



To: General Purposes Committee

Date: February 20, 2004

From: Terry Crowe
Manager, Policy Planning

File:

Re: **IMPERIAL LANDING REFERRAL OF DECEMBER 15, 2004**

Staff Recommendation

That:

Staff be directed to further explore with Onni Development (Imperial Landing) Corp. a modified development package for the Imperial Landing Maritime Mixed Use (MMU) area and the northeast corner of Bayview and No. 1 Road with the objective of having Onni submit a rezoning application for Council's consideration.

Terry Crowe
Manager, Policy Planning

For Holger Burke
Acting Manager, Development Applications

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Design, Construction & Programs..	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Waterfront Strategic Committee.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Att. 2

Staff Report

Purpose

The purpose of this report is to report progress regarding the following referral concerning the Imperial Landing Waterfront. Several options and a recommendation are presented for Council's consideration.

Origin

At the General Purposes Committee meeting of December 15, 2003, the following referral was directed to staff:

That the report 'Feedback – Imperial Landing Open Houses' (dated December 11, 2003 from the General Manager, Parks, Recreation and Cultural Services) be referred to staff for further consideration of the following:

- 1) *comment on the viability of the fishing industry;*
- 2) *assess the viability of the MMU;*
- 3) *assess the current need for industrial uses related to the Maritime industry;*
- 4) *review the maximum residential and/or commercial density wanted in the area;*
- 5) *identify the basic concept of the harbour as being commercial, pleasure or a combination thereof;*
- 6) *examine the current definition of Maritime Mixed Use;*
- 7) *review the enforcement implications of the current Maritime Mixed Use definition;*
- 8) *identify the Maritime Mixed Use designations of Granville Island; and,*
- 9) *on the Onni proposal show how the .5 acre of City public parking is to be provided;*
- 10) *confirm that public access agreements will be required for the Onni proposal and any other proposal;*
- 11) *clarify the status of the 25,000 sq. ft. of community space contained in the 1998 area plan vision for the site;*
- 12) *show the full Imperial landing waterfront vision and map – including possible tram routes and the Phoenix Net Loft;*
- 13) *keep green and open spaces;*
- 14) *keep the openness to the water;*
- 15) *identify the public amenities contained in the proposed vision;*
- 16) *describe the cantilevered walkway;*

- 17) *review whether or not residential uses in the MMU area would be better located in one building closer to No. 1 Road.*
- 18) *consult with Onni regarding their position;*
- 19) *consult with the Steveston Harbour Authority;*
- 20) *consult with other stakeholders;*

Prior to the question being called direction was given:

- i) *that a report indicating the extend of the work and the proposed timeline for completing the report be provided by February 15th, 2004;*
- ii) *that a memorandum be provided on the refining of the Maritime Mixed use definition; and*
- iii) *that discussion be undertaken with Onni as to their intent regarding their Development Permit application.*

This report provides an interim update on the status of the response to the above referral items. It is noted that the response back to Committee has been delayed as a result of the on-going consultations with Onni Development.

Findings of Fact

The City received three development permit applications for the Imperial Landing Maritime Mixed Use (MMU) area (DP 03-235947 for lot 26, DP 03-235948 for lot 25, DP 03-235949 for lots 22 - 24) from Killick, Metz, Bowen, Rose Architects on behalf of Onni Development Corp. The applications were received on May 16, 2003, and are currently under review by staff.

Analysis

Part 1 – Referral Response Progress:

The status of staff's progress in addressing each referral item is indicated in Attachment 1.

Part 2 – Onni Development Applications:

A series of discussions have been held with Onni representatives and City staff regarding Onni's three pending development permit applications and potential development options for the Maritime Mixed Use (MMU) area.

Onni representatives have indicated that, from their perspective, there remains considerable uncertainty as to what elements Council wants in the area and that timing is a significant concern given the project delays that they have already incurred.

Onni has expressed an interest in constructing a specialty grocer facility for the community at the northeast corner of Bayview and No. 1 Road which would be approximately 7,000 ft² larger than the area of commercial permitted under the existing zoning. The proposed specialty grocer store would be approximately 20,000 ft² in size. In addition, Onni would like additional retail commercial and above grade residential within the MMU area south of Bayview Street.

Onni's interest is tempered by concerns over timing and uncertain outcomes regarding more "visioning" to determine uses will eventually be accepted for the MMU area. They have indicated that should the delays appear to be too great, or the outcomes too uncertain, they will rework their development permit applications to conform to the existing OCP design guidelines and zoning bylaws for the MMU and proceed with the development.

Staff note that should Onni wish to rework their applications to conform with the existing OCP guidelines and zoning for the area, Council would not legally be able to withhold their approval and Onni could proceed with their construction irrespective of the preferences of the City.

On the basis of the community responses to the Imperial Landing Waterfront vision options, and the concerns expressed by Onni, the General Manager, Urban Development, and Onni representatives have explored a possible compromise option which includes the following elements:

- an additional 30,000 ft² of residential development would be permitted within the MMU (this is approximately half the amount of additional residential development that was proposed in the most recent vision);
- an additional 7,000 ft² of retail commercial for north of Bayview St. near No. 1 Road intended to accommodate a specialty grocery store;
- the existing zones for the MMU would be altered to permit retail commercial;
- Onni would design and build a fish market within the MMU area provided that there was a bonafide commitment to lease such space from interested parties.
- Onni would make a financial contribution toward future waterfront or other improvements. It is intended that this matter would be discussed in a future closed Council session.

Under this compromise option:

- Onni would seek a quick review by Council.
- Onni's option to rework their development permit applications to conform to the existing zoning is not precluded should their OCP amendment /rezoning application not succeed.
- The approach does not preclude any future options for the waterfront that the City may wish to consider.

The details of this alternative remain to be worked out between staff and Onni representatives. Applications for an OCP amendment and rezoning would be required from Onni.

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Options

On the basis of the information known to date, there are three relevant options for proceeding that affect both the further collection of information related to the referral items of December 15, 2003, and the further discussions with Onni Development Corp.:

Option 1: Status Quo

Staff continue to process Onni's development permit application under the existing Area Plan and Zoning requirements (i.e. 100% maritime related and limited residential).

Pros:

- No further amendments to the Steveston Area Plan, design guidelines, or the zoning bylaws, will be required to continue processing Onni's applications.
- The Imperial Landing development can proceed relatively quickly once Onni has reworked their submissions to conform to the current requirements.

Cons:

- Staff envision enforcement problems with future tenants / owners within the MMU and the restricted list of permitted uses.
- No further public amenities will be achieved for the waterfront area.
- Staff will hold a hard line on the design elements of Onni's application to ensure that they comply – this may delay processing of the application.
- The desired maritime related uses may not be viable within the redeveloped area.
- There can be no restaurant over the water or in the MMU area.
- The results may not result in optimal benefits to the community.

Option 2: Vision Statement Option

Endorse the vision statement as presented in the report from the General Manager, Parks, Recreation and Cultural Services (dated December 11, 2003). The vision summary is provided in Attachment 2.

Pros:

- The application that Onni has developed to this point is closer to compliance with the proposed vision.
- Potential to reduce enforcement problems from the subsequent development.
- The possibility exists for further public amenities along the waterfront

Cons:

- Some elements within the proposed vision were of considerable concern for members of the community (e.g. commercial development along the waterfront).
- This option will require an Area Plan Amendment and a rezoning bylaw amendment.
- A level of uncertainty would still remain for Onni as to what will actually be approved following the public hearing and by when (timing concerns).

- Onni's development would be delayed.
- Onni could still legally choose to proceed and modify their current application to be fully compliant with the existing OCP guidelines and zoning bylaws. The City would be obligated to approve such an application.

Option 3: Compromise Option

Direct staff to work with Onni Development Corp. to prepare a new application for the MMU and the northeast corner of Bayview and No. 1 Road based upon the preliminary concept outlined earlier in this report (*Recommended*).

Pros:

- Onni's option to rework their development permit applications to conform with the existing zoning is not precluded should their OCP amendment / rezoning application not succeed.
- The approach does not preclude any future options for the waterfront that the City may wish to consider.
- Contentious waterfront elements would not be included in the proposal.
- Potential to reduce enforcement problems from the subsequent development.
- The possibility exists for further public amenities along the waterfront, or elsewhere, based upon the monetary contribution from Onni.
- Provision is made for a specialty grocer on the north side of Bayview.

Cons:

- A level of uncertainty would still remain for Onni as to what will actually be approved following the public hearing and by when (timing concerns). Staff would attempt to reduce the timing concerns by providing a timely review of the application for consideration by Committee.
- Onni could still legally choose to proceed and modify their current application to be fully compliant with the existing OCP guidelines and zoning bylaws. The City would be obligated to approve such an application.
- Involves additional retail commercial and residential development in the MMU plus additional retail commercial north of Bayview St. near No. 1 Road.

Staff would prepare the appropriate OCP amendments and zoning bylaws for Council's consideration / endorsement upon receipt of formal applications from Onni. A public hearing process would be required.

Selecting either **Option 2** or **Option 3** will also remove the need to further investigate the viability of the MMU or the maritime related industry in the area.

Financial Impact

Option 1 – none – no additional studies required.

Option 2 – \$60,000 to \$90,000 for consultation studies.

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Option 3 – \$1.7 million or more potential contribution toward community amenities.

Conclusion

- Staff have reported progress on the referral of December 15, 2003 and on the status of discussions with Onni Development Corp.
- Several options are presented.
- **Option 3** is recommended.



David Brownlee
Planner 2
(4200)

DCB:cas

List of Attachments and Schedules
Progress Report – Imperial Landing Referral

- Attachment 1** Steveston Area Plan Land Use Map for BC Packers and the Land Use Definitions
- Schedule 1a* OCP Land Use Designations for Imperial Landing
- Schedule 1b* Zoning District Schedules for CD104, CD 105, and School and Public Use District (SPU)
- Schedule 2* City of Vancouver Reference Document for Granville Island False Creek – Area 9
- Schedule 3* Recommended Vision Summary Map and Potential Tram Routes Map
- Schedule 4* Diagram Showing A Cantilevered Trail Concept
- Attachment 2** Vision – Imperial Landing Waterfront (from the report by the General Manager, Parks, Recreation and Cultural Services, dated December 11, 2003, to General Purposes Committee of December 15, 2003)

Progress Report – Imperial Landing Referral

No.	Referral Directive	Status	Comment
1	<i>comment on the viability of the fishing industry</i>	Not Yet Started	Items 1, 2 and 3 will require a consultant's analysis. Staff estimate this will require 4 to 5 months at a cost of \$60,000.
2	<i>assess the viability of the MMU</i>	Not Yet Started	See item 1.
3	<i>assess the current need for industrial uses related to the Maritime industry</i>	Not Yet Started	See item 1. Based upon the Waterfront Development Economic and Financial Assessment Report prepared by Royal LePage Advisors Inc. (Nov/Dec 2003) staff reported that currently there is little demand for industrial uses related to the commercial fishing industry as included in the MMU zone.
4	<i>review the maximum residential and/or commercial density wanted in the area</i>	Not Yet Started	Would require a community survey and analysis. Consultant assistance for this request is estimated to be \$30,000.
5	<i>identify the basic concept of the harbour as being commercial, pleasure or a combination thereof</i>	Done	<p>Steveston Harbour is primarily a commercial fishing related harbour – however it also does accommodate a limited number of non-fishing related vessels as space is available.</p> <p>No plan has been developed as to how much, or under what conditions, additional pleasure vessel traffic can be safely accommodated within the harbour while still accommodating the existing fishing related activity.</p> <p>Of particular concern to the Steveston Harbour Authority are smaller, less regulated vessels such as kayaks, canoes, personal watercraft such as jet skis, etc.</p>

No.	Referral Directive	Status	Comment
6	<i>examine the current definition of Maritime Mixed Use</i>	Done	<p>The Maritime Mixed Use (MMU) definition and relevant CD Zones are provided in Schedule 1.</p> <p>Zoning and Legal Department staff have reviewed the definition and advised that, as written, the definitions require that the uses within the MMU must be 100% related to the maritime industry.</p> <p>Given the current economic conditions in the maritime industry, there are concerns as to whether maritime related users could afford to buy into the MMU.</p>
7	<i>review the enforcement implications of the current Maritime Mixed Use definition</i>	Done	<p>The City is required to enforce its bylaws.</p> <p>The typical approach is to enforce on a complaint basis. It is anticipated that complaints would relate to uses being "Commercial" uses.</p> <p>Staff anticipate that enforcement will be difficult to maintain over time.</p>
8	<i>identify the Maritime Mixed Use designations of Granville Island</i>	Done	<p>Granville Island was given a special zoning designation (False Creek Comprehensive Development District (FCCDD Bylaw No. 4783 July 1997)) which functions in conjunction with the False Creek Official and Area Development Plan (Bylaw No. 4812 – April 1998) and the Reference Document for Granville Island False Creek – Area 9 (last amended Dec 16, 1999). The later of these documents details land use components for Granville Island. This document appears in Schedule 2. Section 5 provides a list of uses by square footage.</p>
9	<i>on the Onni proposal show how the .5 acre of City public parking is to be provided</i>	Ongoing	<p>In their Development Permit application plans Onni has indicated that they intended to accommodate the 0.5 acre of public parking within the below grade parking area across the MMU site.</p> <p>Staff have noted that they have calculated their overall parking ratio at 3 stalls per 1000 sq. ft. (i.e. the ratio used for the Steveston Business District.</p> <p>The MMU is not located within the Business District and under current regulations the ratio is set at 4 stalls per 1000 sq. ft. Based upon this, staff have asked Onni to clarify how they are accommodating the required 0.5 acres of parking within the MMU.</p>

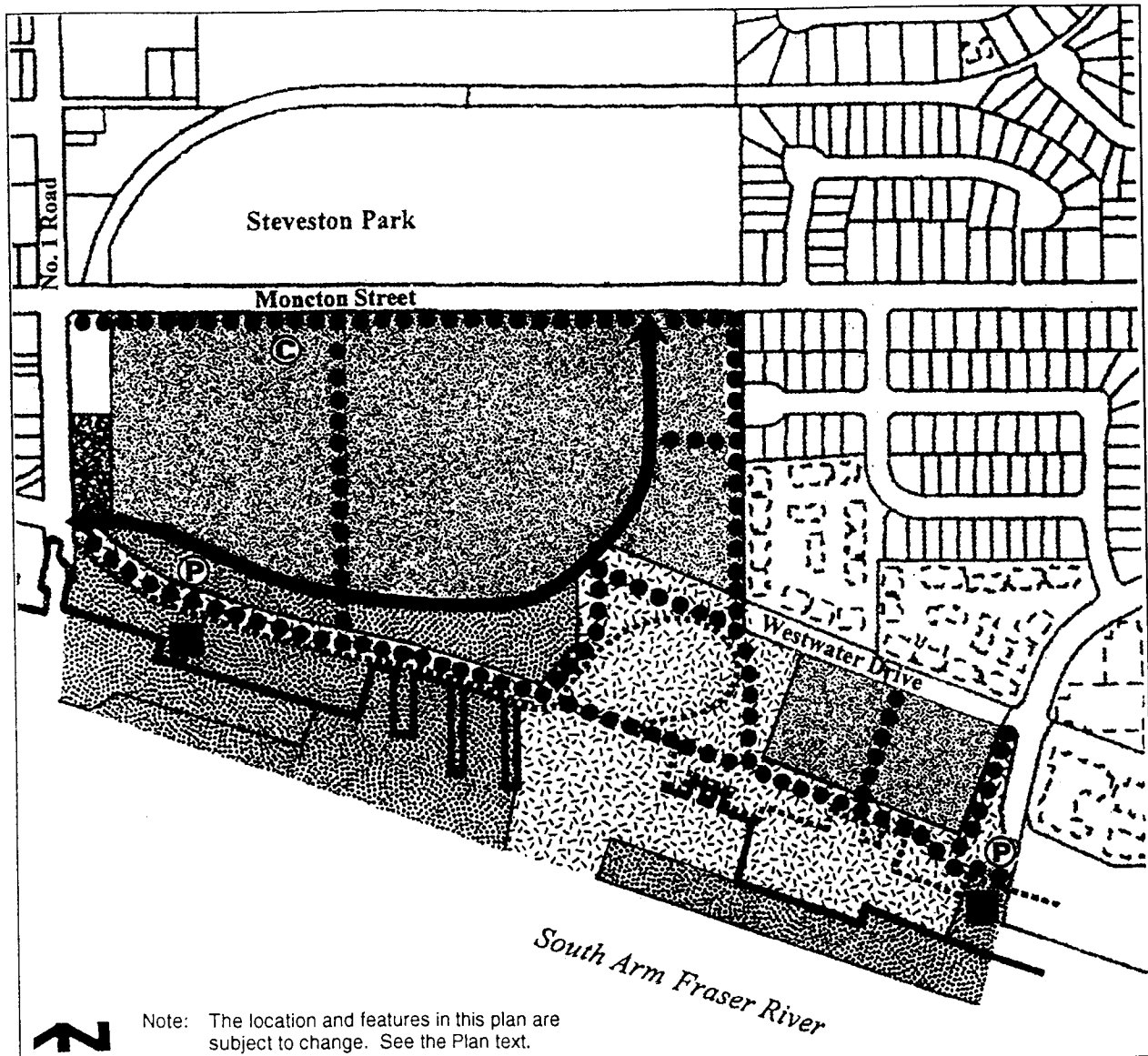
No.	Referral Directive	Status	Comment
10	<i>confirm that public access agreements will be required for the Onni proposal and any other proposal</i>	Done	<p>As part of the rezoning of the BC Packers site, Rights of Way were placed at the foot of No. 1 Road, Easthope Ave., English Ave., and Ewen Ave. All of these cross the MMU area and connect to the dyke. Public right of passage conditions were included in the Rights of Way documents and would be required of Onni or any other developer within the MMU. It should be noted that the public's rights of passage are typically confined to pedestrian access via a pedestrian walkway. The Rights of Way also carry the usual access for City operational access.</p> <p>The intent has always been to register Public Rights of Passage over all areas not occupied by buildings once development permit details have been finalized.</p>
11	<i>clarify the status of the 25,000 sq. ft. of community space contained in the 1998 area plan vision for the site</i>	Done	<p>Through the rezoning of the BC Packers site the City acquired a 3617m² (38934.34 ft²) site at 4320 Moncton Street. The intent was that this site could contain a 2322.5 m² (25,000 ft²) Community Mixed Use facility on two floors with parking below grade. Discussion at the time was that this facility could possibly contain, among other public uses, a new library.</p> <p>There are no current plans for construction on the site. The land has been used for special events parking.</p>
12	<i>show the full Imperial landing waterfront vision and map – including possible tram routes and the Phoenix Net Loft</i>	Done	<p>Refer to Schedule 3.</p> <p>Note – future decisions regarding tram routes will be a separate process.</p>
13	<i>keep green and open spaces</i>	Acknowledged	
14	<i>keep the openness to the water</i>	Acknowledged	
15	<i>identify the public amenities contained in the proposed vision</i>	Done	<p>The City staff's December 11, 2003, recommended vision contained the following public amenities along the waterfront:</p> <ol style="list-style-type: none"> 1. A No. 1 Rd pier (estimated at 45,000 ft²).

No.	Referral Directive	Status	Comment
			<p>2. Public Dock at foot of No. 1 Road Pier (est. 3,000 ft²)</p> <p>3. A public plaza (est. 9,000 ft²) at the foot of Easthope Avenue and an extended cantilevered walkway (est. 3,000 ft²) over water along the waterfront between the proposed marina at Easthope Avenue and Phoenix Pond.</p> <p>4. A public accessible marina (est. 6,000 ft²) with special events moorage.</p> <p>5. A public accessible marina (est. 7,000 ft²) located near Phoenix Pond.</p> <p>6. Tram stops (2 shelters – est. 500 ft²) on Bayview Street and Easthope Avenue.</p> <p>The general public would also benefit from public-oriented commercial facilities at the No. 1 Road pier and the suggested waterfront restaurant adjacent to the existing public pier.</p>
16	<i>describe the cantilevered walkway</i>	Done	<p>The cantilevered walkway was proposed in the recommended scenario between the proposed marina at Easthope Avenue and Phoenix Pond.</p> <p>The walkway extension would widen the existing promenade by cantilevered beams over the slope of the dyke riprap. These would likely be supported by posts driven into the foreshore.</p> <p>See diagram in Schedule 4.</p>
17	<i>review whether or not residential uses in the MMU area would be better located in one building closer to No. 1 Road</i>	Not Yet Started	
18	<i>consult with Onni regarding their position</i>	Consultations Underway	
19	<i>consult with the Steveston Harbour</i>	Not Yet Started	

No.	Referral Directive	Status	Comment
20	<i>Authority</i> <i>consult with other stakeholders</i>	Not Yet Started	

City of Richmond

BC Packers Land Use Map



Note: The location and features in this plan are subject to change. See the Plan text.

Residential	Public Open Space	Approximate Shoreline
Maritime Mixed Use	Unrestricted Continuous Public Access*	Approximate Line of Buildings and/or Structures
Commercial	Public Road	Heritage Potential
Parking associated with Maritime Mixed Uses & Limited Public Parking	Community Mixed Use	

* Note: The trail should be located on the water side of any structures which extend over the water.

DEFINITIONS

APPENDIX 1

Note: Schedule 1 of the OCP contains a definitions section which applies to the entire OCP. The following definitions apply to this area only.

Heritage	Means anything of a physical, cultural or social nature that is unique to and valued by a community and can be passed from generation to generation.
Heritage Residential	As applied to the London/Princess node means those areas intended to accommodate residential structures of recognized historic significance, or new structures designed to a distinctive heritage appearance reflective of Steveston's character.
Home Port	Means an area of land and water in which provision is expressly made for the moorage of commercial fishing boats and other commercial vessels, and for the land based services that support a maritime economy.
Industrial	Means a use providing for the manufacturing, processing, assembling, fabrication, storing, transporting, distributing, testing, servicing or repair of goods, materials or things, with or without an ancillary office to administer the industrial use on the site. Industry includes the operation of truck terminals, docks and railways, and wholesale businesses.
Institutional	Those areas accommodating organizations established for civic, political, religious, social cultural, educational, health care, or like purposes.
Light Industrial	Means industry which is wholly enclosed within a building or buildings except for the storage of commercial vehicles, recreation vehicles and boats, and which is not offensive by reason of smoke, noise, vibration, dirt, glare, odour or electrical interference.
Maritime Heritage	Those areas where the principal use is a historic site associated with the fishing industry and which is used to accommodate features such as traditional moorage, heritage artifacts and structures, museums, education facilities, and related programs and services.
Maritime Mixed Use	Means an area set aside to support the maritime economy, with an emphasis on uses which support primarily the commercial fishing fleet, including: <ul style="list-style-type: none"> i) Custom Workshops; Enclosed Storage Facilities; Fish Auction and Off-loading; Laundry and Drycleaning; Light Industrial; Maritime Educational Facilities; Moorage; Offices; Other Services Related to Maritime Uses;

Parking;
Service and Repair of Boats and Marine Equipment.

- ii) Retail uses are accommodated as accessory uses in the Maritime Mixed Use Area, between Phoenix Pond and No. 1 Road.
- iii) Between Phoenix Pond and No. 1 Road, residential uses are accommodated above grade and only over the dry land portions of the Maritime Mixed Use area as a secondary use. In addition, residential uses are to be situated so as to minimize potential conflicts with other uses.

Mixed Use (Commercial-Industrial with Residential & Office Above)

A combination of commercial and industrial uses permitted within the same building, including residential and/or office uses above grade.

Pedestrian Arcade

Means an exterior pedestrian passageway, with or without a roof, typically abutting shop fronts.

Residential

Housing and uses associated with residential neighbourhoods including: single-family, two-family and multiple-family housing; childcare facilities; group homes; community uses; and home occupation. Local commercial uses of no more than 375 m² (4,036 ft²) may be provided as part of a residential development where they will complement adjacent uses, be conveniently accessible by local roads and pedestrian routes, and enhance the character of the neighbourhood.

Single-Family Residential

Bylaw 7446
2002/12/16



Means a detached building used exclusively for residential purposes, containing one dwelling unit only. A second dwelling unit may be permitted under special policy and zoning controls.

Steveston Business Centre

Means the specific designated commercial area centering on Moncton and Chatham Streets.

City of Richmond

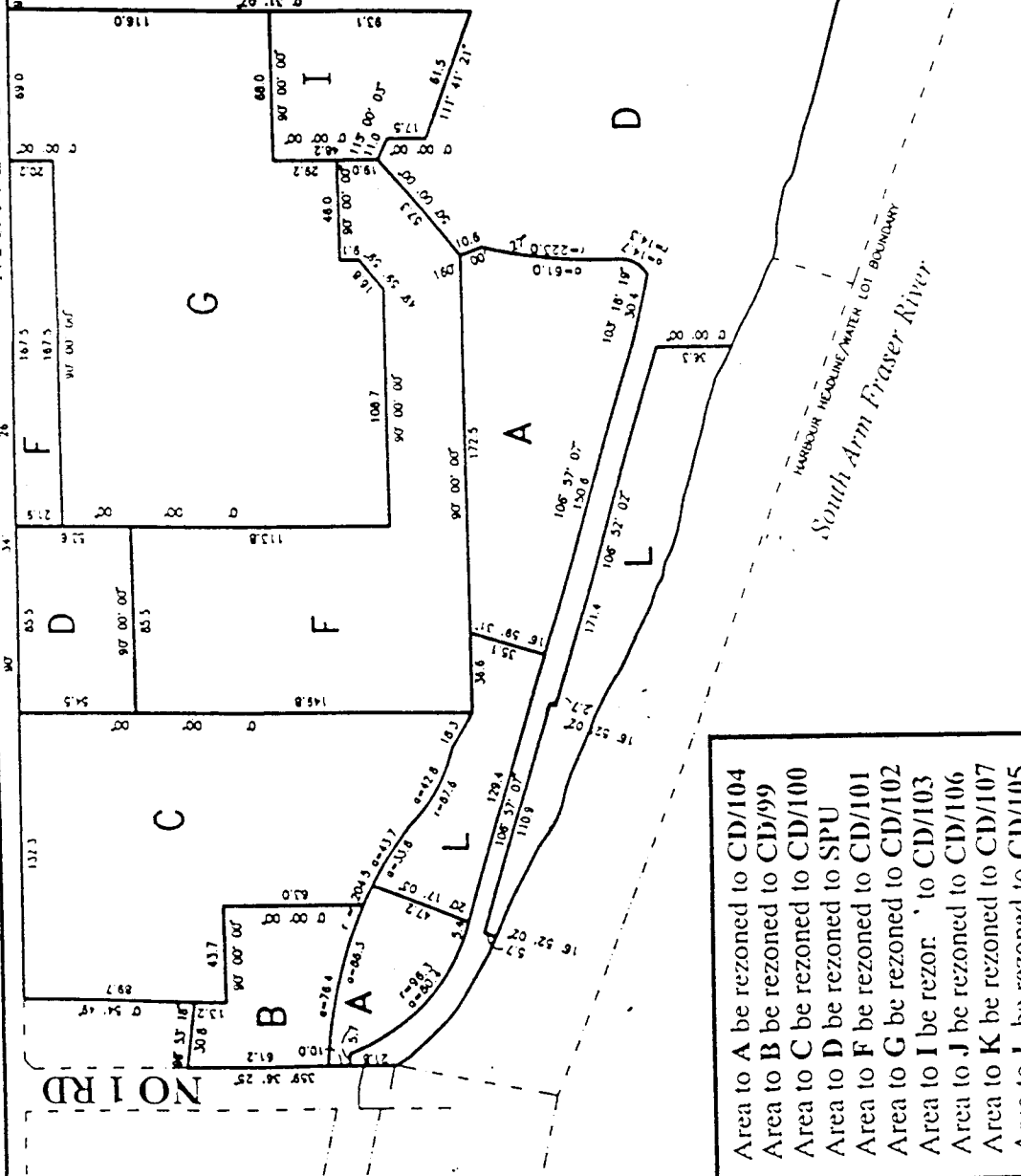
MONCTON ST

BRITANNIA DR

RAILWAY AVE

WESTWATER DR

NO 1 RD



- Area to A be rezoned to CD/104
- Area to B be rezoned to CD/99
- Area to C be rezoned to CD/100
- Area to D be rezoned to SPU
- Area to F be rezoned to CD/101
- Area to G be rezoned to CD/102
- Area to I be rezoned to CD/103
- Area to J be rezoned to CD/106
- Area to K be rezoned to CD/107
- Area to L be rezoned to CD/105

Original Date: 06/08/99
 Revision Date:
 Note: Dimensions are in METRES

RZ 98-153805



291.104 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/104)

The intent of this zoning district is to accommodate a mix of maritime and residential uses.

291.104.1 PERMITTED USES

CUSTOM WORKSHOPS, TRADES, & SERVICES, limited to maritime or commercial fishing-related uses;
OFFICE, limited to maritime or commercial fishing-related uses;
AUTOMOBILE PARKING, limited to maritime or commercial fishing-related uses;
MARITIME EDUCATION;
LAUNDRY & DRY CLEANING;
MIXED MARITIME/RESIDENTIAL, provided that parts of the **building used** for **Residential** purposes are limited to **Multiple-Family Dwellings** that have no habitable space on the **building's** ground floor;
ACCESSORY USES, BUILDINGS, & STRUCTURES.

291.104.2 PERMITTED DENSITY

.01 Maximum Floor Area Ratio:

- a) For Parking as a principal use: No maximum limit.
- b) For all other uses: 0.80;

PROVIDED THAT the gross floor area **used** for **Residential** purposes throughout the zoning district, regardless of subdivision, shall not exceed 40 **dwelling units**, or 5,593 m² (60,204 ft²);

AND FURTHER PROVIDED THAT parts of the **building used** for **Residential** purposes shall not exceed 62.5% of the **building** floor area (exclusive of portions of the **building used** for parking purposes);

.02 For the purposes of this subsection, gross floor area and floor area shall be deemed to exclude the floor area of off-street parking and unenclosed balconies.

291.104.3 MAXIMUM LOT COVERAGE: 60%

291.104.4 MINIMUM SETBACKS

- .01 **Buildings & Structures:** 1.0 m (3.281 ft.) from **public roads**, rights-of-ways secured under Public Rights of Passage, dyke, and City of Richmond parkland.
- .02 **Parking:** 6.0 m (19.685 ft.) from **public roads**, rights-of-ways secured under Public Rights of Passage, dyke, and City of Richmond parkland.

- .03 Notwithstanding the limitations imposed in .01 above, parts of the **building used for Residential** purposes shall be setback a minimum of 5.0 m (16.404 ft.) from a property line abutting the dyke.

291.104.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 12 m (39.370 ft.) but containing not more than three-storeys.
- .02 **Structures:** 20 m (65.617 ft.).
- .03 For the purposes of this subsection, **building height** shall be deemed to mean the vertical distance between the highest point on the **building** and the crown of the **public road** abutting the property line of the **lot** in question.

291.104.6 OFF-STREET PARKING

- .01 Off-street parking shall be provided and maintained in accordance with Division 400 of this bylaw; EXCEPT THAT the minimum required number of parking spaces for the following uses shall be:
- a) For Office, three for each 100 m² (1,076.426 ft²) of **gross leasable floor area** on the first two floors, and 1.5 for each 100 m² (1,076.426 ft²) of **gross leasable floor area** on all floors above the first two floors.
 - b) For **Residential**, 1.5 for each **dwelling unit** for the use of residents and 0.2 for each **dwelling unit** for the use of visitors.

291.105 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/105)

The intent of this zoning district is to support the maritime economy with an emphasis on the commercial fishing industry.

291.105.1 PERMITTED USES

LIGHT INDUSTRY, limited to maritime or commercial fishing-related uses;
CUSTOM WORKSHOPS, TRADES, & SERVICES, limited to maritime or commercial fishing-related uses;
OFFICE, limited to maritime or commercial fishing-related uses;
AUTOMOBILE PARKING, limited to maritime or commercial fishing-related uses;
SERVICE & REPAIR OF BOATS & MARINE EQUIPMENT;
FISH OFF-LOADING;
FISH AUCTION;
MARINA;
MARITIME EDUCATION;
ACCESSORY USES, BUILDINGS, & STRUCTURES.

291.105.2 PERMITTED DENSITY

.01 **Maximum Floor Area Ratio:**

- a) For Parking as a principal use: No maximum limit.
- b) For all other uses: 0.80 (exclusive of parts of the **building**, which are **used** for off-street parking purposes).

291.105.3 MAXIMUM LOT COVERAGE: 60%

291.105.4 MINIMUM SETBACKS FROM PROPERTY LINES & RIGHTS-OF-WAYS

.01 1.0 m (3.281 ft.);

.02 Notwithstanding the limitations imposed in .01 above, where a **structure** does not project above the grade of the adjacent **public road**, rights-of-way secured under Public Rights of Passage, dyke, or City of Richmond parkland, no setback shall be required.

291.105.5 MAXIMUM HEIGHTS

.01 **Buildings:** 12 m (39.370 ft.) but not containing more than three-storeys.

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

- .03 For the purposes of this subsection, **building height** shall be deemed to mean the vertical distance between the highest point on the **building** and the crown of the **public road** or dyke abutting the property line of the **lot** in question.

291.105.6 OFF-STREET PARKING

- .01 Off-street parking shall be provided and maintained in accordance with Division 400 of this bylaw;

EXCEPT THAT the minimum required number of parking spaces for Office and Retail uses shall be three for each 100 m² (1,076.426 ft²) of **gross leasable floor area** on the first two floors, and 1.5 for each 100 m² (1,076.426 ft²) of **gross leasable floor area** on all floors above the first two floors.

291.107 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/107)

The intent of this zoning district is to support the commercial fishing industry and accommodate the retention and reuse of an existing structure.

291.107.1 PERMITTED USES

LIGHT INDUSTRY, limited to maritime or commercial fishing-related uses;
CUSTOM WORKSHOPS, TRADES, & SERVICES, limited to maritime or commercial fishing-related uses;

OFFICE, limited to maritime or commercial fishing-related uses;

SERVICE & REPAIR OF BOATS & MARINE EQUIPMENT;

MARINA;

MARITIME EDUCATION;

AUTOMOBILE PARKING;

PARK AND PUBLIC OPEN SPACE;

ACCESSORY USES, BUILDINGS, & STRUCTURES.

291.107.2 MINIMUM SETBACKS FROM PROPERTY LINES

.o1 **Buildings, Structures, Parking, and Outdoor Storage:**

a) Park Setback: 3.0 m (9.843 ft.).

b) Road Setback: 6.0 m (19.685 ft.).

281 SCHOOL & PUBLIC USE DISTRICT (SPU)

The intent of this zoning district is to provide for the educational, park, recreation and administrative needs of the City.

281.1 PERMITTED USES

PUBLIC EDUCATIONAL INSTITUTIONS;
PUBLIC PARK;
PUBLIC & PRIVATE RECREATION FACILITY;
PUBLIC ADMINISTRATION;
PUBLIC UTILITIES;
MUNICIPAL WORKS;
HEALTH & SAFETY MEASURES;
COMMUNITY USE;
MUNICIPAL WORKS YARD;
ACCESSORY USES, BUILDINGS & STRUCTURES.

281.2 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 Road Setbacks: 6 m (19.685 ft.).
- .02 **Side & Rear Yards:** 3 m (9.843 ft.).

EXCEPT THAT on **lots** adjoining R1, R2, R3, R4 and R5 zoning districts, a **public educational institution** shall not be sited closer to land in such an adjoining district than 7.5 m (24.606 ft.).

281.3 MAXIMUM HEIGHTS

- .01 **Buildings:** 12 m (39.370 ft.) when within 10 m (32.808 ft.) of the boundary of a zoning district which permits **residential** use.



City of Vancouver *Land Use and Development Policies and Guidelines*

Community Services, 453 W. 12th Ave Vancouver, BC V5Y 1V4 ☐ 604.873.7344 fax 873.7060
planning@city.vancouver.bc.ca

**REFERENCE DOCUMENT FOR
GRANVILLE ISLAND
FALSE CREEK - AREA 9**

*Approved by Council on April 18, 1978
Amended March 23, 1999, and December 16, 1999*



NOTE: On April 18, 1978 Vancouver City Council approved:

“That the draft Reference Document for Granville Island, False Creek Area 9, as amended April 1978, be approved for use by persons involved in the preparation of plans and proposals for the redevelopment of the Island, including the Development Permit Board.”

City Planning Department

August, 1980

Submitted to the City of Vancouver by The Granville Island Trustees as advisors to and on behalf of Central Mortgage and Housing Corporation February 1, 1978 and amended April 1978

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1 Intent

- 1.1 This plan, described as a Reference Document, contains policies, objectives, and other information to guide persons contemplating change, alterations to existing developments, and new developments on Granville Island. It will also be used by the Development Permit Board and Advisory Panel in their consideration of development permit applications..
- 1.2 This Reference Document will be used in association with the policies, requirements, and guidelines of the (F.C.C.D.D.) False Creek Official Development Plan By-Law (#4812) with which it is generally compatible.
- 1.3 All development shall be in conformity with both the Reference Document and the (F.C.C.D.D.) By-Law (#4812).
- 1.4 Central Mortgage and Housing Corporation (C.M.H.C.) agrees to abide by the intent described in this Reference Document.
- 1.5 A significant degree of flexibility is given to those persons preparing plans and proposals and to the Development Permit Board and Advisory Panel in the interpretation of the policies, objectives and other information set out in this Reference Document.
- 1.6 This Reference Document may be amended by City Council who shall first consult with C.M.H.C.

2 Objectives

- 2.1 To encourage variety in the land uses and the activities on Granville Island.
- 2.2 To create and maintain, an environment that will be attractive and will be accessible to people of all ages and incomes.
- 2.3 To emphasize, in the activities, the buildings, and the spaces, the maritime experience of False Creek.
- 2.4 To provide public access to the water's edge around Granville Island, except in those cases of existing buildings which extend partly or wholly over the tidal water area.
- 2.5 To recycle the existing buildings wherever feasible, to retain the industrial character, and to ensure that infill or new developments are compatible with the character intended for Granville Island.
- 2.6 To emphasize the pedestrian environment throughout Granville Island.
- 2.7 To limit retail uses to those areas approved for retail use except that additional retail use may be permitted as follows:
 - (a) To limit retailing in the areas approved for 'Arts and Crafts' uses such that in the case of each tenant, the creation and production of goods shall predominate and retail sales shall be subordinate. Further, sales shall be confined to goods that are produced on the premises or in the case of a craft guild or similar organization to goods produced by the members.
 - (b) To limit retailing in the areas approved for 'Maritime' uses such that the production of goods and services shall predominate as to floor space and retailing shall be subordinate and shall be confined to goods (new and used) related to commercial and pleasure boats, for example, the sale of boats, sails, spars, engines, parts, fittings, fuel and supplies.
 - (c) Retailing in the areas approved for 'Market' uses shall emphasize stalls rather than fixed stores.

3 The Location

Figure 1.

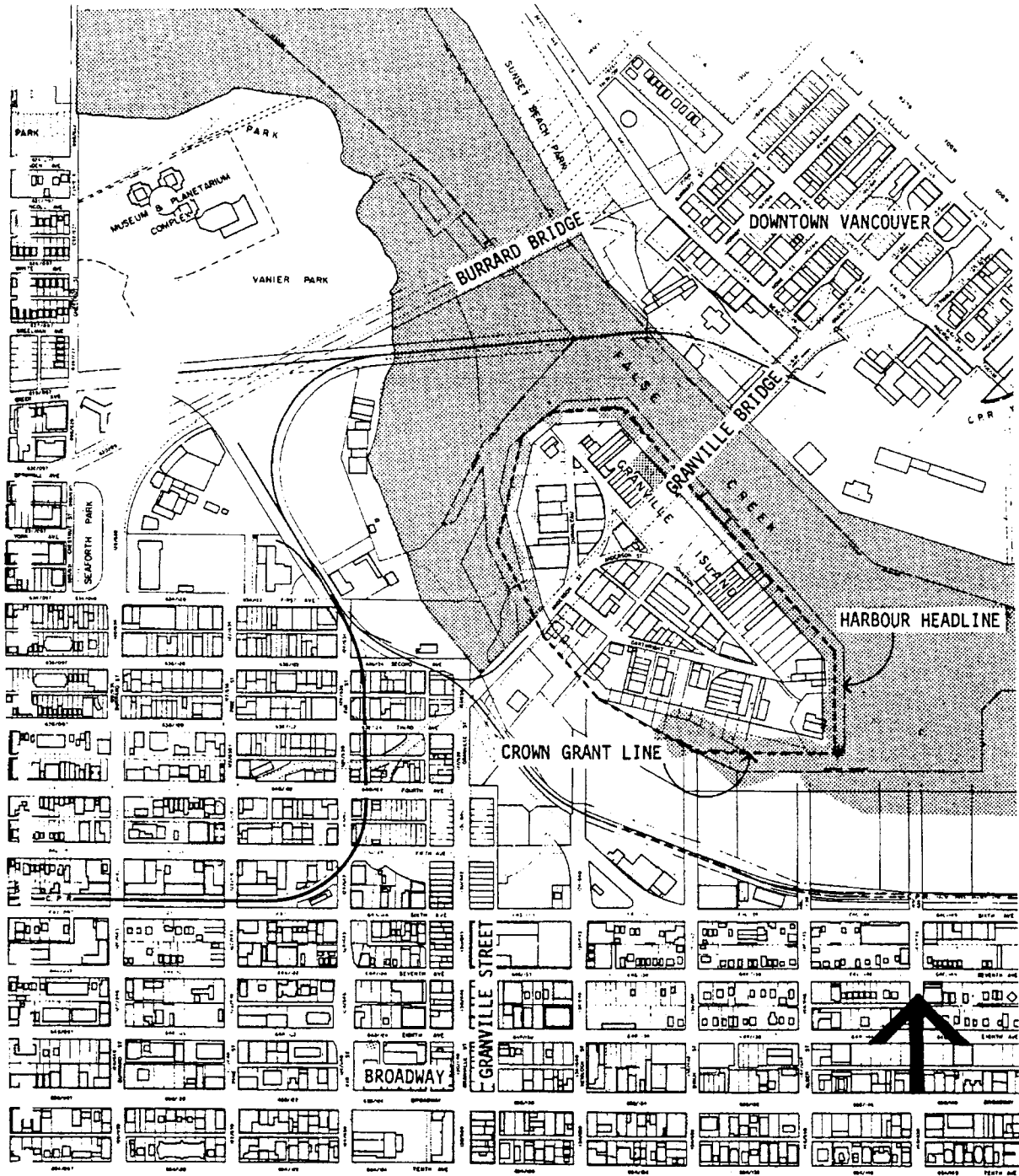
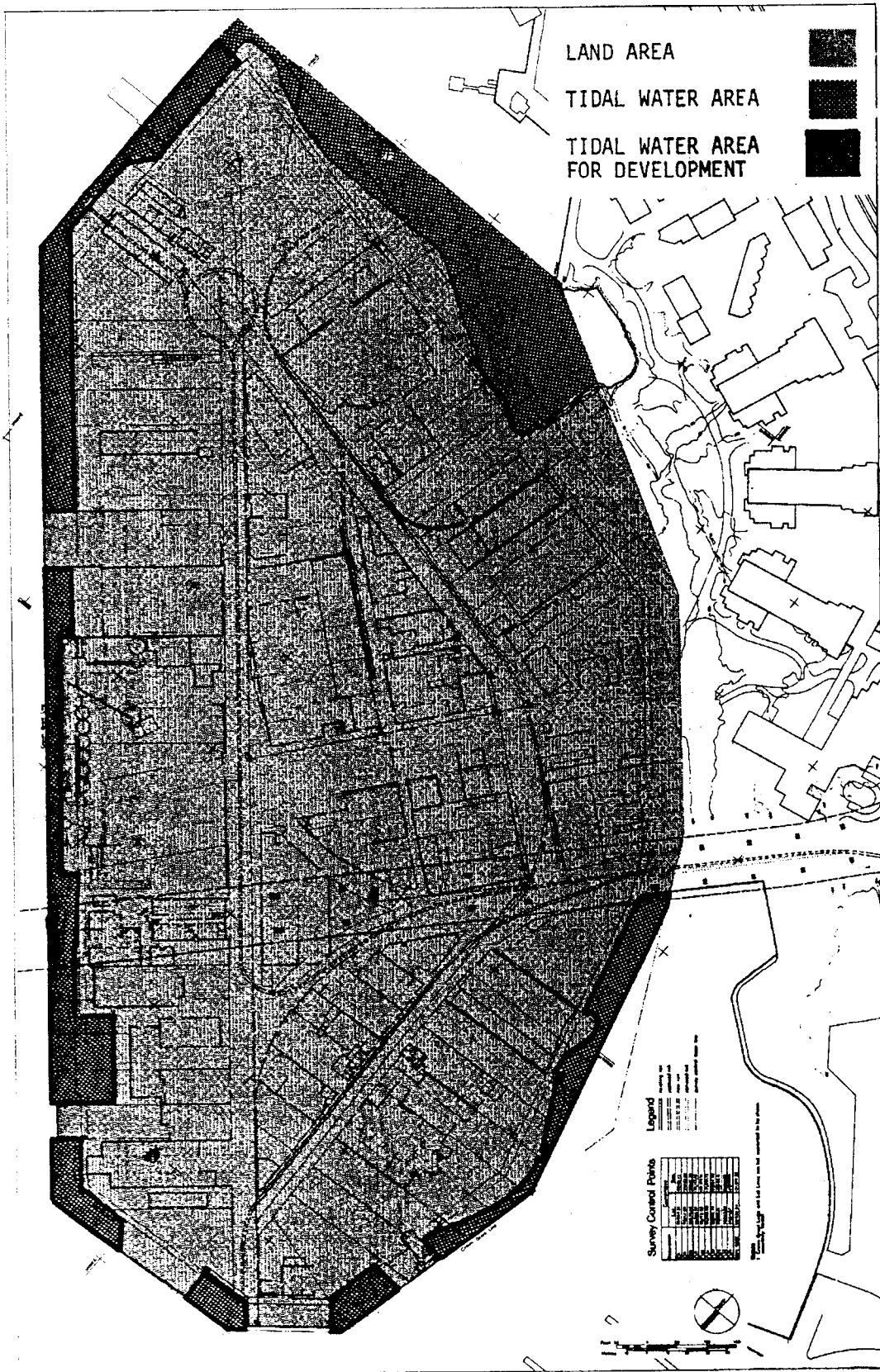


Figure 2. The Site



4 The Site

The following represents the amounts of built and open areas to be achieved in the implementation of this plan.

4.1 Overall Areas

(a) Land area - including permanent wharves	37.6 acres
(b) Tidal water area	<u>5.3 acres</u>
(c) Area within Crown Grant	<u>42.9 acres</u>

4.2 Built and Open Areas on Tidal Water

(a) Maximum coverage of water area	1.5 acres
(b) Open water area	<u>3.8 acres</u>
	<u>5.3 acres</u>

4.3 Built and Open Areas on Land

(a) Maximum building coverage	12.0 acres
(b) Open areas as follows:	
(i) Roads	3.1 acres
(ii) Parking Areas	3.5 acres
(iii) Non-tidal Ponds	.5 acres
(iv) Public Open Space	15.0 acres
(v) Covered Outdoor Public Space	.3 acres
(vi) Storage, Industrial and other Open Areas	<u>3.2 acres</u>
	25.6 acres
	<u>25.6 acres</u>
	<u>37.6 acres</u>

- 4.4 The overall Areas are approximate and are within a 20% ($\pm 10\%$) margin of error. The Built and Open Areas may be varied by 20% ($\pm 10\%$) in the allocation between the above descriptions, except for the Public Open Space which shall be not less than 15 acres.

5 Land Use

- 5.1 The following represents the amount of land uses that can be achieved in the implementation of the plan.

(a) Industrial	130,000 sq. ft.
(b) Arts and Crafts	125,000 sq. ft.
(c) Institutional	189,000 sq. ft.
(d) Maritime	92,000 sq. ft.
(e) Community and Recreation	60,000 sq. ft.
(f) Market	50,000 sq. ft.
(g) Performing Arts	50,000 sq. ft.
(h) Restaurants and Entertainment	50,000 sq. ft.
(i) Retail	35,000 sq. ft.
(j) Office	52,000 sq. ft.
(k) Residential	25,000 sq. ft.
(l) Hotel	<u>47,363 sq. ft.</u>

Total Built Area 905,363 sq. ft.

- 5.2 To preserve flexibility and to allow for on-going change as the redevelopment is implemented, there shall be a latitude of 20% ($\pm 10\%$) in the allocation of the various uses within the total built area.

- 5.3 Uses permitted on the tidal water shall be compatible with the plan.

6 Building Height

- 6.1 Buildings shall generally be not more than 55 feet in height.
- 6.2 Building heights shall be measured from E.L. 100. It is noted that the top of the seawall varies slightly in elevation but is approximately E.L. 100 and may be used for measurement purposes.
- 6.3 Additional and alternative to an existing building shall be compatible with the height and form of the existing building.
- 6.4 Variations to these height limits may be permitted under special circumstances. Consideration shall be given to the impact of such variations on their immediate surroundings and the intended character for the Island.

7 Public Open Space

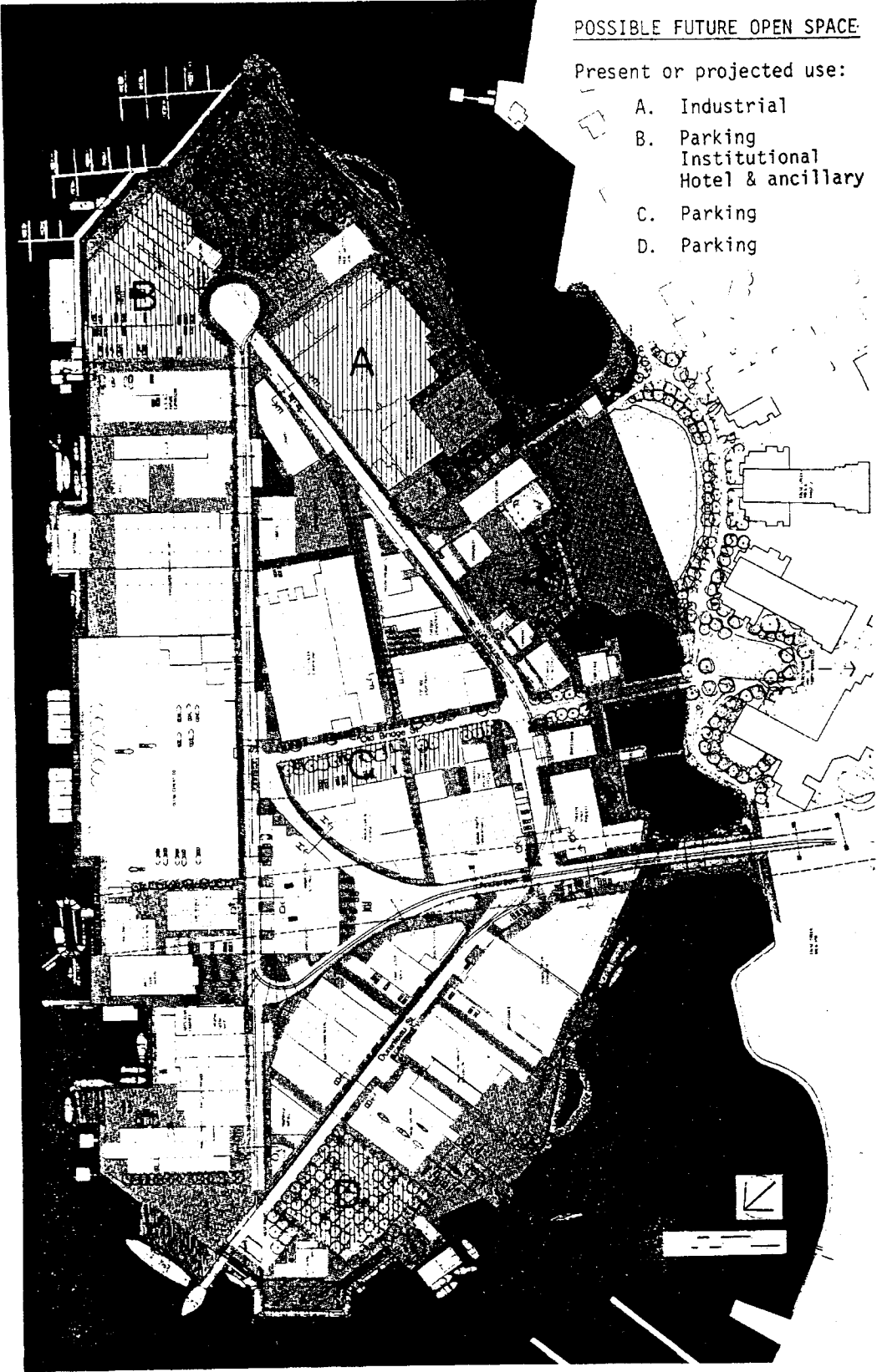
- 7.1 The total amount of Public Open Space to be provided shall not be less than 15 acres as illustrated in Fig. 3. Public Open Space shall be space, usually at grade, that is freely accessible to the general public at all times and open to the elements. It shall be and shall appear to be in the Public Domain.

Public Open Space shall not include areas normally used for the storage of goods, parking and for the circulation of vehicles.

Space essential to the normal functioning of a building or commercial or industrial use shall not be considered as Public Open Space.

- 7.2 Possible Future Public Open Space shall be space that may not be retained indefinitely in its present or presently proposed use (see Fig. 3) and when such use or presently proposed use is discontinued then alternative uses including use for open space shall be determined by the City in consultation with C.M.H.C.
- 7.3 Public Open Space shall be linked to provide an attractive and continuous environment for pedestrians and bicyclists. Pedestrian and bicycle connections shall be provided to the other areas in False Creek.
- 7.4 The Public Open Space shall be developed and maintained by the C.M.H.C.
- 7.5 In the event that the area presently occupied by the Morrison Steel and Wire Company ceases to be used primarily for the manufacture of nails or related products then the future alternative uses including use for open space shall be determined by the City in consultation with C.M.H.C.

Figure 3. Public Open Space



8 Circulation and Parking

- 8.1 All vehicular access to Granville Island (other than emergency or special circumstances) shall be on Anderson Street. This access route will not be less than thirty feet (30' 0") in width. All other driving surfaces on Johnston, Cartwright, Duranleau, Anderson and Old Bridge Streets will be at least twenty feet (20' 0") in width. All fire access lanes will be twelve feet (12' 0") minimum width.
- 8.2 The servicing of existing buildings may be on-street.
- 8.3 Provisions shall be made, in the design of the streets, for pedestrians, bicyclists, vehicles, and on-street parking with due regard for the safety and separation of each.
- 8.4 It is intended that approximately 725 parking spaces will be provided in a dispersed pattern as illustrated in Fig. 4. Additional parking may be provided for special events.
- 8.5 Provision has been made in By-Law #5019, being the Area Development Plan By-Law for Area 6, Phase 2, for 250 parking stalls, to be developed by C.M.H.C., should the need arise. Similar provisions may be made in other adjacent or adjoining areas of False Creek.

9 Public Transit and Rail

- 9.1 Public transit service may be provided on Granville Island.
- 9.2 Rail trackage on Anderson and Johnston Streets may become a part of a specialized public transit service to other parts of the City.
- 9.3 Rail trackage may be retained on Granville Island to accommodate a variety of activities.
- 9.4 Opportunities for elevator connections to Granville Street Bridge, either on or adjacent to Granville Island, for the purpose of providing connections to existing public transit services, will be considered.

Figure 4. Circulation and Parking

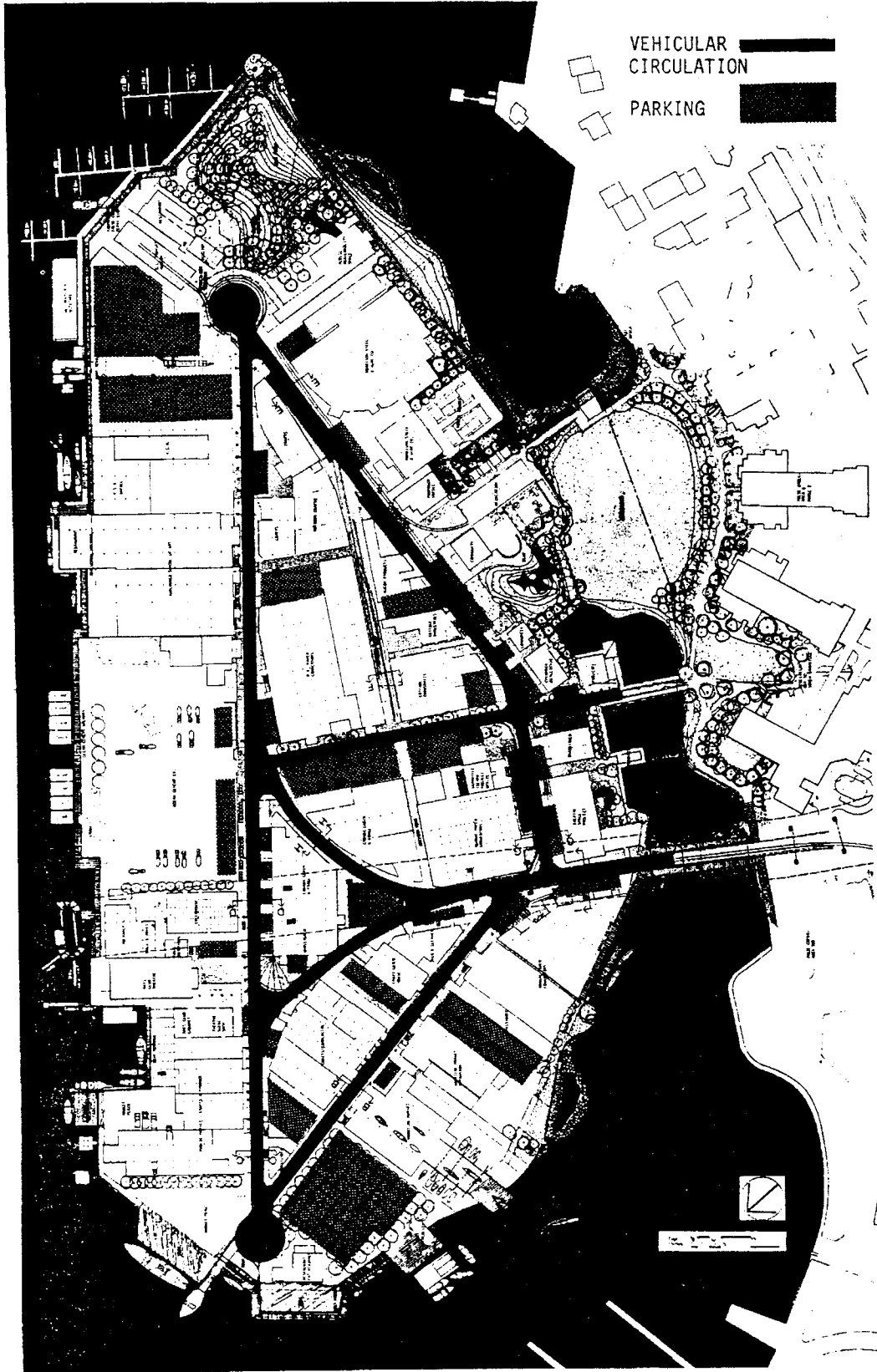
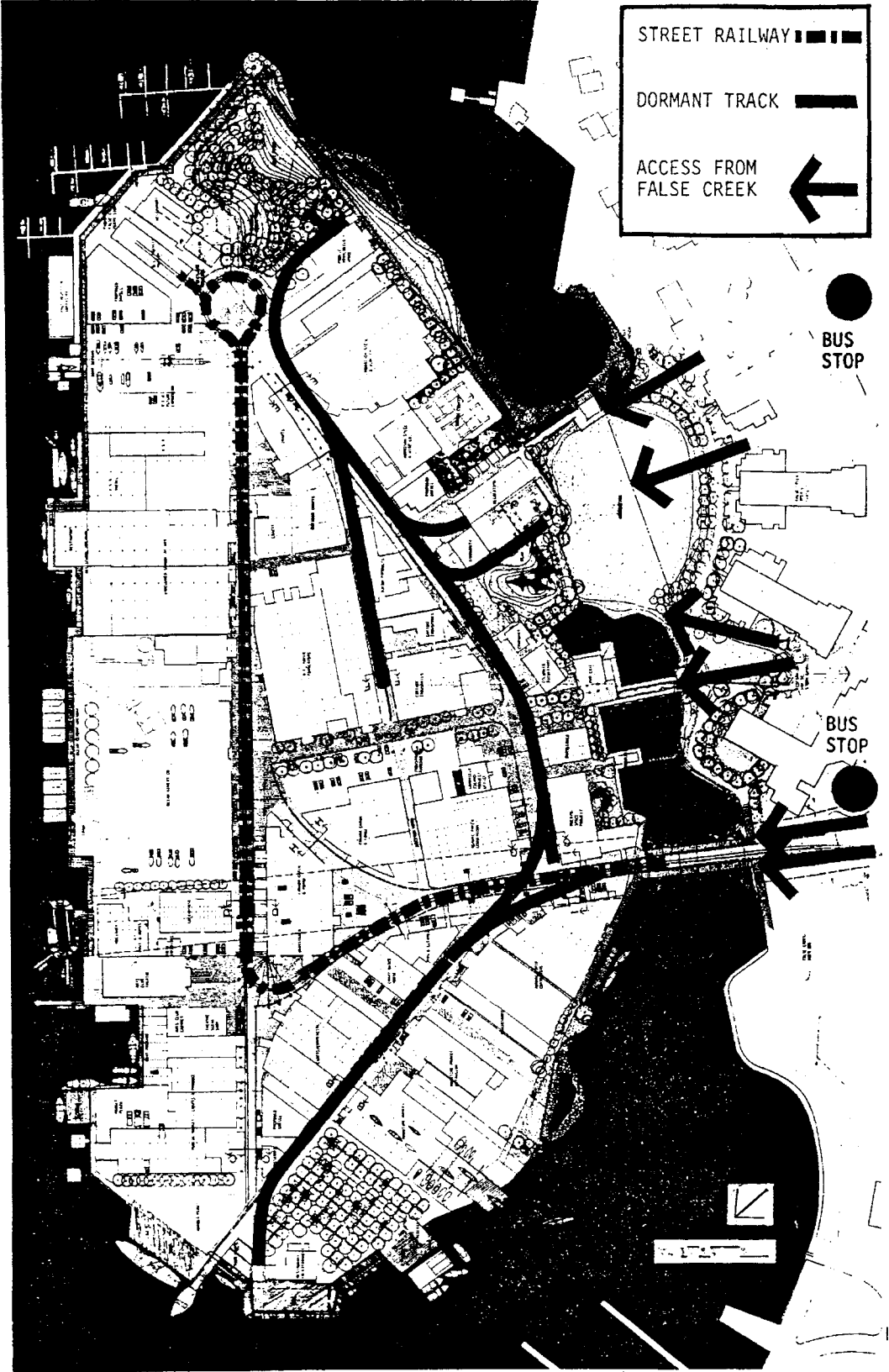
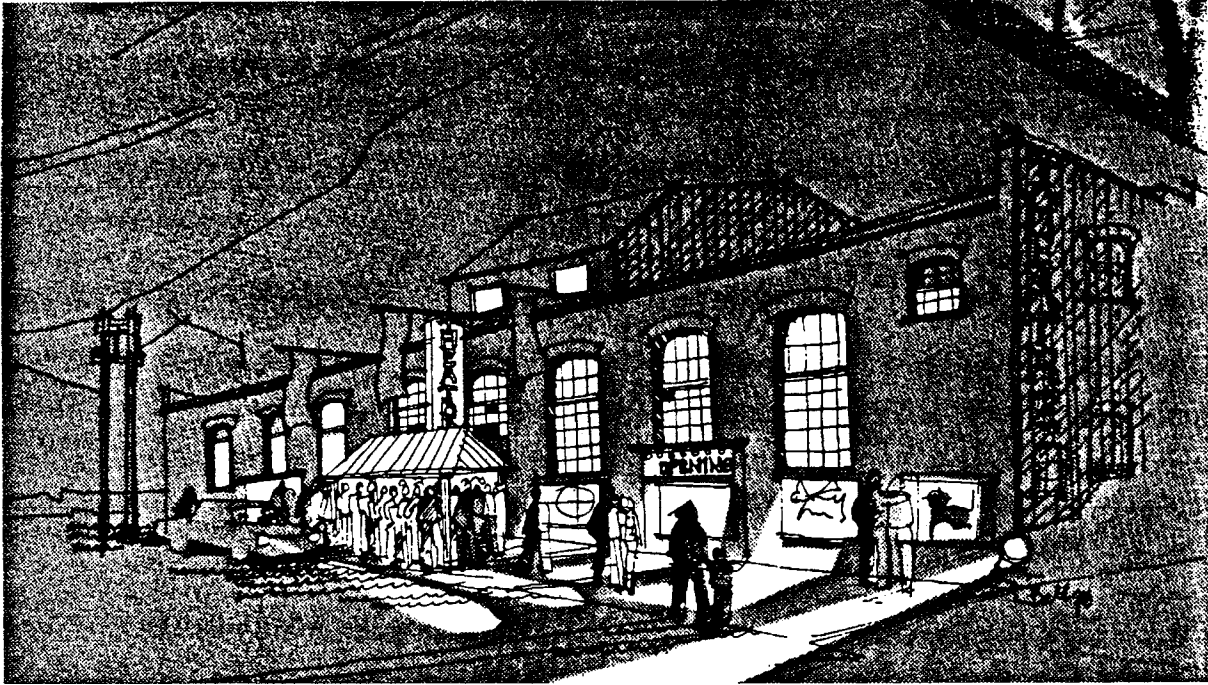


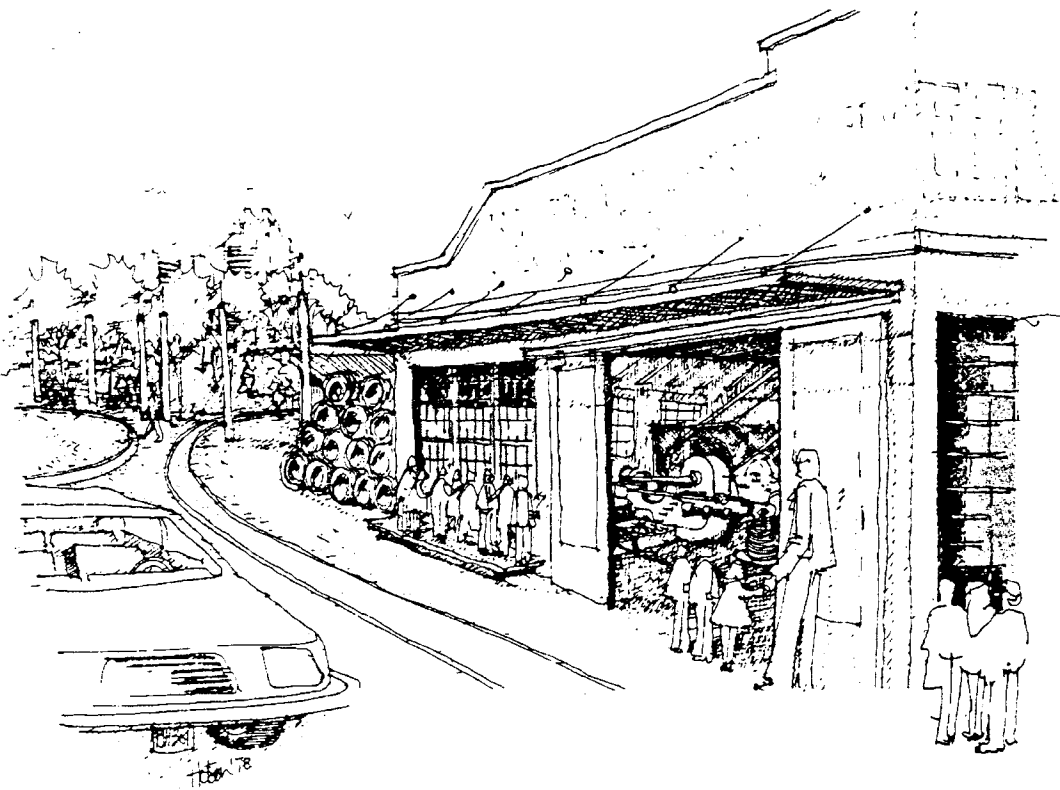
Figure 5. Public Transit and Rail



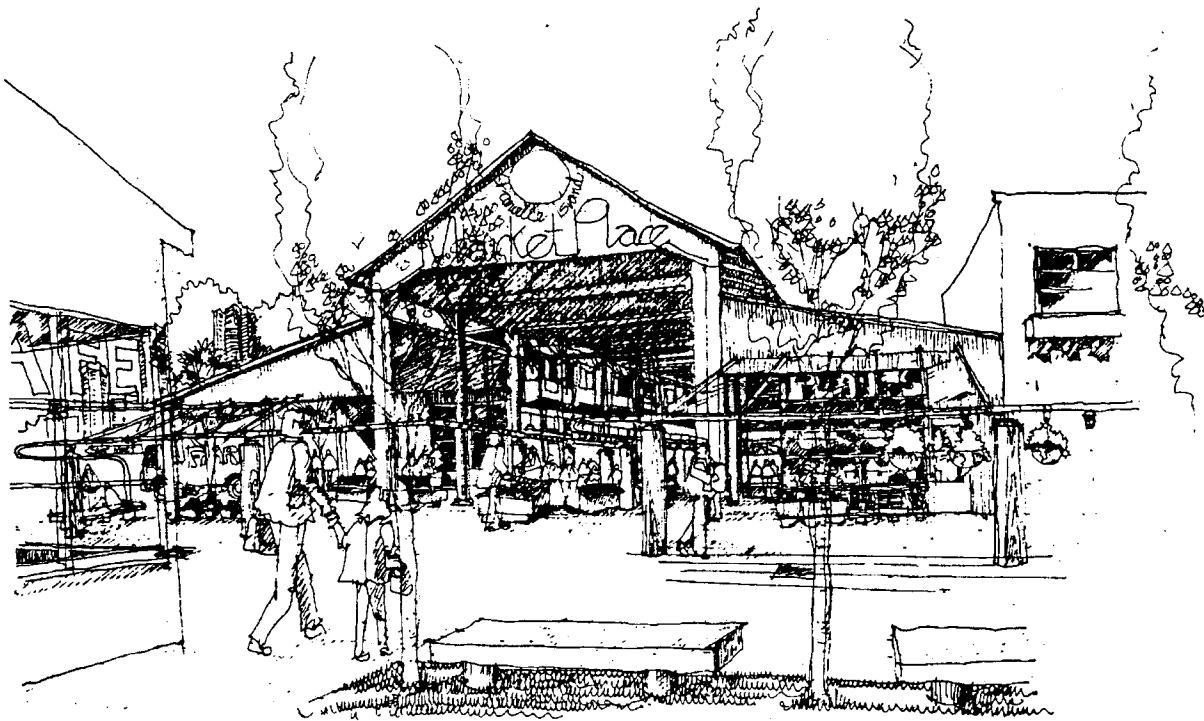
10 Development Character



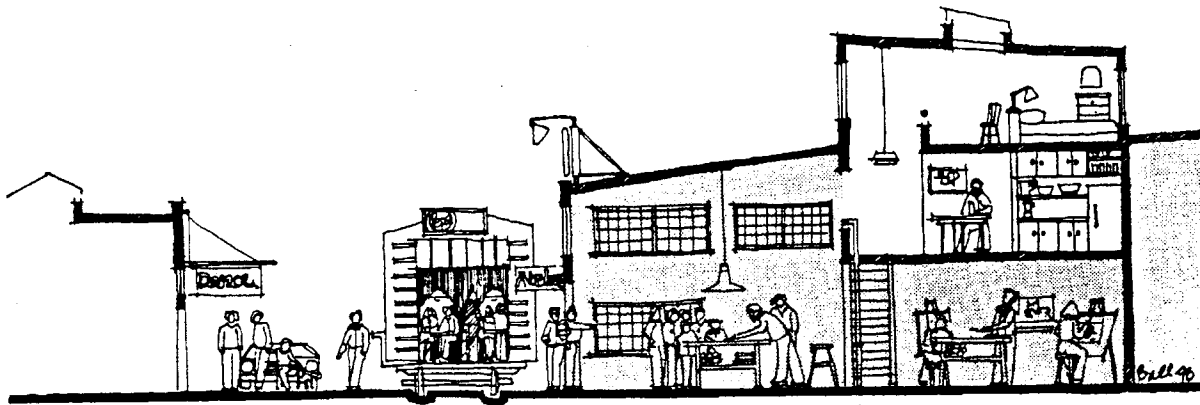
Building activities visually accessible to the public, day and night



Large, existing doorways provide viewing areas to inside activities



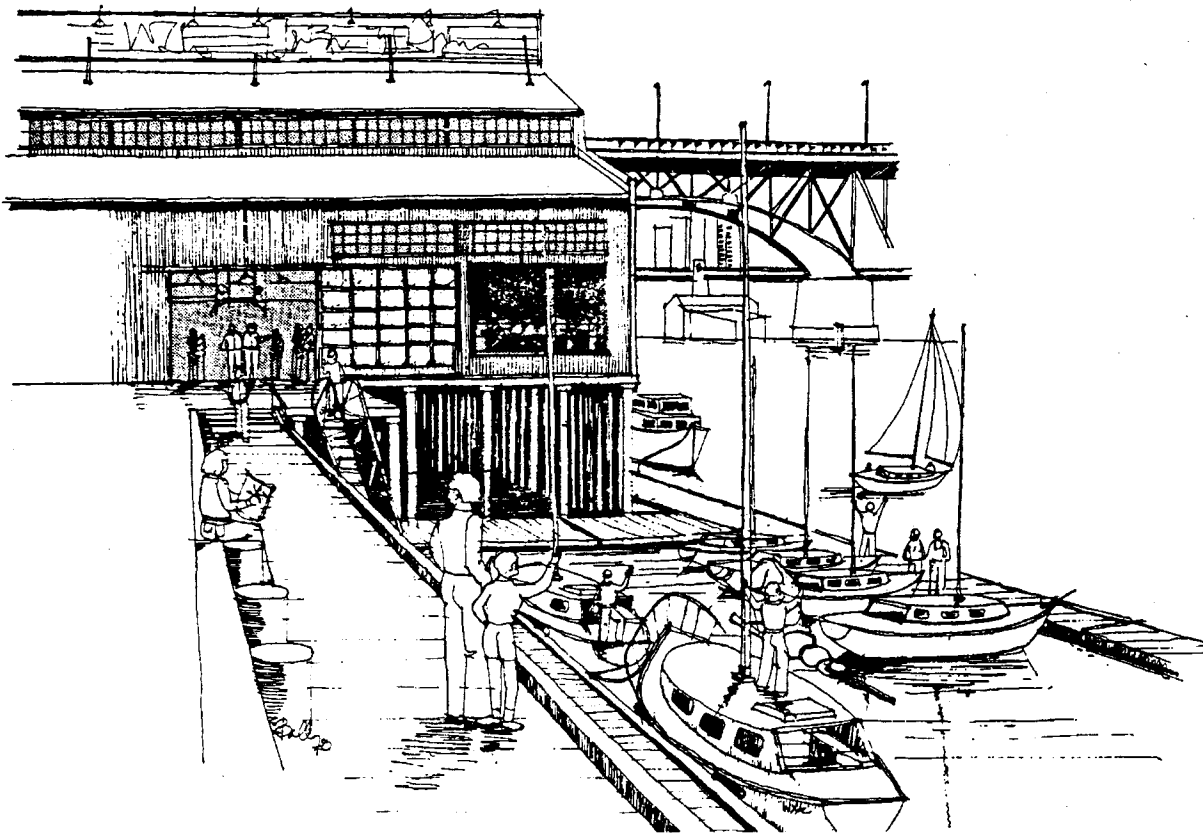
Ground floor uses suggest public interaction



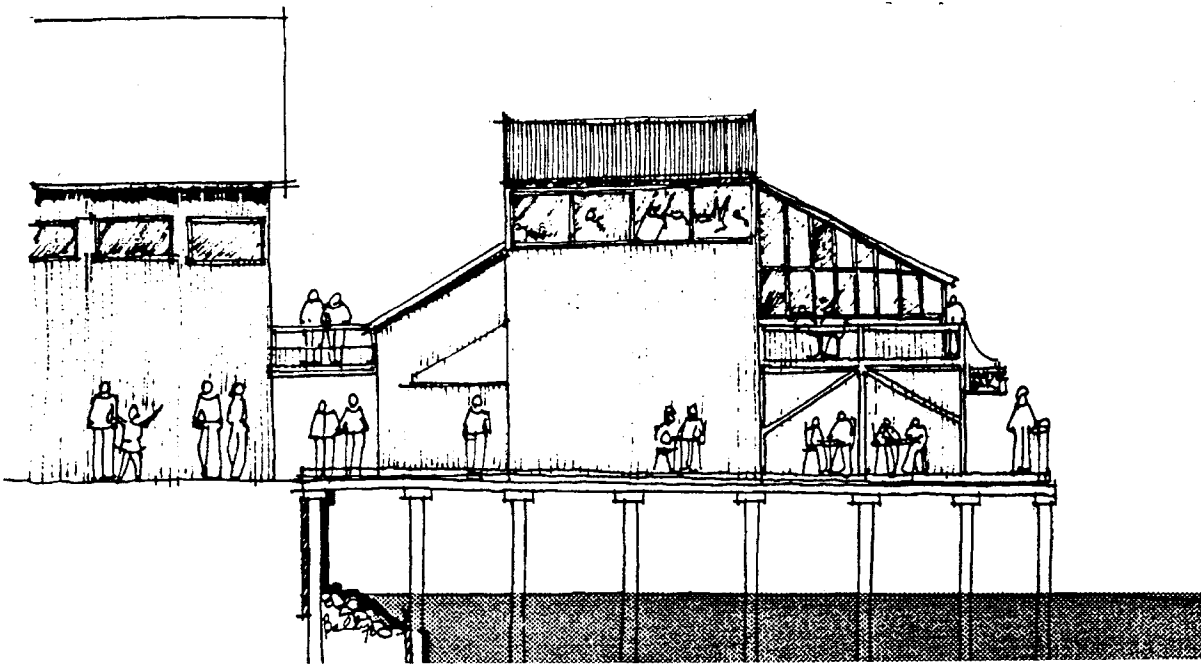
Second floor spaces are less public



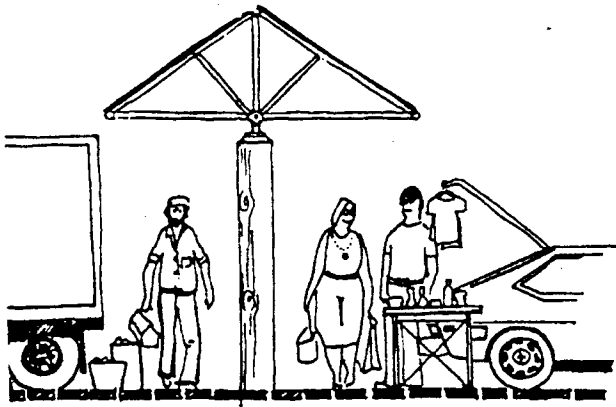
Buildings are recycled for uses that benefit from their size and shape



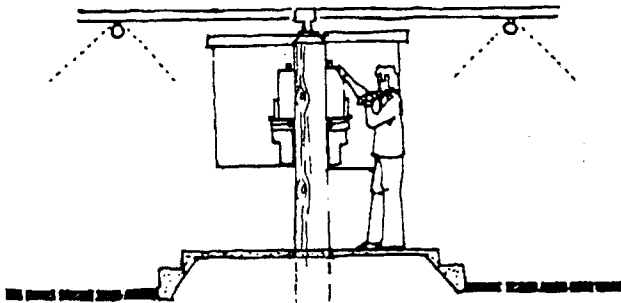
Waterfront access through existing buildings



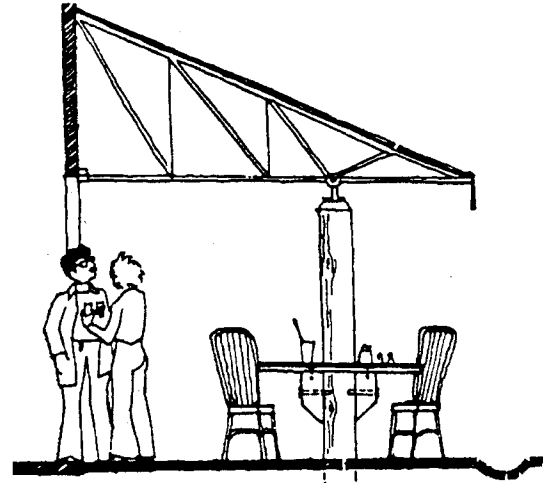
and through or beside new piled structures



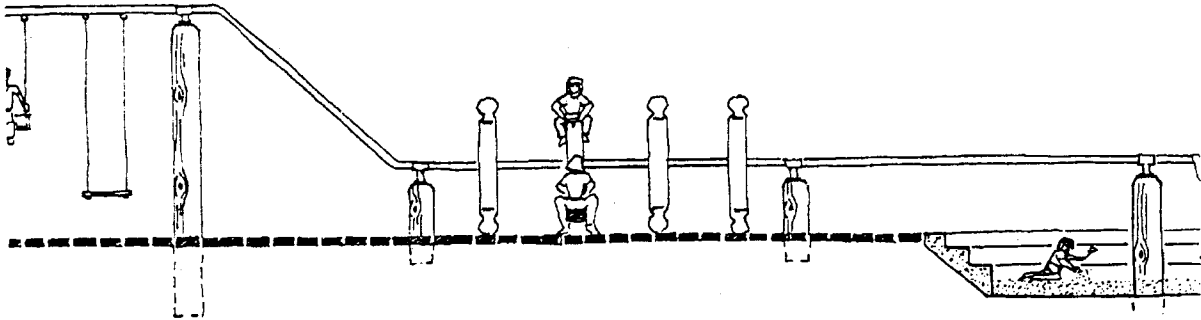
pole as an organizational element for market/swap activities



pole as a support for a telephone place.



a shelter for a street cafe.



The street hardware system at various places can be used to organize children's play elements

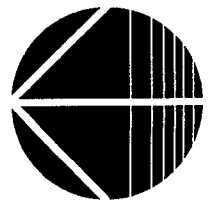
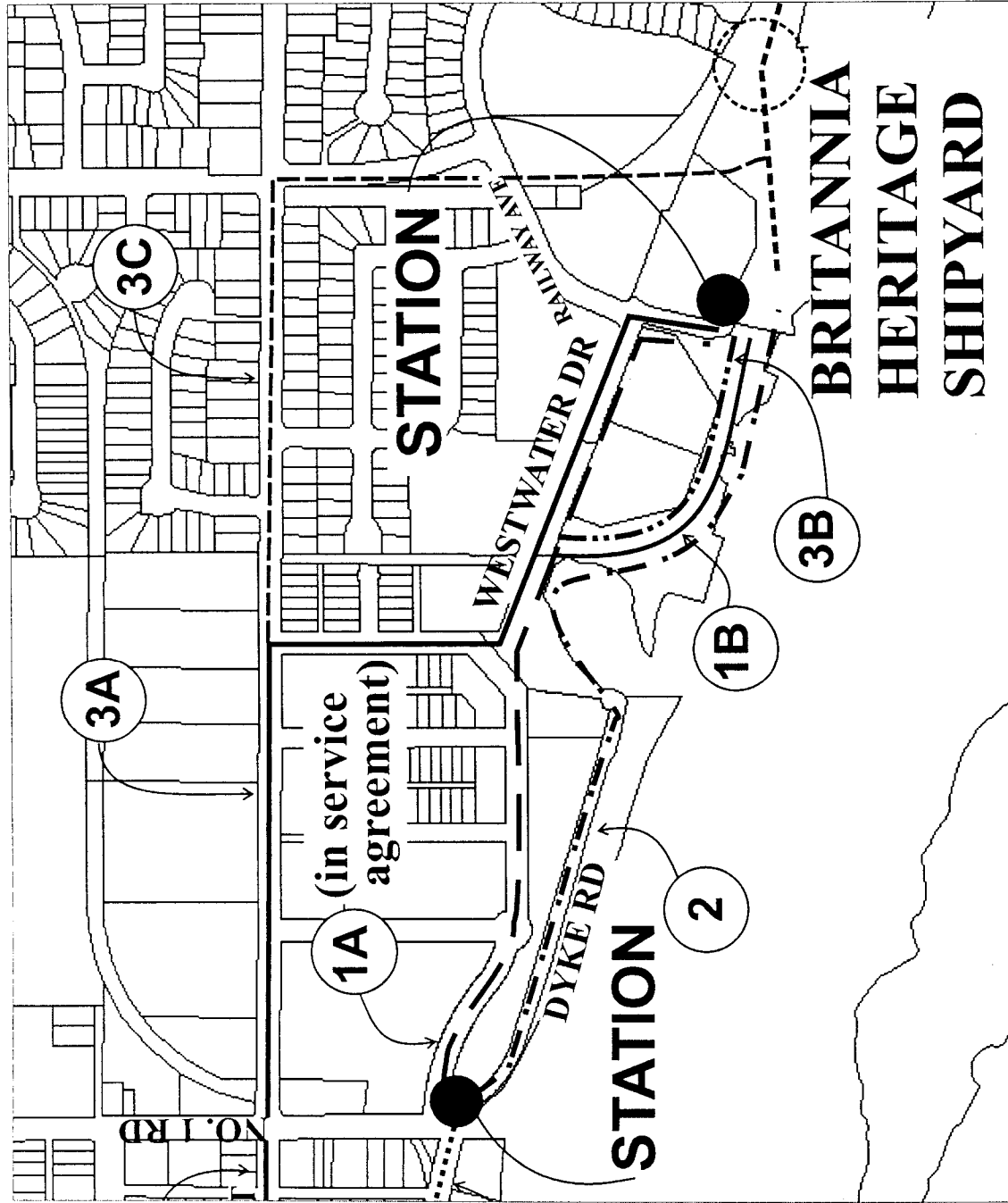
The basic elements of the street design are heavy timber and steel, unit concrete paving and trees, urban in character, and supporting a multiplicity of activity.



Recycled and new buildings reflect the historic qualities of Granville Island through the use of metal or stucco siding, heavy timber structures, large doors, multi-paned industrial glazing and skylights.

Legend

Options 1 - 3 - No. 1 Rd to Britannia

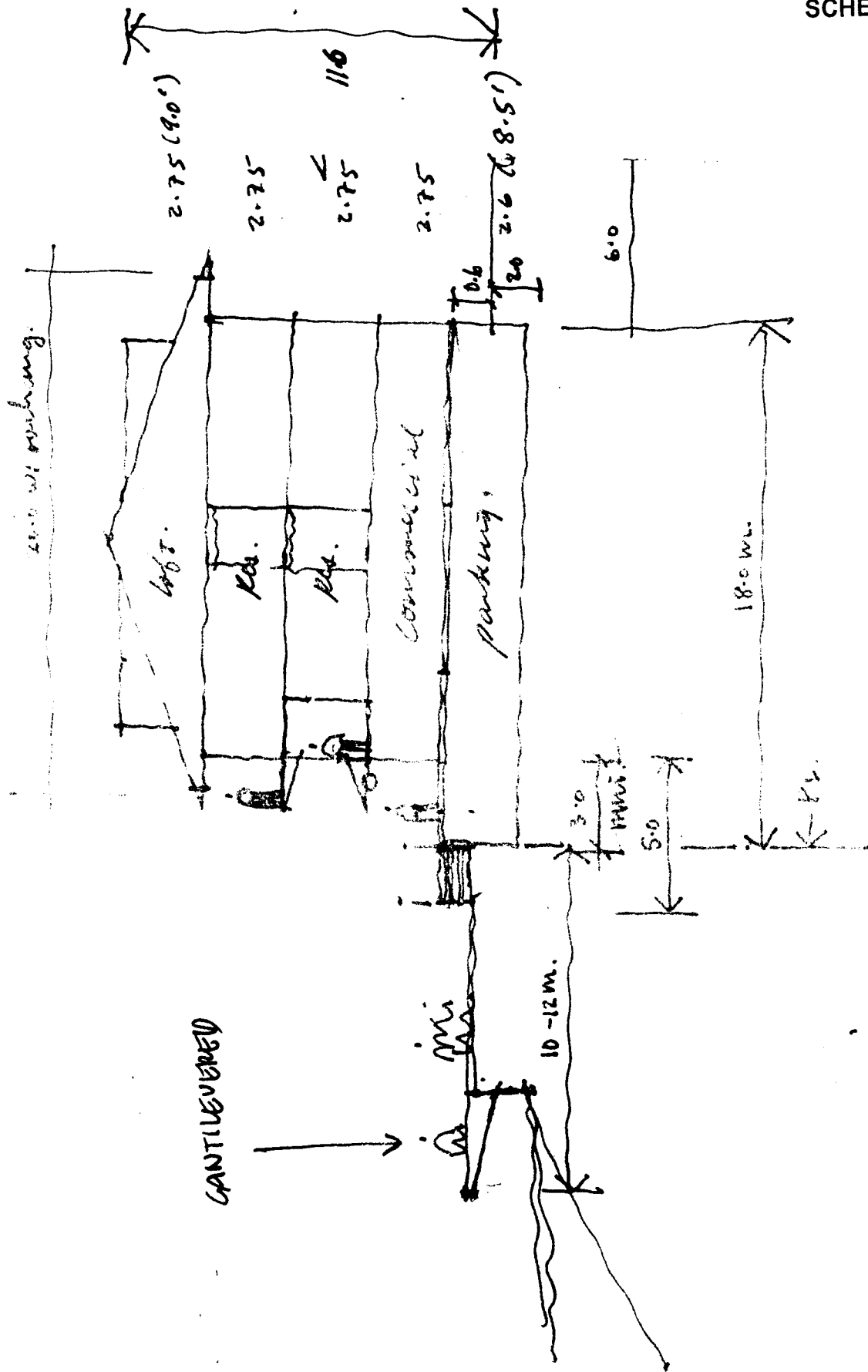


Possible Tram Routes to be Evaluated

Original Date: 02/12/04

Revision Date:

Note: Dimensions are in METRES



CANTILEVERED

SECTION



December 11, 2003

VISION

IMPERIAL LANDING WATERFRONT

The Imperial Landing waterfront development complements Steveston Village and the adjoining residential development with a rich mix of public, residential and commercial uses which reflect the community's fishing and home port roots, and together create a unique and vibrant high quality waterfront destination for City residents, workers and visitors to live, work and play.

Sustainability Principles

Social

- Provide public access along the waterfront;
- Expand the public orientation of the waterfront by including marinas, piers, plazas and related public uses;
- Retain the Tram line on Bayview Street with tram stops along Bayview at No 1 Road and Easthope;
- Introduce more hard surface public spaces that can accommodate both public uses and programmed events;
- Use materials and building forms that are similar to the historical development pattern;
- Utilize traditional methods of construction such as posts and pilings;
- Increase contact with the water by introducing publicly accessible commercial development and amenities built over the shoreline.

Environmental

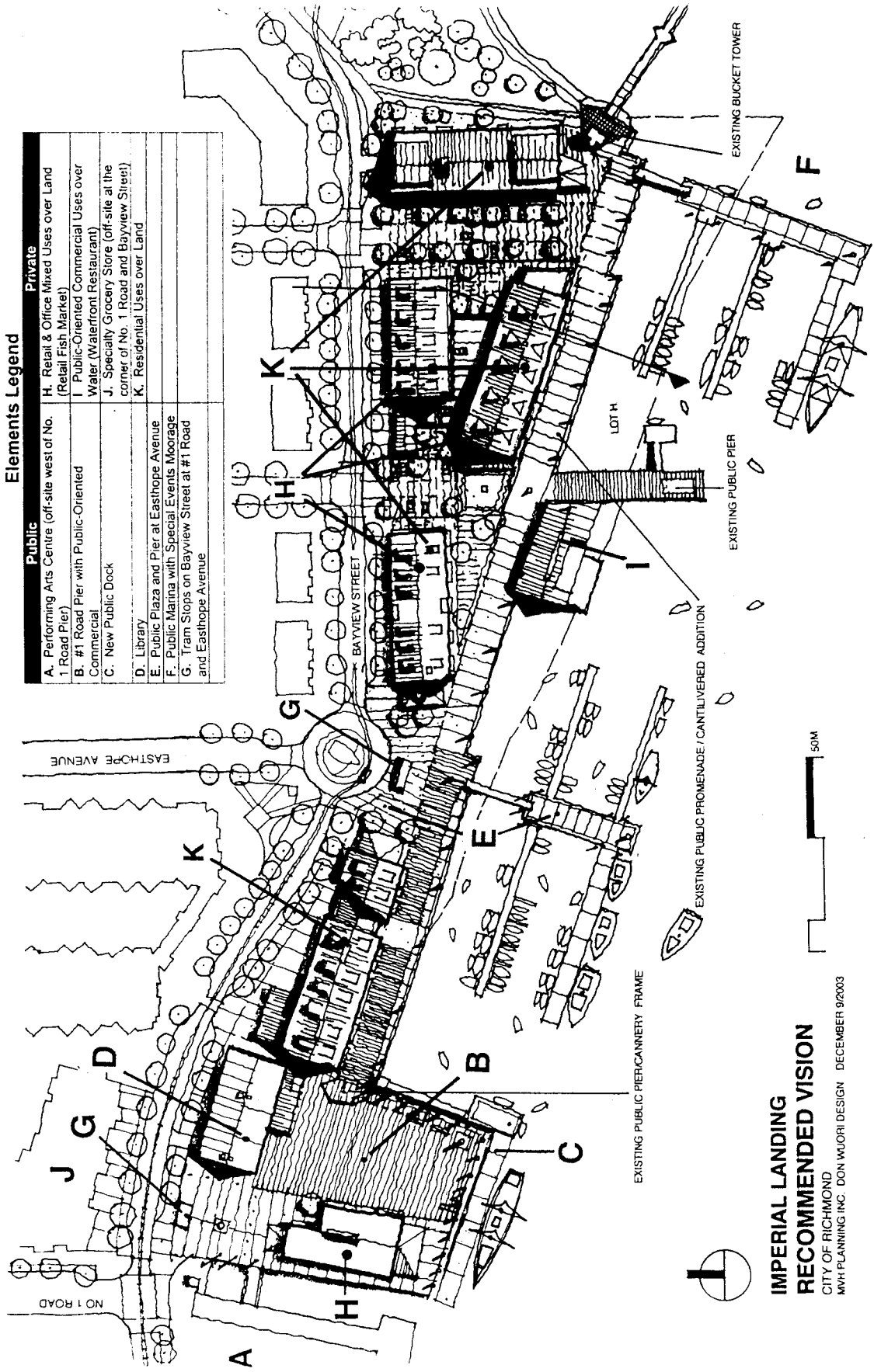
- Ensure that development meets the environmental principles associated with the waterfront;
- Ensure that adequate parking and transit is provided.

Economic

- Pay for and maintain some public amenities by providing commercial and residential development opportunities;
- Develop commercial uses that create an interesting and vibrant waterfront, and enhance the viability of Steveston;
- Mix residential with commercial uses;
- Develop publicly-oriented commercial uses on land and water;
- Permit public amenities and limited commercial uses over the water.

Elements of The Vision

	Public Amenities		Private Uses
A*	No 1 Road Pier with Public-Oriented Commercial	F*	Retail & Office Mixed Uses over Land
B*	New Public Dock	G*	Public-Oriented Commercial Uses over Water (e.g., waterfront restaurant)
C*	Public Plaza and Pier at Easthope Avenue	H*	Specialty Grocery Store (e.g., No 1 Rd & Bayview Ave.)
D*	Public Marina with Special Events Moorage	I*	Residential Uses over Land
E*	Tram Stops at: - No. 1 Road, and - Easthope Avenue on Bayview Ave.		
* = see accompanying Vision Illustration			



Elements Legend

Public	Private
A. Performing Arts Centre (off-site west of No. 1 Road Pier)	H. Retail & Office Mixed Uses over Land (Retail Fish Market)
B. #1 Road Pier with Public-Oriented Commercial	I. Public-Oriented Commercial Uses over Water (Waterfront Restaurant)
C. New Public Dock	J. Specialty Grocery Store (off-site at the corner of No. 1 Road and Bayview Street)
D. Library	K. Residential Uses over Land
E. Public Plaza and Pier at Easthope Avenue	
F. Public Marina with Special Events Moorage	
G. Tram Stops on Bayview Street at #1 Road and Easthope Avenue	



**IMPERIAL LANDED VISION
RECOMMENDED VISION**
CITY OF RICHMOND
MWH PLANNING INC. DON WUJORI DESIGN DECEMBER 9/2003



EXISTING PUBLIC PIER/CANNERY FRAME

EXISTING PUBLIC PROMENADE / CANTILVERED ADDITION

EXISTING PUBLIC PIER

EXISTING BUCKET TOWER

LOTH

BAYVIEW STREET

EASTHOPE AVENUE

NO 1 ROAD