



To: Mayor and Councillors **Date:** November 19, 2010
From: Wayne Craig **File:** RZ 10-537689
 Acting Director of Development
Re: Response to Request of Planning Committee
Re: Rezoning (RZ 10-537689) Polygon Development 220 Ltd.
– 9331, 9351, 9371, 9391 and 9411 Odlin Road

This memo responds to Planning Committee’s request for additional information on the minimum parking stall dimensions required by the City’s Zoning Bylaw, the proposed development’s requested residential parking variance and the implementation of the Alexandra Way greenway.

Minimum Parking Stall Dimensions and Requested Parking Variance

The City’s Zoning Bylaw permits a maximum of 50% of the total number of parking stalls provided on a development site to be small car parking spaces. The minimum parking stall dimensions are as indicated in the following table.

| | Length | Width |
|--------------------|--------|-------|
| Standard Car Space | 5.5 m | 2.5 m |
| Small Car Space | 4.6 m | 2.3 m |

The Staff Report on the proposed rezoning indicates that the applicant would be providing 567 total parking stalls comprised of a mix of approximately 70% standard car stalls and 30% small car stalls. The proposed parking structure layout has resulted in a requested parking stall variance of 35 parking stalls, which is off-set by the applicant’s Transportation Demand Management (TDM) package. Planning Committee members requested that staff and the applicant investigate revisions to the parking structure layout to determine if additional on-site parking stalls could be provided.

A preliminary assessment, conducted by the applicant, has indicated that an additional 10 parking stalls could likely be accommodated in the parking structure through parking stall and drive aisle changes. Staff and the applicant will continue to investigate parking structure efficiencies in an effort to maximize the total number of parking stalls provided on-site as part of the Development Permit review process. A detailed description of any proposed parking variance and the associated TDM package will be included in the Staff Report for the Development Permit.

Implementation of Alexandra Way in West Cambie

This proposal will contribute to the further development of a privately-owned, publicly-accessible greenway corridor as identified in the West Cambie Alexandra Neighbourhood Area Plan.

Attachment 1 shows the conceptual alignment of the Alexandra Way greenway on the Alexandra Neighbourhood Land Use Map. The conceptual alignment of the corridor reflects the intent of a pedestrian spine through the neighbourhood, connecting the corner of Garden City Road and Alderbridge Way, through the neighbourhood to connect with Cambie Road and Stolberg Street at the northern entrance to the neighbourhood.

Actual implementation of this pedestrian corridor has required a careful examination and evaluation of alternative alignments that responds to ongoing development activity in the area while also achieving the urban design objectives set out in the Area Plan.

Resulting from the analysis undertaken by Development Applications, Transportation, Parks and Engineering staff, the conceptual alignment of Alexandra Way has been adjusted and appropriate Public Rights-of-Passage Rights-of-Way (PROP ROW) are being secured in order to:

- Respect the existing subdivision pattern by using existing property lines to facilitate easier land assemblies;
- Achieve equitable distribution of land contributions and construction requirements for development sites adjacent to the corridor; and
- Reflect the pattern of development resulting from current land assemblies already taking place in the area.

The realignment of Alexandra Way to address these points has established an alignment along shared property lines between current and proposed developments as shown in **Attachment 2**. This alignment respects the conceptual route by providing the same main north and south entry points to the pedestrian corridor with minor adjustments in direction through the neighbourhood in response to property assemblies along with constructed and proposed developments in the area.

In order to achieve consistency of character along its full extent, design standards have been defined to ensure high quality design and safety standards are provided to ensure users have an enjoyable pedestrian experience. The direction of the design focus is on providing a quality pedestrian experience by ensuring appropriate separation between buildings, transitional grade changes between the greenway and abutting buildings, limited landscape retaining wall heights, a wide and meandering pedestrian path, resting areas with street furniture, decorative paving material and quality landscape as illustrated in the typical cross-section provided in **Attachment 3**.

The challenge in achieving the Area Plan objectives while also respecting actual development land assemblies is that, in some cases, the greenway must be continued along the sidewalk of neighbourhood streets. To ensure continuity, where the greenway continues along the City sidewalk, these portions of the sidewalk are intended to have special treatment that is consistent with the portions of the pedestrian corridor between development sites. This special sidewalk treatment will provide visual clues and way finding continuity to the corridor through the introduction of wider sidewalks with different pavement texture, distinctive street tree planting, and special pedestrian road crossings with associated traffic calming measures to ensure users are provided with a safe and inviting pedestrian experience. The greenway will be constructed by developers adjacent to the greenway through a Servicing Agreement with the City as developments proceed.


Wayne Craig
Acting Director of Development

DJ/FM:blg

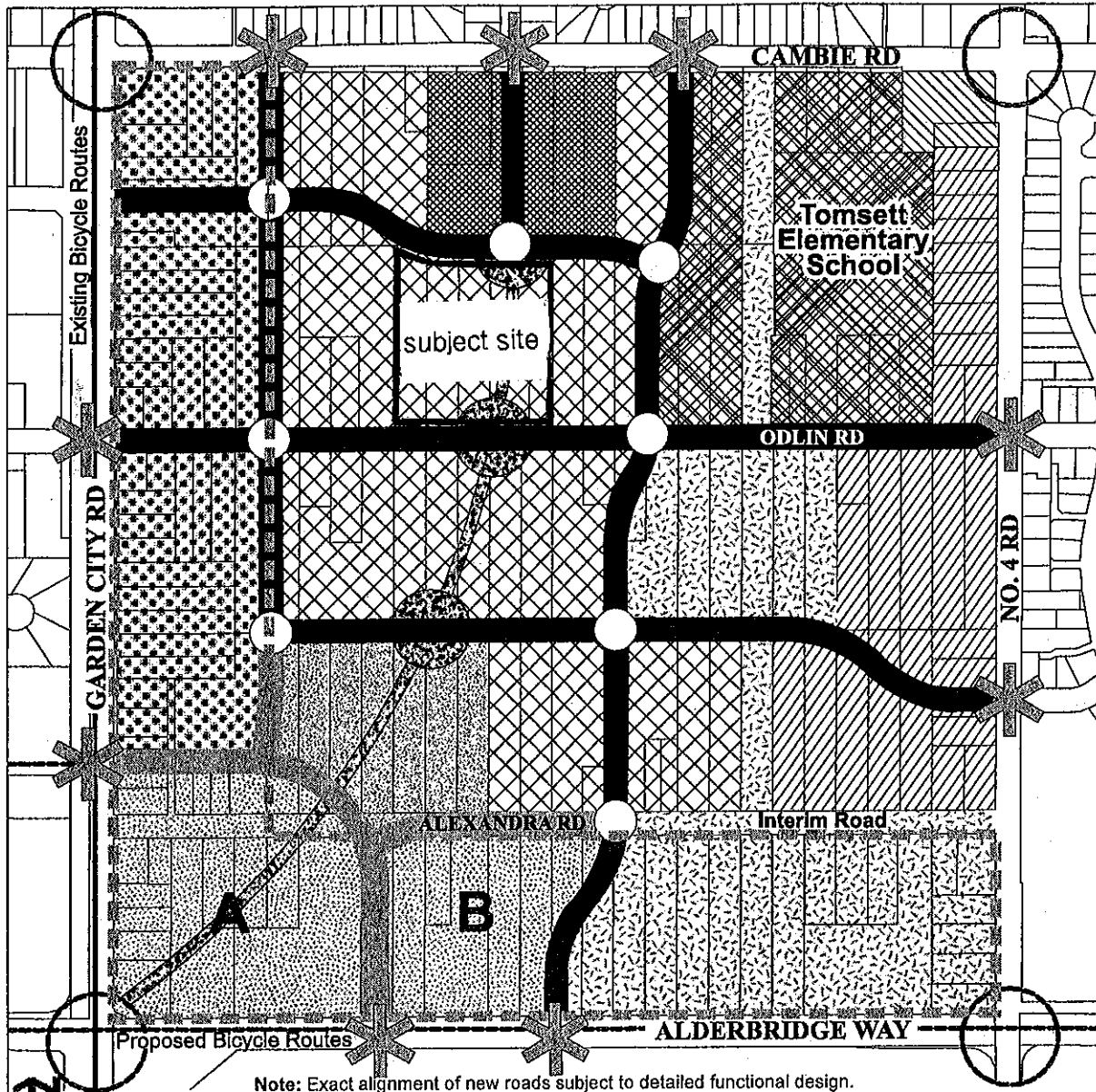
Att. (3)

cc: Joe Erceg, MCIP, General Manager, Planning and Development
Victor Wei, P. Eng., Director, Transportation

City of Richmond

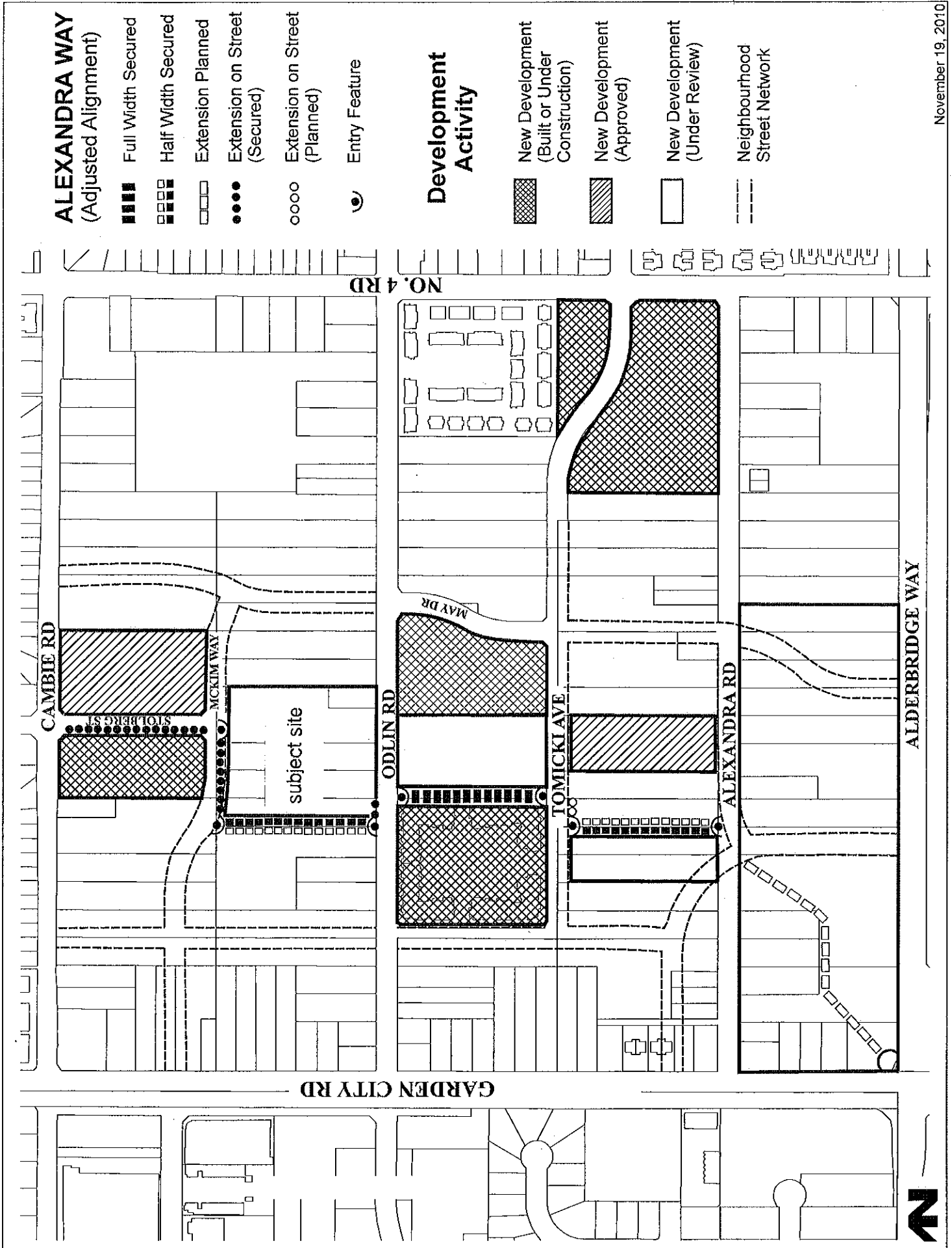
Alexandra Neighbourhood Land Use Map

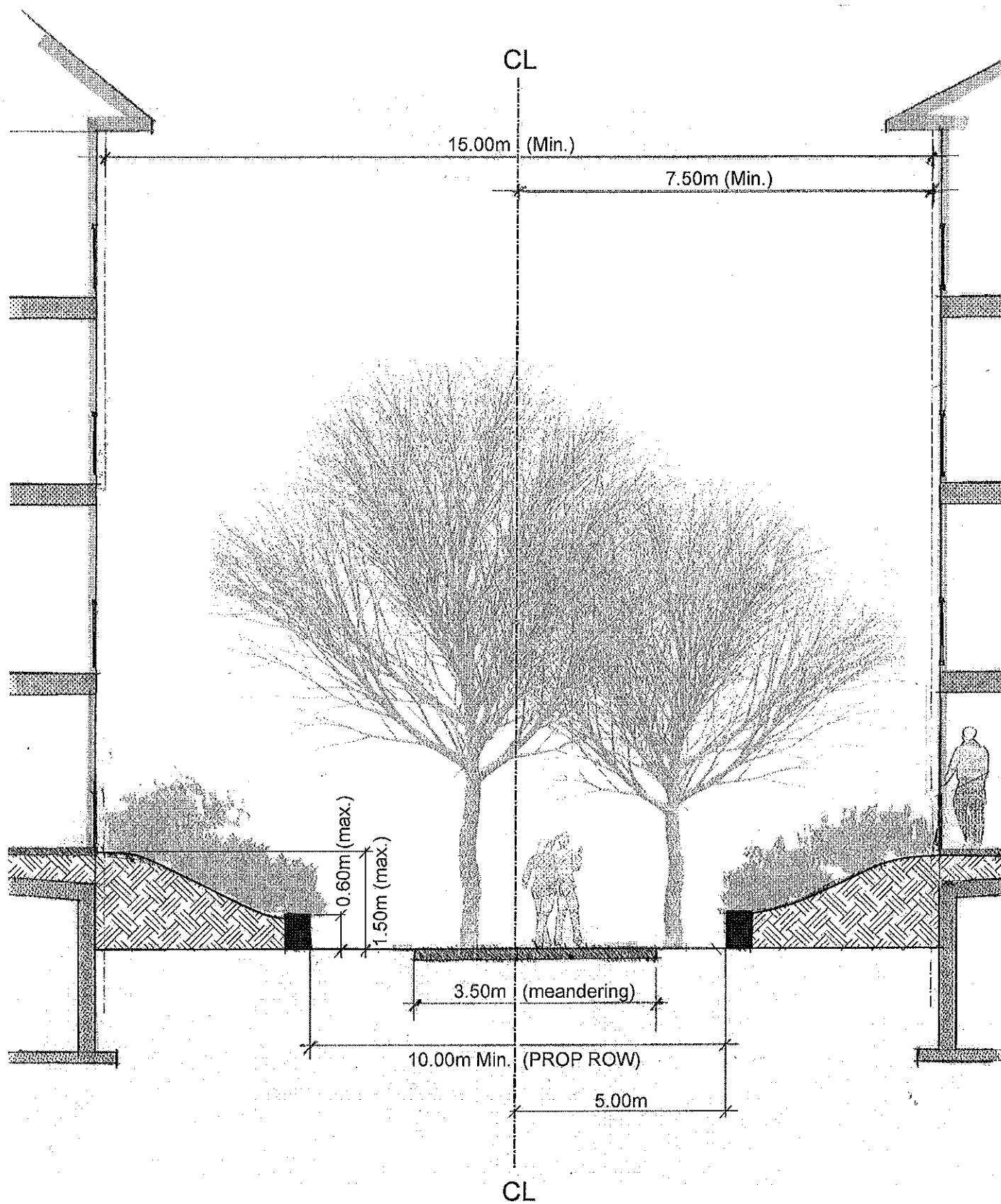
Bylaw 8397
2009/09/28



Note: Exact alignment of new roads subject to detailed functional design.

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| Area of No Housing Affected by Aircraft Noise | Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses. | Park: North Park Way, Central Park, Natural Park, South Parkway |
| Business/Office – office over retail FAR up 1.25 | Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area B: Large and small floor plate up to 1.0 FAR. | Alexandra Way (Public Rights of Passage Right-of-way) |
| Convenience Commercial | Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. | Proposed Roadways |
| Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical). | 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing). | High Street |
| Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum). | Community Institutional | New Traffic Signals |
| | | Feature Intersections – details to be developed |
| | | Feature Landmarks in combination with Traffic Calming Measures |





ALEXANDRA WAY Cross-Section (Typical) N.T.S.