



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development

Date: March 5, 2012
File: DP 08-418522

Re: Application by ATI Investments Ltd. for a Development Permit at
6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and
6180 Cooney Road)

Staff Recommendation

That a Development Permit be issued which would permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".

Brian J. Jackson, MCIP
Director of Development

FM:blg
Att.

Staff Report

Origin

ATI Investments Ltd. has applied to the City of Richmond for permission to develop a ten-storey residential building containing 80 units, including (6) six accessible units that incorporate all the basic universal housing features and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 & 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)". The 80 suites in the proposed development include 21 one-bedroom units, 53 two-bedroom units and six (6) three-bedroom units.

The site is being rezoned from "Medium Density Low Rise Apartments (RAM1)" [former Townhouse and Apartment District (R3)] to "High Rise Apartment (ZHR6)" [former Comprehensive Development District (CD/205)] for this project under Bylaw 8472 (RZ 05-317846). The site is currently vacant and pre-loading is already taking place.

Full upgrades across all street frontages of the site and design and construction of a lane along the south property line, as well as storm and sanitary sewer upgrades associated with the proposed development will be undertaken and secured via a Servicing Agreement (SA 10-530664).

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

Background

This application remained on hold for a substantial period of time due to the City requesting incorporation of the 6180 Cooney Road site as part of the proposed development site to achieve the extension of the existing east-west lane parallel to Westminster Highway to Cooney Road.

The proposed development, subject of this report, has resulted from a cooperative effort between the applicant and City staff involving revisions and adjustments to the design to address some concerns regarding views toward the east side of the parkade from residential units on the adjacent building, achieving the proper alignment and completing the east-west lane which runs behind all sites fronting on to Westminster Highway between Garden City Road to Cooney Road, and satisfying the general planning and urban design objectives for this area envisioned in the City Centre Plan.

Development surrounding the subject site is as follows:

- To the North: Across Westminster Highway, a three-storey apartment building over one (1) storey on-grade parkade on a parcel zoned "Medium Density Low-Rise Apartments (RAM1)";
- To the East: An older three-storey apartment building over an on-grade parkade on a parcel zoned "Medium Density Low-Rise Apartments (RAM1)";
- To the South: Older single-family residences on sites zoned "Single Detached (RS1/E)"; and
- To the West: Across Cooney Road, a single-storey commercial building (Pizza-Hut) on a small lot and a 15-storey residential high-rise tower further to the west, on parcels zoned "Downtown Commercial (CDT1)".

Rezoning and Public Hearing Results

During the rezoning process, staff identified various design issues to be resolved at the Development Permit stage. Staff worked with the applicant to address those issues in the following ways (shown in ***bold Italics***):

- Design development to the interface area between planters/low retaining walls of patio decks and edge of the public sidewalk along Westminster Highway and Cooney Road.

While maintaining a small grade elevation difference between finished grade of street-oriented units and the sidewalk, an average of 1.00 m (3 ft.) and 0.45 m (1.5 ft.) wide landscaped area is provided between the internal edge of the sidewalk and the low retaining wall of the raised patio area of the units along Cooney Road and Westminster Highway respectively. Tree and plant locations have been revised to match the proposed street lighting layout.

- Design development to the south elevation, especially that portion closer to Cooney Road required to reflect and bring some of the features of the west elevation around the corner, along a portion of the lane.

The proposal includes larger window-sized openings in the south wall above the parkade entrance, as well as façade treatment (colour horizontal bands between scoring lines that emulate the horizontal line of windows and slabs) of the lower end units at the southwest corner of the building.

- Design development required to the east side wall of the parkade.

In order to soften the exposure of this parkade façade to views from adjacent building to the east, the overall wall height for most of the east façade has been reduced. The parapet height has also been reduced to a height of 30 ft. [9.14 m] and a green wall treatment that includes large metal screens placed on a regular pattern that will facilitate climbers to cover this wall over time.

- Recommend incorporating some brick cladding in parts of the building along Cooney Road to reinforce this relationship to the surrounding built context and relate to the four-storey residential podium along Westminster Highway.

Although “Alucobond” panels in combination with painted concrete (2 colours) are used on the west façade, the material relationship with the north side of the building and existing developments to the west is achieved by brick being used on the planter boxes and low retaining walls along the Cooney Road frontage.

- Recommend exploring reinforcing the presence of balconies on building elevations by introduction of coloured or frosted glass on balconies.

The proposed development has included a combination of frosted glass and frosted tinted glass on balconies to make the presence of balconies stronger and provide additional detail and interest to the building facades.

- Design development to the sculptural water feature with art glass at the corner of Cooney Road and Westminster Highway to introduce colour, illumination by night and a local theme, if possible.

Proposed feature at this visible corner includes sculptural glass, water flowing down the sculptural glass wall and illumination at night.

- Improved safety for users of the outdoor amenity area; especially the children play area, and on the deck of stepping floors

All balconies, outdoor and amenity areas have guardrails where required. These guardrails are combined with a wide planter on the south of the upper terraced decks and at perimeter of the roof garden/outdoor amenity area, including the children play area.

- Consider providing a green roof on top of the four-storey residential podium along Westminster Highway.

The roof on Level 5 will be covered with gravel and will have planters adjacent to the residential deck.

- Consider increasing the number of trees proposed within the site along Westminster Highway and placing them in a way (alternating with the boulevard trees) that achieves a double row of trees combined with a denser visual buffer to the street.

Number of trees proposed within the front yard of ground floor units has slightly increased and their spacing has been coordinated with the expected location of boulevard trees to achieve the intended objective. Precise spacing, which has to be coordinated with the street light poles, will be determined via the Servicing Agreement regarding this work.

The Public Hearing for the rezoning of this site was held on April 20, 2009. At the Public Hearing, several property owners and residents in the neighbouring building to the east and other adjacent developments expressed concerns about rezoning the subject property.

- Concerns regarding the impact that the proposed development would pose on some of the 8440 Westminster Highway residents' views and their gardens, and traffic concerns associated with the lane along the south end of their property and its proposed extension to Cooney Road.
- Potential impacts to the foundation structure of existing building on 8440 Westminster Highway due to construction of the proposed development.
- Changes to the harmony and character of the existing low-rise area.

In response to the issues raised by the long-term residents in the neighbouring building, Council encouraged the applicant to meet with the Strata and address their concerns with sensitivity.

Staff worked with the applicant to address those issues in the following ways:

- ***To soften views over the east side wall of the parkade, additional tree planting has been added along the east side yard, at the interstitial space between the proposed development and the existing building to the east of the proposal. In addition, a green wall treatment is now proposed for the east wall of the parkade. This green wall includes a combination of large metal screens placed on a regular pattern covering the parkade fenestrations that will allow the climbers planted on the landscaped side yard to cover the wall, over time.***

To protect sun exposure and recognize the lower profile of the existing building at 8440 Westminster Highway, the proposal concentrates the higher building masses on the west side of the site and locates the lower, four-storey residential podium mass extending toward the east, along the Westminster Highway frontage.

The extension of the east-west lane to daylight on Cooney Road will improve overall vehicular circulation and access to parking for all buildings along Westminster Highway, between Cooney Road and Garden City Road. This will also have a direct beneficial impact regarding the neighbouring development by providing an alternative route to Cooney Road in addition to the existing emergency purposes right-of-way (ROW) established along the east side of 8440 Westminster Highway, and providing residents of buildings along Westminster Highway with an access/exit route that daylights on the west at Cooney Road and on Garden City Road on the east.

- *Prior to commencement of construction, Read Jones Christoffersen, Structural Engineers, consultants for the subject development will provide residents at 8440 Westminster Highway with the adequate engineering information on procedures and measures that will be taken to ensure that there is no impact to adjacent buildings structures due to construction of the proposed development.*
- *The present character of this low-rise area of the City Centre is already in transition to a more intense use of the land that will see medium-rise and hi-rise type of buildings in the future, as the vision of the City Centre Area Plan is implemented over time. The proposed type of development is consistent with the Area Plan and represents one additional step in consolidating the vision for the City Centre.*
- *In response to Council's direction to hold an information meeting with the residents of the neighbouring building to the east, Mr. Wing T. Leung, the architect for this project, met with Strata Council for 8440 Westminster Highway on February 29, 2012 and received a positive response to the changes made. Mr. Leung also requested that at the Strata Council's General Meeting that was to be held on March 3, 2012, the consulting engineers for the project be given permission to undertake a Building Survey to inspect their existing building conditions before construction of the proposed building begins and then again at completion of construction. The consulting engineers will also monitor the new structure's building elevations and shoring.*

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and the City Centre Area Plan (CCAP). In addition, it is generally in compliance with the "High Rise Apartment (ZHR 6)-Brighthouse Village (City Centre)" zone, [former "Comprehensive Development District (CD/205)"]. No variances are requested for the proposed development.

Advisory Design Panel Comments

The Advisory Design Panel reviewed this development proposal at its meeting of August 20, 2008 as part of the rezoning application review process. The Panel supported and provided comments on the proposed development, as presented.

A copy of the relevant excerpt from the subject Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Based on the level completeness, details and advanced design of the proposal at the time the proposal was presented to the Panel for review, and the ensuing design development and refinement of the proposal in cooperation with City staff through the Development Permit review process, staff has decided that this proposal needed not to be submitted to the Advisory Design Panel for further review.

Analysis

Conditions of Adjacency

- In general, the proposed development has successfully addressed the mass and open space relationship to adjacent existing buildings (and expected future developments) surrounding the site.
- Locating the stepping mass of the tower portion of the proposal on the west side of the site, and the four-storey residential podium along the Westminster Highway frontage toward the east, provide a soft transition and adequate interface with the existing low-rise building forms found to the east along Westminster Highway.
- The landscaped roof/outdoor amenity area provided on top of a portion of the three-storey parkade, the 4.0 m wide landscaped east side yard setback, and the green wall treatment of the parkade's east façade soften the presence of the podium and provide visual interest to the residents in the building next door.
- The mass of the proposed building along Cooney Road resolves the mass transition toward the areas westward from Cooney Road which include high-rise residential towers, as envisioned in the City Centre Area Plan.
- Along Cooney Road, the building mass steps down from 10-storey at the Cooney Road and Westminster Highway corner to four-storey toward the south. The 6.0 m wide lane (ultimately at 9.0 m as per CCAP) contributes to increasing the separation and adds to the mass transition to the existing lower density residential context to the south.

Urban Design and Site Planning

The proposed development meets the intent of the CCAP, Brighthouse Village, with respect to land uses, density and site planning aspects in Sub-Area B2 identified for Mixed-Use Mid-Rise Residential & Limited Commercial. Although the proposed development exceeds the CCAP expected eight-storey building height in the area, the proposed development height of 10-storey is localized at the corner of Westminster Highway and Cooney Road, forming part of the building mass that steps down to four-storey from north to south along Cooney Road.

- The distribution of mass and location of the various components of the proposed development minimize impact on adjacent development by the eastern location of the proposed garden/outdoor amenity space above the parkade podium.

- The higher northern end of the building extending along Cooney Road anchors the corner at Westminster Highway and accentuates the unique architectural treatment of that ending of the building that establishes an urban landmark at the eastern gateway into the City Centre area on Westminster Highway.
- The proposed development presents a continuous four-storey residential podium which extends for most of the frontage along Westminster Highway that recognizes and relates to the height of the existing buildings to the east, and reflects the desirable built form intended for that perimeter area of the City Centre.
- Location of the main building in relationship to the corner incorporates substantial setbacks on the east and north sides that reinforce the strong and identifiable higher building mass that anchors the northwest corner of the site.
- Units in the lower level of the building along both Cooney Road and Westminster Highway have direct access from the street, reinforcing the desirable street-oriented character of the proposed development. The main entrance to the building is at the corner of Cooney Road and Westminster Highway.
- The ground level units along Cooney Road and Westminster Highway have raised garden/patios with front doors and front stoops along the street that provide interest and animation to the public realm. The finished floor elevation of the ground level street-oriented units is approximately 0.60 m raised above the sidewalk, therefore providing for adequate privacy to the units while also increasing opportunities for casual surveillance over the street.
- Parking is provided in three (3) levels above the street and 1/2 parking level below the street elevation. The parkade is hidden from views from the street by the four-storey residential podium along Westminster Highway on the north side and the terraced residential block along Cooney Road, on the west. Access to the parking levels is provided from on the south side of the building, from that portion of the east-west lane that will now daylight on Cooney Road.

Design Guidelines Compliance

- The proposed development responds well to the CCAP Design Guidelines references regarding urban design and site planning.
- The proposal responds well to its location and massing context; the subject development is located at the interface between two different CCAP land use designations that result in distinctive form and character of the built environment. To the east and north, the “General Urban (T4)” for Mixed-Use Low-Rise Residential and Limited Commercial designation allows for grade-oriented housing in the form of high-density townhouses and limited commercial uses; to the west, the “Urban Core (T6)” designation for the Mixed-Use High-Rise Residential, Commercial and Mixed-Use designation allows high-density, high-rise residential and mixed-use developments in the form of towers with podium street wall bases.
- The proposal also reflects the area’s desirable street-building relationship, which includes providing direct access from the street to the street-oriented units in the main floor and the residential lobbies oriented toward the corner.

Architectural Form and Character

- The proposed four-storey podium along Westminster Highway is clad in brick to relate to the older four-storey apartment building to the east and the high-rise residential tower at the north-west corner of the Cooney Road and Westminster Highway intersection. Brick is also used in the raised planters and low retaining walls along the Cooney Road frontage.
- The parking garage is at the centre of the site concealed from street views by the residential components of the building.
- The 10-storey terracing building steps down from the high point at the northern corner down to the south, providing private landscaped roof terraces and good sun exposure to ending units and the landscaped roof/outdoor amenity space.
- Aluminum panels (Alucabond) and glazing are the dominant materials used on the northwest corner of the 10-storey building to contrast with the brick cladding frames of the four-storey residential podium along Westminster Highway and the painted concrete frames of the portion of the building on Cooney Road that terraces down toward the south. This different architectural treatment of the building at the corner of Westminster Highway and Cooney Road establishes a visual landmark that identifies a gateway to the City Centre and defines the iconic character of this building.
- The series of concrete and brick frames found in the north and west facades, excepting the corner at Westminster Highway and Cooney Road that use aluminum panels, break the mass of the building and accentuate the terracing character of the proposed development along Cooney Road and help to identify each unit on the Westminster Highway four-storey podium. Further articulation of the building facades is achieved by the cantilevered balcony slabs, use of a combination of frosted and tinted frosted glass balcony railing glass, and perimeter/edge planters along the south side of the building.
- The wall of the parkade that faces the existing residential development to the east includes metal framed screens arranged in a regular pattern that, combined with planting trees along that side yard and climbers along the base of the wall, will turn this side of the parkade into a “green wall” and soften the presence of the podium to the neighbouring site.
- Windows and overall façade treatment of the south side of end units at the south-west corner of the building, adjacent to the entrance point to the east-west lane from Cooney Road, provide articulation and detailing to this portion of the building that will be exposed to views from the south.

Landscape Design and Open Space Design

- Ground level landscaping at the perimeter of the site includes a combination of trees on planters, a variety of shrubs on low raised planters, raised patio of street-fronting units, and water feature at the corner of Westminster Highway and Cooney Road. The trees planted within the development site are proposed to alternate with the street trees on the boulevard for the purpose of increasing the visual green density of this buffer along the site’s perimeter streets. Precise location of trees, on site and on street boulevard, will be refined via the related Servicing Agreement.
- The landscaped roof/outdoor amenity space is exposed to the sun from the south and includes feature pavement, seating walls, a trellis structure and a central children’s play area. This central space is well contained along its west and north edge by terraced low planters and a pedestrian walk that provides the linkage from the patio area of residential units and the indoor amenity space toward this outdoor amenity.

- A wide planter with shrubs define the south facing terraced deck of units of the proposed building and is also provided at the perimeter of the outdoor amenity area on the roof of parkade. This edge treatment ensures safety for children, especially children using the play area of the common outdoor amenity space.
- The proposed extension of the existing lane to Cooney Road will create a small remaining parcel of land on its south side at the southeast corner of the site. This parcel of land will be transferred to City's ownership via an offer to purchase for a nominal amount prior to final Building Permit inspection. The residents of the building may be able to use this lot in the future subject to entering a legal agreement with the City that defines maintenance and liability responsibilities. This agreement may also allow for termination at the City's discretion, as this area is intended for consolidation and future development in conjunction with the lands to the south

Indoor and Outdoor Amenity Space

- Indoor amenity space for the residents is provided on level four, with direct access to a roof terrace/gardens that embraces and connects to the landscaped roof and the children's play area located 1/2 level below.
- The area allocated to outdoor amenity area/roof gardens is approximately 700 m² (7,500 ft²) and include a rubberized surface for the children's play area. The area of the indoor amenity space provided in the building is approximately 133 m² (1430 ft²). The indoor and outdoor amenity space provided in the proposed development comply with the requirements of the Official Community Plan (OCP).
- Outdoor amenity area and gardens are well exposed to the sun coming from the south and southeast. The stepped mass of the building from north to south allows for good sun exposure of the outdoor amenity area/gardens over the roof of the parkade. As there is a grade difference between the level of the indoor amenity space and the roof garden/outdoor amenity area, ramps are provided between these two (2) levels to facilitate wheelchair accessibility between these amenity spaces.

Vehicular Circulation, Parking and Loading

- This development will enhance the existing road network and contribute to achieving completion of the long-term City Centre road network as envisioned in the City Centre Area Plan by extending the east-west lane to Cooney Road along the south property line. Daylighting this lane to Cooney Road will greatly enhance and facilitate vehicular access to and from the long area of mid-rise residential buildings fronting Westminster Highway, between Cooney Road on the west and Garden City Road on the east.
- The proposed development also involves enhancement of the pedestrian and cyclist crossing at the intersection of Cooney Road and Westminster Highway, and contribute to an Accessible Pedestrian Signal at that location.
- Access to all parking, visitors and residents, is provided from the east-west lane along the south side of the proposed development. Access control to the parkade and the separation between visitor parking and residents' parking is achieved via overhead security doors.
- The proposal provides a total of 112 parking spaces and meets the City Centre residential parking requirements of the Zoning Bylaw. There are 95 parking spaces for residents and 17 visitor parking; this total includes 33 small car parking spaces and five (5) Accessible parking spaces.

- Loading/unloading and garbage/recycling collection service will take place off the laneway from a proposed widening of the lane (a laybay area) at the south-east corner of the parkade podium, in the proximity of the parkade entrance. This arrangement is supported by Transportation Engineering, based on the fact that this arrangement will allow loading/unloading operations without obstructing vehicular circulation on the lane.

Affordable Housing

- As the proposed development application was submitted to the City in 2005, prior to the Richmond Affordable Housing Strategy coming into effect, the proposed development has been exempt from mandatory provision of an affordable housing component as part of the development proposal.
- However, in response to City Council's interest in providing affordable housing and recognizing the density granted to the site resulting from the "Urban Centre (T5)" designation in the City Centre Area Plan, the proposed development will be making a monetary contribution toward the City's Affordable Housing Reserve equivalent to the contribution required under the Richmond Affordable Housing Strategy for residential development involving 80 or less units.

Accessibility /Barrier-free Access

- The proposed development includes six (6) units (Units 208, 308, 506, 705, 805 and 905) are identified in the respective floor plans) and indoor and outdoor amenity spaces that are accessible to a person with disability from a public road and from off-street parking areas.
- These units and common spaces will comply with the Basic Universal Housing features, as described in the Zoning Bylaw. These features include, among others:
 - Automated door openers at main entry and common areas.
 - Units with wider entry door opening and doors in common areas (not less than 0.855 m (2 ft. 10 in.).
 - Minimum clear opening for interior door to at least one (1) bedroom and one (1) accessible bathroom to be not less than 0.80 m (2 ft. 8 in.).
 - Flush thresholds throughout the building will not be more than 0.13 m in height.
- In addition to the Universal Accessible units described above, every unit in the building will include features that facilitate the process of "aging-in-place" such as:
 - Backing for future hand rail installation in at least one bathroom; and
 - Doors in every unit and common areas equipped with opening devices that do not require tight grasping or twisting of wrist.

Sustainability Features of the Proposal

In response to the City's commitment to long-term environmental, financial and social sustainability, the proposed development includes a series of sustainable features that include, among others:

- Use of locally/regionally harvested and manufactured products.
- Green roofs and planters helping (covering approximately 25% of the site area) to mitigate storm water run-off and reduce the urban heat island effect.
- Drought resistant planting to on roof gardens to reduce irrigation needs.

- Motion sensors and timers in public use areas to help reducing electric power consumption. An “all off” switch is being considered for each unit to help reducing the power consumption within the unit.
- Efficient fixed lights, fans and cooling/heating equipment in addition to occupant control over heating/cooling zones within the unit.
- Low-E glazing and cantilevered balcony slabs to reduce heat gain.
- Implementation of construction waste management plan to divert waste from landfill.
- Use of recycled material products or with recycled content where applicable.
- Use of concrete with fly ash content to be specified where possible.
- Low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and showerheads, front load washers and water efficient dishwashers.
- Interior of the units will use low emitting materials as sealants, adhesives, paints carpets and composite wood where applicable.
- Provision of operable windows in units to improve quality of the indoor environment, and pressurization of all lobbies and hallways to keep common areas smoke and odour free.

Crime Prevention Through Environmental Design

The proposed development incorporates a series of CPTED design principles that include, but are not limited to the following:

- Entrance to parking from the lane protected by an overhead gate. Two (2) security gates separate residential and visitor parking areas.
- Use of reflective white paint and fenestrations provided on the parkade exterior walls that allow for natural light and natural air circulation into the various parking levels.
- Use of anti-graffiti paint on the lower level of the south elevation wall.
- Vision panels provided in doors of vestibules and corridors to elevator lobbies and doors leading to public accessible areas (exit stairs).
- Clear and direct path from visitor parking area to elevator core provided.
- Low level lighting, pedestrian lighting or wall mounted fixtures provided along streets and around the outdoor amenity space to increase casual surveillance from surrounding residential units.

Public Art

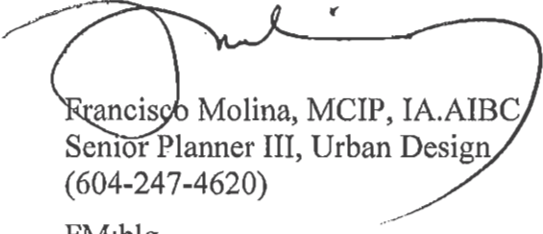
The site is at a significant and strategic corner location in relationship to the City Centre and provides an ideal opportunity to integrate public art as part of its architectural response to the immediate urban context.

- The proposed development includes a Public Art component on the Westminster Highway side of the building lobby consisting of a sculptural glass wall with water sliding down its surface to a horizontal reflecting water base. This glass wall feature will be illuminated from its base at night.
- As part of the rezoning of the subject site (RZ 05-317846) the applicant also committed to a voluntary contribution to the Public Art Statutory Fund for use in future Public Art projects.

Conclusions

The subject development is responsive to the City of Richmond's design objectives within the Brighthouse Village of the City Centre. The proposal's unique terracing massing and quality of the associated continuous low-rise residential podium, design details, and the building relationship to adjacent developments and street actively contribute to enhancing the quality of the public realm along Westminster Highway and Cooney Road. The iconic character of the proposed development will also establish an architectural landmark at the eastern gateway to the City Centre area.

Based on the proposal's design response to its context and location within the City Centre area, and the significant landmark quality of the architectural project, staff support the proposed development proposal



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The following are to be met prior to forwarding this application to Council for approval:

- Additional laneworks are to be constructed via the City's standard Servicing Agreement. These works involve connecting the laneworks designed via SA10-530664, east from this development site, connecting to the existing laneworks entirely in the rear of 8440 Westminster Highway. These works are to occur in the corridor provided via Public Rights of Passage right-of-way (ROW) Plan 63110. Works include, but are not limited to, construction of a 6.0 m lane (no curbs at this time), complete with drainage and Type I Decorative Luminaire Pole - as per Rmd. Std Dwg L12.5. Pole and light to be powder coated black. The existing trees in the lane ROW will need to be removed and replaced on the proposed development site at the developer's expense. No tree cutting permit is required. The design of these works can be added to the existing offsite design works done via SA10-530664.
- As the laneworks described above include the removal of existing trees at the rear of the adjacent site to the east, the Strata Council of 8440 Westminster Hwy should be given reasonable notice of any pending tree removal related to the construction of the new lane at the rear of their lands.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$342,807.75 (based on cost estimates provided by ITO & Associates Landscape Architect, the project's Landscape Architect).

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to make a "latecomers" contribution payment of \$4,116.36 for storm and sanitary upgrades associated with lot at 6180 Cooney Road; if not previous payment has been made.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units, as described in this report, including lever handles for doors and faucets and blocking in washroom walls to facilitate future potential installation of grab bars/handrails.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/tp/special.htm>).
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

Prior to final Building Permit granting occupancy, or stratification (whichever occurs first) the developer is required to complete the following:

- The applicant to complete transfer of the following lands to the City;
 - a) the 3.78m Public Rights-of-Passage (PROP) ROW along Cooney Road, that tapers down to 3.02 m at the new lane;
 - b) the 4 m x 4 m PROP ROW corner cut at Westminster Highway and Cooney Road from the new ROW along Cooney Rd and Westminster Hwy;
 - c) the 6 m PROP ROW along the entire south edge of former 6180 Cooney Road, from Cooney Road, which taper north through former 8420 Westminster Highway aligning 3 m north with the lane at the rear of 8440 Westminster Highway. The PROP ROW at the rear of former 8420 Westminster Hwy being 9 m wide; and
 - d) the new lot created between the new south edge of the lane through former 8420 Cooney Road to the south. Potential use of this lot as a garden by the residents of the building, subject a legal agreement with the City.



DP 10-516067

Attachment 1

Address: 6140 Cooney Road (former 8420 Westminster Highway and 6140, 6160 & 6180 Cooney Road)

Applicant: ATI Investments Ltd. Owner: ATI Investments Ltd

Planning Area(s): City Centre Area Plan – Brighthouse Village

Floor Area Gross: 8,245.9 m² Floor Area Net: 7,542.05 m²

	Existing	Proposed
Site Area:	3,908.4 m ²	3,795.98 m ²
Land Uses:	Single Family Residential	Medium Density. Mid-Rise Multiple Family
OCP Designation:	Neighbourhood Residential	Urban Centre (T5)- Brighthouse Village
Zoning:	Medium Density-Low Rise Apartments (RM1)	High Rise Apartment (ZHR6)- Brighthouse Village (City Centre)
Number of Units:		80 units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	2.0 max	1.99	none permitted
Lot Coverage:	Max. 60%	approx 48 %	None
Setback – Public Street (North):	Min. 3.0 m	3.0 m	None
Setback – Public Street (West):	Min. 3.0 m	6.78 m	None
Setback – Side Yard:	Min. 3.7 m	3.76 m	None
Setback – Rear Yard (lane)	Min. 1.0 m	7.0 m	None
Height (m):	Max. 31.0 m	30.71 m	None
Lot Size:	N/A	N/A	None
Off-street Parking Spaces – Regular :	56 minimum	107	None
Off-street Parking Spaces – Small Car:	56 maximum	33	None
Off-street Parking Spaces – Accessible:	5	5	None
Total off-street Spaces:	112	112	None
Tandem Parking Spaces	not permitted	N/A	None
Bicycle Parking - Class 1	100	100	None

Bicycle Parking - Class 2	16	16	None
Amenity Space – Indoor:	Min. 70 m ²	133 m ²	None
Amenity Space – Outdoor:	Min. 480 m ²	approx. 700 m ²	None

**Excerpt from the Minutes from
The Design Panel Meeting**

**Wednesday, August 20, 2008 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

**Excerpts from the
Advisory Design Panel Discussion Notes**

Wednesday,

Time: 4:00 p.m.
Place: Room M.1.003
Richmond City Hall
Present: Simon Ho, Acting Chair
Gary Fields
Dean Gregory
Willa Walsh
Also Present: Diana Nikolic, Planner
Sara Badyal, Planner
Francisco Molina, Planner
Rustico Agawin, Recording Secretary
Absent: Dana Westermarck
Cst. Derek Cheng
Mark J. Greatrix
Thomas Leung
Tom Parker

The discussion began at 4:00 p.m.

* Please note that as a quorum was not present, these notes do not constitute a record of *decisions* made by the Advisory Panel, rather a record of the discussions held.

1. REZONING 05-317846 – TEN STOREY RESIDENTIAL (PRELIMINARY)

APPLICANT: W.T. Leung Architects Inc.

PROPERTY LOCATION: 6140, 6160, 6180 Cooney Road and 8420 Westminster Highway

Staff Comments

Francisco Molina, Senior Planner III, Urban Design, gave a brief history of the project and described the site context as follows:

- rezoning application commenced in 2005; main reason for the delay was the need for the extension of the lane through to Cooney Road; meets maximum density requirement; present height is over 25 meters which is above the maximum but City Centre Area Plan (CCAP) allows some flexibility in height when interfaces and relationships are considered;
- project is purely residential building and is allowed under the CCAP; meets most of the criteria of design guidelines and the recommendations in the updated CCAP; and
- staff supports increase in height because the parcel is small and narrow; project proposal has solved most of the urban design problems faced by the project.

Mr. Molina likewise advised Panel to look into the following concerns:

- interface of parkade component with residential building at the east side;
We have lowered the east parkade parapet height by approx. 0.60 m (2 ft) (EL.30.00). Some down lights were added to accentuate the concrete pilasters. The east façade also includes a semi recessed green screen wall feature.
- interface area between the building and the street especially units at the lower level which have decks that open towards the street;
The street tree locations have been adjusted in conjunction with street lights in a way the trees create a buffer between the lower floors of the building and the street.
- opportunities for public art at the main corner of Westminster Highway and Cooney Road, which may contribute toward reinforcing the corner as a landmark;
The water feature at this important corner will be illuminated and receive some coloured features, including art glass.
- consider roof treatment on level 5;
The roof on Level 5 will be covered with gravel and will have planters adjacent to the residential deck. This treatment is shown in the landscaping drawings.
- with regard to landscaping, look into the potential for planters serving as parapets on upper decks; and
Planters have been incorporated on all upper terraced decks facing south
- development on adjacent corners includes substantial use of brick, should brick be more extensively used within this project.
Brick is being used on the building portion along Westminster Highway (North) and the planter boxes along Cooney Road, including the extension into the lane (West and South).

Mr. Molina expressed that in general, staff is satisfied with the project proposal.

Applicant's Comments

Wing Ting Leung of W.T. Leung Architects, Inc., with the aid of a model and artist renderings, reviewed the project and site context and highlighted the following points:

- from an urban design point of view, the apartments on raised parking podiums facing Westminster Highway and Cooney Road seem to give an impression of an unfriendly pedestrian streetscape, but the design is intended to wrap and conceal the parking areas, with two apartment blocks facing Westminster Highway and Cooney Road;
- brick masonry is included on levels one through three on the Westminster elevation referencing the brick material used in the surrounding neighbourhood; aluminum, concrete and glazing is the dominant material and allows the architecture to introduce a sense of movement, particularly at the corner;
- amenity areas are highly accessible; accessible parking is also provided; features ramps and connection to the lobby; and
- landscape on the corner of Westminster Highway and Cooney Road provide opportunities for public art in the future.

Masa Ito, Landscape Architect of Ito and Associates, with the aid of a model and artist's renderings pointed out that on the ground level in the corner of Westminster Highway and Cooney Road, a sculptural waterfall wall is proposed. It is an eight-foot, free-standing wall with metal cladding and opaque glass proposed to be illuminated at night. He stated that the community garden and an arbour adjacent to the lane are separated by a low (one meter high) picket fence. He also described the landscape plan on the fourth level which features a garden, amenity area, extended amenity room, play area, arbour and lawn. The level 5 rooftop is not indicated to be landscaped as only one unit has access to the area.

Panel Discussion

In answer to a question, the applicant described the features of the corner lot structure.

Comments from the Panel were as follows:

- nice corner for public art; good idea as the corner is noticeable by people living near the area and in the building; vehicular traffic in the area also ensures public exposure;
- project is well-developed;
- impact of the parking façade on the eastern adjacency is harsh and the impact on the low-rise townhouses should be further considered; articulate wall to create pleasant experience for residents;

We have lowered the east façade parapet height by approx. 0.60 m (2 ft) (EL.30.00). Some down lights were added to accentuate the concrete pilasters. The east façade also includes a semi recessed green screen wall feature.

A meeting with the neighbouring building representatives has been held for discussion of the proposed improvements.

- colour palette for the building is quite restrained; consider some variety and intensity and create a more residential rather than a commercial look;
We have added coloured spandrel, coloured glass and further details to the guardrails and windows.
- enclosed balconies interesting but have a tendency to become cluttered; use appropriate glass and spandrel treatment to ensure the space doesn't become a visible storage space;
Enclosed balconies have been eliminated.
- lobby entrance is minimal; consider expansion;
The waiting area in the lobby has been improved by adjusting the ramp. Internal layout refined; please refer to furnished plans layout.)
- raised patios with steps are nicely handled; landscaping will add separation from the sidewalk to the units;
Landscaped planters and trees improve privacy of patios.
- consider planting perennials rather than annuals for sustainability reasons; plant diversity is encouraged; species diversity also supports plant and environmental health;
Perennials have been provided. Please refer to Landscaping drawings.
- project is well-handled; appropriate style and massing for the context;
- zigzag element in the corner of Westminster Highway and Cooney Road is "seductive-looking"; consider adding colour to maximize the effect;
This portion of the building will be clad with Alucobond panels. Colour: "champagne metallic", spandrel glazing in this element will be "hale navy blue"
- consider raising the parapet in the corner for more differentiation;
Parapet at the corner was raised by approximately 0.70 m (2'-4") to give the corner a more self-contained appearance
- consider the bulging effect of the balconies on the south elevation;
The balconies on the south-west corner of the building wrap around and into the lane and extend further as concrete fins.
- appreciate the playfulness of the openings on the east parkade elevation; consider introduction of more colour;
The east wall of the parkade has been modified with concrete pilasters, down lights for accentuation and will receive green screen wall panels, where climbers can grow up. The metal grilles behind the green screen will be painted and will reduce glare resulting from car headlights.
- the way units meet grade is appreciated; an appropriate response to a design problem; enhances the feeling of community; and

- articulate and add detail to the balconies, but should not affect the purity, cleanliness and simplicity of the form of the building.

More detail have been added to the balcony handrails, including coloured, frosted glazing and more detail. Please refer to the south elevation for typical guardrail design.

In response to the Panel's comments, the applicant advised that he appreciates the comments of the Panel and agreed to take a second look at the difficult aspects of the project. He also pointed out the necessity raising the height of the corner element by a meter or two.

The Acting Chair summarized the comments of the Panel and stated that they are extremely positive.

Due to the absence of Quorum, a recommendation could not be considered.



City of Richmond

Development Permit

No. DP 08-418522

To the Holder: ATI INVESTMENTS LTD.

Property Address: 6140 COONEY ROAD
(FORMERLY 8420 WESTMINSTER HIGHWAY AND 6140, 6160
AND 6180 COONEY ROAD)

Address: C/O W. T. LEUNG ARCHITECTS INC.
#300 – 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #18e attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of **\$342,807.75** to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

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#300 – 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

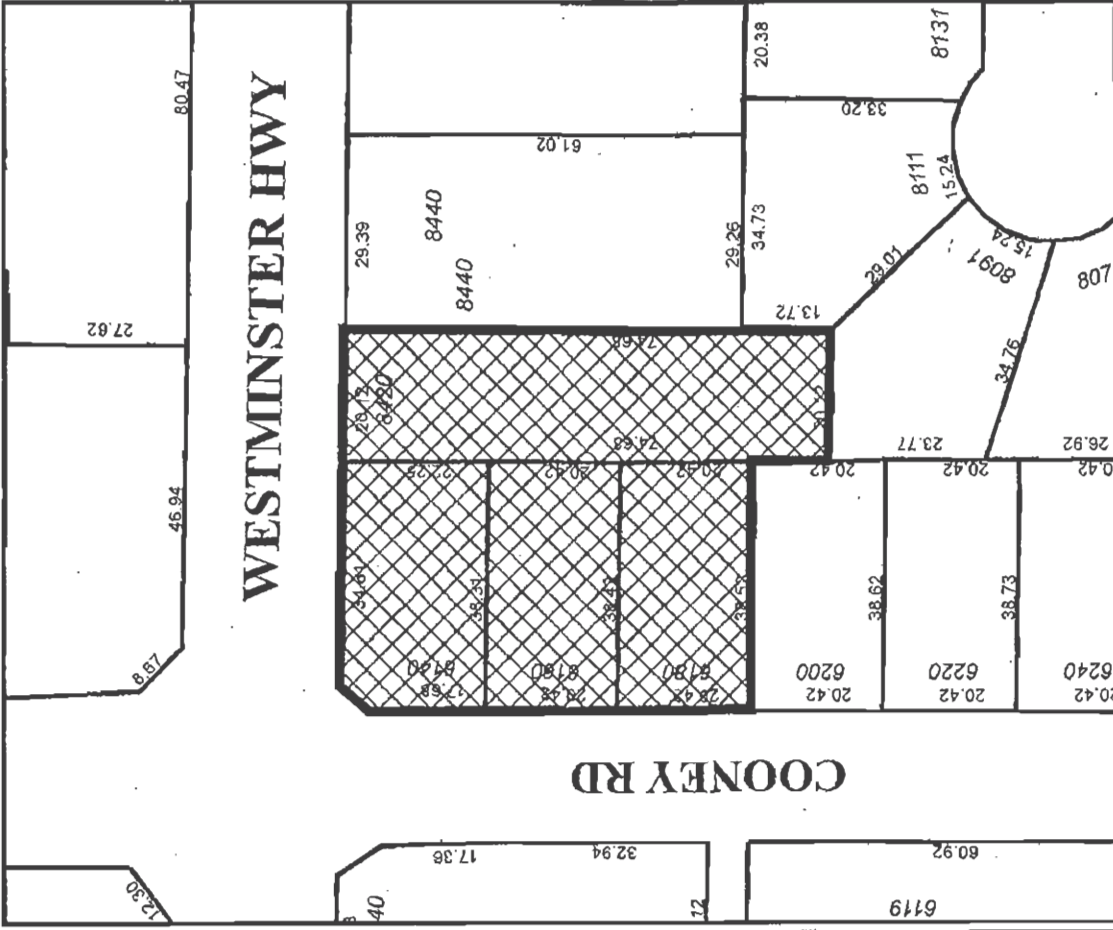
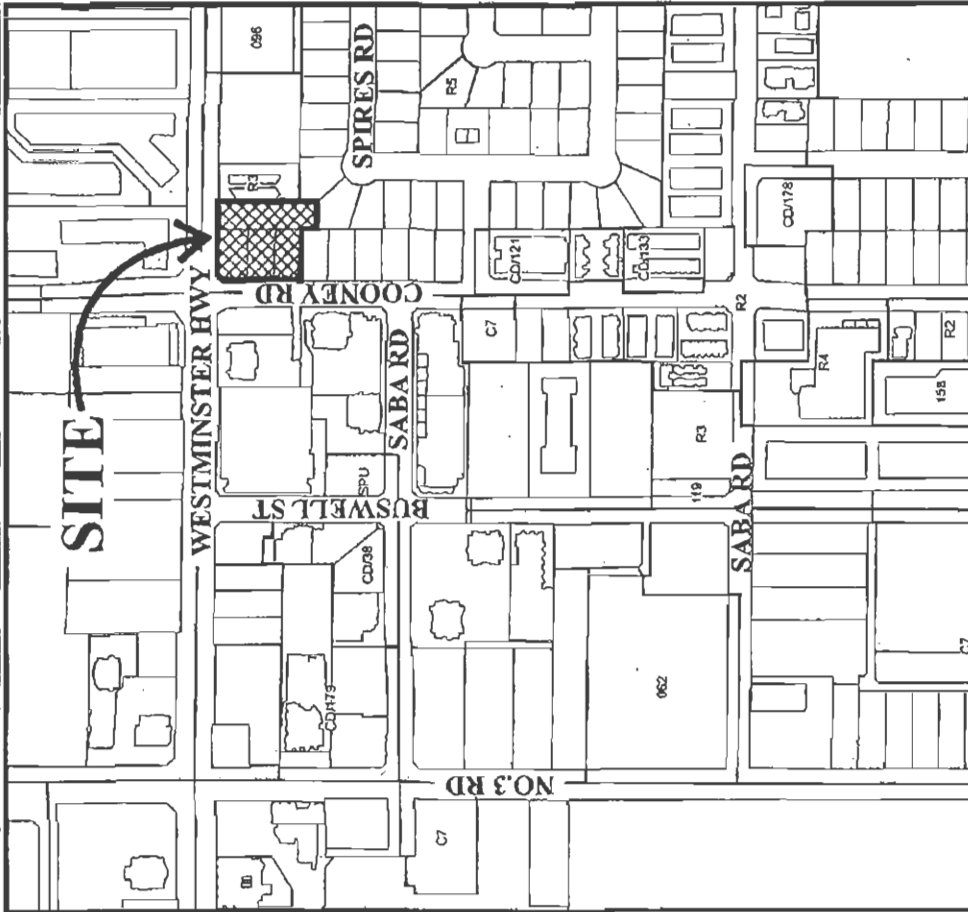
DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

SITE



DP 08-418522 SCHEDULE "A"

Original Date: 05/22/08

Revision Date:

Note: Dimensions are in METRES



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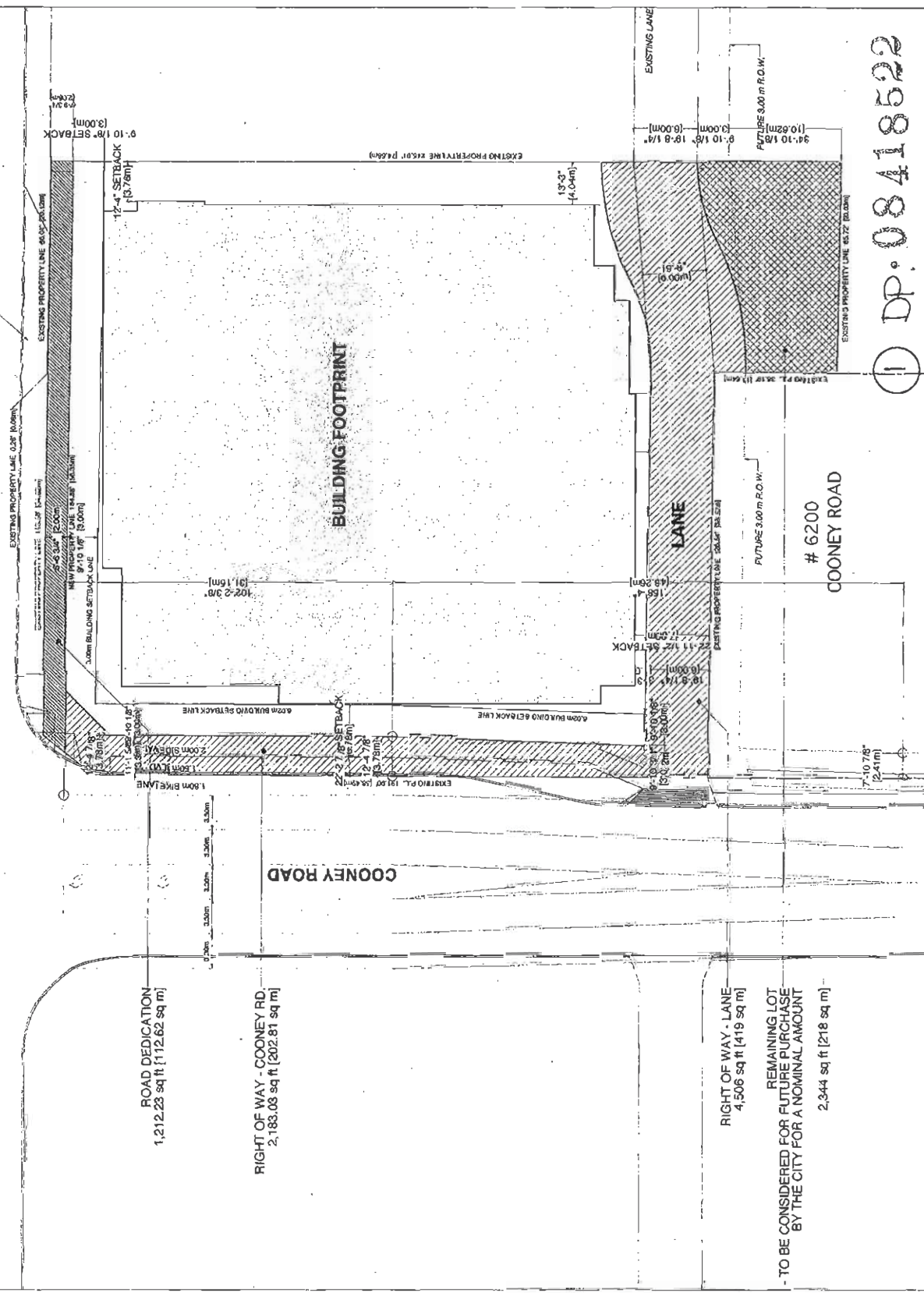
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COONEY ROAD

SITE AREA
- DEDICATIONS
- RIGHT OF WAY

A-1.01

① DP: 08418522

WESTMINSTER HWY.



ROAD DEDICATION
1,212.23 sq ft (112.62 sq m)

RIGHT OF WAY - COONEY RD.
2,183.03 sq ft (202.81 sq m)

RIGHT OF WAY - LANE
4,506 sq ft (419 sq m)

REMAINING LOT
- TO BE CONSIDERED FOR FUTURE PURCHASE
BY THE CITY FOR A NOMINAL AMOUNT
2,344 sq ft (218 sq m)



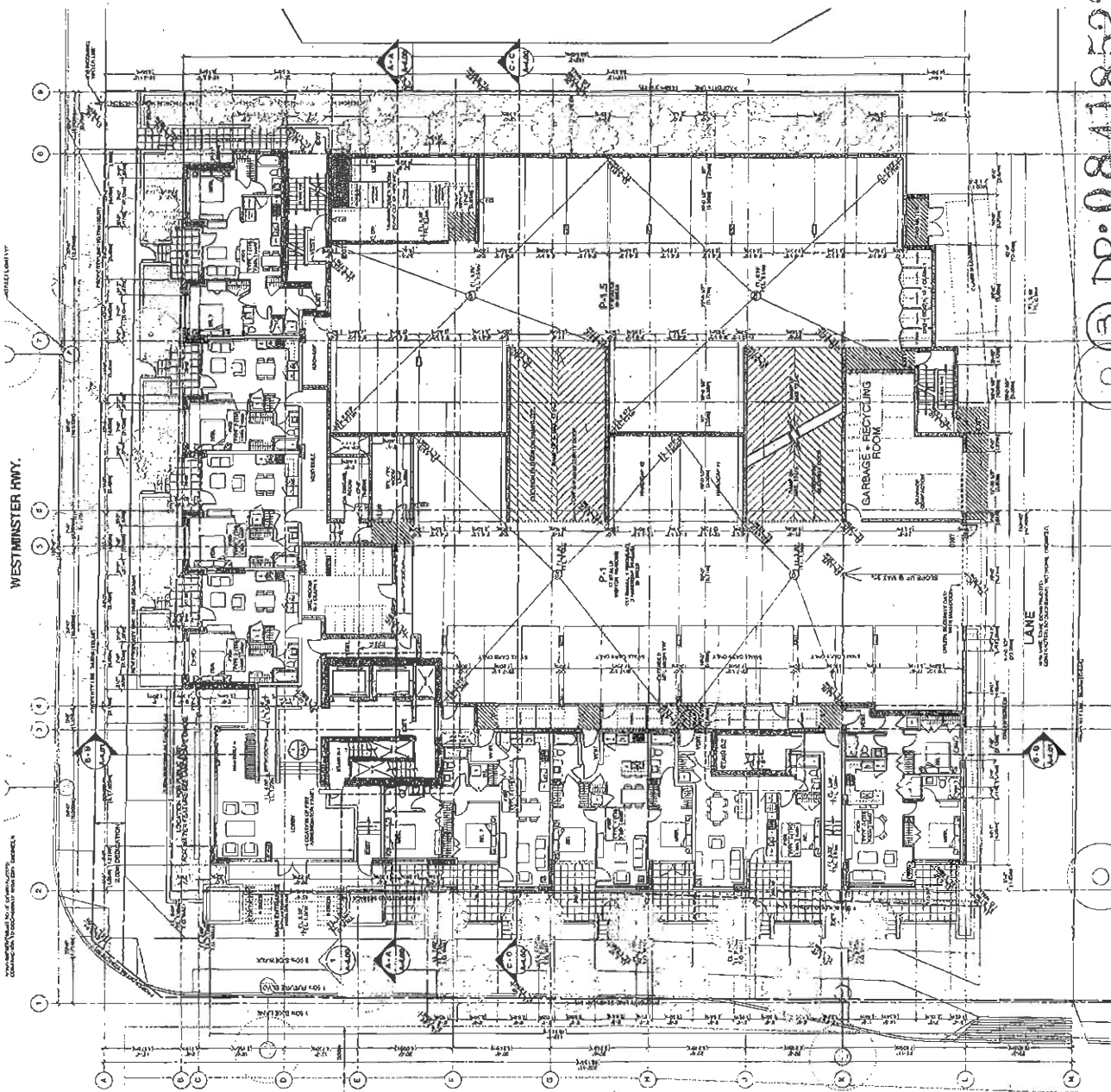
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6140
COONEY ROAD

COONEY RD
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1st FLOOR
PARKING P-1'

A-201



DP: 08418522



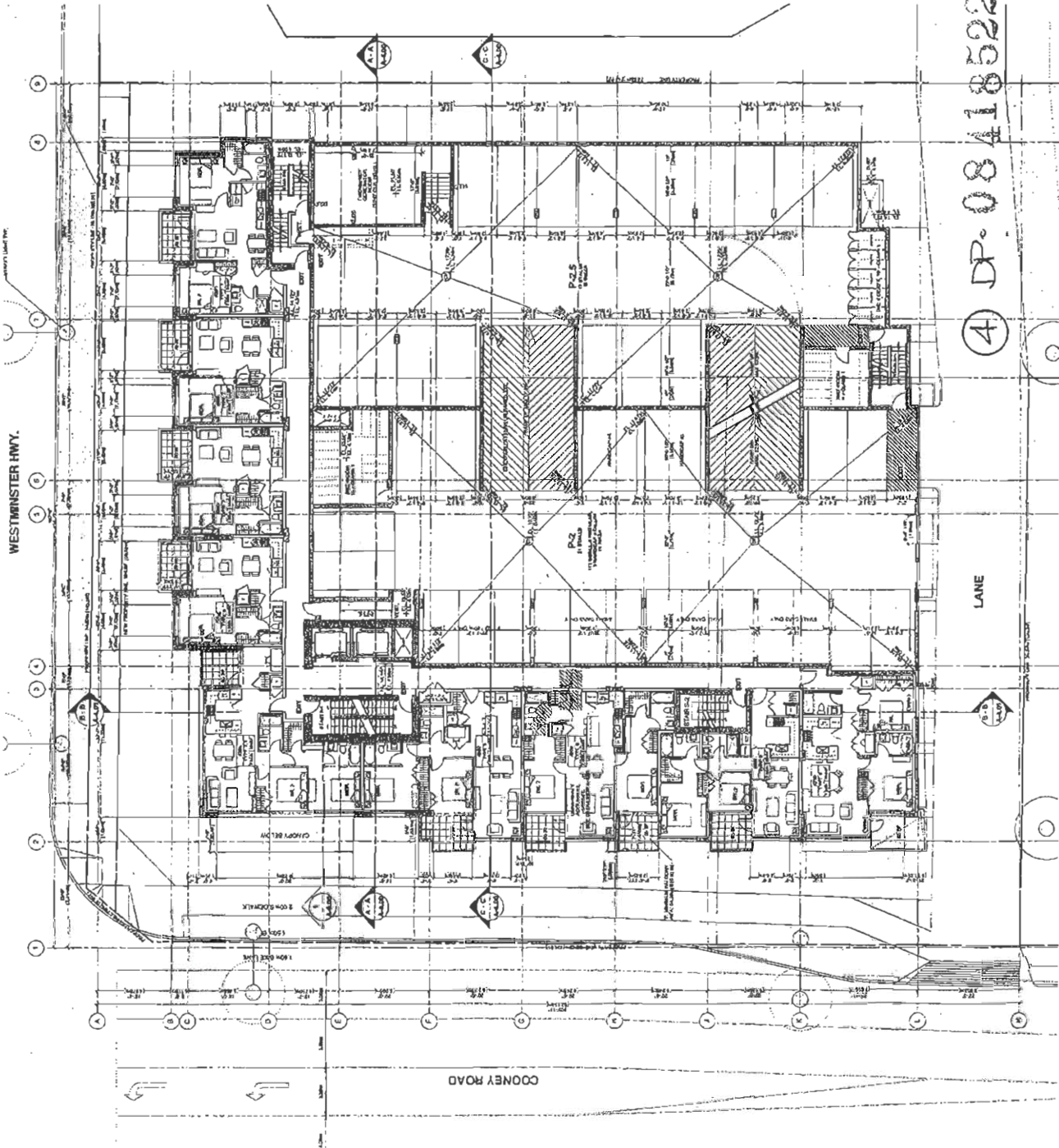
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6140
COONEY ROAD

6140 COONEY ROAD
WESTMINSTER, CO. 80057
TEL: 303-440-1111
FAX: 303-440-1112

2nd FLOOR
PARKING 'P-2'

DATE	10/1/97
BY	W. T. LEUNG
CHECKED BY	W. T. LEUNG
SCALE	1/8" = 1'-0"
PROJECT	6140 COONEY ROAD
SHEET	100



④ DR-08418522

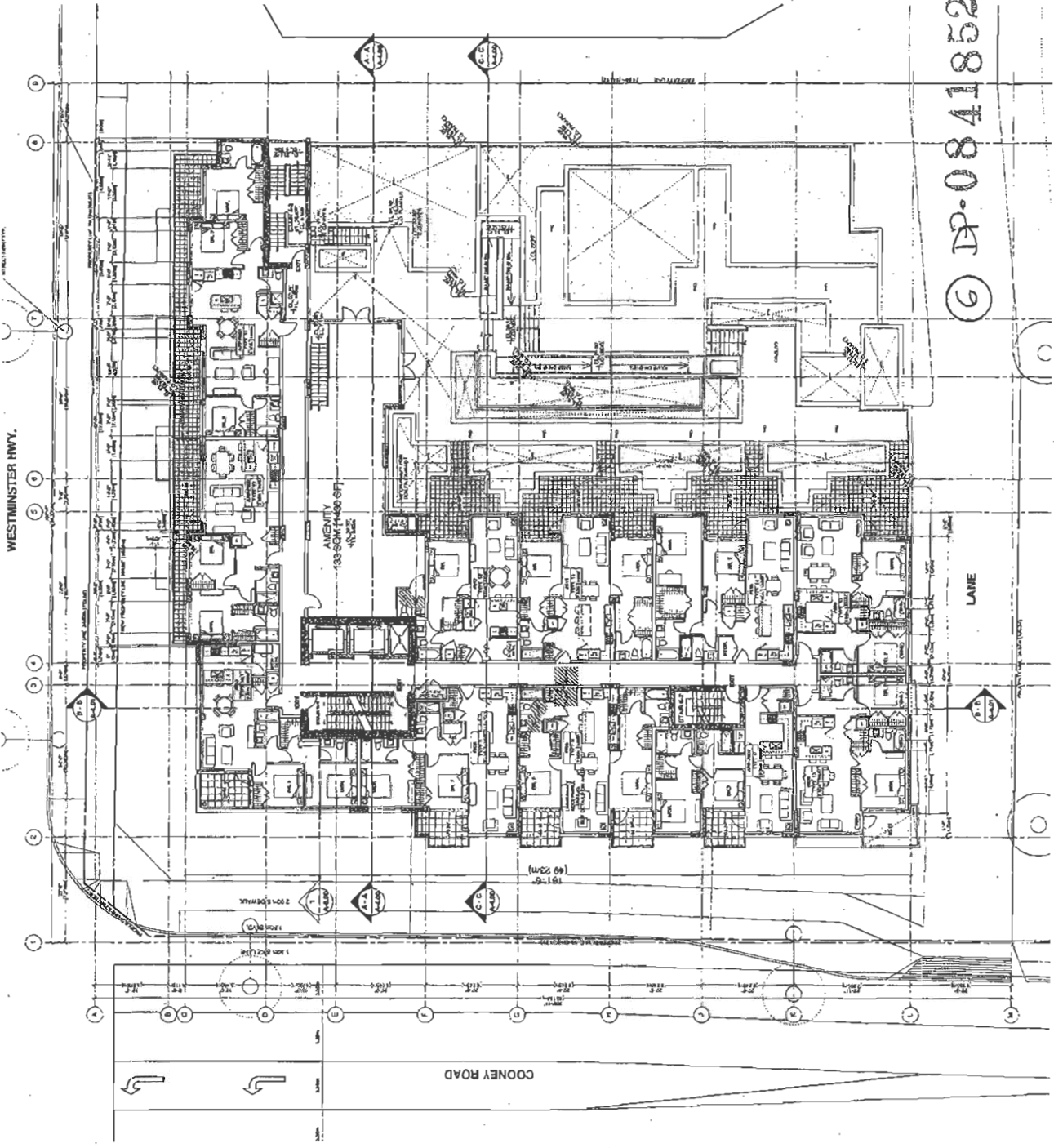


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6140
COONEY ROAD

4th FLOOR
PLAN

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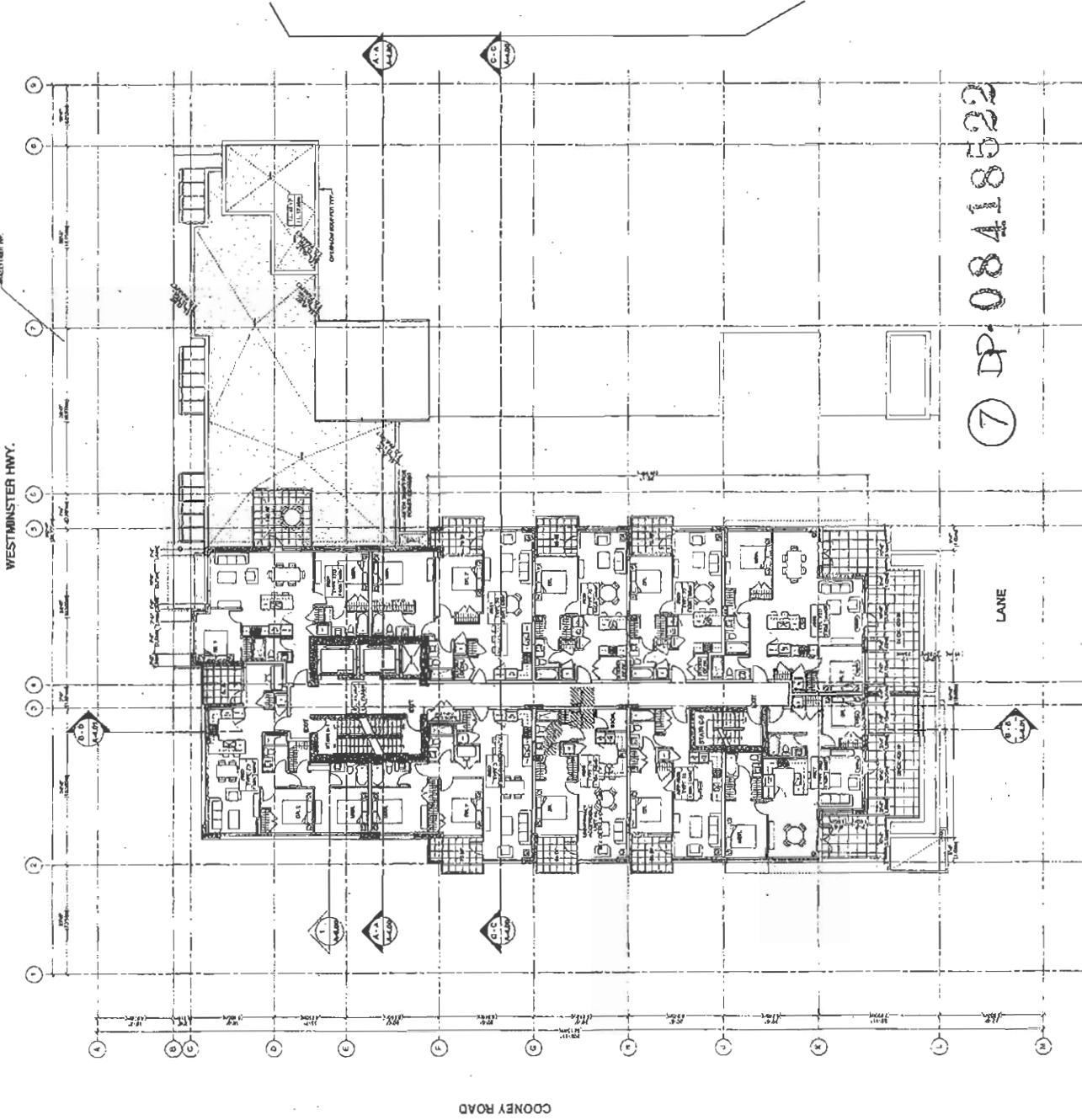


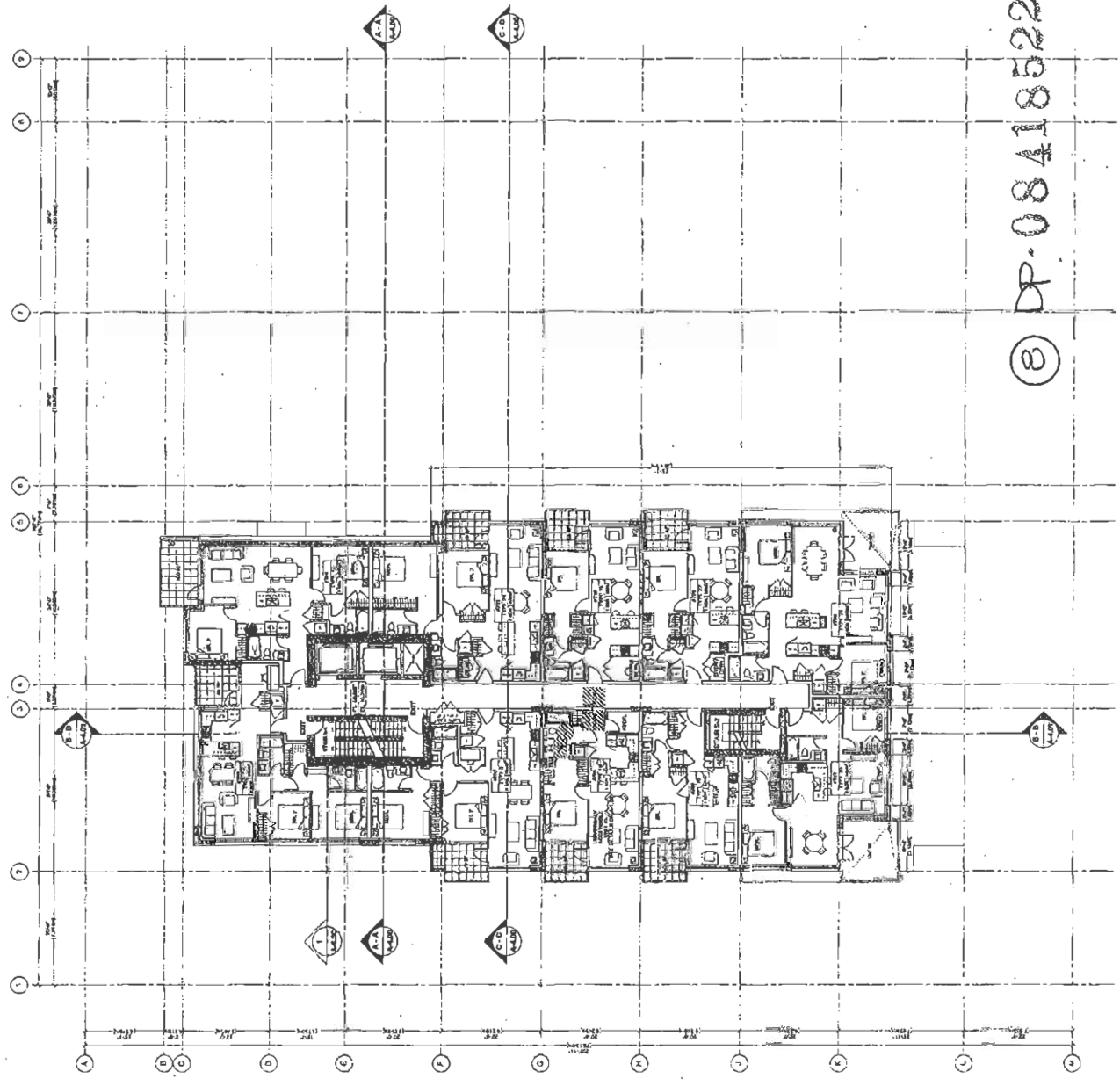
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- 95. EXISTING
- 96. EXISTING
- 97. EXISTING
- 98. EXISTING
- 99. EXISTING
- 100. EXISTING

6140
COONEY ROAD

5th FLOOR
PLAN

7 DP-08418522





6140
COONEY ROAD
DUBLIN, CA 94568
Tel: (925) 835-1111
Fax: (925) 835-1112

6140
COONEY ROAD
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COONEY ROAD
DUBLIN, CA 94568
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⑧ DP-08418522



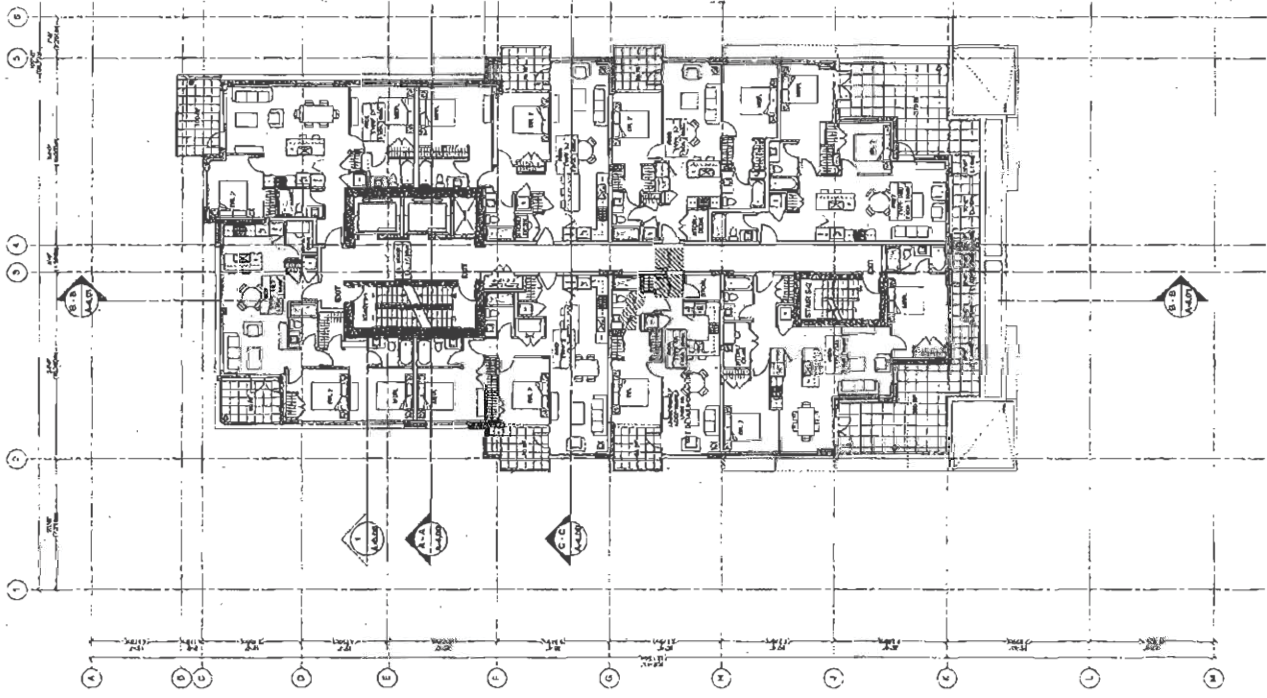
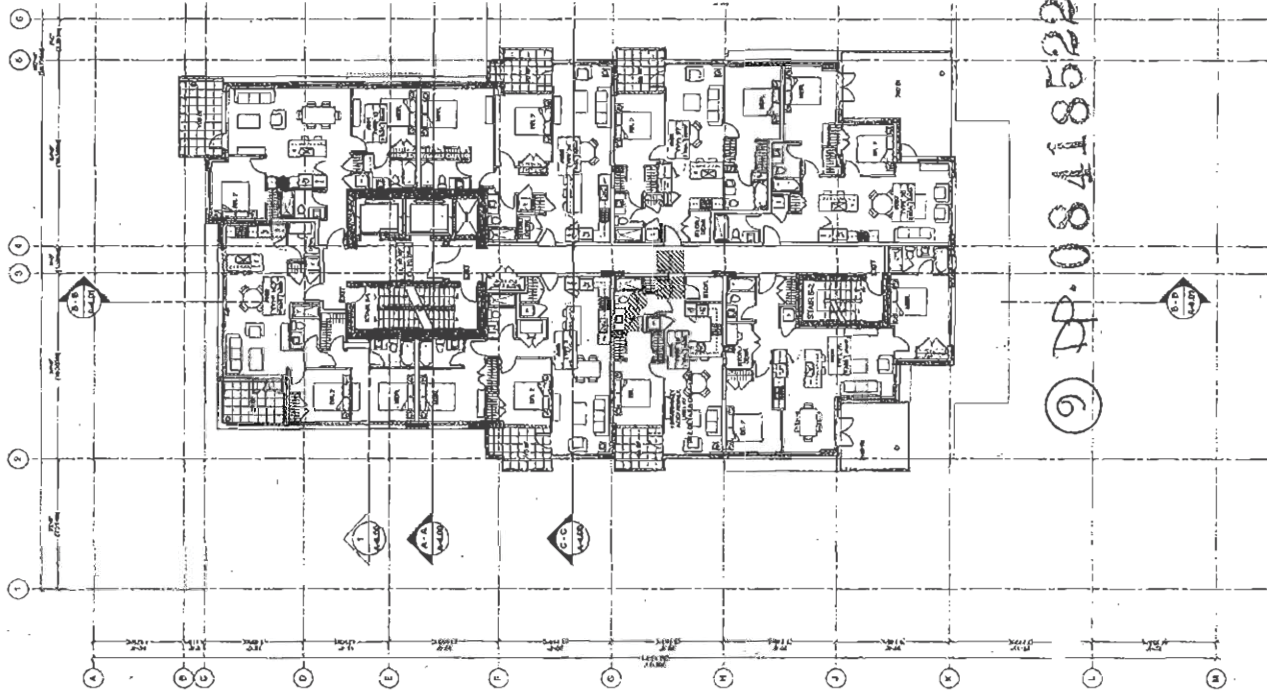
- 1. FLOOR PLAN
- 2. SECTION
- 3. ELEVATION
- 4. DETAIL
- 5. SCHEDULE
- 6. SPECIFICATION
- 7. CONTRACT
- 8. GENERAL NOTES
- 9. LEGEND
- 10. INDEX

6140
COONEY ROAD

6140
COONEY ROAD

7th & 8th
FLOOR PLAN

NO.	DATE	REVISION
1	07.1.2022	ISSUED FOR PERMIT
2	07.1.2022	ISSUED FOR PERMIT
3	07.1.2022	ISSUED FOR PERMIT
4	07.1.2022	ISSUED FOR PERMIT
5	07.1.2022	ISSUED FOR PERMIT
6	07.1.2022	ISSUED FOR PERMIT
7	07.1.2022	ISSUED FOR PERMIT
8	07.1.2022	ISSUED FOR PERMIT
9	07.1.2022	ISSUED FOR PERMIT
10	07.1.2022	ISSUED FOR PERMIT





Q	Q000000	Q000001	Q000002	Q000003	Q000004	Q000005	Q000006	Q000007	Q000008	Q000009	Q000010	Q000011	Q000012	Q000013	Q000014	Q000015	Q000016	Q000017	Q000018	Q000019	Q000020	Q000021	Q000022	Q000023	Q000024	Q000025	Q000026	Q000027	Q000028	Q000029	Q000030	Q000031	Q000032	Q000033	Q000034	Q000035	Q000036	Q000037	Q000038	Q000039	Q000040	Q000041	Q000042	Q000043	Q000044	Q000045	Q000046	Q000047	Q000048	Q000049	Q000050	Q000051	Q000052	Q000053	Q000054	Q000055	Q000056	Q000057	Q000058	Q000059	Q000060	Q000061	Q000062	Q000063	Q000064	Q000065	Q000066	Q000067	Q000068	Q000069	Q000070	Q000071	Q000072	Q000073	Q000074	Q000075	Q000076	Q000077	Q000078	Q000079	Q000080	Q000081	Q000082	Q000083	Q000084	Q000085	Q000086	Q000087	Q000088	Q000089	Q000090	Q000091	Q000092	Q000093	Q000094	Q000095	Q000096	Q000097	Q000098	Q000099
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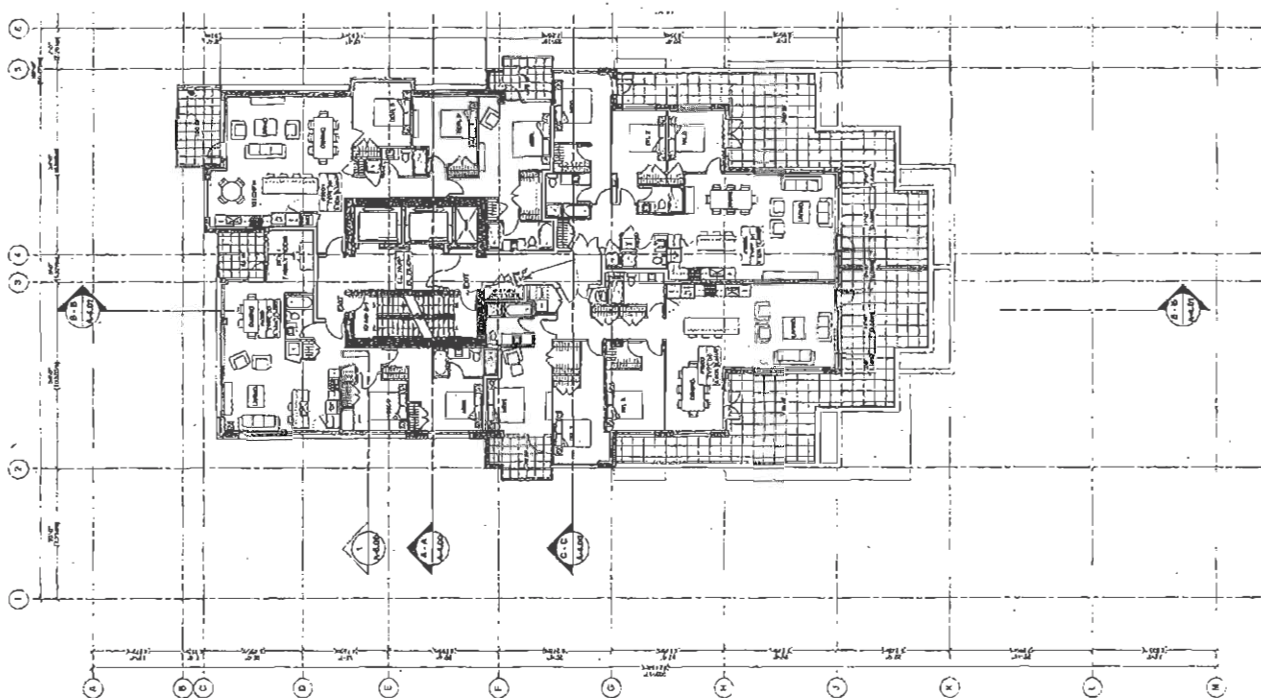
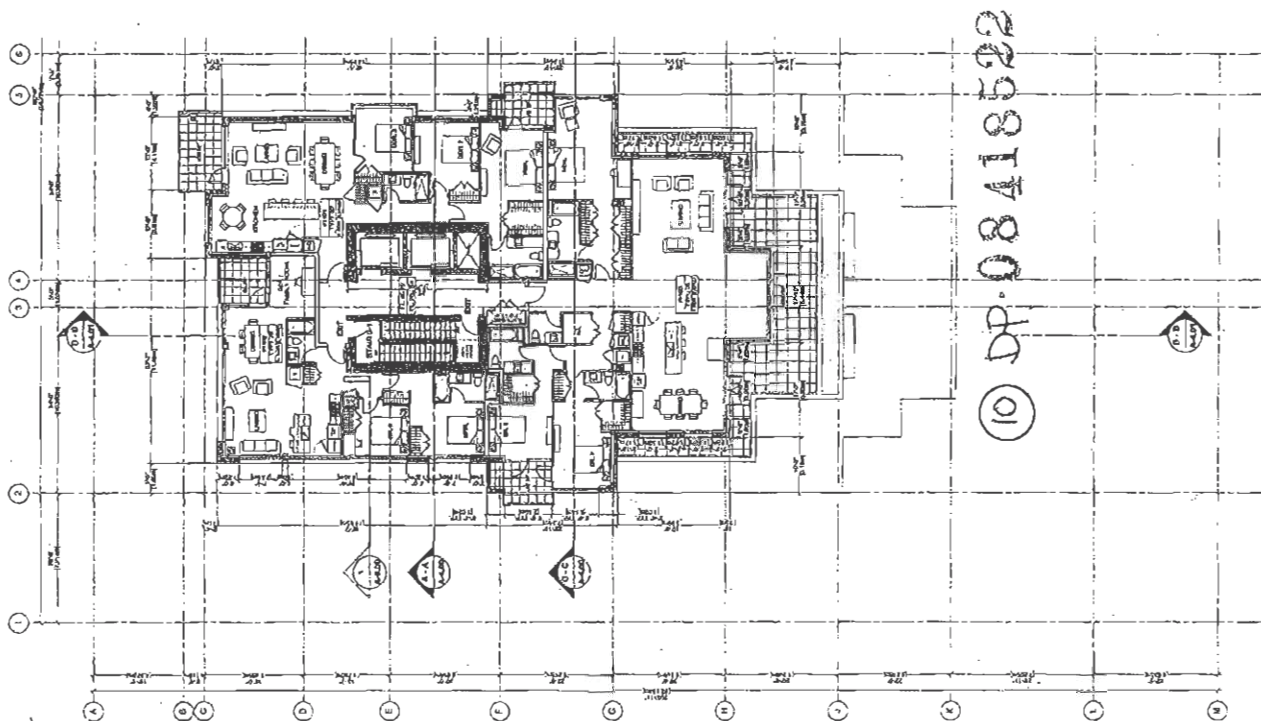
6140
COONEY ROAD

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**9th & 10th
FLOOR PLAN**

07-08
IN
MAR 1963
LIT & PAP
WFL

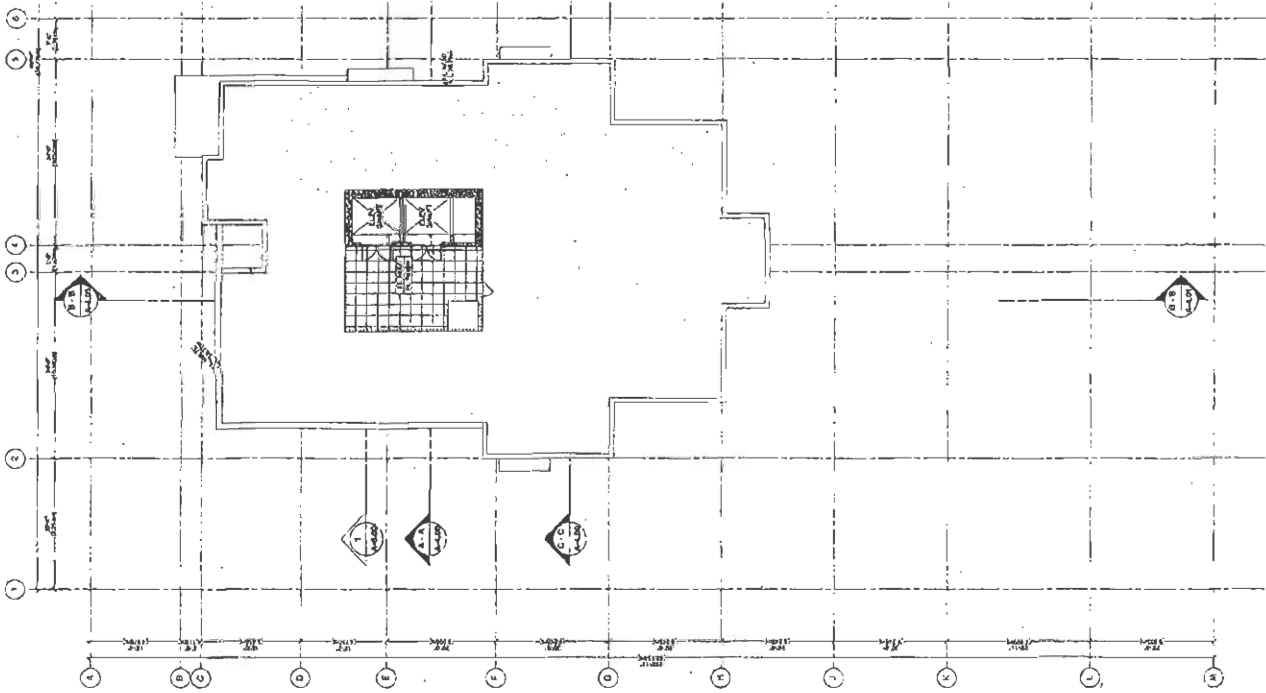
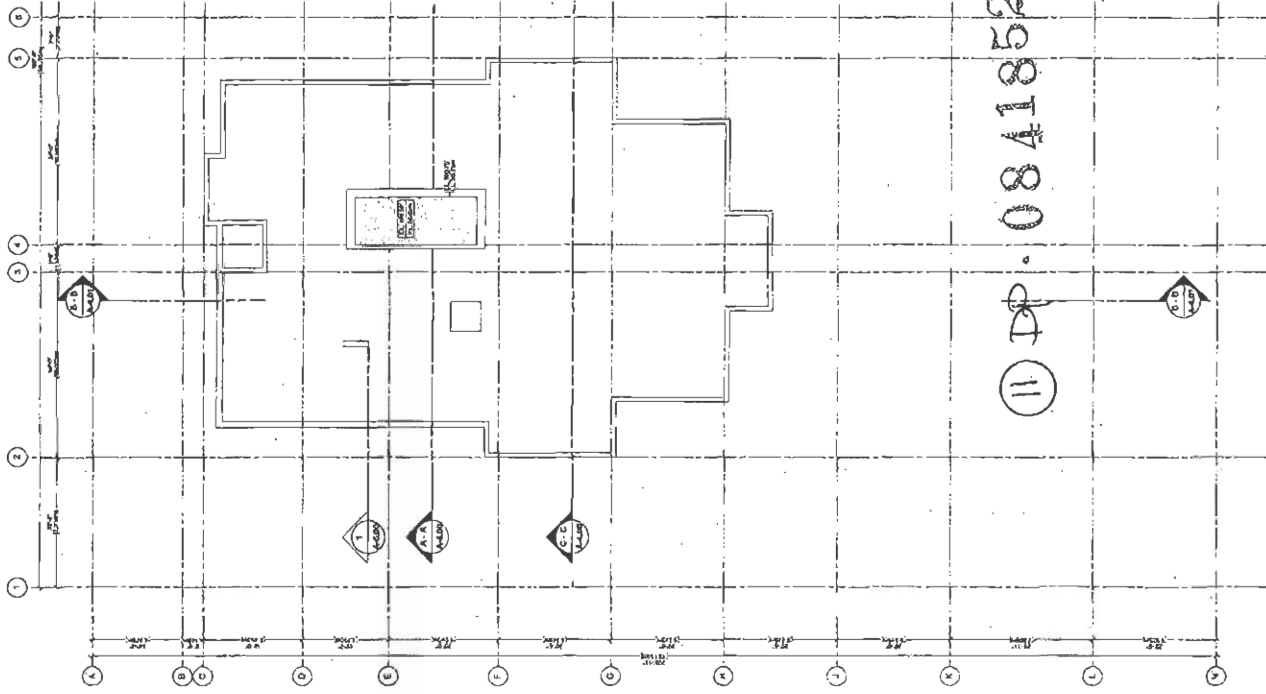
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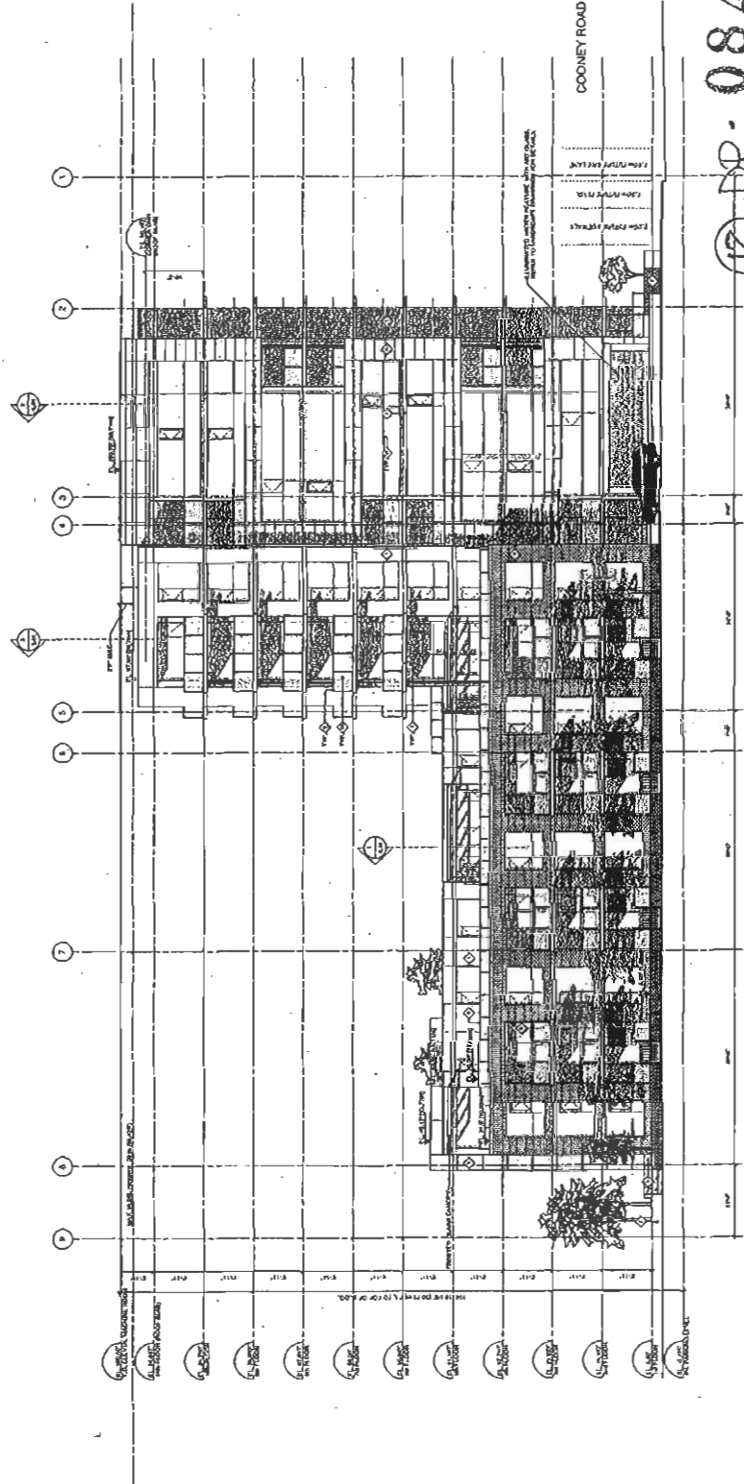


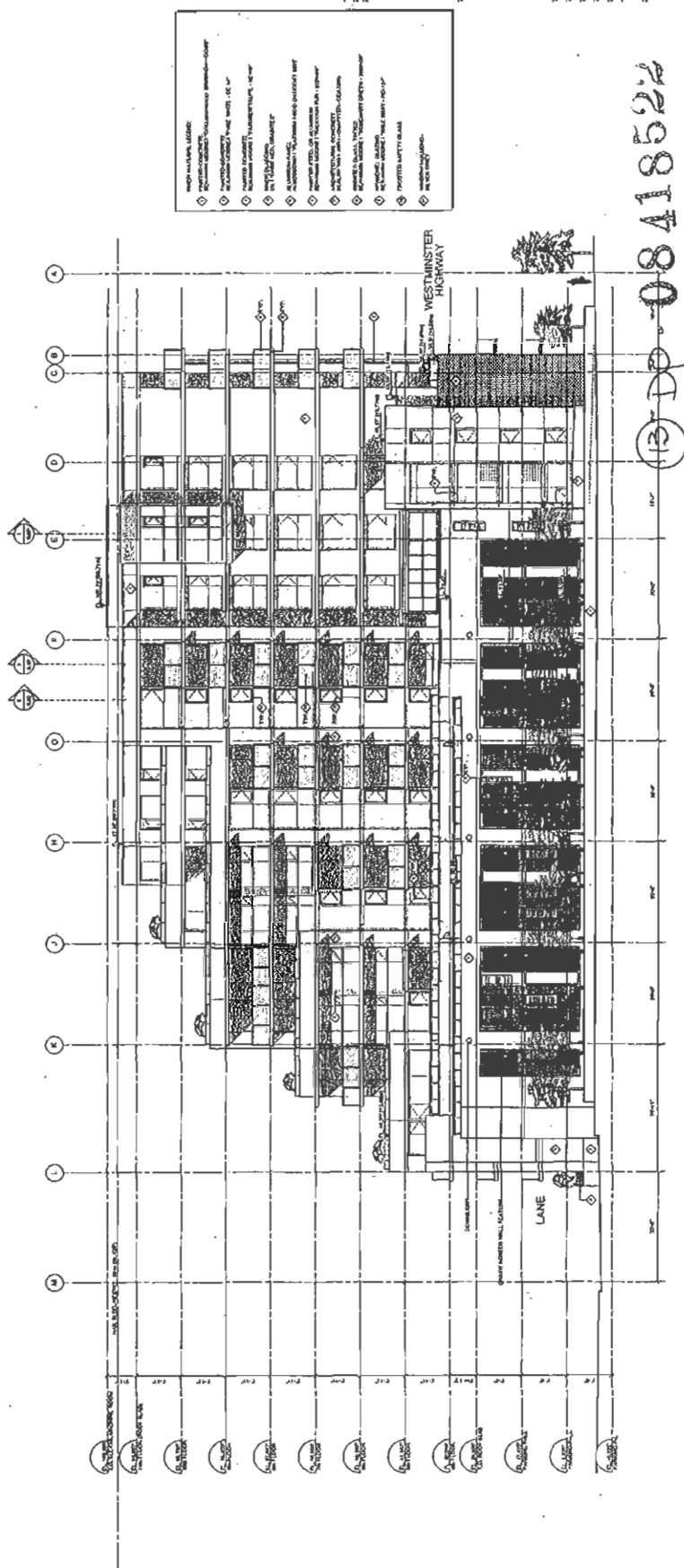
DP-08418522

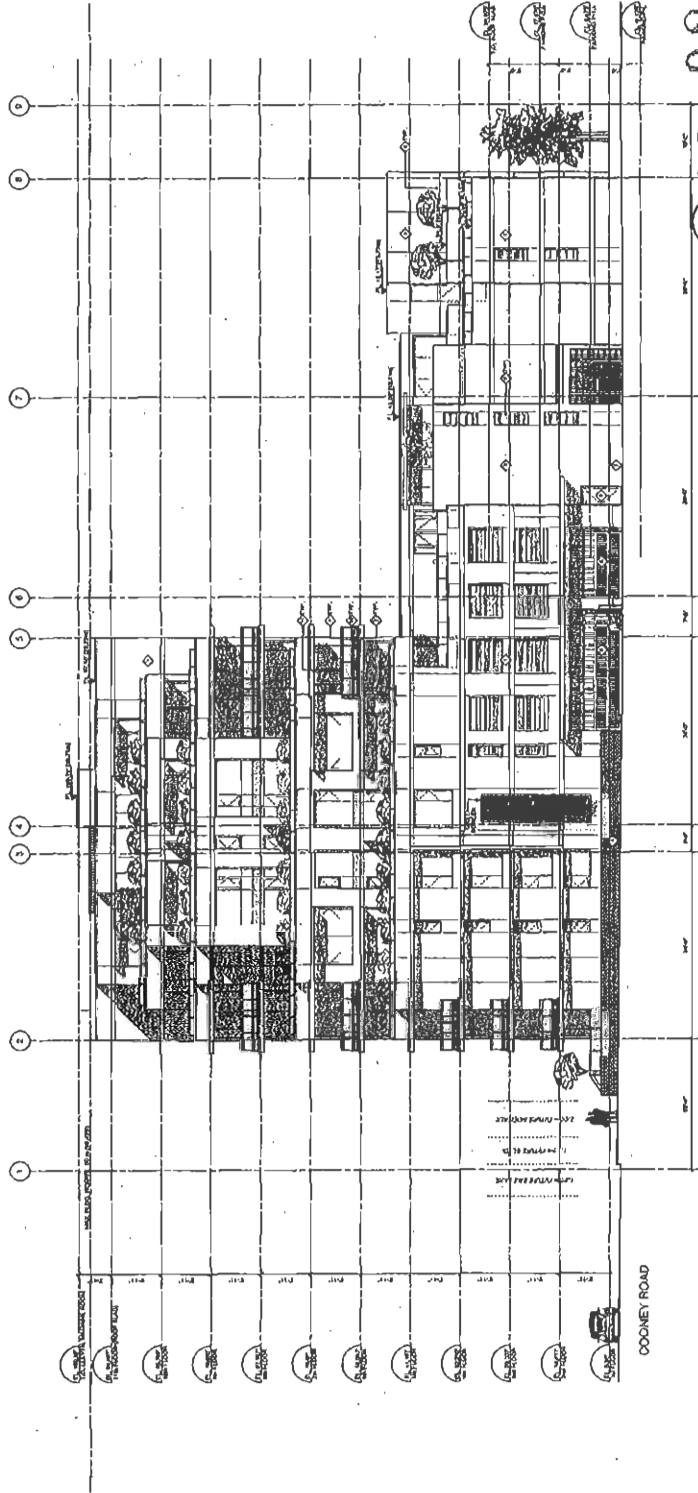
11



NO.	DESCRIPTION
1	BRICK
2	CONCRETE
3	GLASS
4	WOOD
5	IRON
6	STEEL
7	COPPER
8	ALUMINUM
9	BRASS
10	STAINLESS STEEL
11	PAINT
12	LANDSCAPE
13	PLANTING
14	WATER
15	ELECTRICITY
16	PLUMBING
17	MECHANICAL
18	STRUCTURAL
19	FOUNDATION
20	ROOFING
21	CLADDING
22	INTERIORS
23	MECHANICAL
24	ELECTRICITY
25	PLUMBING
26	MECHANICAL
27	ELECTRICITY
28	PLUMBING
29	MECHANICAL
30	ELECTRICITY
31	PLUMBING
32	MECHANICAL
33	ELECTRICITY
34	PLUMBING
35	MECHANICAL
36	ELECTRICITY
37	PLUMBING
38	MECHANICAL
39	ELECTRICITY
40	PLUMBING
41	MECHANICAL
42	ELECTRICITY
43	PLUMBING
44	MECHANICAL
45	ELECTRICITY
46	PLUMBING
47	MECHANICAL
48	ELECTRICITY
49	PLUMBING
50	MECHANICAL







6140 COONEY ROAD	
1	1st Floor
2	2nd Floor
3	3rd Floor
4	4th Floor
5	5th Floor
6	6th Floor
7	7th Floor
8	8th Floor
9	9th Floor
10	10th Floor
11	11th Floor
12	12th Floor
13	13th Floor
14	14th Floor
15	15th Floor
16	16th Floor
17	17th Floor
18	18th Floor
19	19th Floor
20	20th Floor
21	21st Floor
22	22nd Floor
23	23rd Floor
24	24th Floor
25	25th Floor
26	26th Floor
27	27th Floor
28	28th Floor
29	29th Floor
30	30th Floor
31	31st Floor
32	32nd Floor
33	33rd Floor
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83	83rd Floor
84	84th Floor
85	85th Floor
86	86th Floor
87	87th Floor
88	88th Floor
89	89th Floor
90	90th Floor
91	91st Floor
92	92nd Floor
93	93rd Floor
94	94th Floor
95	95th Floor
96	96th Floor
97	97th Floor
98	98th Floor
99	99th Floor
100	100th Floor

SOUTH
ELEVATION

DATE	08/18/22
BY	W. T. LEUNG
CHECKED BY	W. T. LEUNG
SCALE	1/8" = 1'-0"
PROJECT	6140 COONEY ROAD
SHEET	100

14 DP: 08418522

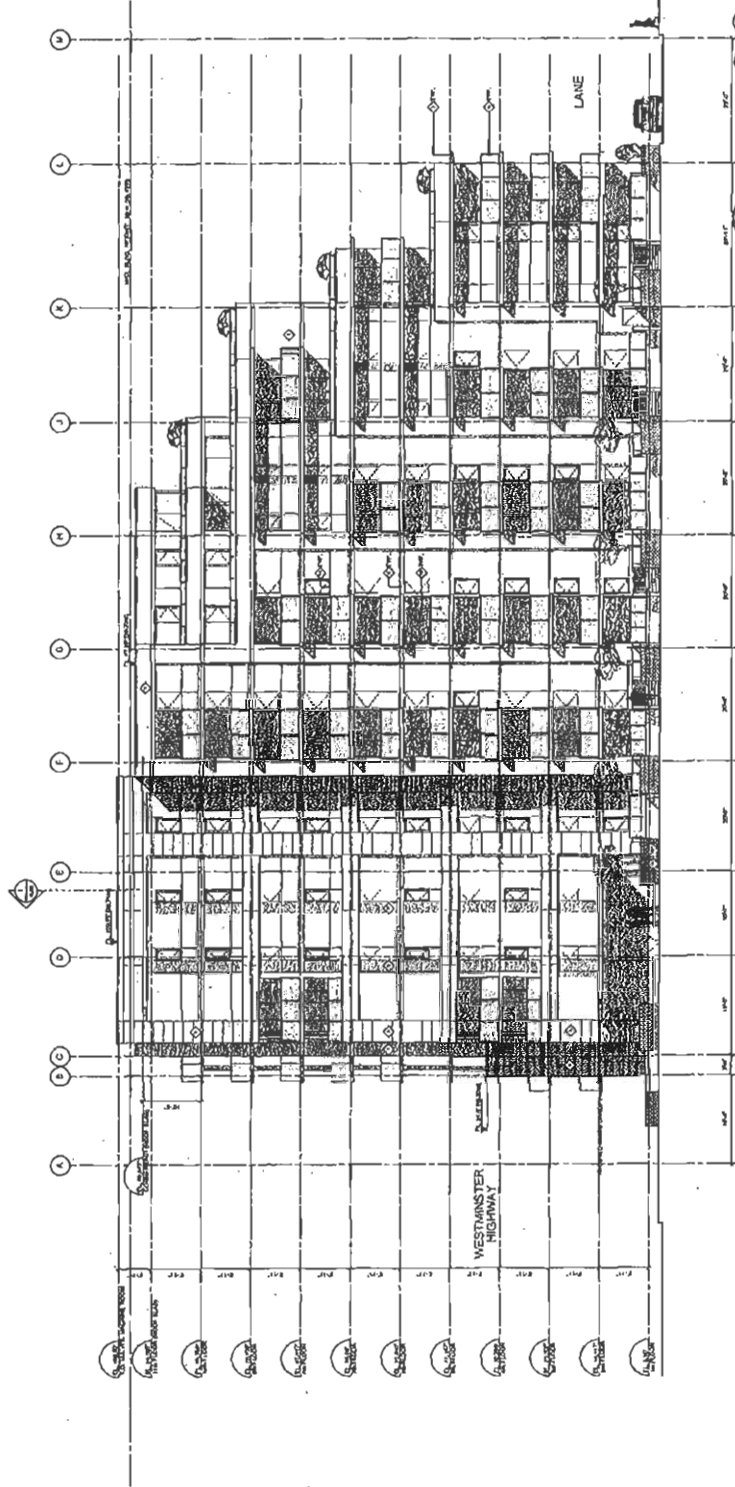
- 1. EXISTING BUILDING
- 2. EXISTING ROOF
- 3. EXISTING FLOOR
- 4. EXISTING WALL
- 5. EXISTING WINDOW
- 6. EXISTING DOOR
- 7. EXISTING STAIR
- 8. EXISTING ELEVATOR
- 9. EXISTING MECHANICAL
- 10. EXISTING ELECTRICAL
- 11. EXISTING PLUMBING
- 12. EXISTING FIRE
- 13. EXISTING SECURITY
- 14. EXISTING LANDSCAPE
- 15. EXISTING SITE

6140
COONEY ROAD

CONTRACT NO.
PROJECT NO.
SHEET NO.

WEST
ELEVATION

A-3.03



- 1. EXISTING BUILDING
- 2. EXISTING ROOF
- 3. EXISTING FLOOR
- 4. EXISTING WALL
- 5. EXISTING WINDOW
- 6. EXISTING DOOR
- 7. EXISTING STAIR
- 8. EXISTING ELEVATOR
- 9. EXISTING MECHANICAL
- 10. EXISTING ELECTRICAL
- 11. EXISTING PLUMBING
- 12. EXISTING FIRE
- 13. EXISTING SECURITY
- 14. EXISTING LANDSCAPE
- 15. EXISTING SITE

15 DP 08418022

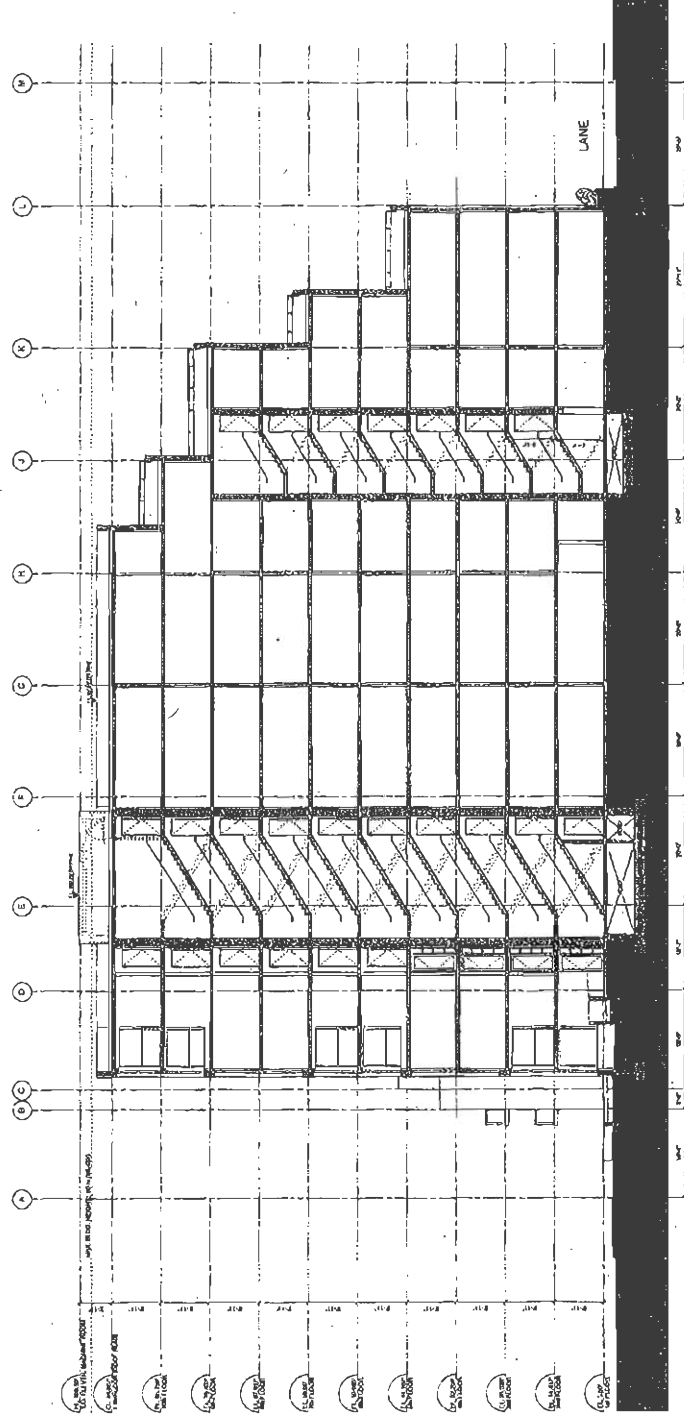
DESIGN: ARCHITECT W. T. LEUNG
ENGINEER: W. T. LEUNG
CONTRACTOR: W. T. LEUNG
DATE: 10/10/2011
PROJECT: 6140 COONEY ROAD
SHEET: 10 OF 10

6140
COONEY ROAD

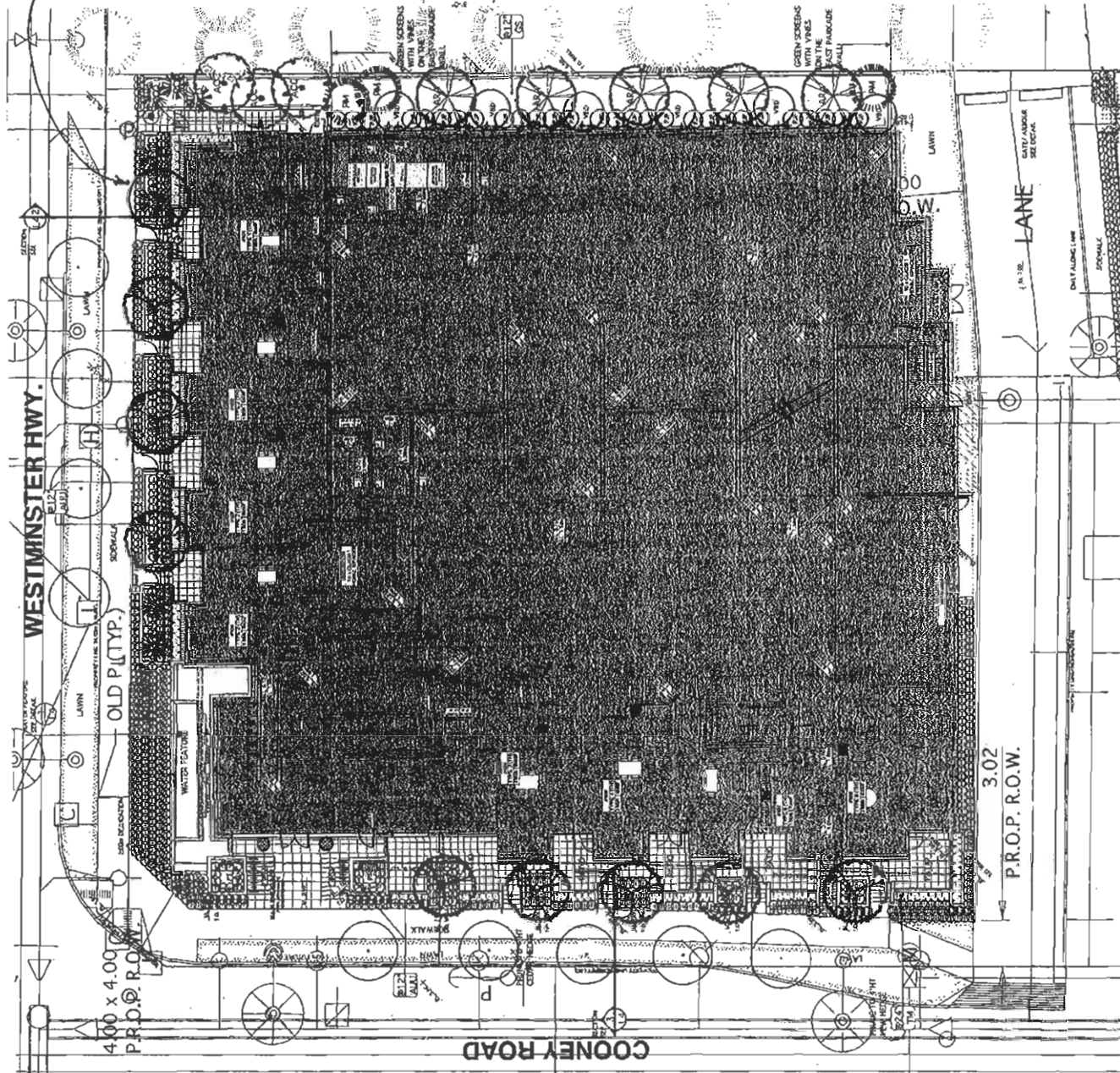
CONCRETE
FOUNDATION, ETC.

SECTION B-B

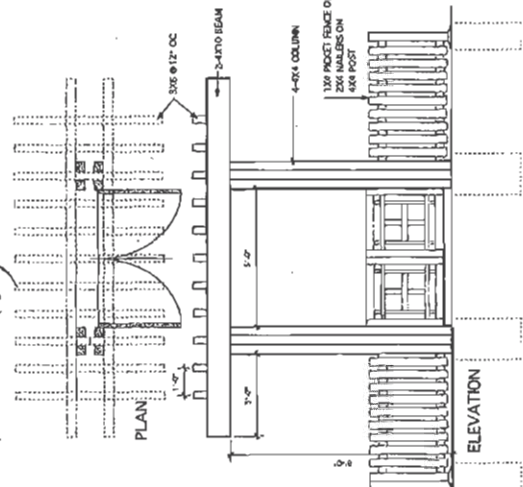
A-4.01



① DP. 08418522



ADDITIONAL
THREE TO BE
HERE (3)



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

ITO
 & ASSOCIATES
 Landscape Architects
 2180 HAVEN RD. UNIT 204
 VANCOUVER, BC V6T 2A4
 Phone: (604) 277-2810
 Fax: (604) 277-4600
 Email: info@itoassoc.com

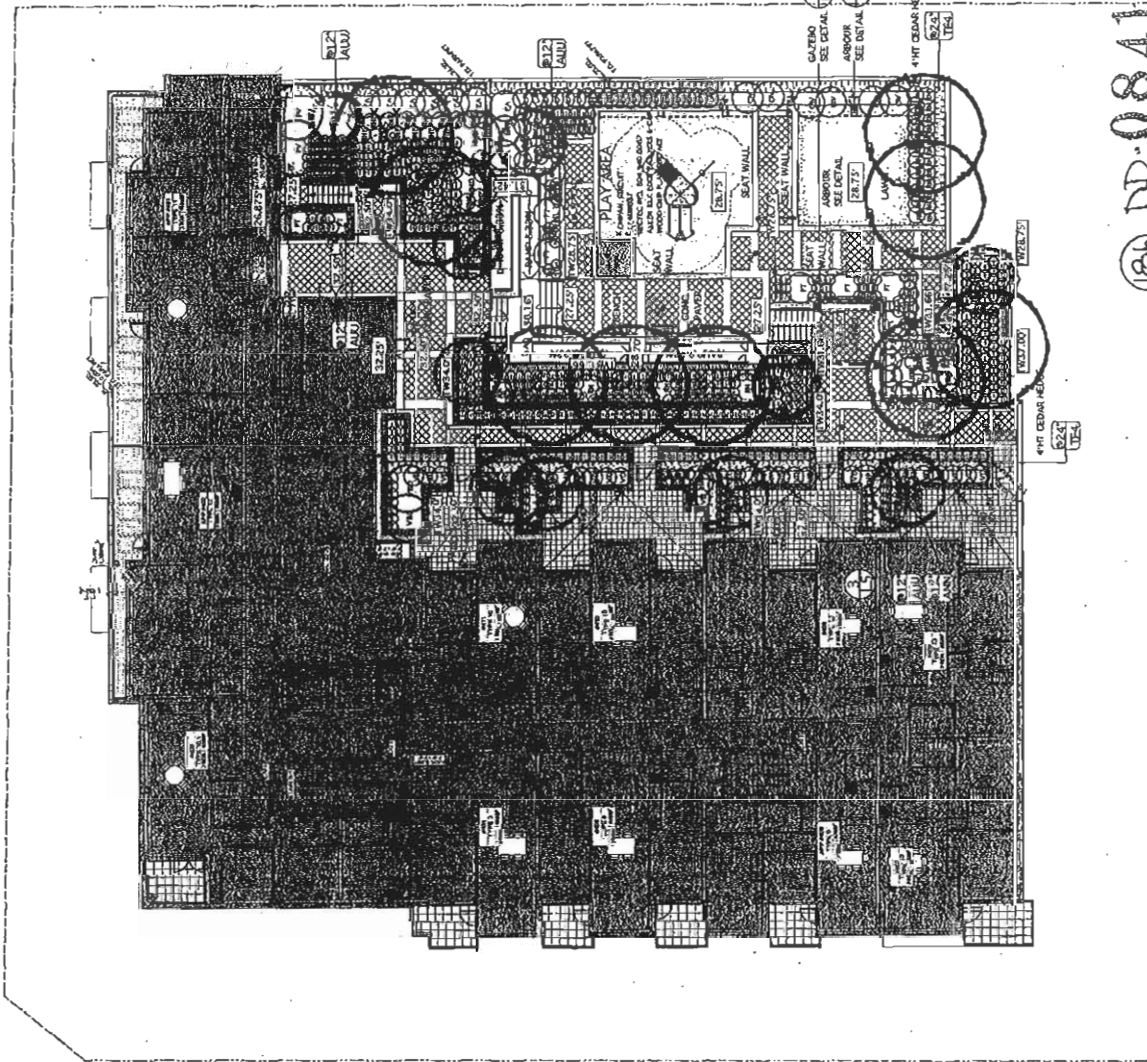
Project:
 6740 COONEY RD.
 RICHMOND, B.C.

Client:
 LANDSCAPE PLAN
 GROUND FLOOR

Drawn by	1/1/20
Checked by	1/1/20
Scale	1/8" = 1'-0"
Sheet	1/1/20
Date	1/1/20

L1 d.s

18a DP-08418522



25

558178040



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[illegible][illegible]

ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT EDITION OF THE LANDSCAPE ARCHITECTURE SPECIFICATIONS.

PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CNIA STANDARDS FOR NURSERY STOCK AND THE ICLNA STANDARDS FOR CONTAINER GROWN PLANTS.

ALL PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS.

THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE
STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER.

& ASSOCIATES
Landscape Architects
3180 Hurst Street
Richmond, BC V7E 2L4
Voice: (604) 275-2822
Facsimile: (604) 275-6536
Email: info@lmsc.com

6140 COONEY RD.
RICHMOND, B.C.

Drawing Title
 LANDSCAPE PLAN
 LEVEL 5
 PLANT LIST

800.08418522

Model	9-12
Power	Mid
Capacity	71
Price	£12,250/£
Warranty	24hr
Service	

32



