



City of Richmond

Report to Committee

To: Planning Committee
From: Joshua Reis
Director, Development

Date: August 19, 2024
File: RZ 19-856171

Re: Application by DF Architecture Inc. for Rezoning at 9951, 9991 Blundell Road and 7951 No. 4 Road from the "Small-Scale Multi-Unit Housing (RSM/XL)" Zone to the "Medium Density Townhouses (RTM2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10596, for the rezoning of 9951, 9991 Blundell Road and 7951 No. 4 Road from the "Small-Scale Multi-Unit Housing (RSM/XL)" zone to the "Medium Density Townhouses (RTM2)" zone, be introduced and given first, second and third reading.

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

JR:el
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Housing Office	✓	

Staff Report

Origin

DF Architecture Inc. on behalf of West Karagon Properties Inc. (Incorporation number: BC1016240; Director: Rupinder Kaur Garcha), has applied to the City of Richmond for permission to rezone 9951, 9991 Blundell Road and 7951 No. 4 Road (Attachment 1) from the “Small-Scale Multi-Unit Housing (RSM/XL)” zone to the “Medium Density Townhouses (RTM2)” zone in order to permit the development of 14 townhouse units with two convertible units. Vehicle access is proposed from Keefer Avenue through an easement registered on Title of the adjacent property to the north at 9888 Keefer Avenue and through a Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) registered on Title of the adjacent property to the west at 9733 Blundell Road. A preliminary site plan, building elevations and landscape plan are contained in Attachment 2.

A Servicing Agreement will be required for this development prior to rezoning bylaw adoption to design and construct frontage beautification along the site frontages, a new concrete sidewalk and landscaped boulevard and a new fire hydrant; to remove an existing sanitary sewer along the Blundell Road frontage and to provide new service connections.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Subject Site Existing Housing Profile

The subject site currently contains three single-family homes. The applicant advised that there are no existing secondary suites on these properties and all homes are currently tenanted.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

To the North: An existing 12-unit townhouse complex fronting Keefer Avenue, on a lot zoned “Low Density Townhouses (RTL3)”.

To the South: Across Blundell Road, are two single-family homes on lots zoned “Small-Scale Multi-Unit Housing (RSM/L)” and an existing 13-unit townhouse complex on a lot zoned “Low Density Townhouses (RTL1)”.

To the East: Across No. 4 Road and located within the Agricultural Land Reserve, are a Montessori school on a lot zoned “Neighbourhood Commercial (CN)” and single-family homes on lots zoned “Agriculture (AG1)”.

To the West: An existing 25-unit townhouse complex with access from Keefer Avenue, on a lot zoned “Town Housing (ZT60) – North McLennan (City Centre)”.

Related Policies & Studies**Official Community Plan and City Centre Area Plan (CCAP)**

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject development site is “Neighbourhood Residential” which includes areas where the principal uses are single-family, two-family and multiple-family housing (specifically townhouses). The subject proposal is consistent with this land use designation.

Under the Development Permit Guidelines in the City Centre Area Plan (CCAP), the subject development site is located within “Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial”, which is intended for lower-density conventional and stacked townhouses (i.e., typically with individual garages). The preliminary design of the proposal featuring conventional townhouses with individual garages generally complies with the CCAP Guidelines in terms of land use, density and overall neighbourhood character. Further consideration of the Development Guidelines and form and character will take place at the Development Permit stage of the process.

Registration of a legal agreement on Title is required before final adoption of the rezoning bylaw, stipulating that the residential development is subject to potential impacts due to other developments that may be approved within the City Centre and requiring this information be provided through signage in the sales centre and through the disclosure statement to all initial purchasers.

The proposed rezoning is subject to a community planning implementation strategy contribution for future community planning initiatives. The applicant proposes to make a cash contribution at the current rate of \$0.34 per buildable square foot, for a total contribution of \$5,730.59 prior to final adoption of the rezoning bylaw.

McLennan South Sub-Area Plan

The subject site is located within the McLennan South Sub-Area Plan of the CCAP (Attachment 4), and which designates the subject development site for “Residential, 2 ½ storeys typical (3-storey maximum) Townhouse, Triplex, Duplex, Single-Family” with the base density of 0.55 FAR. The subject development proposal is generally consistent with these land use designations.

The Area Plan provides allowances for additional density in order to achieve community amenities and affordable housing. The proposed rezoning to “Medium Density Townhouses (RTM2)” zone would allow a maximum density of 0.65 FAR, which is a 0.1 FAR increase above the Sub-Area Plan designated base density. This density would be in keeping with the range of densities of other projects within the “C1” and “C2” Character Areas in the McLennan South Sub-Area Plan.

Staff support the proposed density based on the following:

- The subject development is considered an extension of the adjacent townhouse developments at 9888 Keefer Avenue (DP 09-500638, issued on February 8, 2010) and 9733 Blundell Road (DP 11-592270, issued on March 25, 2013). The proposed density for the subject site is the same as the density permitted on 9733 Blundell Road (at 0.65 FAR).
- The Area Plan supports the use of additional density to promote childcare facility development and the applicant has agreed to provide a voluntary cash contribution in the amount of \$45,902.35 to the City's Child Care Fund. This cash contribution is calculated based on the equivalent to construction value of \$928.00 per square foot on five per cent of the bonus floor area.
- The Area Plan supports the use of additional density to promote the development of barrier-free housing and two convertible housing units are included in the proposal.
- The City's Affordable Housing Strategy supports the use of additional density to achieve the objectives of the Strategy. The applicant has agreed to provide a voluntary cash contribution in the amount of \$303,384.04 (\$18.00 per buildable square foot) to the City's Affordable Housing Reserve Fund in keeping with the Affordable Housing Strategy requirements for townhouse developments.
- The applicant is required to provide a 2.42 m wide road dedication across the entire No. 4 Road development frontage and a 3.0 m wide road dedication across the entire Blundell Road development frontage, with a 4 m x 4 m corner cut at the No. 4 Road/Blundell Road intersection.
- The applicant is required to provide the following frontage improvements as part of the Servicing Agreement:
 - a new 2.0 m wide concrete sidewalk and a 3.55 m wide grass boulevard with street trees along No. 4 Road;
 - a new 2.0 m wide concrete sidewalk and a 3.5 m wide grass boulevard with street trees along Blundell Road; and
 - relocation/upgrade/replacement of the traffic signal infrastructure at the northwest corner of the Blundell Road/No. 4 Road intersection affected by the abovementioned frontage improvement works (including junction boxes (for traffic loop, communications and traffic signal), eastbound traffic loop detectors, and traffic signal pole/base), that are beyond those required as a result of the impact of frontage improvements.

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

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any written correspondence expressing concerns in association with the subject application.

The Province has granted Royal Assent to Bill 44, Housing Statutes (Residential Development) Amendment Act, 2023. 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 conditions established in Bill 44 and is consistent with the OCP. Accordingly, City Council may not hold a Public Hearing on the proposed rezoning.

Analysis**Existing Legal Encumbrances**

There is an existing 3.0 m wide Statutory Right-of-Way BM295022 (Plan LMP39900) along a portion of the site's Blundell Road frontage. This existing Statutory Right-of-Way for utilities can be discharged as the proposed development will have a new sanitary sewer connection along the site's No. 4 Road frontage and the existing sanitary sewer along the Blundell Road frontage of the site will be removed as part of the servicing agreement design.

Built Form and Architectural Character

The applicant proposes to consolidate the three properties into one development parcel, with a total net site area of 2,409.0 m². The proposal consists of 14 townhouses, in a mix of two-storey and three-storey townhouse units in three clusters.

The layout of the townhouse units is oriented around a single driveway providing access to the site through an easement registered on Title of the adjacent property to the north at 9888 Keefer Avenue and through a PROP SRW registered on Title of the adjacent property to the west at 9733 Blundell Road. An outdoor amenity area will be situated in a central open courtyard along the internal drive aisle.

The proposed development achieves a scale, massing and pedestrian-oriented townhouse streetscapes, which is consistent with developments in the neighbourhood. The proposed massing steps down in building height from three-storey to two-storey at the edges of the two streetscape buildings and incorporates traditional design elements such as gable end pitch roof, gable end dormers and horizontal siding. These elements work towards achieving the "country-estate" character objective for the Character Area. The proposal will be presented to the Advisory Design Panel through the future Development Permit application review process.

Housing Type and Tenure

The proposed development is a market townhouse development. Consistent with OCP 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

(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.

Affordable Housing Strategy

The City of Richmond's Affordable Housing Strategy (AHS) identifies cash-in-lieu contributions to the City's Affordable Housing Reserve Fund when considering rezoning applications with 60 or fewer dwelling units; the contributions are sought in lieu of built low-end-of-market (LEMR) housing units. In this case, the application proposes a 14-unit townhouse development.

Consistent with Richmond Zoning Bylaw 8500, the applicant proposes to submit a contribution of \$18.00 per buildable square foot (for sites within City Centre). For this proposal, the contribution requirement is \$303,384.04 and must be provided to the City prior to final adoption of the rezoning bylaw.

Market Rental Housing Policy

The City of Richmond's Official Community Plan establishes a policy framework for the provision of market rental housing. Smaller-scale projects including townhome proposals with more than five units are not required to provide purpose-built market rental units so long as a cash-in-lieu (CIL) contribution is made to the City's Affordable Housing Reserve Fund. The CIL contribution amount for townhouse developments is \$2.65 per buildable square foot. Consistent with the OCP, the CIL contribution applicable to this proposal is \$44,664.87 and must be provided to the City prior to final adoption of the rezoning bylaw.

Transportation and Site Access

Prior to final adoption of the rezoning bylaw, the developers are required to dedicate an approximately 2.42 m wide road across the entire No. 4 Road frontage and approximately 3.0 m wide road across the entire Blundell Road frontage; with a 4 m x 4 m corner cut to accommodate frontage improvements including a new sidewalk and grass and treed boulevard, as well as the required future road widening. In addition, the developers are required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontage, relocation/upgrades/replacement of the traffic signal infrastructure at the northwest corner of the Blundell Road/No. 4 Road intersection.

Site Access

Vehicle access is proposed through an existing access easement registered on Title of the adjacent property to the north at 9888 Keefer Avenue over that site's eastern driveway, and a PROP SRW registered on Title of the adjacent property to the west at 9733 Blundell Road. The proposed internal drive aisle layout on the subject site completes the horseshoe drive aisle pattern and transportation network established through the associated rezoning applications for the adjacent townhouse developments to the north and west connecting the eastern driveway at 9888 Keefer Avenue to the southeastern end of the internal drive aisle at 9733 Blundell Road.

Staff requested that the applicant discuss use of the easement and SRW with the adjacent strata, in order to address any concerns with the shared use of the driveway, as well as day-to-day issues such as maintenance and wayfinding signage. The applicant has submitted two letters of intent to enter into a repair and maintenance agreement, signed by both adjacent stratas (on file), in support of this rezoning application.

A legal opinion prepared by the applicant's lawyer confirms that the City can rely on the access easement over the eastern driveway of 9888 Keefer Avenue and the PROP SRW at 9733 Blundell Road. This legal opinion has also been reviewed by the City's Law Department. Staff have requested that the applicant discuss an opportunity to secure a new easement/SRW over the western driveway at 9888 Keefer Avenue; otherwise, on-site turnaround capability must be demonstrated at Development Permit stage. The applicant advised that additional access easement/SRW over the western driveway at 9888 Keefer Avenue will be arranged as part of the shared repair and maintenance agreement among the three stratas.

The Developer is required to register on Title a reciprocal SRW PROP to permit the shared use of the subject site's internal drive aisles by vehicular traffic generated by the subject site, 9888 Keefer Avenue and 9733 Blundell Road.

Prior to final adoption of the Rezoning Bylaw, the Developer must register legal agreements related to the cross-access (shared) driveway, including:

- No vehicular access off Blundell Road or No. 4 Road will be allowed.
- Acknowledgement that the Developer wishes to make use of the SRW/PROP that are registered at 9888 Keefer Avenue and 9733 Blundell Road for vehicular access to the subject site.
- Acknowledge that the use of the driveway and drive aisles at 9888 Keefer Avenue and 9733 Blundell Road are subject to the terms and conditions of the existing SRW/PROP.
- An indemnity/release agreement with the City indemnifying and releasing the City from any problems/damages resulting from the reliance on the registered SRW/PROP at 9888 Keefer Avenue and 9733 Blundell Road for vehicular access and egress to/from the subject site.
- Identification of the cross-access arrangement in the disclosure statement to future unit buyers of the subject development.

On-site Parking

The parking rate for townhouses located in Zone 3 of the City Centre is 1.4 residential spaces and 0.2 visitor spaces per dwelling unit. The proposal will feature 14 units with a total of 28 resident parking spaces and three visitor parking spaces, which exceeds the minimum bylaw requirements for this neighbourhood.

Bicycle parking is provided, according to Richmond Zoning Bylaw 8500, inside the garage of each unit and a bike rack is provided for visitors by the outdoor amenity area.

Agricultural Land Reserve (ALR) Buffer Zone

A landscape buffer is required within the subject site along the site's No. 4 Road frontage. The buffer is intended to mitigate land use conflicts between the residential uses on the subject site and any agricultural land uses east of No. 4 Road. The project Landscape Architect confirms that the proposed 4.5 m wide landscaped buffer is consistent with the Ministry of Agriculture's Guide to Edge Planning.

In addition to the landscaping requirements of the buffer, a restrictive covenant will be registered on Title, indicating that the landscaping implemented along the eastern side of the development site's No. 4 Road frontage cannot be removed or modified without the City's approval. The covenant would identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities.

Amenity Space

The applicant is proposing a cash contribution in lieu of providing the required indoor amenity space on site, as per the OCP. Based on the rate identified in the OCP (i.e., \$2,066.00 per unit for the first 19 units), the total cash contribution required for the nine-unit townhouse development is \$28,924.00.

Outdoor amenity spaces will be provided on-site. Based on the preliminary design, the total area of the proposed outdoor amenity spaces at 84 m² meets the minimum requirements under the Official Community Plan (OCP) of 6 m² of outdoor space per unit. Staff will work with the applicant at the Development Permit stage to ensure the configurations and the design of the outdoor amenity spaces meet the Development Permit Guidelines in the OCP.

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 19 bylaw-sized trees and four rows of hedges on the subject property, eleven trees and one row of hedges on neighbouring properties and six 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:

On-site Trees:

- A 60 cm caliper Western red cedar tree (tag #835) is in excellent condition and should be retained and protected with a 4 m tree protection zone out from the base of the tree. Alignment of the new sidewalk along No. 4 Road should be designed to minimize impact to this protected tree.
- Three cedar trees (tag# 9, #10 & #11) are in good condition and should be retained and protected.

- A 70 cm caliper Red oak tree (tag# 8789) is in moderate condition with some broken branches in the crown. This tree is still recovering from root zone encroachment due to construction on the property to the west. In addition, the required internal driveway connection to the adjacent development to the west would be in conflict with a substantial portion of the tree's critical root zone. This tree is not a good candidate for retention and should be replaced.
- Two Red oak trees, specifically tag# 8793 (43 cm caliper) and tag# 8794 (66 cm caliper), and a 67 cm caliper maple tree (tag# 837) are all in moderate condition, located in the middle of the site and in conflict with vehicle access and/or proposed townhouse units. These trees are not a good candidate for retention and should be replaced.
- 11 trees (tag #833, 834, 836, 838, 8786, 8787, 8788, 8790, 8791, 8792, 8795) located on-site exhibit either significant lean, historically topped, cavities, significant structural defects or sparse foliage and are not good candidates for retention. These trees should be removed and replaced.
- Four rows of hedges (tag # hedge 01-04) located along the site's frontages, are in poor to moderate condition; and are proposed to be removed. Removal of these hedges would provide for better CPTED and casual surveillance opportunity.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Off-site Trees:

- Five City trees (tag # 01, 02, 03, 04, 05) located on City property are proposed to be retained and protected.
- A cedar tree (tag # Shared1) located in the road dedication area is in moderate condition and conflict with frontage improvement works. A \$768.00 tree compensation is required for the removal of this tree.
- 11 off-site trees (tag # OS01-OS08 & OS12-OS14) and a row of hedges (tag # OSHedge01), all located on the adjacent properties to the north and west, are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.

Tree Replacement

The applicant wishes to remove 15 on-site trees; the 2:1 replacement ratio would require a total of 30 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the applicant proposes to plant 26 new trees on-site.

Staff will work with the applicant to explore the opportunity to include additional replacement trees on-site at the Development Permit stage. The size and species of replacement trees will also be reviewed in detail through Development Permit and overall landscape design. The developer will be required to provide \$768.00 to the City's Tree Compensation Fund for each and any number of trees short of the required 30 replacement trees included within the Development Permit landscape plans.

Tree Protection

The applicant has also committed to retain and protect four trees on-site, 11 trees and one row of hedges on neighbouring properties and five street trees on City property. The applicant 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, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$40,960.00 to ensure that the four on-site trees (specifically tag #9, #10, #11 & #835) identified for retention, will be protected. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$25,600.00 to ensure that the five City trees (specifically tag #01, #02, #03, #04, #05) identified for retention, will be protected. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by Parks.
- 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 are completed.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$1.02 per buildable square foot (2024 rate) to the City's Public Art Reserve fund, for a total contribution in the amount of \$17,191.76.

BC Energy and Zero Carbon Step Codes

Consistent with Provincial Energy Step Code and Zero Carbon Step Code requirements, the project architect has confirmed that the applicable Energy Step Code performance targets are being followed through development design phase. Under Richmond's Building Regulation Bylaw 7230 (Amendment Bylaw No. 10467), this development would also be expected to achieve one of the following sets of options for energy and carbon performance: Step 5 with maximum Emission Level 2, or Step 4 with maximum Emission Level 3, or Step 3 with

maximum Emission Level 4. Further details on how the proposal will meet this commitment will be reviewed as part of the Development Permit (DP) and Building Permit (BP) application review processes.

Variance Requested

The proposed development is generally in compliance with the “Low Density Townhouses (RTM2)” zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

1. Reduce the front yard and exterior side yard setbacks for Building 3 from 6.0 m to 4.8 m and 5.1 m respectively.
 - The proposed reduction in the front yard (Blundell Road) setbacks is a result of the alignment of the internal drive aisle, which must be designed to complete the horseshoe drive aisle pattern envisioned when the neighbouring townhouse complexes were developed and to connect to the internal drive aisle of the townhouse complex to the west of the site. The resulting building setback to Blundell Road is consistent with the same setback at the adjacent townhouse development to the west.
 - The proposed reduction in the exterior side yard setback (from No. 4 Road) facilitates a larger west side yard setback to provide a protection buffer to the existing trees located along the west property line on the adjacent property to the west, which are identified for retention as part of the development.
 - The resulting distance from the back of the curb to the building face would be approximately 10.38 m. To protect the future dwelling units at the subject site from potential noise impacts generated by traffic on Blundell Road and No. 4 Road, a restrictive covenant will be registered on Title prior to final adoption of the rezoning bylaw to ensure that noise attenuation is to be incorporated into dwelling unit design and construction. Prior to a Development Permit application being considered by the Development Permit Panel, the applicant is required to submit an acoustical and thermal report and recommendations, prepared by a registered professional, to comply with the requirements of the restrictive covenant.
 - Staff support the requested variance recognizing that road dedications along both No. 4 Road (approximately 2.42 m) and Blundell Road (approximately 3.0 m) are required.
2. Increase the ratio of residential parking spaces in tandem arrangement from 50 per cent to 58 per cent.
 - The applicant has requested a variance to allow a tandem parking arrangement in eight of the 14 units, representing 16 spaces in total.
 - Based on the City Centre location, 20 residential parking spaces are required for this 14-unit development, where six of these units could have their required parking spaces in tandem arrangement.
 - By permitting an extra two units to have their residential parking spaces in a tandem arrangement, the applicant is able to provide eight extra residential parking spaces

on-site. With the extra residential parking spaces provided on-site, and on-street parking available on both sides of both Blundell Road and No. 4 Road during off-peak hours, staff do not envision any noticeable impact to parking in the immediate neighbourhood due to the proposed tandem parking variance. This is also supported by Transportation Department staff.

- A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption. Formal details and consideration of the variance will be provided in the report to Development Permit Panel in the future.

These variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into the City's standard Servicing Agreement to remove the existing driveways and let-downs; design and construct frontage beautification along the site frontages, including a new concrete sidewalk and landscaped boulevard and a new fire hydrant; to remove an existing sanitary sewer along the Blundell Road frontage and to provide new service connections. (Attachment 6).

The developer is also required to pay Development Cost Charges (DCC's) (City & GVS & DD), School Site Acquisition Charges and Address Assignment Fees.

Development Permit

A Development Permit processed to a satisfactory level is a requirement of rezoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan (OCP).
- Refinement of the proposed site grading to ensure survival of all proposed protected trees and appropriate transition between the proposed development and the adjacent existing developments.
- Confirm use of western driveway at 9888 Keefer Avenue for through traffic over the horseshoe patterned drive aisle across the three developments or demonstrate on-site turnaround capability.
- Design the internal drive aisle to include wayfinding signage and visual cues to indicate ownership.
- Refinement of the proposed building form to demonstrate individuality of dwelling units and to achieve sufficient variety in design to create a cohesive yet interesting streetscape along the fronting streets and internal drive aisle.
- Refinement of landscape design to optimize planting areas along internal drive aisles, maximize permeable surface areas and better articulate hard surface treatments on-site.

- Review of number, sizes and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of conifer and deciduous trees on-site.
- Refinement of the outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of the sustainability strategy for the development proposal.

Additional issues may be identified as part of the Development Permit application review process.

Financial Impact or Economic Impact

The 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

The proposed 14-unit townhouse development is generally consistent with the Official Community Plan (OCP) and the City Centre Area Plan (CCAP). Further review of the project design is required to ensure a high-quality project and design consistent with the existing neighbourhood context and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10596 be introduced and given first, second and third reading.



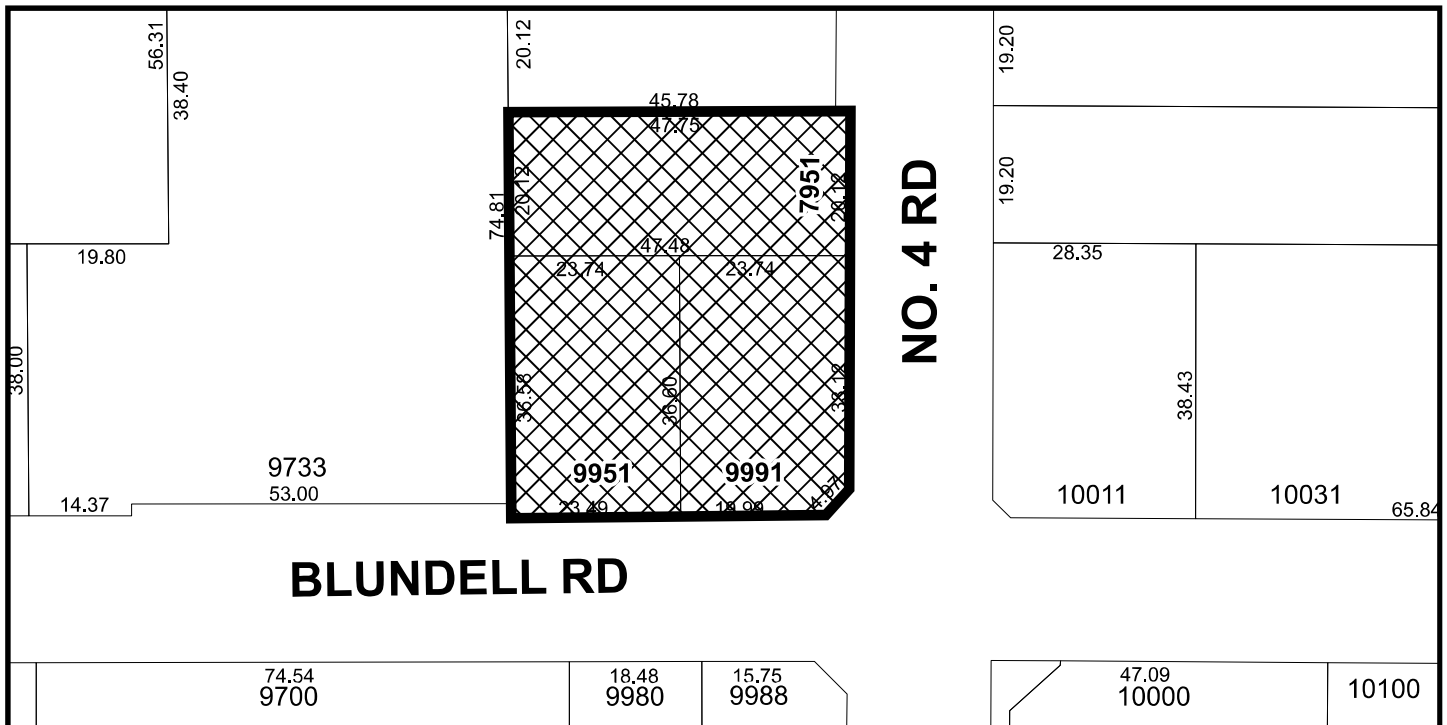
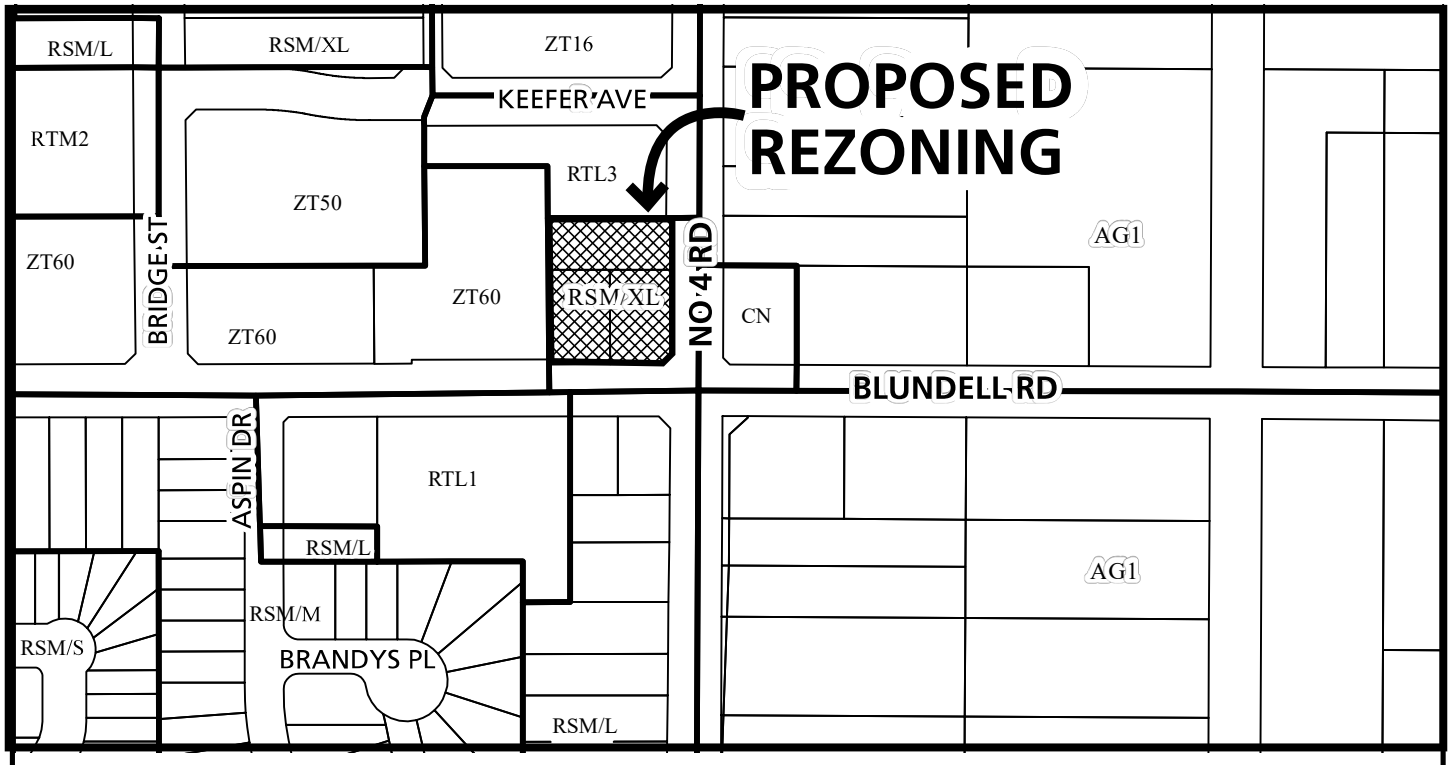
Edwin Lee
Planner 2
(604-276-4121)

EL:he

- Att.
- 1: Location Map
 - 2: Conceptual Development Plans
 - 3: Development Application Data Sheet
 - 4: McLennan South Sub-Area Plan
 - 5: Tree Management Plan
 - 6: Rezoning Considerations



City of Richmond



RZ 19-856171

PLN - 22

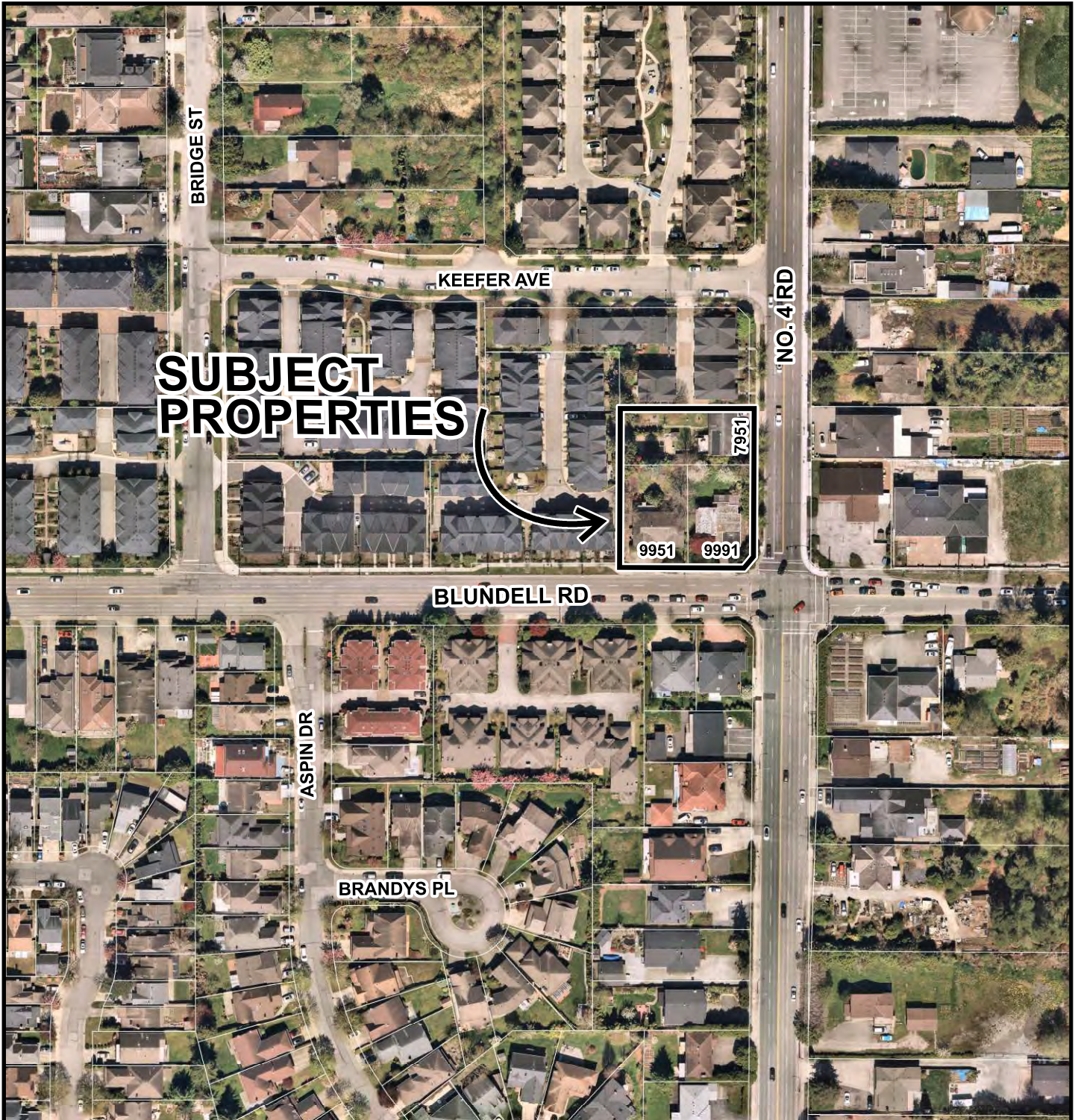
Original Date: 04/08/19

Revision Date: 07/25/24

Note: Dimensions are in METRES



City of Richmond



RZ 19-856171

PLN - 23

Original Date: 04/08/19

Revision Date: 04/16/24

Note: Dimensions are in METRES

PROPOSED TOWNHOUSE DEVELOPMENT

9951 & 9991 BLUNDELL ROAD & 7951 NO. 4 ROAD, RICHMOND, BRITISH COLUMBIA

PLN - 24

PROJECT INFO

LEGAL DESCRIPTION:

LOT 59 SEC 15 BLK 4N RG 6W PL NWP40580 Lot 59, Block 4N, Plan NWP40580, Section 15, Range 6W, New Westminster Land District
LOT 60 SEC 15 BLK 4N RG 6W PL NWP40580 Lot 60, Block 4N, Plan NWP40580, Section 15, Range 6W, New Westminster Land District, EX PCL B, BYLAW 64705.
LOT 61 SEC 15 BLK 4N RG 6W PL NWP40580 Lot 61, Block 4N, Plan NWP40580, Section 15, Range 6W, New Westminster Land District

CIVIC ADDRESS:

9951 & 9991 BLUNDELL ROAD & 7951 NO. 4 ROAD, RICHMOND, BRITISH COLUMBIA

ZONING :

ZONE: RS1/F
EXISTING: SITE SPECIFIC BASED ON RTM2
PROPOSED:

LOT AREA:

GROSS SITE AREA	-	2679.9 SQM
DEDICATIONS	-	270.90 SQM
NET SITE AREA	-	2409.0 SQM

PROJECT DIRECTORY

CLIENT:
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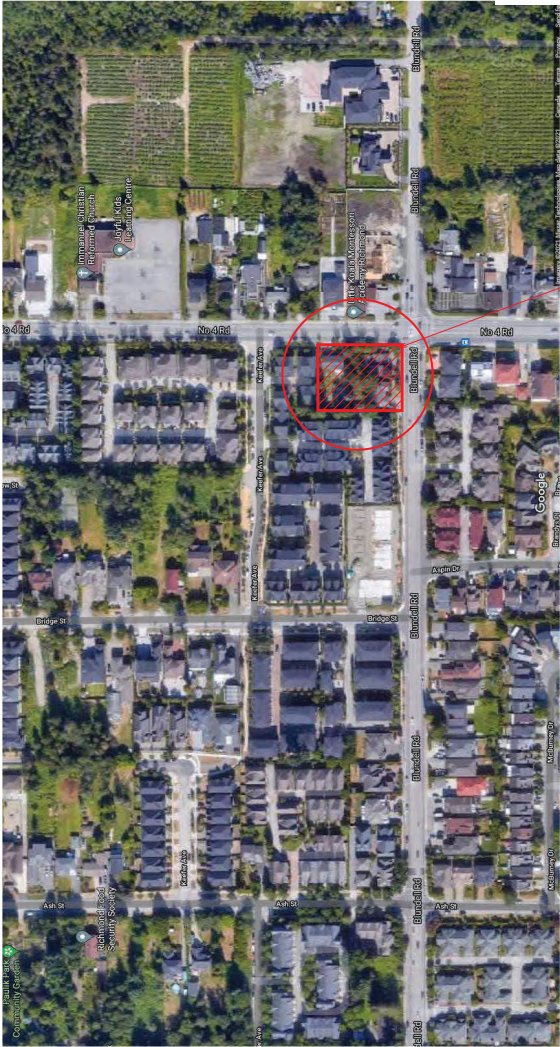
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SURVEY:
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CIVIL:
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PMG LANDSCAPE ARCHITECTS
C100-4185 STILL CREEK DRIVE,
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ARBOREIST:
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13559 COMMERCIAL STREET,
VANCOUVER, BC V5N 4E8
CONTACT: JOEY BANH
joey@diamondheadconsulting.com



SUBJECT SITE

ARCHITECTURAL DRAWING SCHEDULE

SHEET NO.	SHEET NAME
A-001	COVER PAGE
A-002	DEVELOPMENT DATA
A-003	SURVEY PLAN
A-004	BASE PLAN
A-005	CONTEXT PLAN
A-100	SITE PLAN
A-101	FIRE SAFETY PLAN
A-102	SWEEP PATH ANALYSIS
A-103	SITE COVERAGE CALCULATIONS
A-104	SHADOW ANALYSIS
A-105	PRIVATE OUTDOOR AREA OVERLAYS
A-301-306	BUILDING FLOOR PLANS
A-401-403	BUILDING ELEVATIONS
A-501-511	SECTIONS
A-520	UNIT PLANS
	SCALE & CHARACTER COMPATIBILITY

PROPOSED TOWNHOUSE DEVELOPMENT
9951 & 9991 BLUNDELL ROAD & 7951 NO. 4 ROAD, RICHMOND, B.C.
CLIENT

WEST KARAGON PROPERTIES
DRAWING NO. 100-100
DATE: JULY 2024
SHEET TITLE

COVER PAGE

ARCHITECT NO. A-001
J

ATTACHMENT 2

NOTES:



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DF ARCHITECTURE INC.
100-100

GROUP 161
100-100

PROPOSED TOWNHOUSE DEVELOPMENT
9951 & 9991 BLUNDELL ROAD & 7951 NO. 4 ROAD, RICHMOND, B.C.
CLIENT

WEST KARAGON PROPERTIES
DRAWING NO. 100-100
DATE: JULY 2024
SHEET TITLE

COVER PAGE

ARCHITECT NO. A-001
J

[illegible]

DF ARCHITECTURE INC.

GRUP 161

PROJECT:
**PROPOSED TOWNHOUSE
DEVELOPMENT**

**9991 & 9951 BLUNDELL
ROAD & 7951 NO. 4 ROAD,
RICHMOND, B.C.**

CLIENT:

WEST KARAGON PROPERTIES

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GRAVIM: PS	
CHECKED: YA	
SCALE: 3/8" = 1'-0"	
JOB NO. RCH-029	
DATE: JULY 2024	DESIGN TITLE:

CONTEXT PLAN

DRAWING No.	A-005	J
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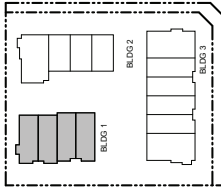




NOTES:

SCHEDULE OF FINISHES

1. SMOOTH FINISH HARDFEEL AP -
SINKING COLOR TO MATCH -
JAMES HARDIE FARMHOUSE WHITE
2. BRICK - INTERMEDIATE BRICK
COLOR ALMOND
3. HARDFEEL SIDING AND BATTEN -
COLOR TO MATCH -
JAMES HARDIE FARMHOUSE WHITE
4. PAINTED VINYL WINDOWS
COLOR: STANDARD BLACK
5. COLOR: BM 800 GRAPHITE
- JAMES HARDIE FARMHOUSE
- DOORS
- TRIM
- PRIMAVERA GREEN
6. ASPHALT SHINGLES -
COLOR: TAYLOR GREY
7. GARAGE DOOR COLOR TO MATCH:
BM 210 AD ORIENT TAYLOR GREY
8. SMOOTH VENTED HARDFEEL SHUTTLE TO
WATCH - JAMES HARDIE FARMHOUSE
WHITE



KEY PLAN

NO.	DATE	DESCRIPTION
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DF ARCHITECTURE INC.

3500 WEST 10TH AVENUE, SUITE 100, RICHMOND, B.C. V6V 1K1
1-800-461-1616
www.dfarchitecture.com

GROUP 161

IMMEDIATELY CONTACTED ARCHITECTURE GROUP 161 FOR MORE INFORMATION
CONTACT: 1-800-461-1616
WWW.GROUP161.COM

PROPOSED TOWNHOUSE DEVELOPMENT
9951 & 9951 BLUNDELL
ROAD & 7951 NO. 4 ROAD,
RICHMOND, B.C.

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APP'D: RCP/GB
DATE: JULY 2024
SHEET TITLE:

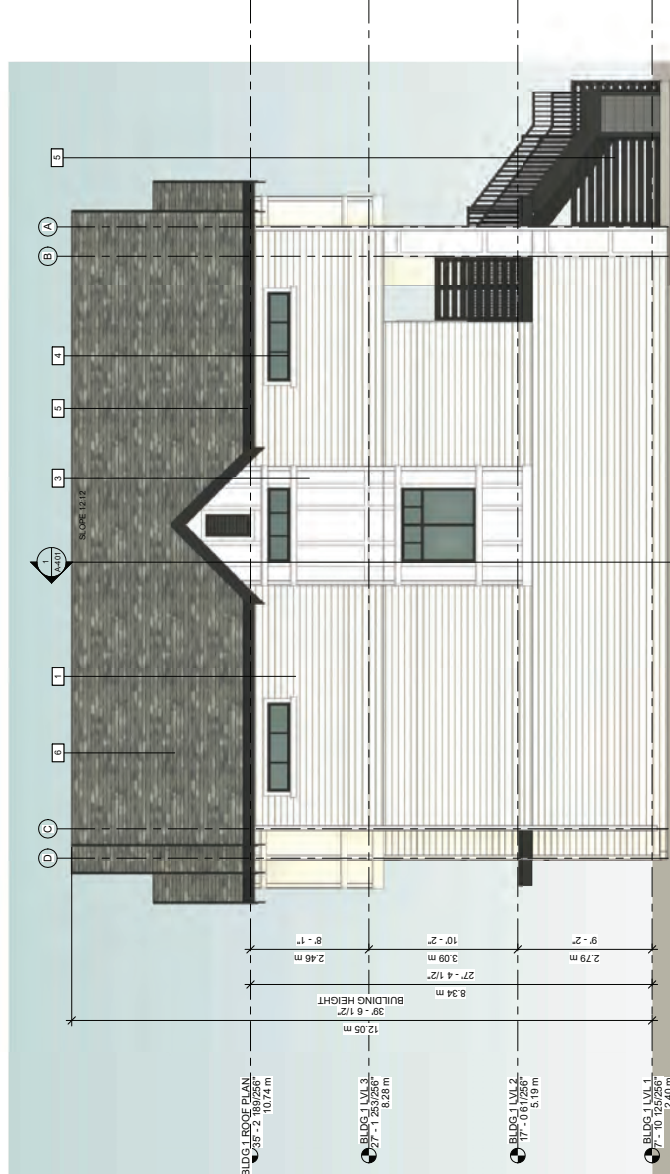
BUILDING 1
ELEVATIONS

CONTINUATION NO.	A-301	J
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1 BUILDING 1 EAST ELEV.
1/4" = 1'-0"









A-301



2 BUILDING 1 NORTH ELEV.
1/4" = 1'-0"

A-301

SCHEDULE OF FINISHES

1.		SMOOTH FINISH HARDIE LAP SIDING COLOR TO MATCH JAMES HARDIE FARMHOUSE WHITE.
2.		BRICK - INTERSTATE BRICK COLOR ALMOND
3.		HARDIE BOARD AND BATTEN COLOUR TOMATCH JAMES HARDIE FARMHOUSE WHITE.
4.		PAINTED VINYL WINDOWS COLOR - STANDARD BRICK.
5.		COLOR - BM EAST SCOUTS PAINTED FASCIA AND GUTTER - DABLES SENTS - PRIVACY SCREEN.
6.		ASPHALT SHINGLES COLOR - TWILIGHT GREY.
7.		GARAGE DOOR COLOR TO MATCH : BM 2137-40 DESERT TWILIGHT
8.		SMOOTHER FINISH HARDIE BOARD TO MATCH - JAMES HARDIE FARMHOUSE WHITE



Year	Topic	Source
2024-07-02	J	TOP FRE SURVEILLANCE
2024-04-01	I	TOP FRE SURVEILLANCE
2024-03-15	G	TOP FRE SURVEILLANCE
2022-11-01	G	TOP FRE SURVEILLANCE
2022-10-1	G	TOP FRE SURVEILLANCE
2022-03-2	I	TOP FRE SURVEILLANCE
2021-10-11	G	TOP FRE SURVEILLANCE
2021-10-11	G	TOP FRE SURVEILLANCE
2021-10-11	G	TOP FRE SURVEILLANCE
2021-05-1	A	TOP FRE SURVEILLANCE
2019-03-11	A	TOP FRE SURVEILLANCE

GRUP 161

GROUP "B" IS NOT AN ARCHITECTURAL FIRM AS ARCHITECTS ARE REQUIRED TO BE LICENSED IN THE STATE OF CALIFORNIA. SERVICES ARE PROVIDED THROUGH AFFILIATED FIRMS THAT HOLD THE NECESSARY LICENSING.

CLIENT

WEST KARAGON PROPERTIES

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CHECKED: YA	
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JOB NO. RCH-029	
DATE: JULY 2024	

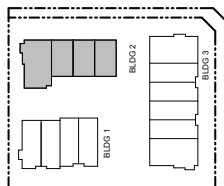
CONCLUSIONS

A-302

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SCHEDULE OF FINISHES



KEY PLAN

Year	Journal	Article Title
2024-07-02	J. CP PRE SUBMISSION	
2024-04-01	J. CP PRE SUBMISSION	
2024-03-15	J. CP PRE SUBMISSION	
2022-11-01	J. CP PRE SUBMISSION	
2022-10-1	J. CP PRE SUBMISSION	
2022-05-21	J. CP PRE SUBMISSION	
2021-10-11	J. CP PRE SUBMISSION	
2021-08-17	J. CP SUBMISSION	
2021-10-01	J. ZONING & PRELIMINARY CP SUBMISSION	
2019-03-11	J. ZONING & PRELIMINARY CP SUBMISSION	

OF ARCHITECTURE INC.



GRUP 161

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PROJECT: **PROPOSED TOWNHOUSE**

DEVELOPMENT

**9991 & 9951 BLUNDELL
ROAD & 7951 NO. 4 ROAD,**

RICHMOND, B.C.

CLIENT:

WEST KARAGON PROPERTIES

CHARTER FOR PROSECUTION 1

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CHECHED: YA

SCALE: As indicated

JOB NO.: RCH-029	11月 Y 2024
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DATE: 06/12/2024

SHEET TITLE:









BUILDING 2

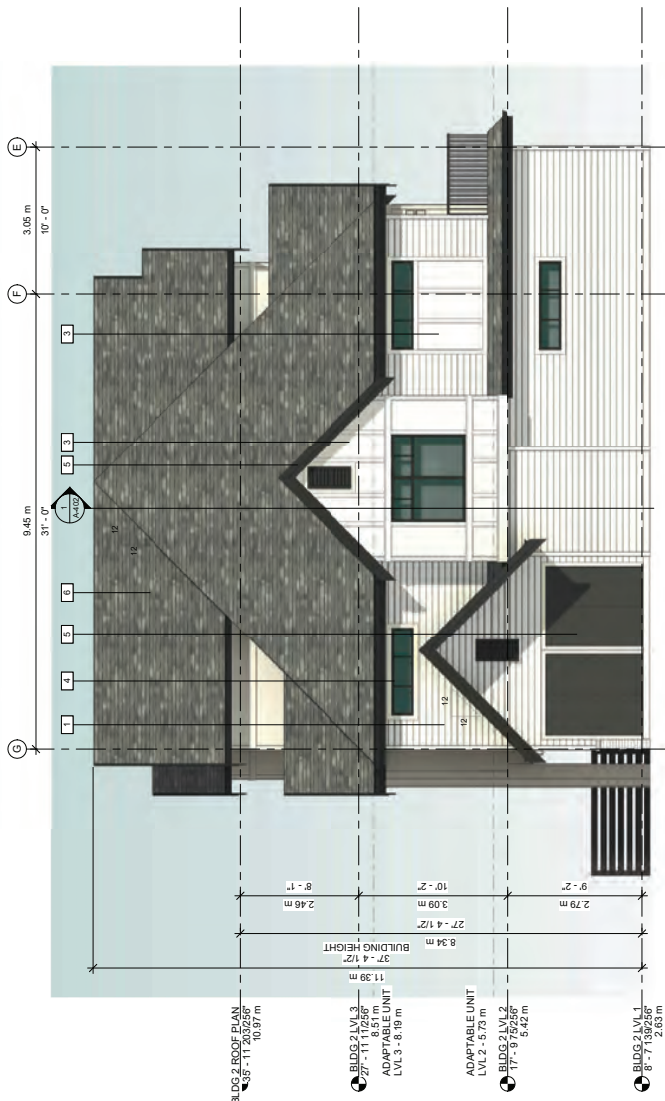
ELEVATIONS

DRAWING No.	

A-303 | **J**

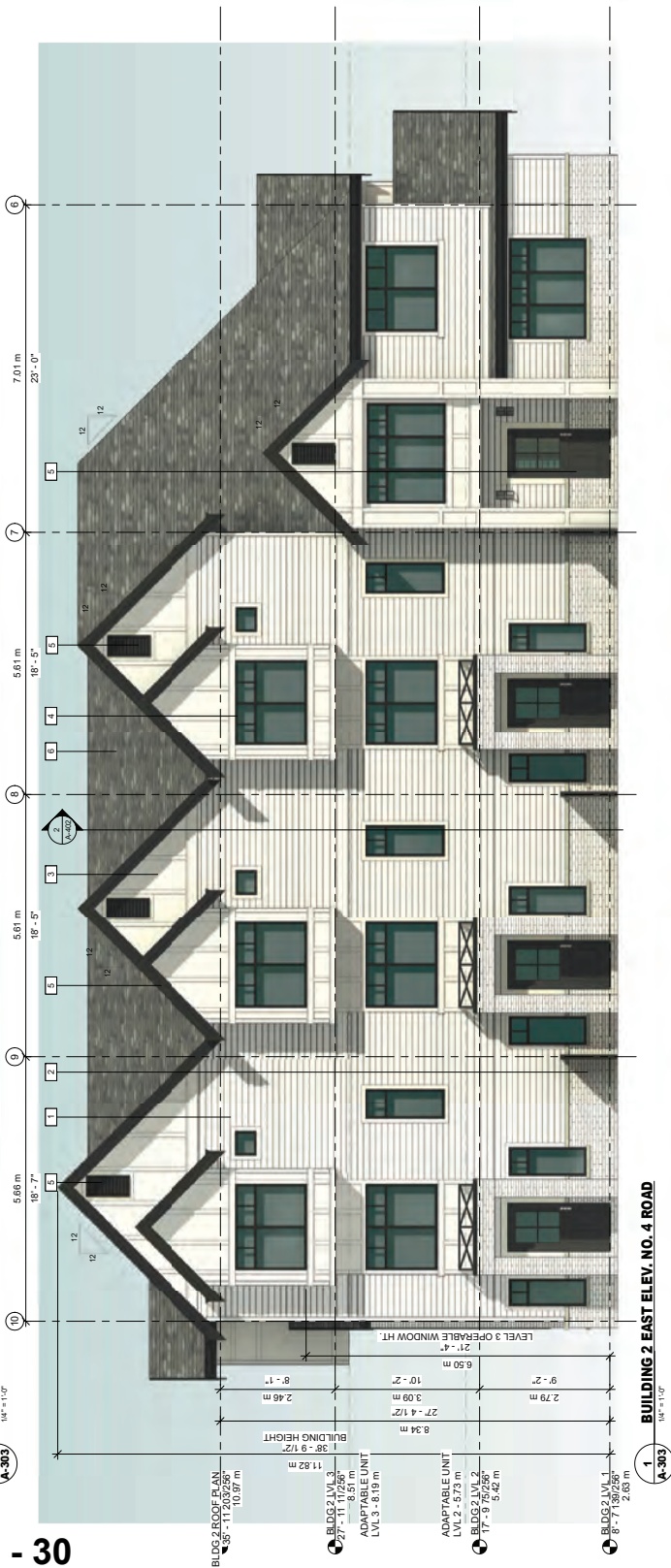
SCHEDULE OF FINISHES

1.		SMOOTH FINISH HARDIE LAP - SINKING COLOR TO MATCH - JAMES HARDIE FARMHOUSE WHITE.
2.		BRICK - INTERSTATE COLOR: ALMOND
3.		HARDIE BOARD AND BATTEN - COLOR TO MATCH - JAMES HARDIE FARMHOUSE WHITE.
4.		PAINTED VINYL WINDOWS COLOR: STANGRA BLACK
5.		COLOR MATCH ALUMINUM PAINTED ALUMINUM - DOORS - WINDOW SILL - PRIVACY SCREEN.
6.		ASPH/FLT SHINGLES - COLOR: TWILIGHT GREY.
7.		GARAGE DOOR COLOR TO MATCH - BW 2137-40 SEBERT TWILIGHT.
8.		SMOOTH WHITE HARDIE SIDING TO MATCH - JAMES HARDIE FARMHOUSE WHITE.



BUILDING 2 NORTH ELEV.
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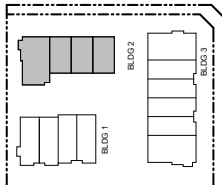
PLN - 30



BUILDING 2 EAST ELEV. NO. 4 ROAD

SCHEDULE OF FINISHES

1. SMOOTH FINISH HARDWARE MATCH - JAMES HARDIE FARMHOUSE WHITE
2. BRICK - INTERSTATE BRICK COLOR ALMOND
3. HARDIE BOARD AND BATTEN - JAMES HARDIE FARMHOUSE WHITE
4. PAINTED VINYL WINDOWS COLOR STANDARD BLACK
5. COLOR: BM 1003 GRAPHITE
- PAINTED FASCIA/JAIL GUTTER
- GABLE VENTS
- PRIVACY SCREEN
6. ASPHALT SHINGLE IS COLOR TWILIGHT GREY
7. GAVAGE DOOR COLOR TO MATCH - BM 1004 DESIGN TWILIGHT
8. SMOOTH VENTED HARDWARE SOFFIT TO MATCH - JAMES HARDIE FARMHOUSE WHITE



KEY PLAN

[illegible]

DF ARCHITECTURE INC.
350 WEST 104th STREET 4th FL. RICHMOND, B.C.
CANADA V6V 2T9
Tel: (604) 273-1111 Fax: (604) 273-1111

GRUP 161

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**PROPOSED TOWNHOUSE
DEVELOPMENT**
9991 & 9951 BLUNDELL
ROAD & 7951 NO. 4 ROAD
RICHMOND, B.C.

USER:

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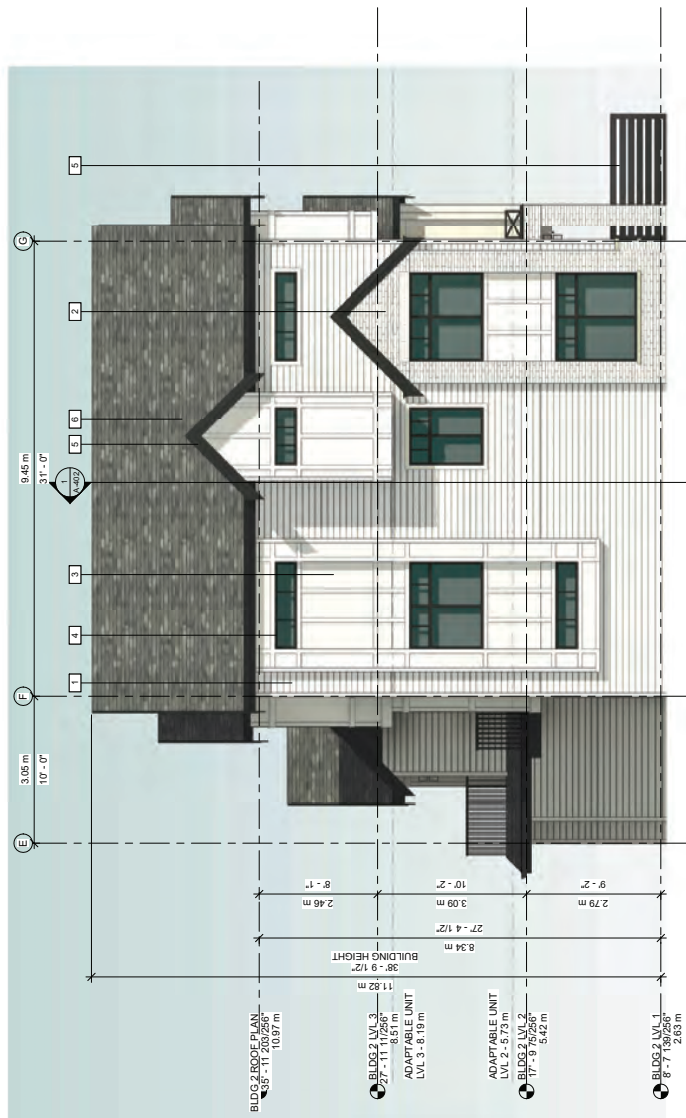
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JOB NO: RCH-029	
DATE: JULY 2024	
SHEET TOTAL:	

BUILDING 2
ELEVATIONS

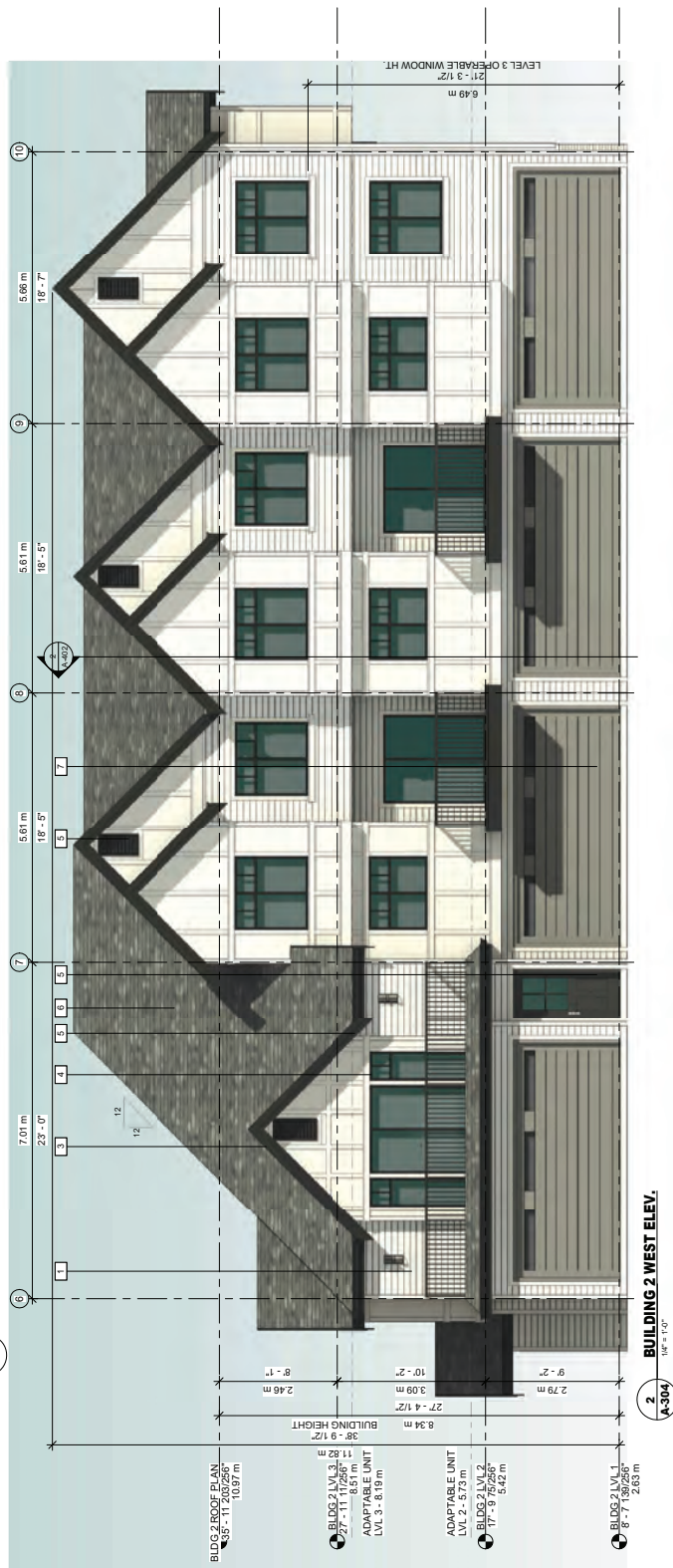
CONCLUSIONS

A-304

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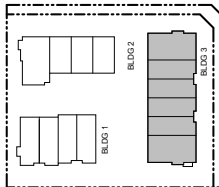
1 BUILDING 2 SOUTH ELEV.



2 BUILDING 2 WEST ELEV.

SCHEDULE OF FINISHES

1. SMOOTH FINISH HARDEL UP -
SEDS COLOR TO MATCH
JAMES HARBOR FARMHOUSE WHITE.
2. BRICK - INTERSTATE BRICK
COLOR ALMOND
3. HARDE BOARD AND BATTEN
COLOR TO MATCH
JAMES HARBOR FARMHOUSE WHITE.
4. PAINTED VINYL WINDOWS
COLOR - STANDARD BLACK.
5. COLOR - CUM BRUN GRANITE
- PAINTED FASCIA AND GUTTER
- DOWNSPOUTS
- PRIVACY SCREEN
6. ASPHALT SIDING
COLOR - TWILIGHT GREY.
7. GARAGE DOOR COLOR TO MATCH
BM 213-40 DEERBENT TAUHGT.
8. SHADOWY WHITE UNTERE DOORFÜR
TO MATCH - JAMES HARBOR FARMHOUSE



KEY PLAN

[illegible]

DF ARCHITECTURE INC.
350 WEST BELLINGHAME AVE. RICHMOND, B.C.
CANADA V6V 2B9
TEL: 604-271-1111 FAX: 604-271-1111
info@dfarchitecture.com

GRUP 161

**PROJECT:
PROPOSED TOWNHOUSE
DEVELOPMENT
9991 & 9951 BLUNDELL
ROAD & 7951 NO. 4 ROAD
RICHMOND, B.C.**

CLIENT:

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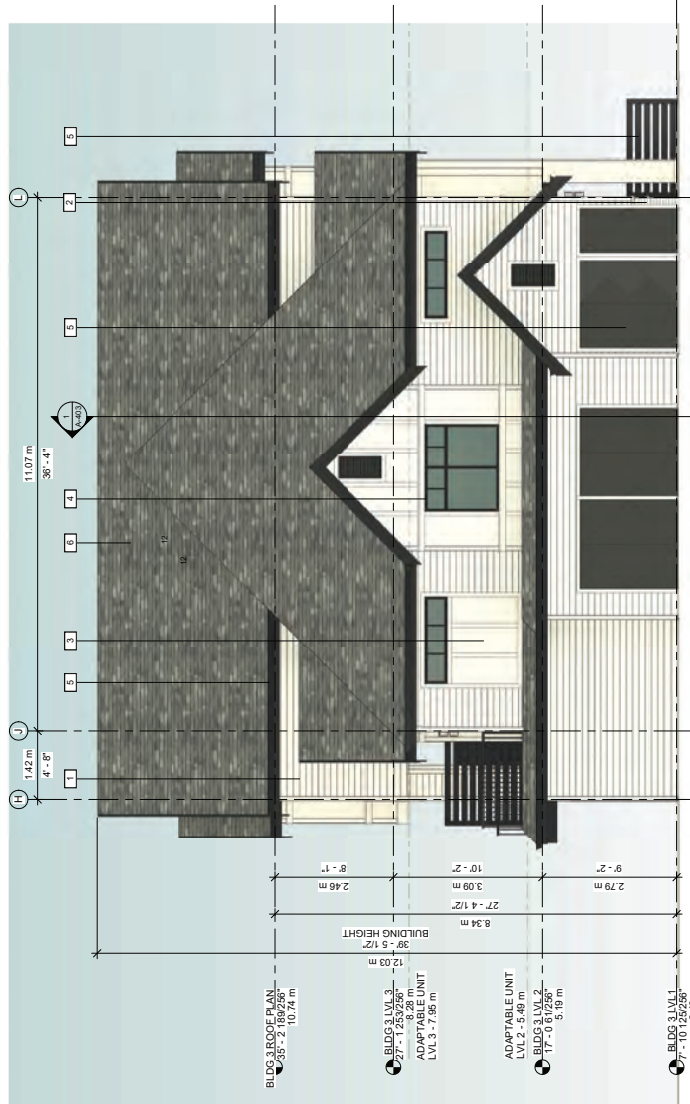
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JOB NO: RCH-029	
DATE: JULY 2024	

BUILDING 3
ELEVATIONS

CONCLUSIONS

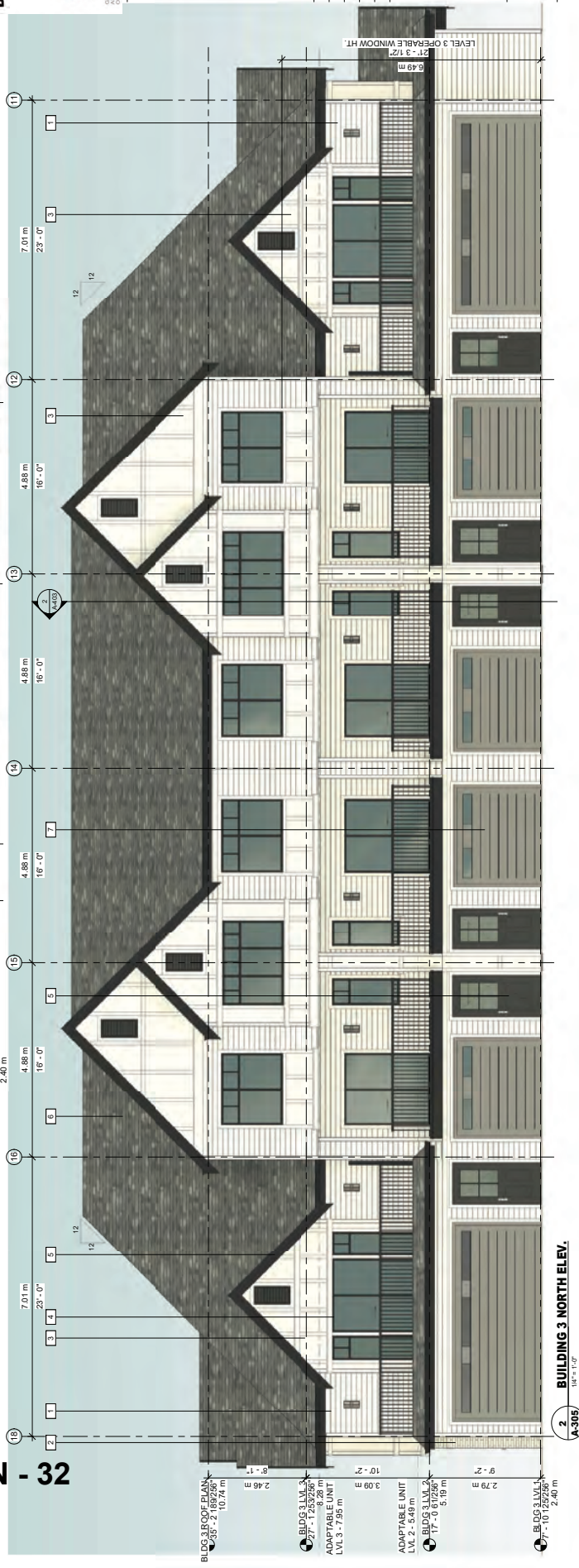
A-305

7



1 **BUILDING 3 WEST ELEV.**
1/4" = 1'-0"

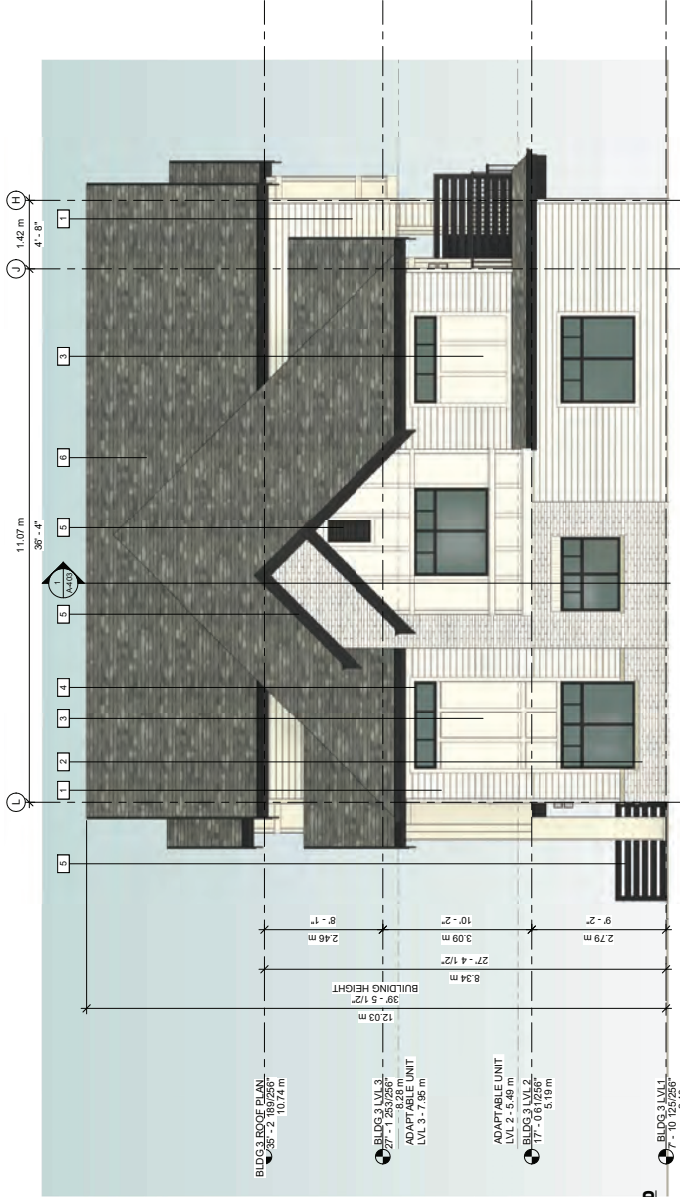
PLN - 32



2 BUILDING 3 NORTH ELEV.

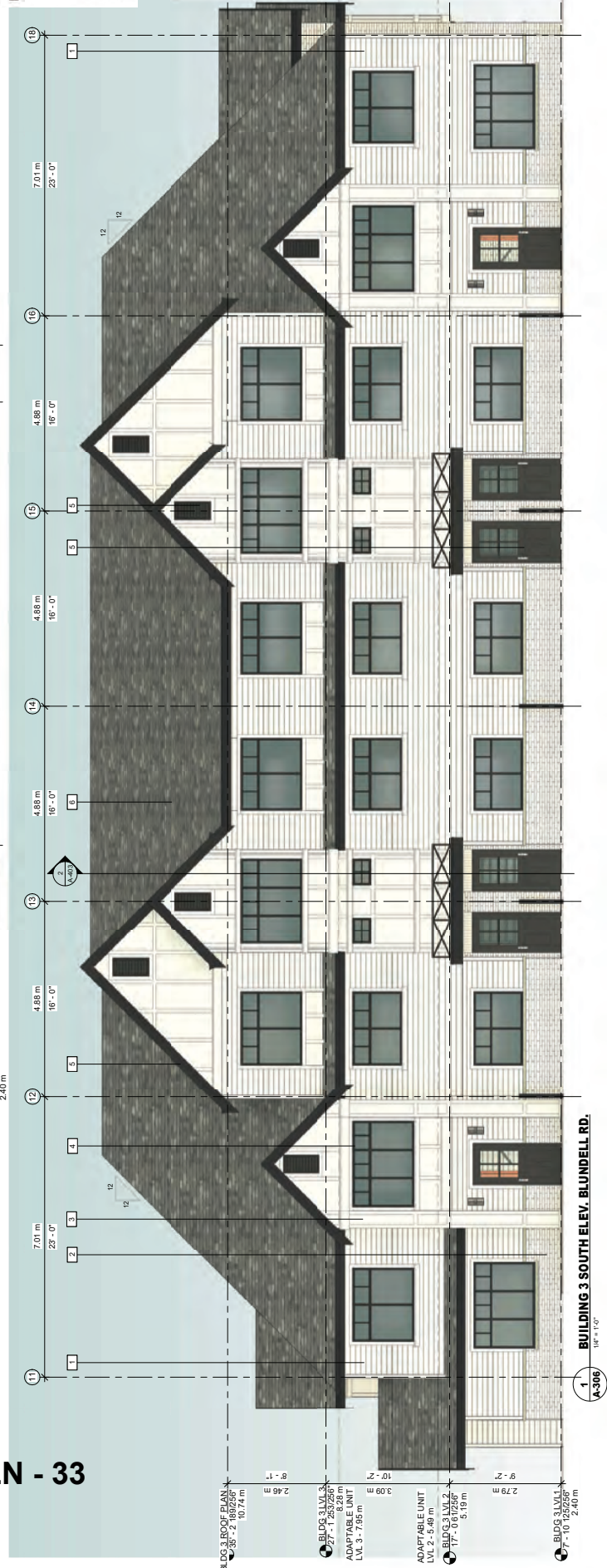
SCHEDULE OF FINISHES

- SMOOTH FINISH HARDE LAP -
SINKS COLOR TO MATCH
JAMES HARDIE FARMHOUSE WHITE.
- BRICK - INTERSTATE BRICK
COLOR: ALMOND
- HARDE BOARD AND BATTEN.
COLOR TO MATCH.
JAMES HARDIE FARMHOUSE WHITE.
- PAINTED VINYL WINDOWS
COLOR: STANDARD BLACK.
- DOOR - BM 1000 GRANITE
- PAINTED FASCIA AND GUTTER
- DOOR VENTS
- PRIVACY SCREEN.
- SPRINKLER RISERS
COLOR: TWILIGHT GREY
- GARAGE DOOR COLOR TO MATCH:
BM 2107-40 DESERT TWILIGHT.
- SMOOTH VENTED HARDE SOFT TO
JAMES HARDIE FARMHOUSE
WHITE.



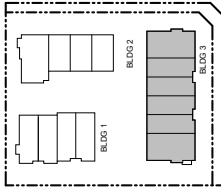
2 BUILDING 3 EAST ELEV. NO. 4 ROAD
1/8" = 1'-0"

PLN - 33



1 BUILDING 3 SOUTH ELEV. BLUNDELL RD.
1/8" = 1'-0"

NOTES:



KEY PLAN

NO.	DATE	DESCRIPTION
1	10/10/2024	ISSUED FOR PERMIT
2	10/10/2024	ISSUED FOR PERMIT
3	10/10/2024	ISSUED FOR PERMIT
4	10/10/2024	ISSUED FOR PERMIT
5	10/10/2024	ISSUED FOR PERMIT
6	10/10/2024	ISSUED FOR PERMIT
7	10/10/2024	ISSUED FOR PERMIT
8	10/10/2024	ISSUED FOR PERMIT
9	10/10/2024	ISSUED FOR PERMIT
10	10/10/2024	ISSUED FOR PERMIT
11	10/10/2024	ISSUED FOR PERMIT
12	10/10/2024	ISSUED FOR PERMIT
13	10/10/2024	ISSUED FOR PERMIT
14	10/10/2024	ISSUED FOR PERMIT
15	10/10/2024	ISSUED FOR PERMIT
16	10/10/2024	ISSUED FOR PERMIT
17	10/10/2024	ISSUED FOR PERMIT
18	10/10/2024	ISSUED FOR PERMIT

DF ARCHITECTURE INC.
3500 WEST 10TH AVENUE, RICHMOND, B.C. V6V 1K1
1-800-762-7626

GROUP 161

PROPOSED TOWNHOUSE DEVELOPMENT

9951 & 9951 BLUNDELL ROAD & 1951 NO. 4 ROAD, RICHMOND, B.C.

CUSTOMER

WEST KARAGON PROPERTIES

PROJECT NO.	2024-001
DRAWN BY	PS
CHECKED BY	VA
SCALE	AS SHOWN
DATE	JULY 2024
SHEET TITLE	

BUILDING 3 ELEVATIONS

DATE: JULY 2024
SHEET TITLE:
A-306 J

NOTES:

Year	Category	Value
2024-07-01	J. OP RE SUBMISSION	1
2024-04-01	I. OP RE SUBMISSION	1
2024-01-01	H. OP RE SUBMISSION	1
2022-11-01	G. OP RE SUBMISSION	1
2022-10-01	F. OP RE SUBMISSION	1
2022-05-01	E. OP RE SUBMISSION	1
2022-03-01	D. OP RE SUBMISSION	1
2021-10-01	C. OP SUBMISSION	1
2021-05-01	B. OP SUBMISSION	1
2019-05-01	A. ZONING & PRELIMINARY OP SUBMISSION	1

OF ARCHITECTURE INC.
350 WEST 1 STREET, SUITE 2000, AUSTIN, TEXAS 78701-3131
CANADA 512 209 2000
F 512 209 2000 F 512 209 2000

GRUP 161

PROJECT
PROPOSED TOWNHOUSE
DEVELOPMENT
9991 & 9951 BLUNDELL
ROAD & 7951 NO. 4 ROAD,
RICHMOND, B.C

CLIENT:

WEST KARAGON PROPERTIES

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DRAWN: PS	
CHECKED: YA	
SCALE: 1/8" = 1'-0"	
JOB NO. RCH-029	
DATE: JULY 2024	

SCALE & CHARACTER COMPATIBILITY

DRAWING No.	A-520	J
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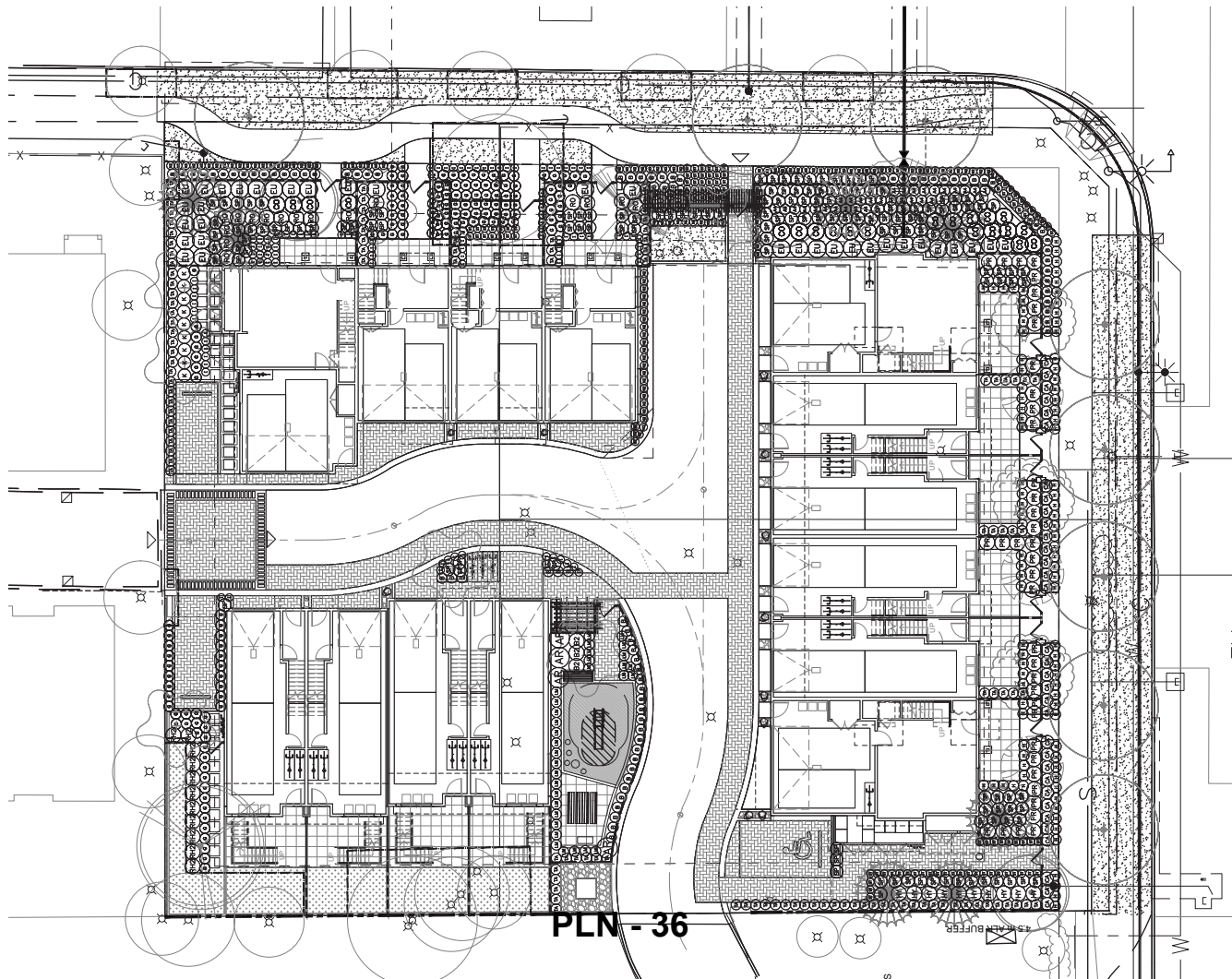
PLN 34



2 **A-520** **SCALE COMPATIBILITY - BLUNDELL RD.** $1/8" = 1'-0"$

SCALE
1/8" = 1'-0"

[illegible]





RZ 19-856171

Attachment 3

Address: 9951, 9991 Blundell Road and 7951 No. 4 Road

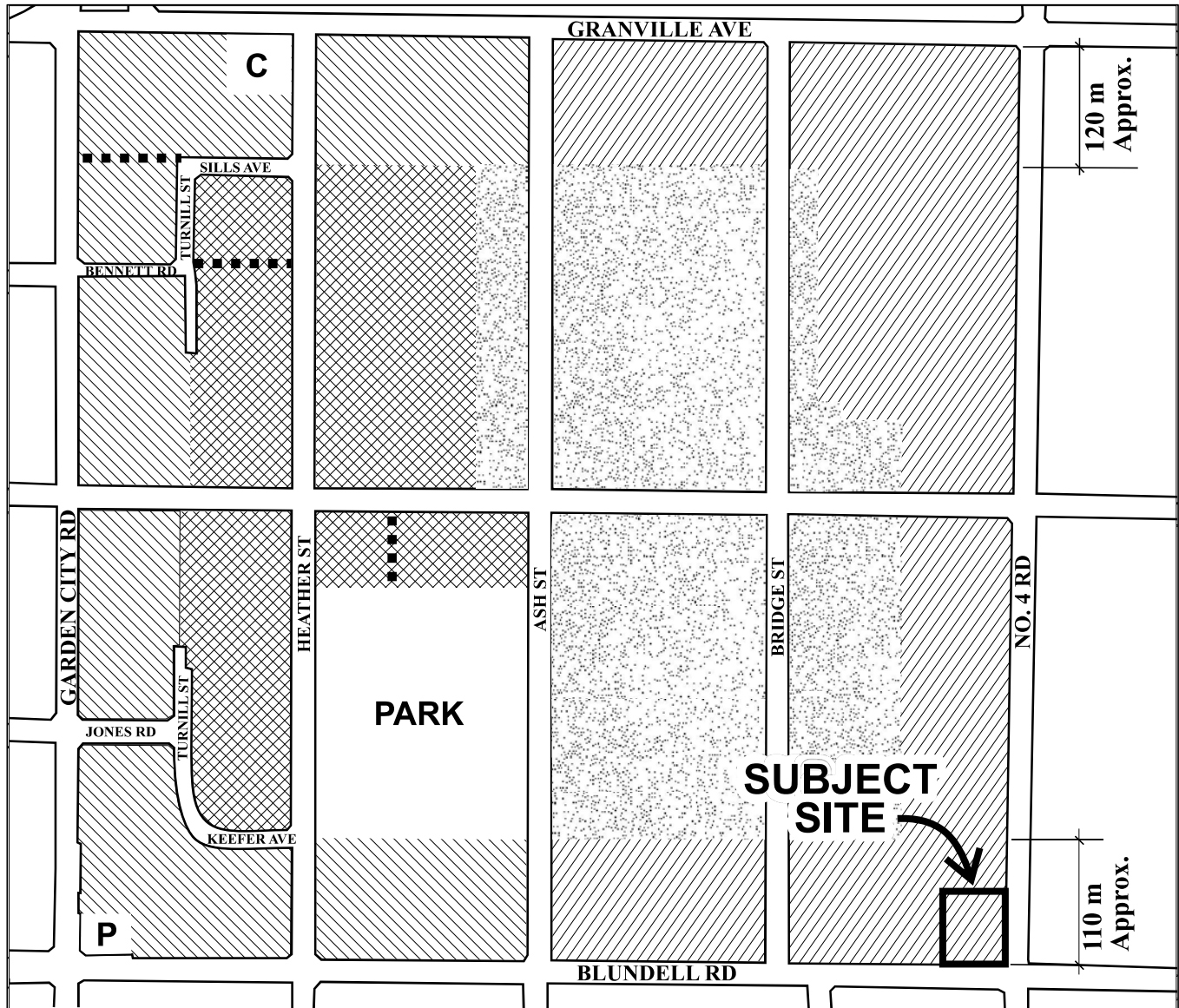
Applicant: DF Architecture Inc.


Planning Area(s): North McLennan (City Centre)


	Existing	Proposed
Owner:	West Karagon Properties Inc.	No Change
Site Size (m²):	2,679.9 m ²	2,409.0 m ²
Land Uses:	Single-Family	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	Residential, 2 ½ storeys typical (3-storey maximum)	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Small-Scale Multi-Unit Housing (RSM/XL)	Medium Density Townhouses (RTM2)
Number of Units:	3	14 townhouses
Other Designations:	N/A	No Change


On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front (South) Yard (Blundell) (m):	Min. 6.0 m	4.8 m Min.	Variance Requested
Setback – Exterior (East) Side Yard (No. 4 Road) (m):	Min. 6.0 m	5.1 m Min.	Variance Requested
Setback – Interior (West) Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (north) (m):	Min. 3.0 m	3.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 30.0 m	43.4 m	none
Lot Depth:	Min. 35.0 m	53.2 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V)	none


On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	20 (R) and 3 (V)	28 (R) and 3 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (28 x Max. 50% = 14)	16	Variance Requested
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (31 x Max. 50% = 15)	6	none
Accessible Parking Spaces:	Min. 2% when 11 or more spaces are required (23 x 2% = 1 space)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.5 (Class 1) and 0.2 (Class 2) per unit	none
Off-street Parking Spaces – Total:	18 (Class 1) and 3 (Class 2)	22 (Class 1) and 3 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 14 units = 84 m ²	Min. 84 m ²	none



 **Residential, Townhouse up to 3 storeys** over 1 parking level, Triplex, Duplex, Single-Family **0.75 base F.A.R.**

 **Residential, 2 ½ storeys** typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family **0.60 base F.A.R.**

 **Residential, 2 ½ storeys** typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family **0.55 base F.A.R.**

 **Residential, Historic Single-Family, 2 ½ storeys** maximum **0.55 base F.A.R.**, Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/ 5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road;

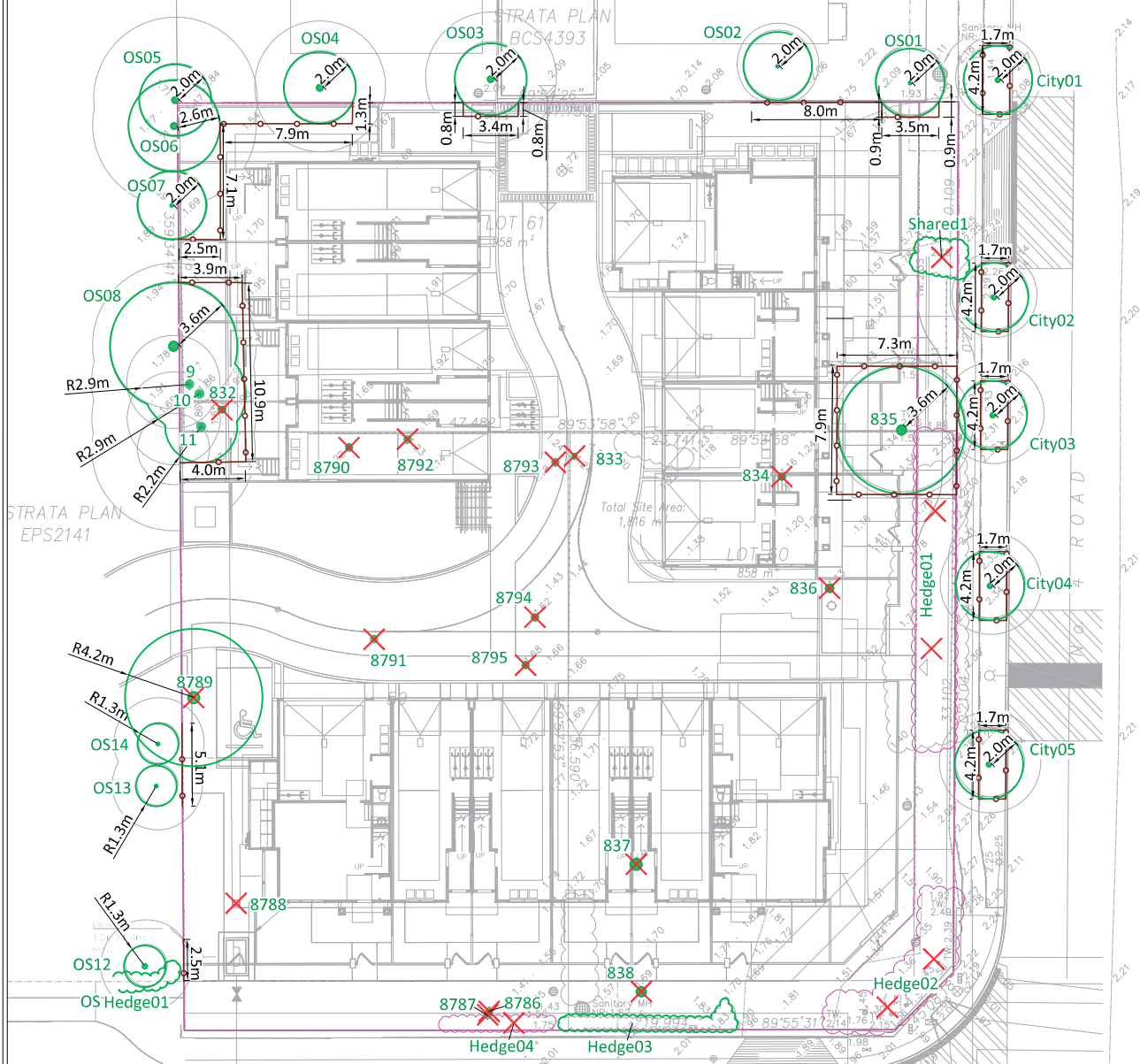
Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■ ■ ■ ■ Trail/Walkway

C Church

P Neighbourhood Pub

Note: Sills Avenue, Le Chow Street, Keefe Avenue, and Turnill Street are commonly referred to as the “ring road”.

**Arborist's Notes:**

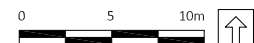
- No changes to existing grades are allowed within a tree protection zone without prior project arborist consultation.
- Tree protection fencing cannot be moved without prior project arborist consultation.
- Any patio or landscape construction within the TPZ of any protected trees must be done above grade without any excavation.
- Any demolition, excavation or construction within 2 m of a tree protection zone will require on-site project arborist supervision.
- Trees OS03 to OS8, 9-11: Minor branch pruning may be required for building envelope clearance. To be determined at time of construction and supervised by project arborist.
- Any pruning must be conducted by an ISA-certified arborist.
- Finished surface of yard space beneath any tree drip lines should only be turf or 15 cm depth of composted organic mulch.
- Footings for stairs within the TPZ of OS08, 9-11 must be dug using low-impact methods such as hand digging. Adjustment of the footing may be required to accommodate the roots of the trees. Root zone may be impacted, and long-term retention suitability to be determined the day of the works proposed.

Regarding Tree 835:

- Supervision by the project arborist of excavation within 2 m of the tree protection zone, and root pruning at the edge of the proposed tree protection zone will be required.
- Any patio or landscape construction within the TPZ must be done above grade without any excavation.
- The brick pathway will have to be built over a clear crush laid on top of a geotextile layer, on top of the existing grade, and without excavation within the TPZ. Arborist supervision is required.
- Drip irrigation throughout the tree protection zone of tree #835 and beneath the mulch layer is prescribed during hot dry weather for the duration of on-site construction.
- Minor branch pruning may be required for building envelope clearance. To be determined at time of construction and supervised by project arborist.
- The proposed sidewalk within the TPZ of tree #835 must be built under arborist supervision, using low-impact methods, above existing grade and without excavation.
- Footings for fencing within the TPZ must be dug using low-impact methods such as hand digging. Adjustment of the footing may be required to accommodate the roots of the trees. Arborist supervision required. Root zone may be impacted, and long-term retention suitability to be determined the day of the works proposed.

Regarding OS03:

- Hard paving is already installed on lane alignment adjacent to tree OS03.
- Proposed concrete pavers and visitor parking must be built using low-impact, zero excavation methods.



LEGEND	CRITICAL ROOT ZONE	TREE PROTECTION ZONE AND FENCING	UN-SURVEYED TREE
	TREE TO BE RETAINED	TREE TO BE REMOVED	

REFERENCE DRAWINGS

- Base Survey from client, dated January 6th, 2021.

NOTES

- The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
- All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
- The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. (If the tree's diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
- Any construction activities or grade changes within the Root Protection Zone must be approved by the project arborist.
- This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
- This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.



3559 COMMERCIAL STREET
VANCOUVER BC | V5N 4E8
T 604.733.4886 | F 604.733.4879

PLN - 41
Drawing title: Tree Management Plan
Project address: 9991 & 9951 Blundell Road and 7951 No.4 Road, Richmond
Client: West Karagon Properties Inc.

Drawing No: 005
Date: 2024/03/19
Drawn by: JB
Page Size: TABLOID 11"x17"

Page #
1 of 1



Address: 9951, 9991 Blundell Road and 7951 No. 4 Road

File No.: RZ 19-856171

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10596, 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 2.42 m wide road across the entire No. 4 Road frontage and approximately 3.0 m wide road across the entire Blundell Road frontage; with a 4 m x 4 m corner cut. Note: this may require an overlay of the proposed functional plan with the dedication plan to confirm that the required improvements can be accommodated within the dedication area.
3. **(Lot Consolidation)** Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. **(Site Access)** Registration of a legal agreement on title ensuring:
 - No vehicular access off Blundell Road or No. 4 Road will be allowed.
 - Acknowledgement that the Developer wishes to make use of the SRW/PROP that are registered at 9888 Keefer Avenue and 9733 Blunder Road for vehicular access to the subject site.
 - Acknowledge that the use of the driveway and drive aisles at 9888 Keefer Avenue and 9733 Blundell Road are subject to the terms and conditions of the SRW/PROP.
 - An indemnity/release agreement with the City indemnifying and releasing the City from any problems/damages resulting from the reliance on the registered SRW/PROP at 9888 Keefer Avenue and 9733 Blunder Road for vehicular access and egress to/from the subject site.
 - Identification of the cross access arrangement in the disclosure statement to future unit buyers of the subject development.
5. **(Access to Adjacent Residential Developments)** Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of the adjacent sites (including 9888 Keefer Avenue and 9733 Blundell Road) 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.
6. **(Interior Noise – Residential)** Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential traffic to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels
 - b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
7. **(Tandem Parking – No Conversion)** Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
8. **(ALR Buffer)** Registration of a legal agreement on Title to identify the Agriculture Land Reserve (ALR) buffer area (4.5 m wide, measured from the new property line ~~PLN No. 42~~ Road), to

Initial: _____

- Ensure that the landscape buffer is designed and to be maintained in accordance to the Ministry of Agriculture's Guide to Edge Planning
- Ensure that landscaping planted within this buffer will not be abandoned or removed,
- Identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities
- Indicate that the subject property is located adjacent to active agricultural operations and subject to impacts of noise, dust and odour.

9. **(City Centre Future Development Impacts)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
10. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on title.
11. **(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.
12. **(CCAP Community Planning)** City acceptance of the developer's voluntary contribution to future City community planning studies (as set out in the City Centre Area Plan) and as indicated in the table below.

	Site Area for Density Purposes	Maximum FAR	Maximum Permitted Floor Area	CCAP Community Planning Rate	Minimum Voluntary Developer Contribution
TOTAL	2,409 m ²	0.65	16,854.67 ft ²	\$0.34/ft ²	\$5,730.59

Note: In the event the developer contribution is not provided (cash) within one year of the Rezoning Bylaw receiving third reading of Council (Public Hearing), the contribution rate shall be changed to the Council-approved rate in effect at the time the contribution is provided and the value of the contribution shall be changed accordingly, where the change is positive.

13. **(Contribution - Child Care)** City acceptance of the developer's offer to voluntarily contribute \$45,902.35 to the City's child care fund.
14. **(Contribution – Affordable Housing)** City acceptance of the developer's offer to voluntarily contribute \$18.00 per buildable square foot (e.g. \$303,384.04) to the City's affordable housing fund.
15. **(Contribution – Market Rental)** City acceptance of the developer's offer to voluntarily contribute \$2.65 per buildable square foot (e.g. \$ 44,664.87) to the City's affordable housing fund.
16. **(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	\$1.02 per buildable square foot	16,854.67 ft ²	\$17,191.76

- 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.

17. **(Contribution – Indoor Amenity)** Contribution of \$2,066 per dwelling unit (e.g. \$28,924.00) in-lieu of on-site indoor amenity space.

18. **(Tree Survival Security – Onsite Trees)** Submission of a Tree Survival Security to the City in the amount of \$40,960.00 for four on-site trees (specifically tag# 9, #10, #11 & #835) to be retained. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
19. **(Tree Survival Security – City’s Tree)** Submission of a Tree Survival Security to the City in the amount of \$25,600.00 for five City’s trees (specifically tag # 01, 02, 03, 04, 05) to be retained. No Tree Survival Security will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
20. **(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.
21. **(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.
22. **(Servicing Agreement)** Enter into a Servicing Agreement* for the design and construction of frontage improvements along the site frontages. 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:

Water Works:

- a) Using the OCP Model, there is 739 L/s of water available at a 20 psi residual at the Blundell Road frontage, and 719 L/s of water available at a 20 psi residual at the No 4 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) At Developer’s cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use. At minimum, one additional hydrant on the No 4 Road frontage is required.
 - 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.
- c) At Developer’s cost, the City will:
 - i) Install one new water service connection for the proposed site.
 - ii) Cut, cap, and remove all existing water connections and meters serving the development site.

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.
- b) At Developer’s cost, the City will:
 - i) Install one new storm connection, complete with inspection chamber, off of the existing storm sewer on the Blundell Road frontage. If feasible, the storm connection shall be tied in to the existing manhole.
 - ii) Cut, cap, and remove all existing storm connections and inspection chambers serving the development site.

Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Remove the sanitary sewer along the Blundell Road frontage of the site, and fill and abandon the sanitary sewer west of the site up to the proposed manhole.
 - ii) Discharge the sanitary sewer Right-of-Way BM295022 (Plan LMP39900) along the Blundell Road frontage following removal of the sanitary sewer.
 - iii) Remove all existing sanitary connections and inspection chambers serving the development site.
 - iv) Video inspect the sanitary sewer along the frontage of 9733 Blundell Road prior to filling and abandoning, to confirm there are no undocumented connections to the pipe in the area to be filled and abandoned.
- b) At Developer's cost, the City will:
 - i) Install one new sanitary connection, complete with inspection chamber, off of the existing sanitary sewer on the No 4 Road frontage.
 - ii) Install a new manhole on the sanitary sewer on Blundell Road at the tie-in point of 9733 Blundell Road's sanitary connection (i.e. to facilitate abandonment/removal of the sanitary sewer east of the connection).

Frontage Improvements (General):

- a) At Developer's cost, the Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead service lines.
 - ii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development 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
 - iii) Review street lighting levels along all road frontages, and upgrade as required. In areas where the existing streetlight conduit is under the sidewalk but will become under the boulevard as part of the frontage improvements, the streetlight conduit must be lowered in order to provide adequate depth of cover.
 - iv) Complete other frontage improvements as per Transportation requirements:

Frontage Improvements (No. 4 Road)

- a) Frontage improvements (cross-section): Across the subject site's entire No. 4 Road frontage, the Developer is required to provide the following frontage improvements (measured west to east):

- New east property line of the subject site. (Note: a 2.42 m wide dedication is required to meet minimum frontage improvement standards).
- 2.0 m wide concrete sidewalk. (Arterial Road Sidewalk Policy).
- 1.55 m wide landscaped boulevard with street trees.
- 2.0 m landscaped boulevard with no new tree planting. (Future road widening area).
- 0.15 m wide west curb of site fronting section of No. 4 Road.

b) Comments on proposed sidewalk/boulevard alignment:

- The proposed sidewalk is shown transitioned (towards the north) at roughly mid-section of the site frontage from next to the property line to 1.7 m from the curb. The realigned section of the sidewalk will encroach into the future road widening area. The new sidewalk around the eastern limit of the TPZ is to be kept 2.0 m from the fronting curb.
- The requirement for protecting Tree #835 is recognized. The sidewalk is to be realigned around the Tree #835 TPZ. Beyond the TPZ, the sidewalk is to be transitioned back immediately to stay next to the new property line.

- c) Frontage improvements (sidewalk connection): The subject site's new sidewalk is to connect directly to the existing sidewalk at the immediate north neighbouring development at the common property line. A sidewalk transition section is required. The transition is to be constructed based on a reverse curve design (e.g. 3 m x 3 m).
- d) Driveway closures/backfill: All existing driveways along the subject site's No. 4 Road frontage are to be closed permanently. Site vehicular access is to be provided via the SRW/PROP cross access title registrations at 9733 Blundell Road and 9888 Keefer Avenue. The Developer is responsible for the removal of all existing driveway let-downs and the replacement with barrier curb/gutter, boulevard with street trees and concrete sidewalk per standards described above.
- e) Parks/Tree Bylaw requirements: Consult Parks/Tree Bylaw on the requirements for tree protection/placement including tree species and spacing as part of the frontage works. Note that the above frontage improvements may have to be realigned to meet tree protection requirements.
- f) Engineering requirements: Consult Engineering on lighting and other utility requirements as part of the frontage works. These requirements include but are not limited to: relocation of hydro poles, relocation of existing or placement of new hydrants, and streetlights. All such installations are to have setbacks from sidewalk/driveway/road curb per City Engineering Design Specifications.

Frontage Improvements (Blundell Road)

- a) Frontage improvements (cross-section): Across the subject site's entire Blundell Road frontage, the Developer is required to provide the following frontage improvements (measured north to south):
- New north property line of the subject site. (Note: a 3.0 m wide dedication is required to meet minimum frontage improvement standards).
 - 2.0 m wide concrete sidewalk. (Arterial Road Sidewalk Policy).
 - 1.5 m wide landscaped boulevard with street trees.
 - 2.0 m landscaped boulevard with no new tree planting. (Future road widening area).
 - 0.15 m wide north curb of site fronting section of Blundell Road.
- b) Tree Planting: New tree planting is to be contained within the 1.5 m wide boulevard between the new sidewalk and the 2.0 m wide future road widening space. Refer to the notes immediately above for frontage improvement cross-section details.
- c) Frontage improvements (sidewalk connection): The subject site's new sidewalk is to be extended for a short distance beyond the west common property line to connect directly to the existing sidewalk at 9733 Blundell Road. The existing sidewalk transition section at 9733 Blundell Road is to be removed and backfilled with grass

boulevard. The finished sidewalk is to have a straight alignment next to the property line across the two neighbouring sites.

- d) Driveway closures/backfill: All existing driveways along the subject site's Blundell Road frontage are to be closed permanently. Site vehicular access is to be provided via the SRW/PROP cross access title registrations at 9733 Blundell Road and 9888 Keefer Avenue. The Developer is responsible for the removal of all existing driveway let-downs and the replacement with barrier curb/gutter, boulevard with street trees and concrete sidewalk per standards described above.
- e) Parks/Tree Bylaw requirements: Consult Parks/Tree Bylaw on the requirements for tree protection/placement including tree species and spacing as part of the frontage works. Note that the above frontage improvements may have to be realigned to meet tree protection requirements.
- f) Engineering requirements: Consult Engineering on lighting and other utility requirements as part of the frontage works. These requirements include but are not limited to: relocation of hydro poles, relocation of existing or placement of new hydrants, and streetlights. All such installations are to have setbacks from sidewalk/driveway/road curb per City Engineering Design Specifications.

Frontage Improvements (Northwest corner of No. 4 Road/Blundell Road Intersection)

- a) Traffic signal infrastructure
 - The frontage improvements at the northwest corner of the Blundell Road/No. 4 Road intersection will have impacts on the following existing traffic signal infrastructure: junction boxes (for traffic loop, communications and traffic signal); eastbound traffic loop detectors; and traffic signal pole/base. The Developer is responsible for the cost of relocation/upgrading/replacement of the aforementioned traffic signal items. As part of the SA detailed design, the Developer is required to prepare design drawings for the required traffic signal works and submit such design to the City Traffic Signal Group for approval.
- b) Wheelchair ramps and crosswalks
 - The proposed dual ramps are to be replaced by a single ramp (Engineering Design Specifications Drawing R-15-SD).
 - Angled design of the E-W and N-S sidewalks are not acceptable. The crosswalks are to be aligned so that they are perpendicular to each other.

Road Dedication and SRW Requirements

- a) Dedications: The following dedications are required. (The exact road dedications are to be determined as part of the functional road design process and legal surveys).
 - No. 4 Road frontage: The frontage improvement standards are 2.0 m wide sidewalk, 1.5 m wide boulevard and 2.0 m wide future road widening strip. The existing frontage width is not adequate for supporting these standards. A 2.42 m wide dedication across the subject site's entire No. 4 Road frontage is required.
 - Blundell Road frontage: The minimum frontage improvement standards are 2.0 m wide sidewalk, 1.5 m wide boulevard and 2.0 m wide future road widening strip. The existing frontage width is not adequate for supporting these standards. A 3.0 m wide dedication across the subject site's entire Blundell Road frontage is required.
 - Corner cut: A 4.0 m x 4.0 m corner cut dedication is required at the southeast corner of the subject site (measured from the intersecting points of the two new property lines).
- b) Utility SRW requirements: All above ground hydro/telephone kiosks and other third party equipment must not be placed within any frontage works area including sidewalk and boulevard. On-site SRW is to be secured for the placement of this equipment.

Functional Plan

- a) Functional plan requirements: The Developer is required to submit functional road plans, prepared by a Registered Professional Engineer, for approval by the City. The purpose of the functional plans is to establish the extent of frontage improvements and to determine, in conjunction with legal surveys, road dedication requirements. TAC and City Engineering Design Specifications are to be followed. The completed plan is to contain this information:
- Frontage improvements described above.
 - Typical road cross-sections and cross-section at TPZ.
 - Road dedications required to support the required frontage improvements.
 - Pavement marking and traffic signage plans.
- b) General Items:
- At Developer's cost, the Developer is required to:
 - Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - Provide a video inspection report of the existing storm sewer and sanitary sewers 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.
 - Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
 - 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.
 - Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
 - 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:
 - Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - Pipe sizes, material and slopes.
 - Location of manholes and fire hydrants.
 - Road grades, high points and low points.
 - Alignment of ultimate and interim curbs.
 - Proposed street lights design.
 - 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.

23. **(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. Complete an acoustical and thermal report with 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

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

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

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the

proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.

- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10596 (RZ 19-856171)
9951, 9991 Blundell Road and 7951 No. 4 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 **“Medium Density Townhouses (RTM2)”**.

P.I.D. 005-371-945

Lot 59 Section 15 Block 4 North Range 6 West New Westminster District Plan 40580

P.I.D. 004-193-491

Lot 60 Except: Parcel “B” (Bylaw Plan 64705), Section 15 Block 4 North Range 6 West New Westminster District Plan 40580

P.I.D. 002-795-817

Lot 61 Section 15 Block 4 North Range 6 West New Westminster District Plan 40580

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10596”**.

FIRST READING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by EL
APPROVED by Director or Solicitor