



**City of Richmond**  
Planning and Development Department

**Report to Committee**

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**To:** Planning Committee **Date:** June 15, 2011

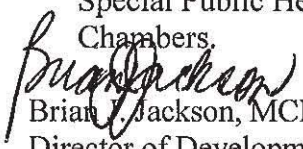
**From:** Brian J. Jackson, MCIP **File:** RZ 08-423207  
Director of Development

**Re:** **Application by Home Run Developments Ltd. for Rezoning and OCP Amendment at 8540 Alexandra Road from "Auto-Oriented Commercial (CA)" to "Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)".**

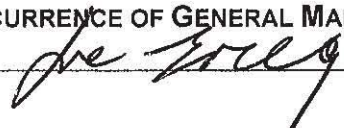
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**Staff Recommendation**

1. That Bylaw No. 8728, to amend the City Centre Area Plan current land use designation by adding a "Village Centre Bonus" designation to 8540 Alexandra Road in the Generalized Land Use Map (2031) and Specific Land Use Map: Aberdeen Village (2031) in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100, be introduced and given First Reading;
2. That Bylaw No. 8728, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - 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. 8728, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;
4. That Bylaw No. 8729, to create "Hotel Commercial (ZC-31) – Aberdeen Village (City Centre)" and for the rezoning of 8540 Alexandra Road from "Auto-Oriented Commercial (CA)" to "Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)", be introduced and given First Reading;
5. That Official Community Plan Bylaw No. 8728 and Rezoning Bylaw No. 8729 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council Chambers.

  
Brian J. Jackson, MCIP  
Director of Development

FM:blg

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Home Run Developments Ltd. has applied to the City of Richmond for permission to rezone 8540 Alexandra Road (**Attachment 1**) from “Auto-Oriented Commercial (CA)” to “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” in order to permit development of a 7,518.0.0 m<sup>2</sup> (approximately 80,925.72 ft<sup>2</sup>) 10-storey hotel building consisting of 101 guest rooms and associated uses, a penthouse restaurant, street-oriented commercial space along portions of Kwantlen Street and Alexandra Road frontages and parking for 113 cars.

### Findings of Fact

The proposed development has resulted from a cooperative effort between the applicant and City staff involving several revisions and adjustments of the developer’s proposal to achieve the urban design and overall development objectives envisioned in the City Centre Plan (CCAP).

The proposed development is located on Kwantlen Street, in the transition area between a hi-rise residential area to the south from Alderbridge Way and the lower development intensity, light industrial area to the north of Alexandra Road.

Initially, in 2007, development options for this site were discussed with staff and a rezoning application submitted to the City while the City Centre Area Plan (CCAP) preparation process was underway (i.e. at the CCAP Concept stage). The formal rezoning application was submitted to the City after the City Centre Area Plan (CCAP) Concept was presented to Council on March, 2007 and received approval in principle. The subject rezoning application was dormant for some time and has now been reactivated following a holding period due to economic circumstances. The site plan has been adjusted to facilitate completion of the street network proposed in the City Centre Area Plan.

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

### Project Description

The subject hotel development (**Attachment 3**) includes approximately 101 suites, a self-contained penthouse restaurant and a four level parking podium over service areas of the building, a restaurant and bar fronting Kwantlen Street; a portion of the restaurant also fronts on to Alexandra Road. The hotel lobby and associated conference room/lounge /breakfast areas occupy the remainder of the ground floor with frontage along Kwantlen Street and Alderbridge Way.

The main entrance to the hotel lobby is from Kwantlen Street. Access to service loading spaces and to parking spaces for hotel, penthouse restaurant, ground floor restaurant, and bar patrons is provided from Alexandra Road. All parking is provided on four (4) levels above the street fronting commercial space and ground floor service areas.

The parkade component of the building is located toward the north side of the site and its street fronting facades are architecturally treated in a similar way to the hotel facades so as to become integral part of the building architectural response to this narrow development site.



### **Surrounding Development**

The proposed development site is located at the transition area between “Urban Centre (T5) (25 m)” Land Use designation of the lands south of Alexandra Road (including the subject development site) and the “General Urban (T4) (25 m)” designation for the lands extending to the north. The proposed development is close to public amenities and has easy access to current and future transportation corridors and facilities.

The proposed development site, which is zoned “Auto-Oriented Commercial (CA)” is presently vacant. Context surrounding the development site is as follows:

- To the north: Across Alexandra Road, a one-storey commercial centre organized around a central surface parking area, on a parcel zoned “Auto-Oriented Commercial (CA)”;
- To the east: A retail commercial centre with buildings along the east side (one-storey abutting the proposed development site) and south side of a central parking area (mostly one-storey along Alderbridge Way except for a small two-storey portion abutting the proposed development site), on a parcel zoned “Auto-Oriented Commercial (CA)”;
- To the south: Across Alderbridge Way, three (3) 16-storey hi-rise residential towers on a parcel zoned “Residential/Limited Commercial (RCL1)”;
- To the west: Across Kwantlen Street, a one-storey retail commercial centre with surface parking along Kwantlen Street frontage, on a parcel zoned “Auto-Oriented Commercial (CA)”.

It should be noted that to the southwest of the subject site is the Lansdowne Mall. Large surface parking areas of the mall between Alderbridge Way and Lansdowne Road, that are visible from the proposed development, extend between Kwantlen Street and the Shopping Centre building.

### **Related Policies & Studies**

#### **Richmond Official Community Plan**

City Centre Area Plan (CCAP): The City Centre Area Plan (CCAP), Aberdeen Village Specific Land Use Map designates the subject site as “Urban Centre T5 (25 m)” for medium density, mid-rise commercial purposes which provides for office, hotel, retail trade and services, restaurant, entertainment, neighbourhood pub, and institutional uses, among others.

- The subject development corner site, on the east side of Kwantlen Street and bounded by Alderbridge Way on the south and Alexandra Road on the north, is located on a narrow east-west strip of land between the CCAP “General Urban T4 (25m)” land use designation of the areas to the north of Alexandra Road and the existing hi-rise residential complex to the south of Alderbridge Way, developed under the Residential land use designation of the former City Centre Area Plan.



- The CCAP “Urban Centre T5 (25 m)” designation for the proposed development site allows for office, hotel, restaurant, retail trades and services, among other land uses. The same land uses, but also including mixed multiple-family residential/commercial and multiple-family residential uses, are permitted on the areas south of Alderbridge Way.
- The CCAP “General Urban T4 (25 m)” land use designation for the areas to the north of site, across Alexandra Road, allows for light industry, office and education (but not on the ground floor), retail trade and services, restaurant, neighbourhood pub, institutional and recreation land uses subject to location restrictions, but do not include hotel as permitted land uses.
- The proposed hotel and restaurant land uses meet the Official Community Plan (OCP) land use designation and satisfactorily reflect the Development Permit Guidelines with respect to form and character in the Sub-Area A3-“Commercial Reserve-Mid-Rise”. However, the proposed net density of 3.0 floor area ratio (FAR) and the 32.0 m building height exceed the 2.0 FAR and the 25.0 m suggested maximum height allowed under the site’s current “Urban Centre T5 (25 m)” land use designation. It should be noted that the maximum permitted height for hotels under the current site’s Auto-Oriented Commercial (CA) zoning is 45.0 m.
- An OCP Amendment is proposed in conjunction with this rezoning application, as discussed in the Analysis section of this report

Floodplain Management Implementation Strategy: In accordance with the City’s Flood Management Strategy, the applicant is required to register a Flood Indemnity Covenant on Title. Flood Construction level (FCL) for this site is 2.9 m (GSC). As a minimum, commercial ground floor slab to be at the same elevation as the highest level of any road that is adjacent to the subject site.

OCP Aircraft Noise Sensitive Development (ANSND) Policy: The subject site is located within the Aircraft Noise Sensitive Development (ANSND) Policy Area. The site is within the area designated as “Area 1A- Restricted Area” where proposed hotel uses are permitted because of the temporary nature of residence by the hotel guests. This unique aspect of the proposal, although not specifically covered in the policy, will be addressed by incorporating adequate noise attenuation measures to ensure an appropriate level of comfort for hotel guests. A registered professional qualified in acoustics will need to be engaged to prepare an Acoustic Report that recommends site-specific acoustic sound insulation; noise mitigation measures may be required to be incorporated in the construction of the proposed development to achieve an acceptable indoor sound level mitigation criteria (with doors and windows closed).

The registered professional retained should certify that noise insulation measures have been installed according to the report’s recommendations before the building may obtain an Occupancy Permit. The report should support the provision of air conditioning, if necessary. Furthermore, maximum noise level (decibels) within the hotel suites is expected to be no greater than 35 decibels.



## Consultation

The Richmond OCP Bylaw Preparation Consultation Policy provides direction regarding the consultation requirements for an OCP amendment. As the proposed OCP amendment does not include residential uses and does not increase the total CCAP build out population of 120,000, no further external consultation has been undertaken nor is required with the School Board or the Vancouver International Airport Authority (YVR).

## Public Input

The rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site and, to date, staff has not received any letters of objection. The statutory Public Hearing will provide area residents and business and property owners an opportunity to comment on the application.

## Staff Comments

### Technical Review

#### Engineering Works Comments

Specific works regarding on-site and off-site servicing aspects associated with the subject proposal will be addressed via the standard City Servicing prior to rezoning final adoption. Capacity Analysis has identified the following required work:

#### Sanitary Sewer

Capacity Analysis has identified the need for upgrades to the capacity of the downstream sanitary sewer pipes. The existing 250 mm diameter sanitary sewer will require upgrade to 375 mm diameter from manhole SMH4885 (manhole S4 in the analysis) located at the junction of Brown Road and Leslie Road to 270 m west at SMH4884 (manhole S2).

#### Storm Sewer

Capacity analysis has identified the need for off-site upgrades that involve upgrades to the 750 mm diameter storm sewer from existing manhole STMH 2290 (manhole A4 in the analysis) located at junction of Alderbridge Road and Kwantlen Street to 100 m north at manhole STMH 2046 (manhole B4 in the analysis).

A summary of Rezoning Considerations (**Attachment 4**), as concurred to by the developer, outlining the various aspects to be addressed prior to adoption of the rezoning, and design improvements to the proposal at the Development Permit stage, is attached.

#### Transportation

- This development will enhance and contribute to achieving the implementation of the long-term City Centre road network envisioned in the City Centre Area Plan. The proposed development will transfer a significant amount of land to the City via dedication (approximately 362.16 m<sup>2</sup> or 3,898.38 ft<sup>2</sup>), and ROW (approximately 285.07 m<sup>2</sup> or 3,068.56 ft<sup>2</sup>) to achieve the required functional width of Kwantlen Street between Alderbridge Way and Alexandra Road.



- Additional Public Rights-of-Passage Right-of-Way (PROP-ROW) (292.0 m<sup>2</sup> or 3,143.16 ft<sup>2</sup>) will be provided to facilitate continuation of the City sidewalk in front of the hotel entrance area and allow for enhancements to the planned pedestrian corridor along Alderbridge Way.
- Specific required land dedication and Public Rights of Passage Rights-of-Way (PROP ROW) include:
  - a. 3.15 m wide dedication along the west PL (i.e., Kwantlen Street frontage). This includes following the ultimate curb and gutter at both intersections).
  - b. 3.4 m wide dedication along the south PL (i.e., Alderbridge Way frontage).
  - c. 3.0 m wide PROP ROW along the new west PL to accommodate proposed layby, tree boulevard and sidewalk, including a 4 m x 5 m corner cut on the northwest (Kwantlen/Alderbridge Way) and southwest (Kwantlen Street/Alexandra Road) corners. Note that the 4 m is the offset distance measured from the Kwantlen ROW line while the 5 m is the offset distance measured from Alexandra Road property line and from Alderbridge Way new property line.
  - d. A volumetric PROP ROW is required along the Kwantlen Street frontage behind the line of the ROW to ensure adequate horizontal and vertical clearance is provided. The width of the volumetric PROP ROW would range between 3.65 m (where the layby is) and 0.5 m (where there is no layby), measured from the SROW along the new west property line. The height of the volumetric PROP ROW would range between 3.0 m (to ensure adequate height for pedestrians) and 5.4 m (to ensure adequate height for vehicles, including min. 0.9 m offset from the face of the curb).
  - e. An additional 3.16 m wide PROP ROW required for the greenway and sidewalk along Alderbridge Way.
- All required road dedications and SROW's required for this project are shown on the attached sketch (**Attachment 5**) and must be confirmed as accurate and complete via a survey plan to be submitted for approval by Transportation Engineering prior to adoption of the rezoning.

#### Parking and Circulation

- The proposed total of 113 parking spaces provided as part of the proposed development meet the City Centre parking requirements of the Zoning Bylaw for the proposed Land Uses.
- Of the total number of parking provided (113 parking spaces), 78 are regular size parking spaces, 32 are small car parking spaces (34 spaces or 30% of the total required parking allowed) and three (3) are handicap parking spaces (2 spaces required).
- All visitors that are not registered hotel guests exit the parking levels via an elevator to the street at a point immediately north of the hotel entrance.
- The proposal includes an on-street layby in front of the hotel entrance on Kwantlen Street for tour bus and taxi passenger pick-up and drop-off.
- The proposed development meets the loading requirements by providing two (2) on-site SU-9 loading spaces and one (1) WB-17 space on street layby. Access to all parking and on-site loading spaces are provided from the north, via an 8.5 m wide entry from Alexandra Road.



- The proposed development also meet the Class 1 and Class 2 on-site bicycle parking requirements based on the dominant hotel uses of the proposed development, as requested by Transportation Engineering.
- Overall, parking spaces, layout and circulation in parking levels are acceptable to City's Transportation Engineering.

#### Development Cost Charge (DCC) Credits:

The land and frontage works along Kwantlen Street are included in the current Roads DCC program. Exact credits eligible for the developer will be applied to the DCC payable at the lesser of the:

- 1) Value of the land and work in the DCC program for the portion of the road that would be completed in association with the proposed development; or
- 2) Actual value of the land and construction cost as determined through the Servicing Agreement.

#### Garbage & Recycling

- The location and size of the proposed garbage and recycling room is adequate to the needs of the proposed development. Although the proposed development does not include a garbage compactor, its location close to the entry to the parking and the loading/unloading area will facilitate efficient disposal service to the building.
- Internal access the garbage/recycling room is provided through an internal corridor that extends most of the length of the building along the service core area on the main floor level. This corridor also provides access to the storage and vertical service core to the penthouse restaurant and each of the hotel floors.
- The garbage and recycling room double doors and the minimum slope at the entrance ramp to the parkade and service area of the building will facilitate wheeling the recycling carts/containers to the street on collection days. Refinements to the ultimate design to improve operational aspects related to garbage service disposal will continue to be discussed through the Development Permit design review process.

#### **Advisory Design Panel**

Architectural plans describing the proposed hotel development associated with this rezoning application were reviewed by the Advisory Design Panel at its meeting of November 4, 2009. The Panel supported and provided comments on the proposed development, as presented. A few design development recommendations made by the Advisory Design Panel (**Attachment 6**) and refinement aspects identified by staff will be addressed through the Development Permit review process.

#### **Analysis**

##### **Richmond Official Community Plan. City Centre Area Plan (CCAP)**

The proposed land uses comply with and respond well to the overall planning objectives contained in the City Centre Area Plan (CCAP) in terms of land use designations and related Design Guidelines applicable to this area.



Although the proposed development density and height slightly exceed the suggested CCAP development guidelines, the development proposal assessment includes considerations at the pre-application and the City Centre Area Plan Concept stages. These considerations include:

- At the time of pre-application discussions with staff, the CCAP Concept (presented to Council in February, 2007) proposed a “T5 Urban Centre Zone” designation to the area where the subject site is located, with a typical density of “3.0 FAR with higher densities permitted where the proposed development contributes to the provision of public amenities and developments demonstrate a high standard of design”. This higher intensity type of development, street setbacks and building frontage treatment by the project in the CCAP area between Alderbridge Way and Alexandra Road is intended to reinforce the “Alderbridge Gateway” character of this strip of land.
- The subject rezoning application, as originally submitted by the applicant, fully met the CCAP Concept development framework for the area at that time and was well received by staff. However, further analysis and review of land uses and the form of development in the downtown area during the process of preparing the City Centre Area Plan, resulted in a few adjustments to area designation boundaries and a density of 2.0 FAR that was considered to be in the best interest for the whole narrow strip of land extending between Alderbridge Way and Alexandra Road, between Garden City Road and Hazelbridge Way.
- The CCAP, as approved by Council in September, 2009, now designates the development site as “Urban Centre T5 (25 m)” within the Aberdeen Village and in Development Permit Sub-Area A3-“Commercial Reserve-Mid-Rise”, which suggests a base maximum density of 2.0 FAR for non-residential uses and 25.0 m (82 ft.) maximum height. The CCAP encourages Office, Hotel, Restaurant, Retail Trade & Services, Entertainment uses, among others uses in this area.
- Within the Commercial Reserve-Mid-Rise sub-area, the CCAP encourages medium density, mid-rise, street-wall buildings with “heavy” bases and lighter, glassier upper floors, attractive roofscapes and skyline features with a maximum density of 2.0 FAR, however, additional density is also possible based on a “Village Centre Bonus” that may increase the maximum density up to 3.0 FAR in some parts of the Aberdeen Village area on the basis of superior building and landscaping design, improved quality of the public realm and provision of community benefits.
- The subject development proposes a 3.0 FAR. This density, achieved by application of a “Village Centre Bonus” is supported by City staff on this specific site only, as terms of reference for the development of the site were defined based on the 2007 CCAP Concept; which enabled a density of up to 3.0 FAR allocated to the site, recognizing the high quality of architectural design, and the substantial public amenities provided by this proposed development in the form of road dedications and road ROW’s. It should be noted that approximately 22.6% of the original development site will be ultimately allocated to roads and an additional 2.35% allocated to enhance a Greenway corridor as a PROP-ROW, to allow implementation of the planned City Centre vehicular and pedestrian circulation network.



- The suggested CCAP maximum building height in this sub-area is 25.0 m. The proposed height of 32.0 m has been reviewed and evaluated in relationship to the areas to the north, west and east that enable 45.0 m as the maximum permitted height for hotels uses under the current zoning. The proposed development, at approximately 32.0 m is considered appropriate for this specific site as it enables a desirable transition in height from the existing hi-rise residential buildings to the south, across Alderbridge Way, at a height of 45.0 m and the intended urban business park developments in the “Industrial Reserve-Limited Commercial” sub-area to the north of Alexandra Road, where the CCAP suggests a 25.0 m high limitation.
- A CCAP amendment is being proposed as part of this rezoning. It adds a “Village Centre Bonus” to 8540 Alexandra Road to help to achieve implementation of the City Centre Area Plan (CCAP) road network in the area. The CCAP provides for this proposed “Village Centre Bonus” type of land use overlay, as additional density may be permitted over and above the current CCAP permitted maximum density on a development site that provides superior building and landscape design; a vibrant, pedestrian-friendly public realm and results in clear benefits to the community (i.e. implementation of the CCAP pedestrian circulation network, completion of road network, public realm enhancements).
- The proposed OCP amendment to the City Centre Area Plan for the site to include a “Village Centre Bonus” will facilitate achieving the area community benefit objectives and to add to the vibrancy and liveability of the area (i.e. contributing to the pedestrian circulation network, enhancements to public realm, completion of road network).
- Planning and Transportation Engineering support the proposed OCP amendment, as it will result in the dedication and provision of a significant amount of land that will permit the completion of Kwantlen Street to its ultimate functional design, and the landmark and unique architectural character of the proposed building. In addition, the proposal will also grant additional Public Right-of-Passage (PROP) ROW’s and provide rest areas/seating along the Alderbridge Way frontage of the site, to facilitate implementation of the proposed Greenway along this street identified in the CCAP.

#### **Proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” Zone**

The proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone is based on a combination of the “Downtown Commercial (CDT1)” and “Auto-Oriented Commercial (CA)” zones and is considered appropriate to the unique characteristics of the proposed development and aims to achieving the overall density, character and urban design objectives that are appropriate for this transition area of the Aberdeen Village in the City Centre.



- The maximum density permitted under the proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone is 2.0 FAR, based on the suggested density for this area in the City centre Area Plan (CCAP) under the Urban Centre (T45) designation. The proposed development on the site achieves the maximum density 3.0 FAR which is allowable at various locations in the area through the additional 1.0 FAR “Village Centre Bonus” being proposed for 8540 Alexandra Road for the purpose of achieving the community benefit objectives for the area. This net development density results from the base site area, being reduced by the dedications to achieve the widening of Alderbridge Way and full width of Kwantlen Street, between Alderbridge Way and Alexandra Road.
- The yards and setbacks allowed under the proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone will reinforce the public realm character, image and the associated street-building relationship objectives that are considered appropriate for the area; which includes providing direct access from the street to the various land uses in the main floor to increase street animation and improving the public realm in this transition area of the City Centre.
- Building setbacks recognize a future stronger urban character of this area of the City Centre and the appropriate and desirable street-building relationship associated with the proposed uses at street level.
- The maximum building height of approximately 32.0 m is below the height of 45.0 m allowed under the “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” being considered for the site and on other Hotel Commercial zones in the Aberdeen Village area, but is above the 25.0 m height suggested in the CCAP for this area. The additional 7.0 m in building height is considered appropriate at this transition between the hi-rise development to the south (at 45.0 m high) and potential future lower light industry buildings areas to the north (at suggested 25.0 m high). Furthermore, the proposed development proposes a glass box expression of the penthouse restaurant on the upper portion of the building, a light and curvilinear roof form and setbacks from the edges of the heavier 25.0 m high hotel mass below; which strongly expresses and set the lower portion of the building within the building height suggested for the “Commercial Reserve-Limited Commercial” sub-area in the CCAP.
- The proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone does not permit residential uses because of the location of the site within “Area 1A- Restricted Area” of the Aircraft Noise Sensitive Development (ANSI) Policy Area. Although hotel use is not necessarily a residential use, a legal agreement will be registered on title to ensure that the maximum noise level within the hotel suites is no greater than 35 decibels (dBA) or equivalent to the noise levels acceptable for residential uses.

**Public Art**

The site is at a significant City Centre location, and presents an ideal opportunity to provide Public Art in compliance with the City Public Art Policy and OCP Development Permit Guidelines.



The applicant will contribute approximately \$48,555.43 (\$.60/ft<sup>2</sup> of the proposed 80,925.72 ft<sup>2</sup> or 7,518 m<sup>2</sup> of total building area) to the integration of the Public Art as part of this development or as a contribution to the Public Art Statutory Fund for use in future Public Art projects. The applicant will work collaboratively with the City Public Art Coordinator to identify final Public Art project location, theme, artist selection process, project budget, etc.

### **Community Planning Costs**

The developer proposes to provide a voluntary contribution at a rate of \$0.25/ft<sup>2</sup> of the maximum floor area ratio (FAR) to assist in paying for community planning costs associated with the preparation of the City Centre Area Plan and associated Development Permit Guidelines, which has been approved in principle by Council and has been used as a reference in processing this rezoning application. The contribution would therefore be approximately \$20,231.43.

### **Urban Design & Site Planning**

#### **Adjacencies**

The proposed development site is located at the boundary line of land use changes, as proposed in the City Centre Area Plan, that are intended to address noise issues associated with the operations of the Vancouver International Airport.

The proposed development meets the City Centre Area Plan land use and urban design objectives for this specific area of Aberdeen Village, in the proximity of the Lansdowne Mall and resolves well the need for transitioning of building mass and height from existing hi-rise buildings on the south side of Alderbridge Way, to expected future lower scale building masses with a continuous street frontage to the north of Alexandra Road.

The hotel building, at the western end of the City block, will not adversely affect the future (re)development potential of the existing commercial centre abutting the proposal to the east, nor the existing one-storey retail commercial centre to the west, across Kwantlen Street. The applicant has provided a schematic study that illustrates that full development potential of the adjacent site to the east can be realized without being impacted by the proposed development. The schematic study is in the file.

#### **General Comments. Building Massing and Form**

- Location of the hotel tower, placed toward the south portion of the site anchors the corner of Alderbridge Way and Kwantlen Street, and the lower mass of the parkade positioned toward Alexandra Road, facilitate a gradual mass and height transition from south to north.
- Proposed location for the hotel tower respond well to the difficult mass and space relationship, with present and future developments around the subject site, that have resulted from substantial road dedications and ROW's associated with development of this site that are required to implement the proposed CCAP road network in the area.
- Heights at this specific location will transition from the existing hi-rise residential towers on the south, to more compact building typology and lower heights expected on the proposed Industrial Reserve-Limited Commercial Sub-area of the Aberdeen Village to the north, across Alexandra Road, as suggested in the OCP.



- The two-storey base of the hotel tower on Alderbridge Way is set back from the alignment of the two-storey portion of the commercial building on the east side, with the tower set back to reinforce the frontage continuity along the street. The proposed PROP ROW along Alderbridge Way provides an additional setback that will facilitate enhancement of the public realm associated with the east-west Greenway proposed in the CCAP along Alderbridge Way. It is expected that redevelopment of the abutting site to the east will also provide the same building setback to continue implementing an enhanced pedestrian character for this street.
- Proposed development site planning, massing and architectural response to the challenges of building on this narrow site, which is also impacted by the dedications required by the City for street widening, is well handled.
- The four-storey parkade, street level commercial podium mass and its landscaped roof/outdoor amenity area respond well to the urban design conditions of achieving the transition/interface between the existing higher building forms to the south, and the future potential lower intensity developments areas to the north.

**General Comments. Site Planning and Architecture**

- The layby in front of the hotel lobby, on Kwantlen Street, will allow for small bus and taxi passenger pick-up and drop-off and ensure continuous flow of traffic along the street.
- The sidewalk and boulevard along Kwantlen Street follow the alignment of the layby. Weather protection is provided by a combination of portions of the building that cover the sidewalk and canopies over the hotel entrance and street-oriented uses along Kwantlen Street and a portion of Alexandra Road frontage.
- The canopy provided over the entrance to the parkade on Alexandra Road will contribute to minimize the visual impact of this opening on Alexandra Road building frontage, provide interest to the façade and maintain consistency of treatment along both Kwantlen Street and Alexandra Road building frontages.
- The hotel tower and the associated service lower podium structure include the use of the same/similar type and quality of materials, such as the use of terracotta sun shades, as dominant features on the building facades that soften the expression of the building mass. These architectural features, in addition to a combination of varying depth cantilevered balconies/planters, provide articulation to the west and south sides of the hotel tower and relate well to the existing residential buildings across Alderbridge Way.
- Hotel associated uses on the lower level of the proposed building, such as lobby, lounge/restaurant and conference room, and the proposed bar fronting Kwantlen Street and portion of the frontage on Alexandra Road, are visually connected to the adjacent streets providing interest and animation to the public realm.
- Treatment of the upper floor (penthouse restaurant) of the proposed hotel tower is expressed as a glass box covered by a soft curvilinear roof plane that is setback from the edges of the lower portion of the building, which effectively reduces the perceived overall building height. The same curvilinear roof detail is used as a steel and glass canopy over the hotel entrance on Kwantlen Street.

**Public Realm, Landscaping & Open Space Design**

- The layby area in front of the hotel entrance is proposed to be cast-in-place concrete with black stained bands for the purpose of adding a higher level of finish to the entrance.
- The portion of the sidewalk in front of the hotel is also proposed to be cast in place concrete, but with exposed aggregate banding. Frequency of the banding will be manipulated to accentuate/identify the hotel lobby entrance area. Sidewalk pavement along all streets will extend up to the building face, providing a stronger relationship between lower level land uses and the street.
- The treatment of the setback area along Alderbridge Way, covered by a PROP-ROW, include extension of the sidewalk pavement treatment up to the building face and planters and granite blocks for seating that will contribute to an interesting public realm and character of the Greenway along Alderbridge Way, as proposed in the CCAP.
- Continuous boulevards will possibly include ground covers that will help to separate pedestrians from vehicles along Alexandra Road and Alderbridge Way and at the approach to the intersection on Kwantlen Street, providing a higher sense of safety for pedestrians.
- The outdoor amenity space for hotel guests, including a small pool and roof garden accessible to all guests, is provided on top of the parkade, on Level 6, on the north side of the hotel tower. A planter and railing combination, of varying width, is provided at the perimeter of the outdoor amenity space to increase safety of guests using this deck area.
- The area of the main common outdoor amenity space for hotel guests is approximately 600.0 m<sup>2</sup> (6,458.5 ft<sup>2</sup>) in area. Direct and clear access to this space is provided from the elevator lobby and the internal corridor. This outdoor area of the building is exposed to sunlight from the southwest and west in the afternoon.
- A landscaped area is also provided on Level 3, along the Alderbridge Way side of the building; this roof garden area is associated with the patio/deck space of the only four (4) hotel suites (including three (3) HC units) provided on that level of the hotel. This private outdoor expansion area is exposed to sunlight from the south.
- The proposal includes a gym of approximately 78.0 m<sup>2</sup> (839.0 ft<sup>2</sup>) and Spa of approximately 238.0 m<sup>2</sup> (2,562 ft<sup>2</sup>) for hotel guests provided on Level 6.
- A business area including two small meeting rooms of approximately 60.5 m<sup>2</sup> (651.0 ft<sup>2</sup>) and 36.0 m<sup>2</sup> (387.5 ft<sup>2</sup>) is provided in Level 2.

**Special Needs Accommodation**

- The proposed development includes three (3) units on Level 3 that comply with all the required Basic Universal Housing features to make them accessible to a person with a disability, using a wheelchair, as described in the Zoning Bylaw. These features include, among others:
  - Each one of these hotel suites and amenity space is accessible to a person with disability from a public road and from the parking floors;
  - Automated door openers at main lobby entry and common areas;
  - Units with wider entry door opening and corridor; and
  - Accessible bathroom.



- In addition to the Universal Accessible units described above, every hotel suite includes features that facilitate use by elderly guests, such as door opening devices and fixtures that do not require tight grasping or twisting of wrist, and grab bars in bathrooms, among others.
- The proposal allocates three (3) parking spaces that meet the requirements for use by a person with disabilities using a wheelchair.

### **Sustainability Aspects**

In response to the City's commitment to long-term environmental, financial and social sustainability, the proposed development includes a series of sustainable features that include, among others:

- Use of locally/regionally harvested and manufactured products;
- Sun shading screens are proposed on the south and west sides of the building to reduce the energy consumption for cooling;
- External sun shades on the west side of the building allow sunlight but minimize heat gain;
- Green roof courtyard space provided over the parkade;
- Recycling facilities;
- Use of recycled material products or with recycled content where applicable;
- Low flow faucets and showerheads, high performance dual-flush toilets; and
- Units will have efficient fixed lights, fans and cooling/heating equipment combined with increased occupant control to decrease energy consumption.

### **Crime Prevention Through Environmental Design (CPTED)**

CPTED principles, and lighting and signage details will be reviewed and implemented through the Development Permit review process. General comments and recommendations on this matter are as follows:

- Using reflective white paint and minimizing amount of solid walls between split-levels within the parkade.
- Incorporating glazing into vestibules and corridors to elevator lobbies and providing vision panels in all doors leading to public accessible areas (exit stairs).
- Achieving a clear separation between parking between hotel guests, and bar and penthouse restaurant patrons. Improving access route to lobby and vertical circulation from parking levels where parking for restaurant customers is provided (CPTED).
- Providing low-level lighting, pedestrian lighting or wall mounted fixtures to be considered around the outdoor amenity space on the 6th Level to increase casual surveillance from surrounding guest units.
- Providing adequate lighting along those portions of the sidewalk that extend below portions of the building.

### **Aspects of the Proposal that Need Addressing Through the Development Permit Review Process**

- Design development required to the west side of the parkade, including improvements to the portion of the parkade over the parking driveway entrance on Alexandra Road. The applicant is exploring options to provide cantilevered planters in combination with potential fenestrations or design development to parkade screen treatment similar to the sunshades and fenestrations found on the west elevation of the hotel building.



- Design development to the screen/louvers on the west and north sides of the parkade volume.
- Design development to the column proportions, spacing, height and overall expression of the lower levels of the hotel façade, including canopy, in relationship to architectural expression of hotel suites above.
- Further design refinement of the hotel entrance façade and overall streetscape to reinforce separation between vehicles and pedestrians.
- Design development to the southwest corner of the parkade mass to ensure adequate horizontal and vertical clearance is provided at the northern end of the layby in front of the hotel entrance.
- Treatment and overall architectural expression of main building façade (west) to be carried around the corners to all three (3) streetscapes.
- Design development to unifying the screening material used on building facades.
- Potential inclusion of additional accessible guest rooms and rooms with wheel-in showers rather than bathtubs in various other levels throughout the hotel.
- Developing a signage design concept and basic signage guidelines as integral part of the architectural concept.
- Complete information on landscaping drawings (i.e. identification of Class 2 bicycle rack location)
- Provision of Public Art as an integral part of the architecture of the building in close consultation with the City's Public Art Coordinator. Exploring potential integration of Public Art into canopy or parkade mass.

**Requested Variances:** No relaxation to setbacks from public streets have been identified at this stage of the development review process. Exact extent of relaxations, if needed, will only be determined at the Development Permit stage based on the adjustments to the proposal that may result from precise location of ultimate property lines and addressing issues identified by staff and the recommendations made by the Advisory Design Panel.

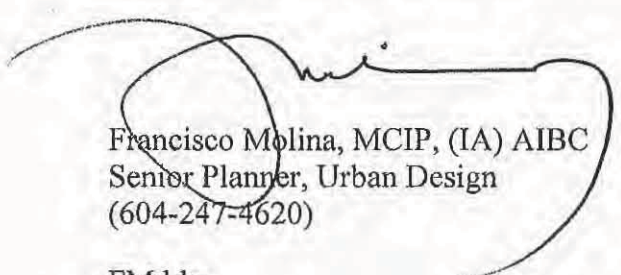
#### **Financial Impact or Economic Impact**

None.



**Conclusion**

Staff recommend this rezoning application be approved to proceed. Rezoning of the subject site complies with the objectives for the area, as indicated in the CCAP Concept during the discussions leading to this rezoning application and the current City Centre Area Plan, and on this basis, the proposed development density and land use is supportable. This development will contribute to achieving the City's envisioned urban design objectives identified in the City Centre Area Plan by enhancing the pedestrian-oriented character and quality of the public realm along Kwantlen Street and Alderbridge Way, enhance and complete the existing road network in the area and contribute to implement the long-term City Centre road network.



Francisco Molina, MCIP, (IA) AIBC  
Senior Planner, Urban Design  
(604-247-4620)

FM:blg

**Attachments:**

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Development Plans
- Attachment 4: Rezoning Considerations
- Attachment 5: Dedications and Right-of-Way Scheme
- Attachment 6: Excerpts from the Advisory Design Panel minutes





RZ 08-423207

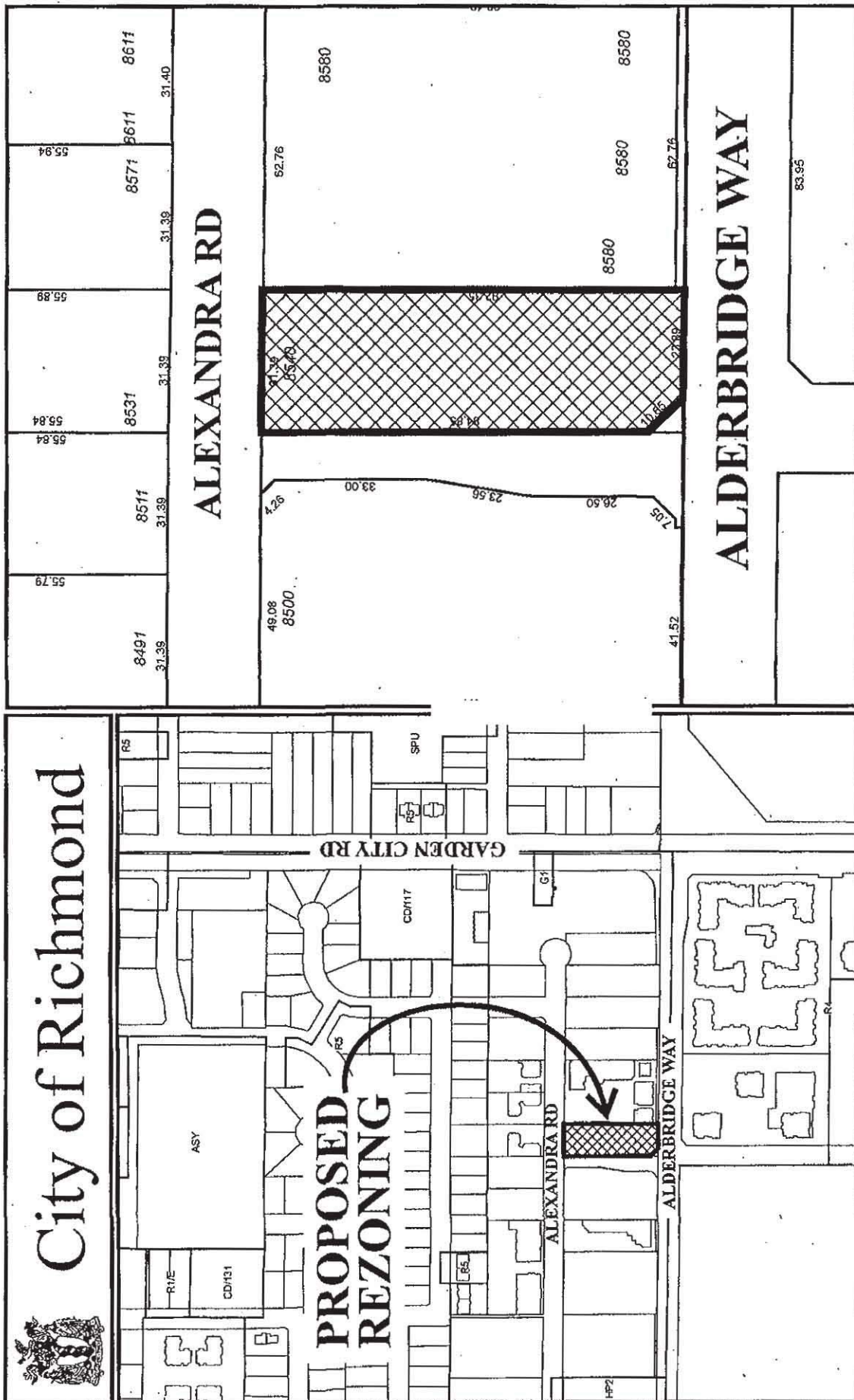
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Revision Date:

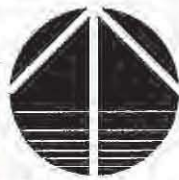
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# PROPOSED. REZONING

## PLN - 45







RZ 08-423207

Original Date: 06/05/08

Amended Date:

Note: Dimensions are in METRES





## City of Richmond

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

## Development Application Data Sheet

**RZ 08-423207**

**Attachment 2**

Address: 8540 Alexandra Road

Applicant: Home Run Developments Ltd.

Planning Area(s): City Centre Area Plan (Aberdeen Village)

	Existing	Proposed
<b>Owner:</b>	Home Run Developments Ltd.	
<b>Site Size (m<sup>2</sup>):</b>	2,868.17 m <sup>2</sup>	2,506.01 m <sup>2</sup>
<b>Land Uses:</b>	Vacant	Hotel, Restaurant
<b>OCP Designation:</b>	Commercial	Commercial
<b>Area Plan Designation:</b>	Urban Centre (T5) (25 m) (Commercial Reserve - Mid-Rise)	Urban Centre (T5) (25 m)
<b>Zoning:</b>	Auto-Oriented Commercial (CA)	Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)
<b>Number of Units:</b>		101 hotel suites
<b>Other Designations:</b>		(Village Centre Bonus Overlay)

	Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)	Proposed	Variance
Floor Area Ratio:	Max. 3.0 FAR	3.0 FAR	none permitted
Lot Coverage – Building:	Max. 90%	Approx. 45 %	none
Lot Size (min. dimensions):	None	2,506.01 m <sup>2</sup>	none
Setback–Front (Alexandra Road) (m):	Min. 2.00 m (may be reduced to 3.0 m subject to	2.0 m	none



	<b>Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)</b>	<b>Proposed</b>	<b>Variance</b>
	conditions, as approved by the City)		
Setback–Front (Alderbridge Way) (m):	Min. 2.00 m (may be reduced to 3.0 m subject to conditions, as approved by the City)	3.16 m	none
Setback – side yard exterior (m): (Kwantlen Street)	Min. 0.50 m (may be reduced to 3.0 m subject to conditions, as approved by the City)	3.50 m	none
Setback – Interior side yard (m):	0.00 m	0.0 m to parkade (1.7m to building)	none
Height (m):	47.0 m (Geodetic)	32.0 m	none
Off-street Parking Spaces (Hotel)	48 (0.95 spaces per 2 guest sleeping rooms A 5% reduction of total required parking is applicable))	48	none
Off-street Parking Spaces (Restaurant) Main floor	15 (0.42 spaces/100 m²)	15	none
Off-street Parking Spaces (Restaurant) Penthouse	49 (8 spaces/100 m² up to 350 m², plus 10 spaces for each additional 100 m² of gross leasable floor area. A 5% reduction from the minimum required parking is applicable.)	50	none
Accessible Parking Spaces	3 spaces of the total required parking (2% of the total required parking spaces)	3	none
Small Car Parking Spaces	34 (30% or total parking required)	28	none
Off-street Parking Spaces – Total:	112	113	none
Bicycle Parking Spaces (Class 1)	16	22	none
Bicycle Parking Spaces (Class 2)	16	16	none
Amenity Space – Outdoor:		approx. 600.0 m²	none





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Vancouver BC V6E 4S1 Canada  
604 683 6727 Int  
604 681 2770 Fax

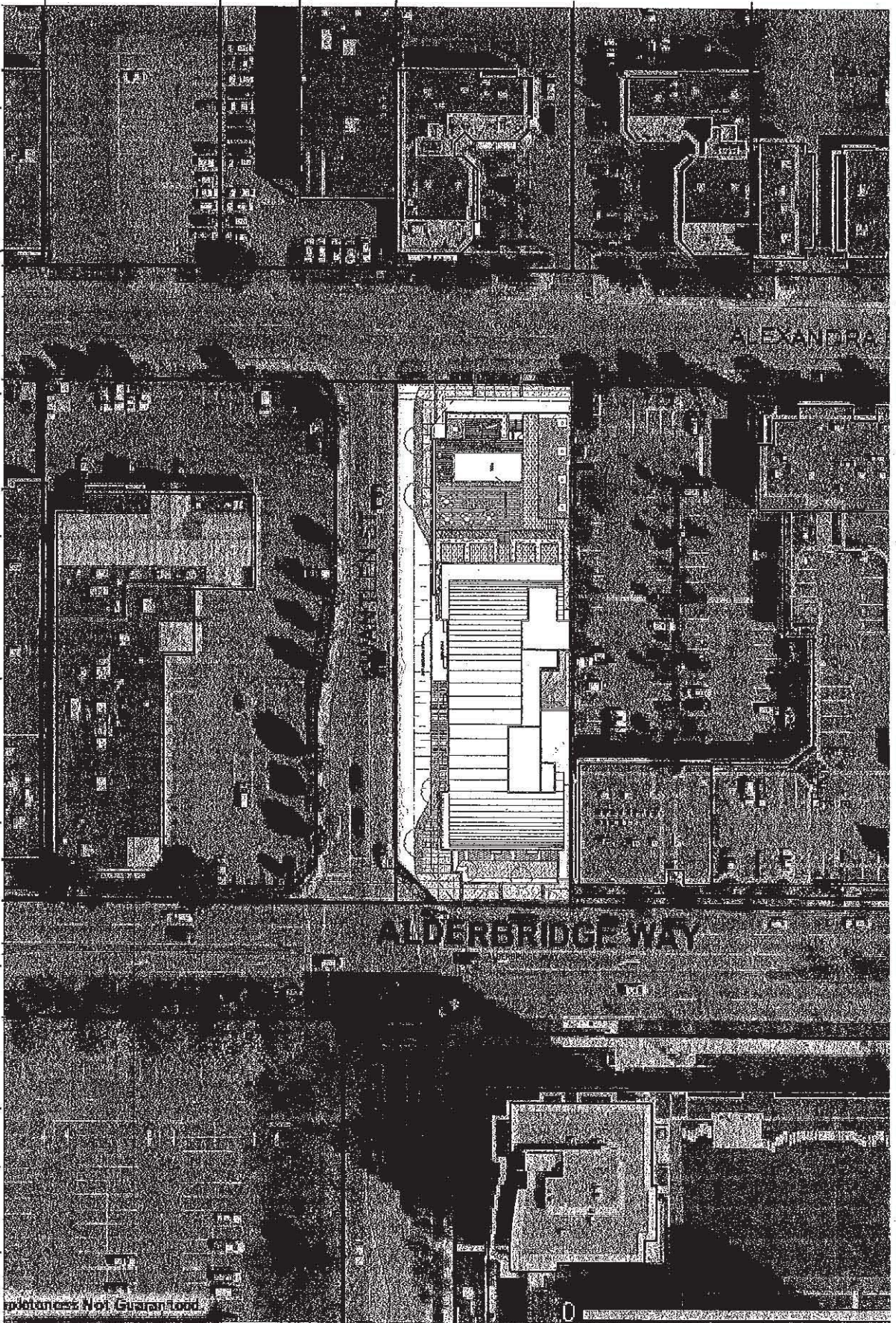


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**RUN GARDEN**  
**RICHMOND, BC.**

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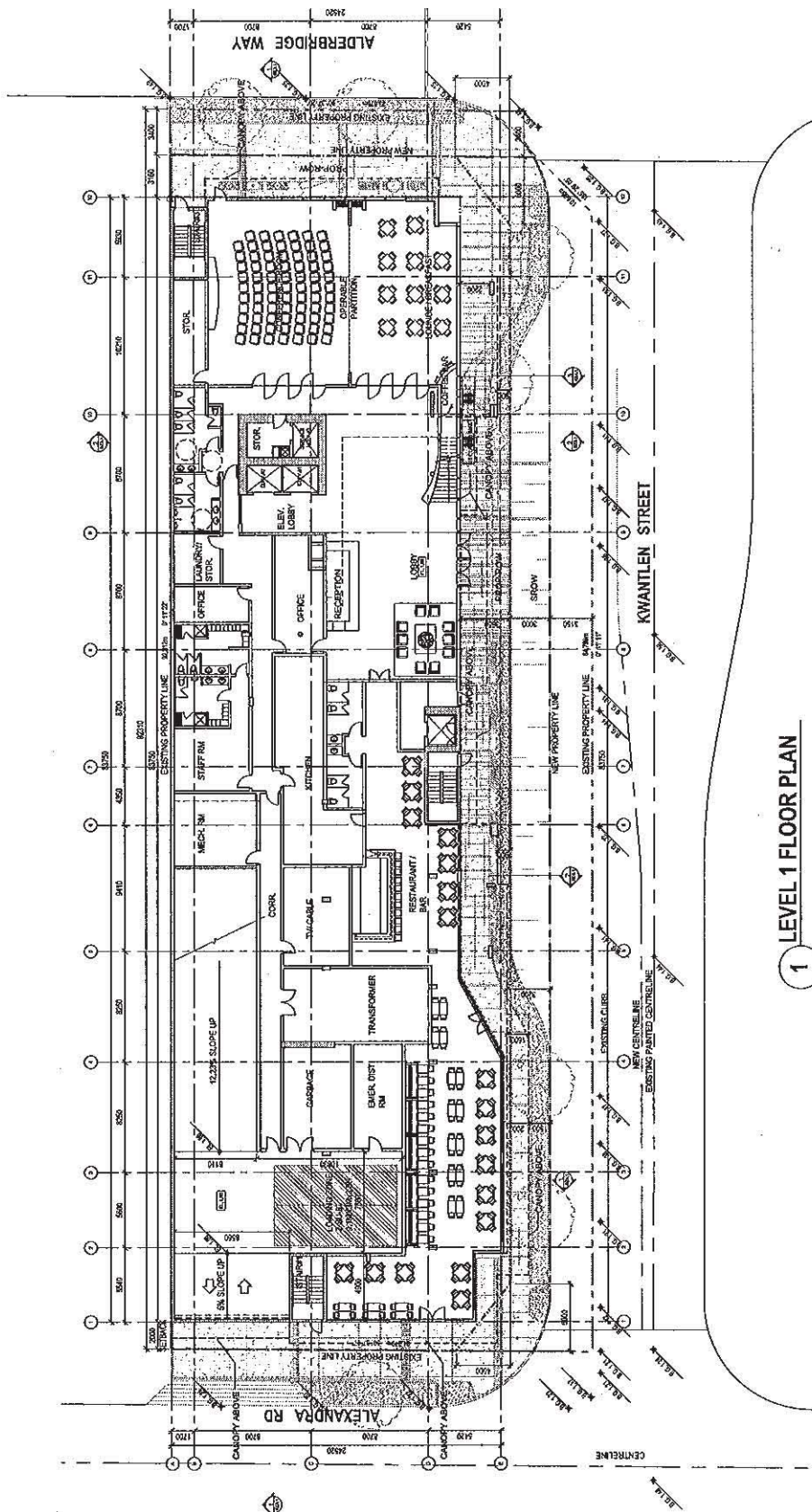
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PLN - 51

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LEVEL 1 PLAN

PROJECT TITLE  
RUN GARDEN  
RICHMOND, BC



IBI  
HIS  
IBI Group Inc.  
700-750 West Pender Street  
V6C 2R8  
604.681.2779  
604.681.2779

DATE REVISIONS BY  
DATE REVISIONS BY

DATE REVISIONS BY  
DATE REVISIONS BY

DATE REVISIONS BY  
1. 10/11/2019 - 10/11/2019 FOR REVISIONS  
2. 02/23/2020 - 02/23/2020 FOR REVISIONS  
3. 04/15/2021 - 04/15/2021 FOR REVISIONS  
4. 04/15/2021 - 04/15/2021 FOR REVISIONS

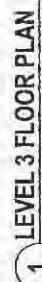
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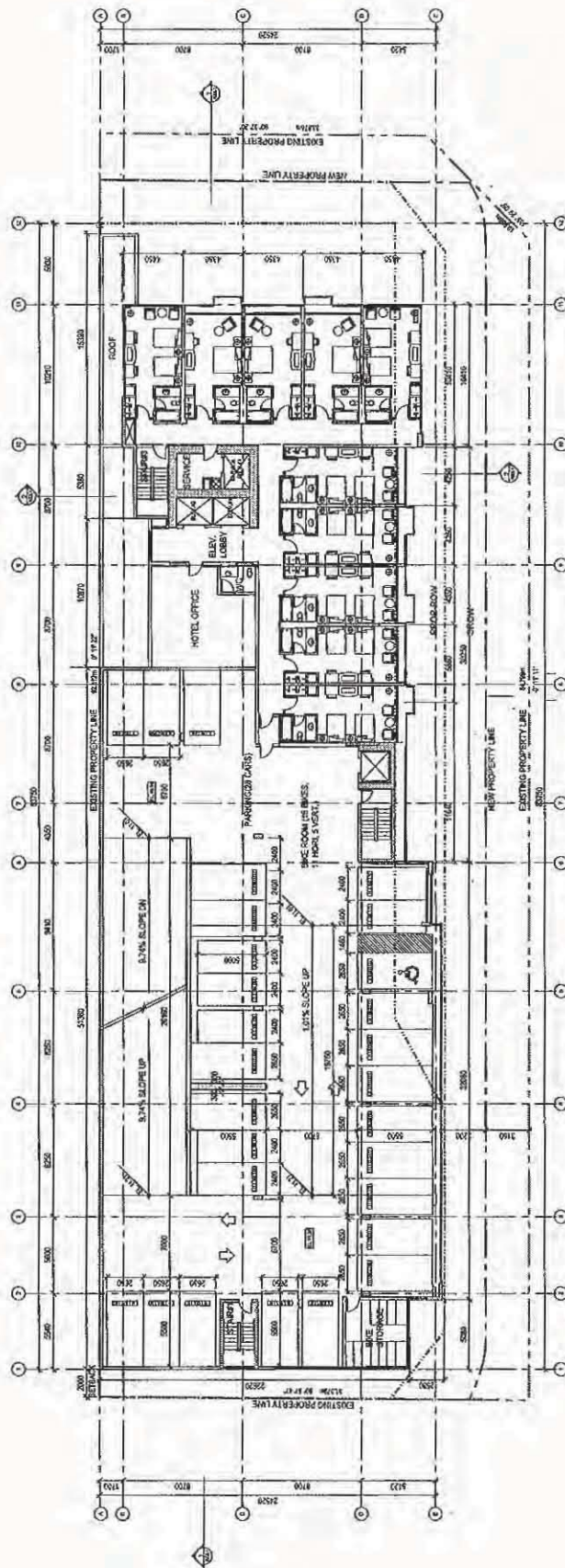






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1 LEVEL 4 FLOOR PLAN

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PROJECT TITLE:  
 RICHMOND GARDEN  
 RICHMOND, BC

PROJECT TITLE:  
 RICHMOND GARDEN  
 RICHMOND, BC



100-1000 West Pender Street  
 Vancouver, BC V6E 2P6  
 TEL: 604-681-1770  
 FAX: 604-681-1771

DATE: 15/10/18  
 BY: S.A.

DATE: 15/10/18  
 BY: S.A.

DATE: 15/10/18  
 BY: S.A.

DATE: 15/10/18  
 BY: S.A.

6/28





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PROJECT TITLE:  
RUN GARDEN  
RICHMOND, BC.



**TBI**  
**HB**

DATE	REVISIONS	BY

DATE	SIGNATURES	BY
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**DATE**   **REVISIONS**   **BY**

1. MAY 18, 2004   ISSUED FOR REZONING

2. OCT. 25, 2008   RE-APPROVED FOR REZONING

3. OCT. 25, 2010   RE-APPROVED FOR REZONING

4. JUNE 15, 2011   For Rebuild

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7/28





8/28





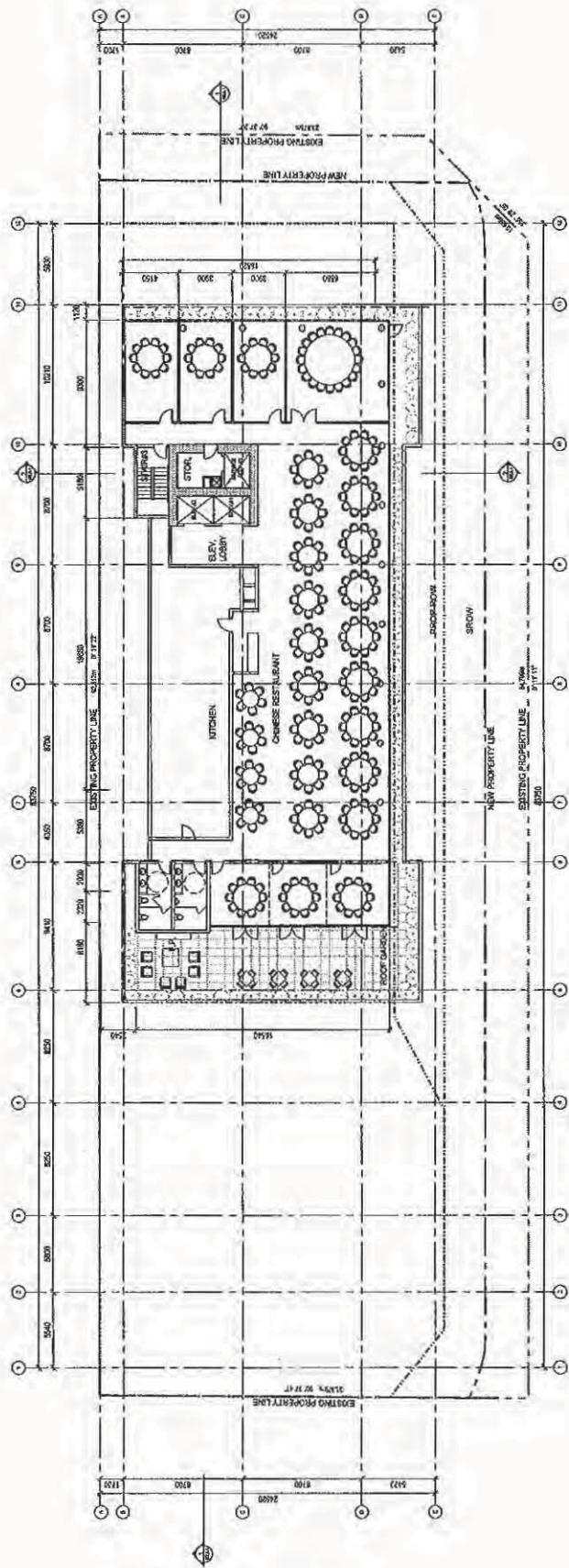




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 NORMANLYNCH ENGINEERING  
 1000 10TH AVENUE, SUITE 100, DENVER, CO 80202  
 TEL: 303.733.1111 FAX: 303.733.1112

10/28





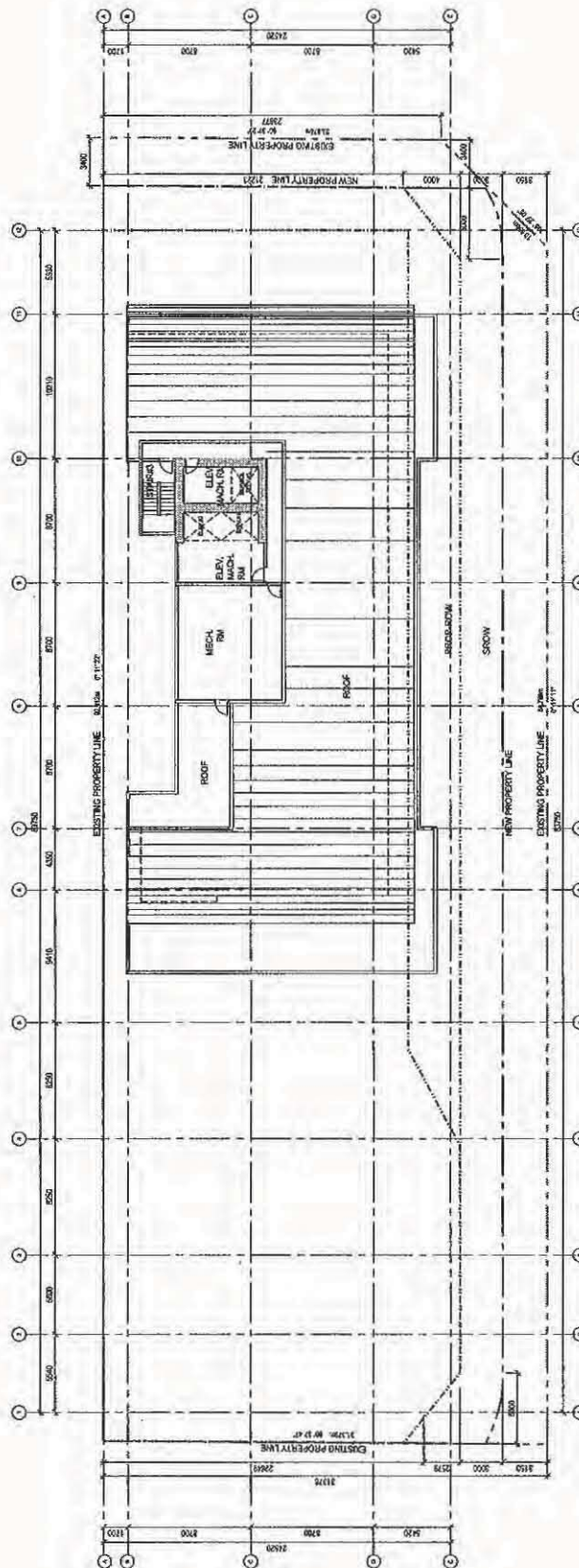
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11/28





# 1 ROOF FLOOR PLAN

PLN - 60

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LEVEL ROOF PLAN

PROJECT TITLE  
RUN GARDEN  
RICHMOND, BC



IBI GROUP INC.  
100-1000 West 10th Avenue  
V6H 1A5  
403-277-7777  
403-277-7777 Fax

DATE: 11/11/2011  
BY: [Signature]  
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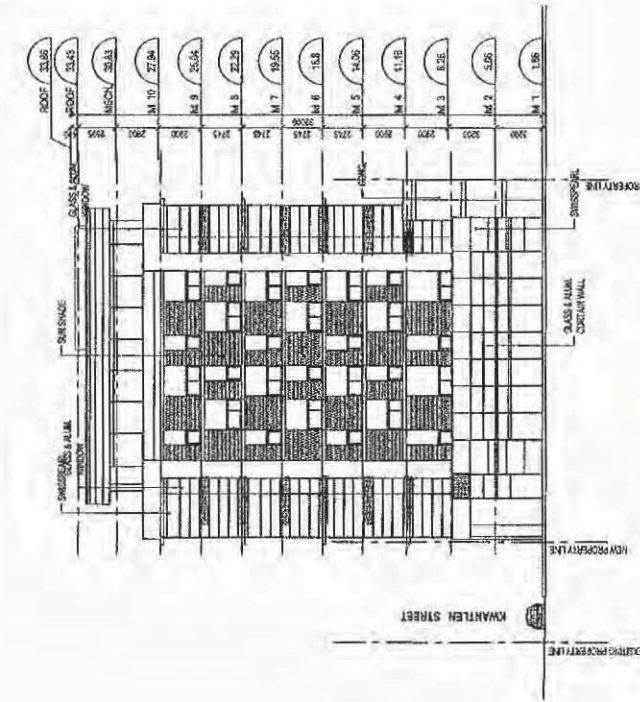
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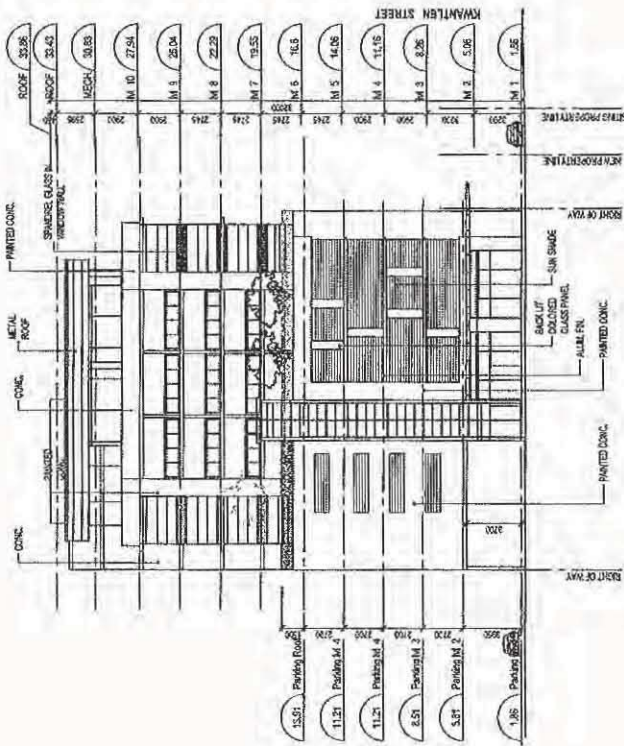








SOUTH ELEVATION



NORTH ELEVATION

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PROJECT TITLE  
RUN GARDEN  
RICHMOND, VA

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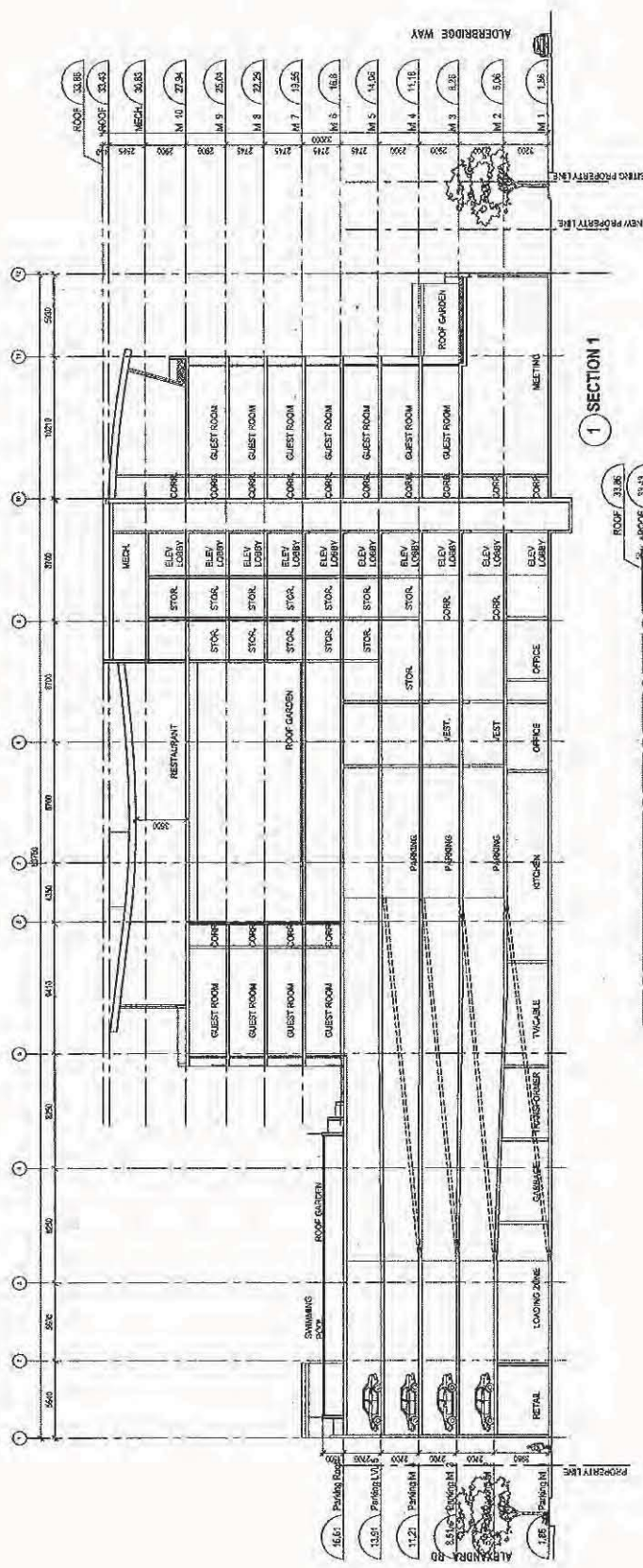
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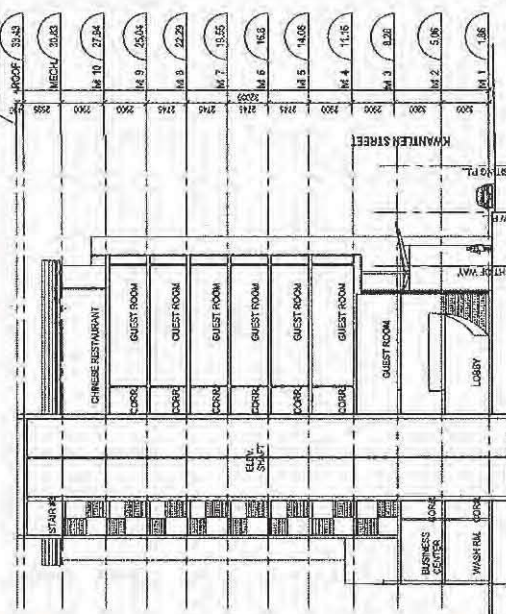
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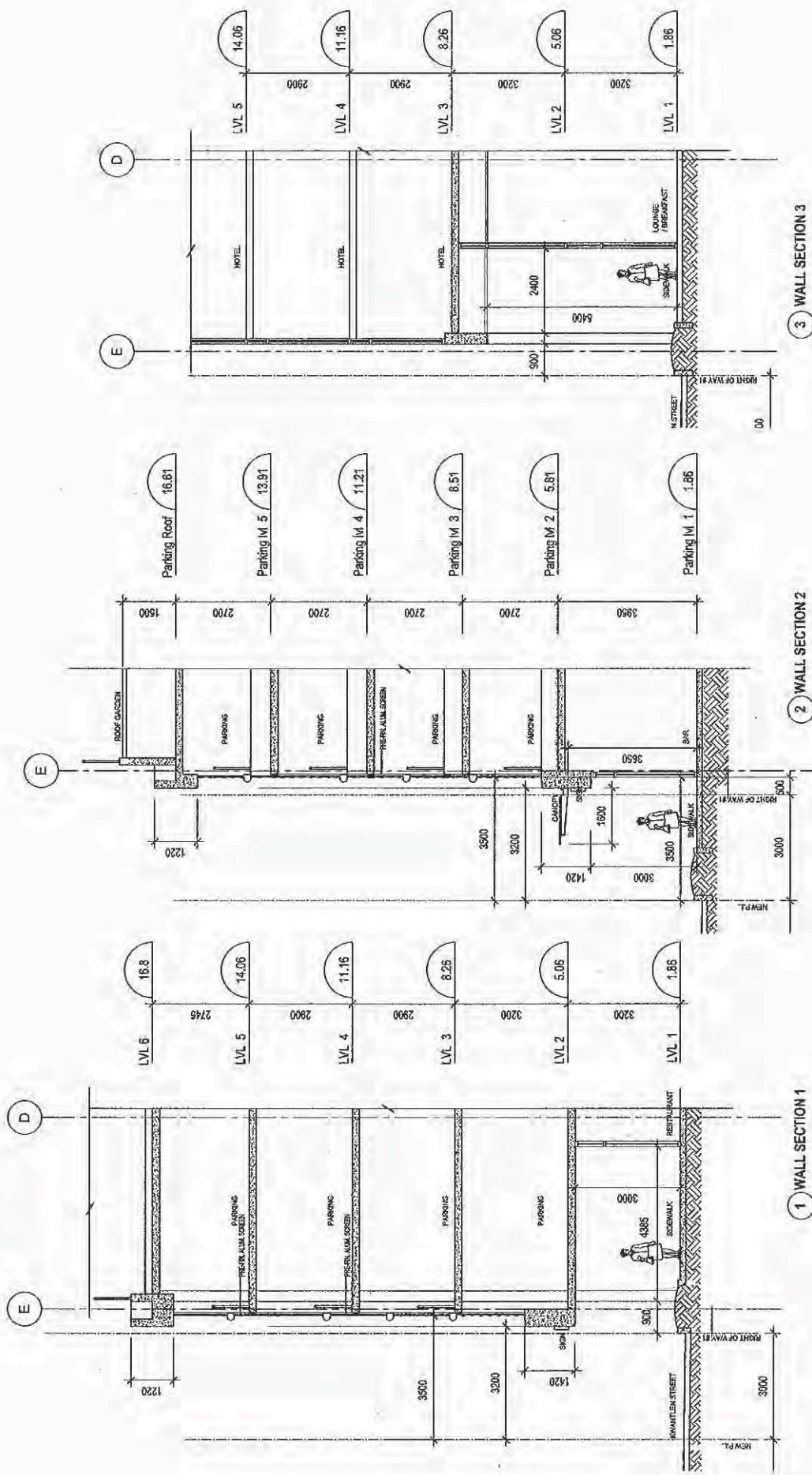


1 SECTION 1



2 SECTION 2

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PLN - 65

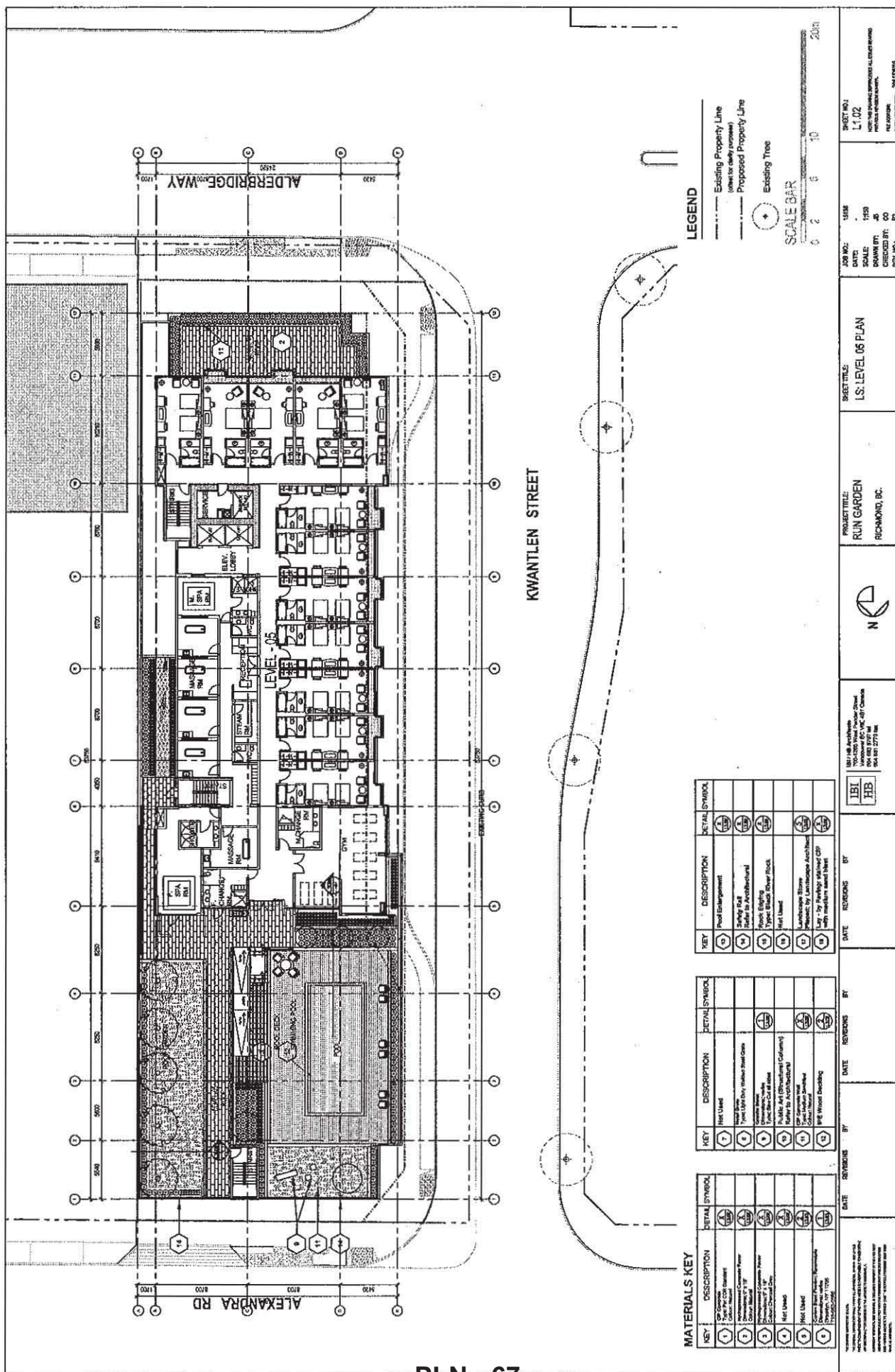
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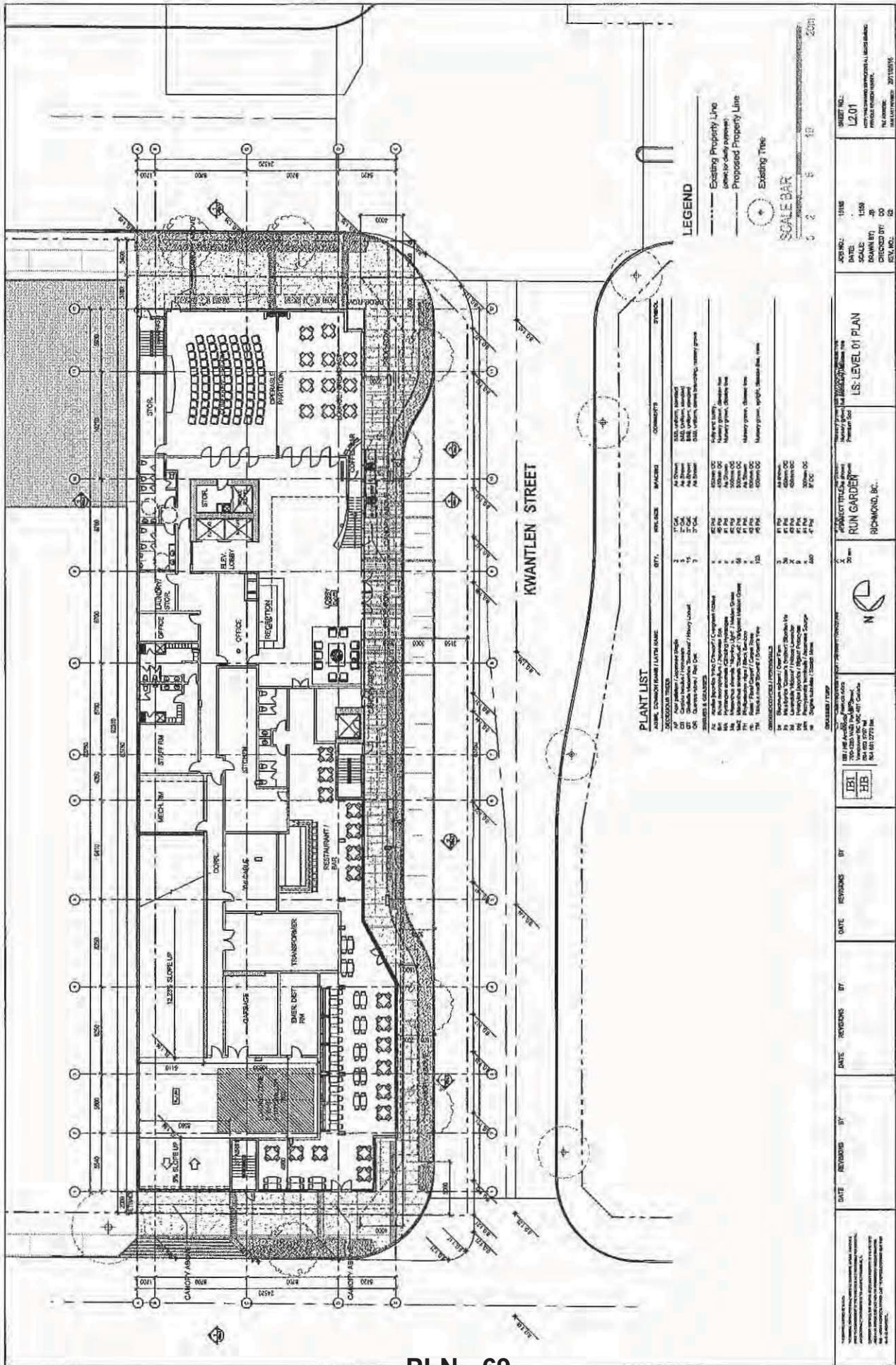










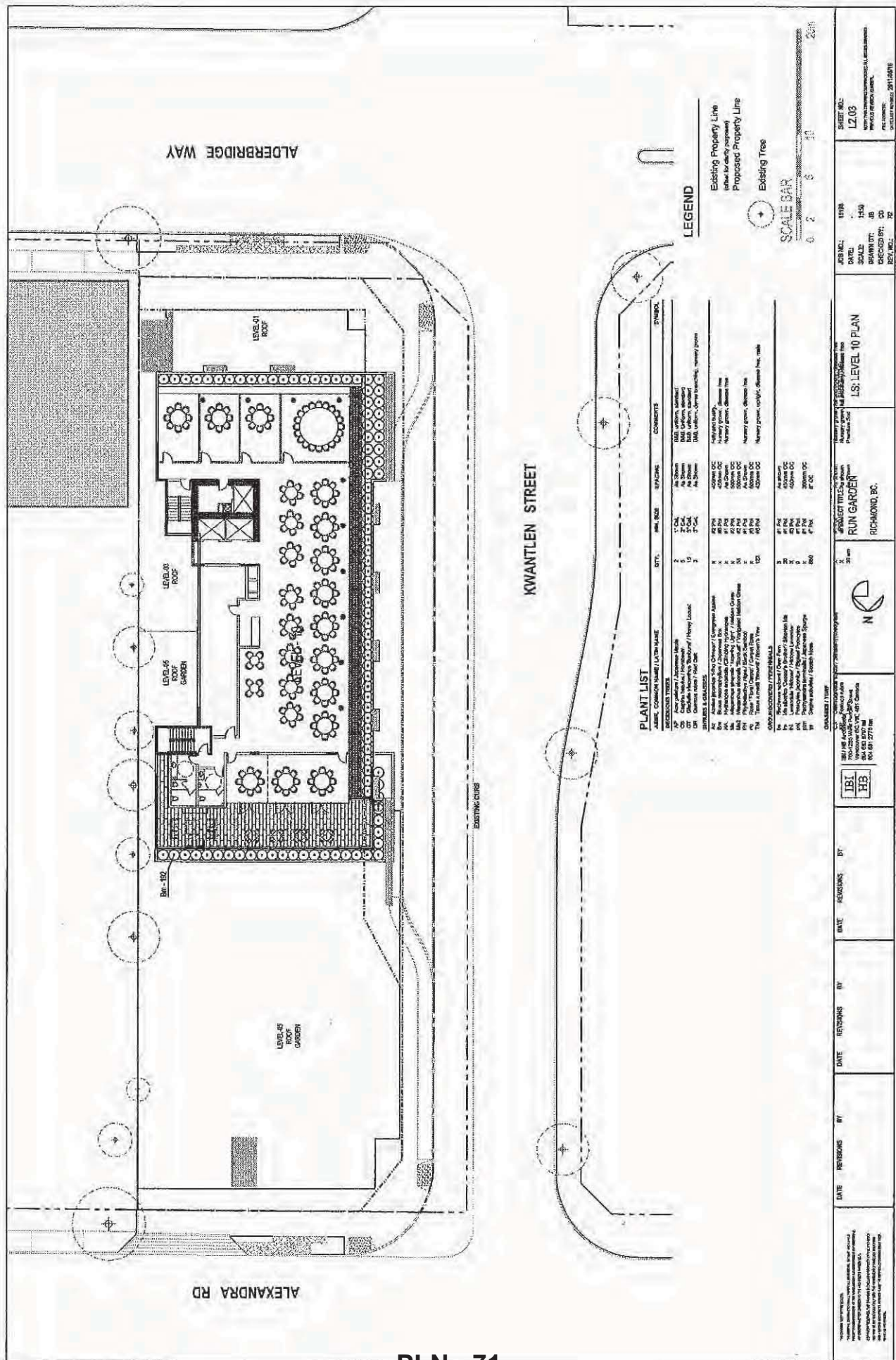


21/28

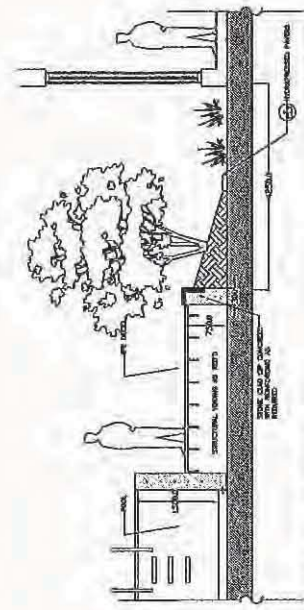
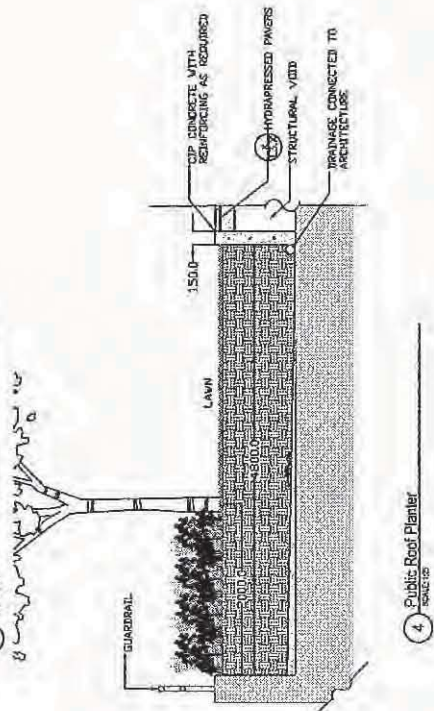
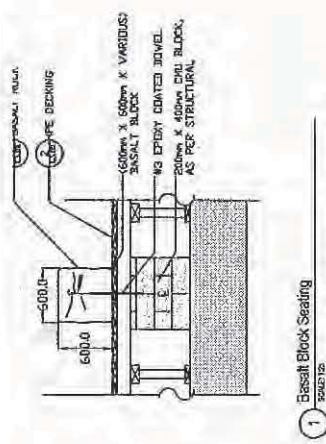
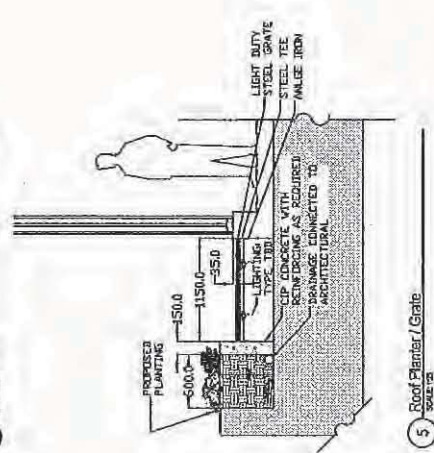
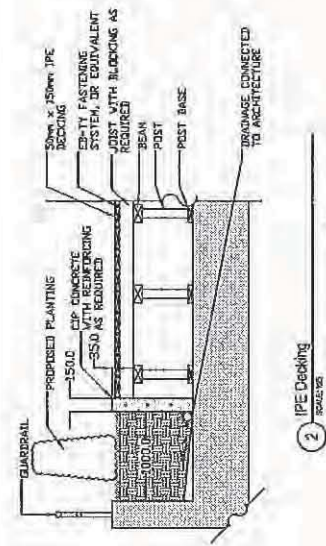
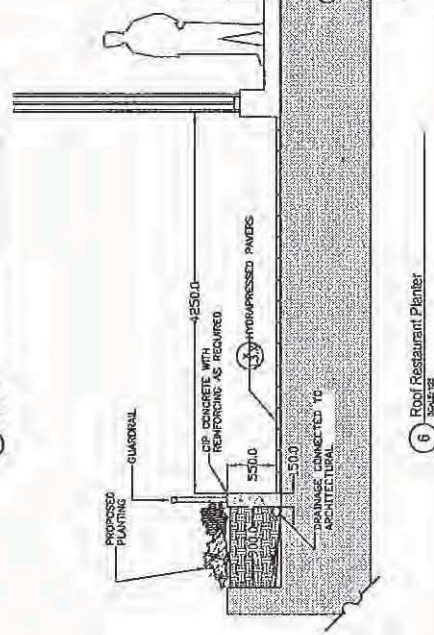






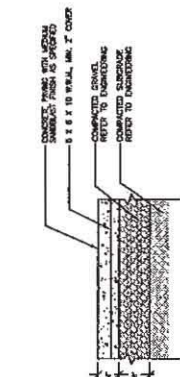




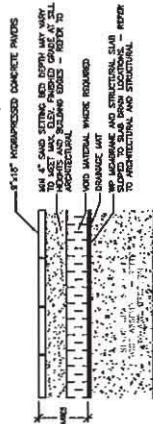
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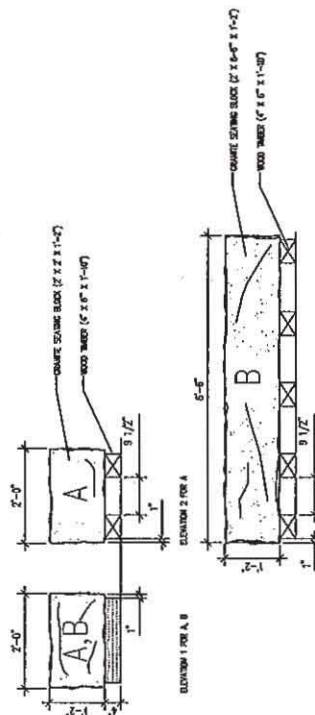




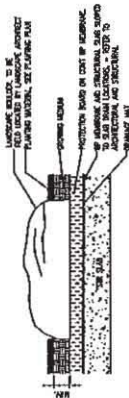
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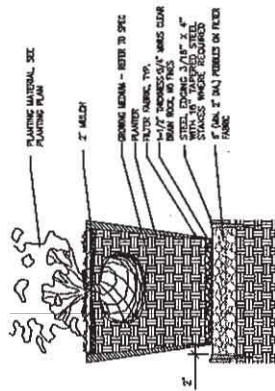
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SCALE: 1/4" = 1'-0"



4 LANDSCAPE BOULDER ON STRUCTURE  
SCALE: 1/4" = 1'-0"



5 GRANITE SEATING  
SCALE: 1/4" = 1'-0"

6 PLANTER ON SOIL  
SCALE: 1/4" = 1'-0"

X XXXXXX XXXX  
SCALE: 1/4" = 1'-0"

X XXXXXX XXXX  
SCALE: 1/4" = 1'-0"

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SCALE: 1/4" = 1'-0"

NOTES:  
1. ALL DIMENSIONS ARE IN FEET AND INCHES.  
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.  
4. ALL DIMENSIONS ARE TO OUTLINE UNLESS OTHERWISE NOTED.  
5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

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REVISIONS: \_\_\_\_\_

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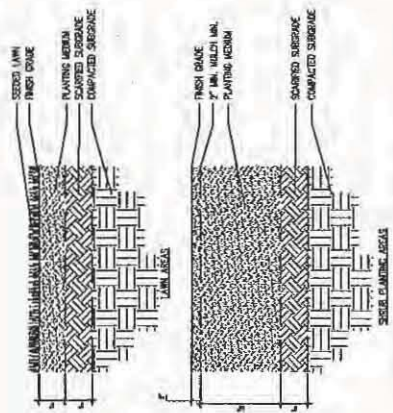
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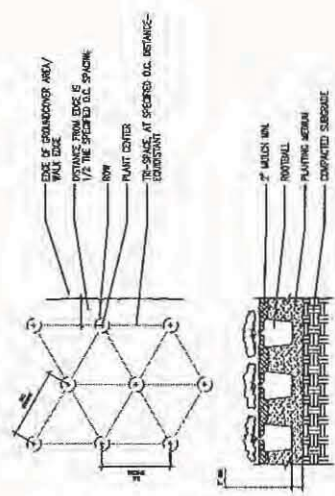
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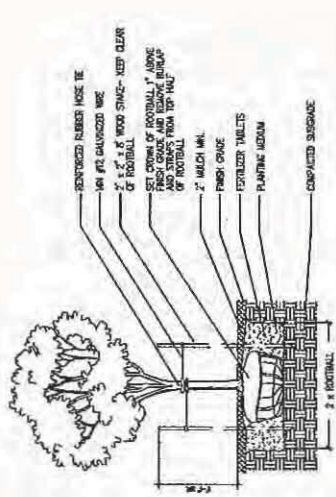
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REVISIONS: \_\_\_\_\_



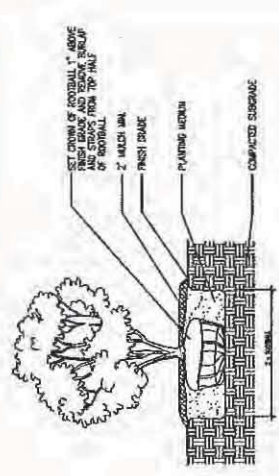
1 PLANTING MEDIUM DEPTHS  
SCALE: 1\"/>



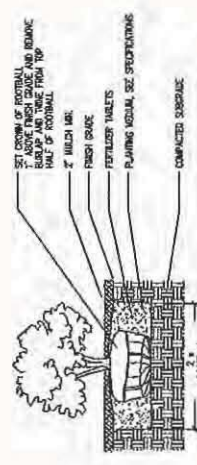
4 GROUNDCOVER PLANTING  
SCALE: 1\"/>



2 DECIDUOUS TREE PLANTING  
SCALE: 1\"/>



3 MULTI-STEM TREE PLANTING  
SCALE: 1\"/>



5 GROUNDCOVER PLANTING  
SCALE: 1\"/>

PROJECT NO. 15199 DATE 11/19 SCALE 1/16 DRAWN BY JG CHECKED BY GJ DESIGNED BY JG	SHEET TITLE L.S. DETAILS	PROJECT TITLE RUN GARDEN ROCKMONT, DC	SHEET NO. 14.01 TOTAL SHEETS 14.01 PROJECT NO. 15199
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## Rezoning Considerations

**8540 Alexandra Road**

**RZ 08-423207**

Prior to final adoption of OCP Amendment Bylaw No. 8728 and Zoning Amendment Bylaw No. 8729, the developer is required to complete the following:

1. Required land dedication and Public Rights of Passage Rights-of-Way (PROP ROW) include:
  - a. 3.15m wide dedication along the west PL (i.e., Kwantlen Street frontage). This includes following the ultimate curb & gutter at both intersections)
  - b. 3.4 m wide dedication along the south PL (i.e., Alderbridge Way frontage)
  - c. 3.0 m wide PROP ROW along the new west PL to accommodate proposed lay-by, tree boulevard and sidewalk, including a 4mx5m corner cut on the northwest (Kwantlen/Alderbridge Way) and southwest (Kwantlen Street/Alexandra Road) corners. Note that the 4 m is the offset distance measured from the Kwantlen ROW line while the 5 m is the offset distance measured from Alexandra Road property line and from Alderbridge Way new property line.
  - d. A volumetric PROP ROW is required along the Kwantlen Street frontage behind the line of the ROW to ensure adequate horizontal and vertical clearance is provided. The width of the volumetric PROP ROW would range between 3.65 m (where the layby is) and 0.5 m (where there is no layby), measured from the SROW along the new west property line. The height of the volumetric PROP ROW would range between 3.0 m (to ensure adequate height for pedestrians) and 5.4 m (to ensure adequate height for vehicles, including min. 0.9 m offset from the face of the curb).
  - e. An additional 3.16 m wide PROP ROW required for the greenway and sidewalk along Alderbridge Way.
2. Registration of Public Right-of-Passage (PROP) Statutory Right-of-Way (ROW) as described in paragraph 1 (c), (d) and (e) above.
3. Option to Purchase/Dedicate the ROW areas described in paragraphs 1 (c) in favour of the City for nominal consideration.
4. Section 219 Covenant(s) providing for no Stratification (Subdivision by way of Strata Plan) and no occupancy of lands until the ROW areas described in paragraphs 1 (c) have been transferred to or dedicated to the City
5. Entering into a legal agreement to ensure that the maximum noise level (decibels) within the hotel suites is no greater than 35 decibels (dBA).
6. Registration a Flood Indemnification Covenant on title.
7. City acceptance of the developer's contribution of \$48,555.43 towards Public Art. A Letter of Credit in the equivalent amount, along with a legal agreement regarding the provision of Public Art on site is also acceptable.
8. City acceptance of voluntary contribution of \$20,231.43 toward community planning costs associated with the new City Centre Area Plan and receipt of a letter from the applicant confirming the terms of the contribution and provision of the contribution.
9. Processing a Development Permit application to a satisfactory level as determined by the Director of Development.



10. Enter into the City's standard Servicing Agreement to design and construct frontage works and improvements, and service upgrades to sanitary and storm sewer. Works include, but are not limited to:
11. Storm Sewer. Upsizing from 750mm to 900mm diameter, from the intersection of Alderbridge & Kwantlen to the intersection of Alexandra & Kwantlen, on a manhole-to-manhole basis (about 100m).
12. Sanitary Sewer. Upsizing (manhole to manhole) from 250mm to 375mm diameter, from the intersection of Brown & Leslie, west along Leslie for about 270m across Hazelbridge, to the manhole at the west Property Line of 8140 Leslie.

Frontage Works

- a. Along the Alderbridge Way frontage, provide a 2m wide boulevard and 2m wide sidewalk, behind the existing curb/gutter.
- b. Along the Alexandra Road frontage, provide a 2m wide boulevard and 2m wide sidewalk, behind the existing curb/gutter.
- c. Road widening along the Kwantlen Street frontage to accommodate the following cross-section (from west to east):
  - Maintain existing curb/gutter on the west side
  - Pavement width of 15.1m wide at the Alderbridge Way intersection, transition to 11.45m wide at the Alexandra Road intersection (please refer to the road functional drawings for details).
  - 3m wide layby
  - 0.15m wide curb/gutter
  - 1.5m boulevard outside the layby area
  - 2m wide sidewalk

Signal Works. Traffic signal modification and upgrades at the Kwantlen Street/Alderbridge Way intersection, including but not limited to:

- Removal of signal pole, base and hardware located in the N/E corner of the intersection.
- Supply and install new base, pole and hardware in the N/E corner. (City Centre decorative pole & street light fixture.)
- Replacement of vehicle detection due to off-site works and installation of new detection as per changes in road geometry.
- As required, installation of new conduits (Electrical & Communications) and new signal indications, relocation and/or replacement of junction boxes, and replacement of communications cable, electrical wiring/cable and new service conductors.
- Installation of APS (Accessible Pedestrian Signals)
- Installation of illuminated street name sign(s).

**NOTE:** Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_



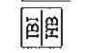


SHEET TITLE:  
SITE PLAN

PROJECT TITLE:  
**RUN GARDEN**  
RICHMOND, BC.



888 / 1-888 AutoNw.ca  
700-1235 West Pender Street  
Vancouver BC V6E 4R1 Canada  
604-683-8787 tel  
604-681-2770 fax



DATE	REVISIONS	BY

DATE	REVISIONS	BY

DATE	REVISIONS	BY
1. MAY 16, 2000	- ISSUED FOR RECORDING	
2. OCT 22, 2008	- RE-ASSIGNED FOR RECORDING	
3. OCT 25, 2018	- RE-ASSIGNED FOR RECORDING	
4. APR 15, 2011	- For Review	

[illegible]

**Excerpts from the Minutes from the  
Advisory Design Panel  
Wednesday, November 4, 2009**

Time: 4:00 p.m.

Place: Room M.1.003  
Richmond City Hall

Present: Joseph Fry, Chair  
Dean Gregory  
Gary Fields  
Agatha Malczyk  
Norm Chin  
Thomas Leung  
Willa Walsh

Also Present: Sara Badyal, Planner  
Francisco Molina, Senior Planner, Urban Design  
Rustico Agawin, Committee Clerk

Absent: Kush Panatch  
Tom Parker  
Cst. Derek Cheng

The meeting was called to order at 4:07 p.m.

**1. MINUTES**

It was moved and seconded

*That the minutes of the meeting of the Advisory Design Panel held on Wednesday, October 21, 2009 be adopted.*

**CARRIED**

**2. RZ 08-423207 – HOTEL CONTAINING APPROXIMATELY 101 SUITES AND ASSOCIATED FACILITIES, 209.50 SQ. M. (2,255 SQ. FT.) OF STREET-FRONTING COMMERCIAL RETAIL AND A PENTHOUSE RESTAURANT**

ARCHITECT: IBI/HB Architects, James Hancock/Bill Quan

PROPERTY LOCATION: 8540 Alexandra Road



## Panel Discussion

### Comments from the Panel were as follows:

- project is nice; applicant is encouraged to work with the City to replace lawn with shrub and ground cover planting in the boulevards where there is no parking on the street allowed; consider additional paving at the pedestrian drop-off lay-by area where there is heavy pedestrian traffic;
- location of public art at the front face of the building is appropriate considering the narrow site; creating a free-standing piece of public art in the site would be difficult; integrating public art into the columns is a good idea; look at the variety of public art themes in neighbouring developments which range from traditional to modern; early integration of public art in the development is encouraged; consider an open public art competition to gather ideas on public art in the project which is the preferred method of the Public Art Commission;
- building form is good given the narrow site; green roof is nicely done; ensure that a formal traffic study by an engineer is done; concern on the closeness of the parkade entrance to the intersection of Alexandra Road and Kwantlen Street; 88 parking stalls provided in the development may meet by-law requirements but may not be sufficient to serve two major restaurants and 101 hotel rooms; difficult to find parking space along Alexandra Road; consider providing more parking stalls in the development;
- consider further design development of the entrance canopy; consider treatment of east elevation as 10-storey building will stand out alone among lower buildings in the east-west direction; provide continuity of parkade design in Alexandra Road elevation;
- building form and character is very striking ; massing is appropriate; concern on the parking impact of two restaurants and hotel on an already high traffic area; applicant and Engineering need to resolve this issue; consider using only one instead of two screening materials to address long-term maintenance concerns particularly the possible uneven discoloration of the materials over time that may change the look of the building; consider continuing the aluminum screening around the parkade over the entry driveway and wrap around partially on the east façade; continuing canopy along Kwantlen Street to tie the two building corner volumes is a good approach; however, consider defining main entry of the hotel to make it more distinguishable; further design development is necessary; concern on form of the east side of the building; concern on the livability of  
| suites facing the Zen garden and impact of overhanging upper floor restaurant which restricts daylight to this side;
- sophisticated building from a massing perspective; form and character is distinct; concern on how the terracota sunscreen will look from inside and outside of the building; concern on canopy on the lay-by area; very tight streetscape; potential conflict at the north end of the lay-by where the parkade mass projects into the lay-by; study the height and depth of the canopy as it relates to the lay-by;



- applicant needs to make a decision whether the canopy should be part of a streetwall or something iconic; suggest that it should be something more of the latter; define the entry; canopy should also provide weather protection for people; should be bigger and broader than what is shown in the rendering but not as simplified as seen in the model;
- consider integrating public art into canopy rather than introducing column form; consider slight elevation and higher quality of paving materials on the lobby area; consider more seating on lobby area rather than on the area fronting Alderbridge Way; agree with comments to replace lawn fronting Kwantlen Street with shrubs;
- good visual presentation of the project with many details provided; project is in early stage but consider bringing mechanical engineer on board already; the development will have a lot of mechanical systems – cooling towers, restaurant exhaust and air handling units will significantly impact on the form of the roof which is an important element of the project; consider different treatments and expressions for the two different screening materials; address sustainability in the project; horizontal screening may not be effective on the western elevation; provide true expression of glazing systems (curtain or window wall) in the next phase of the project; and
- contemporary building has incongruous post-modern corner towers; consider contemporary expression for entire building and use Seasons project located across the street as a benchmark for project design; project design should have a more open expression.

*The following comments submitted by Tom Parker were read by the Chair:*

- accessible design features appear to be provided only in 3 out of the 101 guest rooms and these appear to be provided only on the lowest level (almost exclusively a disability floor);
- the segregation of these desirable units is inappropriate and not good business, as many guests with disabilities are among the affluent traveler community and frequently are members of travel groups and business gatherings;
- room design should include some accessible rooms with wheel-in showers rather than bathtubs - no extra floor space is required; and
- regular rooms should include several with 30-inch wide bathroom doors for guests who may not need full “accessible” design.

#### **Panel Decision**

*It was moved and seconded*

*That RZ 08-423207 move forward to the Planning Committee taking into consideration the following comments of the Advisory Design Panel:*

1. *consider replacing lawn with low shrubs and groundcover planting in boulevard to provide better separation of the pedestrian realm from the vehicular zone;*
2. *consider more paving at the pedestrian drop-off lay-by zone where there is heavy*



*pedestrian traffic;*

3. *consider early integration of public art in the development through an open public art competition;*
4. *consider conducting a formal traffic study done by a transportation engineer to assess actual parking requirements for the proposed uses;*
5. *consider providing more parking stalls in the development to accommodate customers of two restaurants and hotel guests;*
6. *consider continuity of design around corners to all three streetscapes and particularly across Alexandra Road elevation of the parkade;*
7. *design development to the canopy design along Kwantlen Street to add more definition to the main entry of the hotel;*
8. *consider using only one screening material for long-term appearance and maintenance; alternately, consider different treatments and expressions for the two different screening materials;*
9. *consider awning dimensions/parkade projection as it relates to lay-by lane and clearance from buses;*
10. *consider integrating public art into canopy;*
11. *consider higher quality of paving materials, seating and weather protection at the hotel lobby entry area;*
12. *consider studying and resolve the impact of mechanical systems on roof form;*
13. *consider strengthening contemporary expression of building design and mitigating post-modern design elements;*
14. *consider the inclusion of more accessible guest rooms in a variety of locations and floors;*
15. *consider including some accessible rooms with wheel-in showers rather than bathtubs; and*
16. *consider wider bathroom doors on several otherwise "standard" guest rooms.*

**CARRIED**



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8728 (RZ 08-423207)  
8540 ALEXANDRA ROAD**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), is amended by:
  - a) Adding the “Village Centre Bonus” designation to 8540 Alexandra Road; and removing the designation of Kwantlen Street as “Proposed Street” from 8540 Alexandra Road in the Generalized Land Use Map (2031) and Specific Land Use Map: Aberdeen Village (2031);
  - b) Designating 8540 Alexandra Road as part of the “Village Centre Bonus” area; and removing the designation of Kwantlen Street as “Proposed Streets” from 8540 Alexandra Road in the CCAP Overlay Boundary – Village Centre Bonus Map (2031);
  - c) Repealing the existing text in the “Specific Land Use Map: Aberdeen Village - Detailed Transect Descriptions” with regard to “Maximum Average Net Development Site Density” for “Urban Centre (T5)” and replacing it with the following:

• 2.0

Additional density, where applicable:

- Institution: To be determined on a site specific basis via City development application processes;
- Village Centre Bonus:
  - a) north of Browngate Road: 1.0 for the provision of non-residential uses;
  - b) south of Alexandra Road, fronting the east side of Kwantlen Street: 1.0 for the provision of hotel uses only;
  - c) elsewhere: 1.0 for the provision of office uses only.

- d) Amending the definition of “Village Centre Bonus” in Appendix 1 – Definitions, Land Use Map Definitions, Overlays by inserting “(excluding the area south of Alexandra Road, fronting the east side of Kwantlen Street:” immediately following “the minimum net development site size to which the additional density may be applied shall be:”



2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8728"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED 
APPROVED by Director or Solicitor 

\_\_\_\_\_

MAYOR

\_\_\_\_\_

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500  
Amendment Bylaw No. 8729 (RZ 08-423207)  
8540 Alexandra Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 22 (Site Specific Commercial Zones), in numerical order:

**“22.31 Hotel Commercial (ZC 31) - Aberdeen Village (City Centre)**

**22.31.1 Purpose**

The **zone** provides for **hotel** and other compatible **uses**.

**22.31.2 Permitted Uses**

- **child care**
- **hotel**

**22.31.3 Secondary Uses**

- **education, commercial**
- **entertainment, spectator**
- **liquor primary establishment**
- **office**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **service, business support**
- **service, personal**

**22.31.4 Permitted Density**

1. The maximum **floor area ratio** for **hotel** is 3.0
2. **Uses** other than **hotel** shall not in aggregate exceed 50% of the **gross floor area** and shall not exceed a **floor area ratio** of 0.90

**22.31.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 90% for **buildings** and **landscaped** roofs over parking spaces.



**22.31.6 Yards & Setbacks**

1. The minimum **front yard** is 2.0 m.
2. There is no minimum **interior side yard**.
3. The minimum **exterior side yard** is 0.60 m.

**22.31.7 Permitted Heights**

1. The maximum **height** for **buildings** is 45.0 m.
2. The maximum **height** for **accessory structures** is 12.0 m.

**22.31.8 Subdivision Provisions/Minimum Lot Size**

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

**22.31.9 Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

**22.31.10 On-Site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

**22.31.11 Other Regulations**

1. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e. on a roof of a **hotel**).
  2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
- 
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Hotel Commercial (ZC31) -Aberdeen Village (City Centre)**:

P.I.D. 004-130-073

Lot 39 Except: Parcel A (Bylaw Plan 72866) Section 33 Block 5 North Range 6 West  
New Westminster District Plan 6979

3. This Bylaw is cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8729"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER