



# City of Richmond

## Report to Committee Planning and Development Department

*TO PLN - SEP. 17, 2013*

To: Planning Committee  
From: Wayne Craig  
Director of Development

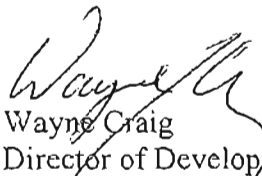
Date: August 27, 2013

File: RZ 13-627627

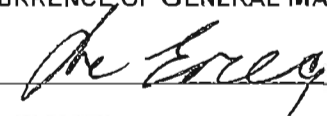
Re: Application by Kensington Homes Ltd. for Rezoning at 5160 and  
5180 Blundell Road from Single Detached (RS1/E) to Low Density  
Townhouses (RTL4)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, for the rezoning of 5160 and 5180 Blundell Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

  
Wayne Craig  
Director of Development

EL:blg  
Att.

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

## Staff Report

### Origin

Kensington Homes Ltd. has applied to the City of Richmond for permission to rezone 5160 and 5180 Blundell Road (**Attachment 1**) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 15 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

To the North: Across Blundell Road, a mix of newer and older, larger single-family dwellings on lots zoned “Single Detached (RS1/E)”.

To the South: Existing single-family dwellings on lots zoned “Single-Detached (RS1/E)” fronting onto Chetwynd Avenue.

To the East: Three (3) lots zone “Single Detached (RS1/E)” with a mix of newer and older homes and then two (2) lots zoned “Single Detached (RS1/K)” with a temporary shared access.

To the West: A Montessori school on a large lot zoned “Single Detached (RS1/E)” and a mix of newer and older homes on lots zoned “Single Detached (RS1/E)”.

### Related Policies & Studies

#### Arterial Road Policy

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. Although the subject site is not specifically identified on the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the Arterial Road Policy for additional new townhouse areas; e.g. the site is within 800 m of a Neighbourhood Centre (Blundell Shopping Centre) and within 400 m of a Commercial Service use - the neighbourhood commercial uses at Railway Avenue and Blundell Road.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any road that is adjacent to the parcel, is required prior to rezoning bylaw adoption.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy, for a contribution of \$43,921.00.

### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$16,909.59.

### **Public Input**

The applicant has forwarded confirmation that a development sign was posted on the site on February 25, 2013. As this is the first townhouse development proposal on this block of Blundell Road, the applicant has undertaken a public consultation process as per the Townhouse Development Requirements in the Arterial Road Policy. The developer hand delivered an information package to the immediate neighbourhood (**Attachment 4**) on June 8, 2013. The information package includes a letter (**Attachment 5**) and a set of the development plans (**Attachment 2**). No response was received by the developer by the deadline identified on the consultation letter. However, staff subsequently received an email from the property owner of 5131 Blundell Road (**Attachment 6**); a list of concerns raised by Mr. Mahal is provided below, along with developer's responses in *italics*:

1. Property value of the surrounding homes will be negatively impacted.

*(High quality exterior finishes such as hardi-plank and hardi-panel are to be used. The proposed development will improve the appearance of the streetscape.)*

2. Property value of 5131 Blundell Road will be negatively impacted, as the driveway to the townhouse development would be placed directly across from 5131 Blundell Road.

*(Driveway is proposed along the east property line of 5160 Blundell Road, opposite 5151 and 5171 Blundell Road.)*

3. The proposed townhouse development will generate safety impacts to the intersection at Blundell/ Railway.

*(According to the traffic engineering consultant, the proposed development is approximately 150 m east of the Blundell/Railway signalized intersection and it is not expected that the traffic operation at the proposed development driveway will generate any safety impacts to the intersection. In addition, based on a recently completed traffic analysis by the traffic engineering consultant, the development traffic is less than 1% of total intersection volumes through the signal (Blundell/Railway).*

*Using the estimated 2015 peak hour traffic volumes, the signal will operate at excellent levels of service according to the traffic engineering consultant and all individual movements will operate at an acceptable level, even with the development traffic. Therefore, it is not*

*expected the proposed development will generate any traffic and safety impacts to the intersection of Blundell Road and Railway Avenue.*

*The City's Transportation Division has reviewed the above and agreed with the findings.)*

4. The proposed townhouse development is adjacent to a Montessori school which brings in major vehicle traffic during peak hours and clogs traffic due to left turn into the driveway. The proposed townhouse development will exasperate the situation

*(The developer's traffic engineering consultant confirms that the future driveway of the proposed development will be located at the similar location of the existing driveway to 5160 Blundell Road, approximately 40 m east of the existing driveway to the True Light Montessori Pre-school. It was estimated that about 5-6 vehicles can be allowed for westbound left-turn queue at Blundell Road without conflicting with vehicles making left-out/left-in turning movement to the proposed development.*

*Based on traffic analysis, it was estimated that the pre-school will generate higher inbound vehicles in the morning peak hour; about 50 vehicles per hour or one (1) vehicle per minute.*

*For a residential use of the proposed townhouse development, the inbound trips (entering the site) will be very low in the morning peak; only 1-2 vehicles. During the afternoon peak, the proposed development will generate about 3-4 westbound left-turn vehicles; however, the pick-up period for pre-school students usually covers a long period of time (from 2:00 pm to 7:00 pm).*

*Therefore, it is not expected that the westbound vehicles left-turn movement to the proposed development site will create any significant impacts to the existing traffic operation at the pre-school in both peak hours. With significant low traffic volumes generated by the proposed development, it is not expected that the proposed townhouse driveway will impact the existing operation at the pre-school driveway.*

*The City's Transportation Division has reviewed the above and agreed with the findings.)*

## **Staff Comments**

### Trees Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and provided the following comments:

- Six (6) Douglas Fir trees, specifically tag# 788 – 793, under joint ownership located on the east property line, are in good condition and are recommended to be retained and protected. as per the Tree Management Plan (**Attachment 7**)
- One (1) English Holly tree, specifically tag# 787, is dying (exhibits symptoms of leaf blight) and should be removed and replaced.
- Three (3) Lombardy Poplar trees, specifically tag# 777, 778, 779, under joint ownership located on the west property line have been previously topped. The historic topping sites are weakened by decay and are prone to failure. These trees should be removed and replaced. A consent letter for the removal of these trees from the property owners of 5120 Blundell Road is on file.

- Two (2) Douglas Fir hedges identified as tags# 773 and 774 have been previously topped, have no landscape value, and should be removed.
- 13 existing trees on site (including 3xWestern Red Cedar, 1xCherry, 3xApple, 1xSitka Spruce, and 5xDouglas Fir trees, tag# 769-772, 775-776, and 780-786) are either dead, dying (sparse canopy foliage), have been previously topped and have significant decay at the topping sites, or are infected with Fungal Blight. These trees are not good candidates for retention and should be replaced.

While the three (3) Western Red Cedar trees (tag# 769-772) located at the southwest corner of the site are identified for removal, the developer would make an effort to retain them on site. Tree protection fencing around these trees will be installed at demolish and construction stage; a re-assessment of these trees will be undertaken during the course of construction. Replacement trees will be provided despite of future retention potential of these trees.

### *Tree Replacement*

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 34 replacement trees are required for the removal of 17 trees. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 35 new trees on-site. The size and species of replacement trees and an overall site landscape design will be reviewed in detail at the Development Permit stage.

### *Tree Protection*

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to final adoption of the rezoning bylaw.

In order to ensure that the six (6) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security in the amount of \$46,000.00 to ensure the replacement planting will be provided.

### Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required, but site analysis for storm sewer and sanitary sewer will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in **Attachment 8**).

Prior to final rezoning bylaw adoption, the developer is required to consolidate the two (2) lots into one (1) development parcel, register on Title a restrictive covenant to prohibit the conversion of the garage area into habitable space, and enter into the City's standard Servicing Agreement for the design and construction of frontage improvements and service connections. Works to include, but not limited to: removal of the existing sidewalk behind the existing curb and gutter (which remains), construction of a new 1.5 m concrete sidewalk along the front property line, and installation of a 1.41 m grass and treed boulevard between the sidewalk and the curb.

#### Vehicle Access

One (1) driveway from Blundell Road is proposed. The long-term objective is for the driveway access established on Blundell Road to be utilized by adjacent properties to the east and west if they ultimately apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed driveway and the internal manoeuvring aisle will be secured as a condition of rezoning to facilitate this vision.

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$15,000 as per the Official Community Plan (OCP) and Council Policy.

#### Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Staff will work with the applicant at the Development Permit stage to ensure the size, configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the Official Community Plan (OCP).

### **Analysis**

#### Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Neighbourhood Residential land use designation in the 2041 OCP Land Use Map, and with the location criteria and development requirements for arterial road townhouse developments contained in the 2041 OCP. The proposed height, siting and orientation of the buildings respect the massing of the existing developments to the south, east and west:

- The end units of the three-storey buildings along Blundell Road are stepped down to two-storeys along the side yards;
- Duplex units and detached units with a two-storey massing are proposed along the rear property line;
- Increased rear yard setback (minimum 6.0 m on the ground floor and 6.9 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) will be provided; and
- the existing 6.0 m front yard setback will be maintained.

The building height, massing and setbacks will be controlled through the Development Permit process.

#### Development Potential of Adjacent Properties

This block of Blundell Road between Railway Avenue and Clifton Road is within 800 m of a Neighbourhood Centre and within 400 m of a Commercial Service use; therefore, the majority of lots on this block of Blundell Road have a similar development potential as the subject site.

It should be noted that two (2) coach house lots on this block (5220 and 5222 Blundell Road) were created under the original Lane Establishment and Arterial Road Redevelopment Policies (2001) (RZ 04-270504). Given the existing lot geometries along this block the long-term viability of establishing a functional rear lane is limited, which is why staff are recommending townhouse development at this time. Vehicle access to potential future townhouse sites on this block will be reviewed on a case-by-case analysis with the objective of limiting driveway access locations to Blundell Road. Future redevelopments of these two (2) coach house lots into multiple-family uses must include the lane right-of-way at the back (purchase of the land from the City is required).

#### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the proposed development is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined in relation to the site:

- Compliance with Development Permit Guidelines for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Building form and architectural character;
- Provision of a convertible unit and design of other accessibility/aging-in-place features;
- Site grading requirements to ensure the survival of protected trees;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment.

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

#### **Financial Impact or Economic Impact**

None.

**Conclusion**

The proposed 15-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the Arterial Road Policy area. Overall, the proposed land use, site plan, and building massing will complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 8**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9055 be introduced and given first reading.



Edwin Lee  
Planning Technician – Design

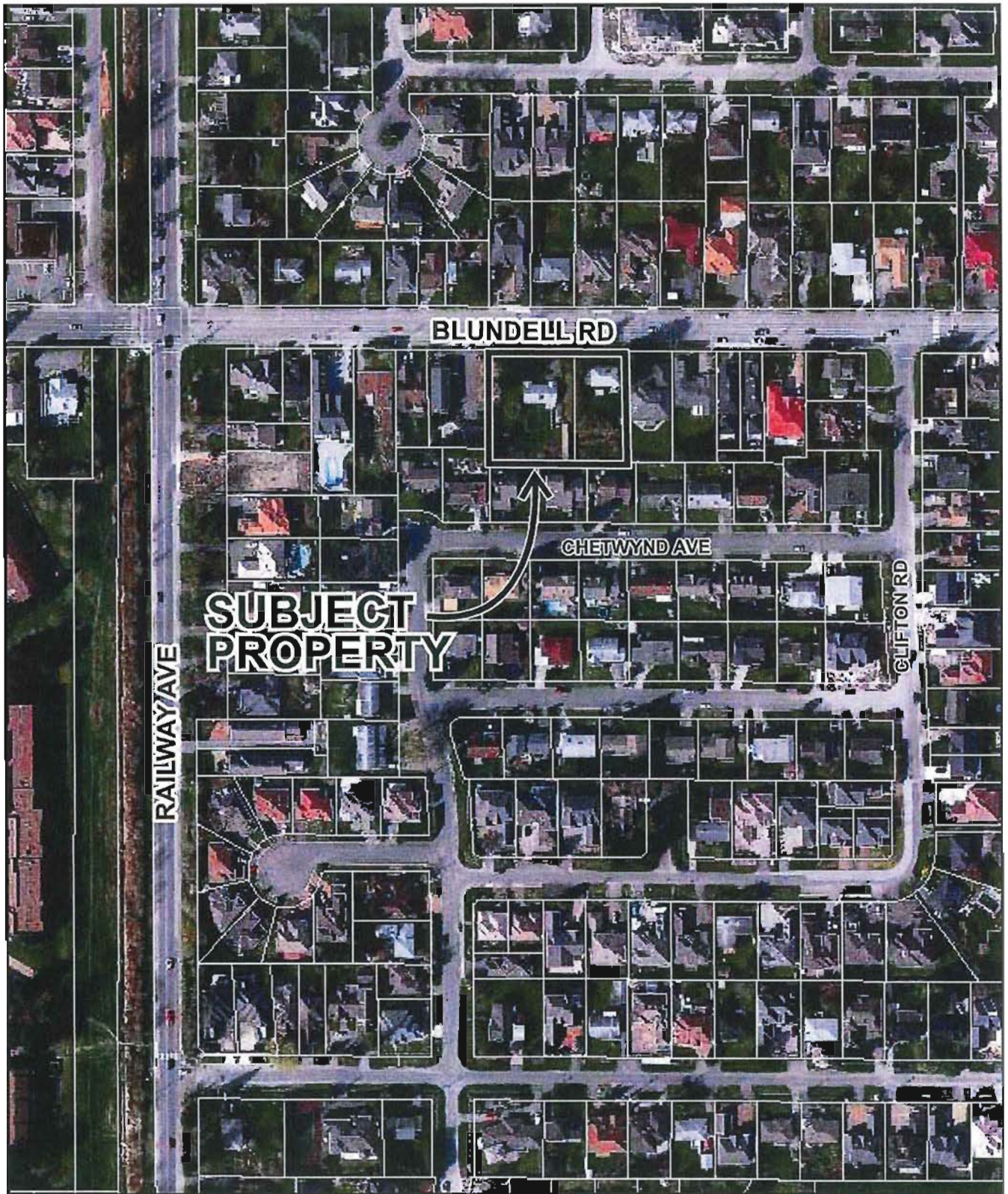
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**Attachments:**

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Developer's Consultation Area
- Attachment 5: Developer's Consultation Letter
- Attachment 6: Correspondence Received
- Attachment 7: Tree Management Plan
- Attachment 8: Rezoning Considerations Concurrence





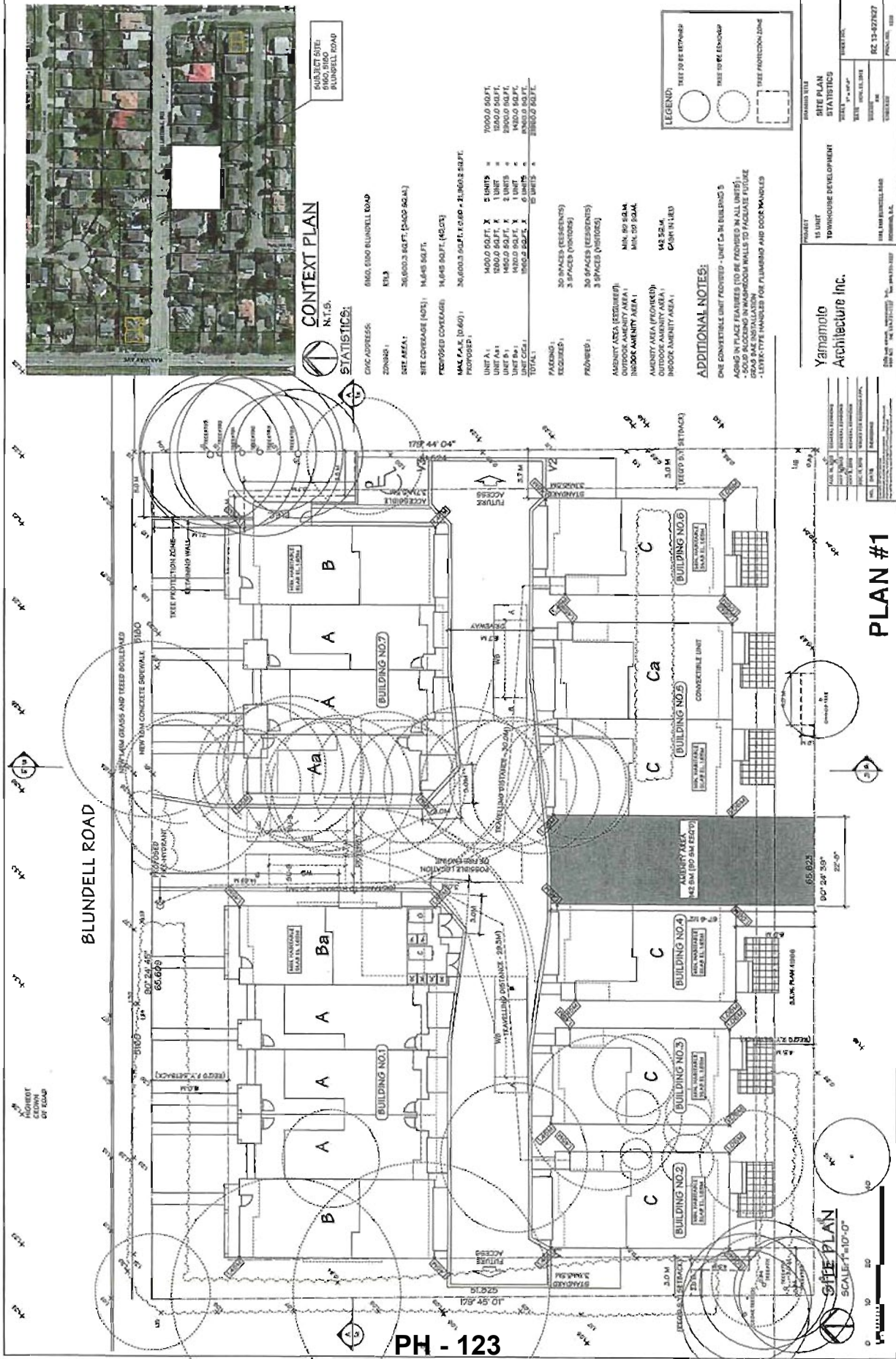


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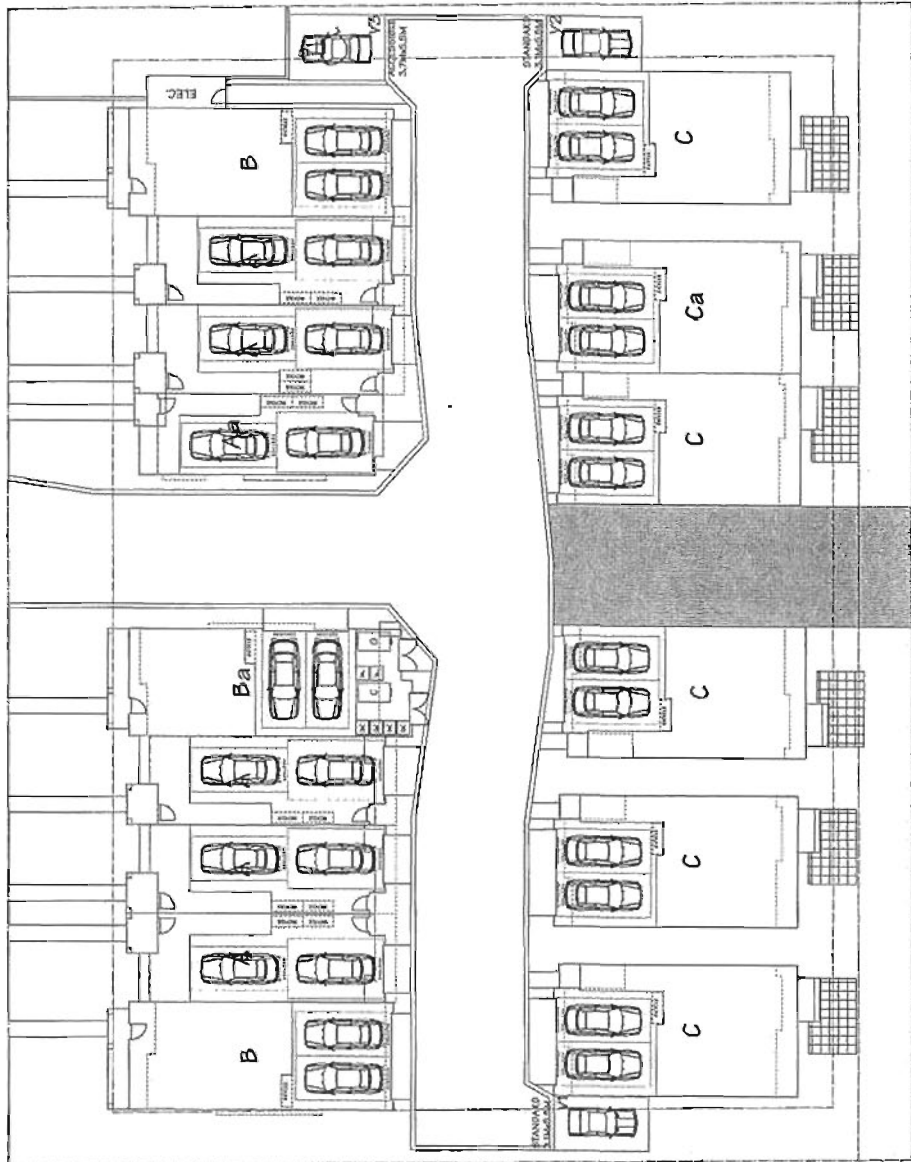
Original Date: 01/17/13

Amended Date:

Note: Dimensions are in METRES



BLUNDELL ROAD



AS PER THE B.M.I. (B.C.) REQUIREMENT FOR ELECTRIC VEHICLES:  
 \* A MINIMUM OF 20% OF PARKING SPACES TO BE PROVIDED WITH A CHARGING POINT FOR ELECTRIC VEHICLES.  
 \* AN ADDITIONAL 20% OF PARKING SPACES TO BE CONSIDERED FOR FUTURE INSTALLATION OF CHARGING POINTS.  
 \* VEHICLE CHARGING EQUIPMENT (E.G. PERMITTED FOR FUTURE WORKS).



SMALL PARKING SPACE (GARAGE)  
2.5M x 4.0M

STANDARD PARKING SPACE (GARAGE)  
2.5M x 5.5M

VEHICLE PARKING  
2.5M x 5.5M

ACCESSIBLE  
3.7M x 5.5M



**PARKING:**  
REQUIRED:

2.0 SPACES x 10 UNITS = 20 SPACES (RESIDENTS)  
 0.2 SPACES x 10 UNITS = 2 SPACES (VISITORS)  
**TOTAL = 22 SPACES**

**PROVIDED:**

2.0 SPACES x 10 UNITS = 20 SPACES (RESIDENTS)  
 0.2 SPACES x 10 UNITS = 2 SPACES (VISITORS)  
**TOTAL = 22 SPACES**

NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.

REQUIRED BICYCLE: 135 SPACES (CLASS 1)  
 0.2 SPACES x 10 UNITS = 2 SPACES (CLASS 2)  
**TOTAL = 137 SPACES**

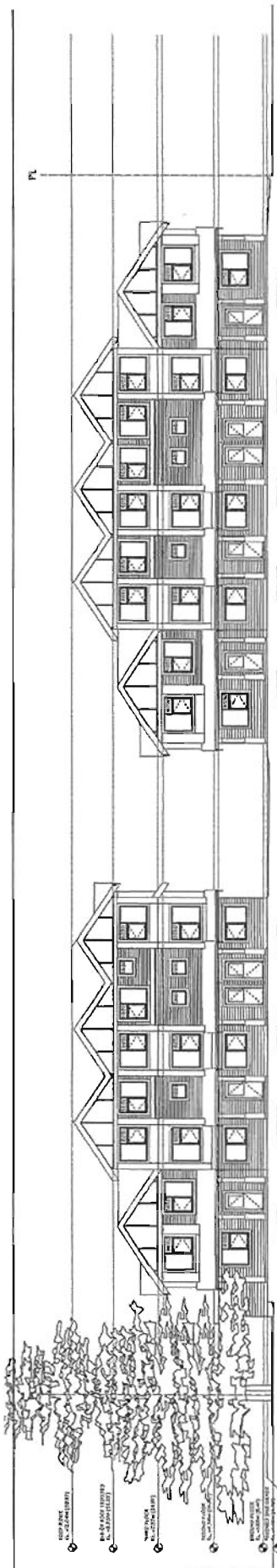
PROVIDED BICYCLES:  
 2 SPACES x 6 GARAGES = 12 SPACES (CLASS 1)  
 1 SPACE x 9 GARAGES = 9 SPACES (CLASS 2)  
 BICYCLE RACK  
**TOTAL = 21 SPACES**

DATE: 14/07/2023	REVISION: 01
BY: J.M.	CHECKED: J.M.
DATE: 14/07/2023	REVISION: 01
BY: J.M.	CHECKED: J.M.

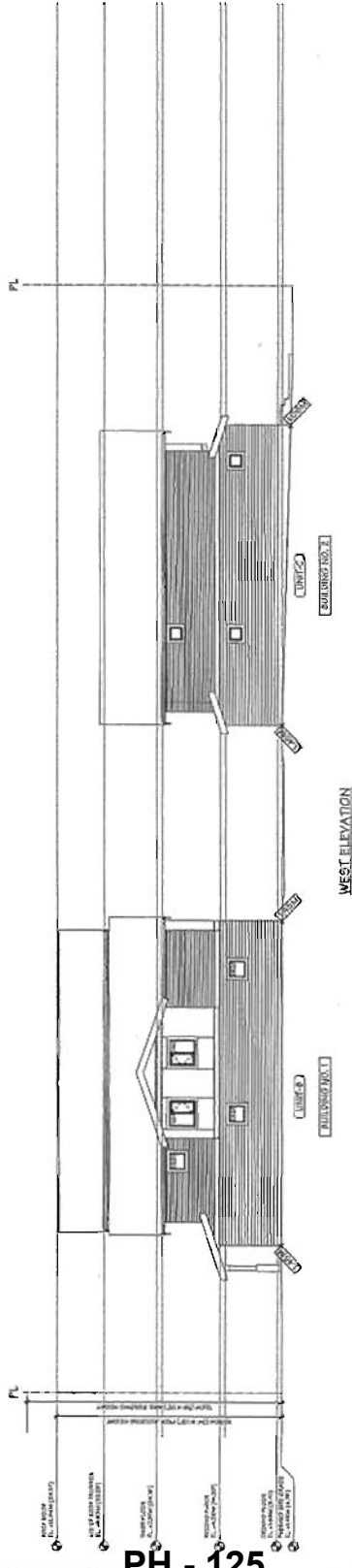
# PLAN #2

Yamamoto Architecture Inc.

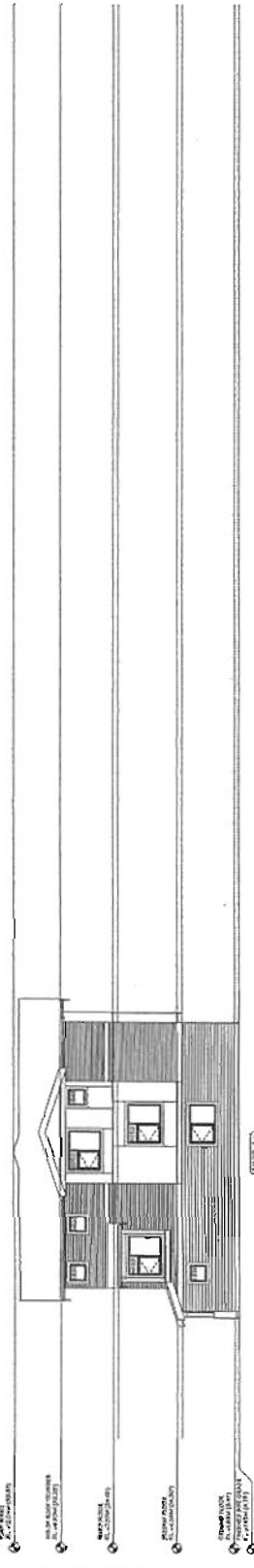
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BY: J.M.	DATE: 14/07/2023
CHECKED: J.M.	DATE: 14/07/2023
DATE: 14/07/2023	REVISION: 01
BY: J.M.	CHECKED: J.M.



STREETSCAPE - BLUNDELL ROAD (NORTH ELEVATION)



WEST ELEVATION



EAST ELEVATION

NO.	DATE	DESCRIPTION

145 UNIT TOWNHOUSE DEVELOPMENT

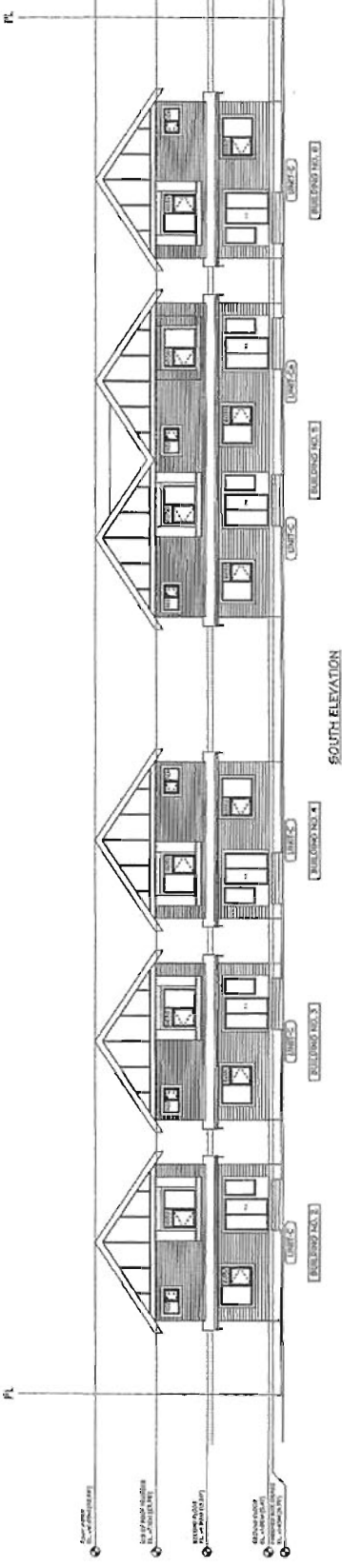
YAMAMOTO ARCHITECTURE INC.

Yamamoto Architecture Inc.

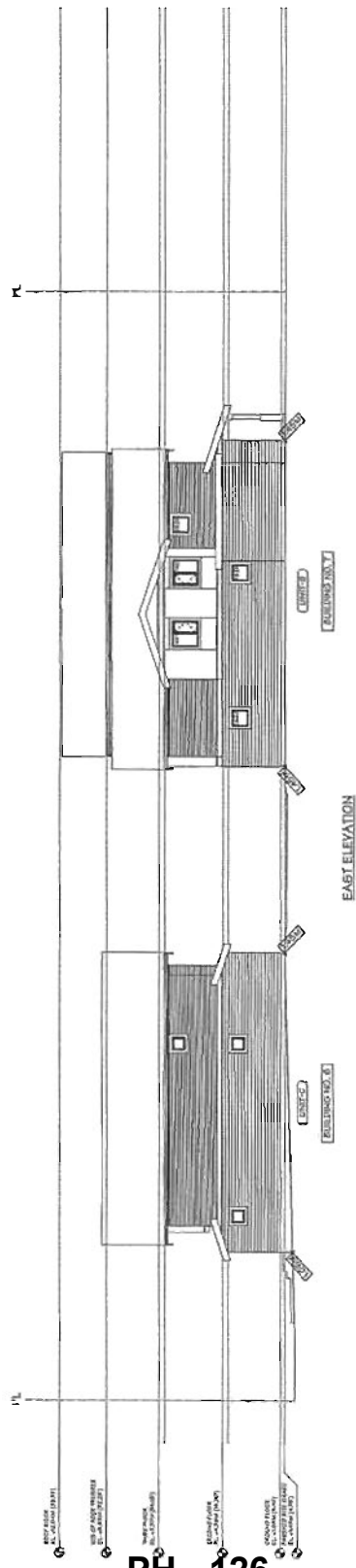
145 UNIT TOWNHOUSE DEVELOPMENT  
DUNBAR STA  
ELEVATIONS

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PROJECT NO.	102-13-427-001
DATE	NOV. 13, 2013
PROJECT	145 UNIT TOWNHOUSE DEVELOPMENT
PROJECT NO.	102-13-427-001

PLAN #4



SOUTH ELEVATION



EAST ELEVATION

DATE	DESCRIPTION
08/14/13	FINAL APPROVAL
08/14/13	FINAL APPROVAL
08/14/13	FINAL APPROVAL
08/14/13	FINAL APPROVAL
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08/14/13	FINAL APPROVAL
08/14/13	FINAL APPROVAL
08/14/13	FINAL APPROVAL

PROJECT  
14 UNIT TOWNHOUSE DEVELOPMENT

141 THE BIRCHWOOD ROAD  
BIRMINGHAM, AL.  
Yamamoto  
Architecture Inc.

08/14/13 08/14/13  
REVISION NO. 04  
ELEVATIONS

SCALE	1/4" = 1'-0"
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PROJECT	14 UNIT TOWNHOUSE DEVELOPMENT
ARCHITECT	YAMAMOTO ARCHITECTURE INC.

PLAN #5

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**bmg**  
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Fax: 918.438.1101

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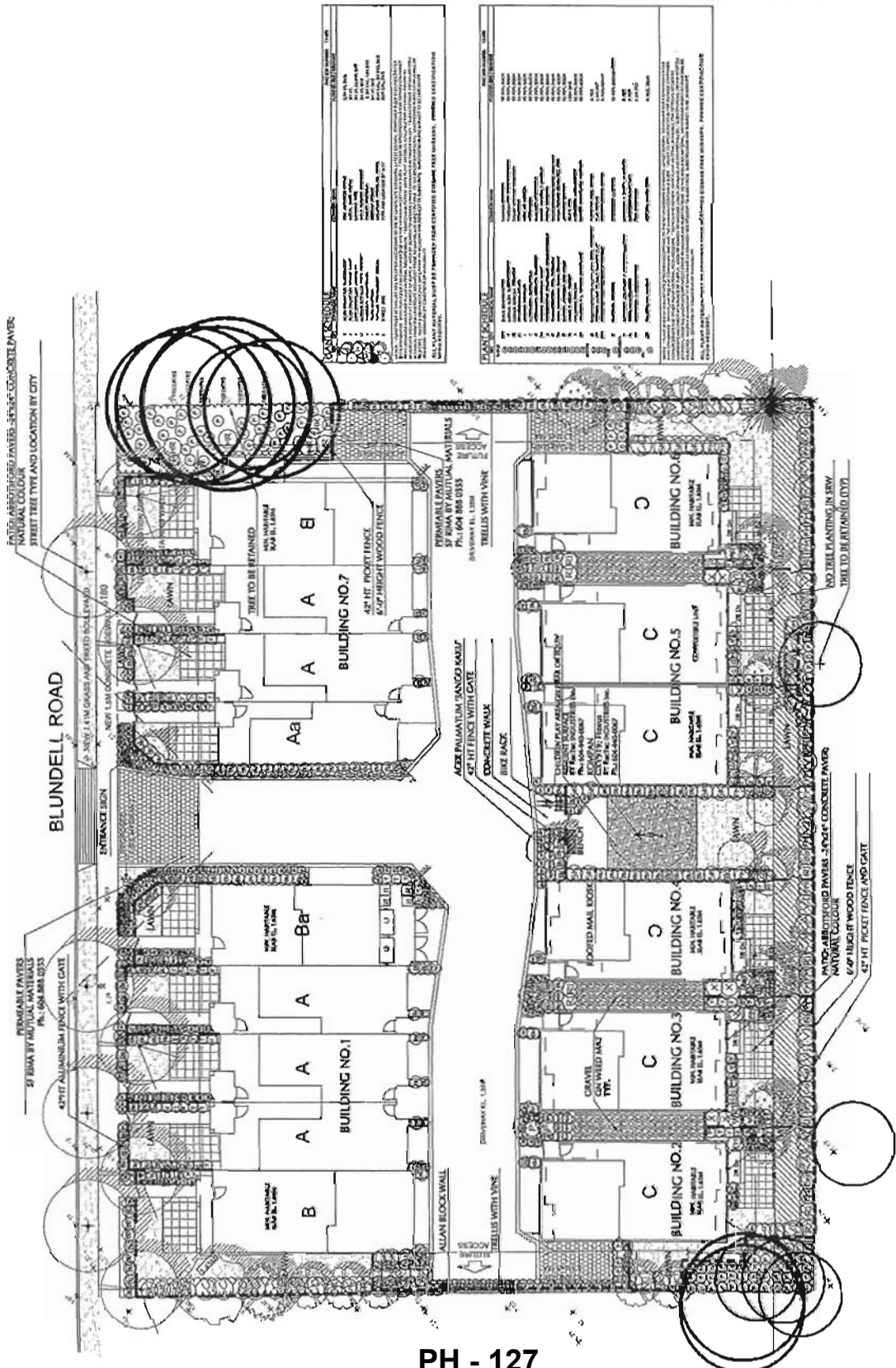
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100	01/15/22	REVISED

CLIENT: KENSINGTON HOMES

PROJECT: 15 UNIT TOWNHOUSE DEVELOPMENT  
3160 AND 3180 BLUNDELL ROAD  
KENNEMORE

WITH: VANMAYNARD ARCHITECTURE, INC.  
LANDSCAPE ARCHITECTS  
LANDSCAPE PLAN

DATE: 04/13/20  
SCALE: 1/8" = 1'-0"  
DRAWING NO.: 15-001  
REVISION NO.:  
DATE: 04/13/20  
PROJECT NUMBER: 15-001









**RZ 13-627627**

**Attachment 3**

Address: 5160 and 5180 Blundell Road

Applicant: Kensington Homes Ltd.

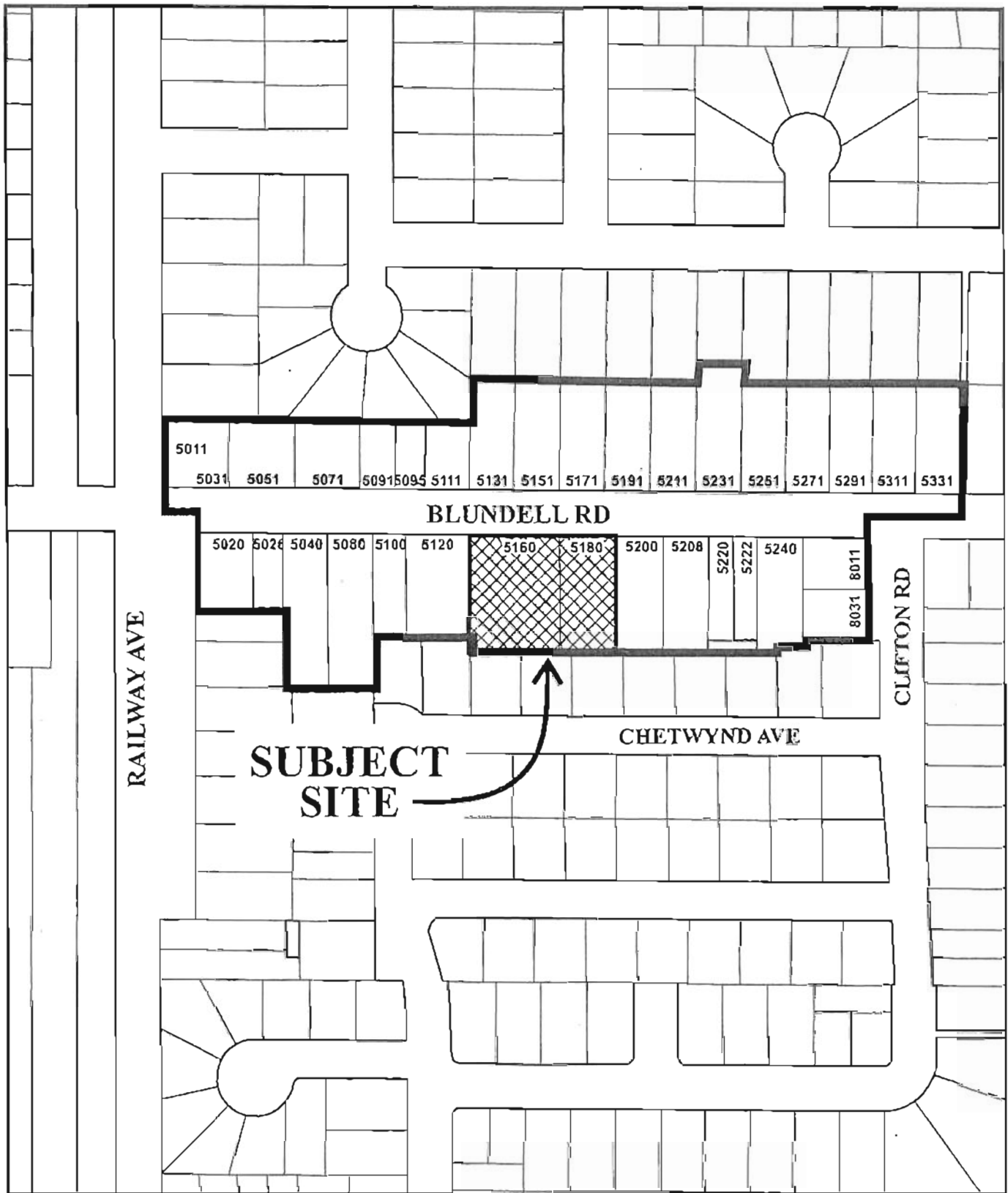
Planning Area(s): Blundell

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	955335 B.C. Ltd.	To be determined.
<b>Site Size (m<sup>2</sup>):</b>	3,400 m <sup>2</sup>	No Change
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	N/A	No Change
<b>702 Policy Designation:</b>	N/A	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
<b>Number of Units:</b>	2	15
<b>Other Designations:</b>	N/A	No Change

<b>On Future Development Site</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – East Side Yard (m):	Min. 3.0 m	3.7 m Min.	none
Setback – West Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	6.0 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	10.55 m (3 storeys Max.)	none
Lot Width:	Min. 50.0 m	65.6 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.21 (V) per unit	none
Off-street Parking Spaces – Total:	33	33	none

<b>On Future Development Site</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (30 x Max. 50% = 15)	12	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (33 x Max. 50% = 16)	0	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 15 units = 90 m <sup>2</sup>	142 m <sup>2</sup>	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



# Consultation Area

## RZ 13-627627

PH - 131

Original Date: 08/27/13

Revision Date:

Note: Dimensions are in METRES

## BLUNDELL VENTURES LIMITED PARTNERSHIP

2200 Shell Road, Richmond, V6X 2P1

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May 30th, 2013

Dear Neighbour,

We would like to inform you that we have applied to City of Richmond to rezone the properties at 5160 & 5180 Blundell Road from RS1/E to RTL3 in order to construct 15 townhouse units. The proposed development is as follows:

The consolidated lot size for the project is 36,613 square feet. The proposed total living space floor area is 21,600 square feet (FAR = 60%), with a site coverage of 14,645 square feet (40%).

15 two and three storey multi-family units are proposed in the form of five single units, one duplex, one 4-unit building and one 5-unit building. Five single units and one duplex are located along the rear property line to minimize the impact on single family houses to the south. Two 2 & 3 storey (one 4-unit and one 5-unit) building fronts Blundell Road. Along Blundell Road, 2 storey units are proposed adjacent to single family properties to the east and west. Vehicle access is provided from a 7.5m wide drive aisle located approximately in the middle of the site frontage.

Our proposal follows the Blundell Official Community Plan (OCP) policies and provides ground oriented family units in form and character which fit into the existing neighbourhood. At this time, we are soliciting input from the neighbourhood. If you have any queries or concerns about the proposed development, please contact one of the following on or before 15th June, 2013:

City of Richmond  
Edwin Lee, Planner  
elee@richmond.ca

or

Blundell Ventures LP  
Nick Poon, Project Manager  
info@kensingtonhomes.ca

We thank you for your kind attention.  
Yours truly,

Blundell Ventures LP

Lee, Edwin

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From: Rick Mahal [rickandmona@gmail.com]  
 Sent: Friday, 26 July 2013 12:49  
 To: Lee, Edwin  
 Subject: Re: Rezoning of 5160 & 5180 Blundell

Hi Edwin in response to our conversation, here are a few general concerns on the development directly across the street from my house..

1. Property value will be negatively impacted to my new home. Usually in these developments they are across older homes/schools and or other townhome developments.

Examples would be developments on 8000 block of Williams rd and other townhome developments on Blundell.

Maybe a higher level of exterior finishing would greatly improve street appeal.

2. Driveway placement is also a concern as a driveway directly facing my property would greatly devalue my property

3. The proximity to the Intersection of Blundell/ Railway is also a concern as it is a well known problematic intersection involving many accidents.

Maybe keeping to one lane during peak hours might help?

4. Development is next door to a Montessori which already brings in major car traffic during peak times which clogs traffic in front of house because of left turn into said driveway. The close proximity of townhouse driveway will just exasperate the situation

I understand the city's community plan but this development would be the farthest west on Blundell where all large single family homes exist.

Hopefully we can resolve some of these problems. Thanks in advance

On Tue, Jul 16, 2013 at 10:03 AM, Lee, Edwin <ELee@richmond.ca> wrote:

Rick,

According to our telephone conversion on July 4, 2013, you were going to provide us with a written submission on your concerns with the proposed development. I would like to advise you that I have not yet received such submission and it would be great if you could provide us with this submission by July 23, 2013. The applicant would like to address your concerns and proceed to the next stage of the application. Should you have any questions, please feel free to contact me at 604-276-4121.

Regards,  
 Edwin





**Rezoning Considerations**

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

**Address:** 5160 and 5180 Blundell Road

**File No.:** RZ 13-627627

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, 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. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the east and west. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
3. Registration of a flood indemnity covenant on title.
4. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area/garage into habitable space.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near/within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$16,909.59) to the City's Public Art fund.
7. Contribution of \$1,000.00 per dwelling unit (e.g. \$15,000.00) in-lieu of on-site indoor amenity space.
8. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$43,921.00) to the City's affordable housing fund.
9. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
10. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and service connections. Works include, but may not be limited to: removal of the existing sidewalk, construction of a new 1.5 m concrete sidewalk at the north property line of the site, and a 1.41 m grass and treed boulevard (between curb & sidewalk).

Notes: Engineering Department has confirmed that Water, Storm, and Sanitary analysis and upgrades are not required. A site analysis will be required on the Servicing Agreement drawings, for Storm and Sanitary site connections only. Design to also include water, storm and sanitary service connections for the proposed townhouse development.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a Landscaping Cost Estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the Development Permit Guidelines and the Arterial Road Policy in the OCP and should not include hedges along the front property line.
  - include a mix of coniferous and deciduous trees.
  - include the 34 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
14	6 cm		3.5 m
8	8 cm		4.0 m
2	9 cm		5.0 m
10	11 cm		6.0 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

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

1. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees to be retained on-site will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of fire flow calculations signed and sealed by a professional engineer, based on the Fire Underwriters Survey to confirm that there is adequate available water flow.
3. Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.
4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
5. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

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

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

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

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

[signed copy on file]

Signed

Date **PH-136**





Richmond Zoning Bylaw 8500
Amendment Bylaw 9055 (RZ 13-627627)
5160 and 5180 Blundell Road

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

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

P.I.D. 003-590-640

Lot 2 Except Part Subdivided by Plan 41965 Section 24 Block 4 North Range 7 West New Westminster District Plan 11067

and

P.I.D. 009-452-567

West 82 Feet Lot 3 Except: Part Subdivided by Plan 41965; Section 24 Block 4 North Range 7 West New Westminster District Plan 11067

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9055".

FIRST READING

SEP 23 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor [Signature]

\_\_\_\_\_  
MAYOR

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