



**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Re:** Application by W. T. Leung Architects Inc. for Rezoning at 9099 Cook Road  
from "Single Detached (RS1/F)" to "High Rise Apartment (ZHR9) – North  
McLennan (City Centre)"

*To: Planning Comm. July 5, 2011*  
**Date:** June 13, 2011  
**File:** RZ 10-557918

**Staff Recommendation**

1. That Bylaw No. 8782, to create "High Rise Apartment (ZHR9)– North McLennan (City Centre)" and for the rezoning of 9099 Cook Road from "Single Detached (RS1/F)" to "High Rise Apartment (ZHR9) – North McLennan (City Centre)", be introduced and given first reading; and
2. That Bylaw No. 8782 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 pm, in the Council Chambers.

Brian J. Jackson, MCIP  
Director of Development

DN:blg  
Att.

**FOR ORIGINATING DEPARTMENT USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**

## Staff Report

### Origin

W. T. Leung Architects Inc., on behalf of Concord Pacific Developments Inc., has applied to the City of Richmond to rezone 9099 Cook Road (**Attachment 1**) from “Single Detached (RS1/F)” to “High Rise Apartment (ZHR9) – North McLennan (City Centre)” to permit development of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, and a six-storey mid-rise building over a parking structure, and 11 two-storey townhouse units with ground level entry (**Attachment 2**).

### Findings of Fact

The subject area is characterized by adjacent existing residential towers, pedestrian and cyclist paths and greenways, and the Garden City Community Park. The development proposes to expand the existing public path and greenway system as part of the overall development, which includes a high-rise, a mid-rise and townhouse units. The high-rise building typology is established in adjacent developments and both high-rise and mid-rise developments are supported by the McLennan North Sub-Area Plan and City Centre Area Plan (CCAP). The development proposal’s inclusion of a variety of building components and generous provision of public space is a unique addition to the neighbourhood that is consistent with the intention of the area plan.

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

A Servicing Agreement is required as a condition of rezoning and will address off-site works.

### Surrounding Development

A vacant single-family home was recently removed from the site. The immediate context surrounding the site is as follows:

- To the north: A large multi-family development (Hampton Park) consisting of four (4) high-rise residential towers and associated townhouse units that incorporates east-west linkages to Garden City Road along the northern and southern edges of the development, and pedestrian boulevards that connect to the north-south pedestrian pathway system. The site is zoned “High Rise Apartment (ZHR1)” and designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.
- To the east: 9233 Cook Road, a vacant parcel zoned “Single Detached (RS1/F)”, designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.
- To the south: Cook Road, a large multi-family development (Lotus) consisting of two (2) high-rise towers, townhouse units along Cook Road, Katsura Street and Alberta Road, and commercial space fronting Garden City Road that is occupied by a Montessori Childcare Centre zoned “Residential/Limited Commercial (ZMU3)”, designated Mixed Residential/Retail/Community Uses in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.

- To the west: Garden City Road, an existing townhouse development zoned “Low Density Townhouses (RTL1)”, designated General Urban T4 (15m) in the CCAP Brighthouse Village Specific Land Use Map.

## **Related Policies & Studies**

### Official Community Plan (OCP)

In the Official Community Plan (OCP), the subject site is designated Mixed-Use, which supports residential use. The proposed land use and density are consistent with the plan.

### City Centre Area Plan (CCAP)

The CCAP designates the subject site Urban Centre T5 in the Generalized Land Use Map. The designation supports a range of density and use. The development proposal is responsive to the site’s designation in the CCAP Generalized Land Use Map.

### McLennan North Sub-Area Plan

The site is designated Residential Area 1 in the McLennan North Sub-Area Land Use Map. The area plan specifies a base density but does not reference an associated maximum density. The designation references a base density of 1.6 Floor Area Ratio (FAR) and is identified for the highest density development within the neighbourhood area plan.

Similar to the approach previously applied within the neighbourhood, review of the proposed density is based on consideration of compliance with existing City policy and the area plan(s), as well as public amenities and benefits associated with the proposal.

## **Proposed Density Analysis**

Determination of a suitable density range for the subject site included consideration of:

- Terms articulated in the McLennan North Sub-Area Plan;
- General provisions in the CCAP;
- Existing adjacent development;
- Contributions associated with previous development within the neighbourhood and contributions proposed by the applicant;
- Policies and procedures that have evolved since the completion of adjacent development; and
- Design resolution to accommodate the proposed density.

Based on these considerations and conditional to thorough design resolution, a potential maximum density of 3.12 FAR has been identified as supportable.

### Amenity Package

The proposed development is associated with a comprehensive amenity package.

### *Public Path and Greenway Network*

- A path and greenway network that connects the Garden City Community Park and nearby schools with existing public paths and open spaces is a central characteristic of the



neighbourhood. The development proposal would contribute to the existing path and greenway network.

- North-south greenway on the eastern portion of the site

An 8 m (26 ft.) wide connection between existing components of the north-south pedestrian path and greenway system that links public open spaces, public uses, and community focal points within the neighbourhood would be introduced on the eastern portion of the site and secured through a public rights-of- passage (PROP) right-of-way (ROW). The features associated with the proposed greenway are discussed in a subsequent section of this report.

- Greenway adjacent to Garden City Road

In accordance with the area plan, development of the subject site would include continuation of the public greenway for pedestrians and cyclists along the east side of Garden City Road adjacent to the subject site in accordance with the McLennan North Sub-Area Plan and CCAP. This public trail is characterized by a 2.5 m wide sidewalk, inclusion of rest stops, landscaping, and pedestrian scale lighting.

#### *Garden City Community Park Enhancement*

- To further develop the public realm within this neighbourhood, the applicant has proposed to contribute to the following Garden City Community Park enhancements:
  - Tennis court paving: Paving the two (2) courts, which are scheduled for construction in 2011;
  - Arboretum: Expansion of the Arboretum with specimen trees, landscape development, pathways, site furniture and signage;
  - Signage: Design, fabrication and installation of a comprehensive signage system for the park;
  - Landscape development: Rejuvenation of the mixed Birch/Pine/Cottonwood forest by removing and managing invasive plants, and planting new trees; and
  - Shoreline enhancement: Construction of boardwalks to improve public access at the edge of the pond and planting of vegetation to enhance the shoreline habitat.
- The total value of these projects is approximately \$500,000, which corresponds to the applicant's proposed contribution toward enhancements within Garden City Community Park.
- The projects will be coordinated by Parks Department staff and consultants may be retained for various design aspects. Coordination, construction and installation will be undertaken by a combination of Parks and Public Works crews, as well as outside contractors as required.

#### *Road*

- Road construction within this neighbourhood was achieved through a combination of dedication and contributions for road acquisition, construction associated with development projects, and City funds. A catchment area benefiting from the road acquisition and construction was identified; the project proponent's share of accountability is \$1,174,371 (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, road construction: \$124,692) during the 2011 calendar year.
- The contribution value includes the application of an upward adjustment of 6% per annum for holding and carrying costs that applies during the 2011 calendar year and will



be adjusted upward by 6% per annum to account for holding and carrying costs if the full amount is not received during the 2011 or any subsequent calendar year.

#### *Affordable Housing*

- Subsequent to completion of the two adjacent residential developments, the City adopted an Affordable Housing Strategy. The proposed development is required to comply with the terms of the Affordable Housing Strategy, which necessitates that 5% of the total permitted FAR is secured as affordable housing units.
- Within specific City Centre Village areas, density may be increased by 0.8 to 1.0 FAR based on compliance with the Affordable Housing Strategy. Based on the site's inclusion within the City Centre Area plan but exclusion from a specific Village Centre, the viability of additional density based on compliance with the Affordable Housing Strategy was considered in conjunction with the greater public benefit associated with the proposal.
- Seven (7) affordable housing units, consisting of four (4) two-bedroom, two-storey townhouse units, two (2) two-bedroom apartment units, and a one-bedroom apartment unit will be secured according to the terms of the Richmond Affordable Housing Strategy and detailed in a subsequent section of this report.

In addition to the proposed amenity package, the applicant proposes to voluntarily contribution (\$73,947.62) to the City's Public Art program.

#### Accommodation of Proposed Density

The applicant has demonstrated that the proposed density can be accommodated on-site while complying with the building form and character intentions outlined in the McLennan North Sub-Area Plan.

- The proposed building elevations comply with the height referenced for mid-rise and high-rise development within Residential Area 1 of the McLennan North Sub-Area Plan land use map. A 16-storey high-rise and six-storey mid-rise are proposed on-site, which introduces variety to the height of buildings within the neighbourhood.
- The high-rise and mid-rise buildings have been strategically sited to minimize the effect on existing residential tower view corridors. In addition, the high-rise tower is designed as a linear slab with a north-south orientation and the west elevation is angled to further minimize effects on existing view corridors.
- In order to conceal the enclosed parking structure, townhouse units line the Garden City Road and Cook Road frontages. Similarly, townhouses on the eastern façade of the building will introduce an active interface adjacent to the proposed north-south greenway. Importantly, townhouse units wrap around the north-west and north-east corners of the proposed development. The north parking façade is treated with a variety of architectural materials to introduce texture and visual interest to the elevation and will be further considered during the Development Permit review process.
- The subject site and the adjacent eastern lot (9233 Cook Road) are the last two (2) remaining parcels with potential for high-density development within the McLennan

North Sub-Area Neighbourhood. The Hampton Park development, which is located north of the site, and the Lotus development, which is located on the south side of Cook Road, has a permitted density of 2.56 FAR and 2.45 FAR respectively. A four-storey apartment development is located north of the Hampton Park residences, and Garden City Community Park is located south of the Lotus development. The subject site's location at the centre of the plan's high-density designated core provides an unique opportunity to maximize the site's potential density. The adjacent existing developments effectively manage the transition to a lower density that recognizes nearby uses.

- The proposed design typology endeavours to advance the quality of design within the neighbourhood.
  - Hampton Park, located immediately north of the subject site and extending east to Katsura Road, consists of four (4) high-rise towers and two-storey townhouse units. Hampton Park's Garden City Road frontage is not treated with grade level residential units or an alternate active use; instead a landscaped berm screens the parking structure. In comparison, the proposed development uses ground level townhouse units to screen the parking podium on three (3) visually prominent elevations.
  - The Lotus residences, located on the south side of Cook Road, consist of two (2) towers, and townhouse units and commercial space along the property's road frontages. The north-south pedestrian linkage to the Garden City Community Park that bisects the site is located above the parking structure instead of at grade. The pathway's separation from grade, combined with the presence of mechanical equipment associated with the building and parking ventilation system, interferes with the public space experience. The proposed development would introduce an 8 m (26 ft.) wide grade level north-south greenway designed to maximize its use by the general public.

Based on the applicant's demonstration that the proposed density can be accommodated on-site in a supportable building scheme, and consideration of the public amenities associated with the project, the proposed density of 3.12 FAR is supported.

#### OCP Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is located within an area that permits consideration of all aircraft noise sensitive land use types. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to final adoption of the rezoning bylaw.

#### Affordable Housing Strategy

The Richmond Affordable Housing Strategy applies to the entire City. The intention is to secure a number of affordable housing units within a development. In this case, in accordance with the strategy, a minimum of 5% of the permitted FAR will be secured for affordable housing units, which will be secured according to the terms of the Richmond Affordable Housing Strategy.

Of the 142 units proposed on-site, seven (7) affordable housing units are proposed. The following units have been identified as future affordable housing units:

- Four (4) two-bedroom, two-storey townhouse units fronting Garden City Road; and



- Three (3) apartment units (2 two-bedroom units, and a one-bedroom unit) within the mid-rise building. The units are located within the first floor of the mid-rise apartment and are located on the Garden City Road elevation of the building.

**Attachment 2** indicates the location of affordable housing units within the proposed development with an “(A)”.

To secure affordable housing units within the proposed development, the applicant is required to enter into a Housing Agreement prior to final adoption of the rezoning bylaw. In order to enter into a Housing Agreement, the Local Government Act, Section 905, requires enactment of a bylaw by the City. A report will be drafted by the Affordable Housing Coordinator, with a bylaw and associated Housing Agreement attached. To secure the affordable housing units, the following terms, among others, will be articulated in the Housing Agreement.

#### *Housing Agreement Terms*

Rental Rate	\$875 for one-bedroom units for an eligible tenant having an annual income of \$35,000 or less  \$1,063 for two-bedroom units for an eligible tenant having an annual income of \$42,500 or less  Including provision for income adjustment at the date of adoption																			
Ownership	The Housing Agreement is to establish terms for block ownership of the affordable housing units																			
Duration of Agreement	Perpetuity																			
Allocation of Floor Area	Two storey townhouse units fronting Garden City Road <table><tr><td># of bedrooms</td><td>unit floor area</td></tr><tr><td>2</td><td>103.7 m<sup>2</sup> (1,117 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>88.8 m<sup>2</sup> (956 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>88.8 m<sup>2</sup> (956 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>87.4 m<sup>2</sup> (941 ft<sup>2</sup>)</td></tr></table> 1 <sup>st</sup> floor apartment units within the mid-rise building fronting Garden City Road <table><tr><td># of bedrooms</td><td>unit floor area</td></tr><tr><td>2</td><td>93.4 m<sup>2</sup> (1,006 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>75.9 m<sup>2</sup> (817 ft<sup>2</sup>)</td></tr><tr><td>1</td><td>64.5 m<sup>2</sup> (695 ft<sup>2</sup>)</td></tr></table>		# of bedrooms	unit floor area	2	103.7 m <sup>2</sup> (1,117 ft <sup>2</sup> )	2	88.8 m <sup>2</sup> (956 ft <sup>2</sup> )	2	88.8 m <sup>2</sup> (956 ft <sup>2</sup> )	2	87.4 m <sup>2</sup> (941 ft <sup>2</sup> )	# of bedrooms	unit floor area	2	93.4 m <sup>2</sup> (1,006 ft <sup>2</sup> )	2	75.9 m <sup>2</sup> (817 ft <sup>2</sup> )	1	64.5 m <sup>2</sup> (695 ft <sup>2</sup> )
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Significantly, six (6) of seven (7) units proposed to be secured as affordable housing units are large two-bedroom suites. Larger, multi-room dwellings are the most desired unit typology as they respond to the affordable housing needs of families within the City.

The legal agreement will secure full and unlimited access and use of the indoor amenity space provided on-site for all occupants of the rental units.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity restrictive covenant, specifying the minimum flood construction level (2.9 m GSC) is required prior to rezoning bylaw adoption.

## Consultation

The rezoning process includes the erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site.

### School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves 142 multiple-family housing units.

## Public Input

Staff received three (3) telephone calls from residents of Hampton Park (northern adjacent development), an e-mail from a neighbourhood resident, and met with a representative for the eastern adjacent parcel, 9233 Cook Road. No written correspondence expressing concerns associated with the subject application was received.

The calls and the email correspondence were requests for a copy of the architectural building plans; copies of the plans were forwarded electronically. The callers were interested in the effect of the proposed development on their views.

*The 16- storey tower is proposed to be located on the eastern portion of the subject site compared to the tower on the northern adjacent lot, which is located on the western portion of the property close to Garden City Road. A minimum 24 m (78 ft.) separation between the existing tower and the proposed tower has been maintained in accordance with the City's design guidelines.*

*The location of the proposed tower also considers the Lotus development, which is located on the south side of Cook Road. Although the parcels are substantially separated by the width of Cook Road and associated public boulevards, the siting and design of the tower minimizes the view corridor impact on Lotus residents.*

*The tower is designed as a linear slab with a north-south orientation. The west elevation of the tower is angled to maximize view opportunities for residents of Hampton Park with south facing units. Similarly, the building's angular design results in a narrow southern building profile, which minimizes the building's impact on north facing Lotus residents.*

One of the callers also expressed concern related to traffic congestion at the corner of Garden City Road and Cook Road.

*Upgrades to the traffic signals at the Garden City/Cook Road intersection will be undertaken in association with the proposed development and will include installation of an audible pedestrian signal.*



An architect, representing the interests of the owner of the adjacent eastern parcel, 9233 Cook Road, requested a meeting with staff to discuss the potential impact of the proposed development on the future development potential of 9233 Cook Road.

*Future development of 9233 Cook Road will be required to contribute toward the acquisition and construction of Cook Road and Katsura Road, respond to City policy and design guidelines, and contribute toward further enhancement of the north-south greenway that the subject development proposes to introduce.*

*The base density for 9233 Cook Road is 1.6 FAR, a supportable increase in density will be determined based on the quality of the proposal's response to City policy, the project's overall contribution to the neighbourhood, as well as the quality of the building design resolution and its success in accommodating the proposed density on-site.*

*9099 and 9233 Cook Road were recently consolidated then subdivided to create their current vertical separation (SD 08-450000). Prior to the consolidation and subdivision to create the current geometry of the parcels, the two (2) parcels were long horizontal lots, which could not be developed individually in accordance with the area plan. The catalyst for the subdivision was the inability of the owners to come together as a consolidated development proposal.*

## **Staff Comments**

### Project Description

- The applicant proposes approximately 142 units (seven (7) affordable housing units and 135 market units) within a building consisting of a high-rise, mid-rise, and associated enclosed parking that is screened by 11 townhouse units located along the site's roads and greenway frontage and wrapping around the building's north west and north east corners (**Attachment 2**). The development also proposes to introduce an 8 m (26 ft.) wide north-south public greenway; the width of the greenway will be further expanded in the future when the adjacent eastern parcel develops.
- The proposed development includes on-site provision of both indoor and outdoor amenity space in accordance with the OCP, provisions for improved accessibility, compliance with the Richmond Affordable Housing Strategy, introduction of a north-south greenway, and a significant contribution toward enhancement of Garden City Community Park.

## **Technical Review**

The following provides a synopsis of the issues identified through the technical review process and the associated actions. The Rezoning Considerations (**Attachment 6**) outline the various aspects to be addressed prior to the application being finalized.

### Road Dedications, Contributions, Transportation & Upgrades

The following conditions must be addressed prior to adoption of the rezoning bylaw:

- A 4 m x 4 m (13 ft. x 13 ft.) corner cut at the south west corner of the site is required.
- City acceptance of a \$15,300 contribution to upgrade traffic signals at the Garden City/ Cook Road intersection. The upgrade includes installation of an audible pedestrian signal.
- During the 2011 calendar year, a \$1,174,371 contribution toward the acquisition and construction of Katsura Road and Cook Road (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, road construction: \$124,692). The sum will be

adjusted upward by 6% per annum to account for holding and carrying costs if not provided within the 2011 or subsequent calendar year(s).

- The applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage works, which include but are not limited to the following:
  - A 2 m (6.5 ft.) wide concrete sidewalk along Cook Road adjacent to the property line, and a minimum 1.5 m (5 ft.) wide landscaped boulevard;
  - To accommodate the increased pedestrian volume anticipated resulting from the continuation of the north-south greenway, a marked and signed pedestrian crosswalk is to be introduced to facilitate movement across Cook Road;
  - The design of the public greenway along the east side of Garden City Road is to include a meandering shrub border, a double row of trees, curb and gutter, black painted light poles and a minimum 2.5 m (8 ft.) wide pathway. Two (2) benches, similar to those located north of the site are to be included in the design. The pathway is required to connect to the east west sidewalk on the south side of Hemlock Drive;
  - Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road.

#### Servicing Capacity & Upgrades

- Based on consortium-committed upgrades for the North McLennan drainage area, the applicant is required to contribute \$8,032. The site service connections must connect the site to Cook Road and the site analysis will be required on the Servicing Agreement drawings.
- Based on the sanitary analysis provided for review, as part of the Servicing Agreement, the applicant is required to construct a new 200 mm diameter sanitary sewer that is approximately 90 m in length from a new manhole at the east property line to the existing manhole located at the intersection of Cook Road and Katsura Street (MH10510). The applicant is also required to upgrade the existing sanitary between two manholes fronting 9333 Alberta Road from 200 mm to 250 mm diameter.
- Water analysis is not required; however, fire flow calculations confirming adequate flow are required at the Building Permit stage.

#### Parking

- The site meets the parking requirements associated with Parking Zone 3 (Part 7 of the Zoning Bylaw).
- A total of 196 residential and 29 visitor stalls are required on-site; 196 residential stalls and 26 visitor stalls are proposed.
- The number of parking spaces proposed is within the permitted reduction based on commitment to implement a Transportation Demand Management (TDM) strategy supported by Transportation Engineering.
- The TDM measures associated with the proposed development include a contribution of \$22,000 towards a bus shelter and completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road.
- A medium size (9.1 m x 3 m) loading space is provided on-site. It is located adjacent to the eastern edge of the building within the north-south greenway and will remain outside the required public rights-of-passage (PROP) right-of-way (ROW). Design details associated with the loading space will be further developed in consultation with the Parks



Department to minimize the aesthetic and physical impact of the loading space on the public greenway experience.

- The internal parking ramp slopes, which are greater than 10%, are permitted subject to the provision of skid resistant treatment on each ramp.
- The functionality and safety of the visitor parking area are improved by the inclusion of a pedestrian corridor to separate pedestrians from vehicle traffic using the ramp.
- Due to site specific constraints, a corridor separating parking stalls and access to the three (3) townhouse units that front Cook Road could not be accommodated. To ensure access between parking and entrances to these units via the parkade, registration of a legal agreement specifying parking stalls (stall #3, 7, and 10 within the ground level of residential parking) for the sole use of these units is a requirement of rezoning.

## Analysis

### Proposed Bylaw

- The proposed site specific High Rise Apartment (ZHR9) – North McLennan (City Centre) bylaw is a tailored version of the high-density residential zones within the neighbourhood (ZHR1 and ZHR2), which have been customized in response to site-specific conditions and the McLennan North Sub-Area Plan.
- Provided that design and site constraints are appropriately addressed, the McLennan North Sub-Area Plan references a base density of 1.6 FAR but does not reference a maximum permitted density.
- Proposed ZHR9 permits a maximum density of 3.12 FAR and an additional 0.1 FAR may be excluded from the total density calculation provided that the space is used exclusively as indoor amenity by residents.
- The subject development accommodates the proposed density on-site while responding to the McLennan North Sub-Area Plan and CCAP design guidelines, and is associated with significant public benefits. In addition, the proposal complies with the City's Affordable Housing Strategy and will contribute to the City's Public Art program.
- The building setbacks proposed reference those applied elsewhere in the neighbourhood with consideration of the site-specific design of the development proposal.
  - The 3 m (9.8 ft.) setback proposed along Cook Road is compatible with similar setbacks in the neighbourhood. The building façade treatment is permitted to project a maximum 0.4 m (1 ft.) into the Cook Road setback based on the benefits associated with highlighting features of the building façade that interrupt and add interest to the building elevation.
  - The Garden City Road setback is generally 10 m (32 ft.) in this neighbourhood; however, based on the active townhouse frontage proposed and associated individual unit accesses and balconies, a 6 m (19 ft.) setback is supported. By introducing active uses along the road frontage and developing a relationship between the residential units and the pedestrian/cycling greenway along Garden City Road the space becomes more animated than the existing pattern of parkade elevations and side yard relationships.
  - The north lot line setback is a standard 3 m (9.8 ft.).
  - The east lot line setback is a generous 10 m (32 ft.) in order to facilitate the introduction of an 8 m (26 ft.) wide north-south greenway. Individual townhouse patios may encroach a maximum of 2 m (6.5 ft.) into the setback. By maintaining

a maximum 1.2 m (4 ft.) separation in grade between the townhouse unit patios and the north-south greenway, an active interface between uses is established.

- The patio encroachments proposed along the public road and east lot line setbacks are no greater than 1/3 of the required setback width, which is permitted by the bylaw.
- The maximum permitted height is 47 m geodetic (147 ft.), similar to the northern and southern adjacent developments.

### **Tree Retention and Replacement**

#### **Tree Review Synopsis**

<b>Tree Location</b>	<b># of trees</b>	<b>Retention/Removal</b>	<b>Compensation</b>
On-site trees	45		
	1	Retain and protect one (1) tree Douglas Fir located at the north/east corner of the site within the north/south pedestrian pathway.	The dense ground vegetation is to be carefully cleared by hand and the buttress roots inspected for velvet top fungus prior to any site preparation activity
	42	Remove 42 on-site trees. 21 of these trees are in marginal to good condition but are located either within the proposed building envelope or within immediate proximity of the building envelope and minor alternations to the footprint would not facilitate retention.	2:1 replacement in accordance with the OCP.
	2	Relocate two (2) trees to an alternate on-site location. A Japanese Hiba Arbor-Vitea and Colorado Spruce are good candidates for relocation on-site.	The trees are to be indicated on the landscape plans in an alternate location at Development Permit stage. A Letter of Undertaking, to the satisfaction of the Tree Preservation Coordinator is required from a reputable tree moving company to ensure that these two (2) trees are successfully relocated on-site prior to tree relocation.
Off-site trees	2	Protect and retain two (2) off-site trees	

- Landscape details, demonstrating the introduction of 84 trees on-site in accordance with the 2:1 replacement requirement, will be further evaluated and a landscaping Letter of Credit will be secured in association with the Development Permit.
- If the required number of replacement trees cannot be accommodated on the site, the applicant will provide a cash-in-lieu contribution or will be required to plant replacement trees on City-owned property in an alternate location.
- In accordance with the City's Rezoning and/or Development Permit process as it relates to the retention and replacement of trees, the applicant has responded to the terms outlined to facilitate removal of on-site trees in advance of rezoning bylaw adoption and subsequent to successful Public Hearing:
  - The number of on-site trees to be removed has been reviewed and accepted by the City Tree Preservation Officer (see Tree Review Synopsis above);
  - The development site plan is generally acceptable and will be further articulated in association with the Development Permit;
  - An active Development Permit (DP 10-557920) is in process on the subject site;
  - A preliminary landscape plan (**Attachment 4**) has been submitted to the City for consideration and will be improved upon in association with DP 10-557920;



- A landscape security is required prior to issuance of the tree removal permit. The security is based on the number of on-site trees identified for removal at a 2 to 1 replacement ratio ( $42 \times (2 \times \$500) = \$ 42,000$ ); and
- If removal of trees located on City property is subsequently determined to be necessary, removal is to occur after the rezoning bylaw is adopted or as otherwise agreed to by the City Parks Department.

#### North-South Green Way

- Introduction of a north-south greenway on the eastern portion of the site is a significant feature contributing to the quality of both the proposed development and the McLennan North neighbourhood generally. The design of the greenway both compliments and expands the existing pedestrian/cyclist network.
- The grade level greenway will facilitate movement of pedestrians, cyclists and wheelchairs through a landscaped boulevard.
- With the exception of the greenway abutting Garden City Road, the McLennan North Sub-Area Plan does not specify the location of neighbourhood paths and greenways. The introduction of north-south path and greenway linkages has occurred in conjunction with individual developments. The subject application proposes to introduce one of the few remaining required linkages. Further, the proposed location of the north-south greenway is ideally located to connect the pedestrian avenues located north and south of the site.
- A preliminary design for the north-south greenway is attached to the report (**Attachment 4**).
- Due to site-specific constraints, including the restriction of vehicle access via Garden City Road and limited frontage on Cook Road, the on-site loading requirement will be accommodated along the eastern edge of the building on a western portion of the greenway.
- The preliminary design for the north-south greenway will be further developed collaboratively with the applicant's architect, landscape architect, and City Parks and Planning staff as part of the Development Permit review process.
- The ultimate desired width and location of the hard surface path may not achieve the full 3 m (9.8 ft.) width through this development on its own. The width at the north end of the greenway may be restricted to minimize impacts on the existing Douglas Fir that is identified for retention. At the south end of the path, the need to accommodate a loading space and landscaping along the eastern property line may necessitate a reduced width. If a full 3 m (9.8 ft.) wide hard surface path cannot be achieved initially, opportunities to shift or expand the width of the hard surface path will be undertaken in association with development of the eastern adjacent site, 9233 Cook Road.
- Irrespective of whether future adjustments to the hard surface path are required in the future, widening of the greenway and enhancement of the public space will be required in association with development of the eastern adjacent property (9233 Cook Road).
- The proposed north-south greenway will secure public right-of-passage (PROP) through a privately owned, publicly accessible right-of-way. The following summarizes the terms associated with the agreement, which is required to be registered as a condition of rezoning:
  - A right-of-way will be registered on the entire 8 m (26 ft.) width of the greenway, with the exclusion of the loading area located along the western edge of the greenway;



- The City will be accountable for maintenance and liability of the hard surface path;
- Maintenance and liability associated with the remaining landscaped width of the north-south greenway will remain with the private landowner(s);
- The minimum width of the hard surface path will be 3 m (9.8 ft.) with the exception of necessary narrowing, such as at the northern end of the greenway to minimize impacts on the existing tree's root system; and
- Appropriate signage will be installed and retained at the north and south end of the north-south greenway to identify the space as accessible to the public.

#### Amenity Space

- The proposed development will provide both indoor and outdoor common amenity space on-site, 243 m<sup>2</sup> (2,615 ft<sup>2</sup>) and 876 m<sup>2</sup> (9,429 ft<sup>2</sup>) respectively, which complies with the requirements of the OCP.
- Indoor amenity space is provided on the fourth storey fronting Cook Road with direct access to the outdoor amenity space located above the parking podium.
- The indoor amenity space includes an exercise room, entertainment rooms, a multifunction space that includes full kitchen facilities and washroom facilities.
- The outdoor amenity space is accessible through the indoor amenity space and through both residential buildings. The space will include a terraced area directly associated with the indoor amenity space, a designated children's play area and a larger multipurpose outdoor area. Further development of the space will be undertaken as part of the Development Permit review process.

#### Public Art

- In response to the city's commitment to Public Art, the developer proposes to provide a voluntary contribution at a rate of approximately \$0.60/ft<sup>2</sup> based on the maximum permitted FAR. The Public Art contribution value is approximately \$77,839 based on a maximum building FAR of 3.12.

#### Barrier-free Access

- On-site accessibility provisions are depicted in **Attachment 5**, and include barrier –free access from the street to the lobby of the residential mid-rise and high-rise and from the buildings to the on-site indoor and outdoor amenity space.
- Ten (10) one-bedroom and den units located on the east side of the high-rise building on floors 5-14 will be constructed as accessible units. These units include the provisions outlined in the City's Convertible Unit Features Checklist. Units within the mid-rise and high-rise can be converted into an accessible unit with plumbing and carpentry adjustments.
- Provisions for aging in place will be incorporated into all units. Features include backing for grab bars in bathrooms, lever style door handles, tactile numbering of suites, etc.
- Further, the proposed north-south greenway is located at grade level to maximize accessibility.

#### Sustainability

- The applicant has provided a synopsis of the sustainability measures proposed to be incorporated into the project. The list includes, but is not limited to the following provisions:



- Projecting slab fins and balcony overhangs on the west façade of both the tower and the mid-rise building, which function as shading devices;
  - Brise soleils (permanent sun shading architectural features) are incorporated into the curtain wall windows on the south façade of the amenity space to reduce solar heat gain;
  - Installation of a green roof over the indoor amenity space to reduce heat gain/loss over an air conditioned space;
  - Low-e coatings on glazing to reduce ultraviolet penetration;
  - Water conserving plumbing fixtures and Energy Star appliances will be considered;
  - Installation of drought tolerant plants to reduce irrigation requirements;
  - High efficiency irrigation system; and
  - Soft landscaping at the ground level and at the fourth level outdoor amenity space to absorb rainwater and reduce runoff into the storm system.
- The applicant has advised that installation a geothermal system is not viable in this context. The applicant expressed concerns associated with maintaining geothermal loops that are located beneath a building. Further, the applicant has advised that the maximum benefit of a geothermal system is associated with uses, such as retail, commercial or institution, that require air conditioning throughout the year and that the costs associated with installation of a system in this context are prohibitive.

#### Crime Prevention Through Environmental Design (CPTED)

- The townhouse units along the perimeter of the building have been designed with consideration of the relationship between the individual units and the adjacent street frontage and north-south greenway. Individual entries contribute to establishing a strong street presence and facilitate opportunities for passive surveillance.
- The indoor amenity space is sited to provide opportunities for passive surveillance of the outdoor amenity space area and the Cook Road frontage.
- CPTED principles will be further reviewed as part of the Development Permit review process. Recommendations include:
  - Use of reflective white paint and minimizing the amount of solid walls in the parking levels;
  - Incorporation of fenestrations on the north elevation parkade wall to facilitate penetration of natural light;
  - Labelling of glazing used at elevator lobbies and vision panels in all doors leading to publicly accessible areas (exit stairs); and
  - Incorporation of low-level lighting within the courtyard and along the north-south greenway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.

#### Proposed Development Permit (DP 10-557920)

- The proposed building design will be reviewed by the Advisory Design Panel (ADP) as part of the Development Permit review process. The Panel's comments will be considered in association with the following comments from staff, which identify items highlighted for further discussion and/or design development. The review process will consider:
  - Introduction of more texture to the façade of the enclosed garbage/recycling area;

- Design development of the relationship between the mid-rise and high-rise buildings on the Cook Road elevation;
- Design development of the roof parapet to declare the termination of the building;
- Design development of the mid-rise roof treatment to minimize overlook concerns;
- Opportunities for further development of the north parkade elevation, including building articulation and introduction of large growing tree species;
- The color to be applied to the box-rib corrugated metal siding above the tower lobby entrance, the east side of the lobby and the northeast façade;
- Relocation of the children's outdoor play area with consideration of its relationship to the indoor amenity space and amenity terrace. Based on the proportion of two-bedroom to one-bedroom units proposed, it is anticipated the development will attract many families and the outdoor amenity programming should respond to this need. In addition, any potential safety conflict between the children's outdoor amenity area and the water features is to be addressed;
- Adjustment of landscaping at the podium level to minimize expansion of semi-private space into the common outdoor amenity area;
- Minimizing the visual impact of the outdoor garbage/recycling holding space through the use of strategic landscaping;
- Details associated with the relocation of on-site trees;
- Reduction of the width of the hard surface treatment associated with the vehicle entry drive aisle;
- Minimizing the visual and physical impact of the loading space on the north-south greenway; and
- Details associated with the width and location of the hard surface path within the north-south greenway.

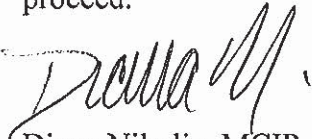
#### **Financial Impact or Economic Impact**

No financial or economic impact is anticipated as a result of the proposed development.



**Conclusion**

The applicant has demonstrated the feasibility of accommodating the proposed density within a building that responds to its immediate context by including a range of building typologies and sensitively interfacing with its adjacencies while responding to the McLennan North and CCAP design guidelines for the area. Additionally, the proposed development provides a series of benefits for the immediate neighbourhood including a significant contribution to the north-south greenway system and to the enhancement of the Garden City Community Park. Based on these fundamental considerations, staff recommend that the proposed development be approved to proceed.



Diana Nikolic, MCIP  
Planner II (Urban Design)  
(604-276-4040)

DN:blg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

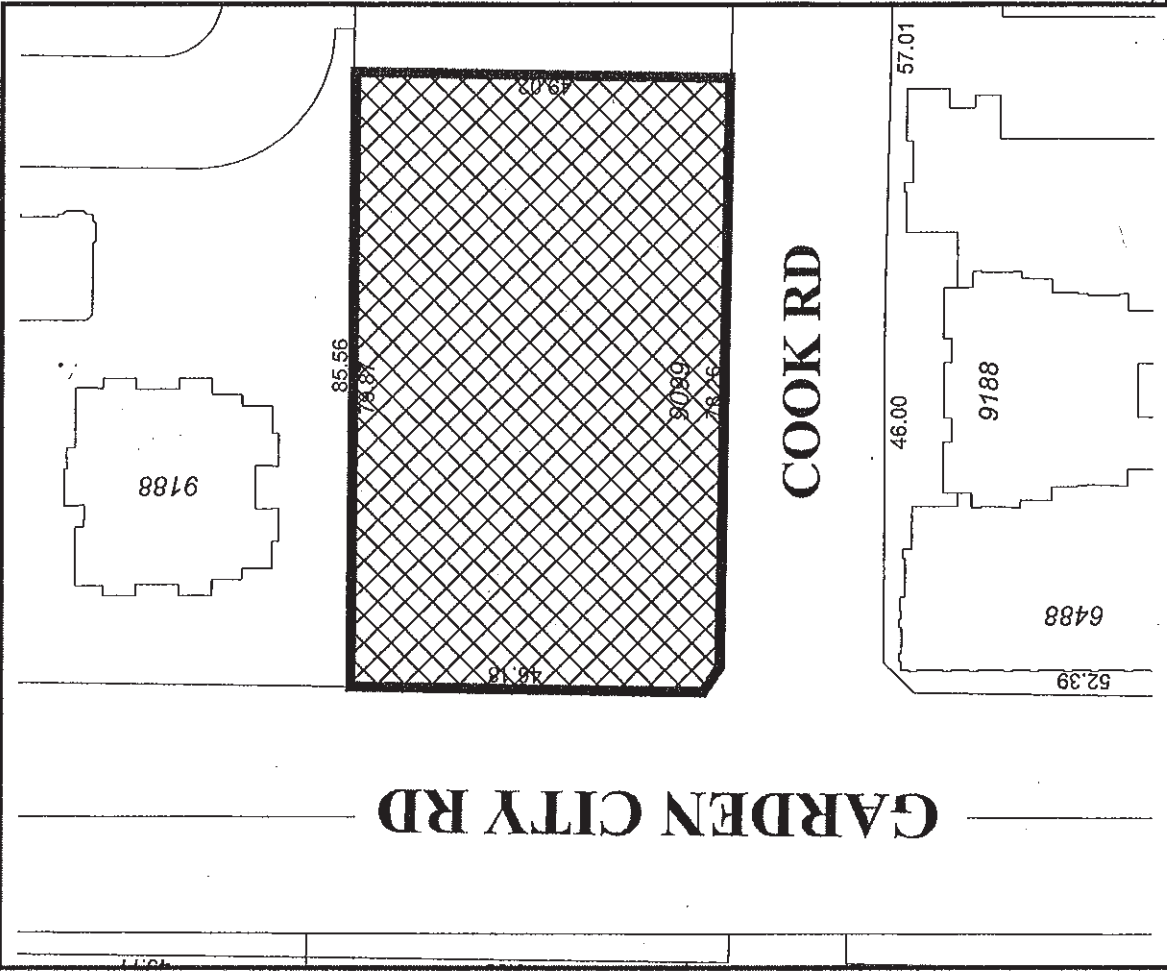
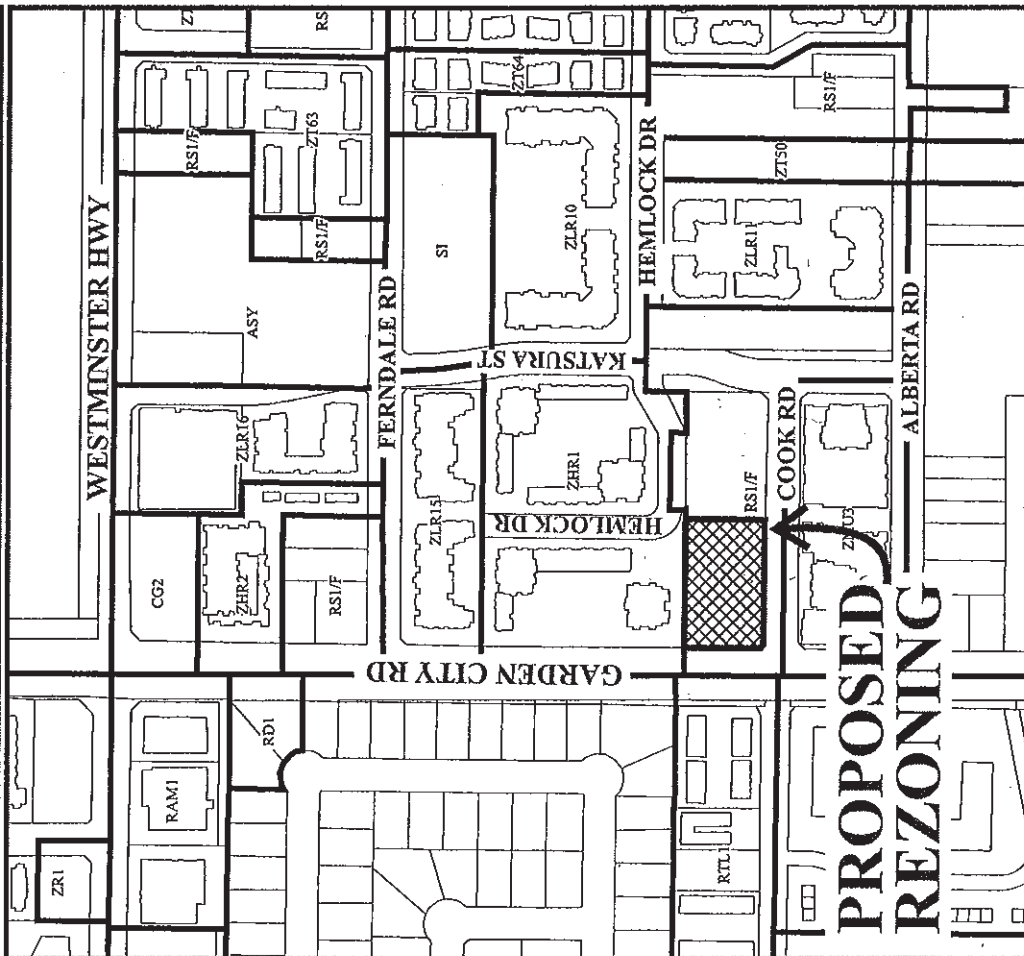
Attachment 3: Development Application Data Sheet

Attachment 4: Preliminary Landscape Plan (including preliminary north-south greenway)

Attachment 5: Onsite Accessibility Provisions

Attachment 6: Rezoning Considerations Concurrence

# City of Richmond



RZ 10-557918

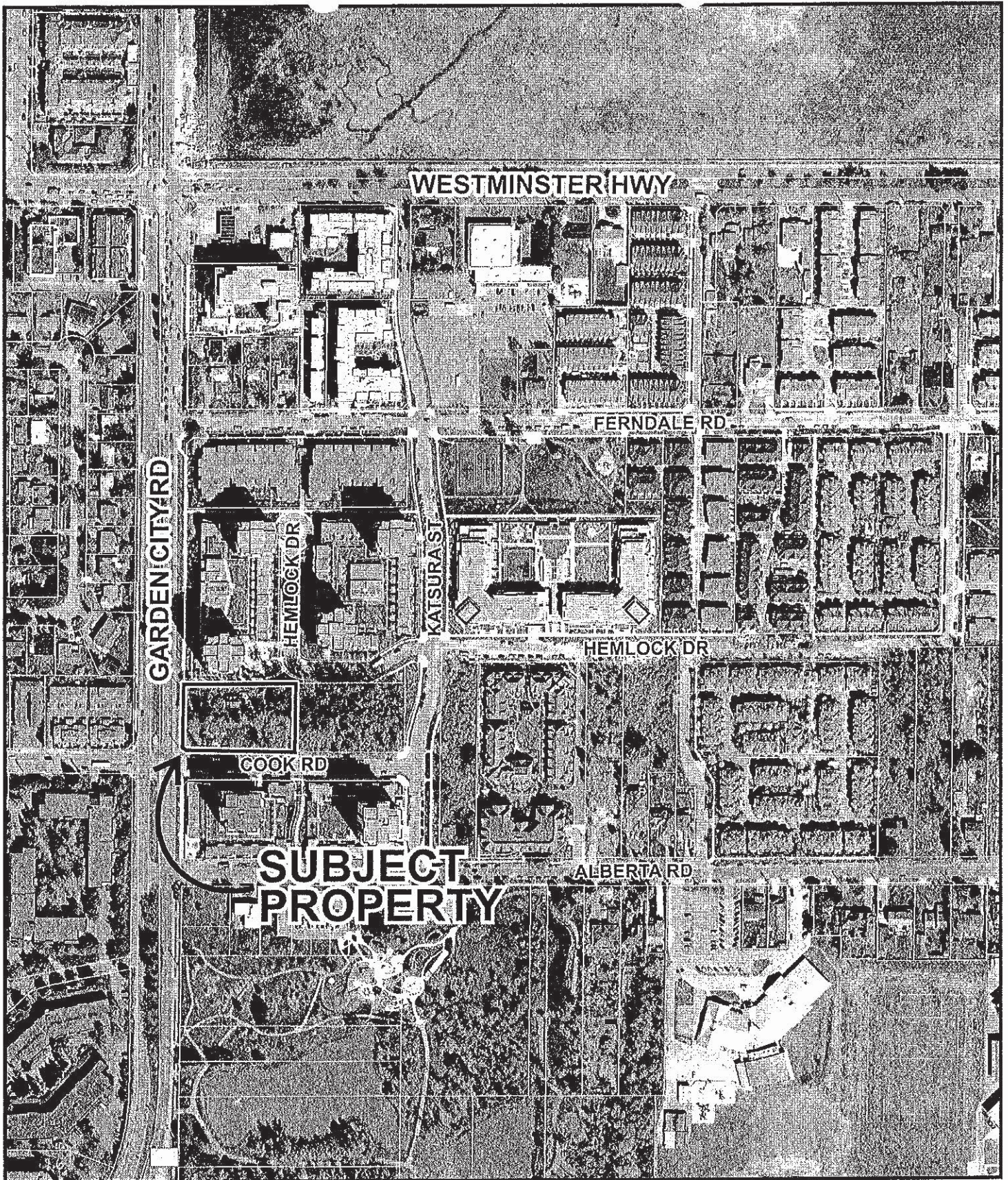
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Revision Date:

Note: Dimensions are in METRES







RZ 10-557918

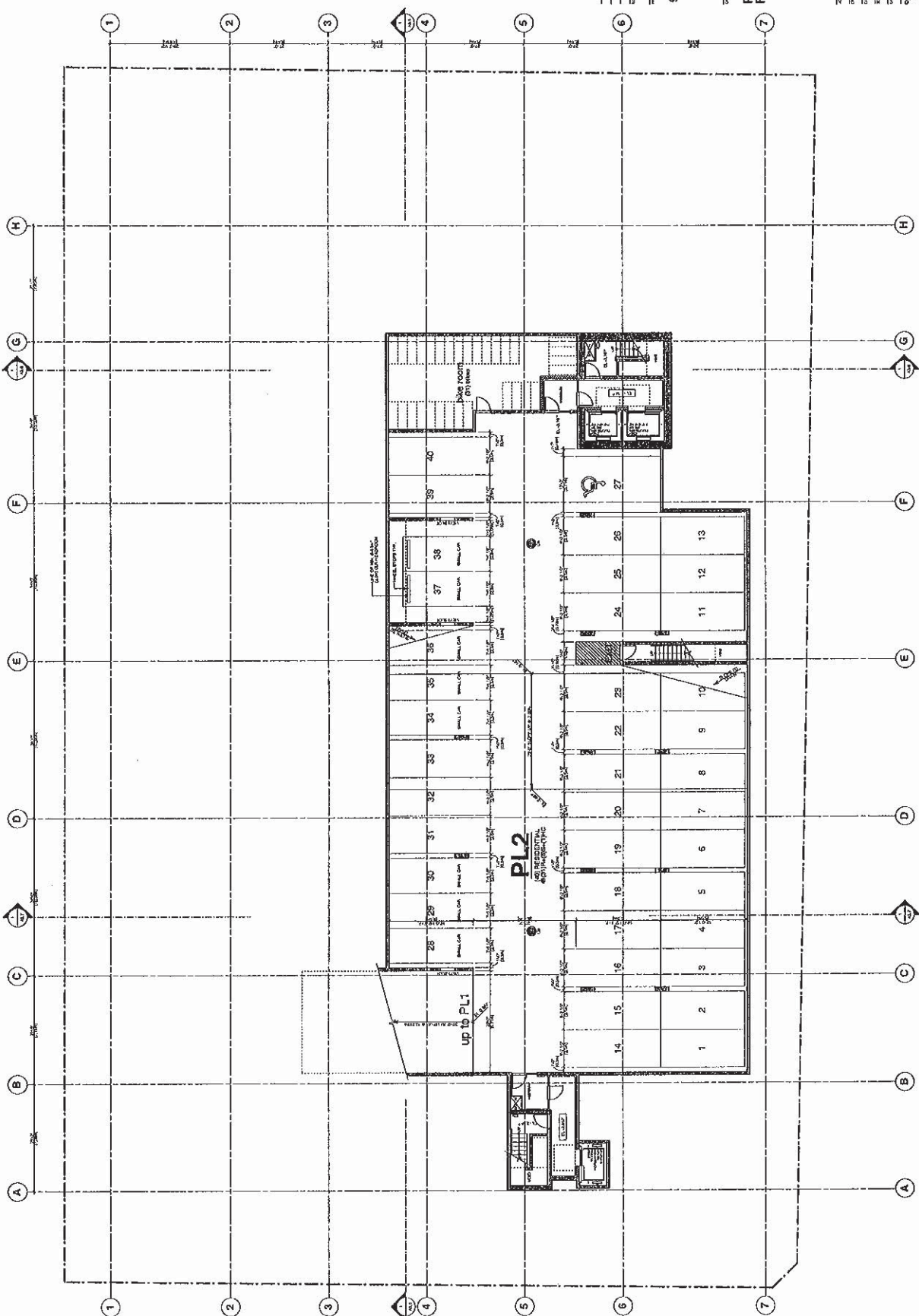
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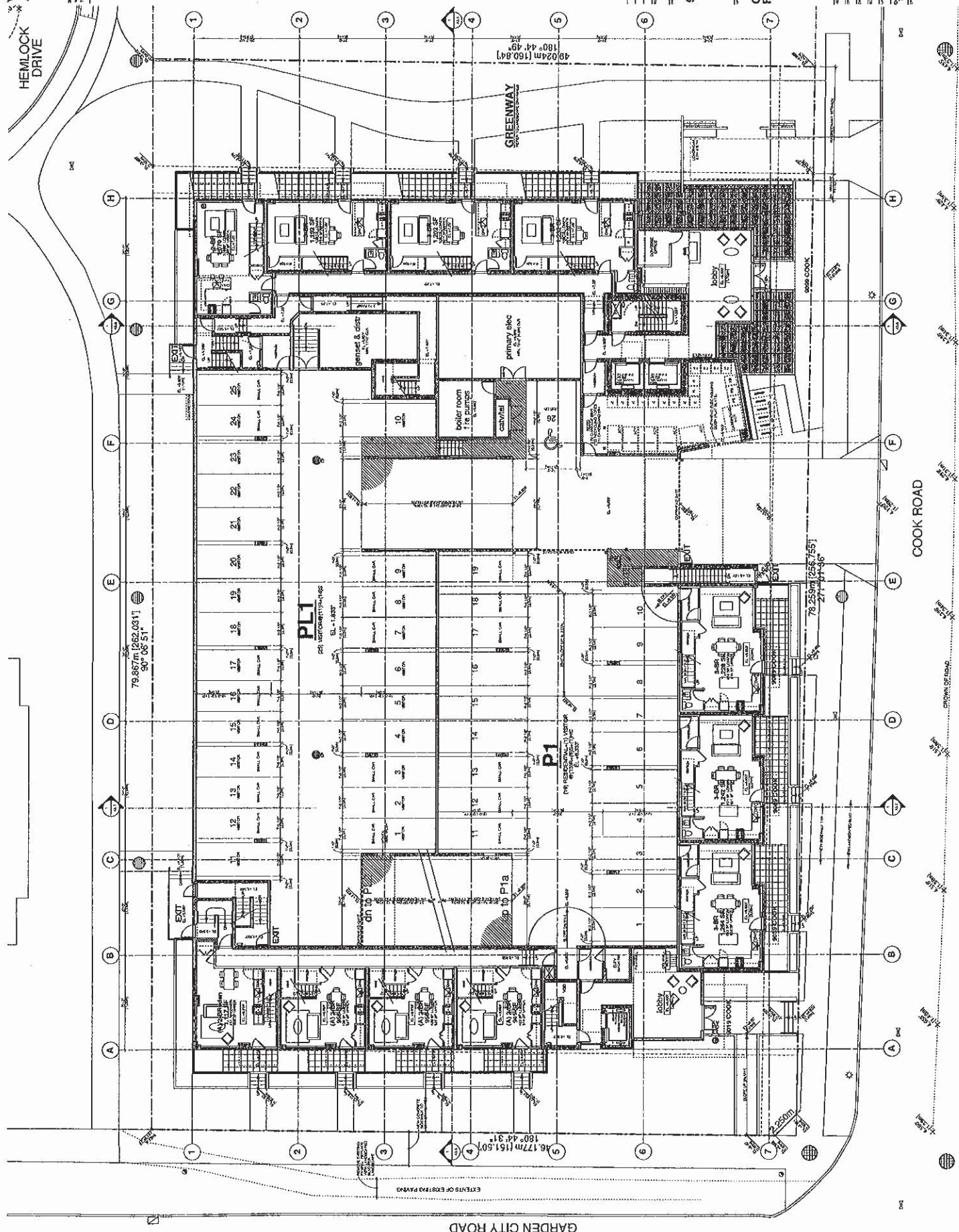
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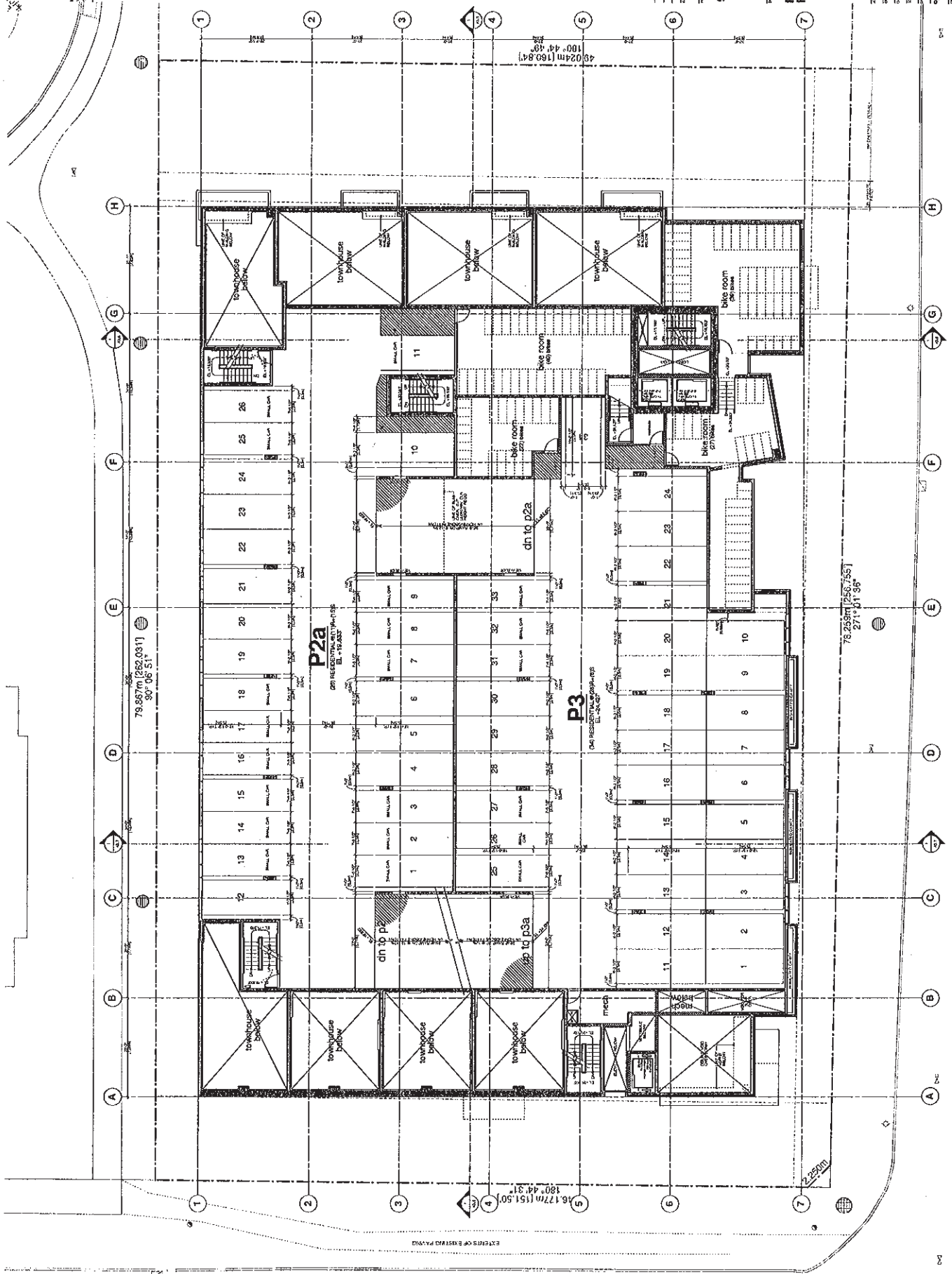




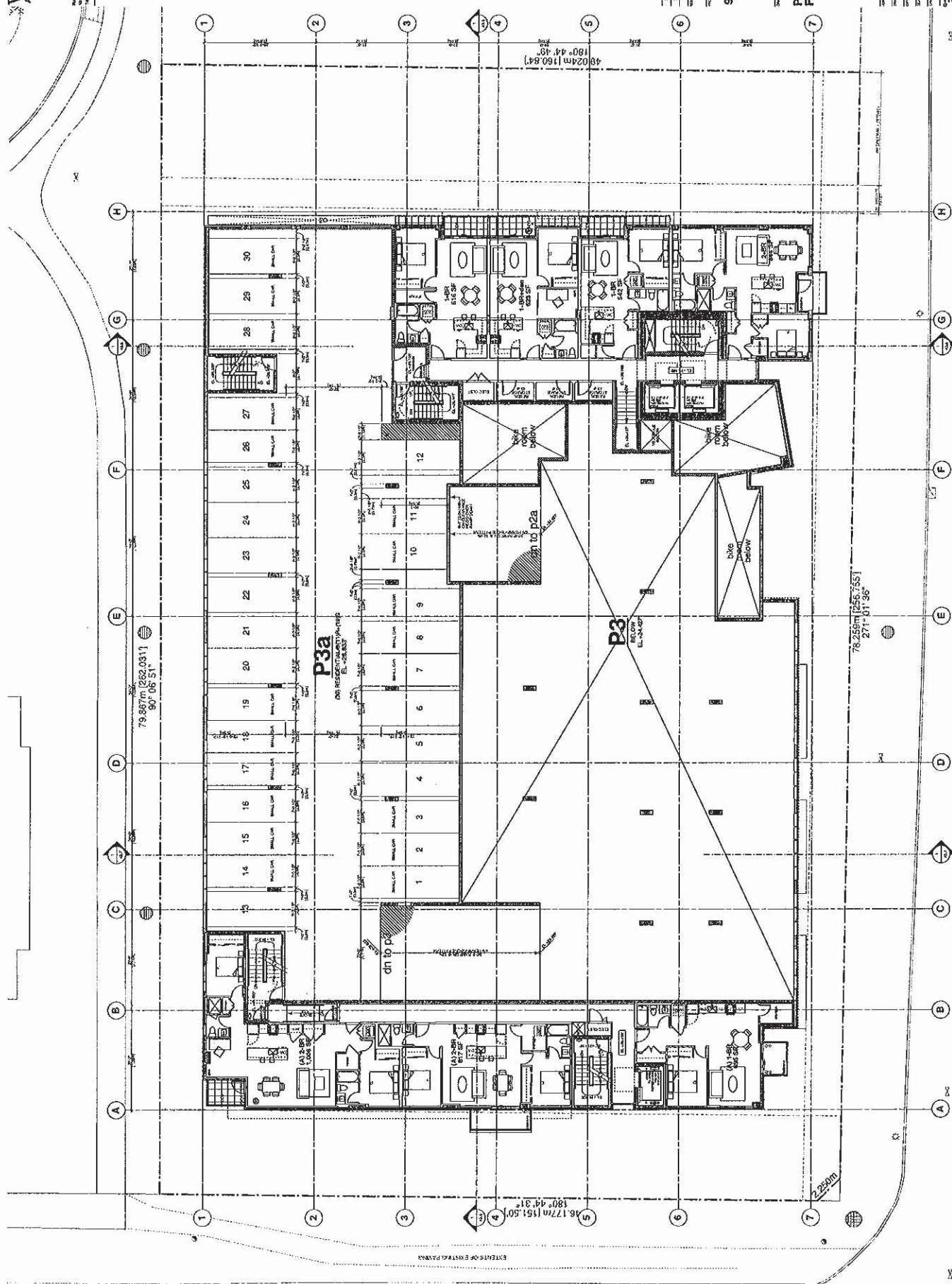


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PROJECT	MTL

NOTES:  
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.  
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.







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9099 COOK ROAD  
RICHMOND, BC  
GARDEN CITY & COOK ROAD

4TH / GARDEN  
FLOOR PLAN

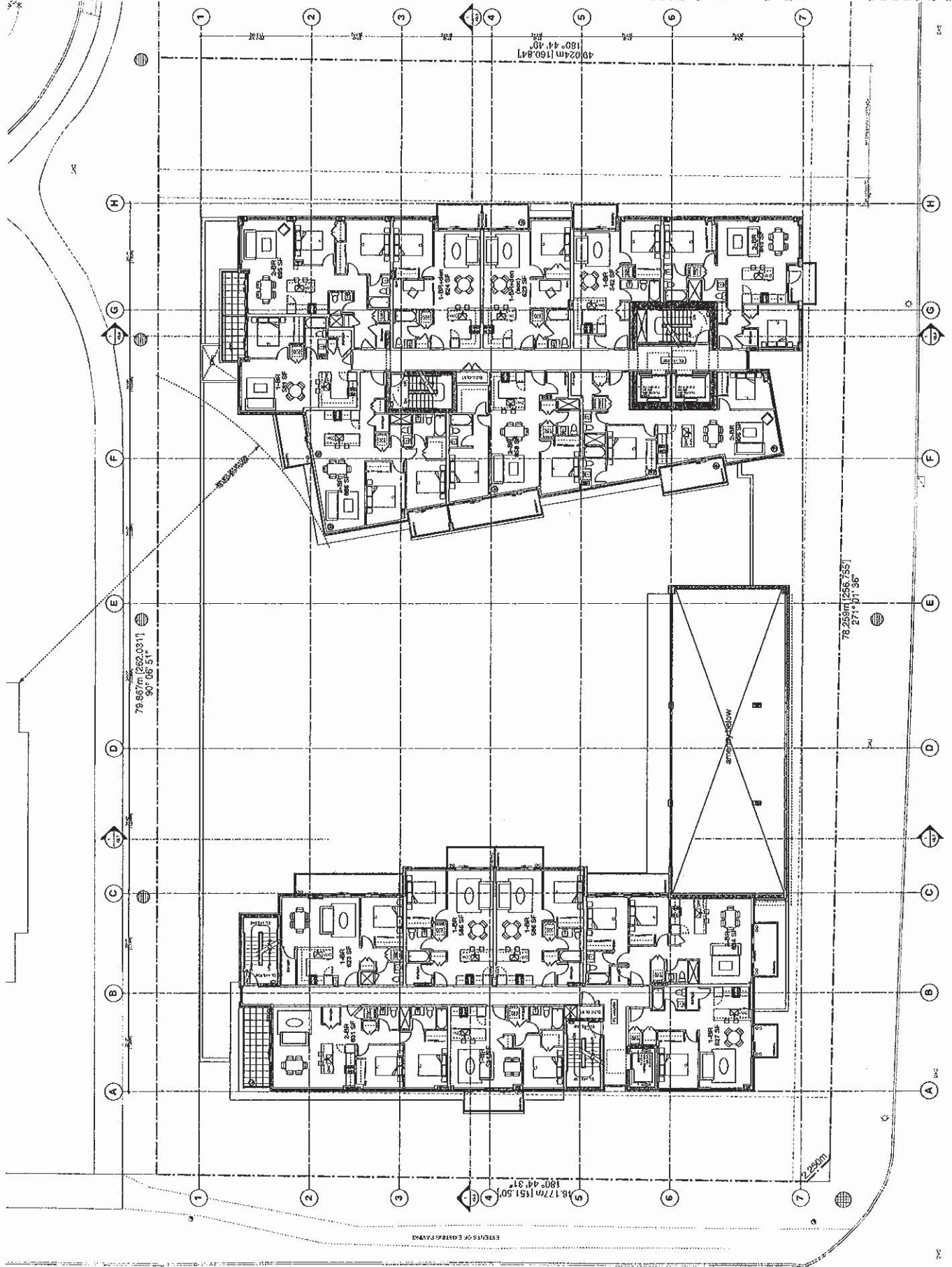
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PROJECT: MTL

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COOK ROAD





COOK ROAD



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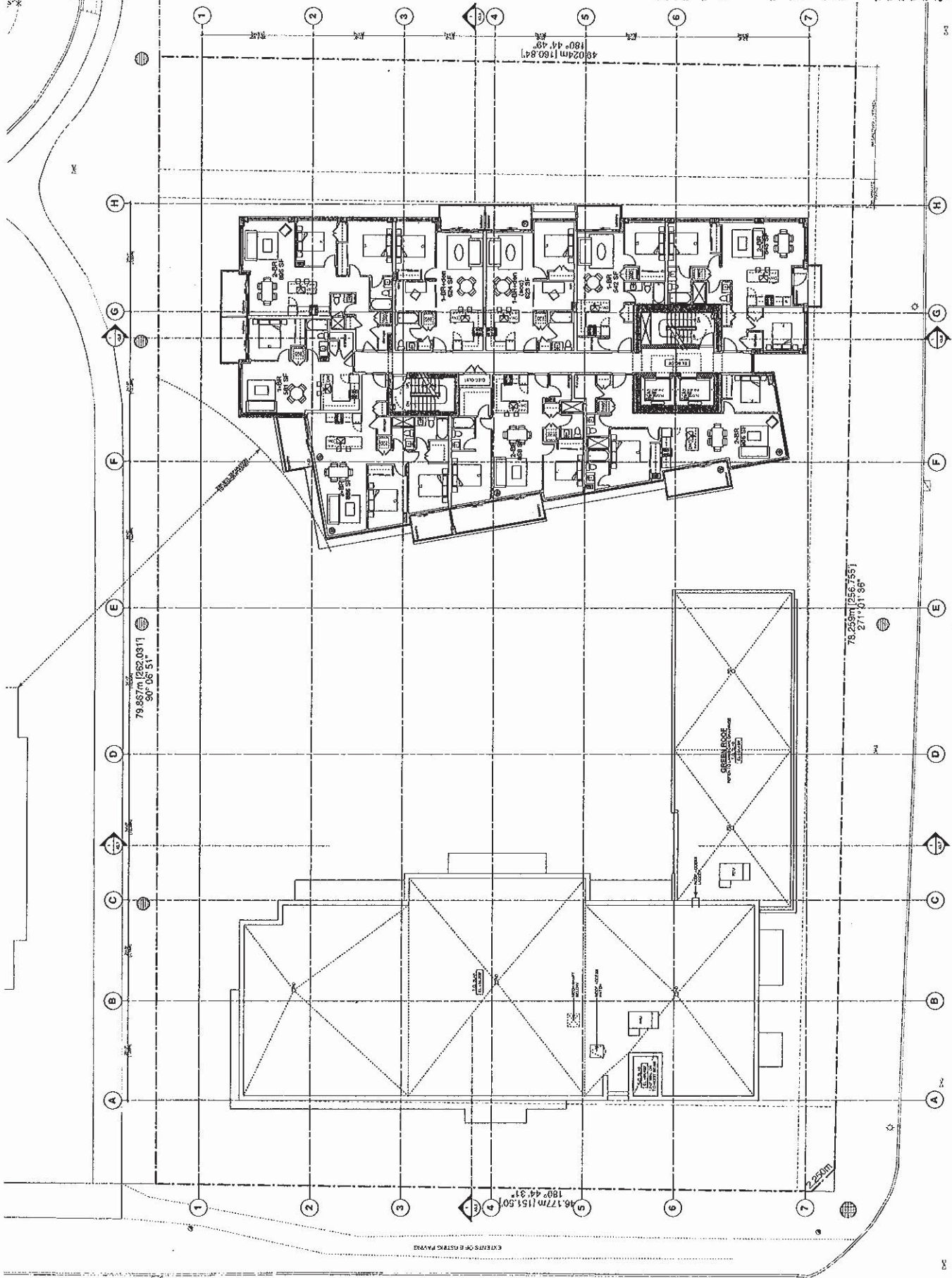
9089 COOK ROAD  
RICHMOND, BC  
GARIBOLDI CITY & COOK ROAD

7TH FLOOR  
PLAN  
MIDRISE ROOF  
PLAN



DATE: 2011	BY: WTL
CHECKED: WTL	DATE: 2011
SCALE: 1/8" = 1'-0"	DATE: 2011
PROJECT: WTL	DATE: 2011
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9089 COOK ROAD  
RICHMOND, BC  
GARAGE CITY & COOK ROAD

TYPICAL FLOOR  
PLAN (LVLS  
8-14)

15TH FLOOR  
PLAN

15-15

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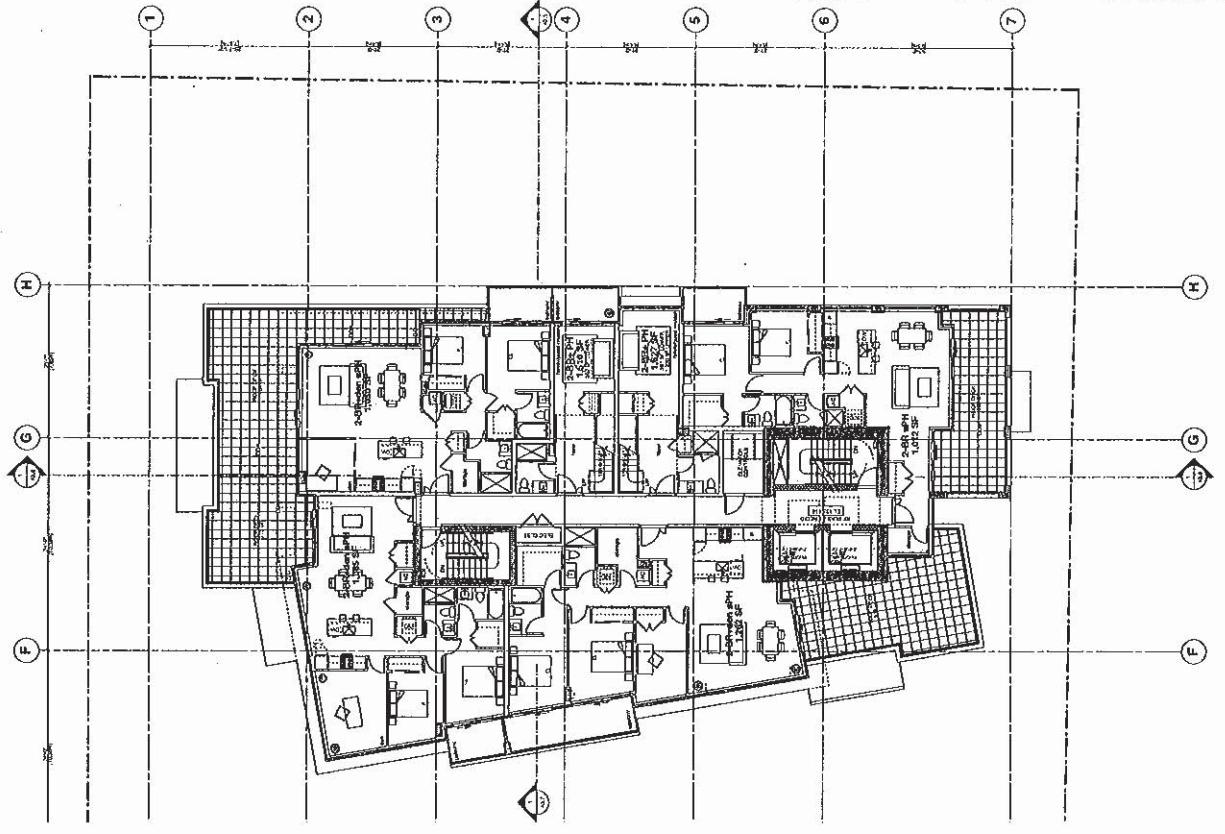
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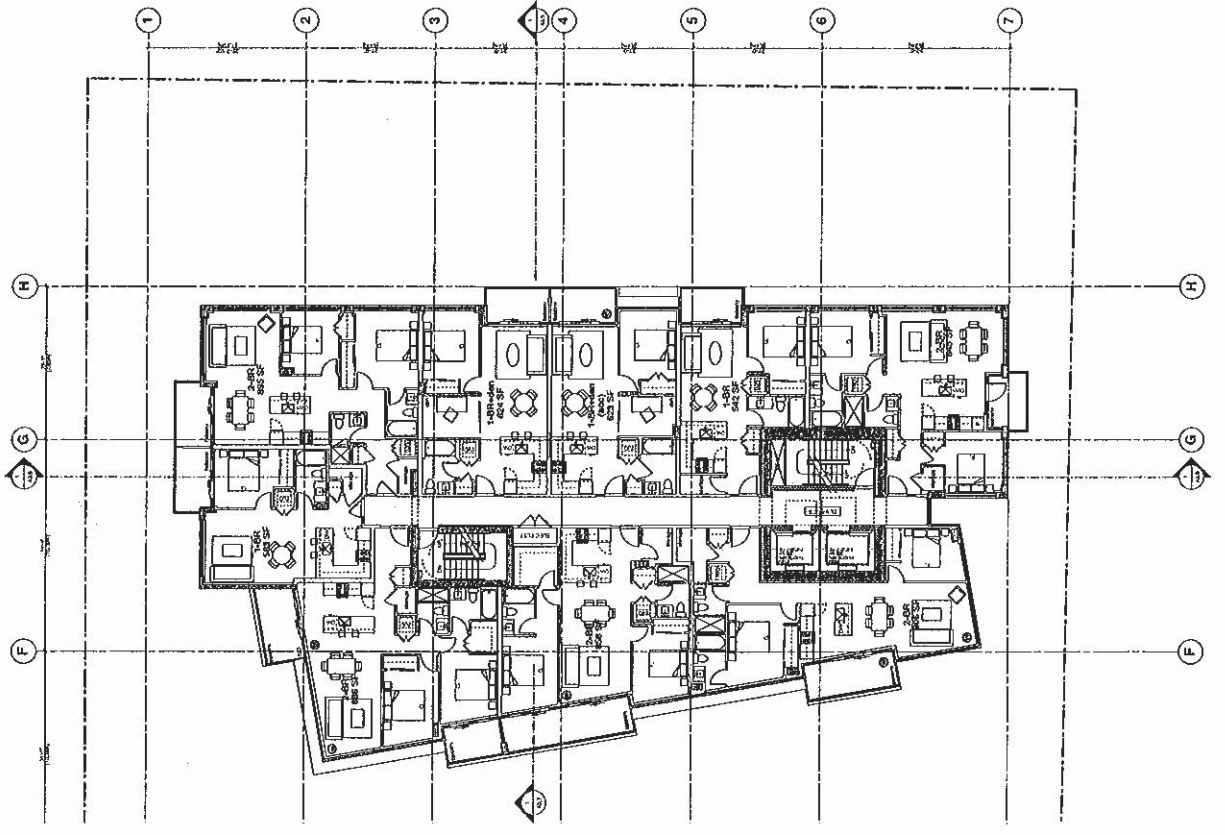
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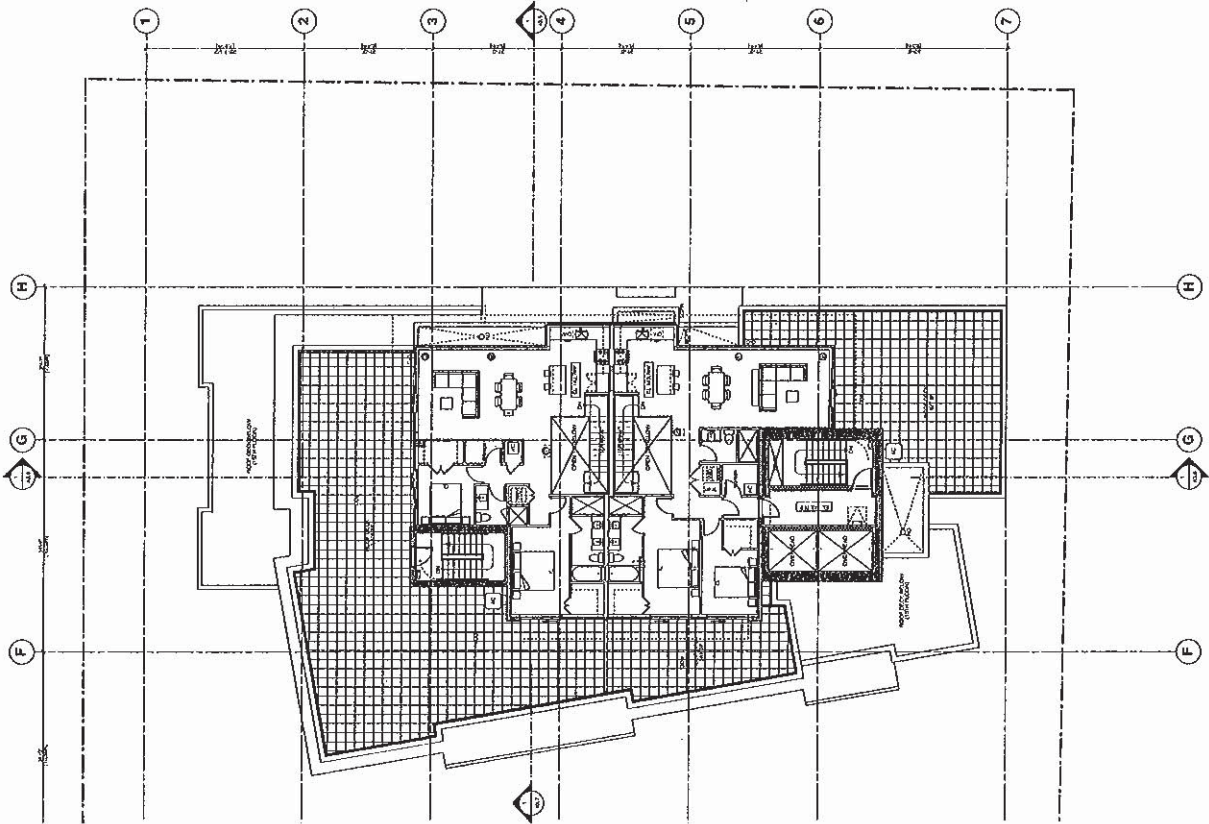
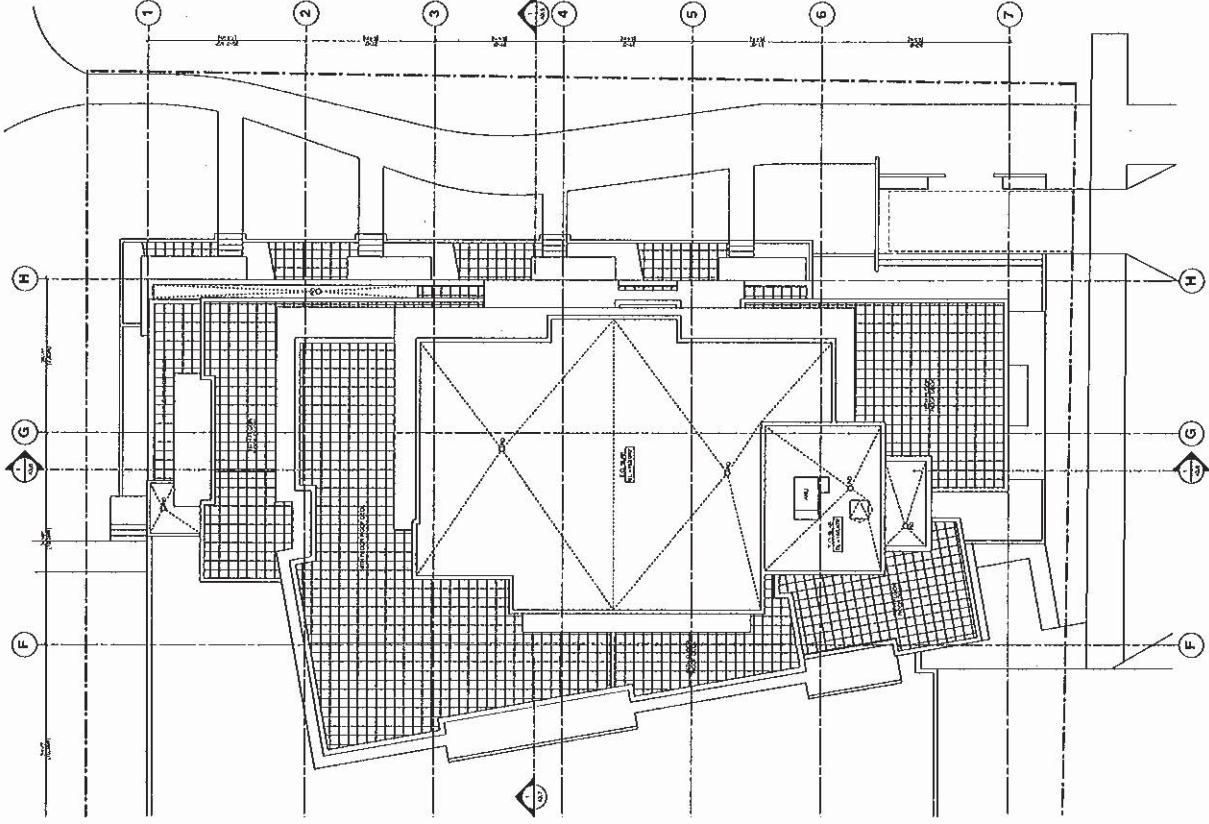


2 15TH FLOOR PLAN



1 TYPICAL FLOOR PLAN (LVLS 8-14)





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9089 COOK ROAD  
RICHMOND, BC  
GARDEN CITY & DOCK ROAD

16TH FLOOR  
PLAN  
TOWER ROOF  
PLAN

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1000-1000-1000  
1000-1000-1000  
1000-1000-1000

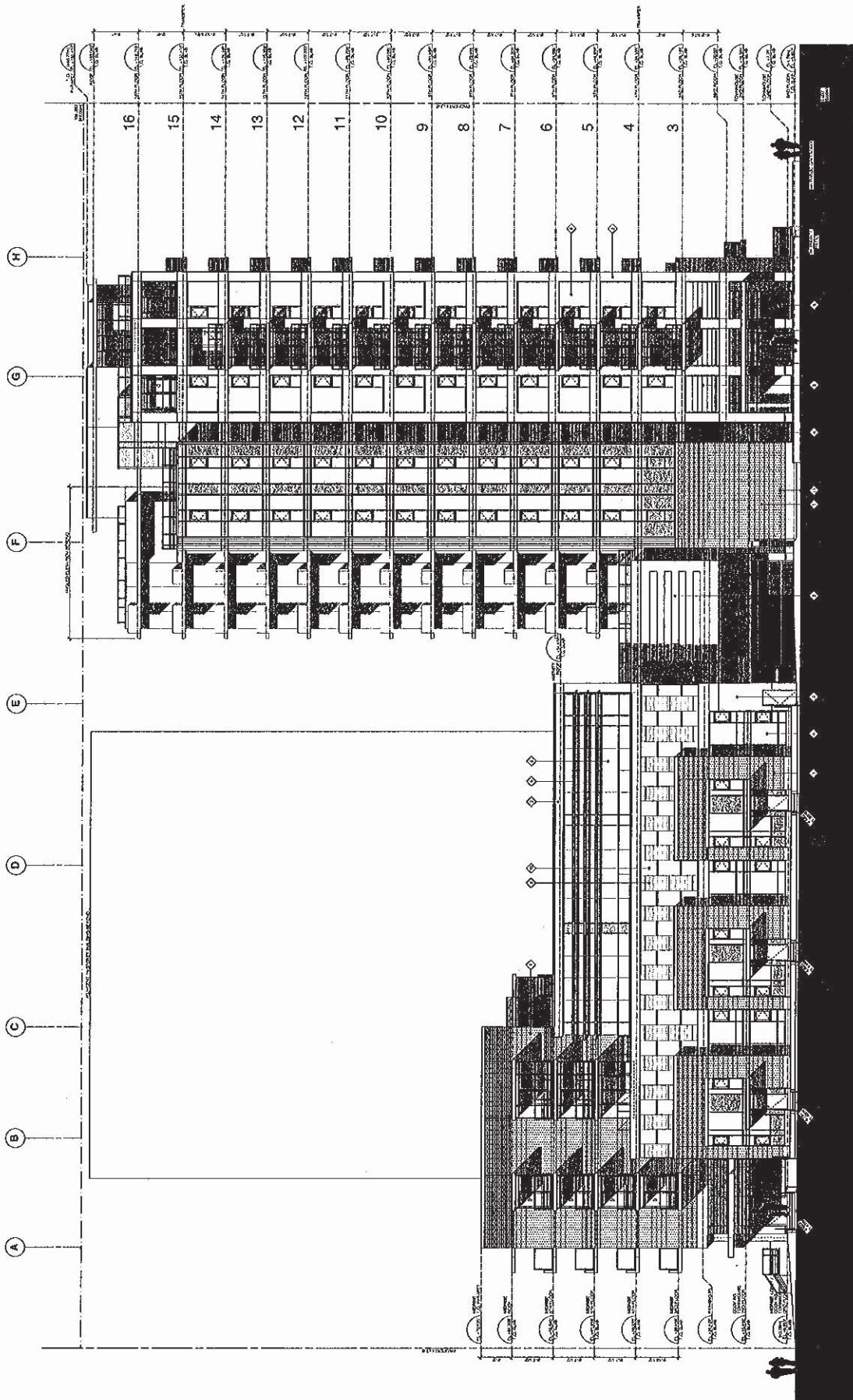
1000-1000-1000  
1000-1000-1000  
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1000-1000-1000

1 16TH FLOOR PLAN

2 TOWER ROOF PLAN

A2.10

FINISH MATERIAL LEGEND	
1	BRICK, COMMON
2	BRICK, GLAZED
3	BRICK, GLAZED, RED
4	BRICK, GLAZED, RED, GLAZED
5	BRICK, GLAZED, RED, GLAZED, GLAZED
6	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED
7	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED
8	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED
9	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED
10	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED
11	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED
12	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED
13	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED
14	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED
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16	BRICK, GLAZED, RED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED, GLAZED



1 SOUTH ELEVATION (COOK ROAD)  
0 5 15 25 35 45 FT

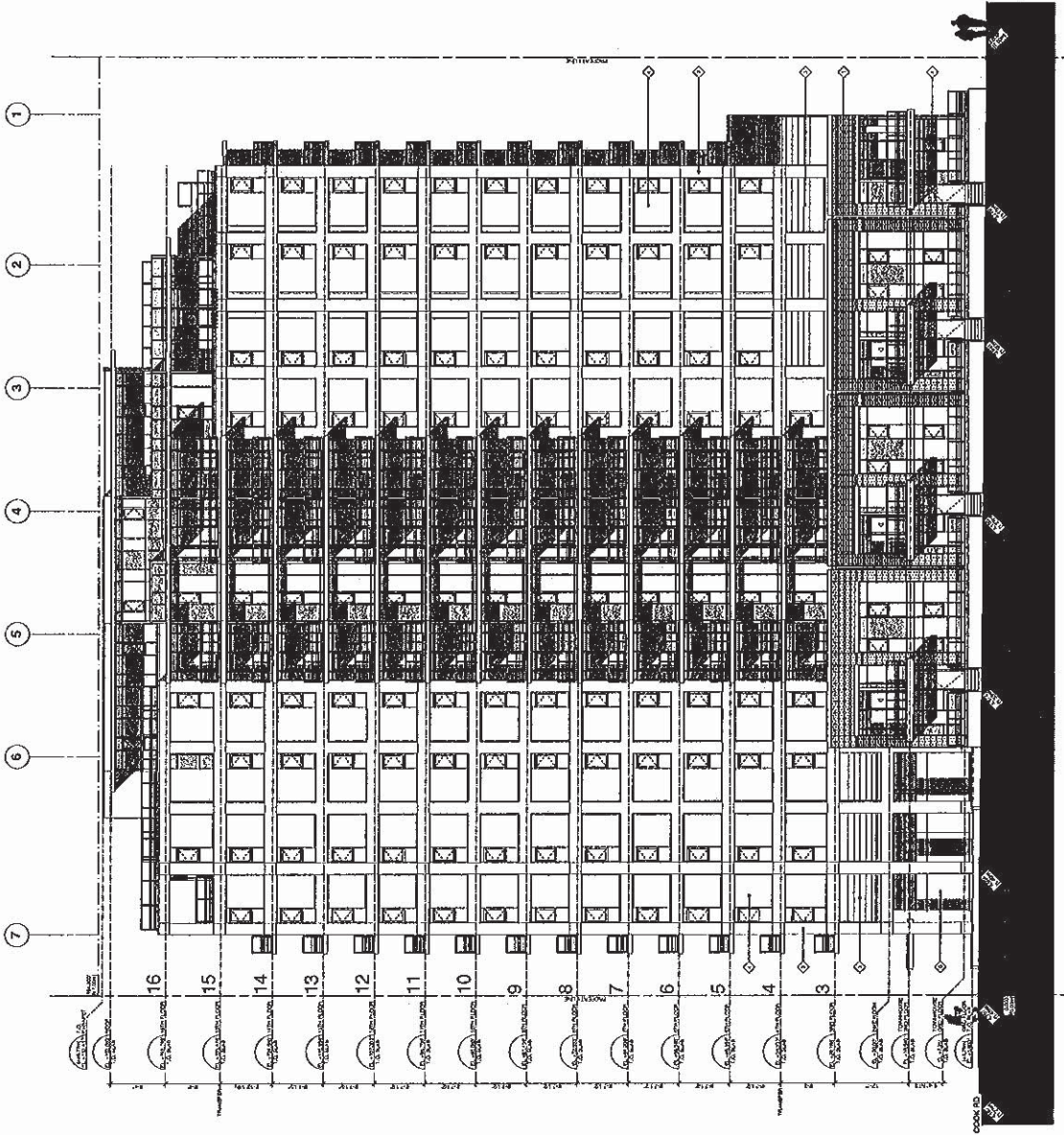
9099 COOK ROAD  
RICHMOND, BC  
GARDEN CITY & COOK ROAD

SOUTH  
ELEVATION  
(COOK ROAD)

A3.0



FINISH MATERIAL LEGEND	
1	BRICK (CLAY)
2	CONCRETE (PAINTED)
3	GLASS (TINTED)
4	WOOD (HORIZONTAL SLAT)
5	WOOD (VERTICAL SLAT)
6	WOOD (DIAGONAL SLAT)
7	WOOD (HORIZONTAL SLAT)
8	WOOD (VERTICAL SLAT)
9	WOOD (DIAGONAL SLAT)
10	WOOD (HORIZONTAL SLAT)
11	WOOD (VERTICAL SLAT)
12	WOOD (DIAGONAL SLAT)
13	WOOD (HORIZONTAL SLAT)
14	WOOD (VERTICAL SLAT)
15	WOOD (DIAGONAL SLAT)
16	WOOD (HORIZONTAL SLAT)



1 EAST ELEVATION  
1" = 16'-0"

A3.1

9099 COOK ROAD  
RICHMOND, BC

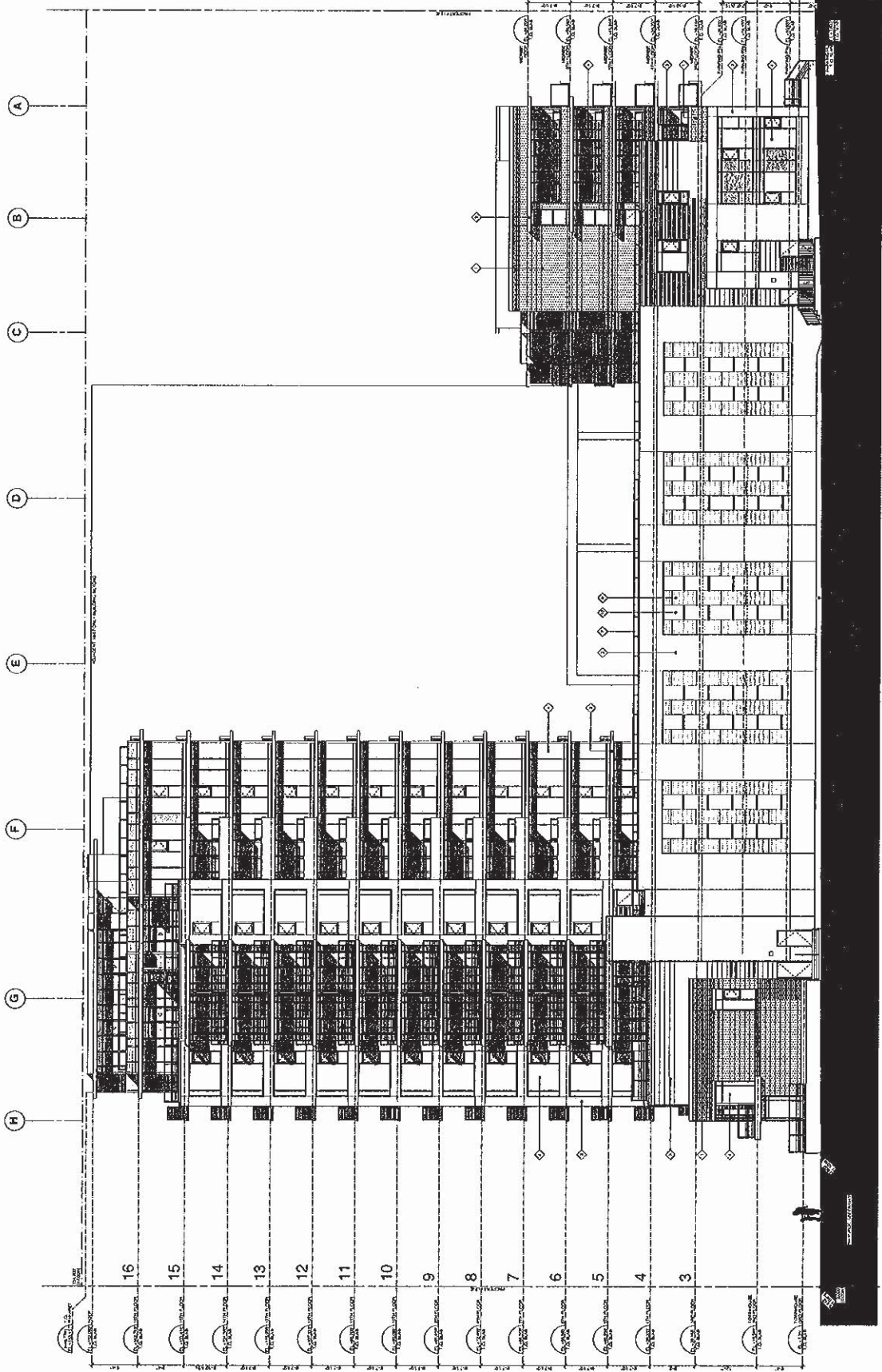
CLAYTON CITY & COOK ROAD

EAST  
ELEVATION

DATE	10-10-10
BY	WT
CHECKED	AD NO. 022
SCALE	1/8" = 1'-0"
PROJECT	WTL
REVISIONS	

**FINISH MATERIAL LEGEND**

1	BRICK - RED
2	BRICK - WHITE
3	BRICK - BROWN
4	BRICK - GREY
5	BRICK - BLACK
6	BRICK - BLUE
7	BRICK - GREEN
8	BRICK - YELLOW
9	BRICK - ORANGE
10	BRICK - PURPLE
11	BRICK - PINK
12	BRICK - SILVER
13	BRICK - GOLD
14	BRICK - IRON
15	BRICK - COPPER
16	BRICK - ZINC
17	BRICK - ALUMINUM
18	BRICK - STAINLESS STEEL
19	BRICK - BRASS
20	BRICK - NICKEL
21	BRICK - CHROME
22	BRICK - PLATINUM
23	BRICK - RUBY
24	BRICK - EMERALD
25	BRICK - SAPPHIRE
26	BRICK - DIAMOND
27	BRICK - GEMSTONE
28	BRICK - JEWELRY
29	BRICK - LUXURY
30	BRICK - EXCLUSIVE
31	BRICK - PREMIUM
32	BRICK - ELITE
33	BRICK - VIP
34	BRICK - ROYAL
35	BRICK - IMPERIAL
36	BRICK - MONARCH
37	BRICK - SOVEREIGN
38	BRICK - SUPREMACY
39	BRICK - DOMINANCE
40	BRICK - SUPREMACY
41	BRICK - DOMINANCE
42	BRICK - SUPREMACY
43	BRICK - DOMINANCE
44	BRICK - SUPREMACY
45	BRICK - DOMINANCE
46	BRICK - SUPREMACY
47	BRICK - DOMINANCE
48	BRICK - SUPREMACY
49	BRICK - DOMINANCE
50	BRICK - SUPREMACY



1 NORTH ELEVATION  
0 5 10 15 20 25 30 35 40 FT



[illegible]

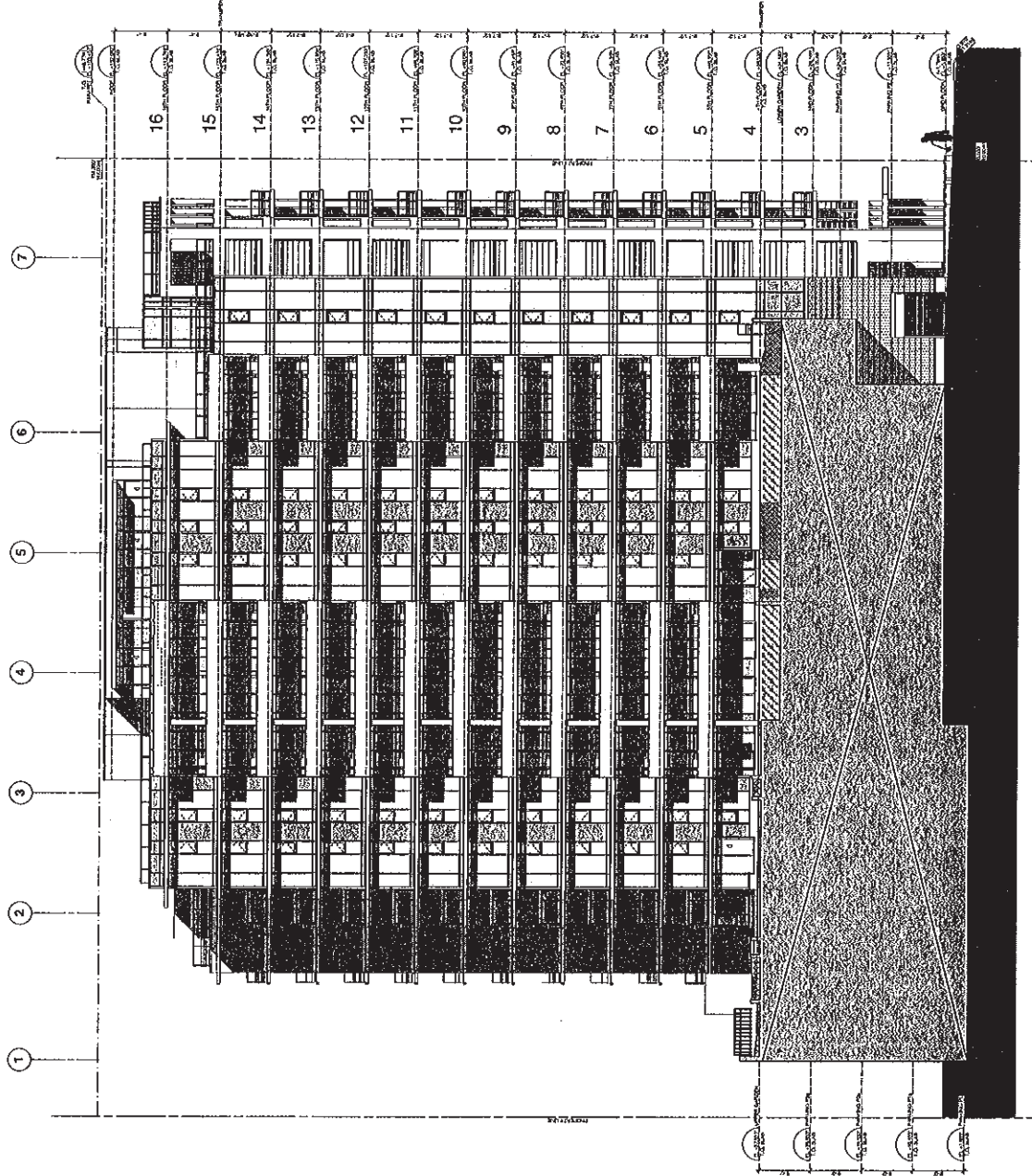
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3	Blank	10.00	0.00

1099 COOK ROAD  
RICHMOND, BC  
GARDEN CITY & COOK ROAD

WEST  
ELEVATION  
GARDEN CITY  
(ROAD)

DATE	10-19
TIME	KT
REMARKS	AS NOTED
WIND	12° = 1-0°
WAVE	WTL

FINISH MATERIAL LEGEND	
1	PAINT - INTERIOR
2	PAINT - EXTERIOR
3	PAINT - ROOFING
4	PAINT - ROOFING
5	PAINT - ROOFING
6	PAINT - ROOFING
7	PAINT - ROOFING
8	PAINT - ROOFING
9	PAINT - ROOFING
10	PAINT - ROOFING
11	PAINT - ROOFING
12	PAINT - ROOFING
13	PAINT - ROOFING
14	PAINT - ROOFING
15	PAINT - ROOFING
16	PAINT - ROOFING



1 TOWER - WEST ELEVATION  
Scale: 1/8" = 1'-0"

1	PAINT - INTERIOR
2	PAINT - EXTERIOR
3	PAINT - ROOFING
4	PAINT - ROOFING
5	PAINT - ROOFING
6	PAINT - ROOFING
7	PAINT - ROOFING
8	PAINT - ROOFING
9	PAINT - ROOFING
10	PAINT - ROOFING
11	PAINT - ROOFING
12	PAINT - ROOFING
13	PAINT - ROOFING
14	PAINT - ROOFING
15	PAINT - ROOFING
16	PAINT - ROOFING

9099 COOK ROAD  
RICHMOND, BC  
CLAYTON CITY & COOK ROAD

TOWER - WEST  
ELEVATION

1	PAINT - INTERIOR
2	PAINT - EXTERIOR
3	PAINT - ROOFING
4	PAINT - ROOFING
5	PAINT - ROOFING
6	PAINT - ROOFING
7	PAINT - ROOFING
8	PAINT - ROOFING
9	PAINT - ROOFING
10	PAINT - ROOFING
11	PAINT - ROOFING
12	PAINT - ROOFING
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14	PAINT - ROOFING
15	PAINT - ROOFING
16	PAINT - ROOFING



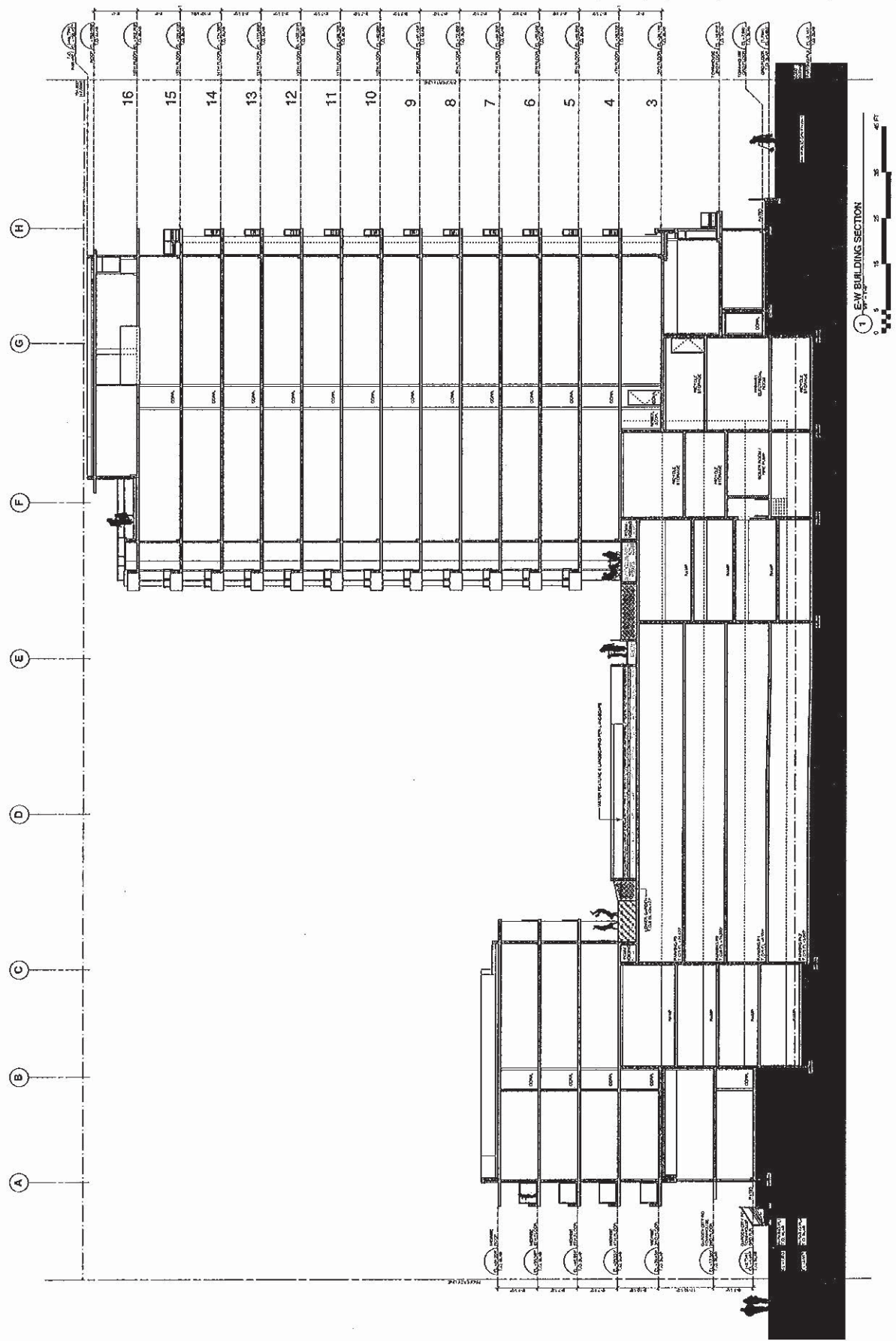
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14	AS 100 201	REVISIONS
15	AS 100 201	REVISIONS
16	AS 100 201	REVISIONS

9099 COOK ROAD  
RICHMOND, BC  
CLARSON CITY & COOK ROAD

EAST-WEST  
BUILDING  
SECTION

DATE	10-10-19
DRAWN BY	WTL
CHECKED BY	WTL
SCALE	1/8" = 1'-0"
PROJECT	WTL
CLIENT	CLARSON CITY & COOK ROAD

A3.5



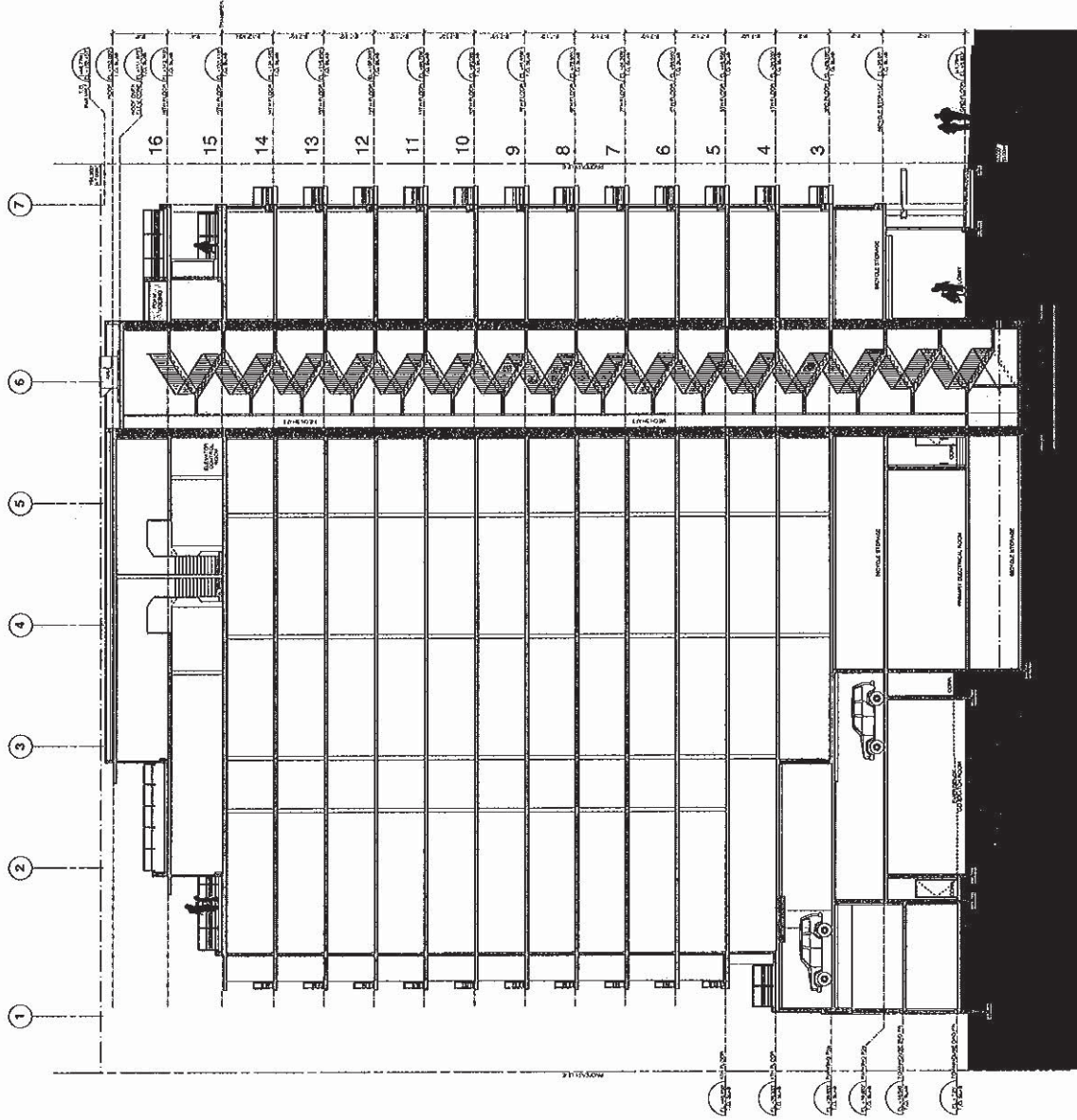
3	2008.07.01	REVISION FOR RECORD
2	2008.07.01	REVISION FOR RECORD
1	2008.07.01	REVISION FOR RECORD

9099 COOK ROAD  
RICHMOND, BC  
GARIBDI CITY & COOK ROAD

NORTH-SOUTH  
BUILDING  
SECTION

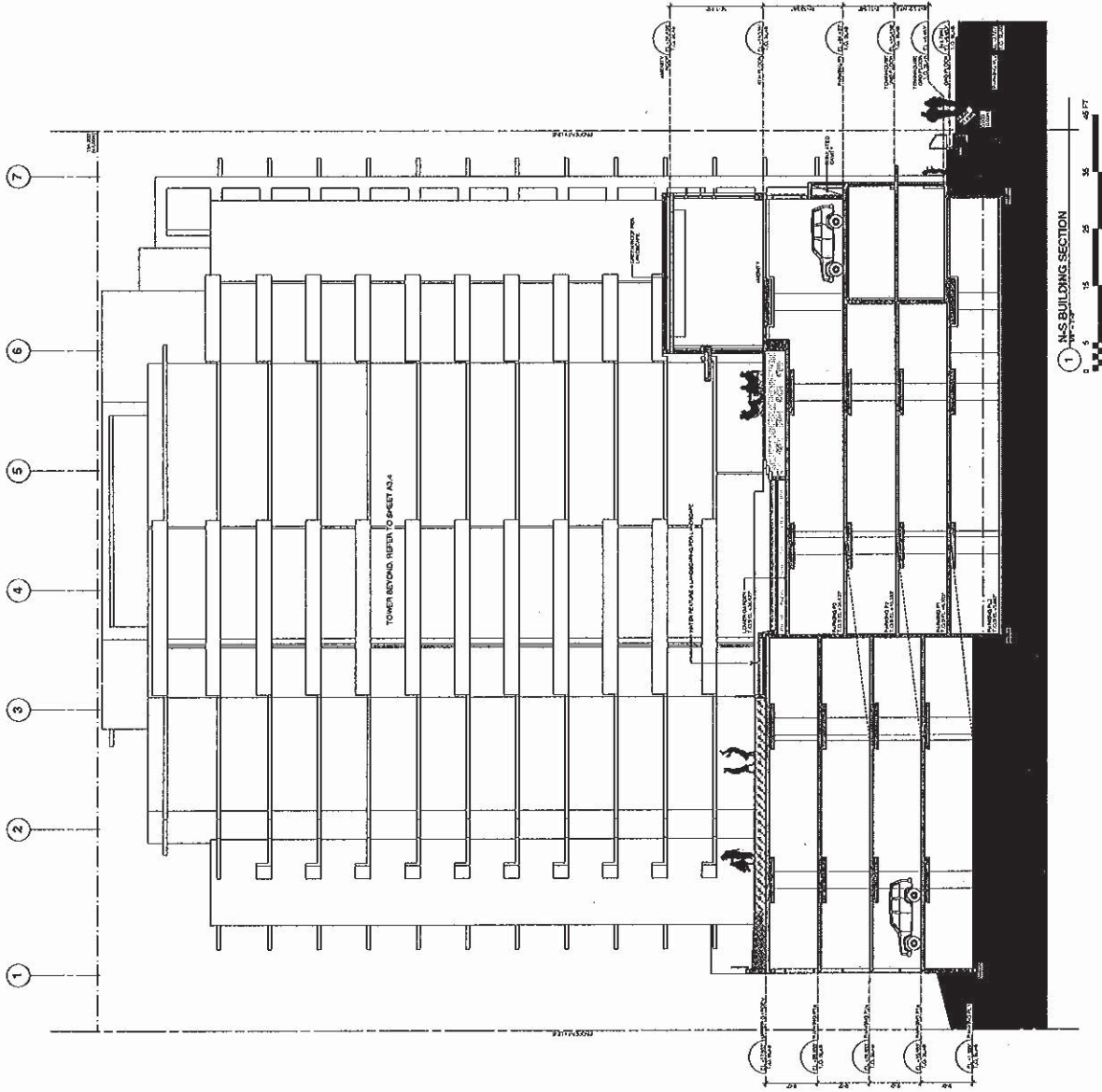
DATE	10-18
PROJECT	KT
SCALE	AS NOTED
SCALE	1" = 10'-0"
DESIGN	WTL

A3.6



1 N-S BUILDING SECTION  
0 5 15 25 35 45 FT





1. AS-4 (AS-4) TOWER BEYOND HYPHEN CORNER AS-4  
2. AS-4 (AS-4) CORNER BEYOND HYPHEN CORNER AS-4  
3. AS-4 (AS-4) CORNER BEYOND HYPHEN CORNER AS-4  
4. AS-4 (AS-4) CORNER BEYOND HYPHEN CORNER AS-4  
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6. AS-4 (AS-4) CORNER BEYOND HYPHEN CORNER AS-4  
7. AS-4 (AS-4) CORNER BEYOND HYPHEN CORNER AS-4

9098 COOK ROAD  
RICHMOND, BC

CLASHING CITY & COOK ROAD

NORTH-SOUTH  
BUILDING  
SECTION

DATE: 10.10.10  
BY: [Signature]  
CHECKED: [Signature]  
SCALE: 1/8" = 1'-0"  
PROJECT: WTL  
PROJECT NO.: 1000-1010



## City of Richmond

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

## Development Application Data Sheet

**RZ 10-557918**

**Attachment 3**

Address: 9099 Cook Road

Applicant: W. T. Leung Architects Inc.

Planning Area(s): North McLennan Sub-Area Plan, City Centre Area Plan

	Existing	Proposed
<b>Owner:</b>	Concord Pacific Developments Inc.	Concord Pacific Developments Inc.
<b>Site Size (m<sup>2</sup>):</b>	3,863 m <sup>2</sup>	3,863 m <sup>2</sup>
<b>Land Uses:</b>	vacant lot	multi-family consisting of approximately 142 units
<b>OCP Designation:</b>	Mixed Use	Multi-family residential, which is supported by the Mixed Use designation
<b>Area Plan Designation:</b>	Residential Area 1 in the McLennan North Sub-Area Land Use Map	Residential Area 1 in the McLennan North Sub-Area Land Use Map
<b>Zoning:</b>	Single Detached (RS1/F)	High Rise Apartment (ZHR9) – North McLennan (City Centre)
<b>Number of Units:</b>	1 demolished single-family dwelling	approximately 142 units including 11 townhouse units and 7 affordable housing units
<b>City Centre Area Plan (Generalized Land Use Map):</b>	Urban Centre T5	Urban Centre T5

On Future Subdivided Lots	Proposed High Rise Apartment (ZHR9) – North McLennan (City Centre) Bylaw 8782	Proposed	Variance
<b>Floor Area Ratio:</b>	Max. 3.12 FAR (provided 5% of the permitted FAR is secured as affordable housing in accordance with City policy; otherwise, the maximum density is no greater than 2.4 FAR)	3.12 FAR	none permitted
<b>Lot Coverage – Building:</b>	Max. 70%	67.79%	none
<b>Lot Size (min. dimensions):</b>	3,800 m <sup>2</sup>	3,863 m <sup>2</sup>	none
<b>Setback – Garden City Road (m):</b>	Min. 6 m	6 m	none



On Future Subdivided Lots	Proposed High Rise Apartment (ZHR9) – North McLennan (City Centre) Bylaw 8782	Proposed	Variance
Setback – Cook Road (m):	Min. 3 m Building façade treatment may encroach up to 0.4 m	3 m Feature building façade: 2.6 m	none
Setback – east lot line (m):	Min. 10 m Porches may encroach 2m	10 m Porches encroach 2 m	none
Setback – north lot line (m):	Min. 3 m	3 m	none
Height (m):	47.0 m geodetic	46.7 m geodetic	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4/residential unit, 0.9/affordable housing unit and 0.2 per unit for visitors  Residential: 196 Visitor: 29	Residential: 196 Visitor: 26	none  Shortfall address through TDM strategy
Tandem Parking Spaces:	Permitted	23 tandem stalls (providing 46 parking spaces)	none
Amenity Space – Indoor:	100 m <sup>2</sup>	243.84 m <sup>2</sup>	none
Amenity Space – Outdoor:	852 m <sup>2</sup>	876.65 m <sup>2</sup>	none

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

eckford + associates  
landscape architecture

1400 West 2nd Avenue, Suite 200, St. Louis, MO 63103  
Tel: 314.433.8888 Fax: 314.433.8889  
www.eckfordassoc.com

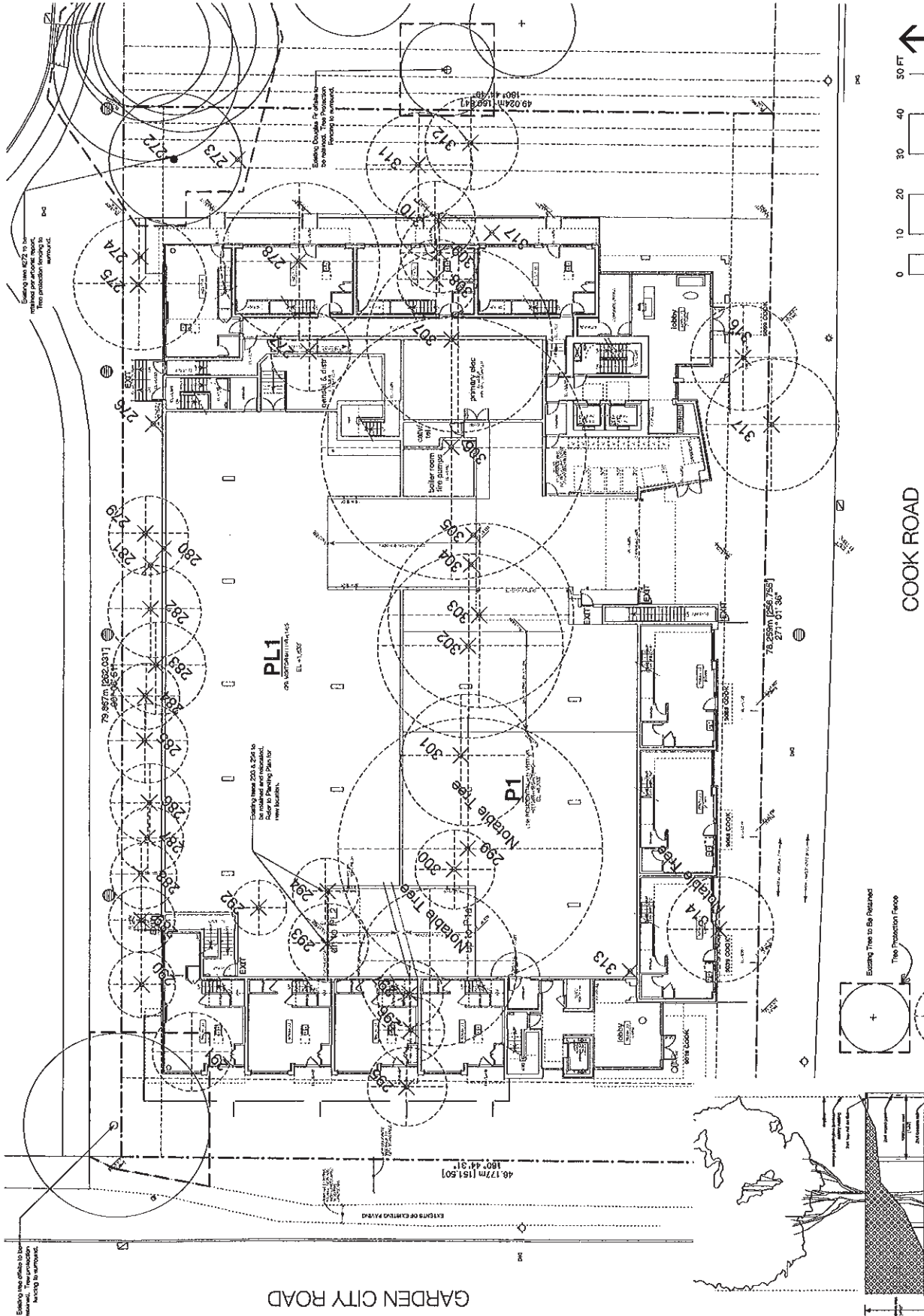
No. Date Revision Notes  
1 4/28/11 Initial Design  
2 6/1/11 Revisions per City Comments

No. Date Issue Notes  
A 5/1/11 Issue for DP  
B 5/2/11 Issue for Review  
C 11/4/11 Issue for Review  
D 12/20/11 Issue for Review / DP  
E 4/28/11 Issue for Review / DP  
F 6/6/11 Background for Review

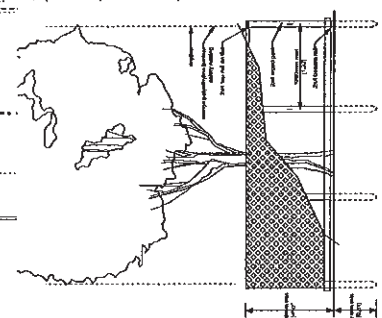
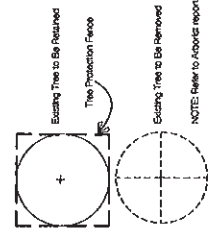
Garden City +  
Cook Road  
Richmond, SC

Tree Management  
Plan

Client: Garden City + Cook Road	
Project: Tree Management Plan	Sheet: 2/2000
Scale: 3/32" = 1'-0"	Author: L1
Date: 04/28/2010	Drawn: 7



COOK ROAD



GARDEN CITY ROAD



**eckford + associates**  
landscape architecture

14000 Old Farm Road, Suite 200  
Richmond, VA 23234  
Tel: 804.771.1111  
Fax: 804.771.1112

No.	Date	Revision Notes
1	4/28/11	Revised per City Comments
2	8/1/11	Revised per City Comments

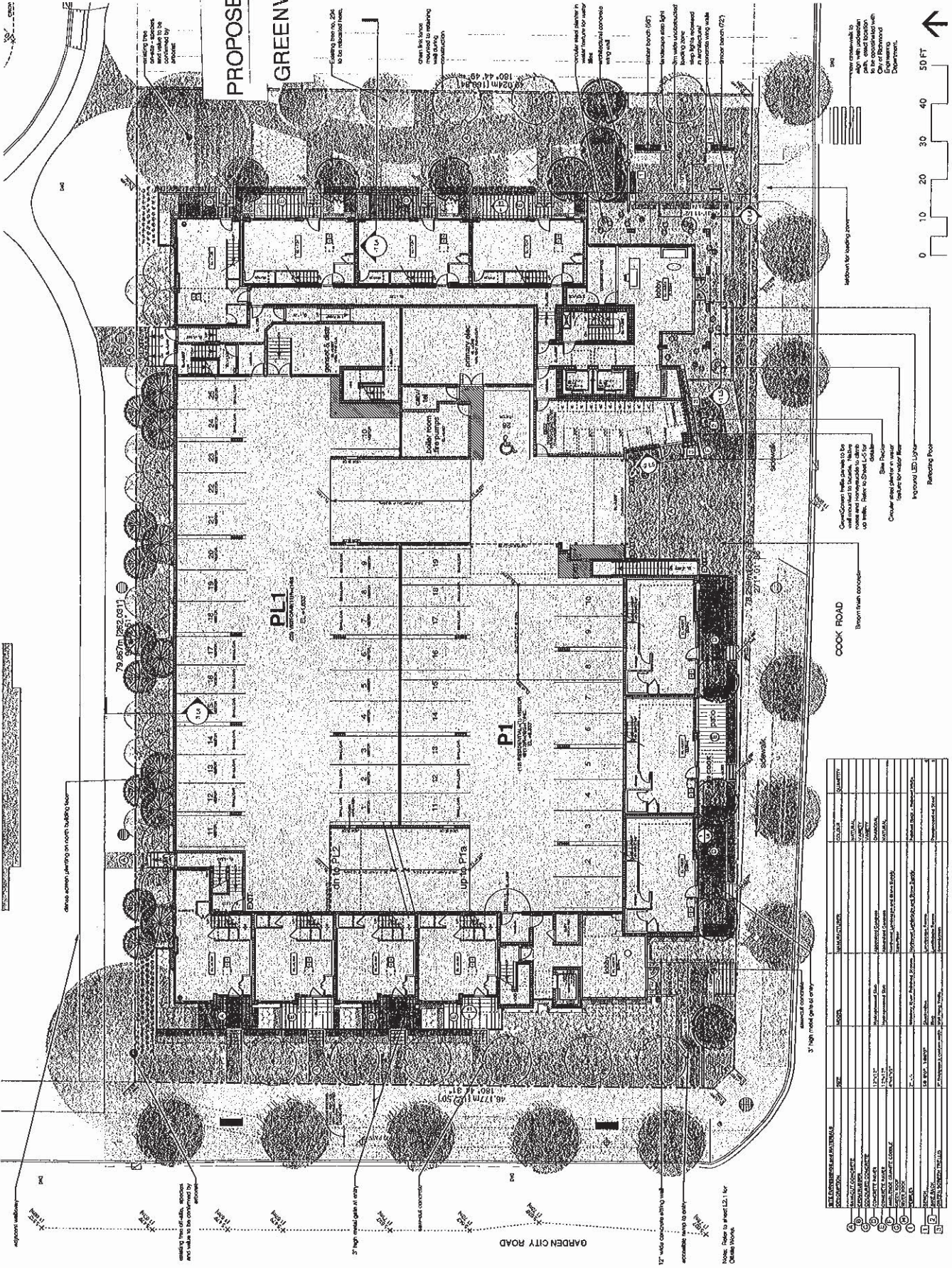
# PROPOSED NEW GREENWAY

Issue	Issue No.	Issue Description
A	8/1/10	Issue for DP
B	10/27/10	Issue for Review
C	1/23/11	Issue for Review
D	1/23/11	Issue for Review
E	4/23/11	Issue for Review
F	8/1/11	Issue for Review

**Garden City + Cook Road**  
Richmond, SC

**Landscape Ground Level**

Project Name	Garden City + Cook Road
Project No.	21033
Scale	1" = 20'
Sheet No.	L2
Sheet Count	7
Date	8/1/2010



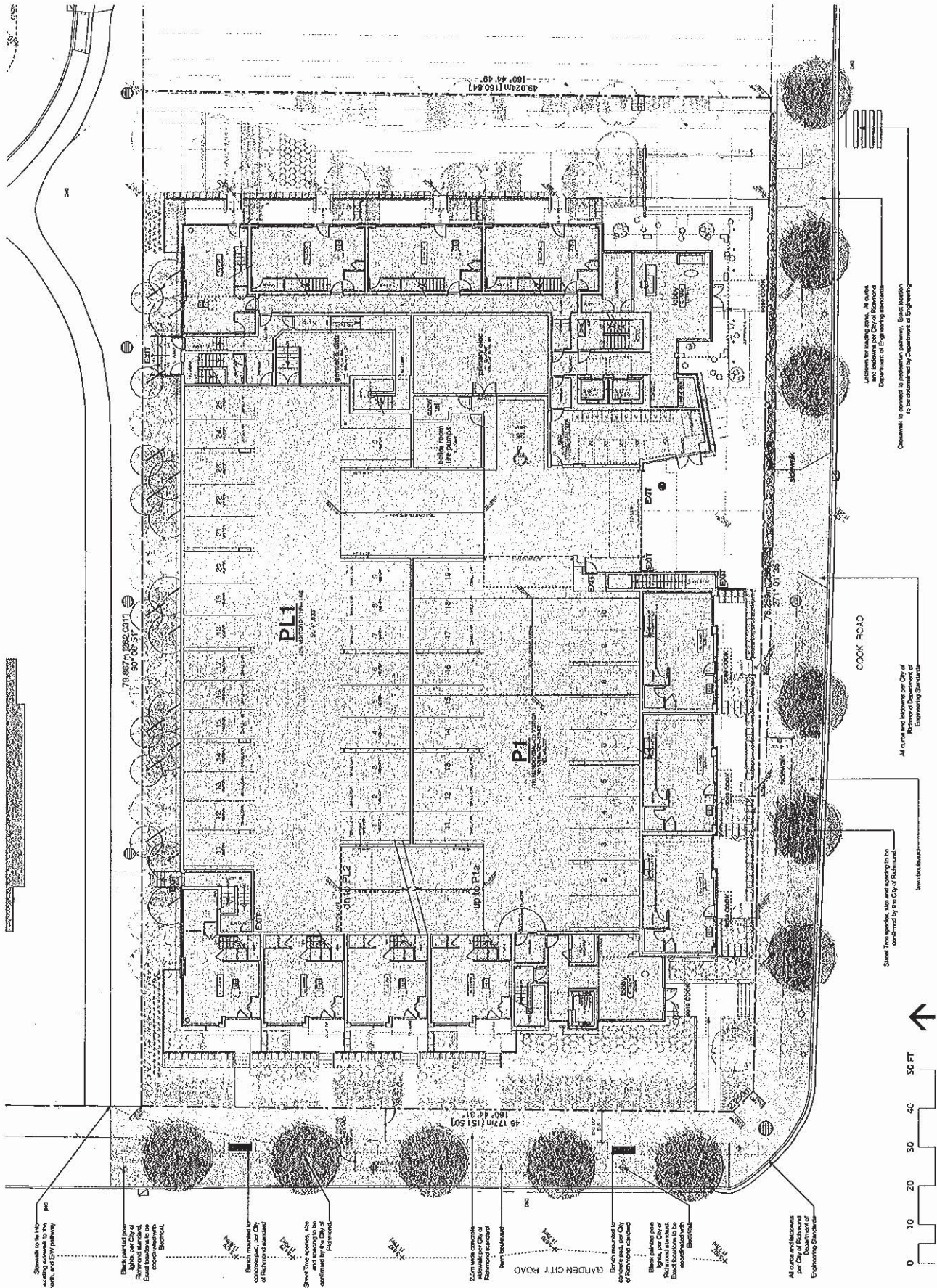
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6	CONCRETE	1000	CU YD
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8	CONCRETE	1000	CU YD
9	CONCRETE	1000	CU YD
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[illegible]



**Landscape  
Ground Level  
Offsite Works**

[illegible]



No.	Date	Issue Notes
A	6/17/70	Issue for DP
B	10/27/70	Issued for Reviewer
C	11/16/70	Issued for Randomer
D	12/23/70	Issued for Reasoning/DP
E	4/28/71	Issued for Reasoner to City Council
G	6/2/71	Re-issued for Reasoning

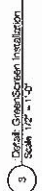
Garden City +  
Cook Road

All Rights Reserved by RACOMAR S. de C.V. All Rights Reserved This document is not to be used for reproduction without the consent of RACOMAR S. de C.V.	Project # 21000 Date 10-10-2010 Issued by 15 of 7
Project # 21000 Date 10-10-2010 Issued by 15 of 7	Project # 21000 Date 10-10-2010 Issued by 15 of 7

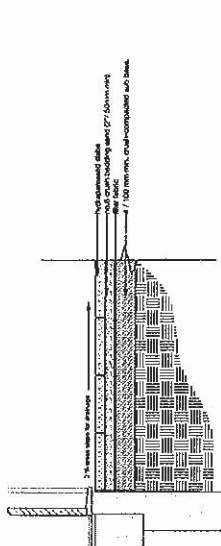


will mount custom about through clients.

2 West Elevation: Vine Trails at Tower Lobby Entrance  
Scale: 1/4" = 1'-0"





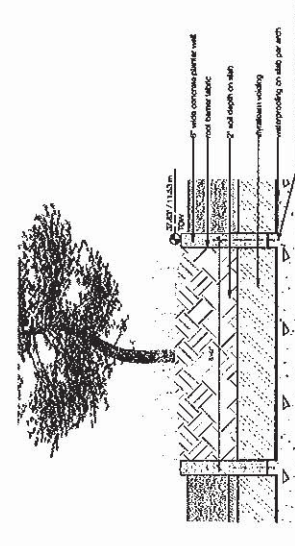


Concrete Unit Pavers on Slab (Slab Elev 37.83')

Concrete Unit Pavers on Sub (Slab Elev 34.427)  
Scale: 1:12

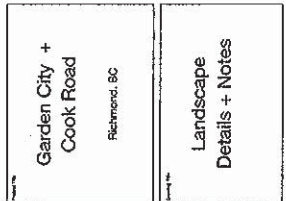
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B	10/27/79	Issued for Reviewer
C	1/16/80	Issued for Reviewer
D	10/23/80	Issued for Reasoning / DP
E	12/21/81	Issued for Reasoning to City Comments
F	6/8/81	Re-issued for Reasoning

1994



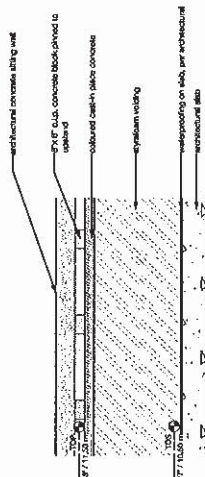
Detail Section - Wall/curtain at edge of water feature

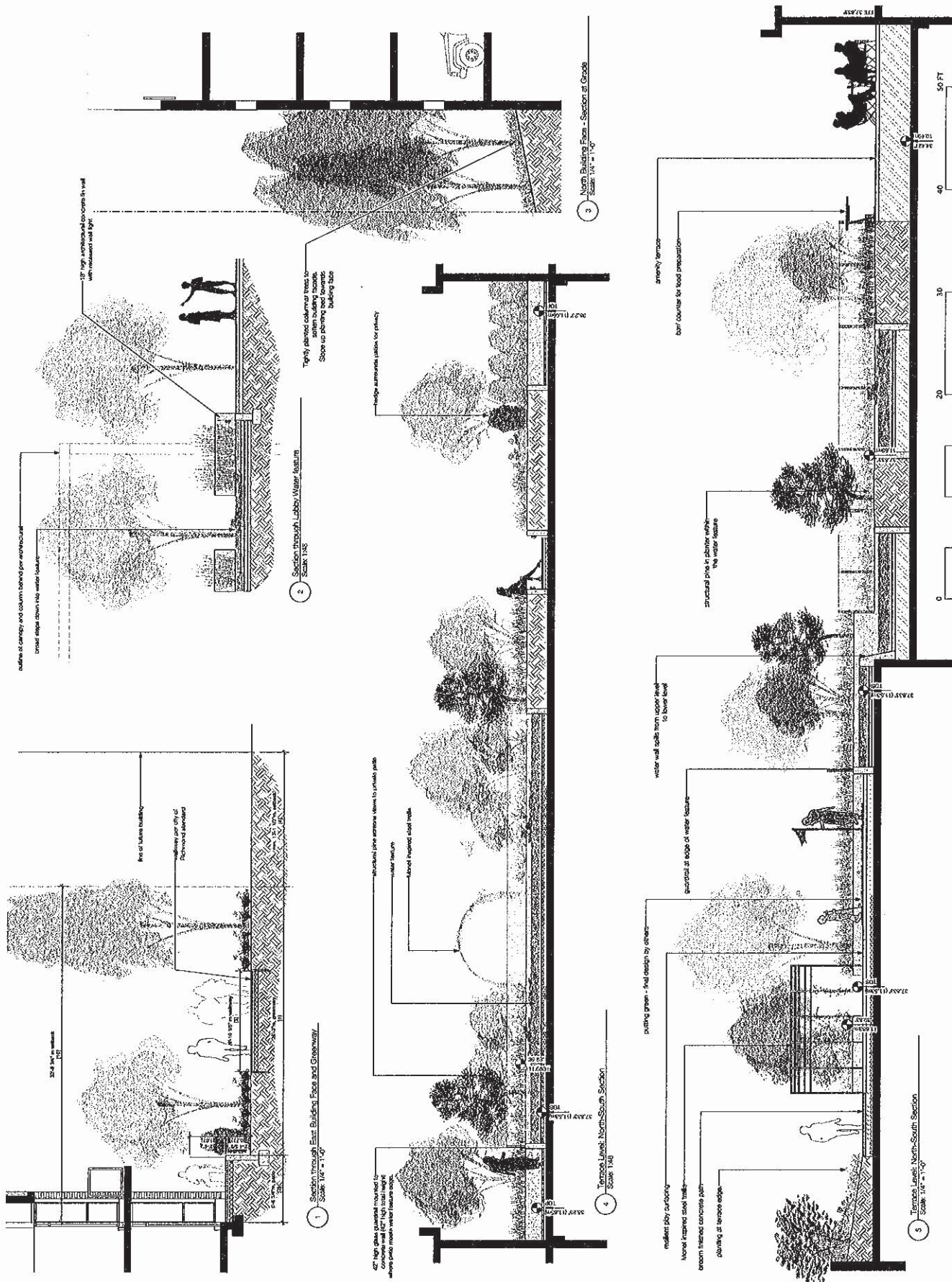
Detail Section: Low Wall at Edge of Water Feature



**References**

7 Detail Section / Elevation: Low Wall at Edge of Water Feature









**Rezoning Considerations**  
**9099 Cook Road**  
**RZ 10-557918**

Prior to final adoption of Zoning Amendment Bylaw 8782, the developer is required to complete the following:

1. 4 m x 4 m corner cut at southwest property line (Garden City/Cook Road);
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review;
3. Submission of a Tree Survival Security to the City for the following:
  - a. \$5,000 for the one (1) tree to be retained on-site;
  - b. \$2,500 per tree for each of the two (2) trees to be relocated on-site. In addition to the security, a letter of undertaking, from a reputable tree moving company, is required to ensure that the two (2) trees identified for relocation are successfully transferred to an alternate on-site location.The security will be held subject to the Tree Preservation Coordinator's satisfaction that the long-term survival of the trees is established
4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site;
5. Registration of an aircraft noise indemnity covenant on title;
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC;
7. City acceptance of a voluntary contribution by the applicant of \$1,174,371 (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, and road construction: \$124,692). Land cost repayments are to be deposited into the Industrial Use Reserve and road construction repayments are to be deposited into an account as determined by Transportation Engineering. This non-refundable sum applies during the 2011 calendar year and will be adjusted upward by 6% per annum to account for holding and carrying costs if the full amount is not received during the 2011 or any subsequent calendar year.
8. Voluntary contribution of \$15,300 to upgrade traffic signals at the Garden City/Cook Road intersection that includes an audible pedestrian signal;



9. City acceptance of a voluntary contribution of \$8,032 (to City Account 2221-10-000-14905-0000) based on consortium committed upgrades for the North McLennan drainage area;
10. City acceptance of a voluntary contribution of \$73,947 to the City's Public Art fund (based on a rate of \$0.60/ft<sup>2</sup> applied to the maximum permitted market Floor Area Ratio (FAR)), or provision of a legal agreement confirming provision of the public art and the terms of the contribution;
11. City acceptance of a voluntary contribution of \$500,000 to contribute to the following Garden City Community Park enhancements:
  - a. Tennis court paving
  - b. Arboretum
  - c. Signage
  - d. Landscape development; and
  - e. Shoreline enhancement.

Projects will be coordinated by Parks staff and consultants may be retained for various design aspects. Coordination, construction and installation will be undertaken by a combination of Parks and Public Works crews, as well as outside contractors as required;

12. Registration of the City's standard Housing Agreement to secure 7 affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area (based on the total permitted residential FAR). Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
1 bedroom	1	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$875	\$35,000 or less
2 bedroom	6	70 m <sup>2</sup> (753 ft <sup>2</sup> )	\$1,063	\$42,500 or less

\*\* May be adjusted periodically as provided for under adopted City policy.

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. Registration of a legal agreement on title specifying the allocation of specific parking stalls (stall #3, 7, and 10 within the ground level of residential parking) for the sole use of the Cook Road fronting townhouse units;
15. Registration of an 8.0 m wide Public Right of Passage (PROP) Right-of Way (ROW) along the eastern portion of the subject site, which exempts the loading space area, to secure the introduction of a north-south greenway. The terms associated with the agreement include:
  - a. Following satisfactory completion, the City will be accountable for maintenance and liability of the hard surface path;

- b. The minimum width of the hard surface path will be 3 m, with the exception of necessary narrowing;
  - c. Maintenance and liability associated with the landscaped width of the north-south greenway will remain with the private landowner(s); and
  - d. Installation of appropriate signage at both ends of the greenway to notify users that the path is available for public use; and
- 16. Enter into the City's standard Servicing Agreement to design and construct comprehensive offsite works. Works include, but are not limited to:
  - a. A 2 m wide concrete sidewalk along Cook Road adjacent to the property line, and a minimum 1.5 m wide landscaped boulevard;
  - b. To accommodate the increased pedestrian volume anticipated resulting from the continuation of the north-south greenway, a marked and signed pedestrian crosswalk is to be introduced to facilitate movement across Cook Road;
  - c. The design of the north-south Garden City Road greenway is to include a meandering shrub border, a double row of trees, curb and gutter, black painted light poles and a minimum 2.5 m wide pathway. Two (2) benches, similar to those located north of the site are to be included in the design. The pathway is required to connect to the Garden City Road east-west sidewalk on the south side of Hemlock Drive;
  - d. Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road in accordance with the terms agreed with Transportation Engineering as part of the Transportation Demand Management (TDM) strategy approved by Transportation Engineering;
  - e. Construction of a new 200 mm diameter sanitary sewer that is approximately 90 m in length from a new manhole at the east property line to the existing manhole located at the intersection of Cook Road and Katsura Street (MH10510); and
  - f. Upgrade the existing sanitary between two manholes fronting 9333 Alberta Road from 200 mm to 250 mm diameter.

Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:

- 1. Contribute \$22,000 toward a bus shelter in accordance with the terms of the Transportation Demand Management (TDM) strategy approved by Transportation Engineering;
- 2. Undertake design development of the proposed north-south greenway to the satisfaction of Planning and Parks;

Prior to Building Permit\* issuance, the developer must complete the following requirements:

- 1. 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;



2. Certification by a registered professional that any required noise insulation measures may be installed according to recommendations in the required acoustic report;
3. Fire flow calculations based on the Fire Underwriter Survey confirming adequate available flow is required at the Building Permit stage.
4. 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 (<http://www.Richmond.ca/services/ttp/special.htm>)
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:

\* ***This requires 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.***

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Signed (original on file)

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8782 (RZ 10-557918)  
9099 COOK ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 19.9 thereof the following:

**19.9 High Rise Apartment (ZHR9) – North McLennan (City Centre)**

**19.9.1 Purpose**

The **zone** provides for high-rise apartments, mid-rise apartments, **town housing** and compatible **uses**.

**19.9.2 Permitted Uses**

- child care
- housing, apartment
- housing, town

**19.9.3 Secondary Uses**

- boarding and lodging
- community care facility, minor
- home business

**19.9.4 Permitted Density**

1. The maximum **floor area ratio** is 3.12, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.

**19.9.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 70% for **buildings** and **landscaped** roofs over **parking spaces**.

**19.9.6 Yards & Setbacks**

1. The minimum public **road setback** is:
  - a) 6.0 m from Garden City Road;
  - b) 3.0 m from Cook Road; and
  - c) **Building** façade treatment may project into the Cook Road public **road setback**, but shall be no closer to the **lot line** than 2.6 m. Such an encroachment must be treated as specified in a Development Permit approved by the **City**.
2. The minimum **setback** from the east **lot line** is 10.0 m. Unenclosed **porches** may project into the required **setback** for a distance of not more than 2.0 m.
3. The minimum **setback** from the north **lot line** is 3.0 m.



**19.9.7 Permitted Height**

1. The maximum **height** for a **principal building** is 47.0 m geodetic.
2. The maximum **height** for **accessory structures** is 5.0 m.

**19.9.8 Subdivision Provisions/Minimum Lot Size**

1. There are no minimum **lot width** or **lot depth** requirements.
2. The minimum **lot size** is 3,800.0 m<sup>2</sup>.

**19.9.9 Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

**19.9.10 On-site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

**19.9.11 Other Regulations**

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. 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 **HIGH RISE APARTMENT (ZHR9) – NORTH McLENNAN (CITY CENTRE)**.

P.I.D. 028-103-327

Lot A Section 10 Block 4 North Range 6 West New Westminster District Plan BCP42993

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8782”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>MB</i>
APPROVED for legality by Solicitor
<i>BB</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER