



**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** June 7, 2021  
**File:** RZ 08-429600

**Re:** **Application by Kenneth Kim Architecture Inc. for Rezoning at 6500 Cooney Road from the "Low Density Townhouses (RTL1)" Zone to the "Parking Structure Town Housing (ZT93) - Brighthouse (City Centre)" Zone**

**Staff Recommendation**

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10265 to create the "Parking Structure Town Housing (ZT93) - Brighthouse (City Centre)" zone, and to rezone 6500 Cooney Road from the "Low Density Townhouses (RTL1)" zone to the "Parking Structure Town Housing (ZT93) - Brighthouse (City Centre)" zone, be introduced and given first reading.
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8618, for the rezoning of 6500 Cooney Road from the "Low Density Townhouses (RTL1)" zone to the "Parking Structure Townhouses (RTP4)" zone, be abandoned.

Wayne Craig  
Director, Development  
(604-247-4625)

WC:blg  
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Kenneth Kim Architecture Inc. (formerly Interface Architecture Inc.) has applied to the City of Richmond for permission to rezone 6500 Cooney Road (Attachment 1) from the “Low Density Townhouses (RTL1)” zone to the “Parking Structure Town Housing (ZT93) - Brighthouse (City Centre)” zone in order to permit the development of six townhouse units over a common parking structure with vehicle access from a new lane (Attachment 2).

The property owner is 1077972 B.C. Ltd., a company incorporated in BC under the number BC1077972. The directors of the company are Anthony Ho and Ravi Punna.

Key components of the proposal include:

- A four-storey building fronting Cook Road consisting of six townhouse units, including one convertible unit, over a partially enclosed parking structure.
- A maximum floor area ratio (FAR) of 1.2, additional floor area ratio (FAR) of 0.01 for shared indoor amenity space, and a maximum height of 15 m.
- A total floor area of approximately 747 m<sup>2</sup> (8,042 ft<sup>2</sup>).
- Road dedication and construction of new lane along the east property line.
- Statutory rights-of-way (SRW) along Cook Road to allow sidewalk and lane to meander on-site for tree retention purposes.

The site is comprised of one lot which is currently vacant.

There is an existing obsolete rezoning bylaw associated with the subject rezoning application (RZ 08-429600). The subject rezoning application was submitted to the City in 2008 and Zoning Bylaw 8500, Amendment Bylaw 8618 received second and third readings at the Public Hearing meeting held on April 18, 2011 (Attachment 3). Due to the passage of time, change of owners and applicant architect, a new development concept is now proposed and staff recommend that Zoning Bylaw 8500, Amendment Bylaw 8618 be abandoned.

A Servicing Agreement is required as a condition of the rezoning for the design and construction of frontage improvements and a new lane.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

### Subject Site Existing Housing Profile

The site is currently vacant.

### **Surrounding Development**

Development surrounding the subject site is as follows:

To the North: A 20-unit townhouse development fronting Cooney Road on property zoned “Town Housing (ZT53) – Cooney Road (Brighthouse Village of City Centre)”.

To the East: A 24-unit townhouse development fronting Cook Road on property zoned “Low Density Townhouses (RTL1)”.

To the South: Across Cook Road, a single-family home on a lot zoned “Low Density Townhouses (RTL1)” and a 28-unit townhouse development on property zoned “Town Housing (ZT66) – Cooney Road (Brighthouse Village of City Centre)”.

To the West: Across Cooney Road, a 13-unit townhouse development on property zoned “Low Density Townhouses (RTL1)”.

### **Related Policies & Studies**

#### Official Community Plan/City Centre Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject development site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

The subject development site is located within the Brighthouse Village of the City Centre Area Plan (CCAP), Schedule 2.10 of the Official Community Plan (OCP) Bylaw No. 7100 (Attachment 5). The site is in “Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial”, which is intended for grade-oriented housing in the form of higher-density townhouses (with common parking structures) in areas north of Granville Avenue within the city centre. The preliminary design of the proposal featuring high density townhouses with a common parking structure, generally complies with the Guidelines in terms of land use, density, and overall neighbourhood character. Further consideration of the Development Guidelines will take place at the Development Permit stage of the process.

The subject development site is surrounded by properties with development potential subject to the CCAP. Registration of a legal agreement on title is required before final adoption of the rezoning bylaw, stipulating that the commercial development is subject to potential impacts due to other development that may be approved within the City Centre, including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring this information be provided through signage in the sales centre and through the disclosure statement to all initial purchasers.

The proposed rezoning is subject to a community planning implementation strategy contribution for future community planning initiatives. The contribution rate has increased since the proposal was considered at Public Hearing in 2011. The applicant proposes to make a cash contribution at the current rate of \$0.31 per buildable square foot, for a total contribution of \$2,529.84 prior to final adoption of the rezoning bylaw.

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

The subject development site is located within Area 4 (Aircraft Noise Notification Area) on the OCP Aircraft Noise Sensitive Development Map. While all aircraft noise sensitive land uses (including residential uses) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At Development Permit stage, submission of an Acoustic Report, prepared by a qualified professional, is required to address indoor sound level mitigation criteria as set out in the OCP and identify how noise mitigation measures will be incorporated into the building design.

#### Affordable Housing Strategy

As per the City's Affordable Housing Strategy, the cash-in-lieu contribution towards the City's Affordable Housing Reserve Fund is required to take advantage of the density bonus and maximum density available as part of a rezoning application for development of less than 60 townhouse units (i.e., 0.6 FAR vs. 1.2 FAR). The contribution rate has increased since the proposal was considered at Public Hearing in 2011. The applicant proposes to make a cash-in-lieu contribution at the current rate of \$8.50 per buildable square foot for a total contribution of \$69,366.51 prior to final adoption of the rezoning bylaw.

#### Public Art Program Policy

As the proposed development has less than 10 dwelling units, the City's Public Art Program does not apply.

#### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

#### **Public Consultation**

Rezoning signs have been installed on both frontages of the subject property.



Public correspondence was submitted to the Public Hearing meeting held on April 18, 2011 and afterwards to staff regarding the previous development proposal (Attachment 6). The correspondence included concerns regarding the following:

- Size of development – *The proposed 1.2 FAR density is consistent with the previous proposal, the townhouse development to the north of the subject site, and the development concept that was reviewed as part of that site's rezoning application for the subject site.*
- Tree retention – *The two significant Elm trees in the Cook Road City boulevard will be retained subject to Engineering review of detail design of the required Servicing Agreement. The required frontage improvements, including a new sidewalk, will meander around the trees. See 'Tree Retention and Replacement' section below.*
- Shadowing impacts on neighbours – *The shadowing impacts are consistent with the previous proposal. A shadowing diagram is included in the original rezoning staff report and the proposed building height is consistent with the City Centre Area Plan.*
- Vehicle access location – *Vehicle access will be from the proposed lane. See 'Transportation and Site Access' section below.*
- Sidewalk width – *A 2 m wide City sidewalk will be provided along Cooney Street. A 1.5 m wide City sidewalk will be provided along Cook Street to accommodate tree retention and allow two people to pass each other in wheelchairs. See 'Transportation and Site Access' section below.*
- Use of an existing easement for shared lane access – *The previous development proposal relied on the use of the easement area on the neighbouring property to the north to construct a shared driveway connecting to the new required lane for the use of both sites. In response to the neighbour's existing driveway and limited proposed lane development in addition to the expressed concern regarding the use of the easement area, the applicant revised the development proposal. The current development proposal is contained to the subject site and does not impact the easement area or adjacent neighbouring site. See 'Existing Legal Encumbrances' section below.*

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

## **Analysis**

As noted in the original rezoning staff report, the applicant has applied to rezone the small orphan lot subject site to permit the construction of an infill six-unit four-storey townhouse development, together with a new proposed lane at the northeast corner of Cooney Road and Cook Road. The proposal is consistent with current OCP and CCAP Policies applicable to the subject site, which encourages high-density townhouses in a more urban setting characterized by

low-rise, street wall buildings with more consistent heights and setbacks, flat roofs, roof decks and balconies, landscape terracing, and including among other things, new lane and public open space, street improvements, and contribution for affordable housing.

### Proposed Zoning Amendment

To facilitate the subject development and provide for voluntary developer contributions in compliance with CCAP Policy (i.e., affordable housing contribution), the applicant has requested that the subject site be rezoned to a new site specific zone, “Parking Structure Town Housing (ZT93) - Brighthouse (City Centre)”, which includes:

- Maximum density: 1.2 FAR calculated against the net site area after lane dedication and road widening along Cook Road and Cooney Road. This includes an affordable housing density bonus. The zone also includes the typical 0.1 FAR density bonus for common indoor amenity space for residents.
- Permitted land uses: Town housing and related land uses.
- Maximum building height: 15 m (49 ft.) and no more than four storeys.
- Minimum setbacks: 3 m (9.8 ft.) to roads; 0 m to lane; and 3 m (9.8 ft.) to an interior property line, which may be reduced to 1.5 m (4.9 ft.) as specified in a Development Permit.

### Built Form and Architectural Character

The applicant proposes to build a compact infill townhouse development at 1.2 FAR (after lane dedication) on the subject orphan small corner lot at the northeast corner of Cooney Road and Cook Road in the CCAP’s Brighthouse Village. The project’s six townhouse units are designed as a single three-storey building over a single-level common parking structure. One convertible unit is included in the proposal. Dwelling sizes range from 115 m<sup>2</sup> (1,232 ft<sup>2</sup>) to 129 m<sup>2</sup> (1,390 ft<sup>2</sup>).

The proposal includes individual, south-facing entries and yards along Cook Road, south-facing decks at the building’s upper storey, and a sunny, common open space along Cooney Road. All units have direct access to the partially enclosed parking structure, which has vehicle access to a public lane, to be constructed by the project along its east edge.

A Development Permit processed to a satisfactory level is required prior to rezoning approval. The architectural and landscape design will be reviewed as part of the Development Permit application process.

### Transportation and Site Access

Road widening and related works are required to establish a new rear lane, provide improvements along both of the subject site’s street frontages, and to provide pedestrian enhancement at the intersection. Prior to rezoning adoption, the applicant is required to satisfy the following:

- Rear Lane: 6 m road dedication along the entire east property line to provide a 6 m wide interim lane aligned north-south parallel to Cooney Road. The lane is to be widened through future development to the east. The vehicle access for the subject development will be located on the proposed lane. In the long term, through future redevelopment along Cooney Road and Spires Road, the proposed north-south rear lane will extend from Cook Road to Spires Gate, providing redevelopment along Cooney Road with vehicle access from the lane.
- Cook Road: 1.8 m road dedication along the entire south property line.
- Cooney Road: 2.4 m road dedication along the entire west property line.
- Corner Cut: 5 m x 5 m road dedication at the Cook/Cooney Road intersection.
- Cooney Road tree retention: An approximately 5.4 m<sup>2</sup> Public Right-of-Passage Statutory Right-of-Way (PROP SRW) is required to allow a 1.5 m wide City sidewalk to encroach into the site to allow for tree retention in the City boulevard.
- Rear Lane tree retention: An approximately 2.6 m<sup>2</sup> Public Right-of-Passage Statutory Right-of-Way (PROP SRW) is required to allow the City lane to encroach into the site to allow for tree retention in the City boulevard adjacent to the new lane.
- Enter into the City's standard Servicing Agreement for road construction along all three frontages.
- Provide a voluntary cash contribution in the amount of \$9,000.00 towards accessible pedestrian enhancements of the Cook Road and Cooney Road traffic signal.

#### *Vehicle and Bicycle Parking On-site*

The proposal will feature six units with a total of eight resident parking spaces and two visitor parking spaces, which meet the minimum bylaw requirements. Four resident parking spaces will be in a tandem arrangement (50% of total residential parking spaces provided), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. Prior to rezoning bylaw adoption, the applicant is required to enter into a legal agreement to ensure that where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.

The proposal will feature a total of 10 bicycle parking spaces on site, which meets the bylaw requirements. Secure bicycle parking spaces will be provided within a bicycle storage room within the parking structure and a bicycle rack will be provided on-site. Prior to rezoning bylaw adoption, the applicant is required to enter into a legal agreement to ensure that:

- Conversion of any of the bicycle parking area in this development into habitable space or general storage area is prohibited.
- The bicycle storage room must remain available for shared common use and for the sole purpose of bicycle storage.

#### Existing Legal Encumbrances

There is an existing 3 m wide statutory right-of-way (SRW) for the sanitary sewer along the east property line within the required lane dedication area.

### *Neighbouring Townhouse Development at 6468 Cooney Road*

When the neighbouring site to the north of the subject site at 6468 Cooney Road was rezoned for townhouse development, it was intended that in the future 6468 and 6500 Cooney Road would share a driveway to a lane connecting to Cook Road. To achieve this, 6468 Cooney Road was granted a temporary driveway access to Cook Road and an easement and covenant were registered on title to facilitate connection to a potential rear lane on the subject site.

Relocating the driveway access for 6468 Cooney Road so that it would connect with the lane being established on the subject site is not warranted at this time as the existing driveway access has not created any operational issues and redirecting all site traffic through the proposed lane to Cook Road until such time that an alternate route is available from a functional rear lane connecting to another public road may add additional traffic load closer to the Cook Road/Cooney Road intersection. In addition, the strata at 6468 Cooney Road has requested they be permitted to use their existing driveway and not construct a shared driveway in the easement area.

The existing easement in favour of the subject site is registered on title of 6468 Cooney Road (registered under number BX442223). This existing easement was intended for use as part of a shared driveway, which was to be constructed and widened through development of the subject site for the shared use of both properties. As use of the easement area and provision of a shared driveway to the proposed lane is no longer proposed, after rezoning adoption, the neighbouring strata may request City permission for their lawyer to discharge the easement agreement from title.

The existing covenant registered on title of 6468 Cooney Road (registered under number BX442227) requires that, when a rear lane is operational, the owner of 6468 Cooney Road shall permanently close and landscape the temporary access driveway area that connects to Cooney Road. Based on staff review, while it is intended that the proposed lane will ultimately accommodate vehicle access to 6468 Cooney Road when it redevelops in the future, the lane will not be able to achieve this until it is extended to connect to another public road through future development. Transportation staff has reviewed the proposed development and advises that the City would not seek the closure of the existing temporary driveway access for 6468 Cooney Road as part of the development of 6500 Cooney Road. Driveway access to Cooney Road would continue to be used and the covenant would remain registered on title to 6468 Cooney Road as the existing driveway access closure may be pursued in the future when 6468 Cooney Road is redeveloped and the rear lane system is extended to connect to another public road.

### Tree Retention and Replacement

As noted in the original rezoning staff report, the applicant submitted a Certified Arborist's Report. After further investigation subsequent to the original rezoning staff report, the bylaw-sized trees assessed by the arborist include three existing trees on the subject property and four existing trees on City property.

City Tree Preservation and Parks Arboriculture staff have reviewed the trees, with the following comments:

- Three on-site trees were identified for removal in the original rezoning staff report and were removed after Public Hearing and should be replaced at 2:1 ratio as per the OCP.
- Two City trees (Birch) located along the site's Cook Road frontage (within the proposed road dedication area) were identified for removal in the original rezoning staff report and removed in 2016 in advance of the Servicing Agreement due to public safety concerns. Prior to final adoption of the rezoning bylaw, the applicant is required to provide a tree compensation contribution in the amount of \$2,600. The planting of new City street trees along both frontages will be included in the Servicing Agreement.
- One City tree (Elm) located along the site's Cook Road frontage (within the proposed road dedication area) is to be retained. To minimize impacts, the required Servicing Agreement is to include a narrowed sidewalk, and the required Development Permit is to ensure front yard decks are raised and set back outside the drip line of the tree.
- One City tree (Elm) located along Cook Road east of the proposed rear lane is to be retained subject to Engineering review of detail design of the required Servicing Agreement. The required Servicing Agreement is to include special lane design and construction measures.

#### *Tree Replacement*

Three on-site trees were identified for removal in the original rezoning Staff Report and were removed following the first Public Hearing in 2011. The 2:1 replacement ratio would require a total of six replacement trees. The preliminary landscape plan (Attachment 2) provides for 10 new trees on-site. The size and species of replacement trees and overall landscape design will be further reviewed through the required Development Permit application process.

The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2		5 m
2		5.5 m
2	9 cm	

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$750 to the City's Tree Compensation Fund in lieu of any replacement trees that cannot be accommodated on the subject property after redevelopment.

#### *Tree Protection*

Two trees adjacent to the site in the Cook Road City boulevard are to be retained and protected, subject to Engineering review of detail design of the required Servicing Agreement. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 2). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, entering into a legal agreement and submission to the City of a \$27,100 tree survival security Letter of Credit.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones and to oversee the installation of special measures for tree retention (e.g., aeration tubes) in the required Servicing Agreement. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

#### Townhouse Energy Efficiency and Renewable Energy

The proposed development consists of townhouses that staff anticipate would be designed built in accordance with Part 9 of the BC Building Code. As such, this development would be required to achieve Step 3 of the BC Energy Step Code for Part 9 construction. As part of a future Building Permit application, the applicant will be required to provide a report prepared by a Certified Energy Advisory which demonstrates that the proposed design and construction will meet or exceed the required standard.

#### Amenity Space

The applicant is proposing to provide a cash contribution in-lieu of providing the required indoor amenity space on-site. The contribution rate has increased since the proposal was considered in 2011. The total cash contribution required for the proposed six-unit townhouse development is \$10,830.00 based on \$1,805 per dwelling as per the current OCP rate and is a consideration of rezoning.

Outdoor amenity space is provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space is consistent with the OCP minimum requirement of 6 m<sup>2</sup> per dwelling and the CCAP recommendation that 10% of net site area is provided as open space. Staff will work with the applicant at the Development Permit application stage to ensure the design of the outdoor amenity space meets the Development Permit guidelines contained in the OCP.

#### Housing Type and Tenure

The applicant proposes six strata-titled townhouse units. This report has been submitted prior to Council's consideration of new policies regarding age and rental restrictions in strata-titled buildings to maximize potential rental and housing opportunities throughout the City. These policies are scheduled to be considered at the Public Hearing to be held on June 21, 2021. Additional requirements are included in this report in anticipation of Council adopting these policies prior to consideration of this application.

To maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a legal agreement on title prior to rezoning bylaw adoption, prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit. This covenant will not be required if Council does not adopt these policies prior to the subject application rezoning bylaw receiving third reading.

#### Development Permit Application

Prior to final adoption of the rezoning bylaw, a Development Permit application is required to be processed to a satisfactory level. Through the Development Permit application process, the following issues are to be further examined:

- Compliance with Development Permit guidelines for the form and character of multiple-family projects provided in the OCP and CCAP, including the provision of attractive pedestrian oriented streetscape building design along Cooney Road.
- Review of tree replacement and protection features for the development proposal.
- Review of the shared outdoor amenity area design, including the choice of children's play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review of relevant accessibility features for the one proposed convertible unit and aging-in-place design features in all units.
- Review of sustainability strategy for the development proposal.

#### Site Servicing and Frontage Improvements

Engineering requirements have changed since the proposal was considered at Public Hearing in 2011. Prior to rezoning bylaw adoption, the applicant is required to enter into the City's standard Servicing Agreement for the design and construction of works including a new rear lane, frontage beautification along the Cooney Road and Cook Road site frontages, and storm sewer and sanitary sewer upgrades (Attachment 7). All works are at the applicant's sole cost (i.e., no Development Cost Charge Credits apply). Also prior to rezoning bylaw adoption, the applicant is required to provide a Letter of Credit security for the Servicing Agreement.

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

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as road works, water works, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

#### **Conclusion**

The purpose of this application is to rezone 6500 Cooney Road from the "Low Density Townhouses (RTL1)" zone to the "Parking Structure Town Housing (ZT93) - Brighthouse (City Centre)" zone in order to permit the development of six townhouse units with vehicle access from a new lane.

The subject rezoning application is supportive of City policies for compact, grade-oriented, multi-family housing and the City Centre Area Plan objectives for Brighthouse Village. Despite the project's small site size, the proposed development is attractive and liveable, is expected to

have minimum impacts on neighbouring residents, and proposes to retain significant trees along Cook Road.

In response to the passage of time since the subject application was considered at Public Hearing on April 11, 2011, the application and proposed zoning were revised. The rezoning considerations were also adjusted to reflect current Policy (Attachment 7). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10265 be introduced and given first reading.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 8618 be abandoned.



Sara Badyal  
Planner 2  
(604-276-4282)

SB:blg

Attachments

Attachment 1: Location Maps

Attachment 2: Conceptual Development Plans

Attachment 3: Original Rezoning Staff Report (dated February 15, 2011)

Attachment 4: Development Application Data Sheet

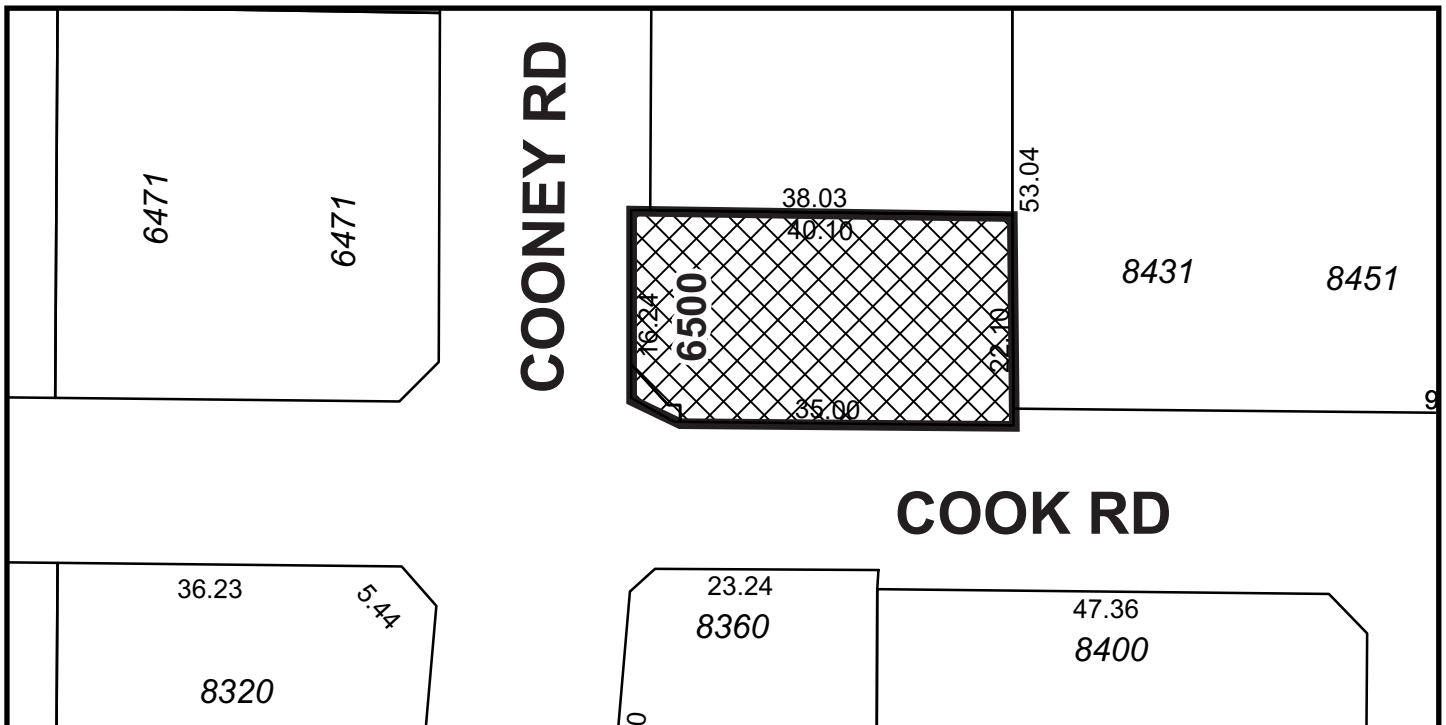
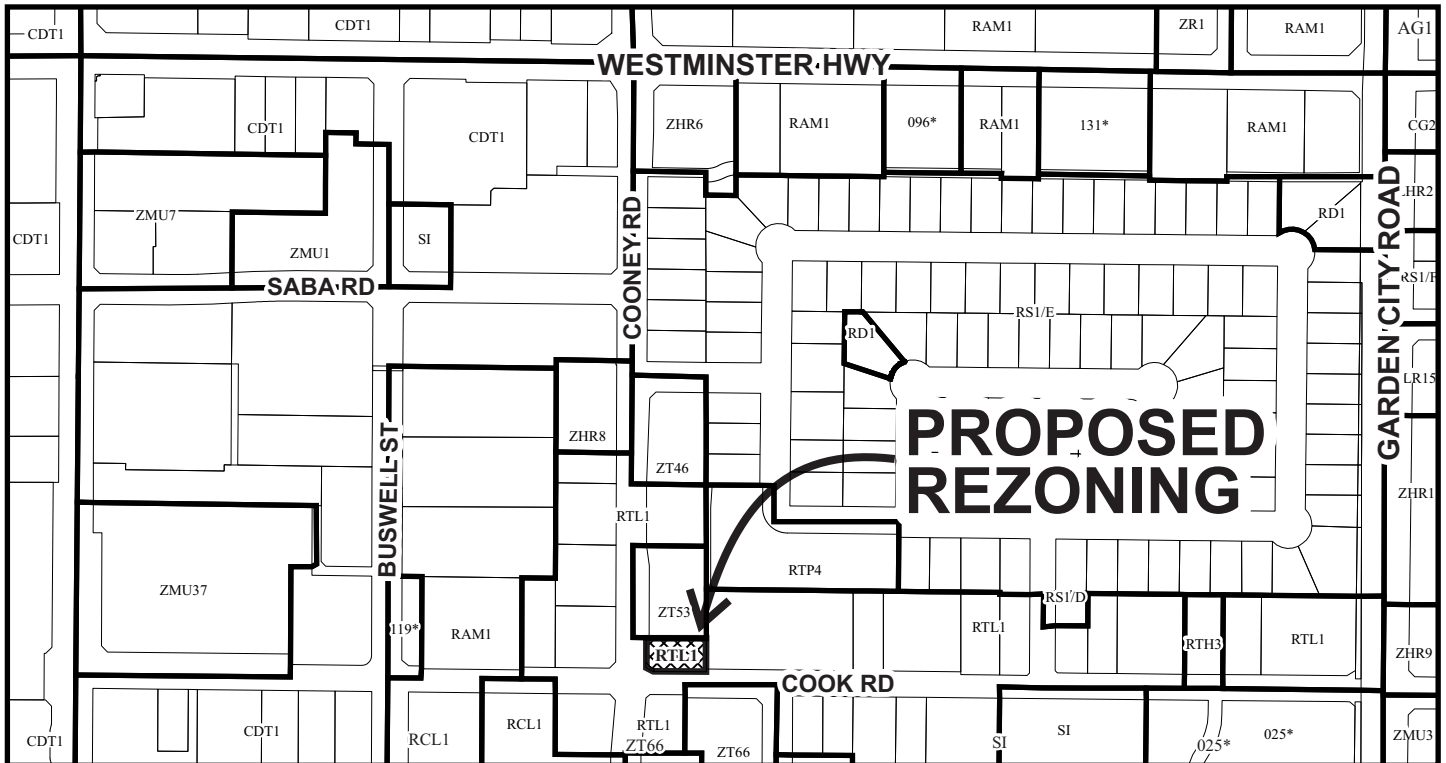
Attachment 5: Specific Land Use Map: Brighthouse Village (2031)

Attachment 6: Public Correspondence

Attachment 7: Rezoning Considerations



City of  
Richmond



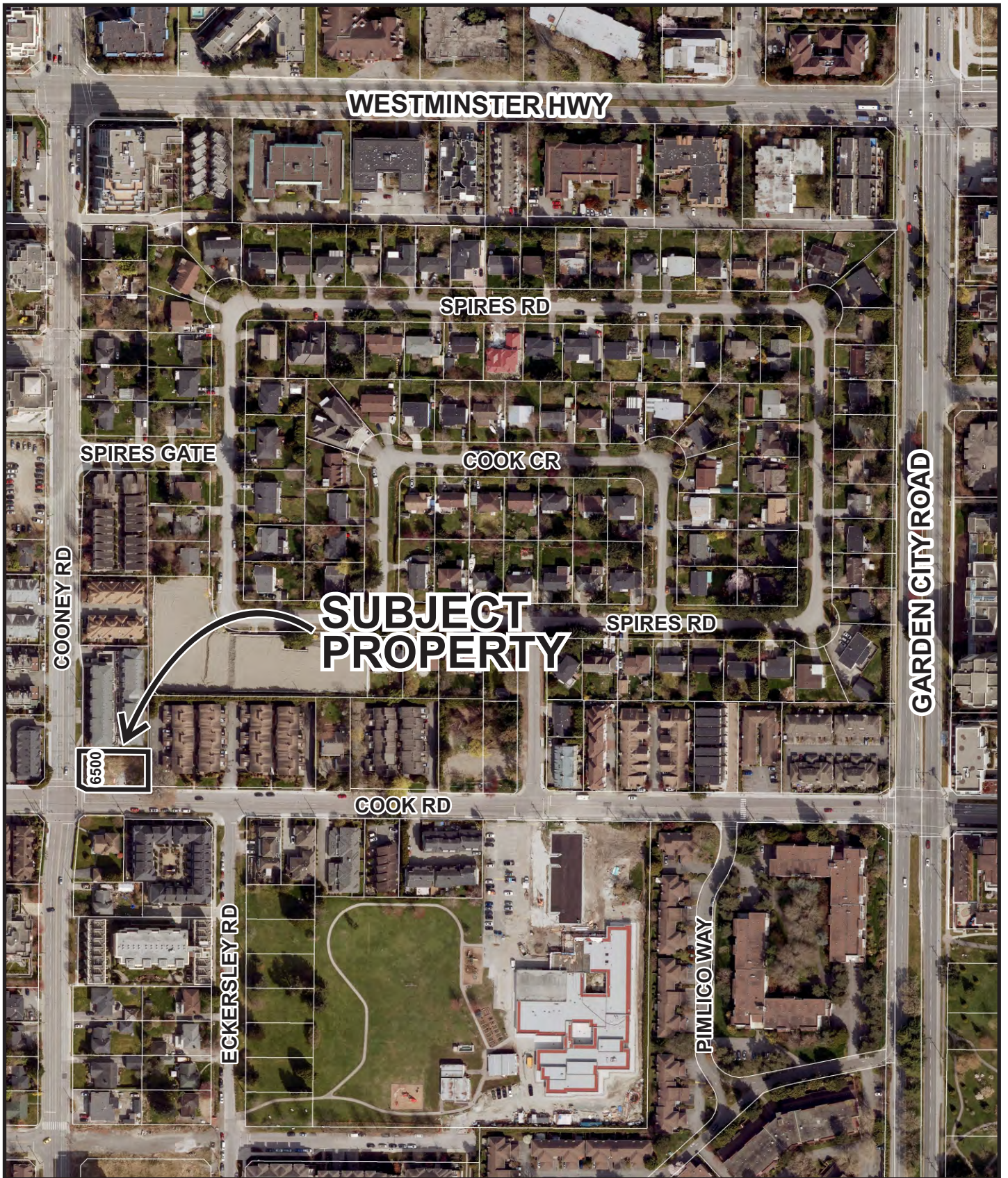
RZ 08-429600

**CNCL – 355**

Revision Date: 04/19/21

Note: Dimensions are in METRES





RZ 08-429600

CNCL - 356

Original Date: 07/28/08

Amended Date: 04/19/21

Note: Dimensions are in METRES







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Project Title  
**6-UNIT  
TOWNHOUSE**  
6500 Conroy Road  
Richmond, BC

Consultants

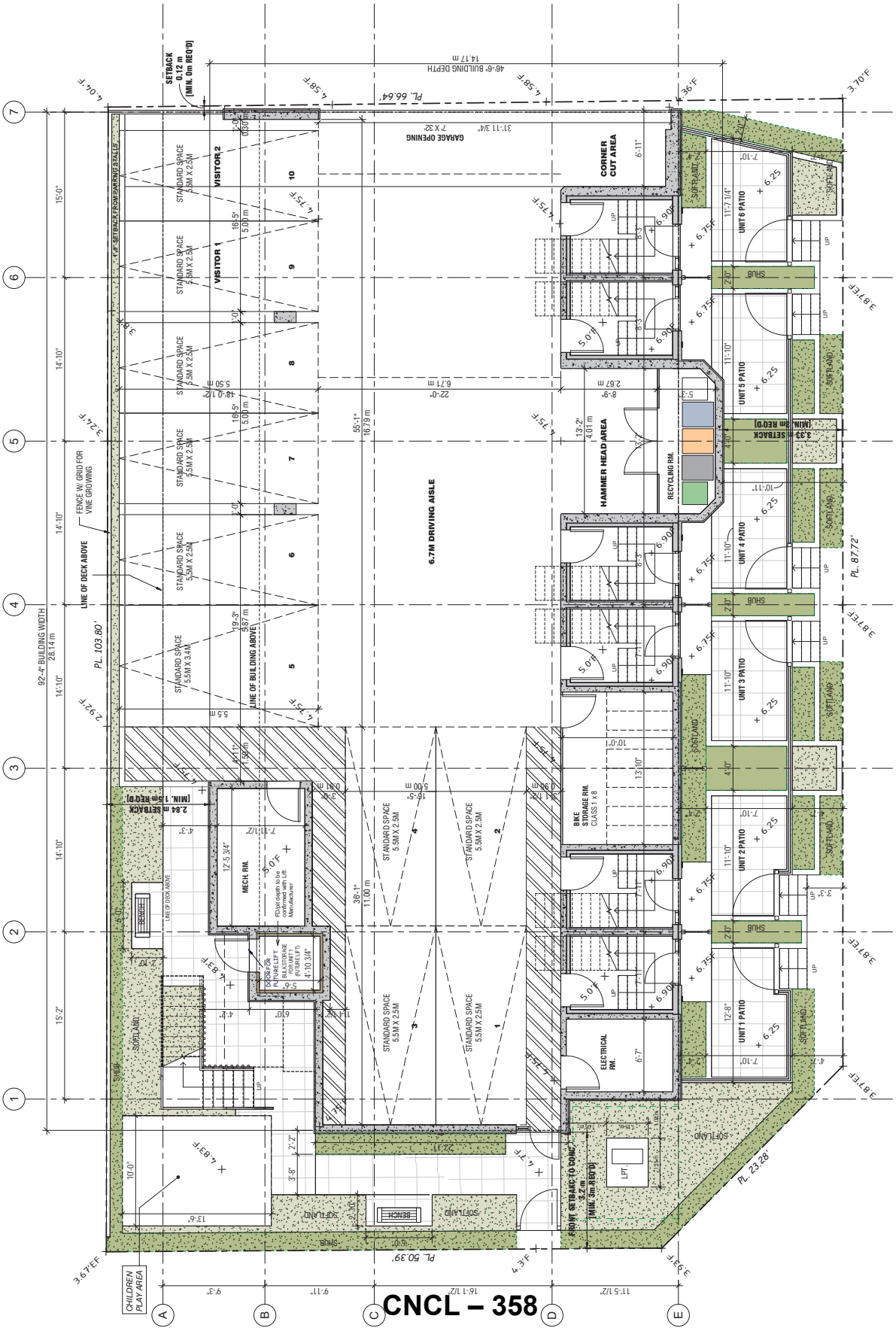
No.	Date	Revision
3	Jun 7 2021	Revising application (Traffic Review)
2	May 13 2021	Revising application (Planning)
1	Jan 13 2020	Proposed at New Planning meeting

Sheet Title  
**FIRST FLOOR PLAN**

Drawn: **CL**  
Checked: **KK**  
Scale:

Print date: **Jan 7, 2021**

Dwg. no. **A-2.1**



FIRST FLOOR PLAN  
SCALE 1/4" = 1'-0"

No.	Date	Revision
3	Jun 7 2021	Revising application (Traffic Revision)
2	May 13 2021	Revising application (Revisions)
1	Jun 13 2020	Proposed w/ New Planning Approval

Sheet Title  
**SECOND FLOOR  
PLAN**

Drawn: **CL**

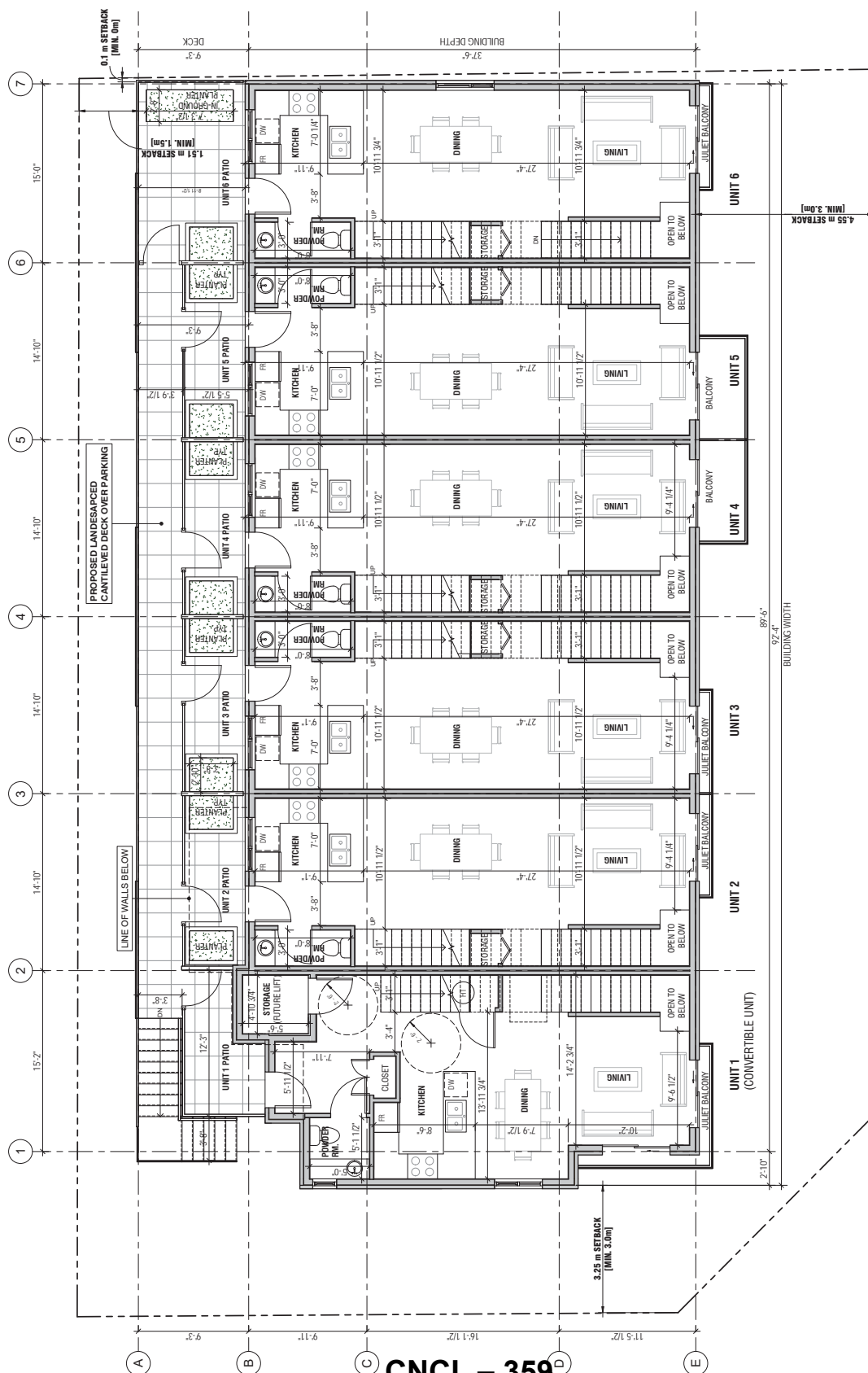
Checked: **KK**

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Print date: **Jan 7, 2021**

Dwg. no.

**A-2.2**



**CNCL - 359**



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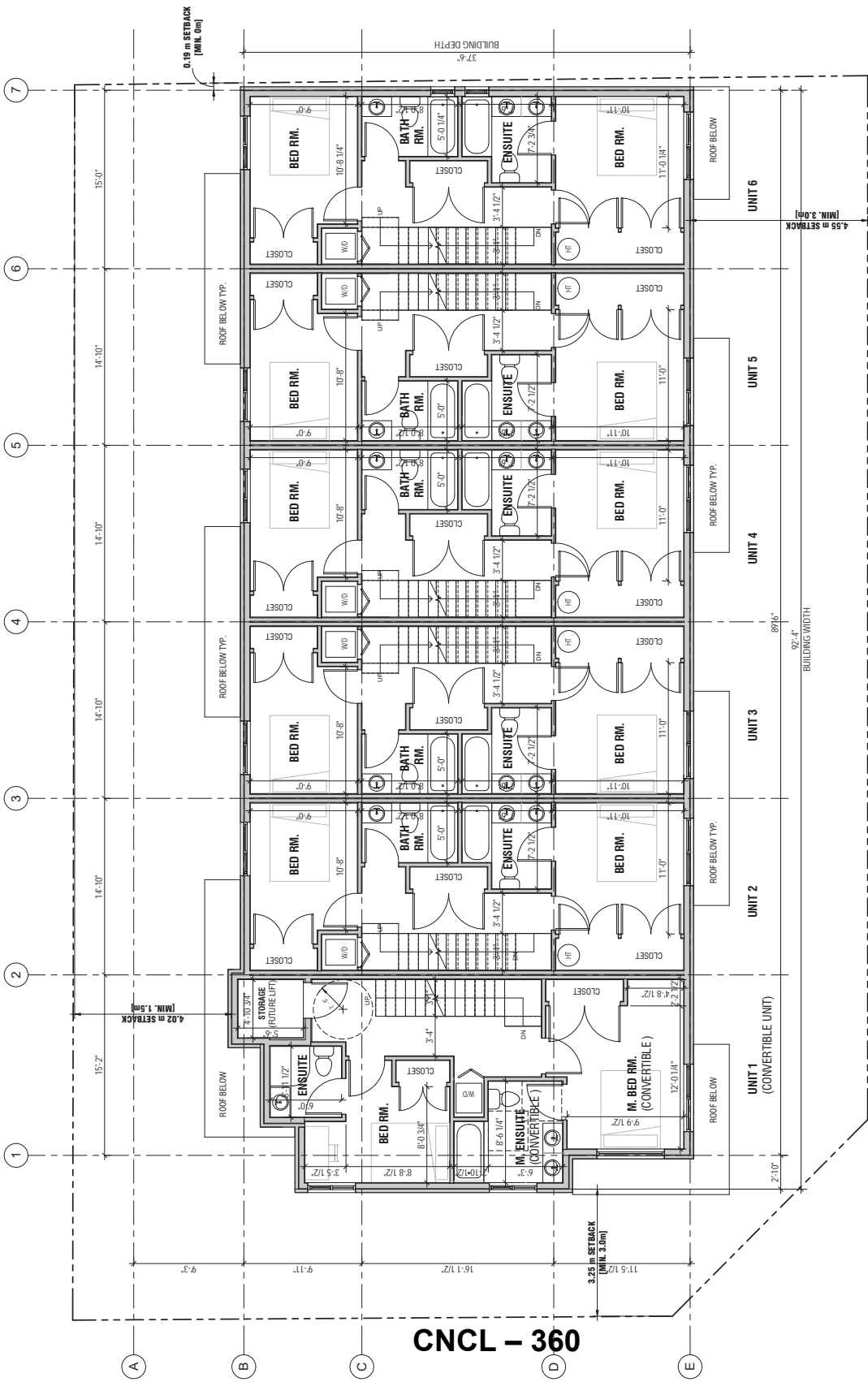
Project Title  
**6-UNIT TOWNHOUSE**  
 6500 Conroy Road  
 Richmond, BC

Consultants

No.	Date	Revision
2	May 13 2021	Revised specification (Revised)
1	Jan 13 2020	Proposed new drawing layout

Sheet Title  
**THIRD FLOOR PLAN**

Drawn:	CL
Checked:	KK
Scale:	
Print date:	May 13, 2021
Dwg. no.	A-2.3





**Kenneth Kim Architecture Inc.**  
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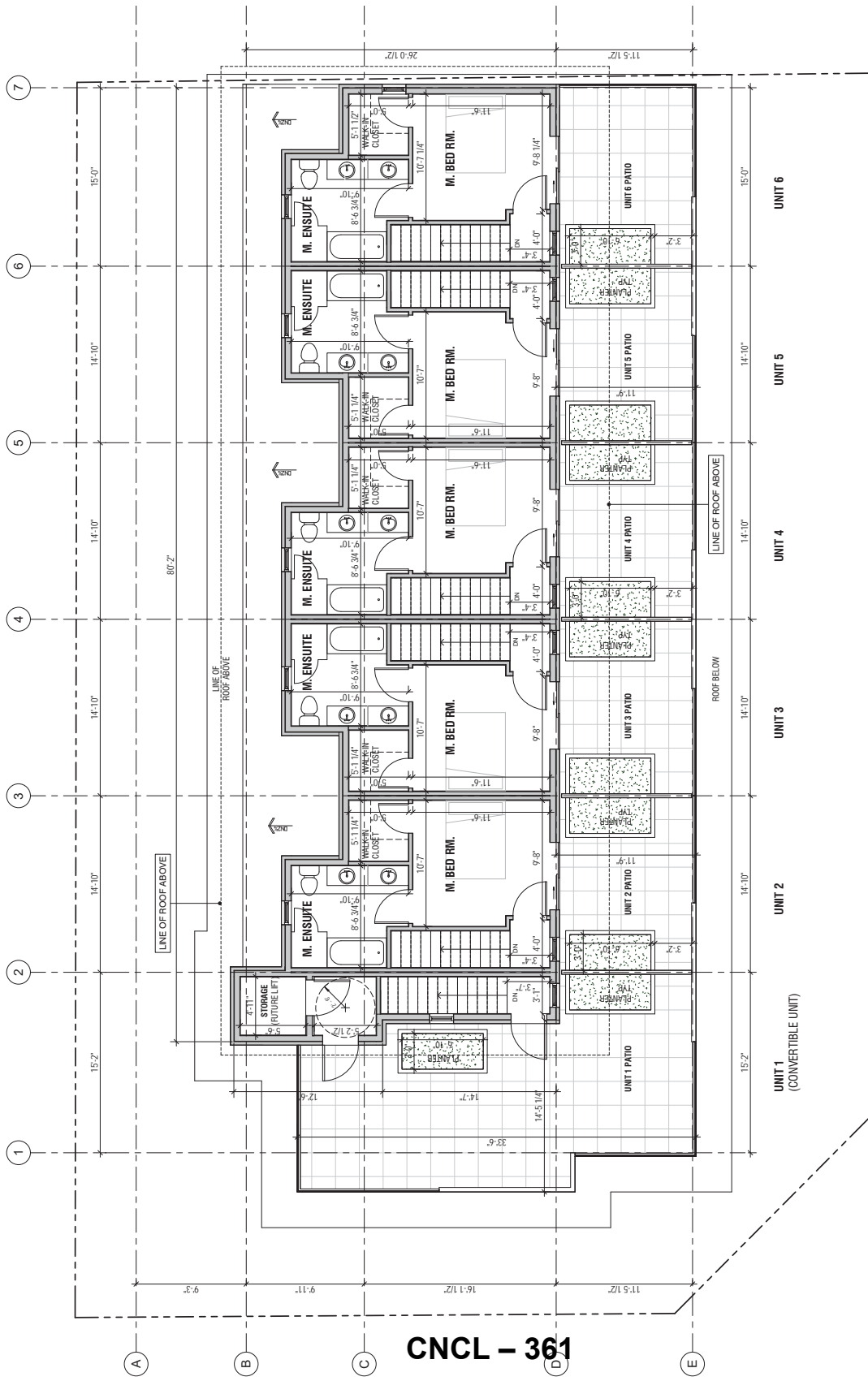
**Project Title**  
**6-UNIT TOWNHOUSE**  
 6500 Conroy Road  
 Richmond, BC

**Consultants**

No.	Date	Revision
2	May 13 2021	Revised Application (Revised)
1	Jan 13 2020	Proposed at New Planning Report

**Sheet Title**  
**FOURTH FLOOR PLAN**

Drawn:	CL
Checked:	KK
Scale:	
Print date:	May 13, 2021
Dwg. no.	A-2.4





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Project Title

**6-UNIT  
TOWNHOUSE**  
6500 Conneely Road  
Richmond, BC

## Consultants

No.	Date	Revision
3	Jun 7 2021	Re-zoning application (Traffic Revision)
2	May 13 2021	Re-zoning application (Revised)
1	Jun 13 2020	Proposal w/ New Parking Layout

Sheet Title  
SOUTH & WEST  
ELEVATION

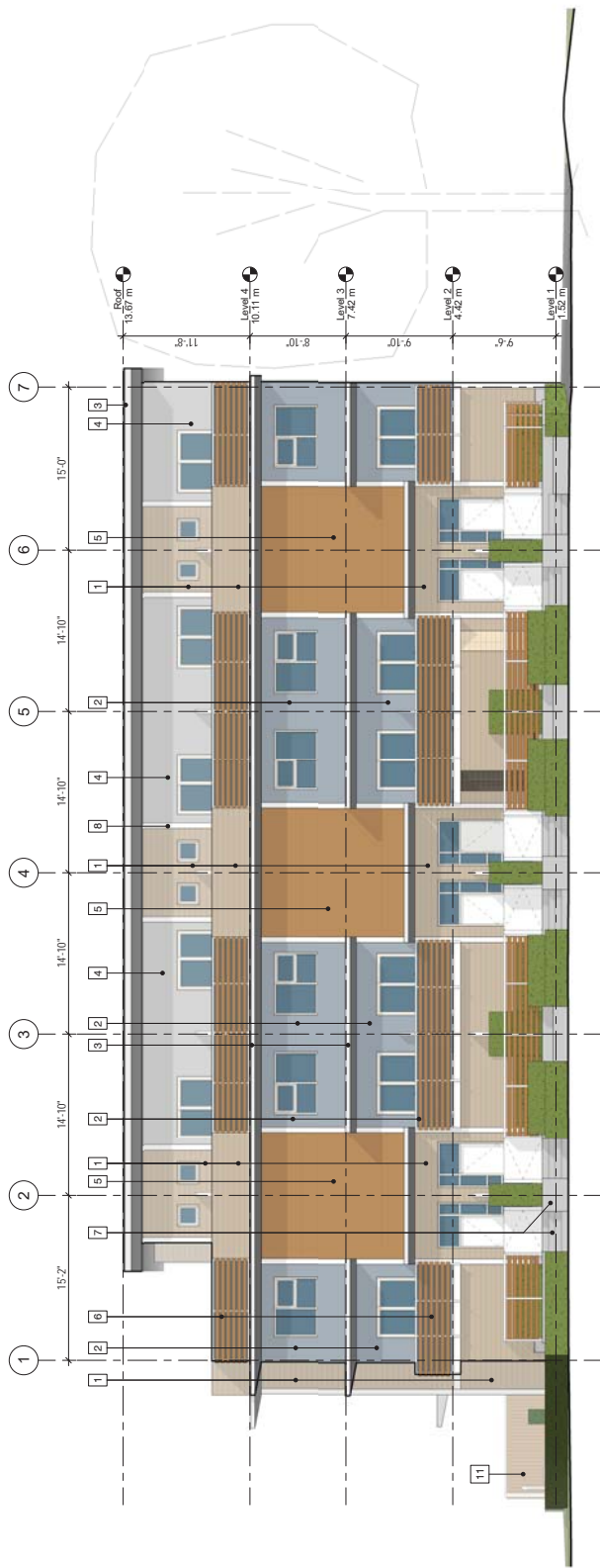
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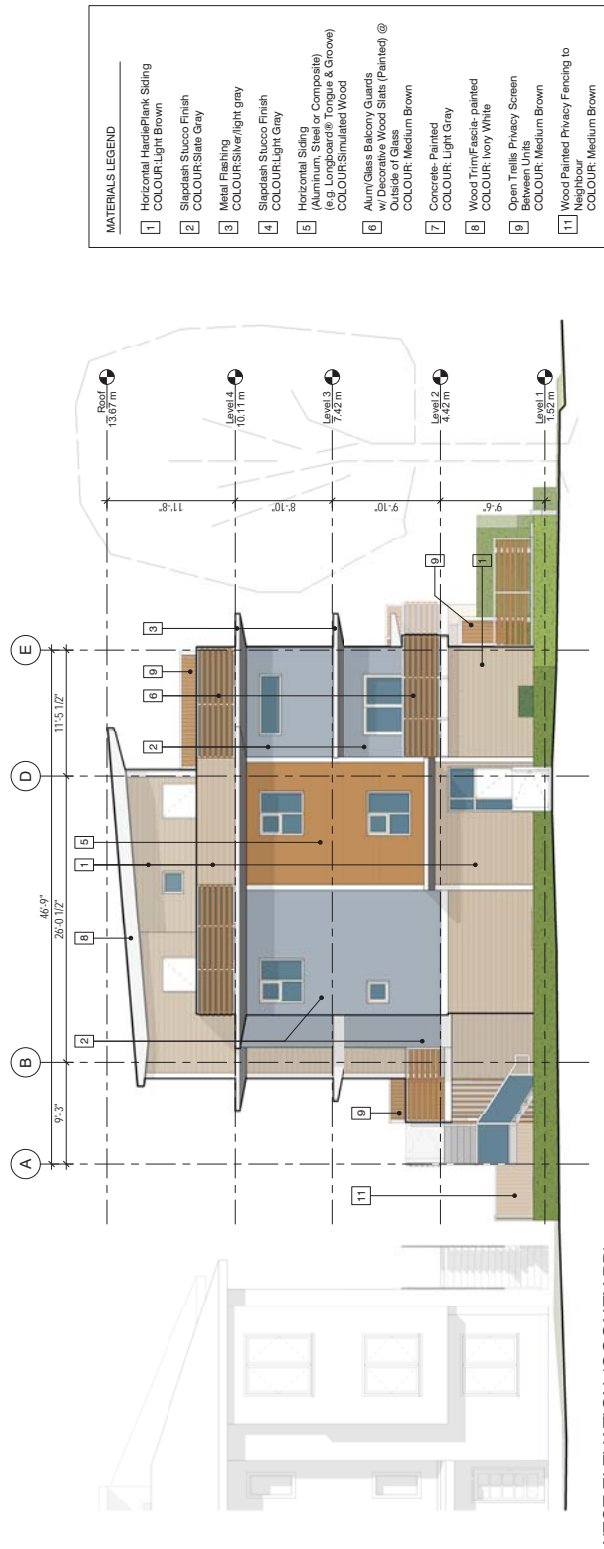
Scale:

Print date: Jun 7, 2021

Dwg. no.,



**CNCL - 362**



WEST ELEVATION (COONEY RD)  
SCALE: 3/16" = 10'



t: 778-379-8918 / f: 604-800-0775  
e: kenneth@k4d.ca  
211-2223 West Broadway  
Vancouver, B.C. V6K 2E4

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Project Title

**6-UNIT  
TOWNHOUSE**  
6500 Connelly Road  
Richmond, BC

## Consultants

No.	Date	Revision
3	Jun 7 2021	Reasoning application (Traffic Revision)
2	May 13 2021	Reasoning application (Revised)
1	Jun 13 2020	Proposal w/ New Parking Layout

Sheet Title  
**NORTH & EAST  
ELEVATION**

Drawn: CY

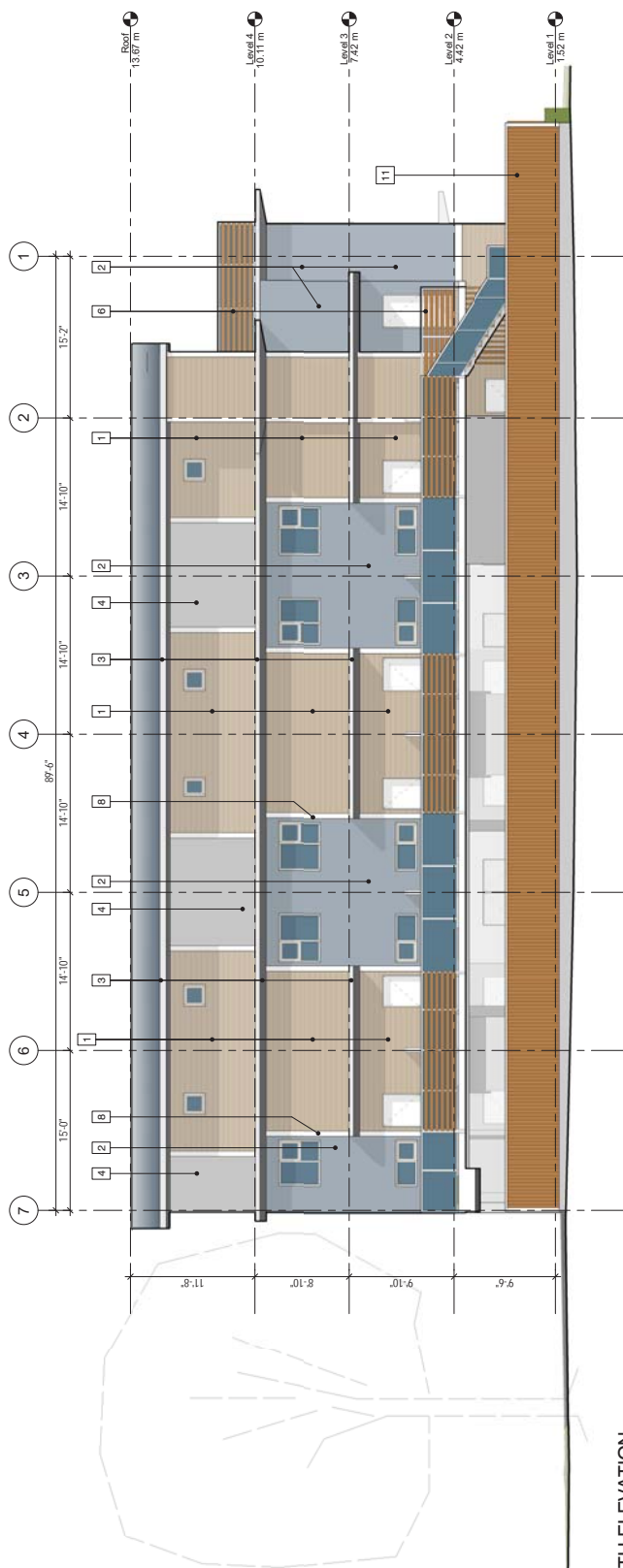
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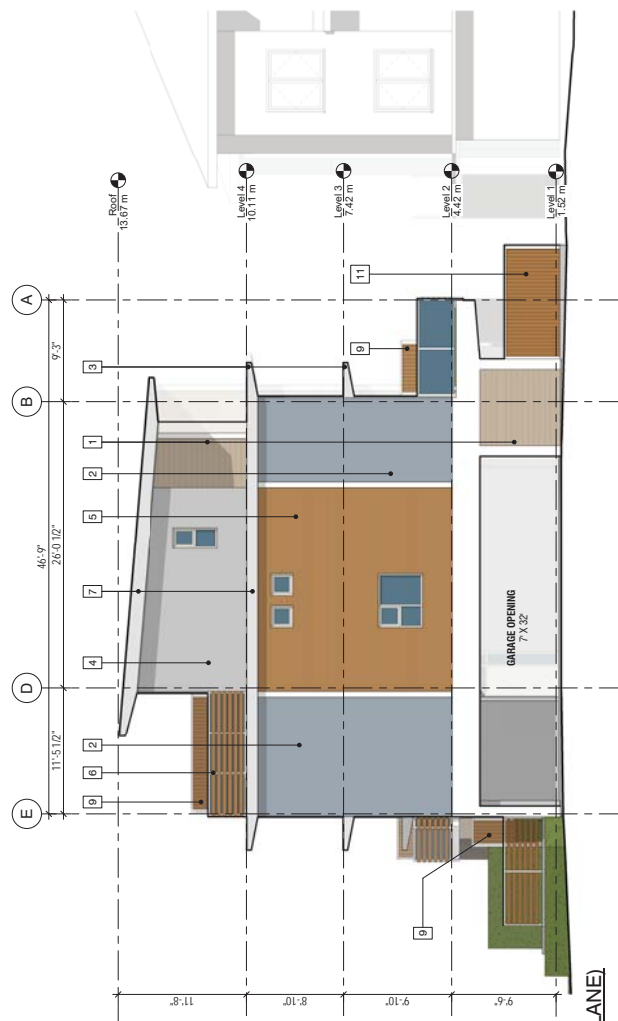
Print date: Jun 7, 2021

Dwg. no.

## A-3.2



**NORTH ELEVATION**  
SCALE: 3/16" = 1'-0"



EAST ELEVATION (LANE)

MATERIALS LEGEND	
1	Horizontal HardiePlank Siding COLOUR:Light Brown
2	Slapdash Succo Finish COLOUR:Slate Gray
3	Metal Flashing COLOUR:Silver/light gray
4	Slapdash Succo Finish COLOUR:Light Gray
5	Horizontal Siding (e.g. Longboard® Composite) (e.g. Longboard® Tongue & Groove) COLOUR:Simulated Wood
6	Alum/Glass Balcony Guards w/ Decorative Wood Stairs (Painted) @ COLOUR: Medium Brown
7	Concrete Painted COLOUR: Light Gray
8	Wood Trim/Fascia, painted COLOUR: Ivory White
9	Open Trellis Privacy Screen Between Units COLOUR: Medium Brown
11	Wood Painted Privacy Fencing to Neighbour COLOUR: Medium Brown

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prior to commencement of the Work, the Contractor shall review and verify drawing dimensions, datums and levels to identify any discrepancies between information in this drawing and 1) actual site conditions; and, 2) the remaining Contractor documents. The Contractor shall bring all discrepancies, if any, to the attention of the Architect for clarification before proceeding with work.

**SUBJECT:** Proposed 6-UNIT Residential Devt.  
500 Cooney Road  
Richmond, BC

DEVELOPER:

CONSULTANTS:

RED LIU & ASSOCIATES  
landscape Architect

Revision	Date
----------	------

DRAWING: \_\_\_\_\_ File: \_\_\_\_\_  
LANDSCAPE SITE /  
PLANTING PLAN  
( Preliminary )

AWN BY:

HECKED BY:

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

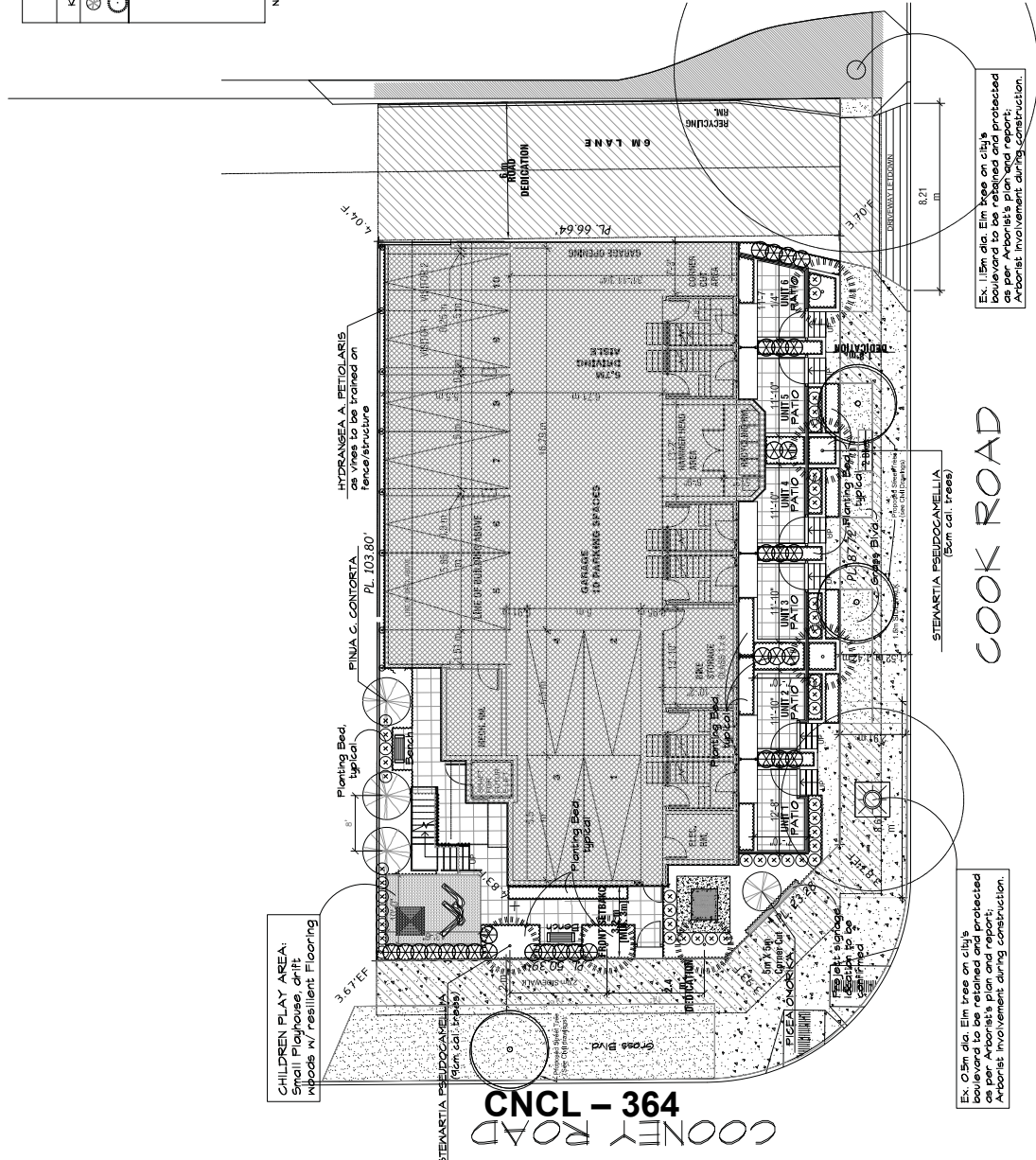
PROJECT NO.	SHEET NO.
06000-00000	00000
DATE:	
MAY 2021	

DATE: **L1** of 1

P L A N T L I S T ( Preliminary )				Project No. 210502 KIM Updated 1/2/21 07:30 PM
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTED SIZE
1 ♂		PICHA ORKHITA	Shorea Spicosa	BUB 4.0m Ht.
1 ♂		FINCA CONTORTA	Shorea Fina	BUB 4.0m Ht.
1 ♂		STEMARTIA PSEUDOCANELLIA	Japanese Stemartia	BUB 4.0m Ht.
1 ♂		ABELIA EDWARD BOUCHER	Drifts Abelia	sg post 4.0m Ht.
1 ♂		LAVANILLA SPICA NUNSTAD	English Lavender	sg post 4.0m Ht.
1 ♂		OSMAREA BURKHOOFF	Burkwood Osmaria	sg post 4.0m Ht.
1 ♂		PRUNUS ( OTTO LYXEN	Cherry Laurel	sg post 4.0m Ht.
1 ♂		RACODENDRON DWARF ( HIG. TED)	Drifts Racodendron	sg post 4.0m Ht.
1 ♂		YANUS MED ( KICKS)	Medicinal Rose	sg post 4.0m Ht.
1 ♂		VIBURNUM BURKHOOFF	Burkwood Viburnum	sg post 4.0m Ht.
1 ♂		HYDRANGEA A PETIOLARES	Climbing Hydrangea	sg post 4.0m Ht. bushy
				sg post 4.0m Ht. Heavy

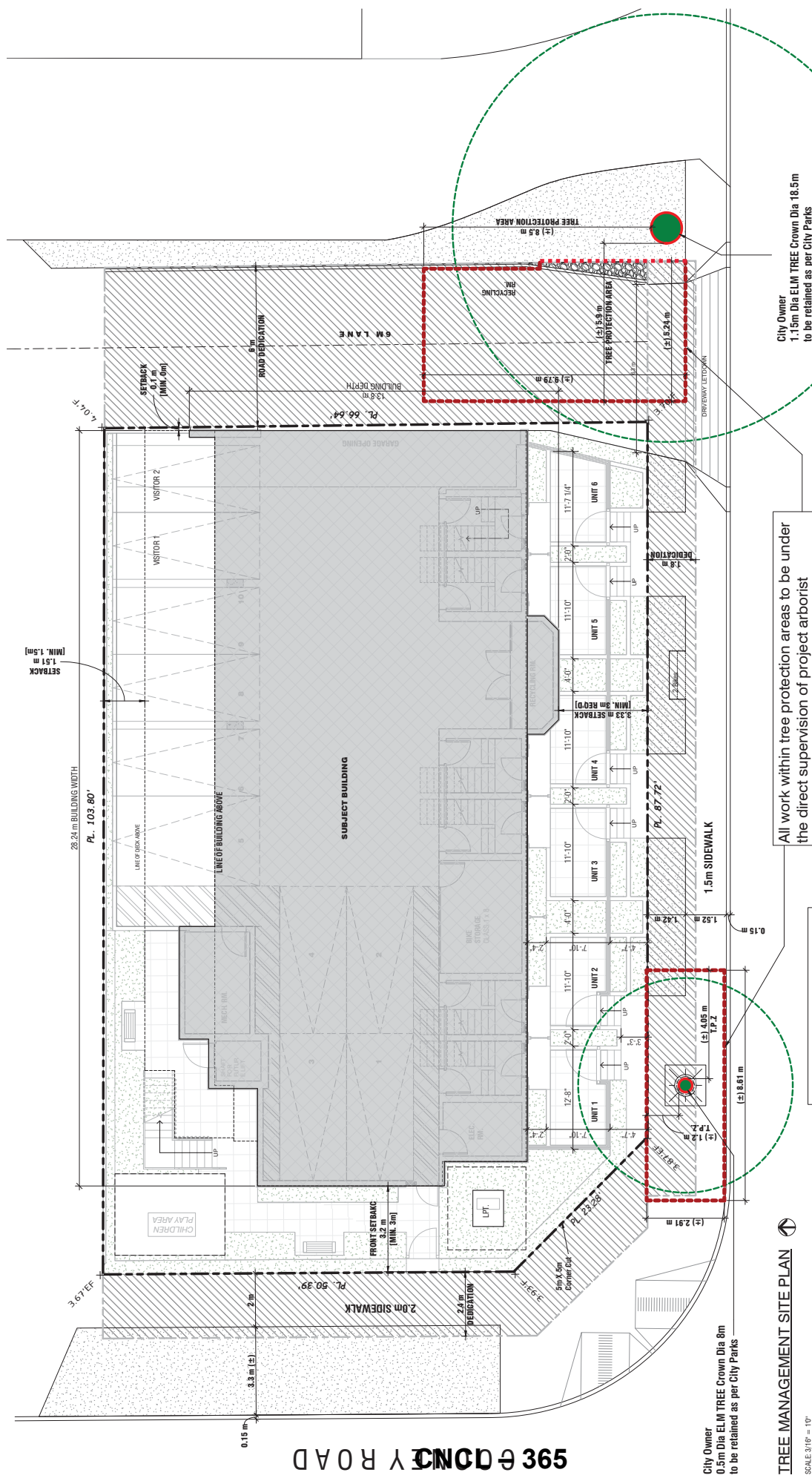
NOTE:

1. All plant materials shall meet or exceed ECMA/ECNA Standard.
2. All grass areas shall be sodded unless otherwise indicated.
3. "Hyd. T&B" denotes hydrants to be determined at the nursery.
4. For all other requirements, see Landscape Specifications & Details (Spec. is to be included for tendering & construction use).



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instrument of service to the property  
the landscape architect and may

[illegible]




COOKROAD

All work within tree protection areas to be under the direct supervision of project arborist

**PROJECT ARBORIST**  
Davey Resource Group  
Steve Whitton  
604-346-9498  
Steve. Whitton@davey.com

**NOTES:**  
- All off-site works to be designed and constructed via separate required Servicing Agreement

 <b>Kenneth Kim Architecture Inc.</b>  T: 781.391.8818 / F: 617.466.8910 E: kkim@kennethkim.com 11-1222 Walnut Broadway Woburn, MA 01801	THIS DRAWING IS THE PROPERTY OF KENNETH KIM ARCHITECTURE INC. AND MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT PERMISSION IN WRITING FROM KENNETH KIM ARCHITECTURE INC. AND MAY BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY OTHER USE OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF KENNETH KIM ARCHITECTURE INC. IS STRICTLY PROHIBITED.		No.      Date		Contributors		Project Title		Sheet Title		File number		Scale		
											Drawn:      CL		Day no.		
			3      04/7/2021		Revising specification (Traffic Revision)						Checked:      KC				
			2      May 13/2020		Revising specification						Print date:      Jun 17, 2021				
			1      May 13/2020		Proposed of Newbury/Lyons										
								6500 Conroy Road Richmond, BC		TREE MANAGEMENT PLAN				A-1.3	



**City of Richmond**  
Planning and Development Department

**Report to Committee**

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

**Staff Recommendation**

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

Brian J. Jackson  
Director of Development

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<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

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

### Findings of Fact

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

### Project Description

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

### Surrounding Development

- To the North: A recently constructed, 20-unit, 3-4 storey townhouse development (including one level of parking) fronting onto Cooney Road, with a landscaped courtyard and a density of 1.11 floor area ratio (FAR), as per site-specific zone “Town Housing (ZT53) – Cooney Road (Brighthouse Village of City Centre)”. Vehicular access to this property is currently via a driveway at Cooney Road; however, as per legal agreements entered into as part of this site’s development approval process, vehicle access will be relocated to Cook Road via a new lane to be constructed by the applicant along the east side of the subject site. (**Attachment 4**)
- To the East: An older “Low Density Townhouses (RTL1)” project (i.e. 0.55 FAR, 2 storeys) fronting Cook Road and accessed via a driveway along its west side (adjacent to the public lane proposed for construction on the subject site). Existing shrubs and a fence along the west side of this property’s existing driveway screen views to the subject site. No redevelopment of this property is expected in the near term. (**Attachment 5**)
- To the South: Across Cook Road, an older single-family home designated under the CCAP for “high-density townhouses” (1.2 FAR maximum), and a new 4-storey townhouse development (including one level of parking) with a landscaped courtyard and density of 1.1 FAR.

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

### **Related Policies & Studies**

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

### **Advisory Design Panel (ADP)**

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

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

### **Public Input**

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

### **Staff Comments**

#### **Transportation**

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



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

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

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

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

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

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

### **Sanitation & Recycling**

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

### **Engineering: Capacity Analysis**

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



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

### Analysis

The subject site is situated in part of the City Centre designated for compact, grade-oriented, multiple-family housing. Several years ago when such a project was proposed north of the subject site, the owner declined to consolidate the two properties. Today, redevelopment of that neighbouring site is complete (**Attachment 4**) and the subject site is effectively landlocked. As a result, development of the subject site has proven to be challenging – made most difficult by required road dedications, which reduce the gross site size by 27% to just 631.93 m<sup>2</sup>. Nevertheless, the proposed development is well designed, livable, and consistent with City objectives for the local area as follows:

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

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

- ii. Provide for tree retention (e.g., 1.5 m versus 2 m wide sidewalk along Cook Road; special measures such as permeable paving and light weight fill in the lane); and
- Sidewalk/boulevard construction along the north side of Cook Road between the subject site and Cook Gate should be considered a priority for the City to implement (regardless of development activity along the block) within the next 3-4 years.
  - A voluntary cash contribution towards accessible pedestrian enhancements of the Cook Rd/Cooney Rd traffic signal will also be provided.
- h) Tree Retention & Replacement: Richmond's Tree Protection Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm DBH from being unnecessarily removed (measured 1.4 m above grade) and setting replanting requirements. The developer has submitted an arborist's report and landscape concept. Due to the small size of the subject site and the City's requirement for road widening and lane construction, staff have determined that:
- Several trees, which are in poor or fair condition, should be removed and replaced (at 2 replacements for each tree removed);
  - One tree in good condition along the site's Cook Road frontage (within the proposed road dedication) should be retained, the proposed sidewalk should be narrowed to minimize impacts, and, at the Development Permit stage, the project's raised patios should be set back outside the drip line of the tree; and
  - One very large tree in good condition located east of the proposed lane should be retained and special measures should be identified by the developer/arborist via the Servicing Agreement process to mitigate the potential impacts of lane construction, to the satisfaction of the City. Measures to be considered may include, but may not be limited to light weight fill, permeable paving, etc.

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

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

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

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

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

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

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

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



- Reduce the minimum allowable size of one handicapped parking space (adjacent to a wall):
  - i. From 4.0 m wide to 3.3 m, and from 5.5 m long to 5.2 m.*Staff support the proposed variance as the Bylaw requires only one full-size handicapped space on site (which is proposed as visitor parking) and the proposed space is expected to better meet the needs of the project's designated "convertible" unit than would a standard parking space.*

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

None.

#### **Conclusion**

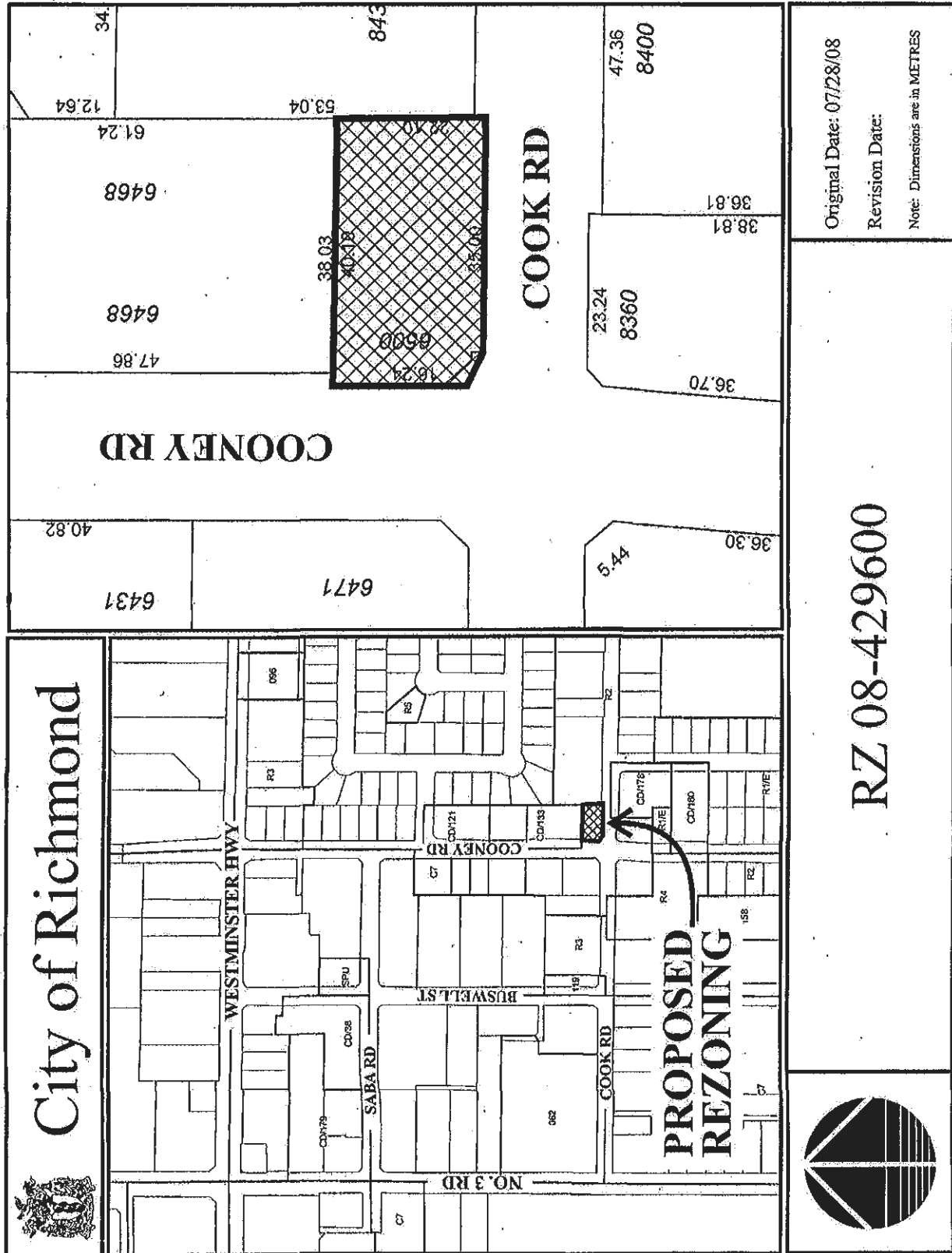
The subject rezoning application is supportive of City policies for compact, grade-oriented, multi-family housing and CCAP objectives for the Brighthouse Village area. The proposed zoning, "Parking Structure Townhouses (RTP4)", is a new zone, drafted for use in City Centre locations designated for "high-density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

*Suzanne Carter-Huffman.*

Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:spc

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








**City of Richmond**

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

# Development Application Data Sheet

Development Applications Division

**RZ 07-380222**

Address: 6500 Cooney Road

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

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

Floor Area 749.1 m<sup>2</sup> (8,063.2 ft<sup>2</sup>), excluding standards zoning exclusions (e.g., parking)

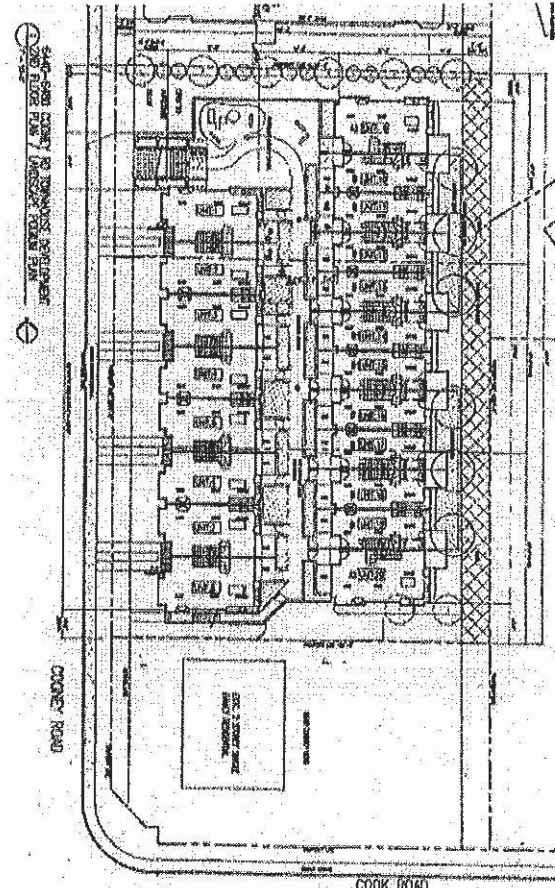
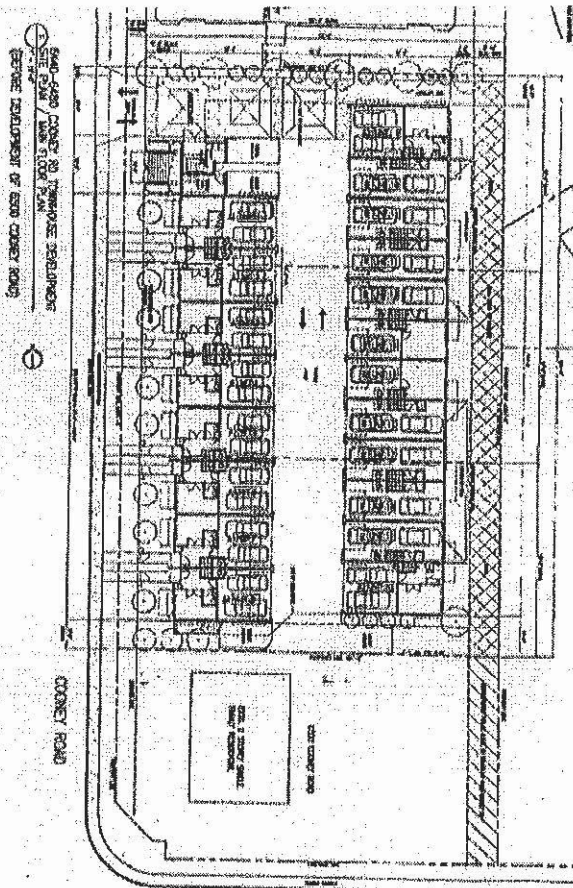
	Existing	Proposed
Site Area	869.6 m <sup>2</sup> (9,361.0 ft <sup>2</sup> )	Net Site: 631.93 m <sup>2</sup> (6,802.26 ft <sup>2</sup> ) Road Dedication: 237.7 m <sup>2</sup> (1,260.9 ft <sup>2</sup> )
Land Uses	Single-family house	3-storey townhouses over a 1-storey shared parking structure
City Centre Area Plan (CCAP) Designation	General Urban T4 (15 m): • 1.2 FAR maximum • Ground-oriented residential • 15 m typical maximum height	As per City policy
Aircraft Noise Sensitive Development (ANSD)	"Area 4": All aircraft noise sensitive uses are permitted, provided that: • ANSD Restrictive Covenant is registered on title; • Acoustics Report is prepared; and • Noise mitigation measures are incorporated to the City's satisfaction.	As per City policy
Zoning	Low Density Townhouses (RTL1): • 0.55 FAR maximum • Townhouses & single-family houses • 40% lot coverage • 6 m setback along streets, 3 m at interior side yards & 6 m at a lane • 9 m maximum height	Parking Structure Townhouses (RTP4): • 1.2 FAR maximum • Townhouses • 50% lot coverage • 3 m setback along streets, 1.5 m at interior side yards & 1.2 m at a lane • 15 m & 4 storeys maximum height
Number of Units	1	6

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

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

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

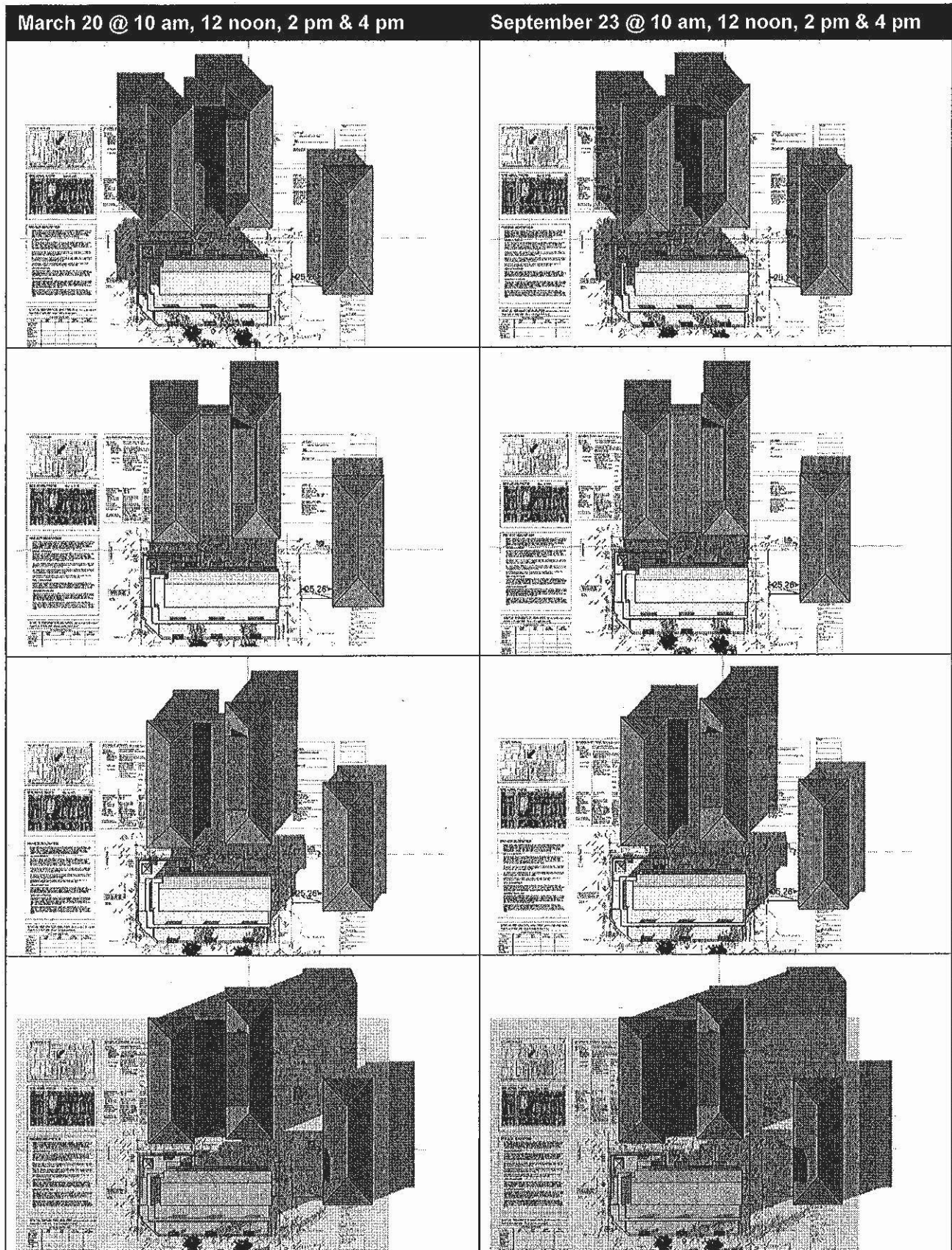
View Looking North Across the Subject Site to 6460 Cooney Road



#### **View Looking NE Across 8491 Cook Road Towards the Subject Site**

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







## **Rezoning Considerations**

### **6500 Cooney Road**

### **RZ 08-429600**

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

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

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

***Transportation:***

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

***Engineering:***

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

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

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

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

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

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

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

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



**Note:**

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

[Signed original on file]

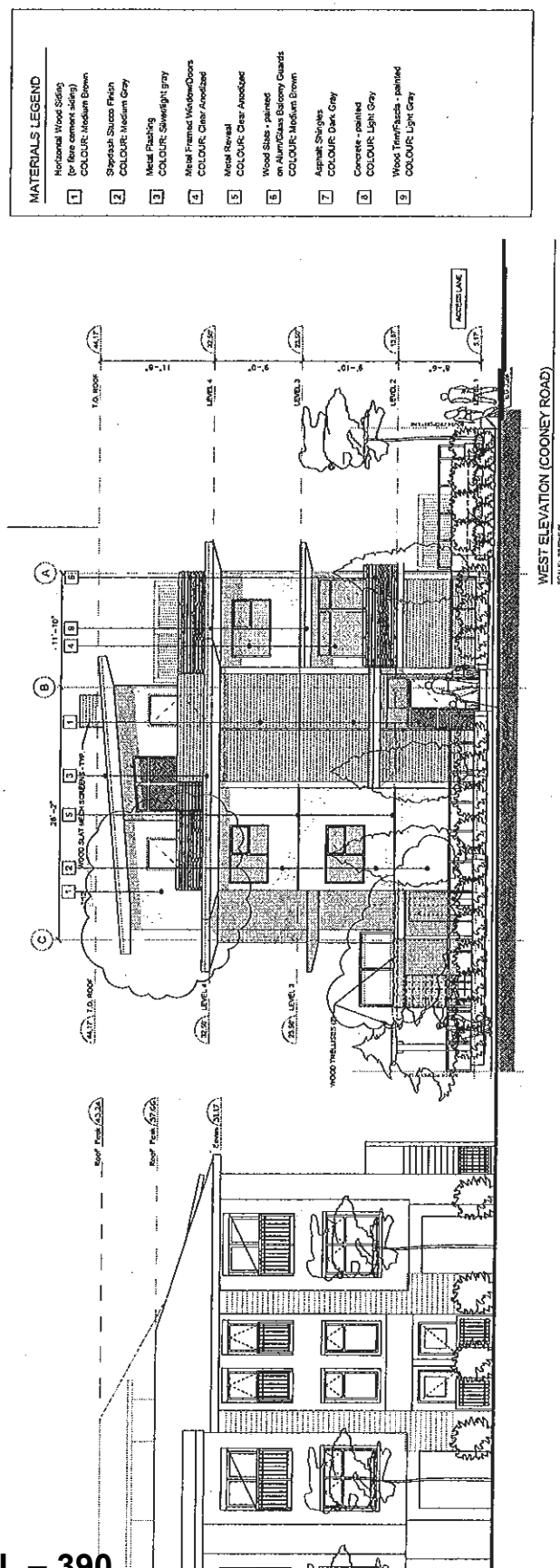
Signed \_\_\_\_\_

Date \_\_\_\_\_



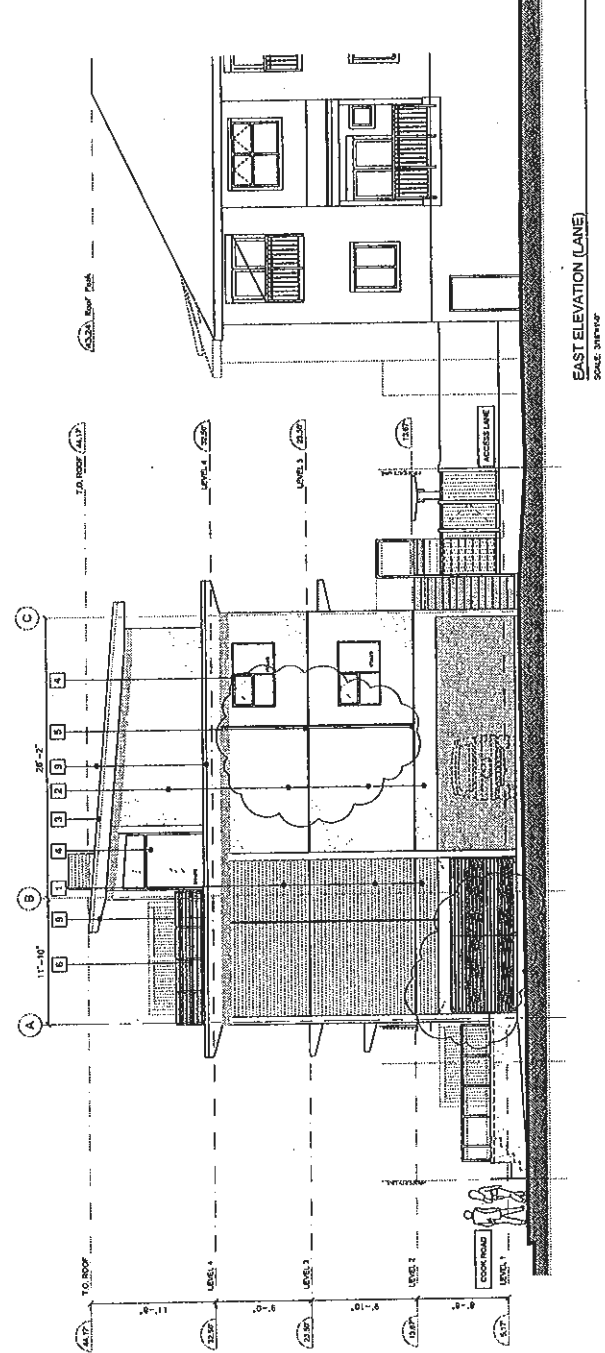


<b>INTERFACE:</b>	Suite 220 11390 Gemini Road Houston, TX 77068 Contact VLS 325 T 654 747 162 F 654 747 162 E vls@vls.com www.interfaceusa.com	<b>PROJECT</b>	Proposed B-J Unit Residential Development 690 Gower Road, Raymond, N.C.	<b>NATURAL GAS</b>	07%	<b>DATE</b>	As Noted	<b>DWG</b>	JUN 13, 2006	<b>DESIGNED BY</b>	HVC, DLS	<b>CHECKED BY</b>	HVC	<b>PAGE TWO</b>	<b>SOUTH AND WEST ELEVATIONS</b>	<b>A-3</b>	<b>DRAWN</b>	
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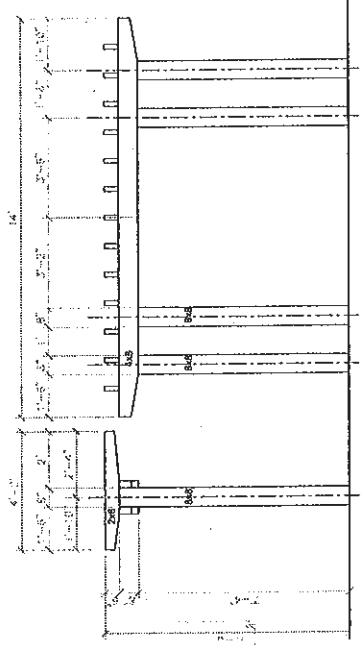


## MATERIALS LEGEND



- 1 Horizontal Wood Siding  
(for fibre cement siding)  
COLOUR: Medium Brown
- 2 Spanish Shutter Flush  
COLOUR: Medium Gray
- 3 Metal Flashing  
COLOUR: Silverlight Gray
- 4 Nest Framed Windows  
COLOUR: Clear Anodized
- 5 Metal Sural  
COLOUR: Clear Anodized
- 6 Wood Slat - painted  
on AlumGlass Balcony Guards  
COLOUR: Medium Brown
- 7 Asphalt Shingles  
COLOUR: Dark Gray
- 8 Concrete - painted  
COLOUR: Light Gray
- 9 Wood Trim/Fascia - painted  
COLOUR: Light Gray







TRELLIS UNIT  
SCALE: 1/2"=1'-0"

KEY		QTY.	BOTANICAL NAME	COMMON NAME	PLANTED SIZE	Project No. 000204-INT
		6	PEANUT BUTTERWOOD	Kejadian jati	200 mm (width)	
		4	PRUNE WOOD	Australian pine	200 mm (width)	
		1	ACELA CHERRY BUDGET	Daerf' Alinga	25 gatt 2000 H.	
		1	WINDMILL SPRAWLER	Daerf' Alinga	25 gatt 2000 H.	
		10	CHERRY BUDGET	Daerf' Alinga	25 gatt 2000 H.	
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		10	CHERRY BUDGET			

NOTE:

1. All plot materials must meet or exceed IS-9242/2000 standards.
2. All green areas that are required unless otherwise indicated.
3. The TCR division reports to be determined at the nursery during plant material inspection.
4. For all other requirements, see Landmarks Specifications & Details on 03-101 sheets.

Figure 1 to be included (if necessary) 1. Landmarks Specifications

FRED LIU & ASSOCIATES, INC.  
BCSLA CSLA ASLA  
2080 Scarboro Avenue Vancouver BC V6P 2J5  
FAX 527-4650 TEL: (604) 327-7541

L-1 of 1

11	May 15, 2010	Complete overall rev. as per architect's notes for plant list.
12	April 26, 2010	Overall revision to incl. ex. trees; deleted garden bed; added trellises; plant list.
13	May 4, 2010	Completely revised client's list, sidewalk and curb, planting and plant list.

**INTERFACE  
ARCHITECTURE  
INC.**

1450 - 1080 CAMBIE ROAD  
RICHMOND, B.C. V6V 2Z5  
Tel: (604) 278-8821  
Fax: (604) 278-8822  
<http://www.interfacearchitect.com>

PROJECT	PROPOSED B-Unit Residential Development 6300 Conway Road, Riverside, B.C.
PROJECT NO.	030204JNT
SCALE	1/8" = 1'-0"
DATE	NOV. 2010
DESIGN BY	ML/ZL

DESIGNED BY F.L.	DATE JAN 1981	LANDSCAPE SITE/PLANTING PLAN
---------------------	------------------	------------------------------------

Column:





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

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

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

P.I.D. 000-600-555

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

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

FIRST READING

MAR 14 2011

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



\_\_\_\_\_  
MAYOR

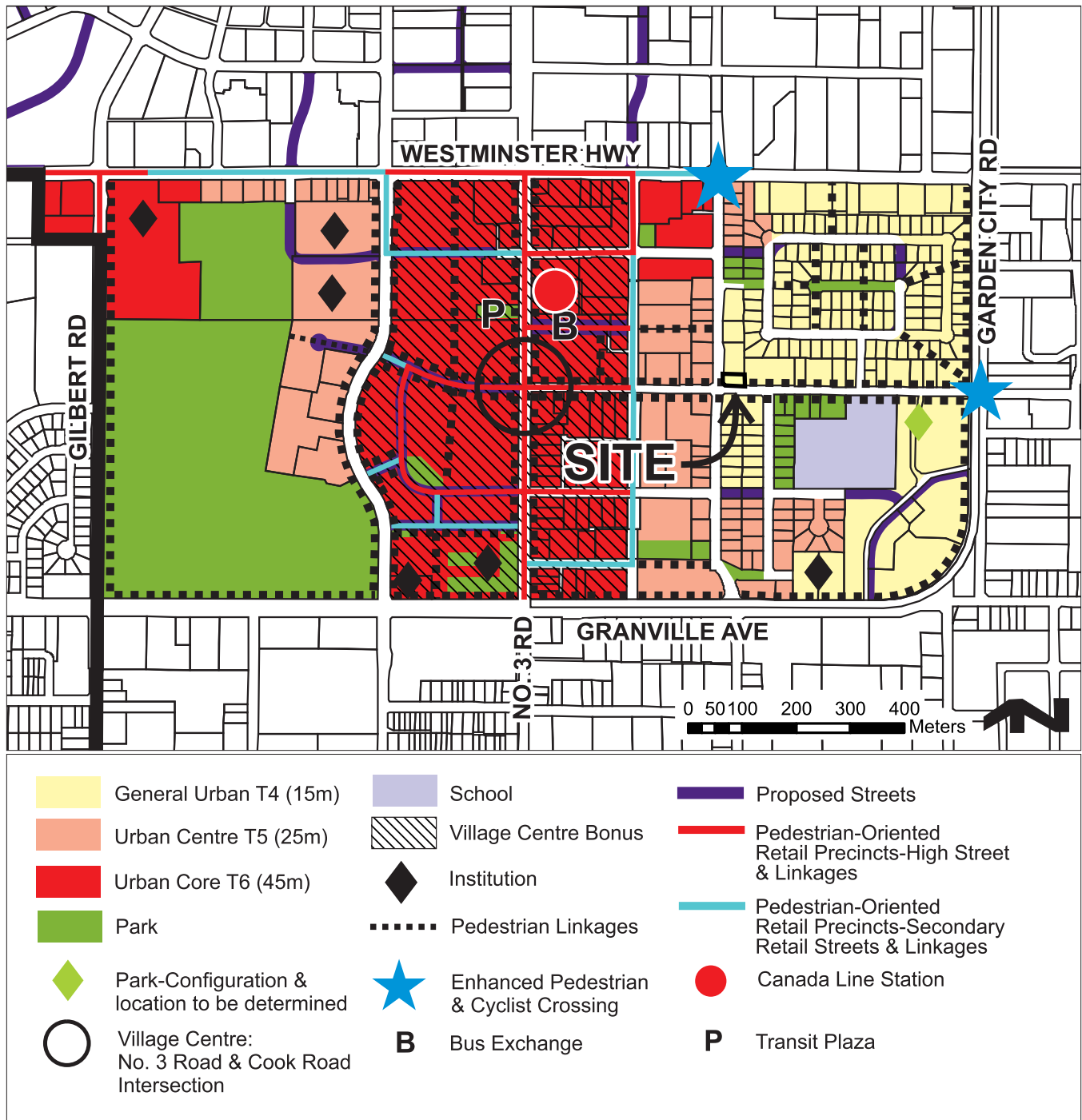
\_\_\_\_\_  
CORPORATE OFFICER



**Development Application Data Sheet**  
Development Applications Department

<b>RZ 08-429600</b>			
<b>Address</b>	6500 Cooney Road		
<b>Applicant</b>	Kenneth Kim Architecture Inc.		
<b>Owner</b>	1077972 B.C. Ltd. (Incorporation No. BC 1077972)		
<b>Planning Area(s)</b>	City Centre Area (Brighthouse Village)		
	<b>Existing</b>	<b>Proposed</b>	
<b>Site Size</b>	869.6 m <sup>2</sup>	631.8 m <sup>2</sup>	
<b>Land Uses</b>	Vacant	Multiple-Family Residential	
<b>OCP Designation</b>	Neighbourhood Residential	Complies	
<b>CCAP Designation</b>	General Urban T4 / 1.2 FAR	Complies	
<b>Zoning</b>	Low Density Townhouses (RTL1)	Parking Structure Town Housing (ZT93) - Brighthouse (City Centre)	
<b>Number of Units</b>	0	6 townhouses	
	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio	Max. 1.2 (758 m <sup>2</sup> )	1.2 (747 m <sup>2</sup> )	None permitted
Lot Coverage	Building: Max. 56% Non-porous Surfaces: Max. 80% Planting: Min. 20%	Building: 56% Non-porous Surfaces: 76% Planting: 20%	None
Setback – Cooney Road	Min. 3 m	3 m	None
Setback – Cook Road	Min. 3 m	3 m	None
Setback – Side Yard	Min. 1.5 m	1.5 m	None
Setback – Rear Lane	0 m	0 m	None
Building Height	Max. 15 m (4 storeys)	13 m (4 storeys)	None
Lot Size	Width: Min. 20 m Depth: Min. 30 m Area: Min. 600 m <sup>2</sup>	Width: 20.3 m Depth: 31.6 m Area: 631.8 m <sup>2</sup>	None
Parking Spaces	City Centre Zone 2 Residents: 8 Visitors: 2 Total: 10	Residents: 8 Visitors: 2 Total: 10	None
Accessible Parking Spaces	Not required	0	None
Tandem Parking Spaces	Max. 50% of resident spaces	50% of resident spaces	None
Bicycle Spaces	Class 1: 8 Class 2: 2	Class 1: 8 Class 2: 2	None
EV (Energized) Car Charging	100% of resident parking spaces	100% of resident parking spaces	None
Amenity Space – Indoor	Min. 50 m <sup>2</sup>	Cash-in-lieu	None
Amenity Space – Outdoor	Min. 36 m <sup>2</sup>	36 m <sup>2</sup>	None

## Specific Land Use Map: Brighthouse Village (2031)



Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Public Correspondence

Elizabeth Kwan

April 12, 2011

Jenny

April 17, 2011

Jonathon Yonghong Li

April 18, 2011

Strata Owners of BCS2683

June 4, 2012  
December 20, 2018

To Public Hearing	
Date:	April 18, 2011
Item #	2
Re:	Gulaw
	8618

Schedule 1 to the Minutes of the  
Public Hearing held on Monday,  
April 18, 2011.

April 21/2011  
Ms Elizabeth Kwan  
4-8320 Cook Rd  
Richmond BC V6Y 1V5  
604 2736464

Dear Ms S. Carter - Huffman

I'm writing on b/c re of the strata  
to oppose the building of a six units 3 stories  
town home at the address of 6500 Coney Road  
(RZ 08-429600)

Considering the size of the lot, may just  
be able to snug it in. But like I last wrote  
to Coun. Evelina Helsey Brundt to object such  
a rezoning years ago. That if it do so, you have  
to destroy all the healthy mature trees towering  
30+ ft (about above). (Here are the circumferences  
of only 3 (out of 6-8) that line along Cook Rd.  
① From corner of Cook Rd 63 inches not cm)  
② at the driveway 58 inches.  
③ about 4 ft from the corner of the property  
measured 76 inches

Are you going to allow them to cut all these  
down & replace by dwarf cedar that are  
3 ft tall

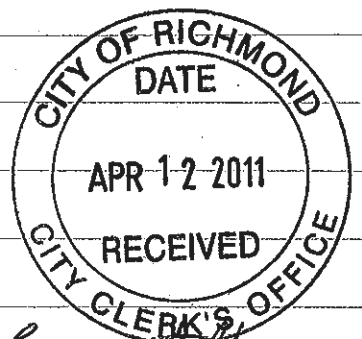
Shore trees mean a lot to the neighbourhood  
especially in a heavily traffic area. like this  
intersection. Especially after <sup>you</sup> cut down all  
the trees (also towering at 40 ft) at Ekison  
Rd (across from that house) & put a complex  
in there. Not a thing was left & now replaced

to equal amount of 3 ft cider. Is money really that important to you people in city hall.

This is an official objection against building rezoning of RZ-OS-42 9600. unless we have the guarantee of saving those three mature towering trees - as for the rest young trees scatter about, I'm reasonable & know they have to go to give way to progress.

I know I cannot write & ~~write~~ speak well. It takes all my courage to write to you in order to save the trees. Don't laugh at me; help me!

ELIZABETH KILAN



The neighbours only found out when the trees are being cut down it is too late to cry over it. Now I give you early warning to reject the proposal or you'll see my letter in the news.

Schedule 2 to the Minutes of the  
Public Hearing held on Monday,  
April 18, 2011.

**Mayor and Councillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** April 17, 2011 7:51 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #548)

<b>To Public Hearing</b>	
<b>Date:</b>	APRIL 18, 2011
<b>Item #</b>	2
<b>Re:</b>	Bylaw 8618

## Send a Submission Online (response #548)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.city.richmond.bc.ca/Page1793.aspx">http://cms.city.richmond.bc.ca/Page1793.aspx</a>
Submission Time/Date:	4/17/2011 7:51:16 PM

### Survey Response

Your Name:	Jenny
Your Address:	6468 Cooney Road, Richmond
Subject Property Address OR Bylaw Number:	Zoning Amendment Bylaw 8618 (RZ 08-429600)
Comments:	1. Is this area big enough to permit development of a 6 unit townhouse? 2. All trees in this area should be maintained very well 3. Do not want any negative affection on the surroundings Thanks for considering.



CNCL - 400

04/18/2011



**Mayor and Councillors**

Schedule 3 to the Minutes of the  
Public Hearing held on Monday,  
April 18, 2011.

<b>To Public Hearing</b>	
<b>Date:</b>	April 18, 2011
<b>Item #</b>	2
<b>Re:</b>	Bylaw 8618

**From:** City of Richmond Website [webgraphics@richmond.ca]

**Sent:** April 18, 2011 1:22 PM

**To:** Mayor and Councillors

**Subject:** Send a Submission Online (response #549)

**Categories:** UCRS / FILE NUMBER: 12-8060-20-8618 (RZ 08-429600), UCRS / FILE NUMBER: 01-0190-02  
- City Page, UCRS CODE / FILE NUMBER: 12-8060-20-8618

## Send a Submission Online (response #549)

### Survey Information

<b>Site:</b>	City Website
<b>Page Title:</b>	Send a Submission Online
<b>URL:</b>	<a href="http://cms.city.richmond.bc.ca/Page1793.aspx">http://cms.city.richmond.bc.ca/Page1793.aspx</a>
<b>Submission Time/Date:</b>	4/18/2011 1:21:34 PM

### Survey Response

<b>Your Name:</b>	Jonathan Yonghong Li
<b>Your Address:</b>	#5-6468 Cooney RD
<b>Subject Property Address OR Bylaw Number:</b>	ByLaw 8618 (RZ 08-429600)
<b>Comments:</b>	<p>I am the owner of unit 5-6468 cooney RD and oppose to build 6 units in the small corner place, which was only one small single house before. As a council member of 6468 cooney Rd, I also have the follow concerns: 1. sunshine (may affect the units 7, 8, 11 and 12 of our strata) 2. driveway is so close to stop sign. 3. sidewalk will be too narrow, especially on Cook road, it will affect passenger and be worse influence to the traffic in the future since it is the centre area of richmond. 4. trees should be protected. in my personal opinion, 3 to 4 units should be enough for the rezone area. thanks Jonathan 604-8025856</p>



**CNCL - 401**

04/18/2011

# The Owner's Strata Plan BCS2683

6468 Cooney Road, Richmond, B.C., V6Y 2J6

June 4<sup>th</sup> 2012

To: City of Richmond  
6911 No. 3 Road,  
Richmond, B.C.,  
V6Y 2C1

Fax: (604)276-4063

Attn.: Planning Department

From: The Owner's strata Plan BCS2683

Re: Right of Way at New Development South to 6468 Cooney Road, Richmond, B.C., BCS2683  
"Zoning Amendment Bylaw 8618 (RZ 08-429600)"

Dear Sir/Mdm.,

We refer to the new development with the above zoning number code at the South side of our complex. Recently we found out there will be a driveway from the new development through our cover driveway at our garage level to Cooney Road. We strongly opposed to the construction and having the owners of the new development using our driveway based on the following:

1. We were not informed about the fact that there will be a planning of the driveway in the beginning.
2. Due to safety & security concern, we do not want other vehicle driving through the cover driveway where our garages are located. Vehicles from new development will jeopardize our safety when we drive our vehicles into & out from our garages.

Attached please find our petition signed by our owners in the strata regarding our concern on the subject during the AGM. Please advise the developer accordingly and let us have your reply asap. Thank you for your attention.

Should there be any question please feel free to contact the council below. Looking forward to receiving your reply.

Sincerely Yours,

David Wong, Council President (unit 20), [kinggreat@126.com](mailto:kinggreat@126.com), phone: 604-720-6328  
Serena Wong, Vice-President (unit 12), [ser36ena83@yahoo.ca](mailto:ser36ena83@yahoo.ca), phone: 778-855-5715  
Jenny Zhou, Secretary (unit 15), [zhouminwh@yahoo.com](mailto:zhouminwh@yahoo.com), phone: 604-821-6685  
Jonathan Li, Treasurer (unit 5), [JonathanCGA@yahoo.com](mailto:JonathanCGA@yahoo.com), phone: 604-802-5856

Citybase Management Ltd. (agent for the strata corporation BCS2683)  
Tel: 604-708-8998 Ext: 302, Fax: 604-708-9982

# Owners Strata Plan BCS2683

**Petition on No Driveway through Redwood Cooney Residences**

**Signature signed by Owners**

Unit	Strata Lot	Owners	By Owner
1	1	Chan, Ching Wah	(Renter only)
2	2	Edward Po Wah Yee	LY
3	3	Yu Liao	Flora
4	4	Cui Ling Su & Zu Sheng Xie	謝祖生
5	5	Yong Hong Li	Yong Hong Li
6	6	Jie Jun & Lang Ji Tan	Tan Jun
7	7	Jane Ly Lee	Jane Lee
8	8	Bik Chor Louie	Bik Chor Louie
9	9	Yao, Ki Ching & Sun Yeng Chin	Patrick
10	10	Yu-Liu Huang Yen	Yen Yu-Liu
11	11	Jiang Wang & Bo Hou	Hong Li (Renter only)
12	12	Wing Tsun Lai	Wing Tsun Lai
13	13	Aleem Meralli & Farin Meralli	Meralli
14	14	Wan, Hua	(Vacant)
15	15	Xu, Yaoxian & Zhou Min	Xu Yaoxian
16	16	Bill Churk Ming Lai	Bill Churk Ming Lai
17	17	Jung-Chen Chiang & Su-Hun Lin	Chiang Chen Chiang
18	18	Zhi Liang Wang	王志良
19	19	John Paul Aludino & Karl S. Alavarta	Lyndia Q. Lee
20	20	Wei Wang & Jing-Wen Wu	Wang, Wei

## Badyal,Sara

---

**From:** Benjamin Li <ben@aaproperty.ca>  
**Sent:** December 20, 2018 4:30 PM  
**To:** Badyal,Sara; KENNETH KIM  
**Cc:** Anthony; Leoni Mallari; Ravi Punn; Ron Xu; Aaron Leung; 'Ricky Jiang'  
**Subject:** RE: 6500 and 6468 Cooney Road - driveway, interface and discussion  
**Attachments:** BCS 2683 - petition to discharge BX442223.pdf

Hi Sara,

Regarding the proposed development of 6500 Cooney, and the easement covenant BX442223, the Strata Owners of BCS 2683 held a special general meeting to fully discuss the matter. Finally, Owners resolved unanimously to deny the requests from the neighbor developer and sign a petition to the City to formally object to the neighbor developer's requests and ask the City to discharge the covenant BX442223.

Please find the attachment with all the unit owners' signature for your record and kindly review and approve the petition.

Thanks & regards,

Benjamin Li  
AA Property Management Ltd.  
Email: [ben@aaproperty.ca](mailto:ben@aaproperty.ca)  
Direct: 604-242-1890  
Main: 604-207-2002  
Fax: 604-207-2008  
Address: 150-8600 Cambie Road, Richmond, BC, V6X 4J9

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**From:** Badyal,Sara  
**Sent:** Tuesday, October 30, 2018 5:03 PM  
**To:** KENNETH KIM ; Benjamin Li  
**Cc:** Anthony ; Leoni Mallari ; Ravi Punn ; Ron Xu ; Aaron Leung ; 'Ricky Jiang'  
**Subject:** 6500 and 6468 Cooney Road - driveway, interface and discussion

Hi Ken and Benjamin,

6468 Cooney Road existing driveway and temporary driveway legal agreement

I have some new information to share with the development team for 6500 Cooney Road and the neighbouring strata BCS 2683 at 6468 Cooney Road. Our Transportation Engineer Sonali Hingorani has reviewed the file and advises that in light of the correspondence from the strata, Transportation would not seek the closure of the existing driveway access for 6468 Cooney Road as part of the development of 6500 Cooney Road. The existing driveway access has not created any operational issues and all site traffic being redirected to Cook Road until

such time that an alternate route is available from a functional rear lane connecting to Spires Gate, may add additional traffic load closer to the Cook Road/Cooney Road intersection.

The temporary driveway would continue to be used and the covenant would remain registered on title to 6468 Cooney Road as the existing driveway access closure may be pursued in the future when the rear lane system is extended.

6468 Cooney Road easement area and legal agreement

The site plan currently shows proposed asphalt paving on 6468 Cooney Road beyond the easement area, which would require written confirmation from the strata of their permission for this work. Without such permission, any work needs to be limited to the easement area and project site plan revised.

The development would result in the neighbouring townhouse development at 6468 Cooney Road:

- (i) having fencing removed and asphalt paving installed in their easement area, constructed by the project; and
- (ii) having rear lane and shared driveway access to their parking structure and yours, constructed by the project.

There would be no impact to garbage and recycling collection, which would continue to be collected from Cooney Road.

Please confirm whether the project would be paying for the shared driveway and fencing impacts design and construction.

Please confirm that you recently discussed the easement construction impacts with the neighbouring strata (provide date and circumstances).

Please confirm that the neighbouring strata has been provided with the current architectural and landscape design and whether they have any comments (provide date and circumstances).

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
[www.richmond.ca](http://www.richmond.ca)



December 10, 2018

To: City of Richmond, B.C.

**Petition: Discharge of Easement Covenant BX442223**

We, the undersigned owners of BCS 2683 – Redwood Cooney Residence at 6468 Cooney Road, Richmond B.C., recently received the document from the Developer of 6500 Cooney Road with their requests pursuant to Covenant BX442223 signed in 2005. This over 13 years of age covenant does not reflect the current situation assessed by the City's engineer as stated in the City's e-mail to our strata on Oct 30, 2018. More important, those requests will absolutely increase the maintenance cost, deteriorate the security, bring negative influence on the value, and bother the order, quiet and nice life of the strata.

Therefore, we strongly oppose to accede to the requests from the 6500 Cooney Road 's Developer and ask the City to discharge the aforesaid covenant.

UNIT	NAME OF REGISTERED OWNERS	SIGNATURE
16	CHUNG MING, LEE	CHUNG MING, LEE
2	Edward Yee	Edward Yee
13	Farin Meralli	Farin Meralli
18	Zhi Liang Wang	王志强
5	Yong Hong Li	李永红
20	Wang - Wei	Wang Wei
9	王明华	王明华
15	Jenny M. Zhou	Jenny M. Zhou
19	KARL ALVARA	KARL ALVARA
17	BAO MING ZHANG	张保明
4	CUI LING SU	苏翠玲





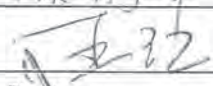
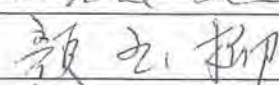
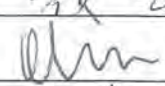
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Therefore, we strongly oppose to accede to the requests from the 6500 Cooney Road 's Developer and ask the City to discharge the aforesaid covenant.

UNIT	NAME OF REGISTERED OWNERS	SIGNATURE
12	WING TSON LAI	
1	CHING WAM CHAN	
11	JIANG WANG	
3	YU LIAO	
8	Bik Chor Lowe	
7	Jane Lee	
10	Huang Yen Yu-Liu	
6	Tsz Wai Lan	
14	Guo Lei	



**Address:** 6500 Cooney Road

**File No.:** RZ 08-429600

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10265, the developer is required to complete the following:**

1. **[Contributions]** City acceptance of the developer's offer to provide the following voluntary contributions and should the contributions not be provided within one year of the subject rezoning application bylaw receiving third reading, the contributions rates will be increased annually to reflect current contribution rates:
  - a) \$69,366.51 towards the Affordable Housing Reserve Fund (i.e. \$8.50 /ft<sup>2</sup> of buildable floor area).
  - b) \$10,830.00 towards the development of future City facilities, in-lieu of providing indoor amenity space on-site (i.e. \$1,805 per dwelling unit).
  - c) \$2,529.84 to future City community planning studies, as set out in the City Centre Area Plan (i.e. \$0.31 /ft<sup>2</sup> of buildable floor area).
  - d) \$9,000 towards accessible pedestrian enhancements of the Cook Road and Cooney Road traffic signal.
  - e) \$2,600.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
2. **[Tree Survival Security]** Entering into a legal agreement and submission of a Tree Survival Security to the City in the amount of \$27,100 for the two City trees to be retained for a maintenance period of one year after construction completion and entering into tree survival security legal agreement.
3. **[Tree Protection Fencing]** Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities occurring on-site.
4. **[Arborist Contract]** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site and off-site works conducted within the tree protection zone of the trees to be retained and to supervise the installation of special measures for tree retention (e.g., aeration tubes). 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.
5. **[Road Dedication]** Road dedication of:
  - a) 1.8 m along the entire South property line Cook Road frontage.
  - b) 2.4 m along the entire West property line Cooney Road frontage.
  - c) 5 m x 5 m corner cut road dedication at the intersection of Cook Road and Cooney Road.
  - d) 6 m along the entire East property line for a new rear lane.
6. **[SRWs]** Granting of the following statutory rights-of-way for the purposes of public right-of-passage and utilities to be confirmed with a functional road plan:
  - a) For tree retention along Cooney Road, approximately 5.4 m<sup>2</sup> minimum area to allow the City sidewalk to encroach into the site to allow for tree retention in the City boulevard. This statutory right-of-way is for the purposes of public-rights-of-passage and utilities, allowing for the area to be used as if it were a City street sidewalk. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and City maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. Works to be secured via SA.
  - b) For tree retention at the new rear lane, approximately 2.6 m<sup>2</sup> minimum area to allow the City lane to encroach into the site to allow for tree retention adjacent to the new lane. This statutory right-of-way is for the purposes of public-rights-of-passage and utilities, allowing for the area to be used as if it were a City street. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and City maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. Works to be secured via SA.

7. [**Aircraft Noise**] Registration of an aircraft noise sensitive use covenant on title (Area 4).
8. [**Floodplain**] Registration of a flood indemnity covenant on title (Area A).
9. [**City Centre Development**] Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
10. [**Rental and Age-Based Strata Bylaws**] Subject to Council adopting policies regarding age and rental restrictions in strata-titled buildings prior to the subject rezoning application bylaw receiving third reading, registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit. This consideration will not be required if Council does not adopt these policies.
11. [**Tandem Parking**] 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.
12. [**Shared Bicycle Storage**] Registration of a legal agreement on title ensuring that: secure bicycle parking area is provided onsite for the shared common use of all residents; and conversion of any of the bicycle parking areas in this development into any other use (e.g., habitable space or general storage area) is prohibited.
13. [**Development Permit\***] The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
14. [**Servicing Agreement\***] Enter into a Servicing Agreement\* for the design and construction of frontage improvements and utility works. A Letter of Credit security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to the following.
  - a) Functional Road Plan: A functional road plan is to be prepared and submitted as part of the Servicing Agreement to the satisfaction of the Director of Transportation for the interim and ultimate design of the roadworks described below and infrastructure works as developed through the functional design process to current City standards and policies and to confirm the SRW areas (amounts and geometry) described above, as noted in these considerations.
  - b) Cooney Road: Frontage works are required behind the existing curb, including the removal of the existing sidewalk (including the "spur" north of the subject site) and installation of a 2 m wide concrete sidewalk along the subject site's new property line (tied into the existing sidewalk to the north), a grassed boulevard between the sidewalk and curb with street trees planted at 9 m on centre (including reinstatement of the boulevard north of the subject site where sidewalk must be removed), and City Centre streetlights in the boulevard (Type 3, powder coated blue, 9.14 m pole, and 250w MH lamp, except without pedestrian luminaires, banner arms, flowerpot holders, receptacles, or irrigation). All utility poles to be underground.
  - c) Cook Road: Construction of frontage works including removal of the existing on street walkway and extruded curb and the construction of a new curb and gutter (the face of which curb shall be set approximately 11.85 m north of the existing south curb face to be finalized based on functional road plan and tie in to existing sidewalk on Cook Road to the east), a minimum 1.5 m wide concrete sidewalk along the back of curb, City Centre streetlights (Type 3, powder coated blue, 9.14 m pole, and 250w MH lamp, except without pedestrian luminaires, banner arms, flowerpot holders, receptacles, or irrigation), and a grassed boulevard between the sidewalk and property line. The boulevard is intended to accommodate the retention of an existing significant tree near the west side of the site, together with the planting of new street tree(s) as space allows. The letdown at the lane shall be aligned with the sidewalk and must be designed to facilitate safe, convenient pedestrian movement between the new sidewalk at the subject site and the on street walkway east of the subject site. The road widening and new curb location on the north side of Cook Rd. with new 9m corner curb radius will require traffic signal modifications. A traffic signal design is required as part of the servicing agreement to identify the scope of works related to the traffic signal modifications and upgrades. All new curb ramps to have accessible tactile warning strips.

- d) Public Lane: Construction of a new 6 m wide lane is required, including, but not limited to, City Centre lighting along the lane's east side, the extension and repair or replacement of the existing fence along the entire property line of 8491 Cook Road (i.e. immediately east of the proposed lane), and special measures aimed at mitigating impacts on the existing significant tree east of the proposed lane as determined by an arborist (e.g., permeable paving, light weight fill), to the satisfaction of the City. Any grade differential between the lane and adjacent sites must be resolved via the design review/approval process. The functional road plan required for the public lane is to illustrate the swept path for two-way vehicle movements at the new lane/6468 Cooney Road easement intersection and any additional traffic control measures or devices to support the design.

e) Water Service:

At owner's cost, owner is to:

- Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
- Provide a right-of-way for the water meter and meter chamber, at no cost to the City. Exact right-of-way dimensions to be finalized during the servicing agreement process.

At owner's cost, the City is to:

- Cut, cap, and remove all existing water service connections and meters to the development site.
- Install one new water service connection, meter to be located onsite in a right of way.

f) Storm Sewer:

At owner's cost, owner is to:

- Provide drainage along the proposed lane.
- Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.

At owner's cost, the City is to:

- Install one new storm service connection, complete with inspection chamber located in a right-of-way onsite.
- Cut and cap all existing storm service connections to the development site and remove inspection chambers.

g) Sanitary Sewer:

At owner's cost, owner is to:

- Replace the existing sanitary connection and inspection chamber serving the development site with approximately 31 m of new 200 mm sanitary sewer from manhole SMH1022 to a new manhole at the adjoining property line of 6468 Cooney Road and the development site.
- Install one new sanitary service connection off of the new manhole to serve the development site.
- Design the service connection to be able to connect to a future sanitary sewer in Cooney Road. The configuration of the alternative sanitary connection shall: be confirmed at the servicing agreement stage, extend to Cook Road, and be ready to connect to the future sanitary sewer with minimal effort.
- Not start onsite excavation or foundation construction prior to completion of rear-yard sanitary works by City.

At owner's cost, the City is to:

- Reconnect the existing sanitary connection to 8431 Cook Road to the new sanitary sewer.
- Perform all tie-ins between the proposed works and existing City infrastructure.

h) Frontage Improvements:

At owner's cost, owner is to:

- Review and upgrade street lighting as required on all frontages.
- Coordinate with BC Hydro, Telus and other private communication service providers:
  - To underground overhead service lines.
  - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
  - To locate all proposed underground structures (e.g. junction boxes, pull boxes, service boxes, etc.) outside of bike paths and sidewalks.

- Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:

BC Hydro LPT	Confirm size with BC Hydro, approximately 3.5 m x 3.5 m
BC Hydro PMT	Confirm size with BC Hydro, approximately 4.0 m x 5.0 m
BC Hydro Vista	Confirm size with BC Hydro
Street light kiosk	Approximately 2 m x 1.5 m
Traffic signal controller cabinet	Approximately 3.2 m x 1.8 m
Traffic signal UPS cabinet	Approximately 1.8 m x 2.2 m
Show possible locations in functional plan of the following:	
Shaw cable kiosk	Confirm size with Shaw, approximately 1.0 m x 1.0 m
Telus FDH cabinet	Confirm size with Telus, approximately 1.1 m x 1.0 m

i) General Items:

At owner's cost, owner is to:

- Not encroach into the rear-yard sanitary right-of-way with proposed trees, retaining walls, non-removable fences, or other non-removable structures. No fill may be placed within the right-of-way without the City's review and approval.
- Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- Provide a video inspection report of the existing storm and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection report after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) is required to assess the condition of the existing utilities and provide recommendations. Any utilities damaged by the pre-load, de-watering, or other development-related activity shall be replaced at the Developer's cost.
- Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. **[Aircraft Noise Sensitive Development]** Confirmation that the proposed development is designed in a manner that mitigates potential aircraft noise to the proposed dwelling units, including submission of:
  - a) Acoustic report prepared a registered professional confirming design achieves the following CMHC interior noise level guidelines:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels
  - b) Mechanical report prepared a registered professional confirming design achieves the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
2. **[Energy Step Code]** Submissions from the Coordinating Registered Professional, including:
  - a) A statement identifying the applicable Energy Step Code performance target, confirmation that the required target has been considered in design, and that a Qualified Energy Modeller has been engaged to ensure that the proposed design can achieve the applicable performance targets.
  - b) A summary (e.g., one page) of the envelope energy upgrades and other energy efficiency measures (e.g. effective R-values of typical wall assemblies, U-values and solar heat gain coefficients of fenestration, window-to-wall ratios, thermal breaks in balconies and similar features) must be presented in the DP application such that the passive energy performance of the building can be assessed and discussed by the Advisory Design Panel.
3. **[Landscape Security]** Entering into a legal agreement and submission of a Letter of Credit for landscaping (as per sealed cost estimate prepared by landscape architect).

**Prior to Building Permit\* Issuance, the developer is required to complete the following:**

1. **[Legal Agreements]** Confirmation of compliance with existing, Rezoning and Development Permit legal agreements.
2. **[Rezoning/Development Permit]** Incorporation of features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including accessibility, sustainability, amenity and landscape design measures. All landscaped areas are to be provided with an irrigation system.
3. **[Aircraft Noise Sensitive Development]** Submission of an Acoustics Report by a registered professional confirming that the building design incorporates all the noise mitigation features necessary to ensure compliance with the standards set out in the OCP.
4. **[Construction Parking and Traffic Management Plan]** Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. 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.
5. **[Latecomer Works]** If applicable, payment of latecomer agreement charges, plus applicable interest associated with latecomer works.
6. **[Construction Hoarding\*]** 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.

**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.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy on file]

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10265 (RZ 08-429600)  
6500 Cooney Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.15 [Affordable Housing] by inserting the following into Section 5.15.1.c, in alphabetic numerical order:

ZT93	\$8.50 for <b>housing, town</b>
------	---------------------------------

2. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 17 (Site Specific Residential (Town Houses) Zones), in numerical order:

**“17.93 Parking Structure Town Housing (ZT93) – Brighthouse (City Centre)**

**17.93.1 Purpose**

The **zone** accommodates high **density town housing** with a parking **structure** and other compatible **uses** in the **City Centre**. Additional **density** is provided to achieve, among other things, **City** objectives in respect to **affordable housing**.

**17.93.2 Permitted Uses**

- **child care program**
- **housing, town**

**17.93.3 Secondary Uses**

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

**17.93.4 Permitted Density**

1. The **maximum floor area** ratio is 0.60.
2. Notwithstanding Section 17.93.4.1, the reference to “0.6” is increased to a higher **density** of “1.2” if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the **ZT93 zone**.

3. Notwithstanding Section 17.93.4.1 and Section 17.93.4.2 of this bylaw, the following items are not included in the calculation of maximum **floor area ratio** for **town housing**:
  - a) **enclosed parking** with a **building** or **structure** located on **site**;
  - b) bicycle, loading, garbage and recycling facilities located within an **enclosed parking** area;
  - c) common mechanical, heating, ventilation, electrical, telephone and air conditioning service rooms that are not intended as **habitable space** and located within an **enclosed parking** area;
  - d) common stairwells and common elevator shafts; however, the ground level of common stairwells and common elevator shafts are included in the calculation of maximum **floor area ratio** for **town housing**;
  - e) an area of up to 10 m<sup>2</sup> per **dwelling unit** used exclusively for staircase purposes; and
  - f) an area of up to 10 m<sup>2</sup> per **dwelling unit** on the highest **storey** of a **dwelling unit** that is open to the staircase area below.
4. Notwithstanding Section 4.4.2 of this bylaw, any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 5.0 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density**.

#### 17.93.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 56% for **buildings**.
2. No more than 75% of the **lot** may be occupied by **buildings**, **structures** and **non-porous surfaces**, except that the reference to “75%” may be increased to 80%, as specified in a Development Permit approved by the **City**.
3. 20% of the **lot area** is restricted to **landscaping** with live plant material.

#### 17.93.6 Yards & Setbacks

1. The minimum **front yard**, **exterior side yard** or **road setback** is 3.0 m.
2. The minimum **interior side yard**, **rear yard** and **walkway setback** shall be 3.0 m; except that an **interior side yard**, **rear yard** and **walkway setback** may be reduced to 1.5 m, as specified in a Development Permit approved by the **City**.
3. The minimum **setback** from a **lane** is 0 m.
4. Notwithstanding Section 4.9 of this bylaw, the following projections shall be permitted in this **zone** and are subject to the *Building Code*:
  - a) portions of the **principal building** which are less than 5.0 m in **height** and are open on those sides which face a **road** or **walkway** may project into the **road setback**

and **walkway setback** a distance of not more than 0.6 m, but shall be no closer than 2.4 m to a **road** and **walkway**;

- b) **balconies, bay windows, porches** may project into the **road setback** and **walkway setback** a distance of not more than 0.6 m, but shall be no closer than 2.4 m to a **road** and **walkway**; and
- c) entry stairs may project into the **road setback** and **walkway setback** a distance of not more than 2.0 m, but shall be no closer than 0.6 m to a **road** and **walkway**.

#### **17.93.7 Permitted Heights**

- 1. The maximum **height** for **buildings** is 15.0 m (4 **storeys**).
- 2. The maximum **height** for **accessory buildings** is 5.0 m.
- 3. The maximum **height** for **accessory structures** is 9.0 m.

#### **17.93.8 Subdivision Provisions**

- 1. The minimum **lot width** is 20 m.
- 2. The minimum **lot depth** is 30 m.
- 3. The minimum **lot area** is 600 m<sup>2</sup>.

#### **17.93.9 Landscaping & Screening**

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

#### **17.93.10 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.
- 2. Notwithstanding Section 7.5.6 and Section 7.5.6A,
  - a) where residents of a **dwelling unit** intend to use two **parking spaces**, the spaces may be provided in a **tandem arrangement** with one standard **parking space** located behind another one standard **parking space**, and both standard **parking spaces** may be set perpendicular to the **adjacent** manoeuvring aisle; and
  - b) a maximum of 50% of the required resident **parking spaces** may be provided in a **tandem arrangement**.

#### **17.93.12 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."

3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“PARKING STRUCTURE TOWN HOUSING (ZT93) – BRIGHOUSE (CITY CENTRE)”**.

P.I.D. 000-600-555

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

4. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10265”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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

