



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

to Planning - Dec 07, 2004.
Date: November 12, 2004

From: Raul Allueva
Director of Development

ZT 04-010735

file: 12-8060-20-7856/7855.

**Re: APPLICATION BY FAIRCHILD DEVELOPMENTS LTD. TO AMEND
COMPREHENSIVE DEVELOPMENT DISTRICT (CD/86) TO PERMIT THE
DEVELOPMENT OF NEW RESIDENTIAL USES AT 4151 HAZELBRIDGE WAY**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7855, to:

- a) In Schedule 1 of Official Community Plan Bylaw No. 7100, redesignate 4151 Hazelbridge Way from "Commercial" to "Mixed Use" in Attachment 1 ("Generalized Land Use Map"), and
- b) In Schedule 2.10 of Official Community Plan Bylaw No. 7100 (City Centre Area Plan), redesignate 4151 Hazelbridge Way from "Auto-Oriented Commercial" to "Mixed Use – Specialty" in the "Land Use Map",

be introduced and given first reading.

2. That Bylaw No. 7855, having been considered in conjunction with:

- the City's Financial Plan and Capital Program;
- the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw No. 7855, having been considered in accordance with the City Policy on Consultation During OCP Development, be referred to the Vancouver International Airport Authority for comment by January 17, 2005.

4. That Bylaw No. 7856, to amend "Comprehensive Development District (CD/86)" to permit the development of new residential uses at 4151 Hazelbridge Way, be introduced and given first reading.

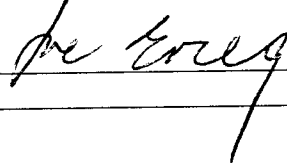


Raul Allueva
Director of Development

RA:spc
Att. 7

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Fairchild Developments Ltd. has applied to amend Comprehensive Development District (CD/86), the existing zoning on its property at 4151 Hazelbridge Way (**Attachment 1**), to permit the development of a residential tower (**Attachment 2**), as part of its Aberdeen Centre shopping mall, in place of a previously approved hotel of a similar size (**Attachment 3**). A concurrent application has been made for Development Permit (DP 04-271712).

Findings of Fact

Item	Existing	Proposed
Owner	Fairchild Developments Ltd.	
Applicant	Fairchild Developments Ltd.	
Site Size	27,926 m ² (300,603 ft ²)	
Land Uses	<ul style="list-style-type: none"> Shopping centre Hotel tower (approved as per DP 03-237856, but not constructed) 	<ul style="list-style-type: none"> Shopping centre 8-storey, 119-unit, residential tower (in place of the previously approved hotel)
OCP Designation	<p>"Commercial"</p> <ul style="list-style-type: none"> Defined as "...retail, ... recreation, entertainment, and short-term accommodation...", but not residential. 	<p>"Mixed Use"</p> <ul style="list-style-type: none"> Defined as "...residential, commercial, business and industry, and public and private institutions."
City Centre Area Plan Designation Attachment 4	<p>"Auto-Oriented Commercial"</p> <ul style="list-style-type: none"> Currently applied to Alexandra Road and to No. 3 Road between Cambie and Alderbridge. Defined as "...lower density retail development, typically accessed by automobile..." 	<p>"Mixed Use - Specialty"</p> <ul style="list-style-type: none"> Currently applied to limited downtown areas Defined as "An area...which encourages the introduction of residential...uses into a predominantly automobile-oriented commercial area...to improve... public amenity and livability..."
Zoning Attachment 5	<p>"Comprehensive Development District (CD/86)":</p> <ul style="list-style-type: none"> 1.69 floor area ratio (FAR) Non-residential uses including retail, restaurant, office, education, hotel, etc. 	<p>Amended "Comprehensive Development District (CD/86)":</p> <ul style="list-style-type: none"> No change, EXCEPT that residential shall be permitted to a maximum of 0.4 FAR of the total 1.69 FAR
Parking	<p>Based on approved Development Permit (DP 03-237856) "CD/86" requires 1,393 spaces:</p> <ul style="list-style-type: none"> 3.75 spaces/100 m² (1,076.43 ft²) gross leasable area (gla) for non-hotel room uses, plus 1 space per 2 hotel rooms 1,406 spaces proposed (e.g. 13 extra) 	<p>The proposed development requires/proposes 1,425 spaces as per the amended "CD/86":</p> <ul style="list-style-type: none"> No change to requirements, EXCEPT that <u>residential</u> parking requirement added as per usual practice in downtown near transit: 1 bedroom & 1 bedroom/den @ 1space/unit 2+ bedrooms @ 1.5 spaces/unit
Aircraft Noise Sensitive Development in NEF 35-40 Attachment 6	<p>Richmond has no noise-based policy that would prevent residential uses on the subject site (e.g. within NEF 35-40), but a noise covenant and appropriate acoustical measures would be required.</p>	<p>Proposed OCP policy (to be considered by Council under a separate cover) supports the subject application as:</p> <ul style="list-style-type: none"> Residential use accounts for less than 2/3 of total buildable area (e.g. 0.4 FAR proposed) Innovative measures are employed to mitigate noise (i.e. special glazing systems and expanded indoor amenity space)

Consultation

Vancouver International Airport Authority (VIAA)

Over the course of 2004, the City of Richmond has consulted at length with the Vancouver International Airport Authority (VIAA) regarding airport noise, including its implications for residential uses on the subject site. The results of this consultation are addressed in the “OCP Aircraft Noise Sensitive Development Policy”, under consideration by Council at the time of writing this report. The VIAA is aware that it is the City’s intent, via this proposed policy, to limit residential use on the subject site to a maximum of two-thirds of the total buildable area. In actual fact, less than 25% of the subject development’s buildable area is proposed as residential, and this proposal is reflected in the proposed zoning amendment. (**Attachment 5**)

Advisory Design Panel (ADP)

On July 7, 2004, ADP reviewed Fairchild’s proposal on a preliminary basis and was supportive with regard to its form and character, but had a number of concerns. On July 21, 2004, the applicant presented design modifications that substantially addressed the Panel’s initial concerns. Further refinement of the project will continue through the Development Permit process. (**Attachment 7**)

Staff Comments

Policy Planning, Transportation, and Development Applications (Urban Design and Engineering Services) staff are supportive of the subject application. Comments include:

- Cambie Road Lay-By: The previously approved hotel lay-by may be retained if it is sized for large trucks (i.e. WB-18) and Fairchild operates a shuttle bus service to staff’s satisfaction.
- Cambie Road Frontage Works: As a condition of Building Permit (BP), the applicant must enter into a Serving Agreement (SA) for the subject site’s frontage, the design of which must be consistent with the quality of works undertaken by the applicant under SA 98-149379.
- Mall Access: Convenient, secure indoor access to the mall must be provided for residents.
- Private Outdoor Space: Individual residential units must each have a floor-to-ceiling glass door on the building exterior with a clear opening width of at least 1.37 m (4.5 ft.) opening directly onto a balcony measuring the full width of the door opening and at least 0.46 m (1.5 ft.) deep (with metal grating for the floor and a glass or metal railing). Note that staff may support a metal railing in place of the recommended balcony if it is designed to be very open, airy, and attractive, and it is demonstrated through the Development Permit process that the recommended balcony would pose significant problems for the project.

Analysis

The development of Fairchild’s proposed residential tower in association with its recently constructed Aberdeen Centre shopping mall is consistent with the City’s broad objectives for enhancing the quality of life and economic viability of its downtown through its growth as a high-amenity environment that is transit-oriented, pedestrian-friendly, and a place for people to live, work, and play. The subject’s sites existing OCP and Area Plan designations, along with its zoning, are inconsistent with this objective; however, a recently drafted policy, “OCP Aircraft Noise Sensitive Development Policy”, under consideration by Council at the time of writing this report, allows for up to two-thirds of the buildable floor area on the subject site to be residential, which opens the door for changes to these bylaws in support of Fairchild’s application.

OCP & Area Plan

The proposed OCP and Area Plan land use designations of “Mixed Use” accurately reflect the “OCP Aircraft Noise Sensitive Development Policy” direction that provides for mixed residential/non-residential development on the subject site. Furthermore, the Area Plan’s “Mixed Use – Specialty” designation is specifically intended for locations, such as the subject site, where the introduction of residential uses into a predominantly automobile-oriented area is encouraged to make it more animated, pedestrian/transit-friendly, and supportive of a diverse (e.g. more viable) commercial market.

Zoning

The proposed amendments to the subject site’s existing zoning, Comprehensive Development District (CD/86), are tailored to allow multiple-family residential uses while protecting the zone’s and the area’s intended commercial focus. As such:

- Residential makes up only 24% of the zone’s permitted floor area; and
- Residential parking will be provided at a rate that has been proven workable for other downtown, high-rise developments.

In addition, residential use will only be permitted on the subject site on the basis that the developer contributes towards public amenities that will both help to support the project’s residents and the area’s commercial uses, such as transit-related infrastructure improvements. (See “Financial Impact”)

Development Permit (DP) Guidelines

Richmond’s DP Guidelines require that residents have access to “amenity space”, including private outdoor space and shared outdoor and indoor spaces. Research indicates, however, that the high level of aircraft noise experienced at the subject site will impair residents’ enjoyment of the required outdoor spaces. In recognition of the project’s anticipated target market (i.e. primarily seniors, and to a lesser degree young adults, both of whom value the opportunity to have ready access to Aberdeen Centre), its high environmental constraints (e.g. the “OCP Aircraft Noise Sensitive Development Policy” seeks to restrict new high-rise residential projects elsewhere within the same noise level), and its special opportunities (i.e. proximity to Aberdeen Centre’s amenities), staff are supportive of the applicant’s proposal, which includes:

- 814 m² (8,762 ft²) of common indoor amenity space, which is equal to the project’s required 100 m² (1,076 ft²) of indoor space plus its required 714 m² (7,686 ft²) of outdoor space and allows for an unprecedented range and scale of indoor social/recreation uses including a large, daylighted room appropriate for tai chi, ballroom dancing, table tennis, and other activities;
- A direct indoor link to Aberdeen Centre’s large gathering spaces, feature fountain, seating, entertainment, recreation, shops, and services;
- In place of conventional private balconies, floor-to-ceiling glazing together with floor-to-ceiling glass doors opening onto shallow balconies (or possibly open railings) designed to provide residents with direct outdoor access, unobstructed views, and units with a bright, outdoor-like feel; and
- Special acoustic measures to ensure that activities throughout the proposed residential building will be unimpaired by outdoor noise, not just from aircraft, but also from traffic and other activities typical of a busy commercial area.

Financial Impact

Financing Growth

The establishment of a high quality, livable, and sustainable downtown requires that community amenities, including facilities, infrastructure, and services, be provided in a timely and cost effective manner to meet the needs of residents, workers, and visitors. The City's Development Cost Charge (DCC) program is not adequate to meet this need and developer contributions must be regularly sought as a condition of development. This is especially true in areas like that around the subject site that are severely lacking in amenities.

Preliminary work by staff on a standardized schedule of developer contributions and discussions with Fairchild and others indicate that the provision of amenities at a rate of \$43.06/m² (\$4/ft²) of buildable floor area might be a practical target for Richmond's downtown. In the absence of an adopted City policy, the applicant has agreed to this and the proposed amendments to Comprehensive Development District (CD/86) assume that residential uses will only be permitted on the subject site if roughly \$455,600 in funding for transit-related infrastructure and streetscape improvements and/or affordable housing is provided. Fairchild's contribution will be consolidated by the City with those of other developers in order to fund special large-scale projects such as the Capstan RAV station.

Note that Fairchild is not being asked to contribute towards community centre development as it provided a 518.38 m² (5,580 ft²) community space within Aberdeen Centre as a condition of its previously approved hotel development. Recent decisions leaning towards significant new residential development in the north City Centre and West Cambie have led Richmond to negotiate with Fairchild in order to make funds available for the future establishment of a much larger facility, better suited to the anticipated needs of this community.


Estimated Downtown Growth Needs	Contribution
City Centre Transportation @ \$32.30/m ² (\$3/ft ²) buildable area • Transit (i.e. RAV's Capstan station) & <u>land</u> for designated new roads*	\$341,700 (75%)
Community Amenities @ \$10.76/m ² (\$1.00/ft ²) buildable area • Affordable housing (defined as per Richmond's OCP)	\$113,900 (25%)
City Centre Community Space @ \$10.76/m ² (\$1.00/ft ²) buildable area • Establishment of a new 2,787 m ² (30,000 ft ²) community centre to serve the north end of the City Centre, West Bridgeport, and West Cambie	NIL
TOTAL @ \$43.06/m² (\$4/ft²) based on +/-10,581 m² (113,900 ft²) of residential use	+/- \$455,600

* "Designated new roads" refers to roads requiring land acquisition that are identified under the City Centre Transportation Plan.

Other Financial Impacts – None.

Conclusion

Fairchild Development Ltd. has applied for a Zoning Text Amendment (ZT) to facilitate the conversion of its previously approved, but as yet unconstructed, hotel to residential use. While this is inconsistent with the subject site's current zoning, OCP, and Area Plan, if Council adopts the "OCP Aircraft Noise Sensitive Development Policy", the amendment of those bylaws in support of the proposed development would merit favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

There are requirements to be dealt with prior to final adoption:

Legal requirement, specifically:

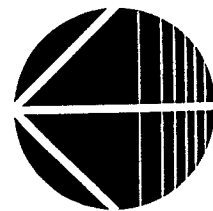
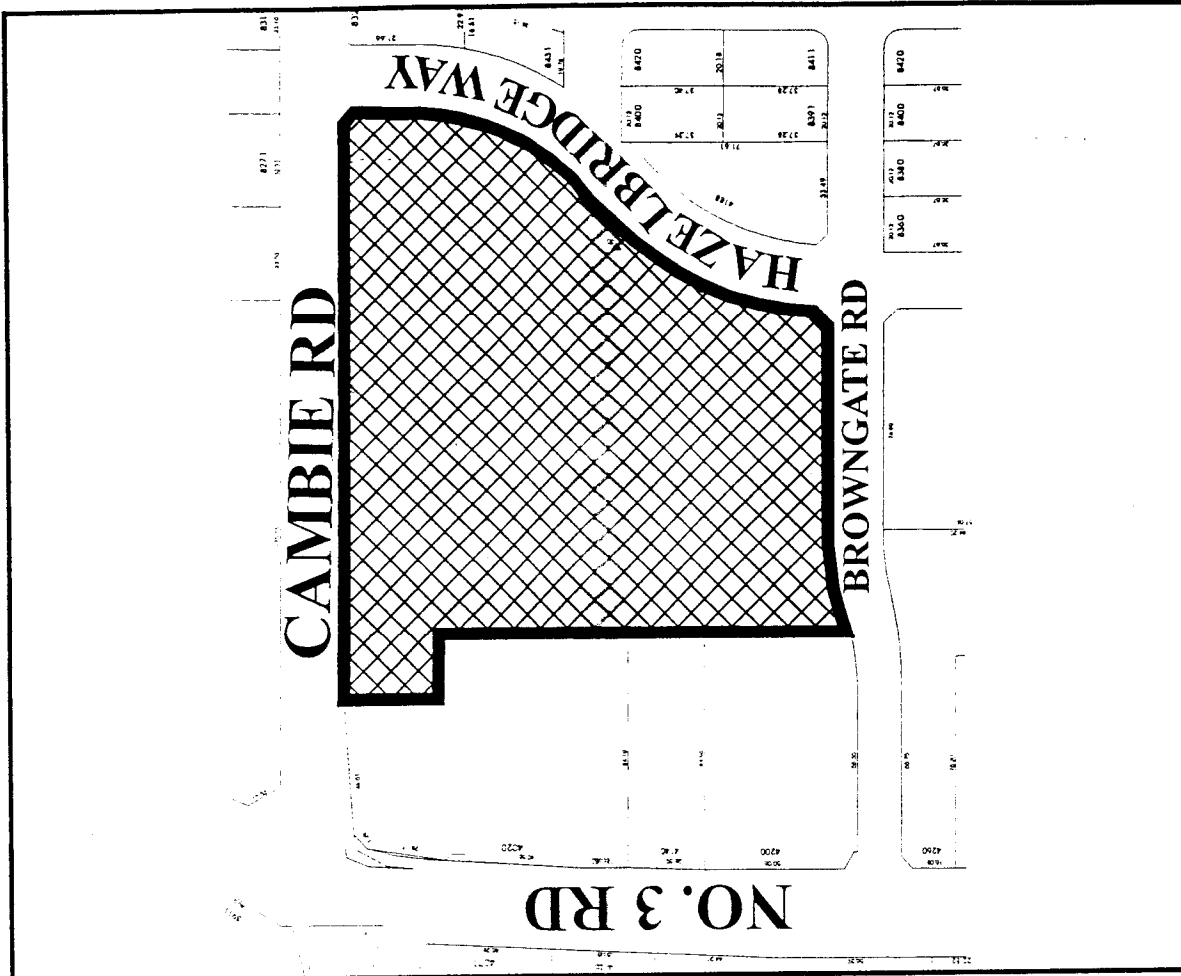
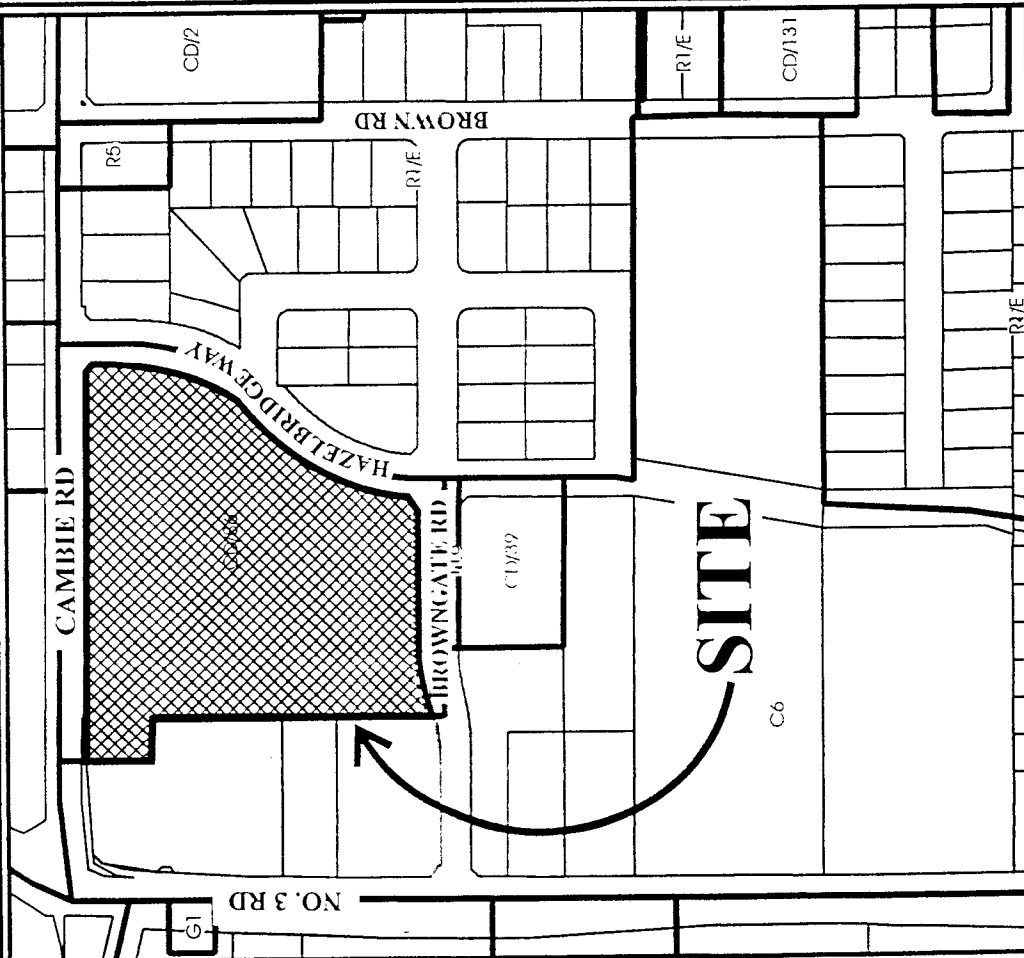
- Register an aircraft noise covenant to ensure that adequate measures are employed to address aircraft noise impacts as per the "OCP Aircraft Noise Sensitive Development Policy".

Development requirements, specifically:

- Processing of a Development Permit application, incorporating measures necessary to meet the intent of the "OCP Aircraft Noise Sensitive Development Policy", to the satisfaction of the Director of Development; and
- Contribution of \$43.06/m² (\$4/ft²) of buildable residential floor area (including resident amenity space, but excluding parking and unenclosed balconies) to be directed by the City, as required, towards key City Centre initiatives and amenities (i.e. transit, streetscape improvements, and affordable housing).



City of Richmond



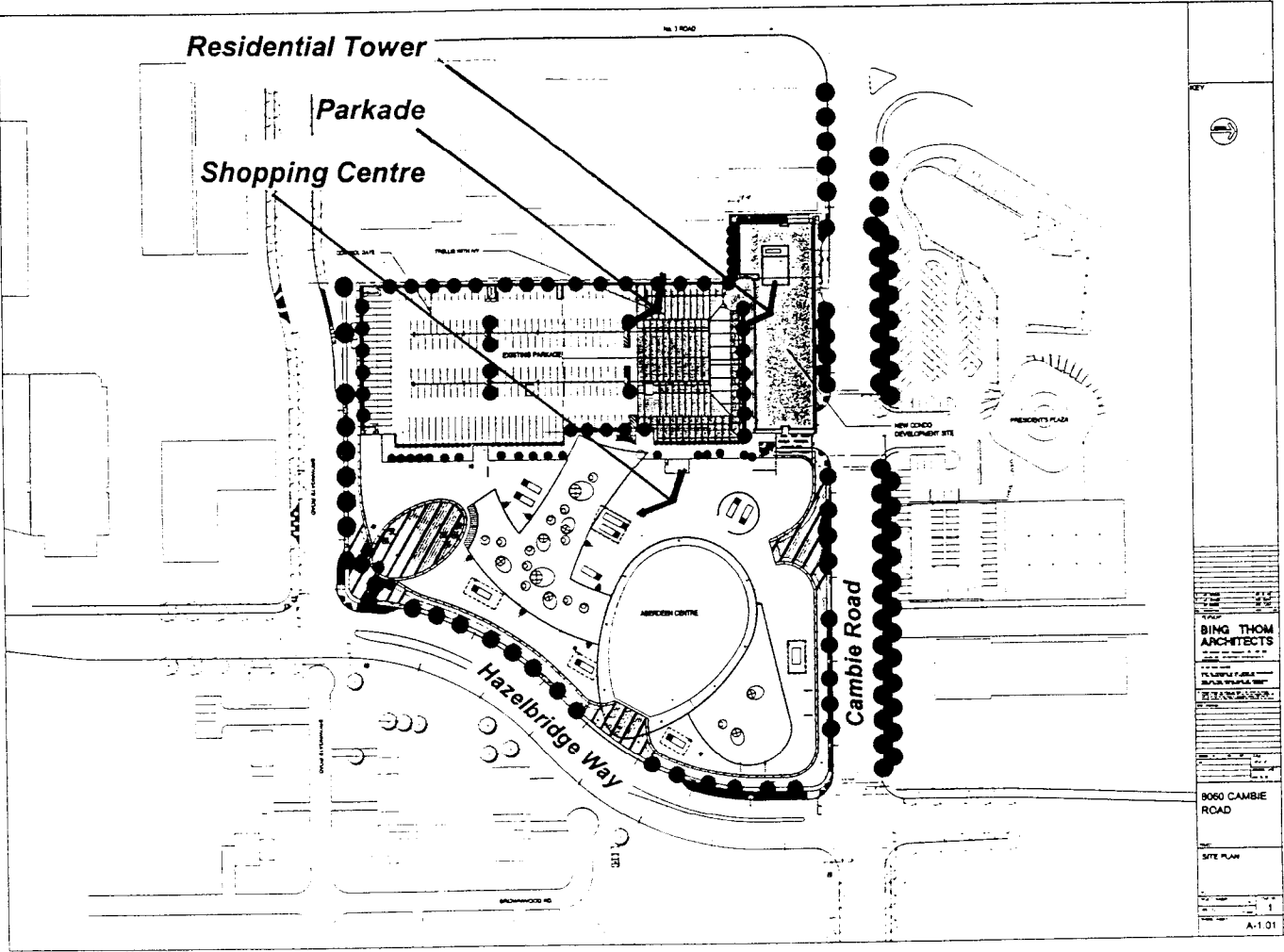
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Original Date: 11/04/04

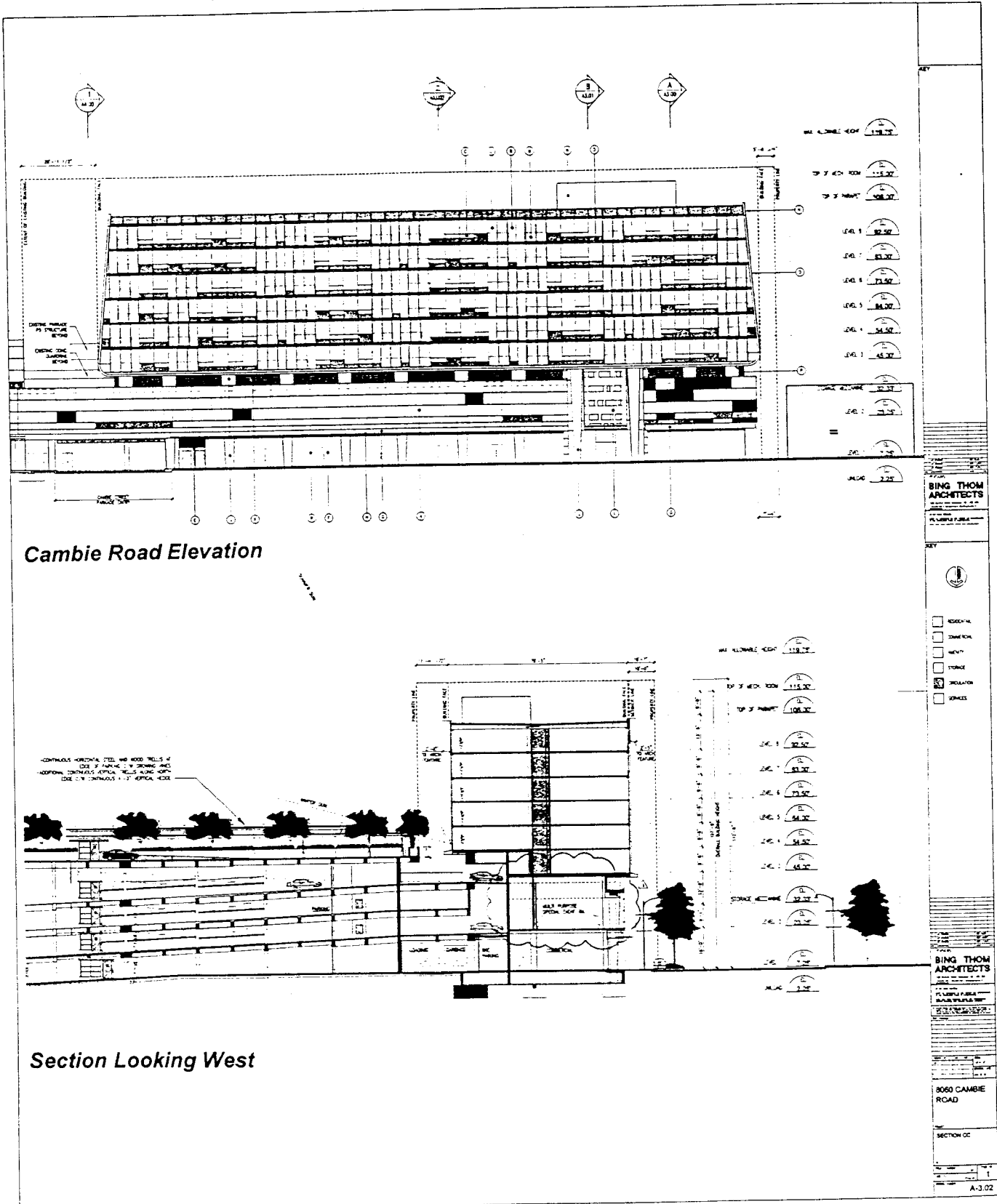
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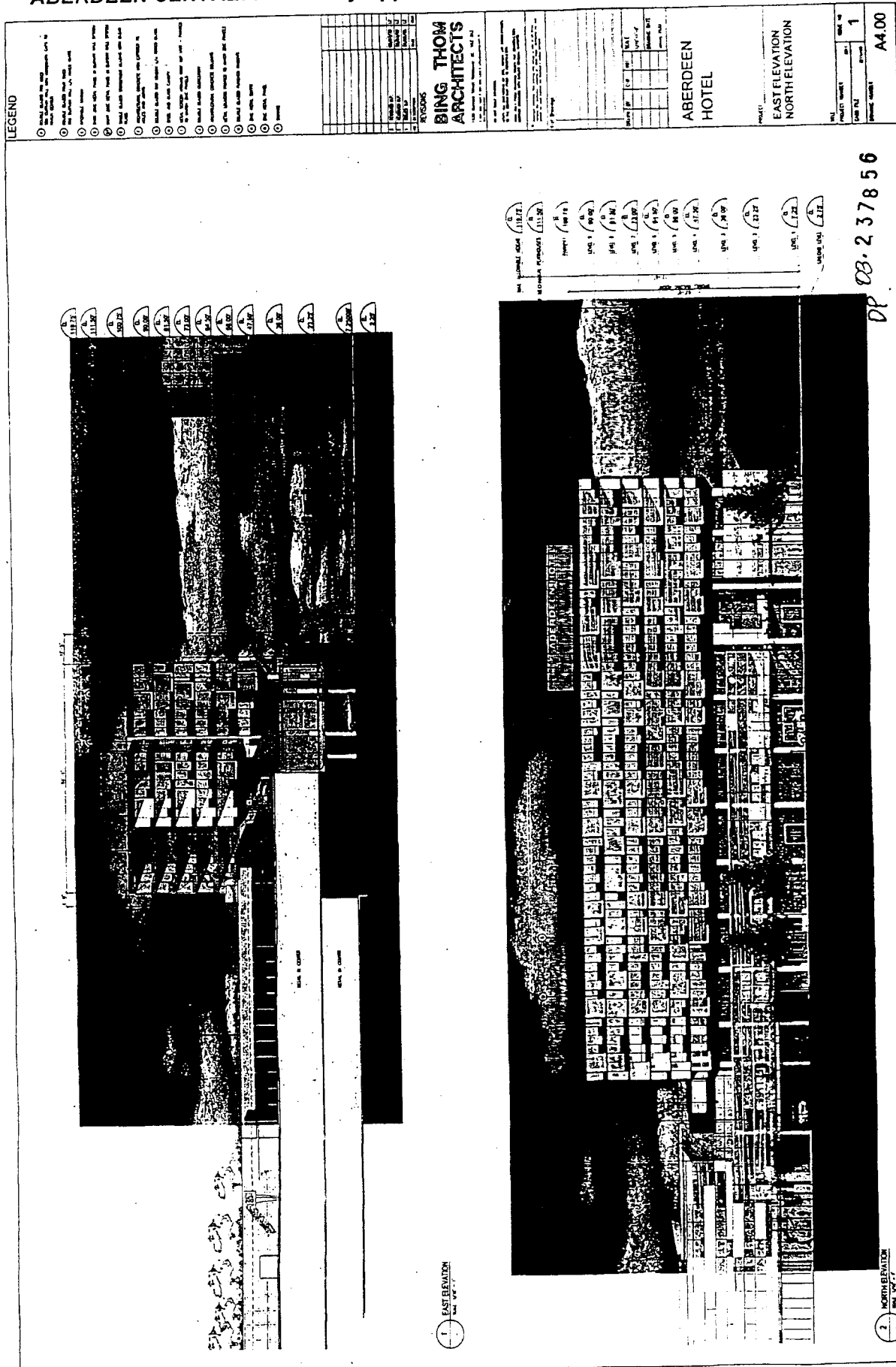
Note: Dimensions are in METRES

ABERDEEN CENTRE: Proposed Residential Tower Fronting Cambie Road



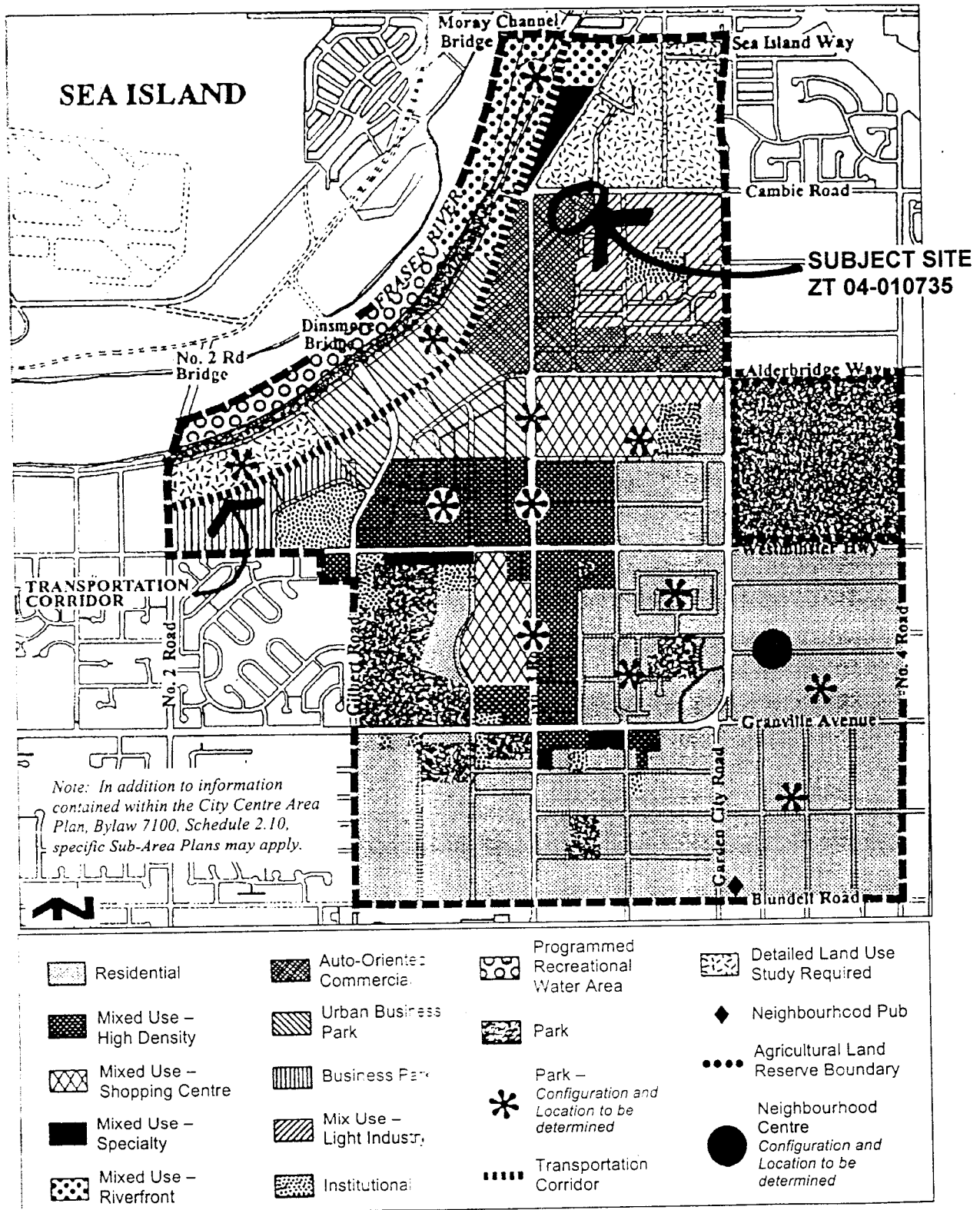
ABERDEEN CENTRE: Proposed Residential Tower Fronting Cambie Road





City of Richmond

Land Use Map



Proposed amendments are highlighted.

291.86 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/86)

The intent of this zoning district is to provide for medium density, transit-supportive, mixed use development in an area affected by aircraft noise.

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 m² (2152.853 ft²);
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;

MIXED COMMERCIAL/RESIDENTIAL USE, provided that not more than 0.4 **floor area ratio** of the maximum 1.69 **floor area ratio** (exclusive of the parts of the **building** that are **used** for off-street parking purposes or unenclosed balconies) will be **used** for **residential** purposes;

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** that are **used** for off-street parking purposes or unenclosed balconies).

Attachment 5
Comprehensive Development District (CD/86)
Proposed Zoning Text Amendments

Proposed amendments are highlighted.

- 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 m² (260,000 ft²) 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.)

EXCEPT THAT unenclosed balconies forming part of the principal **building** may project into the road setback for a distance of not more than 1 m (3.281 ft).

291.86.6 MAXIMUM HEIGHTS

- .01 **Buildings:**

- a) For **Hotel and Mixed Commercial/Residential Use buildings:**
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 Residential:

1 space for each **dwelling unit** having a maximum of one bedroom and 1.5 spaces for each **dwelling unit** having two or more bedrooms.

For Hotel:

1 space for each 2 guest sleeping rooms; plus 3.75 spaces for each 100 m² (1,076.43 ft²) of **gross leasable floor area of building used** for restaurant/coffee shop, lounges, meeting/convention, cabaret, banquet facilities, lobby, and commercial (office/retail) use.

Attachment 5
Comprehensive Development District (CD/86)
Proposed Zoning Text Amendments

Proposed amendments are highlighted.

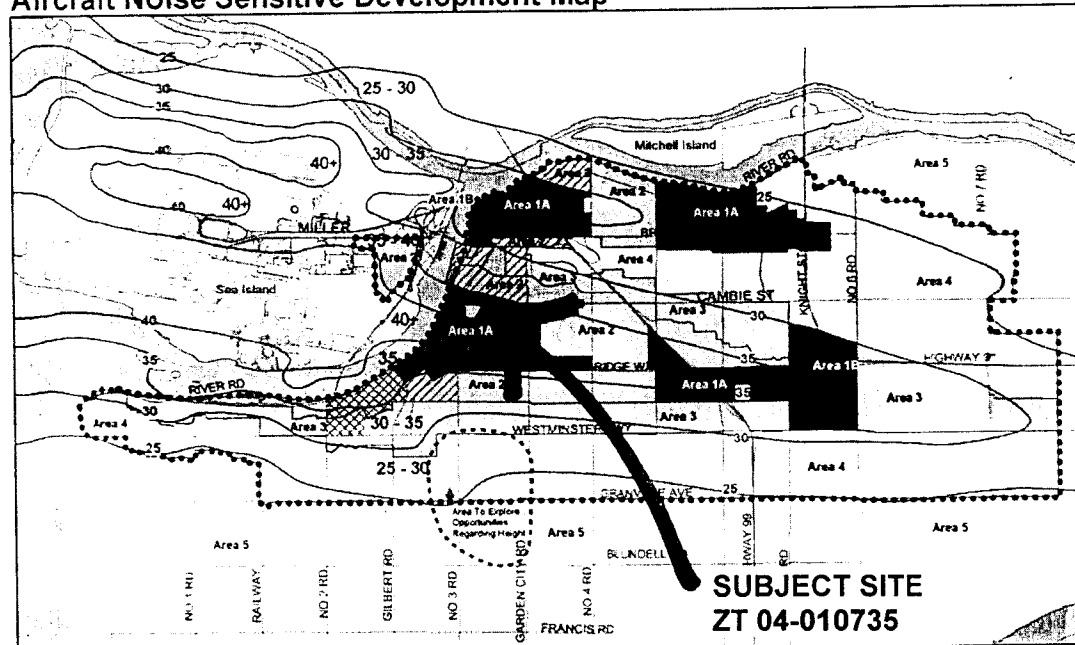
For all other **uses**:

3.75 for each 100 m² (1,076.43 ft²) 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 m² (204.521 ft²).

Aircraft Noise Sensitive Development Map

Aircraft Noise Sensitive Development Map



LEGEND

Aircraft Noise Sensitive Development Policy (ANSDP) Areas
(see Aircraft Noise Sensitive Development Policy Table)No New Aircraft Noise Sensitive
Land Uses:

AREA 1A

New Aircraft Noise Sensitive Land Use prohibited

AREA 1B

New residential land uses prohibited

Areas Where Aircraft Noise Sensitive
Land Uses May be Considered:
Subject to Aircraft Noise Mitigation
Requirements.

AREA 2

All Aircraft Noise Sensitive Land Uses except new single family may be considered (see Table for exceptions).

AREA 3

All Aircraft Noise Sensitive Land Uses types may be considered.

AREA 4

All Aircraft Noise Sensitive Land Uses types may be considered.

No Aircraft Noise Mitigation
Requirements:

AREA 5

All Aircraft Noise Sensitive Land Uses types may be considered.

2015 Noise Exposure Forecast
(NEF) Contours

Extent of aircraft noise insulation

Objective: Current rezonings may proceed prior to
Area Plan updates, based on the formula:- Residential use: Up to 2.5 of the buildable square
feet (BSF).

- Non-residential use: The remaining BSF (e.g., 1.3)

No new ANSD rezonings until Area Plan is
updatedObjective: To support the 2010 Olympic Speed
Skating Oval- Residential use: Up to 2.5 of the buildable square
feet (BSF).

- Non-residential use: The remaining BSF (e.g., 1.3)

On Fraser River above 80 NEF residential
(e.g. house boats) may be consideredArea to explore opportunities regarding
height
Potential would be subject to application
process.

Minutes of Design Panel Meetings
Hotel Conversion/Condo @ 8060 Cambie Road
 DP 04-271712

Meeting #1: Wednesday July 7th, 2004

Ms. Suzanne Carter Huffman, Planner, briefly reviewed the rezoning of the property for this hotel conversion into condominiums project at 8060 Cambie Road. The owner, Fairchild, has been working for a number of years on this site with the original mall, new mall, Cambie Road frontage, future hotel and now future condominiums. The City has started to look at aircraft noise and how it affects residential development in the City Centre. Council is expected to decide on the issue later this year.

Ms. Achiam, Planner, briefly reviewed the project (a copy of her review is attached as Schedule 3 and forms a part of these minutes). She advised that aircraft noise needs to be considered and that the design departs from the DP design guidelines with a tower which does not step back from the podium. She noted that there was no provision for outdoor amenity, no private outdoor spaces, and the south and west elevations face an adjacent site with potential hotel use, 1.5 F.A.R. and same height. There were primary living areas facing a property line with a setback of approximately 6 ½ feet.

With the aid of presentation material and a model, Mr. Luciano Zago, Architect, advised that this development consisted of an apartment building with an attached parkade shared with Aberdeen mall. The developer was contributing for the construction of 5,560 square feet of community space. The site benefited from the amenities of the attached Aberdeen mall, transit access, future RAV line, circulator bus, and views to the ocean and north shore mountains starting at the 4th floor. The project was intended to be marketed to seniors and young people not dependent on autos. The massing was 8 storeys, continued the Aberdeen Centre street wall, and parking was accessed off Browngate and Cambie through the mall parkade to a secured roof top level. There was commercial at grade and a 2nd floor connection to the mall. There was 12,600 square feet of indoor amenity space with about half as a fitness centre with proposed joint use with the public. Visual outdoor amenity was provided with a rock garden.

The panel proffered the following comments:

- ❖ the level of quality is a continuation of the mall and sets a standard much higher than anything else in the area;
- ❖ the City needs to come up with a way of dealing with the complex issue of indoor space and French balconies in lieu of outdoor space;
- ❖ the parkade is huge and headlight glare needs to be mitigated;
- ❖ there is a view looking onto a sea of parking;
- ❖ this was a very large development with minimal vegetation. There is a need to do something to add green space to the roof or parkade roof;
- ❖ there is a big liveability issue for the 2 units types with the 7 foot setback from the property line;
- ❖ the design worked well. There were liveability issues of greenness, openness and amenity;
- ❖ a covenant should be considered so that the fitness centre does not go vacant in the future;
- ❖ the design needed to be softened and needs green. It was hard and not sustainable;
- ❖ the design needed to be made softer and more liveable;
- ❖ the indoor amenity fitness centre could include a swimming pool. It could be more varied. It was not appropriate to be shared or profited by public;
- ❖ adding a 2nd row of columnar trees was recommended to add more greenery to the streetscape;
- ❖ the landscaping needed more work;
- ❖ the roof could be softened or a green roof could be used for views;
- ❖ the use of French balconies was commendable;
- ❖ the units were not universally accessible or readily adaptable which was a great concern when the target market was seniors;
- ❖ the mixed use helped with passive surveillance with different hours;
- ❖ the indoor shared amenity space gave a sense of community;
- ❖ provide a greener environment in a sustainable manner and friendlier to south-facing facing units; and
- ❖ provide a visual green amenity accepting the use of French balconies in lieu of providing balconies.

In summary Chair advised that the presentation quality was excellent. The exterior was a creative scheme. There were no concerns with the tower not stepping back. His concerns echoed those of the planners: how to satisfy the

Minutes of Design Panel Meetings
Hotel Conversion/Condo @ 8060 Cambie Road
 DP 04-271712

acoustic requirements and the interface with the parkade. He strongly suggested something be done about the glare of headlights and noted that some softness and planting could be a solution. He noted that the south and west units fell into the same category. He was concerned about the lack of adaptable units conflicting with the target marketing group. The fitness centre, mall and contributions offsite were good. Perhaps some space within the building could be designated. CPTED issues needed to be resolved. The curved forms carried through the design were good.

In response, the applicant stated that

- ❖ adaptability was offered through the walls which were movable custom-made pieces, much like cabinets (a copy of an accessible floor plan was provided, is attached as Schedule 4 and forms a part of these minutes);
- ❖ the glare of headlights would be mitigated with latticework with evergreen screen on the parkade roof;
- ❖ there was a challenge due to the foundations for added weight on roof through soil or trees;
- ❖ they were researching a trellis cover for the residential parking with light-weight growing materials on mesh;
- ❖ the tight setback to the south property line was alleviated by constraints on future development potential of the adjacent site. The vehicle access would be limited to adjacent to the building on Cambie Road;
- ❖ the amenity area included 6,000 square feet solely for fitness and a further 6,000 square feet solely for the use of residents with media rooms and party rooms; and
- ❖ if a public operator was not viable, the developer will operate the fitness facility.

It was moved and seconded

That the Panel is generally supportive of the project and finds the project excellent in many respects. The Panel asks the Applicant to come back and demonstrate how certain areas are improved. The Applicant is asked to review and consider revising the liveability of the project specifically related to the interface with the parkade, proximity to adjacent properties, streetscape and possible green treatment of the building roof.

CARRIED
UNANIMOUS

Meeting #2: July 21st, 2004

Ms. Achiam, Planner, briefly introduced the re-submission of the project. She advised that the areas of concern were overlook onto the parkade roof of the adjacent properties and liveability of the lower units, and outdoor green space (visual or useable)

With the aid of presentation material (a copy of the explanatory package reviewing revisions is attached as Schedule 1 and forms a part of these minutes) and a model, Mr. Luciano Zago, Architect, advised that the project was targeted for empty nesters and youth who are looking for proximity to amenities and are not dependent on cars. The liveability had been addressed through increasing setback from west and the expected development (rezoning application currently at 3rd reading) on the adjacent site. The visual green had been addressed through adding a steel trellis structure over part of the parkade roof and planted with climbing vines. Structural constraints regarding occupancy load prevents the building roof to be converted to roof top garden.

Mr. Fred Liu advised that a perimeter planter with hedging would mitigate headlight glare from the parkade roof. The Cambie Street lay-by had been revised and landscaping increased with trees, shrubs, seasonal flower display and seating. The fire access route was landscaped with reinforced grasscrete and bordered with shrubs.

The panel proffered the following comments:

- ❖ the west setback had been resolved;

Mr. Fred Liu answered a query to advise that the visual green space contained 9 square planters at different heights in rock garden between tower and mall. Accessible for maintenance only.

Minutes of Design Panel Meetings
Hotel Conversion/Condo @ 8060 Cambie Road
 DP 04-271712

- ❖ not very much accessible green space was provided given the size of the project. The trellis structure was appreciated. There was a concern about enough soil depth to support climbing vines;
- ❖ adaptability was acceptable;
- ❖ Ms. Olga Illich offered comments on design only. No comment was offered on the proposed use. The design was well considered; and
- ❖ the parkade was an existing structure. Changes cause CPTED concerns. Trellis obscures overlook of parkade roof from units. In area of gum tree, high hedges would cause concealment areas. Mailboxes needed to be in open area.
- ❖ panel noted that it is better to design with safety in mind instead of relying on surveillance camera and security patrol. Landscaping should may include low shrubs (less than 3' high) and trees with high canopy (over 7-8 ft to the lowest branch) to assist natural surveillance.

Mr. Danny Leung advised that 24 hr security & surveillance cameras would be installed in all levels of parkade and outside landscaped areas.

In summary Chair advised that there was a genuine response to comments offered regarding overview onto parkade roof, views and the liveability of units. In regards to the CPTED concerns, a new building creates a new circumstance. 24 hour security was one solution. The view onto the parkade roof had been sensitively handled. A balance was needed for visibility, transparency and solidity. The increase in landscaping and treatment was appreciated. The Panel appeared to be satisfied with your efforts with the exception of the CPTED concerns expressed.

In response, the applicant stated that the hedge height could be maintained at a low height to address the CPTED concerns.

It was moved and seconded

That the project move forward and landscaping carried out to address CPTED concerns with a maximum height of 3' for hedges at grade and high degree of transparency when selecting planting for the trellis structure.

CARRIED
UNANIMOUS



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7856 (ZT 04-010735)
4151 HAZELBRIDGE WAY**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by:
 - 1.1 Repealing the intent statement under Section 291.86 Comprehensive Development District (CD/86) and replacing it with the following:

“The intent of this zoning district is to provide for medium density, transit-supportive, mixed use development in an area affected by aircraft noise.”
 - 1.2 Inserting in Section 291.86.1 thereof the following:

“**MIXED COMMERCIAL/RESIDENTIAL USE**, provided that not more than 0.4 **floor area ratio** of the maximum 1.69 **floor area ratio** (exclusive of the parts of the **building** that are **used** for off-street parking purposes or unenclosed balconies) will be **used** for **residential** purposes;”
 - 1.3 Repealing Section 291.86.2.01(b) thereof and replacing it with the following:

“b) For all other **uses**: 1.69 (exclusive of parts of the **building** that are **used** for off-street parking purposes or unenclosed balconies).”
 - 1.4 Repealing Section 291.86.5.01 thereof and replacing it with the following:

“.01 Road Setbacks: 3 m (9.843 ft.)
EXCEPT THAT unenclosed balconies forming part of the principal **building** may project into the road setback for a distance of not more than 1 m (3.281 ft).”
 - 1.5 Repealing Section 291.86.6.01(a) thereof and replacing it with the following:

“a) For **Hotel** and **Mixed Commercial/Residential Use buildings**: 34.29 m (112.5 ft.)”

1.6 Repealing Section 291.86.7.01(a) thereof and replacing it with the following:

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

For Residential:

1 space for each **dwelling unit** having a maximum of one bedroom and
1.5 spaces for each **dwelling unit** having two or more bedrooms.

For Hotel:

1 space for each 2 guest sleeping rooms; plus 3.75 spaces for each 100 m²
(1,076.43 ft²) 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 m² (1,076.43 ft²) of **gross leasable floor area** of a
building, EXCEPT that no parking shall be required for Community
Amenity Space.”

2. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7856**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

CITY OF RICHMOND
APPROVED for content by originating dept. HB
APPROVED for legality by Solicitor MB



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7855 (ZT 04-010735)
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:

- 1.1 In Schedule 1, repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) thereof of the following area and by designating it "Mixed Use".

P.I.D. 025-530-372

Lot A Section 33 Block 5 North Range 6 West New Westminster District Plan BCP1379

- 1.2 In Schedule 2.10 (City Centre Area Plan):

- a) Repealing the existing land use designation in the "Land Use Map" thereof the following area and by designating it "Mixed Use – Specialty".

P.I.D. 025-530-372

Lot A Section 33 Block 5 North Range 6 West New Westminster District Plan BCP1379

- b) Repealing the first bullet under Section 2.0, Objective 1, Policy (f) thereof and replacing it with the following:

"Direct auto-oriented commercial away from Downtown and, where possible, encourage its development at higher densities with a broader mix of uses, continuous street-front commercial at grade, and parking concealed to the rear of buildings or within structures."

- c) Repealing the third bullet under Section 3.0, Objective 1, Policy (e) thereof and replacing it with the following:

"Aberdeen: a mix of water-borne and low- to high-rise multi-family housing designed to take advantage of its proximity to the river, airport, transit, and the area's vibrant commercial uses."

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7855”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by Planning dept.
APPROVED for legality by Solicitor

MAYOR

CITY CLERK