



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: March 30, 2010
File: DP 07-374744
Re: Application by Iredale Group Architecture for a Development Permit at
6888 Cooney Road (formerly 6760, 6780, 6800, 6820 Cooney Road,
8371, 8411 Anderson Road, and 6771, 6811, 6831 Eckersley Road)

Staff Recommendation

That a Development Permit be issued which would permit the construction of a multi-family residential complex consisting of 227 units (182 market apartment units, 35 affordable housing units and 12 townhouse units) and associated amenity space over two (2) levels of parking on a site zoned "High Rise Apartment (ZHR5) – Brighthouse Village (City Centre) District" (formerly "Comprehensive Development District (CD/195)")

Brian J. Jackson, MCIP
Director of Development

FM:blg
Att.

Staff Report

Origin

Iredale Group Architecture has applied to the City of Richmond for permission to develop a multi-family residential complex that consists of 227 units (180 market apartment units, 35 rental apartment units [13 of which are affordable low end of market rental dwellings with an associated maximum permitted rental rate], and 12 townhouse units) and associated amenity space over two (2) levels of parking at 6888 Cooney Road (Schedule A). The development scheme subject of this report includes some changes to the original 211 units residential development proposal previously supported by the Development Permit Panel on August 27, 2009.

The site was recently rezoned to “High Rise Apartment (ZHR5) – Brighthouse Village (City Centre) District” (formerly “Comprehensive Development District (CD/195”) under Bylaw No. 8316 (RZ 06-322803)

The Servicing Agreement, identified as a consideration of rezoning (RZ 06-322803), includes road improvements (involving dedication of a 4 m width at Anderson Road, tapering to 2.4 m at the north edge of 6760 Cooney Road, and a corner cut at the intersection of Anderson Road and Eckersley Road) and site servicing upgrades (including upgrades to the existing storm and sanitary sewer, and watermain).

Development Information

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

Background

The original development concept for the subject site was reviewed by the Development Permit Panel at its meeting of August 27, 2008, at which time a motion recommending issuance of a Development Permit was approved (**Attachment 2**); a copy of the previous relevant report to Development Permit Panel is included as reference (**Attachment 3**). The applicant has now requested from the City approval to a modified development scheme (**Schedule A**) that is more responsive to current construction costs and economical circumstances affecting the development industry.

Development surrounding the subject site is as follows:

- To the north: Existing single-family dwellings zoned “Single Detached (RS1/A-H) District”. A development application has been submitted to the City for rezoning of these sites to permit development of seven (7) townhouse units and a 39-unit, six-storey apartment building;
- To the east (across Eckersley Road): A large lot zoned “Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre) District” that includes three (3) four-storey buildings containing 296 apartment units, presently under construction, and recently completed; 16 three-storey townhouse units development on a lot zoned “Low Rise Apartment (ZLR21) – Brighthouse Village (City Centre) District”;

- To the south (across Anderson Road): A recently completed four-storey residential apartment consisting of 43 units over a parking level on a lot zoned “Low Rise Apartment (ZLR17) – Brighthouse Village (City Centre) District”; and
- To the west: Cooney Road, and established townhouses zoned “Low Density Townhouses (RTL1) District” and Land Use Contract 102”.

Staff Comments

Changes to the original site development concept include elimination of the six-storey mid-rise building (“The Opal” building in the original scheme) on the eastern part of the site, the elimination of the detached amenity building on the north part of the site over the parking podium and the addition of six (6) two-storey townhouses along Eckersley Road (**Attachment 4**). The apartment units previously contained in the building, which has been removed from the scheme, have been re-allocated by adding three (3) residential floors to The Jade building on the northeast corner of the site, and the new two-storey townhouses fronting Eckersley Road. The indoor amenity space is now provided on the courtyard level of “The Emerald” building, and at the base of “The Jade” and “The Emerald” buildings on the west side of the site, on Cooney Road.

The proposed new development scheme attached to this report has addressed the significant urban design issues and staff comments on issues identified in the review of the original Development Permit plans and properly resolved the contextual challenges that resulted from the revisions made to the original proposal. The proposed revised new development scheme complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with “High Rise Apartment (ZHR5) – Brighthouse Village (City Centre) District”.

Analysis

Notes on various aspects of the proposal are focused on changes to form and character, and potential impact of the revised development scheme; which includes a height increase to “The Jade” building, on its existing and future urban context. All other aspects of the proposed development have not substantially changed and generally remain as per the original proposal (**Attachment 3**).

Background

- The proposed new development scheme meets the 2.0 floor area ratio (FAR) total density allowed on the site, with an additional 0.3 FAR permitted, conditional to the owner entering into a Housing Agreement with the City to secure 35 rental housing units (13 of which are affordable low end of market rental units). This is the same density also proposed in the previous development scheme, however, the overall number of units has increased from 211 to 227 (a total of 16 additional units).
- The revised scheme includes a higher number of 1-bedroom units (124 units compared to the previous 86 units) and a decrease in the number of 2-bedroom units (76 units compared to previous 111 units). The number of 3-bedroom units has almost doubled (from 14 units to 25 units) with two (2) 4-bedroom units now added.

- The new scheme proposes two (2) building typologies on-site, including two (2) hi-rise buildings; “The Jade” building on the northwest corner of the site; now at 14-storey (original scheme was 11-storey) and “The Emerald” building; at 15-storey high (no changes from the original Development Permit scheme) combined with 12 two-storey townhouses distributed along the street frontages (only six (6) townhouses were included in the original Development Permit scheme). These building typologies and their location on the site respond to the City’s objective of providing a variety of housing options within the City Centre and resolving the transition to lower buildings toward the east.
- The two (2) proposed residential hi-rises on the west side of the development site, along Cooney Road are 43.4 m high (The Emerald) and 38.9 m high (The Jade building: This building was approximately 32.0 m in the previous scheme). These heights are within the maximum permitted height in the “High Rise Apartment (ZHR5) – Brighthouse Village (City Centre) District”. The unique architectural treatment of the building, and the rooflines in particular, and the height difference between the two (2) towers, meet objectives of the City Centre Area Plan (CCAP) to achieving building forms and height variations that contribute toward a varied and attractive skyline, as this is the case.
- Separation between the subject development and the existing “Palms” high-rise development (7080 St. Albans Road), located on the south side of Granville Avenue, is approximately 90 m (295 ft.); this separation has not changed from the original proposal. An approximate separation of 20.0 m would be provided to any mid-rise (up to 6-storey) building that might be built on northeast portion of the abutting site to the north.

Conditions of Adjacency

- Locating the two (2) high-rise towers on the western portion of the site, and eliminating the mid-rise building on Eckersley Road, which was proposed in the original development scheme, respond well to the higher densities envisioned toward the west to the No. 3 Road corridor and improve sun exposure and mass transition to lower residential developments recently built or under construction to east and northeast, respectively.
- The proposal, as revised, facilitates and improves its relationship to future developments within the area, especially to the northeast. The provision of a larger and more open courtyard, now contained by two-storey townhouses along the east side, contribute to opening views to the west from the new developments on the east side of Eckersley Road. In addition, the towers’ location would allow sun exposure and long views to the south from any development on the adjacent site to the north.
- Proposed new massing and overall site planning provide the conditions for achieving a good interface with the proposed development to the north, presently under review by staff, which includes a six-storey residential building (located toward the northeast corner of the subject development site) and seven (7) two-storey townhouses on the north side of The Jade building, fronting on the proposed Park Road extension between Cooney Road and Eckersley Road.
- Two-storey street-fronting townhouse units will now extend along the whole frontage of the site on Eckersley Road. This type of townhouse is also present along Cooney Road and Anderson Road frontages. These units, that screen the parking podium behind, are provided with individual, direct access from the street and landscaped terraced planters that contribute to create and reinforce a pedestrian-friendly and animated street frontage.

- Setback articulation of the north side of The Jade residential tower at the northwest corner of the site (with setbacks ranging from 7.3 m to 13.5 m) and proposed increase in north side yard setback (from 4.00 m to 6.50 m.) greatly improve the interface with the future townhouses being proposed on the adjacent site to the north.

Urban Design and Site Planning

- Elimination of the six-storey mid-rise building on the east side of the development site in the original scheme improves the overall mass relationship to the proposed buildings under construction and existing townhouses, and the proposed future mid-rise building at the corner of Eckersley Road and the extension of Park Road on the neighbouring site to the north, presently under review by staff.
- Vehicle access to the site is provided via Eckersley Road. The access driveway to the two (2) parking levels (residents and visitors) and the loading area is now provided side-by-side, along the north property line and perpendicular to Eckersley Road. This arrangement reduces the width of the driveway at Eckersley Road, avoiding difficult turning manoeuvring and generally improving continuity of the street building frontage.
- Parallel arrangement of the ramps to parking levels offer a narrow vehicular entrance to the site on Eckersley Road that services all on-site vehicle movement, including access to loading areas, on-site garbage and recycling facilities, and parking access and egress.
- Changes to the original proposal have resulted in a more efficient and clear circulation layout in the parking levels, while also satisfying the parking requirements of an increased number of units in the proposed development.
- A total of 316 off-street parking stalls are provided in the two (2) parking levels. This total includes 46 visitor parking spaces (including 1 accessible space) and 270 residents parking (including 6 accessible parking spaces). Overhead security gates are provided between residents and visitor parking areas. The parking provided on-site, including bicycle storage, is provided in accordance to the zoning bylaw and is consistent with the City's commitment to promote alternate means of transportation.
- The number of small car spaces included in the two (2) parking levels is 137 (43.4%), which meets the zoning requirements.
- Townhouse units have individual private pedestrian access both from the second parking level and from their respective street frontage via individual staircases that interrupt the stepping landscaped retaining walls. The first level of these units is approximately 1.3 m (4.25 ft.) above the elevation of the sidewalk that ensures adequate privacy for these units.
- Landscaping terraced retaining walls around the perimeter of the site and inclusion of residential units with private patios facing the street in the towers promote an active interface with the street. Building lobbies are located at an elevation approximately 2.1 m (approximately 7 ft.) above the sidewalk level, over the lower level fitness rooms located at the base of the two (2) towers, at an elevation that is approximately - 0.5 m (1. 7 ft.) below the sidewalk elevation. Several stepped planters extending between the sidewalk and the base of the buildings successfully soften this grade difference.

Architectural Form and Character

- The revised design does not introduce changes to the architectural design, form and character of the proposed residential high-rise towers, excepting the increase in height of The Jade building. The slightly concave roof, which extends beyond the building edge of the upper floors and incorporates a wood soffit is retained to cap provide variety and interest at the top of the buildings.
- Perceived height of The Jade building is retained close to its original height by the strong projecting fin at Level 11 and the stepping back of the upper two (2) levels from the north and south faces of the building. The concave roof over the north side of The Jade building is substantially short to accentuate the stepping characteristic of this side of the building and reduce the perceived building height when observed from the adjacent site to the north.
- The buildings retain the punched window dominant feature of facades and the window wall treatment in the recessed portions of the building in the penthouse and sub-penthouse upper levels. Colours and material found in the previous development scheme, including three (3) tones of brick cladding on the first levels of the buildings and the low retaining walls at the perimeter of the site, are retained in the proposal subject of this report.
- The townhouse units include generous window treatment and the same combination of bricks used on lower portion of the buildings; thereby strengthening unifying characteristics between the high-rise and townhouse building types proposed on-site.
- The ending of townhouse clusters the are exposed to direct views from the street are articulated with upper clerestory windows and mass projections that provide interest and articulate this side of the lower buildings.
- 476.75 m² (5,131.89 ft²) of indoor amenity area consisting of a fitness room and associated services is provided at the lower level of the two (2) towers included in the proposed development; fitness room of approximately 166.5 m² (1,793.37 ft²) in The Jade building and 207.5 m² (2,235.21 ft²) in The Emerald building, and a small indoor amenity space of approximately 102.0 m² (1,103.31 ft²) is also provided on the northeast side of the courtyard level of The Emerald tower; this indoor amenity area provides space for seating and meetings, includes the associated services, and achieves a good indoor-outdoor amenity area relationship. A covenant, to secure these indoor amenity spaces for the use of all residents of the development, is a requirement of the associated rezoning (RZ 06-322803).
- Access to the outdoor amenity area of approximately 1,950 m² (21,000 ft²) is through the lobby of the two (2) high-rise buildings and the individual patios patio of the townhouse units at the perimeter of the split-level central courtyard.

Landscape Design and Open Space Design

- The associated rezoning (RZ 06-322803) considered the retention/removal of on-site trees, and trees located on City property and adjacent properties.
- Approximately 187 trees are proposed on-site, 45 of which are conifer species, in accordance with the 2:1 replacement referenced in the Official Community Plan (OCP) for the removal of 88 on-site trees affected by the proposed development scheme. The calliper size of replacement trees has been selected to ensure the ability of each tree species to adapt to its new environment and encourage growth. (**Schedule A**).

- Conifers; *Picea Omorika*, *Pinus Densiflora* 'Umbraculifera' represent almost 25% of the on-site replacement trees. Additional conifers could not be accommodated on-site due to growing space constraints.
- In addition to the introduction of new trees on-site, the landscape plan includes an assortment of shrubs, ground covers, and hard surface treatment, which have been selected to ensure the landscape treatment remains interesting throughout the year.
- The podium level landscaping treatment provides active and passive outdoor space for use by residents. The difference in elevation between the two (2) top slabs of the parking level(s) has been resolved with sloping surfaces and a mound that achieves a smooth transition between the two (2) levels of the slabs.
- Fluctuating soil depth that allows for the smooth transition in elevation throughout the courtyard area, as indicated above, reach up to 0.60 m (24 in.) in depth that permits an intensive landscaping treatment of the podium level, which includes a variety of trees, shrubs, ground covers, and pathways to accommodate a range of users. The mound within the courtyard area, which is no greater than 0.60 m (24 in.) in height, introduces variety to the topography.
- The opening in the slab of the northern end of the courtyard, which provides the required overhead clearance for manoeuvring of loading trucks serving the site, is covered with a low wooden trellis structure that helps to contain the space of the courtyard at its northern end and improves views over the ramps and service area of the proposed development from any future development on the abutting site.
- The applicant advises that a children's play structure will not be included; instead the intention is to provide open space that facilitates children's active play throughout. Further, active children's play structures are located nearby at Cook Elementary School.
- Townhouse units, and courtyard oriented ground level apartments have private outdoor spaces demarcated by a low metal picket fence (1 m (42 in.) in height) and are provided with individual gates. The enclosed area includes a private hard surface patio and soft landscaping. The outdoor space associated with townhouse units is generous and includes a Redbud, Green Japanese Maple, or Lilac. This planted area at the interface between the courtyard pedestrian walkways and the private patio of the townhouses provides adequate privacy to these units that are slightly above the courtyard area elevation on its west side and slightly below on its east side.
- The pathway system provides access to/from the surrounding streets into the central courtyard. Pedestrian movement between the street, internal courtyard, small indoor amenity building, and residential dwellings includes feature elements with two (2) varieties of accent pavers, low-level illumination, and accents of Mt. Fuji Cherry trees planted along the pathway that contribute to provide variety to the pedestrian experience.
- The terraced retaining walls along the perimeter of the site are landscaped with a variety of trees and shrubs, and integrate seating walls into the design, which contributes to the street level experience and defines a separation between the street, first level residential units, and private outdoor space.
- 1,989.4 m² (21,414.76 ft²) of outdoor amenity space is provided on-site, which exceeds the 1,266 m² (13,627 ft²) required in accordance with the OCP.

Universal Accessibility

- Ramps are provided at the base of the two (2) residential towers in close proximity to the building entrance lobby for wheelchair access and low sloping walkways throughout the courtyard area allow for wheelchair movement throughout.
- One (1) unit per floor in each of the two (2) high-rise buildings excepting on the sub-penthouse and penthouse levels, have been designed as potential accessible units (a total of 19 units) and incorporate turning radii, corridor width, and washroom configuration to facilitate accessibility. In addition, two (2) units in Level 3 of both, The Jade and The Emerald buildings are universal accessible units (**Schedule A**).
- To assist aging in place, issuance of the Building Permit will require substantiation that blocking will be incorporated inside the walls in washrooms to facilitate the potential future installation of grab bars/handrails.
- Wheelchair access to the indoor amenity space(s) and courtyard level located above the parking podium is through the lobby of the two (2) towers on-site.

Parking Structure Minimum Elevation

- The applicant will continue to work with the Engineering and Building Departments to demonstrate the feasibility of lowering the minimum elevation of the parking level approximately 1.4 m (4.6 ft.) below the elevation of the sidewalk.
- Issuance of the Development Permit continues to be subject to the applicant substantiating the feasibility of dewatering the site in accordance with the following conditions.
- The applicant is to confirm how the water will be removed from the site, options include the water entering the storm or sanitary system or being otherwise removed from the site. If the applicant proposes that the water enter the sanitary system, then concurrence from Metro Vancouver is required.
- Quality of the water being removed from the site must be assessed by an Environmental Consultant retained by the applicant and the results submitted to the City for consideration. The Environmental Consultant must confirm that water removed from the site complies with Federal, Provincial and Municipal water quality requirements for the duration of the dewatering process, and that required approvals have been obtained.
- In association with the Building Permit, the applicant's Geotechnical Engineer is required to demonstrate safety in a flood event according to the City's assessment methodology and that the construction dewatering process has no effect on adjacent properties.

Crime Prevention Through Environmental Design

- The revised layout and building design continues to provide opportunities for passive surveillance of both the street frontages and the internal semi-private space. All aspects of the design associated with crime prevention provided on the original development scheme have been retained in the new proposal.

Sustainability

- The applicant has indicated the intention of incorporating a geo-exchange system, which was initially discussed in association with the rezoning (RZ 06-322803). The applicant will confirm feasibility of including a geo-exchange system following on-site test holes and evaluation of results.

- The applicant continues to be committed to the energy conservation and design measures proposed in the original proposal, which includes energy conservation and design measures in accordance with a high LEED silver or low gold LEED rating for the project (**Attachment 5**).

Affordable Housing

- The 35 rental units proposed in the development are provided in The Jade building. Of this total, a Housing Agreement will be securing 13 of the units, located between levels 3 and 5 as affordable low end of market rental units, with a defined maximum rental rate, for a 25-year term. The remaining 22 units will be secured by a Housing Agreement as market rental units for the same number of years.
- The 13 affordable low end market rental units are located on levels 3 to 5 and consist of 12 one-bedroom units and 1 two-bedroom unit.
- The 22 market rental units are located on levels 2 to 8 and consist of 18 one-bedroom units and 4 two-bedroom units.

Public Art

- A voluntary contribution of \$101,093 towards Public Art and commitment to work with the City Public Art Planner to develop a program to introduce Public Art on-site or adjacent to the site was committed through the rezoning (RZ 06-322803).

Roads and Transportation Upgrades

- All road improvements works associated with the subject development are being undertaken as part of the Servicing Agreement
- A voluntary contribution of \$919,897 toward the continuation of Park Road between Cooney Road and Eckersley Road was committed by the applicant through the rezoning process (RZ 06-322803).

Servicing Capacity

- Improvements to the watermain and storm and sanitary systems will be undertaken through the undertake Servicing Agreement process.


Flood Indemnity Covenant

- In association with the rezoning (RZ 06-322803), the applicant will register a Flood Indemnity Covenant on title referencing the minimum habitable elevation for the area (0.9 m geodetic).

Conclusions

The development, as revised, responds to Council's direction regarding the provision of affordable and rental housing within the City of Richmond, to the general guiding principles of the City Centre Area Plan, and reflects the evolving urban character of the neighbourhood. The applicant has responded to staff comments and the issues raised during the rezoning and Development Permit design review process. Staff recommends approval of this Development Permit application, as revised.



 Francisco Molina
Senior Planner III, Urban Design

FM:blg

Attachments:

Attachment 1: Development Data Sheet

Attachment 2: Development Permit Panel Minutes (August 27, 2009). Decision by DPP

Attachment 3: Previous Report to Development Permit Panel (August 27, 2009) (Reference)

Attachment 4: Previous and revised DP site plan comparison

Attachment 5: LEED Checklist – Provided by Project Architect

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$607,809.00 ;
- Confirmation to the City whether inclusion of a geo-exchange system may be incorporated into the development;
- Confirmation that dewatering of the site will occur only during the construction phase and that continued on-going dewatering of the site is not required;
- Demonstrate to the satisfaction of Engineering Planning, through a capacity analysis, that the existing storm or sanitary system has sufficient capacity to accommodate increased proposed flows to facilitate the dewatering process, or demonstrate the feasibility of an alternative method to dewater the site; and
- Demonstrate to the satisfaction of Engineering Planning that the quality of water entering the system complies with Federal, Provincial, and Municipal water quality requirements throughout the process, and that any required approvals from regulatory bodies have been secured.

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

- The applicant is required to obtain an encroachment permit for the removable access ramp to the parking structure.
- 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 including lever handles for doors and faucets and blocking in all 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/ttp/special.htm>); and
- Demonstrate to the satisfaction of the Building Department that land may be used safely for the use intended and protected from a flood of the magnitude used for modelling purposes in the Lower Fraser River Hydraulic Model, 2006 and that it can be achieved through an engineered design without reliance on a standard dyke. Registration of a covenant to indemnify the City is also required.



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 07-374744

Attachment 1

Address: 6888 Cooney Road (formerly 6760, 6780, 6800, 6820 Cooney Road, 8371, 8411 Anderson Road, and 6771, 6811, 6831 Eckersley Road)

Applicant: Iredale Group Architecture Owner: KKBL No. 430 Ventures Ltd.

Planning Area(s): City Centre Area Plan

	Existing	Proposed
Site Area:	gross: approximately 0.82 ha (2.0 acres)	net: 0.7828 ha (1.9 acres)
Land Uses:	Residential	Residential high-rise and townhouses
OCP Designation:	Neighbourhood Residential	Remains the same
Zoning:	"High Rise Apartment (ZHR5) – Brighthouse Village (City Centre) District"	Remains the same
Number of Units:	9 single-family homes	227 units (12 townhouse units, 180 market apartment units and 35 rental apartment units). The rental apartment units include 13 affordable low end of market rental and 22 market rental units,

	ZHR5 Requirement	Proposed	Variance
Floor Area Ratio:	Max. 2.0 Additional 0.30 FAR for secured rental housing Max. Total 2.3 FAR	1.99 Additional 0.29 FAR for secured rental housing Total 2.28 FAR	none permitted
Lot Coverage:	Max. 38%	30.03%	none
Road Setbacks	Anderson Road: 4.4 m Cooney Road: 3.5 m Eckersley Road: 3.5 m Parking structure may encroach into the public road setback but shall be no closer to a public road than 2.0 m, and must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn.	Anderson Road: 4.4 m Cooney Road: 3.5 m Eckersley Road: 3.5 m Parking structure encroaches into the public road setback but is not closer than 2.0 m from any of the surrounding public streets	none

Setback – Rear and Side yard:	Min. 4.0 m	6.8 m	none
Height (m):	Max. 47.0 m geodetic 8 m for accessory buildings and structures	43.4 m	none
Off-street Parking Spaces – Residents/Visitor	257 (Resident spaces) 13 (AH unit spaces) 46 (visitors)	257 (Resident spaces) 13 (AH unit spaces) 46 (visitors)	none
Off-street Parking Spaces – Accessible:	7	7 (1 visitor, 6 residential)	
Total off-street Spaces:	316	316	none
Tandem Parking Spaces	permitted	14 spaces (7 units)	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	476.8 m ² (5,131.8 ft ²)	none
Amenity Space – Outdoor:	1,266 m ² (13,950 ft ²)	1,989.4 m ² (21,414.76 ft ²)	none

Development Permit Panel

Wednesday, August 27, 2008

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Mike Kirk, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
Victor Wei, Director, Transportation

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on July 16, 2008, be adopted.

CARRIED

2. Development Permit 07-374744

(Report: July 14, 2008 File No.: DP 07-374744) (REDMS No. 2451814)

APPLICANT: Iredale Group Architecture

PROPERTY LOCATION: 6760, 6780, 6800, 6820 Cooney Road, 8371, 8411 Anderson Road, and 6771, 6811, 6831 Eckersley Road

INTENT OF PERMIT:

To permit the construction of a multifamily residential complex consisting of 211 units (170 market apartment units, 35 rental apartment units and 6 townhouse units) and associated amenity space over two (2) levels of parking on a site zoned "Comprehensive Development District (CD/195)".

Applicant's Comments

Richard Iredale, architect, used display boards to illustrate the following features of the proposed development that comprises a residential complex with 211 units, associated amenity space and a two-level parkade:

- nine separate lots were consolidated, bounded on three sides by Eckersley Road, Anderson Road and Cooney Road;
- three separate building types are proposed including towers, mid-rise apartment and townhouses (the 11-storey tower "Jade", the 15-storey tower "Emerald", the mid-rise apartment "Opal", and six two-storey townhouses);

- the central courtyard, located on the parking podium, includes: an indoor amenity building, an open space that acts as a children's active play space, a pool, steam rooms, a meeting room, the manager's office and a pathway system and staircases that have been designed to ease pedestrian movement between the residential area and Cooney and Anderson Roads;
- the parkade was lowered below the elevation of the sidewalk reducing the impact of the two-storey parking structure on the street frontage as well as lessening the impact of the first parking level;
- the two-storey townhouse units fronting Anderson and Cooney Roads include low, landscaped terraced retaining walls which contribute a residential scale to the project;
- Exterior details include a painted enviro-seal and a colour scheme for the two towers that include neutral shades, such as taupe that complements the hues of the brick cladding to be used at the lower stories of the buildings; the mid-rise "Opal" has a brick façade throughout; and the townhouse units feature neutral shades of brick;
- The applicant hopes to achieve a high silver or low gold Leadership in Environmental and Energy Design (LEED) rating, and to this end the inclusion of a geothermal heating and cooling system is being investigated along with passive ventilation;
- the architecture was influenced by Frank Lloyd Wright's 'prairie style', particularly the 1910 Robie House in Chicago, Illinois, and features concrete steps, strong and slightly concave roof forms that extend beyond the building edges, to give a sense of uplift, broken down massing with vertical elements done in cast concrete with strips of curtain wall, and a heavy base that dissolves into a transparent structure;
- the roof structures appear delicate and light, and features a rolled steel edge, cedar soffit and up-lighting. The motif is repeated 2 floors below and at the entries; balconies feature wood posts and Cedar soffits;
- the buildings are designed to appear unique from one another but at the same time related to one another;
- The landscaping plan includes 180 trees, including 31 trees of conifer species; 88 on-site trees are affected by the proposed development scheme and will be removed, with the number of replacement trees exceeding the 2:1 ratio as mandated by the City.

Staff Comments

Brian Jackson, Director of Development advised that staff recommends in favour of issuing a development permit for the proposed project and he emphasized that the applicant had: (i) responded well to comments from staff and design-related comments from members of the Advisory Design panel; (ii) successfully lowered the buildings to ensure that the building facades interface well with the streets; and (iii) resolved loading and recycling area issues in such a way as to set an example for other City Centre developers.

Mr. Jackson added that the proposed development includes 22 market rental dwellings, 13 affordable low end of market rental dwellings, handicap accessibility and that in addition, the applicant has agreed to the registration of a 'no build' covenant as a condition of Rezoning so that all agreements can achieve the development proposal.

Correspondence

None.

Gallery Comments

Tony Steer, 6740 Cooney Road advised that he lives in the house immediately to the north of the proposed development. In response to Mr. Steer's queries the applicant advised that:

- trees located on the subject site would be removed, primarily to accommodate the parkade, but they would be replaced by trees selected to ensure their ability to thrive;
- if Council approves a Development Permit, preloading of the site could start in late September, 2008; it would take up to 8 days to preload the site to an anticipated height of 15 feet, and the preload would be on site between six and nine months;
- if a building permit is issued to the applicant it is anticipated that construction would begin in the late spring, 2009 and could be finished early in 2010;

In response to a further query, the applicant advised Mr. Steer that a planter will act as a buffer between his home at 6740 and the 11-storey tower to the south of his home.

In response to a final query by Mr. Steer, staff advised that the preload can commence on site during the time the applicant's application for a building permit is with the City.

Panel Discussion

In response to Panel queries the applicant advised that:

- water testing for a geo-exchange system is currently underway, and that if testing is successful a geo-exchange system will be implemented for all the proposed buildings site, and the system would work off the same set of wells.

- there are no plans to build out the site in separate phases, but instead to construct the entire project as one construction phase over a period of approximately one and a half years;
- a number of trees on site will be cleared, and the quantity of the replacement trees will exceed the replacement number as recommended by the City;
- Should the LEED rating be achieved, it would apply to the entire site and not be specific to individual buildings; and
- on Level One of the parkade, located in the northwest corner, provision has been made for a large secure bicycle storage area, in accordance with the City's commitment to support alternative modes of transportation.

The Panel commended the applicant on the appearance of the towers and on the design of the 'grooving' that extends from the roof of the towers to the low rise building and townhouse units.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a multifamily residential complex consisting of 211 units (170 market apartment units, 35 rental apartment units and 6 townhouse units) and associated amenity space over two (2) levels of parking on a site zoned "Comprehensive Development District (CD/195)".

CARRIED

3. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled for Wednesday, September 10, 2008 be cancelled.

CARRIED

4. Date Of Next Meeting: Wednesday, September 24, 2008

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:59 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, August 27, 2008.

Mike Kirk
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: July 14, 2008
File: DP 07-374744
Re: Application by Iredale Group Architecture for a Development Permit at
6760, 6780, 6800, 6820 Cooney Road, 8371, 8411 Anderson Road, and 6771,
6811, 6831 Eckersley Road

Staff Recommendation

That a Development Permit be issued which would permit the construction of a multifamily residential complex consisting of 211 units (170 market apartment units, 35 rental apartment units and 6 townhouse units) and associated amenity space over two (2) levels of parking on a site zoned "Comprehensive Development District (CD/195)".

Brian J. Jackson, MCIP
Director of Development

DN:blg
Att.

Staff Report

Origin

Iredale Group Architecture has applied to the City of Richmond for permission to develop a multifamily residential complex consisting of 211 units (170 market apartment units, 35 rental apartment units [13 of which are affordable low end of market rental dwellings with an associated maximum permitted rental rate], and 6 townhouse units) and associated amenity space over two (2) levels of parking (**Schedule A**). The site is currently vacant.

The site is in the process of being rezoned from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/195)" under Bylaw No. 8316 (RZ 06-322803).

A Servicing Agreement is identified as a consideration of rezoning (RZ 06-322803). The agreement includes road improvements (including dedication of a 4 m width at Anderson Road tapering to 2.4 m at the north edge of 6760 Cooney Road, and a corner cut at the intersection of Anderson Road and Eckersley Road) and site servicing upgrades (including upgrades to the existing storm and sanitary sewer, and water mains).

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

Development surrounding the subject site is as follows:

- To the north: Existing single-family dwellings zoned "Single-Family Housing District, Subdivision Area E (R1/E)";
- To the east (across Eckersley Road): Existing single-family dwellings zoned "Single-Family Housing District, Subdivision Area E (R1/E)" that are under application for redevelopment. 6860 Eckersley Road is in the process of introducing 16 three-storey townhouse units connected by a common outdoor courtyard located at the second level (RZ 06-342074/DP 06-352750). 6780/6760 Eckersley Road and 8500 Park Road are included in a current development application (RZ 07-397063) consisting of a larger consolidation that proposes to rezone the site to develop approximately 300 apartment dwelling units on a level of parking;
- To the south (across Anderson Road): A four-storey residential apartment consisting of 43 units over a parking level is currently being constructed (RZ 04-272735/DP 05-312751) zoned "Comprehensive Development District (CD/170)"; and
- To the west: Cooney Road, and established townhouses zoned "Townhouse District (R2) and Land Use Contract 102".

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on March 17, 2008. Neither written submissions nor submissions from the floor were received during the Public Hearing.

During the rezoning process, staff identified the following issues to be resolved at the Development Permit stage. The applicant's response follows in italics:

- Develop integration between the tower buildings and the townhouse and rental building.
Visual continuity between the buildings has been improved by extending the brick façade treatment to the second level of the townhouse units to align with the elevation of the brick treatment on the Emerald and Jade buildings.
- Update the parking elevations to ensure the number of parking stalls provided does not exceed the minimum required on-site to permit the structure to be further setback from the property line.
The building setbacks comply with the requirements of Comprehensive Development District (CD/195). 294 parking stalls are provided on-site in accordance with CD/195.
- Maximize opportunity to drape landscaping elements over the podium and the series of retaining walls.
The retaining walls are terraced and landscaped with a variety of shrubs including colourful and flowering Pink Meidilan Rose, Lilac, Privet Honeysuckle, Pink Abelia, David's Viburnum, and Otto Luyken Laurel.
- Demonstrate accessibility to the outdoor and indoor amenity space.
The outdoor amenity space and the indoor amenity space, which are located on the parking podium, are accessed through the lobby of one of the three multifamily residential buildings on-site or one of three pedestrian staircases located at the south west, south east and north east portion of the site. A private staircase connects the second level townhouse patios and outdoor courtyard area.
- Continue development of connectivity between the podium level and the street frontage.
Lowering the minimum elevation of the parking level to approximately 1.4 m (4.6 ft.) below the elevation of the sidewalk substantially reduces the impact of the two-storey parking structure on the street frontage. By lowering the minimum elevation of the parking, the relationship between the individual townhouses and the street frontage is strengthened and the height of landscaped retaining walls is reduced.
- Reduce the width of the drive aisle access to the site via Eckersley Road that is currently at the top threshold referenced in the design guidelines at approximately 13 m (44 ft.) in width.
The width of the drive aisle access has been reduced to 8.1 m (27 ft.). An overhead gate, which is substantially setback from the property line, screens the drive aisle and the two (2) SU-9 parking stalls located at the end of the drive aisle.
- Update elevations that currently show enclosed patio spaces.
Elevations have been amended and enclosed patio spaces are no longer proposed.
- Consider a narrower tower floor plate.
Tower floor plates remain unchanged at approximately 650 m² (6,960 ft²) in area, which is referenced in the proposed City Centre Area Plan (CCAP). By permitting the proposed floor plate area, the building heights are less than if the floor plates were

reduced, the building heights contribute toward the diversity of building height proposed on-site, and the variation of building heights contribute toward achieving the overall CCAP urban design objectives.

- Further design development of the angular diversity at the ground level façade.
The location and geometry of retaining walls along the perimeter of the site have been adjusted to minimize irregular angles and spaces. The podium overhang above the entrance to the second parking level has been adjusted to reference the angle of the drive aisle ramp.
- Incorporate more transparency at the main level of the buildings particularly the area adjacent to the lobby and the bike storage space.
By lowering the building elevation and increasing glazing at the building entrances, the impact of the first parking level is minimized.
- Resubmit for review by the Advisory Design Panel and respond to Panel comments.
The development proposal was reviewed for the second time by the Richmond Advisory Design Panel (ADP) on May 7, 2008. The associated section of the minutes and the applicant's response is attached (Attachment 2).
- Substantiate that the sustainability features proposed can be achieved.
The applicant proposes energy conservation and design measures in accordance with a LEED Silver rating and is actively investigating the inclusion of a geothermal heating and cooling system. A checklist that was provided by the applicant outlining the proposed building features is attached to this report (Attachment 3).
- Substantiate whether the development will be constructed in phases.
The applicant intends to construct the development in a single phase.
- Demonstrate that garbage and recycling facilities comply with City requirements.
The garbage and recycling facilities have been updated to include enclosed facilities and an uncovered holding area to facilitate on-site collection. Further, clearance and manoeuvring provisions comply with City requirements.

Staff Comments

The proposed scheme attached to this report has 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 is generally in compliance with "Comprehensive Development District (CD/195)".

Advisory Design Panel Comments

The development proposal was reviewed by the Advisory Design Panel on both June 6, 2007 and again on May 7, 2008. A copy of the relevant excerpt from the May 7, 2008 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 '*italics*'.

Analysis

Background

- The applicant proposes to develop 211 units (170 market apartment units, 35 rental apartment units [13 of which are affordable low end of market rental dwellings with an associated maximum permitted rental rate and 22 market rental units], and 6 townhouse units) and associated indoor amenity space over two (2) levels of parking providing 294 parking stalls (**Schedule A**).
- The development application commenced close to the time the City Centre Area Plan (CCAP) review process began. The building form and density was undertaken with consideration of the Land Use and Density plan included in the draft CCAP (**Attachment 4**), which has since been superseded.
- The proposed updated CCAP Land Use and Density Plan and Brighthouse Village Specific Land Use Map propose to designate the site as Urban Centre T5, which suggests a maximum density of 2.0 floor area ratio (FAR) and 25 m (82 ft.) height (**Attachment 5**).
- The total density proposed on-site is 2.0 FAR, with an additional 0.3 FAR permitted conditional to the owner entering into a Housing Agreement with the City to secure 35 rental housing units, 13 of which are affordable low end of market rental units. The rental element of the development proposal accounts for the increase in density. The density proposed is associated with significant public benefit.
- Three (3) building typologies are proposed on-site, including an 11-storey (the Jade) and 15-storey (the Emerald) residential tower, a mid-rise apartment (the Opal), and two-storey townhouses, which facilitates transition in a changing neighbourhood, and responds to the City's objective of providing a variety of housing options within the City Centre.
- The 15-storey building (The Emerald) and the 11-storey building (The Jade), are approximately 43 m (140 ft.) and 30 m (100 ft.) in height respectively, which is greater than the height referenced in the proposed Brighthouse Village Specific Land Use Map. However, the CCAP includes provisions for flexibility in contexts in which the building form contributes toward a varied, attractive skyline. The introduction of varying building heights within the development and unique architectural treatment of the roof lines is responsive to the terms of the plan. Further, the separation between the subject development and the existing "Palms" high-rise development (7080 St. Albans Road), located on the south side of Granville Avenue is approximately 90 m (295 ft.), which substantially exceeds the 24 m (79 ft.) to 35 m (115 ft.) tower separation proposed by the CCAP.
- In this case, the site's date of review commencement, and incorporation of rental units on-site informed the site's development and supports the proposed building form and density.

Conditions of Adjacency

- The siting of the buildings has been undertaken with consideration of the adjacencies, the context, and the Land Use and Density plan included in the draft CCAP (**Attachment 4**), which has since been superseded.
- The six-storey mid-rise building along Eckersley Road provides transition between the taller building forms on the western portion of the site and the lower building typologies being introduced along Eckersley Road.
- The 11-storey (the Jade) and 15-storey (the Emerald) buildings are located on the western portion of the site taking into consideration the higher densities envisioned along No. 3 Road, and the impact of sun penetration on neighbouring residential units.

- Two-storey townhouse units along Anderson Road and Cooney Road, with individual unit access from the street, lowering the parking level elevation, and low landscaped terraced retaining walls contribute toward an animated street frontage and minimize the impact of residential uses above two levels of parking; instead of residential uses at street level.
- The impact of the proposal on future development within the area has been considered. The applicant has provided a conceptual development scheme for the adjacent northern properties (6740 Cooney Road, 6731, 6751 Eckersley Road). The concept demonstrates the potential for development consisting of a combination of row houses and an apartment building fronting the future expansion of Park Road that achieves a density of approximately 2.0 FAR.
- Park Road is intended to be connected between Cooney Road and Eckersley Road. At the time this road continuation is established, Anderson Road will be converted to an emergency only access. The Servicing Agreement associated with rezoning (RZ 06-322803) is to consider an effective boulevard treatment along the Anderson Road frontage that responds to both the existing interim and long term function of Anderson Road, and to its relationship with south facing units in the Emerald building and the townhouses fronting Anderson Road. Conceptual treatment is shown in ghostliness in the landscape plans (**Schedule A**); ultimate design will be determined by the City.
- Comprehensive Development District (CD/195) permits the parking structure to encroach into the building setback provided a minimum 2 m (6.5 ft.) setback is maintained along the public road frontage and that the space is adequately treated. The building setbacks proposed comply with the requirements of CD/195; these building setbacks vary, reflecting changes to the overall site geometry resulting from required road dedications. The building setbacks proposed regularly exceed the bylaw minimum requirements.

Urban Design and Site Planning

- Vehicle access to the site is provided via Eckersley Road within close proximity of the northern edge of the site. Access is not permitted via Cooney Road, which is a local arterial road, and Anderson Road will be converted to an emergency only access at the time Park Road connects Cooney Road and Eckersley Road.
- A single access services all on-site vehicle movement. The three (3) SU-9 parking spaces and on-site garbage and recycling facilities are situated en route to the first level of parking, which has an access that is perpendicular to Eckersley Road. Access to the second level of parking is via an angled access drive aisle.
- The first parking level is secured by a metal overhead gate, which also screens the SU-9 parking stalls from the Eckersley Road street frontage. Visitor parking stalls are located on the first parking level; a speaker phone entry system has been incorporated into the security system to permit entry. Residential parking stalls located on the first level of parking are separated from the visitor stalls by a second overhead gate. Similarly, the second level parking stalls are secured by an overhead gate at the top of the access ramp.
- A total of 294 off-street parking stalls will be provided on-site. This total includes 43 visitor parking stalls located on the first parking level that are secured by an overhead gate. 34 residential stalls are in a tandem arrangement; a legal agreement is required in association with the rezoning (RZ 06-322803) to ensure tandem parking stalls are assigned to a single dwelling unit. One (1) accessible visitor parking stall and six (6) accessible residential stalls are proposed on-site and are located within proximity of lobby entrances. Resident parallel parking stalls are a minimum 7 m (23 ft.) in length in accordance with the bylaw. The parking requirement specified in CD/195 was based on consideration of the site's proximity

to the downtown core and future Canada Line Station (Saba Station), existing transit service and amenities, and the provision of on-site affordable housing units.

- Subsequent to CD/195 being forwarded for consideration, the City Centre parking requirements were amended. The site is located within Zone 2, which is characterized as area generally between 400 metres and 800 metres of the Canada Line stations and No. 3 Road corridor. Required residential parking within this area is 1.2 spaces for residents per dwelling unit and 0.2 spaces for visitors; and 0.9 spaces per affordable housing unit and 0.2 spaces for visitors. The parking provided on-site is consistent with amended parking requirements within the City Centre.
- Garbage and recycling facilities are located on-site and are shared between the buildings. The facilities, including the holding area, are screened from public view. On-site manoeuvring for collection is accommodated.
- Secure bicycle storage is provided in accordance with the City's commitment to support alternative modes of transportation. Bicycle storage is primarily located within proximity of building lobbies within the first level of parking.
- Situating the vehicle access at the north east corner of the site maximizes separation between the northern adjacent property and subject development. Further, architectural treatment of this elevation includes brick façade treatment and accent wood posts (**Schedule A**).
- Townhouse units have individual private pedestrian access both from the second parking level and from their respective street frontages via individual staircases that interrupt the landscaped retaining walls. The first level is approximately 1.2 m (3.9 ft.) above the elevation of the sidewalk. The landscaped terraced retaining walls leading to a private patio maintain a physical and visual link between the units and the street frontage.
- A building lobby entrance is located on each of the three road frontages at an elevation approximately 1.2 m (4ft.) above the height of the sidewalk. Entrances include provisions for weather protection. Similar to the townhouse units, landscaping terraced retaining walls and inclusion of residential units with private patios facing the street promote an active interface.
- Access to the outdoor amenity area and detached indoor amenity building, which is located on the parking podium, is through the lobby of one of the three multifamily residential buildings on-site or pedestrian staircases that connect the street elevation and the courtyard level. Inclusion of a ramp connecting the street frontage and the second storey outdoor amenity space was not pursued based on the length of the ramp run required to achieve a slope that complies with accessibility standards.
- Units F, E and E3 have been designed as accessible units (**Schedule A**). Two (2) F units are proposed on the first residential storey of both the Jade and the Emerald building. An E or E3 unit is included on each subsequent level of both the Jade and the Emerald building, with the exception of the penthouse level. A total of 22 units incorporate turning radii, corridor width, and washroom configuration to facilitate accessibility. Further, to assist aging in place, issuance of the Building Permit will require substantiation that blocking will be incorporated inside the walls in washrooms to facilitate the potential future installation of grab bars/handrails.

Architectural Form and Character

- A modern urban building design is proposed. The buildings incorporate both a punched window appearance, and window wall treatment for recessed upper levels. The slightly concave roof that extends beyond the building edge and is further enhanced by the incorporation of wood soffits introduces a distinctive and varied skyline.

- Blending three (3) tones of brick cladding on the first three levels and landscaped retaining walls contributes to the evolving urban character within the neighbourhood and promotes connectivity between the base of the building and the street.
- The high-rise buildings (the Jade and the Emerald) will be painted in a neutral shade that is complementary to the hues of the brick cladding used at the lower portion of the buildings. The mid-rise building (the Opal) will incorporate brick façade throughout.
- The townhouse units include generous window treatment and the same assemblage of neutral shades of brick used throughout the development on lower portion of the buildings; thereby strengthening unifying characteristics between the various buildings proposed on-site.
- The indoor amenity space structure is a single storey building characterized by its simple design and use of glass walls.
- Gray mullion and glass balconies will be incorporated throughout the development. Mullion and fascia in a dark brown hue will be used as an accent material. Further, wood posts, and Cedar soffits are proposed in feature locations.
- Development signage is incorporated into the parking elevation wall adjacent to the parking access. Anodised brush aluminum letters will be placed on the brick façade behind a landscaped area featuring two (2) Douglas Firs and a Sweetgum tree.

Landscape Design and Open Space Design

- The associated rezoning (RZ 06-322803) considered the retention/removal of on-site trees, and trees located on City property and adjacent properties.
- 180 trees, 31 of which are conifer species, are proposed on-site in accordance with the 2:1 replacement referenced in the OCP for the removal of 88 on-site trees affected by the proposed development scheme. The calliper size of replacement trees has been selected to ensure the ability of each tree species to adapt to its new environment and encourage growth. (Schedule A).
- Serbian Spruce, Austrian Pine, and Douglas Fir represent almost 17% of the on-site replacement trees. Additional conifers could not be accommodated on-site due to growing space constraints.
- In addition to the introduction of new trees on-site, the landscape plan includes an assortment of shrubs, ground covers, and hard surface treatment, which have been selected to ensure the landscape treatment remains interesting throughout the year.
- The podium level landscaping treatment provides active and passive outdoor space for use by residents.
- Approximately 60 cm (24") of soil depth permits an intensive landscaping treatment of the podium level, which includes a variety of trees (including Little Leaf Linden, Green Japanese Maple, Magnolia, Serbian Spruce, Evergreen Magnolia), shrubs, ground covers, and pathways to accommodate a range of users. Further, a berm that is no greater than 60 cm (24") in height is proposed within the courtyard to introduce variety to the topography.
- The applicant advises that a children's play structure will not be included; instead the intention is to provide open space that facilitates children's active play throughout. Further, active children's play structures are located nearby at Cook Elementary School.
- Townhouse units, and courtyard oriented ground level apartments have private outdoor spaces demarcated by a low metal picket fence (1 m (42") in height) punctuated by individual gates. Emerald Cedars are planted on the internal side of the fence and Day Lilies or Pink Potentilla are planted along the external edge of the fence. The enclosed area includes a private hard surface patio, and soft landscaping. The outdoor space associated with townhouse units is generous and includes a Redbud, Green Japanese Maple, or Lilac.

- The pathway system provides access to/from the street at the corner of Cooney Road and Anderson Road, Anderson Road and Eckersley Road, and Eckersley Road above the drive aisle access. Pedestrian movement between the street, internal courtyard, indoor amenity building, and residential dwellings includes feature elements. Two (2) varieties of accent pavers, low level illumination, and Mt. Fuji Cherry trees planted in alignment with the pathway contribute to the pedestrian experience.
- An extensive garden, with a soil medium that is approximately 10 cm (4") in depth, facilitates landscaping of a portion of the outdoor space on the townhouse rooftops with drought tolerant plant species. Further, the rooftop space includes cedar planters, wood decking, and a decorative gravel path to facilitate maintenance and access throughout the rooftop. Each townhouse rooftop includes a L-shaped pergola to provide some visual screening, as the space is visible to tower residents.
- The rooftop patio space on the mid-rise building (the Opal) is similarly landscaped. Redbud and Shore Pine trees, shrubs, and low bollard illumination are included in the rooftop treatment.
- The terraced retaining walls along the perimeter of the site are landscaped with a variety of trees (Chinese Stewartia, Green Japanese Maple, Golden Leaf Black Locust, Sweetgum, Redbud, and Magnolia), and shrubs, and integrate benches into the design, which contributes to the street level experience and defines a separation between the street, first level residential units, and private outdoor space.
- Sandblast finished concrete is used for the drive aisle access that is visible from the street.
- 475 m² (5,112.9 ft²) of indoor amenity space is proposed in a free standing building located above the parking level, which includes a lap pool and associated hot tub, a fitness centre, change rooms, a meeting room, kitchen facilities, and a manager's office space. Wheelchair access to the indoor amenity space and courtyard level located above the parking podium is through the lobby of one of the three multifamily residential buildings on-site. A covenant to secure this space for the use of all residents of the development is a requirement of the associated rezoning (RZ 06-322803).
- 1,377 m² (14,822 ft²) of outdoor amenity space is provided on-site, which exceeds the 1,266 m² (13, 627 ft²) required in accordance with the OCP.

Parking Structure Minimum Elevation

- To minimize the impact of the two-storey parking structure on the street frontage and adjacencies, the applicant will work with the Engineering and Building Departments to demonstrate the feasibility of lowering the minimum elevation of the parking level approximately 1.4 m (4.6 ft.) below the elevation of the sidewalk.
- In order to install the membrane that will protect the structure from Richmond's high water table, dewatering of the site is required during the construction process. There are water quantity and quality considerations associated with the dewatering process. Issuance of the Development Permit is subject to the applicant substantiating the feasibility of dewatering the site in accordance with the following conditions.
- The applicant is to confirm how the water will be removed from the site, options include the water entering the storm or sanitary system or being otherwise removed from the site. To permit water to enter the storm system or the sanitary system, the applicant is required to demonstrate through capacity analysis that the existing system is sufficient to accommodate the increased proposed flows. If the applicant proposes that the water enter the sanitary system, then concurrence from Metro Vancouver is required.

- In addition to demonstrating that the flows can be accommodated by the existing system, the quality of the water being removed from the site must be assessed by an Environmental Consultant retained by the applicant and submitted to the City for consideration. The Environmental Consultant must confirm that water removed from the site complies with Federal, Provincial and Municipal water quality requirements for the duration of the dewatering process, and that required approvals have been obtained.
- In association with the Building Permit, the applicant's Geotechnical Engineer is required to demonstrate safety in a flood event according to the City's assessment methodology and that the construction dewatering process has no effect on adjacent properties.

Crime Prevention Through Environmental Design

- The building design incorporates opportunities for passive surveillance of both the street frontages and the internal semi-private space.
- An overhead gate is located at the entrance of both parking levels and visitor/residential parking areas are separated by an overhead gate. Lobby access from the parking level incorporates glass walls and doors to maximize visual permeability.
- Pedestrian entry into the building will be secured and individual mailboxes are located within the building lobbies.
- Low level illumination, consisting of low bollards or wall mounted fixtures, is located adjacent to the internal pathway and within stairways to individual units to increase safety while minimizing light pollution.

Sustainability

- The applicant continues to investigate the feasibility of incorporating a geo-exchange system, which was initially discussed in association with the rezoning (RZ 06-322803). Two separate quotes from local companies contacted by the applicant are included in the file. The process of confirming the feasibility of including a geo-exchange system necessitates on-site test holes, which requires the removal of on-site trees. The applicant is working with the City to secure the required Tree Cutting Permits to confirm the feasibility of incorporating a geo-exchange system within the development.
- Attached to this report is a spreadsheet, provided by the applicant, highlighting the energy conservation and design measures proposed, which would be in accordance with a high silver or low gold LEED rating for the project (**Attachment 3**).

Affordable Housing

- The mid-rise building (the Opal) consists of 35 rental units. As a condition of rezoning (RZ 06-322803), 13 of the units, located on the first two (2) residential levels, will be secured by a Housing Agreement as affordable low end of market rental units with a defined maximum rental rate for a 25-year term. The remaining 22 units will be secured by a Housing Agreement as market rental units for a 25-year term.

Public Art

- In association with the rezoning (RZ 06-322803), the applicant has committed to a voluntary contribution of \$101,093 towards public art and undertakes to work with the City Public Art Planner to develop a program to be introduced on-site or adjacent to the site.

Roads and Transportation Upgrades

- Through the Servicing Agreement, the applicant is required to undertake improvements to Cooney Road, Anderson Road and Eckersley Road.
- Road dedication is required along the full length of Cooney Road (including a 4 m width at Anderson Road, tapering to 2.4 m at the north edge of 6760 Cooney Road). Road dedication also includes a 4 m x 4 m corner cut at the intersection of Anderson Road and Eckersley Road.
- In association with the rezoning (RZ 06-322803), the applicant has committed to a voluntary contribution of \$919,897 toward the continuation of Park Road between Cooney Road and Eckersley Road.

Servicing Capacity

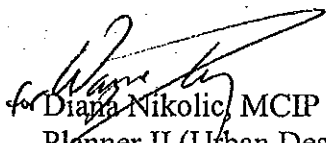
- Through the Servicing Agreement, the applicant is required to undertake improvements to the watermains and storm and sanitary systems.

Flood Indemnity Covenant

- In association with the rezoning (RZ 06-322803), the applicant will register a Flood Indemnity Covenant on title referencing the minimum habitable elevation for the area (0.9 m geodetic).

Conclusions

The development as proposed responds to Council's emphasis on the provision of affordable and rental housing within the City of Richmond, to general guiding principles of the City Centre Area Plan, and to the evolving urban character of the neighbourhood. The applicant has responded to staff comments in the associated rezoning report and the Advisory Design Panel comments. Staff recommend approval of this Development Permit application.


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

DN:blg

Attachment 1: Development Data Sheet

Attachment 2: ADP Minutes Including Applicant's Responses

Attachment 3: LEED Checklist – Provided by Project Architect

Attachment 4: Superseded CCAP Land Use and Density Plan

Attachment 5: Brighthouse Village Specific Land Use Map

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$ 608,368.27;

- Confirmation to the City whether inclusion of a geo-exchange system may be incorporated into the development;
- Confirmation that dewatering of the site will occur only during the construction phase and that continued ongoing dewatering of the site is not required;
- Demonstrate to the satisfaction of Engineering Planning, through a capacity analysis, that the existing storm or sanitary system has sufficient capacity to accommodate increased proposed flows to facilitate the dewatering process, or demonstrate the feasibility of an alternative method to dewater the site; and
- Demonstrate to the satisfaction of Engineering Planning that the quality of water entering the system complies with Federal, Provincial, and Municipal water quality requirements throughout the process, and that any required approvals from regulatory bodies have been secured.

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

- 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 including lever handles for doors and faucets and blocking in all 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/ttp/special.htm>); and
- Demonstrate to the satisfaction of the Building Department that land may be used safely for the use intended and protected from a flood of the magnitude used for modelling purposes in the Lower Fraser River Hydraulic Model, 2006 and that it can be achieved through an engineered design without reliance on a standard dike. Registration of a covenant to indemnify the City is also required.



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 07-374744

Attachment 1

Address: 6760, 6780, 6800, 6820 Cooney Road, 8371, 8411 Anderson Road, and
6771, 6811, 6831 Eckersley Road

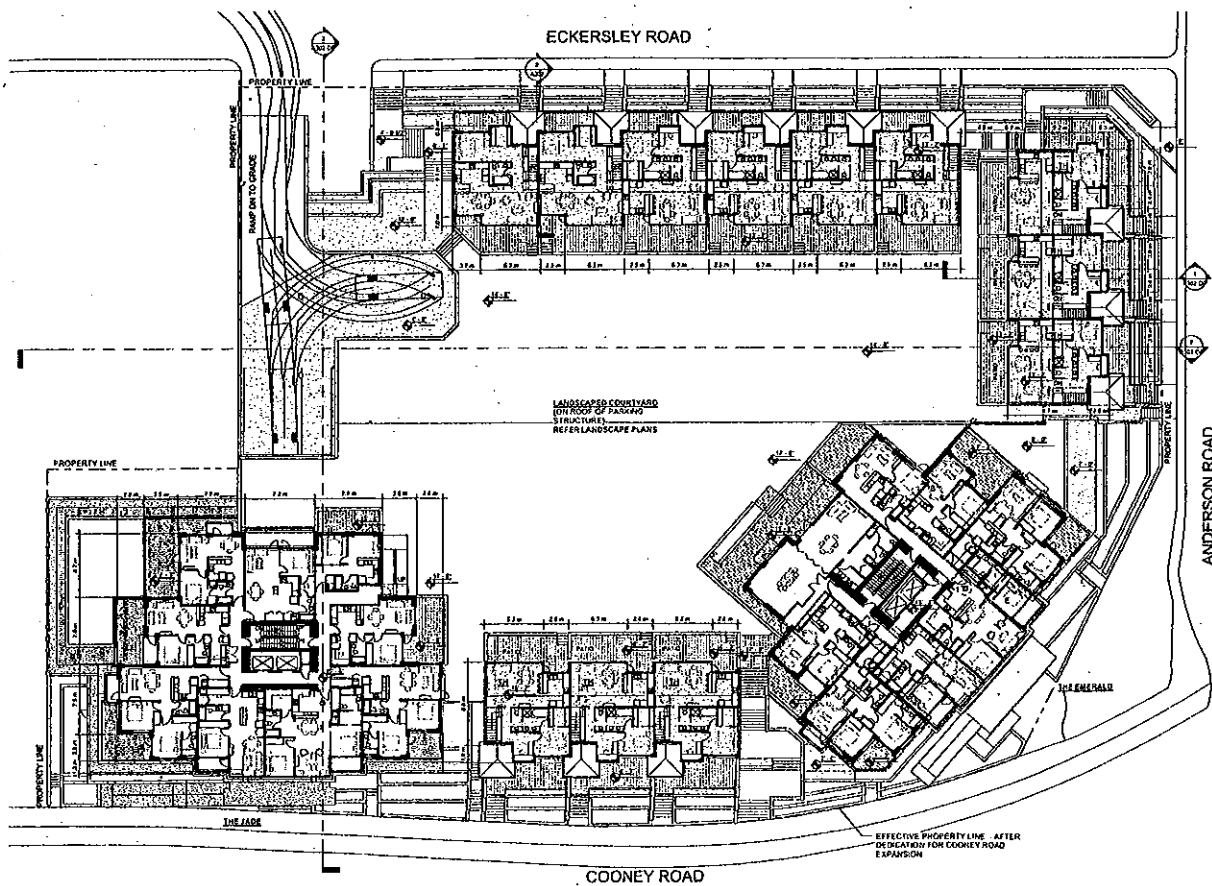
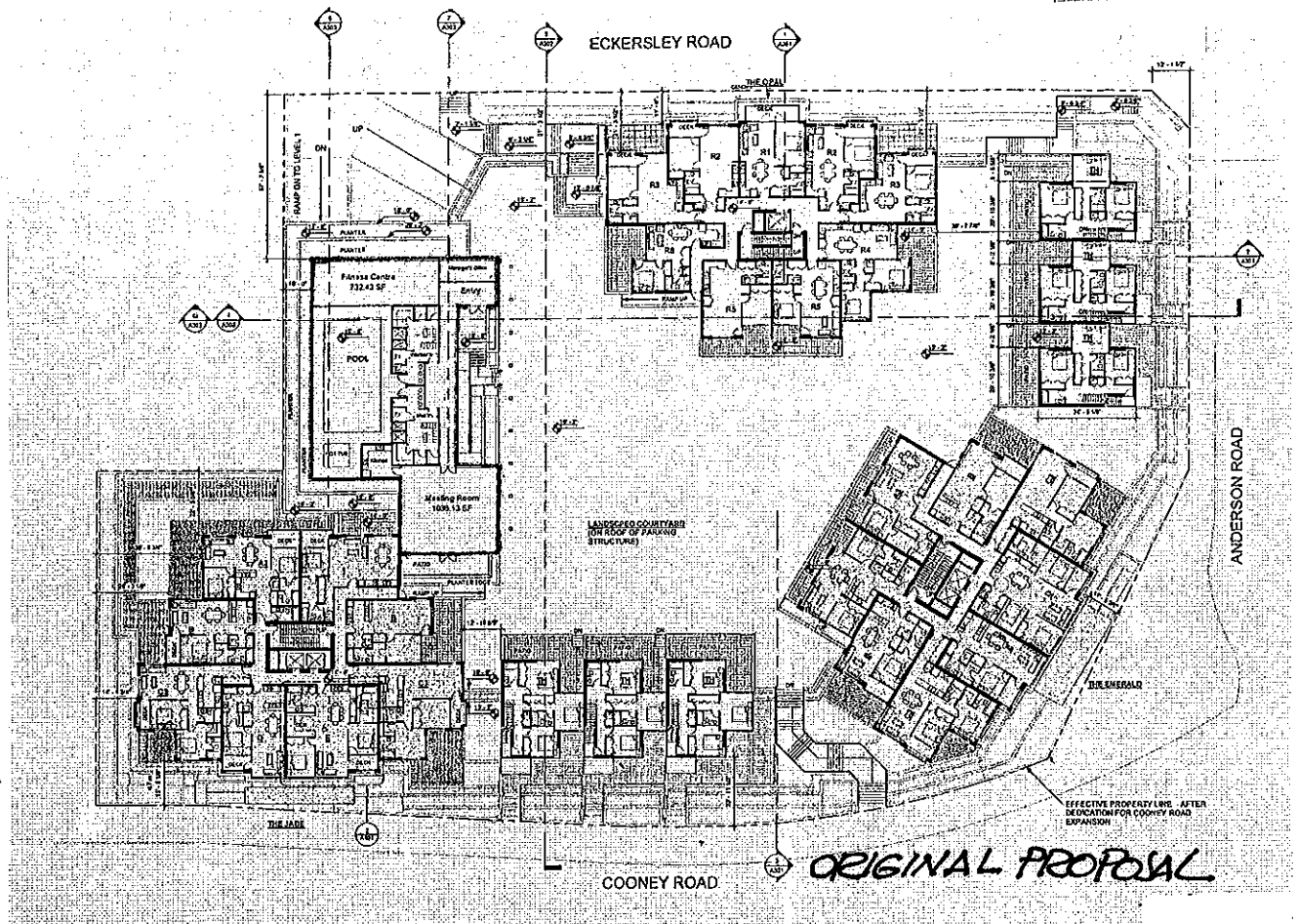
Applicant: Iredale Group Architecture Owner: KKBL No. 430 Ventures Ltd.

Planning Area(s): City Centre Area Plan, City Centre Area Plan Update Study

	Existing	Proposed
Site Area:	gross: approximately 0.82 ha (2.0 acre)	net: 0.7828 ha (1.9 acres)
Land Uses:	Residential	Residential high-rise, mid-rise and townhouses
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Zoning:	Single-Family Housing District, Subdivision Area E (R1/E)	Comprehensive Development District (CD/195)
Number of Units:	9 single-family homes	211 units (170 market apartment units, 35 rental apartment units (13 affordable low end of market rental and 22 market rental), 6 townhouse units)

	C/D 195 Requirement	Proposed	Variance
Floor Area Ratio:	Max. 2.0 Additional 0.30 FAR for secured rental housing	1.99 Additional 0.30 FAR for secured rental housing	none permitted
Lot Coverage:	Max. 38%	36.7%	none
Road Setbacks	Anderson Road: 4.4 m Cooney Road: 3.5 m Eckersley Road: 3.5 m With the exception of the parking structure which may project into the public road setback but shall be no closer to a public road than 2 m, and must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn.	Anderson Road: 4.4 m Cooney Road: 3.5 m Eckersley Road: 3.5 m With the exception of the parking structure which may project into the public road setback but shall be no closer to a public road than 2 m, and must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn	none
Setback – Rear and Side yard:	Min. 4.0 m	4.0 m	none
Height (m):	Max. 45 m 8 m for accessory buildings and structures	42.47 m 7.8 m accessory building	none

Lot Size (min. dimensions):	0.7 ha (1.8 acres)	0.7828 ha (1.9 acres)	none
Off-street Parking Spaces – Regular/Visitor	294 (Residential: 238 residential stalls, 13 stalls for affordable low end market rental units, and 43 visitor parking stalls)	294 (Residential and low end of market rental: 251, and 43 visitor parking stalls)	none
Off-street Parking Spaces – Accessible:	6	7 (1 visitor, 6 residential)	
Total off-street Spaces:	294	294	none
Tandem Parking Spaces	permitted	34 stalls in tandem arrangement	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	487 m ² (5,240 ft ²)	none
Amenity Space – Outdoor:	1,266 m ² (13,950 ft ²)	1,377 m ² (14,822 ft ²)	none



REVISED PROPOSAL



LEED Canada-NC 1.0 Project Checklist

Project Name

City, Province

Yes ? No

8 2 6 Sustainable Sites 14 Points

Y				Prereq 1	Erosion & Sedimentation Control	Required
1				Credit 1	Site Selection	1
1				Credit 2	Development Density	1
			1	Credit 3	Redevelopment of Contaminated Site	1
1				Credit 4.1	Alternative Transportation, Public Transportation Access	1
1				Credit 4.2	Alternative Transportation, Bicycle Storage & Changing Rooms	1
			1	Credit 4.3	Alternative Transportation, Alternative Fuel Vehicles	1
			1	Credit 4.4	Alternative Transportation, Parking Capacity	1
			1	Credit 5.1	Reduced Site Disturbance, Protect or Restore Open Space	1
			1	Credit 5.2	Reduced Site Disturbance, Development Footprint	1
1				Credit 6.1	Stormwater Management, Rate and Quantity	1
			1	Credit 6.2	Stormwater Management, Treatment - part of water feature	1
1				Credit 7.1	Heat Island Effect, Non-Roof	1
1				Credit 7.2	Heat Island Effect, Roof - Roof Gardens on town houses	1
1				Credit 8	Light Pollution Reduction	1

Yes ? No

2 2 3 Water Efficiency 5 Points

				Credit 1.1	Water Efficient Landscaping, Reduce by 50%	1
			1	Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation	1
			1	Credit 2	Innovative Wastewater Technologies	1
1				Credit 3.1	Water Use Reduction, 20% Reduction	1
			1	Credit 3.2	Water Use Reduction, 30% Reduction	1

Yes ? No

9 4 3 Energy & Atmosphere 17 Points

Y				Prereq 1	Fundamental Building Systems Commissioning	Required
Y				Prereq 2	Minimum Energy Performance	Required
Y				Prereq 3	CFC Reduction in HVAC&R Equipment	Required
5	5			Credit 1	Optimize Energy Performance - less than 1kwhr/sqft	1 to 10
			1	Credit 2.1	Renewable Energy, 5% - Solar hot water	1
			1	Credit 2.2	Renewable Energy, 10% - solar hot water	1
1				Credit 2.3	Renewable Energy, 20% - heat recovery on sewage	1
1				Credit 3	Best Practice Commissioning	1
1				Credit 4	Ozone Protection	1
1				Credit 5	Measurement & Verification	1
			1	Credit 6	Green Power	1

Yes ? No

6 2

Materials & Resources

14 Points

Y			
			1
			1
			1
1			
1			
			1
			1
1			
			1
1			
1			
			1
1	1		

Yes ? No

Prereq 1	Storage & Collection of Recyclables	Required
Credit 1.1	Building Reuse: Maintain 75% of Existing Walls, Floors, and Roof	1
Credit 1.2	Building Reuse: Maintain 95% of Existing Walls, Floors, and Roof	1
Credit 1.3	Building Reuse: Maintain 50% of Interior Non-Structural Elements	1
Credit 2.1	Construction Waste Management: Divert 50% from Landfill	1
Credit 2.2	Construction Waste Management: Divert 75% from Landfill	1
Credit 3.1	Resource Reuse: 5%	1
Credit 3.2	Resource Reuse: 10%	1
Credit 4.1	Recycled Content: 7.5% (post-consumer + ½ post-industrial)	1
Credit 4.2	Recycled Content: 15% (post-consumer + ½ post-industrial)	1
Credit 5.1	Regional Materials: 10% Extracted and Manufactured Regionally	1
Credit 5.2	Regional Materials: 20% Extracted and Manufactured Regionally	1
Credit 6	Rapidly Renewable Materials	1
Credit 7	Certified Wood	1
Credit 8	Durable Building	1

11 1 4

Indoor Environmental Quality

15 Points

Y			
Y			
1			
			1
1			
1			
1			
1			
1			
1			
1			
1			
			1
			1
1			
			1
1			
1			

Yes ? No

Prereq 1	Minimum IAQ Performance	Required
Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
Credit 1	Carbon Dioxide (CO₂) Monitoring	1
Credit 2	Ventilation Effectiveness	1
Credit 3.1	Construction IAQ Management Plan: During Construction	1
Credit 3.2	Construction IAQ Management Plan: Testing Before Occupancy	1
Credit 4.1	Low-Emitting Materials: Adhesives & Sealants	1
Credit 4.2	Low-Emitting Materials: Paints and Coating	1
Credit 4.3	Low-Emitting Materials: Carpet	1
Credit 4.4	Low-Emitting Materials: Composite Wood and Laminate Adhesives	1
Credit 5	Indoor Chemical & Pollutant Source Control	1
Credit 6.1	Controllability of Systems: Perimeter Spaces	1
Credit 6.2	Controllability of Systems: Non-Perimeter Spaces	1
Credit 7.1	Thermal Comfort: Compliance	1
Credit 7.2	Thermal Comfort: Monitoring	1
Credit 8.1	Daylight & Views: Daylight 75% of Spaces	1
Credit 8.2	Daylight & Views: Views 90% of Spaces	1

3 2 2

Innovation & Design Process

5 Points

1			
1			
			1
			1
1			

Yes ? No

Credit 1.1	Innovation in Design - Much higher density	1
Credit 1.2	Innovation in Design - Sewage Heat Recovery	1
Credit 1.3	Innovation in Design - High Efficiency Vehicel Strata Fee Discount	1
Credit 1.4	Innovation in Design - community gardens - bio intensive agriculture	1
Credit 2	LEED® Accredited Professional	1

39 13 18

Project Totals (pre-certification estimates)

70 Points

Certified 26-32 points Silver 33-38 points Gold 39-51 points Platinum 52-70 points



City of Richmond
Planning and Development Department

Development Permit

No. DP 07-374744

To the Holder: IREDALE GROUP ARCHITECTURE

Property Address: 6888 COONEY ROAD
(FORMERLY 6760, 6780, 6800, 6820 COONEY ROAD,
8371, 8411 ANDERSON ROAD, AND
6771, 6811, 6831 ECKERSLEY ROAD)

Address: C/O RICHARD IREDALE
#202 ONE ALEXANDER STREET
VANCOUVER, BC V6A 1B2

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 # 19 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 \$607,809.00 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.

Development Permit

No. DP 07-374744

To the Holder: IREDALE GROUP ARCHITECTURE

Property Address: 6888 COONEY ROAD
(FORMERLY 6760, 6780, 6800, 6820 COONEY ROAD,
8371, 8411 ANDERSON ROAD, AND
6771, 6811, 6831 ECKERSLEY ROAD)

Address: C/O RICHARD IREDALE
#202 ONE ALEXANDER STREET
VANCOUVER, BC V6A 1B2

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.

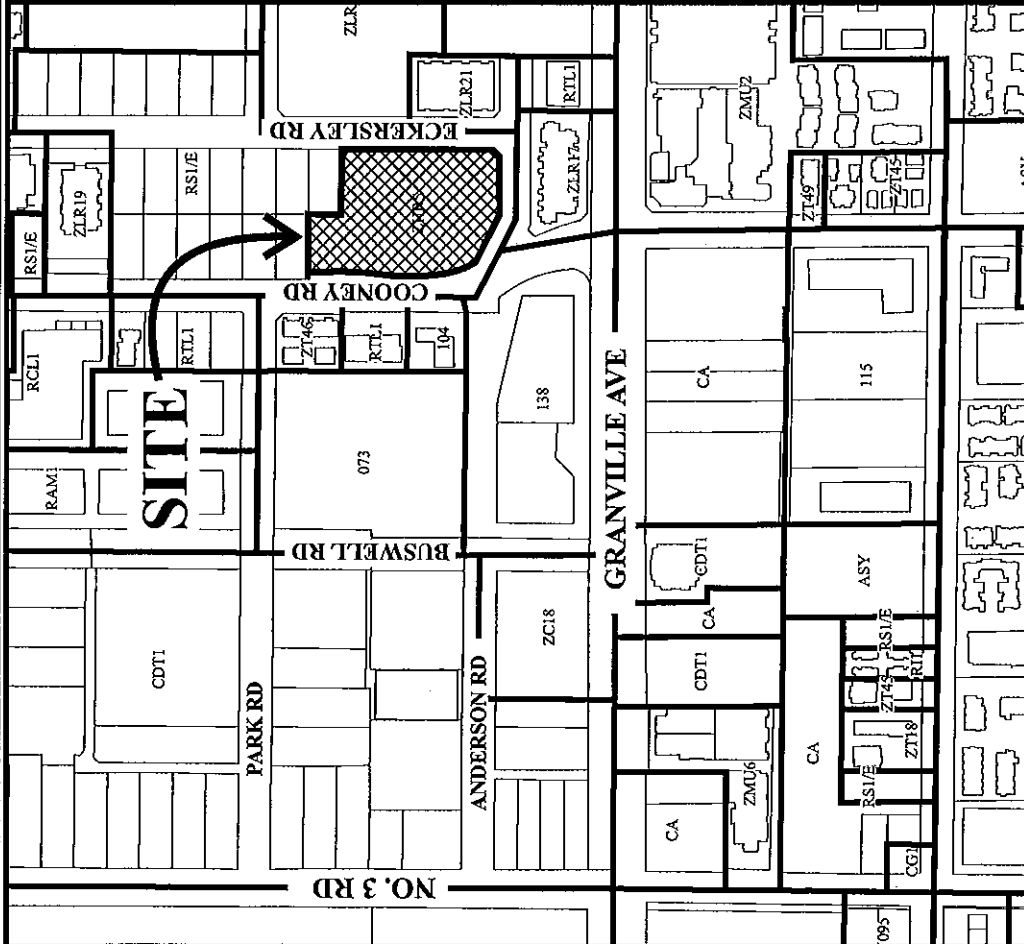
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



ECKERSLEY ROAD

ANDERSON ROAD

COONEY ROAD

EMERALD

NEW COUNTY ROAD
RICHMOND, NC

Level 1 Plan

1/8" = 1'-0"

3

ATVPDP

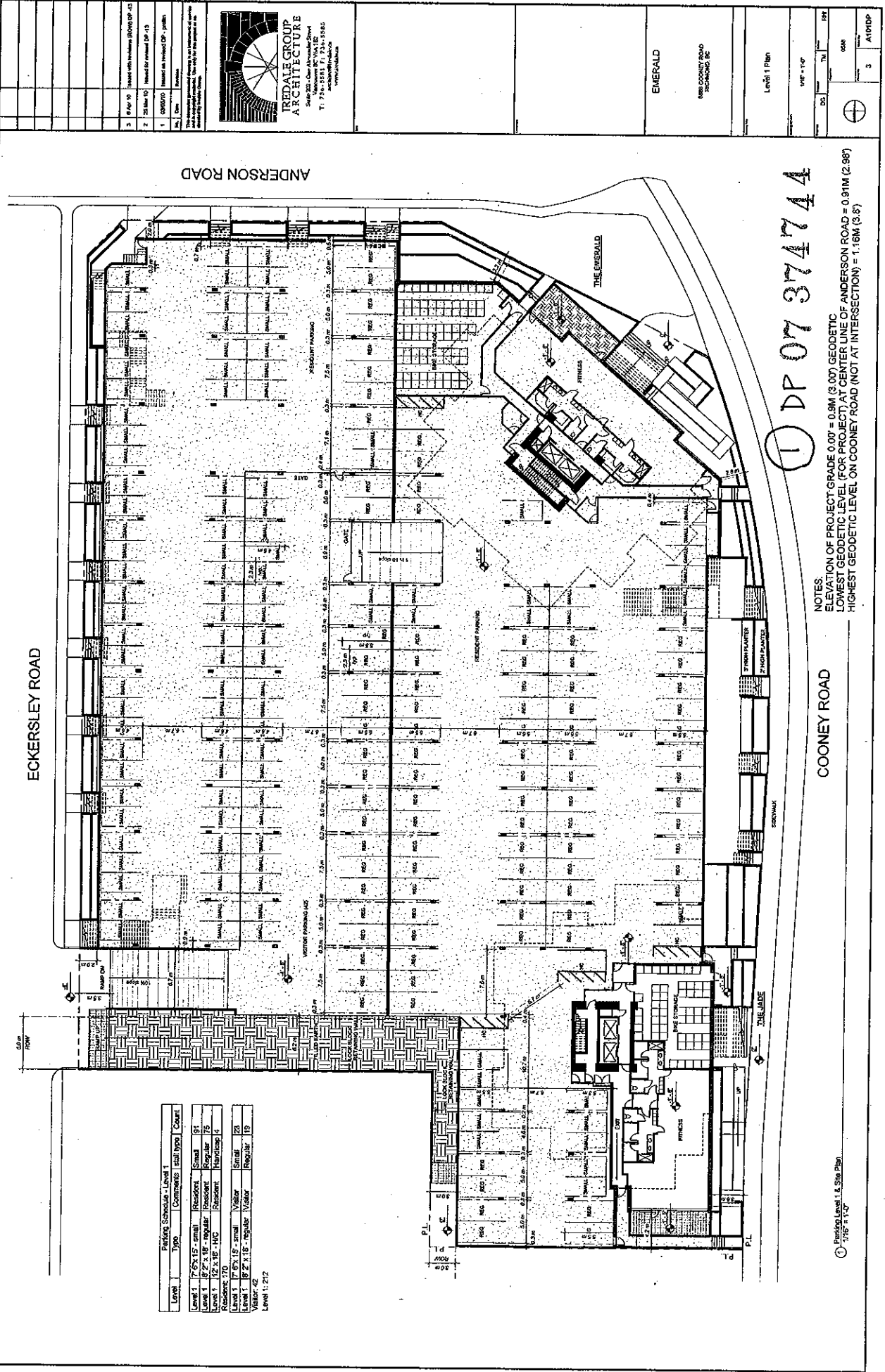
NOTES:
ELEVATION OF PROJECT GRADE 0.00' = 0.9M (3.00') GEODETIC
LOWEST GEODETIC LEVEL (FOR PROJECT) AT CENTER LINE OF ANDERSON ROAD = 0.91M (2.96')
HIGHEST GEODETIC LEVEL ON COONEY ROAD (NOT AT INTERSECTION) = 1.16M (3.8')
1 DP 07 374744

1 DP 07 374744

1 DP 07 374744

Level	Type	Comments	estd	typo	Count
Level 1	7'6" x 15' - small	Resident		Small	91
Level 1	8'2" x 18' - regular	Resident		Regular	75
Level 1	12' x 18' - HIC	Resident		Handicap	4
Level 1	7'6" x 15' - small	Visitor		Small	28
Level 1	8'2" x 18' - regular	Visitor		Regular	19

Level 1: 212




RIDALE GROUP
ARCHITECTURE
3000 W. COONEY ROAD
RICHMOND, NC 29224
T: 754-5551 F: 754-5552
www.ridalegroup.com

3. 4 Apr 10. Based on existing (2009) DP-03

2. 24 Apr 10. Based on existing (2009) DP-03

1. 000000. Based on existing (2009) DP-03

0. 000000. Based on existing (2009) DP-03



**REDALE GROUP
ARCHITECTURE**
3000 N. 10th Street
Richmond, VA 23222
T: 773.444.4444
www.redalegroup.com

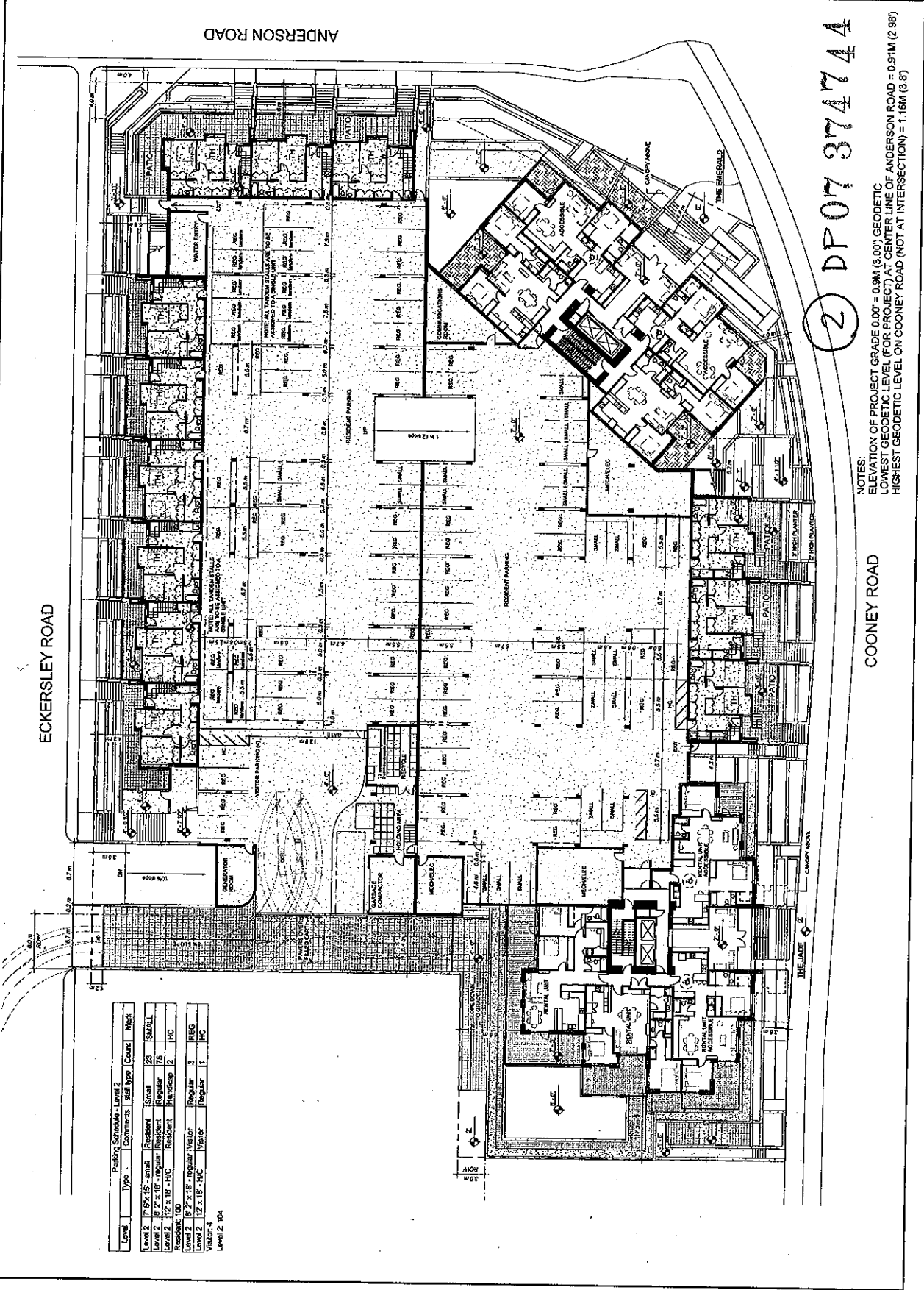
EMERALD

0000 COONEY ROAD
RICHMOND, VA

Level 2 Plan

1/16" = 1'-0"

3 A1002P



Level 2, 104

Level	Type	Comments	Size	Type	Count	Area
Level 2	7'5" x 15' - small	Resident	Small	25	SMALL	
Level 2	12' x 15' - regular	Resident	Regular	75	REG	
Level 2	10' x 15' - H/C	Resident	High Capacity	2	H/C	
Level 2	8'2" x 18' - regular	Visitor	Regular	3	REG	
Level 2	12' x 15' - H/C	Visitor	High Capacity	1	H/C	

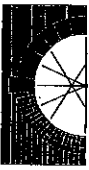
2 DP07 374744

NOTES:
ELEVATION OF PROJECT GRADE 0.00' = 0.9M (3.00') GEODETIC
LOWEST GEODETIC LEVEL (FOR PROJECT) AT CENTER LINE OF ANDERSON ROAD = 0.91M (2.98')
HIGHEST GEODETIC LEVEL ON COONEY ROAD (NOT AT INTERSECTION) = 1.16M (3.8')

PROJECT: 07/10/10 3000 N. 10th Street
RICHMOND, VA 23222
DATE: 04/04/10
DRAWN BY: J. H. HARRIS
CHECKED BY: J. H. HARRIS
SCALE: 1/16" = 1'-0"

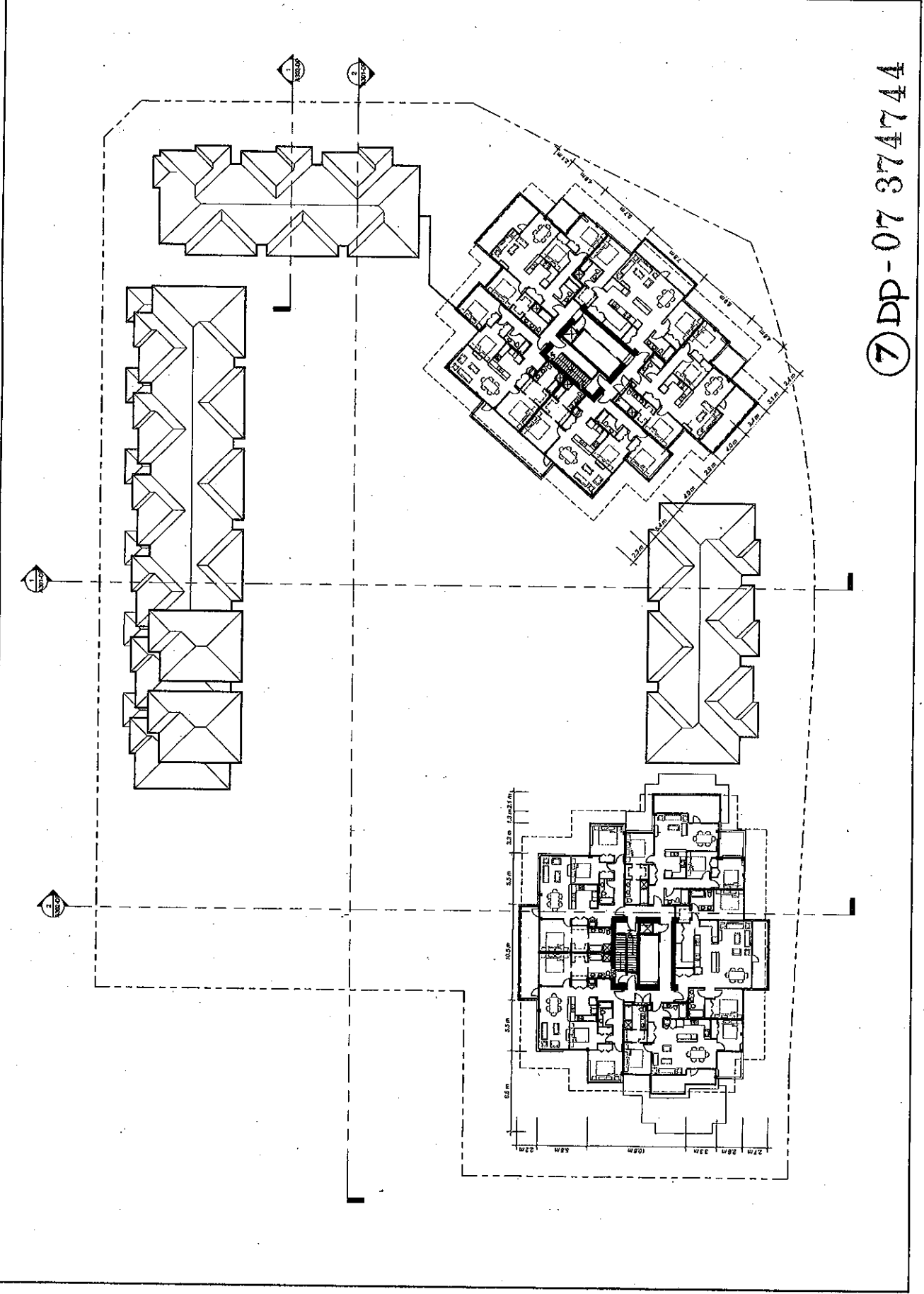
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2		28 Mar 10	Issued for review DP-13
1		02/04/10	Issued for review DP - Prelim
Rev.	Date	Description	
<p>The computer generated drawing is not a substitute for a professional engineer's design. It is only for use as a guide for the construction of the project.</p>			




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EMERALD	
8855 COUNTRY ROAD NANAIMO, BC	
Upper Penthouse Plan	
Scale	1/16" = 1'-0"
Author	Designer
Checker	0306
3	
A107DP	

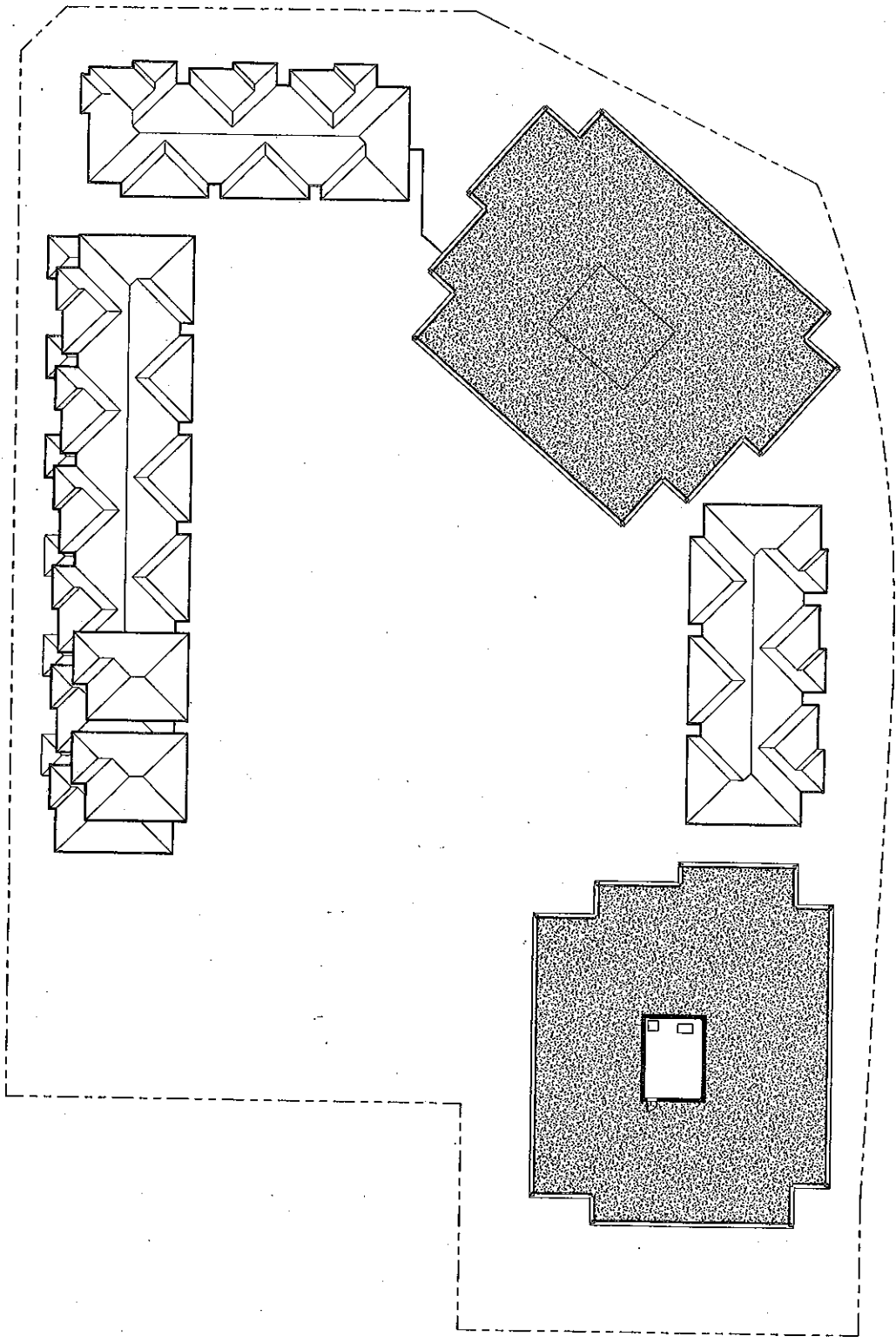


2		25 May 12	Issued for review DP-12
1		03/25/12	Issued for review DP - final
Rev.	Date	Description	
<small>This computer generated drawing is an informational drawing and is not intended for construction. It is not to be used for any purpose other than as intended by the design team.</small>			

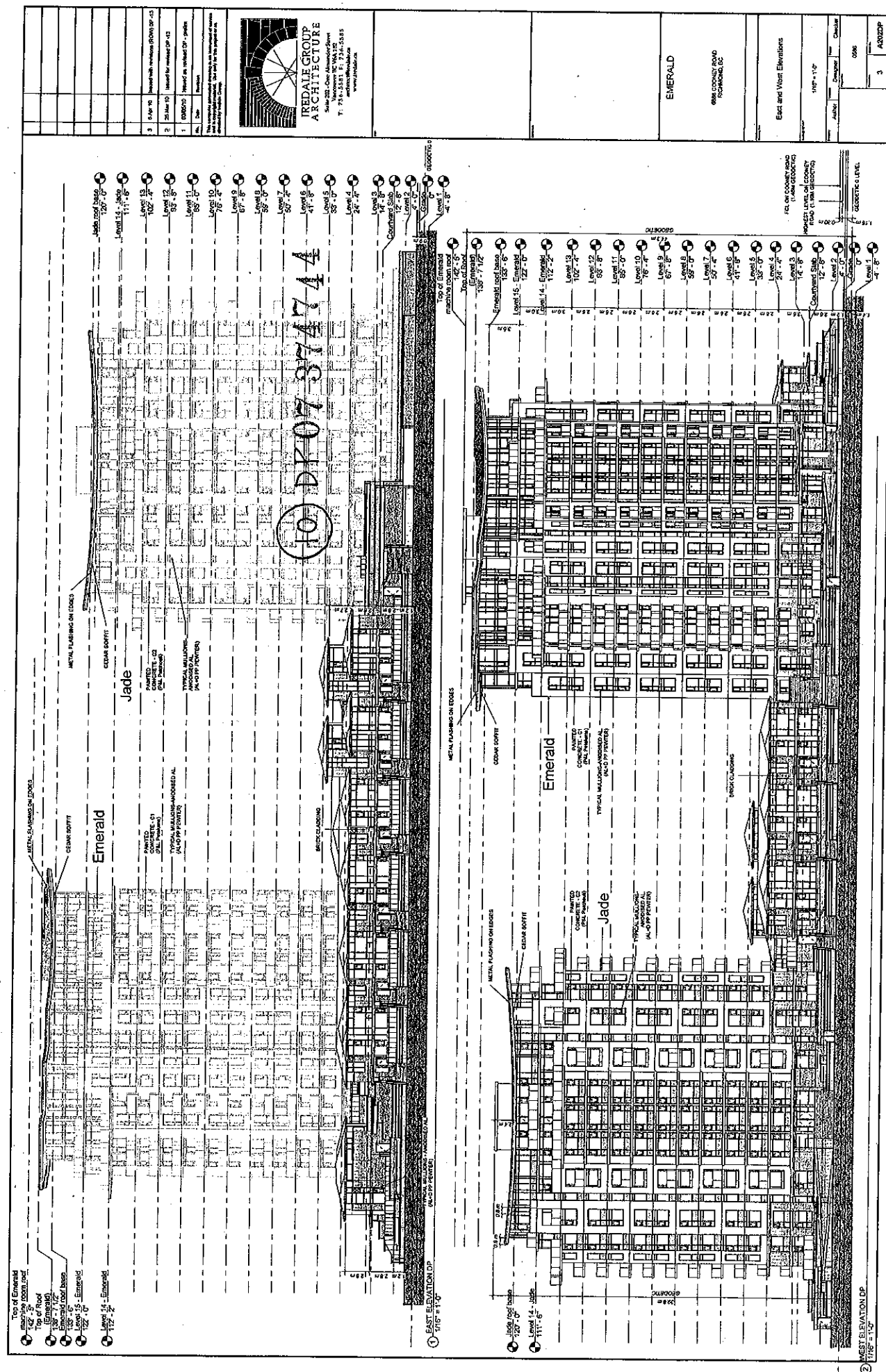


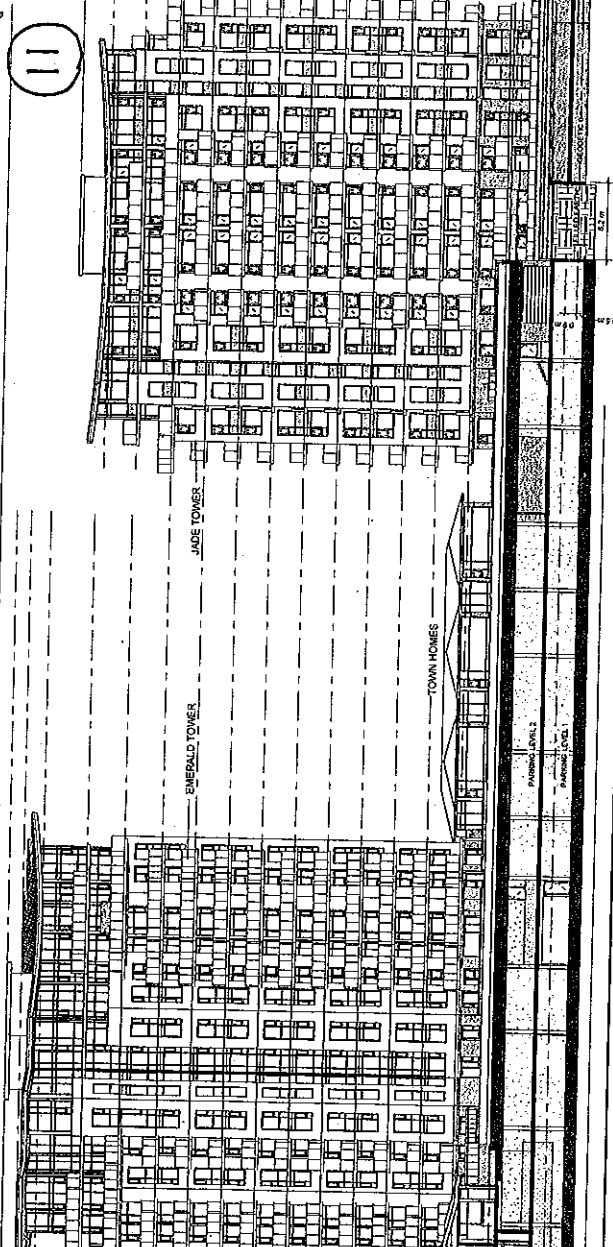
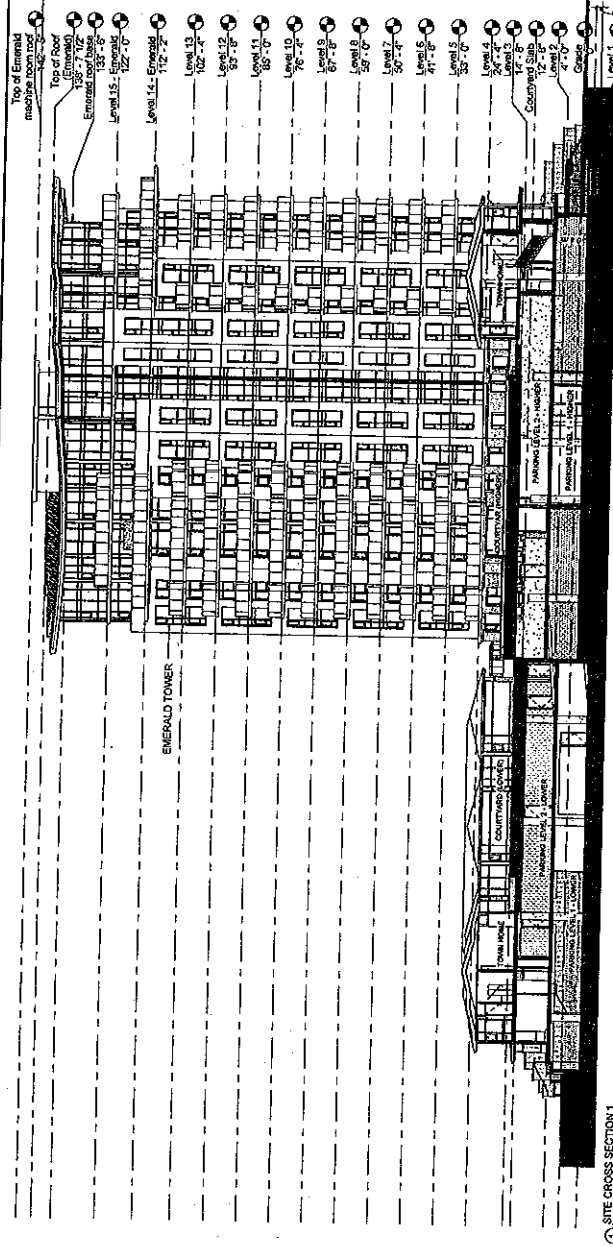
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 arch@iredalegroup.com
 www.iredalegroup.com

EMERALD	
885 DOCKERY ROAD RICHMOND, VA	
Roof Plan	
Scale: 1/8" = 1'-0"	
Author	Checker
Drawn	Checked
3	AUG 2012



8 DP-07 374744





No.	Date	Particulars
1	03/06/10	Issued as entered GP - profit
2	25 May 10	Issued for vehicle GP - £2
3	6 Apr 10	Issued with rentals, (PONG) GP - £3

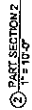
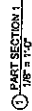
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⑪ DP 0737474

EMERALD	2855 COCKEY ROAD ROCKHART, VIC	SITE CROSS SECTIONS		1/4" = 1'-0"		<table><tr><td>Author</td><td>Engineer</td><td>Checker</td></tr><tr><td></td><td></td><td></td></tr></table>		Author	Engineer	Checker				<table><tr><td>Code</td><td>6006</td></tr><tr><td>Project</td><td>A301-OP</td></tr></table>	Code	6006	Project	A301-OP
Author	Engineer	Checker																
Code	6006																	
Project	A301-OP																	

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rh-auch\DWG\2005\06-48-1003070555-00-Geo-genie-1003070.rvt



⑫ DP 0737474

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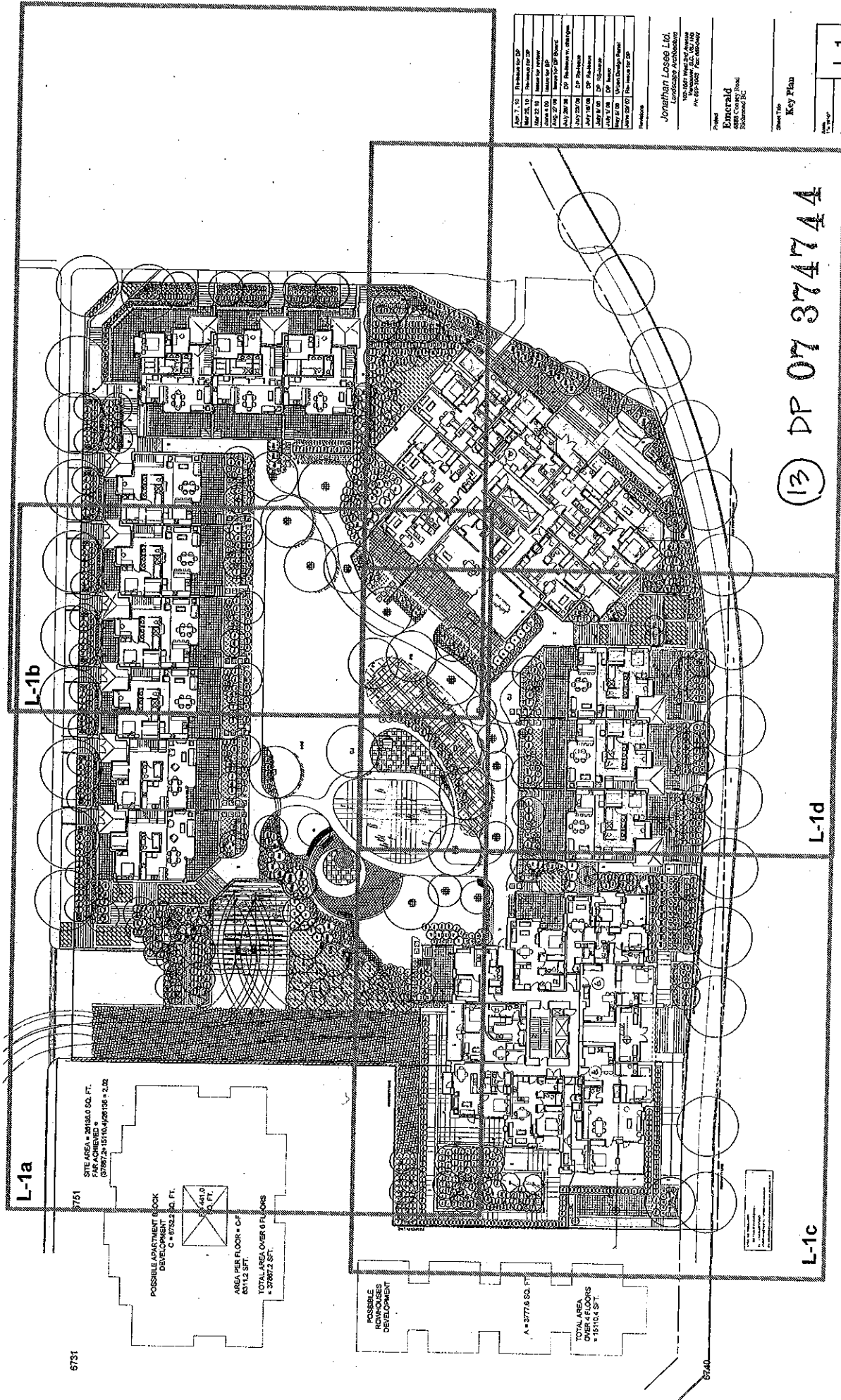
8888 COONEY ROAD
RICHMOND, VA

PART SECTIONS

Obtained by

TM	PM	PM
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L-1a

L-1b

L-1c

L-1d

751
 SITE AREA = 24146.6 SQ. FT.
 FAR ACHIEVED =
 (2787.2 ÷ 15116.4) 28.36 = 2.32

POSSIBLE APARTMENT/CONDO
 DEVELOPMENT
 C = 8723 SQ. FT.

AREA PER FLOOR = 42
 6412 SFT.

TOTAL AREA OVER 6 FLOORS
 = 27672 SFT.

POSSIBLE
 ROWHOUSES
 DEVELOPMENT

A = 2777.6 SQ. FT.

TOTAL AREA
 OVER 4 FLOORS
 = 15116.4 SFT.

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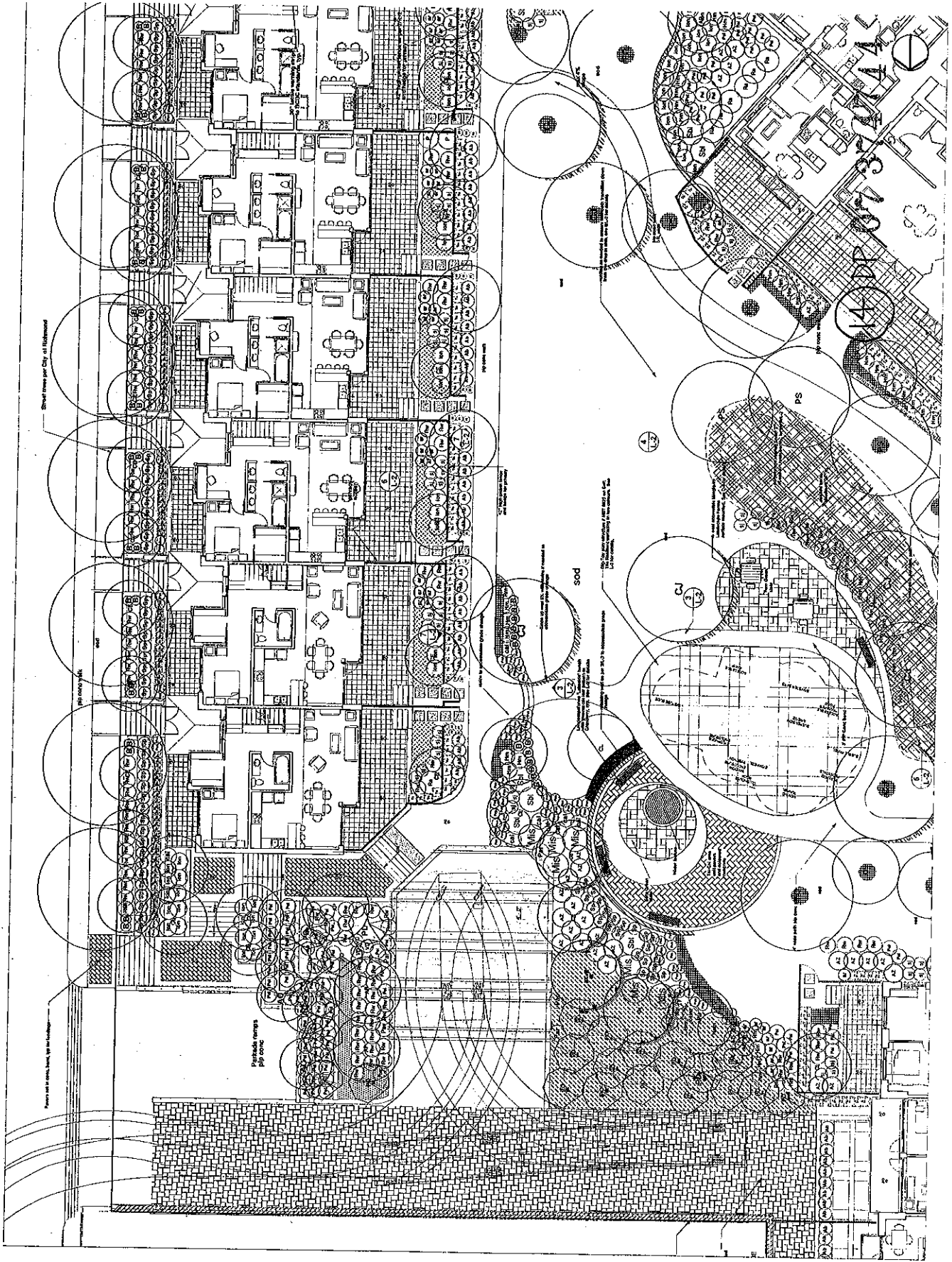
Jonathan Losses Ltd.
 10000 Highway 100
 Suite 100
 Vancouver, B.C. V6P 1G6
 Tel: 604-271-1000 Fax: 604-271-1001

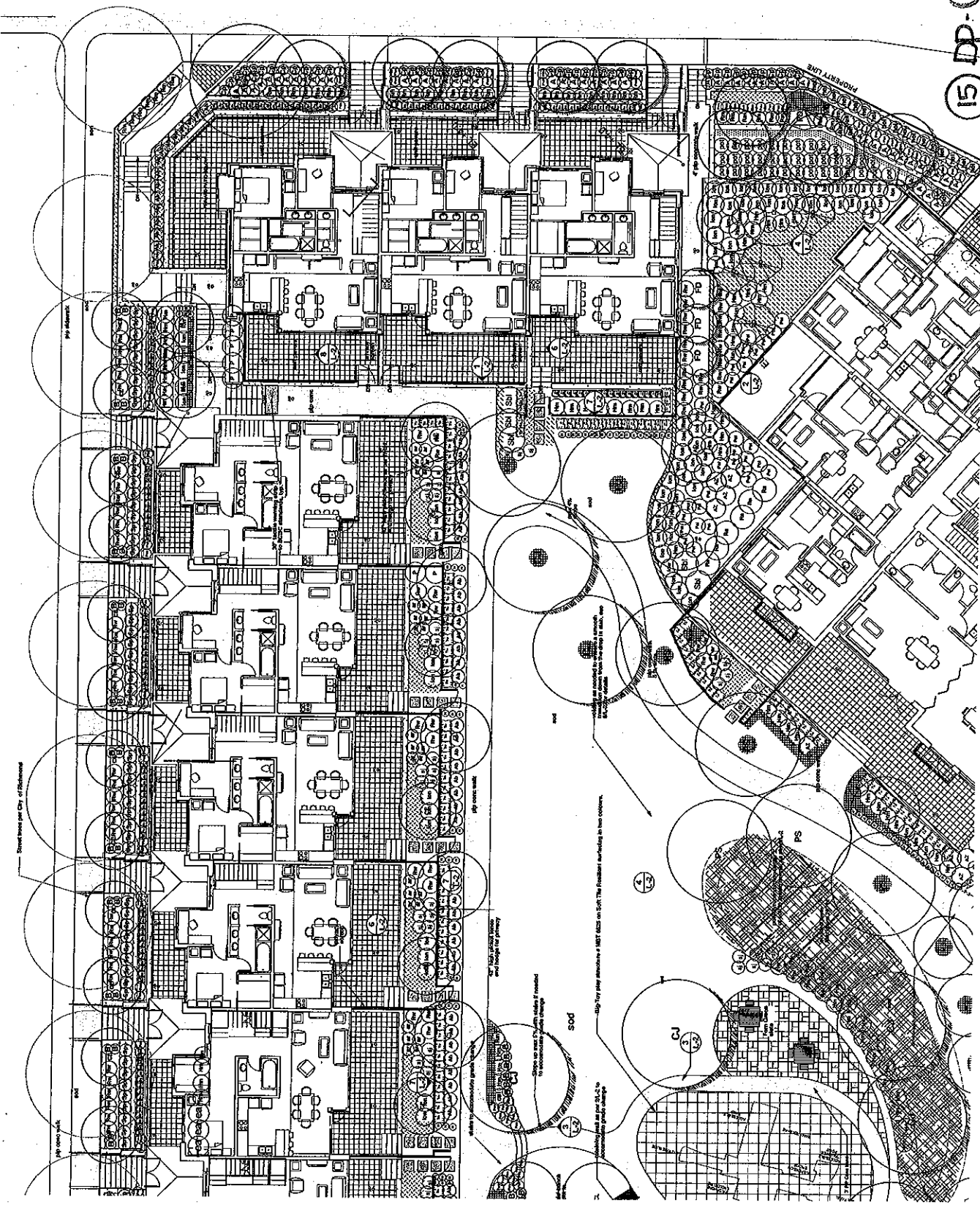
Emerald
 4888 Coquitlam Road
 Richmond, B.C.

Sheet Title
 Key Plan

L-1

13 DP 07 37474A





Rev	Date	Description
1	01/01/01	Initial Design
2	01/01/01	Revised Design
3	01/01/01	Revised Design
4	01/01/01	Revised Design
5	01/01/01	Revised Design
6	01/01/01	Revised Design
7	01/01/01	Revised Design
8	01/01/01	Revised Design
9	01/01/01	Revised Design
10	01/01/01	Revised Design

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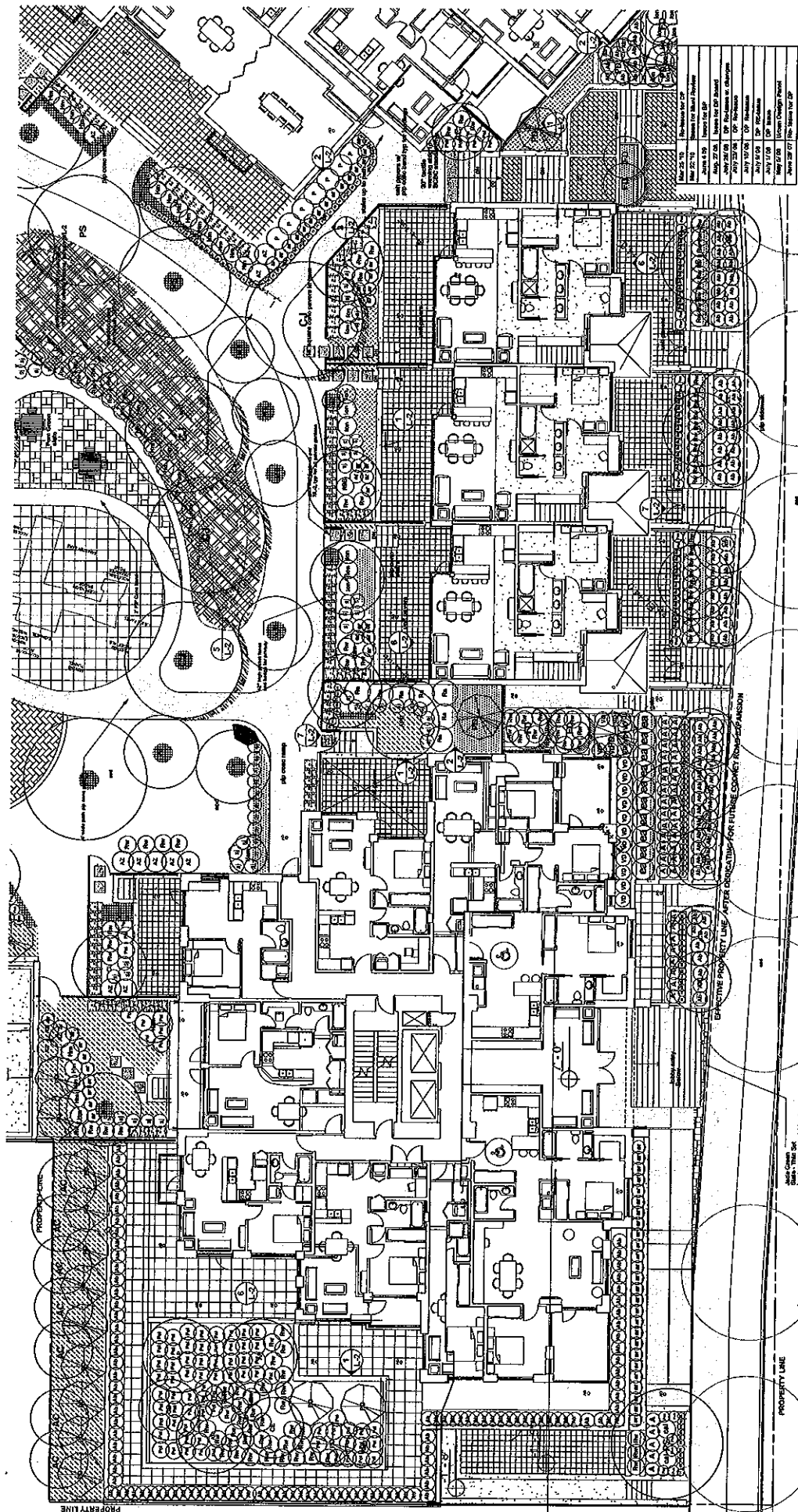
Project:
Emerald
6888 County Rd. Richmond

Sheet No.
South-East Landscape Plan

Scale
1" = 10'-0"

Project No. 2000-06
Date: May 2007
L-1b

(15) DP-07 374741

[illegible]

Jonathan Associates
 Landscape Architecture

PHOTO: 1987 W. 205 Ave.
Vancouver, B.C. V6V 1N3
PH: 804-609-1023 FAX: 804-688-0432
E-mail: 205@1987.com

Product
Emerald
68888 Cooney Rd, Richmond, BC

—

North-West Landscape Plan

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

Date: May 2007

Project No. 2005-49







L-1c

Landscapiforma, Sendhof Bolland
Nitrod w. LED Light
powdercoated in black



Backed version with plasma-cut ginkgo pattern powdercoated in "Cranberry"

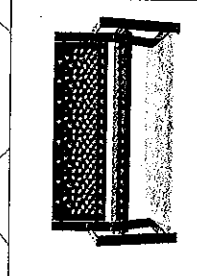
① DP-04 374747

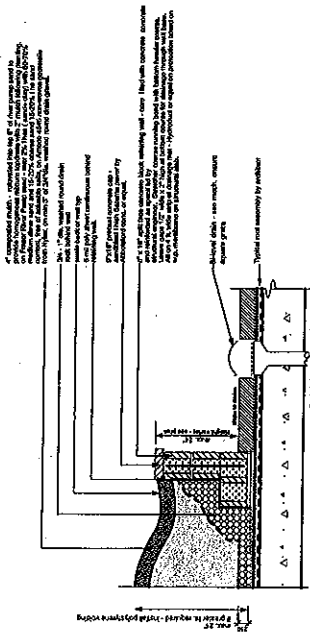
SCHEDULE OF HARD SCAPE MATERIALS

- 





- prep concrete - medium sandblast / high - saw cut joints
 Peblo paving - 5"x16" Saturna Pavers - Natural colour
 Accent Pavers on steps / walkways - Spot Blast Holland Stone in
 Herringbone pattern Granite colour mix (natural and charcoal)
 Accent pavers - Fern Oregon Gauged Slate Thin set, Ashlar
 Granite on car and van - Jetts Jade Green Gauged Slate -
 Emerald - Ultra Grey Green Slate
 3/8" tactile warning strip to BOCB standard, set one tread back from
 shaft.

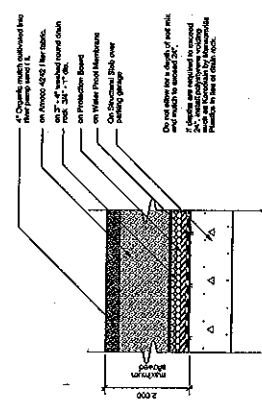
LIGHTING SCHEDULE

-  42" Bollard light- Landscapeforms Sentinel
mired with LED light in black powder coat.
-  Flush wall mounted step light

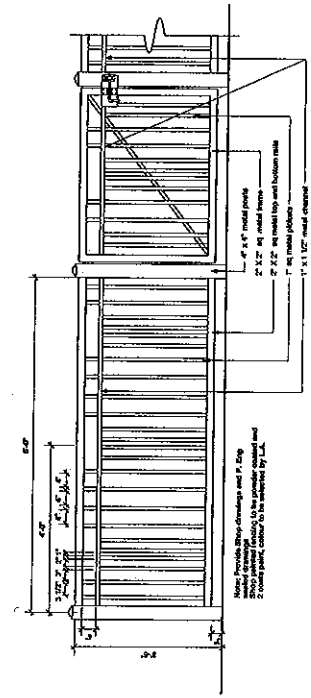




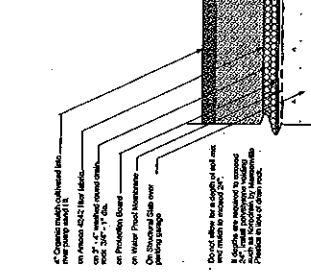
1 Split Face conc. planter wall at patios
Scale: 3/4" = 1'-0"



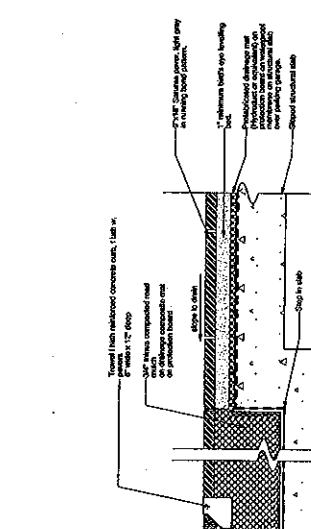
2 Split Face conc. planter wall at building perimeter
Scale: 3/4" = 1'-0"



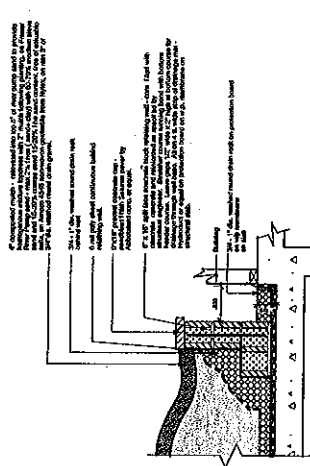
3 Soil installation over Structural Slab
Scale: 3/4" = 1'-0"



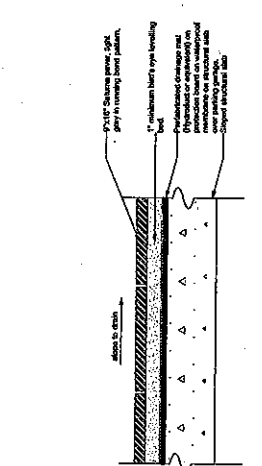
4 Lightweight Voids over slab (soil over 24" deep)
Scale: 3/4" = 1'-0"



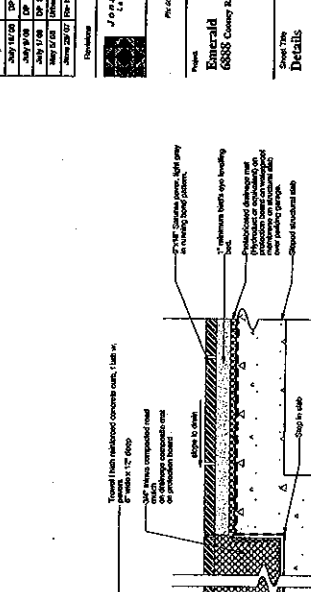
5 Satuma pavers on slab for patios
Scale: 3/4" = 1'-0"



6 Installation of Unit Pavers in raised walk over slab
Scale: 3/4" = 1'-0"



7 Satuma pavers on slab for patios
Scale: 3/4" = 1'-0"



8 Metal Picket Fencing and Gate
Scale: 3/4" = 1'-0"

Rev	Date	By	Check	Description
1	10/15/07	JL	JS	Initial Design
2	10/15/07	JL	JS	Revised Design
3	10/15/07	JL	JS	Final Design
4	10/15/07	JL	JS	Construction Documents
5	10/15/07	JL	JS	Revised Construction Documents
6	10/15/07	JL	JS	Final Construction Documents
7	10/15/07	JL	JS	Revised Final Construction Documents
8	10/15/07	JL	JS	Final Final Construction Documents

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Project: 6888 Cummer Rd, Richmond
Client: 6888 Cummer Rd, Richmond
Date: May 2007
Project No: 6888-07

Sheet 7/10
Details
L-2

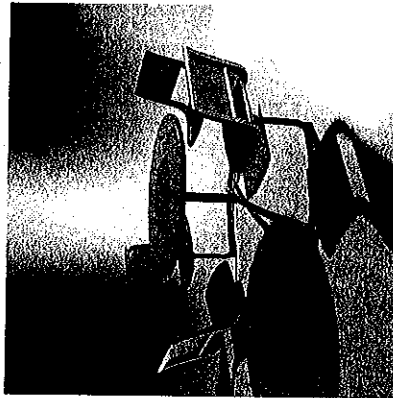
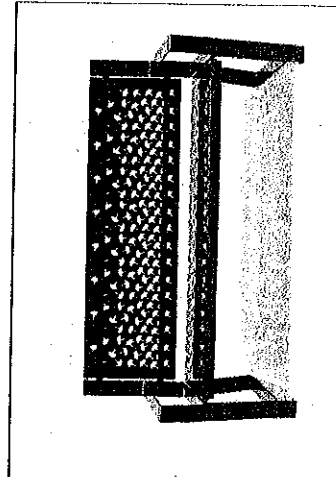
DP-07 37474A

BigToys

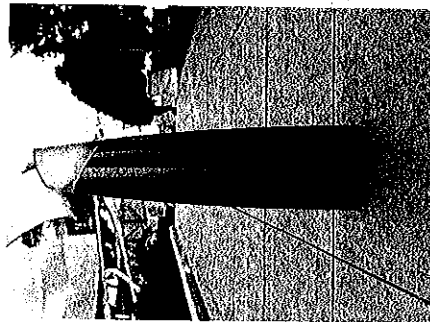
MBT-6625 Express

The BigToys Express is a big and fun playset with ten activities like slides for two, climbing, and more. It's the perfect playset for your child's imagination.


Right color choice shown. Other color options available.



Landscape Forms Mingle 4-seat picnic table with accessible space for wheelchairs or strollers. In Cranberry with Fathom solid surface tabletop. Surface mounted.



Landscape Forms 'Sentinel' Bottled
Milled W. LED Light
powdercoated in black

[illegible]

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Project
Emerald
6888 Cooney Rd., Richmond

Street View Site Amenities

Scale: 3/4"=1'-0"
Date: May 2027
Project No. 2000-49

⑥ 19 DP-02 327474

