



**City of
Richmond**

Report to Development Permit Panel
Planning and Development Department

To: Development Permit Panel

Date: June 24, 2013


From: Wayne Craig
Director of Development

File: DV 13-634940

Re: Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 7731/7771 Alderbridge Way

Staff Recommendation

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the visitor parking requirement from 0.15 spaces/unit, as per DP 12-615424, to 0.10 spaces/unit for the development located at 7731 and 7771 Alderbridge Way on a site zoned "High Density Low Rise Apartments (RAH2)".


Wayne Craig
Director of Development

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Staff Report

Origin

Onni 7731 Alderbridge Holding Corp. has applied to the City of Richmond to relax the visitor parking requirement from 0.15 spaces/unit as per DP 12-615424 to 0.10 spaces/unit for a 659-unit project in four (4) six-storey wood frame buildings over two (2) concrete parking structures. DP 12-615424 was issued by Council on November 13, 2012 under DP 12-615424. Two (2) buildings will be located on top of one (1) large single-storey parkade on proposed Lot 1 (West) and Lot 2 (East) on each side of a newly dedicated section of Cedarbridge Way.

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, lies the former CPR line property which is now owned by the City and will form part of City Centre Road Network. Further to the north, one (1) large light industrial building is located on a site zoned as "Industrial Business (IB1)".
- To the south, lies Alderbridge Way with the former Grimm's meat factory site on the south side of the street. This site is now zoned "Industrial Retail (IR1)" and is the subject of a current rezoning application to rezone the site to a "Residential Limited Commercial (RCL)" zone that would allow for a higher density, mixed-use development. This rezoning was granted Third Reading on November 19, 2012.
- To the east, two (2) light industrial/retail buildings are located on a site to the east of an adjacent lane and on a site zoned "Industrial Retail (IR1)".
- To the west, the Gilbert Road approach to the Dinsmore Bridge forms the north-west boundary of the subject site. The remainder of the site is bounded by the former "V-Tech" building site which is zoned "Industrial Retail (IR1)".

Staff Comments

The proposed scheme attached to this report had satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit (DP 12-615424) application on November 13, 2012. In addition, the proposed development complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the City Centre Area Plan except for the zoning variance noted below.

Zoning Compliance/Variations

In this current Development Variance Permit application, the applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to relax the visitor parking requirement from 0.15 spaces/unit as per DP 12-615434 to 0.10 spaces/unit for the entire development and each of the visitor parking areas for each of the four (4) buildings within the development. It should be noted that the visitor parking requirement had been reduced from the required 0.20 spaces/unit to 0.15 spaces/unit under DP 12-615424 as discussed further below.

Within this proposed development, there is one (1) parkade under Buildings 1 / 2 on Lot 1 and one (1) parkade under Buildings 3 / 4 on Lot 2, with each building having its own parkade entrance and adjacent partitioned visitor parking area. Buildings 1 / 2 on Lot 2 have parkade entrances from the west side of Cedarbridge Way (see **Attachment 2**). The parkade for Building 3 is located on the east side of Cedarbridge Way, while the entrance to the Building 4 parkade is from the east lane near Alderbridge Way.

Current Approved Visitor Parking Reduction

Under DP 12-615424 and the associated rezoning (RZ 11-585209), the combined visitor and resident was reduced by 7.5% below the parking requirements set out in Zoning Bylaw 8500. As part of this 7.5% overall parking rate reduction, the visitor parking rate was varied by 25% from 0.20 to 0.15 spaces/unit on each of Lot 1 (Buildings 1 / 2) and Lot 2 (Buildings 3 / 4). The following Transportation Demand Management (TDM) measures were required for this 7.5% overall reduction, with the developer:

- Contributing \$100,000 to the City for the construction of a 3.0 m (9.8 ft.) wide bike/pedestrian pathway along the east side of Gilbert Road from the southern end of the applicant's required frontage improvements to Lansdowne Road.
- Entering into an agreement to require provision of 20% of the total resident parking spaces with electric service for vehicle plug-ins with conduits, circuit's breakers and wiring and provision of one (1) standard 120 volt electric plug-in for every 40 resident bicycle parking spaces.

Proposed Visitor Parking Reduction

The applicant is proposing a further reduction of the provided visitor parking from 0.15 spaces/unit approved under DP 12-615424 to 0.10 spaces/unit under DV 13-634940. In both cases, the total combined resident and visitor parking is reduced by 7.5% in accordance with the previously provided TDM measures.

In this particular circumstance, staff support the proposed visitor parking variance for the following reasons:

- 1) *Parking Study Results:* The developer was required to undertake a parking study to identify the potential demand for visitor parking for the subject development and to determine if the proposed visitor parking of 0.10 spaces/unit would be adequate in meeting that demand. The parking study submitted by the applicant included a review of two (2) large developments of a similar character. To supplement these findings, the Richmond-specific results of the Regional Residential Parking Study prepared by Metro Vancouver were also reviewed. The findings of this study indicate the demand for visitor parking was 0.10 spaces/unit or less in similar developments.
- 2) *Multiple Parking Garages:* The proposed development includes four (4) separate visitor parking areas for the four (4) buildings. This multiple parking area configuration provides flexibility for visitors to choose alternate visitor parking areas if the visitor parking area within the building being visited is full. To facilitate the use of the multiple garages, the visitor parkade entrance intercoms for each building will be interconnected. This shared approach ensures that a minimum of 66 visitor parking spaces are available to serve the proposed development.
- 3) *Street Parking:* There will be street parking permitted on the section of Cedarbridge Way between Alderbridge Way and New River Road (the former CPR line) which is to be constructed by the proposed development.
- 4) *Transit Proximity:* The development is also in proximity (10 minute walk) to the Canada Line Lansdowne Station and a number of Translink Frequent Transit Network services such as the No. 403 and No. 410 bus routes on No. 3 Road. The C94 bus route, connecting the Canada Line and the Oval, also supports visitors using transit. There is also a planned greenway that will provide a safe, quieter pedestrian and bicycle route from the subject development site to No. 3 Road and the Lansdowne Canada Line Station.

Based on the above factors, the City's Transportation Division reviewed and approved of the proposed visitor parking variance.

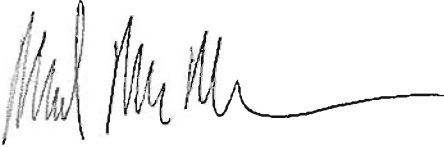
Conclusions

Staff support the proposed visitor parking variance from the currently approved 0.15 spaces/unit to 0.10 spaces/unit for the subject development given: the findings of the parking study for the development and the Metro Vancouver Residential Parking Study; the interconnected parkade intercoms that provide flexibility in the overall use of the four (4) visitor parking areas; the opportunity for shared parking with adjacent commercial developments; proximity to transit; and the TDM measures which include the provision of the electric vehicle plug-ins and contribution of the Gilbert Road pedestrian/cycling facilities.

The proposed visitor parking variance for this development is being considered on its own merits. If other such visitor parking variance applications are made in the future, the City will

require the developer to conduct a similar parking study to demonstrate the viability of any proposed visitor parking reduction and to provide a significant package of TDM measures.

Lastly, the size of the development, parking arrangement, location and proximity to transit for any such future variance application would need to be assessed.



Mark McMullen
Senior Coordinator-Major Projects
(604-276-4173)

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

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

- 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.*
- 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>).



DV 13-634940

Attachment 1

Address: 7731/7771 Alderbridge Way

Onni 7731 Alderbridge Holding Corp. & Onni 7771 Alderbridge Holding Corp.

Applicant: Onni 7731 Alderbridge Holding Corp.

Owner: Onni 7731 Alderbridge Holding Corp.

Planning Area(s): City Centre Area Plan (Lansdowne Village)

Floor Area Gross: 58,406 m²

Floor Area Net: 57,425 m²

	Existing	Proposed
Site Area:	28,713 m ²	25,175 m ²
Land Uses:	Light Industrial	Multi-Family Residential
OCP Designation:	Mixed-Use	Mixed-Use
Zoning:	High Density Low Rise Apartments (RAH2)	High Density Low Rise Apartments (RAH2)
Number of Units:	None	659

	Bylaw Requirement	Proposed Development	Variance
Lot Size (Min.)	<ul style="list-style-type: none"> 2400 m² (25,833 ft²) 	<ul style="list-style-type: none"> Lot 1: 13,288.40 m² (143,040 ft²) Lot 2: 11,885.75 m² (127,937 ft²) 	<ul style="list-style-type: none"> None
Lot Coverage (Max.)	<ul style="list-style-type: none"> 60% for buildings 80% for building and non porous surfaces 	<ul style="list-style-type: none"> Lot 1: building footprint: 45% non-porus surfaces: 69.5% Lot 2: building footprint: 45% non-porus surface: 70.3% 	<ul style="list-style-type: none"> None
FAR	<ul style="list-style-type: none"> 2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> 2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> None
Habitable Floor Elevation (Min.)	<ul style="list-style-type: none"> Residential: 2.9 m geodetic 	<ul style="list-style-type: none"> Residential: 4.064 m geodetic Local exception permitted for one (1) lobby per building. 	<ul style="list-style-type: none"> None
Height (Max.)	<ul style="list-style-type: none"> 25 m, but with specific areas allowing up to 35 m as outlined in CCAP. 	<ul style="list-style-type: none"> Varies, but less than 25 m above finished grade in all cases. 	<ul style="list-style-type: none"> None

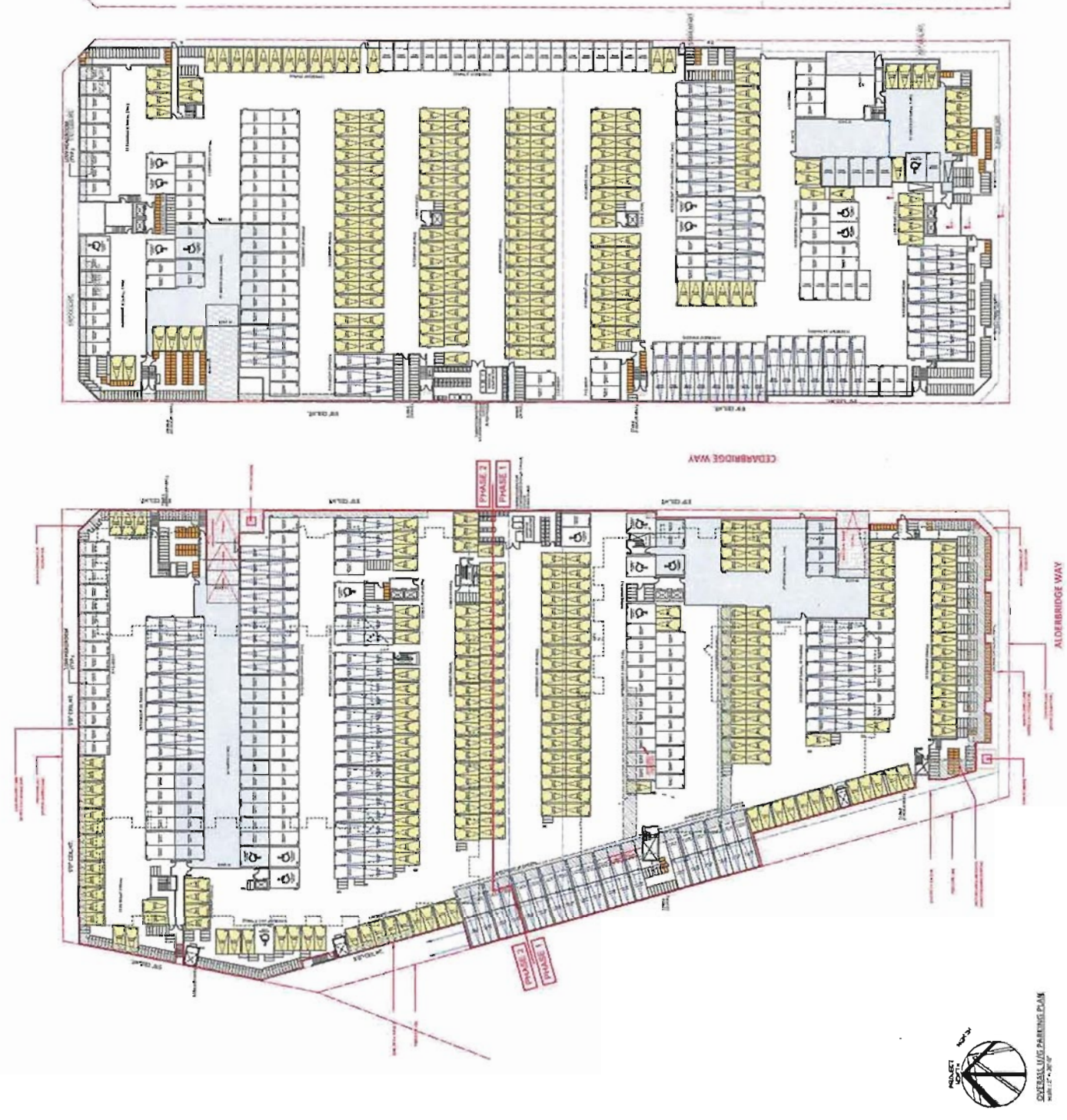
	Bylaw Requirement	Proposed Development	Variance
Setbacks (Min.)	a) 3.0m @ Alderbridge P/L b) 1.5m @ East Lane P/L c) 3.0m @ River Road P/L d) 3.0m @ Cedarbridge P/L e) 3.0m @ Gilbert P/L f) 1.5m @ West Side P/L	a) 4.8 m for Building 1 and 5.3 m Building 4 @ Alderbridge from PROP b) 0.0m @ East Lane P/L for parkade c) 3.0m @ River Road P/L d) 0.0m @ Cedarbridge Way P/L for parkade e) 0.0m @ Gilbert Road P/L f) 0.0m @ West Side P/L for parkade Based on setback to PROP/SROW on Alderbridge Way; setbacks from the actual property lines are greater.	None under this application. Previous variance under DP 12-615424
Off-Street Parking	<u>Lot 1: Parkade (Bldgs1/2): 462</u> Residents/Affordable: 400 (small car: 49%) Visitors: 62 <u>Lot 2: Parkade (Bldgs3/4): 369</u> Residents/Affordable: 329 (small car: 50%) Visitors : 40	<u>Lot 1: Parkade (Bldgs1/2): 418</u> Residents/Affordable: 383 (small car: 45%) Visitors: 35 <u>Lot 2: Parkade (Bldgs3/4): 377</u> Residents/Affordable: 345 (small car: 46%) Visitors : 32	The subject application is to vary the visitor parking from 0.15 (as per DP 12-615424) to 0.10 spaces/unit.
Bicycle Parking	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> • Resident (1.25/unit): 425 • Visitor (0.2/unit): 68 <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> • Resident (1.25/unit): 425 • Visitor (0.2/unit): 68 	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> • Resident (1.25/unit): 399 • Visitor (0.2/unit): 68 <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> • Resident (1.25/unit): 436 • Visitor (0.2/unit): 64 	<ul style="list-style-type: none"> • None
Loading	<ul style="list-style-type: none"> • 2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site. 	<ul style="list-style-type: none"> • Required 4 SU9 loading spaces with 1 provided for each of the four buildings. 	None under this application. Previous variance under DP 12-615424

PROPOSED IMPROVEMENTS

Item No.	Description	Quantity	Unit	Material	Notes
1	Asphalt	1000	Sq. Yd.	1/2" Thick	
2	Gravel	500	Cu. Yd.	3/4" Clean	
3	Concrete	100	Sq. Yd.	4" Thick	
4	Rebar	100	Lbs.	4" Dia.	
5	Formwork	100	Sq. Yd.	2" Thick	
6	Paint	100	Gals.	1" Thick	
7	Drainage	100	Lf.	4" Dia.	
8	Excavation	100	Cu. Yd.	4" Depth	
9	Backfill	100	Cu. Yd.	3/4" Clean	
10	Compaction	100	Sq. Yd.	4" Thick	

PROPOSED IMPROVEMENTS

Item No.	Description	Quantity	Unit	Material	Notes
11	Asphalt	2000	Sq. Yd.	1/2" Thick	
12	Gravel	1000	Cu. Yd.	3/4" Clean	
13	Concrete	200	Sq. Yd.	4" Thick	
14	Rebar	200	Lbs.	4" Dia.	
15	Formwork	200	Sq. Yd.	2" Thick	
16	Paint	200	Gals.	1" Thick	
17	Drainage	200	Lf.	4" Dia.	
18	Excavation	200	Cu. Yd.	4" Depth	
19	Backfill	200	Cu. Yd.	3/4" Clean	
20	Compaction	200	Sq. Yd.	4" Thick	



REVISIONS

No.	Description	Date
1	Issue for Review	10/20/17
2	Issue for Review	10/20/17
3	Issue for Review	10/20/17
4	Issue for Review	10/20/17
5	Issue for Review	10/20/17



City of Richmond

Development Variance Permit

No. DV 13-634940

To the Holder: ONNI 7731 ALDERBRIDGE HOLDING CORP.
 Property Address: 7731/7771 ALDERBRIDGE WAY
 Address: C/O ERIC HUGHES
 # 300 - 550 ROBSON STREET
 VANCOUVER, BC V6B 2B7

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance 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 relax the visitor parking requirement from 0.15 spaces/unit, as per DP 12-615424, to 0.10 spaces/unit for the entire development and each of the visitor parking areas for each of the four (4) buildings within the development.
4. 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.
5. 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.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

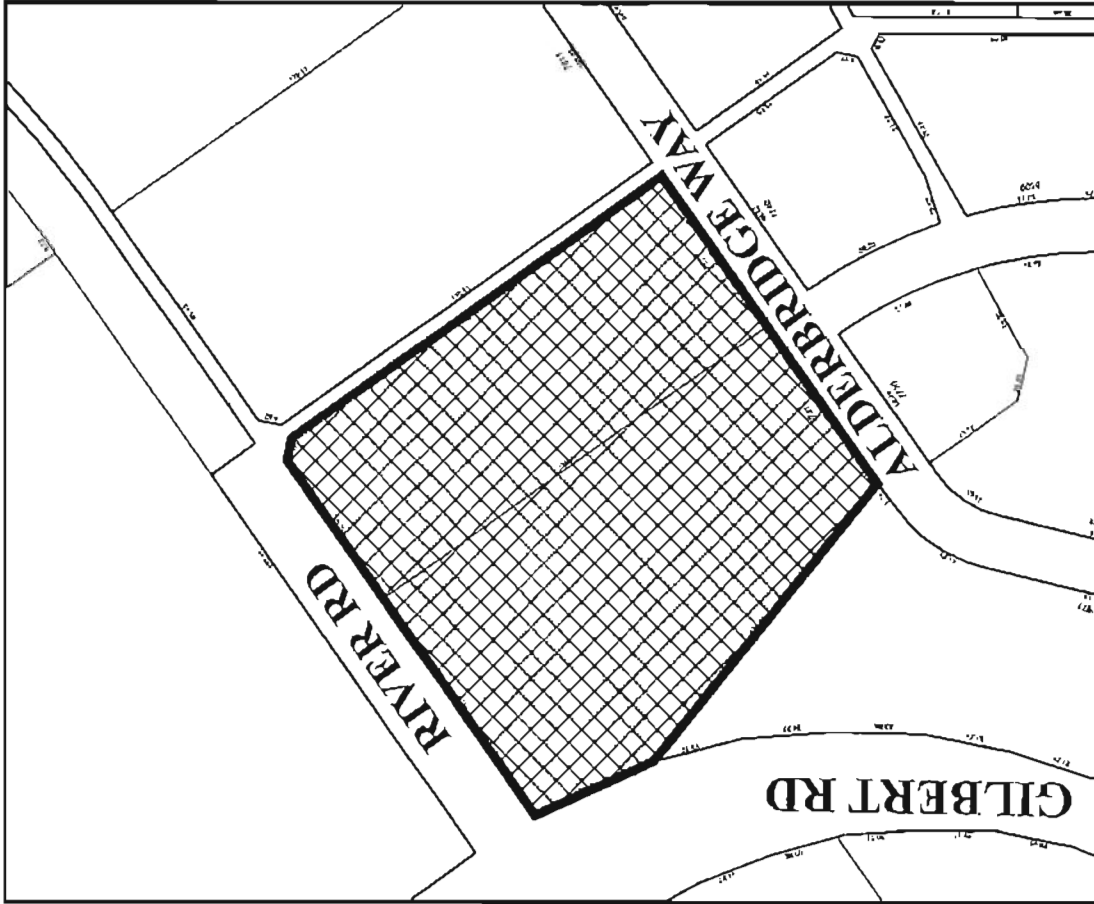
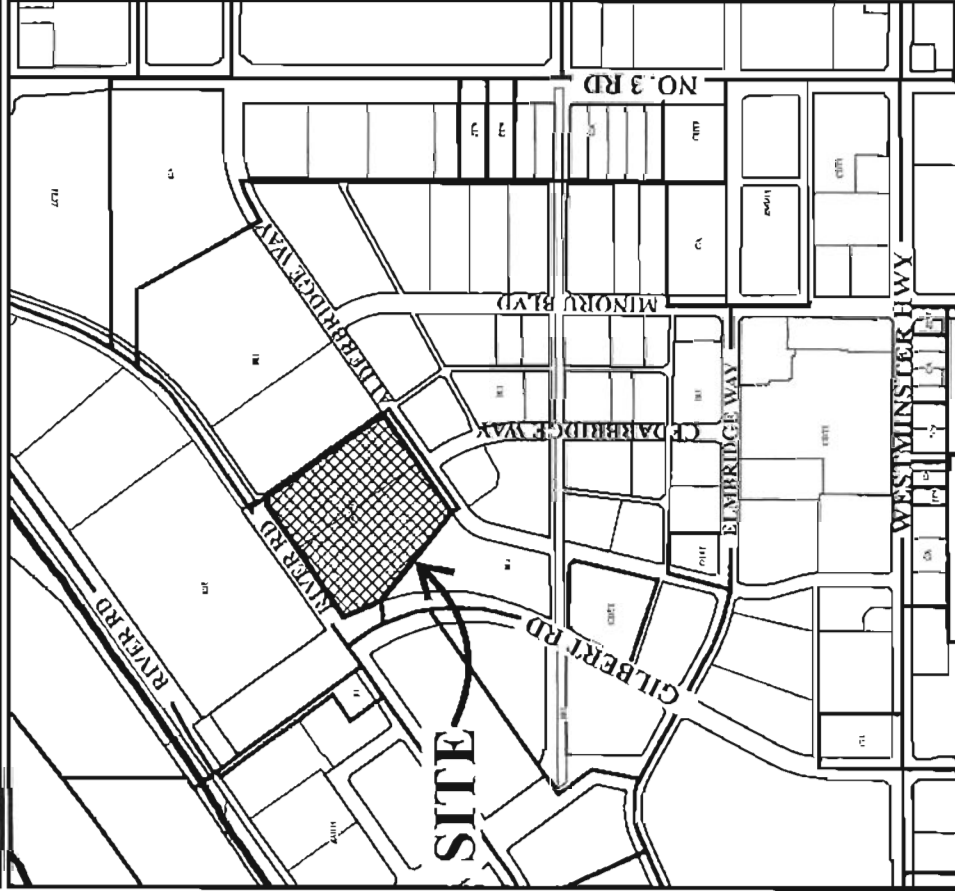
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DV 13-634940
 SCHEDULE "A"

Original Date: 05/01/13

Revision Date:

Note: Dimensions are in METRES