



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: February 27, 2009

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 05-317846

Re: Application by ATI Investments Ltd. for Rezoning at 8420 Westminster Highway and 6140, 6160, 6180 Cooney Road from "Townhouse & Apartment District (R3)" to "Comprehensive Development District (CD/202)"

Staff Recommendation

That Bylaw No. 8472 to create "Comprehensive Development District (CD/202)" and for the rezoning of 8420 Westminster Highway and 6140, 6160, 6180 Cooney Road from "Townhouse & Apartment District (R3)" to "Comprehensive Development District (CD/202)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

FM:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

ATI Investments Ltd. has applied to the City of Richmond for permission to rezone 8420 Westminster Highway and 6140, 6160, 6180 Cooney Road (**Attachment 1**) from "Townhouse & Apartment District (R3)" to "Comprehensive Development (CD/202)" in order to permit development of a 10-storey high-rise residential building with approximately 80 units, including six (6) accessible units that incorporate all the basic universal housing features and approximately 112 parking stalls.

Findings of Fact

The proposed development, subject of this report, has resulted from a cooperative effort between the applicant and City staff involving revisions and adjustments to achieve the general planning and urban design objectives for this area envisioned in the City Centre Plan, which is currently pending final approval.

This application remained on hold for a substantial period of time due to the City requesting incorporation of the 6180 Cooney Road site as part of the proposed development site; the reason for this request was the critical need to achieve the extension of the existing east-west lane parallel to Westminster Highway to Cooney Road. Following extensive negotiations, the applicant was able to incorporate the subject site in the proposal, adjust the design and submit a revised development application. A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Project Description

The subject development includes a total of 80 units in a building that varies in height from four-storey podium along most of the Westminster Highway site, and at the south of the building on Cooney Road, to a 10-storey mass at the southeast corner of Westminster Highway and Cooney Road. The building presents a continuous building frontage along both Westminster Highway and Cooney Road. The continuous four-storey residential podium extends for most of the frontage along Westminster Highway with a 10-storey tower mass anchoring the corner at the intersection of Cooney Road and Westminster Highway. The mass of the building along Cooney Road gradually steps up from four-storey at the south lane to the 10-storey mass at the northwest corner of the site. Units in the lower level of the building along both Cooney Road and Westminster Highway have direct access from the street; access to the rest of the units is from an internal corridor. The main entrance to the building is at the corner of Cooney Road and Westminster Highway.

Parking is provided in three (3) levels above the street and 1/2 parking level below the street elevation. The parkade is hidden from views from the street by the four-storey residential podium along Westminster Highway on the north side and the terraced residential block along Cooney Road on the west. Access to the parking levels is provided from the east-west lane along the south edge of the site, which will be extended to Cooney Road as a result of the proposed development (**Attachment 3**).

A landscaped outdoor amenity area is provided on top of a portion of the parkade on the east side of the stepping mass of the building, which extends in a north-south orientation. This outdoor area has access from the main indoor amenity space, at level four.

Surrounding Development

The proposed revised City Centre Area Plan (CCAP) for Richmond's downtown that is pending final approval places the subject development site at the interface between two (2) different Land Use Designations within the Brighthouse Village; "General Urban (T4)" for Mixed-Use Low-Rise Residential and Limited Commercial designation that allows for grade-oriented housing in the form of high-density townhouses and limited commercial uses to the east and north, and the "Urban Core (T6)" designation to the west, for Mixed-Use High-Rise Residential, Commercial and Mixed-Use that allows high-density, high-rise residential and mixed-use developments in the form of towers with podium street wall bases. The proposed development site is close to public amenities and has easy access to current and future transportation corridors and facilities.

The proposed development site is presently occupied by a number of single-storey housing units on four (4) lots zoned "Townhouse & Apartment District (R3)". One of the lots fronts on Westminster Highway and the three (3) other lots front onto Cooney Road.

The immediate context surrounding the development site is as follows:

- To the North: Across Westminster Highway, a three-storey apartment building over one (1) storey on-grade parkade on a parcel zoned "Townhouse & Apartment District (R3)";
- To the East: An older three-storey apartment building on one (1) storey on-grade parking level on a parcel zoned "Townhouse & Apartment District (R3)";
- To the South: Older single family residences on sites zoned "Single-Family Housing District, Subdivision Area E (R1/E)"; and
- To the West: Across Cooney Road, a single-storey commercial building (Pizza-Hut) on a small lot and a 15-storey Residential high-rise tower further to the west, on parcels zoned "Downtown Commercial District (C7)"

Related Policies & Studies

Richmond Official Community Plan (OCP):

Existing City Centre Area Plan (CCAP)

The current City Centre Area Plan designates the subject site as "Residential", allowing for a range of housing types from single-family to multiple-family housing. The proposed Residential land uses comply with the current Official Community Plan (OCP).

City Centre Area Plan (CCAP) Update

The City Centre Area Plan (CCAP) for Richmond's downtown, which is anticipated to get its final adoption in early 2009, designates this site as "Urban Centre (T5)" within the Brighthouse Village that provides for and encourages mixed multiple-family residential/commercial use and multiple-family residential developments with a maximum density up to 2.0 Floor Area Ratio (FAR) for non-residential uses, (a 1.2 FAR base density, plus 0.8 FAR bonus for affordable housing for residential and mixed-uses including residential).

- The proposed land uses meet the present OCP land use designations and satisfactorily reflects the Multiple-family Development Permit Guidelines. The proposed development also meets the intent of the new City Centre Area Plan with respect to land uses and density, and generally meets the applicable character Sub-Area Design Guidelines (Sub Area-B2 Mixed-Use Mid-Rise Residential & Limited Commercial).

Floodplain Management Implementation Strategy: In accordance with the City's Flood Management Strategy, the applicant is required to register a Flood Indemnity Covenant on title. Flood Construction level (FCL) for this site is 2.9 m (GSC).

OCP Aircraft Noise Sensitive Development (ANSD) Policy: The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area. The site is within the area designated as "Area 4-Aircraft Noise Notification Area" where "All Aircraft Noise Sensitive Land Uses may be considered" provided registration on title of a Aircraft Noise Sensitive Use Restricted Covenant prior to final adoption of Zoning Amendment Bylaw 8472 to notify potential purchasers of aircraft related noise, and a registered professional qualified in acoustics being engaged to prepare an Acoustic Report that recommends site-specific acoustic sound insulation; noise mitigation measures to be incorporated in the construction of the proposed development.

The registered professional retained should certify that any required noise insulation measures have been installed according to the report's recommendations before the building may obtain an Occupancy Permit. The report should support the provision of air conditioning, if necessary.

Further, maximum noise levels (decibels) within the dwelling units are expected to be no greater than the following:

Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

The applicant is required to register an Aircraft Noise Sensitive Use Covenant as a condition of Rezoning adoption by Council.

Environmental Review:

The applicant has indicated, in Schedule 2 of the Site Profile for the site involved in this rezoning, that a portion of the site had been used for some of the activities included in the category of "appliance, equipment or engine repair, reconditioning, cleaning or salvage solvent manufacturing or wholesale bulk storage".

Schedule 2 of the Site Profile was forwarded to the Ministry of the Environment (MOE) for investigations of the conditions in the site, remediation planning and remediation that might have to be done as part of the development process, following the rezoning of the site. In this regard, MOE indicated that the rezoning and Development Permit process can proceed, as the specific activities listed do not require the Ministry of Environment issuing a letter under Contaminated Sites Regulations allowing the City of Richmond approval of the subject rezoning and ensuing Development Permit.

Consultation

The Richmond Official Community Plan (OCP) Bylaw Preparation Consultation Policy provides direction regarding the consultation requirements for an OCP amendment. As no OCP amendment is required for this development proposal, and as it meets the goals of the City Centre Area Plan which was approved in principle by Council following an extensive public consultation process, consultation with external agencies, organizations and authorities in regard to this specific rezoning proposal was not required.

Public Input

The rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing; no further consultation was carried out prior to the preparation of this report. The applicant has forwarded confirmation that a development sign has been posted on the site and, to date, staff has not received any letter of objection.

The statutory Public Hearing will provide area residents and business and property owners an opportunity to comment on the application.

Staff Comments

Road Network, Dedications and Right-of-Ways

- This development will enhance the existing road network and also contribute to implement the long-term City Centre road network as envisioned in the City Centre Area Plan.
- The proposed development will transfer a significant amount of land to the City, through a combination of road dedication and right-of-ways (ROWs) to achieve completion of the City Centre road network, including extension of the east-west lane that runs parallel to Westminster Highway to Cooney Road and the required widening along Westminster Highway and Cooney Road to implement left-turning lanes and a new bike lane along Cooney Road (**Attachment 4**). The applicant intends the dedication of the Public Right-of-Passage (PROP) ROW areas prior to registration of Strata Plans and issuance of Final Building Permit inspection for occupancy of the building. Transfer of land to the City will be secured by way of an option to dedicate/purchase purchase agreement for a nominal amount over these areas.
- Improvements to Cooney Road and Westminster Highway include enhanced pedestrian and cyclist crossing at the intersection of these two major roads; the proposed development will contribute \$12,000 for an Accessible Pedestrian Signal at the intersection.
- Extension of the east-west lane to Cooney Road along the south property line will greatly enhance and facilitate vehicular access to and from the long area of mid-rise residential buildings fronting Westminster Highway, between Cooney Road on the west and Garden City Road on the east.
- Extension of the existing lane parallel to Westminster Highway to Cooney Road will create a small remaining lot on the south side of the proposed lane extension. This lot (Area "A" in Attachment 4) will be transferred to City's ownership prior to completion of the proposed development via an offer to purchase for a nominal amount (**Attachment 5**).
- Prior to issuance of Building Permit, a construction parking and traffic management plan will be provided to the Transportation Division

Parking and Circulation

- The proposed total of 122 parking spaces provided as part of the proposed development meets the City Centre residential parking requirements of the Zoning Bylaw. Parking spaces, layout and circulation in parking levels are acceptable to Transportation Engineering.
- Parking provided in the building includes 106 parking spaces for residents and 16 visitors parking. Of the total of 122 parking spaces, 33 are small car parking spaces and seven (7) are handicap parking spaces, which will be assigned to the six (6) universal accessible units in the building and one (1) to visitors.
- Access to all parking, visitors and residents, is provided from the east-west lane along the south side of the proposed development. Access control to the parkade and the separation between visitor parking and residents' parking is achieved via overhead security doors.

- Loading/unloading and garbage/recycling collection service will take place off the laneway and is supported by Transportation Division.

Garbage & Recycling Comments

- The proposed location and size of the proposed garbage and recycling room is adequate to the needs of the proposed development. Proposed development includes a Garbage Compactor, as requested by staff.
- Proposed garbage and recycling room easily can accommodate the minimum requirements for this building. It provides space for a minimum of 6 to 8 recycling carts, 2 to 3 garbage containers on wheels (either 3 cu. yd. or 4 cu. yd.) and 1 cardboard recycling container on wheels (either 3 cu. yd. or 4 cu. yd.)
- Residents access the garbage/recycling room from the inside of the garage security gate. A double door is provided from the outside for collection service. The garbage/recycling room is level with the lane to facilitate servicing access and roll containers.

Servicing Capacity

ATI Investments signed a City letter dated March 6, 2006, agreeing to pay \$201,363, of which \$98,873 was for storm sewer and \$102,490 was for sanitary sewer works, for Developer Consortium Contributions catchment upgrades against the original three-lot application site. Now that the 6180 Cooney site has been added to the development site, a separate "Latecomers" contribution payment of \$1,553.24 for storm and \$2,563.12 for sanitary (total = \$4,116.36) is to be paid.

- A Servicing Agreement for road improvements and City utility upgrades is required as part of this development (**Attachment 5**). As part of the Servicing Agreement approval, an updated Storm, Water and Sanitary Sewer capacity analysis is required. Any upgrades identified via the capacity analysis must be included in the Servicing Agreement.
- The existing Statutory Right-of-Way registered on 6140, 6160 and 6180 Cooney Road (ROW Plan 31316) must be discharged from the site prior to construction. Any new ROW's required as a result of this discharge will be incorporated into the Servicing Agreement.

A summary of Rezoning Considerations, as concurred to by the developer, outlining the conditions to be addressed prior to finalizing the rezoning and design improvements to the proposal at Development Permit stage is attached (**Attachment 5**).

Advisory Design Panel Comments

The rezoning application was reviewed by the Advisory Design Panel at its meeting of August 20, 2008. The Panel supported and provided comments (**Attachment 6**) on the proposed development as presented. Design development to incorporate the Panel comments will be addressed through the Development Permit process.

Analysis

City Centre Area Plan (CCAP)

The proposed land uses comply with the current City Centre Area Plan land use designations; however, the proposed development is also being assessed in relationship to the revised City Centre Area Plan (CCAP) for Richmond's downtown. At the Public Hearing on July 21, 2008, Council gave Third Reading to the new City Centre Area Plan (CCAP) for Richmond's downtown, the final adoption of which is anticipated in early 2009. The revised City Centre Area Plan designates this site, located in "Brighthouse Village", as "Urban Centre (T5)" and primarily intended for medium-density, mid-rise buildings.

- The new City Centre Area Plan encourages Mixed Multiple-Family Residential/Commercial and Multiple-Family Residential uses and a maximum density of 1.2 FAR for residential uses; an additional 0.8 FAR bonus is allowed if affordable housing is provided.
- The proposed development meets the current and new City Centre Area Plan land use and urban design objectives in terms of density, building mass, street wall frontage character, street orientation of lower level dwelling units, parking concealed from public view and the treatment of interface/transition area between building and street.
- The “Urban Centre (T5)” designation in the City Centre Area Plan limits the maximum building height to 25.0 m. however, the Plan also indicates that this height may be increased if enhancements to liveability on the site and its immediate context result from the additional building height. The proposed development at 30.75 m meets the City Centre Area Plan intent in that the additional building height allows for an increased separation to the existing neighbouring building, achieving a reduction in overlook and shading (**Attachment 7**). Location of the main building mass and proposed building height have resulted from a careful evaluation of the site planning and mass options available to achieve these objectives.
- Architectural character of proposed development also responds well to the desired “heavy”, street wall built form envisioned in the City Centre Plan for this area, at the transition between the high-rise tower forms in the “Urban Core” and the lower-rise buildings and densities of the “General Urban” areas on the east side of the City Centre core.

Proposed Comprehensive Development District (CD/202) Bylaw

The proposed Comprehensive Development District (CD/202) is based on the “Urban Centre (T5)” designation in the City Centre Area Plan that provides for non-residential, mixed-uses including residential uses, and residential uses. Specific aspects of the proposed Comprehensive Development District include, among others, the following:

- The proposed Comprehensive Development District (CD/202) is tailored to the unique characteristics of the proposed development and aims to achieving the overall density, character and urban design objectives for this area of the city centre.
- The maximum density permitted under the proposed Comprehensive Development (CD) bylaw for the site is 2.0 FAR. subject to the provision of Affordable Housing in keeping with the Affordable Housing Strategy and the CCAP.
The proposed development density of 2.0 FAR is based on the site area after the widening dedication along Westminster Highway. This approach recognizes the large road dedications required from the applicant in association with the proposal to provide for a new bike lane along Cooney Road and the extension of the east-west lane to Cooney Road, which will now be possible as a result of the applicant responding to the City’s request to incorporating the 6180 Cooney Road site into the proposal.
- Reduced building setbacks reinforce the urban design character and image objectives for this area of the City Centre and the desirable street-building relationship, which includes providing direct access from the street to the street-oriented units in the main floor and residential lobby oriented toward the corner.
- The maximum building height of 31.0 m is above the 25.0 m. considered in the CCAP for densities greater than 1.2 FAR in the area, however, the CCAP also make provision for additional building height if enhanced liveability on the subject site and neighbouring site(s) is achieved. The higher portion of the proposed building is concentrated at the corner mass, at Cooney Road and Westminster Highway and achieves the intent and objectives of the design guidelines regarding improved liveability.

Affordable Housing and Special Needs Housing

The proposed development application was submitted to the City in 2005, prior to the Richmond Affordable Housing Strategy coming into effect, therefore mandatory provision of an affordable housing component as part of the development proposal is not applicable in this specific case.

- However, in response to City Council's interest in providing affordable housing and recognizing the density granted to the site resulting from the "Urban Centre (T5)" designation in the City Centre Area Plan being used for crafting "Comprehensive Development District (CD/202)", proposes to make a cash contribution toward the City's Affordable Housing Reserve.
- The proposed \$326,859.52 amount of the cash contribution offered is equivalent to the contribution required under the Richmond Affordable Housing Strategy (\$4.0 per ft² of building area) for apartment or mixed-use developments involving 80 or less residential units.
- The proposed development includes six (6) units would comply with all the required Basic Universal Housing features to make them accessible to a person with a disability, as described in the Zoning Bylaw. These features include, among others:
 - Each dwelling unit and amenity space accessible to a person with disability from a public road and from the parking floors;
 - automated door openers at main entry and common areas;
 - units with wider entry door opening and at least one (1) bedroom; and
 - one (1) accessible bathroom in every unit.
- In addition to the Universal Accessible units described above, every unit in the proposed development will include features that facilitate the process of "aging-in-place" such as providing backing for future hand rail installation in bathrooms and doors in units and common areas with opening devices that do not require tight grasping or twisting of wrist.

Public Art

The site is at a significant City Centre corner location, and an ideal opportunity to provide Public Art in compliance with the City Public Art Policy and Official Community Plan (OCP) Development Permit (DP) Guidelines.

- The applicant will contribute (\$.60/ ft²) for a total of \$49,027.12 to the integration of the Public Art as part of this development or as a contribution to the Public Art Statutory Fund for use in future Public Art projects.

Community Planning Costs

The developer proposes to provide a voluntary contribution based on a rate of \$0.25/ft², based on the maximum floor area ratio (FAR) to assist in paying for community planning costs associated with the preparation of the City Centre Area Plan, which has been approved in principle by Council and has been used as a reference in processing this rezoning application. The contribution would therefore be approximately \$20,427.97.

Indoor and Outdoor Amenity Space

- Indoor amenity space for the residents is provided on level four, with direct access to a roof terrace/gardens that embraces and connects to the landscaped roof and the children's play area located 1/2 level below. The area of the indoor amenity space provided in the building is approximately 133 m² (1430 ft²) and comply with the requirements of the Official Community Plan (OCP).
- Outdoor amenity area and gardens are well exposed to the sun coming from the south and southeast. The stepped mass of the building from north to south allows for good sun exposure of the outdoor amenity area/gardens over the roof of the parkade, at mid point between levels 3 and 4. Ramps from the fourth floor decks around the indoor amenity area provide access to the lower level outdoor amenity/gardens and children play area.
- The area allocated to outdoor amenity area/gardens is approximately 705 m² (7,590 ft²) and include a rubberized surface play area of approximately 45 m² (485 ft²). Outdoor amenity area provided complies with the requirements of the Official Community Plan (OCP).

Sustainability Aspects

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

- Use of locally/regionally harvested and manufactured products.
- Green roofs (pending resolution of issues re: availability of warranty/insurance) and planters helping to mitigate storm water run-off and urban heat island effect and drought resistant planting to reduce irrigation needs.
- Implementation of construction waste management plan to divert waste from landfill.
- Use of recycled material products or with recycled content where applicable.
- Low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and showerheads.
- Units will have efficient fixed lights, fans and cooling/heating equipment combined with increased occupant control to decrease energy consumption.

Urban Design & Site Planning

- The proposed location of the stepping building mass on the west side of the site, and the continuous four-storey residential podium along Westminster Highway have successfully resolved the mass and open space relationship to the adjacent existing three-storey apartment building to the east.
- The four-storey residential podium, the three-storey parkade and its landscaped roof/outdoor amenity area also contribute to a soft transition and adequate interface between the existing low-rise building forms to the east along Westminster Highway. Also, the mass of the proposed building along Cooney Road resolves the mass transition toward the areas westward from Cooney Road which include high-rise residential towers, as envisioned in the City Centre Area Plan.
- Along Cooney Road, the building mass stepping down from 10-storey at the Cooney and Westminster Highway corner of the site to four-storey toward the south, and the proposed 9.00 m wide lane extension to Cooney Road respond well and recognize the existing lower density, single-family residential context to the south.
- Proposed development includes the use of materials also found in newer buildings in the immediate urban context. The proposed four-storey podium along Westminster Highway is

clad in brick to relate to the older four-storey apartment building to the east and the recently completed high-rise residential tower at the northwest corner of the Cooney Road and Westminster Highway intersection.

- Main building mass at the corner incorporates substantial setbacks on the east and north sides that reinforce the strong and identifiable vertical feature mass that anchors the northwest corner of the site that, because of its contrasting cladding material (pre-finished aluminium panels and glazing) will establish a visual landmark at the Westminster Highway and Cooney Road intersection.
- Articulation of the building facades is achieved by the cantilevered balcony slabs and perimeter/edge planters along the south side of the building.
- Lower level units along Cooney Road and Westminster highway have raised garden/patios with front doors and front stoops along the street that provide interest and animation to the public realm. These units have direct access from the public street and their floor is approximately 0.60 m raised above the sidewalk, therefore providing for adequate privacy to the units on one hand, and opportunities for casual surveillance over the street, on the other.

The following issues identified by staff and design development recommendations, in addition to the recommendations provided by the Advisory Design Panel, are provided for further consideration during the Development Permit review process:

- Design development to the interface area between planters/low retaining walls of patio decks and edge of the public sidewalk along Westminster Highway and Cooney Road. Landscaped areas are required to provide adequate separation between public and semi-public spaces and widen the overall perception of the public realm. Cross-sections, including vertical and horizontal dimensions should be used to illustrate how this objective is achieved.
- Design development to the south elevation, especially the portion closer to Cooney Road required to reflect and bring some of the features of the west elevation around the corner, along a portion of the lane. This portion of the building will be exposed to direct views from pedestrians from the street.
- Design development still required to the west side of the parkade. Consideration to be given to provide cantilevered planters in combination with the proposed fenestrations or development of a "green wall" type of treatment to improve texture and detailing on this side of the parkade that will be exposed to direct views from existing building to the east.
- Recommend exploring the possibility of incorporating additional brick cladding. Although some material relationship with the buildings in the area has been achieved, it is still desirable to further the use of brick cladding in parts of the building along Cooney Road to reinforce this relationship to the surrounding built context.
- Recommend exploring reinforcing the presence of balconies on building elevations by introduction of coloured or frosted glass on balconies.
- Design development to the sculptural water feature with art glass at the corner of Cooney Road and Westminster Highway to introduce colour, illumination by night and a local theme, if possible.

Public Realm, Landscaping & Open Space Design

- A planter/railing combination is provided at the perimeter of the upper stepping floors and at the perimeter of the outdoor amenity area on the 3rd floor, on the roof of parkade to increase users safety, especially children using the play area of the common outdoor amenity area.
- Consider extension of the proposed arbour/or open beam structure in the space between the lawn area and the play area, and inclusion of vines/climbers to provide some shade in the summer months.
- Consider providing a green roof on top of the four-storey residential podium along Westminster Highway.
- Consider increasing the number of trees proposed within the site along Westminster Highway and placing them in a way (alternating with the boulevard trees) that achieves a double row of trees combined with a denser visual buffer to the street.

Crime Prevention Through Environmental Design (CPTED)

CPTED principles, and lighting and signage details will be reviewed and implemented through the Development Permit review process. General comments and recommendations on this matter are as follows:

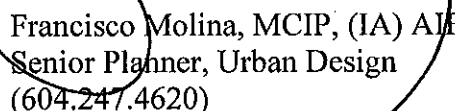
- Using of reflective white paint and minimizing amount of solid walls between split levels within the parkade.
- Using anti-graffiti paint on the lower level of the south elevation wall.
- Incorporation of glazing into vestibules and corridors to elevator lobbies and providing vision panels in all doors leading to public accessible areas (exit stairs).
- Identify a clear path from visitor parking area to elevator core.
- Low level lighting, pedestrian lighting or wall mounted fixtures to be considered along the streets and around the outdoor amenity space on the fourth level to increase casual surveillance from surrounding residential units

Financial Impact or Economic Impact

None.

Conclusion

Staff recommend this rezoning application be approved to proceed. Rezoning of the subject site complies with the intentions of the City Centre Area Plan as approved in principle by Council and on this basis, the proposed development density and land use is supportable. This development will enhance the character and quality of the public realm along Westminster Highway, one of the entrance corridors into the City Core. The proposed development will contribute to achieving the City's envisioned urban design objectives identified in the City Centre Area Plan and finally, complete the proposed road network for the area.



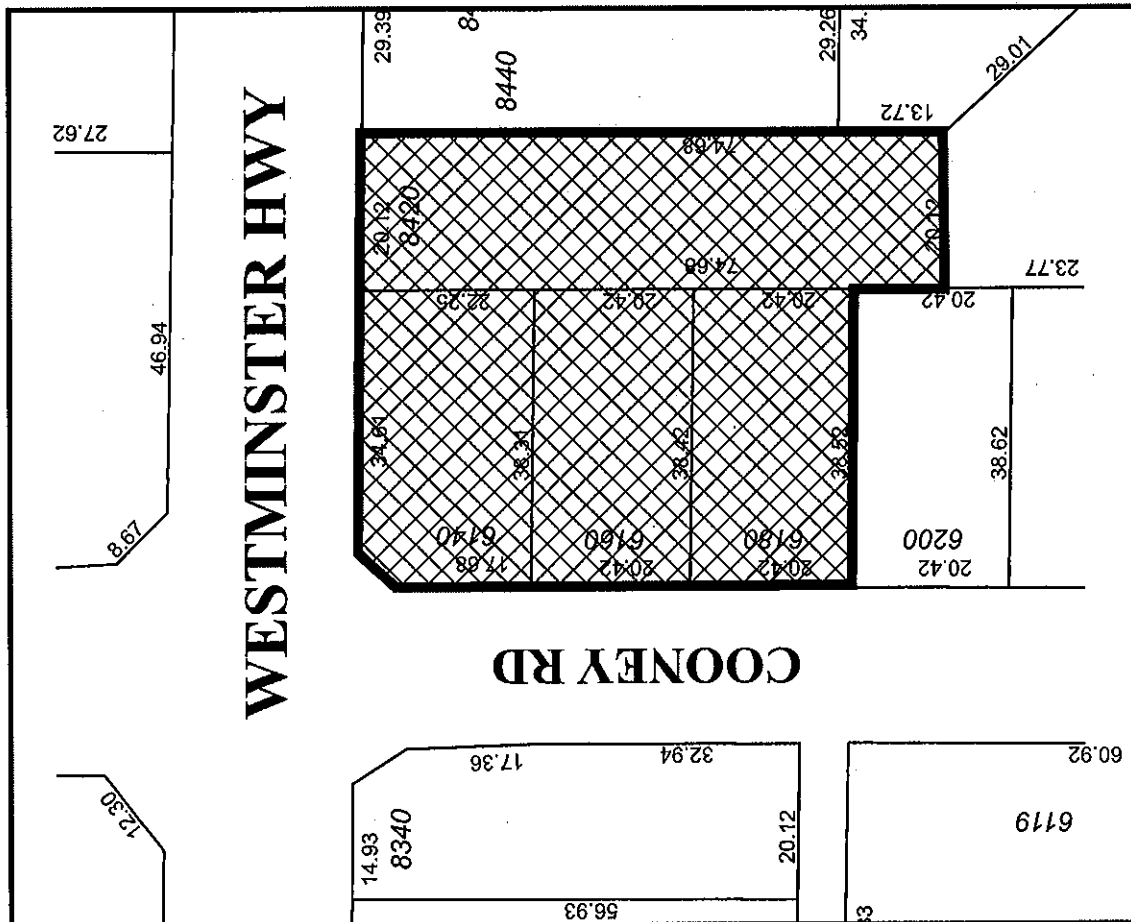
Francisco Molina, MCIP, (IA) AIBC
Senior Planner, Urban Design
(604.247.4620)

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PROPOSED REZONING



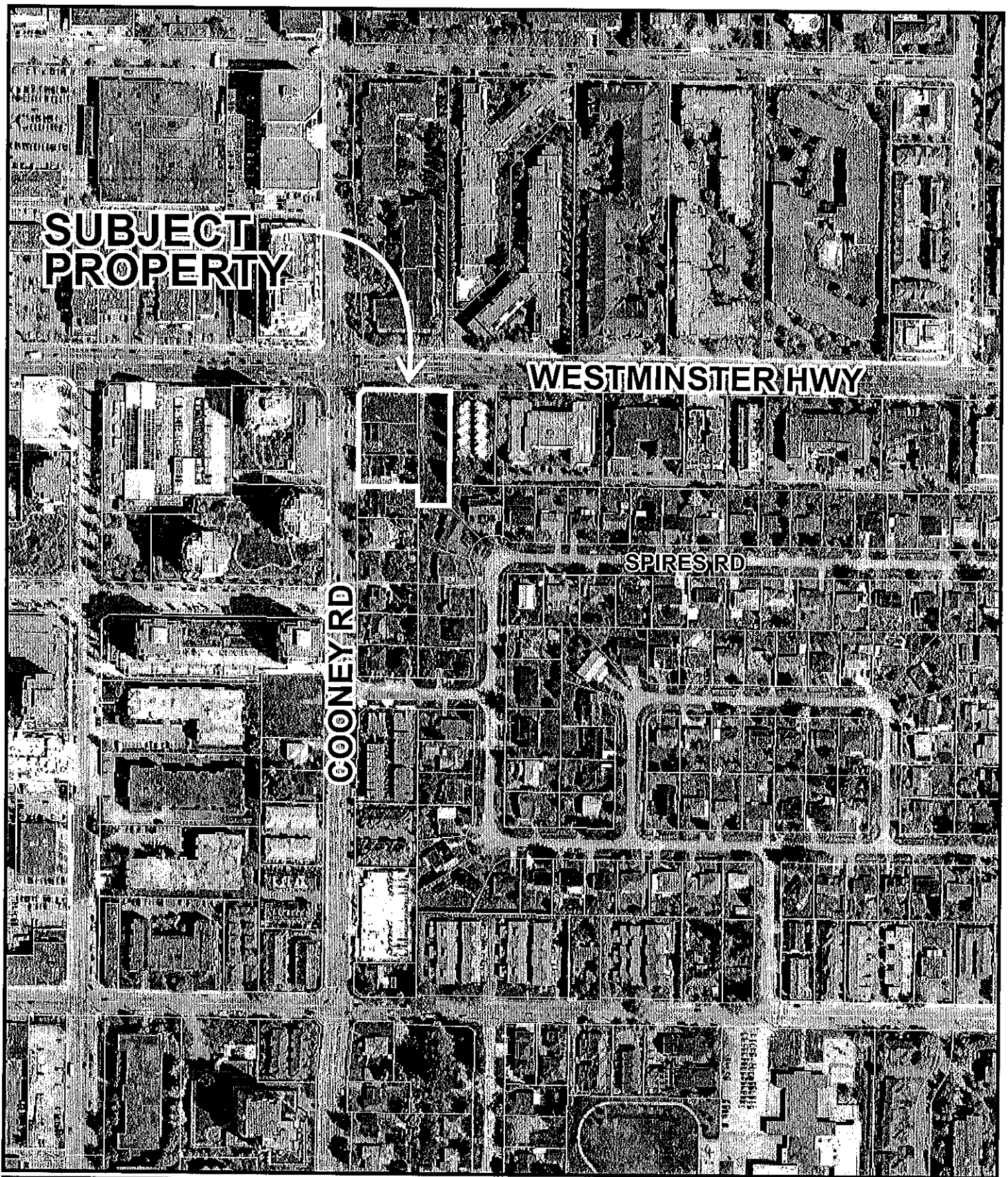
RZ 05-317846

Original Date: 12/12/05

Revision Date: 02/25/09

Note: Dimensions are in METRES

ATTACHMENT 1



RZ 05-317846

Original Date: 04/24/07

Amended Date: 07/21/08

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 05-317846

Attachment 2

Address: 8420 Westminster Highway and 6140, 6160, 6180 Cooney Road

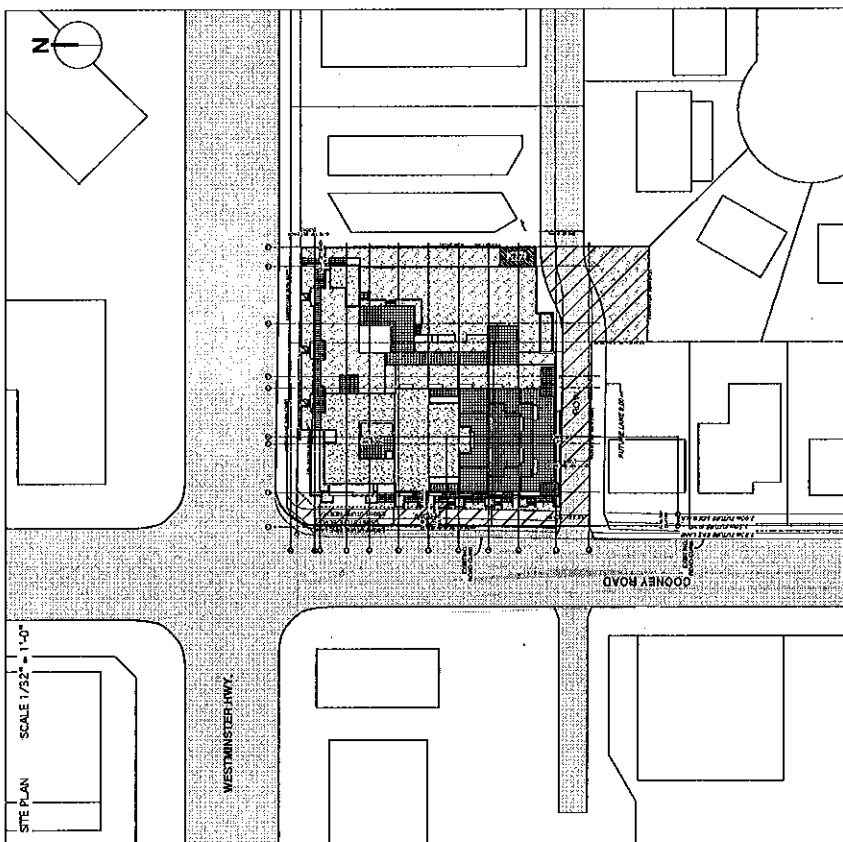
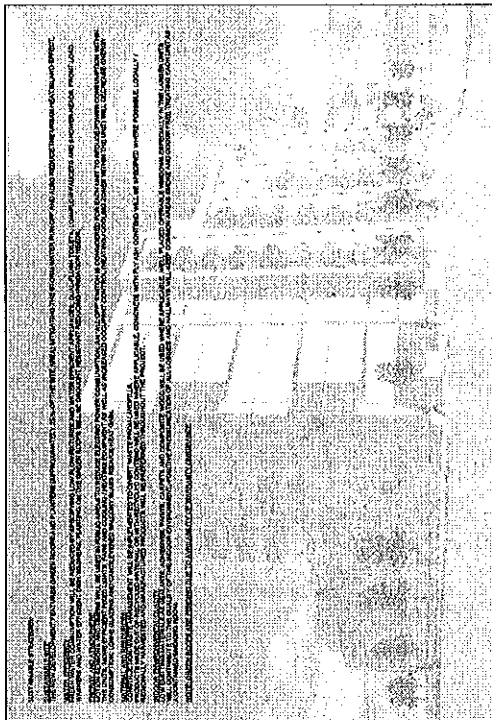
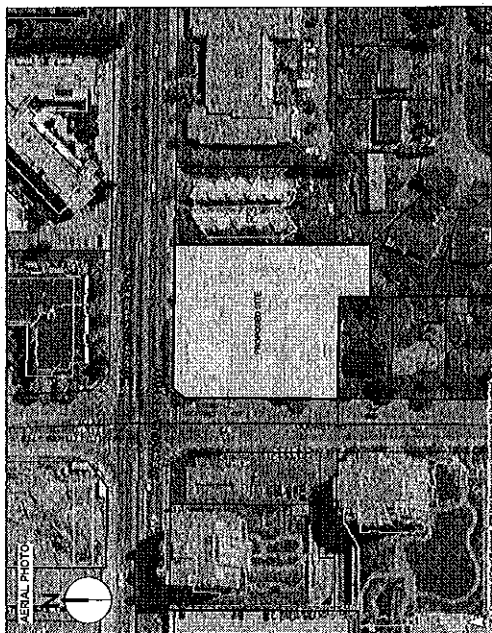
Applicant: ATI Investments Ltd.

Planning Area(s): City Centre Area Plan (Brighthouse Village in new CCAP)

	Existing	Proposed
Owner:	ATI Investments Ltd.	
Site Size (m²):	3,908.4 m ² (42,069.67 ft ²)	3,795.78 m ² (40,857.44 ft ²)
Land Uses:	Single Family Residential	Medium Density – Street-oriented Townhouse and Mid-Rise Multiple Family Residential
OCP Designation:	Neighbourhood Residential	Urban Centre (T5) (Brighthouse Village)
Area Plan Designation:	Residential	Mixed Use-Mid-Rise Residential & Limited Commercial
Zoning:	Townhouse & Apartment District (R3)	Comprehensive Development District (CD/202)
Number of Units:	2	80
Other Designations:		

	CD/202 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 2.0 FAR	2.0 FAR	none permitted
Lot Coverage – Building:	Max. 60%	Approx. 45 %	none
Lot Size (min. dimensions):	2,400 m ²	3,908.4 m ²	none
Setback – North (Westminster Hwy.) (m):	Min. 3.00 m	3.00 m	none
Setback – East (Cooney Road) (m):	Min. 3.00 m	6.78 m	none
Setback – West (internal P.L.) (m):	Min. 3.70 m	3.76 m	none
Setback – South (lane) (m):	Min. 1.00 m	7.00 m	none
Height (m):	31.0 m	30.75 m	none
Off-street Parking Spaces – Residents (R) / Visitor (V):	1.2 (R) per unit (96) and 0.2 (V) per unit (16)	96 (R) and 16 (V)	none

	CD/202 Bylaw Requirement	Proposed	Variance
Accessible Parking Spaces	1 per Accessible unit (6) + 1 Accessible Visitor	7	none
Small Car Parking Spaces	30% or 34 spaces	33	none
Off-street Parking Spaces – Total:	112	112	none
Tandem Parking Spaces:	permitted	0	none
Bicycle Parking Spaces	1.5 per unit or 120 spaces	124	none
Amenity Space – Indoor:	Min. 100 m ² (1,076 ft ²)	133 m ² (1,430.0 ft ²)	none
Amenity Space – Outdoor:	6.0 m ² /unit or 480 m ² (5,155.67 ft ²)	approx. 705 m ² (7,590 ft ²)	none

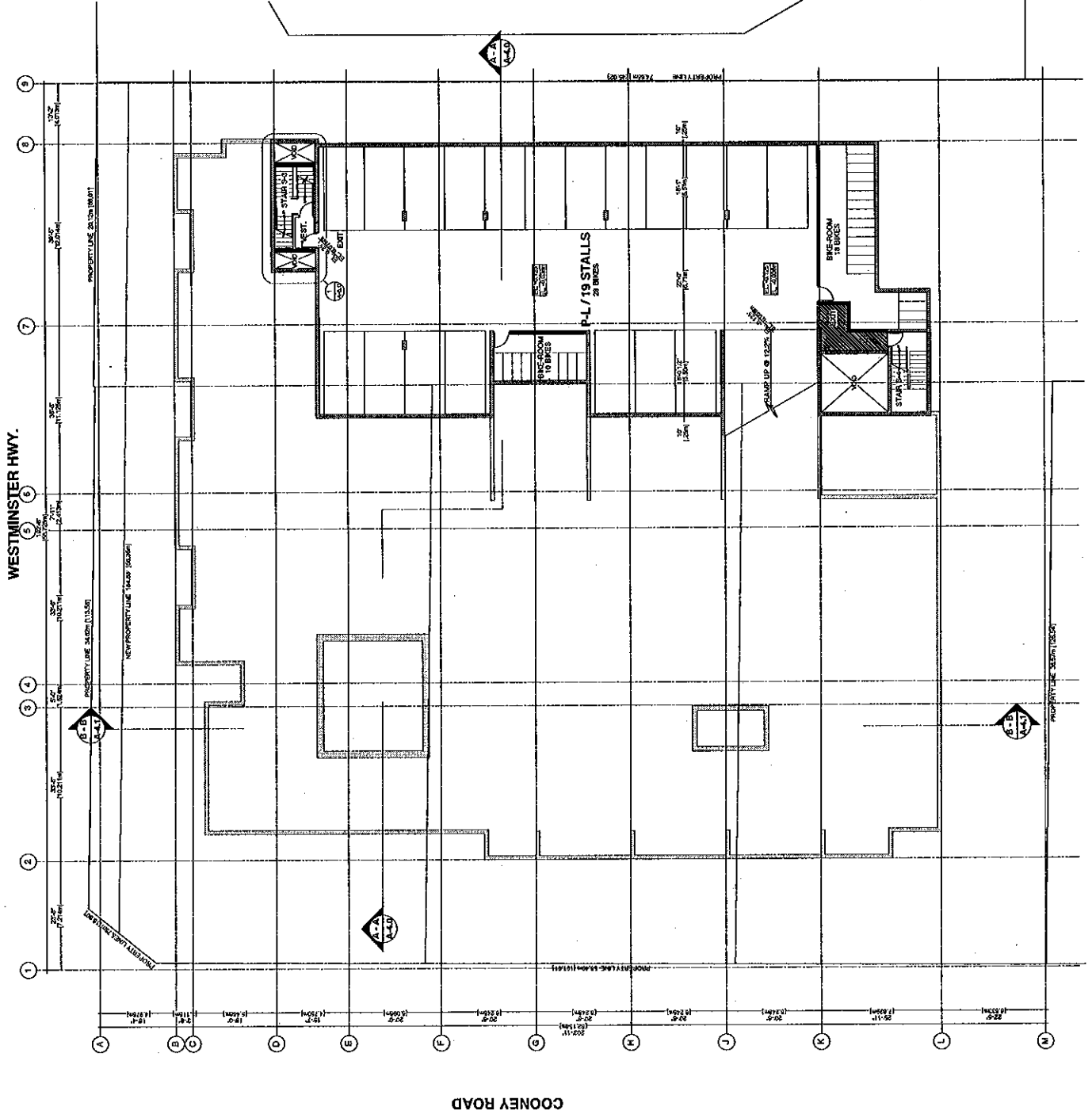
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LAKE DEPOSITING	PLACED	1960	1965	1970	1975	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915	3920	3925	3930	3935	3940	3945	3950	3955	3960	3965	3970	3975	3980	3985	3990	3995	4000
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[illegible]

PARTIAL SUMMARY	NUMBER OF STAFFS FOR WHICH REQUIRED	NO. 1-4	= 112 CARS
VEHICLE PARKING	(NUMBER OF STAFFS FOR WHICH REQUIRED) X 1/2 = 1/2 X 112 = 56	112 CARS	
VEHICLE STATION	PROPOSED STATION	= 16 CARS	
VEHICLE PARKING	VEHICLE PARKING	= 12 CARS	
VEHICLE STATION	VEHICLE STATION	= 18 CARS	
VEHICLE PARKING	VEHICLE PARKING	= 24 CARS	
VEHICLE STATION	VEHICLE STATION	= 50 CARS	
VEHICLE PARKING	VEHICLE PARKING	= 5 CARS	
VEHICLE STATION	VEHICLE STATION	= 7 CARS	
VEHICLE PARKING	VEHICLE PARKING	= 10 CARS	
VEHICLE STATION	VEHICLE STATION	= 13 CARS	

[illegible]



COONEY ROAD

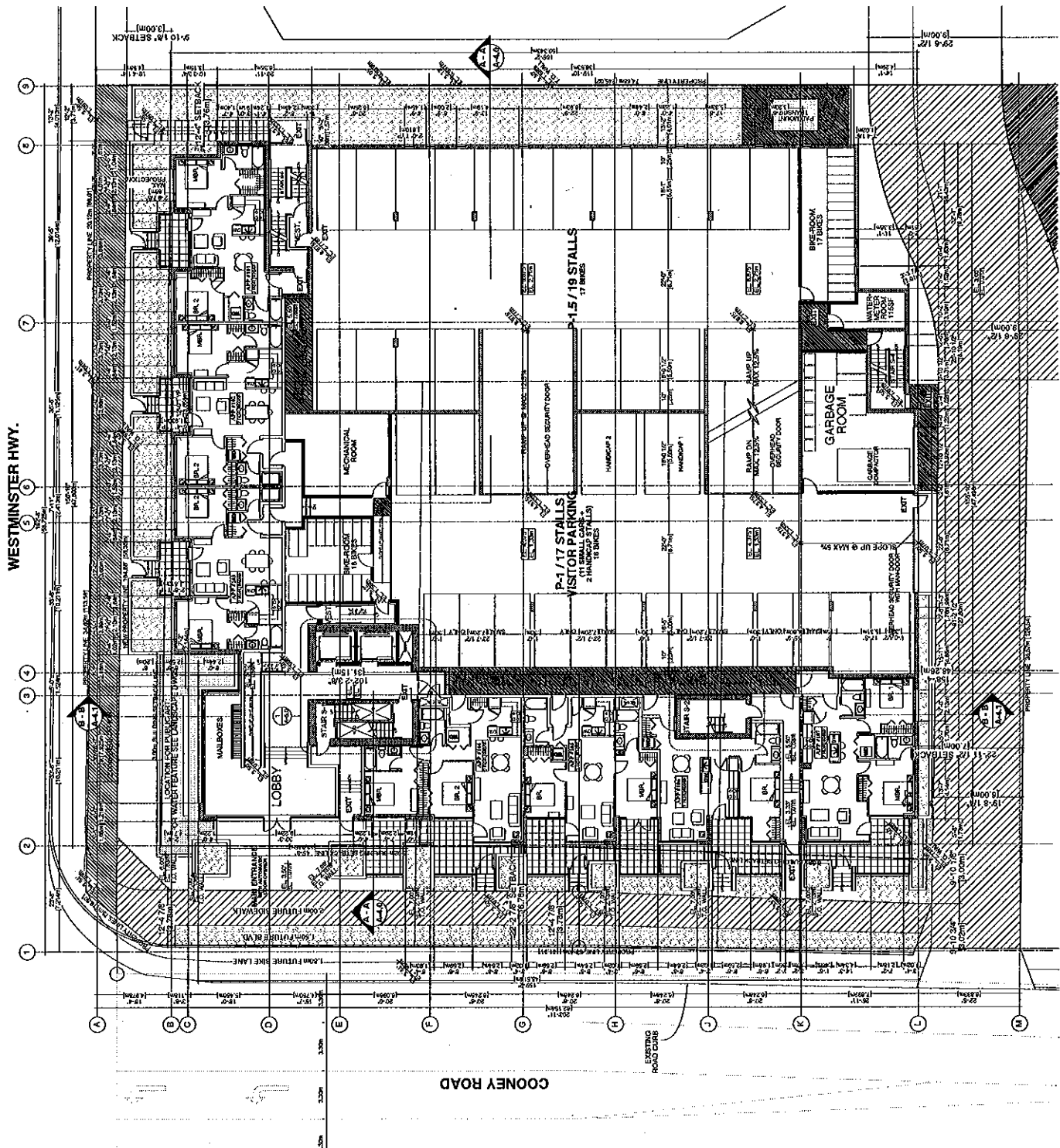
6140
COONEY ROAD

COONEY RD
WESTMINSTER, CO
80030

PARKING
LEVEL 'P-1'

A-2.0

(2 of 18)



(8/17/83)



WESTMINSTER HWY.

COONEY ROAD

BRIDGWOOD BUILDING

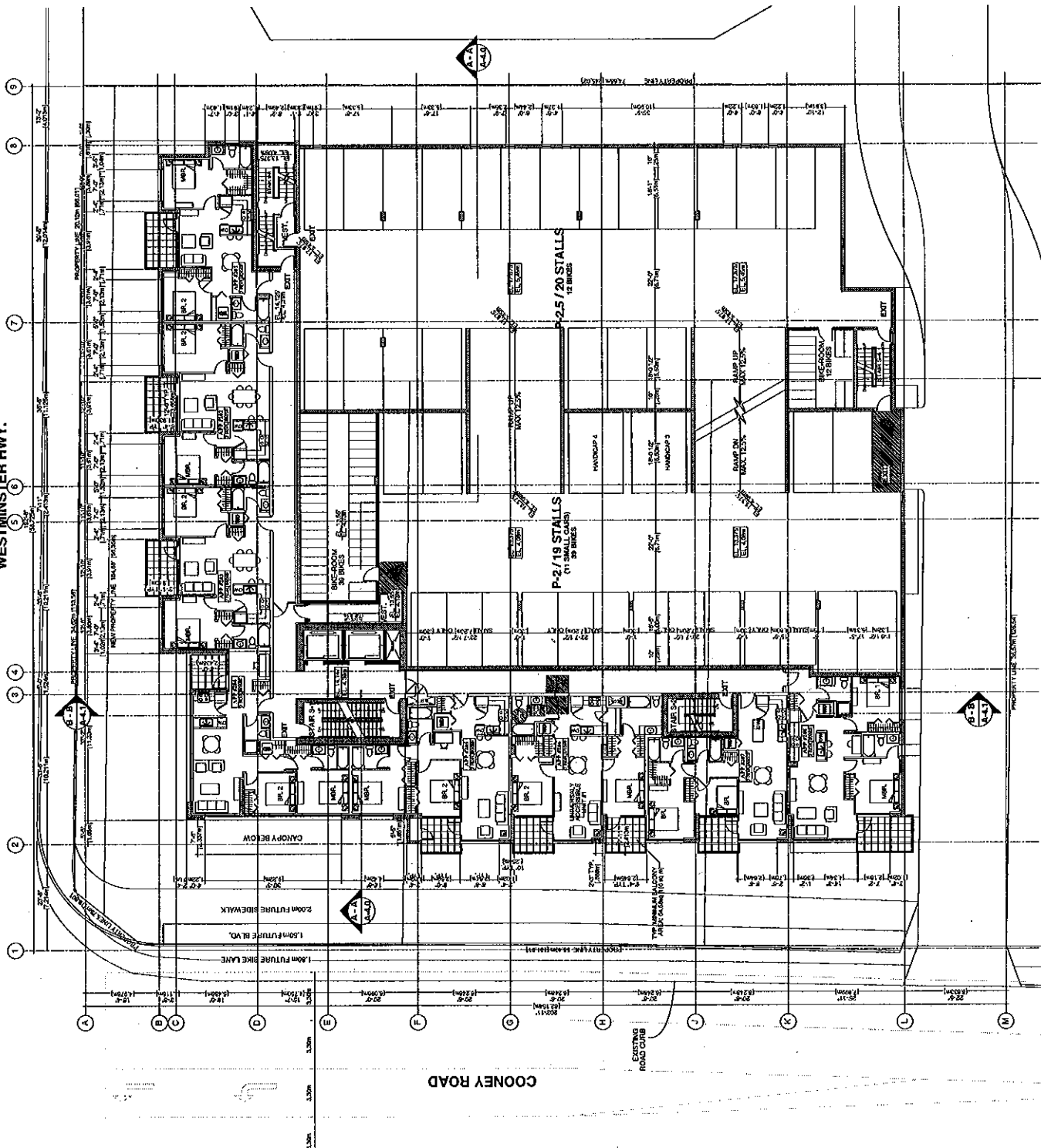
6140
COONEY ROAD

6140
COONEY ROAD

2nd FLOOR
PARKING P-2

A-22

(4 of 18)



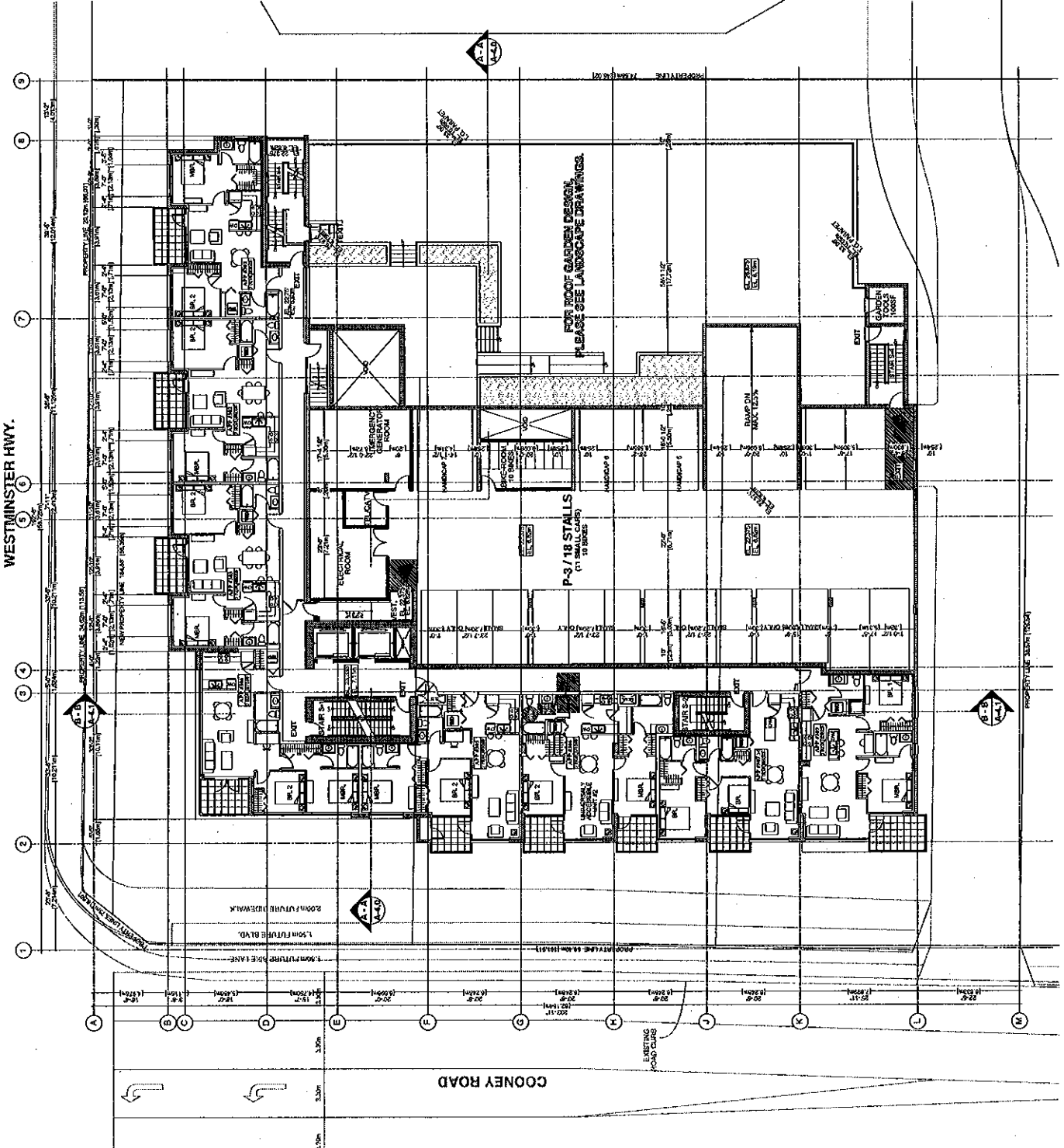


6140
COONEY ROAD

CONVEY TO
WESTMINSTER HWY
DEVELOPMENT, LLC

3rd FLOOR
PARKING 'P-3'

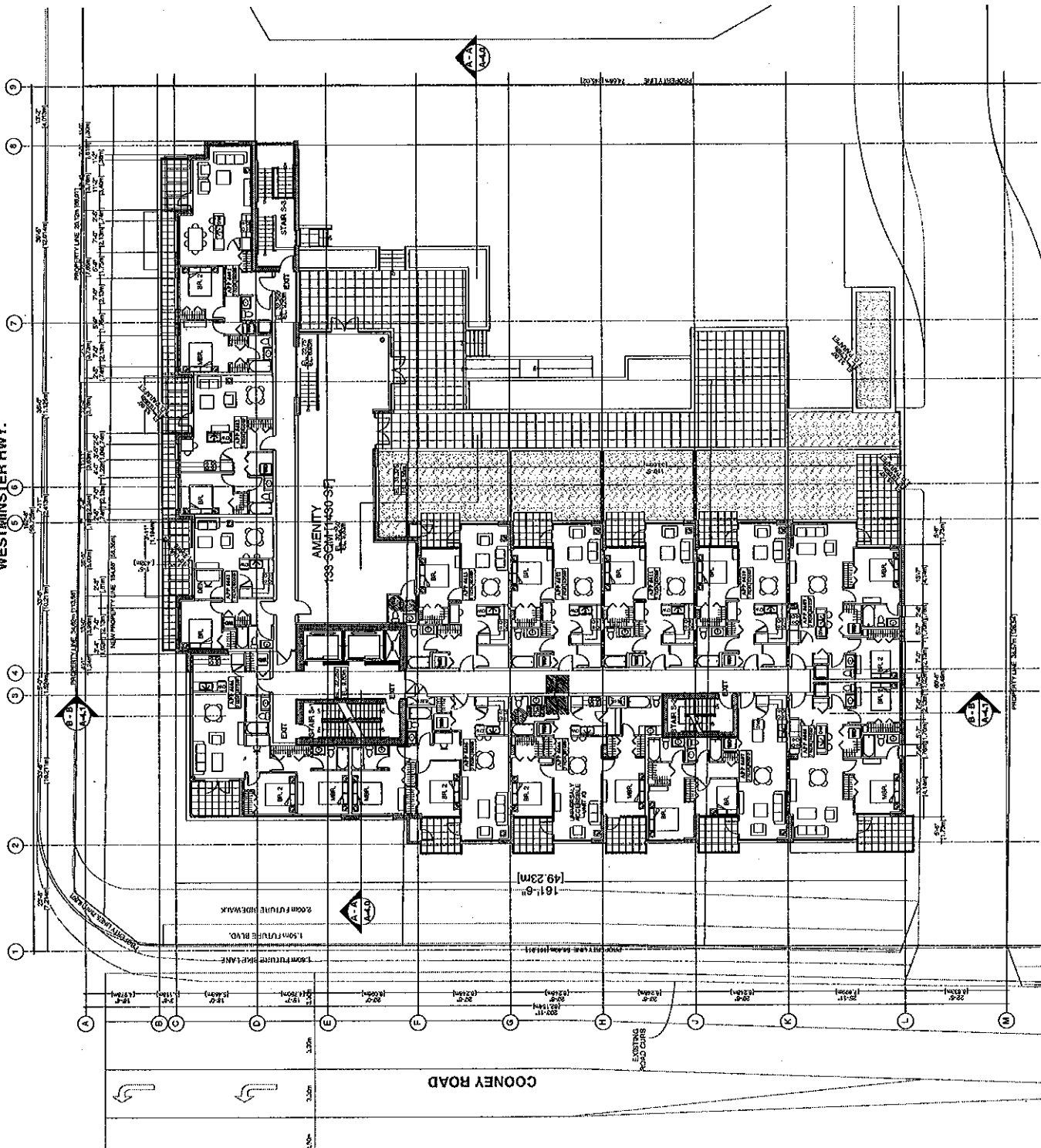
A-23



(5 of 18)



WESTMINSTER HWY.



COONEY ROAD

6140
COONEY ROAD

COONEY RD
6140 COONEY RD
6140 COONEY RD

4th FLOOR
PLAN

A-24

(6 of 18)

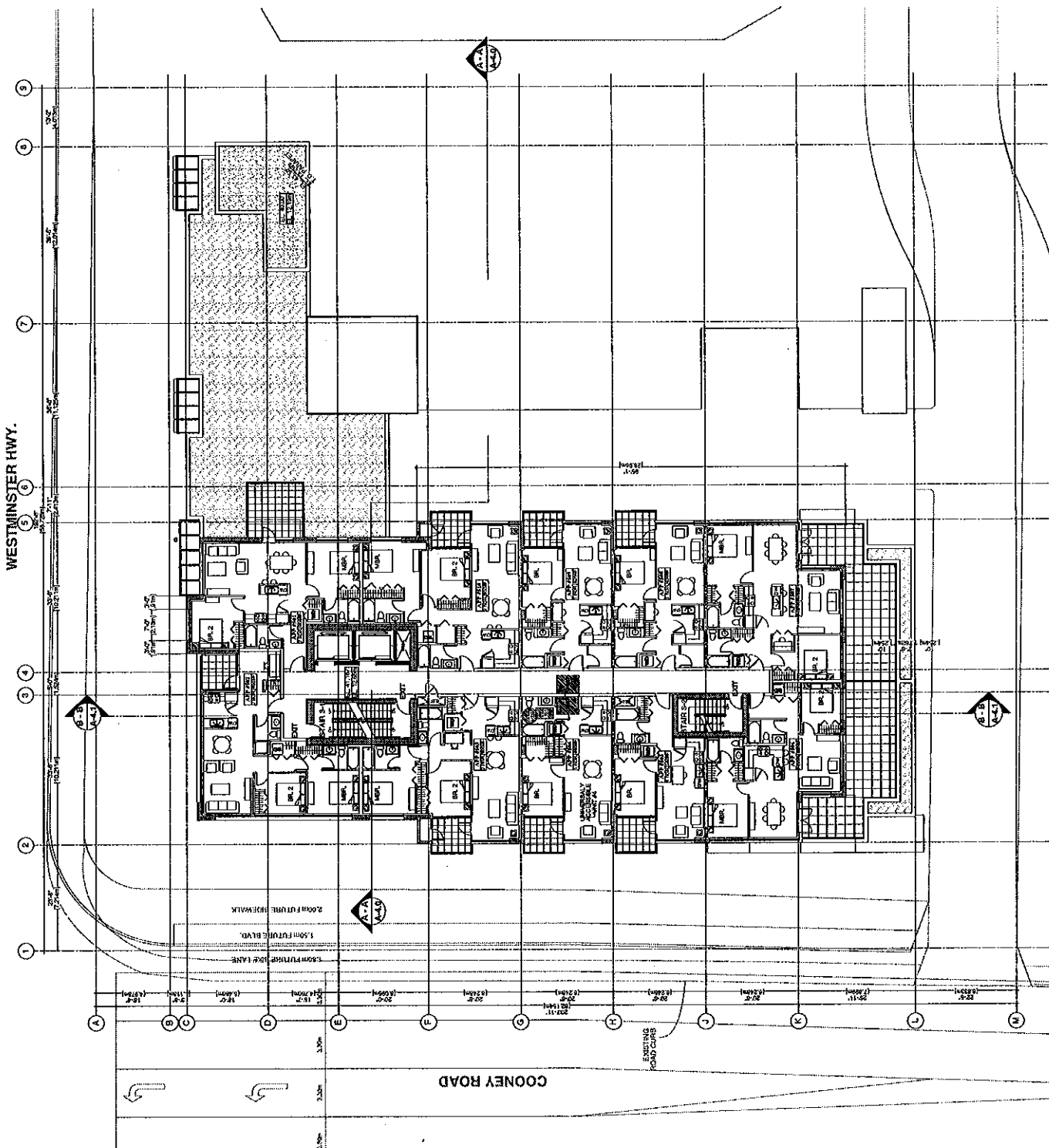


6140
COONEY ROAD

COONEY TO
WESTMINSTER LIGHT
RAILWAY, LLC

5TH FLOOR
PLAN

A-25



(7 of 18)



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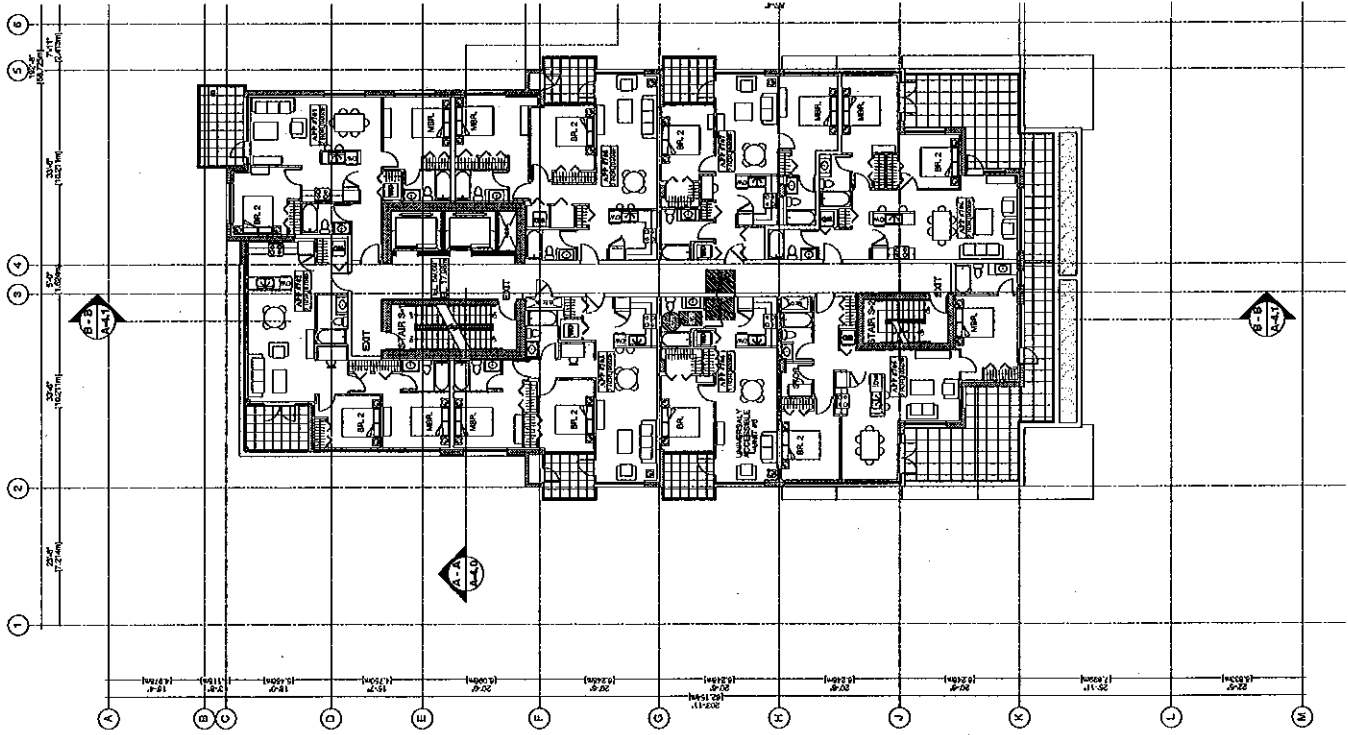
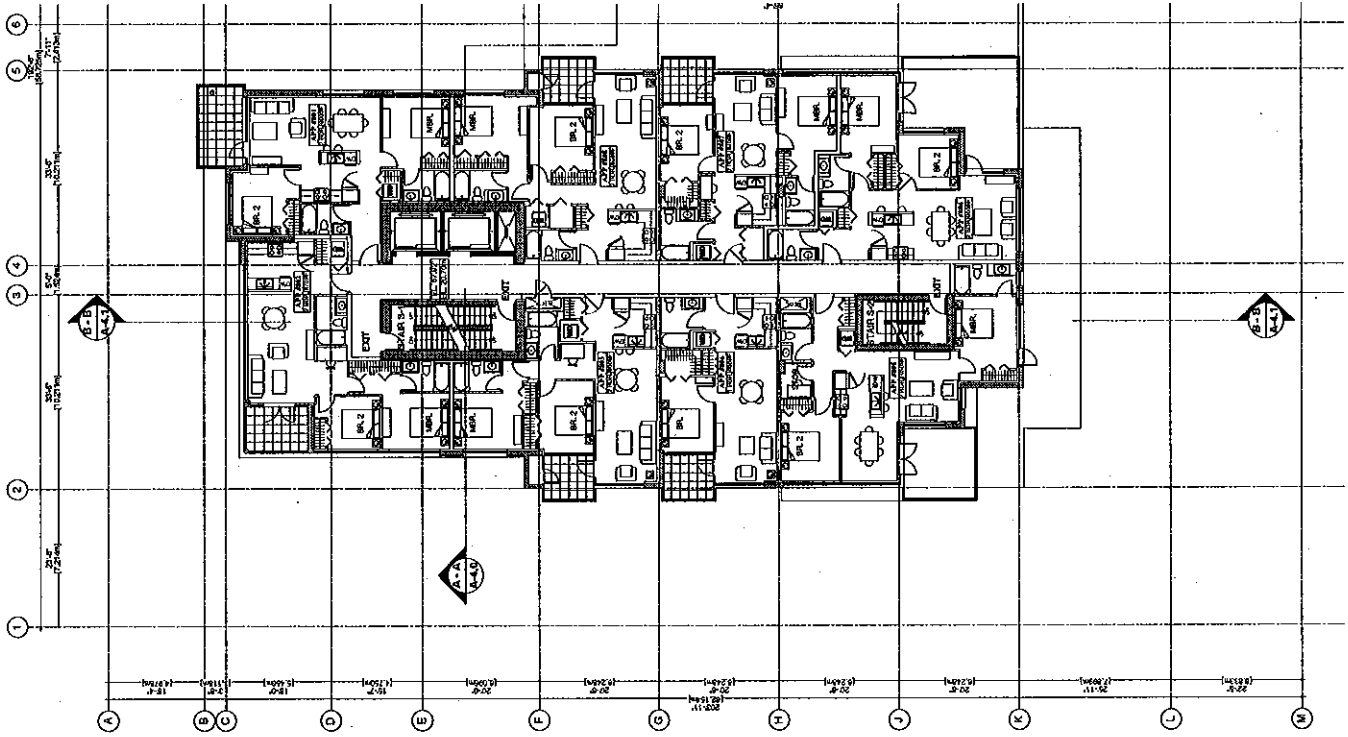
1.	GENERAL ARCHITECTURAL
2.	MECHANICAL/ELECTRICAL
3.	PLUMBING/HVAC
4.	PAINTS/COATINGS
5.	FINISHES
6.	LANDSCAPE ARCHITECTURE
7.	INTERIOR DESIGN
8.	ENVIRONMENTAL ENGINEERING
9.	STRUCTURAL ENGINEERING
10.	TRANSPORTATION ENGINEERING
11.	WATER RESOURCES ENGINEERING
12.	WIND ENGINEERING
13.	SEISMIC ENGINEERING
14.	SOIL MECHANICS
15.	GEOTECHNICAL ENGINEERING
16.	HYDROLOGICAL ENGINEERING
17.	HYDRAULIC ENGINEERING
18.	ENVIRONMENTAL SCIENCE
19.	ENVIRONMENTAL IMPACT STATEMENT
20.	ENVIRONMENTAL MONITORING
21.	ENVIRONMENTAL RESTORATION
22.	ENVIRONMENTAL TOXICOLOGY
23.	ENVIRONMENTAL HEALTH
24.	ENVIRONMENTAL POLICY
25.	ENVIRONMENTAL PLANNING
26.	ENVIRONMENTAL RESEARCH
27.	ENVIRONMENTAL SCIENCE
28.	ENVIRONMENTAL STUDIES
29.	ENVIRONMENTAL TECHNOLOGY
30.	ENVIRONMENTAL TRAINING
31.	ENVIRONMENTAL EDUCATION
32.	ENVIRONMENTAL OUTREACH
33.	ENVIRONMENTAL COMMUNICATIONS
34.	ENVIRONMENTAL MARKETING
35.	ENVIRONMENTAL PUBLIC RELATIONS
36.	ENVIRONMENTAL SOCIAL RESPONSIBILITY
37.	ENVIRONMENTAL SUSTAINABILITY
38.	ENVIRONMENTAL WELLNESS
39.	ENVIRONMENTAL QUALITY OF LIFE
40.	ENVIRONMENTAL JUSTICE
41.	ENVIRONMENTAL EQUITY
42.	ENVIRONMENTAL ACCESSIBILITY
43.	ENVIRONMENTAL INCLUSIVITY
44.	ENVIRONMENTAL PARTICIPATION
45.	ENVIRONMENTAL COLLABORATION
46.	ENVIRONMENTAL PARTNERSHIP
47.	ENVIRONMENTAL COOPERATION
48.	ENVIRONMENTAL SUPPORT
49.	ENVIRONMENTAL ASSISTANCE
50.	ENVIRONMENTAL GUIDANCE
51.	ENVIRONMENTAL COUNSELING
52.	ENVIRONMENTAL ADVISORY
53.	ENVIRONMENTAL CONSULTING
54.	ENVIRONMENTAL FACILITATION
55.	ENVIRONMENTAL MEDIATION
56.	ENVIRONMENTAL CONFLICT RESOLUTION
57.	ENVIRONMENTAL NEGOTIATION
58.	ENVIRONMENTAL DIALOGUE
59.	ENVIRONMENTAL DEBATE
60.	ENVIRONMENTAL DISCUSSION
61.	ENVIRONMENTAL EXCHANGE
62.	ENVIRONMENTAL INTERACTION
63.	ENVIRONMENTAL RELATIONSHIP
64.	ENVIRONMENTAL CONNECTION
65.	ENVIRONMENTAL LINKAGE
66.	ENVIRONMENTAL TIE
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68.	ENVIRONMENTAL JOINTURE
69.	ENVIRONMENTAL UNION
70.	ENVIRONMENTAL ASSOCIATION
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99.	ENVIRONMENTAL BOND
100.	ENVIRONMENTAL JOINTURE

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7th & 8th
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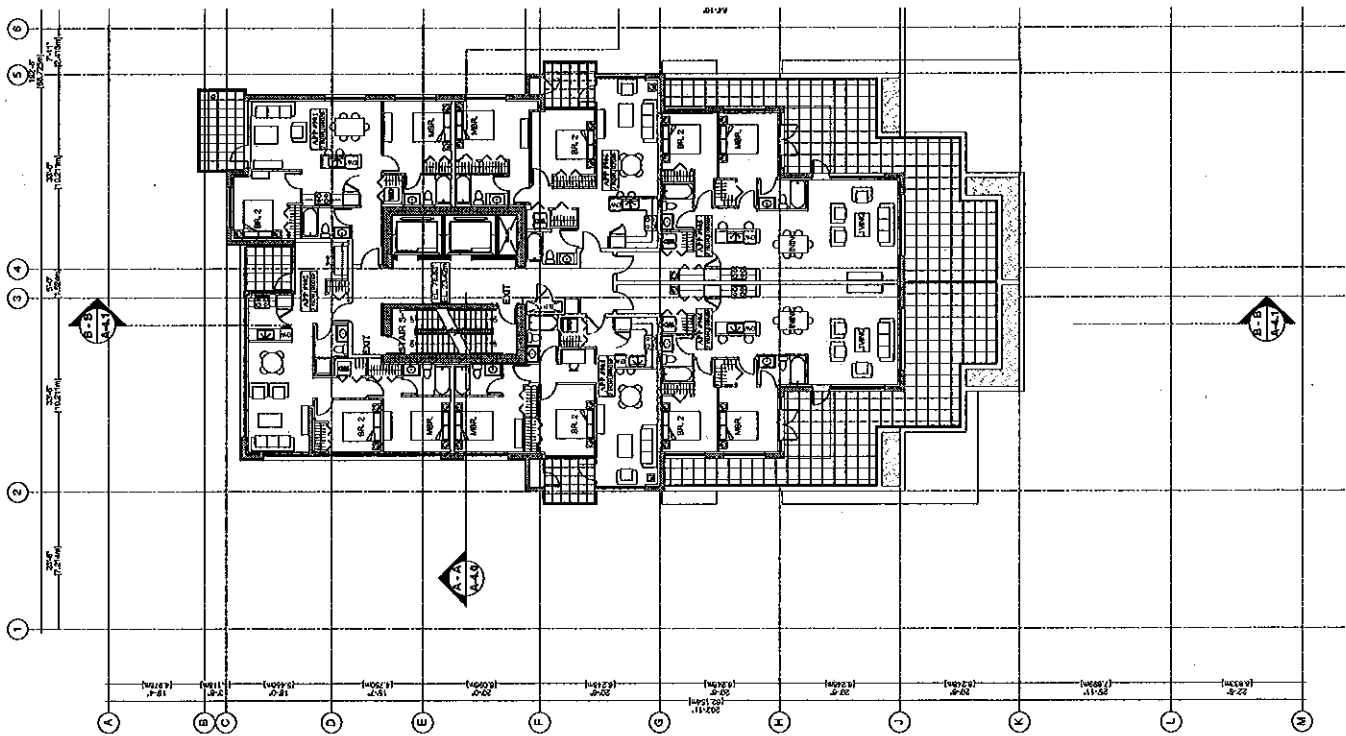
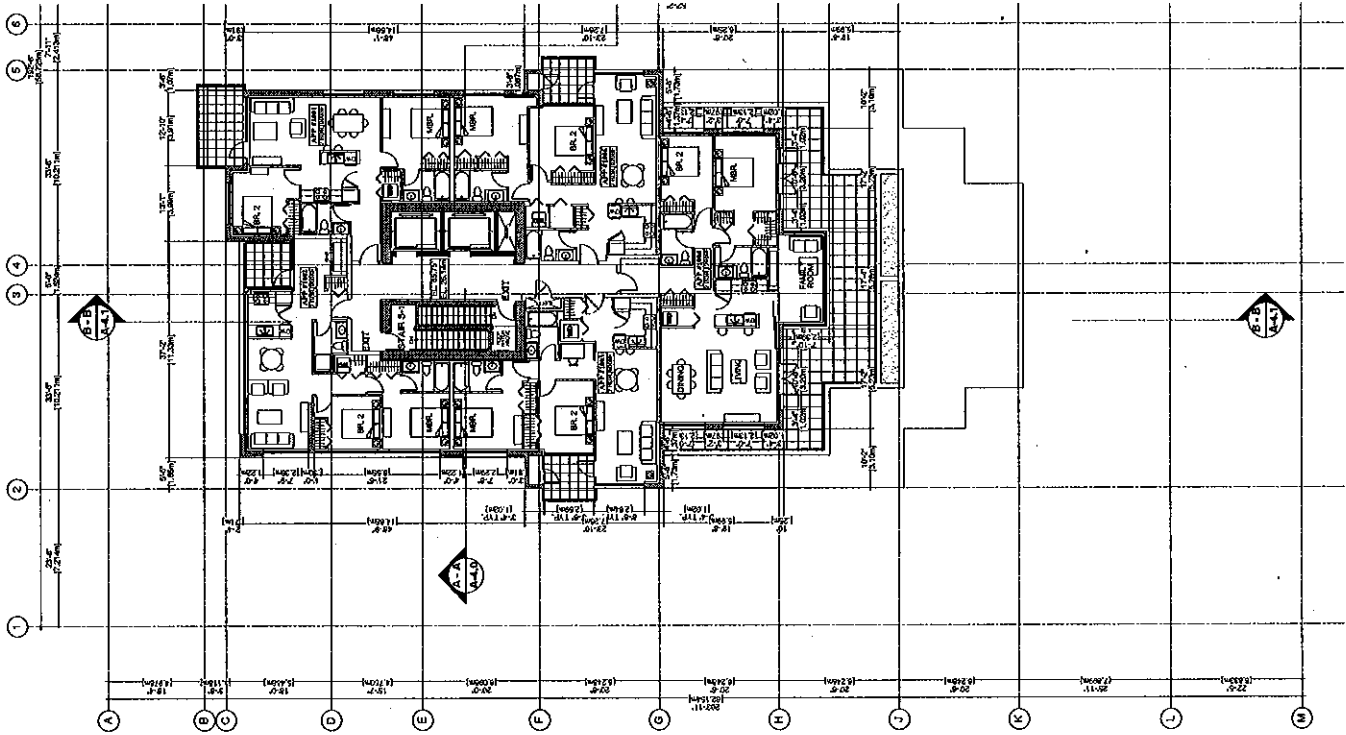


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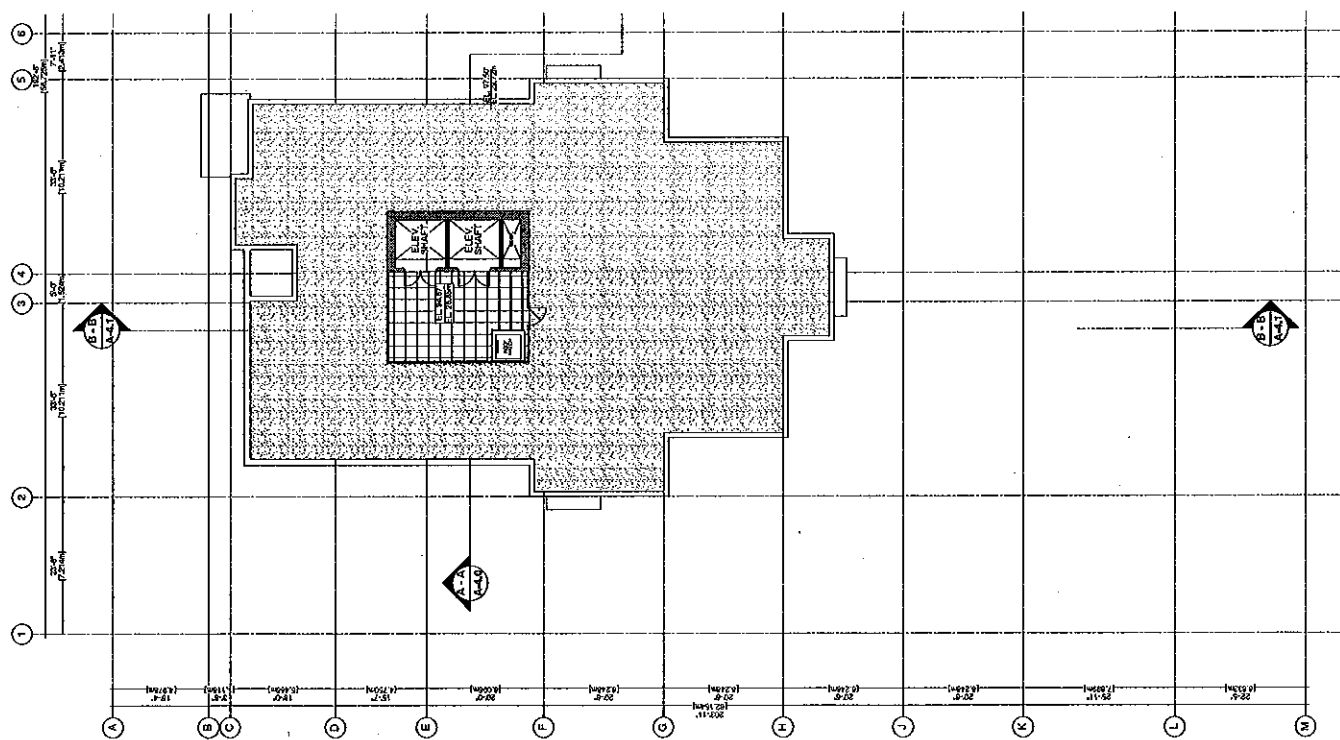
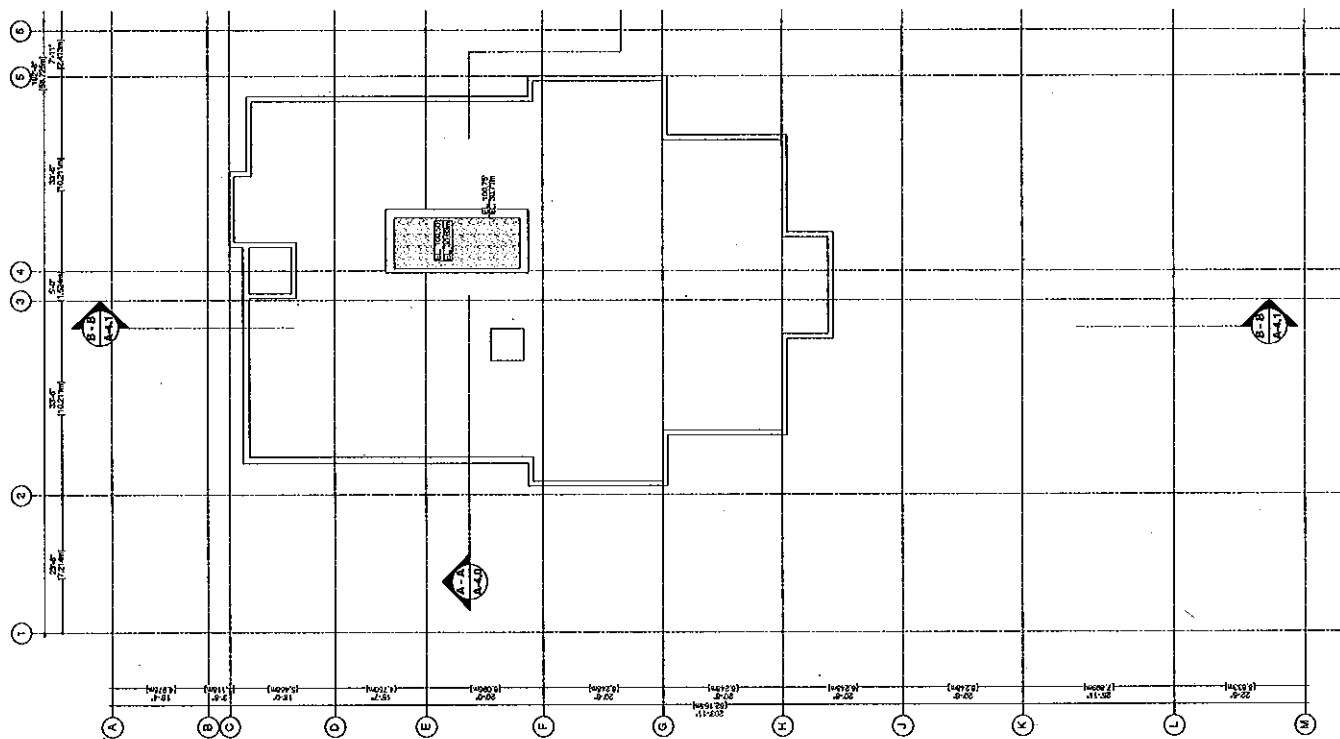
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9th & 10th
FLOOR PLAN

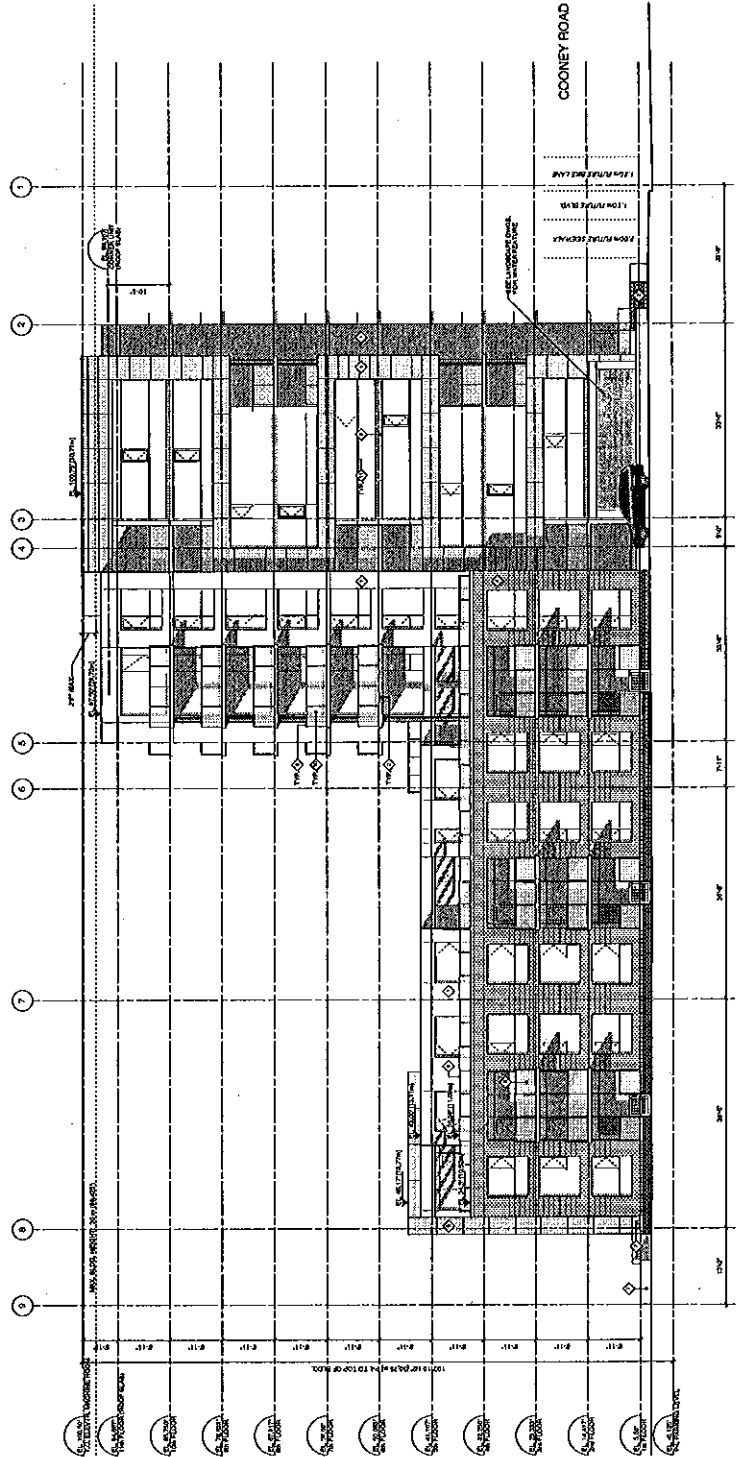
A-28



(10 of 18)



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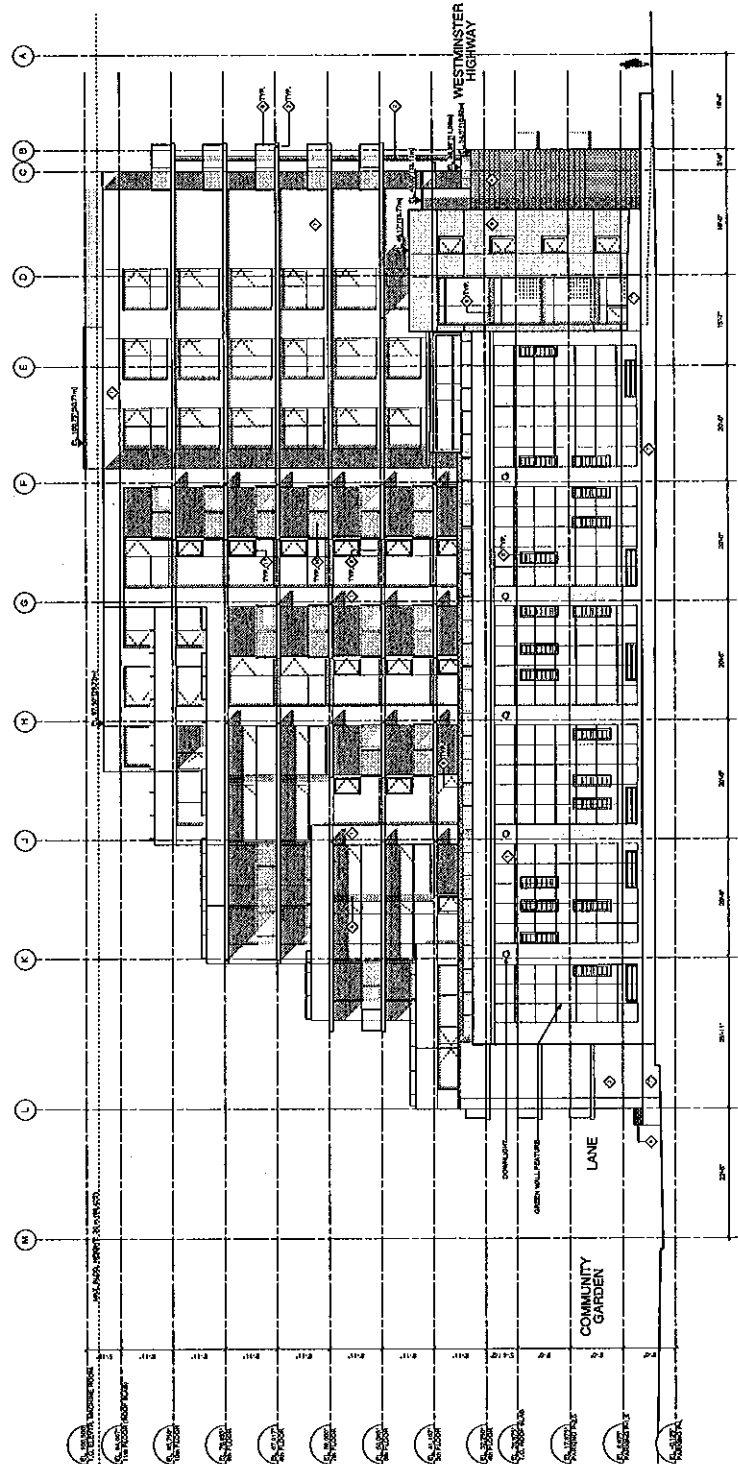
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6140
COONEY ROAD

NORTH
ELEVATION

A-3.0

(12 of 18)



ITEM	DESCRIPTION
1	REINFORCED CONCRETE WALLS - 12" THICK
2	REINFORCED CONCRETE FLOORS - 6" THICK
3	REINFORCED CONCRETE CEILING - 6" THICK
4	REINFORCED CONCRETE STAIRS - 12" THICK
5	REINFORCED CONCRETE ROOF - 6" THICK
6	REINFORCED CONCRETE FOUNDATION - 12" THICK
7	REINFORCED CONCRETE PIER - 12" THICK
8	REINFORCED CONCRETE COLUMN - 12" THICK
9	REINFORCED CONCRETE BEAM - 12" THICK
10	REINFORCED CONCRETE JOIST - 12" THICK
11	REINFORCED CONCRETE SLAB - 12" THICK
12	REINFORCED CONCRETE CHASE - 12" THICK
13	REINFORCED CONCRETE CURB - 12" THICK
14	REINFORCED CONCRETE WALKWAY - 12" THICK
15	REINFORCED CONCRETE DRIVEWAY - 12" THICK
16	REINFORCED CONCRETE PAVEMENT - 12" THICK
17	REINFORCED CONCRETE CURB - 12" THICK
18	REINFORCED CONCRETE WALKWAY - 12" THICK
19	REINFORCED CONCRETE DRIVEWAY - 12" THICK
20	REINFORCED CONCRETE PAVEMENT - 12" THICK

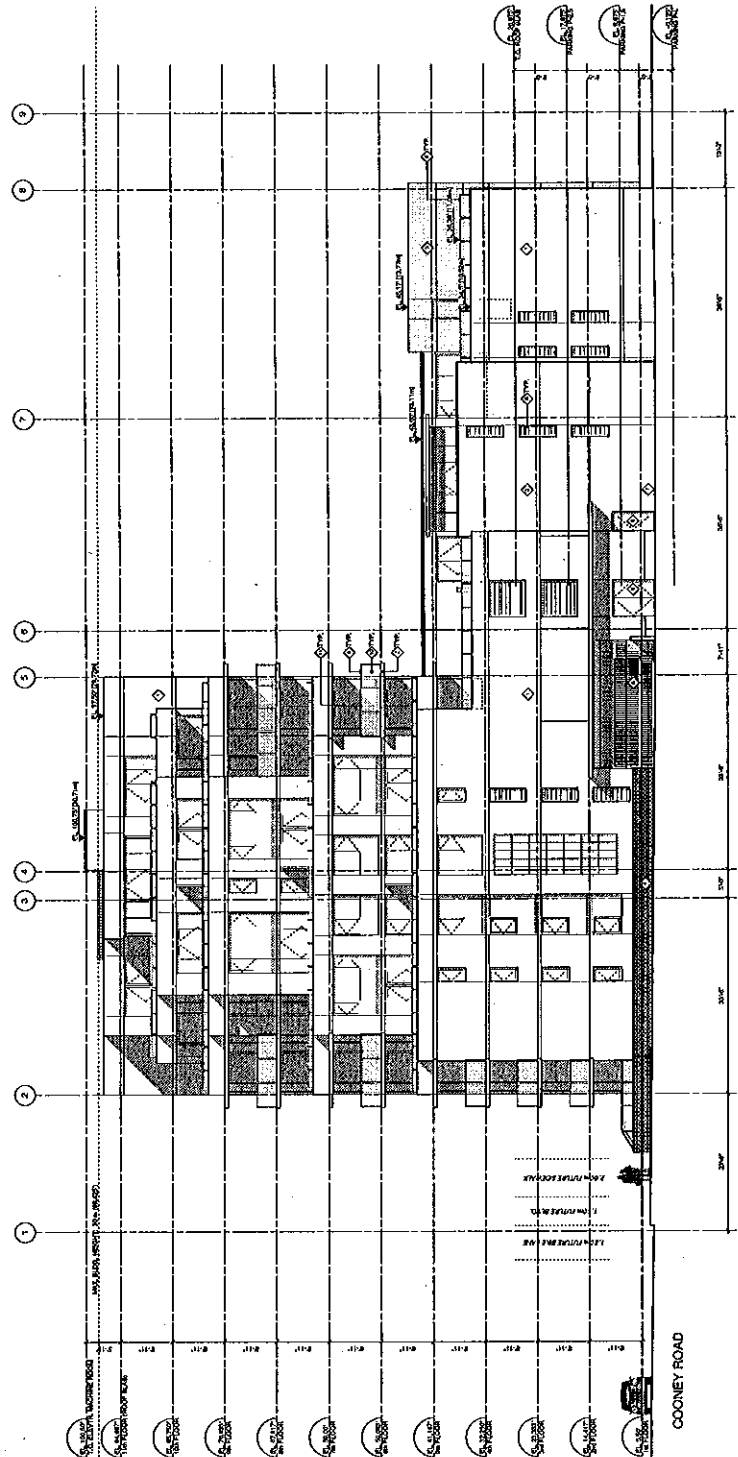
6140
COONEY ROAD

COMMITTEE TO
REDEVELOP THE
AREA

EAST
ELEVATION

A-3.1

(13 of 18)



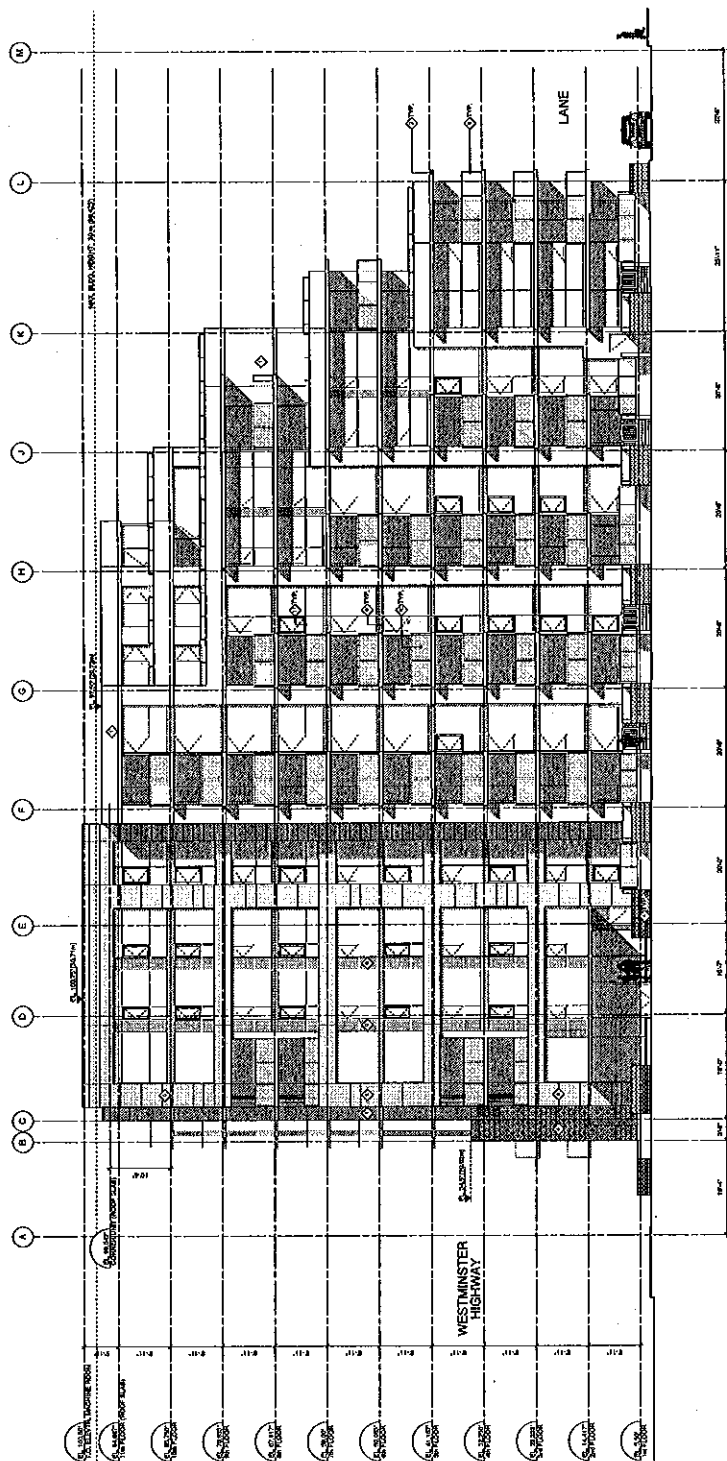
- FINISH SCHEDULE**
- 1. EXTERIOR WALLS - CONCRETE
 - 2. EXTERIOR WALLS - STUCCO
 - 3. EXTERIOR WALLS - BRICK
 - 4. EXTERIOR WALLS - TILE
 - 5. EXTERIOR WALLS - PLASTER
 - 6. EXTERIOR WALLS - GIPSUM
 - 7. EXTERIOR WALLS - FIBERGLASS
 - 8. EXTERIOR WALLS - METAL
 - 9. EXTERIOR WALLS - WOOD
 - 10. EXTERIOR WALLS - OTHER
 - 11. EXTERIOR WALLS - UNFINISHED
 - 12. EXTERIOR WALLS - PAINTED
 - 13. EXTERIOR WALLS - STAINED
 - 14. EXTERIOR WALLS - GLAZED
 - 15. EXTERIOR WALLS - OTHER
 - 16. EXTERIOR WALLS - UNFINISHED
 - 17. EXTERIOR WALLS - PAINTED
 - 18. EXTERIOR WALLS - STAINED
 - 19. EXTERIOR WALLS - GLAZED
 - 20. EXTERIOR WALLS - OTHER

6140
COONEY ROAD

SOUTH
ELEVATION

A-3.2

(14 of 18)



(81 Feb 51)

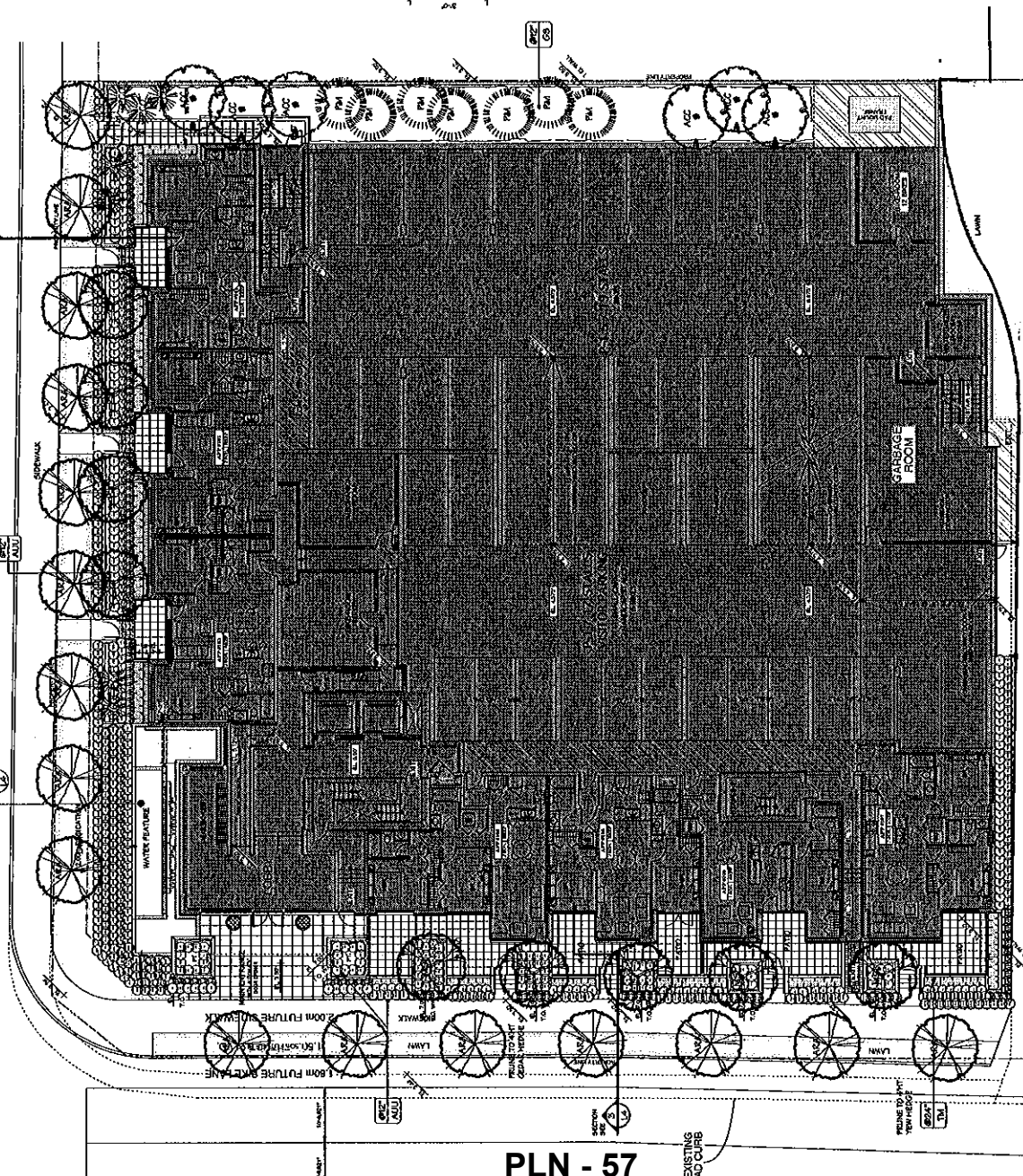
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SECTION 43

WATER FEATURE

WATER FEATURE

WATER FEATURE



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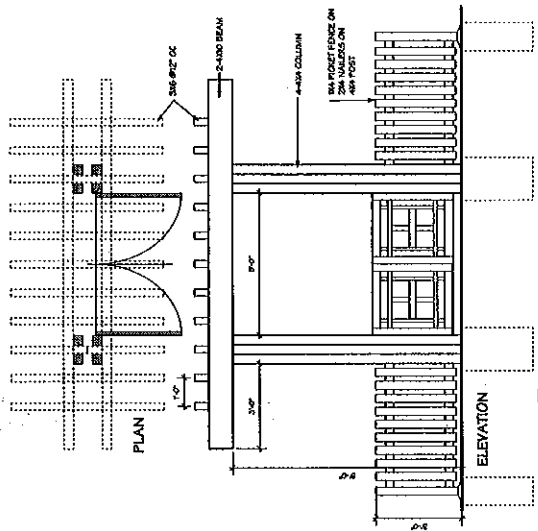
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PLN - 57

EXISTING ROOFS



ARBOUR AT COMMUNITY GARDEN

SCALE 1/2\"/>

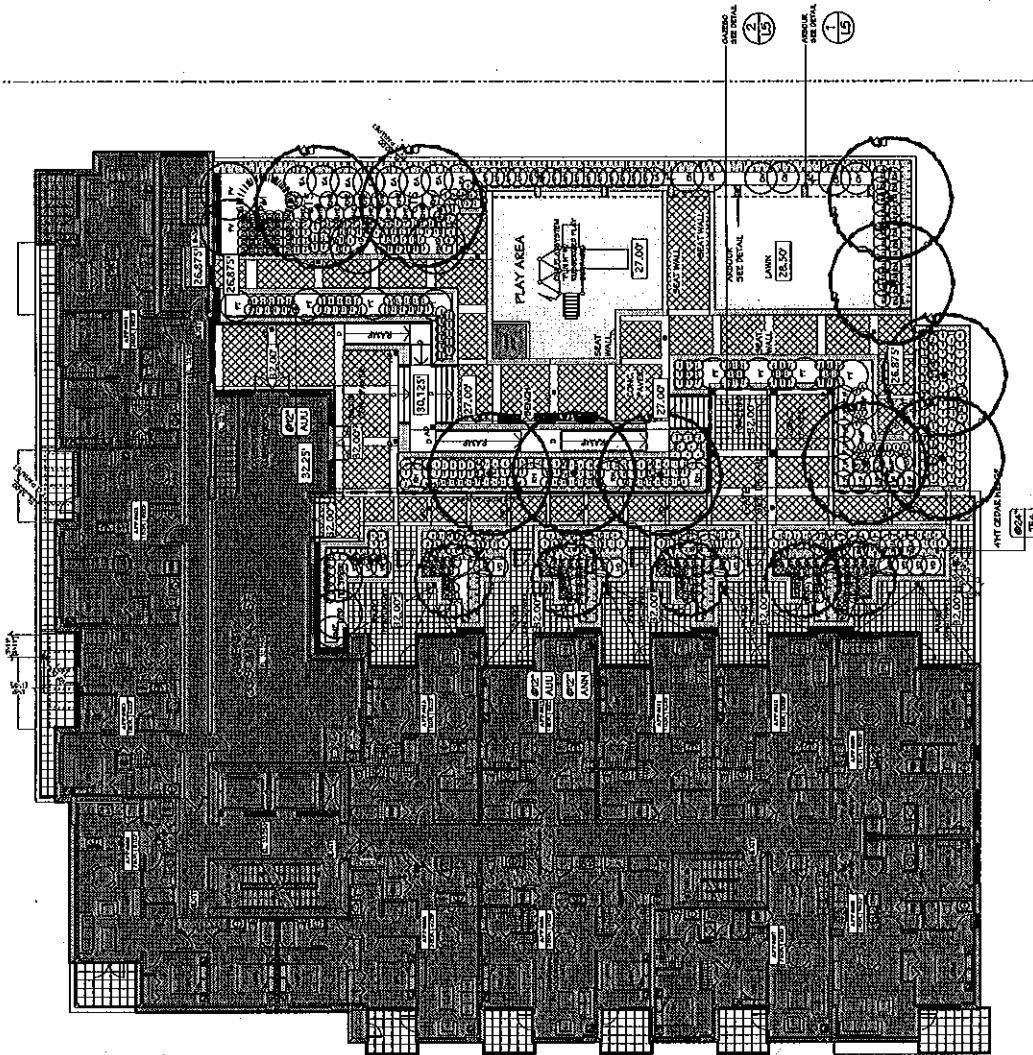
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6140 COONEY RD.
 RICHMOND, B.C.

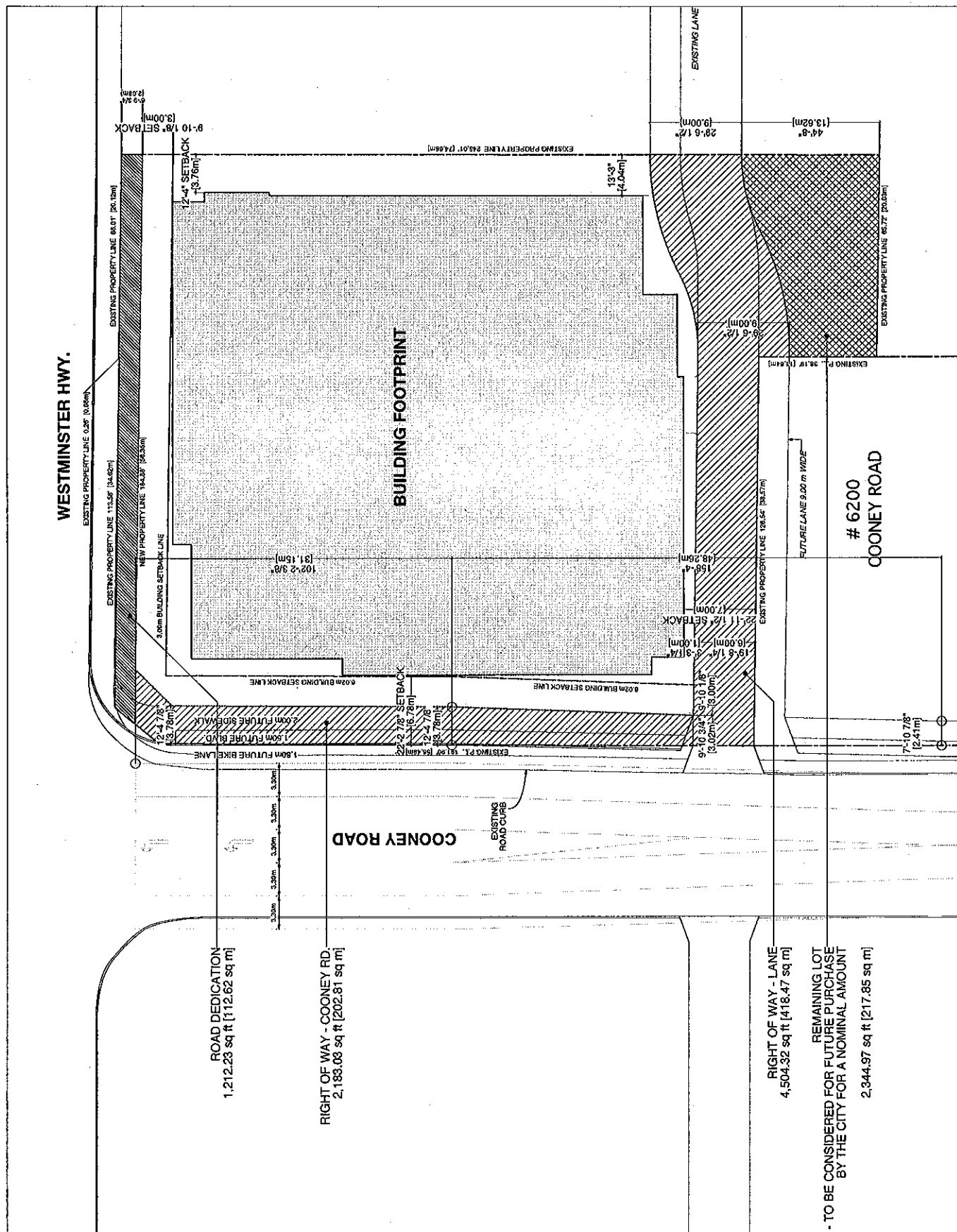
LANDSCAPE PLAN
 GROUND FLOOR

L1
 of 5

(16 of 18)



(17 of 18)



Rezoning Considerations
8420 Westminster Highway and 6140, 6160, 6180 Cooney Road
RZ 05-317846

Prior to adoption of Zoning Amendment Bylaw No. 8428, the developer is required to complete the following:

1. Consolidation of all four (4) lots included in RZ 05-317846 into one (1) development parcel, with all the identified Road dedications and PROP ROW's (subject to functional design and detailed survey to be prepared by the developer and approved by the City), as generally described below:
 - a) 2 m Road Dedication along the entire Westminster Highway frontage;
 - b) 3.78m Public Rights-of-Passage (PROP) ROW along Cooney Road, that tapers down to 3.02 m at the new lane;
 - c) 4 m x 4 m PROP ROW corner cut at Westminster Highway and Cooney Road from the new ROW along Cooney Rd and road dedication along Westminster Hwy;
 - d) 6 m PROP ROW along the entire south edge of 6180 Cooney Road, from Cooney Road, with a taper north through 8420 Westminster Highway aligning 3 m north with the lane at the rear of 8440 Westminster Highway. The PROP ROW at the rear of 8420 Westminster Hwy is to be 9 m wide; and
 - e) From the new south edge of the lane PROP ROW through 8420, the balance of the lands to the south are to be PROP ROW.
2. Registration of Public Right-of-Passage (PROP) Statutory Right-of-Way (ROW) as described in paragraph 1 (b) (c) (d) and (e) above.
3. Option to Purchase/Dedicate the ROW areas described in paragraphs 1 (b), (c) and (d) in favour of the City for nominal consideration.
4. Section 219 Covenant(s) providing for no Stratification (Subdivision by way of Strata Plan) and no occupancy of lands until the ROW areas described in paragraphs 1 (b), (c) and (d) have been transferred to or dedicated to the City
5. Option to Purchase/Dedicate the ROW area described in paragraph 1(e) in favour of the City for nominal consideration. If the City, in its absolute discretion, decides to take the area described in paragraph 1(e) as a separate lot, the owner agrees to, at the owner's expense, prepare and register the requisite subdivision plans.
6. Section 219 Covenant(s) providing for no Stratification (Subdivision by way of Strata Plan) and no occupancy of lands until the ROW areas described in paragraphs 1 (e) has been dedicated to or transferred to the City.
7. Title summary and option from the applicants Solicitor
8. Contribution of \$12,000 towards enhancing the Westminster Highway/ Cooney Road intersection with an Accessible Pedestrian Signal.
9. Registration of an Aircraft Noise Sensitive Covenant on title.
10. Registration a Flood Indemnification Covenant on title.
11. City acceptance of the developer's offer to voluntarily contribute \$326,859.52 towards the City's Affordable Housing Reserve, or the provision of affordable housing units in keeping

with the provisions of the CD/202 zoning district and the provisions of the Affordable Housing Policy.

12. City acceptance of the developer's contribution of \$49,027.12 towards Public Art. A Letter of Credit in the equivalent amount, along with a legal agreement regarding the provision of Public Art on site is also acceptable.
13. City acceptance of voluntary contribution of \$20,427.97 toward community planning costs associated with the new City Centre Area Plan and receipt of a letter from the applicant confirming the terms of the contribution and provision of the contribution.
14. Processing a Development Permit application to a satisfactory level as determined by the Director of Development.
15. Discharge of Statutory ROW's Plan 31316 from existing 6140, 6160 and 6180 Cooney Road. New ROW's may be required via the Servicing Agreement design process.
16. Payment of \$98,873 for storm and \$102,490 for sanitary Consortium catchment upgrades agreed upon in March, 2006 for original application (Total = **\$201,363**). For the added 4th lot at 6180 Cooney, a separate "Latecomers" contribution payment of \$1,553.24 for storm and \$2,563.12 for sanitary (total = **\$4,116.36**) is required.
17. Enter into the City's standard Servicing Agreement to design and construct frontage works and improvements. Works include, but are not limited to:
 - i. Westminster Highway: The storm sewer connection from this site must be to Westminster Highway, which is a 525 mm diameter system. Current Engineering specifications require that minimum storm sewer be 600 mm diameter, with the upsizing required on a manhole-to-manhole basis. The analysis will determine the actual required size. Other works include removing the concrete behind the existing curb and gutter, pouring a new 2 m concrete sidewalk at the new Property Line (PL), with the sidewalk tapering back to the existing at the East PL. Between the new sidewalk and the curb is to be a grass and treed boulevard (species to be determined), complete with City Centre (CC) street lights Spec L12.6 *without* banner arms, flowerpot holders or receptacles and powder coated black.
 - ii. Cooney Road: Remove the existing sidewalk *and* curb & gutter. Road widening is required with new curb and gutter, then a 1.5 m grass and treed boulevard (species to be determined) and a new 2 m concrete sidewalk abutting the back of the new PROP ROW edge – and future PL. The lighting in the new boulevard is to be CC Type Roadway/Pedestrian Luminaires *without* pedestrian luminaires, flowerpot holders or receptacles and powder coated blue; Spec 12.3 – 9.14 m pole with a 250w MH fixture. CC Policy requires undergrounding of existing pole lines (BC Hydro, etc).
 - iii. Laneworks: Where possible, the City's ultimate CC lane width of 9.0 m is to be achieved. Works include a 1.5 m sidewalk along the south edge complete with Type I decorative luminaire poles powder coated black – Spec L12.5. The lane lighting is in the sidewalk, with the remaining 7.5 m being the travel portion complete with roll curb on both sides. Completing the works, a storm sewer system is required to provide lane drainage. Where the lane is only 6 m wide (from Cooney Road to the

rear of old 6180), the roll curb is only to be established on the north edge. Grade differential with adjacent sites *must* be resolved via the design stage.

- iv. An updated Capacity Analysis is to be included with the Servicing Agreement. Any identified upgrades, as determined by the approved Capacity Analysis are to be included in the Servicing Agreement.

Service connections for the development site are to be included in the Servicing Agreement design drawings set.

NOTE: 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

Excerpts from the Advisory Design Panel Discussion Notes

Wednesday, August 20, 2008

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

The discussion began at 4:00 p.m.

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

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

APPLICANT: W.T. Leung Architects Inc.

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

Staff Comments

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

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

- staff supports increase in height because the parcel is small and narrow; project proposal has solved most of the urban design problems faced by the project.

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

- interface of parkade component with residential building at the east side;
- interface area between the building and the street especially units at the lower level which have decks that open towards the street;
- opportunities for public art at the main corner of Westminster Highway and Cooney Road, which may contribute toward reinforcing the corner as a landmark;
- consider roof treatment on level 5;
- with regard to landscaping, look into the potential for planters serving as parapets on upper decks; and
- development on adjacent corners includes substantial use of brick, should brick be more extensively used within this project.

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

Applicant's Comments

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

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

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

Panel Discussion

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

Comments from the Panel were as follows:

- *nice corner for public art; good idea as the corner is noticeable by people living near the area and in the building; vehicular traffic in the area also ensures public exposure;*
- *project is well-developed;*
- *impact of the parking façade on the eastern adjacency is harsh and the impact on the low-rise townhouses should be further considered; articulate wall to create pleasant experience for residents;*
- *colour palette for the building is quite restrained; consider some variety and intensity and create a more residential rather than a commercial look;*
- *enclosed balconies interesting but have a tendency to become cluttered; use appropriate glass and spandrel treatment to ensure the space doesn't become a visible storage space;*
- *lobby entrance is minimal; consider expansion;*
- *raised patios with steps are nicely handled; landscaping will add separation from the sidewalk to the units;*
- *consider planting perennials rather than annuals for sustainability reasons; plant diversity is encouraged; species diversity also supports plant and environmental health;*
- *project is well-handled; appropriate style and massing for the context;*
- *zigzag element in the corner of Westminster Highway and Cooney Road is "seductive-looking"; consider adding colour to maximize the effect;*
- *consider raising the parapet in the corner for more differentiation;*
- *consider the bulging effect of the balconies on the south elevation;*
- *appreciate the playfulness of the openings on the east parkade elevation; consider introduction of more colour;*
- *the way units meet grade is appreciated; an appropriate response to a design problem; enhances the feeling of community; and*
- *articulate and add detail to the balconies, but should not affect the purity, cleanliness and simplicity of the form of the building.*

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

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

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



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw No. 8472 (RZ 05-317846)
8420 Westminster Highway and 6140, 6160, 6180 Cooney Road.**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning and Development Bylaw No. 5300, as amended, is further amended by inserting Section 291.202 thereof the following:

"291.202 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/202)"

The intent of this zoning district is to accommodate medium density, multiple-family residential use in the City Centre.

291.202.1 PERMITTED USES

**MULTIPLE-FAMILY DWELLING;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES, but excluding secondary suites.**

291.202.2 PERMITTED DENSITY

.01 Subject to subsection .04 herein, the maximum **Floor Area Ratio** shall be "1.2"; plus

(a) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**;

(b) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely used to accommodate **Public Amenity Space**;

.02 Despite Section 291.202.2.01, the references to "1.2" in that Section in relation to a **building** containing more than 80 **dwelling units** is increased to a higher density of "2.0" if prior to the first occupancy of the **building** the owner provides in the **building** not less than:

(a) four **affordable housing units**; and

(b) the owner has entered into a **housing agreement** with the City and registered the **housing agreement** against title to the **lot**, and filed a notice, in the **Land Title Office**.

- .03 Despite Section 291.202.2.01, the references to "1.2" in that Section are increased to a higher density of "2.0" if the owner, at the earliest of the time the Council adopts a zoning amendment bylaw to include the owner's **lot** in this zoning district has paid into the **affordable housing reserve** the sum of \$4.00 per buildable square foot of the permitted principal **building(s)**.
- .04 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
- a) portions of a **building** that are **used** for off-street parking and loading purposes; unenclosed balconies; covered walkways; bicycle storage areas or garbage & recycling facilities;
 - b) elevator shafts and common stairwells above ground floor level;
 - c) mechanical and electrical rooms, provided that the total floor area of these facilities does not exceed 400 m² (4,230 ft²) per **lot**.

291.202.3 MAXIMUM LOT COVERAGE:

- .01 Maximum Lot Coverage: 60%

291.202.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Public Road Setbacks:** 3.0 m (9.8 ft);
- a) porches, balconies, bay windows, entry stairs and cantilevered roofs forming part of the principal **building** may project into the **public road** setback for a distance of not more than 1.0 m (3.3 ft).
- .02 Lane Setback: 1.0 m (3.3 ft).
- .03 **Side Yard:** 3.7 m (12.1 ft).

291.202.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 31.0 m (101.7 ft).
- .02 **Accessory Building & Structures:** 10.0 m. (32.8 ft).

291.202.6 OFF-STREET PARKING AND LOADING

- .01 Off-Street parking shall be provided in accordance with Division 400 of this Bylaw.

291.202.7 SIGNAGE

- .01 Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "High-Density Residential District (R4)".

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/202)**:

PID: 009-908-307

North 245 Feet Lot "A" Section 9 Block 4 North Range 6 West New Westminster District Plan 14140

PID: 023-312-297

Lot 37, except Parcel "B" (Bylaw Plan 55608), Section 9 Block 4 North Range 6 West New Westminster District Plan 15292

PID: 003-718-441

Lot 36 Section 9 Block 4 North Range 6 West New Westminster District Plan 15292

PID: 010-082-239

Lot 35 Section 9 Block 4 North Range 6 West New Westminster District Plan 15292

3. This Bylaw is cited as **"Richmond Zoning And Development Bylaw 5300, Amendment Bylaw 8472"**.

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>hl</i>
APPROVED for legality by Solicitor <i>D</i>

MAYOR

CORPORATE OFFICER