTIBLE UNIT L1 PLAN**  
A5.1 SCALE: 1/4"=1'-0"



**2 CONVERTIBLE UNIT L2 PLAN**  
A5.1 SCALE: 1/4"=1'-0"

**Configuration and Dimensions**



**Car sizes and Hoistway Dimensions**

Typical Car Sizes (W x L): 40" x 50" | 40" x 54" | 42" x 60" | 48" x 60"

Clear Cab Size (W x L)	Style 1 (W x L)	Style 2 (W x L)	Style 3 & 4 (W x L)	Style 5 (W x L)
40" x 50"	37 1/2" x 48 1/2"	37 1/2" x 51"	40" x 54"	40" x 54"
40" x 54"	37 1/2" x 51"	37 1/2" x 54"	40" x 57"	40" x 57"
42" x 60"	39 1/2" x 57 1/2"	39 1/2" x 60"	42" x 63"	42" x 63"
48" x 60"	45 1/2" x 57 1/2"	45 1/2" x 60"	48" x 63"	48" x 63"

**Upgrade Door Package**

Typical Car Sizes (W x L): 40" x 50" | 40" x 54" | 42" x 60" | 48" x 60"

Clear Cab Size (W x L)	Style 1 (W x L)	Style 2 (W x L)	Style 3 & 4 (W x L)	Style 5 (W x L)
40" x 50"	37 1/2" x 48 1/2"	37 1/2" x 51"	40" x 54"	40" x 54"
40" x 54"	37 1/2" x 51"	37 1/2" x 54"	40" x 57"	40" x 57"
42" x 60"	39 1/2" x 57 1/2"	39 1/2" x 60"	42" x 63"	42" x 63"
48" x 60"	45 1/2" x 57 1/2"	45 1/2" x 60"	48" x 63"	48" x 63"

**Standard Door Package**

Typical Car Sizes (W x L): 36" x 48" | 36" x 54" | 40" x 54" | 42" x 60" | 48" x 60"

Clear Cab Size (W x L)	Style 1 (W x L)	Style 2 (W x L)	Style 3 & 4 (W x L)	Style 5 (W x L)
36" x 48"	31 1/2" x 46 1/2"	31 1/2" x 49"	34" x 50"	34" x 50"
36" x 54"	31 1/2" x 51"	31 1/2" x 54"	34" x 54"	34" x 54"
40" x 54"	35 1/2" x 51"	35 1/2" x 54"	38" x 54"	38" x 54"
42" x 60"	37 1/2" x 57 1/2"	37 1/2" x 60"	40" x 60"	40" x 60"
48" x 60"	43 1/2" x 57 1/2"	43 1/2" x 60"	46" x 60"	46" x 60"

**Note:**  
 \* Vertical dimensions may require deck level elevation. For further details, please contact your local dealer.  
 \* \*Always consult your local dealer for code compliance as elevator data larger than 15 sq.ft. may not be legal in your jurisdiction.  
 \* For more dimensional information, refer to the Design and Planning guide as well as your local dealer. Dimensions shown within drawing are not binding.

**Specifications - Elvoron**

**Overhead Clearances Required:**

	Hydraulic Drive	In-Line Drive	In-Line Drive w/ Controller at top of Hoistway (48" Small C-1)
84" Cab height - standard door pkg	94" (2438 mm)	94" (2438 mm)	108" (2743 mm)
84" Cab height - upgrade / premium door pkg	94" (2438 mm)	94" (2438 mm)	114" (2946 mm)
86" Cab height - standard door pkg	100" (2540 mm)	100" (2540 mm)	120" (3048 mm)
86" Cab height - upgrade / premium door pkg	100" (2540 mm)	100" (2540 mm)	120" (3048 mm)

**Rated Load:** Standard 1,000 lbs (453 kg)

**Speed:** 40 ft/min (12.2 meters/min) nominal speed

**Travel Range:** Up to 50 Feet (15.2 m) | For Hydraulic drive: Up to 42 feet (12.8 m)

**Stops:** Up to 8 stops (in-line drive), up to 6 stops (hydraulic drive)

**Standard Controls:** Fully automatic push button operation | Digital floor indicator in car | Automatic car lighting upon entry | 2 tone illuminated push buttons

**Standard Safety Features:** Battery powered emergency lowering | Safety braking system | Car door and hall door safety monitoring system | Emergency stop and alarm

**Hydraulic Drive System:** 1:2 cable hydraulic drive | Quiet submersed pump and motor | Two-speed valve for smooth start and stop

**In-Line Drive System:** Geared direct drive motor | Variable frequency drive for smooth start and stop | Speed monitor

**Power Requirements:** 230 VAC single phase | Optional 208 VAC 3 phase (Hydraulic Drive only)

**Popular Options:** Premium or Elite finishes | 3-speed sliding doors

**Flooring:** By others to match the home decor | Minimum 1/8" thick | Maximum 3/4" thick

**Warranty:** 2 year standard warranty | Optional additional 5 year extended warranty to 7 years (North America Only)

**Note:**  
 \* Your local jurisdiction may require dedicated elevator machine rooms. For further details, please contact your local dealer.  
 \* Check with your local dealer for code compliance as well as other larger than 15 sq.ft. may not be legal in your jurisdiction.  
 \* For more dimensional information, refer to the Design and Planning guide.

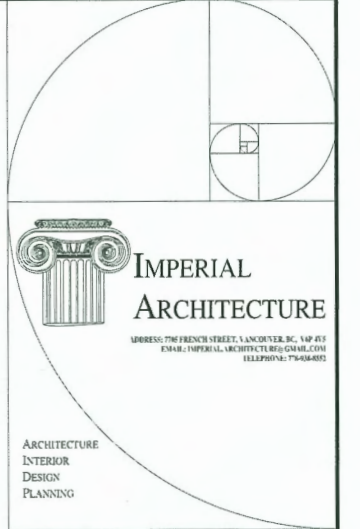
**CONVERTIBLE UNIT GUIDELINES**  
(NOTE: SAFERHOME CRITERIA PROPOSED FOR INCLUSION ARE SHOWN IN BOLD ITALICS)

Category	Code	Description
A	A1	ENTRY DOORS ARE A MINIMUM 863 MM BUT IDEALLY 914 MM AND HAVE CLEAR ACCESS.
	A2	ENTRY DOOR CLEAR EXTERIOR FLOOR SPACE MIN. 1220 MM DEPTH BY DOOR WIDTH PLUS 600 MM ON LATCH SIDE (NOT NEEDED IF ROUGH IN WIRING PROVIDED FOR FUTURE AUTOMATIC DOOR OPENER).
	A3	INTERIOR DOORS TO MAIN LIVING AREAS, 1 BATHROOM AND 1 BEDROOM, MIN. 800 MM CLEAR OPENING WITH FLUSH THRESHOLDS MAX. 13 MM HEIGHT. DEMONSTRATE WHEELCHAIR ACCESS BETWEEN THE HALLWAY AND ROOMS AND WIDEN HALLWAY AND / OR DOORWAY(S) IF NECESSARY TO SECURE ACCESS.
	A4	PATIO / BALCONY MIN. 860 MM CLEAR OPENING. SMALL REMOVABLE WOOD RAMP WILL BE USED TO ADAPT 2" HEIGHT DIFFERENCE BETWEEN FINISHED SURFACES WHEN THE UNIT IS CONVERTED TO ACCESSIBLE UNIT (I.E. WHEN THE ELEVATOR IS INSTALLED)
	A5	ALL INTERIOR THRESHOLDS WITHIN UNITS COMPLY WITH BC BUILDING CODE.
	A6	LEVER-TYPE HANDLES FOR ALL DOORS
B	B2	VERTICAL LIFT, DEPRESSED SLAB AREA, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLIANCE WITH MANUFACTURER SPECS. FRAMING TO ACCOMMODATE SHAFT CONSTRUCTION WITHOUT IMPACT TO SURROUNDING STRUCTURE.
	B3	AT THE TOP OF ALL STAIRWAYS, WALLS ARE REINFORCED WITH 2" X 12" SOLID LUMBER AT 914 MM TO CENTRE.
	B1	MIN. 900 MM WIDTH.
D	D1	MIN. 1 ACCESSIBLE PARKING SPACE WITH MIN. 4 M GARAGE WIDTH.
	D2	ACCESS FROM GARAGE TO LIVING AREA MIN. 800 MM CLEAR OPENING.
E	E1	TOILET CLEAR FLOOR SPACE MIN. 1020 MM AT SIDE AND IN FRONT.
	E2	WALL BLOCKING FOR FUTURE GRAB BAR INSTALLATION AT TOILET, TUB AND SHOWER. REINFORCED WITH 2" X 12" SOLID LUMBER IN ALL BATHTUB, SHOWER, AND TOILET LOCATIONS.
	E3	LEVER-TYPE HANDLES FOR PLUMBING FIXTURES.
	E4	PRESSURE AND TEMPERATURE CONTROL VALVES ARE INSTALLED ON ALL SHOWER FAUCETS.
	E5	CABINETS UNDERNEATH SINK(S) ARE EASILY REMOVED.
	E6	DEMONSTRATE BATH AND SHOWER CONTROLS ARE ACCESSIBLE (LAYOUT OR FIXTURE PLACEMENT)
F	F1	CLEAR AREA NEEDED UNDER FUTURE WORK SPACE. PLUMBING AND GAS PIPES (IN-WALL AND IN-FLOOR) LOCATED CLEAR OF UNDER COUNTER AREA OF FUTURE WORK SPACE (STOVE, SINK & MIN. 810 MM WIDE COUNTER). ALL PIPES ARE BROUGHT IN NO HIGHER THAN 304 MM TO 355 MM TO THE CENTRE OF THE PIPE FROM FLOOR LEVEL.
	F2	CABINETS UNDERNEATH SINK ARE EASILY REMOVED.
	F3	1500 MM TURNING DIAMETER OR TURNING PATH DIAGRAM.
	F4	LEVER-TYPE HANDLES FOR PLUMBING FIXTURES.
G	G1	MIN. 1 WINDOW THAT CAN BE OPENED WITH A SINGLE HAND (BATHROOM, KITCHEN & LIVING ROOM)
H	H1	PLACEMENT LOCATIONS OF ELECTRICAL OUTLETS: BESIDE WINDOW, BOTTOM OF STAIRWAYS, BESIDE SWITCHES TOILET, ABOVE EXTERNAL DOORS (OUTSIDE AND INSIDE), ON FRONT FACE OF KITCHEN COUNTER, WITHIN PROXIMITY OF CONTROL CENTRE FOR SMART HOME OPTIONS.
	H2	UPGRADE TO FOUR PLY OUTLETS IN MASTER BEDROOM, HOME OFFICE, GARAGE AND RECREATION ROOM.

**DP 23-029303**

**MARCH 5, 2025**

**REFERENCE PLAN**



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ISSUED FOR REZONING RESUBMISSION	J-2	JL	21.11.30
Issued	By	Appd.	YY.MM.DD



Client/Project

**TOWNHOUSE DEVELOPMENT**

9371 / 9391 FRANCIS ROAD  
RICHMOND, BC  
(RZ 22-005593, DP 23-029303)

Title

**CONVERTIBLE UNIT PLANS**

Project No. #8272  
Scale 1/4"=1'-0"  
Drawing No. A5.1  
Revision





City of  
Richmond

## Report to Development Permit Panel

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**To:** Development Permit Panel

**Date:** March 5, 2025

**From:** Joshua Reis  
Director, Development

**File:** DP 23-035352

**Re:** **Application by Public Services and Procurement Canada for a Development Permit at 3540 and 3800 Bayview Street**

---

### Staff Recommendation

That a Development Permit be issued to permit an adjustment of the lot lines of the two lots located at 3540 and 3800 Bayview Street, zoned “Light Industrial (IL)” and “Steveston Commercial and Pub (ZMU10)” respectively and designated as an Environmentally Sensitive Area (ESA).

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

BB:cas

Att. 4

## Staff Report

### Origin

Public Services and Procurement Canada, on behalf of the Department of Fisheries and Oceans Canada (DFO), the owner of the subject properties, has applied to the City of Richmond for permission to adjust the lot lines of the two lots located at 3540 and 3800 Bayview Street. The property at 3540 Bayview Street is currently zoned “Light Industrial (IL)” and the property at 3800 Bayview Street is currently zoned “Steveston Commercial and Pub (ZMU10)” (Attachment 1). Lot A is proposed to contain the existing buildings on 3800 Bayview Street (Steveston Landing) and Lot B is proposed to comprise the remaining lands including all lands adjacent to the water. There would be no change to the number of lots as a result of the proposal. The proposed subdivision is included in the accompanying Permit Drawing #1.

As the site is designated as Environmentally Sensitive Area (ESA), a Development Permit (DP) is required in order to facilitate the proposed lot line adjustment for the two properties.

There are no new buildings or structures proposed as part of the proposed lot line adjustment.

### 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: Across Bayview Street, four lots, three of them zoned “Steveston Commercial (CS2)” and one zoned “Commercial Mixed Use (ZMU22) – Steveston Commercial” and each containing a retail operation including restaurants and other types of businesses.
- To the East: The property at 3866 Bayview Street, containing a number of restaurants within one building, zoned “Steveston Commercial (CS2)”.
- To the South: Steveston Harbour and the South Arm of Fraser River.
- To the West: The property at 3300 Chatham Street, which is the Gulf of Georgia Cannery National Historic Site (museum), zoned “Light Industrial (IL)”.

### Staff Comments

Public Services and Procurement Canada is proposing to adjust the lot lines between the two existing properties at 3540 and 3800 Bayview Street through subdivision. This would consolidate the boardwalk area and the property at 3540 Bayview Street into one new lot (Lot B) and create another lot (Lot A) which would contain the existing Steveston Landing buildings and the adjacent parking stalls currently at 3800 Bayview Street. The DFO intends to maintain Crown ownership of proposed Lot B (and retain riparian rights, access to the wharf and walkway) and sell proposed Lot A. Lot A would be a separate fee simple parcel with frontage onto Bayview Street with no riverfront adjacency.

The proposed scheme attached to this report has satisfactorily addressed the staff comments identified as part of the review of the subject ESA DP application. In addition, it complies with the intent of the applicable sections of the Official Community Plan/Steveston Area Plan and is in compliance with the “Light Industrial (IL)” and “Steveston Commercial and Pub (ZMU10)” zone.

## **Analysis**

### ***Site Planning***

- There are no new buildings or structures proposed as part of the proposed application.
- The proposed Lot A would include the existing four buildings and the 35 parking stalls that are located at the current 3800 Bayview Street. The proposed Lot B would correspond with the property at 3540 Bayview Street and the entire boardwalk area along the foreshore area of 3800 Bayview Street and a 6.1 m wide drive aisle to the east of the Steveston Landing buildings.
- The buildings at 3800 Bayview Street are owned by Steveston Waterfront Properties (SWP) who has a lease on the property. This lease is registered between the Government of Canada and SWP and will expire in 2036. The total floor area of the buildings is approximately 1,400 m<sup>2</sup> (15,069ft<sup>2</sup>).
- The existing buildings include a number of restaurants with associated patios overlooking the waterfront. The patios, seating and eaves of these specific restaurants would be encroaching onto the proposed Lot B. The applicant will be required to conduct a full assessment of the scope of the encroachments from Lot A onto Lot B, and to register a legal agreement or covenant against Title to address the encroachments prior to the approval of the proposed subdivision.
- Vehicular access to Lot A would remain unchanged. The existing driveway access letdowns onto Bayview Street would be maintained, for the larger parking area (21 parking stalls) west of the existing buildings and the smaller parking area (14 parking stalls) on the northeast corner of the site.
- Vehicular access to Lot B is similarly not proposed to be modified. The existing driveway letdowns on 3540 Bayview Street would provide ongoing access to the surface parking area for visitors to Steveston Village. The existing 35 parking stalls would remain available. However, eight of these parking stalls, located between the two driveway letdowns, would need to be slightly relocated further onto Lot B as they are currently encroaching onto the City-owned street by approximately 1 m. Relocation of these eight parking stalls further south onto Lot B is not anticipated to negatively impact traffic circulation within the parking area as the drive aisle between the south row of parking stalls adjacent to the boardwalk area and the north parking stalls (relocated) would be 12 m in width.
- Lot B would further include the 6.1 m wide drive aisle area to the east of Lot A, giving this lot its ‘horseshoe’ shape. This eastern drive aisle would allow for further access to the boardwalk and is not expected to be modified. However, a Statutory-Right-of-Way (SRW) or easement would need to be registered against Title prior to the approval of the proposed subdivision, in favour of Lot A to ensure continued use of the eastern drive aisle.
- The parking lot on 3540 Bayview Street (Lot B after subdivision) is currently connected with the parking area on the adjacent lot at 3300 Chatham Street and this arrangement is proposed to remain unchanged.

Both properties (3540 Bayview Street and 3300 Chatham Street) are Crown-owned properties and the ownership of 3540 Bayview Street would remain unchanged post-subdivision.

- Waste management (garbage enclosure) would continue to be provided unimpeded, servicing the needs of the existing buildings on Lot A within the same space allocated at the northwest corner of the lot, highlighted on Permit Drawing #2.

### ***Boardwalk Access***

- One of the objectives of the Steveston Area Plan is to promote public access to the riverfront. The proposed subdivision consolidates the riverfront adjacent to these two existing parcels under one parcel (Lot B). Lot B is intended to remain under federal ownership as a means of securing long-term public ownership of the riverfront.
- The existing pedestrian passageway between the buildings on proposed Lot A from Bayview Street to the boardwalk area would not be changed.
- Pedestrian access along the boardwalk area, and located on Lot B, is proposed to remain unaffected. In addition, the geometry of the proposed Lot B provides two frontages/routes connecting the riverfront to Bayview Street, on both the east and west portions of the proposed Lot B. The applicant has agreed to register a Pedestrian-Right-of-Passage Statutory-Right-of-Way (PROP SRW) providing public rights of passage over the boardwalk and eastern portion of Lot B, connecting the boardwalk to Bayview Street.

### ***Heritage Conservation Area***

- The subject site is located within the Steveston Village Heritage Conservation Area. Compliance of the proposed subdivision with the applicable heritage policies and guidelines has been considered as part of this ESA DP application process.
- The lot pattern in the Steveston Village Riverfront area (i.e., the south side of Bayview Street) has been significantly modified over the years. Unlike the Steveston Village Core Area, the Steveston Village Riverfront is characterized by large lots and the DP guidelines call for retention of the existing large lot configuration. Staff has no concerns regarding the proposed subdivision as the large lot configuration will be maintained, there are no physical changes proposed at this time, and single public ownership of the property adjacent to the river is proposed.
- Considering the minor nature of the application, the proposal has not been forwarded to the Richmond Heritage Commission for review.

### ***Environmentally Sensitive Area***

- The property is partially designated ESA, specifically “Intertidal” (INTD), covering a 30 m wide buffer of the foreshore area as well as a small portion of the boardwalk immediately south of the existing buildings, as well as another 30 m wide buffer within the site further inland, specifically “Shoreline” (SHOR). “Intertidal” ESA typically includes areas with mudflats, as well as a range of vegetated estuarine or salt marsh communities, tidal channels or shallow ponds, and could include developed shorelines with riprap, docks and pilings. “Shoreline” ESA typically includes marine riparian zones as well as crest and backslope of the perimeter dike and its associated trails and may include developed or natural areas landward of the dike, as is in place at the Steveston Village area.

- A Biophysical Inventory Report (the “Report”) was submitted by G3 Consulting Limited, who were retained by the applicant as the project’s Qualified Environmental Professional (QEP). The Report was submitted to provide an assessment of the site’s current ecological values and functions, including any details on the presence of species that may be classified as being at risk under federal and provincial regulations, and to confirm whether the proposed ESA DP and subsequent subdivision would pose any negative ecological impacts to the ESA.
- The Report confirms that the site contains no active and critical habitat features within the ESA designated lands on-site (within the 3540 and 3800 Bayview Street properties) as the area has been heavily disturbed and previously developed for commercial tourism purposes. No disturbance to any ecologically active and high function riparian/marine area is expected through the proposed lot line adjustment and associated subdivision as no new buildings or structures are proposed to be built, and no existing building or structure is proposed to be demolished or modified.

### ***Landscaping***

- The applicant has agreed to install new landscaping on Lot B in the form of ten new landscaping planters, to be put in place following the relocation of the eight parking stalls that currently encroach onto the City sidewalk.
- The planters would be planted with shrubs and plants suitable for landscaping planters and would be installed along the north side of proposed Lot B (currently 3540 Bayview Street), providing an on-site buffer of approximately 30 m<sup>2</sup> between the pedestrian public realm along Bayview Street and the surface parking area.
- The ten planters are of a similar design to those already in place at the south side of the parking lot on the boardwalk, and each is proposed to contain an evergreen shrub or native grass along with other perennial species as listed above. The applicant has provided a letter of commitment from Steveston Harbour Authority for the maintenance of the planters for a minimum period of five years (Attachment 3).
- The species of plants confirmed by the applicant as suitable to be planted on-site are as follows:
  - Japanese Skimmia - *Skimmia japonica* (Evergreen Shrub)
  - Oregon Grape – *Mahonia aquifolium* (Evergreen Shrub)
  - Black scallop bugleweed - *Ajuga reptans*
  - Western sword fern - *Polystichum munitum*
  - Winter heather - *Calluna vulgaris* ‘Michelle’
  - Dickson’s gold bellflowers – *Campanula garganica* ‘Dickson’s gold’
  - Frost coral bells – *Heuchera*

### **Site Servicing As a Result of Subdivision**

There are existing storm and sanitary connections located within the proposed L-shaped parcel (eastern drive aisle) that is proposed to be consolidated with 3540 Bayview Street, which service 3800 Bayview Street and the adjacent site at 3866 Bayview Street. The owner will be required to conduct a full review of the existing on-site services/utilities and determine if any existing on-site services/utilities would cross the proposed lot lines as a result of the subdivision.

Such encroachment would need to be removed, re-configured, or an easement or right-of-way agreement would need to be secured as part of the subdivision to address the discovered encroachment. If any of the encroachments are to be removed, re-configured or replaced, the owner is to obtain the necessary permits and approval from the relevant approving authority and pay associated costs for the design and construction.

**Conclusions**

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.

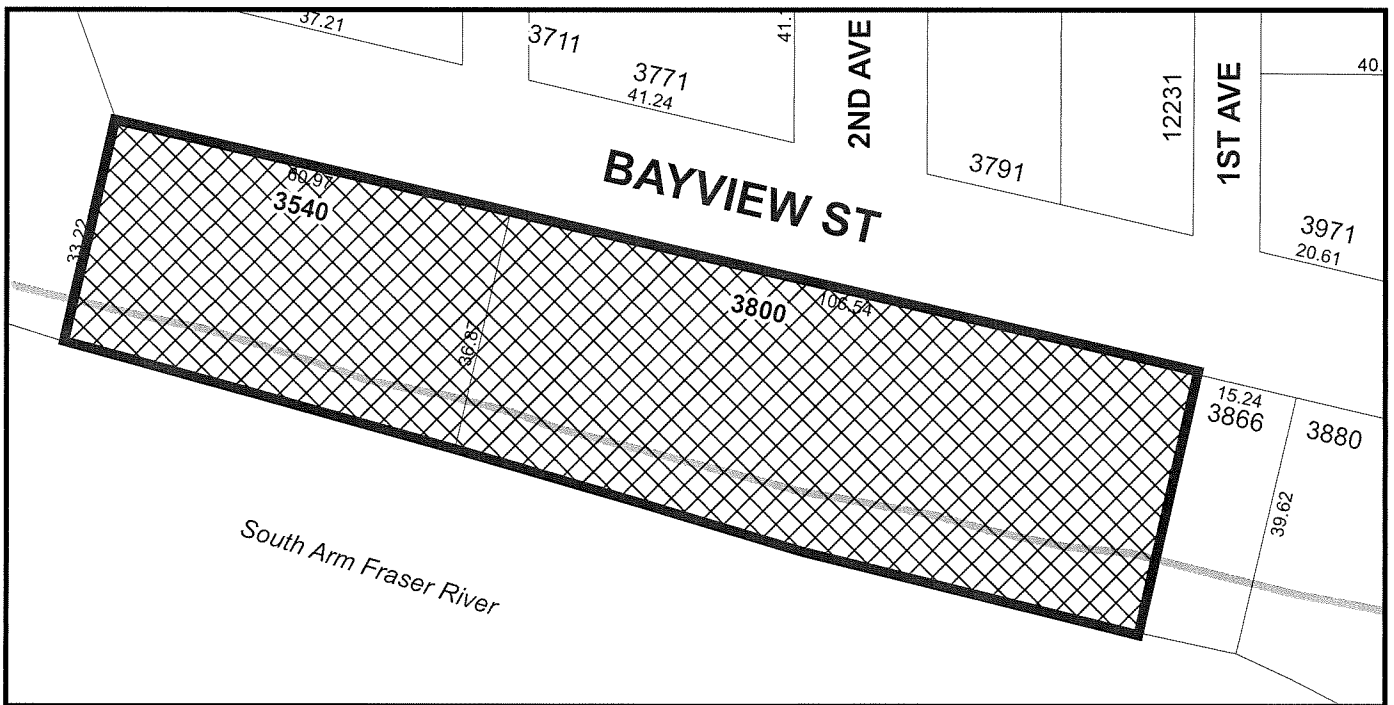
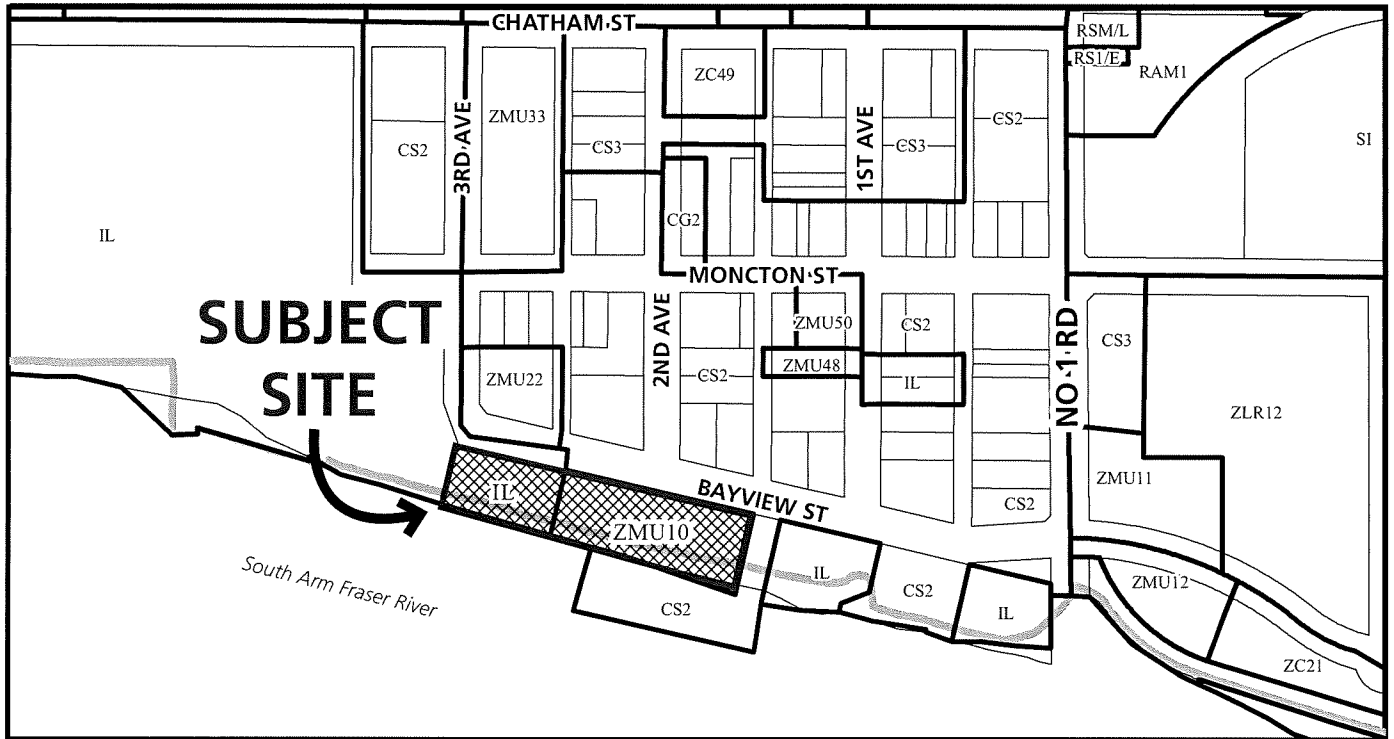
The list of Development Permit Considerations is included in Attachment 4, which has been agreed to by the owner (signed concurrence on file).



for  
Babak Behnia  
Planner 2  
(604-204-8639)

BB:cas

- Att. 1: Location Map  
2: Development Application Data Sheet  
3: Letter of Commitment for Maintenance of Landscaping Planters  
4: Development Permit Considerations



DP 23-035352

Original Date: 01/12/24

Revision Date: 03/07/25

Note: Dimensions are in METRES



# City of Richmond



**DP 23-035352**

Original Date: 03/06/25  
Revision Date:

Note: Dimensions are in METRES





**DP 23-035352**

**Attachment 2**

Address: 3540 and 3800 Bayview Street  
 Applicant: Public Services and Procurement Canada (on behalf of Fisheries and Oceans Canada (DFO)) Owner: Fisheries and Oceans Canada (DFO)  
 Planning Area(s): Steveston

	Existing	Proposed
<b>Site Area:</b>	6,170 m <sup>2</sup> (0.617 ha)	Lot A: 2,830 m <sup>2</sup> (0.283 ha) Lot B: 3,340 m <sup>2</sup> (0.334 ha)
<b>Land Uses:</b>	Retail, Office, Business	No change
<b>OCP Designation:</b>	Neighbourhood Service Centre (NSC)	No change
<b>Steveston Area Plan:</b>	Waterfront Commercial-Industrial	No Change
<b>Zoning:</b>	3540 Bayview Street: Light Industrial (IL) 3800 Bayview Street: Steveston Commercial and Pub (ZMU10)	Post Subdivision: Lot A: Steveston Commercial and Pub (ZMU10) Lot B: Light Industrial (IL) (on parcel that is currently 3540 Bayview Street) and Steveston Commercial and Pub (ZMU10) (on parcel that is currently part of 3800 Bayview Street)
<b>Number of Units:</b>	3540 Bayview: None (surface parking only)	No change
	3800 Bayview Street: Four (4) buildings containing 12 retail units	No change

	Bylaw Requirement	Proposed	Variance
<b>Minimum Lot Size/Dimensions</b>	3800 Bayview Street: No Minimum Lot width, lot depth, lot area	Lot A: No change	None
	3540 Bayview Street: No Minimum Lot width, lot depth, lot area	Lot B: No change	None
<b>Floor Area Ratio:</b>	Max. 1.0 FAR	Lot A: 0.49 FAR Lot B: 0 FAR	None
<b>Setback – Front Yard:</b>	3800 Bayview Street: 0.0 m (ZMU10 Zone) 3540 Bayview Street: 3.0 m (IL Zone)	Lots A and B: complies post subdivision	None
<b>Setback – Interior Side Yard:</b>	3800 Bayview Street: 0.0 m (ZMU10 Zone) 3540 Bayview Street: 0.0 m (IL Zone)	Lots A and B: complies post subdivision	None

	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Setback – Rear Yard:	3800 Bayview Street: 0.0 m (ZMU10 Zone) 3540 Bayview Street: 0.0 m (IL Zone)	Lots A and B: complies post subdivision	None



February 12, 2025

## STEVESTON HARBOUR AUTHORITY

12740 Trites Road, Richmond, B.C. V7E 3R8 604-272-5539 Fax 604-271-6142

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Katie Rattan, Senior Manager, Client and Indigenous Relations  
Small Craft Harbours Program  
Fisheries and Oceans Canada  
Email: [katie.rattan@dfo-mpo.gc.ca](mailto:katie.rattan@dfo-mpo.gc.ca)

Dear Ms. Rattan,

**RE: MAINTENANCE FOR PLANTERS AT 3540 BAYVIEW STREET, LOT B**

This letter will confirm that the Steveston Harbour Authority will be responsible for maintaining the planters on lot B for a minimum of 5 years. As a part of this agreement, the planters would be replanted a minimum of 2 times per year with seasonal native plants.

Please feel free to contact me at [jaime@stevestonharbour.com](mailto:jaime@stevestonharbour.com) or 604-272-5539 if you have any questions or concerns.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Jaime Gusto'. The signature is fluid and cursive, with the first name 'Jaime' being more prominent than the last name 'Gusto'.

Jaime Gusto, General Manager  
**Steveston Harbour Authority**

CC: Jim Jones, Director of Operations and Maintenance



**City of  
Richmond**

## Development Permit Considerations

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

**Address:** 3540/3800 Bayview Street

**File No.:** DP 23-035352

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

1. Confirmation that the landscaping planters at the site within the areas prescribed on the site plan and appended to the Development Permit Panel Report as Permit Drawing #2 will be installed, and maintained for a minimum period of five (5) years (letter received from Steveston Harbour Authority dated February 12, 2025).
2. Registration of a restrictive covenant against title noting that any future disturbance of the Environmentally Sensitive Area (ESA) designated lands within the 30 meter area, as measured from the High Water Mark, would require the owner(s), currently and in the future, of both proposed Lot A and Lot B, to prepare an updated Environmental Impact Assessment Report with all accompanying and required documentations and security, as determined by staff at the City of Richmond, and submit the documents as components of a new land use application, which may include, but not limited to, a Rezoning and/or an Environmentally Sensitive Area Development Permit (ESA DP). The covenant would also stipulate that redevelopment of the lands, to be subdivided into proposed Lot A and Lot B via the subdivision application accompanied with **DP 23-035352**, in the future, would necessitate site preparation, regrading and dedication of portions of the lands toward the City's diking infrastructure, as to be determined by the City's Engineering Department, in its sole discretion, at that future time and as per diking and servicing requirements in place at that time in the future.
3. 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 Subdivision Approval, the developer must complete the following requirements:**

1. The Subdivision does not meet the requirements of Section 75 (1) (c) of the Land Title Act for providing access to a body of water. Provide confirmation that Ministry of Transportation and Transit has provided relief to the owner regarding access to body of water to be given via highways 20 m wide to the body of water and to the strips at distances not greater than 200 m between centre line.
2. The owner is required to conduct a full review of the existing on-site services/utilities and determine if any existing on-site services/utilities as a result of the subdivision would cross the proposed lot lines. Such encroachment would need to be removed, re-configured, or an easement or right-of-way agreement would need to be secured to address the discovered encroachment. If any of the encroachments are to be removed, re-configured or replaced, owner to obtain necessary permits and approval from the relevant approving authority and pay associated costs for the design and construction.
3. The owner is required to identify encroachment of any patios, eaves, or other existing structure(s) on proposed Lot A onto proposed Lot B or vice versa, as a result of the subdivision. Registration of a Legal Agreement or similar covenant/Statutory Right of Way (SRW)/easement against title would need to be secured to address the identified encroachment(s).
4. Registration of a Legal Agreement against title of proposed Lot B between the owner (DFO/Small Craft Harbour Authority) of proposed Lot B and the City providing a Pedestrian Right-of-Passage Statutory Right of Way (PROP SRW) in favour of the City over the entirety of the existing boardwalk area (within proposed Lot B) along the foreshore and, in order to provide for and confirm continuous pedestrian access to and along the foreshore of the site from Bayview Street, over the existing eastern drive aisle (east of the existing buildings on proposed Lot A).

Initial: \_\_\_\_\_

5. Registration of a Statutory Right of Way, easement, or similar Legal Agreement against title of proposed Lot B between the owner (DFO/Small Craft Harbour Authority) of proposed Lot B in favour of the owner of proposed Lot A, including a covenant in favour of the City, to secure continued use and access by the owner of proposed Lot A to the drive aisle (east of the existing buildings on proposed Lot A) via Bayview Street as a loading bay and/or parking and/or storage area in perpetuity.

**Note:**

- \* 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.
- 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.
- 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 contains 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

[Signed copy on file]



No. DP 23-035352

To the Holder: Public Services and Procurement Canada on behalf of Fisheries  
and Oceans Canada (DFO)

Property Address: 3540 and 3800 Bayview Street

Address: C/O 1090 WEST PENDER STREET  
VANCOUVER, BC V6E 2P1

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. 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 the attached Permit Drawings #1 to #3 attached hereto.
4. 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.
5. 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.
6. This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. <Resolution No.> ISSUED BY THE COUNCIL THE  
DAY OF <Date>

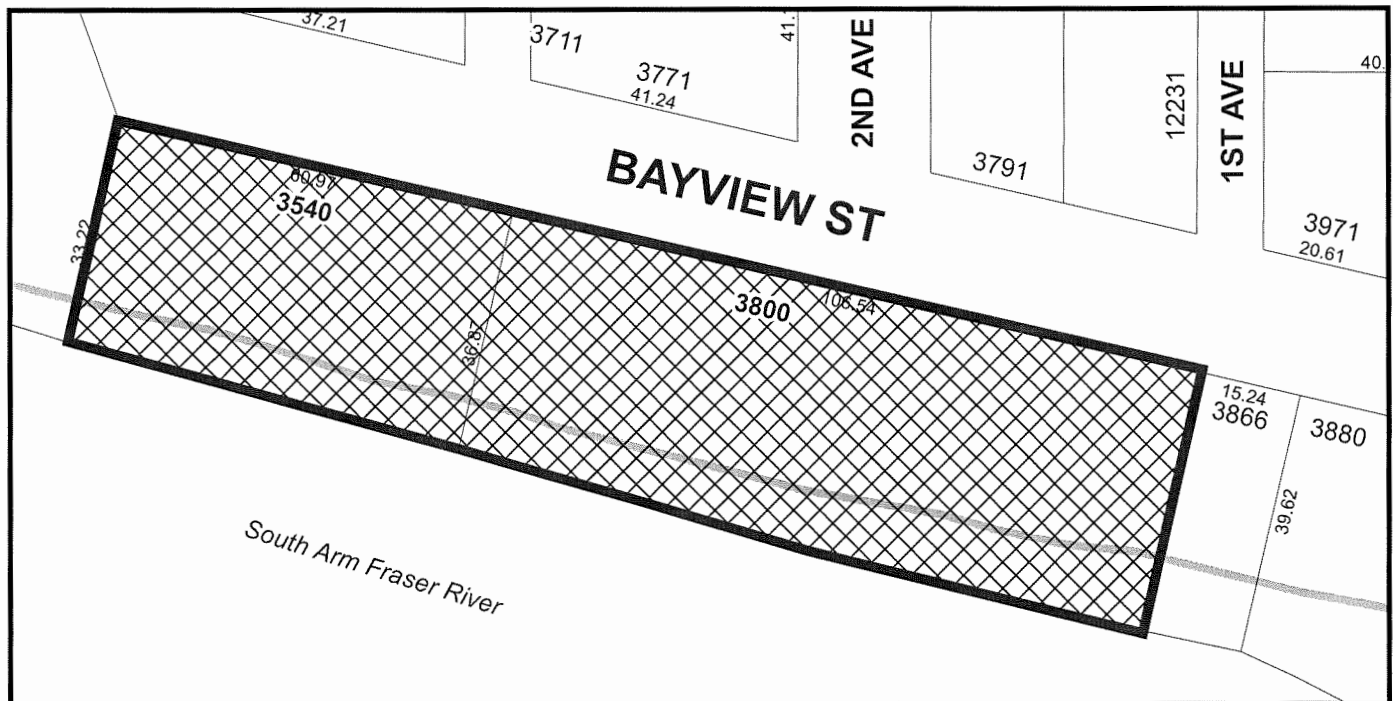
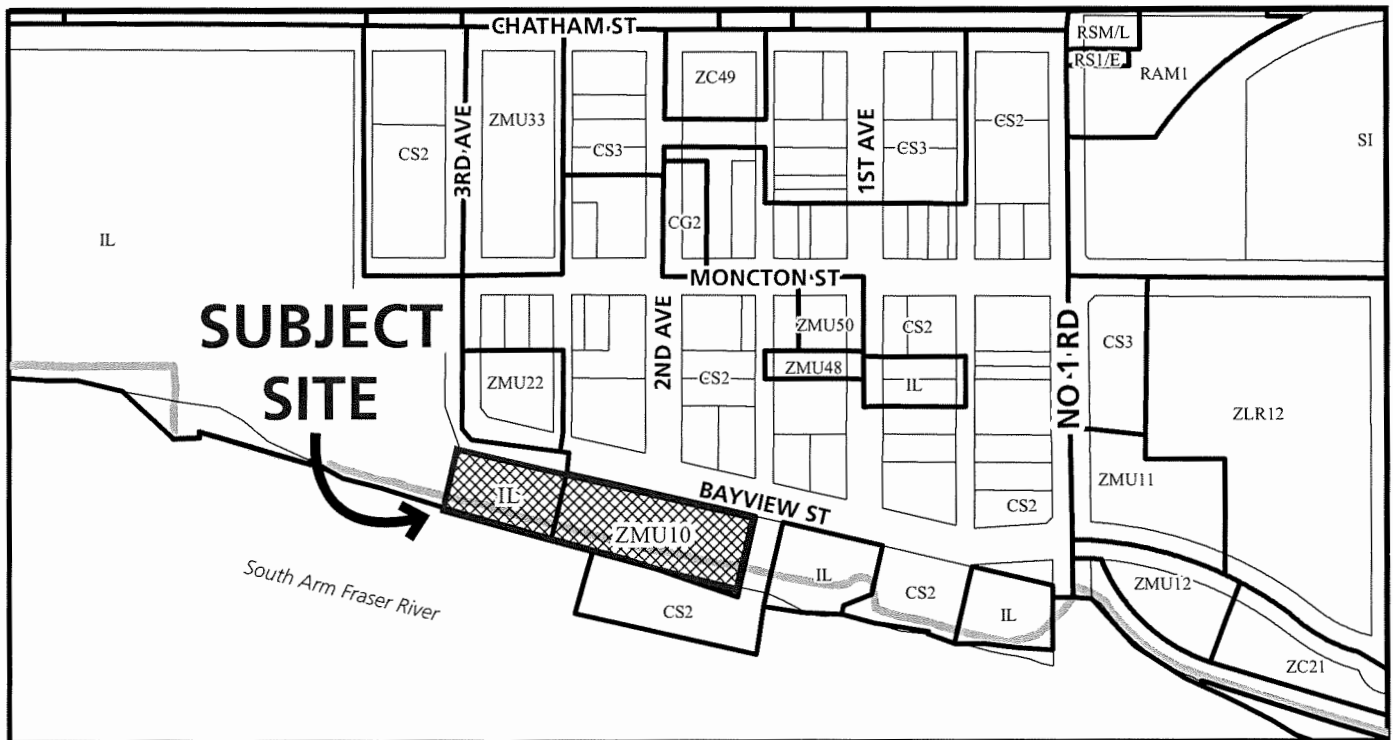
DELIVERED THIS <Day> DAY OF <Month>, <Year>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond



**DP 23-035352**  
**SCHEDULE "A"**

Original Date: 01/12/24

Revision Date: 03/07/25

Note: Dimensions are in METRES

**PROPOSED SUBDIVISION PLAN OF PARCEL "E" SECTION 10  
BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT  
REFERENCE PLAN 63730 AND PARCEL "ONE" SECTION 10 BLOCK 3  
NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT  
REFERENCE PLAN 80414.**

**PURSUANT TO SECTION 67 OF THE LAND TITLE ACT  
BCGS 92G.015**

Geodetic Control Monument (77H4838) Coordinates  
Datum: NAD83 (CSRS) 4.0.0.BC.1.MVRD  
UTM ZONE 10  
UTM Northing: 5441527.702  
UTM Easting: 486343.875  
Estimated absolute accuracy is: 0.010m

Geodetic Control Monument (77H4803) Coordinates  
Datum: NAD83 (CSRS) 4.0.0.BC.1.MVRD  
UTM ZONE 10  
UTM Northing: 5441526.886  
UTM Easting: 486557.855  
Estimated absolute accuracy is: 0.010m

Scale 1:500



The intended plot size of this plan is 864mm in width and 560mm in height (D size) when plotted at a scale of 1:500.

Distances are in meters and decimals thereof.

This plan lies within Integrated Survey Area No. 18, City of Richmond, NAD83(CSRS) 4.0.0.BC.1.MVRD

Grid bearings are derived from survey observations between geodetic control monuments 77H4803 and 77H4838 and are referred to the central meridian of UTM Zone 10.

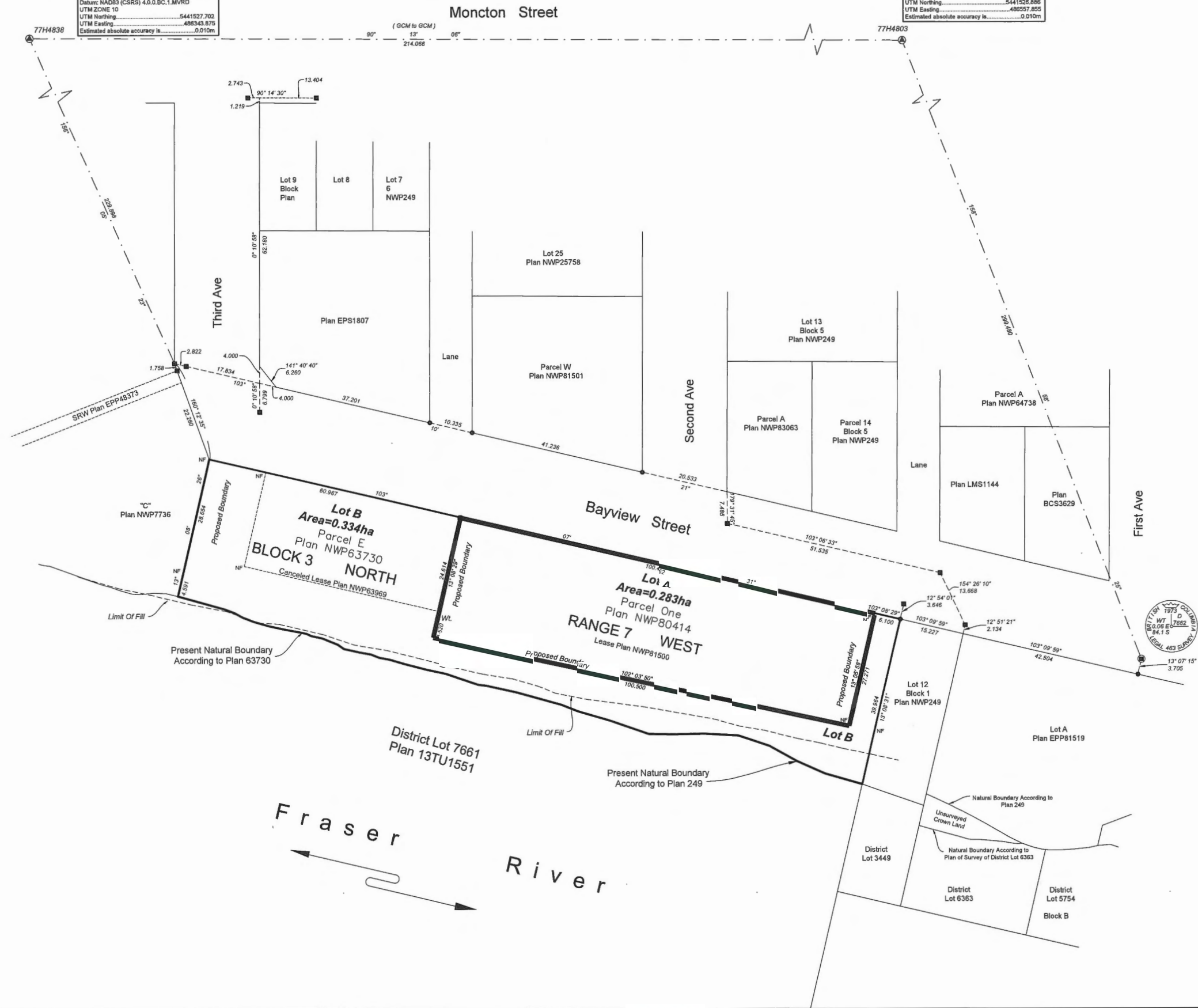
The UTM coordinates and estimated absolute accuracy achieved are derived from the MASCO7 published coordinates and standard deviations for geodetic control monuments 77H4803 and 77H4838.

This plan shows horizontal ground-level distances unless otherwise specified. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9996051. The average combined factor has been determined from geodetic control monuments 77H4803 and 77H4838.

This plan shows one or more witness posts which are not set on the true corner(s).

**Legend:**

- DENOTES STANDARD IRON POST FOUND
- DENOTES STANDARD IRON POST SET
- DENOTES LEAD PLUG FOUND
- ⊙ DENOTES STANDARD ROCK POST FOUND
- ⊕ DENOTES CONTROL MONUMENT FOUND



Public Services and Procurement Canada  
Services Publics et Approvisionnement Canada  
Geomatics Services  
#2-100 Annacis Parkway  
Delta, BC, V3M 6Z4  
604-966-7765  
E238-----

BC Docs # 314867970  
BC # 3271.00  
SF # 3659.00  
Project # R.117168.001  
FB # 68, Pg # 122 - 128  
FB# 78, Pg # 47-57

This Plan lies within the Jurisdiction of the Approving Officer for the City of Richmond  
This Plan lies within the Metro Vancouver Regional District.  
The field survey represented by this plan was completed on the xxth day of Month, 2023.  
Ian Robertson, BCLS # 749





BOOK OF REFERENCE								
PID / PIN	Legal Description	Interest Holder	Form of Tenure	File/OIC /CofT	Charges, Liens and Interests			
003-408-833	Parcel "E", Section 10, Block 3, North Range 7 West, Reference Plan NWP63730	Her Majesty the Queen in Right of Canada	Fee Simple	RD 154596E				
013-036-581	Parcel "One", Section 10, Block 3, North Range 7 West, Reference Plan NWP80414	Her Majesty the Queen in Right of Canada	Fee Simple	AC15070	Nature: Lease Registration Number: AC111599 Registration Date and Time: 1989-05-05 15:00 Registered Owner: Steveston Waterfront Properties Inc. Remarks: Plan NWP81500 Hereby is annexed Easement AC111600 over Parcel 1 Plan 80414 except part shown within dark outline on Plan NWP81500 Modified by AC144514	Nature: Easement Registration Number: AC111600 Registration Date and Time: 1989-05-05 15:00 Remarks: Appurtenant to Lease AC111599 Except 0.2829 Hectares shown on Plan 81500	Nature: Lease Registration Number: AC144514 Registration Date and Time: 1989-05-14 14:41 Remarks: Modified by AC111599	Nature: Statutory Right of Way Registration Number: AC199263 Registration Date and Time: 1989-08-16 13:21 Registered Owner: British Columbia Hydro and Power Authority Remarks: Of Leasehold Interest (See AC111599)

Public Services and Procurement Canada / Services Public et Approvisionnement Canada  
Geomatics Services / Services de Géomatique  
Unit 2-100 Annas Parkway  
Delta, BC, V3M 6A2  
604-666-7765  
Location Map BCGS 82F.054

**Site Plan of Proposed Subdivision of Parcel "E", Reference Plan NWP63730 and Parcel "One", Reference Plan NWP80414, all in Section 10, Block 3, North Range 7 West, New Westminster District**

Scale 1:300  
The intended plot size of this plan is 854mm in width by 560mm in height (D size) when plotted at a scale of 1:300.  
Distances are in metres and decimals thereof.

drawn: S. M. Kavanagh / drawing no.: SK# 3271.01  
2024-09-19  
project number: R.117680.001 / GCDocs no.: 314867870  
survey file no.: SF# 3658.00, F#868 pg 122-128, F#878 pg 47-59, F#845 pg 118-119  
Revision: 2025-01-07 / Updated proposed property lines to Dec 2024 version and title blocks

**NOTES:**  
Elevations are based on GCM 77H4838. The coordinates of GCM 77H4838 are:  
GCM 77H4838  
N: 5444527.702m  
E: 486343.875m  
Elev.: 1.563

- Legend:**
- DENOTES IRON POST FOUND
  - DENOTES LEAD PLUG FOUND
  - DENOTES CATCH BASIN
  - DENOTES WATER VALVE
  - DENOTES MONITORING WELL
  - DENOTES GAS VALVE
  - DENOTES LAMP STANDARD
  - DENOTES MANHOLE
  - DENOTES ELECTRICAL BOX
  - DENOTES DECIDUOUS TREE
  - DENOTES STREET SIGN
  - DENOTES FENCING LINE
  - DENOTES BUILDING
  - DENOTES ROOF OVERHANG
  - DENOTES CONCRETE SIDEWALK
  - DENOTES ASPHALT
  - DENOTES UNDERGROUND GAS LINE
  - DENOTES UNDERGROUND ELEC LINE
  - DENOTES UNDERGROUND COMM. LINE
  - DENOTES UNDERGROUND SEWER LINE
  - DENOTES LIMIT OF FILL
  - DENOTES SITTING AREA
  - DENOTES CROSSWALK
  - DENOTES ENVIRONMENTALLY SENSITIVE AREA (SOURCE CITY OF RICHMOND GIS)

This plan was prepared for planning and discussion purposes only and is for the exclusive use of DFO - Small Craft Harbours. It shall not be used as a definitive proof of encroachments or the true location of structures, natural boundaries or fill in relation to any property boundary.

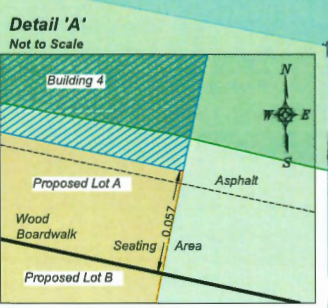
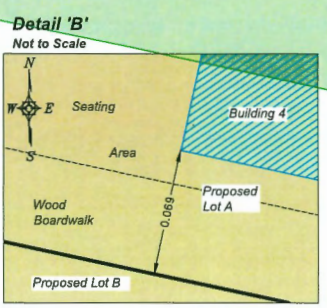
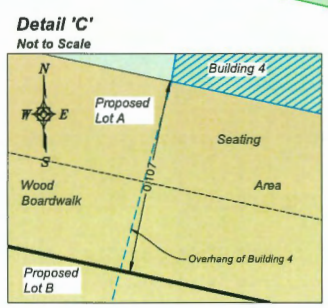
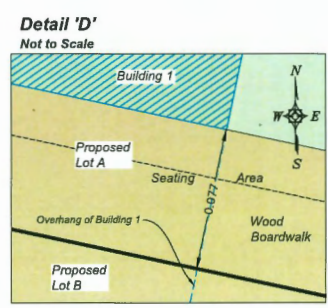
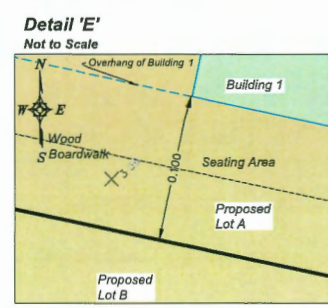
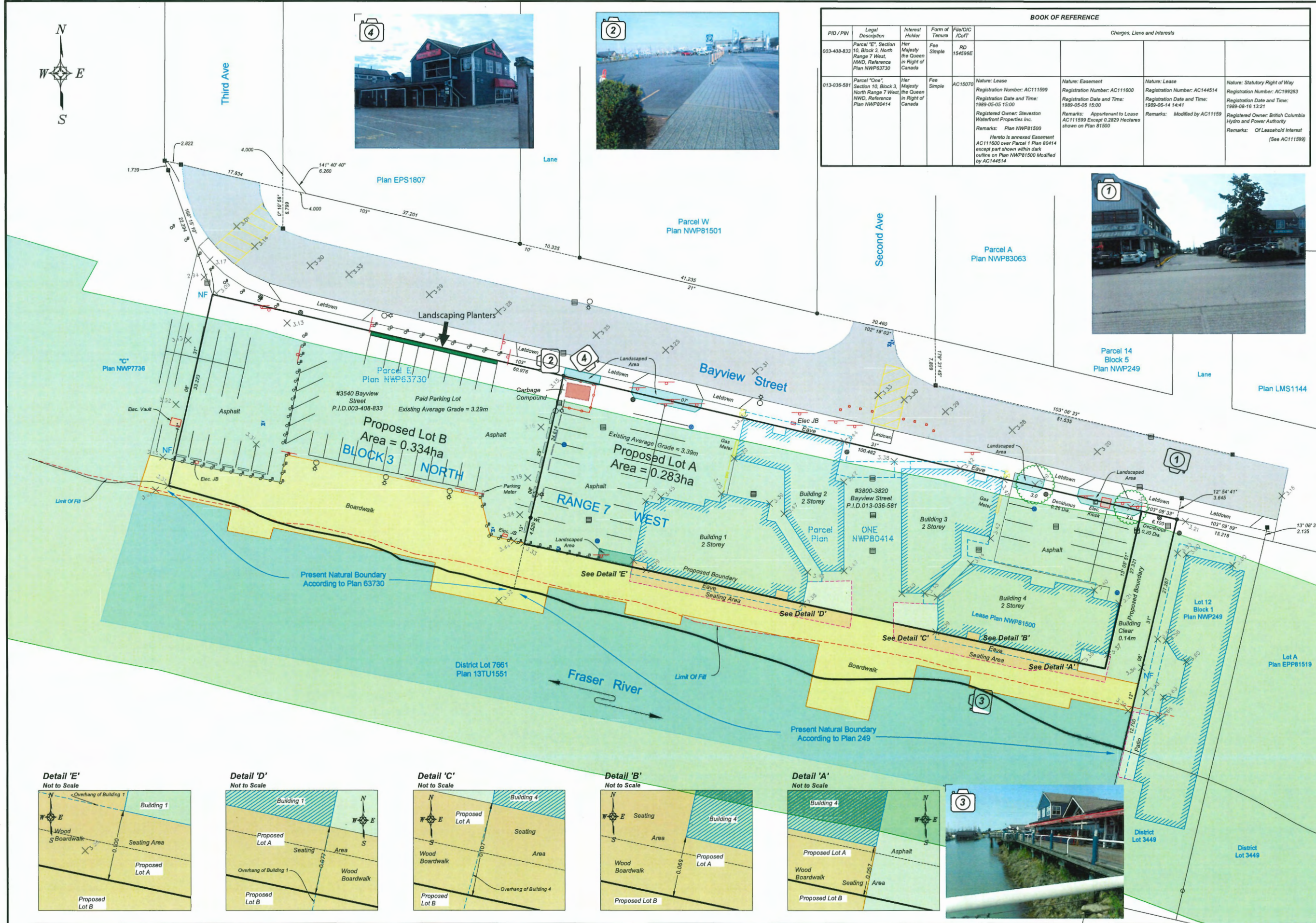
Dimensions are derived from the following Crown Land Registry and/or Land Title and Survey Authority Plans and Documents and may not represent the true extent of Tenure:  
-Plan NWP2419 -Plan NWP80414 -Plan NWP81500  
-Plan NWP63730 -Plan NWP63969 -Plan NWP7736  
-Plan EPP81519

Public Services and Procurement Canada and Ian R. Robertson BCLS #749 accept no responsibility for and hereby disclaim all obligations and liabilities for damages including, but not limited to, direct, indirect, special, or consequential damages arising out of or in connection with any direct or indirect use or reliance upon this Plan beyond its intended use.

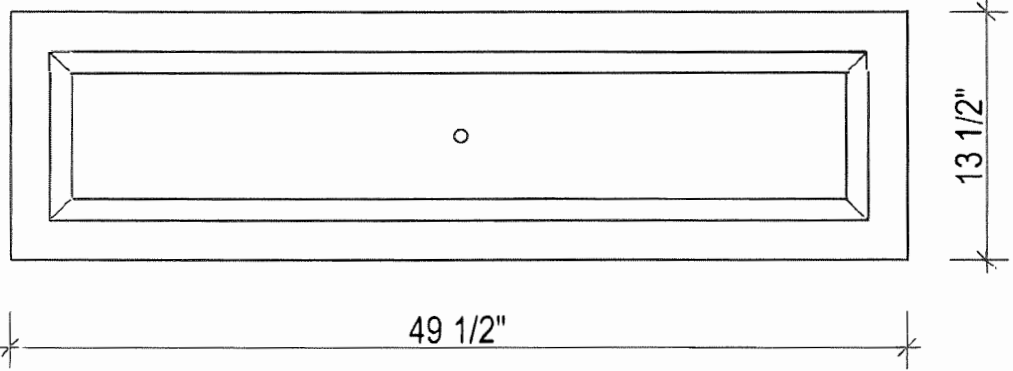
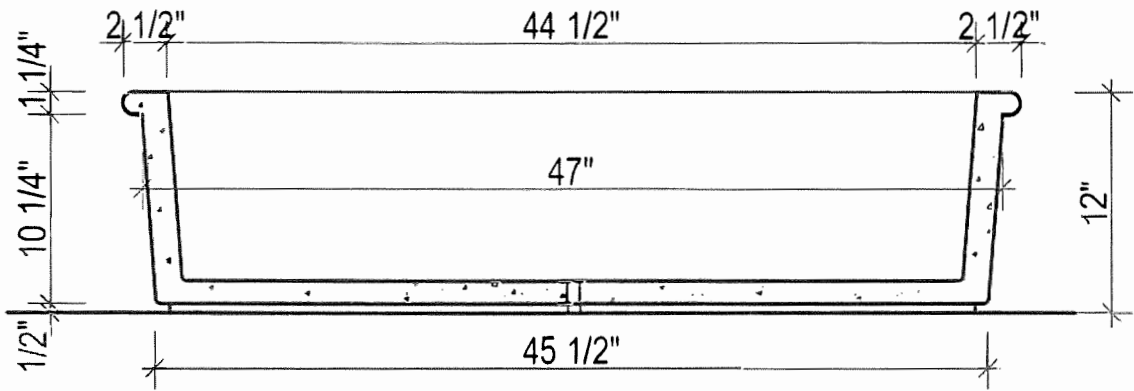
The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent of the signatory.  
This plan shows the natural boundary according to Plans NWP249 and Plan NWP63730 and may not reflect the current extent of title. This Plan does not reflect an opinion of the true location of the waterfront boundary of the lands.  
PSPC accepts no responsibility of the accuracy of this site plan.  
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All rights reserved.  
No person may copy, reproduce, publish, transmit or alter this document, in whole or in part, without the express written consent of Public Services and Procurement Canada.

This plan lies within the City of Richmond in Metro Vancouver Regional District.  
This Site Plan was prepared for DFO-Small Craft Harbours and is based on Land Title and Survey Authority and Crown Land Registry Records, and a field survey performed on the 15th day of June 2021 and the 12th of July 2023. Unregistered interests have not been included or considered. This plan is not valid, unless it is digitally signed original copy issued by the surveyor.  
Certified Correct this 9th day of January, 2025.

Ian R. Robertson, BCLS



DP 23-035352 Permit Drawing #3



RECTANGULAR PLANTER	Width x Length x Height	weight
RL49	49 1/2" x 13 1/2" X 12"	160 lb.