



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

To Planning - June 22, 2004.
Date: June 7, 2004

From: Raul Allueva
Director of Development

RZ 04-266049

File: 12-8060-20-7754.

Re: **APPLICATION BY CENTURY HOLDINGS LTD. FOR REZONING AT 7571 AND 7611 ALDERBRIDGE WAY FROM LIMITED INDUSTRIAL RETAIL DISTRICT (I4) TO DOWNTOWN COMMERCIAL DISTRICT (C7)**

Staff Recommendation

That Bylaw No. 7754, for the rezoning of 7571 and 7611 Alderbridge Way from "Limited Industrial Retail District (I4)" to "Downtown Commercial District (C7)", be introduced and given first reading.

Raul Allueva
Director of Development

SPC:spc
Att. 3

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Century Holdings Ltd. has applied to rezone 7571 and 7611 Alderbridge Way from Limited Industrial Retail District (I4) to Downtown Commercial (C7) for the purpose of constructing three residential towers with street-oriented townhouse dwellings at grade.

Findings of Fact

Item	Existing	Proposed
Owner	Century Holdings Ltd.	
Applicant	Century Holdings Ltd.	
Site Size	9,093 m ² (97,879 ft ²)	8,610 m ² (92,387 ft ²) <ul style="list-style-type: none"> Site area reduced to widen the existing Lansdowne Canal right-of-way for conversion to a road.
Land Uses	Vacant	Three 17-storey, residential towers including: <ul style="list-style-type: none"> 260 dwellings 25,748 m² (277,161 ft²), excluding parking
OCP Designation	"High-Density Mixed Use"	
Area Plan	City Centre Area Plan: "Mixed Use – High Density"	
City Centre Transportation Plan	<ul style="list-style-type: none"> ROADS: The Plan requires that Lansdowne Rd be extended from Minoru Blvd to Gilbert Rd. As a condition of rezoning, the developer will provide land and undertake construction of most of the required roadworks between Alderbridge Way and Gilbert Rd, including the signalization of 2 new intersections. (This leg of Lansdowne Rd will be completed by future development north of the subject site.) 	
NEF (2015)	<ul style="list-style-type: none"> 30-35 Noise Exposure Factor (NEF) contour for aircraft noise Transport Canada considers this NEF inappropriate for housing, <i>AND</i> recommends that appropriate acoustic measures and noise assessments are provided if Richmond is to permit housing here. Richmond requires that a noise covenant is registered on sites within 30-35 NEF and that an acoustical engineer addresses aircraft noise impacts. Policy Update – Study results regarding the conditions under which housing should be permitted within 30-35 NEF are to be presented to Council in late summer 2004 and may alter current City policy. No impact on the subject rezoning is expected, however, as it is consistent with Area Plan land uses and nearby housing has been built with no significant consequences (i.e. on Elmbridge Way next to the Richmond Inn, Centre Pointe, etc.). 	
Zoning	Limited Industrial Retail (I4)	Downtown Commercial District (C7) <ul style="list-style-type: none"> Permits residential & commercial uses at 3.0 floor area ratio (FAR) and 45 m (147.6 ft.) in height.
Parking <ul style="list-style-type: none"> Visitors Residents 	Required Spaces: 423 - 442 <ul style="list-style-type: none"> 0.2/dwelling (52 spaces) 1.5/dwelling, EXCEPT that the parking for 1-bedroom units is commonly relaxed to 1/dwelling (371 - 390 spaces) 	Proposed Spaces: TOTAL - 383 <ul style="list-style-type: none"> 52 spaces, as per the bylaw 331 spaces, HOWEVER, through the Development Permit (DP) process, staff and the applicant will work to reduce the magnitude of the proposed relaxation and/or incorporate special measures in support of it (i.e. car sharing program).
DP	A Development Permit (DP) is required & guidelines will apply as per the Area Plan.	

Staff Comments

Policy Planning, Transportation, and Development Applications (Urban Design and Engineering Services) staff are supportive of the subject rezoning. Staff note that the parking proposed is less than the bylaw requirement and that, via the Development Permit (DP) process, the applicant must work with the City to reduce the amount of development, increase the amount of parking on-site and/or reduce demand (e.g. through a car sharing program, etc.). Detailed rezoning and DP conditions are appended. (**Attachment 3**)

Analysis

The subject rezoning can be supported on the basis that, as proposed, the project's:

- Uses, density, general form and character, and zoning district are consistent with those anticipated under the City Centre Area Plan;
- High-density, high-rise development pulled up close to the street with structured parking concealed within the building is supportive of Richmond's objectives for the establishment of a pedestrian- and transit-oriented, urban downtown;
- Form will have no significant livability or business impacts on its neighbours;
- Lane upgrades (i.e. widening and the addition of vehicle access from Gilbert Road) will enhance access to the existing lumber retailer south of the subject site;
- The establishment of Lansdowne Road between Gilbert Road and Alderbridge Way will –
 - a) Immediately enhance access to/from businesses along Alderbridge Way; and
 - b) Provide long-term benefits to the downtown and help to support its growth as a viable, livable, high-density business and residential community; and
- High-density development, its associated road improvements, and the new residents it will introduce into this area will enhance opportunities for adjacent properties to redevelop in a manner that is consistent with Richmond's plans for its City Centre.

Furthermore, while the project's proposed parking is less than that recommended by staff and the project's form and character require refinement, these issues are best addressed through the Development Permit (DP) process and need not delay the subject rezoning. (**Attachment 3**)

Financial Impact

Financing Growth in the City Centre

Work is currently underway by staff on a proposed "schedule of developer contributions" for the downtown to help fund amenities and infrastructure and to provide greater clarity, consistency, and efficiency in the processing of applications. In anticipation of this, several applicants with sites in the downtown have agreed, as a condition of rezoning, to contribute towards City Centre amenities, roads, transit, and related features at a rate of \$4 per buildable square foot. The subject applicant was not asked to make such a contribution, however, as discussions between staff and the applicant were based on a previously approved application on the subject site (RZ 92-00083, withdrawn in 1998) and were well advanced prior to work commencing on the "schedule of developer contributions".

Other Financial Impacts – None.

Conclusion

The subject application is consistent with the City's intent for the growth and development of its downtown and merits favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:spc

There are requirements to be dealt with prior to final adoption of the rezoning:

Legal requirements, specifically:

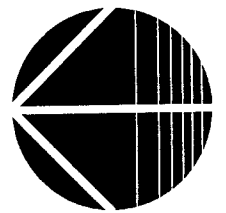
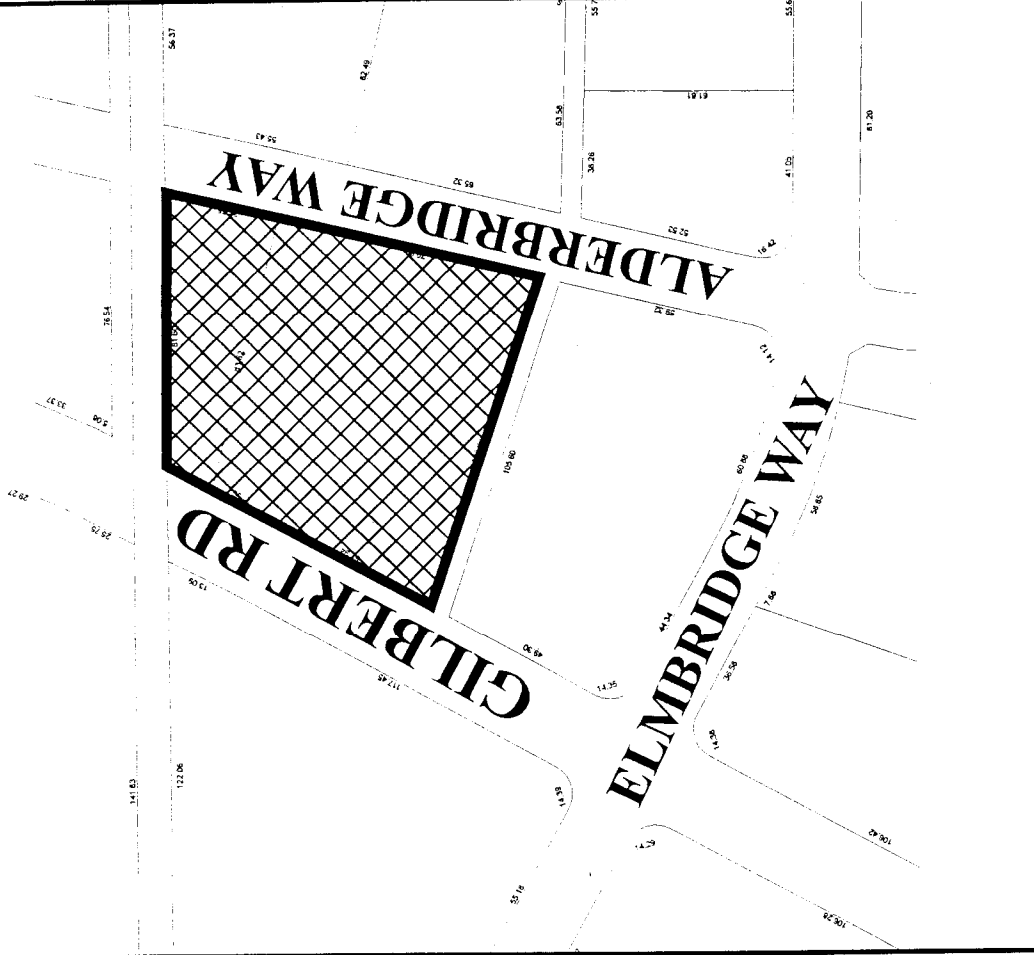
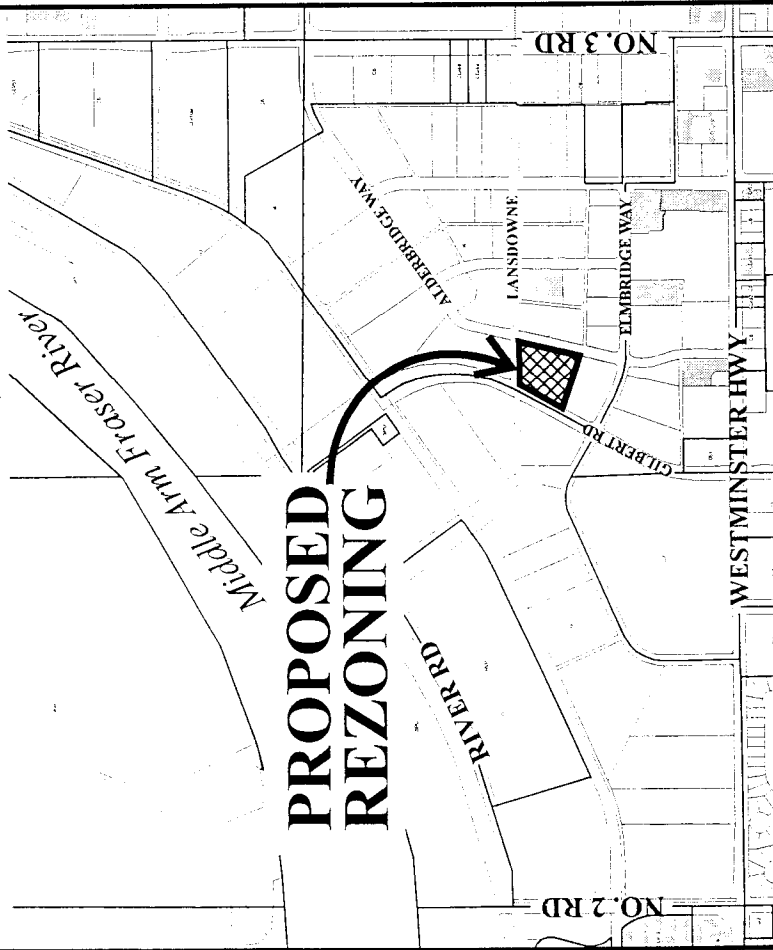
- Consolidate 7571 and 7611 Alderbridge Way into one development parcel in conjunction with dedicating:
 - a) A 5.6 m (18.4 ft.) wide strip of land along the entire north edge of the consolidated parcel for the establishment of Lansdowne Road;
 - b) A 7 m x 7 m (23.0 ft. x 23.0 ft.) corner cut at the southwest Alderbridge/Lansdowne corner; and
 - c) A 5 m x 5 m (16.4 ft. x 16.4 ft.) corner cut at the southeast Gilbert/Lansdowne corner.
- Register Public Rights of Passage right-of-ways for:
 - a) Rear Service Lane – Provision of additional right-of-way along the south edge of the subject site such that the total lane width (including the existing dedication and proposed widening) measures a minimum of 9.0 m (29.5 ft.) plus the radius for a turn-around near Gilbert Road and a 5 m x 5 m (16.4 ft. x 16.4 ft.) corner cut on the north side of the lane at Gilbert Road; and
 - b) Gilbert Road - A 2.3 m (7.6 ft.) wide strip of land along the entire Gilbert Road frontage for road widening.
- Grant an aircraft noise covenant to ensure that adequate measures are employed to address aircraft noise.
- Enter into the City's standard Servicing Agreement for the design and construction of, but not limited to:
 - a) Gilbert Road – A 5-lane cross-section incorporating a raised, landscaped median between Lansdowne Road and the existing median to its south and (north of Lansdowne) a southbound left-turn lane, plus, along the east side of the road, an on-street bike lane, curb and gutter, a 1.5 m (4.9 ft.) wide grassed boulevard with "Purple Leaved Ash" trees planted at 9 m (29.5 ft.) on centre, black Type 3 decorative luminaire street lights (L12.6 - without pedestrian luminaires or flower basket holders), and a 2 m (6.6 ft.) wide concrete sidewalk at the new property line.
 - b) Lansdowne Road – A ¾ road designed to the satisfaction of Transportation staff (e.g. a fully functional road, but incomplete along its north edge) with traffic signals at both Gilbert Road (design/colour to match the Gilbert street lights) and Alderbridge Way (design/colour to match Lansdowne/Alderbridge street lights) and including, along the road's south edge, curb and gutter, a 1.5 m (4.9 ft.) wide grassed boulevard with "Scarlet Oak" trees planted at 9 m (29.5 ft.) on centre, blue Type 3 decorative luminaire street lights (L12.3) with double flower basket holders and irrigation (but without pedestrian luminaires), and a 2 m (6.6 ft.) wide concrete sidewalk at the new property line.
 - c) Alderbridge Way – A 2 m (6.6 ft.) wide concrete sidewalk at the property line, which should provide for a +/-2.26 m wide grassed boulevard at the back of curb with "Pin Oak" trees and street lights as per Lansdowne Road.
 - d) Rear Service Lane – A 7.5 m (24.6 ft.) travel width with roll-over curb and gutter along both of its edges together with storm sewer and, along the north edge of the right-of-way, a 1.5 m (4.9 ft.) wide concrete sidewalk and blue City Centre laneway street lights (L12.1 – without flower basket holders or receptacles).

Development requirements, specifically:

- Contribute funds for the City's acquisition of a 7 m x 7 m (23.0 ft. x 23.0 ft.) corner cut at the northeast Gilbert/Lansdowne corner.



City of Richmond



RZ 04-266049

Original Date: 03/08/04

Revision Date: 06/09/04

Note: Dimensions are in METRES

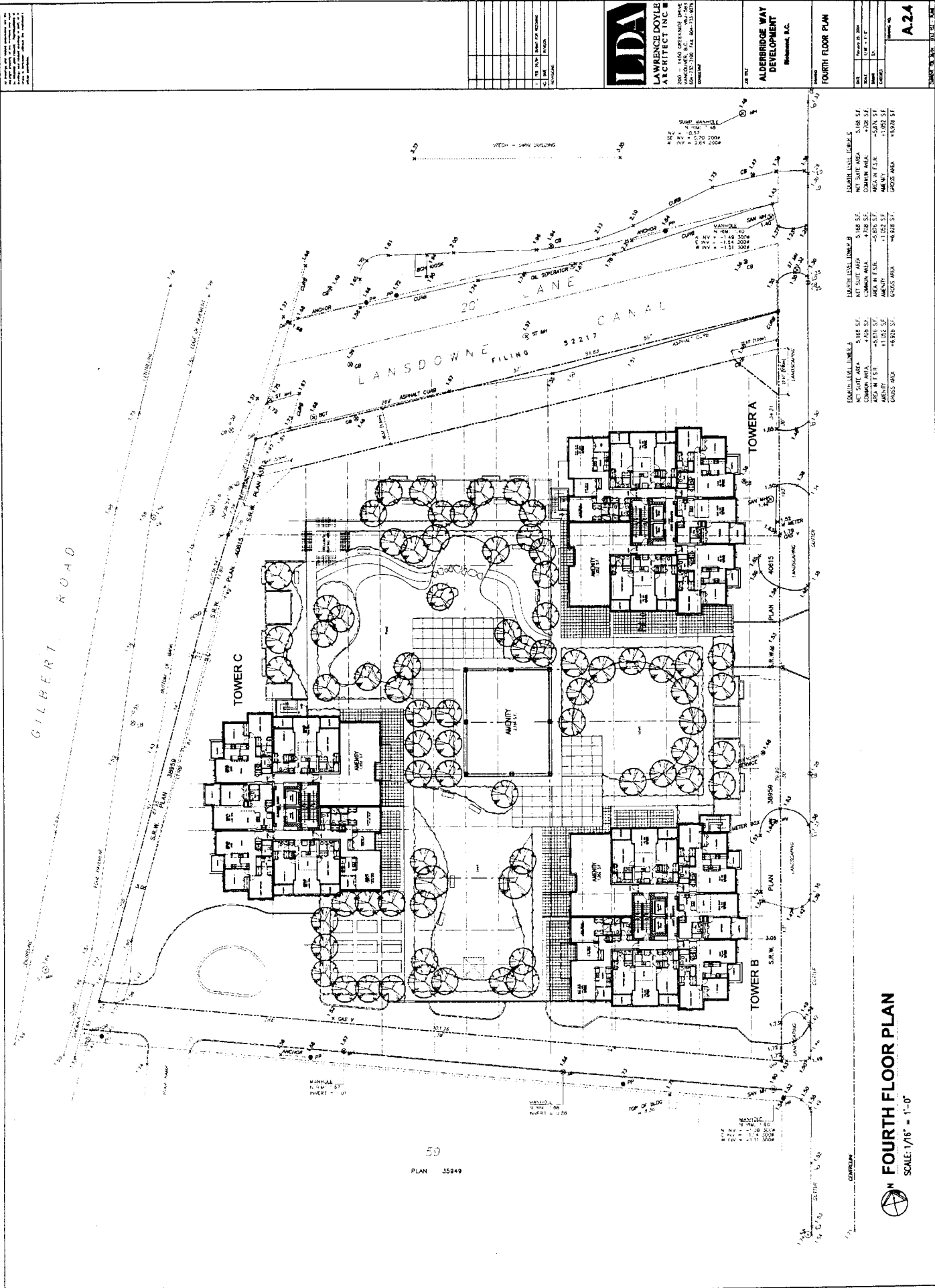


200 - 1140 BENTLEY DR. WASHINGTON, D.C. 20004
 202-331-1100 FAX 202-331-1075

FOR THE
ALDERBRIDGE WAY DEVELOPMENT
 Bethesda, B.C.

FOURTH FLOOR PLAN	
DATE	NOV 20 2003
SCALE	1/8" = 1'-0"
BY	LD
CHECKED	LD
PROJECT NO.	03-001
DATE	NOV 20 2003

A.24



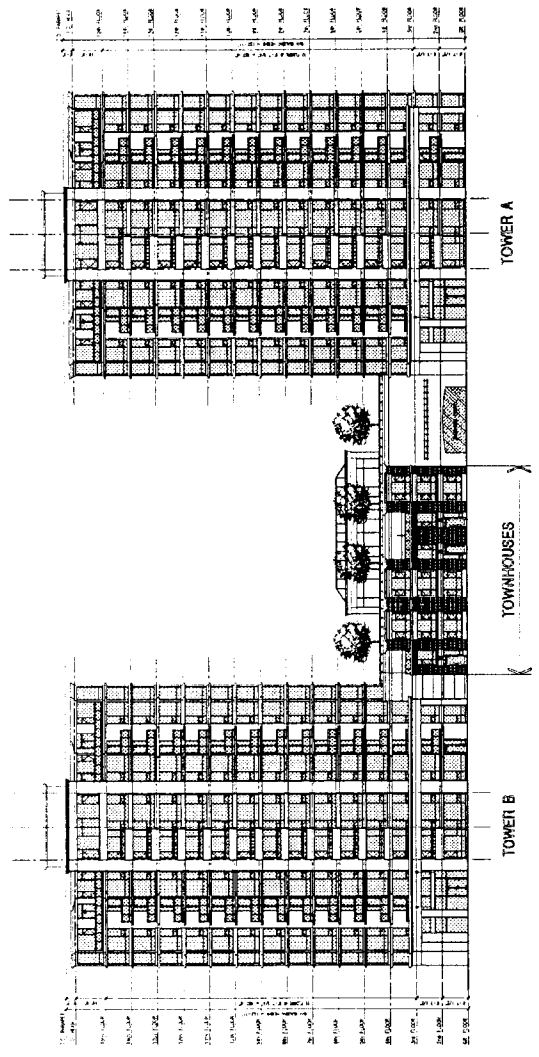
FOURTH LEVEL TOWER A	
NET SUITE AREA	5,108 SF
COMMON AREA	+ 1,208 SF
AREA IN FLOOR	+ 5,316 SF
NET SUITE AREA	+ 5,316 SF
GROSS AREA	+ 8,322 SF
FOURTH LEVEL TOWER B	
NET SUITE AREA	5,108 SF
COMMON AREA	+ 1,208 SF
AREA IN FLOOR	+ 5,316 SF
NET SUITE AREA	+ 5,316 SF
GROSS AREA	+ 8,322 SF
FOURTH LEVEL TOWER C	
NET SUITE AREA	5,108 SF
COMMON AREA	+ 1,208 SF
AREA IN FLOOR	+ 5,316 SF
NET SUITE AREA	+ 5,316 SF
GROSS AREA	+ 8,322 SF

59
 PLAN 35849

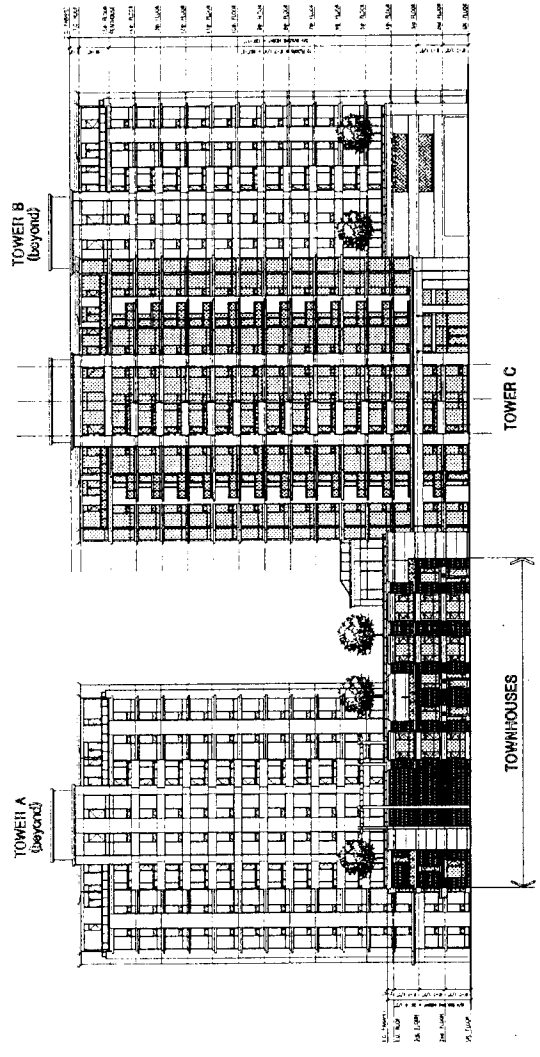
FOURTH FLOOR PLAN
 SCALE: 1/8" = 1'-0"



<p>LDA LAWRENCE DOYLE ARCHITECT INC. 200 - 1540 BRIDGEWAY DRIVE VANCOUVER, B.C. V6T 2G3 TEL: 604-271-8833 WWW.LDA.COM</p>	<p>PROJECT: EAST & WEST ELEVATIONS Richmond, B.C.</p>	<p>DATE: 11/11/11 DRAWN BY: J.A. CHECKED BY: J.A.</p>	<p>SCALE: 1/16" = 1'-0"</p>



EAST ELEVATION
SCALE: 1/16" = 1'-0"



WEST ELEVATION
SCALE: 1/16" = 1'-0"

1. THE ARCHITECT HAS BEEN SELECTED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF ALABAMA TO PREPARE ARCHITECTURAL DRAWINGS FOR THE PROJECT DESCRIBED HEREIN. THE ARCHITECT'S SERVICES ARE LIMITED TO THE PREPARATION OF ARCHITECTURAL DRAWINGS AND DO NOT INCLUDE THE DESIGN OF STRUCTURAL, MECHANICAL, ELECTRICAL, OR OTHER SPECIALTY SYSTEMS. THE ARCHITECT IS NOT RESPONSIBLE FOR THE DESIGN OF SUCH SYSTEMS OR FOR THE ACCURACY OF ANY INFORMATION PROVIDED BY OTHER PROFESSIONALS. THE ARCHITECT'S LIABILITY IS LIMITED TO THE ARCHITECTURAL DESIGN SERVICES PROVIDED.

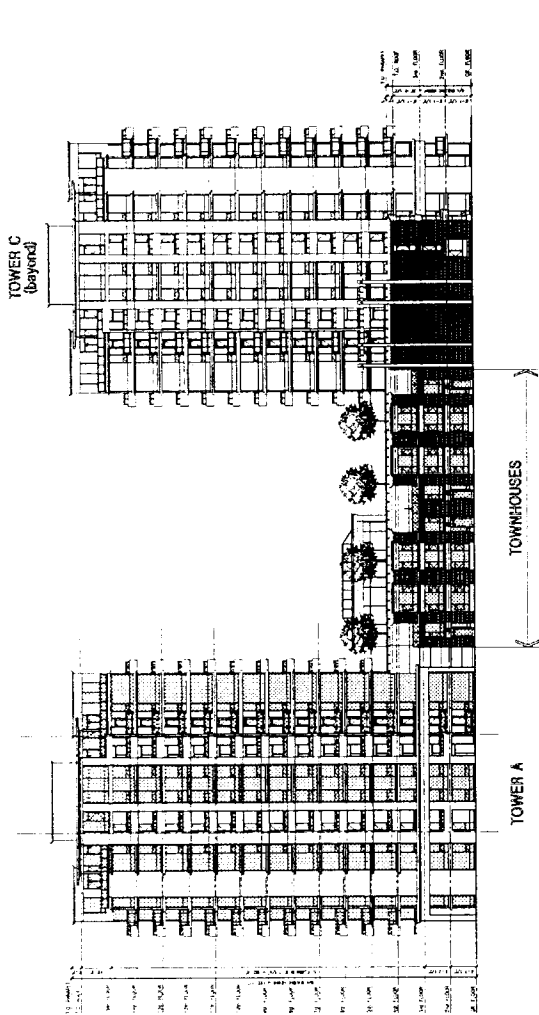
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98	11/15/28	REVISED PER COMMENTS
99	12/15/28	REVISED PER COMMENTS
100	01/15/29	REVISED PER COMMENTS

LDA
 LAWRENCE DOYLE
 ARCHITECT INC.
 200 S. HANCOCK STREET, SUITE 300
 MOBILE, AL 36682-1100
 PHONE: 904.633.1100
 FAX: 904.633.1101
 WWW.LDA-ARCHITECT.COM

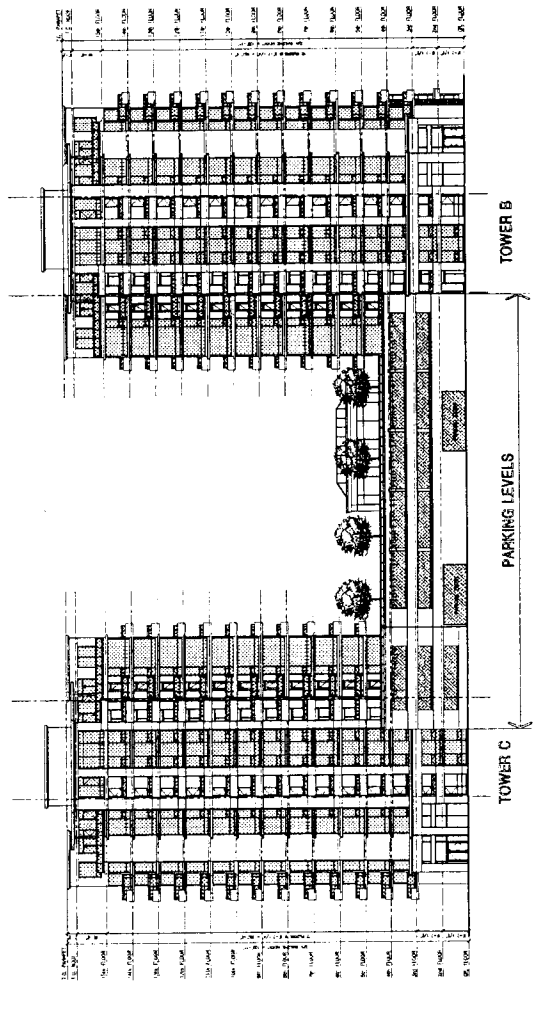
FOR THE
**ALDERBRIDGE WAY
 DEVELOPMENT**
 Mobile, AL

**NORTH & SOUTH
 ELEVATIONS**

DATE	10/20/20
SCALE	1/8" = 1'-0"
CHECKED	LD
PROJECT NO.	A4.1
DATE	10/20/20



NORTH ELEVATION
 SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"

DEVELOPMENT CONDITIONS FOR 7571 & 7611 ALDERBRIDGE WAY (RZ 04-266049)***Rezoning Stage***

There are requirements to be dealt with prior to final adoption of the rezoning:

Legal requirements, specifically:

- Consolidate 7571 and 7611 Alderbridge Way into one development parcel in conjunction with dedicating:
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 - d) Rear Service Lane – A 7.5 m (24.6 ft.) travel width with roll-over curb and gutter along both of its edges together with storm sewer and, along the north edge of the right-of-way, a 1.5 m (4.9 ft.) wide concrete sidewalk and blue City Centre laneway street lights (L12.1 – without flower basket holders or receptacles).

Development requirements, specifically:

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Development Permit (DP) Stage

The proposed development promises to be of high quality (e.g. the roof deck is particularly attractive) and is generally consistent with the City Centre Area Plan Development Permit (DP) Guidelines. No significant departures from the Guidelines or Downtown Commercial District (C7) zoning are anticipated at DP stage, nor will they be supported. Some minor relaxations in building setbacks may, however, be necessary to respond to the approved designs of Lansdowne, Gilbert, and Alderbridge (which will be completed through the Servicing Agreement process). In addition, staff are willing to relax the project's parking requirement, but the variance must be significantly reduced from what is proposed at the rezoning stage and/or special measures (i.e. car sharing program) must be incorporated in support of reduced parking. Other comments to be addressed include:

- Submit a noise impact study, prepared by an accredited acoustical engineer, demonstrating that appropriate measures will be employed to address aircraft noise to the satisfaction of the City.

- Note that “work/live” dwellings, rather than conventional townhouse units, are encouraged along the project’s frontages.
- Variations should be introduced into the design of the three towers to enhance the project’s visual interest and the downtown skyline.
- With regard to form of development, the role of each of the three streets bordering the subject site and the rear lane are different and the design of the proposed building should respond to this and enhance it:
 - a) Gilbert –
 - Gilbert should be developed as an important “gateway” to the City Centre and an attractive north-south pedestrian link between the downtown and the riverfront.
 - The Gilbert frontage should be a combination of bold architectural features (i.e. attractive, glass-enclosed building lobbies, work/live units with a distinctive character, etc.), and generous landscaping (i.e. a double row of trees framing a 2.5 m/8.2 ft. min. wide sidewalk, decorative planting, water features, etc.) arranged to take advantage of Gilbert’s curvilinear alignment that gives the street an informal feeling and provides for unusually sweeping views.
 - Special attention should be paid to the prominent Lansdowne/Gilbert corner. Staff recommend that the design of this location, in particular, include a significant public art piece, as per Richmond’s Public Art Program (e.g. valued at approximately \$0.60/ft² of buildable area), together with pedestrian weather protection, seating, and other amenities.
 - b) Lansdowne –
 - Lansdowne will be a major east-west artery and an important greenway route linking the downtown with the riverfront.
 - The Lansdowne frontage should be more urban and formal than that along Gilbert, and should be designed to enhance the street’s intended pedestrian role through the use of work/live units with individual entries along most of its length, opening onto a 2.5 m/8.2 ft. min. wide sidewalk lined with a double row of street trees, and framed by the afore mentioned public art feature at Gilbert and an attractive, glass-enclosed building lobby at Alderbridge. Pedestrian weather protection is encouraged.
 - c) Alderbridge –
 - Alderbridge will be similar to Lansdowne in its role and prominence, but its character should be somewhat more urban.
 - As for Lansdowne, work/live units are encouraged along most of the length of the Alderbridge facade, framed by building lobbies at corners, and opening onto a 2.5 m min. wide sidewalk lined with a double row of trees. The work/live units should, however, have a more urban character. Preferably, this should include more hard landscaping along the street front, little if any private outdoor areas at grade, and continuous pedestrian weather protection.
 - The gate on the parking garage entry on Alderbridge should be recessed at least 15 m (49 ft.) from the property line to minimize queuing across the sidewalk.
 - d) Rear Service Lane –
 - The lane will be used for both service purposes and as a primary pedestrian and vehicle entry to the project and, as such, it should be designed to City Centre standards, including a sidewalk and street lights. (A second sidewalk will be installed by others on the south side of the lane when the neighbouring site redevelops.)
 - Space must be provided along the lane to accommodate large moving trucks without impeding other vehicles, and it must be demonstrated that large vehicles will be able to enter and exit the lane safely (or additional widening may be required).
 - The building frontage along the lane should incorporate CPTED principles, attractive and durable materials, green landscaping, and other measures that will enhance pedestrian amenity and visual interest. In addition, planting, landscape features, and special paving treatments should be incorporated into the proposed turn-around to enhance its appearance.
- A parking/traffic management plan for the project’s construction period must be prepared to the satisfaction of Transportation staff.



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7754 (RZ 04-266049)
7571 and 7611 Alderbridge Way**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **DOWNTOWN COMMERCIAL DISTRICT (C7)**.

P.I.D. 003-566-323

Parcel "A" Section 5 Block 4 North Range 6 West New Westminster District
Explanatory Plan 51135

P.I.D. 005-028-523

Lot 100 Section 5 Block 4 North Range 6 West New Westminster District Plan 40182

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7754"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
HB
APPROVED for legality by Solicitor
<i>[Signature]</i>

MAYOR

CITY CLERK