



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** February 15, 2011
From: Brian J. Jackson **File:** RZ 08-429600
Director of Development
Re: **Application by Interface Architecture Inc. for Rezoning at 6500 Cooney Road from Low Density Townhouses (RTL1) to Parking Structure Townhouses (RTP4)**

Staff Recommendation

That Bylaw No. 8618, for the rezoning of 6500 Cooney Road from "Low Density Townhouses (RTL1)" to "Parking Structure Townhouses (RTP4)", be introduced and given first reading.

Brian J. Jackson
Director of Development

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Interface Architecture Inc. has applied to rezone 6500 Cooney Road from “Low Density Townhouses (RTL1)” to “Parking Structure Townhouses (RTP4)” to permit the construction of a 6-unit, 3-storey townhouse project over one level of parking. A concurrent Development Permit application (DP 09-505353) for the subject site is under review.

Findings of Fact

- A location map and aerial site photograph are provided in **Attachments 1** and **2** respectively.
- A Development Application Data Sheet, including details about the subject development and its proposed zoning, is provided in **Attachment 3**.
- Conceptual Development Plans are provided in **Attachment 8**.

Project Description

The subject rezoning is for a small-lot, infill development at the northeast corner of Cooney Road and Cook Road in the City Centre Area Plan’s (CCAP) Brighthouse Village area. The project’s six townhouse units are designed as a single 3-storey building incorporating individual, south-facing entries and yards along Cook Road, south-facing decks at the building’s upper storey, and a sunny, common open space along Cooney Road. A secured, common parking garage located beneath the units (with direct resident access to each unit) is concealed along the site’s street frontages by landscaping. A public lane, to be constructed by the project along its east side, will provide access to the project’s parking and an existing “parking structure townhouse” project to its north.

Surrounding Development

To the North: A recently constructed, 20-unit, 3-4 storey townhouse development (including one level of parking) fronting onto Cooney Road, with a landscaped courtyard and a density of 1.11 floor area ratio (FAR), as per site-specific zone “Town Housing (ZT53) – Cooney Road (Brighthouse Village of City Centre)”. Vehicular access to this property is currently via a driveway at Cooney Road; however, as per legal agreements entered into as part of this site’s development approval process, vehicle access will be relocated to Cook Road via a new lane to be constructed by the applicant along the east side of the subject site. (**Attachment 4**)

To the East: An older “Low Density Townhouses (RTL1)” project (i.e. 0.55 FAR, 2 storeys) fronting Cook Road and accessed via a driveway along its west side (adjacent to the public lane proposed for construction on the subject site). Existing shrubs and a fence along the west side of this property’s existing driveway screen views to the subject site. No redevelopment of this property is expected in the near term. (**Attachment 5**)

To the South: Across Cook Road, an older single-family home designated under the CCAP for “high-density townhouses” (1.2 FAR maximum), and a new 4-storey townhouse development (including one level of parking) with a landscaped courtyard and density of 1.1 FAR.

To the West: Across Cooney Road, older, “Low Density Townhouses (RTL1)” projects (i.e. 0.55 FAR, 2 storeys) designated under the CCAP for future redevelopment with mid-rise (25 m), medium density (2 FAR maximum), apartment building(s).

Related Policies & Studies

Development of the subject site is affected by a range of City policies and related considerations (e.g., CCAP, affordable housing, aircraft noise sensitive development). An overview of these policies, together with the developer’s proposed response, is provided in the “Analysis” section of this report.

Advisory Design Panel (ADP)

A Development Permit application (DP 09-505353) for the subject site is currently under review and was considered at ADP on May 5, 2010. The Panel found the project to be well designed and noted that it would be a desirable model for future small-lot, townhouse developments elsewhere in Brighthouse Village. The Panel recommended that the project advance to the Development Permit Panel, taking into account various considerations as follows:

- Enhance the project’s Cooney Road, lane, and rear elevations to bring them up to the standard of the project’s more successful Cook Road elevation;
- Better incorporate Crime Prevention Through Environmental Design (CPTED) measures in the design and finishing of the parkade;
- Enhance the project’s accessibility for people with impaired mobility; and
- Revise the landscape design in order that it may better complement the project’s contemporary character, incorporate sustainable features, and enhance urban agricultural opportunities.

Public Input

The subject rezoning is consistent with the Official Community Plan (OCP) and CCAP. Signage is posted on the subject property to notify the public of the proposed development. At the time of writing this report, no public comment has been received. The statutory Public Hearing will provide local property owners and other interested parties with the opportunity to comment on the subject application.

Staff Comments

Transportation

- a) Road Works: Road widening and related works are required along both of the subject site’s street frontages. Prior to rezoning adoption, the developer must satisfy the following:
- Cook Road: 1.8 m dedication;
 - Cooney Road: 2.4 m dedication;
 - Corner Cut: 5 m x 5 m dedication at the Cook/Cooney Road intersection; and
 - Enter into the City’s standard Servicing Agreement (secured via a Letter of Credit) for road construction along both frontages including, but not limited to:
 - i. Along Cooney Road – Construction of frontage works behind the existing curb, including removal of the existing sidewalk (including the “spur” north of the subject site) and installation of a 2 m wide concrete sidewalk along the subject site’s new property line (tied into the existing sidewalk to the north), a

treed/landscaped boulevard between the sidewalk and curb, and City Centre streetlights; and

- ii. Along Cook Road (along the frontage of the subject site) – Construction of frontage works including a new curb (the face of which shall be set 11.85 m north of the existing south curb face), a concrete sidewalk, City Centre streetlights, a treed/landscaped boulevard, and related road works.

Note: There are 3 mature trees along the frontage of the subject site that, as a result of required road dedication, will be within the Cook Road right-of-way. Parks staff have recommended retention of the most significant of these trees (west side of site) and removal/replacement of the other two. To minimize road construction impacts on the existing tree, staff recommend the construction of 1.5 m wide concrete sidewalk along the back of the new curb and a landscaped boulevard along the property line (rather than the City Centre's standard 2 m wide sidewalk at the property line and boulevard at the curb).

- b) New Lane: Dedication and construction (via the City's standard Servicing Agreement, secured with a letter of credit) of a 6 m wide City lane along the entire east side of the subject site. (Note: The property east of the subject site may be required to widen the lane in the future when redevelopment occurs.) Lane construction must include the extension and repair or replacement of the existing fence along the entire property line of 8491 Cook Road (i.e. immediately east of the proposed lane), to the satisfaction of the City. Importantly, there is a large, mature tree within the Cook Road right-of-way, immediately east of the proposed lane, that has been identified for retention by Parks staff. It is not feasible to reduce impacts on this tree by relocating the lane, reducing its size, or delaying its construction. In light of this, staff recommend that impacts are reduced via special lane construction measures (e.g., permeable paving, light weight fill), the detailed design of which shall be determined, to the satisfaction of the City, via the Servicing Agreement process.
- c) Shared Driveway: Registration of a Public Right of Passage statutory right-of-way along a portion of the north side of the subject site for Public Right of Passage purposes. This right-of-way shall act to complete the existing area located on 6468 Cooney Road (**Attachment 4**), secured by an easement in favour of the subject site (registered under number BX442223), and intended for use as 50% of a shared driveway. The subject developer will be responsible for the costs of constructing and maintaining the portion of the driveway situated on 6500 Cooney Road. The design of the full driveway, including any agreements providing for the construction and maintenance of the portion of the driveway on 6468 Cooney Road, must be demonstrated to the satisfaction of the City at Development Permit stage and the portion situated on 6500 Cooney must be secured as part of the City's standard Development Permit landscape bond. (Note that the City may also require an easement to be registered on the Public Right of Passage area in favour of the owner of 6468 Cooney Road.)
- d) Temporary Driveway Closure at 6468 Cooney Road (**Attachment 4**): A covenant registered on 6468 Cooney under number BX442227 requires that when the proposed lane is available, the owner of 6468 Cooney shall permanently close and landscape the temporary access area. Based on staff review, while it is intended that the proposed lane will ultimately accommodate all vehicle access to the subject site and to 6468 Cooney, it will not be possible to provide garbage and recycling pick-up via the lane until it is extended north from Cook Road to another public road. Therefore, in the meantime, while resident access will be via the lane, garbage and recycling pick-up will be accommodated on street at both properties. To facilitate this, the design of the closure of the temporary driveway at 6468 Cooney Road (which shall be undertaken by

the City at the sole cost of 6468 Cooney Road) must incorporate a letdown at the sidewalk/boulevard to accommodate the movement of garbage bins and recycling carts, the design of which must be to the satisfaction of the City.

- e) **On-Site Parking**: The subject development complies with Richmond's Zoning Bylaw, except that 2 of its 10 parking spaces are small car spaces (i.e. small car parking is not permitted for residential projects with less than 30 units) and a third space assigned to the project's "convertible unit" does not meet the City's handicapped parking space requirements. Nevertheless, staff support the developer's proposal on the basis that:
- The two small car spaces are tandem spaces assigned to two separate residential units, each of which will also have use of a standard sized space (as per the City's standard tandem parking covenant, which will be registered on the subject site prior to rezoning); and
 - The parking bylaw only requires one handicapped space on the subject site, which the developer proposes to provide as visitor parking, such that the proposed "sub-standard" handicapped space is additional handicapped parking over and above the bylaw requirement. In light of the fact that the "sub-standard" handicapped space is provided as an "added convenience" for the project's "convertible unit" and the subject site is small, while it would be preferable for the size of this space to meet the City's handicapped requirements, the proposed dimensions (i.e. 0.5 m wider than a standard space, but 0.3 m shorter) are preferable to a narrower standard-sized space and its location adjacent to the "convertible" unit's vertical lift will make it convenient for residents.

Sanitation & Recycling

- a) **Subject Site Requirements**: The development must provide for an enclosure within the building to accommodate 3 recycling carts and 1 garbage dumpster with wheels (3 cubic yards in size). Until the lane is extended north from Cook Road to another public road, pick-up will occur on street on Cook Road. Design development is required via the Development Permit (DP) approval process.
- b) **6468 Cooney Road, North of the Subject Site (Attachment 4)**: As with the subject site, until the lane is extended north from Cook Road to another public road, pick-up will occur on street. As noted by Transportation, the design of the closure of the temporary driveway at 6468 Cooney Road (which shall be undertaken by the City at the sole cost of 6468 Cooney Road) must incorporate a letdown at the sidewalk/boulevard to accommodate the movement of garbage bins and recycling carts, the design of which must be to the satisfaction of the City. The relocation or redesign of the development's existing garbage/recycling room and any other on-site changes undertaken at the sole cost of the owner shall be at the discretion of the owner, provided that City services are not compromised.

Engineering: Capacity Analysis

- a) **Sanitary**: No sanitary sewer analysis is required. Prior to rezoning adoption, the developer must contribute \$2,834.50, based on consortium committed upgrades for the Eckersley B sanitary area.
- b) **Storm**: No drainage analysis is required. Prior to rezoning adoption, the developer must contribute \$1,553.64, based on consortium committed upgrades for the Cook and Cooney drainage area.
- c) **Water**: The applicant has undertaken a capacity analysis to the satisfaction of the City, and has determined that the subject development has adequate flow available to meet FUS fire flow requirements combined with peak hour demand and that, on this basis, no upgrades are required. Based on this:

- The City requires that the applicant's calculations are included on the development's Servicing Agreement design drawings; and
 - Prior to Building Permit issuance, the developer must submit fire flow calculations, signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.
- d) Servicing Agreement (SA): Prior to rezoning adoption, the developer is required to enter into the City's standard SA (secured via a Letter of Credit) for the design and construction, to the satisfaction of the City, of all:
- Sanitary and storm sewer improvements along the frontage of the subject site; and
 - Service connections.

Analysis

The subject site is situated in part of the City Centre designated for compact, grade-oriented, multiple-family housing. Several years ago when such a project was proposed north of the subject site, the owner declined to consolidate the two properties. Today, redevelopment of that neighbouring site is complete (**Attachment 4**) and the subject site is effectively landlocked. As a result, development of the subject site has proven to be challenging – made most difficult by required road dedications, which reduce the gross site size by 27% to just 631.93 m². Nevertheless, the proposed development is well designed, livable, and consistent with City objectives for the local area as follows:

- a) City Centre Area Plan (CCAP): The Plan designates the subject site and properties to its north, south, and east for “high-density townhouses” (1.2 FAR maximum) designed to meet the needs of families and others preferring higher density, grade-oriented housing options.
- The subject development is consistent with the CCAP's transit-oriented development objectives and land use designations, and presents a viable model for other small-lot/infill townhouse projects in Brighthouse Village.
- b) Aircraft Noise Sensitive Development (ANSD): City policy designates the subject site as “Area 4”, which permits residential uses provided that the City's standard Aircraft Noise Covenant is registered on title, a registered professional qualified in acoustics submits an Acoustics Report identifying the measures required to ensure the building's compliance with the “Noise Management” standards set out in the OCP, and all necessary noise mitigation measures are incorporated. On this basis, the developer has agreed that:
- Prior to rezoning adoption, the City's standard ANSD covenant will be registered on title;
 - Prior to Development Permit (DP) approval, the required Acoustics Report will be submitted by a registered professional qualified in acoustics; and
 - Prior to Building Permit issuance, a second Acoustics Report will be submitted by a registered professional qualified in acoustics confirming that the building design incorporates all necessary noise mitigation measures identified prior to DP approval.
- c) Affordable Housing: The CCAP and proposed zoning, “Parking Structure Townhouses (RTP4)”, allow a maximum residential density on the subject site of 0.6 FAR, plus an additional 0.6 FAR (1.2 FAR in total) for developments that comply with Richmond's Affordable Housing policy. On this basis, the developer has agreed that:

- Prior to rezoning adoption, as per City policy with regard to townhouses, the developer will voluntarily contribute \$2/ft² of buildable floor area towards the Affordable Housing Reserve (i.e. \$16,126 estimate).
- d) Accessible Housing: The City encourages housing choices supportive of Richmond's aging population and people who are mobility impaired. This objective can be difficult to satisfy in projects such as the subject development where limited site size requires that all the units are multi-storey. Nevertheless, the developer has agreed to the following:
- One of the subject development's 6 units is designated as a "convertible" dwelling (i.e. designed for ready conversion to use by a person in a wheelchair); and
 - All dwellings will incorporate "aging in place" measures (e.g., lever handles, blocking in walls for grab bars).
- e) Flood Management Strategy: The CCAP encourages measures that will enhance the ability of developments to "adapt" to the effects of climate change. To this end, the Plan encourages City Centre developers to build to the City's recommended Flood Construction Level (FCL) of 2.9 m geodetic and minimize exemptions, wherever practical. In light of this, the developer and staff have agreed that the project will satisfy the City's flood construction level bylaw as follows:
- The project's unit foyers (at both the front door and parkade levels), bike storage, and mechanical and electrical rooms will have a minimum elevation of 0.3 m above the crown of the fronting street;
 - All other habitable spaces will have a minimum elevation of 2.9 m geodetic or higher; and
 - Prior to rezoning adoption, the City's standard Flood Indemnity Covenant will be registered on title.
- f) Public Art: As the proposed development has less than 20 dwellings, City policy encouraging contributions towards Richmond's Public Art Program is not applicable.
- g) Transportation Improvements: The CCAP designates the two streets fronting the subject site, Cooney and Cook Roads, as "major streets" and intends that they provide for high traffic volumes, together with various pedestrian/bike amenities. There is currently no sidewalk along the north side of Cook Road between Cooney Road and Cook Gate (at Cook School), which makes the construction of this sidewalk a priority. In addition, road widening is required along both site frontages (i.e. for left-turn lanes, etc.) and a new lane must be constructed to minimize driveway interference. Unfortunately, even with road dedication from the subject site, the City's ultimate street cross-section is not achievable and will have to wait until additional dedication can be secured from other properties. In addition, the location of existing trees along Cook Road conflicts with the City's standard lane and sidewalk/boulevard construction requirements. In light of this and the importance of Cook Road as both a pedestrian and vehicle link, staff recommend that:
- The developer must provide road dedication and undertake improvements via the City's standard Servicing Agreement (at the developer sole cost and secured via a Letter of Credit), including a new sidewalk and boulevard along both frontages and a new 6 m wide public lane;
 - The City's typical road/lane construction standards should be modified to be responsive to:
 - i. Narrow interim rights-of-ways on Cook and Cooney Roads; and

- ii. Provide for tree retention (e.g., 1.5 m versus 2 m wide sidewalk along Cook Road; special measures such as permeable paving and light weight fill in the lane); and
 - Sidewalk/boulevard construction along the north side of Cook Road between the subject site and Cook Gate should be considered a priority for the City to implement (regardless of development activity along the block) within the next 3-4 years.
 - A voluntary cash contribution towards accessible pedestrian enhancements of the Cook Rd/Cooney Rd traffic signal will also be provided.

- h) **Tree Retention & Replacement:** Richmond’s Tree Protection Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm DBH from being unnecessarily removed (measured 1.4 m above grade) and setting replanting requirements. The developer has submitted an arborist’s report and landscape concept. Due to the small size of the subject site and the City’s requirement for road widening and lane construction, staff have determined that:
 - Several trees, which are in poor or fair condition, should be removed and replaced (at 2 replacements for each tree removed);
 - One tree in good condition along the site’s Cook Road frontage (within the proposed road dedication) should be retained, the proposed sidewalk should be narrowed to minimize impacts, and, at the Development Permit stage, the project’s raised patios should be set back outside the drip line of the tree; and
 - One very large tree in good condition located east of the proposed lane should be retained and special measures should identified by the developer/arborist via the Servicing Agreement process to mitigate the potential impacts of lane construction, to the satisfaction of the City. Measures to be considered may include, but may not be limited to light weight fill, permeable paving, etc.

Tree Location	Type & Size	Condition	Conflict	Recommended Action	Recommended Mitigation
On-site	2 evergreens @ 40 & 50 cm DBH	Poor	Within the building footprint	Remove (2)	Replacement evergreen trees on-site including: • 2 @ 5 m min. tall & • 2 @ 5.5m min. tall
On-site	1 deciduous tree @ 40 cm DBH	Poor	Within new lane	Remove (1)	Replacement deciduous trees on-site including: • 2 @ 9 cm calliper min.
Cook Road @ Site	2 deciduous tree @ 40 cm DBH	Fair	Confined between building & sidewalk	Remove (2)	Replacement deciduous trees on-site including: • 2 @ 9 cm calliper min.
Cook Road @ West Side of Site	1 deciduous tree @ 40 cm DBH	Good	Confined between building & sidewalk	Retain	• Relocate/reduce sidewalk width via Servicing Agreement • Relocate raised patios outside drip line via DP
Cook Road @ East of Lane	1 deciduous tree @ 1.1 m DBH	Good	New lane fully within drip line	Retain	• Modify lane design to minimize impacts via Servicing Agreement

- i) **Sustainability Development Measures:** The CCAP recommends that all rezoning applications proposing a buildable floor area in excess of 2,000 m² should demonstrate equivalency to LEED Silver. As the subject development is only 749.1 m² in size, this CCAP policy does not apply. Nevertheless, it should be noted that the:

- Subject site is well located from a sustainable development perspective, as it has a bus stop at its doorstep and is within a 5-minute walk of the Canada Line, Cook School, and Richmond Centre; a 10-minute walk of major parks and the Richmond Cultural Centre; and, a 15-minute walk of two secondary schools;
 - Project includes space for residents to garden and features that support aging in place; and
 - Developer has agreed to consider incorporating additional sustainable development features via the Development Permit (DP) process (e.g., materials with recycled content, waste reduction measures, low-flow fixtures, energy efficient appliances).
- j) Residential Amenity Space - Indoor: The OCP directs that multiple-family projects should provide a minimum of 70 m² of common indoor space or, in the case of small projects, pay cash-in-lieu. On this basis, the developer has agreed that:
- Prior to rezoning adoption, the developer will voluntarily contribute \$1,000 per dwelling unit in-lieu of providing indoor amenity space (i.e. 6 units x \$1,000/unit = \$6,000).
- k) Residential Amenity Space - Outdoor: The OCP recommends that 6 m² of common outdoor space is provided per unit for active/passive recreation and children's play. In addition, the CCAP recommends that 10% of net site area is provided as landscaping, including features such as planting areas, paths, and garden plots. Together, this represents 99 m² of common outdoor space. The developer proposes to:
- Exceed the OCP and CCAP recommendations with the provision of 104 m² of outdoor space along the site's west-facing Cooney Road frontage, including space for gardening, socializing, and children's play.
- l) Community Planning: As per the CCAP, the City may negotiate developer contributions to assist with its community planning program. In light of this, staff recommend and the developer has agreed that:
- The developer makes a voluntarily contribution of \$2,016 (i.e. \$0.25/ft² of buildable floor area) towards Richmond's community planning fund.
- m) Form of Development: The CCAP Development Permit (DP) Guidelines encourage an urban form of development characterized by low-rise, streetwall buildings with generally consistent setbacks and heights, flat roofs, roof decks and balconies, concrete and masonry cladding complemented by metal and wood features, and a formal landscape vocabulary including planters and terraces. In addition, given the area's proposed compact housing form, careful attention must be paid to issues of privacy/overlook, shading, garbage/recycling access, and Crime Prevention through Environmental Design (CPTED). Recognizing this and based on input from staff and the Advisory Design Panel, the developer proposes to:
- Minimize overlook by orienting the development's balconies and outdoor spaces to the south and west and limiting windows on its north and east facades;
 - Minimize shading of neighbouring properties (**Attachment 6**);
 - Maximize on-site, usable open space by raising the private front yards above the street grade, providing private roof decks, providing a raised walkway along the rear of the units with direct access to the site's common outdoor space, orienting outdoor spaces (except for the rear walkway) to the south and west, providing for a variety of outdoor activities, and working to retain mature trees along Cook Road frontage;
 - Provide for an attractive, urban form and character; and
 - Prior to rezoning adoption, processing of a Development Permit application (DP 09-505353) to the satisfaction of the Director of Development, paying attention to:

- i. Enhancing the project's Cooney Road, lane, and rear elevations to bring them up to the standard of the project's more successful Cook Road elevation;
 - ii. Ensuring the incorporation of effective Crime Prevention Through Environmental Design (CPTED) measures and necessary garbage/recycling features in the design and finishing of the parking level;
 - iii. Enhancing the project's accessibility for people with impaired mobility;
 - iv. Refining the garbage/recycling enclosure within the building to ensure that its use will not conflict with vehicle movement/safety and its design will appear attractive, tidy, and well maintained (i.e. durable materials);
 - v. Revising the landscape design so that it may better complement the project's contemporary character, incorporate sustainable features, enhance urban agricultural opportunities, and facilitate the retention of the westernmost tree along the site's Cook Road frontage (i.e. set back the raised patios outside the tree's drip line); and
 - vi. Demonstrating the design of the shared driveway to the satisfaction of the Director of Transportation and securing it as part of the City's standard Development Permit landscape bond.
- n) Anticipated Zoning Variances: Parking Structure Townhouses (RTP4) is a new zone, drafted for use in City Centre locations designated for "high-density townhouses", such as the subject site; however, due to this site's small size, the applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:
- Reduce the minimum allowable lot size as follows:
 - i. From 40.0 m to 37.6 m for minimum lot width;
 - ii. From 30.0 m to 20.3 m for minimum lot depth; and
 - iii. From 2,400 m² to 631.93 m² for minimum lot area.

Staff support the proposed variances as the applicant has demonstrated that the subject development's ability to satisfy the objectives of the CCAP and other City policies is not compromised by the site's smaller size.
 - Vary the maximum allowable lot coverage as follows:
 - i. For buildings, increase from 50% to 54%;
 - ii. For non-porous surfaces, increase from 80% to 87%; and
 - iii. For planting, decrease from 20% to 13%.

Staff support the proposed variances as the increase in lot coverage for buildings is negligible and the changes in non-porous surfaces and planting is a result of City requirements to accommodate driveway access to a neighbouring site.
 - Reduce the minimum allowable building setback at a lane:
 - i. From 1.2 m to 0.1 m.

Staff support the proposed variance on the basis that the proposed location of the building is not expected to compromise the functioning or safety of the lane, and any increase in the proposed setback would necessitate a reduction in density.
 - Increase the maximum allowable number of small car parking spaces:
 - i. From nil to 2.

Staff support the proposed variance as the two proposed small car spaces are tandem spaces assigned to two separate residential units, each of which also have use of a standard sized space, as per the City's standard tandem parking covenant, which will be registered on the subject site prior to rezoning.

- Reduce the minimum allowable size of one handicapped parking space (adjacent to a wall):
 - i. From 4.0 m wide to 3.3 m, and from 5.5 m long to 5.2 m.

Staff support the proposed variance as the Bylaw requires only one full-size handicapped space on site (which is proposed as visitor parking) and the proposed space is expected to better meet the needs of the project's designated "convertible" unit than would a standard parking space.

Financial or Economic Impact

None.

Conclusion

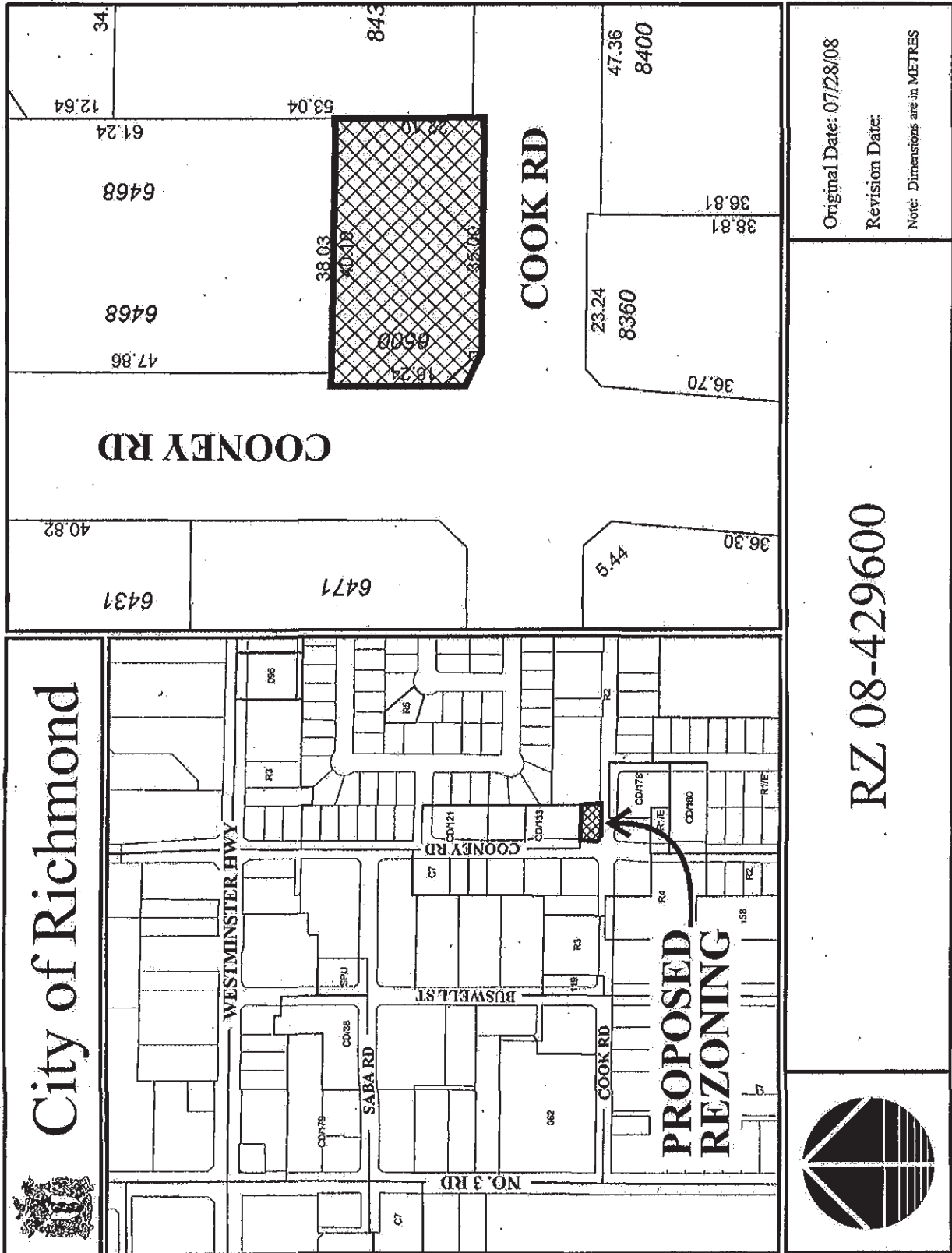
The subject rezoning application is supportive of City policies for compact, grade-oriented, multi-family housing and CCAP objectives for the Brighthouse Village area. The proposed zoning, "Parking Structure Townhouses (RTP4)", is a new zone, drafted for use in City Centre locations designated for "high-density townhouses", such as the subject site. Despite the project's small site size, the proposed development is attractive and livable, is expected to have minimum impacts on neighbouring residents, and proposes to take steps to retain key significant trees along Cook Road. On this basis, the subject application warrants favourable consideration.

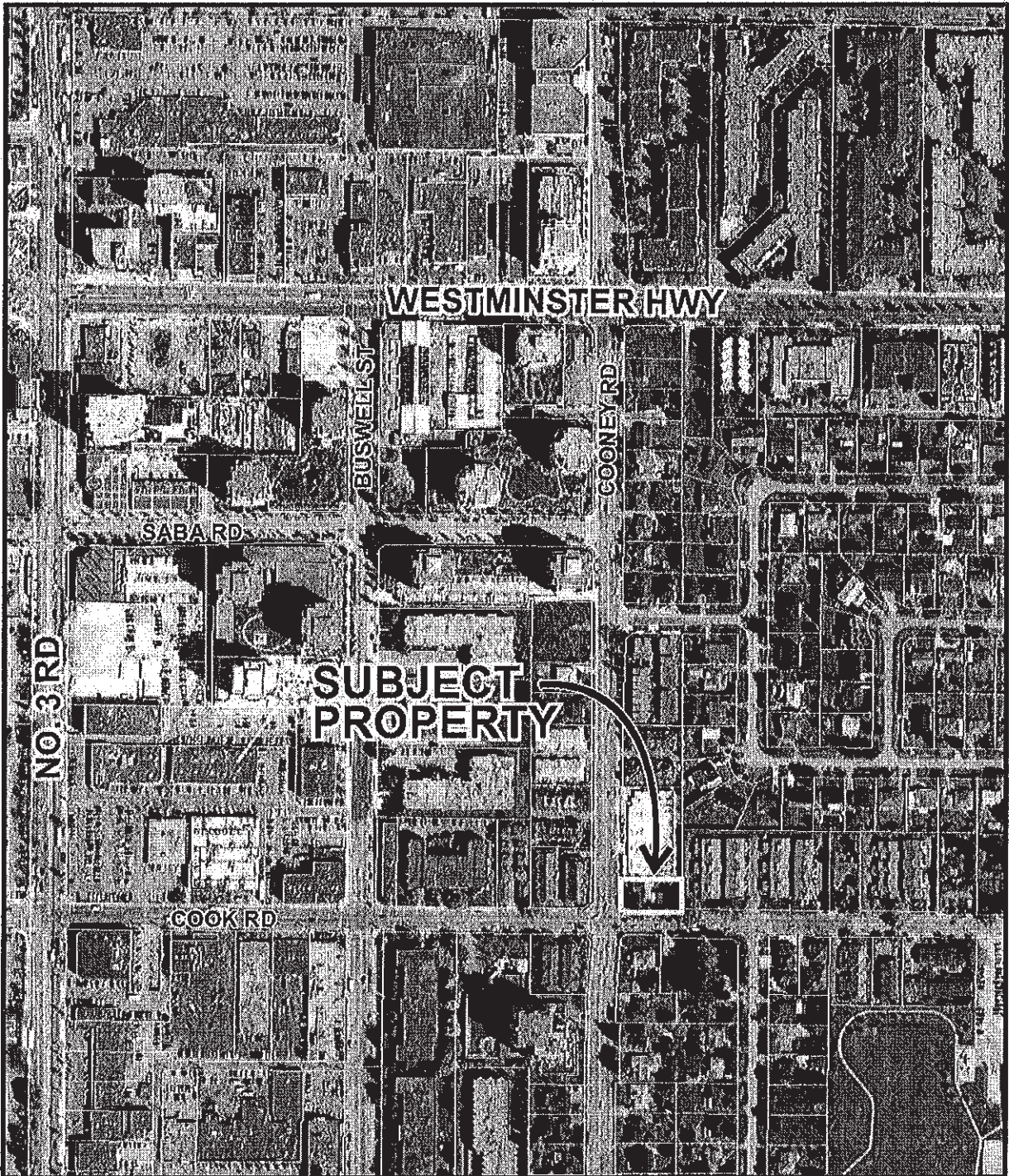


Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:spc

- Attachment 1: Location Map
- Attachment 2: Aerial Photograph
- Attachment 3: Development Application Data Sheet
- Attachment 4: Adjacent Development @ 6468 Cooney Road
- Attachment 5: Adjacent Development @ 8491 Cook Road
- Attachment 6: Shadow Diagrams
- Attachment 7: Rezoning Considerations
- Attachment 8: Conceptual Development Plans





RZ 08-429600

Original Date: 07/28/08

Amended Date:

Note: Dimensions are in METRES



City of Richmond

6911 No. 3 Road
Richmond, BC, V6Y 2C1
www.richmond.ca

Development Application Data Sheet Development Applications Division

RZ 07-380222

Address: 6500 Cooney Road

Applicant: Interface Architecture Inc. Owner: 051746 BC Ltd.

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

Floor Area 749.1 m² (8,063.2 ft²), excluding standards zoning exclusions (e.g., parking)

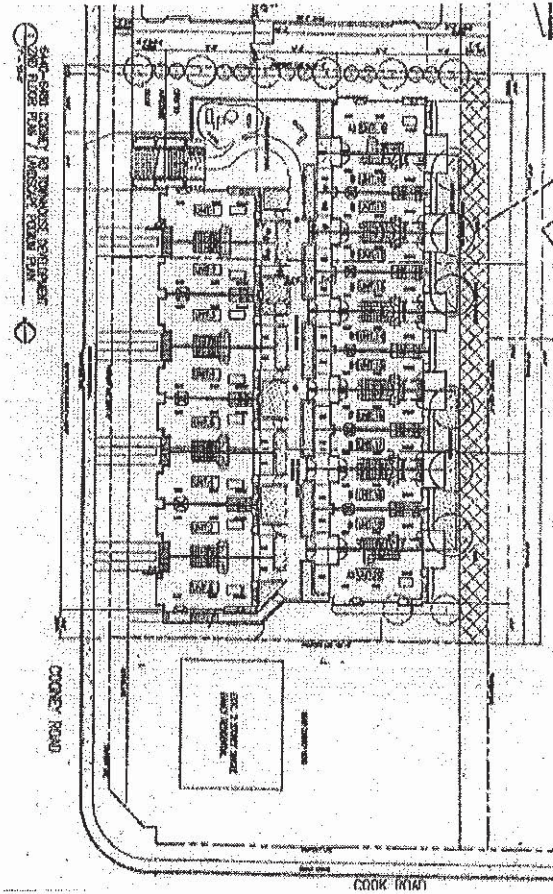
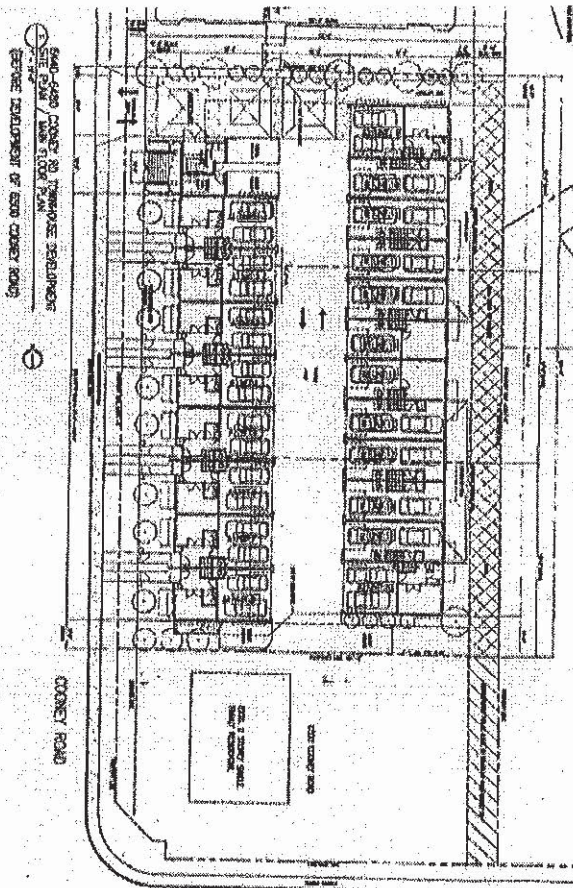
	Existing	Proposed
Site Area	869.6 m ² (9,361.0 ft ²)	Net Site: 631.93 m ² (6,802.26 ft ²) Road Dedication: 237.7 m ² (1,260.9 ft ²)
Land Uses	Single-family house	3-storey townhouses over a 1-storey shared parking structure
City Centre Area Plan (CCAP) Designation	General Urban T4 (15 m): <ul style="list-style-type: none"> • 1.2 FAR maximum • Ground-oriented residential • 15 m typical maximum height 	As per City policy
Aircraft Noise Sensitive Development (ANSD)	"Area 4": All aircraft noise sensitive uses are permitted, provided that: <ul style="list-style-type: none"> • ANSD Restrictive Covenant is registered on title; • Acoustics Report is prepared; and • Noise mitigation measures are incorporated to the City's satisfaction. 	As per City policy
Zoning	Low Density Townhouses (RTL1): <ul style="list-style-type: none"> • 0.55 FAR maximum • Townhouses & single-family houses • 40% lot coverage • 6 m setback along streets, 3 m at interior side yards & 6 m at a lane • 9 m maximum height 	Parking Structure Townhouses (RTP4): <ul style="list-style-type: none"> • 1.2 FAR maximum • Townhouses • 50% lot coverage • 3 m setback along streets, 1.5 m at interior side yards & 1.2 m at a lane • 15 m & 4 storeys maximum height
Number of Units	1	6

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	1.2 FAR	1.2 FAR	None permitted
Lot Coverage – Buildings & Roofs over Parking	<ul style="list-style-type: none"> • Buildings: 50% max. • Non-porous: 80% max. • Planting: 20% min. 	<ul style="list-style-type: none"> • Buildings: 54% max. • Non-porous: 87% max. • Planting: 13% min. 	<ul style="list-style-type: none"> • Buildings: 4% increase • Non-porous: 7% increase • Planting: 7% decrease
Setback – Road	<ul style="list-style-type: none"> • 3.0 m min. 	<ul style="list-style-type: none"> • Cook Road: 4.5 m • Cooney Road 3.2 m 	N/A
Setback – Interior Side & Rear Yard	<ul style="list-style-type: none"> • 1.5 m min. 	<ul style="list-style-type: none"> • North: 1.9 m 	N/A
Setback – Public Lane	<ul style="list-style-type: none"> • 1.2 m min. 	<ul style="list-style-type: none"> • East: 0.1 m 	<ul style="list-style-type: none"> • 1.1 m decrease
Height:	<ul style="list-style-type: none"> • 15.0 m max. • 4 storeys max. (excl parking) 	<ul style="list-style-type: none"> • 15.0 m • 3 storeys over parking 	N/A

	Bylaw Requirement	Proposed	Variance
Lot Size (min.)	<ul style="list-style-type: none"> • Cook Rd (width): 40.0 m • Cooney Rd (depth): 30.0 m • Area: 2,400 m² 	<ul style="list-style-type: none"> • Cook Rd: 37.6 m • Cooney Rd: 20.3 m • Area: 631.93 m² 	<ul style="list-style-type: none"> • Cook Rd: 2.4 m decrease • Cooney Rd: 9.7 m decrease • Area: 1,768.07 m² decrease
Off-Street Parking: <ul style="list-style-type: none"> • Residents • Visitors • (Handicapped) • Total 	<ul style="list-style-type: none"> • 7.2 spaces @ 1.2/unit • 1.2 spaces @ 0.2/unit • (1 space) • 10 spaces 	<ul style="list-style-type: none"> • 8 spaces • 2 spaces • (1 space for visitors) • 10 spaces 	N/A
Small Car Parking	<ul style="list-style-type: none"> • Not permitted for projects with less than 30 units 	<ul style="list-style-type: none"> • 2 small car spaces • 1 "sub-standard" handicapped space for the use of the project's "convertible" unit (in addition to the project's full-size handicapped space) 	<ul style="list-style-type: none"> • 2 space increase in small car spaces • 1 "sub-standard handicapped" space (provided in place of bylaw requirements for a standard space)
Tandem Parking	<ul style="list-style-type: none"> • Permitted 	<ul style="list-style-type: none"> • 2 pairs of spaces (serving 2 dwellings) 	N/A
Common Indoor Amenity Space	<ul style="list-style-type: none"> • Min. 70 m² - OR - • Cash-in-lieu @ \$1,000/unit 	<ul style="list-style-type: none"> • Cash-in-lieu (6 units @ \$1,000/unit = \$6,000) 	N/A
Common Outdoor Amenity Space	<ul style="list-style-type: none"> • OCP: 36 m² @ 6 m²/unit for active/passive recreation & children's play • CCAP: 63 m² @ 10% of net site area for planting, paths, garden plots, etc. • Total: 99 m² 	<ul style="list-style-type: none"> • 104 m², situated along the property's Cooney Rd frontage 	N/A
Private Outdoor Amenity Space (CCAP): Grade-Oriented & Equivalent Dwellings (i.e. townhouses)	<ul style="list-style-type: none"> • Area: 37 m²/unit • Distribution: Each unit's private outdoor area may be made up of a maximum of 3 spaces (e.g., garden, balcony, roof deck) • Depth: Each space must be at least 3 m deep 	<ul style="list-style-type: none"> • Area: 37 - 61 m²/unit • Distribution: Every unit has a south-facing front yard & roof deck • Depth: 4.5 m min. 	N/A
Accessible Dwelling Measures	<ul style="list-style-type: none"> • Developers are encouraged to incorporate measures that help to accommodate wheelchairs and people who are mobility impaired. 	<ul style="list-style-type: none"> • 1 "convertible" unit (i.e. larger washroom & kitchen, plus space for a future vertical lift) • "Aging in place" features in all units (e.g., lever handles, blocking in walls for grabs bars). 	N/A
Minimum Habitable Floor Elevation (excluding parking)	<p>"Area A" Flood Construction Level (FCL):</p> <ul style="list-style-type: none"> • Min. 2.9 m geodetic encouraged, but exemption permitted to 0.3 m above the crown of the fronting street 	<ul style="list-style-type: none"> • 2.9 m geodetic (min.) for all habitable spaces, except 0.3 m above the crown of the fronting street for mechanical & electrical rooms, foyers & bike storage. 	N/A

Other: Tree replacement compensation required for any loss of significant trees.

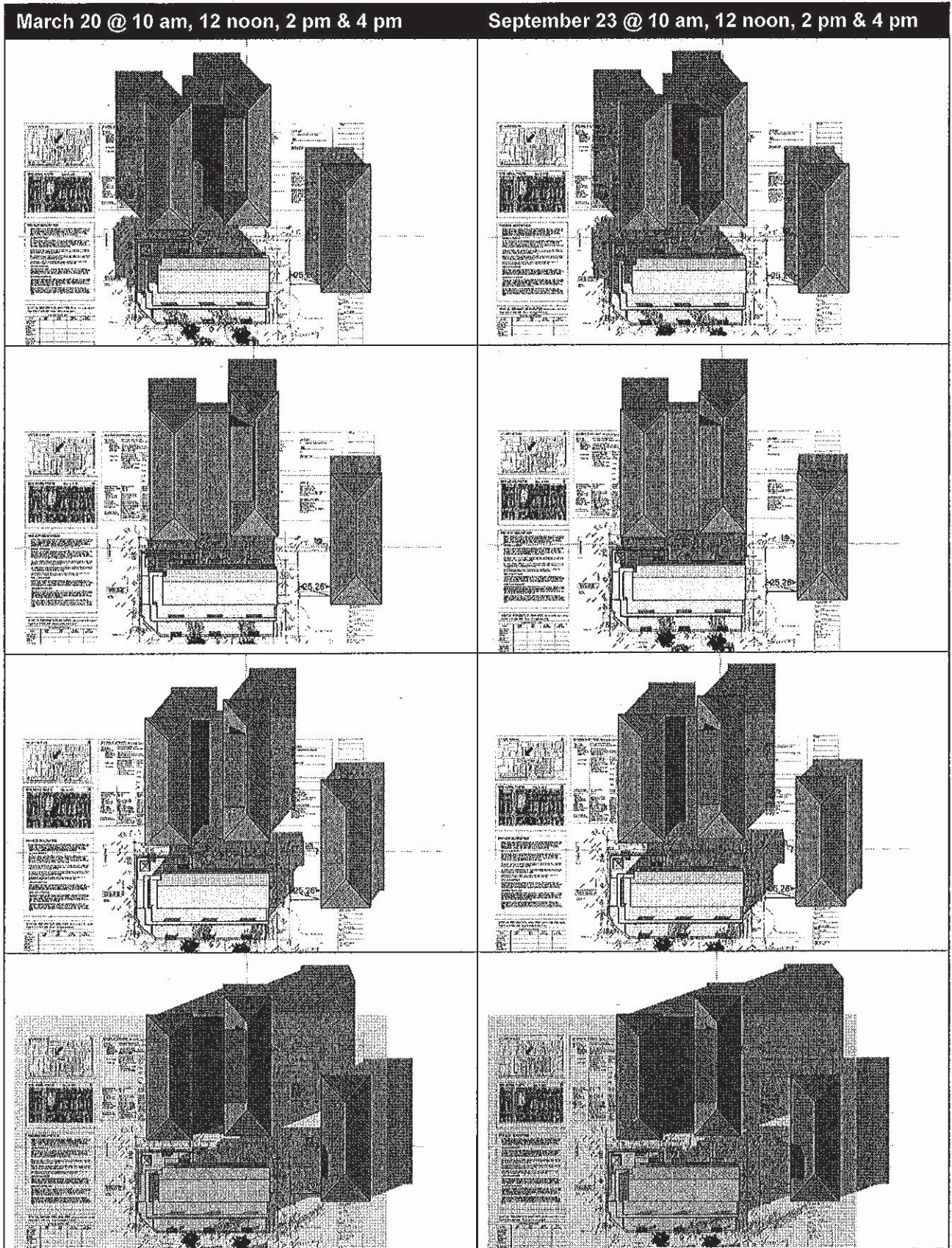
View Looking North Across the Subject Site to 6460 Cooney Road



View Looking NE Across 8491 Cook Road Towards the Subject Site

- *An existing 8 ft. high fence and shrubs screen views of the subject site from the neighbour. The shrubs must be removed to facilitate construction of the proposed lane; however, the subject developer will repair and extend the fence to ensure the neighbour's privacy is maintained.*
- *The large deciduous tree in the foreground is located within the Cook Road right-of-way. The proposed lane situated on the subject site will be within the drip line of the tree. Steps will be taken via the Servicing Agreement process to minimize impacts on the tree and maintain its health.*





Rezoning Considerations

6500 Cooney Road

RZ 08-429600

Prior to final adoption of Zoning Amendment Bylaw 8618, the developer is required to complete the following:

1. 6 m lane dedication along the entire east property line.
2. 1.8 m road dedication along the entire south frontage, 2.4 m road dedication along the entire west frontage, and a 5 m-by-5 m corner cut road dedication at the intersection of Cook Road and Cooney Road.
3. Registration of a Public Right of Passage statutory right-of-way along a portion of the north side of the subject site for Public Right of Passage purposes. This right-of-way shall act to complete the existing area located on 6468 Cooney Road, secured by an easement in favour of the subject site (registered under number BX442223), and intended for use as 50% of a shared driveway. The subject developer will be responsible for the costs of constructing and maintaining the portion of the driveway situated on 6500 Cooney Road. The design of the full driveway, including any agreements providing for the construction and maintenance of the portion of the driveway on 6468 Cooney Road, must be demonstrated to the satisfaction of the City at Development Permit stage and the portion situated on 6500 Cooney must be secured as part of the City's standard Development Permit landscape bond. (Note that the City may also require an easement to be registered on the Public Right of Passage area in favour of the owner of 6468 Cooney Road.)
4. Registration of a legal agreement on title ensuring that the only means of vehicle access to the subject site shall be via the required lane dedication across the site's east side and that there shall be no direct vehicle access to Cook Road or Cooney Road.
5. Registration of an aircraft noise sensitive use covenant on title.
6. Registration of a flood indemnity covenant on title.
7. City acceptance of the developer's offer to voluntarily contribute \$2/ft² of buildable floor area towards the Affordable Housing Reserve (i.e. \$16,126 estimate).
8. City acceptance of the developer's offer to voluntarily contribute \$1,000 per dwelling in-lieu of providing indoor amenity space (i.e. \$6,000 in total).
9. City acceptance of the developer's offer to voluntarily contribute \$0.25/ft² of buildable floor area towards Richmond's community planning fund (i.e. \$2,016 in total).
10. City acceptance of the developer's offer to voluntarily contribute \$6,000 towards accessible pedestrian enhancements of the Cook Road/Cooney Road traffic signal.
11. City acceptance of the developer's offer to voluntarily contribute \$2,834.50, based on consortium committed upgrades for the Eckersley B sanitary area.
12. City acceptance of the developer's offer to voluntarily contribute \$1,553.64, based on consortium committed upgrades for the Cook and Cooney drainage area.

13. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.
14. Enter into the City's standard Servicing Agreement (SA)* for the design and construction, at the developer's sole cost, of frontage works, a new public lane, and related improvements. Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, and Director of Transportation. All works must be completed prior to final Building Permit inspection granting occupancy for the subject site. Works are at the developer's sole cost. Development Cost Charge (DCC) credits may apply. Works include, but are not limited to:

Transportation:

- a) Cooney Road: Frontage works are required behind the existing curb, including the removal of the existing sidewalk (including the "spur" north of the subject site) and installation of a 2 m wide concrete sidewalk along the subject site's new property line (tied into the existing sidewalk to the north), a grassed boulevard between the sidewalk and curb with street trees planted at 9 m on centre (including reinstatement of the boulevard north of the subject site where sidewalk must be removed), and City Centre streetlights in the boulevard (Type 3, powder coated blue, 9.14 m pole, and 250w MH lamp, except without pedestrian luminaires, banner arms, flowerpot holders, receptacles, or irrigation).
- b) Cook Road: Construction of frontage works including removal of the existing on street walkway and extruded curb and the construction of a new curb and gutter (the face of which curb shall be set 11.85 m north of the existing south curb face), a 1.5 m wide concrete sidewalk along the back of curb, City Centre streetlights (Type 3, powder coated blue, 9.14 m pole, and 250w MH lamp, except without pedestrian luminaires, banner arms, flowerpot holders, receptacles, or irrigation), and a grassed boulevard between the sidewalk and property line. The boulevard is intended to accommodate the retention of an existing significant tree near the west side of the site, together with the planting of new street tree(s) as space allows. The letdown at the lane shall be aligned with the sidewalk and must be designed to facilitate safe, convenient pedestrian movement between the new sidewalk at the subject site and the on street walkway east of the subject site.
- c) Public Lane: Construction of a new 6 m wide lane is required, including, but not limited to, City Centre lighting along the lane's east side, the extension and repair or replacement of the existing fence along the entire property line of 8491 Cook Road (i.e. immediately east of the proposed lane), and special measures aimed at mitigating impacts on the existing significant tree east of the proposed lane as determined by an arborist (e.g., permeable paving, light weight fill), to the satisfaction of the City. Any grade differential between the lane and adjacent sites must be resolved via the design review/approval process.

Engineering:

- d) Sanitary & Storm Sewer: Construction of all improvements along the frontage of the subject site is required.

- e) Service Connections: Connections for the development site are required and must be indicated on the SA design drawings.

Note: The applicant's water calculations must be indicated on the SA design drawings.

- 15. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to Development Permit Issuance, the developer must complete the following requirements:

1. Adoption of the subject rezoning (RZ 08-429600).
2. Submission of a Letter of Credit for landscaping (including the shared driveway along the north side of the subject site), the amount of which is to be based on a sealed estimate prepared by the developer's landscape architect.
3. Submission of an Acoustics Report by a registered professional qualified in acoustics recommending the noise mitigation features necessary to ensure the subject development's compliance with the standards set out in Richmond's Official Community Plan (OCP), Section 5.4, Noise Management.
4. Incorporation of accessibility measures in Development Permit (DP) plans, including:
 - a) One "convertible" dwelling designed as per the City's "Convertible Housing Standards" (i.e. the unit and its convertible housing features must be clearly labelled on the drawings, together with a copy of the City's standards); and
 - b) "Aging in place" features (i.e. lever handles) incorporated into all dwellings and labelled on the drawings.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and Development Permit processes.
3. Submission of an Acoustics Report by a registered professional qualified in acoustics confirming that the building design incorporates all the noise mitigation features necessary to ensure its compliance with the standards set out in Richmond's Official Community Plan (OCP), Section 5.4, Noise Management, as determined via the Development Permit process.
4. Submission of fire flow calculations, signed and sealed by a professional engineer and based on the Fire Underwriter Survey, to confirm that there is adequate available flow.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * Item requiring a separate application.*
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.*
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.*
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.*

[Signed original on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8618 (RZ 08-429600)
6500 COONEY ROAD

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it PARKING STRUCTURE TOWNHOUSES (RTP4).

P.I.D. 000-600-555

Lot 20 Except: Firstly: Part on Bylaw Plan 53627 and Secondly: Parcel A (Bylaw Plan 74724), Section 9 Block 4 North Range 6 West New Westminster District Plan 15292

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8618".

FIRST READING

MAR 14 2011

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for signature or date entry.



MAYOR

CORPORATE OFFICER