



## Development Permit Panel

Council Chambers, City Hall  
6911 No. 3 Road

Wednesday, April 16, 2014  
3:30 p.m.

### 1. Minutes

*Motion to adopt the minutes of the Development Permit Panel meeting held on Wednesday, March 26, 2014.*



### 2. Development Variance 13-627930 (REDMS No. 4196619)

APPLICANT: Rogers Communications Inc. c/o Standard Land Company Inc.

PROPERTY LOCATION: Highway 99 – Westminster Highway off-ramp

#### Director's Recommendations

*That:*

1. *Richmond City Council grant concurrence to the proposed telecommunication antenna monopole installation for the site located on a provincially owned highway road right-of-way (Highway 99 – Westminster Highway off-ramp); and*
2. *A Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height for accessory structures from 20 m to 35 m for a site located on a provincially owned highway road right-of-way (Highway 99 – Westminster Highway off-ramp) for the development of a 35 m tall telecommunication antenna monopole on land zoned "Agriculture (AG1)".*



ITEM

3. **Development Variance 13-634940**

(REDMS No. 4183696)

APPLICANT: Onni 7731 Alderbridge Holding Corp.

PROPERTY LOCATION: 5311 Cedarbridge Way and 7771 Alderbridge Way

**Director's Recommendations**

*That a Development Variance Permit be issued which would further vary the provisions of Richmond Zoning Bylaw 8500 to further reduce the visitor parking requirement from 0.15 spaces/unit, as per Development Permit (DP 12-615424), to 0.10 spaces/unit for the development located at 5311 Cedarbridge Way and 7771 Alderbridge Way on a site zoned "High Density Low Rise Apartments (RAH2)".*



4. **Development Permit 14-658462**

(REDMS No. 4189380)

APPLICANT: Robert Ciccozzi Architecture Inc.

PROPERTY LOCATION: 7688 Alderbridge Way

**Manager's Recommendations**

*That a Development Permit be issued to supplement approved DP 12-626615 by permitting construction of a larger amenity building and associated landscaping alterations, than approved under DP 12-626615. All other aspects of the proposed development shall be in compliance with DP 12-626615.*



5. **New Business**

6. **Date of Next Meeting: Wednesday, April 30, 2014**

7. **Adjournment**



**Development Permit Panel  
Wednesday, March 26, 2014**

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Cathryn Carlile, Chair  
John Irving, Director, Engineering  
Dave Semple, General Manager, Community Services

The meeting was called to order at 3:30 p.m.

**1. Minutes**

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, February 26, 2014, be adopted.*

**CARRIED**

**2. Development Permit 11-564405**

(File Ref. No.: DP 11-564405) (REDMS No. 4168251)

APPLICANT: Oris Development (River Drive) Corporation  
PROPERTY LOCATION: 10011, 10111 & 10197 River Drive and portion of 10199 River Drive (formerly 10011 & 10111 River Drive and portion of 10199 River Drive)  
INTENT OF PERMIT: That the plans attached to the staff report dated March 6, 2014, from the Director, Development, involving changes to the design of building "A" (addressed as 10011 River Drive), be considered in General Compliance with Development Permit (DP 11-564405).

## Development Permit Panel

### Wednesday, March 26, 2014

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#### Applicant's Comments

Joseph Lau, Project Manager, Cotter Architects and Dana Westermarck, Oris Development (River Drive) Corporation, provided background information on proposed changes to the design of building "A", addressed as 10111 River Drive, as a result of the removal of the affordable housing requirement.

#### Staff Comments

Wayne Craig, Director, Development noted that the size and siting of the proposed building remains consistent with the original development permit.

#### Panel Discussion

In reply to queries from the Panel, Mr. Lau advised that the proposed building reflects the original design with some changes to the elevation and façade to accommodate alterations in the layout of the units.

Mr. Lau advised that the residential component will remain in the east side of the building and the commercial component on the west side of the building.

In reply to queries from the Panel, Mr. Lau noted that the proposed design removes the mezzanine in the two-storey commercial component, which will lower the height of the commercial component by 2.3 metres.

#### Correspondence

None.

#### Gallery Comments

None.

#### Panel Decision

It was moved and seconded

*That the plans attached to the staff report dated March 6, 2014, from the Director, Development, involving changes to the design of building "A" (addressed as 10011 River Drive), be considered in General Compliance with Development Permit (DP 11-564405).*

**CARRIED**

### 3. New Business

None.

**Development Permit Panel**  
**Wednesday, March 26, 2014**

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4. **Date Of Next Meeting: Wednesday, April 16, 2014**

5. **Adjournment**

It was moved and seconded

*That the meeting be adjourned at 3:36 p.m.*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the meeting of the  
Development Permit Panel of the Council  
of the City of Richmond held on  
Wednesday, March 26, 2014.

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Cathryn Carlile  
Chair

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Evangel Biason  
Auxiliary Committee Clerk



# City of Richmond

## Report to Development Permit Panel

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**To:** Development Permit Panel

**Date:** April 1, 2014

**From:** Wayne Craig  
Director of Development

**File:** DV 13-627930

**Re:** **Application by Rogers Communications Inc. c/o Standard Land Company Inc. for a Telecommunication Antenna Tower Installation and Development Variance Permit on a Provincially Owned Highway Road Right-of-Way (Highway 99 – Westminster Highway off-ramp)**

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### Staff Recommendation

That:

1. Richmond City Council grant concurrence to the proposed telecommunication antenna monopole installation for the site located on a provincially owned highway road right-of-way (Highway 99 – Westminster Highway off-ramp); and
2. A Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height for accessory structures from 20 m to 35 m for a site located on a provincially owned highway road right-of-way (Highway 99 – Westminster Highway off-ramp) for the development of a 35 m tall telecommunication antenna monopole on land zoned "Agriculture (AG1)".

  
Wayne Craig  
Director of Development

WC:ke

## **Staff Report**

### **Origin**

Rogers Communications Inc. c/o Standard Land Company Inc. has applied to the City of Richmond for permission to vary Richmond Zoning Bylaw 8500 to increase the maximum height for accessory structures from 20 m (66 ft.) to 35 m (115 ft.) to allow for the development of a 35 m tall telecommunication antenna monopole. The proposed telecommunication installation is located on the Highway 99 – Westminster Highway off-ramp (southeast corner of the Highway 99 Westminster Highway interchange), which is a provincial highway.

The proposed location is zoned “Agriculture (AG1)” with an accessory structure height limitation of 20 m (66 ft.). The area is also located in the Agricultural Land Reserve (ALR) and complies with applicable guidelines, therefore no approval is required from the ALC.

### **Proposed Development**

The proposed 35 m (115 ft.) monopole will consist of antenna mounted at the top portion of the monopole and a fenced compound (100 sq. m or 1076 sq. ft.) at the base containing the supporting equipment. The proponent has had pre-application discussions with Ministry of Transportation and Infrastructure (MOTI) staff to locate the monopole on the provincial highway. No objections were noted on the proposed location for this purpose by MOTI staff. MOTI have identified that approval from the local government for any such installation is required prior to the submission of a new application for use of a provincial highway.

The monopole will accommodate cellular antenna infrastructure to provide service for this carrier (Rogers Communications) in the surrounding area. MOTI staff have identified that no direct access to the monopole or enclosure area is permitted from the Highway 99 off-ramp. Rather, access is proposed along a frontage road (Westminster Highway) that dead ends and provides necessary access to the area of the installation for construction and maintenance purposes (please reference the attached design drawings and location map).

### **Background**

Development surrounding the subject site is as follows:

To the north, the Highway 99 – Westminster Highway off-ramp;

To the east, “Agriculture (AG1)” zoned properties in the ALR;

To the south, the Highway 99 corridor; and

To the west, the Highway 99 corridor.

## Staff Comments

Transportation and Engineering staff have no objections to the proposal. In conjunction with the use of Westminster Highway frontage road for construction and maintenance of the installation, a construction traffic and parking management plan is required to be submitted and approved by the City prior to issuance of a building permit. A building permit will be required for the proposed monopole and related buildings/structures.

An Environmentally Sensitive Area (ESA) designation exists over the portion of the provincial highway where the monopole and equipment shelter is proposed. Although the installation is proposed to be located in an ESA, no significant loss of habitat or impacts to riparian areas is anticipated. Modifications to the site will consist of a small clearing of tall grass and invasive blackberry brambles at the edge of the road to accommodate the telecommunication structure. No tree removal will be required as a result of the proposed installation. Based on this, the surrounding context and the minimum scope of work, further review through an ESA Development Permit is not warranted.

## Related City Policies

### Council Policy 5045 – Telecommunication Antenna Consultation and Siting Protocol

Richmond City Council approved Council Policy 5045 on February 13, 2012, which guides the City's review and consideration of telecommunication antenna proposal. Please reference **Attachment 1** for a copy of Council Policy 5045. The following is a summary of applicable provisions of the Policy that apply to the proposal:

- **Policy Exclusions/Exemptions** – No exclusions apply to the proposed installation.
- **Locational/Siting Criteria** – The highway corridor where the proposed installation is located is contained in the ALR, designated Agriculture in the 2041 Official Community Plan (OCP) and zoned "Agriculture (AG1)". These designations are sensitive land uses in Council Policy 5045 and require public consultation and consideration must be given to the proposals impact to agriculture. The proposal is located along a major transportation corridor and no impacts to existing agricultural operations will occur. Furthermore, as the site of the proposal is contained in the ALR, the overall footprint of the development will be less than 100 sq. m (1,076 sq. ft.), which is in compliance with ALR regulations.
- **Public Consultation**
  - The proponent undertook public consultation (advertisements and mailed information packages) with the properties to the east, north and south of the subject site. No comments were received as part of this public consultation.
  - Through the Development Variance Permit process, a sign is required to be posted on the subject site. To date, no public comments have been received from the sign posting. Additional advertisements and mailed notification will be sent out by the City in advance of the Development Permit Panel meeting.



- **Design Guidelines**

- Co-location on Other Structures – The proponent investigated a number of options to co-locate the proposed telecommunication antenna on existing poles and/or structures in the surrounding area. Locating on existing telecommunication towers was not feasible as their location did not allow for expanded service coverage. There are existing hydro poles with overhead power lines along the highway corridor, some of which have telecommunication antenna located on top. The proponent reviewed the existing hydro towers, but there were locational, structural and geotechnical issues that prevented co-location on these structures.
- Co-location for Other Carriers – The applicant has contacted other service providers about opportunities to co-locate on the proposed installation. In addition to the antenna equipment being proposed by the proponent, the monopole is able to accommodate equipment for up to one or two additional carriers, depending on their service coverage and equipment space needs. This approach adheres to the Policy provisions in regards to co-location to prevent the unnecessary proliferation of telecommunication towers across the City. If no other carrier is able to or has no interest in co-locating on this structure, the monopole is able to accommodate an expansion of the proponent's antenna equipment.
- Rationale for Monopole Height – The proponent has noted that the service coverage from a 35 m (115 ft.) monopole is significantly larger than a structure that complies with the 20 m (66 ft.) maximum height regulation and that a taller structure would avoid having to locate additional installations in the surrounding area. The increased height of the structure also enables future co-location of other carrier's infrastructure or an expansion of the existing carrier's equipment. The monopole height is similar to the height of the surrounding hydro poles that are also approximately 35 m in tall.
- Design Integration – The monopole structure was selected to fit with other hydro and highway illumination poles in the area and provide a minimal, non-obtrusive visual impact to the surrounding area. Antenna equipment is flush mounted to the monopole structure to provide a slim a profile as possible. The proponent examined the feasibility of implementing a cylindrical cone cover around the top of the monopole to provide additional screening; however, maintenance activities that required access to the antenna involved having to bring heavy machinery (i.e., cranes to remove the screen) on a regular basis that would have impacts to the operation of the Highway 99 off-ramp and Westminster Highway frontage road. As a result, the proponent identified that the implementation of a cylindrical screen is not feasible for this telecommunication installation. The monopole will be painted a satin white colour to blend in with the surrounding area and be consistent with the colour of the existing hydro standards.
- Equipment Enclosure – A 1.8 m (6 ft.) chain link fence with barbed wire and privacy slats is proposed for as the perimeter treatment for the equipment compound to allow for screening and security of the installation.
- Photo simulations of the proposed monopole have been provided showing perspectives of the installation from the south, east and west (see **Attachment 2**).

**Analysis**

The proposal to install a telecommunication monopole on the Ministry controlled Highway 99 – Westminster Highway off-ramp and request to vary the maximum accessory structure height from 20 m (66 ft.) to 35 m (115 ft.) has been reviewed in conjunction with Council Policy 5045 (Telecommunication Antenna Consultation and Siting Protocol). This installation has addressed the relevant components of the Policy by proposing a slim profile monopole capable of handling additional telecommunication equipment for co-location and/or expansion purposes.

Although the location is in the ALR, there will be no impacts to farming/agriculture as it is part of the Highway 99 corridor. The installation complies with ALR regulations, therefore no application or approval is required from the ALC.

The proposed telecommunication installation will be accessed by a frontage road (Westminster Highway) that services seven “Agriculture (AG1)” zoned sites in the ALR to Sidaway Road to the east. During construction, use of Westminster Highway will be addressed through a construction traffic and parking management plan that is required to be approved by Transportation prior to issuance of the building permit. Future impacts on the Westminster Highway frontage road will be minimal as use will be limited to periodic maintenance and service vehicles. The proposed monopole installation is located approximately 25 m (82 ft.) from the adjacent “Agriculture (AG1)” zoned property to the east. The distance between the monopole and existing single-family dwelling on this property is approximately 45 m (148 ft.) with a dense vegetated screen located between (consisting of primarily large evergreen conifers), which provides for sufficient separation and screening.

**Conclusions**

Staff support the proposed telecommunication installation on the provincial highway and related request to vary the maximum accessory structure height from 20 m (66 ft.) to accommodate the proposed 35 m (115 ft.) monopole. The proposal has addressed all relevant components of Council Policy 5045 (Telecommunication Antenna Consultation and Siting Protocol) and public consultation and review of all technical aspects of the installation (co-location provisions; design; screening/landscaping) have been completed and resolved.

On this basis, staff recommend that:

- Council grant concurrence to the proposed telecommunication antenna monopole installation for the site located on a provincially owned highway road right-of-way (Highway 99 – Westminster Highway off-ramp); and
- A Development Variance Permit be issued to vary the maximum accessory structure height from 20 m (66 ft.) to 35 m (115 ft.) to permit installation of the telecommunication monopole.



Kevin Eng  
Planner 2

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



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### POLICY 5045

The Federal *Radiocommunications Act* regulates the telecommunications network (e.g. antennas) and supersedes local zoning powers. Nevertheless, the *Telecommunication Antenna Consultation and Siting Protocol* (**Protocol**) identifies the City's interests in managing network elements, in order for network providers to know and follow them, as long as they do not impair the performance of the telecommunications network.

The Protocol addresses:

- A. **City zoning**, acknowledging the authority of the *Radiocommunication Act* (**Act**), Industry Canada's role, policy and regulations under this Act, and that local zoning is not applied so as to impair the performance of the telecommunications network.
- B. **Public consultation** requirements associated with the placement of certain telecommunication antenna installations within the City of Richmond (**City**), including completing the consultation process **within 120 days** of a Protocol application being received by the City.
- C. **Siting design guidelines** applicable to all telecommunication antenna installation proposals described under this **Protocol**.
- D. The City's process for Council and staff for providing recommendations of concurrence or non-concurrence under the authority of the **Act** as well as exemptions to this process.

#### 1. Federal Authority and City Regulations

- A. **Zoning** - Federal authority over telecommunication antenna **installations** provides that the **City** is not able to prohibit these uses under its zoning, and thus:
  - a. **Telecommunication antenna installations (Installations)** are a permitted use in all zones.
  - b. **Zoning regulations** apply to the zone in which the **installation** is located (i.e. siting, height, landscaping, etc.).
  - c. **Development Variance Permit** applications to vary height or siting provisions under the zoning may be considered if necessary to the extent that they would not reasonably prohibit an Installation.
- B. **Siting Design Guidelines** are included in this **Protocol** with a preference for new tower **Installations** to be located outside of the **Residential, Agriculture, Agriculture & Open Space and Public & Open Space** OCP land-use designations or associated zones.
- C. **Building permits** are required to be issued by the **City** for foundations for antennas and associated construction of new buildings and building additions to accommodate **Installations**.
- D. **Municipal Access Agreements** apply to any **Installations** within the City's roads, rights of way and other public places as defined and permitted in such Municipal Access Agreements.

#### Notes:

- a. For the purposes of this **Protocol**, "**telecommunication antenna Installations**" (**Installations**) can take the form of either antennas mounted on stand-alone towers or building-mounted antennas along with any supporting mechanical rooms, buildings and infrastructure of telephone and data networks that serve public subscribers.



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- b. **"Residential"** includes all Residential, Neighbourhood Residential, Mixed Use, High-Density Mixed-Use, and Neighbourhood Service Centre land use designations in the OCP and includes all zones consistent with these OCP designations.
- c. Subsequent OCP land use designations with similar uses to those described in this Protocol may be used in place of the current OCP land use designations.
- d. **"Tower"** includes monopoles, stand-alone towers, masts and similar structures to which antennas are attached, but does not include building-mounted antennas under 6.0m in height.

## **2. Antennas Requiring Protocol Processing**

### **A. Situations Where Protocol Consultation Provisions Do not Apply**

**Sections 3 (Consultation), 4A(Co-Location) of this Protocol do not apply to:**

#### **Industry Canada Exclusions**

- a. **Maintenance** of existing radio apparatus including the antenna system, transmission line, mast, tower or other antenna-supporting structure.
- b. **Addition or modification of an antenna system** (including improving the structural integrity of its integral mast to facilitate sharing), the transmission line, antenna-supporting structure or other radio apparatus to existing infrastructure, a building, water tower, etc. provided the addition or modification does not result in an overall height increase above the existing structure of 25% of the original structure's height.
- c. **Maintenance of an antenna system's painting or lighting** in order to comply with Transport Canada's requirements;
- d. **Installation, for a limited duration** (typically not more than 3 months), of an antenna system that is used for a **special event**, or one that is used to support local, provincial, territorial or national **emergency operations** during the emergency, and is removed within 3 months after the emergency or special event; and
- e. **New antenna systems**, including masts, towers or other antenna-supporting structure, with a height of **less than 15 metres** above ground level.

#### **City Exclusions**

- f. **New building-mounted Installations** provided they do not extend more than 3.0m above highest point of the building and meet section 4B of the Design Guidelines.
- g. **A new stand-alone tower that replaces an existing tower** provided it does not exceed the height of the existing tower and that the new tower is located **not more than 15m from the existing tower**; the Proponent is required to remove the existing tower along with any unused associated foundations, buildings, fencing and other structures to the extent agreed by the landowner and the City.



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- h. Land that is designated in the OCP as Airport, Business and Industry and that is more than 300m (for new towers over 30m in height) or more than 150m (for new towers between 15m and 30m in height) from land with Residential OCP land-use designations.
- i. **Local government Installations** that are solely dedicated to operation of local government utilities and infrastructure.
- j. Private receiving antennas and closed telecommunication networks, neither of which serve public subscribers.

### B. Situations Where Both Protocol Consultation and Detailed Design Provisions Apply

Sections 3 (Consultation) and Section 4 (Design Guidelines) of this Protocol apply to all new stand-alone Installations on sites that are:

- a. **Within the Agriculture and Agriculture & Open Space OCP land-use designations/associated zones<sup>1</sup>;**
- b. **Residential or Public & Open Space OCP land use designations /associated zones or are within 300m for (new towers over 30m in height) or more than 150m (for new towers between 15m and 30m in height) of such lands.**

#### Notes:

- a. Broadcasters require licensing approval from the Canadian Radio-Television and Telecommunications (CRTC). Where a broadcaster constructs an **installation**, the broadcaster is required to provide documentation to the **City** confirming the initiation of the applicable (CRTC) licensing process and it's decision when made.
- b. Where an **installation** is located on a **City** property the proponent may be required to enter into a specific agreement related to that property, or in the case of a road or SROW the proponent may be required to enter into a Municipal Access Agreement with the **City**.
- c. **Transport Canada and other federal transportation regulations and policies, including the current YVR maximum height zoning, is to be followed by the Proponent.**

### 3. Stepped Consultation Process

A. **For those new Installations to which this Protocol applies**, the process will generally involve the following steps:

- a. **Proponent** should undertake initial pre-application consultation with the City to ascertain policy and technical issues as well as alternatives to locations that require consultation.
- b. **Proponent** submits the **Protocol** application along with a siting plan that addresses this **Protocol's** Design Guidelines (Section 4) and provides written confirmation of compliance with Industry Canada, Nav Canada and other federal regulations. The City confirms whether the consultation process under this Protocol applies and whether a Development Variance Permit (DVP) to relax zoning regulations is required. If neither of these are required for more minor applications, an application for **Design Review: Staff Concurrence** is made under **Process Stream No. 1** under Section 3B below.

<sup>1</sup> See Notes A and B on page 1.  
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- c. **City** reviews the application based on the parameters established in this **Protocol** and provides initial comments
- d. **Proponent** undertakes **initial public consultation, at his/her cost**, that includes:
- Advertising** in at least two consecutive weekly issues of a local newspaper and City Hall Bulletin Board to inform the public of a proposed **installation over 30m in height**; and
  - Written notification**, via direct-addressed mail, to all property owners within a radius from the base of the proposed tower equal to 6 times the tower height or adjacent property owners if no other property is located within 6 times tower height (mailing address list is provided by the City).
- e. **Proponent receives any public comments, within a 10-day public comment period** commencing on the notice mailing date or second advertisement date (whichever is later), and addresses them with the public via correspondence through explanation or proposed changes to the proposal **within a 10-day Proponent reply period** commencing immediately after the public comment period.
- f. Proponent documents all aspects of the public consultation process and provides a summary report to the City not more than 10 days after the end of the Proponent reply period . In addition to highlighting the details of the consultation process, the report must contain all public correspondence received and responses by the proponent to address public concerns and comments. Examples of concerns that proponents are to address, as identified by Industry Canada, include, but are not limited, to issues similar to the following:
- Why is the use of an existing antenna system or structure not possible?
  - Why is an alternate site not possible?
  - What is the proponent doing to ensure that the antenna system is not accessible to the general public?
  - How is the proponent trying to integrate the antenna into the local surroundings?
  - What options are available to satisfy aeronautical obstruction marking requirements at this site?
  - What are the steps the proponent took to ensure compliance with the general federal requirements including the *Canadian Environmental Assessment Act* (CEAA), Safety Code 6, etc.?
- g. **Proponent may be required** to hold a **first public meeting** if there are any outstanding public concerns after responding to any public comments from the initial consultation and reporting them back to the **City**. This meeting may take the form of a general public open house or invitee meeting if there are relatively few people expressing issues of concern. The notification process will be the same of that of initial notification if there is to be a public meeting or notification of only interested parties to an invitee meeting.(As necessary - determined at the discretion of the **City's** Director of Development, based on public comments from initial mail-out consultation).



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- h. **Proponent addresses** public comments from the first public or invitee meeting on issues and repeats documentation process as outlined in (e) above.
- i. **Proponent may need to make a DVP application** if the proposal does not meet the applicable zoning setbacks, heights or landscaping/screening provisions. The DVP process is coordinated with the **Protocol** consultation process. If the **Installation does not require public consultation as outlined above**, but requires a DVP to relax zoning provisions, the **Proponent** will need to **submit a standard DVP application** following Process Stream 3 below, but with the regular 50m DVP consultation radius.
- j. If the proposed **Installation** is located within the ALR, the proposal will also be referred to the City's Agricultural Advisory Committee (AAC) concurrently with the above Proponent consultation process.

B. The application takes one of **Three Process Streams** depending on whether the above public consultation and a DVP are required.

### PROCESS STREAMS

1. Staff Concurrence: Design Guidelines Only	2. Council Concurrence: Regular Consultation Process	3. Council Concurrence: Consultation Process With a DVP
a. If there is no public consultation required as set out above nor a DVP required to relax zoning requirements, City staff will view an application for siting and design.	a. <b>City undertakes public notification</b> for formal consideration of application using the consultation area as set out in this <b>Protocol</b> .	a. <b>City undertakes public notification</b> for formal consideration of a DVP following the <b>City DVP process</b> , but using the consultation area as set out in this <b>Protocol</b> .
b. Staff prepares a memo reviewing how the proposed <b>Installation</b> meets the <b>Design Guidelines</b> under Section 4	b. <b>City staff prepares a report to Planning Committee</b> that reviews how the proposal meets the <b>Protocol</b> Design Guidelines, addresses public comments and provides a recommendation (i.e. endorse; not endorse).	b. <b>City staff prepares a report to DP Panel</b> that reviews how the proposal requires a variance to zoning, meets the <b>Protocol</b> Design Guidelines, addresses public comments and provides a recommendation (i.e. endorse; not endorse).
c. The Director of Development considers the above memo and either issues a letter with a <b>recommendation of concurrence or requests changes to design and/or siting</b> .	c. <b>City Planning Committee reviews the application and staff report</b> . This will be the first meeting if no previous proponent-held meeting was required by the City or a second meeting if there was an initial public meeting.	c. <b>City Development Permit (DP) Panel reviews the application and staff report</b> . This will be the first meeting if no previous proponent-held meeting was required by the City or a second meeting if there was an initial public meeting.
	d. <b>City Planning Committee makes a recommendation</b> of concurrence or non-concurrence.	d. <b>City DP Panel makes a recommendation</b> of concurrence or non-concurrence.
d. Proponent may undertake possible design or siting modifications and/or provides additional documentation on design rationale if required.	e. <b>Proponent undertakes</b> possible proposal modifications and commitments, if any, requested by Planning Committee.	e. <b>Proponent undertakes</b> possible proposal modifications and commitments, if any, requested by DP Panel.
e. The Director of Planning and Development <b>issues a letter with a recommendation of concurrence or non-concurrence for design and siting</b> .	f. <b>Council considers Planning Committee's Recommendation of concurrence or non-concurrence</b> that is then forwarded to the proponent and Industry Canada to conclude processing.	f. <b>Council considers DP Panel Recommendation of concurrence or non-concurrence</b> that is then forwarded to the proponent and Industry Canada to conclude processing.





**Note:** The City's DVP notification area is expanded, at City cost, beyond the standard 50m-radius area to a radius of equal to 6 times the proposed tower/antenna height measured from the tower/antenna or includes adjacent properties (whichever is greater) to be consistent with the proponent notification area in this **Protocol**.

#### **4. Design Guidelines**

**These design guidelines apply to all Installations - whether they involve new towers or are co-located on existing towers or erected on existing buildings.** Proponents must also comply with Industry Canada design requirements, some of which are included in these guidelines (Please refer to CPC-2-0-03 – Issue 4 or subsequent Industry Canada Policies and Regulations).

##### **A. Co-Location: The First Choice for All New Installations**

- a. **Co-Locate on Existing Towers** - Each proponent proposing a new **tower Installation** will need to explore opportunities for co-location on existing towers as required by Industry Canada, particularly to the extent that it does not significantly increase the visible bulk of antennas of the tower. Proponents should contact all other relevant telecommunication service providers to confirm opportunities for or agreements to co-locate on an existing **tower installation**.
- b. **Planning for Co-Location** - All new **Installations** should be designed and engineered to accommodate additional antennas and related supporting infrastructure (e.g., mechanical buildings) as required by Industry Canada, particularly to the extent that it does not significantly increase the visible bulk of antennas for stand-alone towers or that accommodates multiple antennas on a building consistent with these guidelines.
- c. **Confirming Support for Co-Location** - The proponent is to document whether they will **be co-locating on existing towers** Installations or **providing offers to share for future co-location opportunities** if there are no current opportunities for co-location. Appropriate information from the Proponent's professional consultants, may be required to confirm the extent to which co-location is possible under the above sections.

##### **B. Specific Siting Criteria for All New Installations**

The following guidelines apply **to all new Installations** (whether completely new towers or co-located on existing towers or erected on existing structures/buildings):

- a. **Comply with Existing Zoning** - All applicable zoning regulations (height, setback, lot coverage and landscaping) apply to both stand-alone and building mounted **Installations** and supporting utility structures unless a DVP is obtained, while acknowledging the *Radiocommunication Act*.
- b. **Integrate With Existing Adjacent Buildings and Landscape** – Stand-alone **Installations** should be properly integrated with existing buildings/structures and landscape in a manner that does not unduly affect their technical performance and be located to minimize the visual impact of the Installation on surrounding land uses.
- c. **Integrate Into Building Design** - Building-mounted **Installations** should be architecturally integrated into the design of the building with appropriate screening (that does not unduly add the appearance of building mass) in a manner that does not unduly decrease their technical performance and colour



Page 7 of 8	Adopted by Council: February 13, 2012	Policy 5045
File Ref: 08-4040-01-2012	Telecommunication Antenna Consultation and Siting <b>Protocol</b>	

applied to minimize and integrate their appearance to the building. The preference is to have antennas screened only when screening will:

- i. Not to increase mass unless appropriately integrated into the building mass; and
  - ii. Reduce visibility from street level and other major nearby buildings.
- d. **Coordinate With Current Building Rooflines** – Building-mounted antennas should not extend beyond 3 m above the highest point of a building nor 3 m above a parapet wall surrounding the main part of a flat-roofed building to which the antenna is affixed. In addition to this guideline, the installation must comply with the maximum permitted building height under the applicable zoning, unless a DVP to relax the height provision is issued by the City.
- e. **Conform with Any Applicable Existing Development Permit (DP) and Development Permit Area (DPA) Design Guidelines – Installations** affixed to existing buildings and structures should be consistent with or not defeat the intent of the applicable DP conditions or DPA design guidelines to the extent that conformity does not hamper the functionality of the **Installation**.

### C. General Location for New Stand-Alone Installations

The following guidelines apply to new stand-alone Installations (where they can not be co-located on existing towers or erected on existing buildings/structures).

- a. **Preference to Locate in OCP Industry and Business and Airport Designations** – A new stand-alone **Installation** should be located in the designated or zoned areas provided it is greater than 300m **(for new towers over 30m in height), or more than 150m (for new towers between 15m and 30m in height)**, from lands with Residential or Public & Open Space land-use designations or associated zones.
- b. **Minimize Environmental Impact** – Do not locate **Installations** in a manner that would negatively impact designated OCP Conservation Areas, Riparian Management Areas, and other areas with ecological habitat.
- c. **Minimize Impact to Public & Open Space lands** – Do not locate **installations** in a manner that would negatively impact existing parkland and other public open spaces which include playgrounds, sports fields, trails and other similar recreational features.
- d. **Protect and Utilize Existing Vegetation – Installations** should be located to minimize disturbance of and maximize screening from existing trees and landscaping with the objective of minimizing the visual impact of the **Installations**.
- e. **Minimize Agricultural Impact** – Proponents should avoid locating **Installations** on land within the Agricultural Land Reserve (ALR) or in the OCP Agriculture and Agriculture & Open Space designations or associated zones. If it is deemed necessary for a proposed **installation** to be located in these areas, the following requirements apply:
  - i. Comply with ALR regulations, including requiring that all tower and related equipment/buildings **not exceed** a maximum footprint area of 100 sq. m.
  - ii. If this maximum footprint area is exceeded, a “non-farm use” application to the **City and Agricultural Land Commission will be required prior** to going through the **Protocol** consultation and any applicable DVP application processes.
  - iii. **Installations** should be located in a manner that maximizes land available for farming and minimize negative impacts to existing and future potential agricultural operations.



Page 8 of 8	Adopted by Council: February 13, 2012	Policy 5045
File Ref: 08-4040-01-2012	Telecommunication Antenna Consultation and Siting <b>Protocol</b>	

### **D. Screening and Landscaping For New Tower Installations**

**Proponents** are **encouraged** to construct **any new tower Installations** meeting the following screening guidelines:

- a. **Fencing** - Appropriate fencing is to be implemented to properly secure **Installations**.
- b. **Screening Buffers**- A contiguous, solid decorative fence or planted landscape buffer, consisting of a combination of hedging, trees and shrubs, is to be implemented to screen stand-alone tower **Installations** from **Residential** areas, adjacent buildings and public roads. A minimum height of 2.0 m, and sufficient thickness for vegetation screening to obscure view of the installation, constitutes a landscape buffer.
- c. **Maintenance** - Proponents should provide for long-term maintenance and upkeep of appropriate landscaping for its stand-alone telecommunication **Installations**.

Photo Simulations









# City of Richmond

## Development Variance Permit

**No. DV 13-627930**

To the Holder: Rogers Communications Inc. c/o Standard Land Company Inc.

Property Address: Provincially Owned Highway Road Right-of-way  
(Highway 99 – Westminster Highway Off-ramp)

Address: Suite 610 - 688 West Hastings Street  
Vancouver, BC V6B 1P1

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to increase the maximum accessory structure height of the "Agriculture (AG1)" zoning district from 20 m (66 ft.) to 35 m (115 ft.) in order to permit the construction of a telecommunication antenna monopole as shown on Plan #1 to #5 attached hereto.
4. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

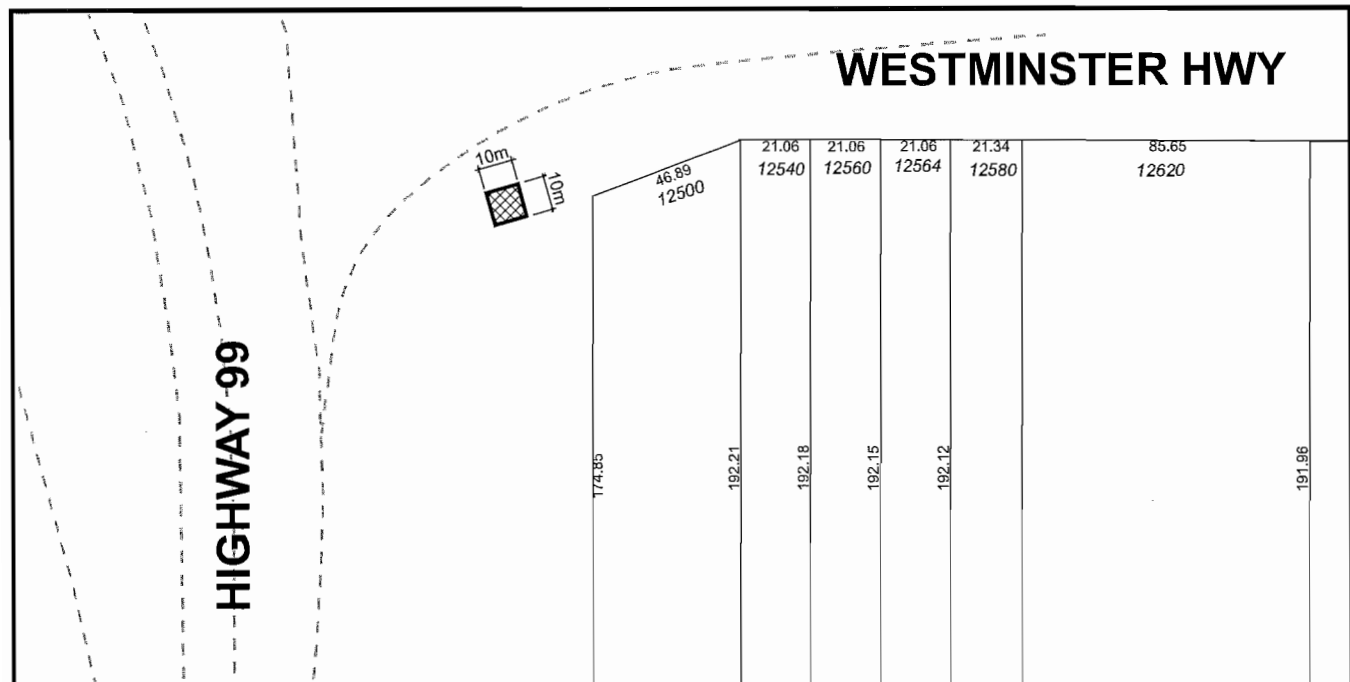
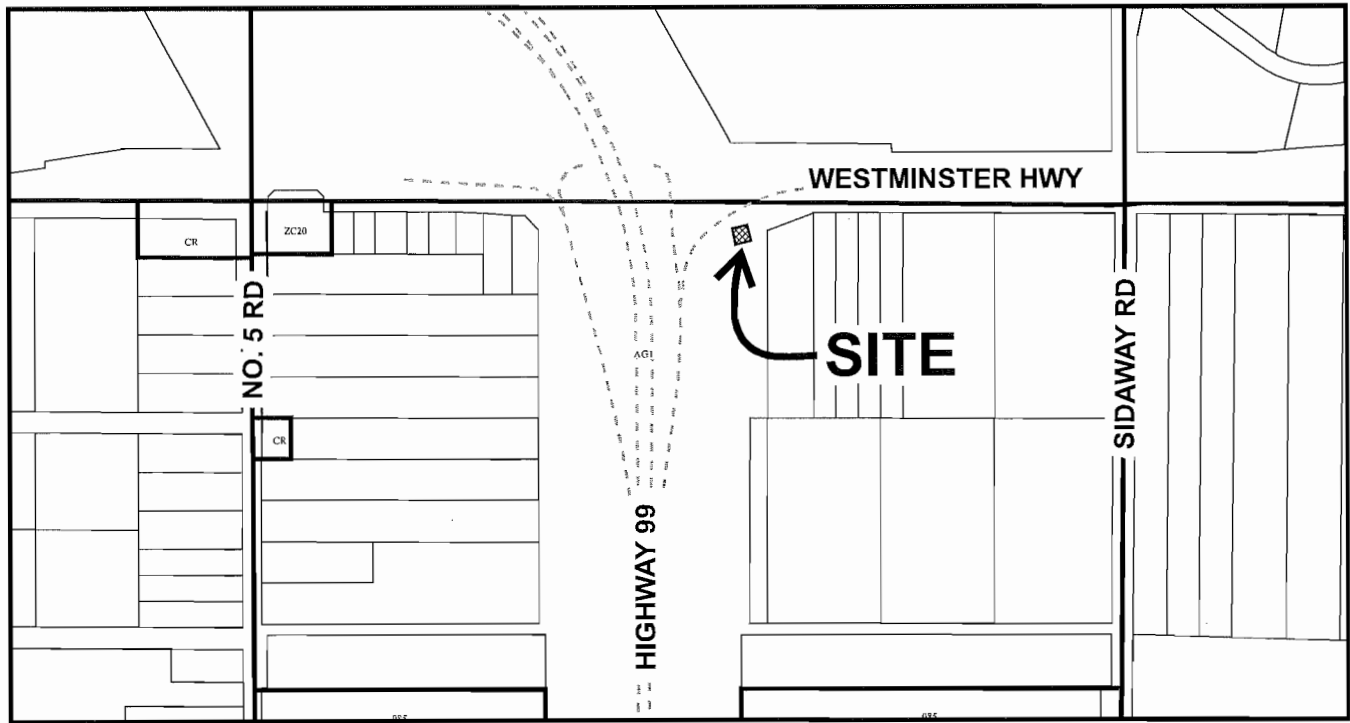
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR



# City of Richmond

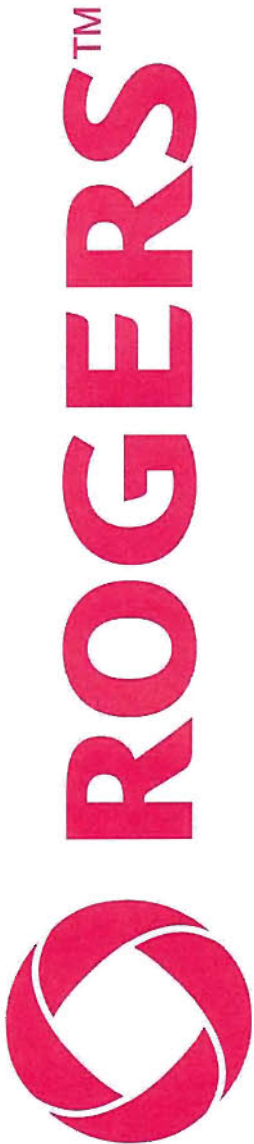


**DV 13-627930**  
**SCHEDULE "A"**

Original Date: 01/24/13

Revision Date: 03/28/14

Note: Dimensions are in METRES



SITE NAME:

WESTMINSTER HWY & NO. 5 RD MOT

SITE I.D.:

W2637

SITE ADDRESS:

HWY 99 & WESTMINSTER HWY  
RICHMOND, BC

PROJECT TYPE:

NEW 35.0m MONOPOLE  
(3 SECTOR 800/1900 UMTS)



1600-4710 KINGSWAY  
BURNABY, BC



319, 19292 60TH AVENUE  
SURREY, BC V3S 3M2  
TEL: (604) 546-0221  
FAX: (604) 546-0226

REV	DESCRIPTION	DATE (DD/MM/YY)	BY
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
B	REVISED PER MUNICIPALITY	31/03/14	SA
A	ISSUED FOR REVIEW	27/08/13	SA
CHECKER: DA			
APPROVAL: FM			



ENGINEERING STAMP

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SHEET TITLE:

TITLE SHEET

SITE NAME:	WESTMINSTER HWY & NO. 5 RD
SITE ID:	W2637
PROJECT NO:	1304-006-3654
DATE:	AUGUST 27, 2013
SHEET NO:	T-1







1600-4710 KINGSWAY  
BURNABY, BC



319, 19292 60TH AVENUE  
SURREY, BC V3S 3M2  
TEL: (604) 546-0221  
FAX: (604) 546-0226

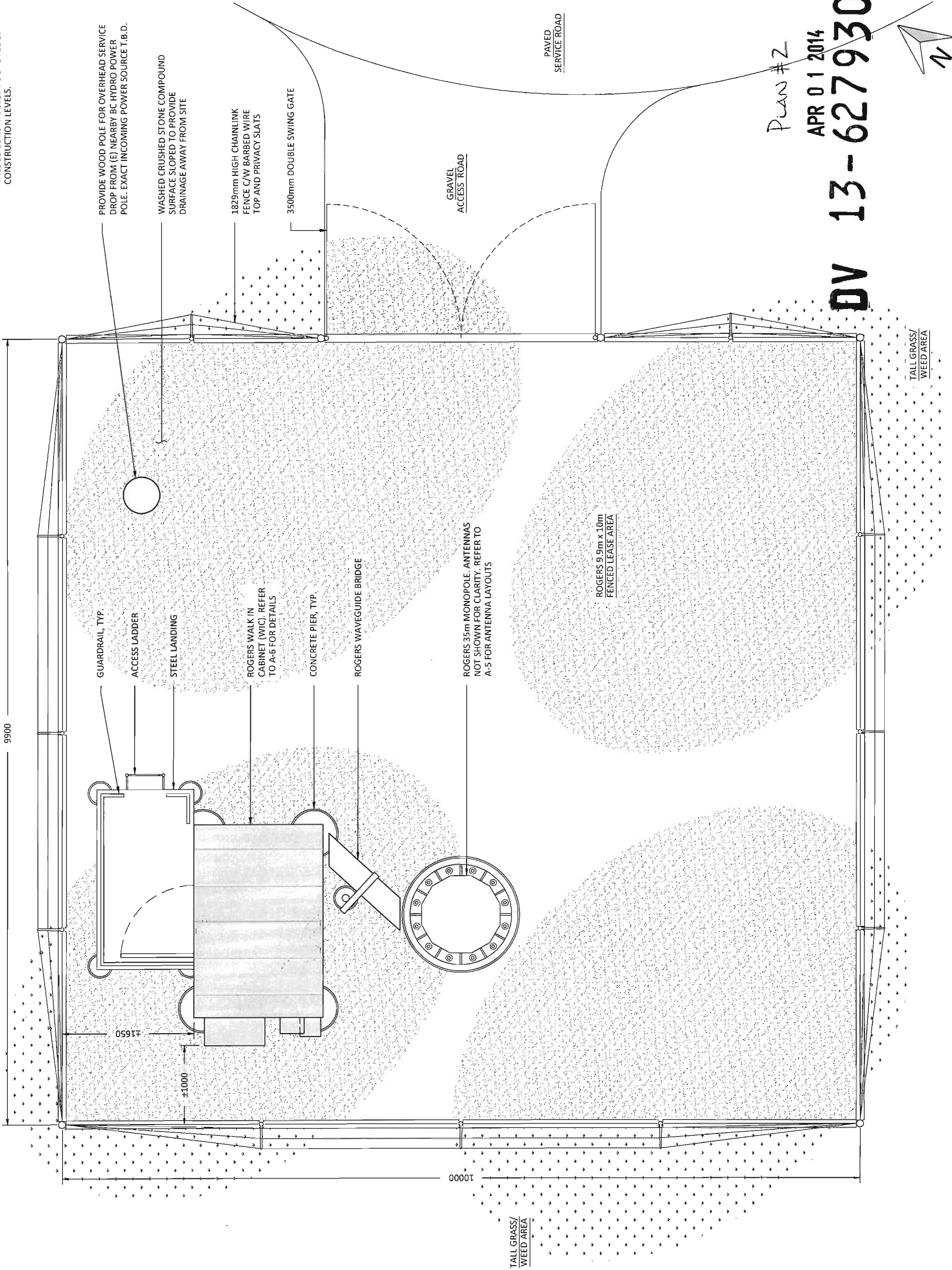
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B	REVISED PER MUNICIPALITY	31/03/14	SA
A	ISSUED FOR REVIEW	27/08/13	SA
CHECKER: DA			
APPROVAL: FM			



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SHEET TITLE: COMPOUND LAYOUT	
SITE NAME:	WESTMINSTER HWY & NO. 5 RD
SITE ID:	W2637
PROJECT NO:	1304-006-3654
DATE:	AUGUST 27, 2013
SHEET NO:	A-2

NOTES:

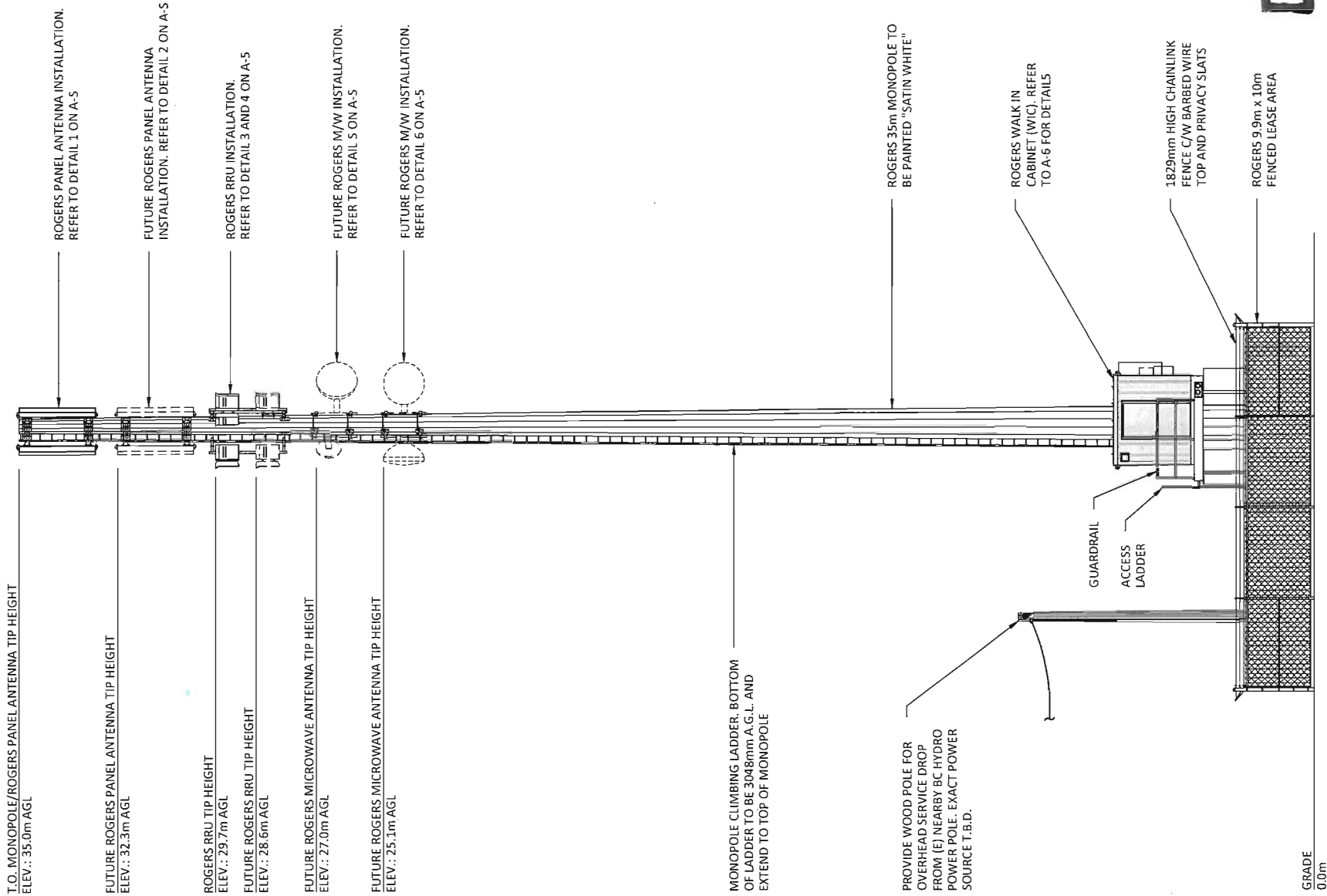
1. ALL EQUIPMENT WITHIN THE COMPOUND WILL BE CONSTRUCTED ABOVE FLOOD CONSTRUCTION LEVELS.



Plan # 2  
APR 01 2014  
DV 13-627930



- NOTES:
- ELEVATION IS DIAGRAMMATIC ONLY.
  - MONOPOLE TO BE PAINTED "SATIN WHITE".



1600-4710 KINGSWAY  
BURNABY, BC



319, 19292 60TH AVENUE  
SURREY, BC V3S 3M2  
TEL: (604) 546-0221  
FAX: (604) 546-0226

REV	DESCRIPTION	DATE (DD/MM/YY)	BY
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-	-	-	-
-	-	-	-
-	-	-	-
B	REVISED PER MUNICIPALITY	31/03/14	SA
A	ISSUED FOR REVIEW	27/08/13	SA
CHECKER: DA			
APPROVAL: FM			



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SHEET TITLE:

NORTHWEST ELEVATION

SITE NAME: WESTMINSTER HWY & NO. 5 RD

SITE ID: W2637

PROJECT NO: 1304-006-3654

DATE: AUGUST 27, 2013

SHEET NO: A-3



1600-4710 KINGSWAY  
BURNABY, BC



319, 19292 60TH AVENUE  
SURREY, BC V3S 3M2  
TEL: (604) 546-0221  
FAX: (604) 546-0226

REV	DESCRIPTION	DATE (DD/MM/YY)	BY
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-	-	-	-
-	-	-	-
-	-	-	-
B	REVISED PER MUNICIPALITY	31/03/14	SA
A	ISSUED FOR REVIEW	27/08/13	SA
CHECKER: DA			
APPROVAL: FM			

PRELIMINARY  
DO NOT USE FOR CONSTRUCTION

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SHEET TITLE:

ANTENNA & M/W LAYOUTS

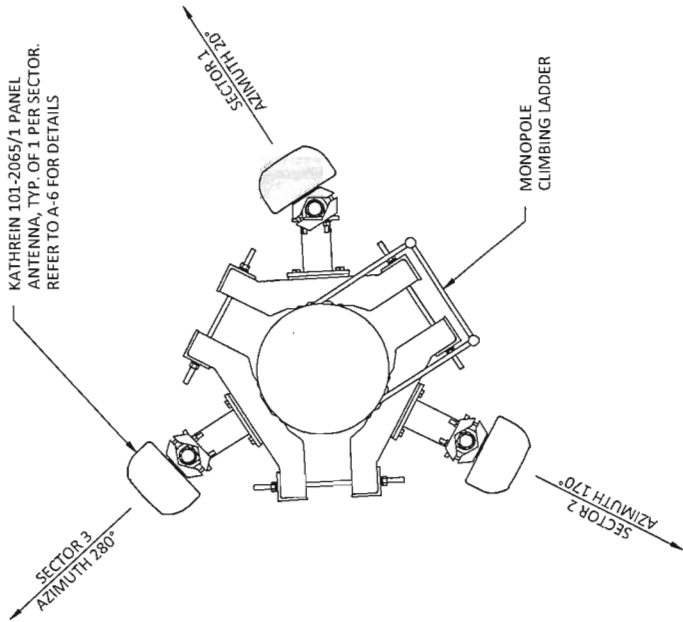
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SITE ID: W2637

PROJECT NO: 1304-006-3654

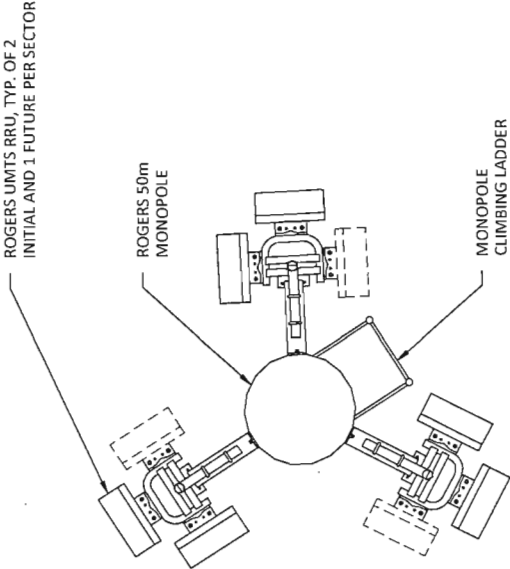
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SHEET NO: A-5



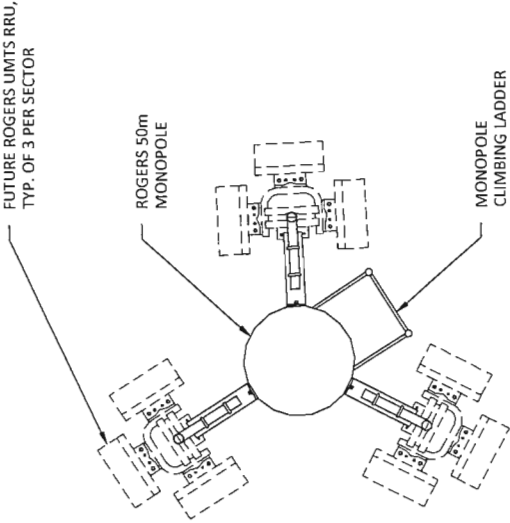
1 PANEL ANTENNA LAYOUT AT 35.0m

SCALE: 1:25



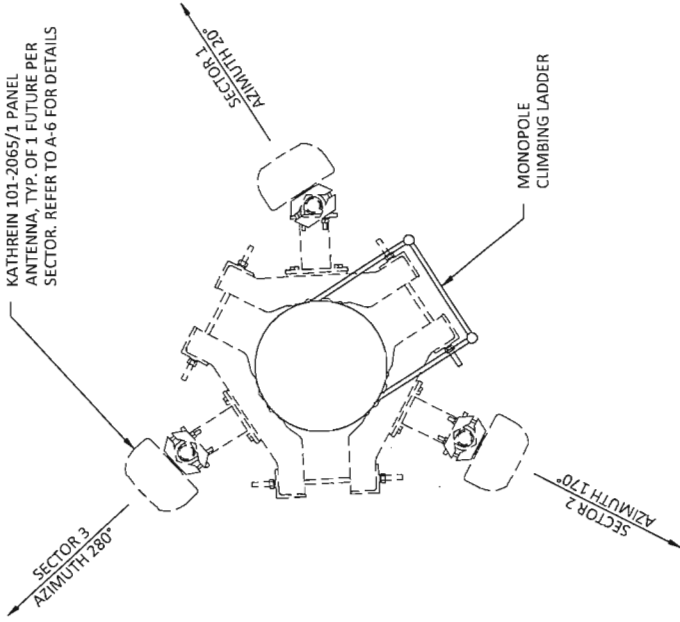
3 RRU LAYOUT AT 29.7m

SCALE: 1:40



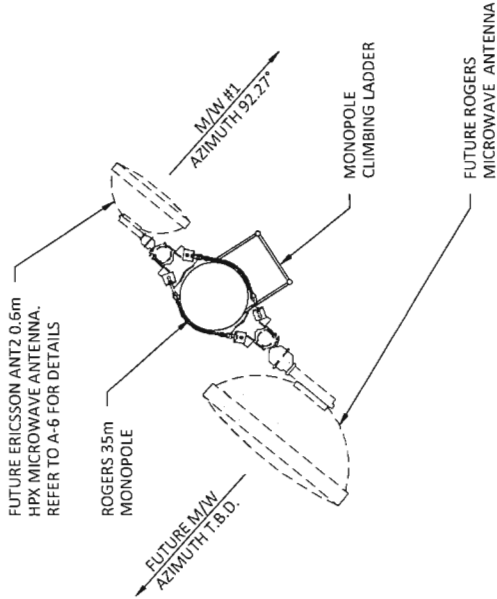
4 RRU LAYOUT AT 28.6m

SCALE: 1:40



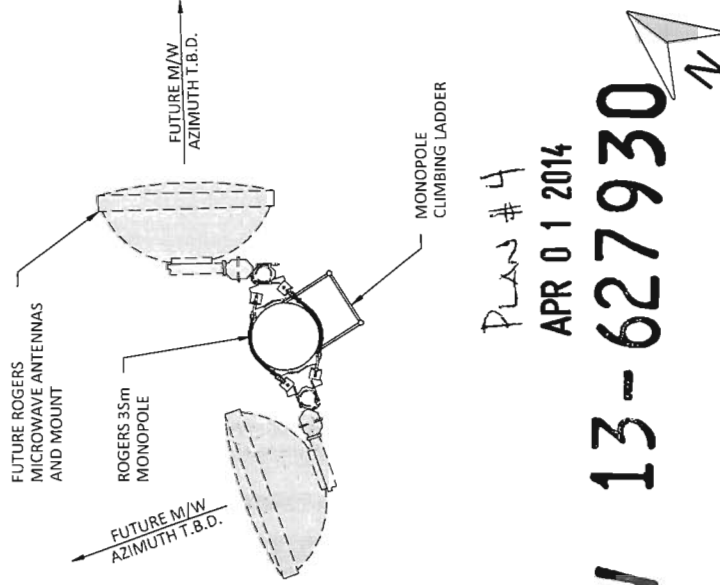
2 PANEL ANTENNA LAYOUT AT 32.3m

SCALE: 1:25



5 MICROWAVE ANTENNA LAYOUT AT 27.0m

SCALE: 1:50



6 MICROWAVE ANTENNA LAYOUT AT 25.1m

SCALE: 1:50

Plan # 4  
APR 01 2014  
DV 13-627930



1600-4710 KINGSWAY  
BURNABY, BC



319, 19292 60TH AVENUE  
SURREY, BC V3S 3M2  
TEL: (604) 546-0221  
FAX: (604) 546-0226

REV	DESCRIPTION	DATE (DD/MM/YY)	BY
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-	-	-	-
-	-	-	-
B	REVISED PER MUNICIPALITY	31/03/14	SA
A	ISSUED FOR REVIEW	27/08/13	SA
CHECKER: DA			
APPROVAL: FM			

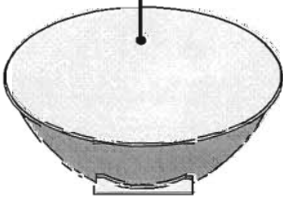
PRELIMINARY  
DO NOT USE FOR CONSTRUCTION

ENGINEERING STAMP

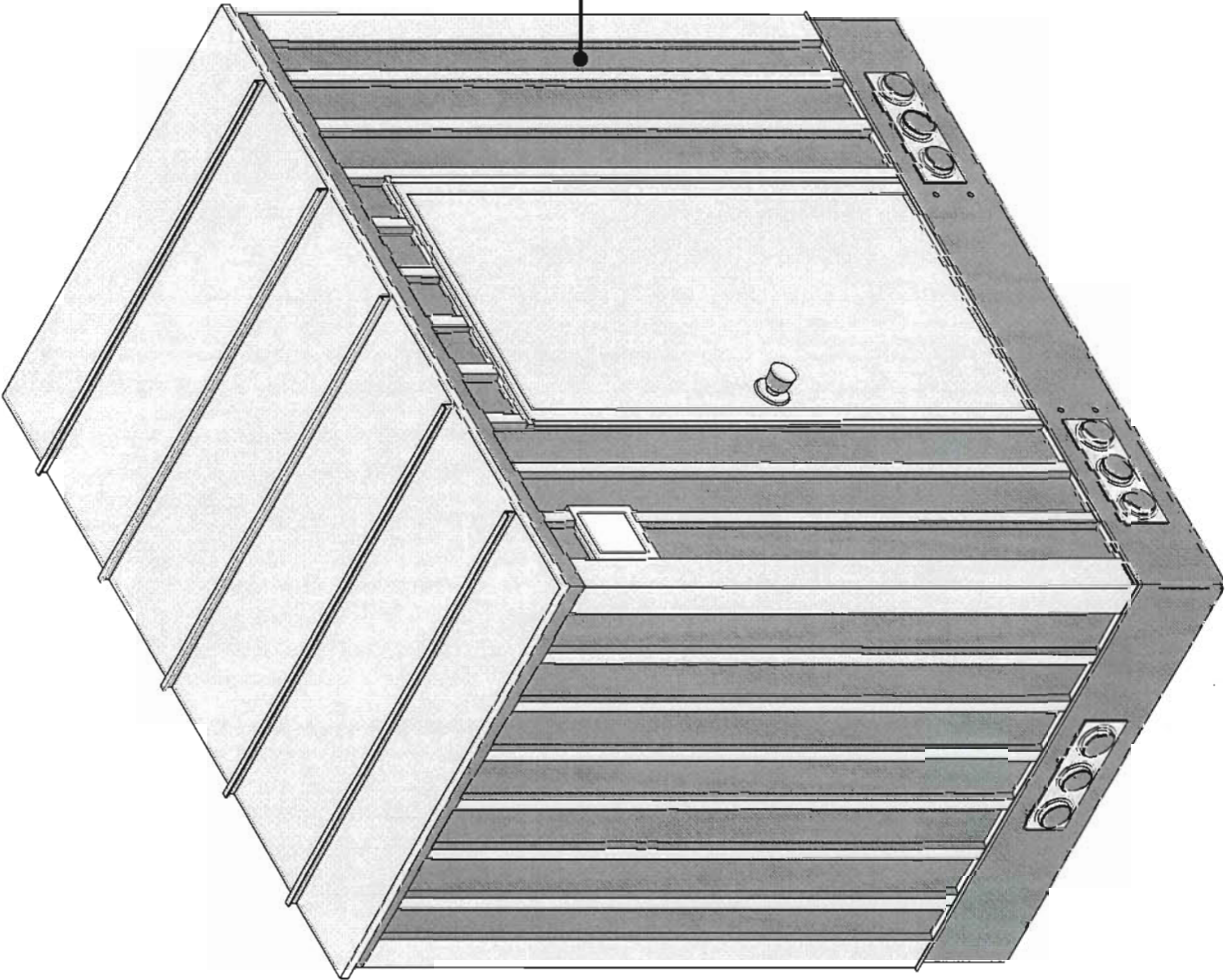
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE  
ACTING UNDER THE DIRECT CONTROL OF A LICENSED PROFESSIONAL  
ENGINEER, TO ALTER THIS DOCUMENT.

SHEET TITLE:	CABINET AND ANTENNA ISOMETRIC
SITE NAME:	WESTMINSTER HWY & NO. 5 RD
SITE ID:	W2637
PROJECT NO:	1304-006-3654
DATE:	AUGUST 27, 2013
SHEET NO:	A-6

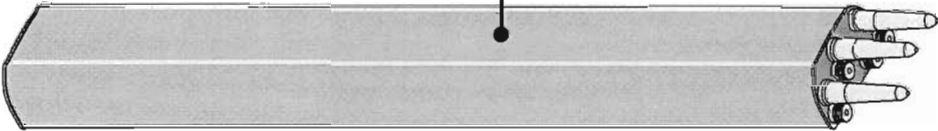
M/W ANTENNA SPECIFICATIONS	
MODEL #	ANT2 0.6m 23 HPX
MANUFACTURER	ERICSSON
MOUNTING BRACKET	INCLUDED (ADJUSTABLE)
DIAMETER	663 mm
DEPTH	350 mm
WEIGHT	13.1 kg W/MOUNT



WALK IN CABINET (WIC) SPECIFICATIONS	
MODEL #	WIC0508
MANUFACTURER	HYBRID BUILDING LOGISTICS
LENGTH	2743 mm
WIDTH	1619 mm
HEIGHT	2413 mm
WEIGHT	EMPTY : 907 kg FULL: 2722 kg (MAX. GROSS WEIGHT)



ANTENNA SPECIFICATIONS	
MODEL #	101-2065/1
MANUFACTURER	KATHREIN
MOUNTING BRACKET	TILT KIT 850 10007
LENGTH	2058 mm
WIDTH	262 mm
DEPTH	149 mm
WEIGHT	27 kg



Plan # 5  
APR 01 2014  
DV 13-627930



# City of Richmond

## Report to Development Permit Panel Planning and Development Department


---

**To:** Development Permit Panel  
**From:** Wayne Craig  
Director of Development  
**Date:** March 31, 2014  
**File:** DV 13-634940  
**Re:** **Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 5311 Cedarbridge Way and 7771 Alderbridge Way**

---

### Staff Recommendation

That a Development Variance Permit be issued which would further vary the provisions of Richmond Zoning Bylaw 8500 to further reduce the visitor parking requirement from 0.15 spaces/unit, as per Development Permit (DP 12-615424), to 0.10 spaces/unit for the development located at 5311 Cedarbridge Way and 7771 Alderbridge Way on a site zoned "High Density Low Rise Apartments (RAH2)".

  
Wayne Craig  
Director of Development

MM:blg

## Staff Report

### Origin

Onni 7731 Alderbridge Holding Corp. has applied to the City of Richmond to further vary the visitor parking requirement to 0.10 spaces/unit from the reduced 0.15 spaces/unit approved under DP 12-615424 for a 659-unit project located at 5311 Cedarbridge Way (formerly 7731 Alderbridge Way) and 7771 Alderbridge Way.

This same proposed visitor parking variance was considered at the July 10, 2013 Development Permit Panel Meeting at which the Panel made the following recommendation:

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

Specifically, the Panel was not prepared to support the application as additional information was requested with regard to visitor parking measurements including utilization of the residential parking spaces in comparable developments studied by the applicant, and on the methodology of the 2012 Metro Vancouver Parking Study. The DP Panel felt that the extent of research conducted by the applicant was insufficient and the third party studies referenced by the applicant were not sufficiently explained by the applicant.

In response to the above Panel discussion and referral, the applicant's consultants have conducted a more detailed parking study to the satisfaction of the Transportation Division as outlined below in the Staff Report.

### Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

### Background

Development surrounding the subject site is as follows:

- To the north, lies a section of New River Road (the former CPR line) which is under construction. Further to the north, one (1) large light industrial building is located on a site zoned “Industrial Business (IB1)”.
- To the south, lies Alderbridge Way; with the former Grimm's meat factory site on the south side of the street. This site was rezoned in July, 2013 (RZ11-593705) from “Industrial Retail (IR1)” to “Residential Limited Commercial (RCL)” to allow for a higher density, mixed-use development.
- To the east, two (2) light industrial/retail buildings are located on a site to the east of an adjacent lane and on a site zoned “Industrial Retail (IR1)”.



- To the west, the Gilbert Road approach to the Dinsmore Bridge forms the north-west boundary of the subject site. The remainder of the site is bounded by the former “V-Tech” building site which is zoned “Industrial Retail (IR1)”.

### **Staff Comments**

The applicant is requesting to further vary the provisions of Richmond Zoning Bylaw 8500 to further relax the visitor parking requirement from 0.15 spaces/unit as approved under DP 12-615434 to 0.10 spaces/unit for the entire development. It should be noted that the visitor parking requirement had been reduced from the required 0.20 spaces/unit to 0.15 spaces/unit under DP 12-615424 as discussed further below.

The proposed development is comprised of two (2) lots; with the Lot 1 and Lot 2 located respectively to the west and east of Cedarbridge Way. Buildings 1 and 2 are located on Lot 1, and Buildings 3 and 4 are located on Lot 2 (see **Attachment 2**).

### *Current Approved Visitor Parking Reduction*

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

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

### *Proposed Additional Visitor Parking Reduction*

The applicant is proposing a further reduction of the required visitor parking from 0.15 spaces/unit approved under DP 12-615424 to 0.10 spaces/unit. The proposed variance results in a further reduction of 36 spaces from 102 spaces visitor parking spaces currently provided under DP 12-615424 leaving a total of 66 spaces being provided. At the same time, the number of resident spaces provided is increased by 30 spaces from 769 spaces under DP 12-615424 to 799 spaces. The addition of 30 resident parking spaces is six (6) less than the reduction of 36 visitor spaces due to structural and building code requirements that have arisen during the building permit process.

It is important to note that the currently approved DP 12-615424 provides for 871 resident and visitor spaces overall and proposed variance provides for 865 spaces overall. In both cases, the total combined overall resident and visitor parking is reduced by less than the 7.5% TDM



reduction allowed in accordance with TDM measures under the initial rezoning which required a total of 845 spaces resident and visitor spaces overall.

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

- Study three (3) additional sites in Richmond within a similar proximity to the Canada Line as the Riva (i.e. 750 m).
- Include four (4) weeks in February and March on Tuesdays, Wednesdays, Fridays and Saturdays being study for the times of day as per original study. The observations were taken every half-hour; instead of hourly as done in the original study.
- Outline in greater detail the 2012 Metro Vancouver Parking Study (i.e. time of day, day of week, unit occupancy, duration of survey, frequency of survey, adjacent surroundings and parking opportunities, etc.).

#### *Summary of Expanded Parking Study*

The expanded parking study included three (3) additional developments comparable to the subject Onni development as follows:

- The Ocean Walk Towers (7535, 7555, 7575 Alderbridge Way) have a similar distance to the Canada Line (Lansdowne Station) as the proposed RIVA site.
- The Golden Leaf Towers (7680, 7700, 7760 Granville Ave.) and Fullerton Towers (9171 Ferndale Rd) are farther away from the Canada Line; by 150 m and 350 m respectively. These two (2) sites are also served by local buses (stops less than 200 m away) that connect to the Canada Line.
- All three (3) developments are a comparable form of residential market housing,
- All three (3) developments have on-street parking available on adjacent streets.

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

Figure 1: Comparable Residential Developments Surveyed

Name of Development	Golden Leaf Towers	Fullerton Towers	Ocean Walk Towers
Development location in Richmond	7680, 7700, 7760 Granville Ave	9171 Ferndale Rd	7535, 7555, 7575 Alderbridge Way
# of low-rise buildings	1	0	2
# of mid-rise buildings	0	5	0
# of high-rise buildings	2	0	4
Type of dwelling units	Market	Market	Market
# of dwelling units <sup>1</sup>	128	148	265
# of occupied dwelling units	All	All	All
# of visitor parking spaces	11	22	33
# of visitor parking spaces reserved for other use	0	6	9
Current visitor parking supply rate	0.09	0.15	0.13
Location of nearby on-street parking	Minoru Blvd	Ferndale Rd	Alderbridge Way
Distance to nearest Canada Line station	~900m	~1,100m	~750m

Figure 2: Survey Methodology

Day of Week	Time of Day	Frequency of Survey	Duration of Survey	Survey conducted on	Total Observations
Tuesday	6:00pm - 9:00pm	every 1/2 hour	1 day	12-Feb-14	21
Wednesday	6:00pm - 9:00pm	every 1/2 hour	1 day	18-Feb-14	21
Friday	6:00pm - 9:00pm	every 1/2 hour	3 days	14, 21, 28-Feb-14	63
Saturday	2:00pm - 8:00pm	every 1/2 hour	3 days	15, 22-Feb-14 and 1-Mar-14	117

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

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

Regarding the above observations, it should be noted that the peak visitor parking demand of 0.07 to 0.10 parking spaces/unit was reached very few times out of the total 222 observations made (e.g. six (6) observed times with a usage rate of 0.09 visitor spaces/unit at the Golden Leaf Towers and one (1) observed time with a usage rate of 0.10 visitor spaces/unit at the Ocean Walk Towers).

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

#### *Metro Vancouver Parking Study*

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

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

*Rationale for Support for Proposed Variance*

With the above-noted additional information generated from the expanded parking study required by City staff, staff support the proposed visitor parking variance for the following reasons:

- 1) *Parking Study Results:* The developer was required to undertake an expanded parking study to identify the potential demand for visitor parking associated with the subject development and to determine if the proposed visitor parking of 0.10 spaces/unit would be adequate in meeting that demand. The parking study submitted by the applicant included a review of three (3) large developments of a similar character. The findings of the applicant's expanded study indicate the highest demand for visitor parking was 0.10 spaces/unit or less in similar developments. The study found that the visitor parking demand for comparable developments studied was generally lower than 0.10 spaces/unit.
- 2) *Metro Vancouver Parking Study:* To supplement these findings, the Richmond-specific results of the 2012 Regional Residential Parking Study prepared by Metro Vancouver were also reviewed. It was concluded that visitor parking supply may be over supplied in most apartment developments.
- 3) *Multiple Parking Garages:* The proposed development includes four (4) separate visitor parking areas for the four (4) buildings. This multiple parking area configuration provides flexibility for visitors to choose alternate visitor parking areas if the visitor parking area within the building being visited is full. To facilitate the use of the multiple garages, a reciprocal easement was required at the time of rezoning and issuance of DP 12-615424 that provides that the visitor parkade entrance intercoms for each building will be interconnected. This shared approach ensures that the 66 visitor parking spaces are available to serve the proposed development.
- 4) *Street Parking:* There will be approximately 33 street parking spaces permitted on the section of Cedarbridge Way between Alderbridge Way and New River Road (the former CPR line) which is to be constructed by the proposed development.
- 5) *Transit Proximity:* The development is also in proximity (10 minute walk) to the Canada Line Lansdowne Station and a number of Translink Frequent Transit Network services; such as the No. 403 and No. 410 bus routes on No. 3 Road. The C94 bus route, connecting the Canada Line and the Oval, also supports visitors using transit.

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

## Conclusions

Staff support the proposed visitor parking variance from the currently approved 0.15 spaces/unit to 0.10 spaces/unit for the subject development given: the findings of the expanded, more detailed parking study for the development and the findings of the 2012 Metro Vancouver Residential Parking Study; the interconnected parkade intercoms that provide flexibility in the overall use of the four (4) visitor parking areas; proximity to transit; and the TDM measures which include the provision of the electric vehicle plug-ins and contribution of the Gilbert Road pedestrian/cycling facilities.



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

MM:blg

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

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



# City of Richmond

## Development Variance Permit

**No. DV 13-634940**

To the Holder: ONNI 7731 ALDERBRIDGE HOLDING CORP.  
Property Address: 5311 CEDARBRIDGE WAY & 7771 ALDERBRIDGE WAY  
Address: C/O ERIC HUGHES  
# 300 - 550 ROBSON STREET  
VANCOUVER, BC V6B 2B7

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to relax the visitor parking requirement from 0.15 spaces/unit, as per DP 12-615424, to 0.10 spaces/unit for the entire development and each of the visitor parking areas for each of the four (4) buildings within the development.
4. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

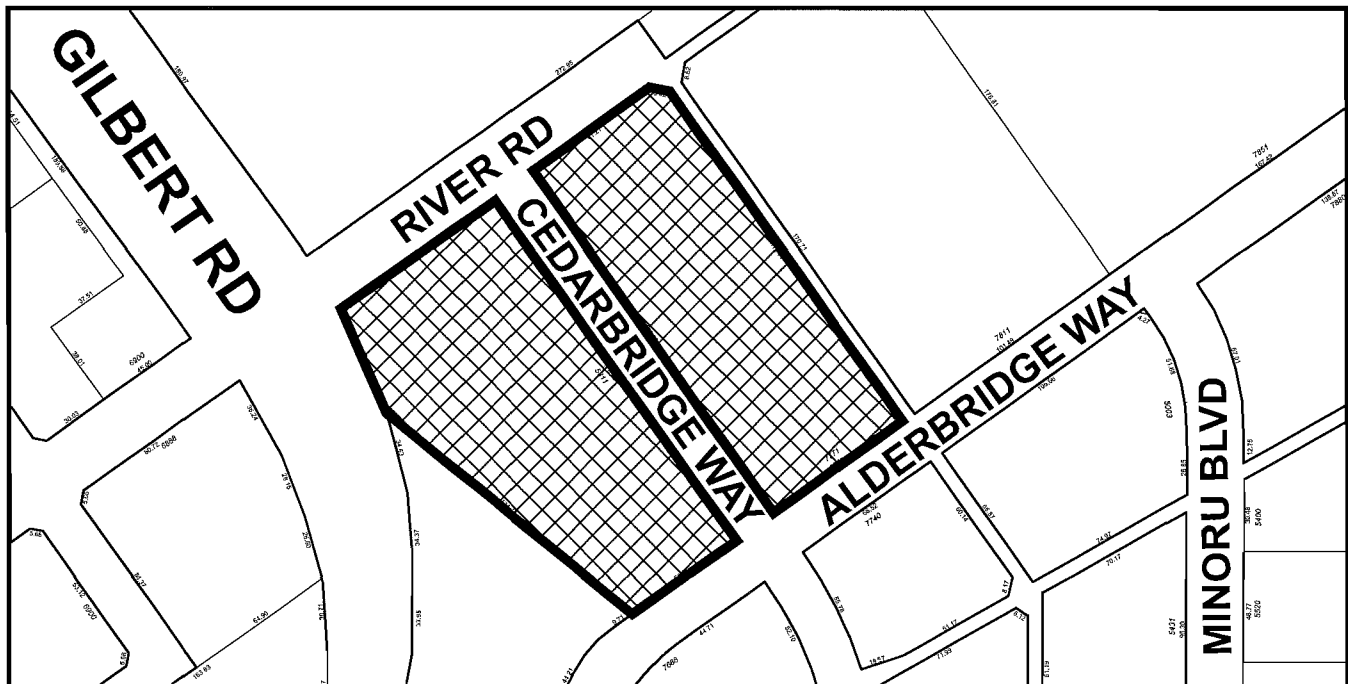
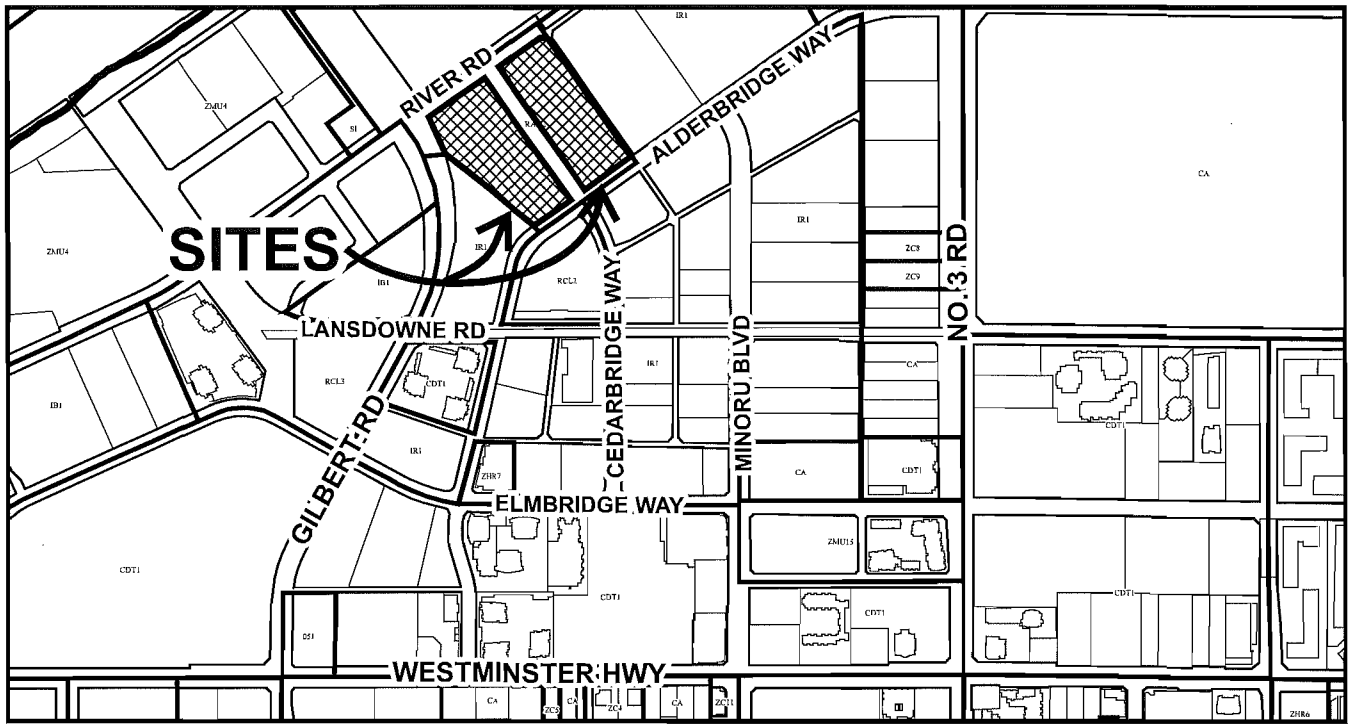
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR



# City of Richmond



DV 13-634940  
SCHEDULE "A"

Original Date: 03/26/14

Revision Date:

Note: Dimensions are in METRES





**DV 13-634940**

**Attachment 1**

Address: 5311 Cedarbridge Way & 7771 Alderbridge Way

Applicant: Onni 7731 Alderbridge Holding Corp.

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

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

Floor Area Gross: 58,406 m<sup>2</sup> Floor Area Net: 57,425 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	25,175 m <sup>2</sup> for Lots 1 & 2 28,713 m <sup>2</sup> incl. Cedarbridge Way	25,175 m <sup>2</sup> for Lots 1 & 2 28,713 m <sup>2</sup> incl. Cedarbridge Way
<b>Land Uses:</b>	Multi-Family Residential – Lot 1 Light Industrial – Lot 2	Multi-Family Residential – Lots 1 & 2
<b>OCP Designation:</b>	Mixed-Use	Mixed-Use
<b>Zoning:</b>	High Density Low Rise Apartments (RAH2)	High Density Low Rise Apartments (RAH2)
<b>Number of Units:</b>	659	659

	Bylaw Requirement With DP 12-615424 Variance	Proposed Development	Variance
Lot Size (Min.)	<ul style="list-style-type: none"> <li>2,400 m<sup>2</sup> (25,833 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>Lot 1: 13,288 m<sup>2</sup> (143,040 ft<sup>2</sup>)</li> <li>Lot 2: 11,885 m<sup>2</sup> (127,937 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Lot Coverage (Max.)	<ul style="list-style-type: none"> <li>60% for buildings</li> <li>80% for building and non porous surfaces</li> </ul>	<ul style="list-style-type: none"> <li>Lot 1: building footprint: 45% non-porous surfaces: 69.5%</li> <li>Lot 2: building footprint: 45% non-porous surface: 70.3%</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
FAR	<ul style="list-style-type: none"> <li>2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units.</li> </ul>	<ul style="list-style-type: none"> <li>2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Habitable Floor Elevation (Min.)	<ul style="list-style-type: none"> <li>Residential: 2.9 m geodetic</li> </ul>	<ul style="list-style-type: none"> <li>Residential: 4.064 m geodetic</li> <li>Local exception permitted for one (1) lobby per building.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Height (Max.)	<ul style="list-style-type: none"> <li>25 m, but with specific areas allowing up to 35 m as outlined in CCAP.</li> </ul>	<ul style="list-style-type: none"> <li>Varies, but less than 25 m above finished grade in all cases.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>

	Bylaw Requirement With DP 12-615424 Variance	Proposed Development		Variance
Setbacks (Min.)	a) 3.0m @ Alderbridge P/L b) 1.5m @ East Lane P/L c) 3.0m @ River Road P/L d) 3.0m @ Cedarbridge P/L e) 3.0m @ Gilbert P/L f) 1.5m @ West Side P/L	a) 4.8 m for Building 1 and 5.3 m Building 4 @ Alderbridge from PROP b) 0.0m @ East Lane P/L for parkade c) 3.0m @ River Road P/L d) 0.0m @ Cedarbridge Way P/L for parkade e) 0.0m @ Gilbert Road P/L f) 0.0m @ West Side P/L for parkade  Based on setback to PROP/SROW on Alderbridge Way; setbacks from the actual property lines are greater.		None under this application. Previous variance under DP 12-615424
Off-Street Parking	Lots 1 & 2 (Bldgs1-4) Resident: 746 (small car: 50%) Visitors: 99 (w/ 0.15/unit rate) <u>Total: 845 (w/ 7.5% TDM)</u>	Previously Proposed DP12-615424 Lots 1 & 2 (Bldgs1-4) Resident: 769 (small car: 45.5%) Visitors: 102 <u>Total: 871</u>	Currently Proposed DV13-634940 Lots 1 & 2 (Bldgs1-4) Resident: 799 (small car: 46.5%) Visitors: 66 <u>Total: 865</u>	To further vary the visitor parking required from 0.15 (as per DP 12-615424) to 0.10 space/unit or from 99 to 66 visitor spaces.
Bicycle Parking	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> <li>Resident (1.25/unit): 425</li> <li>Visitor (0.2/unit): 68</li> </ul> <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> <li>Resident (1.25/unit): 425</li> <li>Visitor (0.2/unit): 68</li> </ul>	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> <li>Resident (1.25/unit): 399</li> <li>Visitor (0.2/unit): 68</li> </ul> <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> <li>Resident (1.25/unit): 436</li> <li>Visitor (0.2/unit): 64</li> </ul>		<ul style="list-style-type: none"> <li>None</li> </ul>
Loading	<ul style="list-style-type: none"> <li>2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site.</li> </ul>	<ul style="list-style-type: none"> <li>Required 4 SU9 loading spaces with 1 provided for each of the four buildings.</li> </ul>		None under this application. Previous variance under DP 12-615424



	East Lot	
Total units	319	
Residential market	288	1.20
Attractable housing	31	0.30
Sub total	319	1.50
		1.50
Visitors	48	0.20
Total Parking stalls	437	1.80

[illegible]

NO.	DATE	REMARKS
314		ISSUED FOR CONSTRUCTION JANUARY 2007 - Ongoing
315		ISSUED FOR CONSTRUCTION

APARTMENT DEVELOPMENT

**RIVA**  
7731 ALDENBURGE WAY  
RICHMOND, B.C.

Yamamoto  
Architecture Inc.

7854 Ash Street, N.W., B.C.  
V6N 1A1 Tel: 604-735-1127 Fax: 604-311-1127

XXXXXXXXXX TITLE

OVERALL PARKING PLAN

SCALE	1" = 16'-0"	SHEET NO.	A1.02	PROJECT NO.	1184
DATE	FEB. 23, 2018				
DRAWN					
CHECKED					



City of  
Richmond

**Report to Development Permit Panel**  
Planning and Development Department

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**To:** Development Permit Panel

**Date:** March 25, 2014

**From:** Wayne Craig  
Director of Development

**File:** DP 14-658462

**Re:** Application by Robert Ciccozzi Architecture Inc. for a Development Permit at  
7688 Alderbridge Way

---

**Staff Recommendation**

That a Development Permit be issued to supplement approved DP 12-626615 by permitting construction of a larger amenity building and associated landscaping alterations, than approved under DP 12-626615. All other aspects of the proposed development shall be in compliance with DP 12-626615.

  
Wayne Craig  
Director of Development

MM:blg  
Att.



## Staff Report

### Origin

Robert Ciccozzi Architecture has applied to the City of Richmond for permission to supplement a previously approved development permit (DP 12-626615) for the development located at 7688 Alderbridge Way. This DP is to permit the construction of a larger indoor amenity building and associated alterations to the podium landscaping. This revision would increase the total amenity building size by approximately 196.4 m<sup>2</sup> (2,115 ft<sup>2</sup>) to a total indoor area of 650.7 m<sup>2</sup> (7,005 ft<sup>2</sup>). All other aspects of the development shall conform to approved DP 12-626615.

Currently, this 0.883 ha (2.18 acre) development site, bounded by Lansdowne Road, Alderbridge Way and Cedarbridge Way is vacant and awaiting commencement of construction of the approved development which includes 237 residential units and 405 m<sup>2</sup> (4,365 ft<sup>2</sup>) commercial space under DP 12-626615.

The site was rezoned from “Industrial Retail (IR1)” to “Residential/Limited Commercial (RCL2)” under Bylaw 8946 (RZ 11-593705) as adopted by Council on July 22, 2013.

### Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

### Background

Development surrounding the subject site is as follows:

To the North: Across Alderbridge Way, there is a mix of older warehouses and light industrial uses. Most recently, a rezoning application by Onni Construction Ltd. at 7731 and 7771 Alderbridge Way (RZ 11-585209) has been approved to rezone that site to “High Density Low Rise Apartments (RAH2)” to allow for the construction of four (4) six-storey, wood-frame buildings containing 659 dwellings.

To the West: Also across Alderbridge Way, as it curves north-east, the former “V-Tech” light industrial building is located on a site zoned “Industrial Retail (IR1).”

To the East: Across Cedarbridge Way, there are light industrial, office and retail uses on sites zoned “Industrial Retail (IR1)”; with one (1) site which is under a rezoning application for a 160-unit development at 5600 Cedarbridge Way (RZ 12-620370).

To the South: Across the narrow, half-width section of Lansdowne Road, there is a site with car storage, light industrial, office and retail uses zoned “Industrial Retail (IR1).”

**Staff Comments**

The proposed design attached to this report has satisfactorily addressed the urban design issues and other staff comments identified during the Development Permit review process. In addition, it complies with the intent of the “Mixed Use” designation of the City’s Official Community Plan (OCP) and the “Urban Centre T5 (25 m)” designation within the City Centre Area Plan (CCAP).

**Zoning Compliance/Variances**

No variances are being considered as part of this application to revise and expand the development’s amenity building.

**Analysis*****Conditions of Adjacency***

The proposed revisions to the amenity building located on top of the two (2) storey podium above and adjacent to Lansdowne Road to the south. The CCAP designates a 10 m (33ft.) wide strip of land for a linear park within the development site that extends along the adjacent Lansdowne Road frontage from No. 3 Road to Elmbridge Way. Of note, the subject development will include the creation of the first phase of this linear park.

Given the location of the small amenity building addition within the development, the other conditions of adjacency are associated with the adjacent buildings and the podium within the development as discussed below under *Urban Design and Site Planning*.

***Urban Design and Site Planning***

The approved development includes with three (3) relatively low towers sited to anchor each corner of the site that occupies a full triangular block. These towers are located on top of a podium that includes the two (2) storey parkade surrounded by townhouses and a small retail space located at street level. As shown on the attached design drawings, the following adjacent parts of the approved development surround the revised amenity building.

***Two (2) Towers Anchoring the Corners of the Site on Lansdowne Road***

- Building A located at the south-west corner of the site at the intersection of Lansdowne Road and Alderbridge Way rises eight (8) storeys above street level and is located approximately 9.9 m (33 ft.) from the west side of the amenity building at podium level.
- Building C, located at the south-east corner of the site, at the intersection of Lansdowne Road and Cedarbridge Way, includes a wider, seven (7) floor building and is located approximately 8.0 m (26 ft.) from the east side of the amenity building at podium level.

***Lansdowne Linear Park Frontage***

The revised amenity building lies between Buildings A and C on the south side of the podium above the proposed Lansdowne Linear Park at street level as shown on the attached design drawings.



The gap between Buildings A and C forms a focus point at street level on the development's south facade with a quieter green environment and a two (2) storey high green wall with waterfall street level. The amenity building located on the podium two (2) storeys above street level is viewable from this section of Lansdowne Road and the Linear Park.

### ***Architectural Form and Character of Revised Amenity Building***

The proposed re-oriented and expanded two (2) storey amenity building has a similar architectural style and form consistent with the original two (2) storey amenity building approved under DP 12-626615. The proposed expansion of the two-storey amenity building will include the following elements.

- The outdoor pool, hot tub and surrounding patio area will be enclosed within the enlarged amenity building. With the reorientation of the building, these former outdoor elements have been shifted from the east side of the amenity building to the north side of the amenity building; which also moves them approximately 1.0 m (3.3 ft.) further away from the patios of the units in Building A.
- The second storey roof deck on the amenity building remains at approximately the same size at 10 m (33 ft.) x 10 m (33 ft.).

### ***Podium Landscape and Open Space Design***

The podium level remains largely unchanged with the exception of minor changes to landscape immediately around the amenity building. Major existing landscape features near the amenity building on the podium include:

- The patio with barbeque, outdoor kitchen and outdoor seating area to the south of the amenity building has been slightly re-oriented and metal trellis with climbing plants has been added adjacent to the south side of the amenity building.
- The water feature to the south of the amenity building has been slightly expanded while an orchard has been added in the space immediately to the east of the amenity building.
- While, the curved metal roof taupe roof remains the defining feature of the building, there have been changes to the windows, brickwork and metal panel configuration. Also, the colour of some of the metal panels has been changed from Maple Sugar yellow to grey.

### ***On-Site Vehicle Parking and Loading***

The revised amenity building does not resultant any additional on-site parking or loading requirements.

**Conclusions**

The proposed development permit to accommodate the amenity building expansion is consistent with the OCP and CCAP Development Permit Area guidelines and land-use policies as well as the RCL2 zoning.

In particular, the proposed revisions to the amenity building are generally consistent with the architectural style and form of the amenity building approved in Development Permit (DP 12-626615).

Also, the proposed expansion to the amenity building to enclose the current outdoor pool allows for year round use of the pool.

On this basis, staff supports issuance of the Development Permit for this relatively minor revision to the amenity building.



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

MM:blg

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

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



**DP 14-658462**

**Attachment 1**

Address: 7688 Alderbridge Way

Applicant: Robert Ciccozzi Architecture Inc. Owner: Amacon (Alderbridge) Development Corp.

Planning Area(s): City Centre – Lansdowne Village

Floor Area Gross: 19,906 m<sup>2</sup> (Under DP12-626615) plus Floor Area Net: 19,883 m<sup>2</sup> (Under DP12-626615)

	Existing	Proposed	
<b>Site Area:</b>	8,829.9 m <sup>2</sup> net area	8,829.9 m <sup>2</sup> development lot area (9,942 m <sup>2</sup> incl. park for FAR calc as per adopted Bylaw 8946)	
<b>Land Uses:</b>	Mixed-Use Commercial / Residential	Mixed-Use Commercial / Residential	
<b>OCP / CCAP Designation:</b>	Mixed-Use / Urban Centre T5 (25 m)	Mixed-Use / Urban Centre T5 (25 m)	
<b>Zoning:</b>	"Residential/Limited Commercial (RCL2)"	"Residential/Limited Commercial (RCL2)"	
<b>Number of Units:</b>	237	237	
	Bylaw Requirement	Proposed Under Previous DP12-626615	Variance
Floor Area Ratio:	2.0	2.0	none permitted
Lot Coverage:	Max. 90%	45.4%	none
Setback–Front Yard - Lansdowne:	Min. 3.0 m	3.0 m	none
Setback–Side Yard - Alderbridge:	Min. 3.0 m	4.33 m	none
Setback–Side Yard - Cedarbridge:	Min. 3.0 m	3.0 m	none
Height (m):	Max. 35 m	34.62 m	none
Lot Size:	2,400 m <sup>2</sup>	8,829.9 m <sup>2</sup>	none
Off-street Parking Spaces – Regular/Commercial:	241 spaces for 225 market residence; 11 spaces for 14 affordable units, and 43 visitor spaces with 19 shared commercial spaces with the 10%TDM reduction	241 spaces for 225 market residence; 11 spaces for 14 affordable units, and 43 visitor spaces with 19 shared commercial spaces with the 10%TDM reduction	Variance for commercial parking aisle from 7.5 m to 6.7 m previously issued under DP
Off-street Parking Spaces – Accessible:	2% (6)	2% (6)	none
Total off-street Spaces:	295	295	none
Tandem Parking Spaces	50%	N/A	none
Amenity Space – Indoor:	Min. 474 m <sup>2</sup>	651 m <sup>2</sup>	none
Amenity Space – Outdoor:	Min. 2296 m <sup>2</sup>	3,996 m <sup>2</sup>	none



No. DP 14-658462

To the Holder: ROBERT CICCOTZI ARCHITECTURE INC.

Property Address: 7688 ALDERBRIDGE WAY

Address: C/O SHANNON SEEFELDT  
SUITE 200 - 2339 COLUMBIA STREET  
VANCOUVER, BC V5Y 3Y3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; and landscaping and screening shall be constructed generally in accordance with Plans # DP 14-658462-1 to # DP 14-658462-11 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$813,320 (secured under the previous DP 12-626615) to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

## Development Permit

No. DP 14-658462

To the Holder: ROBERT CICCOTZI ARCHITECTURE INC.

Property Address: 7688 ALDERBRIDGE WAY

Address: C/O SHANNON SEEFELDT  
SUITE 200 - 2339 COLUMBIA STREET  
VANCOUVER, BC V5Y 3Y3

---

7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

ISSUED BY THE COUNCIL THE

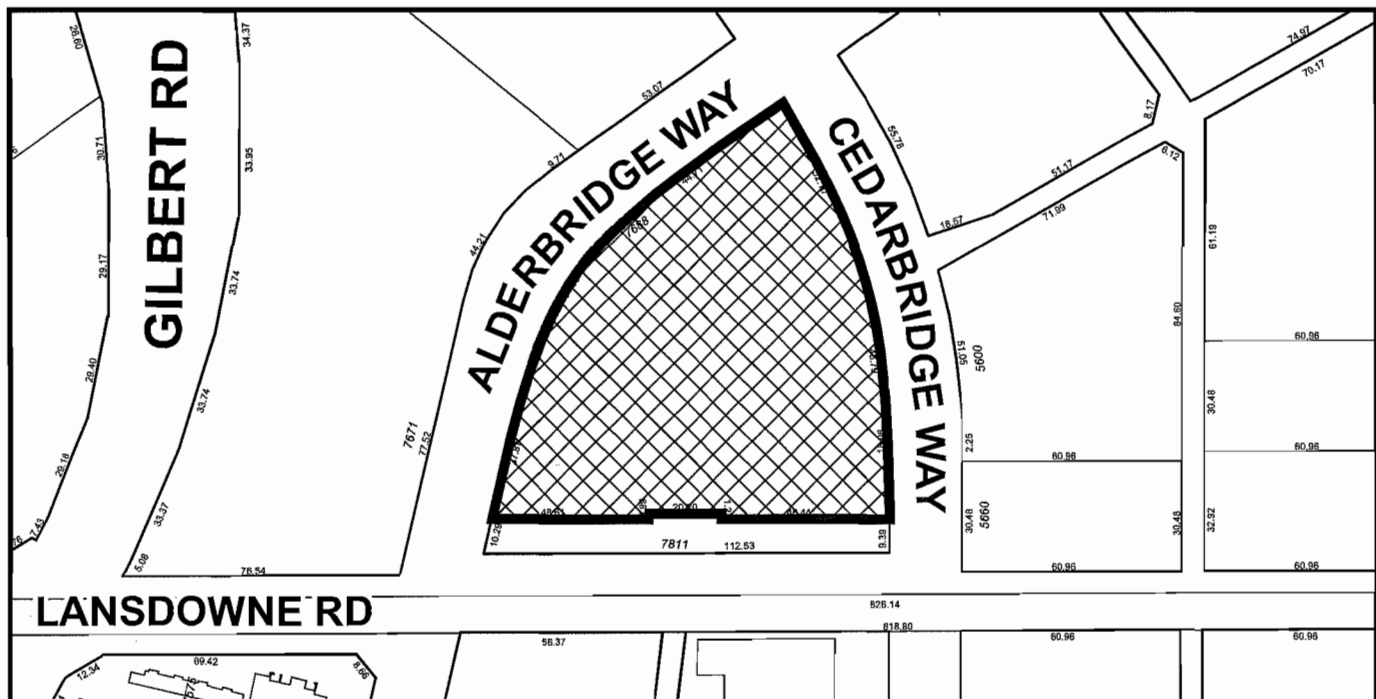
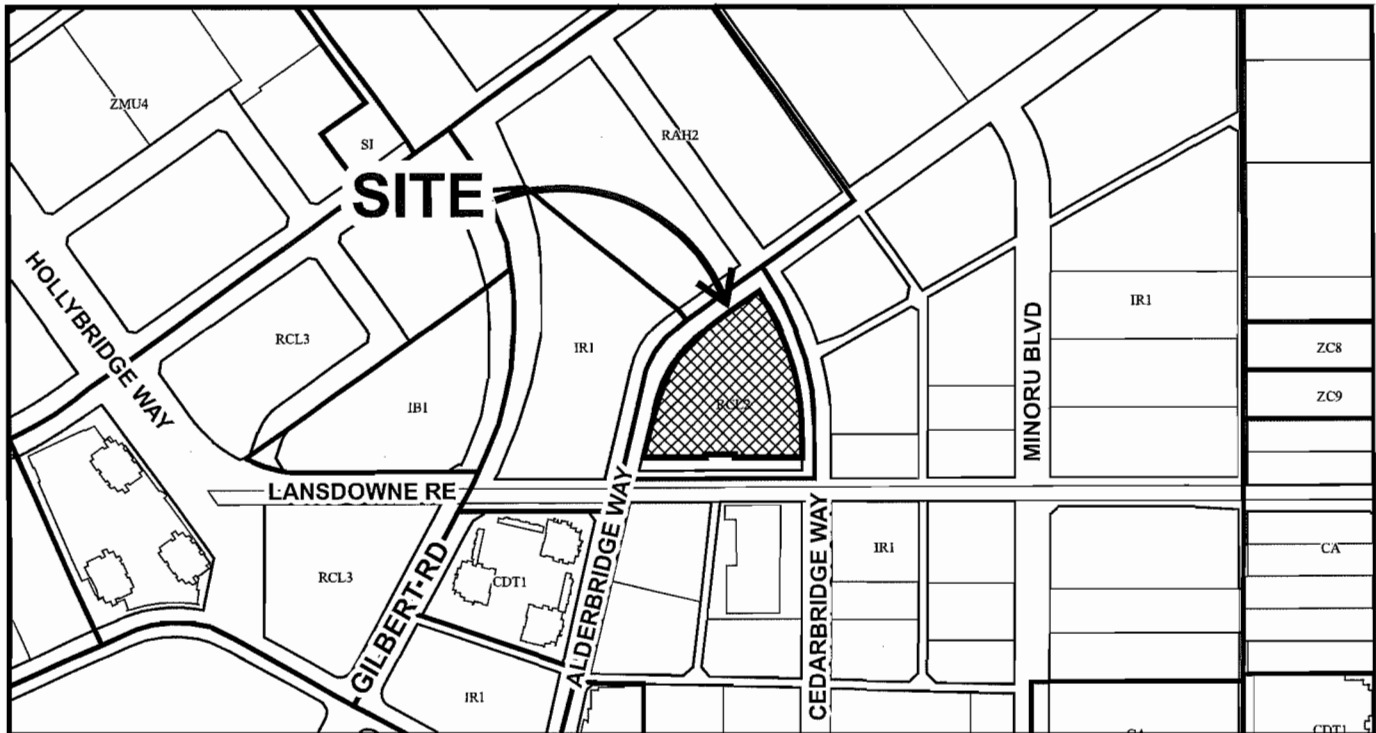
DELIVERED THIS DAY OF , .

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MAYOR



# City of Richmond



DP 14-658462  
SCHEDULE "A"

Original Date: 03/21/14

Revised Date:

Note: Dimensions are in METRES





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

LEVEL 3  
(PODIUM) PLAN

DATE: 03/27/14  
DRAWN: J. L. LEE  
CHECKED: J. L. LEE  
APPROVED: J. L. LEE

TEMPO  
7888 Aldersgate Way  
Baltimore, MD

AMACON

RCA  
Robert Glazoff Architects Inc.  
200 - 2338 Columbia Street  
Vancouver, BC V6H 2Y4  
Canada V6J 3T3  
Tel: (604) 687-4441  
Fax: (604) 687-4441  
info@robertglazoff.com



REVISIONS:  
No. Description  
1. Initial Design  
2. Final Design  
3. Construction Documents

DATE: 03/27/14  
DRAWN: J. L. LEE  
CHECKED: J. L. LEE  
APPROVED: J. L. LEE

DP 14-658462-1



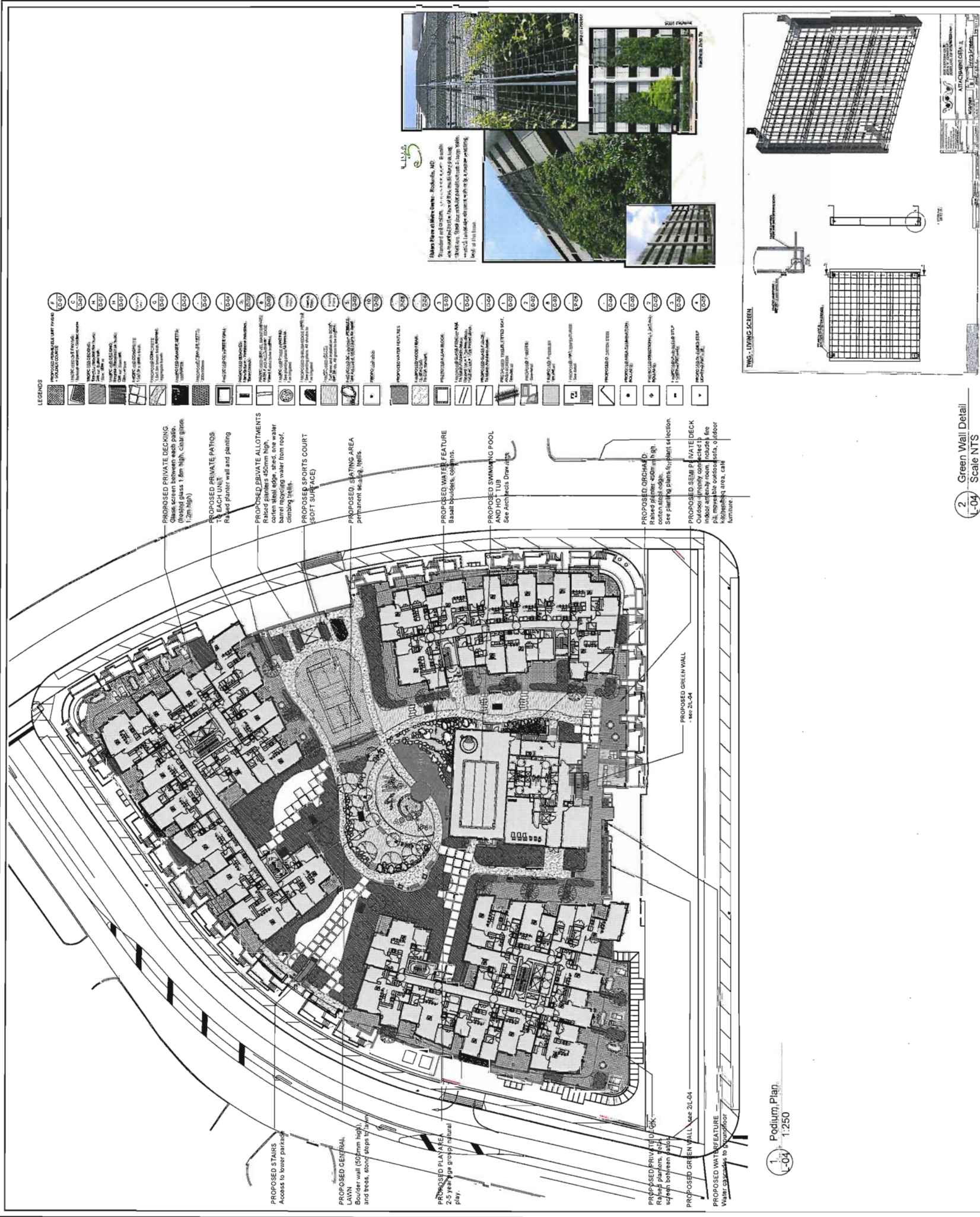
[illegible]

Project:  
TEMPO

BP  
SUBMISSION

Location:  
7680 & 7720 ALDERBRIDGE WAY  
RICHMOND, BC  
V6X 2A2

Drawn:	S/R T/D	Approved: M/VZCZ	Original Sent Date: 23-10-2012 (Continued on the next page) (Do not transfer a page) (Transfer pages in order) (Do not attach photographs or other records not intended for the chain of command)
Checked:	M/P		
Signed: 			
Scale: 1/250			



1  
L-04 Podium, Plan 1:250

2  
L-04



NOT TO SCALE

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FOR THE PROJECT AND TO COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS

ANY CHANGES TO THIS DOCUMENT MUST BE APPROVED BY THE ARCHITECT

REVISION:

NO.	DATE	DESCRIPTION
1	10/10/2014	ISSUED FOR PERMITTING

DATE:

10/10/2014

PROJECT:

1558 Alderside Way

Richmond, B.C.

CLIENT:

TEMPO

ARCHITECT:

RCA

DESIGNER:

Robert Clouston Architecture Inc.

LOCATION:

1558 Alderside Way

Richmond, B.C.

DATE:

10/10/2014



**RCA**

Robert Clouston Architecture Inc.

200 - 2339 Columbia Street

Richmond, B.C. V6V 1Y7

Canada V6V 1Y7

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Fax: (604) 271-4411

admin@rcaarchitect.com

**AMACON**

PROJECT:

1558 Alderside Way

Richmond, B.C.

CLIENT:

TEMPO

ARCHITECT:

RCA

DESIGNER:

Robert Clouston Architecture Inc.

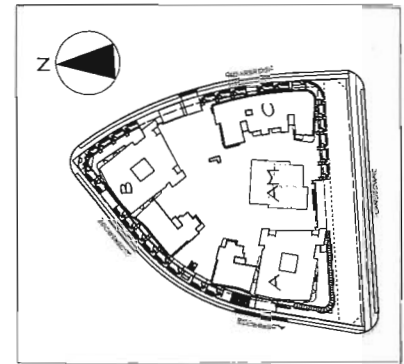
LOCATION:

1558 Alderside Way

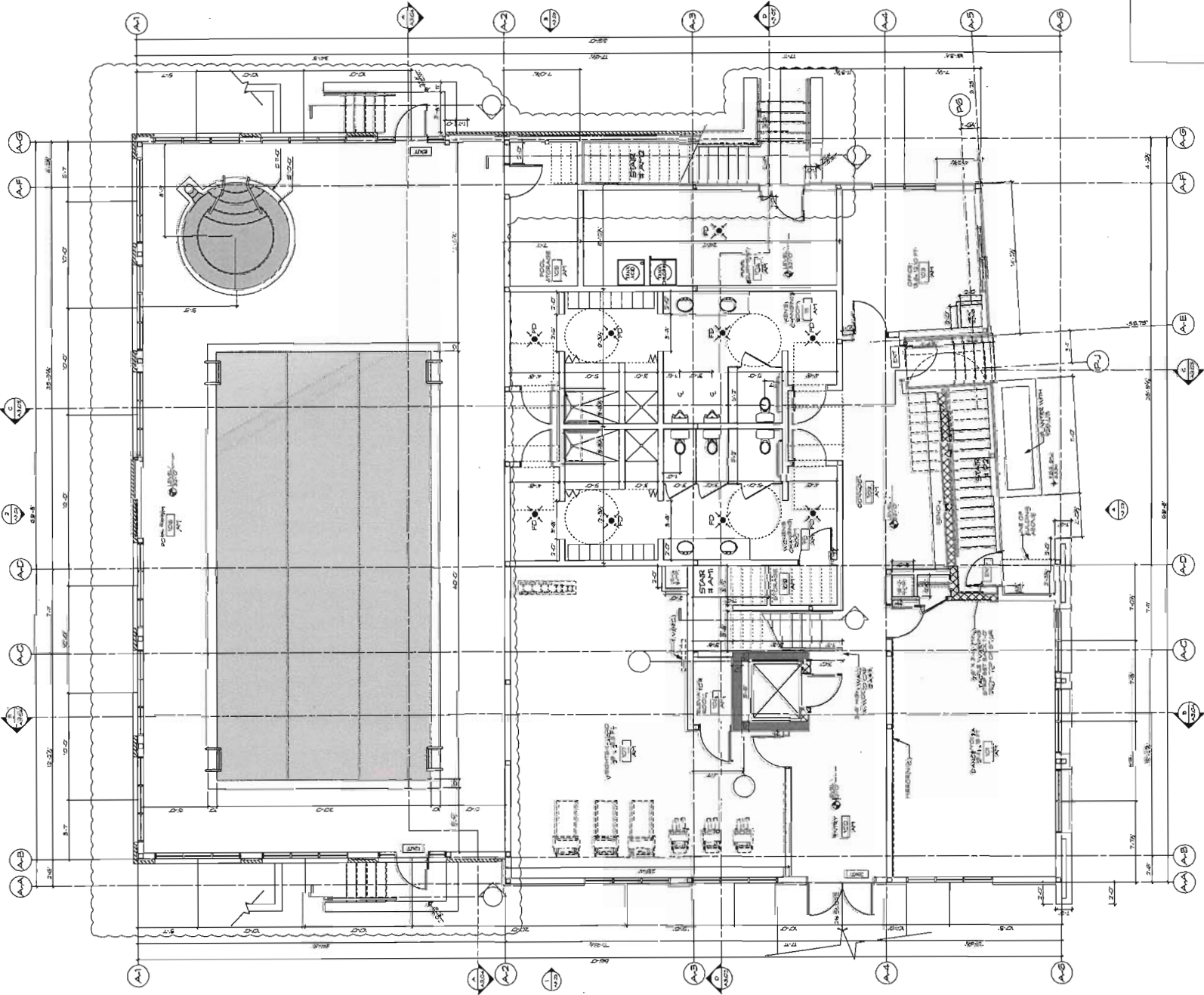
Richmond, B.C.

DATE:

10/10/2014

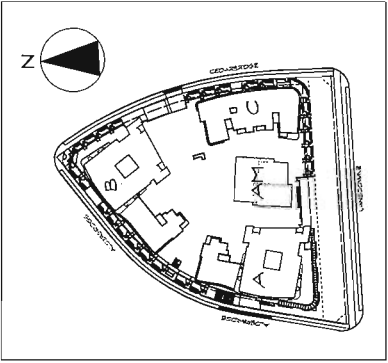
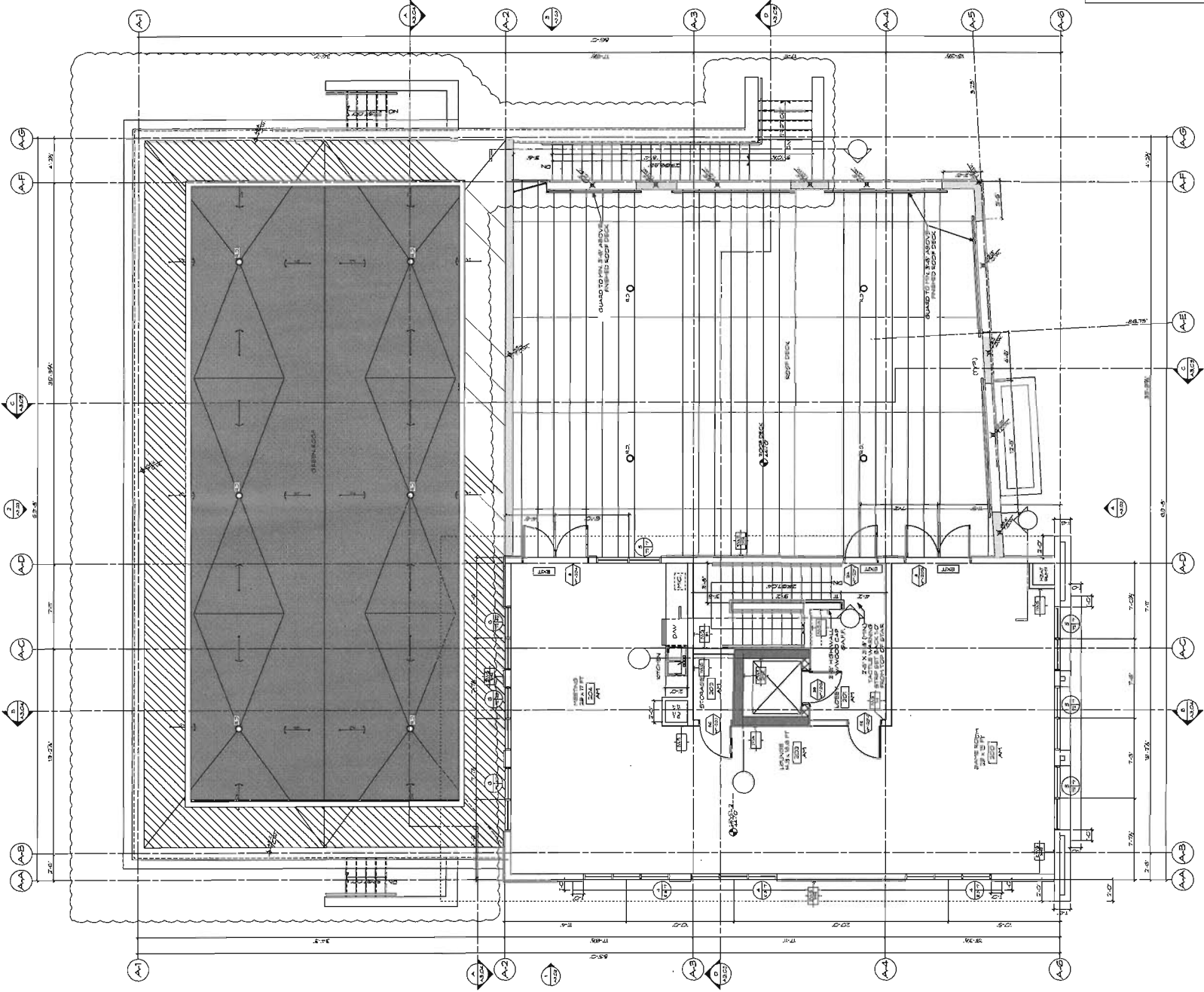


LEVEL 1 AREA = 5439 SQ FT  
LEVEL 2 AREA = 1565 SQ FT  
TOTAL AREA = 7004 SQ FT



1. AMENITY PLAN - LEVEL 1

2 AVENITY PLAN - LEVEL 2  
SCALE: 1/4" = 1'-0"



TEMPO  
7808 Alameda Way  
Beverly Hills, CA

DATE: 10/10/07  
PROJECT: 14-658462-4  
SHEET: 2  
PLAN - LEVEL 2

DATE: 10/10/07  
SHEET: 2  
PLAN - LEVEL 2

AMACON

RCA  
Robert Conrad Architects Inc.  
200 - 2338 Columbia Street  
Columbus, OH 43214  
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admin@rcaarchitects.com

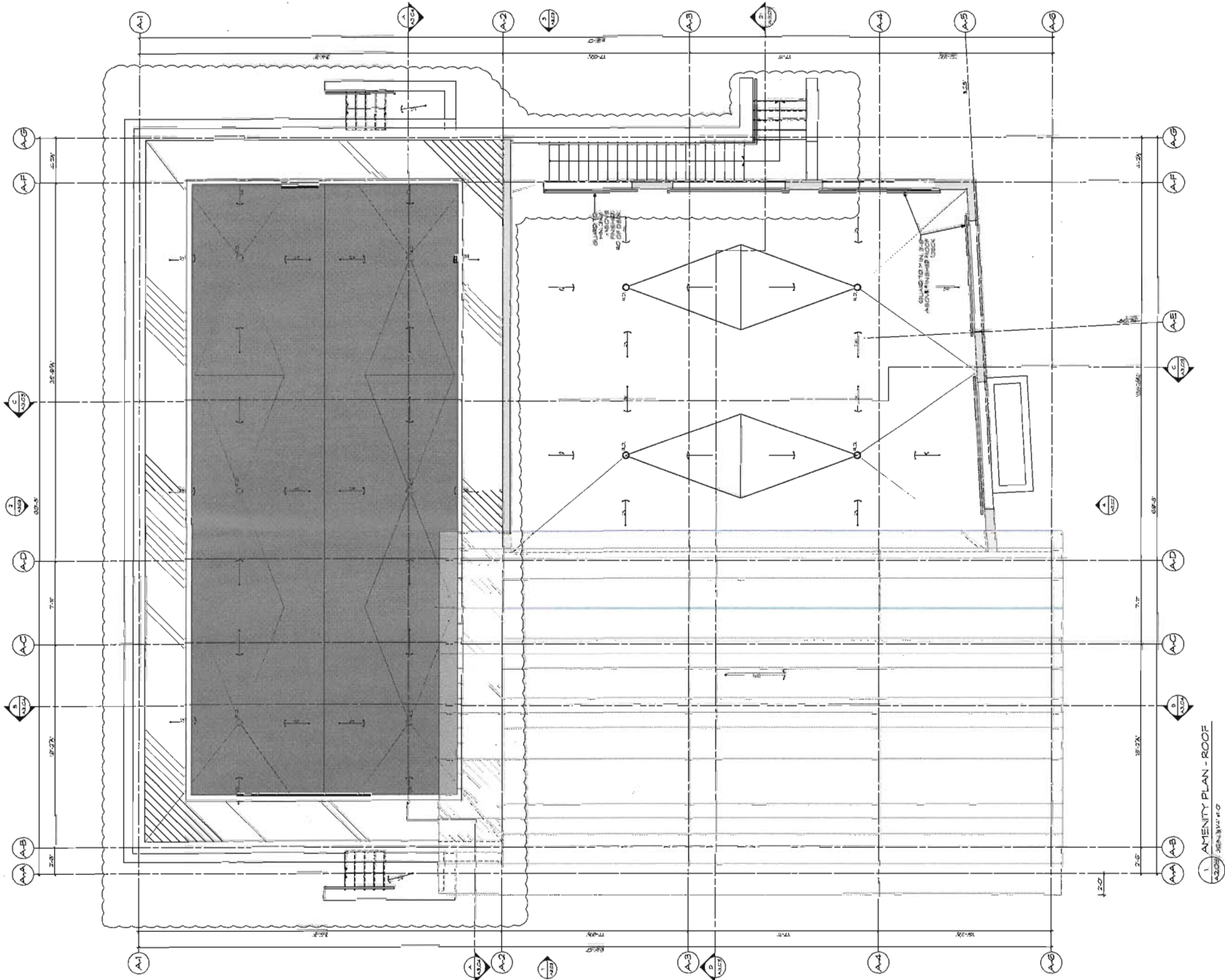


NOTES:  
1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.  
2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.  
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10. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.

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REVISIONS

NO.	DATE	DESCRIPTION
1	10/1/2011	ISSUED FOR PERMITTING
2	10/1/2011	ISSUED FOR PERMITTING
3	10/1/2011	ISSUED FOR PERMITTING
4	10/1/2011	ISSUED FOR PERMITTING
5	10/1/2011	ISSUED FOR PERMITTING
6	10/1/2011	ISSUED FOR PERMITTING
7	10/1/2011	ISSUED FOR PERMITTING
8	10/1/2011	ISSUED FOR PERMITTING
9	10/1/2011	ISSUED FOR PERMITTING
10	10/1/2011	ISSUED FOR PERMITTING



1. ANTENITY PLAN - ROOF  
10/1/2011



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admin@robertclizard.com

**AMACON**

**TEMPO**  
7653 Adelaide Ave  
Richmond, B.C.

NO.	1	2
DATE	10/1/2011	10/1/2011
BY	10/1/2011	10/1/2011

**PLAN - ROOF**  
A3.02

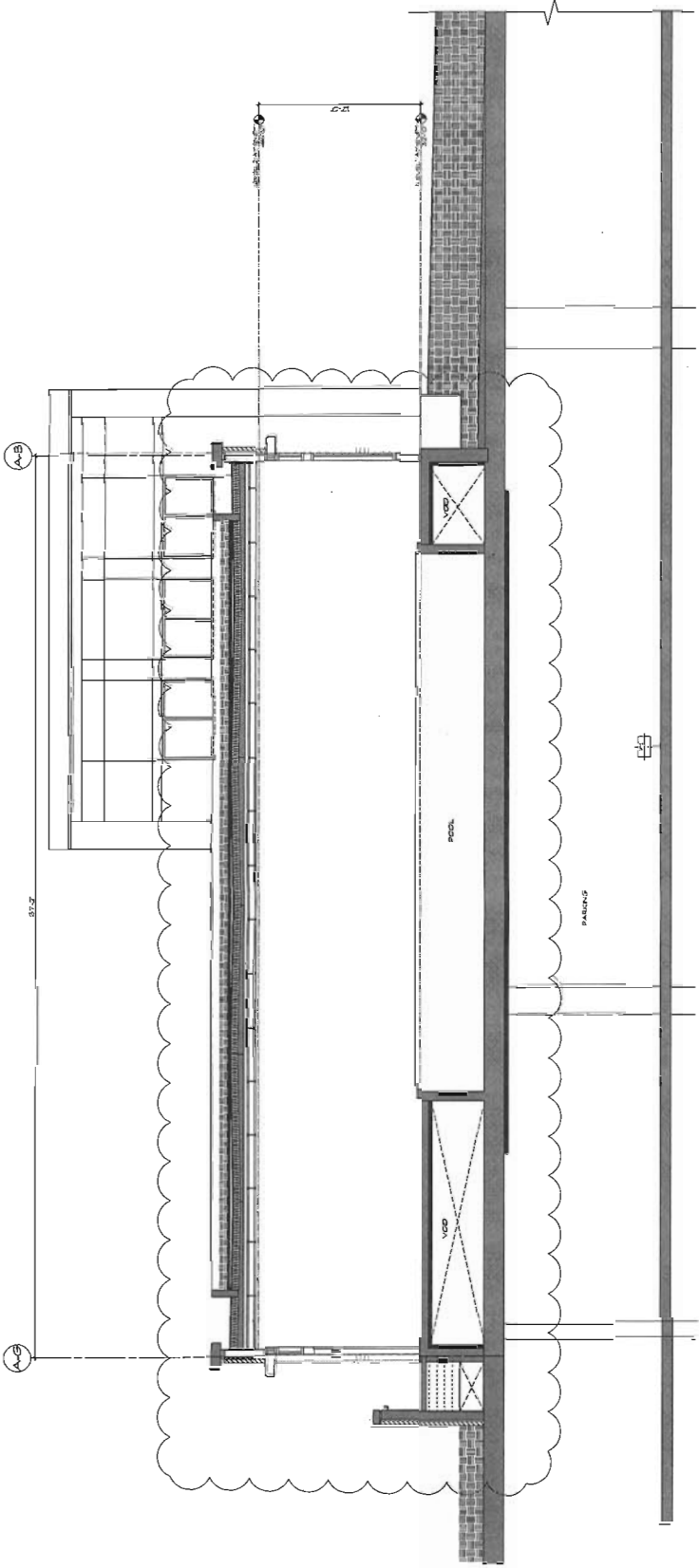




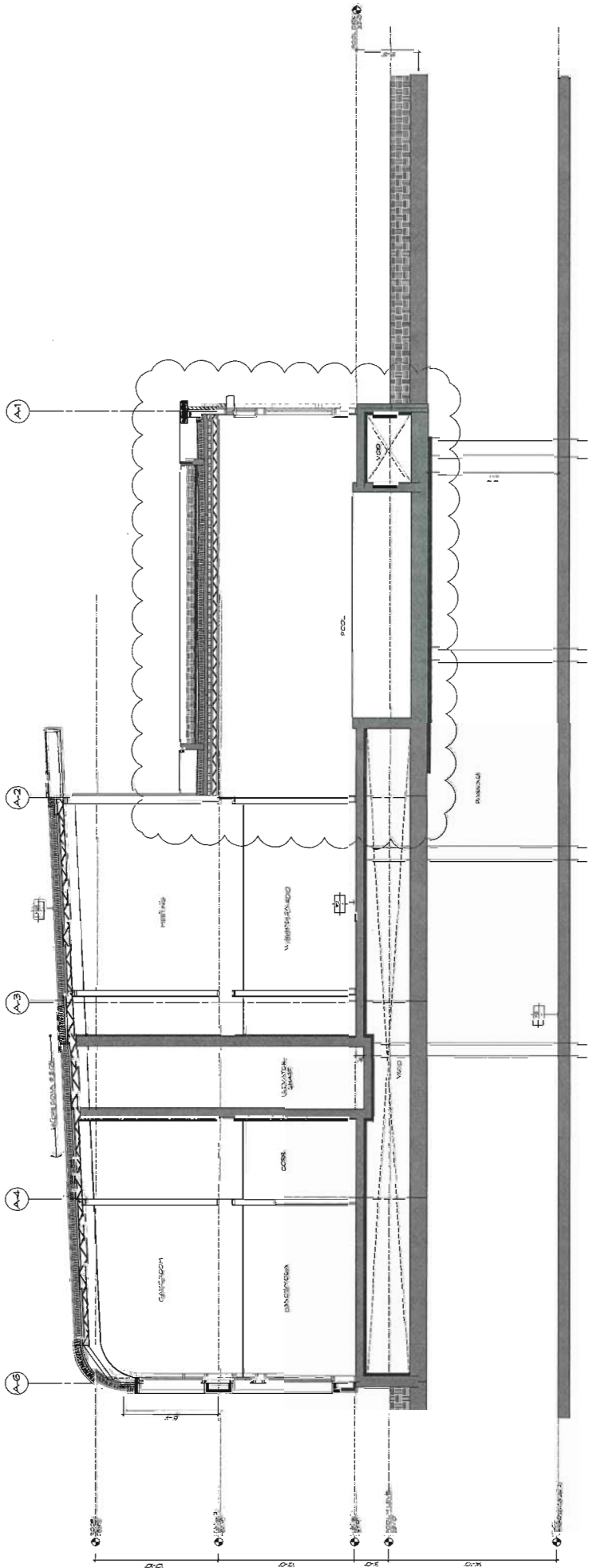


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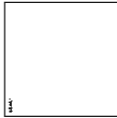
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SHEET: 14-658462-7  
DATE: 10/10/2014  
DRAWN BY: J. B. BROWN  
CHECKED BY: J. B. BROWN  
APPROVED BY: J. B. BROWN  
SCALE: 1/4" = 1'-0"



A AMENITY BUILDING SECTION A  
SCALE 1/4" = 1'-0"



B AMENITY BUILDING SECTION B  
SCALE 1/4" = 1'-0"



**RCA**  
Robert Giesand Architecture Inc.  
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Canada V6J 3Y3  
Tel: (604) 687-4411  
Fax: (604) 687-4411  
admin@rcaarchitecture.com

**AMACON**

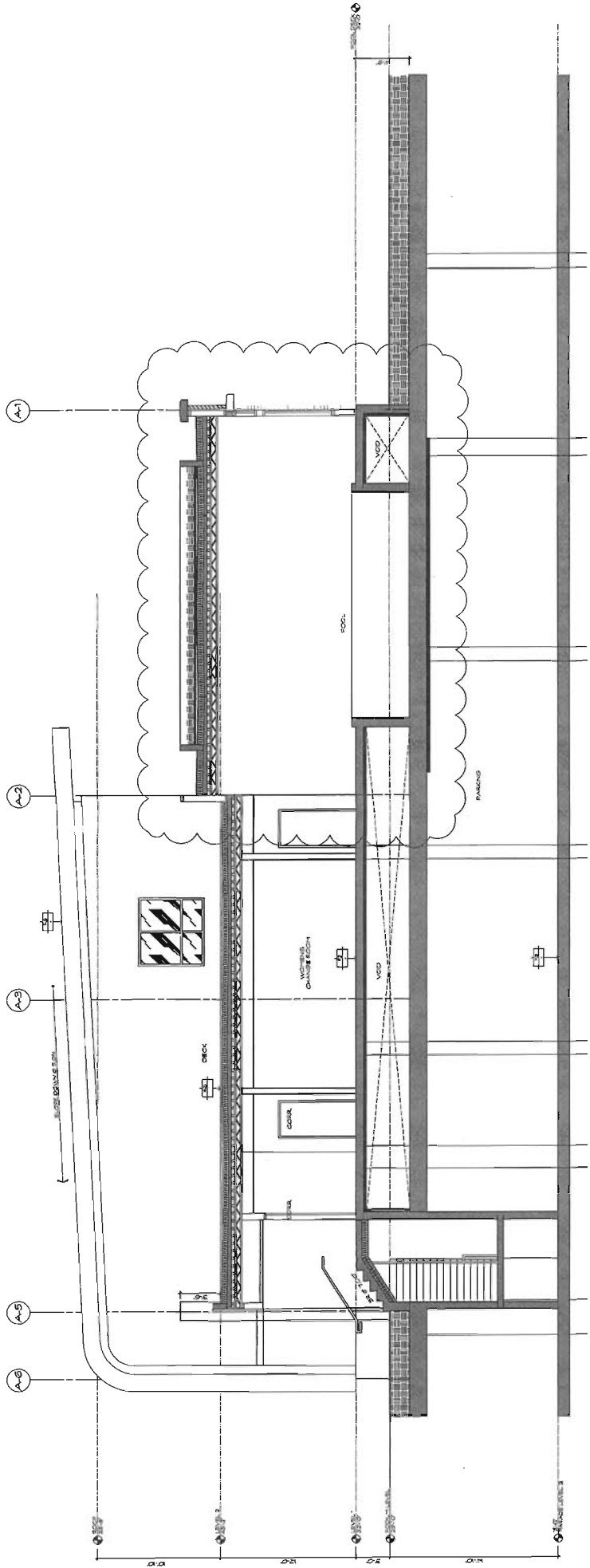
**TEMPO**  
7668 Alexander Way  
Richmond, B.C.

Project	Client	Architect	Engineer
7668	AMACON	RCA	AMACON
Sheet	14-658462-7	10/10/2014	
Scale	1/4" = 1'-0"		

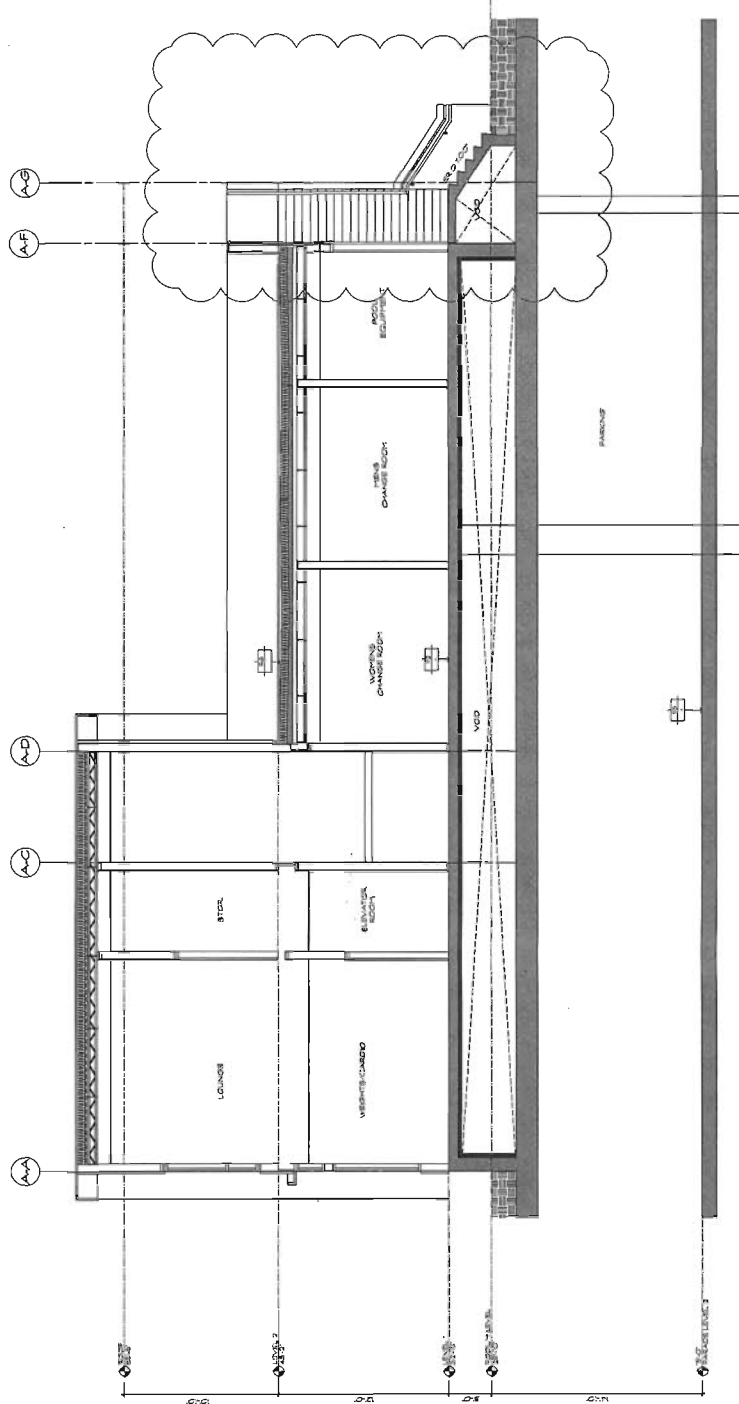
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REVISION:	
No.	Date:
	Signature

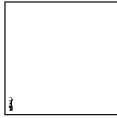
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C AMENITY BUILDING SECTION 'C'



AMENITY BUILDING SECTION D.  
SCALE: 1/4" = 1'-0"

**REA**

**Robert Eleonzi Architecture Inc.**  
200 - 2339 Columbia Street  
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Canada V5Y 3Y3  
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Fax: (604) 687-4541  
admin@eleonziarchitecture.com

# A M A C O N

TEMPO

NAME	25	DATE	20
NAME	34	DATE	20

## Sections

Agitation vol.	-
Spill vol.	A3.05

8-797060-47 DP














Given: MS TD	Created: MS	Approved: NVOZ	Stamp: 	Original Issue Date: 22-10-2012
Scale: 1:100				

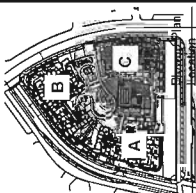
**Project:**  
TEMPO

**BP**  
**SUBMISSION**

**Location:**  
7690 & 7720 ALDERBRIDGE WAY  
RICHMOND, BC  
V6X 2A2

NO.	DATE	DESCRIPTION	DATE
1	24.02.2014	CITY ADVISE	24.02.2014
2	03.03.2014	RECEIVED FROM	03.03.2014
3	13.03.2014	RECEIVED FROM	13.03.2014
4	08.04.2014	RECEIVED FROM	08.04.2014
5	01.05.2014	RECEIVED FROM	01.05.2014
6	19.06.2014	RECEIVED FROM	19.06.2014
7	04.07.2014	RECEIVED FROM	04.07.2014
8	21.07.2014	RECEIVED FROM	21.07.2014
9	01.08.2014	RECEIVED FROM	01.08.2014
10	12.08.2014	RECEIVED FROM	12.08.2014
11	31.08.2014	RECEIVED FROM	31.08.2014
12	04.09.2014	RECEIVED FROM	04.09.2014
13	16.10.2014	RECEIVED FROM	16.10.2014

Podium Level Key Map ( NTS)



Ground Level Key Map ( NTS)

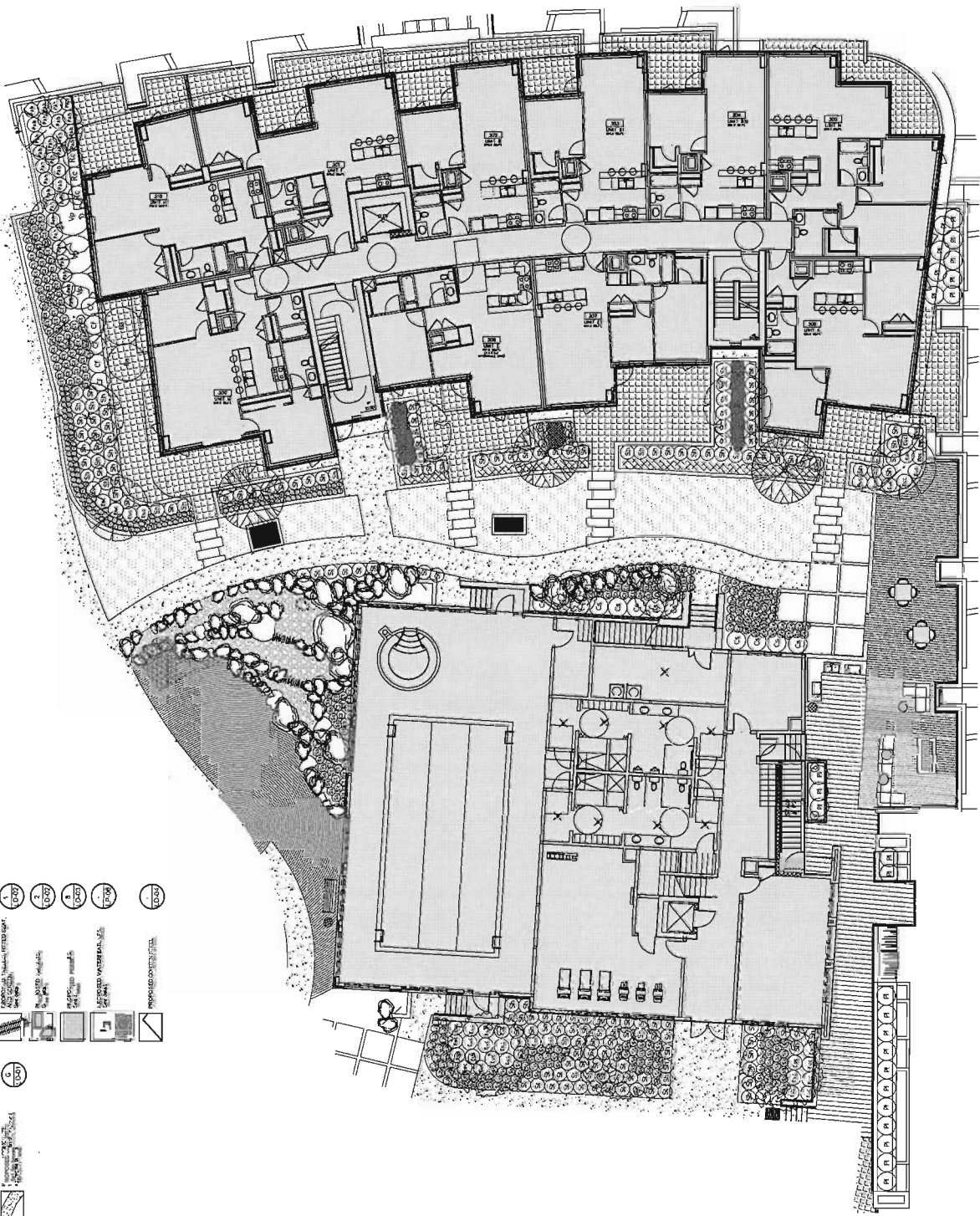


### Key Map



van der Ziem + associates inc.  
P.O. Box 1000 • Environmental Consulting  
Urban Design • Landscape Architecture  
1000 E. 10th Ave. Suite 100  
Anchorage, Alaska 99501  
907.562.5542  
info@vanziem.com

NOTE : REFER TO L-04A - PODIUM PLAN FOR PLANTING SCHEDULE



## LEGENDS

[illegible]



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REVISION	DATE
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2	10/1/2014
3	10/1/2014
4	10/1/2014
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100	10/1/2014



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Fax: (604) 687-4441  
admin@rccarchitecture.com

**AMACON**

**TEMPO**  
7668 Alameda Way  
Vancouver, BC

DATE	1/15	DATE	1/15
BY	1/15	BY	1/15
FOR	1/15	FOR	1/15
REVISION	1/15	REVISION	1/15
PHOTOS	1/15	PHOTOS	1/15

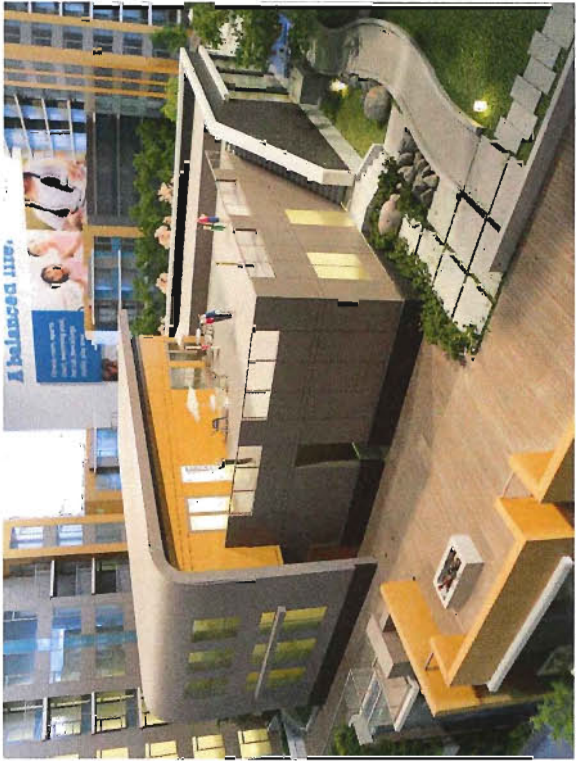
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BY	1/15	BY	1/15
FOR	1/15	FOR	1/15
REVISION	1/15	REVISION	1/15
PHOTOS	1/15	PHOTOS	1/15



SOUTH ELEVATION



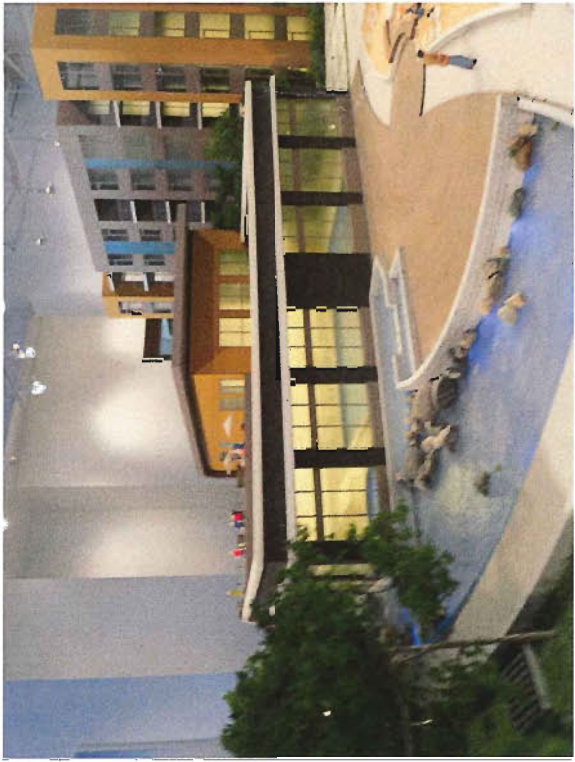
WEST ELEVATION



SOUTH AND EAST ELEVATIONS



VIEW - LOOKING NORTH (FROM LANSLOWNE)



VIEW - LOOKING SOUTH (FROM PODIUM)



VIEW - FROM LOWER TOWER B