



---

**To:** Development Permit Panel  
**From:** Joe Erceg  
Manager, Development Applications  
**Date:** August 27, 2002  
**File:** DP 02-203516  
**Re:** **Application by Polygon Development 121 Ltd. for a Development Permit at 8920 Alderbridge Way**

---

**Manager's Recommendation**

That a development permit be issued for a property at 8920 Alderbridge Way that would:

1. Allow the construction of a four-storey residential development on a parking slab, on a site zoned High-Density Residential District (R4), and that would:
2. Vary the regulations in the *Zoning and Development Bylaw* to:
  - Permit balconies and roof overhangs to project a maximum of 2m (6.562ft.) into the 6m (19.685ft.) setback along Garden City Road and along the western property line;
  - Permit the parking slab to be located within 0m (ft.) of the western property line;
  - Reduce the number of off-street parking spaces from 585 to 559;
  - Reduce certain drive-aisle widths from 7.5m (24.606ft.) to 7.01m (23ft.); and to
  - Permit entry and exit stairs within the 6m (19.685ft.) setback along Garden City Road and the western property line.

*H. Burke*

*for*  
Joe Erceg  
Manager, Development Applications

JE:ajl  
Att. 1

## Staff Report

### Origin

Polygon has applied for Phase 1, 2, and 3 of their proposed residential development on the corner of Alderbridge Way and Garden City Road (the former "Stargate" site). This application includes 344 units in 5 four-storey buildings plus an amenity building. A future phase on a separate lot to the west, which will require another development permit, is proposed for high-rise residential. Both sites are zoned High-Density Residential District (R4).

A copy of the development application filed with the Urban Development Division is appended to this report.

### Development Information

Site Area:	25,382.23 m <sup>2</sup> (273,221 ft <sup>2</sup> )	
Building Area:	36,831.134 m <sup>2</sup> (396,460 ft <sup>2</sup> )	
Site Coverage:	40 % Allowed 39.1% Proposed	
F.A.R.:	2.0 Allowed 1.5 Proposed	
Parking Spaces:	Required 1.5 plus 0.2 for visitors	= 516+69=585 (12 handicap)
	Proposed	= 490+69=559 (15 handicap)

### Findings of Fact

Guidelines for form and character of development appear in Schedule 2.10 of Bylaw 7100, the *City Centre Area Plan*, part of the *Official Community Plan*.

### STAFF COMMENTS

Staff comments follow, with the applicant's response in *bold italics*.

### URBAN DEVELOPMENT – DESIGN

This is a well-designed project with good character. The concept of breaking the project up into a series of smaller, more friendly buildings is a good one. The courtyard space will be key to giving this large project a more "neo-traditional" feel by creating a tree-lined local "street" and lots of green space. We agree with the design panel that the road length in the courtyard should be minimized in order to increase the amount of green space. For example, moving the lobbies farther south will allow the amount of fire access road to be reduced. For details, refer to the analysis of the City Centre guidelines, below.

***The applicants did not relocate the private road in the courtyard nor did they move the building lobbies. Instead, they reduced the road surface (to 20 ft.) but provided pull-outs for unloading moving vans. From an urban design point of view, the pull-outs are a retrograde step, detract from the “neo-traditional” look and are unnecessary on a private road. However, the pull-outs are favoured by Transportation Staff.***

I note that the courtyard could be called “the court of the lions”, a veiled reference to the courtyard in the Alhambra. All it needs is a meandering stream and a circle of lions spraying water (!). ***Note: The applicants have added a fountain in the middle of the cul-de-sac!***

## **URBAN DEVELOPMENT - UTILITIES**

The requirements for this project are similar to the “Stargate” proposal, but scaled-down. Detailed requirements are as follows:

1. Enter into a restrictive covenant restricting vehicular access from Garden City Road and Alderbridge Way.
2. Dedication of a 2m wide strip of land for road widening along the subject site’s entire frontage on Garden City Road, complete with a corner cut of at least 4m x 4m at the intersection of Garden City Road and Alderbridge Way.
3. Relocation of a portion of the existing curb along Garden City Road to provide for an on-road dedicated bike lane.
4. Beautification improvements along the entire frontages of Alderbridge Way and Garden City Road. Works are to be completed at the sole cost of the developer via our standard Servicing Agreement which include: relocating sidewalks away from the roadway; creating boulevards complete with trees, irrigation, furnishings, and a variety of decorative paving treatments and planting; installing special sidewalk treatment along the Alderbridge greenway route; improving transit stops; and providing City Centre street lights.
5. The payment of \$300,000 for sanitary sewer forcemain improvements along Lansdowne Road.

## **DETAIL:**

### **Garden City Road:**

- Dedication of a 2 m wide strip of land along the entire Garden City Road frontage.
- Construction of a curb extension south from Alderbridge Way for 45 m (at which point the curb line should return to its existing alignment)
- Removal of the existing sidewalk, and installation of a new 1.5 m wide concrete sidewalk along the new property line.
- Between the new sidewalk and the curb and gutter, construction of a landscaped boulevard complete with trees (8 cm minimum calliper Sweet Gum) centred in the boulevard and planted at 9 m on centre.
- Installation of City Centre standard pedestrian street lights in the boulevard near the sidewalk.
- Installation of irrigation for the boulevard landscaping/trees and the seasonal flower baskets hung from the lamp standards.

Alderbridge Way:

- Behind the existing curb and gutter, removal of the existing sidewalk.
- Construction of a 3m wide boulevard at the back of the curb complete with trees (8 cm minimum calliper Pin Oaks) at 9m on centre.
- Behind the boulevard, installation of a 2.5m wide decorative concrete/paver sidewalk.
- Installation of City Centre standard pedestrian street lights in the boulevard near the sidewalk.
- Installation of irrigation for the boulevard landscaping/trees and seasonal flower baskets to be hung from the new street lights.

*The developer has agreed to the above requirements.*

**PUBLIC ART**

Under the Public Art Program Policy, they estimated the public art contribution would amount to \$227,698.00 (\$ .60 x 379,498 ft<sup>2</sup> proposed gross floor area). Preliminary discussions with the developer are underway, and with further discussions this amount may be reduced to a more suitable contribution toward the creation of public art. Presently, the suggested public art location has been identified to take place at the corner of Alderbridge Road and Garden City Road. As part of this discussion, it may be also suitable to entertain discussions with the developer to also provide, identify, contribute, and/or designate certain number of units as affordable housing units (10% of the total units).

*It was agreed that the developer would provide a public art proposal to the City, which may include a major public art commissioned artwork at the corner of Alderbridge and Garden City, and a contribution of funds to the City's Public Art Reserve. Discussions are continuing.*

**BUILDING APPROVALS**

No concerns.

**FIRE PREVENTION, DETECTION AND PROTECTION**

The plans are acceptable. We note there will be three hydrants on the deck, and the deck road will be 20 ft. wide with 4 ft. sidewalks, and it will be designed to accommodate fire trucks.

## GARBAGE AND RECYCLING

Garbage and recycling bins should be provided near the elevators for each building (with two locations for Building 1). If located in the parking garage, the City will be unable to pick the bins up, however, we offer the following solution:

- The garbage could be picked up by a private contractor who has small enough trucks to enter the garage. (This will likely be more costly for the residents than City pickup would be.); and
- On pickup day, the strata corporation will have to bring the full recycling bins up the elevator to the plaza (courtyard) level, where the City's contractor can access them by truck and empty them. (Show possible pickup locations on the plans.)

*The pick-up situation has been greatly improved by the provision of a road along the south part of the site.*

## URBAN DEVELOPMENT – TRANSPORTATION

1. The proposed development is required to provide two access points for adequate traffic circulation. The current proposed single right-in/right-out access on Garden City Road is not adequate to serve the proposed 344 residential dwelling units. Also, note Items No. 2 and No. 3 below on access restrictions along Alderbridge Way and Garden City Road.
2. No access will be permitted on Alderbridge Road.
3. A maximum of one access point will be permitted on Garden City Road.
4. A second access point is required on Kwantlen Street at the southernmost location, which can be achieved in one of two ways:
  - a) Public Rights of Passage - The preferred option is to establish a continuous public rights of passage along the southern perimeter of the site connecting between Garden City Road and Kwantlen Street which is directly accessible by the proposed site and the adjacent site to the west, or
  - b) Cross-Access Agreement - An alternative is to establish a cross-access agreement with the adjacent property to the west so that a vehicular connection is provided through the underground parkades between the two sites to result in a shared connection to both access at Kwantlen Street and Garden City Road.
5. The garbage/recycling pick-up location adjacent to the parkade access will be problematic, as the garbage/recycling trucks would block the access during loading activities. It should be moved to a location where the trucks would not impede traffic flow and parkade access.

6. Special physical features should be provided at the foot entry to each of the main buildings adjacent to Alderbridge Way and Garden City Road to discourage trucks/cars from stopping on these major arterial roads to load and unload, especially for movers. Note that there are currently "No Stopping" regulations in place along both the Garden City Road and Alderbridge Way frontages of the proposed development.
7. Adequate on-site loading areas, especially for movers using large semi-trailers, are required for the proposed development while ensuring that these vehicles do not block the fire access lane at any time. \*
8. A context plan is needed to show the properties to the south, including their building locations and driveways.

***The applicants have agreed to provide a road right-of-way of 7.5m and construct a road along the south edge of the site. They have also addressed the other concerns noted above, but see also Garbage and Recycling comments.***

***\* Staff fully support all of the Transportation Staff recommendations, except that there is room for compromise on the issue of loading bays for semi-trailers (movers) as indicated in the Transportation Staff comments. To put in a loading bay for every building would deter from the tree-lined "neo-traditional" character of this private street.***

## **DESIGN PANEL**

At their meeting of June 5, 2002, the Panel had the following comments:

- the wall around the perimeter provided good definition and foundation to the architecture;
- the brick was a nice detail element;
- the free form road lay out was good;
- concern was expressed for the depth of soil, especially for tree planting. The little garden area with red oaks need depth (Mr. Kreuk responded that more mass of soil per tree was being provided than would be found in a planter);
- the shrub sizes could be larger;
- the double rows in the planting beds a good idea;
- tree plantings along the edge could be increased;
- the central garden could be reinforced with conifers;
- although a big project for one sitting the presentation was considered well done;
- the road should not be tightened down (narrowed) too much;
- the parking required attention (legibility for way-finding);
- the buildings could be more exuberant on the corners;
- the roofs could be of a lighter colour;
- the chimneys appeared to be tacked on;
- the ease of converting the washrooms to full accessibility was noted;
- as the last phase is built out a third entry access point could be developed;
- skylights down to the parking area were recommended;
- a loop of the roadway around the amenity building was suggested;

- the massing was considered to be rigid, dense and impermeable from the road;
- it was suggested that consideration be given to the outer corners of elbows including perhaps dropping the corner roofline to make it more modulated;
- Polygon was commended for pushing something different;
- Constable Julie Powroznik provided written comments.

Mr. Baldwin said that the comments of the panel would be taken under consideration and worked with, although a reluctance for more road was noted.

*The applicants made design changes responding to most, but not all, of the comments. The corners of the building elevations were not changed because the architects felt that the roof form is already broken and raised at the corners. In addition, they did not add skylights to the parking garage because the stairwell already provides light into the visitor parking area, and because of security issues. The roadway in the courtyard was not looped around the amenity building because it was not required by the Fire Department, and the applicants felt it would detract from the landscaped area (also see staff comments).*

It was the unanimous consensus of the panel that the item move forward subject to the comments noted above.

## ANALYSIS OF THE CITY CENTRE GUIDELINES

Note: The following is a summary of the guidelines with areas of compliance checked . Staff comments are in **bold** and the applicant's response is in *bold italics*.

### 4.3 General Design Considerations

#### 4.3.1 Public Amenity: Contribute to the establishment of a "complete community".

- Mix of uses, and their distribution, should serve to strengthen neighbourhoods. **The use is entirely residential. The zoning permits 200 m<sup>2</sup> of ancillary retail use. No response.**
- Promote streets for pedestrian activity and make them the focus of public life. **The project is entirely inward-oriented, except for the arched breezeway on the east side, and even this pedestrian access is of limited use since it does not connect directly to any lobbies. *The design has been changed to add direct front door access to the units facing the new road on the south.***
- Social and cultural features should be made plentiful, accessible, and of higher quality.
- Natural, built, and human heritage should be retained, enhanced, and celebrated. **All existing trees on the site are being removed, and the pond (a remnant of the Lansdowne racetrack now used by wildlife), will be replaced by a landscaped deck with no water feature. *A fountain has been added. The applicants had a biologist survey the site to assure that the BC Wildlife Act was respected during the site clearing. Staff recommend that the future development site to the west not be cleared until a permit has been issued for that site.***

- Safety in design should provide for surveillance, territoriality, effective lighting, and increased security around potential crime targets. **The lack of front doors facing the streets -and facing the south public walkway- will detract from surveillance. The design has been changed to add direct front door access to the units facing the new road on the south.**

4.3.2 Environmental Factors: Enhance liveability of the public and private realms.

- Sun and shade, influenced by massing and siting, should ensure the liveability of:
  - a) Public Realm – Around noon, 3 to 5 hours, minimum, of sunlight to streets subject to sunlight standards (Fig.2), and outdoor spaces in general. (March 2 - September 21)
  - b) Semi-Private Open Spaces – Maximize direct sunlight between 10:00 AM and 2:00 PM for all uses, **plus 4:00 PM to early evening for residential uses. Provide shadow study. The study indicates an acceptable amount of sunlight.**
  - c) Private Residential Open Space – Ensure direct sun to at least 75% of dwelling units **and** their open spaces. (May require shadow study of subject site and neighbours.) **Provide shadow study. The study indicates an acceptable amount of sunlight.**
- Weather protection should be designed to enhance pedestrian comfort and activity: *n.a.*
- Wind and pedestrian comfort – Protect pedestrian areas, in general, and high-activity pedestrian areas, in particular, from the negative effects of the prevailing easterly wind, local wind conditions, and site-generated wind conditions. *n.a.*
- Noise – North of Granville Avenue, a registered acoustics professional must verify residential development, subject to rezoning or subdivision, meets CMHC standards. **Please provide study. The acoustic report has addressed the noise insulation requirements.**
- Public views and vistas, including the skyline, should be preserved and enhanced.

4.3.3 Streetscapes: Promote a green and pedestrian-oriented environment.

- Pedestrian amenities, including high-quality, coordinated street improvements (i.e. underground utilities and restricted driveways at sidewalks), building design features (i.e. vent fumes away from public areas), and furnishings, should be provided to distinguish the public realm, enhance pedestrian comfort, and strengthen local character. **Show benches, bike racks, etc. along all frontages, and especially at building entries. Provide amenities and lighting along the public walkway on the south. One bench has been added, on the Alderbridge frontage. Benches and bike racks have been added to the deck.**
- Universal accessibility should be provided to both buildings and sites, and use of ramps and segregation of mobility-impaired and “primary” circulation/uses must be minimized. **A ramp slope of 1:20 is difficult; 1:10 is a barrier. Show how suites can be adapted for H.C. access. The ramp slopes have been improved (generally 5 to 8%). It is the developer’s policy to alter any suite for HC access upon demand (see example attached, Unit B1).**
- Publicly-accessible open space treatment should provide for:
  - a) Edges – Edges should be well defined and animated by public/residential uses.
  - b) Preferred Orientation – South.
  - c) Openness – Ensure at least 50% of frontage is open to the sidewalk.
  - d) Grade Elevation – Within 1m of the nearest curb, unless the space is 1000m<sup>2</sup> or more, conveniently links public streets, or accesses key destinations.
  - e) Mobility Impaired – Provide a travel route, 1.5m wide minimum, to key features.
  - f) Overhead Obstructions – None, except trees, “park” features, and temporary structures (including “kiosks” no larger than 14m<sup>2</sup> and one-storey).



- g) Open Space Links – 12m minimum width where two public streets are linked.
- h) Perimeter Walls – Walls that extend for 30m or more, shall be a maximum of 11m high, above which such walls must step back not less than 4.5m.
- i) Dining – Any restaurant use must be unenclosed (except for temporary cover), and occupy no more than 30% of the total open space.

**Minimal public space provided, with the possible exception of the vicinity of the Public Art.**

*The interior courtyard is open to the public, but access is not encouraged.*

- Streetscape treatment should include:
    - a) Building Setbacks from Public Streets:
      - “Recreational” streets, 6m, trail/promenade and green landscaping.
      - High-density residential streets, 3.5 to 6m, “display gardens”, semi-private outdoor spaces, and unit/building entries.
      - Lower-density residential streets, 6m, landscaped gardens.
      - High-density and pedestrian-oriented retail streets, 3m, enhanced walkway and/or seating/dining/display area.
    - b) “Display garden” – Provide adjacent to high-density, grade-level residential and “inaccessible” uses (i.e. banks), defined by low walls, 0.15 to 0.45m high, and possible fences, totalling no higher than 1m from grade).
    - c) Street Edge Treatments – Features should compliment City treatments, including:
      - Boulevards – Grass in low-density and low pedestrian-volume areas, and pavers in high-density and high pedestrian-volume areas:
        - Street Trees – Columnar in high-density and retail areas, and broader, spreading shapes elsewhere.
        - Street Tree Spacing – 9m, planted in a single row along the curb except, where indicated ... ( on Alderbridge)... a second parallel row should be planted on private property.
- 4.3.4 Urban Form: Develop a human-scaled, pedestrian- and transit-oriented environment.
- City form should enhance local character and human-scale with smaller blocks, lanes, pedestrian links, infill, and more intense land use near transit and valued amenities.
  - Bulk and height should be liveable, cohesive, and support varied uses/roles, through:
    - a) Low-Rise – Both independent and “podium” buildings should predominate.
    - b) Taller Buildings – Selective use, where densification, views, open space, or skyline definition is important and can be better achieved.
    - c) Towers:
      - Staggered spacing of 24m minimum.
      - 600m<sup>2</sup> max. floor plates above 21m elevation, especially for residential.
      - 4.5m minimum setback from the face of “podium” base-buildings.
      - Terracing of lower tower floors where appropriate.
  - Architectural elements should promote human comfort and urban amenity, through:
    - a) Roofs – Taller buildings and roofs should enhance the skyline, while lower roofs should be visually attractive and, where practical, designed as usable open space. **Note that the roofs of these buildings will be highly visible from the adjacent high-rises. Take care to screen all mechanical equipment. Consider “green roofs” for any flat portions. Note also we agree with the Design Panel comment regarding reducing the length of the internal road (on the parking deck – this would allow for more green space).** *The applicant declined to make these changes, feeling that the design was adequate, fire separation precluded moving the lobby, and most roofs are sloped (purposely).*

- b) Entrances – Building entries should open directly onto and animate the street, distinguish clearly between uses, and be highly visible, accessible, and safe. ***Consider townhouses in front of the parking garage, or at least entries to apartment units along the south side. The lobbies for Building 1 could be moved to the vicinity of the breezeway.***
- c) Exterior Walls – Walls, glazing, details, materials, lighting, and related landscaping should contribute to a high-quality, human-scaled image at the street, lane, and interior sidewalls, and should enhance the relationship between the pedestrian realm and upper storeys. ***o.k.***

#### 4.4 Land Use-Specific Design Considerations

##### 4.4.1 Residential: Reinforce and augment other City live-ability criteria and sub-area plans.

- General multiple-family guidelines promote the following:
  - a) Clustering – Maximum 90 apartment units sharing one entrance, 25 townhouses clustered, and 6 townhouses in a row. ***o.k.***
  - b) Entries – Promote individual grade-level unit entries. **See previous comments regarding building entries. The concept does not provide any individual accesses at grade. While this is understandable along major arterials like Garden City Way and Alderbridge, it would be feasible along the south side, since there is a public walkway/ access driveway. This has been addressed by designing front doors to units along the south edge of the site (the new road).**
  - c) Views – Provide near, middle, and distant views to each unit. ***o.k.***
  - d) Sun – 75% of units and their open space should receive direct sunlight year-around. **Provide a shadow study. The shadow study indicates adequate sunlight in this project.**
  - e) Private Open Space – Larger spaces are strongly encouraged, but for townhouses, 37m<sup>2</sup> (9m deep) minimum, and for apartments, 6m<sup>2</sup> (1.8m deep) minimum. ***o.k.***
  - f) Noise – Maintain maximum indoor ambient sound level of 35 dBA, and buffer traffic noise impacts on private and semi-private open space. **Provide an acoustic study. The acoustic report has addressed the noise insulation requirements.**
- Universal housing seeks to accommodate the functional needs of **all** residents, through:
  - a) Common areas – All should accommodate wheelchairs and the visually impaired.
  - b) Elevator – At least one must accommodate a prone stretcher.
  - c) Units – Should accommodate wheelchair access throughout.
  - d) Doorways – Wheelchair accessible throughout common areas and private units.
  - e) Floors – Slip-resistant and non-glare.
  - f) Locks, Handles, and Controls – Easy to read, reach, grasp, and use.
  - g) Counters, Cupboards, Sinks, Tubs, and Showers – Well lit and easy to use.
  - h) Additional Electrical Features – Encouraged to allow for computers, etc.

**Show details of adaptable unit. Detail provided.**

- Housing families with children effectively requires special consideration of:
  - a) Sites – Within walking distance of schools/amenities, protected from incompatible uses, and conducive to the provision of family housing needs (i.e. play space).
  - b) Clustering – Group family units to provide children peers to play with, a sense of community, and adequate numbers to support the provision of amenities.
  - c) Common Open Space – Must meet the needs of **both** adults and children.
  - d) Indoor Amenity Space – Size, distribution, and design should accommodate **both** adults and children.

##### 4.4.2 Retail: *n.a.*

4.4.3 Amenity Space: Enhance access to high-quality, usable, indoor amenity spaces.

- Public space provided by new development should be tailored to one or more uses determined by the City, provide barrier-free public access, be convenient to outdoor space and parking, and ensure that exterior windows extend for a length equal to at least 20% of the perimeter of the facility. *n.a.*
- Semi-Private Space, for the common use of residents or non-residential tenants, should:
  - a) Phasing – Adequately serve each phase of development.
  - b) Design and Operation – Be tailored to site-specific tenant needs.
  - c) Minimum Ratio – For residential, 2m<sup>2</sup>/bedroom (plus 4m<sup>2</sup>/bedroom of outdoor space), and for other uses, 1m<sup>2</sup>/100m<sup>2</sup> of gross lease-able building area.
  - d) Tenants – Meet the on-site needs of children, youth, adults, and seniors.

4.4.4 Parking and Loading: Improve the safety/appearance/effectiveness of these uses.

- Lane system should be retained and expanded to enhance access, emergency service, and back-of-house operations wherever practical. Elsewhere:
  - a) Access – Typically from secondary streets.
  - b) Driveways – Consolidate to minimize pedestrian interruption and duplication of vehicular routes, and to provide a more coherent circulation system.
  - c) Car/Service Entrances – Minimize impact on pedestrians and the streetscape.

**Access is not adequate, especially when the property to the west (Lot 1) is developed. In addition, there are problems with access for garbage/ recycling collection. Suggest a lane or private street, or a cross-access covenant to allow the residents on Lot 1 to have vehicle access to Garden City Road. The applicant has agreed to a road right-of-way.**

- Visual impact of new and existing parking lots/structures should be minimized:
- Parking reduction opportunities should be sought through the sharing of parking facilities and coordination with the off-site opportunities. **Parking could be reduced in numbers and area. Note that the City does allow variances for tandem parking. The applicants have requested a parking variance based on a lower parking ratio for smaller suites (e.g. one for each one-bedroom suite). We note that there is ample bicycle parking and good transit service. Further efficiencies could be achieved with tandem parking, narrower drive-aisles, etc.**
- Bicycle parking and end-of-trip facilities must be provided:
  - a) CLASS 1 Parking – Secured, long-term, at-grade parking in lockers or rooms.
  - b) CLASS 2 Parking – Unsecured, short-term, at-grade parking in racks within 15m of principle building entries.
  - c) Parking Spaces Required (per 100m<sup>2</sup> gross lease-able space, except for residential):
    - Residential, 1.5 CLASS 1/dwelling unit, and 0.2 CLASS 2/dwelling unit.
    - Food catering establishment, retail, and neighbourhood pub, 0.8 CLASS 1, and 0.8 CLASS 2.
    - Office, 0.27 CLASS 1, and 0.27 CLASS 2.
  - d) End-of-Trip Facilities – Shall be provided in association with CLASS 1 parking serving non-residential uses, and shall include showers, toilets, grooming stations, and clothing lockers (as described in the Area Plan's Development Permit Guidelines).
- Loading, garbage, and recycling facilities/operations should not impair lane, road, or sidewalk activities or appearance; and, should either be fully enclosed within a building, or open to a lane and screened with appropriate roofs and walls to minimize noise and visual impact. **There are problems with access for garbage/ recycling collection. The garbage/ recycling has been provided with a loading bay.**

**VariANCES**

The applicant is requesting a variance to reduce the parking by using the following ratio:

1 parking stall for each 1 bedroom unit, plus 0.2 for visitors, and

1.5 parking stalls for each 2 or 3 bedroom unit, plus 0.2 for visitors.

In addition, some minor drive-aisles have been reduced from 7.5m (24.606 ft.) to 7.01m (23.0ft.). Staff have no objection to these variances since there is precedent of similar approved requests.

The setback required in the High Density Residential District (R4) zone is 6m (19.685ft.). Staff have no objection to permitting some of the balconies, roof overhangs and stairs projecting into this setback because they add architectural interest to the development and are minor in nature. The location of the parking slab adjacent to the western property line allows the slab to be setback and screened with a landscape berm along Garden City Road.

**Analysis**

This large project has been designed to create a series of smaller buildings with an interior courtyard. Perhaps the most difficult aspect of the design is integrating all the competing demands for access and use of the courtyard and the parking level. In addition, vehicle access is not allowed on the two flanking streets Alderbridge Way and Garden City Road (except shared access with "Centre Pointe" to the south).

The applicants have agreed to provide a public-rights-of-passage road along the south property line, thus connecting the site to Kwantlen Street, in order to reduce the pressures of access on such a large site. The developer will also be upgrading three frontages and contributing a substantial Public Art work. There are also plans for treating the west edge of the site on a temporary basis between phases, and to carefully manage construction staging, worker parking and hoarding.

The plans generally conform to the Guidelines, except as noted in this report. The applicants have endeavoured to respond to all staff and design panel comments.

**Conclusions**

Polygon Homes Ltd. has applied to develop a large apartment site on the corner of Garden City Road and Alderbridge Way. The plans generally conform to the City Centre Guidelines except as noted in this report. Some routine variances are required.

Alex Jamieson  
Planner 2, Urban Design

AJ:aj1/ att

Note: There are conditions to be met:

- Prior to forwarding this application to Council, a letter of credit will be required, and
- Prior to issuance of a building permit, rights-of-way or dedications for roads, and a covenant restricting access will be required.



**City of Richmond**  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

**Development Permit Application**  
Development Applications Department

(604) 276-4000 Fax (604) 276-4052

Please submit this completed form to the Zoning counter located at City Hall. All materials submitted to the City for a *Development Permit Application* become public property, and therefore, available for public inquiry.

Please refer to the attached forms for details on application attachments and non-refundable application fees.

Property Address(es): 8700 Alderbridge Way, Richmond

Legal Description(s): PID: 007-540-949 Lot A, Except Part Dedicated Road on Plan 86350, Section 4, Block 4, North Range 6 West, NWD Plan 74589

Applicant: Polygon Development 121 Ltd.

Correspondence/Calls to be directed to:

Name: G. Scott Baldwin

Address: ~~1800 Spyglass Place~~ 400 - 1333 West Broadway St.  
Vancouver, B.C.

V5Z 4K8 V6H 4C2  
Postal Code

Tel. No.: 604-877-1131

Business

sbaldwin@polyhomes.com

E-mail

Residence

604-876-7610

Fax

Property Owner(s) Signature(s): \_\_\_\_\_

\_\_\_\_\_  
Please print name

or

Authorized Agent's Signature:   
Attach Letter of Authorization

G. Scott Baldwin  
Please print name

**For Office Use**

Date Received: April 4 / 2002

Application Fee: \$15,750<sup>00</sup>

File No.: 02-203516

Receipt No.: 02-203516

Only assign if application is complete



**DP 02-203516**

To the Holder: Polygon Development 121 Ltd.  
Property Address: 8920 Alderbridge Way  
Address: 900 – 1333 WEST BROADWAY, VANCOUVER, BC V6H 4C2

---

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 and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
  - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
  - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plan #2 attached hereto.
  - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #3 and 4 attached hereto.
  - d) Roads and parking areas shall be paved in accordance with the standards shown on Plan #1, 2, and 3 attached hereto.
  - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
  - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #5 to #16 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below 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, or 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.

To the Holder: Polygon Development 121 Ltd.  
Property Address: 8920 Alderbridge Way  
Address: 900 – 1333 WEST BROADWAY, VANCOUVER, BC V6H 4C2

---

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$ 237,876.00.

5. 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.
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.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. \_\_\_\_\_  
DAY OF \_\_\_\_\_, \_\_\_\_\_.

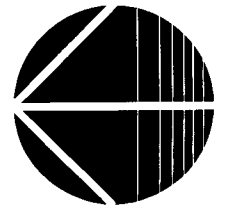
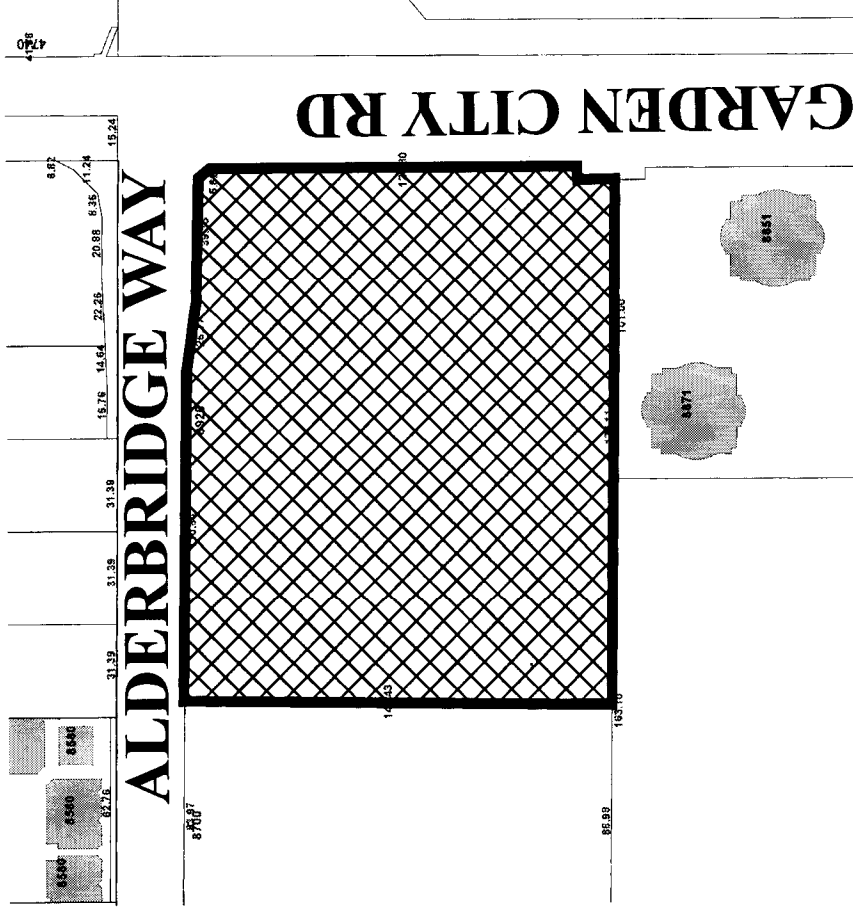
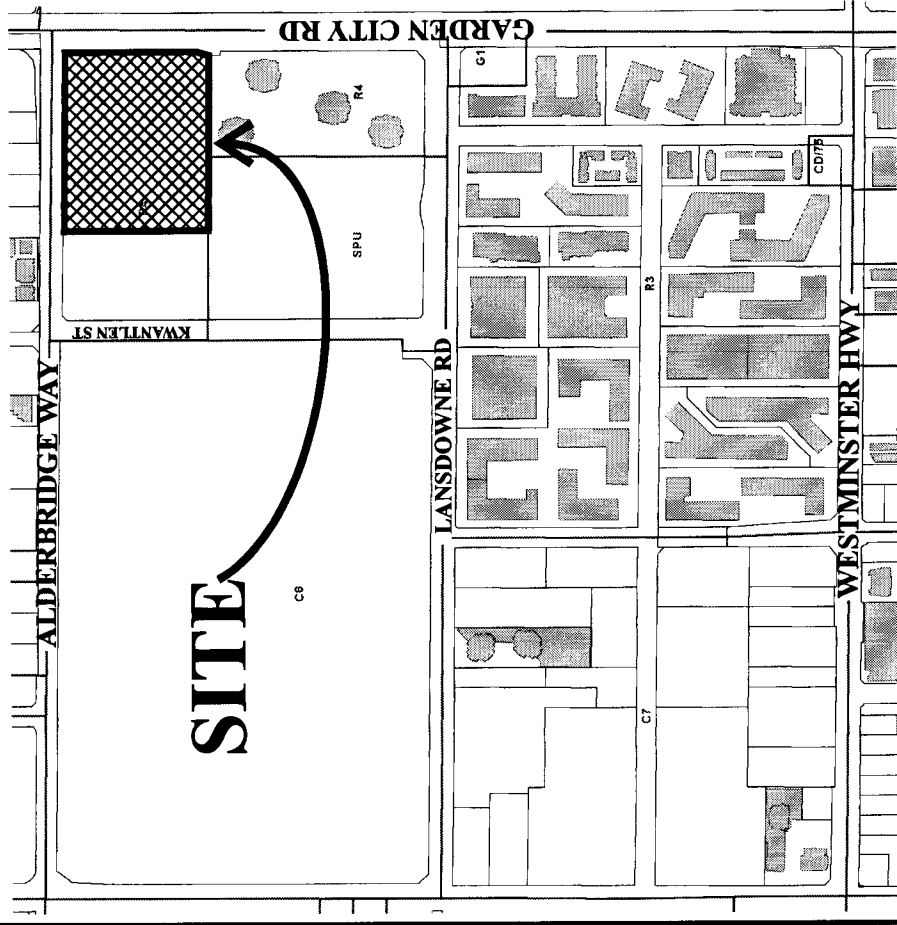
ISSUED BY THE COUNCIL THE

DELIVERED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
MAYOR



# City of Richmond



## DP 02-203516 SCHEDULE "A"

Original Date: 04/15/02

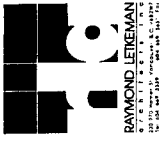
Revision Date: 09/03/02

Note: Dimensions are in METRES









RAYMOND LETEMAN  
 227 W. 10th Street, Suite 100  
 Des Moines, IA 50319  
 Phone: 515.281.1111  
 Fax: 515.281.1112

APPROVED FOR DEVELOPMENT PERMIT  
 JULY 24, 2002 BY THE LOCAL PLANNING  
 COMMISSION  
 2002-005 DEVELOPMENT PERMIT  
 2002-005 DEVELOPMENT PERMIT  
 2002-005 DEVELOPMENT PERMIT



POLYGON  
 Lions Park  
 1000 10th Street, NW  
 Des Moines, IA 50319

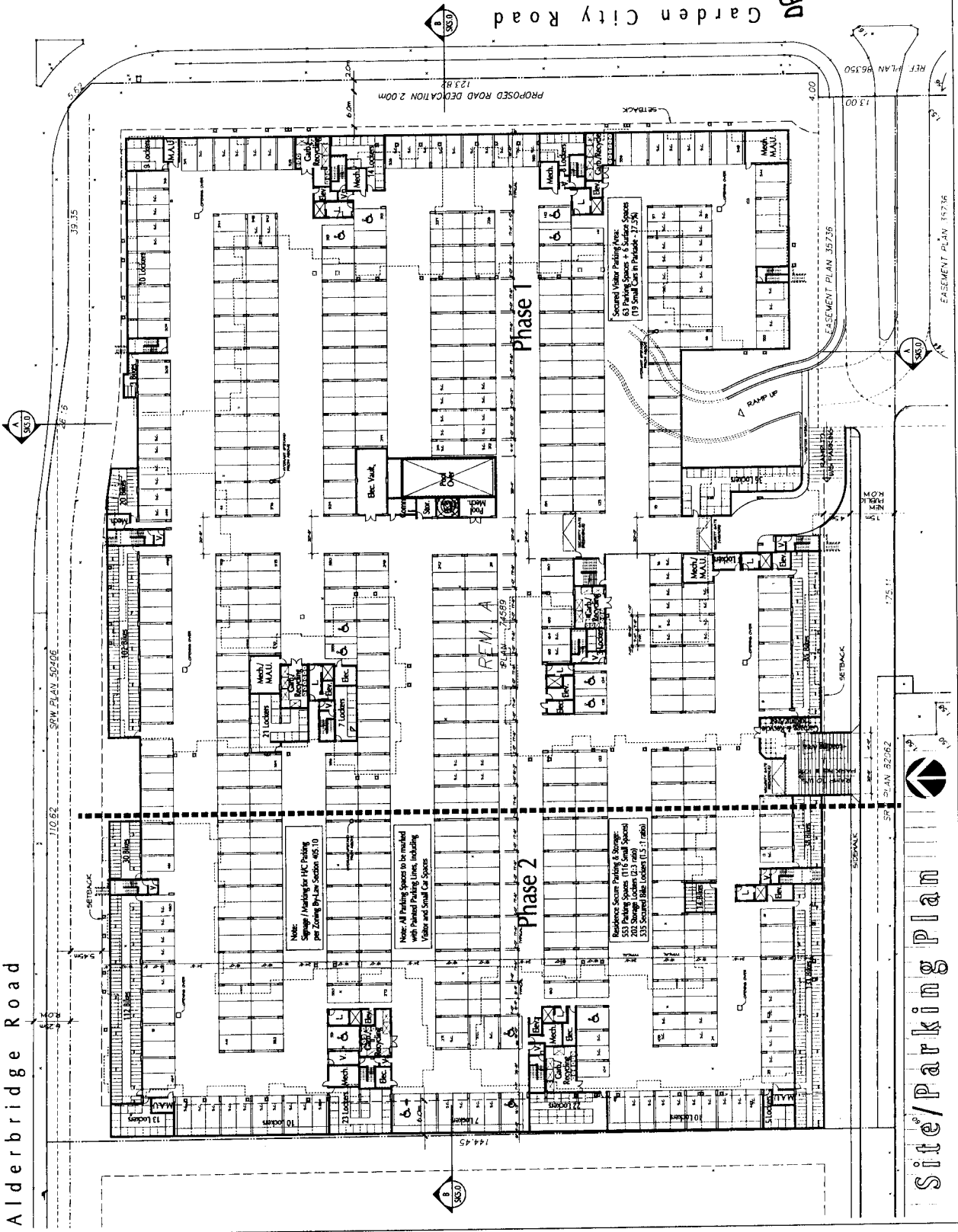
# 2

Site Plan  
 at Parking Level

MAY 27 2002

DP 02-203516

SK-2-1





**RAYMOND LETKEMAN**  
 ASSOCIATES, INC.  
 1000 EAST 10TH AVENUE, SUITE 100  
 DENVER, COLORADO 80202

LANDSCAPE DEVELOPMENT PERMIT  
 Project: 2004-0000000000  
 Permit No: 2004-0000000000  
 Date: August 13, 2002  
 Project Name: LIONS PARK  
 Address: 1000 East 10th Avenue  
 City: DENVER, CO 80202  
 Client: POLYGON  
 Designer: RAYMOND LETKEMAN ASSOCIATES, INC.  
 Date: August 13, 2002  
 Scale: 1" = 20'-0"

**DURANTE KREUK LTD**  
 1000 EAST 10TH AVENUE  
 DENVER, COLORADO 80202



**POLYGON**  
 Lions Park  
 1000 East 10th Avenue  
 Denver, CO 80202

For  
 Polygon  
 # 3

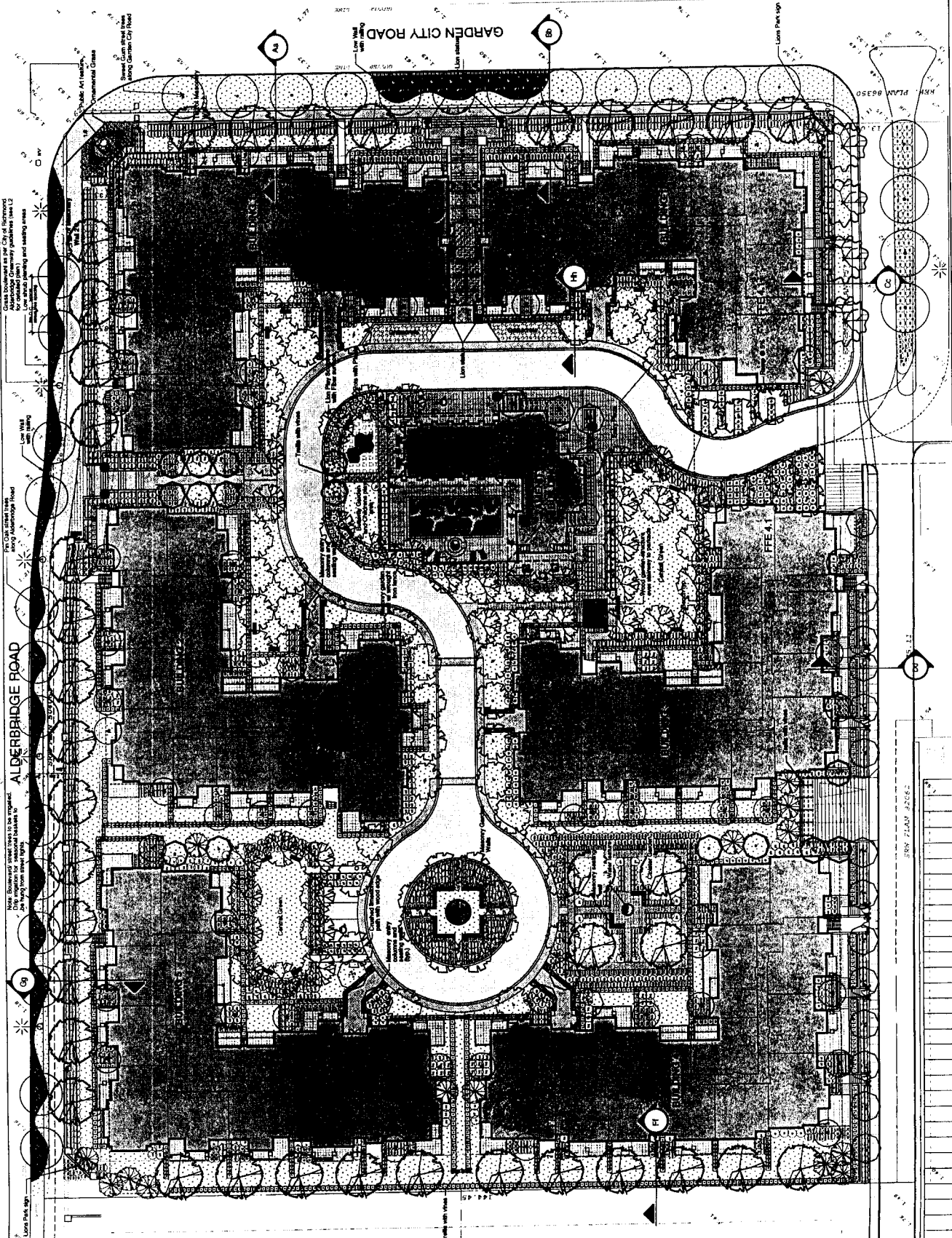
Landscape Plan

AUG 27 2002

DP 02-203516

DATE	DESCRIPTION
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT
08/13/02	ISSUE FOR PERMIT

L-1



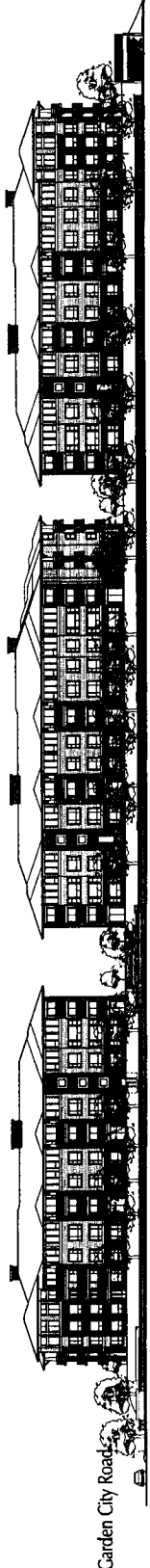
Check this drawing as per City of Denver  
 Landscape Ordinance guidelines (see L2  
 and L3) for all details.  
 Low stub planting and seating areas

Check this drawing as per City of Denver  
 Landscape Ordinance guidelines (see L2  
 and L3) for all details.  
 Low stub planting and seating areas

Check this drawing as per City of Denver  
 Landscape Ordinance guidelines (see L2  
 and L3) for all details.  
 Low stub planting and seating areas

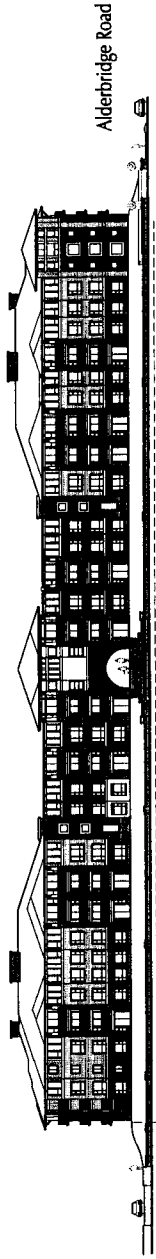
Check this drawing as per City of Denver  
 Landscape Ordinance guidelines (see L2  
 and L3) for all details.  
 Low stub planting and seating areas





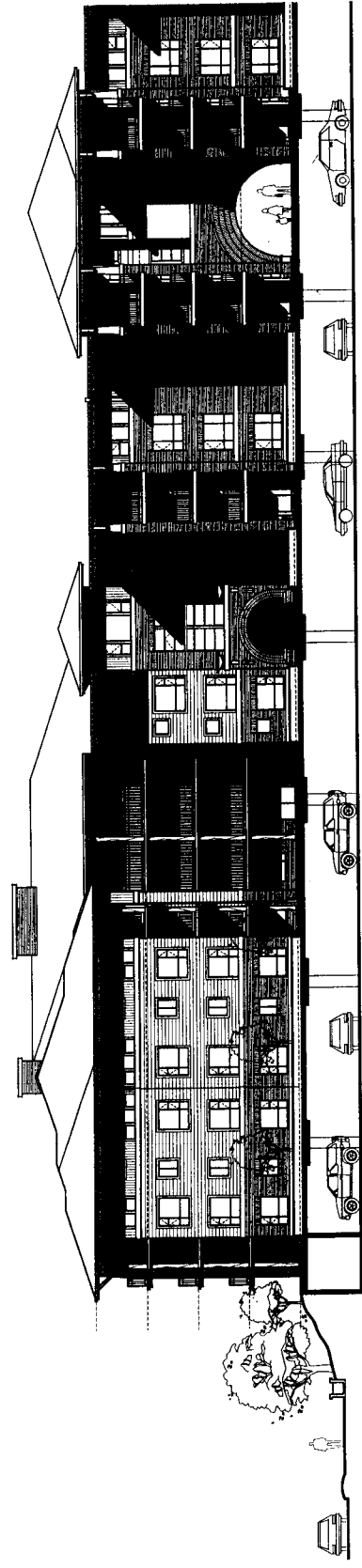
Garden City Road

**Alderbridge Street Elevation**



Alderbridge Road

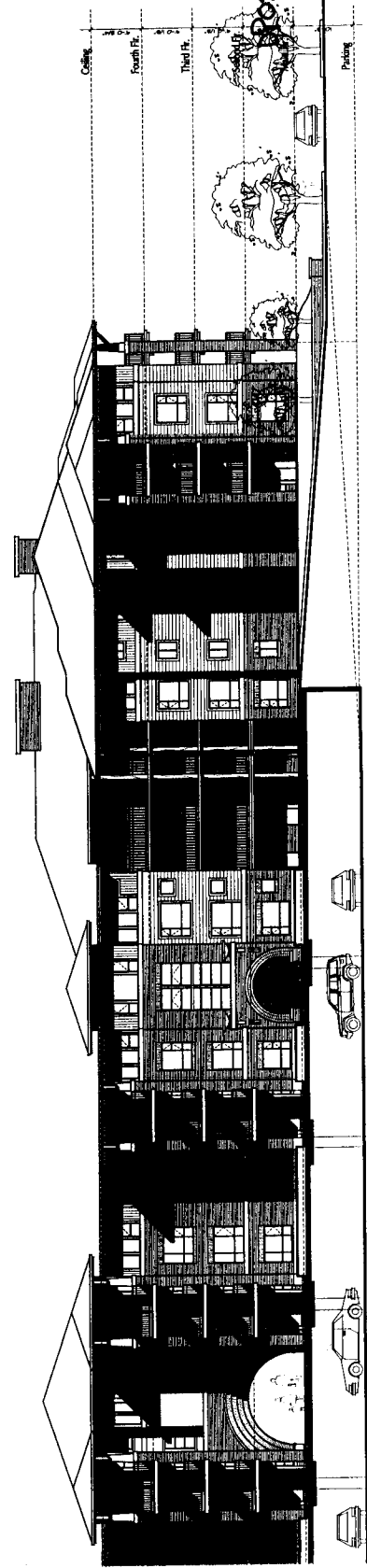
**Garden City Street Elevation**



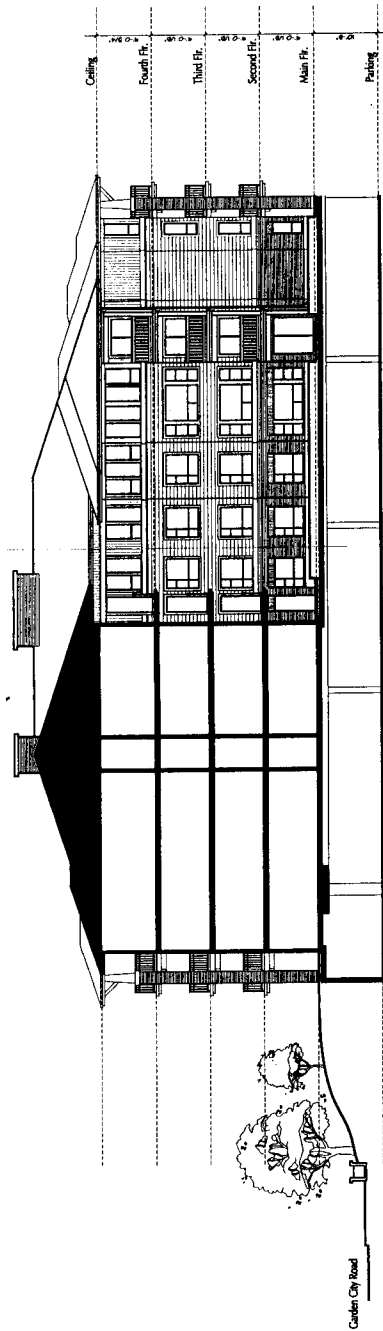
**Building One - Elevation 1 (Courtyard)**

**Material Schedule:**

- |   |                     |   |    |                                  |                        |
|---|---------------------|---|----|----------------------------------|------------------------|
| 1 | Brick               | Alphabet Single "Weathered Wood"                        | 7  | Window/Door Trims                | Vinyl                  |
| 2 | Facade              | Integral Aluminum Fascia/Cover - "Midnight Black" color | 8  | Railing Posts, Beams & Balusters | Wood Stained           |
| 3 | Roof Soffits        | Perforated Vinyl - "Tan" color                          | 9  | Hand Railing                     | "Midnight Black" color |
| 4 | Horizontal Siding   | Vinyl Siding - "Tan" color                              | 10 | Metal Railing                    | Vinyl                  |
| 5 | Brick               | "Narrow" size, "Mission" Texture                        | 11 | Window Frames                    | Pre-cast Concrete      |
| 6 | Wall at Upper Floor | Wood Trim/Hardy Panel                                   | 12 | Concrete Sit                     |                        |



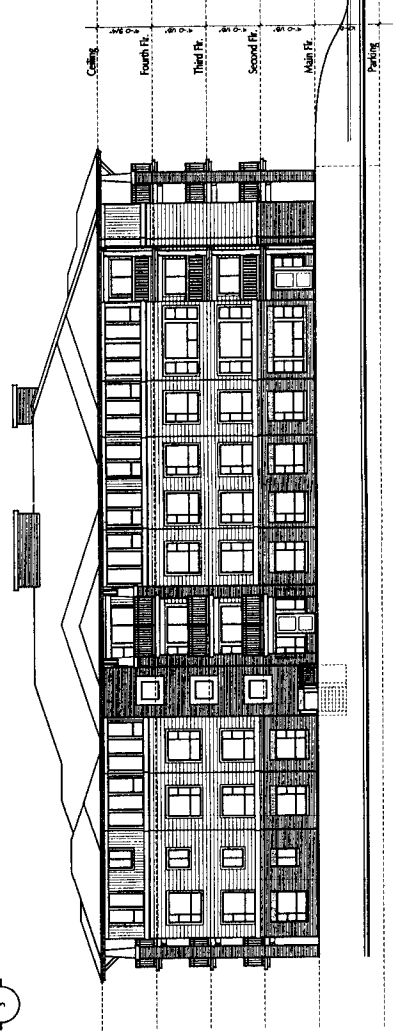
**Building One - Elevation 1 (Courtyard)**



Building One - Elevation 2

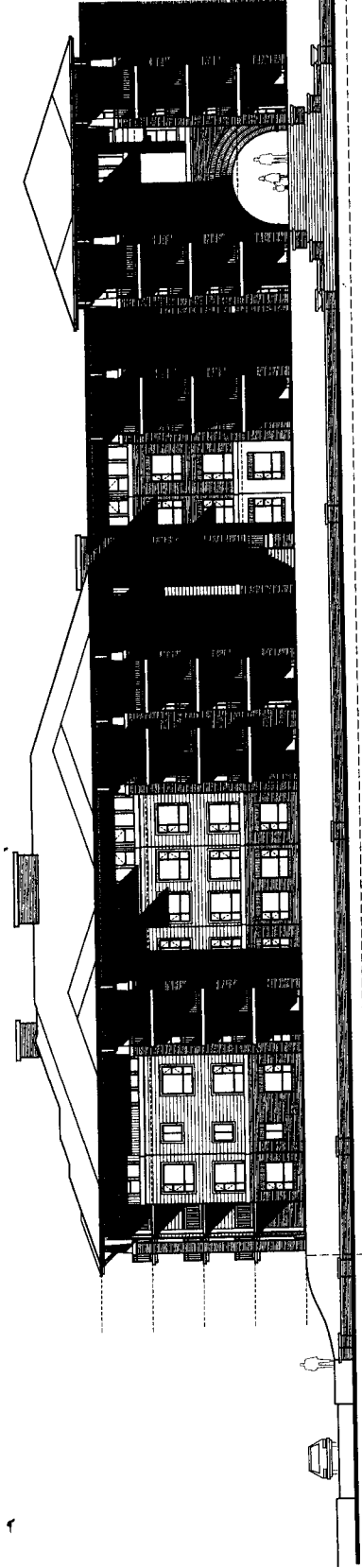
Material Schedule:

- ① Roof: Asphalt Shingle - Weathered Wood
- ② Fascia: Integral Aluminum Fascia/Cutter - Midhigh Black colour
- ③ Roof Soffit: Perforated Vinyl - Tan colour
- ④ Horizontal Siding: Vinyl Siding - Tan colour
- ⑤ Brick: Normal size, Mission Texture
- ⑥ Wall at Upper Floor: Wood Trim/Bandy Panel
- ⑦ Window/Door Trim: Vinyl -
- ⑧ Balcony Posts, Beams & Fascia: Wood Stained -
- ⑨ Metal Railing: Midhigh Black colour
- ⑩ Metal Railing: Midhigh Black colour
- ⑪ Window Frames: Vinyl -
- ⑫ Concrete Sill: Pre-cast Concrete



Building One - Elevation 3

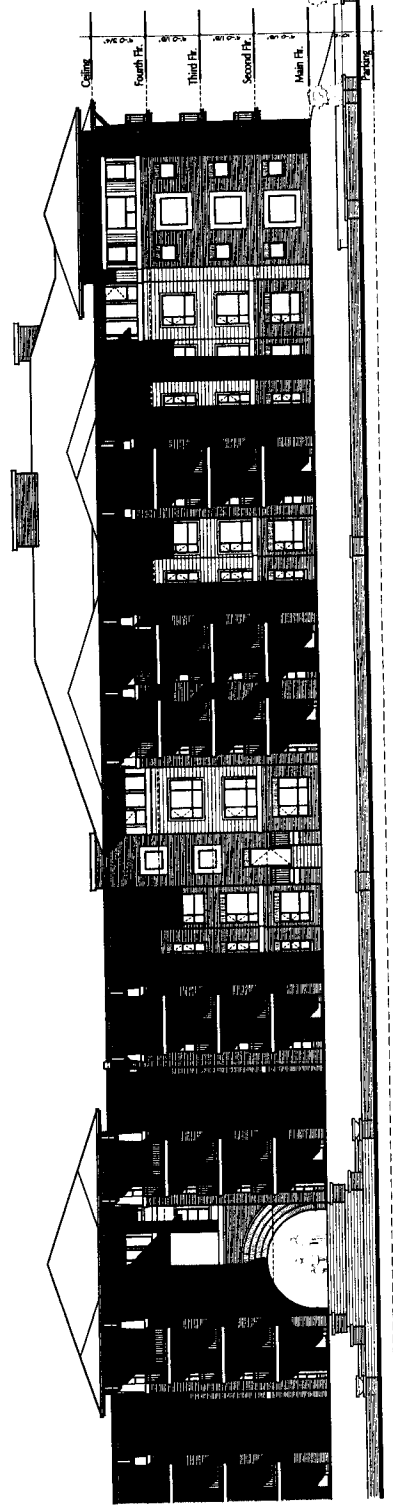




**Building One - Elevation 4 (Garden City)**

**Material Schedule:**

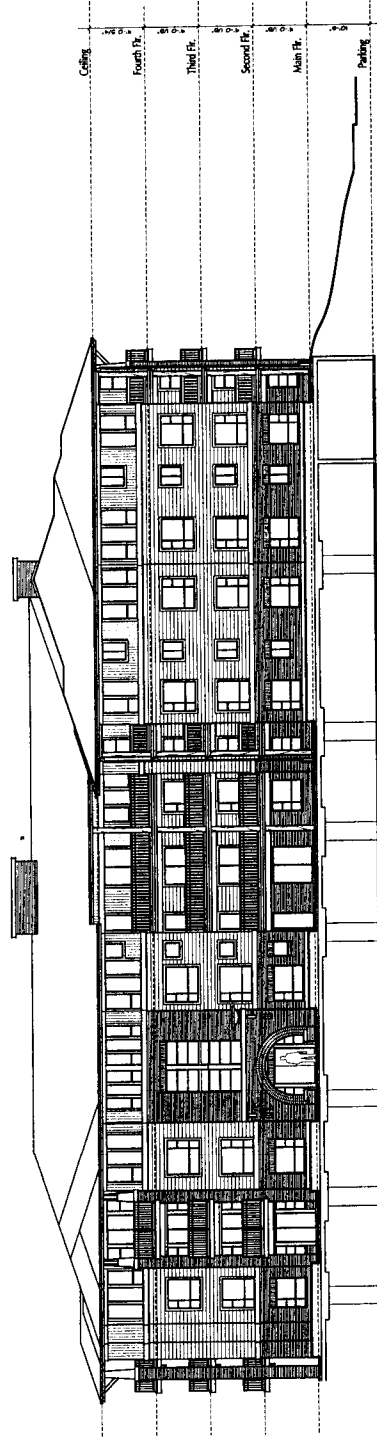
- |                        |  |                                  |                                       |
|------------------------|--|----------------------------------|---------------------------------------|
| ① Roof:                | Asph/Flt Shingle - "Weathered Wood"                    | ⑦ Window/Door Trim:              | Vinyl                                 |
| ② Facade:              | Exposed Aluminum Fasad/Caster - "Midnight Black" color | ⑧ Balcony Posts, Beams & Frieze: | Wood Stained - "Midnight Black" color |
| ③ Roof Soffit:         | Perforated Vinyl - "Tear" color                        | ⑨ Metal Railing:                 | "Midnight Black" color                |
| ④ Horizontal Siding:   | Vinyl Siding - "Tear" color                            | ⑩ Metal Railing:                 | Vinyl                                 |
| ⑤ Brick:               | "Norman" size, "Mission" texture                       | ⑪ Window Frames:                 | Pre-cast Concrete                     |
| ⑥ Wall at Upper Floor: | Wood Trim/Handy Panel                                  | ⑫ Concrete S/E:                  | Pre-cast Concrete                     |



**Building One - Elevation 4 (Garden City)**



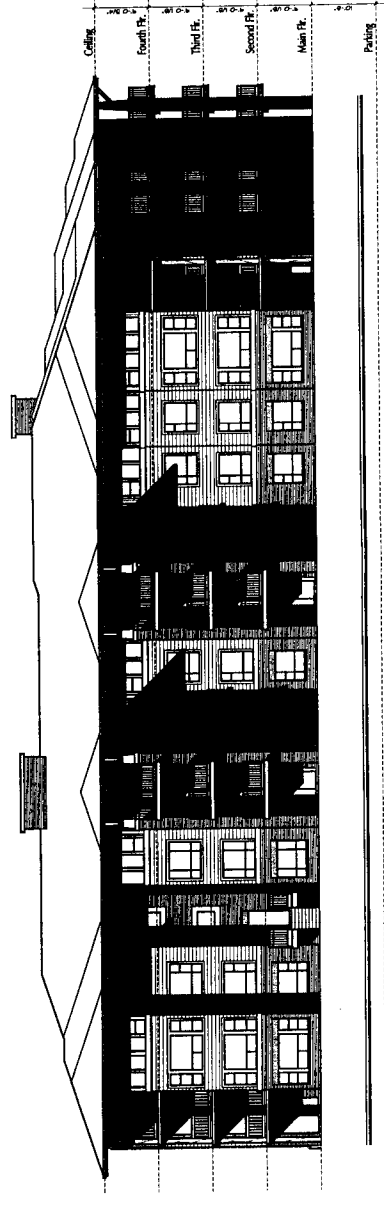
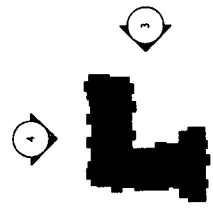




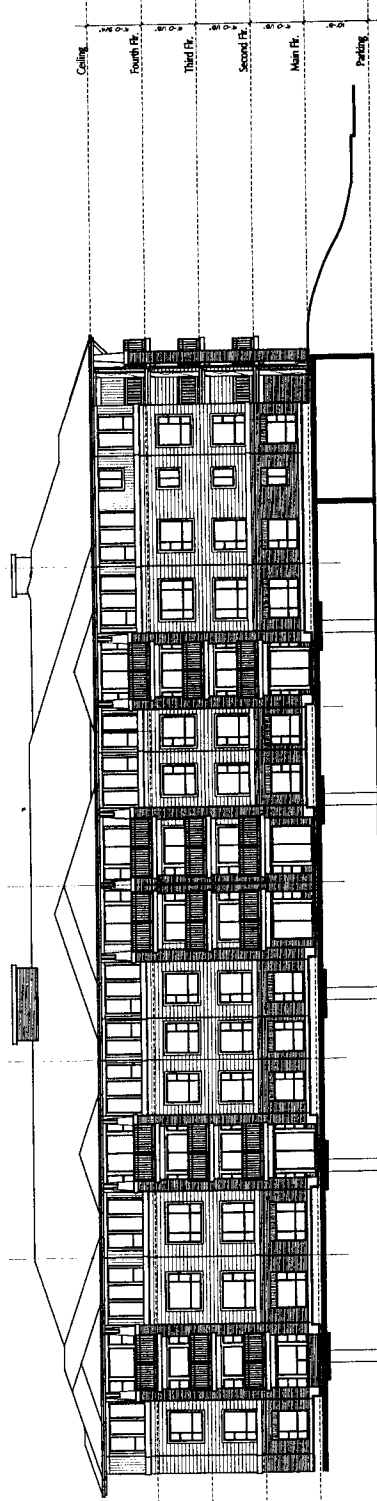
**Building Two - Elevation 3**

**Material Schedule:**

- |                        |   |                                  |                         |
|------------------------|---|----------------------------------|-------------------------|
| ① Roof:                | Asph/Flt Shingle - Weathered Wood                         | ⑦ Window/Door Trim:              | Vinyl -                 |
| ② Facade:              | Integral Aluminum Finish/Center - "Midnight Black" colour | ⑧ Balcony Posts, Beams & Fences: | Wood Stained -          |
| ③ Roof Soffits:        | Perforated Vinyl - "Tan" colour                           | ⑨ Metal Railing:                 | "Midnight Black" colour |
| ④ Horizontal Siding:   | Vinyl Siding - "Tan" colour                               | ⑩ Metal Railing:                 | Wood Stained -          |
| ⑤ Brick:               | "Norman" Size, "Weather" Texture                          | ⑪ Window Frames:                 | Vinyl -                 |
| ⑥ Wall at Upper Floor: | Wood Trim/Hardy Panel -                                   | ⑫ Concrete Sill:                 | Pre-Cast Concrete       |



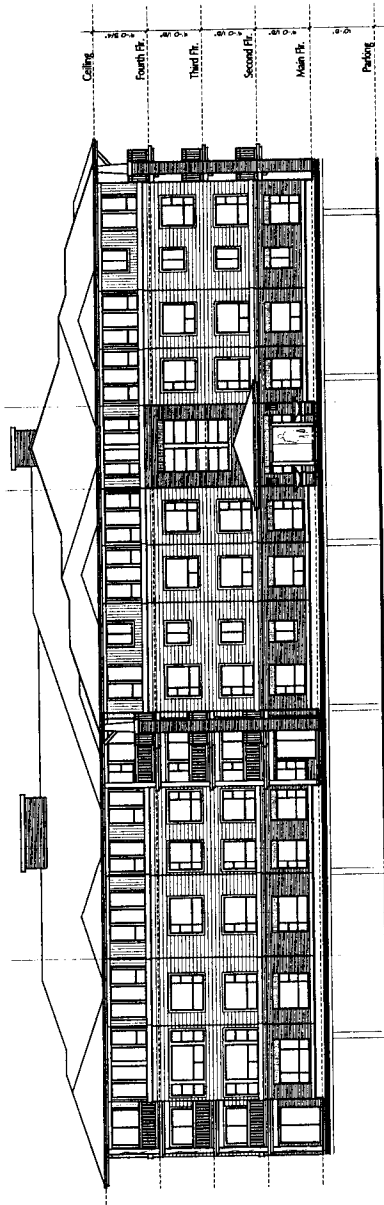
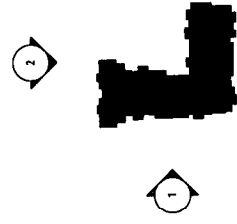
**Building Two - Elevation 4**



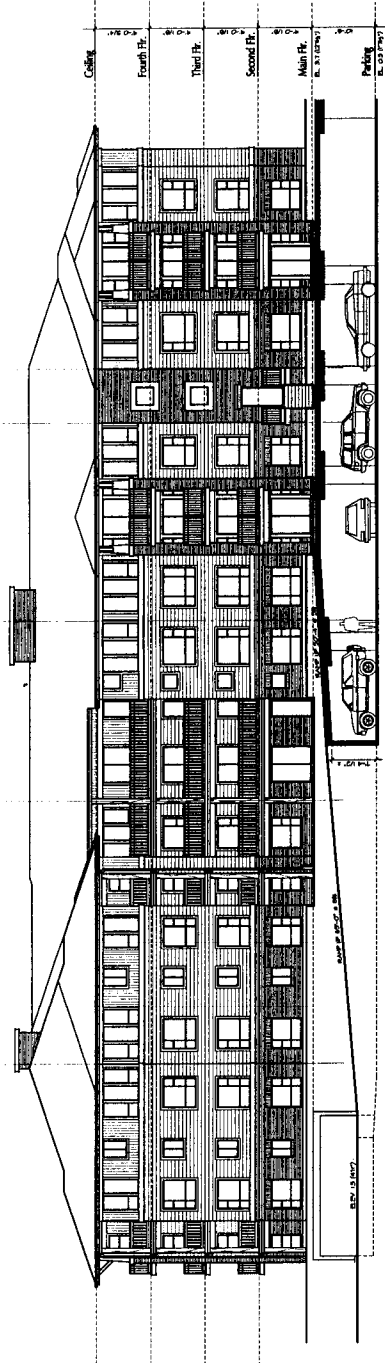
**Building Three - Elevation 1**

**Material Schedule:**

- |   |                      |  |    |                                 |                        |
|---|----------------------|--|----|---------------------------------|------------------------|
| 1 | Roof:                | Asph/Flt Shingle - "Weathered Wood"                      | 17 | Window/Door Trim:               | Vinyl -                |
| 2 | Facade:              | Integral Aluminum Fascia/Culter - "Midnight Black" color | 18 | Balcony Posts, Beams & Fencing: | Wood Stained -         |
| 3 | Roof Soffits:        | Prefaced Vinyl - "Tan" color                             | 19 | Metal Railing:                  | "Midnight Black" color |
| 4 | Horizontal Siding:   | Vinyl Siding - "Tan" color                               | 20 | Metal Railing:                  | "Midnight Black" color |
| 5 | Brick:               | "Normal" Size, "Mission" Texture                         | 21 | Window Frames:                  | Vinyl -                |
| 6 | Wall at Upper Floor: | Wood Trim/Hardy Panel -                                  | 22 | Concrete Sill:                  | Pre-cast Concrete      |



**Building Three - Elevation 2**

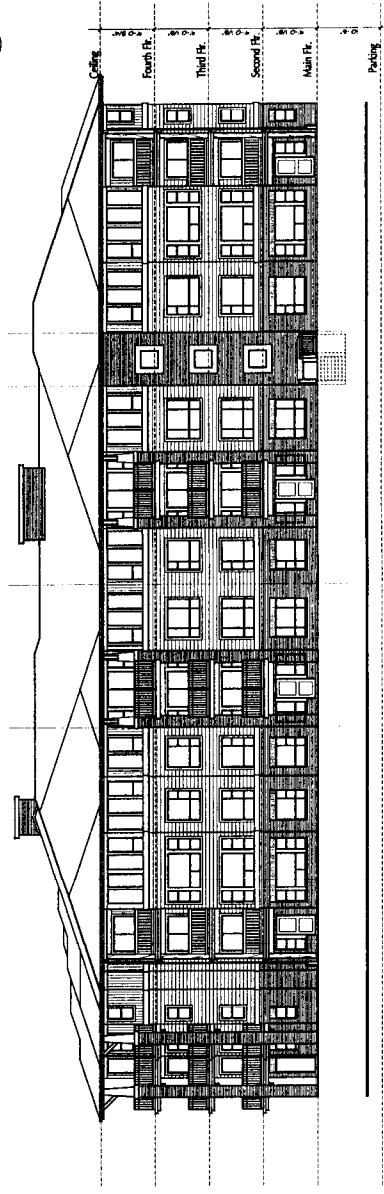


Building Three - Elevation 3

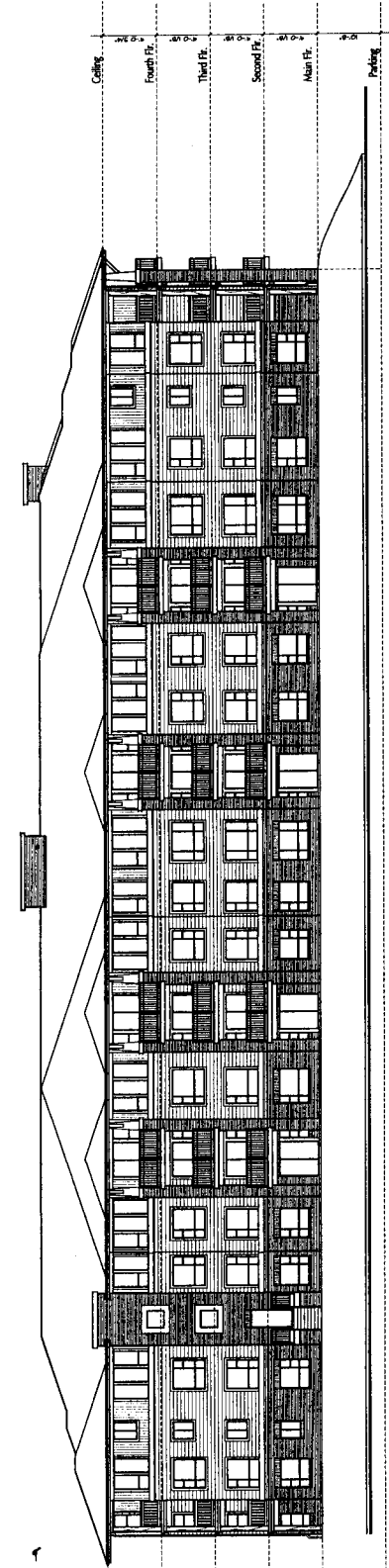


Material Schedule:

- |   |                      |                                  |    |                                |                       |
|---|----------------------|----------------------------------|----|--------------------------------|-----------------------|
| 1 | Roof:                | Asphalt Single Weathered Wood    | 7  | Window/Door Trims:             | Vinyl                 |
| 2 | Façade:              | Integral Aluminum Facade/Cover   | 8  | Balcony Posts, Beams & Fences: | Wood Stained          |
| 3 | Roof Soffits:        | Perforated Vinyl - "Tear" colour | 9  | Hand Railing:                  | Midnight Black colour |
| 4 | Horizontal Siding:   | Vinyl Siding - "Tear" colour     | 10 | Window Frames:                 | Vinyl                 |
| 5 | Block:               | "Norman" size, Masonry Texture   | 11 | Concrete Sill:                 | Pre-cast Concrete     |
| 6 | Wall at Upper Floor: | Wood Trim/Hardy Panel            | 12 |                                |                       |



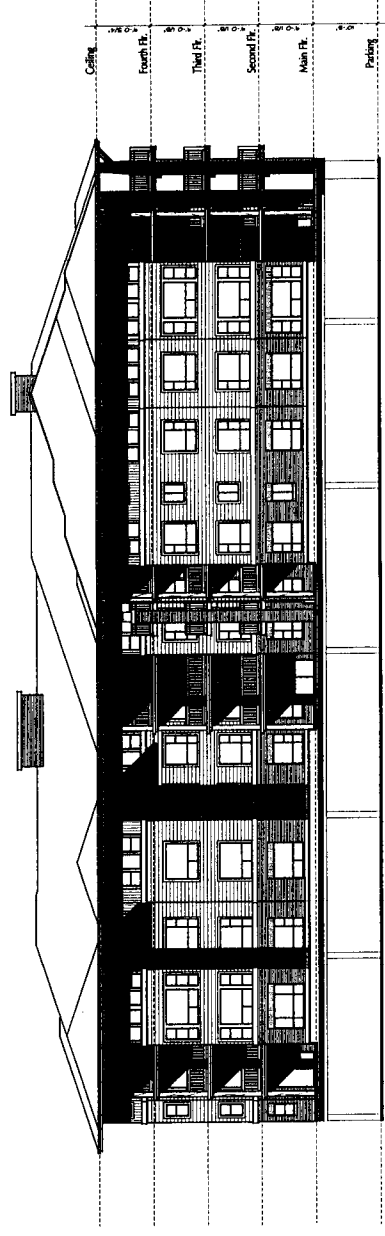
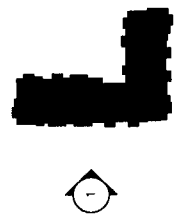
Building Three - Elevation 4



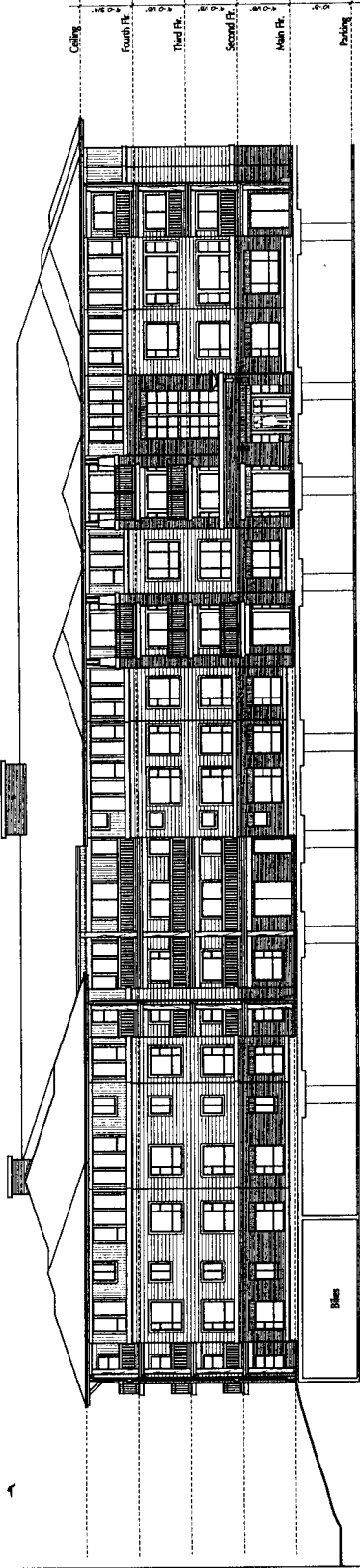
**Building Four - Elevation 1**

**Material Schedule:**

- |                        |   |                                  |                       |
|------------------------|---|----------------------------------|-----------------------|
| ① Roof:                | Asphalt Shingle - Weathered Wood                        | ⑦ Window/Door Trims:             | Vinyl-                |
| ② Facade:              | Integral Aluminum Fascia/Culter - Midnight Black colour | ⑧ Balcony Posts, Beams & Fascia: | Wood Stained -        |
| ③ Roof Soffits:        | Perforated Vinyl - Tan colour                           | ⑨ Metal Railing:                 | Midnight Black colour |
| ④ Horizontal Siding:   | Vinyl Siding - Tan colour                               | ⑩ Metal Railing:                 | Midnight Black colour |
| ⑤ Brick:               | Norman size, Mission Texture                            | ⑪ Window Frames:                 | Vinyl-                |
| ⑥ Wall at Upper Floor: | Wood Trim/Barely Painted                                | ⑫ Concrete S/E:                  | Precast Concrete      |



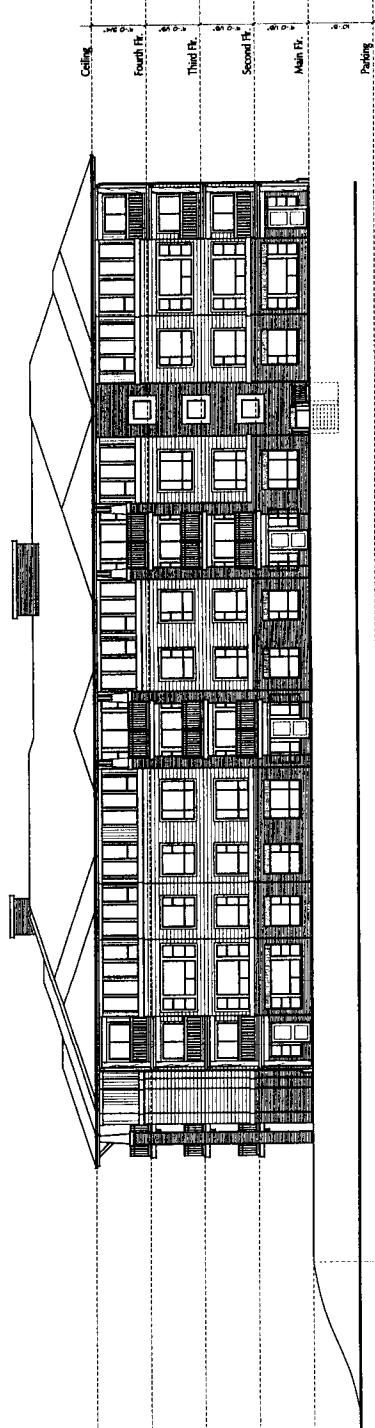
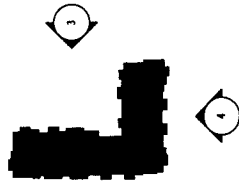
**Building Four - Elevation 2**



**Building Four - Elevation 3**

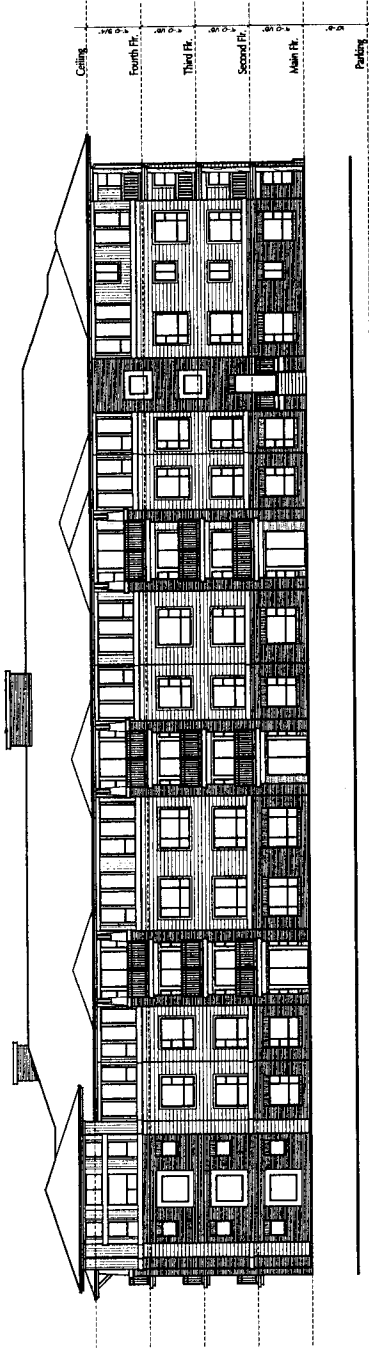
**Material Schedule:**

- |                       |  |                               |                       |
|-----------------------|--|-------------------------------|-----------------------|
| ① Brick               | Asph/Flt Shingle - Weathered Wood                        | ⑦ Window/Door Trims           | Vinyl                 |
| ② Facade              | Integral Aluminum Facade/Curtain - Midnight Black colour | ⑧ Bakery Pans, Beams & Frieze | Wood Stained          |
| ③ Roof Soffits        | Perforated Vinyl - "Tart" colour                         | ⑨ Metal Railing               | Midnight Black colour |
| ④ Horizontal Siding   | Vinyl Siding - "Tart" colour                             | ⑩ Metal Railing               | Vinyl                 |
| ⑤ Brick               | "Narrow" size, Hesser' Texture                           | ⑪ Window Frames               | Pre-cast Concrete     |
| ⑥ Walk at Upper Floor | Wood Trim/Hardy Panel                                    | ⑫ Concrete Sill               |                       |



**Building Four - Elevation 4**



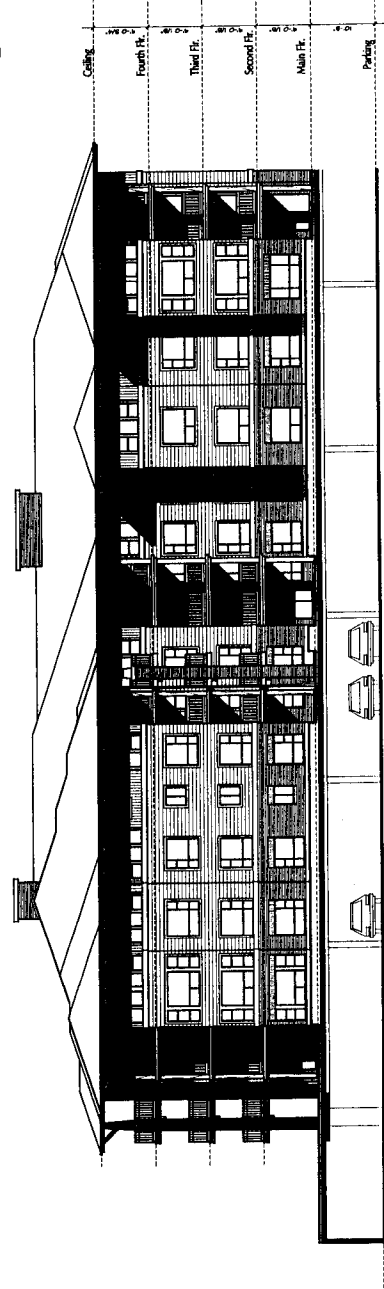


**Building Five - Elevation 1**

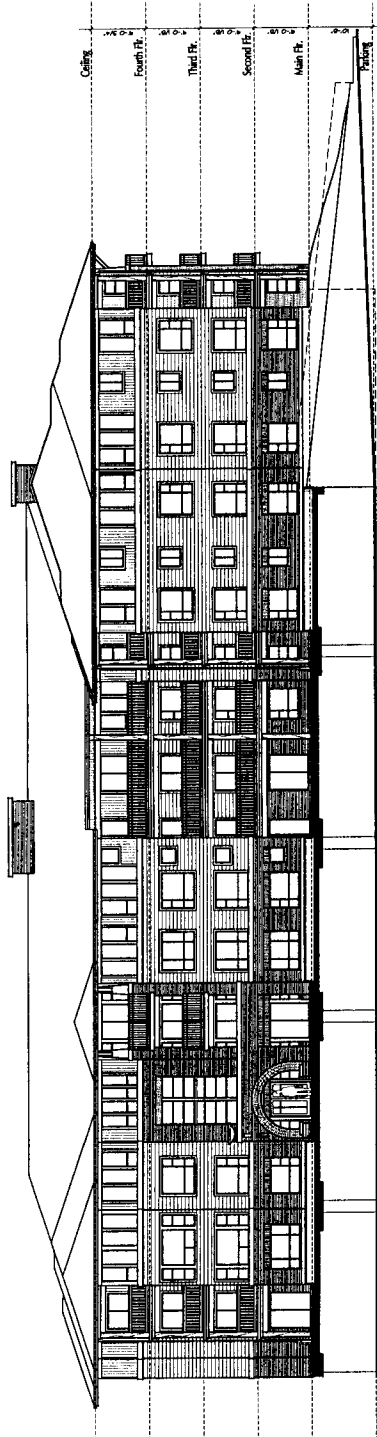


**Material Schedule:**

- |   |                      |  |   |                                |                |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---|----------------------|--|---|--------------------------------|----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ① | Roof:                | Asphalt Shingle "Weathered Wood"                         | ⑦ | Window/Door Trims:             | Vinyl -        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| ② | Fascia:              | Integral Aluminum Fascia/Color - "Midnight Black" colour | ⑧ | Balcony Posts, Beams & Fascia: | Wood Stained - |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| ③ | Roof Soffits:        | Performed Vinyl - "Tan" colour                           | ⑨ | ⑩                              | ⑪              | ⑫ | ⑬ | ⑭ | ⑮ | ⑯ | ⑰ | ⑱ | ⑲ | ⑳ | ㉑ | ㉒ | ㉓ | ㉔ | ㉕ | ㉖ | ㉗ | ㉘ | ㉙ | ㉚ | ㉛ | ㉜ | ㉝ | ㉞ | ㉟ | ㊱ | ㊲ | ㊳ | ㊴ | ㊵ | ㊶ | ㊷ | ㊸ | ㊹ | ㊺ | ㊻ | ㊼ | ㊽ | ㊾ | ㊿ |
| ④ | Horizontal Siding:   | Vinyl Siding - "Tan" colour                              | ⑩ | ⑪                              | ⑫              | ⑬ | ⑭ | ⑮ | ⑯ | ⑰ | ⑱ | ⑲ | ⑳ | ㉑ | ㉒ | ㉓ | ㉔ | ㉕ | ㉖ | ㉗ | ㉘ | ㉙ | ㉚ | ㉛ | ㉜ | ㉝ | ㉞ | ㉟ | ㊱ | ㊲ | ㊳ | ㊴ | ㊵ | ㊶ | ㊷ | ㊸ | ㊹ | ㊺ | ㊻ | ㊼ | ㊽ | ㊾ | ㊿ |   |
| ⑤ | Brick:               | "Norman" size, Mission' Texture                          | ⑪ | ⑫                              | ⑬              | ⑭ | ⑮ | ⑯ | ⑰ | ⑱ | ⑲ | ⑳ | ㉑ | ㉒ | ㉓ | ㉔ | ㉕ | ㉖ | ㉗ | ㉘ | ㉙ | ㉚ | ㉛ | ㉜ | ㉝ | ㉞ | ㉟ | ㊱ | ㊲ | ㊳ | ㊴ | ㊵ | ㊶ | ㊷ | ㊸ | ㊹ | ㊺ | ㊻ | ㊼ | ㊽ | ㊾ | ㊿ |   |   |
| ⑥ | Wall at Upper Floor: | Wood Trim/Heavy Panel -                                  | ⑫ | ⑬                              | ⑭              | ⑮ | ⑯ | ⑰ | ⑱ | ⑲ | ⑳ | ㉑ | ㉒ | ㉓ | ㉔ | ㉕ | ㉖ | ㉗ | ㉘ | ㉙ | ㉚ | ㉛ | ㉜ | ㉝ | ㉞ | ㉟ | ㊱ | ㊲ | ㊳ | ㊴ | ㊵ | ㊶ | ㊷ | ㊸ | ㊹ | ㊺ | ㊻ | ㊼ | ㊽ | ㊾ | ㊿ |   |   |   |



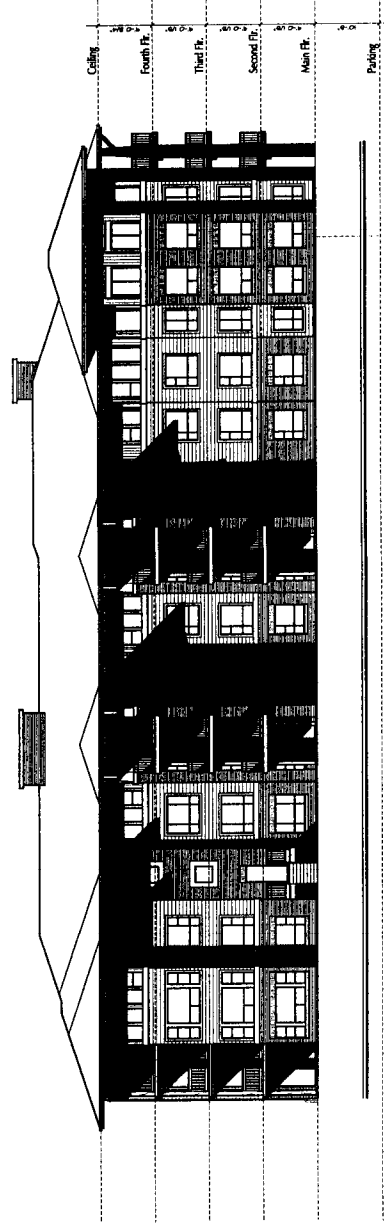
**Building Five - Elevation 2**



Building Five - Elevation 3

Material Schedule:

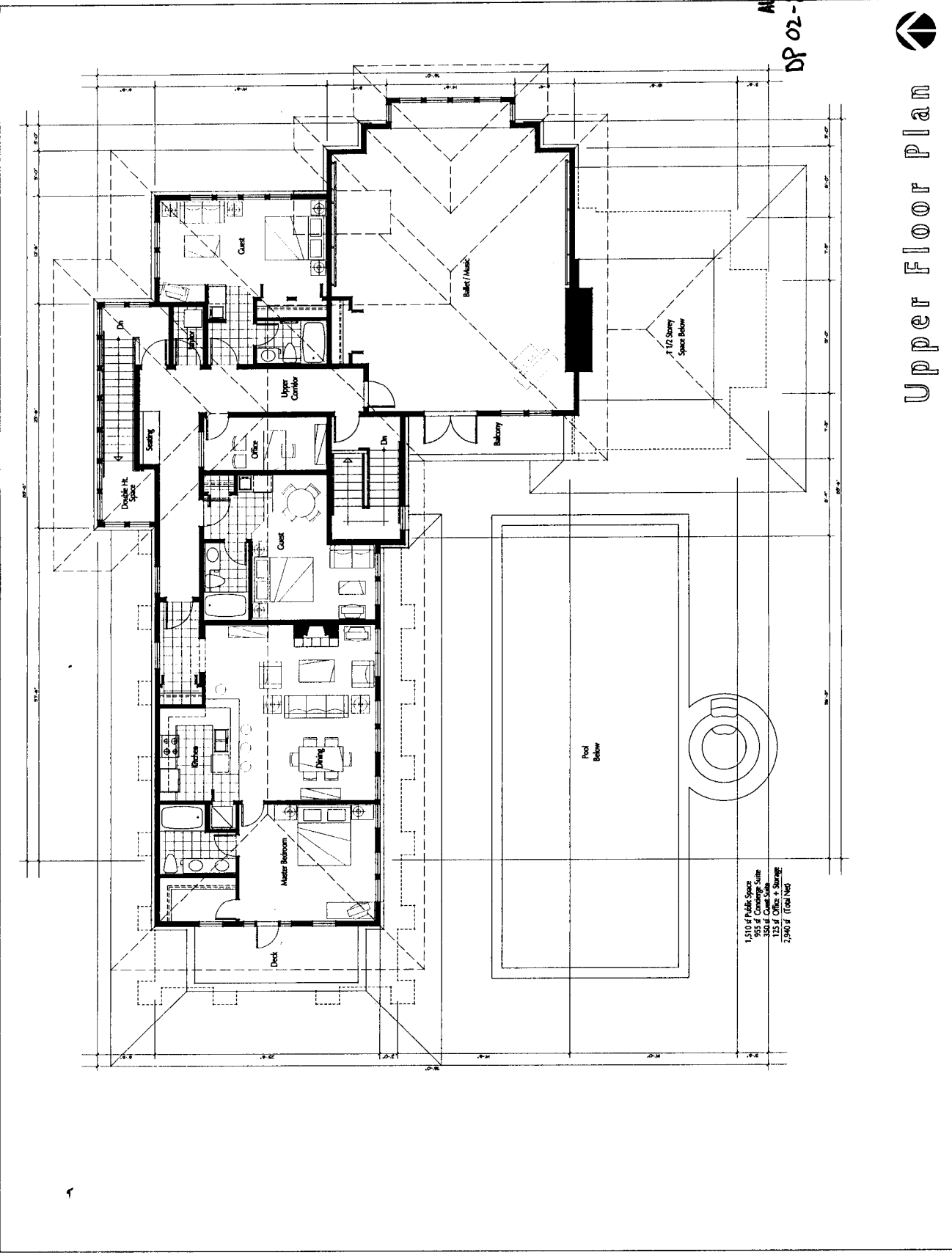
① Roof:	Asph/Flt Shingle "Weathered Wood"	⑦ Window/Door Trims:	Vinyl-
② Facade:	Integral Aluminum Fascia/Corner - "Midnight Black" colour	⑧ Balcony Posts, Beams & Railing:	Wood Stained -
③ Roof Soffits:	Perforated Vinyl - "Tan" colour	⑨ Metal Railing:	"Midnight Black" colour
④ Horizontal Siding:	Vinyl Siding - "Tan" colour	⑩ Metal Railing:	Vinyl-
⑤ Back:	"Nomax" size, "Mission" Texture	⑪ Window Frames:	Pre-cast Concrete
⑥ Wall & Upper Floor:	Wood Trim/Hardy Panel -	⑫ Concrete Sill:	



Building Five - Elevation 4







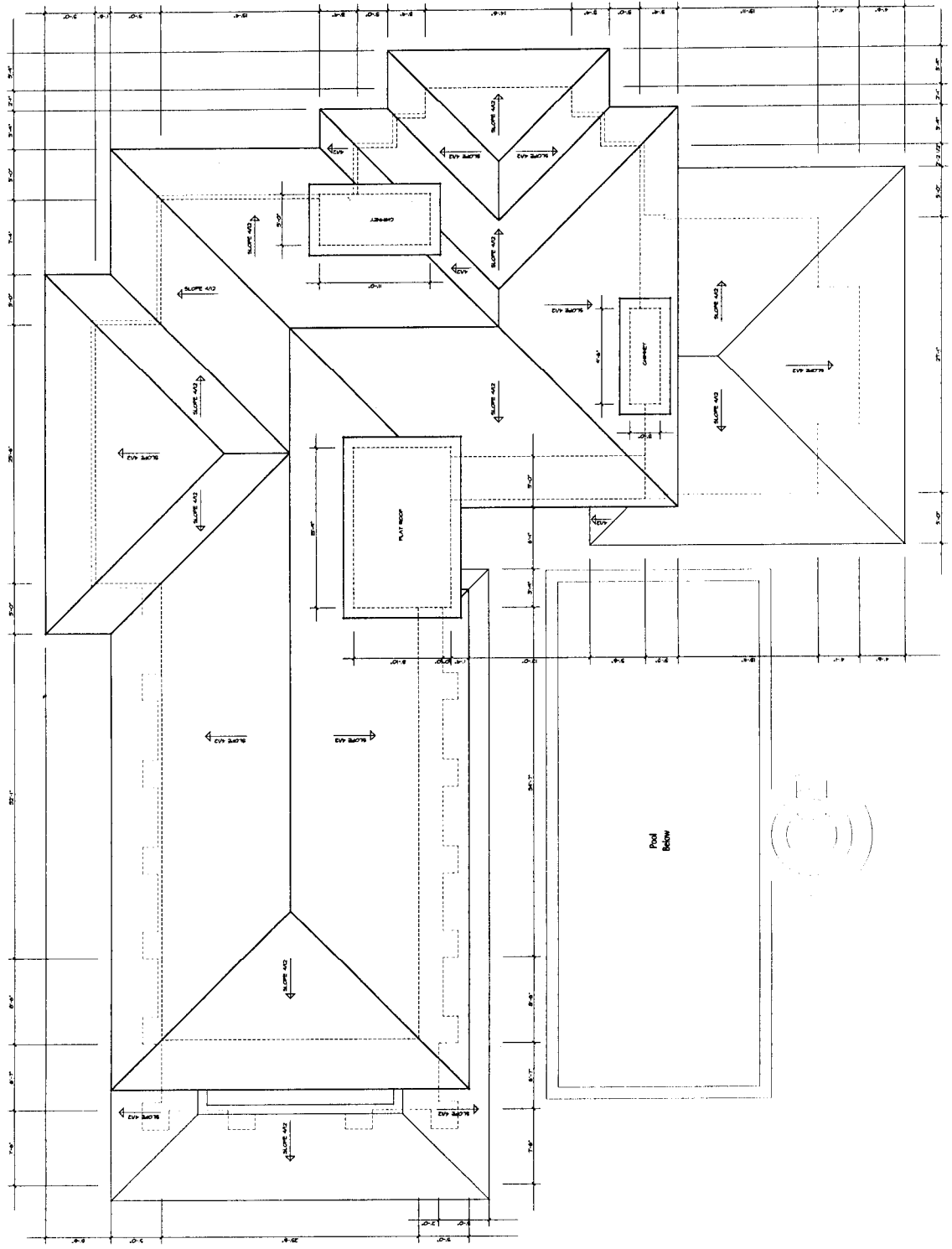
1,510 of Public Space  
350 of Changeable Site  
115 of Office + Storage  
2,940 of (Total Net)

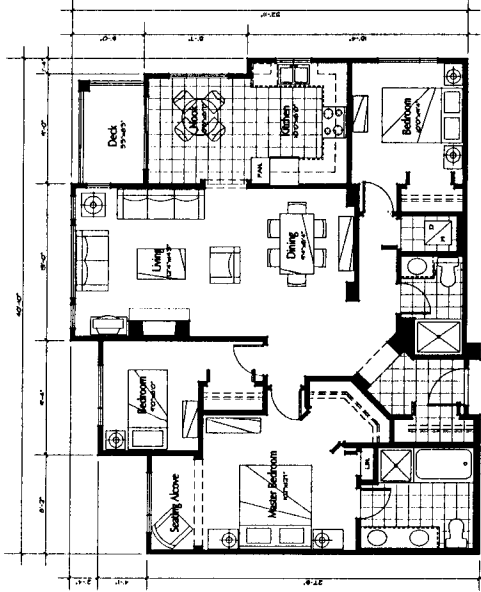


Upper Floor Plan



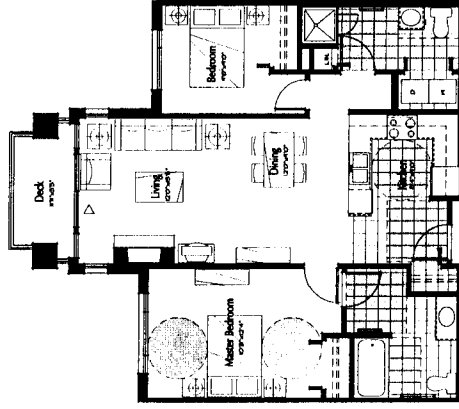
Roof Plan





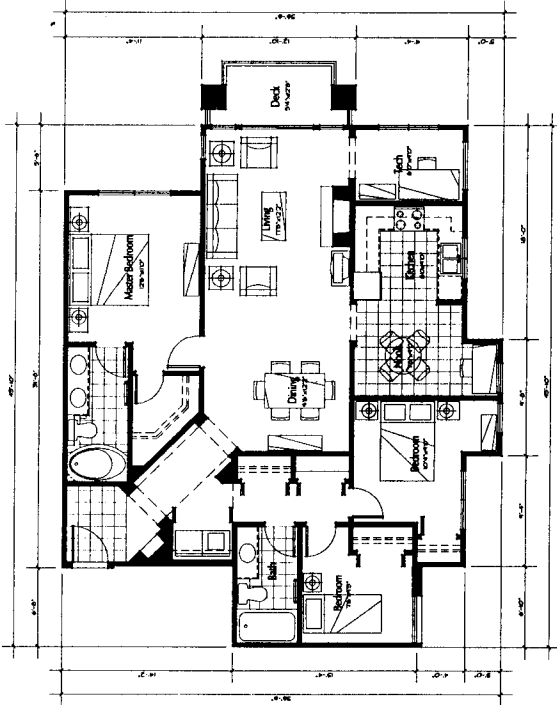
**Unit C7**

Area: 1,207 sq  
 ft of 546



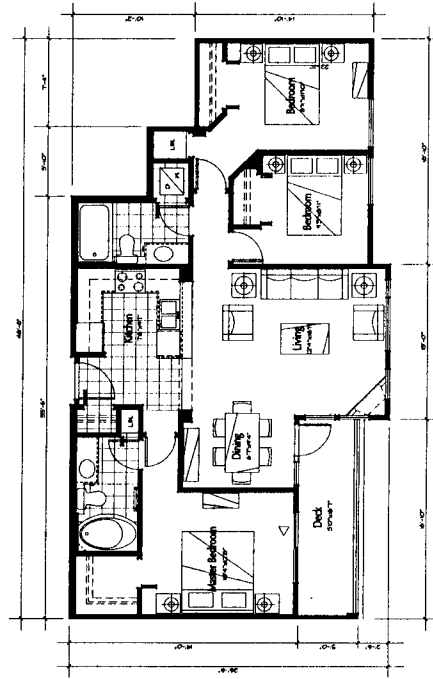
**Unit B1 (Adaptable)**

Area: 937 sq  
 ft (Adaptable upon request of Buyer)



**Unit C6**

Area: 1,311 sq  
 ft of 546



**Unit C8**

Area: 1,009 sq  
 ft of 546

DP 02-203516









