

Development Permit Panel

Council Chambers, City Hall 6911 No. 3 Road

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

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Motion to adopt the minutes of the Development Permit Panel meeting held on Wednesday, April 16, 2014.

2. Development Permit 11-595890

(REDMS No. 3855692)

APPLICANT: MQN Architects

PROPERTY LOCATION: 9140 and part of 9200 Bridgeport Road

Director's Recommendations

That a Development Permit be issued which would:

- 1. Permit the construction of a new Car Dealership at 9140 Bridgeport Road and part of 9200 Bridgeport Road on a site zoned "Auto-Oriented Commercial (CA)"; and
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) Reduce the west side yard setback from 3.0 metres to 0.0 metres;
 - (b) Reduce the south yard setback from 3.0 metres to 0.0 metres;
 - (c) Reduce the landscaping width of the front yard from 3.0 metres to 0.78 metres for a limited portion of the Bridgeport Road Frontage; and
 - (d) Reduce the north manoeuvring aisle width fronting the proposed building from 7.5 metres to 5.5 metres.

ITEM

3. Development Variance 14-654101

(REDMS No. 4182523)

APPLICANT: Manjeet and Harman Biln

PROPERTY LOCATION: 5780 Bittern Court

Director's Recommendations

That a Development Variance Permit be issued that would vary the maximum lot coverage in "Land Use Contract (006) Bylaw No. 2938" from 33% to 40% in order to permit construction of a new two-storey single detached dwelling at 5780 Bittern Court.

4. 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)".

- 5. New Business
- 6. Date of Next Meeting: Wednesday, May 14, 2014
- 7. Adjournment



Report to Development Permit Panel

Planning and Development Department

To: Development Permit Panel Date: Aptil 10, 2014

From: Wayne Craig File: DP 11-595890

Director of Development

Re: Application by MQN Architects for a Development Permit at 9140 and part of

9200 Bridgeport Road

Staff Recommendation

That a Development Permit be issued which would:

- 1. Permit the construction of a new Car Dealership at 9140 Bridgeport Road and part of 9200 Bridgeport Road on a site zoned "Auto-Oriented Commercial (CA)"; and
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the west side yard setback from 3.0 metres to 0.0 metres;
 - b) Reduce the south yard setback from 3.0 metres to 0.0 metres;
 - c) Reduce the landscaping width of the front yard from 3.0 metres to 0.78 metres for a limited portion of the Bridgeport Road Frontage; and
 - d) Reduce the north manoeuvring aisle width fronting the proposed building from 7.5 metres to 5.5 metres.

Wayne Craig

Director of Development

WC:dj Att.

Staff Report

Origin

MQN Architects has applied to the City of Richmond for permission to develop a new auto dealership at 9140 and part of 9200 Bridgeport Road (**Schedule A**) on a site zoned "Auto-Oriented Commercial (CA)". The site does not require a rezoning application as Vehicle Sale/Rental is a permitted use under the "Auto-Oriented Commercial (CA)"zone.

The owner of 9140 Bridgeport Road also owns the property directly to the east at 9200 Bridgeport Road (HCL Holdings), and have applied for a subdivision application (pending approval) to modify the existing property line separating the two (2) properties to enlarge the proposed development site to 2,088m² (0.2088 ha) in area. This is to ensure the building proposal complies with the maximum density requirements of the zone.

Development Information

Please refer to 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 Bridgeport Road, a retail outlet at 9151 Bridgeport Road, zoned "Auto-

Oriented Commercial (CA)".

To the East: A Car dealership at 9200 Bridgeport Road, zoned "Auto-Oriented Commercial

(CA)".

To the South: Across Sea Island Way, single detached residential dwellings zoned "Single

Detached Dwellings (RS1/E)".

To the West: City of Richmond Firehall Number 3 at 9100 and 9120 Bridgeport Road, zoned

"School & Institutional Use (SI)".

The subject property at 9140 Bridgeport Road is occupied by an existing building with a partially underground concrete parkade supporting a two-storey wooden structure above. The applicant proposes to remove the wooden structure, retain and expand the existing concrete parking structure, and construct a new building above.

Staff Comments

The proposed design scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the "Auto-Oriented Commercial (CA)" zone except for the zoning variances noted below.

Zoning Compliance/Variances (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- a) Reduce the west side yard setback from 3.0 metres to 0.0 metres;
 - (Staff supports the proposed variance as the existing concrete foundation was built with no setback to the lot line. Utilizing the existing foundation and parkade reduces the amount of building waste material. The applicant is proposing landscaping along the western edge of the site to the north of the building to screen the visibility from Bridgeport Road. Off-site, there currently exists thick vegetation consisting of shrubs and trees within the Sea Island Way right-of-way directly to the south and west of the subject property which will provide a landscape screen from the road side.)
- b) Reduce the south yard setback from 3.0 metres to 0.0 metres; and
 - (Staff supports the proposed variance as the encroachment fronts onto the road right-of-way for Sea Island Way, and the travel lanes are approximately 30 meters from the south property line. The building height drops from two stories to one and one-half stories at the south property line to minimize the visual impact from the road. As noted above, off-site landscaping currently exists within the Sea Island Way right-of-way between the south property line and the road edge will provide visual screening along and across from Sea Island Way.)
- c) Reduce the landscaping width of the front yard from 3.0 metres to 0.78 metres for a limited portion of the Bridgeport Road Frontage.
 - (Staff supports the proposed variance as the applicant is utilizing the existing parking structure without trying to impede the vehicle movement within the site. The proposed landscape strip along the northern edge of the property will improve the current appearance of the landscape strip and continue to provide separation from the public sidewalk. The proposed landscaping will consist of low shrubs such as Oregon Grape and Burgundy Daylily to allow for good viewing to and from the site. The applicant is also adding planting islands in front of the proposed building to help soften the image from Bridgeport Road.)
- d) Reduce the north manoeuvring aisle width fronting the proposed building from 7.5 metres to 5.5 metres.
 - (Staff supports the proposed variance as this area will function as a one-way traffic lane fronting the building and providing access to the underground parkade. Display vehicles will utilize the parking stalls along the north the manoeuvring aisle.)

Advisory Design Panel Comments

The Advisory Design Panel received the proposal at their December 5, 2012 meeting. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in *italics*.

Analysis

Conditions of Adjacency

- The subject site is located in the West Bridgeport area within the City Centre Area Plan on Bridgeport Road. The placement of the proposed building on the subject property hugs the south west corner to permit vehicular movement within the site while utilizing much of the existing foundation of the building for underground parking.
- The proposed height of the new structure will be similar to the existing wood structure on the site, but will exceed the height of the adjacent Mitsubishi dealership (9200 Bridgeport Road) by approximately 1.1 metres. While taller, the proposed building is still within the maximum height permitted within the CA zone.
- The zero lot line at the south property line to Sea Island Way is mitigated by the 30 metre distance to the edge of the road which is approximately 30 metres away from the property line. Existing landscaping within this area will help screen the visibility of the proposed building. The proposed building will step down from two (2) stories from the main body of the building, to one and one-half stories along the south property line.
- Lighting of the site and potential light spillage onto adjacent properties should be minimal as the lighting of the two dealerships is directed away from neighbouring properties.
- Signage is proposed for three of the building faces, with the west elevation devoid of any signage.

Urban Design and Site Planning

- Proposed access to the site is from the existing driveway from Bridgeport Road servicing the Newtype Mitsubishi dealership at 9200 Bridgeport Road. An access easement in favour of the subject site was registered on title of 9200 Bridgeport Road during a previous rezoning application (RZ 03-239626). This easement will need to be expanded along the proposed north-south property line to allow delivery vehicles to properly manoeuvre between both the subject site and 9200 Bridgeport Road. This issue is being addressed with the submitted Subdivision application (SD 11-595888).
- The proposal plans to utilize the entire foundation of the existing structure along the western side of the site, leaving the current vehicle circulation along the north and east of the building intact. This circulation will allow vehicles to use the existing ramp down to the underground parkade, leading to parking and the future service bay.
- The building foundation will be extended to the south to accommodate constructing a proposed service bay. Above the service bay, and facing Sea Island Way, is an outdoor area that will feature display vehicles. This area is accessed by an internal lift from the main level of the dealership to the upper level.
- Pedestrian access is proposed from Bridgeport Road at the location of a proposed landscaped island along with the free-standing sign (**Attachment 3**). The path will provide a direct link to the front entry of the proposed building.
- The recycling and garbage enclosure is located on the ground level along the east side of the ramp leading to the main floor of the building. The number and size of the containers meets the requirements of Environmental Services.

Architectural Form and Character

• The proposal is of appropriate scale and massing in relationship to the surrounding buildings. The building itself contains two (2) floors, but appears higher due to the raised main floor by the proposed reuse of the existing building foundation.

- Pedestrian access to the building will be provided by an angled stairwell at the north east corner of the building. Wheelchair access will be provided by a lift accessed at the north projection of the building, which also contains the main stairwell.
- The choice of facade materials and colours is well used to give the building a lighter appearance given the exposed concrete base. Aluminum composite panels are the primary proposed material with the edges of each panel providing a visual break to avoid a uniform appearance, especially along the western elevation facing the firehall.
- Glazing is well used along the more visible elevations of the site. The angled application on the second level catches the eye and gives the building additional articulation and interest.
- Wood slats are proposed at the roof level to screen the roof top mechanical units. It gives a warmer presence to contrast the proposed glass, metal and concrete of the building.
- Location for signage is well thought out with areas identified for one facia sign on three of the four sides of the building. A free standing sign at the front of the site is also proposed. The design of all signs is expected to be compatible with the proposed building and is subject to review by to a separate permit under the signage bylaw (5560).

Landscape Design and Open Space Design

- The proposed landscaping is primarily located at the north end of the site to screen views to the parking along the Bridgeport Road street front, and soften the site edge along this main vehicle corridor.
- No existing trees are proposed to be removed from the subject property. Three (3) existing Japanese Maple trees are proposed to be relocated within the site and incorporated into the landscaping plan. The relocation is intended to enhance vehicle access to the underground parking and service area. One Japanese Maple tree at the front of the existing structure is to remain and is to be protected during the building construction. This relocation is to accommodate internal vehicle movement on the site.
- Two (2) new Honeylocust trees are to be planted. One on the landscaped bulb next to the free standing sign location and the other in the landscaped island to the east of the vehicle ramp.
- A variety of shrubs including Oregon Grape, Munstead Lavender, Burgundy Daylily, and Stonecrop are proposed within the landscaping islands, including the buffer at the north end of the property.
- A permeable surface (grasscrete) at the north west corner of the site will be used for vehicle display.
- The owner of the property has been leasing space to the south of the property along the Sea Island Way right-of-way from the Province for the storage of cars for the dealership. The area is currently clear of cars and the owner is working with the Ministry of Transportation and Infrastructure on any reclamation to the land in accordance with the lease agreement. Existing off-site vegetation between the south property line of the subject property and the road edge of Sea Island Way will provide screening from the road side.

Sustainability Indicators

- The proposal is a redevelopment of an existing site, therefore utilizing existing and proposed infrastructure more efficiently.
- The proposed development will use the existing building foundation, thereby reducing construction waste material.
- Two (2) parking stalls along the east ramp will share an electrical vehicle charging station.

- All on-site trees are to be retained or relocated within the site. Two additional trees are to be planted.
- The site is along a major transit corridor and close to bus stops for convenience for employees and visitors.
- The building will be using energy saving equipment such as energy star kitchen appliances and water saving faucets.
- The proposed landscaping will provide a variety of native plants. They are considered relatively low maintenance and will improve over time.

Crime Prevention Through Environmental Design

- The building location at the south west corner of the site provides good opportunities for easy viewing within the site and in between the two dealership buildings.
- The amount of glazing on the proposed building offers good casual surveillance opportunities to the site.
- The proposed lighting will provide adequate illumination without spilling onto adjacent properties.
- The proposed landscaping and fencing will provide a good separation from the public sidewalk to easily separate public to semi-private uses.

Accessibility

 Wheelchair access is provided at the north extension of the proposed building where a lift provides access to all floors of the building. Each floor contains a washroom designed for wheelchair use.

Aircraft Noise

• The location of the property is within the Aircraft Noise Sensitive Development Area 2, which permits non-sensitive uses such as an auto dealership to operate. An aircraft noise covenant for non-sensitive use is required to be registered on the property prior to the issuance of this application.

Transportation

- To limit vehicle access points to this portion of Bridgeport Road, the access easement noted above will include provisions for accessing the two sites directly to the west at 9120 and 9100 Bridgeport Road as well.
- Off street parking requirements meet the minimum standard of 33 set by the Zoning Bylaw. The applicant is proposing 35 off street parking stalls within the property.

Existing Jet Fuel Line

• This section of Bridgeport Road contains the existing Kinder Morgan jet fuel line serving YVR, and is located approximately 9.5 metres north from the north property line of the subject site. The proposal has been sent to Kinder Morgan for comment, and they advise that any proposed services of roadways within 7.5 metres of the pipeline will require an Approved Pipeline Proximity Permit from Kinder Morgan. They also state that all works within 30 metres of the pipeline will require a Ground Disturbance Safety Zone field permit to be completed on site by a Kinder Morgan pipeline inspector prior to the commencement of any works. Kinder Morgan suggests the owner (or their representative) contact BC One Call at least three (3) days prior to executing any excavation plans related to the property. They in turn will contact Kinder Morgan who will locate the pipeline and do an assessment of any

excavation within 100 metres of the fuel line. The applicant has been made aware of this and has agreed to follow these recommendations.

Servicing Agreement

• The applicant has made an application for a Servicing Agreement (SA 13-649868) as a condition of the Subdivision application for the Bridgeport Road fronting not only the subject site but the entire width of 9200 Bridgeport Road as well. The works include but are not limited to the design and construction of a new 1.5 m wide concrete sidewalk, a grass and treed boulevard is to take into account the future road widening for a bike lane and median. Updated servicing connections to the subject site are also to be included with the Servicing Agreement.

Conclusions

The Advisory Design Panel and staff have reviewed the Development Permit application for the proposal of a new car dealership at 9140 Bridgeport Road and part of 9200 Bridgeport Road. Based on the design review both the Advisory Design Panel and staff are recommending support of this application.

David Johnson Planner 2

DJ:cas

Attachments:

Attachment 1 — Development Data Sheet

Attachment 2 - Advisory Design Panel Minutes from December 5, 2012

Attachment 3 —Architectural and Landscaping Drawings

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$20,000.00.
- Registration of an Aircraft Noise covenant for a non-sensitive use on title.
- Registration of an access easement from 9200 Bridgeport Road to the benefit of 9140, 9120 and 9100 Bridgeport Road and include an access easement between the two car dealerships to allow trucks to move between the two sites (or a separate new agreement for that purpose).
- Registration of a flood indemnity covenant.
- Registration of a legal agreement regarding the developer's commitment to install two (2) 120V electric plugins for electric vehicles.
- Approval of a subdivision application (SD 11-595888).
- Enter into a Servicing Agreement associated with Subdivision application SD 11-595888. Works to include:
 - 1.5 metre concrete sidewalk along the proposed north property line.
 - A grass and treed boulevard, taking into account for a future road widening for a bike lane and centre
 median.
 - Works to include the frontage of 9200 Bridgeport Road.
 - Applicant to acquire permits from Kinder Morgan prior to works commencing along Bridgeport Road.

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.
- Applicant to acquire permits from Kinder Morgan prior to work commencing on the proposed building.
- 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).



Development Application Data Sheet

Development Applications Division

DP 11-595890 Attachment 1

Address: 9140 Bridgeport Road

Applicant: MQN Architects Owner: HCL Holdings Ltd.

Planning Area(s): City Centre Area Plan (Schedule 2.10) Sub Area A.4

	Existing	Proposed
Site Area:	1173.0 m ²	2088.0 m ²
Land Uses:	Commercial	Commercial
Zoning:	Auto-Orientated Commercial (CA)	Auto-Orientated Commercial (CA)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.50 FAR	0.50 FAR	none permitted
Lot Coverage:	Max. 50%	40%	none
Setback - Bridgeport Road:	Min. 3.0 m	12.81 m	none
Setback – East Side Yard:	Min. 3.0 m	12.02 m	none
Setback - West Side Yard:	Min. 3.0 m	0.0 m	3.0 m
Setback – South Rear Yard:	Min. 3.0 m	0.0 m	3.0 m
Setback - Landscaping	Min. 3.0 m	0.78 m	2.22 m
Height (m):	Max. 12 m	11.5 m	none
Off-street Parking Spaces – Commercial:	33	35	none
Loading:	1 bay	1 bay	none
Off-street Parking Spaces – Accessible:	1 stall	1 stall	none



March 20, 20132

City of Richmond 6900 No. 3 Road Richmond, BC V6Y 2C1

Attn: M

Mr. David Johnson, Planner 2

Re:

Development Permit Application-9140 Bridgeport Road

Richmond Mitsubishi Motors - Design Rationale - Revised

Hello David,

Please find below the explanations to the points brought up by the Design Panel from the December 5, 2012 review highlighted in blue font.

DP 11-595890 - 3-STOREY APPROXIMATELY 1000M2 CAR DEALERSHIP

APPLICANT:

HCL Holdings Ltd. 9140 Bridgeport Road

PROPERTY LOCATION:

Applicant's Presentation

Architect Vicki Topping, MQN Architects, and Landscape Architect Wendy Armstrong, W. Armstrong – Taylor Landscape Design and Consulting, provided a formal presentation of the project and replied to gueries from the members of the Panel.

Panel Discussion

Comments from the Panel were as follows:

 access to the service and car display areas for people with disabilities works well; consider accessibility requirements for public and employees' washrooms;

MQN: a review of the interior public accessibility to the washrooms confirmed that the universal washroom located on the main level by the car lift has the adequate clearances for the requirements set out by the Building Code.

 outdoor parking areas should be well-lit and provided with cameras in view of the reported fuel thefts in the area;

MQN: Existing lighting in the east parking lot to this site will be relocated with the new parking layout. Surveillance will be included to the branded car dealers requirements. The South of the building will be where the new addition will be located up to the existing fence line of which the property belongs to the Ministry of Highways.

 landscape is modest and simple; consider expanding and consolidating the planting across the subject development and the adjacent development to the east to unify the streetscape and minimize on costs;



Development Permit

No. DP 11-595890

To the Holder:

MQN Architects

Property Address:

9140 Bridgeport Road

Address:

102 – 3301 24th Avenue Vernon, BC V1T 9S8

- 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. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Reduce the west side yard setback from 3.0 metres to 0.0 metres;
 - b) Reduce the south yard setback from 3.0 metres to 0.0 metres;
 - c) Reduce the landscaping width of the front yard from 3.0 metres to 0.78 metres for a limited portion of the Bridgeport Road Frontage; and
 - d) Reduce the north manoeuvring aisle width fronting the proposed building from 7.5 metres to 5.5 metres.
- 4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #10 attached hereto.
- 5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
- 6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$20,000.00 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.
- 7. The following are to be completed prior to forwarding this application to Council for issuance:
 - Receipt of a Letter-of-Credit for landscaping in the amount of \$20,000.00.

Development Permit

To the Holder:

MQN Architects

Property Address:

9140 Bridgeport Road

Address:

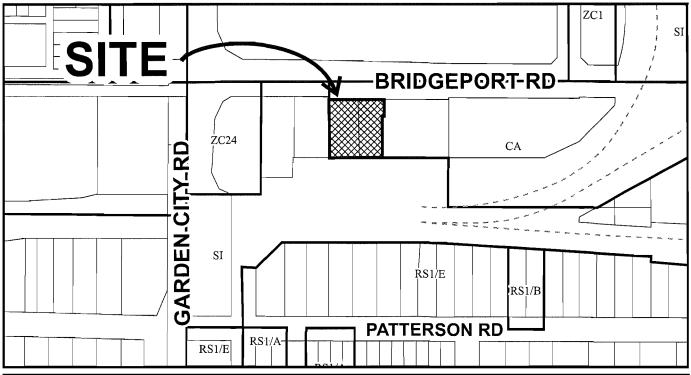
102 – 3301 24th Avenue Vernon, BC V1T 9S8

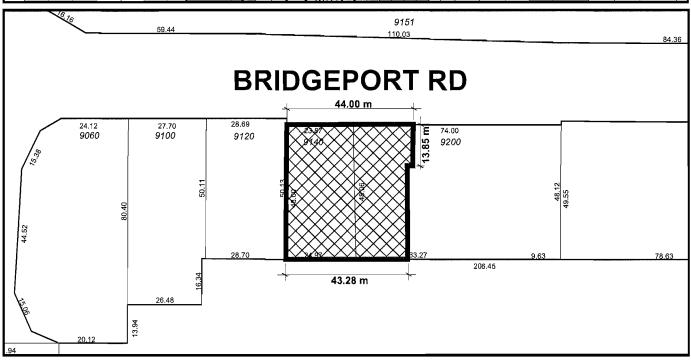
- Registration of an Aircraft Noise covenant for a non-sensitive use on title.
- Registration of an access easement from 9200 Bridgeport Road to the benefit of 9140, 9120 and 9100 Bridgeport Road and include an access easement between the two car dealerships to allow trucks to move between the two sites (or a separate new agreement for that purpose).
- Registration of a flood indemnity covenant.
- Registration of a legal agreement regarding the developer's commitment to install two (2) 120V electric plug-ins for electric vehicles.
- Approval of a Subdivision application (SD 11-595888).
- Enter into a Servicing Agreement associated with Subdivision application SA 11-595888. Works to include:
 - o 1.5 metre concrete sidewalk along the proposed north property line
 - o A grass and treed boulevard, taking into account for a future road widening for a bike lane and centre median.
 - o Works to include the frontage of 9200 Bridgeport Road.
 - o Applicant to acquire permits from Kinder Morgan prior to works commencing along Bridgeport Road.
- 8. 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.
- 9. 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 RES	OLUTION NO.		ISSUED BY THE COUNCIL THE	
DELIVERED THIS	DAY OF	,		
MAYOR				









DP 11-595890 SCHEDULE "A"

Original Date: 04/15/14

Revision Date:

Note: Dimensions are in METRES



MQN: a new landscape plan has been included in the revised package dated 02/07/13- Re-issued for Development Permit. This plan shows that the landscaping on the boulevard will have the same landscaping vocabulary as the 9200 Bridgeport site.

• consider a solid but removable temporary landscape treatment to the western edge of the parking lot to provide future access to the site to the west if needed;

MQN: a new landscape plan has been included in the revised package dated 02/07/13- Re-issued for Development Permit. This plan shows that the landscaping on the north west corner adjacent the car display area will remain landscaped until such a time where the frontage road is extended to the adjacent property.

· appreciate the changing of the trees on site;

MQN: Retention of the existing trees is a request by the owner so the Landscape Architect has relocated these trees on the site where possible.

the width of the stairwell is generous and needs a more generous stair landing;

MQN: The landing for the main entrance stair has been adjusted to have a deeper top landing as well as an intermediate landing, both of which are 1.5m deep.

the west elevation is fairly plain and very prominent;

MQN: The west elevation will be aluminum composite panel with control joints that will break up the flatness of the facade. The building currently has a concrete overhang of the foundation that aligns with the property line which will be the line of this wall. Due to the limiting distance for this building elevation being 0m we are not allowed by code to have any windows.

 height of wood screen at the top takes away from the stair tower/signage element; consider lowering the height to a more simple parapet height and consider using material other than wood to make the tower more prominent;

MQN: We have reduced the wood screening to accentuate the stair well.

 consider providing signage to elevator access and using a more transparent material for the accessible entry elevator entry;

MQN: A canopy over the door to the stairwell has been added along with a curtain wall feature to bring natural light into the stairwell.

simple design of the building works well; however, concern on access to the service bays;

MQN: a stair at the loading bay has been added for customer access. The 1:30 ramp will have handrails that will assist the customers to the doors of the service bays.



agree with comments regarding the height of the fencing; vertical element facing Bridgeport Road is
expressive but the height of the fencing will detract from it;

MQN: As noted above the wood screening has been lowered to be less prominent to the facade.

 the building appears to be a simple white box; display cars provide the colour; maintain the modern simplicity and whiteness of the building;

MQN: the owner is wanting to achieve a sleek, modern building where the vehicles change the building appearance.

concern on the angling of the stairs; the simplicity of the building dictates
that the stairs should be straightened out; applicant needs to provide
rationale for the angling of the stairs;

MQN: The design of the stairs comes as a combination of influences from the site restrictions, utilization of the existing foundation and the criteria to maximize the amount of parking in the parkade. With the vehicle ramp on the east of the building, the drive aisle to the north of the building and the stairwell on the northwest, the amount of space for the stairs becomes very limited, by using the existing exit ramp from the parkade we allowed ourselves to create a stair that was easy to access as well as allowed the proper clearances in the parkade. It also assists in maintaining existing planters on site.

 consider extending the fence on the automotive ramp to provide more massing to the building and mitigate the appearance of the ramp petering out;

MQN: The owner wanted the automotive ramp to be a feature of the building as this is rarely done to car dealerships.

 nice looking building; only concern is that the stairs seem very long; consider providing a midway landing; consider pushing the stairs into the building mass;

MQN: as stated above the stairs have been adjusted to accommodate the requests of landings and moving the stairs into the building.

- like the design of the building; very clean and pleasing;
- agree with the comment to showcase the elevator tower and emphasize the elevator access; and



 in view of the fact that the subject development and the adjacent development to the east have the same owner, consider some level of integration between them, e.g. unifying the landscaping of both developments, to make them appear more substantial and fit better into the neighbourhood characterized by large developments.

MQN: a new landscape plan has been included in the revised package dated 02/07/13- Re-issued for Development Permit. This plan shows that the landscaping on the boulevard will have the same landscaping vocabulary as the 9200 Bridgeport site.

These comments are greatly appreciated and I hope this will satisfy the requirements for the Development Permit at this stage. If you have any questions or concerns, please contact me at 250-542-1199 or by email at vtopping@mqn.ca.

Regards,

Vicki Topping, Partner

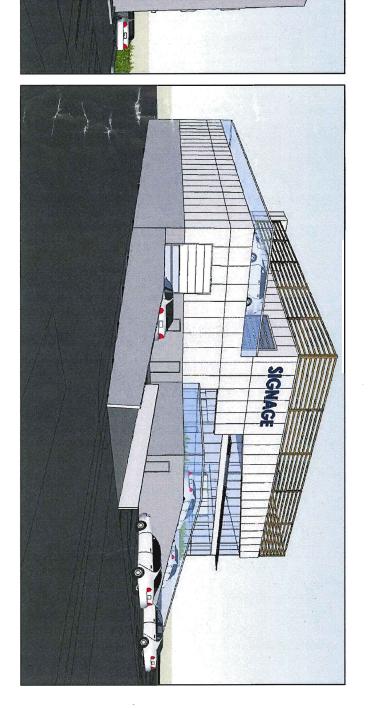
Architect AIBC, NCARB, LEED AP⁺, M.Arch.

RICHMOND CAR DEALERSHIP - PHASE 2

9140 BRIDGEPORT ROAD

RICHMOND, B.C.

DEVELOPMENT PERMIT APPLICATION # DP 11-595890



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PROJECT TITLE:

9140 BRIDGEPORT ROAD RICHMOND, BC

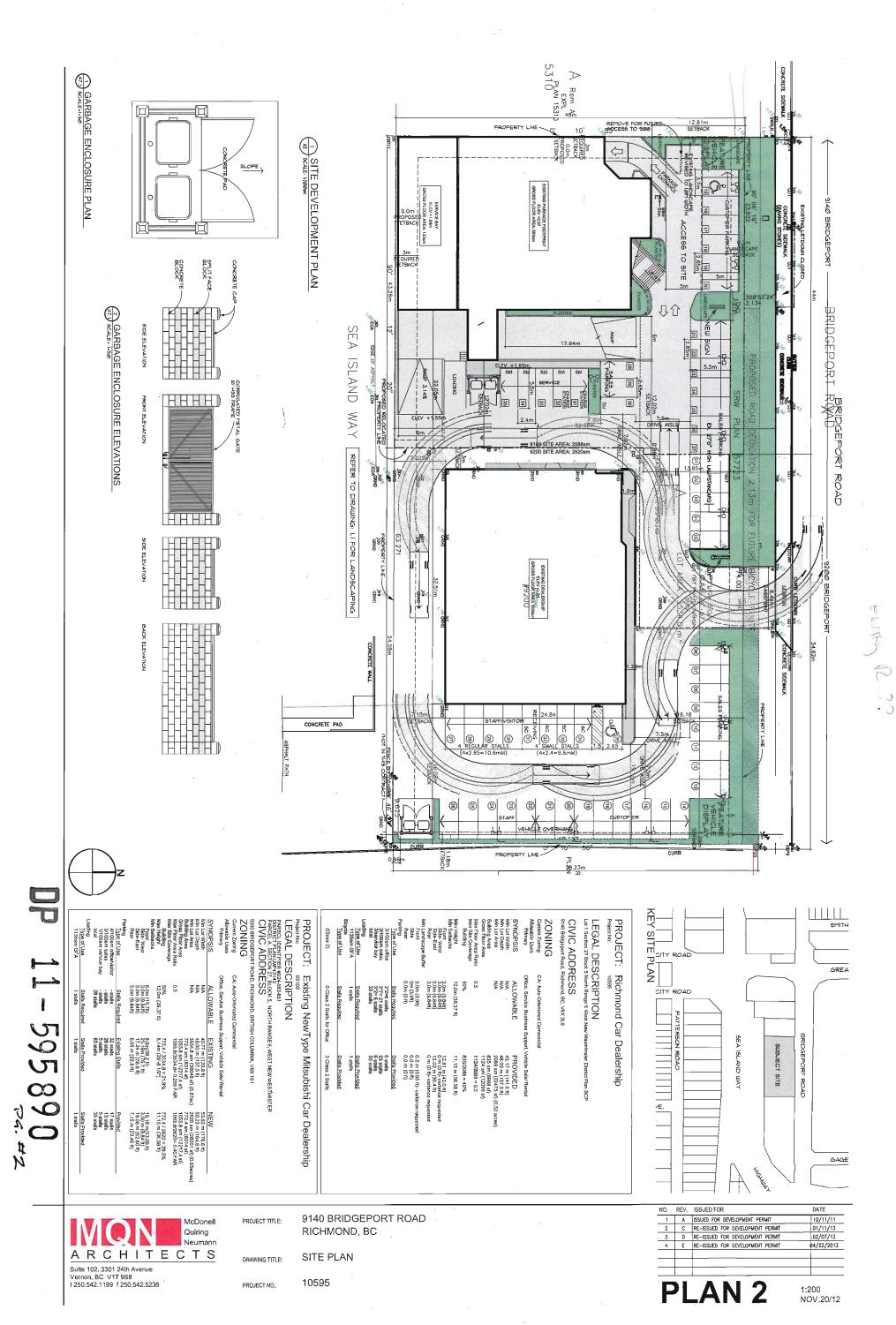
DRAWING TITLE:

COVERSHEET AND PERSPECTIVES

PROJECT NO.:

10595

NO.	REV.	ISSUED FOR	DATE
1	Α	ISSUED FOR DEVELOPMENT PERMIT	10/12/11
2	В	RE-ISSUED FOR DEVELOPMENT PERMIT	01/11/13
3	С	RE-ISSUED FOR DEVELOPMENT PERMIT	02/07/13



48m

McDonell Quiring
ARCHITECTS

Suite 102, 3301 24th Avenue Vernon, BC V1T 9S8 1 250,542,1199 1 250,542,5236

PROJECT TITLE:

9140 BRIDGEPORT ROAD

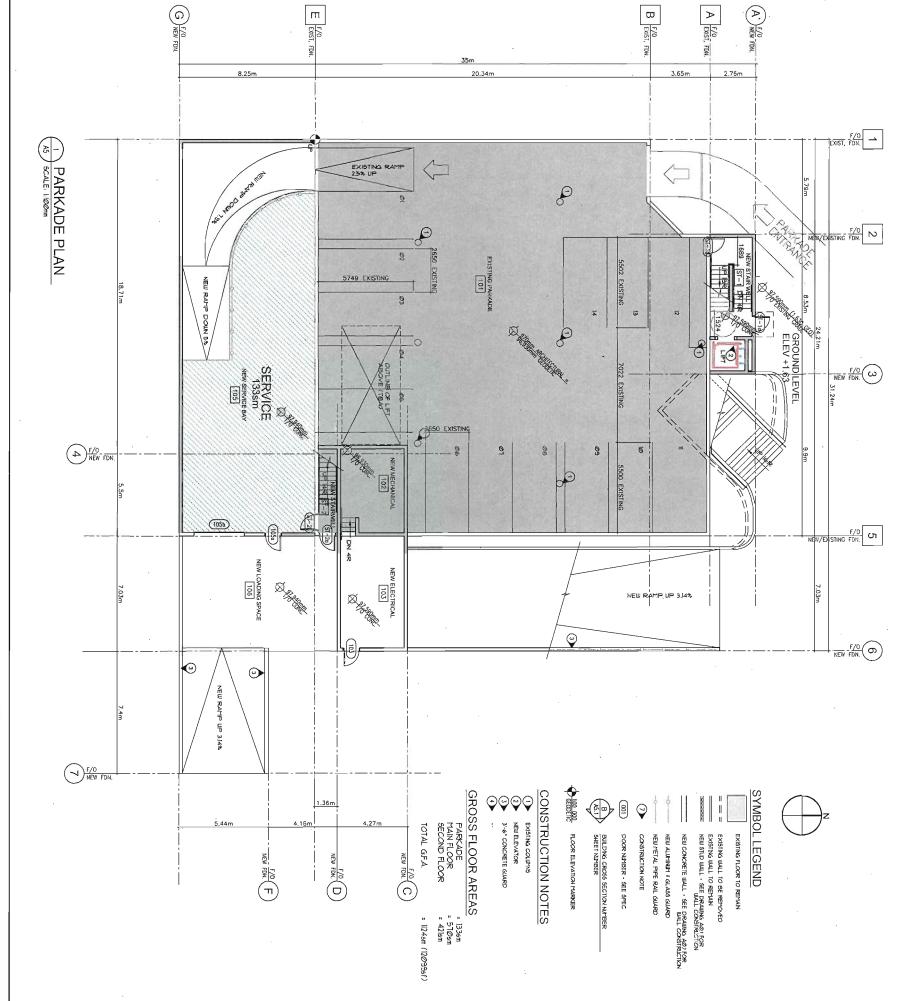
RICHMOND, BC

DRAWING TITLE:

LARGE SITE PLAN

PROJECT NO.: 10595

_	NO.	REV.	ISSUED FOR	DATE
	1	A	ISSUED FOR DEVELOPMENT PERMIT	10/12/11
	2	С	RE-ISSUED FOR DEVELOPMENT PERMIT	01/11/13
	3	D	RE-ISSUED FOR DEVELOPMENT PERMIT	02/07/13
	4	D	RE-ISSUED FOR DEVELOPMENT PERMIT	04/22/13
	F	1	_AN 4	1:100 JAN. 08/13





PROJECT TITLE:

9140 BRIDGEPORT ROAD

RICHMOND, BC

DRAWING TITLE:

PARKADE PLAN

10595

PROJECT NO.:

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A ISSUED FOR CLIENT REVIEW
 C RE-ISSUED FOR DEVELOPMENT PERMIT

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NO. REV. ISSUED FOR

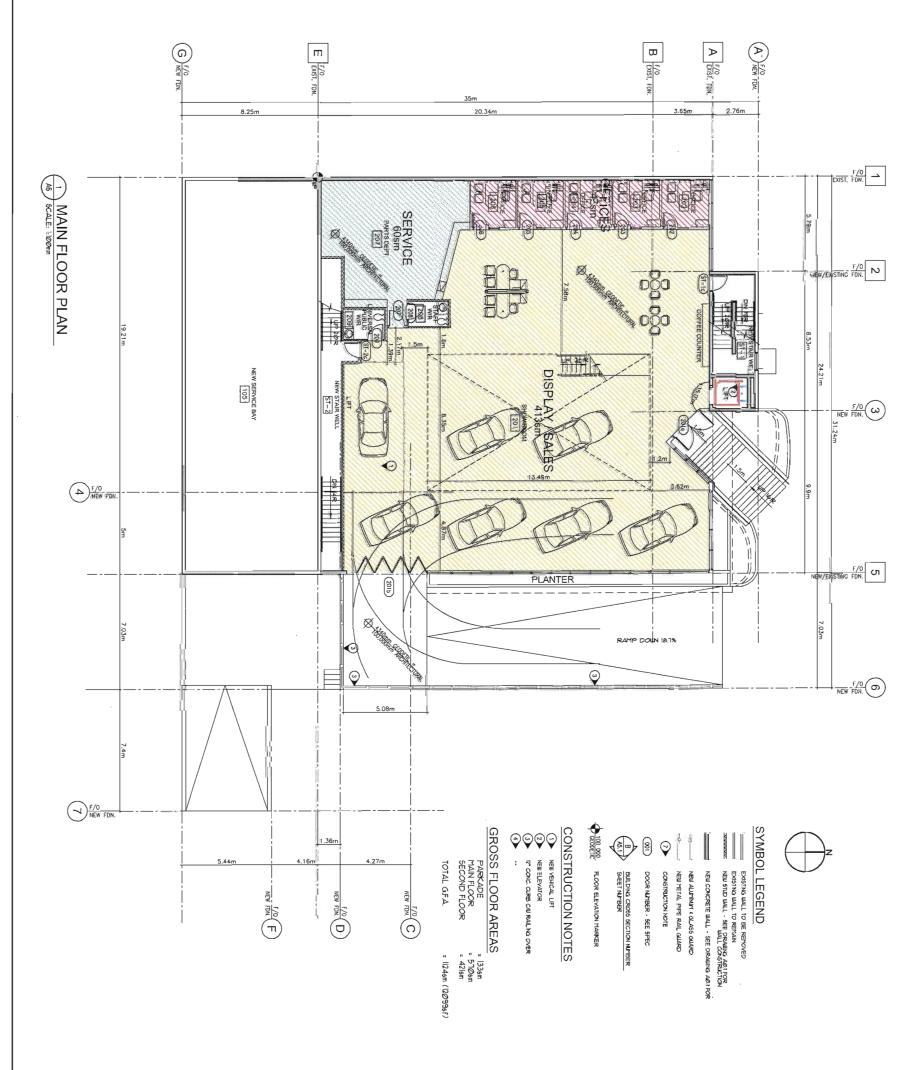
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DATE

11/07/12 01/11/13

02/07/13





McDonell Quiring Neumann ARCHITECTS Suite 102, 3301 24th Avenue Vernon, BC V1T 9S8 t 250.542.1199 f 250.542.5236

9140 BRIDGEPORT ROAD PROJECT TITLE:

RICHMOND, BC

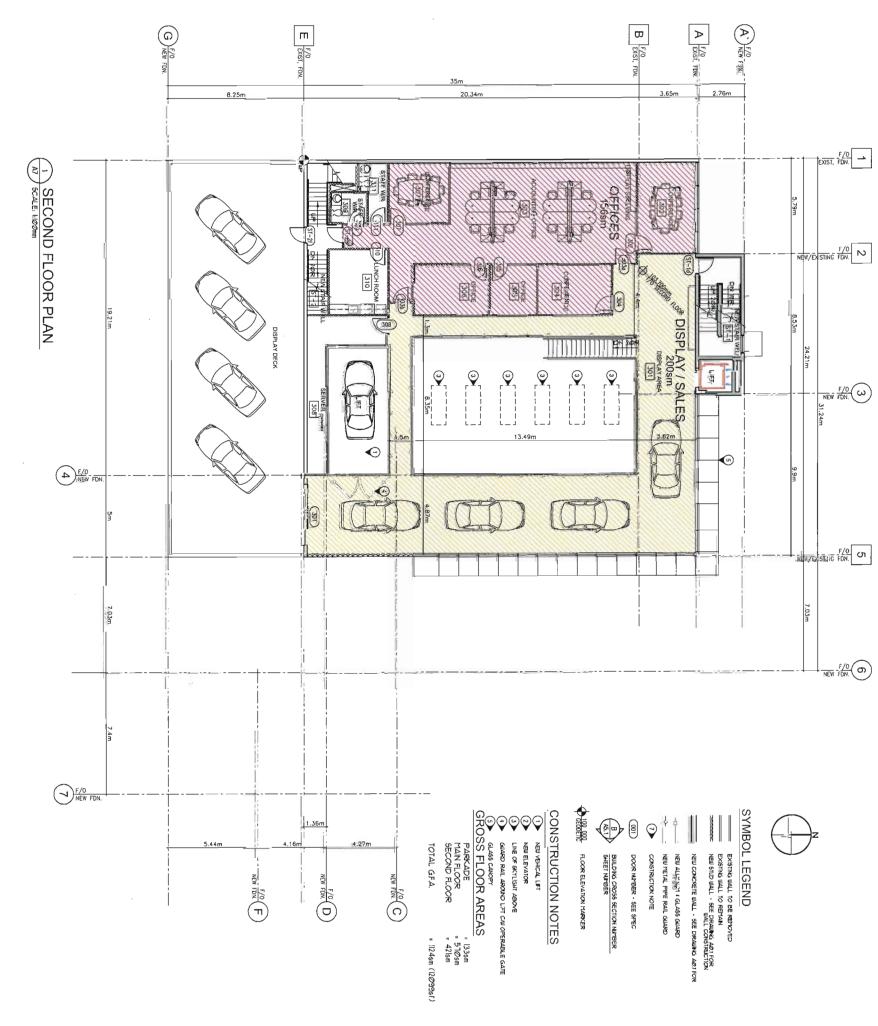
MAIN FLOOR PLAN DRAWING TITLE:

10595 PROJECT NO .:

NO.	REV.	ISSUED FOR	DATE
1	A	ISSUED FOR CLIENT REVIEW	11/07/12
2	С	RE-ISSUED FOR DEVELOPMENT PERMIT	01/11/13
3	D	RE-ISSUED FOR DEVELOPMENT PERMIT	02/07/13
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F	1	AN 6	1:100 JAN.08/13

PLAN 6

6



Quiring Neumann ARCHITECTS Suite 102, 3301 24th Avenue Vernon, BC V1T 9S8 1 250.542.1199 f 250.542.5236

PROJECT TITLE:

9140 BRIDGEPORT ROAD

RICHMOND, BC

DRAWING TITLE:

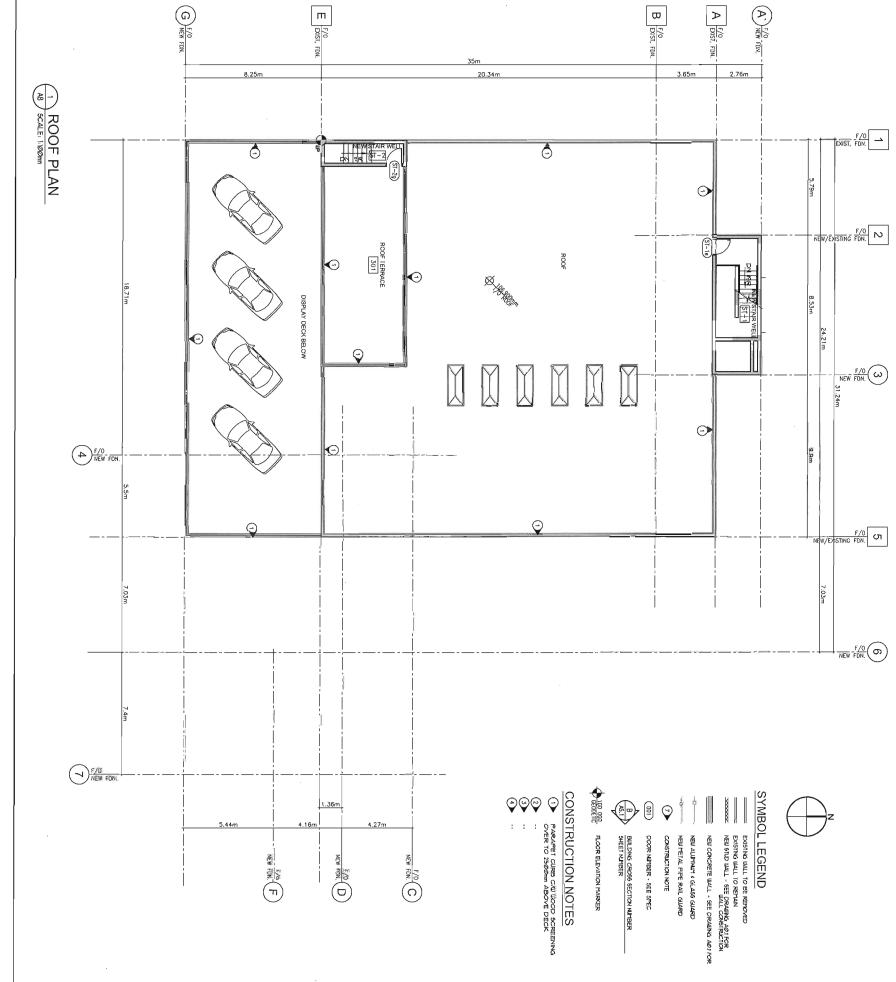
SECOND FLOOR PLAN

10595

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	A	ISSUED FOR CLIENT REVIEW	11/07/12
2	С	RE-ISSUED FOR DEVELOPMENT PERMIT	01/11/13
- 3	D	RE-ISSUED FOR DEVELOPMENT PERMIT	02/07/13
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PLAN /

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PROJECT TITLE: 9140 BRIDGEPORT ROAD

RICHMOND, BC

DRAWING TITLE: ROOF PLAN

PROJECT NO.: 10595

NO.	REV.	ISSUED FOR		DATE
1	A	ISSUED FOR DEVELOPMENT PERMIT		11/07/12
2	C	RE-ISSUED FOR DEVELOPMENT PERMIT		01/11/13
3	D	RE-ISSUED FOR DEVELOPMENT PERMIT		02/07/13
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PLAN 8

1:100 JAN.08/13



ARCHITECTS Suite 102, 3301 24th Avenue Vernon, BC V1T 9S8 t 250.542.1199 f 250,542.5236

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PROJECT TITLE:

Quiring Neumann 9140 BRIDGEPORT ROAD

RICHMOND, BC

ELEVATIONS AND SECTION DRAWING TITLE:

10595 PROJECT NO .:

NO.	REV.	ISSUED FOR	DATE
1	A	ISSUED FOR DEVELOPMENT PERMIT	10/11/11
2	В	RE-ISSUED FOR DEVELOPMENT PERMIT	11/20/12
- 3	С	RE-ISSUED FOR DEVELOPMENT PERMIT	02/07/13
4	D	RE-ISSUED FOR DEVELLOPMENT PERMIT	04/22/13
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PLAN 9

1:100 NOV.20/12



PHOTO 6- STREET VIEW LOOKING SOUTH



PHOTO 2- NORTHEAST VIEW





PHOTO 3-SOUTH ELEVATION





PHOTO 4- EAST ELEVATION



PHOTO 1- NORTHEAST VIEW

AERIAL PHOTO





PROJECT TITLE:

9140 BRIDGEPORT ROAD RICHMOND, BC

DRAWING TITLE:

CONTEXT PLAN AND PHOTOS

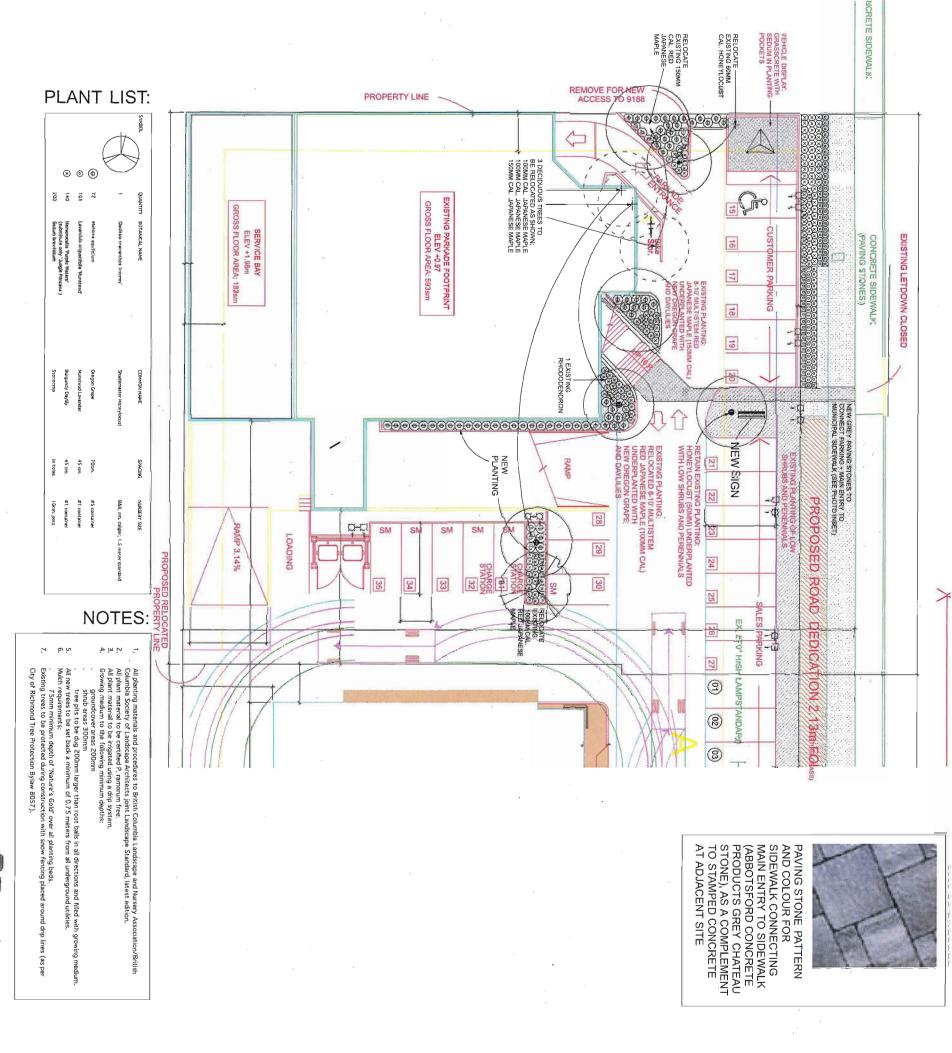
PROJECT NO .:

10595

REV.	ISSUED FOR	DATE
A	ISSUED FOR DEVELOPMENT PERMIT	10/11/11
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3 C	RE-ISSUED FOR DEVELOPMENT PERMIT	02/07/13
	A B	A ISSUED FOR DEVELOPMENT PERMIT B RE—ISSUED FOR DEVELOPMENT PERMIT

THE COS WATER STATE 1980 CONTRACTOR TO SECURE SECTION SECTION





Wendy Armstrong-Taylor
landscape consulting & design

4462 Salmon River Road, Armstrong, B. C. V0E 1B4
phone: (250) 546-2701 fax: (250) 546-2797
email: wmat@telus.net

mitusbishi Dealership

project: Mitusbishi Dealership

9140 BRIDGEPORT ROAD, RICHMOND B.C.

drawing title: LANDSCAPE PLAN

date: 04/JAN/2012 scale: 1:100 sheet number: L-1 of 1



Report to Development Permit Panel

To: Development Permit Panel

Date: April 7, 2014

From: Wayne Craig

Re:

File:

DV 14-654101

Director of Development

Director of Development

Application by Manjeet and Harman Biln for a Development Variance Permit at

5780 Bittern Court

Staff Recommendation

That a Development Variance Permit be issued that would vary the maximum lot coverage in "Land Use Contract (006) Bylaw No. 2938" from 33% to 40% in order to permit construction of a new two-storey single detached dwelling at 5780 Bittern Court.

Wayne Craig

Director of Development

CL:blg Att.

Staff Report

Origin

Manjeet and Harman Biln have applied to the City of Richmond for permission to vary the maximum lot coverage permitted under "Land Use Contract (006) Bylaw No. 2938" from 33% to 40% to develop a new two-storey single detached dwelling at 5780 Bittern Court. The site is located at the intersection of Bittern Court and Trumpeter Drive in the Westwind neighbourhood and currently contains a single detached dwelling, which is proposed to be demolished (Attachment 1).

The use and development of the land at 5780 Bittern Court is governed by Land Use Contract 006, which was approved under Bylaw No. 2938 in 1973 (hereafter referred to as "the Land Use Contract"). The Land Use Contract references the "General Residential District 2 (GR/2)" zone of Zoning Bylaw No. 1430 (as it existed at the time that the Land Use Contract was approved) for regulations on the use and development of the land. The maximum building height permitted at the subject site is three (3) storeys above natural grade and the maximum lot coverage is 33%.

The applicants wish to develop a new dwelling at the subject site that would be larger than the current dwelling, but recognize that a three-storey dwelling would be out of character with the existing single-storey and two-storey dwellings in the surrounding neighbourhood. Therefore, the applicants are seeking permission to vary the maximum lot coverage requirement from 33% to 40% to accommodate the proposed floor area within a two-storey single detached dwelling on the subject site.

Related Policies

2041 Official Community Plan Designation

The 2041 OCP's Land Use Designation for the subject site is "Neighbourhood Residential". This proposal is consistent with this land use designation.

Steveston Area Plan Designation

The Steveston Area Plan's Land Use Designation for the subject site is "Single-Family". This proposal is consistent with this land use designation.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the north and west, across Bittern Court, are existing two-storey single detached dwellings on lots governed by Land Use Contract (006).
- To the east, across Trumpeter Drive, is an existing two-storey single detached dwelling on a lot governed by Land Use Contract (006).
- To the south, is an existing two-storey single detached dwelling on a lot governed by Land Use Contract (006).

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 2**) for a comparison of the proposed development data with the relevant land use requirements.

Staff Comments

The proposed development plans attached to this report (**Plan # 1 to Plan # 3.d**) have addressed the significant planning and urban design issues and other staff comments identified as part of the review of this Development Variance Permit application. In addition, this development proposal complies with the applicable policies contained within the Official Community Plan (OCP) and would comply with all aspects of the Land Use Contract with the exception of the lot coverage variance requested.

Land Use Contract Compliance/Variances

The applicants have requested to vary the Land Use Contract to increase the permitted lot coverage by buildings from 33% to 40% to permit construction of a new two-storey single detached dwelling at 5780 Bittern Court.

Staff recommends support for the proposed variance to the Land Use Contract to increase the permitted lot coverage from 33% to 40% for the following reasons:

- a) The proposal provides an acceptable option to enable construction of a single detached dwelling that is lower in height than what is permitted under the Land Use Contract for the subject site and is instead similar in character to that of dwellings constructed under the standard "Single Detached (RS1)" zone, which are limited to a maximum of two (2) storeys and a maximum lot coverage of 45%.
- b) Staff worked with the applicant to achieve architectural and landscape designs that respond to the objectives contained within the OCP.
- c) The proposal results in a smaller floor area than what is permitted under the Land Use Contract for the subject site, which is in keeping with the character of existing dwellings in the immediate surrounding neighbourhood.
- d) Discharging the Land Use Contract and rezoning the subject property are not requested by the applicant at this time.

Analysis

Conditions of Adjacency

• The subject site is bordered to the north and east by the City road allowance (consisting of the pavement width, curb, gutter, and boulevard) which measures approximately 17 m. The site is bordered to the west by the cul-de-sac of Bittern Court, which measures approximately 35 m in width. These adjacent conditions provide an adequate separation between the proposed dwelling and the properties to the north, east, and west.

• To the south of the subject site is a two-storey single detached dwelling on the adjacent property at 11671 Trumpeter Drive. The proposed dwelling at the subject site provides for a 1.2 m (4 ft.) interior side yard setback, which is consistent with the Land Use Contract and with what is permitted on the adjacent property. An existing 1.8 m high fence along the shared property line between the subject site and 11671 Trumpeter Drive will be retained, and will ensure privacy between the two properties. As well, the proposed design of the dwelling contains limited window openings on the second floor of the south elevation, which minimizes overlook onto the adjacent property.

Site Planning, Urban Design, and Architectural Form & Character

- The siting of the proposed dwelling is relatively consistent with the existing dwelling on the property and complies with the minimum setbacks under the Land Use Contract, which requires 6 m front and rear yard setbacks (east and west), a 4.5 m exterior side yard setback (north), and a 1.2 m interior side yard setback (south).
- The development proposal includes an adequately sized and well-located private outdoor space and patio in the rear yard (west yard) off the kitchen on the main floor (see **Reference Plans**).
- The proposed vehicle access to the subject site is from a driveway that will be located toward the south end of the east property line on Trumpeter Drive. The proposed pedestrian access to the subject site is from a pathway located along the north property line to the main entrance and front porch of the dwelling.
- The design of exposed building elevations includes adequate articulation, a clearly defined base, middle, and top, as well as a variety of exterior cladding materials (e.g. stone veneer, painted rock dash stucco, and wood panels and trim) and window openings to provide for visual interest and to maintain a pedestrian scale.
- The proposed design of the dwelling is consistent with the character of new dwellings being constructed city-wide.

Tree Preservation & Landscaping

- A Tree Survey, Certified Arborist's Report, Tree Retention Plan and Landscape Plan have been submitted by the applicant, which address proposed tree retention/removal, tree replacement, and landscape design.
- The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted onsite visual tree assessment, and concurs with the recommendations to retain Tree # 186 onsite and to remove Trees # 188, 189, 190, and 192 from the subject property. Trees # 188, 189 and 190 have all been historically topped and are recommended for removal based on poor condition. Tree # 191 is recommended for removal because it exhibits decay at the stem unions and is located too close to the proposed building foundation to be successfully retained. Tree # 192 is recommended for removal because it has a very unbalanced canopy and leans toward the dwelling on the adjacent lot to the south, and because it is located within the building envelope.

- The City's Parks Department has reviewed the Arborist's Report, conducted visual tree assessment, and concurs with the recommendations to retain Tree # 185 and 187 located on City-owned property in the boulevard on Trumpeter Drive and at the entrance to Bittern Court. These trees are good candidates for retention, they are not anticipated to be impacted by the proposed development, and there is an adequate tree protection zone shown on the proposed Tree Retention Plan (Attachment 3).
- To ensure survival of the on-site and off-site trees to be protected (Trees # 185, 186, and 187), the applicants must submit the following items prior to this application being forwarded to Council for approval:
 - A contract with a Certified Arborist for supervision of any on-site works to be conducted within tree protection zones. The contract must include the scope of work to be undertaken, including the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to prepare a post construction impact assessment report to the City for review.
 - A survival security in the amount of \$3,000. The City will release 50% of the security after the proposed construction and landscaping on the subject site is completed to the satisfaction of the City and the required post-construction impact assessment report documenting tree survival has been submitted by the Arborist to the City for review. The City will release the remaining 50% of the security one year later if the trees have survived.
- Prior to demolition of the existing dwelling on the subject lot, the applicants are required to install tree protection fencing to City standard around Trees # 185, 186, and 187 in accordance with the City's tree protection information bulletin (TREE-03). Tree protection fencing must remain in place until construction and landscaping of the proposed dwelling on the subject site is completed.
- The Landscape Plan (**Plan # 2.a to Plan # 2.b**) is consistent with the Tree Retention Plan shown in **Attachment 3**. In addition to tree retention, the Landscape Plan illustrates that a combination of deciduous and coniferous replacement trees will be planted and maintained on the subject property, consistent with the OCP 2:1 tree replacement goal (i.e., 10 replacement trees).
- Additional soft and hard landscaping, including a variety of Evergreen and flowering shrubs, low-lying vegetation, lawn, river rock, and concrete pavers is also illustrated in the Plan. Cedar fencing (1.8 m) is proposed along the interior side yard and in part of the rear yard along a portion of the west property line. There is no fencing proposed in the east yard along Trumpeter Drive, nor in the exterior side yard along the entrance to Bittern Court.
- In order to ensure that the replacement trees are planted and that the proposed landscaping work is undertaken, the applicant is required to submit a Landscaping Security in the amount of \$26,000 (100% of the cost estimate provided by the Landscape Architect) prior to this application being forwarded to Council for approval.

Conclusions

The applicants have applied to the City of Richmond for permission to vary the Land Use Contract to increase the permitted lot coverage by buildings from 33% to 40% to permit construction of a new two-storey single detached dwelling at 5780 Bittern Court.

The proposed development complies with applicable policies contained within the OCP and Area Plan, and would comply with all aspects of the Land Use Contract, with the exception of the variance discussed.

The applicants have addressed the planning and urban design issues and other staff comments identified as part of the application review, and staff feels that the proposal is the preferred development option for this site in terms of maintaining a building height that is consistent with the character of existing single detached dwellings in the immediate surrounding neighbourhood and city-wide. On this basis, staff recommends support for the application.

Cynthia Lussier Planning Technician (604-276-4108)

CL:blg

Attachments:

Attachment 1: Site Survey

Attachment 2: Development Application Data Sheet

Attachment 3: Proposed Tree Retention Plan

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

- 1. Submission of a security to the City in the amount of \$3,000 to ensure the survival of trees # 185, 186, and 187.
- 2. Submission of a Contract with a Certified Arborist for supervision of any on-site works to be conducted within tree protection zones of the trees to be retained. The contract must include the scope of work to be undertaken, including the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to prepare a post-construction impact assessment report to the City for review.
- 3. Submission of a Letter of Credit for landscaping in the amount of \$26,000 (100% of the cost estimate provided by the Landscape Architect) to ensure that the replacement trees are planted and that the proposed landscaping work is undertaken.

Prior to demolition of the existing dwelling on the subject site, the following is required:

Installation of tree protection fencing to City standard around on-site and off-site protected trees (Trees # 185, 186, and 187) in accordance with the City's tree protection information bulletin (TREE-03). Tree protection fencing must remain in place until construction and landscaping of the proposed dwelling on the subject site is completed.

At future Building Permit stage, the following is required:

- Submit Building Permit plans that are consistent with Plan # 1 to Plan # 3.d.
- 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).

This plan was prepared for inspection purposes and is for the exclusive use of our client. The signatory accepts no responsibility or indulity for any damages that may be suffered by a third party as a result of any decisions made or actions taken based on this document. This documents shows the relative location of the surreyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property comers. All rights reserved. No person may copy, reproduce, transmit or other this document in whole or in part without the consent of the signatory. NWD PLAN 44568 SECTION 1 BLOCK 3 NORTH RANGE 7 WEST ELEVATIONS ARE GEODETIC DERIVED FROM THE CITY OF RICHMOND CONTROL MONUMENT NO. 77H4827 (HPN4205) ELEVATION=1.044m DATUM CVD286VRD 2005 CIMC ADDRESS: THIS TOPOGRAPHICAL SURVEY HAS BEEN PREPARED IN ACCORDANCE WITH THE MANUAL OF STANDARD PRACTICE AND IS CERTIFIED CORRECT THIS 10th DAY OF OCTOBER, 2013. This plan does not show nan-plan charges, liens or interests. Lot dimensions and clearances according to Field Survey. ELEVATION DERIVATION 5780 — BITTERN COURT RICHMOND, B.C. PID : 007-543-794 TOPOGRAPHICAL SURVEY PLAN OF LOT 227 LAKHJOT S. GREWAL 250 DISTANCES ARE IN METRES B.C.L.S. LEGEND : (®) DENOTES DECIDIOUS TREE DENOTES CONIFEROUS TREE DENOTES TREE'S DRIP LINE RADIUS PLAN 44568 228 SIDE WALK EXISTING DWELLING EXISTING DWELLING PLAN 44568 227 SIJEM COUPT TRUMPETER DRIVE © GREWAL & ASSOCIATES PROFESSIONAL LAND SURFETORS UNIT 204, 15299—5811 AFRIVE SURREY, B.C. VAS 2C1 TEL: 604–597–6857 TEL: 604–597–6857 FM.ML: Office@CrewolSurveys.com FILE: 1310–006 DWG: 1310–006 T1



Development Application Data Sheet

Development Applications Division

DV 14-654101 Attachment 2

Address: 5780 Bittern Court

Manjeet Singh Biln,

Applicant: Manjeet and Harman Biln

Owner: Harmandeep Bains Biln

Planning Area(s): Steveston

	Existing	
Site Area:	530.67 m ²	No change
Land Uses:	Single detached dwelling	Single detached dwelling
OCP Designation:	Neighbourhood Residential	No change
Steveston Area Plan Land Use Designation:	Single-Family	No change
Zoning:	Land Use Contract (006) Bylaw No. 2938	No change

	Permitted	Proposed	Variance
Floor Area Ratio:	N/A	N/A	none permitted
Proposed Floor Area (including garage and covered porch):	Max. 33% Lot Coverage x 3 storeys	388.12 m² (4,177.79 ft²)	none
Lot Coverage:	Max. 33% (175.12 m²)	38.95% (206.67 m²)	Variance requested to increase lot coverage from 33% to 40%
Setback – Front Yard (east yard):	Min. 6.1 m	6.1 m	none
Setback – Exterior Side Yard (north yard):	Min. 4.5 m	4.5 m	none
Setback – Interior Side Yard (south yard):	Min. 1.2 m	1.2 m	none
Setback – Rear Yard (west yard):	Min. 6.1 m	6.1 m	none
Building Height (m): Maximum three (3) storeys above natural grade		9.85 m	none



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TREE INVENTORY AND ASSESSMENT LIST

- Hi and Spr denote the height and spread (radius of crown) of the tree in metres as measured or estimated by the assessor if applicable. Height and Spread are not applicable for Grove or Forest Stand Irees. Tag # denotes the tag affixed ta the free for reference in report and on drawings.
- Dbh denotes the diameter of the trunk measured at 1.4 m above grade ar as per arboricultural standards (i.e. For multi stem trees).
- Cond denotes health and structural rating using Visual Tree Assessment (VTA) procedures. U denotes <u>Unsuitable</u>, M denotes <u>Moratina</u>) denotes <u>Suitable</u>. See report for details.

A S	long	enote.	s the propo	Action denotes the proposed treatment of the tree v	vithin the	s derives, <u>someties</u> , see report for deruins. Action denotes the proposed treatment of the tree within the current development design. See report and drawing for details.	letails.
#	Ŧ	Spr	# Ht Spr Dbh	Tree Type	Cond	Cond Observations	Action
			(mo)				
S	5	2	22	Austrian pine	Σ	CITY TREE. Topped, headed and lopiary pruned. Will	Relain
						require regulor pruning to be cantinued.	
9	7	4	4 17+18+9	Japanese maple	S	Asymmetry due to competition with adjacent tree,	Retain
7	6	က	45+28	Deodar cedar	Σ	CITY TREE, Topped and shear pruned Into topiary. Will	Retain
						require regular pruning to be continued.	
8	5	က	15+18+8	3 15+18+8 Mountainash	\cap	Severe pruning with large wounds and excessive crown	Remove
						raising in its history.	
۰	က	4	24	Youngii weeping birch	\supset	Large pruning wound at the main scaffold union with	Remove
						decay observed. Significant strength loss has resulted.	
0	9	_	24	Deodar cedar	Σ	Topped and shear pruned into topiary. Would require	Remove
						regular pruning to be continued if retained.	
_	5	c	17+9	Japanese maple	Σ	Future decay issues will result in strength lass and	Remove
						possible limb failure.	
2	9	က	6 3 17+17	Magnolia	⊃	Included bark and embedded branch stub in the main	Remove
						unian of the base. Yery weak unian and combined	

82

88

茔 Tag #

with asymmetry, this tree is prone to failure.

192

8 18

LEGEND

* ** donotes tree TAG NUMBER or ID REFERENCE.

denotes DRIPLINE (spread of the branches and fallage) of the tree

denotes the trunk location of tree proposed to be RETAINED and professed. •

2X4 (min) WOOD POST

TREE PROTECTION FENCE DETAL - BAMPLE. FENCES MUST EXCEED MUNICIPAL STANDAROS

— PLA PLA TO SCALE

2x4 WOOD TOP & BOTTOM RAILS

denotes the trank location of Irea proposed to be REMOVED. 89

unicipal apprinvols for remnival are abtained). cienotes frunk location of OFF-SITE tree to be protected funtess own denotes NON-BYLAW unclersize free (measured by project arborist)

denotes frunk focation of MIGH RISK line for owner to obtain pennil and REMOVE as soon as possible

denotes \$11E LIMITS.

stos TREE PROTECTION ZONE seutorick oliganineas).





TREE MANAGEMENT DRAWING PROJECT: BP APPLICATION FOR NEW HOME ADDRESS: 5780 BITTERN COURT RICHMOND

SHEET: 1 OF CLIENT: DAVE BILN ACL FILE: 14130



Development Variance Permit

No. DV 14-654101

To the Holder:

MANJEET & HARMAN BILN

Property Address:

5780 BITTERN COURT

Address:

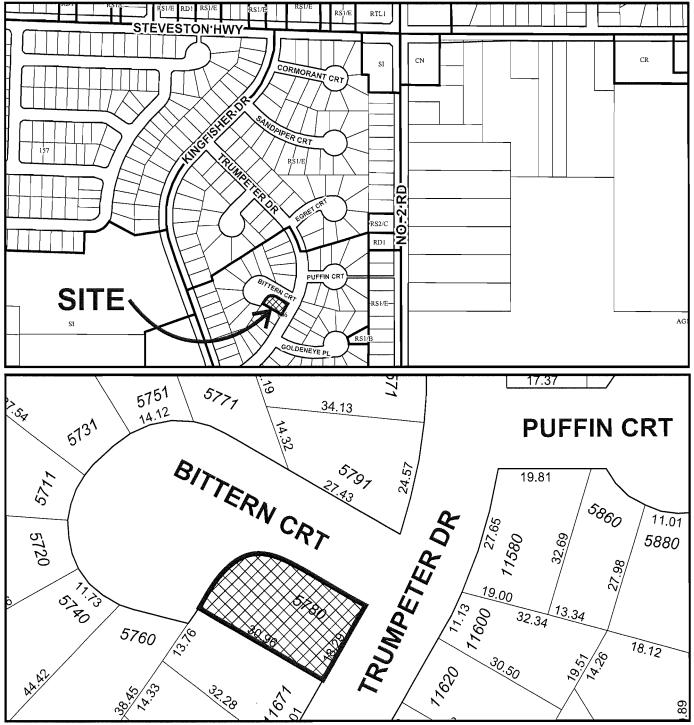
C/O 5780 BITTERN COURT RICHMOND, BC V7E 3X1

- 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 "Land Use Contract (006) Bylaw No. 2938" is hereby varied to increase to permitted maximum lot coverage from 33% to 40%.
- 4. 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 #1 to # 3.d attached hereto.
- 5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
- 6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$26,000.00 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.
- 7. 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 Variance Permit No. DV 14-654101

To the Holder: MANJEET & HARMAN BILN				
Property Address: 5780 BITTERN COURT				
Ac	dress:	C/O 5780 BITT RICHMOND, E	FERN COURT BC BC V7E 3X1	
8.		s of this Permit	oped generally in accordance with the terms and and any plans and specifications attached to this	
	This Permit is not a Buil	ding Permit.		
	UTHORIZING RESOLU AY OF ,	ΓΙΟΝ NO. ·	ISSUED BY THE COUNCIL THE	
Dl	ELIVERED THIS	DAY OF	, .	
M	AYOR			



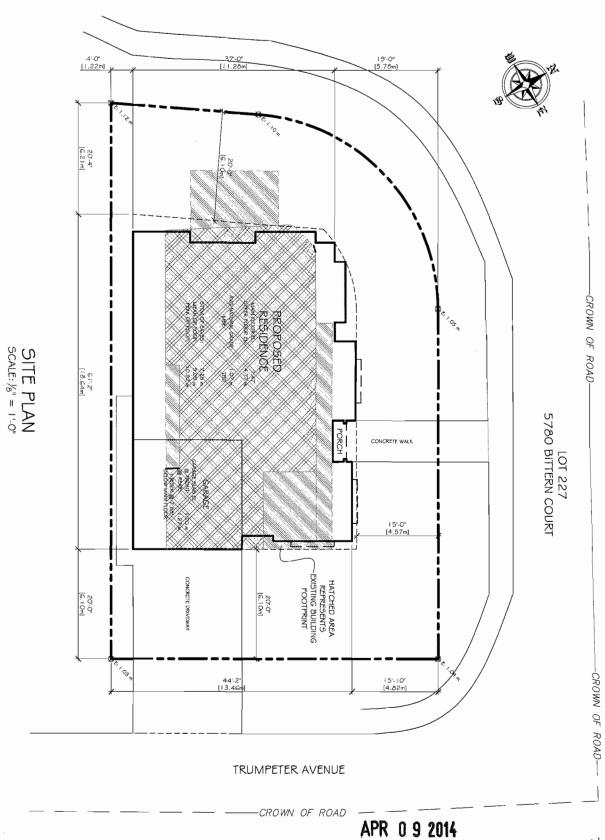




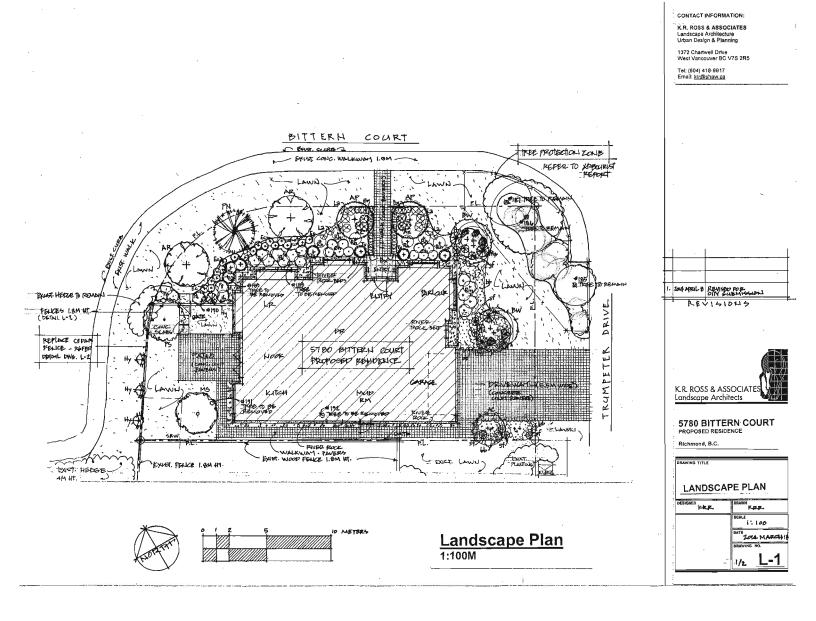
DV 14-654101 SCHEDULE A Original Date: 04/07/14

Revision Date:

Note: Dimensions are in METRES



Plan#1 DV-14-654101



APR 0 9 2014

Plan#2.a

REPLACEMENT TREES PLAN

Existing Trees to be Removed	= 5 trees
Required Replacement Trees	= 10 Total replacement trees required
(2 replacement Irees for each 1 Iree to	(8 trees at 6cm cal / 3.5M ht)
be removed)	(2 trees at Bcm cal / 4.0M ht)
Proposed Replacement Trees	10 Trees Total (as per size reg'mts)

LIVE PLANT AREA CALCULATION

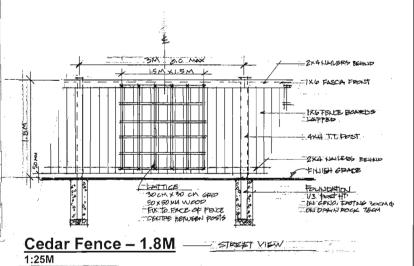
Total Site Area	531 sq. meters		
Total Live Plant Area	228 sq. meters		
Live Plant Area Calculation	42.5 %		
Other Porous Surfacing Areas (River Rock borders)	14.0 sq. meters		
Total Porous Surfacing Areas	240 sq. melers		
Porous Area Calculation	45 %		

PLANT LIST

Key	Scientific Name	Common Name	Qty	Size / Notes
	TREES:	-	\leftarrow	
AC	Acer circinatum	Vine Maple clump	1	6cm cal; 8&Bmulti-sten
AR	Acer rubrum 'Red Sunset'	Red Sunset Maple	2	8cm cal; B&B
AP	Acer palmatum	Japanese Maple 2		6cm cal; B&B specimans
BW	Betula paperifera	Paper Birch clump	2	6cm cal: 8&8: multi-stem
MS:	Magnolia Sleboldii	Oyama Magnolla	1	6cm cal; B&B
PN	Pinus nigra	Austrien Pino	1	3.5M ht; B&B
P\$	Prunus yedoensis 'Akebono'	Japanese Daybreak Cherry	1	6cm cal; B&B
	SHRUBS:			
Az	Azalea Kaempferi *Othello*	Kaempfeti 'Othello' Azaleas	6	#2 pot;
Вх	Buxus sempervirons 'Suffruiticosa'	Dwarf Boxwood	60	#1 pot; 15cm o.c.
Ch	Choisya temata 'Aztec Pearl'	Mexican Orange Blossom	10	#3 pot;
Eç	Erica carnee	Winter Heather (pink/white mix)	20	#2 pot
Ну	Hydrangea petiolaris	Climbing Hydrangea	4	#3 pot
La	Lavandula angustifolia	English Lavender	14	#2 pot
Pm	Plnus mugho	Mugho Pine	4	#3 pat;
Pa	Prunus laurocerasus 'Otto Luyken'	Otto Luyken	14	#3 pat
Rh	Rhododendron	Yak Rhodo 6 (pale pink - white)		#3 pot
Rm	Rosa meidiland white	Meldiland White Shrub Rose	5	#3 pot; 24" ht.
Tx	Texus x media Browniii	Browns Yew	7	1.2M ht; 8&B select
	GROUNDCOVERS:			
bb	Arctostaphylos uva-ursi	Bearberry	90	#1 pot; 30cm p.c.
gs	Gaultheria shallon	Salati 48 #1 pe		#1 pot: 30cm o.c.
sf	Polystichum munitum	Sword Fern	1/1	#2 pot; 18"- 20"ht.

PROJECT NOTES

GENE	RAL:
•	Locate all underground and overhead utilities on site prior to start of work
•	Refer to Architectural and Civil plans to confirm final grades and site drainage regmts.
٠	Refer to project Arbourist Report for tree management measures and protection of existing trees to remain.
•	Provide underground ducts – to approval - under landscaped and paved areas for all landscape Irrigation and electrical service as required.
PLAN	ITING AREAS:
•	All landscape materials, products, and installation to conform to the latest edition of the BCSLA "BC Landscape Standard".
	Contractor to provide one year warranty on all plant material and lawns
•	All planting beds to have 2" deep mulch layer of Hemlock/Douglas Fir mulch on 18" deep approved topsoil growing medium
•	All lawn areas to be nursery sod on 6" deep approved topsoil
•	Landscape boulders to be rounded local rocks 24"-36" diameter – bury ½ below grade.
- PAVII	NG AREAS:
•	Concrete unit pavers to be "Old Country Stone" per Abbotsford Concrete Products (or equal) Taupe Blend colours, mixed shapes. Install as por manufacturer's specifications – complete with invisible edge restraints to approval. Pattern: "Random Offset Runner".
•	Concrete paving slabs to be approved precast / hydra-prest units 24'x24'x2'(nominal) - Taupe colour to approval.
RIVE	R ROCK BORDERS
•	River rock areas to be 1 1/2" - 3" diameter smooth, round, river stone to approval, Install 4" doep on approved weed barrier fabric. Install T.T. woo edgers(2"x6") as req'd. – to approval.
FENC	DES:
•	All wood fences and gates to be cedar with 2 coats of approved wood stain – colour to approval.
•	Use galvanized and/or stainless steel hardware (nails, screws, latches, hinges, fittings, etc.) to provide rust proof connections.
•	Wood fence posts to be preservative treated and installed in concrete



1. 2014 HPLL 8 REVISED FOR REVISIONS K.R. ROSS & ASSOCIATE Landscape Architects

CONTACT INFORMATION:

K.R. ROSS & ASSOCIATES Landscape Architecture Urban Design & Planning 1372 Chartwell Drive West Vancouver BC V7S 2R5

5780 BITTERN COURT PROPOSEO RESIDENCE DEVELOPME

Richmond, B.C.

LANDSCAPE NOTES & DETAILS KRE

LANGHT HA 2014 MARCH 18 L-2

APR 0 9 2014 Plan# 2.6

DV-14-654101



REV: APRIL 11, 2014

Plan #3.a APR 1 1 2014

DV-14-654101



REV: APRIL 11, 2014

Plan#3.6

APR 1 1 2014

DV - 14 - 654101



REV: APRIL 11, 2014

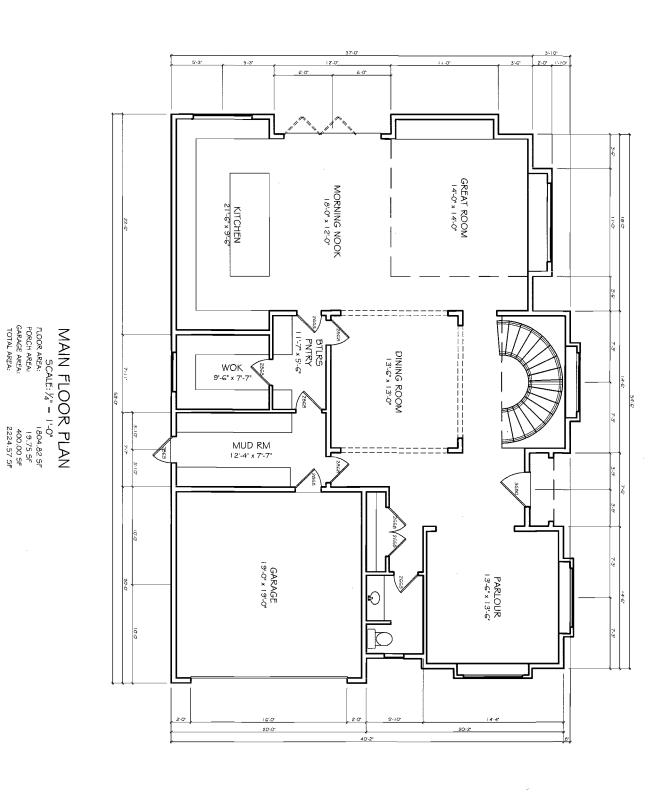
Plan#3.c

DV - 14 - 654101



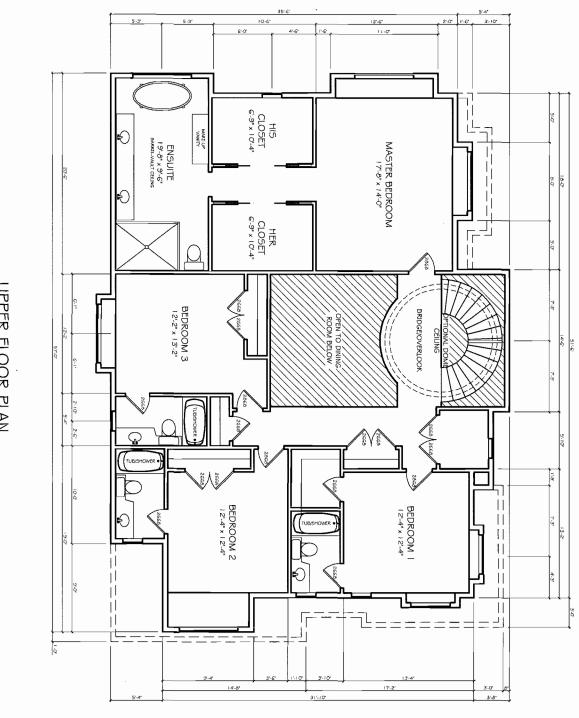
Plan #3.d APR 1 1 2014

DV-14-654101



DV-14-654101

Reference Plan APR 0 9 2014



UPPER FLOOR PLAN

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

FLOOR AREA: 1688.62 SF

STAIR AREA: 88.89 SF

OPEN AREA: 175.50 SF

TOTAL AREA: 1953.22 SF

DV-14-654101

Reference Plan APR 0 9 2014



Report to Development Permit Panel

Planning and Development Department

To: Development Permit Panel

Date: March 31, 2014

From: Wayne Craig

Re:

File: DV 13-634940

Director of Development

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, 7575Alderbridge 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 1	12B	14B	265
# of occupied dwelling units	All	All	All
# of visitor parking spaces	11	22	33
# of visitor parking spaces reserved for other use	٥	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	2: Surve	y Methodo	logy
		/	0,

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 <u>maximum</u> 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 is 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 chose alternate visitor parking areas if the visitor parking area within the building being visited is full. To facilitate the use of the multiple garages, a reciprocal easement was 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).



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

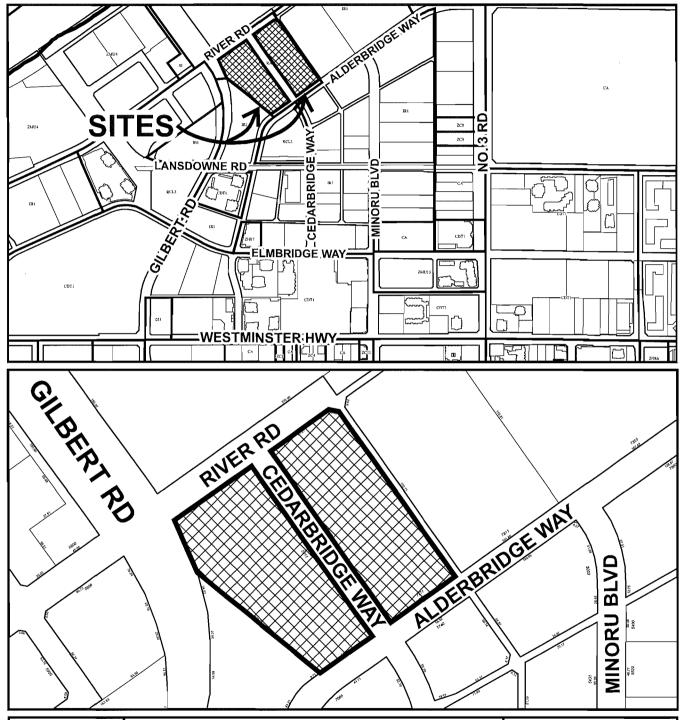
300 - 550 ROBSON STREET VANCOUVER, BC V6B 2B7

- 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 RESOL DAY OF ,			ISSUED BY THE COUNCIL THE
DELIVERED THIS	DAY OF	,	
MAYOR			







DV 13-634940 SCHEDULE "A"

Original Date: 03/26/14

Revision Date:

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Division

DV 13-634940 Attachment 1

Address: 5311 Cedarbridge Way & 7771 Alderbridge Way

Onni 7731 Alderbridge Holding

Corp. & Onni 7771 Alderbridge

Applicant: Onni 7731 Alderbridge Holding Corp. Owner: Holding Corp.

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

Floor Area Gross: 58,406 m² Floor Area Net: 57,425 m²

	Existing	Proposed		
Site Area:	25,175 m ² for Lots 1 & 2 28,713 m ² incl. Cedarbridge Way	25,175 m² for Lots 1 & 2 28,713 m² incl. Cedarbridge Way		
Land Uses: Multi-Family Residential – Lot 1 Light Industrial –Lot 2		Multi-Family Residential – Lots 1 & 2		
OCP Designation:	Mixed-Use	Mixed-Use		
Zoning:	High Density Low Rise Apartments (RAH2)	High Density Low Rise Apartments (RAH2)		
Number of Units:	mber of Units: 659			

	Bylaw Requirement With DP 12-615424 Variance	Proposed Development	Variance
Lot Size (Min.)	• 2,400 m ² (25,833 ft ²)	 Lot 1: 13,288 m² (143,040 ft²) Lot 2: 11,885 m² (127,937 ft²) 	• None
Lot Coverage (Max.)	60% for buildings80% for building and non porous surfaces	 Lot 1: building footprint: 45% non-porus surfaces: 69.5% Lot 2: building footprint: 45% non-porus surface: 70.3% 	• None
FAR	2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units.	2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units.	• None
Habitable Floor Elevation (Min.)	Residential: 2.9 m geodetic	 Residential: 4.064 m geodetic Local exception permitted for one (1) lobby per building. 	• None
Height (Max.)	25 m, but with specific areas allowing up to 35 m as outlined in CCAP.	Varies, but less than 25 m above finished grade in all cases.	• None

	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) Total: 845 (w/ 7.5% TDM)	Previously Proposed DP12-615424 Lots 1 & 2 (Bldgs1-4) Resident: 769 (small car: 45.5%) Visitors: 102 Total: 871	Currently Proposed DV13-634940 Lots 1 & 2 (Bldgs1-4) Resident: 799 (small car: 46.5%) Visitors: 66 Total: 865	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	Lot 1: Parkade (Bldgs1/2) Resident (1.25/unit): 425 Visitor (0.2/unit): 68 Lot 2: Parkade (Bldgs1/2) Resident (1.25/unit): 425 Visitor (0.2/unit): 68	Lot 1: Parkade (Bldgs1/2) Resident (1.25/unit): 399 Visitor (0.2/unit): 68 Lot 2: Parkade (Bldgs1/2) Resident (1.25/unit): 436 Visitor (0.2/unit): 64		• None
Loading	2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site.	Required 4 SU9 loadii for each of the four bu	None under this application. Previous variance under DP 12-615424	

