



Regular Council Meeting for Public Hearings

Monday, November 18th, 2002

Place: Council Chambers
Richmond City Hall
6911 No. 3 Road

Present: Mayor Malcolm D. Brodie
Councillor Linda Barnes
Councillor Lyn Greenhill
Councillor Evelina Halsey-Brandt
Councillor Sue Halsey-Brandt
Councillor Rob Howard
Councillor Kiichi Kumagai
Councillor Bill McNulty
Councillor Harold Steves

David Weber, Acting City Clerk

Call to Order: Mayor Malcolm D. Brodie opened the proceedings at 7:00 p.m.

1. **ZONING AMENDMENT BYLAW 7430 (RZ 01-196022)**
(8300 and 8320 Ryan Road; Applicant: Les Cohen & Azim Bhimani)

Mayor Brodie gave advice that the applicant and staff were continuing to review possible townhouse development on the subject property.

2. **ZONING AMENDMENT BYLAW 7412 (RZ 02-208491)**
(4640, 4700, 4720 and 4740 Steveston Hwy.; Applicant: Parm Dhinjal & Michael Tilbe, Remax Select Properties)

Cllr. Steves declared himself to be in a conflict of interest on this matter, due to his ownership of property in the area, and he left the meeting – 7:05.

Applicant's Comments:

The applicant was present to answer questions.



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Written Submissions:

J. & R. Blair – see minutes of the Public Hearing held on October 21, 2002 – Item 3.

M. Carver – see minutes of the Public Hearing held on October 21, 2002 – Item 3.

P. Dhinjal – Schedule 1.

Submissions from the floor:

M. Carver, 62 – 4800 Trimaran Drive, was opposed to the amendment citing the loss of suburban character; the loss of mature trees, the increased density and resulting traffic; the loss of privacy; and, the affect street lights will have on liveability.

P. Beckman, 19 – 4800 Trimaran Drive, expressed his concerns relating to the increased density and traffic implications of the proposed development.

C. Sakaki, 50 – 4800 Trimaran Drive, thanked Council for the new Public Hearing on the matter. Ms. Sakaki said that she was opposed to the development and that a number of issues, with the City and the Developer, remained unresolved. These issues related to the rear lane access, in terms of the type of fencing that would be utilized and the possible thoroughfare an access might create, and traffic safety. Ms. Sakaki requested that the City and the developer fulfill a strata request that a 6 ft. chain link fence with cedar hedging on strata property be installed to mitigate the impact of the development on the neighbourhood. To date, the developer has offered a cedar fence without a buffer or maintenance agreement. A further request for a restrictive covenant that the lane would not extend to Trimaran Gate or Railway Avenue was put forth by Ms. Sakaki.

L. Carter, 11300 Merchantman Place, expressed her concerns relating to the proposed increased density and its affect on traffic. Ms. Carter questioned whether the traffic studies that had been undertaken had included the new development to the north of Steveston Highway, and also how many access points would be located within the one block length of Steveston Highway.



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A. Jakobsen, 20 – 4800 Trimaran Drive, referred to the volume of weekend and rush hour traffic and said that she did not believe that the infrastructure of Steveston Highway could handle the proposed additional density.

M. Melanidis, 40 – 4800 Trimaran Drive, President of the Strata Council of Birchwood Estates, concurred with the earlier comments of Ms. Sakaki. In addition, Ms. Melanidis said that the lane should not extend to Trimaran Gate and suggested that a barricade close the lane to all but the last three properties.

Mr. Dhinjal, applicant, and Mr. Jay Minhas, developer, responded to questions of Council pertaining to the cedar fencing.

PH11-01

It was moved and seconded

That Single Family Lot Size Policy 5438, adopted by Council on April 17, 1990, be repealed.

CARRIED

PH11-02

It was moved and seconded

That Zoning Amendment Bylaw 7412 be given second and third reading.

CARRIED

Councillor Steves returned to the meeting – 7:39.

**3. OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 7425
(Applicant: City of Richmond)**

Applicant's Comments:

The Manager, Policy Planning, Terry Crowe, was present.

Written Submissions:

None.

Submissions from the floor:

None.

PH11-03

It was moved and seconded

That Zoning Amendment Bylaw 7425 be given second and third reading.

CARRIED



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PH11-04

It was moved and seconded
That Zoning Amendment Bylaw 7425 be adopted.

CARRIED

- 4. **ZONING AMENDMENT BYLAW 7434 (RZ 02-207724)**
(10020 Odlin Road; Applicant: Rocky Sethi)

Applicant's Comments:

The applicant was present to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH11-05

It was moved and seconded
That Zoning Amendment Bylaw 7434 be given second and third reading.

CARRIED

- 5. **ZONING AMENDMENT BYLAW 7436 (RZ 02-209352)**
(7651 Eperson Road; Applicant: Rav Bains)

Applicant's Comments:

The applicant was present to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH11-06

It was moved and seconded
That Zoning Amendment Bylaw 7436 be given second and third reading.

CARRIED



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PH11-07

It was moved and seconded

That Zoning Amendment Bylaw 7436 be adopted.

CARRIED

6. **OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 7437, ZONING AMENDMENT BYLAWS 7438 & 7439 (RZ 02-215553)**
(8060 Cambie Road & 4151 Hazelbridge Way; Applicant: Fairchild Development Ltd.)

Applicant's Comments:

Mr. Bruce Rozenhart, representative of Fairchild Development Ltd., and Mr. Luciano Zago, Bing Thom Architects, were present.

Mr. Rozenhart said that the proposed hotel was a natural addition to the Aberdeen development. Mr. Rozenhart referred to a number of letters that had been submitted in support of the project, including those from Tourism Richmond and the Richmond Chamber of Commerce.

Mr. Zago, with the aid of a model and site plans, reviewed the site layout including the additional property purchased by the applicant subsequent to the initial application. The acquisition of that property allowed for a complementary development in addition to eliminating the need for an easement access. A completed façade could now be provided to the Cambie edge, although site access would remain as in the original plan. Mr. Zago then reviewed the uses contained on each floor level of the project and provided the information that a landscape buffer on the fourth level would separate the hotel and the parkade, and, that the glazing of the façade of Aberdeen Centre will continue and wrap around the proposed hotel in order to present a unified development.

Written Submissions:

39 letters of support under cover letters from Fairchild Development Ltd. – on file in the City Clerks Office.

Vancouver Airport Authority – Schedule 2.



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Submissions from the floor:

Mr. Rupert Shore, 2100 – 111 W. Georgia St., on behalf of Commercial Stratas LMS 463, 1040 and 4082, namely Empire Centre and Parker Place, said that he was assisting the Stratas in the registration of their objection to the development proposal due to the negative impact on traffic that would result. Mr. Shore introduced Mr. Bob Tai, President, Parker Place, and Mr. Trevor Ward, Ward Consulting.

Mr. Tai provided a written submission that is attached as Schedule 3 and forms a part of these minutes. Mr. Tai then reviewed the information contained therein emphasizing the issues of FAR, traffic impact and the shortage of parking. Mr. Tai also used a photoboard to support his concerns relating to traffic.

Mr. Trevor Ward, Ward Consulting Group, said that he was unsure as to why the original parking provision had been reduced by 43%. Mr. Ward referred to the parking requirements for Parker Place, and a previous study that had indicated 100% usage for Parker Place approximately six years ago. In addition, Mr. Ward referred to the City Centre Plan indication that the 660 stall parking deficit would be reduced by new development, and said that no attempt was being made to address the shortfall in the Aberdeen area. Mr. Ward said that the current proposal would at best maintain status quo but more likely would add to the current problems in the area.

Mr. Shore, speaking for the second time, said that past parking and traffic issues were relevant to how the proposed development should progress.

Mr. Richard Wozny, Royal LePage Advisors Inc., representing the Cambie 3 Centre, read a written submission that is attached as Schedule 4 and forms a part of these minutes.

Ms. C. Warren, a representative of the Radisson President Hotel, 8180 Cambie Road, cited concerns of 24 hour traffic congestion; restrictions of views to the south; shadowing and building proximity.

PH11-08

It was moved and seconded

That Official Community Plan Amendment Bylaw 7437 and Zoning Amendment Bylaws 7438 & 7439 be given second and third reading.



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PH11-09

It was moved and seconded

That Official Community Plan Amendment Bylaw 7437 be adopted.

CARRIED

7. **ZONING AMENDMENT BYLAW 7440 (RZ 02-209468)**
(9040 & 9060 General Currie Road; Applicant: Azure (Jimmy's Garden) Developments Co. Ltd.)

Applicant's Comments:

The applicant was present to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH11-10

It was moved and seconded

That Zoning Amendment Bylaw 7440 be given second and third reading.

CARRIED

Cllr. Steves declared himself to be in a conflict of interest on this matter, due to his ownership of property in the area, and he left the meeting – 8:51.

8. **ZONING AMENDMENT BYLAW 7441 (RZ 02-203809)**
(8411 Steveston Highway; Applicant: Amar Sandhu)

Applicant's Comments:

The applicant was present to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.



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PH11-11

It was moved and seconded

That Zoning Amendment Bylaw 7441 be given second and third reading.

CARRIED

9. ADJOURNMENT

It was moved and seconded

That the meeting adjourn (8:54 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular Meeting for Public
Hearings of the City of Richmond held on
Monday, November 18th, 2002.

Mayor (Malcolm D. Brodie)

Acting City Clerk (David Weber)

PARM DHINJAL
RE/MAX SELECT PROPERTIES

November 12, 2002

Gateway West Management Corp.
100-10851 Shellbridge Way
Richmond B.C.
V6X-2W8

Dear Sheryl Ullrich

RE: STEVESTON HWY DEVELOPMENT

This is to inform you that we have discussed and reviewed all the concerns regarding the requests made by your strata corporation in your letter dated November 04, 2002 and understand the issues. The rear lane access is a requirement of the City of Richmond for any major arterial road (Policy 5038). The City of Richmond also requires street lamps for safety reasons and proper curb and gutters for adequate drainage.


In regards to the fencing that was requested, we are pleased to inform you that on behalf of the developer, Elegant Development Inc., we agree to install a six-foot high cedar fence which is approximately 320 feet in length along the north property line of Birchwood Estates. This fence will be supplied and installed by Elegant Development Inc. at no cost to the residents of Birchwood Estates. The fence will be on the property line, and be fully completed before construction begins on the proposed new single-family homes.

Acting on behalf of the developer, I have taken several photos of other developments in the Richmond area and will display them to the residents of Birchwood Estates so they can visualize the proposed lane with the new fencing.

The developer is taking several steps to re-develop these properties that will further bring a positive value on the surrounding properties and add to the character of Steveston Hwy since this is main road entering into the village.

If you have any further questions regarding this application, please do not hesitate to contact the undersigned.

Regards.


PARM DHINJAL

SCHEDULE 2 TO THE MINUTES
OF THE REGULAR MEETING FOR
PUBLIC HEARINGS HELD ON
NOVEMBER 18, 2002.



Vancouver International Airport Authority
Administration de l'aéroport international de Vancouver
P.O. Box 23750 A.P.O.
Richmond, B.C. Canada V7B 1Y7
www.yvr.ca

To
CITY OF RICHMOND

NOV 15 2002

RECEIVED

Via Fax: 604-276-4177

November 8, 2002

Ms. Suzanne Carter-Huffman
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

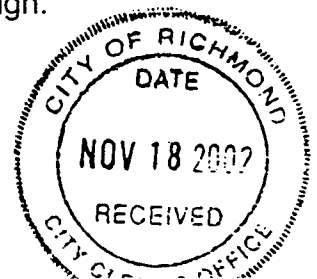
Dear Ms. Carter-Huffman:

RE: Proposed Rezoning at 8060 Cambie Road (Rz 02-215553)

Thank you for your letter dated 30 September 2002 requesting comments from the Vancouver International Airport Authority on the above proposal. We understand the proposed re-zoning is to allow for a hotel to be built in conjunction with the construction of a new shopping centre in the adjacent property. I am pleased to provide the following comments.

With respects to the issue of airport noise, based on a review of the proposed location and the guidelines contained within the Transport Canada document, "TP1247E - Land Uses in the Vicinity of Airports", which relates the compatible land uses based on the Noise Exposure Forecast (NEF) metric, the following can be noted:

- a) The subject site is affected by aircraft operations from the south and north parallel runways at Vancouver International Airport (YVR).
- b) YVR is open 24-hours a day.
- c) The subject site is located within the 35-40 NEF contours based on the YVR 2001 NEF Contours.
- d) It is recommended that hotels (listed under commercial developments) within the 35-40 NEF contour area be permitted only if related directly to aviation-oriented activities or services.
- e) Conventional construction will generally be inadequate and special noise insulation features should be included in the building design.



Proposed Rezoning at 8060 Cambie Road (Rz 02-215553)

November 8, 2002

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Given the above, we would have no issue with this development, from a noise management perspective, under the condition that the developer be required to retain the services of a professional acoustical consultant to review the project proposal and identify any opportunities to minimize noise for the occupants of the building. We understand this would normally be required under the City of Richmond Noise Insulation Bylaw. We also suggest that an acoustical consultant be retained early in the process so that engineering solutions may be designed and implemented at reasonable costs.

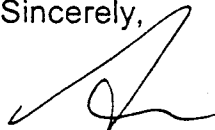
As you know, Transport Canada is responsible for the published Vancouver International Airport zoning regulations including interpretation and the issuance of any waivers. Based on our analysis, the building location and elevations, as provided to us in drawing number A-2.03 (Aberdeen Center Rezoning), does not violate the airport's 2% obstacle limitation surface as published in the Vancouver International Airport Zoning Regulations. Our analysis indicates the following:

- The building's top elevation at its western extremity is 34.98m, which is 1.67m below the 2% zone elevation.
- The building's highest elevation is 36.5m, which is 1.19m under the zone elevation.

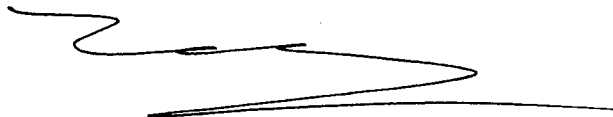
Due to the low clearance noted above, the property owner should consider future requirements for items or equipment to be placed on the roof that may protrude into the obstacle limitation surface, as we will not support any waivers to the registered zoning in this regard. For example, future repairs to the roof may be difficult since there is just over 1m (approximately 4 feet) clearance for people and equipment.

Thank you once again for including us in your review process and providing us with this opportunity to comment. Should you have any questions, please feel free to call me at 604-276-6357.

Sincerely,



Anne Murray
Vice President
Community and Environmental Affairs
Vancouver International Airport Authority



Parking Shortage & Redevelopment of Aberdeen Centre

Date	Organisation/Authority	Shortage of Parking Stalls In Hazelbridge Way & No. 3 Road	Parking Provision At New Aberdeen Mall	Reason/Remark	Enclosure
Rezoning June, 1997	Hamilton Associates	145	1600	This includes 145 stalls to cover the shortage	1-2
May 20, 1998	City Centre Transportation Plan	approximately 600 plus removal of 90 on-street parking			3
May 20, 1998	City Staff Report		1600 (Shopping Centre: 368,676 sq ft)	Including 310 additional spaces to cover shortage	4
July 15, 1998	Bunt & Associates	850 -1000			5-7
Development Permit May 15, 2001	City Staff Report		Reduced from 2220 to 1260 (Shopping Centre: 379,750 sq ft)	(1) Different Interpretation of gross lease area (2) No provision to cover shortage (3) Rely on #98B Line	8
Rezoning Sept 16, 2002	City Staff Report		1260 + 125 = 1385 (Shopping Centre: 379,750 sq ft Hotel(176 rooms): 117,890 sq ft Retail & Restaurant: 10,655 sq ft Community: 5,580 sq ft)	125 for proposed hotel	9-11

- (1) No provision to cover the shortage of at least 690 parking stalls in the area
- (2) The proposed hotel will bring added burden to the worsening traffic condition

- (1) City to ask Developer to increase the provision of parking stalls to cover the shortage
- (2) City to increase additional parking stalls in the area
- (3) City to improve the traffic condition in the area as a result of additional traffic for the proposed hotel

Floor Area Ratio (FAR) & Redevelopment of Aberdeen Mall

Date	Organisation/Authority	FAR From	FAR Increased To	Reason/Remark	Enclosure
Rezoning May 20, 1998	City Staff Report	Automobile-oriented Commercial District (C6) 0.5 FAR (Site Size (Shopping Centre): 233,272 sq ft)	Comprehensive Development District (CD/86) 1.3 FAR (Site Size (Shopping Centre): 291,410 sq ft) (Building Area: 368,676 sq ft)	Shopping Centre and Single family lots	13 - 14
Development Permit May 15, 2001	City Staff Report	Comprehensive Development District (CD/86) 1.3 FAR (Site Size (Shopping Centre): 291,410 sq ft) (Building Area: 368,676 sq ft)	Amended Comprehensive Development District (CD/86) 1.3 FAR (Site Size (Shopping Centre): 292,120 sq ft) (Building Area: 379,750 sq ft)	Reduction of Parking	15
Rezoning Sept 16, 2002	City Staff Report	Comprehensive Development District (CD/86) 1.3 FAR (Site Size (Shopping Centre): 292,120 sq ft) (Building Area: 379,750 sq ft)	Amended Comprehensive Development District (CD/86) 1.89 FAR (Site Size: 300,600.6 sq ft) (Building Area: 513,875.04 sq ft)	Add 8,490.6 sq ft Add 176-room Hotel	9-11

Summary: The building area is increased by (513,875.04 - 379,750 =) 134,125.04 sq ft by adding a site of 8,490.6 sq ft

Comparison Between New Aberdeen Mall and Parker Place Mall

	New Aberdeen Mall	Parker Place
Building Area (sq ft)		
Retail & Restaurant	390,405	93,971
Hotel	117,890	
Community	5,580	
Total	513,875	93,971
	(242 shop units, 176 hotel rooms and retail and community areas in hotel building)	(158 shop units)
Parking Stalls	1,385	475
Building Area/Parking Stall	371sq ft / stall	197sq ft / stall

Dated
June 97

①

Using the recommended traffic generation rates, the proposed Aberdeen Centre expansion is expected to generate approximately 1,900 vehicles per hour during the weekday afternoon peak hour and 2,120 vehicles per hour during the Saturday peak hour.

Parking Generation Rate and Demand

Using the surveyed peak parking accumulation and the size of the surveyed shopping centre, the peak parking generation rates for each surveyed shopping centre per 100 square metres of gross leasable area was determined. A combination of the City by-law parking rate for the office component of the proposed Aberdeen Centre, and the surveyed average peak parking rate for the non-office component was considered appropriate in determining the anticipated peak parking accumulation.

To accommodate the on-street parking that will be eliminated along Hazelbridge Way, and to allow for efficient circulation and accommodation of latent demand, it is recommended that the number of on-street parking spaces and an efficiency factor be added to the number of required parking spaces. As a result, a total of 1,290 parking spaces is recommended for the overall Aberdeen Centre upon completion of the expansion. The recommended parking supply of 1,290 provides 27 percent (272 spaces) more than the City's by-law requirement of 1,018 spaces. The additional 272 parking spaces are expected to alleviate a portion of the existing parking shortage in the Aberdeen Area.

Further to a review of the above findings, City of Richmond staff negotiated with the Aberdeen Centre developer the number of required parking spaces at the expanded Centre. The City requested that the highest surveyed peak rate be used to determine parking requirements, and that additional public parking be provided at the Centre to compensate for the current overall parking shortage in the area. The feasibility and implications of providing tandem parking for employees on the top level of the parking structure was also discussed. It was agreed that a parking supply in the order of 1,600 spaces, including tandem parking, will be provided at the expanded Aberdeen Centre. The City's parking supply requirements are summarized in TABLE ES-1.

TABLE ES-1 ABERDEEN CENTRE EXPANSION PARKING REQUIREMENTS AS AGREED UPON WITH THE CITY

COMPONENT	REQUIRED PARKING SPACES	COMMENTS
Required Parking Supply	1,330	Parking rate of 5.8 spaces/100 m ² of GLA
+ 10% Efficiency Factor	130	Including current on-street parking
+ Public Parking Shortage Correction	145	To increase public parking in the area
TOTAL REQUIRED SUPPLY (including tandem parking)	1,600	An approximate overall target figure

The implications of the City's parking requirements to the traffic generation rate were determined, and the two-way traffic generation volumes were estimated to be 2,090 and 2,225 vehicles per hour during the weekday afternoon and weekend peak periods, respectively. A summary of the revised traffic generation rates is provided in TABLE ES-2.

TABLE ES-2 EXPECTED TRAFFIC GENERATION WITH 1,600 PARKING SPACES

COMPONENT	PEAK HOUR PERIOD	
	Weekday	Saturday
Two-way Traffic Generation Volume	2,090	2,225
% Inbound	50%	51%
% Outbound	50%	49%
Equivalent Rate (Two-way traffic per 100 m ² GLA)	9.1	9.7

3

It is Fairchild's proposal that a floor area ratio (FAR) of 1.3 be permitted on the subject site to enable the project to meet area plan objectives and conform with the City Centre's "urban model". This density is substantially greater than the 0.5 FAR typically developed under the City's "Automobile-Oriented Commercial District (C6)". It does, however, fit comfortably within the general range of densities developed/permited across the local area, including:

- a) Comprehensive Development District (CD/85) for the "Wall Financial Corp." hotel complex at Sea Island Way - 2.5 FAR (pending final reading)
- b) Comprehensive Development District (CD/1) for "President Plaza" - 2.0 FAR
- c) Automobile-Oriented Commercial (C6) for hotel use - 1.5 FAR
- d) Comprehensive Development District (CD/55) at the southwest corner of Cambie Road and Garden City Road - 1.0 FAR
- e) Industrial District (I3) along the south side of Cambie Road - 1.0 FAR
- f) Comprehensive Development District (CD/51) for the No. 3 Road entertainment complex south of Cambie Road - 0.85 FAR

2. Form of Development

The proposed development's six-storey height, strongly defined "street walls", and minimal setbacks stand in stark contrast to the surrounding area's typical one and two storey structures set amidst large, open surface parking lots. Is the proposed development too big and tall?

Even in the automobile-oriented area around Aberdeen Centre, the area plan encourages a more urban form of development, with buildings presenting continuous retail frontages close to the street without intervening surface parking lots. Fairchild's proposed development fits this more urban image.

While considerably taller than the 12 m (39 ft) height of most of its "Automobile-Oriented Commercial District (C6)" neighbours, at 26.5 m (86.9 ft) Fairchild's project is still considerably shorter than "President Plaza" across Cambie Road, and the permitted height of 45 m (148 ft) for hotel use under the "Automobile-Oriented Commercial District (C6)". Moreover, Aberdeen Centre's lack of proposed street front surface parking and its provision of landscaped pedestrian walkways, open spaces, and street-oriented shops make the proposed development far more pedestrian-friendly than any of its immediate neighbours and an attractive "gateway" image appropriate to this prominent site.

3. Parking

The City Centre Transportation Plan identifies a deficit of approximately 600 parking spaces in the vicinity of Aberdeen Centre. In addition, the plan recommends removal of on-street parking along Hazelbridge Way to improve traffic flow, thus, further increasing the area's parking shortfall by an estimated 90 spaces. In light of the area's parking shortage, is it prudent to permit higher density development requiring yet more parking?

The City Centre Transportation Plan recommends that public parking be provided at one or more centrally located sites to meet the roughly 600 space parking shortage in the No. 3 Road-Cambie Road-Hazelbridge Way area. Fairchild's proposed redevelopment provides the City with an unique opportunity to establish just such a central public parking facility on the Aberdeen Centre site.

To ensure adequate parking is provided on site to both meet Aberdeen Centre's needs and help alleviate the area's parking shortage, the development will provide approximately 1600 spaces, including:

- a) 1,189 spaces for Aberdeen Centre patrons and tenants (171 higher than the City's bylaw requirement in recognition of the fact that the local observed rate of use exceeds the City's bylaw);
- b) 101 spaces to compensate for removal of on-street parking along Hazelbridge Way and to allow for greater parking efficiencies; and
- c) 310 additional spaces.

In addition, the development will incorporate features designed to encourage alternative modes of travel to the private car, including:

- i) A weather protected, pedestrian bridge over Cambie Road connected to "President Plaza", making it easier for shoppers to move freely between developments on foot, rather than by car (Note: Design and construction of the bridge over the Cambie Road right-of-way will be the responsibility of Fairchild. The owners of "President Plaza" will be responsible for connecting the bridge to their building);
- ii) Bike parking and end-of-trip facilities;
- iii) Proximity to Rapid Bus and enhanced access via improved sidewalks and the extension of Browngate Road;
- iv) A "bus station" for the City Centre "circulator" shuttle and similar services; and
- v) An attractive pedestrian environment at grade, conducive to walking.

4. Road Improvements

The area around Aberdeen Centre attracts shoppers, diners, and other patrons from all across the region. As a result, the area experiences extended peak traffic periods, often lasting from the lunch hour well into the evening. Will the road system be able to handle the extra traffic pressures attributable to the expansion of Aberdeen Centre?

The City Centre Transportation Plan recognizes that the area around Aberdeen Centre is (a) automobile-oriented, and (b) a rapidly growing and densifying commercial centre attracting visitors from Richmond and across the region. To address this situation, the plan prescribes the establishment of a "loop road" system and a network of smaller blocks. The role of the loop road is to provide convenient visitor access to businesses without relying on use of No. 3 Road.

Summary of Parking and Traffic Concerns

Parking demand at the expanded Aberdeen Centre has been underestimated.

- The surveys conducted to determine the demand were done during March, the lowest retail month of the year and on days which may be abnormal, the weekend of Spring Break and Easter weekend
- The analysis does not adequately account for the likely increase in employee parking, since the employee off-site parking was added after the expansion calculations.
- Although the proportion of retail space is the project will increase significantly (from 55% to 65%) the parking rate was not adjusted to account fully for this factor.
- No adjustments were made for the increased duration of stay that will result from a project almost three times the size of the existing Aberdeen. This is the prime determinant for customer parking requirements
- The parking characteristics of the Asian-style shopping centres in Richmond have been studied at length in the past by several different specialist consultants from B.C. and Ontario. These studies show the parking demand to be higher - between 8% to 19% depending on the consultant.
- Public transit improvements will improve the overall parking situation in the Richmond downtown, but retail customers are the most difficult group to reach. The existing transit mode splits were measured in 1995 to be approximately 5% to 10%. Given the performance at other retail centres with access to rapid transit (e.g. Pacific Centre in the Vancouver downtown and Metrotown Centre in Burnaby), an optimistic forecast would see a 5% decline in parking demand.

The proposed above-grade Parking Structure will not likely be fully utilized, especially for public parking.

- The above grade parking structure is very big, and located between three and six stories above the ground level. Studies of retail shopping patterns show that parking structures are the last choice of shoppers. The upper levels of the parking structure will not be well used, and the operator will have difficulty forcing employees to the undesirable locations.
- There is only a single ramp system leading up to the above-grade parking, and only two entry points from the street. This is well below the usual standards for retail parking garages with relatively high turnover.

*Transportation Planners
and Engineers*

*Bunt & Associates
Engineering Ltd.*

*Suite 510
1199 West Pender Street
Vancouver, B.C.
Canada, V6E 2R1*

*Tel. 604. 685 6427
Fax. 604. 685 6579*

- There is no "public" presentation of the parking facilities and the above-grade, over-store configuration will deter non-Aberdeen customers from using it. The view that the public parking shortage is being supplemented is not likely valid.

The traffic studies for the project have not examined the changes in traffic patterns that may result from the Richmond Rapid Bus project and other broad development patterns.

- The traffic studies for the project account for background traffic growth by expanding existing traffic by a simple growth factor. This does not account for changes in traffic patterns that are likely with the introduction of the Rapid Bus project. It is likely that traffic will be diverted from No. 3 Road onto the parallel streets like Hazelbridge Way and Northgate.
- If the parking shortfall in the area is not resolved, circulating traffic will grow and further aggravate traffic operations along Hazelbridge Way.

The addition of a large amount of private parking in a relatively inaccessible location is not consistent with the thrust of the parking strategy in the City Centre Transportation Plan.

- The City Centre Transportation Plan identifies a parking shortfall in the Aberdeen Area of "at least 600 stalls". In light of the parking studies done by various consultants, including the project consultant, it appears that the deficiency in parking among the major sites is between 25% to 30%. This implies that the parking shortfall in the area is more like 850 to 1000 stalls.
- The objectives of the City Centre Transportation Plan were to resolve the shortfall by providing public parking that could be shared by all. The Aberdeen Expansion proposal does not do that.
- The staff report claims that the Aberdeen project will provide half of the existing parking shortfall in addition to meeting its own parking demands. The consultant report actually says that only 145 stalls are provided to meet the public parking shortfall. If the parking demand estimates are low, corresponding to our opinion, then it is likely that no extra is available to meet the public parking shortfall. Even if the numbers are right, the extra parking is not easily accessible to the public.
- The result of the Aberdeen Expansion will be to create a very large private parking facility which will not likely be fully utilized. Rather than resolving the substantial parking shortfall in the area, the project is likely to aggravate the existing conditions substantially.

Recommendations

- The Aberdeen Centre project should be reduced in scale so that an adequate amount of parking can be provided for the site uses without a parking garage six stories high.
- The City should undertake a more detailed study of parking in the area to determine more precisely what the amount and nature of the parking shortfall is, and how best to provide a truly public facility to serve all of the businesses in the area.
- The study should include consideration of a free-standing public parking garage with charges for parking use that would cover the operating costs. Such a facility would provide the basis for the City considering payment-in-lieu policies to cover the capital costs, or other financing options.



The applicants have agreed to the servicing requirements, and the Servicing Agreement is in process.

Urban Development - Transportation Department

1. Bicycle parking

Staff have reviewed the information regarding bicycle parking standards provided by Bing Thom Architects dated March 21, 2001, and generally agree with the findings. There should be 97 Class 1 (secured) bike parking spaces for employees. There should also be a minimum of 60 Class 2 (short term) spaces located at the edges of the major entrances and along the boulevard spaced about 100 ft. apart. Bicycle racks used within the right-of-way should meet or exceed City Centre standard.

The applicants have provided the suggested amount of bicycle parking.

2. Total Parking Supply

According to the rezoning staff report, dated May 20, 1998, the project would require a total of 1,600 parking spaces, as follows:

- a) 1,189 spaces for Aberdeen Mall patrons,
- b) 101 spaces to compensate for removal of on-street parking on Hazelbridge Way,
- c) 310 spaces to help alleviate the area's parking shortage.

Recently, the applicant requested a reduction in the parking requirement. The revised plans, based on a gross leasable area (g.l.a.) of 360,900 sq. ft., would require 2,220 parking spaces in the CD/86 zone, however the applicants are only proposing 1,260 spaces. This large discrepancy in the total parking requirement is mainly due to different interpretations of g.l.a., the main difference being whether the mall circulation space is included or not. The current building would require 2,220 spaces if the g.l.a. calculations were strictly applied, even though the building areas are essentially the same as the original 1998 plans. As a result, staff have concluded that a reduced parking requirement could be supported under the following conditions:

- a) A total of 1,260 off-street parking spaces are to be provided, which is considered to be sufficient for parking generated by the development,
- b) On-street parking will be provided along the west side of the realigned Hazelbridge Way, and a 3.0 m wide strip of right-of-way will be dedicated along the east side of Hazelbridge Way for future on-street parking. The total estimated amount of on-street parking on the three flanking streets is estimated to be 50, plus 2 lay-bys for busses and drop-off, and
- c) The implementation of the #98 B-Line and other transit improvements identified in the Richmond Transit Area Plan are expected to result in better transit services in the Hazelbridge area than previously anticipated. The improved transit services would in turn reduce the dependency on the automobile and likely reduce the parking shortage in the area. Therefore, the additional spaces previously required as part of the Aberdeen Centre zoning to compensate for the area's parking shortage could be waived (variance).

The applicants have provided 1,260 on-site parking spaces and are funding the street parking. See also the Analysis section.

8060 CAMBIE ROAD <i>Proposed Site</i>		4151 HAZELBRIDGE WAY <i>Proposed Site</i>		"COMBINED SITE" <i>Proposed Site</i>	
ITEM	EXISTING	PROPOSED	EXISTING	PROPOSED	PROPOSED
Owner/ Applicant	Fairchild Development Ltd.	No change	Fairchild Development Ltd.	No change	
Site Size	788.78 m ² (8,490.6 ft ²)	No dedications required	27,137.95 m ² (292,120 ft ²)	27,925.8 m ² (300,600.6 ft ²) Consolidation of 8060 Cambie Road with 4151 Hazelbridge Way.	
Land Use	Small, commercial strip mall	As per "Combined Site"	Shopping centre, approved and currently under construction, including: Retail/Restaurant: 35,278.78 m ² (379,750 ft ²) With a Gross Leaseable Floor Area (GLA)* of 33,444 m ² (360,000 ft ²)	518.38 m ² (5,580 ft ²) of Community Amenity Space** and 47,220.61 m ² (508,295.04 ft ²) of retail, restaurant, and hotel uses, including: • Approved 35,278.78 m ² (379,750 ft ²) shopping centre • 176 room hotel, 10,951.98 m ² (117,890 ft ²) • 989.84 m ² (10,655 ft ²) of retail & restaurant uses	
OCP Designation	City Centre Area Plan: "Auto-Oriented Commercial" (No change)				
Zoning & Permitted Land Uses	Automobile-Oriented Commercial (C6) Retail, restaurant, office, entertainment, community, and hotel	As per "Combined Site"	Comprehensive Development District (CD/86) Generally as per C6, but excluding hotel.	Amended Comprehensive Development District (CD/86) Amended to permit "hotel".	
Maximum Density Permitted	Hotel: 1.5 FAR (e.g. 1,181.04 m ² /12,713.02 ft ²) Other Uses: 0.5 FAR	n/a	1.3 FAR	Community Amenity Space**: 0.2 FAR • Note: Only 0.02 FAR is proposed. Other Uses: 1.69 FAR	
Maximum Height Permitted	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.)	
Parking Stalls Required Per 100 m ² (1,076.43 ft ²) of GLA* (except as noted)	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) However, a variance was approved to require only 1,260, rather than 2,220 stalls (e.g. a rate of +/-3.75 GLA*).	Hotel: 1 per 2 guest rooms Other Uses: 3.75 GLA* 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. TOTAL: 1260 + 125 = 1385 stalls	

* 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 m² (1,076.43 ft²) of gross leaseable area (irrespective of use), which is slightly less than the City's typical retail standard of 4 spaces per 100 m² (1,076.43 ft²) 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.

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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 m² (1,076.43 ft²) of gross leaseable area for restaurant, lounge, and similar facilities and 3 spaces per 100 m² (1,076.43 ft²) 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 m² (1,076.43 ft²) 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 m² (1,076.43 ft²) 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.



STAFF REPORT

ORIGIN

The subject site is located in the City Centre, south of Cambie Road. The proposed development encompasses eleven properties, including the site of the existing 10,835 m² (116,626 ft²) "Aberdeen Centre" shopping/entertainment complex on the west side of Hazelbridge Way, and nine single family residential lots and one duplex lot to its east. (See Attachment 1)

Fairchild Developments Ltd. has applied to amend the Official Community Plan and undertake rezoning of its property to Comprehensive Development District (CD/86) to permit a 23,415.5 m² (252,050 ft²) expansion of Aberdeen Centre. The resulting facility will encompass a total building area of 34,250 m² (368,676 ft²) and structured parking for approximately 1600 vehicles. The resulting building form will include one level of parking below grade, topped by two levels of retail uses and an additional four levels of parking (See Attachment 3).

To facilitate the proposed expansion of Aberdeen Centre, the north end of Hazelbridge Way will be realigned to link directly with Northgate Way at Cambie Road; and, Hazelbridge Way's existing right-of-way will be closed north of Browngate Road to enable it to be developed for shopping centre purposes. The proposed road alignment will result in a portion of the subject site remaining east of Hazelbridge Way's right-of-way. It is the intent of this application that lands east of the new Hazelbridge Way alignment be excluded from the proposed Official Community Plan amendment and change in zoning. These excluded lands will be landscaped and maintained by Fairchild in order to ensure they will be good neighbours to the area's remaining residential properties, until such time as one or more developers sees fit to assemble them with adjacent lots for the purpose of redevelopment. (See Attachment 2)

FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner	Fairchild Developments Ltd. D.T.W. Lee W.J. & L.A. Dakers L.A. Stylianou P. Chang & R. Kwan F. & B. Barber H.T. & M.C. Wong A.H. & L. Reumayr	Fairchild Developments Ltd.
Applicant	Fairchild Developments Ltd.	No change

ITEM	EXISTING	PROPOSED
Site Size	<p><i>Shopping centre:</i> 21,671m²/233,272ft² <i>Single family lots:</i> 9,572m²/103,036ft² <i>Total:</i> 31,243m²/336,308ft²</p>	<p><i>Shopping centre:</i> 27,072m²/291,410ft² <i>Undeveloped land east of Hazelbridge Way:</i> 2,908m²/31,303ft² <i>Road Dedication:</i> 1,263 m²/13,595 ft² <i>Total:</i> 31,243m²/336,308ft²</p>
Land Uses	<p>Shopping centre, single family homes, and one duplex dwelling.</p>	<p>Shopping centre and, east of Hazelbridge Way, vacant land undevelopable for shopping centre purposes or residential use until such time it is assembled with adjacent lots.</p>
Area Plan Designation (City Centre)	<p><i>Shopping centre:</i> Auto-Oriented Commercial <i>Residential lots:</i> Light Industry & Commercial Support</p>	<p><i>Expanded shopping centre:</i> Auto-Oriented Commercial <i>Undeveloped land east of Hazelbridge Way:</i> Light Industry & Commercial Support</p>
Zoning	<p><i>Shopping centre:</i> Automobile-Oriented Commercial District (C6) permitting 1.5 FAR for hotel & 0.5 FAR for other uses <i>Residential lots:</i> Single Family Housing District, Subdivision Area E (R1/E), and Two-Family Housing District (R5)</p>	<p><i>Expanded shopping centre:</i> Comprehensive Development District (CD/86) permitting 1.3 FAR <i>Undeveloped land east of Hazelbridge Way:</i> Single Family Housing District, Subdivision Area E (R1/E), and Two-Family Housing District (R5)</p>

RELATED POLICIES AND STUDIES

1. The City Centre Area Plan land use designation of "Auto-Oriented Commercial" applies to the retail precinct centred along No. 3 Road and Hazelbridge Way, between Cambie Road and Alderbridge Way, and Alexandra Road, and is defined as:



STAFF REPORT

ORIGIN

Mr. Danny Leung, on behalf of Fairchild Developments Ltd., has applied for a Development Permit in order to redevelop Aberdeen Mall, at the south-west corner of Hazelbridge Way and Cambie Road. The property was rezoned to Comprehensive Development District (CD/86) to facilitate this project. The redevelopment will incorporate additional property to the east, and will also realign Hazelbridge Way to intersect with Northgate Way at Cambie Road. Browngate Road will be constructed along the south side of the new shopping centre. The process of land assembly and design has been under way for a number of years. For business reasons, the applicant has asked that the Development Permit process for this project be accelerated.

A copy of the development application filed with the Urban Development Division is appended to this report.

DEVELOPMENT INFORMATION

- SITE AREA: 27,137.948 m² (292,120 ft²)
- BUILDING AREA: 35,278.775 m² (379,750 ft²)
- SITE COVERAGE: 90% Allowed
84% Proposed
- F.A.R.: 1.3 Allowed
1.3 Proposed
- PARKING: 2,220 Spaces Required, including 2% handicap and maximum 50% small cars.
1,260 Spaces Proposed, including:
2% handicap stalls, 50.7% small car stalls,
and 8% tandem stalls.

FINDINGS OF FACT

Criteria and policies for the issuance of Development Permits appear in Schedule 2.10 of Bylaw 7100, the City Centre Area Plan, including the Aberdeen Sub-Area Guidelines. The Guidelines are summarized in checklist format in the Analysis section of this report.

Development surrounding the subject site is as follows:

- To the north, across Cambie Road, is President Asian Plaza and the Radisson Hotel;
- To the east, will be the new Hazelbridge Way and an older single-family area with some remainder parcels resulting from road realignment;
- To the south, will be Browngate Road with an existing a retail mall; and
- To the west, are commercial strip malls.

November 18, 2002

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Attention: Mayor and Council

Dear Council:

**Re: Application by Fairchild Developments Ltd. for rezoning at 8060 Cambie Road,
Richmond, B.C.**

This letter is submitted by Royal LePage Advisors Inc. on behalf of the owners of Cambie 3 Centre ("Cambie Centre"), a shopping centre located at the corner of No. 3 Road and Cambie. We are writing to express our expectation that the City of Richmond will ensure that the rezoning and development by Fairchild Developments Ltd. will be aesthetically and practically complementary to the future redevelopment of Cambie Centre the adjacent property.

We understand that Fairchild has applied to the City of Richmond to rezone the 8060 Cambie Road development site from Automobile-Oriented Commercial District (C6) to Comprehensive Development District (CD/86) for the purpose of building a major hotel. We support the development industry and do not object to this project overall, however, we want to ensure that there are demonstrable community benefits and we have the following concerns with respect to this proposal:

THE HOTEL: Because the proposed rezoning of 8060 Cambie Road (the "Hotel Site") was fast-tracked and the processing of a Development Permit for the proposed Hotel was not made a condition of the rezoning, we have not had an opportunity to review detailed designs or site plans. Therefore we cannot determine if or the extent to which the proposed Hotel may negatively affect Cambie Centre. Given the scale of Hotel contemplated, there is a high probability that massing will result in an aesthetic overwhelming and shadowing of Cambie Centre, a significantly smaller development. In addition, the hotel is located in close proximity to the property line and its location should not impact the setbacks or buildable area on the Cambie Centre site.

ACCESS AND EASEMENTS: It is clear that traffic congestion and access is an important issue. This large scale of project should have some form of access to No 3 Road. The current site plan would cut off the proposed development from No 3 Rd. We propose that there should be some provision for a cross easement between the two properties such that the project design should allow for the long term possibility that the Cambie Centre site could be co-operatively integrated with the redeveloped Aberdeen Centre Site and the Hotel Site.

PARKING: The relaxation in parking requirements given by Richmond for the proposed development will result in parking congestion. Given the proximity of Aberdeen Centre and the proposed Hotel to Cambie Centre, there is virtual certainty that, unless design requirements are established, drivers unable to find parking at Aberdeen Centre, the Hotel or on the adjoining streets will park in Cambie Centre's parking lot. We would ask that the proponent be required to bear some of the responsibility of taking steps to minimize cross parking.

We request that Council establish, as a condition of the rezoning of the Hotel Site, that issuance of any Development Permit for the Hotel be conditional upon confirmation, satisfactory to the City's Director of Planning, for the provision of:

- subject to a mutually acceptable design, permanent practical vehicular and pedestrian access across the Hotel Site to and from the Cambie Centre Site to adjoining city streets;
- assurances that development of the Hotel Site will consider the future redevelopment of the Cambie Centre Site and result in a functional and mutually-complementary comprehensive development of adjacent lands, over the longer term.

We welcome the opportunity to discuss these issues and proposals.

Thank you.

Yours truly,

Royal LePage Advisors Inc.

Richard Wozny,