



**To:** Planning Committee **Date:** September 16, 2002  
**From:** Joe Erceg **File:** RZ 02-215553  
Manager, Development Applications  
**Re:** **APPLICATION BY FAIRCHILD DEVELOPMENTS LTD. FOR REZONING AT  
8060 CAMBIE ROAD FROM AUTOMOBILE-ORIENTED COMMERCIAL  
DISTRICT (C6) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/86)**

---

**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw No. 7437, to rescind "Additional Development Permit Guidelines for the Southwest Corner of Cambie Road & Hazelbridge Way 'Aberdeen Centre'" in Section 4.0, Development Permit Guidelines, of Schedule 2.10 of Official Community Plan Bylaw No. 7100 (City Centre Area Plan), be introduced and given first reading.
2. That Bylaw No. 7437, having been examined in conjunction with the Capital Expenditure Program, the Waste Management Plan, the Economic Strategy Plan, and the 5 Year Financial Plan, is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3) of the Local Government Act.
3. That Bylaw No. 7437, having been examined in accordance with the City Policy No. 5002 on referral of Official Community Plan Amendments, is hereby deemed to have no effect upon an adjoining Municipality nor function or area of the Greater Vancouver Regional District, in accordance with Section 882(3)(d) and (e) of the Local Government Act.
4. That Bylaw No. 7438, to amend "Comprehensive Development District (CD/86)" such that hotel shall be a permitted use, the allowable density, building height, and required off-street parking and loading shall reflect the addition of hotel use to the zoning district, and off-street parking requirements shall be made consistent with previously approved development under this zoning district, be introduced and given first reading.
5. That Bylaw No. 7438 be referred to the Vancouver International Airport Authority for comment and response by November 12, 2002.

- 6. That Bylaw No. 7439, for the rezoning of 8060 Cambie Road from "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/86)", be introduced and given first reading.

*Joe Erceg*  
 Joe Erceg  
 Manager, Development Applications

Att. 2

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Facility Management.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>David Hill</i>
Recreation & Cultural Services .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

The subject site is situated in the Aberdeen District of the City Centre, on the south side of Cambie Road, between No. 3 Road and Hazelbridge Way. The owner of the subject site, Fairchild Developments Ltd., wishes it to be consolidated with its adjacent Aberdeen Centre property so that it may be redeveloped as an integral part of the large-scale shopping centre currently under construction there. Fairchild proposes that the subject site and a small portion of the existing Aberdeen Centre site be developed with a hotel, together with a multi-purpose, community space and commercial uses. To facilitate the proposed development, it is desirable that zoning of the subject site be changed to that of Aberdeen Centre, Comprehensive Development District (CD/86). However, CD/86 does not permit hotel use, nor does it anticipate the parking, loading, density, or additional building height required for this use. As such, the proposed rezoning requires that CD/86 be amended. In addition, staff note that Aberdeen Centre's approved development was allowed to vary the amount of parking required under CD/86 and that it departs significantly from the Development Permit Guidelines adopted for its site. Staff recommend that CD/86 and the City Centre Area Plan be amended accordingly.

### Findings of Fact

The *City Centre Area Plan* designates the subject site and the area centred on No. 3 Road and Hazelbridge Way, north of Alderbridge Way, as "Auto-Oriented Commercial". This designation is defined as "*An area of lower density retail development, typically accessed by automobile, which provides for shopping, personal services, business, and entertainment uses*".

The area plan goes on to explain that more intense development is encouraged in this area as the means to achieve a high-amenity environment and viable, long-term regional presence. It was on this basis, that rezoning of Aberdeen Centre was supported from Automobile-Oriented Commercial District (C6) and a maximum retail floor area ratio (FAR) of 0.5 to Comprehensive Development District (CD/86) and 1.3 FAR. The same rationale was behind the earlier rezoning of the President Plaza/Radisson Hotel site (across Cambie Road from the subject site) to 2 FAR, the recent rezoning of the southwest corner of No. 3 Road and Sea Island Way to permit hotel and office uses at an average density of 2.19 FAR, and the "SunTech City" proposal for hotel and entertainment uses at a density of +/-2.7 FAR (net of public roads).

The *City Centre Transportation Plan* anticipates more intense development in this already busy commercial precinct and proposes the establishment of a "loop road" around the area, new east-west roads, and more transit-oriented development (i.e. with strong links to the 98 B-Line and future rapid transit services, pedestrian-friendly streets, and an approach to parking that seeks to ensure local businesses are adequately - but not overly - served). Redevelopment of the Aberdeen Centre site addresses all three of these objectives by aligning Hazelbridge Way with Northgate Way to complete the east leg of the "loop road", helping to establish Browngate Road between Hazelbridge Way and No. 3 Road, and providing for on-street parking, a pedestrian-friendly streetscape, and a large (but not overly large) parking structure.

	8060 CAMBIE ROAD <i>Fairchild's Newly Acquired Property</i>		4151 HAZELBRIDGE WAY <i>Aberdeen Centre</i>	"COMBINED SITE" <i>Expanded Aberdeen Centre Site</i>
ITEM	EXISTING	PROPOSED	EXISTING	PROPOSED
<b>Owner/ Applicant</b>	Fairchild Development Ltd.	No change	Fairchild Development Ltd.	<i>No change</i>
<b>Site Size</b>	788.78 m <sup>2</sup> (8,490.6 ft <sup>2</sup> )	No dedications required	27,137.95 m <sup>2</sup> (292,120 ft <sup>2</sup> )	27,925.8 m <sup>2</sup> (300,600.6 ft <sup>2</sup> ) Consolidation of 8060 Cambie Road with 4151 Hazelbridge Way.
<b>Land Use</b>	Small, commercial strip mall	<i>As per "Combined Site"</i>	Shopping centre, approved and currently under construction, including: Retail/Restaurant: 35,278.78 m <sup>2</sup> (379,750 ft <sup>2</sup> )  With a Gross Leaseable Floor Area (GLA)* of 33,444 m <sup>2</sup> (360,000 ft <sup>2</sup> )	518.38 m <sup>2</sup> (5,580 ft <sup>2</sup> ) of Community Amenity Space** and 47,220.61 m <sup>2</sup> (508,295.04 ft <sup>2</sup> ) of retail, restaurant, and hotel uses, including: <ul style="list-style-type: none"><li>• Approved 35,278.78 m<sup>2</sup> (379,750 ft<sup>2</sup>) shopping centre<ul style="list-style-type: none"><li>• 176 room hotel, 10,951.98 m<sup>2</sup> (117,890 ft<sup>2</sup>)</li></ul></li><li>• 989.84 m<sup>2</sup> (10,655 ft<sup>2</sup>) of retail &amp; restaurant uses</li></ul>
<b>OCP Designation</b>	City Centre Area Plan: "Auto-Oriented Commercial" <i>(No change)</i>			
<b>Zoning &amp; Permitted Land Uses</b>	Automobile-Oriented Commercial (C6) Retail, restaurant, office, entertainment, community, and hotel	<i>As per "Combined Site"</i>	Comprehensive Development District (CD/86) Generally as per C6, but excluding hotel.	<i>Amended</i> Comprehensive Development District (CD/86) <i>Amended to permit "hotel".</i>
<b>Maximum Density Permitted</b>	Hotel: 1.5 FAR (e.g. 1,181.04 m <sup>2</sup> /12,713.02 ft <sup>2</sup> ) Other Uses: 0.5 FAR	n/a	1.3 FAR	Community Amenity Space**: 0.2 FAR <ul style="list-style-type: none"><li>• <i>Note: Only 0.02 FAR. is proposed.</i></li></ul> Other Uses: 1.69 FAR
<b>Maximum Height Permitted</b>	Hotel: 45 m (147.64 ft.) Other Uses: 12 m (39.37 ft.)	n/a	26.5 m (86.942 ft.)	Hotel: 37 m (121.39 ft.) Other Uses: 26.5 m (86.942 ft.)
<b>Parking Stalls Required Per 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of GLA* (except as noted)</b>	Hotel: 1 per 2 guest rooms, plus additional parking for commercial stalls Retail: 4GLA* Restaurant: 10 GLA*	n/a	Retail & Restaurant: 5.8 GLA* (plus an additional 275 stalls to make up for a perceived local parking shortage)  <i>However, a variance was approved to require only 1,260, rather than 2,220 stalls (e.g. a rate of +/-3.75 GLA*).</i>	Hotel: 1 per 2 guest rooms Other Uses: 3.75 GLA* <i>CD/86 is amended to make the parking rate consistent with that previously approved for Aberdeen Centre and to address the addition of "hotel" as a permitted use.</i>  <i>TOTAL: 1260 + 125 = 1385 stalls</i>

\* GLA/Gross Leaseable Area: The portion of the total building area that could potentially be leased (e.g. including circulation areas, but excluding public washrooms and similar common spaces).

\*\* Community Amenity Space: Public, multi-purpose space that is constructed and finished by the developer, and then transferred to the City for its operation.

The **form and character** of the proposed development, like that of other commercial projects in the City Centre, will be the subject of Development Permit (DP) review. DP Guidelines, contained in Section 2.10 of Bylaw 7100 (City Centre Area Plan), are typically used to guide this process, with additional project-specific guidelines being drafted, if required, for more complex developments such as Fairchild's proposed "renovation" of Aberdeen Centre. In the case of Fairchild's project, however, significant changes in the original concept, made with the support of the City (e.g. complete demolition, rather than renovation), rendered Aberdeen Centre's project-specific guidelines largely obsolete by DP stage. Staff believe that these guidelines similarly have little relevance to the subject development and that the area plan's standard DP Guidelines should be applied in the review of this new project.

## **Staff Comments**

### **Policy Planning**

Staff are in support of the proposed project as it effectively integrates what was a "land-locked" parcel with Aberdeen Centre, masks the shopping centre's parking structure from Cambie Road, fittingly orients a prominent form and use towards the important Cambie/No. 3 Road intersection, and broadens the shopping centre's mix of uses. With regard to the proposed amendments to the City Centre Area Plan and Comprehensive Development District (CD/86), staff find these changes to be consistent with the City's policies and development practices in this area. In addition, the proposed street-front, multi-purpose, community space gives the City a unique opportunity to be part of a landmark development and to offer services and establish linkages in one of Richmond's most dynamic commercial centres and a recognized regional-retail node. In light of the high standard of design the developer is bringing to the shopping centre and his need to "fast track" the subject development (so that the subject development does not lag too far behind the November 2003 shopping centre opening), staff recommend that processing of a Development Permit (DP) not be a condition of the subject rezoning.

### **Transportation**

#### **Parking**

In 1996, Fairchild applied to rezone its Aberdeen Centre site and a number of adjacent residential lots in order to renovate and expand its shopping centre. The application review process included the preparation of a detailed transportation study, which led to a number of development requirements (e.g. realignment of Hazelbridge Way) and the on-site parking and loading requirements adopted as part of Comprehensive Development District (CD/86). The developer chose to delay the project's Development Permit (DP) process until 2001. In the interim, a number of significant transportation-related changes occurred both within the project and the local area. Key among these changes is the provision of parking along Hazelbridge Way, implementation of the 98 B-Line and a heightened interest in promoting transit-friendly development, and a reduction in the area's parking shortage. In recognition of these changes and related factors, Aberdeen Centre was granted a parking variance from 2,220 spaces to 1,260 spaces. This is equivalent to +/-3.75 spaces per 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of gross leaseable area (irrespective of use), which is slightly less than the City's typical retail standard of 4 spaces per 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of gross leaseable area. Staff have reconsidered the analysis that led to Aberdeen Centre's parking variance and believe it to be sound. On this basis, staff recommend that CD/86 be amended accordingly in the context of the subject application.

Richmond's Zoning and Development Bylaw requires hotel parking to be provided at a rate of one space for each two rooms, plus 10 spaces per 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of gross leaseable area for restaurant, lounge, and similar facilities and 3 spaces per 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of gross leaseable area for associated commercial uses. The applicant is not planning to include restaurant or lounge facilities within the hotel as these uses will be provided within the approved shopping centre. As such, under the City's current hotel parking standard, the applicant would be required to provide 118 spaces. However, staff believe that calculating the hotel's commercial uses at a different rate than those of the shopping centre will cause confusion. For this reason, staff recommend that parking for the hotel's commercial uses be provided at a rate of 3.75 spaces per 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of gross leaseable area (as per the shopping centre). This will result in an additional 7 parking spaces being required for the project (e.g. 125 versus 118).

Richmond's Zoning Bylaw requires that 10.36 parking spaces be provided for the proposed multi-purpose, community space, calculated at a rate of 2 spaces for each 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of gross building area. Given that (a) the developer will be providing 7 more spaces for the hotel's commercial uses than is required under the bylaw, (b) patrons of the community space can be expected to often visit the shopping centre on the same trip, and (c) the provision of dedicated parking for the City's community space would represent added cost to the developer, staff recommend that:

- The developer not be required to provide additional parking for the proposed community space;
- The transfer of the community space to the City from the developer must stipulate that the facility's patrons shall have unrestricted access to the shopping centre's parking (except for designated hotel guest and employee stalls); and
- The transfer of the community space must also provide for parking for the community facility's staff, to the satisfaction of the City.

The applicant proposes to locate parking for the hotel exclusively on the upper level of the parkade. Staff find this arrangement acceptable, but note that it could be confusing and recommend that it is reviewed in detail at Development Permit (DP) stage.

Note, in addition to the parking issues described above, when the redevelopment of the Aberdeen Centre shopping centre was considered at Development Permit stage, three parking variances were granted in addition to that regarding the total number of stalls, including:

- The project is permitted to provide up to 8% of its parking as tandem stalls;
- The maximum number of small car stalls provided may be increased from 50% to 50.7%; and
- Minimum parking aisle widths may be reduced from 7.5 m (24.6 ft.) to 6.85 m (22.5 ft.).

Staff believe that these parking standards are appropriate for the subject project, and recommend that Comprehensive Development District (CD/86) be amended accordingly.

***Loading***

As calculated under CD/86, the approved shopping centre must provide 10 on-site loading spaces, up to 3 of which may be 19 m<sup>2</sup> (204.52 ft<sup>2</sup>) in size, rather than the 28 m<sup>2</sup> (301.34 ft<sup>2</sup>) typically required. In light of the proposed hotel use, additional commercial area, and the community space, staff recommend that the number of on-site loading spaces be increased to 11, and that at least one of the 28 m<sup>2</sup> (301.34 ft<sup>2</sup>) spaces be located adjacent to the hotel. In addition, staff recommend that the developer provide a lay-by along the site's Cambie Road frontage to accommodate tour buses and taxis requiring access to the hotel. The lay-by should be a minimum of 4 m (13.12 ft.) deep and 36.96 m (121.25 ft.) long (plus a flare at each end) in order to accommodate 3 cars and 1 bus, and should be sited to avoid conflict with the shopping centre's approved Cambie Road driveway entrance.

***Access***

The subject development is envisioned as an integral part of the approved Aberdeen Centre project and should function as such, even though the planning and approval of this phase has been delayed. As such, no vehicular access will be permitted to the subject site from the Cambie Road frontage, and a restrictive covenant will be required to this effect. Also, as the subject site and the existing Aberdeen Centre site are to be consolidated, existing cross-access agreements between the two properties are no longer necessary and should, therefore, be removed.

***Road & Sidewalk Design***

Sidewalk construction and street furnishings must be installed along Cambie Road and should be a simple extension of the agreed works along the frontage of the approved shopping centre. The previously agreed 6 m (19.69 ft.) wide sidewalk (measured from the back of curb to building face) may be reduced to a minimum clear width of 3.66 m (12 ft.) adjacent to the lay-by (e.g. clear of street furnishings and grade-level building projections). Upper storeys of the proposed building may project out over the sidewalk area, but should not stand proud of the street-wall established for the shopping centre and must be no closer to the sidewalk's finished grade than 4 m (13.12 ft.). (Note that where service access to underground services is required, the clear height of the building above the sidewalk must accommodate this.) Lastly, staff suggest that a roll-over curb be provided at the lay-by to facilitate wheeled suitcases, wheelchairs, etc. and that the paving of the lay-by match that of the sidewalk to indicate that this is a special "passenger zone". To ensure that vehicles do not accidentally encroach on the sidewalk, staff recommend that bollards be installed at the back of the curb.

***Engineering Works***

Staff support the subject application. No road dedication is required. Prior to final reading of the rezoning, the developer must:

- a) Consolidate the subject site with 4151 Hazelbridge Way.
- b) Grant a Public Rights Passage right-of-way for a public sidewalk and vehicle lay-by to the satisfaction of Transportation and Policy Planning staff. The south edge of the sidewalk is to be at the face of the new building that runs parallel to Cambie Road, projected in a straight line to the subject site's west property line. Upper storeys of the building are to project over the sidewalk, requiring special wording to be included in the right-of-way document.
- c) Discharge the cross-access agreement created via LMP 39967.

- d) Revise Servicing Agreement SA 98-149379 to add the additional frontage improvements including, but not limited to, the deeper sidewalk, lay-by, street lighting, and street trees required across the frontage of the subject site. A revised cost estimate will be required, which will require additional administration fees (e.g. 4%).

### **Recreation and Cultural Services**

The applicant, Fairchild Developments Ltd., has offered to provide a finished, 518.38 m<sup>2</sup> (5,580 ft<sup>2</sup>), multi-purpose, community space along the Cambie Road frontage (e.g. at ground level) of its proposed expansion of Aberdeen Centre, to be transferred to the City for its operation commencing in April 2004. Staff note that there is a recognized need for community-level recreation space in this area of the City Centre and are very supportive of Fairchild's proposed "partnership" as one means to provide it.

There are several key factors contributing to the need for new community-level space in the City Centre, as follows:

- Richmond's Official Community Plan (OCP) is built on the principles of a "complete community" that brings people together by providing opportunities to live, work, and play, which are attractive and accessible to a broad range of ages, incomes, cultures, and lifestyles. The provision of community-level recreation facilities is key to this vision.
- The City Centre Area Plan, adopted in 1995, notes that "community facilities and services catering exclusively to City Centre residents and workers are limited" and that steps should be taken to provide those "facilities and services which [will] help to strengthen and unify the local area".
- Since adoption of the area plan, the population of the City Centre has increased by 20% to 32,207 (e.g. to 20% of the city's total population), making it the most populated area in all of Richmond.
- Over the same period, the number of workers in Richmond has also grown, approximately 85% of which are employed in the City Centre or nearby in the northwest sector of Richmond.
- The only community-level space in the City Centre is Lang Centre, which was created in 1998 next to Lang Neighbourhood Park. This space has proven to be very successful, but being just 279 m<sup>2</sup> (3,000 ft<sup>2</sup>) in size, its use is already at capacity. And, given its location south of Westminster Highway, neither it nor the city-level facilities at Minoru Park are appropriately situated to effectively serve the north area of the City Centre.
- The needs assessment, completed by the Recreation and Cultural Services Department in 2001, identified the need for additional recreation space across the city and, not surprisingly, especially in the City Centre. More specifically, the City's experience at Lang Centre and other venues indicates a strong demand for additional multi-purpose space in the downtown designed to accommodate a wide variety of activities, including fitness and dance classes, etc..
- Under the area plan, the population of the City Centre is encouraged to continue growing and is expected to roughly double by 2021.



The proposed community-level facility in Aberdeen Centre - "City Space" - is an unique opportunity to help fulfill the objectives set out in the OCP, the area plan, and the needs assessment, and to construct a much needed public facility through alternative funding which minimizes the use of tax dollars. It provides the City with direct access, for the first time, to Richmond's most dynamic commercial precinct, through a public facility located in what promises to be the area's most significant anchor, and well positions it to promote healthy lifestyles in workers and residents of the north end of the City Centre. In addition, it is well located and of adequate size to accommodate a broad range of activities, including martial arts and fitness classes, "Healthy Baby" clinics, art shows, etc.. Furthermore, Fairchild wants to make Aberdeen Centre a strong community focus and has expressed great interest in working with the City, together with tenants such as Science World, to make this happen.

While the City has little previous experience with this type of situation and the proposed facility will bring with it operational and minor capital costs starting in 2004, staff see it as a worthwhile challenge and one that should be pursued for a variety of reasons, including:

- With dwindling dollars available for public recreation and a growing population and demands for facilities and services, the City must be prepared to investigate innovative delivery options if it is to keep pace.
- The City Centre with its more concentrated population, larger developments, and more urban life-styles makes it a prime location for investigating new types of delivery models.
- The proposed facility's very central location in the north City Centre area could make it a desirable site for not just recreation/wellness uses, but a range of satellite City services as well (i.e. information, tax payments, etc.).
- The facility presents the opportunity for Recreation and Cultural Services to work in partnership with other City departments, the Health Department, and interested groups that may want to access this area for program purposes.
- Fairchild is an enthusiastic backer of the proposal and is willing to work with the City to seek out potential partnerships/sponsorships to help support and/or enhance the facility's operation.
- The City's experience with this proposal will provide valuable information towards the identification of new models for the downtown and Richmond as a whole.

Fairchild has agreed to construct and finish the proposed facility to meet the City's needs at no cost to Richmond (excluding furnishings), and to locate it with direct access to a small, streetfront plaza that will allow activities to extend outdoors. Furthermore, staff will work with Fairchild and its architect to ensure that the facility will be attractive, flexible, easy to convert from one use to another, cost-effective to maintain, and well served by convenient parking. As such, the space will not only be suitable to meet the City's anticipated needs, but will also be attractive for lease to a private operator(s) if this is determined to be the preferred operational model for some period.

As this proposal was not anticipated and the building is scheduled to open in April 2004, there are no funds set aside for the facility's operation. Furthermore, staff recognize that Richmond may not be able to recover the cost of operating the facility (i.e. security, supervision, cleaning, equipment, and utilities) if it was only to be used to host City programs and services. To address this situation, staff recommend that initially, at least, the facility be made available for rent or programming for a variety of recreational, social and cultural opportunities, on a cost recovery basis. And, that the City negotiate security of the space with Fairchild (as it will already be providing 24-hour security to its shopping centre and hotel). Under this approach, staff believe it is reasonable that Recreation and Cultural Services staff already allocated to the City Centre area will be able to administer the facility (excluding any on-site operational staff). The details of implementing this approach, together with alternative operational models, will be reviewed over the coming months in order that budget implications may be thoroughly considered and the City may avoid inappropriate expenditures.

## **Analysis**

### ***Area Plan Amendment***

The subject development, like the previously approved shopping centre, is consistent with the land use and transportation objectives set out in the City Centre Area Plan. In addition, the subject development proposes to provide Richmond with a finished, multi-purpose community space, which is consistent with City Centre objectives for public/private partnerships in the provision of community facilities and the establishment of a variety of conveniently located arts, cultural, and recreation spaces. The proposed area plan amendment is limited to rescinding the site-specific Development Permit (DP) guidelines that were adopted for the "renovation" of the Aberdeen Centre shopping centre site. Those guidelines were rendered largely obsolete by a dramatic change in Fairchild's original concept that saw the old shopping centre demolished in its entirety and reconstructed in a manner that closely follows Richmond's standard DP guidelines for its downtown (e.g. street/pedestrian-oriented retail units, weather protection, high-quality finishes, etc.). The subject project, which is intended to be a seamless extension of the approved shopping centre, similarly will conform to Richmond's standard guidelines and will not benefit from the site-specific guidelines previously adopted for the shopping centre's "renovation". On this basis, staff recommend that those site-specific DP guidelines be removed from the area plan.

### ***Amendment to Comprehensive Development District (CD/86)***

CD/86 was created for Fairchild's now approved redevelopment of Aberdeen Centre. Prior to that, the Aberdeen Centre site, like the subject site and many properties in the No. 3 Road/Hazelbridge Way corridor, was zoned Automobile-Oriented Commercial District (C6) and was permitted to be developed with a wide range of commercial uses, including hotel. At the time of rezoning the shopping centre site to CD/86, Fairchild had no interest in developing a hotel so it was not included among the district's permitted uses. The development of a hotel in this location is, however, consistent with the area plan and with neighbouring developments including President Plaza.

As CD/86 does not include hotel as a permitted use, it likewise does not provide for the necessary density, building height, or on-site parking and loading required to support this use. The proposed amendment to CD/86 will to address this by:

- Increasing the maximum permitted density from 1.3 to 1.69 floor area ratio (FAR), which is a relatively small increase over the 1.5 FAR permitted for hotel under C6 and still less than the 2.0 FAR developed on the President Plaza site.
- Increasing the maximum permitted building height, for hotel only, from 26.5 m (86.942 ft.) to 37 m (121.39 ft.), which is equivalent to that of the President Plaza development and still less than the 45 m (147.64 ft.) height permitted under C6.
- Requiring parking to be provided at a rate of 1 space for each 2 hotel guestrooms (as per Richmond's zoning bylaw) and 3.75 spaces per 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of gross leaseable commercial area (as per the shopping centre's approved parking variance) - but no parking for the proposed community space - which makes providing the community space more affordable for the developer and results in the subject development providing only 3.5 spaces less than what would be required under Richmond's standard bylaw requirement.
- Requiring an on-site loading space for the hotel, plus an on-street lay-by designed to accommodate up to 3 cars and 1 bus, which staff believe will be adequate given that the subject development will also have access to the 10 loading spaces being provided as part of the previously approved shopping centre.

Overall, staff believe that the proposed amendments are consistent with City policy and are an appropriate approach to addressing the complexities and opportunities presented by the subject development and the previously approved shopping centre.

### ***Proposed Development***

At the time the Aberdeen Centre shopping centre redevelopment received DP approval, Fairchild was unable to acquire 8060 Cambie Road, the subject property of this application. To accommodate 8060 Cambie Road, Fairchild's approved shopping centre sets back from the street to allow for driveway access to the small "land locked" lot. This unfortunately leaves the shopping centre's multi-storey parkade exposed along a portion of Cambie Road, but there appeared to be no practical alternative to this and the City hoped that 8060 Cambie Road would eventually be incorporated into Aberdeen Centre or an adjacent project and the shopping centre's Cambie Road frontage would be "finished".

Under the subject application, 8060 Cambie Road is to be consolidated with Fairchild's shopping centre, the driveway is removed, and the proposed hotel will screen the shopping centre's parkade. The hotel, which is significantly constrained by the approved shopping centre layout and the size and shape of 8060 Cambie Road, is proposed as a slender slab that runs west along the street edge from the shopping centre and then turns 45 degrees at its west end to orient to the important Cambie/No. 3 Road intersection. The look of the building, like the shopping centre, is intended to be clean and modern, and will strongly define the south edge of the street – creating an appropriate, urban edge for this important corridor. At grade, a small plaza will mark the entrance to the community space, and pedestrian weather protection and a new decorative sidewalk/boulevard along the face of the building will provide a comfortable link with the shopping centre. The two buildings will also be connected internally at the second floor and via the multi-storey parkade that is to be shared by the two projects.

Overall, staff's review of the scale and form of the subject development concludes that the project will fit well with Aberdeen Centre's already approved phase of expansion and with City objectives for a high-amenity, pedestrian-friendly streetscape. In addition, having considered various development scenarios on the property immediately west of the subject site, staff are satisfied that the proposed project will have no measurable impact on the future redevelopment potential of that property.

### **Financial Impact**

It is proposed that the multi-purpose, community space be made available for rent or programming for a variety of recreational, social and cultural opportunities, on a cost recovery basis, in order to facilitate its administration by Recreation and Cultural Services staff already allocated to the City Centre area.

### **Conclusion**

The application is consistent with the intent of the City Centre Area Plan, and is complimentary to the design and function of the previously approved Aberdeen Centre shopping centre. In addition, the proposal remedies issues that arose through the shopping centre development review process concerning the landlocking of 8060 Cambie Road. On this basis, it is recommended that rezoning of the subject site to Comprehensive Development District (CD/86) merits favourable consideration, together with proposed changes to CD/86 and Development Permit guidelines contained within the area plan.



Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:cas

There are requirements to be dealt with prior to final adoption of the rezoning:

Legal requirements, specifically:

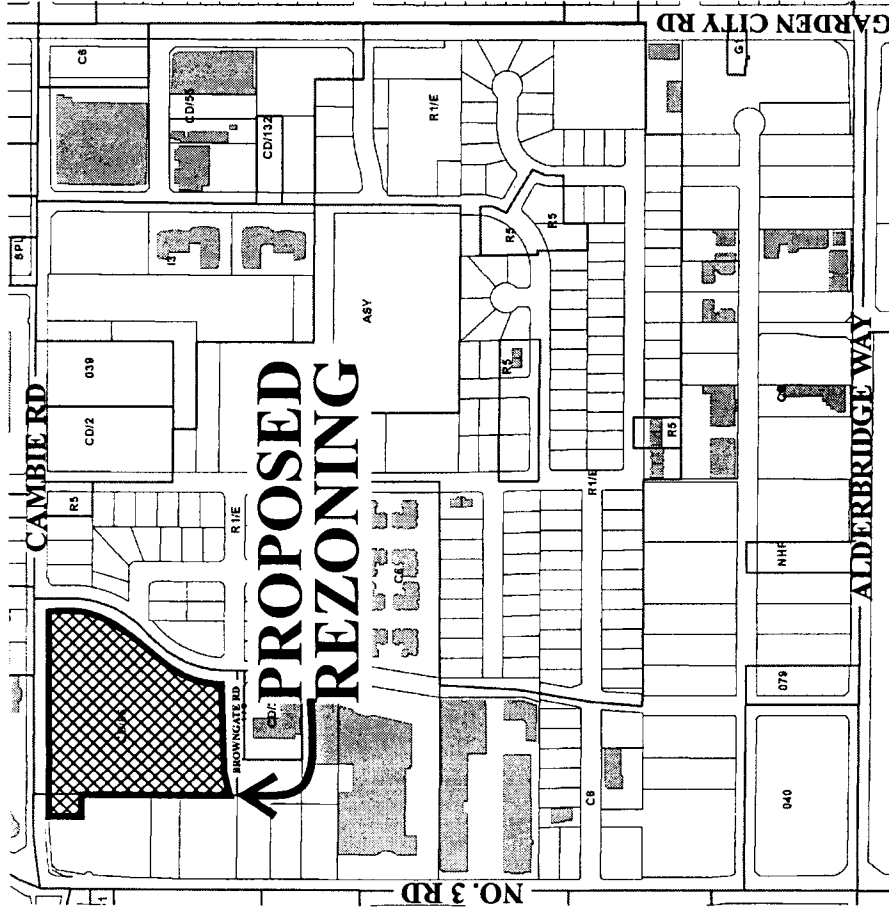
- Consolidate the subject site with 4151 Hazelbridge Way.
- Grant a Public Rights Passage right-of-way for a public sidewalk and vehicle lay-by to the satisfaction of Transportation and Policy Planning staff. The south edge of the sidewalk is to be at the face of the new building that runs parallel to Cambie Road, projected in a straight line to the subject site's west property line. Upper storeys of the building are to project over the sidewalk, requiring special wording to be included in the right-of-way document.
- Discharge the cross-access agreement created via LMP 39967.

Development requirements, specifically:

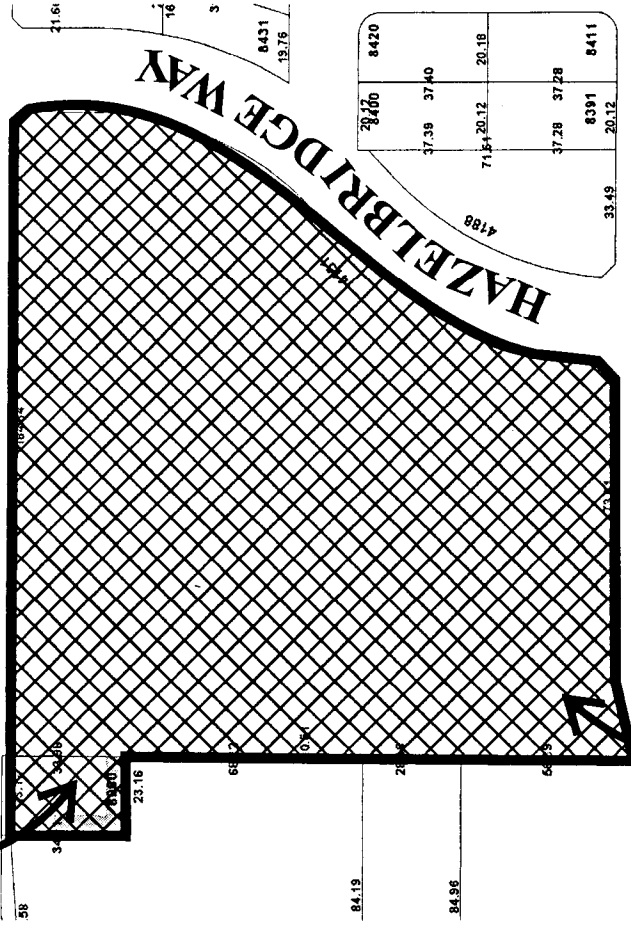
- Arrangements, to the satisfaction of the City, to transfer the proposed finished, multi-purpose, community amenity space to Richmond, together with access to adequate parking for the facility's staff and patrons.
- Revise Servicing Agreement SA 98-149379 to add the additional frontage improvements including, but not limited to, the deeper sidewalk, lay-by, street lighting, and street trees required across the frontage of the subject site. A revised cost estimate will be required, which will require additional administration fees (e.g. 4%).



# City of Richmond

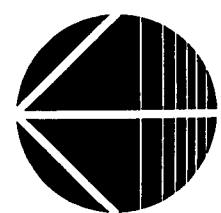


**SUBJECT PROPERTY**  
**8060 CAMBIE RD**  
**CAMBIE RD**



**PREVIOUSLY APPROVED**  
**ABERDEEN CENTRE**  
**REDEVELOPMENT**  
**4151 HAZELBRIDGE WAY**

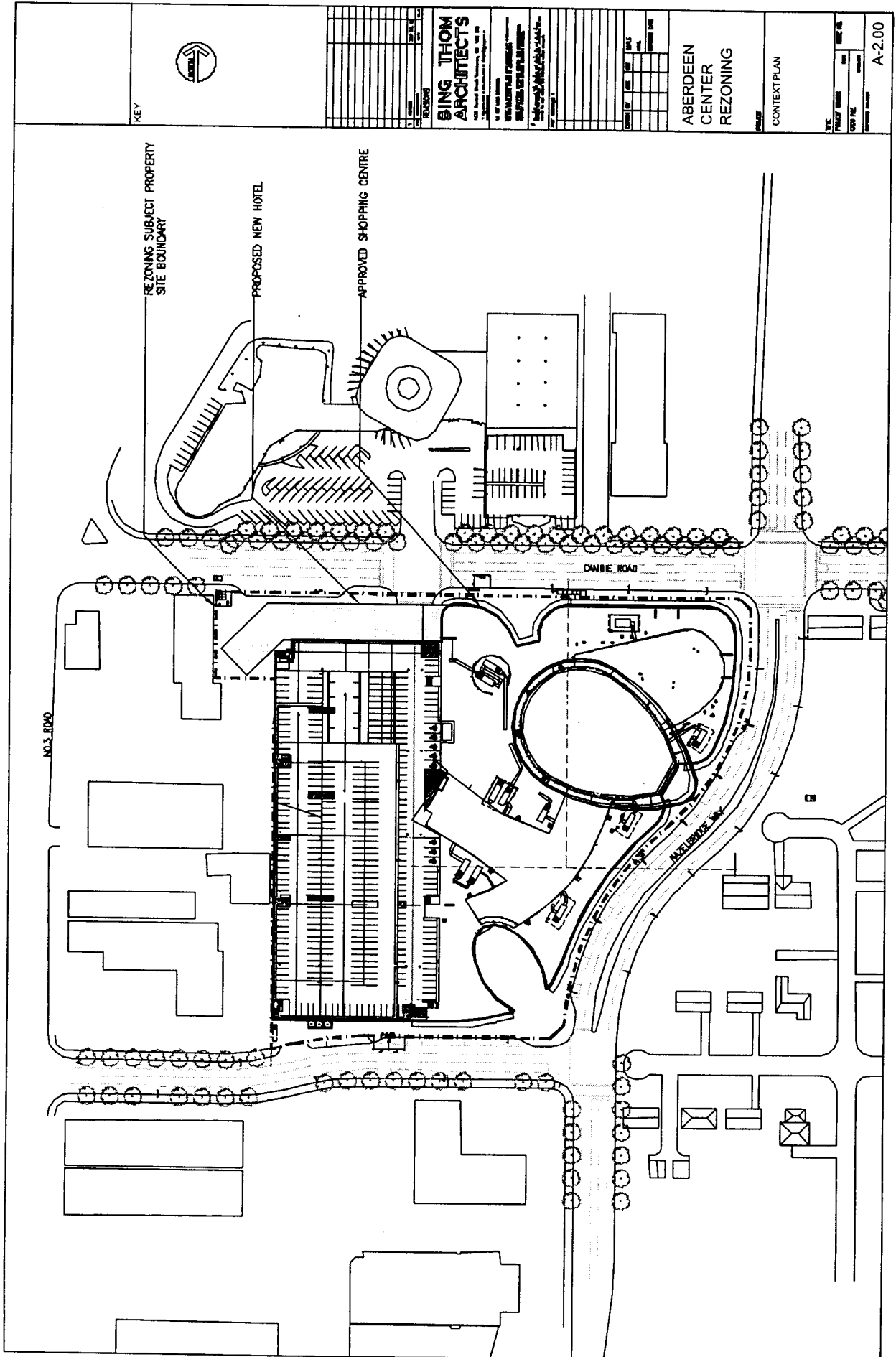
**RZ 02-215553**





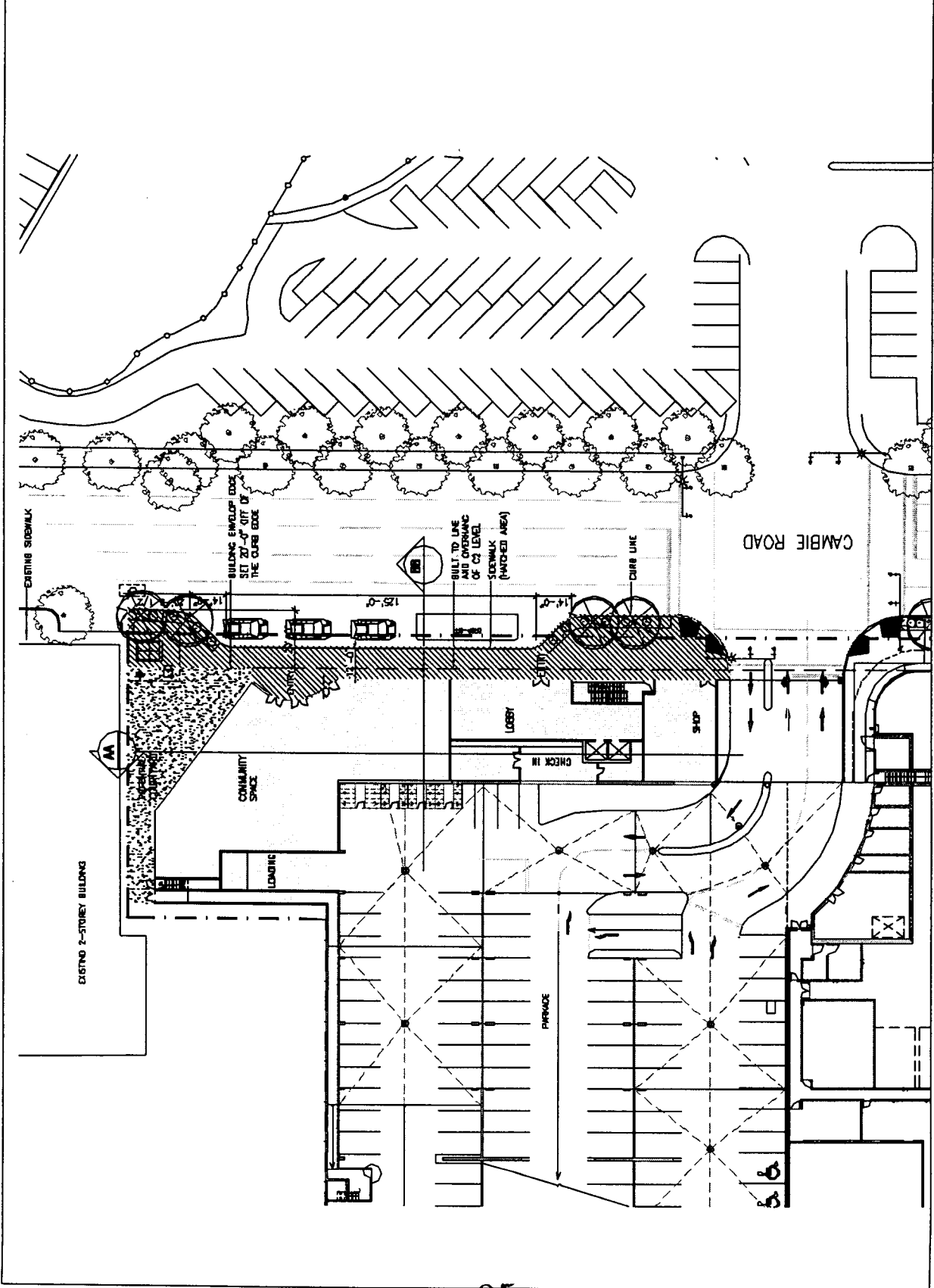
Original Date: 09/11/02

Revision Date: 09/24/02

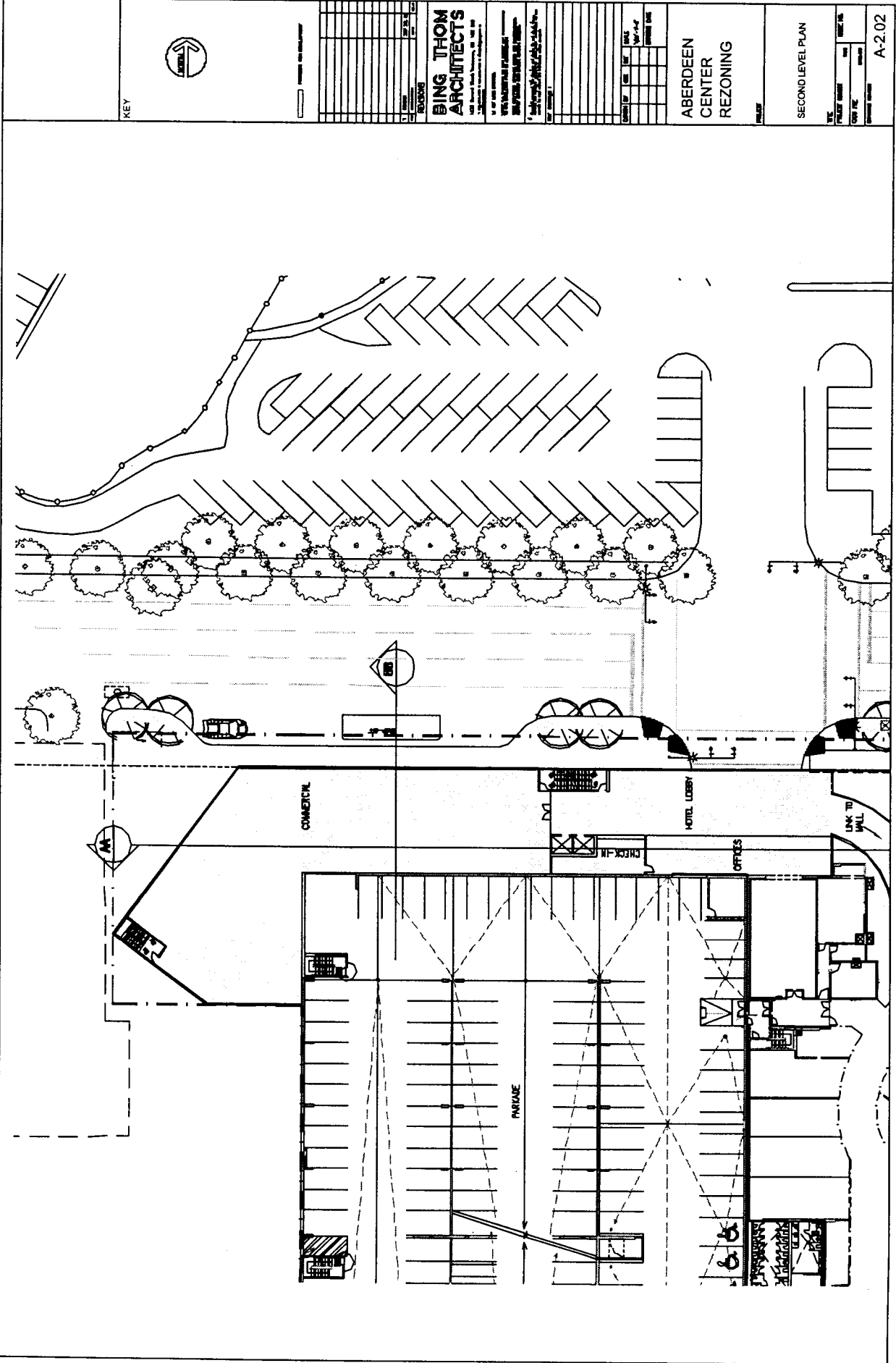
Note: Dimensions are in METRES



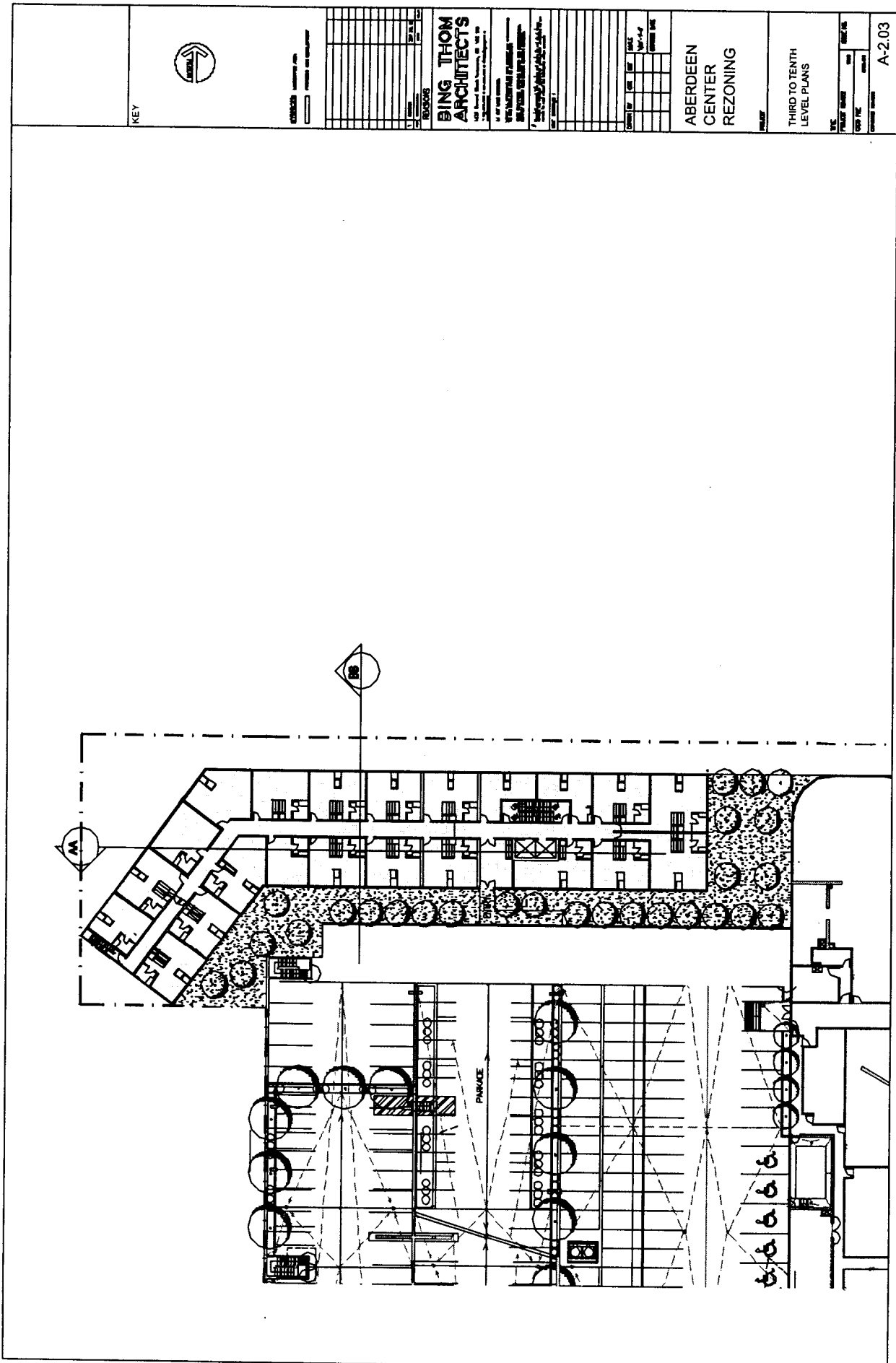
<p>KEY</p> 		<b>BING THOM ARCHITECTS</b> 1000 West 10th Avenue, Suite 100 Anchorage, Alaska 99501	<p>ABERDEEN CENTER REZONING</p>
		<p>DATE: 12/15/2011</p>	
		<p>PROJECT: ABERDEEN CENTER REZONING</p>	
		<p>SCALE: AS SHOWN</p>	



FIRST LEVEL PLAN	
DATE: 12/15/2011	SCALE: AS SHOWN
PROJECT: ABERDEEN CENTER REZONING	SHEET: A-2.01









KEY

APPROVED BUILDING ENVELOPE

NO.	DATE	REVISIONS

**BING THOM ARCHITECTS**

100 RIVER STREET, SUITE 200  
 BOSTON, MA 02110  
 617.552.3400  
 WWW.BINGTHOMARCHITECTS.COM

NO.	DATE	REVISIONS

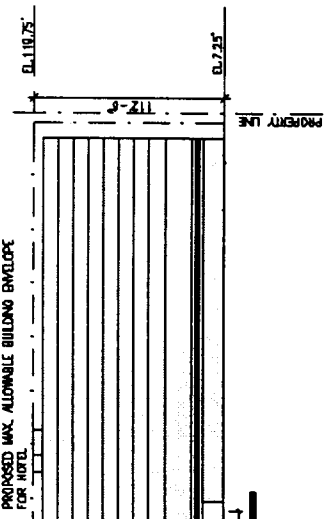
**ABERDEEN CENTER REZONING**

SCALE

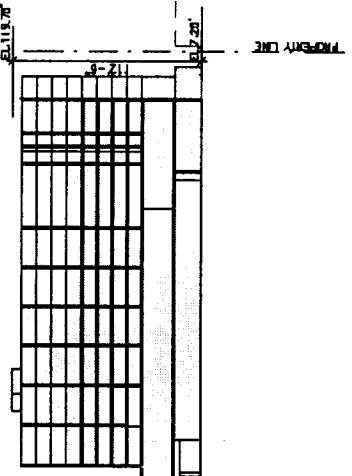
**SECTIONS AND ELEVATIONS**

NO.	DATE	REVISIONS

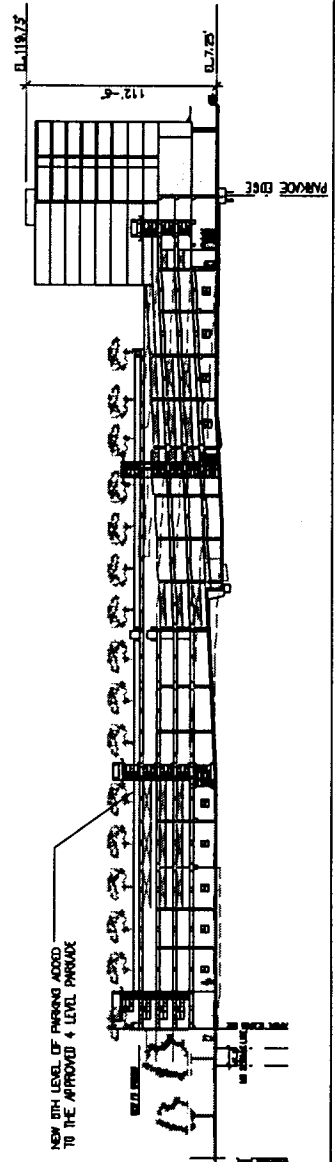
A-4.00



1 CROSS SECTION ELEVATION  
 SCALE 1/8"=1'-0"



2 SECTION A-A  
 SCALE 1/8"=1'-0"



3 SECTION B-B  
 SCALE 1/8"=1'-0"



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 7437 (RZ 02-215553)  
4151 Hazelbridge Way**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by rescinding “Additional Development Permit Guidelines for the Southwest Corner of Cambie Road and Hazelbridge Way ‘Aberdeen Centre’” in Section 4.0, Development Permit Guidelines, of Schedule 2.10 (City Centre Area Plan).
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7437**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>[Signature]</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7438 (RZ 02-215553)  
8060 CAMBIE ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by rescinding Section 291.86 and replacing it with the following:

**“291.86           COMPREHENSIVE DEVELOPMENT DISTRICT (CD/86)**

The intent of this zoning district is to provide for the shopping, personal service, business, commercial, recreation, entertainment, and community needs of Richmond's City Centre.

**291.86.1       PERMITTED USES**

**RETAIL TRADE & SERVICES**, but excluding **gas station**, and servicing of automobiles, trailers, motorcycles, or watercraft;  
**SALES OF AUTOMOBILES, MOTORCYCLES, OR WATERCRAFT**, provided that this use has a maximum combined indoor and outdoor **gross leasable floor area** of 200 m<sup>2</sup> (2152.853 ft<sup>2</sup>);  
**CUSTOM WORKSHOPS, TRADES & SERVICES;**  
**OFFICE;**  
**FOOD CATERING ESTABLISHMENT;**  
**ANIMAL HOSPITAL or CLINIC**, including **caretaker residential accommodation** in conjunction therewith;  
**RECREATION FACILITY;**  
**COMMERCIAL ENTERTAINMENT;**  
**STUDIO** for artist, display, dance, radio, television or recording;  
**AUTOMOBILE PARKING;**  
**TRANSPORTATION;**  
**NEIGHBOURHOOD PUBLIC HOUSE;**  
**COMMUNITY USE;**  
**EDUCATIONAL INSTITUTION;**  
**ASSEMBLY & PUBLIC USE;**  
**RADIO AND TELEVISION TRANSMISSION FACILITIES**, provided that this use does not occur within 20 m (65.617 ft.) of the ground;  
**HOTEL;**

COMMUNITY AMENITY SPACE, which for the purposes of this zone means space operated by the City of Richmond and provided in a **building** for the use of the general public in pursuing business, educational, cultural, social, and recreational activities;  
**ACCESSORY USES, BUILDING & STRUCTURES.**

**291.86.2 PERMITTED DENSITY**

**.01 Maximum Floor Area Ratio:**

- (a) For Automobile Parking as a principal use: No maximum limit.
- (b) For all other **uses**: 1.69 (exclusive of parts of the **building** which are **used** for off-street parking purposes).
- (c) An additional 0.2 **floor area ratio** is permitted provided that it is entirely **used** to accommodate Community Amenity Space.

**291.86.3 MINIMUM LOT SIZE**

- .01 Buildings** shall not be constructed on a **lot** less than 24,154 m<sup>2</sup> (260,000 ft<sup>2</sup>) in area.

**291.86.4 MAXIMUM LOT COVERAGE: 90%**

**291.86.5 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 Road Setbacks:** 3 m (9.843 ft.)

**291.86.6 MAXIMUM HEIGHTS**

**.01 Buildings:**

- (a) For **Hotels**: 34.29 m (112.5 ft.)
- (b) For all other **buildings**: 26.5 m (86.942 ft.).

- .02 Structures:** 20 m (65.617 ft.)

**291.86.7 OFF-STREET PARKING & LOADING**

- .01** Off-street parking shall be provided, developed, and maintained in accordance with Division 400 of this Bylaw, **EXCEPT** that:

- (a) The minimum number of parking spaces provided shall be:

**For Hotel:**

1 space for each 2 guest sleeping rooms; plus 3.75 spaces for each 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of **gross leasable floor area of building used** for restaurant/coffee shop, lounges, meeting/convention, cabaret, banquet facilities, lobby, and commercial (office/retail) **use.**

**For all other uses:**

3.75 for each 100 m<sup>2</sup> (1,076.43 ft<sup>2</sup>) of **gross leasable floor area of a building**, EXCEPT that no parking shall be required for Community Amenity Space.

- (b) A maximum of 50.7% of the parking spaces provided may be small spaces measuring 5.0 m (16.404 ft.) long and 2.4 m (7.874 ft.) wide.
- (c) A maximum of 8% of the parking spaces provided may be tandem parking spaces; and
- (d) Parking aisles must have a minimum width of 6.85 m (22.5 ft.).

.02 Off-street loading shall be provided, developed, and maintained in accordance with Division 400 of this Bylaw, EXCEPT that:

- (a) A maximum of 11 off-street loading spaces shall be required.
- (b) Where a minimum of 11 off-street loading spaces are provided, up to 3 may have a minimum area of 19 m<sup>2</sup> (204.521 ft<sup>2</sup>).

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7438”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

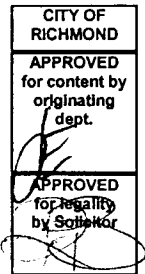
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7439 (RZ 02-215553)  
8060 CAMBIE ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

- 1. 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/86)**.

P.I.D. 018-876-790

Lot 4 Section 33 Block 5 North Range 6 West New Westminster District Plan LMS1512 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1.

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7439”**.

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>[Signature]</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK