



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: January 22, 2003
File: DP 02-204964
Re: **Application by Charles Scott for a Development Permit at 6340, 6360 and 6380 Cooney Road**

Manager's Recommendation

That a Development Permit be issued for a development at 6340, 6360 and 6380 Cooney Road that would:

1. Allow the construction of 19 three-storey townhouses on a site zoned Comprehensive Development District (CD/121); and that would
2. Vary the regulations in the *Zoning and Development Bylaw* to reduce the minimum lot width from 40 m (131.233 ft.) to 39 m (129.953 ft.).

Joe Erceg
Manager, Development Applications

AJ:blg
Att.

Staff Report

Origin

Mr. Tom Yamamoto, Architect has applied on behalf of Charles Scott, for a Development Permit on a site which is in the process of rezoning to Comprehensive Development District (CD/121). The site is on the south-east corner of Spires Gate and Cooney Road.

A copy of the development application filed with the Urban Development Division is appended to this report.

Development Information

Site Area:	2,344 m ² (25,234 ft ²) after road dedication
Building Area:	2,109.6 m ² (22,708 ft ²)
Site Coverage:	40% Allowed 39% Proposed
F.A.R.:	0.9 Allowed 0.899 Proposed
Parking:	33 Spaces Required 33 Spaces Proposed

Findings of Fact

Guidelines for form and character of Development Permits appear in Schedule 2.10 of Bylaw 7100, the *City Centre Area Plan*, part of the *Official Community Plan*.

Development surrounding the subject site is as follows:

- To the north and east are single-family dwellings;
- To the south and west are existing multi-family developments.

Staff Comments

The following are staff comments with the applicant's response in ***bold italics***.

Urban Development - Design

The architecture is a refreshing change from the numerous craftsman-revival townhouses seen in Richmond these days. Revisions should concentrate on the details, and especially on the landscaping.

More effort should be put into integrating a number of existing trees into the plans. Please provide a tree survey. There are some trees that are worth keeping along the street frontages. Any trees removed must each be replaced with two (2) 4 in. calliper trees (minimum).

Perhaps some of the small recreation rooms could be combined to make a larger room suitable for a more flexible range of activities. Consider providing some balconies or roof decks for the "C" units which are on the north side and do not have good exposure to sunlight.

The applicants have made a number of improvements to the architecture and landscaping. Four (4) large trees will be retained along Cooney Road, and these are already protected with fencing. Parks Department staff have visited the site and confirm that there is only one (1) other tree worth saving, and it is unfortunately in the building footprint. Replacement trees are provided. Balconies have been provided for the "C" units.

Urban Development - Utilities

Requirements were addressed at the rezoning stage. Note an existing Telus box on the boulevard.

The applicants have noted these items.

Urban Development - Transportation

Requirements were addressed at the rezoning stage. Applicant also needs to address on-site loading.

Loading will occur in the parking garage.

Building Approvals

Building Code analysis required. Is this one (1) building, three (3) stories in height? Part 3 or Part 9? Interconnected floor space in the Amenity area?
Hydrant location in relation to the entry into each townhouse unit.

The architect has met with Building Department staff, and a Building Code analysis will be provided at the Building Permit stage. The building is designed under Part 3 of the Code. The amenity area walkway is used as a means of egress.

Garbage and Recycling

The City will be providing garbage and recycling collection. Garbage trucks will have to back into the development to collect the garbage. The garbage and recycling room should be big enough for a three (3) cubic yard garbage container. The recycling will be blue cart (multi-family) recycling. Please ensure the room is big enough for four (4) recycling carts, and if using a three (3) cubic yard garbage container; also big enough to accommodate this container and recycling carts. For container measurement, please see Waste Management Guidelines available through the website at <http://www.city.richmond.bc.ca/recycle>.

The garbage room is large enough for a three (3) cubic yard garbage container and three (3) recycling bins.

Public Art

According to the City's formula for Public Art, this development should consider contributing at least \$9,500 to the Public Art program. The actual artwork could be on the site or on a suitable site in the City Centre. ***The applicant has agreed to contribute the \$9,500.***

Advisory Design Panel Comments

Critique and Decision

The comments of the Panel were as follows:

- the effort to save the existing trees, and the project itself, was complimented;
- the entry arbour detail was noted as being well scaled to the project;
- it was questioned whether the back yard portions of the upper deck could have more canopy and height as opposed to ornamental trees;
- pattern and colour changes in the pavers would be an asset;
- the robust and dramatic effect of the project was complimented;
- the inner courtyard was lacking in that the planters did not have to be same size – opportunities existed to express an angle. A feature to end the aisle would be an improvement;
- rear yards could have longer windows or French doors; window shapes could be more interesting;
- in terms of sustainability, an opportunity existed to bring water off the roof for collection and distribution to the planters;
- how the courtyard would be lit was questioned;
- the required entrance and exit through the bedroom of the unit and the garage was considered inappropriate for wheelchair use.

Constable Powroznik provided written comments:

Parking Garage

- The doors from the garage to the units must be extra secure. These doors will be vulnerable because they are in a parking garage where there will not be much activity. Good dead bolt locks and no windows.
- Excellent lighting must be provided, considering that there will be people accessing their homes from the garage. Consider painting the surfaces in the garage with a light coloured paint to increase reflection of light and visibility.

Courtyard

- The second floor is isolated and is vulnerable to unwanted behaviour, such as break and enter or unwanted people and nuisance activity. This has been a problem in this area because of its proximity to the malls and establishments that are open late. This location is very close to the city core, which makes it even more imperative that steps be taken to protect private and semi-private space.
- The pedestrian gate on Cooney Road is a good idea but it must be able to keep unwanted users out. The gate must lock, and the fence and gate must be tall enough to deter people from simply jumping over it. The current dimensions of the gate and fence on the plans are unacceptable.

- The south side of the building where the access to the second floor is located needs to be opened up. There appears to be a lot of vegetation planned for this location. It is already isolated and the added plants will only make it more secluded. Ensure excellent lighting is in place on this side of the building. There must also be a locking gate at this access stairway to prevent unwanted non-residents from accessing the second level.

The applicants have responded with changes to the plans as suggested by the Panel.

Analysis of the City Centre Guidelines

The following is a checklist of the City Centre Guidelines, with areas of compliance indicated with a and staff comments in **bold type**.

General Design Considerations

4.3.1 Public Amenity: Contribute to the establishment of a “complete community”.

- Mix of uses, and their distribution, should serve to strengthen neighbourhoods.
- Promote streets for pedestrian activity and make them the focus of public life.
- Social and cultural features should be made plentiful, accessible, and of higher quality.
- Natural, built, and human heritage should be retained, enhanced, and celebrated.
- Safety in design should provide for surveillance, territoriality, effective lighting, and increased security around potential crime targets.

4.3.2 Environmental Factors: Enhance liveability of the public and private realms.

- Sun and shade, influenced by massing and site design, should ensure the liveability of:
 - a) Public Realm - Around noon, 3-5 hours, minimum, of sunlight to streets subject to sunlight standards (Fig.2), and outdoor spaces in general. (Mar 2 - Sept 21)
 - b) Semi-Private Open Spaces - Maximize direct sunlight between 10am and 2pm for all uses, plus 4pm to early evening for residential uses.
 - c) Private Residential Open Space - Ensure direct sun to at least 75% of dwelling units and their open spaces. (May require shadow study of subject site and neighbours.)
- Weather protection should be designed to enhance pedestrian comfort and activity:
 - a) Throughout City Centre - It is promoted adjacent to public uses, transit, building entries, across barriers (i.e. parking lots), and where a “gap” can be filled.
 - b) Special Pedestrian Area - Its provision and continuity are directed as per Fig.3.
 - c) Types - In higher-density and mixed-use areas, canopies (1.8 m deep x 2.74 m high, min.) and arcades (2.5 m deep x 4.2 m high, min.) are preferred over fabric awnings.
- Wind and pedestrian comfort - Protect pedestrian areas, in general, and high-activity pedestrian areas, in particular, from the negative effects of the prevailing easterly wind, local wind conditions, and site-generated wind conditions.

- Noise - North of Granville Avenue, a registered acoustics professional must verify residential development, subject to rezoning or subdivision, meets CMHC standards.
Please provide covenant. *The covenant will be provided prior to a Building Permit.*
 - Public views and vistas, including the skyline, should be preserved and enhanced.
- 4.3.3 Streetscapes: Promote a green and pedestrian-oriented environment.
- Pedestrian amenities, including high-quality, coordinated street improvements (i.e. underground utilities and restricted driveways at sidewalks), building design features (i.e. vent fumes away from public areas); and furnishings, should be provided to distinguish the public realm, enhance pedestrian comfort, and strengthen local character.
 - Universal accessibility should be provided to both buildings and sites, and use of ramps and segregation of mobility-impaired and “primary” circulation/uses must be minimized.
 - Publicly accessible open space treatment should provide for:
 - a) Edges - Edges should be well defined and animated by public/residential uses.
 - b) Preferred Orientation - South.
 - c) Openness - Ensure at least 50% of frontage is open to the sidewalk.
 - d) Grade Elevation - Within 1 m of the nearest curb, unless the space is 1000 m² or more, conveniently links public streets, or accesses key destinations.
 - e) Mobility Impaired - Provide a travel route, 1.5 m wide minimum, to key features.
 - f) Overhead Obstructions - None, except trees, “park” features, and temporary structures (including “kiosks” no larger than 14 m² and one-storey).
 - g) Open Space Links – 12 m minimum width where two public streets are linked.
 - h) Perimeter Walls - Walls that extend for 30 m or more, shall be a maximum of 11 m high, above which such walls must step back not less than 4.5 m.
 - i) Dining - Any restaurant use must be unenclosed (except for temporary cover), and occupy no more than 30% of the total open space.
 - Streetscape treatment should include:
 - a) Building Setbacks from Public Streets:
 - “Recreational” streets, 6 m, trail/promenade and green landscaping.
 - High-density residential streets, 3.5-6 m, “display gardens”, semi-private outdoor spaces, and unit/building entries.
 - Lower-density residential streets, 6 m, landscaped gardens.
 - High-density and pedestrian-oriented retail streets, 3 m, enhanced walkway and/or seating/dining/display area.
 - b) “Display garden” - Provide adjacent to high-density, grade-level residential and “inaccessible” uses (i.e. banks), defined by low walls, 0.15-0.45 m high, and possible fences, totalling no higher than 1 m from grade).
 - c) Street Edge Treatments - Features should complement City treatments, including:
 - Boulevards - Grass in low-density and low pedestrian-volume areas, and pavers in high-density and high pedestrian-volume areas:
 - Street Trees - Columnar in high-density and retail areas, and broader, spreading shapes elsewhere.

- Street Tree Spacing – 9 m, planted in a single row along the curb except, where indicated in Fig.5, a second parallel row should be planted on private property.

4.3.4 Urban Form: Develop a human-scaled, pedestrian- and transit-oriented environment.

- City form should enhance local character and human-scale with smaller blocks, lanes, pedestrian links, infill, and more intense land use near transit and valued amenities.
- Bulk and height should be liveable, cohesive, and support varied uses/roles, through:
 - a) Low-Rise - Both independent and “podium” buildings should predominate.
 - b) Taller Buildings - Selective use, where densification, views, open space, or skyline definition is important and can be better achieved.
 - c) Towers:
 - Staggered spacing of 24 m minimum.
 - 600 m² max. floor plates above 21 m elevation, especially for residential.
 - 4.5 m minimum setback from the face of “podium” base-buildings.
 - Terracing of lower tower floors where appropriate.
- Architectural elements should promote human comfort and urban amenity, through:
 - a) Roofs - Taller buildings and roofs should enhance the skyline, while lower roofs should be visually attractive and, where practical, designed as usable open space.
 - b) Entrances - Building entries should open directly onto and animate the street, distinguish clearly between uses, and be highly visible, accessible, and safe.
 - c) Exterior Walls - Walls, glazing, details, materials, lighting, and related landscaping should contribute to a high-quality, human-scaled image at the street, lane, and interior sidewalls, and should enhance the relationship between the pedestrian realm and upper storeys.

should enhance the relationship between the pedestrian realm and upper storeys.

4.4 Land Use-Specific Design Considerations

4.4.1 Residential: Reinforce and augment other City liveability criteria and sub-area plans.

- General multiple-family guidelines promote the following:
 - a) Clustering - Maximum 90 apartment units sharing one entrance, 25 townhouses clustered, and 6 townhouses in a row.
 - b) Entries - Promote individual grade-level unit entries.
 - c) Views - Provide near-, middle-, and distant-views to each unit.
 - d) Sun - 75% of units and their open space should receive direct sunlight year-around.
 - e) Private Open Space - Larger spaces are strongly encouraged, but for townhouses, 37 m² (9 m deep) minimum, and for apartments, 6 m² (1.8 m deep) minimum.
 - f) Noise - Maintain maximum indoor ambient sound level of 35 dBA, and buffer traffic noise impacts on private and semi-private open space.

- Universal housing seeks to accommodate the functional needs of all residents, through:
- a) Common areas - All should accommodate wheelchairs and the visually impaired.
 - b) Elevator - At least one must accommodate a prone stretcher.
 - c) Units - Should accommodate wheelchair access throughout.
 - d) Doorways - Wheelchair accessible throughout common areas and private units.
 - e) Floors - Slip-resistant and non-glare.
 - f) Locks, Handles, and Controls - Easy to read, reach, grasp, and use.
 - g) Counters, Cupboards, Sinks, Tubs, and Showers - Well lit and easy to use.
 - h) Additional electrical features - Encouraged to allow for computers, etc.

The units are generally not accessible to wheelchairs, although most units have a ground level entry and bedroom accessible via the parking garage. One of amenity rooms is accessible at grade. One unit is designed to accommodate a lift for wheel chairs.

- Housing families with children effectively requires special consideration of:
- a) Sites - Within walking distance of schools/amenities, protected from incompatible uses, and conducive to the provision of family housing needs (i.e. play space).
 - b) Clustering - Group family units to provide children peers to play with, a sense of community, and adequate numbers to support the provision of amenities.
 - c) Common Open Space - Must meet the needs of both adults and children.
 - d) Indoor Amenity Space - Size, distribution, and design should accommodate both adults and children.

No play area is provided.

4.4.3 Amenity Space: Enhance access to high-quality, usable, indoor amenity spaces.

- Public space provided by new development, as defined under Bylaw 5300, should be tailored to one or more uses determined by the City, provide barrier-free public access, be convenient to outdoor space and parking, and ensure that exterior windows extend for a length equal to at least 20% of the perimeter of the facility.
- Semi-Private Space, for the common use of residents or non-residential tenants, should:
- a) Phasing - Adequately serve each phase of development.
 - b) Design and Operation - Be tailored to site-specific tenant needs.
 - c) Minimum Ratio - For residential, 2 m²/bedroom (plus 4 m²/bedroom of outdoor space), and for other uses, 1 m²/100 m² of gross lease-able building area.
 - d) Tenants - Meet the on-site needs of children, youth, adults, and seniors.

The yards on the east side should only be fenced to within 2 m of the property line. If the lane is built this will facilitate construction, and it will also make it more apparent that the 2 m strip is public or semi-public rather than private space.

4.4.4 Parking and Loading: Improve the safety/appearance/effectiveness of these uses.

- Lane system should be retained and expanded to enhance access, emergency service, and back-of-house operations wherever practical. Elsewhere:
 - a) Access - Typically from secondary streets.
 - b) Driveways - Consolidate to minimize pedestrian interruption and duplication of vehicular routes, and to provide a more coherent circulation system.
 - c) Car/Service Entrances - Minimize impact on pedestrians and the streetscape.

- Visual impact of new and existing parking lots/structures should be minimized by:
 - a) Multi-Level Structures - No grade-level street frontage permitted, and screening with non-parking uses and special facade treatments required above-grade.
 - b) Surface Lots - Must be situated to the rear of buildings, except in Aberdeen's low-density (0.5 FAR) automobile-oriented, non-residential areas where:
 - Maximum building setback is 40 m.
 - Pedestrian weather protection links the building with the street.
 - Minimum of 1 tree is provided for each 2 parking spaces.
 - Special paving/landscaping enhances the pedestrian experience.
 - c) Surface Lot Landscaping - Enhance streetscape appearance, continuity, and safety.
 - d) Tree Coverage:
 - Surface Lots - Trees must be provided such that, within 10 years of development, 70% of the lot is shaded in summer.
 - Rooftop Parking - Trees and overhead planting must be provided such that, within 5 years, 70% of the surface is shaded in summer and 50% is concealed from view year-round.
 - e) Maximum Area - Any single surface lot, or the aggregate total of adjacent surface lots, shall not exceed 0.25 ha, except in the case of Aberdeen's Automobile-Oriented Commercial and Industrial uses where it shall not exceed 1.21 ha.

- Parking reduction opportunities should be sought through the sharing of parking facilities and coordination with the off-site opportunities.

- Bicycle parking and end-of-trip facilities must be provided:
 - a) CLASS 1 Parking - Secured, long-term, at-grade parking in lockers or rooms.
 - b) CLASS 2 Parking - Unsecured, short-term, at-grade parking in racks within 15 m of principle building entries.
 - c) Parking Spaces Required (per 100 m² gross lease-able space, except for residential):
 - Residential, 1.5 CLASS 1/dwelling unit, and 0.2 CLASS 2/dwelling unit.
 - Food catering establishment, retail, and neighbourhood pub, 0.8 CLASS 1, and 0.8 CLASS 2.
 - Office, 0.27 CLASS 1, and 0.27 CLASS 2.
 - d) End-of-Trip Facilities – *n/a*.

No bicycle parking is provided.

- ☑ Loading, garbage, and recycling facilities/operations should not impair lane, road, or sidewalk activities or appearance; and, should either be fully enclosed within a building, or open to a lane and screened with appropriate roofs and walls to minimize noise and visual impact.

Analysis

This project is of a slightly different type than has been constructed in the area in the past, and as such may help to set the tone for the area. The density, form and character are somewhere in-between high-rise and townhouse. The units are three-storey townhouses wrapped around a parking structure, and the 0.9 FAR is high for townhouses. Each unit has three (3) access doors: from the outside at grade, thru the parking garage, and via the deck. Unlike most townhouses, this project has only 1.5 parking spaces per unit instead of two (2).

There is ample indoor amenity space but the main common open space is on the deck over the parking. Each unit has a minimum of 300 ft² of private outdoor space, and about half of them have more (the average is close to the guideline standard of 400 ft²).

The Comprehensive Development District (CD/121) zone was amended specifically for this project, in order to accommodate a parking ratio of 1.5/ unit and a drive-aisle width of 22 ft. The only variance required is to reduce the minimum lot width by about 4 ft. (the road dedication narrowed the lot width.).

As a condition of rezoning, the developer dedicated land for widening of Cooney Road and provided a right-of-way for a 2 m future lane. The developer will be improving the frontage along both Cooney Road and Spires Gate.

The plans generally conform to the City Centre Guidelines, except that none of the units are truly universally accessible. Having direct access to grade, it should have been possible to design at least one (1) unit with sufficient universally accessible living space. This might have required variances to the parking or setbacks. Some play space would also have made the project more child-friendly.

Conclusions

The City has received an application to develop 19 townhouse units on the corner of Cooney Road and Spires Gate. The plans are proposing an innovative form of high-density townhouse. The project generally conforms to the City Centre Guidelines except as noted above. One (1) minor variance is required. Staff have no objections to this application.



Alex Jamieson,
Planner 2 - Urban Design

AJ:blg

There are conditions on this project, namely:

- Prior to forwarding the application to Council, a Letter of Credit is required for landscaping; and a cheque or letter of credit for public art, then
- prior to a Building Permit, the developer is required to enter into a Servicing Agreement for frontage works on Cooney Road and on Spires Gate, provide a copy of a contract retaining an Arborist to monitor the retained trees during the construction period, including at least 4 site visits, supervision of all site work near the trees, and pruning of the trees, and a covenant is required for aircraft noise.



Development Applications Department

6911 No. 3 Road
Richmond, BC V6Y 2C1

City of Richmond

Main (604) 276-2000 Fax (604) 276-4177

DEVELOPMENT APPLICATION

Please submit this completed form to the Zoning, Land Use Planning and Development Applications Centre for each application (i.e. rezoning; subdivision; development permit, etc.). All materials submitted to the City for a development application become public property, and therefore, available for public inquiry.

Please refer to the attached forms for details on application attachments and fees.

Type of Application: Development Permit

Property Address(es): 6340, 6360, 6380 COONEY ROAD

Legal Description(s): lot 26, 27 + 28 SECTION 9 B4N R6W
PLAN 15292 NWD

Applicant: Charles Scott

Correspondence/Calls to be directed to:

Name: Charles Scott

Address: 201-6200 NO. 3 ROAD Richmond

Tel. No.: 273041 Business Residence Post Code V6Y 2B3 273-9520 Fax

Property Owner(s) Signature(s): [Signature]
pu Yu Fung Holdings Ltd.
Please print name

Authorized Agent's Signature: _____
Attach Letter of Authorization

Please print name

FOR OFFICE USE	
Date Received: <u>April 26/02</u>	Application Fee: <u>\$25.20⁰⁰</u>
File No.: <u>02-204964</u> <small>Only assign if application is complete</small>	Receipt No.: <u>02-204964</u> <u>04-0072252</u>

C// 02-203282

ENTERED



No. DP 02-204964

To the Holder: MR. CHARLES SCOTT

Property Address: 6340, 6360 AND 6380 COONEY ROAD

Address: #201 – 6200 NO. 3 ROAD
 RICHMOND, BC V6Y 2B3

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 and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plan #1 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plans #2 and 3 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1 and 2 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #4 to #6 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below 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, or 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 two years after inspection of the completed landscaping in order to ensure that plant material has survived. In addition to other remedies, the City may cash the security in an amount equal to the value of the existing trees that are damaged or die as a result of construction or neglect.

To the Holder: MR. CHARLES SCOTT
 Property Address: 6340, 6360 AND 6380 COONEY ROAD
 Address: #201 – 6200 NO. 3 ROAD
 RICHMOND, BC V6Y 2B3

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$13,248.

- 5. 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.
- 6. 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.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

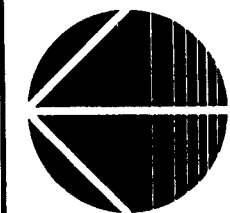
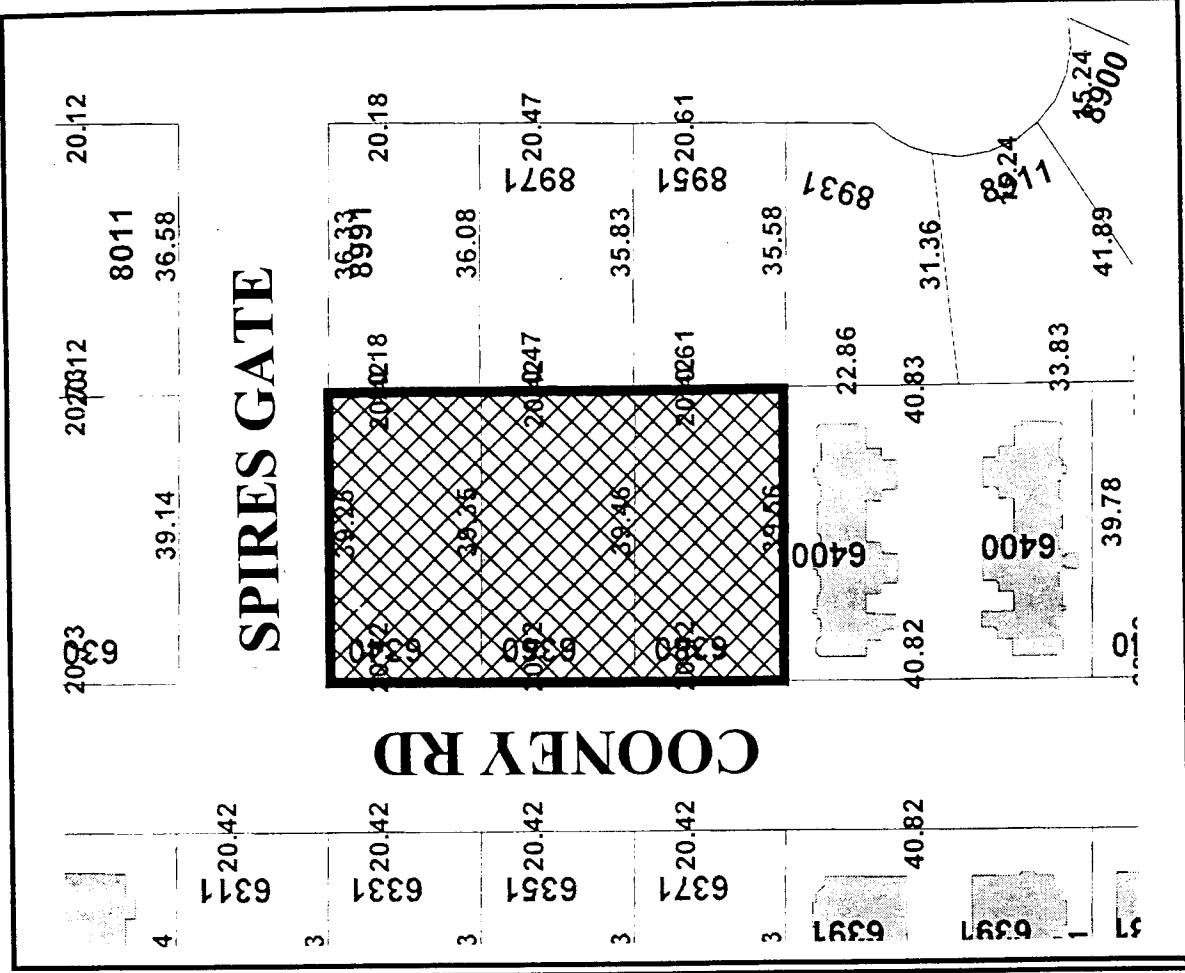
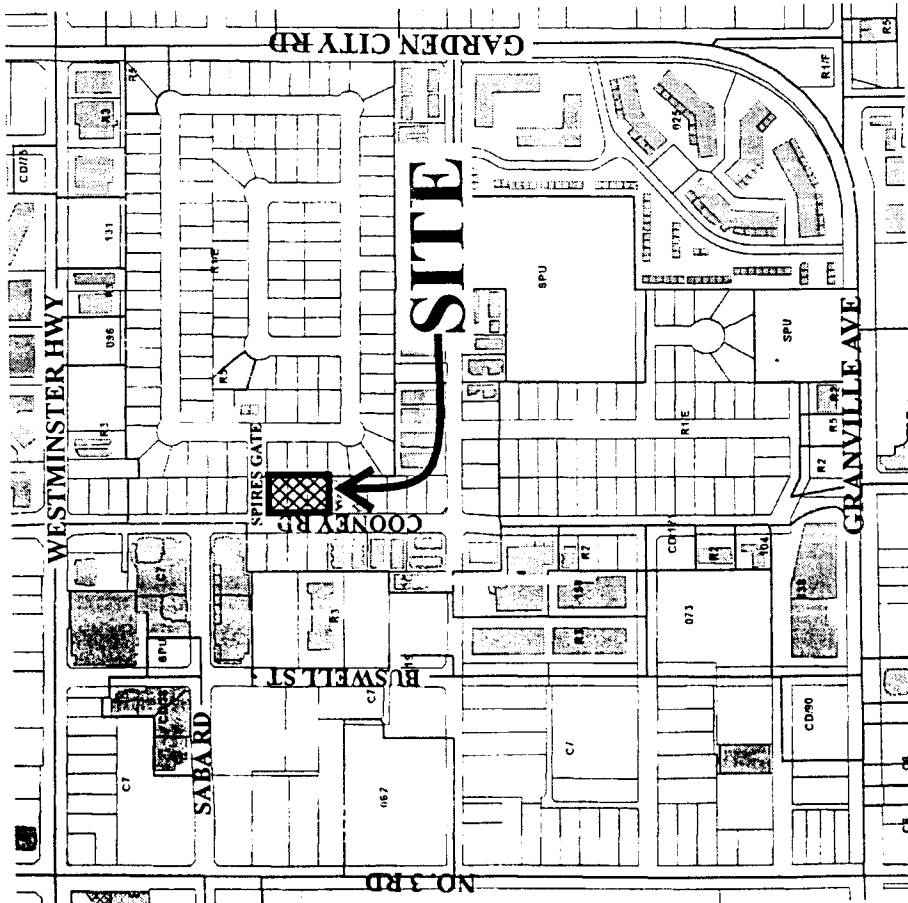
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 02-204964 SCHEDULE "A"

Original Date: 05/02/02

Revision Date:

Note: Dimensions are in METRES

