



**City of Richmond**  
Planning and Development Department

**Report to  
Development Permit Panel**

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**To:** Development Permit Panel  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** February 26, 2010  
**File:** DP 09-463392  
**Re:** **Application by Newbury Ventures Limited Partnership for a Development Permit at 7751, 7851 Bridge Street and 9531, 9551 Blundell Road**

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**Staff Recommendation**

That a Development Permit be issued which would:

1. Permit the construction of 22 townhouses at 7751, 7851 Bridge Street and 9531, 9551 Blundell Road on a site zoned "Town Housing (ZT60) – North McLennan (City Centre)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Reduce the minimum side yard from 3 m to 1.5 m limited to one (1) building on the north side of the outdoor amenity space.
  - b) Permit 8% small car parking spaces (4 small car spaces of 49 total parking spaces).

Brian J. Jackson, MCIP  
Director of Development

SB:blg  
Att.

## Staff Report

### Origin

Newbury Ventures Limited Partnership has applied to the City of Richmond for permission to develop 22 townhouses at 7751, 7851 Bridge Street and 9531, 9551 Blundell Road on a site zoned "Town Housing (ZT60) – North McLennan (City Centre)".

The site is being rezoned from "Single Detached (RS1/F)" to "Town Housing (ZT60) – North McLennan (City Centre)" for this project under Bylaw 8444 (RZ 07-380219). The site formerly contained four (4) single-family homes.

The zoning district names have changed as the rezoning application was submitted under the former Zoning & Development Bylaw No. 5300 to rezone the site from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/155)".

A Servicing Agreement (SA 09-468973) for frontage improvements, road widening; a new public lane, and engineering infrastructure upgrades was secured through the rezoning.

### Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Background

Development surrounding the City Centre McLennan South Sub-Area site in the 'C2' character area includes:

- To the east, across Bridge Street, are single-family homes fronting onto Blundell Road, zoned "Single Detached (RS1/F)";
- To the northeast, across Bridge Street, is a 32-unit townhouse development, zoned "Town Housing (ZT50) – South McLennan (City Centre)";
- To the north, are single-family homes fronting onto Bridge Street, zoned "Single Detached (RS1/F)";
- To the northwest, is a 29-unit townhouse development fronting onto Ash Street, zoned "Town Housing (ZT16) South McLennan and St. Albans Sub-Area (City Centre)";
- To the west, are single-family homes fronting onto Blundell Road, zoned "Single Detached (RS1/F)"; and
- To the south, across Blundell Road and outside of the City Centre planning area, are single-family homes, zoned "Single Detached (RS1/C)".

The subject site is situated along the northern edge of Blundell Road in the lowest density multiple-family area designated under the McLennan South Sub-Area Plan. A mix of older and newer homes and new townhouse developments characterizes the area around the subject site. The plan generally intends that this part of McLennan South will be redeveloped with a mix of detached, duplex, and triplex dwellings, either as townhouse projects or as fee simple subdivisions.

## Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on December 15, 2008. At the Public Hearing, no concerns about rezoning the property were expressed.

### Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Town Housing (ZT60) – North McLennan (City Centre)" zoning district except for the zoning variances noted below.

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

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

- 1) Reduce the minimum side yard from 3 m to 1.5 m limited to one (1) building on the north side of the outdoor amenity space.

*(Staff supports the proposed variance as it allows the lane to curve to provide visual interest and traffic calming, as requested by the Advisory Design Panel. The variance is limited to the passive side yard condition of a lower two-storey building. The variance was identified in the rezoning staff report and no concerns were expressed by the Public.)*

- 2) Permit 8% small car parking spaces (4 small car spaces of 49 total parking spaces)

*(Staff supports the proposed variance as it allows for the provision of a greater number of parking spaces for the development. The variance is limited to one small car parking space for each of the 4 townhouses with a standard two (2) car side-by-side garage).*

### Advisory Design Panel Comments

The Advisory Design Panel reviewed the project both as part of the rezoning and Development Permit processes. The Panel was supportive of the project and asked the applicant to consider making identified site planning and landscaping design improvements. An annotated excerpt from the Advisory Design Panel Minutes from August 19, 2009 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold italics**'.

### Analysis

#### *Conditions of Adjacency*

- The proposed development includes appropriate interfaces to Blundell Road and Bridge Street, enhanced and animated with pedestrian-oriented front entries and landscaped front yards with a mix of Evergreen and deciduous tree planting.
- The development presents an appropriate mix of passive side yards, active semi-private outdoor space, drive aisle, and landscape buffer interface to the adjacent townhouse development to the west and single-family homes to the north and west.

- An appropriate transition in scale is provided with two-storey townhouses along the north edge of the predominantly three-storey townhouse development as an interface with the existing single-family lot to the north. The townhouse lot grade has been increased to meet the required Flood Construction Level. At the interfaces to the surrounding properties, the landscaped areas are sloped down, perimeter drainage is provided, and there is a low retaining wall along the shared property lines.
- There is a proposed 1.5 m side yard variance between single-unit building No.2 and the adjacent single-family lot to the north. The reduced setback is consistent with the side yard provided by the existing single-family home to the north.
- The development includes screening to the adjacent residential properties, with 1.8 m height privacy wood fencing and a mix of lawn, shrub and tree planting.

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

- The proposed development achieves a scale, design, circulation, public lane and internal road layout that contributes a pattern and transportation network to facilitate future townhouse redevelopment to the west along Blundell Road.
- A 6 m wide public lane is provided, bisecting the development into north and south portions. Registration of a right-of-way (PROP ROW) and construction of a public lane through a Servicing Agreement were secured through the rezoning. A modest curve in the public lane with flanking townhouses on Bridge Street offers visual interest from Bridge Street and within the development site.
- A central pedestrian mews connects to Blundell Road and provides a north-south green space corridor through the site. The pedestrian mews connects internal townhouses to Blundell Road, the new lane, and the outdoor amenity space.
- The proposed pedestrian-oriented townhouse end unit and street wall expression along Blundell Road and Bridge Street with three-storey building height is consistent with development further to the west and arterial road redevelopment elsewhere in the City.
- The proposed site layout includes 22 townhouses in seven (7) separate buildings with a mix of two to three-storey building height. The outdoor amenity space is provided in a central consolidated location, bordering on the public lane right-of-way (ROW) and protected from Blundell Road.
- Townhouse unit entries and vehicle garage entries are on opposite ends of 20 of the 22 townhouses; the two (2) townhouse units at the northwest corner of the site have both front entry and vehicle garage entries fronting onto an internal drive aisle.
- Private pedestrian routes through the site are provided to Blundell Road and Bridge Street.
- Vehicular access is from Bridge Street, through a new public lane ROW provided across the site. The lane is intended to extend with future development to the west. Perpendicular internal drive aisles connect to both sides of the new lane.
- Road dedication of 0.39 m along the entire Blundell Road frontage and a 4 m x 4 m corner cut at the intersection were secured through the rezoning.
- Transportation infrastructure improvements were secured through the rezoning and provided through a required Servicing Agreement for works including:
  - **Bridge Street Frontage Improvements:** Road widening, curb and gutter, creation of a grass boulevard with trees (Red Horse Chestnut), a 2.6 m utility corridor, decorative streetlights, and new 1.75 m wide concrete sidewalk near the Property Line.

- Blundell Road Frontage and Intersection Improvements: Creation of a 1.5 m grass boulevard with trees (Green Vase Japanese Zelkova), new 1.5 m wide concrete sidewalk at the new Property Line, and pre-ducting for future special crosswalk upgrade at Bridge Street intersection.
- Public Lane Establishment: Construction of a 5.1 m wide asphalt lane complete with roll curb & gutter on both sides, storm sewer and post top laneway street lighting.
- Off-street parking for residents and visitors complies with the Zoning Bylaw requirements, including accessible parking, and is accessed from the internal drive aisles. Visitor parking is located throughout the northern portion of the site. Registration of a legal agreement prohibiting conversion of parking area into habitable area was secured through the rezoning.
- Garbage and recycling are consolidated at a single location, in an enclosed space attached to the south side of building No. 1, close to the vehicle entry to the development. Garbage and recycling collection will be from the public lane.
- Centralized mailboxes are located in the central outdoor amenity area.

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

- The three-storey building massing is appropriate along Blundell Road and Bridge Street and is articulated with: projecting porches, projecting bays, main and secondary roof dormer elements with hip roof treatment, and a mix of building materials.
- The 22 townhouses are provided in seven (7) buildings of two to three-storey building height and one (1), two (2) and five (5) units each.
- The proposed building materials are generally consistent with the Official Community Plan (OCP) guidelines, including: HardiePlank fibre cement horizontal siding, vinyl horizontal siding, HardieShingle fibre cement wall shingles, board and batten with HardiePanel fibre cement board, painted wood trim, and wood shake profile asphalt shingles.
- The colour palette includes a range of taupe, highlighted with black and muted red for accent colour.
- The impact of blank garage doors has been mitigated with a panel pattern and transom windows in the garage doors, a mix of tandem and double wide door widths, pedestrian entries, small planting areas, and overhanging bay projections.
- Two (2) convertible units are provided, designed with conversion for universal accessibility in mind. Conversion would require installation of a vertical lift beside the stairwell to provide access to each floor of the two-storey units. The floor framing includes framing for the potential shaft opening. As the units are lower two-storey units, a vertical lift model has been specified that does not require a slab depression for a pit. These units also include a layout for a kitchen and bathroom that is appropriate for wheelchair manoeuvring.
- All units include aging in place features, such as handrails, lever handles, and blocking in washroom walls for future grab bar installation.

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

- An Arborist report was reviewed and a tree removal strategy was included in the rezoning staff report presented to the public and Council. No concerns were expressed about tree retention at Public Hearing.

Bylaw-sized Trees	Existing	Retain	Remove	Compensation
On-site	22	0	All	79 new trees, exceeding 2:1 replacement ratio
Lane	5	0	All	None required
Boulevard	4	0	All	Approx. 10 - 12 new street trees along Bridge Street and Blundell Road, exceeding 2:1 replacement ratio

- The removal of 22 bylaw-sized trees on-site will be replaced with the planting of 79 new trees ranging in size from 6 cm to 11 cm calliper for deciduous trees and 4 m height for Evergreen trees. With more than a 3:1 replacement ratio, the proposal exceeds the 2:1 replacement ratio sought in the OCP.
- The four (4) existing Bylaw-sized trees in the Bridge Street and Blundell Road boulevards and road dedication area conflict with required infrastructure improvements secured through the required Servicing Agreement as identified in the rezoning staff report. The frontage improvements will include the planting of approximately 10 – 12 new street trees, which exceeds the 2:1 replacement, or 8 replacement trees that staff would seek.

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

- As noted above, the landscape design includes a central pedestrian mews that connects to Blundell Road and provides a north-south green space corridor through the site. The pedestrian mews connects internal townhouses to Blundell Road, the new lane, and the outdoor amenity space.
- On-site outdoor amenity space is provided at a central location along the north edge of the public lane ROW, and meets the OCP requirements for size, location, visual surveillance and access. The landscaped open amenity space is connected to the pedestrian mews described above. The amenity space landscape design includes shrub and tree planting, mailboxes, a multi-use piece of children's play equipment with climbing and sliding opportunities, seating for supervision, and nearby bicycle parking stand. Views from the surrounding townhouses provide natural surveillance over the communal amenity space.
- The landscape plan includes communal, and semi-private landscaped spaces. In addition to the new trees noted above, the landscape design includes a variety of shrubs, vines, perennial, ground cover, grasses and lawn planting.
- Fencing will include open picket wood fencing with brick clad gate piers along the streetscapes; communal entry gate features at the pedestrian mews, drive aisle ends and amenity area; open picket fencing at the amenity area; and 1.8 m height wood privacy fencing along the interior property lines outside of the road setback
- Areas of permeable concrete pavers have been incorporated in the internal drive aisles, visitor parking spaces, patios, and pedestrian paths. These paver areas are decorative, enhance sustainability, offer visual interest, and help differentiate between internal drive aisles, public lane, on-site pedestrian paths, and public sidewalks.

- Paving treatment includes a variety of materials to mark the internal drive aisle entries, improve the internal streetscape, increase site permeability, and differentiate between pedestrian and vehicle areas. Materials include asphalt, concrete, interlocking and permeable pavers.

### ***Sustainability***

The proposal complies with Smart Growth principles of providing denser residential development in close proximity to bus routes. The project will incorporate the following sustainable measures:

- Proximity to public transportation (along No. 4 Road)
- Drought tolerant/native plant species
- Enhanced on-site permeability in the form of soft landscaping and pavers
- Enhanced pedestrian realm to encourage walking
- Rigid insulation beneath entire slab of ground floor habitable space to improve envelope performance
- Low E glass to improve envelope performance by reducing solar heat gain
- Energy efficient appliances

### ***Floodplain Management Implementation Strategy***

- The proposal complies with Flood Plain Designation and Protection Bylaw No. 8204. The Bylaw requires minimum flood construction level of 2.9 m (geodetic) and includes an exemption that allows the subject 'Area A' site to be developed with habitable area at 0.3 m above the highest crown of road.
- Registration of a flood indemnity covenant was secured through the rezoning.

### ***Servicing Capacity***

As noted in the rezoning staff report, a Servicing Agreement was secured through the rezoning, including engineering infrastructure improvements:

- Sanitary Sewer: Removal and restoration works associated with abandoning existing sanitary sewer along the south edge of the development, and confirmation that existing sewer along frontages is adequately sized, or upgrading.
- Storm Sewer: Confirmation that existing sewer along frontages is adequately sized, or upgrading.

### ***Community Benefits***

As outlined in the rezoning staff report, the proposal includes the following community benefits which were secured through the rezoning:

- Registration of a 6 m wide public lane PROP ROW through the townhouse site with access from Bridge Street to facilitate future redevelopment to the west.
- Road dedication of 0.39 m along the entire Blundell Road frontage and a 4 m x 4 m corner cut at the intersection
- The provision of \$52,542.43 toward storm sewer consortium committed upgrades.
- The provision of \$25,000 to the City's Park Development Fund.
- The provision of \$0.60 per buildable ft<sup>2</sup> (e.g., \$18,500) towards Public Art.
- The provision of \$0.60 per buildable ft<sup>2</sup> (e.g., \$18,500) towards the City's Affordable Housing Strategy:
- The provision of \$25,000 in-lieu of on-site indoor amenity space for the townhouse development as per the Official Community Plan (OCP) and Council policy.

**Conclusions**

The applicant has satisfactorily addressed staff and the Advisory Design Panel's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design during the Development Permit review process. The design has improved through the process, and staff are supportive of this residential development in the South McLennan City Centre neighbourhood. Staff recommend support of this Development Permit application.



Sara Badyal, M. Arch, MCIP  
Planner 2 (Urban Design)  
(Local 4282)

SB:blg

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$85,338.00.

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).





# City of Richmond

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
www.richmond.ca  
604-276-4000

## Development Application Data Sheet Development Applications Division

**DP 09-463392**

**Attachment 1**

Address: 7751, 7851 Bridge Street and 9531, 9551 Blundell Road

Applicant: Newbury Ventures Limited Partnership

Owner: 0798466 BC Ltd.

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

Floor Area Gross: 3,964.1 m<sup>2</sup>

Floor Area Net: 2,846.2 m<sup>2</sup>

	Existing	Proposal
<b>Site Area:</b>	Formerly 4,431 m <sup>2</sup>	4,396 m <sup>2</sup> (after road dedication)
<b>Land Uses:</b>	Formerly Single-Family homes	Townhousing
<b>OCP Designation:</b>	Residential, 2 ½ storeys typical (3-storeys maximum) with 0.55 base FAR	Complies
<b>Zoning:</b>	Formerly Single-Detached (RS1/F)	Townhousing (ZT60) – North McLennan (City Centre)
<b>Number of Units:</b>	Formerly 4 single-family homes	22 townhouses

	Bylaw Requirement	Proposed	Variance
<b>Floor Area Ratio:</b>	Max. 0.65	0.65	None permitted
<b>Lot Coverage:</b>	Max. 40%	37.1%	None
<b>Setback –</b> Bridge St Blundell Rd <b>North side yard</b> West rear yard	Min. 6 m Min. 6 m <b>Min. 3 m</b> Min. 3 m	6 m 6 m <b>1.5 m to 3.25 m</b> 3.3 m to 7.3 m	<b>1.5 m reduction North of Building 2</b>
<b>Height (m):</b>	Max. 12 m & three-storey	11.4 m	None
<b>Lot Size:</b>	Min. 1,010 m <sup>2</sup>	4,395.8 m <sup>2</sup>	None
<b>Off-street Parking Spaces:</b> Visitor (Accessible) Total	44 5 (1) 49	44 5 (1) 49	None
<b>Tandem Parking Spaces</b>	Permitted	36 spaces (in 18 units)	None
<b>Small Car Parking Spaces</b>	<b>Not Permitted</b>	<b>8% (1 space in 4 units)</b>	<b>8% (4 spaces)</b>
<b>Amenity Space – Indoor:</b>	Min. 70 m <sup>2</sup>	cash-in-lieu	None
<b>Amenity Space – Outdoor:</b>	Min. 132 m <sup>2</sup>	132 m <sup>2</sup>	None

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

**Wednesday, August 19, 2009 – 4:00 p.m.**

4. DP 09-463392: 22 UNIT TOWNHOUSE DEVELOPMENT  
APPLICANT: Taizo Yamamoto, Yamamoto Architecture Inc.  
PROPERTY LOCATION: 7751/7851 Bridge Street and 9531/9551 Blundell Road

**Panel Discussion**

Comments from the Panel were as follows:

- project looks good; Euphorbia is toxic and should be substituted with another perennial; consider maintaining a consistent walkway width near the entrance to the amenity space area; at the entrance to the amenity area, rather than two benches and one across the road, consider a cluster of planted decorative pots; consider removing unusable lawn areas, in particular the lawn north of building 6 / adjacent to the roadway;
- suggested replacing the vinyl siding with Hardi-board to differentiate texture and colour to be environmentally conscious;
- generally a very successful project; the site planning works well; Building 2's set back seems tight;
- overall a good design and good use of the site; well detailed;
- handsome development; lush frontage at Blundell Road; consider consistent look of hip roofs at the mews entrances instead of trellis work;
- pleased to see adaptable features in other units; consider sliding doors on washrooms to make them further accessible; and
- very successful and nicely resolved project; the three smaller buildings on the north side create an interest; consider articulation of Building #2's side facing the amenity space; consider the property line west of Building #5 and provide a buffer at the fence to the single-family dwelling to the west; the materials and colour scheme is good; concur with the vinyl siding comment.

**Panel Decision**

It was moved and seconded

That DP 09-463392 move forward to the Development Permit Panel taking into consideration the following comments of the Advisory Design Panel:

1. remove Euphorbia from the plant list and replace with another perennial – ***Removed;***
2. consider maintaining a consistent walkway width near the entrance to the amenity space area – ***Considered. However, walkway wider at amenity area for open seating space and social interaction;***
3. consider a cluster of planted decorative pots at the entrance to the amenity area, and reducing the number benches – ***Incorporated;***

4. consider replacing small unusable lawn areas with shrubs, in particular the lawn north of building 6 / adjacent to the roadway – ***Incorporated;***
5. suggested replacing the vinyl siding with Hardi-siding for environmental sustainability, differentiating with texture and colour – ***Use of vinyl cladding has been reduced. Visual interest provided with mix of Hardie-Board and batten, Hardie-Plank and vinyl horizontal siding, and Hardie-shingle cladding;***
6. consider Building 2's setback, which appears to be tight – ***Considered. Requested setback variance is limited to Building 2 to allow for central amenity area with southern exposure;***
7. consider consistent look of hip roofs at the streetscape pedestrian entry gates instead of trellis work – ***Incorporated;***
8. consider sliding doors on washrooms to make adaptable units further accessible – ***Incorporated;***
9. consider articulation of Building #2's side facing the amenity space – ***Incorporated. Bay window feature added; and***
10. consider the property line west of Building #5 and providing a buffer between the drive aisle and the single-family dwelling to the west – ***Incorporated. 1.8 m height wood privacy fencing and shrub planting buffer are provided.***

CARRIED



**City of Richmond**  
Planning and Development Department

**Development Permit**

**No. DP 09-463392**

To the Holder: NEWBURY VENTURES LIMITED PARTNERSHIP

Property Address: 7751, 7851 BRIDGE STREET AND  
9531, 9551 BLUNDELL ROAD

Address: C/O DAVID KOMINEK  
YAMAMOTO ARCHITECTURE INC.  
2386 OAK STREET  
VANCOUVER, BC V6H 4J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
  - a) Reduce the minimum side yard from 3 m to 1.5 m limited to one (1) building on the north side of the outdoor amenity space.
  - b) Permit 8% small car parking spaces (4 small car spaces of 49 total parking spaces).
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #8 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$85,338.00. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

# Development Permit

No. DP 09-463392

To the Holder: NEWBURY VENTURES LIMITED PARTNERSHIP

Property Address: 7751, 7851 BRIDGE STREET AND  
9531, 9551 BLUNDELL ROAD

Address: C/O DAVID KOMINEK  
YAMAMOTO ARCHITECTURE INC.  
2386 OAK STREET  
VANCOUVER, BC V6H 4J1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF

ISSUED BY THE COUNCIL THE

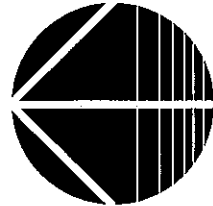
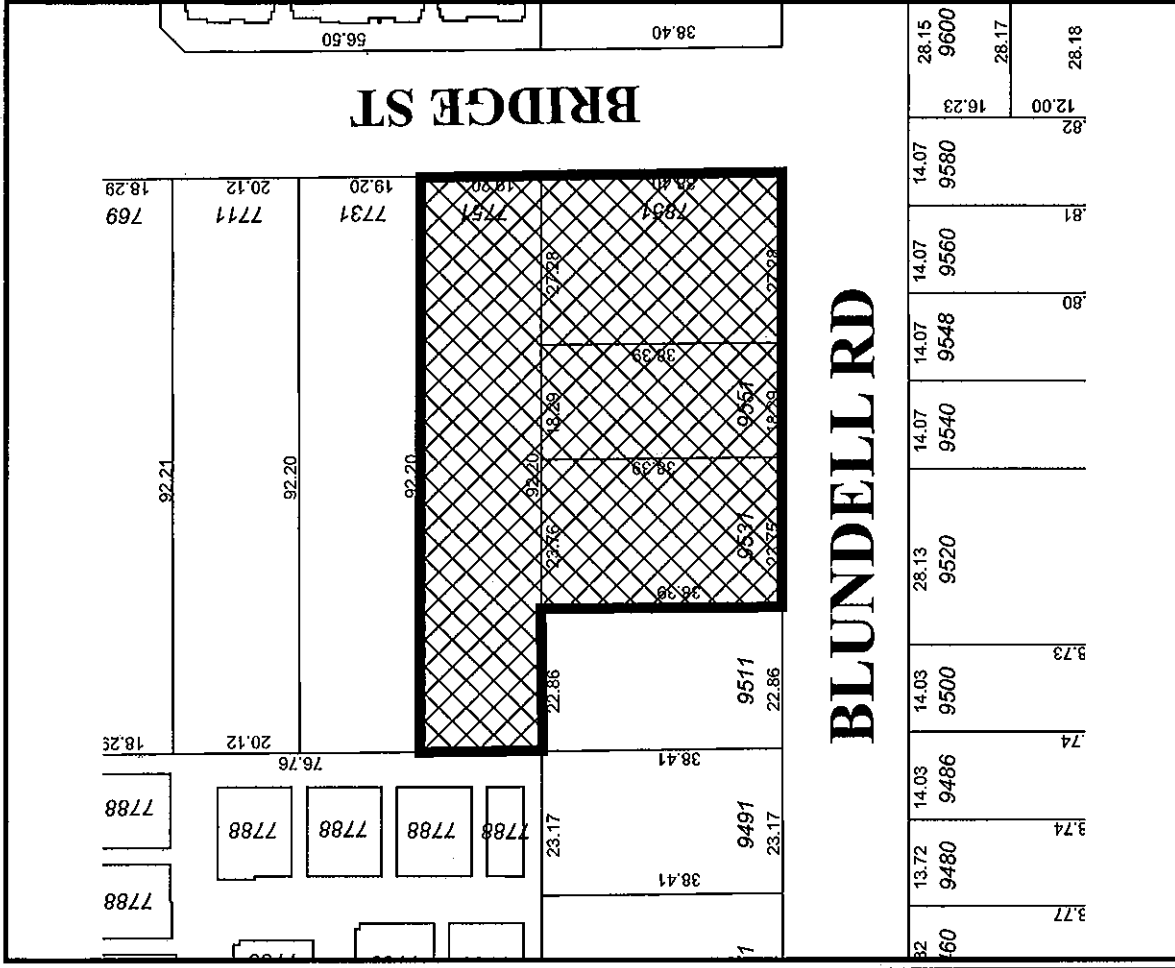
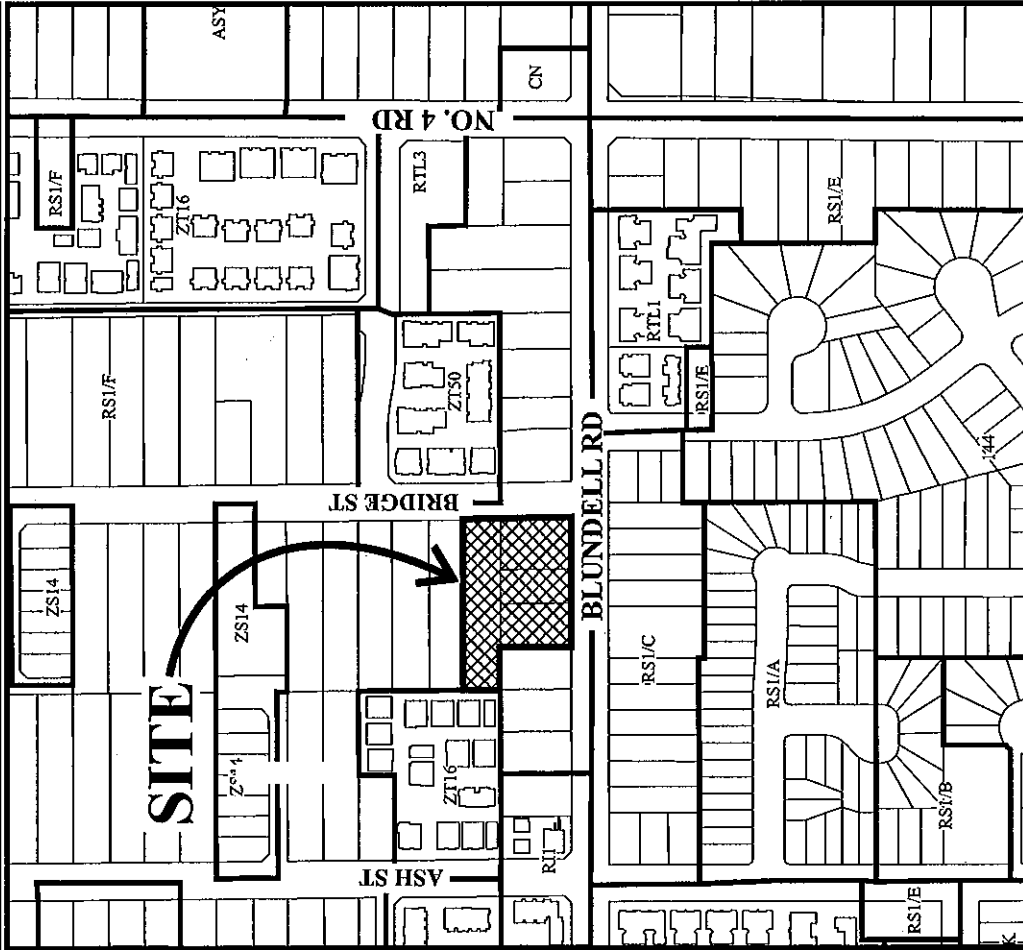
DELIVERED THIS DAY OF

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MAYOR



# City of Richmond



## DP 09-463392 SCHEDULE "A"

Original Date: 04/07/09  
Revision Date: 01/28/10  
Note: Dimensions are in METRES

7751, 7851 BRIDGE STREET,  
9531, 9551 BLUNDELL ROAD

- Off-site and public lane works designed and constructed via separate required Servicing Agreement.
- Variance included for reduced 1.5 m north side yard at Building No. 2.
- Variance included for four (4) small car parking spaces in the standard garages of four (4) units.
- Two (2) convertible units are provided (unit A & Aa).
- Aging-in-place features are provided in all units, including: lever-type handles, stair hand rails, and blocking in all washrooms for future grab bar installation.



## CONTEXT PLAN

SCALE: N.T.S.

UNIT 1000 HOUSE DEV.  
NEWBURY

1751, 7307 MIDDLE STREET & 9531, 9551  
BLUNDELL ROAD, RICHMOND, D.C.

**Yamamoto  
Architecture Inc.**

Plan 1 Feb 25 2010  
DP 09-463392

DATE	INT.	DIST NO.
DATE	MAY 6, 2008	Plan #1
SORT	TREK	DP 99-45392
CODES		POL. NO. 971

### Statistics:

[illegible]

F.A.R.:

[illegible]

**PARKING:**

DATE	DESCRIPTION	AMOUNT	BALANCE
1/1/71	OPENING BALANCE	100.00	100.00
1/15/71	PAYROLL	25.00	75.00
2/1/71	RECEIVED FROM CUSTOMER	50.00	125.00
2/15/71	PAYROLL	25.00	100.00
3/1/71	RECEIVED FROM CUSTOMER	75.00	175.00
3/15/71	PAYROLL	25.00	150.00
4/1/71	RECEIVED FROM CUSTOMER	100.00	250.00
4/15/71	PAYROLL	25.00	225.00
5/1/71	RECEIVED FROM CUSTOMER	125.00	350.00
5/15/71	PAYROLL	25.00	325.00
6/1/71	RECEIVED FROM CUSTOMER	150.00	475.00
6/15/71	PAYROLL	25.00	450.00
7/1/71	RECEIVED FROM CUSTOMER	175.00	625.00
7/15/71	PAYROLL	25.00	600.00
8/1/71	RECEIVED FROM CUSTOMER	200.00	800.00
8/15/71	PAYROLL	25.00	775.00
9/1/71	RECEIVED FROM CUSTOMER	225.00	1000.00
9/15/71	PAYROLL	25.00	975.00
10/1/71	RECEIVED FROM CUSTOMER	250.00	1225.00
10/15/71	PAYROLL	25.00	1200.00
11/1/71	RECEIVED FROM CUSTOMER	275.00	1475.00
11/15/71	PAYROLL	25.00	1450.00
12/1/71	RECEIVED FROM CUSTOMER	300.00	1750.00
12/15/71	PAYROLL	25.00	1725.00
1/1/72	RECEIVED FROM CUSTOMER	325.00	2050.00
1/15/72	PAYROLL	25.00	2025.00
2/1/72	RECEIVED FROM CUSTOMER	350.00	2375.00
2/15/72	PAYROLL	25.00	2350.00
3/1/72	RECEIVED FROM CUSTOMER	375.00	2725.00
3/15/72	PAYROLL	25.00	2700.00
4/1/72	RECEIVED FROM CUSTOMER	400.00	3100.00
4/15/72	PAYROLL	25.00	3075.00
5/1/72	RECEIVED FROM CUSTOMER	425.00	3500.00
5/15/72	PAYROLL	25.00	3475.00
6/1/72	RECEIVED FROM CUSTOMER	450.00	3925.00
6/15/72	PAYROLL	25.00	3900.00
7/1/72	RECEIVED FROM CUSTOMER	475.00	4375.00
7/15/72	PAYROLL	25.00	4350.00
8/1/72	RECEIVED FROM CUSTOMER	500.00	4850.00
8/15/72	PAYROLL	25.00	4825.00
9/1/72	RECEIVED FROM CUSTOMER	525.00	5350.00
9/15/72	PAYROLL	25.00	5325.00
10/1/72	RECEIVED FROM CUSTOMER	550.00	5875.00
10/15/72	PAYROLL	25.00	5850.00
11/1/72	RECEIVED FROM CUSTOMER	575.00	6425.00
11/15/72	PAYROLL	25.00	6400.00
12/1/72	RECEIVED FROM CUSTOMER	600.00	7000.00
12/15/72	PAYROLL	25.00	6975.00
1/1/73	RECEIVED FROM CUSTOMER	625.00	7600.00
1/15/73	PAYROLL	25.00	7575.00
2/1/73	RECEIVED FROM CUSTOMER	650.00	8225.00
2/15/73	PAYROLL	25.00	8200.00
3/1/73	RECEIVED FROM CUSTOMER	675.00	8875.00
3/15/73	PAYROLL	25.00	8850.00
4/1/73	RECEIVED FROM CUSTOMER	700.00	9550.00
4/15/73	PAYROLL	25.00	9525.00
5/1/73	RECEIVED FROM CUSTOMER	725.00	10275.00
5/15/73	PAYROLL	25.00	10250.00
6/1/73	RECEIVED FROM CUSTOMER	750.00	11000.00
6/15/73	PAYROLL	25.00	10975.00
7/1/73	RECEIVED FROM CUSTOMER	775.00	11750.00
7/15/73	PAYROLL	25.00	11725.00
8/1/73	RECEIVED FROM CUSTOMER	800.00	12525.00
8/15/73	PAYROLL	25.00	12500.00
9/1/73	RECEIVED FROM CUSTOMER	825.00	13325.00
9/15/73	PAYROLL	25.00	13300.00
10/1/73	RECEIVED FROM CUSTOMER	850.00	14150.00
10/15/73	PAYROLL	25.00	14125.00
11/1/73	RECEIVED FROM CUSTOMER	875.00	15025.00
11/15/73	PAYROLL	25.00	15000.00
12/1/73	RECEIVED FROM CUSTOMER	900.00	15900.00
12/15/73	PAYROLL	25.00	15875.00
1/1/74	RECEIVED FROM CUSTOMER	925.00	16800.00
1/15/74	PAYROLL	25.00	16775.00
2/1/74	RECEIVED FROM CUSTOMER	950.00	17725.00
2/15/74	PAYROLL	25.00	17700.00
3/1/74	RECEIVED FROM CUSTOMER	975.00	18675.00
3/15/74	PAYROLL	25.00	18650.00
4/1/74	RECEIVED FROM CUSTOMER	1000.00	19650.00
4/15/74	PAYROLL	25.00	19625.00
5/1/74	RECEIVED FROM CUSTOMER	1025.00	20650.00
5/15/74	PAYROLL	25.00	20625.00
6/1/74	RECEIVED FROM CUSTOMER	1050.00	21675.00
6/15/74	PAYROLL	25.00	21650.00
7/1/74	RECEIVED FROM CUSTOMER	1075.00	22725.00
7/15/74	PAYROLL	25.00	22700.00
8/1/74	RECEIVED FROM CUSTOMER	1100.00	23775.00
8/15/74	PAYROLL	25.00	23750.00
9/1/74	RECEIVED FROM CUSTOMER	1125.00	24825.00
9/15/74	PAYROLL	25.00	24800.00
10/1/74	RECEIVED FROM CUSTOMER	1150.00	25875.00
10/15/74	PAYROLL	25.00	25850.00
11/1/74	RECEIVED FROM CUSTOMER	1175.00	27000.00
11/15/74	PAYROLL	25.00	26975.00
12/1/74	RECEIVED FROM CUSTOMER	1200.00	28175.00
12/15/74	PAYROLL	25.00	28150.00
1/1/75	RECEIVED FROM CUSTOMER	1225.00	29400.00
1/15/75	PAYROLL	25.00	29375.00
2/1/75	RECEIVED FROM CUSTOMER	1250.00	30625.00
2/15/75	PAYROLL	25.00	30600.00
3/1/75	RECEIVED FROM CUSTOMER	1275.00	31875.00
3/15/75	PAYROLL	25.00	31850.00
4/1/75	RECEIVED FROM CUSTOMER	1300.00	33125.00
4/15/75	PAYROLL	25.00	33100.00
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6/1/75	RECEIVED FROM CUSTOMER	1350.00	35625.00
6/15/75	PAYROLL	25.00	35600.00
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7/15/75	PAYROLL	25.00	36850.00
8/1/75	RECEIVED FROM CUSTOMER	1400.00	38125.00
8/15/75	PAYROLL	25.00	38100.00
9/1/75	RECEIVED FROM CUSTOMER	1425.00	39375.00
9/15/75	PAYROLL	25.00	39350.00
10/1/75	RECEIVED FROM CUSTOMER	1450.00	40625.00
10/15/75	PAYROLL	25.00	40600.00
11/1/75	RECEIVED FROM CUSTOMER	1475.00	41875.00
11/15/75	PAYROLL	25.00	41850.00
12/1/75	RECEIVED FROM CUSTOMER	1500.00	43125.00
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1/1/76	RECEIVED FROM CUSTOMER	1525.00	44375.00
1/15/76	PAYROLL	25.00	44350.00
2/1/76	RECEIVED FROM CUSTOMER	1550.00	45625.00
2/15/76	PAYROLL	25.00	45600.00
3/1/76	RECEIVED FROM CUSTOMER	1575.00	46875.00
3/15/76	PAYROLL	25.00	46850.00
4/1/76	RECEIVED FROM CUSTOMER	1600.00	48125.00
4/15/76	PAYROLL	25.00	48100.00
5/1/76	RECEIVED FROM CUSTOMER	1625.00	49375.00
5/15/76	PAYROLL	25.00	49350.00
6/1/76	RECEIVED FROM CUSTOMER	1650.00	50625.00
6/15/76	PAYROLL	25.00	50600.00
7/1/76	RECEIVED FROM CUSTOMER	1675.00	51875.00
7/15/76	PAYROLL	25.00	51850.00
8/1/76	RECEIVED FROM CUSTOMER	1700.00	53125.00
8/15/76	PAYROLL	25.00	53100.00
9/1/76	RECEIVED FROM CUSTOMER	1725.00	54375.00
9/15/76	PAYROLL	25.00	54350.00
10/1/76	RECEIVED FROM CUSTOMER	1750.00	55625.00
10/15/76	PAYROLL	25.00	55600.00
11/1/76	RECEIVED FROM CUSTOMER	1775.00	56875.00
11/15/76	PAYROLL	25.00	56850.00
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12/15/76	PAYROLL	25.00	58100.00
1/1/77	RECEIVED FROM CUSTOMER	1825.00	59375.00
1/15/77	PAYROLL	25.00	59350.00
2/1/77	RECEIVED FROM CUSTOMER	1850.00	60625.00
2/15/77	PAYROLL	25.00	60600.00
3/1/77	RECEIVED FROM CUSTOMER	1875.00	61875.00
3/15/77	PAYROLL	25.00	61850.00
4/1/77	RECEIVED FROM CUSTOMER	1900.00	63125.00
4/15/77	PAYROLL	25.00	63100.00
5/1/77	RECEIVED FROM CUSTOMER	1925.00	64375.00
5/15/77	PAYROLL	25.00	64350.00
6/1/77	RECEIVED FROM CUSTOMER	1950.00	65625.00
6/15/77	PAYROLL	25.00	65600.00
7/1/77	RECEIVED FROM CUSTOMER	1975.00	66875.00
7/15/77	PAYROLL	25.00	66850.00
8/1/77	RECEIVED FROM CUSTOMER	2000.00	68125.00
8/15/77	PAYROLL	25.00	68100.00
9/1/77	RECEIVED FROM CUSTOMER	2025.00	69375.00
9/15/77	PAYROLL	25.00	69350.00
10/1/77	RECEIVED FROM CUSTOMER	2050.00	70625.00
10/15/77	PAYROLL	25.00	70600.00
11/1/77	RECEIVED FROM CUSTOMER	2075.00	71875.00
11/15/77	PAYROLL	25.00	71850.00
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12/15/77	PAYROLL	25.00	73100.00
1/1/78	RECEIVED FROM CUSTOMER	2125.00	74375.00
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1/1/80	RECEIVED FROM CUSTOMER	2725.00	104375.00
1/15/80	PAYROLL	25.00	104350.00
2/1/80	RECEIVED FROM CUSTOMER	2750.00	105625.00
2/15/80	PAYROLL	25.00	105600.00
3/1/80	RECEIVED FROM CUSTOMER	2775.00	106875.00
3/15/80	PAYROLL	25.00	106850.00
4/1/80	RECEIVED FROM CUSTOMER	2800.00	108125.00
4/15/80	PAYROLL	25.00	108100.00
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5/15/80	PAYROLL	25.00	109350.00
6/1/80	RECEIVED FROM CUSTOMER	2850.00	110625.00
6/15/80	PAYROLL	25.00	110600.00
7/1/80	RECEIVED FROM CUSTOMER	2875.00	111875.00
7/15/80	PAYROLL	25.00	111850.00
8/1/80	RECEIVED FROM CUSTOMER	2900.00	113125.00
8/15/80	PAYROLL	25.00	113100.00
9/1/80	RECEIVED FROM CUSTOMER	2925.00	114375.00
9/15/80	PAYROLL	25.00	114350.00
10/1/80	RECEIVED FROM CUSTOMER	2950.00	115625.00
10/15/80	PAYROLL	25.00	115600.00
11/1/80	RECEIVED FROM CUSTOMER	2975.00	116875.00
11/15/80	PAYROLL	25.00	116850.00
12/1/80	RECEIVED FROM CUSTOMER	3000.00	118125.00
12/15/80	PAYROLL	25.00	118100.00
1/1/81	RECEIVED FROM CUSTOMER	3025.00	119375.00
1/15/81	PAYROLL	25.00	119350.00
2/1/81	RECEIVED FROM CUSTOMER	3050.00	120625.00
2/15/81	PAYROLL	25.00	120600.00
3/1/81	RECEIVED FROM CUSTOMER	3075.00	121875.00
3/15/81	PAYROLL	25.00	121850.00
4/1/81	RECEIVED FROM CUSTOMER	3100.00	123125.00
4/15/81	PAYROLL	25.00	123100.00
5/1/81	RECEIVED FROM CUSTOMER	3125.00	124375.00
5/15/81	PAYROLL	25.00	124350.00
6/1/81	RECEIVED FROM CUSTOMER	3150.00	125625.00
6/15/81	PAYROLL	25.00	125600.00
7/1/81	RECEIVED FROM CUSTOMER	3175.00	126875.00
7/15/81	PAYROLL	25.00	126850.00
8/1/81	RECEIVED FROM CUSTOMER	3200.00	128125.0

AMENITY AREA:

WOOD REQUIRED	704 SQ. FT. (66 SQ. M.)	704 SQ. FT.
WOOD FINISHES	NONE (3-0-0-0-0-0-0-0)	
UTILITY REQUIRED	22 UNITS = 64,000+ SQ. FT. (6 SQ. M.)	22 UNITS
UTILITY FINISHES	3-0-0-0-0-0-0-0	
LATVIA REQUIRED	22 UNITS = 64,000+ SQ. FT. (6 SQ. M.)	22 UNITS
LATVIA FINISHES	3-0-0-0-0-0-0-0	

PROPERTY  
LINE (TYP.)

BRIDGE STREET

VARIANCE  
1.5M SETBACK

HIGHER AT  
PARKING  
(TYP.)

6M PUBLIC LANE R.O.W.

BLUNDELL ROAD

Yamamoto  
Architecture Inc.

Plan 2 Feb 25 2010  
DP 09-463392

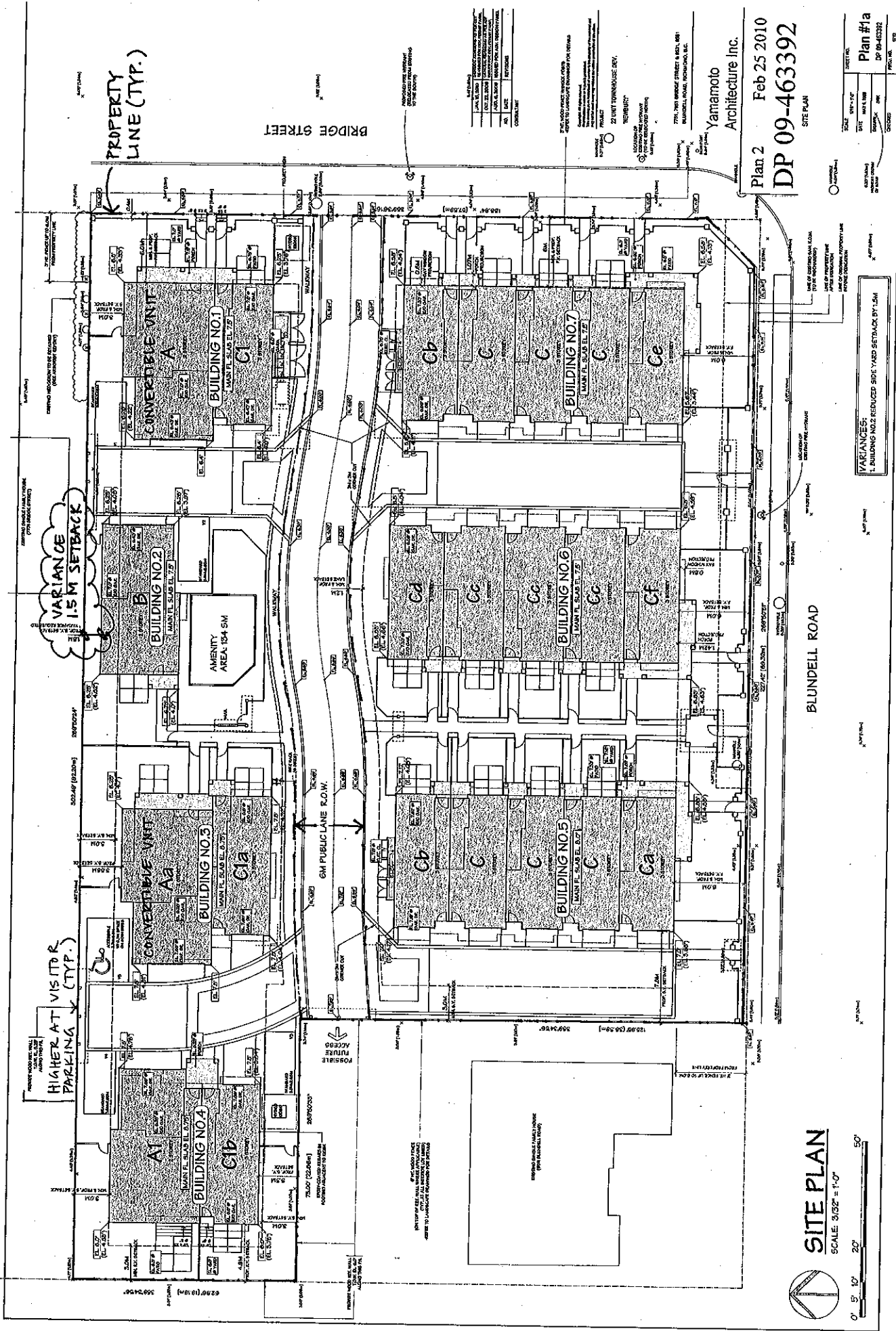
SITE PLAN

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

0' 5' 10' 20' 50'

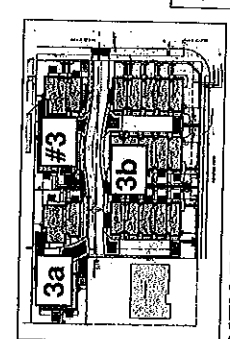
Plan #1a  
DP 09-463392

VARIANCES:  
1. BUILDING NO.2 REDUCED SIDE YARD SETBACK BY 1.5M









ENLARGED AMENITY AREA

## PROJECT ADDRESS: BLUNDELL RD./ BRIDGE RD., RICHMOND

## GROUND COVERS

38

# TIMES

•  
•  
•

AAV : 6 ASTILBE X ALENDONATE "AMETHYST"  
METADON SUBSQUY

50 BERGENIA CRASSIFOLIA

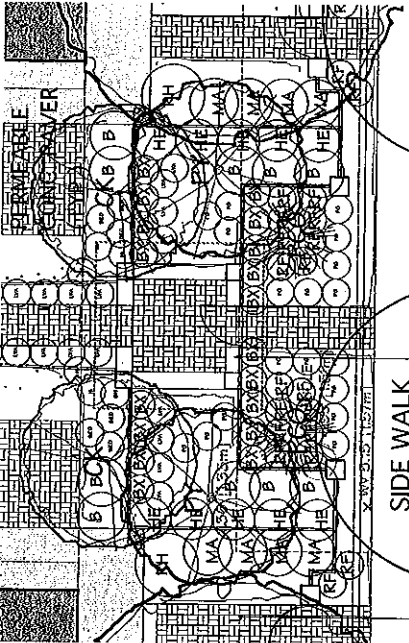
YEAR AFTER THE DATE OF SUBSTANTIAL PERFORMANCE, SUBSTANTIAL PERFORMANCE?

REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING AIDS

YEARS AFTER THE DATE OF SUBSTANTIAL PERFORMANCE. SUBSTANTIAL PERFORMANCE

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**STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER.**



**Figure 1**

33

DP 09-463397

Scoring: 100% Pass

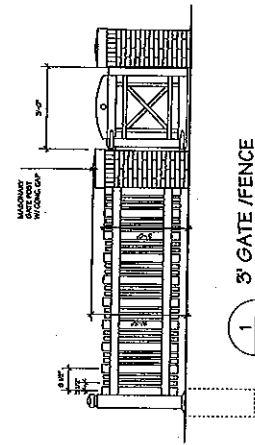
Overhead: 71

1000

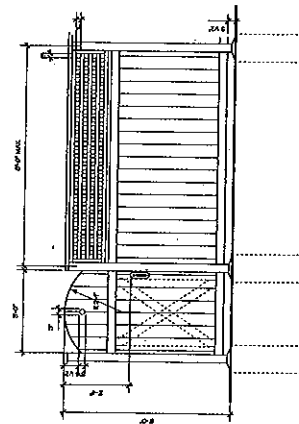
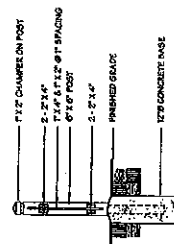
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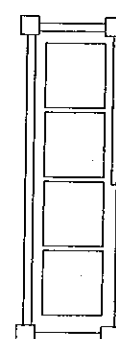
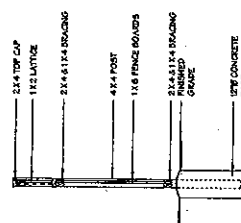




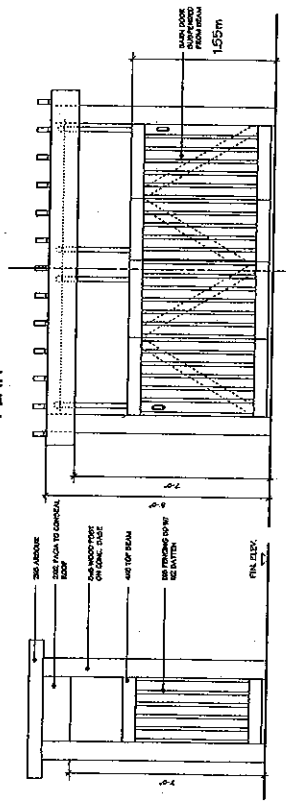
1 3' GATE/FENCE  
SCALE: 1/4"



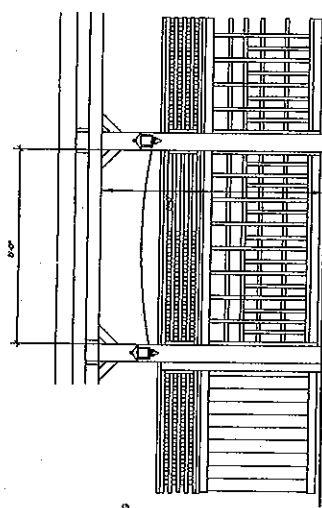
2 6' GATE/FENCE  
SCALE: 1/4"



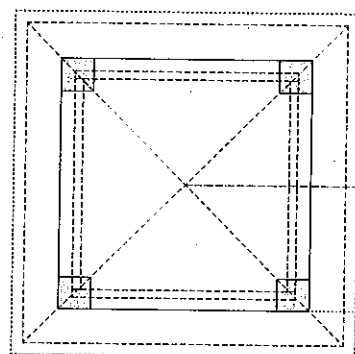
PLAN



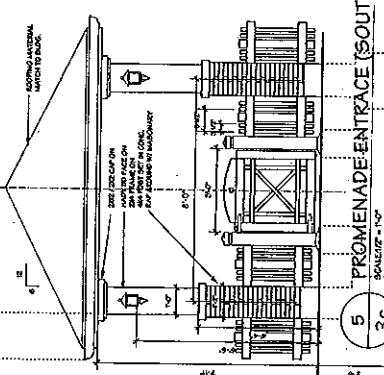
3 RECYCLE BOX ENCLOSURE  
SCALE: 1/4"



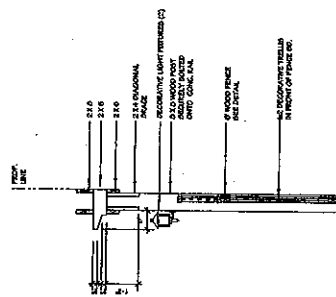
4 ARBOUR AT ROAD END  
SCALE: 1/4"



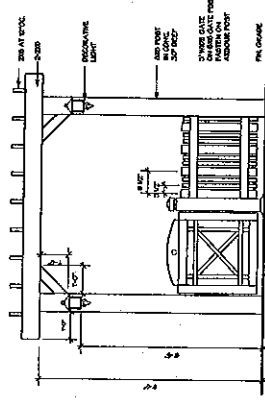
PLAN



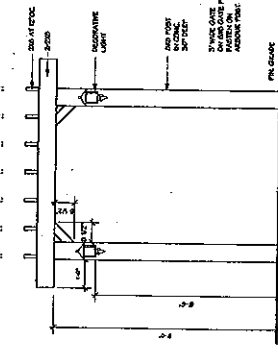
5 PROMENADE ENTRANCE (SOUTH)  
SCALE: 1/4"



6 AMENITY ENTRANCE GATE  
SCALE: 1/4"



6 AMENITY ENTRANCE GATE  
SCALE: 1/4"



7 PROMENADE ENTRANCE (NORTH)  
SCALE: 1/4"

NOTE:

ALL WOOD SHALL BE PRESSURE TREATED FIR S.A.S.  
ALL WOOD SHALL BE STAINED WITH 2 COATS OF AN OIL-BASED STAIN AND FINISHED WITH THE BUILDING AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO APPLICATION.  
ALL NAILS AND OTHER METAL COMPONENTS SHALL BE GALVANIZED.  
ALL GATES SHALL BE PROVIDED WITH LATCH ASSEMBLIES.

ITTO ASSOCIATES  
2105 New Street  
Richmond, BC V6X 2A4  
Vancouver (604) 275-2812  
Fax: (604) 275-2813  
Email: info@ittoassociates.com

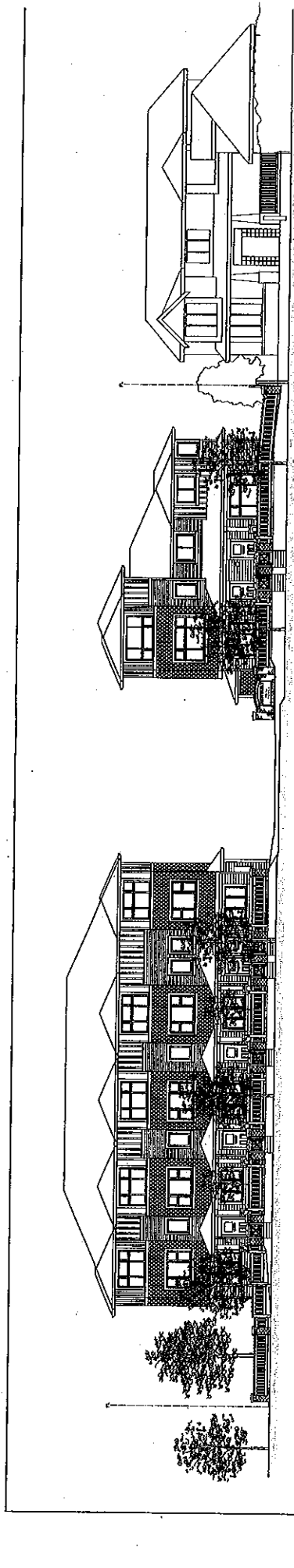
PROPOSED  
22 UNITS  
TOWN HOUSE  
BLUNDELL BRIDGE

LANDSCAPE  
CONCEPT PLAN  
DETAILS

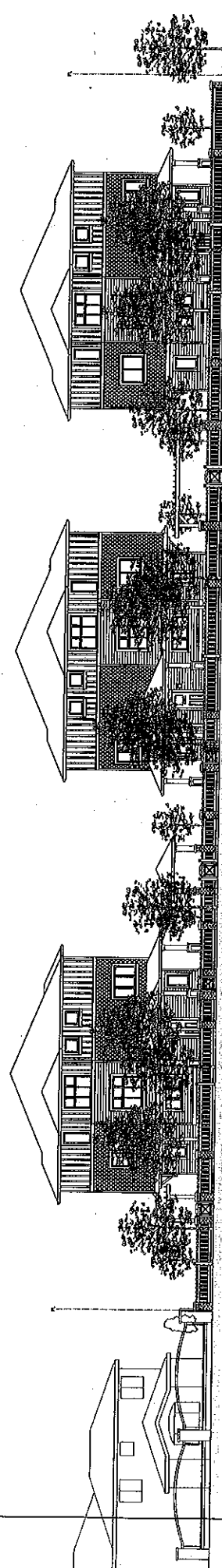
Plan 4D Feb 25 2010  
DP 09-463392

3C

CT 420  
BY CANADIAN PLAY SYSTEMS LTD.  
604-272-2200



EAST ELEVATION - BRIDGE STREET  
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION - BLUNDELL ROAD  
SCALE: 1/8" = 1'-0"

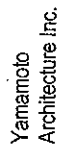
Plan 5 Feb 25 2010  
DP 09-463392

PROJECT 22 UNIT TOWNHOUSE DEV. "NEWBURY"		DRAWING TITLE FLOOR PLAN ELEVATIONS	
YAMAMOTO Architecture Inc. 775 N. 1ST STREET, SUITE 200 FARMINGTON, CT 06031		SCALE 1/8" = 1'-0" DATE FEB. 16, 2010 DRAWN BY JY CHECKED BY JY	
SHEET NO. Plan #11 DP 09-463392		TOTAL SHEETS 11	













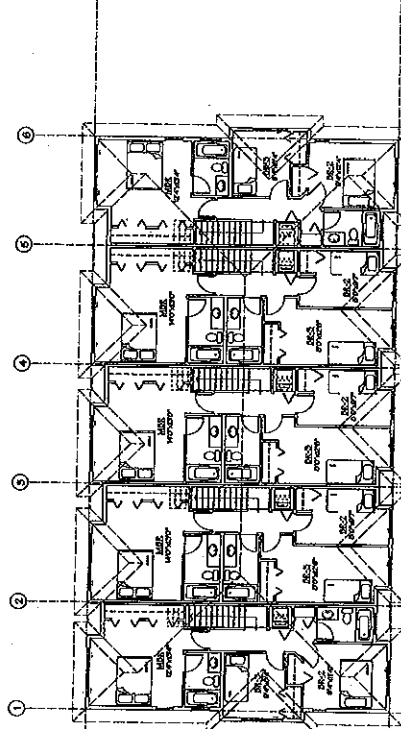
**PROJECT**

**22 UNIT TOWNHOUSE DEVELOPMENT**

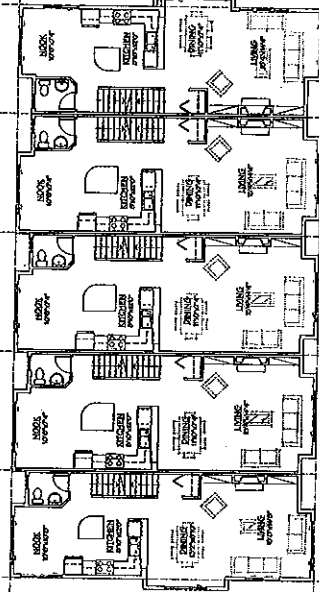
**Yamamoto  
Architecture Inc.**

ENVIRONMENTAL

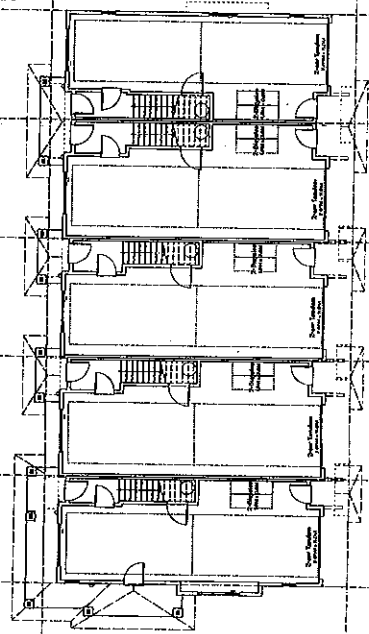
SHEET NO.	PLAN #8	DATE	DRAWN BY	CHECKED BY	DATE



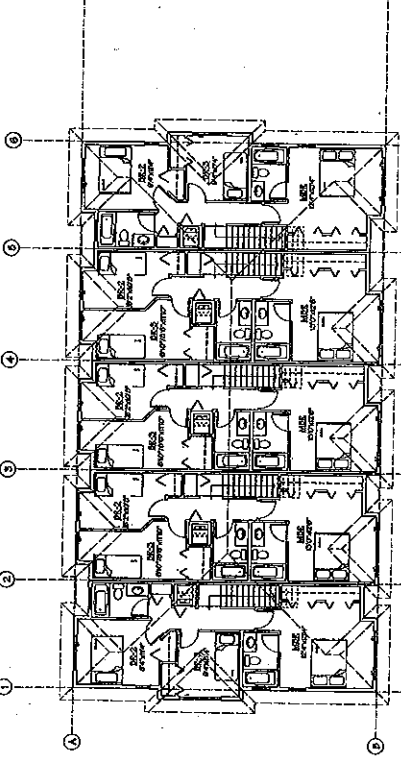
**THIRD FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
DATE: 11/11/01



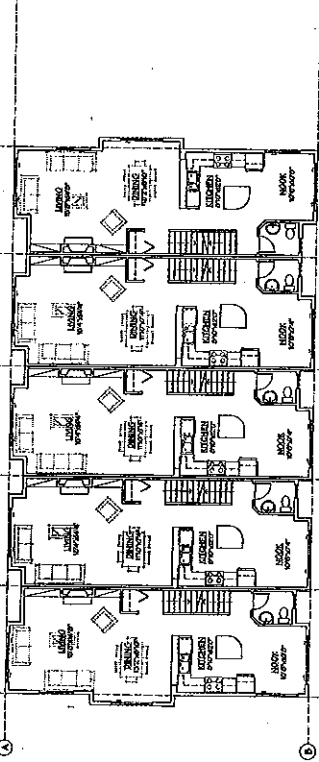
**SECOND FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
CELL NO. 9-40



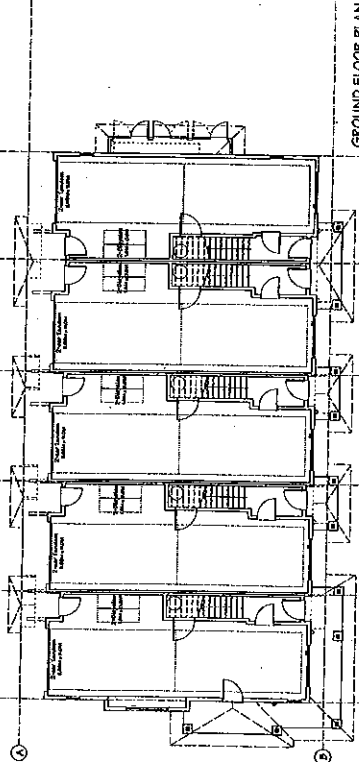
**GROUND FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
SHEET: 1/2 OF 1



THIRD FLOOR PLAN  
SCALE: 1/8" = 1'-0"  
OBL. HT. 5'-0"



**SECOND FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
DATE: 10/1/80

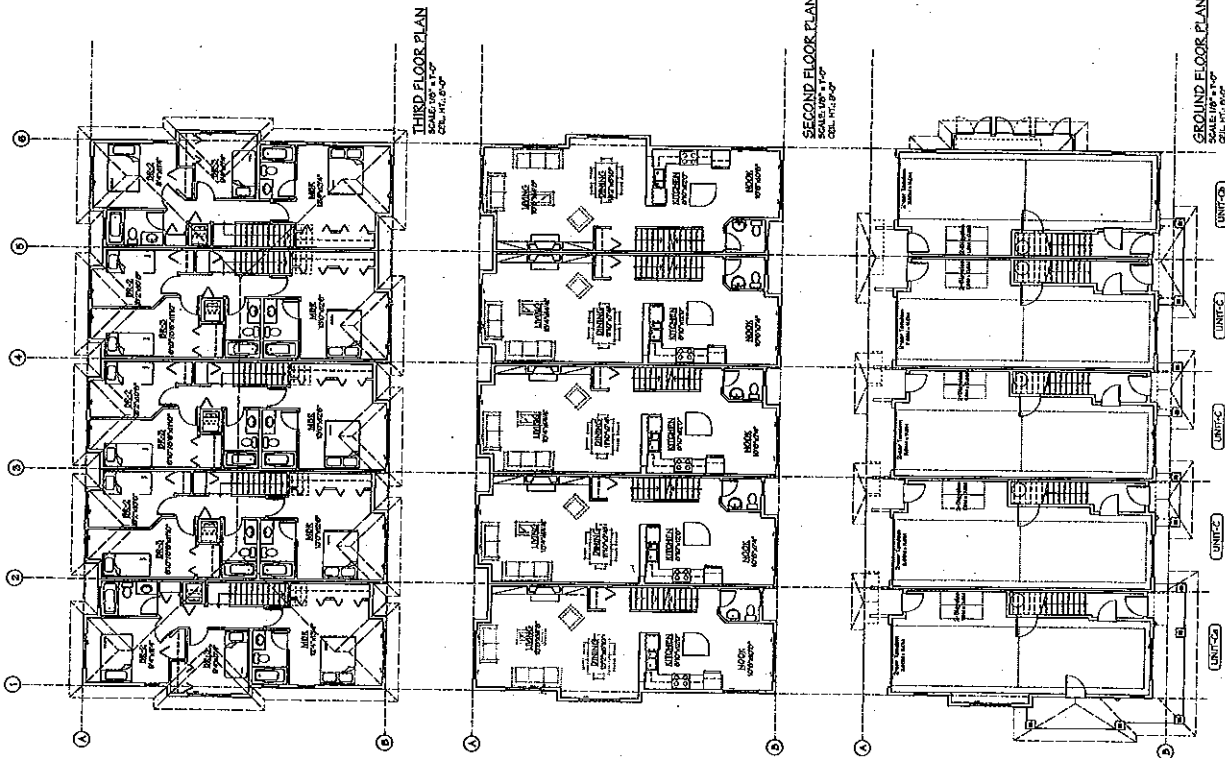


**GROUND FLOOR PLAN**  
SCALE: 1/8" = 1'-0"  
BL HT: 6'-0"

BUILDING NO. 6

BUILDING NO. 5





NO. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	NO. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
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PROJECT: 22 UNIT TOWNHOUSE DEVELOPMENT  
"NEWBURY"

1791 19TH STREET, APT. 4  
1001 10TH STREET, APT. 4  
BOSTON, MA 02118

Yamamoto  
Architecture Inc.

Reference Plan Feb 25 2010  
DP 09-463392

FLOOR PLANS

NO. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	NO. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
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