



**Development Permit Panel
Electronic Meeting**

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

**Wednesday, July 30, 2025
3:30 p.m.**

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on July 16, 2025



1. DEVELOPMENT PERMIT 23-016633
(REDMS No. 7770338)

APPLICANT: Andrew Cheung Architects Inc.

PROPERTY LOCATION: 3600 Lysander Lane

Director's Recommendations

That an Environmentally Sensitive Area Development Permit be issued at 3600 Lysander Lane, which would:

- 1. facilitate the subdivision of the site into two lots (Lot A and Lot B) and the construction of two, three-storey multi-tenant mixed office/industrial buildings on Lot B; and*
- 2. vary the provision of Richmond Zoning Bylaw 8500 to:*
 - (a) reduce the required number of large loading bays for a non-residential use from one space to zero for Lot B; and*
 - (b) reduce the minimum required parking spaces for Lot A from 259 spaces to 84 spaces.*



ITEM

2. **DEVELOPMENT PERMIT 23-030760**

(REDMS No. 8096383)

APPLICANT: Kenneth Kim Architecture Inc.

PROPERTY LOCATION: 8240 Williams Road

Director's Recommendations

That a Development Permit be issued which would:

1. *permit the construction of three townhouse units at 8240 Williams Road on a site zoned "Low Density Townhouses (RTL4)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum required lot width from 40.0 m to 18.0 m;*
 - (b) *reduce the minimum exterior side yard setback along Leonard Road from 6.0 m to 4.5 m; and*
 - (c) *allow three small vehicle parking spaces.*



3. **New Business**

4. **Date of Next Meeting: August 13, 2025**

ADJOURNMENT



**Development Permit Panel
Wednesday, July 16, 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 June 25, 2025 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 23-023854 (CANCELLATION REQUEST)
(REDMS No. 8096363)

APPLICANT: HNPA Architecture and Planning Inc.

PROPERTY LOCATION: 6071 Azure Road

INTENT OF APPLICATION:

To cancel Development Permit DP 23-023854 and release the notice of the Development Permit DP 23-023854 from Title of the subject property.

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Applicant's Comments

Jun Nan, HNP Planning and Design Inc., provided background information on the applicant's request to cancel Development Permit DP 23-023854 issued by Council, noting that (i) the owner no longer wishes to proceed with the approved development at this time due to concerns regarding the project's financing, phasing and potential revenues given the current economic and rental market conditions, (ii) the owner intends to submit a new DP application this year and is currently making changes to the project design including increasing the number of proposed rental units to increase revenues and splitting the project into two phases to meet project financing conditions, and (iii) the owner is also requesting that the landscape security currently being held by the city associated with the approved DP be released should the DP be cancelled in order to cover the cost of redesigning the project and maintain the needed cash flow.

Staff Comments

Joshua Reis, Director, Development noted that (i) the cancellation of the approved Development Permit would enable the applicant to make changes to the project design and permit the release of approximately \$1.3 million in landscape security being held by the City, (ii) the existing zoning of the subject site would not be impacted by the proposed cancellation of the approved Development Permit, and (iii) all legal agreements secured through the rezoning would remain in effect and would not be affected should the approved Development Permit be cancelled.

Panel Discussion

In reply to a query from the Panel, the applicant clarified that they are requesting only the return of approximately \$1.3 million in landscape security and does not include the securities secured through the rezoning of the subject site should the subject Development Permit be cancelled.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed support for the applicant's request to cancel the approved Development Permit, noting the applicant's commitment to pursue the project subject to the ongoing redesign of the original project. In addition, the Panel encouraged the applicant to submit their new Development Permit application as soon as possible.

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Panel Decision

It was moved and seconded

That the request to cancel Development Permit DP 23-023854 be granted and notice of the Development Permit DP 23-023854 be released from Title of the subject property.

CARRIED

2. DEVELOPMENT PERMIT 24-049965

(REDMS No. 8034338)

APPLICANT: Ponda Development Ltd.

PROPERTY LOCATION: 5120 and 5140 Williams Road

INTENT OF PERMIT:

Permit the construction of four front-to-back duplexes at 5120 and 5140 Williams Road (one on each new lot after subdivision), on lots zoned “Two-Unit Dwellings (ZD9) – Williams Road (Steveston)”.

Applicant's Comments

Mathew Cheng, Matthew Cheng Architect Inc., 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 subject site consists of two lots which are proposed to be subdivided into four new lots, with each new lot after subdivision containing a two-storey duplex with one unit at the front and one unit at the back for a total of eight units;
- each unit will be provided with a garage with two resident parking spaces (one regular and one small-sized) in a side-by-side configuration;
- each pair of duplexes is accessed by a shared drive aisle in the middle and one visitor parking space is to be shared between the two duplexes;
- the development includes two convertible units with potential to be renovated for future installation of a stair lift;
- all units will incorporate aging-in-place features;
- air source heat pumps are proposed for heating and cooling of units and acoustic fencing or noise barriers will be installed to mitigate noise impacts;
- the project has been designed to achieve BC Energy Step Code Level 3 with Zero Carbon Emission Level 4;
- the architectural form and character of the proposed development is compatible with the surrounding residential neighbourhood; and

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- window openings of duplex buildings are minimized along the side yard elevations to avoid potential overlook into adjacent single-family homes.

Yiwen Ruan, PMG Landscape Architects, briefed the Panel on the main landscape features of the project, noting that (i) 18 replacement trees are proposed to be planted on-site which are in excess of the required number of replacement trees for the on-site trees identified for removal, (ii) each unit will be planted with two to three trees and provided with a large open lawn area, (iii) canopy trees and low hedging and fencing are proposed along the Williams Road frontage, (iv) appropriate landscaping along the south property line is proposed in order to minimize the impact to existing trees, (v) permeable paving treatment is proposed for the visitor parking stalls, (vi) native, drought-tolerant and low-maintenance species are proposed to be planted on the subject site, (vii) irrigation will be provided for the maintenance of landscaped areas, (viii) bollard lighting is proposed along the key pedestrian pathways and at the entrance, and (ix) minimal grading is proposed for all outdoor areas on the site to enhance their usability.

Staff Comments

Mr. Reis noted that (i) a Servicing Agreement for frontage improvements and utility servicing connections is required as a condition of subdivision for the proposed development, (ii) there are 18 new trees consisting of a mix of deciduous and coniferous trees proposed to be planted on the site, (iii) all landscaped areas of the site are proposed to be irrigated through the use of an automatic irrigation system, and (iv) the convertible units have the potential to be renovated for future installation of a stair lift.

Panel Discussion

In reply to queries from the Panel, the applicant noted that (i) the proposed lighting for the site includes building mounted downward-focused lighting including along the west side of Building A and east side of Building D to avoid light spillover onto adjacent units and existing neighbouring properties, (ii) the project civil engineer will design the on-site drainage system and the interface between the permeable and non-permeable areas on the shared drive aisle at the Building Permit stage to ensure pedestrian safety and avoid flooding in the site, (iii) adequate manoeuvring space is provided for the shared visitor parking space, (iv) the project will retain an acoustic consultant to determine noise mitigation measures for the heat pumps if deemed necessary to comply with the City's Noise Regulation Bylaw, and (v) there is sufficient space available for the potential installation of additional noise mitigation measures for the heat pumps in addition to fencing.

Correspondence

None.

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Gallery Comments

None.

Panel Discussion

A comment was made regarding the potential to introduce more colours to the duplex buildings and in response, the applicant noted that the proposed colour palette is consistent with the proposed modern style of the duplex buildings and reflects the current market demand.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of four front-to-back duplexes at 5120 and 5140 Williams Road (one on each new lot after subdivision), on lots zoned “Two-Unit Dwellings (ZD9) – Williams Road (Steveston)”.

CARRIED

3. **DEVELOPMENT VARIANCE PERMIT 25-015419** (REDMS No. 8096439)

APPLICANT: Stephen Easterbrook

PROPERTY LOCATION: 17720 River Road

INTENT OF PERMIT:

Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum cumulative lot coverage for agricultural buildings with an impermeable surface floor sunk into, at or below the natural grade of the site from 750 m² to 3,875 m² to permit the construction of a poultry barn on a site zoned “Agriculture (AG1)”.

Applicant's Comments

Stephen Easterbrook, of Easterbrook Farms Ltd., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 2), provided background information on the subject development variance permit application, highlighting the following:

- the subject Development Variance Permit application will allow a larger area of concrete construction for agricultural buildings on the subject property and permit the construction of a new organic egg layer barn that would accommodate more organic layer hens and meet current and future demand for the owner's organic egg brand;

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- the owner's existing poultry barn is located on land leased from Port Metro Vancouver (on the adjacent property to east of the subject site) with the lease expiring in September 2027 and no certainty of lease extension;
- the existing poultry barn is not able to accommodate the required number of layer hens to meet the owner's current quota for production of and market demand for organic eggs, has aging structure and equipment reaching end of useful life, is not energy efficient and environment friendly, and is not able to provide a conducive environment for the layer hens during summer and winter; and
- the proposed new barn is energy efficient and environment-friendly, enhances food safety and security and local food availability in the community, provides supply of organic fertilizer, provides education support to students, and creates employment opportunities.

Staff Comments

Mr. Reis noted that (i) the applicant has agreed to register a legal agreement on Title to prohibit the use of the building for medical or non-medical cannabis production, (ii) the application has been reviewed and was supported by the City's Food Security and Agricultural Advisory Committee (FSAAC), (iii) the proposed farm building does not interfere with or prohibit any of the commitments that have been made by the applicant in relation to other applications applicable to the subject property, and (iv) the location of the road providing access to the rear of the building is subject to a Notice of Intent with the Agricultural Land Commission (ALC) and subject to their approval and is outside of the scope of the proposed variance being requested.

Panel Discussion

In reply to queries from the Panel, the applicant noted that (i) the new ventilation system that will be installed for the proposed farm building will improve the building's air quality, (ii) a generator will be installed in the proposed farm building to provide an alternate power source in the event of BC Hydro power outages, and (iii) prior to undertaking the Environmentally Sensitive Area (ESA) compensation planting associated with the applicant's prior application for the single-family building on the subject site, the applicant will need to address the potential encroachment of invasive species into the ESA compensation planting area.

Correspondence

None.

Gallery Comments

None.

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Panel Discussion

The Panel expressed support for the application, noting the applicant's informative presentation and commitment to enrich agriculture in the City.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum cumulative lot coverage for agricultural buildings with an impermeable surface floor sunk into, at or below the natural grade of the site from 750 m² to 3,875 m² to permit the construction of a poultry barn on a site zoned "Agriculture (AG1)".

CARRIED

4. New Business

None.

5. Date of Next Meeting: July 30, 2025

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:27 p.m.).

CARRIED

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, July 16, 2025.

Wayne Craig
Chair

Rustico Agawin
Committee Clerk

4 - ARTERIAL RD. DUPLEXES

5120, 5140 WILLIAMS RD.

Owner	Alta West Development Group Ltd. (Patrick Zheng)
Architect	Matthew Cheng Architect Inc. (Matthew Cheng)
Landscape Architect	PMG Landscape Architects Ltd. (Yiwen Ruan)



Subdivide & Rezone 2 lots into 4 duplex lots

5120, 5140 Williams Rd.

Context

- Site On Williams Rd.
East of Railway Ave.
- North of Williams Single-family dwellings
A couple old duplexes
- South of Williams Single-family dwellings
- Rear of properties Single-family dwellings



Context North of Williams Rd. (opposite site)



Context South of Williams Rd.



East of site - Single Family



East of site - Single Family



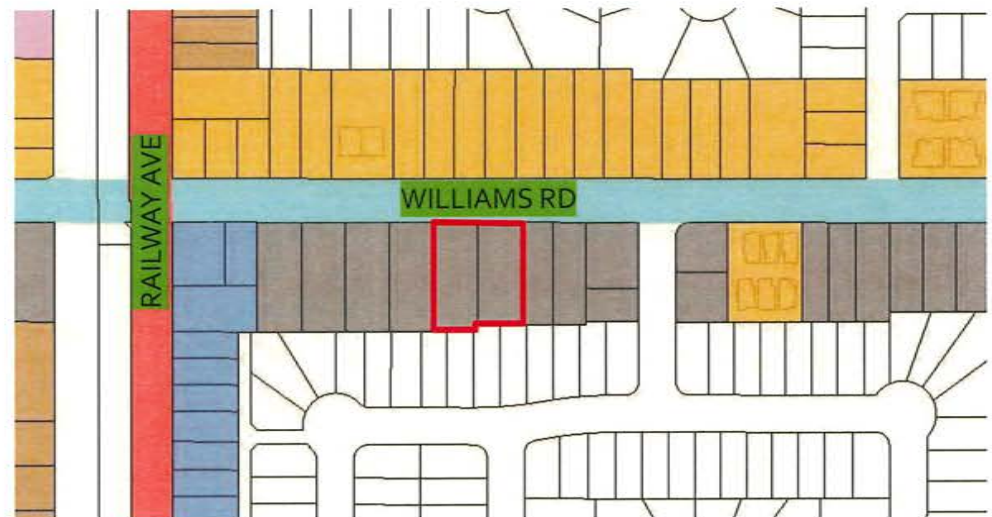
West of site – Single Family



West of site – Single family

Rezoning

OCP	Arterial Road Duplex / Triplex
Rezoning	RSM/L to RDA (Arterial Road Two-Unit Dwellings)
Subdivision	2 lots into 4 lots



Site Plan

Original Site Area

1012 + 993 = 2005 sm.

Subdivided lot area (Min. 464.5 sm.)

Lot A 517.87 sm.
Lot B 516.47 sm.
Lot C 486.46 sm.
Lot D 486.44 sm.

Subdivided lot width (Min. 10.29 sm.)

Lot A 10.30 sm.
Lot B 10.30 sm.
Lot C 10.30 sm.
Lot D 10.30 sm.

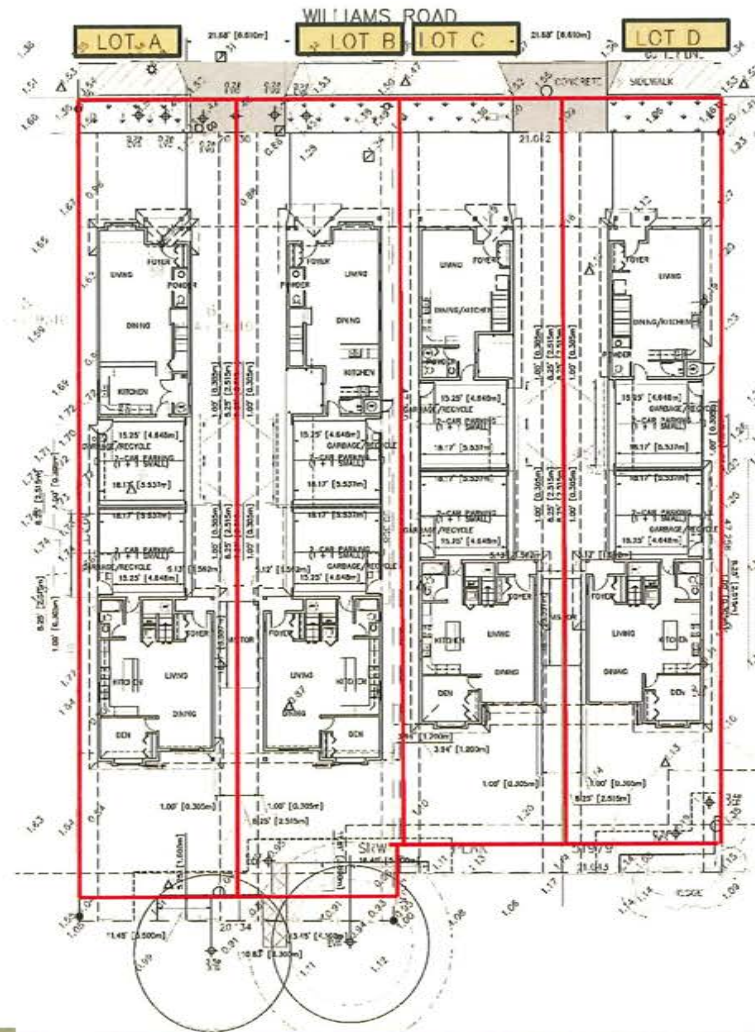
No of units

8 units

FAR

(lesser of 0.6 or 334.5 sm.)
(Each unit min. 125.4 sm.
& max. 183.9 sm.)

Lot A 0.6 (310.72 sm.)
Lot B 0.6 (310.22 sm.)
Lot C 0.6 (291.74 sm.)
Lot D 0.6 (291.74 sm.)



Parking

Lot A + Lot B

Access Easement

Lot A

2 regular + 2 small

Lot B

2 regular + 2 small

Visitor

1 (Shared between Lot A & B)

Lot C + Lot D

Access Easement

Lot C

2 regular + 2 small

Lot D

2 regular + 2 small

Visitor

1 (Shared between Lot C & D)

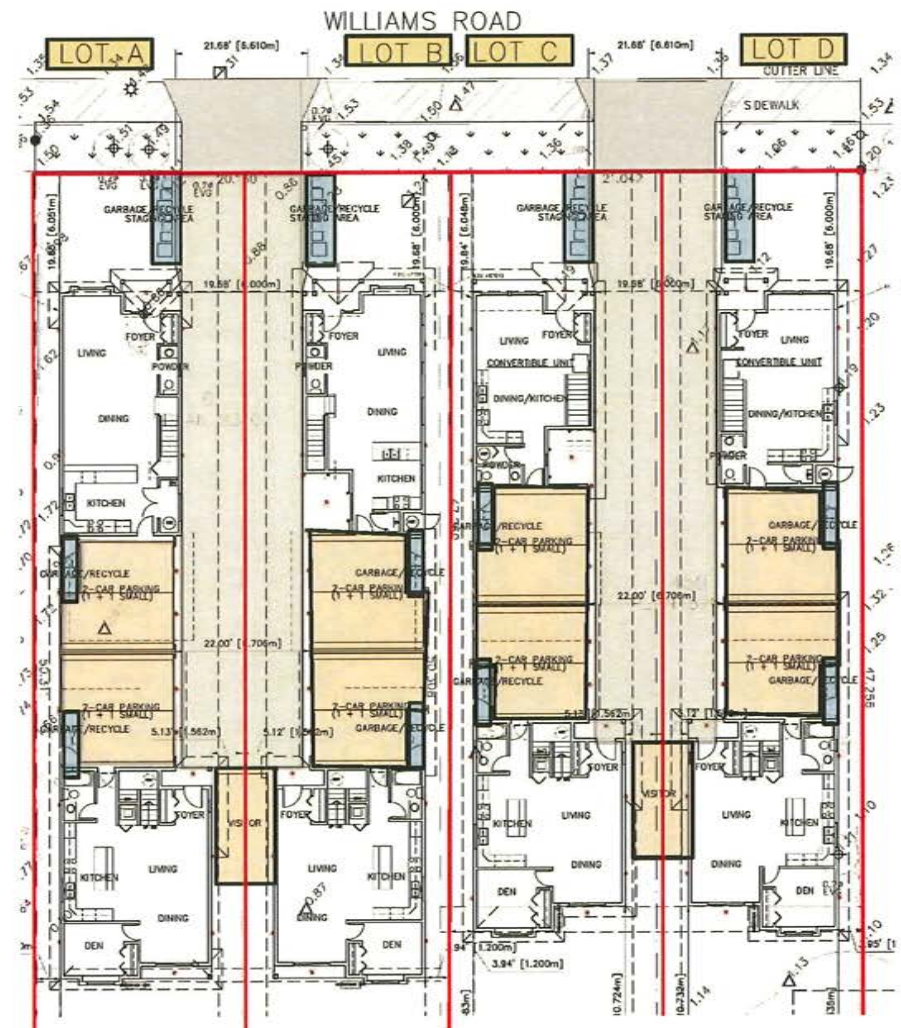
Garbage & Recycle

Storage

Inside garage

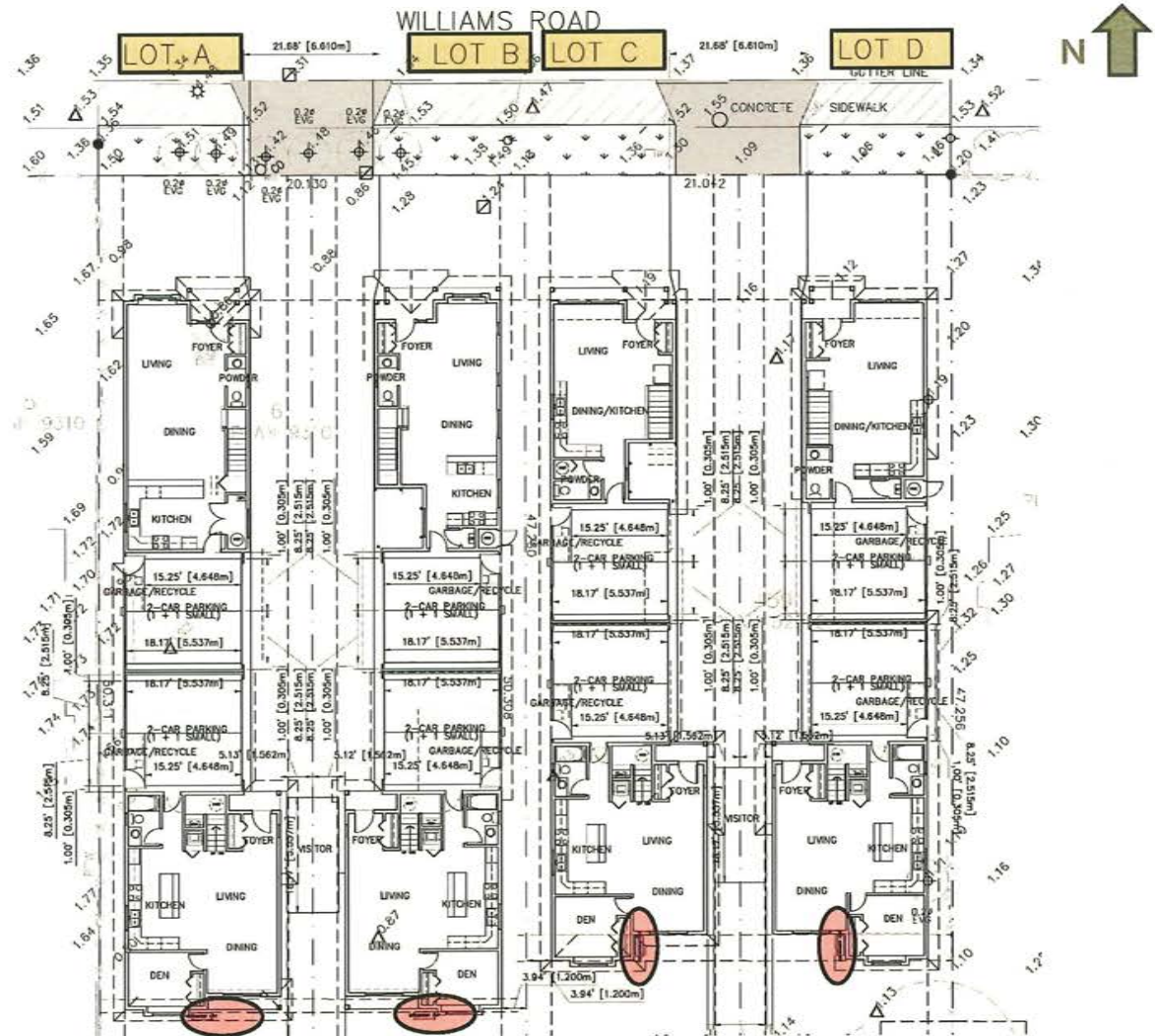
Staging area

At driveway entrance



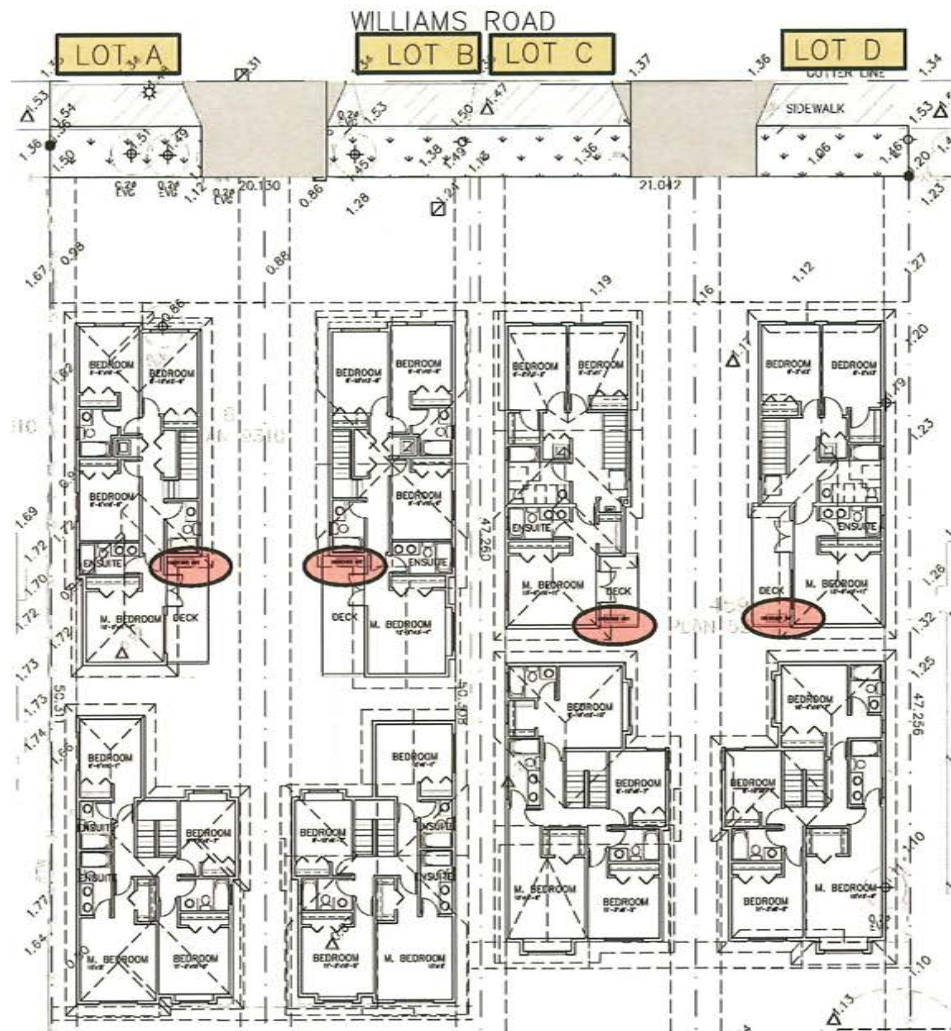
G/F Plan

Lot A	Front unit	L + D + Kit
	Rear unit	L + D + Kit + Den Condenser
Lot B	Front unit	L + D + Kit
	Rear unit	L + D + Kit + Den Condenser
Lot C	Front unit	L + D + Kit
	Rear unit	L + D + Kit + Den Condenser
Lot D	Front unit	L + D + Kit
	Rear unit	L + D + Kit + Den Condenser



2/F Plan

Lot A	Front unit	4 bed + 3 bath Condenser
	Rear unit	4 bed + 3 bath
Lot B	Front unit	4 bed + 3 bath Condenser
	Rear unit	4 bed + 3 bath
Lot C	Front unit	3 bed + 2 bath Condenser
	Rear unit	4 bed + 3 bath
Lot D	Front unit	3 bed + 2 bath Condenser
	Rear unit	4 bed + 3 bath



Convertible Units

- Chairlift to second floor
- 4m (13'-2") wide accessible parking space provided
- Entry door (2'-10" clear) (Rough in for future door opener) (No Step)
- Interior doors (2'-8" clear) (1 bed & 1 bath)
- Hallway (3'-0")

WC

- Toilet at side & in front (3'-4")
- Blocking for future grab bars (Toilet, Tub, Shower)
- Lever - style plumbing fixtures
- Cabinets easily removed
- Bath and shower controls accessible

Kitchen

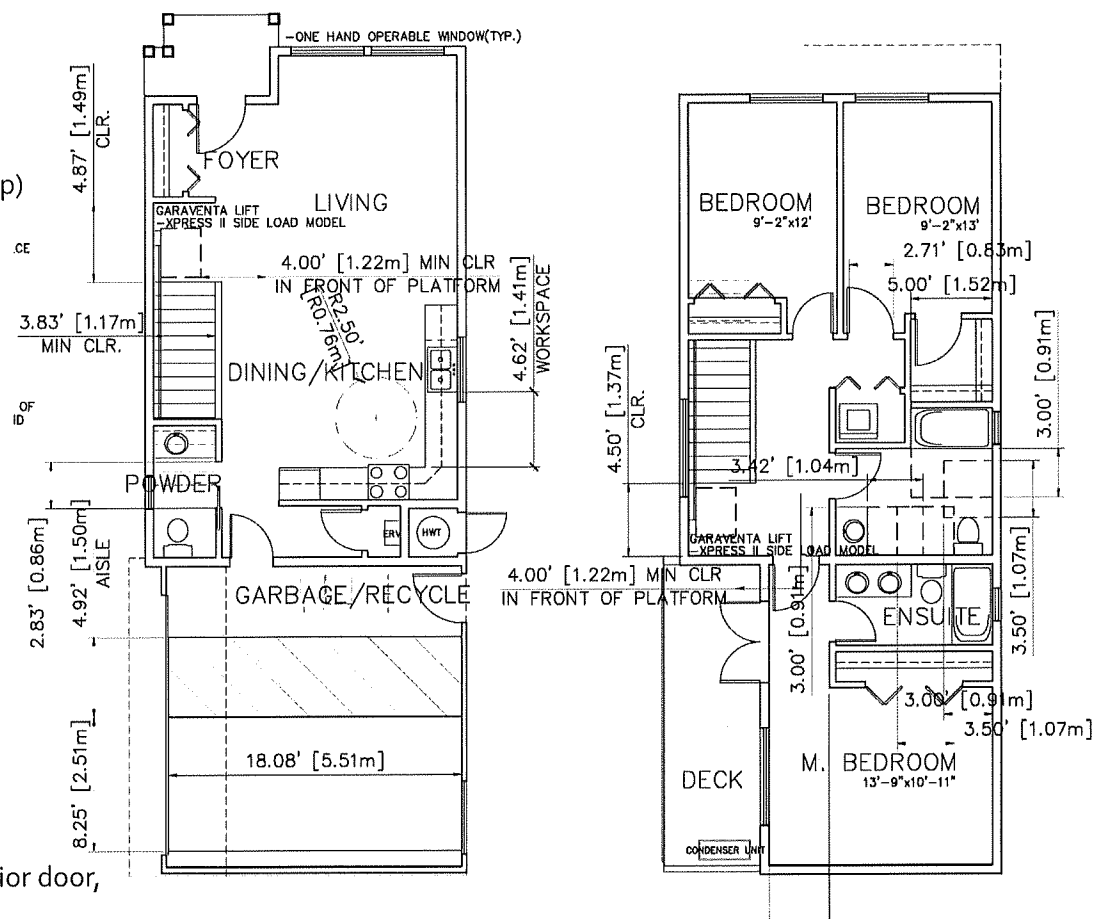
- Plumbing & gas pipes clear of under counter space
- Cabinets easily removed
- 5' turning diameter
- Level-type handles

Windows

- Opened with 1 hand (Min. 1)

Outlets and switches

- Outlets beside window, bottom of stair, beside toilet, above exterior door, in front of kitchen counter
- Within proximity of control center for smart home option
- Upgrades to four-plex outlets in master bed, home office, garage & rec rm



Aging in place

- Stairwell handrails
- Lever-style plumbing faucets & door handles
- Blocking in washroom walls for grab bars

Wayfinding

- All units to be visible and in contrasting colors.
- Site address visible from street & in contrasting colors.

CPTED

(Crime Prevention Through Environmental Design)

Visual surveillance

- Windows adjacent to front and rear yard, shared driveway / courtyard

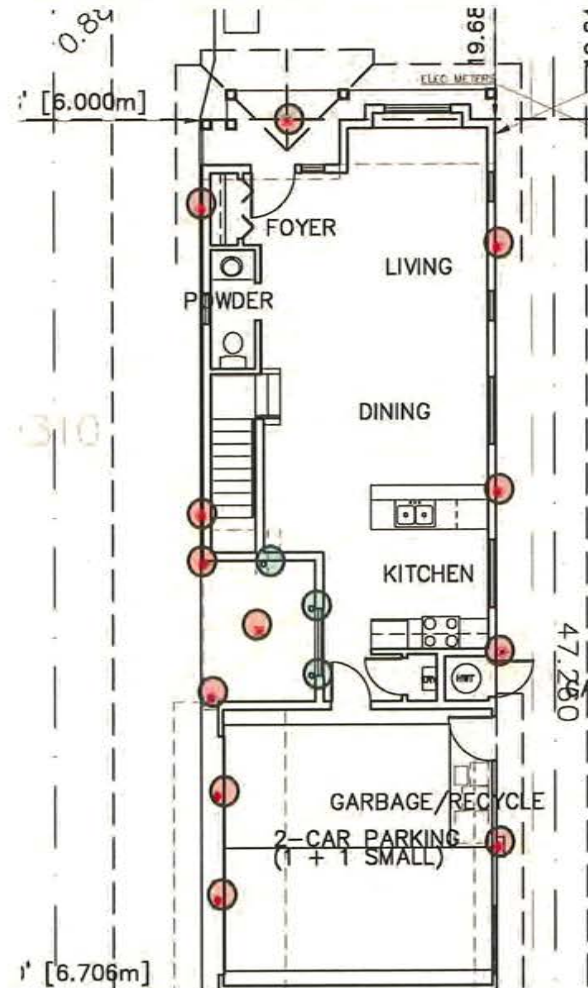
Exterior lights

- Ceiling lights in entry porches / turning niches
- Wall lights along shared driveway / courtyard & exterior walls
- Bollard lights at turning niches

LEGEND:

- WALL MOUNTED LIGHTING
- IN SOFFIT LIGHTING
- ON BOLLARD LIGHTING
- ELECTRICAL PANEL
- CONCRETE BOLLARD

Sample Unit
Lot B front unit



Sustainability

- **Energy Step Code 3 + Zero Carbon EL (Emission Level) 4**
- **Certified Energy Advisor**
Step 5 Solutions
- **Primary Heating**
Air source heat pump for heating and cooling
- **Secondary Heating**
In floor radiant heating with electric boiler
- **Cooling**
Air source heat pump for heating and cooling
- **Ventilation**
HRV 45 CFM (cubic feet / minutes)
- **Domestic Hot water**
Electric storage tank
- **Airtightness**
ACH @50 Pa 2.5 or less
(Air exchange per hour)
- **Windows**
Double glazed
Low-E Argon
U value 1.40 or lower
SHGC 0.40 or higher
(solar heat gain coefficient)
- **Doors**
Fiberglass polystyrene core doors
- **Insulation**
Walls (2X6 @ 16") R-24
Roof (Truss @ 24") R-50
Rim Joists 5" medium density spray foam
Floor over unheated space R-31
Slab R-12 (3" EPS)

Sustainability

Water Conservation

- Dual flush toilets
- Drought tolerant plants

Energy Conservation

- Energy star appliances
- LED lighting
- Programmable thermostats
- Motion sensing light in power rm & master ensuite
- Low E glass windows

All Residential parking space

- 240 – 280V Outlets
- Support Level 2 charging (Min. 12 KWH within 8 hour)

Building materials

- Renewable materials – wood
- Local building materials
- Durable building materials

Waste Reduction

- 3 stream waste bins for construction
- Compost bins in kitchen
- Garbage and recycle bins in garage

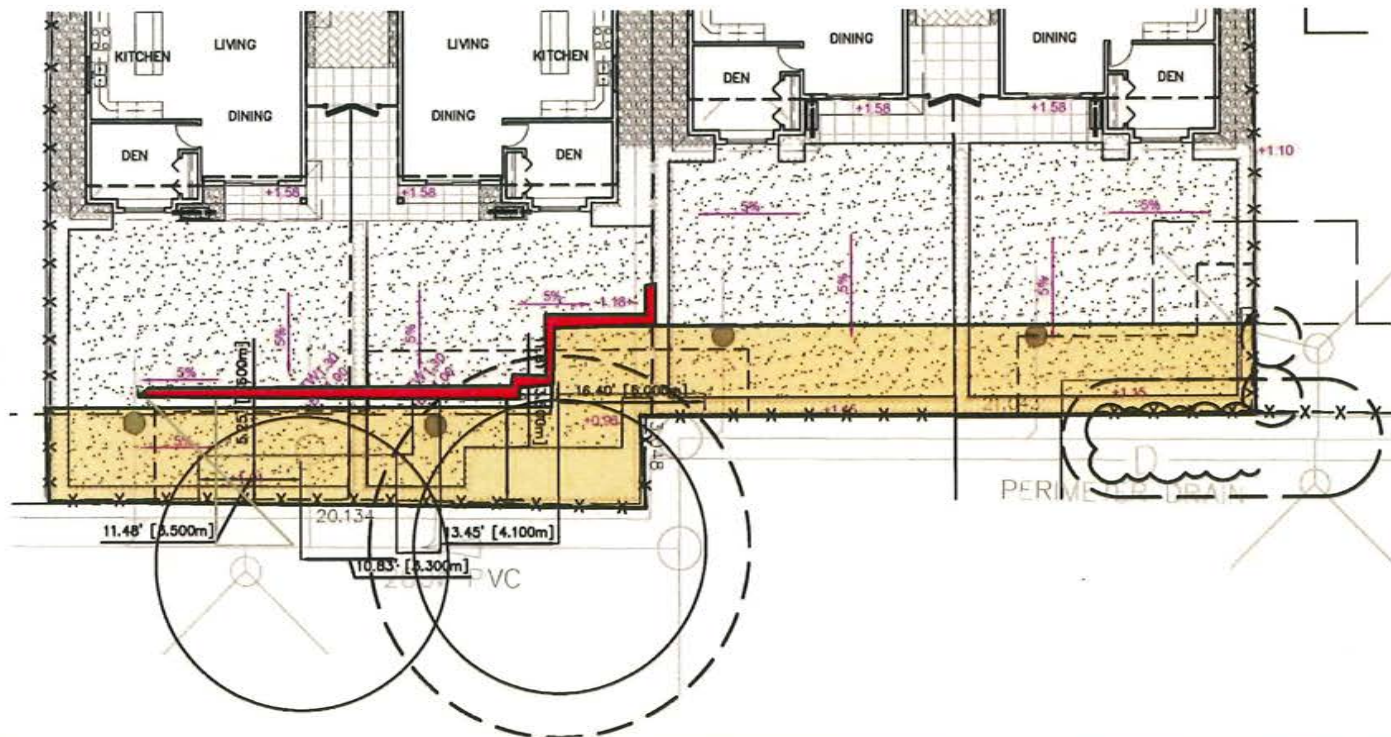
Health and Air quality

- Retain and plant perimeter trees
- LOC paints, adhesives and floorings

Grading

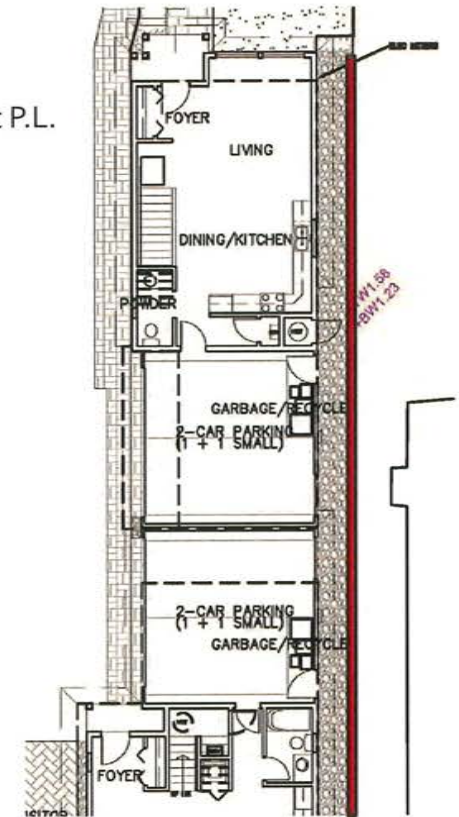
South P.L.

- No change of grade at ROW
- Rear yard slope down 5%
- 0.3 m retaining wall at ROW



East P.L.

- 0.35m retaining wall at P.L.



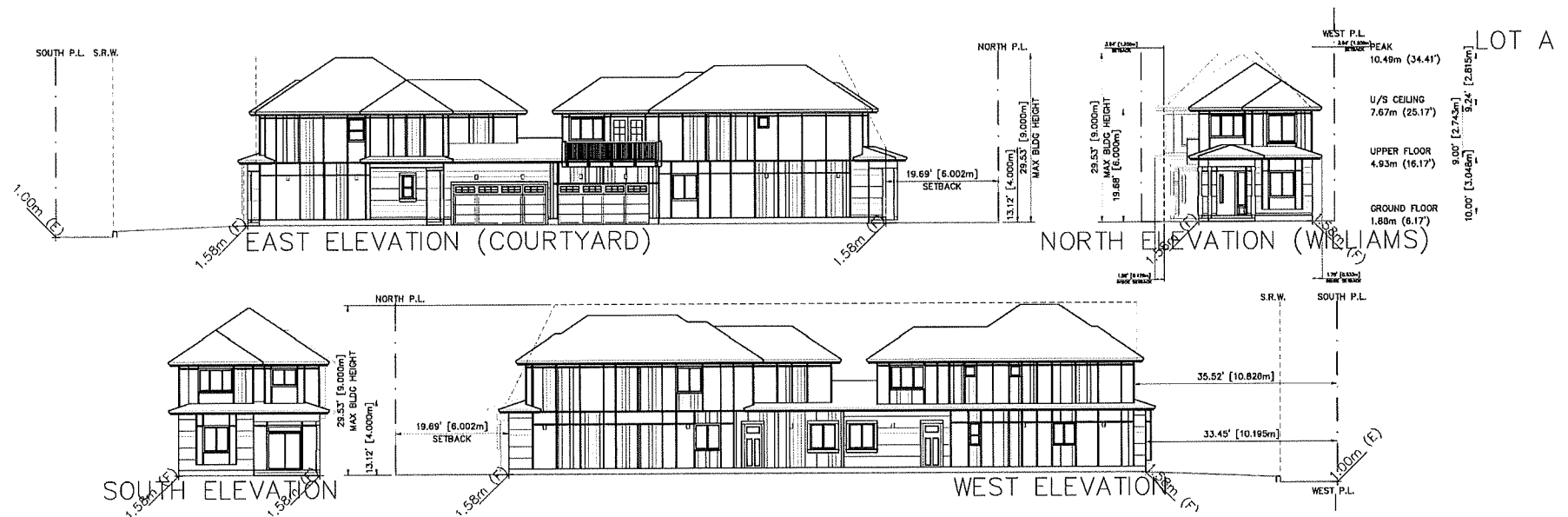
Streetscape along Williams Rd.



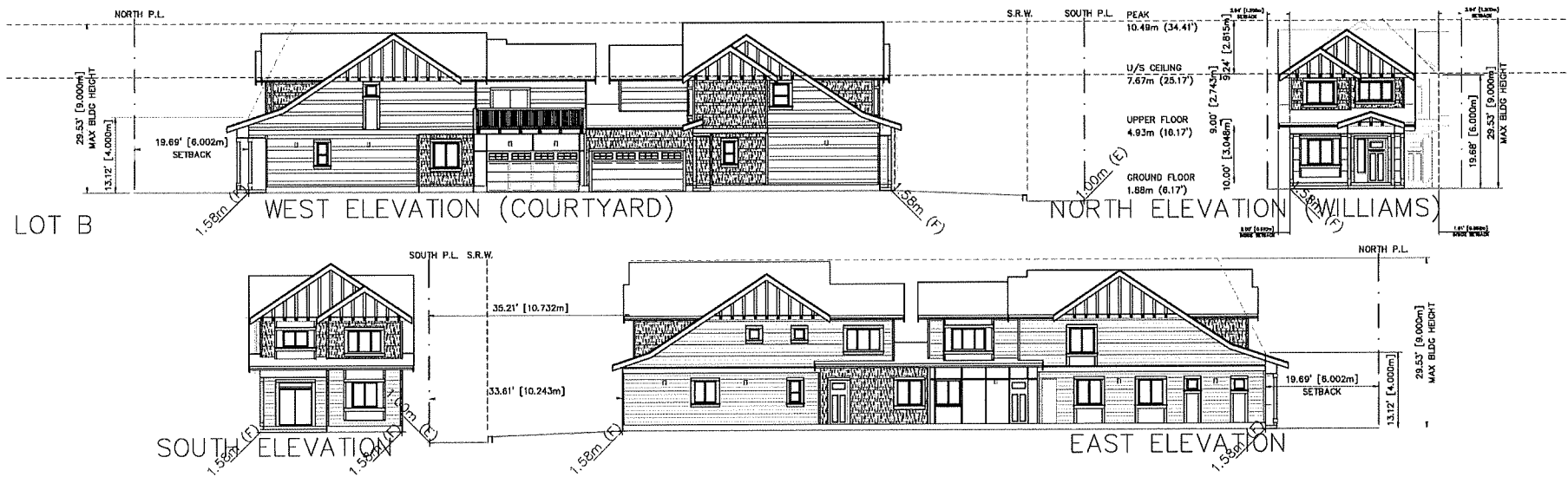
Rear Yard Elevations



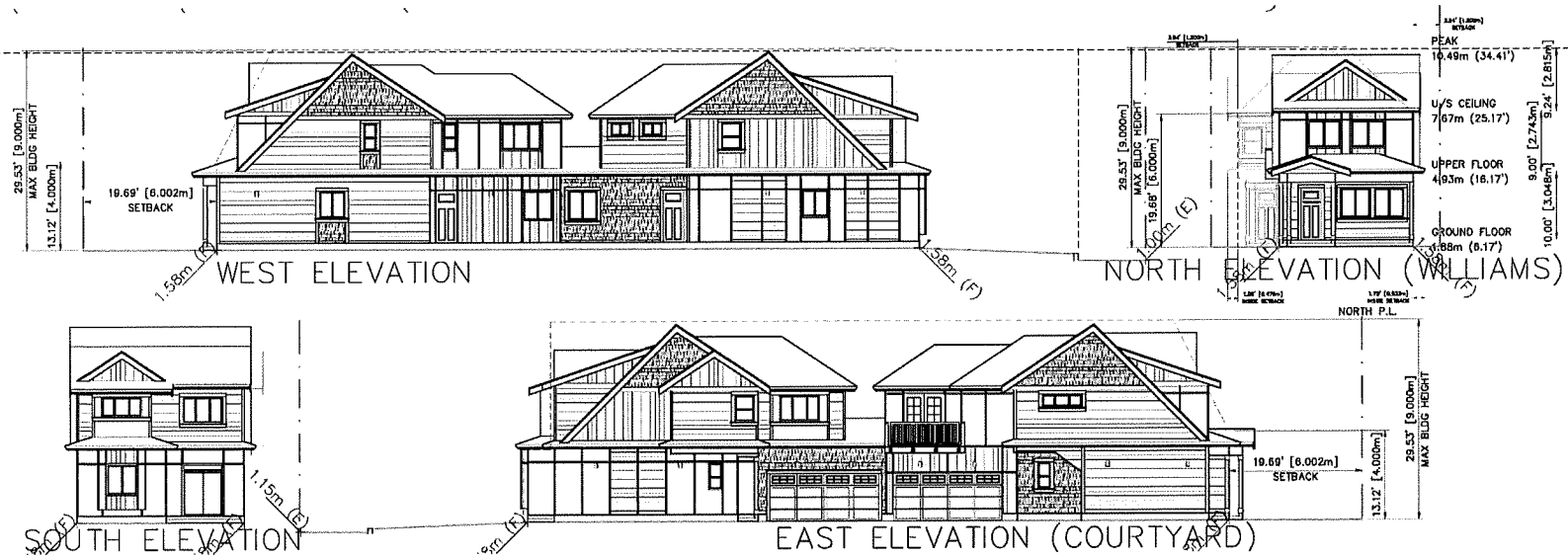
Lot -A Elevations



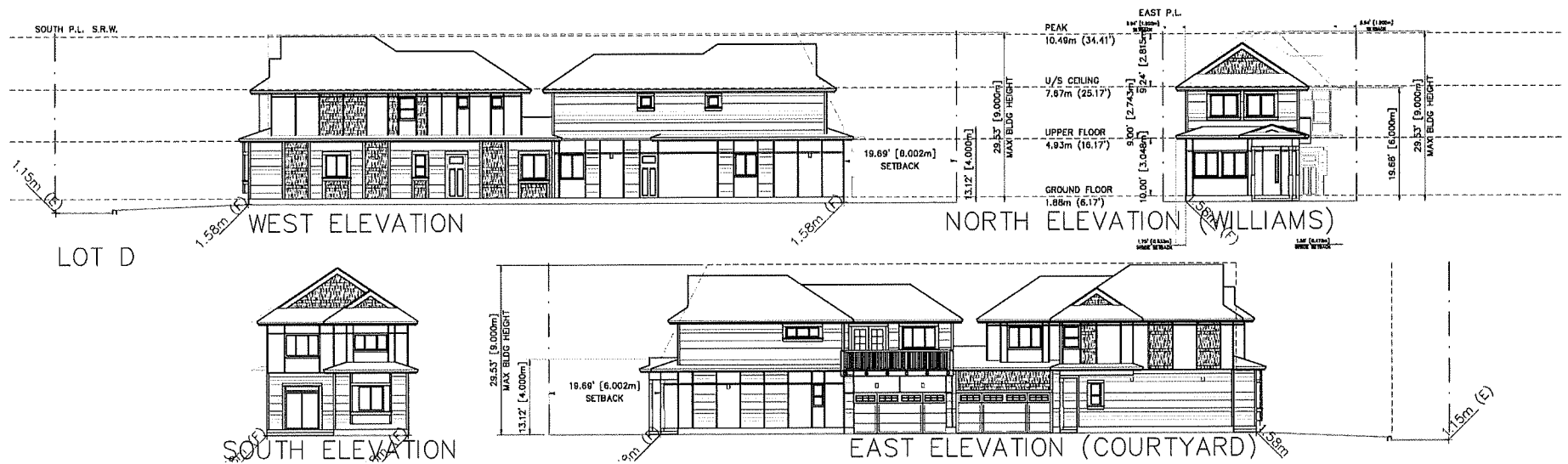
Lot -B Elevations



Lot -C Elevations



Lot -D Elevations



Form & Character



Along Williams Rd

Form & Character



Williams Rd from NW

Form & Character



Williams Rd. from NE

Form & Character



Rear Yard from SE

Form & Character



Rear Yard from SW

Form & Character



Lots A & B Courtyard

Form & Character



Lots C & D Courtyard

Exterior colors and materials – Front units.



MAIN BUILDING

1	HARDIE SHINGLESIDE (AGED PEWTER)	4	VERTICAL LAPSING (PEARL GRAY)	6	HARDIE PANEL (CEDARMILL) (COBBLE STONE)	5	HARDIE PANEL (SMOOTH FACE) (IRON GRAY)
2	HORIZONTAL LAPSING (ARCTIC WHITE)	5	HARDIE PANEL (SMOOTH FACE) (IRON GRAY)	1	HARDIE SHINGLESIDE (AGED PEWTER)	4	VERTICAL LAPSING (PEARL GRAY)
3	T&G HORIZONTAL SIDING (GRAY SLATE)	2	HORIZONTAL LAPSING (ARCTIC WHITE)	2	HORIZONTAL LAPSING (ARCTIC WHITE)	7	T&G HORIZONTAL SIDING (LIGHT MIST)

LOT D

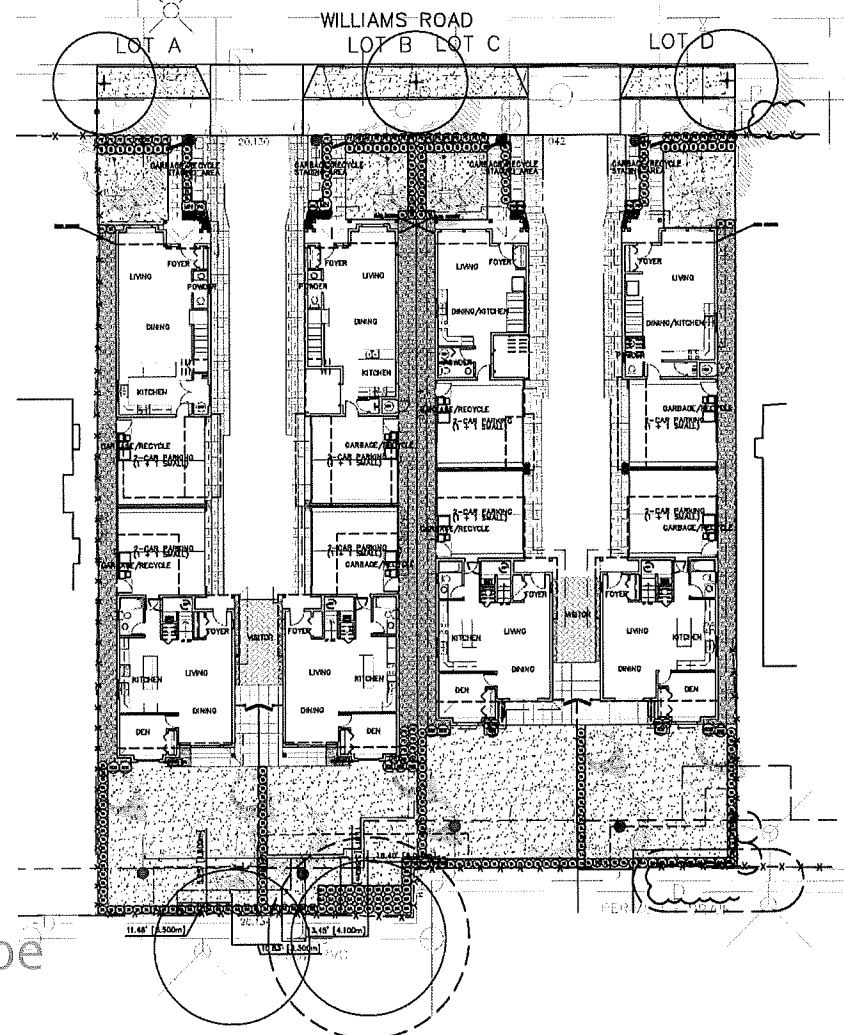
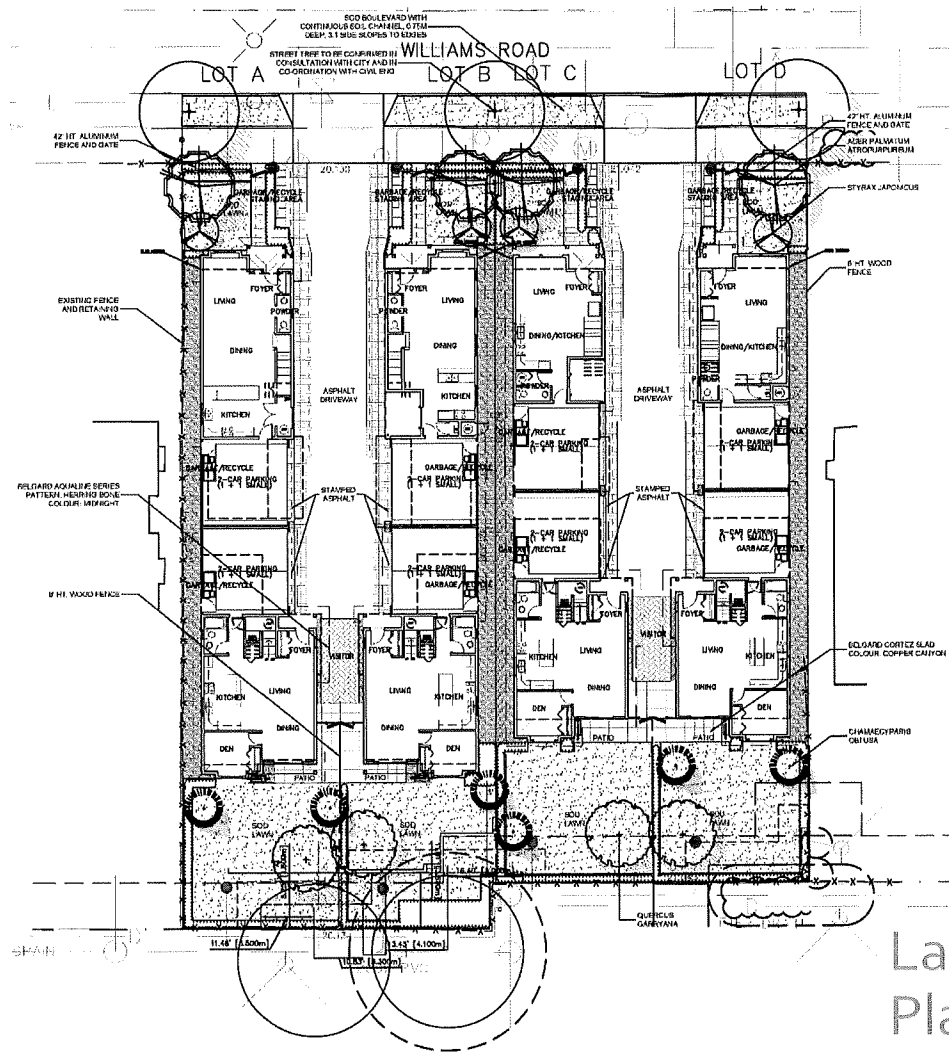
LOT C

LOT B


LOT A

4" WOOD TRIM
(CONTRASTING TO CLADDING)











2" REVEAL
(SAME AS PANEL)



FENCING LEGEND

	6' WOOD FENCE
	42" HT. ALUMINUM FENCE

MATERIAL LEGEND

		BELGARD CORTEZ SLAB COLOUR: COPPER CANYON
		GRAVEL
		BELGARD AQUILINE SERIES PATTERN: RUNNING BOUND COLOUR: NATURAL
		BELGARD AQUILINE SERIES PATTERN: HERRINGBONE COLOUR: MIDNIGHT
		STAMPED ASPHALT

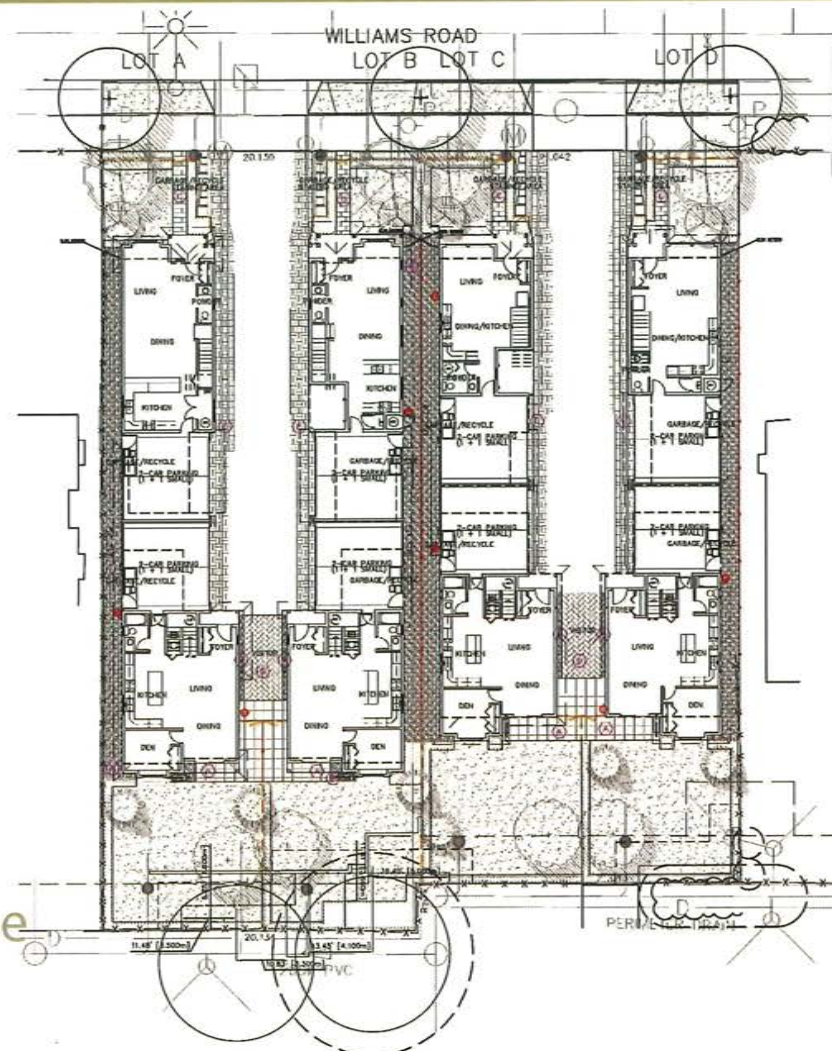
LIGHT LEGEND

	BOLLARD LIGHT, UGMAN; LBX BOLLARD, MATT SILVER DARK SKY CERTIFIED
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NOTE: LIGHTING SPEC/LOCATION
PER ELECTRICAL DWG.



Landscape Plan 2



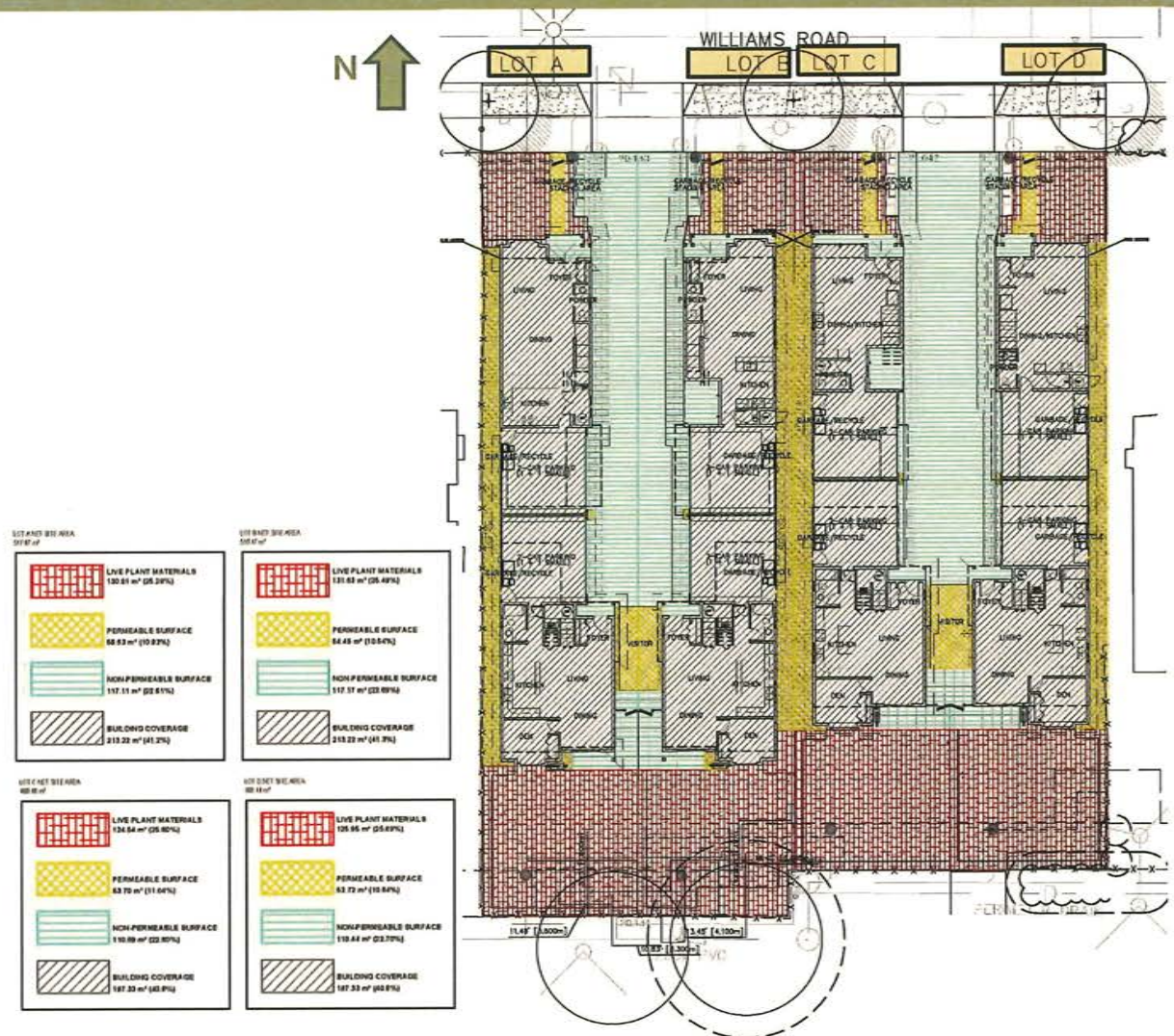
Landscape Plan 3 Lot Coverage

All lots

Coverage < 45%

Bldg. + non-porous < 70%

Live Plant > 25%

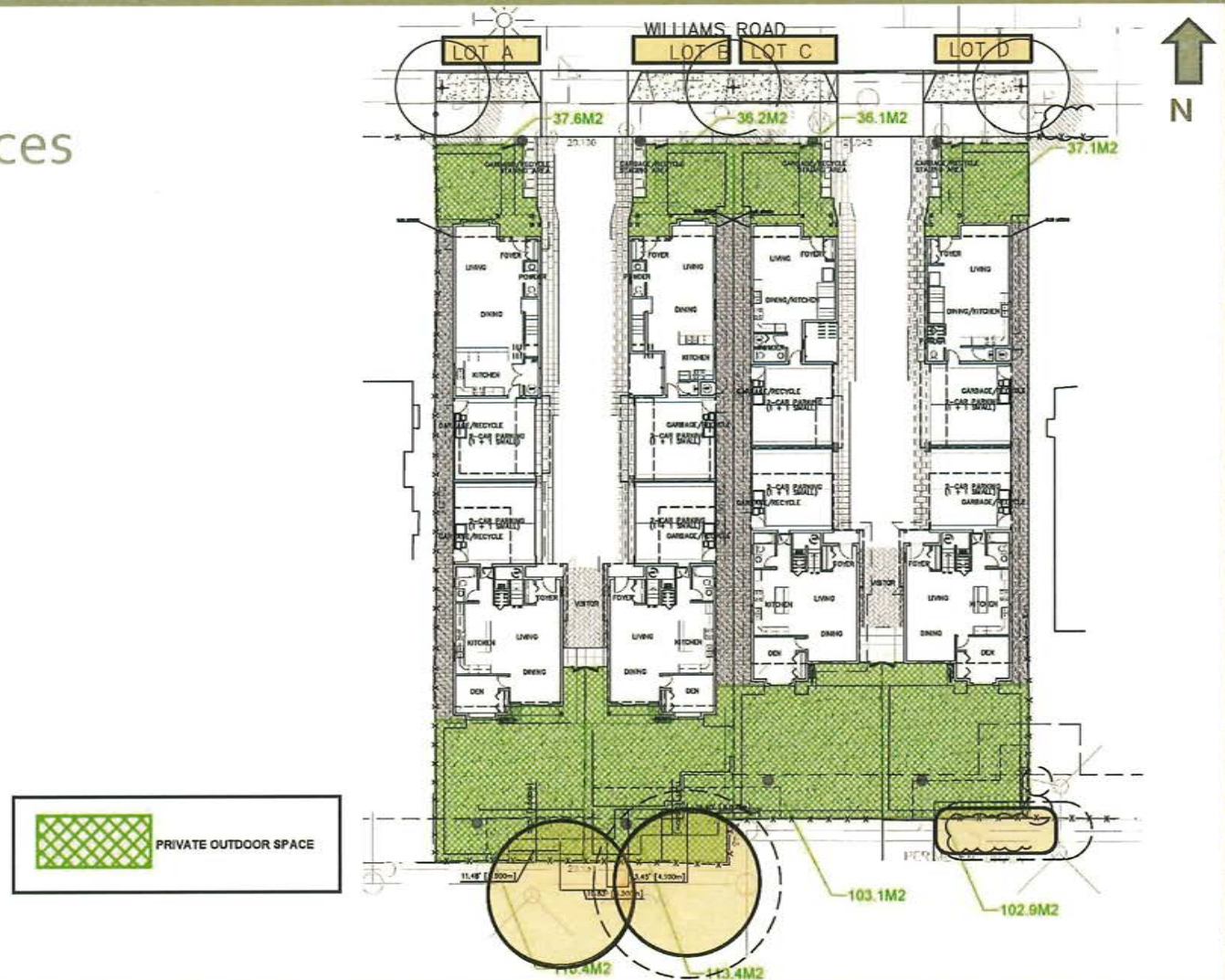


Landscape Plan 4 Private Outdoor spaces

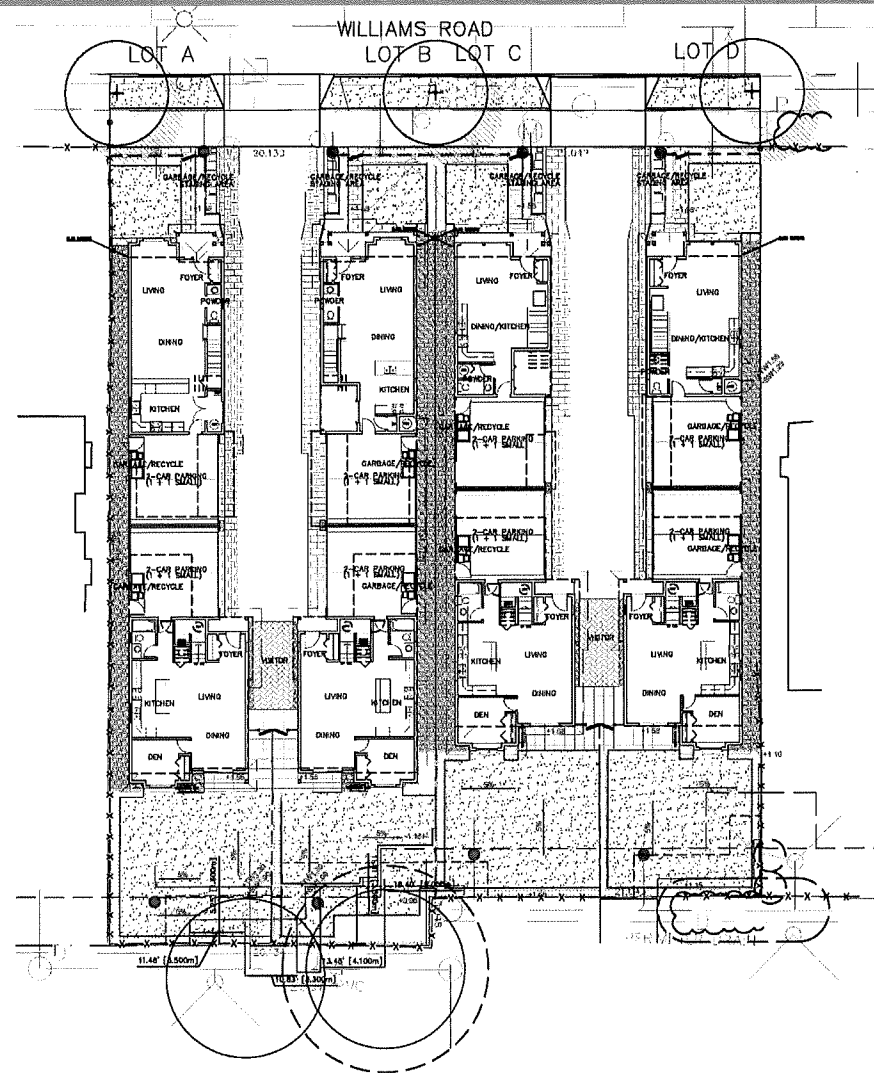
All lots

Front units > 30 sm.

Rear units > 100 sm.



Landscape Plan 5





THANK YOU

Development Permit Application



Schedule 2 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
July 16, 2025

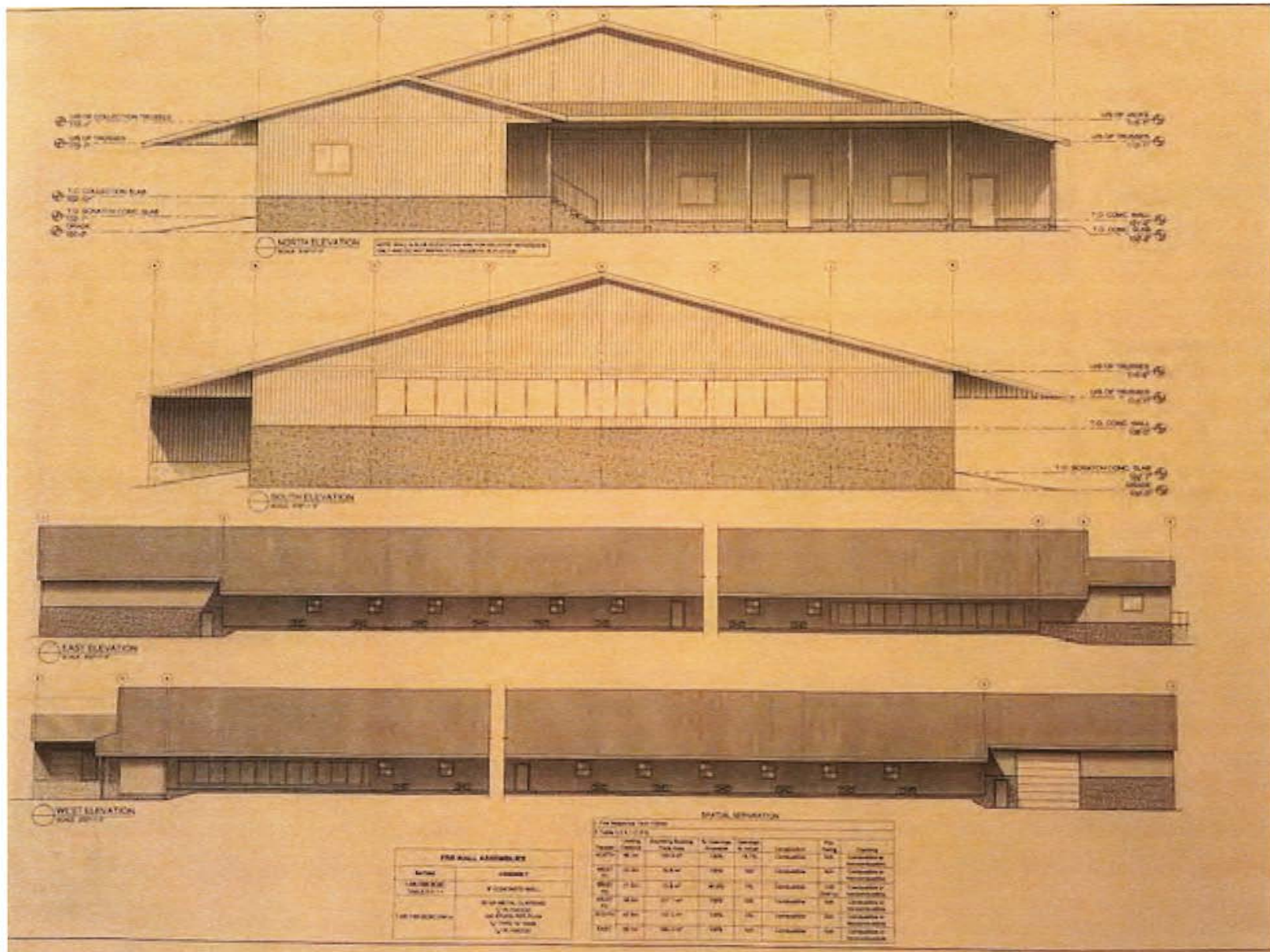
Construction of Organic Egg Layer
Barn

Development Application Summary

- Construction of New Organic Egg Layer Barn
 - 17720 River Road – 4.75 Acre Parcel
 - Near Corner River Road & No. 8 Road
 - Zoning AG1 classed ESA in ALR
 - 2,982 Sq Mtr Barn with 892 Sq Mtr Winter Garden *
- an enclosed outdoor space, often with a roof and netting, that allows chickens and other poultry to access fresh air and sunlight while being protected from the elements and predators.

[illegible]

Barn View Profiles



Reason for Building New Barn

- As a Certified organic egg producer we are required to meet national standards for livestock stocking densities. We have **reached our maximum stocking density** (6 hens per sq mtr) in our existing barn.
- **Supply vs Demand**: we are currently not meeting market demand for the Rabbit River egg brand. Egg production in Canada is controlled under the Federal “Supply Mgmt System”. As the population increases, egg producers receive authority to increase flock size. Our current allowance (quota) is for **10,000** hens. However due to stocking density standards our existing barn is maxed out at **8,200** hens.
- New barn will house up to **14,000** hens (room for growth)

Old Barn Maxed Out & Equipment Aging



Reasons Continued 1

- Much of our existing livestock housing and equipment is reaching end of useful life:
 - Manure removal belts
 - Egg belts
 - Feed distribution chain troughs
 - Water nipples
 - Air circulation fans
 - Infra-red gas heaters
 - Resulting in frequent repair & maintenance activity which puts our hens' welfare at risk

Reasons Continued 2

- Our existing Quonset barn is located on land leased from Port Metro Vancouver. Our lease ends in September 2027 and we have no certainty of a lease extension. If we do receive a lease extension we would convert the quonset into a greenhouse for strawberry production * or use it to raise day old chicks for annual replacement * in the layer barn.

* We currently grow ever-bearing strawberries outdoors on benches during only spring/summer

* Replacement flock is grown from day old chicks beginning 5 months before transfer to lay barn. Currently grown in Chilliwack.

Reasons Continued 3

- Our Current quonset barn is like a riding arena.
- The environment is wonderful for the quality of life for our hens but it provides very little insulation value in winter.
- Therefore natural gas consumption for our heaters has been rising dramatically over the past few winters. This results in:
 - waste of energy,
 - increased cost of production
 - excess CO2 into the atmosphere.



Reasons Continued 4

- Due to **global warming** our barn temperature in summer heat waves is causing severe **heat stress on our hens** – despite misting systems installed.
- The New Barn will be wood frame with state of the art proven:
 - Energy efficient Heating & Cooling systems
 - Recycled warm (winter) and cool (summer) air
 - Excellent insulation reducing gas consumption
 - Significantly less CO2 emissions

Benefits to Richmond Community

- **Food Safety & Security**

Because we are isolated in Richmond from the “Melting Pot” of Fraser Valley poultry farms we are less likely to contract Avian Influenza & therefore a more secure & safe food supply for BC and **Richmond** in particular.

- **Local Food Availability**

Our year round roadside stand is well attended by Richmond residents:

- fresh organic eggs
- In-season organically grown vegetables
- Ever-bearing strawberries (June – Oct)

Roadside Stand – 17740 River Road



Benefits to the Community 2

- **Organic Fertilizer**

- Supplied to Richmond Market Gardeners & Dairy Farms
- Reduces the use of chemical fertilizers in **Richmond** and results in a local sustainable agricultural cycle.

- **Public Tours**

- Tours for the public as well as educational institutions such as Kwantlen College and UBC. (Animal Welfare and Sustainable Agriculture curriculums).

- **Education Support**

- We have hosted many practicums for veterinarian students who wish to pursue a poultry specialty

Employment – our farm provides employment for 1 to 2+ employees. We seek to hire locally but in the absence of applicants we may use TFW's.

Conclusion

- We are pleased to embark on this new chapter in our farming history & contribution to the **Richmond Community**.
- The farm will be run by my daughter, Holly, and hopefully future generations to come.
- **Time is of the essence** due to lease uncertainty and winter weather—
- Thank you to **Richmond Staff** for support in fast-tracking our applications.



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: July 9, 2025

From: Joshua Reis
Director, Development

File: DP 23-016633

Re: **Application by Andrew Cheung Architects Inc. for a Development Permit at
3600 Lysander Lane**

Staff Recommendation

That an Environmentally Sensitive Area Development Permit be issued at 3600 Lysander Lane, which would:

1. Facilitate the subdivision of the site into two lots (Lot A and Lot B) and the construction of two, three-storey multi-tenant mixed office/industrial buildings on Lot B; and
2. Vary the provision of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the required number of large loading bays for a non-residential use from one space to zero for Lot B; and
 - b) Reduce the minimum required parking spaces for Lot A from 259 spaces to 84 spaces.

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

JR:bb
Att. 4

Staff Report

Origin

Andrew Cheung Architects Inc., on behalf of Symphony Hills Properties Inc., has applied to the City of Richmond for an Environmentally Sensitive Area (ESA) Development Permit (DP) to facilitate the subdivision of 3600 Lysander Lane into two lots (Lot A and Lot B), for the purposes of retaining the existing five-storey office building on Lot A and to construct two, three-storey multi-tenant mixed office/industrial buildings on Lot B. Location and aerial maps of the subject site are provided in Attachment 1.

A Servicing Agreement (SA) is required prior to approval of the proposed subdivision and includes, but is not limited to, the following improvements:

- Water, storm sewer and sanitary sewer works upgrades;
- Diking related works along the foreshore of the site;
- Street frontage improvements; and
- Street lighting along all frontages and publicly accessible walkways and open spaces.

Development Information

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

Background

The subject site is zoned “Auto-Oriented Commercial (ZC10) – Airport and Aberdeen Village” and is designed “Commercial” in the Official Community Plan (OCP). The site includes a five-storey commercial building and a surface parking area. The site is located within the Sea Island Area Plan and is in close proximity to the Vancouver International Airport (YVR).

Development surrounding the subject site is as follows:

To the North: Across Lysander Lane is a 10-storey hotel building (Radisson Blu Vancouver Airport Hotel) at 3500 Cessna Drive, on a lot zoned “Auto-Oriented Commercial (CA)” and designated “Commercial (COM)” in the OCP. This property is the subject of a DP to facilitate the development of two additional hotels.

To the East: Middle Arm of the Fraser River.

To the South: A three-storey multi-tenant commercial building. The lot is zoned “Auto-Oriented Commercial (ZC10) – Airport and Aberdeen Village” and designated “Commercial (COM)” in the OCP.

To the West: Across Cessna Drive and Russ Baker Parkway are single-family residential dwellings located on Catalina Crescent within the Sea Island (Burkeville) neighbourhood. These lots are zoned “Small-Scale Multi-Unit Housing (RSM/L)” and designated “Neighbourhood Residential (NRES)” in the OCP.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the environmental concerns and other staff comments identified as part of the review of the subject DP application. In addition, it complies with the intent of the applicable sections of the OCP and is generally in compliance with the “Auto-Oriented Commercial (ZC10) – Airport and Aberdeen Village” zone, except for the zoning variances noted below.

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

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

- a) Reduce the required number of large loading bays for a non-residential use from one space to zero for Lot B.

The applicant’s Traffic Impact Assessment (TIA) prepared by a qualified transportation professional confirms that the two medium loading bays proposed would be sufficient to meet the needs of the future tenants of Lot B, while the site’s existing loading bay would provide continued use to the tenants and visitors of Lot A. The proposal has been reviewed and supported by the City’s Transportation staff.

- b) Reduce the minimum required parking spaces for Lot A from 259 spaces to 84 spaces.

The proposed development would have a total of 187 stalls across both properties, with 84 spaces located on Lot A and 103 on Lot B. While Lot B would meet its minimum on-site parking requirement of 38 spaces, Lot A would have a shortfall of 174 spaces from the 259 spaces required. The applicant has provided a TIA which identifies that the total on-site parking proposed (187 spaces) across both Lot A and Lot B is sufficient to meet the identified needs of the development. Prior to DP issuance, the registration of a legal agreement on Title is required to provide for cross-access over the drive aisles and shared parking facilities between Lot A and B.

The applicant has also agreed to implement a comprehensive package of Transportation Demand Management (TDM) measures to support the requested variance. Prior to DP issuance, the applicant will be required to enter into an agreement on Title to implement the proposed TDM measures. Details of the TDM package are outlined later in this report.

The City’s Transportation Department has reviewed the requested variance and the applicant’s TIA and agrees with its findings.

Analysis

Conditions of Adjacency

- The proposed three-storey buildings are smaller in scale than the adjacent 10-storey hotel building to the north of Lysander Lane.
- The proposed buildings would have a maximum height of 16.2 m, which closely matches the height of the existing building on the adjacent property to the south at 3688 Cessna Drive, which is approximately 20 m.
- The edge of the subject site includes existing landscaping buffers along Cessna Drive, Lysander Lane and Hudson Avenue.

Landscaping in these areas will be further enhanced to soften the interface between the proposed buildings and the adjacent streets, as addressed later in this report.

- The area of the subject site adjacent to the future dike would be further enhanced through riparian landscaping to provide a green buffer between the existing building and the future dike trail.

Site Planning and Design, Parking Layout, and Traffic Demand Management

- The proposed buildings would have a modern mixed office/industrial design and appearance, and would include a mix of concrete, steel and glazed windows on all four elevations, coupled with exterior colours including grey, blue and silver.
- Vertical breaks would be employed on the second and third storeys of the proposed buildings along all elevations to reinforce a modern industrial façade.
- All new proposed buildings would be located outside the area designated ESA.
- The proposed site layout and orientation of the three-storey buildings on Lot B, support improved site circulation for pedestrians and vehicles from Lysander Lane.
- Both proposed buildings will incorporate built-in canopies along their west and east elevations to provide enhanced weather protection for pedestrians.
- Both proposed buildings would include strata office/industrial units on all floors. Individual units are proposed to be accessible via street-level entrances, while upper floors would be accessible via an elevator and two stairways per building.
- Vehicular access to the existing building on Lot A would be provided from Hudson Avenue to the south as well as via Lot B through the parking area. The proposed buildings on Lot B would be accessible via an existing driveway from Lysander Lane as well as via the surface parking area of Lot A. Prior to DP issuance, the registration of a legal agreement on Title is required to provide for cross-access over the drive isles and the proposed shared parking facilities between Lot A and B.
- The applicant's submitted TIA proposes a package of TDM measures in support of the requested parking variance. TDM measures will be secured by legal agreements registered on Title prior to DP issuance and include:
 - One-year two-zone monthly transit passes for 50 per cent of the employees of Lot A.
 - Operation of a shuttle bus program for five years for the employees of Lot A and Lot B.
 - End of trip facility including showers, toilets, sinks and lockers for users of Lot A and Lot B.
 - Class 1 bicycle parking and bicycle maintenance facilities on Lot B.
 - One car share parking stall equipped with an electric vehicle (EV) charging station on Lot B.
- Prior to DP issuance, the registration of a Statutory Right-of-Way (SRW) providing for the following road dedications at the time of subdivision approval, to accommodate road frontage improvements:
 - 3.0 m wide along the full length of Lysander Lane; and
 - 1.0 m wide across Cessna Drive frontage.
- Prior to DP issuance, the registration of a SRW providing Public Right of Passage (PROP) of a 10.5 m in width to extend Hudson Avenue would be required to provide road frontage improvements extending from Hudson Avenue toward the foreshore and future dike and dike trail.

- 13 Class 1 bicycle spaces are located on Lot B in designated bicycle storage areas adjacent to the main drive aisle connecting to Lysander Lane, while 13 Class 2 bicycle spaces would be provided in designated bicycle storage areas on the main floor of the new buildings.
- A garbage and recycling enclosure for Lot B is proposed north of Building 2 and would be screened by landscaping along the site's northern property line and fencing from the site.

Floodplain Management

- The proposed development must meet the requirements of the Flood Plain Designation and Protection Bylaw 8204. The subject site is located in an area with a designated Flood Construction Level (FCL) of 4.3 m GSC.
- There is an existing flood covenant (Registration number CA3630776) registered on Title. Prior to DP issuance, the applicant will be required to discharge and replace this agreement with a new flood covenant (4.35 m GSC).
- As the subject site is located along the foreshore of the Middle Arm of the Fraser River, it is subject to future dike raising requirements to prepare the city for the impacts of climate change and anticipated water level rises.
- As part of the required SA, the applicant is required to design and construct diking improvements along the subject site's frontage adjacent to the Fraser River from the current elevation of approximately 3.3 m GSC to 4.7 m GSC. In addition, the applicant will be required to raise portions of Hudson Avenue (south portion of the site within the required SRW PROP) and Lysander Lane to match with the 4.7 m GSC elevation adjacent of the dike. These works will be specified in the SA to be entered into prior to subdivision approval.
- The ultimate dike elevation in this area is identified as 5.5 m GSC. The design of the dike to 4.7 m GSC, would need to take into account the ultimate elevation of 5.5 m GSC and confirm that the future dike elevation would be accommodated on-site within the registered dike SRW. The applicant has submitted a cross-section of the proposed dike design and confirmed that the future elevation of the dike would be accommodated to the 5.5 m GSC elevation.
- A 19.1 m wide SRW along the foreshore of Lot A is required to permit future dike construction. In addition, a 7.5 m wide SRW dike setback (running west of the dike area) is required for future access to the dike for repairs, upgrades and general maintenance. All SRWs would be secured prior to DP issuance.
- The existing dike trail running along the foreshore of Lot A (included in the dike SRW), would be reconstructed following the raising of the area and is required to have a width of 5.0 m. This ensures the long-term connection of the dike trail system on Sea Island. Construction of the dike trail would be secured via the servicing agreement.
- As a portion of the required dike SRW and dike setback area SRW would overlap with the existing building's footprint on Lot A, any future demolition of the existing building will require further land raising and diking upgrades to account for the totality of the SRW for both dike and dike setback along the entire foreshore of the Lot A.

Environmentally Sensitive Area Assessment

- Approximately 3,300 m² of the foreshore portion of the subject site is identified as “Shoreline” ESA. A portion of the ESA designation is partially overlapped by the existing building along the north-east corner of the property (approximately 450 m²).
- An Environmental Impact Assessment (EIA) prepared by a qualified environmental professional was submitted by the applicant, which assesses the portion of “Shoreline” ESA located within the subject site as having ecological functions that currently do not fully exhibit characteristics typical of this type of ESA.
- The ESA area is currently comprised of sod, eleven bylaw-sized trees and small plants and includes a portion of the dike trail. An area of approximately 50 m² in the north-east corner of the subject site contains invasive species namely, Himalayan blackberry and Scotch broom.
- The submitted EIA notes that the subject site and adjacent areas do not have a high potential of hosting many provincially designated species of concern and that the proposed development would not be expected to incur disturbance of highly sensitive habitats.
- The proposed buildings on Lot B and improvements along the north and west portions of the subject site do not directly result in disturbance of the ESA.

Tree Inventory

The applicant has submitted a Certified Arborist’s Report, which identifies on-site and off-site tree species, assesses tree structure and condition and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 44 bylaw-sized trees on-site (including seven (7) trees shared with the City), and one (1) tree on city property.

Tree Retention

- 20 on-site trees (Tag #s 4, 6,7, 12-13, 20-30, and 43-46) are in good health and are to be retained and protected.
- A tree security deposit in the amount of \$145,000.00 is required prior to DP issuance.
- The applicant has submitted a Tree Management Plan noting the location and specification of tree protection fencing. The applicant would be required to enter into a contract with a certified arborist prior to DP issuance to ensure supervision during future site improvement and construction activities to protect the 37 trees to be retained.
- Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

Tree Replacement

- Eight (8) on-site trees (Tag #31-38) and one (1) City tree (Tag #39), which are Austrian pine species which are located along the foreshore, are in good or fair condition but are in conflict with the required dike construction and are recommended for removal. Trees #31-38 also exhibit signs of previous pruning and scarring, or decay.
- One (1) on-site tree (Tag #5), which is a tulip tree, is in fair health but with signs of decay and is in conflict with the proposed building envelope and is recommended to be removed.
- 15 on-site trees (Tags #1-3, 9-11, 14-19 and 40-42), which are a mix of deciduous and coniferous trees (tulip trees, Eastern redbud, and Austrian pine), are located along Lysander Lane, Cessna Drive and Hudson Avenue and are in fair condition and are proposed to be

removed as they are in conflict with the proposed frontage improvements along Lysander Lane, Cessna Drive and Hudson Avenue. Through the required SA, staff will further review opportunities to refine the design of the frontage improvements to retain additional trees.

- A total of 24 on-site trees and one (1) off-site tree are proposed for removal. As per the Tree Protection Bylaw No. 8057, a total of 50 replacement trees are required on-site (at 2:1 replacement ratio). The applicant is proposing to plant 37 replacement trees on-site. Replacement trees will be a mix of deciduous and coniferous species and will be of the minimum size and height requirements prescribed in Richmond's Tree Protection Bylaw No. 8057.
- The applicant's landscape architect has confirmed that the proposed landscape design maximizes tree planting on site and that no additional replacement trees can be accommodated on-site. Tree planting within the dike SRW is not permitted.
- The owner is required to submit a cash-in-lieu contribution for the 13 required replacement trees, which are not provided on-site, in the amount of \$9,750.00 (\$750/per replacement tree as required by Richmond's Consolidated Fees Bylaw No. 8636) prior to DP issuance.

Proposed ESA Compensation and Landscape Improvements

- The applicant proposes to provide approximately 940 m² of riparian planting in compensation for the 832 m² of ESA designated lands to be disturbed as a result of the proposed development and diking improvements and represents a compensation ratio of 1.1:1.
- The applicant proposes an ESA planting package comprised of the following:
 - Active observation and management of invasive species on-site, namely, Himalayan blackberry and Scotch broom. These species are considered of moderate risk.
 - A 6.0 m wide strip 832 m² area) of riparian planting within the portion of the site adjacent to the dike (to be planted after raising the lands to meet the required diking improvements).
 - The species proposed within the designated riparian planting area would be planted with a density of one tree/shrub per square metre, and would be comprise:
 - Red Osier Dogwood;
 - Nootka rose;
 - Red elderberry;
 - Ocean Spray; and
 - Blizzard mockorange.
 - The riparian planting area would be subject to a three-year monitoring and maintenance period post-completion. The owner would be required to submit annual maintenance and progress report on the status of this area.
- The owner is required to submit a Landscaping Security in the amount of \$164,984.00 related to ecological restoration and overall site landscaping.

Sustainability

- The proposed buildings on Lot B are proposed to be constructed to exceed the NECB 2020 Energy Compliance standard that the City requires for industrial building occupancy. Compliance is to be confirmed through an energy model at the BP stage.

- Proposed sustainability measures, noted in Attachment 3, include:
 - Locally procured and produced construction material;
 - Use of concrete for higher energy efficiency and insulation performance;
 - Incorporation of large overhangs along building facades to reduce solar heat gain;
 - Installation of solar panels to reduce reliance on the City's energy infrastructure;
 - Energy modelling for buildings that are targeting net-zero energy consumption, with specific measures to be developed at BP stage; and
 - An on-site rainwater collection system to reduce water usage for landscaped areas.
- Prior to DP issuance, the applicant shall enter into a legal agreement to secure the building energy efficiency and sustainability measures proposed.
- More than 50 per cent of the parking stalls for the proposed buildings on Lot B would be served with Level 2 charging stations. Additionally, four parking stalls on Lot B would be complemented with Opportunity Charging Stations, which provide faster charging than Level 2 stations. The EV charging infrastructure would exceed the required servicing for a non-residential development. This commitment would be secured via registration of a legal agreement on Title prior to DP issuance.

Public Art

As part of the City's Public Art Plan, the applicant has agreed to provide a voluntary contribution of \$15,965.00 to the City of Richmond's Public Art Reserve based on a rate of \$0.30 per buildable square foot, calculated against the proposed new buildings on Lot B.

Site Servicing and Road Frontage Improvements

The applicant is required to enter into a SA prior to approval of the subdivision of the site for the design and construction of the required site servicing and off-site works. These include but are not limited to:

- Hudson Avenue: Roadway widening including a 0.3 m wide back boulevard, 1.5 m wide concrete sidewalk, 1.5 m wide front boulevard, and curb and gutter;
- Lysander Lane: 11.2 m roadway with 0.3 m wide back boulevard, 1.5 m wide concrete sidewalk, 1.5 m wide front boulevard and curb and gutter;
- Cessna Drive: 0.3 m wide back boulevard, 2.0 m wide concrete sidewalk, 1.5 m front boulevard, and curb and gutter;
- A 4.0 m by 4.0 m corner cut road dedication at the southwest corner of Hudson Avenue and Cessna Drive;
- Drainage and watermain upgrades;
- Sanitary system analysis;
- Street lighting upgrades on all road frontages and on-site multi-use pathways; and
- Dike improvements and associated land raising and vegetation planting (ESA restoration works).

Financial Impact

As a result of the proposed development, the City will take ownership of developer-contributed assets such as dikes, storm sewers, streetlights and street trees. The anticipated operating budget impact for the ongoing maintenance of these assets is \$80,953.50.

Conclusions

As the proposed development would meet applicable policies and guidelines beyond the requested variances, staff recommend that the ESA DP be endorsed, and issuance by Council be recommended. A full list of the conditions and considerations which must be completed prior to council issuance are attached (Attachment 4).



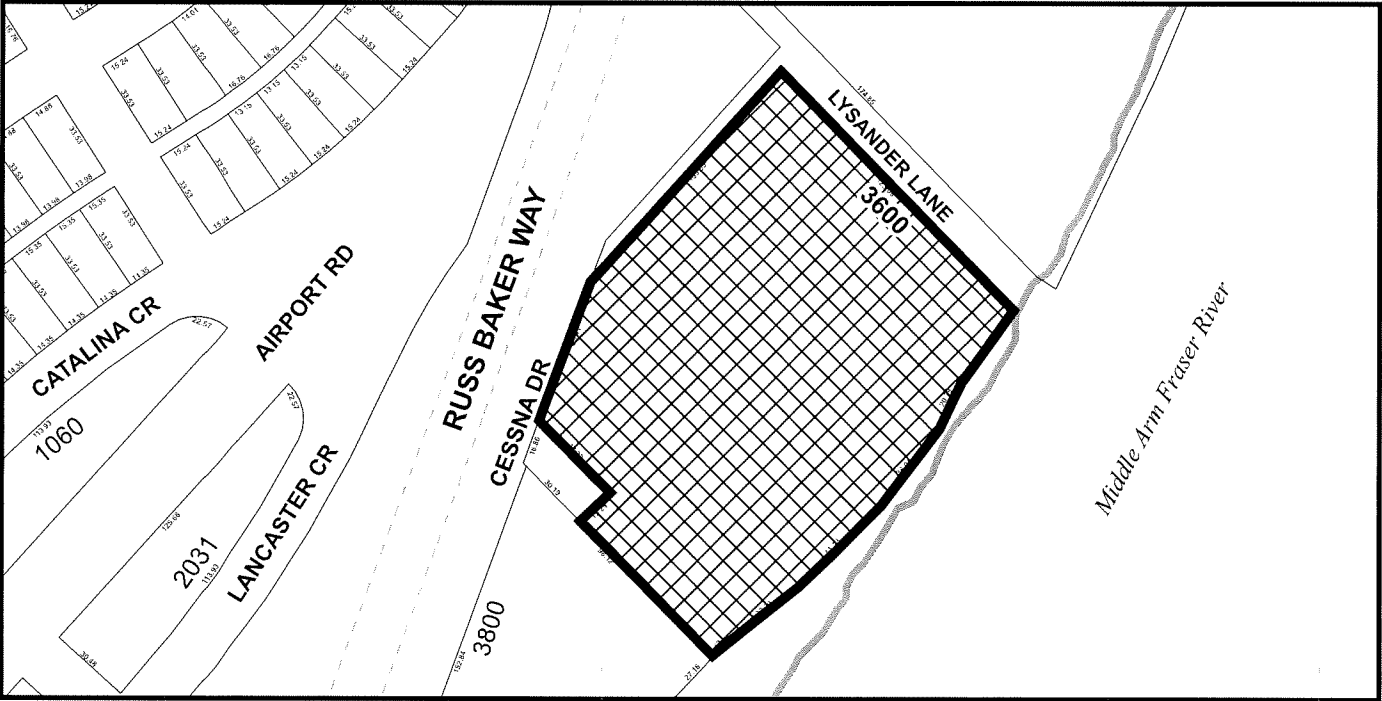
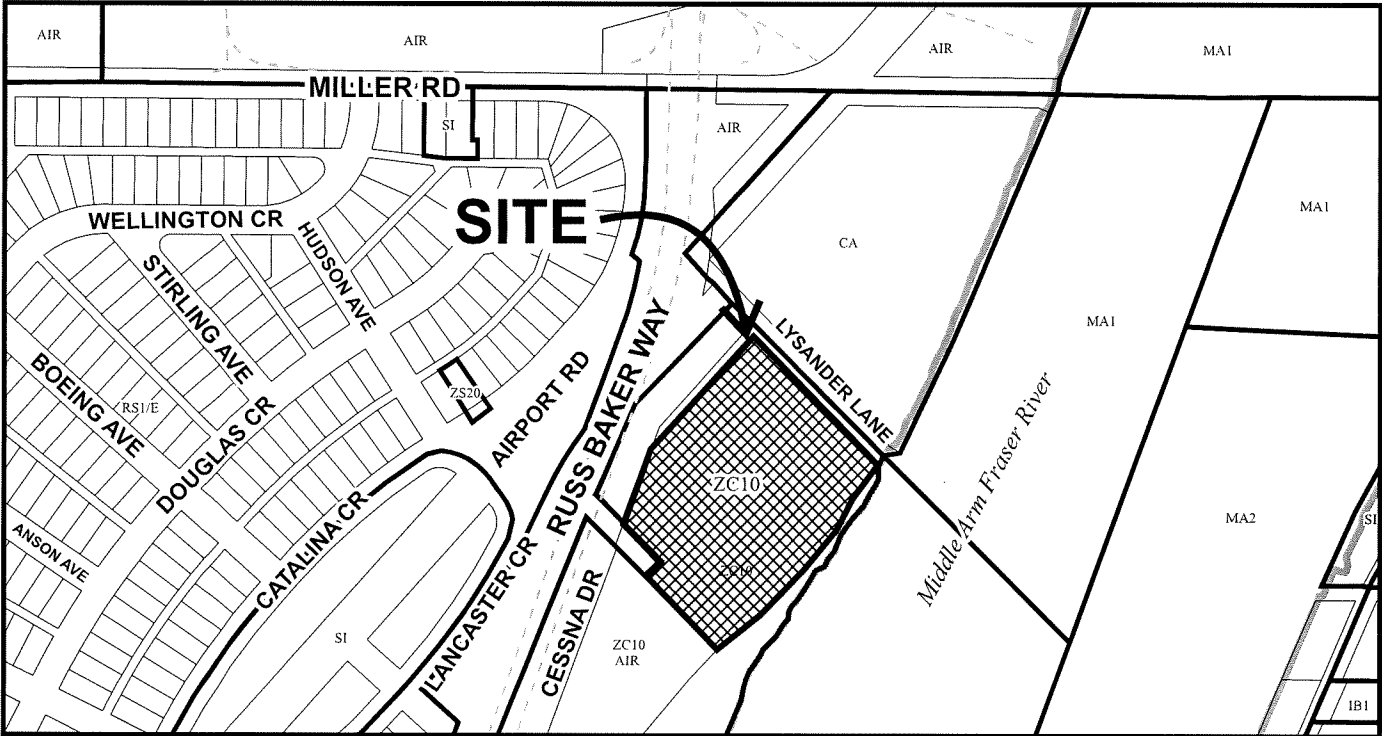
Babak Behnia
Planner 2
(604-204-8639)

BB:cas

- Att. 1: Location Map
 2: Development Application Data Sheet
 3: Sustainability Strategy
 4: Development Permit Considerations



City of
Richmond



DP 23-016633

Original Date: 05/02/23

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



DP 23-016633

Original Date: 06/23/25

Revision Date:

Note: Dimensions are in METRES



DP 23 - 016633

Attachment 2

Address: 3600 Lysander Lane

Applicant: Andrew Cheung Architects Inc.

Owner: Symphony Hills Properties Inc.

Planning Area: Sea Island

	Existing	Proposed
Site Area:	2.1 Ha	Lot A: 1.5 Ha (less future road dedication) Lot B: 0.6 Ha (less future road dedication)
Land Uses:	Commercial	No change
OCP Designation:	Commercial	No change
Zoning:	Auto-Oriented Commercial – Airport and Aberdeen Village (ZC10)	No change
Number of commercial/industrial units	Existing Building: 14 Commercial Units (Non-Strata)	Lot A: Retention of Building Lot B: Two office/industrial buildings, each including 14 units (28 total) on two floors.

	Bylaw Requirement	Proposed	Variance
FAR	1.0	Lot A: 0.78 Lot B: 0.84	None Permitted
Lot Coverage:	Max. 55%	Lot A: 30% Lot B: 28%	None
Setback – west lot line:	Min. 7 m	Consistent with zone	None
Height (m):	Max. 20.0 m	Lot A (Existing Building): 20.0 m Lot B (New Buildings): 16.2 m	None
Off-street Parking Spaces – Regular/Commercial:	Lot A: Min. 259 Lot B: Min. 38	Lot A: 84 Lot B: 103	259 to 84 None
Off-street Parking Spaces – Accessible:	Min. 2%	2%	None
Small Car Parking Spaces	Max. 50%	50%	None

	Bylaw Requirement	Proposed	Variance
Loading Spaces	Medium Space: 2 Large Space: 1	Lot A: unchanged (existing building contains one Loading Space) to be grandfathered	None
		Lot B: 2 Medium Spaces	1 Large Space to 0 Large Space
Bicycle Parking	Class 1: 13 Class 2: 13	Class 1: 13 Class 2: 13	None

Sustainability Statement for 3600 Lysander Lane

Introduction

3600 Lysander Lane is committed to fostering sustainable development in Richmond, BC. Our vision is to create a building that not only meets the highest standards of environmental responsibility but also enhances the community and contributes to the local economy. We believe that sustainable design and construction are fundamental to creating a resilient future for Richmond.

Environmental Sustainability

1. Passive Design

- **Building construction method: Tilt Up Construction**

The proposed tilt up construction is inherently a sustainable methodology for the following reasons:

Material Efficiency

- **Reduced Waste:** Tilt-up construction uses concrete, which can be precisely mixed and poured on-site, reducing waste typically associated with transporting pre-cast panels or excessive formwork. The panels are formed using reusable molds, minimizing material waste.
- **Local Materials:** Concrete ingredients, such as sand, gravel, and cement, are often locally sourced, reducing transportation emissions and supporting local economies.

Recyclability:

- Concrete is a recyclable material, and at the end of a building's lifecycle, tilt up panels can be crushed and reused as aggregate for new concrete, further minimizing environmental impact.

Energy Efficiency

- **Thermal Mass:** Concrete's high thermal mass helps regulate indoor temperatures, reducing the need for heating and cooling systems. This can lead to significant energy savings and a decrease in the building's carbon footprint.
- **Insulation:** Tilt-up panels can be designed with integrated insulation layers, enhancing the building's energy efficiency and meeting high-performance building codes.

Reduced Construction Time and Costs

- **Efficient Construction:** The tilt-up method allows for rapid construction as panels are cast and cured on-site and then lifted into place, reducing labor costs and construction timelines. Faster construction means less energy consumption and fewer emissions from construction equipment.
- **Economical:** The method often proves more cost-effective than traditional construction methods, making sustainable building more accessible.

Durability and Longevity

- **Long Lifespan:** Concrete structures are known for their durability and resistance to natural disasters like earthquakes and hurricanes. The longevity of tilt-up buildings means fewer resources are needed for repairs and renovations over time.
- **Low Maintenance:** The robustness of concrete reduces the need for frequent maintenance, conserving resources and minimizing environmental impact.

Design Flexibility

- **Adaptability:** Tilt-up construction allows for a variety of design options, including architectural finishes and textures that can mimic other materials. This flexibility supports the creation of aesthetically pleasing structures that meet community needs without compromising sustainability.

Improved Indoor Air Quality

- **Low Emissions:** Concrete is an inert material, meaning it doesn't emit volatile organic compounds (VOCs) that can degrade indoor air quality. This contributes to healthier indoor environments for occupants.

Site Impact

- **Minimal Site Disruption:** Tilt-up construction involves fewer deliveries of materials and equipment, reducing site disruption and preserving the local environment. This results in less soil erosion and habitat destruction compared to traditional construction methods.

Transportation Efficiency

- **On-Site Production:** The panels are created on-site, which means fewer transportation-related emissions compared to prefabricated methods that require panels to be shipped from a factory.

- **Building Design elements**

Building design incorporates large overhanging sun-shade elements which reduce solar heat gain and result in a lower air conditioning demand at the peak hours.

2. Green Building Standards

- **Energy Efficiency:**

- The building is designed to exceed the energy efficiency standards set by the BC Energy Step Code, aiming for a net-zero energy consumption.
- The building will utilize state-of-the-art HVAC systems, high-performance glazing, and LED lighting to reduce energy consumption by at least 30% compared to conventional buildings.

- **Renewable Energy:** Solar panels will be installed on the roof, generating clean, renewable energy to power common areas and reduce reliance on the grid.

- **Electric Vehicle Charging:** more than 50 % of stalls serving the new building are equipped with level 2 charging stations (which goes beyond Richmond Zoning bylaw requirement for 35%). Further to that there is 4 stalls (10%) with opportunity charging at faster speeds.

3. Water Conservation

- **Rainwater Harvesting:** A rainwater collection system will be implemented to reduce water usage by providing irrigation for landscaping and water for non-potable uses.
- **Low-Flow Fixtures:** The building will feature low-flow faucets and toilets to minimize water consumption and promote responsible usage.

4. Sustainable Materials

- **Local and Recycled Materials:** We will source materials locally whenever possible and incorporate recycled materials into the construction process to minimize the building's carbon footprint.
- **Eco-Friendly Landscaping:** The landscaping design will use native plants to promote biodiversity and reduce water consumption.

Social Sustainability

1. Community Engagement

- **Public Spaces:** The project brings small scale light industrial businesses to the area and creates points of interest for local community on a site which at the moment serves as mostly underutilized surface parking.
- **Local Partnerships:** We will work with local businesses and organizations to support the community and create job opportunities during and after construction.

2. Accessibility and Inclusivity

- **Universal Design:** The building is designed with accessibility in mind, ensuring that all business patrons and visitors alike, regardless of ability, can easily navigate and enjoy the space.

Economic Sustainability

1. Job Creation

- **Construction and Operations:** The project will result in a number of new businesses that are ground oriented and will bring a number of small scale businesses to the area along with the typical employment that this type of industry will result in.

The project will create numerous jobs during the construction phase and provide ongoing employment opportunities for building operations and maintenance.

2. Economic Growth

- **Local Business Support:** By integrating small businesses and local partnerships, we aim to boost the local economy and support small businesses in Richmond.
- **Sustainable Transportation:** The building developers are enhancing commute to this area by offering a transportation demand measures package which offers free shuttle transport to and from sky-train, updates to the transportation infrastructure and ample bicycle parking to reduce reliance on cars and promote eco-friendly commuting.

Conclusion

3600 Lysander Lane development is dedicated to setting a new standard for sustainable development in Richmond, BC. Through innovative design, responsible construction, and community collaboration, we are building a future that respects the environment, supports the community, and contributes to the local economy. Our commitment to sustainability ensures that this project will serve as a model for future developments in the region.



Development Permit Considerations

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

Address: 3600 Lysander Lane

File No.: DP 23-016633

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

1. **(Arborist Contract)** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$145,000 for the 20 trees to be retained, as identified in the Arborist report prepared by Durante Kreuk Limited, dated July 2, 2025.
3. **(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.
4. **(Replacement Trees Fee)** Submission of a cash in-lieu of thirteen replacement trees not proposed to be planted on-site calculated at \$750 per required tree for a total amount of \$9,750,
5. **(Ecological Compensation, Landscape Agreement, Maintenance and Monitoring)** Registration of a legal agreement on title identifying ESA planting and restoration along the foreshore of the site and denoting the landscaped area both within the ESA as well as through the site and ensuring that landscaping is completed as per the Landscape Plans and specification prepared by Durante Kreuk Ltd., dated June 16, 2023, as well as the Environmental Impact Assessment Report prepared by ROE Environmental Consulting, dated August 7, 2024. The owner would also be required to register a legal agreement on title to ensure that landscaping scheme, including planting area within the ESA is maintained and will not be abandoned or removed. The agreement would note that landscaping within the ESA would be monitored and maintained for a 3-year Maintenance and Monitoring Period as per the Environmental Impact Assessment Report prepared by ROE Environmental Consulting, dated August 14, 2024.
6. **(Landscaping Security)** Receipt of a Letter of Credit for landscaping and ESA planting and restoration along the foreshore of the site in the amount of \$164,984.00 plus taxes, inclusive of a 10% contingency cost (as per the landscape cost estimate provided by Durante Kreuk Ltd., on August 14, 2024).
7. **(Flood Covenant Discharge and New Flood Covenant Registration)** Discharge of previous Flood Indemnity Covenant CA3630776 from title and registering a new Flood Covenant on title (4.35 m GSC).
8. **(Building Energy Performance)** Registration of a legal agreement to secure building energy performance noting the proposed buildings will be built to exceed the minimum energy standards of NECB 2020 and will incorporate the standards included in the Sustainability Statement submitted by the developer in August 2024. The Sustainability measures, include but are not limited to, the utilization of green building standards (energy efficiency measures, solar panels on roofs, water conservation mechanisms of rainwater harvest systems, and low flow fixtures), usage of sustainable materials sourced locally, implementation of eco-friendly landscaping design and aiming for a net zero energy consumption).
9. **(EV Charging)** Registration of an Electric Vehicle (EV) Charging Infrastructure Covenant on title, securing the owner's commitment to ensure that a minimum 50% of parking stalls serving the new buildings are to be equipped with Level 2 Charging Stations as well as installing, maintaining and repairing a further four Charging Stations providing charging capacity faster than Level 2 (Opportunity Charging Capacity).
10. **(Diking SRW)** The granting of a 19.1 m wide Statutory Diking Right-of-Way (SRW) along the foreshore (south-east) property line for the purpose of the future superdike and associated upgrades pertaining to the diking works therein and including but not limited to, raising lands within the SRW to the minimum 4.7 m geodetic elevation as per the City's diking standards, where possible, and to accommodate the raising of the lands in the future to the maximum 5.5 m geodetic elevation relating to the ultimate diking elevation standards, as well as to construct a new publicly accessible dike trail with a width of 5.0 m to replace the existing trail and to maintain trail connection to the trail

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network on Sea Island. The SRW would also include language confirming that the area that would be overlapped by the existing building would be subject to future dike-related upgrades and the same requirements as to the rest of the SRW upon demolition of the said building at no cost to the City.

11. **(Diking Access SRW)** Registration of a 7.5 m wide Statutory Right-of-Way (SRW) along the full east frontage of the dike to accommodate access to the dike for repair and routine maintenance of diking infrastructure. Future roles and responsibilities in terms of dike repair, monitoring and routine maintenance by the City via the dike access SRW, will be provided by the City's Engineering Department and appended into the agreement.
12. **(Lysander Lane and Cessna Drive SRW)** Registration of the following SRWs, which provide for the dedication of the lands to which the SRW applies, prior to subdivision approval:
 - a) 3.0 m wide along the full length of Lysander Lane; and
 - b) 1.0 m wide across Cessna Drive frontage.
13. **(Hudson Avenue SRW)** Registration of a 10.5 m wide Public Right-Of-Passage (PROP) Statutory Right-of-Way (SRW) from the end of Hudson Avenue along the full length of the existing roadway to accommodate frontage improvements including widening the existing road width, installing curb and gutter and a new concrete sidewalk connecting with the dike multi use pathway.
14. **(Shared Parking and Access)** Registration of a restrictive covenant or other legal agreement(s) on Title to facilitate shared access between the proposed new lots (Lot A and B) for the purposes of shared access, parking, bicycle parking, loading, and use of Transportation Demand Management (TDM) facilities. This agreement shall include the entirety of the driveways, drive aisles, loading facilities, bicycle and vehicle parking and end of trip facilities.
15. **(Parking Strategy)** Registration of a restrictive covenant or alternative legal agreement(s) on title to the satisfaction of the Director, Transportation, securing the owner's commitment to provide, at their sole cost, Transportation Demand Management (TDM) measures to encourage alternate travel modes and reduce parking demands, including:
 - a) Shared Parking / No Parking Assignment: Registration of a legal agreement on title to prohibit the assignment of parking stalls. All parking stalls shall be for the shared use of all users accessing proposed Lot A or Lot B. Parking stalls proposed between the new buildings and fronting onto ground-oriented units' overhead entrances may be assignable.
 - b) Transit Pass Program: Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following methods of administration and terms, or an equivalent cash contribution to the City's Transportation Demand Management Reserve Fund to the satisfaction of the Director of Transportation. If registration of an agreement to deliver the transit pass program is pursued, it shall include the following method of administration and terms:
 - (1) Provide one year of two-zone monthly transit passes for 50% of employees at Lot A;
 - (2) Letter of Credit provided to the City for 100% of the transit pass program value or submission of an executed agreement with Translink demonstrating that payment to Translink to facilitate the program has been provided, to the satisfaction of the Director of Transportation.
 - (3) Administration by Translink or management company. The owner is not responsible for monitoring the use of the transit passes but only noting the number of "subscribed" users to the program until all available passes are exhausted over a period of three years.
 - (4) If the transit pass program is not fully subscribed within three years, the remaining funds equivalent to the value of the remaining passes are to be transferred to the City of Richmond through contribution to the Transportation Demand Management Reserve Fund for alternate transportation initiatives.
 - c) Shuttle Bus Program: Submission of an operations plan detailing the intended operator, hours of operation, frequency and route for the shuttle bus program, and location for drop-off and pick-up. Registration of a legal agreement on title to secure the owner's commitment to operate a shuttle bus program for a minimum of five years. Letter of credit to be submitted for the purchase of vehicles associated with operation of the program OR provision of an executed agreement with a shuttle bus operator to the satisfaction of the Director of Transportation.
 - d) End of Trip Facility: Registration of a legal agreement on title to secure the owner's commitment to provide an end of trip facility including showers, toilets, sinks and lockers, with the following terms:

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- (1) End of trip facility shall be for the shared use of all users for Lot A and Lot B at no cost to all users.
 - (2) No issuance of Building Permit until the facility has been incorporated into the building design.
 - (3) No Occupancy until construction of the End of Trip Facility(s) has been completed and demonstrated.
 - e) Enhanced Bicycle Parking: Registration of a legal agreement on title to secure the owner's commitment to provide all Class 1 bicycle parking indoors, and provide bicycle maintenance facilities on Lot B.
 - f) Car Share:
 - (1) *Car Share Parking:* Registration of a legal agreement on title securing the owner's commitment to provide one car share parking stall equipped with electric vehicle (EV) charging stations, with the following terms:
 - (a) Use of the space shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
 - (b) Use of the car share space shall be at the discretion of the Director of Transportation for any time that a car share operator is not operating within such a facility.
 - (c) Secures the car-share facility on the lot via a statutory right-of-way(s) and easement(s) registered on title, providing unrestricted 24/7 public access to the facility for the purpose of car share usage.
 - (2) Provide written confirmation from a minimum of one (1) car share operating outlining the availability of the parking stall for car-share usage and the car-share operator's interest in operating in such stalls.
16. **(Public Art Contribution)** City acceptance of the developer's offer to voluntarily contribute \$15,965.00 to the City's Public Art Reserve based on \$0.30 (based on 2024 rates and subject to 2025 rate at time of DP Approval Consideration) per buildable square foot for the proposed new buildings on Lot B.
17. **(Notice Fees)** 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. **(Road Dedication)** Dedicate land along the subject site's full frontage along Lysander Lane, Cessna Drive, Hudson Avenue and the riverfront frontage. Exact road dedication shall be confirmed through design of the Servicing Agreement* works. Approximate road dedications are as follows:
 - a) Along Lysander Lane: Approximately 3.0 m of dedication to accommodate roadway improvements.
 - b) Along Cessna Drive (Lot A post-subdivision): Approximately 1.0 m of dedication to accommodate roadway improvements.
 - c) Corner cuts: A 4 m by 4 m corner cut road dedication at the southwest corner of the subject development at the Hudson Avenue and Cessna Drive.
2. **(Servicing Agreement)** Enter into a Servicing Agreement* for the design and construction of site servicing, off-site works, frontage improvements and diking upgrades. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

1. Water Works:

- a. Using the OCP Model with the water main upgrades identified below, there will be 434 L/s of water available at a 20 psi residual at the Cessna Dr frontage, 269 L/s of water available at a 20 psi residual at the Lysander Lane frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. At Developer's cost, the Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - ii. Replace the existing watermain that are located under the protected private trees along the entire Lysander Lane, approximately 150 meters in length. The replacement watermain shall be installed within the roadway

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in Lysander Lane. Tie-in to the northwest shall be to the existing watermain with unit ID number WND187771 located in south of the southwest corner of 3500 Cessna Dr. The dead end of the watermain at the southeast end shall have an automatic flushing system to address water quality and maintenance issues associated with the resulting dead end watermain,

- iii. The flushing system shall be located in a right-of-way within the private boulevard just southeast of the driveway to the existing building that is proposed to be retained fronting the dike. The right-of-way details shall be finalized through the servicing agreement.
- iv. Fill as per MMCD then abandon the existing watermain along the north property line at Lysander Lane frontage after the new watermain in the roadway is operational and accepted by the City.
- v. Remove the existing 150mm AC watermain in Lysander Lane and dispose offsite as per regulations after the new watermain in the roadway is operational and accepted by the City.
- vi. Review hydrant spacing on all road frontages and provide fire hydrants as required to meet City spacing requirements. Fire department approval is required for all fire hydrant installations, removals, and relocations.
- vii. Fire department sign off is required to confirm the location of the existing and proposed hydrants are sufficiently close to service the most remote principal entrance.
- viii. Install one water service connection complete with meter off of the new watermain in Lysander Lane.
- ix. Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2n-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized at the servicing agreement review stage.

c. At Developer's cost, the City is to:

- i. Re-connect all existing water service connections and fire hydrants to the proposed water main in Lysander Lane.
- ii. Complete all tie-ins for the proposed works to existing City infrastructure.

2. Storm Sewer Works:

a. At Developer's cost, the Developer is required to:

- i. Install the ultimate storm sewers along Cessna Drive, complete with manholes as per City Engineering specifications, as there are no existing City storm sewers at the Cessna Drive frontage. Approximate length of required storm sewer is 222 meters. Tie-in to the south shall be at existing manhole STMH133649 located at the northwest corner of 3688 Cessna Drive. Tie-in to the north shall be to the existing manhole STMH 7289 located near the southwest corner of 3500 Cessna Drive.
- ii. Upgrade the existing storm sewer at Lysander Lane to minimum 600mm diameter or OCP size, complete with manholes, as per City Engineering specifications.
- iii. Install the ultimate storm sewers along Hudson Avenue, complete with manholes and catch basins as per City Engineering specifications, as there are no existing City storm sewers at the Hudson Avenue frontage. Approximate length of required storm sewer is 90 meters. Tie-in to the north shall be to the required storm sewer at Cessna Drive via a new manhole. A manhole is required at the high end to the southeast.
- iv. Provide capacity analyses under the existing and OCP scenarios to confirm frontage upgrade requirements at Cessna Drive and Lysander Lane and confirm if potential downstream upgrades are required. The developer's civil consultant shall confirm with the City's Engineering Department the drainage catchment boundary prior to start of the capacity analyses works. The City's approval of the capacity analyses is required prior to the DP report advancing to Planning Committee.
- v. Install a new storm service connection complete with an inspection chamber. Location and details of the service connection shall be finalized through the servicing agreement design review.
- vi. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.

b. At Developer's cost, the City is to:.

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- Complete all tie-ins for the proposed works to existing City infrastructure, including re-connections of existing services to the new mains.

3. Sanitary Sewer Works:

- a. At Developer's cost, the City is to:
 - i. Install one new sanitary service connection, complete with inspection chamber off of the existing sanitary main along the Cessna Drive frontage for the proposed development. Tie-in shall be at exiting manhole SMH6329 complete with an inspection chamber in a right of way.
 - i. Complete all tie-ins for the proposed works to existing City infrastructure including re-connections of existing services to the new mains.

4. Dike Improvements:

- a. At the Developer's cost the developer is required to construct approximately 210 meters of dike upgrades. Tie-in from the south shall be from Hudson Avenue and tie-in to the north shall be to Lysander Lane. The City's current dike standards required that the dike crest be a minimum of 4.7 m geodetic (after settlement) and be designed to accommodate a future elevation of 5.5 m.
- b. The dike design proposal is required to show how the dike can be raised to a future elevation of 5.5 m. The dike design proposal (plan and cross sections) needs to be finalized to confirm the required dike SRW prior to finalization of the Service Agreement. The required land to facilitate the proposed and ultimate dike raising shall be secured via the right of way.
- c. At Developer's cost, the Developer is required to provide the following to facilitate the construction of the dike upgrades:
 - 19.10m dike SRW.
 - 7.5m SRW for required dike setback as per bylaw.
 - Raise the existing dike at the entire river frontage to 4.7m complete with tie-ins to the north and south as per City standards. The required dike raising shall take into consideration and be ready to accommodate the ultimate dike elevation of 5.5m. Please note that the required dike dedication and SRW for dike set back above are based on the 5.5m ultimate dike elevation.
 - The City prefers the land within the required 7.5m dike setback SRW be raised to the 4.7m dike elevation.
 - SRW of the portion of Hudson Ave that ties into the existing dike.
 - Raising of Hudson Ave to facilitate tie-in to the required dike raising.
 - Raising of Lysander Lane to facilitate tie-in to the required dike raising.
 - Relocation of all City and private utilities that will be affected by the required road raising in Hudson Ave and Lysander Lane.
- d. At the Developer's cost the developer is required to confirm the actual condition of the existing dike and address the following:
 - i. That the water side slope is not steeper than 2:1. A survey is required to assess the true slope of the bank. Show the existing slope as per survey in the revised cross sections.
 - ii. That the riprap is not obscured, no void spaces, no game trails, no spalling of the riprap material and no inadequate filter material.
 - iii. Reconstruction of the dike face along the entire dike frontage is required starting with the scrubbing of overgrown vegetation and removal of existing riprap.
 - iv. Construction of the new dike face would be acceptable from the natural eco-bench. Construction of the new dike toe into the eco bench should follow British Columbia's standard Dike Design and Construction Guide when digging in the toe along the eco-bench. Dike face should be a minimum of 2H:1V slope. The developer is required to obtain Engineering and Environmental services and obtain provincial and federal permitting before commencing construction.
 - v. Provide the cross sections at the north and south tie-ins. The proposed dike shall be designed so that the service vehicles and equipment (including excavators) can access the entire length of the dike, and the design shall provide adequate space for the service vehicles to enter and exit, which

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- shall be at no more than 10% grade and based on the Transportation Associate of Canada's standard SU turning templates and approved by the City's Transportation department. Tie-in of the upgraded dike to the north shall be to Lysander Lane and tie-in to the south shall be to Hudson Ave. Tie-in details shall be finalized via the servicing agreement design review.
- vi. Trees within the dikes foot print are not permitted and shall be removed. This includes the dike face plus 2 meters from the toe, the dikes crest, and the landside slope of the dike plus 2 meters from the toe. If the landside of the dike is not sloped please allow a 3 meter buffer from the edge of the dike crest to the drip edge of any existing tree.
 - vii. Japanese Knotweed and other invasive plant species shall be removed. The developer should obtain the services of a QEP to advice on the proper removal and the identification of the vegetation on site.
- e. Piers, if required, shall have access hatches for dike maintenance. Show how the interface between the Pier restaurant and the dike will look like. Hatch will need to be 1.5 m x 1.5 m for access below the pier. Ensure the rip rap placed under the pier meets City specifications.

- f. The Developer is required to satisfy the following in terms of dike design and construction:

General Design Requirements.

- The dike design shall be done by a Professional Geotechnical Engineer.
- The elevation of the dike crest shall be raised to minimum 4.7 m geodetic, and shall be designed to accommodate a future elevation of 5.5 m. On the waterside of the dike, the slope shall be maximum 2:1. On the landside of the dike, the slope shall be maximum 3:1.
- In order to satisfy the requirements of a "superdike", as much as possible of the property must be at elevation 4.7 m geodetic or higher.
- All dike construction, including materials, shall be in conformance with the current version of City standard drawing MB-98 and MB-99, Dike Design and Construction Guide – Best Management Practices for British Columbia, and Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment.
- The design and construction of the dike shall be done to the satisfaction of the General Manager, Engineering and Public Works, the Provincial Inspector of Dikes, and federal approving authorities.

Maintenance Access.

- The dike crest running surface shall be minimum 5.0 m wide (proposed and ultimate) with unobstructed access to the waterside dike slope clear of benches, lighting, and other park amenities; such amenities shall be located in the landside of the dike to allow full access to the rip rap for future dike maintenance.
- The actual width of the dike crest to be determined via the road functional plan and the detailed servicing agreement design. The dike shall be designed so that the service vehicles and equipment (including excavators) can access the entire length of the dike, and the design shall provide adequate space for the service vehicles to enter and exit, which shall be at no more than 10% grade and based on the Transportation Associate of Canada's standard SU turning templates and approved by the City's Transportation department.

Tie-in to Existing

- Verify the condition of the existing riprap and toe of the dike. Based on the actual condition, the Geotechnical Engineer shall coordinate the findings and confirm with City staff whether the existing riprap and toe is adequate to support the proposed dike raising, or whether removal are required to the existing riprap and toe.
- Developer to be responsible to locate the dike to the north and south/east and west for a smooth transition.
- Ensure a smooth transition to the existing drainage pump station and the improvements surrounding it. The dike transition to the north should not affect maintenance access to the existing Miller Road drainage pump station.

Seismic Design Requirements.

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- Follow the Engineering & Geoscientists BC Seismic Assessment and Seismic Design of Dikes in BC

Planting and Vegetation on the Dike.

- The area consisting of the dike crest, waterside and landside dike slopes and a 3 m strip beyond the theoretical landside toe (determined by extending the landside slope of the 5.5 m dike elevation to the proposed finished grade of the site) must be kept clear of trees as per the provincial Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment.
- Vegetation that does not obstruct inspection visibility, displace Type 6 material (rip rap) or create holes in the dike slope may be acceptable on the waterside and landside slope when placed in clumps measuring no more than 3 m wide located at intervals of 9 m between adjacent clumps, as per the City's Riparian Planting on Dikes Design Standard. A list of permitted dike plantings shall be obtained from the City Engineering Department by the Landscape Architect prior to starting the detailed landscaping design.

Dike Inspection. The City's Public Works Dikes group must be coordinated with to perform a dike inspection at the beginning of dike construction. They can be reached at floodprotection@richmond.ca to schedule an assessment and must inspect the following at least once in the dike construction process:

- Review of site stripping to ensure existing plants are removed
- Review of dike fill compaction (Type 2 material)
- Review of rip rap filter (Type 3 material)
- Review of filter fabric installation (Geotextile from Layfield Canada – Typar 3401)
- Review of rip rap placement (Type 6 material)

- **Street Lighting:**

- At the Developer's cost, the Developer is required to provide street lighting along all frontages. The developer shall coordinate with the City's Planning department to confirm the street light types.
- Off-Street Publicly-Accessible Walkways & Opens Spaces
 - Dike Trail
 - To be determined in coordination with Planning and Parks Department.
 - Lighting is not permitted to encroach within the dike core for both the proposed 4.7 m and future 5.5 m dike, and should be placed on the building side of the multi-use pathway (i.e. not in the center nor on the waterside) to avoid impacting dike maintenance access.

- **General Items:**

- The Developer is required to:
 - Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 1.0 x 1.0 m
 - Traffic signal UPS – 2.0 x 1.5 m

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- Shaw cable kiosk – 1.0 x 1.0 m
- Telus FDH cabinet – 1.1 x 1.0 m
- Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground, the overhead lines and poles along Lysander Lane. All required above-ground boxes to facilitate the undergrounding works shall be located within the development site; all below-ground boxes shall be located outside of sidewalks and bike paths.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- b. Provide, prior to site preparation works (e.g., preloading, soil densification, DSM wall installation, etc.) or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (e.g., existing sanitary sewer at Cessna frontage, etc.) and provide mitigation recommendations.
- c. Provide a video inspection report of the existing sanitary sewers along the development's Cessna Drive frontage prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. Provide a follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Additionally, the following components would be secured via the Subdivision application:

Frontage Upgrades/Improvements

1. A Functional Road Plan is to be included that shows all required improvements
2. The applicant shall be required to construct the following along the full frontage of the subject site at the applicant's cost:
 - a. (Lysander Lane) from (north to south), from existing north edge of pavement:
 - i. 11.2m roadway
 - ii. Curb and gutter
 - iii. Minimum 1.5m front boulevard
 - iv. Minimum 1.5m concrete sidewalk
 - v. 0.3m back boulevard
 - b. (Cessna Drive) from (west to east), from existing curb
 - i. Curb and gutter
 - ii. Minimum 1.5m front boulevard
 - iii. Minimum 2.0m concrete sidewalk
 - iv. 0.3m back boulevard
 - v. **Note:** Cessna Drive is under the jurisdiction of the Federal Crown/YVR. Applicant to consult with YVR on City specified frontage works and confirm with YVR on frontage works requirement.
 - c. (Hudson Avenue) from (north to south), from existing PL:
 - i. 0.3m back boulevard
 - ii. Minimum 1.5m concrete sidewalk
 - iii. Minimum 1.5m front boulevard

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- iv. Curb and gutter
- v. Any pavement required to accommodate turning vehicles to be confirmed via functional road plan
- d. Dike crest, from existing north edge of pavement:
 - i. 5.0m Multi-use pathway with lighting
- e. Hudson Avenue Dike Access (from south to north) from existing PL:
 - i. 7.5m pavement structure
 - ii. Curb and gutter
 - iii. Minimum 1.5m boulevard
 - iv. 1.5m concrete sidewalk

Prior to Building Permit Issuance, the developer must complete the following requirements (*note – the following is a preliminary list and subject to change/modification through the review and processing of the building permit application*):

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- If the development will be constructed in phases and stratified, a Phased Strata Subdivision Application is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an Air Space Parcel Subdivision Application is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance

Initial: _____

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 23-016633

To the Holder: Lysander Holdings Ltd.
Property Address: 3600 Lysander Lane
Address: Suite 200 – 13888 Wireless Way
Richmond BC, V6V 0A3

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 Plans #1 to #11 attached hereto.
4. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$164,984.00 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.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. 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.
7. 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.

Development Permit
No. DP 23-016633

To the Holder: Lysander Holdings Ltd.
Property Address: 3600 Lysander Lane
Address: Suite 200 – 13888 Wireless Way
Richmond BC, V6V 0A3

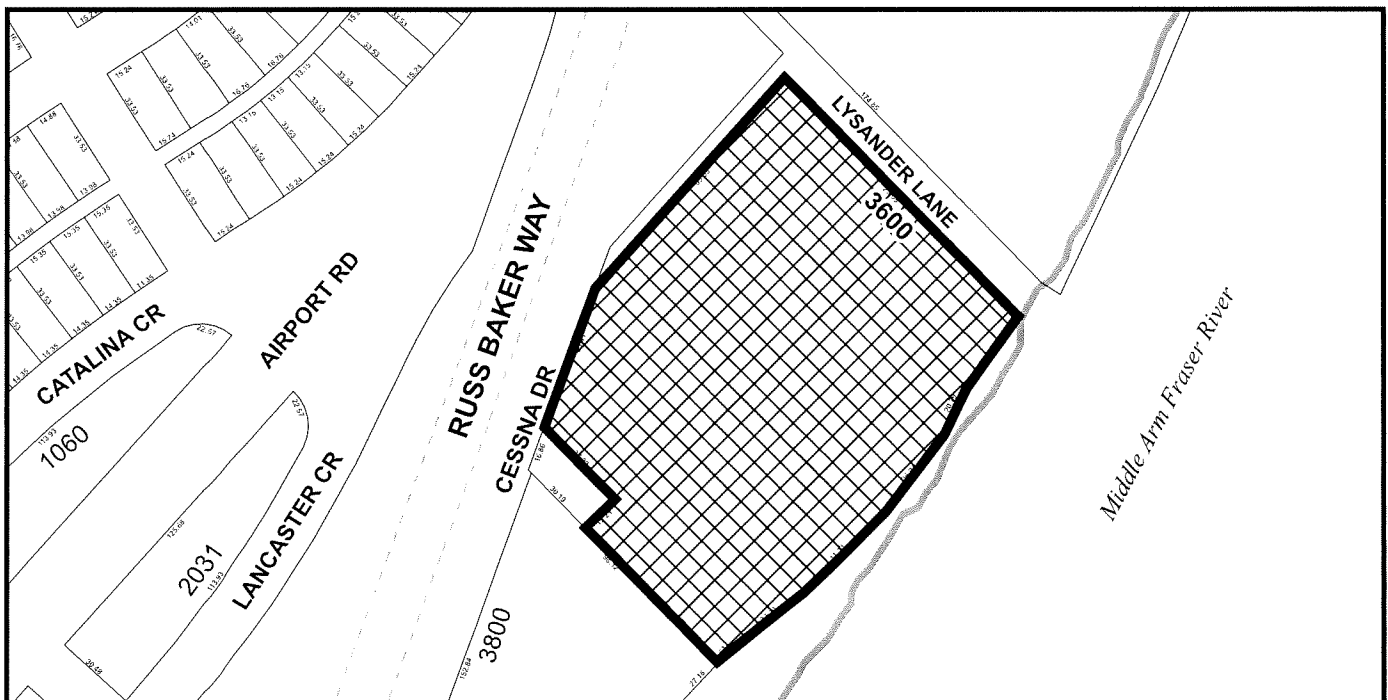
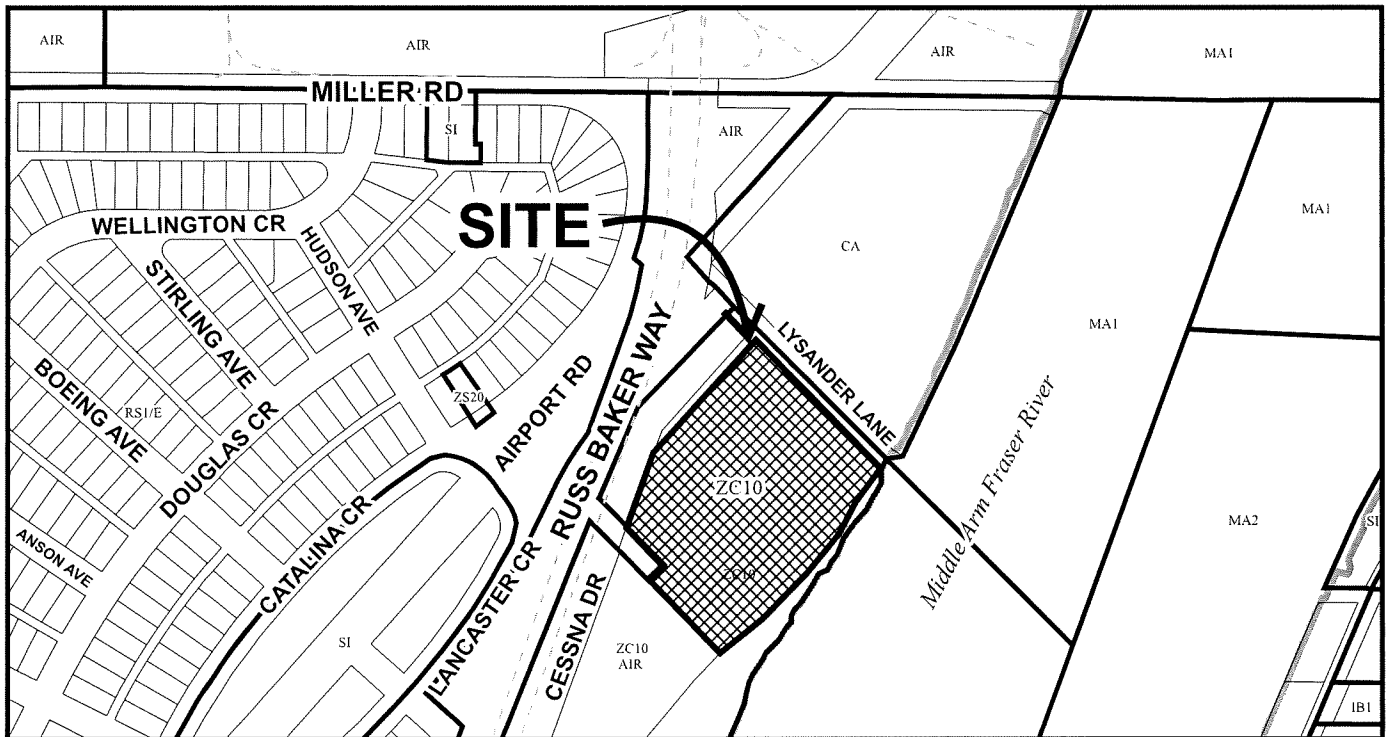
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 23-016633
SCHEDULE "A"

Original Date: 05/02/23

Revision Date:

Note: Dimensions are in METRES



3600 Lysander Lane, Richmond BC
Development Permit Application

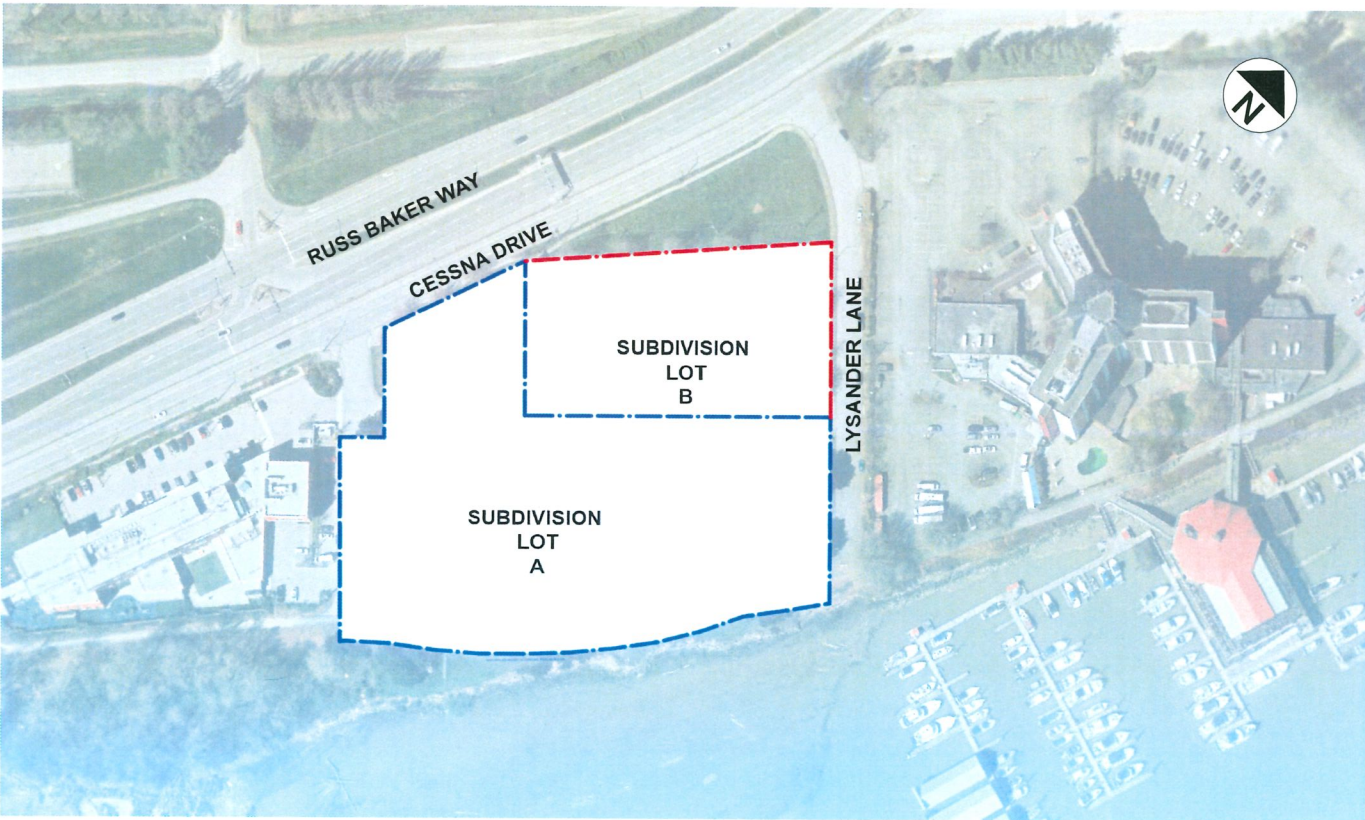
SURVEYOR J.C. Tam & Associates Office: 604-214-8928 Email: office@jctam.com	ARCHITECT ANDREW CHEUNG ARCHITECTS INC. Kassra Tavakoli Office: 604-685-2088 x-116 Email: kassra@andrewcheungarchitects.com	LANDSCAPE CONSULTANT DURANTE KRUEK LTD. Andrew Briggs Office: 604-684-4611 x-33 Email: andrew@dkl.bc.ca	CIVIL CONSULTANT CitiWest Peter Yue Office: 604-591-2213 Email: pyue@citivest.com	TRAFFIC CONSULTANT 1 ISL Federico Puscari Office: 604-629-2969 Email: fpuscar@isiengineering.com	TRAFFIC CONSULTANT 2 CTS Aaron Chan Office: 604-936-6190 ex.223 Email: fachan@cts-bc.com	ENVIRONMENTAL CONSULTANT SARTORIENVIRONMENTAL Thibault Doix Office: 604-987-5598 Email: thibault@satorienv.com	CLIENT SYMPHONY HILL PROPERTIES INC. Mun Wai Lai Office: 778-710-3311 Email: lai@symphonyhill.ca
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ACAI

ANDREW CHEUNG ARCHITECTS INC.
100-1010 152nd Avenue, Suite 100, Richmond, BC V6V 2G9
Tel: 604-685-2088 Fax: 604-685-2089
Email: info@andrewcheungarchitects.com



NEIGHBORHOOD MAP SCALE: 1:5000



CONTEXT PLAN SCALE: 1:1000

DRAWING LIST

A1.0	PROJECT DATA / CONTEXT
A1.1	SITE PLAN
A1.2	PROPERTY LINES
A2.1	1ST FLOOR PLAN
A2.2	2ND FLOOR PLAN
A2.3	3RD FLOOR PLAN
A2.4	ROOF PLAN
A3.1	ELEVATIONS - BUILDING A
A3.2	ELEVATIONS - BUILDING B
A4.1	SECTIONS - BUILDING A
A5.1	FSR OVERLAYS
A6.1	3D MASSING VIEWS
A6.2	3D MASSING VIEWS
A7.1	SHADOW ANALYSIS

PROJECT DATA

CIVIC ADDRESS: 3600 LYSANDER LANE, RICHMOND, BC, V7B 1C3	
LEGAL DESCRIPTION: PARCEL A, BLOCK 5N, PLAN BCP22413, SECTION 29, RANG E 6W, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN EP P36999	
ZONE:	ZC10
PID:	026-601-624
SITE AREA:	SUBDIVISION "A": 14,657.5 SM SUBDIVISION "B": 5,884.0 SM
F.A.R.: (ZC10 MAX: 0.85)	SUBDIVISION "A": AREA (L1 ~ L5): 11,580.0 SM F.A.R. = 11,580/14,657.5 = <u>0.79</u> SUBDIVISION "B": INDUSTRIAL(L1): 1,518.0 SM INDUSTRIAL(L2): 1,588.0 SM INDUSTRIAL(L3): 1,140.0 SM TOTAL AREA: 4,516 SM F.A.R. = 4,945/5,884.0 = <u>0.76</u>
SITE COVERAGE:	
SUBDIVISION "A":	OVERALL BLDG FOOTPRINT: 4419.5 SM 4419.5/14657.5 = 30.15 %
SUBDIVISION "B":	OVERALL BLDG FOOTPRINT: 1656.6 SM 1656.6/5884 = 28.15 %
BUILDING HEIGHT:	
SUBDIVISION "A":	EXISTING BUILDING REMAINS UNCHANGED
SUBDIVISION "B":	Maximum Height allowable: 20 M Proposed Height (thigh parapet): 16.17 M

PARKING:

SUBDIVISION "A":

1) TABLE 7.7.2.3 (CHILD CARE): 0.75 SPACES PER EMPLOYEE + 1 SPACE PER 10 CHILDREN
2) TABLE 7.7.2.3 (OFFICE): 3 SPACES PER 100SM OF LEASABLE AREA
REQUIRED: $(15 \times 0.75) + (80/10) + ((8004/100) \times 3) = 259$
42% REDUCTION PROPOSED FOR TDM MEASURES
PROVIDED: 149

SUBDIVISION "B":

1) TABLE 7.7.2.3 (INDUSTRIAL): 0.75 SPACES PER 100SM OF LEASABLE AREA
REQUIRED: $((4,945 / 100) \times 0.75) = 38$
PROVIDED: 38

LOADING:

SUBDIVISION "A":

EXISTING BUILDING LOADING UNAFFECTED BY NEW SUBDIVISION.

SUBDIVISION "B":

BCBC TABLE 7.13.6.2 (NON RESIDENTIAL):

MEDIUM:

ON-SITE DESIGNATED: 1 SPACE PLUS 1 SPACE FOR EACH ADDITIONAL 5,000.0 M² OVER 1,860.0 M²
REQUIRED: 2
PROVIDED: 2

LARGE:

ON-SITE DESIGNATED: 1 SPACE FOR EACH ADDITIONAL 5,000.0 M² OVER 1,860.0 M²
REQUIRED: 1
PROVIDED: 0 (SEEKING VARIANCE FROM BYLAW)

BICYCLE PARKING:

SUBDIVISION "A":

EXISTING BUILDING BICYCLE PARKING NOT AFFECTED BY NEW SUBDIVISION

SUBDIVISION "B":

BCBC TABLE 7.14.9.1 (GENERAL INDUSTRIAL):

CLASS 1 (& CLASS 2)

0.27 SPACES PER EACH 100 SM OF GROSS LEASABLE FLOOR AREA GREATER THAN 100 SM:

CLASS 1:
REQUIRED: $((4945 \text{ SM} / 100) \times 0.27) = 13$
PROVIDED: 13

CLASS 2:
REQUIRED: $((4945 \text{ SM} / 100) \times 0.27) = 13$
PROVIDED: 13

notes

date	revisions
14 Apr 2023	Issued for Development Permit
27 Jul 2024	Issued for Development Permit
05 Aug 2024	Issued for Development Permit
06 Mar 2025	Issued for Development Permit
10 May 2025	Issued for Development Permit

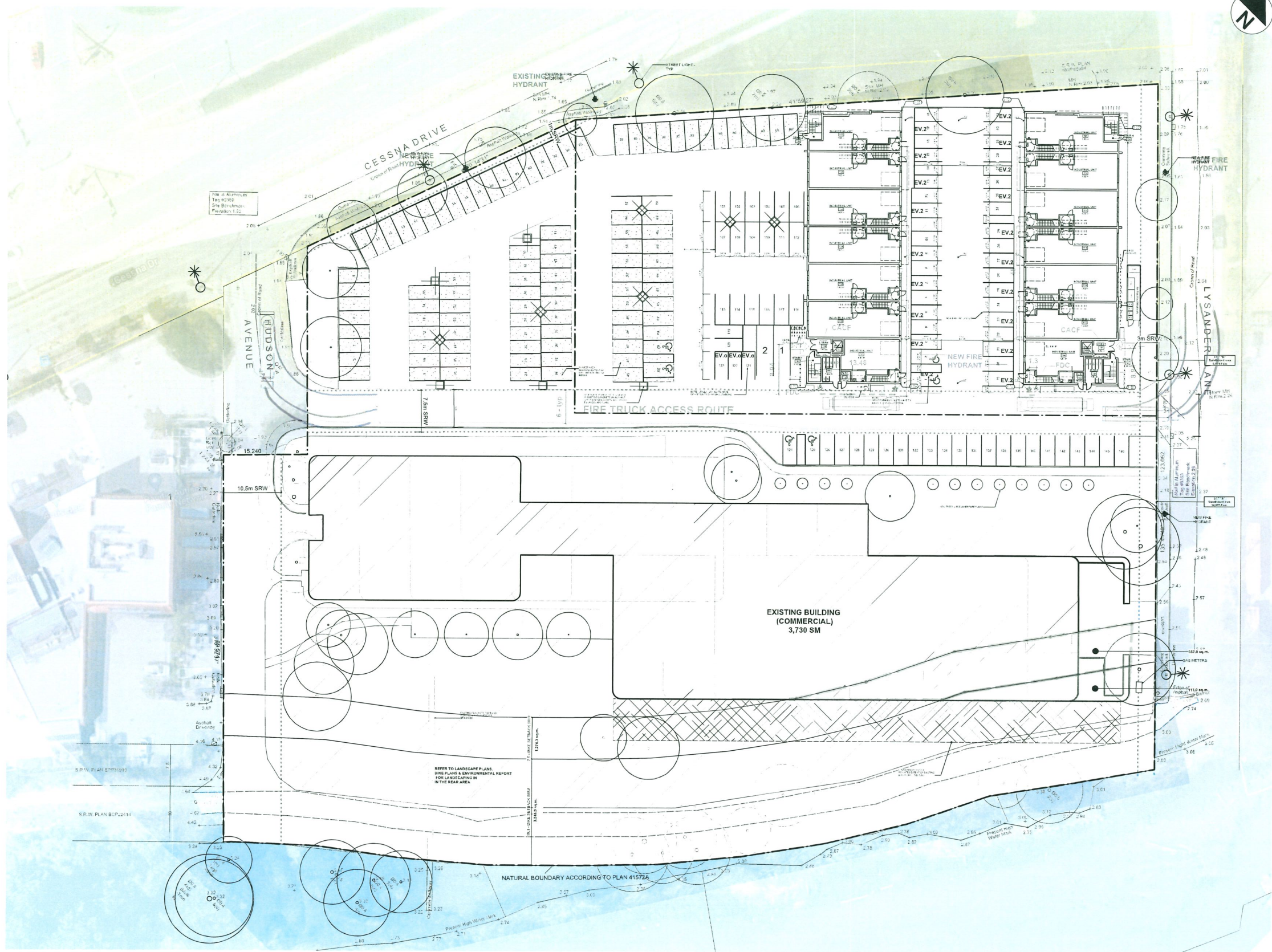
consultants

ANDREW CHEUNG
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1639 west 2nd avenue
vancouver, b.c.
v6j 1h3

tel (604) 685-2088
fax (604) 685-1889

project 3600 LYSANDER LANE RICHMOND, BC	
title PROJECT DATA / CONTEXT	
project number 22210	file name
drawn kt	checked ac
scale AS INDICATED	
drawing number A 1.0	

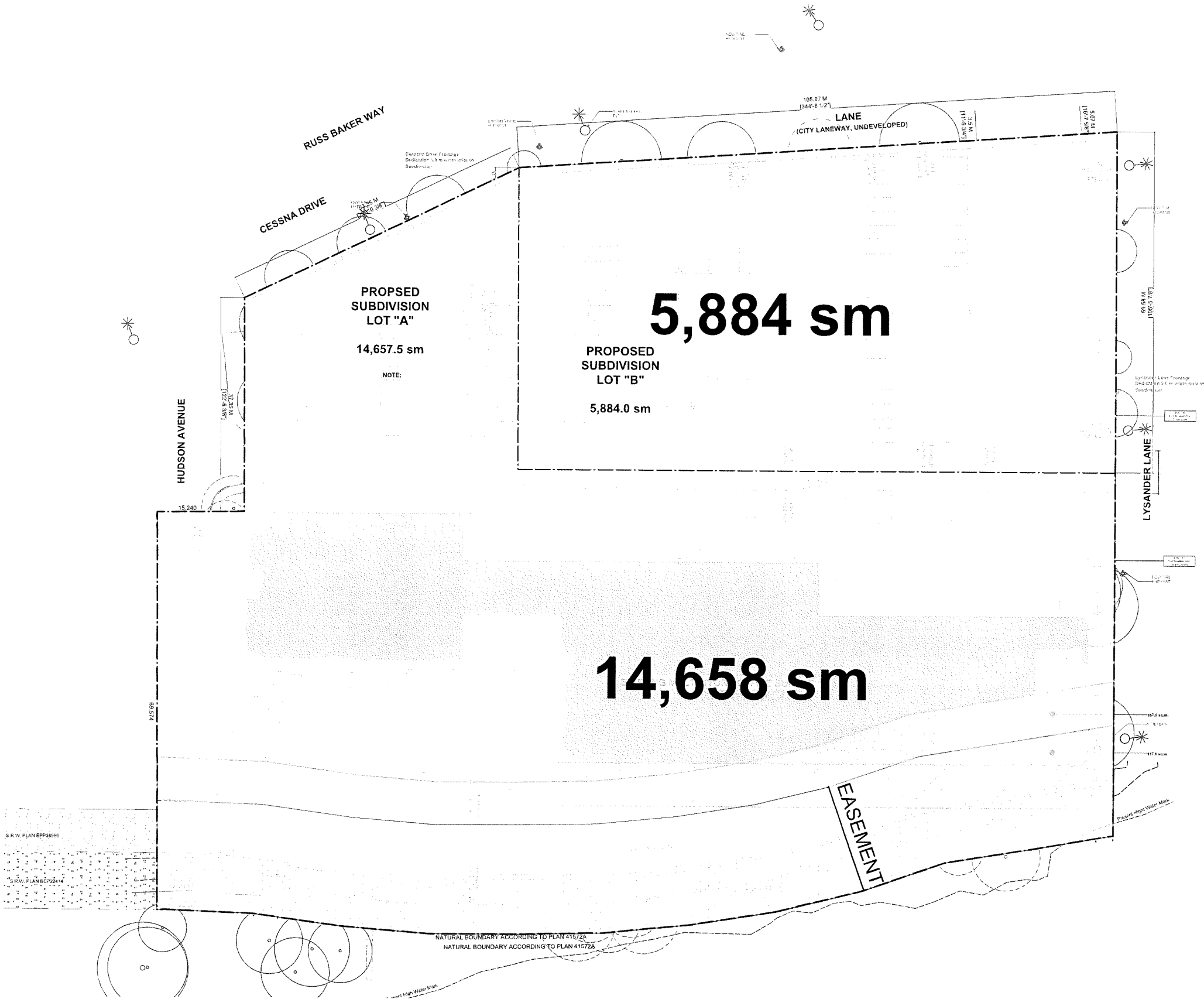


date	revisions
14 Apr. 2023	Issued for Development Permit
31 Jul. 2024	Issued for Development Permit
10 May. 2025	Issued for Development Permit
30 Jun. 2025	Issued for Development Permit

consultants

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project 3600 LYSANDER LANE RICHMOND, BC	
886	
SITE PLAN	
project number 22210	file name
drawn lt	checked ac
scale 1:300	
drawing number A 1.1	



notes

date	revisions
14 Apr. 2023	Issued for Development Permit
31 Jul. 2024	Issued for Development Permit
10 May. 2025	Issued for Development Permit
30 Jun. 2025	Issued for Development Permit

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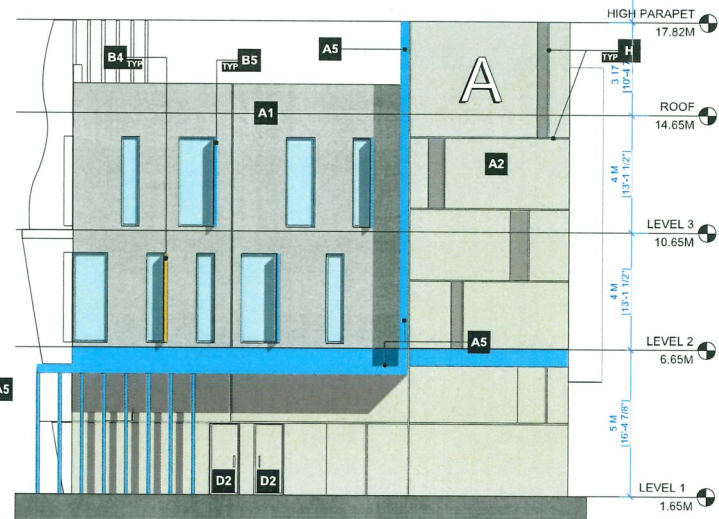
suite 410
1639 west 2nd avenue
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tel (604) 685-2088
fax (604) 685-1889

project 3600 LYSANDER LANE RICHMOND, BC	
site PROPERTY OUTLINE	
project number 22210	file name
drawn kt	checked ac
scale 1:300	
drawing number A 1.2	



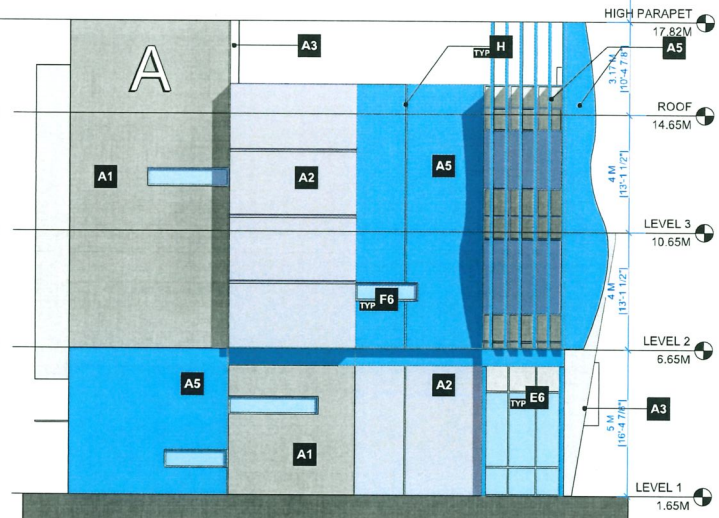
1 WEST ELEVATION - BUILDING A
Scale: Actual Size



2 SOUTH ELEVATION - BUILDING A
Scale: Actual Size



3 EAST ELEVATION - BUILDING A
Scale: Actual Size



4 NORTH ELEVATION - BUILDING A
Scale: Actual Size

MATERIAL LEGEND

A	INSULATED TILT-UP CONCRETE PANEL
B	PREFINISHED ALUMINUM PANEL
C	INSULATED ALUMINUM AND GLASS OVERHEAD DOOR
D	INSULATED STEEL DOOR
E	CURTAINWALL
F	ALUMINUM WINDOW
G	PANEL JOINT

COLOR LEGEND

1	BENJAMIN MOORE: HC-167, AMHERST GRAY
2	BENJAMIN MOORE: HC-169, COVENTRY GRAY
3	BENJAMIN MOORE: OC-26, SILVER SATIN
4	BENJAMIN MOORE: 2015-10, ELECTRIC ORANGE
5	BENJAMIN MOORE: 2061-20, CHAMPION COBLAT
6	ANODIZED SILVER
7	GRAY TINT

Amherst Gray
HC-167

Coventry Gray
HC-169

Silver Satin
OC-26

Electric Orange
2015-10

Champion Cobalt
2061-20

date	revisions
14 Apr 2023	Issued for Development Permit
31 Jul 2024	Issued for Development Permit
08 Aug 2024	Issued for Development Permit
10 May 2025	Issued for Development Permit

consultants

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project	3600 LYSANDER LANE RICHMOND, BC
title	Elevations - Building B
project number	22210
drawn	checked
kl	ac
scale	1:100
drawing number	A.3.1

NOTES	
DATE	REVISIONS
14 Apr. 2023	Issued for Development Permit
31 Jul. 2024	Issued for Development Permit
08 Aug. 2024	Issued for Development Permit
10 May. 2025	Issued for Development Permit
CONSULTANTS	

**ANDREW CHEUNG
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suite 410
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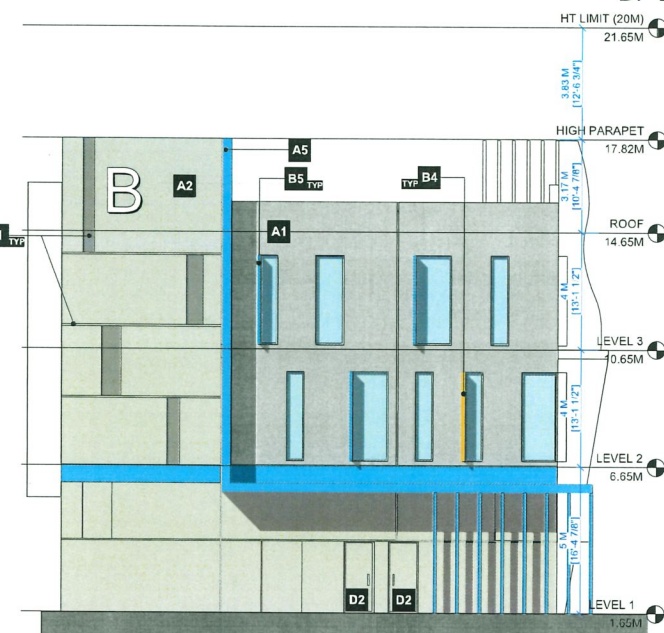
tel (604) 685-2088
fax (604) 685-1889

project 3600 LYSANDER LANE RICHMOND, BC	
Elevations - Building B	
project number 22210	file name
drawn lit	checked ac
scale 1:100	
drawing number A 3.2	

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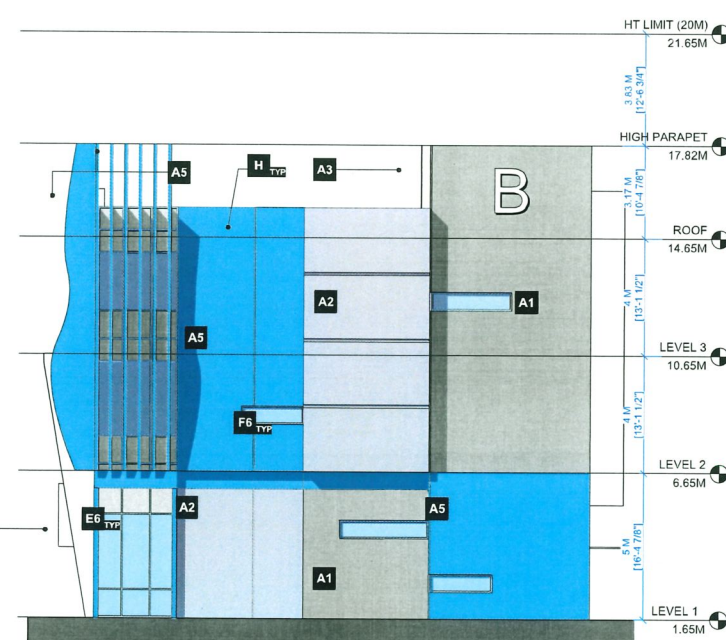
1 EAST ELEVATION - BUILDING B
1/8" = 1'-0"



2 SOUTH ELEVATION - BUILDING B
1/8" = 1'-0"



3 WEST ELEVATION - BUILDING B
1/8" = 1'-0"



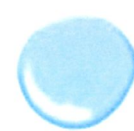
4 NORTH ELEVATION - BUILDING B
1/8" = 1'-0"

MATERIAL LEGEND	
A	INSULATED TILT-UP CONCRETE PANEL
B	PREFINISHED ALUMINUM PANEL
C	INSULATED ALUMINUM AND GLASS OVERHEAD DOOR
D	INSULATED STEEL DOOR
E	CURTAINWALL
F	ALUMINUM & GLASS WINDOW
G	ALUMINUM & GLASS ENTRY DOOR
H	PANEL JOINT

COLOR LEGEND	
1	BENJAMIN MOORE: HC-167, AMHERST GRAY
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Amherst Gray
HC-167



Coventry Gray
HC-169



Silver Satin
OC-26



Electric Orange
2015-10

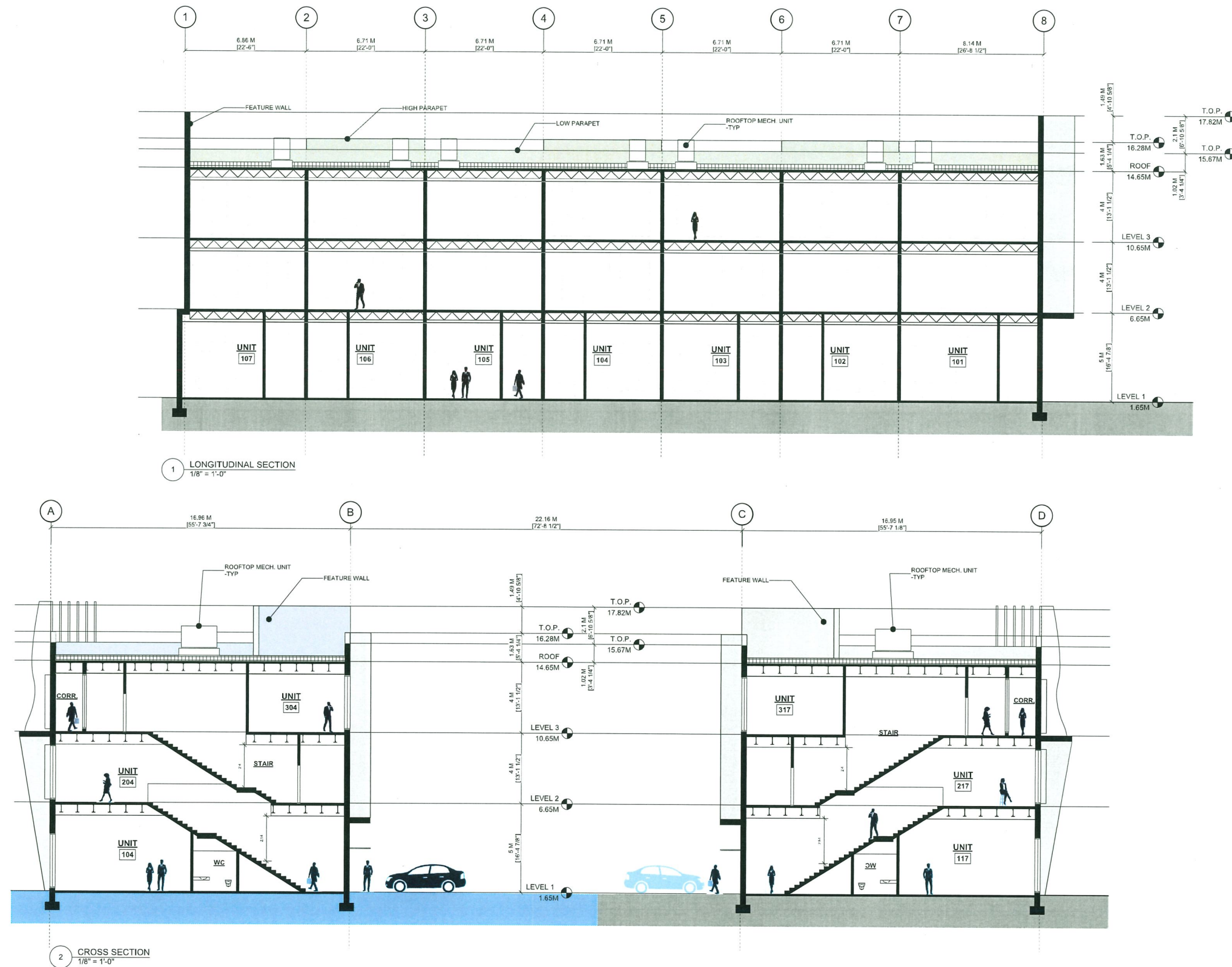


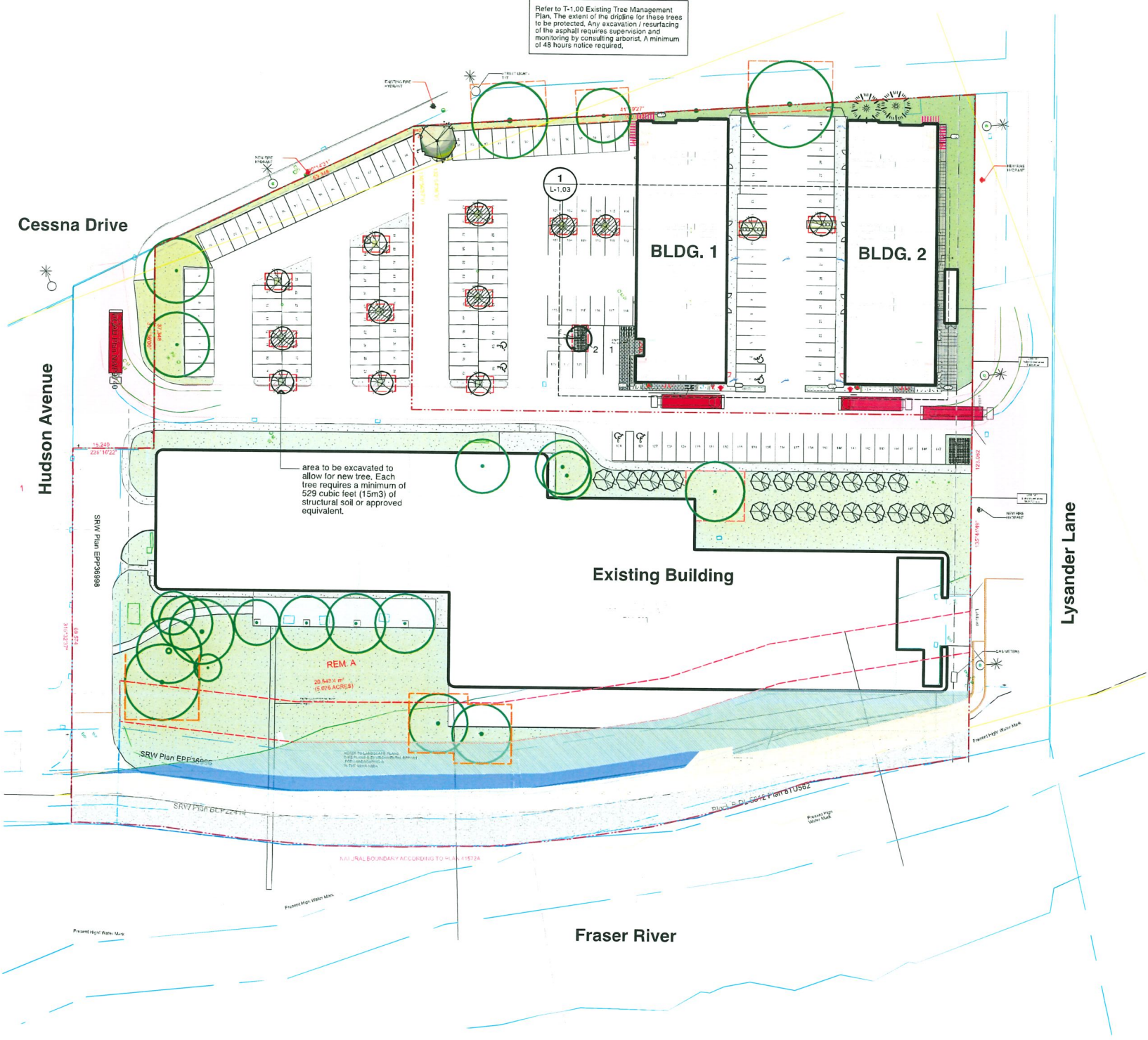
Champion Cobalt
2061-20

suite 410
1639 west 2nd avenue
vancouver, b.c.
v6j 1h3

tel (604) 685-2088
fax (604) 685-1889

title			
Sections			
project number 22210		file name	
drawn kt	checked ac	scale 1:100	drawing number A 4.1
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8	2025-07-02	issue for dp
7	2025-05-16	issue coordination+rev
6	2024-08-08	re-issue for dp
5	2024-08-07	issue for coordination
4	2024-07-24	re-issue for dp
3	2024-07-19	issue for coordination
2	2023-04-14	issue for dp
1	2023-03-29	issue for coordination

no.:	date:	item:
------	-------	-------

Revisions:

Stamp:



DURANTE KREUK LTD. LANDSCAPE ARCHITECTS
102 - 1637 West 5th Avenue Vancouver B.C. V6J 1N5
P 604.684.4611 | F 604.684.0577 | www.dkj.bc.ca

Client:

**ANDREW CHEUNG
ARCHITECTS INC.**

Project:

3600 LYSANDER
LANE

3600 LYSANDER LANE
RICHMOND, BC

Drawn by: AGB

Checked by: SJV

Date: 16 JUN 2023

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

Drawing Title:

SITE PLAN - PLANTING PLAN

Project No.:

23024

Sheet No.:

-1.02

DRAWING LIST

L-0.00 COVER SHEET
T-1.00 EXISTING TREE MANAGEMENT PLAN
L-1.00 SITE PLAN - OVERALL
L-1.01 SITE PLAN - PLANTING PLAN
L-1.02 PLANTING PLAN - ENLARGEMENT
L-2.00 SECTIONS
L-3.00 DETAILS

GENERAL NOTES

1. Refer to architectural drawings for all walls and stair layout and elevations, unless otherwise noted.
2. Refer to electrical drawings for all final landscape lighting layout and specifications.
3. Refer to architectural and mechanical drawings for all drain locations and rim elevations.
4. Refer to arborist drawings for all tree retention / removal information.
5. Refer to civil drawings for all grading and utility information.
6. Refer to survey drawings for all existing on site services and survey symbols.

PRODUCT + MATERIAL NOTES

1. All materials to be as specified or pre-approved equivalent.
2. All material and products to be installed per manufacturer's specifications.






LANDSCAPE NOTES

1. All work shall meet or exceed the requirements as outlined in the current Edition of the Canadian Landscape Standard.
2. Plant sizes and related container classes are specified according to the Canadian Landscape Standard current Edition. For container classes #3 and smaller, plant sizes shall be as shown in the plant list and the Standard for all other plants, both plant size and container class shall be as shown in the plant list. Specifically, when the plant list call for #5 class containers, these shall be as defined in the CNLA (ANSI) Standard.
3. Area of search for specified plant material shall include the Lower Mainland of British Columbia, Vancouver Island, Washington and Oregon States.
4. Contractor shall source specified plant material and only after area of search has been exhausted will substitutions be considered.
5. All plant material used on this project shall be hardy in this climate. Plant types have been selected with this as a primary criteria. This Contractor shall guarantee that plant material supplied has equal provenance, i.e. it is developed from cuttings or seeds collected in an area of similar climatic characteristics.
6. Substitutions in plant material will not be considered unless written proof is submitted thirty (30) days prior to scheduled installation stating a specified plant cannot be obtained within the specified area of search.
7. All plants to be sourced from nurseries certified free of P. ramorum.
8. Contractor shall not move or work growing medium or additives when they are excessively wet, extremely dry, or frozen or in any manner which will adversely affect growing medium structure. Growing medium whose structure has been destroyed by handling under these conditions will be rejected. Growing medium shall not be handled in wet or frozen conditions.
9. Place growing medium, except structural to required finish grades and minimum depths as detailed, unless shown otherwise.
10. All growing medium placed on project to meet or exceed BCNTA and Canadian Landscape Standards latest edition.
11. All trees to be staked in accordance with CNLA Standards.
12. Submit sieve analysis by an approved independent soil testing laboratory for each type of growing medium being used on the project PRIOR to placement for review and approval. Clearly identify source and type for each. Resubmit as required until growing medium is approved.
13. Submittals shall be made at least seven (7) days before


IRRIGATION NOTES

1. All 'Soft Landscape Areas' are to be irrigated with a high efficiency design/build irrigation system, complete with Rain and Wind Sensor.
2. The irrigation system design and installation shall be in accordance with the Irrigation Industry of BC Standards and Guidelines.
3. System design and installation shall take into account elevation differences, sun orientation and other factors affecting zoning and operation of the system to minimized evapotranspiration and wind lost.
4. System design shall provide for uniform complete 'Head to Head' coverage of all lawns and planted areas.
5. Contractor shall be responsible to provide SHOP DRAWINGS a minimum of 3 weeks prior to installation of any irrigation for review and approval.
6. Should the contractor proceed without approval, any additional modifications to the irrigation systems, as directed by the Landscape Architect shall be at contractors cost.
7. Lawns shall be irrigated on separate zones from planted areas.
8. Controller shall be located in mechanical room.
9. PRIOR to Substantial Performance, contractor shall provide a maintenance data and Operation instruction manual containing operational information for all operating components, cleaning and lubrication schedules, overhaul/adjustment schedule.
10. Record Drawings: Submit with the operating and maintenance manuals a reproducible copy of the AS-BUILT condition of the system.
11. Contractor shall instruct a designated representative of the Owner in the complete operating and maintenance procedures for the irrigation system, including winterizing for the first time with the designated representative observing.
12. Use GSR Schedule 40 PVC designed for solvent welding to PVC pipe except where valves, risers, etc. require threaded joints.
13. Provide sleeves under all hard surfaces and as required through walls.
14. Solenoid valves shall be first quality, compatible with the controller selected.
15. Valve boxes shall be reinforced plastic boxes manufactured specifically for landscape irrigation, complete with captive lock bolt cover, sized to suit valves and other components with adequate room for operation and maintenance.

MATERIALS LEGEND

	CIP CONCRETE EXISTING CONDITION
	CIP CONCRETE PAVING BROOM FINISH W/ SAW CUTS
	SLAB PAVER - RANDOM PATTERN 24 X 24 (colouring may differ)
	PLANK PAVER - RUNNING BOND 12 X 24 (colouring may differ)
	GRANULAR MATERIAL DRIP STRIP AROUND NEW BUILDING FACE
	RIPRAP AS PER CITY STANDARDS
	MUP REFER TO KWL
	NEW PLANTING REFER TO PLANT LIST
	EXISTING SOD
	HYDROSEED OR NEW LAWN



STRUCTURE LEGEND

	STRUCTURAL SOIL A MINIMUM OF 529 CUBIC FEET (15M3) / TREE
---	--

SITE FURNISHING LEGEND

Key	Description
	BIKE RACKS ICONIC 2300 - MAGLIN, BLACK

IRRIGATION

Key	Description
	HOSE BIB
	STUB OUT

PLANT LIST

TREES symbol	qty	botanical name	common name	size	notes
	13	Acer rubrum 'Bowhall'	Bowhall red maple	8cm caliper minimum	balled & burlapped
	1	Cercis canadensis	Eastern redbud	8cm caliper minimum	balled & burlapped
	1	Ginkgo biloba 'Autumn Gold'	Autumn Gold Maidenhair	6cm caliper	balled & burlapped, larger caliper preferred if available
	2	Pseudotsuga menziesii	Douglas fir	4m (13'-0") h minimum	balled & burlapped
	20	Quercus robur 'Fastigiata'	Columnar English Oak	8cm caliper minimum	balled & burlapped

SHRUBS / PERENNIALS / GRASSES / GROUNDCOVERS symbol	qty	botanical name	common name	size	notes
Az	7	Azalea 'Hino White'	Hino White azalea	#2 pot	24" o.c.
Bm	14	Buxus micro, 'Winter Beauty'	Korean Boxwood	#2 pot	18" o.c.
Cs	21	Cornus sercia 'Kelseyii'	Kelsey dogwood	#2 pot	18" o.c.
fg	14	Festuca glauca 'Elijah Blue'	Blue fescue	#1 pot	12" o.c.
Hd	7	Holodiscus discolor	Ocean Spray	#2 pot	30" o.c.
Pt	336	Pachysandra terminalis	Japanese spurge	#1 pot	12" o.c.
Pl	19	Philadelphus lewisii 'Blizzard'	Blizzard mockorange	#2 pot	36" o.c.
Sb	40	Spiraea x bumalda 'Goldflame'	Goldflame Spiraea	#2 pot	24" o.c.

SHRUBS / GROUNDCOVERS symbol	qty	botanical name	common name	size	notes
Cos		Cornus stolonifera	Red Osier Dogwood	#2 pot	36" o.c.
Rot		Rosa nutkana	Nootka Rose	#2 pot	36" o.c.
Sr		Sambucus racemosa var. arborescens	Red elderberry	#5 pot	36" o.c.
Hd		Holodiscus discolor	Ocean Spray	#2 pot	30" o.c.
Pl		Philadelphus lewisii 'Blizzard'	Blizzard mockorange	#2 pot	36" o.c.

940m2. *spacing and percentages to be determined

Bylaw size trees to be removed: 25
Replacement trees required at 2:1 ratio = 50 trees
Deciduous trees at 8cm caliper minimum
Coniferous trees at 4m height minimum
Landscape plan shows 37 trees.

8	2025-07-02	issue for dp
7	2025-05-16	issue coordination/review
6	2024-08-08	re-issue for dp
5	2024-08-07	issue for coordination
4	2024-07-24	re-issue for dp
3	2024-07-19	issue for coordination
2	2023-04-14	issue for dp
1	2023-03-29	issue for coordination

no.: | date: | item:

Revisions:

Stamp:



DURANTE KREUX LTD. LANDSCAPE ARCHITECTS
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Client:

ANDREW CHEUNG
ARCHITECTS INC.

Project:

3600 LYSANDER
LANE

3600 LYSANDER LANE
RICHMOND, BC

Drawn by: AGB

Checked by: SJV

Date: 16 JUN 2023

Scale: as shown

Drawing Title:


COVER SHEET

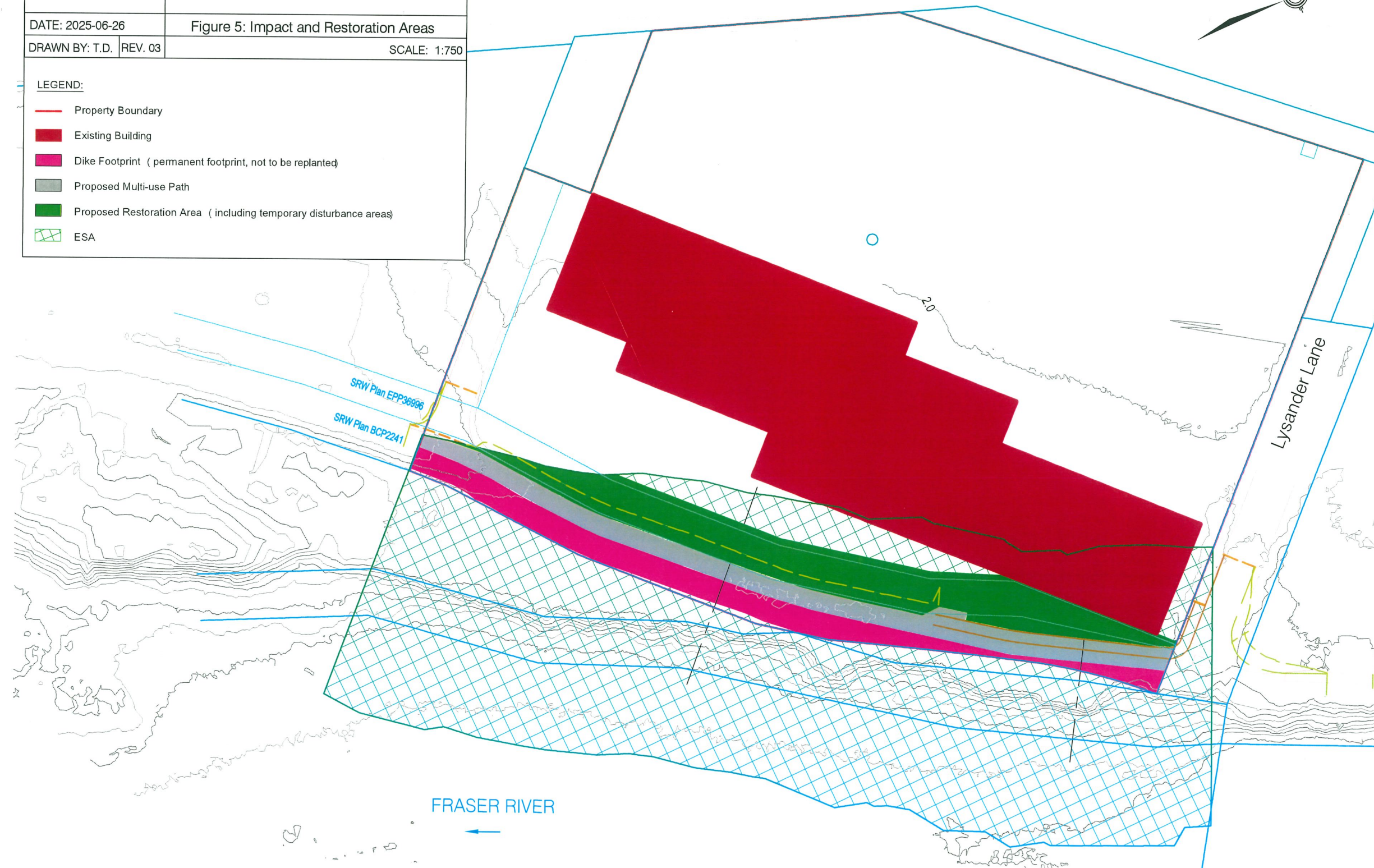
Project No.:

23024

Sheet No.:

L-0.00

	3600 Lysander Lane, Richmond, BC ESA Development Permit Application
DATE: 2025-06-26	Figure 5: Impact and Restoration Areas
DRAWN BY: T.D. REV. 03	SCALE: 1:750
<p>LEGEND:</p> <ul style="list-style-type: none"> Property Boundary Existing Building Dike Footprint (permanent footprint, not to be replanted) Proposed Multi-use Path Proposed Restoration Area (including temporary disturbance areas) ESA 	

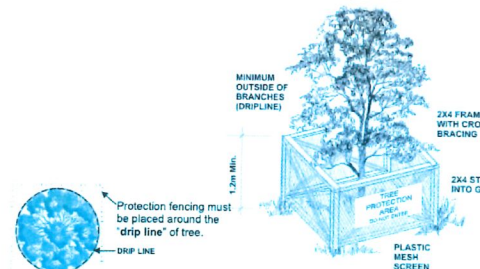


TREE INVENTORY LIST

Tree No.	Species	DBH (cm)	Height (m)	Health	Notes	Tree No.	Species	DBH (cm)	Height (m)	Health	Notes
01	Red Maple	15	10	Good	Some canopy loss due to age.	31	Red Maple	15	10	Good	Some canopy loss due to age.
02	Red Maple	15	10	Good	Some canopy loss due to age.	32	Red Maple	15	10	Good	Some canopy loss due to age.
03	Red Maple	15	10	Good	Some canopy loss due to age.	33	Red Maple	15	10	Good	Some canopy loss due to age.
04	Red Maple	15	10	Good	Some canopy loss due to age.	34	Red Maple	15	10	Good	Some canopy loss due to age.
05	Red Maple	15	10	Good	Some canopy loss due to age.	35	Red Maple	15	10	Good	Some canopy loss due to age.
06	Red Maple	15	10	Good	Some canopy loss due to age.	36	Red Maple	15	10	Good	Some canopy loss due to age.
07	Red Maple	15	10	Good	Some canopy loss due to age.	37	Red Maple	15	10	Good	Some canopy loss due to age.
08	Red Maple	15	10	Good	Some canopy loss due to age.	38	Red Maple	15	10	Good	Some canopy loss due to age.
09	Red Maple	15	10	Good	Some canopy loss due to age.	39	Red Maple	15	10	Good	Some canopy loss due to age.
10	Red Maple	15	10	Good	Some canopy loss due to age.	40	Red Maple	15	10	Good	Some canopy loss due to age.
11	Red Maple	15	10	Good	Some canopy loss due to age.	41	Red Maple	15	10	Good	Some canopy loss due to age.
12	Red Maple	15	10	Good	Some canopy loss due to age.	42	Red Maple	15	10	Good	Some canopy loss due to age.
13	Red Maple	15	10	Good	Some canopy loss due to age.	43	Red Maple	15	10	Good	Some canopy loss due to age.
14	Red Maple	15	10	Good	Some canopy loss due to age.	44	Red Maple	15	10	Good	Some canopy loss due to age.
15	Red Maple	15	10	Good	Some canopy loss due to age.	45	Red Maple	15	10	Good	Some canopy loss due to age.
16	Red Maple	15	10	Good	Some canopy loss due to age.	46	Red Maple	15	10	Good	Some canopy loss due to age.
17	Red Maple	15	10	Good	Some canopy loss due to age.	47	Red Maple	15	10	Good	Some canopy loss due to age.
18	Red Maple	15	10	Good	Some canopy loss due to age.	48	Red Maple	15	10	Good	Some canopy loss due to age.
19	Red Maple	15	10	Good	Some canopy loss due to age.	49	Red Maple	15	10	Good	Some canopy loss due to age.
20	Red Maple	15	10	Good	Some canopy loss due to age.	50	Red Maple	15	10	Good	Some canopy loss due to age.
21	Red Maple	15	10	Good	Some canopy loss due to age.	51	Red Maple	15	10	Good	Some canopy loss due to age.
22	Red Maple	15	10	Good	Some canopy loss due to age.	52	Red Maple	15	10	Good	Some canopy loss due to age.
23	Red Maple	15	10	Good	Some canopy loss due to age.	53	Red Maple	15	10	Good	Some canopy loss due to age.
24	Red Maple	15	10	Good	Some canopy loss due to age.	54	Red Maple	15	10	Good	Some canopy loss due to age.
25	Red Maple	15	10	Good	Some canopy loss due to age.	55	Red Maple	15	10	Good	Some canopy loss due to age.
26	Red Maple	15	10	Good	Some canopy loss due to age.	56	Red Maple	15	10	Good	Some canopy loss due to age.
27	Red Maple	15	10	Good	Some canopy loss due to age.	57	Red Maple	15	10	Good	Some canopy loss due to age.
28	Red Maple	15	10	Good	Some canopy loss due to age.	58	Red Maple	15	10	Good	Some canopy loss due to age.
29	Red Maple	15	10	Good	Some canopy loss due to age.	59	Red Maple	15	10	Good	Some canopy loss due to age.
30	Red Maple	15	10	Good	Some canopy loss due to age.	60	Red Maple	15	10	Good	Some canopy loss due to age.
31	Red Maple	15	10	Good	Some canopy loss due to age.	61	Red Maple	15	10	Good	Some canopy loss due to age.
32	Red Maple	15	10	Good	Some canopy loss due to age.	62	Red Maple	15	10	Good	Some canopy loss due to age.
33	Red Maple	15	10	Good	Some canopy loss due to age.	63	Red Maple	15	10	Good	Some canopy loss due to age.
34	Red Maple	15	10	Good	Some canopy loss due to age.	64	Red Maple	15	10	Good	Some canopy loss due to age.
35	Red Maple	15	10	Good	Some canopy loss due to age.	65	Red Maple	15	10	Good	Some canopy loss due to age.
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37	Red Maple	15	10	Good	Some canopy loss due to age.	67	Red Maple	15	10	Good	Some canopy loss due to age.
38	Red Maple	15	10	Good	Some canopy loss due to age.	68	Red Maple	15	10	Good	Some canopy loss due to age.
39	Red Maple	15	10	Good	Some canopy loss due to age.	69	Red Maple	15	10	Good	Some canopy loss due to age.
40	Red Maple	15	10	Good	Some canopy loss due to age.	70	Red Maple	15	10	Good	Some canopy loss due to age.
41	Red Maple	15	10	Good	Some canopy loss due to age.	71	Red Maple	15	10	Good	Some canopy loss due to age.
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44	Red Maple	15	10	Good	Some canopy loss due to age.	74	Red Maple	15	10	Good	Some canopy loss due to age.
45	Red Maple	15	10	Good	Some canopy loss due to age.	75	Red Maple	15	10	Good	Some canopy loss due to age.
46	Red Maple	15	10	Good	Some canopy loss due to age.	76	Red Maple	15	10	Good	Some canopy loss due to age.
47	Red Maple	15	10	Good	Some canopy loss due to age.	77	Red Maple	15	10	Good	Some canopy loss due to age.
48	Red Maple	15	10	Good	Some canopy loss due to age.	78	Red Maple	15	10	Good	Some canopy loss due to age.
49	Red Maple	15	10	Good	Some canopy loss due to age.	79	Red Maple	15	10	Good	Some canopy loss due to age.
50	Red Maple	15	10	Good	Some canopy loss due to age.	80	Red Maple	15	10	Good	Some canopy loss due to age.
51	Red Maple	15	10	Good	Some canopy loss due to age.	81	Red Maple	15	10	Good	Some canopy loss due to age.
52	Red Maple	15	10	Good	Some canopy loss due to age.	82	Red Maple	15	10	Good	Some canopy loss due to age.
53	Red Maple	15	10	Good	Some canopy loss due to age.	83	Red Maple	15	10	Good	Some canopy loss due to age.
54	Red Maple	15	10	Good	Some canopy loss due to age.	84	Red Maple	15	10	Good	Some canopy loss due to age.
55	Red Maple	15	10	Good	Some canopy loss due to age.	85	Red Maple	15	10	Good	Some canopy loss due to age.
56	Red Maple	15	10	Good	Some canopy loss due to age.	86	Red Maple	15	10	Good	Some canopy loss due to age.
57	Red Maple	15	10	Good	Some canopy loss due to age.	87	Red Maple	15	10	Good	Some canopy loss due to age.
58	Red Maple	15	10	Good	Some canopy loss due to age.	88	Red Maple	15	10	Good	Some canopy loss due to age.
59	Red Maple	15	10	Good	Some canopy loss due to age.	89	Red Maple	15	10	Good	Some canopy loss due to age.
60	Red Maple	15	10	Good	Some canopy loss due to age.	90	Red Maple	15	10	Good	Some canopy loss due to age.
61	Red Maple	15	10	Good	Some canopy loss due to age.	91	Red Maple	15	10	Good	Some canopy loss due to age.
62	Red Maple	15	10	Good	Some canopy loss due to age.	92	Red Maple	15	10	Good	Some canopy loss due to age.
63	Red Maple	15	10	Good	Some canopy loss due to age.	93	Red Maple	15	10	Good	Some canopy loss due to age.
64	Red Maple	15	10	Good	Some canopy loss due to age.	94	Red Maple	15	10	Good	Some canopy loss due to age.
65	Red Maple	15	10	Good	Some canopy loss due to age.	95	Red Maple	15	10	Good	Some canopy loss due to age.
66	Red Maple	15	10	Good	Some canopy loss due to age.	96	Red Maple	15	10	Good	Some canopy loss due to age.
67	Red Maple	15	10	Good	Some canopy loss due to age.	97	Red Maple	15	10	Good	Some canopy loss due to age.
68	Red Maple	15	10	Good	Some canopy loss due to age.	98	Red Maple	15	10	Good	Some canopy loss due to age.
69	Red Maple	15	10	Good	Some canopy loss due to age.	99	Red Maple	15	10	Good	Some canopy loss due to age.
70	Red Maple	15	10	Good	Some canopy loss due to age.	100	Red Maple	15	10	Good	Some canopy loss due to age.

Bylaw size trees to be removed: 25
Replacement trees required at 2:1 ratio = 50 trees
Deciduous trees at 8cm caliper minimum
Coniferous trees at 4m height minimum

TREE PROTECTION BARRIER TYPICAL

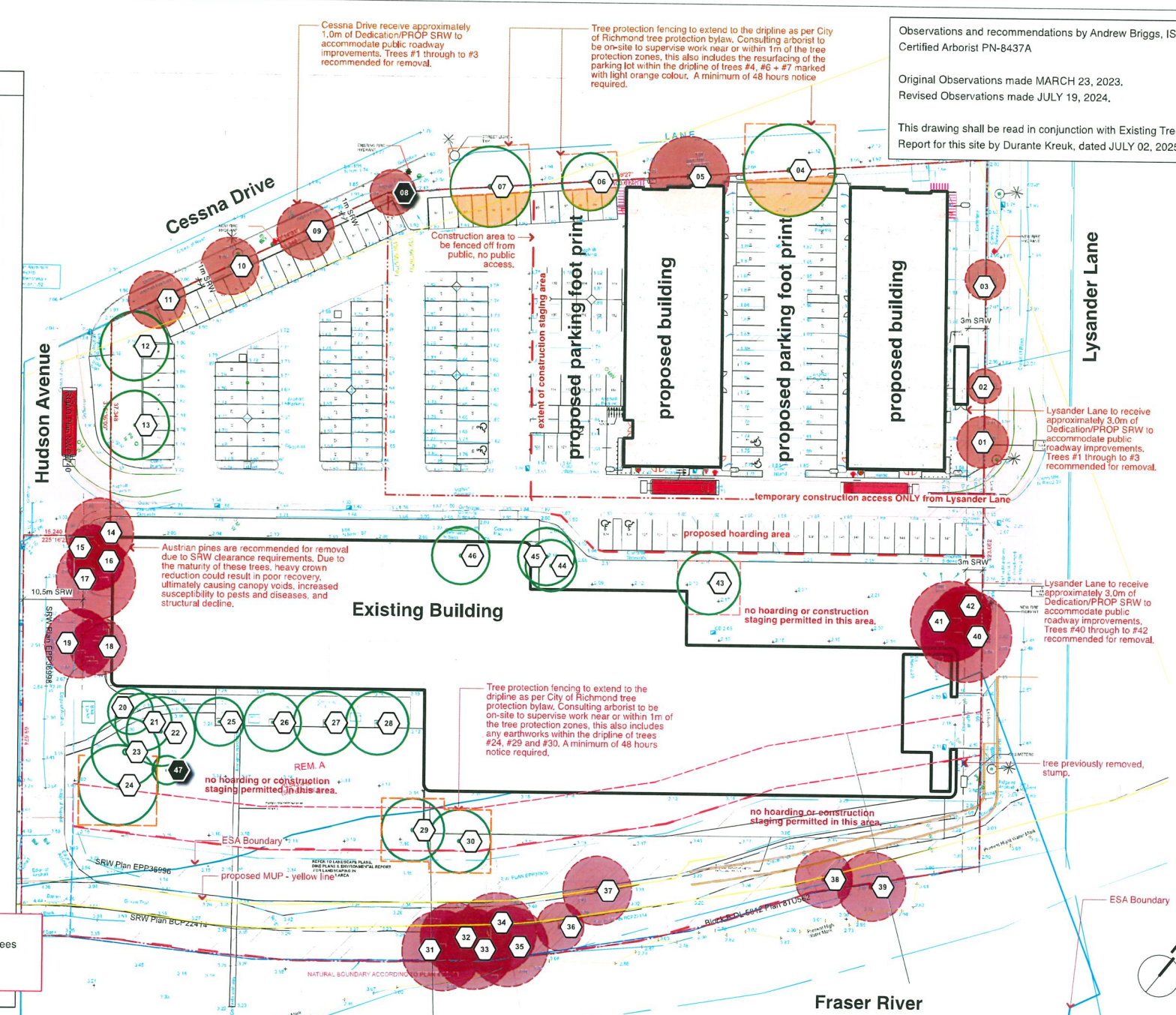


ARBORICULTURE NOTES

- Trees, their environment, their health and structural stability change over time. Our arboricultural recommendations are based on observations made on the date noted. Observations are done as an ISA Level 2 basic visual assessment, unless noted otherwise, Durante Kreuk Ltd. cannot guarantee that trees recommended for retention will remain whole or structurally stable.
- Durante Kreuk Ltd. assumes no responsibility for tree protection unless we have been contracted to provide services in that regard, and provided appropriate notice when work on or near the trees is to be done.
- Consulting arborist shall be called to site to coordinate and monitor excavation or other work within any tree protection area or as noted otherwise within the arboricultural documents.
- All work within the tree protection area shall be coordinated with and supervised by the consulting arborist.
- All root pruning and crown pruning shall be done as directed by consulting and/or City arborist. All work shall be done to ISA industry standards.
- It is the responsibility of the general contractor to ensure all protection measures and other arboricultural recommendations are applied as required. It is the general contractors responsibility to engage the consulting arborist at appropriate times as outlined in arboricultural documents.
- Tree Protection Barrier shall be kept in place until final inspection by the City. Any adjustment to the barrier/fencing or temporary relocation has to be approved in writing by the consulting arborist, 48 hours minimum notification required.
- Refer to detail page for further tree protection zone requirements as per City of Richmond.

TREE LEGEND

Key	Description	Key	Description
	extent of dripline of existing tree recommended for removal (location from BCLS Land Surveyor).		Tree Number referred to in Existing Trees List and Report for BY-LAW size with DBH 0.20m or larger.
	extent of dripline of existing tree recommended for removal (location from BCLS Land Surveyor).		Tree Number referred to in Existing Trees List and Report for non-BY-LAW size with DBH smaller than 0.20m.
	approximate extent of dripline outside of the tree protection zone. Consulting Arborist to monitor, allow 48hrs notice.		stump, tree has been removed
	Tree Protection Fencing shall be built to municipal standards to extent as shown on drawings.		property line
			Extent of construction area
			existing condition



Observations and recommendations by Andrew Briggs, ISA Certified Arborist PN-8437A
Original Observations made MARCH 23, 2023.
Revised Observations made JULY 19, 2024.
This drawing shall be read in conjunction with Existing Trees Report for this site by Durante Kreuk, dated JULY 02, 2025.

8	2025-07-02	Issue for dp
7	2025-05-16	Issue coordination/review
6	2024-09-08	re-issue for dp
5	2024-08-07	Issue for coordination
4	2024-07-24	re-issue for dp
3	2024-07-19	Issue for coordination
2	2023-04-14	Issue for dp
1	2023-03-29	Issue for coordination

Revisions:
Stamp:



dk
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Client:
ANDREW CHEUNG ARCHITECTS INC.

Project:
3600 LYSANDER LANE

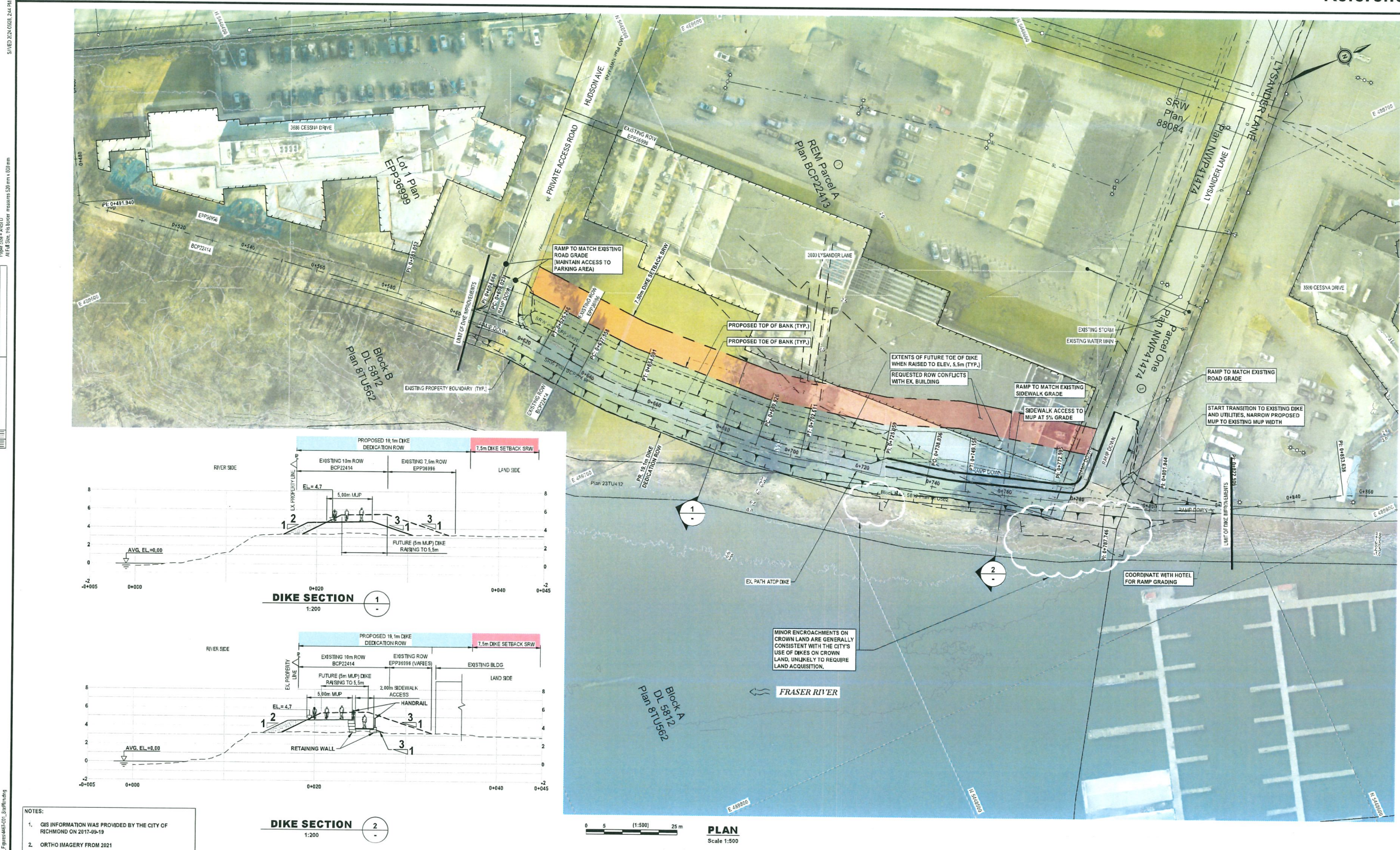
3600 LYSANDER LANE RICHMOND, BC

Drawn by: AGB
Checked by: SJV
Date: 16 JUN 2023
Scale: 1/32" = 1'-0"

EXISTING TREE MANAGEMENT PLAN

Project No.: 23024
Sheet No.:

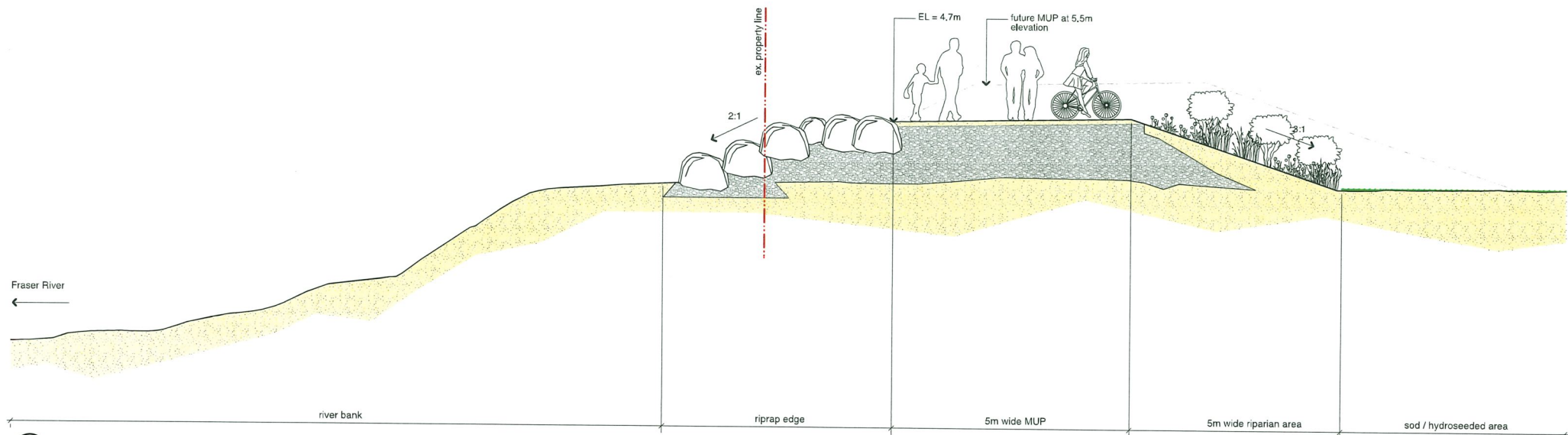
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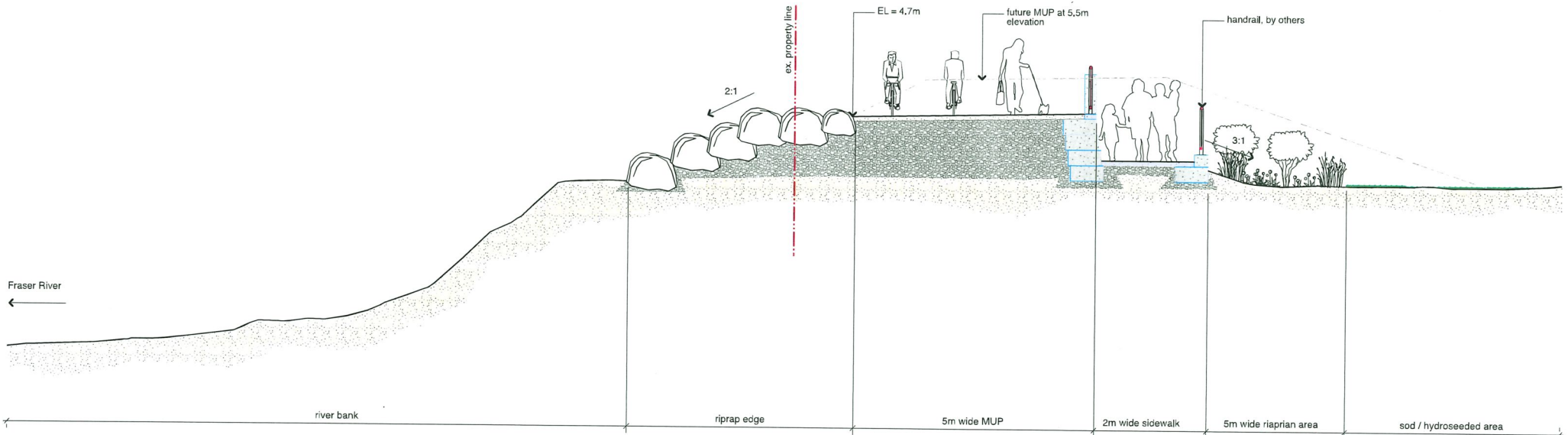
- NOTES:
1. CIB INFORMATION WAS PROVIDED BY THE CITY OF RICHMOND ON 2017-09-19
 2. ORTHO IMAGERY FROM 2021
 3. HORIZONTAL DATUM: NAD83 CSRS UTM10
VERTICAL DATUM: CGVD2013
 4. LIDAR SURFACE DATA FROM 2017
 5. POTENTIAL OVERBUILD OF DIKE CREST TO ELEVATION 4.9m
SUBJECT TO GEOTECH RECOMMENDATIONS.

kwl KERR WOOD LEIDAL
consulting engineers

**4467-001 3600 LYSANDER LANE
PRELIMINARY DESIGN
JUN. 28, 2024**



1 DIKE SECTION - PROPOSED 19.1M DIKE DEDICATION ROW
L-2.00 Scale = 1/4" = 1'-0"



2 DIKE SECTION - PROPOSED 19.1M DIKE DEDICATION ROW
L-2.00 Scale = 1/4" = 1'-0"

8	2025-07-02	issue for dp
7	2025-05-16	issue coordination/review
6	2024-08-08	re-issue for dp
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Project:

3600 LYSANDER
LANE

3600 LYSANDER LANE
RICHMOND, BC

Drawn by: AGB

Checked by: SJV

Date: 16 JUN 2023

Scale: as shown

Drawing Title:

SECTIONS

Project No.:

23024

Sheet No.:

L-2.00



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: July 9, 2025

From: Joshua Reis
Director, Development

File: DP 23-030760

Re: **Application by Kenneth Kim Architecture Inc. for a Development Permit at
8240 Williams Road**

Staff Recommendations

That a Development Permit be issued which would:

1. Permit the construction of three townhouse units at 8240 Williams Road on a site zoned "Low Density Townhouses (RTL4)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum required lot width from 40.0 m to 18.0 m;
 - b) Reduce the minimum exterior side yard setback along Leonard Road from 6.0 m to 4.5 m; and
 - c) Allow three small vehicle parking spaces.

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

JR:cl
Att. 2

Staff Report

Origin

Kenneth Kim Architecture Inc. has applied to the City of Richmond on behalf of 1412495 BC Ltd. (Directors: Jian Zhao, Cheng Ming He, Xiaobo Huang) for permission to develop three townhouse units at 8240 Williams Road on a site zoned “Low Density Townhouses (RTL4)”. Location and aerial maps of the subject site are provided in Attachment 1.

The subject site is being rezoned from the “Small-Scale Multi-Unit Housing (RSM/L)” zone to the “Low Density Townhouses (RTL4)” zone for this project under Richmond Zoning Bylaw 8500, Amendment Bylaw 10578 (RZ 21-934592). The Bylaw was given third reading at the City Council meeting held on July 22, 2024, and the applicant is working to complete all rezoning requirements.

A Servicing Agreement (SA) for servicing and frontage improvements is required prior to final adoption of the rezoning bylaw and includes, without limitation, the design and construction of:

- A storm sewer upgrade to 600 mm along Williams Road, an extension of the sanitary sewer along Leonard Road, and the required water, storm and sanitary service connections;
- Installation of a new fire hydrant within the boulevard on Williams Road; and
- Road widening on the east side of Leonard Road and new treed/grass boulevards and sidewalks along both frontages at the new property lines after road dedication.

Development Information

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

Background

The subject site is located on the southeast corner of the intersection of Williams Road and Leonard Road and is currently vacant. Existing development immediately surrounding the subject site is as follows:

- To the North: Across Williams Road is a lot zoned “Low Density Townhouses (RTL4)”, on which there are 10 new townhouse units nearing completion at 8233 Williams Road, as approved through the Rezoning (RZ 18-824503) and Development Permit (DP) applications (DP 19-858783).
- To the South: Is a lot zoned “Small-Scale Multi-Unit Housing (RSM/L)”, which contains a single detached dwelling at 10020 Leonard Road.
- To the East: Is a lot zoned “Small-Scale Multi-Unit Housing (RSM/L)”, which contains a single detached dwelling with a secondary suite at 8260 Williams Road.
- To the West: Across Leonard Road is a lot zoned “Small-Scale Multi-Unit Housing (RSM/L)”, which contains a single detached dwelling at 10031 Leonard Road.

Rezoning and First Reading Results

The associated rezoning bylaw was granted first, second and third readings by City Council at its regular meeting of July 22, 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 DP application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the “Low Density Townhouses (RTL4)” zone 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:

- a) Reduce the minimum required lot width from 40.0 m to 18.0 m.

This is a technical variance as the redevelopment proposal involves only the subject lot, which will have an average lot width of 18.11 m after the required road dedication. Staff supports the proposed variance as the functional site plan meets the design guidelines in the OCP, can accommodate a viable townhouse proposal and provides the opportunity for the adjacent property to the east to redevelop in the future by way of a Statutory Right-of-Way (SRW) for shared vehicle access through the subject site, which is to be secured prior to final adoption of the rezoning bylaw. The proposed variance was previously identified as part of the rezoning application and no concerns on this matter were raised by members of the public at that time.

- b) Reduce the minimum exterior side yard setback along Leonard Road from 6.0 m to 4.5 m.

The proposed 4.5 m exterior side yard setback along Leonard Road results in a building footprint that enables larger than minimum setbacks to be provided to the south and east property lines. This provides greater separation to the existing single detached dwellings on neighbouring properties and also supports a functional drive aisle on-site that enables future shared vehicle access to the neighbouring property to the east. Although the exterior yard setback is reduced slightly, the proposal maintains consistency with the minimum private outdoor space guidelines in the OCP, primarily through the provision of yards at ground level. The proposed variance was previously identified as part of the rezoning application and no concerns on this matter were raised by members of the public at that time.

- c) Allow three small vehicle parking spaces.

The Zoning Bylaw allows small vehicle parking spaces on a site where the total resident parking provision is 31 or more spaces. Due to the small size of the proposed development, the total on-site resident parking requirement is only six spaces. The proposed ratio of small and standard vehicle parking spaces is consistent with what the Zoning Bylaw would otherwise allow for larger developments [i.e., minimum 50 per cent must be standard spaces]. This proposal enables all parking spaces to be provided in a side-by-side arrangement. The City's Transportation Department has reviewed the proposed design and supports the variance request. The proposed variance was previously identified as part of the rezoning application and no concerns on this matter were raised by members of the public at that time.

In support of the proposed variance, the applicant is proposing to increase the amount of resident bike parking spaces from 1.25 spaces per unit to 2.00 spaces per unit, for a total of six resident bike parking spaces. This Transportation Demand Management (TDM) measure is to be secured through registration of a legal agreement on Title prior to rezoning bylaw adoption.

Analysis

Conditions of Adjacency

- The proposed development has been designed with consideration of the existing surrounding housing context and is consistent with the design guidelines in the OCP for infill townhouses on arterial roads, including:
 - Larger than minimum setbacks to the east (7.2 m) and south (4.5 m to 6.0 m), providing greater building separation along the interface with existing adjacent single detached housing at 8260 Williams Road and 10020 Leonard Road;
 - Reduced building massing of the third storey by setting portions of the building back slightly from the storeys below and incorporating them into the roof forms, in keeping with the design of townhouses on arterial roads in the surrounding area; and
 - A reduction of the building height to two storeys along the interface with 10020 Leonard Road to the south to support appropriate building height transition to adjacent two-storey dwellings.
- The building and landscape design fronting Williams Road and Leonard Road provides for visual interest, an improved streetscape interface and enhanced pedestrian-oriented movement.

Site Planning, Access and Parking

- The proposed development is for three townhouse units on a site that will be approximately 782 m² in area after the required 4 m x 4 m corner cut and 0.91 m wide road dedication along Williams Road to allow for frontage improvements.
- The proposed site layout consists of a three-unit building with a north-south orientation, which is three storeys at its north end, and steps down to two storeys along the interface with existing two-storey single detached housing to the south.
- Garbage, recycling and green waste bins are proposed in a centralized storage room on the west side of the building, fronting Leonard Road, where collection of the bins will occur.
- Vehicle access to the site is proposed from Williams Road, at the eastern edge of the site, located as far as possible from the intersection of Leonard Road. The proposed vehicle access and on-site circulation were reviewed and supported by the City's Transportation Department as part of the rezoning application. Prior to final adoption of the rezoning bylaw, the applicant is required to register on Title, a SRW over the drive aisle to enable shared access to the neighbouring property to the east should it redevelop in the future. This would reduce the number of access points on an Arterial Road. The plans show that signage is to be posted on the east side of the drive aisle to indicate that it may be extending to provide future shared access to the neighbouring site.

- Pedestrian access to each unit is proposed via a pathway from Leonard Road. An additional pathway and pedestrian access are proposed to the north unit from Williams Road to provide an active residential street frontage. The use of the drive aisle by both vehicles and pedestrians is highlighted by decorative pavers throughout.
- Resident vehicle parking spaces are proposed in individual garages that can accommodate one standard and one small car parking space, while one visitor surface parking space is proposed at the south end of the site.
- Two resident bike parking spaces are proposed within each unit's garage beyond the minimum Zoning Bylaw requirement of 1.25 spaces per unit. This is a TDM measure proposed in support of the requested variance to allow three small vehicle parking spaces and is to be secured by way of registration of a legal agreement on Title prior to final adoption of the rezoning bylaw. A bike rack for one visitor's bike is proposed near the site's entrance off Williams Road.

Architectural Form and Character

- The proposed exterior design of the townhouses reflects architectural features common in surrounding properties. It is traditional in character with a prominent, pitched, sloped roof design with pitched gables. Shed and gable roof dormers are proposed on the east and west sides of the roof to provide a two-and-a-half-storey appearance.
- The proposed development has been designed to be in keeping with the surrounding area's lower-density residential character. This includes small-scale pedestrian-oriented features such as street-fronting unit entries with covered porches, projections and recessed areas, which provide visual interest and articulate the building façade to define each unit and break down the building into smaller components.
- The proposed colour and material palette consists of a mix of grey and brown brick and painted fibre-cement cladding, along with white accent trim and boards.

Open Space & Landscape Design

- Common outdoor amenity space of approximately 26 m² in area is proposed in the southeast corner of the site and contains a playhouse, bench, hard and soft landscaping and a Katsura tree. The proposed amenity space is larger than the 18 m² (6 m² per unit) area guideline in the OCP.
- Private outdoor space is proposed for each unit, consistent with the size guidelines in the OCP (min. 30 m² per unit). This is provided in the form of ground-level yards containing patios, and a secondary deck fronting Leonard Road on the third level of the proposed convertible unit.
- Although the subject site is vacant and does not contain any trees, it was identified as part of the rezoning application review process that eight bylaw-sized trees previously located on-site were assessed and approved for removal through a Tree Removal Permit associated with demolition of the former dwelling located on-site. As part of the rezoning application, it was identified that replacement trees were to be provided at a 2:1 ratio consistent with the OCP, for a total of 16 replacement trees.

- Due to the limited space available on-site to accommodate all 16 replacement trees, the applicant had originally proposed to plant eight replacement trees and to provide a cash-in-lieu contribution in the amount of \$6,144.00 to the City's Tree Compensation Fund for the balance of the required replacement trees. However, with further refinements to the Landscape Plan made as part of the DP application review process, an additional four replacement trees are now proposed to be planted on-site (i.e., from eight to 12 replacement trees). On this basis, the value of the applicant's contribution to the City's Tree Compensation Fund as identified in the list of rezoning considerations can be reduced from \$6,144.00 to \$3,072.00, which is to be secured prior to DP issuance.
- The Landscape Plan illustrates that a mix of 12 deciduous and coniferous trees are proposed to be planted and maintained on-site in the north, west, and south yards, and in the common outdoor amenity space (e.g., Japanese maple, Katsura tree, Scotch pine, Slender Silhouette sweet gum). A variety of shrubs, perennials, grasses and groundcovers are also proposed on-site (e.g., David's Viburnum, Skimmia, Heather, Hydrangea, Kinnikinnick, Maiden Grass, Black Eyed Susan).
- The Landscape Plan identifies that all soft landscaped areas are to be equipped with an automatic irrigation system.
- To define the street edge and clearly distinguish between public and private space, low aluminum slatted fencing with pedestrian gates is proposed along the Williams Road and Leonard Road frontages, while solid wood privacy fencing is proposed along common property lines with adjacent properties.
- The proposed lot grading is designed to meet the required flood construction level, while transitioning down to match existing lot grade elevations along the street frontages and common property lines with adjacent properties to the extent possible. There will be a minor difference in lot grade elevations between the subject site and the neighbouring lot to the south, where a small retaining wall with new fencing is proposed (+/- 0.3 m). Lot grading will be finalized as part of the civil design review process, undertaking as part of the SA and Building Permit (BP) applications.
- A concept for exterior lighting is also provided, which consists of downward-oriented soffit lighting at front porches, building-mounted lighting along the drive aisle, and bollard lighting at the site entrance, common outdoor amenity space and visitor parking space.
- To ensure that the landscape plan is adhered to, the applicant is required to submit a Landscaping Security in the amount of \$129,665.00 (based on 100 per cent of the cost estimate prepared by the Registered Landscape Architect, including all materials, installation and a 10 per cent contingency) prior to DP issuance. The applicant is also required to enter into a legal agreement that sets the terms for the use and release of the Landscaping Security.

Indoor Amenity Space

- As considered as part of the rezoning application, the applicant proposes to submit a voluntary contribution to the City's Recreation Facilities Reserve Fund in the amount of \$2,066.00/unit for a total contribution of \$6,198.00 in lieu of providing common indoor amenity space on-site.

Accessible Housing

- The proposed development includes one convertible unit that is designed to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require the installation of a stair lift.
- 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.
- At BP stage, the plans must demonstrate that these measures are incorporated into the building design, and a letter of assurance provided by the Registered Professional to confirm that these measures have been incorporated into building construction.

Sustainability

- The applicant has submitted written confirmation from their licensed Energy Advisor that the proposed design will meet BC Energy Step Code 3 + EL-4 and includes elements such as electric domestic hot water heating, and air source heat pumps for heating and cooling. To ensure that noise generated from heat pumps is mitigated, the applicant has retained an acoustic consultant to confirm compliance with the City's noise bylaw.
- Additional environmental sustainability features of the proposal identified by the applicant include:
 - Energized outlets to support electric vehicle charging for all resident parking spaces and opportunity charging for the one visitor parking space, as required by the Zoning Bylaw.
 - The use of permeable pavers within a portion of the drive-aisle, visitor parking space, and common outdoor amenity space to maximize stormwater infiltration potential.
- At BP stage, the plans must demonstrate that these measures are incorporated into the design and letters of assurance provided by the Registered Professionals to confirm that these measures have been incorporated into building construction.

Crime Prevention Through Environmental Design (CPTED)

- The applicant has confirmed that the proposed design responds to the following CPTED principles:
 - Natural Access Control is provided through gated pedestrian pathways to street-fronting unit entries. Secondary entrances via garages are located along the vehicle drive aisle, which are visible from the public realm.
 - The single building design enables Natural Surveillance by minimizing hidden spaces, provides bay windows in each residential unit that overlook adjacent yards, and includes a common outdoor amenity space at the south end of the drive aisle that is visible from Williams Road.
 - Territorial Reinforcement is provided through clear separation between private and public spaces.

The area east of the proposed building serves as a semi-public space that includes the drive aisle, a screened visitor parking space and common outdoor amenity space. The area west of the proposed building is mainly dedicated to private yards for each unit, which are defined by low fencing, providing clear territorial boundaries and a sense of ownership.

- Maintenance is facilitated using high-quality and durable materials. Building-mounted, downward-facing exterior lighting also promotes security.

Site Servicing & Off-site Improvements

- A SA for servicing and frontage improvements is required prior to final adoption of the rezoning bylaw and includes, without limitation, the design and construction of:
 - A storm sewer upgrade to 600 mm along Williams Road, and a sanitary sewer extension along Leonard Road;
 - Water, storm and sanitary service connections;
 - Installation of a new fire hydrant within the boulevard on Williams Road;
 - Road widening on the east side of Leonard Road; and
 - New treed/grass boulevards and sidewalks along both site frontages after road dedication.

Conclusion

This proposal is for a three-unit townhouse development on the subject property at 8240 Williams Road, with vehicle access to and from Williams Road.

The applicant has addressed the design issues identified through the DP application review process, and the proposal conforms with the applicable policies and design guidelines contained within the OCP.

The proposed development complies with the requirements of the “RTL4” zone, except for the variances discussed.

On this basis, staff recommend that the DP be endorsed, and issuance by City Council be recommended.



Cynthia Lussier
Planner 2
(604-276-4108)

CL:js

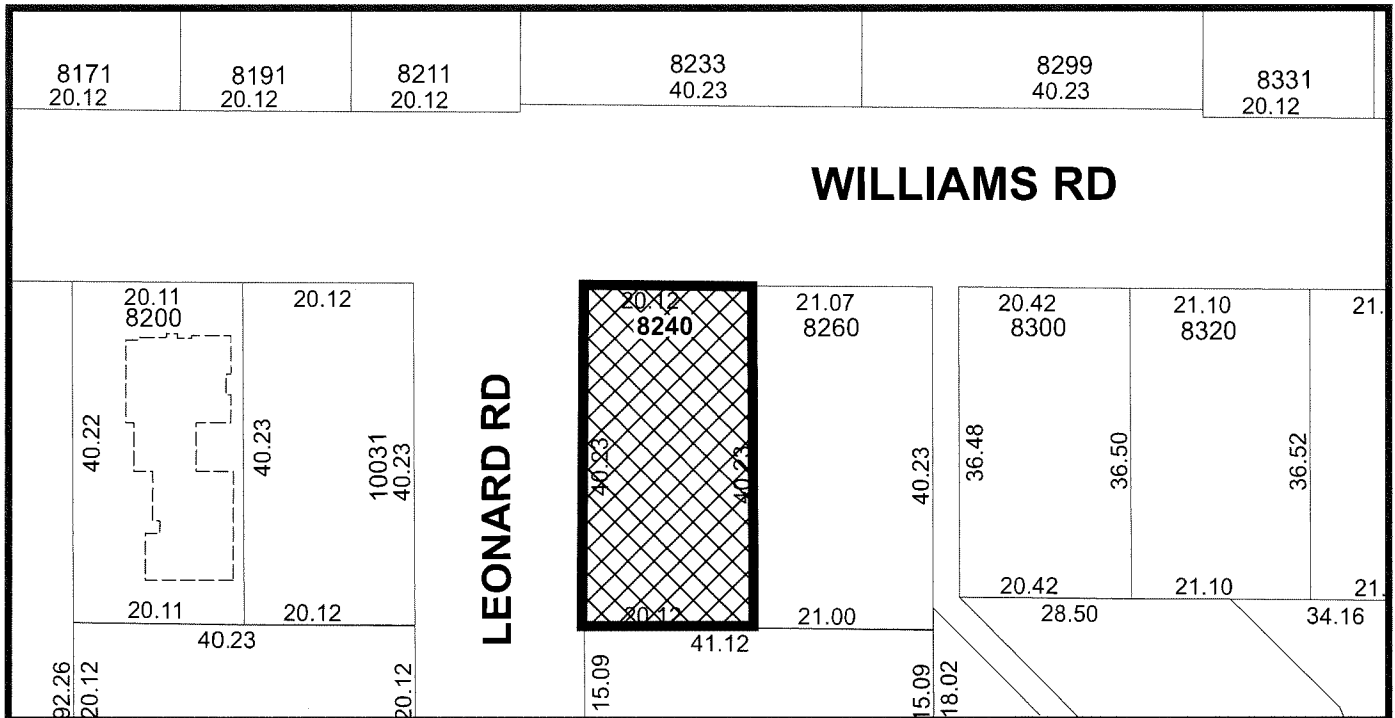
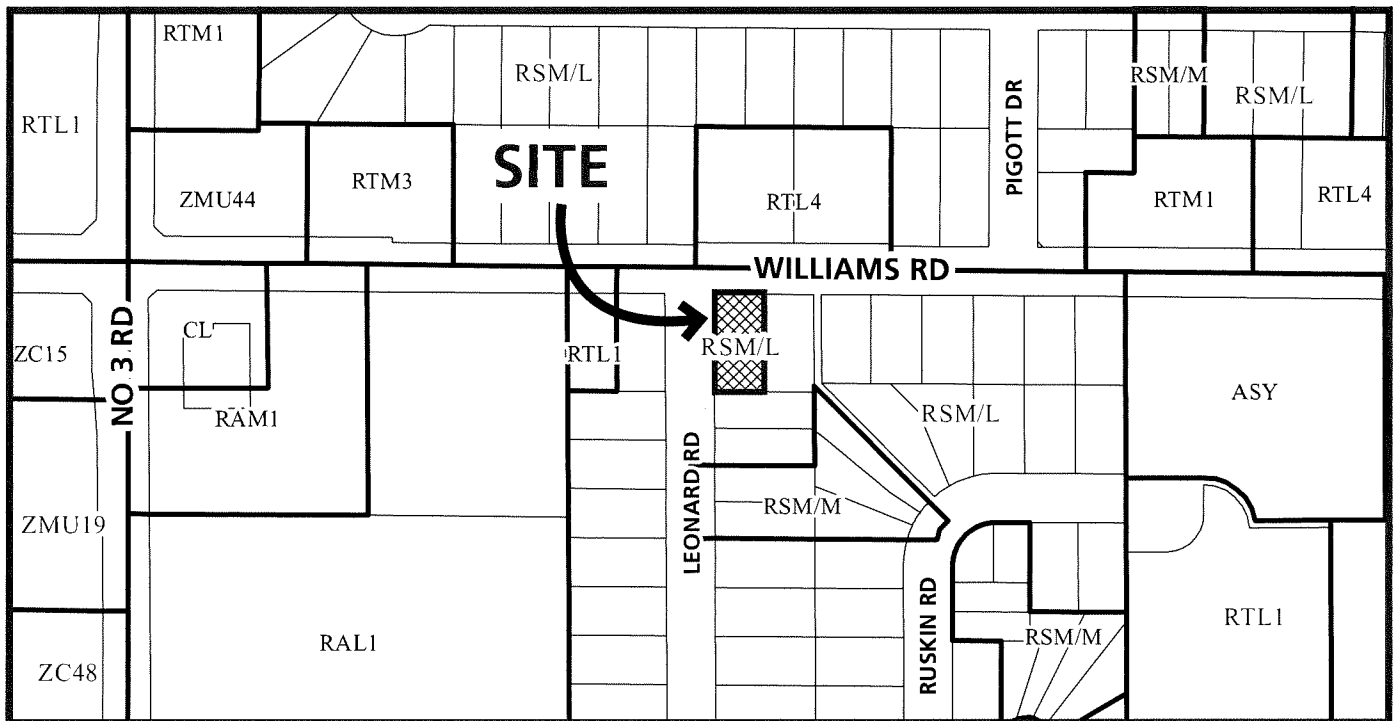
- Att.
1. Location Map/Aerial Photo
 2. Development Application Data Sheet

The following are to be met prior to forwarding this application to City Council for issuance:

1. Final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10578.
2. Receipt of a Letter-of-Credit, or other form of security acceptable to the City, for landscaping in the amount of \$129,665.00 (100 per cent of the cost estimate provided by the Registered Landscape Architect, including all materials, installation, and a 10 per cent contingency). The City may release up to 90 percent of the security following completion of construction and landscaping on-site (subject to a landscape inspection to the City's satisfaction), and may release the balance of the security following a one-year maintenance period if the landscaping has survived. To accompany the landscaping security, a legal agreement that sets the terms for use and release of the security must be entered into between the applicant and the City.
3. City acceptance of the applicant's voluntary contribution in the revised amount of \$3,072.00 (reduced from \$6,144.00 as previously identified in the RZ Considerations) to the City's Tree Compensation Fund for the planting of replacement trees within the City in-lieu of planting the balance of required replacement trees on-site.
4. Confirmation from the applicant's acoustic consultant that noise generated from the proposed heat pumps complies with the City's noise bylaw.
5. 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 future Building Permit issuance, the applicant is required to complete the following:

- Incorporation of accessibility measures in Building Permit plans and construction, as determined via the Rezoning and Development Permit applications (e.g., aging-in-place features in all units and one convertible unit).
- Incorporation of energy efficiency measures in Building Permit plans and construction to meet or exceed the applicable Energy Step Code performance target.
- Incorporation of the required energized outlets for each resident vehicle parking space and opportunity charging for the visitor parking space, in accordance with the Zoning Bylaw.
- Obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (<https://www.richmond.ca/services/transportation/special.htm#TrafficPlan>).
- If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.



DP 23-030760

Original Date: 10/30/23
Revision Date: 03/04/25

Note: Dimensions are in METRES



City of
Richmond



DP 23-030760

Original Date: 03/05/25
Revision Date:

Note: Dimensions are in METRES



DP 23-030760

Address: 8240 Williams Road

Applicant: Kenneth Kim Architecture Inc.

Owner: 1412495 BC Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Site Area:	809.02 m ²	782.54 m ² after road dedication
Land Uses:	Vacant	Townhouses
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Small-Scale Multi-Unit Housing (RSM/L)	Low Density Townhouses (RTL4)
Number of Units:	0	3

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR):	Max. 0.60 FAR	0.56 FAR	None permitted
Maximum Buildable Floor Area:	469.52 m ² (5,053.91 ft ²)	445.57 m ² (4,796.12 ft ²)	None permitted
Lot Coverage – Buildings:	Max. 45%	33%	None
Lot Coverage – Buildings, structures and non-porous surfaces	Max. 65%	64%	None
Lot Coverage – Live plant material:	Min. 25%	26%	None
Setback – Front Yard (north):	Min. 6.0 m	6.0 m	None
Setback – Interior Side Yard (east):	Min. 3.0 m	7.27 m	None
Setback – Exterior Side Yard (west):	Min. 6.0 m	4.5 m	To reduce from 6.0 m to 4.5 m
Setback – Rear Yard (south):	Min. 3.0 m	4.5 m to ground floor and 6.0 m to second floor	None
Building Height (m):	Max. 12.0 m	11.4 m	None
Minimum Lot Width:	Min. 40.0 m	18.11 m average	To reduce from 40.0 m to 18.0 m
On-site Vehicle Parking Spaces - Resident:	2 spaces/unit = 6	6	None

	Bylaw Requirement	Proposed	Variance
On-site Vehicle Parking Spaces - Visitor:	0.2/unit = 1	1	None
On-site Vehicle Parking Spaces - Accessible:	N/A	N/A	N/A
Total On-site Vehicle Parking Spaces:	7	7	None
Tandem Parking Spaces:	Max. 50%	0%	None
Standard Parking Spaces:	6	3	To allow 3 small parking spaces
Small Parking Spaces:	N/A	3	



No. DP 23-030760

To the Holder: Kenneth Kim Architecture Inc.
(on behalf of 1412495 BC Ltd.)

Property Address: 8240 Williams Road

Address: Unit 211-2223 West Broadway
Vancouver BC V6K 2E4

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 minimum required lot width from 40.0 m to 18.0 m;
 - b) Reduce the minimum exterior side yard setback along Leonard Road from 6.0 m to 4.5 m; and
 - c) Allow three small vehicle parking spaces.
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 #12 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 \$129,665.00. 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 23-030760

To the Holder: Kenneth Kim Architecture Inc.
Property Address: 8240 Williams Road
Address: Unit 211-2223 West Broadway
Vancouver BC V6K 2E4

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.

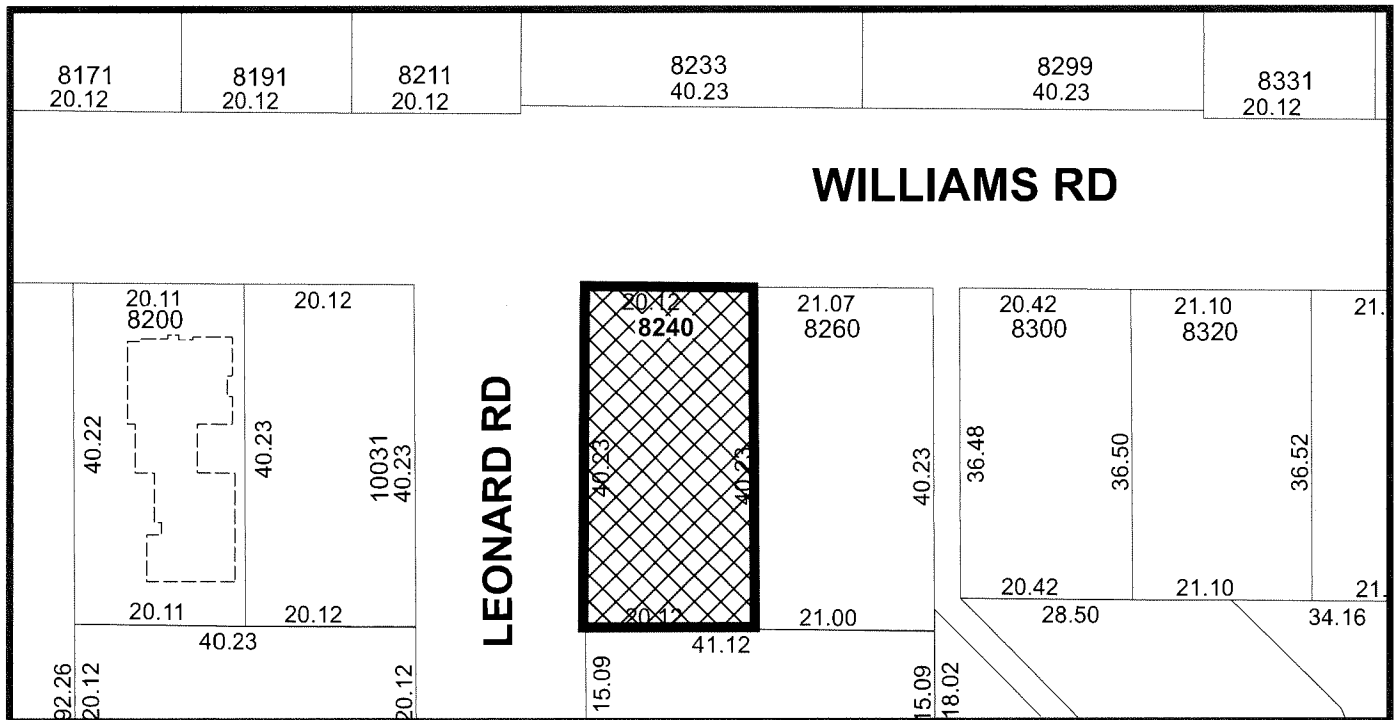
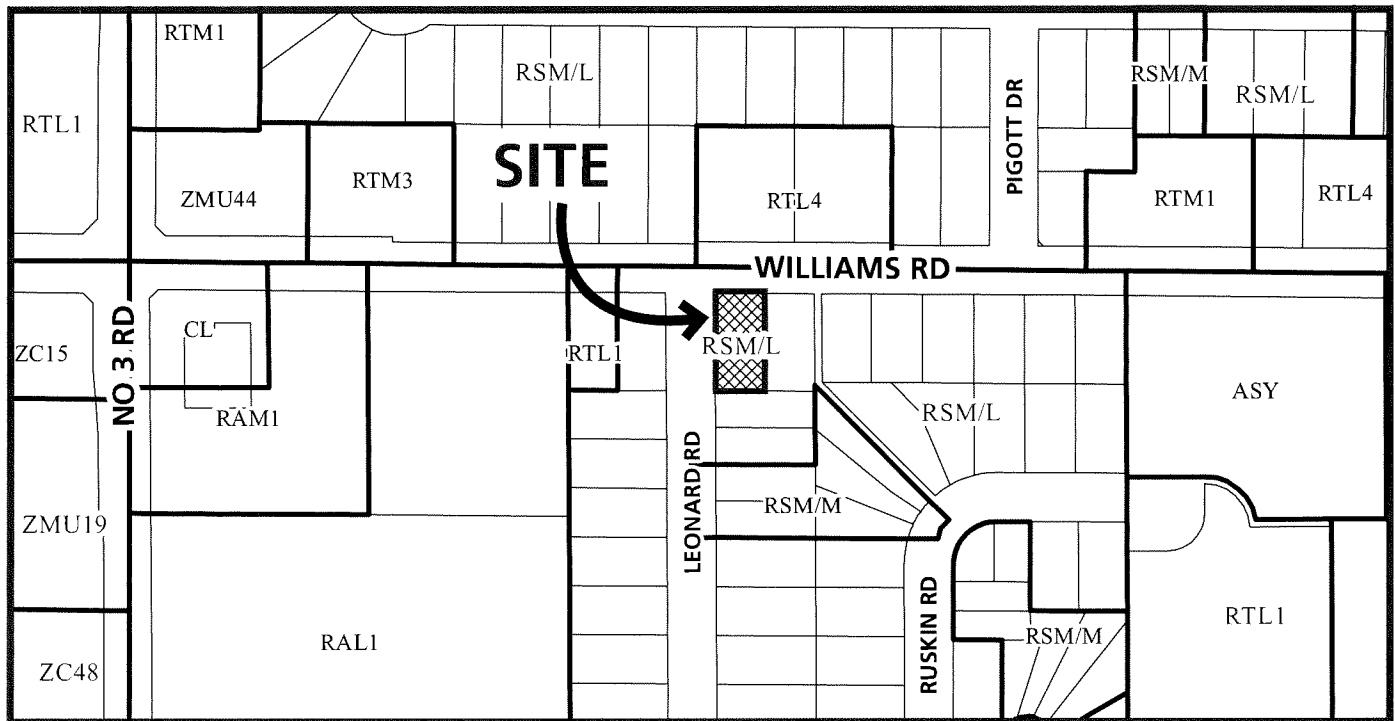
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 23-030760
SCHEDULE "A"

Original Date: 10/30/23
Revision Date: 03/04/25

Note: Dimensions are in METRES

8240 WILLIAMS RD - 3-UNIT TOWNHOUSE DEVELOPMENT

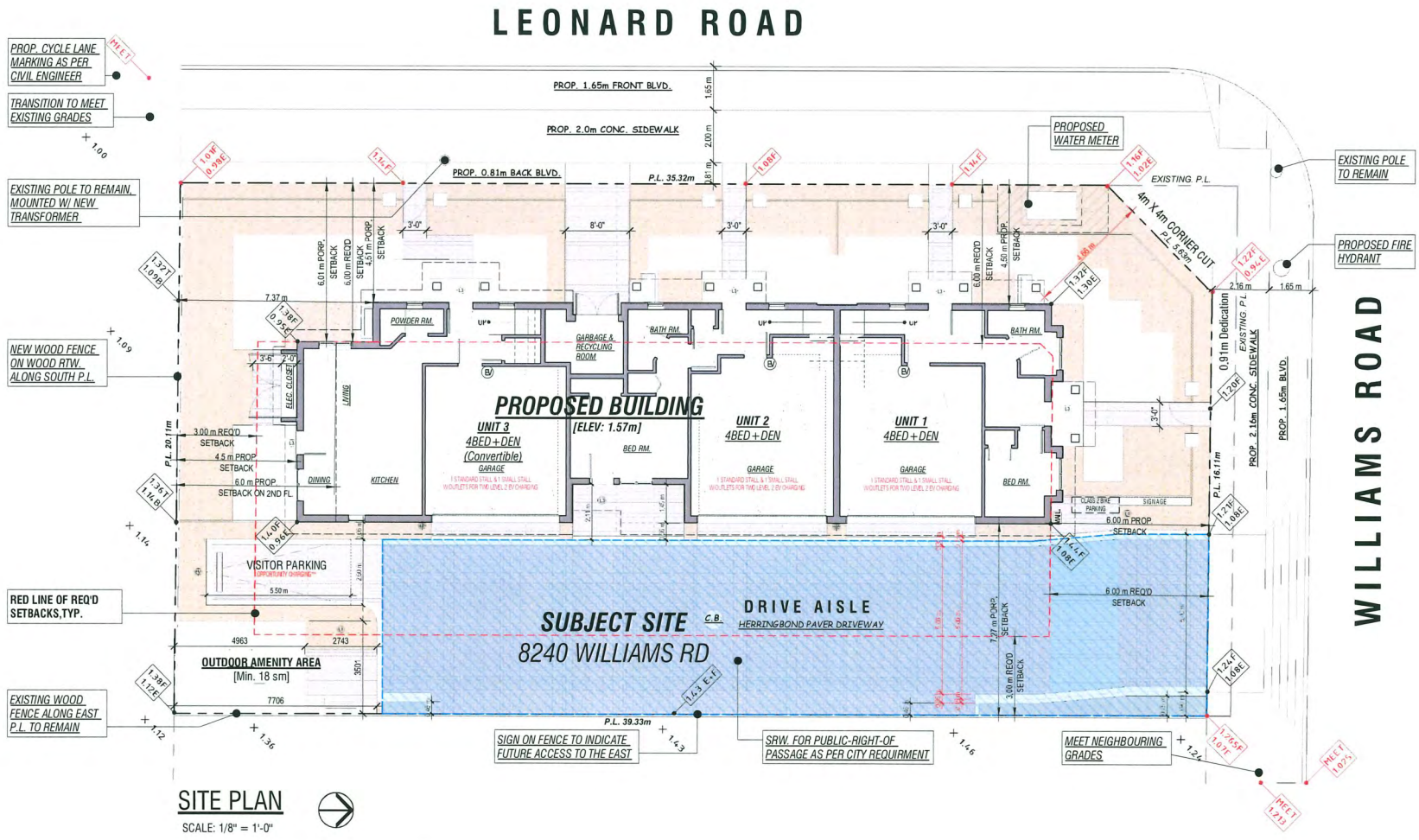
PROJECT DATA

Civic Address	8240 Williams Road, Richmond BC
Legal Description	LOT 3 SECTION 33 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 14866
PID	001-947-338
Gross Site Area	809.02 sm (8708.18 st)
Dedications	4m X 4m Corner Cut & 0.91m Front Road Dedication - 26.47 sm [284.94 st]
Net Site Area	782.54 sm [8423.23 st]

Land Uses	Existing	Proposed
OCF Designation	Single-Family	Townhouses
Zoning	Neighbourhood Residential	Neighbourhood Residential
Number of Units	RSM/L Small Scale Multi-Unit Housing	RLT 4 Low Density Townhouses

On Future Development Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max 0.60	0.56	None
Buildable Floor Area (sm)	Max 469.53 sm (5053.94 st)	445.57 sm (4796.12 st)	None
Lot Coverage (% of Net Site Area)	Building: Max 40% Non-porous Surfaces: Max 65% Live Landscaping: Min 25%	Building: 33% Non-porous Surfaces: 64% Live Landscaping: 26%	None
Lot Size (sm)	None	782.54 sm	None
Lot Dimensions (m)	Width: 40m Front: Min 6.0m Rear: Min 3.0m Exterior Side: Min 6.0m Interior Side: Min 3.0m	Width: 20.1m (Average 18.11m) Front: 6.0m Rear: 4.5m@1st FL & 6.0m@2nd FL Exterior Side: 4.5m Interior Side: 7.27m	Relaxation needed
Setbacks (m)	None	None	Relaxation needed for Exterior Side yard (please refer to Site plan where the build footprint extends beyond the Red line of required setbacks)
Height (m)	Max 12.0m	11.4m	None
Off-street Parking	6 Residents (2 per unit) + 1 Visitor (0.2 per unit)	6 Residents + 1 Visitor	None
Small Parking	None if fewer than 31	3 (50%)	Relaxation needed
Tandem Parking	Max 50%	None	None
Accessible Parking	None	None	None
EV charging	100% of resident parking spaces	100% of resident parking spaces Residential parking to have Level 2 charging. Visitor parking to have opportunity charging**	None
Bicycle Parking	4 Class 1 (1.25 per unit) + 1 Class 2 (0.2 per unit)	6 Class 1 + 1 Class 2	None
Amenity Space - Indoor	Min 52 sm or Cash-in-lieu	Cash-in-lieu	None
Amenity Space - Outdoor	Min 18 sm (6.0 m2 per Unit)	26.9 sm	None
Convertible Unit	Min 1 Unit	1 Convertible Unit	None
Aging-in-Place Features	All Units	Provided in All Units	None

* **Opportunity charging is defined as Level 2 charging (or higher) for an electric vehicle supported by a minimum 40A with dedicated electrical circuit for the parking space.



SITE PLAN

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

NOTE:
THE DESIGN OF FRONTAGE IMPROVEMENTS IS TO BE FINALIZED THROUGH THE SA REVIEW PROCESS



SITE AERIAL PHOTO

JULY 9 2025
DP 23-030760
PLAN # 1

	Kenneth Kim Architecture Inc. 1: 779-379-8918 / F: 604-800-0775 e: kenneth@kka.ca 211-2223 West Broadway Vancouver, B.C. V6K 2E4	THIS DRAWING MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT. COPYRIGHT RESERVED THIS PLAN AND DESIGN ARE AND SHALL REMAIN AT ALL TIMES THE EXCLUSIVE PROPERTY OF KENNETH KIM ARCHITECTURE INC. AND MAY NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT.	No	Date	Revision	No	Date	Revision	Consultants
			5	Jun 6 2024	RZ Revision 3				
			4	Nov 30 2023	RZ Revision 2				
			3	Nov 3 2023	DP Submission				
			2	Dec 16 2022	RZ Revision 1	6	Jul 7 2025	DP Revision 2	
1	July 8 2021	RZ Submission	6	Jun 20 2025	DP Revision 1				
Project Title		Sheet Title		File number:		Scale:			
3-UNIT TOWNHOUSE		PROJECT DATA		Drawn: CL		Divg. no.			
8240 Williams Rd, Richmond				Checked: KK		A0.1			
				Print date: Jul 9, 2025					



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ISSUANCE

[illegible]

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JULY 9 2025
DP 23-030760
PLAN # 2

PROJECT NAME:

8240 WILLIAMS RD., RICHMOND

DRAWING TITLE:
SITE PLAN

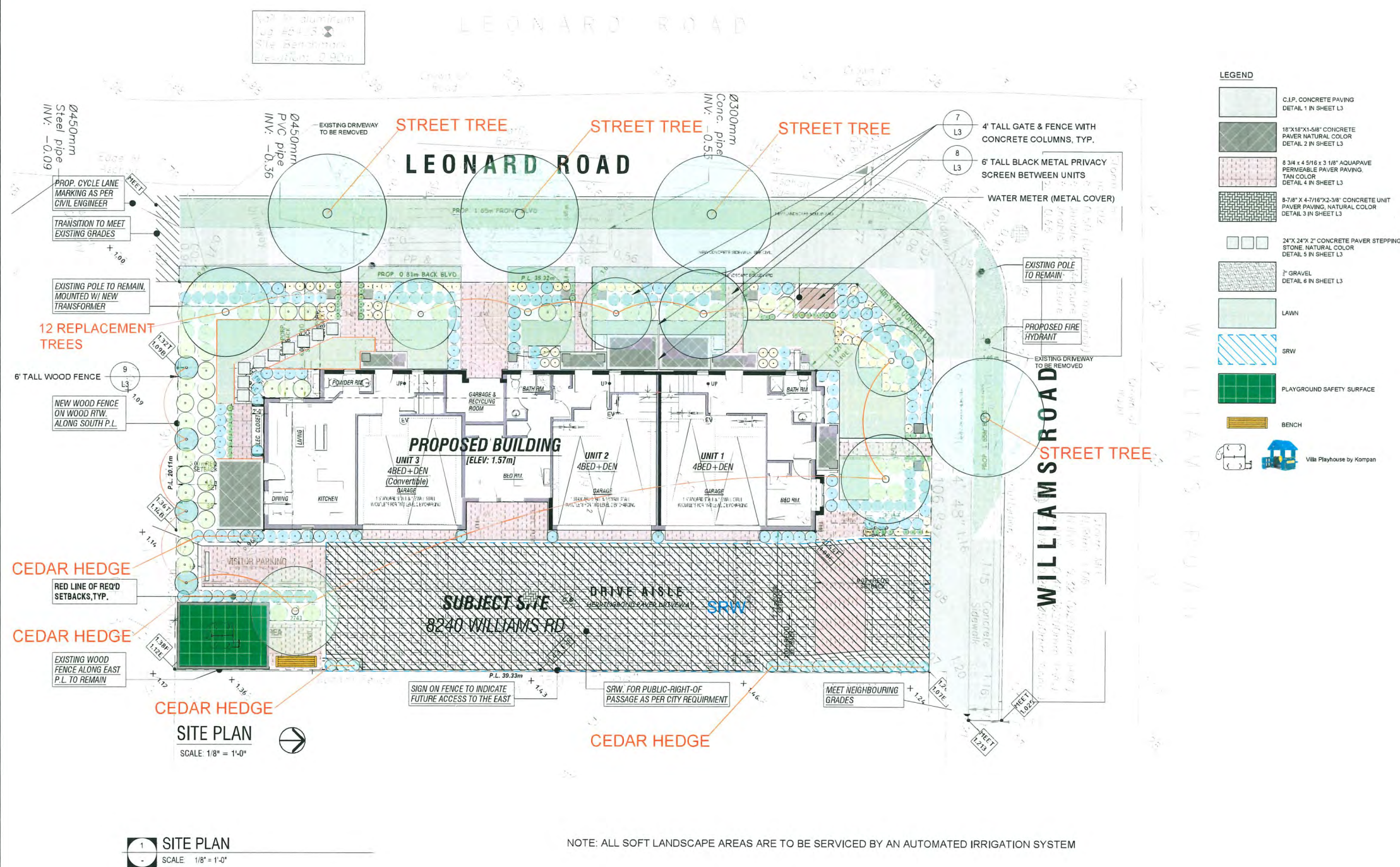
PLS PROJECT NUMBER:	DATE:
21010	JUL/26/2021

DRAWN BY
YY

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

DWG. NO.:

L1 OF: 3





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JULY 9 2025
DP 23-030760
PLAN # 3

PROJECT NAME:

8240 WILLIAMS RD., RICHMOND

DRAWING TITLE:
PLANTING PLAN

PLS PROJECT NUMBER:	DATE:
21010	JUL/26/2021

DRAWN BY:
YY

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

DWG. NO.:

OF: 3



Code	Quantity	Scientific Name	Common Name	Size	Spacing	
On Site Trees						
AB	1	Acer palmatum 'Bloodgood'	Bloodgood Japanese Maple	Cal. 8cm	As Shown	REPLACEMENT TREE
CJ	1	Cercidiphyllum japonicum	Katsura Tree	Cal. 8cm	As Show	REPLACEMENT TREE
GT	1	Gleditsia triacanthos	Honey Locust	Cal. 8cm	As Shown	REPLACEMENT TREE
LS	4	Liquidambar styraciflua 'Slender Silhouette'	Slender Silhouette Sweet Gum	Cal. 8cm	As Shown	REPLACEMENT TREE
PS	2	Pinus sylvestris	Scotch Pine	Cal. 8cm	As Shown	REPLACEMENT TREE
PY	3	Prunus x yedoensis 'Akebono'	Akebono Yoshino Cherry	Cal. 8cm	As Shown	REPLACEMENT TREE

Street Trees

ST 4

Shrubs

Ag	51	Abelia grandiflora	Abelia	#2 pot	24" O.C.	
Aj	2	Aucuba japonica	Spotted Laurel	#2 pot	36" O.C.	
Bm	69	Boxus microphulla "Green Velvet"	Green Velvet Boxwood	#3 pot	18" O.C.	trim to hedge
Bb	13	Boxus microphulla "Green Velvet"	Green Velvet Boxwood	#10 pot	24" O.C.	ball shape
Ed	16	Erica Kramer	Kramer Heath	#1pot	24" O.C.	
Hm	3	Hydrangea macrophylla 'Forever Pink'	Forever Pink Hydrangea	#5pot	24" O.C.	
Hy	12	Hydrangea 'Limelight'	Limelight Hydrangea	#5pot	36" O.C.	
La	8	Lavandula angustifolia 'Munstead'	English Lavender	#1 Pot	18" O.C.	
Rc	14	Rhododendron 'Cynthia'	Cythia Rhododendron (Pink)	#5 Pot	36" O.C.	
Rd	12	Rhododendron 'Nacy Evans'	Nacy Evans Rholdo (Cream Yellow)	#5 pot	36" O.C.	
Rh	17	Rhododendron 'Hino Crimson'	Hino Crimson Azalea(Red)	#2pot	24" O.C.	
Sj	8	Skimmia japonica 'Reevesiana'	Skimmia	#2 pot	36" O.C.	
Tb	13	Taxus x media 'H.M. Eddie'	'H.M. Eddie' Yew	1,2m tall	900mm O.C.	
To	39	Thuja occidentalis 'Emerald Green'	Emerald Green Cedar	1,8m tall	24" O.C.	
Vd	2	Viburnum davidii	David Viburnum	#3 Pot	24" O.C.	

PLANT LIST

Code	Quantity	Scientific Name	Common Name	Size	Spacing
Groundcovers & Perennials					
au	48	Arctostaphylos uva-ursi	Kinnikinnick	#1 Pot	12" O.C.
cp	9	Crocasmia 'Prince of Orange'	Prince of Orange Crocosmia	#1 Pot	24" O.C.
hp	7	Host spp.	Hostas	#1 Pot	24" O.C.
mm	18	Miscanthus sinensis 'Morning Light'	Morning Light Maiden Grass	#3 Pot	24" O.C.
ru	6	Rudbeckia fulgida 'Goldstrum'	Black Eyed Susan	#1 Pot	18" O.C.
sv	7	Salvia verticillata 'Purple Rain'	Purple Rain Salvia	#1 Pot	12" O.C.

Lawn

sod	526 sf	—	—
-----	--------	---	---



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JULY 9 2025
DP 23-030760
PLAN # 4

PROJECT NAME:

8240 WILLIAMS RD., RICHMOND

DRAWING TITLE:
DETAILS

PLS PROJECT NUMBER:	DATE:
21010	JUL/26/2021

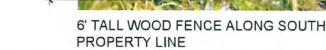
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SCALE:
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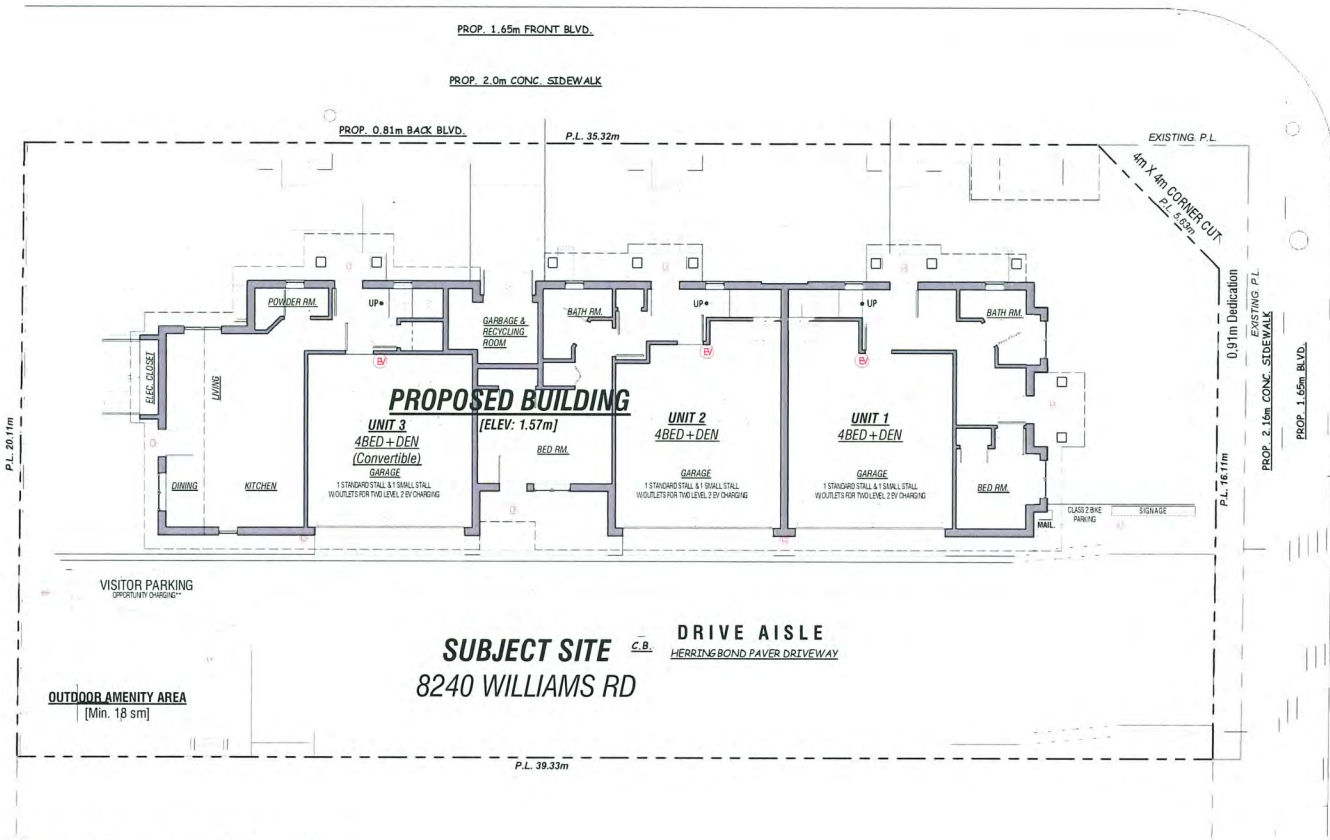
DWG. NO.:

L3

OF: 3



LEONARD ROAD



WILLIAMS ROAD

SITE LIGHTING PLAN



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

SITE LIGHTING & EV CHARGING NOTES:

- OUTLETS FOR LEVEL 2 EV CHARGING
- LIGHTING BOLLARD W/ OUTS FOR EV
- LIGHTING BOLLARD
- WALL LIGHTING, LOW-GLARE, POINTING DOWN
- SOFFIT LIGHTING, LOW-GLARE

JULY 9 2025
DP 23-030760
PLAN # 5



Kenneth Kim
Architecture Inc.
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e: kenneth@kka.ca
211-2223 West Broadway
Vancouver, B.C. V6K 2E4

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No.	Date	Revision	No.	Date	Revision
5	Jun 6 2024	RZ Revision 3			
4	Nov 30 2023	RZ Revision 2			
3	Nov 3 2023	DP Submission			
2	Dec 16 2022	RZ Revision 1	6	Jul 7 2025	DP Revision 2
1	July 8 2021	RZ Submission	6	Jun 20 2025	DP Revision 1

Consultants

Project Title
3-UNIT TOWNHOUSE
8240 Williams Rd, Richmond

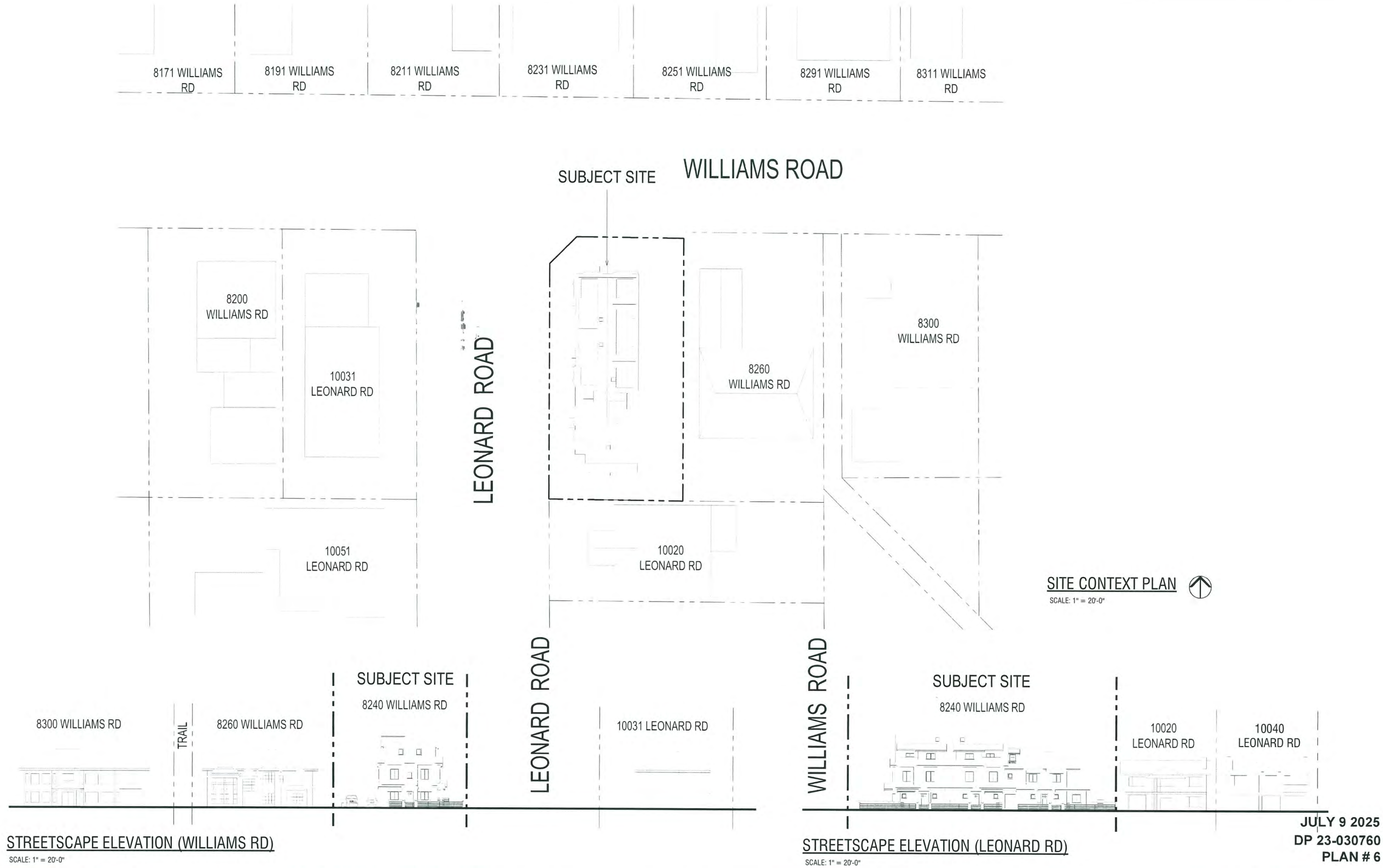
Sheet Title
SITE LIGHTING PLAN

File number:
Drawn: CL
Checked: KK
Print date: Jul 9, 2025

Scale:

Dwg no

A1.5



Kenneth Kim
Architecture Inc.
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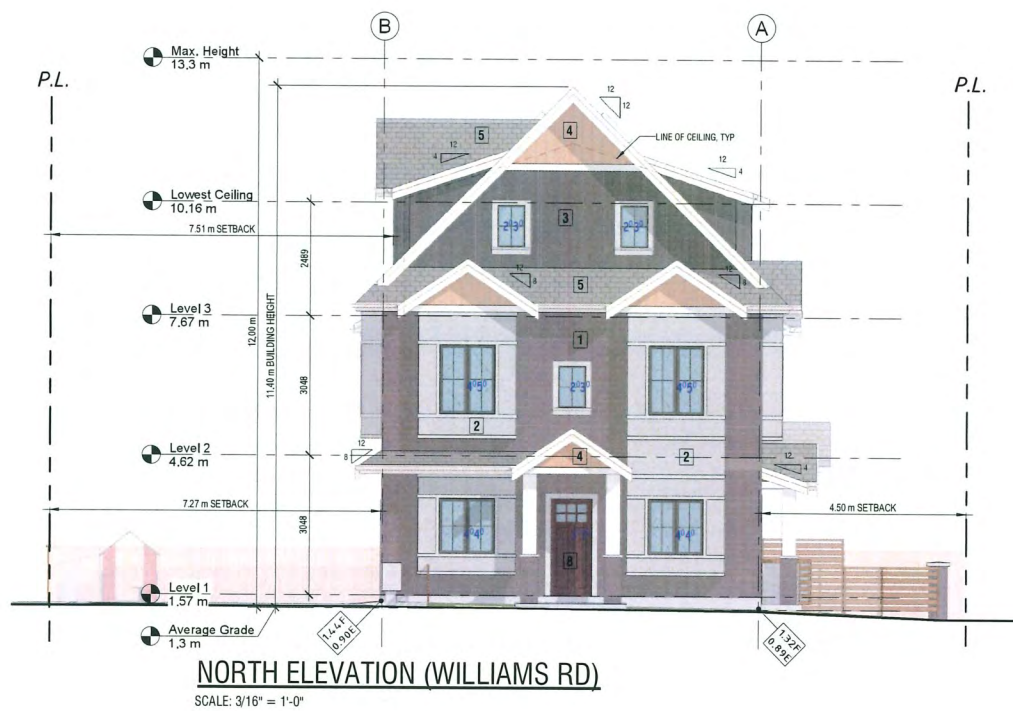
Consultants

Project Title
3-UNIT TOWNHOUSE
8240 Williams Rd, Richmond

Sheet Title
SITE CONTEXT PLAN

File number:	Scale:
Drawn: CL	Dwg. no.
Checked: KK	
Print date: Jul 9, 2025	

A0.3



ELEVATION NOTES

- 1 Face Brick, Reddish Charcoal
- 2 Hardie Board with Trims, Grey
- 3 Board & Batten Siding, Charcoal
- 4 Hardie Shingle Siding, Tan Brown
- 5 Asphalt Shingles, Charcoal
- 6
- 7
- 8 Unit Exterior door, Dark brown
- 9 Utility Door & Door trim, Charcoal



JULY 9 2025
DP 23-030760
PLAN # 7

DP 23-030760

PLAN # 7



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Project Title	3-UNIT TOWNHOUSE
Address	8240 Williams Rd, Richmond

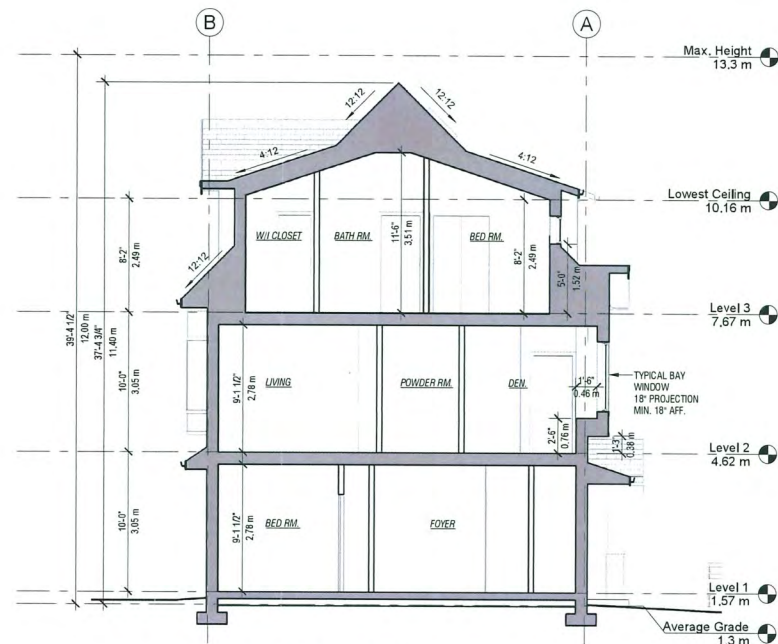
8240 Williams Rd, Richmond

Sheet Title
ELEVATIONS

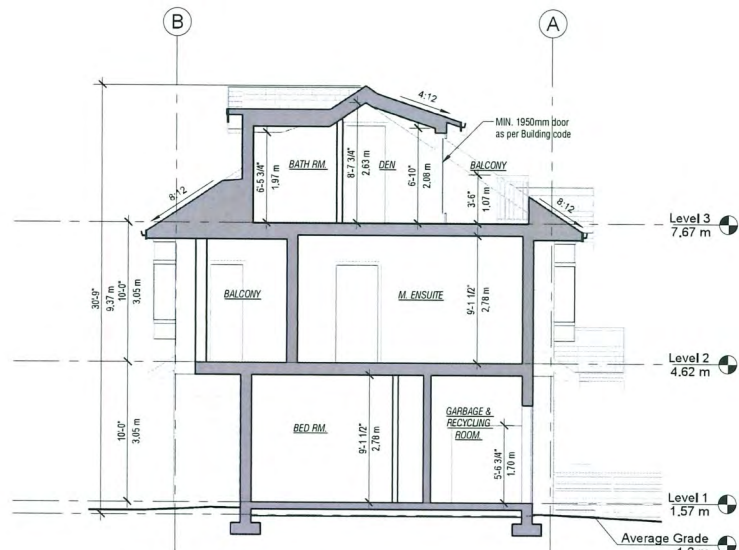
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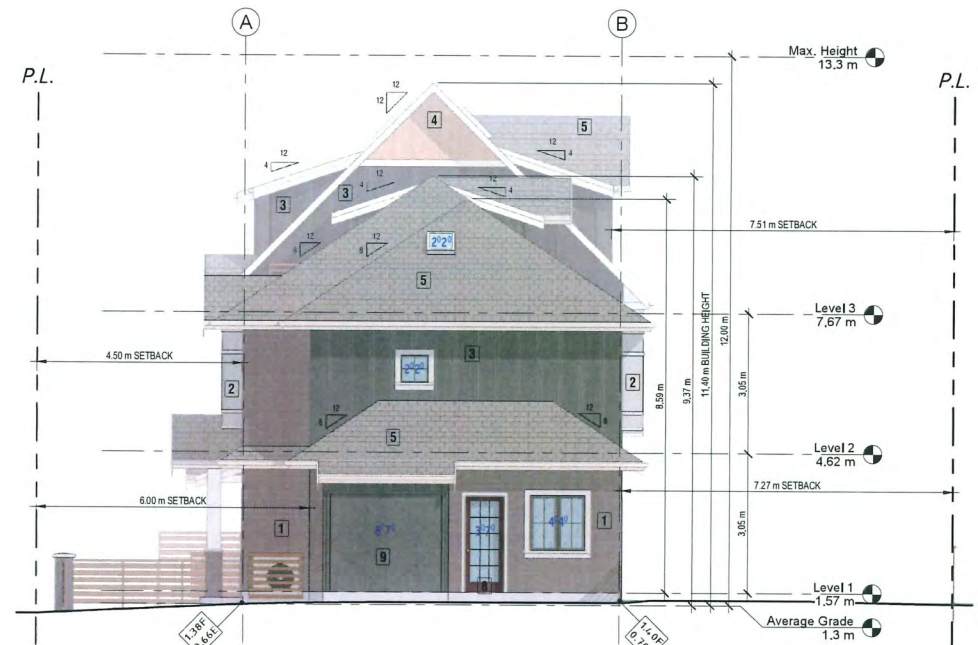
A3.1



1. CROSS SECTION 1
SCALE: 3/16" = 1'-0"



2. CROSS SECTION 2
SCALE: 3/16" = 1'-0"



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

ELEVATION NOTES

1 Face Brick, Redish Charcoal

2 Hardie Board with Trims, Grey

3 Board & Batten Siding, Charcoal

4 Hardie Shingle Sidings, Tan Brown

5 Asphalt Shingles, Charcoal

8 Unit Exterior door, Dark brown

9 Utility Door & Door trim, Charccol



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

JULY 9 2025
DP 23-030760
PLAN # 8



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Consultants

Project Title
3-UNIT TOWNHOUSE

8240 Williams Rd, Richmond

Sheet Title
ELEVATIONS

File number:

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Dwg no.

A3.2



AERIAL VIEW LOOKING SOUTHWESTWARD



AERIAL VIEW LOOKING WESTWARD



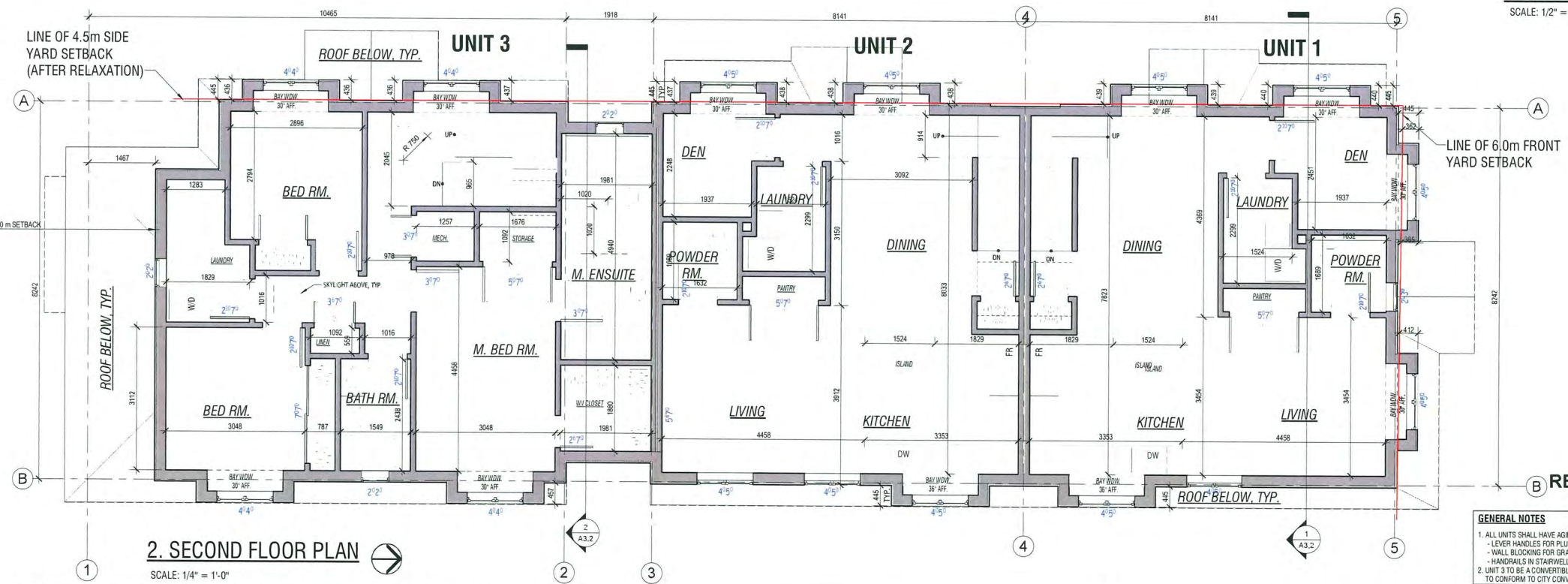
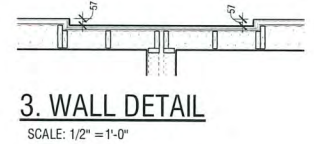
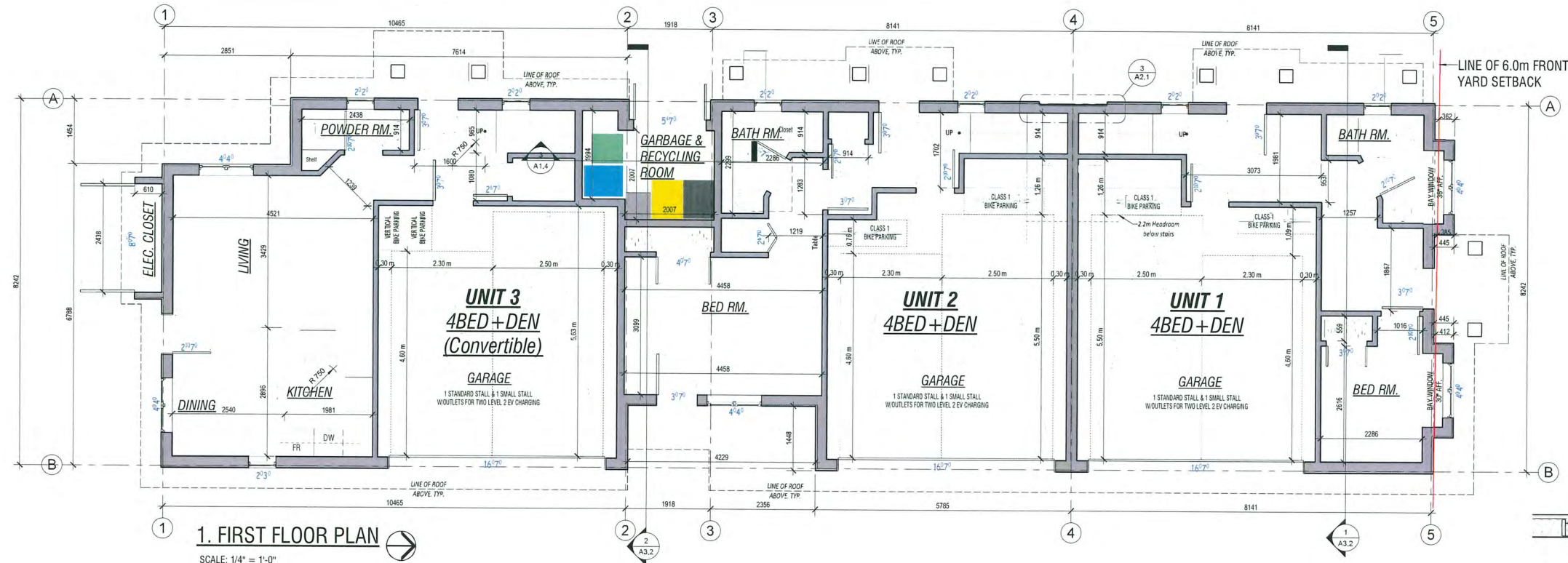
AERIAL VIEW LOOKING NORTHEASTWARD



AERIAL VIEW LOOKING EASTWARD

JULY 9 2025
DP 23-030760
PLAN # 9

 Kenneth Kim Architecture Inc. <small>1: 778-379-8918 / f: 604-800-0775 e: kenneth@kai.ca 211-223 West Broadway Vancouver, B.C. V6K 2E4</small>	<small>THIS DRAWING MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT. COPYRIGHT RESERVED THIS PLAN AND DESIGN ARE AND SHALL REMAIN AT ALL TIMES THE EXCLUSIVE PROPERTY OF KENNETH KIM ARCHITECTURE INC. AND MAY NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT</small>	No.	Date	Revision	No.	Date	Revision	Consultants	
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		Project Title		Sheet Title		File number:		Scale:	
		3-UNIT TOWNHOUSE		PERSPECTIVES		Drawn: CL		Dwg. no.	
		8240 Williams Rd, Richmond				Checked: KK		A0.2	
						Print date: Jul 9, 2025			



JULY 9 2025
DP 23-030760
REFERENCE PLANS

GENERAL NOTES
1. ALL UNITS SHALL HAVE AGING IN PLACE FEATURES INCLUDING:
- LEVER HANDLES FOR PLUMBING FIXTURES AND DOORS
- WALL BLOCKING FOR GRAB BARS AT TOILET, TUB, AND SHOWER
- HANDRAILS IN STAIRWELLS
2. UNIT 3 TO BE A CONVERTIBLE UNIT, W/ FEATURES SHOWN IN DRAWINGS ABOVE
TO CONFORM TO CITY CONVERTIBLE UNIT REQUIREMENTS AND BC BUILDING CODE



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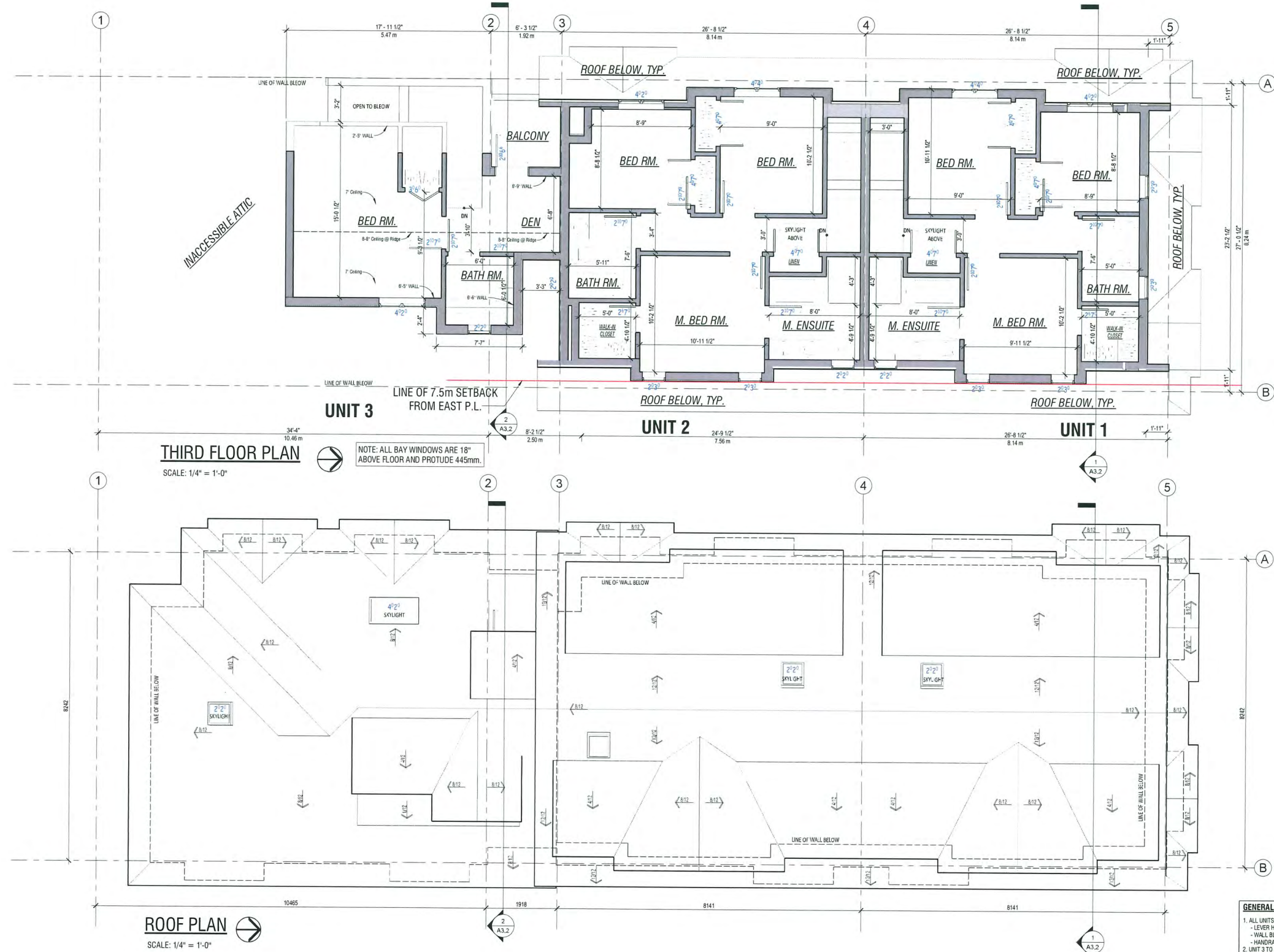
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Project Title
3-UNIT TOWNHOUSE
8240 Williams Rd, Richmond

Sheet Title
FLOOR PLANS

File number:
Drawn: CL
Checked: KK
Print date: Jul 9 2025

Scale:
Dwg. no.
A2.1



JULY 9 2025
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GENERAL NOTES

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- UNIT 3 TO BE A CONVERTIBLE UNIT. WF FEATURES SHOWN IN DRAWINGS ABOVE TO CONFORM TO CITY CONVERTIBLE UNIT REQUIREMENTS AND BC BUILDING CODE



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Consultants

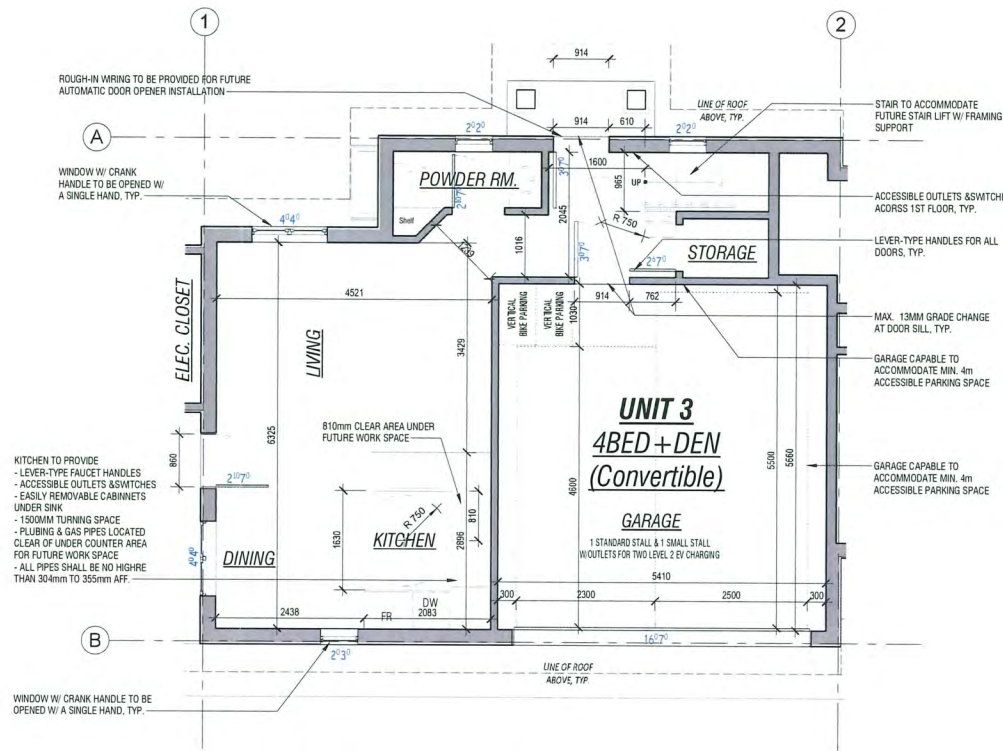
Project Title
3-UNIT TOWNHOUSE
8240 Williams Rd, Richmond

Sheet Title
FLOOR & ROOF PLAN

File number:
Drawn: **CL**
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Dwg. no.

A2.2



UNIT 3 - 1st FLOOR PLAN

SCALE: 1/4" = 1'-0"

CONVERTIBLE UNIT GUIDELINES	
ENTRY DOORS	MIN. 863 MM BUT IDEALLY 914 MM AND HAVE CLEAR ACCESS
ENTRY DOOR	CLEAR EXTERIOR FLOOR SPACE MIN. 1220 MM DEPTH BY DOOR WIDTH PLUS 600 MM LATCH SIDE (NOT NEEDED IF ROUGH IN WIRING PROVIDED FOR FUTURE AUTOMATIC DOOR OPENER)
DOORS & DOORWAYS	INTERIOR DOORS TO MAIN LIVING AREAS, 1 BATHROOM AND 1 BEDROOM: MIN. 860 MM CLEAR OPENING WITH FLUSH THRESHOLDS MAX. 13 MM HEIGHT. DEMONSTRATE WHEELCHAIR ACCESS BETWEEN HALLWAY AND ROOMS AND WIDEN HALLWAY AND/OR DOORWAYS IF NECESSARY TO SECURE ACCESS
PATIO/BALCONY	MIN. 360 MM CLEAR OPENING. NOTE HOW ACCESSED.
ALL INTERIOR THRESHOLDS	WITHIN UNITS COMPLY WITH 90BC.
LEVER-TYPE HANDLES	FOR ALL DOORS
VERTICAL CIRCULATION	STAIR LIFT STAIRCASE WIDTH, FRAMING SUPPORT, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLIANCE WITH MANUFACTURER SPECIFICATION
HALLWAYS	AT THE TOP OF ALL STAIRWAYS, WALLS ARE REINFORCED WITH 2" X 12" SOLID LUMBER AT 914 MM TO CENTRE
GARAGE	MIN. 1 ACCESSIBLE PARKING SPACE WITH MIN. 4M GARAGE WIDTH ACCESS FROM GARAGE TO LIVING AREA MIN. 300 MM CLEAR OPENING TOILET CLEAR FLOOR SPACE MIN. 1020 MM AT SIDE AND IN FRONT WALL BLOCKING FOR FUTURE GRAB BARS AT TOILET, TUB, AND SHOWER, REINFORCED WITH 2" X 12" SOLID LUMBER IN ALL BATH/TUB, SHOWER, AND TOILET LOCATIONS
BATHROOMS (MIN. 1 UNIT)	LEVER-TYPE HANDLES FOR PLUMBING FIXTURES PRESSURE AND TEMPERATURE CONTROL VALVES ARE INSTALLED ON ALL SHOWER FAUCETS CABINETS UNDER SINK ARE EASILY REMOVED DEMONSTRATE BATH AND SHOWER CONTROLS ARE ACCESSIBLE (LAYOUT OR FIXTURE PLACEMENT)
KITCHEN	CLEAR AREA NEEDED UNDER FUTURE WORKSPACE, PLUMBING AND GAS PIPES (IN WALL AND IN FLOOR) LOCATED CLEAR OF UNDER COUNTER AREA OF FUTURE WORKSPACE (STOVE, SINK & MIN. 810 MM WIDE COUNTER). ALL PIPES ARE BROUGHT IN NO HIGHER THAN 304 MM TO THE CENTRE OF THE PIPE FROM FLOOR LEVEL
WINDOWS	CABINET'S UNDER SINK ARE EASILY REMOVED 1500 MM TURNING DIAMETER OR TURNING PATH DIAGRAM LEVER-TYPE HANDLES FOR PLUMBING FIXTURES MIN. 1 WINDOW THAT CAN BE OPENED WITH A SINGLE HAND (BATHROOM, KITCHEN, LIVING ROOM)
OUTLET & SWITCHES	PLACEMENT LOCATIONS OF ELECTRICAL OUTLETS: BESIDE WINDOW, BOTTOM OF STAIRWAYS, BESIDE TOILET, ABOVE EXTERNAL DOORS (OUTSIDE AND INSIDE), ON FRONT FACE OF KITCHEN COUNTER, WITHIN PROXIMITY OF CONTROL CENTRE FOR SMART HOME OPTIONS UPGRADE TO FOUR-POLE OUTLETS IN MASTER BEDROOM, HOME OFFICE, GARAGE, AND RECREATION ROOM

GENERAL NOTES

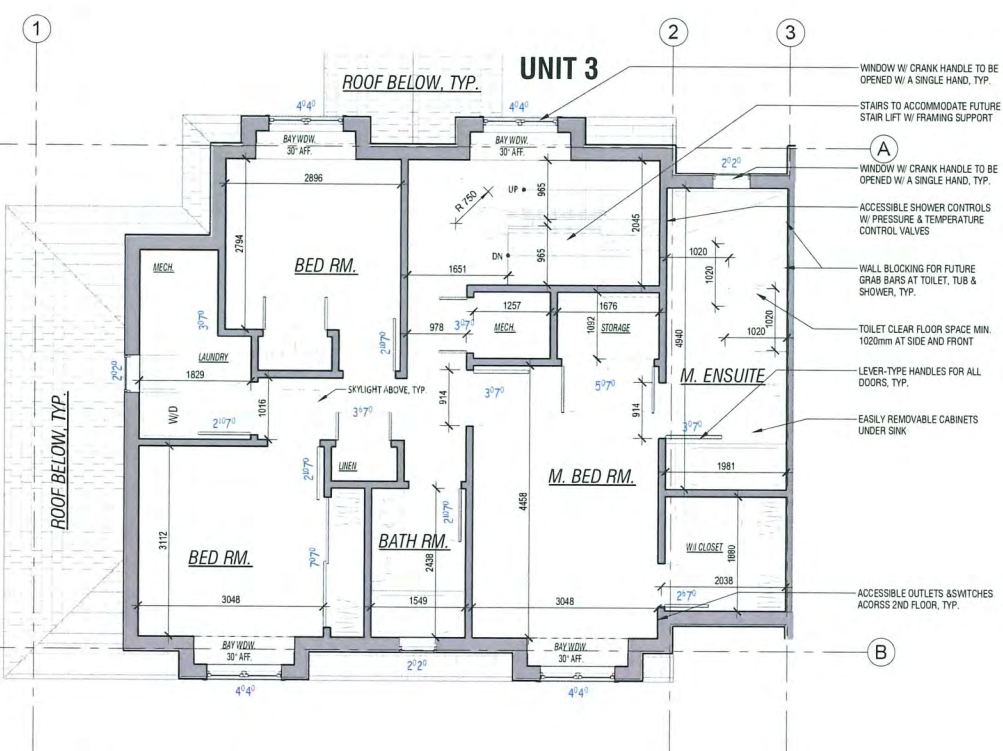
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FUTURE STAIR LIFT DATA

DIMENSIONS

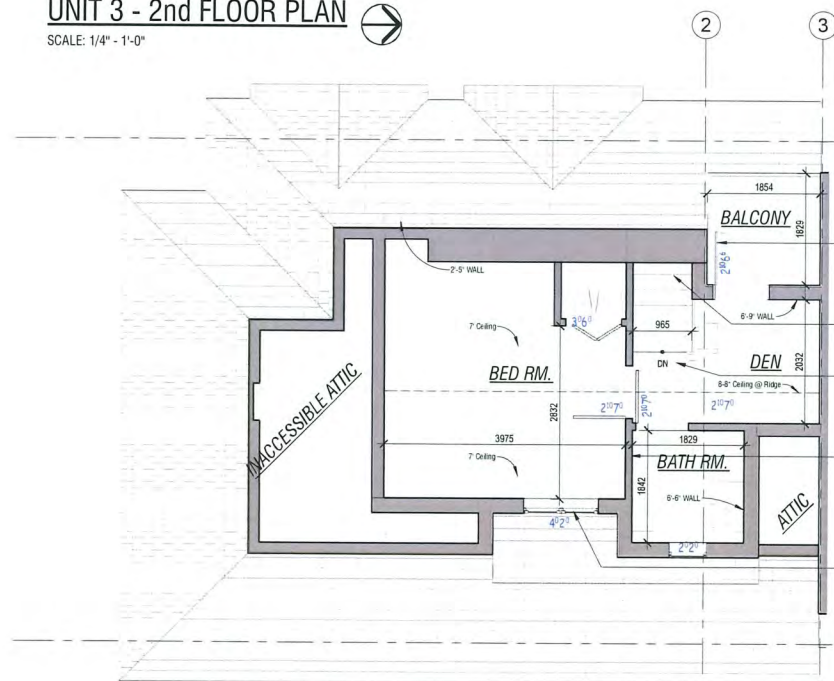
SPECIFICATIONS

STAIR LIFT	1. STAIR LIFT SHALL BE PROVIDED FOR FUTURE INSTALLATION.
STAIR LIFT	2. STAIR LIFT SHALL BE PROVIDED FOR FUTURE INSTALLATION.
STAIR LIFT	3. STAIR LIFT SHALL BE PROVIDED FOR FUTURE INSTALLATION.
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STAIR LIFT	8. STAIR LIFT SHALL BE PROVIDED FOR FUTURE INSTALLATION.
STAIR LIFT	9. STAIR LIFT SHALL BE PROVIDED FOR FUTURE INSTALLATION.
STAIR LIFT	10. STAIR LIFT SHALL BE PROVIDED FOR FUTURE INSTALLATION.



UNIT 3 - 2nd FLOOR PLAN

SCALE: 1/4" = 1'-0"



UNIT 3 - 3rd FLOOR PLAN

SCALE: 1/4" = 1'-0"

JULY 9 2025
DP 23-030760
REFERENCE PLANS



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Project Title
3-UNIT TOWNHOUSE
8240 Williams Rd, Richmond

Sheet Title
UNIT 3 CONVERTIBLE
DETAIL PLANS

File number:
Drawn: CL
Checked: KK
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Scale:
Dwg. no.

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