



# City of Richmond

## Memorandum Planning and Development Department Development Applications

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**To:** Development Permit Panel  
**From:** Wayne Craig,  
Director of Development  
**Re:** Development Permit DP 12-615424 – Follow-Up from September 26, 2012

**Date:** October 9, 2012  
**File:** DP 12-615424

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### Background

At the September 26, 2012 meeting of the Development Permit Panel, a Development Permit application for Onni Contracting Ltd.'s 659-unit project at 7731 and 7771 Alderbridge Way was considered. In regard to that application, the following recommendation was carried by the Panel:

*That Onni Contracting Ltd.'s DP 12-615424 (7731 and 7771 Alderbridge Way) be referred back to staff, and brought forward for consideration by the Development Permit Panel at its October 10, 2012 meeting, to be held at 3:30 p.m. in the Council Chambers, City Hall, in order for:*

1. *The applicant to revisit the treatment, in relation to the parkade and other elements, for the Alderbridge Way frontage, and determine whether something more could be done;*
2. *Staff to prepare more information regarding:*
  - (a) *the northwest corner of the subject site; and*
  - (b) *the plan and timeline for the City's Parks and Transportation plans within the adjacent Gilbert Road allowance;*
3. *Staff to examine the effect of the disproportionate 25% reduction in visitor parking on the development; and*
4. *The applicant and staff to provide more information regarding the interface with the property to the west of the subject site.*

### Follow-Up on Recommendation

In addressing the above recommendation, staff have requested further design changes and information from the applicant and further reviewed the above-noted aspects of the development. To assist the DP Panel with this consideration, this Memorandum should be reviewed with the initial Staff Report to the September 26, 2012 DP Panel meeting (which have also been included in the October 10, 2012 meeting agenda). The plans attached to this Memorandum replace and supplement the plans attached the draft permit in the September 26, 2012 Staff Report, and are numbered accordingly.

### *1. Alderbridge Way, Cedarbridge Way and River Road Frontages*

The applicants have worked to change the Alderbridge Way frontage conditions to address concerns from the DP Panel. The applicants have also provided further enlarged sections along Alderbridge Way (Buildings 1 and 4), Cedarbridge Way (Buildings 1 and 2) and also River Road (Buildings 2 and 3) to better illustrate the street edge conditions with the requested changes. Specifically, as requested, the applicants have made design changes to Alderbridge Way and Cedarbridge Way edge conditions for Buildings 1 and 4 (Amended DP Plans 10A, 10B, 11C to 11G, 48 and 51) as follows by:

- Ensuring that all of the patio terraces do not exceed 1.5m (4.9 ft.) above the adjacent public sidewalks along Alderbridge Way. This was achieved, in part, by lowering the slab elevation of the covered bicycle parking at the front edge of the building in relation to the adjacent covered vehicle parking area;
- Reducing the height of the landscape wall adjacent to the Alderbridge Way sidewalk from 0.75m (2.5 ft.) down to 0.45m (1.5 ft.) (seat height);
- Stepping the lower landscape wall in an increased number of places adjacent to Cedarbridge Way that more closely mirroring the change in the elevation of the street;
- Including sloped landscaping between the lower walls adjacent to the sidewalk and the upper walls adjacent to the patio terraces to reduce the apparent height of the higher wall;
- Lowering, pushing back and further angling the corner sections of these retaining walls from the public sidewalk at the intersections of Alderbridge Way with: the North-South Greenway on the western side of the site, Cedarbridge Way at the middle of site and the East Lane;
- Significantly improving the location and the stairs leading from the Alderbridge sidewalk to several of the units.

Also, as requested by staff, the applicants have made design changes to the River Road edge conditions for Buildings 2 and 3 (Amended DP Plans 11A and 11B) as follows by:

- Reducing the height of the landscape wall adjacent to the River Road sidewalk from 0.75m (2.5 ft.) down to 0.50m (1.7 ft.);
- Including sloped landscaping between the lower walls adjacent to the sidewalk and the upper walls adjacent to the patio terraces to reduce the apparent height of the higher wall;
- Pushing back and further angling the corner sections of these retaining walls from the public sidewalk at the intersection of River Road with Cedarbridge Way;
- Improving the location and the stairs leading from the River Road sidewalk to several of the units;
- Confirming that both the patio terraces and adjacent units are located at the same level not more than 1.3m (4.25 ft.) above the public sidewalk.

### *2 (a) Northwest Corner of the Development Site*

The applicant has included better section views that extend from the development site's property line through to the Gilbert Road allowance to the ultimate curb and current edge of pavement of the road (Amended DP Plans 7 and 40). These sections also show the use of brick for the exposed on-site terrace walls adjacent to the Gilbert Road allowance. The applicants have also included a 2.0m (6.6 ft.) interim planting strip within the adjacent Gilbert Road allowance area consisting of



a combination of shrubs and groundcover to screen the approximate 0.6 m (2.0 ft.) to 0.9 m (3.0 ft.) high portion of the parkade wall. This landscaping would be included within the Development Permit landscape security. This planting would be the responsibility of the subject development's owners under Boulevard Maintenance Bylaw 7174. The City would continue to maintain the remaining area of the Gilbert Road allowance due to its unusually large size and prominent location. Under the development's Servicing Agreement, the applicant will be responsible for finished grading and grassing of sections of the Gilbert Road allowance disturbed during their construction of the development and the Gilbert Road improvements.

### *2(b) Plans for the Gilbert Road Allowance*

The development of the greenway on the east side of the very-wide unused Gilbert Road allowance, a prominent gateway to the City Centre, remains to be finalized by the City. Given that there will be approximately 20 m (66 ft.) of open space between the project property line and the future Gilbert Road curb in this high visibility area, a plaza, pedestrian and cycling paths, lighting, significant tree planting are envisioned to be included within this area to be planned and constructed by the City. There is also a major \$350,000 Landmark Public Art piece proposed to be included under the project's Public Art Plan for this area.

Staff have confirmed that there is currently no funding allocation in the 5-Year Capital Plan for Parks development of this area of the Gilbert Road allowance. Staff further discussed the use of the \$100,000 TDM funding received from the applicant allocated for construction of an interim multi-use pathway from Lansdowne Road to River Road within the Gilbert Road allowance. Staff confirm that these funds are sufficient to construct a 3.0m (10 ft.) wide paved bike/pedestrian pathway in this section of the Gilbert Road allowance. Such a pathway would be constructed by the City closer to the Gilbert Road edge, with any remaining funds applied to the construction of an interim mini-plaza at the north terminus of this pathway at the intersection of Gilbert Road and River Road.

### *3. Visitor Parking Reduction*

Transportation staff have provided the following review for the 0.15 visitor stall per unit parking rate. This can be explained by industry experience and various site-specific considerations.

*Industry Experience:* A comprehensive study on the residential parking supply and demand in strata apartments in the region (Parking Facility Survey and Household Survey) was recently completed by Metro Vancouver. The study surveyed 80 apartment complexes across the region, including nine sites in Richmond. Of the 80 sites surveyed, 64 sites are located within close proximity to TransLink's Frequent Transit Network bus services and/or SkyTrain stations. The nine apartment complexes surveyed in Richmond are all located within the service coverage area of a frequent bus service (e.g. #403 on No. 3 Road) and/or a Canada Line station. The study has a number of key findings regarding residential parking supply and demand. In particular, the study found that visitor parking facilities in the region may be over supplied. Observed visitor parking demand rates were below 0.1 stall per apartment unit, compared to the typical municipal requirement of 0.2 visitor stall per unit.

*Site-Specific Considerations:* The subject development is located within 800 m (one-half mile) of the Canada Line Lansdowne station and within 400 m to transit services on No. 3 Road and the C-94 community shuttle. The site-specific considerations are given as follows:

- **Transit Services:** the subject development would be served by several transit routes in close proximity, including the Canada Line, frequent bus services along No. 3 Road and C-94 community shuttles, thereby making transit an attractive travel option.
- **Active Transportation:** in addition to the on-site greenways (east/west through the site and north/south along the east edge of the site), the development would be connected to major cycling/pedestrian greenway/corridor along Gilbert Road and new River Road in the former CP corridor, thereby promoting walking and cycling as a viable travel option.
- **TDM measures:** the subject development is providing a \$100,000 contribution, as part of the TDM measures to support the parking rate reduction, to construct a cycling/pedestrian greenway on the eastside of Gilbert Road connecting the development to Lansdowne Road. Other TDM measures include requiring that 20% of the resident parking spaces be pre-wired for electric vehicle charging, that one (1) electric charging outlet be provided for every 40 bicycle parking spaces and a \$25,000 contribution be provided for a bus shelter on River Road.
- **Bylaw Requirements:** the overall on-site parking supply proposed would still meet the bylaw requirements in terms of overall parking supply (including 10% reduction for the provision of TDM measures), i.e., 1.26 stalls per dwelling unit for both residents and visitors.

This parking reduction was approved by City Transportation and results in having 51 visitor parking spaces located within the parkade on the proposed Lot 1 and 49 visitor spaces located within the parkade on the proposed Lot 2. Visitor parkade intercoms and parkade entrance signage will be provided allowing for visitor parking sharing for both Buildings 1 and 2 on Lot 1 and Buildings 3 and 4 on Lot 2 so each parkade provides the 0.15 visitor spaces per unit.

#### *4. Interface with the Development Site to West*

As noted in the initial Development Permit Panel report, there is variance requested to reduce the side yard setback from 1.5m (4.9 ft.) to 0.0m for a partially below-grade parking structure. This condition is largely the result of gradually raising the grade along the North-South greenway along the west side of the site up to the level of the intersecting East-West greenway at the centre of the proposed development site. It is expected that the future development of the site to the west will butt into the parkade and meet the grade of the North-South greenway on the subject site as the second half of the greenway (5.0m) will also be provided on the adjacent property (Amended DP Plan 7A).

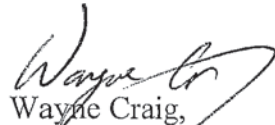
The edge on the subject property was to include a lock-block wall covered with parged concrete rising from street level at both the northern (River Road) and southern (Alderbridge Way) to meet the 2.5m (8.2 ft) parkade wall that abuts the centre section of the west property line. To improve this interface, the applicants have replaced the interim lock-block walls at the northern and southern ends of the greenway path with a poured-in-place concrete wall with reveals that will read as part of the adjacent concrete parkade wall.

Staff and the applicant have spoken with the owners of the site to the west. The owners of the site, Richmond Holdings, have confirmed they have recently hired an architect to review the development potential for their property. They now also have confirmed they understand the future plans for their property edge and the subject property and provided written support for the subject application.

**Conclusion**

In response to the September 26, 2012 DP Panel recommendation, the applicant has made a number of design changes to the orientation of the walls and terraces facing the Alderbridge and Cedarbridge Way frontages as well as the River Road frontage. Also, the replacement of the lock block wall with a poured-in-place concrete wall along the west property line and additional plantings on the Gilbert Road allowance adjacent to the site has improved the interim interface of the development to west.

Given the above, staff recommends that the proposed Development Permit DP 12-615424 be approved for issuance.

  
Wayne Craig,  
Director of Development

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Att.