



City of Richmond
Planning and Development Department


Report to Committee

To: Planning Committee
From: Jean Lamontagne
Director of Development
Date: April 19, 2007
File: RZ 06-355420
Re: **Application by Fairchild Developments Ltd. for Rezoning at 4000 No. 3 Road (formerly 4020, 4040 and 4060 No. 3 Road) from "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/183)"**

Staff Recommendation

That Bylaw No. 8229 for the rezoning of 4000 No. 3 Road (formerly 4020, 4040 and 4060 No. 3 Road) from "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/183)", be introduced and given first reading.

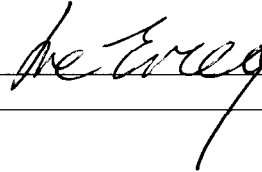
That Bylaw No. 8229 be referred to the Public Hearing scheduled for Tuesday, May 22, 2007 at 7:00 PM in the Council Chambers at Richmond City Hall.


Jean Lamontagne
Director of Development

CA:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Fairchild Developments Ltd. has applied to the City of Richmond for permission to rezone 4000 No. 3 Road (formerly 4020, 4040 and 4060 No. 3 Road) from "Automobile-Oriented Commercial (C6)" to "Comprehensive Development District (CD/183)" to permit an eight (8) storey addition to the existing Aberdeen Centre consisting of retail space, an approximately 150 room hotel and parking (**Attachments 1 and 2**).

This development is a proposed extension to the existing Aberdeen Mall and is conceived as a Transit Oriented Development (T.O.D.) that provides integration with the Aberdeen Station. A portion of the proposed building (approximately 1.2 m (4 ft.) in width) will be "encroaching" onto the existing mall site at 4151 Hazelbridge Way to eliminate the "gap" created from setting the existing mall back from the common property line when it was developed previously. Legal Agreements to accommodate the encroachment will be required prior to the issuance of the Development Permit.

Findings of Fact

Normally, consolidation of the site is a condition of rezoning for this proposed addition/expansion to the existing mall. However, as Greater Vancouver Transportation Authority (GVTA) will retain ownership of this site for administrative reasons, Fairchild Developments Inc. will not become the owner of this site until 2009 upon completion of the Aberdeen Canada Line station, so a site consolidation is not possible at this time. Various legal agreements will be in place, as a condition of the rezoning, to ensure that the two (2) sites can smoothly operate as one (1) integrated development including the encroachment of the proposed addition across property boundaries and provision of cross-access and parking.

The development data sheet is provided (**Attachment 3**) to illustrate compliance with the proposed zoning requirements. Details and rationale for supporting the anticipated variances is provided below.

Surrounding Development

To the north, existing hotel with ancillary uses zoned Comprehensive Development District (CD/1) north of Cambie Road;

To the east, existing shopping centre and multi-family development zoned CD/86;

To the south, existing mixture of shopping malls and light industrial uses with a variety of zoning designations south of Browngate Road; and

To the west, across No. 3 Road, an existing gas station zoned Gas Station District (G1) and mixed-use commercial buildings zoned Automobile-Oriented Commercial District (C6).

Related Policies & Studies

OCP Compliance and City Centre Area Plan Concept (CCAP)

The current Official Community Plan (OCP) generalized land use designation for this site is “Commercial” and the City Centre Area Plan Land Use designation is “Automobile-Oriented Commercial” which is described as *“an area of lower density retail development, typically accessed by automobile, which provides for shopping, personal services, business, and entertainment uses”*. No density range is specified for “Automobile-Oriented Commercial”. The City Centre Area Plan Concept (CCAP) adopted in principle by Council on February 6, 2007 describes this area as “T5 Urban Centre Zone (2.0-3.0 F.A.R.)” (**Attachment 4**).

The proposed development complies with the intent of the current Richmond Official Community Plan City Centre Area Plan land use designation, and it does not propose any residential uses so it is in compliance with the Richmond OCP Aircraft Noise Sensitive Development Policy. When the final adoption of the City Centre Area Plan (CCAP) takes place, the “Automobile-Oriented Commercial District” will be replaced with a more transit-oriented form of development concept “T5 Urban Centre Zone (2.0-3.0 F.A.R.)”. The CCAP describes this area as “Aberdeen Village” based upon the principles of Transit-Oriented Development (TOD) *“where all residents can live, work, shop, learn and play in a pedestrian-friendly environment without the need of a car.”*

Rezoning to permit a Transit-Oriented Development on this site that is fully integrated with a Canada Line station would definitely support the City’s new emphasis on Transit-Oriented Development based on the CCAP adopted in principle by Council. Based on the above analysis, the proposed rezoning can be accommodated under the current OCP Area Plan land use designation in the interim until the CCAP land uses are adopted.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is designated as “Area 1A-New Aircraft Noise Sensitive Land Use Prohibited”. In Area 1A, aircraft noise sensitive land uses such as residential, school, day care and hospital are not permitted. The proposed rezoning does not include any of the prohibited uses.

Registration of a Restrictive Covenant on title including information to address aircraft noise mitigation and public awareness will be required as a condition of rezoning.

City Centre Transportation Plan

The City Centre Transportation Plan supports the proposed development transit-oriented development. The proposal includes a transit plaza on No. 3 Road to handle the volume of transit users entering and exiting the station and the kiss-and-ride lay by along Cambie Road provides for passenger drop off/pick up. In addition, the developer is integrating the use of bus passes and public education to encourage transit use.

A separate Servicing Agreement for the frontage work from the back of curb to the building along No. 3 road (including the Transit Plaza) and along Cambie Road will be required prior to the issuance of the Building Permit. Furthermore, registration of legal arrangements, to the satisfaction of the Director of Legal Services will be required to secure public rights-of-passage for the public along the No. 3 Road frontage.

Consultation

Vancouver International Airport Authority (VIAA)

Consultation with VIAA is ongoing as part of the CCAP process and the Canada Line construction. No residential use is proposed as part of this development as the OCP Aircraft Noise Sensitive Development Policy prohibits new aircraft noise sensitive land use on this site. In addition the proposed rezoning complies with the Richmond OCP; therefore, no specific consultation with VIAA has been undertaken as part of this application however, before public hearing, staff will inform YVR of this application as a courtesy. The use is in accordance with the ANSD Policy.

Advisory Design Panel

This project was referred to the Advisory Design Panel (ADP) on February 21, 2007 as a preliminary submission. A copy of the ADP Minutes is attached for reference (**Attachment 5**). The Panel support the project to move forward to Planning Committee. The applicant will take into consideration the comments from the Advisory Design Panel and the revised project will be presented to the Panel again at Development Permit stage.

Public Input

Development Sign

A development sign has been posted on site to notify the public of the proposed development. The City has not received any public inquiries or comments to date.

Staff Comments

Anticipated Variance at Development Permit (Staff comments)

Transportation Division has reviewed this proposal and is prepared to support the following variances at Development Permit stage.

1. To reduce parking provision by approximately 4.6 %; and

(Transportation Division reviewed the parking based on the requirement and parking availability for the entire mall (including 4151 Hazelbridge Way) as an integrated project, instead of treating the addition as a stand-alone development on a separate site. This development is a perfect candidate for advancing T.O.D. principles and Traffic Demand Measures (TDM) because of its adjacency to the Aberdeen Station. Furthermore, the Richmond Parking Bylaw requirements have changed since the construction of the Aberdeen Mall. Based on the current Parking Bylaw, the parking requirements for commercial uses in a City Centre location is significantly reduced from the time of the original mall development in recognition of availability of public transit and proximity of City Centre developments to the Canada Line.

The total parking requirement for the entire site, including 4151 Hazelbridge Way) is 1666 parking spaces. The total parking provided is 1590 spaces. The shortfall of 70 parking spaces represents a reduction of 4.6% of the current Parking Bylaw requirement;

In addition, the developer has volunteered to provide up to \$100,000 for the purchase of 2-zone fare saver tickets (\$27 per booklet, 10 tickets per booklet) for use by both employees

and customers to nurture a transit “culture” amongst regular users of the site. The developer is also actively working with TransLink through their corporate marketing initiatives to develop and promote transit use to the public; and it is anticipated that a significant number of hotel guest will use the Canada Line to connect to and from YVR.)

2. To allow columns encroachment of no greater than 0.15 m into a parking space in the proposed parkade.

(The proposed parkade will be restricted to employee and valet parking for the hotel only. The public and shoppers will be directed to use the existing parking facilities at Aberdeen Mall. As a result, these regular parkade users (i.e. employees and valets) will be familiar with negotiating the narrower manoeuvring aisle widths and the columns encroaching into the parking spaces, so there is no significant traffic and safety concerns as a result of the proposed variances.)

Analysis

Proposed Zoning

The proposed new Comprehensive Development District (CD/183) complies with the intent of the Richmond OCP and the CCAP, adopted in principle by Council. The CCAP supports a Land Use and Density designation “T5 Urban Centre Zone (2.0-3.0 F.A.R.)” for this area. The proposed density of 3.0 F.A.R. is appropriate for a high-density Transit-Oriented Development, given its adjacency to the Aberdeen Station and degree of integration with the Canada Line station.

The range of uses permitted in the CD zone is consistent with the OCP ANSD Policy.

The CD Bylaw included provisions that permits a reduction in the manoeuvring aisle from 7.5m to 6.7 m and the requirement for a minimum number of loading bay on site instead of dealing with these issues as bylaw variances at Development Permit.

These provisions are based on findings and analysis in the Parking Report submitted to Transportation Department by NDLea Inc, the transportation consultant for the project. Transportation staff reviewed the report and supports the findings and conclusions. The reduction of the manoeuvring aisle width will not present a traffic and safety concern as the proposed parkade is for employee and valet parking only. The addition of 2 loading bays, in addition to the existing ones in Aberdeen Mall are adequate to serve the additional businesses and anticipated hotel functions.

Urban Design

This proposed development supports the urban design and land use concept outlined in the City Centre Area Plan Concept that describes this area as “Aberdeen Canada Line Village”. Furthermore, the proposed transit plaza is in accordance with the Middle Arm Open Space Master Plan Concept (MAOPP) endorsed as the long-term vision for the City Centre Waterfront by Council on February 12, 2007 in the following ways:

1. Development Context and Streetscape

No. 3 Road

- No. 3 Road Transit Plaza: The No. 3 Road and Cambie Road intersection is an important location within City Centre because it is the shortest block within the City Centre to the Riverfront. The CCAP and MAOPP acknowledge the significance of this locale by proposing a village square that terminates with a pedestrian bridge at the foot of Cambie Street to link City Centre to Sea Island, Burkeville and the new BCIT Aeronautics Campus.
- The developer has endeavoured to work with the City's vision by agreeing to design and construct the Aberdeen Station plaza along the No. 3 Road frontage to animate the pedestrian realm at the Canada Line station and to mark this important intersection in the City.
- In addition, the developer is in discussion with GVTA and CLCo to pursue further integration between the mall expansion and the station. Fairchild is proposing a northbound "sky bridge" link between the station platform and Level 3 of the proposed development and to extend the façade cladding proposed for the Aberdeen Mall extension onto the Aberdeen Station. The proposed sky bridge to the mall is a secondary link and not deemed to be a City requirement.
- The principal entry and exit to the Aberdeen Station is at grade and the applicant has committed to providing a high quality streetscape that includes frontage treatment that animates the street day and night. The design concept of the streetscape and frontage treatment will be provided in the Development Permit submission and details will be addressed as part of the Servicing Agreement.
- The proposed streetscape treatment will flow from the street into the ground floor of the proposed development to extend the sense of public realm around the proposed transit plaza.
- The plaza will be elevated to meet the landing elevation of the Aberdeen Station and the grade will be gradually tapered away from the centre of the plaza to avoid the need for stairs to ensure full wheelchair accessibility. The applicant has been asked to consider provision of continuous weather protection from the station to the mall entrance.
- A fully glazed three-storey atrium is proposed along the No. 3 Road frontage to visually connect the indoor and outdoor. The glazing along the street level is designed to be "opened up" to the street, weather permitting, to further blend the indoor and outdoor. The sinuously curved façade of the building provides balance to the angularly shaped Aberdeen Station.

2. Cambie Street

- The development will include an extension of the existing lay-by along the south side of Cambie Road to provide for "kiss-and-ride" drop off/pick up for transit users. The detail concept of the sidewalk and boulevard treatment will be included in the Development Permit submission and the final details resolved as part of the Servicing Agreement process.

Architectural Expression

- This highly sculptural building is designed to belong in the same architectural family as the existing Aberdeen Mall and residence on the adjacent sites to the east. It continues the iconic architectural vocabulary established without mimicking the original design.

- The developer has volunteered to incorporate Public Art in the form of extending the “art wall” expression from the original Aberdeen Mall to the exterior of the proposed addition. Furthermore, the developer is in the process of negotiating with Canada Line to extend similar treatment onto the Aberdeen Station façade to create visual continuity. Details on public art will be further refined as part of the Development Permit submission.

Landscaping and Open Space

- There is one (1) existing tree at the northeast corner of the site along Cambie Road frontage. This tree will be removed to accommodate the required “kiss-and-ride” lay by for Canada Line. A minimum of two (2) replacement trees will be incorporated into the landscape plan along Cambie Road at Development Permit submission.
- The principal public open space on this site will be the Aberdeen Station plaza along No. 3 Road. The developer has committed to working with staff to design and construct the portion of the Aberdeen Station plaza along the site frontage to meet the design objectives for creating “great streets” adopted by Council to guide the No. 3 Road streetscape.
- Details of the roof treatment will be provided as part of the Development Permit submission.

Crime and Safety

- The development was reviewed by an RCMP representative as part of the Advisory Design Panel. No significant concerns were expressed with respect crime and safety issues.
- More detail information on Crime Prevention Through Environmental Design (CPTED) measures will be provided at Development Permit stage.

Accessibility

- The proposed development will be incorporating universal accessibility measures and incorporate wheelchair and other mobility accessibility measures. Details will be provided in the Development Permit submission.

Vehicular Access and Transportation

- A single shared vehicular and loading access is provided off Cambie Road for right-in/right-out movements only. The ramp and loading area have been designed with a minimum of 4 m height to accommodate the height and manoeuvring requirements for SU-9 loading vehicles. The developer is required to design and construct a narrow urban median, to the satisfaction of the Director of Transportation along Cambie Road to restrict left turn from Cambie Road to and from the proposed vehicular access from Cambie Road.
- The proposed addition provides an additional 212 parking spaces. In total, with the existing mall and residence, 1590 parking spaces are provided.
- The parkade for this development is intended for use by employees and valet parking for hotel guests only. Mall visitors, the public and residents are expected to continue using the existing parkade on the exiting mall and residence site. The Transportation Division supports this approach provided that this parkade serves only non-transient users. The proposed parkade design maximizes the number of parking spaces on site and to support transit-oriented development. The proposed parkade proposes a reduction of the

manoeuvring aisle dimension to minimum 6.7 m and a maximum 0.15 m projection of parkade columns into parking spaces.

Garbage and Recycling

- A garbage and recycling area has been proposed adjacent to the loading area. Detailed review will be carried out at Development Permit submission.

Engineering Utilities

- Detailed review of all the off-site requirements will be completed at Development Permit submission. Preliminary information on the utilities servicing capacity has been submitted and reviewed by staff.
- The complete engineering utility capacity analysis has not been completed to the satisfaction of the Director of Engineering. The City has received first submission of the analysis, and the consultant and staff are working cooperatively to address service capacity and upgrade. Any required upgrades as a result of the capacity analysis will be provided at the sole costs to the developer. The scope of work, if applicable, will be addressed in the Servicing Agreement.
- As an interim solution to facilitate the time line for this Canada Line construction sensitive project, the developer has committed to voluntarily contribute \$515,422.07 towards utility capacity upgrades for water, storm and sanitary services based on an estimate provided by the Engineering Department. If the Building Permit is issued after the new Development Cost Charges (DCCs) come into place in July, 2007, then the developer will pay the new DCCs instead of this voluntary contribution. This solution is deemed to be sufficient by the Director of Engineering to move this project forward for rezoning.
- There is an existing sanitary sewer connection to the existing Aberdeen Centre that runs through the middle of this development site. The developer is required to enter into a Servicing Agreement, separate from the frontage work along No. 3 Road and Cambie Road, for the relocation of the sanitary work prior to the final adoption of the rezoning and any preloading on site.
- The frontage works along No. 3 Road and Cambie Road along with any site specific off-site engineering utilities work, as identified by the capacity analysis, will be addressed as part of the Servicing Agreement, which will be a condition of the issuance of the Building Permit.

Affordable Housing

- The interim affordable housing strategy applies to residential development only. This rezoning does not include any residential uses.

Public Art

- Public Art is generally addressed as part of the Development Permit. The developer has agreed to continue the Public Art theme established for the existing Aberdeen Mall by incorporating colour panels on the exterior wall of the building. This Public Art gesture

may be extended to the Aberdeen Station. Details will be submitted as part of the Development Permit.

Flood Management

- The developer is required to register a Flood Indemnity Covenant on title to the satisfaction of the City Solicitor prior to the rezoning adoption.

Conditions for Rezoning

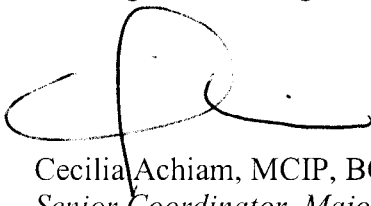
A signed copy of the “Rezoning Considerations Concurrence” is enclosed (**Attachment 6**) to provide details of the agreed up on conditions for rezoning. If the developer and GVTA mutually agree not to proceed with the proposed development and provide the City proper notice to the satisfaction of the Director of Development and City Solicitor, then the City will agree to the removal of all development related covenants and charges on title.

Financial Impact or Economic Impact

None.

Conclusion

Staff support the rezoning application. The proposed Transit-Oriented Development, including the Aberdeen Station Plaza, will help enliven this important intersection within City Centre and set a high urban design standard for future redevelopment in this area.



Cecilia Achiam, MCIP, BCSLA
Senior Coordinator, Major Projects & Development Applications
(Local 4122)

CA:blg

Attachments:

Attachment 1: Location Map

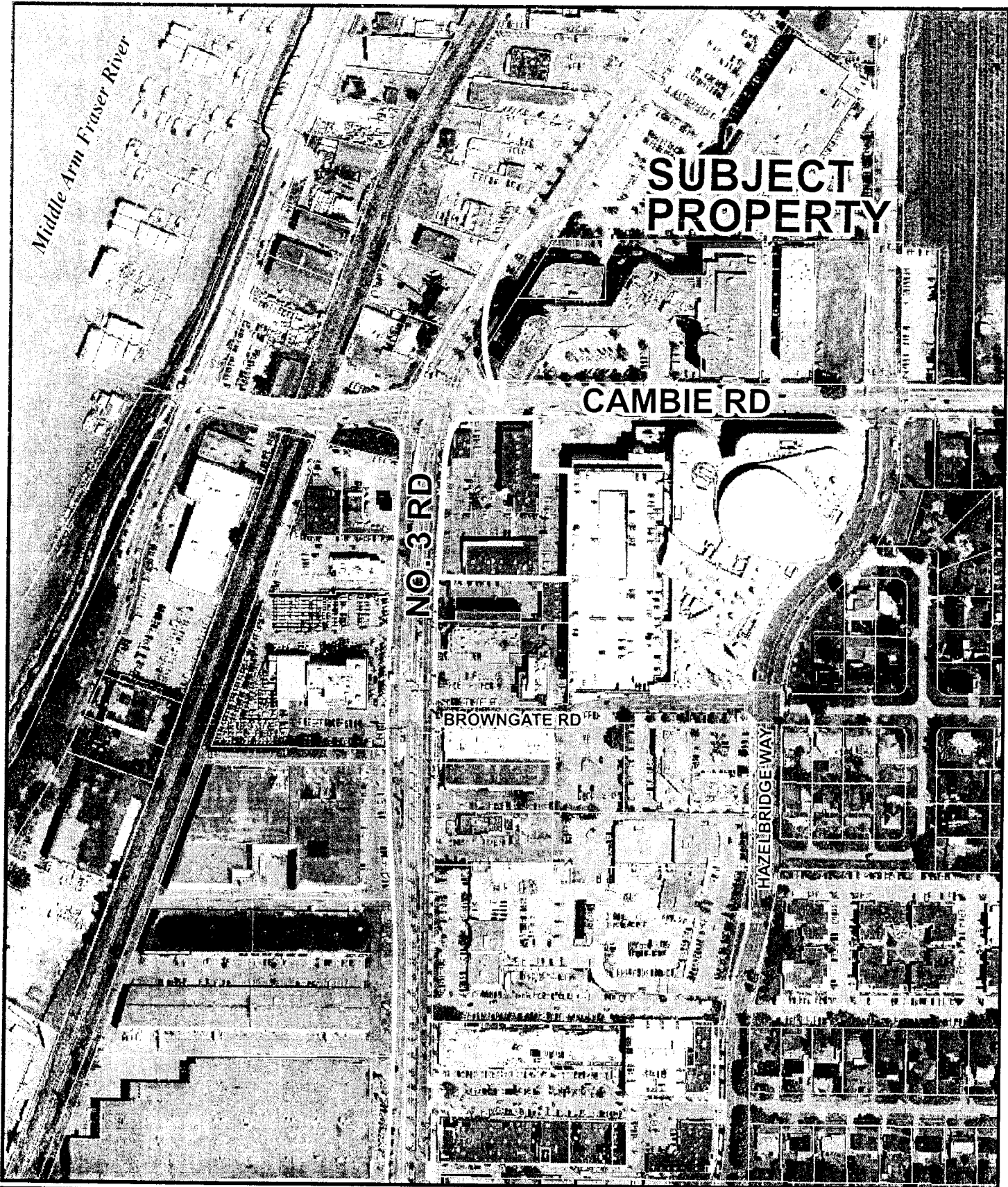
Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: CCAP Land Use Concept Map

Attachment 5: Advisory Design Panel Minutes from February 21, 2007

Attachment 6: Rezoning Considerations Concurrence



RZ 06-355420

Original Date: 12/21/06

Amended Date:

Note: Dimensions are in METRES



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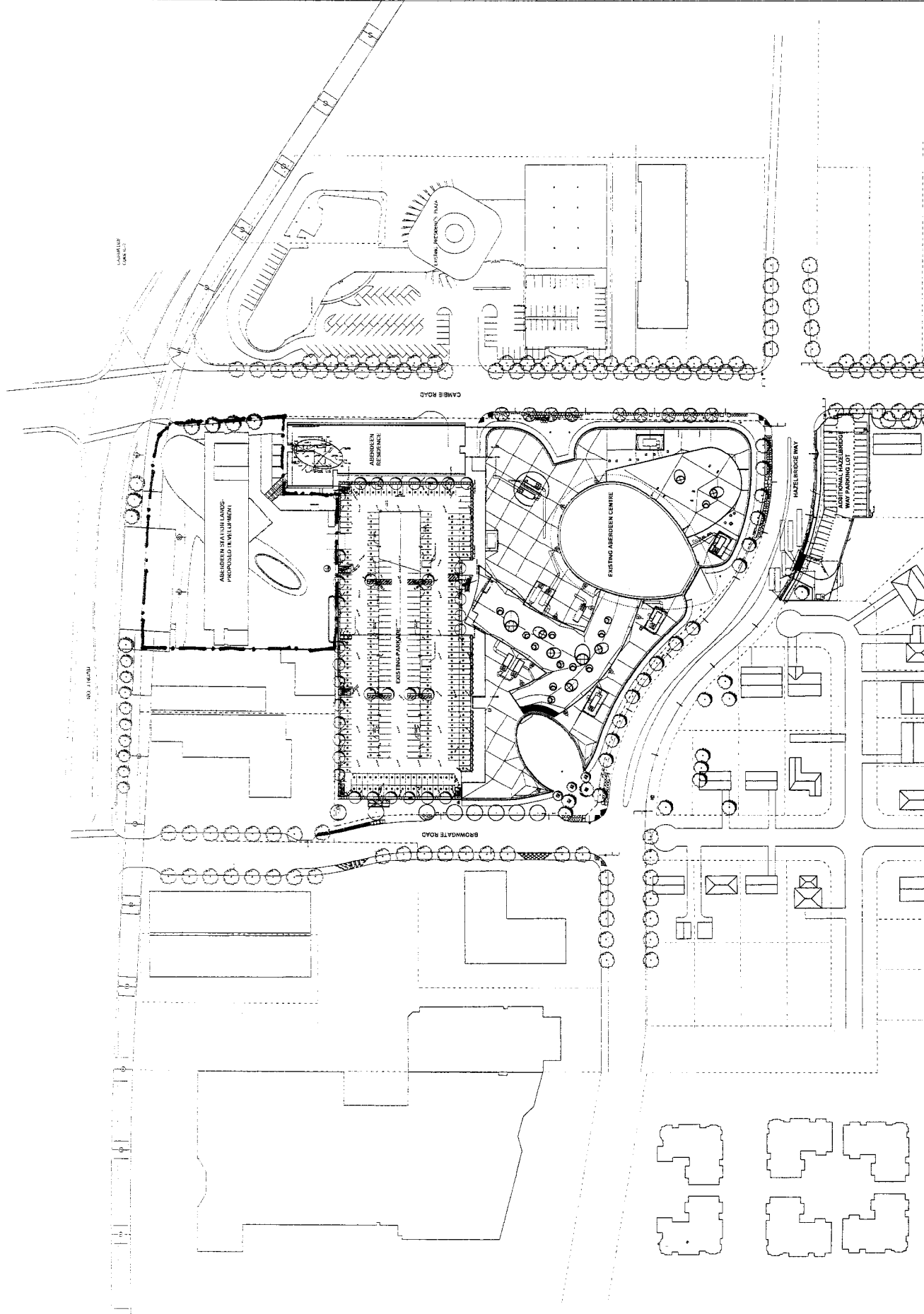
1000 Beach Road, Suite 100, St. John's, NL A1B 2X4
 Tel: (709) 463-1111
 Fax: (709) 463-1112
 Email: info@bingthom.com

ABERDEEN STATION LANDS

CONTEXT PLAN

DATE	PROJECT NUMBER	SHEET NO.
10/10/17	214	15/10
CLIENT	DESIGNER	DRAWING NUMBER
ABERDEEN CITY	BING THOM ARCHITECTS	214-15/10
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ABERDEEN STATION LANDS		

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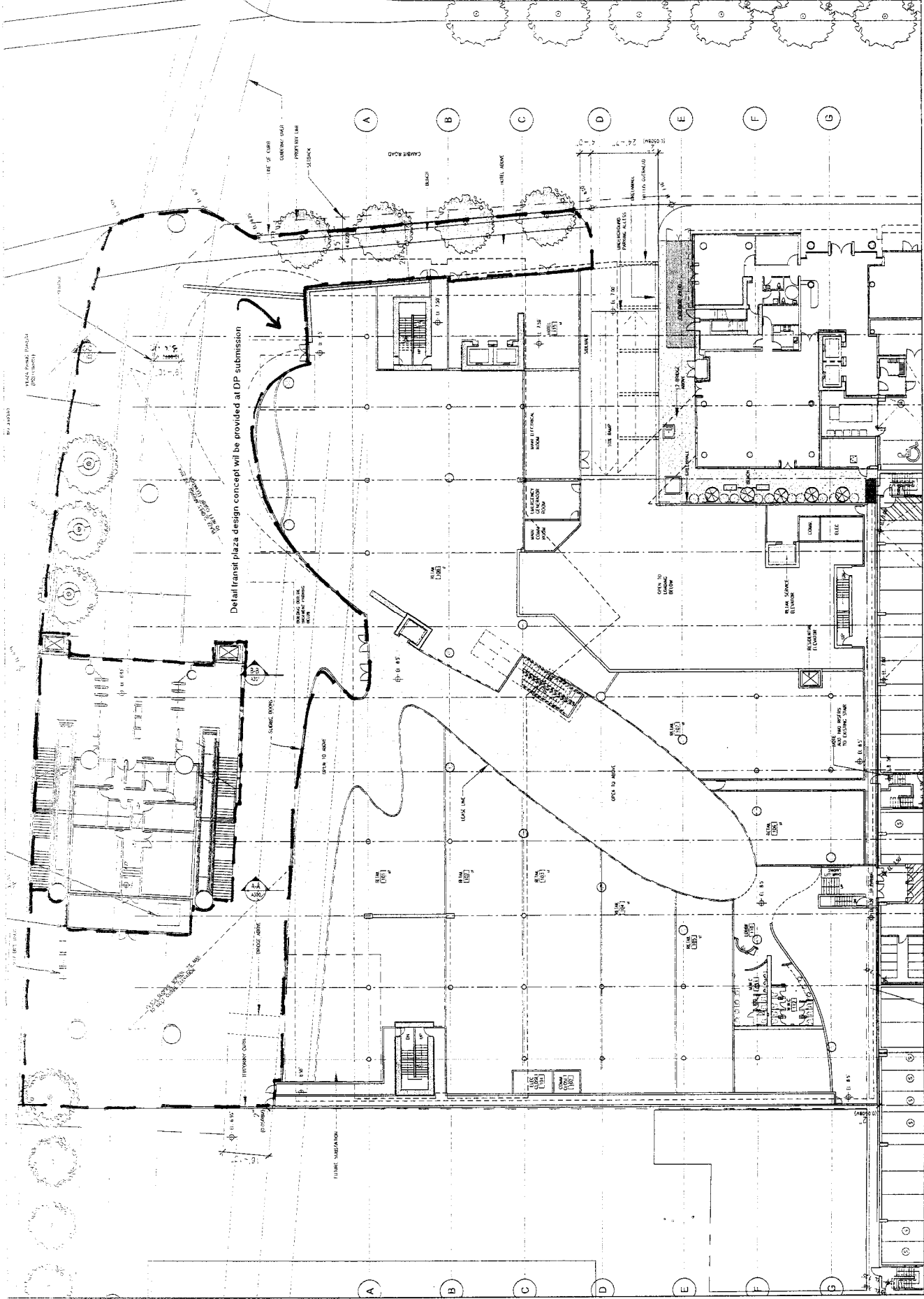
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BING THOM ARCHITECTS
 1430 Broadway Street, Suite 200, San Francisco, CA 94103
 TEL: 415.774.4444 FAX: 415.774.4445
 WWW: BINGTHOMARCHITECTS.COM

PROJECT: ABERDEEN STATION LANDS
 SHEET: LEVEL 1 PLAN
 DATE: 08/14/2007

PROJECT: ABERDEEN STATION LANDS
 SHEET: LEVEL 1 PLAN
 DATE: 08/14/2007

TITLE: ABERDEEN STATION LANDS
 PROJECT NUMBER: A2.01
 SHEET NUMBER: A2.01



Detail transit plaza design concept will be provided at DP submission



KEY

NO.	REVISIONS	DATE
1	ISSUE FOR PERMIT	08/14/2017
2	ISSUE FOR CONSTRUCTION	08/14/2017
3	ISSUE FOR CONSTRUCTION	08/14/2017
4	ISSUE FOR CONSTRUCTION	08/14/2017

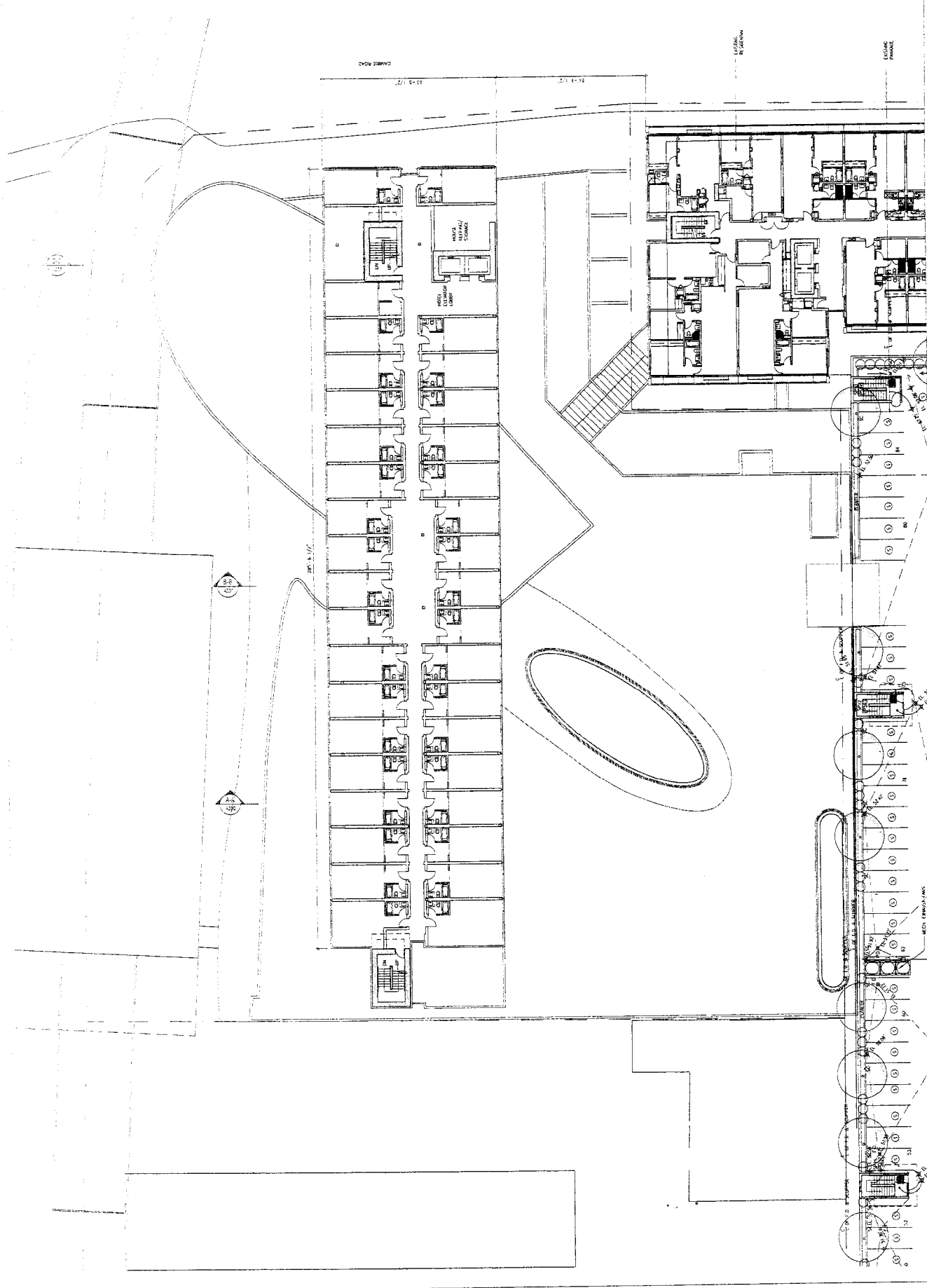
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 TEL: 503.865.1100 FAX: 503.865.1101
 WWW.BINGTHOMARCHITECTS.COM

REVISED BY	CHK	APP	SCALE	DATE

ABERDEEN STATION LANDS

LEVELS 6-8 FLOOR PLAN

PROJECT NUMBER	0208-100
CAD FILE	2017-08-14-01
DRAWING NUMBER	A2.06



PROJECT: ABERDEEN STATION LANDS
 LEVELS 6-8 FLOOR PLAN
 DRAWING NUMBER: A2.06



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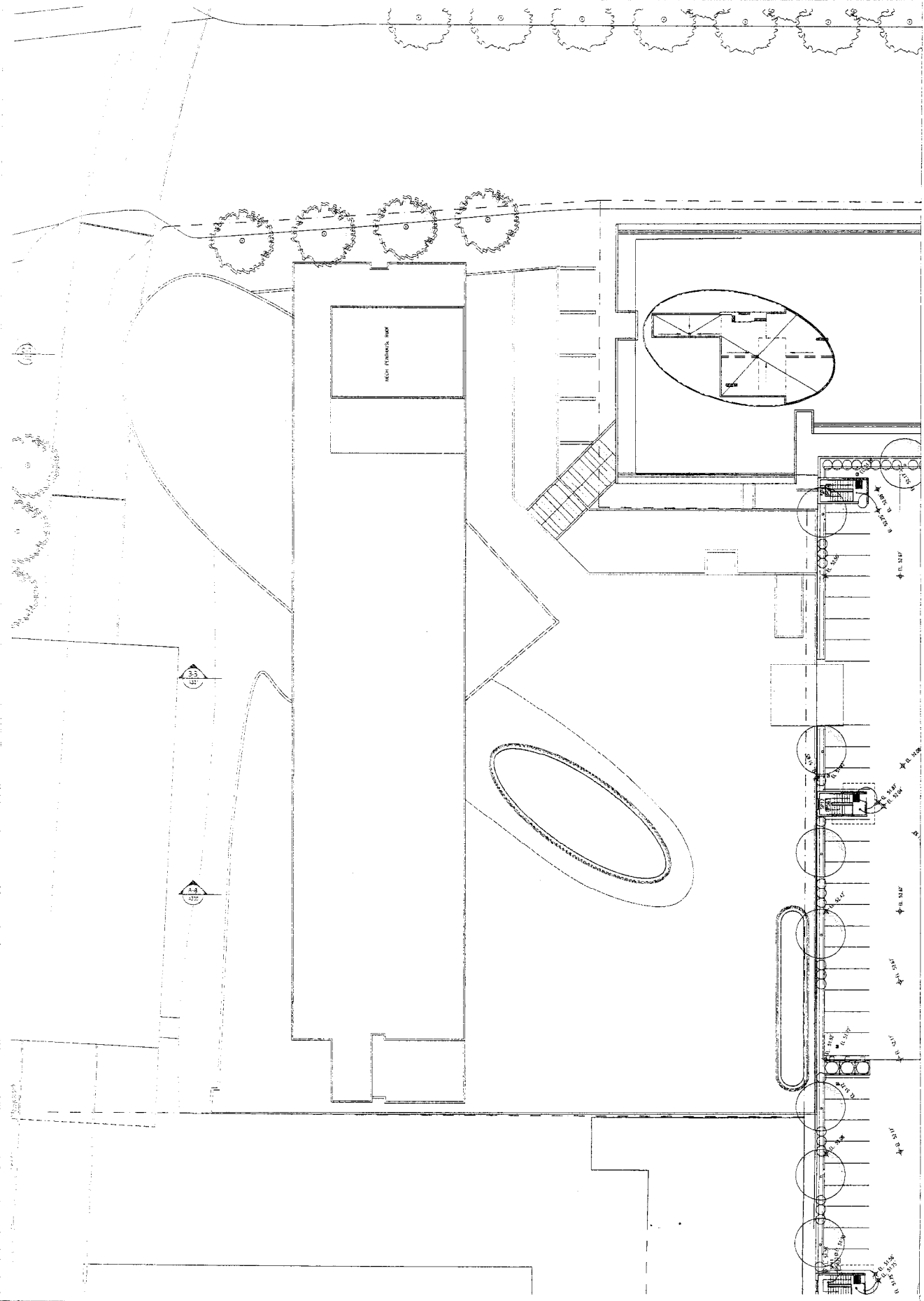
BING THOM ARCHITECTS

ABERDEEN STATION LANDS

ROOF PLAN

PROJECT NUMBER	DATE	ISSUE NO.
CAD FILE	REVISION	
DRAWING NUMBER		

A2.08



- KEY**
- (1) EXISTING
 - (2) PROPOSED
 - (3) EXISTING WITH PROPOSED CHANGES
 - (4) EXISTING WITH PROPOSED CHANGES - SEE NOTE
 - (5) EXISTING WITH PROPOSED CHANGES - SEE NOTE
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 - (18) EXISTING WITH PROPOSED CHANGES - SEE NOTE
 - (19) EXISTING WITH PROPOSED CHANGES - SEE NOTE
 - (20) EXISTING WITH PROPOSED CHANGES - SEE NOTE

BING THOM ARCHITECTS

1430 Macdonald Street, Vancouver, BC V6E 2A3
 Tel: 604.681.1111 Fax: 604.681.1112
 www.bingthom.com

REVISIONS

NO.	DATE	DESCRIPTION
1	10/10/10	ISSUE FOR PERMIT
2	10/10/10	ISSUE FOR PERMIT
3	10/10/10	ISSUE FOR PERMIT
4	10/10/10	ISSUE FOR PERMIT
5	10/10/10	ISSUE FOR PERMIT
6	10/10/10	ISSUE FOR PERMIT
7	10/10/10	ISSUE FOR PERMIT
8	10/10/10	ISSUE FOR PERMIT
9	10/10/10	ISSUE FOR PERMIT
10	10/10/10	ISSUE FOR PERMIT

PROJECT INFORMATION

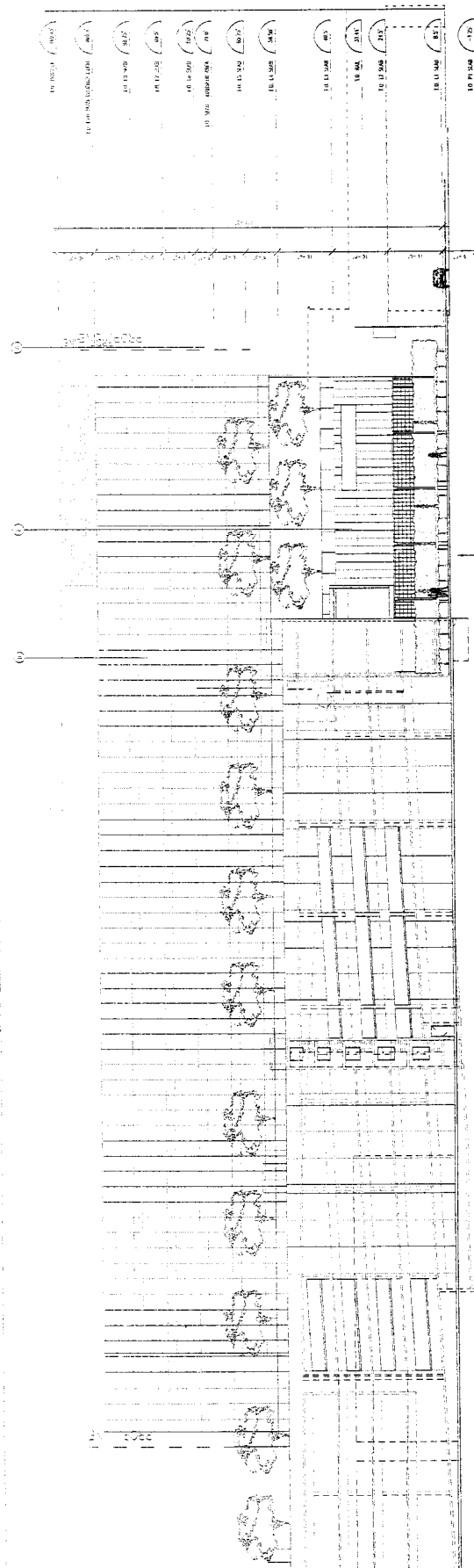
PROJECT NAME: ABERDEEN STATION LANDS
 PROJECT NO: 1000000000
 DRAWING NO: A-4.01
 DATE: 10/10/10

ABERDEEN STATION LANDS

ELEVATIONS
 EAST (EXISTING PARKING)
 WEST (WITHOUT STATION)

TITLE	PROJECT NUMBER	DATE	ISSUE NO

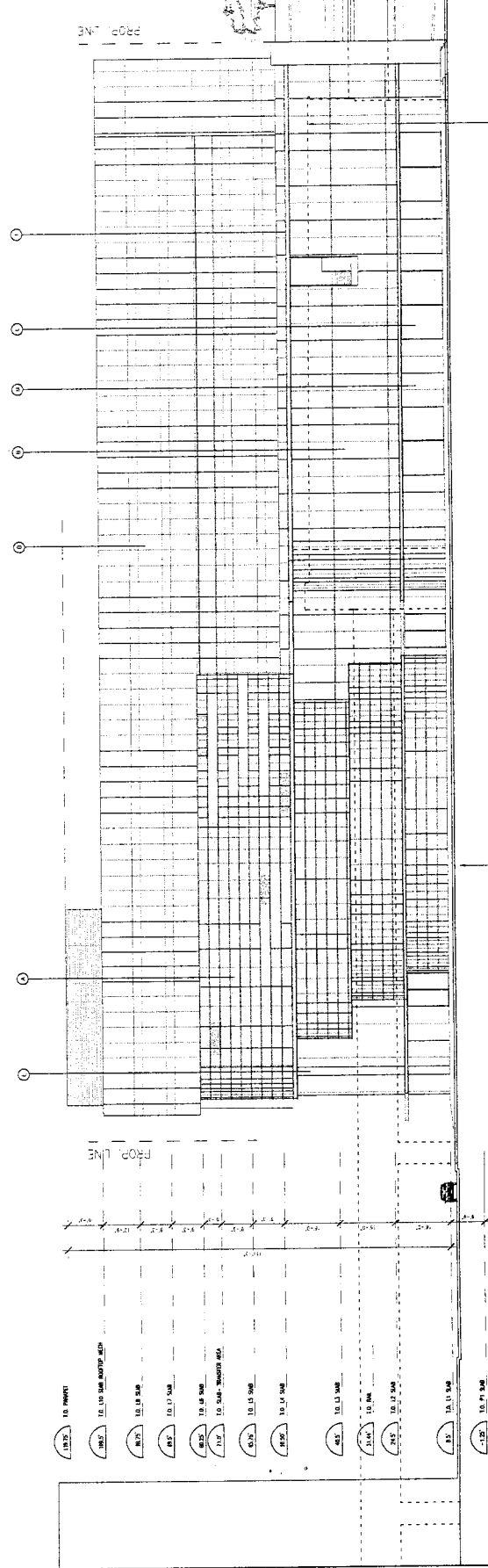
A-4.01



3 EAST ELEVATION - EXISTING PARKING
 SCALE: 1/16" = 1'-0"

PROPOSED DEVELOPMENT

CAMBIE ROAD



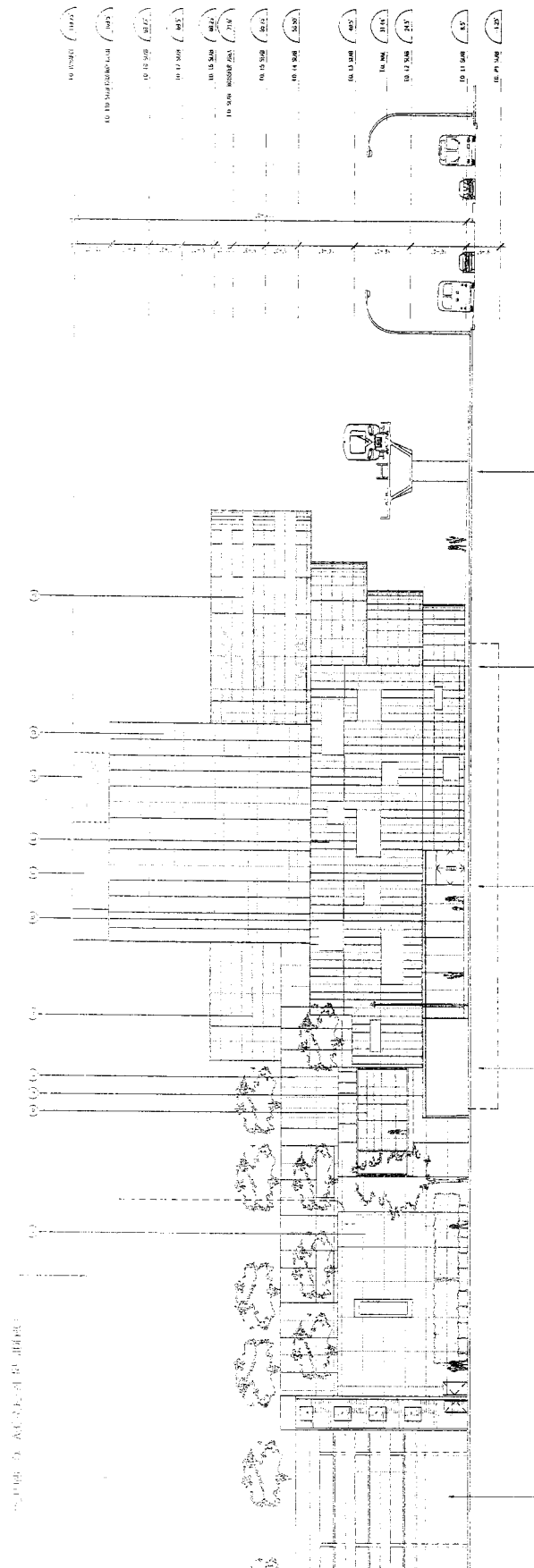
4 WEST ELEVATION - WITHOUT STATION
 SCALE: 1/16" = 1'-0"

PROPOSED DEVELOPMENT

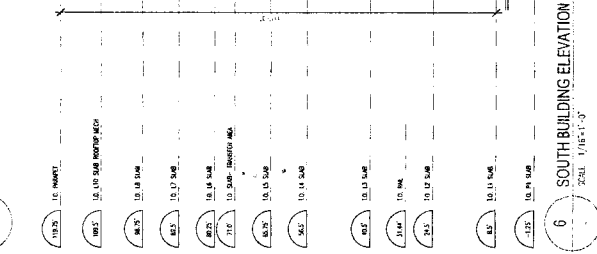
CAMBIE ROAD

OUTLINE OF CANADA LINE STATION

FIGURE 5. ARCHITECTURAL ELEVATIONS



5 NORTH BUILDING ELEVATION
SCALE 1/8"=1'-0"



6 SOUTH BUILDING ELEVATION
SCALE 1/8"=1'-0"

- KEY
- 1. FINISH
 - 2. MATERIAL
 - 3. COLOR
 - 4. TYPE
 - 5. FINISH
 - 6. MATERIAL
 - 7. COLOR
 - 8. TYPE
 - 9. FINISH
 - 10. MATERIAL
 - 11. COLOR
 - 12. TYPE
 - 13. FINISH
 - 14. MATERIAL
 - 15. COLOR
 - 16. TYPE
 - 17. FINISH
 - 18. MATERIAL
 - 19. COLOR
 - 20. TYPE

REVISIONS

NO.	DATE	DESCRIPTION
1	10/15/11	ISSUED FOR PERMIT
2	10/15/11	ISSUED FOR PERMIT
3	10/15/11	ISSUED FOR PERMIT
4	10/15/11	ISSUED FOR PERMIT
5	10/15/11	ISSUED FOR PERMIT
6	10/15/11	ISSUED FOR PERMIT
7	10/15/11	ISSUED FOR PERMIT
8	10/15/11	ISSUED FOR PERMIT
9	10/15/11	ISSUED FOR PERMIT
10	10/15/11	ISSUED FOR PERMIT

BING THOM ARCHITECTS
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PROJECT: ABERDEEN STATION LANDS
DRAWING NO: A-4.02
DATE: 10/15/11
SCALE: 1/8"=1'-0"

ABERDEEN STATION LANDS
PROJECT: NORTH & SOUTH BUILDING ELEVATIONS
TITLE: NORTH BUILDING ELEVATION
PROJECT NUMBER: A-4.02
DATE FILED: 10/15/11
DRAWING NUMBER: A-4.02



City of Richmond

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

**Development Application
 Data Sheet**

RZ 06-355420

Attachment 3

Address: 4020, 4040 and 4060 No. 3 Road (to be addressed as 4000 No. 3 Road and 8000 Cambie Road)

Applicant: Fairchild Developments Ltd.

Planning Area(s): 2.10 City Centre Area Plan

	Existing	Proposed
Owner:	Greater Vancouver Transportation Authorities	Greater Vancouver Transportation Authorities (Fairchild Developments Ltd. has option to purchase, closing in 2009)
Site Size (m²):	7459 m ²	7459 m ²
Land Uses:	Commercial Mixed Use	Commercial Mixed-Use
OCP Designation:	Commercial	Commercial
Area Plan Designation:	Automobile-Oriented Commercial	Automobile-Oriented Commercial (interim) T5 Urban Zone (2.0-3.0 F.A.R.) in CCAP Concept
Zoning:	C6	CD/183

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 3.0	3.0	none permitted
Lot Coverage – Building:	Max. 90%	88%	none
Lot Size (min. dimensions):	N/A	7459 m ²	none
Setback –No. 3 Road (m):	Min. 3 m	Min. 3 m	none
Setback- Cambie Road (m)	Min. 3 m	Min. 4.6 m	none
Setback – Side & Rear Yards (m):	Min. 0 m	Min. 0 m	none
Height (m):	40 m	36.8 m	none
Off-street Parking Spaces –	1666	1590*	76 (approx. 4.6 %)-variance supported

* 175 parking spaces located in the parkade at 4000 Cambie Road is intended for non-transient use only. Public parking is located at the existing Aberdeen Mall at 4151 Hazelbridge Way

A. Land Use & Density



The framework proposes an approach centred on the establishment of a network of distinct, yet complementary, mixed-use transit villages, each of which will provide an attractive, livable environment and together will provide for a dynamic, sustainable downtown.

Further Investigation

1. Refine employment targets and related land use and density requirements for the downtown's mixed-use and business districts.
2. Identify strategies aimed at coordinating the City Centre with objectives for the airport, port, and agricultural lands.
3. Refine density targets for residential development and how that relates to trends in dwelling unit and household size.
4. Explore opportunities for density and height bonussing and density transfer as means to secure public amenities and park through private development.

Sea Island/Airport development is pending a detailed review with the Vancouver International Airport Authority.

- + Proposed Major Village Centre
- + Proposed Minor Village Centre

Potential Village Centre

T2 Rural Zone

T3 Sub-Urban Zone (0.55 - 1.2 Floor Area Ratio)

T4 General Urban Zone (1.2 - 2.0 FAR)

T5 Urban Centre Zone (2.0 - 3.0 FAR)

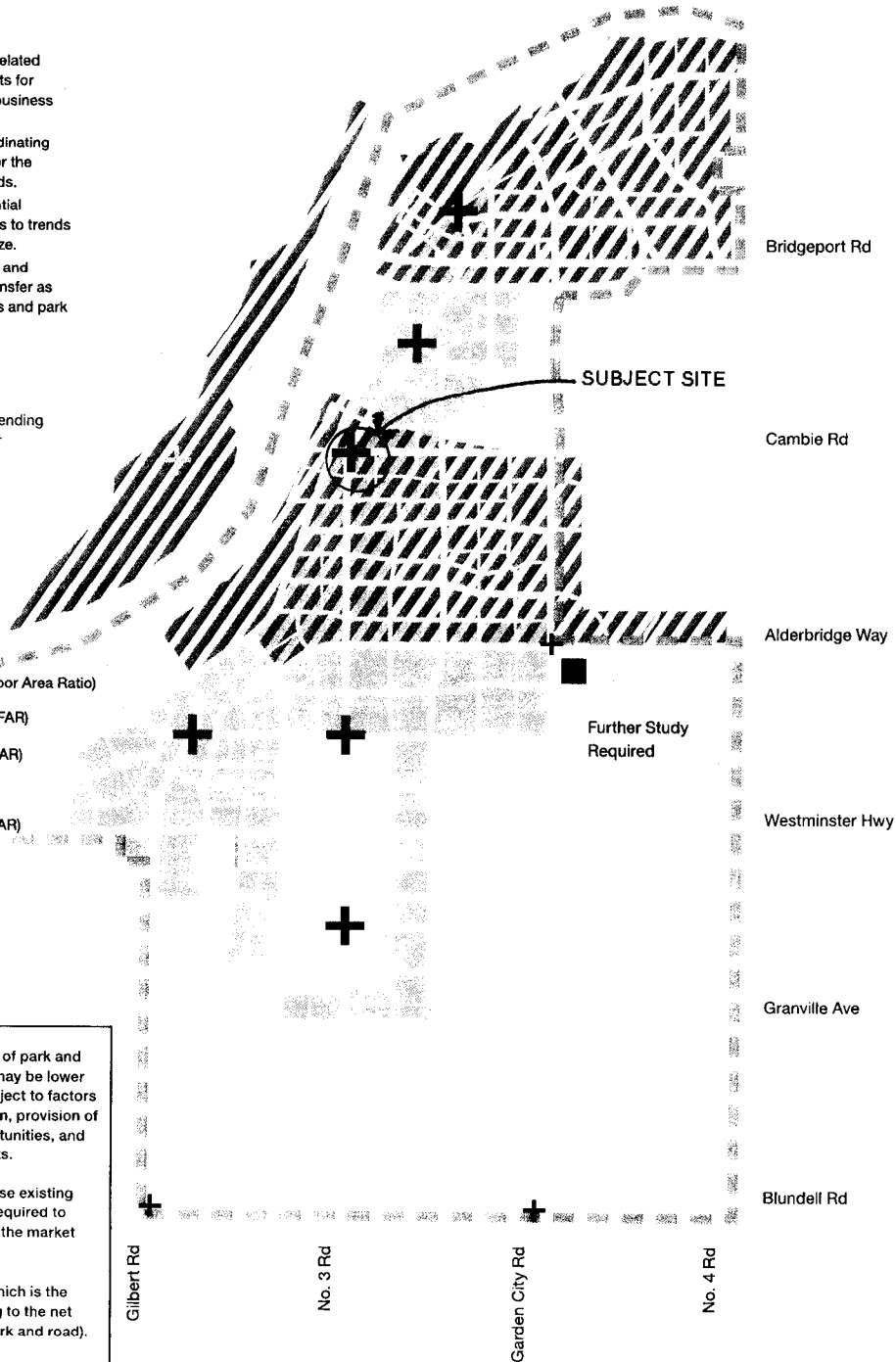
T6 Urban Core Zone (3.0+ FAR)

Special District Zone (1.5 - 2.0+ FAR)

Non-residential Zones

Garden City Lands

Trade & Exhibition Centre



Density is a "net target" (e.g., net of park and road). Actual density permitted may be lower than the maximum indicated, subject to factors such as property size and location, provision of amenities, density transfer opportunities, and form of development requirements.

Any rezoning that seeks to increase existing density as per the CCAP will be required to contribute to amenities based on the market value of the density increase.

FAR refers to "floor area ratio", which is the ratio of the floor area of a building to the net size of its property (e.g., net of park and road).

**Excerpt from the Minutes from
The Design Panel Meeting**

**Wednesday, February 21, 2007 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

ADP Members Present: Dana Westermarck, Chair
Cst. Derek Cheng
Thomas Leung
Louis Conway
Simon Ho
Tom Parker
Willa Walsh
Don Wuori

**1. RZ 06-355420 Rezone From C6 To Comprehensive Development District
(Preliminary)**

APPLICANT: Bing Thom Architects / Fairchild Developments Ltd.

PROPERTY LOCATION: Rezone from C6 to Comprehensive Development District for an addition to the existing Aberdeen Centre and parking structure.

Staff Comments

Cecilia Achiam, Senior Coordinator Major Projects and Development Applications, provided an overview of the No. 3 Road area and Aberdeen Mall site. She indicated that the application is in the preliminary stage, but will need to be processed quickly to meet the Canada Line construction schedule given the proximity of the building to the guide-way and the potential impact to the guide-way's structural integrity. In order to integrate into the station, the applicant will need to do the piling and concrete work at the same time as the guide-way; otherwise they will lose the opportunity.

Applicant's Comments

Danny C.F Leung, of Fairchild Property Group Ltd. and Bing Thom, of Bing Thom Architects circulated updated Aberdeen Station Lands plans prior to starting their presentation (on file City Clerk's Office).

With the aid of a model and various artist's renderings, Bing Thom reviewed the design detail of the project and spoke in detail about several points, including the following:

- the art theme of the existing Aberdeen mall will be continued and integrated into the new phase;

- the curve aspect found in the previous 2 phases of the Aberdeen Centre will be seen again throughout this phase;
- the project will take advantage of the view to the river;
- the new and existing parkades will be connected. There are two connections provided to join the new and old malls;
- Canada Line station platform is 18 inches above street grade, and a workable grading will be necessary to satisfy accessibility and Transit's requirements;
- the grade difference will be absorbed by slopping the grade into the hotel lobby on Cambie Street. There are a couple of tight spots that require further design development to provide proper grade transition;
- existing residential units will be overlooking the roofs and roof top parking of the proposed project;
- consideration is being given to treating the massing as a green roof;
- the inclusion of a skylight is proposed for the "piano" shaped element to allow for more light. Another one is being explored over the atrium;
- there will be eight foot beams supporting the 40 feet of cantilevering element;
- the intention is to play on the tension amongst the structures to create an exciting urban space between the station and the building to integrate the two building structures in harmony, allowing the division to disappear;
- station escalators will not come down to grade, therefore the ground floor will be much tidier in appearance.

Danny Leung spoke about the history of the project and stressed the importance of the time line to have this project completed, and of his commitment is to have the platform and plaza opened by 2010.

Panel Discussion

Comments from the Panel were as follows:

- Aberdeen Centre has incorporated public art into its building skin, it would be nice to have it wrapped right into the station;
- appreciates the potential challenges caused by the changing grades, and that consideration has been given to people with disabilities;
- the architectural forms and massing are very complimentary;
- this project is beautiful architecturally, but could be a challenge structurally, consider cable stay to support the "piano";
- once the piling along the adjacent Canada Line has been done, you'll damage it if you come in with the piling for your construction separately;
- appreciates the piano form, but the columns and supports under the "piano" will be a challenge, the area will be dark and a sun-scoop may be needed to direct natural light to the plaza;
- consider carrying the "piano" a bit further, and push it into the building more;
- the plaza level may require more work, try to express the encapsulation of the design elements of the building at grade level. It is very linear right now;
- the "piano" form needs a more detailed look, unsure of the relationship between the "piano" and the Radisson Hotel. Consider making it more emphasized to really stand out;

- underside of the building needs further consideration as it is highly visible from the plaza;
- appreciates the idea of skylights;
- ensure that the connection on grade between the “piano” and building is transparent;
- ensure that the connection between the parkades is comfortable, allowing for easy pedestrian and vehicular movement from phase 1 to phase 2;
- the sound from the Canada Line will have an enormous impact on the useability of the plaza;
- The station is challenging and the applicant should be willing to negotiate with Canada Line to make changes to the station façade to create better architectural integration.

The applicant responded to the Panel’s questions and comments noting that the stations will be created by Busby, the area under the “piano” will be made as bright as possible with an animated and open feel as it will be a major attraction. The applicant concluded by stating that the station is challenging, but they are willing to make necessary changes.

Panel Decision

The Chair provided a summary of the Panel comments as follows:

- extend the public art concept from the existing Aberdeen Mall to this site;
- consider the engineering issues regarding piling and cantilevered;
- consider a sun-scoop or other methods of providing daylight to grade;
- consider extending the “piano” element for better integration with the rest of the building;
- design development to the underside of the plaza;
- provide a clearer encapsulation of the building design at grade to provide better integration with the station;
- consider the relationship to the Radisson Hotel;
- consider extending the design features from phase 1 such as the thin roof edge to accentuate the “piano”;
- try to influence the architecture of the sky train station to read as part of the building;
- pay special attention to the streetscape to tie the station in with the building.

It was moved and seconded

That Rezoning Application RZ 06-355420 move forward to the Planning Committee for consideration subject to taking into consideration the comments provided by the Advisory Design Panel.

CARRIED

Rezoning Considerations Concurrence

RZ 06-355420

Prior to final adoption of Zoning Amendment Bylaw 8229, the developer is required to complete the following:

1. Registration of an Aircraft Noise Sensitive Use Covenant on title .
2. Registration of a Flood Indemnity Covenant on title .
3. Registration of legal agreements to the satisfaction of the Director of Transportation for the proposed off-site parking located at the existing Aberdeen Mall at 4151 Hazelbridge Way for users of the mall expansion and the proposed hotel.
4. Registration of legal agreements to the satisfaction of the Director of Transportation to limit the use of the proposed parkade on the subject site (4000 No. 3 Road) to non-transient use only and to include signage for the parkade to clearly indicate that the parkade is for employees and valet hotel parking only, and that all visitors to the mall and hotel are redirected to the existing Aberdeen Mall parkade.
5. Registration of legal agreements to the satisfaction of the Director of Transportation for the cross-access between the parkades of the two buildings on Level 4 (roof deck level).
6. The developer is required to enter into a Servicing Agreement*, in addition to the Servicing Agreement for frontage work along No. 3 Road and Cambie Road, to the satisfaction of the Director of Engineering, for the relocation of sanitary sewer serving 4151 Hazelbridge Way. (Note: The existing sanitary sewer system which services the condos, runs east/west through this development site under the proposed development, at approximately 63 or 64m south of Cambie Road. It will need to be relocated PRIOR to the commencement of any preload. This process is addressed under its own separate Servicing Agreement because the construction of these works will precede the balance of the off site requirements, by a significantly time frame).
7. Registration of legal agreements to provide the required rights-of-way for utility services, if required, as determined by City Engineering Department and the Director of Engineering.
8. Registration of legal agreements to the satisfaction of the Director of Development and the Director of Engineering to design, construct and secure Public-Rights-of-Passage along No. 3 Road frontage (public plaza) and assumption of liabilities.
9. Registration of legal agreements on title, , for cross-access from the new addition at the subject site (4000 No. 3 Road) to the existing Aberdeen Mall at 4151 Hazelbridge Way and the Residence at 8060 Cambie Road to allow free pedestrian movement to and from the exiting mall through the designated corridor on Level 2.
10. Registration of legal agreements on title of 4151 Hazelbridge Way to allow encroachment of a portion of the proposed building on the subject site (4000 No. 3 Road) to encroach onto 4151 Hazelbridge Way.
11. The City's acceptance of the developer's offer to provide a voluntary payment to the City identified Water, Storm and Sanitary Sewer upgrades, totalling \$515,442.07. *(If the Building Permit is issued after the new Development Cost Charges (DCCs) come into place in July, 2007, then the developer will pay the new DCCs instead of this voluntary contribution.)*

12. The submission and processing of a Development Permit* to a level where the application can be referred to the Development Permit Panel for consideration by the Director of Development that addresses the following Development Permit requirements.

Preliminary Development Permit Requirements:**

Clarification of the following provisions:

- Provision for future transformer location for CLCo;
 - Provision for parking stalls for CLCo's maintenance vehicles;
 - Integrated glazing on the Aberdeen Station façade; and
 - The status of sky bridge link from the north bound Canada Line platform to 4020 and 4060 No. 3 Road and the location of remote YVR airport check-in. If the sky bridge is permitted by CLCo/InTransit BC, then the developer is to provide evidence of legal agreements securing public access thereto.
 - On-site bicycle parking and facilities in accordance with the Richmond Official Community Plan (OCP) Development Permit guidelines.
1. Design development to address Advisory Design Panel comments outlined in the February 21, 2007 minutes.
 2. Applicant is to address comments from February 21, 2007 Advisory Design Panel comments (**Attachment 5**) as part of Development Permit submission. Additional urban design comments will be provided as part of the Development Permit application review.
 3. Provide grade elevation information related to geodetic datum as provided by a land surveyor on the site plan and the elevation drawings.
 4. Clarify CPTED measures by addition notations and details where appropriate.
 5. Clarify universal accessibility measures.
 6. Clarify metric setback dimensions comply with requirements outlined in Comprehensive Development District (CD/183).
 7. Consider provision of continuous pedestrian weather protection between Aberdeen Station and the proposed mall entrance on No. 3 Road.
 8. Design development to strengthen the streetscape interface on Cambie Road to incorporate treed boulevard, sidewalk and lay by into cross-sectional drawings.
 9. Provide detail design concept and provide proof of commitment to construct the Aberdeen Station transit plaza. Design and cost details to be addressed as part of the Servicing Agreement.
 10. Provide detailed landscape design and roof treatments including planting schemes, quantity, species, common names and sizes of plant material, as well as details of any landscape structures such as trellis, arbours, fences and gates. A minimum of two (2) replacement trees of 7 cm calliper (minimum) will be required along Cambie Road to replace the tree to be removed to accommodate the "kiss-and-ride" lay by.
 11. Developer to work with City's Public Art Planner on the voluntary Public Art contribution on this site.
 12. Additional issues/requirements as determined by the Director of Development as a result of the Development Permit process.

Prior to the issuance of a Building Permit:

1. The developer to enter into a Servicing Agreement* (separate from the sanitary sewer relocation) for the design and construction of off-site work including, but not limited to:
 - frontage work from behind the curb to the building façade including the plaza along the No. 3 Road, to the satisfaction of the Director of Development, Director of Engineering and Director of Transportation; and
 - the frontage improvement along Cambie Road including a narrow urban median, to restrict left turn from Cambie Road to and from the proposed parkade driveway, designed to the satisfaction of the Director of Transportation.
2. Submission of a construction parking and traffic management plan to the satisfaction of the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulations Section 01570. See <http://www.richmond.ca/services/ttp/special.htm> for details.
3. Any other Building Permit requirements as determined by the Director of Building Approvals.

Transportation Demand Management (TDM) Measure after Occupancy of the shopping mall:

- the developer will provide up to \$100,000 for the purchase of 2-zone faresavers tickets for use by both employees and customers.

General Notes:

1. * This requires a separate application.
2. All legal agreements must be to the satisfaction of the City Solicitor and, where applicable, must be fully registered in the Land Title Office prior to issuance of the rezoning or applicable permit.

[Signed Original on file]

Signed _____

Date _____



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8229 (RZ 06-355420)
4000 No. 3 Road (Formerly 4020, 4040 and 4060 No. 3 Road)**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting Section 291.183 thereof the following:

“291.183 **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/183)**

The intent of this zoning district is to provide for medium to high density, transit-supportive, non-residential, central business district development in an area affected by aircraft noise.

291.183.1 **PERMITTED USES**

RETAIL TRADE & SERVICES, but excluding **gas station**, and the sales and servicing of automobiles, trailers or motorcycles;
CUSTOM WORKSHOPS, TRADES & SERVICES;
OFFICE;
FOOD CATERING ESTABLISHMENT;
ANIMAL CLINIC, but excluding **caretaker residential accommodation** in conjunction therewith;
RECREATION FACILITY;
COMMERCIAL ENTERTAINMENT;
HOTEL, but excluding any **residential** use in conjunction therewith;
STUDIO for artist, display, dance, radio, television or recording;
AUTOMOBILE PARKING;
NEIGHBOURHOOD PUBLIC HOUSE;
EDUCATIONAL INSTITUTION;
ASSEMBLY;
PLACES OF WORSHIP;
ACCESSORY USES, BUILDINGS & STRUCTURES.

291.183.2 **PERMITTED DENSITY**

- .01 **Maximum Floor Area Ratio:**
- a) For Automobile Parking as a principal use: No maximum limit;

- b) For all other uses: 3.0 (exclusive of parts of the **building** that are **used** for off-street parking purposes or unenclosed balconies).

291.183.3 MAXIMUM LOT COVERAGE: 90%

291.183.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Public Road** Setback: 3 m (9.8 ft.).

291.183.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 40 m (131 ft.).
- .02 **Structures:** 20 m (65.6 ft.).

291.183.6 SIGNAGE

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

291.183.7 OFF-STREET PARKING & LOADING

- .01 Off-street parking shall be provided, developed, and maintained in accordance with Division 400 of this Bylaw, EXCEPT that, notwithstanding Sections 405.04 and 405.08:
 - a) The minimum manoeuvring aisle width is 6.7 m (22 ft.); and
 - b) A maximum of 46% of the parking spaces provided may be provided as small car spaces.
- .02 Off-street loading shall be provided, developed, and maintained in accordance with Division 400 of this Bylaw, EXCEPT that:
 - a) A minimum of 2 off-street loading spaces shall be required."

2. The Zoning Map of the city of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/183)**:

P.I.D. 026-080-621

Lot 1 Section 33 Block 5 North Range 6 West New Westminster District Plan BCP13993

3. This Bylaw is cited as “**Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 8229**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER