



City of Richmond

Report to Committee

Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: April 7, 2015
File: RZ 10-516067

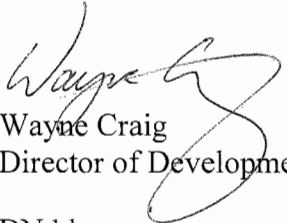
Re: Application by LW and Chen Development Ltd. for Rezoning at
6731, 6751 Eckersley Road and 6740 Cooney Road from Single Detached (RS1/E)
to Mid Rise Apartment & Townhouse (ZLR16) – Brighthouse Village (City Centre)

Staff Recommendation

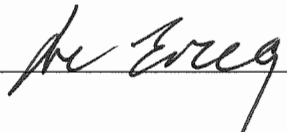
That Richmond Zoning Bylaw 8500 Amendment Bylaw No. 9241 to:

1. Create the “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone and to rezone 6731, 6751 Eckersley Road and 6740 Cooney Road from “Single Detached (RS1/E)” to “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)”; and
2. Amend Section 5.15.1 (Affordable Housing) to include the “ZLR26” zone and a density bonusing cash in lieu sum in accordance with the Affordable Housing Strategy.

be introduced and given first reading.


Wayne Craig
Director of Development

DN:blg
Att.

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

Staff Report

Origin

Andrew Cheung Architects Inc., on behalf of LW & Chen Development Ltd., has applied to the City of Richmond to rezone 6740 Cooney Road, and 6731, 6751 Eckersley Road (Attachment 1) from “Single Detached (RS1/E)” to a new site specific zone, the “Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)” zone to permit development of approximately 41 apartment units and eight (8) townhouse units above a partially submerged parking structure (Attachment 2).

Findings of Fact

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

Surrounding Development

The subject site is in the Brighthouse Village in an area designed for medium-density, mid-rise (4 to 8 storeys) housing under the City Centre Area Plan (CCAP) (Attachment 4). Development surrounding the subject site is as follows:

To the North: Park Road, which will be partially constructed as part of the subject development application, single-family lots zoned “Single Detached (RS1/E)” and designated “General Urban T4 (15 m)” in the Brighthouse Village in the CCAP.

To the East: Eckersley Road, four-storey low rise apartments (“Saffron”) zoned “Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre)” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

To the South: Street level townhouses and two (2) residential towers on a parking podium (“Emerald”) zoned “High Rise Apartment (ZHR5) – Brighthouse Village (City Centre)” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

To the West: Cooney Road and a nine (9) unit townhouse development zoned “Town Housing (ZT46) – South McLennan and Brighthouse Village” and designated “Urban Centre T5 (25 m)” in the Brighthouse Village in the CCAP.

Related Policies & Studies

Official Community Plan (OCP)

The site is designated “Mixed Use” in the Official Community Plan (OCP), which supports the proposed residential use.

City Centre Area Plan (CCAP)

The site is located within the Brighthouse Village in an area that is intended for medium-density, mid-rise (4 to 8 storeys) housing, which supports the use, building form, and density proposed by the subject application (Attachment 4).

Flood Management Implementation Strategy

The development proposal is required to comply with the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Indemnity Restrictive Covenant is required prior to rezoning bylaw adoption.

Aircraft Noise Sensitive Development (ANSND) Policy

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

Existing Legal Encumbrances

An existing statutory right of way, J87135 Plan 44271, which is currently registered on all of the subject properties, is no longer required by Engineering. Discharge of this right of way is required before final adoption of the rezoning bylaw.

Public Consultation

The applicant has confirmed that development signage has been posted on both the site's Cooney Road and Eckersley Road frontages. Staff have not received any written correspondence or phone calls from residents expressing concerns in association with the subject application to date.

AnalysisProject Description

The subject site, which includes 6740 Cooney Road, 6731 Eckersley Road, and 6751 Eckersley Road, is comprised of the three (3) remaining undeveloped lots within a block bound by Cooney Road, Eckersley Road, Anderson Road and as yet unconstructed Park Road. The three (3) properties are proposed to be consolidated into one (1) "L" shaped lot with frontage on Cooney Road, Park Road and Eckersley Road, and developed into approximately 41 apartments and eight (8) townhouse units above a partially submerged parking structure.

As a result of incremental redevelopment within this neighbourhood that occurred prior to the adoption of the CCAP, density within the area ranges from 1.0 floor area ratio (FAR) to 2.3 FAR and building forms range from ground level entry townhouse units to towers above a parking podium. The proposed townhouses and mid-rise apartment on a semi-submerged parking level is consistent with the diversity of building form and character within this neighbourhood, and softens the transition between the high-rise development located south of the site and the lots on the north side of Park Road that are designated to be developed at a lower density and height. The proposed maximum density, which includes exemptions for the inclusion of Basic Universal Housing features in accordance with the Zoning Bylaw, is 2.0 FAR.

The proposed three storey townhouse units are located on the narrower western portion of the lot and are oriented toward Park Road. The units facilitate transition between the proposed apartment and future redevelopment on the north side of Park Road where 15 m (49 ft.) is the maximum supported building height. The site's Cooney Road frontage provides access to a pathway leading to townhouse back patios, the common outdoor amenity space, and the apartment building. The end townhouse unit abutting Cooney Road is designed to both

maximize opportunities for visual surveillance and articulate the western building façade. Along Park Road, proposed townhouse units have front yard patio spaces and a pathway between the townhouses and the apartment building provides a connection between Park Road and the common outdoor amenity space.

The proposed six-storey apartment building (23 m (75 ft.) high), which accommodates most (78%) of the density proposed on-site, is sited at the northeast corner of the site. The building anchors the corner and facilitates transition between the townhouses proposed on-site and 45 m (147 ft.) high residential towers within the southern adjacent development ("Emerald"). The proposed apartment is designed to encourage an active relationship with the adjacent Park Road and Eckersley Road street frontages by proposing first level apartment units and a recessed lobby entrance along the Park Road frontage. A first level apartment wraps around the northeast corner of the site and the pattern continues along Eckersley Road to the required on-site loading and collection area, which is adjacent to the access to residential and visitor parking at the southern end of the site.

The proposal includes 318 m² (3,422 ft²) of outdoor amenity space located on a southern portion of the site adjacent to 117 m² (1,259 ft²) of indoor amenity space. In both cases, the proposed amenity area exceeds the recommendations of the OCP. Staff will work with the applicant at the Development Permit stage to ensure the design and programming of the spaces respond to the Development Permit Guidelines in the OCP and CCAP (Attachment 2).

Servicing Capacity and Upgrades

Engineering issues will be addressed through the required Servicing Agreement (SA), which is discussed in detail in Attachment 6. The scope of the SA includes but is not limited to providing a watermain along the site's Park Road frontage and an associated hydrant, undertaking storm sewer upgrades along the site's Cooney Road, Eckersley Road and Park Road frontages, improving sanitary sewer connections, and designing and constructing road improvements, including a functional extension of Park Road between Cooney Road and Eckersley Road.

Frontage Dedications and Improvements

The applicant is required to provide the following dedications and undertake the following frontage improvements as discussed in detail in Attachment 6:

Corner Cut

- 4 m x 4 m (13 ft. x 13 ft.) corner cut dedication at the northeast (Park Road/Eckersley Road) corner of the site.
- 4 m x 4 m (13 ft. x 13 ft.) corner cut dedication at the northwest (Park Road/Cooney Road) corner of the site.

Cooney Road

- Approximately 4.68 m (15 ft.) wide dedication along the entire west property line to align with the new west property line established by the southern adjacent site ("Emerald"). The total dedication area is to be verified by the applicant's survey and final functional design plan approved by the Director of Transportation, which is a requirement of the SA.

- Relocate and widen the pavement width to match the cross section established by the southern adjacent site (“Emerald”) and install City Centre standard sidewalk and treed boulevard.

Park Road

- The connection of Park Road between Cooney Road and Eckersley Road is a requirement of rezoning for this project and will be facilitated through the required SA. The subject site is within the Park Road Funding Program catchment area, which is an area that has been identified by the Transportation Department as benefitting from the expansion of Park Road. The catchment includes properties within an area is generally bound by Anderson Road, Cooney Road, Eckersley Road, and extends north of the Park Road connection to include eight (8) lots that have not yet redeveloped. The catchment also includes a large site that has redeveloped at the south east corner of Eckersley Road and Park Road (8600 Park Road).
- The catchment area was established in 2007 to facilitate the acquisition and construction of the Park Road extension to City standards. Development within the catchment contributes toward anticipated total project costs including land acquisition and road construction costs. The costs are proportionally shared between properties within the catchment area based on total parcel size and contribution rates are periodically adjusted to reflect up to date costs. Of the thirty three (33) lots originally identified within the catchment area, including the subject lots in the equation, twenty five (25) have redeveloped or are actively pursuing redevelopment.
- The project proponent is responsible for 27.3% of the costs associated with the road expansion project based on the area of the site within the total catchment area. However, as the land for the Park Road extension was purchased and acquired by the City in early 2011, the subject application, which fronts the southern edge of the Park Road connection between Cooney Road and Eckersley Road, is responsible for the design of the Park Road connection and partial construction of the road in accordance with the Subdivision and Development Bylaw (No. 8751). The bylaw requires development adjacent to a dedicated road to undertake off-site works to establish a functional road.
- Through the SA process, the applicant is required to provide a functional design for Park Road to the satisfaction of the Director of Transportation to confirm the extent of off-site works. The Park Road frontage improvements include:
 - Providing full turning movements (ie. full pavement width) at the intersection with Cooney Road and Eckersley Road;
 - Introduction of an 11.2 m (37 ft.) wide pavement width for Park Road and widening for a three (3) lane cross section width at the Park Road/Cooney Road intersection (to be confirmed by the required functional design); and
 - Introduction of a City Centre standard sidewalk, curb/gutter, street trees and boulevard on the south side of Park Road adjacent to the subject site.
- The applicant is responsible for the construction of Park Road based on a functional road plan to the satisfaction of the Director of Transportation. There is no compensation if the cost is greater than the site’s Park Road Funding Program catchment area contribution value based on proportional land area (\$550,000 during the 2015 calendar year, or 27.3% of the total projected costs at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation). However, if the cost of construction of a

functional road is less than the catchment contribution value at the SA stage, the applicant will be accountable for the provision of the value of the contribution shortfall.

Eckersley Road

- Align the west curb to introduce a parking layby for Eckersley Road.
- Introduce a new City Centre standard sidewalk and treed boulevard.

Parking and Loading

Resident and visitor parking are enclosed within a single storey, semi-submerged parking podium, with access at the south easterly end of the site. Ten (10) visitor parking stalls are provided on-site in accordance with the standard bylaw requirement. The bylaw required number of resident parking stalls may be reduced by up to a maximum of 10% (from 59 to 53 resident parking stalls) conditional to the implementation of Transportation Demand Management (TDM) measures that are supported by Transportation staff. A total of 54 resident parking stalls are proposed, which is supported by Transportation staff conditional to:

- Installation of a bench mounted on a concrete pad along each of the site's three (3) road frontages. The benches are shown within the property lines in the attached site plan; and
- Construction of a bike lane along Cooney Road through the required Servicing Agreement.

As a condition of rezoning, a covenant is required to be registered on Title to ensure visitor parking spaces remain unassigned and used solely by visitors. Bicycle parking is provided in accordance with the bylaw.

The applicant has demonstrated to the satisfaction of Transportation staff that loading vehicles can be accommodated on-site within the designated on-site truck parking area. The design of the garbage and recycling enclosure is integrated into the building and includes a roll up door to provide direct access to the loading area. A layby will be introduced along the Eckersley Road frontage to accommodate garbage/recycling collection. Signage will be installed to ensure the layby parking area will be available for use by collection vehicles. The parking access driveway will not be blocked at any time by loading or collection, and two (2) lanes of traffic on Eckersley Road will remain clear at all times.

Proposed Rezoning Bylaw

The proposed site specific "Mid Rise Apartment & Townhouse (ZLR26) – Brighthouse Village (City Centre)" zone bylaw is based on other similar existing zones within the neighbourhood (including "High Rise Apartment (ZHR5) – Brighthouse Village (City Centre)" and "Low Rise Apartment (ZLR23) – Brighthouse Village (City Centre)") but tailored for the proposed use and density. Importantly, the proposed zone supports development that will soften the transition between the existing range of building forms and densities south of Park Road and future redevelop on the north side of Park Road where lower building height and density is supported by the CCAP, in a form generally consistent with the surrounding area. The following is a synopsis of key features of the proposed site-specific zone:

Density and Lot Coverage: The proposed 2.0 FAR, contingent upon compliance with the City's Affordable Housing Strategy, and proposed lot coverage is consistent with the site's designation in the CCAP.

Setbacks: A 3.0 m to 4.0 m setback from adjacent roads is proposed, which is consistent with established building setbacks in the neighborhood. Similarly, the parking structure setbacks are consistent with those of existing developments and include terraced landscaping and unit entries.

Permitted Height: The CCAP supports 25.0 m (82 ft.) building height at this location. The proposed apartment building height is 23 m (75 ft.); however, the maximum height for townhouses is 12 m (40 ft.), which softens transition from the southern adjacent high rise development to future maximum 15 m (50 ft.) high development on the north side of Park Road.

Tree Retention & Replacement

The City Tree Preservation Coordinator and Parks arboriculture staff have reviewed an Arborist Report and associated tree plan submitted by the applicant, which analyzes tree retention/removal on-site and is summarized below:

Location of trees	# of trees	Condition and Recommendation	Compensation
Development site	17	Poor condition (dead, dying, previously topped and/or exhibit structural defects) Remove	2:1 replacement
City property	14	Trees located within future road way and associated, sidewalk, curb, gutter, and boulevard improvements.	No compensation

A landscape plan confirming the planting of a minimum of 34 replacement trees that includes a mix of conifer and deciduous trees would be provided as part of the Development Permit (DP 10-516068) review process.

Affordable Housing Strategy

In accordance with provisions in the Affordable Housing Strategy for smaller townhouse and apartment developments that consist of less than 80 units, the applicant will make a cash contribution to the affordable housing reserve fund in accordance with the Affordable Housing Strategy.

Accessible Housing

Of the 49 units proposed, all 41 apartment units will be constructed to be fully accessible for a person in a wheelchair at the time of construction. As per the Basic Universal Housing Features provisions outlined in Section 4.16 of the Zoning Bylaw, each of these units is permitted a density exclusion of 1.86 m² (20 ft.) per unit. Detailed floor plans that identify the Basic Universal Housing Features will be checked through the Development Permit review process (DP 10-516068).

Also through the Development Permit review process, the applicant will be required to demonstrate that barrier-free access is provided to the apartment lobby, and to the indoor and outdoor amenity areas. In addition, all units and common areas will incorporate aging in place features to accommodate mobility constraints associated with aging. These features include lever style door handles and plumbing fixtures, solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs, and showers, stairwell hand rails, etc.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund at a rate of \$0.76 per buildable square foot (approximately \$37,935.00) as referenced in the Rezoning Considerations (Attachment 6). The contribution would be allocated to the Public Art reserve fund.

Sustainability

As a condition of rezoning bylaw adoption, the applicant would commit to connect the subject development to the proposed City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate hook-up to a DEU, entering into a Service Provision Agreement(s), and registration of statutory right-of-way(s) and/or alternative agreements, to establish District Energy Utility (DEU) for the proposed development.

In accordance with the CCAP, the proposed development would be constructed to achieve LEED Silver equivalency. The applicant has provided a list of sustainability features that may be incorporated to ensure the development proposal achieves LEED Silver equivalency (Attachment 5).

Development Permit (DP 10-516068)

The Rezoning Considerations attached to this report (Attachment 6) include a requirement for the substantive completion of a Development Permit prior to adoption of the rezoning bylaw.

The Development Permit review process will include:

- Articulation and review of proposed building materials and colors;
- Provision of geotechnical information to confirm the elevation of the proposed semi-submerged parking;
- Development of a landscape plan that includes perimeter landscaping, landscaping of the building wall above the parking access ramp, and a minimum of 34 replacement trees on-site; and
- Provision of hard surface landscaping details to minimize the impact of the service access character of Eckersley Road.

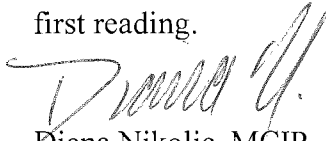
Financial Impact or Economic Impact

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

Conclusion

The applicant has demonstrated the feasibility of accommodating the proposed density on a site with a challenging geometry and three (3) road frontages. Further, the development proposes a mid-rise apartment and three-storey townhouse units in response to the site specific context and complies with its designation in the CCAP.

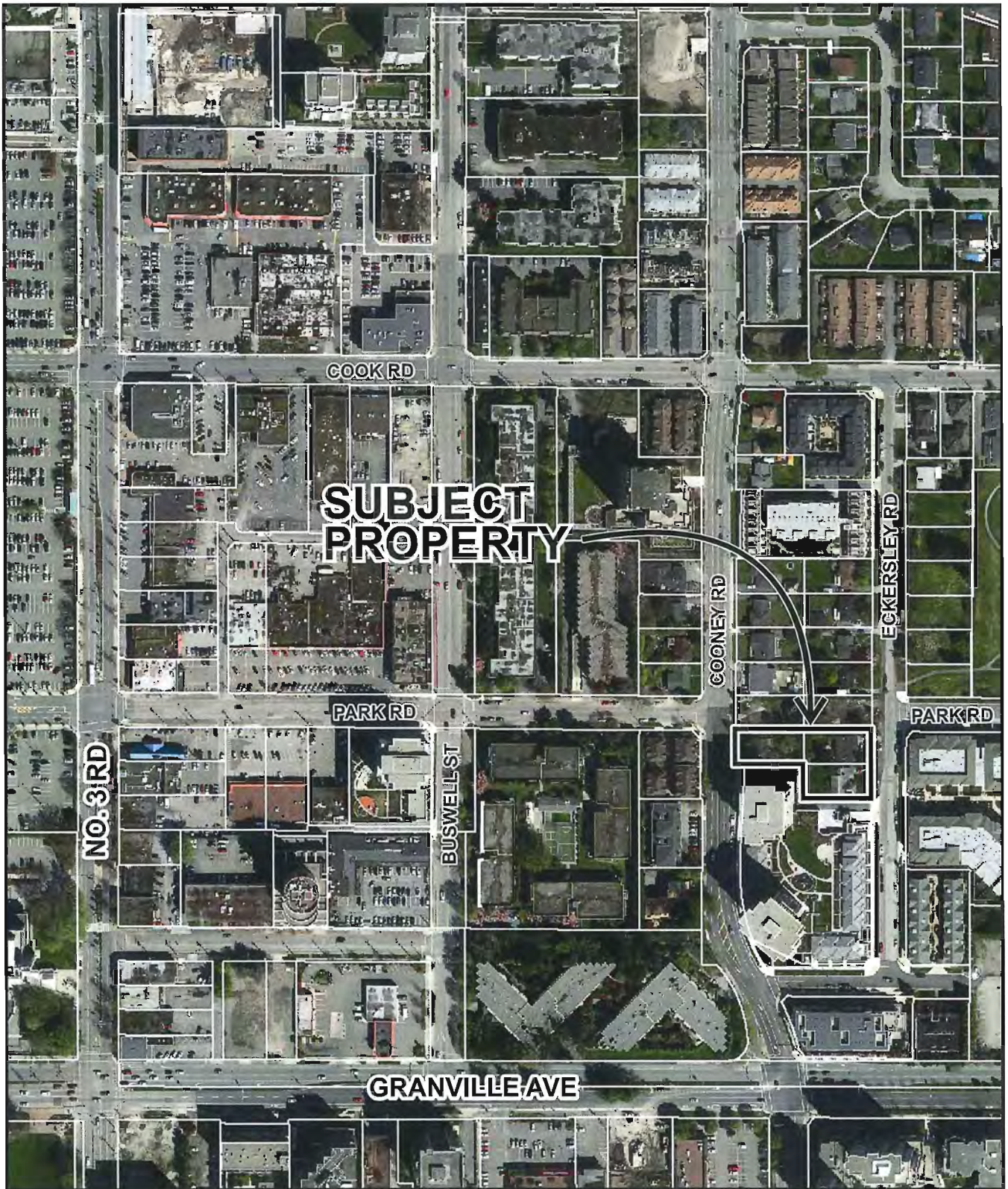
It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9241 be introduced and given first reading.



Diana Nikolic, MCIP
Planner 2-Urban Design
(604-276-4040)

DN:blg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Brighthouse Village Plan
- Attachment 5: Sustainability and CPTED Provisions List (provided by applicant)
- Attachment 6: Rezoning Considerations



RZ 10-516067

Original Date: 03/01/10

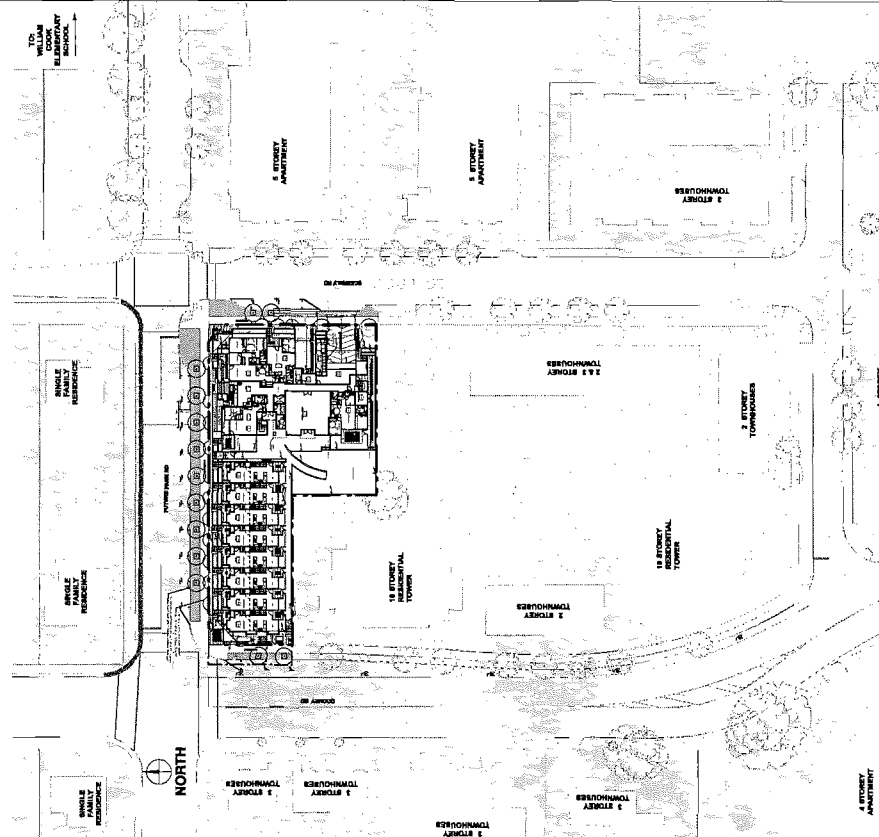
Amended Date: 03/31/15

Note: Dimensions are in METRES

PROJECT DATA	
1. CIVIC ADDRESS: 6731/6751 ECKERSLEY ROAD, 6740 COONEY ROAD, RICHMOND, B.C.	
2. LEGAL DESCRIPTION: LOTS 27, 28 AND 48, ALL OF SECTION 29, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT, PLAN 16523	
3. ZONING CLASSIFICATION: PROPOSED RAH2 (EXISTING R1/E)	
4. SITE AREA GROSS SITE AREA: 2,428.7 sq. m (0.59 ACRES) (26,142.3 sq. ft.) NET SITE AREA: 2,318.66 sq. m (0.57 ACRE) (24,957 sq. ft.) (Calculated after road & corner cut dedication)	
5. FLOOR AREA RATIO (FAR): ALLOW. F.A.R. = $2.0 \times 2,318.66 = 4,637.32$ sq. m (49,915.7 sq. ft.) PROP. F.A.R.: 4,708.83 sq. m (50,685.42 sq. ft.) $4,708.83 / 2,318.66 = 2.0308$ * Density bonus for BUHU (41 total accessible units provided), makes for a total of : 41 Accessible Units $\times 1.86$ sq. m. = 76.26 sq. m. (820 sq. ft.) $76.26 / 2,318.66$ (site area) = 0.0329 of bonus F.A.R.	
TOTAL TOWN HOUSE AREA: 1,026.11 sq. m. (11,044.96 sq. ft.) TOTAL APARTMENT AREA: 3,682.71 sq. m. (39,640.36 sq. ft.)	
6. NUMBER OF UNITS PROPOSED : 49	
7. AMENITY SPACE: INDOOR AMENITY AREA PROPOSED : 115.3 sq. m. (1,241.1 sq. ft.) OUTDOOR AMENITY AREA PROPOSED : 318.24 sq. m. (3,425.6 sq. ft.)	
8. LOT COVERAGE: Town House : 455.75 sq. m (5,013.29 sq. ft.) Apartment : 768.8 sq. m (8,275.3 sq. ft.) Total : 1,234.55 sq. m (13,288.6 sq. ft.) $1234.55 / 2318.66 \times 100 = 53.24\%$ (53.24% < max. Lot Coverage allowed : 60%)	
9. SETBACKS: Min req'd Proposed T/H. APT. Garage EAST (ECKERSLEY RD.): 3.0 m -- 3.02 m 3.02 m SIDE - SOUTH (NEIGHBOUR): 1.5 m 3.31 m 2.06 m 0.1 m REAR - WEST (COONEY ROAD): 1.5 m 3.02 m 14.1 m 3.02 m, 0.1 m SIDE - NORTH (PARK RD.): 3.0 m 4.25 m 3.02 m 3.02 m	
10. HEIGHT: MAX. Allowed: 25 M GEODETIC Height Proposed : 22.34 M GEODETIC (73.29')	
11. PARKING: Standard residential (49 units): $49 \times 1.2 = 58.8 = 59$ Residents + $49 \times 0.2 = 9.8 = 10$ Visitors = 69 total 69×0.9 (Reduction for Benches) = 62.1 = 63 Total parking required : 63 Total parking provided : 64 Small space : 32 (Accessible space : 3)	
12. BICYCLE PARKING: Residential required (49 units): $49 \times 1.25 = 61.25 = 62$ Residential provided: 45 (Horizontal) + 18 (Vertical) = 63 Residential visitor required (49 units): $49 \times 0.2 = 9.8 = 10$ Residential visitor provided : 10	

DRAWING LIST

- DP 1.1 CONTEXT PLAN AND PROJECT DATA
 DP 1.2 SITE PLAN
 DP 1.3 CONTEXT PHOTOS
 DP 2.1 PARKING FLOOR PLAN
 DP 2.2 GROUND FLOOR PLAN
 DP 2.3 SECOND - FIFTH FLOOR PLANS
 DP 2.4 THIRD & SIXTH FLOOR PLAN
 DP 2.5 ROOF PLAN
 DP 3.1 APARTMENT EAST & WEST ELEVATION
 DP 3.2 TOWNHOUSE NORTH & SOUTH ELEVATION
 DP 3.3 TOWNHOUSE BUILDING A & B ELEVATION
 DP 3.4 TOWNHOUSE BUILDING A & B ELEVATION
 DP 3.5 ECKERSLEY RD & COONEY RD ELEVATION



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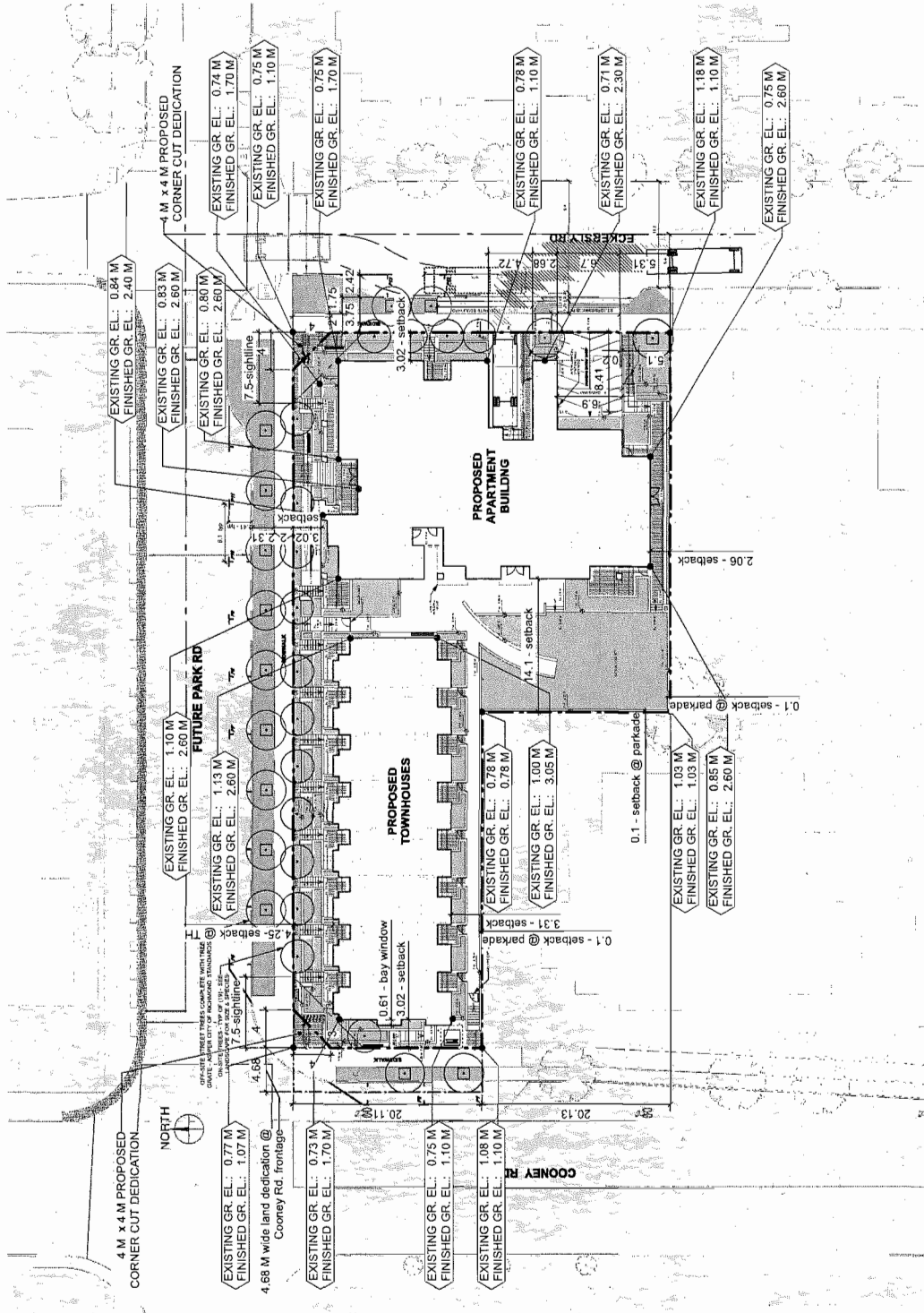
6740 COONEY ROAD RICHMOND	
CONTEXT PLAN AND PROJECT DATA	
PROJECT 20013	DRAWN 1:500
DATE 11/15	SCALE 1:500
DP 1.1	

Notes	Revisions
	FEB 05, 2015 DESIGNED FOR REVIEW AND OF APPLICATION FEB 23, 2015 DESIGNED FOR REVIEW AND OF APPLICATION APR. 06, 2015 DESIGNED FOR REVIEW AND OF APPLICATION MAY. 14, 2016 DESIGNED FOR REVIEW AND OF APPLICATION DEC. 16, 2016 DESIGNED FOR REVIEW AND OF APPLICATION JAN. 11, 2017 DESIGNED FOR REVIEW AND OF APPLICATION MAR 11, 2017 DESIGNED FOR REVIEW AND OF APPLICATION APR 9, 2017 DESIGNED FOR REVIEW AND OF APPLICATION
	Andrew Cheung Architects Inc. 1637 West 20th Ave. Vancouver, B.C. V6L 2M6 Tel: (604) 686-2088 Fax: (604) 686-1889

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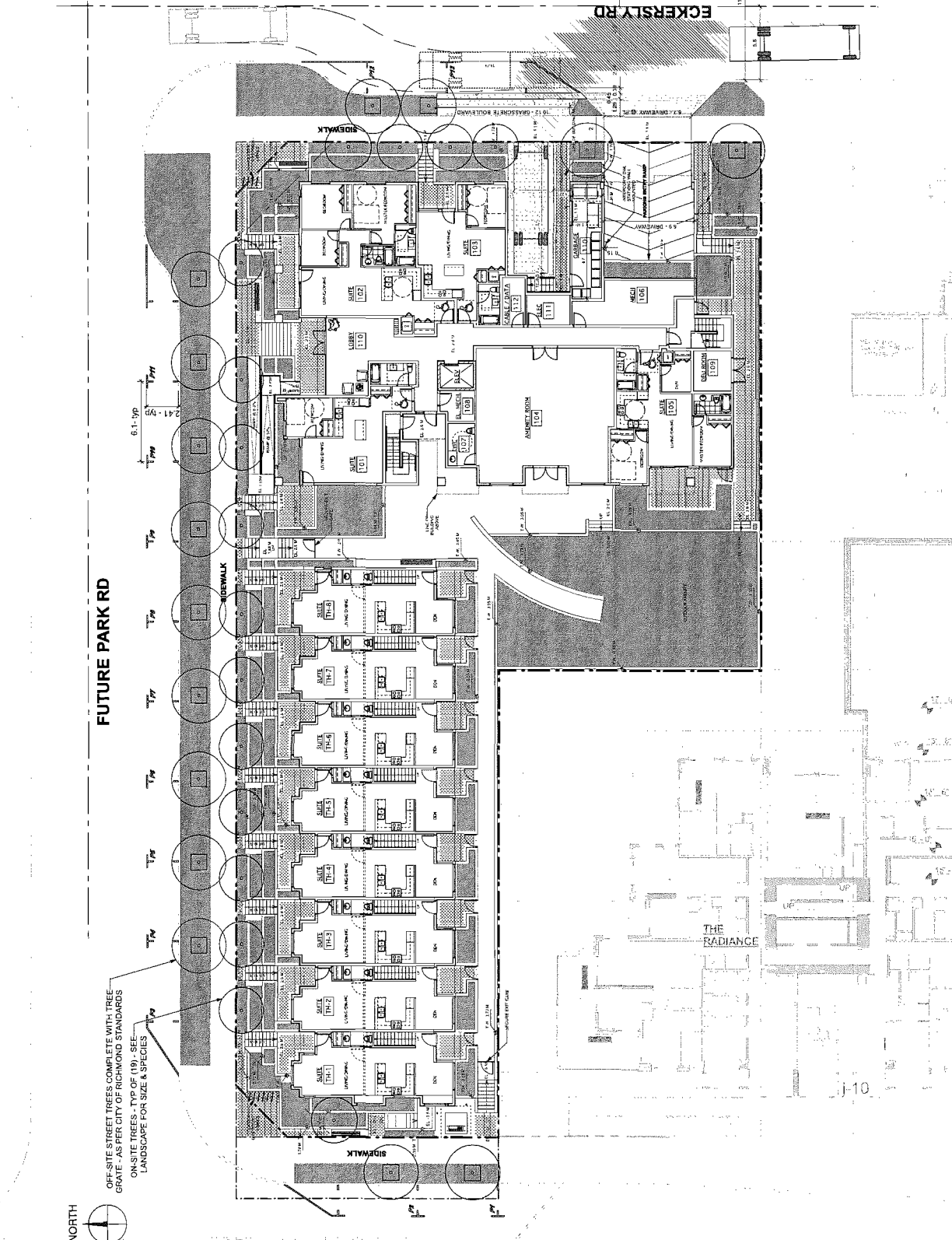
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DP 1.2	

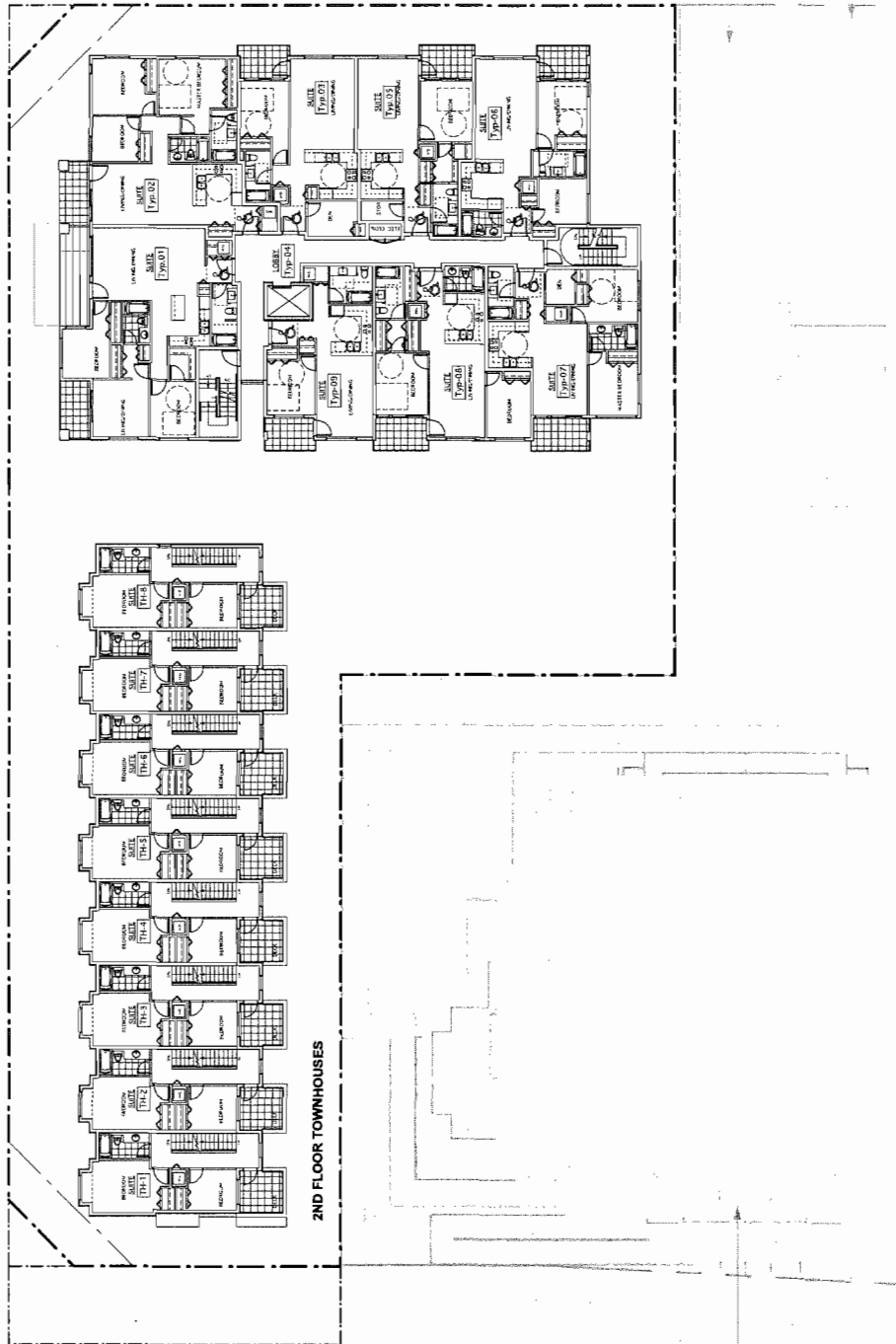


DATE	PROJECT
FEB 09 2015	ISSUED FOR RECORDING AND 3 RD APPLICATION
FEB 27 2015	ISSUED FOR REVIEW
APR 04 2015	ISSUED FOR REVISION AND 2 ND APPLICATION
MAY 11 2014	ISSUED FOR REVISION AND 2 ND APPLICATION
DEC 16 2014	ISSUED FOR REVISION AND 2 ND APPLICATION
JAN 15 2015	ISSUED FOR REVISION AND 2 ND APPLICATION
MAY 21 2015	ISSUED FOR REVISION AND 2 ND APPLICATION
APR 15 2015	ISSUED FOR REVISION AND 2 ND APPLICATION

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PROJECT	6740 COONEY ROAD RICHMOND
DATE	2015
SCALE	1:12.5
DESIGNER	ANDREW CHEUNG ARCHITECTS INC.
DATE	2015
SCALE	1:12.5
DESIGNER	ANDREW CHEUNG ARCHITECTS INC.





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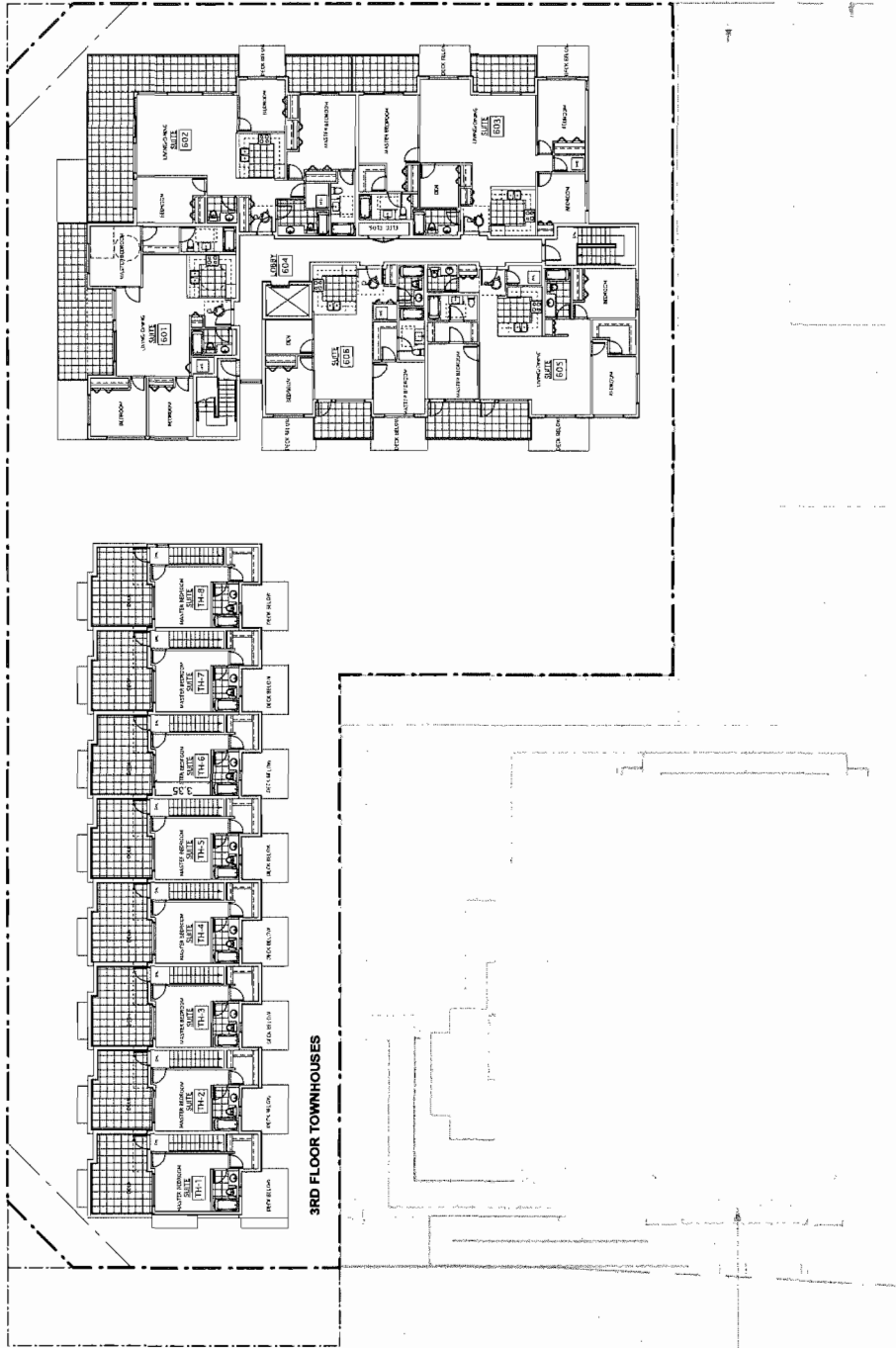
DATE	DESCRIPTION
FEB 01, 2016	ISSUED FOR REVIEW AND 2D APPLICATION
FEB 27, 2017	ISSUED FOR REVIEW AND 2D APPLICATION
APR 04, 2017	ISSUED FOR REVIEW AND 2D APPLICATION
MAY 14, 2014	ISSUED FOR REVIEW AND 2D APPLICATION
OCT 18, 2014	ISSUED FOR REVIEW AND 2D APPLICATION
JAN 10, 2015	ISSUED FOR REVIEW AND 2D APPLICATION
MAY 11, 2015	ISSUED FOR REVIEW AND 2D APPLICATION
APR 01, 2015	ISSUED FOR REVIEW AND 2D APPLICATION

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PROJECT	6740 COONEY ROAD RICHMOND
DATE	11/1/25
SCALE	AS SHOWN
DESIGNER	ANDREW CHEUNG
DATE	11/1/25
SCALE	AS SHOWN
DESIGNER	ANDREW CHEUNG

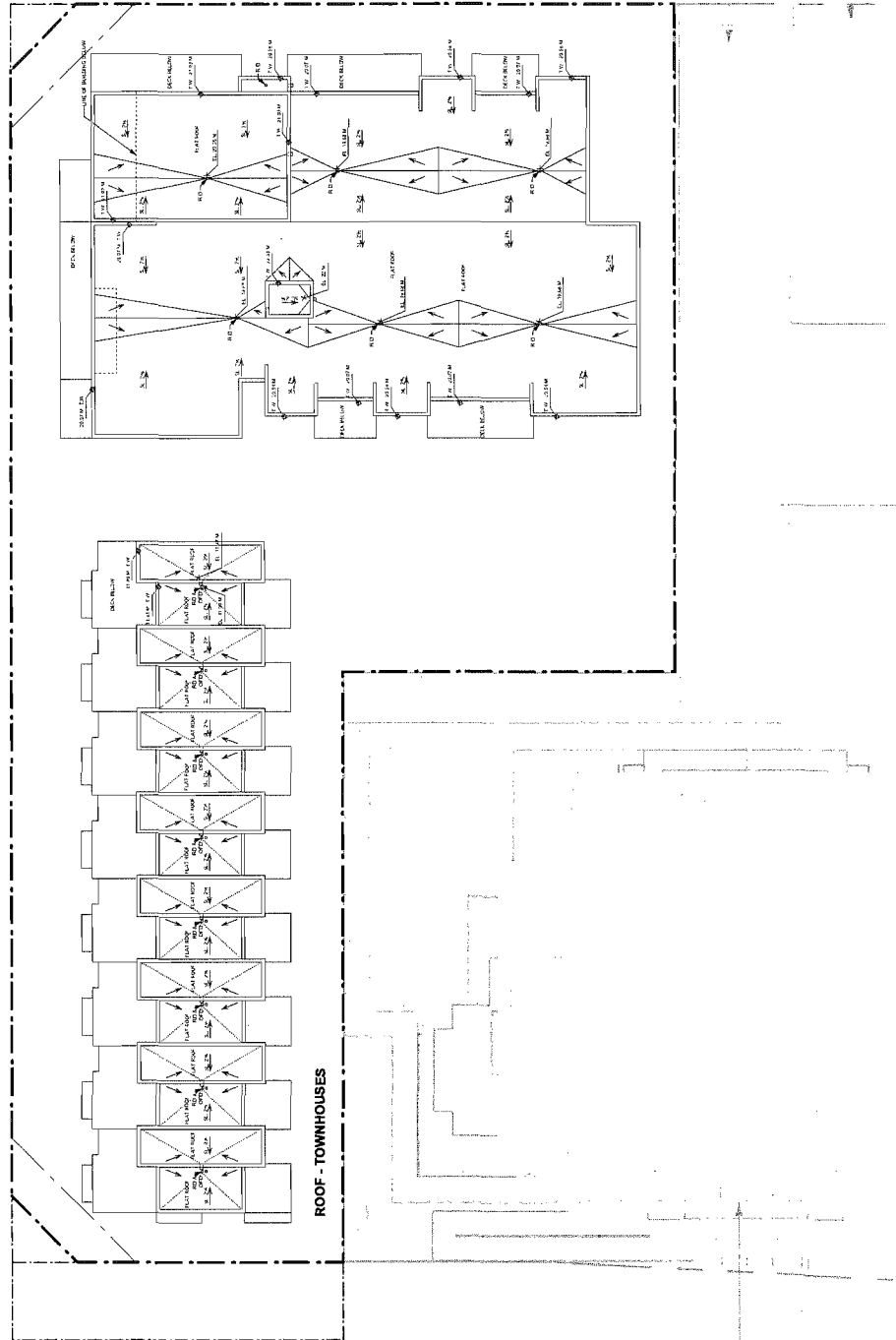
DP 2.3



DATE	DESCRIPTION
FEB 05 2018	ISSUED FOR REVIEWING AND DP APPLICATION
FEB 27 2017	ISSUED FOR REVIEWING AND DP APPLICATION
APR 14 2017	ISSUED FOR REVIEWING AND DP APPLICATION
MAY 14 2014	ISSUED FOR REVIEWING AND DP APPLICATION
DEC 14 2014	ISSUED FOR REVIEWING AND DP APPLICATION
JUN 14 2014	ISSUED FOR REVIEWING AND DP APPLICATION
MAY 14 2014	ISSUED FOR REVIEWING AND DP APPLICATION
APR 14 2014	ISSUED FOR REVIEWING AND DP APPLICATION

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FAX: (604) 885-1889

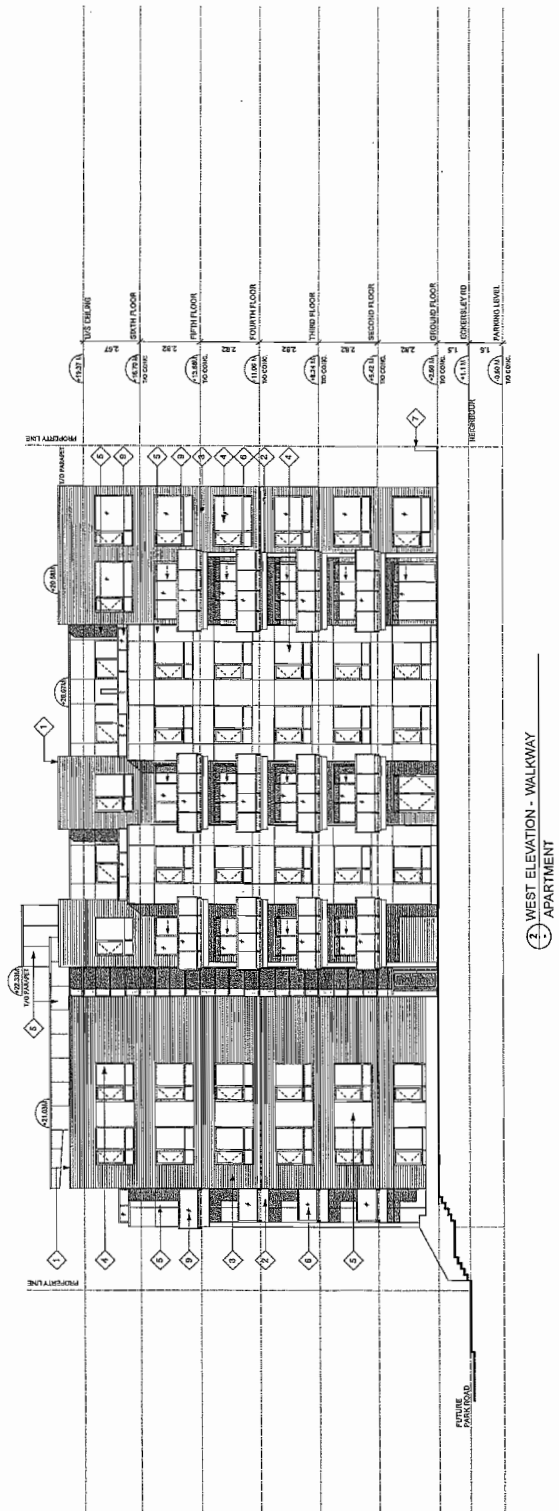
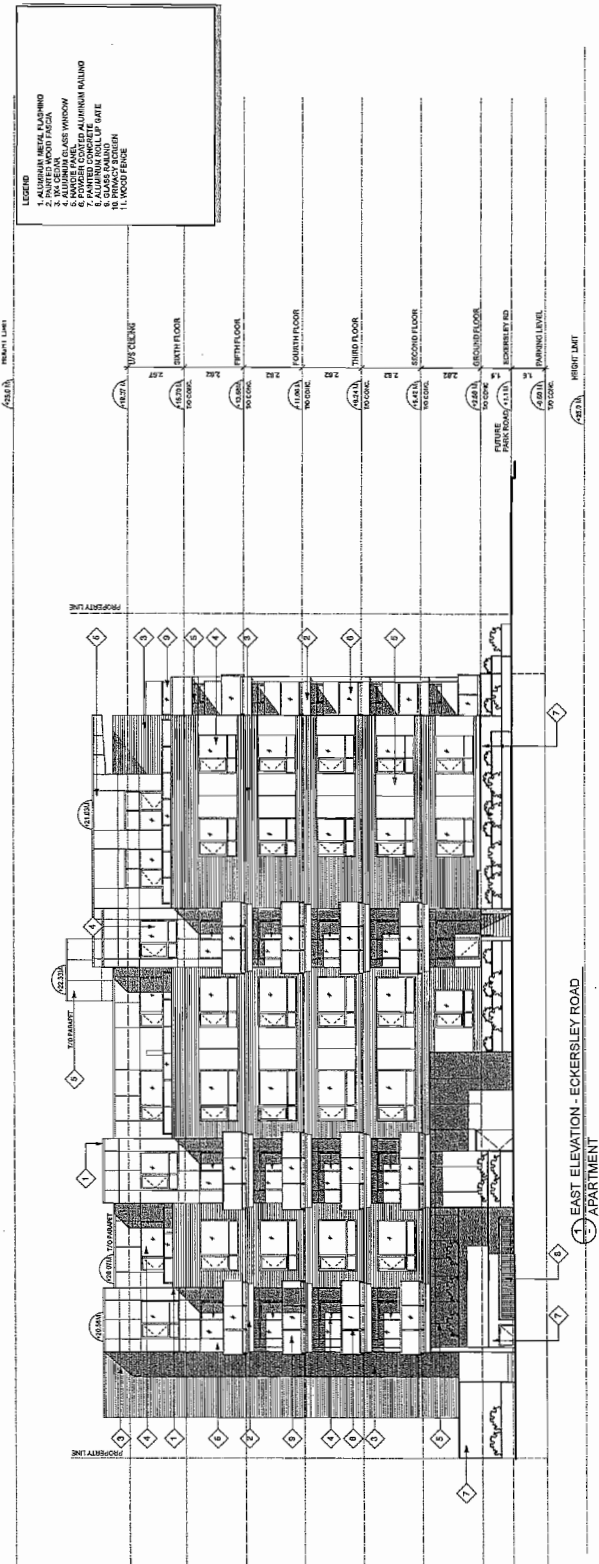
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DATE	11/25
SCALE	AS SHOWN
DESIGNED BY	ANDREW CHEUNG
DRAWN BY	ANDREW CHEUNG
CHECKED BY	ANDREW CHEUNG
APPROVED BY	ANDREW CHEUNG
DP 2.4	



Case	Date	Remarks
	FEB 09 2016	ISSUED FOR REZONING AND ZP APPLICATION
	FEB 17 2017	ISSUED FOR REZONING AND ZP APPLICATION
	APR 16 2015	ISSUED FOR REZONING AND ZP APPLICATION
	MAY 16 2014	ISSUED FOR REZONING AND ZP APPLICATION
	DEC. 10 2014	ISSUED FOR REZONING AND ZP APPLICATION
	JAN. 10 2015	ISSUED FOR REZONING AND ZP APPLICATION
	MAY 11 2015	ISSUED FOR REZONING AND ZP APPLICATION
	APR 9 2014	ISSUED FOR REZONING AND ZP APPLICATION
	APR 06 2015	ISSUED FOR REZONING AND ZP APPLICATION

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DATE	VERSION	DESCRIPTION
FEB 09, 2010	1.0	INITIAL RELEASED AND IN PRODUCTION
FEB 27, 2010	1.1	DESIGNED FOR RELEASE
APR 01, 2011	1.2	DESIGNED FOR RELEASE AND IN PRODUCTION
MAY 14, 2014	1.3	DESIGNED FOR RELEASE AND IN PRODUCTION
JUN 12, 2015	1.4	DESIGNED FOR RELEASE AND IN PRODUCTION

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project
6740 COONEY ROAD
RICHMOND

APARTMENT EAST & WEST
ELEVATION

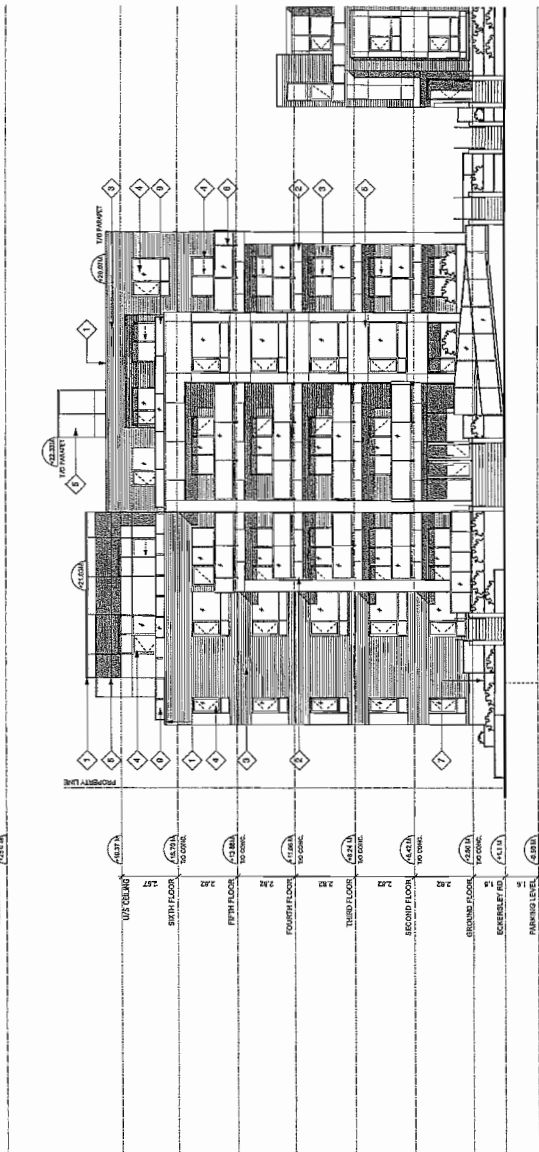
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NOV 14, 2014	4. REVISED FOR REVIEW AND DEVELOPMENT
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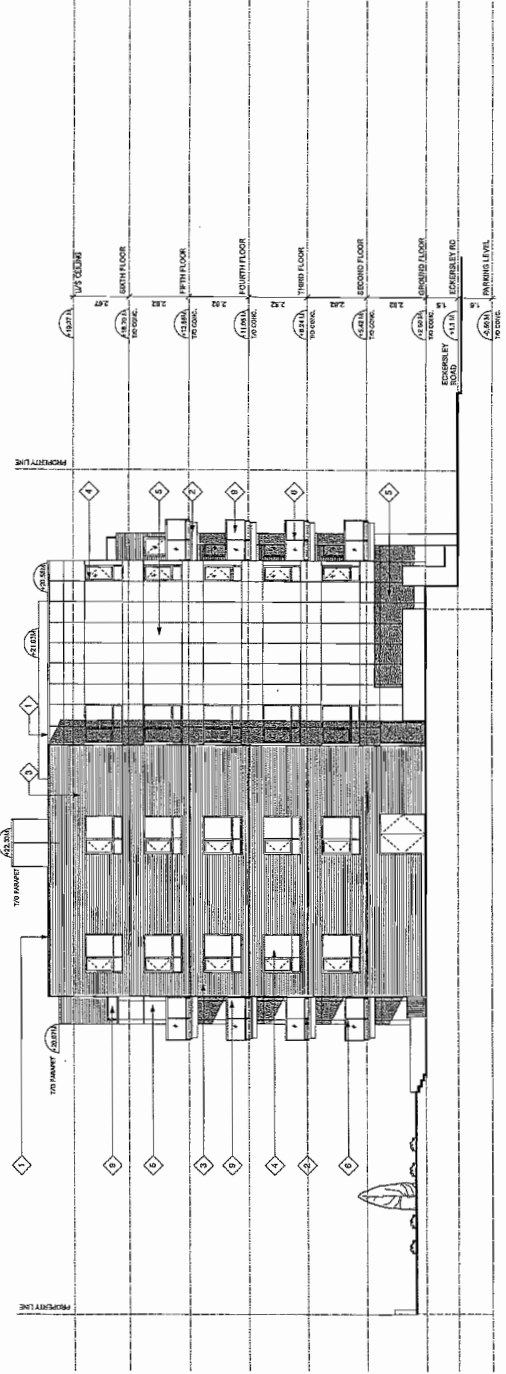
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DATE	2012
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SCALE	1:100

- LEGEND
- 1. ALUMINUM METAL CLADDING
 - 2. PAINTED WOOD FASCIA
 - 3. ALUMINUM METAL CLADDING
 - 4. ALUMINUM GLASS WINDOW
 - 5. POWDER COATED ALUMINUM RAILING
 - 6. ALUMINUM RAILING
 - 7. ALUMINUM RAILING
 - 8. ALUMINUM RAILING
 - 9. ALUMINUM RAILING
 - 10. ALUMINUM RAILING
 - 11. WOOD FENCE



1 NORTH ELEVATION - FUTURE PARK ROAD
APARTMENT



2 SOUTH ELEVATION - NEIGHBOUR SIDE
APARTMENT

LEGEND

1. ALUMINUM METAL FLASHING
2. PAINTED WOOD FASCIA
3. 1X4 CEDAR
4. ALUMINUM GLASS WINDOW
5. HARDIE PANEL
6. POWDER COATED ALUMINUM RAILING
7. PAINTED CONCRETE
8. ALUMINUM ROLL UP GATE
9. GLASS RAILING
10. PRIVACY SCREEN
11. WOOD FENCE

6/9	revisions
FEB 09, 2010	ISSUED FOR REZONING AND D.P. APPLICATION
FEB 27, 2013	ISSUED FOR REVIEW
APRIL 01, 2013	ISSUED FOR REZONING AND D.P. APPLICATION
May. 14, 2014	ISSUED FOR REZONING AND D.P. APPLICATION
Jan 15, 2016	ISSUED FOR REZONING AND D.P. APPLICATION?

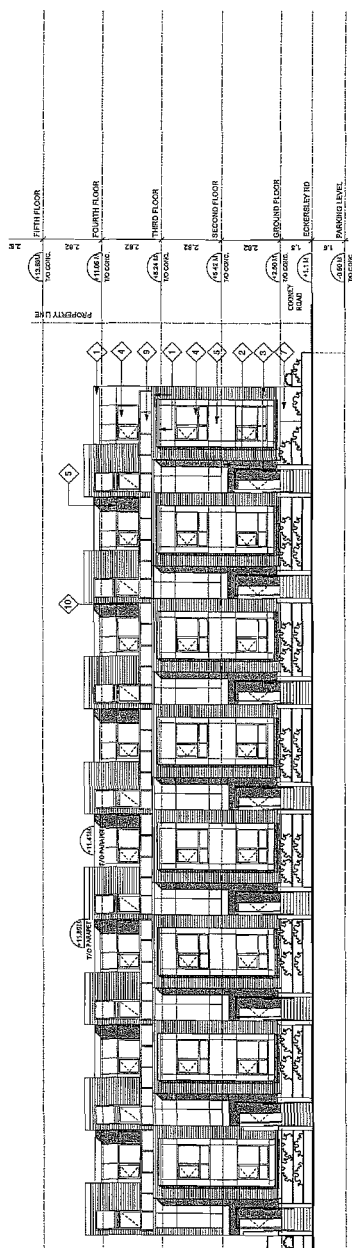
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6740 COONEY ROAD
RICHMOND

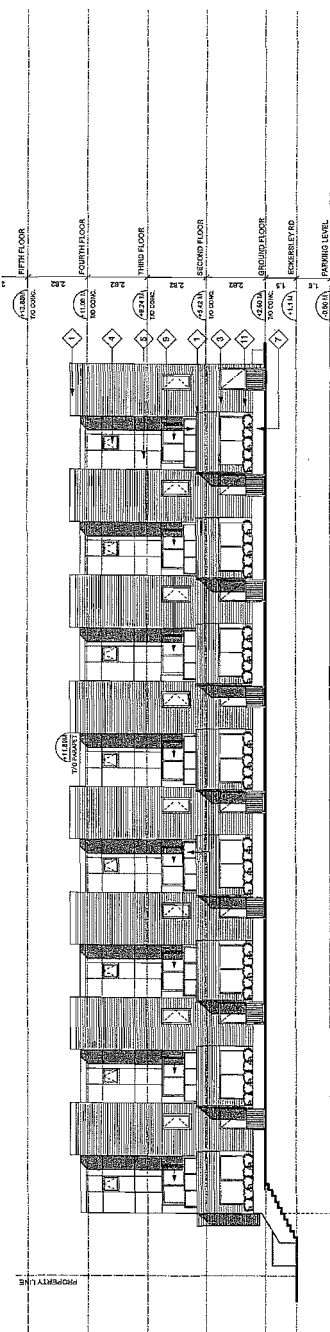
TOWN HOUSE
ELEVATIONS

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Term	ended	Scale	1:100

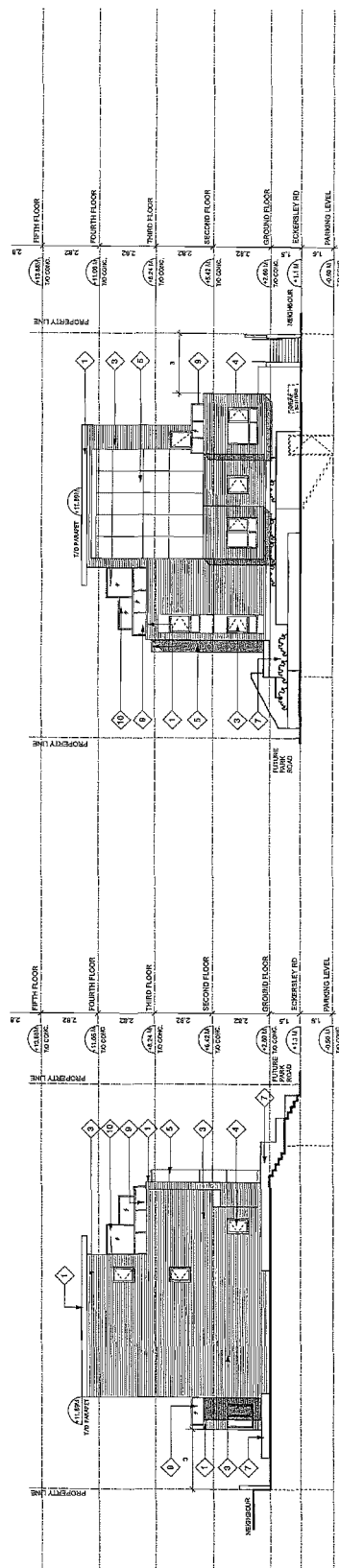
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1 NORTH ELEVATION - FUTURE PARK ROAD
TOWN HOUSE



2 SOUTH ELEVATION - NEIGHBOUR SIDE
TOWN HOUSE



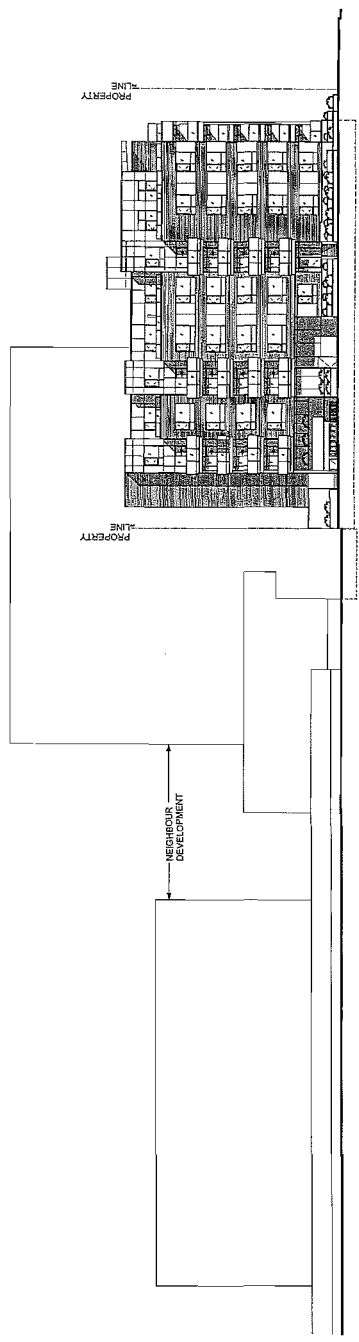
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TOWN HOUSE

4 WEST ELEVATION - COONEY ROAD
TOWN HOUSE

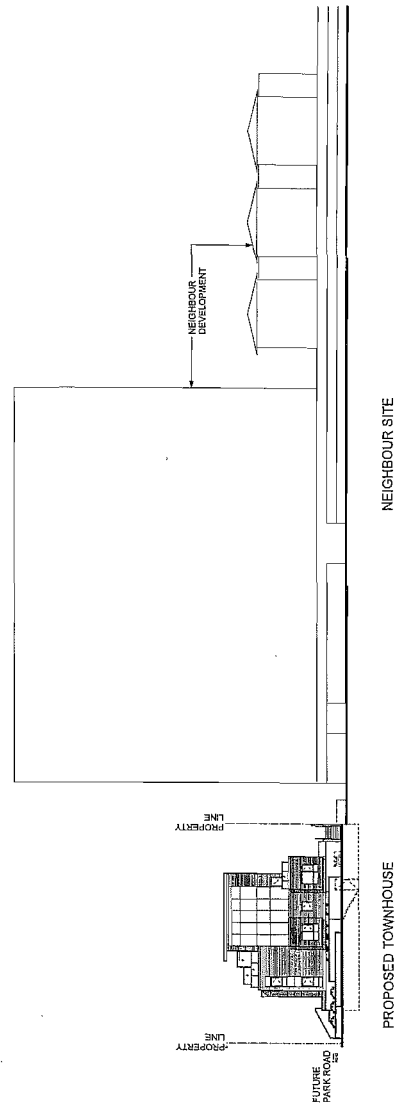
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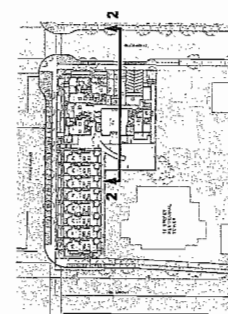
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1 ECKERSLEY ROAD - EAST ELEVATION



2 COONEY ROAD - WEST ELEVATION



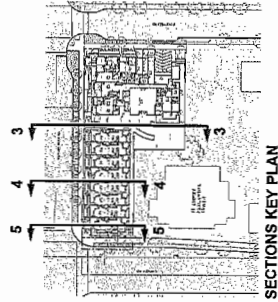
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1004	REVISION
DATE	REVISION
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FEB 27, 2013	ISSUED FOR REVIEW
APR 04, 2013	ISSUED FOR PERMITS AND E.C. APPLICATION
MAY 14, 2014	ISSUED FOR PERMITS AND E.C. APPLICATION
APR 15, 2015	ISSUED FOR PERMITS AND E.C. APPLICATION

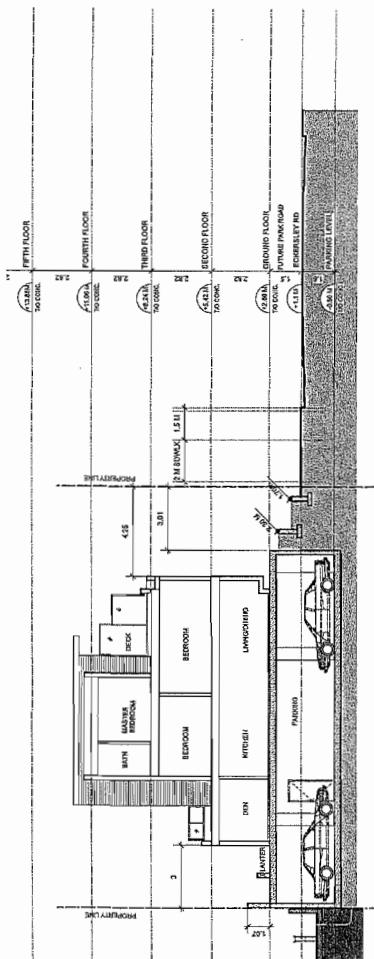
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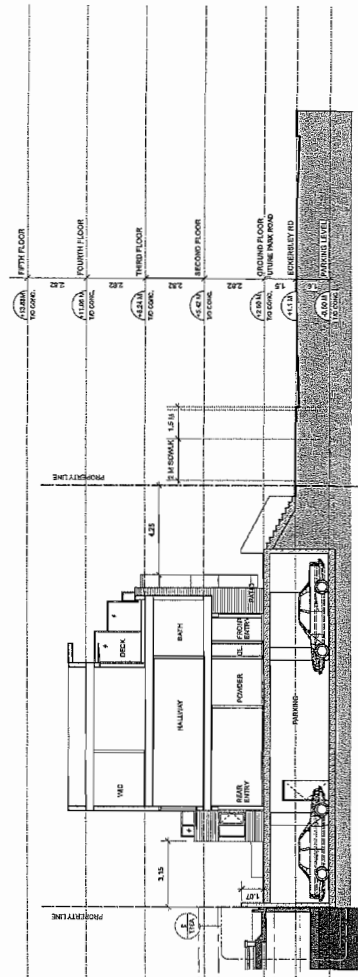
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DATE	2012
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DATE	2012
SECTION	SECTIONS 3, 4 & 5
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DATE	2012



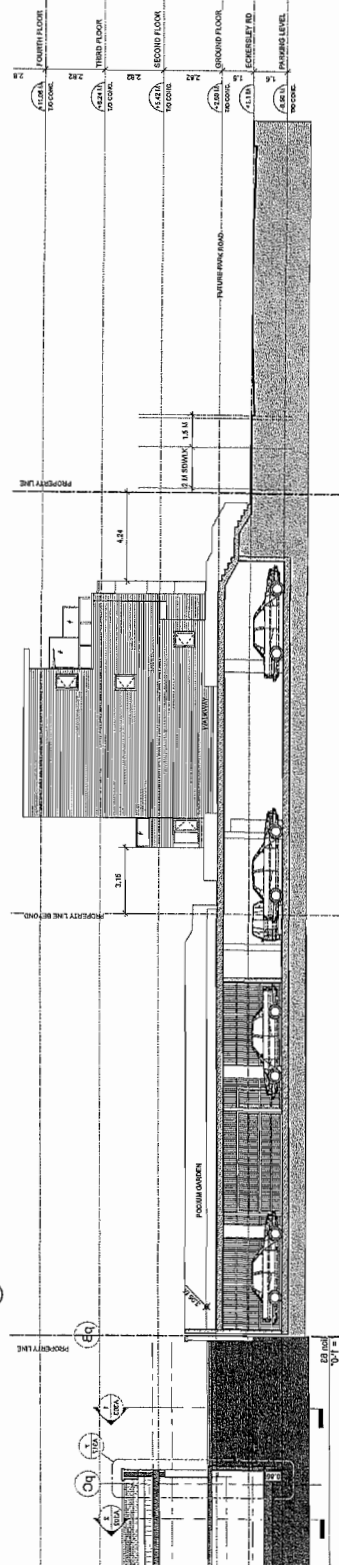
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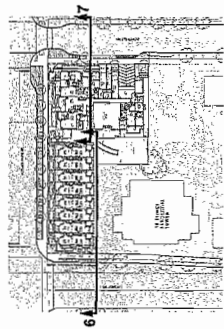
SECTION 5



SECTION 4



SECTION 3



SECTIONS KEY PLAN

HEIGHT LIMIT

9

25

date	revision
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date	actions
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FEB 27, 2013	ISSUED FOR REVIEW
APRIL 04, 2013	ISSUED FOR REZONING AND DP APPLICATION
Nov. 14, 2014	ISSUED FOR REZONING AND DP APPLICATION
JAN 15, 2016	ISSUED FOR REZONING AND DP APPLICATION

conclusions

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vancouver, b.c.
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6740 COONEY ROAD
RICHMOND

SECTIONS 6 & 7

Exptl no	Exptl no
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28012

Year	Ratio
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2000	1.1

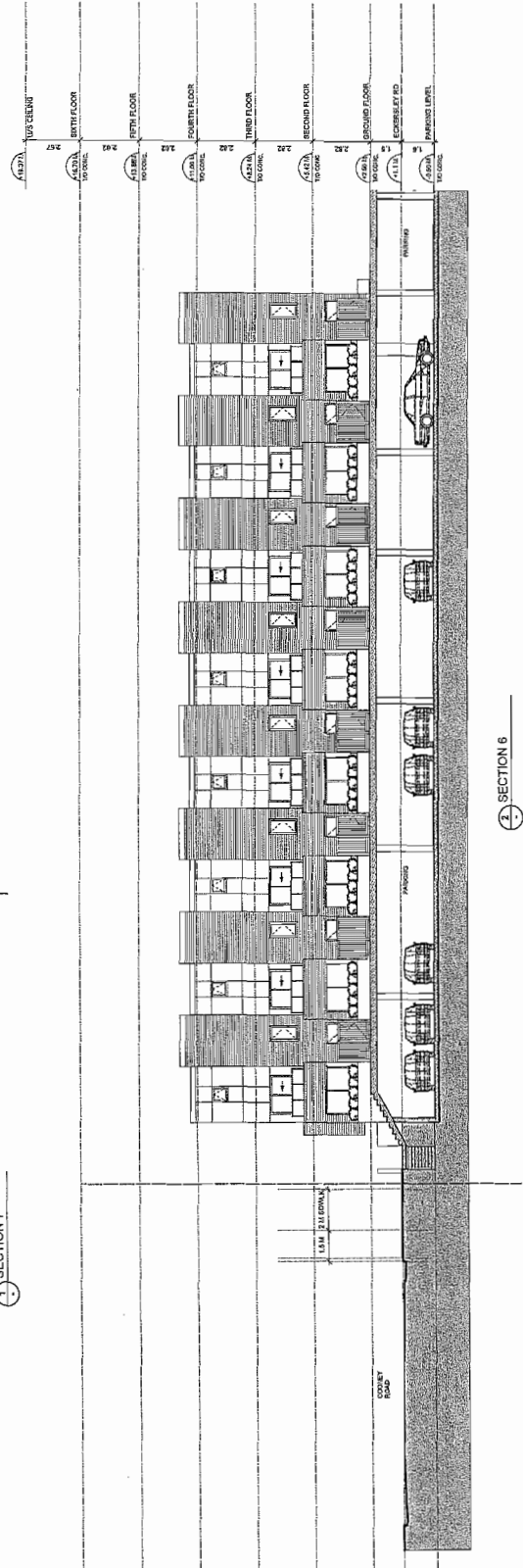
Page 11 of 11

DP

1. What is the purpose of the study?

is higher than the other two.

SECTION 6





RZ 10-516067

Attachment 3

Address: 6731, 6751 Eckersley Road and 6740 Cooney Road

Applicant: LW and Chen Development Ltd.

Planning Area(s): Brighthouse Village

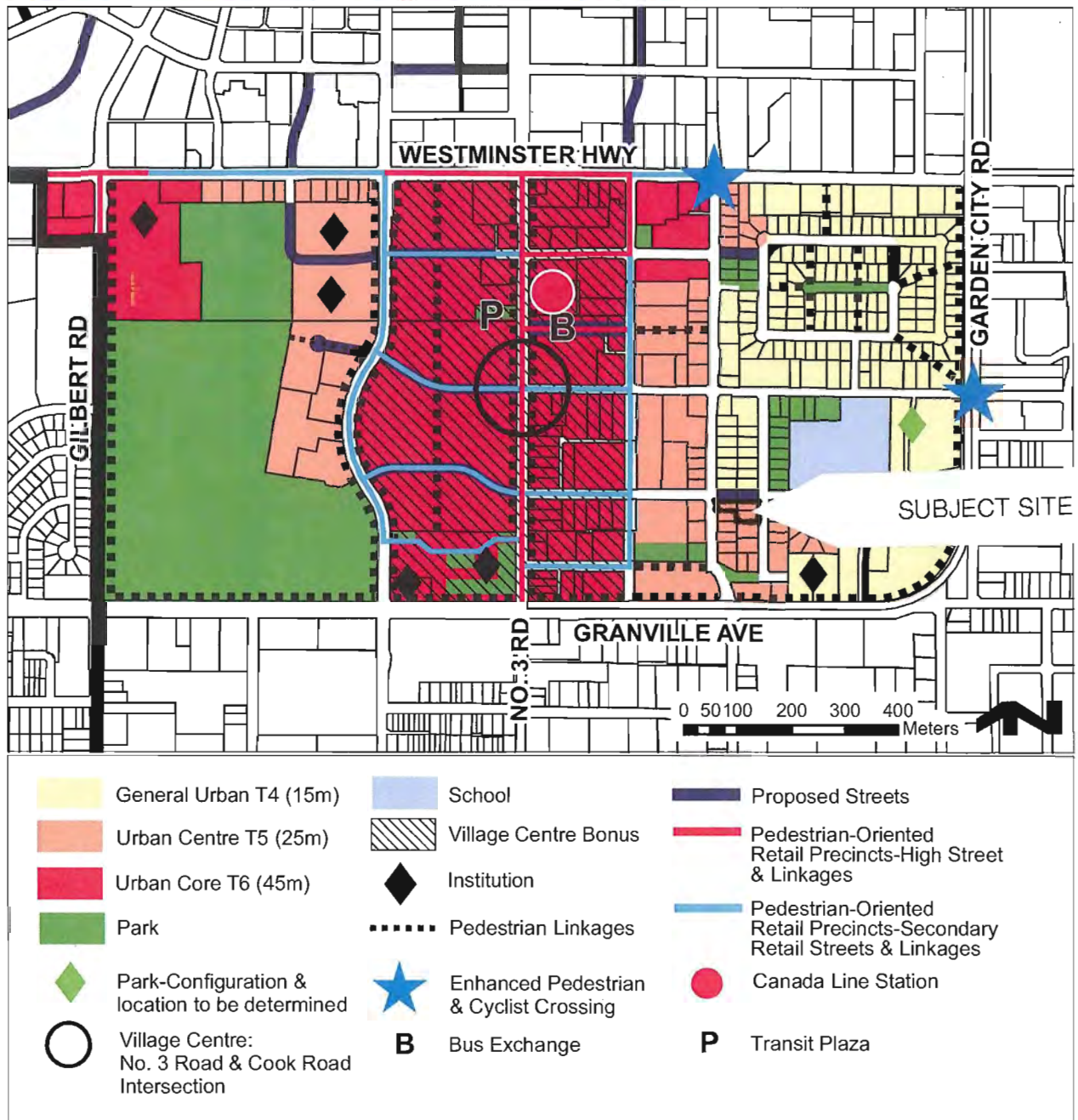
	Existing	Proposed
Owner:	LW and Chen Development Ltd.	LW and Chen Development Ltd.
Site Size (m²):	2,428.7 m ² (26,142 ft ²)	2,318 m ² (24,960 ft ²)
Land Uses:	Single-family	Multi-family including townhouses and a mid-rise apartment
OCP Designation:	Mixed-Use	Mixed-Use
Area Plan Designation:	Urban Centre T5 (25 m)	Urban Centre T5 (25 m)
Zoning:	Single Detached (RS1/E)	Mid Rise Apartment and Townhouse (ZMRx) – Brighthouse Village (City Centre)
Number of Units:	3 single-family homes	Approximately 49 residential units consisting of 8 townhouse units and 41 apartment units

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.2 FAR plus 0.8 FAR conditional to compliance with the Affordable Housing Strategy	2.0 FAR plus BUH density exemption = 2.03	none permitted
Lot Coverage – Building:	Max. 60%	53.6%	none
Lot Size (min. dimensions):	2,300 m ² (0.6 ac.)	2,334 m ² (25,130 ft ²)	none
Setback – Public road setbacks:	Eckersley Road: 3.0 m Park Road: townhouse: 4.0 m apartment 3.0 m Cooney Road: 3.0 m	Eckersley Road: 3.02 m Park Road townhouse: 4.25 m apartment: 3.02 m Cooney Road: 3.02 m (with projecting bay windows)	none
Setback – rear:	townhouses: 3.0 m apartments: 2.0 m	townhouses: 3.02 m apartments: 2.06 m	none
Setback – parking structure	Public road: 3.0 m Rear yard: 0.0 m	Public road: 3.0 m Rear yard: 0.1 m	
Height (m):	Apartment: 25.0 m Townhouses: 12.0 m	Apartment: 22.34 m Townhouses: 11.89 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	Residential: 1.2/unit: 59 Visitor: 0.2/unit: 10	Residential: 1.2/unit: 54 Visitor: 0.2/unit: 10 TDM permitted 10% reduction in residential parking requirement	none
Off-street Parking Spaces – Total:	69	64	none
Tandem Parking Spaces:	permitted	none	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	117.37 m ² (1,263 ft ²)	none
Amenity Space – Outdoor:	6 m ² /unit: 294 m ²	318.2m ² (3,425 ft ²)	none

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

Specific Land Use Map: Brighthouse Village (2031)



Sunday, 18 January, 2015

Sustainable Features

6740 Cooney Rd. Richmond. : Residential Apartments and Townhouses.

The following is a list of some of the sustainable related aspects and features included in this development design:

- The site is centrally located and close to transit, schools, shopping and parks.
- The site consists of 3 residual lots , and overall irregularly shaped. Once rezoned, the site will support a much higher density, contributing to better use of city centre land and efficiency of infrastructures.
- In response to the CCAP requirement this project will comply with LEED Silver equivalency, paying particular attention to features significant to Richmond (e.g., landscaped roofs, connecting and drawing power from District Energy Utility (DEU), storm water management and quality, etc.) Applicant will submit a LEED scoreboard confirming that the subject development will achieve between 50 and 60 points (Silver equivalency) prior to issuance of a Development Permit.
- The building will be DEU ready with a DEU connection room provided on ground floor, accessible directly from the exterior of the building.
- At least 20% of the materials will be locally sourced and at least 10% of the materials used in the building will be recycled materials (resource re-use).
- Construction Waste Management will be controlled to divert at least 50% of waste material from landfill.
- Low VOC emitting materials and low flow toilets, showers and lavatories will be used in the building.
- The building aims to achieve at least 23% savings in energy consumption and a 10% in energy cost savings. All exterior glazing will have 'low-e' coatings.
- "In-set" balconies ensure a better weather protection for outdoor experience of residents, and help provide better resistance against solar heat gains for units facing East, South and West directions.
- Large areas of non-roof (landscaped outdoor area) as well as larger roof terraces at the townhouses will help the heat island effect and contribute to additional insulation value and help reduce energy loss.
- All landscaping located on site, along the streets on tiered planters, as well as over the parking in outdoor amenity area will use low maintenance planting/landscape materials, and are irrigated with a highly efficient irrigation system (smart irrigation controllers, moisture sensors and other devices that will help avoid over-watering). Climate-tolerant plants and diversity of species will contribute to reduce water consumption.
- A second row of trees are added on site in addition to the city standard trees located in the boulevard. These additional trees help emphasize the "garden city" look and feel described in OCP.
- Accessible roof decks have pre-cast pavers or similar sustainable materials.
- Electric charging plug provisions are provided in enclosed bike storage rooms and for 20% of the required parking stalls.
- All units are provided with open balconies or landscape treated roof decks.
- Balconies have glazed guards to allow visibility.

- All bedrooms and living rooms have large glazed windows to allow maximum natural light and provide a lively atmosphere. All habitable rooms are provided with windows that open to allow natural/ventilation.

- Glazed windows and other exterior wall assemblies will have adequate acoustic performance as required by building code and regulations.

- Consideration will be given to sustainable fit and finish of the building including energy star appliances, lighting fixtures and other electrical appurtenances used throughout the building, as well as reduced allergen carpeting/ finishing materials.

Crime Prevention Through Environmental Design (CPTED)

The proposed development includes the following CPTED features:

- All street level units, including all of the townhouses have entries that lead directly to street, with their main living rooms overseeing the public realm along the street sidewalk, with large overlooking windows.

- Front entry porches that are welcoming and encourage residents' presence in front of their unit and help monitoring events at public realm.

- Only 3 secured access gates to the landscaped podium / private yards / outdoor amenity area, each located on one of the three adjacent streets, and such as to offer easy access between the outdoor spaces and the surrounding public realm.

- Security features in the building lobby to limit access.

- Separate visitor parking with open grill roll-up gate, and additional secured gate beyond to protect access to private parking.

- Single vehicular access point to the parkade via a recessed entry gate for all visitors and residents.

- Parkade lighting with interior parkade walls and columns painted white to increase visibility.

- Glazing in all vestibule doors and access/exit doors from parking.

- Additional safety windows in concrete walls near key locations such as parking elevator vestibule..

- Secured garbage rooms with access via a large, 1 1/2 storey high covered loading bay.

- Secured bike storage rooms with view windows built in their entry doors.

- Secure podium-top common outdoor amenity area with children's play area located in the inner-most corner facing South West for best sun exposure all day . Overlooking views of the outdoor amenity area from residential units adjacent and from adjacent neighbouring Emerald development tower and podium.



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 6731, 6751 Eckersley Road and 6740 Cooney Road

File No.: RZ 10-516067

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9241, the developer is required to complete the following:

1. Road dedication, including the following, which includes functional design that is approved by the Director of Transportation:
 - a) 4.0 x 4.0 m corner cut at the corner of Cooney Road and Park Road (the north west corner of the site);
 - b) 4.0 x 4.0 m corner cut at the corner of Eckersley Road and Park Road (the north east corner of the site); and
 - c) An approximate 4.68 m wide dedication, to be verified by the applicant's survey and final functional plan, along the entire west property line. The dedication area may be amended subject to detailed road design that will be undertaken in association with the Servicing Agreement. The west property line is to align with the new west property line established by the southern adjacent development (6888 Cooney Road, SA 08-439280).
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Registration of an aircraft noise sensitive use covenant on title.
4. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any adjacent parcel, or as exempted by Section 4.3(a) of the Flood Plain Designation and Protection Bylaw No. 8204 for a site within Area A of the bylaw.
5. Registration of a legal agreement on title ensuring visitor parking spaces remain unassigned and available for use by visitors.
6. 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.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
8. City acceptance of the developer's offer to voluntarily contribute \$2/sq.ft. per buildable square foot applied to townhouse density and \$4/sq. ft. per buildable square foot applied to apartment density (e.g. \$22,089.00 for townhouse + \$158,561.00 for apartment) to the City's affordable housing fund.
9. City acceptance of the developer's offer to voluntarily contribute \$0.76/sq.ft. per buildable square foot (e.g. \$37,935.00) to the City's public art fund.
10. Discharge of statutory right of way J87135 Plan 44271.
11. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
 - c) If a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:

- i) The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU.
 - ii) The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation.
 - iii) The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building.
 - iv) If required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
12. Enter into a Servicing Agreement* for the design and construction of the following works, which include but may not be limited to:

Water:

Using the OCP Model, there is 469 L/s available at 20 psi residual at the hydrant located at 6888 Cooney Road and 316 L/s available at 20 psi residual at 6751 Eckersley Road. Based on the development proposed, the site requires a minimum fire flow of 220 L/s. Water analysis is not required; however, at the Building Permit stage, fire flow calculations that are signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO are required to confirm that there is adequate available flow.

Provide a 200mm diameter watermain and hydrant at the site's Park Road frontage. The new 200mm watermain shall tie-in to the existing watermain on Eckersley Road on the east and Cooney Road on the west.

Drainage works servicing:

Storm sewer capacity analysis is not required; however, the following storm sewer works are required:

Cooney Road frontage:

Upgrade the existing 375mm diameter storm sewer to 600mm diameter from existing manhole STMH 116855 located at the southwest corner of 6740 Cooney Road going north to its tie-in to the proposed 600mm diameter along the site's Park Road frontage and to the existing 375mm diameter storm sewer to the north. Upgrade length is approximately 40 meters. An adequately sized manhole is required at the tie-in point.

Eckersley Road frontage:

Upgrade the existing ditch to a 600mm storm sewer from existing manhole STMH 116877 located at the southeast corner of 6751 Eckersley Road going north to its tie-in to the proposed 600mm diameter along the site's Park Road frontage and to the existing ditch to the north. Upgrade length is approximately 61 meters. An adequately sized manhole is required at the tie-in point.

Park Road frontage:

Provide a 600mm diameter storm sewer at Park Road frontage from the proposed 600mm diameter storm sewer along Eckersley Road to the proposed 600mm diameter storm sewer along Cooney Road. Upgrade length is approximately 85 meters. Adequately sized manholes are required at the tie-in points.

Sanitary works servicing:

Sanitary sewer capacity analysis is not required; however, the following sanitary sewer works are required:

- a) Provide a new sanitary manhole south of the existing sanitary manhole SMH884. The new sanitary manhole shall be in line with the existing sanitary manhole that was built under SA09-490129 at the intersection of Eckersley Road and Park Road.
- b) Remove and dispose off-site the existing sanitary manhole SMH884 and extend the existing 200mm diameter sanitary sewer located at the rear yard of 6691 Eckersley Road south and tie-in to the new sanitary manhole required in item a) above.
- c) Provide an adequately sized sanitary sewer from the new manhole required in item a) above to the existing sanitary manhole that was built under SA09-490129 at the intersection of Eckersley Road and Park Road.

- d) Remove and dispose off-site the existing manholes, sanitary mains, sanitary connections and inspection chambers between existing manhole SMH884 and the south property line of 6740 Cooney Road after the new manhole required in item a) and the sanitary mains required in item c) above are operational and accepted by the City.
- e) After removal of the existing manholes, sanitary mains, sanitary connections and inspection chambers between existing manhole SMH884 and the south property line of 6740 Cooney Road, discharge the existing sanitary statutory right of way J871345 Plan 44271 at the rear yards of the following properties:
 - o 6740 Cooney Road
 - o 6731 Eckersley Road
 - o 6751 Eckersley Road
- f) Abandon and fill with controlled density fill the existing manhole, inspection chamber and sanitary mains between the south property line of 6740 Cooney Road and existing manhole SMH51636 located near the south property line of the site on Eckersley Road. Retain the existing statutory right of ways in 6888 Cooney Road.
- g) Plug the west opening of existing manhole SMH51636.
- h) Sanitary service connection for the proposed site shall be at Park Road frontage and tied-in to the south side of the new sanitary manhole required under item a) above.

Frontage Upgrades:

Cooney Road

Relocate the east curb of Cooney Road and widen the pavement width as per SA 08-439280 to match road works to the south and the new Cooney Rd. cross section. From the new property line on Cooney Road introduce a 2.0 m wide concrete sidewalk and minimum 1.5 m wide treed boulevard with street trees between the sidewalk and the new road curb.

Park Road

Ensure that the future property lines shown in the site plan/main floor plans conform to the functional design for the proposed extension of Park Road between Cooney Road and Eckersley Road. Functional design for Park Road is to be designed by the developer to the satisfaction of City Transportation and Engineering staff. A functional design of Park Road is required to confirm dedication/statutory right of way along the site's Park Road frontage and the extent of off-site works. The Park Road alignment is to tie into the south curb of the existing Park Road sections to the west and the east of the site to ensure a straight road alignment. A preliminary functional road design and cross section is illustrated on the Draft Interim Road Functional Plan attached to this document.

The Park Road cross section is to include the following from the north property line:

- 2.0 m concrete sidewalk
- Minimum 1.5m wide landscaped and treed boulevard
- 0.15 m wide curb and gutter (curb to align with Park Road curb at west leg of intersection)
- 11.2 m wide asphalt pavement
- 1.0 m wide gravel shoulder
- Temporary retaining wall

The applicant is responsible for the construction of Park Road based on a functional road plan to the satisfaction of the Director of Transportation. There is no compensation if, at the SA stage, the cost of design and construction is greater than the site's Park Road Funding Program catchment area contribution value based on proportional land area (\$550,000.00 during the 2015 calendar year, or 27.3% of the total projected costs at a rate reflective of current year costs subject to the satisfaction of the Director of Transportation). However, if the cost of design and construction is less than the catchment contribution value at the SA stage, the applicant will be responsible for the value of the contribution shortfall.

Eckersley Road

2.0 m wide new sidewalk at property line, with remaining to existing curb to be treed boulevard. See SA 08-439280 to match. The west curb alignment is to create a parking layby for Eckersley Road, which will be finalized as part of the Servicing Agreement process.

Additional Requirements:

Pre-ducting and undergrounding of pole lines along Eckersley Road and Cooney Road frontages.

Review street lighting along road frontages and extend street lighting works consistent with SA 08-439280.

The developer is responsible for the under-grounding of the existing private utility pole lines (subject to concurrence from the private utility companies) along Eckersley Road and Cooney Road frontages. Private utility companies may require rights-of-ways for their equipment and/or to accommodate the future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

The developer is responsible for the installation of pre-ducting for private utilities along Cooney Road, Park Road and Eckersley Road frontages. Private utility companies may require rights-of-ways to accommodate their equipment (i.e., Vista, PMT, LPT, etc.) and future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

Telecommunication equipment (i.e., SAC Pad, kiosks, etc.) must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. It is recommended that the developer contact the private utility companies to learn of their requirements.

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.

The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.

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

1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

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/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- 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 (original on file)

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9241 (RZ 10-516067)
6731, 6751 Eckersley Road AND 6740 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 by:
 - a) inserting the following at the end of the table contained in Section 5.15.1:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZLR26	\$2.00 for housing, townhouse , \$4.00 for housing, apartment "

- b) inserting the following into Section 18 (Site Specific Residential (Low Rise Apartment Zones), in numerical order:

"18.26 Mid Rise Apartment and Townhouse (ZLR26) – Brighthouse Village (City Centre)

18.26.1 Purpose

The **zone** provides for medium **density** apartments and townhouses and compatible **uses**.

18.26.2 Permitted Uses

- **housing, apartment**
- **housing, townhouse**

18.26.3 Secondary Uses

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

18.26.4 Permitted Density

1. The maximum **floor area ratio** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 18.26.4.1, the reference to "1.2" is increased to a higher **density** of "2.0" if the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZLR26 **zone**, pays into the **affordable housing reserve**, the sum of the buildable square foot rates applied to **housing, townhouse** and **housing, apartment** as specified in Section 5.15 of the Zoning Bylaw.

18.26.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.

18.26.6 Yards & Setbacks

1. The minimum public **road setback** is:
 - a) 3.0 m from Eckersley Road;
 - b) 4.0 m for **housing, townhouse** and 3.0 m for an **housing, apartment** from Park Road; and
 - c) 3.0 m from Cooney Road
2. The minimum **yard setback** along the south **property line** is:
 - a) 3.0 m for **housing, townhouse**; and
 - b) 2.0 m for **housing, apartment**.
3. The minimum parking **structure setback** is:
 - a) 3.0 m from a public **road**; and
 - b) 0 m from a **rear yard**, provided that the parking **structure** is screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

18.26.7 Permitted Heights

1. The maximum **height** for **housing, apartment** is 25.0 m.
2. The maximum **height** for **housing, townhouse** is 12.0 m.
3. The maximum **height** for **accessory buildings** and **accessory structures** is 5.0 m.

18.26.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** requirement is 2,300 m².

18.26.9 Landscaping & Screening

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

18.26.10 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.

18.26.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating it **MID RISE APARTMENT AND TOWNHOUSE (ZLR26) – BRIGHOUSE VILLAGE (CITY CENTRE)**:

P.I.D. 004-057-945

Lot 48 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 004-615-948

Lot 28 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

P.I.D. 004-927-583

Lot 27 Section 9 Block 4 North Range 6 West New Westminster District Plan 16523

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9241”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

APR 27 2015

CITY OF RICHMOND
APPROVED by <i>B/C</i>
APPROVED by Director or Solicitor <i>ns</i>

MAYOR

CORPORATE OFFICER