



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Planning Committee
FROM: Joe Erceg
 Manager, Development Applications
RE: **Application by Platinum Management Inc. for Rezoning at 6731 and 6751
 Cooney Road from Townhouse District (R2) to Comprehensive Development
 District (CD/121)**

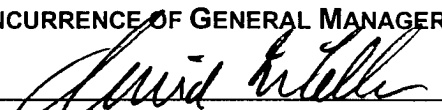
To Council - May 14, 2001
TO PLANNING - May 8, 2001
DATE: April 18, 2001
FILE: 8060-20-7229

STAFF RECOMMENDATION

That Bylaw No. 7229, for the rezoning of 6731 and 6751 Cooney Road from "Townhouse District (R2)" to "Comprehensive Development District (CD121)", be introduced and given first reading.


 Joe Erceg
 Manager, Development Applications

Att. 2

<p>FOR ORIGINATING DIVISION USE ONLY</p> <hr/> <p>CONCURRENCE OF GENERAL MANAGER</p> 

STAFF REPORTORIGIN

The subject site is situated in the Downtown District of the City Centre, at the southwest corner of Cooney Road and Park Road. Charles Scott, on behalf of Platinum Management Inc., has applied to rezone the site from Townhouse District (R2) to Comprehensive Development District (CD/121) to permit construction of nine (9) three-storey townhouse dwellings.

FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner	Platinum Management Inc.	No change
Applicant	Platinum Management Inc.	No change
Site Size	1,483.74 m ² (15,971.37 ft ²) <ul style="list-style-type: none"> • Cooney Rd Frontage: 40.24 m (132.02 ft) • Park Rd Frontage: 36.88 m (121.00 ft) 	1,419.40 m ² (15,278.79 ft ²) <ul style="list-style-type: none"> • Area reduction due to widening of Cooney Road rights-of-way by 1.4 m (4.59 ft) and a 4 m by 4 m (13.12 ft by 13.12 ft) corner cut
Land Use	2 single family homes	9 three-storey townhouses
OCP Designation (City Centre Area Plan)	Residential <ul style="list-style-type: none"> • The plan supports a mix of multiple-family housing near the subject site, ranging from townhouses through to towers. 	No change
Zoning	Townhouse District (R2)	Comprehensive Development District (CD/121)
Permitted Density	0.55 FAR, plus storage <ul style="list-style-type: none"> • Maximum Buildable Area: 816.06 m² (8,784.28 ft²) 	0.9 FAR, including storage <ul style="list-style-type: none"> • Maximum Buildable Area: 1,277.46 m² (13,750.91 ft²)
Lot Coverage	40%	No change
Minimum Building Setbacks	<ul style="list-style-type: none"> • Road: 6 m (19.69 ft) • Side & Rear: 3m (9.84 ft) 	<ul style="list-style-type: none"> • Road: 4.5 m (14.76 ft) • Side: 1.9 m (6.23 ft) • Rear: 3.7 m (12.14 ft)
Required Parking	<ul style="list-style-type: none"> • Residents: 2.0 spaces/unit • Visitors: 0.2 spaces/unit 	<ul style="list-style-type: none"> • Residents: 2.0 spaces/unit • Visitors: 0.1 space/unit

SURROUNDING DEVELOPMENT & RELATED POLICIES

The subject property is situated within a residential area of the City Centre roughly defined by Buswell Street, Westminster Highway, Garden City Road, and Granville Avenue. The area plan envisions development of this area as an urban, medium-density, multiple-family neighbourhood focussed around the Cook School/Park site and comprised of a mix of townhouses, low- and mid-rise apartment buildings, and residential towers. To date, however, little redevelopment has occurred, and the area remains largely as an ageing pocket of single-family homes interspersed, along Cook and Cooney Roads, with older, low-density townhouses.

More specifically, immediately south of the subject site is a small, well-maintained townhouse project with a large paved driveway area between it and the street. West of the subject property, along both sides of Park Road, there are older, low-rise apartment buildings with mature trees and landscaping. While, north of Park Road and along the east side of Cooney Road, development is limited to small, older, single-family homes in various states of repair.

In light of the area's anticipated mix of housing types, careful attention must be paid to the height, massing, setbacks, etc. of new developments to ensure future compatibility between projects of varying densities. Under the area plan's Development Permit Guidelines, high-rise residential towers in this area will be encouraged to screen their parking structures with townhouse units, much as has been done near Lang Neighbourhood Park. These townhouses (and their associated parking structures) will typically be two- to three-storeys high, and each unit will have an individual front door and small, private yard oriented to the adjacent public street. Following this model, low- and mid-rise apartment projects will similarly be encouraged to provide street-oriented townhouses at grade, and new townhouse projects will be encouraged to be three storeys in heights and to contribute to an urban streetscape through the provision of small, well-landscaped front yards and front doors set close to the public sidewalk.

Guidelines for the issuance of Development Permits for multiple-family projects are contained in Schedule 2.10 of Bylaw 7100 (City Centre Area Plan)

STAFF & ADVISORY DESIGN PANEL COMMENTS

Policy Planning

Rezoning of the subject site, as proposed, is consistent with the City's goals and objectives for its City Centre neighbourhood. The applicant, working with a density higher than Richmond typically applies to small-lot, multiple-family development, has demonstrated the ability to create an attractive, livable project presenting a pedestrian-friendly streetscape. Outstanding detailed design issues should be addressed through a Development Permit; the processing of which should be to the satisfaction of the Manager of Development Applications prior to final adoption.

Transportation

Under the City Centre Transportation Plan, Cooney Road is to be part of the "south loop road", intended to improve access to downtown businesses. For this reason, it is proposed that Cooney Road will be upgraded to four lanes, plus dedicated left-turn lanes. To achieve this cross-section, the subject site must dedicate a 1.4 m (4.59 ft) wide strip of land along its entire Cooney Road frontage, together with a 4 m by 4 m (13.12 ft by 13.12 ft) corner cut at its Cooney and Park Road corner. Relocation of the existing Cooney Road curb along the subject site's frontage will not take place at this time, but will be undertaken by the City in the future when it can be coordinated with similar works across the frontages of neighbouring properties.

The proposed driveway location on Park Road is acceptable. A covenant should be put in place to ensure that no vehicular access is permitted along Cooney Road.

The developer has selected to provide 2 parking spaces per dwelling unit for the use of residents, rather than the 1.5 spaces per unit more typical of downtown residential projects. On this basis, staff are supportive of the visitor parking relaxation (0.1 car per unit versus 0.2 cars per unit) proposed under CD/121. In addition, staff have reviewed the development and are supportive of the proposal to reduce (under CD/121) the project's driveway width from the standard bylaw requirement of 7.5 m (24.61 ft) to 6.7 m (22 ft). Note, however, in light of the narrower driveway, attention should be paid at Development Permit stage to ensure adequate visitor stall, garage, and garage door widths to facilitate convenient vehicle manoeuvring.

Engineering Works

Prior to final reading of the rezoning, the developer must:

- a) Consolidate the two subject lots into one parcel (which will require demolition of one or both existing houses or an alternative legal arrangement;
- b) Dedicate a 1.4 m (4.59 ft) wide strip of land along its entire Cooney Road frontage for future road widening;
- c) Dedicate a 4 m by 4 m (13.12 ft by 13.12 ft) corner cut at the site's Cooney and Park Road corner; and
- d) Register a restrictive covenant against the subject site ensuring that vehicular access will be limited to a specific location on Park Road and no access will be permitted along Cooney Road.

Prior to issuance of Building Permit (BP), the developer must enter into the City's standard Servicing Agreement to design and construct, at his sole cost, off-site works including, but not limited to, the removal of existing sidewalks along Park and Cooney and the installation of a new 1.5 m (4.92 ft) wide concrete sidewalk along the property line of each street, together with grassed/treed boulevards between the new sidewalks and the adjacent curbs (e.g. trees to be Persian Ironwood along Park and Magnolia along Cooney), and street lights to City Centre standards.

Advisory Design Panel

The subject application underwent preliminary review (e.g. rezoning stage review) by Richmond's Design Panel on April 4, 2001. The consensus of the panel was that the project should proceed on to Development Permit. A number of issues were identified for the applicant to address at this next stage, including possible vehicle manoeuvring difficulties resulting from the reduced driveway width, poor visibility to the rear units, roof slopes, poor pedestrian access into the site from Cooney Road, and the need to enhance the appearance of the garage doors.

ANALYSIS

The proposed use of the subject site is in keeping with City Centre Area Plan objectives for "the development of a broad range of housing to meet the needs of a sizeable and diverse resident population". Development of street-fronting townhouse units with private yards is also supportive of City Centre policies aimed at enhancing the livability of multiple-family housing and enhancing the appearance and safety of the public realm. Furthermore, the increase in Richmond's population resulting from more intensive development of the subject site is consistent with the City's current Official Community Plan projections.

With regard to design issues, the proposed project is broken up into four blocks of three-storey townhouses, three of which are side-by-side duplexes and one of which is a triplex. Six of the nine proposed units will front directly onto either Cooney Road or Park Road, while two will be accessed via the project's shared, central open space. The advantage of this form to the developer is that he can offer a housing option that is visually appealing, close to downtown amenities, and achieves a relatively high buildable density (e.g. 0.9 floor area ratio), while still providing features common to lower density City Centre townhouse projects (i.e. units with windows on 2 or even 3 sides, private two-car garages, private entrances facing the street, etc.). The advantage to the City of this form is that it contributes to a broader range of housing choices in the downtown and provides a more interesting, pedestrian-friendly streetscape than has been developed in this area under Townhouse District (R2) (e.g. the subject site's current zoning designation). In addition, the three-storey height of the proposed development and its slightly raised, landscaped front yards will be a good "fit" with the larger scale projects anticipated in the neighbourhood over the medium- to long-term.

Overall, the project appears to be well thought out and to meet objectives for the neighbourhood. The proposed zoning district, CD/121, is well suited to the opportunities and constraints associated with the subject site, and may prove to be applicable to other small lots exhibiting similar characteristics in this part of the City Centre.

FINANCIAL IMPACT

None.

CONCLUSION

1. This application can be supported because it is in conformance with the City Centre Area Plan.
2. Rezoning of the subject property to Comprehensive Development District (CD/121) merits favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:spc

There are requirements to be dealt with prior to final adoption:

Legal requirements, specifically:

- Consolidate 6731 and 6751 Cooney Road into one parcel (which will require demolition of one or both existing houses or an alternative legal arrangement);
- Dedicate a 1.4 m (4.59 ft) wide strip of land along the entire Cooney Road frontage;
- Dedicate a 4 m by 4 m (13.12 ft by 13.12 ft) corner cut; and
- Register a restrictive covenant specifying the location of vehicular access.

Development requirements, specifically:

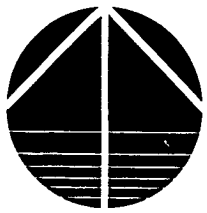
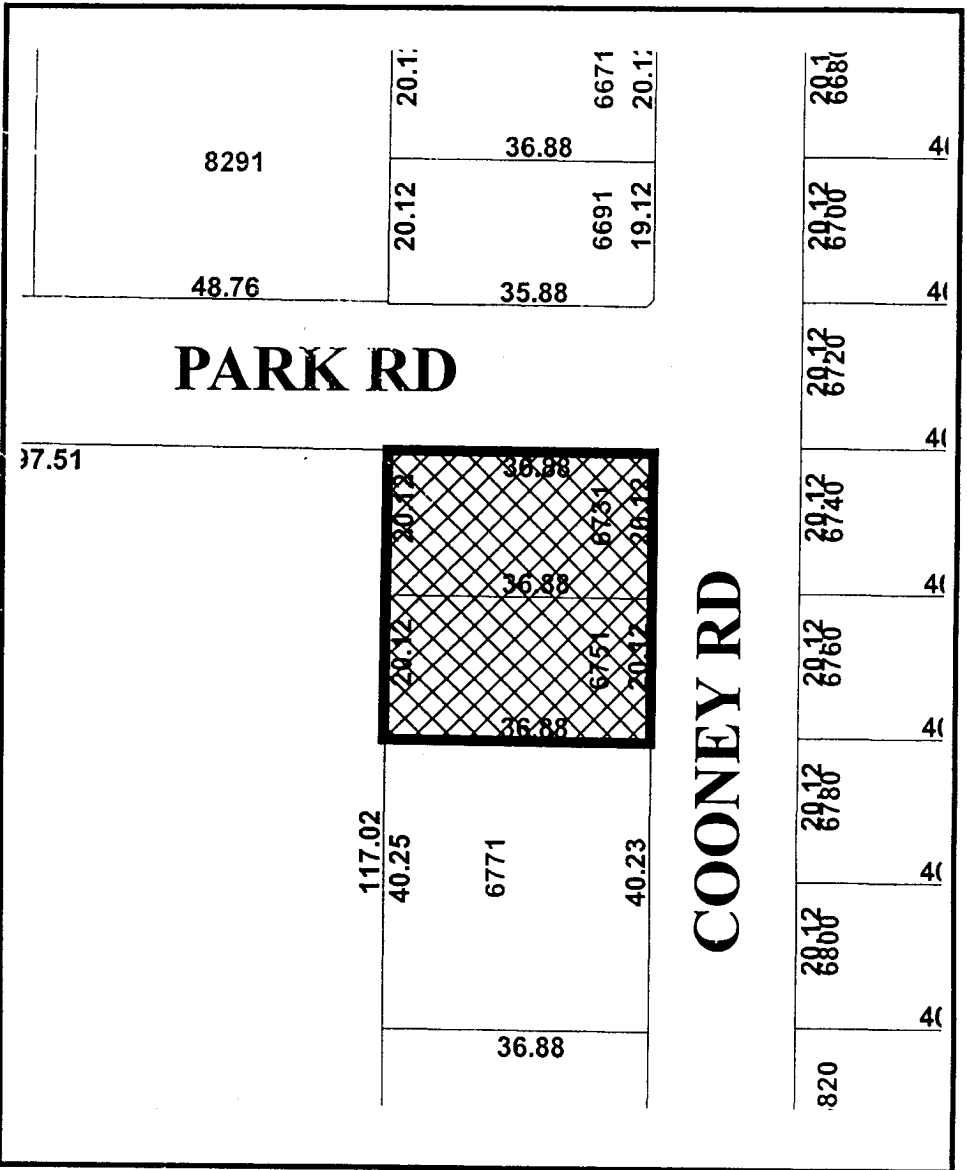
- Process a Development Permit application to a satisfactory level, as determined by the Manager of Development Applications.



City of Richmond



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RZ 00-184150

Original Date: 01/08/01
 Revision Date:
 Note: Dimensions are in METRES

ATTACHMENT 1

PARK ROAD



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

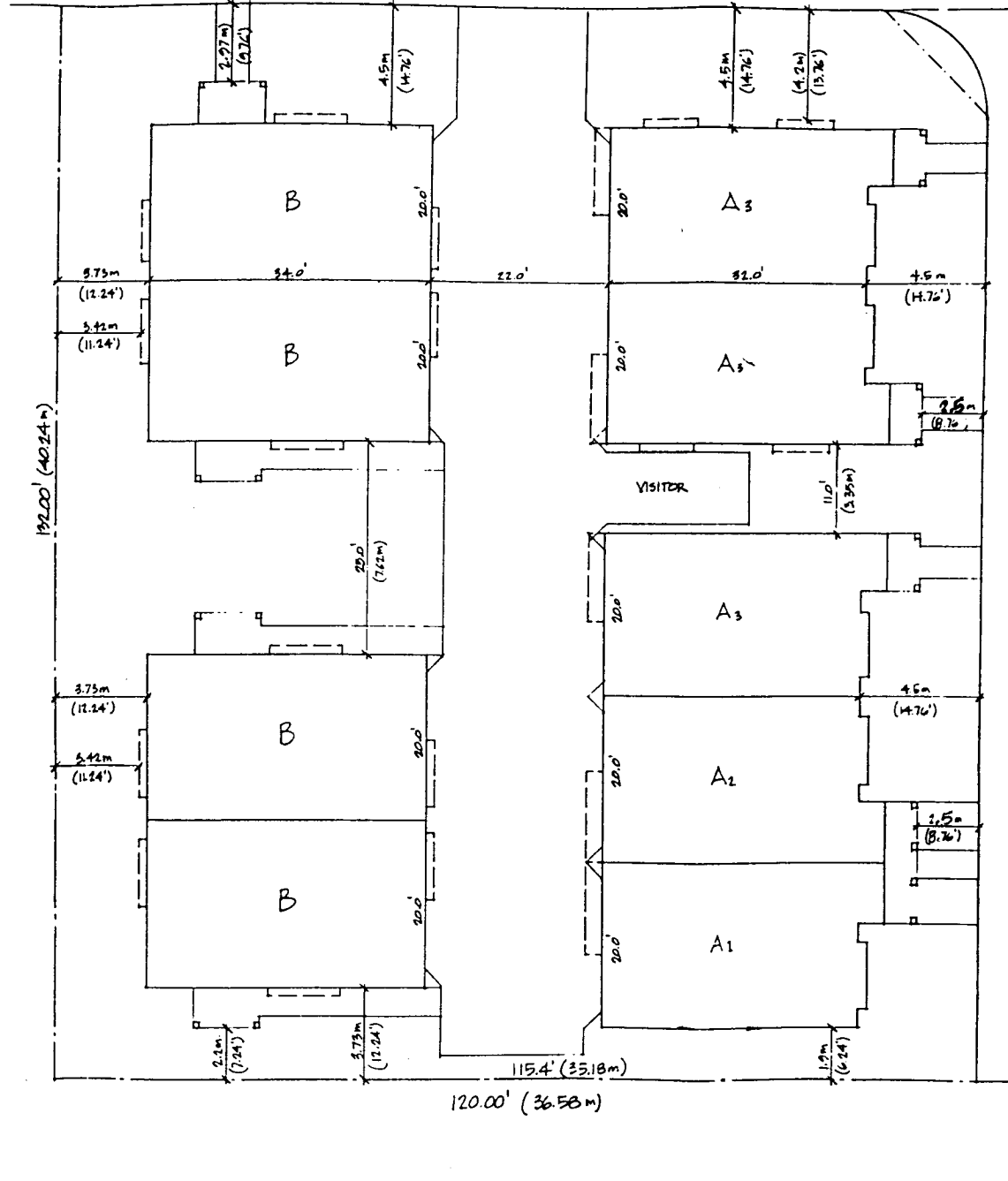
LEGAL DESCRIPTION:

LOT
SEC. 9-4-6
PLAN.

ANALYSIS:

LOT AREA 15 233± (1415 m²)
 FLOOR AREA UNIT A1-1953±
 UNIT A2-1923± x4= 6092±
 UNIT B-1960± x4= 6240±
 TOTAL: 13865± (1200 m²) -91%
 SITE COVERAGE: UNIT A1- 692±
 UNIT A2- 670± x4= 2680±
 UNIT B- 710± x4= 2912±
 TOTAL: 6184± (583.8 m²) 39.7%

PARKING PROVIDED: 18 ENCLOSED
 1 VISITOR
 TOTAL 19 (2.11 SPACES/UNIT)



COONEY ROAD

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DATE: FEBRUARY 14, 2008
 TITLE NO: 00-59

TITLE: 9 UNIT TOWNHOUSE PROJECT
 AT # 6721/6751 COONEY ROAD, RICHMOND, E.C.



ATTACHMENT 2



WEST ELEVATION



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EAST ELEVATION (COONEY ROAD)

UNIT A
SCALE 1/4" = 1'-0"



CITY OF RICHMOND
BYLAW 7229
RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7229 (RZ 00-184150)
6731 AND 6751 COONEY 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 291.121 thereof the following:

“291.121 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/121)

The intent of this zoning district is to accommodate townhouses.

291.121.1 PERMITTED USES

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

291.121.2 PERMITTED DENSITY

.01 **Maximum Floor Area Ratio:**

- a) 0.90, together with 0.03 which must be **used** exclusively for covered areas of the principal **building** which are open on one or more sides;

PROVIDED THAT any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m² (107.643 ft²) per **dwelling unit used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.

- b) Notwithstanding the limitations imposed in (a) above, an additional 0.05 shall be permitted, provided that it is entirely **used** to accommodate **Amenity Space**.
- c) For the purposes of (a) and (b) above, **floor area ratio** shall be deemed to exclude the floor area of those parts of the **building used** for off-street parking purposes.

291.121.3 MAXIMUM LOT COVERAGE: 40%

291.121.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 Road Setbacks: 4.5 m (14.764 ft)
- .02 **Side Yard:** 1.9 m (6.234 ft)
- .03 **Rear Yard:** 3.7 m (12.139 ft)
- .04 Notwithstanding the limitation imposed in (.01) and (.03) above, bay windows may project into the required road setback and **rear yard** for a distance of up to 0.5 m (1.640 ft); enclosed entry vestibules may project into the required road setback for a distance of up to 0.9 m (2.953 ft); and, unenclosed porches and unenclosed stairs may project into the required road setback for a distance of up to 2.0 m (6.562 ft).

291.121.5 MAXIMUM HEIGHTS

- .01 **Buildings & Structures:** 12 m (39.370 ft)
- .02 **Accessory Buildings:** 5 m (16.404 ft)

291.121.6 MINIMUM LOT SIZE

A **building** shall not be constructed on a **lot** having a width of less than 40 m (131.233 ft) or a depth of less than 35 m (114.829 ft).

291.120.9 OFF-STREET PARKING

- .01 Off- street parking shall be provided in accordance with Division 400 of this Bylaw, EXCEPT THAT:
 - a) The basic parking requirement for the use of residents shall be 2.0 spaces per **dwelling unit**, together with 0.1 space per **dwelling unit** for visitors, for a total of 2.1 spaces per **dwelling unit**; and
 - b) Minimum manoeuvring aisle width shall be 6.7 m (21.982 ft).

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 area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/121)**.

P.I.D. 010-181-687

Lot 58 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 010-181-679

Lot 57 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 7229".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAY 14 2001

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

MAYOR

CITY CLERK