



**To:** Planning Committee **Date:** June 25, 2009  
**From:** Brian J. Jackson, MCIP **File:** RZ 07-402059  
 Director of Development  
**Re:** **Application by MingLian Holdings Ltd. for Rezoning at 7500 Alderbridge Way from Limited Industrial Retail District (I4) to Comprehensive Development District (CD/208)**

**Staff Recommendation**

1. That Bylaw No. 8516, to amend the land use designation of 7500 Alderbridge Way from "Urban Centre T5" to "Urban Centre T6" in the Generalized Land Use Map (2031) and Specific Land Use Map: Lansdowne Village (2031) in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw (OCP) No. 7100 as being amended by OCP Amendment Bylaw 8383, be introduced and given first reading.
2. That Bylaw No. 8516, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program; and
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw No. 8516, having been considered in accordance with the Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further formal consultation.
4. That Bylaw No. 8517, to create "Comprehensive Development District (CD/208)", and for the rezoning of 7500 Alderbridge Way from "Limited Industrial Retail District (I4)" to "Comprehensive Development District (CD/208)", be introduced and given first reading.

*Brian Jackson*  
 Brian J. Jackson, MCIP  
 Director of Development

DN:blg  
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

MingLian Holdings has applied to the City of Richmond to rezone 7500 Alderbridge Way (**Attachment 1**) from “Limited Industrial Retail District (I4)” to “Comprehensive Development District (CD/208)” to permit approximately 97 units (including six (6) affordable housing units and four (4) live/work dwellings) in a 12-storey building with semi-submerged parking that is screened from view (**Attachment 2**).

### Findings of Fact

The area is characterized by the recent introduction of high-rise residential towers built to a density of 3.0 Floor Area Ratio (FAR), and existing single and two-storey limited industrial retail and office uses. The development proposal will contribute toward the area’s transition in accordance with the City Centre Area Plan (CCAP) by introducing a 12-storey residential building that includes street level live/work units.

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

### Surrounding Development

The site is presently occupied by a single storey industrial building, which fronts Elmbridge Way zoned “Limited Industrial Retail District (I4)”. The immediate context surrounding the development site is as follows:

To the North: A lane and an existing single storey “Limited Industrial Retail District (I4)” zoned building, designated “Urban Centre T5 (25 m)” in the CCAP Lansdowne Village Specific Land Use Map;

To the East: an existing two-storey “Limited Industrial Retail District (I4)” zoned building, designated “Urban Centre T5 (35 m)” in the CCAP Lansdowne Village Specific Land Use Map;

To the South: Elmbridge Way and the existing Flo residential high-rise development zoned “Downtown Commercial District (C7)”, designated “Urban Core T6 (45 m)” in the CCAP Lansdowne Village Specific Land Use Map; and

To the West: Alderbridge Way, and an existing single storey Rona building zoned “Limited Industrial Retail District”, designated “Urban Centre T5 (35 m)” in the CCAP Lansdowne Village Specific Land Use Map.

### Related Policies & Studies

#### Official Community Plan (OCP)

The subject site is designated “High-Density Mixed Use” in the Official Community Plan (OCP). The proposed land use and density are consistent with the plan.

City Centre Area Plan (CCAP)

The proposed CCAP (which received Third Reading on July 21, 2008) designates the subject site “Urban Centre T5 (35 m)” in the Lansdowne Village Specific Land Use Map (**Attachment 4**). The designation permits residential density up to a maximum of 2.0 Floor Area Ratio (FAR), which includes a density bonus (of 0.8 FAR) for provision of affordable housing units in compliance with the Richmond Affordable Housing Strategy.

The applicant proposes a density of 3.0 FAR and compliance with the Richmond Affordable Housing Strategy and CCAP design guidelines. The proposed density exceeds the threshold permitted by the site’s current T5 designation in the CCAP; however, it satisfies the intention of the CCAP with respect to building form, land uses and terms outlined in the Sub-Area Guidelines (Sub-Area B.2) applicable to this area.

**Recommended Minor Amendment to the CCAP (Schedule 2.10)**

To accommodate an increased building density, redesignation of the site in the CCAP from T5 to T6 is proposed, note that the development proposal complies with the height guidelines of the existing T5 designation and proposed T6 designation.

*Synopsis of development proposal’s compliance with designation terms (density & height)*

CCAP designation	maximum density permitted	maximum density proposed by subject development proposal	maximum height permitted	maximum height proposed by subject development proposal
T5 (existing designation)	2.0 FAR (Base: 1.2 FAR Affordable Housing Bonus: 0.8 FAR)	does not comply	35 m (115 ft.) CCAP includes provisions to permit increased building height provided the additional height contributes to development of a varied skyline.	37.5 m (123 ft.) The roof elements proposed to extend beyond 35 m in height soften the skyline and facilitate transition of building height.
T6 (proposed designation)	3.0 FAR (Base: 2.0 FAR Affordable Housing Bonus: 1.0 FAR)	3.0 FAR Compliance with terms associated with Affordable Housing Bonus provisions	45 m (147 ft.)	37.5 m (123 ft.) The roof elements proposed to extend beyond 35 m in height soften the skyline and facilitate transition of building height.

A minor CCAP amendment is supported as part of this rezoning to amend the site’s land use designation in the CCAP from “Urban Centre T5” to “Urban Centre T6” in the CCAP Generalized Land Use Map (2031) and Specific Land Use Map: Lansdowne Village (2031) to accommodate additional density on the site while complying with existing maximum building height specifications, based on the following considerations:

- Additional density may be accommodated on-site while complying with building form and character intentions outlined in the CCAP. A primary objective of both the “Urban Centre T5 (35m)” and “Urban Core T6 (45 m)” designations within the Lansdowne Village neighbourhood is the introduction of variety to the elevations of buildings within the neighbourhood, which is characterized by the recent introduction of residential towers that uniformly maximize the building height threshold within the City, which is 47 m geodetic (147 ft.). The maximum building elevation proposed is 37.5 m (123 ft.).

- The proposed building elevation complies with both the 35 m (115 ft.) maximum building height referenced by the site’s existing “Urban Centre T5 (35 m)” designation in the Lansdowne Village Specific Land Use Map and the site’s proposed “Urban Core T6 (45 m)” designation in the Lansdowne Village Specific Land Use Map. The roof parapet extends by approximately 0.5 m beyond the 35 m (115 ft.) height referenced in the plan. The elevator/mechanical room and architectural building accents extend to a height of approximately 37.5 m (123 ft.).
- The CCAP includes an allowance for increased building height provided that the additional height contributes to development of a varied skyline. The roof elements that extend beyond 35 m (115 ft.) in height soften the skyline treatment and facilitate transition between existing towers that are 47 m (geodetic) in height and the lower building elevations designated for the area by the CCAP.
- Several high-rise residences have been developed at a density of 3 FAR within the immediate area (**Attachment 5**):
  - The Flo (6888 Alderbridge Way), consisting of three (3) high-rise residential towers, is located on the south side of Elmbridge Way;
  - The Residence (7380 Elmbridge Way), a high-rise residential development, is also located on the south side of Elmbridge Way;
  - Ocean Walk (7555 Alderbridge Way), a development consisting of three (3) high-rise residential towers is located north of the site on the west side of Alderbridge Way; and
  - The Lotus (7371 Westminster Highway), is comprised of three (3) residential high-rise towers and located adjacent to the Flo.
- The building density proposed is already well established within the area; however, the proposal is unique in its proposal to accommodate the 3 FAR density in a 12-storey building form, which introduces relief and diversity to an area characterized by buildings that were uniformly constructed according to the maximum building height permitted within the City.

Based on the proposal’s demonstration that a density of 3 FAR can be accommodated on-site while responding to building height supported by the site’s existing “Urban Centre T5 (35m)” designation, the following amendments to the CCAP are recommended:

*CCAP Land Use Map Amendments*

page #	Map to be amended	Subject site's existing designation	Subject site's proposed replacement designation
M-2	Generalized Land Use Map (2031)	Urban Centre T5	Urban Core T6
M-12	Specific Land Use Map: Lansdowne Village (2031)	Urban Centre T5 (35 m)	Urban Core T6 (45 m)

### Effect of the CCAP Update Process on Proposal Review

- The subject application commenced during the CCAP Update process, which was characterized by revisions to the maximum CCAP target densities within several neighbourhoods. The draft CCAP Land Use and Density map that was proposed at the time the application was initiated indicated a target density between 2.0 and 3.0 FAR conditional to the resolution of site constraints.
- The concept for the site was developed prior to Council's July 21, 2008 Third Reading of the ultimate CCAP Land Use and Density map, which included the subject site within an area that supports a maximum density of 2.0 FAR.

### General Compliance with CCAP Guidelines and Council Policy

- The CCAP includes tower development site size guidelines. The guidelines reference a minimum 45 m (148 ft.) lot width, 40 m (131 ft.) lot depth and minimum lot area of 2,500 m<sup>2</sup> (0.6 acre) for density of 3 FAR or more. The subject site generally conforms with these parameters.
- The mid-rise building typology proposed complies with the building massing designated for the area by the CCAP, and the built form incorporates characteristics such as variation of building setbacks, architectural and physical distinction between the building podium and tower, semi-submerged parking, and context appropriate frontage treatment that contributes to the transitioning character of the area, which in this case includes live/work units that are discussed in greater detail in a subsequent section of this report.
- Finally, the applicant proposes a significant public benefit in the form of six (6) affordable housing units in response to the Richmond Affordable Housing Strategy. To ensure that these units are used as intended, a Housing Agreement is required and will include terms articulated in this report.

### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within an area that permits consideration of all aircraft noise sensitive land use types. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to final adoption of the rezoning bylaw.

### Affordable Housing Strategy/Density Bonus

The CCAP includes provisions to facilitate a density bonus opportunity in exchange for the provision of on-site affordable housing. The "Urban Core T6 (45m)" designation in the Lansdowne Village creates an opportunity to increase on-site density from 2.0 FAR to 3.0 FAR provided that affordable housing units are secured in accordance with the Richmond Affordable Housing Strategy.

Of the 97 units proposed on-site, six (6) affordable housing units and four (live/work) units are proposed. Five (5) affordable housing units (consisting of 2 one-bedroom units, and 3 two-bedroom units) on the second floor and one affordable housing unit (consisting of a one-bedroom unit) on the third floor will be secured with a Housing Agreement on-site. **Attachment 2** indicates the location of affordable housing units within the proposed development.

To secure affordable housing units within the proposed development, the applicant is required to enter into a Housing Agreement prior to final adoption of the rezoning bylaw. In order to enter into a Housing Agreement, the Local Government Act, Section 905, requires enactment of a bylaw by the City. A report will be drafted by Real Estate Services, with a bylaw and associated Housing Agreement attached. To secure the affordable housing units, the following terms, among others, will be articulated in the Housing Agreement.

*Housing Agreement Terms*

rental rate	\$650 for one-bedroom units for an eligible tenant having an annual income of \$30,500 or less  \$770 for two-bedroom units for an eligible tenant having an annual income of \$36,000 or less  Including provision for income adjustment at the date of adoption																															
ownership	The Housing Agreement is to establish terms for block ownership of the affordable housing units																															
duration of agreement	Perpetuity																															
allocation of floor area	<table border="1"> <thead> <tr> <th colspan="3">2<sup>nd</sup> Floor</th> </tr> <tr> <th># of bedrooms</th> <th colspan="2">unit floor area</th> </tr> </thead> <tbody> <tr> <td>1</td> <td colspan="2">58 m<sup>2</sup> (633.12 ft<sup>2</sup>)</td> </tr> <tr> <td>2</td> <td colspan="2">71 m<sup>2</sup> (774.52 ft<sup>2</sup>)</td> </tr> <tr> <td>1</td> <td colspan="2">52 m<sup>2</sup> (570.17 ft<sup>2</sup>)</td> </tr> <tr> <td>2</td> <td colspan="2">78 m<sup>2</sup> (849.10 ft<sup>2</sup>)</td> </tr> <tr> <td>2</td> <td colspan="2">72 m<sup>2</sup> (776.52 ft<sup>2</sup>)</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="3">3<sup>rd</sup> Floor</th> </tr> <tr> <th># of bedrooms</th> <th colspan="2">unit floor area</th> </tr> </thead> <tbody> <tr> <td>1</td> <td colspan="2">58 m<sup>2</sup> (633.12 ft<sup>2</sup>)</td> </tr> </tbody> </table>		2 <sup>nd</sup> Floor			# of bedrooms	unit floor area		1	58 m <sup>2</sup> (633.12 ft <sup>2</sup> )		2	71 m <sup>2</sup> (774.52 ft <sup>2</sup> )		1	52 m <sup>2</sup> (570.17 ft <sup>2</sup> )		2	78 m <sup>2</sup> (849.10 ft <sup>2</sup> )		2	72 m <sup>2</sup> (776.52 ft <sup>2</sup> )		3 <sup>rd</sup> Floor			# of bedrooms	unit floor area		1	58 m <sup>2</sup> (633.12 ft <sup>2</sup> )	
2 <sup>nd</sup> Floor																																
# of bedrooms	unit floor area																															
1	58 m <sup>2</sup> (633.12 ft <sup>2</sup> )																															
2	71 m <sup>2</sup> (774.52 ft <sup>2</sup> )																															
1	52 m <sup>2</sup> (570.17 ft <sup>2</sup> )																															
2	78 m <sup>2</sup> (849.10 ft <sup>2</sup> )																															
2	72 m <sup>2</sup> (776.52 ft <sup>2</sup> )																															
3 <sup>rd</sup> Floor																																
# of bedrooms	unit floor area																															
1	58 m <sup>2</sup> (633.12 ft <sup>2</sup> )																															

A separate legal agreement is required as a condition of final adoption to ensure the occupants of the rental units enjoy full and unlimited access and use of the indoor amenity space provided on-site.

Affordable Housing Review

The developer has advised the City that the Affordable Housing Strategy Implementation Review (an independent review of the Richmond Affordable Housing Strategy being undertaken by the development community for Council consideration) will, among other terms, address the issue of duration (currently perpetuity) of the Affordable Housing Agreement. The developer advises that should Council amend the Affordable Housing Strategy to permit a lesser term, then the developer may apply to the City to amend the Housing Agreement to permit such lesser term while acknowledging that an amendment to the housing agreement would require Council approval of an amending bylaw and nothing herein derogates from Council’s discretion. If changes to the terms are deemed to introduce new information to Council, a process in accordance with the Local Government Act would apply.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity restrictive covenant, specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

### Environmental Review

The Preliminary Site Investigation undertaken by Keystone Environmental Ltd. was submitted to the City and forwarded to the Ministry of Environment for consideration. The Site Profile submitted with the development application indicates that the site has been used as an Automotive Mechanical and Body Shop.

A response has been received from the Ministry of Environment (dated June 12, 2009) and is on file. The letter responds to the possibility that the site requires environmental remediation and articulates measures to be undertaken by the applicant in order to both confirm the current level of contamination and to remediate the site prior to any occupancy or reutilization of the land. **Attachment 9** references the applicant's obligation to demonstrate intended compliance with the terms outlined in the Ministry's letter prior to dedication of road to the City.

### **Consultation**

The Richmond OCP Bylaw Preparation Consultation Policy (Bylaw 5043) provides direction regarding the consultation requirements for an OCP amendment. As the proposed updated CCAP, which is expected to be adopted in the fall of 2009, was prepared following this Policy and with extensive community consultation, and as overall, the development proposal supports the intention of the updated CCAP and does not propose a significant density increase, no further external consultation was carried out for the proposed CCAP amendment.

In addition, the rezoning process includes the erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site.

### School District

The School Board was consulted during the process of preparing the updated CCAP and supports it.

The subject development application does not have the potential to generate 50 or more school aged children; therefore, according to the OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, the project is not required to be separately referred to the School District. However, as a minor amendment to the CCAP is proposed, which will result in an increase in building density, an information letter (dated April 6, 2009) was sent to the School Board for informal review and comment by the Board.

The expected net increase in school age population resulting from the proposed development is approximately 16 children, compared to approximately 11 children expected to be associated with development at a reduced density of 2 FAR. The net increase is approximately 5 children.

Based on the minimal net increase in the number of children anticipated, Board of Education staff have indicated that the proposed increase is not considered to be substantial and does not require further consideration. Even though the School Board does not have any concerns associated with the proposal, as a courtesy, additional notification of the proposal will be forwarded to the School Board after First Reading and prior to Public Hearing.

**Public Input**

Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

**Staff Comments**

No significant concerns have been identified through the technical review.

**Analysis**

Project Description

- The applicant proposes approximately 97 units (6 affordable housing units, 87 market units, and 4 live/work dwelling units) in a 12-storey building with semi-submerged parking that is generally screened from view along the Alderbridge Way and Elmbridge Way frontages (**Attachment 2**).
- The proposed development includes on-site provision of both indoor and outdoor amenity space (which will be shared by all residents), provisions to improve accessibility, compliance with the Richmond Affordable Housing Strategy, and a mixture of unit types.

Live/Work Units

- The creation of flexible working arrangements is associated with a variety of work-life balance benefits including reduced commute time, cost, and stress, and flexible hours, which are benefits that are recognized in the CCAP.
- The CCAP introduces Live/Work Dwellings to expand upon the uses permitted by Home Occupation\* and Home-Based Business Dwelling, as defined in the CCAP. For flexibility, the CCAP does not limit the number of clients for live/work units, and includes provisions to accommodate a non-resident employee. The subject application is the first proposing to introduce live/work dwelling units generally in accordance with the guidelines articulated in the CCAP. Four (4) live/work units are located along the street frontages and will contribute toward establishing a relationship with the street and variety into the range of at grade uses within the immediate neighbourhood.

*CCAP Live/Work Dwelling Guidelines and Proposed On-site Response*

	<b>CCAP Live/Work Dwelling Guideline Requirement</b>	<b>Live/Work Dwelling Provision Proposed</b>
<b>Location within the City</b>	Wherever residential use is permitted, except along a Retail High Street	Complies  Neither Alderbridge Way nor Elmbridge Way are designated Retail High Street in this location.
<b>Location within the building</b>	Ground-floor, street-fronting units with private exterior entrances	Complies  Two (2) units are proposed along both Alderbridge Way and Elmbridge Way and all four units have individual street access.

\* Home Occupation: means an occupation or profession carried on by an occupant for consideration which is clearly incidental and accessory to the use of the dwelling unit for residential purposes, and which shall be limited to (a) Crafts & Teaching, (b) Residential Registered Office, (c) Residential Business Office, and (d) Child Care



	CCAP Live/Work Dwelling Guideline Requirement	Live/Work Dwelling Provision Proposed
<b>Unit size</b>	<ul style="list-style-type: none"> <li>• Combined commercial/residential area: 93 m<sup>2</sup> (1,000 ft<sup>2</sup>) minimum</li> <li>• Area designated exclusively for commercial use is a minimum 30 m<sup>2</sup> (323 ft<sup>2</sup>), and a maximum 2/3 of the total area of the unit</li> </ul>	<p>Partially complies and meets the spirit and intention of the CCAP</p> <ul style="list-style-type: none"> <li>• Live/work unit areas range between 83m<sup>2</sup> (888 ft<sup>2</sup>) and 96 m<sup>2</sup> (1,029 ft<sup>2</sup>)</li> <li>• Area designated exclusively for commercial use (which includes the office area, the associated washroom and a portion of the entry foyer) ranges between 30 m<sup>2</sup> (324 ft<sup>2</sup>) and 32 m<sup>2</sup> (349 ft<sup>2</sup>). The work component of the unit is less than 2/3 of the total area of the unit.</li> </ul>
<b>Preferred character</b>	Mixed-use character with retail display windows and individual shop entries at grade and residential features above	<p>Complies with Guideline Intention</p> <p>The live/work units are single storey units; however, distinction between habitable space and work space is maximized by varying the elevation between the uses. The change in elevation is between 0.8 m and 1.4 m (2.6 to 4.5 ft.) between office and living space.</p>
<b>Parking</b>	As per the applicable residential use, plus 0.5 spaces per live/work dwelling unit	<p>Complies</p> <p>4 live/work units are proposed and 2 additional parking stalls are proposed on-site</p>

**Tree Retention and Replacement**

- The site is currently developed to permit limited industrial retail use. There are no bylaw trees on-site and only sparse perimeter landscaping.
- The applicant has provided a preliminary landscape plan (**Attachment 6**). Landscape details will be provided and further reviewed as part of the Development Permit review process.
- Soft and hard landscaping will be incorporated along the road frontages of the site in addition to standard City Centre boulevard planting requirements. The majority of the on-site landscaping will be undertaken above the parking structure at the 4<sup>th</sup> storey of the building and will be accessible to all building residents.

**Proposed Comprehensive Development (CD/208) Bylaw**

- The proposed Comprehensive Development (CD/208) Bylaw, is a tailored bylaw customized in response to the site’s designation in the CCAP Lansdowne Village Specific Land Use Map, and the uses and density proposed on-site.
- CD/208 permits a density of 2.0 FAR; however, the maximum permitted is increased to 3.0 FAR provided that the owner enters into a Housing Agreement with the City to secure an equivalent of 0.15 FAR as affordable housing units according to the terms articulated earlier in this report.
- Additionally, 0.1 FAR may be excluded from the total density calculation provided that the space is used exclusively as indoor amenity by residents.
- The covered unenclosed walkway along Alderbridge Way is exempted from the calculation of FAR based on its contribution toward the establishment of a relationship between the live/work units and the street, consideration of its design, which does not functionally extend private space, and previous practice within the City Centre.
- The building setbacks are responsive to the intention of the setbacks referenced in the CCAP. The 2.5 m (8 ft.) Alderbridge Way setback is measured to the outer edge of the columns supporting the covered walkway along this frontage and the internal staircase located at the northwest corner of the site. However, the actual setback to the live/work units will be greater ranging between 3.6 m (12 ft.) to 4.5 m (15 ft.), and the setback to the indoor amenity

space located at the Alderbridge Way and Elmbridge Way intersection is between 4.2 m (14 ft.) and 5.7 m (19 ft.).

- The existing Zoning and Development Bylaw (No. 5300) is currently being updated and will include a definition for live/work units that permits use in accordance with the terms outlined in the CCAP and earlier in this report. To ensure the subject development's opportunity to maximize permitted uses, a definition for the live/work units is included in CD/208.

### Parking

- The site is within Parking Zone 2 (Division 400 of the zoning Bylaw). Parking Zone 2 is associated with reduced parking requirements at the following rates:

	residential	visitor	employee
residential dwelling unit	1.2 per unit	0.2 per unit	n/a
live/work unit	1.2 per unit	0.2 per unit	0.5 per unit
affordable housing unit	0.9 per unit	0.2 per unit	n/a

- A total of 137 parking stalls are required on-site; 138 stalls are proposed. Although the total number parking stalls proposed on-site complies with the bylaw requirements, 48% of the stalls proposed are small car parking stalls, which exceeds the 30% small car stalls permitted by the bylaw.
- In association with the Development Permit (DP 07-402062), the applicant must address the number of small car parking stalls proposed, which currently exceeds the maximum ratio permitted, to the satisfaction of Transportation Engineering. Options that may be considered include the following:
  - Conditional to implementation of a Transportation Demand Management (TDM) strategy on-site, that is to the satisfaction of Transportation Engineering, the Zoning bylaw permits a maximum 10% reduction in the total number of required parking stalls. In association with DP 07-402062, the applicant may seek to relax the total number of stalls required on-site, conditional to introduction of a TDM strategy that is supported by Transportation Engineering, in response to exceeding the percentage of permitted small car stalls on-site;
  - The applicant may pursue a variance to permit an increased ratio of small car stalls on-site, which is subject to approval by Transportation Engineering; or
  - The applicant may pursue a combination of reducing the total number of stalls required on-site and varying the ratio of permitted small car parking stalls.
- An SU-9 space, including vertical clearance, will be accommodated on-site, and collection facilities are similarly provided on-site. A WB-17 space has been accommodated to the satisfaction of Transportation Engineering within the lane.
- The internal parking ramp slopes, which are proposed at 12.5%, are permitted subject to the provision of skid resistant treatment on each ramp.
- The two (2) additional parking stalls associated with the live/work units will be located within the residential gated portion of the parkade; instead of among the visitor parking stalls. As employees would be regular users of the parkade, similar to residents, inclusion of the stalls beyond the visitor gate is supported. Nineteen (19) visitor parking stalls are provided on-site, which may also be used by patrons of the live/work services provided on-site.

**Road Dedications, Transportation and Upgrades**

- Road dedications are required to increase the width of the lane, Alderbridge Way and Elmbridge Way. In addition, a corner cut is required at the intersection of Alderbridge Way and the lane, and at the intersection of Alderbridge Way and Elmbridge Way, which is discussed in detail in **Attachment 9**.
- The applicant is responsible for the design and construction of frontage improvements along Elmbridge Way, Alderbridge Way, the lane and signal modification at the intersection of Elmbridge Way and Alderbridge Way. Details associated with the Servicing Agreement are provided in **Attachment 9**.

**Servicing Capacity and Upgrades**

- Storm and sanitary analysis is required in association with this development application. Both the storm sewer and the sanitary sewer require upgrades, which are to be provided via the Servicing Agreement.
- The City agrees with a cash-in-lieu of construction contribution in the amount of \$2,275.00 for improvements to the sanitary main that extends to the Minoru sanitary pump station. The design and related calculations are required to be included on the Servicing Agreement design drawings.
- Water analysis is not required. However, upon confirmation of the building design, fire flow calculations that are signed and sealed by a professional engineer are required to confirm the provision of adequate flow. The applicant must submit a letter and/or drawing signed and sealed by a professional engineer confirming the existing frontage size. If frontage is less than 150mm, the frontage must be upgraded to 150 mm as per City requirements.

**Amenity Space**

- The proposed development will provide both indoor and outdoor common amenity space on-site.
- Indoor amenity space is provided at the ground level at the corner of Alderbridge Way and Elmbridge Way and on the 4<sup>th</sup> storey overlooking the outdoor amenity space.
- Terraced outdoor amenity space is located at the 4<sup>th</sup> storey. Landscaping for the area will be developed in association with the Development Permit (DP 07-402062)

**Sustainability**

- **Attachment 7** provides a synopsis of sustainability measures proposed to be incorporated into the project, which was provided by the applicant.
  - The list includes, but is not limited to provisions such as:
    - landscaping above the parking levels and planters (approximately 44% of the site area) that divert storm water run-off from the storm sewer system and also reduces the urban heat island effect;
    - reduction of fresh water use by specifying low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and shower heads, front loading washers, and water efficient dish washers;
    - motion sensors and timers in public areas to reduce electricity consumption; efficient fixed lights, fans and heating equipment, as well as, increased occupant control (heating zones within the unit) to decrease energy consumption;
    - low-e glazing and cantilevered balcony slabs to reduce heat gain;
- demolition/construction waste management will be implemented to divert waste from

landfills; products made out of recycled material or with recycled content will be used where applicable and concrete with fly ash content will be specified where possible; locally/regionally harvested and manufactured products will be preferred throughout the project;

- low emitting materials sealants, adhesives, paints, carpets and composite wood will be used where applicable;
- openable windows especially in the larger units will contribute to the quality of the indoor environment; and
- positive pressurization of all lobbies and hallways will keep common areas smoke and odour free treating each unit as a contained smoking room.

### **Crime Prevention Through Environmental Design (CPTED)**

- The location and orientation of the ground level and 4<sup>th</sup> storey indoor amenity space creates opportunity for passive surveillance of the street frontage and outdoor amenity area respectively.
- The live/work units have been designed with consideration of the relationship between the individual unit components and the adjacent street frontage. The work component of the units is designed to have access at street level establishing a close relationship with the street frontage and maximizing accessibility. The live component of the units is slightly elevated from the street elevation to maximize privacy and separation from the immediate street frontage, while being designed to facilitate opportunities for passive surveillance.

### **Proposed Development Permit (DP 07-402062)**

- The development proposal was reviewed by the Advisory Design Panel (ADP) on July 23, 2008. A copy of the relevant excerpt from the minutes is attached as reference; the applicant's response to the Panel comments has been inserted following the Panel's remarks in italics (**Attachment 8**). Based on comments from staff and the ADP's review of the preliminary submission, the applicant has undertaken modifications to the development proposal including design development of the lobby, strengthening of the street presence of the live/work units, design development of the covered promenade area along the west façade of the building to reduce conflict between columns and access points and to widen the space between columns and the pedestrian realm, increasing the change in elevation between uses within the live/work units, increasing balcony sizes, and increasing the setback of the staircase located at the corner of Alderbridge Way and the lane.
- In association with the Development Permit, further design development of the color scheme, placement of exterior material and building symmetry is to be generally undertaken. In addition, the parking plans are to confirm compliance with bylaw requirements associated with column encroachments into parking stall widths.
- Further design development of the balcony element at the corner of Elmbridge Way and Alderbridge Way is to be undertaken in association with the Development Permit. In order to maximize the effect of the element its separation from the building is to be increased to add more texture to the building façade. To achieve this outcome, either the building setback is to be increased or the balcony element is to be further pulled forward toward the corner. Similarly, separation between the building and the northern end of the balcony element on the Alderbridge façade is to be increased to improve the effectiveness of the element in articulating the building elevation.
- In order to maximize differentiation between living and working spaces within the live/work units, the elevation between the two segments of the units are separated by a change in

elevation ranging between 0.8 m and 1.4 m (2.6 to 4.5 ft.) and access to the work component of the unit is proposed at the elevation of the adjacent street to maximize accessibility, which conflicts with current provisions in the existing Flood Plain Designation and Protection Bylaw (No. 8204). The bylaw is currently being reviewed and the suitability of including provisions for grade level access to commercial space is being considered. As part of the Development Permit review process the applicant is required to either increase the elevation of the live/work units to comply with the existing terms of the Flood Plain Designation and Protection Bylaw (No. 8204) while ensuring that the change in elevation retains an active relationship with the street and includes provisions for accessibility, or confirm that amendments to the bylaw have been undertaken and that the elevations proposed are permitted.

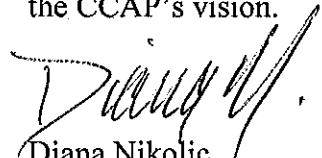
- Similarly, the elevation of the exercise room located on the main elevation is to be confirmed as acceptable.
- Details for the provisions of fully accessible units on-site are to be developed in association with the Development Permit.

### **Financial Impact or Economic Impact**

No financial or economic impact is anticipated as a result of the proposed development.

### **Conclusion**

Staff recommend that the proposed development and associated minor CCAP amendment be approved to proceed. Introduction of a mid-rise building typology, that incorporates opportunity for live/work units along the street frontages, within a neighbourhood characterized by high-rise residential developments introduces relief to the skyline, increases opportunities for activity at the street level, and initiates a transition to a lower building height within the area in response to the CCAP's vision.

  
Diana Nikolic  
Planner II (Urban Design)

DN:bg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Site's Location within the CCAP – Lansdowne Village Specific Land Use Map

Attachment 5: Recent High-Rise Development within the Neighbourhood

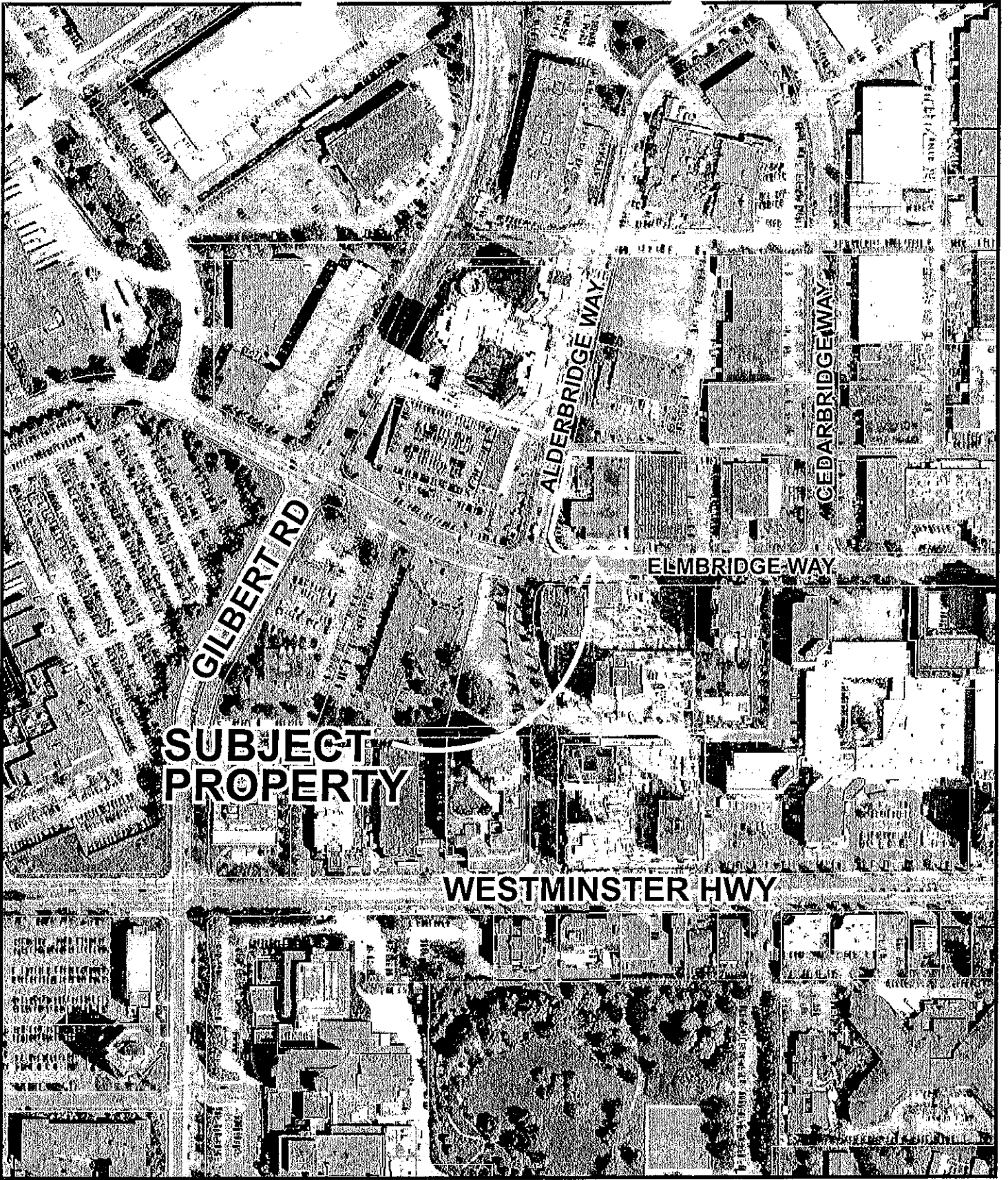
Attachment 6: Preliminary Landscape Plan

Attachment 7: Sustainability Strategies (provided by applicant)

Attachment 8: ADP Minutes (July 23, 2008) Including Applicant's Responses

Attachment 9: Rezoning Considerations





RZ 07-402059

Original Date: 02/13/08

Amended Date:

Note: Dimensions are in METRES

**W.T. LEUNG ARCHITECTS INC.**

200 West Broadway,  
Vancouver, British Columbia,  
Canada V6C 3R7  
Telephone 604 784-9711

**Sustainable strategies:**

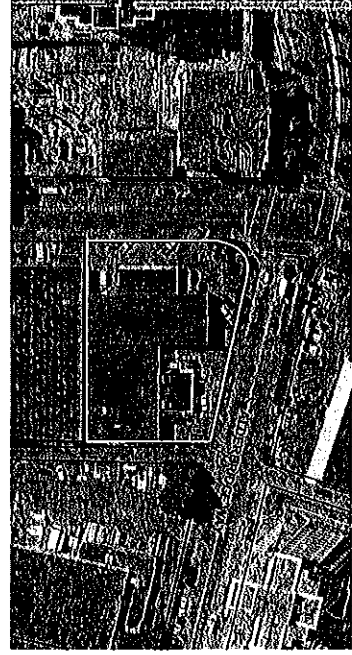
**Sustainable Sites**  
Open space has been created along Alderbridge Way and Elmbridge Way allowing bicycle parking and a urban plaza at the corner of both streets. The new development features green roofs and planters (approximately 44 % of the site area) diverting the storm water run off from the storm sewer system and also reduce the urban heat island effect.

**Water Efficiency**  
Fresh water consumption will be reduced by specifying low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and shower heads, front load washers and water efficient dish washers. Planting on the green roofs will be drought resistant reducing irrigation needs.

**Energy and Atmosphere**  
Motion sensors and timers will be used in public areas to reduce electric power consumption. An "all off" switch is considered for each unit to reduce power consumption within the units. More efficient fixed lights, fans and heating equipment as well as increased occupant control (heating zones within the unit) will decrease energy consumption. Low-e glazing and cantilevered balcony slabs reduce heat gain.

**Material and Resources**  
Demolition / Construction waste management will be implemented to divert waste from landfills. Products made out of recycled material or with recycled content will be used where applicable. Concrete with fly ash content will be specified where possible. Locally / regionally harvested and manufactured products will be preferred throughout the project.

**Indoor Environmental Quality**  
Low emitting materials as sealants, adhesives, paints, carpets and composite wood will be used where applicable. Well placed operable windows especially in the larger units will contribute to the quality of the indoor environment. Positive pressurization of all lobbies and hallways will keep common areas smoke and odour free treating each unit as a contained smoking room.



Aerial Photo

**Address / Legal Description**

**Address**  
7500 Alderbridge Way  
Richmond BC,  
Canada

**Legal Description**  
Lot 103 Block 4 North  
Range 6 West  
NWD Plan 42566

**Zoning Analysis**

	required / allowed	proposed	difference
Lot Size before dedication	29,994.0 sqft	2,766.4 sqm	metric
Lot Size after dedication	28,070.8 sqft	2,607.8 sqm	
Floor Area Ratio 3	84,212.4 sqft	7823.3 sqm	7822.3 sqm
Amenity space	1,427 sqft	132.6 sqm	
Outdoor Amenity space	9,750 sqft	905.8 sqm	
Site coverage %		75.2 %	75.2 %
Site coverage sq.ft.		22,568.8 sqft	2,096.64 sqm
Building Height	114.8 ft	35.00 m	37.48 m
Setback Lane	0.0 ft	0.00 m	0.00 m
Setback East	0.0 ft	0.00 m	0.02 m
Setback Elmbridge	10.0 ft	3.05 m	3.05 m
Setback Alderbridge	8.2 ft	2.50 m	2.50 m

**Parking Analysis**

	required / allowed	proposed	difference
<b>Car Parking</b>			
1.2 stalls per Unit	87 units	104.4	
1 stall per affordable Unit	6 units	6.0	
1.7 stalls p Wil Unit (1.2+0.5)	4 units	6.8	
0.2 visitor stalls per unit	97 units	19.4	
HC stalls 2%		3	
Reg. Car Stalls		80	
Small Car Stalls (max: 30%)	41 (max)	55	-14
<b>total no. of stalls</b>		<b>138</b>	<b>1</b>
<b>Bicycle Parking</b>			

**Residential Area / Unit Summary**

	Gross Area	Exemptions	Net Area	component total
Main Floor	6,225.8 sqft	1,029.7 sqft	5,196.1 sqft	482.7 sqm
2+3rd Floor	14,053.5 sqft	630.1 sqft	13,423.3 sqft	1247.0 sqm
4th Floor	9,882.5 sqft	886.8 sqft	8,995.7 sqft	835.7 sqm
5-10th Floor	46,715.4 sqft	2,833.8 sqft	43,876.6 sqft	4076.1 sqm
11+12th Floor	13,652.8 sqft	942.6 sqft	12,710.2 sqft	1180.8 sqm
<b>Total Residential Area</b>	<b>90,529.9 sqft</b>	<b>6,323.1 sqft</b>	<b>84,201.8 sqft</b>	<b>7822.3 sqm</b>

Unit Type	No. of Units
1 Bedroom Suite	22
2 Bedroom Suite	71
Wil Unit	4
<b>Total Units</b>	<b>97</b>

Afford. Unit Location	Afford. Unit Area	Type	req. 5% of FAR
Second Floor	633.12 sqft	1 Bedr. Suite	
Second Floor	774.52 sqft	2 Bedr. Suite	
Second Floor	570.17 sqft	1 Bedr. Suite	
Second Floor	848.10 sqft	2 Bedr. Suite	
Second Floor	776.52 sqft	2 Bedr. Suite	
Third Floor	633.12 sqft	1 Bedr. Suite	
<b>Total</b>	<b>4,210.09 sqft</b>		



**Drawing List**

- A 1.1 Site Plan
- A 1.2 Building Status
- A 2.1 Parking Level -1
- A 2.2 Main Floor
- A 2.3 2nd Floor
- A 2.4 3rd Floor
- A 2.5 4th Floor
- A 2.6 5-10th Floor
- A 2.7 11th Floor
- A 2.8 12th Floor
- A 2.9 Roof Plan
- A 3.1 South Elevation
- A 3.2 West Elevation
- A 3.3 North Elevation
- A 3.4 East Elevation
- A 4.1 Section A-A
- A 4.2 Section B-B
- A 4.3 Section C-C
- A 5.1 Shadow Analysis
- A 5.2 Rendering

6	03/07/09	released revision / 40
5	25/03/09	released revision / 40
ISSUED		
SCALE	as titled	
	NORTH	

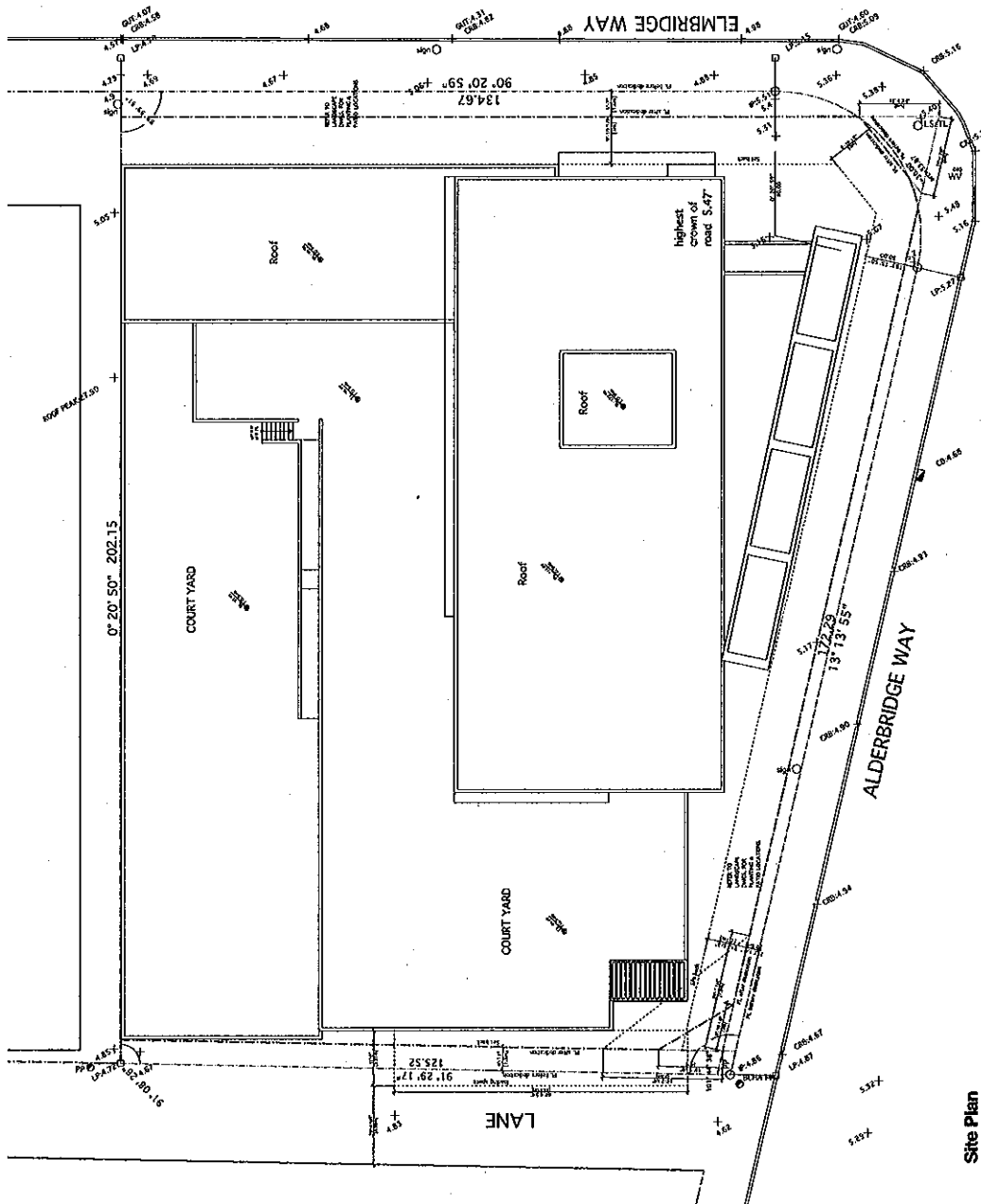
PROJECT  
Residential Development  
7000 Alderbridge  
Richmond, BC  
DP 07-403063

**Site Plan**

JOB NO.	04-08
DRAWN BY	HK
DATE	3 July 2007
CHECKED BY	WL

© Copyright reserved. This plan and design is and all rights reserved. The Architect/Engineer and cannot be used without the Architect's consent.  
DRAWING NO.

**A-1.0**



**Site Plan**  
Scale: 1:1000

6	05/07/09	revised	reworking / 09
5	25/03/09	revised	reworking / 09
ISSUED			

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

PROJECT:  
Residential Development  
7000 Alameda Heights  
Richmond, BC  
DP 07-402682

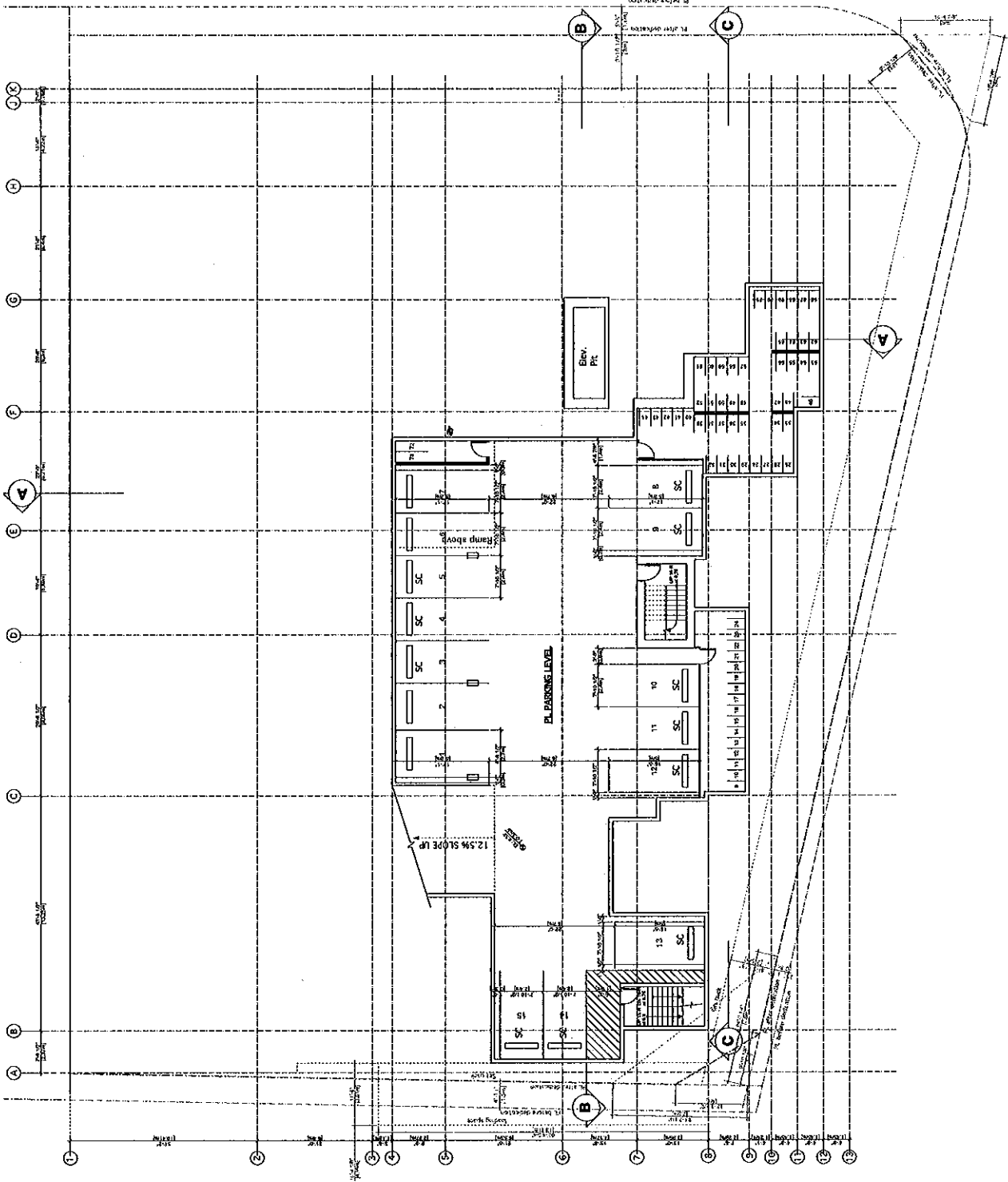
DRAWING TITLE

**-1 Parking Level**

JOB NO.	06-08
DRAWN BY	HK
DATE	3 July 2007
CHECKED BY	WL

© Copyright Reserved. This plan and design is used as an illustration of the design and is not to be used for construction without the Architect's consent.  
DRAWING NO.

**A-2.1**



6	03/07/09	revised working / 49
5	28/03/09	revised working / 56
ISSUED		
SCALE	NORTH	
	1/8" = 1'	

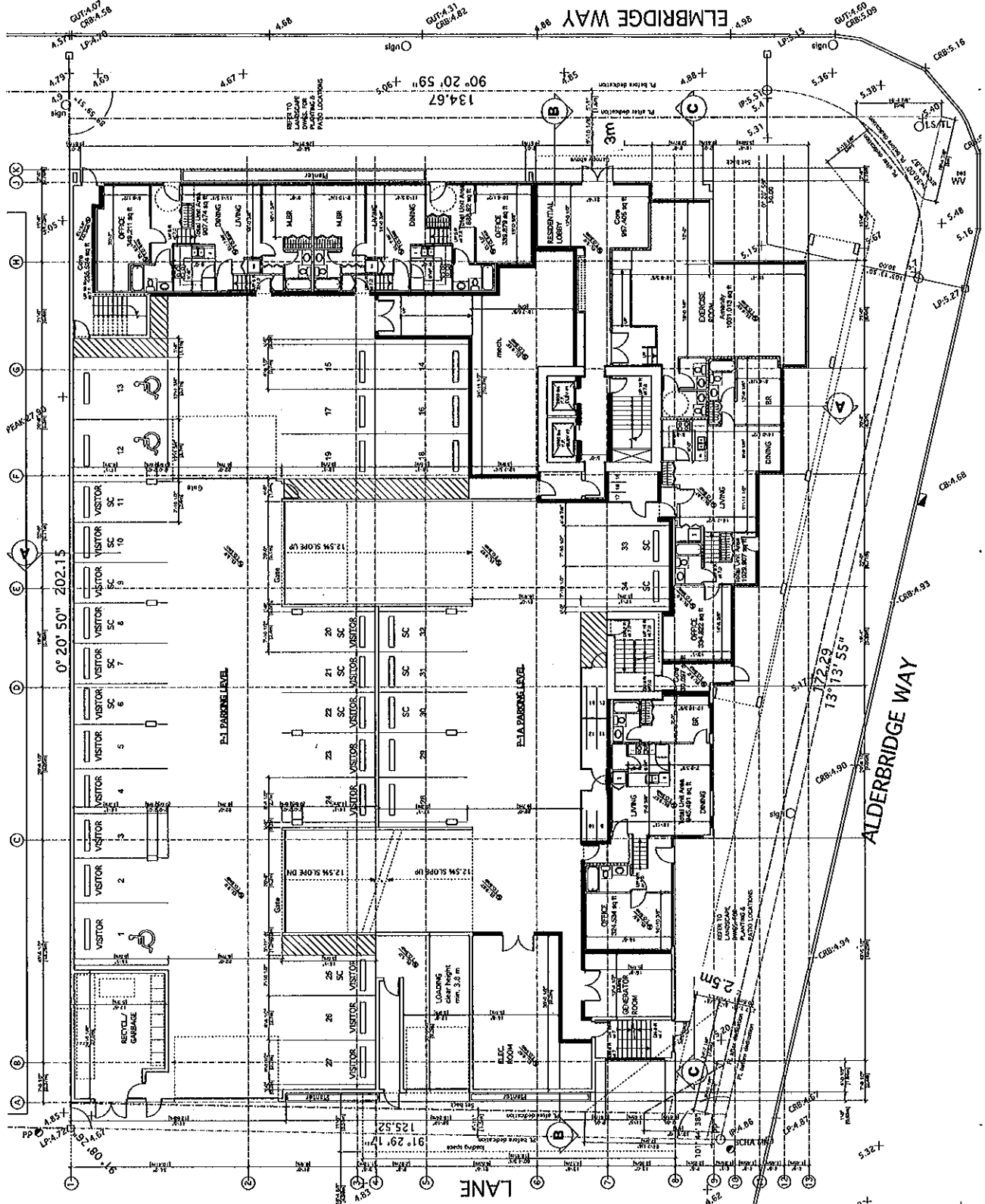
PROJECT  
 Residential Development  
 520 Alberidge  
 Richmond, BC  
 DP 97-40262

DRAWING TITLE  
**Main Floor**

JOB NO.	0208
DRAWN BY	HK
DATE	3 July 2007
CHECKED BY	WL

© Copyright Reserved. This plan and all other documents are the property of W.T. Leung Architects Inc. and cannot be used without the Architect's consent.  
 DRAWING NO.

**A-2.2**



6 03 07 09 released drawing / 09  
5 25 07 09 released drawing / 09  
ISSUED

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

PROJECT  
Residential Development  
7500 Alameda  
Richmond, BC  
DP 07-40083

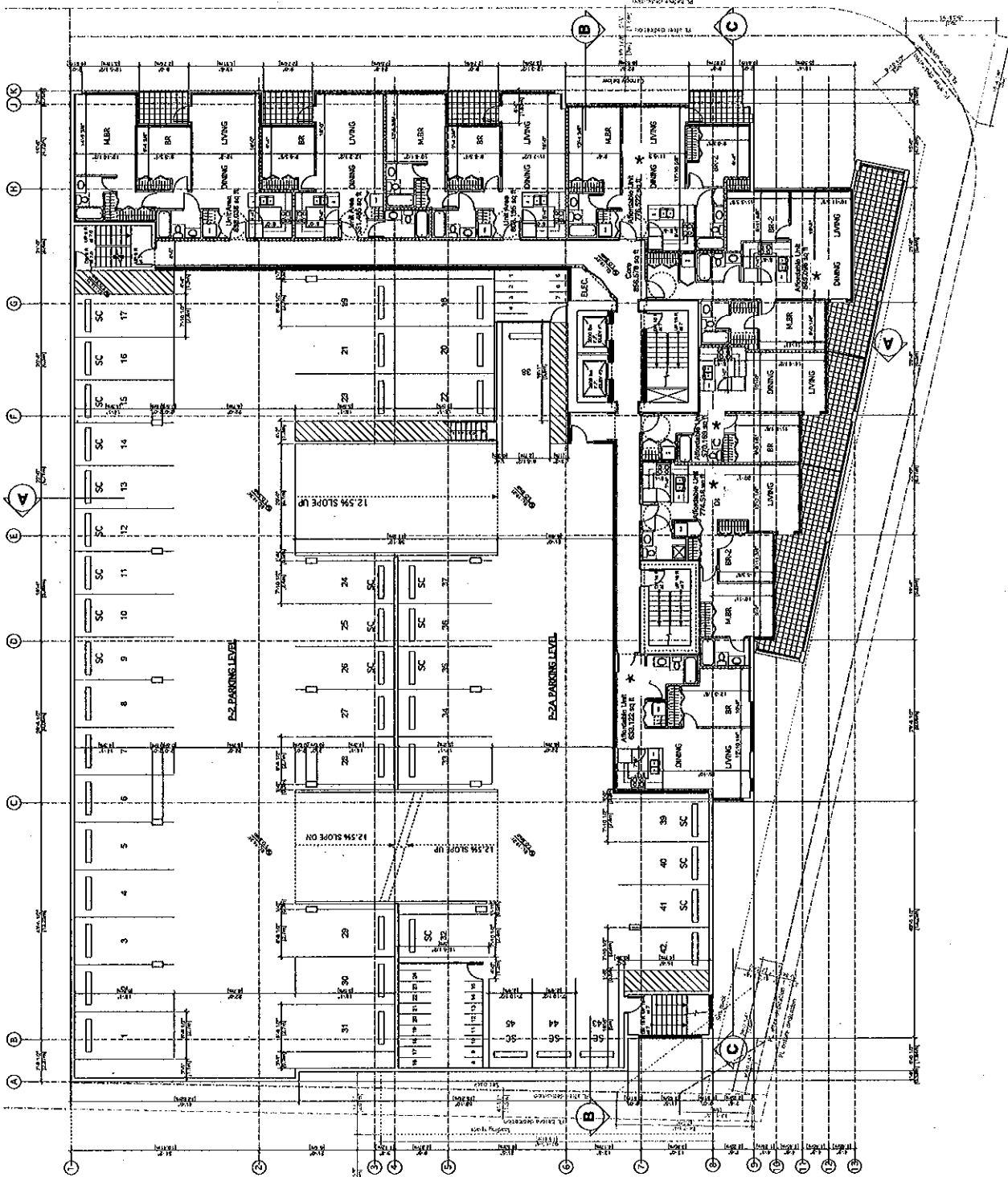
DRAWING TITLE

2nd Floor

JOB NO. 0648  
DRAWN: HK  
DATE: 2 July 2007  
CHECKED: WL

© Copyright reserved. This plan and design is and shall remain the property of W.T. Leung Architects Inc. and cannot be used without the architect's consent.  
DRAWING NO.

**A-2.3**



AFORDABLE HOUSING UNIT \*

6 02 07 09 released housing / 09  
5 25 03 06 released housing / 06  
ISSUED

SCALE NORTH  
1" = 10' 0"

PROJECT  
Residential Development  
7200 Alameda Place  
Richmond, BC  
DP 07-460862

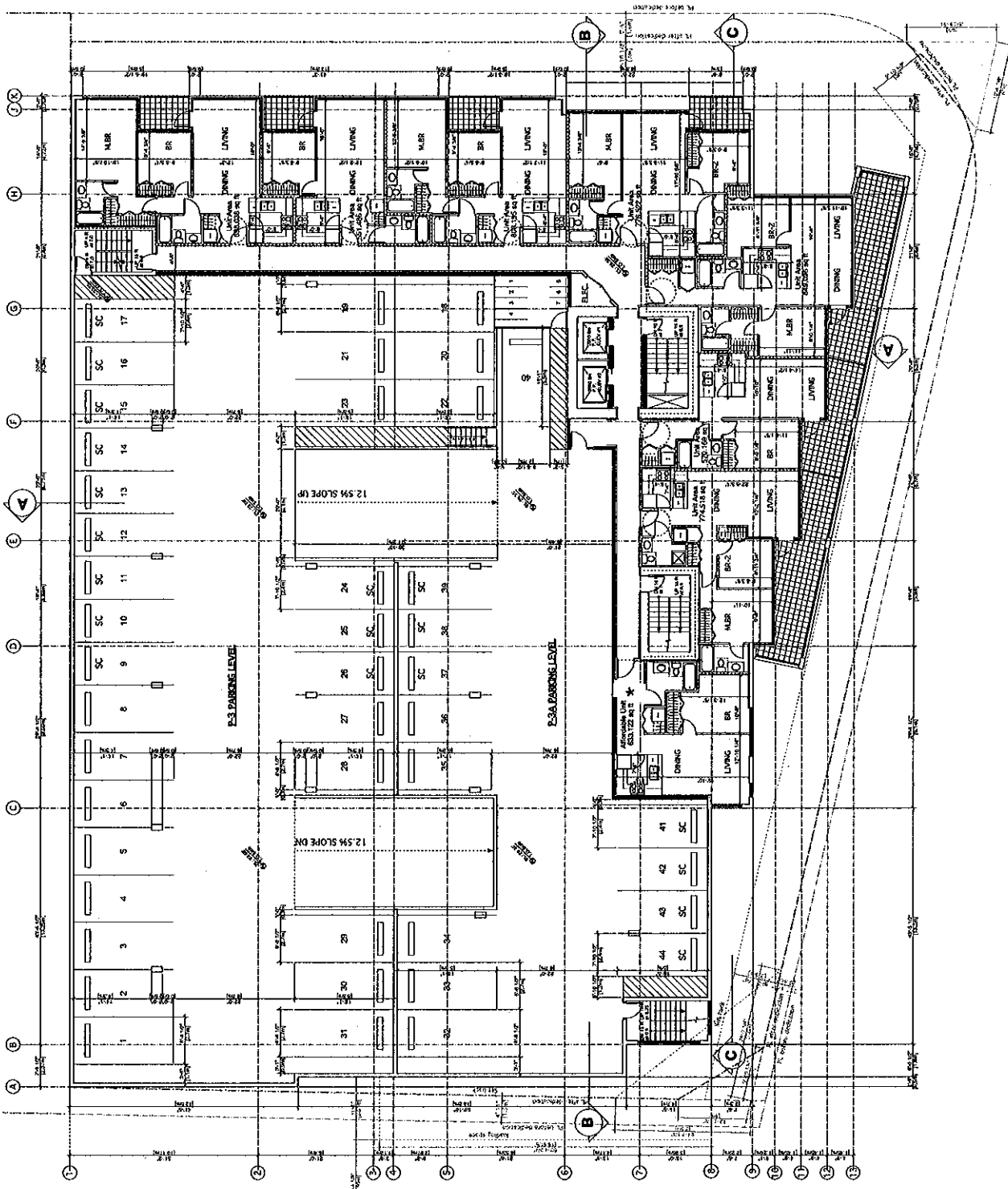
DRAWING TITLE

3rd Floor

JOB NO. 02-03  
DRAWN BY BK  
DATE 3 July 2007  
CHECKED BY ML

© Copyright reserved. This plan and design is and as all items remain the property of W.T. Leung Architects Inc. and shall not be used without the Architects' consent.  
DRAWING NO.

**A-2.4**



\* AFFORDABLE HOUSING UNIT

6	03/07/09	revised rooming / dp
5	25/05/08	revised rooming / dp
ISSUED		

SCALE 1/8" = 1'

NORTH

PROJECT  
 Residential Development  
 1000 West Broadway  
 Richmond, BC  
 DP #2-200822

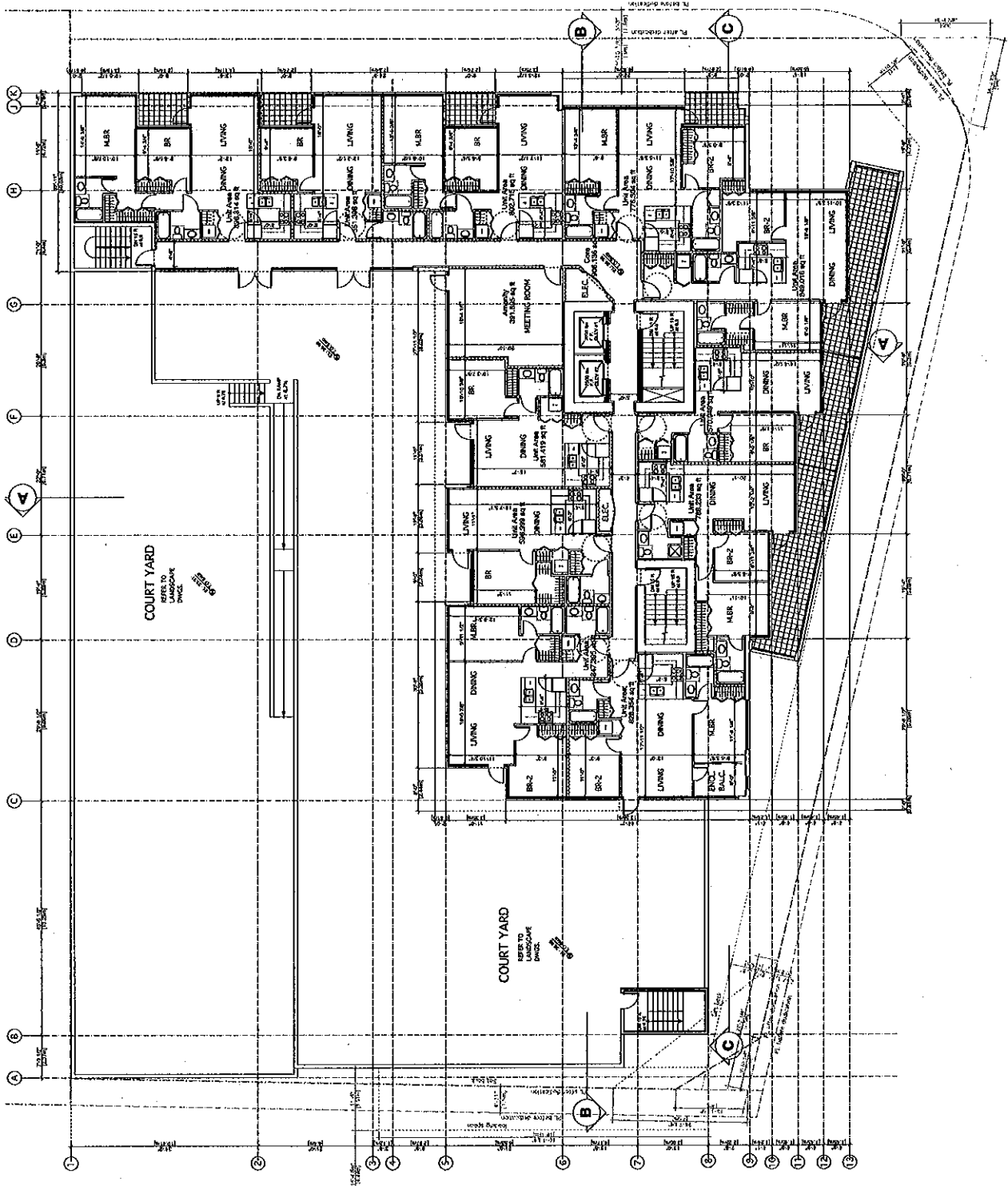
DRAWING TITLE

**4th Floor**

JOB NO.	6045
DRAWN BY	HK
DATE	3-July-2007
CHECKED BY	WL

© Copyright 2007. The floor and  
 section drawings are the  
 exclusive property of W.T. Leung  
 Architects. No part of this  
 drawing may be reproduced  
 without the Architect's consent.  
 DRAWING NO.

**A-2.5**



6 03/07/09 released drawing / dp  
 5 22/03/09 released drawing / dp  
 ISSUED

SCALE NORTH  
 1/8" = 1'

PROJECT  
 Residential Development  
 7500 Alouette Street  
 Richmond, BC  
 DP 07-402882

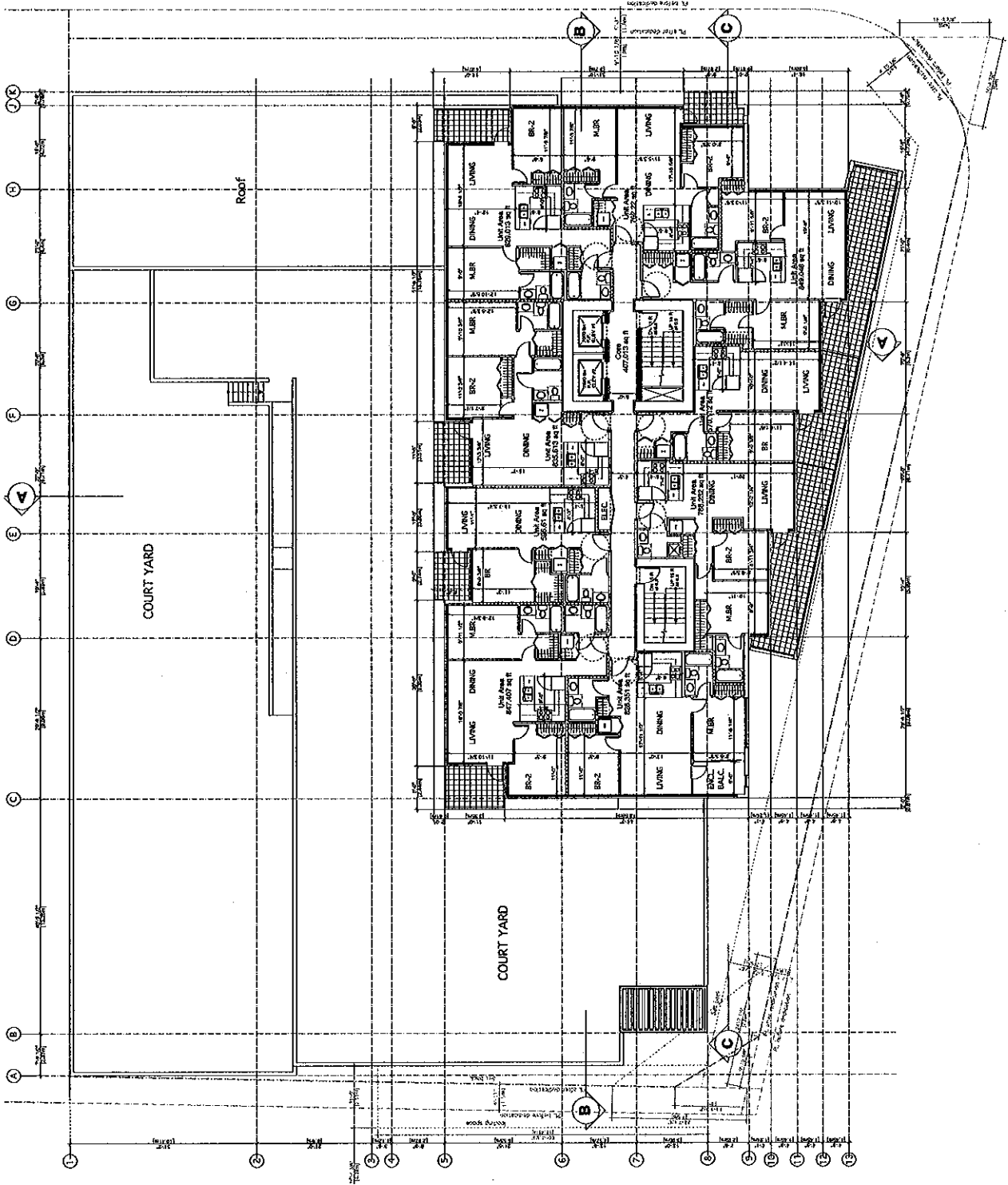
DRAWING TITLE

**5th - 10th Floor**

JOB NO. 00-09  
 DRAWN BY  
 DATE 9 July 2007  
 CHECKED BY

© Copyright Reserved. This plan and  
 drawing are the property of W.T. Leung  
 Architects Inc. and shall remain the  
 exclusive property of W.T. Leung  
 Architects Inc. No part of this drawing  
 may be reproduced, stored in a  
 retrieval system, or transmitted in  
 any form or by any means, electronic,  
 mechanical, photocopying, recording,  
 or by any information storage and  
 retrieval system, without the prior  
 written consent of W.T. Leung  
 Architects Inc.

**A-2.6**



6	03 07 09	revised (receiving / 4p)
5	25 03 09	revised (receiving / 4p)
ISSUED		

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

PROJECT  
 Residential Development  
 1015 West Broadway  
 Richmond, BC  
 DP 07-400862

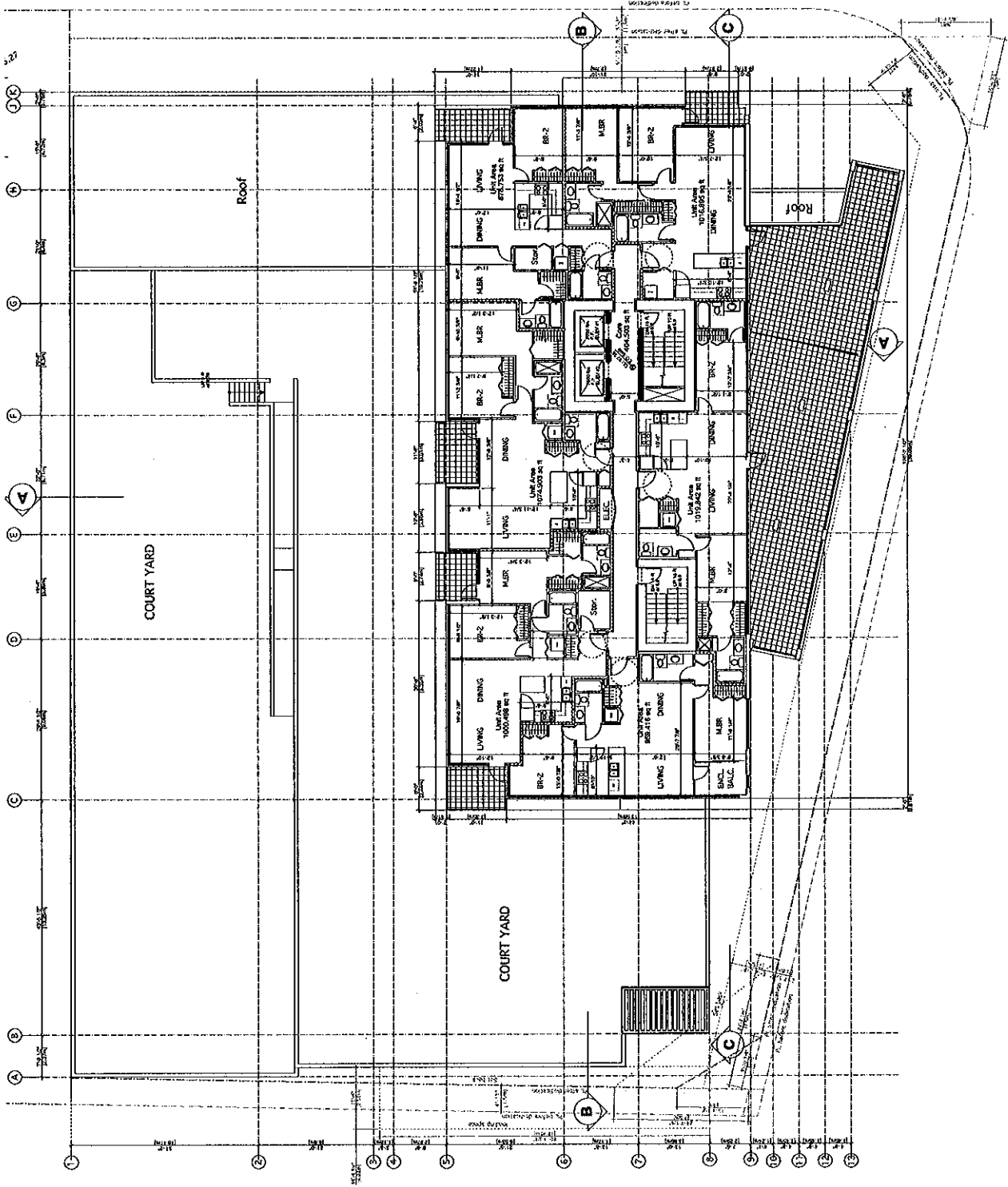
DRAWING TITLE

**11th Floor**

JOB NO.	02-045
DRAWN BY	HK
DATE	3 July 2007
CHECKED BY	WL

© Copyright reserved. This plan and all other documents are the exclusive property of W.T. Leung Architects Inc. No part of this plan may be used without the written consent of W.T. Leung Architects Inc.

**A-2.7**





6	03/07/08	Revised drawing / 08
5	12/03/05	Revised drawing / 05
ISSUED		

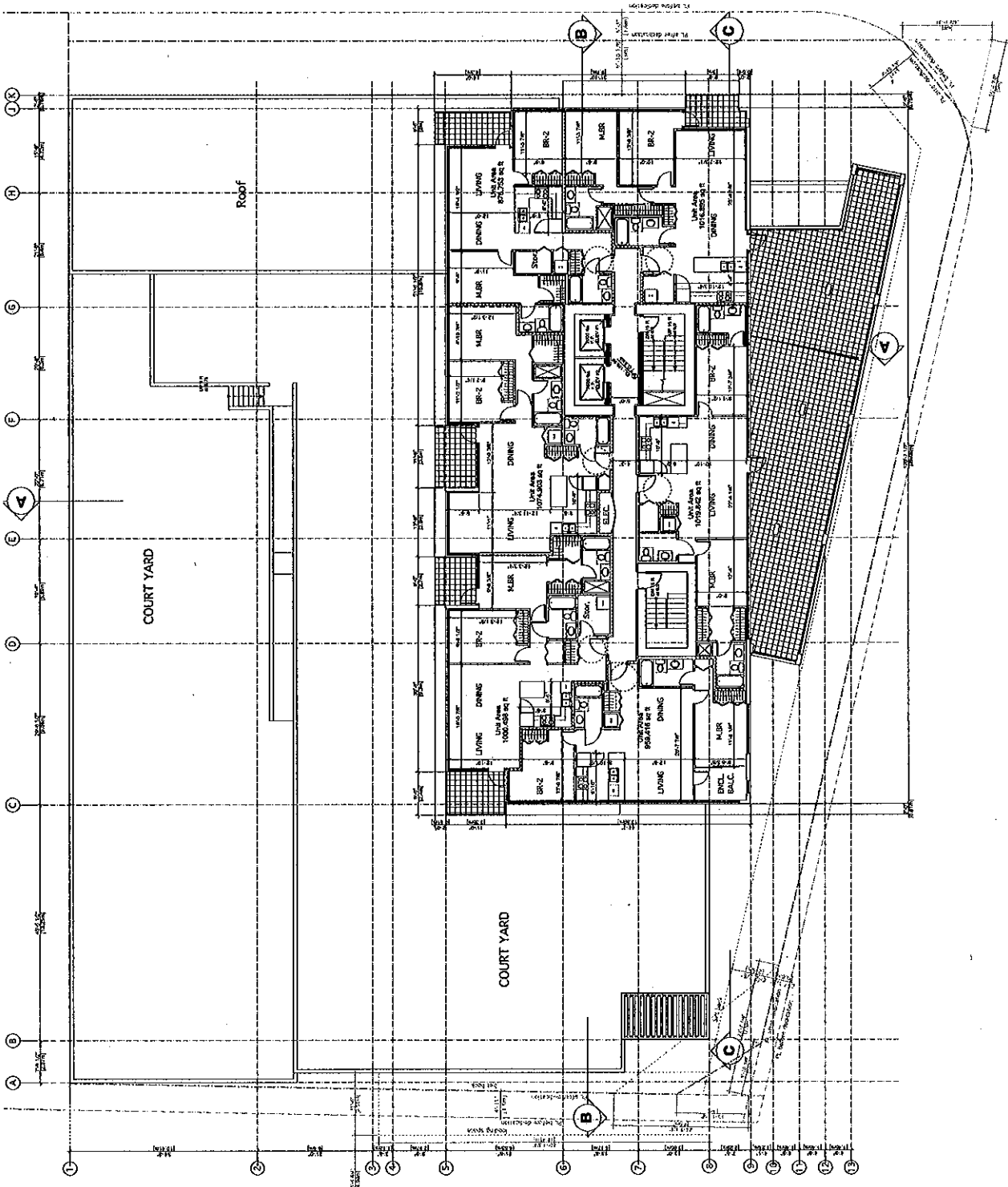
SCALE: 1/4" = 1'-0"  
NORTH

PROJECT:  
Residential Development  
7200 Alderman Circle  
Richmond, DC  
DP 07-400262

DRAWING TITLE:  
**12th Floor**

JOB NO.	22-038
DRAWN BY	SK
DATE	3-14-2007
CHECKED BY	WL

© Copyright reserved. This plan and design is sold as all services provided by W.T. Leung Architects Inc. and cannot be used without the architect's consent.  
DRAWING NO.



6 20.07.08 revised recording / op  
5 25.08.08 revised recording / op  
ISSUED

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

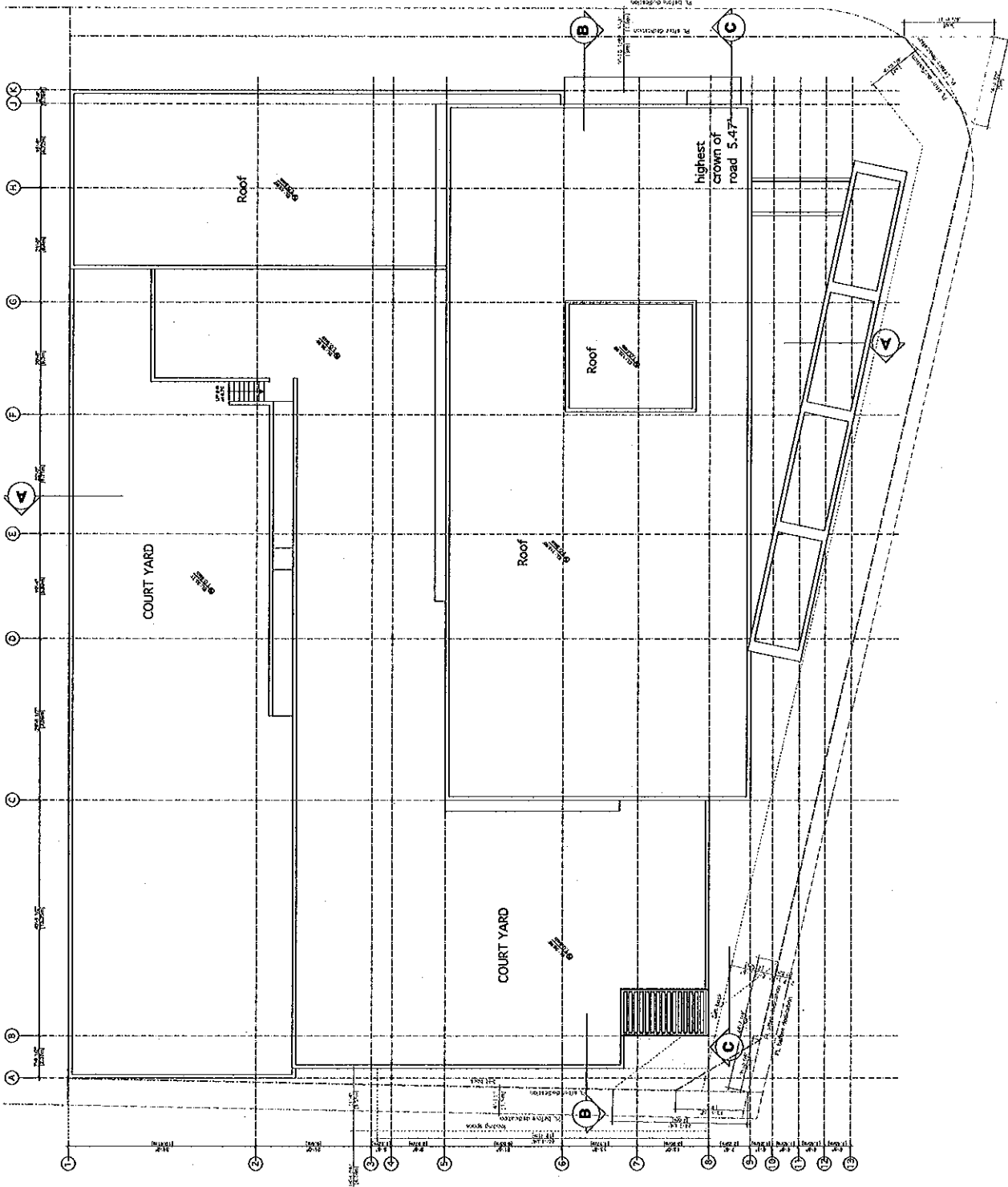
PROJECT  
Buckfield Development  
7500 Aldermaston  
Richmond, BC  
DP 07-402062  
DRAWING TITLE

**Roof Plan**

JOB NO. 05-09  
DRAWN MC  
DATE 2 July 2007  
CHECKED ML

© Copyright reserved. This plan and design is and as it varies remains the exclusive property of W.T. Leung Architects Inc. No part of this drawing may be reproduced without the Architect's consent.  
DRAWING NO.

**A-2.9**



6	03/07/06	revised hatching / 06
5	25/03/09	revised hatching / 09
ISSUED		

SCALE  
 1/8"=1'

PROJECT  
 Residential Development  
 "The Village"  
 Richmond, BC  
 DP 02-462082

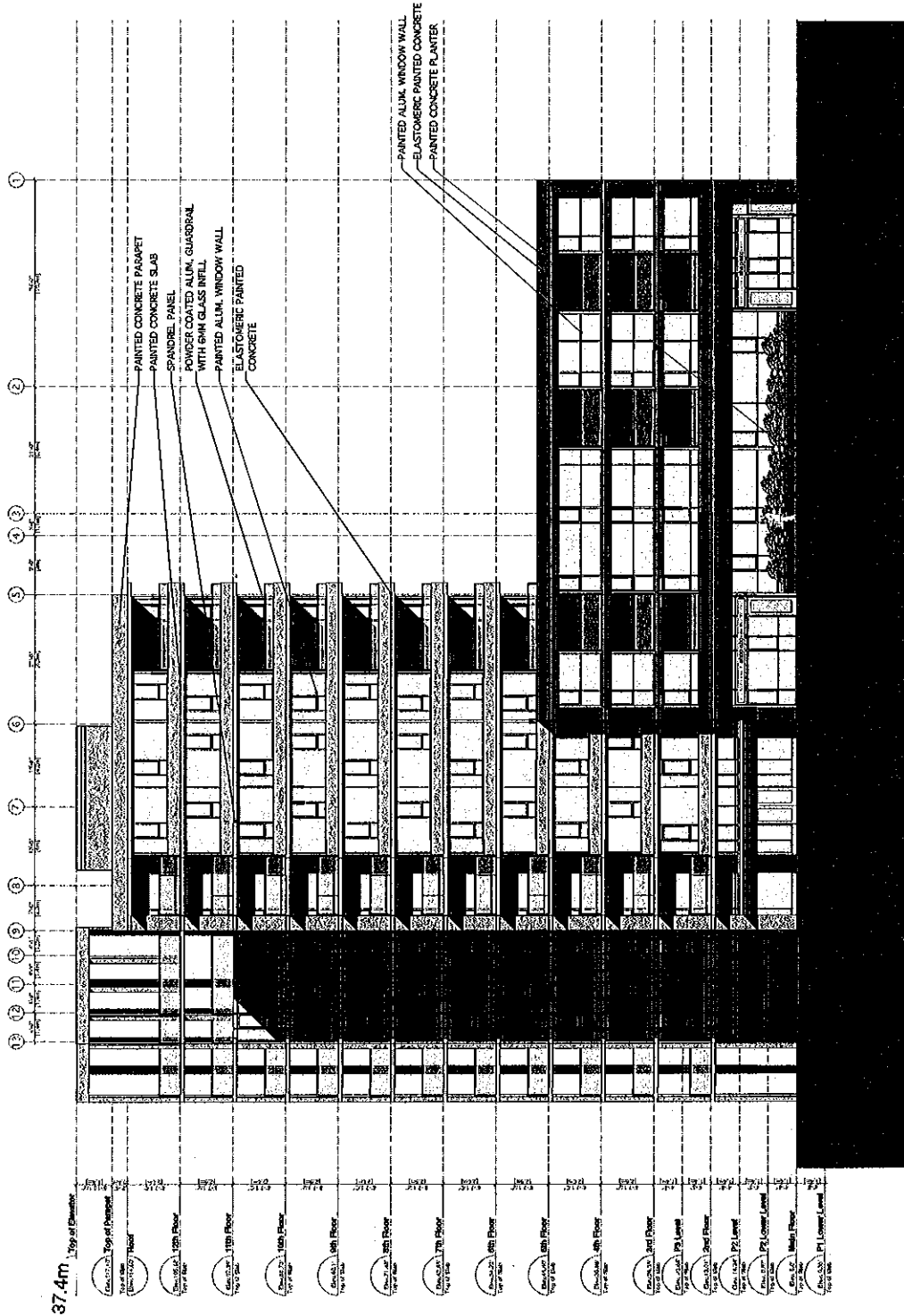
DRAWING TITLE

**South Elevation**

DSB NO.	02-05
DRAWN	RE
DATE	12-June-2007
CHECKED	WL

© Copyright 2007. This plan and drawing are the property of W.T. Leung Architects Inc. and shall remain the property of W.T. Leung Architects Inc. unless otherwise stated on the drawings.

**A-3.1**



6 05 07 09 revised/revisions / 09

5 25 08 09 revised/revisions / 09

ISSUED

SCALE

1/8" = 1'-0"

PROJECT  
Buckhead Development  
7200 Alameda Way  
Richmond, BC  
DP 87-402942

DRAWING TITLE

**West Elevation**

JOB NO. 0308

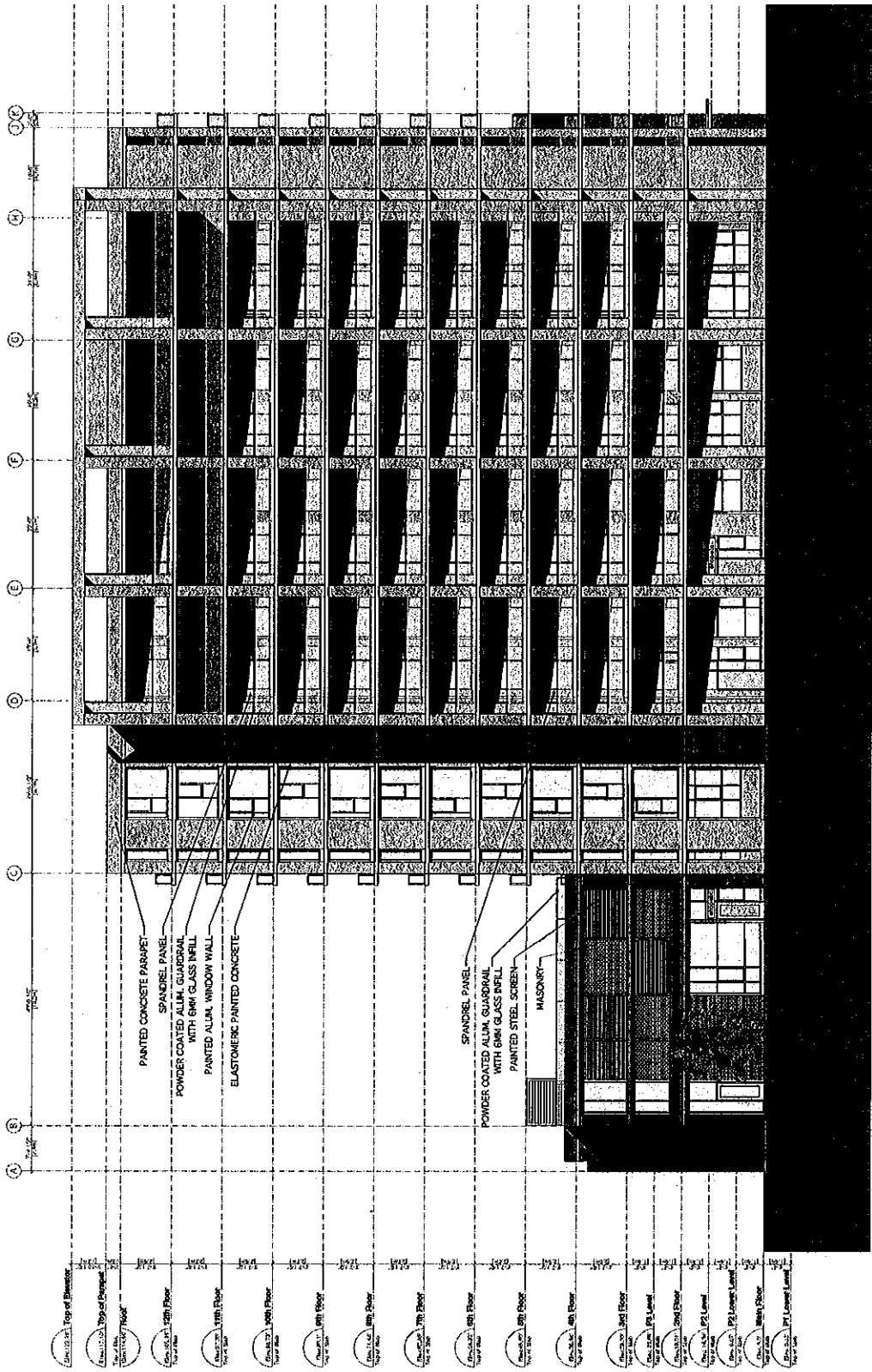
DESIGNER MK

DATE 12 June 2007

CHECKED WL

© Copyright reserved. The right and  
exclusive property of W.T. Leung  
Architects Inc. All rights reserved.  
without the Architect's consent.  
DRAWING NO.

**A-3.2**





6	03/07/09	revised recovery /op
5	25/03/09	revised recovery /op
ISSUED:		

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

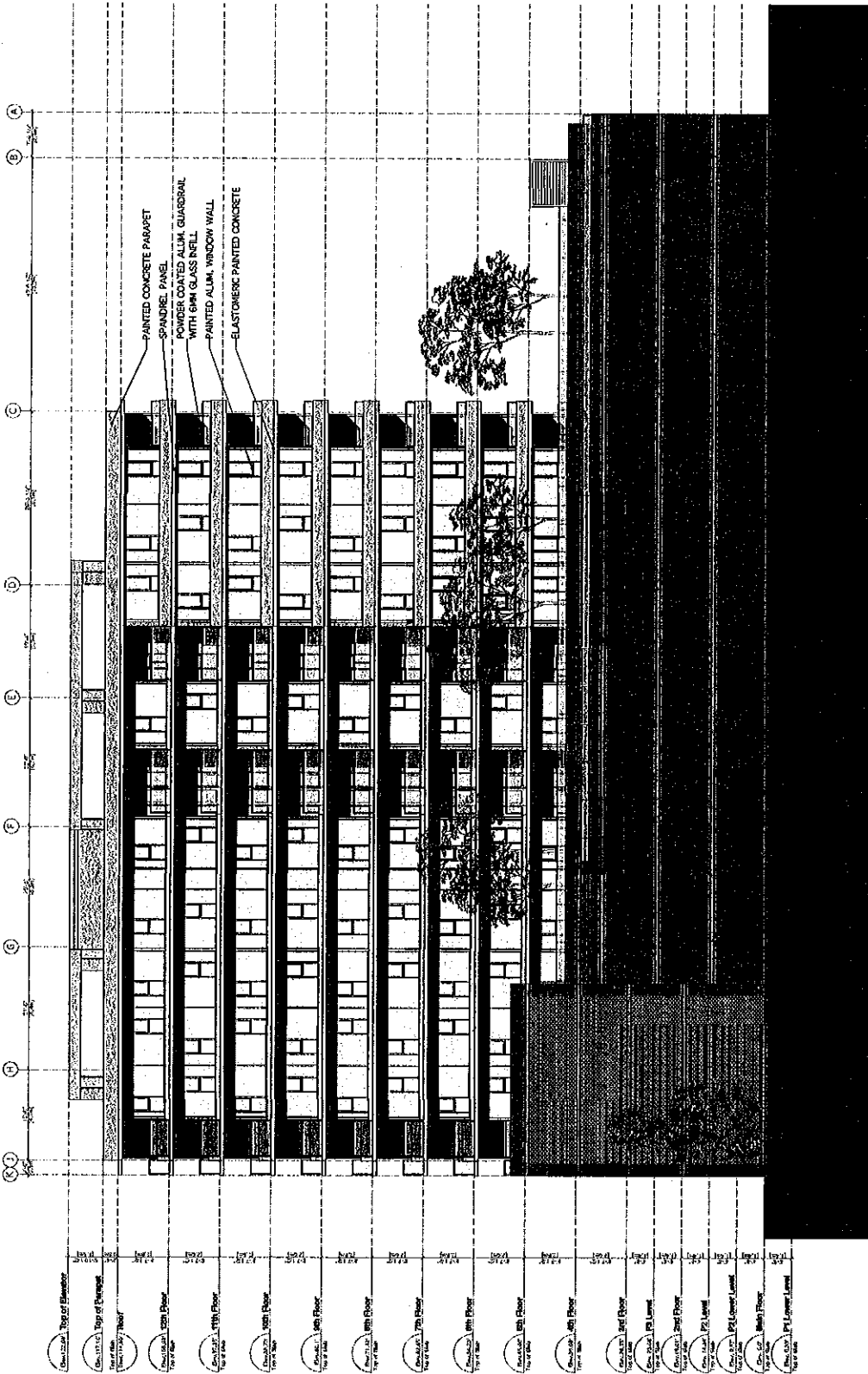
PROJECT:  
Bainbridge Development  
7500 Alderway Ave  
Richmond, BC  
DP 07-402862  
DRAWING TITLE:

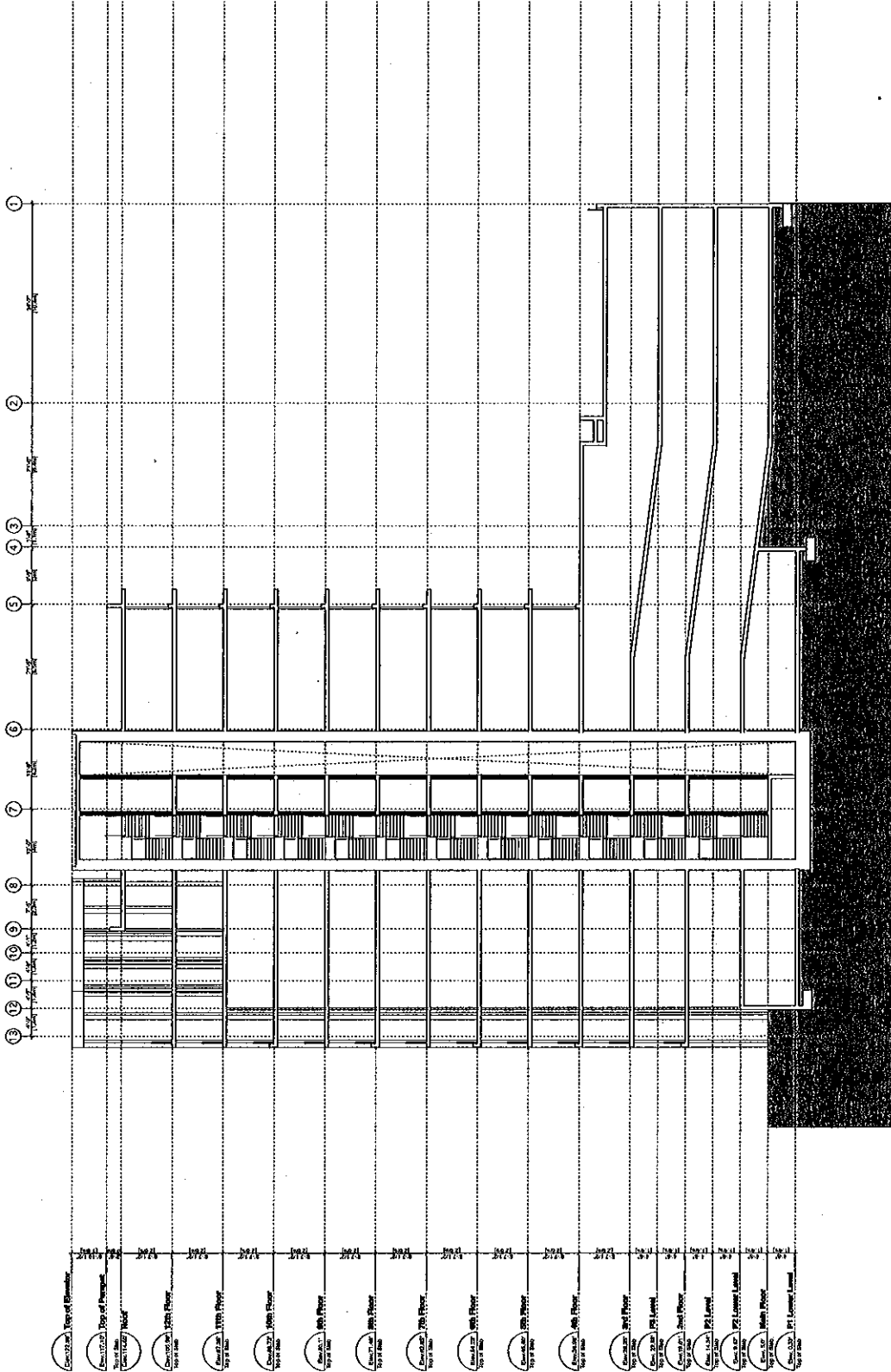
**East Elevation**

JOB NO.	0345
DRAWN	ML
DATE	10/04/2007
CHECKED	WL

© Copyright reserved. The plan and design in and at all times remains the property of W.T. Leung Architects Inc. No part of this drawing may be reproduced or transmitted in any form or by any means, without the Architects' consent.  
DRAWING NO.

**A-3.4**





6 03 07 09 released recording / sp  
5 25 03 09 released recording / sp  
ISSUED  
SCALE  
1/4" = 1'-0"

PROJECT  
Residential Development  
7500 Alameda  
Richmond, BC  
DP 07-402832  
DRAWING TITLE  
Section A-A

JOB NO. 0208  
DRAWN MC  
DATE 3 July 2007  
CHECKED WL  
© Copyright reserved. This plan and design is and all in three, remains the exclusive property of W.J. Leung Architects Inc. and shall not be reproduced without the Architect's consent.  
DRAWING NO.

6 03.07.09 measured drawing / 50  
5 02.09.09 measured drawing / 100  
ISSUED

SCALE 1/8" = 1'-0"

PROJECT  
Residential Development  
7200 Alkenridge  
Richmond, BC  
DP 07-402982

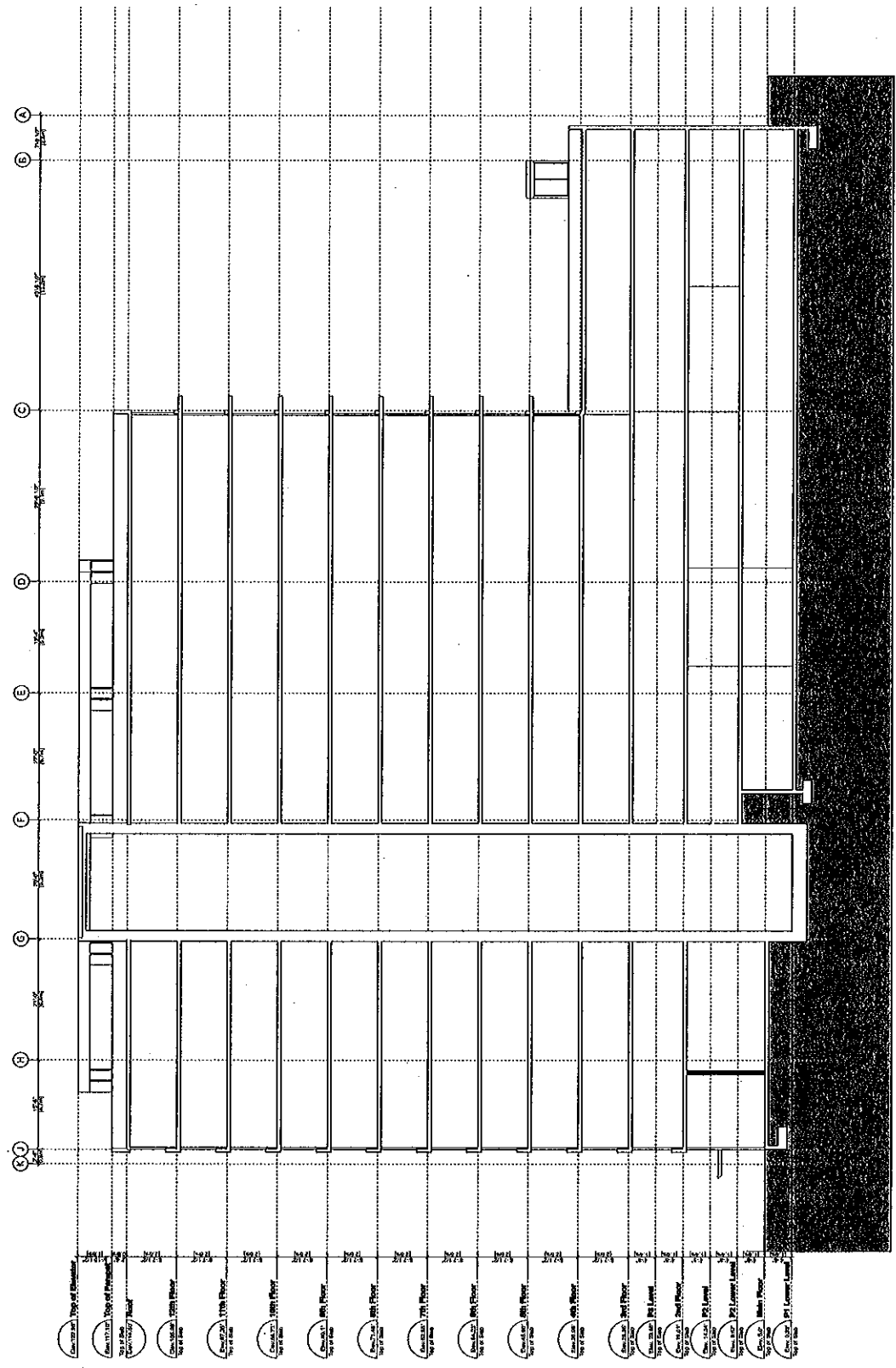
DRAWING TITLE

**Section B-B**

JOB NO. 03-09  
DRAWN: MK  
DATE: 3 July 2007  
CHECKED: WL

© Copyright reserved. This plan and design is and shall remain the property of W.T. Leung Architects Inc. and cannot be used without the Architect's consent.  
DRAWING NO.

**A-4.2**





6 03 07 08 revised drawing / 09  
 5 25 03 03 revised drawing / 06  
 ISSUED

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

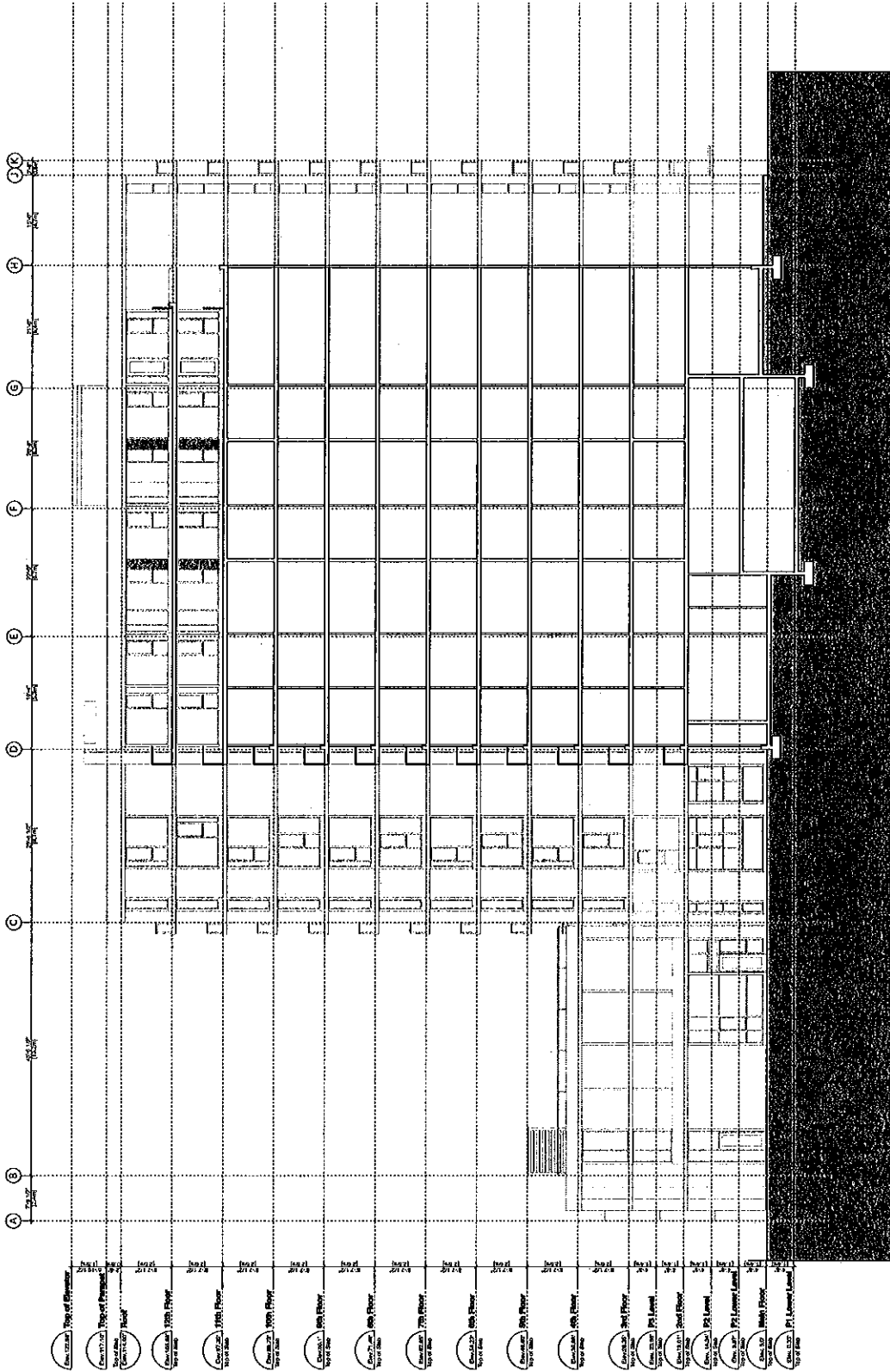
PROJECT  
 Residential Development  
 7800 Alameda Ridge  
 Richmond, VA  
 DP 07-400662

DRAWING TITLE

**Section C**

JOB NO. 0603  
 DRAWN HK  
 DATE 3 July 2007  
 CHECKED WL

© Copyright reserved. This plan and design is and shall remain the property of W.T. Leung Architects Inc. and cannot be used without the Architect's consent.  
 DRAWING NO.





**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet**

**RZ 07-402059**

**Attachment 3**

Address: 7500 Alderbridge Way

Applicant: MingLian Holdings Ltd.

Planning Area(s): City Centre Area Plan (CCAP)

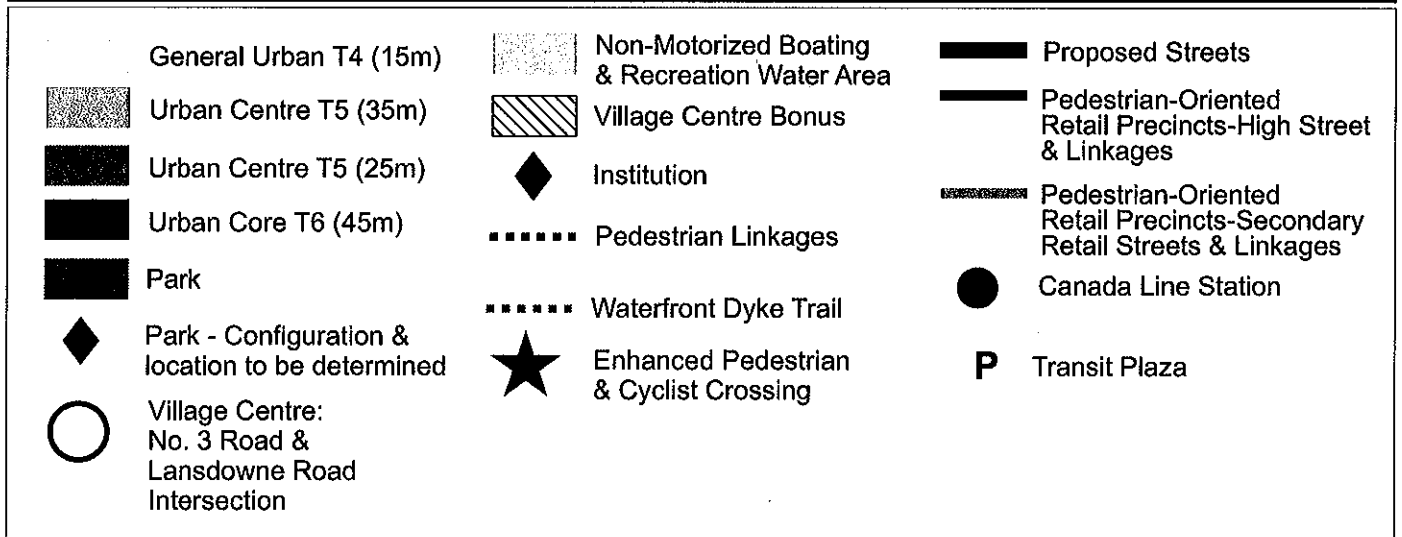
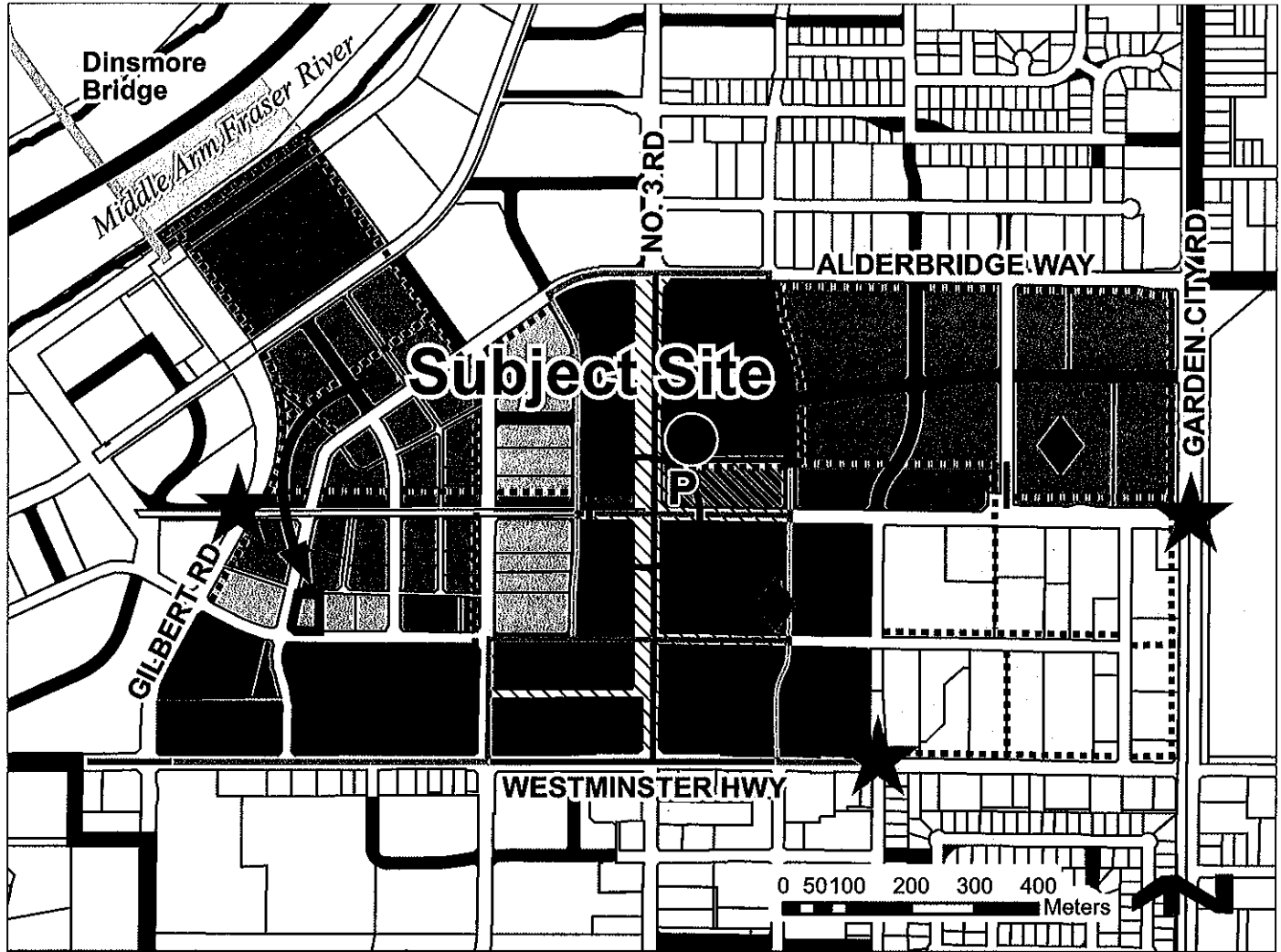
	Existing	Proposed
<b>Owner:</b>	0800705 B.C. Ltd. Inc. No. 800705	0800705 B.C. Ltd. Inc. No. 800705
<b>Site Size (m<sup>2</sup>):</b>	2,786.4 m <sup>2</sup> (29,994 ft <sup>2</sup> )	2,607.8 m <sup>2</sup> (28,070 ft <sup>2</sup> )
<b>Land Uses:</b>	limited industrial retail (existing Crystal Auto Glass)	live/work and residential units
<b>OCP Designation:</b>	High-Density Mixed Use	High-Density Mixed Use
<b>Area Plan Designation City Centre Area Plan</b>	Lansdowne Village Specific Land Use Map: Urban Centre T5 (35 m)	Lansdowne Village Specific Land Use Map: Urban Core T6
<b>Zoning:</b>	Limited Industrial Retail District (I4)	Comprehensive Development District (CD/208)
<b>Number of Units:</b>	1	approximately 97 (including 6 affordable housing units and 4 live/work units)
<b>Other Designations:</b>	n/a	n/a

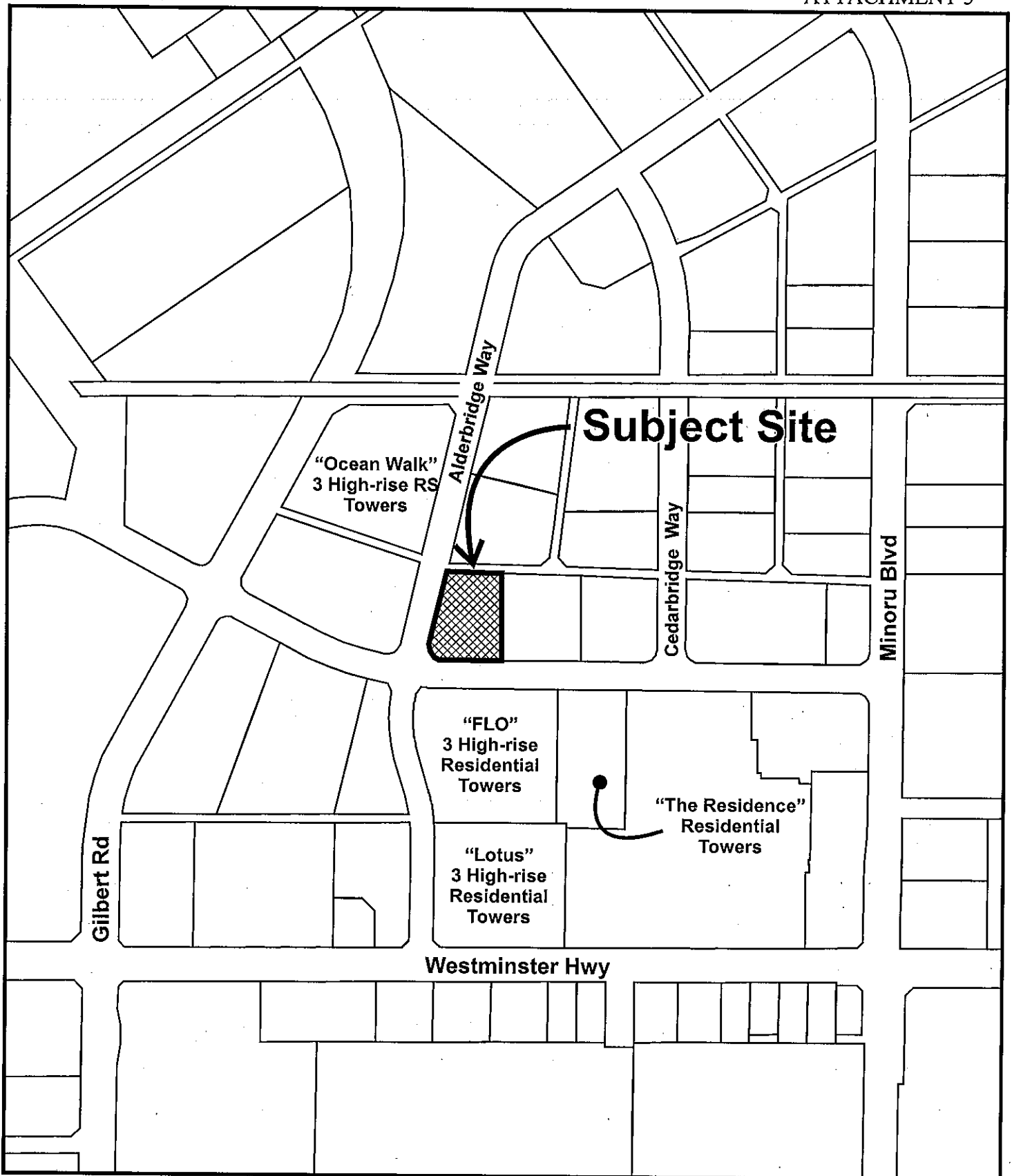
On Future Subdivided Lots	CD/208 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 2 FAR, which may be increased to 3.0 FAR contingent upon 0.15 FAR being secured as affordable housing units with a Housing Agreement being registered on title	Max. 2 FAR, which may be increased to 3.0 FAR contingent upon 0.15 FAR being secured as affordable housing units with a Housing Agreement being registered on title	none permitted
Lot Coverage – Building:	Max. 80%	75.2%	none
Lot Size:	n/a	2,607.8 m <sup>2</sup> (28,070.8 ft <sup>2</sup> )	none
Setback – Public Road (m):	Alderbridge Way: 2.5 m Elmbridge Way: 3 m	Alderbridge Way: 2.5 m Elmbridge Way: 3 m	none
Setback – Rear Yard (m):	8 m, except a parking structure may project into the setback	8 m, except a parking structure may project into the setback	none
Setback – Side Yard (m):	0 m	0 m	

On Future Subdivided Lots	CD/208 Bylaw Requirement	Proposed	Variance
Height (m):	Buildings: 38 m Accessory: 5 m	Buildings 37.5 m Accessory: n/a	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	6 affordable housing units: 5.4 (residential), 1.2 (visitor) 4 live/work units: 4.8 (residential), 0.8 (visitor), 2 (employees) 87 market residential units: 104.4 (residential), 17.4 (visitor)  115 residential 20 visitor <u>2 employee</u> Total: 137 stalls	118 residential/employee <u>20 visitor</u> Total: 138 stalls	none
Off-street Parking Spaces – Total:	137	138	none
Tandem Parking Spaces:	permitted	18 stalls proposed in a tandem arrangement	none
Amenity Space – Indoor:	100 m <sup>2</sup>	main level: 95.6 m <sup>2</sup> 4 <sup>th</sup> level: 36.8 m <sup>2</sup> total: 132 m <sup>2</sup>	none
Amenity Space – Outdoor:	582 m <sup>2</sup>	905 m <sup>2</sup>	none

Other: Tree replacement compensation required for loss of significant trees.

**Specific Land Use Map: Lansdowne Village (2031)**



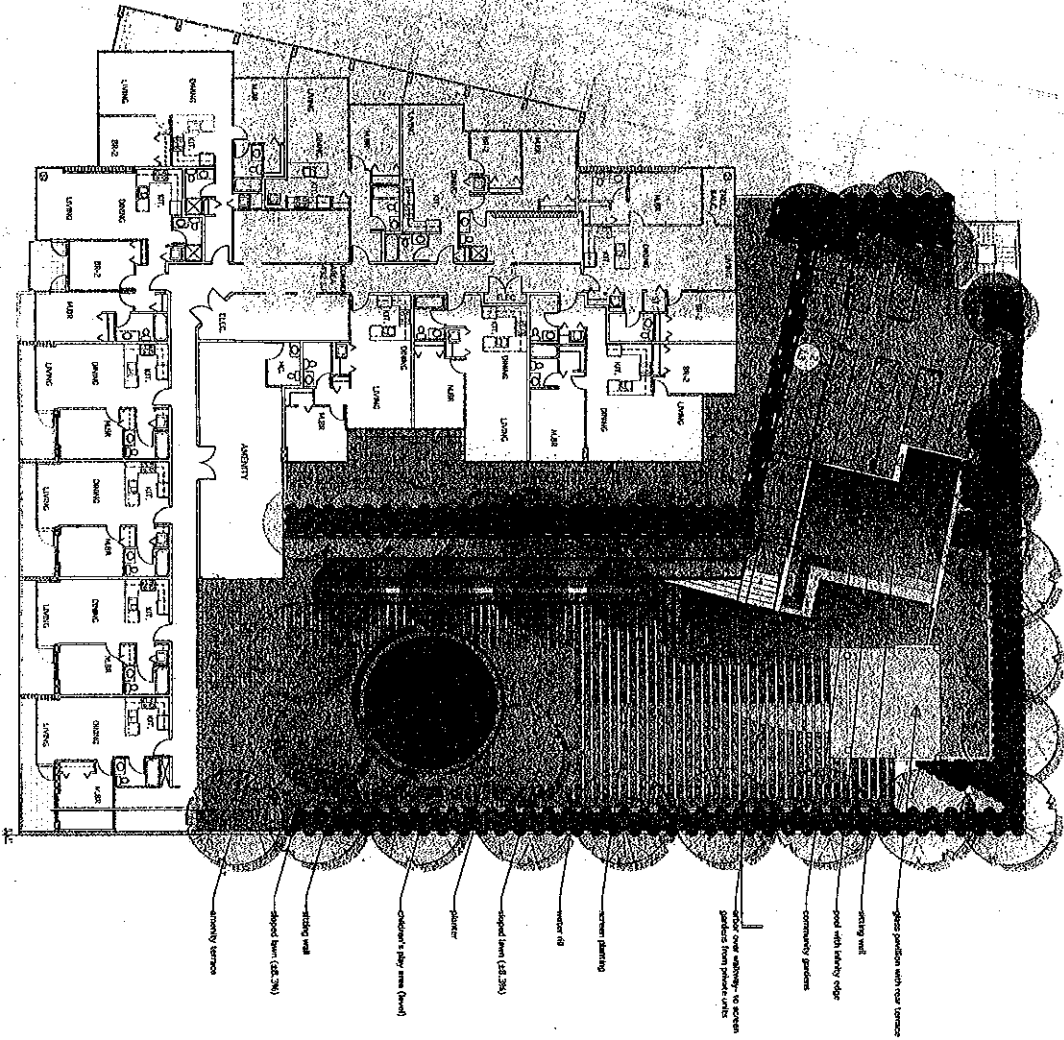


Recent High-Rise Development  
within the Neighbourhood

Adopted Date: 07/06/09

Amended Date:

Note: Dimensions are in METRES



+  
 Cascade Architects  
 1000 West Broadway, Vancouver, BC, V6C 3E8  
 Tel: 604.681.1111  
 Fax: 604.681.1112  
 No. 0048 Professional Stamp

No. 2008  
 Name: [Redacted]  
 1. Designer  
 2. Drafter  
 3. Checker

No. [Redacted]  
 Name: [Redacted]

Multi-Family Residential Tower  
 Richmond, BC  
 Landscape Plan  
 4th Floor Amenity

DATE	DESCRIPTION
05/11/17	ISSUED
05/11/17	REVISED
05/11/17	REVISED
05/11/17	REVISED
05/11/17	REVISED

## Sustainability Strategies

### **Sustainable Sites**

Open space has been created along Alderbridge Way and Elmbridge Way allowing bicycle parking and a urban plaza at the corner of both streets.

The new development features landscaping above the parking levels and planters (approximately 44% of the site area) diverting the storm water run-off from the storm sewer system and also reducing the urban heat island effect.

### **Water Efficiency**

Fresh water consumption will be reduced by specifying low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and shower heads, front load washers and water efficient dish washers. Planting on the green roofs will be drought resistant reducing irrigation.

### **Energy and Atmosphere**

Motion sensors and timers will be used in public areas to reduce electric power consumption. An "all off" switch is considered for each unit to reduce power consumption within the units. More efficient fixed lights, fans and heating equipment as well as increased occupant control (heating zones within the unit) will decrease energy consumption. Low-e glazing and cantilevered balcony slabs reduce heat gain.

### **Material and Resources**

Demolition/Construction waste management will be implemented to divert waste from landfills. Products made out of recycled material or with recycled content will be used where applicable. Concrete with fly ash content will be specified where possible. Locally/regionally harvested and manufactured projects will be preferred throughout the project.

### **Indoor Environmental Quality**

Low emitting materials such as sealants, adhesives, paints, carpets and composite wood will be used where applicable. Well paced openable windows especially in the larger units will contribute to the quality of the indoor environment. Positive pressurization of all lobbies and hallways will keep common areas smoke and odour free treating each unit as a contained smoking room.

## Advisory Design Panel

Wednesday, July 23, 2008

...

1. REZONING APPLICATION NO. 07-402059  
APPLICANT: W.T. Leung Architect  
PROPERTY LOCATION: 7500 Alderbridge Way

### Staff Comments

Diana Nikolic, Planner, apprised the Panel on the status of the updated City Centre Area Plan that is under consideration by the City Council.

She then stated that the site is designated as Urban Centre T5 and has maximum density of 2 F.A.R. but the applicant is currently proposing 3 F.A.R.

She added that the first 2 levels of the proposed building are intended to be live-work units consisting of work space at the first level and a living area at the second level. She also mentioned that staff require that the units are accessible and inviting from the street frontage.

With regard to the site development plan, she advised the Panel to look into the following concerns:

- widening of the lobby entrance;
- accessibility and placement of stairs associated with the live/work units;
- consider opportunity to better integrate the two northernmost live/work units, which are currently isolated;
- reconsider or further development of the reflecting pond. This is an active corner and the space needs to have a strong presence and strong relationship to the building;
- whether the south elevation looks like a commercial or residential façade taking into consideration the fact that most of the developments in the area are 3 F.A.R.; and



- comments on the roof line (screening of mechanical equipment).

### **Applicant's Comments**

Wing Ting Leung of W.T. Leung Architects, Inc. presented an overview of the site context and stated the following:

- the building was conceived as a mid-rise and sits among a series of six very dense towers which are 15-16 storey and around 45 meters high;
- the screen wall in the balcony provides opportunity for sun-shading and screening;
- live-work units wrap around the parking podium;
- all units include provisions for accessibility including turning radii and doors that accommodate wheelchair access;
- the majority of units have typical profiles except for live-work units which are 2-storey;
- the color scheme proposed would include a darker hue for the base (live/work) and a lighter tone for the tower;
- with the exception of the sun deck unit, all units are accessible; and
- from the amenity space, there are possibilities for branch access to multiple levels.

Daryl Tyacke of Eckford and Associates also gave an overview of the other salient features of the development and mentioned the following:

- a plaza is proposed at the main entrance of the building at the corner of Alderbridge and Elmbridge Way;
- a small pool separates the plaza and the building and its overlooking amenity room;
- there are a number of sitting walls and shade trees in the plaza;
- a combination of deciduous trees and evergreen material provide year-round interest;
- from the amenity room on the 4<sup>th</sup> floor, there is a large open terrace dotted with trees, a sloping lawn which ends at a small glass pavilion and a more private terrace behind, an arbour planted with grapes and other fruit shrubs, and a community garden beyond; and

- a small semi-private terrace on the 5<sup>th</sup> floor.

### **Panel Discussion**

In response to several questions, the applicant provided the following advice:

- on the 4<sup>th</sup> floor, there is a ramp that takes residents down to the glass pavilion;
- a 5% slope on the ramp, especially on a wheelchair ramp, would be possible;
- elevations recorded in the drawings are geodetic;
- the soil depth proposed is between 18 to 20 inches;
- reduction in building height from 45 meters (16-storey) to 35 meters (12-storey) were made in anticipation of requirements of the updated City Centre Area Plan; and
- buildings east of the site are designated as 2 F.A.R. by the City Centre Area Plan.

### **Comments from the Panel were as follows:**

- the project is sophisticated and of very high quality. The live/work units with individual stairs to the street are a good solution and the patio/landing area allows for changes in use over time;
- the residential lobby is too small; design development is needed to bring it up to scale;
- the transition to the street has a small canopy and needs some accentuation;
- the south façade on Elmbridge Way is contemporary, in character, and does not look commercial;
- the north end of the block can use some development;
- the individual staircases require design development;
- the mechanical roof enclosure needs further development consider a solid and/or bigger feature;
- the west façade with its angled balconies and screen treatment and the flair at the corner is commended. The architect was asked to consider whether the flair is most effective in its current location or at the southwest corner;
- the base of the building needs to be looked at very carefully;

- the elevator penthouse needs to be bigger;
- the landscape design and plant selection was well done. Amenities proposed, geometry and materials proposed come together well;
- the color palate and opportunities to vary the building finishes (particularly on the Elmbridge elevation) should be carefully considered;
- the applicant should highlight adaptability and clarify whether washrooms are adaptable; and
- the special separation between the first level units on Elmbridge effectively address privacy concerns; however, accessibility is compromised. Consider a ramp and planter solution to facilitate better accessibility by future clients.

In response to the Panel's comments, the applicant advised that the comments were well-taken and provided some historical references on how the design of the project was conceptualized.

### **Panel Decision**

It was moved and seconded

That Rezoning Application No. 07-402059 move forward for consideration by the Planning Committee, taking into consideration the following comments provided by the Advisory Design Panel:

1. consider further design development of residential lobby considering both its size and detailing;

*Applicant's response: The lobby has been adjusted in size and layout. The entry is now clearly identified from the outside. The separating wall between lobby and amenity space will be mainly glass to improve the overall perception of the lobby space. All areas in the lobby are visible from the outside and visa versa, providing a safe environment for the occupants.*

2. consider further design development to the lobby entry roof;

*Applicant's response: The entry canopy has been adjusted. It stretches now approximately 83 cm (33 inches) from the unit component to the corner of the tower, providing a large protected area in front of the entry. The covered area to the west of the entry (below balcony) may be used for bicycle parking. The canopy itself is better integrated in the south façade and finds its continuation in the canopies above the unit entries to the east.*

3. consider varying the finish to the Elmbridge Way frontage between the residential and live-work units;

*Applicant's response: The south elevation has considerably evolved. A clear distinction between the 4-storey component on Elmbridge Way and the Tower has*

been introduced. It is expressed in colour as well as in appearance of the overall volume. This also strengthens the street presence of the live/work units with distinct entries and designated areas for signage.

4. ensure the mechanical equipment on the roof is screened;

*Applicant's response: The frame structure on the west side of the tower will screen the mechanical equipment from the street level. However, an extension of the elevator penthouse to the north is possible to conceal the equipment further. Design development will take place at DP stage when actual equipment sizes are available.*

5. consider further design development to the grade to ensure a better pedestrian experience;

*Applicant's response: The column spacing and shape at the west façade has been changed to allow more open space at the sidewalk level and to increase the distance from the columns to the building. Also, the building face (Gridline 9-13) has been moved east to allow a minimum distance between column and building face of 1.22 m. The residential part of the live/work units has been raised 3'-4'8" for privacy reasons. However, the commercial component and one washroom are at sidewalk level enhancing accessibility and presents at sidewalk level on Alderbridge and Elmbridge Way.*

6. consider a livelier colour scheme;

*Applicant's response: Colours have been introduced to differentiate between building components and to articulate the facades.*

7. consider if the flair portion of the roof should be on a corner;

*Applicant's response: The flair portion has been removed.*

8. consider making the elevator enclosure larger/higher;

*Applicant's response: The elliptical elevator penthouse structures has been removed. Instead a frame-screen structure rises up on the west side of the tower to articulate the roofline*

9. consider providing accessibility to live-work units; and

*Applicant's response: The residential part of the live/work units have been raised 3' - 4'8" for privacy reasons. However, the commercial component and one washroom are at sidewalk level.*

10. consider adaptable units in each unit type.

*Applicant's response: All units have one washroom designed for enhanced accessibility as outlined in Bulletin 2002-006-BU/EL by the City of Vancouver.*

**CARRIED**

## Rezoning Considerations

### 7500 Alderbridge Way RZ 07-402059

Prior to final adoption of Zoning Amendment Bylaw 8517, the developer is required to complete the following:

1. The following road dedications are required and are conditions of rezoning bylaw adoption:
  - 1.5 m wide dedication along the north property line (lane);
  - 0.8 m wide dedication along the west property line (Alderbridge Way);
  - 1.6 m wide dedication along the south property line (Elmbridge Way);
  - 4 m x 3 m corner cut on the northwest corner (intersection of the lane and Alderbridge Way); and
  - 5 m x 5 m corner cut on the southwest corner (intersection of Alderbridge Way and Elmbridge Way);
2. Registration of an Aircraft Noise Sensitive Use Covenant on title;
3. Registration of a Flood Indemnity Covenant on title referencing the minimum habitable elevation for the area, which is 2.9 m (geodetic);
4. Registration of the City's standard Housing Agreement(s) to secure six (6) affordable housing units (consisting of 3 one-bedroom units and 3 two-bedroom units). The terms of the Housing Agreement(s) will include:
  - One-bedroom unit(s) must have a minimum area of 52m<sup>2</sup> (570 ft<sup>2</sup>) and may be rented at a rate of \$650/month to an eligible tenant having an annual income of \$30,500 or less;
  - Two-bedroom unit(s) must have a minimum area of 71 m<sup>2</sup> (775 ft<sup>2</sup>) and may be rented at rate of \$770/month to an eligible tenant having an annual income of \$36,000 or less; and
  - The agreement's term is in perpetuity;
5. Registration of a legal agreement on title to ensure the occupants of the affordable housing units, subject to the Housing Agreement referenced in #4, enjoy full and unlimited access and use of the indoor amenity space provided on-site;
6. City acceptance of a voluntary contribution of \$49,719.00 to the City's Public Art fund (based on a rate of \$0.60/ft<sup>2</sup> established by the maximum Floor Area Ratio (FAR)), or provision of a legal agreement confirming provision of the contribution and the terms of the contribution;
7. City acceptance of a voluntary contribution of \$21,053.00 (based on a rate of \$0.25/ft<sup>2</sup> established by the maximum floor area ratio (FAR) toward Community Planning within the City Centre;

8. Payment of the agreed upon cash-in-lieu value (\$2,275.00 to City account 2253-10-000-14931) for the future sanitary sewer mains to Minoru sanitary pump station;
9. The applicant will be responsible for payment in accordance with any latecomer requests for the sanitary sewer works done via SA 04-274281 (Ocean Walk) and/or storm sewer works done via SA 06-333115 (Onni and Cressey) that are in place prior to rezoning final adoption or issuance of the Building Permit for the subject development proposal;
10. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of road to the City;
11. Process a Development Permit application to a satisfactory level as determined by the Director of Development;
12. Enter into the City's standard Servicing Agreement to design and construct comprehensive offsite works. Works include, but are not limited to:

Alderbridge Way:

Provide a minimum 2 m wide grass and treed boulevard behind the existing curb and gutter with a 2 m wide sidewalk at the new property line. Tree species to be 9 cm calliper Pin Oak trees supported with an irrigation system supplied and maintained by the development site. Street lighting is to be City Centre Spec drawing L12.3 with flowerpot holders and banner hangers in powder coated Richmond Blue. Design and construct an upgraded storm sewer system across the length of the Alderbridge frontage on a manhole-to-manhole basis in accordance with the capacity analysis results.

Elmbridge Way:

Complete road widening along the Elmbridge Way frontage to accommodate the following cross-section (from south to north):

- Maintain the existing curb/gutter on the south side;
- 5.2 m eastbound lane;
- 3.25 m westbound left-turn lane;
- 3.1 m westbound through lane;
- 3.25 m westbound shared right/through lane;
- 0.15 wide curb and gutter;
- 1.5 m wide grass and treed boulevard that includes City Centre street lighting. Tree species to be 9 cm calliper Katsura trees supported with an irrigation system supplied and maintained by the development site. Street lighting to be City Centre Spec drawing L12.3 with flowerpot holders and banner hangers. These roadway luminaires are to be supplemented by pedestrian lighting per Spec L12.2 with flowerpot holders. Both lights are to be powder coated Richmond Blue complete with City Centre boulevard; and
- 2.0 m wide concrete sidewalk;

Design and construct an upgraded storm sewer system near the centre of Elmbridge Way, extending from the storm sewer system near the centre of Elmbridge Way, extending from the recently installed manhole at the Alderbridge intersection, east past the

development frontage to a newly designed manhole. This includes a connection to the existing system at this point with one of the purposes being to abandon the storm system across the development frontage edge.

Laneworks:

Construct the lane at its interim width of 7.5 m, with rollover curb on both sides. The sidewalk will be built in the future when the remaining 1.5m dedication is achieved along the north edge of this lane. Street lighting is located along the sidewalk of City Centre lanes; therefore, street lighting is not required at this time.

Sanitary Sewer:

Per the capacity analysis results, design and construction of an upgraded sanitary sewer system in the lane across the north edge of 5751 Cedarbridge, from the north-south lane, east to Cedarbridge on a manhole-to-manhole basis. Note: the sanitary system has already been upgraded in the lane behind the subject site, up to the upgrade request, all via SA04-274281, with this applicant also being requested to contribute towards the last remaining segment to the sanitary pump station.

Traffic Signals:

Signal modification/upgrade at the intersection of Elmbridge Way and Alderbridge Way to accommodate the road widening work noted above and to provide enhanced accessible signals and crosswalks. The scope of the signal related work will be confirmed in association with the Servicing Agreement.

Service Connections:

Service connections for the development site are to be included in the Servicing Agreement design drawings set.

Water, Storm and Sanitary Sewer Upgrades:

Any water, storm and sanitary sewer upgrades, which have been determined via the Capacity Analysis process are to be included in the Servicing Agreement process. The results of the three analysis must also be presented as part of the Servicing Agreement design set.

Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Address the excess ratio of small car parking stalls proposed on-site to the satisfaction of Transportation Engineering; and
2. Confirm elevations proposed for the live/work units and the first level indoor amenity space comply with the Flood Plain Designation and Protection Bylaw No. 8204.

Prior to issuance of a Building Permit\*, the developer is required to complete the following:

1. A construction parking and traffic management plan to be provided to the satisfaction of the Transportation Department (<http://www.Richmond.ca/services/ttp/special.htm>);

2. Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including level handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails;
3. 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. Contact Building Approvals Division at 604-276-4285;
4. Certification by a registered professional that any required noise insulation measures may be installed according to recommendations in the required acoustic report; and
5. Fire flow calculations based on the Fire Underwriter Survey confirming adequate available flow is required at the Building Permit stage.

Note:

- \* denotes that a separate application to the City is required
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, and/or such other security deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

---

Signed

---

Date





Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8516 (RZ 07-402059)
7500 Alderbridge Way

The Council of the City of Richmond enacts as follows:

- 1. Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100 as being amended by OCP Amendment Bylaw 8383 is further amended by:
1.1 Amending the designation of 7500 Alderbridge Way (PID: 006-485-227, Lot 103 Section 5 Block 4 North Range 6 West New Westminster District Plan 42566) in the following maps:

Table with 4 columns: page #, Map to be amended, Existing designation, Replacement designation. Rows include M-2 (Generalized Land Use Map) and M-12 (Specific Land Use Map: Lansdowne Village).

- 2. This Bylaw is cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8516".

FIRST READING

JUL 27 2009

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Approval stamp: CITY OF RICHMOND, APPROVED for content by originating dept., APPROVED for legality by Solicitor.

MAYOR

CORPORATE OFFICER



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8517 (RZ 07-402059)  
7500 Alderbridge Way**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.208 thereof the following:

**"COMPREHENSIVE DEVELOPMENT DISTRICT (CD/208)**

The intent of this zoning district is to accommodate mixed commercial/residential use within the City Centre.

**291.208.1 PERMITTED USES**

**RESIDENTIAL**, limited to **multiple-family dwellings**;  
**LIVE/WORK UNITS**, subject to Section 291.208.7  
**HOME OCCUPATION**;  
**BOARDING & LODGING**, limited to two persons per **dwelling unit**;  
**COMMUNITY USE**;  
**ACCESSORY USES, BUILDINGS & STRUCTURES**, but excluding **secondary suites**.

**291.208.2 PERMITTED DENSITY**

- .01 Subject to subsection .03 herein, the maximum **Floor Area Ratio** shall be: 2.0 plus an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**.
- .02 Despite section 291.208.1, the reference to "2.0" in relation to the maximum **Floor Area Ratio** is increased to a higher density of "3.0" if prior to first occupancy of the **building**, the owner:
  - a) provides on the **lot** not less than four **affordable housing units** having the combined **habitable space** of at least 0.15 of the total maximum **Floor Area Ratio**; and
  - b) has entered into a **housing agreement** for the **affordable housing units** with the City and registered the **housing agreement** against title to the **lot**, and filed a notice, in the **Land Title Office**.
- .03 For the purpose of this subsection, **Floor Area Ratio** excludes the following:
  - a) **buildings** or portions of a **building** that are **used** exclusively for off-site parking and loading, bicycle storage, garbage and/or recycling facilities located within the parking level, and covered unenclosed at grade walkways;

- b) common stairwells and elevator shafts above the ground floor level; and
- c) common mechanical and electrical storage rooms, provided that the total floor area of these facilities does not exceed 28 m<sup>2</sup>.

291.208.3 **MAXIMUM LOT COVERAGE**

.01 Maximum Lot Coverage: 80%

291.208.4 **MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 Public Road Setback:
  - a) Alderbridge Way: 2.5 m (8 ft.);
  - b) Elmbridge Way: 3 m (10 ft.).
- .02 **Rear Yard** setback: 8 m (26 ft.), except that:
  - a) a parking structure may project into the **rear yard** setback.
- .03 **Side Yard** setback: 0 m

291.208.5 **MAXIMUM HEIGHTS**

- .01 **Buildings**: 38 m (125 ft.).
- .02 **Accessory Buildings & Structures**: 5 m (16 ft.).

291.208.6 **OFF-STREET PARKING AND LOADING**

- .01 Off-street parking shall be provided in accordance with Division 400 of the Richmond Zoning and Development Bylaw 5300 except that:
  - a) Off-street parking shall be provided at the following rate for live/work units, subject to section 291.208.7: 1.9 stalls per **dwelling unit** (1.2 for **residential**, 0.2 for **residential** visitor, 0.5 for employee).

291.208.7 **LIVE/WORK UNITS**

- .01 A LIVE/WORK UNIT is a **dwelling unit** that may be **used** as a **home occupation** together with studio for artist, dance, radio, television or recording provided that:
  - a) the **dwelling unit** has an exterior access at grade;
  - b) a maximum of 1 non-residential employee is permitted; and
  - c) the **dwelling unit** is designed to reflect the mixed-use character of the intended use.

291.208.8 **SIGNAGE**

.01 Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "Downtown Commercial District (C7)".

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation on the following areas and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/208)**.

P.I.D 006-485-227

Lot 103 Section 5 Block 4 North Range 6 West New Westminster District Plan 42566

- 3. This Bylaw is cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8517"**.

FIRST READING

JUL 27 2009

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>BOJ</i>
APPROVED for legality by Solicitor <i>D</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**City of Richmond**  
Planning and Development Department

<b>To Public Hearing</b>
Date: <u>Sept 9, 2009</u>
Item # <u>11</u>
Re: <u>Bylaws 8516 +</u> <u>8517</u>

**Memorandum**

**To:** Mayor and Council  
**From:** Sara Badyal, MCIP  
Acting Planner 2 (Urban Design)  
**Date:** August 31, 2009  
**File:** 08-4430-20-AMANDA  
#/2009-Vol 01  
**Re:** Supplementary Assessment of Sustainability Features for RZ 07-402059

During the July 21, 2009 Planning Committee meeting, members of the Planning Committee commented that more sustainability features should be included in the development as well as in other developments in the City.

Attached is a response from the Architect for the application by Minglian Holdings Ltd. for rezoning at 7500 Alderbridge Way to permit a 12-storey building consisting of approximately 97 dwelling units, including 6 affordable housing units, 4 live/work units, and structured parking.

Sara Badyal, MCIP  
Acting Planner 2 (Urban Design)

sb:sb



# W.T LEUNG ARCHITECTS INC.

Suite 300 973 West Broadway, Vancouver, British Columbia V5Z 1K3 Tel. 604 736 9711 Fax. 604 736 7991

18 August 2009

**Project:** 7500 Alderbridge Way DP 07-402062

**Re:** Response to Planning Committee 21 July 09

## **Geothermal Heating /Cooling:**

The applicant is exploring other means of implementing an energy efficient heating system utilizing heat reclamation from transformer room and common area ventilation systems. Also a rough in for future connection to a district energy system is planned

The development team has considered geothermal heating for this project and has come to the conclusion that it is not feasible for this specific project for the following reasons:

The site area available for the borehole field is extremely limited. In order to achieve a necessary minimum number of boreholes the field would need to be placed under the building making it impossible to maintain / replace failing loops.

In the coastal climate mostly heating and very little cooling would be achieved by the geothermal system which relies on an equal heating / cooling load to avoid freezing / heating of the ground around the boreholes. This imbalance has been a problem in the past making it necessary to pump supplemental heat into the ground during summertime in order to keep the system efficient in winter.

Due to the restricted size of the geothermal system the initial cost for construction are very high compared to potential savings in monthly energy bills. Under current market conditions it is questionable whether potential buyers are willing to pay this premium.

## **Sustainable strategies:**

**The below list is structured according to Leed Canada "Green Building Rating System". Although the building will not be Leed's accredited below listed measures are comparable to a Leed silver building.**

### **Sustainable Sites**

The proposed development creates a unique streetscape at the pedestrian level along Alderbridge Way and Elmbridge Way. Wide sidewalks and an urban plaza at the corner of both streets in conjunction with live/work units at grade encourage pedestrian traffic. The arcade along Elmbridge Way and deep canopies along Alderbridge Way ensure that yearlong use is possible. Pedestrian friendly developments together with a growing rapid transit network will encourage residents to use alternative transportation and will result in a lively and healthy neighbourhood.

The proposed development features green roofs and planters above the parking structure as well as "living walls" (approximately 44 % of the site area) diverting the storm water run of from the storm sewer system and also reduce the urban heat island effect.

Specifically designed community gardens on the podium for the residents of the building also promote an active and sustainable lifestyle.

### **Water Efficiency**

Fresh water consumption will be reduced by specifying low flow fixtures and water efficient appliances such as but not limited to

- Dual-flush toilets.
- Low-flow faucets and showerheads.
- Front-loading washers.
- Water efficient dishwashers.
- Planting on the green roofs will consist of native drought resistant plants reducing irrigation needs to a minimum.
- Where necessary a low emitting irrigation system will be installed.

#### Energy and Atmosphere

An overall optimized energy performance of the building is achieved by:

- Considered design of facades according to their orientation. The west facade is heavily shaded by the screen structure, which also accommodates the balconies. On the south facade recessed balconies and architectural fins also provide shading minimizing heat gain.
- Low-e glazing reduces heat gain.
- High insulation value at all exterior walls.
- Motion sensors and timers in public areas.
- An "all off" switch is considered for each unit.
- Efficient fixed lights (fluorescent tubes, compact fluorescent light bulbs or LED)
- Efficient fans and heating equipment as well as increased occupant control (heating zones within the unit).
- Heat recovery systems to supplement hot water boiler.
- Light coloured roofing material to reduce heat gain.

#### Material and Resources

- Demolition / Construction waste management will be implemented to divert waste from landfills. Comprehensive recycling program for construction site including education, signage and bins.
- Products made out of recycled material or with recycled content will be used where applicable.
- Concrete with fly ash content will be specified where possible.
- Locally / regionally harvested and manufactured products will be preferred throughout the project.

#### Indoor Environmental Quality

- Low VOC emitting materials as sealants, adhesives, paints, carpets and composite wood will be used where applicable.
- Well placed operable windows especially in the larger units will contribute to the quality of the indoor environment.
- Positive pressurization of all lobbies and hallways will keep common areas smoke and odour free treating each unit as a contained smoking room.

<b>To Public Hearing</b>	
Date:	Sept 9, 2009
Item #:	11
Re:	Bylaw 8516 8517

**MayorandCouncillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** September 1, 2009 2:44 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #471)  
**Categories:** UCRS CODE / FILE NUMBER:T

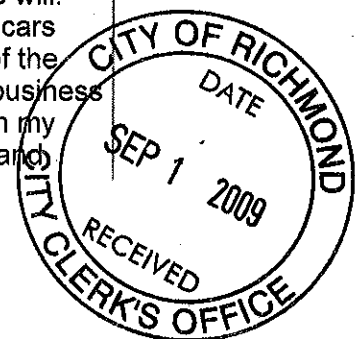
Send a Submission Online (response #471)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/Page1793.aspx
Submission Time/Date:	2009-09-01 2:43:34 PM

Survey Response

Your Name:	Troy Cunningham
Your Address:	502 7362 Elmbridge Way
Subject Property Address OR Bylaw Number:	8517 (RZ 07 -402059) 7500 Alderbridge Way
	<p>Attention: Director, City Clerk's Office. I'm writing in regards to the proposed rezoning application for the property at 7500 Alderbridge Way, (RZ 07 -402059) Over the past few years and in the coming years Richmond has been undergoing massive redevelopment. Thus leading to over crowding and excessive traffic. With all the major development in the downtown area as well as the surrounding neighborhoods, it will lead to more crime and too much congestion on our streets. Richmond roads and infrastructure can't handle the amount of traffic that is already here. In this little neighborhood there have been at least three or more new lights in short little blocks. This does not help ease congestion, it has only added to it. Yes you can say people will use the Canada line. But only a few people will. I've noticed that people still drive their cars regardless of the Canada line or any of the other SkyTrain lines. I have used the business across the street to have work done on my car in the past. I like the convenience and</p>





Comments:

personal quality from them. You will be replacing this with more people and keep on pushing out the small businesses. When will Richmond counsel look at the effect this is having on small business. Sure they are offering up a few low-income housing units just to sweeten the deal and get approval. But there are better solutions for low-income housing. The other thing is there is becoming more and more build up too close to the airport. Richmond doesn't need to be like other cities and have a dangerous approach for in coming and out going aircraft. With the added residents you can guarantee there will be more complaints about aircraft noise. I live and work in Richmond at the airport. I don't need more people complaining about my livelihood. YVR is a growing airport and a strong economic engine for Richmond. This has to be kept in mind. Every day I fly home I see the tall buildings popping up just on the edge of the arrival path and thing this is getting dangerous. Aircraft slamming into buildings are rare but they have happened and this is one sure way to promote the possibility for it to happen in the future. Think of the weeks in the late winter when we have fog for a week or two straight. A few simple mistakes lead to an even greater one and a possible tragedy. Please take the build up away from the Airport and the flight path. Build taller buildings to the south of the City. There is lots of land that can be used elsewhere that is already zoned residential. Leave this area industrial. Thank you.  
Sincerely Troy Cunningham.