



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Jean Lamontagne
Director of Development
Date: February 27, 2007
File: RZ 06-339190
Re: Application by MacLean Homes Ltd. for Rezoning at 6600, 6620 Cooney Road and 6591, 6611 Eckersley Road from Single-Family Housing District, Subdivision Area E (R1/E) to Comprehensive Development District (CD/180)

Staff Recommendation

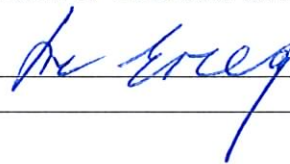
That Bylaw No. 8207, to create "Comprehensive Development District (CD/180)" and for the rezoning of 6600, 6620 Cooney Road, and 6591, 6611 Eckersley Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/180)", be introduced and given first reading.


Jean Lamontagne
Director of Development

DN:blg
Att.

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CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Burrowes Huggins Architects, on behalf of MacLean Homes Ltd., has applied to the City of Richmond to rezone 6600, 6620 Cooney Road, and 6591, 6611 Eckersley Road (**Attachment 1**) from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Comprehensive Development District (CD/180)” to permit development of 13 three-storey townhouse units and 37 units in a four-storey apartment building over a parking level (**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: An active rezoning application (RZ 04-267994) on the adjacent northern lot fronting Eckersley Road (6571 Eckersley Road) and two (2) lots fronting Cook Road (8400, 8440 Cook Road), which proposes rezoning from R1/E to CD/178 to permit development of eight (8) single-storey units and 20 2 ½-storey units over a parking level. The northern adjacent lot that fronts Cooney Road (6580 Cooney Road) is zoned “Single-Family Housing District, Subdivision Area E (R1/E)” and there is an existing single-family dwelling on the site;

To the East: Single-family dwelling on the east side of Eckersley Road zoned “Single-Family Housing District, Subdivision Area E (R1/E)”;

To the South: Single-family dwellings zoned “Single-Family Housing District, Subdivision Area E (R1/E)”;

To the West: Existing multiple-family development zoned “High-Density Residential District (R4)”.

Related Policies & Studies

Official Community Plan (OCP)

The subject site is designated “Neighbourhood Residential” in the Official Community Plan (OCP). The proposed land use and density are consistent with the plan.

City Centre Area Plan (CCAP)

The subject site is designated “Residential” in the City Centre Area Plan (CCAP). The CCAP Update Study is currently underway. Although the application was initiated in advance of the CCAP Update review process, the proposal complies with the objectives of the CCAP Update Study.

The subject site is located within an area identified as Medium Density (T4 General Urban Zone) in the updated Land Use and Density Plan, which permits a mixed-use primarily residential urban fabric with a wide range of building types that provide a transition between the City Centre's lower and higher density zones (between 1.2 – 2.0 Floor Area Ratio) (**Attachment 4**).

The use and density proposed are consistent with the parameters outlined in the OCP and the CCAP Update Study.

The building typology proposed, which is a combination of three-storey townhouse units along the street frontage and a four-storey apartment centrally located on the site, contributes to the development of an urban village. Although the CCAP Update Study references a maximum building height of 15 m, there are provisions to increase the maximum height to 30 m. The proposed height of the apartment building is 17.5 m, which is supported based on site design that locates the building internally on the site, away from the street frontage.

OCP Aircraft Noise Sensitive Development (ANSO) Policy

The subject site is located south of Westminster Highway in an area that permits consideration of all aircraft noise sensitive land use types. However, as the site is affected by Airport Noise Contours, the development is required to register a covenant prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy – Interim Strategy

In response to the contents of the Draft Affordable Housing Strategy (**Attachment 5**), the applicant proposes to provide 15 units that are no greater than 54 m² (580 ft²) in area within the development to address the provision of affordable housing.

The applicant has substantiated that the projected sale price of these units responds to the Interim Affordable Housing Strategy's identification of the need for entry level ownership for households with an annual income of \$60,000 or less. Based on the applicant's projection of the purchase price of these units, which is based on a price per square foot of approximately \$415, with a 10% down payment, the total monthly payment (including maintenance fee, hydro fee and property taxes) is \$1,387.98 per month. The applicant undertakes to provide 15 units, the equivalent of 30% of the total number of units as an opportunity for entry-level ownership based on the size of the units.

The applicant is required to register a housing agreement or substantiate an alternate arrangement securing the provision of on-site affordable housing. Further, on-site affordable units are ensured through the proposed Comprehensive Development District (CD/180) by securing an additional Floor Area Ratio (FAR) of 0.28, provided it is used entirely to accommodate dwelling units that have an individual gross floor area no greater than 54 m² (580 ft²).

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the applicant is required to register a Flood Indemnification Covenant on title referencing the minimum habitable elevation for the area, which is 0.9 m (geodetic).

Consultation

This rezoning application complies with the Official Community Plan (OCP). The statutory Public Hearing will provide area residents, businesses and property owners with opportunity to comment on the application. No additional consultation with external agencies, organizations and authorities, including School District No. 38 is required specific to development of the subject site.

Public Input

Staff have not received any telephone calls or written submissions expressing concerns associated with the proposed development.

Staff Comments

No significant concerns have been identified through the technical review.

Analysis

Background

- The applicant proposes to develop 13 three-storey townhouse units and 37 units in a four-storey apartment building over a parking level (**Attachment 2**).
- The development typology proposed complies with the site's land use designation in the Official Community Plan, the existing City Centre Area Plan, and the City Centre Area Plan Update Study.
- The proposed development includes on-site provision of outdoor amenity space, affordable housing units, a mixture of unit types, and a designated accessible unit floor plan. Cash-in-lieu of the provision of on-site indoor amenity space will be provided by the applicant in accordance with Policy 5041 (\$87,000).
- The subject site is within the City Centre and is within close proximity of the High-Density designated area. The site-specific context is reflected in the design of the proposed development, which reflects its urban context while maintaining a strong street presence. Two (2) building typologies are proposed on the site. The townhouse units along the street frontages have individual unit accesses and gates, articulated building facades, use a variety of building materials and treatments, and vary the building setback along the street frontage. The impact of the four-storey apartment building is minimized by locating it behind the townhouse units, breaking up the massing of the building by recessing the balconies, varying the building materials, and locating the building with consideration of both the functionality of the outdoor amenity space and the development pattern that is both proposed and anticipated respectively on the north and south side of the subject site.

Proposed Comprehensive Development (CD) Bylaw

- The proposed Comprehensive Development (CD/180) Bylaw is a substantially tailored hybrid of the High-Density Residential District (R4) zone and the Townhouse District (R2) zone.
- The permitted uses and height are more restrictive than in the High-Density Residential District (R4) zone. The permitted density, lot coverage, setbacks, and off-street parking requirements as required by Division 400 have been written to reflect the resolution of site-specific constraints and context.
- The density permitted on the site has been amended to permit a maximum Floor Area Ratio (FAR) of 1.4.
- The provision of on-site affordable units is secured by permitting an additional FAR of 0.28, provided that it is entirely used to accommodate dwelling units that are no greater than 54 m² (580 ft²) in area. The applicant has substantiated that restricting the size of 15 units maintains their affordability in accordance with the Affordable Housing Strategy – Interim Strategy. Further, provision of 15 units of restricted size is the equivalent of 30% of the total number of units, which exceeds the required 14% referenced in the Interim Strategy.
- The CCAP Update Study stipulates a predominant height of 15 m (50 ft.) but includes provisions for a maximum height of 30 m (98 ft.). The 17.5 m (57 ft.) height proposed for the apartment building is within the permitted range and the impact of the proposed height is mitigated through conscientious urban design.
- Setbacks have been specified to respond to the site-specific context and to ensure articulated, pedestrian oriented street façades along Cooney Road and Eckersley Road.

Tree Preservation

- Thirteen (13) bylaw trees have been identified in the Arborist's assessment; four (4) of which are within proximity of the site but not on the subject site. With the exception of one (1) off-site tree, the trees are affected by development on the site. One (1) off-site tree is to be retained and the applicant's Arborist must substantiate measures for tree retention. One of the off-site trees identified for removal is within the City boulevard south of the site adjacent to Cooney Road and will be impacted by required road improvements. Two trees located within proximity of the north east corner of the site on the adjacent property have been identified for removal in association with construction proposed on that site (RZ 04-267994, DP 07-360243).
- The applicant is required to provide a landscaping plan that verifies the provision of replacement planting at a ratio of 2:1 in accordance with the Official Community Plan (OCP). If the required number of replacement trees cannot be accommodated on the site, the applicant will provide a cash-in-lieu contribution or be required to plant replacement trees on City-owned property in an alternate location.

Parking

- The subject site is located within 800 m (2,625 ft.) or within a 10-minute walk of the downtown core. It is within close proximity of the future Canada Line Station (Saba Station), existing transit service, and amenities, which support increased use of transit, walking and cycling. To further promote the use of alternative modes of transportation, more than one (1) secured bicycling parking stall per unit is provided.
- As a result of the cumulative impact of the site's proximity to transit service and amenities, the City supports the introduction of a co-op car that can be accessed by all members of the Co-operative Auto Network (CAN), which is a non-profit co-operative venture that facilitates car sharing as an alternative to privately owning an automobile. City support is contingent upon the project proponent entering into an agreement with CAN to guarantee funds that will be used to both purchase the car and insurance for a specified period of time. The designated parking stall, which will be secured by a registered legal agreement on title, is to be located amongst the visitor parking stalls, which are separated from the assigned residential stalls by a gate. The details of the arrangement are to be articulated in association with the Development Permit (DP 06-361966) for the subject site.
- Similar to other development within the City Centre, the inclusion of a Transportation Demand Management (TDM) strategy on site, which in this case is the provision of a co-op car, facilitates variance of the required off-street parking ratio. Contingent upon the conditions listed above, a Development Variance Permit would establish on-site provision of a co-op car as the equivalent of three (3) regular off-street parking stalls; thereby reducing the overall number of parking stalls required by two (2) stalls.
- Provision of off-street parking at a rate of 1.0 stall per affordable housing unit, which is defined as a dwelling unit having an individual gross floor area that is no greater than 54m²(580 ft²), is supported.
- Further, tandem parking is supported conditional to the assignment of both spaces to a single dwelling unit.
- A total of 78 off-street parking stalls are required to be provided in association with the proposed development. This total includes a reduced parking requirement in association with the affordable units as outlined in CD/180. The attached plans indicate the provision of 76 off-street parking stalls, which is based on an additional parking reduction of two stalls for the inclusion of a co-op car, which is to be undertaken through a Development Variance Permit. The City's Transportation Division has reviewed the proposed parking plan, which includes variance provisions for the inclusion of on-site TDM measures, and supports the proposal.

Road Dedications, Transportation and Upgrades

- At the time the site is consolidated, the applicant is required to dedicate 3.41 m (11 ft.) at the north edge of the development along Cooney Road, which tapers to 2.88 m (9 ft.) at 12.28 m (40 ft.) south, with a continuous 2.88 m (9 ft.) dedication to the south edge of the site.
- A 1.5 m (5 ft.) wide right-of-way (ROW) is required along the northern edge of the site. This right-of-way (ROW), in association with a 6 m (19 ft.) wide right-of-way, which is a requirement of the adjacent northern development, will provide access to the site via Eckersley Road and will continue to Cooney Road as an illuminated sidewalk. Maintenance and liability will be the strata's responsibility.
- The Cooney Road and Eckersley Road frontages will be designed and constructed according to City Centre standards. A Servicing Agreement is required for these frontage improvements prior to final adoption (**Attachment 6**).
- Discharge of the existing 6 m (19 ft.) wide utilities (sanitary sewer) Rights of Way (Plan 44271) running North/South through the middle of the site is required. This Rights of Way cannot be discharged until the sanitary sewer main has been relocated and made operational via the Servicing Agreement process. All costs and responsibilities associated with discharge are the responsibility of the developer.

Servicing Capacity

- The applicant has agreed to contribute a proportionate amount equivalent to \$6,084.02 for storm sewer, \$8,218.76 for gravity sanitary sewer, and \$4,882.98 for sanitary force main toward the Downstream Consortium Upgrades.
- Further, the applicant has similarly agreed to contribute \$23,721.00 for water, \$64,678.50 for storm, and \$71,555.50 for sanitary for City Identified Catchment Upgrades.

Amenity Space

- The developer proposes to provide cash-in-lieu of indoor amenity space (\$87,000) and on-site outdoor amenity space in compliance with the Official Community Plan (OCP).

Proposed Development Permit (DP 06-361966)


- The proposed form of development both complies with the City Centre Area Update Study and responds to the residential context.
- The development has responded to comments from both the Advisory Design Panel and staff related to form, character and massing.
- At the Development Permit stage, the applicant is required to provide a copy of the agreement between the applicant and the Co-operative Auto Network that outlines the terms and conditions of the arrangement related to the on-site provision of a co-op car, which is required to be attached as a schedule to the required legal agreement.

Financial Impact or Economic Impact

No financial or economic impact is anticipated as a result of the proposed development.

Conclusion

Rezoning of the site complies with both the intention of the existing City Centre Area Plan and the recommendations of the City Centre Area Plan Update process. On this basis, the proposed density and land use is supportable.

A handwritten signature in blue ink, appearing to read "Diana M.", is positioned above the printed name.

Diana Nikolic, MCIP
Planner II (Urban Design)
(Local 4040)

DN:blg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: City Centre Area Plan Update Land Use and Density Plan

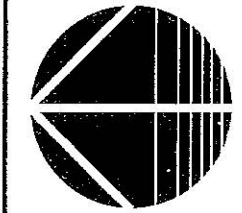
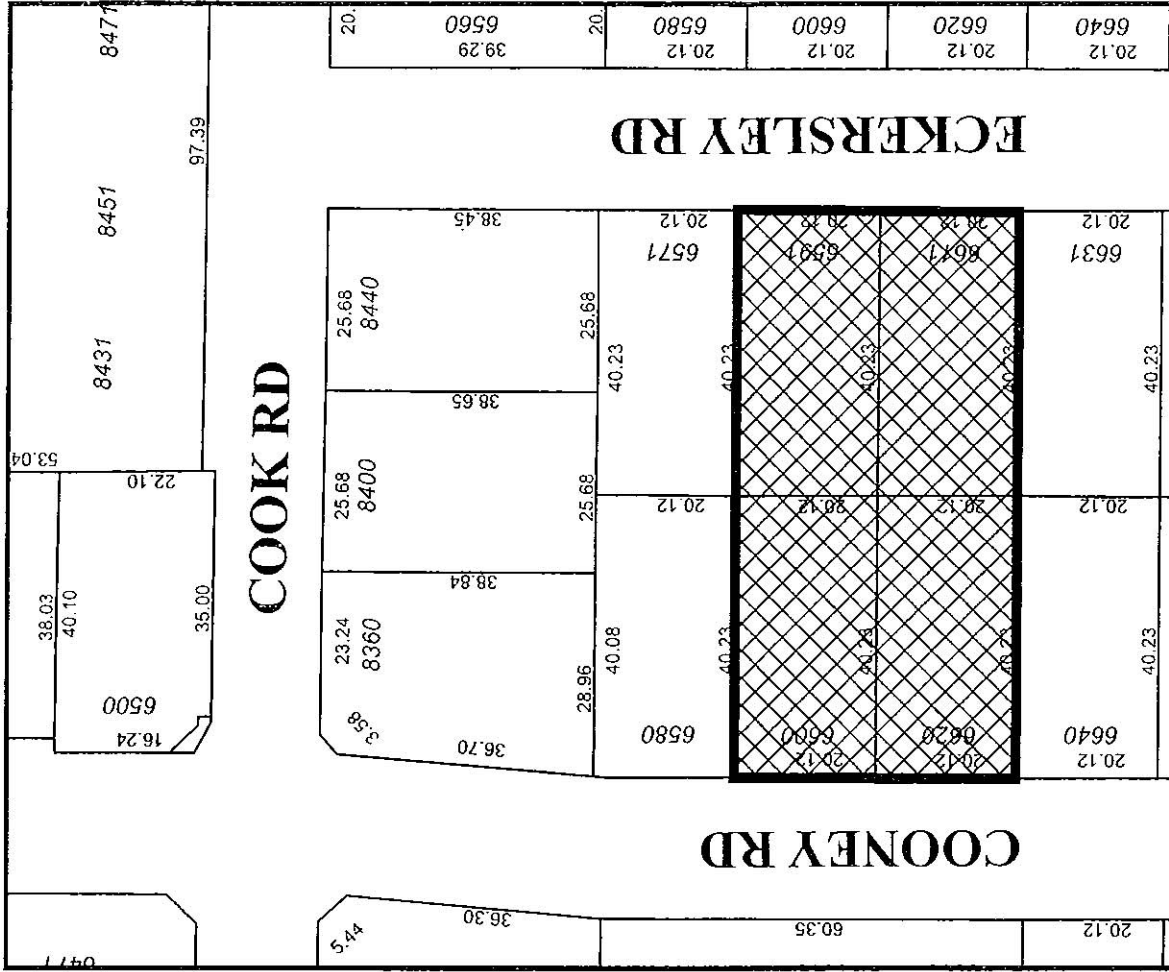
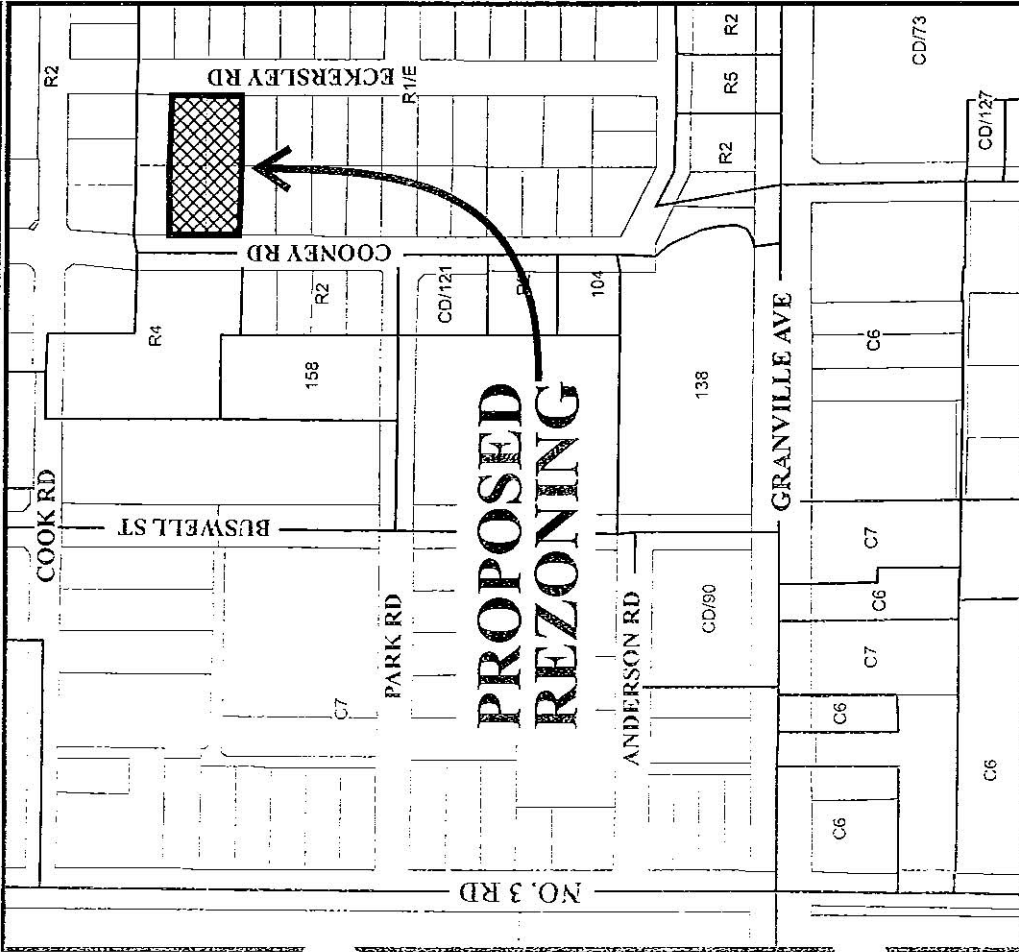
Attachment 5: Affordable Housing Strategy – Interim Strategy

Attachment 6: Arborist Report

Attachment 7: Conditional Rezoning Requirements Concurrence

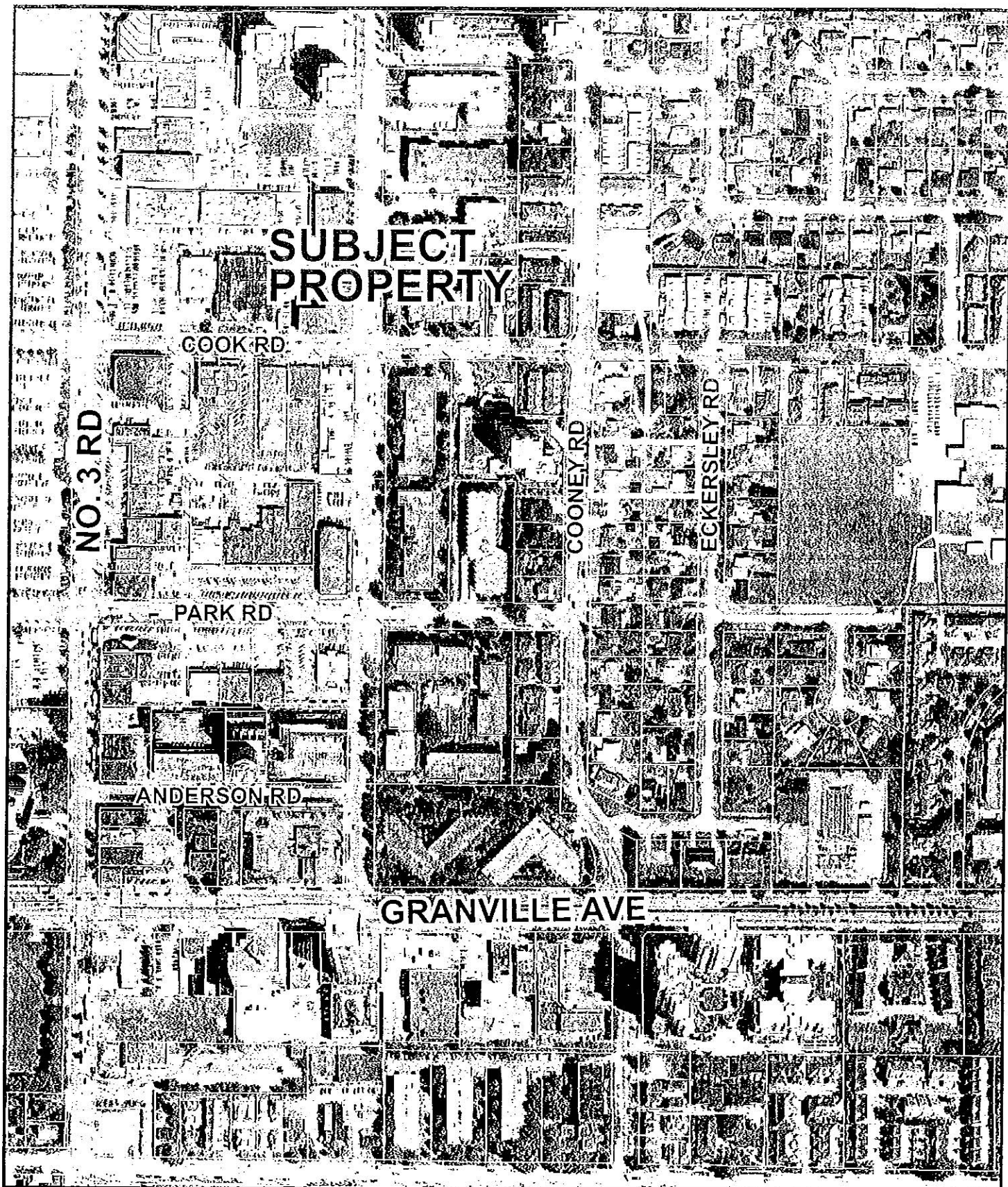


City of Richmond



RZ 06-339190

ATTACHMENT 1
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Revision Date:
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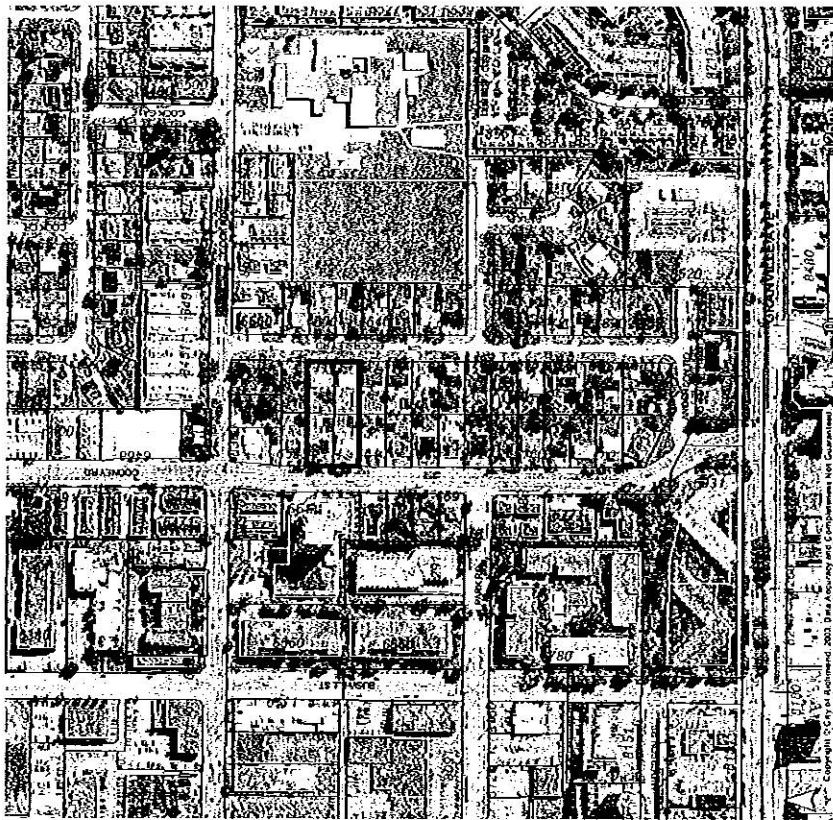


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Project: 1000 10th Avenue
 Client: 1000 10th Avenue
 Architect: Barrow & Huggins Architects
 Date: 10/10/10

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COONEY ROAD

COONEY ROAD

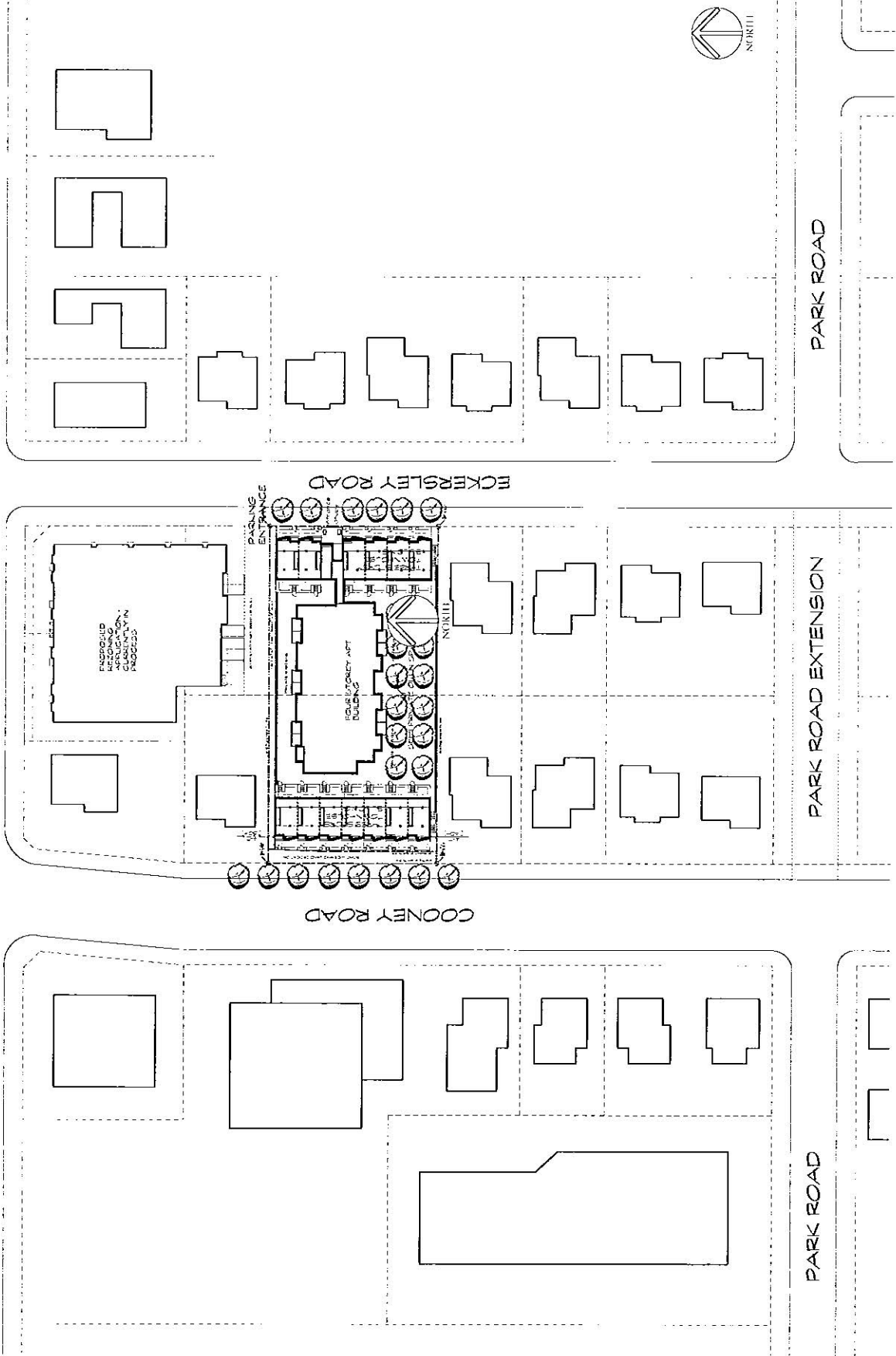
ECKERSLEY ROAD

PARK ROAD

PARK ROAD EXTENSION

PARK ROAD


SITE PLAN





SITE PLAN-ENLARGED

REVISION	DATE	DESCRIPTION



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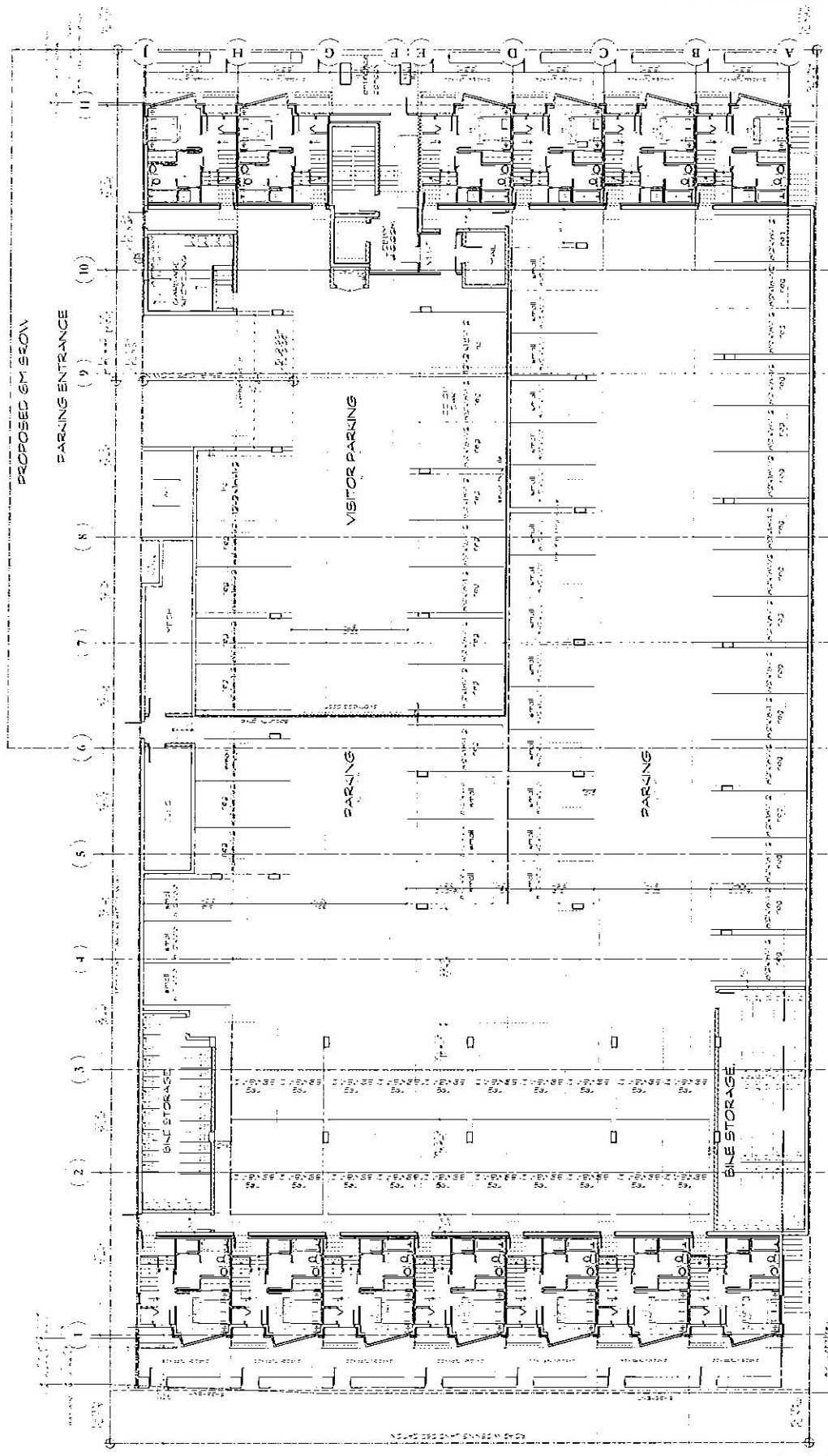
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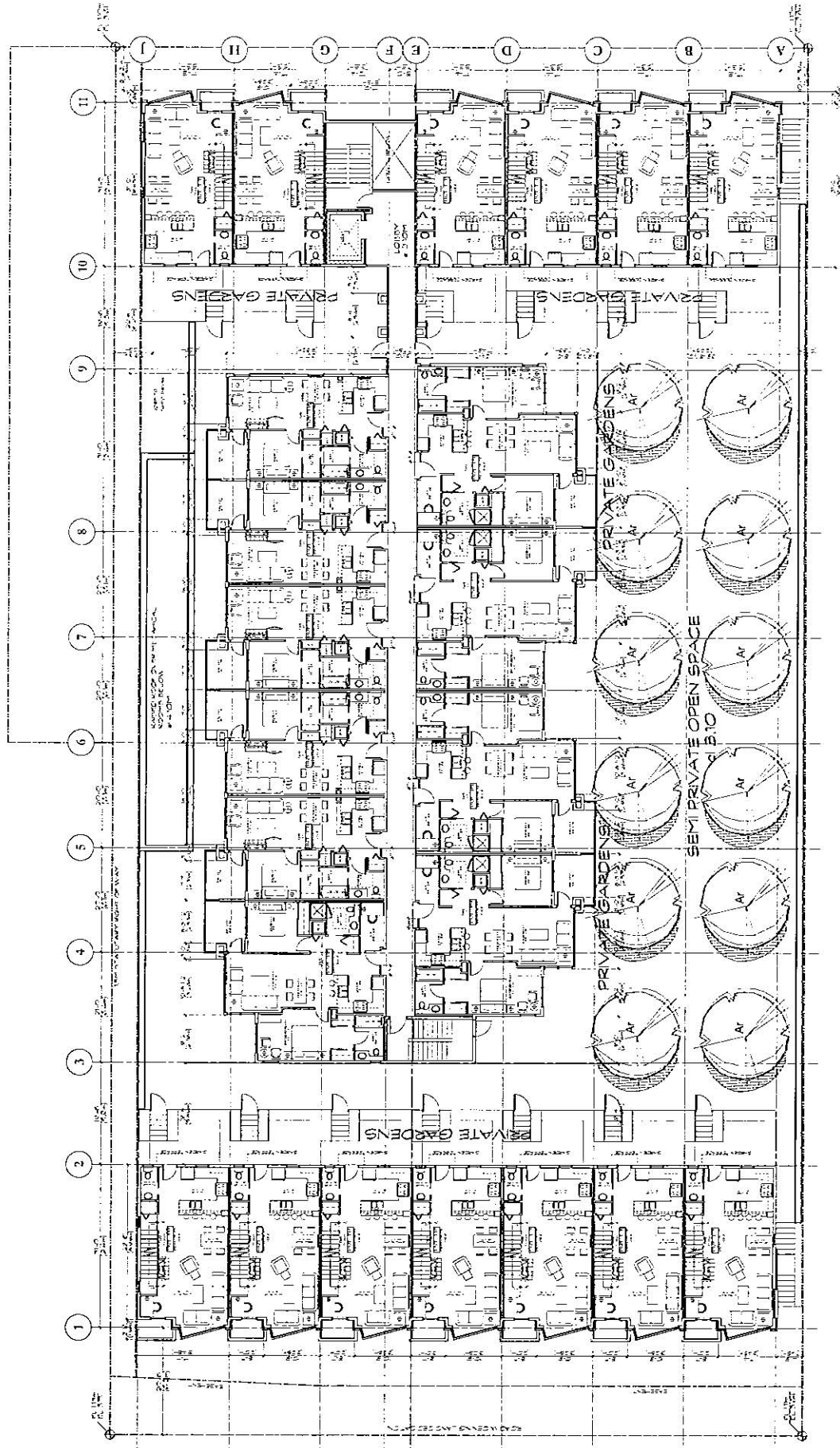
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P1 LEVEL PLAN

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LEVEL ONE PLAN

0 20'-0"

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Barrington Architects
 1111 14th Street, Suite 200
 Portland, ME 04101

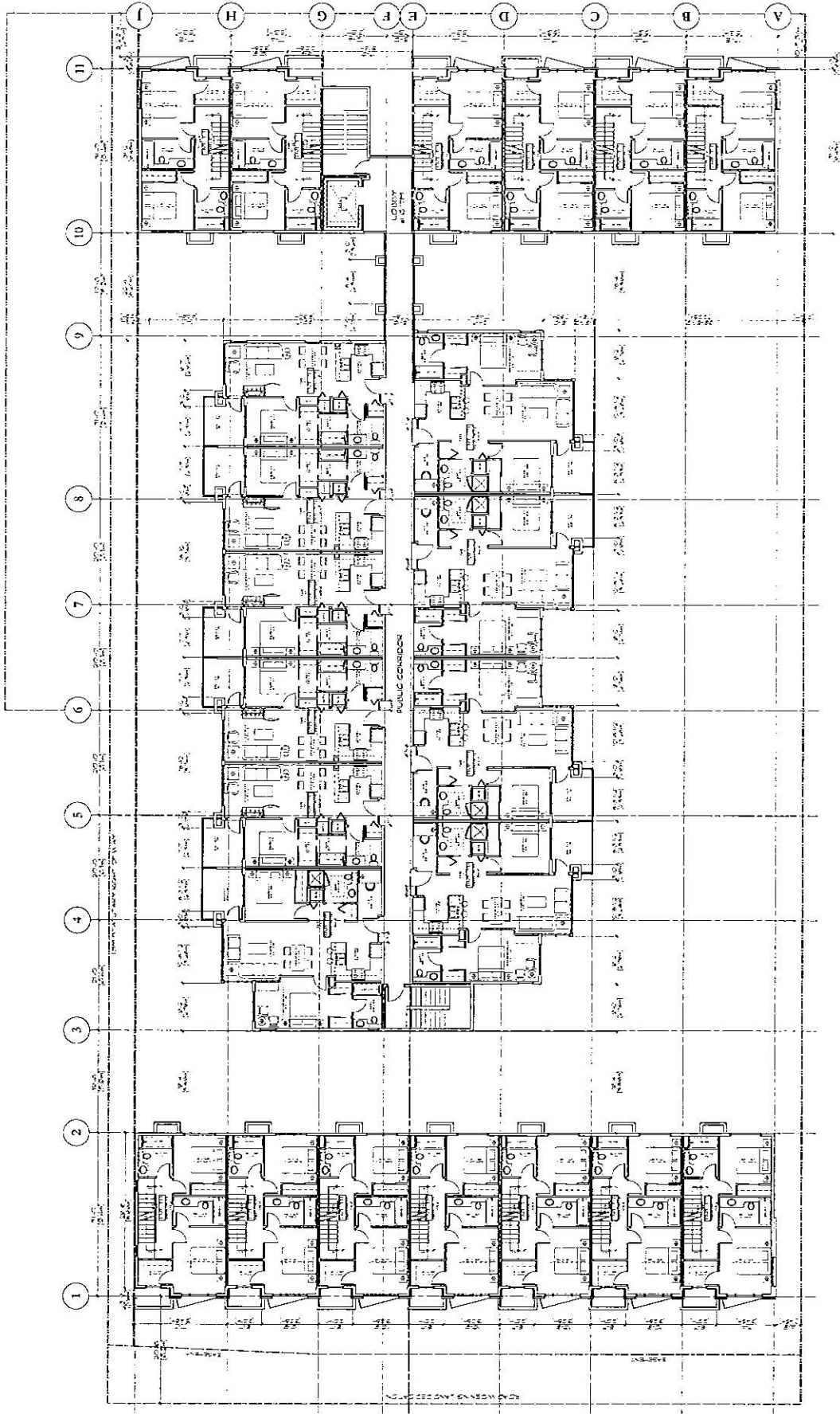
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LEVEL TWO PLAN



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Burrows Huggins Architects

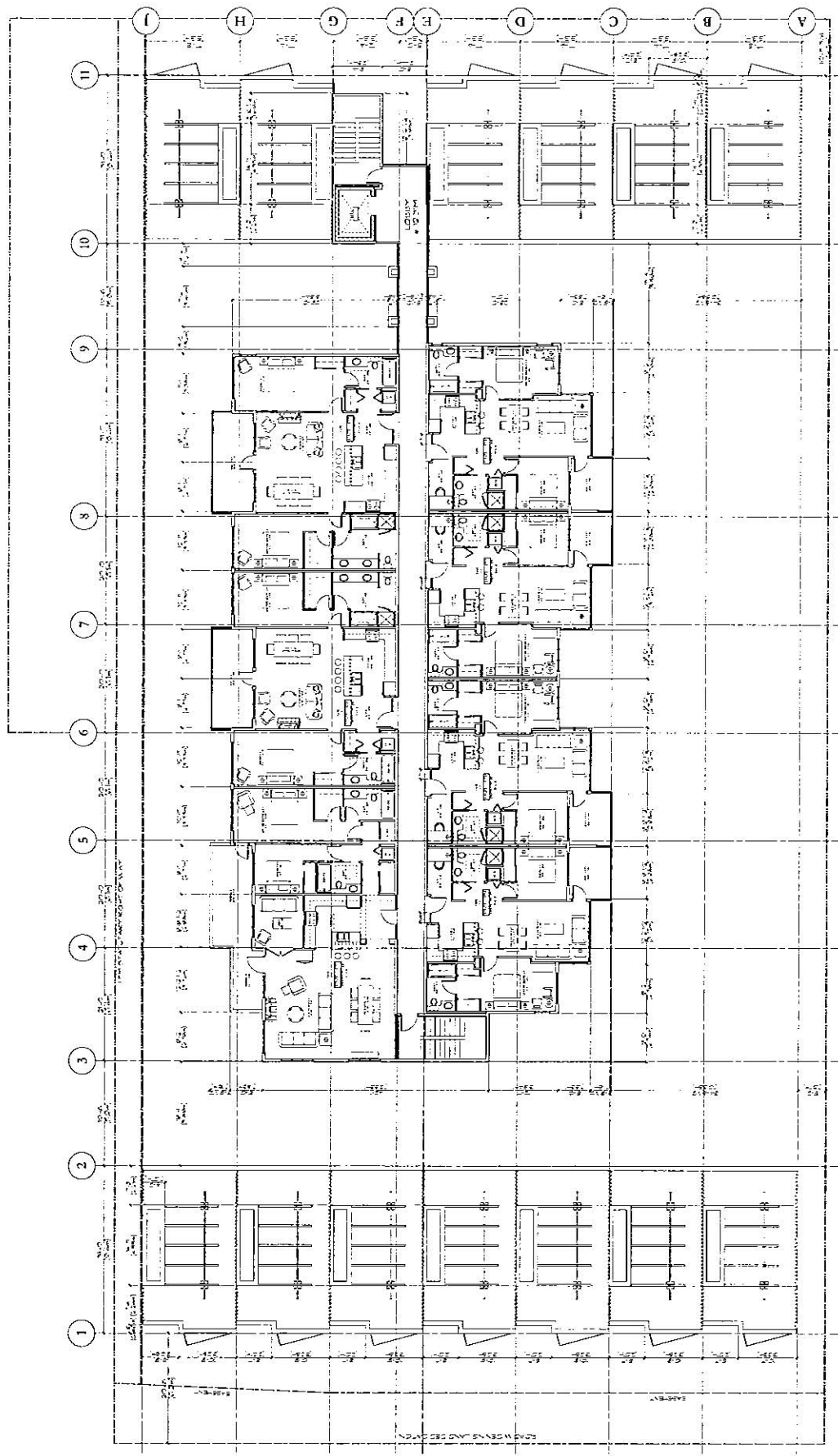
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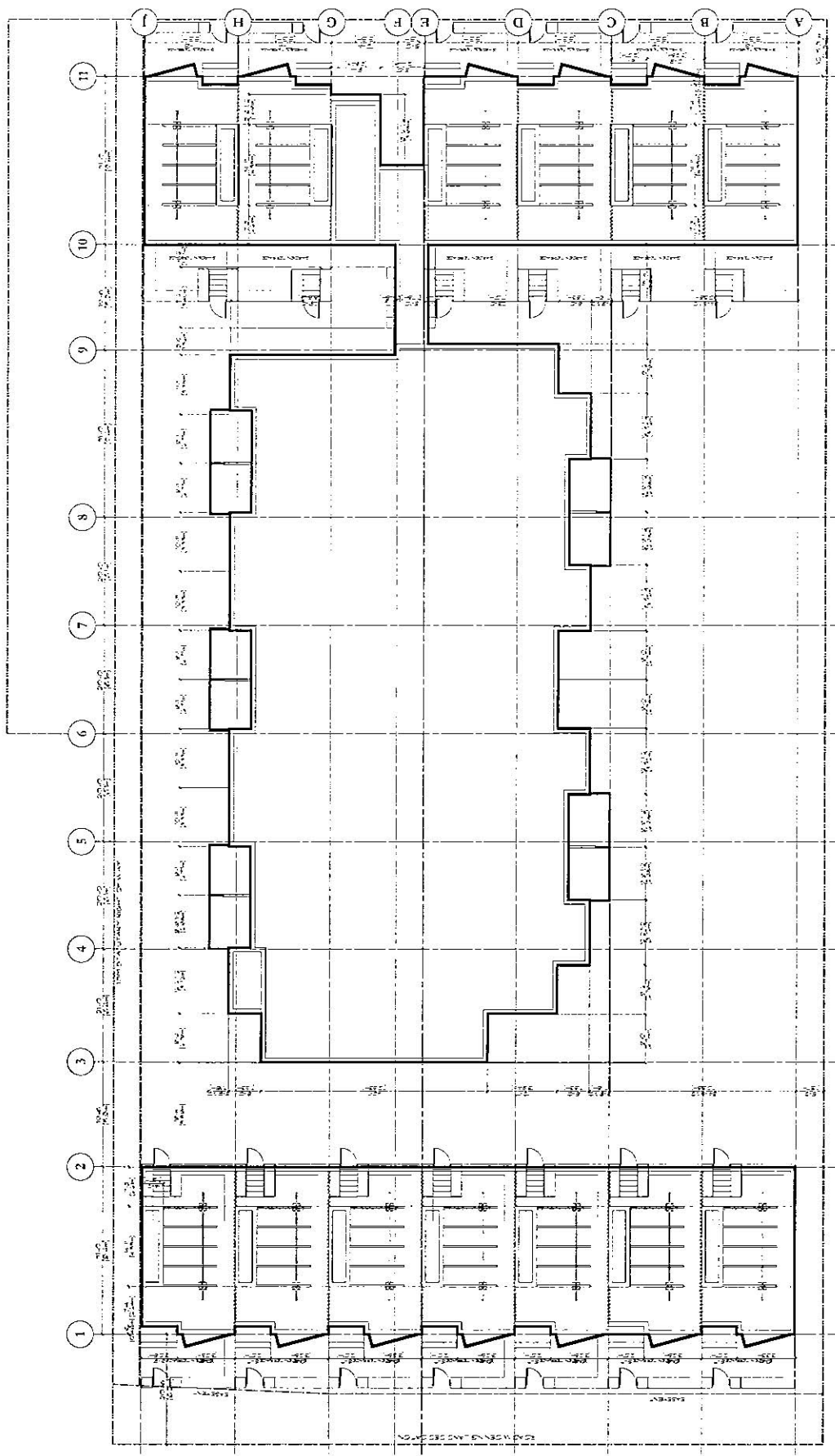
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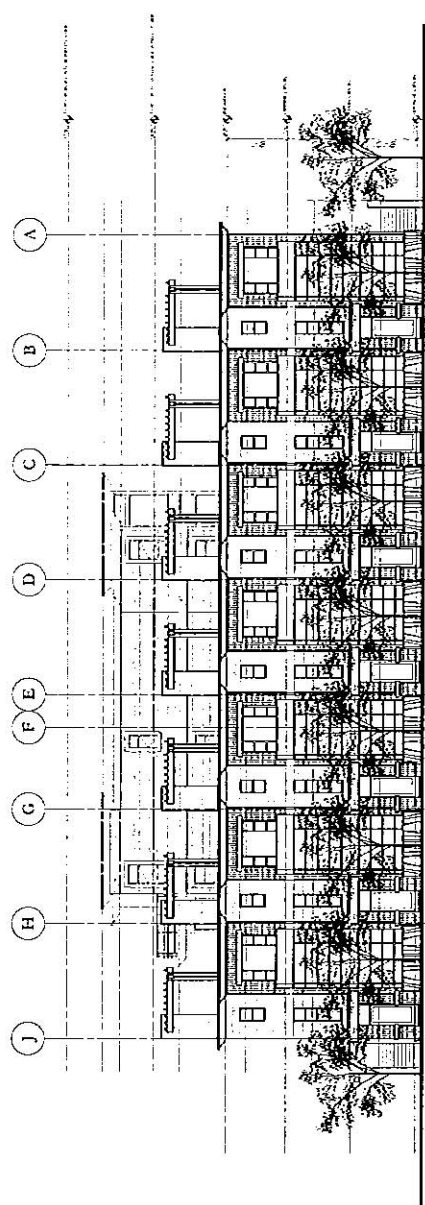


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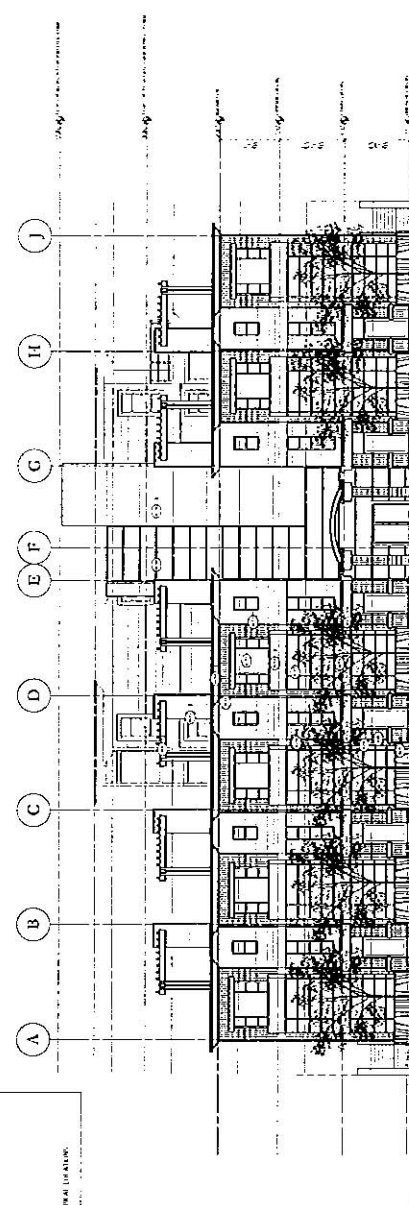


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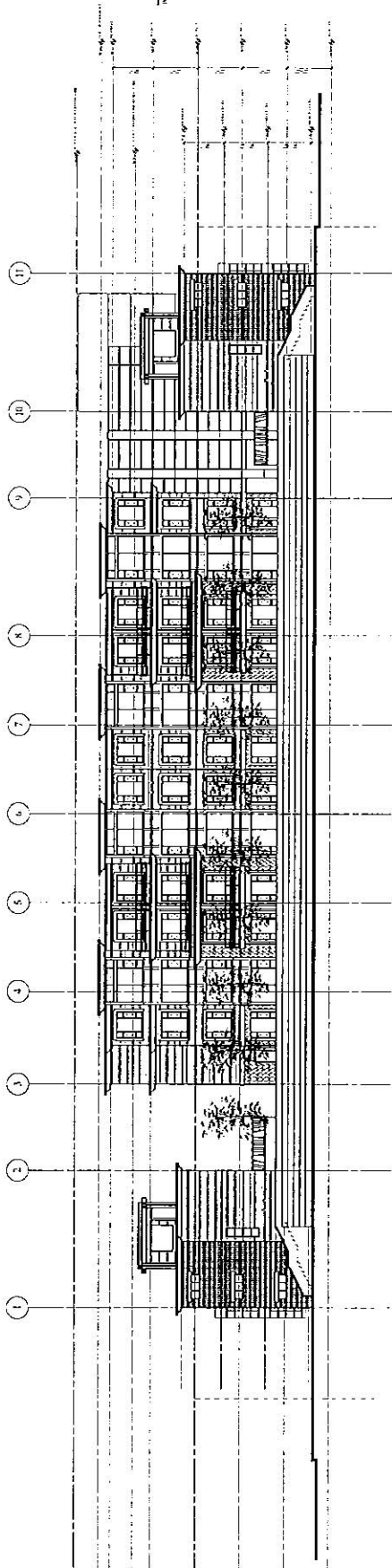


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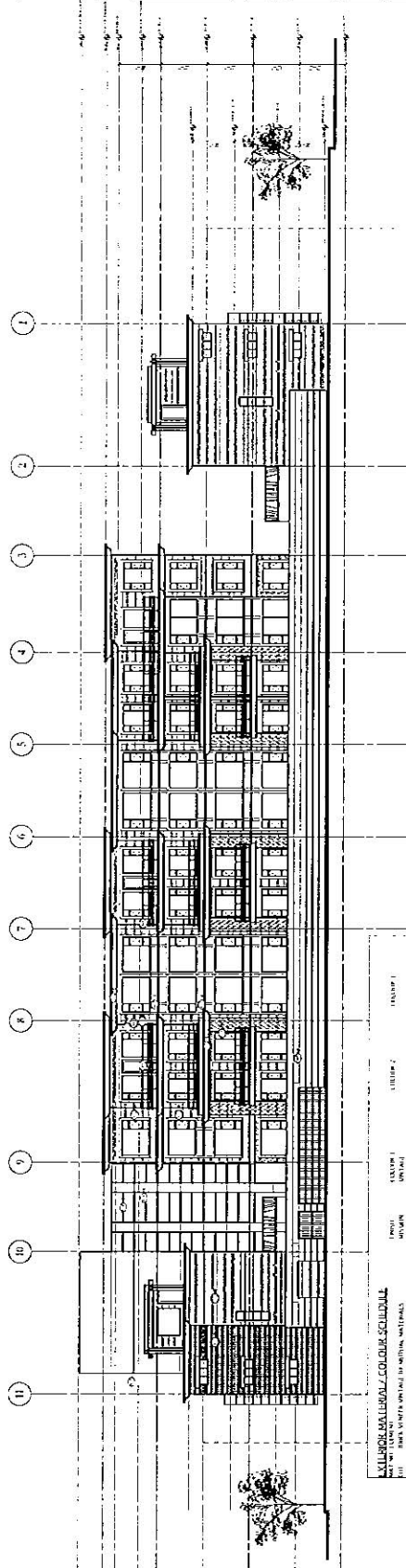
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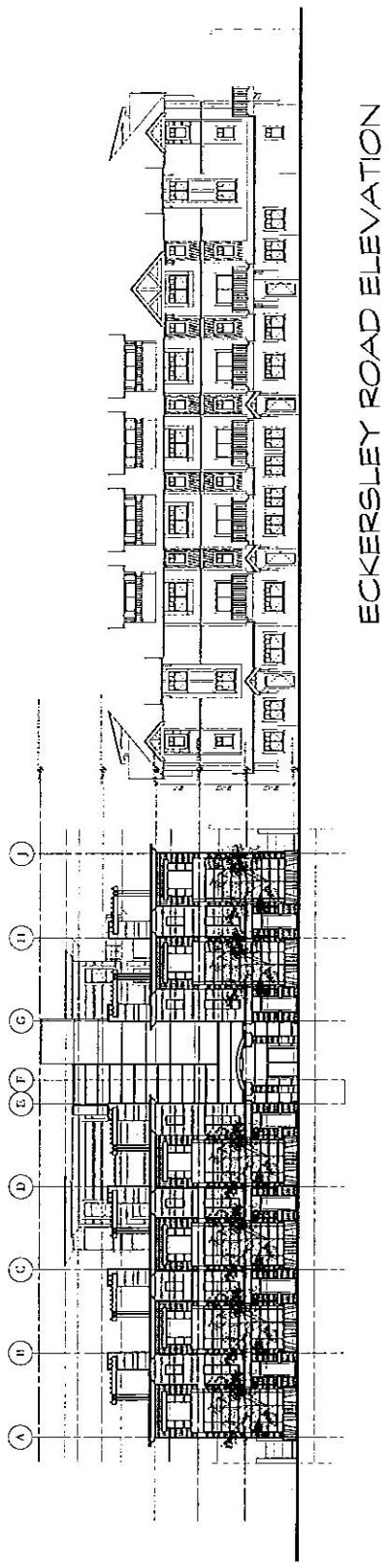
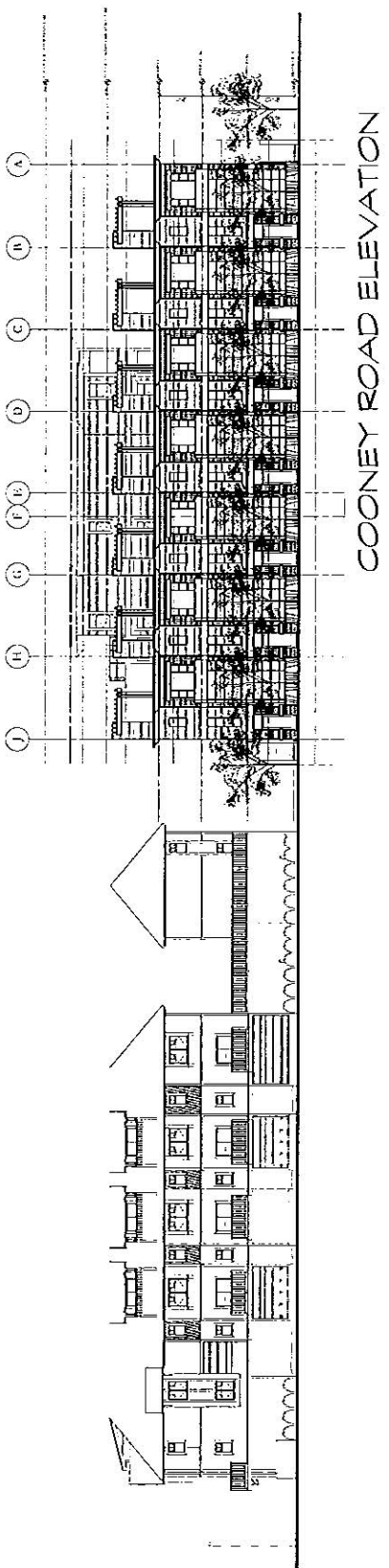
EAST (street) ELEVATION



NORTH ELEVATION

[illegible]

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1. The drawings are the property of the architect and shall remain the property of the architect. They are to be used only for the project and site specified on the title block. Any other use without the written consent of the architect is prohibited.



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 Architect: BH

DRAWING:
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 New York, NY 10011
 Architect: BH

DATE:
 11/11/11
 SCALE:
 1/8" = 1'-0"
 SHEET:
 1111 11th Street, Suite 100
 New York, NY 10011
 Architect: BH

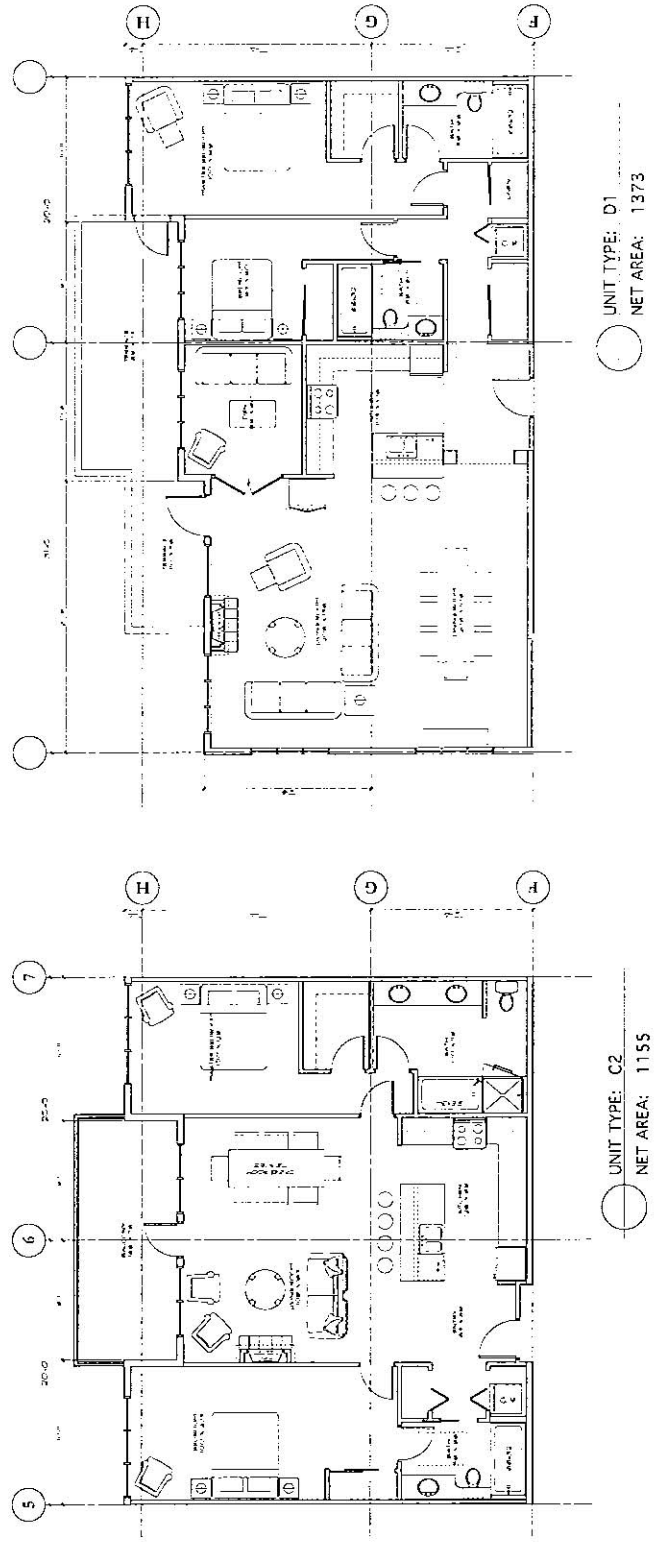
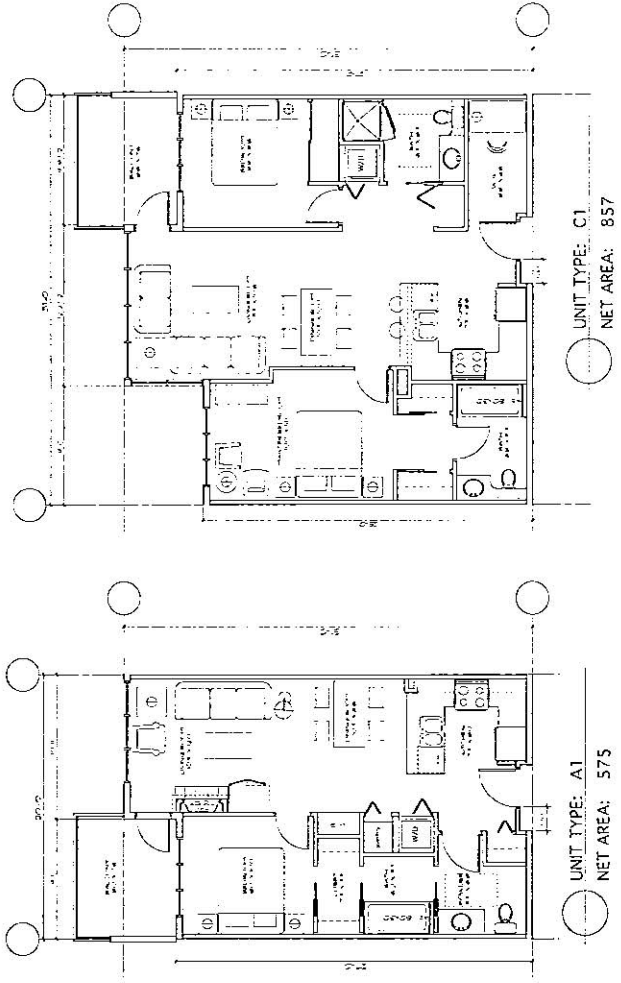
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 Architect: BH


SHEET:
 1111 11th Street, Suite 100
 New York, NY 10011
 Architect: BH

SHEET:
 1111 11th Street, Suite 100
 New York, NY 10011
 Architect: BH

REVISION:	Date	Description
1		

NOTES:
 1. All dimensions are in feet and inches.
 2. All dimensions are to the center of the wall unless otherwise noted.
 3. All dimensions are to the center of the door unless otherwise noted.
 4. All dimensions are to the center of the window unless otherwise noted.
 5. All dimensions are to the center of the unit unless otherwise noted.




Burrows Higgins Architects
 Architects
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 Boulder, CO 80502
 Phone: 303.440.1234
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 Email: info@bh-a.com

PROJECT:

ARCHITECT:

DATE:

SCALE:

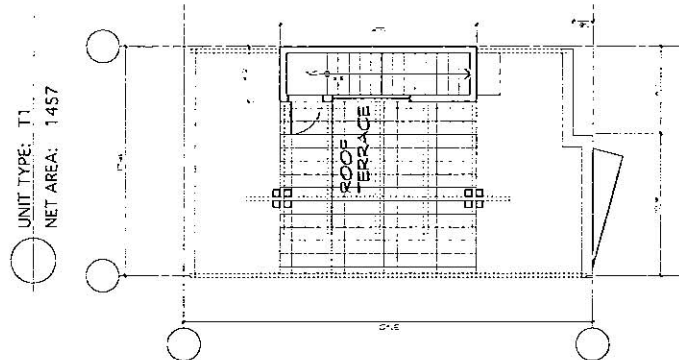
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SHEET TITLE:

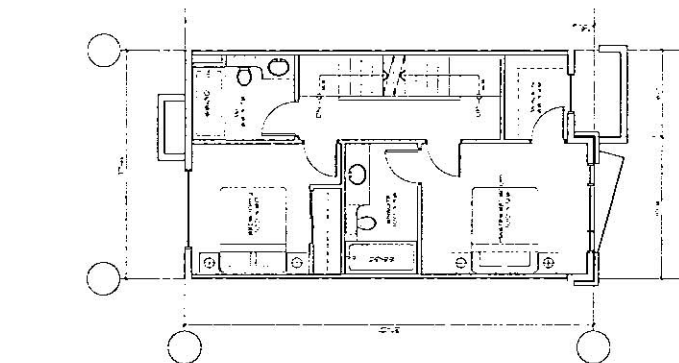
UNIT TYPE:

NET AREA:

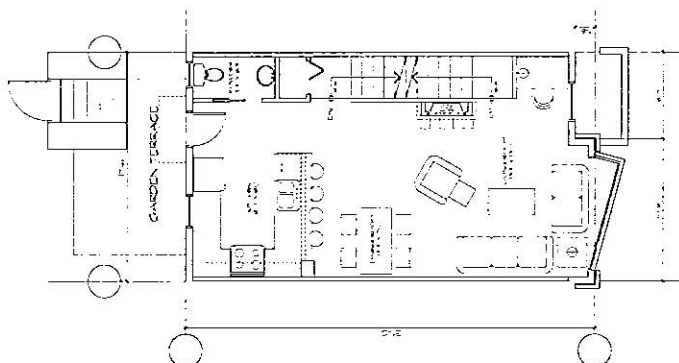
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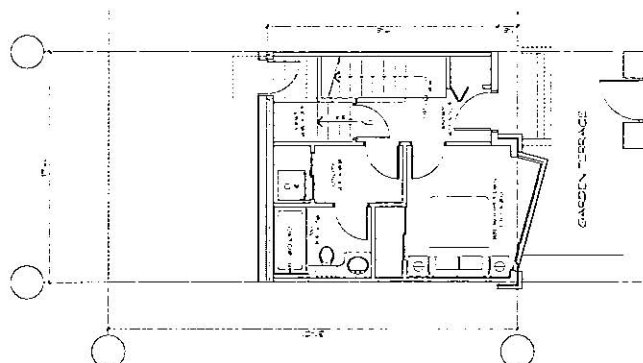
UNIT TYPE: ROOF TERRACE
NET AREA: 62



UNIT TYPE: UPPER FLOOR
NET AREA: 528



UNIT TYPE: MAIN FLOOR
NET AREA: 538



UNIT TYPE: LOWER FLOOR
NET AREA: 330



City of Richmond

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

Development Application Data Sheet

RZ 06-339190

Attachment 3

Address: 6600, 6620 Cooney Road and, 6591, 6611 Eckersley Road

Applicant: MacLean Homes Ltd.

Planning Area(s): City Centre Area Plan

	Existing	Proposed
Owner:	MacLean Homes Ltd.	MacLean Homes Ltd.
Site Size (m ²):	Gross: 3,237 m ² (34,850 ft ²) Net: 3,118 m ² (33,568 ft ²)	Gross: 3,237 m ² (34,850 ft ²) Net: 3,118 m ² (33,568 ft ²)
Land Uses:	Residential	Residential townhouses and apartment
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Residential	Residential
Zoning:	Single-Family Housing District, Subdivision Area E (R1/E)	Comprehensive Development District (CD/180)
Number of Units:	4	13 townhouses, 37 apartments
Other Designations:	Neighbourhood Residential (in the OCP), Residential (in the City Centre Area Plan)	Medium Density (in the City Centre Area Update Plan)

On Future Subdivided Lots	C/D 180 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.4 plus an additional 0.28 FAR provided that it is entirely used to accommodate dwelling unit(s) each having an individual gross floor area less than 54 m ² (Affordable Housing)	1.4 plus an additional 0.28 FAR provided that it is entirely used to accommodate dwelling unit(s) each having an individual gross floor area less than 54 m ² (Affordable Housing)	none permitted
Lot Coverage – Building:	Max. 50%	50%	none
Lot Size (min. dimensions):	3,000 m ² (32,290 ft ²)	3,000 m ² (32,290 ft ²)	none
Setback – Public Roads (m):	Cooney Road: 2.5 m Eckersley Road: 3 m (a maximum 0.7m projection for bay windows is permitted)	Cooney Road: 2.5 m Eckersley Road: 3 m (a maximum 0.7m projection for bay windows is permitted)	none

On Future Subdivided Lots	C/D 180 Bylaw Requirement	Proposed	Variance
Setback – Side Yards (m):	Side yard: 1.4 m; the parking structure may be setback 0 m from the south property line	Side yard: 1.4 m; the parking structure may be setback 0 m from the south property line	none
Height (m):	17.5 m	17.5 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	35 units at 1.5 (R) and 0.2 (V) per unit = 60 15 (affordable) units at 1.0 (R) and 0.2 (V) per unit = 18	35 units at 1.5 (R) and 0.2 (V) per unit = 60 15 (affordable) units at 1.0 (R) and 0.2 (V) per unit = 18	Variance required
Off-street Parking Spaces – Total:	78	76 (Minus 2 stalls based on the provision of a co-op car = 76)	Variance required
Tandem Parking Spaces:	permitted	permitted	none
Amenity Space – Indoor:	Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	300m ² (3,229 ft ²)	330 m ² (3,590 ft ²)	none

Other: Tree replacement compensation required for loss of significant trees.

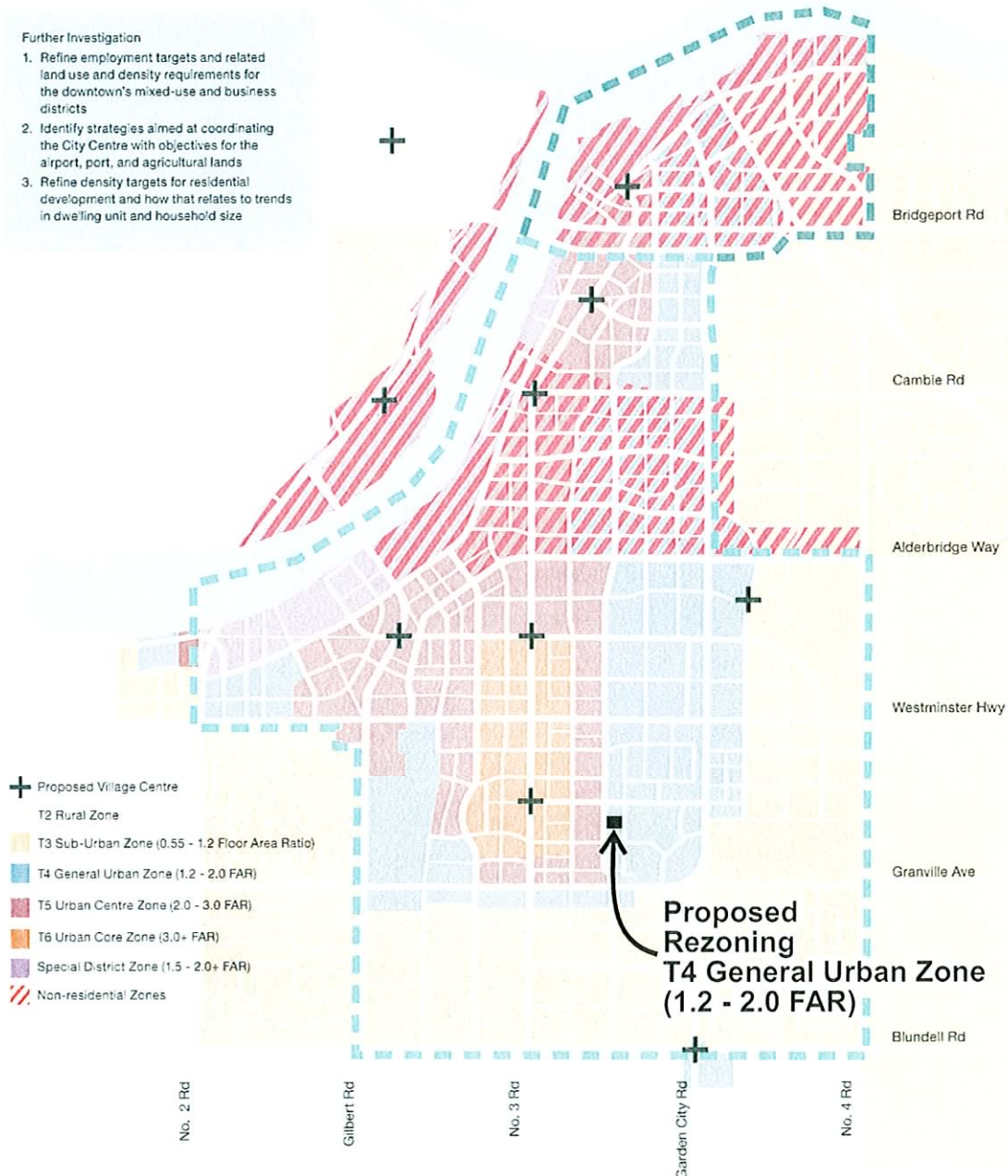
A. Land Use & Density

ATTACHMENT 4

The framework proposes an approach centred on the establishment of a network of distinct, yet complementary, mixed-use transit villages, each of which will provide an attractive, livable environment and together will provide for a dynamic, sustainable downtown.

Further Investigation

1. Refine employment targets and related land use and density requirements for the downtown's mixed-use and business districts
2. Identify strategies aimed at coordinating the City Centre with objectives for the airport, port, and agricultural lands
3. Refine density targets for residential development and how that relates to trends in dwelling unit and household size



City Centre Area Plan Update Study
Land Use and Density
RZ 06-339190

Original Date: 02/28/07

Amended Date:

Note: Dimensions are in METRES



Page 1 of 1

Adopted by Council: July 24, 2006

Policy 5006

File Ref: 08-4057-05

Affordable Housing Strategy – Interim Strategy

Policy 5006:

The following policies apply to in-stream development applications until such time as the final Affordable Housing Strategy is approved (e.g., at the end of 2006):

City Wide Policy:

- (a) *that affordable housing be defined by the following three (3) housing forms and annual income thresholds, which are to be reviewed from time to time:*
 - (i) *entry level ownership (households earning \$60,000 or less assuming a 10% down payment);*
 - (ii) *low end of market rental (less than \$37,700); and*
 - (iii) *subsidized housing (less than \$20,000);*

City Wide Policy – Excluding The West Cambie Alexandra Area:

- (b) *the provision of affordable housing or the contribution in lieu, be requested for all in stream multiple-family development applications;*
- (c) *where affordable housing is provided in multiple-family development applications, that it constitute at least 14% entry level ownership housing units, or 6% of the units if they are subsidized housing;*
- (d) *where a contribution in lieu of affordable housing is made, that it be based on the current minimum of \$0.60 per buildable square foot, which is to be reviewed from time to time;*
- (e) *a moratorium be put on development applications (e.g., rezoning; subdivision; strata title conversion; development permit) involving the demolition or conversion of the existing multiple-family rental housing stock, except in cases where there is 1:1 replacement; and*
- (f) *that convertible or flex housing be permitted in single-family areas (subject to applicable Official Community Plan, Area Plan and City planning policies, the Zoning and Development Bylaw, and the normal Public Hearing process) and not be subsidized by the City of Richmond.*

1. INTRODUCTION

We attended the site in the spring of 2006 and January 2007 for the purpose of making recommendations for tree removal and retention for the development site located between Eckersley Road and Cooney Road, Richmond, BC.

The site consists of four detached houses and three garages on a relatively flat site with a southern aspect. The proposed development site borders Eckersley Road to the east and Cooney Road to the west. The development plans include a 37 unit 4 story apartment complex and 13 townhouse dwelling units, which will require significant site disturbance and will directly impact trees within the area of construction and building envelopes, and indirectly through root loss to trees directly outside building envelopes. No opportunities for tree preservation exist onsite due to the scope of construction requirements.

Thirteen trees were identified on and offsite and numbered to correspond with the tree locations on the topographical survey provided. The topographical survey and site layout plan have been prepared and provided by others. These have been merged to form the basis of the Tree Preservation and Removal Plans as attached hereto.

2. FINDINGS

Specific information collected includes tree type, form and condition rating, live crown ratio and structural observations. Condition refers to the tree's overall health and vigor, while form is a qualitative rating of a tree's shape and structure when compared to ideal trees of the same species and age class. The following table outlines the tree assessment and recommendations for removal or retention:

Tree #	Type	DBH (cm)	Form	Condition	LCR (%)	Observations	Recommendation
1	Austrian Pine	32	M	M	60	Codominant from the base producing an asymmetrical canopy to the west.	Remove tree to accommodate construction.
2	Deodar Cedar	32, 67	M	G	80	Previously topped for overhead utility line clearance producing a candelabra regrowth.	Remove tree to accommodate construction.



Tree #	Type	DBH (cm)	Form	Condition	LCR (%)	Observations	Recommendation
3	Paper Birch	40,27, 42,35	P	P	NA	The top of this tree is dead with multiple failed stems. It will be adversely impacted by construction.	Remove tree pending permission from registered owner.
4	Colorado Spruce	22	G	G	90	No observed defects.	Retain tree with 2m radius no disturbance zone.
5	Cherry	24-36	MP	M	NA	Three stemmed tree with all stems originating from the base. Previously topped. Open grown with full canopy. Located within building envelope.	Remove tree to accommodate construction.
6	Weeping Willow	65	P	M	NA	Topped at 7m. Heart rot and cavities of decay in main stem.	Remove poor quality tree.
7	Deodar Cedar	62, 66	M	MG	85	Codominant from the base with a narrow angle of attachment.	Remove tree.
8	Chestnut	27, 16	M	G	NA	Open grown with a full canopy. Topped at 6m.	Remove tree pending approval from Richmond.
9	Mountain Ash	16 X 5	M	M	NA	Multistemmed tree topped at ~ 5m. Presence of decay columns. Located within proposed building envelope.	Remove tree to accommodate construction.
10	Maple	62	M	M	NA	Two stemmed tree topped at ~ 7m for overhead utility line clearance.	Remove tree pending approval from Richmond.
11	Cherry	31	M	P	NA	Multistemmed tree of little retentive value. Topped at ~ 6m.	Remove tree pending approval from Richmond.
12	Cherry	15 & 15	P	P	NA	One of two stems has failed recently. Offers little aesthetic and retentive value.	Remove tree pending approval from Richmond.
13	Sawara False Cypress	35 X 3	G	G	80	Not located at time of survey and location is approximate. Three stemmed originating from its base.	Retain tree with 2.5m radius no disturbance zone.

3. TREE PRESERVATION SUMMARY

The two trees identified for preservation, as shown on the plans attached, have been given this recommendation on a preliminary basis. Both trees are located offsite and are under separate ownership. Final recommendations shall be based



on grading and construction details. Mechanical injuries caused to trees below or above ground cannot be repaired. All parties must be aware that long-term success in tree preservation efforts depends greatly on minimizing the impact caused during and post construction. Best efforts must be made to ensure that soils remain undisturbed within the tree protection zones. Ongoing monitoring and implementation of mitigating works, such as watering, mulching, etc, is essential for success.

4. LIMITATIONS

This Arboricultural field review report is based on site observations on the dates noted. Effort has been made to ensure that the opinions expressed are a reasonable and accurate representation of the condition of the trees reviewed. All trees or groups of trees have the potential to fail. No guarantees are offered or implied by MGF Horticultural Inc. or its employees that the trees are safe given all conditions. The inspection is limited to visual examination of accessible items without dissection, excavation, probing, coring or climbing. Trees can be managed, but they cannot be controlled. To live, work or play near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

The findings and opinions expressed in this report are representative of the conditions found on the day of the review only. Any trees retained should be reviewed on a regular basis. The root crowns, and overall structure, of all of the trees to be retained must be reviewed immediately following land clearing, grade disturbance, significant weather events and prior to site usage changes.

Please contact the undersigned if you have any questions or concerns regarding this report.

MGF Horticultural Inc.

Peter Mennel
BSc, ISA Certified Arborist: PN-5611A

Attachments: Tree Preservation and Removal Plan



Ph: (604) 240-0309
Fax: (604) 539-2888
Email: mef.hort@telus.net

Maclean Home, Cooney
Road Ltd

Not Yet Assigned

Residential Development

Cooney Rd to Richensley Rd
Richmond

February 7, 2006

2. 2

Tree Preservation And Removal Plan

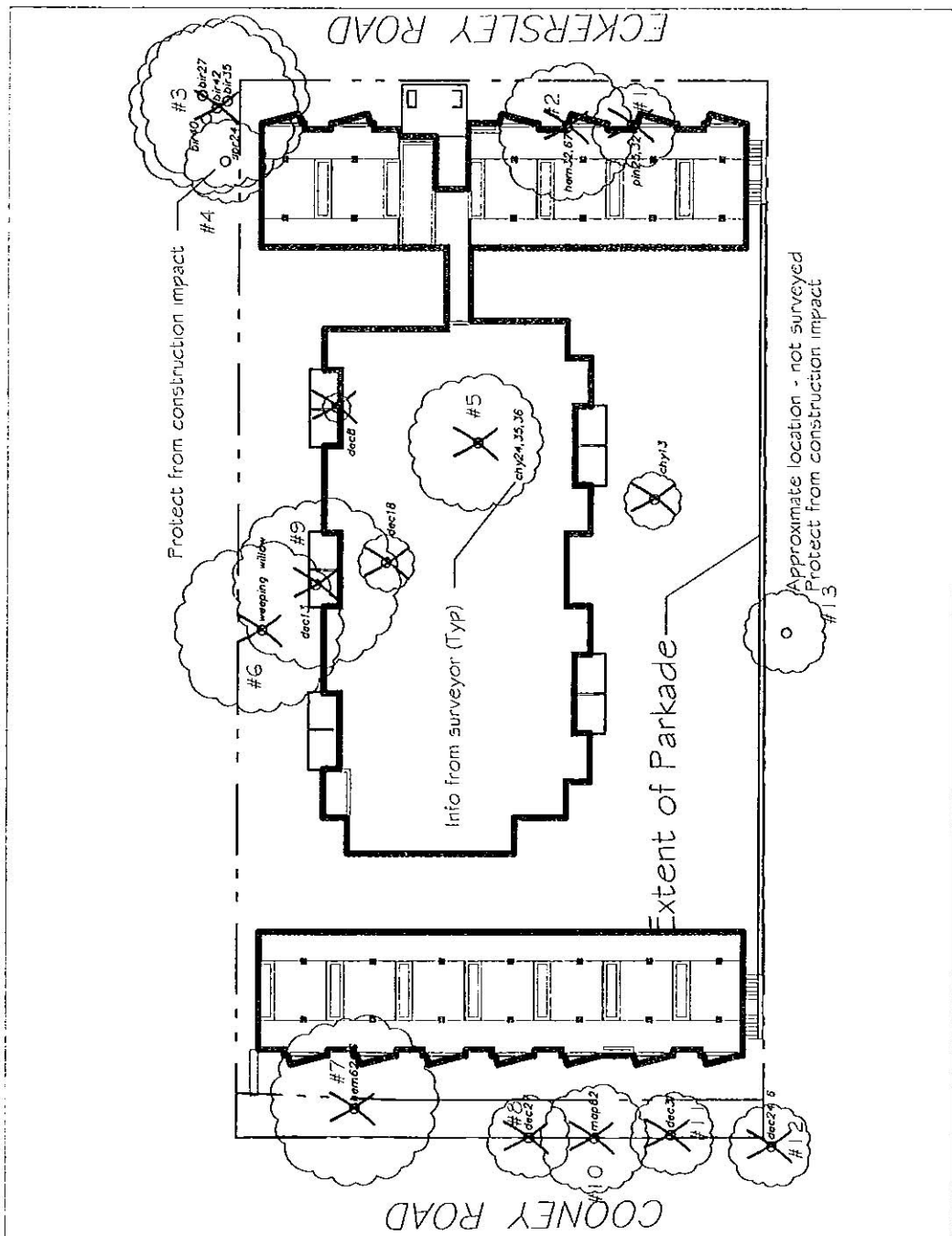
CONCLUSION

They can be removed

free to be preserved and protected during construction



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END

R	CASE	DESCRIPTION	P.S.

NOTES:

- All trees located within site are in direct conflict with construction and are recommended for removal.
- See Landscape Plan for replacement trees.



Considerations for Rezoning

6600, 6620 Cooney Road and 6591, 6611 Eckersley Road

RZ 06-339190

Prior to final adoption of Zoning Amendment Bylaw 8207, the developer is required to complete the following requirements:

- Provision of cash-in-lieu for the provision of indoor amenity space in compliance with Policy 5041 (\$87,000).
- Consolidation of the four (4) subject properties.
- At the time the site is consolidated, the applicant is required to dedicate 3.41 m (11 ft.) at the north edge of the development along Cooney Road, which tapers to 2.88 m (9 ft.) at 12.28 m (40 ft.) south, with a continuous 2.88 m (9 ft.) dedication to the south edge of the site.
- Discharge the existing 6 m wide utilities (sanitary sewer) right-of-way (ROW) running north-south through the middle of the site (Plan 44271). (This ROW cannot be discharged until the sanitary sewer main using the ROW has been relocated and is operational via the Servicing Agreement process. The City cannot support the sewer to run through the site without a ROW, hence the relocation requirement as a condition of the rezoning.). All costs and responsibilities associated with discharge are the responsibility of the developer.
- The site is affected by Airport Noise Contours; the development is required to register a covenant to disclose noise restrictions and to engage an acoustical consultant.
- In accordance with the City's Flood Management Strategy, the applicant is required to register a Flood Indemnification Covenant on title referencing the minimum habitable elevation for the area, which is 0.9 m (geodetic).
- Registration of a housing agreement or alternate arrangement, to the satisfaction of the Director of Development, securing the provision of on-site affordable housing units that comply with the Interim Affordable Housing Strategy's identification of the need for entry level ownership
- Substantiation of concurrence for the removal of off-site trees and specifications for tree protection fencing to a satisfactory level as determined by the City Arborist.
- Process a Development Permit application to a satisfactory level as determined by the Director of Development, which includes substantiating tree replacement at a 2:1 ratio or otherwise complying with the requirements of tree replacement as required by the Official Community Plan (OCP).
- Registration of a legal agreement on title requiring that tandem stalls are assigned to a single dwelling unit.
- A 1.5 m (5 ft.) wide Public Rights of Passage is required along the entire north property line for sidewalk and to provide completion of the 7.5 m lane (as sidewalk edge) for the

development to the north at 8400/8440 Cook and 6571 Eckersley (RZ 04-267994). The Strata shall be responsible for maintenance and liability associated with this Public Rights of Passage.

- Enter into the City's standard Servicing Agreement*. Works include but are not limited to:
 - i. **Eckersley Road:** Full frontage half road upgrades on Eckersley Road. Works include, but are not limited to, a Benkelman beam test or other method approved by Engineering Department to determine the strength of the existing roads. Should the existing road "fail", then full half road construction is required, but likewise, if the road is adequate, only road widening with appropriate overlays as determined by the developer's Engineer is required. Other works include curb and gutter, creation of a grass and treed boulevard (trees on Eckersley Road to be Honey Locust), including City Centre Type I luminaire poles (L12.5), painted black, with a 2 m concrete sidewalk at the property line. The existing ditch must be replaced by installation of a functional storm sewer system. Ultimate cross section has Eckersley Road as a 11.2 m wide road, curb to curb. Boulevard widths must support the hydro/telephone under grounding, on Eckersley Road. Finally, the hydro pole line across the frontage is to be under grounded, with a distribution conduit system, as required by BC Hydro. **NOTE:** There is a development application immediately north of this proposal along Eckersley Road (RZ 04-267994). Frontage works are required of that application, so the two Engineering consultants should compare information.
 - ii. **Cooney Road:** Frontage improvements on Cooney Road. Works include, but are not limited to, pouring 2 m wide concrete sidewalk at new property line, with the balance of the of the space between the existing curb and the new sidewalk (about 5 m) to be a grass and treed boulevard. Use asphalt flares to connect the new and existing sidewalks. Trees on Cooney Road to be Magnolia, planted 0.75 m from the sidewalk (ultimate boulevard = 1.5 m). Streetlights are to be City Centre Davit Luminaire Poles, L12.9, **without** pedestrian luminaires, flowerpot holders or receptacles. The current 375 mm diameter storm sewer is to be upgraded "manhole to manhole" to minimum 600 mm diameter system or larger as per developer's consultants' calculations.
 - iii. **Walkway and Lane Completion:** in the 1.5 m wide Public Right of Passage to be provided along the north property line, construct a 1.5 m concrete sidewalk from Cooney to Eckersley. For the easterly half (Eckersley side), the sidewalk is the completion of the laneworks to be done via SA 07-355785, so will include roll curb and a small band of asphalt to complete the lane edge. Lane and walkway lighting are required along this new sidewalk. Preferred standard is City spec L12.5, but L11.5 could be considered with appropriate rationale presented to the City's Street Lighting Technician. The lights must *not* obstruct or back splash light into the immediately adjacent units/properties. Also, the lighting ideally should be placed behind the sidewalk, but as the proposed building edge is abutting it, that can't be done; therefore, the lights will be in the middle of the sidewalk.

- iv. **Sanitary sewer:** Upgrade the gravity sanitary sewer system to 300 mm diameter along Eckersley Road on a “manhole to manhole” basis; i.e. from Cook Road, south to the first designed manhole (around the south property line of the development site). That will include frontage being upgraded via RZ 04-267994; the two developers’ should coordinate their designs and construction, or the Engineering Department would have to agree to the new sewer on the east side of Eckersley Road. **NOTE:** The McLean Homes application/proposal effectively cuts off the gravity sanitary sewer to the existing five (5) properties to the north. McLean is 100% responsible to ensure service is maintained from the five (5) lots plus it’s own site. That could mean either a new “temporary” ROW to reconnect to the existing sanitary in the rear of the lots between Eckersley Road and Cooney Road *or* if that’s not feasible, doing the upgrades south along Eckersley Road until it becomes feasible.
- v. **Water:** Upgrade/renewal of the old AC watermain on Eckersley Road. **NOTE:** per the capacity analysis comments from Engineering above, the current pressure for the water is 128 l/s on Eckersley Road and 159 l/s on Cooney Road, whereas the requirement for townhouses is 200 l/s. No upgrades are technically required on Cooney Road because the watermain is on the west side. The developer’s Engineer needs to achieve the 200 l/s, which *may* require constructing upgrades beyond their frontage.

All works are at the developer’s sole cost – no credits apply.

- Contribution towards the following Downstream Consortium Upgrades:
 - \$ 6,084.02 for storm sewer; and
 - \$ 8,218.76 for gravity sanitary sewer; and
 - \$ 4,882.98 for sanitary forcemain
 - \$19,185.76** Total
- Contribution for the following City Identified Catchment Upgrades:
 - \$ 23,721.00 for water; and
 - \$ 64,678.50 for storm; and
 - \$ 71,555.50 for sanitary
 - \$159,955.00** Total

This developer’s civil Engineer will have to show complete analysis regarding this development site, as part of the forthcoming Servicing Agreement design package.

Prior to issuance of a Development Permit*, which requires a separate application to the City, the developer is required to complete the following requirements:

- Compliance with parking requirements is a condition of rezoning and is to be substantiated in association with DP 06-361966, and issuance of a Development Variance Permit if required.

- Registration of a covenant on title identifying a parking stall amongst the visitor parking stalls as assigned to a car that will be co-operatively shared by members of an automobile co-operative association.
- Submission of a copy of the agreement between the applicant and the Co-operative Auto Network that outlines the terms and conditions of the arrangement related to the on-site provision of a co-op car is required to be attached as a schedule to the required covenant.

Prior to issuance of a Building Permit*, the developer is required to complete the following requirements:

- Submission of a construction parking and traffic management plan to be provided to the Transportation Department.

* denotes that a separate application to the City is required

[Signed original on file]

Signed

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8207 (RZ 06-339190)
6600, 6620 COONEY ROAD, 6591, 6611 ECKERSLEY ROAD**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.180 thereof the following:

“COMPREHENSIVE DEVELOPMENT DISTRICT (CD/180)

The intent of this zoning district is to accommodate multiple-family dwellings.

291.180.1 PERMITTED USES

The following uses are permitted:

RESIDENTIAL, limited to **Townhouses** and **Multiple-Family Dwellings**;
BOARDING & LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES.

291.180.2 PERMITTED DENSITY

.01 Subject to subsection .02, herein, the maximum **Floor Area Ratio** shall be:
1.4; plus

- (a) an additional 0.28 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **dwelling unit(s)** each having an individual gross floor area less than 54 m² (580 ft²); and
- (b) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**.

.02 **Floor Area Ratio** excludes the following:

- (a) **buildings** or portions of a **building** that are **used** exclusively for off-street parking & loading, bicycle storage, or garbage & recycling facilities;

- (b) common mechanical and electrical storage rooms, provided that the total floor area of these facilities does not exceed 100 m² (1,075 ft²); and
- (c) unenclosed balconies.

291.180.3 MAXIMUM LOT COVERAGE

- .01 Maximum Lot Coverage: 50%

291.180.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 Public Road Setback:

- (a) Cooney Road: 2.5 m (8 ft);
- (b) Eckersley Road: 3.0 m (10 ft); and
- (c) bay windows may project into the **public road** setback for a maximum distance of 0.7 m (2.3 ft.).

- .02 Side Yard Setback: 1.4 m (4.5 ft), except that the parking **structure** setback to the south **side property line** shall be 0 m (0 ft.).

291.180.5 MAXIMUM HEIGHTS

- .01 Buildings: 17.5 m (57 ft).
- .02 Accessory Buildings & Structures: 5 m (16 ft).

291.180.6 MINIMUM LOT SIZE

- .01 A **building** shall not be constructed on a **lot** of less than 3,000 m² (32,290 ft²).

291.180.7 OFF-STREET PARKING AND LOADING

- .01 Off street parking shall be provided in accordance with Division 400 of the Richmond Zoning and Development Bylaw 5300, except that:
 - (a) Off-street parking shall be provided at the rate of:
 - i. 1.0 space per **dwelling unit** having an individual gross floor area no greater than 54 m² (580 ft²).
 - (b) where two parking spaces are intended to be **used** by the residents of a single **dwelling unit** they may be provided in a tandem arrangement with one parking space located behind the other and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle.

291.180.8 SIGNAGE

- .01 Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "Townhouse District (R2)".

2. 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 areas and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/180)**.

P.I.D. 010-181-415

Lot 34 section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 010-181-431

Lot 35 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 010-181-482

Lot 42 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 004-043-308

Lot 41 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

3. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8207**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>[Signature]</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

MAYOR

CORPORATE OFFICER