



**Planning Committee
Electronic Meeting**

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, September 16, 2025
4:00 p.m.**

Pg. # ITEM

MINUTES

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



NEXT COMMITTEE MEETING DATE

October 7, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY BOATHOUSE DESIGN GROUP INC. FOR REZONING AT 16960 RIVER ROAD AND PID 005-478-111 FROM THE “AGRICULTURE (AG1)” ZONE TO THE “INDUSTRIAL STORAGE (IS1)” ZONE**

(File Ref. No. RZ 22-013271) (REDMS No. 8154033)

PLN-7

See Page PLN-7 for full report

Designated Speakers: Babak Behnia & Joshua Reis

STAFF RECOMMENDATION

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



2. **HERITAGE ALTERATION PERMIT APPLICATION AT 3580 MONCTON STREET, UNIT 100 (HEPWORTH BLOCK)**
(File Ref. No. HA 24-045011) (REDMS No. 8132435)

PLN-26

See Page PLN-26 for full report

Designated Speakers: Judith Mosley & Joshua Reis

STAFF RECOMMENDATION

That a Heritage Alteration Permit be issued for the protected heritage building at 3580 Moncton Street (Hepworth Block) which would permit a new sign and exterior painting on unit 100.



3. **APPLICATION BY MAVIC PROPERTIES LTD. FOR REZONING AT 8680, 8700, 8720 NO. 2 ROAD FROM “SMALL-SCALE MULTI-UNIT HOUSING (RSM/L)” ZONE TO “LOW DENSITY TOWNHOUSES (RTL4)” ZONE**
(File Ref. No. RZ 22-021101) (REDMS No. 8115295)

PLN-77

See Page PLN-77 for full report

Designated Speakers: Edison Ting & Andrew Norton

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10701, for the rezoning of 8680, 8700, 8720 No. 2 Road from “Small-Scale Multi-Unit Housing (RSM/L)” zone to “Low Density Townhouses (RTL4)” zone, be introduced and given first, second and third readings.



4. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Wednesday, September 3, 2025

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Carol Day
Councillor Andy Hobbs

Absent: Councillor Chak Au

Also Present: Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on July 22, 2025, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY ORION CONSTRUCTION FOR REZONING OF A PORTION OF 14111 ENTERTAINMENT BOULEVARD FROM "ENTERTAINMENT AND ATHLETIC (CEA)" ZONE TO "COMMERCIAL AND LIGHT INDUSTRIAL (ZC56) – RIVERPORT (FRASER LAND)" ZONE**
(File Ref. No. RZ 24-012103) (REDMS No. 8085128)

Staff provided an overview of the application.

Planning Committee
Wednesday, September 3, 2025

In response to queries from Committee, staff advised that (i) the applicant has provided a traffic impact assessment and a parking survey evaluating the impact of the proposed development and assessing the existing parking demand, (ii) correspondence received from a resident regarding traffic in the area may be due to the Steveston Highway overpass construction, (iii) an owner may be able to combine two units subject to ownership and strata regulations, required building improvements, permitting and usage, (iv) as part of this proposed development application there are frontage improvements and road widening occurring along No. 6 Road and Steveston Highway, as well as intersection improvements, and (v) a total of 811 off-street parking stalls are proposed across the subject site.

It was moved and seconded

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

CARRIED

2. APPLICATION BY KOFFMAN KALEF LLP FOR AN AGRICULTURAL LAND RESERVE SUBDIVISION AT 14671 WILLIAMS ROAD

(File Ref. No. AG 23-025777) (REDMS No. 8050602)

Staff provided an overview of the application.

In response to queries from Committee, staff advised that (i) the Savage Road connections at Williams Road is intended to provide access for City utility service vehicles, emergency vehicles, transit (bus) vehicles, bicycles and pedestrians, (ii) the restrictions of general vehicular access to Richmond Industrial Centre via Williams Road were secured as part of the previously approved DP, at the time, due to the identified need to restrict general traffic until additional assessment of improvements could be undertaken, and (iii) Transportation staff are open to discussing the possibility of public access to Savage Road, as conditions have changed since the agreement was registered.

It was moved and seconded

That the Agricultural Land Reserve (ALR) subdivision application at 14671 Williams Road be forwarded to the Agricultural Land Commission (ALC).

CARRIED

Planning Committee
Wednesday, September 3, 2025

3. ENGAGING SENIORS IN AGE-FRIENDLY PLANNING: 2024 PROGRAM UPDATES

(File Ref. No. 08-4055-01) (REDMS No. 8117657)

In response to queries from Committee, staff advised that they will review feedback from seniors in the different neighborhoods and identify common themes to better support seniors in the community.

It was moved and seconded

That the staff report titled “Engaging Seniors in Age-Friendly Planning: 2024 Program Updates”, dated August 11, 2025, from the Director, Community Social Development be received for information.

CARRIED

4. MANAGER’S REPORT

(i) New Staff in Development Applications

Staff introduced Chris Bishop, Manager, Development – East and Mark Tennenhouse, Planning Technician.

(ii) Update on Development Cost Charges (DCC) and Amenity Cost Charges (ACC) installment regulations

Staff advised Committee that the Provincial Government has introduced new regulations with respect to installment payments of DCC’s, ACC’s and School Site Acquisition Charges. Under the new framework, 25 percent of the charges are to be paid upfront at Subdivision approval or Building Permit issuance, with the balance being paid on the earlier of four years or occupancy of the building. In addition, the regulations provide for the use of a surety bond as security. Staff are working on aligning the Surety Bond pilot project with the new Provincial regulations.

(iii) Issuance of the Housing Target order for City of Richmond

Staff advised Committee that effective September 1, 2025, the Provincial Government has issued an order setting out a housing target for Richmond, mandating that the City deliver or demonstrate delivery of 6753 housing units over the next 5 years. The order requires that Council receive periodic update reports on the progress of the mandate and that these reports are published on the City’s website. The first report is due by the end of February 2026, with annual reporting thereafter.

Planning Committee
Wednesday, September 3, 2025

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:30 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, September 3, 2025.

Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate



City of Richmond

Report to Committee

To: Planning Committee
From: Joshua Reis
Director, Development

Date: September 3, 2025

File: RZ 22-013271

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

Staff Recommendation

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

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

JR:bb
Att. 6

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

Staff Report

Origin

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

Findings of Fact

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

Surrounding Development

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

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

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

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

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

Related Policies & Studies

Official Community Plan/East Richmond Area Plan

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

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

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

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

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

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

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

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

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

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title would be required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject site. Staff have not received any comments from the public about the rezoning application to date in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the OCP amendment and rezoning bylaws, the bylaws will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act* and Richmond Zoning Bylaw 8500.

Analysis

Existing Legal Encumbrances

There are no legal encumbrances precluding the proposed rezoning.

Site Plan and Access

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

Diking Upgrades and Dedication

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

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

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

Transportation and Site Access

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

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

Future Transportation Infrastructure

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

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

Environmentally Sensitive Area (ESA) Assessment

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

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

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

Riparian Management Area (RMA)

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

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

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report has identified and assessed 34 bylaw-sized tagged trees on the subject site, 26 untagged trees on-site and south of the area proposed for development, five off-site trees on the neighbouring property to the west and nine city trees along River Road and the Road allowance to the east.

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

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

Tree Replacement

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

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

Tree Protection

Five trees on neighbouring property to the west and the City's parcel to the east, five on-site tagged trees and 26 untagged trees, are to be retained and protected. The owner has submitted a tree Management plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submit a tree retention security deposit in the amount of \$60,000.00 for the retention and protection of five on-site trees in proximity to the area of development and four City trees in accordance with the Tree Protection Bylaw No. 8057.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

ESA Compensation and Planting

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

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

Site Servicing and Frontage Improvements

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

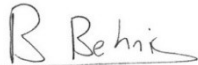
Financial Impact or Economic Impact

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

Conclusion

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

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



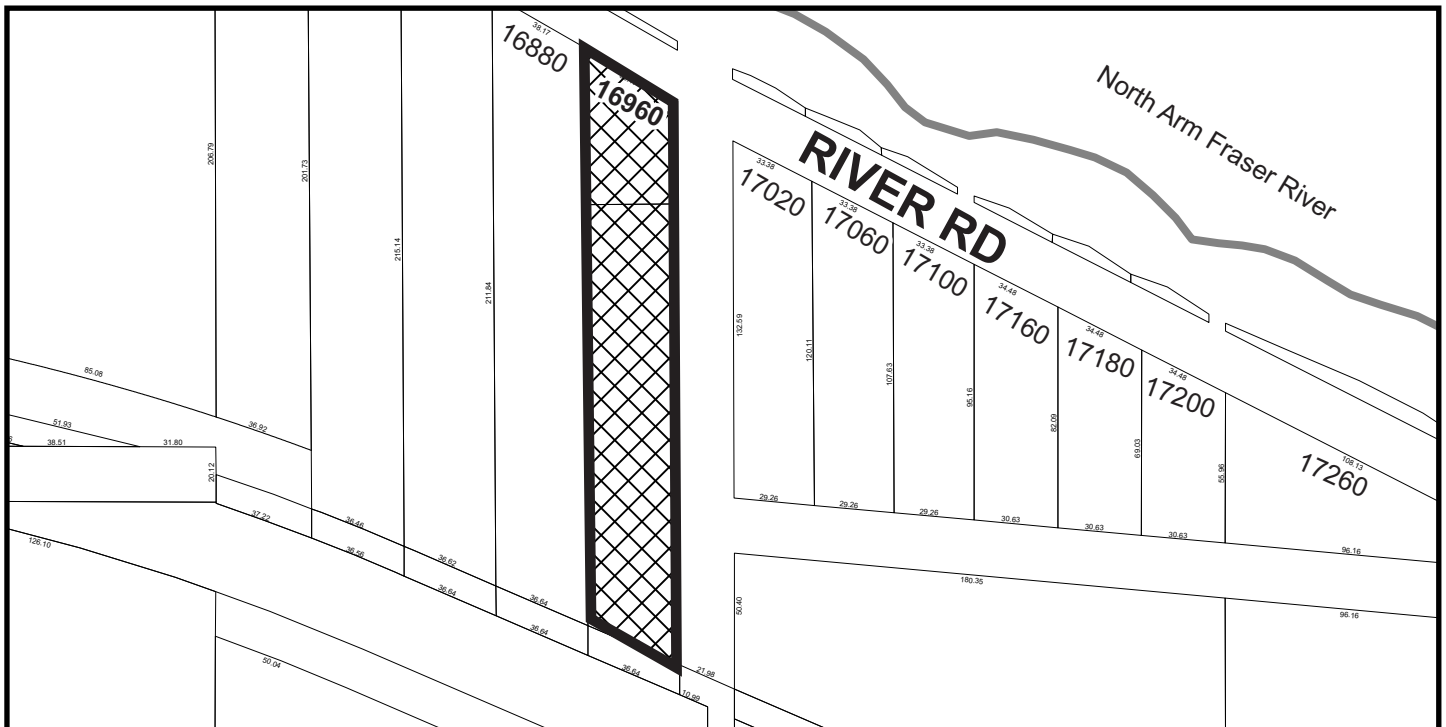
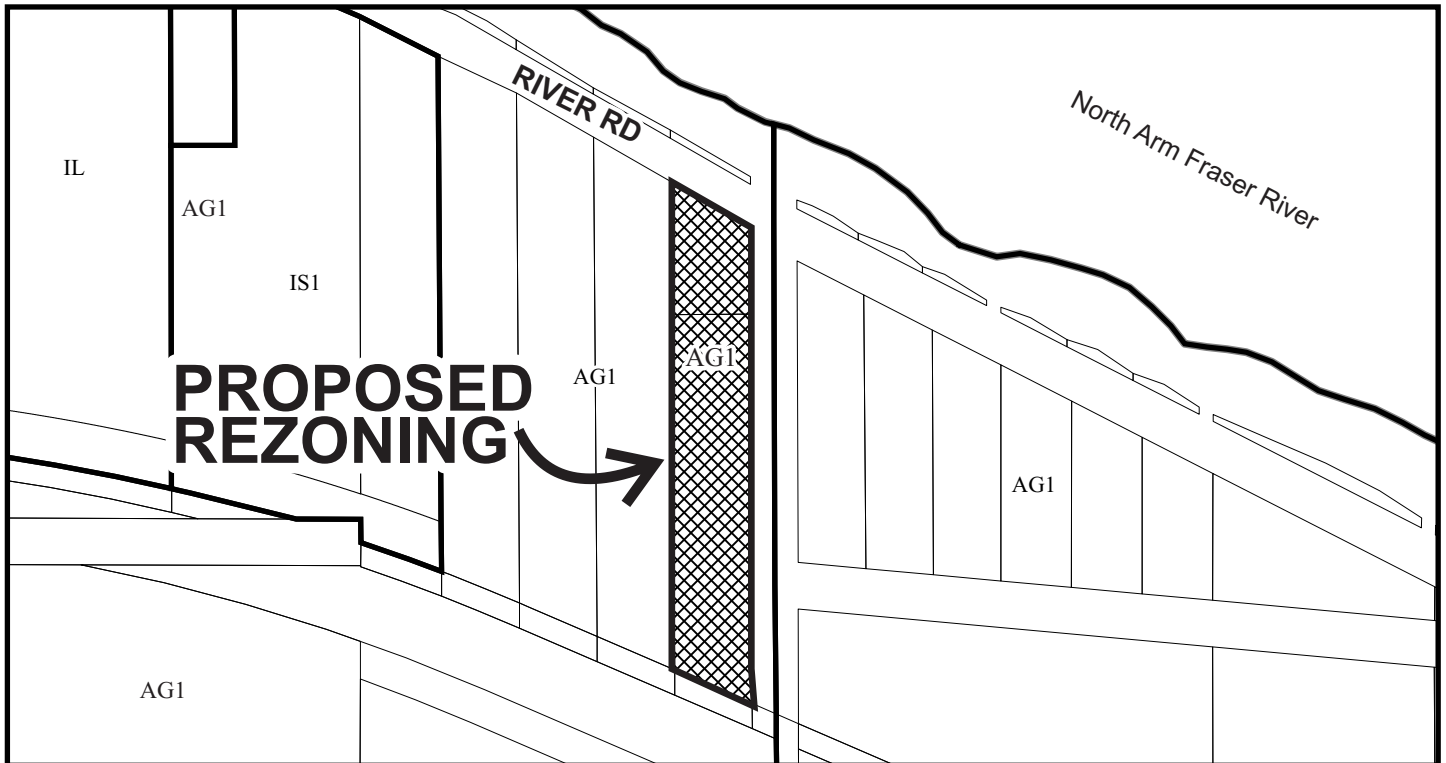
Babak Behnia
Planner 2
(604-204-8639)

BB:cas

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



City of Richmond



RZ 22-013271

Original Date: 07/12/22

Revision Date: 08/08/22

Note: Dimensions are in METRES



City of Richmond



RZ 22-013271

Original Date: 07/12/22

Revision Date: 07/21/22

Note: Dimensions are in METRES



RZ 22-013271

Attachment 2

Address: 16960 River Road

Applicant: Boathouse Design Group Inc.

Planning Area(s): East Richmond

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

SUBJECT SITES
16160 & 16268 RIVER RD
ZT 15-707253

North Arm Fraser River

16700 River Rd
RZ 12-603740

RIVER RD

NO. 7 RD

KARTNER RD R/W

16360 River Rd
RZ 10-523713

16540 River Rd
ZT 12-610945
RZ 10-524476

16780 River Dr
RZ 09-503308



20 m Road Dedication (Existing
or to be secured)



Rezoning Applications in the 16000 Block of River Road

Original Date: 03/31/09

Amended Date: 03/06/17

Note: Dimensions are in METRES

PROJECT STATISTICS

LEGAL	LOT SECTION BLOCK NORTH RANGE 9 - WEST N1/4, PLAIN	6 14 5 5063
ADDRESS: 9960 RIVER ROAD, RICHMOND, BC		
LOT AREA: 74,999.90 (6,990.02)		
OCP DESIGNATION	INDUSTRIAL	
CURRENT ZONING	A41	
PROPOSED LAND USE	TRUCK PARKING	
PROPOSED ZONING	I (INDUSTRIAL)	

THIS PLANS ARE IN COMPLIANCE WITH
B.C.
BUILDING CODE 2012

THE GENERAL CONTRACTOR SHALL REVIEW THE PLANS FOR CONFORMANCE WITH THE BUILDING CODE, AND FOR COMPLIANCE WITH THE DESIGNER'S SPECIFICATIONS, AND SHALL ADVISE THE DESIGNER OF ANY DISCREPANCY. HE/ SHE SHALL NOT BE RESPONSIBLE FOR ANY DISCREPANCY HE/ SHE MAY NOT HAVE NOTED. THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY THE PLANS FOR CONFORMANCE WITH THE DESIGNER'S SPECIFICATIONS AND ADVISE THE DESIGNER OF ANY DISCREPANCY HE/ SHE MAY NOT HAVE NOTED. THE PLANS ARE INTENDED FOR THE ARCHITECTURAL INFORMATION ONLY. THE CONTRACTOR AND ANY OTHER PERSON USING THESE DRAWINGS INFORMATION ARE ADVISED TO OBTAIN THE LATEST EDITION OF THE CANADIAN NATIONAL BUILDING CODE, AND REFER TO CIVIL, STRUCTURE, MECHANICAL, ELECTRICAL, PLUMBING AND MECHANICAL RELATING TO THESE DISCIPLINES.

THIS DRAWING SET IS THE EXCLUSIVE PROPERTY BELONGING TO THE DESIGNER. NO PARTY IS AUTHORIZED TO USE OR REPRODUCE WITHOUT THE WRITTEN APPROVAL OF THE DESIGNER. THE DESIGNER DOES NOT WARRANT THAT THE INFORMATION IS COMPLETE OR ACCURATE.

No.	Revisions	Date
1.	Update w/ new Survey	May/21/2025
2.	Update w/ new Airboat Report	Jul/14/2025
3.	Update w/ Driveway Change	Aug/3/2025
4.	Update w/ Tree Protection	Aug/5/2025
5.	Update w/ Dedicated Easement	Aug/5/2025

ISSUED FOR
REZONING
&
SOIL DEPOSIT
APPLICATION



SUITE 224 - 8678 GREENALL AVE.
BURNABY, BC V5J 3M6
Phone: 604-330-7252
Email: info.bouthouse@gmail.com

Project Name
NEW
TRUCK PARKING
AT
16960 RIVER RD,
RICHMOND BC

Sheet Name
SITE PLAN
PROJECT STATISTICS

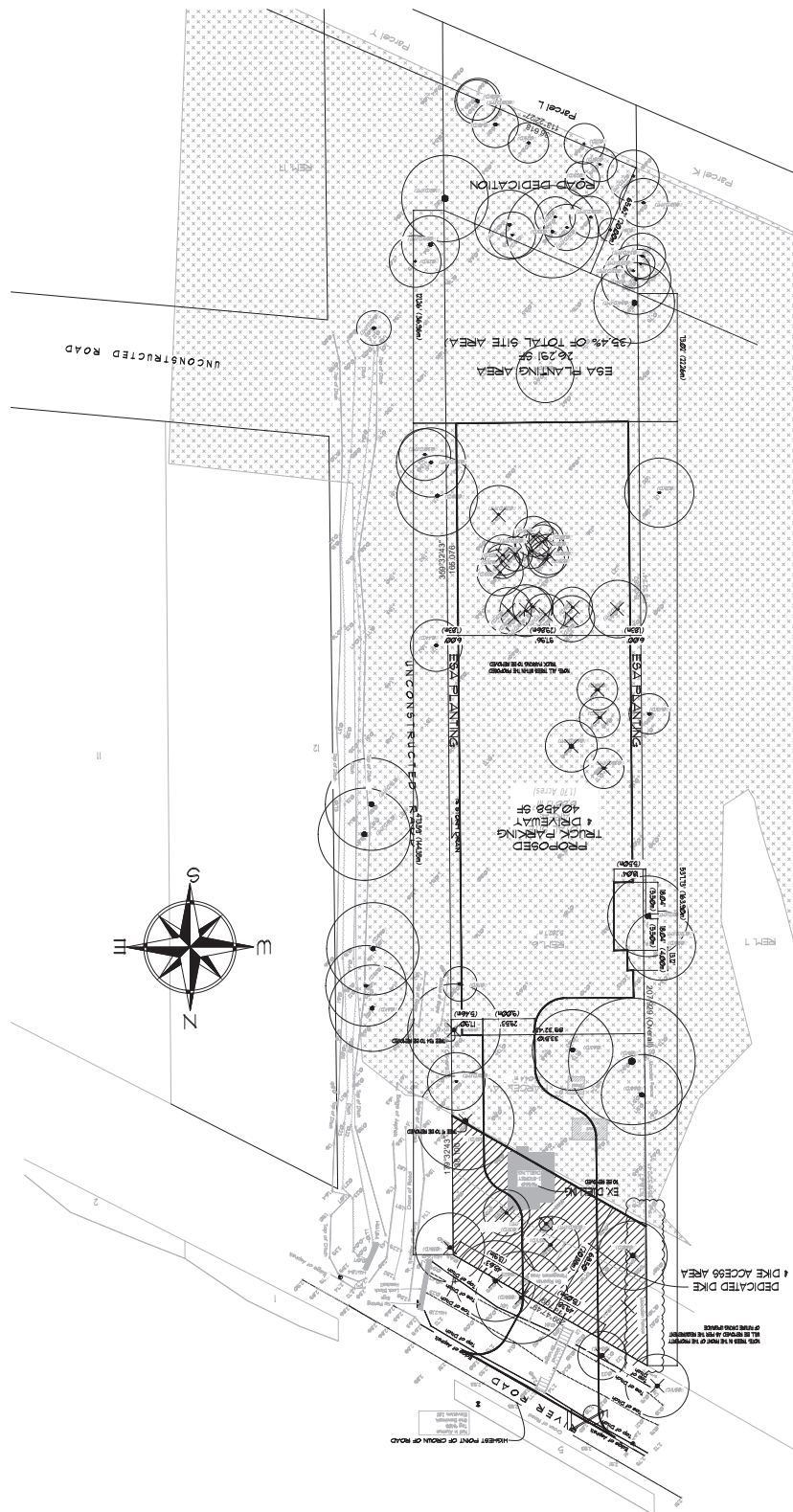
Date	AUG. 25, 1925
Drawn by	WAB:FT

ГЛАВА

Scale 1/32" = 1'



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



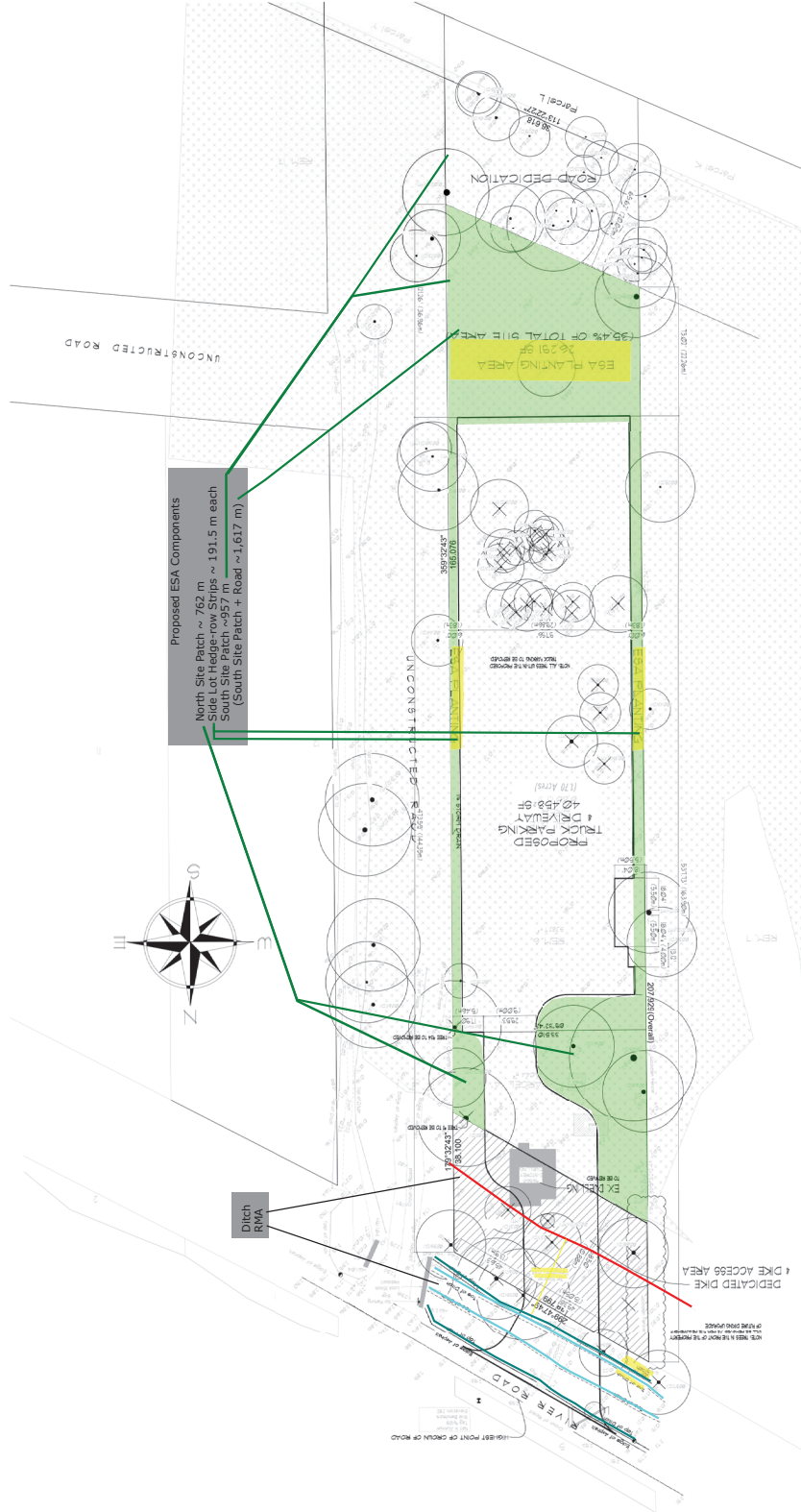
SITE PLAN $1\frac{1}{32}" = 1'-0"$

PROJECT STATISTICS

AREA: LOT 4
 SECTION: NORTH RANGE 5 - WEST
 NORTH PLAN: 5085
 ADDRESS: 16340 RIVER ROAD, RICHMOND, BC
 LOT AREA: 14,480 SF (6,602 SQ FT)
 ZONING: INDUSTRIAL
 CURRENT ZONING: A-1
 PROPOSED ZONING: I (INDUSTRIAL)

THESE PLANS ARE IN COMPLIANCE WITH
 BUILDING CODE 2012
 THE GENERAL CONTRACTOR SHALL REVIEW THE
 DOCUMENTS FOR CONFORMANCE CODES AND
 STANDARDS AND SHALL ADVISE THE ENGINEER OF
 ANY DISCREPANCIES. THE ENGINEER SHALL
 GENERAL CONTRACTOR SHALL CHECK AND
 VERIFY ALL DIMENSIONS AND REPAIR ALL
 ERRORS AND OMISSIONS TO THE DRAWING.
 THE ENGINEER SHALL BE RESPONSIBLE FOR
 THEIR DRAWINGS AND NOT FOR THE
 ARCHITECTURAL INFORMATION ON THE
 CONTRACTOR AND ANY OTHER PERSON USING
 THESE DRAWINGS. NOTATIONS ARE ADDED TO
 THE DRAWINGS TO CLARIFY THE INTENT OF
 BREAKING ELECTRICAL AND INTERIOR DESIGN
 RELATING TO THESE DISCIPLINES.
 THIS DRAWING IS THE EXCLUSIVE
 PROPERTY OF BOUTHOUSE DESIGN GROUP INC.
 GROUP INC. NO PART IS TO BE REPRODUCED
 WITHOUT THE WRITTEN APPROVAL
 FROM BOUTHOUSE DESIGN GROUP INC.

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



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

No.	Revisions	Date
1.	Update w/ new Survey	May/2022
2.	Update w/ new Access Report	Jun/2022
3.	Update w/ Emergency Change	Aug/2022
4.	Update w/ New Planting Schedule	Aug/2022
5.	Update w/ Proposed Plant Area	Aug/2022

ISSUED FOR
 REZONING
 &
 SOIL DEPOSIT
 APPLICATION



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

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

Sheet Name
 SITE PLAN
 PROJECT STATISTICS

Date: AUG 25, 2022
 Drawn by: LARRY DU

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



Address: 16960 River Road

File No.: RZ 22-013271

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 8639, the developer is required to complete the following:

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

11. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$60,000 for the retention and protection of 13 trees assessed against the size of each tree as required under Richmond's Tree Protection Bylaw No. 8057
12. **(Tree Protection Fencing)** Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
13. **(Flood Covenant)** Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.1 m GSC.
14. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

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

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

Prior to Building Permit Issuance or Work Order (if Building Permit is not required), the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and Master Municipal Construction Document (MMCD) Traffic Regulation - Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. All applicable servicing for Water Works, Storm Sewer Works and Sanitary Sewer Works to be done at the developer's sole cost via City Work Order.

4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10710 (RZ 22-013271)
16960 River Road and PID 005-478-111**

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

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

P.I.D 011-126-493

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

P.I.D 005-478-111

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

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

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee

Date: September 2, 2025

From: Joshua Reis
Director, Development

File: HA 24-045011

Re: **Heritage Alteration Permit Application at 3580 Moncton Street, Unit 100
(Hepworth Block)**

Staff Recommendation

That a Heritage Alteration Permit be issued for the protected heritage building at 3580 Moncton Street (Hepworth Block) which would permit a new sign and exterior painting on unit 100.

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

JR:jm

Att. 5

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

Staff Report

Origin

Nest Designs Ltd. has applied to the City of Richmond on behalf of the property owners for permission to make exterior alterations to the protected heritage building known as the Hepworth Block, located at 3580 Moncton Street in the Steveston Village Heritage Conservation Area. The proposed alterations require a Heritage Alteration Permit (HAP).

The proposal is for exterior painting of the corner storefront (unit 100) in a new colour scheme and the installation of a new business sign on the storefront fascia. No changes are proposed to the design or materials of the building. Unit 100 continues in use as a retail store, as permitted under the current zoning “Steveston Commercial (CS2)”.

A location map and aerial view is provided in Attachment 1.

Background

Heritage Value

The Hepworth Block at 3580 Moncton Street is one of 17 protected heritage buildings in the Steveston Village Heritage Conservation Area. It is a two-storey masonry commercial building on the principal commercial street in the historic Steveston townsite. With its brick facade, the Hepworth Block is a prominent local landmark, and one of the oldest and continually operating commercial structures in Steveston. It was constructed in 1913 and contributes significantly to the historic character of the heritage conservation area.

The heritage value of the Hepworth Block lies in its association with the Edwardian-era development of the commercial district of Steveston, its connection with the original owner and developer, William G. Hepworth and with the architect Thomas Hooper who designed many buildings across British Columbia during the Edwardian period. The character-defining elements include its landmark status and prominent location, masonry construction and wood trim elements, Edwardian Commercial architectural features including wood-frame storefronts, recessed entryways, large display windows, brick pilasters, continuous crown moulding and rooftop cornice, and other features including painted ghost signs.

More detailed information about the heritage value and character-defining elements of the Hepworth Block can be found in the Statement of Significance (Attachment 2).

Surrounding Development

To the North: Across Moncton Street is the one-storey protected heritage property, Marine Garage, at 3611 Moncton Street, zoned “Gas & Service Stations (CG2)”, and a one and two-storey non-heritage commercial building at 3651 Moncton Street, zoned “Steveston Commercial (CS2)”.

To the South: A City-owned non-heritage property at 12200 2nd Avenue, zoned “Steveston Commercial (CS2)” and currently in use as a surface parking lot for public use.

To the East: The one-and-one-half storey protected heritage property, Wakita Grocery, at 3680 Moncton Street, zoned “Steveston Commercial (CS2)”.

To the West: Across 2nd Avenue is the non-heritage building at 3560 Moncton Street, formerly Steveston Marine and Hardware, zoned “Steveston Commercial (CS2)” and subject of a current rezoning application (received 3rd reading on July 17, 2023) for development of a two-storey mixed-use building.

Related Policies & Studies

Official Community Plan & Steveston Area Plan

The City’s Official Community Plan (OCP) provides city-wide direction and policy to preserve, promote and celebrate community heritage. The subject site is designated “Neighbourhood Service Centre” in the OCP and “Heritage Mixed-Use (Commercial-Industrial with Residential & Office Above)” in the Steveston Area Plan. The continued retail and office use of the Hepworth Block is consistent with the plan and the current zoning of “Steveston Commercial (CS2)”.

Steveston Village Heritage Conservation Area

Steveston Village is designated as a Heritage Conservation Area (HCA) in the Steveston Area Plan. In the HCA, 17 buildings and some landscape features are identified as heritage resources. The subject building is one of the 17 protected heritage properties.

The Steveston Area Plan seeks to conserve significant heritage resources throughout the Steveston area and conserve the identified heritage resources within the Steveston Village Node as outlined in the Steveston Village Conservation Strategy. All properties within the HCA are subject to the City’s conservation requirements and applicable heritage policies and design guidelines.

An HAP is required for exterior alterations to protected heritage buildings in accordance with the *Local Government Act* (Part 15) to help retain the heritage values and special heritage character of Steveston Village. This includes for changes to exterior painting and signs, as proposed. Signs and exterior colours for protected heritage properties should be in keeping with the history and heritage character of the building and be guided by the Steveston Village Conservation Strategy (2009) and the *Standards and Guidelines for the Conservation of Historic Places in Canada*. Signs should also meet the requirements of the Signage section of the Development Permit Guidelines in the Steveston Area Plan. The proposed changes to the storefront facades are limited to paint colour and signage.

The Standards and Guidelines for the Conservation of Historic Places in Canada

The *Standards and Guidelines for the Conservation of Historic Places in Canada* (2nd edition, 2010, Parks Canada), pan-Canadian best-practice principles and guidance, is used as a guide in managing the protected heritage resources in Steveston Village.

The *Standards and Guidelines* defines conservation as “all actions or processes aimed at safeguarding the character-defining elements of an historic place to retain its heritage value and extend its physical life. This may involve Preservation, Rehabilitation, Restoration, or a combination of these actions or processes.”

The proposed painting and sign for the corner storefront are consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, including supporting the continued retail use, maintaining painting of the wood elements of the storefront and being compatible with the historic building in terms of scale, design, material and colour. They do not negatively impact the heritage value or character-defining elements identified in the Statement of Significance. The proposed painting will enhance the character-defining elements of the storefront through an historically appropriate colour scheme.

Public Consultation

An HAP notification sign has been installed on the subject property, and early notification notices have been mailed to residents and property owners within 100 metres of the subject site. Staff have received two email inquiries from the public expressing opposition to changes to the historic signage and heritage building (Attachment 3). Staff have responded and clarified that the scope of the proposed work would not impact the historical painted sign on the brickwork of the building.

Richmond Heritage Commission

The HAP application was presented to the Richmond Heritage Commission on July 23, 2025. The Commission supported the application while recommending that the applicant consider enlarging the font of the sign to be similar to the other storefront signs on the Hepworth Block. The Commission also suggested encouraging the property owner to develop a unified colour scheme for all the storefronts and to restore the original brick pilasters and glazing. An excerpt from the draft Commission meeting minutes is included in Attachment 4.

The applicant confirmed that they do not wish to amend the design of the proposed sign as it accommodates the full store name with the current font size. Staff are supportive of keeping the current font size as it is consistent with the signage guidelines in the Steveston Area Plan. The applicant has also adjusted the proposed colour of the continuous crown moulding above the storefront to make it consistent with that above unit 150 and other architectural wood elements of the façade. This retains it as a unifying element and enhances this character-defining element identified in the Statement of Significance.

Analysis

The current proposal is to paint the exterior of the corner storefront (unit 100) in a new colour scheme and to install a new business sign on the storefront fascia. In 2024, the storefront was painted a modern white, which is not consistent with the history and heritage character of the building, and the entry door was painted black. This work had been undertaken without appropriate permit. The previous storefront signage was also painted over. This proposal includes a more historically appropriate colour scheme. No changes are proposed to the design

or materials of the building facades. Unit 100 continues in use as a retail store, occupied by tenant Nest Designs Ltd., as permitted under the current zoning “Steveston Commercial (CS2)”.

The proposed paint scheme utilizes colours included in the True Colours Historical Paint Palette from Vancouver Heritage Foundation, which identifies authentic paint colours used in the region from the 1880s to the 1920s (Attachment 5). The proposed colours have been selected to be appropriate to the period, architecture and history of the building: Oxford Ivory for the wood storefront and Gloss Black for the entry door. Both were used historically on commercial buildings of the era. Archival images of the building indicate that the storefronts and other wood elements of the building were originally all painted in one light colour similar to the proposed colour for this storefront.

The continuous crown moulding across the top of the storefront will be repainted to match the black used across the top of the pilasters and of the storefront of unit 150 (Nikaido) as well as on the other architectural wood elements of the building including the roof cornice. This will contribute to unifying the façade design.

The proposed business sign uses black wooden (plywood) letters individually adhered to the storefront fascia. The sign format, material and size meet the signage guidelines in the Steveston Area Plan. Additionally, for protected heritage buildings such as the Hepworth Block, signage should be designed in a traditional format and materials that are compatible with the heritage character and history of the building. The proposed sign expresses the brand of the tenant business in a simple format of wood letters.

The placement of the sign on the storefront fascia fronting Moncton Street is consistent with those on the adjacent storefronts. Historical photographs indicate that signage for the retail spaces was originally limited and did not include fascia signs. However, with modifications to the storefronts over four decades ago (by 1984), fascia signs became the primary sign type for the retail spaces.

Given the limited scope of work on the exterior for a new retail tenant, comprehensive heritage restoration of the building and its facades is not proposed at this time. The Steveston Village Heritage Conservation Grant Program could support heritage planning and exterior conservation of the Hepworth Block in future.

Conclusion

The proposed colour scheme and signage are consistent with the applicable policies and guidelines for Steveston Village and therefore, it is recommended that the Heritage Alteration

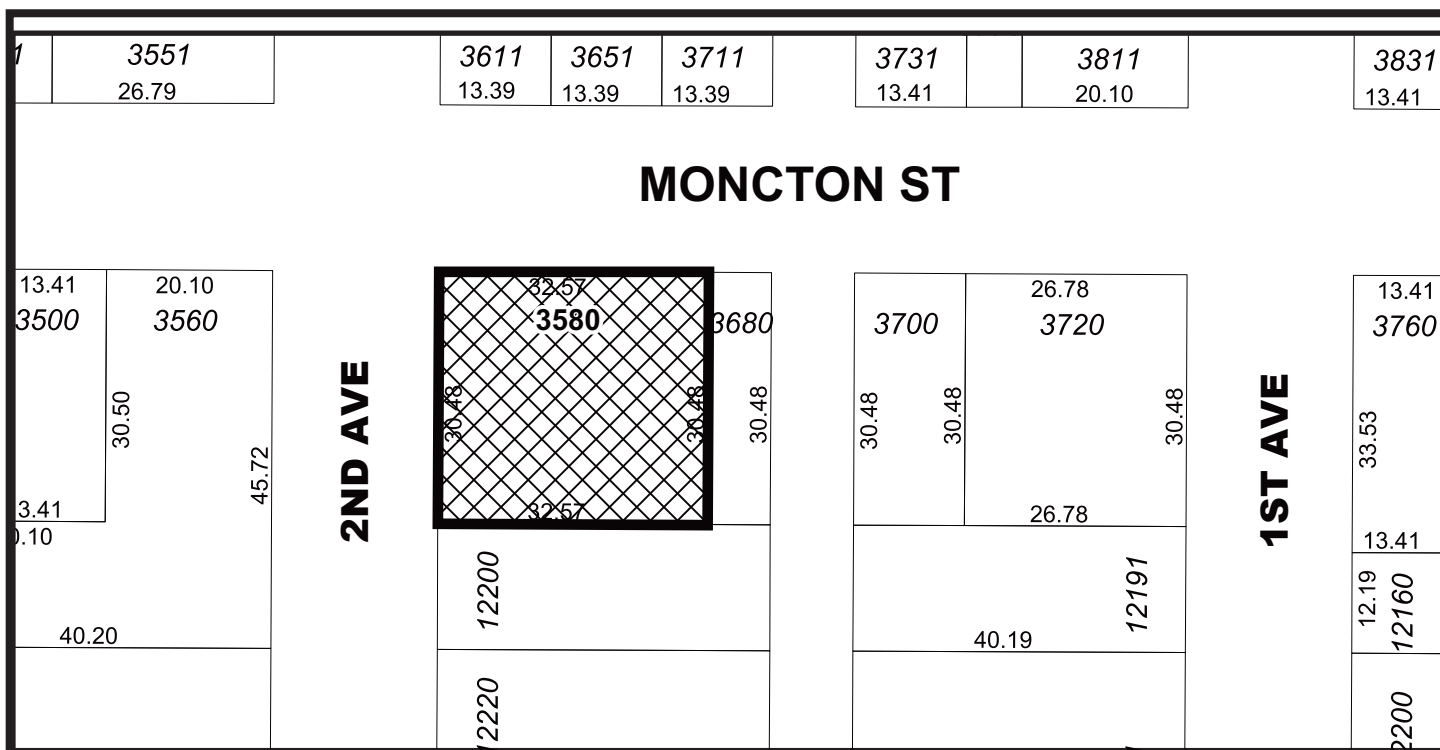
Permit (HA 24-045011) for 3580 Moncton Street, unit 100, be issued to permit the proposed exterior painting and new sign.



for
Judith Mosley
Planner 2 (Policy Planning) - Heritage Planner

JM:cas

- Att.
- 1: Location Map and Aerial Photo
 - 2: Statement of Significance
 - 3: Correspondence from Public Consultation
 - 4: Excerpt from the July 23, 2025 Richmond Heritage Commission Minutes
 - 5: True Colours Palette



HA 24-045011

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



HA 24-045011

Original Date: 09/23/24

Revision Date:

Note: Dimensions are in METRES

STATEMENT OF SIGNIFICANCE

RESOURCE NAME(S)	Hepworth Block
ADDRESS	3580 Moncton Street
MUNICIPALITY	City of Richmond
NEIGHBOURHOOD	Steveston
LEGAL DESCRIPTION	Lots 9-11, Block 5, Plan NWP249
PARCEL IDENTIFIER (PID)	003-474-097
YEAR BUILT	1912-1913
ORIGINAL OWNER(S)	William G. Hepworth
BUILDER	Michael M. Cunningham
ARCHITECT/DESIGNER	Thomas Hooper

CONTEMPORARY PHOTO



DESCRIPTION OF HISTORIC PLACE

Located on the southeast corner of Moncton Street and 2nd Avenue, the Hepworth Block is a two-storey masonry commercial building in the historic Steveston townsite. Featuring a flat roof with a cornice and rectangular modillions, symmetrical plan, and wood storefronts, the Hepworth Block is one of the oldest and continually-operating commercial structures in Steveston.

HERITAGE VALUE OF HISTORIC PLACE

The Hepworth Block is valued for its association with the Edwardian-era development of the commercial district of Steveston. The community became the epicentre of the province's fishing and canning industry in the decades succeeding the opening of the first cannery in 1882 on what would become its waterfront along the Fraser River. While the local economy ebbed and flowed, fluctuating with the volume of fish caught and processed each season, the Edwardian-era brought an unprecedented amount of real estate speculation and development across the Lower Mainland, and Canada in general, driven by increased foreign investment, international trade, and immigration. As a result, the construction of new residential and commercial buildings was prevalent, and the Hepworth Block was built at the height of this expansionary economy to serve an increasing demand for retail stores in Steveston. Formerly containing four commercial units on the ground floor, early tenants of the Hepworth Block included a drugstore, Okuyama Co. (a Japanese general goods store), the Steveston post office, and a P. Burns & Co. meat market, with professional offices on the upper storey. The Hepworth Block was nearly destroyed by the disastrous Steveston fire of May 1918, which completely gutted the second storey, though the commercial premises below remained mostly unscathed.

The Hepworth Block is also valued for its connection with its original owner and developer, William G. Hepworth (1869-1920). Born in London, England, William migrated to Canada, settling in Winnipeg, and pursued an education at McGill University's Faculty of Medicine where he graduated in 1894 and became a physician. Following his return to Manitoba, he began gradually moving westward over the next several years, practicing in Virden (Manitoba), Grand Forks (British Columbia), Dawson City (Yukon), and Fairbanks (Alaska) before moving to Steveston in 1908 where he was appointed as the Medical Health Officer for the Township of Richmond. William commissioned the construction of the Hepworth Block in 1912, and upon its completion in February 1913, he established the Steveston Drug Company (later, Steveston Drugs), a retailer which operated from the corner commercial space in the building. Following his untimely passing in 1920, William's position as Medical Health Officer was entrusted to Charles A. Graves (1896-1980), who also took over the proprietorship of the Steveston Drug Store, which he managed until 1949. Steveston Drugs continued to operate in the Hepworth Block until 1976.

The Hepworth Block is additionally valued for its affiliation with the prolific architect, Thomas Hooper (1857-1935). Also born in England, his family moved to Ontario in 1871 where Thomas became a carpenter and later began practicing as an architect with his brother in Winnipeg. He made his way further west, arriving at Vancouver in 1886 and establishing his own architectural firm the following year. His advantageous arrival shortly after the Great Vancouver Fire brought an abundance of work. By the Edwardian era, Hooper was commissioned for work across the province, designing residences, churches, public and commercial buildings, warehouses, and other institutional structures. His notable, extant work includes Vancouver's *Hycroft* mansion and the R.V. Winch Building, and Chilliwack's 1912 City Hall. Following the economic downturn of 1913, he personally never recovered financially, and while pursuing some design work in the late 1920s, he was unable to achieve the prominence he enjoyed in the decades prior. While modest, Thomas' Edwardian Commercial design for the Hepworth Block was, and continues to be unique in the Steveston townsite for its scale, form, and use of red brick masonry, and has remained a landmark in the community since its construction.

CHARACTER-DEFINING ELEMENTS

The elements that define the heritage character of the Hepworth Block include, but are not limited to its:

- location on the southeast corner of Moncton Street and 2nd Avenue, fronting the former, in the Steveston community of Richmond;
 - form, scale, and massing as expressed by its: rectangular plan; symmetrical plan; two storey height; and flat roof with parapet;
 - masonry construction with a concrete foundation; face, red bricks laid in a running bond; concrete window sills; and wood trim elements including door and window frames, tongue-and-groove fascia, frieze, and soffit;
 - Edwardian Commercial features including: wood-frame storefronts, with a return on 2nd Avenue, and recessed entryways, panelled bulkheads, large display windows, faux storefront transoms, wood sash transoms over storefront doorways; brick pilasters between adjacent storefronts; continuous wood crown moulding above storefronts and brick pilasters; and wood, rooftop cornice with modillions on Moncton Street and 2nd Avenue elevations;
 - fenestration including single and double assembly windows; wood mullions; 1-over-1 hung wood sash configurations; wood doors with glazing on front elevation; and single-door entrances, with transoms, on side and rear elevations; and
 - other features including the circa 1940s "STEVESTON DRUGS" and "DRUGS" painted ghost signs over the corner storefront.
-

HISTORICAL IMAGE



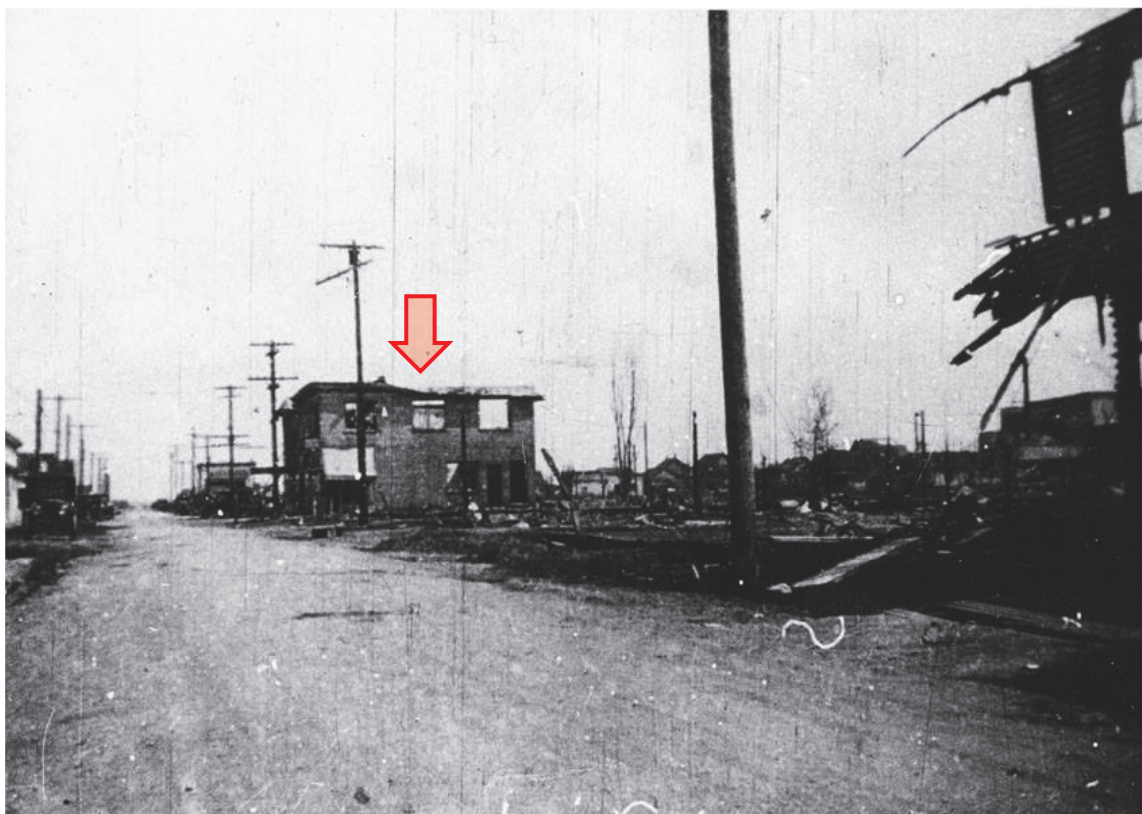
CAPTION	The Hepworth Block as it appeared shortly after its construction. Note the much more ornate rooftop cornice. Following extensive repairs after the 1918 fire, this cornice was not restored to this design.
DATE	circa 1913
SOURCE	City or Richmond Archives (1985-41-1)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	Northeast view of the devastation of the 1918 Steveston fire, with the Hepworth Block (centre) significantly damaged.
DATE	May 1918
SOURCE	City or Richmond Archives (1978-5-2)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	View looking east down Moncton Street, showing the devastation of the 1918 Steveston fire, with the Hepworth Block (centre-left) significantly damaged.
DATE	May 1918
SOURCE	City or Richmond Archives (1978-5-5)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	Northwest view of the devastation of the 1918 Steveston fire, with the Hepworth Block (top-left) significantly damaged.
DATE	May 1918
SOURCE	City or Richmond Archives (1977-23-1)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	View of the Hepworth Block several years after the Steveston fire. Note the rooftop cornice is different from the original 1913 cornice.
DATE	1923
SOURCE	City or Richmond Archives (1985-39-134)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	A child and two gentlemen in front of the corner commercial unit of the Hepworth Block, occupied by the Steveston Drug Company, which originally featured a chamfered corner entrance.
DATE	Unknown
SOURCE	City or Richmond Archives (1977-4-14)
COPYRIGHT	Unknown

HISTORICAL IMAGE



CAPTION	View of the interior of the Steveston Drug Company in the Hepworth Block, with Charles A. Graves standing in the middle of the store.
DATE	circa 1924
SOURCE	City or Richmond Archives (1978-31-63)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	Looking west down Moncton Street with the Hepworth Block on the left.
DATE	1939
SOURCE	City or Richmond Archives (1977-2-13)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	Looking east down Moncton Street with the Hepworth Block on the right.
DATE	1939
SOURCE	City or Richmond Archives (1977-2-14)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	View of the Hepworth Block (right), and adjacent commercial structures to its east.
DATE	circa 1984
SOURCE	City or Richmond Archives (2010-47-8)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	View of the Hepworth Block.
DATE	circa 1984
SOURCE	City or Richmond Archives (2010-47-9)
COPYRIGHT	<i>Unknown</i>

HISTORICAL IMAGE



CAPTION	View of the Hepworth Block (right), and adjacent commercial structures to its east.
DATE	circa 1987
SOURCE	City or Richmond Archives (1985-8-93)
COPYRIGHT	<i>Unknown</i>

SITE PHOTO



CAPTION	View of the Hepworth Block (right), and adjacent commercial structures to its east.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	View of the front elevation of the Hepworth Block.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	View of the front elevation of the Hepworth Block. The panelled signbands above the storefronts are not original, and obscure (or have replaced) what were large faux transoms.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	Detail of the central double-assembly window on the upper storey of the front elevation of the Hepworth Block.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	Detail of the “STEVESTON DRUGS” painted ghost sign above the corner commercial unit.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	Detail of the commercial corner unit of the Hepworth Block. While the Hepworth Block featured panelled bulkheads, those presently installed are not original, but are of a similar design. The panelled signbands above the storefronts are not original, and obscure (or have replaced) what were large faux transoms.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO	
	
CAPTION	View of the west elevation of the Hepworth Block.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	Detail of the “DRUGS” painted ghost sign on the west elevation of the Hepworth Block.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	View of the west (left) and rear (right) elevations of the Hepworth Block.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	Detail of the wood cornice at the southwest corner of the Hepworth Block. This cornice replaced the destroyed original cornice after the 1918 fire.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO	
	
CAPTION	View of the rear elevation of the Hepworth Block.
DATE	Aug. 1, 2024
SOURCE	Luxton

SITE PHOTO



CAPTION	Detail of fenestration on the rear elevation of the Hepworth Block, showing transoms over the doors, and 1-over-1 wood sash, single assembly windows.
DATE	Aug. 1, 2024
SOURCE	Luxton

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- Thomas Hooper AIBC Application, 1921.

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- Tax Assessment Rolls

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- *Insurance Plan of the Municipality of Richmond B.C.* British Columbia: B.C. Underwriters' Association, 1938 (rev. 1946). *RBSC-ARC-1272 Richmond-1949*
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- *Steveston [Insurance Plans]*. British Columbia: B.C. Underwriters' Association, 1924 (rev. 1928, 1938, 1946). *RBSC-ARC-1272 Steveston-1946*

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- Ancestry.ca
- "Hooper, Thomas." *Biographical Dictionary of Architects in Canada*. <http://www.dictionarhofarchitectsincanada.org/node/1524> (accessed Jun. 2024).

From: [Mosley, Judith](#)
To: ["marciadash1234@hotmail.com"](mailto:marciadash1234@hotmail.com)
Subject: FW: Heritage Alteration application HA24-045011
Date: Monday, March 24, 2025 12:03:45 PM

Dear Ms. Dash,

Thank you for your email regarding the application for a heritage alteration permit for unit 100, 3580 Moncton Street (HA 24-045011). The application proposes painting of the wood storefront and the installation of a business sign on the storefront above the window facing Moncton Street. No change is proposed to the historical painted sign on the brickwork above the storefront. Please could you let me know if you still have concerns about the proposal.

Kind regards,

Judith Mosley, CAHP, IHBC

Heritage Planner | Planning and Development
City of Richmond | 6911 No. 3 Road, Richmond BC V6Y 2C1
T: (604) 276-4170
E: jmosley@richmond.ca

-----Original Message-----

From: marcia dash <marciadash1234@hotmail.com>
Sent: March 24, 2025 11:36 AM
To: DevApps <DevApps@richmond.ca>
Subject: Heritage Alteration application HA24-045011

[You don't often get email from marciadash1234@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Hi

As a long term resident of Steveston of nearly 50 years, I want to express my opposition to this application as this building is a treasured historical site and the old signage should not be changed in any way. I do hope this will not be allowed.

Thank you
Marcia Dash

Sent from my iPad

PW: Strongly Against this motion !



Dear Ms. Richard,

Thank you for your email regarding the application for a heritage alteration permit for unit 100, 3580 Moncton Street (HA 24-045011). The application proposes painting of the wood storefront and the installation of a business sign on the storefront above the window facing Moncton Street. Please could you let me know if you have specific concerns about the proposal.

Kind regards,

Judith Mosley, CAHP, IHBC

Heritage Planner | Planning and Development

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

T: (604) 276-4170

E: jmosley@richmond.ca

From: Sue Richard <susanruth13@gmail.com>

Sent: March 23, 2025 11:01 AM

To: DevApps <DevApps@richmond.ca>

Subject: Strongly Against this motion !

[You don't often get email from susanruth13@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Thank you Hopefully Steveston can hold onto its heritage. Very few places left that do that



**For more information
please contact:**

Planning and Development
Department
Richmond City Hall
6911 No. 3 Road
604-276-4395
DevApps@richmond.ca

**Excerpt from the Draft Minutes to the
Richmond Heritage Commission Meeting**

**Wednesday, July 23, 2025 - 7:00 pm
Microsoft Teams Online Meeting**

Heritage Alteration Permit for 3580 Moncton Street, unit 100 – HA 24-045011

The Heritage Commission was asked to review and comment on the Heritage Alteration Permit application for the corner storefront unit in the Hepworth Block. Judith Mosley, Heritage Planner, provided an overview of the application, including the heritage status of the property and details of the proposed alterations. This included the following information:

- The application is for exterior painting of the wood storefront and a new business sign on the store's fascia.
- The Hepworth Block is a protected heritage property within the Steveston Village Heritage Conservation Area.
- It was built in 1913. A statement of significance was provided to the Commission with details of the heritage values and character-defining elements.
- The proposed colour scheme of Oxford Ivory for the wood storefront and Gloss Black for the entry door uses colours from the True Colours historical paint palette, chosen as appropriate to the period, architecture and history of the building.
- The proposed business sign has black wooden letters individually adhered to the fascia. The format and size meet the signage guidelines in the Steveston Area Plan.

In response to the Commission's questions and comments, Ms. Mosley provided the following additional information:

- The applicant is a new tenant in the retail unit, prompting a change in colours and signage.
- Historic photos indicate consistent treatment of one colour across the crown moulding and all wood elements. The proposal returns to this approach rather than following the other storefronts' current designs.
- Changes have been made to the storefront since it was built. Originally, it had a corner entry and more glazing. The entry was later moved to the Moncton Street facade and glazing areas reduced and replaced with wood panels.
- The scope of the application is limited to painting and signage and does not include the brick pilasters or façade restoration.
- The Steveston Village Heritage Conservation Grant Program could support exterior restoration.

The Commission provided the following comments:

- The colour scheme and signage proposal as presented are acceptable.
- The size of the lettering on the sign could be increased to be more similar to the other two fascia signs.
- Consideration should be given by the building owner and tenants to a consistent approach across the storefronts and to further restoring the building façade, including:

- Restoring the corner storefront windows to their historical format, which included more glazing, both for the restoration of the building and for the benefit of the tenant retail space.
- The crown moulding across the top of the storefronts should all be the same colour and would provide a unifying element. It should be coordinated with the other wood elements.
- The brick pilasters should be restored to their original unpainted appearance.

It was moved and seconded:

That the Richmond Heritage Commission:

- 1. supports the Heritage Alteration Permit application for 3580 Moncton Street, unit 100 (HA 24-045011), recommending a larger font to be more similar to the other signs on site; and***
- 2. suggests Council encourage the owner to later develop a unified colour scheme for all the storefronts and to restore the original brick pilasters and glazing shown in historical photographs.***

CARRIED



True Colours

Historical Paint Colours for Western Canada



VANCOUVER
HERITAGE
FOUNDATION

Proudly featuring



PLN – 68

VHF Historical True Colours

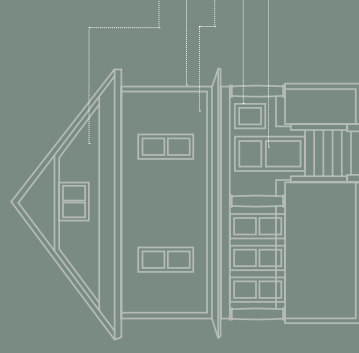
available in Sherwin-Williams™ paint

Classical White (SW 2829)	Oxford Ivory (SW 2833)	Craftsman Cream (SW 6681)
Pendrell Cream	Harris Cream (SW 7687)	Dunbar Buff
Edwardian Buff (SW 7691)	Edwardian Cream (SW 2834)	Mt. Pleasant Buff
Verlano Gold	Srathcona Gold (SW 6383)	Comox Gold
Mt. Pleasant Tan (SW 2824)	Dunbar Grey	Bute Taupe
Point Grey (SW 7074)	Edwardian Porch Grey (SW 7075)	Edwardian Pewter (SW 2848)
Haddington Grey (SW 2845)	Harris Grey	Victorian Peridot
Pendrell Verdigris (SW 2811)	Pendrell Green	Lonsdale Green
Vancouver Green (SW 2847)	Harris Green	Comox Green
Cambie Olive	Srathcona Red (SW 2719)	Mellish Rust

All colours are approximations, please test paint samples before proceeding.
Sherwin-Williams color numbers have been added for quick reference when available.

Pendrell Red (SW 2802)	Hastings Red (SW 2801)	Harris Brown (SW 6048)
Mellish Mahogany (SW 7630)	Craftsman Brown	Srathcona Mahogany (SW 2838)
Tudor Brown	Wilmar Brown	Alhambra Green
Gloss Black (SW 6258)		

The True Colours paint palette for Western Canada® is the product of more than 30 years of research by Vancouver Heritage Foundation. The style and era of homes affects the placement of colour and is key to an authentic historic scheme.



VHF recommends the following products and finishes for a hard-wearing, authentic look:

Gable Sherwin-Williams® Emerald® Rain Refresh - Satin
Trim Sherwin-Williams® Emerald® Rain Refresh - Semi-Gloss
Body Sherwin-Williams® Emerald® Rain Refresh - Satin
Window sashes Sherwin-Williams® Emerald® Urethane Gloss
Doors Sherwin-Williams® Emerald® Urethane Gloss
 Trim should be painted on all sides in trim colour.



Craftsman Example

Body Mellish Rust
Trim Edwardian Buff
Sash Hastings Red
Stucco Haddington Grey

Craftsman homes typically had darker body colours with a light trim and a dark sash. Two tone bodies were not uncommon.

Edwardian Buff

Hastings Red

Mellish Rust

Haddington Grey



Victorian Example

Body Pendrell Verdigris
Trim Pendrell Green
Sash Gloss Black

Victorian houses typically had a mid-light tone body with darker trim and dark window sashes. Sometimes an accent colour would be painted in the gable end.

Pendrell Verdigris

Pendrell Green

Gloss Black



Edwardian Example

Body Strathcona Gold
Trim Oxford Ivory
Sash Gloss Black

Edwardian houses typically had mid-dark tone body with lighter trim and dark window sashes. The Edwardian style is characterized by little ornamentation.

Strathcona Gold

Oxford Ivory

Gloss Black



VancouverHeritageFoundation.org
 © Copyright 2022 Vancouver Heritage Foundation

Please contact VHF at mail@vancouverheritagefoundation.org or 604-264-9642 for more information and examples of historically authentic colour schemes.



File No.: HA 24-045011

To the Holder: Nest Designs Ltd.

Property Address: 3580 Moncton Street, Unit 100

Legal Description: Section 10 Block 3 North Range 7 West New Westminster District Plan 64754
Parcel 40

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☒ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration 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. This Heritage Alteration Permit is issued to authorize the proposed exterior alterations to the corner storefront, Unit 100, as shown in the attached Plan #1 to Plan #4:
 - Exterior painting in a new colour scheme as shown in Plan #1.
 - Installation of a new business sign on the storefront fascia.
4. This Heritage Alteration 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.
5. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.
6. This is not a Sign Permit.

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

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

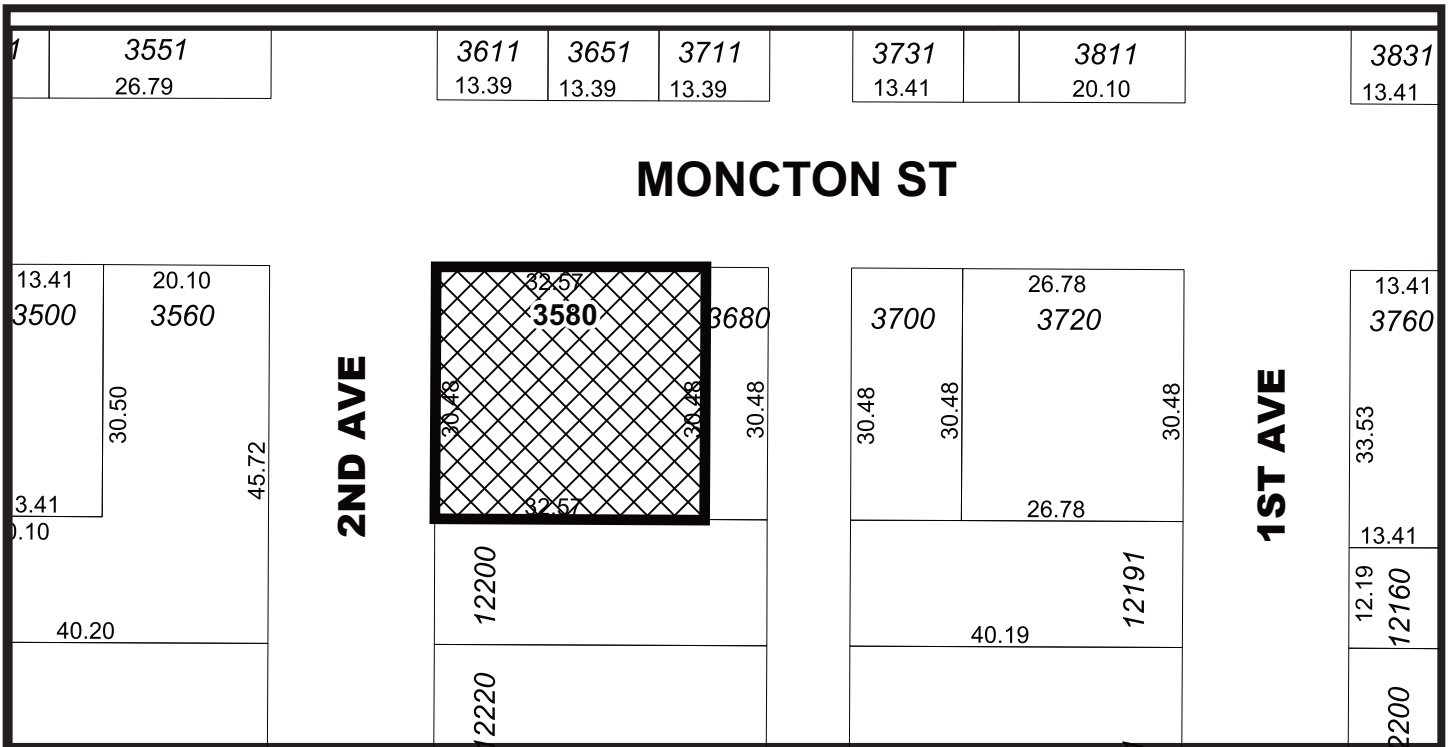
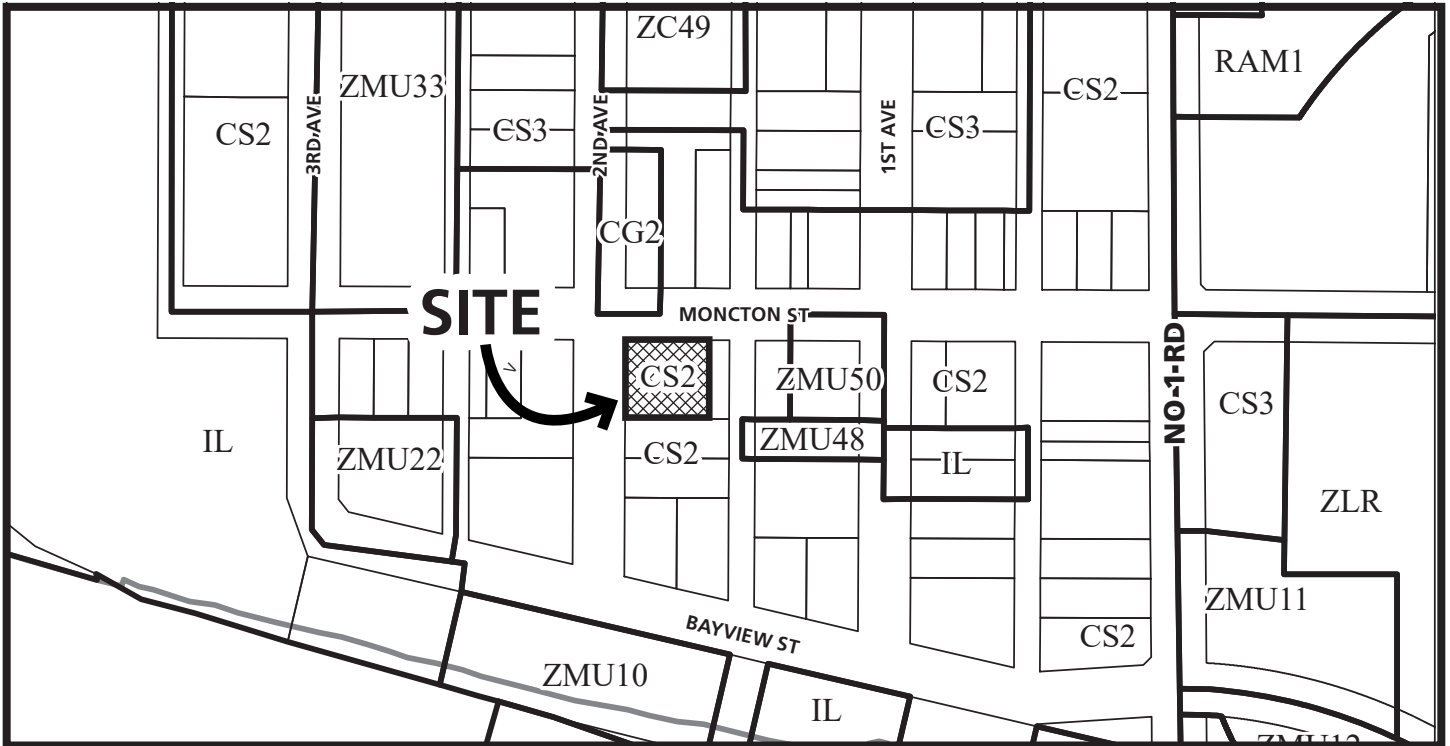
MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.



City of Richmond



HA 24-045011
SCHEDULE "A"

Original Date: 09/23/24

Revision Date:

Note: Dimensions are in METRES

HA 24-045011: 3580 MONCTON STREET UNIT 100



Oxford Ivory (SW 2833)



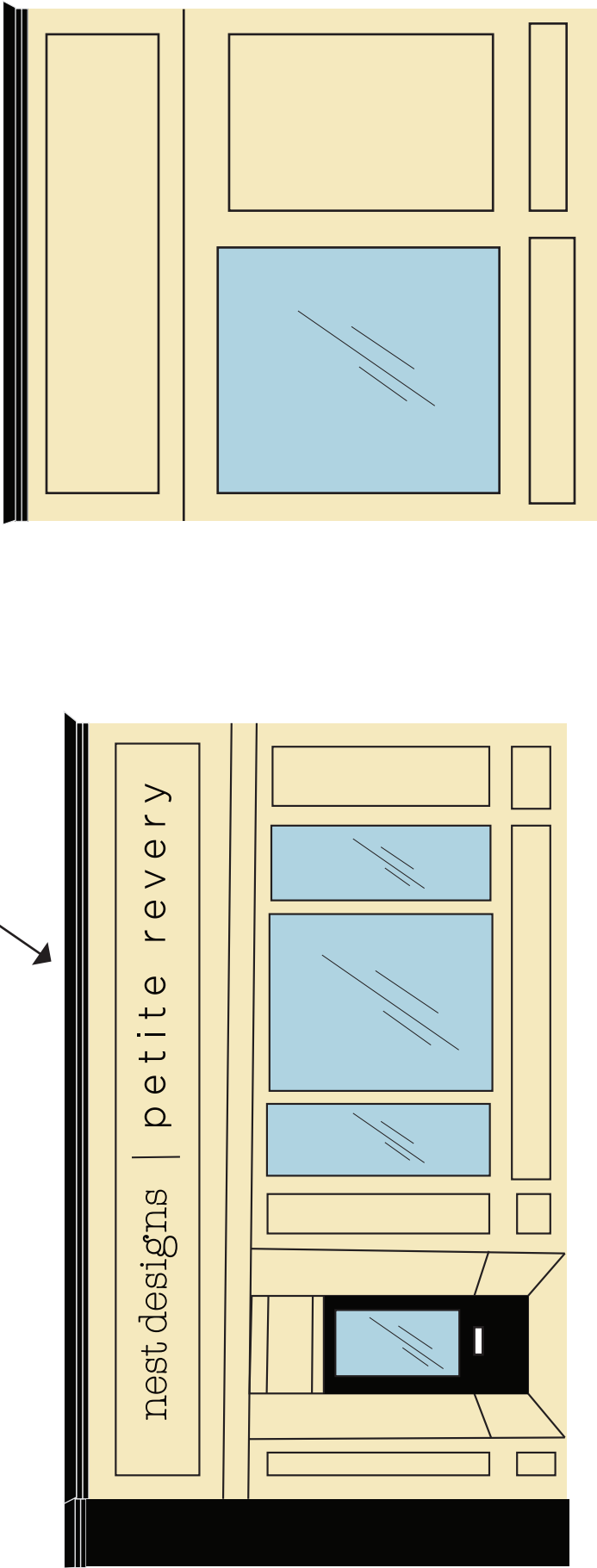
Gloss Black (SW 6258)

Oxford Ivory: All wood surfaces of storefront below crown moulding
Gloss Black: Entry door
Other: Crown moulding to match other on building

Side view



Store front



PROJECT NAME: NEST DESIGNS

ADDRESS: #100 - 3580 Moncton Street, Richmond, V7E 3A5

Date: May 22, 2025

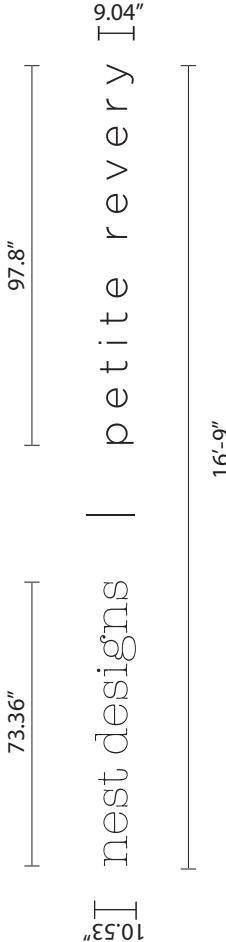
Non-Lit Exterior Sign

QUANTITY: 1 SET LETTERS
NO BACKER (existing painted wood fascia)

BACKER
BACKER: EXISTING PAINTED WOOD

COPY
LETTERS: 1/2 inch CREZON (MDO) PAINTED BLACK
INSTALLATION: VHB TAPE & CONSTRUCTION GLUE

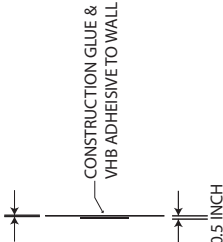
FRONT VIEW



PROFILE

**** Building facade & existing
surfaces restoration and
paint done by others**

3D VIEW



SCALE: 3/8"=1'

LAYOUT/DATA & STRUCTURAL

☐ REQUIRE PRINTED COLOR SAMPLE (\$10) FLAT FEE.

☐ APPROVED FOR PRODUCTION ☒ WITH INSTALLATION ☐ FOR SHIPPING ☐ FOR PICKUP

SITE CHECK COMPLETED JUNE 3, 2024

☐ SURREY ☐ LANGLEY ☒ RICHMOND

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I HAVE REVIEWED THE ABOVE SPECIFICATIONS & HEREBY FULLY UNDERSTAND THE CONTENT OF WORK TO BE PERFORMED & APPROVE THIS PROJECT TO BEGIN.

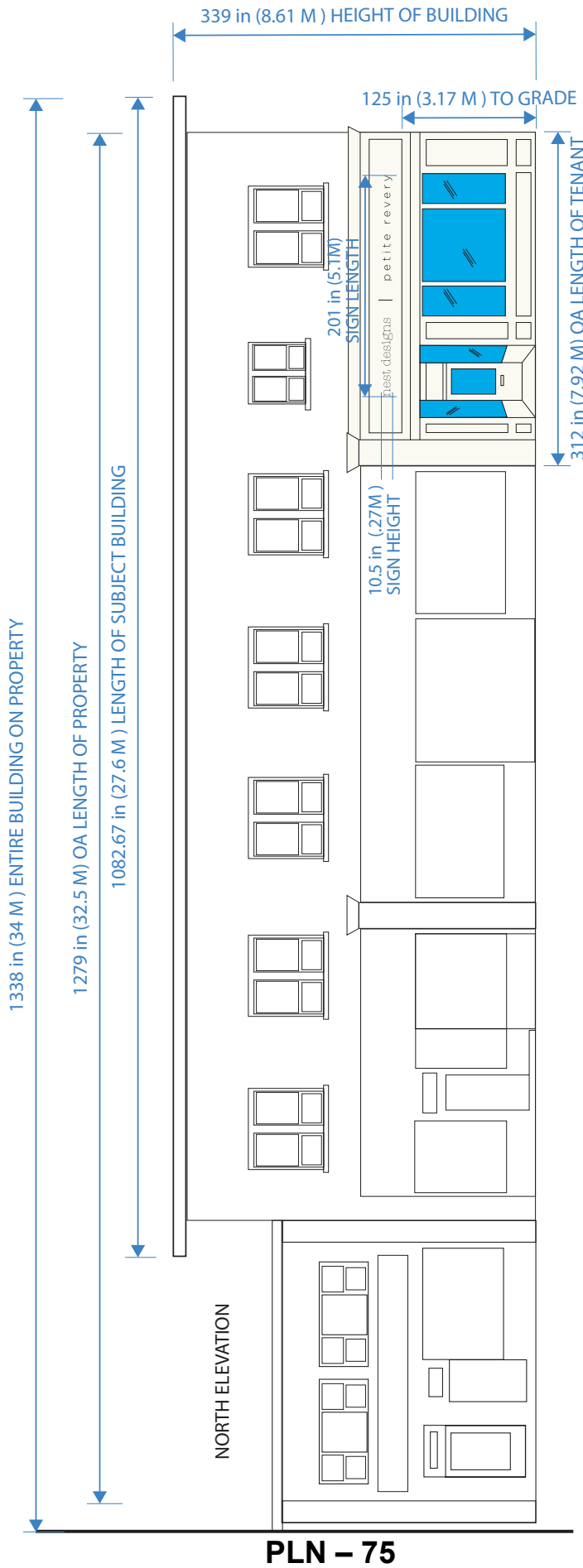
CUSTOMER APPROVAL SIGNED BY:

PRINT: DATE:

LANDLORD APPROVAL SIGNED BY:

PRINT: DATE:

Non-Lit Exterior Sign



FRONTAGE - 312" LINEAL FEET (7.9 M)
OA SIGN - 11.5 SQ. FT. (1.06 M²)
COPY - 11.5 SQ. FT. (1.06 M²)

SCALE: 1/8"=1'

ELEVATION DRAWING

☐ APPROVED FOR PRODUCTION ☒ WITH INSTALLATION ☐ FOR SHIPPING ☐ FOR PICKUP

☐ FOR PICKUP

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PRINT: _____ **DATE:** _____

LANDLORD APPROVAL SIGNED BY: _____

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KYLE H



Richmond
193988 Maycrest Way #290, Richmond, B.C. V6V3C3
Tel: (604) 237-7445 F: (604) 273-7465
info@signarama-richmondbc.ca

Surrey
13375 72nd Ave.
Surrey, B.C. V3W 2N5
(604) 597-9590

Langley
20530 Langley Bypass #102
Langley, B.C. V3A 6K8
(604) 532-1860

PLAN #4

E-Proof No.: PERMIT 3

PROJECT NAME: NEST DESIGNS

ADDRESS: #100 - 3580 Moncton Street, Richmond, V7E 3A5

Date: May 22, 2025

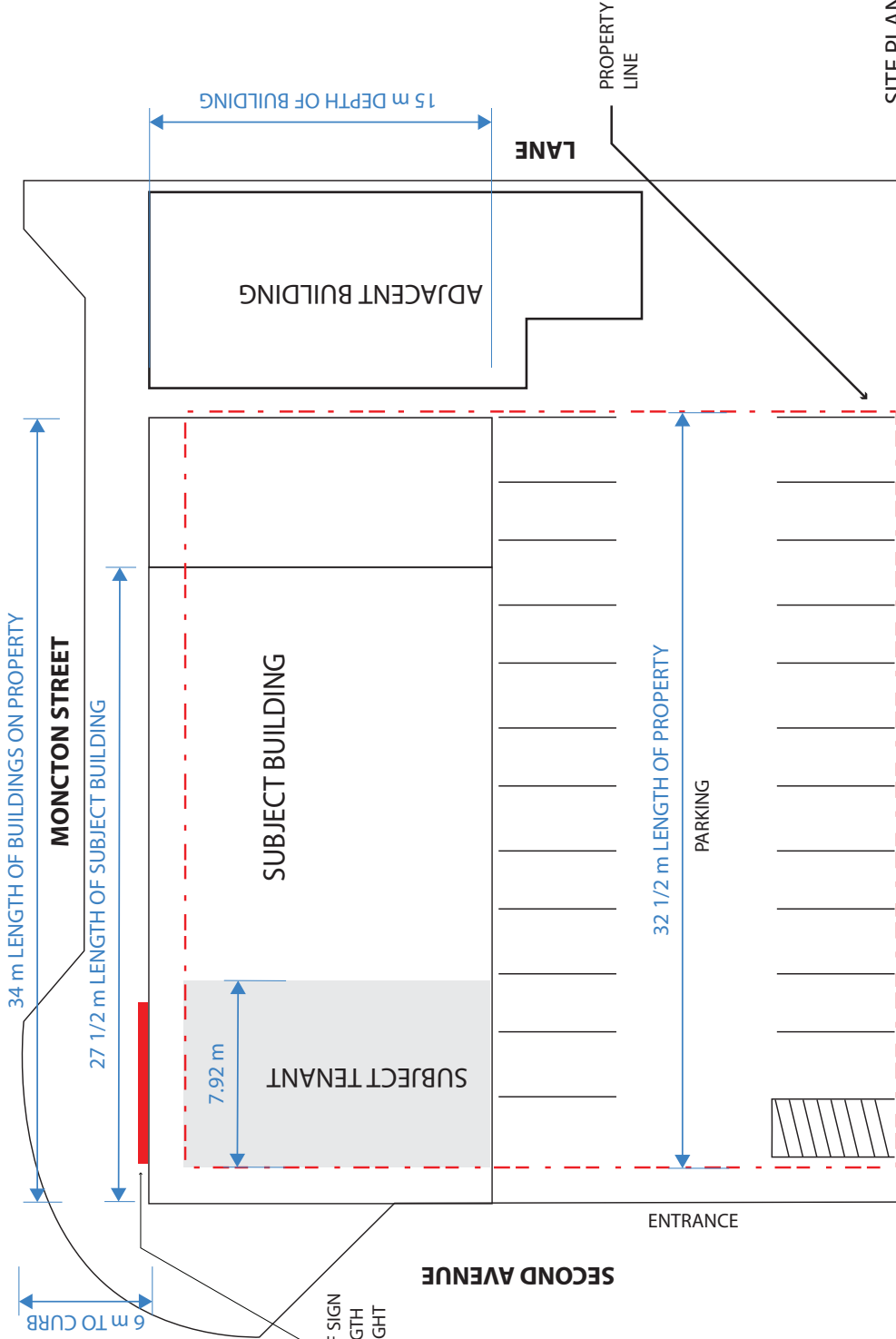
Non-Lit Exterior Sign

SUBJECT TENANT
NEST DESIGNS/PETITE REVER
3580 MONCTON STREET
RICHMOND, BC V7E 3A5

Property Details
Richmond Key 23750
Property Type Property
Address 3580 Moncton St
Zoning CS2

Roll 089057061
PID 003-474-097
Lot
SEC 10 - 3 - 7
Plan 64754
Parcel Area 993 sq.m
0.25 acres
0.1 hectares

LOCATION OF SIGN
6.95 M LENGTH
X .77 M HEIGHT



☐ REQUIRE PRINTED COLOR SAMPLE (\$10) FLAT FEE.

☐ APPROVED FOR PRODUCTION

☒ WITH INSTALLATION

☐ FOR SHIPPING

☐ FOR PICKUP

☐ SURREY

☐ LANGLEY

☒ RICHMOND

SITE CHECK COMPLETED JUNE 3, 2024

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CUSTOMER APPROVAL SIGNED BY:

DATE:

LANDLORD APPROVAL SIGNED BY:

DATE:

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DESIGNER

KYLE H



City of Richmond

Report to Committee

To: Planning Committee

Date: September 2, 2025

From: Joshua Reis
Director, Development

File: RZ 22-021101

Re: Application by Mavic Properties Ltd. for Rezoning at 8680, 8700, 8720 No. 2 Road from "Small-Scale Multi-Unit Housing (RSM/L)" Zone to "Low Density Townhouses (RTL4)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10701, for the rezoning of 8680, 8700, 8720 No. 2 Road from "Small-Scale Multi-Unit Housing (RSM/L)" zone to "Low Density Townhouses (RTL4)" zone, be introduced and given first, second and third readings.

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

JR:et
Att. 6

REPORT CONCURRENCE

CONCURRENCE/OF GENERAL MANAGER

Staff Report

Origin

Eric Law (Eric Law Architect Inc.) on behalf of the applicant, Mavic Properties Ltd. (Directors Yijuan Zhang and Wentao Wang), has applied to the City of Richmond to rezone the subject properties at 8680, 8700, 8720 No. 2 Road (“subject site”) from “Small-Scale Multi-Unit Housing (RSM/L)” zone to “Low Density Townhouse (RTL4)” zone, to allow for the development of 12 townhouse units and one lock-off secondary suite with vehicle access from No. 2 Road. A location map and aerial photograph are provided in Attachment 1.

The following frontage and servicing upgrades will be secured through the City’s standard Servicing Agreement (SA) process, which the applicant will be required to be entered into prior to Building Permit (BP) issuance:

- Frontage and boulevard improvements along No. 2. Road, including sidewalk widening, a new treed/grassed boulevard and boulevard upgrades to accommodate future road widening; and
- New water, sewer and sanitary service connections.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal can be found in Attachment 2.

Subject Site Existing Housing Profile

The subject site consists of three lots, each with a single-family dwelling. All dwellings are currently tenanted. The applicant has indicated that there are no secondary suites in any of the dwellings. The applicant is committed to providing notice in keeping with the Residential Tenancy Act. All existing dwellings are proposed to be demolished.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: A single-family dwelling fronting No. 2 Road on a lot zoned “Small-Scale Multi-Unit Housing (RSM/L)” and designated for future townhouse development.
- To the South: A 10-unit, two-storey townhouse development on a lot zoned “Low Density Townhouses (RTL1)” at the corner of Francis Road and No. 2 Road with access from Francis Road.
- To the East: Single-family dwellings fronting Delaware Road on lots zoned “Small-Scale Multi-Unit Housing (RSM/M)”.
- To the West: Across No. 2 Road, single family dwellings fronting No. 2 Road on lots zoned “Small-Scale Multi-Unit Housing (RSM/L)” and designated for future townhouse development.

Existing Legal Encumbrances

An existing City utilities Statutory-Right-of-Way (SRW) is situated along the subject site's east property line for the sanitary sewer. The applicant has been advised that encroachment into the SRW is not permitted. No development is proposed within the SRW.

Related Policies & Studies

Official Community Plan - Blundell Planning Area

The 2041 Official Community Plan (OCP) Land Use Map and Blundell Area Map designation for the subject site is "Neighbourhood Residential". This designation accommodates a range of residential land uses that include single-family, two-family and multiple-family housing. The proposed development complies with the OCP Land Use Designation.

Arterial Road Land Use Policy

Land Use Designation

The OCP's Arterial Road Land Use Policy, supports appropriate townhouse development along certain sections of the City's arterial roads outside of the City Centre. The subject site falls under the "Arterial Road Townhouse" designation within the Arterial Road Land Use Policy. The subject proposal to construct 12 townhouse units is consistent with this designation.

Lot Width and Residual Lots

The Arterial Road Land Use Policy requires townhouse developments to have a minimum lot frontage of 50.0 m (164 ft.) on a major arterial road, and to avoid leaving residual lots with less than 50.0 m (164 ft.) frontage. The subject site is located on No. 2 Road, which is designated as a major arterial road.

The proposed development has a frontage of less than 50.0 m (164 ft.) (i.e. 49.39 m [162 ft.]) on No. 2 Road and would leave the adjacent lots at 8628 and 8640 No. 2 Road, to the north, with a combined frontage of approximately 30.48 m (100 ft.).

The Arterial Road Land Use Policy allows flexibility in minimum frontages if the guiding principles of the policy are met. Although both the proposed development and the residual lots would have frontages below 50.0 m (164 ft.), staff support the application for the following reasons:

- The applicant has submitted documentation (a copy is on file) indicating that efforts have been made to acquire the residual properties to the north (8628 and 8640 No. 2 Road) as part of the land assembly for this application. However, the applicant was unable to secure their purchase.
- The applicant has submitted a development concept plan to demonstrate how the residual sites could be redeveloped in the future to the highest land use (townhouses) while adhering to the Zoning Bylaw requirements.

- To support the future redevelopment of the residual sites and to reduce the number of vehicular access points along No. 2 Road, an SRW permitting Public Right of Passage (PROP) will be secured over the development's internal drive aisle prior to final adoption of the rezoning bylaw. This will provide future access to 8628 and 8640 No. 2 Road if they are redeveloped.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff received one letter of opposition from the owner of 8640 No. 2 Road (Attachment 3), and their comments are generally summarized below (with staff responses provided immediately below each item in ***bold italics***):

- Opposition to the reduced lot width on the subject site and anticipated challenges in redeveloping the properties to the north in the future.
The applicant has submitted supporting documentation that efforts were taken to acquire the residential properties to the north as part of the land assembly. However, these properties could not be secured. A concept plan has been provided demonstrating that the site can be developed for townhouses in the future in coordination with the driveway access secured through this development.
- Construction activity is anticipated to generate considerable noise.
Construction noise is regulated by the City through its Noise Regulation Bylaw No. 8856, which sets restrictions such as limit on permitted hours of work and requirements for posted signage. The applicant will be required to comply with these regulations, and any exemptions would need City approval. The applicant will also be expected to implement measures to minimize disturbance to nearby residents during construction.

Bill 44 prohibits a Local Government from holding a Public Hearing on a residential rezoning bylaw that is consistent with the OCP. The proposed rezoning meets the condition established in Bill 44 and is consistent with the OCP. Accordingly, City Council may not hold a Public Hearing on the proposed rezoning.

Analysis

Built Form and Architectural Character

The subject site is comprised of three lots. The proposed development includes consolidation of these lots into a single site with a total net site area of approximately 2,131 m² (22,938 ft²). A preliminary site plan, building elevations and a landscape plan are contained in Attachment 4.

The proposed development includes 12 three-bedroom townhouse units and one lock-off secondary suite, arranged in two three-storey buildings, and one two-storey building, each ranging in height, with a maximum building height of approximately 11.62 m (38.12 ft.). A central driveway provides access through the site and is accessed from No. 2 Road.

The overall form of the proposed development is generally consistent with other townhouses along No. 2 Road that feature three-storey units fronting the street and two-storey units at the rear to provide a suitable transition to the adjacent single-family homes. The proposed development includes a three-storey building at the rear of the subject site (northeast corner) that incorporates an increased rear setback of 8.59 m compared to the minimum 6.0 m outlined in the OCP's DP guidelines. This is to better facilitate tree protection and retention, and both mitigate overlook impact and provide a suitable transition to the adjacent single-family homes to the east of the subject site.

Housing Type, Tenure and Accessibility

Consistent with OCP Policy respecting townhouse and multiple family housing development projects, and in order to maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a restrictive covenant on Title prior to rezoning bylaw adoption, prohibiting the imposition of any strata bylaw that would:

- Prohibit any residential dwelling unit from being rented;
- Prohibiting stratifying the lock-off secondary suite; and
- The imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.

One of the proposed units includes a one-bedroom lock-off secondary suite. Prior to rezoning bylaw adoption, registration of legal agreements on Title are required to ensure that no final BP inspection is granted until one secondary suite is constructed in accordance with the BC Building Code and the City's Zoning Bylaw, and to prohibit the lock-off secondary suite from being stratified in the future.

Two of the proposed units are to be designed as convertible units, with space provided for the future installation of a stairlift if required. The design of both convertible units will be further reviewed through the DP process to ensure compliance with the City's convertible unit design guidelines.

Transportation and Site Access

Vehicular access to the site is proposed from No. 2 Road. Access will be located near the subject site's north property line and will be limited to right-in right-out only through the construction of a concrete dividing median in the driveway.

Prior to rezoning bylaw adoption, the applicant is required to provide an approximately 2.6 m dedication along No. 2 Road for road widening and frontage improvements, which includes but is not limited to: a new 3.0 m sidewalk, 2.5 m wide boulevard and new curb and gutter on No. 2 Road.

An SRW/PROP over the entire internal drive aisle on the subject site to provide future access to the adjacent properties to the north and south. This will be secured prior to rezoning bylaw adoption.

A total of 27 parking stalls are proposed, including 24 resident stalls and three visitor stalls. Each of the 12 townhouse units would be provided with two parking spaces via private garages, with seven units providing one standard and one small car parking space in a side-by-side arrangement, and five of the units designed to accommodate parking in tandem arrangement. All residential stalls will be equipped with Level 2 energised outlets to support electric vehicle (EV) charging. A variance will be required for the inclusion of the small car stalls, and a legal covenant will be registered on Title prior to final rezoning consideration for the tandem parking spaces to prevent their conversion to habitable floor area.

A total of 21 Class 1 (resident) bicycle parking spaces are proposed and are located within the garages in each residential unit. Nine units will be provided with two Class 1 bicycle parking spaces each, while the remaining units will be provided with one Class 1 parking space. A total of three Class 2 (short-term) bicycle racks will be provided on-site. A 1.5 m wide pedestrian pathway is proposed along the south side of the property to provide access to the rear units.

Garbage and recycling bins will be stored in a secured, dedicated storage within the development. Collection and pick-up will occur entirely on-site from the internal driveway, and the applicant has demonstrated that adequate drive aisle width is provided to accommodate safe turning movements for waste collection vehicles.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses:

- Two significant-sized trees (tag# 6 and 10), five bylaw-sized trees (tag# 5, 12, 13, 14 and 15) and two hedges (tag# 11 and 17) located on the subject property;
- Seven trees (tag# 1 to 4, 7 to 8, and 16) located on neighbouring properties to the east and south;
- Two hedges (tag# 9 and 18) located on neighbouring properties to the east and north; and
- There are no street trees on City property.

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

- One multi-stem tree, specifically tag# 6 (Sycamore maple - 220.0 cm diameter at breast height (DBH)), located adjacent to the front property line on the subject site, is a "significant tree" in good condition. This tree is to be retained and protected.
- One tree, specifically tag# 10 (Giant sequoia - 110.0 cm DBH), located at the rear of the subject site, is a "significant tree" in excellent condition. This tree is to be retained and protected.

- Two trees, specifically tag# 14 (Deodar cedar - 69.0 cm DBH) and # 15 (plum - 43.0 cm DBH), located in the northeast portion of the subject site, are identified to be in good condition and identified to be retained and protected in the Arborist report.
- One multi-stem tree, specifically tag# 5 (laburnum - 78.4 cm DBH), located adjacent to the front property line on the subject site, is in visible decline and not a good candidate for retention. This tree is to be removed and replaced.
- One tree, specifically tag# 12 (Western red cedar - 75.0 cm DBH), located adjacent to the front property line on the subject site, is identified to be in fair condition. Removal of the tree is recommended to allow for the construction of the proposed driveway and sidewalk. This tree will be removed and replaced.
- One tree, specifically tag# 13 (Douglas fir - 75.0 cm DBH), located in the northwest corner of the subject site adjacent to the front property line, is in poor condition having been historically topped and conflicts with the proposed driveway. This tree is to be removed and replaced.
- Two cedar hedges, specifically tag# 11 and # 17, located at the northeast corner of the subject site, which are currently maintained and in good health are proposed to be removed as they impeded on proposed amenity areas.
- Seven trees, located off site by the south and east property line, specifically tag# 1 (Deodar cedar - 35.0 cm DBH), # 2 (Japanese maple - 45.0 cm DBH), # 3 (Japanese maple - 40.0 cm DBH), # 4 (cedar - 40.0 cm DBH), # 7 (Japanese maple - 76.0 cm DBH), # 8 (lilac - 52.0 cm DBH), and # 16 (Japanese maple - 36.0 cm DBH) are to be protected as per Arborist report recommendations.
- Two cedar hedges, specifically tag# 9 and # 18, located off-site by the east property line and adjacent to the northwest corner of the site on a neighbouring property (8640 No. 2 Road), are to be protected as per Arborist report recommendation.

Tree Replacement

The applicant wishes to remove three on-site trees (tag# 5, 12 and 13). Based on Richmond's Tree Protection Bylaw No. 8057, and 2:1 replacement ratio for the three bylaw sized trees to be removed, a total of six replacement trees would be required. Based on the preliminary landscape plan provided as part of the rezoning application, the applicant has indicated eight replacement trees to be planted on site. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057. Opportunities to further enhance on-site landscaping and tree planting will be reviewed and considered through the DP process.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
Minimum of 6	8.0 cm	4.0 m

Tree Protection

A total of four trees on the subject site (tag# 6, 10, 14 and 15) and all seven trees (tag# 1 to 4, 7, 8 and 16) and two hedge (tag# 9 and 18) on the neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to the final adoption of the rezoning bylaw, submission of a Tree Survival Security of \$60,000.00 for the retention and protection of four on-site trees (tag# 6, 10, 14 and 15).
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or near tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwellings on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

Variance Requested

The proposed development generally complies with the "Low Density Townhouse (RTL4)" zone, except that two variances to the City's Zoning Bylaw No. 8500 are requested to:

- reduce the minimum lot width from 50.0 m (164 ft.) to 49.39 m (162 ft.); and
- permit seven small car parking spaces.

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

- The applicant has made reasonable efforts to consolidate the additional lots to the north. However, the applicant was unable to secure their purchase. The subject site's resultant lot width is only 0.6 m below the 50.0 m minimum requirement in the Zoning Bylaw and does not compromise the guiding principles of the Arterial Road Land Use Policy.
- Although the Zoning Bylaw prohibits small car spaces for developments with fewer than 31 parking spaces, the applicant has indicated that the variance would provide greater flexibility in meeting the parking requirements for the 12 townhouse units.
- Each small car space is paired with a standard car space within a side-by-side double garage. In addition, the applicant is proposing Class 1 bicycle parking at a ratio of 1.75 spaces per unit, exceeding the required 1.25 spaces per unit.

Public Art

In response to the City's Public Art Program, prior to final rezoning bylaw adoption, the applicant has agreed to provide a voluntary cash contribution to the City's Public Art Fund at a rate of \$1.06 per ft² (2025 rate) for a total amount of approximately \$14,589.84. This is required to be provided prior to rezoning bylaw adoption.

Affordable Housing Strategy

The City's Affordable Housing Strategy (AHS) identified Cash-in-Lieu (CIL) contributions to the Affordable Housing Reserve Fund (AHRF) when considering rezoning applications with 60 or fewer dwelling units. The contributions are sought in lieu of built Low End Market Rental (LEMR) housing units. The rezoning proposal is for 12 townhouse units.

Consistent with the City's AHS and Zoning Bylaw 8500, the applicant proposes to submit a contribution of \$12.00 per ft² of buildable area. For this proposal, the CIL contribution requirement will be \$165,168.00 and is required to be provided prior to final adoption of the rezoning bylaw.

Market Rental Housing Policy

The City of Richmond's OCP establishes a policy framework for the provision of market rental housing. Small-scale projects, including townhouse developments greater than five units and less than 60 units, are not required to provide purpose-built market rental units so long as a CIL contribution is made to the City's AHRF. The CIL contribution amount for townhouse developments is \$3.09 per ft² of buildable area. In accordance with the City's Market Rental Housing Policy, the CIL contribution required is \$42,530.76 and is required to be provided prior to final adoption of the rezoning bylaw.

Amenity Space

The applicant has opted to provide a voluntary CIL contribution to the City's Recreation Facilities Reserve Fund in the total amount of \$24,792.00 (\$2,066.00 per dwelling unit) in lieu of providing common indoor amenity space on-site and is required to be provided prior to rezoning bylaw adoption.

Approximately 76.6 m² (825 ft²) of common outdoor amenity is proposed in the north-western portion of the subject site, which complies with the minimum requirement of 72.0 m² (775 ft²). Further expansion of the common amenity area could be contemplated by the future strata corporation once the property to the north is developed and the turnaround driveway aisle is no longer required, at which time the area could be repurposed as additional common outdoor space. Programming and landscape details will be refined at the DP stage.

Sustainability

Consistent with the City's Energy Step Code requirements, the applicant has confirmed that the proposed development is anticipated to achieve Step 3 of the Energy Step Code of the Energy

Step Code with EL-4. An energy efficiency report from a registered professional is required prior to DP issuance to demonstrate compliance with the City's Energy Step Code requirements.

Site Servicing and Frontage Improvements

As a condition of BP approval, the applicant will be required to enter into a SA for the design and construction of the following, including but not limited to:

- Approximately 2.6 m of road dedication along No. 2 Road;
- Removal of the existing driveway letdowns along No. 2 Road;
- Frontage and boulevard improvements along No. 2; and
- New water, sewer and sanitary service connections.

Development Permit

As part of the rezoning approval process, a DP must be advanced to a satisfactory level. Through the DP review, several aspects will be further refined, including:

- Ensuring the design aligns with the City's arterial road and multi-family development guidelines in the OCP;
- Enhancing the landscape design for greater planting diversity, screening and shading; and
- Reviewing the applicant's approach to Crime Prevention Through Environmental Design (CPTED) principles.

Financial Impact or Economic Impact

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

Conclusion

Eric Law (Eric Law Architect Inc.) has applied to the City to rezone the properties at 8680, 8700 and 8720 No. 2 Road to permit the development of 12 townhouse units. Vehicle access is provided from No. 2 Road. The subject rezoning application generally complies with the land use designation and applicable policies for the subject site contained in the OCP, including the Blundell Area. Further design review will be undertaken as part of the associated DP application review process.

The list of Rezoning Considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10701 be introduced and given first, second and third readings.



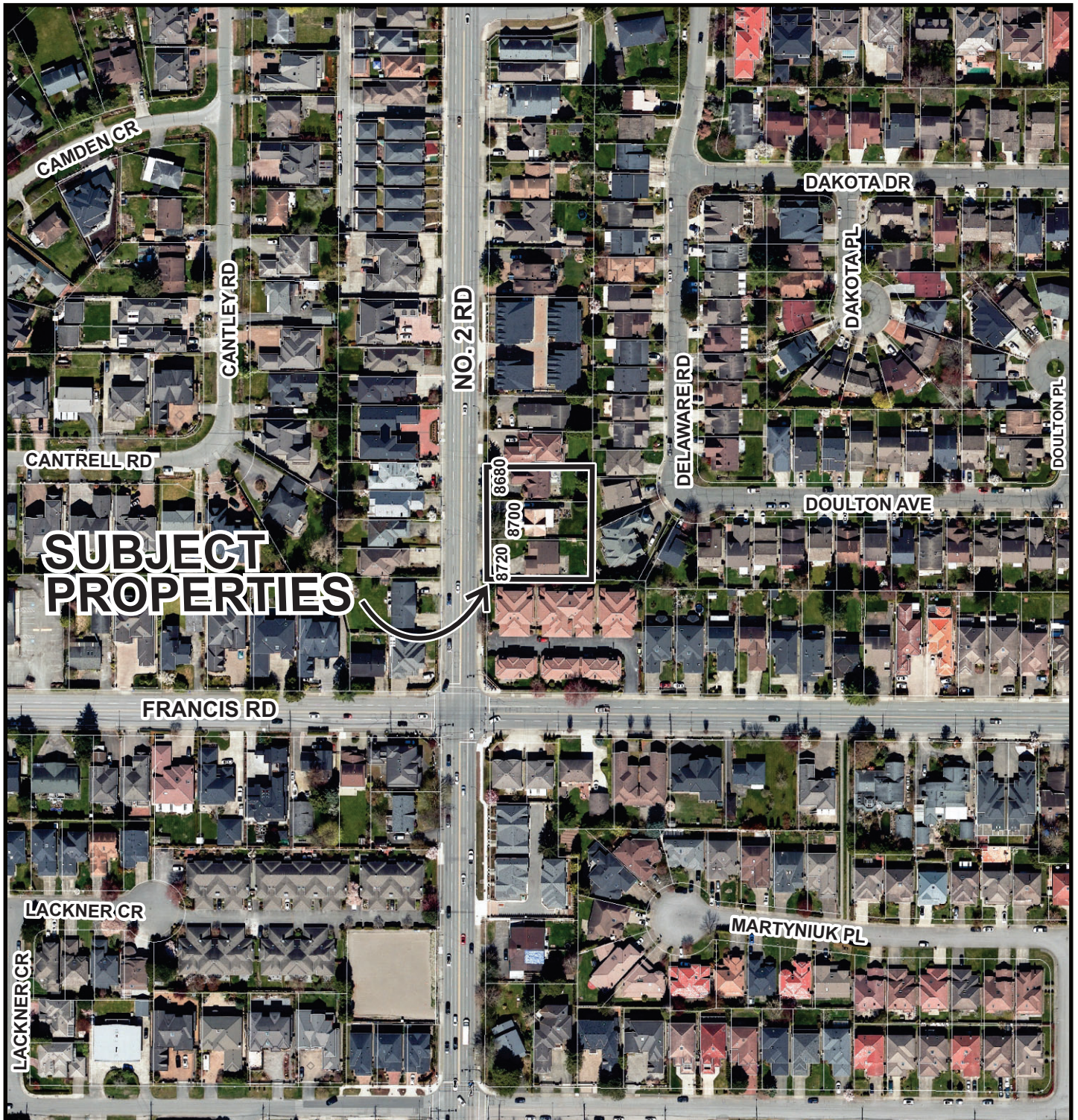
Edison Ting
Planner 3
(604-276-4084)

ET:aa

- Att.
- 1: Location and Aerial Map
 - 2: Development Application Data Sheet
 - 3: Public Correspondence Received
 - 4: Conceptual Development and Landscape Drawings
 - 5: Tree Management Plan
 - 6: Rezoning Considerations



City of Richmond



RZ 22-021101

Original Date: 09/22/22

Revision Date:

Note: Dimensions are in METRES



RZ 22-021101

Attachment 2

Address: 8680, 8700, 8720 No. 2 Road

Applicant: Mavic Properties Ltd

Planning Area: Blundell

	Existing	Proposed
Owner	Mavic Properties Ltd	No change
Site Size	2,259.6 m ² (24,322 ft ²)	2,132.2 m ² (22,940 ft ²)
Land Uses	Single Family Residential	Townhouses
OCP Designation	Neighbourhood Residential (NRES)	No change
Zoning	Small-Scale Multi-Unit Housing (RSM/L)	Low Density Townhouses (RTL4)
Number of Units	3	12

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR):	Max. 0.60 FAR	0.60 FAR	None permitted
Buildable Floor Area (m ²):*	Max 1,278 m ² (13,764 ft ²)	1,278 m ² (13,764 ft ²)	None permitted
Lot Coverage – Buildings	Max. 40 %	35.5 %	None
Lot Coverage – Non-porous Surfaces	Max. 65.0 %	64.8%	None
Lot Coverage – Live Landscaping	Min. 25.0 %	25.5%	None
Lot Width	Min. 50.0 m	49.39 m	Requested
Lot Depth	Min. 35.0 m	45.70 m	None
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 3.0 m North Side: Min. 3.0 m South Side: Min. 3.0 m	Front: 6.01 m Rear: 4.52 m North Side: 6.29 m South Side: 3.39 m	None
Height (m):	Max 12.0 m (39.3 ft.) at 3 storeys	3 storeys, 11.62 m (38.12 ft.)	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	Min. 2.0/unit (Min. 24 spaces) and Min. 0.2/unit (Min. 3 spaces) (V) per unit	24 spaces (Resident) / 3 spaces (Visitor)	None
Small Car Parking Spaces	None	7 Stalls (Resident)	Requested

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces (12 Spaces)	42% (10 Spaces)	None
Amenity Space – Indoor:	Min. 50 m ² or Cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 72 m ²	76.6 m ²	None

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

From: [chen eddy](#)
To: [Alabi,Tolu](#)
Subject: Re: Concern about 8720 No. 2 Road development
Date: Tuesday, January 10, 2023 1:48:56 PM
Attachments: [image001.jpg](#)

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

Dear Tolu:

Thank you for your reply and the information provided to me.

I'm here to raise my objection to the development application next door (RZ 22-021101)


For the reasons below:

- 1) it does not meet the basic width requirement of 50 Meters
- 2) it will make the opportunity for my development become impossible. (residual lots including 8640 and 8628)
- 3) They didn't try to make the best offer to include my property as part of their development.
- 4) There will be lots of noise during their construction period if they succeed in the application. Therefore, compensation needs to be discussed and agreed upon by both parties.

Please acknowledge and let me know if there is anything else that should be done to express my concern to the city staff in charge of this application.

Thank you in advance and looking forward to hearing from you soon

Sincerely

Eddy Chen (legal name Ming Kuan Chen)
The owner of 8640 No. 2 Road


On Fri, Nov 25, 2022 at 3:23 PM Alabi,Tolu <TAlabi@richmond.ca> wrote:

Hello Eddy,

Thanks for your email. My apologies for the delayed response please see below:

Address: 8680/8700/8720 No 2 Road (RZ 22-021101)

Project Description: Proposal to rezone 8680, 8700 and 8720 No 2 Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone to construct 12 townhouse units.

- 1) May I have a copy of the site plan and floor plan of this development application of

3 lots for reference?

If you are interested in the contents of this application, you are welcome to visit the City of Richmond's City Hall and make a request to view the physical file.

Address: 6911 No. 3 Rd, Richmond, BC V6Y 2C1

City Hall is open Monday – Friday : 8:15am – 5:00pm, except on statutory holidays.

2) Do we still have an opportunity to develop and build townhouses or multi-family properties once they build 12 townhouses next to our lot;

Your property abuts a major arterial road. Residual sites for future townhouse development should have at least 50 m (164 ft.) frontage on a major arterial road. Townhouse proposals that create residual properties with smaller frontages are considered on a case-by-case basis. As part of the development review process, staff may consider an application that excludes some lots if the applicant can demonstrate that the lots are not attainable [such as providing staff with materials that demonstrate that a fair market offer has been declined by the owner(s) of the lots] and that any neighbouring lots still have development potential in accordance with the Arterial Road Land Use Policy [e.g. they will need to submit a preliminary concept plan for the neighbouring lots demonstrating that they can be developed to the permitted density]

3) Are they qualified for the 50 M width requirement for both the building site and the residual lots? Even with the neighbor's opposition?

The total lot frontage of 8680, 8700 and 8720 No 2 Road is 49.37m which is less than the required 50.0 m. Based on the current proposal, the residual lots will have a 30.48 m frontage. Land assembly of 8628, 8640, 8680, 8700 and 8720 No 2 Road) is the preferred redevelopment scenario to fully comply with the Arterial Road Townhouses development requirements (minimum frontage) and guidelines. However, as stated above, staff may consider an application that excludes some lots if the applicant can demonstrate that the other lots are not attainable (such as providing staff with materials that demonstrate that a fair market offer has been declined by the owner(s) of the lots) and that any neighbouring lots still have development potential in accordance with the Arterial Road Land Use Policy.

Any concerns raised by neighbours will need to be addressed to City Staff's satisfaction prior to the application being considered by the Planning Committee.

4) What procedure should I do to express my concern and /or opposition?

If you have any concerns and/or opposition comments regarding this application you can email me directly or you can make arrangements to speak at the Public Hearing when the date

becomes available. It will be posted on the signage on the site. If you intend to speak at the Public Hearing meeting when the date becomes available, please contact the Office of the City Clerk (cityclerk@richmond.ca) for more information on the process. It is advisable that you provide me with your comments prior to the Public Hearing so that City staff have the opportunity to review and address any potential concerns ahead of the hearing.

Let me know if any additional information is needed.

Regards,

Tolu Alabi | Planner I (Development Review)

Planning and Development Division | City of Richmond

E: talabi@richmond.ca | **P:** 604-276-4092



From: chen eddy <eeddy888@gmail.com>
Sent: November 10, 2022 2:48 PM
To: Alabi,Tolu <TAlabi@richmond.ca>
Subject: Concern about 8720 No. 2 Road development

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

Hi, Tolu:

How are you?

Thank you for accepting my inquiry about the development application at 8720,8700, 8680 No.2 Road.

I wonder if you can answer the following concerns:

1) May I have a copy of the site plan and floor plan of this development application of 3 lots for reference?

2) Do we still have an opportunity to develop and build townhouses or multi-family properties once they build 12 townhouses next to our lot;

3) Are they qualified for the 50 M width requirement for both the building site and the residual lots? Even with the neighbor's opposition?

4) What procedure should I do to express my concern and /or opposition?

Looking forward to hearing from you soon.

Sincerely yours

Eddy Chen / Owner of 8640 No.2 Road

[REDACTED]

REZONING FOR TOWNHOUSE DEVELOPMENT AT 8680, 8700 AND 8720 NO. 2 ROAD, RICHMOND BC

DEVELOPMENT DATA

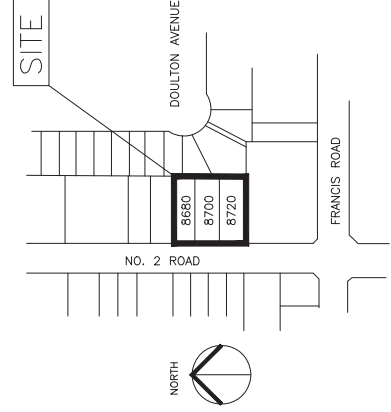
- (A) CIVIC ADDRESS: 8680, 8700 AND 8720 NO. 2 ROAD, RICHMOND, BC
 (B) LEGAL DESCRIPTION: LOT 235, 236 AND 237 ALL OF SECTION 19, BLOCK 4 NORTH RANGE 6 WEST NWD PLAN 55795
 ORIGINAL 2,259.6 SM (24,322 SF)
 APPROX 2131.2 SM (22940 SQ. FT.) AFTER ROAD DEDICATION
 CURRENT: RSM/L
 (D) ZONING USE

CURRENT ZONING (UNDER RSM/L ZONING)	PROPOSED REZONING RTL4	PROPOSED DEVELOPMENT
--	---------------------------	----------------------

- (E) FLOOR AREA RATIO
0.6 TO 464.5 SM
0.3 TO REST OF SITE AREA
- (F) MINIMUM LOT
50M FRONTAGE
- (G) NUMBER OF UNIT:
UP TO 4 PER LOT
MAX - 45%
- (H) BUILDING COVERAGE:
MAX - 40% (9176 SF)
12 UNITS
MAX - 40% (9176 SF)
- (I) BUILDING HEIGHT:
MAX HEIGHT - 9M
FRONT YARD - 6M
SIDE YARD - 1.2M & 4M
REAR YARD - 6M
- (J) SETBACK:
MAX MAIN BUILDING HEIGHT - 12M
FRONT YARD - 6.0M
SIDE YARD - 3.0M
REAR YARD - 3.0M
- (K) PARKING:
1 PER DWELLING UNIT
2 PER DWELLING UNITS X12 = 24
0.2 VISITOR PARKING / UNIT X12 = 3
TOTAL = 27 REQUIRED
- RESIDENTIAL PARKING:
- 7 REGULAR
- 7 SMALL [VARIANCE REQUIRED]
- 10 REGULAR IN TANDEM
- VISITOR PARKING:
- 1 DISABLED
- 2 REGULAR
TOTAL PARKING PROVIDED: - 27
- RESIDENTIAL BICYCLE SPACE
1.25 PER DWELLING UNIT X12=15
VISITOR BICYCLE
0.2 PER DWELLING UNIT X12= 3
- RESIDENTIAL BICYCLE SPACE - 21
VISITOR BIKE RACK - 3
- (L) OPEN SPACE
OPEN AMENITY SPACE = 6 SM PER UNIT
X12= 72 SM (775 SF)
- OUTDOOR AMENITY AND:
CHILDREN PLAYGROUND: 95.6 SM (1029 SQ. FT.)

TWO CONVERTIBLE UNITS ARE PROVIDED IN THIS DEVELOPMENT

- ALL THE UNITS IN THIS PROJECT SHALL INCORPORATE THE FOLLOWING FEATURES IN THE UNITS
- (1) PROJECT SHALL MEET BCBC STEP CODE 3 WITH LOW CARBON BUILDING ENERGY SYSTEM (LCES)
- (2) AGING IN PLACE FEATURES SHALL BE PROVIDED TO ALL UNITS:
- (3) STAIRWELL HANDRAILS
- (4) LEVER TYPE HANDLES FOR PLUMBING FIXTURE AND DOOR HANDLES
- (5) SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILETS, BATHUBS AND SHOWERS



RZ 22-021101

A1

REZONE

ERIC LAW ARCHITECT

ERICKSON CONSULTING GROUP
1000 WEST 10TH AVENUE, SUITE 100
V6H 1T6
TEL: (604) 555-2008

CONTACT: REZONE, THIS PLAN AND
DRAWING ARE THE PROPERTY OF ERIC LAW
ARCHITECT. NO PART OF THIS DRAWING
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IN ANY FORM OR BY ANY MEANS, ELECTRONIC
OR MECHANICAL, INCLUDING PHOTOCOPYING,
RECORDING, OR BY ANY INFORMATION
SYSTEMS, WITHOUT PERMISSION IN WRITING
FROM ERIC LAW ARCHITECT.

REVISION	DATE	DESCRIPTION
1	2024.04.18	FOR REGINALD APPLICATION
2	2024.04.18	FOR CITY REZONING REVIEW
3	2024.11.15	FOR CITY REZONING REVIEW
4	2024.11.15	FOR CITY REZONING DISCUSSION & REVIEW
5	2024.11.15	FOR CITY REZONING DISCUSSION & REVIEW
6	2024.11.15	FOR CITY REZONING DISCUSSION
7	2024.11.15	FOR CITY REZONING REVIEW
8	2024.11.15	FOR CITY REZONING REVIEW



THIS IS A PRELIMINARY PLAN
FOR THE PURPOSE OF NOTICES ACT ONLY.

1	2024.04.18	CITY EXEMPTLY ADJUSTED TO 3.5M
2	2024.04.18	FOR CITY REZONING REVIEW
3	2024.11.15	FOR CITY REZONING REVIEW
4	2024.11.15	FOR CITY REZONING DISCUSSION & REVIEW
5	2024.11.15	FOR CITY REZONING DISCUSSION & REVIEW
6	2024.11.15	FOR CITY REZONING DISCUSSION
7	2024.11.15	FOR CITY REZONING REVIEW
8	2024.11.15	FOR CITY REZONING REVIEW

**TOWNHOUSE AT
8680-8720
NO. 2 ROAD
RICHMOND BC**

DEVELOPMENT SUMMARY

PROJECT NUMBER:	22-06
ISSUED:	8/29/2025
DRAWN BY:	EL
CHECKED BY:	EL
FILE NAME:	22-06-01-250829-82-06

ERIC LAW ARCHITECT

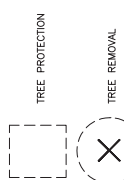
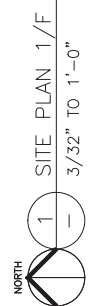
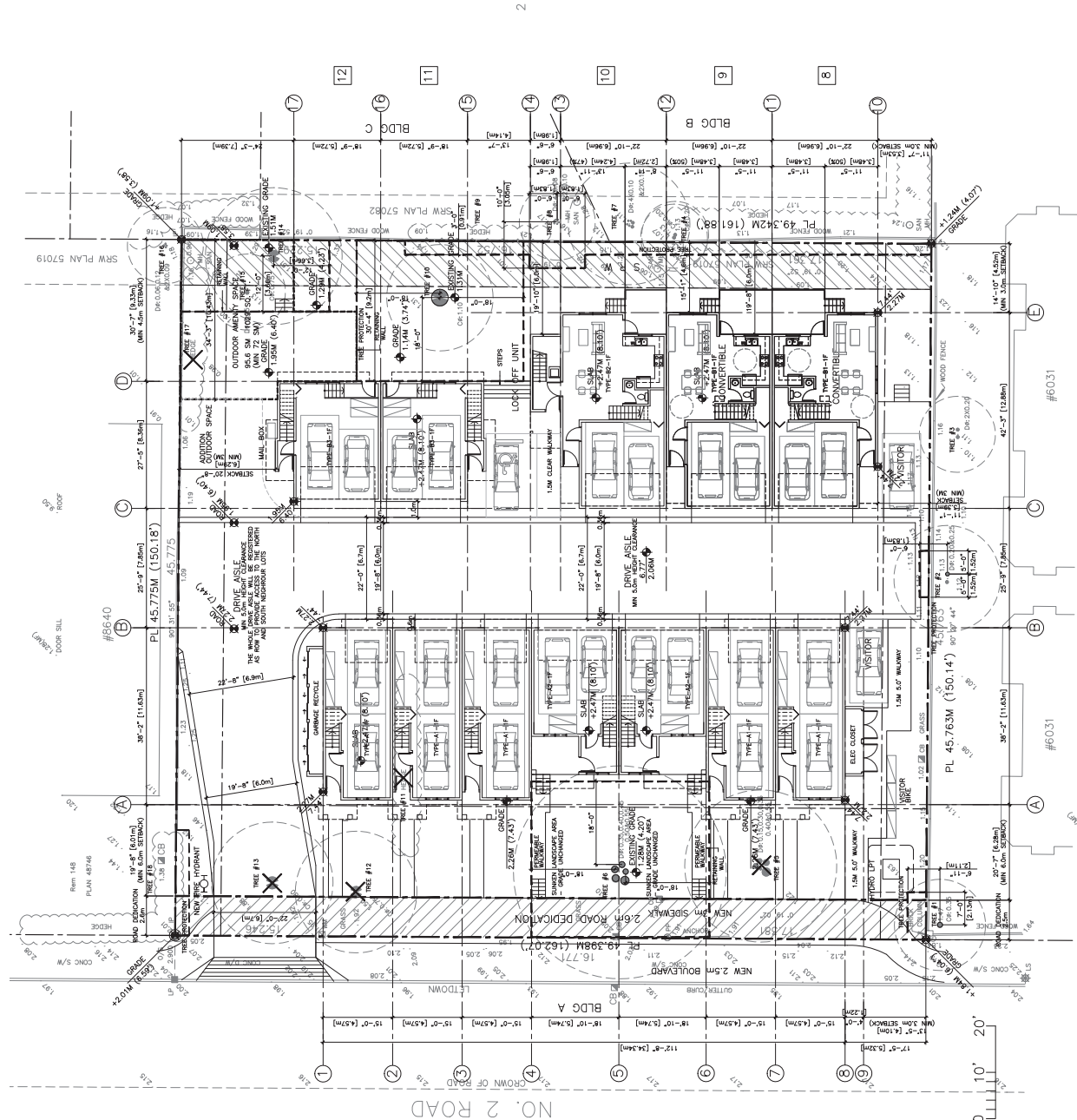
1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 1T5
 TEL: (604) 550-2009
 WWW.ERICLAWARCHITECT.COM

CONSENT REQUIRED: THIS PLAN AND SPECIFICATIONS ARE PREPARED BY ERIC LAW ARCHITECT FOR THE CITY OF RICHMOND. THE CITY OF RICHMOND IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS PLAN AND SPECIFICATIONS. THE CITY OF RICHMOND IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS PLAN AND SPECIFICATIONS. THE CITY OF RICHMOND IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS PLAN AND SPECIFICATIONS.

1.	REVIEW FOR PERMIT APPLICATION
2.	REVIEW FOR CITY RESIDENTIAL REVIEW
3.	REVIEW FOR CITY RESIDENTIAL REVIEW
4.	REVIEW FOR CITY RESIDENTIAL REVIEW
5.	REVIEW FOR CITY RESIDENTIAL REVIEW
6.	REVIEW FOR CITY RESIDENTIAL REVIEW
7.	REVIEW FOR CITY RESIDENTIAL REVIEW
8.	REVIEW FOR CITY RESIDENTIAL REVIEW

PLN - 97

FINISH GRADE: 2.01 NE HOUSE CORNER: 2.27
 NW LOT CORNER: 1.09 SE HOUSE CORNER: 2.27
 NE LOT CORNER: 1.24 SW HOUSE CORNER: 2.27
 SW LOT CORNER: 1.24 SW HOUSE CORNER: 2.27
 AVERAGE GRADE: 1.90m (6.23')
 MINIMUM FCL: 2.47m
 BUILDING HEIGHT: 13.52m - 1.90m = 11.62m



THIS PLAN IS SUBMITTED FOR THE PURPOSE OF RESIDENTIAL ACT ONLY.
 1. RESIDENTIAL ACT SUBMITTED TO 3.5m
 2. RESIDENTIAL ACT SUBMITTED TO 3.5m
 3. RESIDENTIAL ACT SUBMITTED TO 3.5m
 4. RESIDENTIAL ACT SUBMITTED TO 3.5m
 5. RESIDENTIAL ACT SUBMITTED TO 3.5m
 6. RESIDENTIAL ACT SUBMITTED TO 3.5m
 7. RESIDENTIAL ACT SUBMITTED TO 3.5m
 8. RESIDENTIAL ACT SUBMITTED TO 3.5m

TOWNHOUSE AT
8880-8720
NO. 2 ROAD
RICHMOND BC
SITE PLAN (1/F)

PROJECT NUMBER: 22-06
 ISSUED: 8/29/2025
 DRAWN BY: EL
 CHECKED BY:
 TELEPHONE: 22-06-INT-250829-82-2025

A2
 REZONE

RZ 22-021101

ERIC LAW ARCHITECT

1000 WEST 10TH AVENUE SUITE 200
 VANCOUVER, BC V6H 1T5
 TEL (604) 555-2008

CONCEPT: REDESIGN THIS PLAN AND
 EXISTING BUILDING TO ACCOMMODATE
 100 UNITS OF RESIDENTIAL HOUSING
 (50 TOWNHOUSE UNITS AND 50 APARTMENT
 UNITS) WITH A MIX OF UNIT TYPES
 (STUDIO, ONE-BEDROOM, TWO-BEDROOM,
 AND THREE-BEDROOM) AND A MIX OF
 UNIT SIZES (300-1,200 SQ. FT.)
 THE BUILDING IS TO BE REDESIGNED
 TO ACCOMMODATE THE ABOVE
 PROGRAM.

- REVISIONS

1. 2024.04.18 FOR INITIAL APPLICATION
 2. 2024.04.18 FOR CITY REZONING REVIEW
 3. 2024.04.18 FOR CITY REZONING REVIEW
 4. 2024.04.18 FOR CITY REZONING DISCUSSION & REVIEW
 5. 2024.04.18 FOR CITY REZONING DISCUSSION & REVIEW
 6. 2024.04.18 FOR CITY REZONING DISCUSSION & REVIEW
 7. 2024.04.18 FOR CITY REZONING REVIEW
 8. 2024.04.18 FOR CITY REZONING REVIEW
 9. 2024.04.18 FOR CITY REZONING REVIEW



- THIS IS A PRELIMINARY PLAN FOR THE PURPOSE OF REZONING ACT ONLY.

1. 2024.04.18 FOR INITIAL APPLICATION
 2. 2024.04.18 FOR CITY REZONING REVIEW
 3. 2024.04.18 FOR CITY REZONING REVIEW
 4. 2024.04.18 FOR CITY REZONING DISCUSSION & REVIEW
 5. 2024.04.18 FOR CITY REZONING DISCUSSION & REVIEW
 6. 2024.04.18 FOR CITY REZONING DISCUSSION & REVIEW
 7. 2024.04.18 FOR CITY REZONING REVIEW
 8. 2024.04.18 FOR CITY REZONING REVIEW
 9. 2024.04.18 FOR CITY REZONING REVIEW

TOWNHOUSE AT

8880-8720

NO. 2 ROAD

RICHMOND BC

SITE PLAN (2/F)

PROJECT NUMBER: 22-06

ISSUED: 8/29/2025

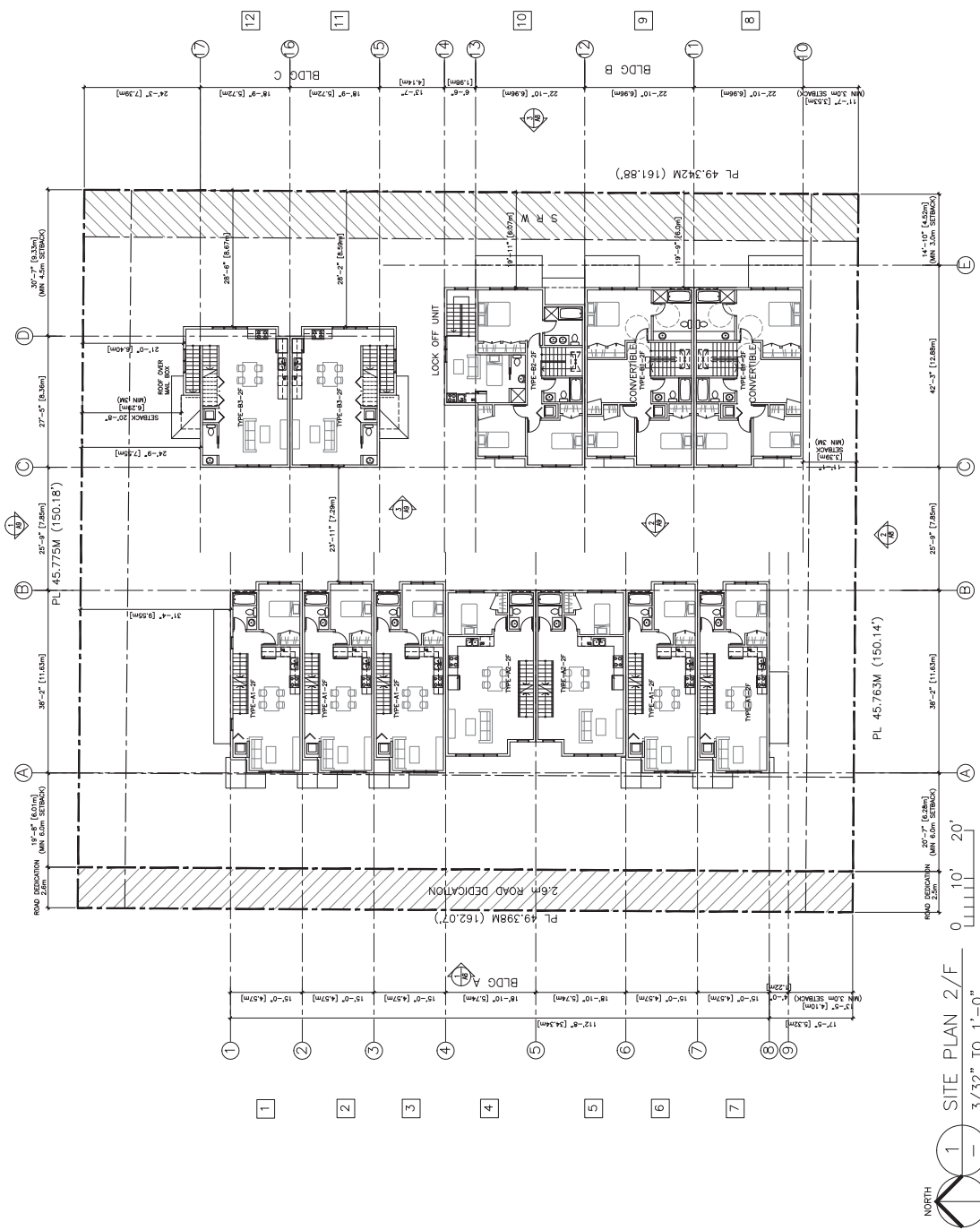
DRAWN BY: EL

CHECKED BY:

FILE NAME: 22-06-INT-250829-82-2NG

A3

REZONE



RZ 22-021101

ERIC LAW ARCHITECT

1000 WEST 10TH AVENUE SUITE 200
 VANCOUVER, BC V6H 1T5
 TEL (604) 555-2008

CONCEPT DESIGN, THIS PLAN AND
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 AND IS TO BE USED ONLY FOR THE
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 OR MECHANICAL, INCLUDING
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 ANY INFORMATION STORAGE AND
 RETRIEVAL SYSTEM, WITHOUT
 PERMISSION IN WRITING FROM
 ERIC LAW ARCHITECT.

1.	2024.06.18 FOR CITY REGINALD REVIEW
2.	2024.06.18 FOR CITY REGINALD REVIEW
3.	2024.06.18 FOR CITY REGINALD REVIEW
4.	2024.06.18 FOR CITY REGINALD REVIEW
5.	2024.06.18 FOR CITY REGINALD REVIEW
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7.	2024.06.18 FOR CITY REGINALD REVIEW
8.	2024.06.18 FOR CITY REGINALD REVIEW

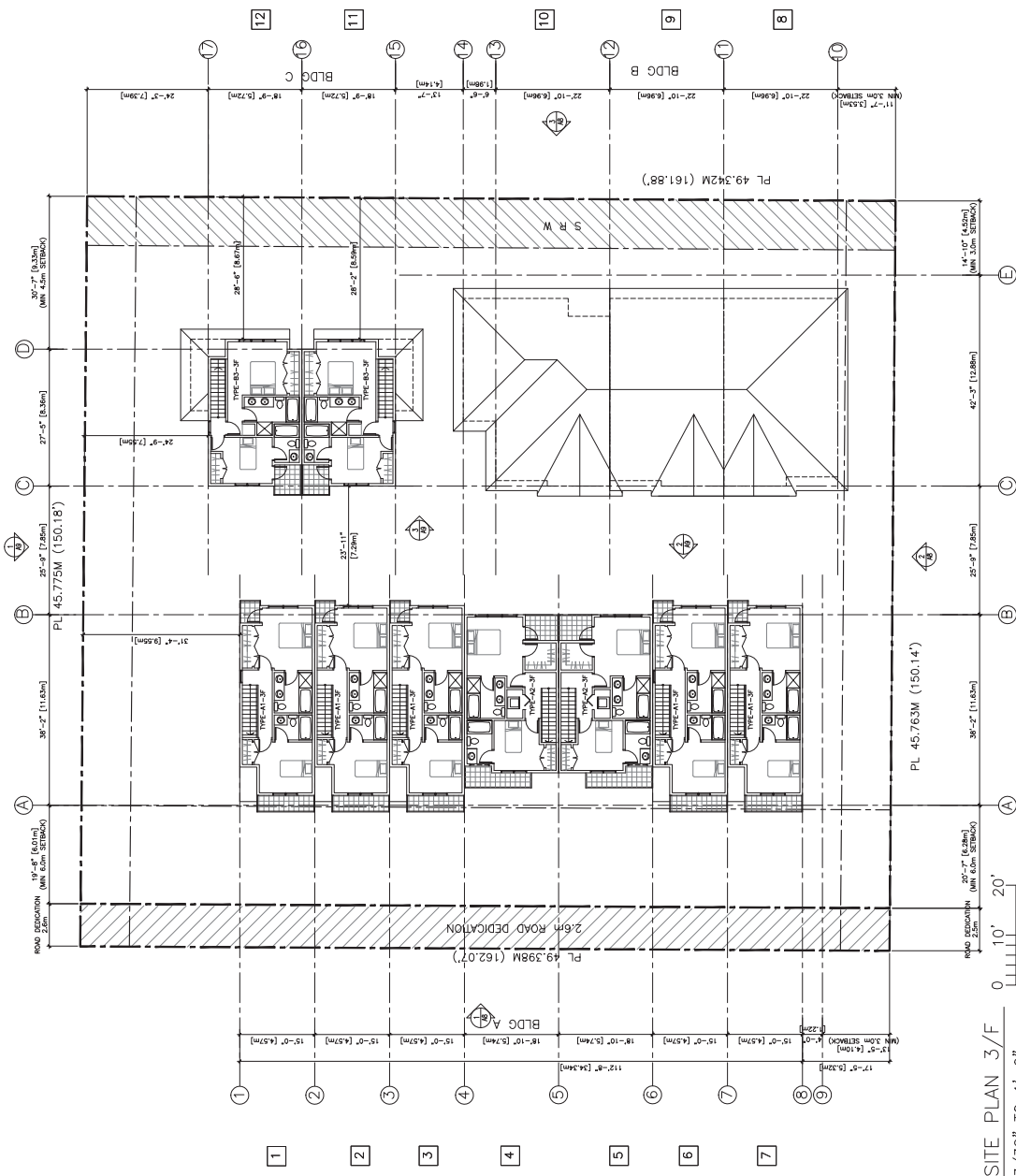


1.	2024.06.18 FOR CITY REGINALD REVIEW
2.	2024.06.18 FOR CITY REGINALD REVIEW
3.	2024.06.18 FOR CITY REGINALD REVIEW
4.	2024.06.18 FOR CITY REGINALD REVIEW
5.	2024.06.18 FOR CITY REGINALD REVIEW
6.	2024.06.18 FOR CITY REGINALD REVIEW
7.	2024.06.18 FOR CITY REGINALD REVIEW
8.	2024.06.18 FOR CITY REGINALD REVIEW

TOWNHOUSE AT
8880-8720
NO. 2 ROAD
RICHMOND BC
SITE PLAN (S/F)

PROJECT NUMBER:	22-06
ISSUED:	8/29/2025
DRAWN BY:	EL
CHECKED BY:	EL
TELEPHONE:	22-06-INT-202409-82-2025

A4
 REZONE



1 SITE PLAN 3/F
 3/32" TO 1'-0"

RZ 22-021101



ERIC LAW ARCHITECT

1000 WEST 10TH AVENUE SUITE 200
 VANCOUVER, BC V6H 1T5
 TEL (604) 555-2009

CONCEPT DESIGN, PRELIMINARY DESIGN, PERMITTING, CONSTRUCTION ADMINISTRATION, POST-OCCUPANCY EVALUATION, INTERIOR DESIGN, FURNITURE, FIXTURES & EQUIPMENT, LANDSCAPE ARCHITECTURE, EXTERIOR LIGHTING, SIGNAGE, AV SYSTEMS, SECURITY SYSTEMS, AUDIO VISUAL SYSTEMS, SPECIALTIES, ETC.

- 1. 2024.01.15 FOR CITY REZONING REVIEW
- 2. 2024.01.15 FOR CITY REZONING REVIEW
- 3. 2024.01.15 FOR CITY REZONING REVIEW
- 4. 2024.01.15 FOR CITY REZONING REVIEW
- 5. 2024.01.15 FOR CITY REZONING REVIEW
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- 7. 2024.01.15 FOR CITY REZONING REVIEW
- 8. 2024.01.15 FOR CITY REZONING REVIEW

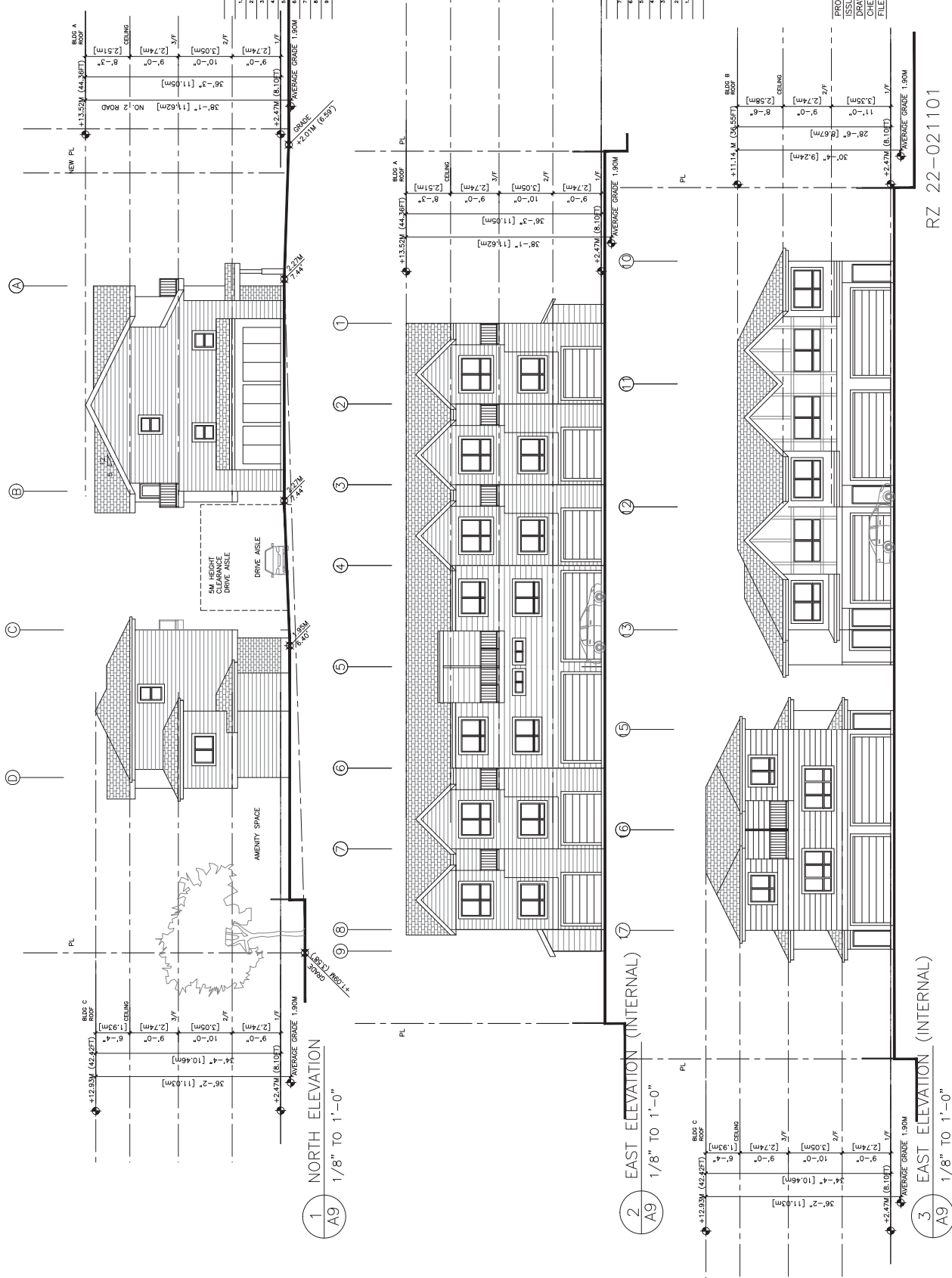


THIS IS A PRELIMINARY DESIGN FOR THE PURPOSE OF SUBMITTING TO THE CITY OF VANCOUVER FOR REVIEW.

**TOWNHOUSE AT
8880-8720
NO. 2 ROAD
RICHMOND BC
ELEVATIONS**

PROJECT NUMBER: 22-06
ISSUED: 8/29/2025
DRAWN BY: EL
CHECKED BY: EL
FILE NAME: 22-06-INT-250829-8720

A9
REZONE



ERIC LAW
ARCHITECT

ERIC LAW ARCHITECT
1000 WEST 10TH AVENUE SUITE 200
VANCOUVER, BC V6H 2G6
TEL (604) 555-2009

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REVISION
1. 2024.06.18 FOR INITIAL APPLICATION
2. 2024.06.18 FOR CITY REZONING REVIEW
3. 2024.11.18 FOR CITY REZONING REVIEW
4. 2024.12.18 FOR CITY REZONING DISCUSSION & REVIEW
5. 2025.03.24 FOR CITY REZONING DISCUSSION & REVIEW
6. 2025.07.16 FOR CITY REZONING DISCUSSION
7. 2025.08.02 FOR CITY REZONING REVIEW
8. 2025.08.02 FOR CITY REZONING REVIEW



THIS PLAN IS PREPARED FOR
THE PURPOSE OF SUBMITTING TO THE
CITY OF VANCOUVER FOR REVIEW.

7. 2025.08.02 CITY REZONING REVIEW TO 1:500
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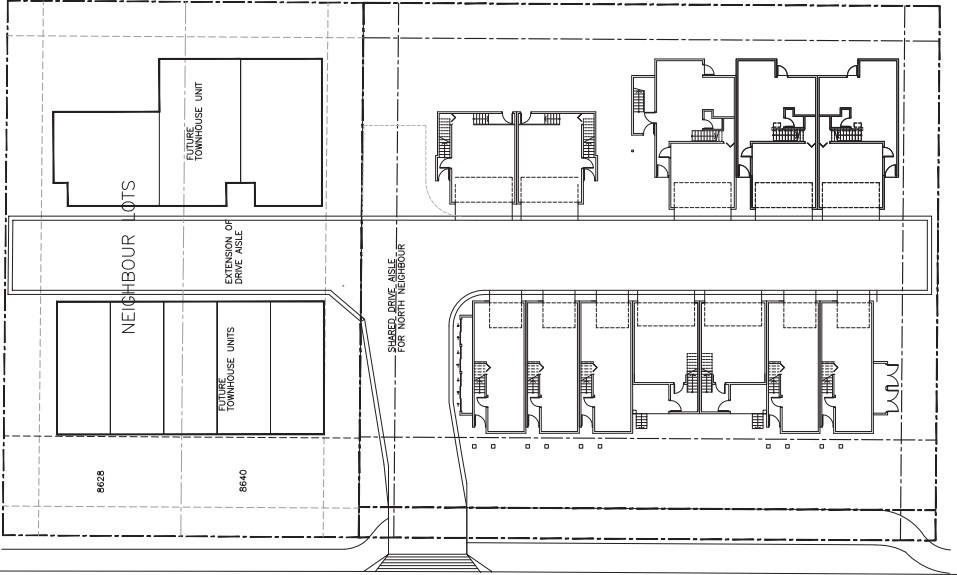
TOWNHOUSE AT
8880-8720
NO. 2 ROAD
RICHMOND BC

NEIGHBOUR DEVELOPMENT

PROJECT NUMBER: 22-06
ISSUED: 8/29/2025
DRAWN BY: EL
CHECKED BY: EL
FILE NAME: 22-06-ENT_202509-8720.dwg

A11
REZONE

RZ 22-021101



1 NEIGHBOUR DEVELOPMENT CONCEPT
1/16" TO 1'-0"

[illegible]

NOTE:
PROVIDE DESIGNED BUILD-HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM TO ILLAB.C. STANDARDS TO ALL SOFT LANDSCAPE AREAS.
SHOP DRAWINGS TO BE REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
REPLACEMENT TREES REQUIRED. REPLACEMENT TREES PROVIDED.

HARDSCAPE LEGEND	
	TRAVERTINE (A)
	TRAVERTINE (B)
	TRAVERTINE (C)
	TRAVERTINE (D)
	TRAVERTINE (E)
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	TRAVERTINE (DP)
	TRAVERTINE (DQ)
	TRAVERTINE (DR

LIGHTING LEGEND	
SYMBOL	STYLE
	BOLLARD 20' HT
	
	LETHBRIDGE JACKMAN LED BOLLARD

ALL FURNITURE TO BE SURFACE MOUNTED
AS PER MANUFACTURER'S SPECIFICATIONS.

 <p>WOODEN PAINTED PASTE LAMINATED PAINTED SILVER</p>	 <p>WOODEN PAINTED PASTE LAMINATED PAINTED SILVER</p>	 <p>WOODEN PAINTED PASTE LAMINATED PAINTED SILVER</p>	 <p>WOODEN PAINTED PASTE LAMINATED PAINTED SILVER</p>
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FENCE LEGEND	
SYMBOL	STYLE
	42" HT ALUMINUM FENC'NG
	4" HT. WOOD FENCING
	6" HT. WOOD FENCING

CLIENT: MAVIC HOMES
WITH: ERIC LAW ARCHITECT

PROJECT

12 UNIT TOWNHOUSE DEV.
6880 - 8720 NO. 2 ROAD
RICHMOND, BC

DRAWING TITLE:
LANDSCAPE PLAN

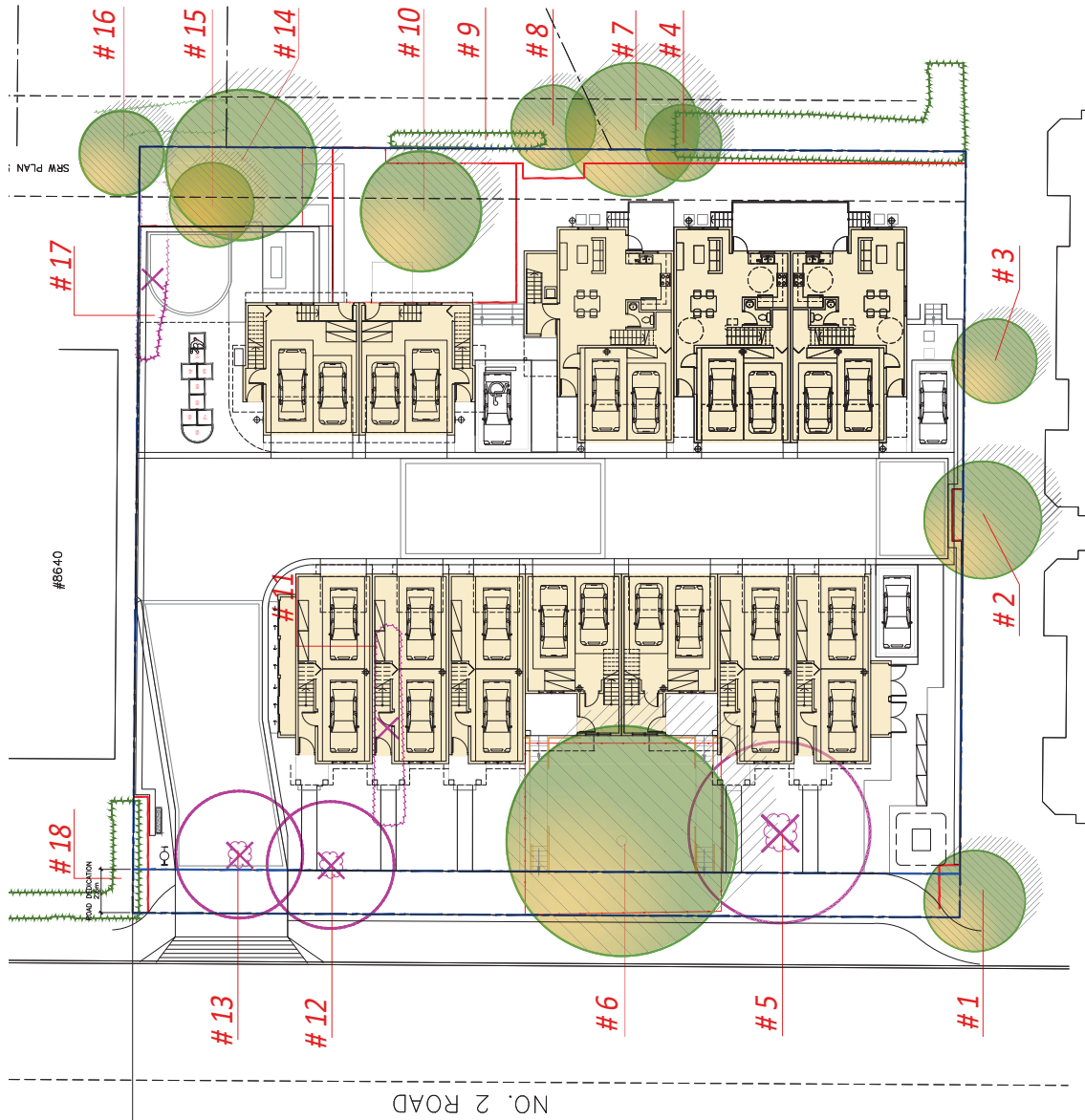
DATE: 22 AUG 05 DRAWING NUMBER:

SCALE: 3/32" = 1'-0"

DESIGN: SA
CHKD: 0.0
OF 4

PMG PROJECT NUMBER: 22-155

12155-4 ZIP



TRUNK DIA. THE IN IN. @ DBH ¹	MINIMUM REQUIRED PROTECTION RADIUS (COR TRUNK FROM TRUNK IN METRES)
20	1.2
25	1.5
30	1.8
35	2.1
40	2.4
45	2.7
50	3
55	3.3
60	3.6
75	4.5
90	5
100	6.0

ARELUTUS
GARRY OAK
PACIFIC DOGWOOD
PACIFIC YEW
WESTERN WHITE PINE
GRAND FIR
COAST REDWOOD
DWARF REDWOOD
GRANT BUCKLEA
GRAN DOO

NO	DATE	REVISION DESCRIPTION	DR
1	25 JUL 2006	NEW SITE PLAN, ARI, REPORT ACTIVITY COMMENTS	DO
2	25 AUG 12	REVISD AREA/AREA	DO
3	25 AUG 19	LOT COVERAGE PLAN	DO
4	25 AUG 28	NEW SITE PLAN & QTY COMMENTS	RI

CLIENT: **MAVIC HOMES**
'WITH : ERIC LAW ARCHITECT

PROJECT:

12 UNIT TOWNHOUSE DEV.
8680 - 8720 NO. 2 ROAD
RICHMOND, BC

DRAWING TITLE:

TREE MANAGEMENT PLAN

DATE:	22 AUG.05	DRAWING NUMBER:	L3	OF 4
SCALE:	3/32" = 1'-0"			
DRAWN:	SA			
DESIGN:	SA			
CHKD:	CLG			

22155-4.ZIP

22-155



Address: 8680, 8700, 8720 No. 2 Road

File No.: RZ 22-021101

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10701, the developer is required to complete the following:

1. **(Development Permit)** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
2. **(Road Dedication)** Approximately 2.60 metre road dedication along the entire No. 2 Road frontage. Exact road dedication to be confirmed and demonstrated through a functional design for the required road frontage improvements to be prepared by the applicant.
3. **(Lot Consolidation)** Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. **(Arborists Contract)** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. **(Tree Replacement Security)** Submission of a Landscape Security in the amount of \$4,500.00 (\$750.00/tree) to ensure that a total of eight (8) replacement trees are planted and maintained on the lot proposed (for a total of 12 trees on-site); minimum 6 cm deciduous caliper or 3.5 m high conifers). **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**
6. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$60,000.00 for four (4) on-site trees to be retained.
7. **(Tree Protection Fencing)** Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
8. **(Access to Future Development Site)** Registration of a public rights-of-passage statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the full internal drive-aisle of the subject site to facilitate future shared development access for properties to the north and south, including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
9. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on title.
10. **(Secondary Suite)** Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until one (1) secondary suite is constructed on the proposed site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
11. **(No Stratification – Secondary Suite)** Registration of a legal agreement on title ensuring that the lock-off secondary suite cannot be stratified.
12. **(Tandem Parking – No Conversion)** Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
13. **(No Rental and Age Restrictions)** Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
14. **(Public Art – Cash Contribution)** City acceptance of the developer's offer to make a voluntary cash contribution towards the City's Public Art Fund, the terms of which shall include the following:

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

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Residential	\$1.06	13,764 ft ²	\$14,589.84

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above) shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.
15. **(Contribution – Indoor Amenity)** Contribution of \$2,066 per dwelling unit (e.g. \$24,792) in-lieu of on-site indoor amenity space. In the event that the contribution is not received within one year of the rezoning bylaw receiving third reading, the contribution shall be recalculated based on the rate in effect at the time of payment, as updated periodically by the City.
16. **(Contribution – Affordable Housing)** City acceptance of the developer's offer to voluntarily contribute \$12.00 per buildable square foot (e.g. \$165,168.00) to the City's Affordable Housing Fund. In the event that the contribution is not paid to the City within one-year of the application having received third reading of Council, the contribution shall be recalculated based on the rate in-effect at the time of payment, as posted in a City's Bulletin.
17. **(Contribution – Market Rental Housing)** City acceptance of the developer's offer to voluntarily contribute \$3.09 per buildable square foot (e.g. \$42,540.76) to the City's Affordable Housing Reserve Fund. In the event that the contribution is not paid to the City within one-year of the application having received third reading of Council, the contribution shall be recalculated based on the rate in-effect at the time of payment, as posted in a City's Bulletin.
18. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

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

- (Landscape Plan and Security)** Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and 10% contingency. If the required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$768/tree to the City's Tree Compensation Fund for off-site planting is required.
- (Acoustical and Thermal Report)** Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- (Energy Efficiency Report)** Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required BC Energy Step Code and/or Zero Carbon Code, in compliance with the City's Official Community Plan and Building Regulation Bylaw No. 7230.

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

1. **(Construction Parking and Traffic Management Plan)** 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. **(Accessibility Measures)** Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. **(Servicing Agreement)** Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit, or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

A. Transportation Works:

The developer is responsible for the design and construction of the following frontage improvements and the transition of these improvements to the existing conditions outside of the development site frontage to the satisfaction to the City. Note that while the list below provides a general description of the minimum frontage work requirement, the exact details and scope of the frontage works shall be confirmed through the Servicing Agreement design Review process to the satisfaction of the City.

Frontage Improvements

The following frontage upgrades will be required at the applicant's cost:

- The existing driveways along the site's No. 2 Road frontage shall be closed permanently. The applicant is responsible for the removal of the existing driveway letdowns and replace with barrier curb and gutter, sidewalk, and boulevard as specified below.
- The applicant shall be required to construct the following along the full frontage of the subject site along No. 2 Road, at the applicant's cost:
 - From east to west, starting at the new west property line after road dedication:
 - 3.0 m wide sidewalk clear of any above grade utilities and encroachments
 - Minimum 0.6 m wide landscaped boulevard;
 - Additional 1.9 m wide boulevard clear of street trees, above-grade utilities and other permanent fixtures. This area shall be used for future road widening purposes.
 - 0.15 m curb and gutter to match align with existing curb and gutter.
 - New sidewalk fronting the property shall transition to meet existing sidewalks to the north and south of the subject site through a reverse curve design (e.g. 3.0 m x 3.0 m).

Development Vehicular Access

- One new driveway access is to be constructed to meet the requirements of the City of Richmond's engineering Design Specifications.

B. Water Works:

- a) Using the OCP Model, there is 599 L/s of water available at a 20 psi residual at the No 2 Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) Prior to the rezoning staff report being written, the Developer is required to coordinate with Richmond Fire Rescue to confirm whether fire hydrants are required along the proposed development's lane frontage. If required by RFR, the necessary water main and hydrant installations shall be reviewed by Engineering and added to the servicing agreement scope.
- c) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.

- iii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- iv) Cut and cap all existing water service connections and remove all existing water meters.
- v) Install a new water service connection complete with water meter chamber as per City specifications for the proposed site. The location and size of the required storm sewer service connection shall be determined through the servicing agreement design process.
- d) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

C. Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii) Cut and cap all existing storm sewer service connections and remove associated inspection chambers.
 - iii) Install a new storm service connection complete with inspection chamber as per City specifications for the proposed site. The location and size of the required storm sewer service connection shall be determined through the servicing agreement design process.
- b) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

D. Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
 - ii) Cut and cap all existing sanitary sewer service connections and remove associated inspection chambers.
 - iii) Install a new sanitary service connection complete with inspection chamber as per City specifications for the proposed site. The location and size of the required storm sewer service connection shall be determined through the servicing agreement design process.
- b) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

E. Street Lighting:

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

F. General Items:

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

right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
- iv) Provide a video inspection report of the existing UTILITIES along the ROAD frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- v) 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.
- i) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- ii) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
- (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- iii) 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.

Note:

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

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

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

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



Signed

September 03, 2025

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10701 (RZ 22-021101)
8680, 8700 and 8720 No. 2 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“LOW DENSITY TOWNHOUSES (RTL4)”**.

P.I.D. 004-264-878

Lot 235 Section 19 Block 4 North Range 6 West New Westminster District Plan 55795

P.I.D. 003-778-428

Lot 236 Section 19 Block 4 North Range 6 West New Westminster District Plan 55795

P.I.D. 004-193-121

Lot 237 Section 19 Block 4 North Range 6 West New Westminster District Plan 55795

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10701”**.

FIRST READING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by

APPROVED by Director or Solicitor


MAYOR

CORPORATE OFFICER