



**City of Richmond**  
Planning and Development Department

**Report to Committee**  
*To Planning - NOV. 18, 2008*

**To:** Planning Committee

**Date:** October 20, 2008

**From:** Brian J. Jackson, MCIP  
Director of Development

RZ 07-380219

*File: 12-8060-20-8444*

**Re:** **Application by Toyu Group Holdings Ltd. for Rezoning at 7751,  
7851 Bridge Street and 9531, 9551 Blundell Road from Single-Family Housing  
District, Subdivision Area F (R1/F) to Comprehensive Development District  
(CD/155)**

**Staff Recommendation**

That Bylaw No. 8444, to amend "Comprehensive Development District (CD/155)", and for the rezoning of 7751, 7851 Bridge Street and 9531, 9551 Blundell Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/155)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

SB:blg  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER

## Staff Report

### Origin

Toyu Group Holdings Ltd. has applied to the City of Richmond for permission to rezone 7751, 7851 Bridge Street and 9531, 9551 Blundell Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development (CD/155) zone in order to develop a 22-unit, three-storey townhouse development with a new lane.

A Servicing Agreement is a requirement of rezoning for the design and construction of: frontage improvements along Blundell Road and Bridge Street; road widening; a new rear lane in a public rights-of-passage (PROP) right-of-way (ROW); and engineering infrastructure upgrades at the developer's sole cost.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

### Surrounding Development

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-Family Residential District, Subdivision Area F (R1/F)";
- To the northeast, across Bridge Street, is a 32-unit townhouse development, zoned "Comprehensive Development District (CD/128)" with a density of 0.8 floor area ratio (FAR);
- To the north, are single-family homes fronting onto Bridge Street, zoned "Single-Family Residential District, Subdivision Area F (R1/F)";
- To the northwest, is a 29-unit townhouse development fronting onto Ash Street, zoned "Comprehensive Development District (CD/35)" with a density of 0.6 FAR;
- To the west, are single-family homes fronting onto Blundell Road, zoned "Single-Family Residential District, Subdivision Area F (R1/F)"; and
- To the south, across Blundell Road and outside of the City Centre planning area, are single-family homes, zoned "Single-Family Residential District, Subdivision Area C (R1/C)".

The subject site is situated along the northern edge of Blundell Road in the least dense 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.

## Related Policies & Studies

### Official Community Plan

The proposed development is located within the Richmond Official Community Plan (OCP), City Centre Area Plan, McLennan South Sub-Area Plan. The proposed land use complies with the designated "Residential, 2 ½ storeys typical (3-storey maximum)" land use on the McLennan South Land Use Map (**Attachment 3**). The proposed use and lane layout continue the neighbourhood pattern and transportation network being established in the area.

### Development Permit Guidelines: 'C2' Character Area (McLennan South Sub-Area Plan)

To achieve an adapted version of the "country-estate" for a neighbourly transition between single-family and more intense neighbourhood, a village character, meeting the special challenge of shallow lot depths. This is achieved through building form and character, placement of buildings, and landscape for screening and to maximize a sense of openness.

### Public Input

A development sign has been posted on-site as public notification of the intent to rezone this site. No concerns have been received regarding the rezoning.

### Staff Comments

Preliminary site plan, unit plans, streetscape elevations and landscape plan are enclosed for reference (**Attachments 4 & 5**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

### Analysis

The site proposal consists of a 22-unit townhouse development bisected by a new public lane connecting to Bridge Street. The existing lot would provide road dedication along Blundell Road and a new lane constructed in a public rights-of-passage (PROP) right-of-way (ROW).

### Land Use

- The proposed development complies the intent of the Richmond OCP McLennan South Sub-Area Plan – Neighbourhood C2 Character Area and generally follows the development and lane establishment pattern of this neighbourhood. The residential Character Area C2 includes a 2-½ storey typical building height (3-storeys maximum) with predominantly Triplex, Duplex, and Single-Family land uses.

### Density and Form

- The proposed floor area ratio (FAR) of 0.65 under Comprehensive Development District (CD/155) is appropriate. The 0.1 FAR increase above the Sub-Area Plan designated base density of 0.55 FAR fits within the range of surrounding development approvals in the Neighbourhood C2 Character Area of 0.6 to 0.8 FAR. The increased density is accompanied by the provision of a new public lane, participation in the City's Public Art Program, and contributions for Parks development and affordable housing.

- The proposed development achieves a scale, massing, and pedestrian-oriented townhouse streetscapes, which is consistent with developments in the neighbourhood.
- The proposed massing presents generous building spacing to both streetscapes, achieving the sense of openness sought in the “country-estate” character objective for the Character Area.
- The proposal was presented to the Advisory Design Panel on a preliminary basis to review site planning. The proposal was supported by the Panel to proceed to Planning Committee and a list was provided of items to address as part of the Development Permit application review process (**Attachment 6**).

Transportation

- Vehicular access will be from the lane connecting to Bridge Street.
- The developer has agreed to design and construct a 6 m wide lane through a required Servicing Agreement as a condition of rezoning. The lane would connect to Bridge Street aligning with the rear property line of the properties fronting Blundell Road and would be secured through a public-rights-of-passage (PROP) right-of-way (ROW). The lane will provide future access to neighbouring properties to the east which front Blundell Road, in order to eliminate the requirement for vehicular access from Blundell Road.
- The applicant will design and construct transportation infrastructure through a Servicing Agreement as a condition of rezoning (**Attachment 7**). Works include, but are not limited to:
  - Bridge Street road widening with frontage improvements;
  - Blundell Road frontage and intersection improvements, including pre-ducting for future special crosswalk upgrading at Bridge Street intersection; and
  - Rear lane establishment.
- The proposal includes road dedication as a condition of rezoning: 0.39 m across the entire Blundell frontage and a 4 m x 4 m corner cut at Bridge Street.
- Visitor parking is provided on-site, complies with the Zoning & Development Bylaw requirement and is accessed from the lane.
- Pedestrian routes through the site are provided to Blundell Road and Bridge Street.
- Mailboxes are provided at a central location in the outdoor amenity area.

Tree Management and Site Vegetation

	<b>Existing</b>	<b>To be Retained</b>	<b>Compensation</b>
On-site trees	22 trees	0 trees	44 new trees
Off-site trees in Lane and Boulevard	5 trees in Lane 4 trees in Boulevard	0 trees	None required for new Lane Approx. 10- 12 new Street Trees along Bridge Street and Blundell Road
Off-site screening in Neighbouring Properties	2 hedges	2 hedges	To be protected with tree protection barriers through construction

- The City has received a preliminary tree preservation plan prepared by a registered arborist and a tree survey. The findings of the arborist report are summarized in the table above.

- The City's Tree preservation and Parks staff have visited the site and agree with the consulting registered arborist that there are no existing trees of exceptional health and quality.
- The existing grade of the development site is lower than the sidewalk along Blundell Road and the health and quality of the existing trees do not warrant special tree retention measures.
- A Preliminary Landscape Plan (**Attachment 5**) proposes to plant more than the required 44 new replacement trees on-site.
- The applicant has agreed to plant new street trees along their Bridge Street and Blundell Road frontages through a separate required Servicing Agreement.
- The applicant is required to protect the hedges on the neighbouring properties with tree protection barriers before a Demolition Permit is issued.

#### Amenity Space

- The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$25,000 as per the Official Community Plan (OCP) and Council Policy.
- Outdoor amenity space is proposed on-site at a central location adjacent to the lane and meets the OCP requirements for size, location, visual surveillance and access. The landscape design details will be refined as a part of the separate Development Permit application.
- The site design also features a landscaped pedestrian mews oriented north-south, providing front door access for 13 of the 22 units.
- Additionally, the applicant has agreed to a voluntary contribution in the amount of \$25,000 for City parks land acquisition or improvements as a requirement of rezoning.

#### Affordable Housing

- The applicant has agreed to a voluntary contribution of \$0.60 per buildable ft<sup>2</sup> (e.g., \$18,500) towards affordable housing as a requirement of rezoning. This complies with the Richmond Interim Affordable Housing Strategy for applications received prior to July 1, 2007.

#### Public Art

- The applicant has agreed to a voluntary contribution of \$0.60 per buildable ft<sup>2</sup> (e.g. \$18,500 for a net site area of 4,396 m<sup>2</sup>) to the City's Public Art fund as a requirement of rezoning.

#### Accessible Housing

- The applicant will provide two (2) two-storey units that are designed with conversion for universal accessibility in mind. Conversion would require installation of an elevating device inside pre-framed stacked closets. This unit includes an adaptable bathroom on the second floor. Details of opportunities for providing enhanced accessibility and aging in place will be reviewed at the Development Permit Application stage.

#### Servicing Capacity

- Sanitary Sewer: The City has reviewed the developer's site sanitary assessment and upgrades have not been identified. Results to be included in the required Servicing Agreement.
- Storm Sewer across Blundell Road frontage: Through the required Servicing Agreement, the applicant is required to: provide capacity calculations to confirm that the existing storm sewer is adequately sized for existing and proposed development, or upgrade to OCP conditions (approximately 95m between manholes MH1296 and MH1298).

- Storm Sewer across Bridge Street frontage: Through the required Servicing Agreement, the applicant is required to provide capacity calculations and a design for an upgrade to the storm sewer to OCP capacity, but no less than the minimum City requirement of 600 mm (approximately 125 m between manholes MH1298 and MH1434).
- The applicant has agreed to provide a payment of \$52,542.43 for storm sewer consortium committed upgrades as a condition of rezoning.

#### Flood Plain Management

- As regulated with the Flood Plain Designation and Protection Bylaw No. 8204, the subject development site is located in Area A, where the minimum flood construction level is 0.3 m above the highest level of the crown of any road that is adjacent to the parcel.
- A flood indemnity restrictive covenant is required as a condition of rezoning.
- The ground floor elevation for the townhouses and landscape design details will be refined as a part of the separate Development Permit application.

#### Legal Document and Right-of-Way Discharge

The title has a charge registered on title relating to the previous single-family lots. In the interest of clearing this irrelevant charges from title and as a condition of rezoning, the applicant has agreed to:

- The discharge of the existing 3 m wide sanitary sewer right-of-way along Blundell Road from the development site as the sanitary sewer is no longer required to extend through the consolidated site (SRW BM295021 with plan LMP39900 (should the developer's Engineer confirm this sanitary sewer system is not required).

#### Design Review and Future Development Permit Application Considerations

A Development Permit Application for the proposed townhouse development is required to be processed to the satisfaction of the Director of Development as a condition of rezoning. Review by the Advisory Design Panel will be required as part of the Development Permit process. The applicant has developed a preliminary design for this site (**Attachment 4**).

The following items will be further investigated at the Development Permit stage:

- Detailed review of building form and architectural character and their compliance with the OCP McLennan South Sub-Area Design Guidelines;
- Requested variance to decrease the minimum side yard setback from 3 m to 1.5 m for the one (1) building north of the outdoor amenity space. This variance to the passive side yard condition of a lower two-storey building can be considered on the basis that it allows the lane to curve to provide visual interest and traffic calming, as requested by the Advisory Design Panel.
- Review of units providing opportunities for aging in place (including providing blocking in bathroom walls for future installation of grab rails);
- Detailed dimensions of parking stalls on plans, with a minimum 11 m clear space for stalls in tandem arrangement within a garage (e.g., a small car stall in tandem arrangement within a garage will not be accepted. Stall dimensions, including accessible spaces, to be in accordance with the City Zoning and Development Bylaw, Division 400;

- Detailed landscaping design; and
- Comprehensive tree preservation plan for preservation of neighbour's hedges.

Guidelines for the issuance of Development Permits for multiple-family housing are contained within Section 2.10 and 2.10D of Bylaw 7100 (City Centre Area Plan and McLennan South Sub-Area Plan).

### **Financial Impact**

None.

### **Conclusion**

The subject development conforms with City-wide, City Centre, and McLennan South policies and objectives for development. The proposed use of Comprehensive Development District (CD/155) is consistent with the McLennan South Sub-Area Plan. Overall, the project will be a good fit with the neighbourhood. On this basis, staff recommend that the proposed development be approved.

SB

Sara Badyal, M.Arch.  
Planner 1  
(Local 4282)

SB:blg

See **Attachment 7** for legal and development considerations agreed to by the applicant and to be completed prior to final adoption of the Zoning Amendment Bylaw.

- Attachment 1: Location Map and Site Context – GIS 2007 aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: McLennan South Sub-Area Site Context
- Attachment 4: Preliminary Architectural Drawings
- Attachment 5: Preliminary Landscape Plan
- Attachment 6: Annotated Excerpt from Advisory Design Panel Minutes (July 23, 2008)
- Attachment 7: Rezoning Considerations







**SUBJECT  
PROPERTY**

**BRIDGE ST**

**NO. 4 RD**

**BLUNDELL RD**



**RZ 07-380219**

Original Date: 09/17/07

Amended Date:

Note: Dimensions are in METRES



# City of Richmond

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

## Development Application Data Sheet

**RZ 07-380219** **Attachment 2**

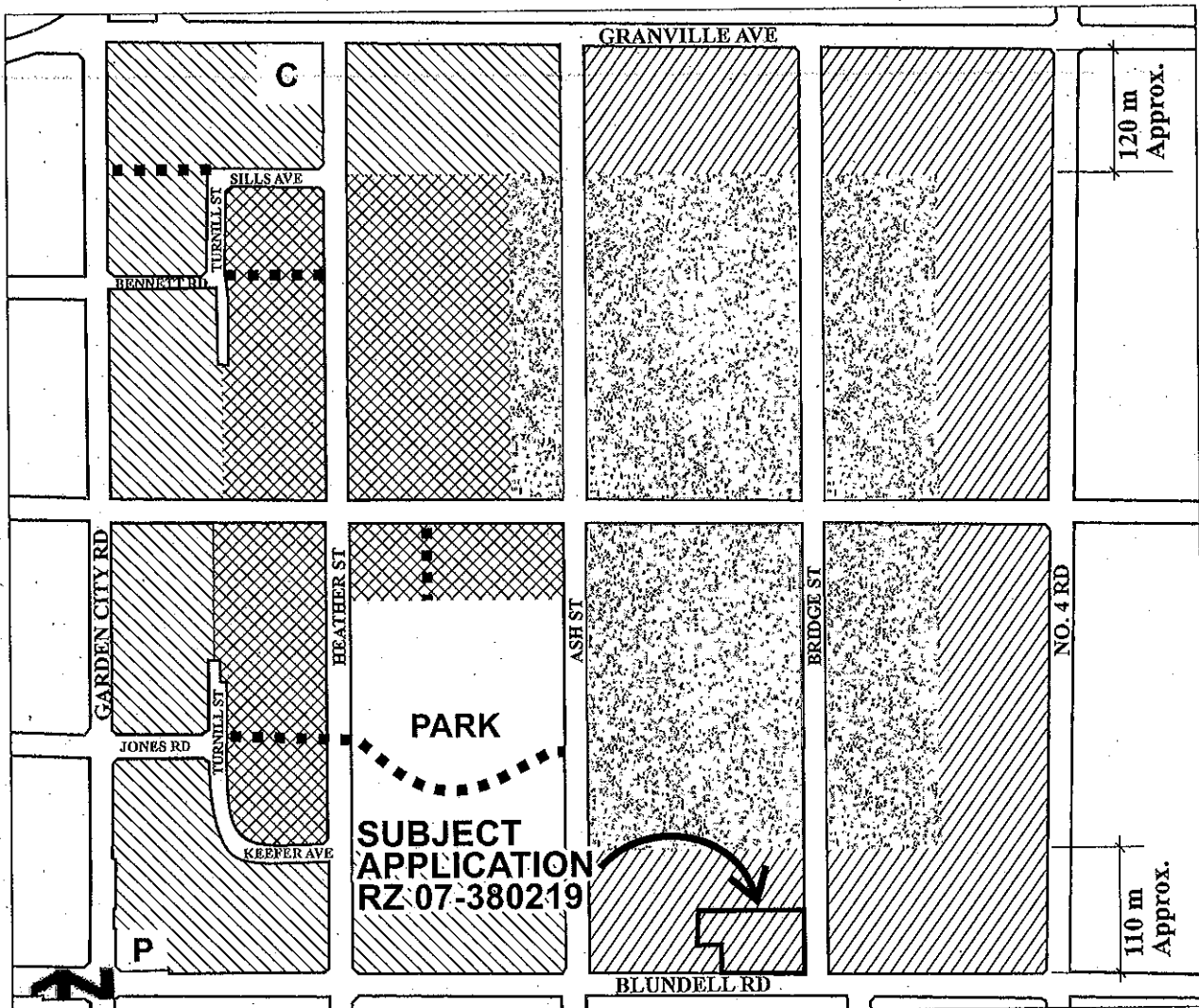
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




Applicant: Toyu Group Holdings Ltd.

Planning Area(s): (City Centre) McLennan South Sub-Area

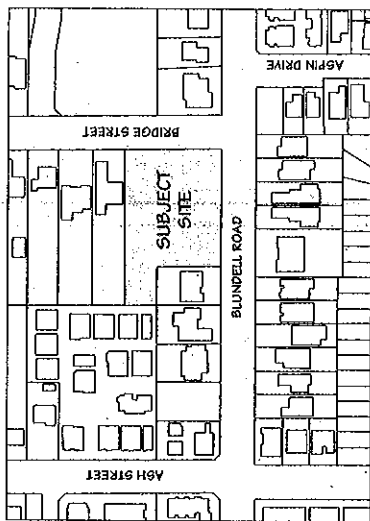
	Existing	Proposed
<b>Owner:</b>	Toyu Newbury Development Corp	No Change
<b>Site Size (m<sup>2</sup>):</b>	4,431 m <sup>2</sup> (as per GIS)	4,396 m <sup>2</sup> (after road dedication)
<b>Land Uses:</b>	Single-Family homes	Townhouses
<b>OCP Designation:</b>	Residential	No Change
<b>Sub-Area Plan Designation:</b>	Residential, 2 ½ storeys typical (3-storeys maximum) with 0.55 base FAR	No Change
<b>Zoning:</b>	R1/F	CD/155
<b>Number of Units:</b>	4	22
<b>Flood Construction Level:</b>	Min. 0.3 m above crown of road	No Change (complies)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65	None Permitted
Lot Coverage – Building:	Max. 40%	35.1%	None
Lot Size:	Min. 4,000 m <sup>2</sup>	4,396 m <sup>2</sup>	None
Setback – Bridge St & Blundell Rd:	Min. 4.5 m	6 m.	None
Setback – Lane ROW:	Min. 1.2 m	1.5 m Min.	None
<b>Setback – Side &amp; Rear Yards (m):</b>	<b>Min. 3 m</b>	<b>Min. 1.5 m</b>	<b>1.5 m reduction for 1 building</b>
Height (m):	Max. 12 m & three-storey	12 m Max. & three-storey Max.	None
Off-street Parking:	Resident 44 Visitor 5 (Accessible) (1)	44 5 (1)	None
Off-street Parking Spaces – Total:	49	49	None
Tandem Parking Spaces:	Permitted	36 spaces in 18 units	None
Amenity Space – Indoor:	Min 70 m <sup>2</sup>	cash-in-lieu	None
Amenity Space – Outdoor:	132 m <sup>2</sup>	134 m <sup>2</sup>	None



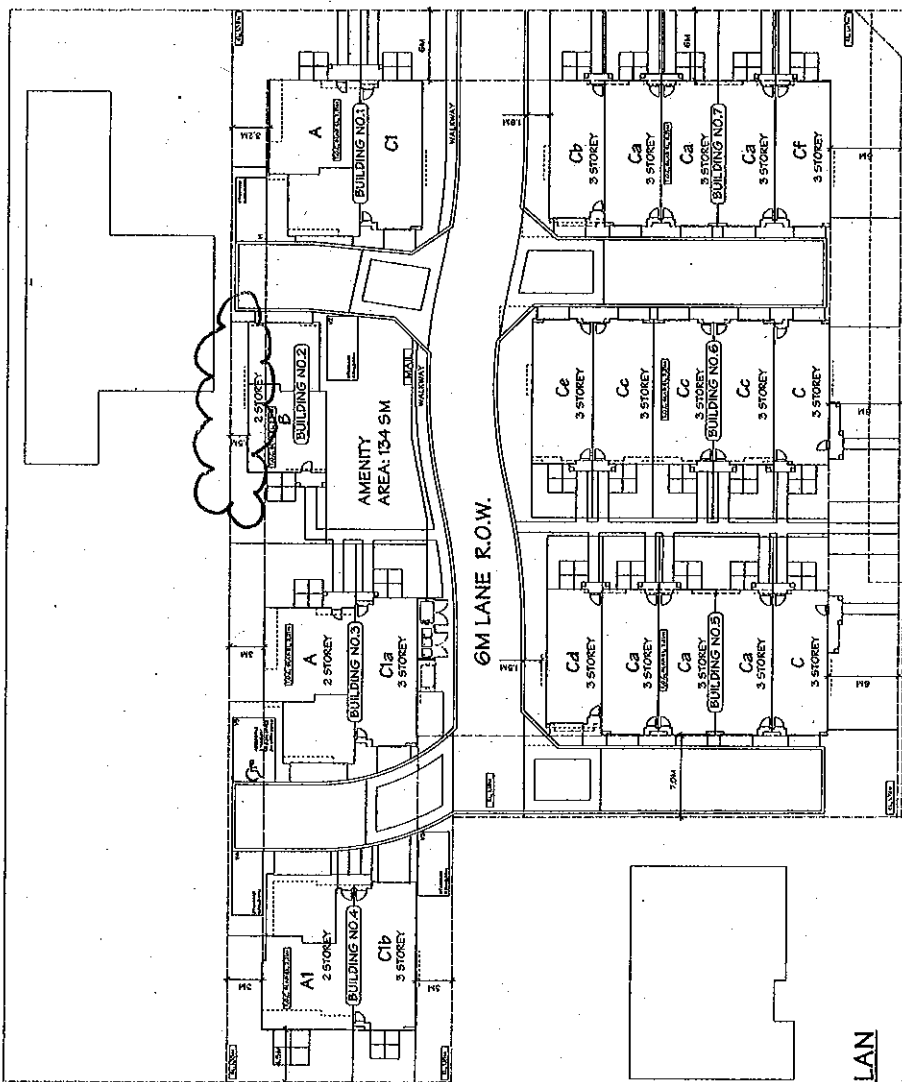
 Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.	 Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R, Lot size along Bridge and Ash Streets: <ul style="list-style-type: none"> <li>• Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m<sup>2</sup>/ 5,920 ft<sup>2</sup> min. area)</li> </ul> Elsewhere: <ul style="list-style-type: none"> <li>• Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m<sup>2</sup>/ 3,444 ft<sup>2</sup> min. area), with access from new roads and General Currie Road;</li> </ul> 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 <b>C</b> Church <b>P</b> Neighbourhood Pub
 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.		

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



CONTEXT PLAN  
SCALE: N.T.S.

PRELIMINARY  
CONCEPT



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

BLUNDELL ROAD

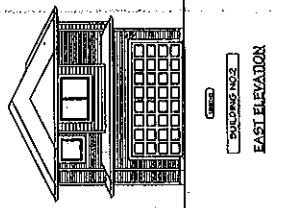
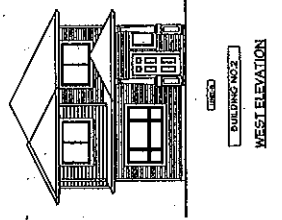
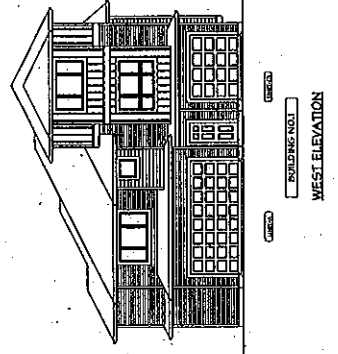
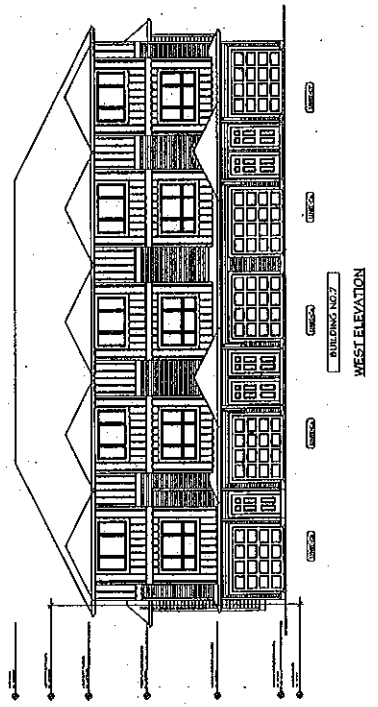
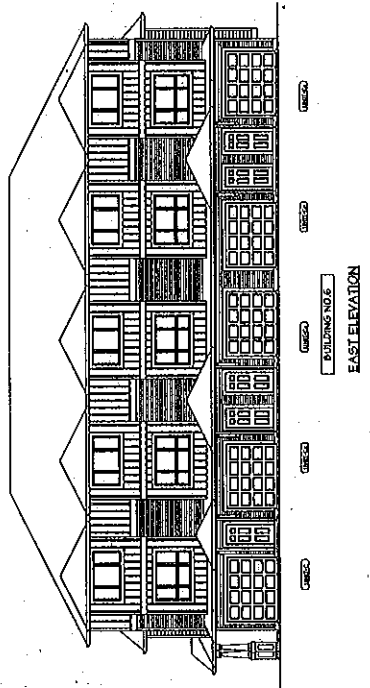
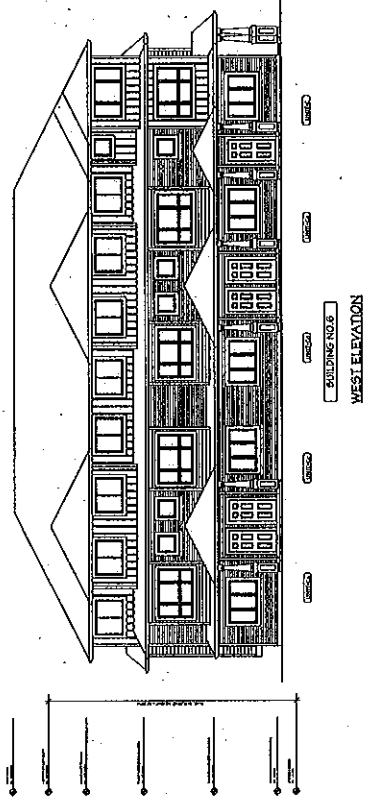
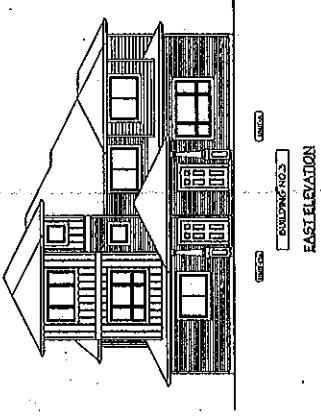
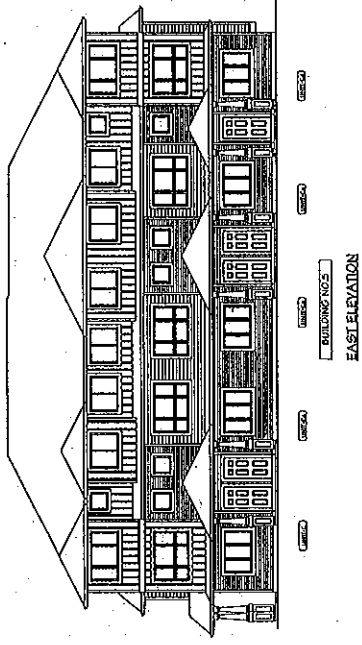
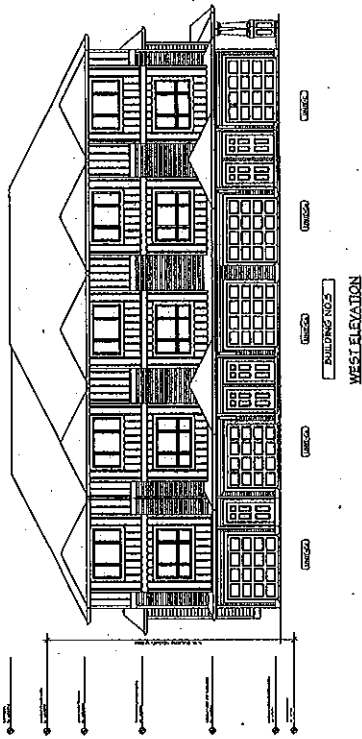
STATISTICS:	
CIVIC ADDRESS:	7781, 7861 BRIDGE STREET & 2931, 9951 BLUNDELL ROAD
LEGAL DESCRIPTION:	
ZONING:	
LOT AREA (BEFORE DEDICATIONS):	47,682 SQ.FT. (4,431 SQ.M.)
LOT AREA (AFTER DEDICATIONS):	47,316 SQ.FT. (4,396 SQ.M.)
LOT COVERAGE:	47,316 SQ.FT. x 40% = 18,926.4 SQ.FT.
MAX. ALLOWED:	18,926.4 SQ.FT. (BUILDINGS) 120,500 SQ.FT. (ELECTRICAL) 540,950 SQ.FT. (FURNISHES)
PROPOSED:	16,620 SQ.FT. (35.1%)
TOTAL	
FLOOR AREA:	47,316 SQ.FT. x 0.65 = 30,755 SQ.FT.
MAX. ALLOWED:	
PROPOSED:	
UNIT-A	1642.0 SQ.FT. x 2 UNITS = 3284.0 SQ.FT.
UNIT-A1	1560.9 SQ.FT. x 1 UNITS = 1560.9 SQ.FT.
UNIT-A2	1500.0 SQ.FT. x 1 UNITS = 1500.0 SQ.FT.
UNIT-B	1714.5 SQ.FT. x 3 UNITS = 5143.5 SQ.FT.
UNIT-C	1344.3 SQ.FT. x 6 UNITS = 8065.8 SQ.FT.
UNIT-Ca	1002.6 SQ.FT. x 1 UNITS = 1002.6 SQ.FT.
UNIT-Cb	1337.9 SQ.FT. x 3 UNITS = 4013.7 SQ.FT.
UNIT-Cc	1071.9 SQ.FT. x 1 UNITS = 1071.9 SQ.FT.
UNIT-Cd	1827.5 SQ.FT. x 2 UNITS = 3655.0 SQ.FT.
TOTAL	21 UNITS = 30,755 SQ.FT.
ELEC. ROOMS (E.G.C.):	40 SQ.FT.
TOTAL	33,000 SQ.FT.
INDOOR AMENITY SPACE	66 SQ.M.
REQUIRED	
PROVIDED	
OUTDOOR AMENITY SPACE	22 UNITS x 6 SQ.M. = 132 SQ.M.
REQUIRED	
PROVIDED	
PARKING	
REQUIRED	20 SPACES x 22 UNITS = 440 SPACES
TOTAL	44 SPACES (RESIDENTS) 40 SPACES
PROVIDED	2 CAR SIDE-BY-SIDE GARAGE x 4 UNITS = 8 SPACES (RESIDENTS) 2 CAR TANDEN GARAGE x 10 UNITS = 20 SPACES (RESIDENTS) OPEN VISITOR FACINGS = 5 SPACES (VISITORS) 40 SPACES
NOTE: 1. ACCESSIBLE PARKING SPACE IS PROVIDED.	
AMENITY AREA	
REQUIRED	66 SQ.M.
PROVIDED	
STATISTICS:	
CIVIC ADDRESS:	7781, 7861 BRIDGE STREET & 2931, 9951 BLUNDELL ROAD
LEGAL DESCRIPTION:	
ZONING:	
LOT AREA (BEFORE DEDICATIONS):	47,682 SQ.FT. (4,431 SQ.M.)
LOT AREA (AFTER DEDICATIONS):	47,316 SQ.FT. (4,396 SQ.M.)
LOT COVERAGE:	47,316 SQ.FT. x 40% = 18,926.4 SQ.FT.
MAX. ALLOWED:	18,926.4 SQ.FT. (BUILDINGS) 120,500 SQ.FT. (ELECTRICAL) 540,950 SQ.FT. (FURNISHES)
PROPOSED:	16,620 SQ.FT. (35.1%)
TOTAL	

PARKING	
REQUIRED	20 SPACES x 22 UNITS = 440 SPACES
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PROVIDED	2 CAR SIDE-BY-SIDE GARAGE x 4 UNITS = 8 SPACES (RESIDENTS) 2 CAR TANDEN GARAGE x 10 UNITS = 20 SPACES (RESIDENTS) OPEN VISITOR FACINGS = 5 SPACES (VISITORS) 40 SPACES
NOTE: 1. ACCESSIBLE PARKING SPACE IS PROVIDED.	
AMENITY AREA	
REQUIRED	66 SQ.M.
PROVIDED	
OUTDOOR AMENITY SPACE	
REQUIRED	22 UNITS x 6 SQ.M. = 132 SQ.M.
PROVIDED	

7781, 7861 BRIDGE STREET & 2931, 9951 BLUNDELL ROAD, BURNABY, B.C.  
Yamamoto  
Architecture Inc.

SITE PLAN	
DATE	2017-11-14
DRAWN	MAI/AM
CHECKED	YK
SCALE	1/8" = 1'-0"
PROJECT NO.	A1
DATE OF SUBMITTAL	02-01-2018
DESIGNED	YK

# PRELIMINARY CONCEPT



DATE: 10.10.2010	DESIGNED BY: J. YAMAMOTO
DATE: 10.10.2010	DRAWN BY: J. YAMAMOTO
DATE: 10.10.2010	CHECKED BY: J. YAMAMOTO
DATE: 10.10.2010	APPROVED BY: J. YAMAMOTO

YAMAMOTO ARCHITECTURE INC.  
7701 140th STREET, SUITE 100  
BURNABY, BC V5N 1S7  
TEL: (604) 291-1111  
WWW.YAMAMOTOARCHITECTURE.COM

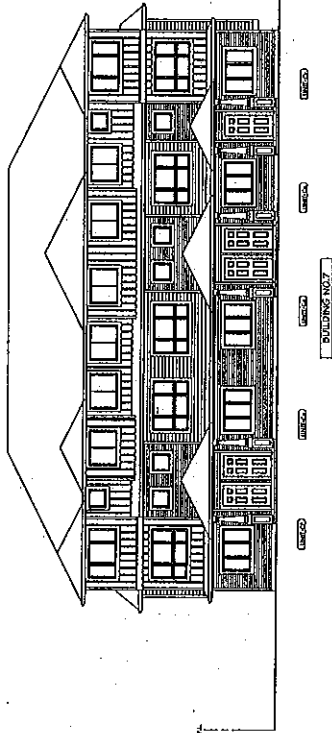
22 UNIT TOWNHOUSE DEVELOPMENT

Yamamoto  
Architecture Inc.

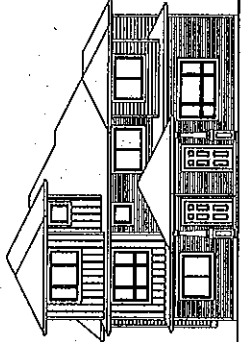
7701 140th STREET, SUITE 100  
BURNABY, BC V5N 1S7  
TEL: (604) 291-1111  
WWW.YAMAMOTOARCHITECTURE.COM

SCALE	1/4" = 1'-0"
DATE	10.10.2010
PROJECT	22 UNIT TOWNHOUSE DEVELOPMENT
PROJECT NO.	102-02-2000-018
DATE	10.10.2010
PROJECT	22 UNIT TOWNHOUSE DEVELOPMENT
PROJECT NO.	102-02-2000-018

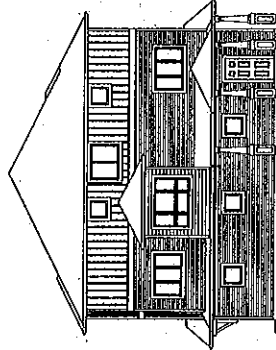
# PRELIMINARY CONCEPT



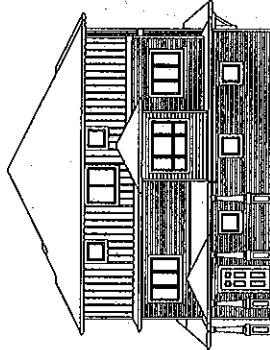
BRIDGE STREET - EAST ELEVATION



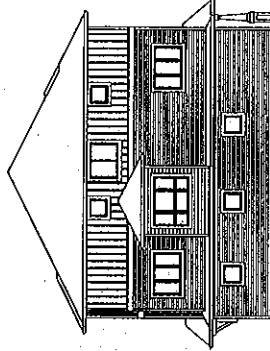
BUILDING NO.1



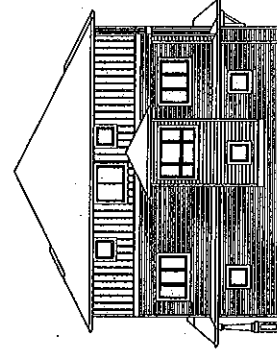
BUILDING NO.2



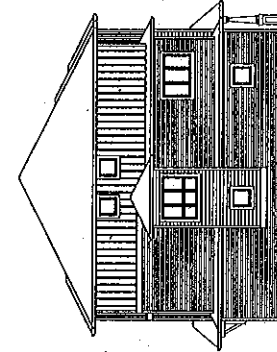
BUILDING NO.3



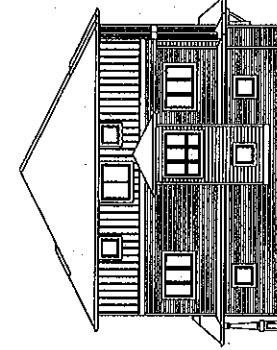
BUILDING NO.7



BUILDING NO.5



BUILDING NO.6



BUILDING NO.8

BUILDING NO.4 - SOUTH ELEVATION

BUILDING NO.6 - NORTH ELEVATION

BUILDING NO.5 - NORTH ELEVATION

BUILDING NO.8 - NORTH ELEVATION

DATE TO ISSUE	ISSUED FOR APPROVAL
DATE TO ISSUE	ISSUED FOR APPROVAL
DATE TO ISSUE	ISSUED FOR APPROVAL
NO.	DATE
DESCRIPTION	DESCRIPTION

PROJECT  
22 UNIT TOWNHOUSE DEVELOPMENT

7271 19TH BRIDGE STREET, N. 13711, 8671  
BLUMFELLS ROAD, WASHINGTON, D.C.

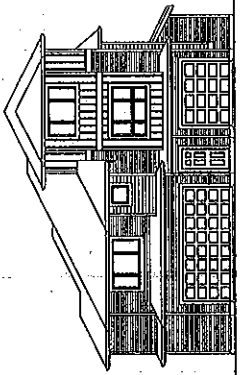
Yanamoto  
Architecture Inc.

2200 W. BRIDGE STREET, N.W., A-1  
DUBLIN, GA 30128-1102  
PHONE: 404.271.1102  
FAX: 404.271.1102

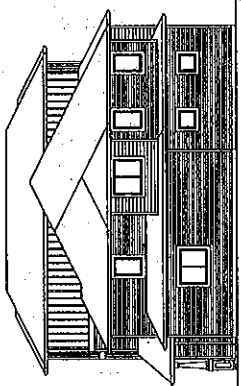
ELEVATIONS

SCALE	1/4" = 1'-0"
DATE	MAY 11, 2004
DRAWN BY	DR
CHECKED BY	DR
PROJECT NO.	02-03-200219
SHEET NO.	44

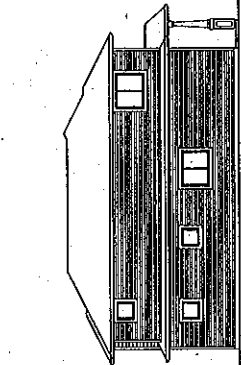
# PRELIMINARY CONCEPT



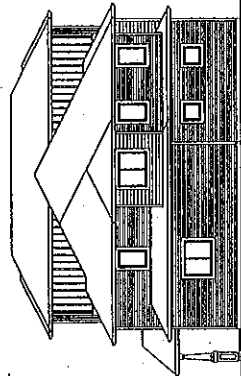
BUILDING NO. 3  
WEST ELEVATION



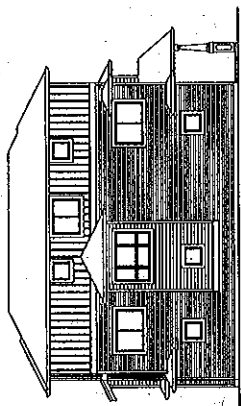
BUILDING NO. 3  
NORTH ELEVATION



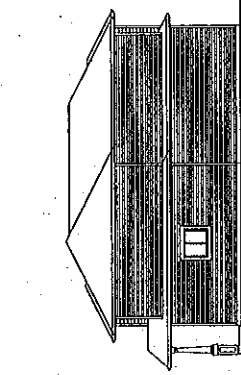
BUILDING NO. 2  
NORTH ELEVATION



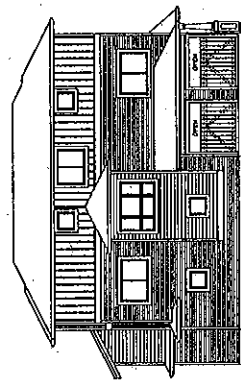
BUILDING NO. 1  
NORTH ELEVATION



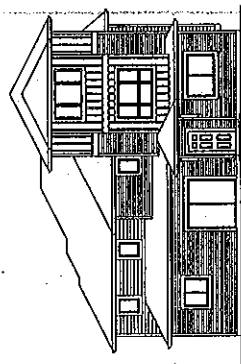
BUILDING NO. 3  
SOUTH ELEVATION



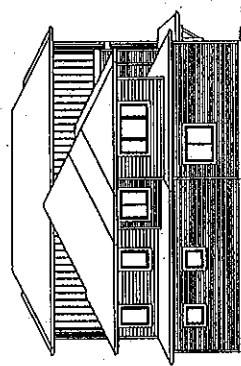
BUILDING NO. 2  
SOUTH ELEVATION



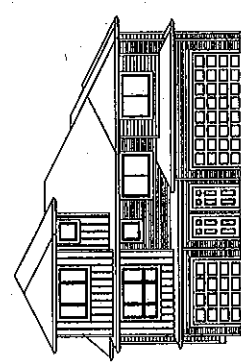
BUILDING NO. 1  
SOUTH ELEVATION



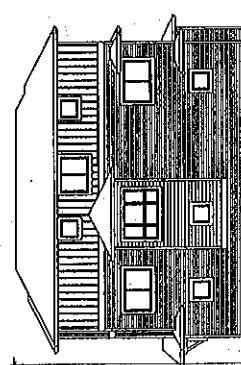
BUILDING NO. 4  
WEST ELEVATION



BUILDING NO. 4  
NORTH ELEVATION



BUILDING NO. 4  
EAST ELEVATION



BUILDING NO. 4  
SOUTH ELEVATION

DATE	DESCRIPTION
10/15/2008	CONCEPT DEVELOPMENT
10/15/2008	CONCEPT DEVELOPMENT
10/15/2008	CONCEPT DEVELOPMENT
10/15/2008	CONCEPT DEVELOPMENT
10/15/2008	CONCEPT DEVELOPMENT
10/15/2008	CONCEPT DEVELOPMENT
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10/15/2008	CONCEPT DEVELOPMENT

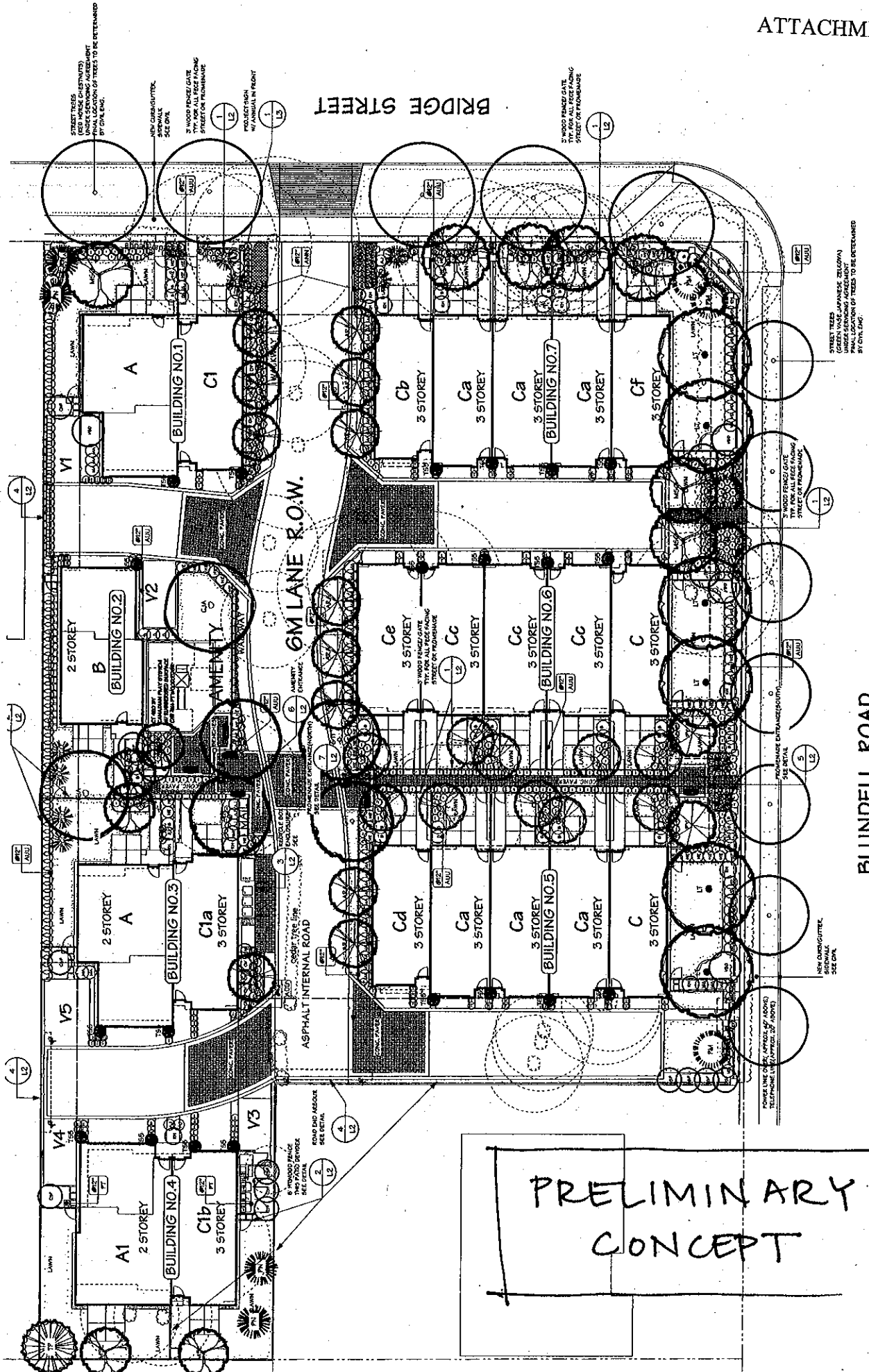
7701 7th STREET, SUITE 100, WYOMING, WY 82001  
 307.434.1111  
 WWW.YAMAMOTOARCHITECTURE.COM

7701 7th STREET, SUITE 100, WYOMING, WY 82001  
 307.434.1111  
 WWW.YAMAMOTOARCHITECTURE.COM

Yamamoto  
Architecture Inc.

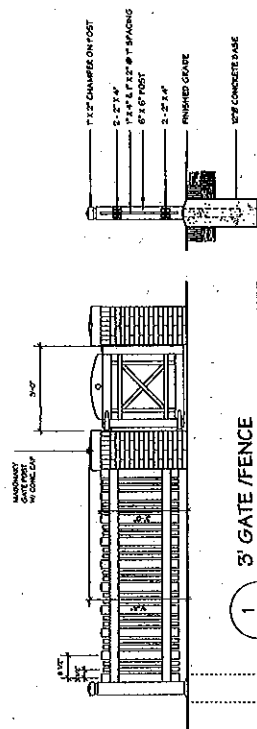
7701 7th STREET, SUITE 100, WYOMING, WY 82001  
 307.434.1111  
 WWW.YAMAMOTOARCHITECTURE.COM

SCALE	1/4" = 1'-0"
TITLE	A5
DATE	10/15/08
DRAWN BY	AS
CHECKED BY	AS
PROJECT NO.	07-300219
DATE	10/15/08

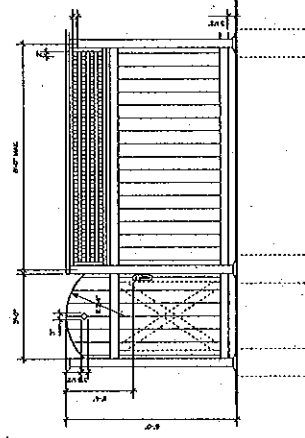


PRELIMINARY  
CONCEPT

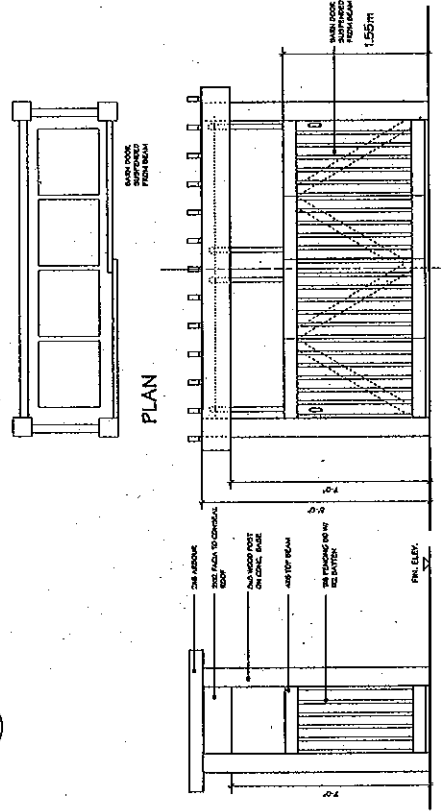




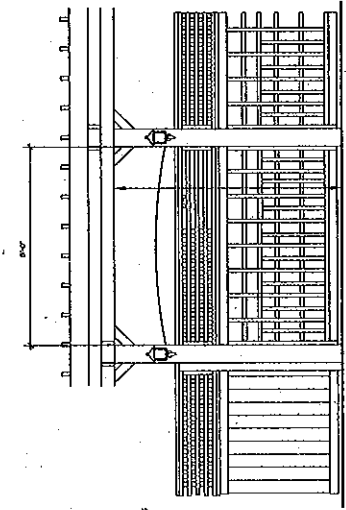
1 5' GATE / FENCE  
SCALE: 1/2" = 1'-0"



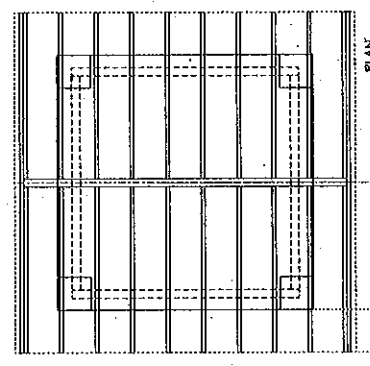
2 6' GATE / FENCE  
SCALE: 1/2" = 1'-0"



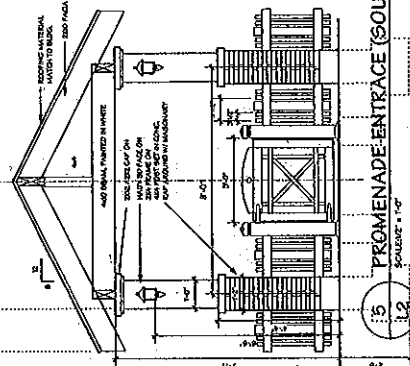
3 RECYCLE BOX ENCLOSURE  
SCALE: 1/2" = 1'-0"



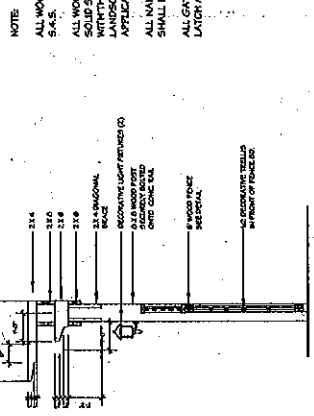
4 ARBOUR AT ROAD END  
SCALE: 1/2" = 1'-0"



6 AMENITY ENTRANCE GATE  
SCALE: 1/2" = 1'-0"



5 PROMENADE ENTRANCE (SOUTH)  
SCALE: 1/2" = 1'-0"



7 PROMENADE ENTRANCE (NORTH)  
SCALE: 1/2" = 1'-0"

NOTE:  
ALL WOOD SHALL BE PRESSURE TREATED PIR S.A.S.  
ALL WOOD SHALL BE STAINED WITH 2 COATS SOLID STAIN, COLOUR TO BE COORDINATED WITH THE BUILDING AND APPROVED BY THE ARCHITECT. SEE LIGHTING PLAN FOR APPLICATION.  
ALL NAILS AND OTHER METAL COMPONENTS SHALL BE GALVANIZED.  
ALL GATES SHALL BE PROVIDED WITH METAL LATCH ASSEMBLIES

ITO  
& ASSOCIATES  
Landscape Architects  
3180 Hunt Street  
Vancouver, BC V6E 2A4  
Voice: (604) 275-2812  
Fax: (604) 275-2813  
Email: info@ito.ca  
www.ito.ca

PROJECT:  
PROPOSED  
22 UNITS  
TOWN HOUSE  
BLUNDELL BRIDGE

DRAWING TITLE:  
LANDSCAPE  
CONCEPT PLAN  
DETAILS

DATE:	2014-07-20
SCALE:	AS SHOWN
PROJECT:	PROPOSED 22 UNITS TOWN HOUSE BLUNDELL BRIDGE
CLIENT:	BLUNDELL BRIDGE DEVELOPMENT
LOCATION:	BLUNDELL BRIDGE, VANCOUVER, BC
DESIGNER:	ITO & ASSOCIATES
ARCHITECT:	BLUNDELL BRIDGE DEVELOPMENT
ENGINEER:	BLUNDELL BRIDGE DEVELOPMENT
LANDSCAPE ARCHITECT:	ITO & ASSOCIATES
PLANNING:	BLUNDELL BRIDGE DEVELOPMENT
CONTRACTOR:	BLUNDELL BRIDGE DEVELOPMENT

L2 of 3



## ANNOTATED EXCERPT FROM MINUTES

Advisory Design Panel  
Wednesday, July 23, 2008

DP 07-380219

Yamamoto Architecture Inc.

7751/7851 Bridge Street and 9531/51 Blundell Road

### Panel Comments

*Comments from the Panel were as follows:*

- two-storey unit A could be easily converted into an adaptable unit;
- try to locate accessible visitor parking close to the adaptable unit;
- consider increasing diversity in plant species to be used in landscaping (ex. Magnolias);
- pedestrian safety needs to be addressed in view of the public lane;
- differentiation is needed between public and private space;
- The typology seems to want to be row-housing instead of a larger mansion and back lane carriage housing. Try to reinforce the unit identities as individualized and separate;
- difficult project to conquer. The general form and arrangement of blocks is appropriate. The lane is a challenge. Concerned about children running to amenity area across lane. Lane needs traffic calming. Either step down massing south of amenity area or move it for sunlight penetration;
- 'prairie style' is not convincing because of the building height and lack of overhangs; the building should be broken down into manageable pieces. Look at English rowhouses;
- entrances to buildings are too small considering the size of the buildings;
- buildings 1 and 2 on the north side can be rotated at 90 degrees so that a series of private drive aisles and building and garage entrances will be bisected by the public lane to preclude interference between the lane and unit entries;
- public and private roads can be differentiated through the paving materials used;
- landscaping along the public lane may not be advisable as it would obstruct both the motorists' view of pedestrians and access to drive-ways;
- use of lighting provided on the buildings is recommended over cobra head lane light standards, provided the lighting is wired to the house circuit to be turned on all the time;
- the "tower" element that appears in two units may be more appropriate at the corner;
- brick entry from Bridge Street may not serve any purpose, does not mark private entry and can be dispensed with;
- reconsider the Blundell pedestrian entry. Nice structure, but location seems arbitrary;
- streetscape yards and frontage are good. Materials and colours to bring variety; and
- a pedestrian mews connected to Blundell instead of back yards would be more appealing.

*The Chair provided the following comments:*

- he does not have the same level of concern about the units fronting a public lane. Recesses and well-defined entries to the units would be necessary for pedestrian safety. There is no pedestrian access except through the public lane.
- narrowing the lane or placing bulges on both ends of the lane could be considered to slow down traffic. Or the lane could be stopped mid-block to stop through-traffic.

- turning the north units to extend the drive aisles across the lane would solve the lane interface issue, but would also likely result in a loss of units. Consider reducing the North setback to 1.2 m, reducing the Blundell setback, or shifting the lane to regain some units.
- the security of the lane could be addressed with a private look, making it inconvenient for non-residents.

### Panel Decision

It was moved and seconded

That Development Permit 07-380219 move forward to the next stage taking into consideration the following comments of the Advisory Design Panel and giving staff authority to recommend whether the applicant needs to appear before the Advisory Design Panel again before moving forward:

1. consider providing the opportunity of converting unit A into an accessible unit – ***Incorporated in buildings 1 & 3;***
2. ensure that handicapped parking is near the adaptable unit – ***Incorporated. Accessible parking space is located near building 3;***
3. consider increasing the species diversity of the landscaping – ***Will incorporate through the Development Permit design;***
4. consider pedestrian circulation on the public lane – ***Incorporated. Walkway provided north of the lane;***
5. consider an alternative to the public lane for access to units along the north side – ***Resolved. Building orientation changed as suggested, resolving interface issue;***
6. consider providing some separation between the public and private grounds in the lane area – ***Resolved. Building orientation changed, resolving interface issue;***
7. consider defining the units, especially those fronting the public lane area, as having a “coach house” style rather than a “large house” style – ***Resolved. Building orientation and typology changed, so that no units are fronting the lane;***
8. consider lower massing at 2-storey volume near the amenity space – ***Incorporated;***
9. consider providing some site signage and identity for the front entry – ***Incorporated;***
10. consider breaking down the massing into lower divisions to achieve a more “row-house” pattern – ***Incorporated;***
11. consider the observation that the “tower” element that appears in 2 units to be more appropriate on a corner – ***Two and three storey duplexes along north of site prove a transition from lower single-family homes and taller townhouses;***
12. consider extending the format of the south side of the site to the north – ***Incorporated; and***
13. consider that the pedestrian entry structure from Blundell Road to drive aisle may not be valuable – ***Entry structure aligns with pedestrian walkway and entries for buildings 5 & 6.***

**CARRIED**

**Rezoning Considerations**  
**7751, 7851 Bridge Street and 9531, 9551 Blundell Road ("the lands")**  
**RZ 07-380219**

Prior to final adoption of Zoning Amendment Bylaw 8444, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Road dedication of 0.39 m along the Blundell frontage, complete with a 4 m x 4 m corner cut road dedication at the intersection of Blundell Road and Bridge Street.
3. Registration on title to the lands of a 6 m wide public rights-of-passage (PROP) right-of-way (ROW) along the internal East-West drive aisle through the site for a public lane accessing Bridge Street.
4. Registration of a restrictive covenant on title to the lands prohibiting the conversion of tandem parking area into habitable space.
5. Registration on title to the lands of a flood indemnity restrictive covenant.
6. Discharge ROW LMP39900 (Ref No. BM295021) along Blundell Road at Bridge Street, (should the developer's Engineer confirm this sanitary sewer system is not required).
7. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable ft<sup>2</sup> (e.g., \$18,500 for a net site area of 4,396 m<sup>2</sup>) as a payment to the City's Public Art fund or participation in the City Public Art Program with an appropriate legal contract for installation of public art on-site.
8. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable ft<sup>2</sup> (e.g., \$18,500 for a net site area of 4,396 m<sup>2</sup>) to the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$25,000 for the City Parks Development Fund.
10. Payment of cash-in-lieu of on-site indoor amenity space as per the Official Community Plan (OCP) (e.g., \$25,000 for 22 dwelling units).
11. Provide payment of \$52,542.43 for storm sewer consortium committed upgrades.
12. Installation of appropriate protection fencing to ensure neighbouring hedges at 7731 Bridge Street are protected from being damaged by construction activities.
13. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
14. Enter into a Servicing Agreement\* for the design and construction of frontage improvements, road works and engineering infrastructure upgrades at the developer's sole cost. Works include, but may not be limited to:
  - a. Bridge Street frontage improvements: Road widening, curb and gutter, creation of a grass boulevard with trees (Red Horse Chestnut), a 2.6 m wide utility corridor, decorative "Zed" street lights, and a 1.75 m wide concrete sidewalk near the Property Line.

- b. Blundell Road frontage and intersection improvements: Creation of a 1.5 m grass boulevard with trees (Green Vase Japanese Zelkova), new 1.5 m sidewalk at the new property line, and pre-ducting for future special crosswalk upgrading at Bridge Street intersection.
- c. Rear 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.
- d. Sanitary Sewer: Removal and restoration works associated with abandoning existing sanitary sewer along the south edge of the development (ROW discharge as per item #7 above). The Developer must submit a letter and/or drawing signed and sealed by a professional engineer confirming the size of the existing sanitary sewer piping to the west, and across the Blundell Road and Bridge Street frontages is adequately sized for OCP conditions and is no less than the minimum City requirement of 200 mm. If not, piping upgrade is required across the Blundell Road and Bridge Street frontages, from manhole to manhole.
- e. Storm Sewer: The Developer must submit a letter and/or drawing signed and sealed by a professional engineer confirming the size of the existing storm sewer piping across the Blundell Road and Bridge Street frontages is adequately sized for OCP conditions and is no less than the minimum City requirement of 600 mm. If not, piping upgrade is required across the Blundell Road and Bridge Street frontages, from manhole to manhole. The need for a storm sewer upgrade across the Bridge Street frontage is indicated (approximately 125 m between manholes MH1298 and MH1434), and an upgrade across the Blundell Road frontage may also be required (approximately 95m between manholes MH1296 and MH1298).

All works are at the developer's sole cost; i.e. no credits apply.

Prior to Building Permit\* Issuance:

- Submission of a Construction Parking and Traffic Management Plan\* to the Transportation Division.
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including level handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails.
- The applicant is required to obtain a Building Permit\* and any other required City approval prior to erecting any construction hoarding.

*All legal agreements are to be to the satisfaction of the City Solicitor and fully, where applicable, registered on title prior to the final adoption of the Rezoning Bylaw.*

[Signed original on file]

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date

\* Note: This requires a separate application



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8444 (RZ 07-380219)  
7751, 7851 BRIDGE STREET AND 9531, 9551 BLUNDELL ROAD**

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

1. The Richmond Zoning and Development Bylaw 5300 is amended by inserting into the Minimum Setbacks from Property Lines provisions in Comprehensive Development District (CD/155) the following new subsection as 291.155.4.02 (b):

"(b) Portions of the principal **building** which are less than 5 m (16.4 ft.) in height and are open on those sides which face a **public road** may project into the **side yard** setback abutting a **public road** for a distance of not more than 1.5 m (4.9 ft.), bays may project into the **public road** for a distance of not more than 0.6 m (2.0 ft.), and cantilevered roofs may project into the **public road** setback for a distance of not more than 1 m (3.3 ft)."

2. The Richmond Zoning and Development Bylaw 5300 is amended by inserting into the Minimum Setbacks from Property Lines provisions in Comprehensive Development District (CD/155) the following new subsection as 291.155.4.03:

"03 Public Lane:

(a) 1.2 m (3.9 ft.).

(b) For the purpose of this subsection, a Public Lane shall mean land in public ownership or secured for public use for access and transportation purposes and having a minimum width of 6 m (19.7 ft.), but not being a **public road**."

3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/155)**.

P.I.D. 004-333-314

South Half Lot 12 Block "F" Section 15 Block 4 North Range 6 West  
New Westminster District Plan 1207

P.I.D. 004-247-353

Lot 35 Section 15 Block 4 North Range 6 West New Westminster District Plan 32475

P.I.D. 003-578-267

Lot 34 Except: The Easterly 60 Feet, Section 15 Block 4 North Range 6 West  
New Westminster District Plan 32475

P.I.D. 004-075-838

The Easterly 60 Feet of Lot 34 Section 15 Block 4 North Range 6 West  
Being Measured Perpendicularly to the East Boundary of Said Lot  
New Westminster District Plan 32475

- 4. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8444”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED by
<i>al</i>
APPROVED by Director or Solicitor
<i>1308</i>

\_\_\_\_\_  
MAYOR

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