



Development Permit Panel

Council Chambers

Wednesday, March 28, 2012

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, March 14, 2012.



2. Development Permit 08-418522

(File Ref. No.: DP 08-418522) (REDMS No. 3467319)

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APPLICANT: ATI Investments Ltd.

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

INTENT OF PERMIT:

To permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".

Manager's Recommendations

That a Development Permit be issued which would permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".



3. Development Permit 11-585139
(File Ref. No.: DP 11-585139) (REDMS No. 3408808)

TO VIEW ePLANS CLICK HERE

APPLICANT: Western St. Albans Venture Ltd.

PROPERTY LOCATION: 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road)

INTENT OF PERMIT:

1. Permit the construction of 23 townhouse units at 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road) on a site zoned High Density Townhouses (RTH4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the road setback from 4.5 meters to a minimum of 3.0 meters on all floors above the main floor, including all projections.

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of 23 townhouse units at 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road) on a site zoned High Density Townhouses (RTH4); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the road setback from 4.5 meters to a minimum of 3.0 meters on all floors above the main floor, including all projections.*



4. New Business

5. Date Of Next Meeting: Wednesday, April 11, 2012

6. Adjournment



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development

Date: March 5, 2012
File: DP 08-418522

Re: Application by ATI Investments Ltd. for a Development Permit at
6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and
6180 Cooney Road)

Staff Recommendation

That a Development Permit be issued which would permit the construction of a ten-storey residential building containing approximately 80 units and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)".

Brian J. Jackson, MCIP
Director of Development

FM:blg
Att.

Staff Report

Origin

ATI Investments Ltd. has applied to the City of Richmond for permission to develop a ten-storey residential building containing 80 units, including (6) six accessible units that incorporate all the basic universal housing features and parking for 112 cars at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 & 6180 Cooney Road) on a site zoned "High Rise Apartment (ZHR6)". The 80 suites in the proposed development include 21 one-bedroom units, 53 two-bedroom units and six (6) three-bedroom units.

The site is being rezoned from "Medium Density Low Rise Apartments (RAM1)" [former Townhouse and Apartment District (R3)] to "High Rise Apartment (ZHR6)" [former Comprehensive Development District (CD/205)] for this project under Bylaw 8472 (RZ 05-317846). The site is currently vacant and pre-loading is already taking place.

Full upgrades across all street frontages of the site and design and construction of a lane along the south property line, as well as storm and sanitary sewer upgrades associated with the proposed development will be undertaken and secured via a Servicing Agreement (SA 10-530664).

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

Background

This application remained on hold for a substantial period of time due to the City requesting incorporation of the 6180 Cooney Road site as part of the proposed development site to achieve the extension of the existing east-west lane parallel to Westminster Highway to Cooney Road.

The proposed development, subject of this report, has resulted from a cooperative effort between the applicant and City staff involving revisions and adjustments to the design to address some concerns regarding views toward the east side of the parkade from residential units on the adjacent building, achieving the proper alignment and completing the east-west lane which runs behind all sites fronting on to Westminster Highway between Garden City Road to Cooney Road, and satisfying the general planning and urban design objectives for this area envisioned in the City Centre Plan.

Development surrounding the subject site is as follows:

- To the North: Across Westminster Highway, a three-storey apartment building over one (1) storey on-grade parkade on a parcel zoned "Medium Density Low-Rise Apartments (RAM1)";
- To the East: An older three-storey apartment building over an on-grade parkade on a parcel zoned "Medium Density Low-Rise Apartments (RAM1)";
- To the South: Older single-family residences on sites zoned "Single Detached (RS1/E)"; and
- To the West: Across Cooney Road, a single-storey commercial building (Pizza-Hut) on a small lot and a 15-storey residential high-rise tower further to the west, on parcels zoned "Downtown Commercial (CDT1)".

Rezoning and Public Hearing Results

During the rezoning process, staff identified various design issues to be resolved at the Development Permit stage. Staff worked with the applicant to address those issues in the following ways (shown in ***bold Italics***):

- Design development to the interface area between planters/low retaining walls of patio decks and edge of the public sidewalk along Westminster Highway and Cooney Road.

While maintaining a small grade elevation difference between finished grade of street-oriented units and the sidewalk, an average of 1.00 m (3 ft.) and 0.45 m (1.5 ft.) wide landscaped area is provided between the internal edge of the sidewalk and the low retaining wall of the raised patio area of the units along Cooney Road and Westminster Highway respectively. Tree and plant locations have been revised to match the proposed street lighting layout.

- Design development to the south elevation, especially that portion closer to Cooney Road required to reflect and bring some of the features of the west elevation around the corner, along a portion of the lane.

The proposal includes larger window-sized openings in the south wall above the parkade entrance, as well as façade treatment (colour horizontal bands between scoring lines that emulate the horizontal line of windows and slabs) of the lower end units at the southwest corner of the building.

- Design development required to the east side wall of the parkade.

In order to soften the exposure of this parkade façade to views from adjacent building to the east, the overall wall height for most of the east façade has been reduced. The parapet height has also been reduced to a height of 30 ft. [9.14 m] and a green wall treatment that includes large metal screens placed on a regular pattern that will facilitate climbers to cover this wall over time.

- Recommend incorporating some brick cladding in parts of the building along Cooney Road to reinforce this relationship to the surrounding built context and relate to the four-storey residential podium along Westminster Highway.

Although "Alucobond" panels in combination with painted concrete (2 colours) are used on the west façade, the material relationship with the north side of the building and existing developments to the west is achieved by brick being used on the planter boxes and low retaining walls along the Cooney Road frontage.

- Recommend exploring reinforcing the presence of balconies on building elevations by introduction of coloured or frosted glass on balconies.

The proposed development has included a combination of frosted glass and frosted tinted glass on balconies to make the presence of balconies stronger and provide additional detail and interest to the building facades.

- Design development to the sculptural water feature with art glass at the corner of Cooney Road and Westminster Highway to introduce colour, illumination by night and a local theme, if possible.

Proposed feature at this visible corner includes sculptural glass, water flowing down the sculptural glass wall and illumination at night.

- Improved safety for users of the outdoor amenity area; especially the children play area, and on the deck of stepping floors

All balconies, outdoor and amenity areas have guardrails where required. These guardrails are combined with a wide planter on the south of the upper terraced decks and at perimeter of the roof garden/outdoor amenity area, including the children play area.

- Consider providing a green roof on top of the four-storey residential podium along Westminster Highway.

The roof on Level 5 will be covered with gravel and will have planters adjacent to the residential deck.

- Consider increasing the number of trees proposed within the site along Westminster Highway and placing them in a way (alternating with the boulevard trees) that achieves a double row of trees combined with a denser visual buffer to the street.

Number of trees proposed within the front yard of ground floor units has slightly increased and their spacing has been coordinated with the expected location of boulevard trees to achieve the intended objective. Precise spacing, which has to be coordinated with the street light poles, will be determined via the Servicing Agreement regarding this work.

The Public Hearing for the rezoning of this site was held on April 20, 2009. At the Public Hearing, several property owners and residents in the neighbouring building to the east and other adjacent developments expressed concerns about rezoning the subject property.

- Concerns regarding the impact that the proposed development would pose on some of the 8440 Westminster Highway residents' views and their gardens, and traffic concerns associated with the lane along the south end of their property and its proposed extension to Cooney Road.
- Potential impacts to the foundation structure of existing building on 8440 Westminster Highway due to construction of the proposed development.
- Changes to the harmony and character of the existing low-rise area.

In response to the issues raised by the long-term residents in the neighbouring building, Council encouraged the applicant to meet with the Strata and address their concerns with sensitivity.

Staff worked with the applicant to address those issues in the following ways:

- ***To soften views over the east side wall of the parkade, additional tree planting has been added along the east side yard, at the interstitial space between the proposed development and the existing building to the east of the proposal. In addition, a green wall treatment is now proposed for the east wall of the parkade. This green wall includes a combination of large metal screens placed on a regular pattern covering the parkade fenestrations that will allow the climbers planted on the landscaped side yard to cover the wall, over time.***

To protect sun exposure and recognize the lower profile of the existing building at 8440 Westminster Highway, the proposal concentrates the higher building masses on the west side of the site and locates the lower, four-storey residential podium mass extending toward the east, along the Westminster Highway frontage.

The extension of the east-west lane to daylight on Cooney Road will improve overall vehicular circulation and access to parking for all buildings along Westminster Highway, between Cooney Road and Garden City Road. This will also have a direct beneficial impact regarding the neighbouring development by providing an alternative route to Cooney Road in addition to the existing emergency purposes right-of-way (ROW) established along the east side of 8440 Westminster Highway, and providing residents of buildings along Westminster Highway with an access/exit route that daylights on the west at Cooney Road and on Garden City Road on the east.

- *Prior to commencement of construction, Read Jones Christoffersen, Structural Engineers, consultants for the subject development will provide residents at 8440 Westminster Highway with the adequate engineering information on procedures and measures that will be taken to ensure that there is no impact to adjacent buildings structures due to construction of the proposed development.*
- *The present character of this low-rise area of the City Centre is already in transition to a more intense use of the land that will see medium-rise and hi-rise type of buildings in the future, as the vision of the City Centre Area Plan is implemented over time. The proposed type of development is consistent with the Area Plan and represents one additional step in consolidating the vision for the City Centre.*
- *In response to Council's direction to hold an information meeting with the residents of the neighbouring building to the east, Mr. Wing T. Leung, the architect for this project, met with Strata Council for 8440 Westminster Highway on February 29, 2012 and received a positive response to the changes made. Mr. Leung also requested that at the Strata Council's General Meeting that was to be held on March 3, 2012, the consulting engineers for the project be given permission to undertake a Building Survey to inspect their existing building conditions before construction of the proposed building begins and then again at completion of construction. The consulting engineers will also monitor the new structure's building elevations and shoring.*

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and the City Centre Area Plan (CCAP). In addition, it is generally in compliance with the "High Rise Apartment (ZHR 6)-Brighthouse Village (City Centre)" zone, [former "Comprehensive Development District (CD/205)"]. No variances are requested for the proposed development.

Advisory Design Panel Comments

The Advisory Design Panel reviewed this development proposal at its meeting of August 20, 2008 as part of the rezoning application review process. The Panel supported and provided comments on the proposed development, as presented.

A copy of the relevant excerpt from the subject Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Based on the level completeness, details and advanced design of the proposal at the time the proposal was presented to the Panel for review, and the ensuing design development and refinement of the proposal in cooperation with City staff through the Development Permit review process, staff has decided that this proposal needed not to be submitted to the Advisory Design Panel for further review.

Analysis

Conditions of Adjacency

- In general, the proposed development has successfully addressed the mass and open space relationship to adjacent existing buildings (and expected future developments) surrounding the site.
- Locating the stepping mass of the tower portion of the proposal on the west side of the site, and the four-storey residential podium along the Westminster Highway frontage toward the east, provide a soft transition and adequate interface with the existing low-rise building forms found to the east along Westminster Highway.
- The landscaped roof/outdoor amenity area provided on top of a portion of the three-storey parkade, the 4.0 m wide landscaped east side yard setback, and the green wall treatment of the parkade's east façade soften the presence of the podium and provide visual interest to the residents in the building next door.
- The mass of the proposed building along Cooney Road resolves the mass transition toward the areas westward from Cooney Road which include high-rise residential towers, as envisioned in the City Centre Area Plan.
- Along Cooney Road, the building mass steps down from 10-storey at the Cooney Road and Westminster Highway corner to four-storey toward the south. The 6.0 m wide lane (ultimately at 9.0 m as per CCAP) contributes to increasing the separation and adds to the mass transition to the existing lower density residential context to the south.

Urban Design and Site Planning

The proposed development meets the intent of the CCAP, Brighthouse Village, with respect to land uses, density and site planning aspects in Sub-Area B2 identified for Mixed-Use Mid-Rise Residential & Limited Commercial. Although the proposed development exceeds the CCAP expected eight-storey building height in the area, the proposed development height of 10-storey is localized at the corner of Westminster Highway and Cooney Road, forming part of the building mass that steps down to four-storey from north to south along Cooney Road.

- The distribution of mass and location of the various components of the proposed development minimize impact on adjacent development by the eastern location of the proposed garden/outdoor amenity space above the parkade podium.

- The higher northern end of the building extending along Cooney Road anchors the corner at Westminster Highway and accentuates the unique architectural treatment of that ending of the building that establishes an urban landmark at the eastern gateway into the City Centre area on Westminster Highway.
- The proposed development presents a continuous four-storey residential podium which extends for most of the frontage along Westminster Highway that recognizes and relates to the height of the existing buildings to the east, and reflects the desirable built form intended for that perimeter area of the City Centre.
- Location of the main building in relationship to the corner incorporates substantial setbacks on the east and north sides that reinforce the strong and identifiable higher building mass that anchors the northwest corner of the site.
- Units in the lower level of the building along both Cooney Road and Westminster Highway have direct access from the street, reinforcing the desirable street-oriented character of the proposed development. The main entrance to the building is at the corner of Cooney Road and Westminster Highway.
- The ground level units along Cooney Road and Westminster Highway have raised garden/patios with front doors and front stoops along the street that provide interest and animation to the public realm. The finished floor elevation of the ground level street-oriented units is approximately 0.60 m raised above the sidewalk, therefore providing for adequate privacy to the units while also increasing opportunities for casual surveillance over the street.
- Parking is provided in three (3) levels above the street and 1/2 parking level below the street elevation. The parkade is hidden from views from the street by the four-storey residential podium along Westminster Highway on the north side and the terraced residential block along Cooney Road, on the west. Access to the parking levels is provided from on the south side of the building, from that portion of the east-west lane that will now daylight on Cooney Road.

Design Guidelines Compliance

- The proposed development responds well to the CCAP Design Guidelines references regarding urban design and site planning.
- The proposal responds well to its location and massing context; the subject development is located at the interface between two different CCAP land use designations that result in distinctive form and character of the built environment. To the east and north, the “General Urban (T4)” for Mixed-Use Low-Rise Residential and Limited Commercial designation allows for grade-oriented housing in the form of high-density townhouses and limited commercial uses; to the west, the “Urban Core (T6)” designation for the Mixed-Use High-Rise Residential, Commercial and Mixed-Use designation allows high-density, high-rise residential and mixed-use developments in the form of towers with podium street wall bases.
- The proposal also reflects the area’s desirable street-building relationship, which includes providing direct access from the street to the street-oriented units in the main floor and the residential lobbies oriented toward the corner.

Architectural Form and Character

- The proposed four-storey podium along Westminster Highway is clad in brick to relate to the older four-storey apartment building to the east and the high-rise residential tower at the north-west corner of the Cooney Road and Westminster Highway intersection. Brick is also used in the raised planters and low retaining walls along the Cooney Road frontage.
- The parking garage is at the centre of the site concealed from street views by the residential components of the building.
- The 10-storey terracing building steps down from the high point at the northern corner down to the south, providing private landscaped roof terraces and good sun exposure to ending units and the landscaped roof/outdoor amenity space.
- Aluminum panels (Alucabond) and glazing are the dominant materials used on the northwest corner of the 10-storey building to contrast with the brick cladding frames of the four-storey residential podium along Westminster Highway and the painted concrete frames of the portion of the building on Cooney Road that terraces down toward the south. This different architectural treatment of the building at the corner of Westminster Highway and Cooney Road establishes a visual landmark that identifies a gateway to the City Centre and defines the iconic character of this building.
- The series of concrete and brick frames found in the north and west facades, excepting the corner at Westminster Highway and Cooney Road that use aluminum panels, break the mass of the building and accentuate the terracing character of the proposed development along Cooney Road and help to identify each unit on the Westminster Highway four-storey podium. Further articulation of the building facades is achieved by the cantilevered balcony slabs, use of a combination of frosted and tinted frosted glass balcony railing glass, and perimeter/edge planters along the south side of the building.
- The wall of the parkade that faces the existing residential development to the east includes metal framed screens arranged in a regular pattern that, combined with planting trees along that side yard and climbers along the base of the wall, will turn this side of the parkade into a “green wall” and soften the presence of the podium to the neighbouring site.
- Windows and overall façade treatment of the south side of end units at the south-west corner of the building, adjacent to the entrance point to the east-west lane from Cooney Road, provide articulation and detailing to this portion of the building that will be exposed to views from the south.

Landscape Design and Open Space Design

- Ground level landscaping at the perimeter of the site includes a combination of trees on planters, a variety of shrubs on low raised planters, raised patio of street-fronting units, and water feature at the corner of Westminster Highway and Cooney Road. The trees planted within the development site are proposed to alternate with the street trees on the boulevard for the purpose of increasing the visual green density of this buffer along the site’s perimeter streets. Precise location of trees, on site and on street boulevard, will be refined via the related Servicing Agreement.
- The landscaped roof/outdoor amenity space is exposed to the sun from the south and includes feature pavement, seating walls, a trellis structure and a central children’s play area. This central space is well contained along its west and north edge by terraced low planters and a pedestrian walk that provides the linkage from the patio area of residential units and the indoor amenity space toward this outdoor amenity.

- A wide planter with shrubs define the south facing terraced deck of units of the proposed building and is also provided at the perimeter of the outdoor amenity area on the roof of parkade. This edge treatment ensures safety for children, especially children using the play area of the common outdoor amenity space.
- The proposed extension of the existing lane to Cooney Road will create a small remaining parcel of land on its south side at the southeast corner of the site. This parcel of land will be transferred to City's ownership via an offer to purchase for a nominal amount prior to final Building Permit inspection. The residents of the building may be able to use this lot in the future subject to entering a legal agreement with the City that defines maintenance and liability responsibilities. This agreement may also allow for termination at the City's discretion, as this area is intended for consolidation and future development in conjunction with the lands to the south

Indoor and Outdoor Amenity Space

- Indoor amenity space for the residents is provided on level four, with direct access to a roof terrace/gardens that embraces and connects to the landscaped roof and the children's play area located 1/2 level below.
- The area allocated to outdoor amenity area/roof gardens is approximately 700 m² (7,500 ft²) and include a rubberized surface for the children's play area. The area of the indoor amenity space provided in the building is approximately 133 m² (1430 ft²). The indoor and outdoor amenity space provided in the proposed development comply with the requirements of the Official Community Plan (OCP).
- Outdoor amenity area and gardens are well exposed to the sun coming from the south and southeast. The stepped mass of the building from north to south allows for good sun exposure of the outdoor amenity area/gardens over the roof of the parkade. As there is a grade difference between the level of the indoor amenity space and the roof garden/outdoor amenity area, ramps are provided between these two (2) levels to facilitate wheelchair accessibility between these amenity spaces.

Vehicular Circulation, Parking and Loading

- This development will enhance the existing road network and contribute to achieving completion of the long-term City Centre road network as envisioned in the City Centre Area Plan by extending the east-west lane to Cooney Road along the south property line. Daylighting this lane to Cooney Road will greatly enhance and facilitate vehicular access to and from the long area of mid-rise residential buildings fronting Westminster Highway, between Cooney Road on the west and Garden City Road on the east.
- The proposed development also involves enhancement of the pedestrian and cyclist crossing at the intersection of Cooney Road and Westminster Highway, and contribute to an Accessible Pedestrian Signal at that location.
- Access to all parking, visitors and residents, is provided from the east-west lane along the south side of the proposed development. Access control to the parkade and the separation between visitor parking and residents' parking is achieved via overhead security doors.
- The proposal provides a total of 112 parking spaces and meets the City Centre residential parking requirements of the Zoning Bylaw. There are 95 parking spaces for residents and 17 visitor parking; this total includes 33 small car parking spaces and five (5) Accessible parking spaces.

- Loading/unloading and garbage/recycling collection service will take place off the laneway from a proposed widening of the lane (a laybay area) at the south-east corner of the parkade podium, in the proximity of the parkade entrance. This arrangement is supported by Transportation Engineering, based on the fact that this arrangement will allow loading/unloading operations without obstructing vehicular circulation on the lane.

Affordable Housing

- As the proposed development application was submitted to the City in 2005, prior to the Richmond Affordable Housing Strategy coming into effect, the proposed development has been exempt from mandatory provision of an affordable housing component as part of the development proposal.
- However, in response to City Council's interest in providing affordable housing and recognizing the density granted to the site resulting from the "Urban Centre (T5)" designation in the City Centre Area Plan, the proposed development will be making a monetary contribution toward the City's Affordable Housing Reserve equivalent to the contribution required under the Richmond Affordable Housing Strategy for residential development involving 80 or less units.

Accessibility /Barrier-free Access

- The proposed development includes six (6) units (Units 208, 308, 506, 705, 805 and 905) are identified in the respective floor plans) and indoor and outdoor amenity spaces that are accessible to a person with disability from a public road and from off-street parking areas.
- These units and common spaces will comply with the Basic Universal Housing features, as described in the Zoning Bylaw. These features include, among others:
 - Automated door openers at main entry and common areas.
 - Units with wider entry door opening and doors in common areas (not less than 0.855 m (2 ft. 10 in.).
 - Minimum clear opening for interior door to at least one (1) bedroom and one (1) accessible bathroom to be not less than 0.80 m (2 ft. 8 in.).
 - Flush thresholds throughout the building will not be more than 0.13 m in height.
- In addition to the Universal Accessible units described above, every unit in the building will include features that facilitate the process of "aging-in-place" such as:
 - Backing for future hand rail installation in at least one bathroom; and
 - Doors in every unit and common areas equipped with opening devices that do not require tight grasping or twisting of wrist.

Sustainability Features of the Proposal

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

- Use of locally/regionally harvested and manufactured products.
- Green roofs and planters helping (covering approximately 25% of the site area) to mitigate storm water run-off and reduce the urban heat island effect.
- Drought resistant planting to on roof gardens to reduce irrigation needs.

- Motion sensors and timers in public use areas to help reducing electric power consumption. An “all off” switch is being considered for each unit to help reducing the power consumption within the unit.
- Efficient fixed lights, fans and cooling/heating equipment in addition to occupant control over heating/cooling zones within the unit.
- Low-E glazing and cantilevered balcony slabs to reduce heat gain.
- Implementation of construction waste management plan to divert waste from landfill.
- Use of recycled material products or with recycled content where applicable.
- Use of concrete with fly ash content to be specified where possible.
- Low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and showerheads, front load washers and water efficient dishwashers.
- Interior of the units will use low emitting materials as sealants, adhesives, paints carpets and composite wood where applicable.
- Provision of operable windows in units to improve quality of the indoor environment, and pressurization of all lobbies and hallways to keep common areas smoke and odour free.

Crime Prevention Through Environmental Design

The proposed development incorporates a series of CPTED design principles that include, but are not limited to the following:

- Entrance to parking from the lane protected by an overhead gate. Two (2) security gates separate residential and visitor parking areas.
- Use of reflective white paint and fenestrations provided on the parkade exterior walls that allow for natural light and natural air circulation into the various parking levels.
- Use of anti-graffiti paint on the lower level of the south elevation wall.
- Vision panels provided in doors of vestibules and corridors to elevator lobbies and doors leading to public accessible areas (exit stairs).
- Clear and direct path from visitor parking area to elevator core provided.
- Low level lighting, pedestrian lighting or wall mounted fixtures provided along streets and around the outdoor amenity space to increase casual surveillance from surrounding residential units.

Public Art

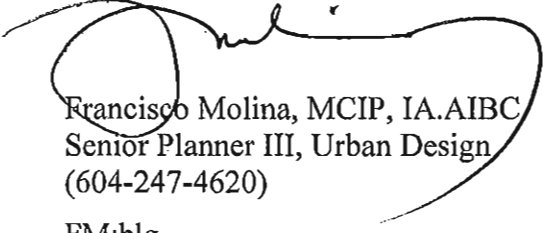
The site is at a significant and strategic corner location in relationship to the City Centre and provides an ideal opportunity to integrate public art as part of its architectural response to the immediate urban context.

- The proposed development includes a Public Art component on the Westminster Highway side of the building lobby consisting of a sculptural glass wall with water sliding down its surface to a horizontal reflecting water base. This glass wall feature will be illuminated from its base at night.
- As part of the rezoning of the subject site (RZ 05-317846) the applicant also committed to a voluntary contribution to the Public Art Statutory Fund for use in future Public Art projects.

Conclusions

The subject development is responsive to the City of Richmond's design objectives within the Brighthouse Village of the City Centre. The proposal's unique terracing massing and quality of the associated continuous low-rise residential podium, design details, and the building relationship to adjacent developments and street actively contribute to enhancing the quality of the public realm along Westminster Highway and Cooney Road. The iconic character of the proposed development will also establish an architectural landmark at the eastern gateway to the City Centre area.

Based on the proposal's design response to its context and location within the City Centre area, and the significant landmark quality of the architectural project, staff support the proposed development proposal



Francisco Molina, MCIP, IA.AIBC
Senior Planner III, Urban Design
(604-247-4620)

FM:blg

The following are to be met prior to forwarding this application to Council for approval:

- Additional laneworks are to be constructed via the City's standard Servicing Agreement. These works involve connecting the laneworks designed via SA10-530664, east from this development site, connecting to the existing laneworks entirely in the rear of 8440 Westminster Highway. These works are to occur in the corridor provided via Public Rights of Passage right-of-way (ROW) Plan 63110. Works include, but are not limited to, construction of a 6.0 m lane (no curbs at this time), complete with drainage and Type I Decorative Luminaire Pole - as per Rmd. Std Dwg L12.5. Pole and light to be powder coated black. The existing trees in the lane ROW will need to be removed and replaced on the proposed development site at the developer's expense. No tree cutting permit is required. The design of these works can be added to the existing offsite design works done via SA10-530664.
- As the laneworks described above include the removal of existing trees at the rear of the adjacent site to the east, the Strata Council of 8440 Westminster Hwy should be given reasonable notice of any pending tree removal related to the construction of the new lane at the rear of their lands.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$342,807.75 (based on cost estimates provided by ITO & Associates Landscape Architect, the project's Landscape Architect).

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to make a "latecomers" contribution payment of \$4,116.36 for storm and sanitary upgrades associated with lot at 6180 Cooney Road; if not previous payment has been made.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units, as described in this report, including lever handles for doors and faucets and blocking in washroom walls to facilitate future potential installation of grab bars/handrails.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

Prior to final Building Permit granting occupancy, or stratification (whichever occurs first) the developer is required to complete the following:

- The applicant to complete transfer of the following lands to the City;
 - a) the 3.78m Public Rights-of-Passage (PROP) ROW along Cooney Road, that tapers down to 3.02 m at the new lane;
 - b) the 4 m x 4 m PROP ROW corner cut at Westminster Highway and Cooney Road from the new ROW along Cooney Rd and Westminster Hwy;
 - c) the 6 m PROP ROW along the entire south edge of former 6180 Cooney Road, from Cooney Road, which taper north through former 8420 Westminster Highway aligning 3 m north with the lane at the rear of 8440 Westminster Highway. The PROP ROW at the rear of former 8420 Westminster Hwy being 9 m wide; and
 - d) the new lot created between the new south edge of the lane through former 8420 Cooney Road to the south. Potential use of this lot as a garden by the residents of the building, subject a legal agreement with the City.



City of Richmond

Development Application Data Sheet

Development Applications Division

DP 10-516067

Attachment 1

Address: 6140 Cooney Road (former 8420 Westminster Highway and 6140, 6160 & 6180 Cooney Road)

Applicant: ATI Investments Ltd. Owner: ATI Investments Ltd

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

Floor Area Gross: 8,245.9 m² Floor Area Net: 7,542.05 m²

	Existing	Proposed
Site Area:	3,908.4 m ²	3,795.98 m ²
Land Uses:	Single Family Residential	Medium Density. Mid-Rise Multiple Family
OCP Designation:	Neighbourhood Residential	Urban Centre (T5)- Brighthouse Village
Zoning:	Medium Density-Low Rise Apartments (RM1)	High Rise Apartment (ZHR6)- Brighthouse Village (City Centre)
Number of Units:		80 units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	2.0 max	1.99	none permitted
Lot Coverage:	Max. 60%	approx 48 %	None
Setback – Public Street (North):	Min. 3.0 m	3.0 m	None
Setback – Public Street (West):	Min. 3.0 m	6.78 m	None
Setback – Side Yard:	Min. 3.7 m	3.76 m	None
Setback – Rear Yard (lane)	Min. 1.0 m	7.0 m	None
Height (m):	Max. 31.0 m	30.71 m	None
Lot Size:	N/A	N/A	None
Off-street Parking Spaces – Regular :	56 minimum	107	None
Off-street Parking Spaces – Small Car:	56 maximum	33	None
Off-street Parking Spaces – Accessible:	5	5	None
Total off-street Spaces:	112	112	None
Tandem Parking Spaces	not permitted	N/A	None
Bicycle Parking - Class 1	100	100	None

Bicycle Parking - Class 2	16	16	None
Amenity Space – Indoor:	Min. 70 m ²	133 m ²	None
Amenity Space – Outdoor:	Min. 480 m ²	approx. 700 m ²	None

**Excerpt from the Minutes from
The Design Panel Meeting**

**Wednesday, August 20, 2008 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

**Excerpts from the
Advisory Design Panel Discussion Notes**

Wednesday,

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

The discussion began at 4:00 p.m.

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

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

APPLICANT: W.T. Leung Architects Inc.

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

Staff Comments

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

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

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

- interface of parkade component with residential building at the east side;
We have lowered the east parkade parapet height by approx. 0.60 m (2 ft) (EL.30.00). Some down lights were added to accentuate the concrete pilasters. The east façade also includes a semi recessed green screen wall feature.
- interface area between the building and the street especially units at the lower level which have decks that open towards the street;
The street tree locations have been adjusted in conjunction with street lights in a way the trees create a buffer between the lower floors of the building and the street.
- opportunities for public art at the main corner of Westminster Highway and Cooney Road, which may contribute toward reinforcing the corner as a landmark;
The water feature at this important corner will be illuminated and receive some coloured features, including art glass.
- consider roof treatment on level 5;
The roof on Level 5 will be covered with gravel and will have planters adjacent to the residential deck. This treatment is shown in the landscaping drawings.
- with regard to landscaping, look into the potential for planters serving as parapets on upper decks; and
Planters have been incorporated on all upper terraced decks facing south
- development on adjacent corners includes substantial use of brick, should brick be more extensively used within this project.
Brick is being used on the building portion along Westminster Highway (North) and the planter boxes along Cooney Road, including the extension into the lane (West and South).

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

Applicant's Comments

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

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

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

Panel Discussion

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

Comments from the Panel were as follows:

- nice corner for public art; good idea as the corner is noticeable by people living near the area and in the building; vehicular traffic in the area also ensures public exposure;
- project is well-developed;
- impact of the parking façade on the eastern adjacency is harsh and the impact on the low-rise townhouses should be further considered; articulate wall to create pleasant experience for residents;

We have lowered the east façade parapet height by approx. 0.60 m (2 ft) (EL.30.00). Some down lights were added to accentuate the concrete pilasters. The east façade also includes a semi recessed green screen wall feature.

A meeting with the neighbouring building representatives has been held for discussion of the proposed improvements.

- colour palette for the building is quite restrained; consider some variety and intensity and create a more residential rather than a commercial look;
We have added coloured spandrel, coloured glass and further details to the guardrails and windows.
- enclosed balconies interesting but have a tendency to become cluttered; use appropriate glass and spandrel treatment to ensure the space doesn't become a visible storage space;
Enclosed balconies have been eliminated.
- lobby entrance is minimal; consider expansion;
The waiting area in the lobby has been improved by adjusting the ramp. Internal layout refined; please refer to furnished plans layout.)
- raised patios with steps are nicely handled; landscaping will add separation from the sidewalk to the units;
Landscaped planters and trees improve privacy of patios.
- consider planting perennials rather than annuals for sustainability reasons; plant diversity is encouraged; species diversity also supports plant and environmental health;
Perennials have been provided. Please refer to Landscaping drawings.
- project is well-handled; appropriate style and massing for the context;
- zigzag element in the corner of Westminster Highway and Cooney Road is "seductive-looking"; consider adding colour to maximize the effect;
This portion of the building will be clad with Alucobond panels. Colour: "champagne metallic", spandrel glazing in this element will be "hale navy blue"
- consider raising the parapet in the corner for more differentiation;
Parapet at the corner was raised by approximately 0.70 m (2'-4") to give the corner a more self-contained appearance
- consider the bulging effect of the balconies on the south elevation;
The balconies on the south-west corner of the building wrap around and into the lane and extend further as concrete fins.
- appreciate the playfulness of the openings on the east parkade elevation; consider introduction of more colour;
The east wall of the parkade has been modified with concrete pilasters, down lights for accentuation and will receive green screen wall panels, where climbers can grow up. The metal grilles behind the green screen will be painted and will reduce glare resulting from car headlights.
- the way units meet grade is appreciated; an appropriate response to a design problem; enhances the feeling of community; and

- articulate and add detail to the balconies, but should not affect the purity, cleanliness and simplicity of the form of the building.

More detail have been added to the balcony handrails, including coloured, frosted glazing and more detail. Please refer to the south elevation for typical guardrail design.

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

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

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



City of Richmond

Development Permit

No. DP 08-418522

To the Holder: ATI INVESTMENTS LTD.

Property Address: 6140 COONEY ROAD
 (FORMERLY 8420 WESTMINSTER HIGHWAY AND 6140, 6160
 AND 6180 COONEY ROAD)

Address: C/O W. T. LEUNG ARCHITECTS INC.
 #300 – 973 WEST BROADWAY
 VANCOUVER, BC V5Z 1K3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #18e attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of **\$342,807.75** to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 08-418522

To the Holder: ATI INVESTMENTS LTD.

Property Address: 6140 COONEY ROAD
(FORMERLY 8420 WESTMINSTER HIGHWAY AND 6140, 6160
AND 6180 COONEY ROAD)

Address: C/O W. T. LEUNG ARCHITECTS INC.
#300 – 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

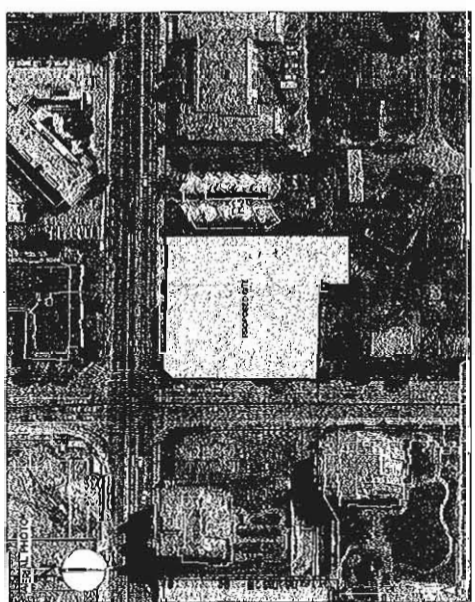
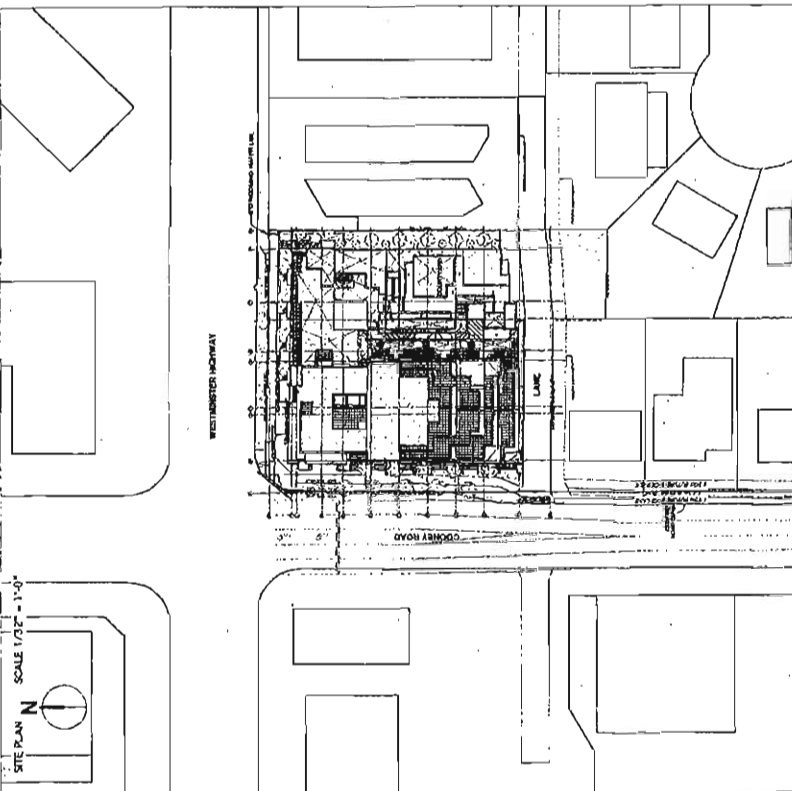
MAYOR



DP 08-418522
SCHEDULE "A"

Note: Dimensions are in METRES

SITE PLAN
SCALE 1/8" = 1'-0"



FAB CALCULATION

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	CONCRETE	CU YD	10.00	120.00	1200.00
2	STEEL	TON	5.00	200.00	1000.00
3	BRICK	1000'S	20.00	50.00	1000.00
4	CEMENT	TON	2.00	100.00	200.00
5	SAND	CU YD	15.00	30.00	450.00
6	GRAVEL	CU YD	10.00	40.00	400.00
7	ASPHALT	CU YD	5.00	60.00	300.00
8	PAVING	CU YD	10.00	80.00	800.00
9	LANDSCAPING	CU YD	5.00	100.00	500.00
10	PLANTING	100'S	10.00	20.00	200.00
11	IRRIGATION	CU YD	5.00	40.00	200.00
12	WATER	CU YD	10.00	30.00	300.00
13	SEWER	CU YD	5.00	40.00	200.00
14	STORM	CU YD	10.00	30.00	300.00
15	ROOFING	CU YD	5.00	60.00	300.00
16	INSULATION	CU YD	10.00	40.00	400.00
17	MECHANICAL	CU YD	5.00	80.00	400.00
18	ELECTRICAL	CU YD	10.00	60.00	600.00
19	PLUMBING	CU YD	5.00	40.00	200.00
20	PAINTING	CU YD	10.00	30.00	300.00
21	FINISHING	CU YD	5.00	40.00	200.00
22	LANDSCAPING	CU YD	10.00	60.00	600.00
23	PLANTING	100'S	10.00	20.00	200.00
24	IRRIGATION	CU YD	5.00	40.00	200.00
25	WATER	CU YD	10.00	30.00	300.00
26	SEWER	CU YD	5.00	40.00	200.00
27	STORM	CU YD	10.00	30.00	300.00
28	ROOFING	CU YD	5.00	60.00	300.00
29	INSULATION	CU YD	10.00	40.00	400.00
30	MECHANICAL	CU YD	5.00	80.00	400.00
31	ELECTRICAL	CU YD	10.00	60.00	600.00
32	PLUMBING	CU YD	5.00	40.00	200.00
33	PAINTING	CU YD	10.00	30.00	300.00
34	FINISHING	CU YD	5.00	40.00	200.00
35	LANDSCAPING	CU YD	10.00	60.00	600.00
36	PLANTING	100'S	10.00	20.00	200.00
37	IRRIGATION	CU YD	5.00	40.00	200.00
38	WATER	CU YD	10.00	30.00	300.00
39	SEWER	CU YD	5.00	40.00	200.00
40	STORM	CU YD	10.00	30.00	300.00
41	ROOFING	CU YD	5.00	60.00	300.00
42	INSULATION	CU YD	10.00	40.00	400.00
43	MECHANICAL	CU YD	5.00	80.00	400.00
44	ELECTRICAL	CU YD	10.00	60.00	600.00
45	PLUMBING	CU YD	5.00	40.00	200.00
46	PAINTING	CU YD	10.00	30.00	300.00
47	FINISHING	CU YD	5.00	40.00	200.00
48	LANDSCAPING	CU YD	10.00	60.00	600.00
49	PLANTING	100'S	10.00	20.00	200.00
50	IRRIGATION	CU YD	5.00	40.00	200.00
51	WATER	CU YD	10.00	30.00	300.00
52	SEWER	CU YD	5.00	40.00	200.00
53	STORM	CU YD	10.00	30.00	300.00
54	ROOFING	CU YD	5.00	60.00	300.00
55	INSULATION	CU YD	10.00	40.00	400.00
56	MECHANICAL	CU YD	5.00	80.00	400.00
57	ELECTRICAL	CU YD	10.00	60.00	600.00
58	PLUMBING	CU YD	5.00	40.00	200.00
59	PAINTING	CU YD	10.00	30.00	300.00
60	FINISHING	CU YD	5.00	40.00	200.00
61	LANDSCAPING	CU YD	10.00	60.00	600.00
62	PLANTING	100'S	10.00	20.00	200.00
63	IRRIGATION	CU YD	5.00	40.00	200.00
64	WATER	CU YD	10.00	30.00	300.00
65	SEWER	CU YD	5.00	40.00	200.00
66	STORM	CU YD	10.00	30.00	300.00
67	ROOFING	CU YD	5.00	60.00	300.00
68	INSULATION	CU YD	10.00	40.00	400.00
69	MECHANICAL	CU YD	5.00	80.00	400.00
70	ELECTRICAL	CU YD	10.00	60.00	600.00
71	PLUMBING	CU YD	5.00	40.00	200.00
72	PAINTING	CU YD	10.00	30.00	300.00
73	FINISHING	CU YD	5.00	40.00	200.00
74	LANDSCAPING	CU YD	10.00	60.00	600.00
75	PLANTING	100'S	10.00	20.00	200.00
76	IRRIGATION	CU YD	5.00	40.00	200.00
77	WATER	CU YD	10.00	30.00	300.00
78	SEWER	CU YD	5.00	40.00	200.00
79	STORM	CU YD	10.00	30.00	300.00
80	ROOFING	CU YD	5.00	60.00	300.00
81	INSULATION	CU YD	10.00	40.00	400.00
82	MECHANICAL	CU YD	5.00	80.00	400.00
83	ELECTRICAL	CU YD	10.00	60.00	600.00
84	PLUMBING	CU YD	5.00	40.00	200.00
85	PAINTING	CU YD	10.00	30.00	300.00
86	FINISHING	CU YD	5.00	40.00	200.00
87	LANDSCAPING	CU YD	10.00	60.00	600.00
88	PLANTING	100'S	10.00	20.00	200.00
89	IRRIGATION	CU YD	5.00	40.00	200.00
90	WATER	CU YD	10.00	30.00	300.00
91	SEWER	CU YD	5.00	40.00	200.00
92	STORM	CU YD	10.00	30.00	300.00
93	ROOFING	CU YD	5.00	60.00	300.00
94	INSULATION	CU YD	10.00	40.00	400.00
95	MECHANICAL	CU YD	5.00	80.00	400.00
96	ELECTRICAL	CU YD	10.00	60.00	600.00
97	PLUMBING	CU YD	5.00	40.00	200.00
98	PAINTING	CU YD	10.00	30.00	300.00
99	FINISHING	CU YD	5.00	40.00	200.00
100	LANDSCAPING	CU YD	10.00	60.00	600.00

PROJECT TEAM

NAME	COMPANY	ROLE
John Doe	ABC Engineering	Project Engineer
Jane Smith	XYZ Architects	Architect
Bob Johnson	DEF Construction	General Contractor
Alice Brown	GHI Consulting	Consultant
Charlie White	JKL Services	Inspector
Diana Green	MNO Design	Designer
Frank Black	PQR Planning	Planner
Grace Hall	RST Analysis	Analyst
Henry King	UVW Research	Researcher
Ivy Lee	XYZ Development	Developer
Jack Miller	ABC Finance	Financial Advisor
Jill Wilson	DEF Law	Attorney
John Davis	GHI Insurance	Insurance Agent
Juanita Garcia	JKL Marketing	Marketing Specialist
Kevin Martinez	MNO Operations	Operations Manager
Kristen Taylor	PQR Logistics	Logistics Coordinator
Liam Anderson	RST Security	Security Guard
Lily Thomas	UVW Maintenance	Maintenance Worker
Lucas Jackson	XYZ Cleaning	Cleaner
Madeline White	ABC Landscaping	Landscaper
Malik Harris	DEF Pest Control	Pest Control Technician
Maria Clark	GHI Recycling	Recycling Worker
Mark Lewis	JKL Waste Management	Waste Management Specialist
Megan Walker	MNO Safety	Safety Officer
Michael Young	PQR Training	Training Coordinator
Mikaela King	RST Quality Control	Quality Control Inspector
Miguel Green	UVW Compliance	Compliance Officer
Miriam Hall	XYZ Sustainability	Sustainability Specialist
Moses Brown	ABC Innovation	Innovation Manager
Muriel Black	DEF Research & Dev	R&D Scientist
Nathan White	GHI Analytics	Analyst
Nicole Green	JKL Data Science	Data Scientist
Noah Black	MNO Software	Software Engineer
Olivia White	PQR Hardware	Hardware Engineer
Oliver Brown	RST Systems	Systems Administrator
Patricia Green	UVW Networks	Network Engineer
Peter White	XYZ Cloud Computing	Cloud Architect
Phyllis Black	ABC Cybersecurity	Cybersecurity Specialist
Philip Brown	DEF AI/ML	AI/ML Researcher
Priscilla Green	GHI Blockchain	Blockchain Developer
Quinn White	JKL Quantum Computing	Quantum Computing Specialist
Quintus Black	MNO Space Exploration	Space Exploration Specialist
Rachel Brown	PQR Biotechnology	Biotechnology Researcher
Rafael Green	RST Nanotechnology	Nanotechnology Engineer
Ramona White	UVW Robotics	Robotics Engineer
Randy Black	XYZ Virtual Reality	VR Developer
Renee Brown	ABC Augmented Reality	AR Developer
Rhonda Green	DEF Gaming	Game Designer
Rhonda White	GHI Animation	Animator
Ronald Black	JKL Film Production	Film Producer
Rose Brown	MNO Music Production	Music Producer
Ruby Green	PQR Journalism	Journalist
Ruby White	RST Broadcasting	Broadcasting Specialist
Ryan Black	UVW Public Relations	PR Specialist
Ryan Brown	XYZ Social Media	Social Media Manager
Ryan Green	ABC Content Marketing	Content Marketing Specialist
Ryan White	DEF SEO	SEO Specialist
Ryan Black	GHI UX/UI Design	UX/UI Designer
Ryan Brown	JKL Product Design	Product Designer
Ryan Green	MNO Industrial Design	Industrial Designer
Ryan White	PQR Fashion Design	Fashion Designer
Ryan Black	RST Graphic Design	Graphic Designer
Ryan Brown	UVW Web Design	Web Designer
Ryan Green	XYZ Mobile App Development	Mobile App Developer
Ryan White	ABC Software Development	Software Developer
Ryan Black	DEF Quality Assurance	QA Tester
Ryan Brown	GHI DevOps	DevOps Engineer
Ryan Green	JKL Cloud Architecture	Cloud Architect
Ryan White	MNO Database Management	Database Administrator
Ryan Black	PQR System Administration	System Administrator
Ryan Brown	RST Network Management	Network Administrator
Ryan Green	UVW Security Operations	Security Operations Center Analyst
Ryan White	XYZ Incident Response	Incident Response Team Lead
Ryan Black	ABC Forensic Analysis	Forensic Analyst
Ryan Brown	DEF Digital Forensics	Digital Forensics Specialist
Ryan Green	GHI Cyber Intelligence	Cyber Intelligence Analyst
Ryan White	JKL Threat Intelligence	Threat Intelligence Analyst
Ryan Black	MNO Vulnerability Assessment	Vulnerability Assessment Specialist
Ryan Brown	PQR Penetration Testing	Penetration Tester
Ryan Green	RST Cryptography	Cryptography Specialist
Ryan White	UVW Blockchain Development	Blockchain Developer
Ryan Black	XYZ Smart Contracts	Smart Contract Developer
Ryan Brown	ABC Decentralized Finance	DeFi Specialist
Ryan Green	DEF NFT Development	NFT Developer
Ryan White	GHI Metaverse Development	Metaverse Developer
Ryan Black	JKL Virtual World Development	Virtual World Developer
Ryan Brown	MNO Digital Marketing	Digital Marketing Specialist
Ryan Green	PQR Brand Management	Brand Manager
Ryan White	RST Advertising	Advertising Specialist
Ryan Black	UVW Sales	Sales Representative
Ryan Brown	XYZ Customer Support	Customer Support Representative
Ryan Green	ABC Human Resources	HR Specialist
Ryan White	DEF Training & Development	Training & Development Specialist
Ryan Black	GHI Compensation & Benefits	Compensation & Benefits Specialist
Ryan Brown	JKL Employee Relations	Employee Relations Specialist
Ryan Green	MNO Labor Relations	Labor Relations Specialist
Ryan White	PQR Safety & Health	Safety & Health Specialist
Ryan Black	RST Environmental Health & Safety	EHS Specialist
Ryan Brown	UVW Occupational Safety	Occupational Safety Specialist
Ryan Green	XYZ Fire Safety	Fire Safety Specialist
Ryan White	ABC Emergency Preparedness	Emergency Preparedness Specialist
Ryan Black	DEF Business Continuity	Business Continuity Specialist
Ryan Brown	GHI Disaster Recovery	Disaster Recovery Specialist
Ryan Green	JKL Risk Management	Risk Management Specialist
Ryan White	MNO Compliance	Compliance Specialist
Ryan Black	PQR Regulatory Affairs	Regulatory Affairs Specialist
Ryan Brown	RST Government Relations	Government Relations Specialist
Ryan Green	UVW Public Policy	Public Policy Specialist
Ryan White	XYZ Lobbying	Lobbying Specialist
Ryan Black	ABC Advocacy	Advocacy Specialist
Ryan Brown	DEF Non-Profit Management	Non-Profit Management Specialist
Ryan Green	GHI Social Enterprise	Social Enterprise Specialist
Ryan White	JKL Impact Investing	Impact Investing Specialist
Ryan Black	MNO Sustainable Finance	Sustainable Finance Specialist
Ryan Brown	PQR ESG Reporting	ESG Reporting Specialist
Ryan Green	RST Carbon Footprint	Carbon Footprint Specialist
Ryan White	UVW Water Footprint	Water Footprint Specialist
Ryan Black	XYZ Energy Footprint	Energy Footprint Specialist
Ryan Brown	ABC Waste Footprint	Waste Footprint Specialist
Ryan Green	DEF Land Use	Land Use Specialist
Ryan White	GHI Urban Planning	Urban Planning Specialist
Ryan Black	JKL Transportation Planning	Transportation Planning Specialist
Ryan Brown	MNO Infrastructure Planning	Infrastructure Planning Specialist
Ryan Green	PQR Smart City Development	Smart City Development Specialist
Ryan White	RST Digital City Planning	Digital City Planning Specialist
Ryan Black	UVW Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	XYZ Smart Transportation	Smart Transportation Specialist
Ryan Green	ABC Smart Infrastructure	Smart Infrastructure Specialist
Ryan White	DEF Smart Transportation	Smart Transportation Specialist
Ryan Black	GHI Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	JKL Smart Transportation	Smart Transportation Specialist
Ryan Green	MNO Smart Infrastructure	Smart Infrastructure Specialist
Ryan White	PQR Smart Transportation	Smart Transportation Specialist
Ryan Black	RST Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	UVW Smart Transportation	Smart Transportation Specialist
Ryan Green	XYZ Smart Infrastructure	Smart Infrastructure Specialist
Ryan White	ABC Smart Transportation	Smart Transportation Specialist
Ryan Black	DEF Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	GHI Smart Transportation	Smart Transportation Specialist
Ryan Green	JKL Smart Infrastructure	Smart Infrastructure Specialist
Ryan White	MNO Smart Transportation	Smart Transportation Specialist
Ryan Black	PQR Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	RST Smart Transportation	Smart Transportation Specialist
Ryan Green	UVW Smart Infrastructure	Smart Infrastructure Specialist
Ryan White	XYZ Smart Transportation	Smart Transportation Specialist
Ryan Black	ABC Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	DEF Smart Transportation	Smart Transportation Specialist
Ryan Green	GHI Smart Infrastructure	Smart Infrastructure Specialist
Ryan White	JKL Smart Transportation	Smart Transportation Specialist
Ryan Black	MNO Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	PQR Smart Transportation	Smart Transportation Specialist
Ryan Green	RST Smart Infrastructure	Smart Infrastructure Specialist
Ryan White	UVW Smart Transportation	Smart Transportation Specialist
Ryan Black	XYZ Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	ABC Smart Transportation	Smart Transportation Specialist
Ryan Green	DEF Smart Infrastructure	Smart Infrastructure Specialist
Ryan White	GHI Smart Transportation	Smart Transportation Specialist
Ryan Black	JKL Smart Infrastructure	Smart Infrastructure Specialist
Ryan Brown	MNO Smart Transportation	Smart Transportation Specialist
Ryan Green	PQR Smart Infrastructure	Smart Infrastructure



Q	050570	PLANS FOR CON
I	050601	PLANS FOR CON
I	050602	PLANS FOR CON
A	050603	PLANS FOR CON
D	050604	PLANS FOR CON
A	050605	PLANS FOR CON
A	050606	PLANS FOR CON

COONEY RD
8 WICKHAMPTON WAY
DORCHESTER, B.C.

- SITE AREA
- DEDICATIONS
- RIGHT OF WAY

1. **DATE** 02-06
 2. **BY** SV
 3. **MARCH 02, 2012**
 4. **302° = 110°**
 5. **WT.**



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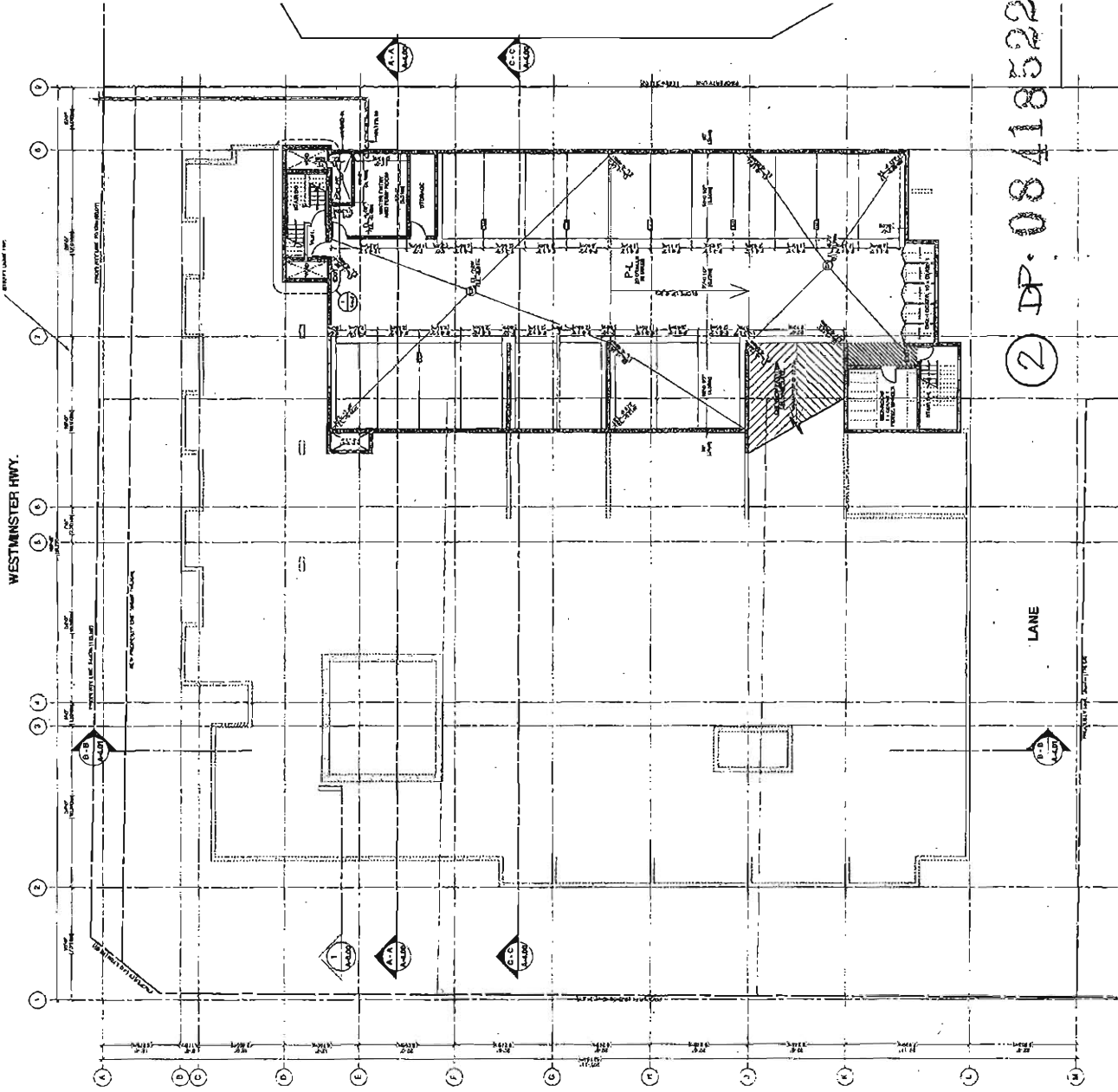
6140
COONEY ROAD

6140
COONEY ROAD
Baltimore, MD 21202

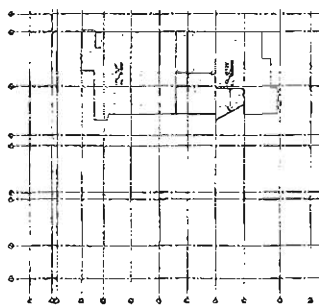
PARKING
LEVEL 'P-1'

DATE	08/18/22
BY	W. T. LEUNG
PROJECT	6140 COONEY ROAD
SCALE	1/8" = 1'-0"
CHECKED	W. T. LEUNG
DATE	08/18/22

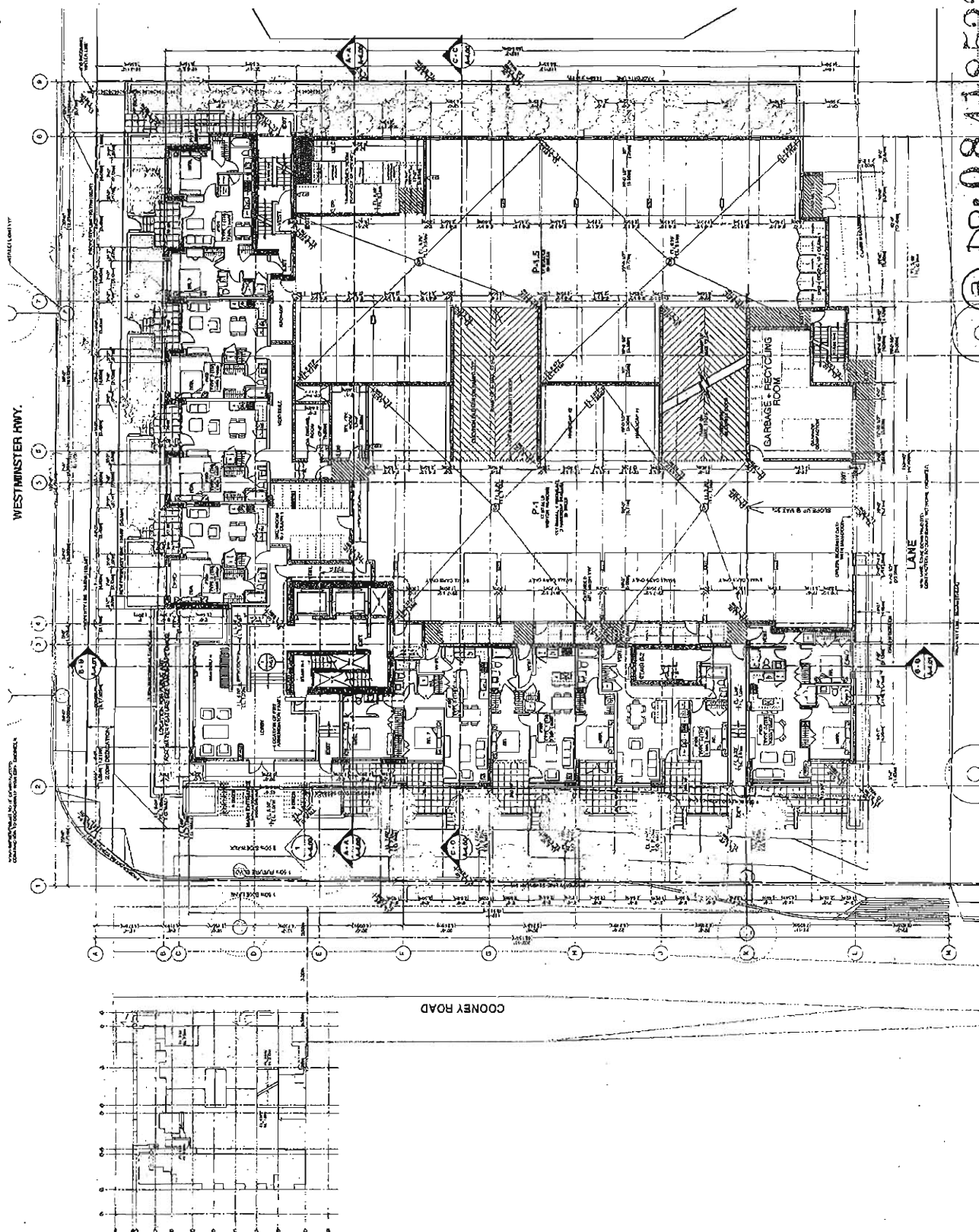
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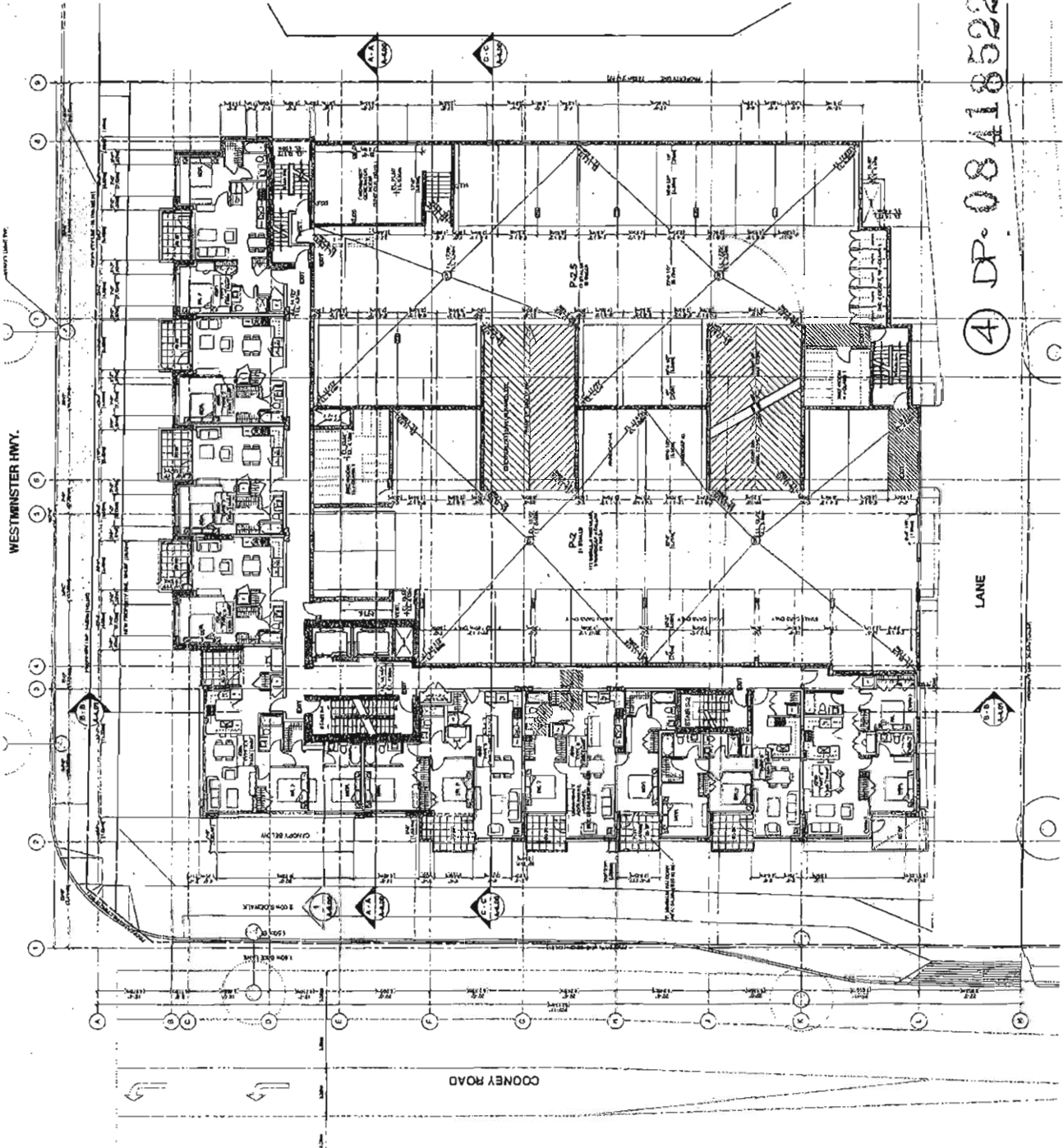
② DP-08418522



COONEY ROAD



258180.D.5





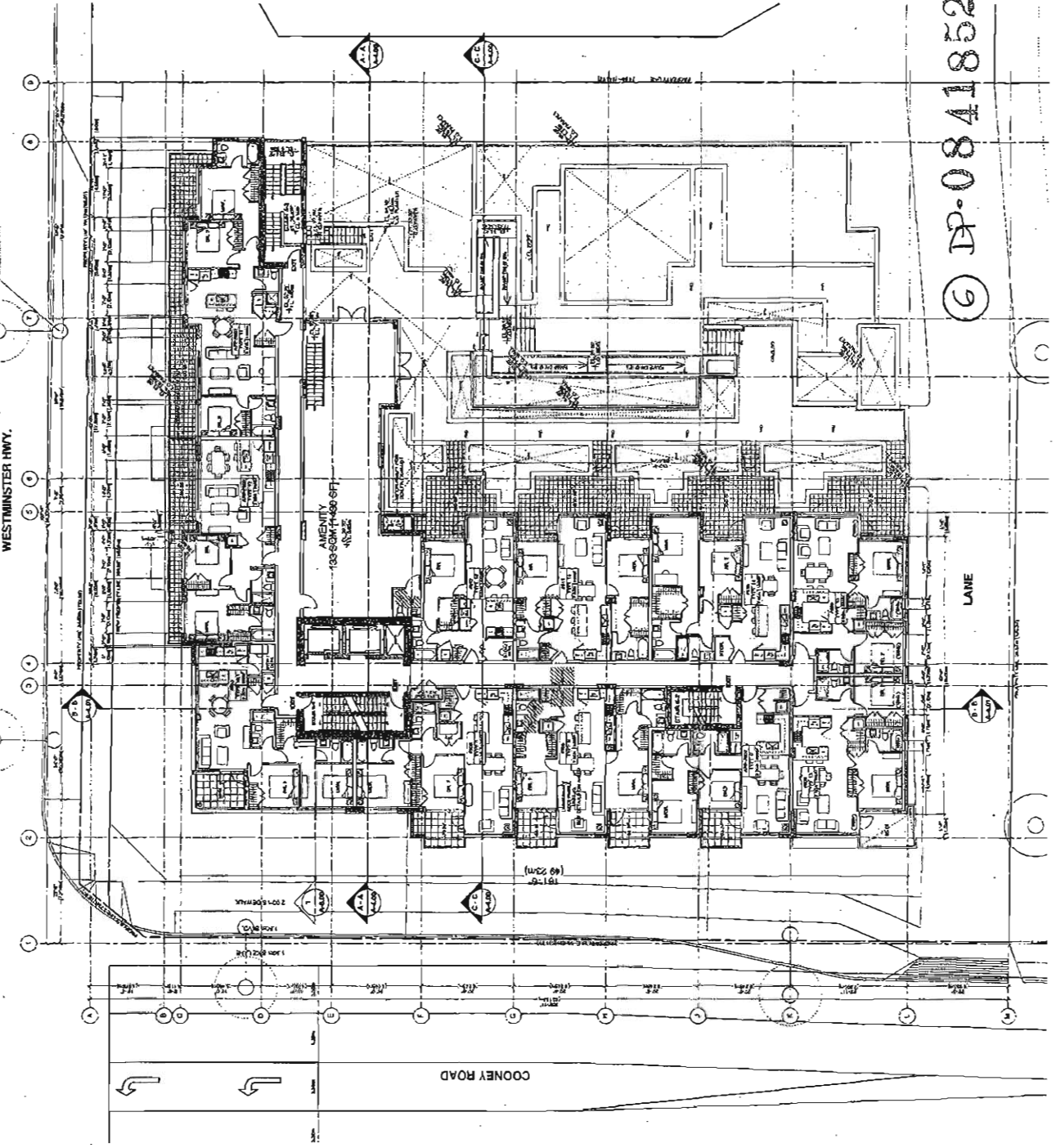
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6140
COONEY ROAD

4th FLOOR
PLAN

DATE	08/18/04
BY	W. T. LEUNG
CHECKED BY	W. T. LEUNG
PROJECT NO.	08-08418522
SCALE	1/8" = 1'-0"
NOTES	SEE SHEET 08-08418522-1

A-2.04





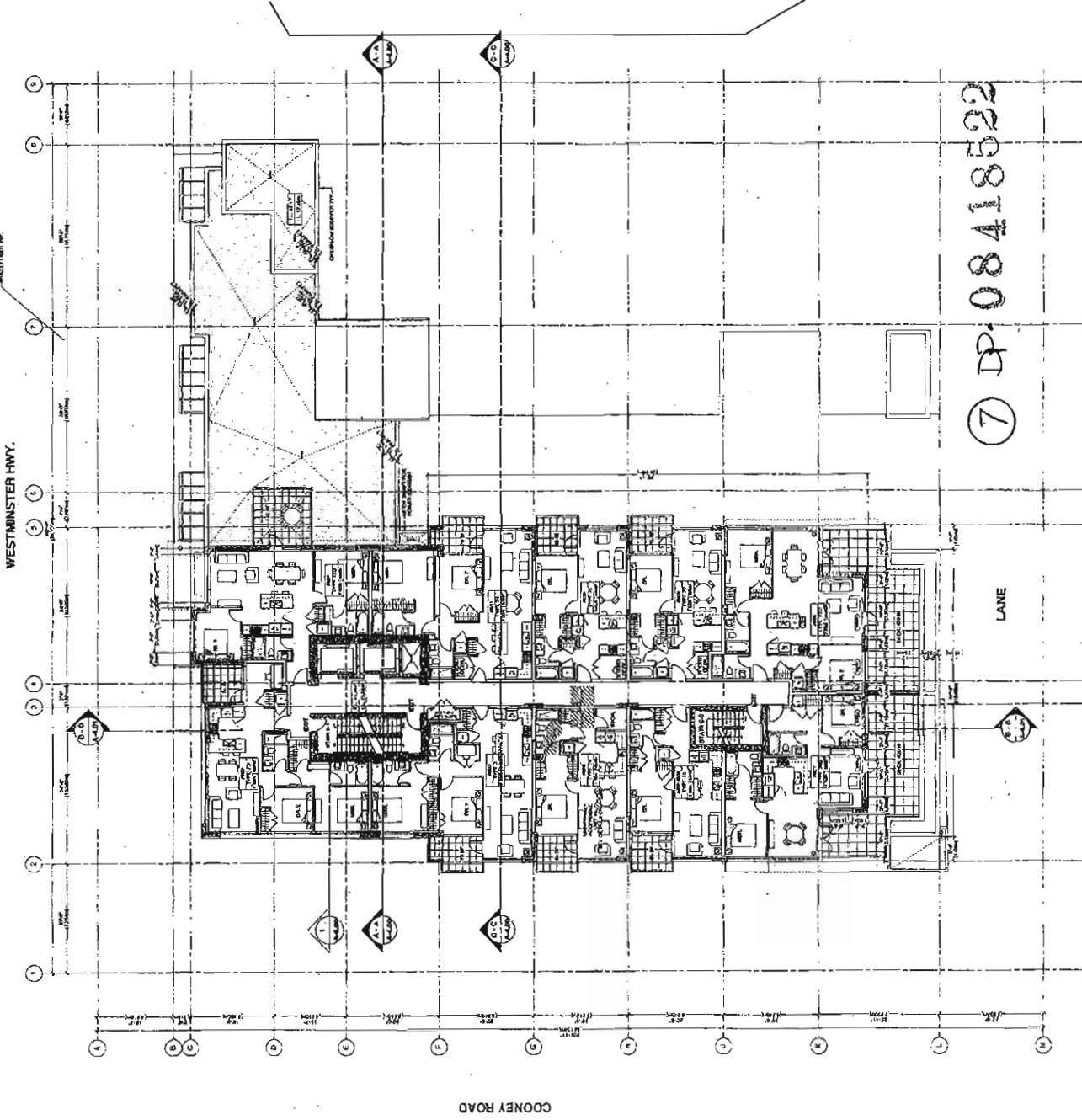
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5140
COONEY ROAD

5140
COONEY ROAD

5th FLOOR
PLAN

DATE	08/18/92
BY	W. T. LEUNG
CHECKED BY	W. T. LEUNG
SCALE	1/8" = 1'-0"
PROJECT NO.	08418522
CLIENT	WESTMINSTER CITY
LOCATION	WESTMINSTER, CO.

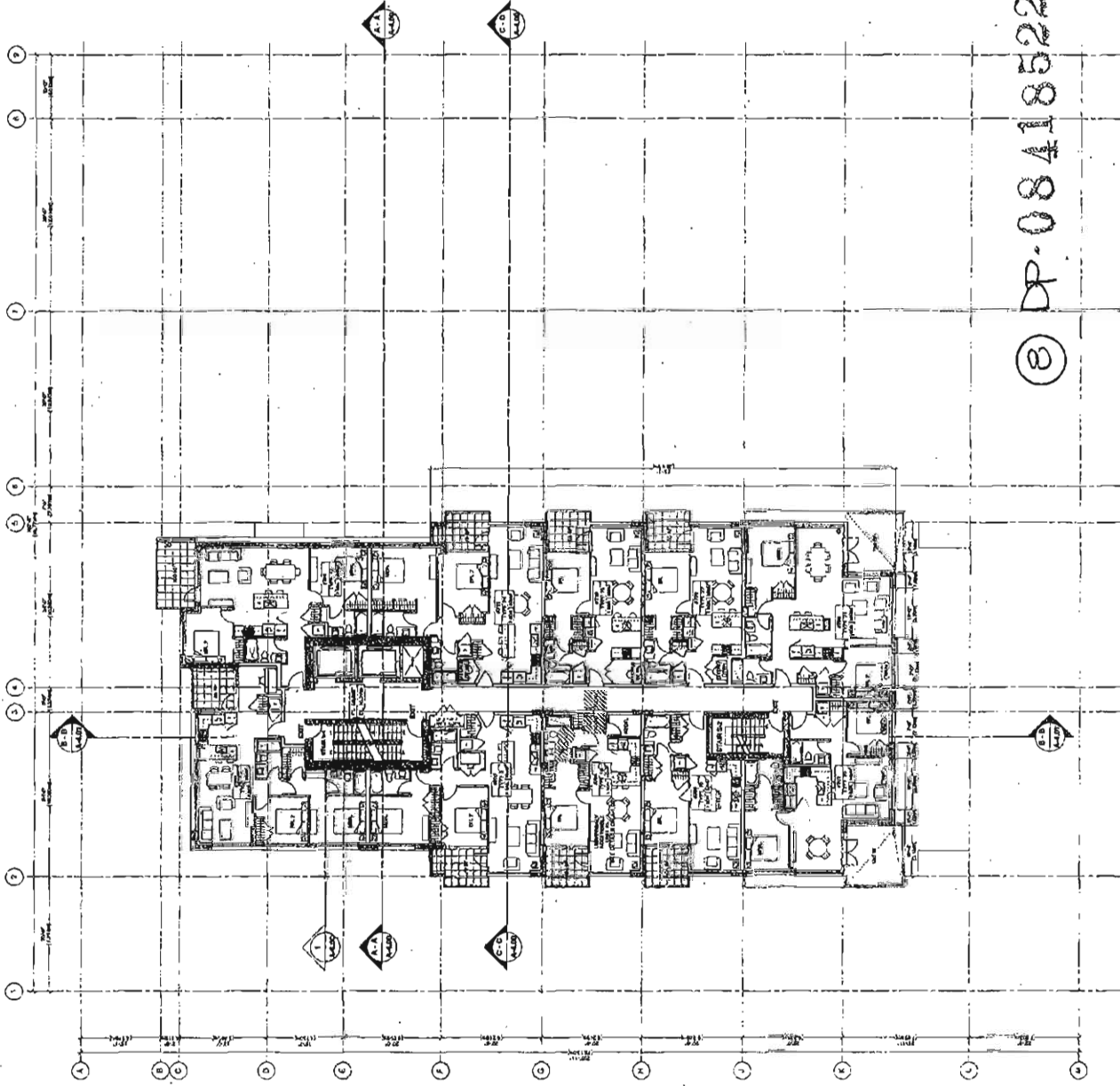




- 1. GENERAL NOTES
- 2. FLOOR PLAN
- 3. SECTION
- 4. ELEVATION
- 5. DETAIL
- 6. SCHEDULE
- 7. FINISH
- 8. MECHANICAL
- 9. ELECTRICAL
- 10. PLUMBING
- 11. PAINT
- 12. FURNITURE
- 13. EQUIPMENT
- 14. MATERIALS
- 15. CONSTRUCTION
- 16. SPECIFICATIONS
- 17. CONTRACT
- 18. PERMITS
- 19. AS-BUILT
- 20. RECORD

6140
COONEY ROAD

6th FLOOR
PLAN





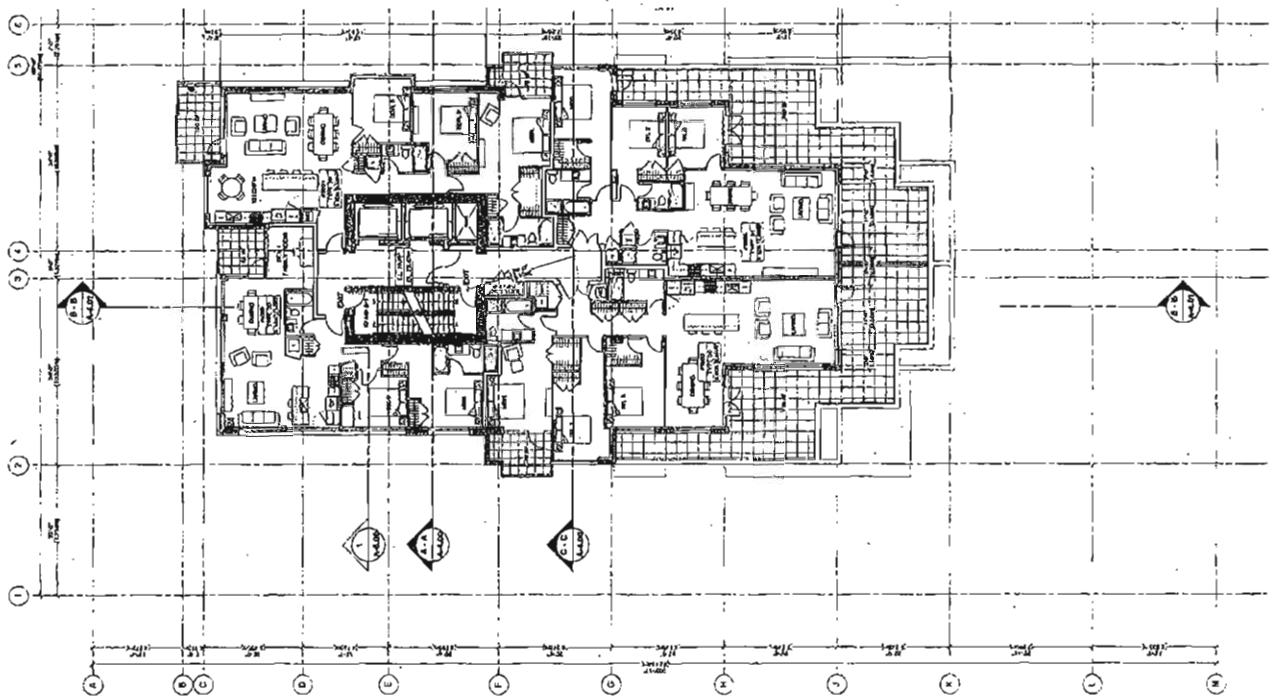
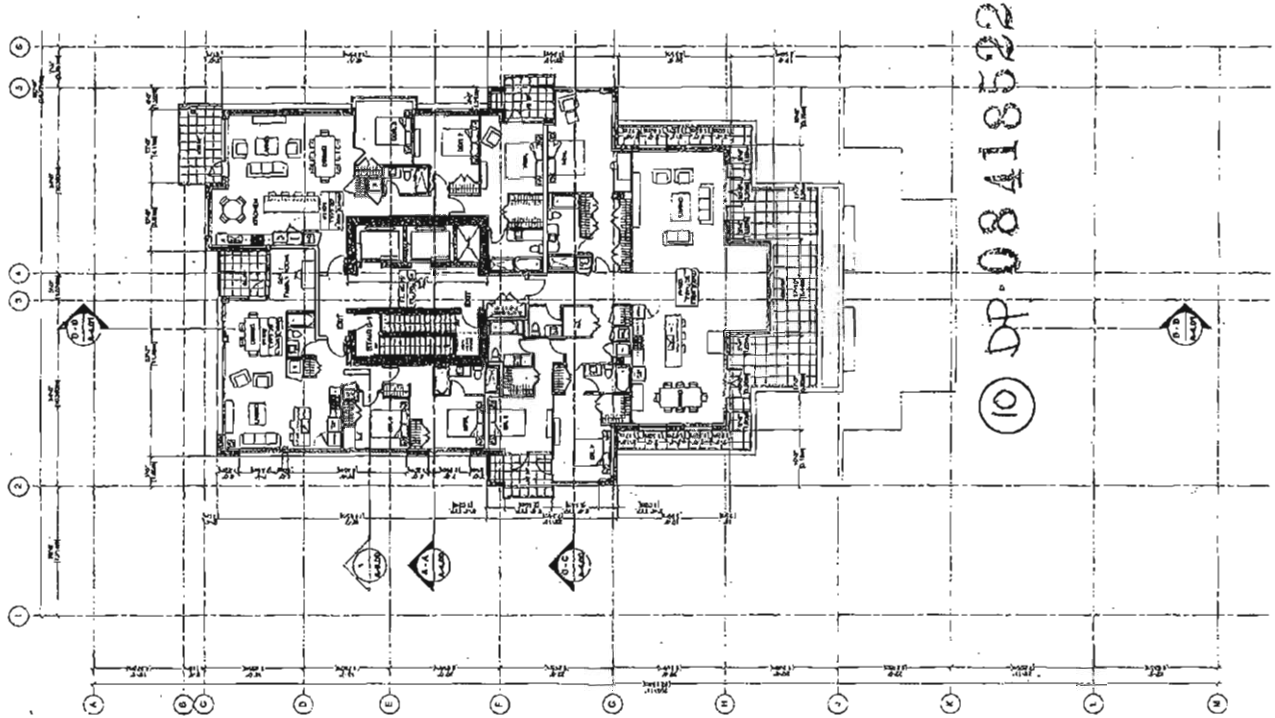
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- 7. EXISTING ROOF
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- 15. EXISTING SECURITY
- 16. EXISTING ACCESSIBILITY
- 17. EXISTING HISTORIC
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6140
COONEY ROAD

PROJECT NO.
08-418522

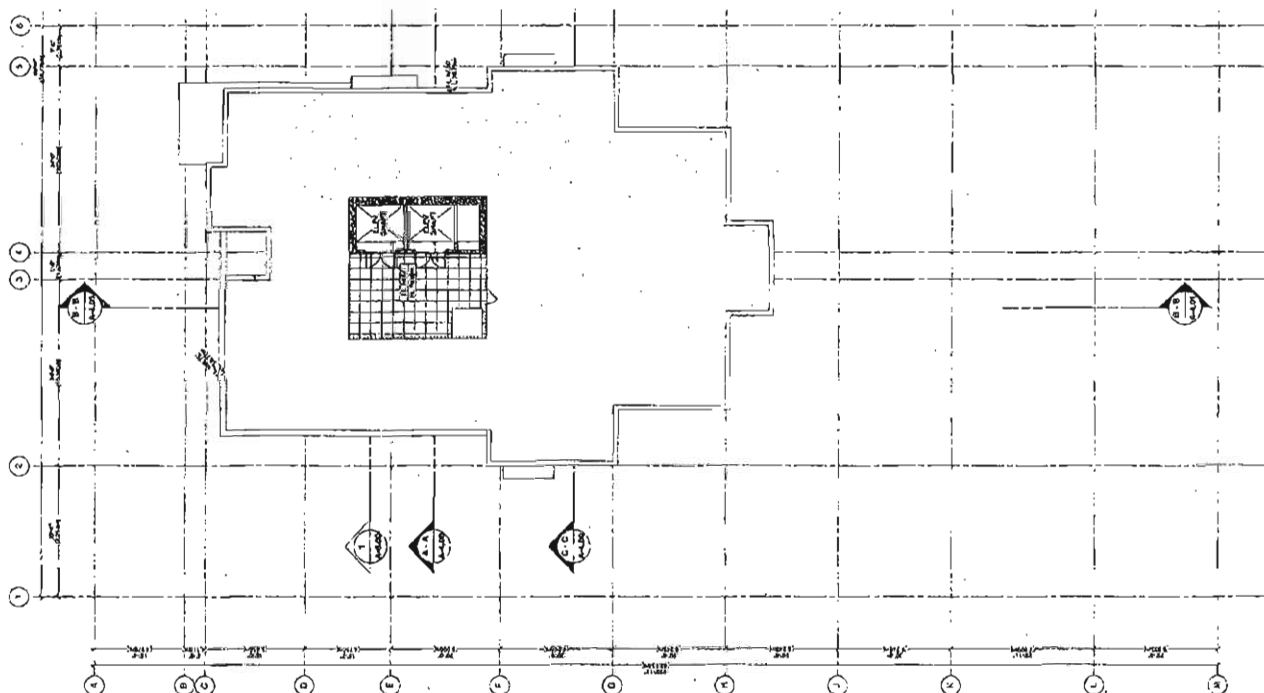
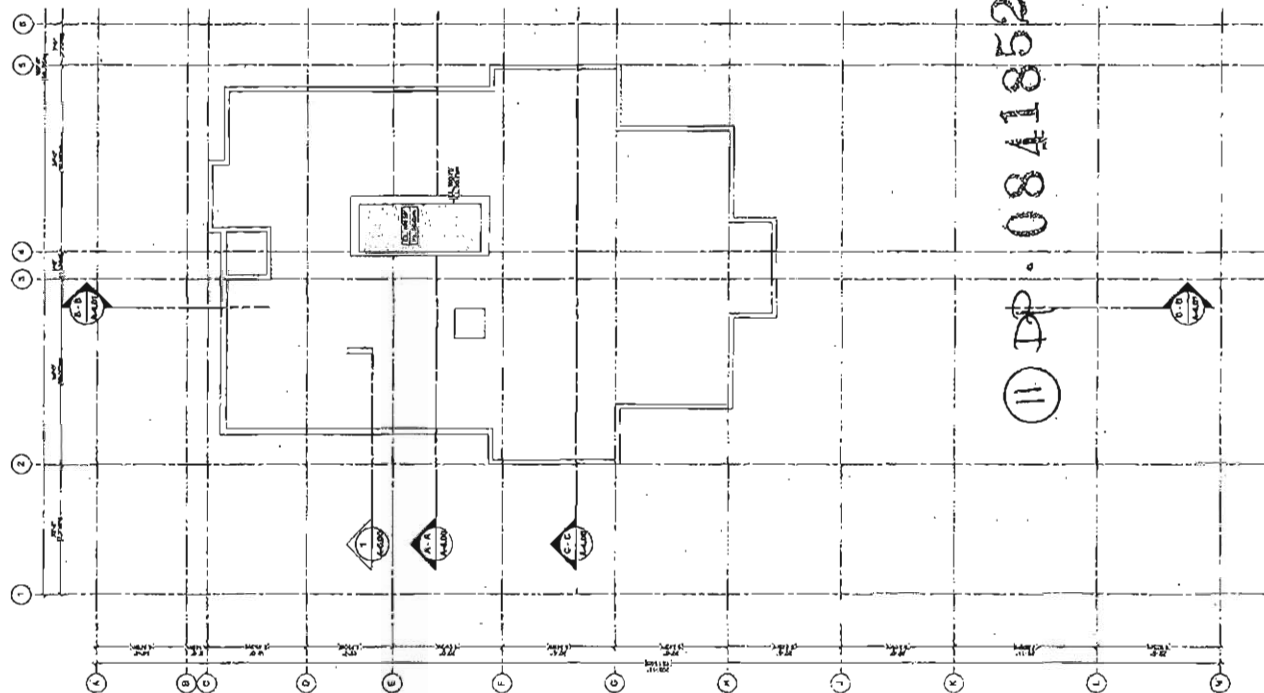
9th & 10th
FLOOR PLAN

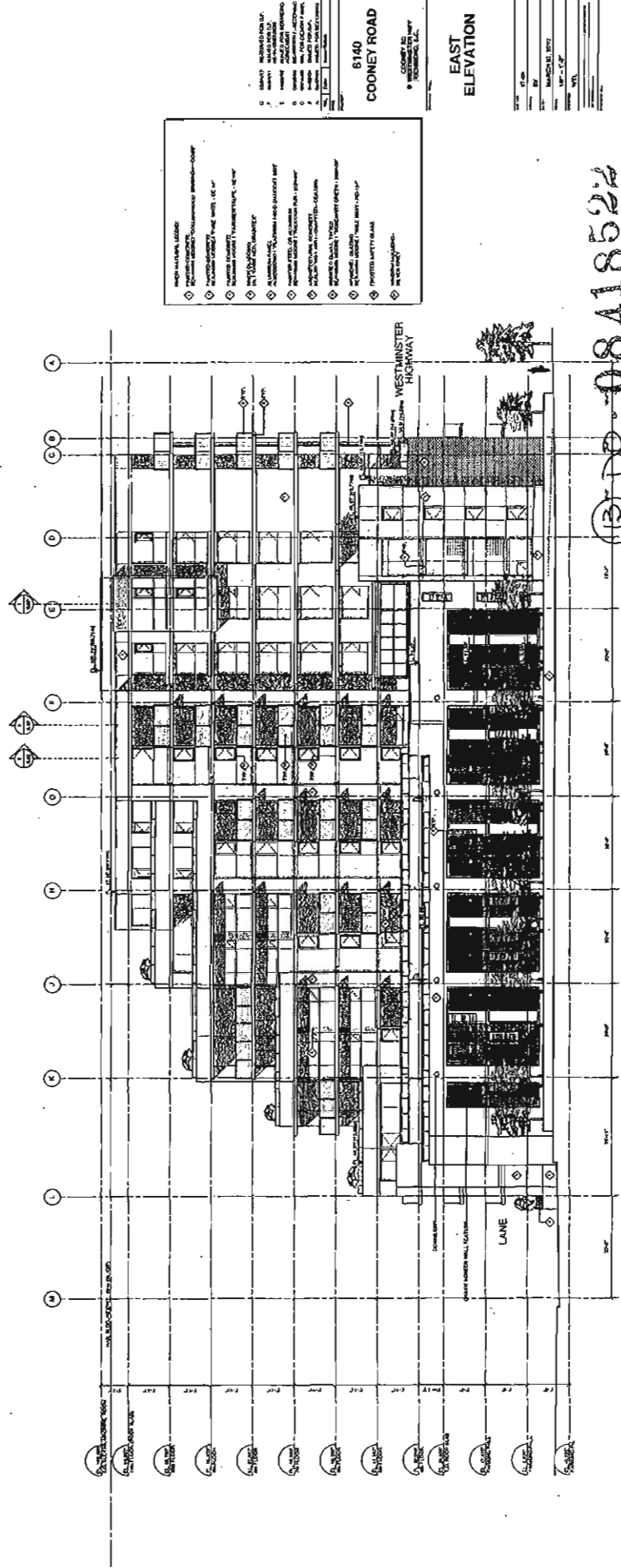
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BY	[Signature]
CHECKED	[Signature]
SCALE	1/8" = 1'-0"
PROJECT	08-418522
SHEET	10
TOTAL	12





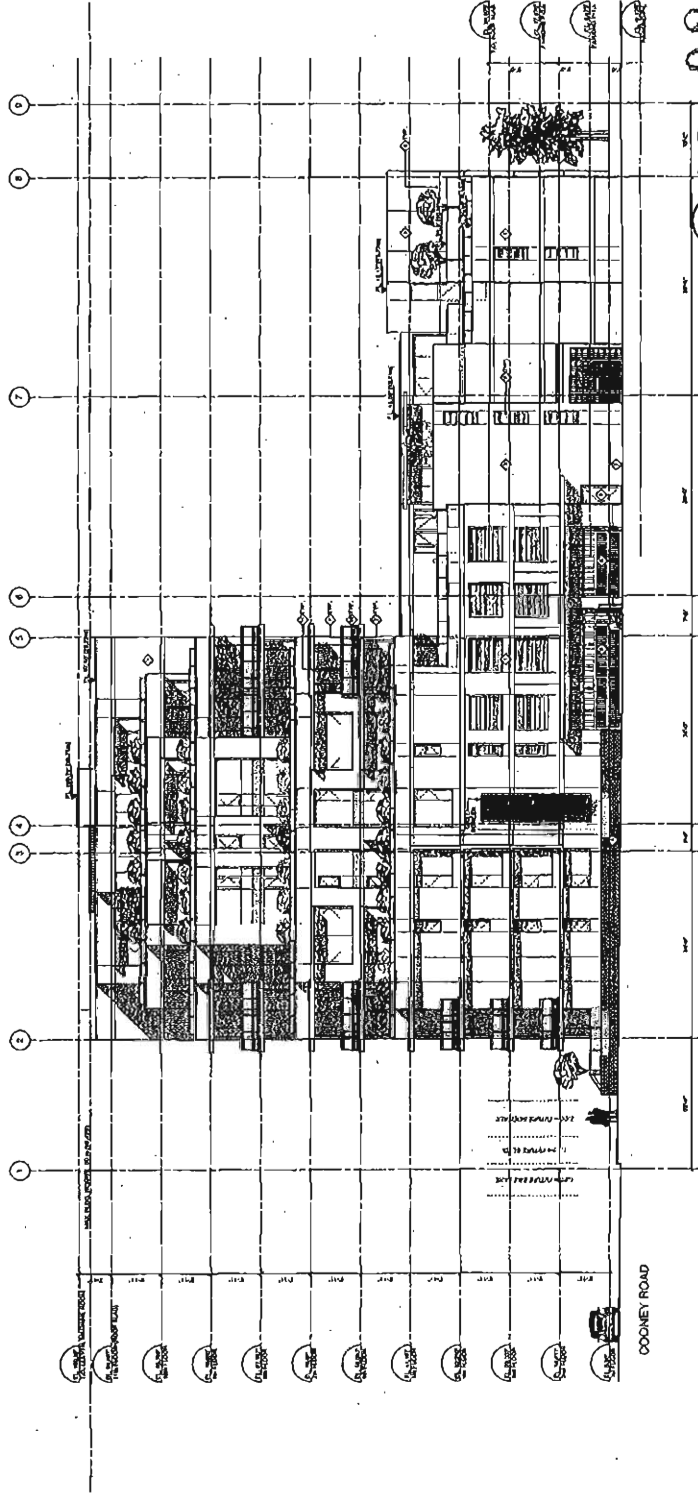
DP-08418522





- 6140 COONEY ROAD
EAST ELEVATION
- 1. WINDOW
 - 2. DOOR
 - 3. WALL
 - 4. ROOF
 - 5. FLOOR
 - 6. CEILING
 - 7. STAIR
 - 8. ELEVATOR
 - 9. MECHANICAL
 - 10. ELECTRICAL
 - 11. PLUMBING
 - 12. HVAC
 - 13. LANDSCAPE
 - 14. SITE
 - 15. UTILITY
 - 16. SIGNAGE
 - 17. FURNITURE
 - 18. EQUIPMENT
 - 19. MATERIALS
 - 20. FINISHES
 - 21. PAINTS
 - 22. GLASS
 - 23. METAL
 - 24. WOOD
 - 25. CONCRETE
 - 26. BRICK
 - 27. STONE
 - 28. TILE
 - 29. CARPET
 - 30. FLOORING
 - 31. WALLPAPER
 - 32. CEILING
 - 33. LIGHTING
 - 34. VENTILATION
 - 35. CLIMATE CONTROL
 - 36. SECURITY
 - 37. ACCESSIBILITY
 - 38. SAFETY
 - 39. HEALTH
 - 40. ENVIRONMENT
 - 41. SUSTAINABILITY
 - 42. ENERGY
 - 43. WATER
 - 44. AIR
 - 45. SOIL
 - 46. VEGETATION
 - 47. ANIMALS
 - 48. HUMANS
 - 49. OTHER
 - 50. UNDEFINED

13-08-08 08418522



6140 COONEY ROAD	
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SOUTH
ELEVATION

DATE	08/18/22
BY	WTL
CHECKED BY	WTL
SCALE	1/8" = 1'-0"
PROJECT	6140 COONEY ROAD
SHEET	101

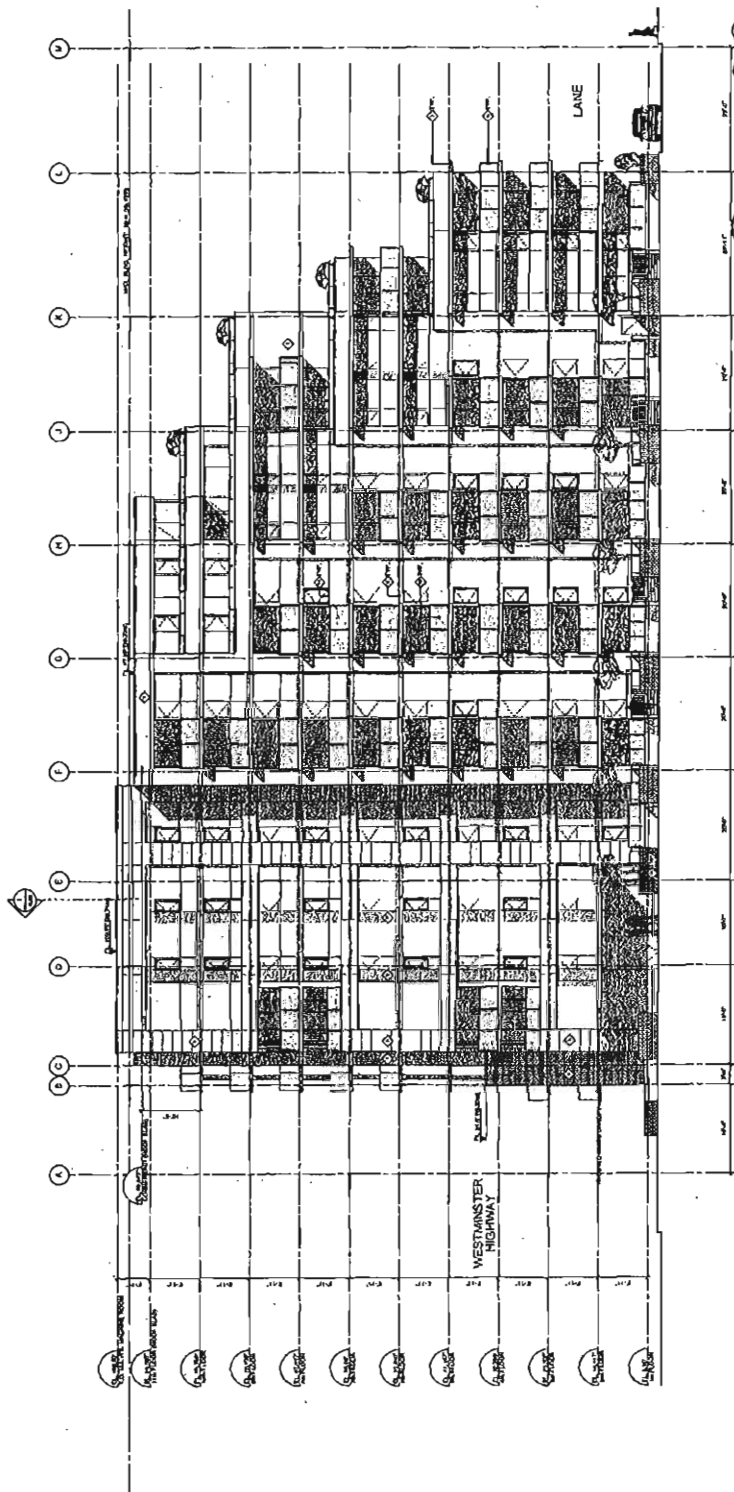
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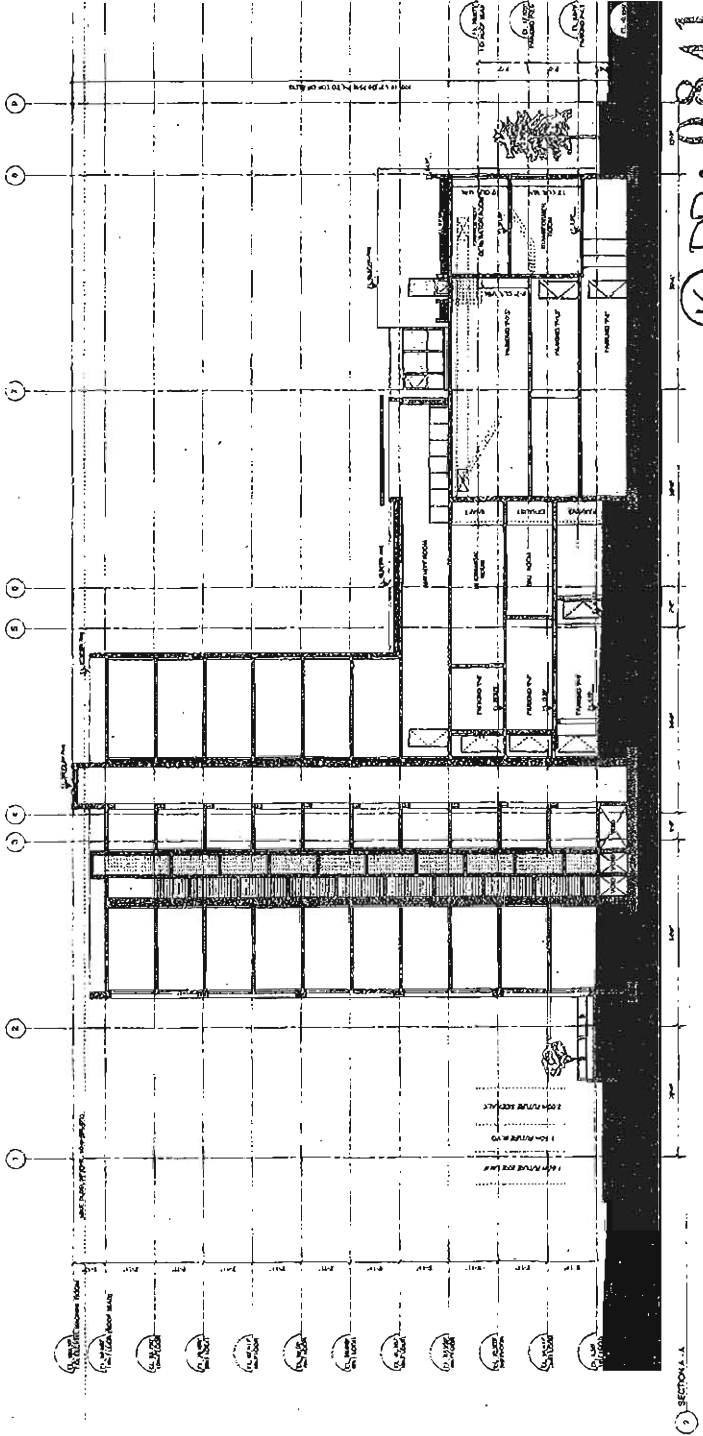
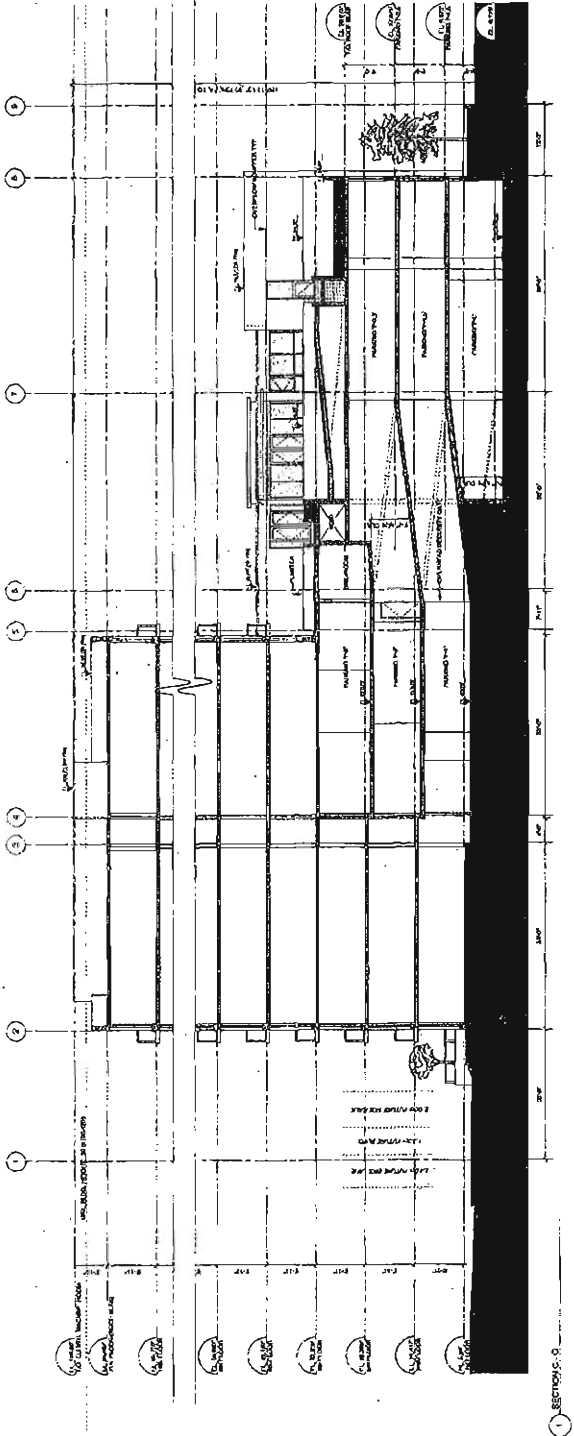
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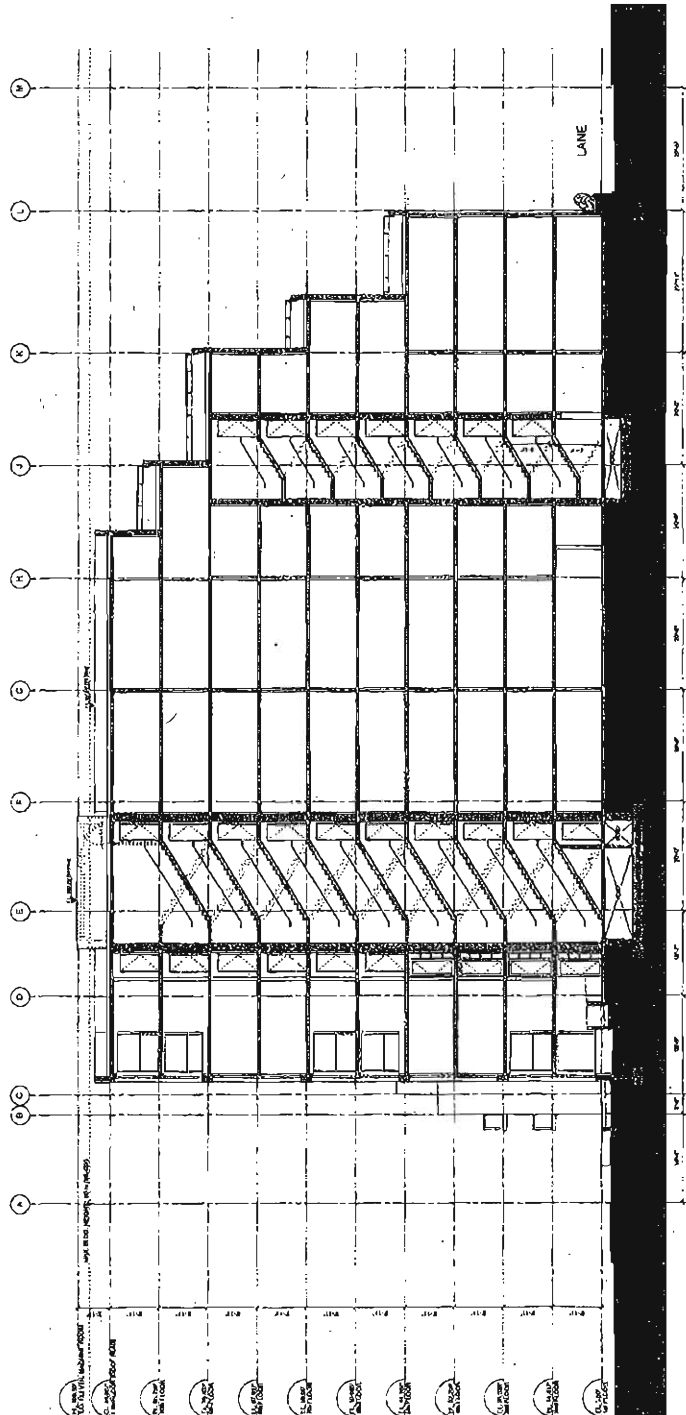
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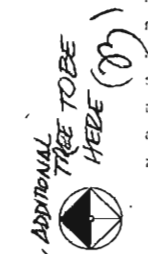


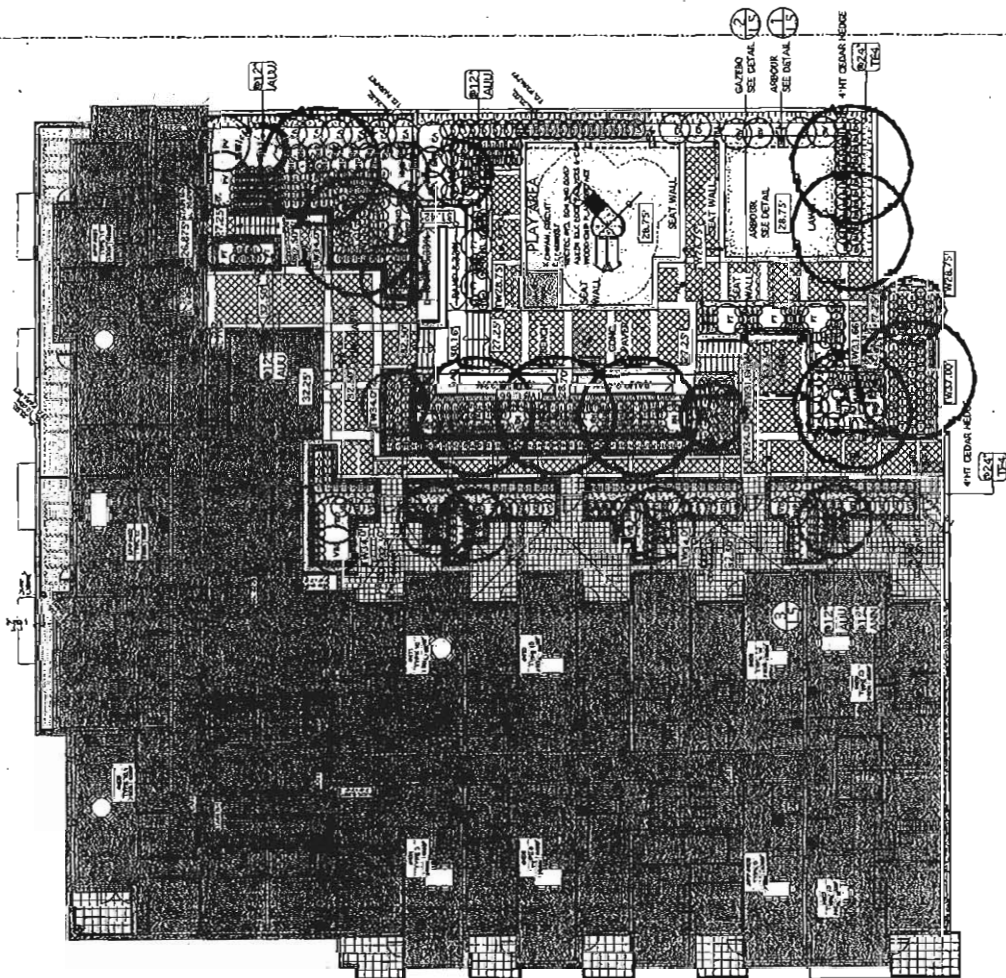
16 DP 08418522





① DP · 08418522





& ASSOCIATES
Landscape Architects
3010 Myers Street
Richmond, BC V7E 2L4
Vancouver (604) 275-2812
Fax: (604) 275-4820
E-mail: info@mcgill.ca

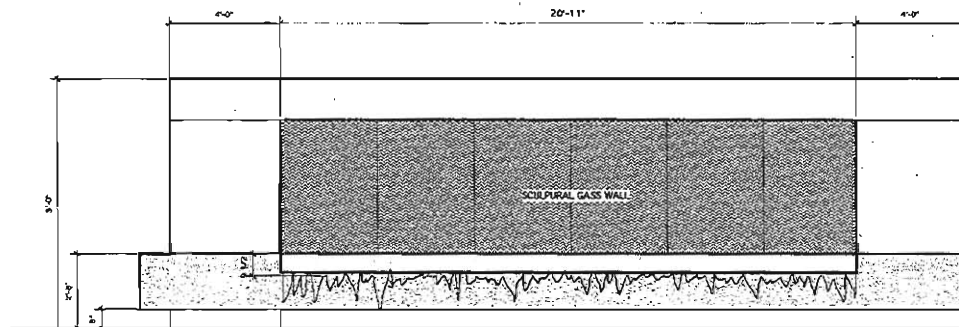
6740 COONEY RD.
RICHMOND, B.C.

LANDSCAPE PLAN
LEVEL 4 / GARDEN

Species	<i>V. vulp</i>
Dye	M
Conc.	5%
Date	Aug 25, 2007
100°	OK/20
Notes	

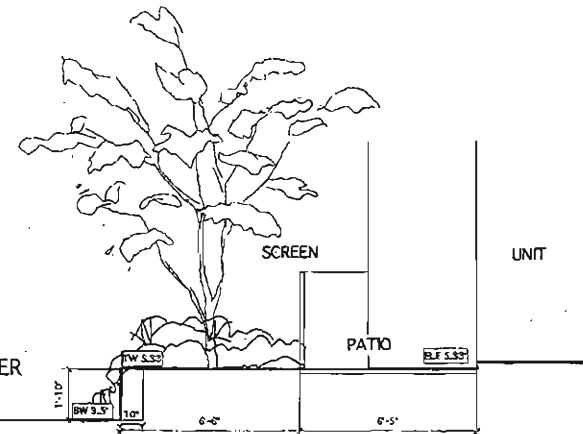
L2
α5

DP. 08418522

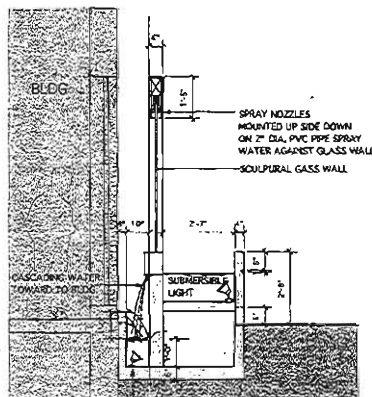


ELEVATION (FACING BLDG)
SCALE 1/2" = 1'-0"

WESTMINSTER
HWY



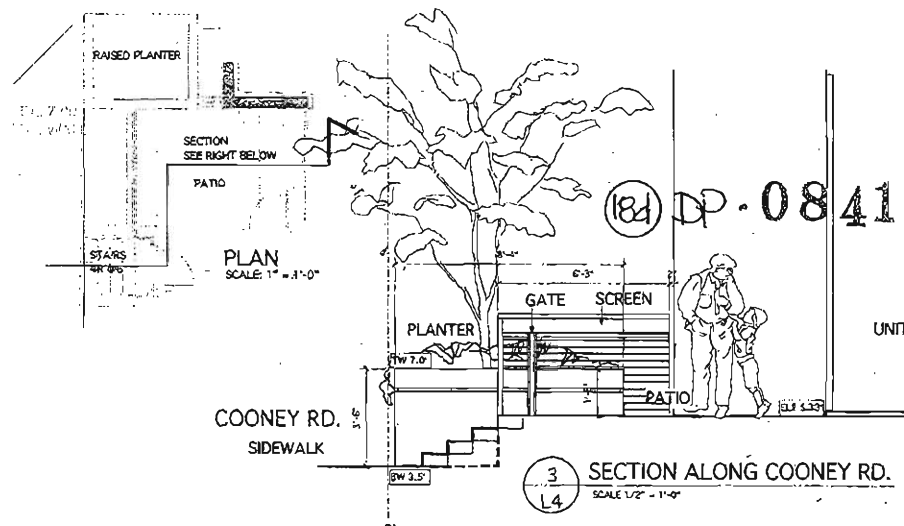
2
L4
SECTION ALONG WESTMINSTER HWY
SCALE 1/2" = 1'-0"



1
L4
SECTION
SCALE 1/2" = 1'-0"

SEE STRUCTURAL ENGINEER FOR
CONCRETE REINFORCEMENT AND
FOUNDATION DETAILING

1
L4
WATER FEATURE BY THE ENTRANCE
SCALE 1/2" = 1'-0"



COONEY RD.
SIDEWALK

3
L4
SECTION ALONG COONEY RD.
SCALE 1/2" = 1'-0"

MAR 2, 2012
Site notes added
Issued for CP
FEB 22, 2012
Final landscape modified
Pkg area adjusted
Issued for CP
JAN 25, 2012
Step 6 final landscape modified
Pkg area adjusted
Issued for CP
MAY 4, 2011
Step 6 final landscape modified
Pkg area adjusted
Issued for CP
FEB 12, 2009
City's comments incorporated
Issued for CP
AUG 14, 2008
Step 6 final landscape modified, Pkg
area adjusted
Issued for CP
MAR 4, 2008
Issued for REDONCULP
REVISED/ISSUED

ITO

& ASSOCIATES
Landscape Architects
3300 Hunt Street
Richmond, BC V6E 2L4
Vancouver: (604) 275-2212
Fax: (604) 275-4006
Email: karey@ito.ca

Project:

6140 COONEY RD.
RICHMOND, B.C.

Design Date:

DETAILS

184 DP-08418522

Project: 6140 Cooney Rd.
Client: ITO
Designer: ITO
Date: 11/28/2012
JLC: DMLD
Sheet:

L4 of 5

57 SP



City of Richmond
Planning and Development Department

Report to Development Permit Panel

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: March 1, 2012
File: DP 11-585139
Re: **Application by Western St. Albans Venture Ltd. for a Development Permit at
8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road)**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 23 townhouse units at 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road) on a site zoned High Density Townhouses (RTH4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the road setback from 4.5 m to a minimum of 3.0 m on all floors above the main floor, including all projections.

Brian J. Jackson, MCIP
Director of Development

EL:blg
Att.

Staff Report

Origin

Western St. Albans Venture Ltd. has applied to the City of Richmond for permission to develop 23 townhouse units at 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road). This site is being rezoned from Single Detached (RS1/E) to High Density Townhouses (RTH4) for this project under Bylaw 8759 (RZ 10-519918).

The site is currently vacant. Road and infrastructure improvements were secured through the rezoning and will be constructed through the separate required Servicing Agreement (SA 11-584914). Works include, but are not limited to upgrades to the existing storm system, relocation of the sidewalk to the property line, installation of a grass and treed boulevard between the new sidewalk and existing road curb, upgrade the curb return at Jones and St. Albans Roads to 9 m radius with dual ramp letdowns, and conversion of the existing street lighting.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

Background

Development surrounding the subject site is as follows:

- To the north: Four-storey condominiums (three-storeys over parking) zoned Medium Density Low Rise Apartments (RAM1);
- To the east: Four-storey condominiums (three-storeys over parking), zoned Medium Density Low Rise Apartments (RAM1) and a single-family home, zoned Single Detached (RS1/E), with development potential for a small townhouse complex;
- To the south: Across Jones Road, a multiple-family development (three-storey townhouses), zoned Medium Density Low Rise Apartments (RAM1); and
- To the west: Across St. Albans Road, a mix of two-storey and three-storey townhouses on lots zoned Medium Density Low Rise Apartments (RAM1) and Townhousing (ZT45), as well as older single-family dwellings on lots zoned Single Detached (RS1/E).

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on June 20, 2011. At the Public Hearing, concerns related to density, traffic, building height, and loss of privacy and sunlight were expressed. The response to the concern is provided in *italics*.

1. Concern associated with the density proposed and the increase in enrolment at local daycare facilities and schools.

The proposed zoning (RTH4 with a maximum density of 0.9 FAR) complies with the site's land use designation in the City Centre Area Plan (Schedule 2.10 of the Official Community Plan (OCP)). The site is within "Sub-Area B.1: Mixed Use – Low-Rise Residential & Limited Commercial" which is intended primarily for grade-oriented housing or equivalent in the form of higher-density townhouses (with common parking structures) or lower-density conventional and stacked townhouses (with individual garages). The preliminary design of the proposal complies with the Sub-Area B.1 Guidelines in terms of land use and density.

Public amenity and school capacity have been considered as part of the City Centre Area Plan. This application was not referred to School District No. 38 (Richmond) as part of the review process because the proposed development complies with the OCP. The referral policy was developed with direct consultation and input from the School District who determined the conditions for formal referral.

2. Concern associated with potential traffic impacts and safety hazards on the neighbourhood roads.

Staff have reviewed the traffic impacts of the proposed development in conjunction with the current capacities of adjacent streets. Staff's findings indicate that the number of trips generated by the development is minimal and can be accommodated within existing adjacent streets. Transportation Division staff will continue to monitor the traffic operation.

3. Concern associated with removal of trees from the development site.

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurred with the Arborist's recommendations to remove 26 bylaw trees on-site since these trees are either suffering from advanced health decline and/or significant structural defects due to previous topping or natural occurring defects due to age. Twelve (12) trees would remain: eleven (11) trees located along the east property line and one (1) tree located along Jones Road.

In order to ensure that the protected trees will not be damaged during construction, tree protection fencing must be installed to City standards prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone must be submitted prior to Development Permit issuance. Furthermore, the applicant is required to submit an \$8,500 Tree Survival Security for the twelve (12) protected trees on site. The City will retain 50% of the security until Final Inspection of the Building Permits; the City will retain the remaining 50% of the security for an additional two (2) years after the Final Inspection of the Building Permits to ensure that the protected trees have survived.

4. Concern associated with the height of the new townhouses and that the proposed development would reduce privacy and amount of sunlight the residents at the adjacent apartment building to the east currently enjoy.

The proposed development will be built on existing grade, which is similar to the existing St. Albans Road elevation. The applicant has confirmed that the proposed first habitable floor is at a lower elevation than the neighbours' first floor (3.88 m vs. 4.30 m). The third storey components of the east facing townhouse units are approximately 13.33 m from the adjacent apartment building. A shadow analysis has been provided and indicates minimal shadow will cast onto the neighbour's property. In addition, the developer has made an effort to save most of the trees on-site along the east property line to maintain a natural screen between the developments.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the High Density Townhouses (RTH4) except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in **bold**)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the road setback from 4.5 m to a minimum of 3.0 m on all floors above the main floor, including all projections.

(Staff supports the proposed variance as the proposed building setback with proposed streetscape design (including residential-style entries and windows oriented towards the street and a combination of private outdoor space, trees, shrubs, and decorative fences) is consistent with the Development Permit Guidelines in the City Centre Area Plan for Street-Oriented Dwellings. The design provides a sense of connectivity of the building to the street.)

Advisory Design Panel Comments

The proposal was presented to the Advisory Design Panel (ADP) for review on September 21, 2011. Since quorum was not present, the Panel did not vote on the item; however, the consensus of the Panel was that the item should go forward in the usual manner. A copy of the relevant excerpt from the Advisory Design Panel is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold italics**'.

Analysis

Conditions of Adjacency

- The proposed height, building form, siting and orientation of the buildings respect the massing with surrounding existing residential developments.
- There is no south facing residential unit at the adjacent apartment building to the north; thus there is no issues related to overlooking and loss of privacy.

- A natural screen between the proposed townhouse units and the apartment building to the east is provided by the retention and protection of most existing trees on-site along the east property line.
- No townhouse units are proposed adjacent to the single-family home to the east. Retention of an existing hedgerow and installation of a 1.8 m (6 ft.) high fence along the east property line will mitigate headlight glare to adjacent single family dwelling to the east.

Urban Design and Site Planning

- The proposed site layout includes 23 townhouses in five (5) separate three-storey buildings.
- Pedestrian character has been maintained and enhanced along St. Albans Road and Jones Road with the provision of at-grade living space, street front entries and additional landscaping.
- 14 units have direct access from the street; five (5) units have access from a private walkway along the north property line; and five (5) units have access from the internal drive aisle.
- Vehicular access is from Jones Road. Pedestrian access is provided at St. Albans Road.
- The outdoor amenity space is provided in a central consolidated location and is appropriate in providing open landscape and amenity convenient to all of the units.
- A mailbox kiosk and benches are located in the outdoor amenity area to encourage social activities and is located in the central area of the site for easy access.
- Garbage and recycling enclosures are proposed adjacent to the Building 2. The recycling and garbage enclosures have been incorporated into the design of the building to minimize its visual impact.
- Parking requirements have been met. 15 units have two (2) vehicle parking spaces; eight (8) units have one (1) vehicle parking space. No tandem parking spaces are being proposed.
- A total of five (5) visitor parking spaces are provided – four (4) stalls including one (1) accessible parking space are provided at the entrance of the development, one (1) stall is located between Buildings 2 and 3.
- A total of 36 Class-1 bicycle parking spaces are provided within the garages and five (5) Class-2 bicycle parking spaces are provided at two (2) locations along the internal north-south drive aisle.
- All units have private outdoor spaces consisting of front or rear yard and balconies on the second and third floors. All of the private outdoor spaces can be accessed directly from the main living space except for the back yards of Building 5, which could only be access via the garage.

Architectural Form and Character

- The building forms are well articulated. Visual interest has been incorporated with sloped roofs, projections, recesses, varying material combinations, and a range of colour finishes.
- A pedestrian scale is achieved along St. Albans Road and Jones Road with the inclusion of front porches, balconies, trellises, bay windows, well-defined individual unit entry, and landscape features.

- The impact of blank garage doors along the internal drive aisle has been mitigated with panel patterned doors, transom windows, balconies, wood columns, planting islands, and pedestrian entries.
- The proposed building materials (vinyl siding, hardie shingle panel, hardie siding, wood trim, wood column, and wood fascia) are generally consistent with the Official Community Plan (OCP) Guidelines.
- The colour palette includes a range of earth tone colours, highlighted with contrasting trims.
- Accessibility features that allow for aging in place have been incorporated into this development (i.e., blocking in all bathrooms for grab-bars, level handle for all doors, and lever faucet in all bathrooms and powder rooms).
- One (1) convertible unit has been incorporated into the design. Alternate floor plans demonstrating simple conversion potential to accommodate a person in a wheelchair are provided (see alternative floor plans for Unit D where a vertical lift may be installed).

Landscape Design and Open Space Design

- Tree preservation was reviewed at rezoning stage and 26 bylaw-sized trees on-site are to be removed due to general poor condition. A total of 52 replacement trees are required.
- The applicant is proposing to plant 33 replacement trees on-site and provide cash-in-lieu in the amount of \$9,500 for off-site planting of the balance of the replacement trees (19 trees) prior to issuance of the Development Permit.
- The landscape design includes the planting of a mix of coniferous and deciduous trees as well as a variety of shrubs and ground covers, which meets the Official Community Plan (OCP) guidelines for tree replacement and landscaping.
- The landscape facing public street are consisted of lush vegetation of low growing flowering shrubs and ground cover which provide seasonal changes, colour and substantial greenery to the street along with an open picket fence; this allows visual contact between front yard and public street.
- A large Beech tree is proposed to be retained. The City's Tree Preservation Coordinator has recommended a 3.0 m building setback to the Beech tree. However, it is noted that the proposed setback from the covered porch on the ground floor and the decks on the second and third floor of the B-units fronting Jones Road to the Beech tree is only 2.0 m. In order to protect the Beech tree at the existing location, the project arborist recommended that the second floor deck be supported by small spread footings (and sono tube) off each corner of the deck. This will require only a very minor disturbance to the critical root zone. The project arborist has also recommended a custom designed support system that might involve a wood deck or a suspended slab for the ground level patio under the deck to ensure the site grades between the building and the tree be maintained at the existing elevation. The City's Tree Preservation Coordinator has reviewed and concurred with the project arborist's recommendations. A notation has been included in the landscape plan.
- Feature paving on the drive aisle is proposed to highlight the area between the site entrance and the outdoor amenity area.

- The amenity space is consisted of fenced children play area, which come with play equipment, caters for 2 to 6 years old age group, and open grass for spontaneous physical activities for the age group and their guardians.
- Cash-in-lieu for indoor amenity has been provided as a condition of rezoning approvals.

Crime Prevention Through Environmental Design

- The site plan and individual unit design create opportunity for passive surveillance of both of the street frontages, outdoor amenity space, and internal drive aisle.
- Individual unit entrances are visible from the public street, pedestrian mews, or the internal drive aisle.
- Hierarchy of public to private spaces is reinforced with planting and fences.
- Low planting is proposed along edges of buildings to keep the entry area open and visible.
- Solid-core exterior doors with solid doorframes will be provided.
- Security lights including wall mounted lighting for drive aisles, soffit lighting at entries, bollard lighting along the pathway at the north pedestrian mews will be installed to contribute to pedestrian safety. Actual lighting and fixture location will be confirmed during the Building Permit stage.

Sustainability

- Drought tolerant and native planting materials are incorporated into the landscaping design.
- Permeable pavers are introduced within the internal driveway as accent areas at the entry driveway and internal intersections to enhanced site permeability.
- The developer is seeking to meet the Energuide 80 rating and the following items will be incorporated into the proposed buildings/development:
 - Finger jointed studs (an engineered product which maximizes use of material);
 - Heating, ventilating and air conditioning equipments with no chlorofluorocarbons;
 - Low flow toilets;
 - Energy Star appliances and equipments;
 - A minimum of six (6) CFL light bulbs per unit; and
 - Climate-based automatic irrigation controls.

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. Therefore, staff recommend support of this Development Permit application



Edwin Lee
Planner 1
(604-276-4121)

EL:blg

The following are to be met prior to forwarding this application to Council for approval:

- Final adoption of the Zoning Amendment Bylaw 8759.
- City acceptance of the developer's offer to voluntarily contribute \$9,500 to the City's Tree Compensation Fund for the planting of 19 replacement trees within the City.
- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site. 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.
- Submission of a Tree Survival Security to the City in the amount of \$8,500 for the 12 trees to be retained onsite. 50% of the security will be released at Final Inspection of the Building Permits of the affected future lots and the remaining 50% of the security will be released two (2) years after final inspection of the Building Permits in order to ensure that the trees have survived.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$91,202 (based on total floor area of 45,601 square feet).

Prior to future Building Permit issuance, the developer is required to complete the following:

- 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.
- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 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.



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 11-585139

Attachment 1

Address: 8399 Jones Road (formerly 7500, 7520, 7540, 7560 St. Albans Road)

Applicant: Western St. Albans Venture Ltd. Owner: Western St. Albans Venture Ltd.

Planning Area(s): City Centre Area Plan (Schedule 2.10) – Sub-Area B.1 / St. Albans Sub Area Plan

Floor Area Gross: 4,236 m² (45,601 ft²) Floor Area Net: 2,909 m² (31,309 ft²)

	Existing	Proposed
Site Area:	3,408.4 m ² (36,688 ft ²)	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	Multi-Family Low-Rise: three-storey apartments, townhouses, two-family or single-family dwellings	No Change
Zoning:	Single Detached (RS1/E)	High Density Townhouses (RTH4)
Number of Units:	4	23

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.90	0.853	none permitted
Lot Coverage – Building:	Max. 45%	43.3%	none
Lot Coverage – Non-porous Surface	Max. 70%	65%	none
Lot Coverage – Landscaping:	Min. 20%	24.64%	none
Setback – Front Yard – Jones Road (m):	Min. 4.5 m	3.0 m	none
Setback – Exterior Side Yard – St. Albans Road (m):	Min. 4.5 m	3.0 m	none
Setback – East Side Yard (m):	Min. 2.0 m	3.2 m	none
Setback – Rear Yard (North) (m):	Min. 1.2 m	2.9 m	none
Height (m):	12.0 m (3 storeys)	12.0 m (3 storeys)	none
Lot Size (min. dimensions):	1800 m ² (min. 20 m wide x 30 m deep)	3,408m ² (37.5 m wide x 91.0 m deep)	none
Off-street Parking Spaces – Residential (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	1.60 (R) and 0.20 (V) per unit	none
Off-street Parking Spaces – Total:	38 spaces	42 spaces	none

Tandem Parking Spaces:	not permitted	0	none
Small Car Parking Spaces:	max. 50% when 31 or more spaces are provided on site	14 spaces (33%)	none
Bicycle Parking Space - Class-1	1.25 spaces per unit = 29 spaces	36 spaces	none
Bicycle Parking Space – Class-2	0.2 spaces per unit = 5 spaces	5 spaces	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$27,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 23 units = 138 m ²	138 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, September 21, 2001 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Comments from the Panel were as follows (applicant's responses in ***bold italics***):

1. Laneway is similar to that of the other smaller townhouses in Richmond; currently appears like a dark and shady place; needs further development from an environmental sustainability point of view; in terms of making the laneway a warmer and friendlier place, suggest enriching the paving of the laneway by the whole internal driveway using decorative pavers to encourage residents using it as a social gathering place and outdoor play area for children;

The decorative paving area has been expanded. A smooth paving surface (asphalt) was left for street hockey or basketball play.

2. Landscape plan provided by the applicant shows the sidewalk up against the curb along St. Alban's Road; consider introducing a boulevard between the curb and the sidewalk where trees could be planted; will make the development look warmer and more friendly;

With sidewalk adjacent to the property line, there will be a boulevard between the sidewalk and the curb.

3. Design of the fencing looks generic; provide better relationship between the architecture and materials of the building with fences, trellises and arbours; will provide more identity to the proposed development;

The fencing responds to the building design. The metal fencing echoes the deck railing including its colour.

4. Concern on the survivability of trees at back of the development; retaining wall and grade changes may affect survivability;

The panel member was reminded that the retaining wall existed. No further issue.

5. Consider using landscaping in making the place warmer and socially friendly and improving the handlings of the street interface;

The open landscape along the street front provides an opportunity for interact with the public. The retention of the large Beech tree maintains historical and social connection with the public.

6. Proposed project looks like a typical development in Richmond;

No Comment.

7. Frame that goes around the buildings provides character; distinguishes the project from other similar developments in Richmond;

We believe that the building 1 frame is attractive but based on the comments have agreed to explore a concept that minimized the frame.

8. Concern on the reduced road setback from 4.5 meters to 3.0 meters on all floors above the main floor including all projections; seems very close to the street;

There is some variety in St. Albans Road setbacks. The 3.0m setback is for the porch posts. Ground floor walls are setback at least 4.5m while upper floors are typically closer to the property line. Setback variations occur both vertically and between buildings (buildings 1 and 4 are generally setback more than buildings 2 and 3).

9. Some parts of the building can be moved farther from the road instead of the whole building imposing itself on the street;

We agreed the modulated facades created for the west wall of the building 1, 2, 3, 4 were developed to step portions of the wall from the street to create a variety of smaller building elements. Likewise we have explored a similar technique for the south facade of building 1 that we proposed to use if Richmond agrees to permit private outdoor space of 29m² for units B2, B3.

10. Buildings look like apartments; townhouses look cold and unfriendly; massing needs to be visually broken down to create a townhouse character and a friendlier streetscape;

Decks and porches are provided to keep up with 37m² private open spaces. We used decks as a major feature of the exterior design. We softened the look of the buildings with light colour trims which highlight slightly darker siding.

11. Agree with comments regarding the massing of the buildings; further development is needed to create a townhouse character, particularly at the St. Alban's Road interface; consider discontinuous balcony for individual units; could provide townhouse character to the frontage; changes in massing to be considered in buildings along the street;

Building 1 south elevation has been revised.

12. Project looks good and lay-out is functional; fits well with the neighbourhood;

No Comment.

13. Consider introducing public art; will benefit the developer and the community;

Thank you for the idea, we will consider introduction of public art on the property in lieu of part or all of the public art fund contribution already agreed to.

14. Agree with most of the comments of the Panel, particularly regarding massing and paving;

No Comment.

15. Reduction of road setback along St. Alban's Road is not a concern; common in dense communities that have townhouse developments; provides a sense of connectivity and tactility of the building to the street;

No Comment.

16. Overall building form and development is interesting; has a Steveston character; needs further resolution to visually break up the massing; use the framework a little bit more but not too drastic; and

No Comment.

17. A fairly handsome project.

No Comment.

The Acting Chair noted that there is general agreement among the Panel members present that DP 11-585139 move forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel.

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



No. DP 11-585139

To the Holder: WESTERN ST. ALBANS VENTURE LTD.

Property Address: 8399 JONES ROAD
(FORMERLY 7500, 7520, 7540 AND 7560 ST. ALBANS ROAD)

Address: C/O WAYNE FOUGERE
WAYNE FOUGERE ARCHITECTURE INC.
201 - 230 W. BROADWAY STREET
VANCOUVER, BC V5Y 1P6

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the road setback from 4.5 m to a minimum of 3.0 m on all floors above the main floor, including all projections.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$91,202.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. As a condition of the issuance of this Permit, the City is holding a Tree Survival Security in the amount of \$8,500 to ensure the protected trees onsite will not be damaged during construction. 50% of the security will be released at Final Inspection of the Building Permits of the affected future lots and the remaining 50% of the security will be released two (2) years after final inspection of the Building Permits in order to ensure that the trees have survived.
8. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 11-585139

To the Holder: WESTERN ST. ALBANS VENTURE LTD.

Property Address: 8399 JONES ROAD
(FORMERLY 7500, 7520, 7540 AND 7560 ST. ALBANS ROAD)

Address: C/O WAYNE FOUGERE
WAYNE FOUGERE ARCHITECTURE INC.
201 - 230 W. BROADWAY STREET
VANCOUVER, BC V5Y 1P6

9. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

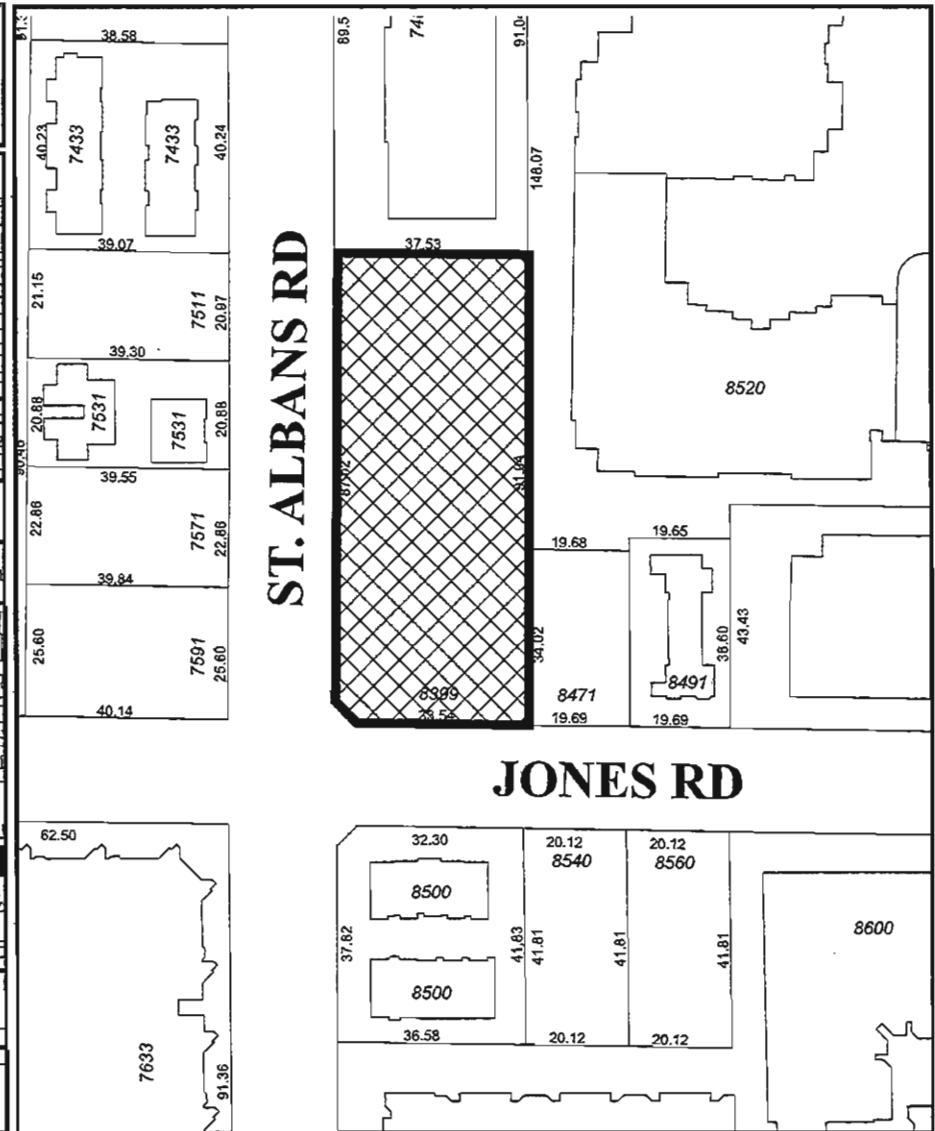
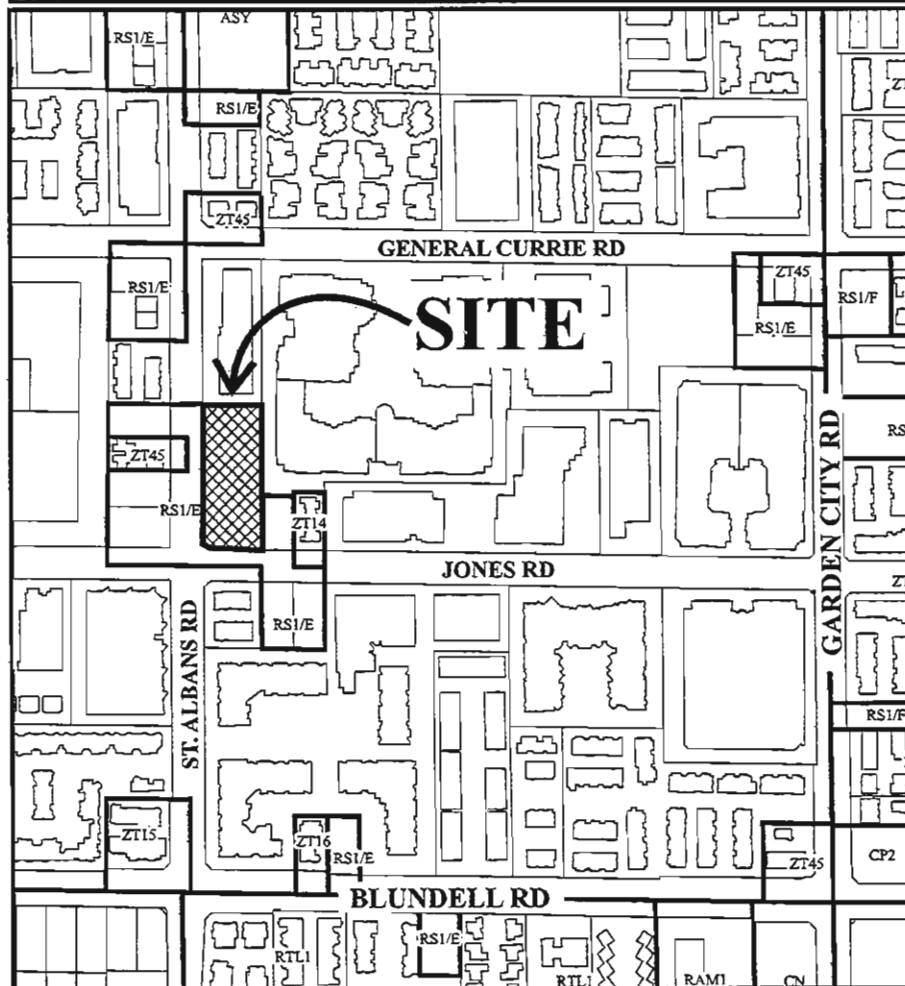
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 11-585139
SCHEDULE "A"

Original Date: 07/29/11

Revision Date: 03/08/12

Note: Dimensions are in METRES



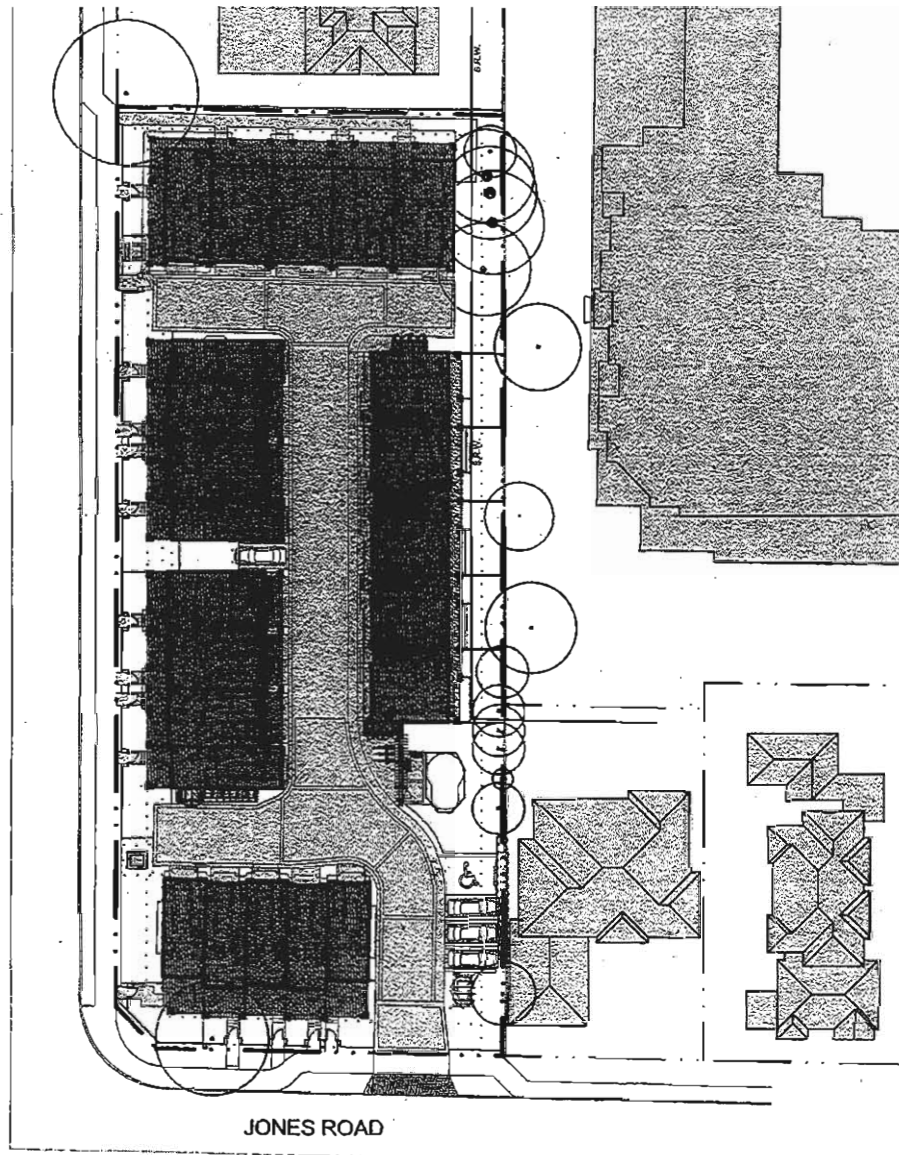
UNIT 18D IS PROPOSED AS CONVERTIBLE UNIT

SITE PLAN
SCALE 1" = 40'-0"

**FOUGERE
ARCHITECTURE
INC.**

Plan#1

ST. ALBANS ROAD



JONES ROAD



COVERAGE CALCULATION
SCALE 1" = 40'-0"

	15,888 sf OF LOT COVERAGE AREA 43.3% PROPOSED COVERAGE
REQUIRED: MAXIMUM 45% OF LOT MAY BE OCCUPIED BY BUILDING.	
	23,847 sf OF NON-POROUS SURFACE AREA 65% PROPOSED OF NON-POROUS SURFACE COVERAGE
REQUIRED: MAXIMUM 75% OF LOT MAY BE OCCUPIED BY BUILDING, STRUCTURES AND NON-POROUS SURFACES.	



MAR 01 2012 PLAN 1A
DP 11585139

St Albans and Jones Roads

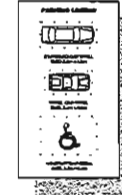
for
WESTERN ST. ALBANS VENTURE LTD

Plan#1a

FEBRUARY 25, 201

**FOUGERE
ARCHITECTURE**
INC.

201 230 WEST BRIDGE STREET VANCOUVER
BRITISH COLUMBIA V6V 1P5 (604) 273-2507



Parking and Bicycle Requirements	
Residential 1.4 car/unit (City Corner Parking)	33
Visitor 0.2 car/unit	5
Total Required	38
Handicap Stall	
2% of total required parking spaces	1
Small Parking stall	
50% of required parking spaces	19
Parking Provided	
Standard Stall	21
Small Stall	14
Visitor Provided	5
Total Provided	40
On-site Bicycle Parking Requirements	
Class 1: 1.25 stalls/unit	29
Class 2: 0.2 stalls/unit	5
Total Class 1 Stalls Required	29
Total Class 1 Stalls Provided	38
Total Class 2 Stalls Required	5
Total Class 2 Stalls Provided	5



Figure 1 is a bar chart showing the percentage of total sample for different categories of respondents. The categories are: 0, 20, 40, and 80. The bars are black and the chart is titled 'Figure 1'.

PARKING PLAN

MAR 01 2012 PLAN.2

DP 11585139

St Albans and Jones Roads

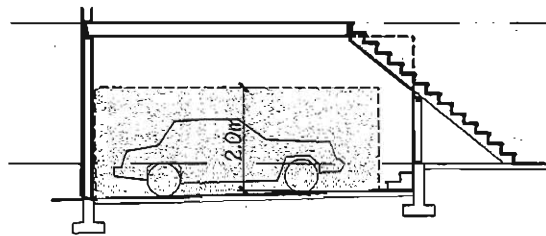
for
WESTERN ST. ALBANS VENTURE LTD

Plan#2

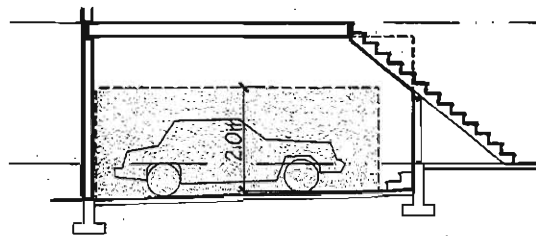
FEBRUARY 28, 201

**FOUGERE
ARCHITECTURE**

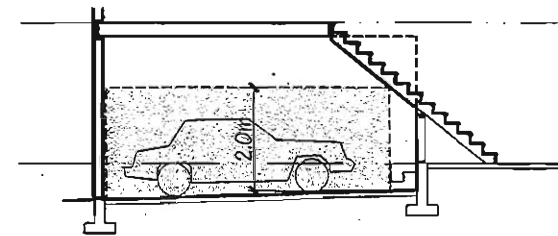
201 230 W 51 ST NEW YORK NY 10011
BRITISH COLUMBIA VAN 107 604: 475-2301



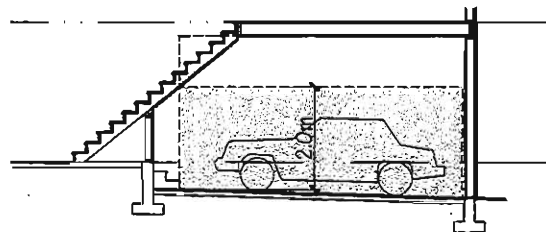
SECTION 1
Unit A1



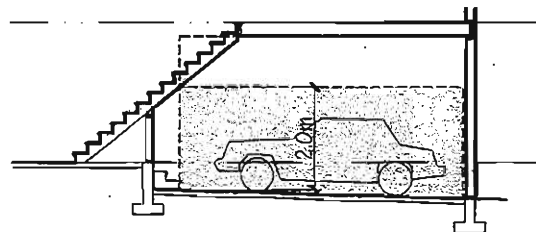
SECTION 2
Unit A2



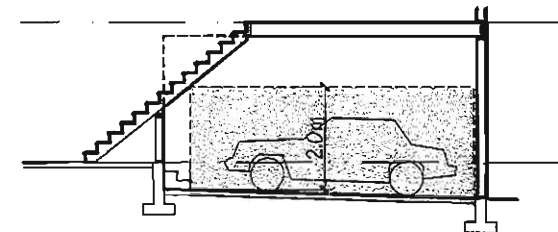
SECTION 3
Unit B1



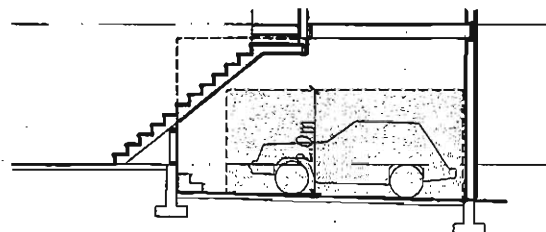
SECTION 4
Unit B2



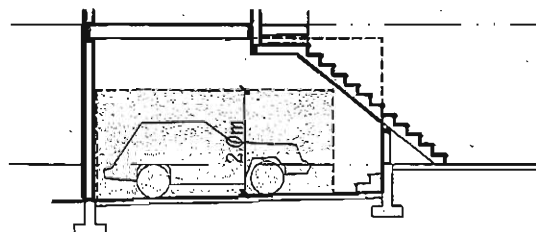
SECTION 5
Unit B3



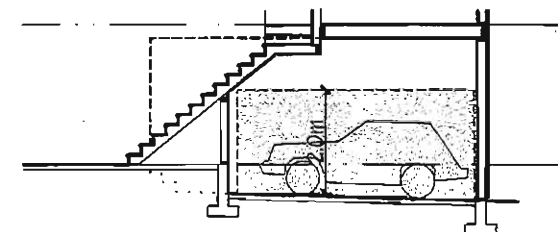
SECTION 6
Unit B4



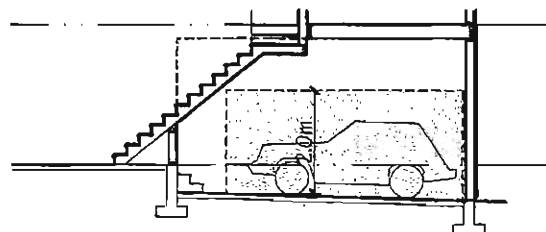
SECTION 7
Unit C1



SECTION 8
Unit C2



SECTION 9
Unit D



SECTION 10
Unit E



PARKING SECTIONS
SCALE 1/8" = 1'-0"

MAR 01 2012

PLAN 2A

DP 11585139

St Albans and Jones Roads

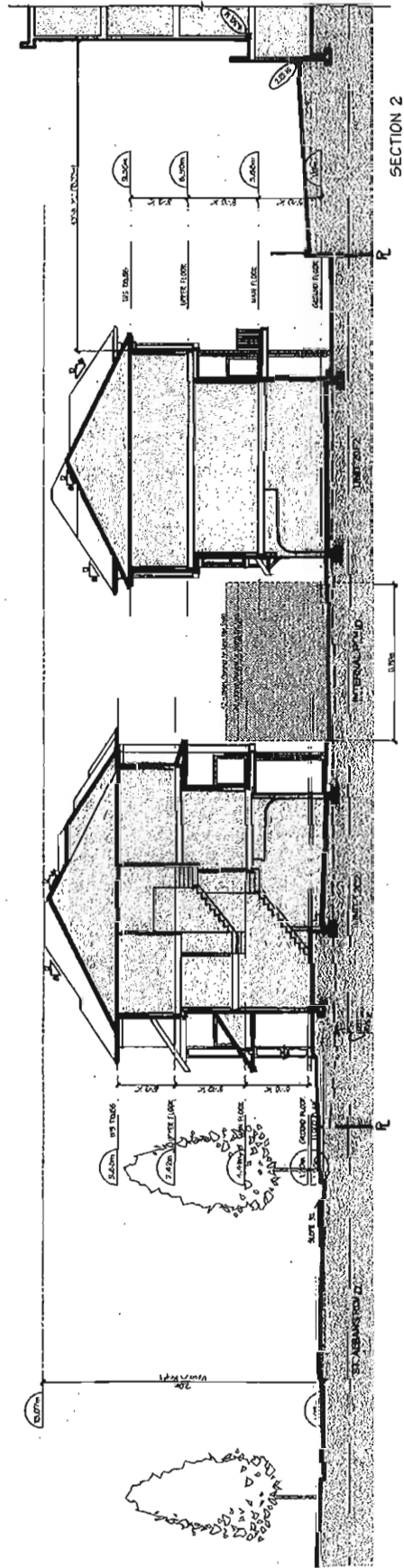
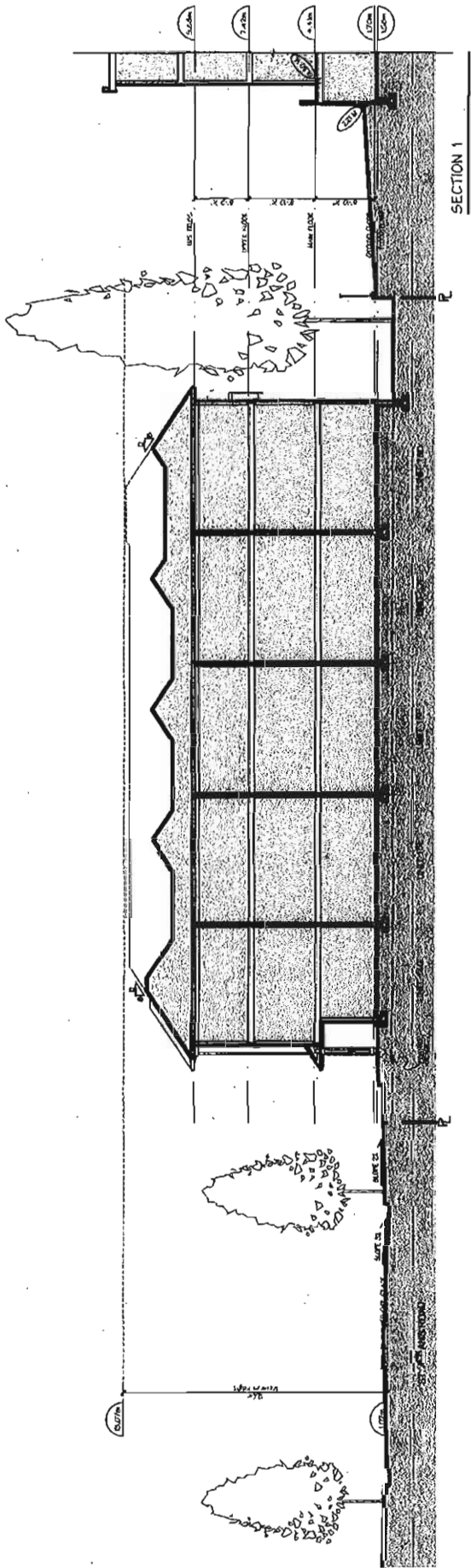
for
WESTERN ST. ALBANS VENTURE LTD

Plan#2a

FEBRUARY 28, 2012

FOUGERE
ARCHITECTURE
INC.

201 230 WEST HENDERSON VANCOUVER
BRITISH COLUMBIA V6T 1S7 (CAN) 604 230 2307



MAR 01 2012 PLAN 2B

DP 11585139

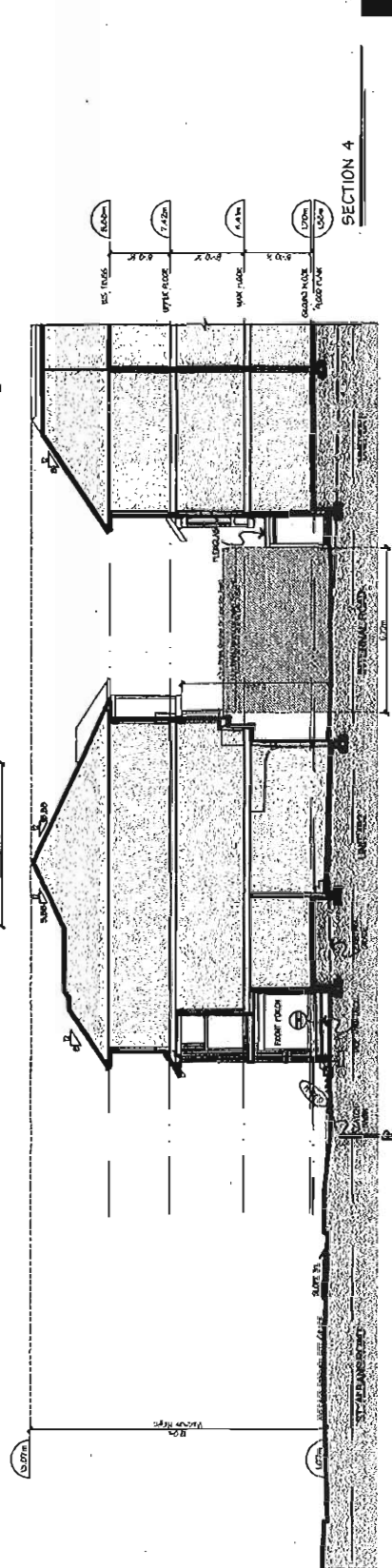
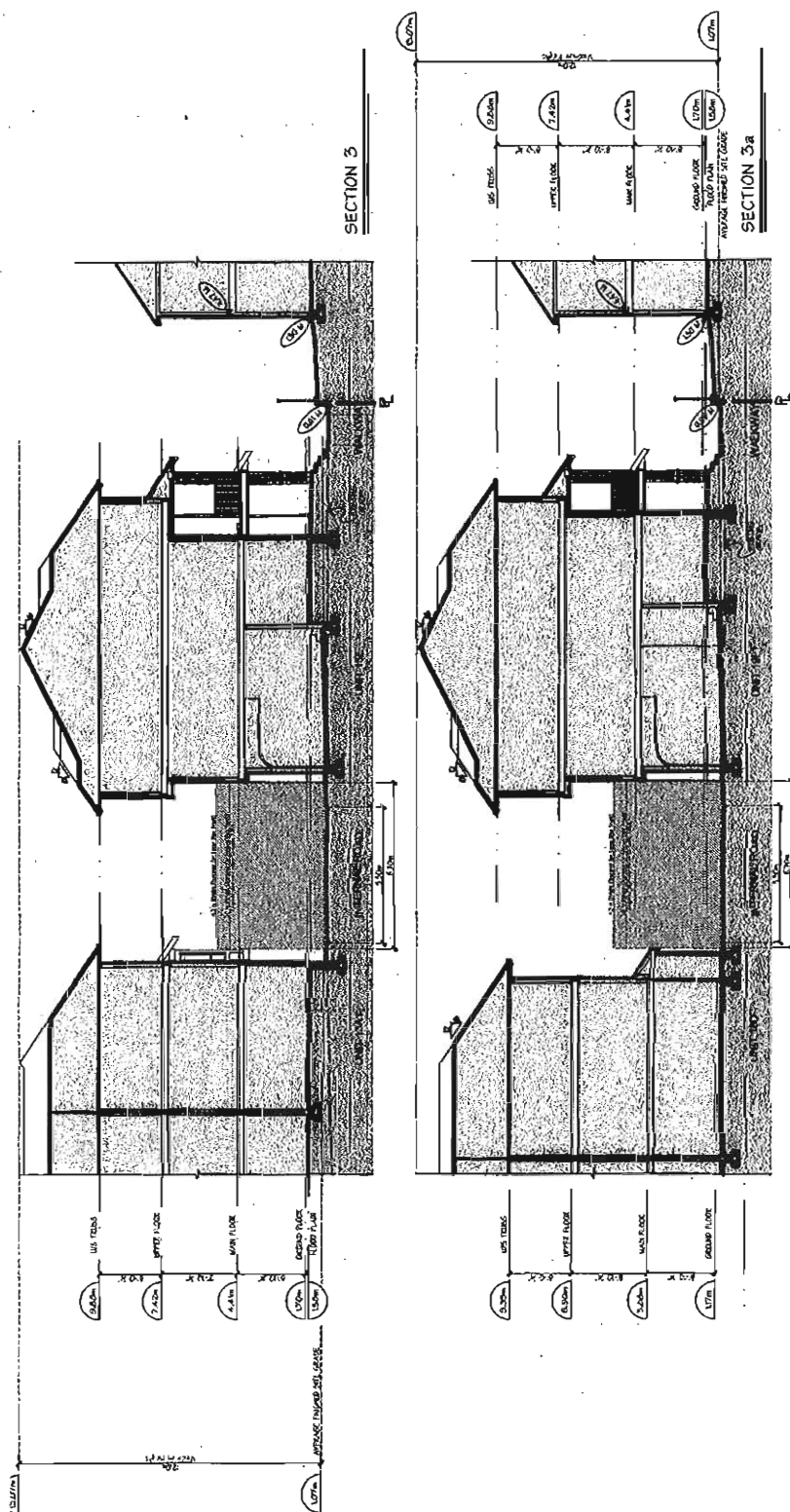
St Albans and Jones Roads

for
WESTERN ST. ALBANS VENTURE LTD Plan#17

FEBRUARY 22, 2012
FOUGERE
ARCHITECTURE
INC.
204 - 235 WEST JAMES STREET
EDMONTON, ALBERTA T5C 1P7 (403) 425-2207



SITE SECTIONS
SCALE 1/16" = 1'-0"



Age Group	No	Small	Medium	Large
0	~65%	~25%	~5%	~5%
10	~60%	~30%	~8%	~2%
20	~55%	~35%	~10%	~0%
40	~50%	~40%	~10%	~0%

SITE SECTIONS
SCALE 1/8" = 1'-0"

St Albans and Jones Roads

for
WESTERN ST. ALBANS VENTURE LTD

Plan#18

MAR 01 2012

100

Diagrams

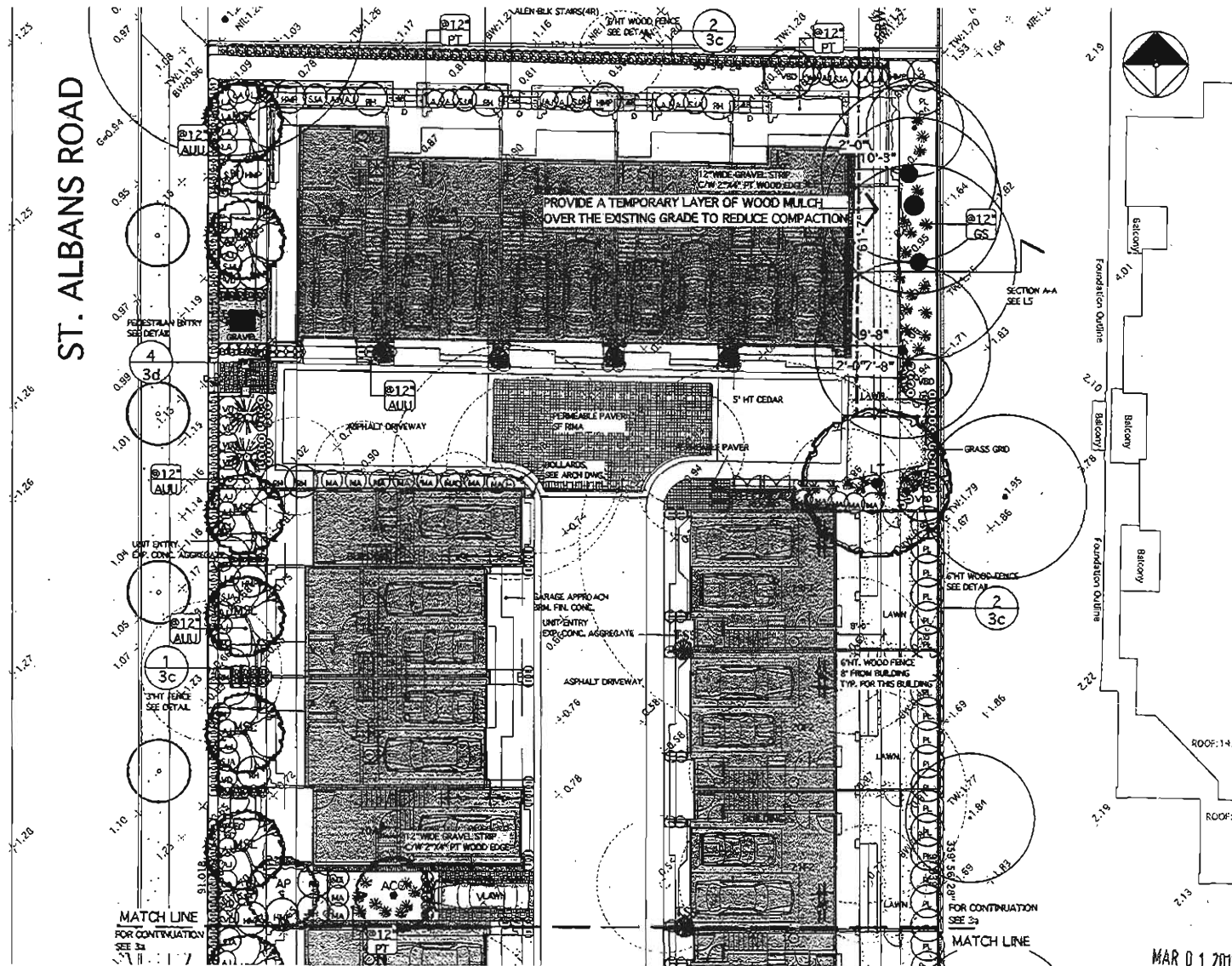
FEBRUARY 29, 2012

**FOUGERE
ARCHITECTURE**

201 250 with fingerlock YES00V14
material Columbia YES 107 :Columbia 2507

ST. ALBANS ROAD

ST. ALBANS ROAD



MAR 01 2012 PLAN 38
 DP 11585139 3b

Feb. 22, 2012:
 Building modified.
 Hardship & PFD was added.
 Issued for DP

Jan. 31, 2012:
 Hardship & PFD was added.
 Issued for DP

Dec. 14, 2011:
 Building modified.
 Hardship & PFD was added.
 City's comments incorporated.
 Issued for DP

Nov. 23, 2011:
 City's comments incorporated.
 Issued for DP

Nov. 7, 2011:
 PFD & Hardship modified.
 This was added.
 Issued for DP

Aug. 18, 2011:
 Issued for DP

June 23, 2011:
 Hardship modified (PFD was
 added).
 Issued for DP

June 17, 2011:
 Building modified, L.S. added.
 Issued for DP

April 15, 2011:
 Building modified (PFD was
 added).
 Issued for DP

April 7, 2011:
 Issued for DP

March 15, 2011:
 Issued for DP

REVISIONS SUMMARY

ITO
 & ASSOCIATES
 Landscape Architects
 1042 E 8th Ave.
 Vancouver, BC V6N 1M2
 TEL: (604) 253-9909
 Email: ito@ito-mac.com

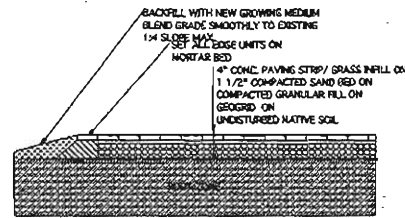
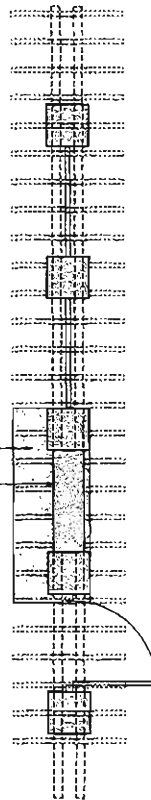
PROJECT
 PROPOSED 23 UNITS
 TOWNHOUSE
 ST. ALBANS
 JONES RD.
 RICHMOND B.C.

Drawing Title
 LANDSCAPE PLAN

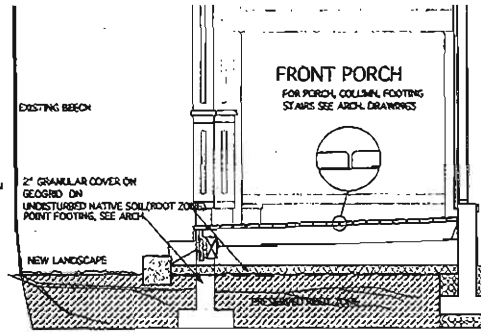
Scale	1" = 1'-0"
Drawn	MA
Checked	TD
Date	MAR 01, 2012
Job	11585139
Sheet	3b

PLAN

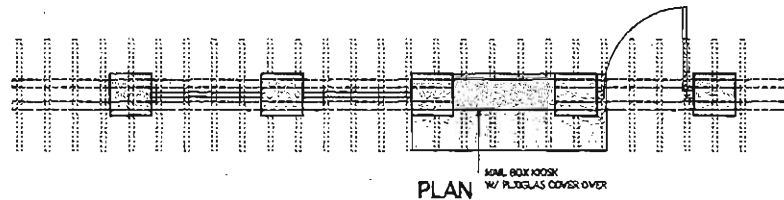
PLUGGLAS
CANOPY
MAIL BOX
KIOSK



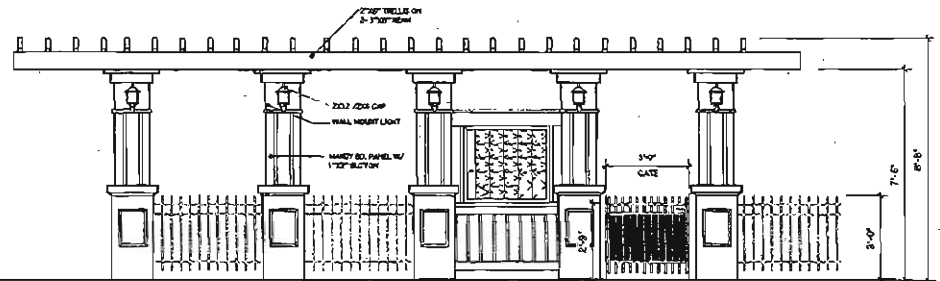
1 CONCRETE PAVER
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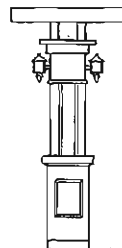
2 WOOD PORCH
SCALE: 1/2" = 1'-0"



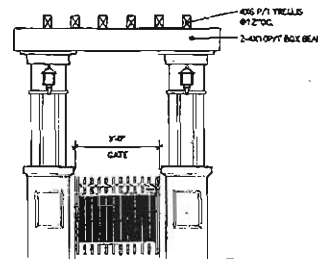
PLAN



INTERNAL ROAD ELEVATION



SOUTH ELEVATION



4 PEDESTRIAN ENTRY
SCALE: 1/2" = 1'-0"



5 COMPAN/M326P ALADDIN'S CAVE
NTS

6 BENCH/SARITA 4'
NTS



Feb. 28 2012:
Building permit,
Hardship & Pkg area adjustment
Issued for CP

Jan. 31 2012:
Hardship & Pkg area adjustment,
Issued for CP

Dec. 14 2011:
Building permit,
Hardship & Pkg area adjustment,
CP's environmental transportation,
Issued for CP

Nov. 22 2011:
CP's environmental transportation,
Issued for CP

Nov. 7 2011:
CP's environmental transportation,
Issued for CP

JULY 19 2011:
Issued for CP

AUG 22 2011:
Hardship & Pkg area adjustment,
Issued for CP

JUNE 17 2011:
Hardship & Pkg area adjustment, L.S. noted,
Issued for CP

APR 16 2011:
Hardship & Pkg area adjustment,
Issued for CP

APR 7 2011:
Hardship & Pkg area adjustment,
Issued for CP

MAR 8 2011:
Issued for CP

REVISED 1/2/2012

ITO
ASSOCIATES
Landscape Architects
1942 E 5th Ave.
Vancouver, BC V5R 1A2
Tel: (604) 255 5008
Email: tover@ito.ca

Project:
**PROPOSED 23 UNITS
TOWN HOUSE**
**ST. ALBANS
JONES RD.
RICHMOND B.C.**

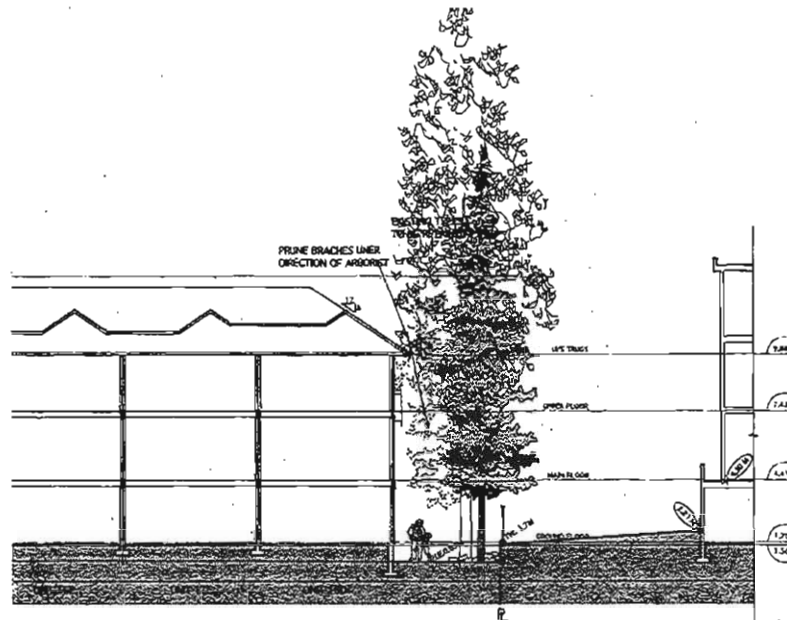
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DETAILS

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Checked: TB
Date: MAR 2011
Job: TOWN
Sheet:

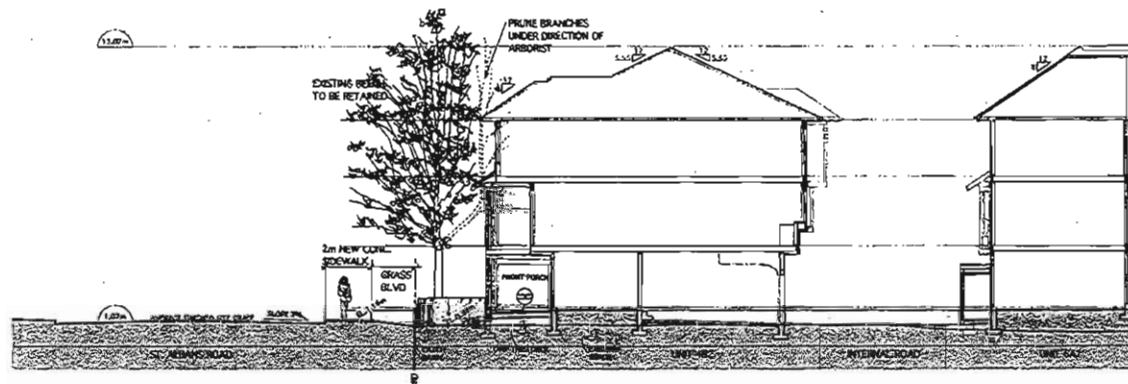
MAR 01 2012

PLAN 3D 3d

DP 11585139



SECTION A-A (ARCH. SECTION 1)
SCALE: 1/8" = 1'-0"



SECTION B-B (ARCH. SECTION 4)
SCALE: 1/8" = 1'-0"

Feb. 23, 2012:
Initial revision.
Hardscape & Plant area adjusted
Issued for CP

Apr. 21, 2012:
Hardscape & Plant area adjusted.
Issued for CP

Dec. 14, 2011:
Building modified.
Hardscape & Plant area adjusted.
CP's comments incorporated.
Issued for CP

Nov. 22, 2011:
CP's comments incorporated.
Issued for CP

Nov. 7, 2011:
Bldg. & Hardscape modified.
Plant area adjusted.
Issued for CP

July 18, 2011:
Issued for CP

June 11, 2011:
Hardscape modified, Plant area
adjusted.
Issued for CP

April 17, 2011:
Asym. area modified, L.S. added.
Issued for CP

Apr. 14, 2011:
Bldg. modified, L.S. added.
Issued for CP

Apr. 7, 2011:
Issued for CP

Mar. 2, 2011:
Issued for CP

ADDITIONS/ISSUES

ITO
& ASSOCIATES
Landscape Architects
1042 E 50th Ave.
Vancouver, BC V5H 1M2
Tel: (604) 255-5008
Email: Ito@itoassoc.com

Project

PROPOSED 23 UNITS
TOWN HOUSE

ST. ALBANS
/ JONES RD.
RICHMOND B.C.

Drawing Title

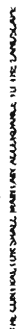
SECTIONS

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Date: MAR 2, 2012
Job: 11/UM

Drawn

MAR 01 2012 PLAN 3E
DP 11585139

3e

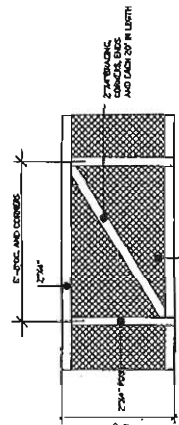
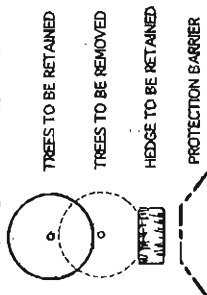


REPLACEMENT TREE PLAN

ONOMIES FOR SPEED/PARTY IS

SIZE OF IMPOSED TREES	QTY OF IMPOSED TREES	SIZE OF IMPOSED TREES	RECORDED CITY OF IMPOSED TREES	BALANCE
12" - 18"	12	12" CAL. 1/2" HT.	24	1
18" - 24"	3	18" CAL. 1/2" HT.	6	5
24" - 30"	4	24" CAL. 1/2" HT.	8	2
30" - 36"	5	30" CAL. 1/2" HT.	10	4
36" - 42"	2	36" CAL. 1/2" HT.	4	3

LEGEND FOR EXISTING TREES



1 PROTECTION BARRIER
3f SCALE 1/2" = 1'-0"

MAR 01 2012

PLAN 3F

১৩৪৩

3f

Feb. 28 2012
Building is off-lod.
for Conference & May was rejected.
Issued for CD

2025 12 31
 2025 12 31

Due 3d 2011
 Binding modified.
 Hardcover & PWG were adjusted.
 City's comments incorporated.

110122000

bound for the
 March 2011
 Edg. & Harcourt's
 new series of

JUL 19 1977

APR 1968
11/15/68
11/15/68

And V720111

Working by hand
from 1940-1945
in the
U.S. Navy

Producing my power
Tara Davis, 18, senior

QUESTIONS / RESULTS

QUESTION 1:
Is there a positive relationship between the number of years since graduation and the amount of money donated?

《

《

《

P. ASSOCIATES

1947 E 5th Ave.
Vancouver, BC V6H 1M2

Y/F: (804) 265 5009

三

PROPOSED 23 UNITS
TOWN HOUSES

ST. ALBANS
/ JONES RD

RICHMOND B.C.

Answer No.

TREE RETENTION

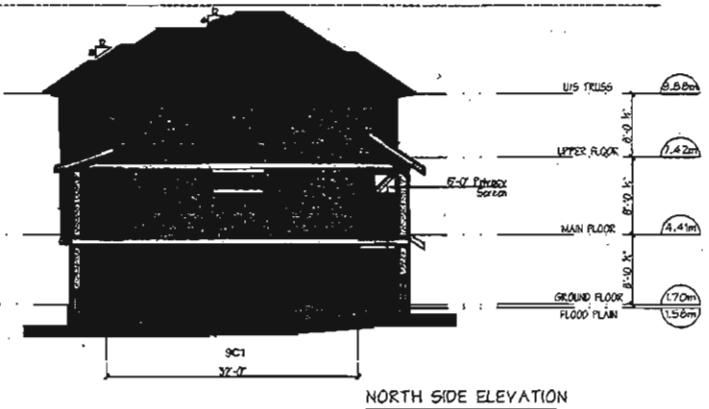
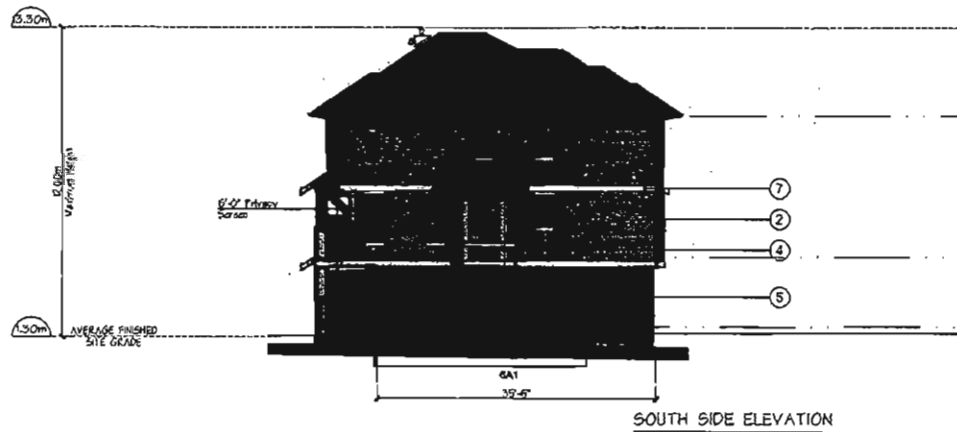
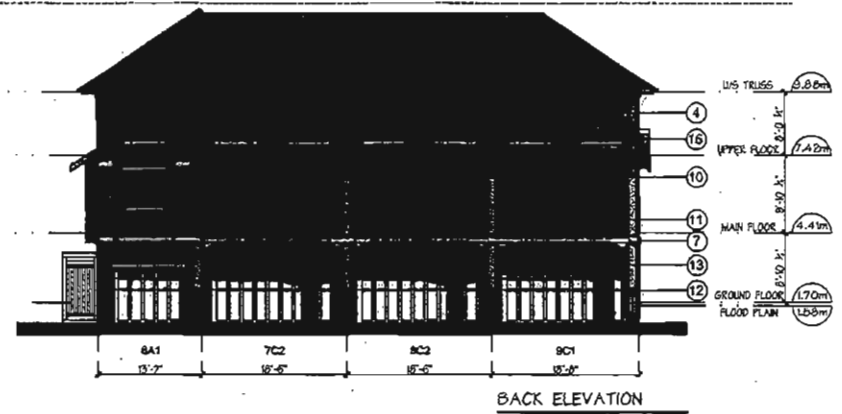
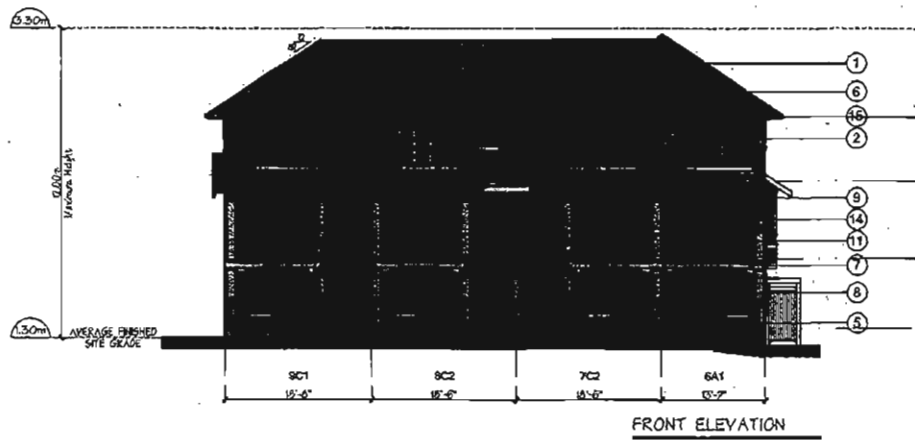
3 -

2. Auerbach, R. M. (1993). *Measuring the economic well-being of nations: A new approach*. Cambridge, MA: Ballinger.

Sample	100% = 100%
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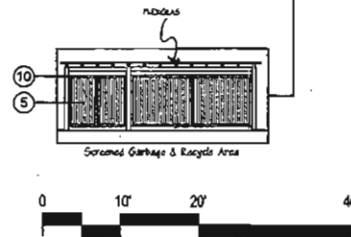
Output:	11
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Job	Wage
...	...



EXTERIOR FINISHES SCHEDULE

1 ROOF	PANCO - Asphalt shingles - Weathered Wood
2 VINYL SIDING	GENTEX - Foshag Kaid 628
3 HARDIE SHINGLE-Straight Edge Panel	JAMES HARDIE SHINGLE - JH70-20 Bookbay Blue
4 HARDIE SHINGLE-Straight Edge Panel	JAMES HARDIE SHINGLE - JH40-30 Timber Bark
5 HARDIE SIDING	JAMES HARDIE SIDING - JH70-20 Bookbay Blue
6 FASCIA	SHERWIN WILLIAMS - SW 7542 Natural
7 HORIZONTAL TRIM	SHERWIN WILLIAMS - SW 7542 Natural
8 ENTRY DOOR (Exterior Only)	SHERWIN WILLIAMS - SW 6258 Tricorn Black
9 WINDOW FRAMES	Edge
10 WOOD COLUMNS	SHERWIN WILLIAMS - SW 7542 Natural
11 RAIL & PICKETS, RAFTERS	SHERWIN WILLIAMS - SW 6257 Dark Night
12 GARAGE DOOR	OVERHEAD DOOR Thermacore-Color Amound
13 GARAGE DOOR TRIM	SHERWIN WILLIAMS - SW 7542 Natural
14 WINDOW & DOOR TRIM	SHERWIN WILLIAMS - SW 7542 Natural
15 GUTTERS	GENTEX - Almond 532
16 SOFFITS	GENTEX - Almond 532
17 DOWNSPOUTS	Match to Trim or GENTEX - Almond 532
18 ALL FLASHING	



BUILDING 2 ELEVATIONS
SCALE 1/16" = 1'-0"

MAR 01 2012
PLAN 4A
DP 11585139
St Albans and Jones Roads

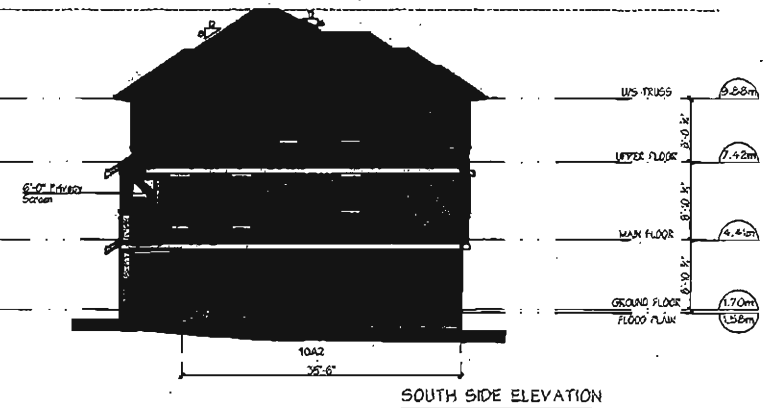
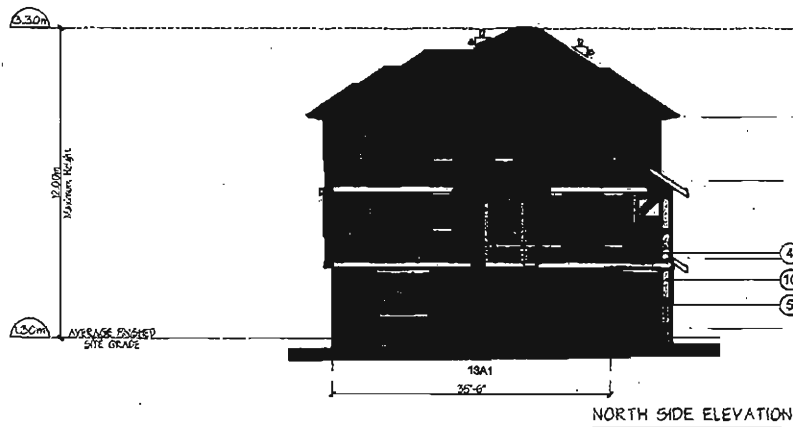
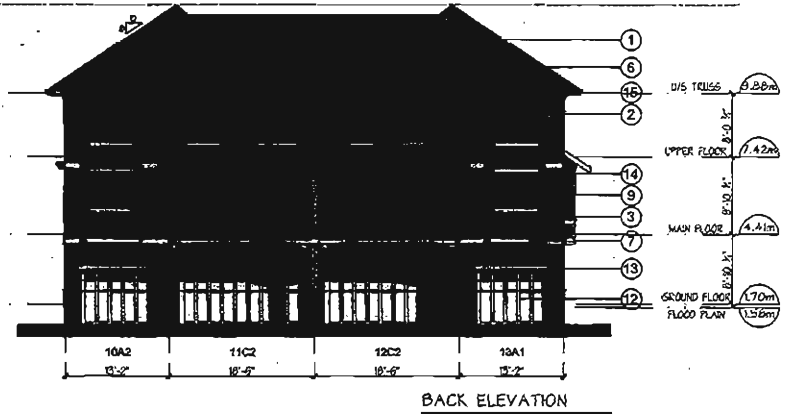
for
WESTERN ST. ALBANS VENTURE LTD

Plan#5

FEBRUARY 28, 2012

**FOUGERE
ARCHITECTURE
INC.**

301 230 WILKINSON ST. VICTORIA
BRITISH COLUMBIA V8W 1P7 (250) 372 2567



EXTERIOR FINISHES SCHEDULE

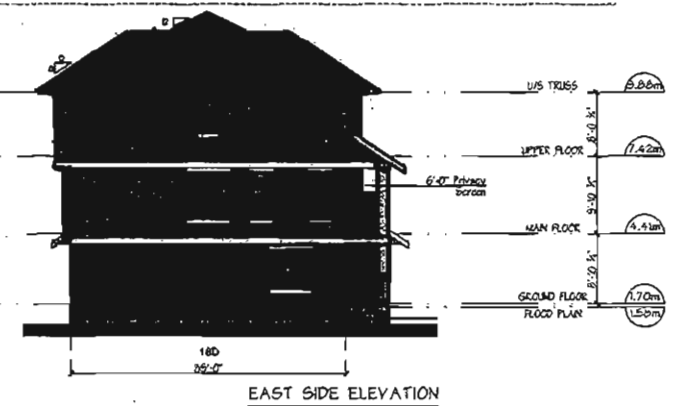
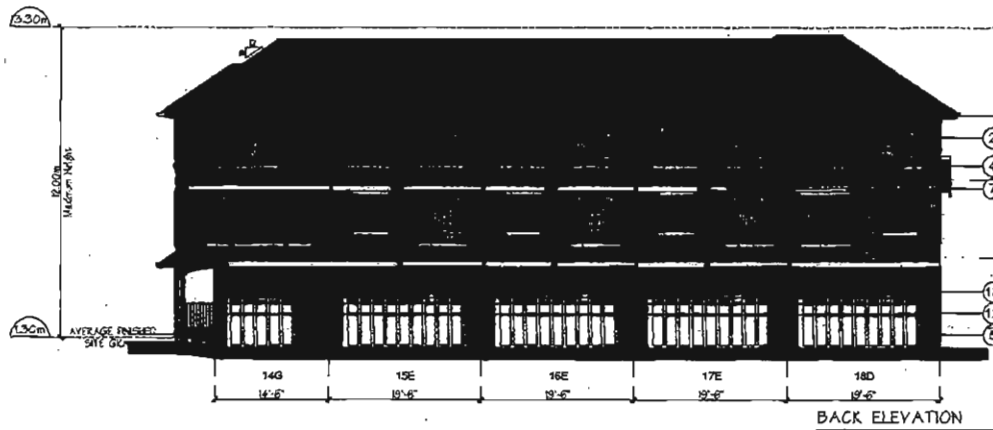
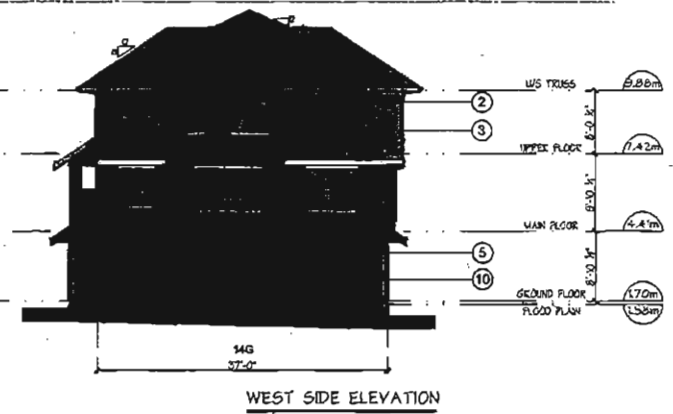
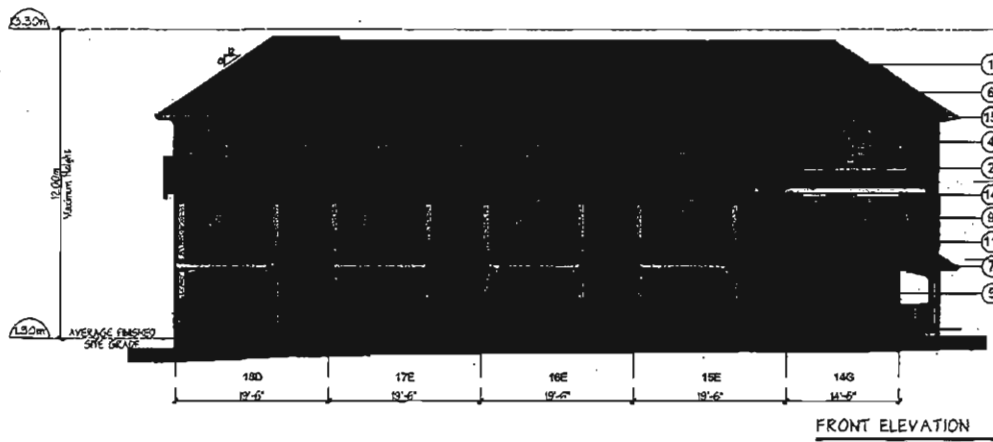
- | | |
|--------------------------------------|--|
| 1 ROOF | PASCO - Asphalt shingles - Weathered Wood |
| 2 VINYL SIDING | GENTEK - Fablet Kals 628 |
| 3 HARDIE SHINGLE-Straight Edge Panel | JAMES HARDIE SHINGLE - JH70-20 Boothbay Blue |
| 4 HARDIE SHINGLE-Straight Edge Panel | JAMES HARDIE SHINGLE - JH40-30 Timber Bark |
| 5 HARDIE SIDING | JAMES HARDIE SIDING - JH70-20 Boothbay Blue |
| 6 FASCO | SHERWIN WILLIAMS - SW 7542 Natural |
| 7 HORIZONTAL TRIM | SHERWIN WILLIAMS - SW 7542 Natural |
| 8 ENTRY DOOR (Exterior Only) | SHERWIN WILLIAMS - SW 6266 Tricorn Black |
| 9 WINDOW FRAMES | White |
| 10 WOOD COLUMNS | SHERWIN WILLIAMS - SW 7542 Natural |
| 11 RAIL & PICKETS, RAFTERS | SHERWIN WILLIAMS - SW 6237 Dark Night |
| 12 GARAGE DOOR | OVERHEAD DOOR Thermacore Color Almond |
| 13 GARAGE DOOR TRIM | SHERWIN WILLIAMS - SW 7542 Natural |
| 14 WINDOW & DOOR TRIM | SHERWIN WILLIAMS - SW 7542 Natural |
| 15 GUTTERS | GENTEK - Almond 532 |
| 16 DOWNSPUTS | WVCL Sand |
| 17 DOWNSPUTS | GENTEK - Almond 532 |
| 18 ALL FLASHING | Match to Trim or GENTEK - Almond 532 |



BUILDING 3 ELEVATIONS
SCALE 1/16" = 1'-0"

MAR 01 2012
PLAN 4B
DP 11585139
St Albans and Jones Roads
for
WESTERN ST. ALBANS VENTURE LTD
Plan#6

FEBRUARY 28, 2012
FOUGERE
ARCHITECTURE
INC.
231 230 WEST HURONWAY
WINDSOR, ONTARIO N9A 1P1
(519) 872-2991



EXTERIOR FINISHES SCHEDULE

- | | |
|--------------------------------------|---|
| 1 ROOF | PABCO - Asphalt shingles - Weathered Wood |
| 2 VINYL SIDING | GENTER - Pebble Lam 628 |
| 3 HARDIE SHINGLE-Straight Edge Panel | JAMES HARDIE SHINGLE - JH70-20 Dapple Gray Blue |
| 4 HARDIE SHINGLE-Straight Edge Panel | JAMES HARDIE SHINGLE - JH40-30 Timber Bark |
| 5 HARDIE SHINGLE | JAMES HARDIE SHINGLE - JH70-20 Dapple Gray Blue |
| 6 FASCIA | SHERWIN WILLIAMS - SW 7542 Natural |
| 7 HORIZONTAL TRIM | SHERWIN WILLIAMS - SW 7542 Natural |
| 8 ENTRY DOOR (Exterior Only) | SHERWIN WILLIAMS - SW 6258 Tricorn Black |
| 9 WINDOW FRAMES | B&B |
| 10 WOOD COLUMNS | SHERWIN WILLIAMS - SW 7542 Natural |
| 11 RAIL & PICKETS, RAFTERS | SHERWIN WILLIAMS - SW 6227 Dark Night |
| 12 GARAGE DOOR | OVERHEAD DOOR Thermacore-Color Almond |
| 13 GARAGE DOOR TRIM | SHERWIN WILLIAMS - SW 7542 Natural |
| 14 WINDOW & DOOR TRIM | SHERWIN WILLIAMS - SW 7542 Natural |
| 15 GUTTERS | GENTER - Almond 532 |
| 16 SORRITS | VINYL Siding |
| 17 DOWNSPOUTS | GENTER - Almond 532 |
| 18 ALL FLASHING | Match to Trim or GENTER - Almond 532 |



BUILDING 4 ELEVATIONS
SCALE 1/16" = 1'-0"

MAR 01 2012 PLAN 4C
DP 11585139
St Albans and Jones Roads

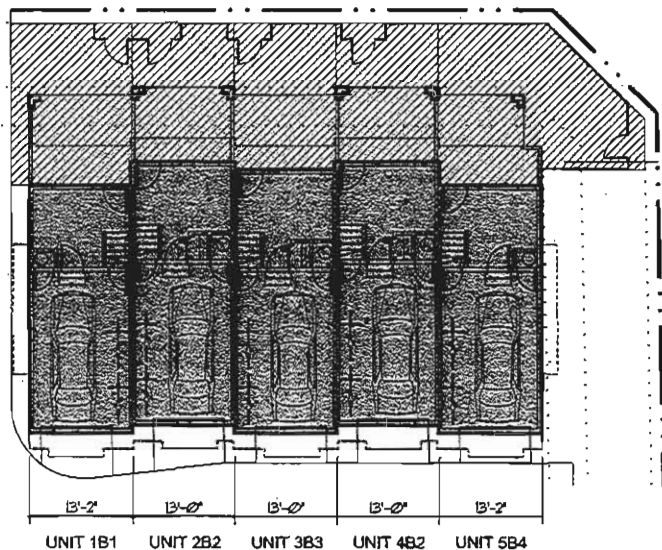
for
WESTERN ST. ALBANS VENTURE LTD

Plan#7

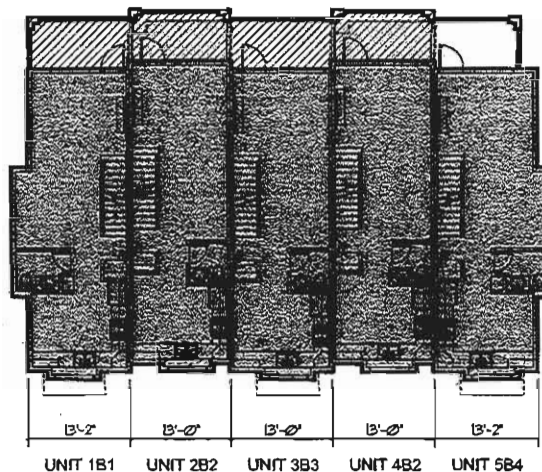
FEBRUARY 28, 2012

**FOUGERE
ARCHITECTURE
INC.**

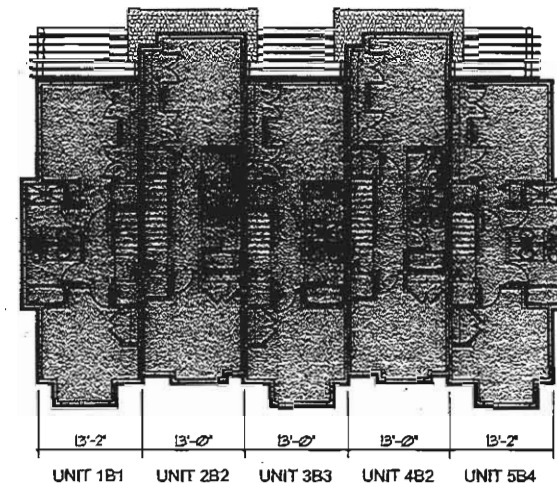
301-330-0000
416-330-0000



GROUND FLOOR



MAIN FLOOR



UPPER FLOOR

	PRIVATE OUTDOOR SPACE TOTAL	DECK AND PORCH AREA TOTAL
UNIT 1B1	37.6 sm (404 sf)	151 sf
UNIT 2B2	29.2 sm (315 sf)	209 sf
UNIT 3B3	30.4 sm (328 sf)	123 sf
UNIT 4B2	29.2 sm (315 sf)	209 sf
UNIT 5B4	41.3 sm (444 sf)	137 sf

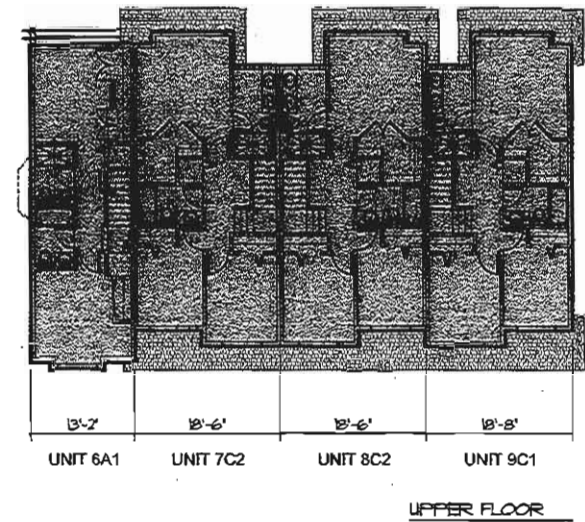
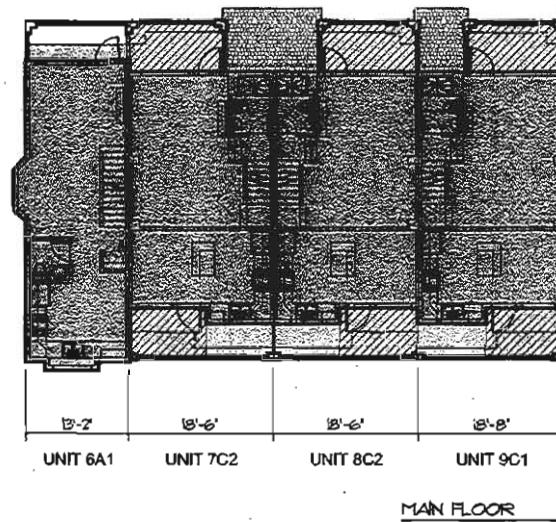
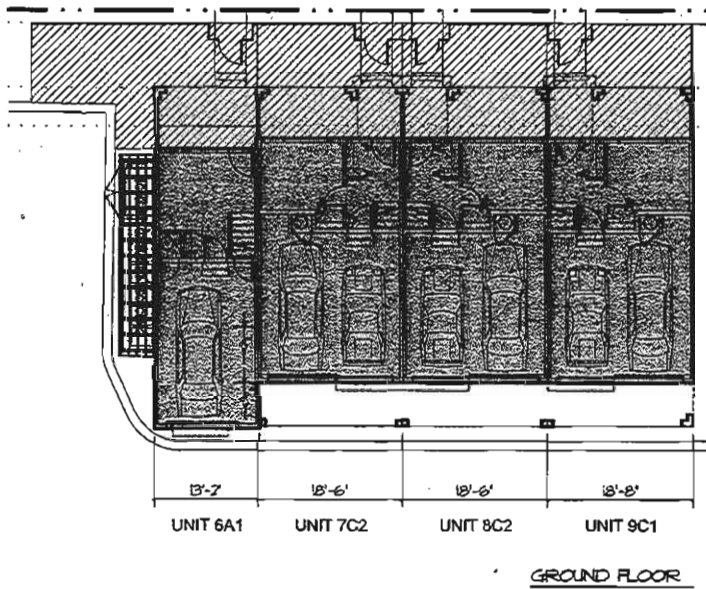
REFERENCE PLAN



BUILDING 1 FLOOR PLATE
SCALE 1/16" = 1'-0"

MAR 01 2012 **DP 11585139**
St Albans and Jones Roads
 for
 WESTERN ST. ALBANS VENTURE LTD
Plan#12

FEBRUARY 28, 2012
**FOUGERE
 ARCHITECTURE
 INC.**
 201 250 WISE INDUSTRIAL WARDEN
 BRITISH COLUMBIA V3T 4Y7 CANADA 604-223-7237



	PRIVATE OUTDOOR SPACE TOTAL	DECK AND PORCH AREA TOTAL
UNIT 6A1	37.2 sm (400 sf)	129 sf
UNIT 7C2	39.0 sm (419 sf)	306 sf
UNIT 8C2	39.0 sm (419 sf)	307 sf
UNIT 9C1	39.4 sm (425 sf)	310 sf

REFERENCE PLAN

MAR 01 2012 DP 11585139

St Albans and Jones Roads

for
WESTERN ST. ALBANS VENTURE LTD

Plan#13

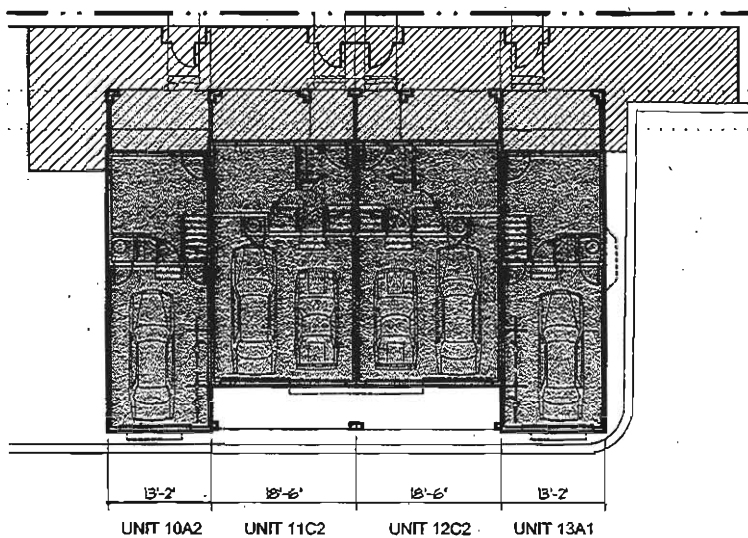
FEBRUARY 28, 2011

**FOUGERE
ARCHITECTURE
INC.**

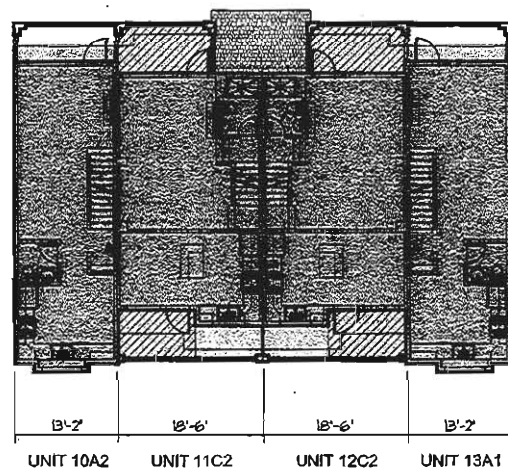
701 220 WEST MOUNTAIN AVENUE SUITE 200 VANCOUVER, BC V6V 2P2



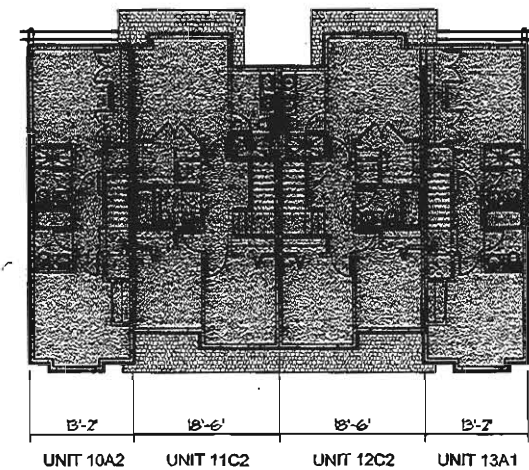
BUILDING 2 FLOOR PLATE
SCALE 1/8" = 1'-0"



GROUND FLOOR



MAIN FLOOR



UPPER FLOOR

	PRIVATE OUTDOOR SPACE TOTAL	DECK AND PORCH AREA TOTAL
UNIT 10A2	37.2 sqm (400 sf)	129 sf
UNIT 11C2	39.0 sqm (419 sf)	306 sf
UNIT 12C2	39.0 sqm (419 sf)	307 sf
UNIT 13A1	37.0 sqm (399 sf)	129 sf

REFERENCE PLAN

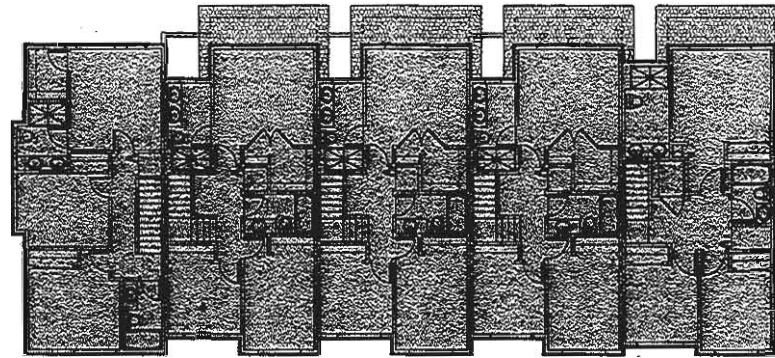


BUILDING 3 FLOOR PLATE
SCALE 1/16" = 1'-0"

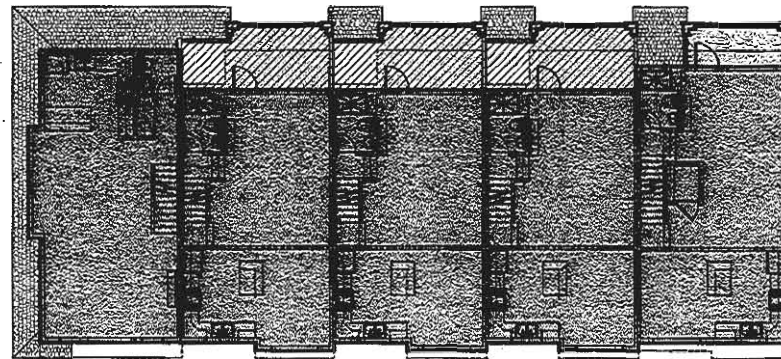
MAR 01 2012 **DP 11585139**
St Albans and Jones Roads
for
WESTERN ST. ALBANS VENTURE LTD **Plan#14**

FEBRUARY 28, 2011
FOUGERE
ARCHITECTURE
INC.
251 3RD WEST HURON STREET
WILLOWDALE, ONTARIO M2H 1P7
(416) 512-7181

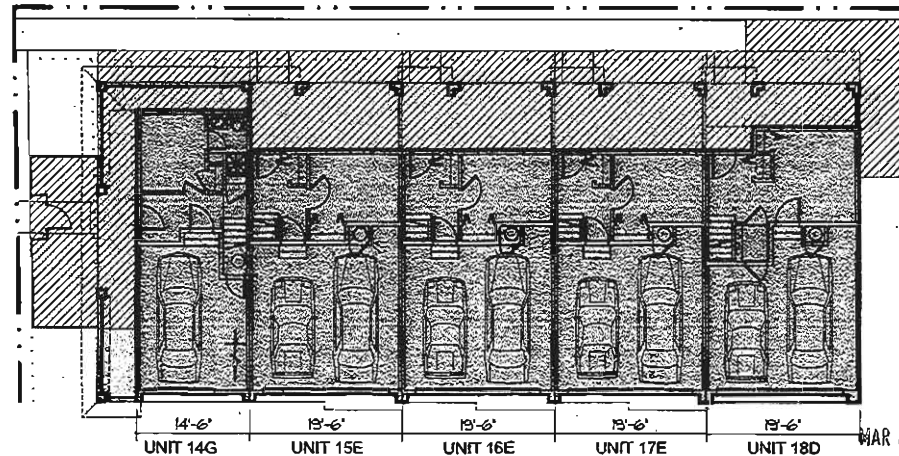
UPPER FLOOR





MAIN FLOOR



GROUND FLOOR



14'-6" 13'-6" 13'-6" 13'-6" 13'-6"
UNIT 14G UNIT 15E UNIT 16E UNIT 17E UNIT 18D

	PRIVATE OUTDOOR SPACE TOTAL 	DECK AND PORCH AREA TOTAL 
UNIT 14G	44.0 sm (474 sf)	253 sf
UNIT 15E	37.0 sm (396 sf)	285 sf
UNIT 16E	37.0 sm (396 sf)	288 sf
UNIT 17E	37.0 sm (396 sf)	285 sf
UNIT 18D	37.0 sm (396 sf)	200 sf

REFERENCE PLAN



BUILDING 4 FLOOR PLATE

SCALE 1/16" = 1'-0"

St Albans and Jones Roads

for
WESTERN ST. ALBANS VENTURE LTD

Plan#15

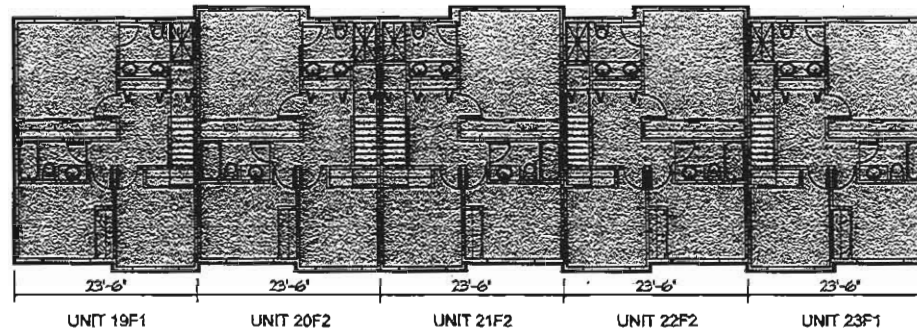
DP 11585139

MAR 01 2012

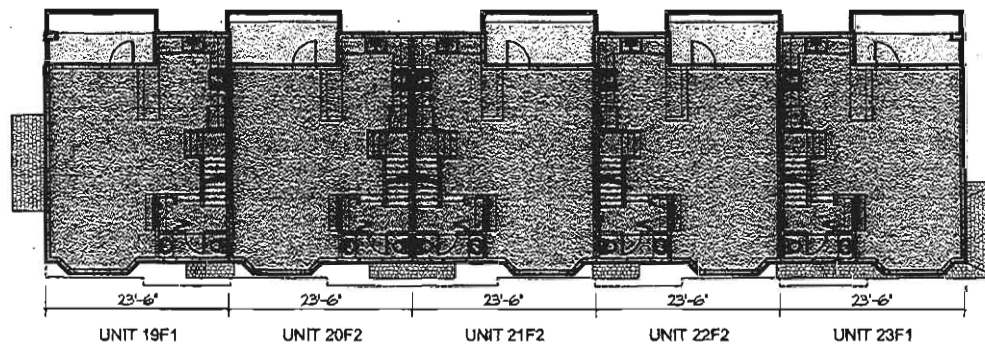
FEBRUARY 28, 2012

**FOUGERE
ARCHITECTURE
INC.**
201 330 WEST OAKWAY
VANCOUVER, BC V6V 1G7
(604) 672-7301

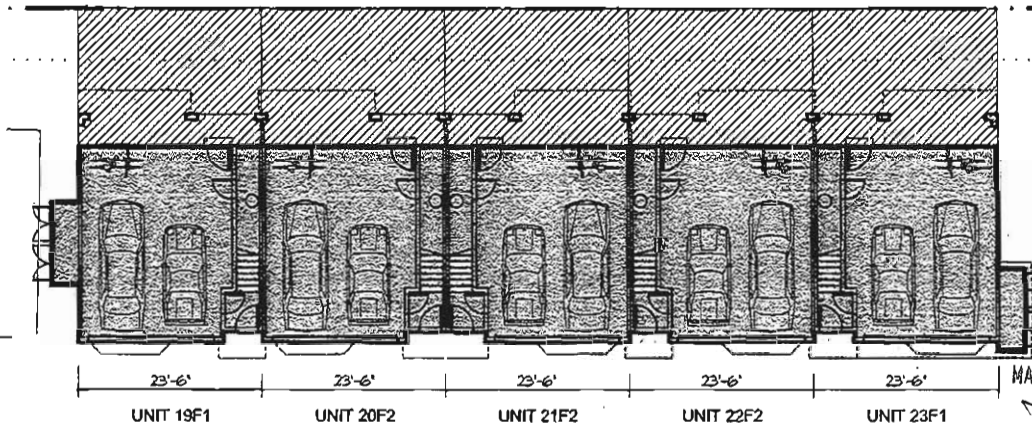
UPPER FLOOR



MAIN FLOOR



GROUND FLOOR



	PRIVATE OUTDOOR SPACE TOTAL	DECK AND PORCH AREA TOTAL
UNIT 19F1	38.0 sm (409 sf)	56 sf
UNIT 20F2	38.0 sm (409 sf)	77 sf
UNIT 21F2	38.0 sm (409 sf)	77 sf
UNIT 22F2	38.0 sm (409 sf)	77 sf
UNIT 23F1	38.0 sm (409 sf)	56 sf



BUILDING 5 FLOOR PLATE
SCALE 1/16" = 1'-0"

St Albans and Jones Roads

for
WESTERN ST. ALBANS VENTURE LTD

Plan#16

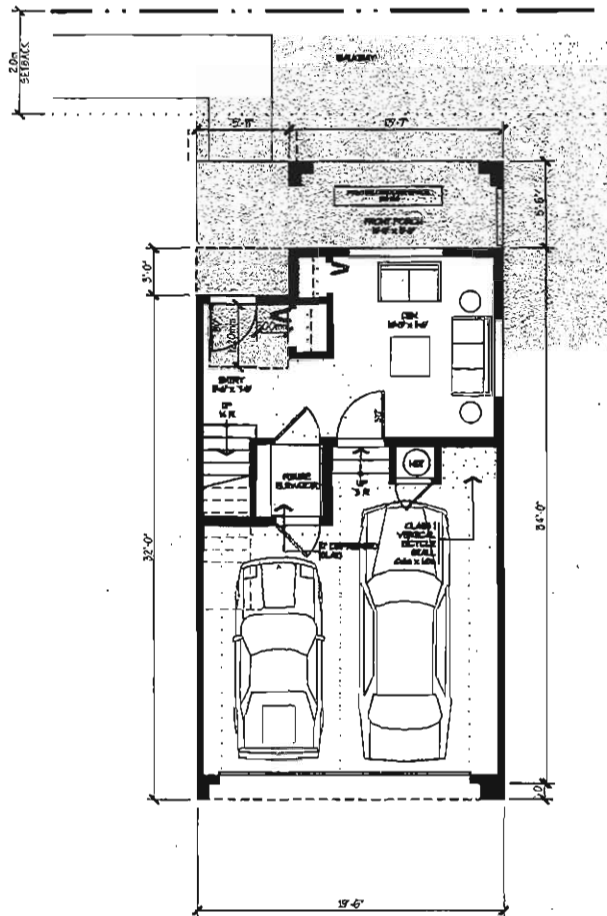
MAR 01 2012

REFERENCE PLAN

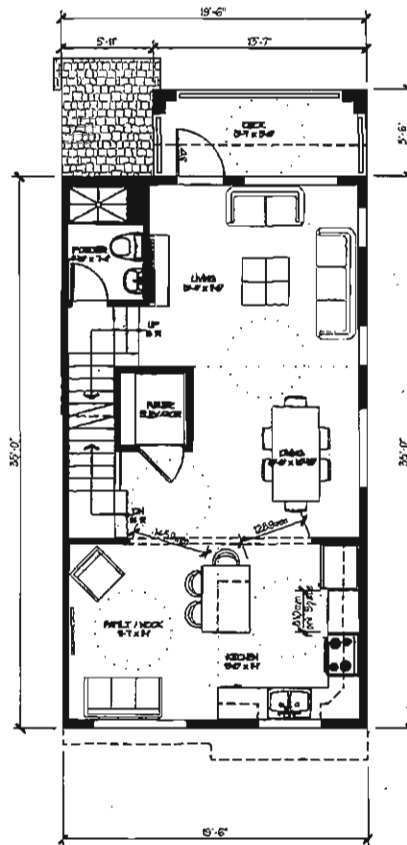
DP11-585139

FEBRUARY 28, 2012

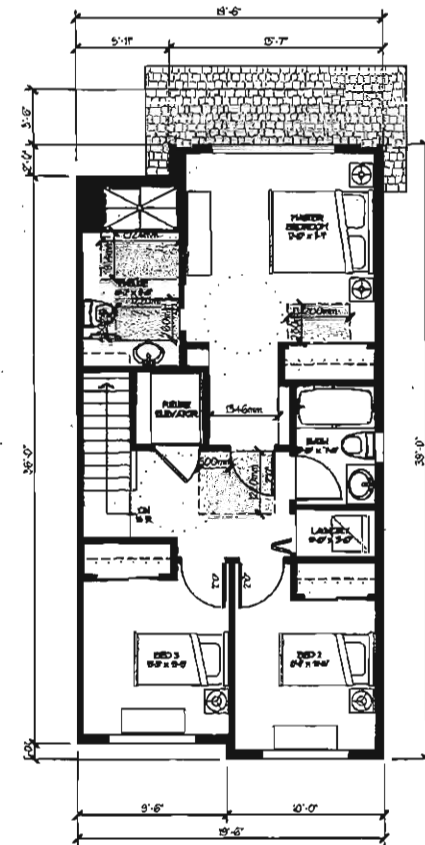
**FOUGERE
ARCHITECTURE**
INC.
725, 726 North Highway 1
Milton, Ontario L9T 1P7
(416) 533-2301



GROUND FLOOR



MAIN FLOOR



UPPER FLOOR

UNIT D (3 BED+DEN)

FLOOR AREA	NET	GROSS
GROUND FLOOR	253 sq	303
MAIN FLOOR	625 sq	683
UPPER FLOOR	706 sq	736
TOTAL	1,584 sq	1,722
COVERAGE	790 sq	
OFF-STREET PARKING FLOOR AREA	342 sq	
PRIVATE OUTDOOR SPACE TOTAL	399 sq	

37.1 m

MAR 01 2012

REFERENCE PLAN

DP 11585139

St Albans and Jones Roads

for WESTERN ST. ALBANS VENTURE LTD

Plan#9

FEBRUARY 28, 2012

FOUGERE
ARCHITECTURE
INC.

251 278 WEST HENDERSON AVENUE
WILLOW GROVE, ONT L1Y 1P7 (416) 273 2287

PROVISION OF ACCESSIBILITY FEATURES
"AGING-IN-PLACE" REQUIREMENTS ON ALL UNITS
TO ALL UNITS:
- Entry doors minimum 825 mm clear opening (3'-4" swinging door spec.)
- Hallways minimum 900 mm width
- Door from garage to living area minimum 2'-10" (swing door spec.)
- Blocking to bedrooms for installation of grab-bars (toilet, tub and shower)
- Provision of lever door handles
- One window that can be opened with a single hand in the living room
- One window that can be opened with a single hand in one bedroom



UNIT D PLANS
(CONVERTIBLE UNIT)
SCALE 1/8" = 1'-0"