



Development Permit Panel

**Council Chambers, City Hall
6911 No. 3 Road**

**Wednesday, July 30, 2014
3:30 p.m.**

1. Minutes

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



2. Development Variance 13-634940
(REDMS No. 4297370)

APPLICANT: Onni 7731 Alderbridge Holding Corp.

PROPERTY LOCATION: 5311 and 5399 Cedarbridge Way

Director's 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 0.125 spaces/unit for a portion of the development located at 5311 and 5399 Cedarbridge Way on a site zoned "High Density Low Rise Apartments (RAH2)".



3. New Business

4. Date of Next Meeting: Wednesday, August 13, 2014

5. Adjournment



Development Permit Panel Wednesday, July 16, 2014

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
John Irving, Director, Engineering

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, June 25, 2014, be adopted.

CARRIED

2. Development Permit 14-662568

(File Ref. No.: DP 14-662568) (REDMS No. 4266509)

APPLICANT: 616147 BC Ltd.

PROPERTY LOCATION: 4220 Vanguard Road

INTENT OF PERMIT:

To permit the construction of a 283 m² industrial storage warehouse building with mezzanine level at 4220 Vanguard Road on a site zoned "Industrial Retail (IR1)."

Applicant's Comments

Wendy Andrews and Reiner Siperko, 616147 BC Ltd., gave a brief overview of the proposed industrial storage warehouse building with respect to (i) urban design, (ii) architectural form and character, (iii) landscape and open space design, and (iv) vehicle accessibility.

Development Permit Panel

Wednesday, July 16, 2014

Panel Discussion

Discussion ensued with regard to the proximity of the proposed structure to residential areas and the potential for excessive noise. Ms. Andrews advised that she anticipates that the building will mainly be used for storage and no external mechanical equipment will be used.

Discussion then ensued regarding pedestrian access to the site and in reply to queries from the Panel, Ms. Andrews advised that no new crossings are planned and she anticipates low pedestrian traffic to the site. She added that she anticipates that the existing driveway will be maintained and that a sidewalk along the side of the building will be added.

Staff Comments

Wayne Craig, Director, Development, noted that additional landscaping will be added on site to provide additional buffering.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 283 m² industrial storage warehouse building with mezzanine level at 4220 Vanguard Road on a site zoned "Industrial Retail (IR1)."

CARRIED

3. Development Permit 14-657502

(File Ref. No.: DP 14-657502) (REDMS No. 4254762)

APPLICANT: Kasian Architecture Interior Design and Planning Ltd.

PROPERTY LOCATION: 11380 Steveston Hwy.

INTENT OF PERMIT:

To permit the construction of an 882 m² addition and exterior renovation to the building at 11380 Steveston Hwy on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area."

Development Permit Panel

Wednesday, July 16, 2014

Applicant's Comments

Andrew Gordon, Architect, Kasian Architecture Interior Design and Planning Ltd. and Florian Fisch, Landscape Architect, Durante Kreuk Ltd., provided an overview of the proposed site addition and renovation with respect to architectural form and character and landscape and open space design. Mr. Gordon noted that parking stalls will be updated to include small car spaces and that an electric vehicle recharging station will be included in the proposed development.

Discussion ensued regarding the renovation components included in the application. In reply to queries from the Panel, Mr. Gordon advised that renovation of other buildings in the site will be completed in stages and that the proposed renovations will be fully integrated with the original structure.

Mr. Fisch gave an overview of the proposed landscaping and tree retention plan. He added that a wide walkway with seating elements will be included.

Panel Discussion

Discussion ensued with regard to the addition of parking spaces. Mr. Gordon noted that parking space lines will be repainted to accommodate new parking spaces.

In reply to queries from the Panel, Mr. Fisch commented on the placement of the proposed landscaping features and noted that there will be a net gain of landscaping elements in the proposed renovation.

In reply to queries from the Panel, Mr. Gordon advised that renovations to the structure will include updates to the façade and overhang as well the addition of glazing.

Discussion ensued regarding the access points to the site and Mr. Gordon advised that accessibility and sustainability features will include (i) widening of the sidewalk, (ii) increasing planting in the area, and (iii) installing an electric vehicle recharging station.

Farouk Babul, Westbank, suggested modifying the conditions of the development permit in order to expedite the application process. The Chair advised that the application would need to be referred back to staff in order to modify the development permit conditions.

Staff Comments

Mr. Craig advised that staff have worked with the applicant on aspects of (i) pedestrian and mobility access to the site, (ii) landscaping upgrades, and (iii) adding an electric vehicle charging station.

In reply to queries from the Panel, Mr. Craig noted that the proposed application meets the requirements for the total number of parking spaces as well as the ratio of small vehicle and regular vehicle parking spaces.

Development Permit Panel

Wednesday, July 16, 2014

Correspondence

None.

Gallery Comments

Referring to letters from businesses in the area, (attached to and forming part of these minutes as **Schedule 1**) and images of the site, (attached to and forming part of these minutes as **Schedule 2**) David Porte and Daniel Bar-Dayana, Porte Realty Ltd., expressed concerns with regard to the proposed application and was of the opinion that:

- the size and location of the proposed application may restrict visibility of and connectivity to the adjacent buildings;
- the design of the proposed application does not reflect the retail nature of the adjacent buildings;
- visibility restrictions may negatively affect tenants of the adjacent building;
- the proposed design may restrict access and lead to traffic congestion; and
- the proposed design may restrict access to the adjacent loading bay and compromise pedestrian safety.

Alex Cairns, Cushman and Wakefield, expressed concerns with regard to the proposed application and was of the opinion that the proposed application may restrict access to adjacent buildings and negatively impact traffic.

Panel Discussion

Discussion ensued with regard to further design enhancements to the proposed application that would address concerns related to (i) accessibility to the neighbouring site, (ii) the ratio of small vehicle and regular vehicle parking spaces, and (iii) possible traffic congestion.

The Chair encouraged that the applicant examine the option of including the renovation of the entire site into the permit application. He also encouraged the applicant to undertake further consultation with neighbouring businesses to address concerns related to design.

Development Permit Panel

Wednesday, July 16, 2014

Panel Decision

As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That the staff report titled Application by Kasian Architecture Interior Design and Planning Ltd. For a Development Permit at 11380 Steveston Hwy, dated June 20, 2014, from the Director, Development, be referred back to staff to examine:

- (1) enhancements to urban design and architectural form and character that would improve integration with other buildings on the site and accessibility to neighbouring sites;*
- (2) changes to the location and ratio of small vehicle and regular vehicle parking spaces;*
- (3) options to include the renovation of the entire site in the development permit; and report back.*

CARRIED

4. Development Variance 13-634940

(File Ref. No.: DV 13-634940) (REDMS No. 4245844)

APPLICANT: Onni 7731 Alderbridge Holding Corp.

PROPERTY LOCATION: 5311 and 5399 Cedarbridge Way

INTENT OF PERMIT:

To 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 a portion of the development located at 5311 and 5399 Cedarbridge Way on a site zoned "High Density Low Rise Apartments (RAH2)."

Applicant's Comments

Eric Hughes, Onni 7731 Alderbridge Holding Corp., gave a brief overview of the methodologies of the traffic and parking study related to the proposed application to reduce visitor parking on the proposed development. Mr. Hughes noted that the study compared parking rates of other developments in proximity to the site and the Canada Line. Also, Mr. Hughes advised that the overall parking rate between the two sites would be approximately 0.125 spaces/unit and that there will be interim visitor parking available during the construction phase of the east lot.

Development Permit Panel

Wednesday, July 16, 2014

Panel Discussion

In reply to queries from the Panel, Mr. Hughes advised that the parking rate on the east lot would remain at 0.15 spaces/unit and that any future reduction to parking rates would be based on market demand.

Staff Comments

Mr. Craig noted that visitors will have access to both parking lots which will provide an average parking rate of 0.125 spaces/unit.

Panel Discussion

Discussion ensued with respect to pedestrian access to the Canada Line. Victor Wei, Director, Transportation, noted that sidewalk enhancements along Landsdowne Road will provide a continuous connection to Canada Line.

Discussion then ensued with regard to the development contributions to sidewalk enhancements.

Correspondence

None.

Gallery Comments

None.

Panel Decision

As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That the staff report titled Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 5311 and 5399 Cedarbridge Way, dated June 27, 2014, from the Director, Development, be referred to staff to examine options to reduce the visitor parking requirement from 0.15 spaces/unit to 0.125 spaces/unit and report back to the Development Permit Panel meeting on July 30, 2014.

CARRIED

5. New Business

6. Date Of Next Meeting: July 30, 2014

Development Permit Panel
Wednesday, July 16, 2014

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:02 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, July 16, 2014.

Joe Erceg
Chair

Evangel Biason
Auxiliary Committee Clerk

**Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, July
16, 2014.**

To : Porte Realty Ltd

Attn: Mr.David Porte

July 7, 2014

Dear Mr. David Porte,

I would like to inform you that I have received the "Notice of Application for a Development Permit" DP 14-657502 from City of Richmond as attached for your reference.

I am uncertain as to what is going to happen later on, as there will be an extended 882 m² of space which would block off the view of my business. I have informed your office about the development permit sign that was placed at the front of the soon to be site of construction. My business has already been dwindling because of "Biz" closing down for over 3 months, as well as the upper offices that were occupied before by BC Assessment being empty for almost 2 years. With this new addition to 11380 Steveston Hwy, my business would take another big hit. And it is very difficult for such small business to survive due to potential customers cannot see my restaurant clearly.

Is there any way to either stop or lessen the space of the addition? I heard that even the traffic that leads to my business will be hindered. The passage from Coppersmith Farm Market to our business would be cut off (North to South). I will send a letter to the City Hall that explains why I do not agree with this addition. I would like to keep my business here at your property, and this is all I can do to protect my business.

Thank you so much for your kind attention and I am looking forward to hear your good news.

Best Regards

Eric Pun



Owner of Neptune Bistro

(604-277-6647)

c.c. Mr.Misha Ratner / Ms Tracy Gu

July 7, 2017

To whom it may concern,

I would like to inform you that I have received the "Notice of Application for a Development Permit" DP 14-657502 from City of Richmond.

During lunch time in the weekdays, you can see that some big trucks park in the middle of the coppersmith corner parking lot. Now some long trailers park at the West side of our building, even though the driver is going to coppersmith corner. The load area at the back of Canadian Tire is already very busy, when the truck arrives it sometimes blocks the whole road. Once the parking area is reduced due to the new extension, the congestion will be even worse than before. In addition, not only will the new building block our vision, it will block the emergency vehicles that would come from the north side. Lastly, our existing customers all come from the north side, which means from the back of the main building.


Is there any way to either stop or lessen the space of the addition? I am afraid that even the traffic that leads to my business will be hindered. The passage from Coppersmith Farm Market to our business would be cut off (North to South).

By approving this extension, the City Hall will be creating business at the cost of making us lose business. Please consider these factors before approving the development application.

Thank you so much for you kind attention and I am looking forward to hear your good news.

Best Regards

Eric Pun

A handwritten signature in blue ink, appearing to be 'Eric Pun', with a stylized, cursive script.

Owner of Neptune Bistro

(604-277-6647)

July 14th, 2014

Development Applications Division
City of Richmond

Re: Development Permit at Ironwood

To whom it may concern,

I am the owner of Steveston Medi-Spa, a business at 11331 Coppersmith Way. This letter concerns the notice of application for DP 14-657502. The proposed extended 882 m² of space is unreasonable considering the amount of traffic congestion we already have in our parking lot.

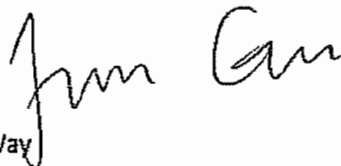
Everyday, there are big trucks in the parking lot for various retailers. The supermarket, Cora, Nando's, and especially Canadian Tire all have large trucks for their inventory. There are also various truck drivers who park their vehicles in the parking lot while they get lunch. This congestion already blocks our view to the Ironwood plaza, if the extension is approved, the situation will get even worse.

Most of our customers approach our shop from the North side of Ironwood Plaza, the extension will not only block their view of our store, it will make vehicle access a lot more difficult for our customers -> please see diagram below.

The City will really negatively impact all businesses at 11331 Coppersmith Way by approving this application. I strongly implore the development panel to consider rejecting this application. It doesn't make sense to create more business for only one retailer while taking away business from 6 or 7 other stores.

Sincerely,

Jun Gu
Steveston Medi-Spa
#130 - 11331 Coppersmith Way





RICHMOND MARTIAL ARTS

To City of Richmond

Re: Development in Ironwood Mall

I own Richmond Martial Arts in the Coppersmith Mall area and I oppose the development in Ironwood mall because the loss of visibility will decrease our walk in traffic as well hinder people coming for the first time if they can't find the location and since we have competitors in the back of us they may end up going there instead.

Regards,

Johnny Ahmed
Richmond Martial Arts
604-780-4001

Fairholm & Company

Suite 270-11331 Coppersmith Way
Richmond, BC V7A 5J9
Tel: (604) 214-7706
Fax: (604) 214-7736

July 15, 2014

Director, City Clerk's Office
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Madam/Sir:

Re: Application for a Development Permit DP 14-657502

This letter is to express our concerns with regards to the proposed Development Permit DP 14-657502 – 11380 Steveston Highway, Richmond, BC.

Our concerns relate to the following:

Impact on Existing Tenants – 11380 Steveston Highway.

The proposed development will eliminate much needed and used customer parking to existing businesses such as Coppersmith Farm Market and Cora's Restaurant.

Additional retail space will increase the demand for customer and staff parking, whereas the proposed development plans will in fact reduce the available parking spaces for both new and existing businesses.

The proposed development will reduce the access for the delivery of goods to the existing businesses. In particular, vehicle access of semi-trailer trucks and sanitation trucks will create significant problems for the truck drivers, creating significant possibilities for accidents with parked vehicles as well as with pedestrians, customers.

Impact on Tenants and Landlord – 11331 Coppersmith Way.

The proposed development will have significant negative impact on the retail customers of the north side of 11331 Coppersmith Way. The visibility of these retail shops and services will be greatly reduced. Similarly the vehicle access from 11380 Steveston Highway will be significantly difficult to maneuver. The landlord will also experience significant rental value devaluation as a result of the negative impact of the proposed development application.

Thank you for giving us the opportunity to express our concerns in this regards.

Yours very truly,
FAIRHOLM & COMPANY
Chartered Accountants

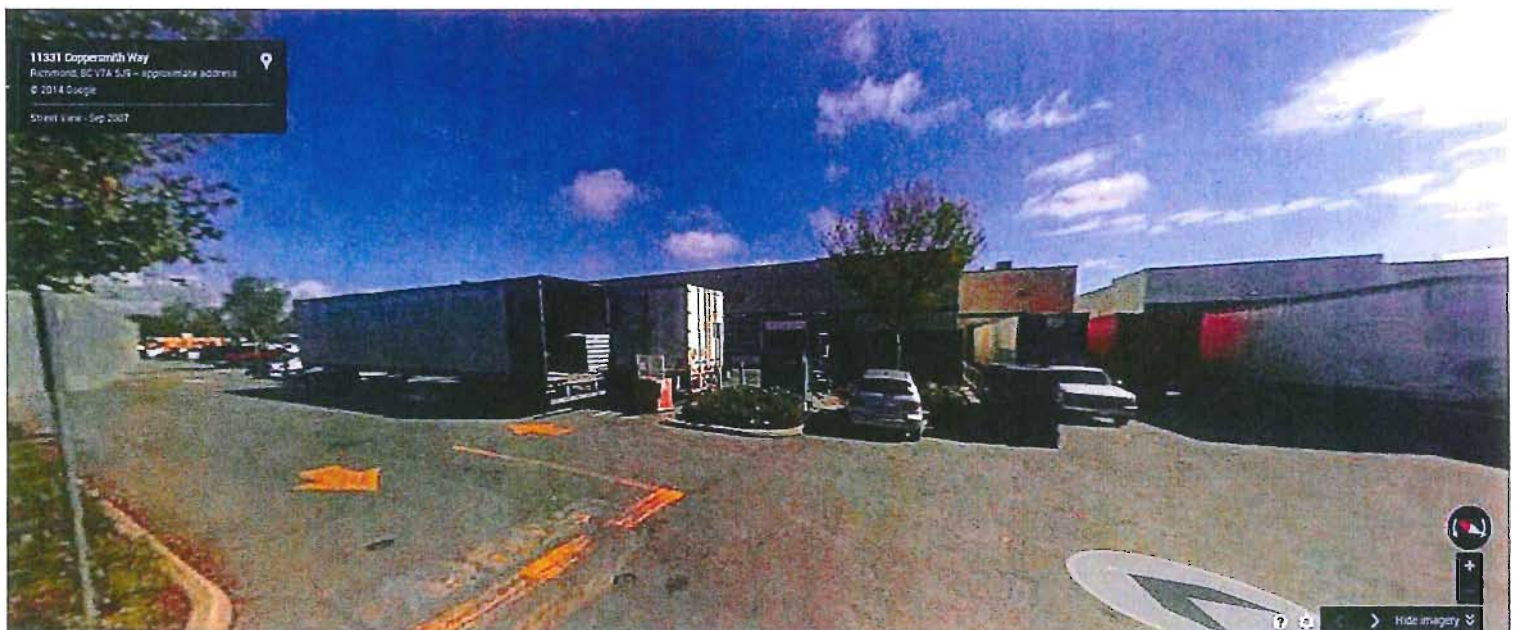


D. FAIRHOLM & COMPANY INC.
/ao

Daniel Bar-Dayan

From: Daniel Bar-Dayan
Sent: Friday, July 04, 2014 11:18 AM
To: Daniel Bar-Dayan
Subject: pics of Coppersmith - issues with proposal

Issues with having one lane next to Canadian Tire (Google maps – not purposely chosen time by us)
No way anyone is parking around the side of Cdn Tire





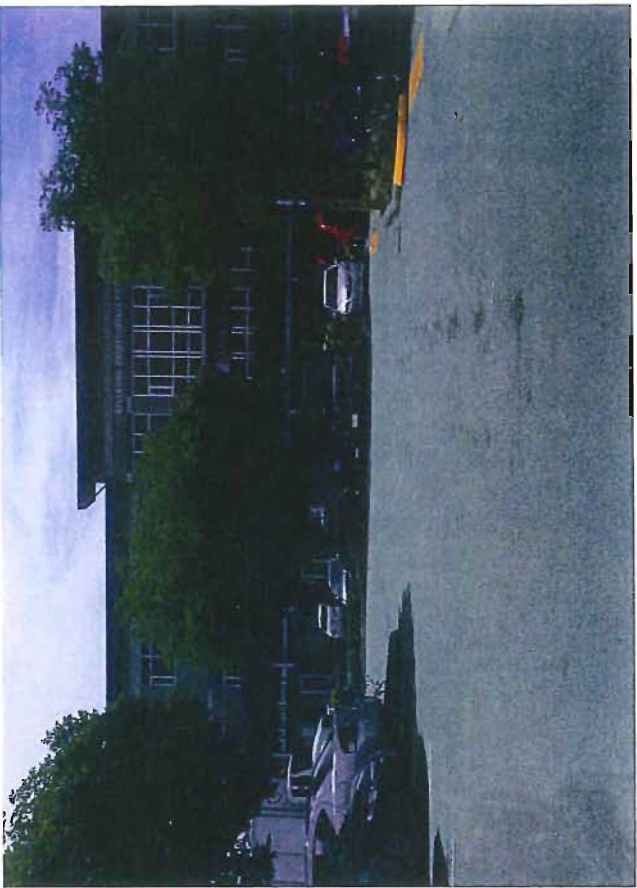
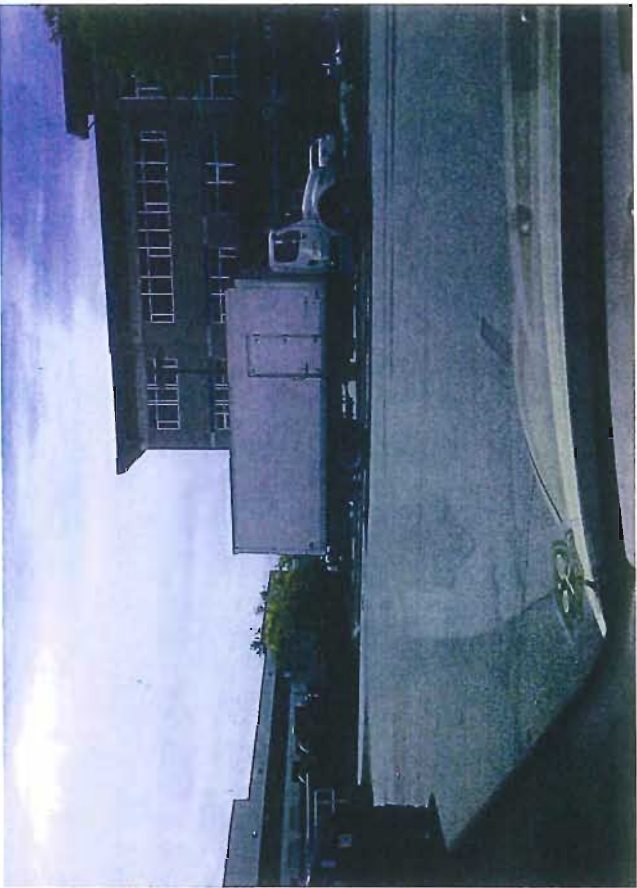
These are left there for extended periods of time – note no truck connected to the cargo. Clearly, very tight for Canadian Tire already.

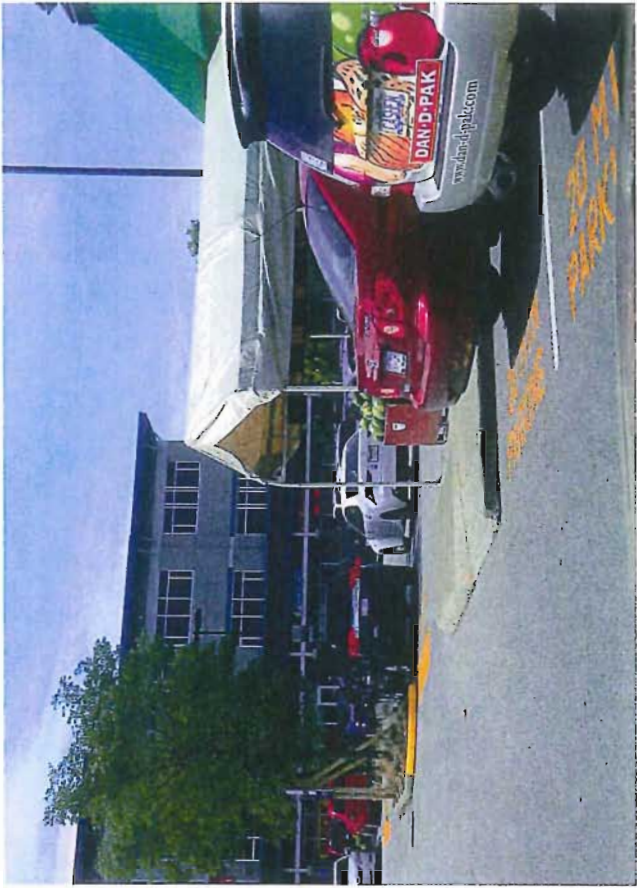
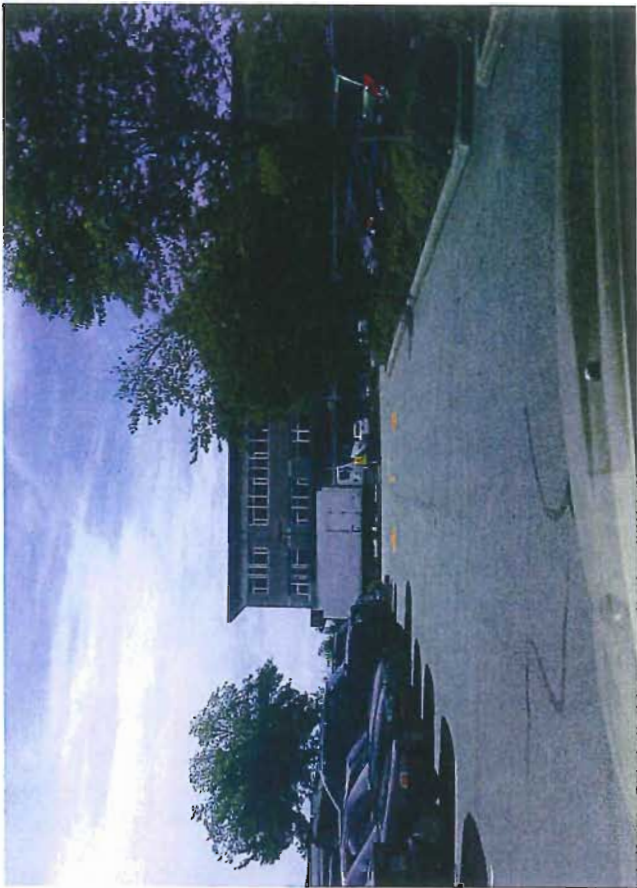


Proper Animated Corner











City of
Richmond

Report to Development Permit Panel

Planning and Development Department

To: Development Permit Panel

Date: July 22, 2014

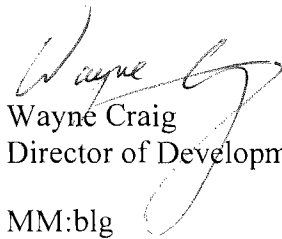
From: Wayne Craig
Director of Development

File: DV 13-634940

Re: Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 5311 and 5399 Cedarbridge 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 0.125 spaces/unit for a portion of the development located at 5311 and 5399 Cedarbridge 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. previously 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 660-unit project in four (4) buildings located at 5311 and 5399 Cedarbridge Way (formerly 7731 Alderbridge Way) and 7771 Alderbridge Way.

The Development Permit Panel reconsidered this application at its July 16, 2014 meeting, at which the Panel made the following recommendation on this variance application:

"That the staff report titled Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 5311 and 5399 Cedarbridge Way, dated June 27, 2014, from the Director, Development, be referred to staff to examine options to reduce the visitor parking requirement from 0.15 spaces/unit to 0.125 spaces/unit and report back to the Development Permit Panel meeting on July 30, 2014."

In response to the above referral, the applicant has agreed to revise their application to seek a lesser variance to the visitor parking requirements to 0.125 spaces/unit only for Buildings 1 and 2 on Lot 1. Lot 1 forms the western side of the development located at 5311 and 5399 Cedarbridge Way, containing 341 of the development's 660 units, as discussed below in the Staff Report. The previous Staff Report considered at the July 16, 2014 Development Panel Meeting is included within Attachment 2.

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 revised application is for a lesser variance to reduce the visitor parking to 0.125 spaces/unit on Lot 1 (Buildings 1 and 2 only) as compared to the previously proposed 0.10 spaces/unit. The revised variance results in a reduction of eight (8) spaces from the 51 visitor parking spaces to be provided under DP 12-615424, leaving a total of 43 visitor spaces. This compares to the previously proposed variance that would have reduced the visitor parking by 16 spaces, leaving a total 35 visitor parking spaces.

With the proposed visitor parking rate of 0.125 spaces/unit on Lot 1 and at the current 0.15 spaces/unit rate on Lot 2 (approved under DP12-615424), the overall development visitor parking rate would be 0.1375 spaces/unit. Also, the revised variance provides for 0.125 spaces/unit or 43 spaces on Lot 1 which is equal to the previously proposed overall visitor parking rate of 0.125 spaces/unit for Lots 1 and 2.

Given that this lesser requested variance provides for 43 visitor parking spaces permanently within the parkade on Lot 1, the previous requirement to register an easement prior to issuance of the Development Variance Permit on Lot 2 in favor of Lot 1 has been removed. This easement would only require a total of 43 visitor spaces being available on an interim basis with the 35 permanent visitor parking spaces combined with the interim eight (8) visitor surface spaces on Lot 2. Also, the previously proposed \$25,000 security is no longer required to ensure the applicant undertakes the visitor parking study on Lot 1 and constructs the interim eight (8) visitor parking spaces on Lot 2.

Staff support the revised visitor parking variance based on the following:

- 1) *Parking Study Results:* With the expanded parking study submitted by the applicant included, there is now a review of five (5) 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. The provision of the proposed 0.125 spaces/unit would result in a 23% margin of surplus capacity over the highest observed utilization of visitor parking of 0.10 spaces/unit at the five (5) surveyed sites.
- 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 concluded that residential visitor parking supply may be over supplied in most apartment developments.
- 3) *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.

- 4) *Transit Proximity:* The development is in relatively close proximity at 660 metres via Alderbridge and Cedarbridge Way (15 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. This transit availability may also reduce the need for residential visitor parking spaces.
- 5) *Multiple Parking Garages:* The proposed development includes four (4) separate visitor parking areas for the four (4) buildings. This 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 registered at the time of rezoning and issuance of the original DP 12-615424 that provides that the visitor parkade entrance intercoms for each building will be interconnected. This shared approach ensures that all four (4) parking garages are available to serve the all four (4) buildings within the entire development. This would equate to a rate of 0.1375 spaces/unit or a total of 91 visitor parking spaces if the visitor parking rate is reduced to 0.125 spaces/unit for Buildings 1 and 2 on Lot 1, but is maintained at 0.15 spaces/unit for Buildings 3 and 4 on Lot 2.
- 6) *Parking Stays Within the Approved Transportation Demand Management (TDM) Reduction:* It is important to note that with the revised variance, the total combined overall resident and visitor parking under the revised variance is now 865 spaces for Lots 1 and 2. This is less than the 7.5% TDM reduction allowed under the initial rezoning which included a total of 845 resident spaces and visitor spaces overall on Lots 1 and 2.

Based on the above factors, City staff support the reduced visitor parking variance to 0.125 spaces/unit from the currently approved 0.15 spaces/unit rate for Lot 1.

Conclusions

Staff support the applicant's revised visitor parking variance from the currently approved 0.15 spaces/unit to 0.125 spaces/unit for the Lot 1 at 5311 and 5399 Cedarbridge Way given there are 43 visitor parking spaces compared to 35 visitor parking spaces within the application considered at the July 16, 2014 Development Permit Panel meeting. The reduced variance provides for more visitor parking at 0.125 spaces/unit than the maximum visitor parking rates of 0.10 spaces/unit observed in the more detailed parking study that examined five (5) other developments in the City Centre area.

If the proposed variance to allow for a visitor rate of 0.125 spaces/unit is approved for Buildings 1 and 2 on Lot 1, the 0.15 visitor spaces/unit parking requirement would be maintained for Buildings 3 and 4 on Lot 2. Also, all four (4) of the permanent parking lots will be shared under the current permanent parking easement and provides for an overall visitor parking rate of 0.1375 spaces/unit or 91 spaces over the entire development.



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:

- None applicable.

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>).



DV 13-634940

Attachment 1

Address: 5311 & 5399 Cedarbridge Way (Lot 1 - Subject Lot within Revised Variance Application)
7771 Alderbridge Way (Lot 2 - Related Lot Within Same Development)

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 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 m ² for Lots 1 & 2 28,713 m ² 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:	Lot 1 – 341 Lot 2 – 319 Total – 660	Lot 1 – 341 Lot 2 – 319 Total – 660

	Bylaw Requirement With DP 12-615424 Variance	Proposed Development	Variance
Lot Size (Min.)	<ul style="list-style-type: none"> 2,400 m² (25,833 ft²) 	<ul style="list-style-type: none"> Lot 1: 13,288 m² (143,040 ft²) Lot 2: 11,885 m² (127,937 ft²) 	<ul style="list-style-type: none"> None
Lot Coverage (Max.)	<ul style="list-style-type: none"> 60% for buildings 80% for building and non porous surfaces 	<ul style="list-style-type: none"> Lot 1: building footprint: 45% non-porous surfaces: 69.5% Lot 2: building footprint: 45% non-porous surface: 70.3% 	<ul style="list-style-type: none"> None
FAR	<ul style="list-style-type: none"> 2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> 2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> None
Habitable Floor Elevation (Min.)	<ul style="list-style-type: none"> Residential: 2.9 m geodetic 	<ul style="list-style-type: none"> Residential: 4.064 m geodetic Local exception permitted for one (1) lobby per building. 	<ul style="list-style-type: none"> None
Height (Max.)	<ul style="list-style-type: none"> 25 m, but with specific areas allowing up to 35 m as outlined in CCAP. 	<ul style="list-style-type: none"> Varies, but less than 25 m above finished grade in all cases. 	<ul style="list-style-type: none"> 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	Overall 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 <u>Proposed DP 12-615424</u> Lot 1 Only (Bldgs1-2) Resident: 378 (small car: 45.5%) Visitors: 51 <u>Total: 429</u>	Currently <u>Proposed DV 13-634940</u> Lot 1 Only (Bldgs1-2) Resident: 413 (small car: <50%) Visitors: 43 <u>Total: 456</u>	To further vary the visitor parking required from 0.15 (as per DP 12-615424) to 0.125 space/unit or from 51 to 43 visitor spaces for Lot 1 only.
Bicycle Parking	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 425 Visitor (0.2/unit): 68 <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 425 Visitor (0.2/unit): 68 	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 399 Visitor (0.2/unit): 68 <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 436 Visitor (0.2/unit): 64 		<ul style="list-style-type: none"> None
Loading	<ul style="list-style-type: none"> 2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site. 	<ul style="list-style-type: none"> Required 4 SU9 loading spaces with 1 provided for each of the four buildings. 		None under this application. Previous variance under DP 12-615424



City of
Richmond

Report to Development Permit Panel
Planning and Development Department

To: Development Permit Panel

Date: June 27, 2014

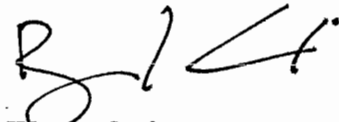
From: Wayne Craig
Director of Development

File: DV 13-634940

Re: Application by Onni 7731 Alderbridge Holding Corp. for a Development Variance Permit at 5311 and 5399 Cedarbridge 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 a portion of the development located at 5311 and 5399 Cedarbridge 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 660-unit project in four (4) buildings located at 5311 and 5399 Cedarbridge Way (formerly 7731 Alderbridge Way) and 7771 Alderbridge Way.

The Development Permit Panel considered this application at its July 10, 2013 meeting; at which the Panel made the following recommendation on this variance application:

"That the application be referred back to staff for more consideration and additional research."

In response to the above Development Permit Panel referral, the applicant's consultants conducted a more detailed parking study to the satisfaction of the Transportation Division as outlined below and that was included in the Staff Report considered at the April 16, 2014 DP Panel. At this meeting, the Panel made the following recommendation:

That Development Variance 13-634940, be referred back to staff to examine methods that would secure additional parking capacity for future demand in the proposed development and report back to the April 30, 2014 Development Permit Panel.

This report discusses the applicant's revised proposal to address the following referral from the April 16, 2014 Development Permit Panel meeting. It is noted that the applicant required more time to examine options to address the above referral, and the Staff Report has been brought to this later meeting of the Panel.

In response to the April 16, 2014 referral and staff comments, the applicant now proposes to seek a variance to the visitor parking requirements to 0.10 spaces/unit only for Buildings 1 and 2 on Lot 1 forming the western side of the development located at 5311 and 5399 Cedarbridge Way, containing 341 of the development's 660 units (Attachment 2), as discussed 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

Current Approved Visitor Parking Rate for Entire Development

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) at 5311 and 5399 Cedarbridge Way and Lot 2 (Buildings 3/4) at 7771 Alderbridge Way. 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 secure the 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 Variance for Lot 1 at 5311 and 5399 Cedarbridge Way

The applicant is proposing a further variance for the required visitor parking from 0.15 spaces/unit approved under DP 12-615424 to 0.10 spaces/unit on Lot 1 (Buildings 1 and 2 only) at 5311 and 5399 Cedarbridge Way. The proposed variance results in a further reduction of 16 spaces from the 51 visitor parking spaces to be provided under DP 12-615424; leaving a total of 35 visitor spaces being provided. At the same time, the resident parking is increased by 22 spaces from 378 spaces under DP 12-615424 to 400 spaces. The addition of 22 resident parking spaces is more than the 16 visitor parking space reduction due to structural and building efficiencies that have been achieved during the Building Permit process.

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

- Cover a total of five (5) sites in Richmond, three (3) of which have a similar proximity to the Canada Line as the subject Riva development (i.e. within 750 m).

- Include three (3) additional developments, studied for four (4) weeks in February and March on Tuesdays, Wednesdays, Fridays and Saturdays 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 which studied two (2) developments on a Saturday.
- 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.).

Addressing the April 16, 2014 DP Panel Concerns on Future Visitor Parking Demand

To address the Development Permit Panel's concern regarding the potential for visitor parking demand exceeding the proposed 0.10 spaces/unit, the applicant has reduced the scope of the variance which is now being sought to now reduce visitor parking within Buildings 1 and 2 only on Lot 1. If the variance is approved, this would bring the overall visitor parking rate for the whole development to 0.125 spaces/unit since the parking rate for Buildings 3 and 4 on Lot 2 would remain at the current 0.15 spaces/unit instead of the parking rate for whole development being reduced to 0.10 spaces/unit through this variance as previously proposed. It should be noted that, as a condition of the rezoning for the development, an easement was registered allowing all four (4) permanent visitor parking areas in Buildings 1 and 2 (being constructed on Lot 1 subject to the proposed variance) and Buildings 3 and 4 (to be constructed on Lot 2) to be shared.

The following staged approach is proposed to accommodate the provision of additional visitor parking for Lot 1 if needed and provide for future consideration of a similar visitor parking variance for Lot 2 if warranted.

1. The requested visitor parking variance for Lot 1 only at this time, if approved, would provide a total of 35 visitor spaces in the parkade for Buildings 1 and 2 on Lot 1 as shown on Attachment 3.
2. The applicant has agreed to register an easement prior to issuance of the Development Variance Permit on Lot 2 in favor of Lot 1 which would require for a total of 43 visitor spaces being available with 35 visitor spaces within the parkade on Lot 1 and an additional interim eight (8) visitor surface spaces on Lot 2 should they be required as discussed below.

A \$25,000 security is required to ensure the applicant undertakes the visitor parking study, to the satisfaction of the Director of Transportation, within six (6) months of both Buildings 1 and 2 on Lot 1 being fully occupied. If the study determines the 35 visitor spaces on Lot 1 are insufficient, the construction the eight (8) interim parking spaces on Lot 2 will be required until the ultimate parking garages on Lot 2 are built. If the study determines the 35 visitor spaces on Lot 1 are sufficient, the eight (8) interim parking spaces will not be required, the \$25,000 security released and the easement released.

The \$25,000 security would also cover the cost of construction of the eight (8) interim surface visitor spaces on Lot 2 as may be required.

This approach would also maintain the proposed visitor parking rate at 0.10 spaces/unit on Lot 1 and at 0.15 spaces/unit for Buildings 3 and 4 to be constructed on Lot 2 (approved under DP12-615424) for an overall development visitor parking rate of 0.125 spaces/unit.

3. Thirdly, once constructed, the future east parkade for Buildings 3 and 4 on Lot 2 would provide the required 0.15 visitor spaces/unit or 48 parking spaces (approved under DP12-615424) as shown on Attachment 5. All four (4) of the permanent parking garages can then be shared under existing parking easement secured at rezoning, providing an overall visitor parking rate of 0.125 spaces/unit or 83 spaces over the entire development. If Buildings 3 and 4 on Lot 2 are commenced before the parking study is completed for Lot 1, this current parking easement would allow sharing of the visitor parking between Lots 1 and 2 if needed.
4. If the parking study concludes there is no visitor parking shortage with the 35 spaces provided under the proposed variance (0.10 visitor spaces/unit) for Buildings 1 and 2, the applicant may then apply for a subsequent Development Variance Permit to reduce the visitor parking from the 0.15 spaces/unit to 0.10 spaces/unit for Buildings 3 and 4 on Lot 2. This application would be considered by the Development Permit Panel and Council as a separate application.

Summary of Expanded Parking Study

To provide rationale for the proposed 0.10 spaces/unit parking variance, the expanded parking study included three (3) further developments in addition to the initial two (2) development sites studied.

The total five (5) comparable to the subject Onni development are as follows:

- The Perla Towers (6331 Buswell Street and 8100 Saba Road) located are at approximately 250 m from the Canada Line (Brighthouse Station).
- The Seasons Towers (5028, 5068, 5088 Kwantlen Street) and Ocean Walk Towers (7535, 7555, 7575 Alderbridge Way) have a similar distance of 750 m to the Canada Line (Lansdowne Station) as the applicant's subject 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 900 m and 1100 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 five (5) developments are a comparable form of residential market housing,
- All five (5) 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 by Applicant & Metro Vancouver

	Metro Van Study	Initial Survey Series #1		Expanded Survey Series #2		
Name of Development	Paloma 1 & 2 Towers	Perla	Seasons	Golden Leaf Towers	Fullerton Towers	Ocean Walk Towers
Development location in Richmond	6068 No 3 Rd, & 8033 Saba Rd	6331 Buswell Street and 8100 Saba Rd	5028, 5068, 5088 Kwantlen Street	7680, 7700, 7760 Granville Ave	9171 Ferndale Rd	7535, 7555, 7575 Alderbridge Way
# of low-rise buildings	0	0	0	1	0	2
# of mid-rise buildings	0	0	0	0	5	0
# of high-rise buildings	2	2	3	2	0	4
Type of dwelling units	Market	Market	Market	Market	Market	Market
# of dwelling units ¹	288	219	288	128	148	265
# of occupied dwelling units	All	All	All	All	All	All
# of visitor parking spaces	n/a	30	59	26	28	42
# of visitor spaces reserved for other use		0	0	15	6	9
Visitor Parking Supply Rate (net)		0.14	0.20	0.09	0.15	0.12
Location of nearby on-street parking	Saba Rd	Buswell, Saba	None	Minoru Blvd	Ferndale Rd	Alderbridge Way
Distance to the Canada Line station	~150m	~250m	~750m	~900m	~1,100m	~750m
Maximum Observed Usage		9	26	11	10	26
Maximum Usage Rate (per unit)		0.04	0.09	0.09	0.07	0.10

Figure 2: Survey Methodology

Day of Week	Time of Day	Frequency of Survey	Duration of Survey	Survey conducted on	Total Observations
<i>Initial Survey Series #1</i>					
Friday	6:00pm - 9:00pm	every 1 hour x 2 locations	1 day	8-Feb-13	10
Saturday	2:00pm - 6:00pm	every 1 hour x 2 locations	1 day	16-Feb-13	8
<i>Expanded Survey Series #2</i>					
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 initial study parking observations on a half-hourly basis on a Friday and Saturday for the two (2) developments with a total of 18 observations. The peak usage demands for each of these developments are:

- Perla Towers; 0.04 visitor parking spaces/unit based on the observed peak parking demand of nine (9) parked vehicles.
- Seasons Towers; 0.09 visitor parking spaces/unit based on the observed peak parking demand of 26 parked vehicles.

The expanded study included parking observations on a half-hourly basis for the three (3) additional developments. 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). Thus, the proposed 0.10 visitor spaces/unit for Buildings 1 and 2 on Lot 1 under the subject Development Variance Permit application is expected to meet the anticipated visitor parking demand.

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 80 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) as shown in Figure 1 above. 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 inclusion of the Metro Vancouver Parking Study and information from the applicant's expanded parking study required by City staff, staff support the proposed visitor parking variance for the following reasons:

- 1) *Parking Study Results:* With the expanded parking study submitted by the applicant included, there is now a review of five (5) 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 concluded that residential visitor parking supply may be over supplied in most apartment developments.

- 3) *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.
- 4) *Transit Proximity*: The development is in relatively close 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. This transit availability may also reduce the need for residential visitor parking spaces.
- 5) *Requirement for Future Parking Study and Additional Visitor Parking*: The requirement for a follow-up visitor parking study after occupancy of Buildings 1 and 2 on Lot 1 along with the proposed easement provide access to Lot 2 and a \$25,000 security provide the ability for the City to have the applicant provide eight (8) additional spaces on Lot 2 if needed in the interim before Buildings 3 and 4 are constructed on that lot. In the future, there will be an overall visitor parking rate of 0.125 spaces/unit over the entire development once all four (4) buildings are constructed on Lots 1 and 2 if the parking study does not support a further variance from 0.15 to 0.10 visitor spaces/unit for Buildings 3 and 4 on Lot 2.
- 6) *Multiple Parking Garages*: The proposed development includes four (4) separate visitor parking areas for the four (4) buildings. This 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 registered at the time of rezoning and issuance of the original DP 12-615424 that provides that the visitor parkade entrance intercoms for each building will be interconnected. This shared approach ensures that all four (4) parking garages are available to serve the all four (4) buildings within the entire development. This would equate to a total of 83 visitor parking spaces if the visitor parking rate is reduced from 0.10 spaces/unit for Buildings 1 and 2 on Lot 1, but is maintained at 0.15 spaces/unit for Buildings 3 and 4 on Lot 2.
- 7) *Parking Stays Within the Approved Transportation Demand Management (TDM) Reduction*: It is important to note that with the proposed variance, the total combined overall resident and visitor parking is reduced by less than the 7.5% TDM reduction allowed under the initial rezoning which included 429 spaces within Buildings 1 and 2 on the West Lot 1 and required a total of 845 resident spaces and visitor spaces overall on Lots 1 and 2.

Based on the above factors, City staff support the proposed visitor parking variance. It should be noted that if other such visitor parking variance applications are made in the future for other developments, 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 Lot 1 at 5311 and 5399 Cedarbridge Way 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.

Furthermore, if the visitor parking study required after occupancy of Buildings 1 and 2 on Lot 1 determines there is a visitor parking shortage, an interim additional eight (8) spaces will be provided on Lot 2 under the proposed interim parking easement. Over long-term, the 0.15 visitor spaces/unit parking requirement would be maintained for Buildings 3 and 4 on Lot 2. All four (4) of the permanent parking lots can then be shared under current permanent parking easement, providing an overall visitor parking rate of 0.125 spaces/unit or 83 spaces over the entire development.



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:

- Registration of an easement in favor of Lot 1 that requires a visitor parking study to be completed within six (6) months of full occupancy of Buildings 1 and 2 on Lot 1 to the satisfaction of the Director of Transportation; that requires eight (8) additional visitor parking spaces to be on Lot 2 if the results of the parking study confirm there is insufficient visitor parking on Lot 1, and allows for the City draw on a \$25,000 Letter of Credit for the construction of the eight (8) interim parking spaces on Lot 2 if needed. The easement would state that if the study is completed and concludes there is sufficient visitor parking on Lot 1, the easement would be discharged and the security returned to the applicant.
- Receipt of a Letter-of-Credit for \$25,000 to ensure the preparation of a visitor parking study and the provision of eight (8) additional visitor parking spaces, as needed, as provided for in the above easement.

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 Application Data Sheet

Development Applications Division

DV 13-634940

Attachment 1

Address: 5311 & 5399 Cedarbridge Way (Lot 1 - Subject Lot within Revised Variance Application)
7771 Alderbridge Way (Lot 2 - Related Lot Within Same Development)

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)

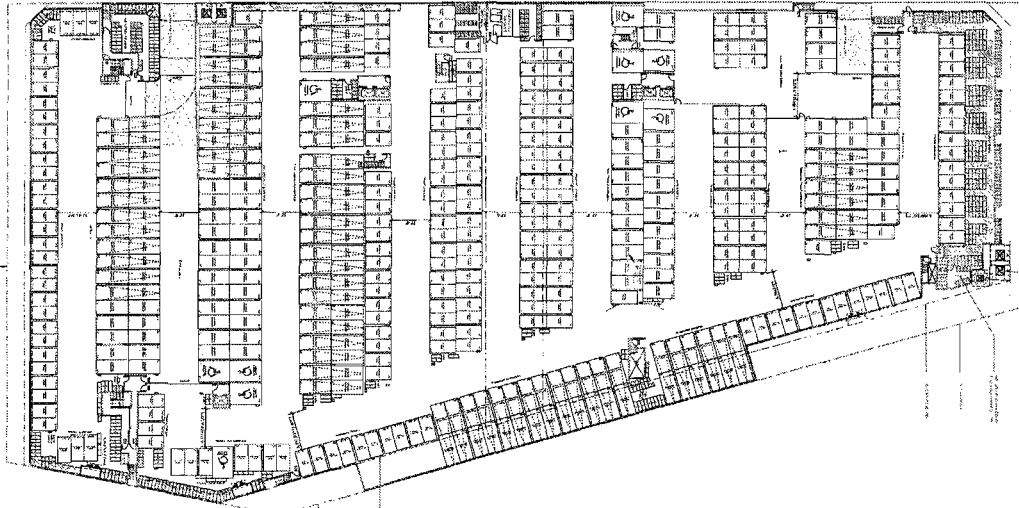
Floor Area Gross: 58,406 m² Floor Area Net: 57,425 m²

	Existing	Proposed
Site Area:	25,175 m ² for Lots 1 & 2 28,713 m ² incl. Cedarbridge Way	25,175 m ² for Lots 1 & 2 28,713 m ² 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:	Lot 1 – 341 Lot 2 – 319 Total – 660	Lot 1 – 341 Lot 2 – 319 Total – 660

	Bylaw Requirement With DP 12-615424 Variance	Proposed Development	Variance
Lot Size (Min.)	<ul style="list-style-type: none"> 2,400 m² (25,833 ft²) 	<ul style="list-style-type: none"> Lot 1: 13,288 m² (143,040 ft²) Lot 2: 11,885 m² (127,937 ft²) 	<ul style="list-style-type: none"> None
Lot Coverage (Max.)	<ul style="list-style-type: none"> 60% for buildings 80% for building and non porous surfaces 	<ul style="list-style-type: none"> Lot 1: building footprint: 45% non-porus surfaces: 69.5% Lot 2: building footprint: 45% non-porus surface: 70.3% 	<ul style="list-style-type: none"> None
FAR	<ul style="list-style-type: none"> 2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> 2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> None
Habitable Floor Elevation (Min.)	<ul style="list-style-type: none"> Residential: 2.9 m geodetic 	<ul style="list-style-type: none"> Residential: 4.064 m geodetic Local exception permitted for one (1) lobby per building. 	<ul style="list-style-type: none"> None
Height (Max.)	<ul style="list-style-type: none"> 25 m, but with specific areas allowing up to 35 m as outlined in CCAP. 	<ul style="list-style-type: none"> Varies, but less than 25 m above finished grade in all cases. 	<ul style="list-style-type: none"> 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	Overall 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 <u>DP 12-615424</u> Lot 1 Only (Bldgs1-2) Resident: 378 (small car: 45.5%) Visitors: 51 <u>Total: 429</u>	Currently Proposed <u>DV 13-634940</u> Lot 1 Only (Bldgs1-2) Resident: 400 (small car: 47%) Visitors: 35 <u>Total: 435</u>	To further vary the visitor parking required from 0.15 (as per DP 12-615424) to 0.10 space/unit or from 51 to 35 visitor spaces for Lot 1 only.
Bicycle Parking	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 425 Visitor (0.2/unit): 68 <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 425 Visitor (0.2/unit): 68 	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 399 Visitor (0.2/unit): 68 <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 436 Visitor (0.2/unit): 64 		<ul style="list-style-type: none"> None
Loading	<ul style="list-style-type: none"> 2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site. 	<ul style="list-style-type: none"> Required 4 SU9 loading spaces with 1 provided for each of the four buildings. 		None under this application. Previous variance under DP 12-615424

NEW RIVER ROAD



OVERALL PAVING PLAN
DATE: 11/11/11

Item	Area	Volume	Weight	Notes
Gravel	100	100	100	
Asphalt	100	100	100	
Concrete	100	100	100	
Reinforcing Steel	100	100	100	
Formwork	100	100	100	
Other	100	100	100	
Total	100	100	100	

Item	Area	Volume	Weight	Notes
Gravel	100	100	100	
Asphalt	100	100	100	
Concrete	100	100	100	
Reinforcing Steel	100	100	100	
Formwork	100	100	100	
Other	100	100	100	
Total	100	100	100	

Item	Area	Volume	Weight	Notes
Gravel	100	100	100	
Asphalt	100	100	100	
Concrete	100	100	100	
Reinforcing Steel	100	100	100	
Formwork	100	100	100	
Other	100	100	100	
Total	100	100	100	

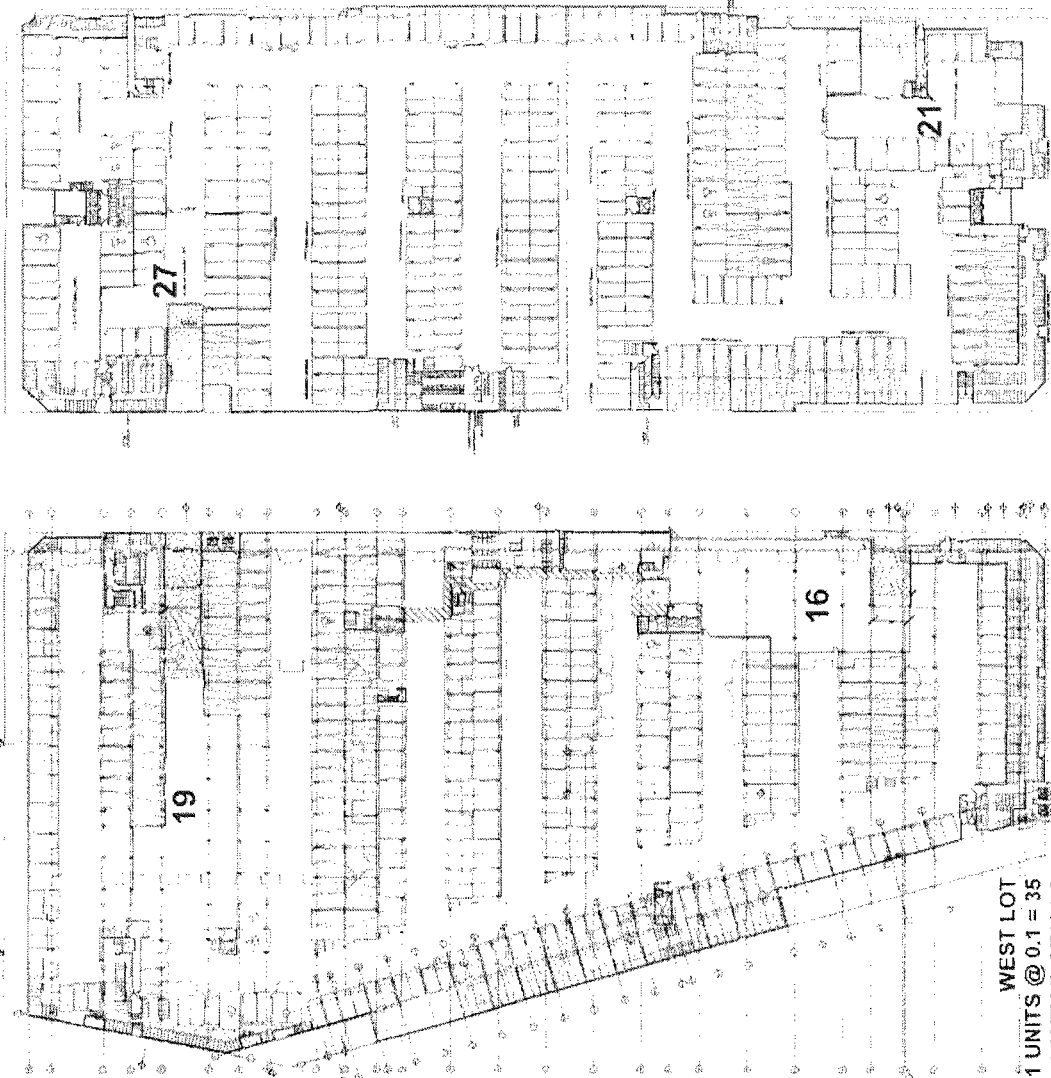
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RIVA
Yamamoto Architecture Inc.

11/11/11
A1.02

PLAN -01:

RELAXATION TO 0.1 APPROVED ON THE WEST LOT.
POST OCCUPANCY STUDY CONFIRMS 0.1 SUFFICIENT.



EAST LOT
319 UNITS @ 0.15 =
48 VISITOR STALLS

WEST LOT
341 UNITS @ 0.1 = 35
VISITOR STALLS

NO.	DATE	REVISION
1	10/1/11	ISSUED FOR PERMIT
2	10/1/11	REVISED PER CITY COMMENTS
3	10/1/11	REVISED PER CITY COMMENTS
4	10/1/11	REVISED PER CITY COMMENTS
5	10/1/11	REVISED PER CITY COMMENTS
6	10/1/11	REVISED PER CITY COMMENTS
7	10/1/11	REVISED PER CITY COMMENTS
8	10/1/11	REVISED PER CITY COMMENTS
9	10/1/11	REVISED PER CITY COMMENTS
10	10/1/11	REVISED PER CITY COMMENTS
11	10/1/11	REVISED PER CITY COMMENTS
12	10/1/11	REVISED PER CITY COMMENTS
13	10/1/11	REVISED PER CITY COMMENTS
14	10/1/11	REVISED PER CITY COMMENTS
15	10/1/11	REVISED PER CITY COMMENTS
16	10/1/11	REVISED PER CITY COMMENTS
17	10/1/11	REVISED PER CITY COMMENTS
18	10/1/11	REVISED PER CITY COMMENTS
19	10/1/11	REVISED PER CITY COMMENTS
20	10/1/11	REVISED PER CITY COMMENTS
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100	10/1/11	REVISED PER CITY COMMENTS

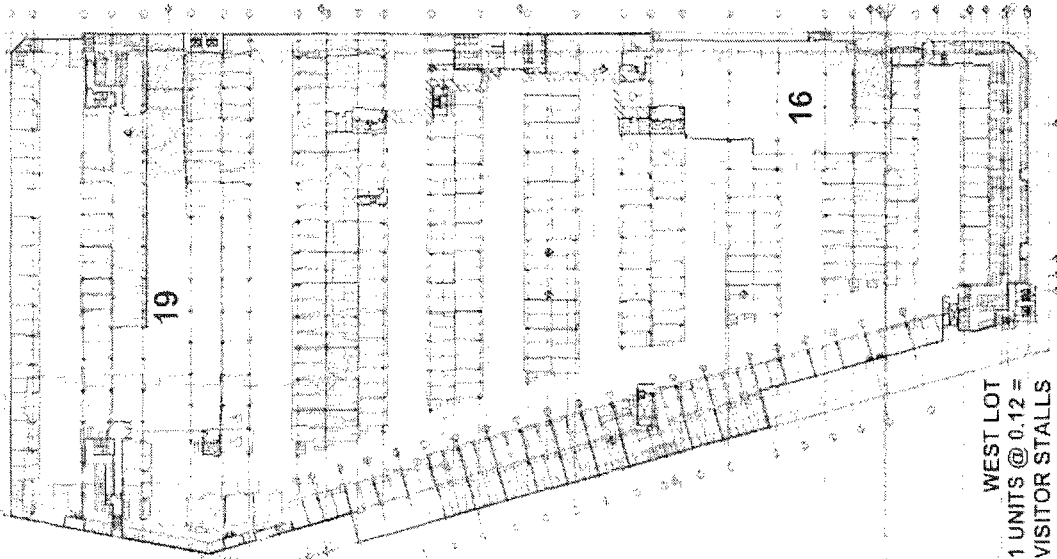
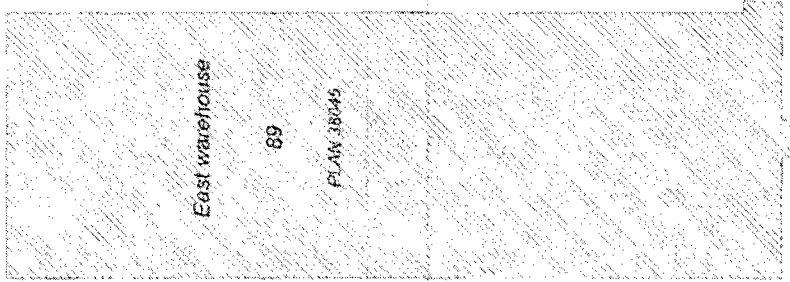
PROJECT NAME	319 UNITS @ 0.15 = 48 VISITOR STALLS
PROJECT LOCATION	1000 W. 10TH AVE. SUITE 1000 DENVER, CO 80202
PROJECT TYPE	PARKING PLAN-1
DESIGNED BY	YAMAMOTO ARCHITECTURE INC.
DESIGNED FOR	YAMAMOTO ARCHITECTURE INC.
DATE	10/1/11
SCALE	1" = 10'
PROJECT NO.	A1.02-1
PROJECT NAME	319 UNITS @ 0.15 = 48 VISITOR STALLS
PROJECT LOCATION	1000 W. 10TH AVE. SUITE 1000 DENVER, CO 80202
PROJECT TYPE	PARKING PLAN-1
DESIGNED BY	YAMAMOTO ARCHITECTURE INC.
DESIGNED FOR	YAMAMOTO ARCHITECTURE INC.
DATE	10/1/11
SCALE	1" = 10'
PROJECT NO.	A1.02-1

PLAN -02:

RELAXATION TO 0.1 APPROVED ON WEST LOT
POST OCCUPANCY STUDY CONFIRMS 0.1 IS
INSUFFICIENT

TEMPORARY SOLUTION
SURFACE PARKING LOT TO MEET BYLAW
REQUIREMENTS WITH 8 SPACES

8 VISITOR
PARKING STALLS



WEST LOT
341 UNITS @ 0.12 =
41 VISITOR STALLS

35 IN THE PARKADE AND 6
TEMPORARY - EAST LOT

DATE	10/1/2011
BY	YAMAMOTO ARCHITECTURE INC.
PROJECT	PARKING PLAN-2
REVISION	A1.02-II
DATE	10/1/2011
BY	YAMAMOTO ARCHITECTURE INC.
PROJECT	PARKING PLAN-2
REVISION	A1.02-II

APPROVED DEVELOPER
APPROVED DEVELOPER

1733 Adelaide Avenue
Richmond, B.C.

Yamamoto
Architecture Inc.



City of Richmond

Development Variance Permit

No. DV 13-634940

To the Holder: ONNI 7731 ALDERBRIDGE HOLDING CORP.

Property Address: 5311 AND 5399 CEDARBRIDGE 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 0.125 spaces/unit for Buildings 1 and 2 only within the that part of the development at 5311 and 5399 Cedarbridge Way.
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 , .

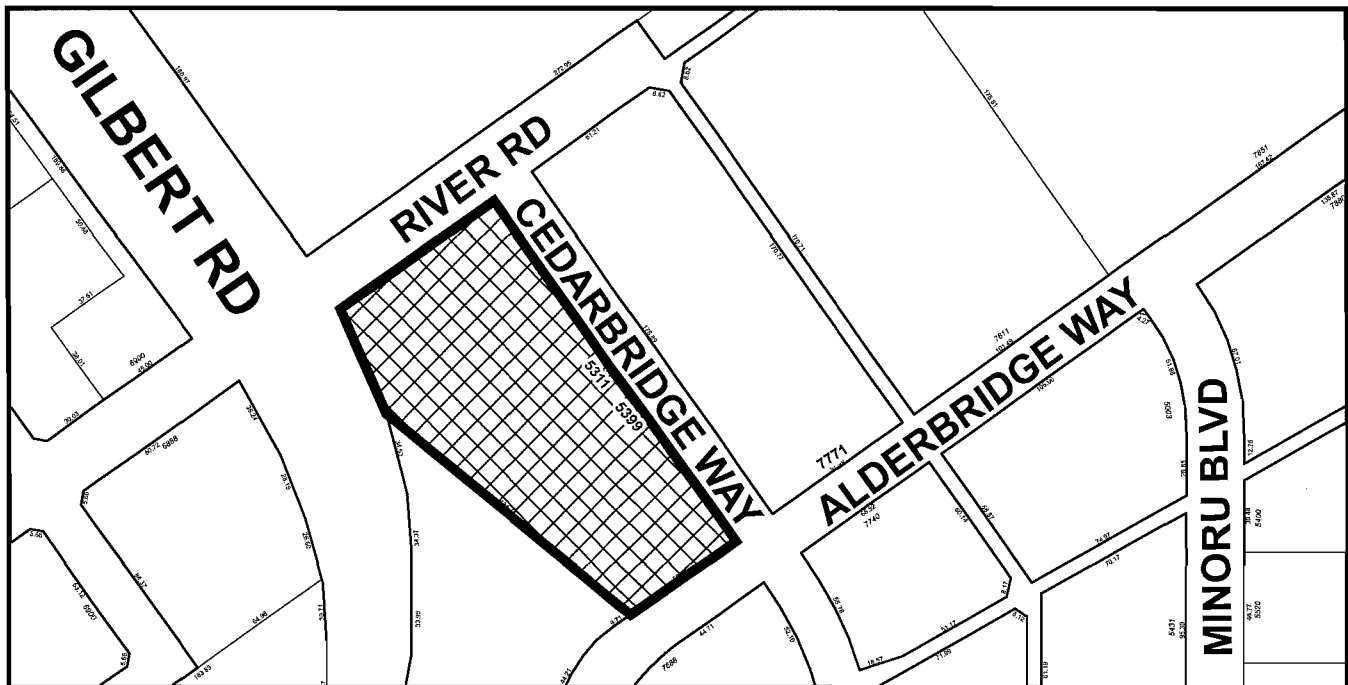
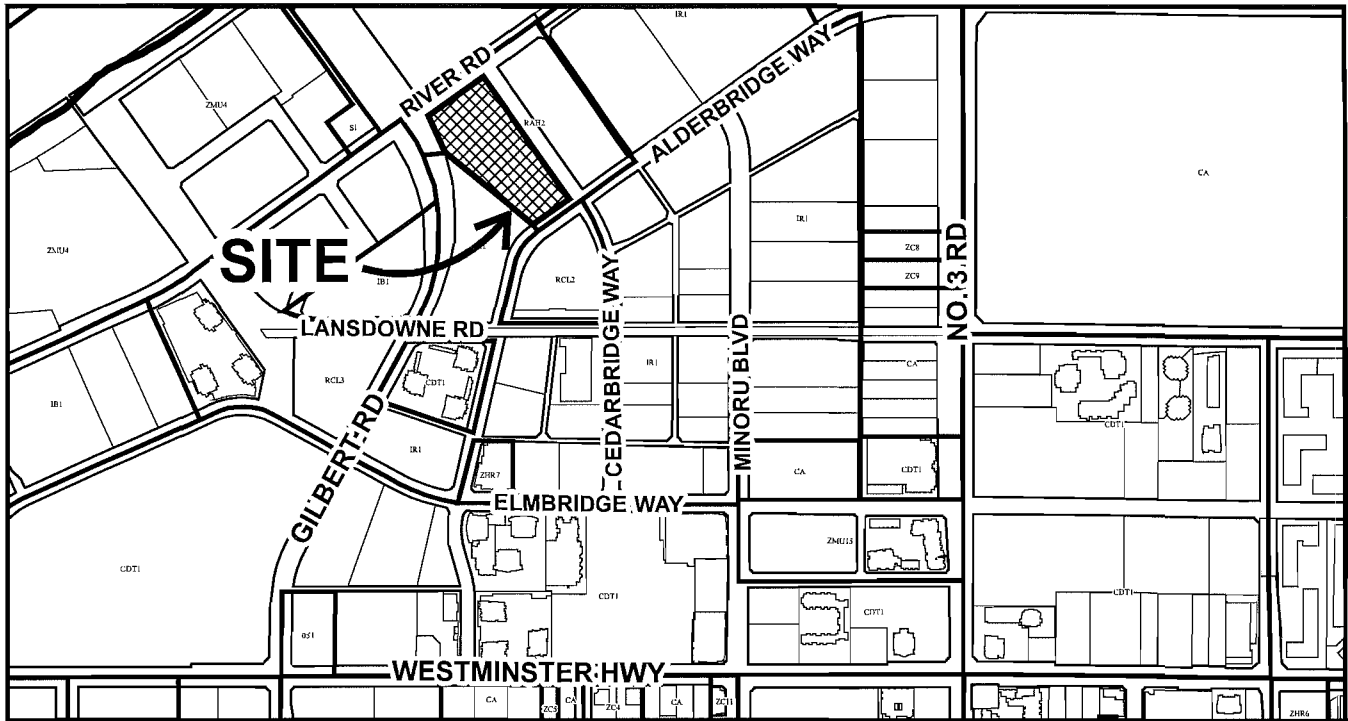
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DV 13-634940
SCHEDULE "A"

Original Date: 03/26/14

Revision Date: 06/25/14

Note: Dimensions are in METRES

PLAN -01:

RELAXATION TO 0.125 FOR THE WEST LOT.

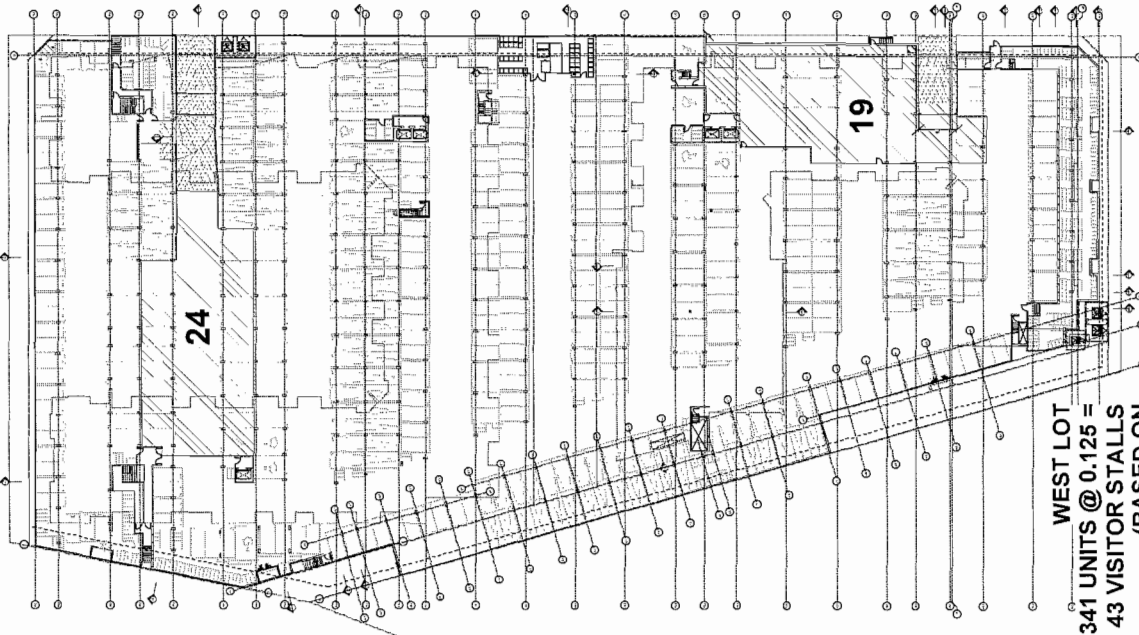
	UNITS	RATIO	Required Parking (W/O TDM)	provided under DP after 7.5% TDM reduction	Now Proposed under DVP
West Lot					
Total Units	341				
Residential market	332	1.20	399	370	405
Affordable Housing	9	0.90	9	8	8
Sub total				378	413
				DP requirement 0.125 Visitor stalls/Unit	DVP variance 0.125 Visitor stalls/Unit
Visitors					43
Total Parking Stalls	341	0.20	69	51	43
			477	429	456

East Lot					
Total Units	319				
Residential market	288	1.20	346	320	335
Affordable Housing	31	0.90	28	26	26
Sub total				346	361
				DP requirement 0.15 Visitor stalls/Unit	DP requirement 0.15 Visitor stalls/Unit
Visitors					48
Total Parking Stalls	319	0.20	64	48	48
			438	394	409

Note: Under the approved rezoning and DP an Overall (including all visitor & resident) minimum of 845 stalls is required based on the 7.5% Overall TDM reduction.



EAST LOT
319 UNITS @ 0.15 =
48 VISITOR STALLS
BASED ON
APPROVED DP



WEST LOT
341 UNITS @ 0.125 =
43 VISITOR STALLS
(BASED ON
PROPOSED DVP)

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PROJECT: RIVA Apartment development

7731 Alderbridgeway Richmond, B.C.

Yanamoto Architecture Inc.

2000 West 10th Avenue, Suite 100, Vancouver, BC V6H 1T7 Tel: 604-271-1127 Fax: 604-271-1127

DATE: 01/11/2018

PARKING PLAN-1

SHEET NO.	01-01
DATE	01/11/2018
DESIGNER	PS
CHECKED	TY
PROJECT NO.	1004