



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

To Planning - June 18/02
Date: May 24, 2002

From: Joe Erceg
Manager, Development Applications

RZ 02-203282

File: 8060-20-7382 xref 8060-20-7386

**Re: APPLICATION BY CHARLES SCOTT FOR REZONING AT 6340, 6360, AND 6380
COONEY ROAD FROM TOWNHOUSE DISTRICT (R2) TO COMPREHENSIVE
DEVELOPMENT DISTRICT (CD/121)**

Staff Recommendation

- 1) That Bylaw No. 7382, to amend the off-street parking requirements in "Comprehensive Development District (CD/121)" to make them consistent with Richmond's standards for multiple-family residential development, be introduced and given first reading.
- 2) That Bylaw No. 7389, for the rezoning of 6340, 6360, and 6380 Cooney Road from "Townhouse District (R2)" to "Comprehensive Development District (CD/121)", be introduced and given first reading.

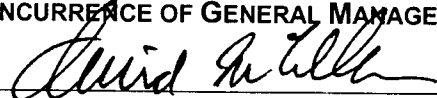


Joe Erceg
Manager, Development Applications

JE:spc
Att. 2

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

The subject site is situated in the Downtown District of the City Centre, at the southeast corner of Cooney Road and Spires Gate. Charles Scott has applied to rezone the site from Townhouse District (R2) to Comprehensive Development District (CD/121) for the purpose of developing nineteen 3-storey townhouse dwellings.

Findings of Fact

Item	Existing	Proposed
Owner	Yu Fung Holdings Ltd.	No change
Applicant	Charles Scott	No change
Site Size	Area: 2,412.47 m ² (25,968.46 ft ²) Width: 61.26 m (200.98 ft.) Depth: +/-39.41 m (+/-129.3 ft.)	Area: +/-2,351.21 m ² (+/-25,309.04 ft ²) <ul style="list-style-type: none"> Reduction due to widening of Cooney Road The required lane right-of-way will be secured by Public Rights of Passage and, thus, will not reduce site area.
Land Uses	Single-family houses	19 three-storey townhouses
OCP Designation	Residential	No change
Area Plan Designation • City Centre	Residential	No change
Zoning	Townhouse District (R2)	Comprehensive Development District (CD/121)
Permitted Density	0.55 FAR (floor area ratio), plus storage <ul style="list-style-type: none"> Maximum Buildable Area: 1,293.17 m² (13,920.02 ft²) 	0.9 FAR, including storage <ul style="list-style-type: none"> Maximum Buildable Area: 2,116.09 m² (22,778.15 ft²)
Parking	Residents: 2.0 spaces/unit Visitors: 0.2 spaces/unit	Residents: 1.5 spaces/unit Visitors: 0.2 spaces/unit <ul style="list-style-type: none"> An amendment to CD/121 is proposed to reduce resident parking from 2 spaces/unit and increase visitor parking from 0.1 space/unit to make the zone consistent with typical downtown residential parking requirements.

Related Policies & Studies

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, north and east of the subject site are older, small single-family homes, many of which staff believe are holding properties waiting for redevelopment. South of the site is a small, 2-storey townhouse development. While to the west, across Cooney Road, is a mix of older single-family homes, small townhouse projects, and recently developed high-rise residential towers.

Recent development interest in this area has been for higher density townhouse development, like that proposed on the subject site. Most recently, a project was proposed at the southwest corner of Cooney Road for this purpose, using Comprehensive Development District (CD/121), the same zoning district proposed for the subject development. (RZ 00-184150) Like the subject development, this earlier project includes 3-storey townhouses arranged with one row of units fronting Cooney Road and a second row to the rear. Vehicular access is via a conventional driveway running down the centre of the site. This project, though considered appropriate from the perspective of density, street-orientation, and massing, was criticized for its lack of landscaped open space, its open/exposed driveway, and its high per unit parking ratio (e.g. 2.2 spaces/units), all of which contribute to a somewhat “suburban” character. Staff believe that future projects should aim to overcome these drawbacks in order to ensure that Richmond’s downtown will be attractive and livable, and to ensure that today’s townhouse projects will be able to achieve a good “fit” with future higher-density projects nearby. (The applicant was made aware of these comments and has sought to respond by roofing over the central driveway with an accessible, landscaped courtyard and by reducing parking to the City Centre “standard” of 1.7 spaces/unit.)

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 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, multiple-family developments, has demonstrated the ability to create an attractive, livable project presenting a pedestrian-friendly streetscape. Furthermore, staff believe the proposed project shows merit as a model for future townhouse projects nearby and is pleased to see the project’s proposed use of masonry as this material seems fitting with the site’s downtown location.

Some detailed design issues were identified by the Advisory Design Panel at a preliminary review. (See below) In addition, staff recommend that the applicant:

- Remove the enclosed access stair from the courtyard down to the east amenity space to provide a “break” between the two adjacent blocks of units, thus, reducing the length of the building’s east facade and allowing more daylight into and views from the courtyard.
- Be more sensitive to existing neighbouring townhouses (which are both lower in height and set back further from Cooney Road) by – near the site’s south property line - increasing the project’s Cooney Road setback, reducing building height, changing the roof line, and/or introducing additional trees and other planting.

Outstanding design issues should be addressed through the Development Permit review process prior to final adoption of the pending rezoning.

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 strip of land along its Cooney Road frontage (2 m/6.56 ft. wide at Spires Gate tapering to nothing at the site’s south property line), together with a 4 m by 4 m (13.12 ft by 13.12 ft) corner cut at the corner of Cooney Road and Spires Gate. 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.

Staff recommend that the applicant provide a 2 m (6.56 ft.) wide Public Rights of Passage right-of-way along the site’s entire east property line to assist in the future establishment of a rear lane. Note, however, that depending on the actual form of development and pattern of land assembly that evolves in this area in the future, shared driveways rather than a rear lane may prove to be preferable. If so, the City will release the right-of-way. Staff note that the proposed development accommodates both possible futures well (e.g. with or without a rear lane).

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

The applicant proposes to provide off-street parking at a ratio of 1.5 spaces/unit for residents and 0.2 spaces/unit for visitors. This is consistent with Richmond’s multiple-family parking standards and typical downtown residential development, but differs from the parking standard set out in CD/121. When CD/121 was first drafted, the developer of the affected site wished to provide 2 spaces/unit for residents and 0.1 space/unit for visitors. Staff agreed to this proposal on the basis that it was to be applied to a single site. However, now that CD/121 is to be applied to multiple sites, its parking requirement should be brought in line with Richmond’s standard practice of 1.5 spaces/unit for residents, plus 0.2 spaces/unit for visitors. On this basis, staff recommend that CD/121 be amended accordingly. (Note that the proposed zoning amendment will just affect the subject site and any future use of CD/121. It will not affect the site for which CD/121 was first drafted, 8388 Park Road.)

Engineering Works

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

- a) Consolidate 6340, 6360, and 6380 Cooney Road into one parcel.
- b) Dedicate road widening along Cooney Road tapering from 2 m (6.56 ft.) wide at Spires Gate to nothing at the site's south property line.
- c) Dedicate a 4 m by 4 m (13.12 ft. by 13.12 ft.) corner cut at the corner of Spires Gate and the site's new property line along Cooney Road.
- d) Grant a Public Rights of Passage right-of-way over a 2 m (6.56 ft) wide strip of land along the site's entire east property line for possible future use as a public lane (to be developed by others). Note that if as a result of future development nearby it is determined by the City that a lane will not be required, this right-of-way may be released.
- e) Register a restrictive covenant limiting vehicular access to a specific location along Spires Gate. No vehicular access shall be permitted from 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:

- On Cooney Road: Installation of a new 2 m (6.56 ft) wide concrete sidewalk along the site's entire frontage, together with a grassed/treed boulevard between the sidewalk and the adjacent curb (e.g. trees to be Armstrong Maples), and street lights to City Centre standards.
- On Spires Gate: Road widening, curb and gutter, storm sewer, installation of a 1.5 m (4.92 ft.) wide concrete sidewalk along the property line, a grassed/treed boulevard between the sidewalk and new curb, and street lights to City Centre standards.

Advisory Design Panel

The subject application was considered on a preliminary basis by Richmond's Advisory Design Panel on May 22, 2002. The project was very well received by the Panel, which complimented the project team on the development's overall concept, street-orientation with the project's slightly raised front yards, "urban" massing and character, private and common open space concept, and innovative approach to higher density, urban townhouse development. It was noted that while the project was not suited to wheelchair residents, with minor modifications disabled access could be provided to both the project's amenity rooms and to ground level living space in all units. The Panel agreed that it would be appropriate for the project team to address this and other detailed design issues through the Development Permit process. These issues include:

- The addition of a security gate/entry intercom on the project's main entry stairs;
- Disabled washroom access from the common amenity spaces;
- Attention to the detailed design/materials used on the project's facades;
- Emphasis on the main entry stairs as a special and more visually interesting place, including the definition of a usable common open space focus at the head of the stairs;
- Daylight access to the parkade via skylights and/or openings in the south wall; and
- Greater greening of the upper courtyard and a less formal, regular layout.

Analysis

The proposed use of the subject site is consistent with the City's current Official Community Plan (OCP) population projections, with the density and zoning applied to a recent project nearby on Cooney Road (RZ 00-184150), and 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". More specifically, the project is considered desirable on the basis that it will provide:

- Street-fronting townhouse units with private yards that will provide a high level of multiple-family livability and enhance the appearance and safety of the public realm;
- A raised, landscaped courtyard that, with the installation of a locked entry gate, will provide attractive and secure landscaped open space and increased security for the site's rear units;
- Substantial landscaping both around the perimeter of the site and within the courtyard;
- Multiple-storey units with potentially accessible living space at grade;
- An attractive, urban character that will fit well with the area's anticipated mix of higher and lower density, multiple-family developments;
- Brick as a key material on the project's facades, which will enhance the quality of the project and set a fitting benchmark for future small projects in the area; and
- Parking at a ratio consistent with City Centre objectives that support increased use of transit, walking, and cycling.

Like the subject site, much of the area around it is made up of small, single-family lots waiting to be redeveloped. While quite a number of small, 2-storey townhouse projects were developed here in the 1980s, they are not very compatible with the larger towers that have recently been developed on Saba Road and Cooney Road. More recent development has been limited to the project mentioned previously on Cooney Road (RZ 00-184150), and while it is of a more appropriate scale and density, its form and character is still inconsistent with the area's higher density projects. The subject development, on the other hand, offers not only a fitting scale and density, but a more appropriate urban character as well. It is staff's hope that this project may prove to be an appropriate model for future small projects in this area of Richmond's downtown.

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 site to Comprehensive Development District (CD/121) merits favourable consideration.
3. Amendment of Comprehensive Development District (CD/121), to bring its off-street parking requirements in line with Richmond's standards for multiple-family residential development, is desirable and consistent with the subject application for rezoning.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

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

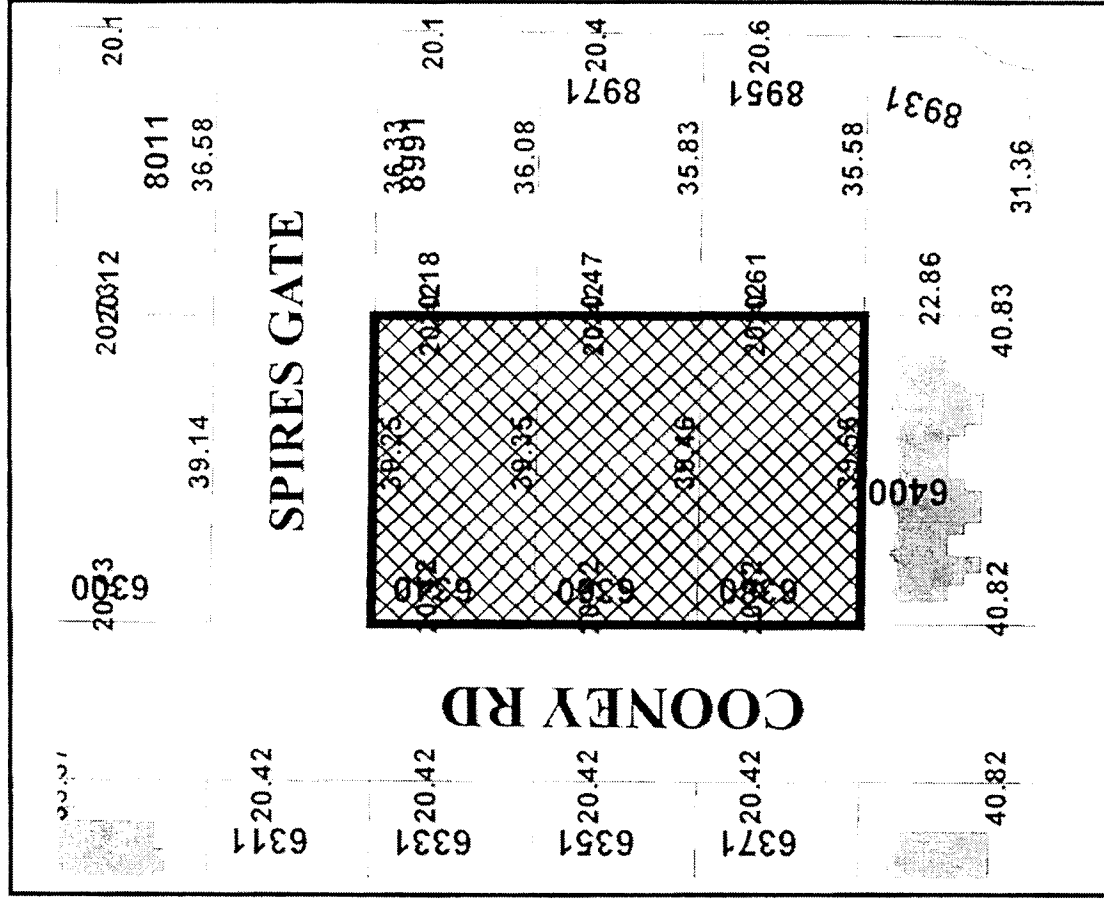
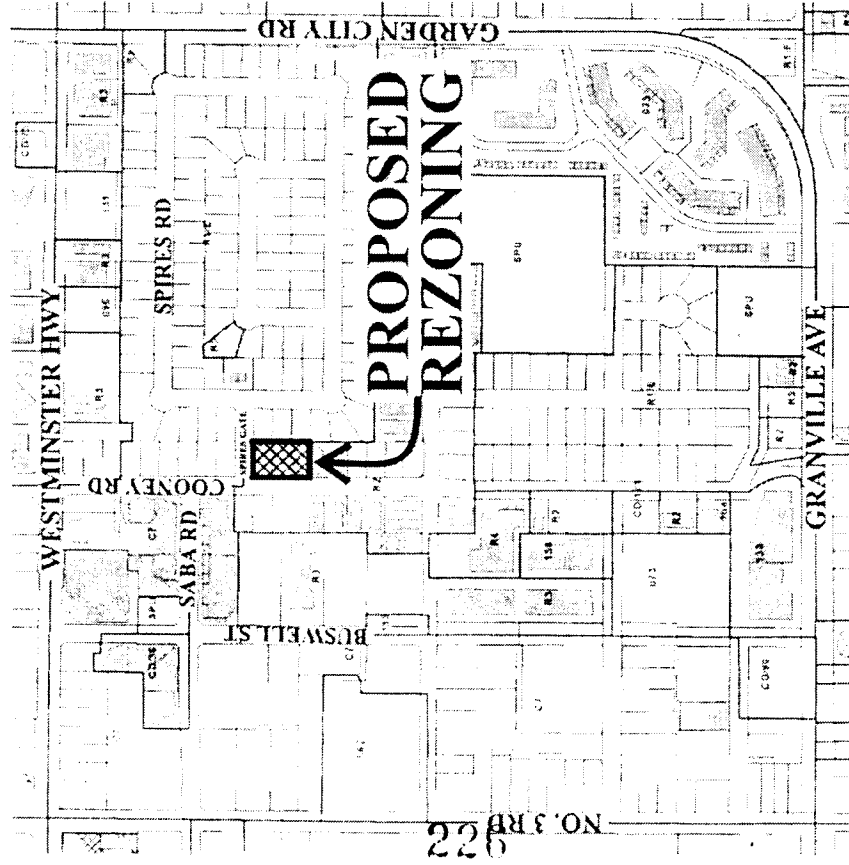
Legal requirement, specifically:

- Consolidate 6340, 6360, and 6380 Cooney Road into one parcel.
- Dedicate road widening along Cooney Road tapering from 2 m (6.56 ft.) wide at Spires Gate to nothing at the site's south property line.
- Dedicate a 4 m by 4 m (13.12 ft. by 13.12 ft.) corner cut at the corner of Spires Gate and the site's new property line along Cooney Road.
- Grant a Public Rights of Passage right-of-way over a 2 m (6.56 ft) wide strip of land along the site's entire east property line for possible future use as a public lane (to be developed by others). Note that if as a result of future development nearby it is determined by the City that a lane will not be required, this right-of-way may be released.
- Register a restrictive covenant limiting vehicular access to a specific location along Spires Gate. No vehicular access shall be permitted from Cooney Road.

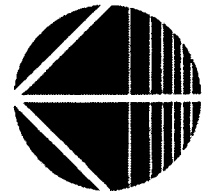
Development requirements, specifically:

- Demolish any existing structures on the subject properties.
- Process a Development Permit application to a satisfactory level, as determined by the Manager of Development Applications.

City of Richmond

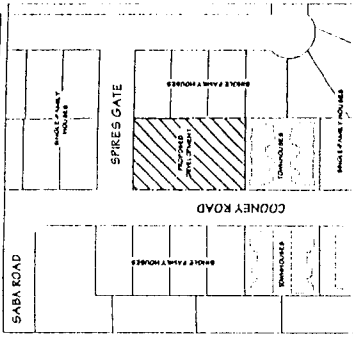


RZ 02-203282

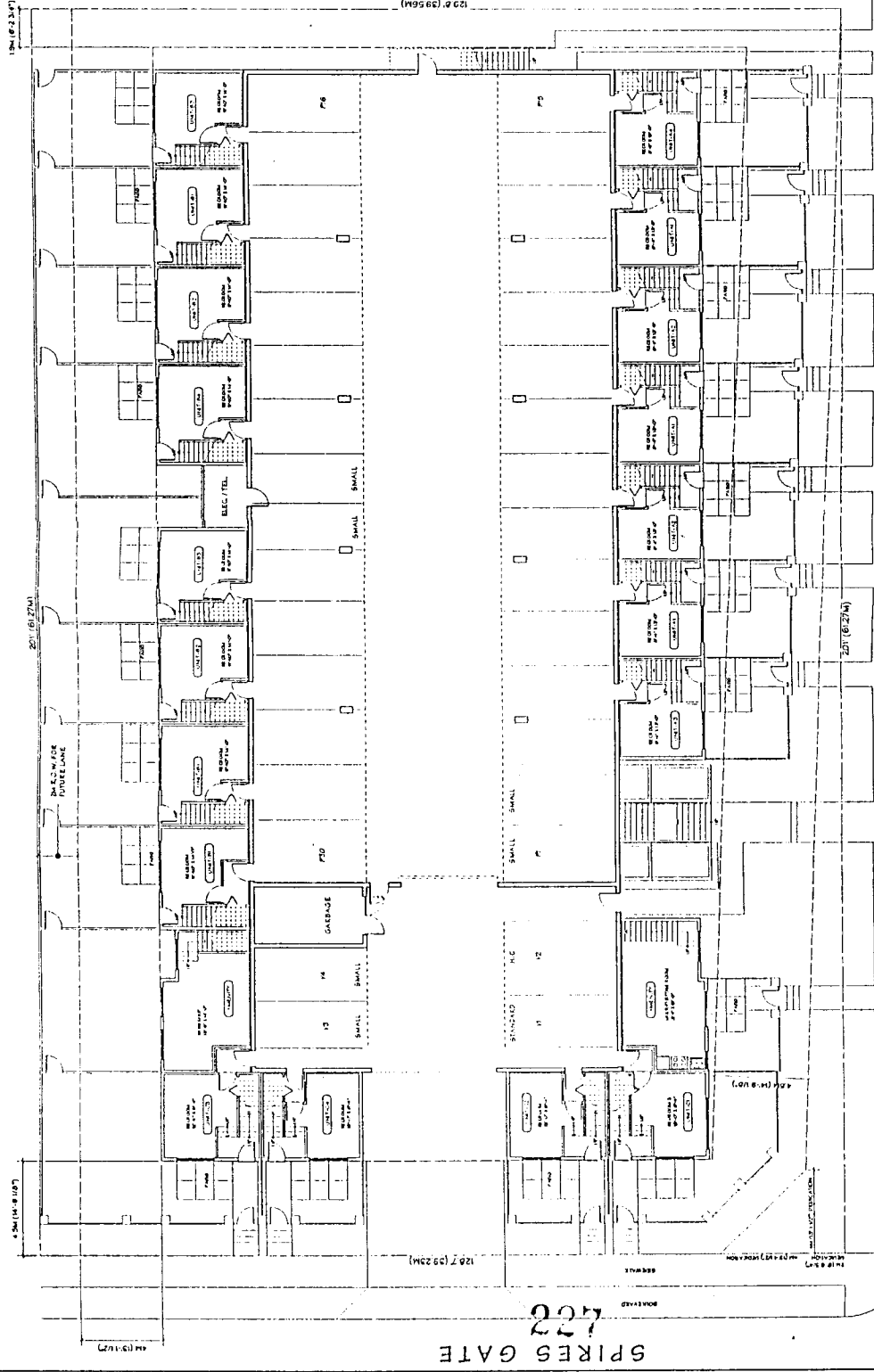


Note: Dimensions are in METRES

ITEM NO. 2



CONTEXT PLAN
SCALE: 1" = 100'-0"



COONEY ROAD

0' 5' 10' 20' 40'



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

STATISTICS:

6340 / 6340 / 6340 COONEY ROAD, RECHING
CIRCULAR AREA: 6340 SQ. FT. (587 SQ. M)
PROPOSED LEASING FROM 610.0
SITE AREA: 2344.2 sq. ft. (217.8 sq. m) (0.8 ACRES)
MAXIMUM SITE COVERAGE: 40%
MAX. ALLOWED: 2344.2 sq. ft. (217.8 sq. m) (0.8 ACRES)
MAX. ALLOCATED: 2344.2 sq. ft. (217.8 sq. m) (0.8 ACRES)
MAXIMUM FLOOR AREA RATIO: 0.8
MAX. ALLOWED: 2344.2 sq. ft. (217.8 sq. m) (0.8 ACRES)
MAX. ALLOCATED: 2344.2 sq. ft. (217.8 sq. m) (0.8 ACRES)

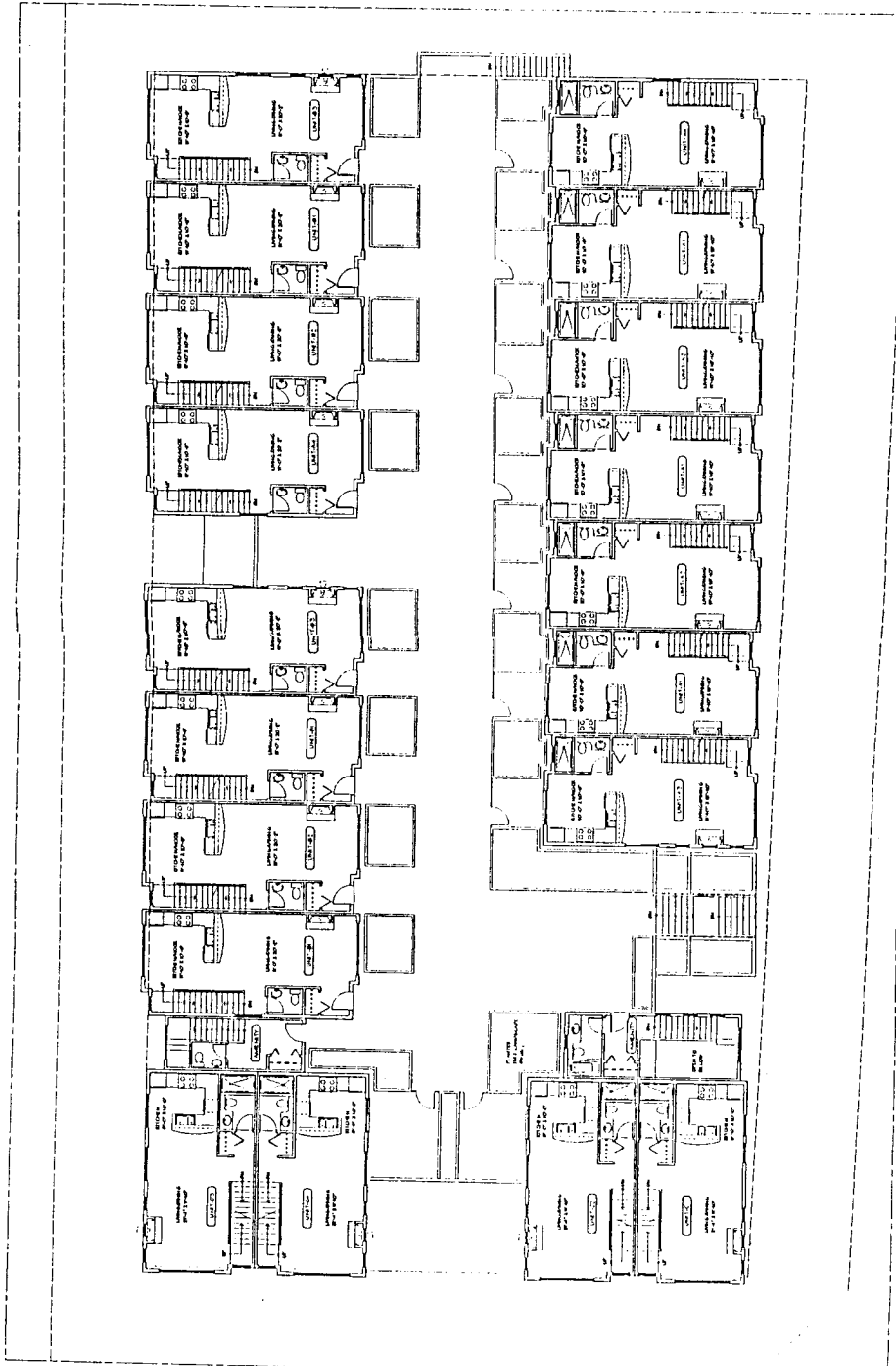
PARKING REQ'D: MIN. 1.7 SPACE/UNIT

REQUIRED: 18 UNITS x 1.7 SPACES = 30.6 SPACES
PROVIDED: 18 UNITS x 1.3 SPACES = 23.4 SPACES
EXCESS GUEST PARKING: 7.2 SPACES
TOTAL: 33 SPACES

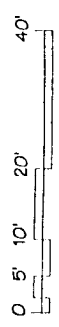
ATTACHMENT 2

Ionizo
yamamoto
architect inc.

DATE	BY	REVISION
10/10/2018	IONIZO	1.0
10/10/2018	IONIZO	1.1
10/10/2018	IONIZO	1.2
10/10/2018	IONIZO	1.3
10/10/2018	IONIZO	1.4
10/10/2018	IONIZO	1.5
10/10/2018	IONIZO	1.6
10/10/2018	IONIZO	1.7
10/10/2018	IONIZO	1.8
10/10/2018	IONIZO	1.9
10/10/2018	IONIZO	2.0
10/10/2018	IONIZO	2.1
10/10/2018	IONIZO	2.2
10/10/2018	IONIZO	2.3
10/10/2018	IONIZO	2.4
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10/10/2018	IONIZO	9.7
10/10/2018	IONIZO	9.8
10/10/2018	IONIZO	9.9
10/10/2018	IONIZO	10.0



228



SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"

PROJECT	18 UNIT TOWNHOUSE DEVELOPMENT
DATE	04/11/04
BY	ARCHITECT
CHECKED	ARCHITECT
DATE	04/11/04
BY	ARCHITECT
CHECKED	ARCHITECT

tomizo
yamamoto
architect inc.

SECOND FLOOR PLAN
DRAWING TITLE

DATE	04/11/04
BY	ARCHITECT
CHECKED	ARCHITECT
DATE	04/11/04
BY	ARCHITECT
CHECKED	ARCHITECT



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7382**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by replacing Section 291.121 with regard to Off-Street Parking with the following:

“291.121.7 OFF-STREET PARKING

.01 Off-street parking shall be provided in accordance with Division 400 of this Bylaw, EXCEPT THAT at 8388 Park Road:

- a) The basic parking requirement for the use of residents shall be 2.0 spaces per **dwelling unit**, together with 0.1 spaces 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. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7382”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. HB
APPROVED for legality by Solicitor PD

MAYOR

CITY CLERK



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7389 (RZ 02-203282)
6340, 6360, and 6380 Cooney Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning 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. 004-105-940

Lot 28 Section 9 Block 4 North Range 6 West New Westminster District Plan 15292

P.I.D. 004-069-111

Lot 27 Section 9 Block 4 North Range 6 West New Westminster District Plan 15292

P.I.D. 008-311-391

Lot 26 Section 9 Block 4 North Range 6 West New Westminster District Plan 15292

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7389**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

