



City of
Richmond

Report to Development Permit Panel
Planning and Development Department

To: Development Permit Panel

Date: July 22, 2014

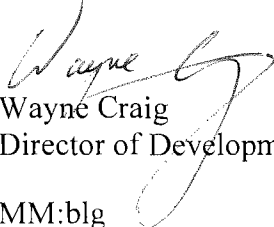
From: Wayne Craig
Director of Development

File: DV 13-634940

Re: **Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 5311 and 5399 Cedarbridge Way**

Staff Recommendation

That a Development Variance Permit be issued which would further vary the provisions of Richmond Zoning Bylaw 8500 to further reduce the visitor parking requirement from 0.15 spaces/unit, as per Development Permit (DP 12-615424), to 0.125 spaces/unit for a portion of the development located at 5311 and 5399 Cedarbridge 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. previously applied to the City of Richmond to further vary the visitor parking requirement to 0.10 spaces/unit from the reduced 0.15 spaces/unit approved under DP 12-615424 for a 660-unit project in four (4) buildings located at 5311 and 5399 Cedarbridge Way (formerly 7731 Alderbridge Way) and 7771 Alderbridge Way.

The Development Permit Panel reconsidered this application at its July 16, 2014 meeting, at which the Panel made the following recommendation on this variance application:

“That the staff report titled Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 5311 and 5399 Cedarbridge Way, dated June 27, 2014, from the Director, Development, be referred to staff to examine options to reduce the visitor parking requirement from 0.15 spaces/unit to 0.125 spaces/unit and report back to the Development Permit Panel meeting on July 30, 2014.”

In response to the above referral, the applicant has agreed to revise their application to seek a lesser variance to the visitor parking requirements to 0.125 spaces/unit only for Buildings 1 and 2 on Lot 1. Lot 1 forms the western side of the development located at 5311 and 5399 Cedarbridge Way, containing 341 of the development's 660 units, as discussed below in the Staff Report. The previous Staff Report considered at the July 16, 2014 Development Panel Meeting is included within Attachment 2.

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 a section of New River Road (the former CPR line) which is under construction. Further to the north, one (1) large light industrial building is located on a site zoned “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 was rezoned in July, 2013 (RZ11-593705) from “Industrial Retail (IR1)” to “Residential Limited Commercial (RCL)” to allow for a higher density, mixed-use development.
- 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 revised application is for a lesser variance to reduce the visitor parking to 0.125 spaces/unit on Lot 1 (Buildings 1 and 2 only) as compared to the previously proposed 0.10 spaces/unit. The revised variance results in a reduction of eight (8) spaces from the 51 visitor parking spaces to be provided under DP 12-615424, leaving a total of 43 visitor spaces. This compares to the previously proposed variance that would have reduced the visitor parking by 16 spaces, leaving a total 35 visitor parking spaces.

With the proposed visitor parking rate of 0.125 spaces/unit on Lot 1 and at the current 0.15 spaces/unit rate on Lot 2 (approved under DP12-615424), the overall development visitor parking rate would be 0.1375 spaces/unit. Also, the revised variance provides for 0.125 spaces/unit or 43 spaces on Lot 1 which is equal to the previously proposed overall visitor parking rate of 0.125 spaces/unit for Lots 1 and 2.

Given that this lesser requested variance provides for 43 visitor parking spaces permanently within the parkade on Lot 1, the previous requirement to register an easement prior to issuance of the Development Variance Permit on Lot 2 in favor of Lot 1 has been removed. This easement would only require a total of 43 visitor spaces being available on an interim basis with the 35 permanent visitor parking spaces combined with the interim eight (8) visitor surface spaces on Lot 2. Also, the previously proposed \$25,000 security is no longer required to ensure the applicant undertakes the visitor parking study on Lot 1 and constructs the interim eight (8) visitor parking spaces on Lot 2.

Staff support the revised visitor parking variance based on the following:

- 1) *Parking Study Results:* With the expanded parking study submitted by the applicant included, there is now a review of five (5) large developments of a similar character. The findings of the applicant’s expanded study indicate the highest demand for visitor parking was 0.10 spaces/unit or less in similar developments. The study found that the visitor parking demand for comparable developments studied was generally lower than 0.10 spaces/unit. The provision of the proposed 0.125 spaces/unit would result in a 23% margin of surplus capacity over the highest observed utilization of visitor parking of 0.10 spaces/unit at the five (5) surveyed sites.
- 2) *Metro Vancouver Parking Study:* To supplement these findings, the Richmond-specific results of the 2012 Regional Residential Parking Study prepared by Metro Vancouver were also reviewed. It concluded that residential visitor parking supply may be over supplied in most apartment developments.
- 3) *Street Parking:* There will be approximately 33 street parking spaces 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 in relatively close proximity at 660 metres via Alderbridge and Cedarbridge Way (15 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. This transit availability may also reduce the need for residential visitor parking spaces.
- 5) *Multiple Parking Garages:* The proposed development includes four (4) separate visitor parking areas for the four (4) buildings. This 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, a reciprocal easement was registered at the time of rezoning and issuance of the original DP 12-615424 that provides that the visitor parkade entrance intercoms for each building will be interconnected. This shared approach ensures that all four (4) parking garages are available to serve the all four (4) buildings within the entire development. This would equate to a rate of 0.1375 spaces/unit or a total of 91 visitor parking spaces if the visitor parking rate is reduced to 0.125 spaces/unit for Buildings 1 and 2 on Lot 1, but is maintained at 0.15 spaces/unit for Buildings 3 and 4 on Lot 2.
- 6) *Parking Stays Within the Approved Transportation Demand Management (TDM) Reduction:* It is important to note that with the revised variance, the total combined overall resident and visitor parking under the revised variance is now 865 spaces for Lots 1 and 2. This is less than the 7.5% TDM reduction allowed under the initial rezoning which included a total of 845 resident spaces and visitor spaces overall on Lots 1 and 2.

Based on the above factors, City staff support the reduced visitor parking variance to 0.125 spaces/unit from the currently approved 0.15 spaces/unit rate for Lot 1.

Conclusions

Staff support the applicant's revised visitor parking variance from the currently approved 0.15 spaces/unit to 0.125 spaces/unit for the Lot 1 at 5311 and 5399 Cedarbridge Way given there are 43 visitor parking spaces compared to 35 visitor parking spaces within the application considered at the July 16, 2014 Development Permit Panel meeting. The reduced variance provides for more visitor parking at 0.125 spaces/unit than the maximum visitor parking rates of 0.10 spaces/unit observed the more detailed parking study that examined five (5) other developments in the City Centre area.

If the proposed variance to allow for a visitor rate of 0.125 spaces/unit is approved for Buildings 1 and 2 on Lot 1, the 0.15 visitor spaces/unit parking requirement would be maintained for Buildings 3 and 4 on Lot 2. Also, all four (4) of the permanent parking lots will be shared under the current permanent parking easement and provides for an overall visitor parking rate of 0.1375 spaces/unit or 91 spaces over the entire development.



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:

- None applicable.

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/tp/special.htm>).



DV 13-634940

Attachment 1

Address: 5311 & 5399 Cedarbridge Way (Lot 1 - Subject Lot within Revised Variance Application)
7771 Alderbridge Way (Lot 2 - Related Lot Within Same Development)

Applicant: Onni 7731 Alderbridge Holding Corp. Owner: Onni 7731 Alderbridge Holding Corp. & Onni 7771 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:	25,175 m ² for Lots 1 & 2 28,713 m ² incl. Cedarbridge Way	25,175 m ² for Lots 1 & 2 28,713 m ² incl. Cedarbridge Way
Land Uses:	Multi-Family Residential – Lot 1 Light Industrial –Lot 2	Multi-Family Residential – Lots 1 & 2
OCP Designation:	Mixed-Use	Mixed-Use
Zoning:	High Density Low Rise Apartments (RAH2)	High Density Low Rise Apartments (RAH2)
Number of Units:	Lot 1 – 341 Lot 2 - 319 Total – 660	Lot 1 - 341 Lot 2 - 319 Total - 660

	Bylaw Requirement With DP 12-615424 Variance	Proposed Development	Variance
Lot Size (Min.)	<ul style="list-style-type: none"> 2,400 m² (25,833 ft²) 	<ul style="list-style-type: none"> Lot 1: 13,288 m² (143,040 ft²) Lot 2: 11,885 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 With DP 12-615424 Variance	Proposed Development		Variance
Setbacks (Min.)	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 <p>Based on setback to PROP/SROW on Alderbridge Way; setbacks from the actual property lines are greater.</p>		None under this application. Previous variance under DP 12-615424
Off-Street Parking	Overall Lots 1 & 2 (Bldgs1-4) Resident: 746 (small car: 50%) Visitors: 99 (w/ 0.15/unit rate) <u>Total: 845 (w/ 7.5% TDM)</u>	Previously Proposed DP 12-615424 Lot 1 Only (Bldgs1-2) Resident: 378 (small car: 45.5%) Visitors: 51 <u>Total: 429</u>	Currently Proposed DV 13-634940 Lot 1 Only (Bldgs1-2) Resident: 413 (small car: <50%) Visitors: 43 <u>Total: 456</u>	To further vary the visitor parking required from 0.15 (as per DP 12-615424) to 0.125 space/unit or from 51 to 43 visitor spaces for Lot 1 only.
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



City of
Richmond

Report to Development Permit Panel
Planning and Development Department

To: Development Permit Panel

Date: June 27, 2014

From: Wayne Craig
Director of Development

File: DV 13-634940

Re: **Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 5311 and 5399 Cedarbridge Way**

Staff Recommendation

That a Development Variance Permit be issued which would further vary the provisions of Richmond Zoning Bylaw 8500 to further reduce the visitor parking requirement from 0.15 spaces/unit, as per Development Permit (DP 12-615424), to 0.10 spaces/unit for a portion of the development located at 5311 and 5399 Cedarbridge Way on a site zoned "High Density Low Rise Apartments (RAH2)".

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Staff Report

Origin

Onni 7731 Alderbridge Holding Corp. has applied to the City of Richmond to further vary the visitor parking requirement to 0.10 spaces/unit from the reduced 0.15 spaces/unit approved under DP 12-615424 for a 660-unit project in four (4) buildings located at 5311 and 5399 Cedarbridge Way (formerly 7731 Alderbridge Way) and 7771 Alderbridge Way.

The Development Permit Panel considered this application at its July 10, 2013 meeting; at which the Panel made the following recommendation on this variance application:

“That the application be referred back to staff for more consideration and additional research.”

In response to the above Development Permit Panel referral, the applicant's consultants conducted a more detailed parking study to the satisfaction of the Transportation Division as outlined below and that was included in the Staff Report considered at the April 16, 2014 DP Panel. At this meeting, the Panel made the following recommendation:

That Development Variance 13-634940, be referred back to staff to examine methods that would secure additional parking capacity for future demand in the proposed development and report back to the April 30, 2014 Development Permit Panel.

This report discusses the applicant's revised proposal to address the following referral from the April 16, 2014 Development Permit Panel meeting. It is noted that the applicant required more time to examine options to address the above referral, and the Staff Report has been brought to this later meeting of the Panel.

In response to the April 16, 2014 referral and staff comments, the applicant now proposes to seek a variance to the visitor parking requirements to 0.10 spaces/unit only for Buildings 1 and 2 on Lot 1 forming the western side of the development located at 5311 and 5399 Cedarbridge Way, containing 341 of the development's 660 units (Attachment 2), as discussed below in the Staff Report.

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 a section of New River Road (the former CPR line) which is under construction. Further to the north, one (1) large light industrial building is located on a site zoned “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 was rezoned in July, 2013 (RZ11-593705) from "Industrial Retail (IR1)" to "Residential Limited Commercial (RCL)" to allow for a higher density, mixed-use development.
- 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

Current Approved Visitor Parking Rate for Entire Development

Under DP 12-615424 and the associated rezoning (RZ 11-585209), the combined visitor and resident parking was reduced by 7.5% below the parking requirements set out in Zoning Bylaw 8500. As part of this 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) at 5311 and 5399 Cedarbridge Way and Lot 2 (Buildings 3/4) at 7771 Alderbridge Way. The following Transportation Demand Management (TDM) measures were required for this 7.5% overall reduction:

- A developer contribution of \$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.
- The developer entering into an agreement to secure the provision of 20% of the total resident parking spaces with electric service for vehicle plug-ins with conduits, circuit breakers and wiring, and provision of one (1) standard 120 volt electric plug-in for every 40 resident bicycle parking spaces.

Proposed Additional Visitor Parking Variance for Lot 1 at 5311 and 5399 Cedarbridge Way

The applicant is proposing a further variance for the required visitor parking from 0.15 spaces/unit approved under DP 12-615424 to 0.10 spaces/unit on Lot 1 (Buildings 1 and 2 only) at 5311 and 5399 Cedarbridge Way. The proposed variance results in a further reduction of 16 spaces from the 51 visitor parking spaces to be provided under DP 12-615424; leaving a total of 35 visitor spaces being provided. At the same time, the resident parking is increased by 22 spaces from 378 spaces under DP 12-615424 to 400 spaces. The addition of 22 resident parking spaces is more than the 16 visitor parking space reduction due to structural and building efficiencies that have been achieved during the Building Permit process.

Based on the concerns from the previous Development Permit Panel consideration of this variance application, the applicant has expanded the parking study to:

- Cover a total of five (5) sites in Richmond, three (3) of which have a similar proximity to the Canada Line as the subject Riva development (i.e. within 750 m).

- Include three (3) additional developments, studied for four (4) weeks in February and March on Tuesdays, Wednesdays, Fridays and Saturdays for the times of day as per original study. The observations were taken every half-hour; instead of hourly as done in the original study which studied two (2) developments on a Saturday.
- Outline in greater detail the 2012 Metro Vancouver Parking Study (i.e. time of day, day of week, unit occupancy, duration of survey, frequency of survey, adjacent surroundings and parking opportunities, etc.).

Addressing the April 16, 2014 DP Panel Concerns on Future Visitor Parking Demand

To address the Development Permit Panel's concern regarding the potential for visitor parking demand exceeding the proposed 0.10 spaces/unit, the applicant has reduced the scope of the variance which is now being sought to now reduce visitor parking within Buildings 1 and 2 only on Lot 1. If the variance is approved, this would bring the overall visitor parking rate for the whole development to 0.125 spaces/unit since the parking rate for Buildings 3 and 4 on Lot 2 would remain at the current 0.15 spaces/unit instead of the parking rate for whole development being reduced to 0.10 spaces/unit through this variance as previously proposed. It should be noted that, as a condition of the rezoning for the development, an easement was registered allowing all four (4) permanent visitor parking areas in Buildings 1 and 2 (being constructed on Lot 1 subject to the proposed variance) and Buildings 3 and 4 (to be constructed on Lot 2) to be shared.

The following staged approach is proposed to accommodate the provision of additional visitor parking for Lot 1 if needed and provide for future consideration of a similar visitor parking variance for Lot 2 if warranted.

1. The requested visitor parking variance for Lot 1 only at this time, if approved, would provide a total of 35 visitor spaces in the parkade for Buildings 1 and 2 on Lot 1 as shown on Attachment 3.
2. The applicant has agreed to register an easement prior to issuance of the Development Variance Permit on Lot 2 in favor of Lot 1 which would require for a total of 43 visitor spaces being available with 35 visitor spaces within the parkade on Lot 1 and an additional interim eight (8) visitor surface spaces on Lot 2 should they be required as discussed below.

A \$25,000 security is required to ensure the applicant undertakes the visitor parking study, to the satisfaction of the Director of Transportation, within six (6) months of both Buildings 1 and 2 on Lot 1 being fully occupied. If the study determines the 35 visitor spaces on Lot 1 are insufficient, the construction the eight (8) interim parking spaces on Lot 2 will be required until the ultimate parking garages on Lot 2 are built. If the study determines the 35 visitor spaces on Lot 1 are sufficient, the eight (8) interim parking spaces will not be required, the \$25,000 security released and the easement released.

The \$25,000 security would also cover the cost of construction of the eight (8) interim surface visitor spaces on Lot 2 as may be required.

This approach would also maintain the proposed visitor parking rate at 0.10 spaces/unit on Lot 1 and at 0.15 spaces/unit for Buildings 3 and 4 to be constructed on Lot 2 (approved under DP12-615424) for an overall development visitor parking rate of 0.125 spaces/unit.

3. Thirdly, once constructed, the future east parkade for Buildings 3 and 4 on Lot 2 would provide the required 0.15 visitor spaces/unit or 48 parking spaces (approved under DP12-615424) as shown on Attachment 5. All four (4) of the permanent parking garages can then be shared under existing parking easement secured at rezoning, providing an overall visitor parking rate of 0.125 spaces/unit or 83 spaces over the entire development. If Buildings 3 and 4 on Lot 2 are commenced before the parking study is completed for Lot 1, this current parking easement would allow sharing of the visitor parking between Lots 1 and 2 if needed.
4. If the parking study concludes there is no visitor parking shortage with the 35 spaces provided under the proposed variance (0.10 visitor spaces/unit) for Buildings 1 and 2, the applicant may then apply for a subsequent Development Variance Permit to reduce the visitor parking from the 0.15 spaces/unit to 0.10 spaces/unit for Buildings 3 and 4 on Lot 2. This application would be considered by the Development Permit Panel and Council as a separate application.

Summary of Expanded Parking Study

To provide rationale for the proposed 0.10 spaces/unit parking variance, the expanded parking study included three (3) further developments in addition to the initial two (2) development sites studied.

The total five (5) comparable to the subject Onni development are as follows:

- The Perla Towers (6331 Buswell Street and 8100 Saba Road) located are at approximately 250 m from the Canada Line (Brighthouse Station).
- The Seasons Towers (5028, 5068, 5088 Kwantlen Street) and Ocean Walk Towers (7535, 7555, 7575 Alderbridge Way) have a similar distance of 750 m to the Canada Line (Lansdowne Station) as the applicant's subject Riva site.
- The Golden Leaf Towers (7680, 7700, 7760 Granville Ave.) and Fullerton Towers (9171 Ferndale Rd) are farther away from the Canada Line; by 900 m and 1100 m respectively. These two (2) sites are also served by local buses (stops less than 200 m away) that connect to the Canada Line.
- All five (5) developments are a comparable form of residential market housing,
- All five (5) developments have on-street parking available on adjacent streets.

The expanded survey, including three (3) additional comparable developments, was completed on dates between February 12, 2014 and March 1, 2014, with the counts taken every half (1/2) hour at the same times for each building as summarized in the following Figures 1 and 2.

Figure 1: Comparable Residential Developments Surveyed by Applicant & Metro Vancouver

	<i>Metro Van Study</i>	<i>Initial Survey Series #1</i>		<i>Expanded Survey Series #2</i>		
Name of Development	Paloma 1 & 2 Towers	Perla	Seasons	Golden Leaf Towers	Fullerton Towers	Ocean Walk Towers
Development location in Richmond	6068 No 3 Rd, & 8033 Saba Rd	6331 Buswell Street and 8100 Saba Rd	5028, 5068, 5088 Kwantlen Street	7680, 7700, 7760 Granville Ave	9171 Ferdale Rd	7535, 7555, 7575 Alderbridge Way
# of low-rise buildings	0	0	0	1	0	2
# of mid-rise buildings	0	0	0	0	5	0
# of high-rise buildings	2	2	3	2	0	4
Type of dwelling units	Market	Market	Market	Market	Market	Market
# of dwelling units ¹	288	219	288	128	148	265
# of occupied dwelling units	All	All	All	All	All	All
# of visitor parking spaces	n/a	30	59	26	28	42
# of visitor spaces reserved for other use		0	0	15	6	9
Visitor Parking Supply Rate (net)		0.14	0.20	0.09	0.15	0.12
Location of nearby on-street parking	Saba Rd	Buswell, Saba	None	Minoru Blvd	Ferdale Rd	Alderbridge Way
Distance to the Canada Line station	~150m	~250m	~750m	~900m	~1,100m	~750m
Maximum Observed Usage		9	26	11	10	26
Maximum Usage Rate (per unit)		0.04	0.09	0.09	0.07	0.10

Figure 2: Survey Methodology

Day of Week	Time of Day	Frequency of Survey	Duration of Survey	Survey conducted on	Total Observations
<i>Initial Survey Series #1</i>					
Friday	6:00pm - 9:00pm	every 1 hour x 2 locations	1 day	8-Feb-13	10
Saturday	2:00pm - 6:00pm	every 1 hour x 2 locations	1 day	16-Feb-13	8
<i>Expanded Survey Series #2</i>					
Tuesday	6:00pm - 9:00pm	every 1/2 hour	1 day	12-Feb-14	21
Wednesday	6:00pm - 9:00pm	every 1/2 hour	1 day	18-Feb-14	21
Friday	6:00pm - 9:00pm	every 1/2 hour	3 days	14, 21, 28-Feb-14	63
Saturday	2:00pm - 8:00pm	every 1/2 hour	3 days	15, 22-Feb-14 and 1-Mar-14	117

The initial study parking observations on a half-hourly basis on a Friday and Saturday for the two (2) developments with a total of 18 observations. The peak usage demands for each of these developments are:

- Perla Towers; 0.04 visitor parking spaces/unit based on the observed peak parking demand of nine (9) parked vehicles.
- Seasons Towers; 0.09 visitor parking spaces/unit based on the observed peak parking demand of 26 parked vehicles.

The expanded study included parking observations on a half-hourly basis for the three (3) additional developments. According to the revised study, the maximum visitor parking demand observed for the surveyed residential developments is outlined below. It should be noted that most of the 222 observations showed less visitor parking demand than the peak usage demands indicated below:

- Golden Leaf Towers; 0.09 visitor parking spaces/unit based on the observed peak parking demand of 11 parked vehicles.
- Fullerton Towers; 0.07 visitor parking spaces/unit based on the observed peak parking demand of 10 parked vehicles.
- Ocean Walk Towers; 0.10 visitor parking spaces/unit based on the observed peak parking demand of 26 parked vehicles.

Regarding the above observations, it should be noted that the peak visitor parking demand of 0.07 to 0.10 parking spaces/unit was reached very few times out of the total 222 observations made (e.g. six (6) observed times with a usage rate of 0.09 visitor spaces/unit at the Golden Leaf Towers and one (1) observed time with a usage rate of 0.10 visitor spaces/unit at the Ocean Walk Towers). Thus, the proposed 0.10 visitor spaces/unit for Buildings 1 and 2 on Lot 1 under the subject Development Variance Permit application is expected to meet the anticipated visitor parking demand.

The peak visitor demand varied between each of the days and developments observed. It should be noted that the overall average visitor parking demand was 0.05 spaces/unit over the three (3) studied developments with only one (1) of 222 observations reaching the highest demand rate of 0.1 spaces/unit.

Metro Vancouver Parking Study

Metro Vancouver undertook a study of apartment parking regulations across Canada and actual parking usage within Metro Vancouver in 2011-12. The regional review included 80 locations near rapid transit lines and primary bus routes within the Frequent Transit Network (FTN), as well as other locations away from the FTN.

Visitor parking was observed at a subset of the 80 regional sites; with one (1) mixed-use site in Richmond being reviewed (Paloma at 6068 No. 3 Road and Paloma 2 at 8033 Saba Road with a total of 282 dwelling units) as shown in Figure 1 above. This site is located approximately 150 m from a Canada Line station. Observed peak parking demand rate was 0.04 occupied visitor parking spaces/unit. As Paloma is very close to the Canada Line station, and its demand would likely be higher if it were further from the station.

Rationale for Support for Proposed Variance

With the above-noted inclusion of the Metro Vancouver Parking Study and information from the applicant's expanded parking study required by City staff, staff support the proposed visitor parking variance for the following reasons:

- 1) *Parking Study Results:* With the expanded parking study submitted by the applicant included, there is now a review of five (5) large developments of a similar character. The findings of the applicant's expanded study indicate the highest demand for visitor parking was 0.10 spaces/unit or less in similar developments. The study found that the visitor parking demand for comparable developments studied was generally lower than 0.10 spaces/unit.
- 2) *Metro Vancouver Parking Study:* To supplement these findings, the Richmond-specific results of the 2012 Regional Residential Parking Study prepared by Metro Vancouver were also reviewed. It concluded that residential visitor parking supply may be over supplied in most apartment developments.

- 3) *Street Parking*: There will be approximately 33 street parking spaces 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 in relatively close 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. This transit availability may also reduce the need for residential visitor parking spaces.
- 5) *Requirement for Future Parking Study and Additional Visitor Parking*: The requirement for a follow-up visitor parking study after occupancy of Buildings 1 and 2 on Lot 1 along with the proposed easement provide access to Lot 2 and a \$25,000 security provide the ability for the City to have the applicant provide eight (8) additional spaces on Lot 2 if needed in the interim before Buildings 3 and 4 are constructed on that lot. In the future, there will be an overall visitor parking rate of 0.125 spaces/unit over the entire development once all four (4) buildings are constructed on Lots 1 and 2 if the parking study does not support a further variance from 0.15 to 0.10 visitor spaces/unit for Buildings 3 and 4 on Lot 2.
- 6) *Multiple Parking Garages*: The proposed development includes four (4) separate visitor parking areas for the four (4) buildings. This configuration provides flexibility for visitors to chose alternate visitor parking areas if the visitor parking area within the building being visited is full. To facilitate the use of the multiple garages, a reciprocal easement was registered at the time of rezoning and issuance of the original DP 12-615424 that provides that the visitor parkade entrance intercoms for each building will be interconnected. This shared approach ensures that all four (4) parking garages are available to serve the all four (4) buildings within the entire development. This would equate to a total of 83 visitor parking spaces if the visitor parking rate is reduced from 0.10 spaces/unit for Buildings 1 and 2 on Lot 1, but is maintained at 0.15 spaces/unit for Buildings 3 and 4 on Lot 2.
- 7) *Parking Stays Within the Approved Transportation Demand Management (TDM) Reduction*: It is important to note that with the proposed variance, the total combined overall resident and visitor parking is reduced by less than the 7.5% TDM reduction allowed under the initial rezoning which included 429 spaces within Buildings 1 and 2 on the West Lot 1 and required a total of 845 resident spaces and visitor spaces overall on Lots 1 and 2.

Based on the above factors, City staff support the proposed visitor parking variance. It should be noted that if other such visitor parking variance applications are made in the future for other developments, the City will assess the proposed visitor parking reductions along with the package of TDM measures for such developments on a case-by-case basis.

Conclusions

Staff support the proposed visitor parking variance from the currently approved 0.15 spaces/unit to 0.10 spaces/unit for the Lot 1 at 5311 and 5399 Cedarbridge Way given: the findings of the expanded, more detailed parking study for the development and the findings of the 2012 Metro Vancouver Residential Parking Study; the interconnected parkade intercoms that provide flexibility in the overall use of the four (4) visitor parking areas; 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.

Furthermore, if the visitor parking study required after occupancy of Buildings 1 and 2 on Lot 1 determines there is a visitor parking shortage, an interim additional eight (8) spaces will be provided on Lot 2 under the proposed interim parking easement. Over long-term, the 0.15 visitor spaces/unit parking requirement would be maintained for Buildings 3 and 4 on Lot 2. All four (4) of the permanent parking lots can then be shared under current permanent parking easement, providing an overall visitor parking rate of 0.125 spaces/unit or 83 spaces over the entire development.



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

MM:blg

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

- Registration of an easement in favor of Lot 1 that requires a visitor parking study to be completed within six (6) months of full occupancy of Buildings 1 and 2 on Lot 1 to the satisfaction of the Director of Transportation; that requires eight (8) additional visitor parking spaces to be on Lot 2 if the results of the parking study confirm there is insufficient visitor parking on Lot 1, and allows for the City draw on a \$25,000 Letter of Credit for the construction of the eight (8) interim parking spaces on Lot 2 if needed. The easement would state that if the study is completed and concludes there is sufficient visitor parking on Lot 1, the easement would be discharged and the security returned to the applicant.
- Receipt of a Letter-of-Credit for \$25,000 to ensure the preparation of a visitor parking study and the provision of eight (8) additional visitor parking spaces, as needed, as provided for in the above easement.

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: 5311 & 5399 Cedarbridge Way (Lot 1 - Subject Lot within Revised Variance Application)
7771 Alderbridge Way (Lot 2 - Related Lot Within Same Development)

Applicant: Onni 7731 Alderbridge Holding Corp. Owner: Onni 7731 Alderbridge Holding Corp. & Onni 7771 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:	25,175 m ² for Lots 1 & 2 28,713 m ² incl. Cedarbridge Way	25,175 m ² for Lots 1 & 2 28,713 m ² incl. Cedarbridge Way
Land Uses:	Multi-Family Residential – Lot 1 Light Industrial – Lot 2	Multi-Family Residential – Lots 1 & 2
OCP Designation:	Mixed-Use	Mixed-Use
Zoning:	High Density Low Rise Apartments (RAH2)	High Density Low Rise Apartments (RAH2)
Number of Units:	Lot 1 – 341 Lot 2 - 319 Total – 660	Lot 1 - 341 Lot 2 - 319 Total - 660

	Bylaw Requirement With DP 12-615424 Variance	Proposed Development	Variance
Lot Size (Min.)	<ul style="list-style-type: none"> 2,400 m² (25,833 ft²) 	<ul style="list-style-type: none"> Lot 1: 13,288 m² (143,040 ft²) Lot 2: 11,885 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 With DP 12-615424 Variance	Proposed Development		Variance
Setbacks (Min.)	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 <p>Based on setback to PROP/SROW on Alderbridge Way; setbacks from the actual property lines are greater.</p>		None under this application. Previous variance under DP 12-615424
Off-Street Parking	<p>Overall Lots 1 & 2 (Bldgs1-4) Resident: 746 (small car: 50%) Visitors: 99 (w/ 0.15/unit rate) <u>Total: 845 (w/ 7.5% TDM)</u></p>	<p>Previously Proposed <u>DP 12-615424</u> Lot 1 Only (Bldgs1-2) Resident: 378 (small car: 45.5%) Visitors: 51 <u>Total: 429</u></p>	<p>Currently Proposed <u>DV 13-634940</u> Lot 1 Only (Bldgs1-2) Resident: 400 (small car: 47%) Visitors: 35 <u>Total: 435</u></p>	To further vary the visitor parking required from 0.15 (as per DP 12-615424) to 0.10 space/unit or from 51 to 35 visitor spaces for Lot 1 only.
Bicycle Parking	<p><u>Lot 1: Parkade (Bldgs1/2)</u></p> <ul style="list-style-type: none"> • Resident (1.25/unit): 425 • Visitor (0.2/unit): 68 <p><u>Lot 2: Parkade (Bldgs1/2)</u></p> <ul style="list-style-type: none"> • Resident (1.25/unit): 425 • Visitor (0.2/unit): 68 	<p><u>Lot 1: Parkade (Bldgs1/2)</u></p> <ul style="list-style-type: none"> • Resident (1.25/unit): 399 • Visitor (0.2/unit): 68 <p><u>Lot 2: Parkade (Bldgs1/2)</u></p> <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

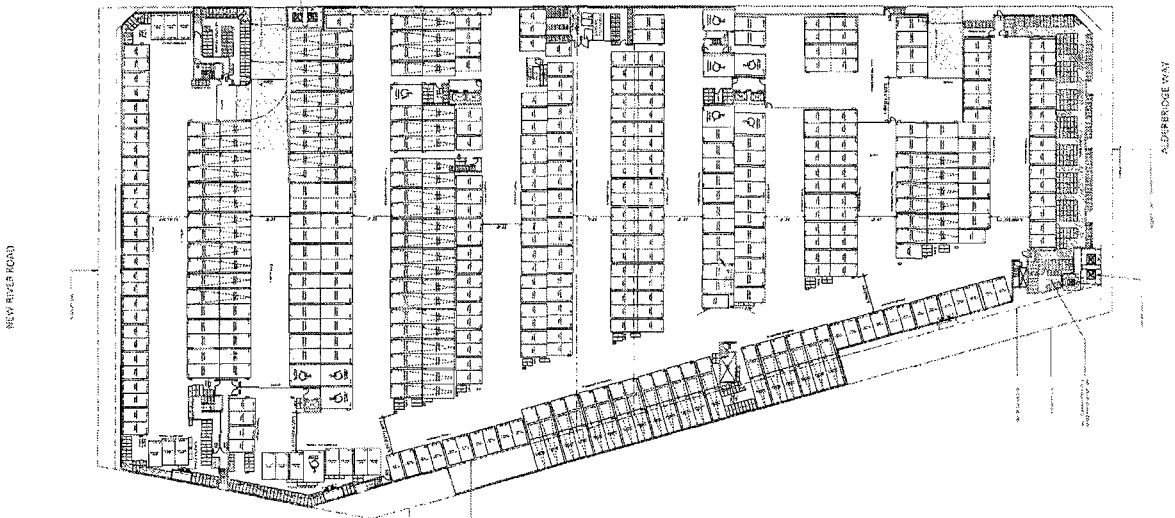
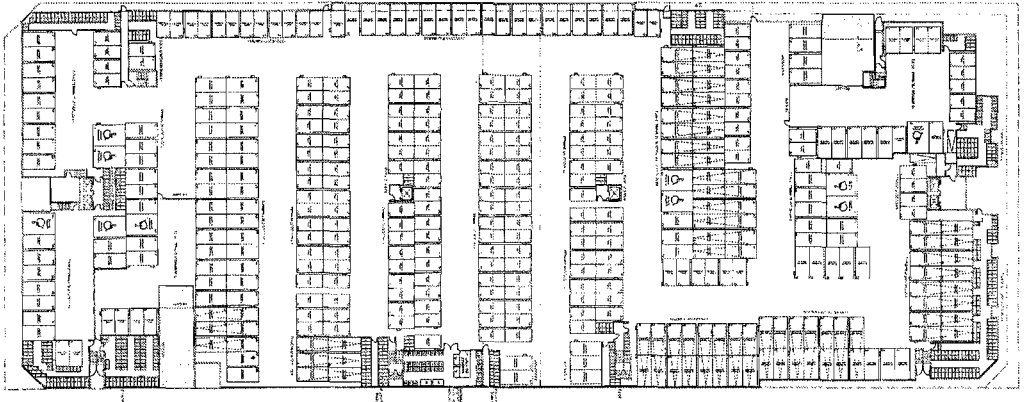
Area	Area	Area	Area	Area	Area	Area	Area	Area	Area
Garage	150	150	150	150	150	150	150	150	150
Office	150	150	150	150	150	150	150	150	150
Residential	150	150	150	150	150	150	150	150	150

Unit #	Area	Area	Area	Area	Area	Area	Area	Area	Area
101	150	150	150	150	150	150	150	150	150
102	150	150	150	150	150	150	150	150	150
103	150	150	150	150	150	150	150	150	150

Unit #	Area	Area	Area	Area	Area	Area	Area	Area	Area
104	150	150	150	150	150	150	150	150	150
105	150	150	150	150	150	150	150	150	150
106	150	150	150	150	150	150	150	150	150

RIVA
 Yamamoto
 Architecture Inc.
 1234 Main Street
 Toronto, Ontario M5H 1A1
 Tel: (416) 597-1234
 Fax: (416) 597-5678
 Email: info@rivayamamoto.com

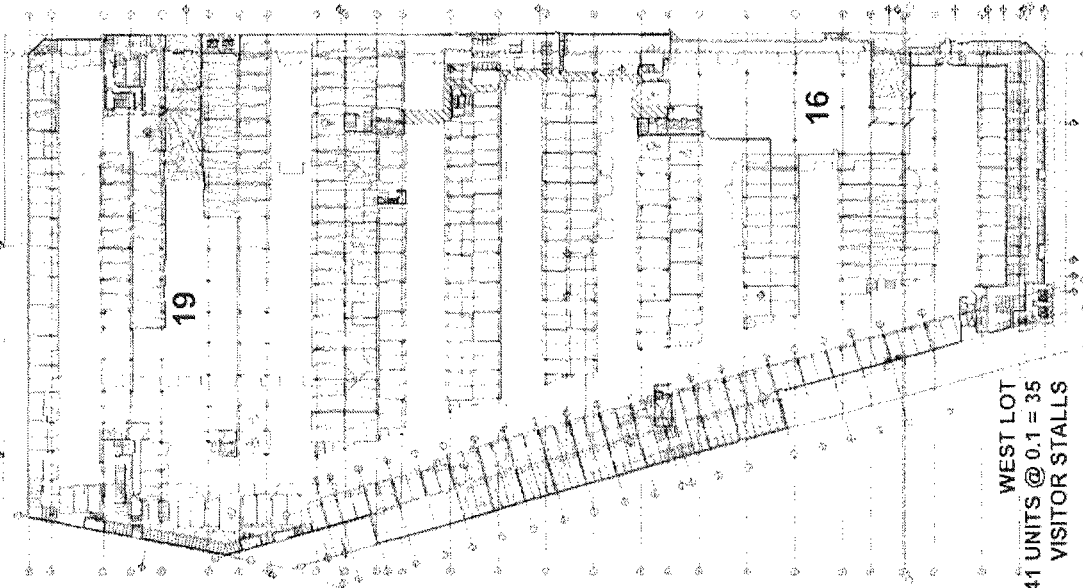
PROJECT: OVERALLUS PARKING PLAN
 DATE: 2023-10-27
 SCALE: 1/4" = 1'-0"



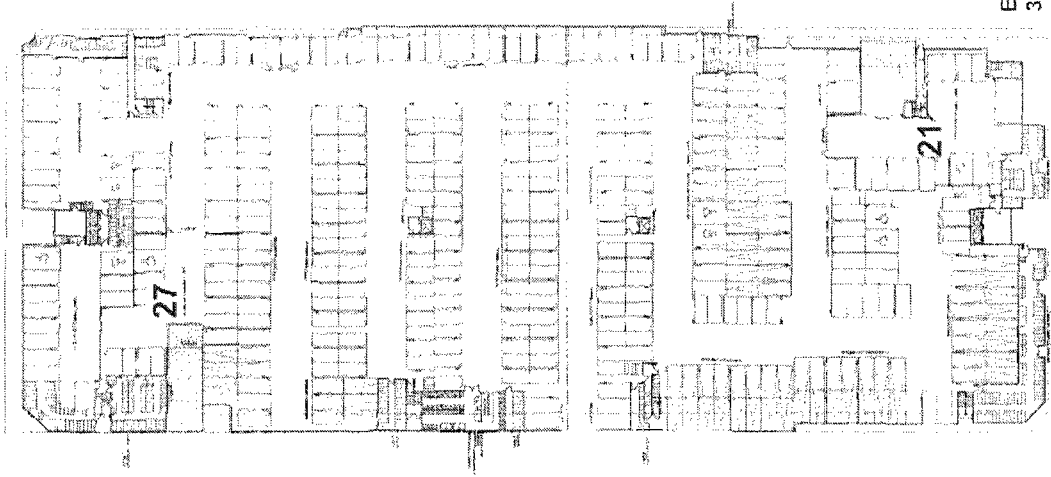
OVERALLUS PARKING PLAN
 SHEET 2 OF 2

PLAN -01:

RELAXATION TO 0.1 APPROVED ON THE WEST LOT.
POST OCCUPANCY STUDY CONFIRMS 0.1 SUFFICIENT.



WEST LOT
341 UNITS @ 0.1 = 35
VISITOR STALLS



EAST LOT
319 UNITS @ 0.15 =
48 VISITOR STALLS

BASED ON
APPROVED DP

NO.	DATE	REVISION

PROJECT NO. 15-001-001
PROJECT NAME: [REDACTED]
DATE: 10/13/15

RWA
Architectural Development

7771-14-0000000000000000
Richardson, B.C.

Yamamoto
Architecture Inc.

1500 14th Street, Vancouver, B.C.
V6Z 2R7
TEL: 604.681.1127 FAX: 604.681.1127

PARKING PLAN-1

SCALE	1"=40'
DATE	10/13/15
PROJECT	15-001-001
DESCRIPTION	PARKING PLAN-1
PROJECT NO.	15-001-001

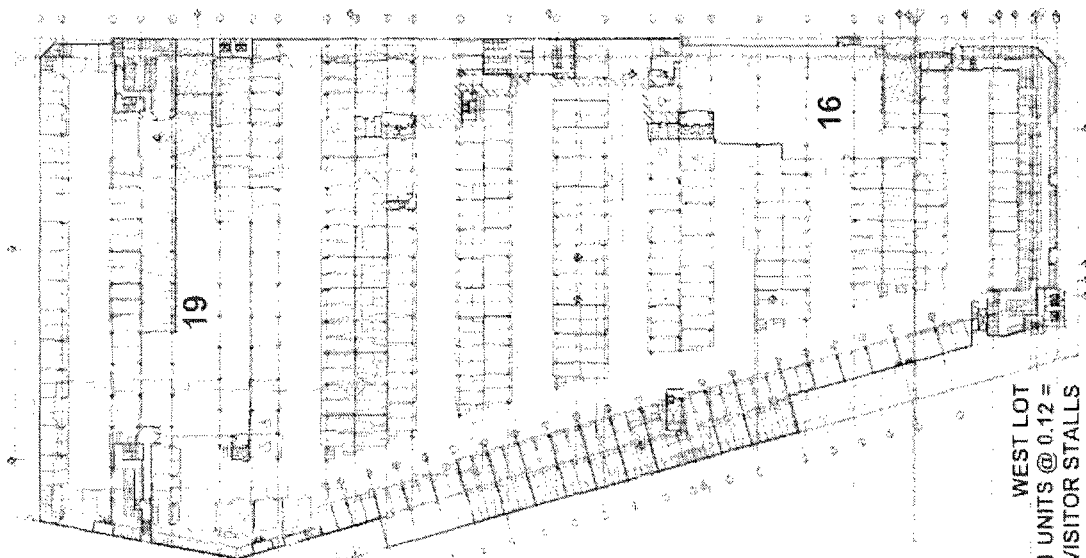
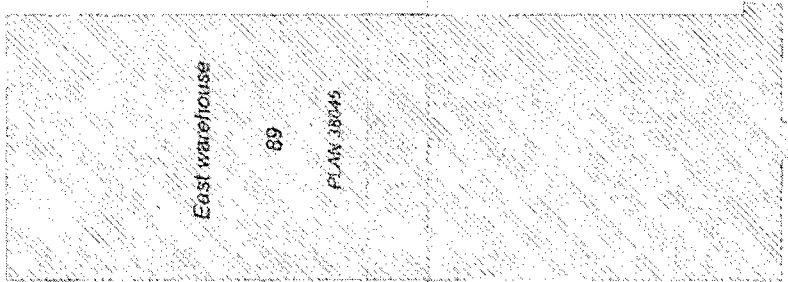
A1.02-1

PLAN -02:

RELAXATION TO 0.1 APPROVED ON WEST LOT
POST OCCUPANCY STUDY CONFIRMS 0.1 IS
INSUFFICIENT

TEMPORARY SOLUTION
SURFACE PARKING LOT TO MEET BYLAW
REQUIREMENTS WITH 8 SPACES

8 VISITOR
PARKING STALLS



WEST LOT
341 UNITS @ 0.12 =
41 VISITOR STALLS

35 IN THE PARKADE AND 6
TEMPORARY - EAST LOT

DATE	1/12/11
SCALE	AS SHOWN
PROJECT	PLAN -02
DESIGNER	YAMAMOTO ARCHITECTURE INC.
CLIENT	APARTMENT DEVELOPMENTS
ADDRESS	1733 ALBERTA AVENUE RICHMOND, B.C.
PROJECT NO.	11010001
DATE	1/12/11
SCALE	AS SHOWN
PROJECT	PLAN -02
DESIGNER	YAMAMOTO ARCHITECTURE INC.
CLIENT	APARTMENT DEVELOPMENTS
ADDRESS	1733 ALBERTA AVENUE RICHMOND, B.C.
PROJECT NO.	11010001

PLAN -03:

RELAXATION TO 0.1 APPROVED ON WEST LOT
 POST OCCUPANCY STUDY CONFIRMS 0.1 IS
 INSUFFICIENT.

FINAL SOLUTION

EXISTING PARKING EASEMENT ALLOWS WEST
 LOT ACCESS TO ALL VISITOR PARKING STALLS
 ON THE EAST LOT

TOTAL VISITOR STALLS

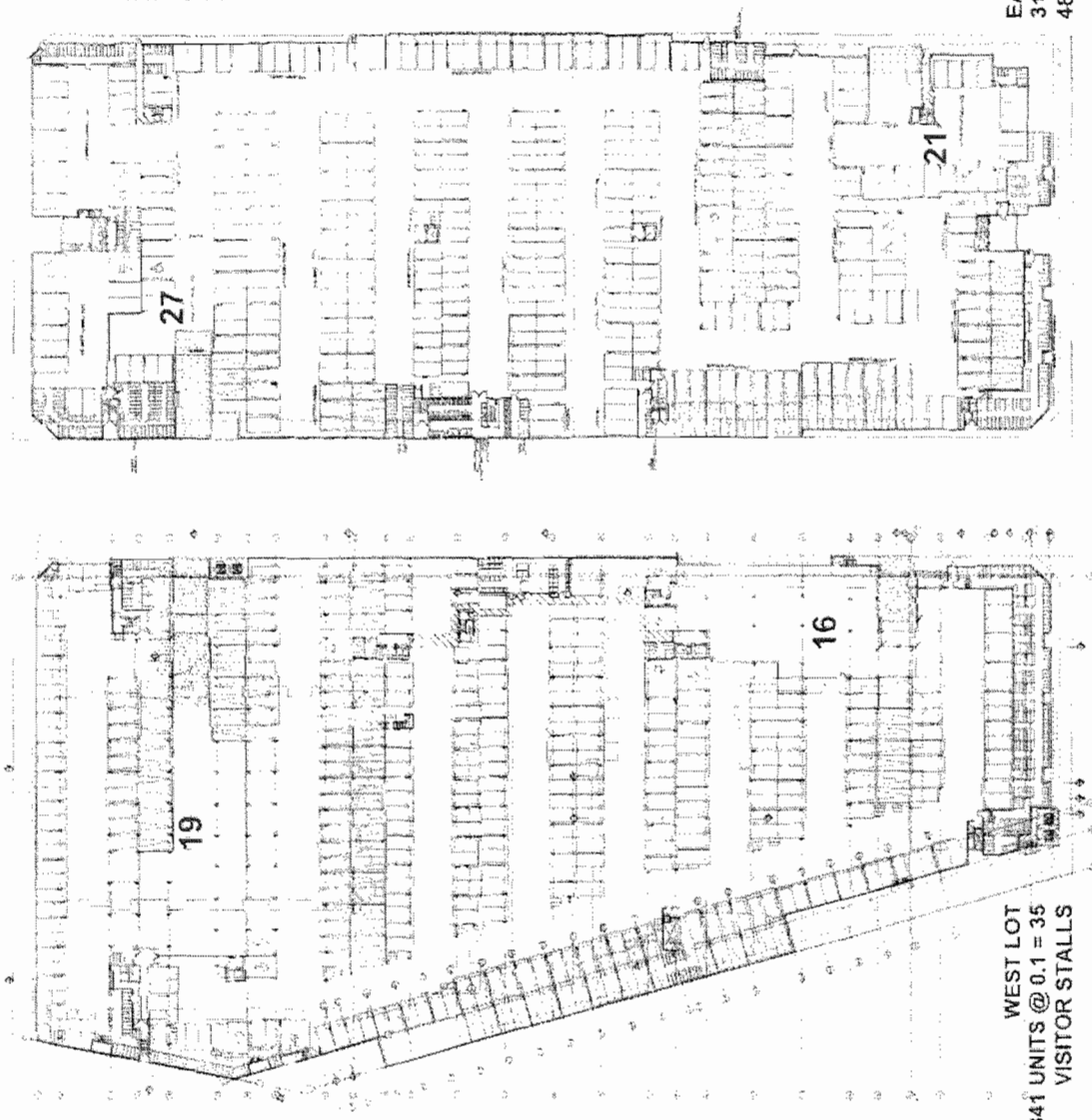
WEST LOT - 35
 EAST LOT - 48
 TOTAL - 83

VISITOR PARKING RATE OVERALL

660 UNITS @ 0.125 =
 83 VISITOR STALLS

EAST LOT
 319 UNITS @ 0.15 =
 48 VISITOR STALLS

WEST LOT
 341 UNITS @ 0.1 = 35
 VISITOR STALLS



PROJECT NO.	100-100-0000
DATE	01/15/2010
PROJECT NAME	PARKING PLAN-3
PROJECT LOCATION	100-100-0000
PROJECT OWNER	Yanamoto Architecture Inc.
PROJECT ARCHITECT	Yanamoto Architecture Inc.
PROJECT ENGINEER	Yanamoto Architecture Inc.
PROJECT SURVEYOR	Yanamoto Architecture Inc.
PROJECT CONSULTANT	Yanamoto Architecture Inc.
PROJECT REVIEWER	Yanamoto Architecture Inc.
PROJECT APPROVER	Yanamoto Architecture Inc.
PROJECT CHECKER	Yanamoto Architecture Inc.
PROJECT DATE	01/15/2010
PROJECT SCALE	AS SHOWN
PROJECT SHEET NO.	A1.02-III
PROJECT SHEET TOTAL	100-100-0000



No. DV 13-634940

To the Holder: ONNI 7731 ALDERBRIDGE HOLDING CORP.

Property Address: 5311 AND 5399 CEDARBRIDGE 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 0.125 spaces/unit for Buildings 1 and 2 only within the that part of the development at 5311 and 5399 Cedarbridge Way.
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

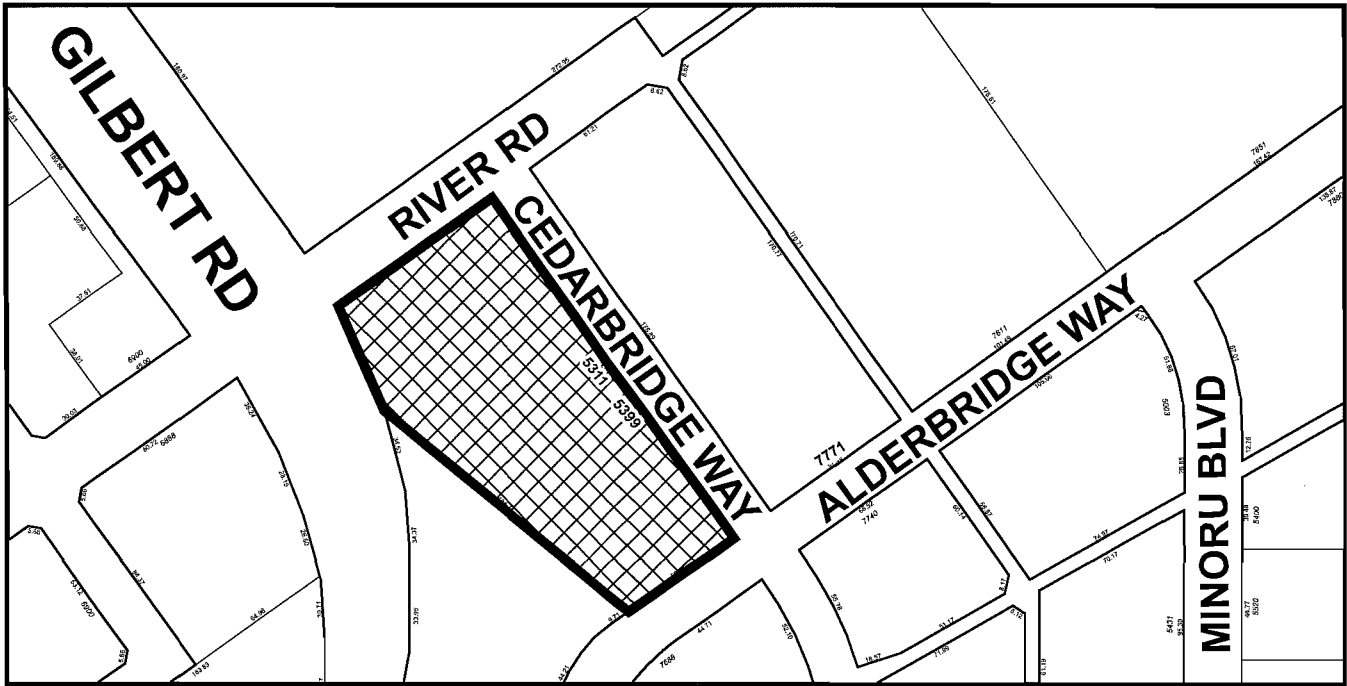
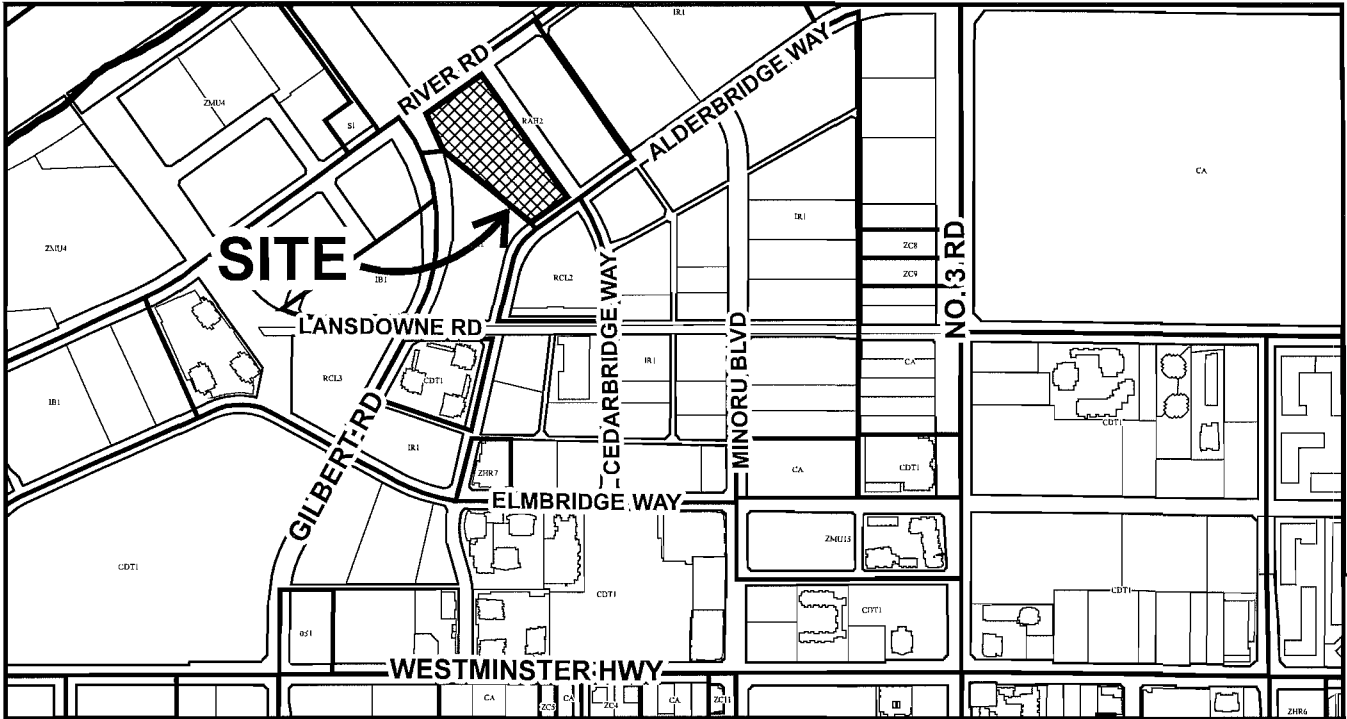
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DV 13-634940
SCHEDULE "A"

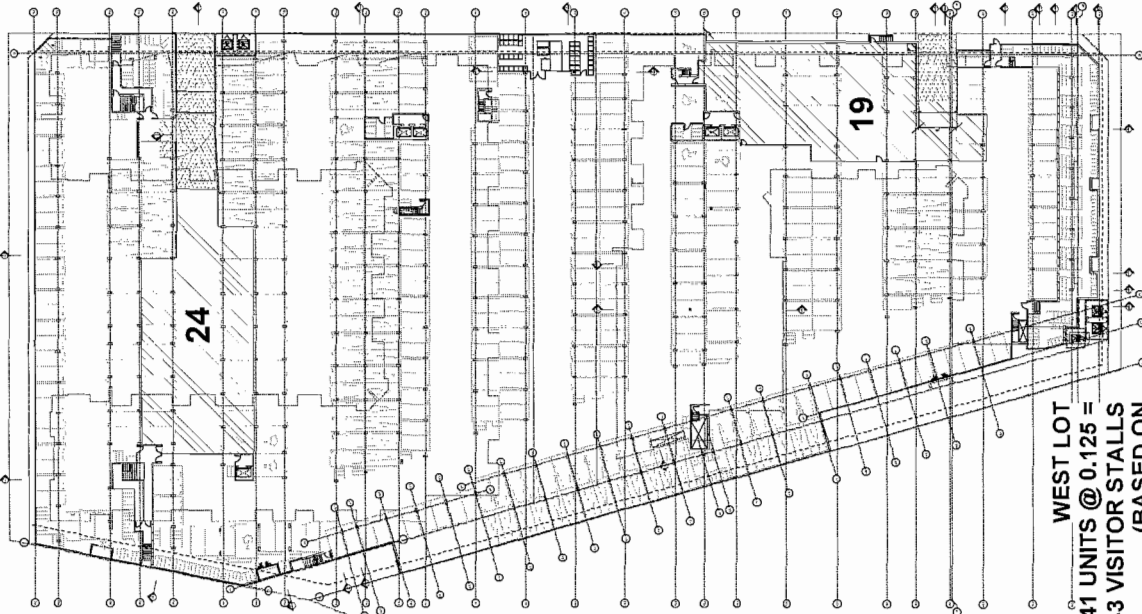
Original Date: 03/26/14

Revision Date: 06/25/14

Note: Dimensions are in METRES

PLAN -01:

RELAXATION TO 0.125 FOR THE WEST LOT.



	UNITS	RATIO	Required Parking (W/O TDM)	provided under DP after 7.5% TDM reduction	Now Proposed under DVP
--	-------	-------	----------------------------	--	------------------------

West Lot

Total Units	341				
Residential market	332	1.20	399	370	405
Affordable Housing	9	0.90	9	8	8
Sub total				378	413
				DP requirement 0.125 Visitor stalls/Unit	DVP variance 0.125 Visitor stalls/Unit
Visitors	341	0.20	69	51	43
Total Parking Stalls			477	428	456

East Lot

Total Units	319				
Residential market	286	1.20	346	320	335
Affordable Housing	31	0.90	28	26	26
Sub total				346	361
				DP requirement 0.15 Visitor stalls/Unit	DVP requirement 0.15 Visitor stalls/Unit
Visitors	319	0.20	64	48	48
Total Parking Stalls			438	394	409

Note: Under the approved rezoning and DP an Overall (including all visitor & resident) minimum of 845 stalls is required based on the 7.5% Overall TDM reduction.

CONSULT: J.P. & ASSOCIATES, INC.
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202-3117
 PHONE: (303) 733-1127
 FAX: (303) 733-1127
 DRAWING TITLE: PARKING PLAN-1

PROJECT: RVA
 Apartment development

7731 Alderbridgeway
 Richmond, B.C.

Yamamoto
 Architecture Inc.

SHEET NO.	A1.02-1
DATE	08/20/21
DRAWN BY	PS
CHECKED BY	TY
PROJECT NO.	104

EAST LOT
319 UNITS @ 0.15 =
48 VISITOR STALLS
BASED ON
APPROVED DP

WEST LOT
341 UNITS @ 0.125 =
43 VISITOR STALLS
(BASED ON
PROPOSED DVP)