



To: Planning Committee
 From: Jean Lamontagne
 Director of Development
 Re: Application by Matthew Cheng MAIBC for Rezoning at 8400 and 8440 Cook Road and 6571 Eckersley Road from Townhouse District (R2) and Single-Family Housing District, Subdivision Area E (R1/E) to Comprehensive Development District (CD/178)

to Planning - Dec. 05, 2006
 Date: November 22, 2006
 RZ04-267994
file: 12-8000-20-8141/8166

Staff Recommendation

1. That Bylaw No. 8166, to create "Comprehensive Development District (CD/178) be introduced and given first reading; and
2. That Bylaw No. 8141 to rezone 8400 and 8440 Cook Road and 6571 Eckersley Road from "Townhouse District (R2)" and "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/178)" be introduced and given first reading.

Jean Lamontagne
Director of Development

JL:tc
Att. 8

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER

Healey

Staff Report

Origin

Matthew Cheng Architect Inc. has applied for permission to rezone 8400 and 8440 Cook Road and 6571 Eckersley Road (see **Attachment 1**) from “Townhouse District (R2)” and “Single-Family Housing District, Subdivision Area E (R1/E)” to “Comprehensive Development District (CD.178)” in order to permit the development of eight 1-storey and twenty 2½-storey townhouses over a parking structure (see **Attachment 2** for conceptual development plans).

Findings of Fact

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

Surrounding Development

The surrounding developments include:

- To the north, parcels across Cook Road zoned “Townhouse District (R2)” containing two-storey townhouse dwelling units and a single-family dwelling at the Corner of Cook Road and Cooney Road;
- To the east, parcels across Eckersley Road zoned “Townhouse District (R2)” and “Single-Family Housing District, Subdivision Plan E (R1/E)” containing single-family dwellings;
- To the south, adjacent parcels zoned “Single-Family Housing District, Subdivision Area E (R1/E)” containing single-family dwellings and the subject of a proposed four-lot assembly under rezoning application (RZ06-339190) which is proposing a four (4) storey apartment building; and
- To the west, an adjacent parcel fronting Cook Road zoned “Townhouse District (R2)” containing a single-family dwelling and a parcel fronting Cooney Road zoned “Single-Family Housing District, Subdivision Area E (R1/E)” containing a single-family dwelling.

Related Policies & Studies

Official Community Plan (OCP) and City Centre Area Plan

The site is located in a residential neighbourhood of the City Centre Area bounded by Buswell Street, Westminster Highway, Garden City Road, and Granville Avenue. The proposed land use is in compliance with the Official Community Plan Land Use designation “Residential” in the City Centre Area Plan. Relevant Area Plan objectives include:

- To promote a variety of neighbourhoods with a mix of multi-family housing forms;
- To emphasize grade-oriented housing in the form of townhouses and/or low-rise apartments;
- To implement “pedestrian-friendly” street design.

The main building types in this area are older single family homes and low-density townhouses along Cook and Cooney Roads.

City Centre Area Plan Update Study

The proposal also complies with the draft recommendations regarding Density and Height that are currently being proposed as part of the City Centre Area Plan (CCAP) Update. See **Attachment 4** for CCAP Maps and below:

CCAP Update Study - Cook-Cooney Area Particulars:

- Proposed rezoning is in the Medium Density T4 General Urban Zone: *Medium density development, including both residential and business areas, provides a transition between the City Centre's lower and higher density zones.*
- Proposed FAR - T4 Medium Density: 1.2 - 2.0 FAR
- Proposed Height - 15m predominant height (30m max.)

Proposed Development - 8400/8440 Cook & 6571 Eckersley Particulars:

- Application proposes 1.1 FAR
- Application proposes 12 m maximum height

OCP Aircraft Noise Sensitive Development (ANSD) Policy

- The site lies in Area 4 of the OCP Aircraft Noise Sensitive Development Table.
- This classification permits residential use subject to an acoustic report, noise mitigation measures incorporated into the construction, and appropriate covenants.
- A Restrictive Covenant to notify prospective purchasers of the aircraft noise and to ensure noise mitigation measures are incorporated into the building construction is required as a condition of the rezoning bylaw adoption.

Affordable Housing Strategy – Interim Strategy

The proposed rezoning also complies with the direction of the Draft Affordable Housing Strategy received by Council for comments through a report from the Manager, Policy Planning dated November 10, 2006.

This Rezoning Application was submitted in March 2004, well before Council's adoption of the Interim Affordable Housing Strategy. To address the provision of affordable housing, staff worked with the applicant to see if some "affordable" units could be provided. Staff negotiated the inclusion of eight (8) "affordable units" of 60 m² (645 ft²) or less, based on past practice in achieving some affordable units. These smaller units are secured through the proposed CD bylaw as follows:

- The provisions of the proposed "Comprehensive Development District (CD:178)" require that 0.2 of the 1.1 total F.A.R. is provided in the form of affordable housing units less than 60 m² (645 ft²).
- Eight (8) of the twenty-eight (28) units fulfil this requirement providing 29% of the proposed unit total in units less than 60 m².

Based on the projected unit sale prices, provided by the applicant, these eight (8) smaller units satisfy the Interim Affordable Housing Strategy (**Attachment 5**) definition of affordable entry level ownership housing because they are smaller. These eight (8) units exceed the 14% entry level ownership housing units recommended in the Interim Affordable Housing Strategy.

Proposed Comprehensive Development Bylaw (CD)

The proposed Comprehensive Development (CD) Bylaw is based on recent rezonings at 6468 Cooney Road (CD/133; RZ04-263030; DP04-267295) and 8088 Spires Gate (CD/121; RZ02-203282; DP 02-204964). Density and height are similar to these recent rezonings. The rezoning (RZ04-263030) at 6468 Cooney Road from “Townhouse District (R2)” to “Comprehensive Development District (CD/133)” enabled a comparable form of development with a density of 1.11 FAR. The proposed CD/178 includes the following provisions:

- Density of 1.1 FAR provided that 0.2 FAR are used for units less than 60 m² (645 ft²);
- Maximum Building Height of 12 m (39 ft.);
- Minimum of 1 parking stall for units less than 60 m² (645 ft²) and 1.5 parking stalls for units greater than 60 m² (645 ft²) with an additional 0.20 stalls per unit for visitor parking;
- Landscaping requirements for the courtyard on the roof of the parking podium and 2.0 m side yards to be planted with a combination of ornamental plants, shrubs and trees or lawn with paving.

Zoning Variances

A variance to the parking provisions for the percentage of small parking spaces is being provided at the Development Permit stage. The small car ratio is currently 36% and may be further refined at the DP stage.

Transportation supports this variance for the proposed 36% ratio of small parking spaces (as compared to 30% per Bylaw) recognizing that a sufficient number of standard stalls have been provided as per proposed “Comprehensive Development District (CD/178)”.

Consultation

This rezoning application does not require an Official Community Plan (OCP) amendment. In accordance with City policy, consultation with external agencies, organizations and authorities, including School District #38, was not deemed to be required. The statutory Public Hearing will provide area residents, businesses and property owners an opportunity to comment on the application.

Public Input

Two comment letters (dated August 29, 2004, and September 29, 2004) were received in response to an earlier proposal on two (2) lots instead of three (3) lots. (See **Attachment 6**)

General concerns included:

- Increasing neighbourhood density;
- Increasing traffic volumes on Cook, Cooney and Eckersley Roads as a result of increased density;
- Proposed Form of Development: scale and massing inappropriate due to excessive density.

Neighbourhood densification is supported under the City Centre Area Plan of the OCP. The previous proposal has now been reduced in mass and density to generate a more compatible form of development.

Development signage has been posted in accordance with City policy and regulations.

Staff Comments

- The Development Application Data Sheet (**Attachment 3**) is attached to demonstrate compliance with the proposed Comprehensive Development District (CD/178) Zoning Bylaw.
- Staff Technical Comments are attached (**Attachment 7**). No significant concerns have been identified through the technical review. Further design refinement will be required as part of the Development Permit submission as outlined in the Conditional Rezoning Requirements (**Attachment 8**). A subsequent Development Permit must be approved by Council prior to any construction.

Analysis

Form of Development:

Staff worked with the applicant to ensure sensitive building height and mass for this proposed new development in the Spires/Cook/Eckersley area, particularly given its adjacency to single family residences. Consistency of the proposal with the approved forms of development at 8088 Spires Gate (CD/121) and at 6468 Cooney Road (CD/133) has been reviewed.

Density and height are comparable to recent CD/121 and CD/133 rezonings:

- Proposed 1.1 FAR density (greater than 0.90 FAR enabled by CD/121 and similar to 1.11 FAR enabled by CD/133) is justifiable on the basis of site benefits (e.g. spacious, secure, landscaped courtyard, generous landscaping, etc.) and community benefits (e.g. road widening dedication and lane establishment dedication).
- Proposed 3½-storey height to Cook Road and 2½-storey height over 1 level of parking to the rear property line is either under or the same as the 12 m Maximum Height in the previous CD/121 and CD/133 Bylaw. The 3½-storey height of the front block to Cook Road is consistent with other developments in the area.
- Proposed 2½-storey height to the rear property line (over parking) utilizes a larger setback than typical and anticipates comparable massing, when the considerable redevelopment potential under the area plan is realised on adjacent properties to the south and west (currently single-family). The rear block of the proposed development at 8400/8440 Cook Road (2½-storeys over 1-level of parking) is setback substantially more from the existing property line than the typical requirement for a standard townhouse (10 m/32.8 ft. instead of 3 m/10 ft.), due to the 6 m lane right-of-way required (in addition to the 4 m setback). This Right-of-Way facilitates the development potential under the area plan on adjacent properties (older single-family dwellings including the adjacent proposed four-lot assembly under rezoning application).
- The Context Plan (see **Attachment 2, Sheet D1**) illustrates a possible re-development scenario for the two parcels to the west, when consolidated.

The revised application responds to staff's suggestions. The revised form of development is consistent with Official Community Plan (OCP) population projections, Area Plan (City Centre) Neighbourhood/Housing Objectives, and recent rezonings.

Architectural Character:

Form of development fulfils "Development Permit Guidelines" of City Centre Area Plan:

- Proposed urban character is compatible with the mix of medium to higher density multiple-family development anticipated for the area;

- Proposed massing is broken into smaller blocks and articulated with projections (e.g. bays, dormers, balconies and entry canopies);
- Proposal reinforces a “pedestrian-friendly” street edge with varied massing and elevations; durable palette of good-quality materials (cultured stone, and hardie-plank/shingle); residential roof and fenestration pattern; and attractive landscape features such as low granite piers, cedar fencing; and generous landscape plantings to property lines and secure courtyard;

The architectural form and character will be further revised as part of the subsequent Development Permit application.

Accessibility:

- Proposal includes 70% street-fronting townhouse units with 29% units with enhanced accessibility and individual off-street entries at grade to reinforce the pedestrian activity of street, enhance the safety of the public realm, and address livability for multiple-family occupancies. One (1) grade-level unit is fully adaptable with enhanced accessibility and a wheelchair accessible bathroom;

Landscape Design & Open Space Design:

- The Landscaped Outdoor Amenity Space in the form of a secure landscaped courtyard with children’s play area exceeds OCP requirements;
- An Arborist’s Report with Replacement Rationale and Table has been provided:
 - forty-one (41) trees will be removed - most are pioneer or volunteer/weed species with a number structural defects, disease and damage;
 - ninety-three (93) trees will be planted as replacements exceeding the 2.0 replacement ratio with 2.3.
 - approximately five hundred (500) woody shrubs will also be planted at grade and to landscape the courtyard, and as hedging.

The Development Permit will further refine the landscape design including, exterior lighting details and complete replacement plantings plans.

Transportation:

Vehicular Access & Lane

- The proposal provides a 6 m Public-Rights-of-Passage (P.R.O.P.) Right-of-Way along the south property line to enable future development of the adjacent lots to the south and west on Eckersley and Cooney Roads;
- Vehicular access to the proposed development and potential development to the west and south will occur through this lane.

Parking

- Parking is at a ratio consistent with City Centre objectives that support increased use of transit, walking and cycling;
- The proposal fulfils the parking requirements of the “Comprehensive Development District (CD:178) Bylaw but requires a variance to the parking provisions for small parking spaces to be provided at the Development Permit Stage:
 - Transportation supports a variance for the proposed 36% ratio of small parking spaces (as compared to 30% per Bylaw) recognizing that a sufficient number of

standard stalls have been provided as per proposed "Comprehensive Development District (CD:178)".

Road Dedications & Frontage Improvements

Prior to final adoption, the developer shall enter into the City's standard Servicing Agreement (SA) to design and construct frontage works including:

- Dedication of 2.0 m for Road along Cook;
- Dedication of a 4 m x 4 m corner cut for Road, at Cook & Eckersley;
- Registration of a 6.0 m lane P.R.O.P. – R.O.W. along the entire south property line. The ultimate lane width is to be 9 m (6 m wide interim) constructed to City Centre standards with paved surface to all but roll curb and gutter at north edge. Remaining 3 m lane is to be provided by the development to the south (RZ06-339190) to complete a 7.5 m wide lane surface including roll curb and gutter on south edge plus City Centre lighting in a 1.5 m concrete sidewalk.
- The Applicant shall also be responsible for the design and construction of frontage improvements to include, but not limited to:
 - Cook Road: minimum 1.5 m wide boulevard & 2.0 m wide sidewalk;
 - Eckersley Road: curb and gutter, minimum 2.0 m wide boulevard & 2.0 m wide sidewalk, widen and construct the ½ road to its ultimate form;
 - all works are to be at the developer's sole cost - no credits apply.

Servicing Capacity & Upgrades:

Servicing capacity analyses for the Storm and Sanitary Systems have been received from the applicant, and reviewed by Engineering. The applicant's recommendations for storm and sanitary upgrades have been accepted by the City. The applicant has agreed to provide a cash contribution of approximately \$129,225.11 to cover their proportionate share of upgrades toward the Storm (\$88,365.11) and Sanitary (\$40,860.00) Systems.

The existing 150 mm diameter AC watermain must be renewed and upsized to at least 200 mm diameter for the frontage. A formal Water Analysis will be required as part of the Servicing Agreement process. All works are to be at the developer's sole cost with no applicable DCC credits.

Flood Proofing:

The developer is required to register a Flood Indemnification Covenant on Title to notify purchasers of the flood construction elevation and to indemnify the City from issues relating to flooding in accordance with the City's Interim Flood Management Strategy.

Proposed Discharge of Right-of-Way Plan 44271:

There is an existing Sanitary Sewer Right-of-Way that will need to be relocated as part of the subject proposal. A portion of Right-of-Way Plan 44271 must be discharged from the subject site to facilitate the proposed development. To ensure continued sanitary service of the adjacent parcels, a new sanitary sewer design and utility right-of-way are required as part of the rezoning. All works and costs associated with this sanitary sewer relocation are at the developer's sole cost with no applicable DCC credits.

Future Development Permit:

- The proposed form of development has been designed in response to the residential context in form and character. Mass, roof forms and subdivision of the component blocks address the design context.
- Further detail design development to architectural form, character and landscaping will occur during the development permit phase.
- The subsequent Development Permit must be approved by Council prior to any construction.

Financial Impact or Economic Impact

None

Conclusion

The proposed development is in conformity with the Official Community Plan and City Centre Area Plan. The proposed use of "Comprehensive District (CD/178)" zoning is consistent with this sub-area and with previously approved projects in the immediate vicinity. Staff recommend favourable consideration and support for the proposed rezoning application.



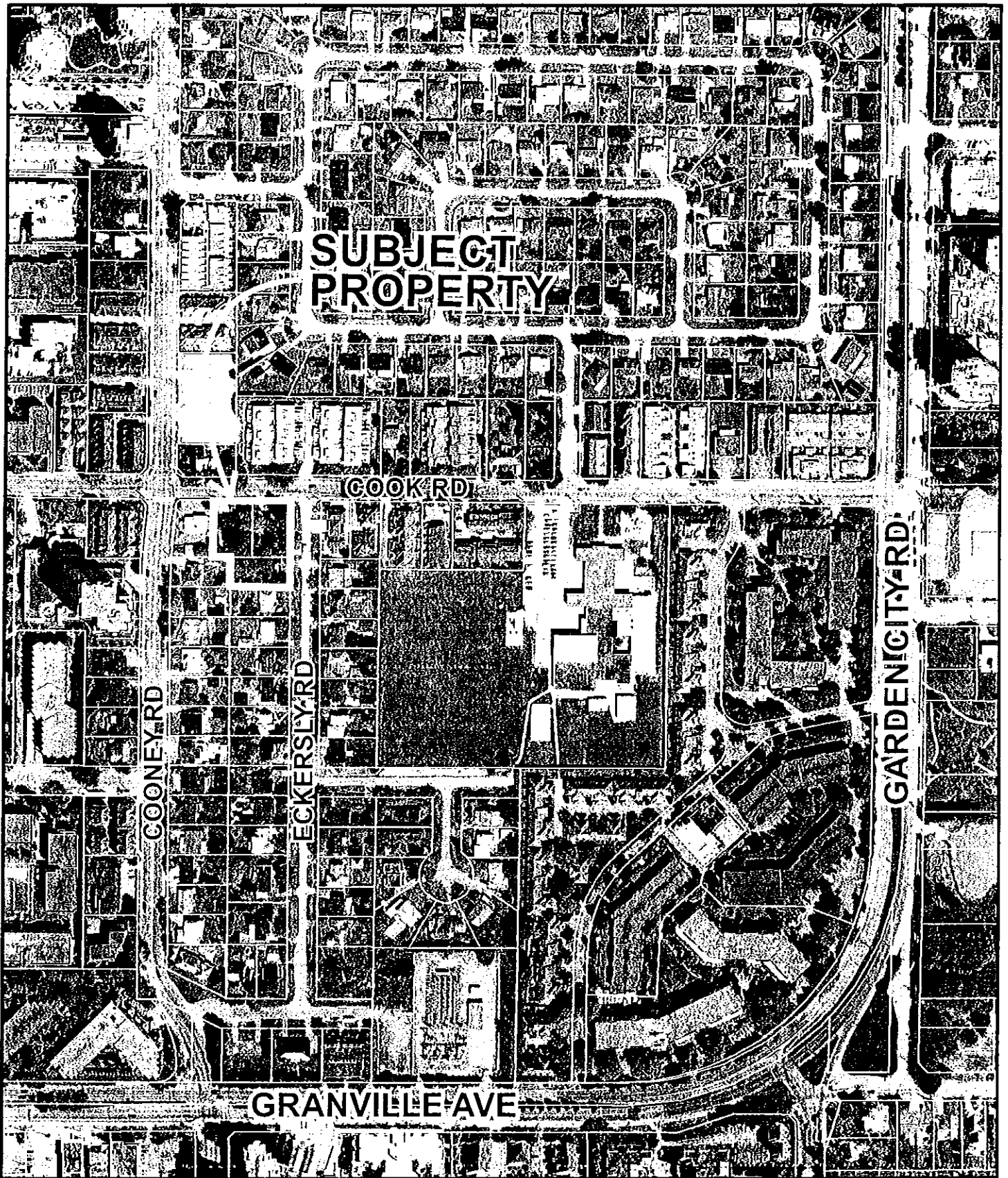
Terence Brunette
Planner
(4279)

TCB:cas

See **Attachment 8** for *Conditional Rezoning Requirements* (Legal and Development) agreed to by the applicant to be dealt with prior to final adoption.

List of Attachments

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: City Centre Area Plan Update
- Attachment 5: Interim Affordable Housing Strategy
- Attachment 6: Community Correspondence
- Attachment 7: Conditional Rezoning Requirements
- Attachment 8: Staff Technical Comments



**SUBJECT
PROPERTY**

COOK RD

COONEY RD

ECKERSLY RD

GARDEN CITY RD

GRANVILLE AVE



RZ 04-267994

Original Date: 11/03/06

Amended Date:

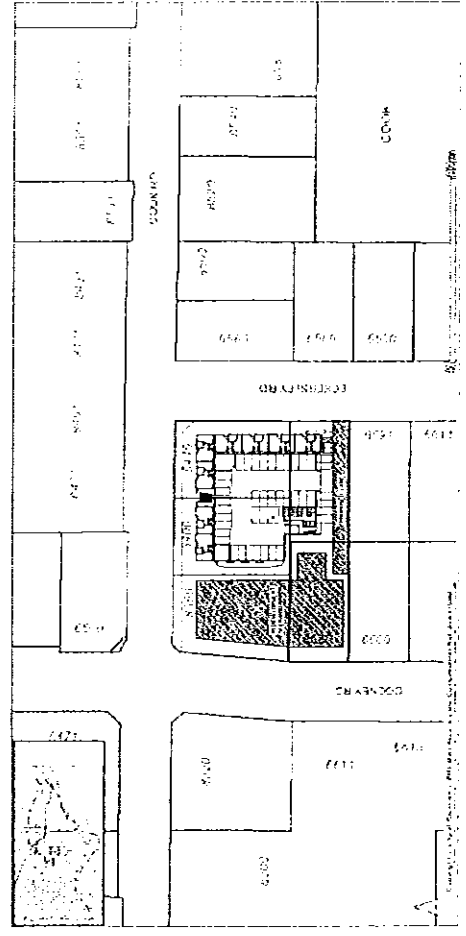
Note: Dimensions are in METRES



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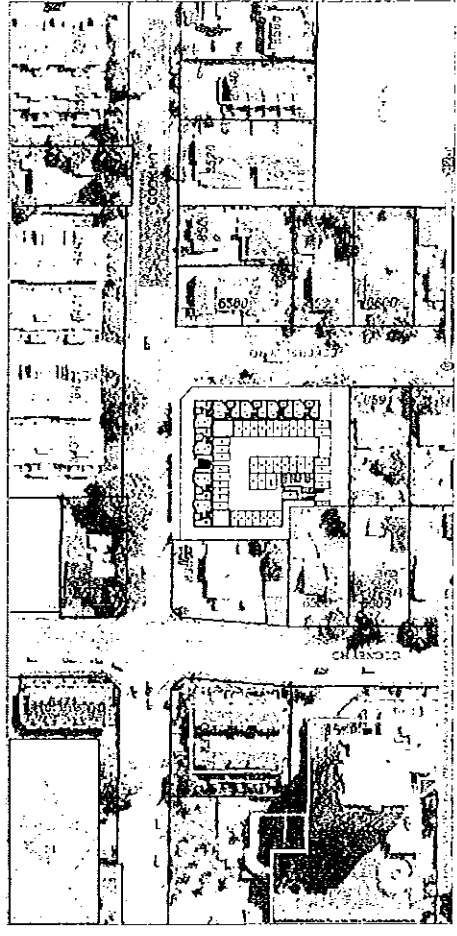
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Scale: 1" = 20'-0"



CONTEXT PLAN

DESCRIPTION	QUANTITY	UNIT	NOTES
CONCRETE	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
ASPHALT	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
PAVING	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
GRASS	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
WOOD	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
STEEL	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
GLASS	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
BRICK	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
ROOFING	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
MECHANICAL	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
ELECTRICAL	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
PLUMBING	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
LANDSCAPE	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
CONCRETE	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
ASPHALT	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
PAVING	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
GRASS	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
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ELECTRICAL	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
PLUMBING	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)
LANDSCAPE	100.0	sq. ft.	100.0 sq. ft. (9.30 sq. m)



AREA PHOTO

Project Title:
 11400 COOK ROAD
 HOMERIDGE, IL

Sheet Title:
 AREA PHOTO
 CONTEXT PLAN

Author: J.C.
 Date: 10/15/10
 Project Number: 10100
 Revision: 01 of 01
 Scale: 1" = 20'-0"





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No. _____ Date: _____ Revision: _____

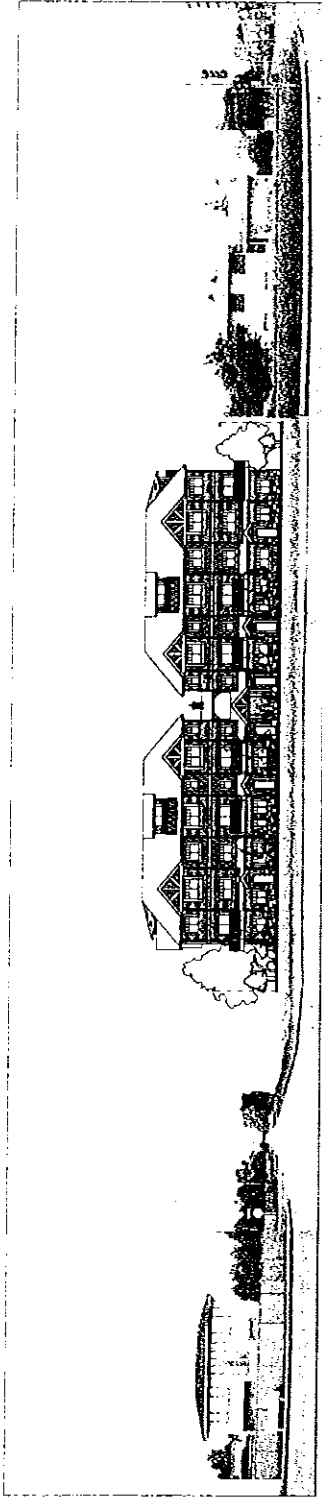
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 RICHMOND, VA

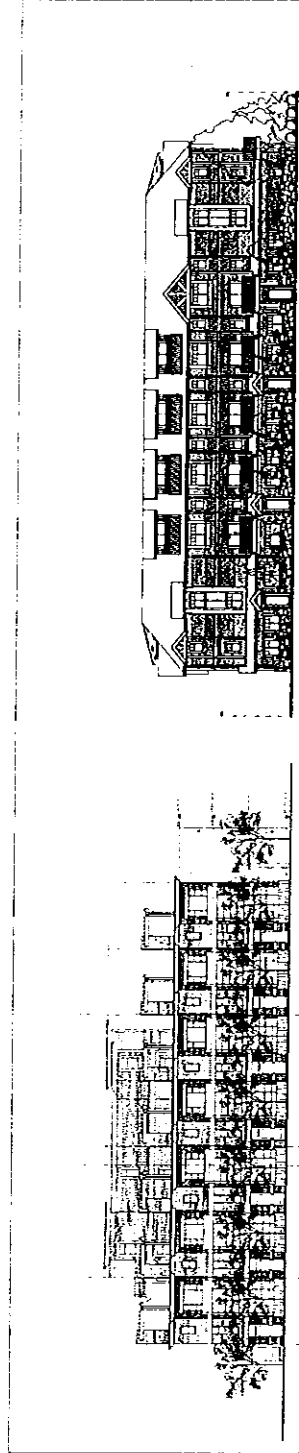
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COOK ROAD STREETSCAPE



ECKERSLEY ROAD STREETSCAPE



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Project Name
8400/8410 COOK ROAD
RODMAN, SC

Scale
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Sheet Title
GROUND FLOOR PLAN

Revision
REV. DATE

Scale
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Project Number
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Revision
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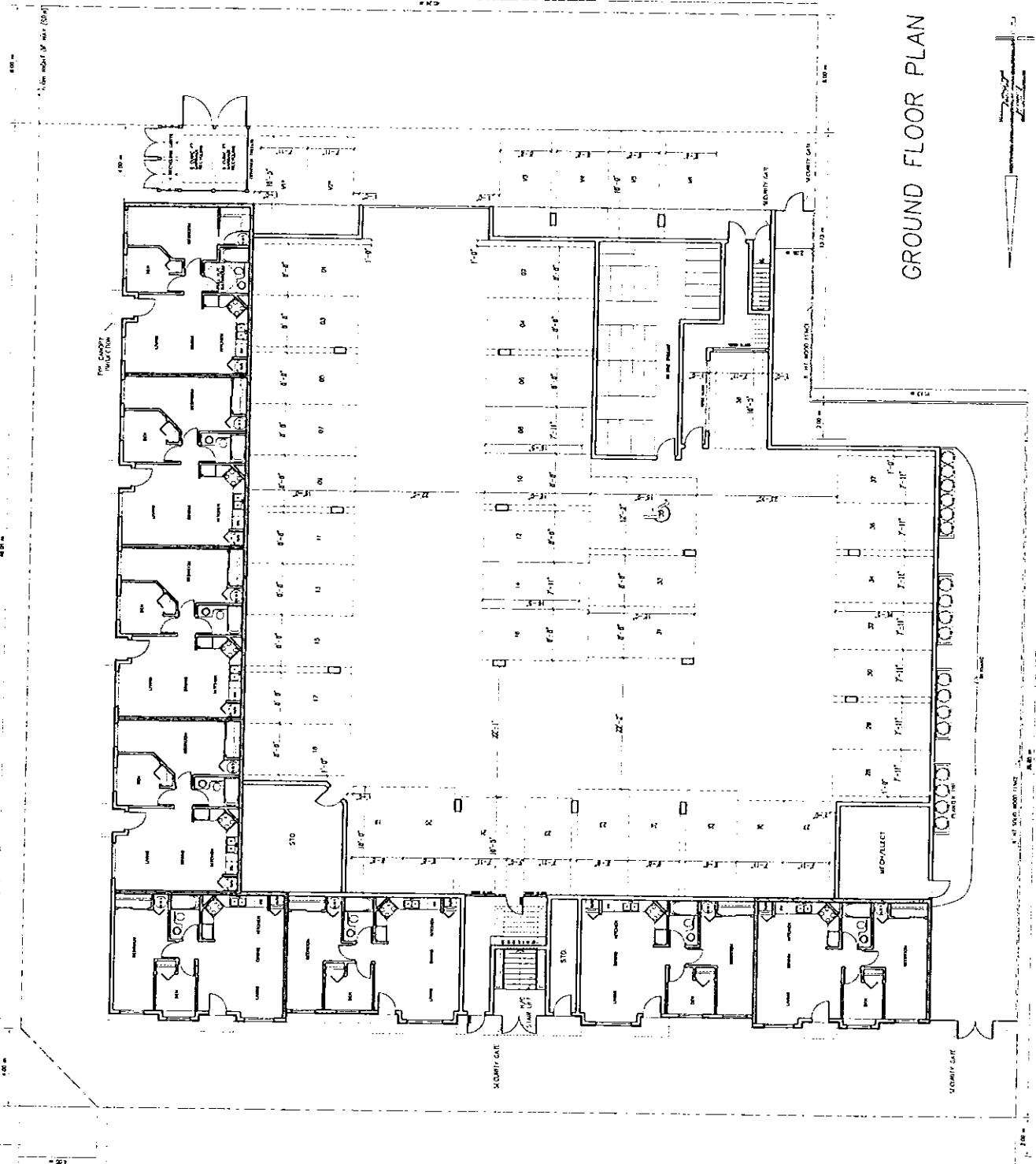
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ECKERSLEY ROAD

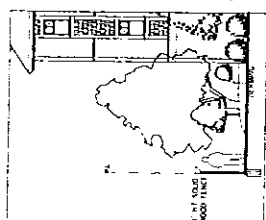
COOK ROAD

GROUND FLOOR PLAN

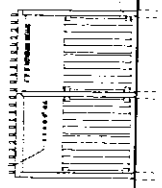
NO.	DESCRIPTION	DATE
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2	ISSUED FOR PERMIT	10/31/2008
3	ISSUED FOR PERMIT	10/31/2008
4	ISSUED FOR PERMIT	10/31/2008
5	ISSUED FOR PERMIT	10/31/2008

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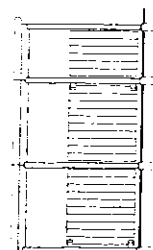
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ARCHITECTURAL STORAGE DETAIL (ENCL. 10)



FRONT ELEVATION



SOFFIT ELEVATION

ARCHITECTURAL STORAGE DETAIL (ENCL. 10)

1/8" = 1'-0"

1/8" = 1'-0"

1/8" = 1'-0"



MATTHEW CHENC ARCHITECT INC.

1000 WEST 10TH AVENUE, SUITE 1000, WYLLIE
 1000 WEST 10TH AVENUE, SUITE 1000, WYLLIE

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 OTHERWISE SPECIFIED. THE ARCHITECT SHALL NOT
 BE RESPONSIBLE FOR THE ACCURACY OF ANY DATA
 OBTAINED FROM OTHER SOURCES.

DATE: 07/21/2009

CONTRACT NO.:

PROJECT TITLE:
 8400/8410 COOK ROAD
 ROSARIO, B.C.

DATE: 07/21/2009
 SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

PROJECT NO.:

DATE: 07/21/2009

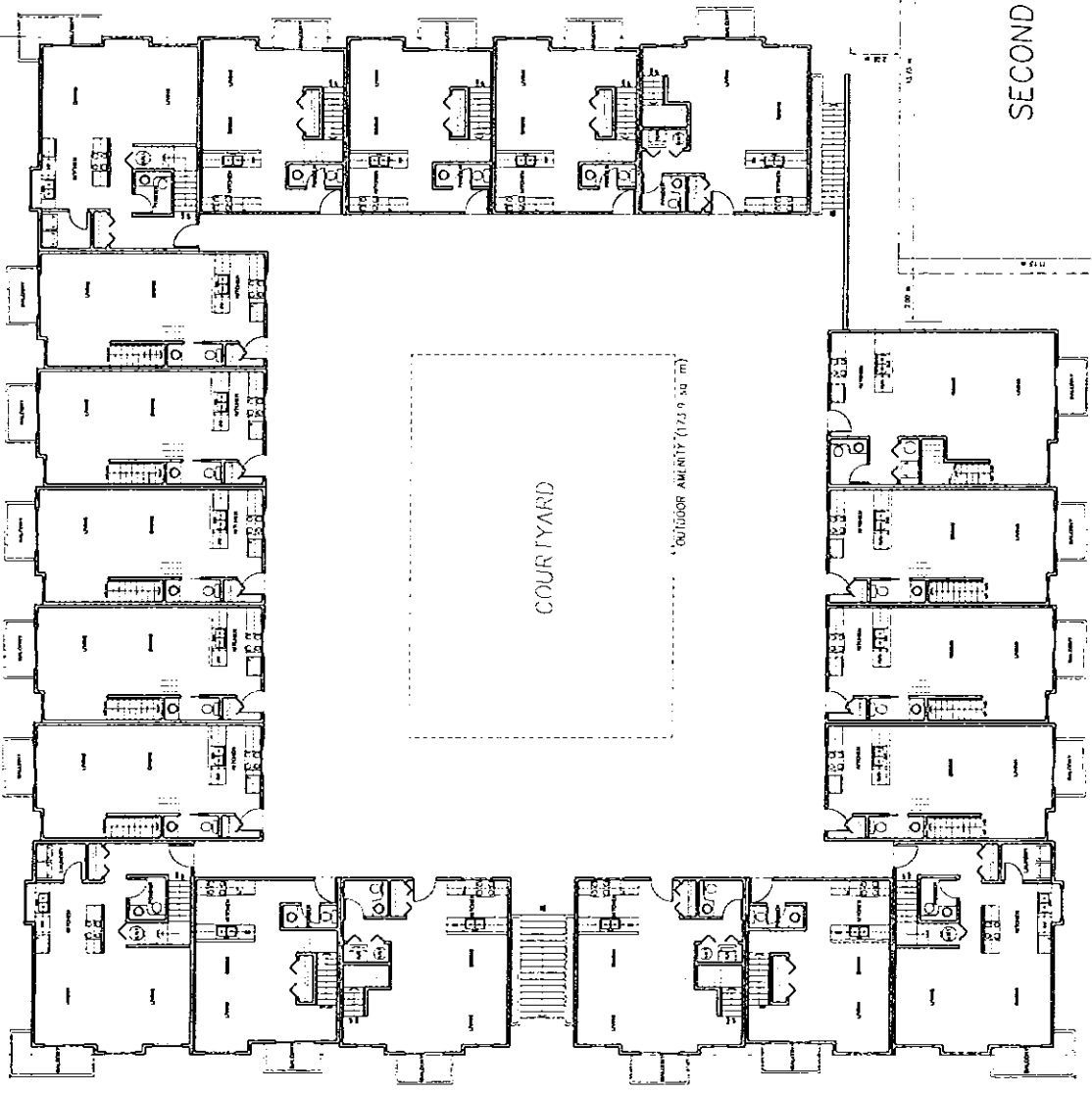
PROJECT NO.:

D3

ECKERSLEY ROAD

COOK ROAD

SECOND FLOOR PLAN





MATTHEW CHENC ARCHITECT INC.

400 EAST WINTER AVENUE, WASHINGTON, D.C. 20001
 TEL: (202) 331-1100 FAX: (202) 331-1101
 WWW: WWW.MCHENC.COM

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Date: _____
 Revision: _____

Comments: _____

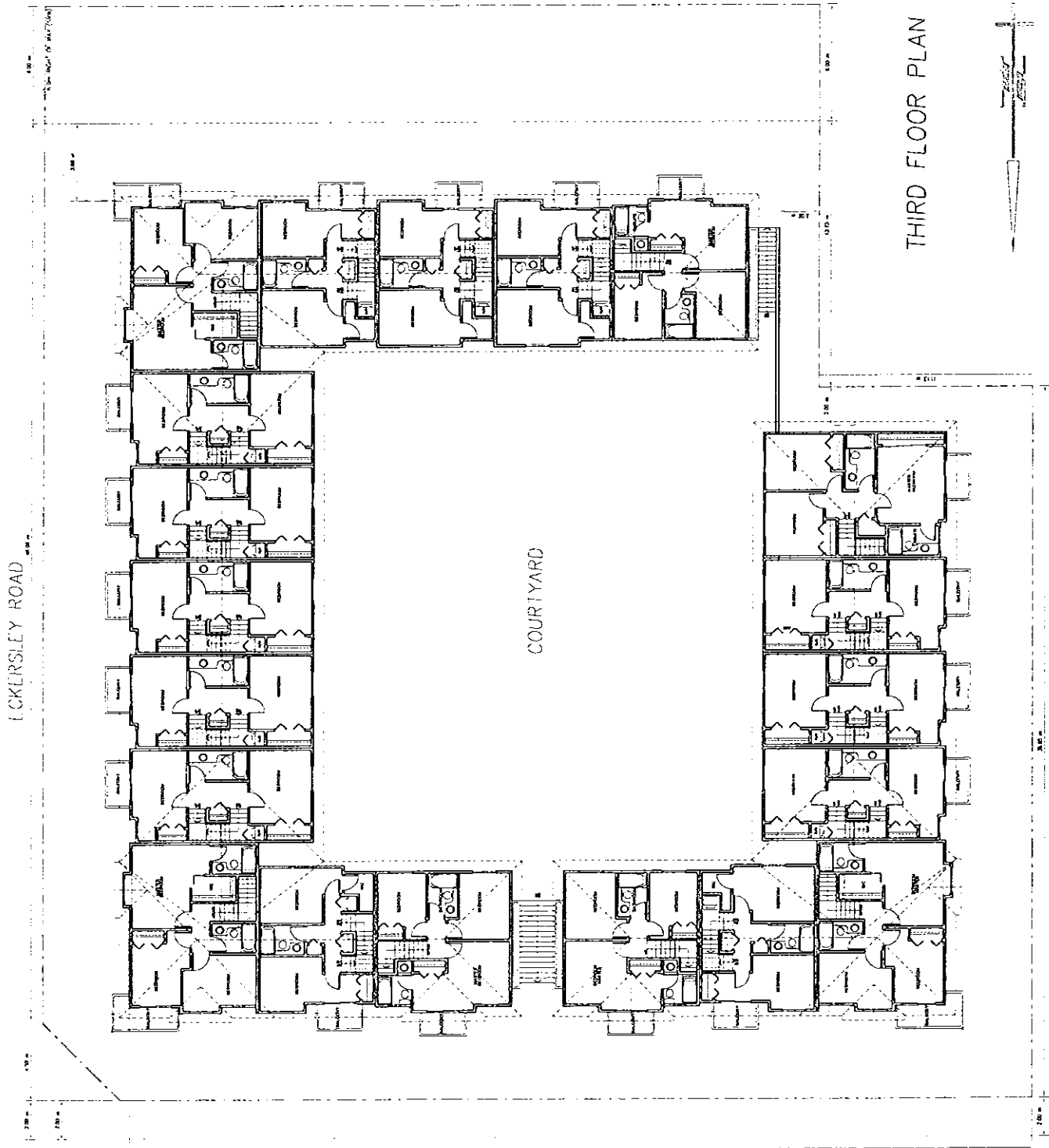
Project Title: _____
 8400/8440 COOK ROAD
 ROCKVILLE, D.C.

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 THIRD FLOOR PLAN

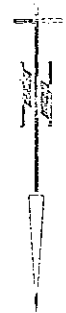
Client: _____
 Architect: _____
 Scale: _____
 Project Number: _____

Revision Date: _____
 Date: OCT 19, 2008
 Revision: _____
 Date: OCT 21, 2008

D4



THIRD FLOOR PLAN



ECKERSLEY ROAD

COURTYARD

COOK ROAD

2nd ROAD DIVISION

2nd ROAD DIVISION



MATTHEW CHENG ARCHITECT INC.

1100 WEST 10TH AVENUE, SUITE 1000, DENVER, CO 80202
 TEL: (303) 733-1111 FAX: (303) 733-1112
 WWW.MATTHEWCHENGARCHITECT.COM

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DATE: _____

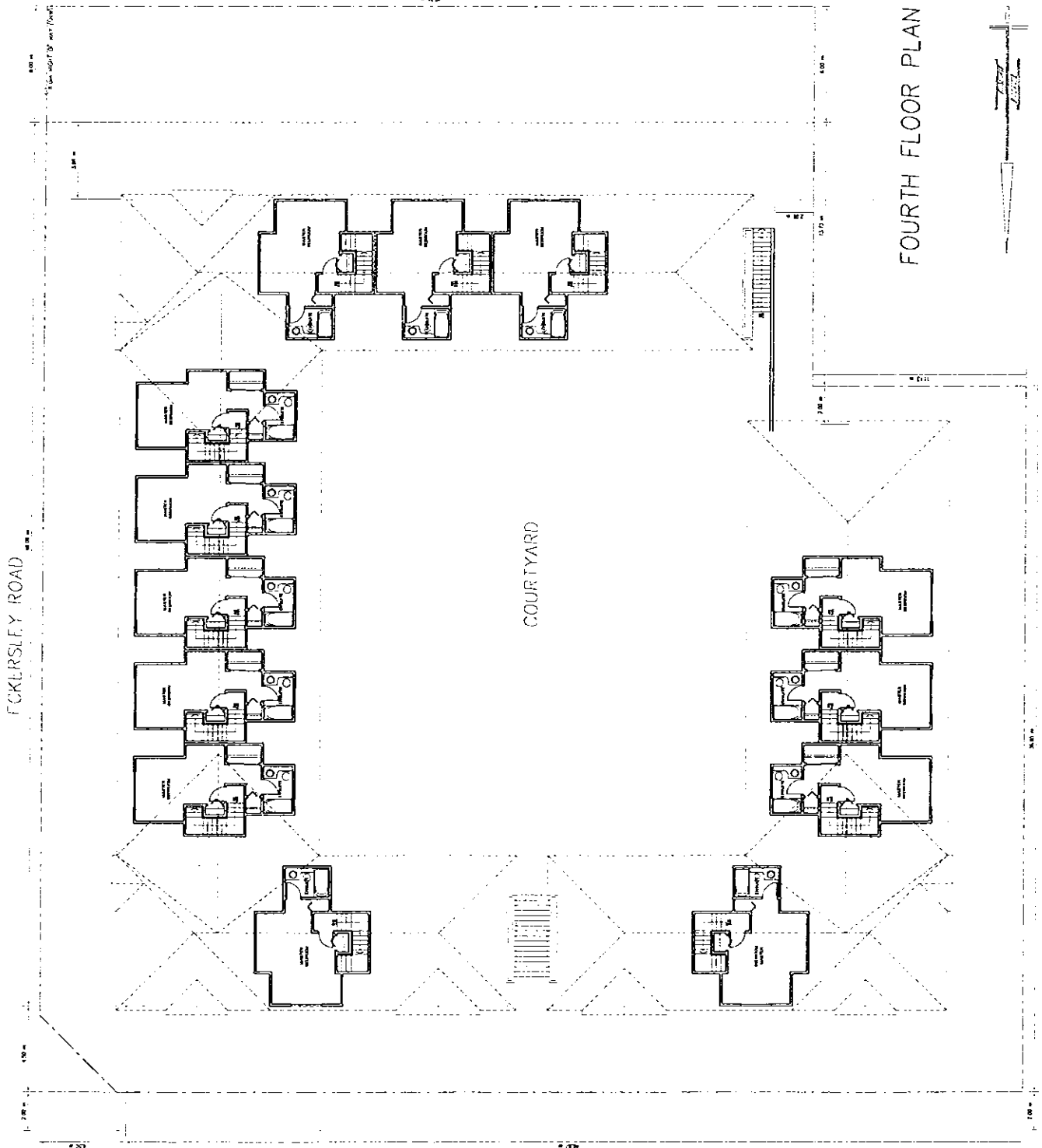
CONTRACT NO. _____

PROJECT TITLE
 8400/8440 COOK ROAD
 RICHMOND, BC

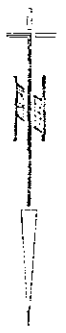
FOURTH FLOOR PLAN

DATE: _____
 SCALE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 PROJECT NO.: _____
 SHEET NO.: _____

D5



FOURTH FLOOR PLAN

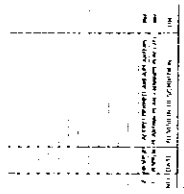


COOK ROAD

FCKERSLY ROAD

3/4" = 1'-0" SECTION

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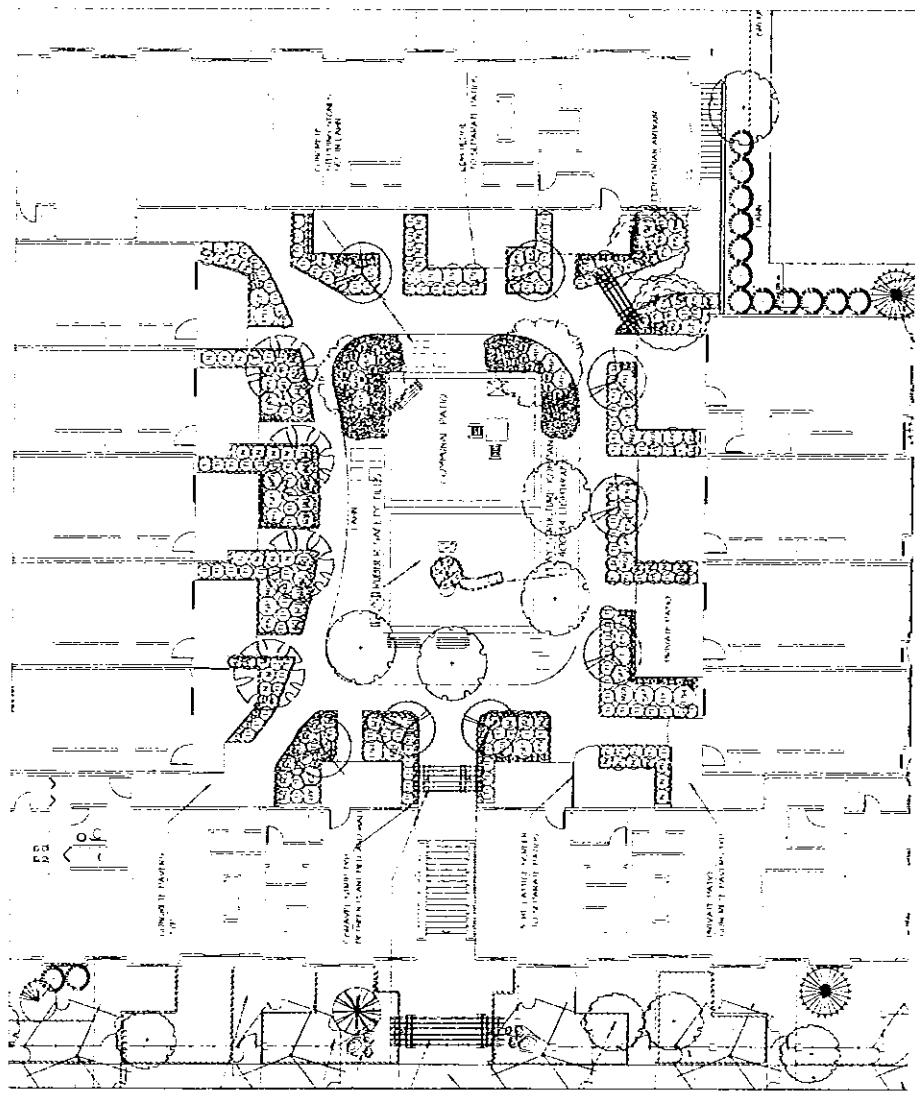
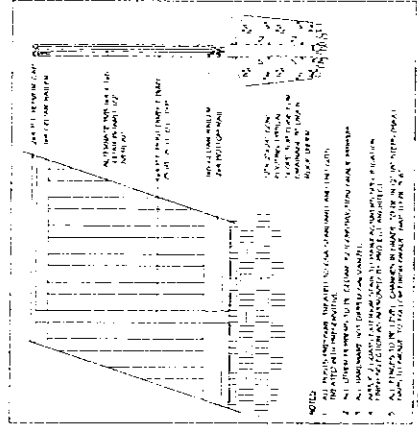
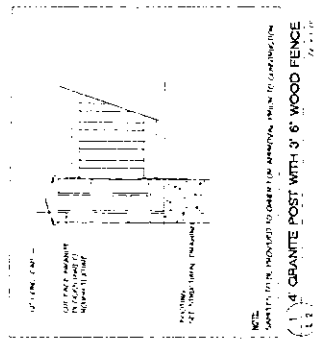
DMG
 ASSOCIATES, INC.
 ARCHITECTS

10000 WOODBRIDGE DRIVE
 RICHMOND, VA 23234
 PHONE: (804) 771-1111
 FAX: (804) 771-1112
 WWW.DMG-VA.COM

27 UNIT TOWNHOUSE
 8000 COOK ROAD
 RICHMOND, VA

DETAILS

DATE: 11/11/10
 DRAWN BY: J. J. JONES
 CHECKED BY: J. J. JONES
 SCALE: AS SHOWN
 SHEET NO.: L2
 OF 3
 PROJECT NO.: 10000 WOODBRIDGE DRIVE



PLANT SCHEDULE

Symbol	Plant Name	Quantity	Notes
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2	PLANTING	1	SEE NOTES
3	PLANTING	1	SEE NOTES
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100	PLANTING	1	SEE NOTES



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

Development Application Data Sheet

RZ 04-267994

Attachment 3

Address: 8400/8440 Cook Road & 6571 Eckersley Road

Applicant: Matthew Cheng MAIBC

Planning Area(s): City Centre (Cook)

	Existing	Proposed
Owner:	Cook88 Development Ltd.	Cook88 Development Ltd.
Site Size (m ²):	2,788 m ²	2,678 m ²
Land Uses:	Single-family Residential	Multi-family Residential
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Residential	Residential
702 Policy Designation:	N/A	N/A
Zoning:	Townhouse Development District (R2) Single-Family Housing District, Subdivision Area E (R1/E)	Comprehensive Development District (CD/178)
Number of Units:	3	28
Other Designations:	N/A	N/A

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	N/A	none permitted
Floor Area Ratio:	1.1 (0.9 + 0.2)	1.04 (0.85 + 0.19)	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Size (min. dimensions):	Min. 18m W x 35m D	51.36 W x 58.57 D (irregular)	none
Setback – Front Yard (m): Cook	Min. 4.5 m	Min. 4.5 m	none
Setback – Side Yard (m): Eckersley	Min. 4.5 m	Min. 4.5 m	none
Setback – Side Yard:	Min. 2.0 m	Min 2.0 m (varies)	none
Setback –Rear Yard (m):	Min. 4.0 m	Min. 4.0 m	none

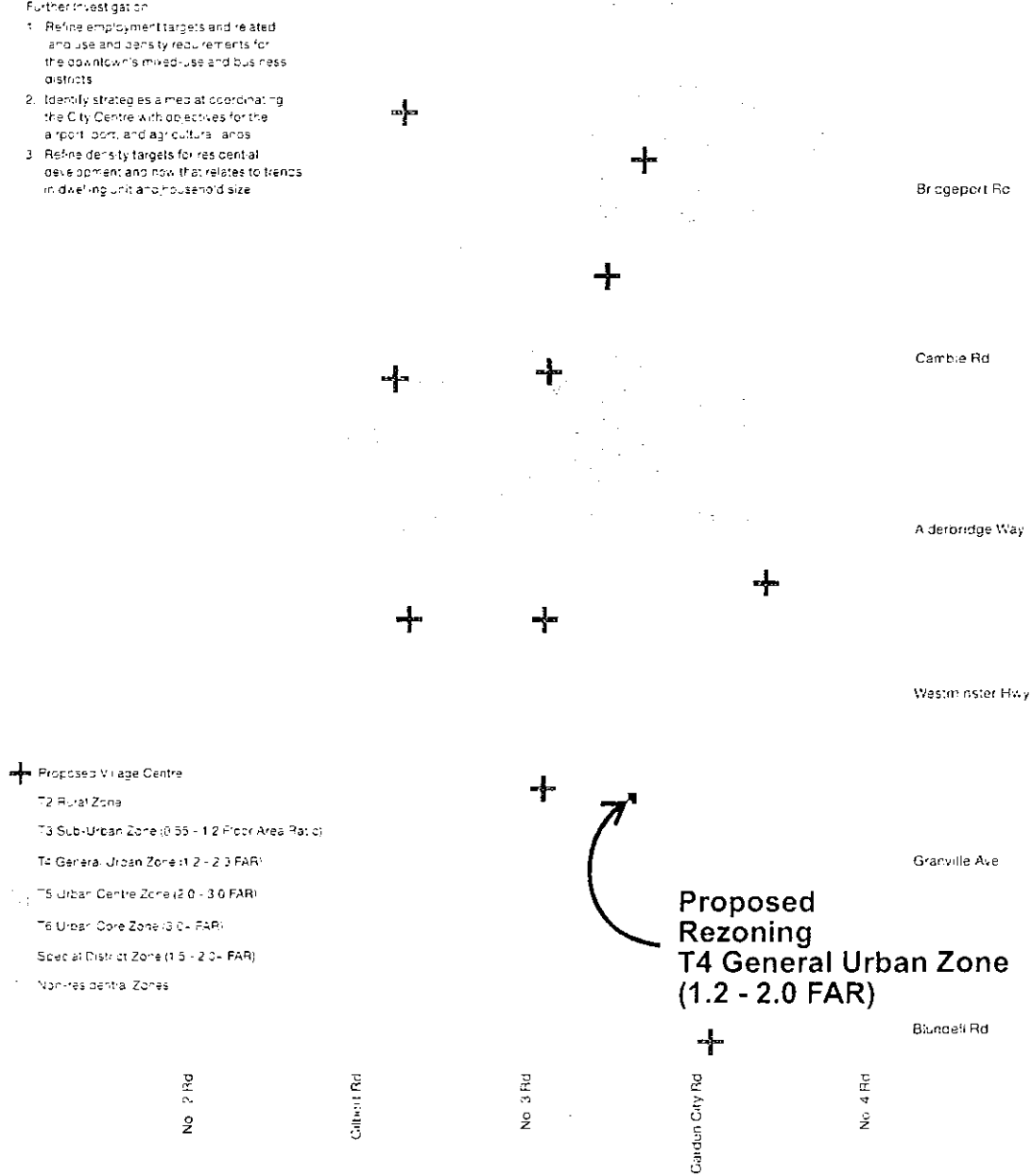
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 12 m	12 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	37 (R) and 6 (V) per unit 1 accessible	37 (R) and 6 (V) per unit 1 accessible	none
Off-street Parking Spaces – Total:	44	44	none
Tandem Parking Spaces:	not permitted	none	none
Amenity Space – Indoor:	Min. 70 m ²	Cash In Lieu	none
Amenity Space – Outdoor:	Min. 168 m ²	170 m ²	none

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

A. Land Use & Density

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 04-267994

Original Date: 11/17/06

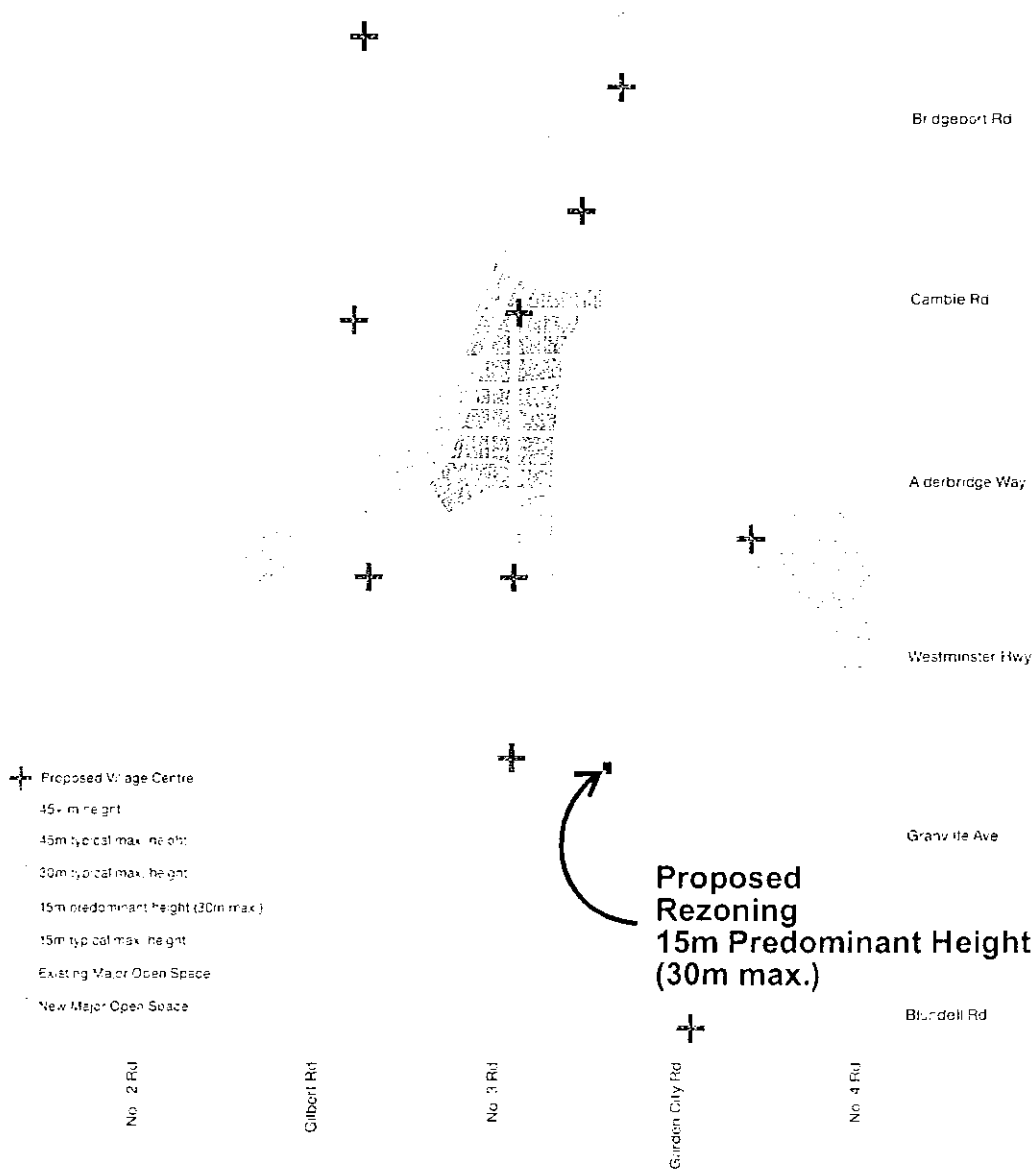
Amended Date:

Note: Dimensions are in METRES

D. Built Form & Urban Design

Further Investigation

1. Conduct a building height study with the airport and Transport Canada
2. Refine height and massing objectives and identify appropriate development guidelines
3. Explore incentives for mid-rise development
4. Explore opportunities for density and height bonusing as means to secure public amenities through private development



City Centre Area Plan Update Study
 Built Form and Urban Design
 RZ 04-267994

Original Date: 11/17/06

Amended Date:

Note: Dimensions are in METRES

**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.*

Planning Department
 City of Richmond
 6911 No. 3 Road
 Richmond, BC
 V6Y 2C1
 C/O Terry Brunett

Liana Biasutti
 6631 Eckersley Rd.
 Richmond, BC
 V6Y 2L7

August 29, 2004

Dear Sirs;

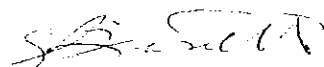
This letter is response to the recent board posted for application of development for the properties of 8400 and 8440 Cook Road, file # RZ-04267994

I am a resident on Eckersley Road which is adjacent to Cook Road. The property I live in is owned by my mother, and previous to her, my grandfather. I moved to this property in 1999 and have since watched changes to this neighbourhood which have had a negative impact in my opinion. Over the years there have been several townhouse and condominium developments that have dramatically increased the population and also the volume of traffic in the neighbourhood. There are more than enough of these developments already in the downtown core which I find to be an eyesore. Eckersley Road is one of the few blocks left that hasn't been assaulted by so called development. There is already more than enough traffic on this block at all hours of the day and night because of the existing apartments already on Anderson Road, as well as people using the block to shortcut to Cooney Road. As a resident, I feel we do not need any more volume of people crowded into this area for the sake of the almighty dollar for the developers and all those that profit from high density projects.

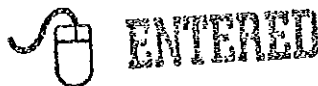
In closing, I am dead set against the proposal for the townhouse development at the end of the block. I do not want to be forced out of the place I call home because of so called development. This is a nice single family home which is already being taxed by the surrounding overcrowding and congestion "development" has created.

Thank you for your consideration in this matter,

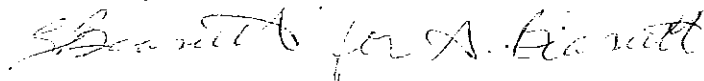
Liana Biasutti



Resident
 604-278-6250



Anne Biasutti



Property Owner
 604-434-9859

Brunette, Terence

From: K A Johnston [k-ajohnston@shaw.ca]
Sent: September 29, 2004 9:48 AM
To: Brunette, Terence
Cc: Aileen Johnston
Subject: Rezoning near Eckersley Road

As long term residents and homeowners (26 years) at 6620 Eckersley Road we wish to express some concern over proposed developments which impact our neighbourhood. While realizing that growth and development can be a good thing, we wish to make the following concerns known.

- The development at 8440 Cook Road seems excessively large for the surrounding area. All along Cook Road previous townhouse developments do not seem as dense as the proposed 27 units on two existing lots. Traffic flow has increased along Cook road over the years and with 27 more units accessing the area along Eckersley, egress from the neighbourhood will be difficult.
- Currently Eckersley Road is now used by parents of Cook Elementary students for drop-off and pickup for school. Traffic flow has increased. In fact some of these drivers are unaware of their speed in our neighbourhood.
- In addition because of traffic congestion at Cook and Cooney, Eckersley Road has become a short cut bypass route. Again as observed, traffic speed is a concern.
- There is also a rezoning application for a large apartment development at the south end of Eckersley Road. This will very much impact the Eckersley neighbourhood access and traffic flow.
- An additional *major* concern is the future zoning of our property and the ability for resale, given the current land assembly which is happening along the west side of Eckersley Road, and the major park and high-rise development taking place on Garden City and Cook Road.

In view of these and other concerns we would appreciate a meeting to discuss these issues: this could include a review of all the relevant development documentation proposed for Eckersley Road.

Looking forward to the meeting and review to discuss our concerns. Please call.

Kevin and Aileen Johnston
6620 Eckersley Road
Richmond

604-278-0904
k-ajohnston@shaw.ca

Staff Technical Comments

Transportation Review:

Transportation Comments on RZ 04-267994 (8400/8440 Cook Road)

- 36% ratio of small parking spaces (as compared to 30% ratio per Bylaw) supportable by Transportation but requires a variance. Rationale: a sufficient number of standard stalls have been provided as per proposed "Comprehensive Development District (CD/178)".
- 4m X 4m corner cut on the northeast corner of the site required.
- 6m Public-Rights-of-Passage Right-of-Way required along the south side of the 6571 Eckersley Road lot for the lane.
- 2m dedication required along the Cook Road frontage.
- Cross-access to 8360 Cook Road required.
- Applicant responsible for the design and construction of frontage improvements to include:
 1. Cook Road: minimum 1.5 m wide boulevard & 2.0 m wide sidewalk.
 2. Eckersley Road: curb and gutter, minimum 2.0 m wide boulevard & 2.0 m wide sidewalk, widen and construct the ½ road to its ultimate form.
 3. Lane- 6m wide (interim) to City Centre standards with paved surface to all but roll curb and gutter at north edge. Remaining 3 m lane to be provided by the developer of RZ06-339190 to complete 7.5 m wide lane surface including roll curb and gutter on south edge plus City Centre lighting in a 1.5 m concrete sidewalk.
- Prior to the issuance of BP, a construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570. (Copy attached)

DevApps-Engineering Technical Review Comments:

Engineering Comments on RZ 04-267994 (8400/8440 Cook Road)

Revised Date: October 18, 2006

Capacity Analysis:

Engineering Capacity Analysis Comments: a Storm analysis up to the main conveyance at Cooney Rd. and Westminster Highway is required. Capacity analysis is also required for water and sanitary sewer.

August 30, 2005: Storm and sanitary analysis from H.Y. Engineering, forwarded to Engineering for review, starting the review process.

October 20, 2005: The City wrote the following response of the analysis to H.Y. Engineering: The City has reviewed the storm and sanitary analyses for the above project dated October 19, 2005 and has the following comments:

- According to your storm sewer analysis calculations based on the proposed development together with the ultimate land use (current OCP):

- The existing storm system needs to be upgraded on the north side of Cook Road from Eckersley Rd. up to Cooney Rd. and on Cooney Rd. from Cook Rd. to the Spires Gate. (Rev. Table 4 and HGL 5-A);
 - The existing ditch on the west side of Eckersley Rd. along the proposed development needs to be replaced with the storm system (rev. Table 4).
 - According to your sanitary sewer analysis calculations based on the proposed development together with the ultimate land use (current OCP) the existing 250 mm diameter sanitary sewer needs to be upgraded from MH S3 to MH S1 Eckersley 'A' Sanitary Sewer Pump Station. (Sketch No. 2).
 - The City accepts your recommendations that the above storm and sanitary upgrades are required.
 - *The City is still awaiting your recommendations regarding the water main upgrades required for the above development.*

Land Requirements Road Dedications & Right of Ways:

DevApps-Engineering supports this RZ application, with concerns. Prior to final adoption, the developer shall:

- Consolidate the three lots into one development parcel.
- Dedication of 2.0 m for Road along Cook.
- Dedication of a 4 m x 4 m corner cut for Road, at Cook & Eckersley.
- Register on title a Public-Rights-of-Passage Right-of-Way for a 6.0 m lane along the entire south property line. The ultimate lane width is to be 9m, of which the remaining 3 m is to be taken from current application RZ06-339190 (6591 Eckersley).
- Discharge of existing ROW Plan 44271 over the entire development parcel.
- Registration of a replacement Utility ROW from above to reflect the forthcoming approved design of the relocated sanitary sewer to retain service to 8360 Cook.

Offsite & Miscellaneous Requirements:

Also prior to final adoption of RZ04-267994, the developer shall enter into the City's standard Servicing Agreement (SA) to design and construct works on all four frontages.

Works include, but are not limited to:

- *Cook Road:* Remove the existing sidewalk, creating a *minimum* 1.5 m grass and treed boulevard with City Centre street lighting, with a 2.0 m concrete sidewalk at the new Property Line.
- *Eckersley Road:* Provide a Benkelman beam test or other method acceptable to the City's Engineering Department, to determine the integrity of Eckersley, and replace base for half road if deemed necessary. The existing 150 mm diameter AC watermain needs to be renewed and upsized to at least 200 mm diameter for the frontage, covering the existing ditch with a storm sewer system sized to support redevelopment, road widening (exact ultimate width to be determined by Transportation Department), curb & gutter, a *minimum* 2.0 m grass and treed boulevard with City Centre street lighting, and a 2.0m concrete sidewalk at the Property Line. Formal Water Analysis required as part of the Servicing Agreement process.
- *Laneworks:* City Centre lane standard requires 9 m, which means of the 6.0 m right-of-way for this site, all but the roll curb and gutter of the north edge, will be paved surface. In the lane, storm drainage is to be provided plus construction of a new (future) sanitary sewer main, connecting the existing service in the site, to a new service to be designed and built by others along Eckersley Road. When RZ06-339190 proceeds, the

permanent sanitary relocation along Eckersley will be required. (The remaining 3 m of lane which will be done by the developer of RZ06-339190, will complete the 7.5 m wide lane surface including roll curb and gutter on the south edge, plus City Centre lane lighting in a 1.5 m concrete sidewalk.)

- *Storm and sanitary sewer upgrades:* Works must be designed and constructed as identified in the capacity analysis results, per paragraphs (1) and (2) above.
- *Relocation of existing sanitary sewer, on site:* The applicant has proposed the building edge on the west side of what is currently 6571 Eckersley, at 2.0 m from that west Property Line. The existing sanitary sewer main is 1.90 m from that same Property Line, which is in a 3.0 m Utility ROW. To support the 2 m setback, as part of this RZ and SA, along with discharge of the existing ROW, a new design is required to ensure continued sanitary service to 8360 Cook Road, and with that design, a new Utility ROW as noted in (f) above.
- All works are at the developer's sole cost - no credits apply.
- *Miscellaneous:* Payment of \$88,365 for storm sewer and \$40,860 for sanitary sewer catchment upgrades, as agreed to by the developer with the City's Engineering Department.

Planning Review:

Planning Comments on RZ 04-267994 (8400/8440 Cook Road) Revised drawings require further design development in relation to the following issues:

- Provide completed electronic and hard copy version of the Development Application data Sheet
- NEF Covenant as per Aircraft Noise Notification Area 4 required.
- Prior to DP Application, the architect should meet with Building/Permits to ensure code issues fully scoped for action from outset.
- Provide redevelopment scenario for consolidated properties at 8360 Cook Rd and 6580 Cooney Rd required to indicate possible future context for the rezoning proposal.
- Provide accurate streetscape context information presenting all adjacent buildings to accurate scale and to demonstrate appropriate interface and transition of building height and massing.
- Modulate parking wall to south and particularly west side-yards with more detailed articulation and possible landscaping. The treatment of the parkade exterior is not sufficient to provide a neighbourly transition especially along the lane and the interior lot line. Design development is required to improve cladding material, improve articulation of the facade and incorporate landscape buffer.
- Design development to podium level courtyards to include more detailed, species specific landscaping, outdoor amenity areas, play areas as per City Centre-OCP Standards, and exterior elevations of building masses.
- Provide indoor amenity space as per OCP requirements or cash-in-lieu.
- Incorporate landscape details such as stone posts with low fences or hedges to enhance street interface and extend built detail to landscape treatments.
- Provide Arborist's Report with a full Tree Replacement Rationale and Table. Note: There is a mature hedge and trees along the west property line that should be seriously considered for retention to provide privacy separation to the neighbouring single family dwelling. There are also several specimen quality trees on Eckersley approximately half way along the property line that are good candidates for retention consideration.

- Design development to achieve full handicap accessibility to ground level units entered from Cook road and Eckersley Road.
- Design development to achieve basic adaptability e.g., lever door handles, blocking to interior bathroom walls, and alignment for stair lift or lift where possible to remaining units.
- Design development to articulate courtyard access gap to Cook Road – review relative proportions and detail to enhance street presence and pedestrian appeal in urban context.
- Design development to review use of materials in relation to building massing: consider introduction of different material at third (3rd) storey eg board and batten; and consider increasing height of stone foundation to engage windows to half height at grade.
- Design development to dormers to use shed dormer form and minimise perceived vertical height at roof.
- Design development to balcony detail eg upright picket railings to be at least 2 inch by 2 inch minimum with substantial handrail.
- Design development to balconies to introduce mullion details and bracketing.
- Review of garbage, storage and parking configuration as per Garbage comments below.
- Design development to modulate and break uniform expanse of roof to Eckersley elevation and introduce break in roofs with corresponding articulation to building mass.

Urban Design Comments on RZ 04-267994 (8400/8440 Cook Road)

The revised design has made significant improvements. The following areas require further design development:

- Design development to address CPTED issues in the entry "lobby" area where the mailboxes are hidden and areas of concealment have not been eliminated.
- Design development to the "pergola" feature above the entry to more strongly relate to the architecture of the building or eliminate the feature and strengthen the entry expression of the main entry.
- Cross sections to demonstrate the transition the landscape and grading transition to the existing single family sites (8360 Cook Rd and 6591 Eckersley Rd.)
- Consider incorporating entry canopies for all the entrances to provide some weather protection or further indent the entry door to achieve the same.
- Design development to the parkade level of the east and west elevation to mitigate the blank walls. (E.g. incorporation of better cladding material, further articulation of the building façade)

Garbage Review:

Recycling/Garbage Comments on RZ 04-267994 (8400/8440 Cook Road)

- Relocate the proposed Garbage and Recycling area to current numbered parking stalls 39 and 40 for ease of access and pick up.
- Provide details of enclosure to minimize visual impact to neighbours.

Fire Review:

Fire Comments on RZ 04-267994 (8400/8440 Cook Road)

- Provide City hydrant to the south side of Cook Road in proximity to the proposed rezoning
- Review Code issues regarding required access at the Development Permit Application stage.

Conditional Rezoning Requirements

8400/8440 Cook Road & 6571 Eckersley Road

RZ 04-267994

Prior to final adoption of Zoning Amendment Bylaw 8141, the developer is required to complete the following requirements:

1. Consolidate the three lots into one development parcel.
 - a) Demolish any existing structures on the subject properties.
2. The developer shall provide the following road dedications:
 - a) Dedication of 2.0 m for Road along Cook Road.
 - b) Dedication of a 4 m x 4m corner cut for Road, at Cook Road & Eckersley Road.
3. Registration of a 6.0 m lane Public-Rights-of-Passage Right-of-Way along the entire south property line. The ultimate lane width is to be 9 m, of which the remaining 3m will be provided via development to the south.
4. Discharge of existing Right-of-Way (ROW) Plan 44271 over the entire development parcel. Including:
 - a) Registration of a replacement Utility ROW to reflect the forthcoming approved design of the relocated sanitary sewer system to retain service to 8360 Cook.
 - b) All works and associated costs are the responsibility of the developer with no applicable DCC credits.
5. Register a restrictive covenant requiring the building design incorporate adequate sound measures against aircraft noise as per the OCP aircraft noise contours and policy. The covenant shall include an indemnity clause in favour of the City.
6. The developer is to register a flood indemnity covenant on title.
7. Prior to final adoption the developer shall enter into the standard City of Richmond Servicing Agreement to design and construct works. Works include, but are not limited to:
 - a) *Cook Road*: remove the existing sidewalk, creating a *minimum* 1.5m grass & treed boulevard with City Centre street lighting, with a 2.0m concrete sidewalk at the new Property Line.
 - b) *Eckersley Road*: Provide a Benkelman beam test or other method acceptable to the City's Engineering Department, to determine the integrity of Eckersley, and replace base for half road if deemed necessary. The existing 150 mm diameter AC watermain needs to be renewed and upsized to at least 200 mm diameter for the frontage, covering the existing ditch with a storm sewer system sized to support redevelopment, road widening (exact ultimate width to be determined by Transportation Department), curb & gutter, a *minimum* 2.0 m grass and treed boulevard with City Centre street lighting, and a 2.0 m concrete sidewalk at the Property Line. A formal Water Analysis will be required as part of the Servicing Agreement.
 - c) *Laneworks*: City Centre lane standard is 9 m, which means of the 6.0 m Rights-of-Way for this site, all but the roll curb and gutter of the north edge, will be paved surface. In the lane, storm drainage is to be provided plus construction of a

new (future) sanitary sewer main, connecting the existing service in the site, to a new service to be designed and built by others along Eckersley Road. When development to the south (RZ 06-339190) proceeds, the permanent sanitary relocation along Eckersley will be required. (The remaining 3 m of lane which will be done by the developer of RZ06-339190, will complete the 7.5 m wide lane surface including roll curb and gutter on the south edge, plus City Centre lane lighting in a 1.5m concrete sidewalk.)

- d) *Storm and Sanitary Sewer Upgrades:* Works must be designed and constructed as identified in the capacity analysis results as approved by the City of Richmond. Payment of approximately \$88,365.11 for storm sewer and \$40,860.00 for sanitary sewer catchment upgrades, as agreed to by the developer with the City's Engineering Department.
- e) All works are at the developers sole cost - no credits.

- 8. Process a Development Permit application to a satisfactory level, as determined by the Director of Development;
- 9. Remit payment of cash-in-lieu for indoor amenity space (approximately \$37,000 for 28 units).

Prior to the issuance of Building Permit a Construction Parking and Traffic Management Plan is to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

[Signed original on file]

Signed

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8141 (RZ 04-267994)
8400/8440 COOK ROAD & 6571 ECKERSLEY ROAD**

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/178)**.

P.I.D. 003-899-489

Lot 38 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 003-629-066

Lot 37 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 000-537-993

Lot 36 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8141”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by _____
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8166 (RZ 04-267994)**

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 291.178 thereof the following:

291.178 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/178)

The intent of this zoning district is to accommodate **townhouses**.

291.178.1 PERMITTED USES

RESIDENTIAL, limited to **townhouses**;
BOARDING AND LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES.

291.178.2 PERMITTED DENSITY

.01 Maximum Floor Area Ratio:

- (a) 0.90 plus an additional 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 (16.4 ft.) in height, save and except an area of up to 10 m² (107.6 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) An additional 0.20 provided that it is entirely **used** to accommodate **dwelling unit(s)** with an individual gross floor area less than 60 m² (645.9 ft²); and
- (c) An additional 0.05 provided that it is entirely **used** to accommodate **Amenity Space**.

.02 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:

- (a) portions of a **building** that are **used** for off-street parking purposes;
- (b) unenclosed balconies;
- (c) elevator shafts and common stairwells; and
- (d) common mechanical, electrical and storage rooms provided that the total floor area of these facilities does not exceed 120 m² (1,292 ft²).

291.178.3 **MAXIMUM LOT COVERAGE: 40%.**

291.178.4 **MINIMUM SETBACKS FROM PROPERTY LINES**

.01 **Public Road Setback:** 4.5 m (14.8 ft.).

.02 **Side Yard:** 2.0 m (6.6 ft.).

.03 **Rear Yard:** 4.0 m (13.1 ft.).

.04 Bay windows may project into the required **public road** setback or **rear yard** for a maximum distance of 0.5 m (1.6 ft.) and unenclosed porches and unenclosed stairs may project into the required **public road** setback for a maximum distance of 2.0 m (6.6 ft.).

291.178.5 **MAXIMUM HEIGHTS**

.01 **Buildings:** 12 m (39.4 ft.).

.02 **Accessory Buildings & Structures:** 5 m (16.4 ft.).

291.178.6 **MINIMUM LOT SIZE**

A **building** shall not be constructed on a **lot** having a **width of lot** of less than 18 m (59.1 ft.) or a **depth of lot** less than 35 m (114.8 ft.).

291.178.7 **SCREENING AND LANDSCAPING**

Screening and landscaping shall be provided in accordance with Division 500 of this Bylaw, EXCEPT THAT:

.01 **Fence height** shall not exceed:

- (a) 1.2 m (3.9 ft.) when located within 6 m (19.7 ft.) of a **public road**;
- (b) 2 m (6.6 ft.) when located elsewhere within a required yard;

- (c) **fence** height shall be calculated from the higher of:
 - i. The point at which the **fence** intersects the ground; or
 - ii. The top of any curb abutting the property, or if there is no curb, the crown of the adjacent roadway.

- .02 On a **lot** where a **fence** has been erected adjacent and parallel to but not actually upon a property line which abuts a **public road**, the portion of the **lot** between the **fence** and the said property line shall be planted and maintained with any combination of trees, shrubs, ornamental plants or lawn.
- .03 The required **side yard** shall be planted and maintained with a combination of trees, shrubs, ornamental plants or lawn with paving as required.
- .04 Roof of parking podium shall be planted and maintained with a combination of trees, shrubs, ornamental plants or lawn with paving.

291.178.8 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 shall be as follows:
 - i. For Residents: 1.0 space for each **dwelling unit** having a gross floor area of up to and including 60 m² (645.9 ft²) and 1.5 spaces for each **dwelling unit** having a gross floor area exceeding 60 m² (645.9 ft²); and
 - ii. For Visitors: 0.2 spaces per **dwelling unit**.
 - (b) The minimum manoeuvring aisle width shall be 6.7 m (22.0 ft.).”

- 2. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8166**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by <i>W</i>
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER