



To: Richmond City Council
From: Councillor Bill McNulty
Chair, Planning Committee

To Council - May 27/02
Date: May 24th, 2002
File: 8060-20-7370

Re: **APPLICATION BY HOTSON BAKKER ARCHITECTS FOR AMENDMENT OF THE OFFICIAL COMMUNITY PLAN AND REZONING OF 14791 STEVESTON HIGHWAY FROM "ATHLETICS AND ENTERTAINMENT DISTRICT (AE)" TO "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/134)"**

The Planning Committee, at its meeting held on May 22nd, 2002, considered the attached report, and recommends as follows:

Committee Recommendation (Cllr. Greenhill opposed to Parts (1) to (4) of the recommendation)

- (1) *That Bylaw No. 7371, to amend Official Community Plan Bylaw No. 7100, to:*
 - (a) *Redesignate 14791 Steveston Highway:*
 - i) *From "Commercial" to "Mixed Use" in Attachment 1 to Schedule 1, and*
 - ii) *From "Commercial" to "Limited Mixed Use" in Attachment 2 to Schedule 1, and*
 - (b) *Amend the Regional Context Statement to identify the Riverport Area as a mixed use centre, including limited residential uses, be introduced and given first reading.*
- (2) *That Bylaw No. 7371, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District (GVRD) Solid Waste and Liquid Waste Management Plan;**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. 7370, for the rezoning of 14791 Steveston Highway from "Athletics and Entertainment District (AE)" to "Comprehensive Development District (CD/134)", be introduced and given first reading.*
- (4) *That no additional residential development be approved in the Riverport Area until an Area Plan for this area is completed.*
- (5) *That an Area Plan be undertaken for the Riverport Area.*

Councillor Bill McNulty, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended the following:

- (1) That Official Community Plan Amendment Bylaw No. 7371, to amend Official Community Plan Bylaw No. 7100, to:
 - (a) Redesignate 14791 Steveston Highway:
 - i) From “Commercial” to “Mixed Use” in Attachment 1 to Schedule 1, and
 - ii) From “Commercial” to “Limited Mixed Use” in Attachment 2 to Schedule 1, and
 - (b) Amend the Regional Context Statement to identify the Riverport Area as a mixed use centre, including limited residential uses,
be introduced and given first reading.
- (2) That Bylaw No. 7371, having been considered in conjunction with:
 - (a) the City’s Financial Plan and Capital Program;
 - (b) the Greater Vancouver Regional District (GVRD) Solid Waste and Liquid Waste Management Plan;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. 7370, for the rezoning of 14791 Steveston Highway from “Athletics and Entertainment District (AE)” to “Comprehensive Development District (CD/134)”, be introduced and given first reading.
- (4) That the Public Hearing be held after the GVRD’s comments are received and staff comment on them in a report back to Planning Committee.
- (5) That no additional residential development be approved in the Riverport Area until an Area Plan for this area is completed.
- (6) That an Area Plan be undertaken for the Riverport Area.



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7371 (RZ 02-199258)
14791 Steveston Highway**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by making the following amendments:
 - i. Add a fifth bulleted point to the list of points in Section 1.4 Regional Context Statement, Build Complete Communities (page 10):
 - “Encouraging the development of the Riverport Entertainment Area as a mixed use centre, including limited residential uses (see 3.1 Neighbourhoods and Sense of Community).”
 - ii. Add to Section 3.1 Neighbourhoods and Sense of Community, Objective 1 (page 33):
 - e) “Encourage limited residential uses in the Riverport Entertainment Area to enhance and support mixed use development.”
 - iii. Amend Section 3.2 Housing, map entitled “Dwelling Unit Capacity to 2021” (page 56), as follows:
 - East Richmond Remaining Dwelling Unit Capacity is increased from 50 to 275;
 - East Richmond Total Dwelling Unit Capacity is increased from 1,750 to 1,975;
 - West Richmond Remaining Dwelling Unit Capacity is reduced from 10,760 to 10,535;
 - West Richmond Total Dwelling Unit Capacity is reduced from 34,660 to 34,435.
2. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it “Mixed Use”.

P.I.D. 024-995-479

Lot 2 Section 33 Block 4 North Range 5 West New Westminster District Plan LMP49461

- 3. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Attachment 2 to Schedule 1 thereof of the following area and by designating it "Limited Mixed Use".

P.I.D. 024-995-479

Lot 2 Section 33 Block 4 North Range 5 West New Westminster District Plan LMP49461

- 4. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7371".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

GVRD APPROVAL

ADOPTED

MAY 27 2002

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

MAYOR

CITY CLERK



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7370 (RZ 02-199258)
14791 STEVESTON HIGHWAY**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.134 thereof the following:

“291.134 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/134)

The intent of this zoning district is to accommodate apartments, dormitories, and a commercial building.

291.134.1 PERMITTED USES

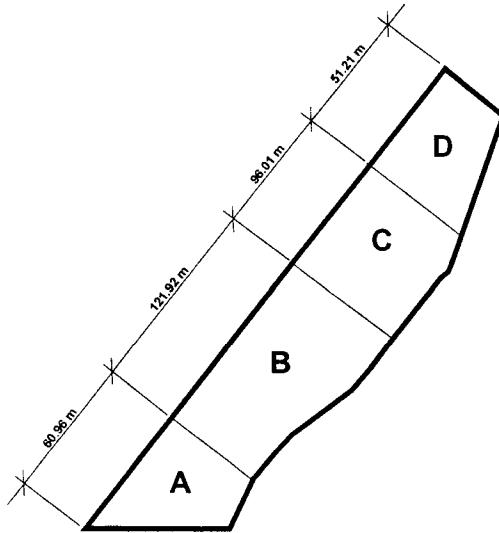
**ASSEMBLY;
COMMUNITY USE;
DORMITORY BUILDING;
FOOD CATERING ESTABLISHMENT;
HOTEL;
OFFICE;
CARETAKER RESIDENTIAL ACCOMMODATION, limited to one such
unit per lot;
ACCESSORY USES, BUILDINGS & STRUCTURES;
AUTOMOBILE PARKING.**

The following uses are only permitted within the areas identified as B and C in Diagram 1 of Section 291.134.2.01:

**RESIDENTIAL, limited to Multiple-Family Dwellings
HOME OCCUPATION**

291.134.2 PERMITTED DENSITY

.01 Diagram 1



.02 Maximum Floor Area Ratio:

| | |
|---------|------|
| Area A: | 0.34 |
| Area B: | 1.47 |
| Area C: | 1.56 |
| Area D: | 0.71 |

291.134.3 MAXIMUM LOT COVERAGE:

| | |
|---------|-----|
| Area A: | 11% |
| Area B: | 37% |
| Area C: | 40% |
| Area D: | 20% |

291.134.4 MINIMUM SETBACKS FROM PROPERTY LINES:

- .01 Road Setbacks: 6 m (19.685 ft.)
- .02 Side Yards: 6 m (19.685 ft.)

291.134.5 MAXIMUM HEIGHTS

- .01 Buildings: 15 m (49.213 ft.)

291.134.6 OFF-STREET PARKING

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

- Studio dwelling units: 1.0 spaces per dwelling unit
- One-bedroom dwelling units: 1.3 spaces per dwelling unit
- Two-bedroom dwelling units: 1.5 spaces per dwelling unit
- Visitor spaces: 0.2 spaces per dwelling unit

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/134)**.

P.I.D. 024-995-479

Lot 2 Section 33 Block 4 North Range 5 West New Westminster District Plan LMP49461

3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7370”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENT SATISFIED

ADOPTED

MAY 27 2002



MAYOR

CITY CLERK



To: Planning Committee
From: Joe Erceg
Manager, Development Applications

To Planning - May 22/02
Date: May 13, 2002

(RZ 02-199258)

Terry Crowe,
Manager, Policy Planning

FILE : 8060-20-7370

X-REF : 8060-20-7371

Re: **APPLICATION BY HOTSON BAKKER ARCHITECTS FOR AMENDMENT OF THE OFFICIAL COMMUNITY PLAN AND REZONING OF 14791 STEVESTON HIGHWAY FROM "ATHLETICS AND ENTERTAINMENT DISTRICT (AE)" TO "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/134)"**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7371, to amend Official Community Plan Bylaw No. 7100, to:

a. Redesignate 14791 Steveston Highway:

- From "Commercial" to "Mixed Use" in Attachment 1 to Schedule 1, and
- From "Commercial" to "Limited Mixed Use" in Attachment 2 to Schedule 1, and

b. Amend the Regional Context Statement to identify the Riverport Area as a mixed use centre, including limited residential uses,

be introduced and given first reading.

2. That Bylaw No. 7371, having been considered in conjunction with:

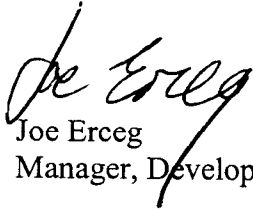
- the City's Financial Plan and Capital Program;
- the Greater Vancouver Regional District (GVRD) Solid Waste and Liquid Waste Management Plan;

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. 7370, for the rezoning of 14791 Steveston Highway from "Athletics and Entertainment District (AE)" to "Comprehensive Development District (CD/134)", be introduced and given first reading.

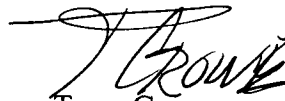
4. That the Public Hearing be held after the GVRD's comments are received and Staff comment on them in a report back to Planning Committee.

5. That no additional residential development be approved in the Riverport Area until an Area Plan for this area is completed.
6. That an Area Plan be undertaken for the Riverport Area.

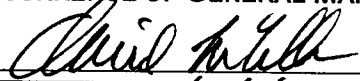


Joe Erceg
Manager, Development Applications

JE:jl
Att.



Terry Crowe
Manager, Policy Planning

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|--|
| FOR ORIGINATING DIVISION USE ONLY |
| CONCURRENCE OF GENERAL MANAGER |
|  |

see attached memo

Staff Report

Origin

Hotson Bakker Architects has made an application to amend the Official Community Plan and rezone 14791 Steveston Highway in order to allow for residential uses. The site is along the waterfront east of the Riverport Entertainment Complex (**Attachment 1**).

The applicant proposes to create a unique waterfront community consisting of rental housing, market condominiums, athletes' dormitories, restaurant and offices. Public open space in the form of waterfront walkways, plaza areas and marine piers are proposed throughout the site.

Findings of Fact

| Item | Existing | Proposed |
|-----------------|----------------------------------|---|
| Owner | Legacy Park Land Ltd. | Unknown at this time |
| Applicant | Hotson Bakker Architects | No change |
| Site Size | 2.08 hectares (5.15 acres) | Potential subdivision to 4 lots ranging in size from 0.10 ha (0.25 acres) to 0.63 ha (1.56 acres) |
| Land Uses | Vacant | Commercial, residential, dormitory and recreation uses |
| OCP Designation | Commercial | Mixed Use |
| Zoning | AE (Athletics and Entertainment) | CD (Comprehensive Development) |
| ESA Designation | Yes | Yes |

Site Context

The site, which is located along the waterfront, is separated from the Riverport Entertainment Complex by a 30 metre (100 feet) CN Rail right-of-way. It is surrounded by the following land uses:

- North: City owned properties that are zoned AE and designated "Commercial"
- South: Fraser Wharves, zoned "Light Industrial District (I2)"
- West: CN Rail right-of-way and Riverport Entertainment Complex (zoned AE)
- East: City owned property zoned AE; Fraser River

Previous Applications

The subject properties were rezoned to "Athletics and Entertainment (AE)" from "Light Industrial District (I2)" in 1997 as part of Rezoning Application #RZ 97-117077.

In 1998, the City and property owner of the subject sites, Legacy Park Land Ltd., completed a subdivision and land exchange (SD 97-122612) to create the current parcels. A strip of land between the two parcels was given to the City for dyking and to provide access to 3.6 ha (9.0 acres) of City-owned lands to the north of the subject site.

A Development Permit application (DP 97-122639) followed because the subject properties that were subdivided are designated as Environmentally Sensitive Areas (ESA's). The Development Permit was issued by the City to allow the subdivision to proceed provided that identified ESA's in the eastern portion of the area and on parts of the shoreline were preserved.

A Development Permit (DP 99-170431) was also issued for a concert hall on this site after Council approval on January 24, 2000. That Development Permit lapsed on January 24, 2002.

Project Description

The applicant proposes five buildings on the site to accommodate residential, dormitory, commercial, childminding, and community meeting space. A Site Plan is included as **Attachment 2**.

Proposed Uses

The proposed building at the north end of the site would be a four-storey dormitory building. The ground floor would contain a childminding facility and meeting room. The three floors would contain a total of 30 rooms for visiting athletes and coaching staff who would use athletic facilities at Riverport. Each room would accommodate between 2 and 4 persons for a total of 108 beds.

The rental building would accommodate 110 units in a four-storey building above an underground parking structure. The proposed unit mix is as follows:

- 19 studio units (36.6 m² (394 sq. ft..) in size)
- 60 one-bedroom units (ranging from 52.5 m² (565 sq. ft..) to 52.9 m² (569 sq. ft..) in size)
- 31 two-bedroom units (ranging from 72.4 m² (779 sq. ft..) to 77.2 m² (831 sq. ft..) in size)

The market condominium would consist of two, four-storey buildings above an underground parking structure. The buildings would accommodate a total of 114 units in the following mix:

- 13 studio units (47.1 m² (507 sq. ft..) in size)
- 57 one-bedroom units (ranging from 61.2 m² (659 sq. ft..) to 77.4 m² (833 sq. ft..) in size)
- 44 two-bedroom units (ranging from 81.5 m² (877 sq. ft..) to 98.6 m² (1,061 sq. ft..) in size)

The proposed Port Building would be a two storey building at the south end of the site and contain:

- 482 m² (5,187 sq. ft..) of ground floor restaurant space, and
- 226 m² (2,439 sq. ft..) of offices in the second floor.

Building Statistics

| Building | Proposed Uses | Building Area | Off-Street Parking Spaces Provided | Site Area | Floor Area Ratio (Based on net site area) |
|-------------|--|---|------------------------------------|---|---|
| Bldg. 1 | 108 – Bed Athletes' Dormitory, Child Minding Facility, Community Meeting Rooms | 1,356.8 m ² (14,605 sq. ft..) | 23 spaces | 1,014.8 m ² (10,924 sq. ft..) | 1.34 |
| Bldg. 2 | 110 – Unit Rental Housing Building | 7,457.8 m ² (80,278 sq. ft..) | 149 spaces | 4,770.2 m ² (51,348 sq. ft..) | 1.56 |
| Bldg. 3 & 4 | 114 – Unit Condominium Building (No Rental Units) | 9,300.6 m ² (100,114 sq. ft..) | 158 spaces | 6,334.3 m ² (68,184 sq. ft..) | 1.47 |
| Bldg. 5 | Port Building with Ground Floor Restaurant and Second Floor Offices | 708.5 m ² (7,626 sq. ft..) | 22 spaces | 2,064.8 m ² (22,226 sq. ft..) | 0.34 |
| Totals | | 18,823.7 m ² (202,623 sq. ft..) | 352 spaces | 14,184.2 m ² (152,682 sq. ft..) | 1.33 |

The proposal also includes the construction of the following public amenities, both on the subject site and on adjacent lands or waterlots:

- Public rights-of-passage over all parts of the site not occupied by buildings;
- A 4.5 m (15 ft.) waterfront walkway;
- A childminding facility, providing 193 m² (2,076 sq. ft..) of indoor area and 182 m² (1,961 sq. ft..) of outdoor area, intended primarily for employees of and visitors to Riverport;
- An 18.3 m (60 ft.) ramp and 139.4 m² (1,500 sq. ft..) floating dock at the foot of Steveston Highway that can accommodate 2 to 4 boats;
- A pedestrian overpass (approximately 7.0 m (23 ft.) clearance) over the CN Rail right-of-way to connect the subject site to the Riverport Entertainment Complex;
- Three waterfront public plaza areas located:
 - at the east end of Steveston Highway,
 - in front of the market condominium building, and
 - at the foot of the pedestrian overpass alignment;
- A 74.3 m² (800 sq. ft..) meeting room for community use;
- A 15 m (49.2 ft.) wide public road along the east side of the CN Rail right-of-way, with the potential to loop through adjacent City-owned lands to Triangle Road.

The applicant seeks several variances to City bylaws and typical standards, including the number of required parking stalls and width of a road right-of-way. These variances will be discussed further in this report.

City Staff Comments

The application was circulated to a number of internal departments for review and comment. The main comments are noted by issue below:

Overall Concerns

This proposal raises the following concerns:

- (1) A Land Use Change & Creating A New Waterfront Residential Community
 - It involves a significant change in land use: namely residential, which also means creating a new residential community in a place not before envisioned.
 - When Riverport was developed, it was never envisioned to include residential uses because it is quite isolated from services and facilities that would serve a resident population (e.g. local commercial services, schools, public transportation, etc.).
 - Residential uses could be heavily impacted by noise from the CN rail line when it becomes active, the existing entertainment complex, and a potential amphitheatre on nearby lands.

- (2) Managing the Area
 - Currently, the OCP does not promote the development of Riverport as a new residential community.
 - If the proposal is to be approved, it will mean that the City will be shifting:
 - from managing the area just as an entertainment and sports centre
 - to managing the area as both:
 - an entertainment and sports centre, and
 - a residential community.
 - There are challenges to successfully integrating such a mix of land uses.

- (3) How to Achieve the Change
 - All development must be consistent with the City's:
 - OCP Bylaw, and
 - Zoning Bylaw.
 - The City's OCP Bylaw must be consistent with the GVRD Livable Region Strategic Plan (LRSP).
 - Accordingly, if the proposed development and any others like it are to be approved the following must occur, ideally in the following order:
 - Firstly, the City's Regional Content Statement (RCS) in the OCP must be amended to change the City's planning and management approach for this area to allow the proposed residential uses. In doing so the City would be:
 - indicating that the Riverport area is acceptable for residential community development.
 - explaining why it is acceptable and how it will be successfully achieved.
 - Secondly, the OCP text and maps must be amended to redesignate the Riverport area as an acceptable place for the proposed residential development.

- Thirdly, the Zoning Bylaw must be changed to allow the proposed uses.
- As the comparison table below indicates, the proposal is a change from the scope of the Athletics and Entertainment (AE) zone in three key ways:
 - land use,
 - density and
 - parking for residential uses.
- The following table compares this proposal to the Zoning Bylaw.

| | AE Zone Requirements | Proposed Development |
|------------------------------|--|---|
| Land Uses | The extent of living accommodation permitted is limited to dormitories, hotels, and caretaker accommodation. | This proposal includes 224 permanent residential dwelling units in the form of rental housing and condominiums. |
| Maximum Floor Area Ratio | 1.0 (measured on net site area) | Ranges from 0.34 to 1.56 (measured on net site area). The average site floor area ratio is 1.33. |
| Parking for Residential Uses | Zoning Bylaw requires: <ul style="list-style-type: none"> • 1.5 parking spaces per multi-family dwelling unit; and • 0.2 visitor parking spaces per dwelling unit. | Applicant proposes: <ul style="list-style-type: none"> • 1 parking space for studio units; • 1.3 parking spaces for one-bedroom units; • 1.5 parking spaces for two-bedroom units. |

Child Care Facility

- A childminding facility is proposed to be located at the north end of the site, which seems rather remote and isolated for use by employees and visitors to the Riverport Area, and other City residents who may wish to use these spaces.
- It is proposed that the facility will be:
 - built by the developer,
 - owned and leased by the developer, and
 - operated by a licensed operator.

Parks and Open Space

- The City’s Waterfront Amenity Strategic Group has been developing a long-range vision for the City’s waterfront areas. The group’s preliminary vision for this area is a park/recreation area that is an extension of the entertainment complex.
- There should be more integration of the waterfront site with the entertainment complex and greater openness along the water’s edge.
- The proposed buildings should be set back further from waterfront walkway (e.g. at least 3 metres from the edge of the right-of-way).

- The proposed 4.5 metre (15 ft.) wide pedestrian waterfront walkway should be widened further, given the potential of this area to be a major destination.
- Proximity of a potential amphitheatre to the north will generate noise impacts on the proposed residential uses.

Parking and Transportation

- The applicant is proposing to provide 352 parking spaces, which falls short of bylaw requirements by 101 spaces, or 22.3%. Therefore, a variance is required.
- The new roadway fronting the development is to be dedicated to the City and constructed to full City standards.
- The new road right-of-way requires a variance from 17.0 metres to 15.0 metres. The applicant should confirm that the proposed 15.0 metre right-of-way can accommodate all necessary utilities.
- A vehicular turnaround is required at the north end of the new road and end of Steveston Highway.
- The provision of a secondary access for emergency vehicles to access the proposed development is required. The applicant will be required to enter into agreements with adjacent property owners (namely CN Rail, the owners of the Riverport Entertainment Complex and the City) for the use of their lands to provide emergency access to the site. The emergency access route will be constructed to City standards.
- Pedestrian connections between the subject site and the Riverport Entertainment Complex must be provided by the applicant and be integrated into the proposed pedestrian walkway system on both sides of the CN Rail right-of-way.
- A financial contribution of \$291,600, which reflects the proportion of additional traffic loading from this development on the Steveston Highway Interchange, is requested over and above normal Development Cost Charges.
- The applicant is asked to consider the dedication of a 35 m x 35 m corner cut at the southeast corner of No. 6 Road and Triangle Road to mitigate the impact of non-farm traffic on the agricultural lands and to provide better access to the facilities at the north end of the Riverport Entertainment Complex.
- Steveston Highway and the Steveston Interchange represent the only access to the Riverport Area that does not rely on the use of local roads traversing the ALR. The Steveston Interchange experiences significant congestion, particularly during peak travel periods. Funding remains a major impediment to securing a long term upgrading strategy. The City lacks the financial means (through the current DCC Program) to effect any significant improvements to this interchange. The City is in the process of developing a long-term funding strategy for improvements to the Southeast Richmond arterial road network (including Blundell Road and Steveston Highway) which will require participation from Translink, the Province and the private development community.

Dyking

- It is necessary that a 20 metre dyke right-of-way with an 8 metre wide crest to accommodate two-way traffic for dyke maintenance vehicles, be provided.
- Buildings should be set back a minimum of 3 metres from the dyke right-of-way.

- There is to be no landscaping with significant root structures that could damage the dyke's integrity.

Sanitary Sewer

- There is no municipal sanitary services in this area. The Riverport Entertainment Complex is serviced by a private sewage treatment plant.
- An amendment to the existing permits and/or registration that have been issued by the Ministry of Water, Land and Air Protection is required to specify the addition of residential uses to be serviced by the private treatment facility.

Water

There is a central water system that is deemed adequate to handle the proposed development.

Storm Sewer/Drainage

The area is serviced by storm sewer and drainage systems which are deemed to be adequate for the proposed development.

Environmental Concerns

FREMP

As a condition of Fourth Reading, FREMP approval must be received for structures located on the water side of the dyke (in the waterlot).

Environmentally Sensitive Areas (ESAs)

Issues associated with the site's designation as an Environmentally Sensitive Area (ESA) were resolved in the previous Development Permit (DP) application. If there are any outstanding ESA issues, these can be addressed in the forthcoming DP application.

Consultation

The application was also circulated to a number of external agencies for review and comment.

Greater Vancouver Regional District

The OCP amendment bylaw to accommodate the proposed development must be forwarded to the GVRD for their comment. The GVRD will be requested to approve the proposed OCP bylaw (Regional Context Statement) amendment. If it does not approve, an appeal procedure is available for Council to pursue. Hence, information on the development was sent to the GVRD for preliminary review.

The GVRD expressed concerns from a regional growth management perspective and principles based on the Livable Region Strategic Plan (LRSP). It points out that the proposed development is not consistent with the Regional Context Statement (RCS) for Richmond that is included in the current OCP that was adopted in 1999.

The GVRD's comments are included in **Attachment 3**.

The proposal is inconsistent with the LRSP objectives, as follows:

- Achieve a Compact Metropolitan Region
 - The proposed development exceeds the assigned dwelling unit capacity to Riverport.
 - Requires City's resources to be directed away from existing neighbourhoods and into this proposed unforeseen development.
- Protecting the Green Zone
 - May cause land use conflicts with the Provincial Agricultural Land Reserve.
- Building Complete Communities
 - The proposed development is completely detached from existing neighbourhoods, schools, community services and parks. Many car trips are anticipated.
- Increase Transportation Choice
 - As the proposed development is isolated, walking, transit and cycling access will be difficult.
 - Road network is already strained and not designated to handle residential development.

The GVRD advises that if the City proceeds with the OCP amendment and rezoning, an amended RCS needs to be forwarded to the GVRD Board for their consideration and ideally, their approval.

Advisory Design Panel

The application was presented to the City's Advisory Design Panel for preliminary review on May 8, 2002. It was noted that the overpass is not accessible to persons in wheelchairs and that it could be visually overwhelming due to its height. Design Panel members expressed a desire that CN Rail be encouraged to allow at-grade crossings instead of the overpass. The applicant was generally encouraged by the Design Panel to continue developing the details of the development concept.

Ministry of Water, Land and Air Protection

The private sewage treatment plant at Riverport is currently registered under the provisions of the *Municipal Sewage Regulation*. The addition of new residential uses to be serviced by the plant requires an amendment to the registration. The Ministry requires the applicant to:

- Submit proof of security based on the volume of discharge generated by the entire Riverport Complex (both existing commercial and new residential uses). The security is to be used to ensure that maintenance and repair is done in a timely manner so that residents are not severely impacted in the event of a plant failure;

- Submit proof of the establishment of a Capital Replacement Fund to ensure that there are adequate funds available to eventually replace the plant when it reaches the end of its life cycle.

Ministry staff did not cite any concerns or reservations about servicing residential uses with a private treatment plant. The *Municipal Sewage Regulation* is a new regulation that replaces an old permit system. The new regulations are more stringent to ensure that residential interests are better protected.

Child Care Development Board

The Child Care Development Board questioned the viability of childminding at this location as childminding in the City, in general, has not been overly successful. The Board suggested that the developer consider paying cash-in-lieu of providing a child care facility so that the funds may be used to develop child care in areas of greater need.

If the developer wishes to provide the space, the Board suggests that the developer ensure that the space is flexible enough to carry out different forms of child care such as summer school age programs, infant care, etc.

Community Care Facilities Licensing (Richmond Health)

The plans submitted by the applicant generally appear to meet the requirements for a childminding facility.

The applicant is required to meet with Provincial Licensing (Health) staff in the more detailed design of the childminding facility to ensure that plans meet their design guidelines.

Richmond School District

There is available capacity at both the elementary and secondary school levels to accommodate any school aged children who may reside in the Riverport Area.

Fraser River Port Authority

The Fraser River Port Authority (FRPA) has jurisdiction over the navigable parts of the river, including those that are over fee simple lands. The FRPA has indicated that they do not object to the proposed residential uses in this area; however, they are concerned about the potential conflict between the CN rail right-of-way and the residential community.

The FRPA notes that the conflict between truck traffic and automobile traffic would increase as a result of this traffic.

CN Rail

CN Rail advises that the rail line behind the subject site that will ultimately connect the Fraserport Lands to Fraser Wharves is anticipated to be built within the next three to five years. (See **Attachment 4**). They advise that given the proximity of residential uses to the rail line, noise attenuation measures must be used in the design of residential buildings.

The Corporation of Delta

The Corporation of Delta notes that on the Delta side of the Fraser River, immediately across from Riverport, there are heavy industrial uses. Delta is concerned that the normal operation of existing and future industries in riverside areas zoned for industrial use may be constrained by complaints from new residents in the Riverport Area who have a clear view of these industries. It was suggested that a covenant be placed on these lands to warn future residents of potential noise from Delta's industrial areas.

Analysis

Creating a New Waterfront Residential Community

Issues

The subject properties are currently designated:

- in the OCP as: "Commercial" use, and
- in the Zoning Bylaw as "Athletics and Entertainment District (AE)" Zone.

Under both the OCP and zoning designations for the Riverport Area, permanent residential uses are not permitted.

The only forms of living accommodation that are permitted as outright uses in the zone are dormitories, hotels and caretaker residential accommodation (limited to one such unit per lot).

Riverport was never envisioned to include any permanent residential uses. Consequently to date, there has been no:

- full public discussion on whether residential uses are desired by the community at this location.
- study on the impacts of residential uses on the area.
- study on how best to achieve a successful mix which involves both:
 - an entertainment and sports centre, and
 - a residential community.

Furthermore, surrounding existing and potential uses (including the entertainment complex, a proposed rail line, and a potential amphitheatre) appear to be in direct conflict with peace and quiet needed for residential uses.

Staff are concerned that it will be difficult to mitigate the impacts of surrounding AE uses on the residential uses in the area.

As well, other developers have expressed interest in developing additional permanent residential units in this area if this proposal is approved.

It is noted that the GVRD's comments need to be addressed.

Applicant's Response

The applicant's rationale for providing permanent residential uses is to create affordable rental housing and condominium units targeted (although not exclusively assured) towards employees of Riverport. Prior to submitting the application, the applicant conducted a survey of employees which demonstrated a desire to live in the area close to work and amenities.

The establishment of a permanent residential base and associated public amenities in the area is also seen as helping to support the facilities at Riverport and create a lively waterfront experience.

Observations

The choices before the City are either to:

- Not to approve residential uses in Riverport; or
- Approve residential uses in Riverport.

If residential uses are accepted for the Riverport Area, there are two ways to proceed:

- Incrementally, without comprehensively addressing the above issues, or
- Comprehensively by preparing an Area Plan.

With an Area Plan, there would be:

- An overall agreed upon vision for the area;
- An integrated set of goals, objectives, policies and design standards for land uses, servicing, infrastructure and amenities;
- Establishment of the acceptable types and amounts of development (including residential);
- Provision for a necessary range of community facilities and services to complement residential uses;
- Overall nuisance management policies (e.g. identification of acceptable and unacceptable uses); and
- Coordinated land use, servicing and environmental interests in the Riverport Area.

The premise is that if the residential component of this proposal and others like it are to occur, then it is necessary to do it properly, with an Area Plan, and not incrementally, without a coordinated vision and decision-making framework.

The Area Plan approach will also show that the City is prepared to responsibly develop, manage and service a new residential area within the City and GVRD region and thus successfully integrate it into the LRSP and OCP Regional Context Statement.

Impact of Residential Uses on Need for Services

Issues

The presence of residential uses in the Riverport Area will generate demand for local neighbourhood services such as grocery stores, personal services, medical offices, etc. The closest area where residents could meet their local shopping needs is Ironwood Shopping Centre at Steveston Highway and No. 5 Road.

The Richmond School Board has indicated that there is adequate capacity within area schools to accommodate any students living at Riverport. However, students would have to attend these schools by bus or car as they are not within close walking distance.

Applicant's Response

In order to minimize the demands of family living on local services, schools and transportation patterns, the applicant proposes to prevent the housing from accommodating families with children in the following ways:

1. Registration of a restrictive covenant to stipulate that the dwelling units in the rental building remain as rental units in perpetuity.
2. Registration of a restrictive covenant to stipulate that the dormitory building shall be used as a dormitory in perpetuity for transient accommodation.
3. Registration of a restrictive covenant against both the rental building and the condominium building that all occupants must be at least 18 years of age.
4. The dwelling units are designed as smaller units to be less appealing to families with children. The units in the rental building range from 36.6 m² (394 sq. ft.) for a studio apartment to 77.2 m² (831 sq. ft.) for the two-bedroom unit. The units in the condominium building range from 47.1 m² (507 sq. ft.) for a studio to 98.6 m² (1,061 sq. ft.) for a two-bedroom unit.

Observations

The restrictive covenants will help to prevent the conversion of both the rental apartment and dormitory buildings into other forms of housing. The age restriction will also help to indicate that the housing is intended for people without children. The applicant also believes that the individual unit designs and layout are not conducive to families with children.

The City Solicitor has reviewed the applicant's suggestion of using covenants as outlined above. The first two covenants are acceptable as they regulate the use of land.

The Solicitor cautions against relying on the third restrictive covenant to regulate the age of occupants in the residential buildings. Concerns include:

- There is potential that such a covenant could be challenged on the basis that it is not regulating the use of land.

- The City will be responsible for enforcing the covenant. If a resident decides to have or adopt children, the City will have to notify the resident that he/she can no longer reside in the unit. This will reflect poorly on the City and the City may lose in court, if contested.
- A strata corporation could pass its own bylaws that are contrary to the restrictive covenants. The City would then have to take action to overturn the contravening strata bylaws and the City may lose in court, if contested.

The applicant’s solicitor indicates that the covenants are reasonable.

This means that if the proposal is approved, the City should do so with the understanding that families may quite likely live in this area and therefore, be prepared to plan the area accordingly.

Parking

Off-street parking is proposed to be provided in both underground structures (rental and condominium buildings) as well as surface parking lots (next to the dormitory and port buildings).

Issues

A variance in parking is requested for the development. The following table compares the parking requirements, as outlined in the Zoning Bylaw, to the actual spaces provided on-site.

| Building | Zoning Bylaw Standards | Required Parking Spaces | Proposed No. of Parking Spaces To Be Provided |
|--|---|---|--|
| Dormitory/Child Care (30 sleeping units) | Dormitory: 1 stall for each 3 sleeping units Child Care: 3 spaces | 10 spaces for dormitory 3 spaces for child care facility | 3 |
| Rental Housing Building (110 units) | 1.5 stalls per dwelling unit; 0.2 visitor stalls per dwelling unit | 165 stalls for residents 22 stalls for visitors | 149 |
| Condominium Building (114 units) | 1.5 stalls per dwelling unit; 0.2 visitor stalls per dwelling unit | 171 stalls for residents 23 stalls for visitors | 158 |
| Port Building | Office: 4 space for each 100 m ² of gross leasable floor area; Restaurant: 10 spaces for each 100 m ² of gross leasable floor area | 10 stalls for the offices 49 stalls for the restaurant | 22 |
| Surface Parking Lot | | | 20 |
| Totals | | 453 | 352 |

Applicant’s Position

The applicant’s rationale for requesting the parking variance include the following:

- A sliding scale for residential buildings (based on number of bedrooms in each unit) better reflects the parking needs of the target residential market;

- No allocation of parking was made for dormitory buildings on the premise that occupants will arrive by bus, carpool or use the Riverport parking lots close to athletic facilities;
- There are 95 parking spaces located within public road rights-of-way (on the new access road and at the Steveston Highway road end) that are available for use for visitors to the area;
- Surface parking lots can be shared between uses that do not have the same peak operating times;
- Patrons of the facilities in this area (e.g. restaurant, child care) are likely to be customers who are already using other facilities at Riverport, so they would not generate additional traffic.
- There is ample parking in the Riverport area to accommodate overflow parking needs of the waterfront site.

Observations

The parking variance can be supported based on the information and rationale provided by the applicant's traffic consultant.

Transportation and Circulation

New Access Road

A new access road right-of-way that runs parallel to the CN Rail right-of-way is proposed to be developed and dedicated to the City. A relaxation of the right-of-way width from 17.0 metres to 15.0 metres is requested on the basis that:

- Development will only occur on one side of the new road;
- Street parking is proposed on only one side of the new road.

Staff can support the reduced road right-of-way as the applicant has submitted design drawings demonstrating that the proposed right-of-way can accommodate appropriate City road standards.

Vehicle Turnaround

A vehicle turnaround is required at the end of the new access road. The applicant proposes to use the on-site parking lot at the north end as a vehicle turnaround. In order to better accommodate a turnaround, the applicant has offered to expand the circulation area into the City-owned lands immediately to the north and provide additional parking on those lands.

Staff are supportive of this proposal as it will provide access to the City lands and provide additional parking in the area. The applicant is requested to re-design the parking area so that parking spaces do not back directly onto City lands. If this arrangement is needed, the applicant will have to negotiate a lease with the City.

Secondary Site Access

The applicant is required to provide a secondary access for emergency vehicles to access the site. This secondary access will be located behind Watermania and connect to existing parking areas at Riverport.

Construction of the emergency access to City standards and securing the access across the CN Rail right-of-way and over private property (Riverport Entertainment Complex) will be required.

Contribution to Road Improvements

The introduction of residential uses into the Riverport Area is anticipated to generate additional impacts on the roads leading to and from the area. The applicant will be contributing an advance Development Cost Charge instalment of \$291,600.

No. 6 Road/Triangle Road Improvements

Any new development in the Riverport Area has the potential to impact on lands within the ALR by introducing non-agricultural traffic onto low-standard, rural roadways. The applicant has been asked to dedicate a 35 m x 35 m corner cut at the southeast corner of No. 6 Road and Triangle Road in order to facilitate the realignment of that intersection. The purpose of the realignment is to de-emphasize the use of No. 6 Road and provide a free-flow movement from Steveston Highway to Triangle Road.

The applicant has agreed to a land exchange as part of this rezoning application in order that the City obtains the corner cut at No. 6 Road and Triangle Road in exchange for surplus property currently owned by the City along Steveston Highway, west of No. 6 Road. The details are to be concluded prior to consideration of adoption.

Parks and Open Space Concept

An extensive system of open space and pedestrian connection is provided throughout the site. Major features of this system include the following:

1. A 4.5 m (15 ft.) wide walkway proposed to be built along the waterfront for the full length of the site. This walkway will be, for the most part, on top of the dyke. Parts of this walkway will also be located on the City-owned strip of land that was created in the 1998 land exchange and subdivision.
2. A public plaza in front of the Port Building at the east end of Steveston Highway. A public pier and float will be dedicated to the City and a right-of-way will be registered over the waterlot for public use of this pier and float.
3. A pedestrian crossing over the CN Rail right-of-way will be built between the rental and condominium buildings to link the site to the Riverport Entertainment Complex. Some changes will be made to the parking area near the bowling alley complex (on the Riverport Entertainment Complex side) in order to accommodate a paved and landscaped pedestrian route linking Entertainment Boulevard to the pedestrian overpass.
4. The residential buildings are arranged in a "U-shape" so that the lawn areas are directly accessible from the waterfront walkway. The applicant proposes to register public rights-of-passage over all areas of the site not occupied by buildings and private patio space so that the lawn areas and spaces between the buildings are shared as public open space rather than for the exclusive use of the residential buildings.
5. The space between the rental and condominium buildings will be enhanced as a pedestrian promenade, terminating at a waterfront public plaza.

In reviewing the site plans, the City's Waterfront Amenity Strategic Group expressed a desire for greater openness along the waterfront and greater integration of the site with the Riverport Entertainment Complex. A request was made to:

- Set the proposed buildings further back from the waterfront walkway to create a greater sense of openness.
- Widen the proposed public pathway to provide users with more room to accommodate different activities (e.g. walking, cycling, seating areas).
- Establish better connections and linkages from the site to the Riverport Entertainment Complex.

Applicant's Position

The applicant responded that the design intent for the site is to create an "urban experience" along the waterfront where buildings are closer to the walkway. He notes that the City owns over 3.5 ha (9 acres) of property immediately to the north of this site that could be retained and preserved as public open park space. If the City lands retain "openness", this site could provide contrast so that waterfront users encounter different experiences and pedestrian scales along the way.

Observations

Provision of the waterfront walkway and other associated public amenity spaces is consistent with the City's objectives to create a continuous perimeter walkway around the island, interspersed with points of interest.

Portions of the buildings are sited close to the waterfront walkway, while other portions are set further back. This results in some areas of openness along the walkway. No design changes have been requested of the applicant at this time.

Noise Impacts on Residential Uses

The site is in close proximity to several existing and proposed uses that could generate a significant amount of noise impacts on the waterfront residential uses. These include:

- The Riverport Entertainment Complex, which has theatres, pubs and recreation uses that open late at night;
- The CN Rail right-of-way, which may have active rail service within the next five years;
- A proposed open-air amphitheatre concert hall which is proposed for the City lands located north of the subject site.

Applicant's Response

The applicant has attempted to address noise impacts by siting the dormitory building at the north end of the property, followed by the rental building and then the condominium building. This is intended to provide the residential uses with some degree of distance separation from any potential new developments to the north.

The applicant is not prepared to register a covenant on title to advise prospective homeowners and tenants of potential noise impacts from an amphitheatre or other surrounding uses.

The applicant indicates that the residential buildings will be designed to CMHC Rail and Noise Transmission Standards. A covenant can be registered against the properties to ensure that these standards are met during construction.

Child Care Facility

A community benefit proposed by the applicant is the provision of a childminding facility located in the dormitory building at the north end of the site. The facility would be comprised of approximately 193 m² (2,076 sq. ft.) of indoor area and 182 m² (1,961 sq. ft.) of outdoor area.

The childminding facility is intended to serve users of the entertainment and recreation facilities at Riverport. The applicant proposes to build the facility and lease it to an operator.

The Child Care Development Board, in reviewing this application, notes that childminding has generally not been highly successful in Richmond. It cautions whether a childminding facility at this location would be viable. There may be areas of greater need in other parts of Richmond.

Options

Staff note that there are several options with respect to the provision of child care at Riverport:

Option #1: Developer builds and operates the childminding facility. (Recommended)

Pros: Childminding is provided to serve employees and/or residents of Riverport.
Physical space is actually provided for the purpose of child care.

Cons: Market conditions determine the viability of the childminding facility.
There are no guarantees that the childminding facility will operate over the long term.

Option #2: Developer builds the facility and leases it to the City.

Pros: City will have some control over the type of child care provided at this location and type of operator.
As the facility will be managed by the City, the type of care can be tailored to community needs.

Cons: City resources will be used to manage the facility.

Option #3: Developer provides cash-in-lieu of providing space for childminding.

Pros: The contribution will be deposited to the Child Care Development Fund to develop child care in areas of greatest need.

Cons: No actual space would be provided by the developer at Riverport.
City would have to assume costs to establish child care at other locations.

Applicant's Response

The applicant has indicated that if asked to contribute cash-in-lieu, he would contribute \$25,000 to the Child Care Development Fund. This represents the cost of outfitting the space within the dormitory building to create the child care facility, but it does not include construction costs.

The applicant has further indicated a willingness to register a covenant against the site to require that the child care facility remain as such in perpetuity. This would help to address the City's concerns that the facility might not survive over the long term.

Recommendation

After reviewing the offer, Staff recommend that the facility be built and operated by the developer and that a covenant be registered against the property to ensure that the space will always be used as a child care facility.

Amending the Regional Context Statement

A key issue of this application is the need to amend the Regional Context Statement (RCS) that is contained within the City's OCP. The RCS is a statement demonstrating the ways in which the OCP is consistent with the Livable Region Strategic Plan (LRSP), which is the regional growth strategy for the Lower Mainland.

Under the *Local Government Act*, all bylaws adopted by a municipality **must** be consistent with the regional growth strategy. The GVRD, which has had a preliminary review of the proposed development, indicates that the proposal is not consistent with the four principles of the LRSP and therefore, is not consistent with the RCS.

Proposed Amendments

In order to accommodate the proposed development, the OCP is proposed to be amended in the following ways:

1. A sentence is proposed to be added to the RCS itself stating that the Riverport Entertainment Area is encouraged to be developed as a mixed use centre, including limited residential uses.
2. Section 3.1 of the OCP (Neighbourhoods and Sense of Community) is proposed to include a reference to supporting limited residential uses in the Riverport Entertainment Area.
3. The dwelling unit capacities in the OCP are proposed to include an additional 225 units of remaining capacity in the East Richmond area.
4. The dwelling unit capacity of the West Richmond Area will be reduced by 225 units as it is comprised mainly of established residential neighbourhoods. This is not regarded as problematic because there is an undeveloped dwelling unit capacity in West Richmond of approximately 10,000 dwelling units.

The above changes acknowledge the development of Riverport with limited residential uses and does not change the overall population and dwelling unit projections for Richmond.

Process for Amendment

The process to amend the RCS is outlined as follows:

- After First Reading, send the OCP Bylaw amendment, together with the Zoning Bylaw amendment, to the GVRD for their consideration;

- The GVRD Board must respond by resolution within 120 days (e.g. September 2002) of receipt indicating whether or not it accepts the RCS amendment;
- If the GVRD refuses the amendment, the City will be in a position to decide whether to appeal the decision through a Provincially-arbitrated process.

Amendment Options

The City has several options to incorporate the GVRD's response during the proposed bylaw amendment process.

Option #1: Make GVRD approval a condition of Fourth Reading of the OCP and Zoning Amendment Bylaws.

This means that:

- A Public Hearing is held normally.
- Third Reading is given normally.
- GVRD comments are known after the Public Hearing has been closed.
- Council determines all matters prior to Fourth Reading.

Advantages:

- Applicant proceeds to Public Hearing normally within one month.

Disadvantages:

- Application proceeds far into the process without an indication of whether the GVRD Board would support the RCS amendment.
- The public interest is jeopardized because the public is not made aware of or allowed to comment on the GVRD's comments or the City's response, which it cannot do after the Public Hearing.
- If GVRD rejects RCS amendment, the City is in an awkward position of having to decide whether to proceed with the application further after having granted Third Reading.
- Should a negative response by the GVRD be appealed by the City, the City may not want to continue, or if they do, win in an arbitrated process.

Option #2: A Two-Part Public Hearing

This means that:

- The application proceeds normally to Public Hearing within one month.
- The first part of the Public Hearing is to review details of the application.
- The Public Hearing remains open to receive the comments later by the GVRD.
- When the GVRD comments are received and City Staff comment on them, the Public Hearing is continued to review their comments.

Advantages:

- There are two opportunities to comment and review the proposed development and the issues around it.

- City may proceed to hold a Public Hearing but does not give Third Reading until GVRD approval is received and City staff comment on it.
- The public is made aware of and is able to review the GVRD's comments as part of the public process.
- This puts the City in a less awkward position if GVRD rejects the RCS amendment.

Disadvantages:

- Applicant may be delayed from proceeding further with the application by up to 120 days.
- The matter would be discussed twice at Public Hearing.

Option #3: Require GVRD approval prior to setting a date for a Public Hearing and Third Reading. **(Recommended)**

This means that:

- A date for the Public Hearing is set after the GVRD response is received and City Staff comment on it.
- If the GVRD approves the proposed RCS amendment, only local issues remain to be addressed.
- If the GVRD rejects the proposed RCS amendment, Council must decide if it wants to appeal the decision or deny the application (either fully or until an alternative approach is determined).

Advantages:

- The application does not proceed to Public Hearing until the GVRD's position is known and City Staff comment on it.
- The public has the opportunity to review and respond to the GVRD comments at the Public Hearing.

Disadvantages:

- Applicant may be delayed from proceeding further with the application by up to 120 days.

In the event that Council wishes to proceed with this application and amendment of the OCP (i.e. the RCS and OCP map designations), Staff recommend that Option #3 be used as the selected procedure. Option #3 has been reviewed with the Law Department and is considered to be the preferred approach because public input is assured on the GVRD's comments.

It is prudent to obtain the GVRD position as input into the Public Hearing process and before consideration of Third Reading of the OCP and Zoning Amendment Bylaws. Should the GVRD reject the RCS amendment, Council will have to consider whether to allow the application to proceed further. This approach best coordinates all interests regarding the application.

Riverport Area Management Options

Option 1: Defer All Development Until An Area Plan is Completed

Under this option:

- The application is deemed as premature or undesirable.
- Before any future rezoning and/or OCP amendment applications are considered in the area, a public area planning process would be required to obtain community input on a vision, issues, options and a coordinated management strategy for the Riverport Area.
- The publicly endorsed Area Plan would determine community, land use, servicing, urban design, and environmental goals, objectives and the form of development that would support these goals and objectives.
- Any changes to the Regional Context Statement in the OCP will be made prior to considering any further development applications.

Pros

- consistent with current LRSP, RCS, OCP and Zoning Bylaw
- residential uses not allowed at this time
- a comprehensive public approach

Cons

- an innovative proposal does not occur at this time

Option 2: Support Application, Support the Regional Context Statement Amendment and Future Incremental Development

Under this option:

- The proposal is supported with a number of conditions of rezoning.
- All future development applications and inquiries in the Riverport Area will be reviewed on individual merits.

Pros

- an innovative proposal occurs
- creates a new type of area
- many residential development proposals possible
- provides new amenities

Cons

- not a coordinated planned approach
- will re-direct City resources (e.g. community facilities, amenities, transit, etc.) away from existing neighbourhoods and to a new residential community in Riverport, in an uncoordinated manner
- requires City investment to create a new residential community
- nuisance problems must be managed

Option 3: Support Application, Support the Regional Context Statement Amendment and Undertake an Area Planning Process (Recommended)

This option:

- Supports the proposal (with conditions of rezoning).
- Establishes a shift in approach to managing the area.
- Endorses a change to the Regional Context Statement.
- Acknowledges the need for an Area Plan to help guide future land use decisions.
- Places a moratorium on any further development applications in the Riverport Area until the area planning process, as outlined in Option 1, is completed.

Pros

- a planned consensus approach
- allows the impact on existing services and roads to be managed incrementally
- an innovative proposal occurs
- assists in creating a vibrant waterfront
- creates a new type of area
- public input allowed

Cons

- will re-direct City resources (e.g. community facilities, amenities, transit, etc.) away from existing neighbourhoods and to a new residential community in Riverport
- requires City investment to create a new residential community
- nuisance problems must be managed

Financial Impact

Options 1 and 3 require allocation of City resources (consulting fees, City staff) to prepare an Area Plan for the Riverport Area.

An Area Plan budget can be determined in the 2003 budgeting process.

Conclusion

Advantages of the Proposed Development

- Creates a vibrant City waterfront experience;
- A significant amount of public amenities would be constructed at the developer's cost;
- The public walkway adds a segment to the City's vision of a continuous trail system around the perimeter of Lulu Island;
- Over 100 units of rental accommodation would be built in the City;
- Residential uses will be located close to jobs and recreation opportunities;
- Affordable housing choices are made available;
- The east end of Steveston Highway would be anchored with a new public amenity;
- A pedestrian overpass would be built at the developer's cost to link the waterfront to the Riverport Entertainment Complex;

- An athletes' dormitory would be built to support the use of the recreational facilities at Riverport;
- Child care facilities and community rooms would be provided for public use.

Disadvantages of the Proposed Development

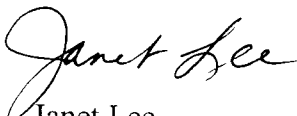
- Will re-direct City resources (e.g. community facilities, amenities, transit, etc.) away from existing neighbourhoods and to a new residential community in Riverport;
- Residential uses are isolated from existing community neighbourhood services and schools;
- Residential uses would be negatively impacted by noise generated from the existing entertainment uses, the future railway line, and the potential amphitheatre;
- Approval of residential uses at this location will likely generate proposals for similar uses in the area;
- Further pressure may be placed on surrounding agricultural lands for removal from the Agricultural Land Reserve and development;
- Additional demand for the establishment of local commercial services in Riverport will be generated by area residents;
- On-site child care facility is isolated from the entertainment complex that is intended to serve;
- A 22.3% variance to parking requirements is required to accommodate this development.

This application represents a unique development proposal for a unique site. While staff have concerns about the implications of creating a to-date, unforeseen permanent residential community in the surrounding area context, the applicant has identified certain measures to address many of these concerns and minimize many of the impacts.

Recommendation

It is recommended that:

1. The application be supported.
2. The necessary OCP and Zoning Bylaw amendments be initiated.
3. The Public Hearing be held after the GVRD's comments are received and staff comment on them.
4. No additional residential development be supported until an Area Plan is completed (e.g. in 2003).



Janet Lee
Planner 2

JL:cas

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

Legal requirements, specifically, registration of restrictive covenants to:

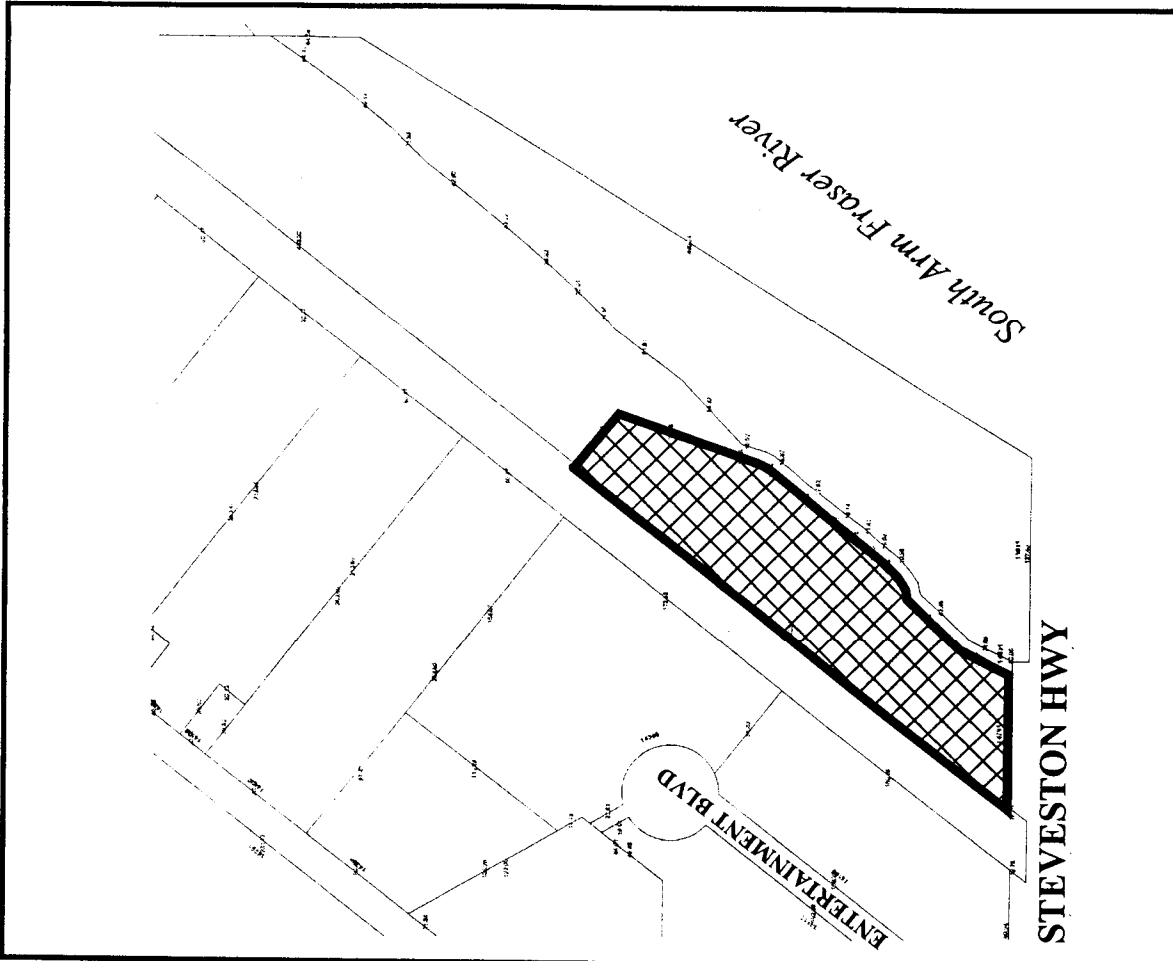
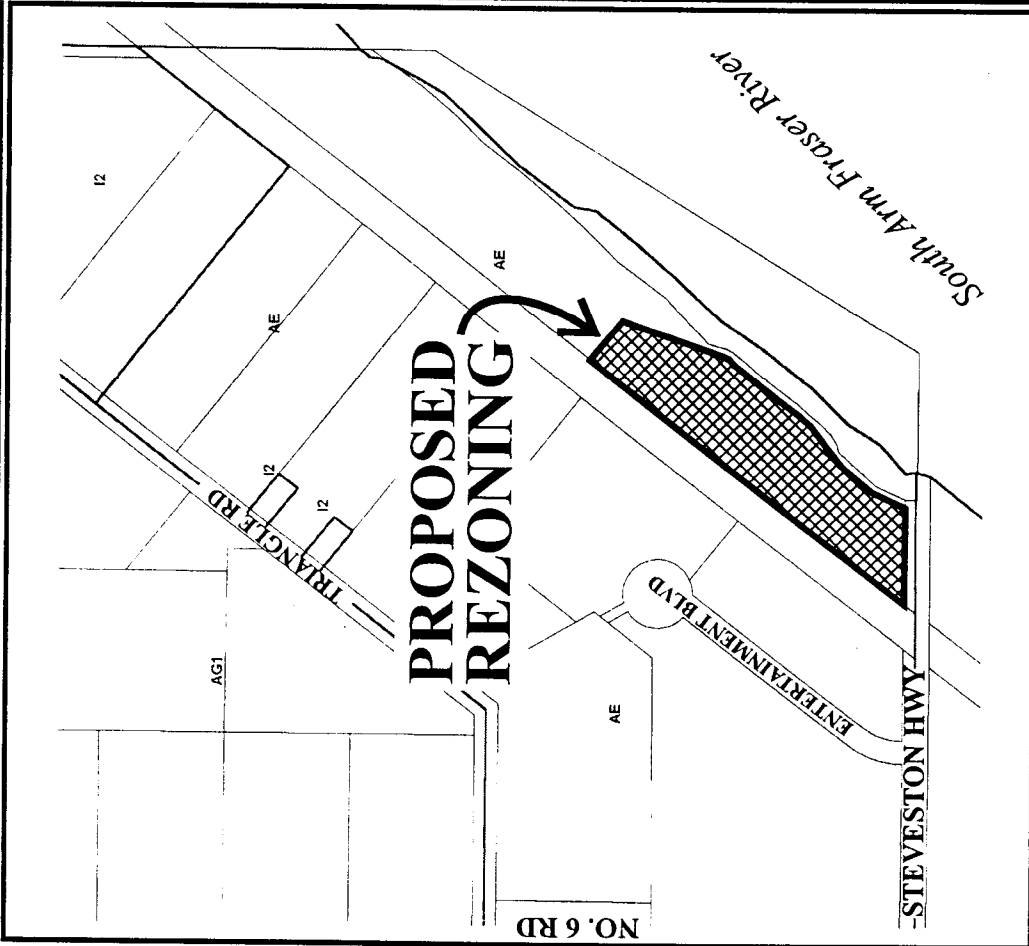
1. Ensure that residential buildings will be built to CMHC Noise Transmission Criteria.
2. Ensure that the dormitory and rental buildings will be used for that purpose in perpetuity.
3. Limit the age of occupants in residential buildings to 18 years and older.
4. Ensure that the child care facility is used and operated as a child care facility in perpetuity.
5. Ensure access to use parking areas of the existing Riverport Entertainment Complex.

Development requirements, specifically:

1. Secure public rights-of-passage/rights-of-way over all publicly accessible areas not occupied by buildings or private patio space.
2. Secure any necessary dyke rights-of-way.
3. Road dedication for new access road.
4. Secure any approvals from CN Rail that are needed to cross the rail right-of-way (for pedestrian overpass, at-grade crossings, etc.).
5. Secure any agreements with the City of Richmond to use the adjacent lands for a vehicle turnaround with a parking area, if required after re-design.
6. Secure public rights-of-passage or easements over Riverport Entertainment Complex properties for:
 - The pedestrian connection from Entertainment Boulevard to the pedestrian overpass; and
 - Secondary emergency vehicle access.
 - Use of parking areas.
7. Approval of Inspector of Dykes for design and vegetation around the dyke.
8. Approval of amendment of registration for private sewage treatment plant by Ministry of Water, Land and Air Protection.
9. Submission of Development Permit application to the standards acceptable by Development Applications.
10. OCP Amendment requirements (i.e. approval of amendments by GVRD Board).
11. Enter into a Servicing Agreement (including the deposit of securities) with the City for the following:
 - public pier, float and other public amenities (e.g. plaza areas, waterfront walkway) for the full length of the site, including rights-of-way, easements and other agreements as required
 - new road right-of-way with road, sidewalk, curb/gutter, treed boulevard, street lighting
 - pedestrian overpass
 - adequate turnarounds at the ends of roads (new road and Steveston Highway)
 - an advance Development Cost Charge instalment of \$291,600
 - FREMP approval for structures located on the water side of the dyke
 - construction of the pedestrian waterfront walkway for dyke maintenance and access.
12. Completion of a land exchange involving lands at No. 6 Road and Triangle Road and City land along Steveston Highway.

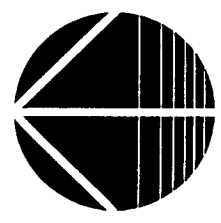


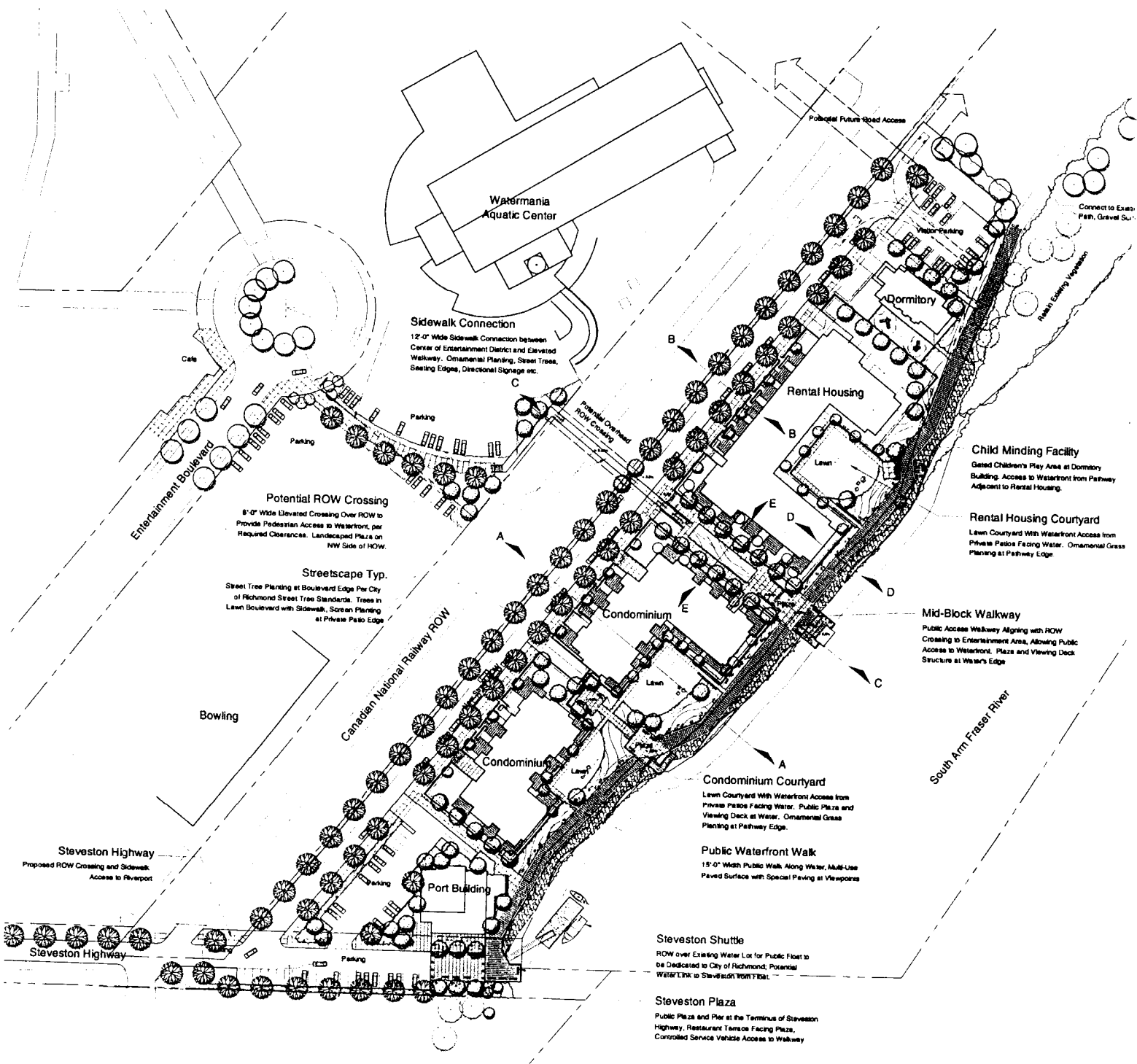
City of Richmond



Original Date: 01/15/02
 Revision Date: 05/03/02
 Note: Dimensions are in METRES

RZ 02-199258





Riverport Landing

Legacy Park Land Ltd.

L-1 Site Plan

Counterpoint Communications Inc.
 Hanson Bakker Architects
 Phillips Forevaog Smalberg
 March 2002

Address
 13011 and 14791 Steveston Highway, Richmond, B.C.
 Legal
 Parcel 018441 Sec. 33 RSM, 11462, 11463, 11464, 11465, 11466, 11467, 11468, 11469, 11470, 11471, 11472, 11473, 11474, 11475, 11476, 11477, 11478, 11479, 11480, 11481, 11482, 11483, 11484, 11485, 11486, 11487, 11488, 11489, 11490, 11491, 11492, 11493, 11494, 11495, 11496, 11497, 11498, 11499, 11500, 11501, 11502, 11503, 11504, 11505, 11506, 11507, 11508, 11509, 11510, 11511, 11512, 11513, 11514, 11515, 11516, 11517, 11518, 11519, 11520, 11521, 11522, 11523, 11524, 11525, 11526, 11527, 11528, 11529, 11530, 11531, 11532, 11533, 11534, 11535, 11536, 11537, 11538, 11539, 11540, 11541, 11542, 11543, 11544, 11545, 11546, 11547, 11548, 11549, 11550, 11551, 11552, 11553, 11554, 11555, 11556, 11557, 11558, 11559, 11560, 11561, 11562, 11563, 11564, 11565, 11566, 11567, 11568, 11569, 11570, 11571, 11572, 11573, 11574, 11575, 11576, 11577, 11578, 11579, 11580, 11581, 11582, 11583, 11584, 11585, 11586, 11587, 11588, 11589, 11590, 11591, 11592, 11593, 11594, 11595, 11596, 11597, 11598, 11599, 11600, 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Greater Vancouver Regional District
4330 Kingsway, Burnaby, British Columbia, Canada V5H 4G8

ATTACHMENT 3

Policy and Planning Department
Telephone 604-432-6375
Fax 604-436-6970

April 12, 2002

R2-02-199258

File: CR-16-01-RIC

Ms. Janet Lee
Planner
City of Richmond
Urban Development Division
6911 No. 3 Road
Richmond, BC V6Y 2C1

By fax: 604 276-4052

Dear Ms. Lee:

Re: Rezoning Application at 14791&15011 Steveston Highway

Thank you for your letter of April 2nd, 2002 requesting preliminary comments on this proposed development to permit housing development in the Riverport area, which is currently designated as commercial in the Richmond OCP.

The application does raise several concerns from a regional growth management perspective as it is not consistent with the Regional Context Statement for Richmond, as adopted by Richmond City Council on March 16, 1998 and accepted by the GVRD Board on May 1st, 1998.

The Regional Context Statement (RCS) for Richmond outlines the policy connection between the OCP and the Livable Region Strategic Plan. I have briefly outlined the inconsistencies between this proposal and the policy context.

Achieve A Compact Metropolitan Region

The Richmond RCS contains an attachment (Attachment 3) which outlines Official Community Plan Dwelling Unit Capacities by neighbourhood. Virtually no dwelling unit capacity is assigned to the East Richmond area, except for a small number of vacant farm parcels that have the potential for a single-family unit. It is the intention of the Richmond OCP and RCS to direct residential development into existing neighbourhoods. This policy direction supports the LRSP objectives of compact region as well as complete community, and transportation choice objectives.

Protecting the Green Zone

The development proposal shows housing development immediately adjacent to the Agricultural Land Reserve at the western end of the site. This may cause a conflict of uses and further erode the agricultural land base. One of the key reasons for not designating any lands in East Richmond for residential development in the Richmond OCP was to protect this valuable agricultural asset.

Building Complete Communities

Richmond City Council has been very successful in building a full range of high quality social and urban infrastructure in its existing neighbourhoods, including schools, community services, and parks. The proposed development would be completely detached from existing neighbourhoods, requiring a car trip for many trips that are typically neighbourhood based, such as going to school.

Increase Transportation Choice

As mentioned above, the proposed development is isolated and accordingly, walk, cycling and transit access will be very difficult for many trip purposes. Bus service is infrequent and not adequate to serve a residential community. Transit improvements would not be cost-effective on this route, given low ridership. The road network is already strained in this area and not designed to handle residential development.

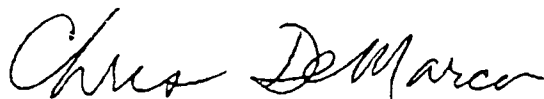
Other Issues

No information has been provided about consistency with FREMP area designations, nor has any information been provided on environmental considerations vis-a-vis the Fraser River frontage. Also, no information has been provided on sewer servicing.

With regard to regional growth management process, if Richmond City Council decides to proceed with the proposed rezoning and OCP amendment, an amended Regional Context Statement will need to be forwarded to the GVRD Board for their consideration.

Please contact me at 604 436-6850 if you have any other questions, or would like to discuss any of these matters.

Yours sincerely,



Christina DeMarco
Senior Planner, Regional Development



Pacific Division
Engineering Services

Canadian National
Floor 5
10229 - 127th Avenue
Edmonton Alberta Canada
T5E 0B9
Telephone : 780/472 - 4077
Faxmittal : 780/472 - 3725
Reference
4710-YLE-118.63-EWN-5.22
Date: April 29, 2002

By Fax: (604) 276- 4052
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1
Attention: Janet Lee

Re: Ewen Industrial Lead Extension Riverport Area, Richmond B.C.

Reference is made to your letter dated April 25, 2002 in which you requested a time frame for the Railway's planned extension through the Riverport area in Richmond, B.C. Canadian National Railway Company (CN) plan to extend our trackage through the area within the next 3 to 5 years.

Further to the above, CN wish to add that we have previously indicated our intensions to the City in a December 1996 meeting and again in a June 13,1997 letter to the City (copy attached) in which we expressed our concerns with the entertainment center adjacent to the Railways property.

CN has also advised the developer (Counter Point Communications Inc.) and their engineering consultant Matson Peck & Topliss through correspondence and in a April 16, 2002 meeting held in the offices of CN in Edmonton of our intentions and time frames for the extension of the Ewen Industrial Lead trackage.

I trust the above answers the City's questions in regards to the Railways timeframes for the Ewen trackage.

Sincerely,

Roger Stenvold
Manager, Engineering Services
CN - Pacific Division



To: Planning Committee **Date:** May 14, 2002
From: David McLellan **File:** 4105-20
General Manager, Urban Development
Re: **APPLICATION BY HOTSON BAKKER ARCHITECTS FOR AMENDMENT OF THE OFFICIAL COMMUNITY PLAN AND REZONING OF 14791 STEVESTON HIGHWAY FROM "ATHLETICS AND ENTERTAINMENT DISTRICT (AE)" TO "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/134)"**

The staff report notes the need to amend the Regional Context Statement to accommodate the proposal in question. The acceptance of the current Statement by the Regional District was achieved only after considerable debate between the City and the Region. Regional Policies relating to the priorities for rapid transit have been criticized by our City and we have sought changes recently through the review of the Liveable Region Strategic Plan. Council should be very clear and strategic in how we advance those policy changes which are most urgent so that the larger community interests remain the priority.

David McLellan
General Manager, Urban Development

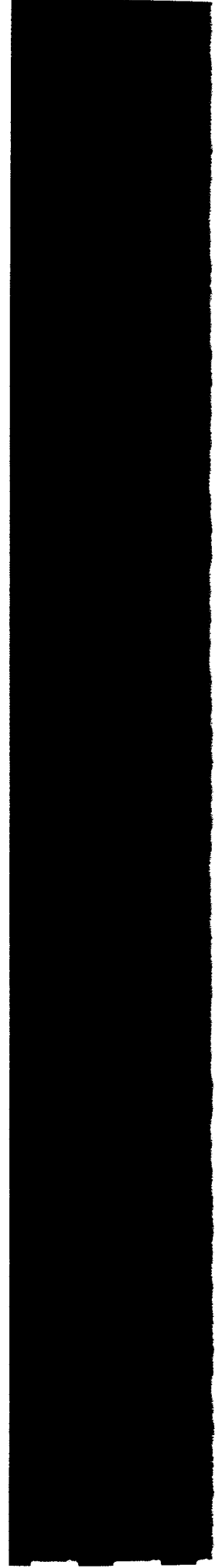
DJM:dt

RIVERPORT LANDING

Putting It in Proper Context

*Submission to City of Richmond Planning Committee
22 May 2002*

*Hotson Bakker Architects
Phillips Farevaag Smallemberg
COUNTERPOINT Communications Inc.*



BUILDING ON THE PUBLIC-PRIVATE PARTNERSHIP

A plan to develop the waterfront lands at RIVERPORT to strengthen the viability of the City's existing community assets at RIVERPORT and provide new opportunities for a unique synergy among complimentary public and private uses.

THE WINDOW OF OPPORTUNITY

- ✓ *The opportunity to generate local economic development as the economy is beginning to recover.*
- ✓ *The opportunity to relieve the acute housing crisis in Richmond by providing affordable rental accommodation.*
- ✓ *The opportunity to strengthen the viability of community recreational facilities at RIVERPORT and attract new users by providing on-site accommodation.*

ATHLETICS AND ENTERTAINMENT DISTRICT (AE)

"238.1 PERMITTED USES

- ASSEMBLY;**
- COMMERCIAL ENTERTAINMENT;**
- RECREATION FACILITY;**
- FOOD CATERING ESTABLISHMENT;**
- DORMITORY BUILDING;**
- EDUCATIONAL INSTITUTION;**
- HOTEL;**
- OFFICE;**
- CARETAKER RESIDENTIAL**
- ACCOMMODATION, limited to one such
unit per lot;**
- ACCESSORY USES, BUILDINGS &
STRUCTURES;**
- AUTOMOBILE PARKING."**

DEFINITION FROM ZONING BYLAW:

"HOTEL

'Hotel' means a **building or buildings**, with or without a public dining room or restaurant, in which the transient public, in return for consideration, is provided with:

- (a) Lodging, with or without provision of housekeeping facilities,
- (b) An office with a public register, and
- (c) An attendant on duty at all times.

'Hotel' includes apartment hotel, motor hotel and motel."

The issue is the difference between transient residential uses and permanent residential uses. How long can someone stay in an apartment hotel unit?

THE SOLUTION

- Make that small leap from what the current zoning permits today with “apartment hotels” and “dormitories” to allowing limited residential that serves those who work and play at Riverport.
- This is about fulfilling the vision that has always existed for Riverport in accommodating athletes and providing a full range of community amenities that support what already exists at Riverport.

- This is about permitting a limited amount of market housing development to act as the currency that allows the community amenities to be provided.
- This is not about developing “a new residential community” at Riverport.

THE BENEFITS

- ✓ Attract new users to use the community recreation facilities because on-site accommodation and child-care facilities will be available.
- ✓ Strengthen RIVERPORT as an attraction with a greater diversity of uses and enhance the viability of existing commercial uses.
- ✓ Create new opportunities for public waterfront access.

- ✓ Build new infrastructure for passive and active public waterfront recreation.
- ✓ Provide up-river moorage opening up opportunities for river-based transportation linkages with Steveston.
- ✓ Provide affordable housing in close proximity to jobs for the +/- 750 permanent full and part-time RIVERPORT employees.
- ✓ Relieve Richmond's rental housing crisis with the provision of new affordable rental accommodation.

- ✓ Demonstrate that waterfront residential doesn't have to be restricted to up-scale living.
- ✓ Provide much needed community meeting room space for organized groups, such as sports teams at RIVERPORT.
- ✓ Provide much needed child minding, especially for employees and those visiting the recreational facilities.
- ✓ Generate significant economic development during a slow economic period— create new jobs and new economic activity.

- ✓ Generate new property tax revenue for the City of Richmond.
- ✓ Generate new DCC revenue for the City of Richmond.

THE COMMUNITY AMENITIES

- ⇒ Affordable rental housing on the waterfront.
- ⇒ Dormitory space for visiting athletes. *108 beds - 3 levels!*
- ⇒ Meeting rooms for community use.
- ⇒ Childcare facilities.
- ⇒ Public waterfront access with a promenade.
- ⇒ Public pier/float.
- ⇒ Prominent anchor for the east end of Steveston Highway.

ISSUES AND RESPONSES

- *Under both the OCP and zoning designations for the Riverport Area, permanent residential uses are not permitted.*
- Temporary residential uses are permitted in the form of apartment hotel units and dormitory units.
- If the maximum density were to be built out for the approved dormitory use or apartment hotel use, the net impact would be much greater in terms of numbers of people resident on the site.
- ***How long can someone reside in a dormitory unit or apartment hotel unit?***

- *Surrounding existing and potential uses appear to be in direct conflict with peace and quiet needed for residential uses.*
 - The proposed residences will obviously appeal to a segment of the market attracted by the special combination of on-site amenities and unique waterfront location.
 - They will consider the surrounding existing and potential uses as lifestyle compliments.
- Other developers have expressed interest in developing additional permanent residential units in this area if the proposal is approved.
 - This proposal is not about opening the entire area up to residential development. This is about fulfilling the Riverport vision of providing on-site accommodation and

a full range of amenities that support the facilities already on on-site.

- **It's about recognizing that there has to be some way of paying for the community amenities that are being developed on-site. The market housing pays for them.**
- The presence of residential uses in the Riverport Area will generate demand for local neighbourhood services such as grocery stores, personal services, medical offices, etc.
- These services already exist in close proximity to Riverport at Ironwood/Coppersmith.
- The community services available at Riverport/Coppersmith are as close to the residential development being proposed at Riverport, as would be

similar services to other existing Richmond neighbourhoods.

- The use of restrictive covenants to help regulate the age of occupants in residential buildings may not be workable.
 - These preventative covenants were requested by the City in response to a concern about attracting families to the proposed housing and therefore creating a demand for schools.
 - Our legal counsel advises that there is case law where such covenants have been enforced.
 - While we are prepared to provide the covenants, we do not believe they will be needed because the design of the units themselves will deter family occupancy.

- Timing of referral to GVRD for consideration of amendment to Regional Context Statement.

- The City's case for amending the RCS will be much stronger if the referral takes place after the public has had input on the development proposal and after Council has indicated its support in principle at Third Reading.

Riverport Landing
General Guidelines

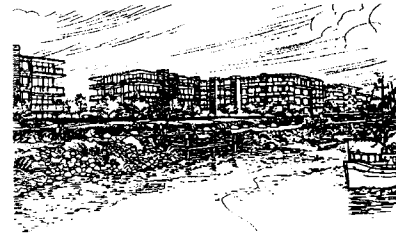


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- 7.4 Building Massing and Height
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- 7.6 Provision of Amenity Space

1.1 Site Context

RIVERPORT LANDING is located along the foreshore of the South Arm of the Fraser River north of Steveston Highway. The western boundary of the site is the right-of-way owned by Canadian National Railway and the adjacent RIVERPORT recreational and entertainment precinct.

North of the development site is City-owned land planned for future park and recreational uses. Vehicular and pedestrian access to this land will be facilitated by the development of RIVERPORT LANDING. The eastern terminus of Steveston Highway at the River forms the southern edge of the development and will be redeveloped with improved public parking and pedestrian amenities.

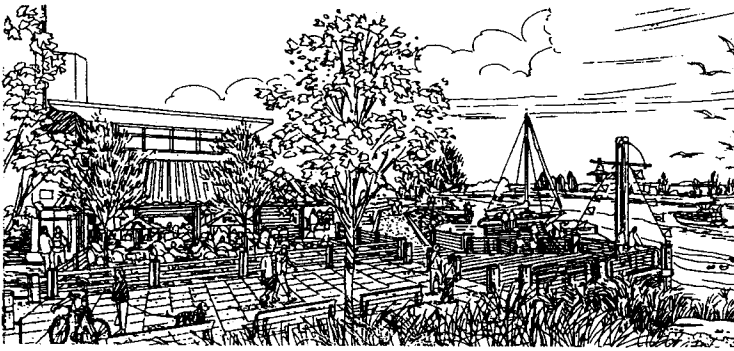
1.2 Intent

The intent of the proposed plan is to develop the waterfront lands at RIVERPORT LANDING to strengthen the viability of the existing public/private partnership at RIVERPORT and encourage greater use of the City's existing community assets at RIVERPORT. This will be achieved by providing a number of new amenities that compliment the current uses at RIVERPORT and by linking the existing development to a new accessible public waterfront that becomes a destination in itself.

The intent is to take advantage of a unique window of opportunity that has arisen as a result of changing economic conditions. This window of opportunity, driven by relatively low market interest rates, is open to generating local economic development during a downturn in the economy. It is a unique opportunity to relieve the rental-housing crisis in Richmond by providing affordable rental accommodation that will allow many existing RIVERPORT employees to live on-site, rather than commuting to their place of work.

At the same time there is a special opportunity to strengthen the viability of community recreational facilities at RIVERPORT and attract new users by providing on-site accommodation.

In summary, the proposed waterfront development will provide new opportunities for a unique synergy among complimentary public and private uses at RIVERPORT.



5.0 CONDOMINIUM RESIDENTIAL SITE

- 5.1 Site Area and Coverage
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1.0 APPLICATION AND INTENT

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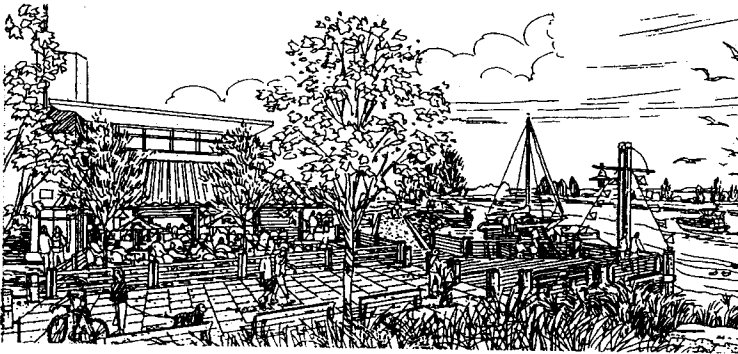
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In summary, the proposed waterfront development will provide new opportunities for a unique synergy among complimentary public and private uses at RIVERPORT.



1.3 Overall Plan

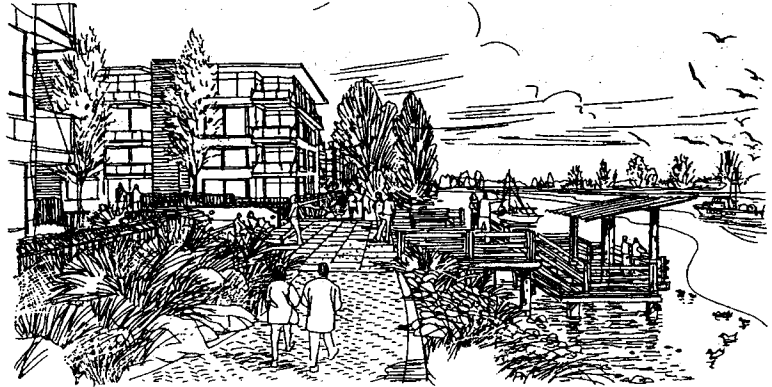
The overall plan for RIVERPORT LANDING envisions a mix of residential, commercial, and public open space uses including:

- Condominium and rental apartments.
- Dormitory accommodations to support the use of RIVERPORT sports facilities by out-of-town athletes.
- The 'Port Building' with a public restaurant and support office development.
- A generously scaled and attractively landscaped public waterfront walk along the riverfront, integrated into Richmond's public trail system.
- A series of publicly accessible plaza and courtyard spaces along the waterfront.
- Public access routes along Steveston Highway and over the CNR right-of-way to ensure effective pedestrian connections between RIVERPORT LANDING and RIVERPORT.

1.4 Community Benefits

The community benefits that flow from the proposed development are many and varied:

- The attraction of new users to use the community recreation facilities because on-site accommodation and child-care facilities will be available.
- The strengthening of RIVERPORT as an attraction with a greater diversity of uses that will enhance the viability of existing commercial uses.
- The creation of new opportunities for public waterfront access.
- The building of new infrastructure for passive and active public waterfront recreation.
- The provision of up-river moorage opening up opportunities for river-based transportation linkages with Steveston.



- The provision of affordable housing in close proximity to jobs for the +/- 750 permanent full and part-time RIVERPORT employees.
- Relief for Richmond's rental housing crisis with the provision of new affordable rental accommodation.
- The demonstration that waterfront residential doesn't have to be restricted to up-scale living.
- The provision of much needed community meeting room space for organized groups, such as sports teams, at RIVERPORT.
- The provision of much needed child minding, especially for users of RIVERPORT facilities.
- The generation of significant economic development during a slow economic period—the creation of new jobs and new economic activity.
- The generation of new property tax revenue for the City of Richmond.
- The generation of new DCC revenue for the City of Richmond.

2.0 DESIGN CONSIDERATIONS

2.1 Use and Amenity

A mix of residential uses on the RIVERPORT LANDING site provides affordable accommodation in proximity to the community recreational facilities at RIVERPORT. Residents will enjoy the on-site amenities of the riverfront setting, child minding facilities, and local commercial uses as well as the nearby public waterfront park and regional entertainment and recreation destinations.

Integration of residential uses with community-serving facilities moves toward a more balanced and complete development at RIVERPORT where it is possible to work, live, and play within short walking distance.

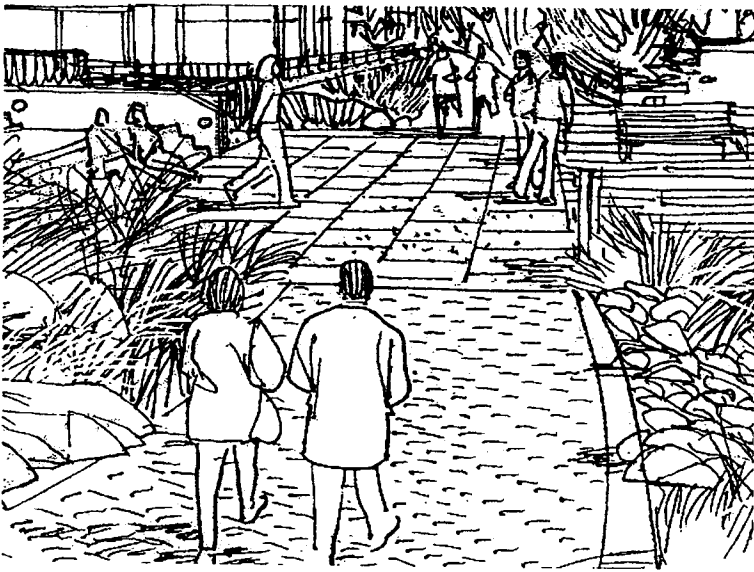
2.2 Access and Circulation

Vehicular access is provided from the east end of Steveston Highway by a new local road parallel to the CNR right-of-way. This road will be dedicated to the City and offers the opportunity for a future extension to the north to access public park lands.

The local road will provide access to the surface and underground parking required to serve the development. The rental and condominium housing will have underground parking for its residents and visitors. Surface lots are planned for public serving uses (restaurant/office, and dormitory/child minding) and for public access to the waterfront walkway within the redeveloped road end of Steveston Highway.

Pedestrians have a network of new routes including:

- A public waterfront route connecting the foot of Steveston Highway northward to the public waterfront park. This new public access opens a section of the Richmond waterfront to use and completes a key section of the City's perimeter trail system
- Public sidewalks along the new local road. Extensive use of underground parking de-emphasizes the automobile and enhances the pedestrian environment on site.
- An improved pedestrian streetscape at the terminus of Steveston highway, with a pedestrian link to the riverfront.
- An elevated public walkway linking the circle of Entertainment Boulevard across the CNR right-of-way through to the new waterfront walkway.



- Potential for a future public walkway at the north end of the site connecting the Watermania facility across the right-of-way to the southern boundary of the City's waterfront park.

2.3 Public Open Space

The public will be invited into RIVERPORT LANDING to use the waterfront walkway and to connect to the entertainment and recreational facilities in RIVERPORT through linear open spaces.

A series of special places are sited along the riverfront: at the east terminus of Steveston Highway at the Port Building, at the access to the floating dock from the waterfront walkway, and at the intersection of the central pedestrian link from Entertainment Boulevard with the waterfront walk. In time, the waterfront walk will continue into public parkland to the north.

2.4 Building Massing

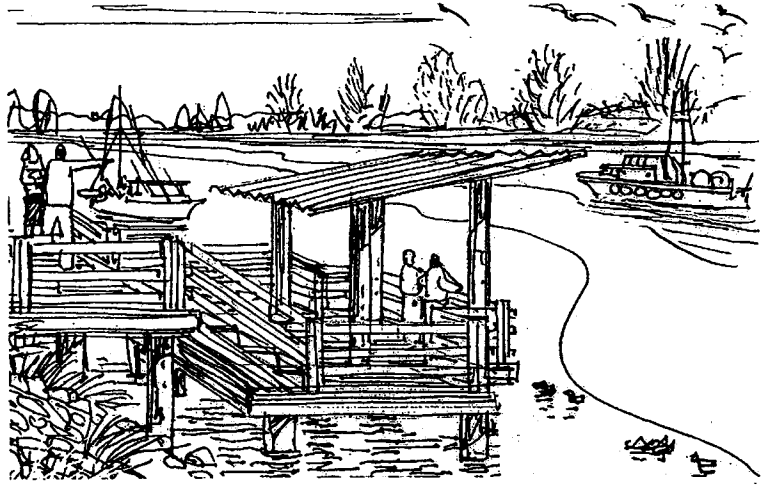
The residential buildings are massed to create a strong street wall and urban character along the new road. On the waterfront side, these buildings have open spaces that also provide an extended 'borrowed' landscape to enhance the open space experience for people using the waterfront walkway. These will legally be defined as public access rights-of-way agreements.

In contrast, the Port Building is massed towards the waterfront to engage the public open space with the restaurant and other uses that will serve the public. This massing also serves to make the surface parking readily visible and accessible for people coming to enjoy the waterfront.

The dormitory / child minding building is massed to the north of its site in order to create space in the southside setback for children's outdoor play space.

2.5 Fire Access

Emergency vehicle access to RIVERPORT LANDING is achieved by the new local street running parallel to the CNR right-of-way. Fire truck turn-around space is provided at the north end of this road, where it accesses the public waterfront park, utilizing a 14 metre radius, hammerhead geometry. Each residential building in the project has its firefighters access from this new street with the exception of the commercial Port Building which is served off of the Steveston highway. In the event that a second means of road access is required for emergencies, which the project code consultant advises is not the case, then a route could likely be provided through the city-owned, 4 hectare (10 acre) site north of RIVERPORT, via Triangle Road.



2.6 Architectural Character

The architectural intention for RIVERPORT LANDING is to capture the locale established by a combination of the existing RIVERPORT entertainment and recreational precinct with the waterfront setting of the two hectare (five acre) site. Buildings will convey a feeling of 'waterfront industrial' through the choice of materials and colours. These structures are typically simple and plain in their composition and use of materials. Although the waterside development will be largely residential use, this straight-forward approach to building is more appropriate for the site than the architectural forms normally associated with housing in other parts of Richmond

A palette of materials and colours has been selected for the project that reinforces the architectural vocabulary outlined above. Wall cladding materials are selected for their durability and include corrugated steel, cement board and masonry. Roofs will generally be flat on residential structures and sloped on the Port Building located at the foot of the Steveston Highway. This commercial building will feature a stair tower signalling its importance as a gateway to the start of the waterfront trail at the west end of the site. The tops of buildings will be highlighted with broad overhangs and metal trellis elements. Generous window areas will allow dwelling units to benefit from lots of natural light and to feature views of the river.



2.7 Landscape Character

RIVERPORT LANDING integrates elements of the riverfront's landscape character with a residential expression appropriate to the multifamily and dormitory uses on site. The landscape will have a more informal and naturalistic character along the waterfront and a more ornamental and display function around the buildings. Plant species will be selected that thrive in the proximity to the river and are easily maintained.

2.8 Noise Attenuation

The site is not currently exposed to any unusually high airborne noise sources that would unduly affect residents living in the development. There is the potential in the longer term that the CNR right-of-way might be activated as a rail corridor for moving freight to local industries. Accordingly, the residential buildings in the project will be designed and built to meet CMHC noise criteria for airborne noise as outlined in the Residential Guidelines. Measures taken will include reduced window areas facing the ROW, the use of double-glazed units, selection of higher mass wall cladding materials, and increased wall insulation and sealing of penetrations.

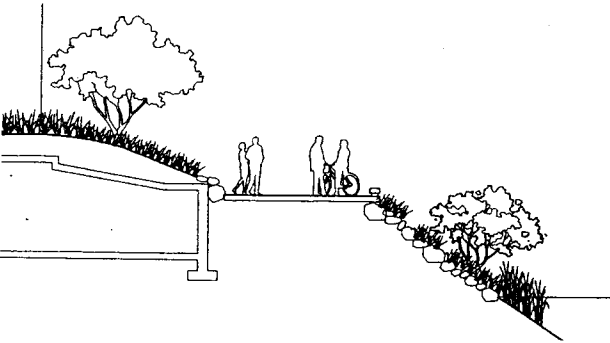


3.0 PUBLIC OPEN SPACE AND AMENITY COMPONENTS



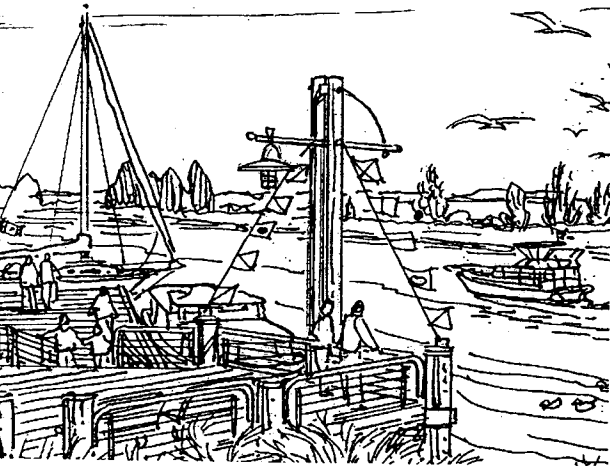
3.1 Steveston Plaza

A large public plaza will provide a well-designed open space where Steveston Highway meets the waterfront walkway. The restaurant in the Port Building will provide an active edge on the north side of Steveston Plaza. With a number of surface parking spaces available next to this plaza, it will become a staging area for people coming to the waterfront by car for a walk or cycle along the river.



3.2 Waterfront Walkway

The waterfront walkway will be a continuous pedestrian link from the public plaza at the foot of Steveston Highway northward along the river frontage of the development site. It will be created mostly inland of the City-owned property on top of the existing dyke at an anticipated width of 4 to 5m. The internal edge of the dyke will be integrated with the development, however the river edge will be maintained in its current configuration.



3.3 Pier and Floating Dock

A pier and floating dock will create public access to the river and facilitate future use of small passenger ferries stopping at destinations along the river from RIVERPORT LANDING to Steveston Village. Short-term moorage may also be feasible so that boaters could tie up to eat at the restaurant or visit other destinations at RIVERPORT.

3.4 Public Walkways to RIVERPORT

3.4.1 Steveston Walkway

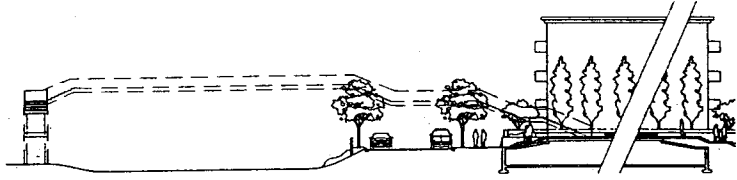
Through the redevelopment of Steveston Highway necessitated by RIVERPORT LANDING, improvements to the character and pedestrian amenities along this roadway will be achieved. In particular, a better walking route to RIVERPORT will be created on the north side of Steveston Highway.

The site concept proposes the removal of the current asphalt parking area east of the railway right-of-way and development of an increased number of public parking spaces along the south

edge of the road corridor. This parking arrangement serves to minimize conflicts between parking cars and pedestrians moving between RIVERPORT and the waterfront.

3.4.2 Mid-block Walkway

The importance of effective pedestrian movement between RIVERPORT and RIVERPORT LANDING dictates the need for a central connection located mid-block. This connection is achieved with a generous, tree-lined public walkway between the condominium and rental housing buildings and an elevated walkway over the railway corridor to maintain the CNR's opportunities to re-introduce tracks in this right-of-way to serve industrial clients. CNR has indicated that they will accommodate such a crossing.



3.4.3 Aquatic Centre Walkway

A longer-term potential has been identified to link across the railway right-of-way at the north end of Watermania. The need for this walking link should be evaluated at the time the City's parklands are developed.

3.5 Waterfront Park Access

The development of RIVERPORT LANDING offers potential connections to the City's land to the north for future park use when needed. Both the local road and the waterfront walkway will be built to the north property line ready to be extended later; in the short-term both will terminate at the parking lot north of the athletes' dormitory/ child minding building.

3.6 Public Amenities

3.6.1 Child Minding Facility

A substantial portion of the ground floor of the Dormitory Building is programmed as a child minding facility with an adjacent outdoor play area along the south face of the building. The Child Minding facility is approximately 182 square meters (1,960 square feet) in size including indoor and outdoor play space.

3.6.2 Meeting Rooms

Two community meeting rooms will be located in the Dormitory Building. Each room is approximately 40 square meters (400 square feet) in size. The rooms are separated by a removable partition wall and can be combined into a single space of 80 square meters (800 square feet). They are accessible from the lobby with separate access from the parking lot. These rooms will be operated on a non-profit basis and will be available for public use on a reservation basis.



4.0 PORT BUILDING SITE

4.1 Site Area and Coverage

The Port Building site is 2065 square meters (22,226 sq. ft.) and about 10% of the total site area.

4.2 Floor Area Ratio

The preliminary FAR calculation is approximately 0.34.

4.3 Setbacks

Setbacks are a minimum of 6 meters from front and side property lines. Setbacks from the waterfront edge vary due to the proximity of the dyke and its irregular edge.

4.4 Building Massing and Height

A two storey structure is proposed, with a substantially larger ground floor than second floor.

4.5 Access, Parking, and Loading

The building will be accessed from the redeveloped Steveston Highway. A total of 54 parking stalls are provided; 5 to serve the office uses and 49 for the restaurant use. 2 handicapped accessible spaces are included.

5.0 CONDOMINIUM RESIDENTIAL SITE

5.1 Site Area and Coverage

The site for the two condominium residential buildings is 6334 square meters (68,184 sq. ft.) and about 30% of the total site area.

5.2 Floor Area Ratio

The preliminary FAR calculation is approximately 1.47.

5.3 Setbacks

Setbacks are a minimum of 6 meters from front and side property lines. Setbacks from the waterfront edge vary due to the proximity of the dyke and its irregular edge.

5.4 Building Massing and Height

Both the north and south condominium buildings are four floors over underground parking. The buildings are massed toward the street and sideyard setbacks to maximize the landscaped open space along the waterfront frontage.

5.5 Access, Parking, and Loading

The buildings will be accessed from the new local road on the west side of the site. One driveway crossing into underground parking is required for each building. A total of 155 parking stalls are provided, including four handicapped accessible spaces. The required visitor parking for 31 vehicles is provided in a surface lot at the north end of the RIVERPORT LANDING development site.

5.6 Provision of Amenity Space

Amenity space needs for meeting rooms and other indoor functions are considered to be met by the availability of public rental spaces in the immediate area. A share semi-public outdoor courtyard is available to residents of each building overlooking the public waterfront walkway.

6.0 RENTAL RESIDENTIAL SITE

6.1 Site Area and Coverage

The site for the rental housing building is 4770 square meters (51,348 sq. ft.) and about 40% of the total site area.

6.2 Floor Area Ratio

The preliminary FAR calculation is approximately 1.57.

6.3 Setbacks

Setbacks are a minimum of 6 meters from front and side property lines. Setbacks from the waterfront edge vary due to the proximity of the dyke and its irregular edge.

6.4 Building Massing and Height

The rental housing building is four floors in height over underground parking. The buildings are massed toward the street and sideyard setbacks to maximize the landscaped open space along the waterfront frontage.

6.5 Access, Parking, and Loading

The building will be accessed from the new local road on the west side of the site. One driveway crossing into underground parking is required. A total of 146 parking stalls are provided, including three handicapped accessible spaces. The required visitor parking for 29 vehicles is provided in a surface lot at the north end of the RIVERPORT LANDING development site.

6.6 Provision of Amenity Space

Amenity space needs for meeting rooms and other indoor functions are met by the availability of public rental spaces in the immediate area. A share semi-public outdoor courtyard is available to residents of each building overlooking the public waterfront walkway. Private patio spaces are provided for ground floor units.

7.0 DORMITORY SITE

7.1 Site Area and Coverage

The site for the dormitory building is 1015 square meters (10,924 sq. ft.) and the building coverage is about 38% of the total site area.

7.2 Floor Area Ratio

The preliminary FAR calculation is approximately 1.33.

7.3 Setbacks

Setbacks are a minimum of 6 meters from front and side property lines. Setbacks from the waterfront edge vary due to the proximity of the dyke and its irregular edge.

7.4 Building Massing and Height

The dormitory building is two floors in height with no underground parking. The buildings are massed toward the street and sideyard setbacks to maximize the landscaped open space along the waterfront frontage and the children's play area to the southwest.

7.5 Access, Parking, and Loading

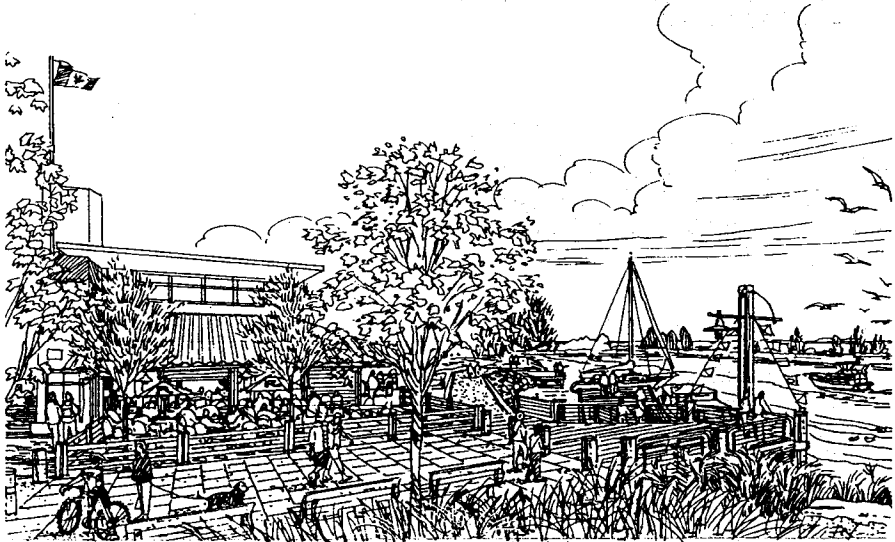
The building will be accessed from the parking area to the northeast. A total of three stalls are provided for the child minding facility as required.

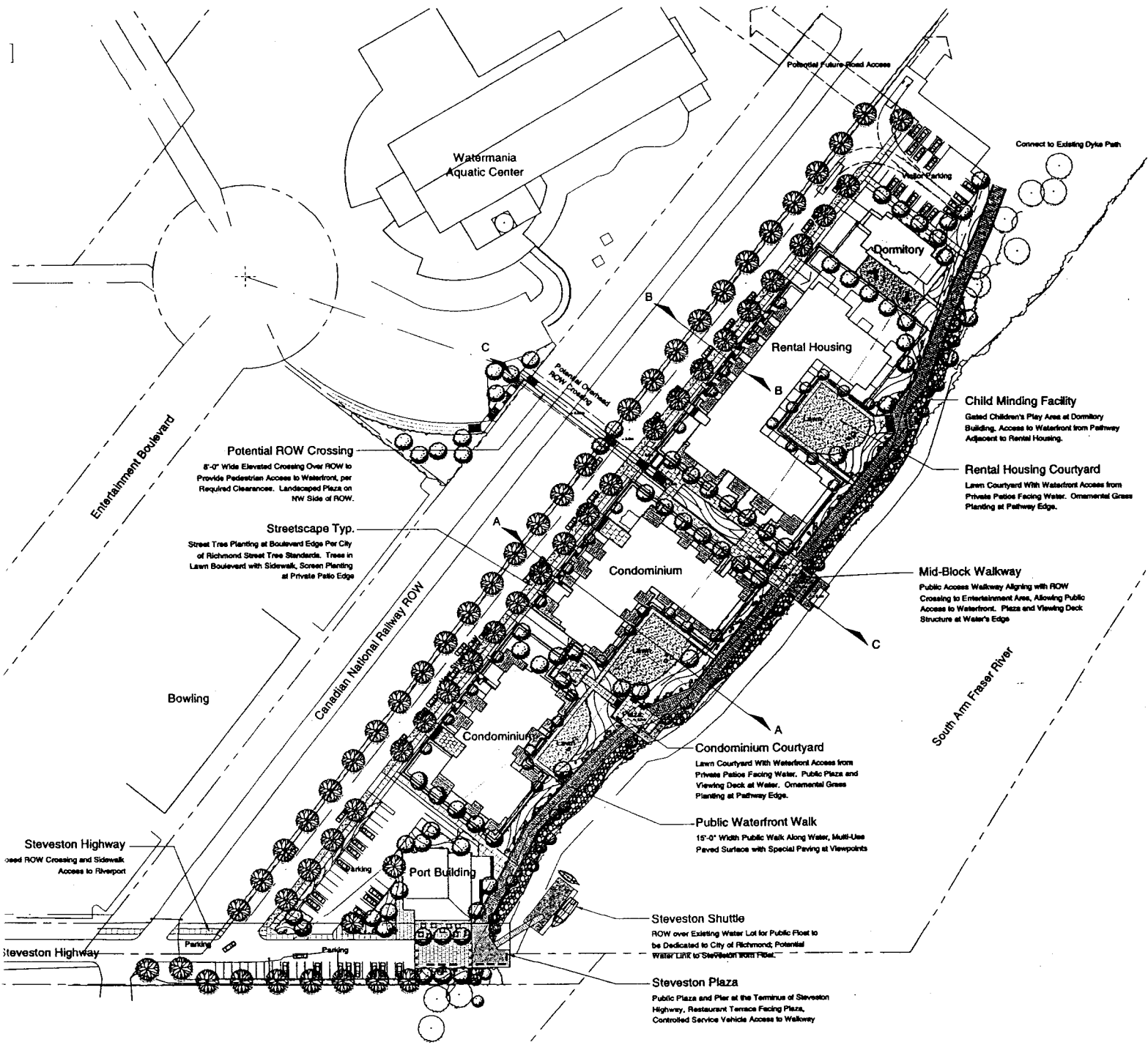
7.6 Provision of Amenity Space

The Child Minding facility and meeting rooms are considered to be amenity spaces of benefit to the entire RIVERPORT LANDING development and the larger community.

Riverport Landing
General Guidelines - Appendices

Landscape



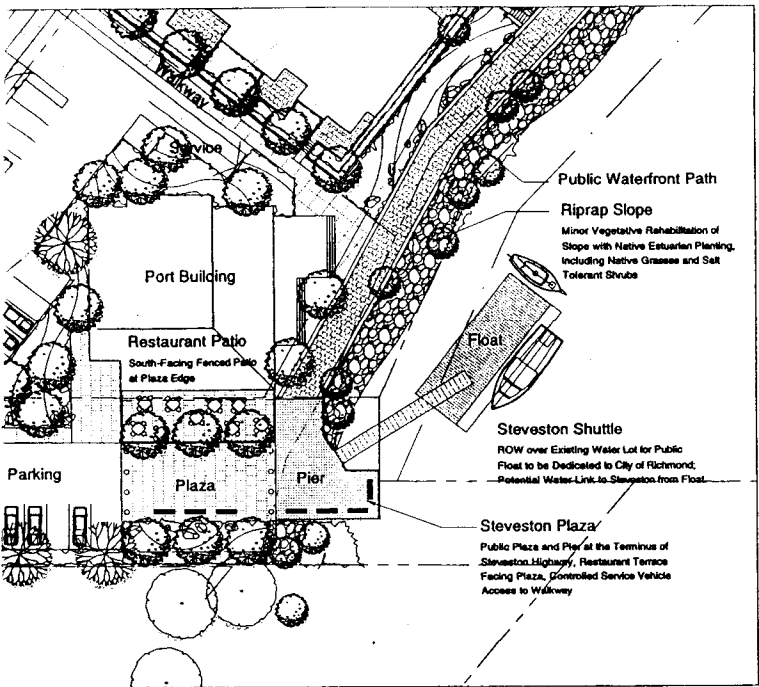


L-1 Site Plan

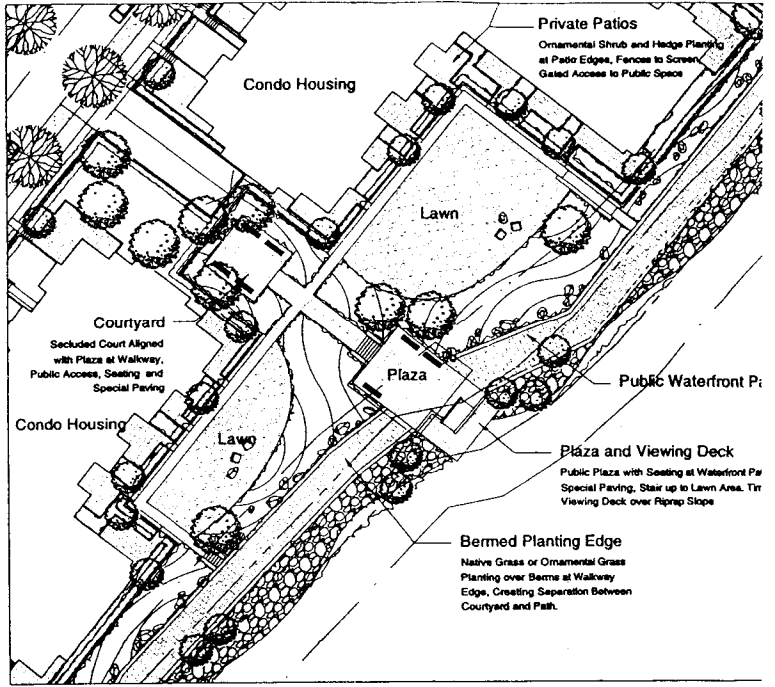
Riverport Landing
Legacy Park Land Ltd.

Address:
3571 and 14751 Steveston Highway, Richmond, B.C.
V6X 2E9
Tel: (604) 273-2222
Fax: (604) 273-2222
www.riverportland.com

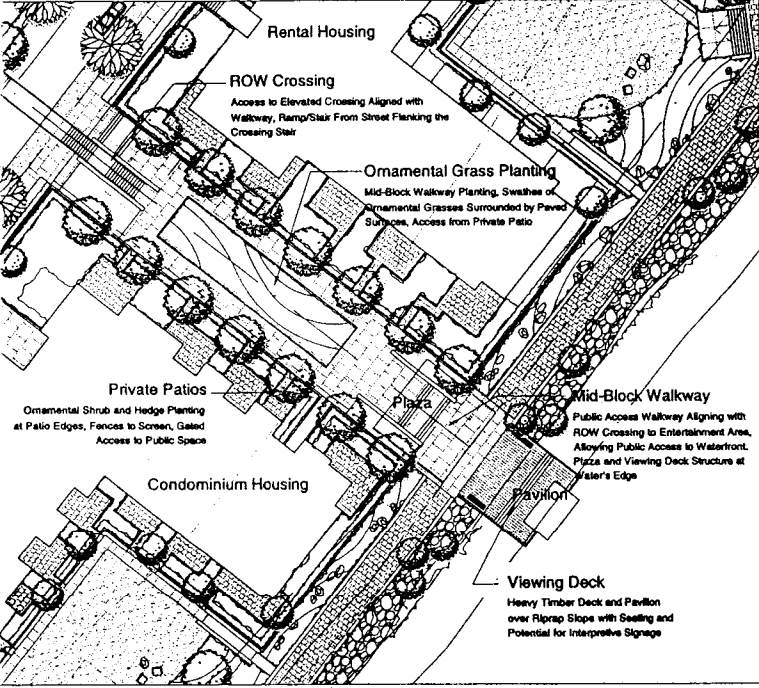
Counterpoint Communications
Holson Bakker Architects
Phillips Forevaag Smalberg
March 2012



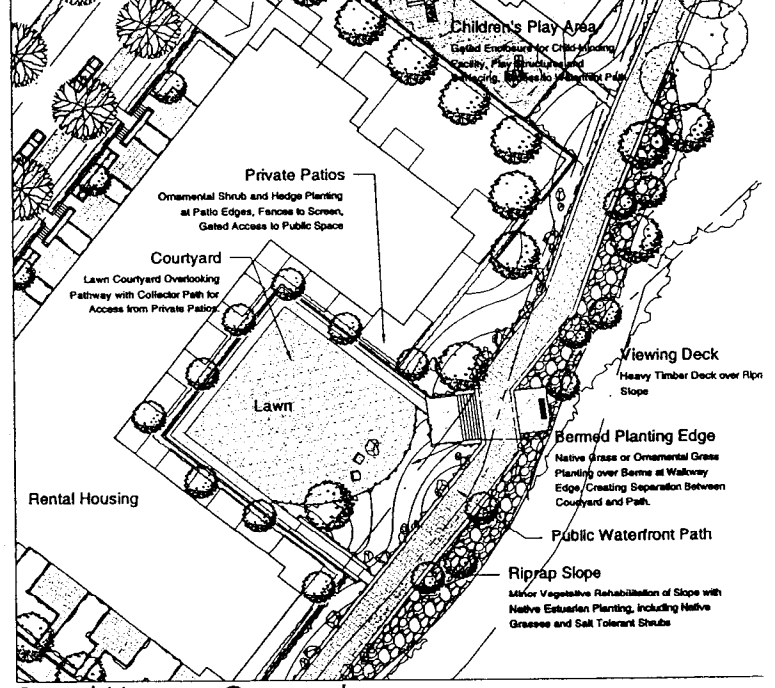
Steveston Plaza



Condominium Courtyard



Mid-Block Walkway and Plaza



Rental Housing Courtyard

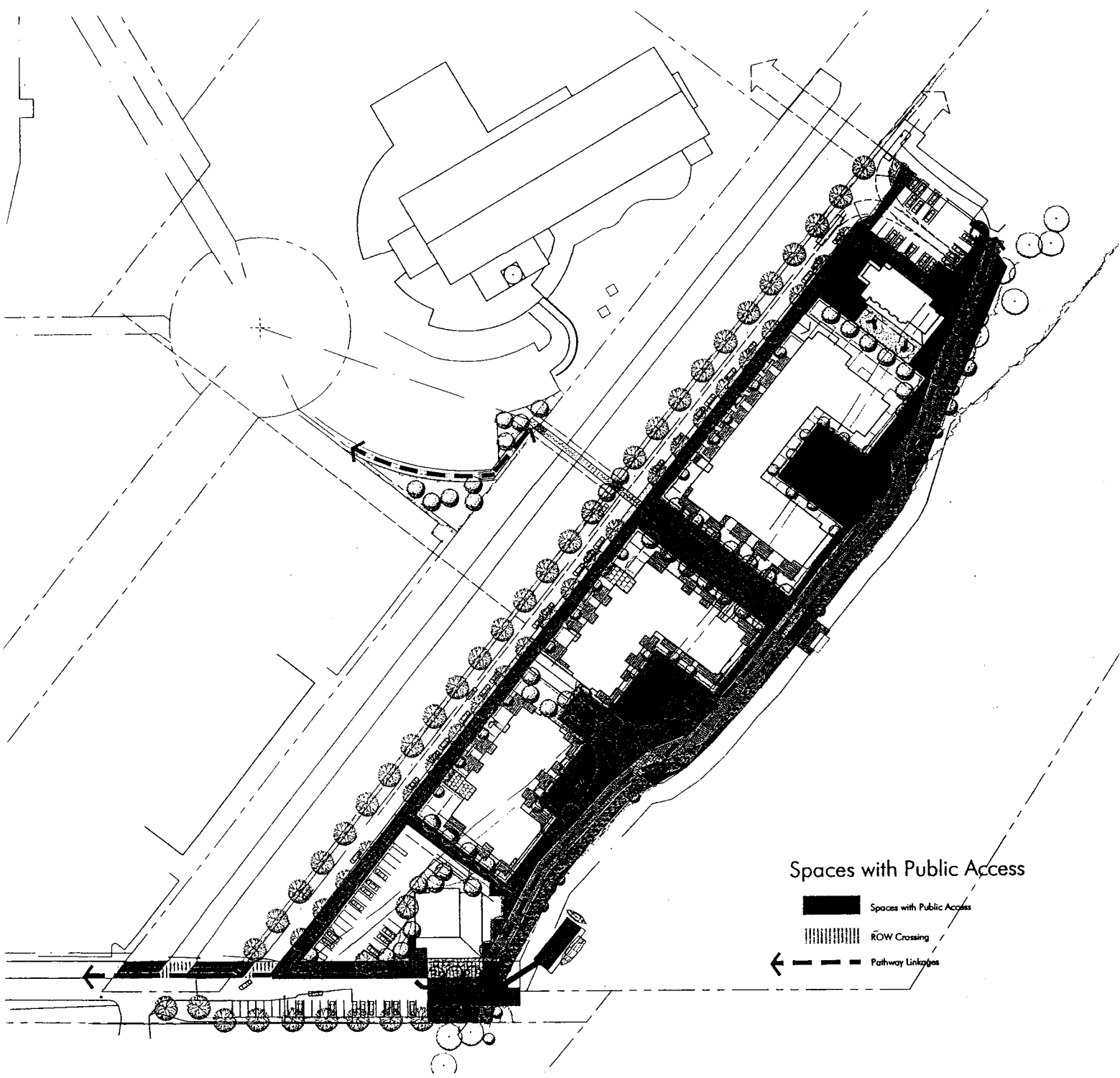
I-2 Detail Plan

Riverport Landing

Legacy Park Land Ltd.

Address:
 1450 14th Street, Steveston, British Columbia V6C 2E8
 Phone:
 604-271-2250
 Fax: 604-271-2250
 Website: www.legacyparkland.com

Counterpoint Communications Inc.
 Holson Bakker Architects
 Phillips Farevaag Smalberg
 March 2006



Spaces with Public Access

- Spaces with Public Access
- ROW Crossing
- Pathway Linkages

Riverport Landing

Legacy Park Land Ltd.

Address:
150-155 West 129th Street, Minneapolis, Minnesota 55428
1997
Phone: 612.828.8800, 612.828.8801, 612.828.8802, 612.828.8803
GMP Architects: 1500 Hennepin Avenue, Suite 1500, Minneapolis, MN 55402

I-4 Public S
Counterpoint Communication
Holton Bakker Architects
Phillips Forevaag Smalton
March 2002

Riverport Landing
General Guidelines - Appendices

Architectural



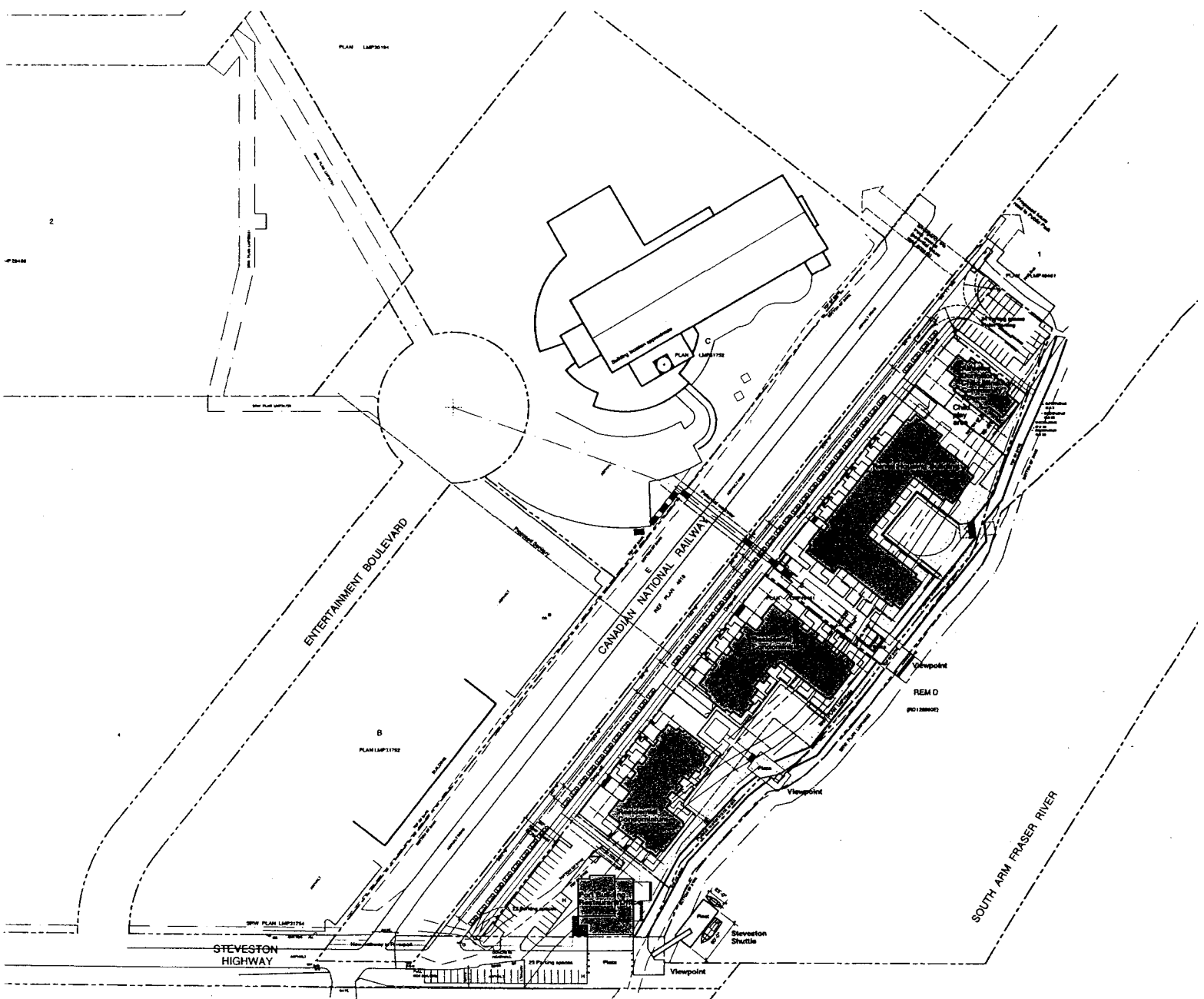
PLAN OF PART OF SECTIONS 32 AND 33
NORTH RANGE 5 WEST
WINSTON-SALEM DISTRICT



Riverport Landing
Legacy Park Land Ltd.

A-0 Context

Counterpoint Communications Inc.
Hoban Bakker Architects
Phillips Farevaag Smallegger
March 2007



| Area Calculations | | Parking Calculations | |
|--------------------|----------------|----------------------------|---------------------|
| Site | | Site | |
| Site area | 224,227 Sq.Ft. | Port Building - Office | 4 stalls 1 stall |
| Port Building site | 5,147 Acres | Port Building - Restaurant | 48 stalls 1 stall |
| Condominium site | 22,226 Sq.Ft. | Condominium visitor | 31 stalls |
| Rental site | 66,184 Sq.Ft. | Rental visitor | 29 stalls |
| Demolish site | 51,348 Sq.Ft. | Child Minding | 3 stalls |
| | 10,824 Sq.Ft. | Total | 115 stalls 2 stalls |
| | | Street parking | 72 stalls |
| | | Off-street parking | 46 stalls 2 stalls |
| | | Total | 118 stalls 2 stalls |

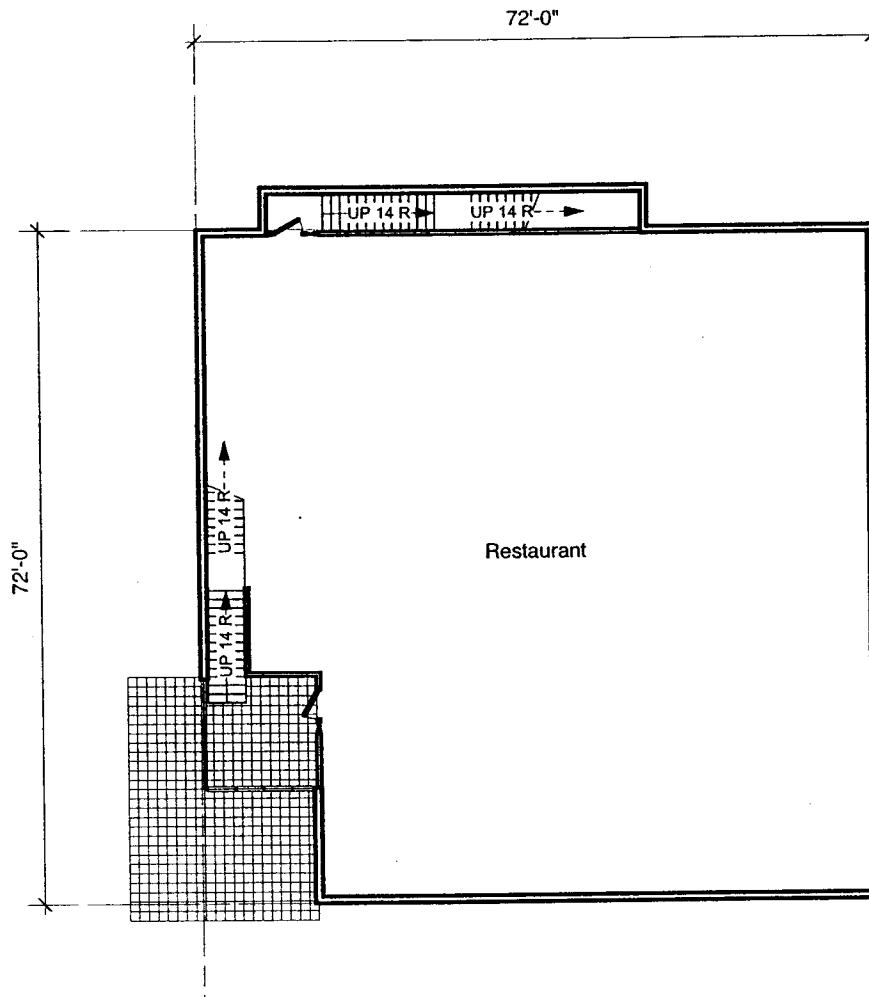
Riverport Landing

Legacy Park Land Ltd.

Access:
12/18/2010 10:00 AM
11/17/10
Plan DE 2010-117-10-11-0001-10-11-0001-10-11-0001
10/17/10 10:00 AM 10/17/10 10:00 AM 10/17/10 10:00 AM

A-0 Site Plan

Counterpoint Communications Inc.
Hoson Bakker Architects
Phillips Farevaag Smallegger
Map 2-1-2



**Parking Calculations
Port Building**

| Office | |
|-----------------------|------------------|
| Required stalls | 4 / 1,076.43 sq |
| Area of second floor | 2,439 sq |
| Total required stalls | 4 sta |
| Total required HC | 1 sta |
| Restaurant | |
| Required stalls | 10 / 1,076.43 sq |
| Area of ground floor | 5,187 sq |
| Total required stalls | 48 sta |
| Total required HC | 1 sta |
| Total | 54 sta |

**Area Calculations
Port Building**

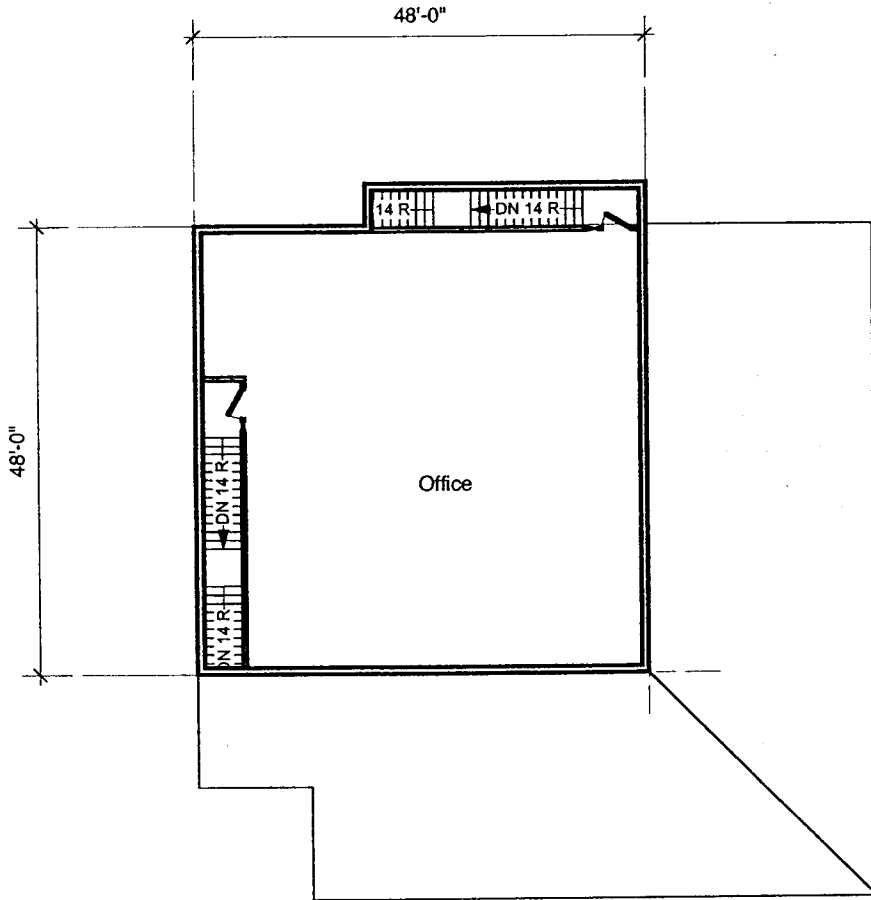
| | |
|--------------|-------------------|
| Ground Floor | 5,187 Sq.f |
| Second Floor | 2,439 Sq.f |
| Total | 7,626 Sq.f |

Port Building
Ground Floor Plan

Riverport Landing
Legacy Park Land Ltd.

A-1 Floor Plan

Counterpoint Communications Inc.
Hoson Bakker Architects
Phillips Forevaag Smalberg
November 2011



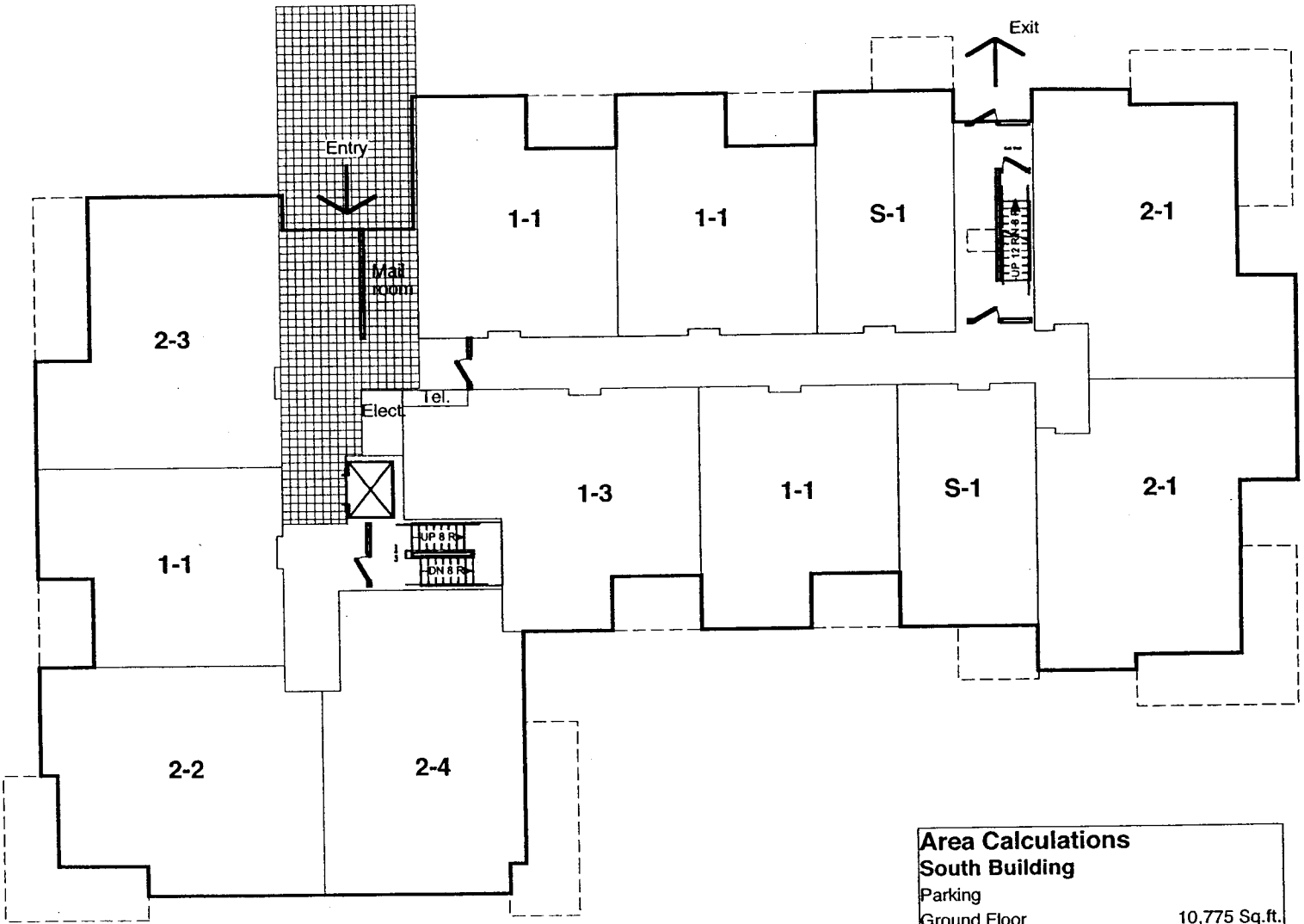
Port Building
 Second Floor Plan

A-1 Floor Plan

Riverport Landing
 Legacy Park Land Ltd.

Address:
 100 Newmarket Road, Newmarket, ON L3Y 9G3
 Tel:
 905-882-2222
 Fax: 905-882-2222
 Website: www.legacyland.com

Counterpoint Communications Inc.
 Holson Bakker Architects
 Phillips Farevaag Smalberg
 March 2012



| Area Calculations | |
|-------------------|----------------------|
| South Building | |
| Parking | |
| Ground Floor | 10,775 Sq.ft. |
| Second Floor | 11,087 Sq.ft. |
| Third Floor | 11,087 Sq.ft. |
| Fourth Floor | 11,087 Sq.ft. |
| Total | 44,035 Sq.ft. |

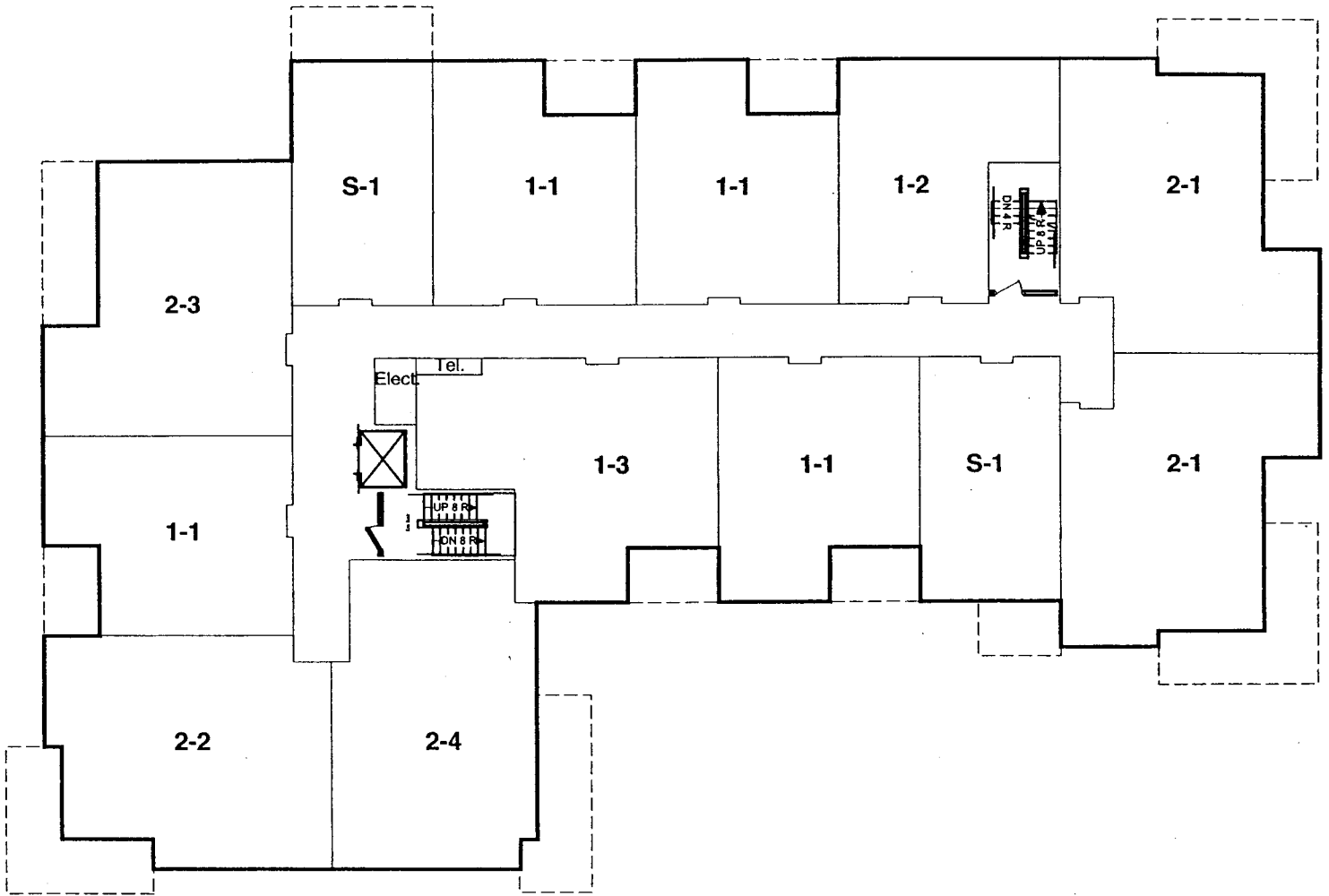
Condominium
Ground Floor Plan

A-2 Floor Plan

Riverport Landing
Legacy Park Land Ltd.

Architect
1000 West 10th Street, Suite 1000
Edmonton, Alberta T6P 0K1
Phone: 780-443-1111
Fax: 780-443-1112
www.habonbakker.com

Counterpoint Communications Inc.
Habon Bakker Architects
Phillips Forevaag Smaltnberg
March 2012



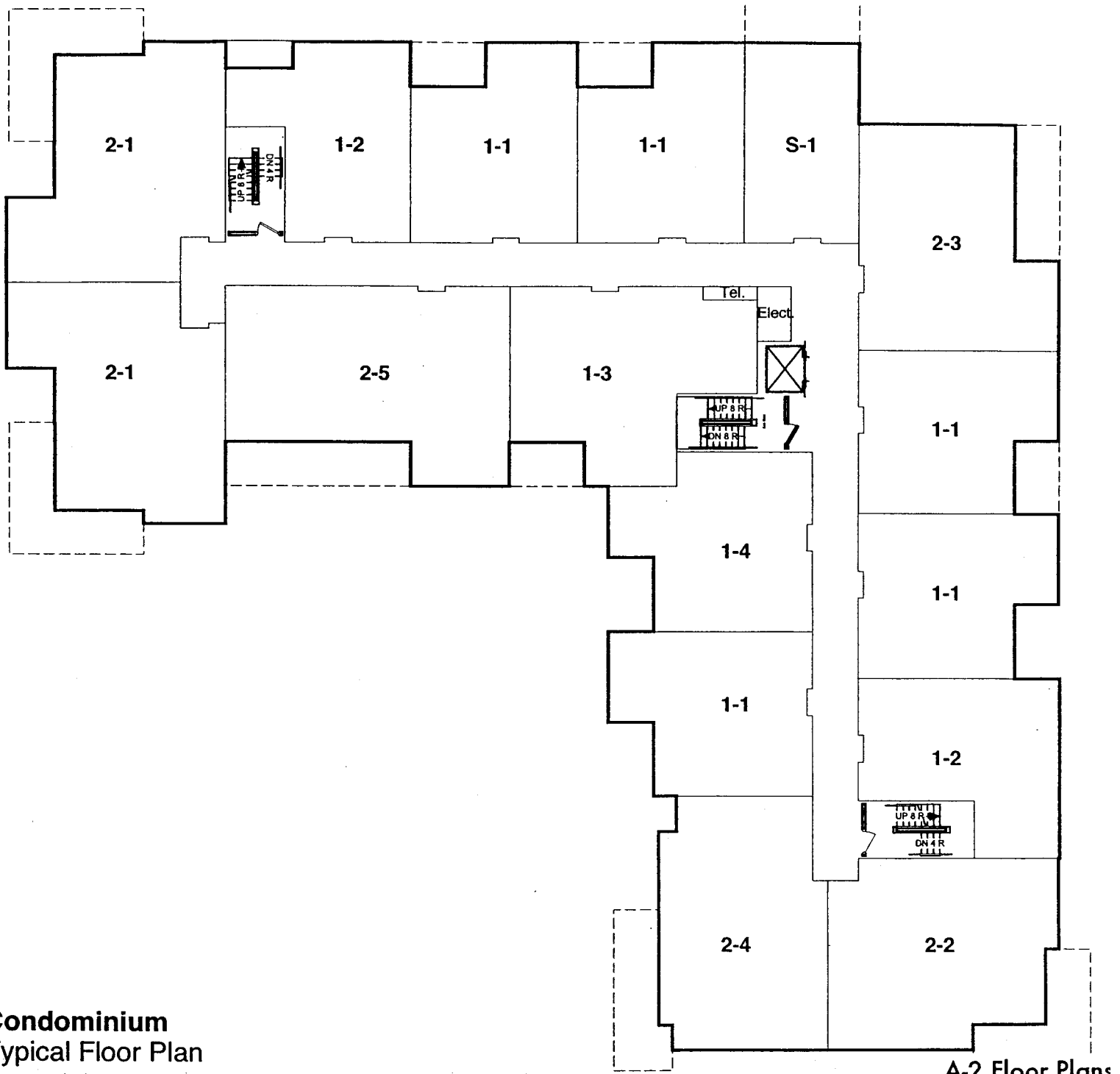
**Condominium
Typical Floor Plan**

Riverport Landing
Legacy Park Land Ltd.

A-2 Floor Plans

Approved
for the use of the building
for the purpose of the building
for the purpose of the building
for the purpose of the building

Counterpoint Communications Inc.
Hoson Bakker Architects
Phillips Forevaag Smalberg
March 2012



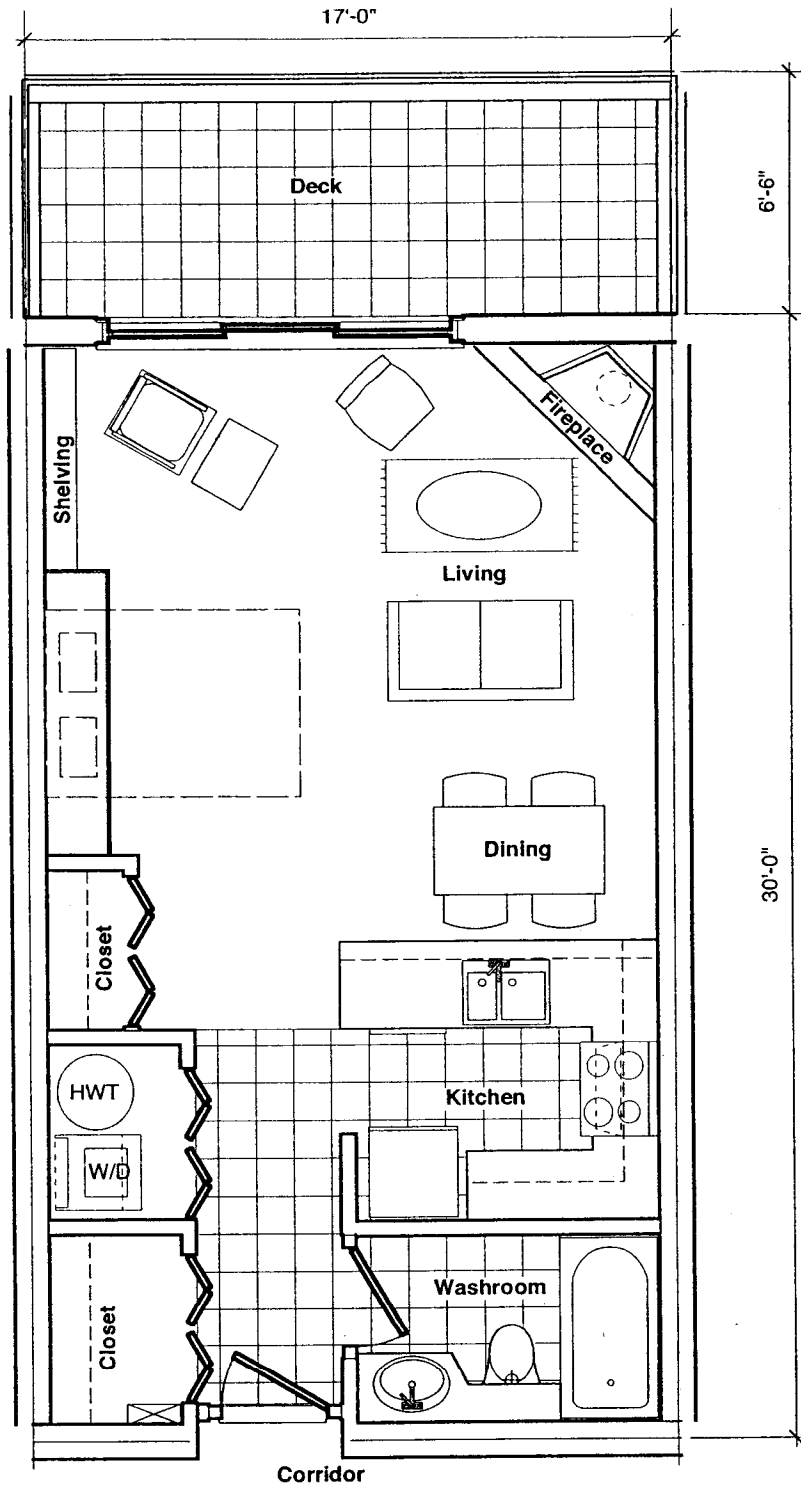
**Condominium
Typical Floor Plan**

A-2 Floor Plans

Riverport Landing
Legacy Park Land Ltd.

As per
1111 1111 1111 1111 1111 1111
1111 1111 1111 1111 1111 1111
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Counterpoint Communications Inc.
Hanson Bakker Architects
Phillips Forevaag Smallegang
April 2002

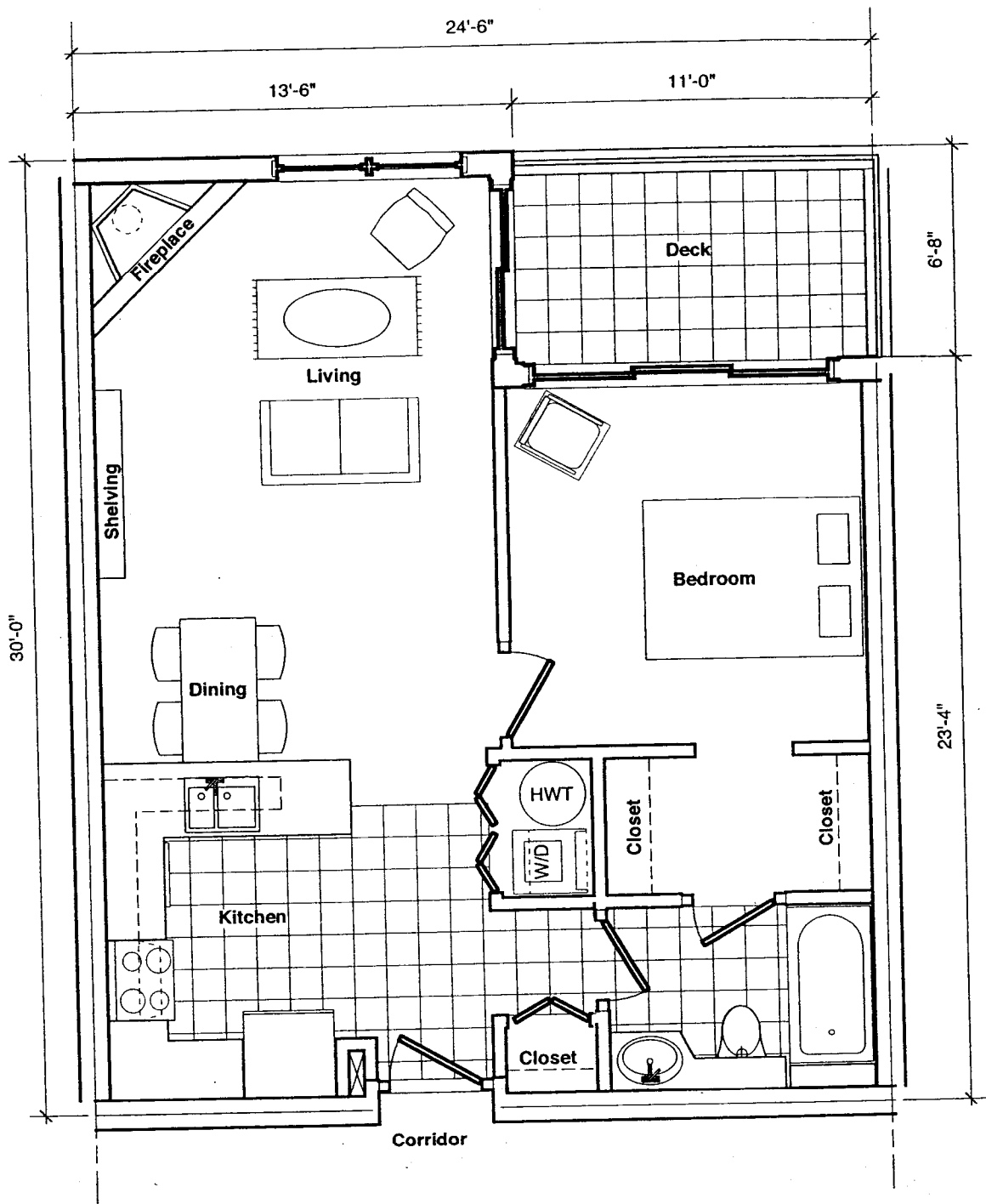


Studio S-1
 a 507 Sq.ft.
condominium
 Studio Unit S-1

Riverport Landing
 Legacy Park Land Ltd.

A-2 Unit Plans

Adapted from:
 1250 Galloway Drive, Suite 100, Toronto, ON M2H 1B7
 416-291-1111
 Fax: 416-291-1111
 Counterpoint Communications Inc.
 Holton Bakker Architects
 Phillips Farevaag Smalberg
 March 2012



Bedroom 1-1
659 Sq.ft.

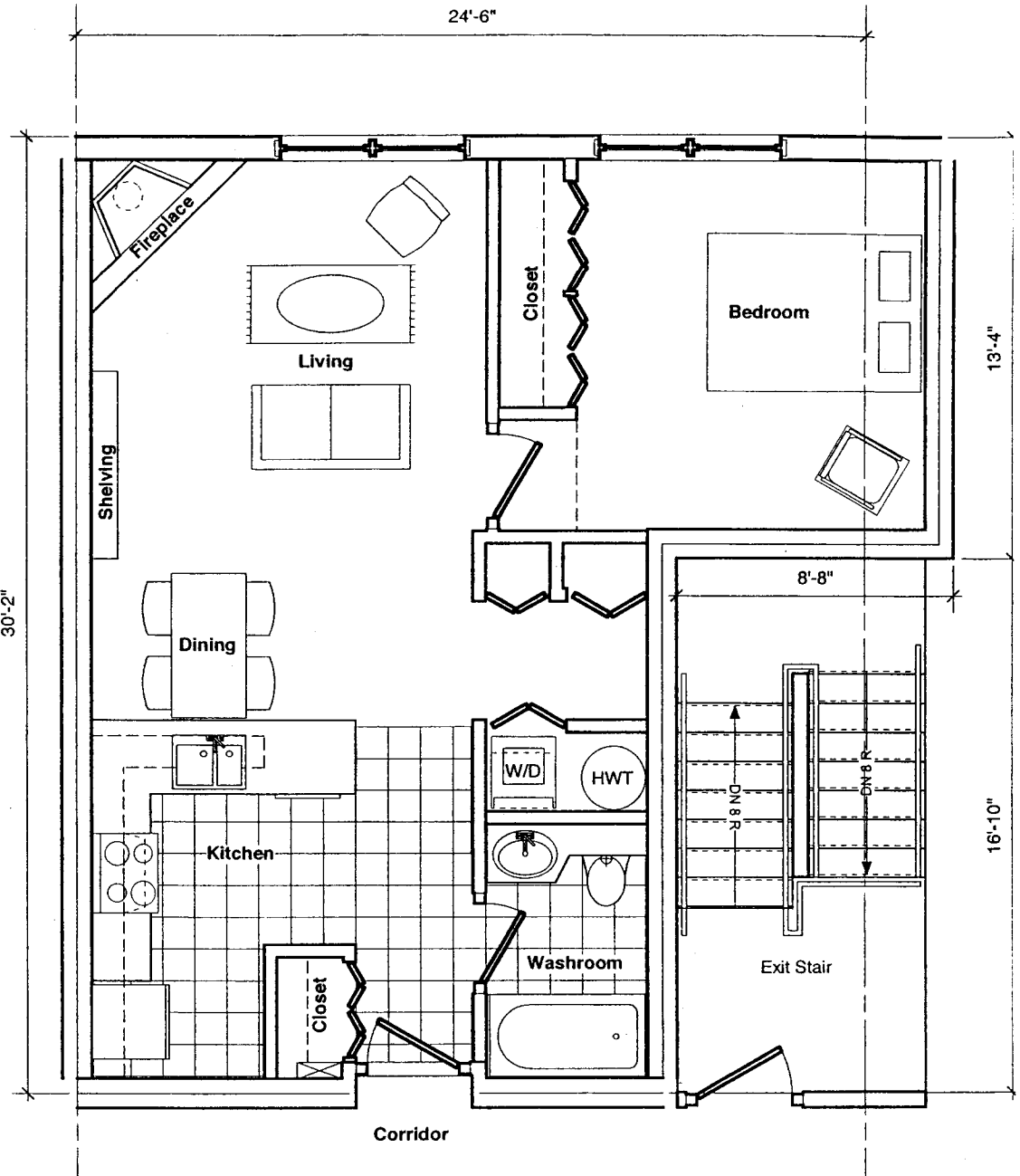
Condominium
Bedroom 1-1

Riverport Landing
Legacy Park Land Ltd.

AL-110
MAY 2010
REVISED 11/10/10
REVISED 02/11/11
REVISED 03/11/11

A-2 Unit Plans

Counterpoint Communications Inc.
Hotsen Bekker Architects
Phillips Farevaag Smalberg
March 2010

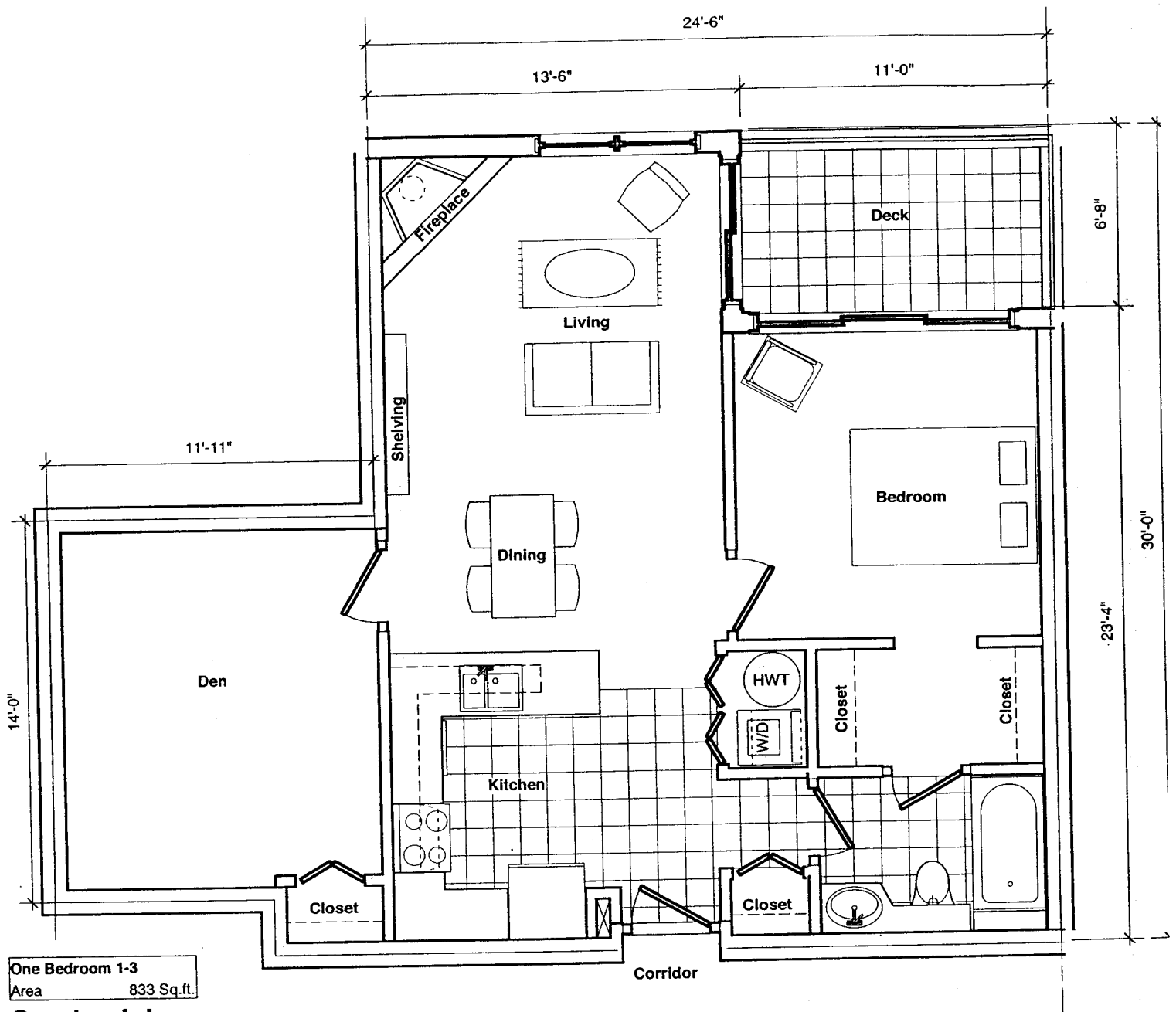


One Bedroom 1-2
 Area 657 Sq.ft.

Condominium
 One Bedroom 1-2

Riverport Landing
 Legacy Park Land Ltd.

A-2 Unit Plans
 Counterpoint Communications Inc.
 Holson Bakker Architects
 Phillips Farevaag Smalberg
 March 2022



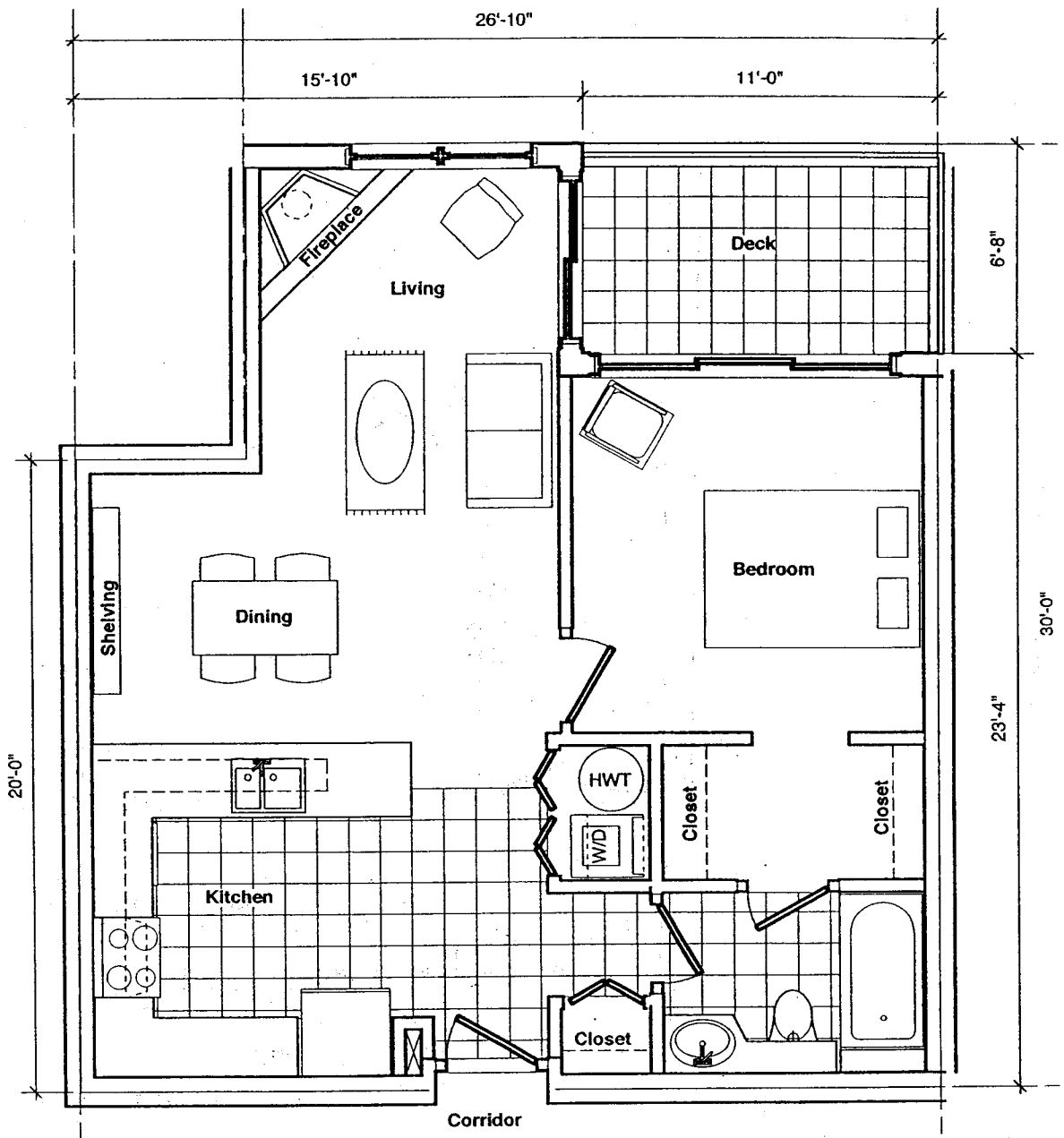
One Bedroom 1-3
Area 833 Sq.ft.

Condominium
One Bedroom 1-3

Riverport Landing
Legacy Park Land Ltd.

A-2 Unit Plans

Counterpoint Communications Inc.
Halson Bakker Architects
Phillips Forevaag Smalberg
March 2002



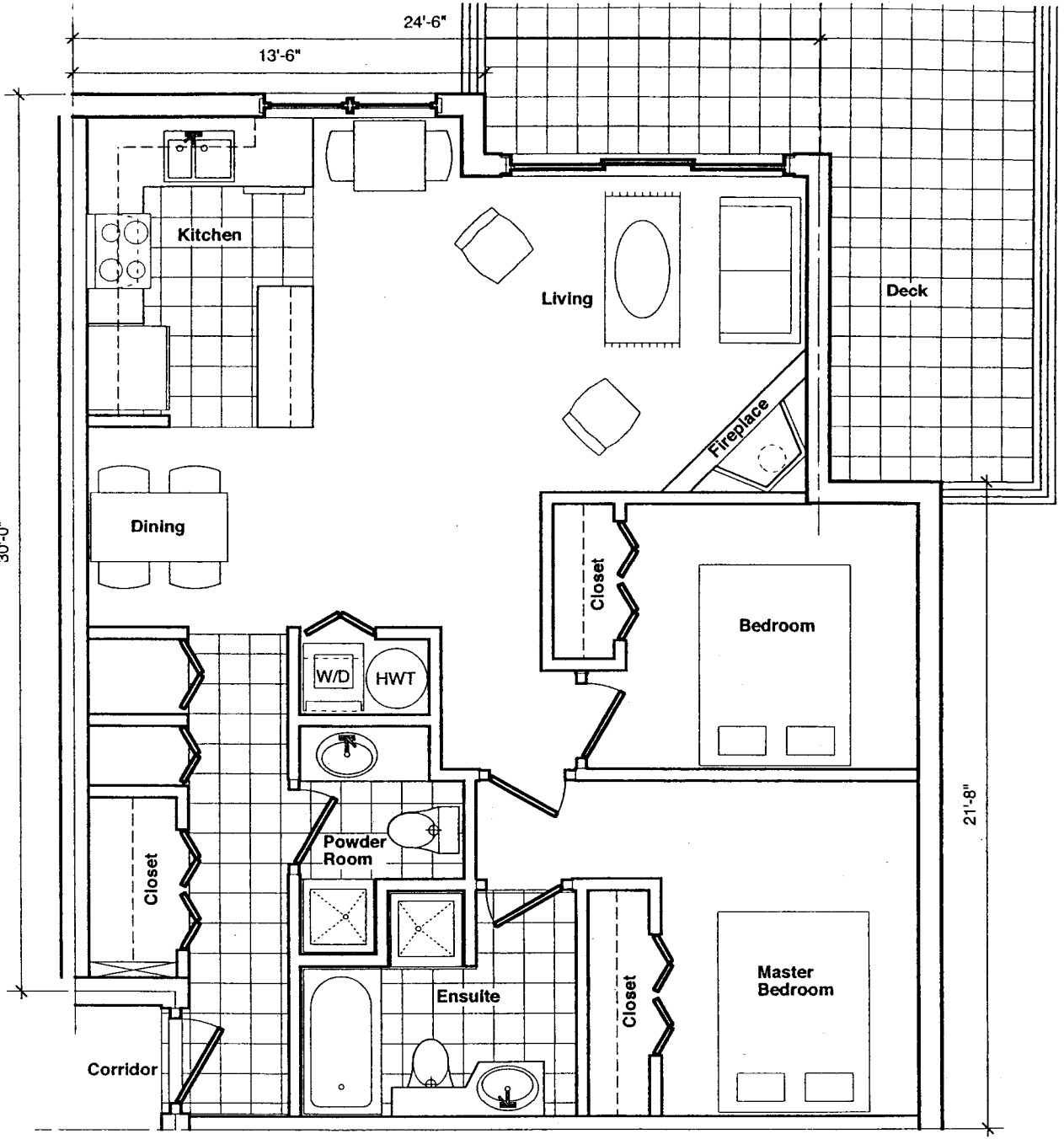
One Bedroom 1-4
Area 675 Sq.ft.

Condominium
One Bedroom 1-4

Riverport Landing
Legacy Park Land Ltd.

A-2 Unit Plans

Counterpoint Communications Inc.
Hanson Bakker Architects
Phillips Forevaag Smallerberg
March 2010



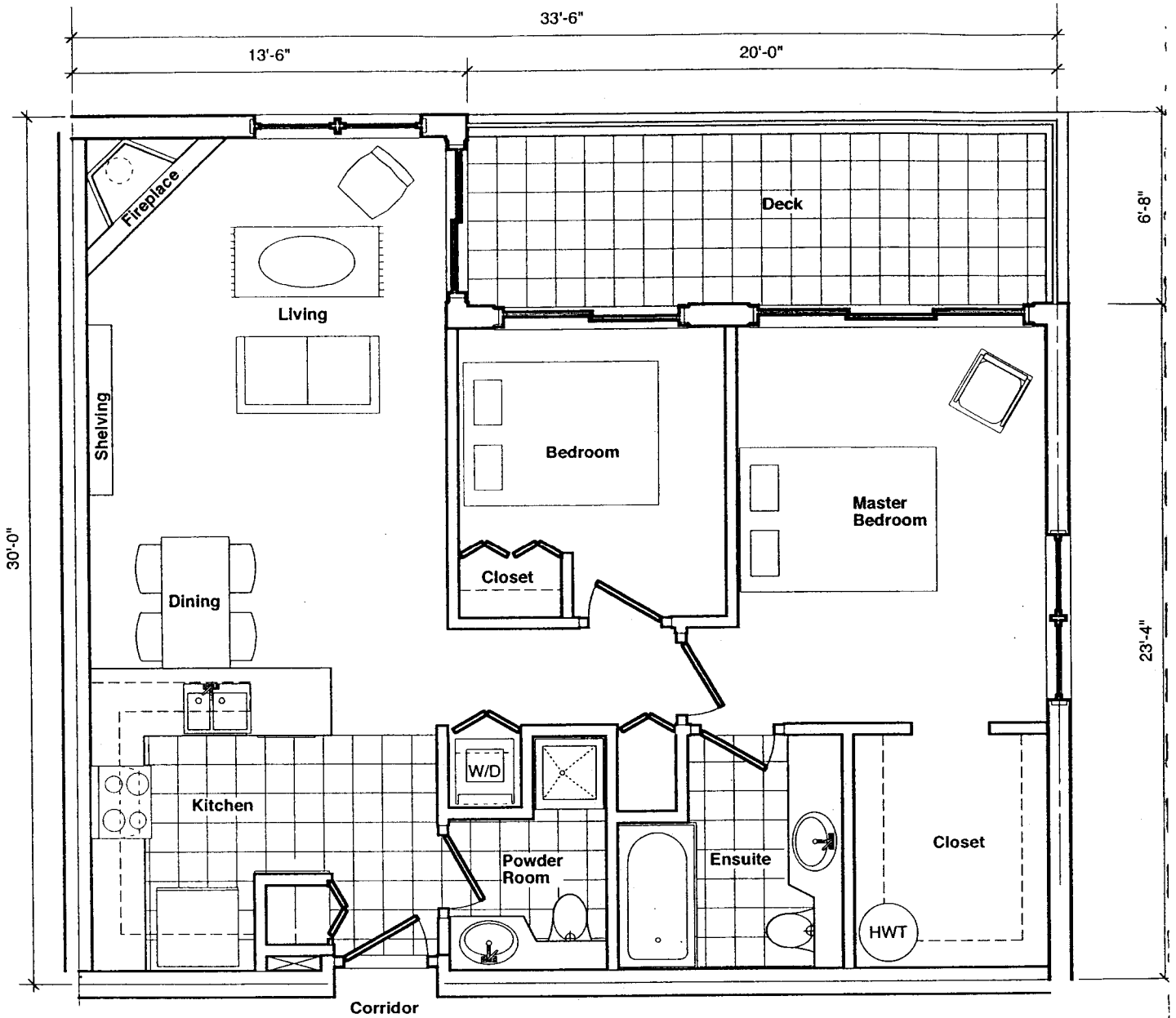
Two Bedroom 2-2
Area 902 Sq. ft.

Condominium
Two Bedroom 2-2

Riverport Landing
Legacy Park Land Ltd.

A-2 Unit Plans

Counterpoint Communications Inc.
Holson Bakker Architects
Phillips Forevaag Smalberg
April 2002



Two Bedroom 2-3
 Area 877 Sq.ft.

Condominium
 Two Bedroom 2-3

Riverport Landing
 Legacy Park Land Ltd.

A-2 Unit Plans

Counterpoint Communications Inc.
 Halson Bakker Architects
 Phillips Forevaag Smalberg
 March 2010

37'-10"

Deck

Shelving

Fireplace

Dining

Living

Bedroom

Master Bedroom

Kitchen

W/D

Powder Room

Ensuite

Closet

HWT

Corridor

Two Bedroom 2-4
Area 889 Sq.ft.

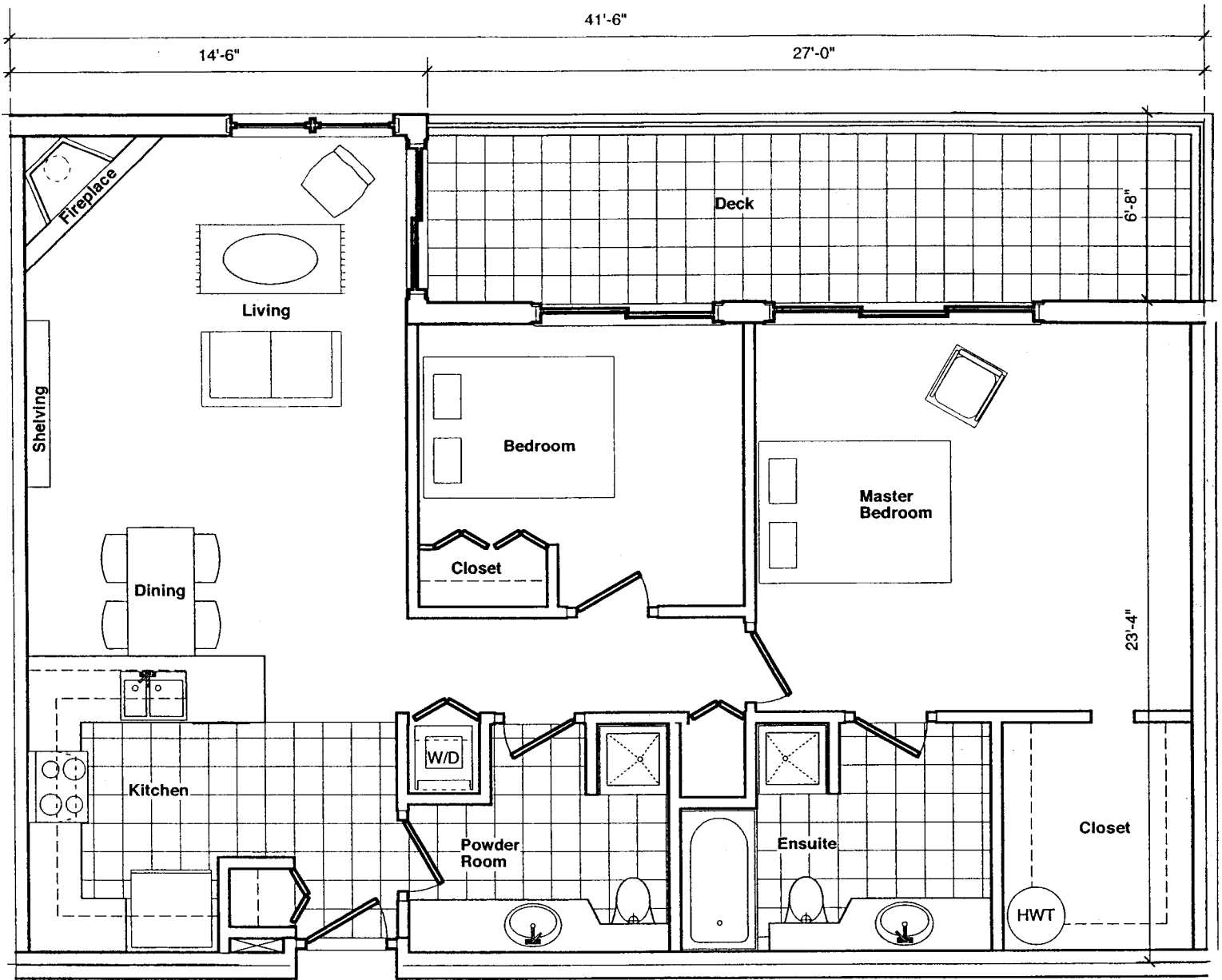
Condominium
Two Bedroom 2-4

Riverport Landing
Legacy Park Land Ltd.

A-2 Unit Plans

Area:
37'-10" x 24'-7 1/4" = 889 Sq. Ft.
RIVERPORT LANDING, 1400 BAYVIEW AVE., TORONTO, ONT. M5S 1A5
MAY 2002

Counterpoint Communications Inc.
Holson Bakker Architects
Phillips Farevaag Smallemberg
MAY 2002



Two Bedroom 2-5
 Area 1,061 Sq.ft.

Corridor

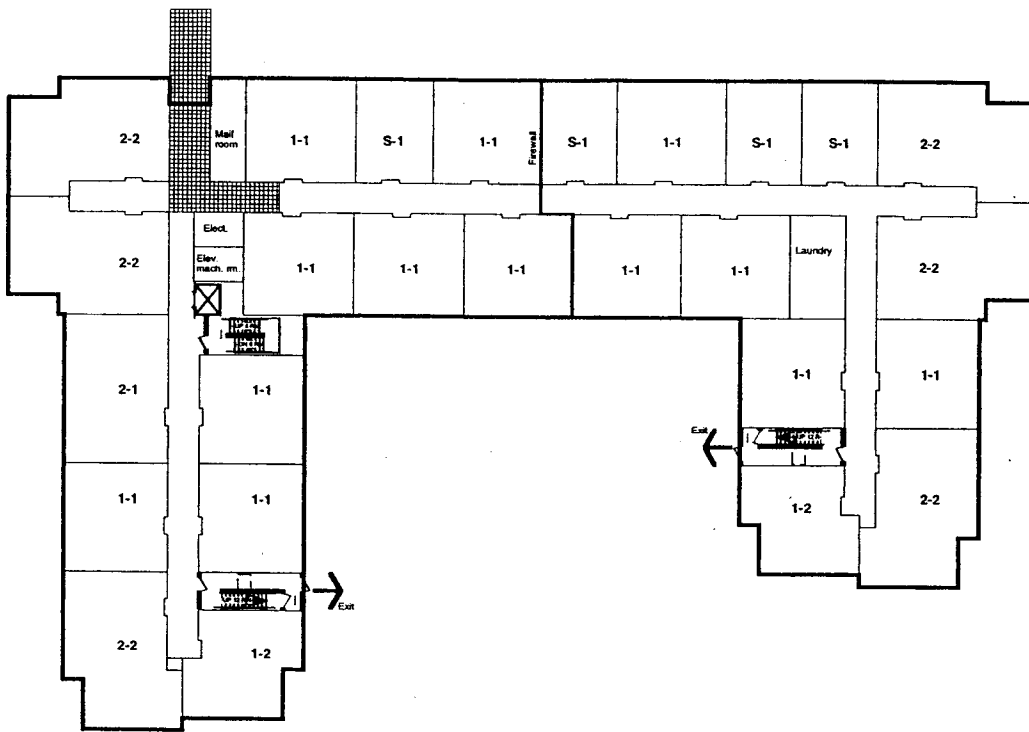
Condominium
 Two Bedroom 2-5

A-2. Unit Plans

Riverport Landing
 Legacy Park Land Ltd.

Architect
 Counterpoint Communications Inc.
 Counterpoint Communications Inc.
 Counterpoint Communications Inc.
 Counterpoint Communications Inc.

Counterpoint Communications Inc.
 Holson Bekker Architects
 Phillips Farevaag Smallegang
 April 2014



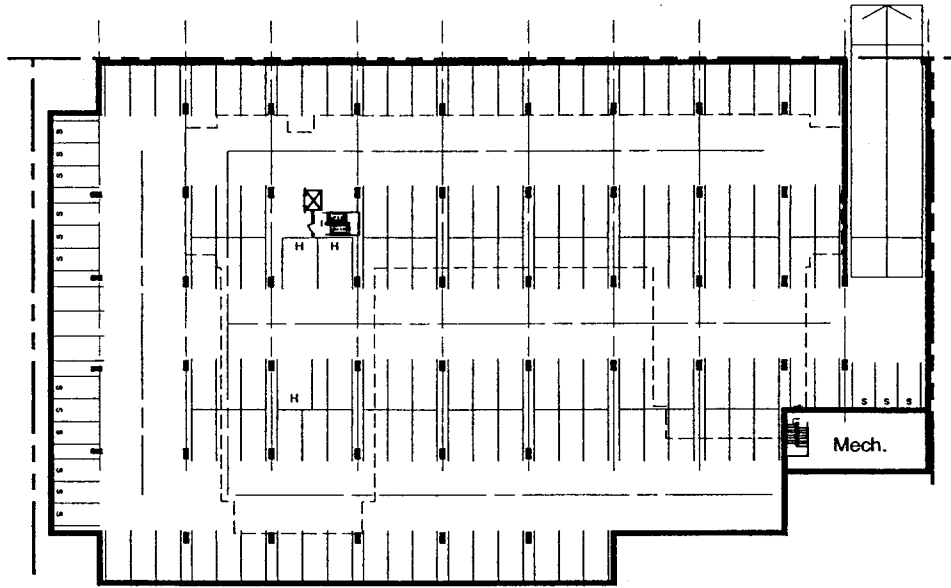
| Area Calculations | |
|------------------------|----------------------|
| Rental Building | |
| Parking | |
| Ground Floor | 20,177 Sq.ft. |
| Second Floor | 20,231 Sq.ft. |
| Third Floor | 20,231 Sq.ft. |
| Fourth Floor | 20,231 Sq.ft. |
| Total | 80,869 Sq.ft. |

Rental Building
Ground Floor Plan

Riverport Landing
Legacy Park Land Ltd.

A-3 Floor Plan

Counterpoint Communications Inc.
Holsen Bakker Architects
Phillips Forevaag Smalberg
March 2012



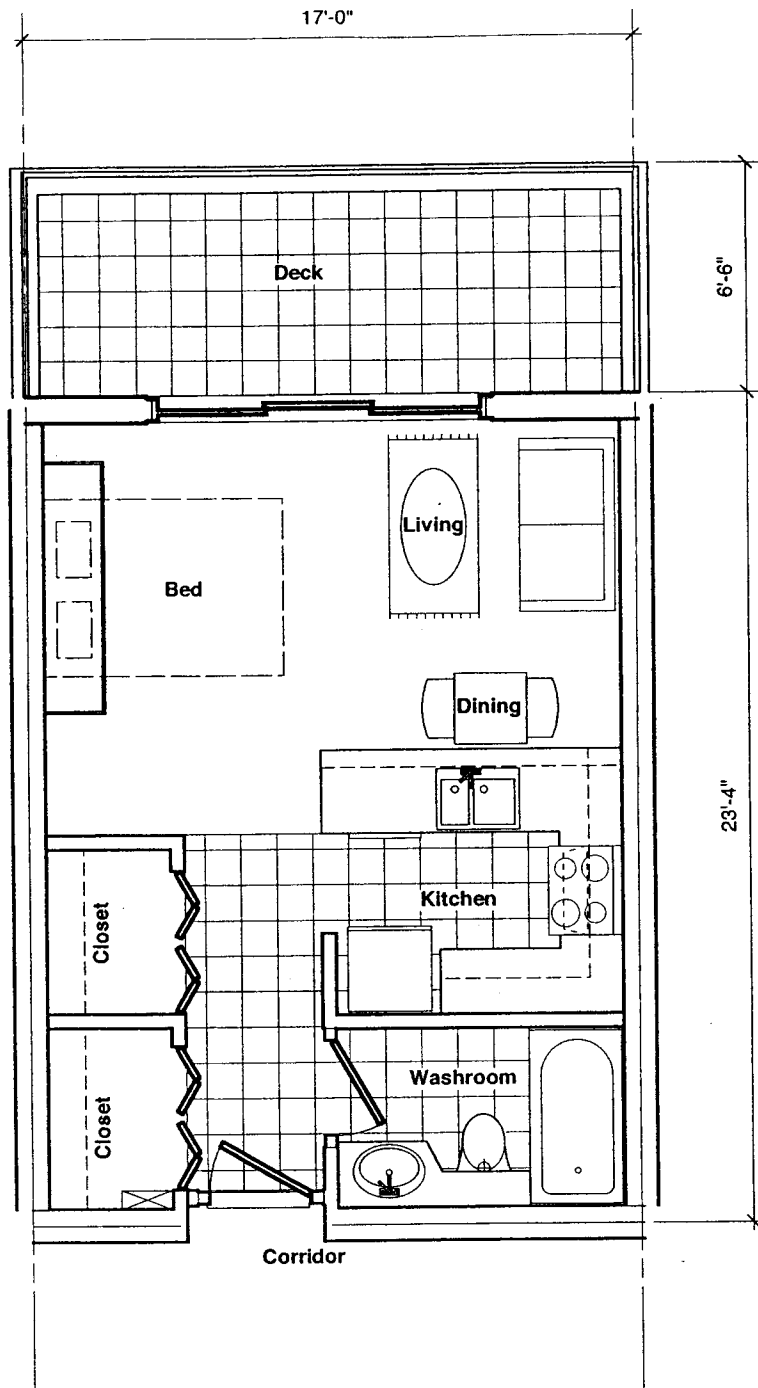
| Parking Calculations | | | |
|--|------------|-------------|-------------------|
| Rental Building | | | |
| Studios | 19 | @ 1.0 /unit | 19 stalls |
| One Bedrooms | 60 | @ 1.3 /unit | 78 stalls |
| Two Bedrooms | 31 | @ 1.5 /unit | 46 stalls |
| Total | 110 | | 144 stalls |
| Total required HC | | | 3 stalls |
| Total visitor (located elsewhere on-site) | | | 29 stalls |
| Actual regular stalls | | | 128 stalls |
| Actual small stalls | | | 15 stalls |
| Actual Handicap stalls | | | 3 stalls |
| Total | | | 146 stalls |
| Area | | | 52,897 sq.ft. |

Rental Building
Parking Plan

Riverport Landing
Legacy Park Land Ltd.

A-3 Floor Plans

Counterpoint Communications Inc.
Holton Bakker Architects
Phillips Forevaag Smalberg
March 2010



Studio S-1
Area 394 Sq.ft.

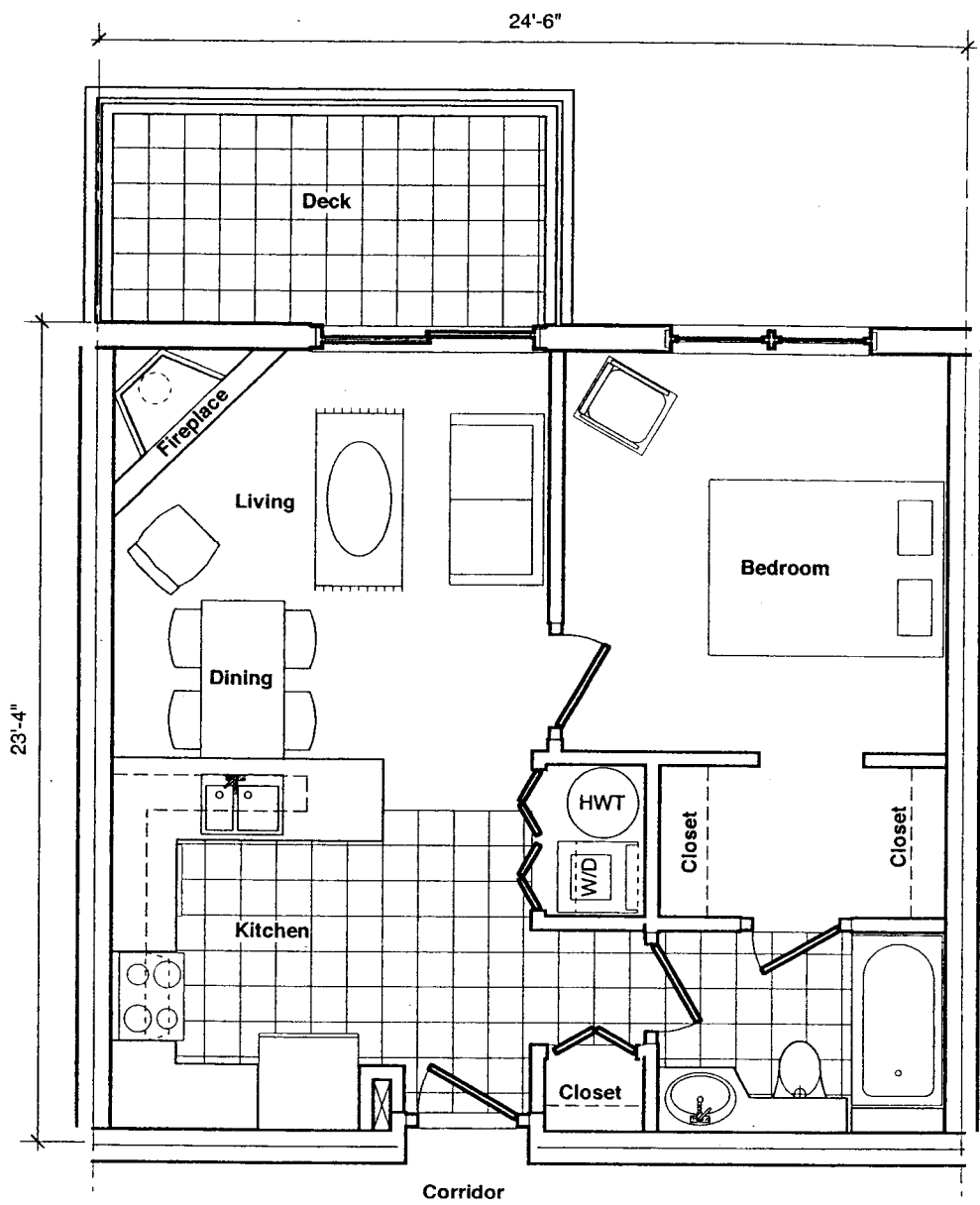
Rental Building
Studio Unit S-1

Riverport Landing
Legacy Park Land Ltd.

A-3 Unit Plan

Architect
1500-1000-1000-1000-1000-1000
1000-1000-1000-1000-1000-1000
1000-1000-1000-1000-1000-1000
1000-1000-1000-1000-1000-1000

Counterpoint Communications
Hanson Bakker Architects
Phillips Farevaag Smallegang
1000-1000



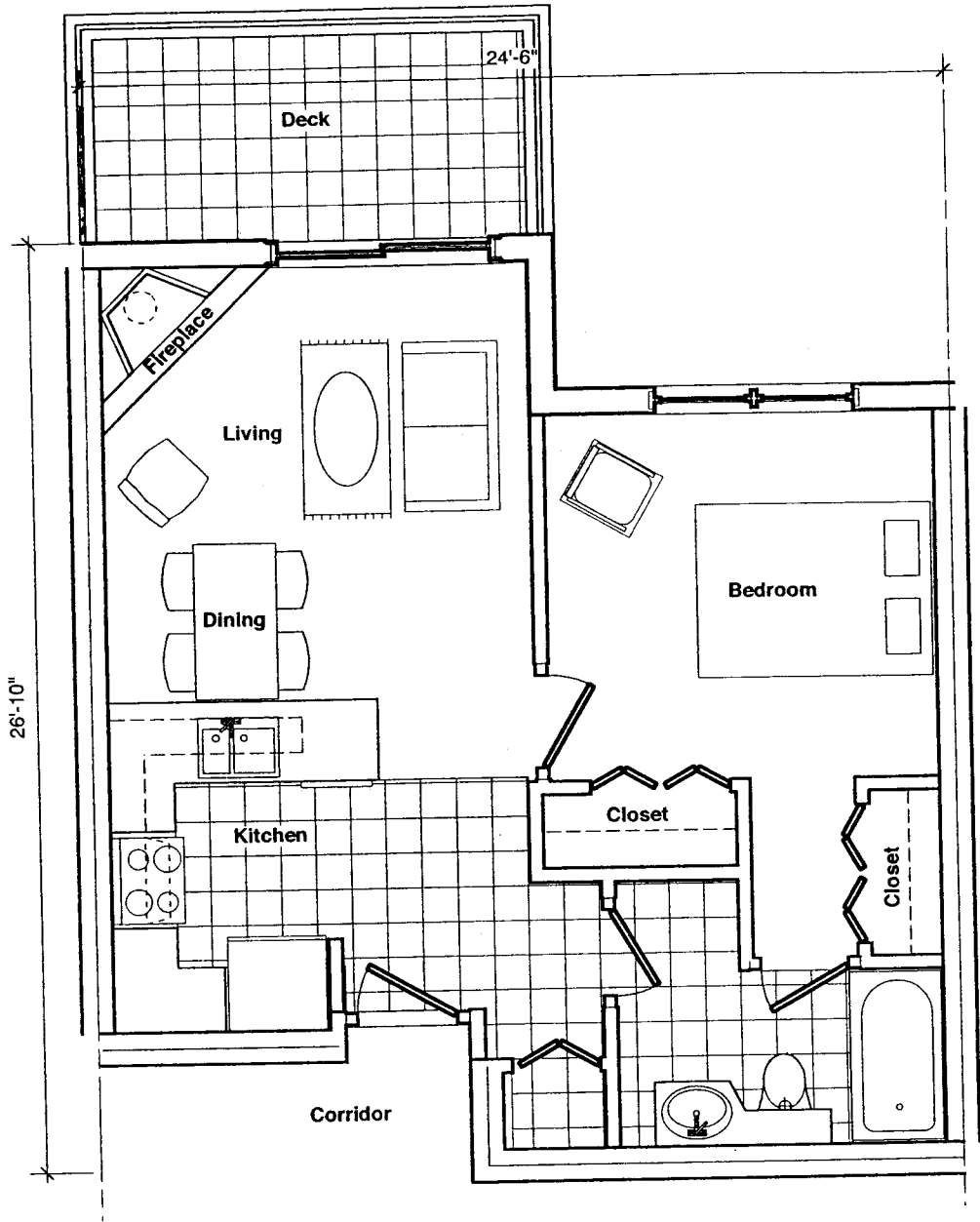
One Bedroom 1-1
Area 569 Sq.ft.

Rental Building
One Bedroom 1-1

Riverport Landing
Legacy Park Land Ltd.

A-3 Unit Plans

Counterpoint Communications Inc.
Hoson Bakker Architects
Phillips Farevaag Smaltenberg
March 2002



One Bedroom 1-2
Area 565 Sq.ft.

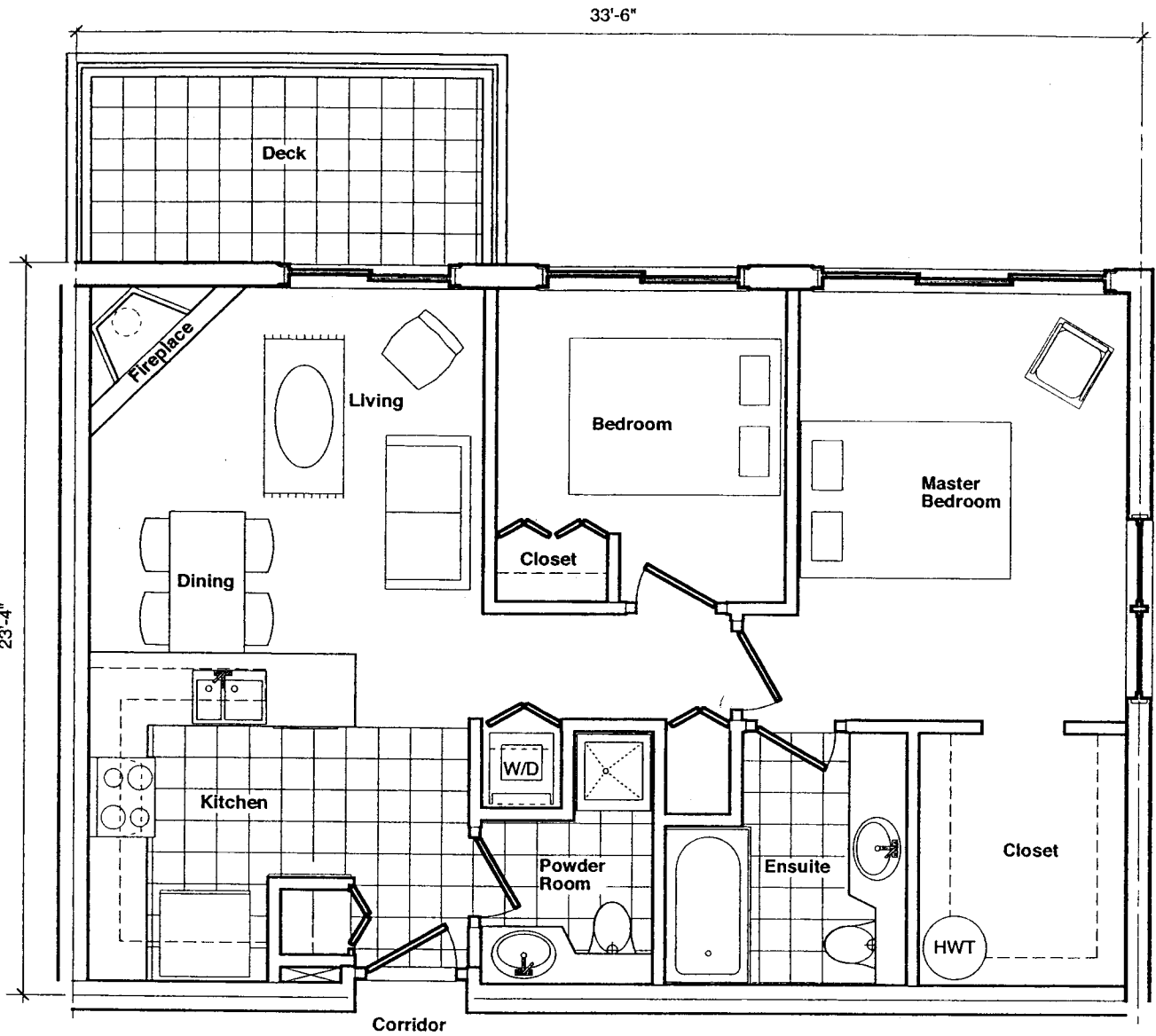
Rental Building
One Bedroom 1-2

A-3 Unit Plan

Riverport Landing
Legacy Park Land Ltd.

Architect
1000 Lakeshore Blvd. West, Suite 1000
Toronto, Ontario M6H 1L5
Tel: (416) 593-1111
Fax: (416) 593-1112

Counterpoint Communications
Holton Bakker Architects
Phillips Farevaag Smallegang
March 2022



Two Bedroom 2-1
Area 779 Sq.ft.

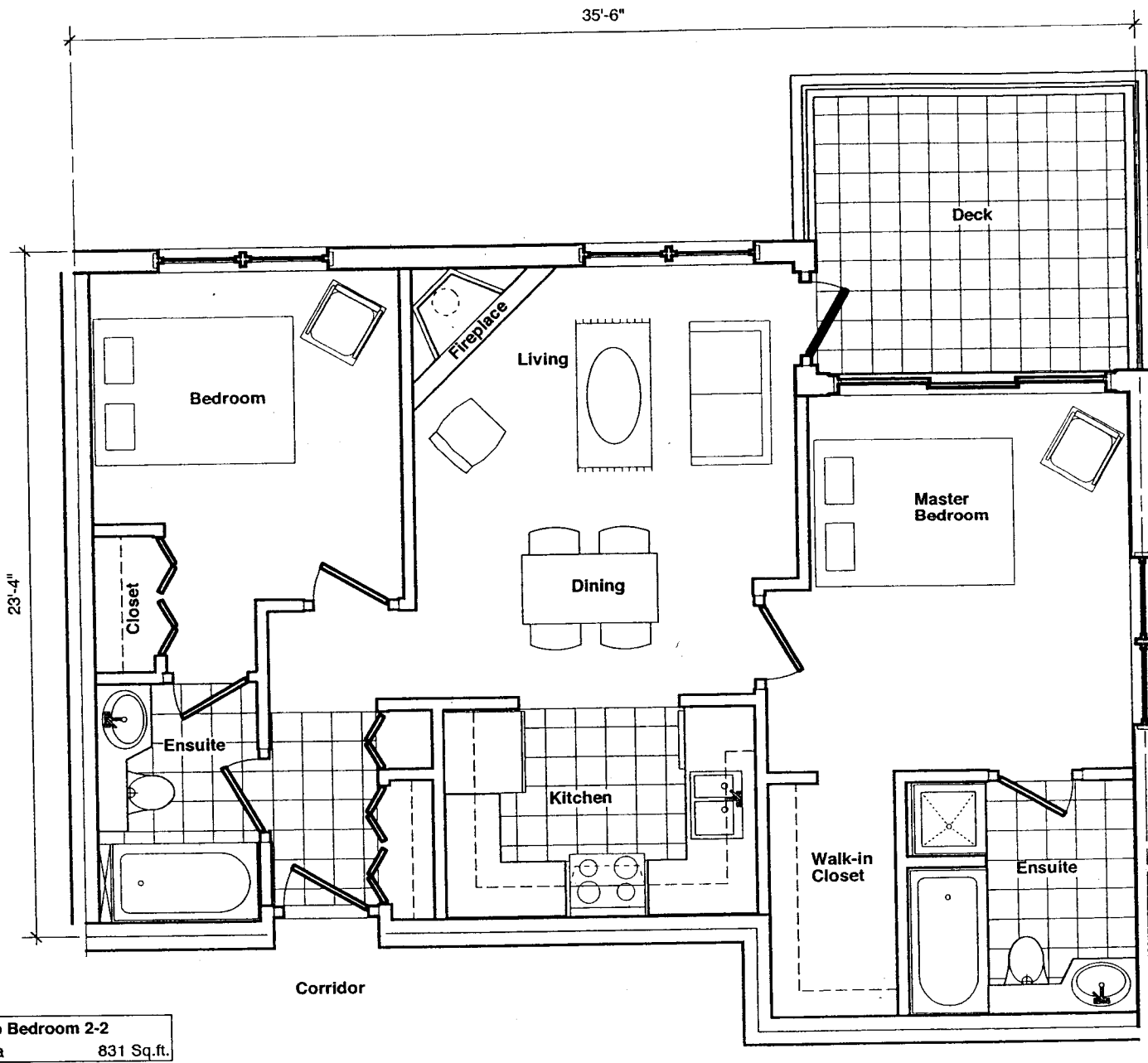
Rental Building
Two Bedroom 2-1

Riverport Landing
Legacy Park Land Ltd.

DATE: 10/10/2012
BY: [illegible]
SCALE: 1/8" = 1'-0"
PROJECT: RIVERPORT LANDING PHASE 2 UNIT 2-1
DRAWING: FLOOR PLAN - UNIT 2-1

A-3 Unit Plans

Counterpoint Communications Inc.
Hotsen Bakker Architects
Phillips Farevaag Smalberg
March 2012



Two Bedroom 2-2
 Area 831 Sq.ft.

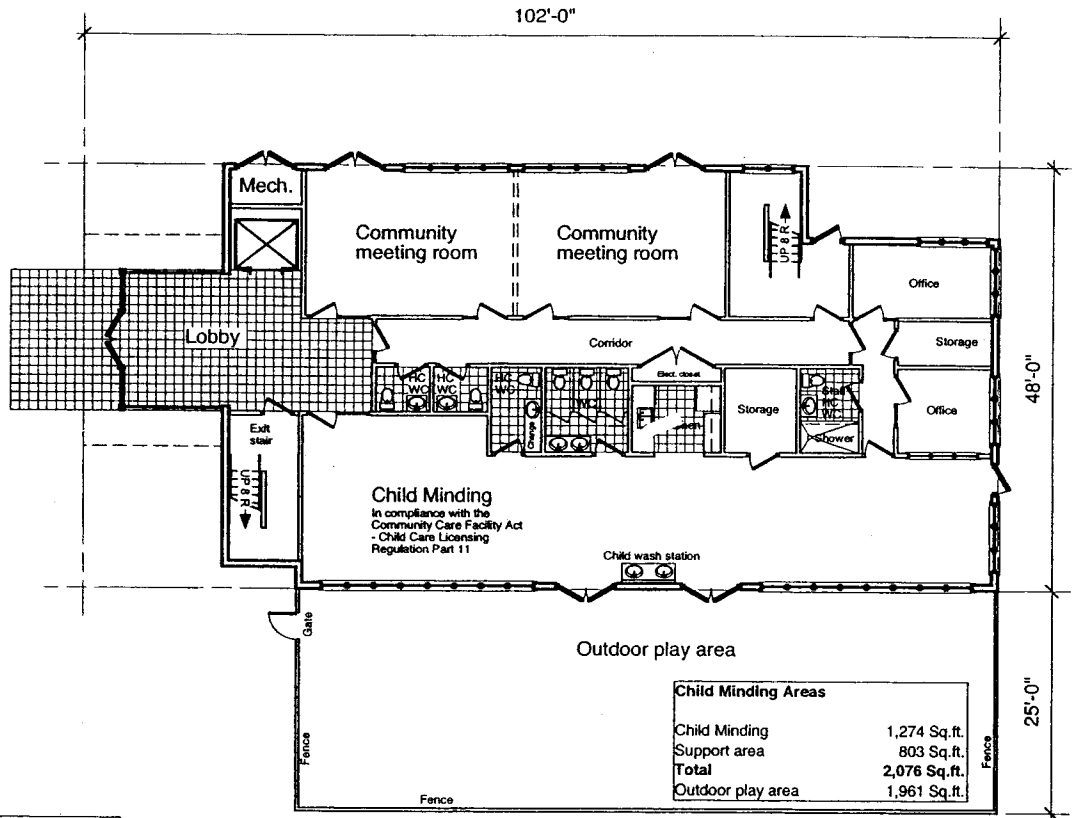
Rental Building
 Two Bedroom 2-2

Riverport Landing
 Legacy Park Land Ltd.

A-3 Unit Plc

APPROVED FOR CONSTRUCTION PERMIT
 BY THE CITY OF RICHMOND, BRITISH COLUMBIA
 PROJECT NO. 2020-0001-0001-0001-0001-0001

Counterpoint Communication
 Hanson Bekker Architects
 Phillips Farevaag Smallegange
 March 2022



Area Calculations

| | |
|--------------|----------------------|
| Ground Floor | 4,144 Sq.ft. |
| Second Floor | 3,487 Sq.ft. |
| Third Floor | 3,487 Sq.ft. |
| Fourth Floor | 3,487 Sq.ft. |
| Total | 14,605 Sq.ft. |

**Athletes Dormitory
Community Rooms
Child Minding
Ground Floor Plan**

**Parking Calculations
Athletes Dormitory**

Child Minding
Total required stalls 3 stalls

Riverport Landing
Legacy Park Land Ltd.

Architects
1000-1010 Dundas Street West, Toronto, ON
M6J 1K5
Tel: 416-593-8888 Fax: 416-593-8889
www.hatsonbakker.com

Counterpoint Communications Inc.
Hatson Bakker Architects
Phillips Farevaag Smollenberg
March 2012

**CANADA BASKETBALL**557 Dixon Road, Suite 102 Etobicoke, ON, Canada M9W1H7
t. 416.614.8037 f. 416.614.9570 www.basketball.ca

Mr. Mike Hind,
Executive Director,
Basketball B.C.,
14380 Triangle Road,
Richmond, B.C.
V6W 1B1

December 6, 2001

Residence/Dormitories Project

Dear Mike:

I am pleased and excited about the project under discussion to build a dormitory/residence and rental units on the waterfront lands in close proximity to the Basketball Centre.

As we prepare for World Championships in August 2002 and other major events leading to Athens 2004 Olympics we will require a facility to hold our training camps. The Basketball Centre in Richmond is ideal for such training camps. These camps will be of various durations and having a dormitory/residence within a very short walk to the facility would be ideal.

Not only does this project enable us to plan our camps within the restricted budgets Canadian teams have but it would also allow us access to many off court activities that are important to team building and maintenance.

As Head Coach of the Canadian Men's team and on behalf of Canada Basketball, I fully support this project and urge you to encourage all the parties to continue with these plans. As you are well aware we will begin these types of camps before the summer of 2002.

I am also confident that our women's team will be excited and pleased about this project as they put in place their plans to qualify for Athens.

If I can be of any further assistance, please do not hesitate to contact me.

Yours truly,

Jay Triano
Canadian National Men's Team
Head Coach



14380 Triangle Road, Richmond B.C. V6W 1B1
Tel: (604) 241-HOOP (4667) Direct: (604) 718-7773
Fax: (604) 241-4663 E-mail: hoopsbc@basketball.bc.ca

Mr. Norm Hotson.
Hotson Bakker Architects,
#406-611 Alexander Avenue,
Vancouver, B.C.
V6A 1E1

December 7, 2001

Legacy Park Lands Project

I am pleased to offer my full support for the project being discussed with you and your client regarding the Legacy Park Lands.

Basketball B.C. has had offices at the Basketball Centre since it opened and have recently committed to an extension of our lease. We have often dreamed of the possibility of having a residence/dormitory in the area as it would certainly expand the capabilities of Basketball B.C. to offer more programs.

We host a number of regional and provincial tournaments at the Basketball Centre and the access to a dormitory would not only make these events much more cost efficient for the participant but also allow many more such events to take place. Furthermore, the opportunity to offer a complete camp experience in the summer months or during school breaks is very exciting. With the assistance of Kidsport and other funding agencies, these camps could be open to all participants regardless of their economic background.

Although basketball is our mandate, we are very aware that soccer, volleyball, fencing and gymnastics as well as other special events are held at the Basketball Centre and I can assure you that all those groups would be pleased to be able to access a dormitory/residence and rental apartments. In fact, only last week there were over 300 fencers from all over North America who would have been ecstatic about such a development.

I am very pleased to include herein a letter of support from Coach Jay Triano, Head Coach of the Canadian Men's Basketball team.

If I can be any further assistance, please contact me at the above number.

Yours truly,

Mike Hind
Executive Director

Richmond Sports Council
c/o 6331 Bouchard Court
Richmond BC
V7C 5W3

20 May 2002

To Whom It May Concern:

Re: Construction of Dormitory Accommodation at Riverport Sport and Entertainment Centre

Richmond Sports Council is in support of the construction of dormitory accommodation at Riverport and the other proposed developments that will make the dormitory a reality at Riverport. The sport facilities at Riverport attract visitors to our community for tournaments, meets and training camps. The dormitories would allow groups of athletes to be accommodated on site. This is especially attractive to youth groups and provincial, national and international teams and increased participation could be anticipated.

The Richmond sport community would gain from the competition with athletes from outside the lower mainland. Athletes from provincial, national and international teams would be role models and motivators for our youth.

Cheryl Taunton
Chair



SWIM BC

410 – 1367 West Broadway, Vancouver, B.C. V6H 4A9 Tel:(604)734-7946 Fax:(604)734-3037

May 22, 2002

Mr. Lawrie Johns
14300 Entertainment Blvd.
Richmond BC V6W 1K3

Dear Lawrie,

The opportunity to build a dormitory-type structure adjacent to the Watermania facility sounds fantastic. It would make the aquatic center an affordable and desirable destination, not only for swim meets, but also for training camps. Swim BC, which has a membership of over ten thousand and represents fifty-five swim clubs, would definitely be in support of such a project and any related developments that would allow the project to proceed on the Riverport site.

If I can be of any more assistance or support, please don't hesitate to call our office.

Sincerely,

Lance Cansdale
Executive Director

Lawrie Johns
Richmond Rapids Swim Club

Dear Mr. Johns

The Duncan Stingrays swim team from Vancouver Island attends numerous swim meets throughout the year on the lower mainland. Last season we attended six competitions during our ten-month season. All of these meets require accommodations for our small team; up to 20 swimmers, parents and coaches. Richmond's close proximity to the Tswassen ferry Terminal the pool at Watermania is ideal.

If there were to be a hotel/lodging in close proximity to the pool we would definitely use it. It would save us the logistical difficulties connected with preliminary/finals when we stay at 'Airporter' hotels and enable our swimmers to compete more comfortably.

I encourage the City of Richmond to endorse this endeavour. It will bring more competitions into the area because it would be convenient for families and teams travelling from outlying areas.

Your Sincerely,

Gary VanderMeulen

Gary VanderMeulen, BA
Duncan Stingrays head coach
Sydney 2000 Olympic Team coach



May 17, 2002

To Whom It May Concern:

On Behalf of BCVA we are pleased to add our support to the building of a dormitory residence at the Riverport site. We represent 5000 members in British Columbia and are also a regular user of the courts at the Basketball Centre.

A dormitory residence would allow us the possibility of hosting tournaments and offering affordable accommodation to travelling teams. It would also provide numerous possibilities to have volleyball camps at the Basketball Centre over an extended time period.

The addition of meeting rooms to the dormitory/residence provides opportunities to have coaching and officials' seminars and clinics and still be in close proximity to volleyball courts and other recreational facilities.

We look forward to this possibility, please keep us informed of the progress and the availability.

Yours truly,

Tom Caverly, Executive Director

7564 Barnet Hwy.
Burnaby, B.C.
Canada V5A 1E7
tel: (604) 291-2007
fax: (604) 291-2602
e-mail: info@bcva.com
www.bcva.com





14300 Entertainment Boulevard, Richmond, B.C. Canada V6W 1K3
Ph: 604-275-7946 Fax: 604-274-7946

May 21, 2002

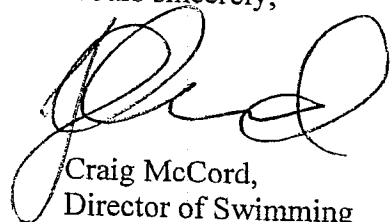
To Whom it May Concern:

My name is Craig McCord and I am the Director of Swimming for the Richmond Rapids Swim Club. I am contacting you at this time regarding the proposed addition of dormitories to the Riverport Sports and Entertainment Complex site.

When I learned of this proposal in the spring, I became very excited about the possibilities for the sport of swimming at Watermania. Firstly, the ability of visiting athletes and teams to stay on site during meets is tremendous. The Rapids host 3-4 meets per season, with the largest being Fastswim Classic which brings 500 swimmers and support staff from BC, Alberta, Yukon and California. Secondly, it would create the possibility of Watermania and Riverport becoming a training camp destination for visiting swim clubs. The positive implications to hockey and basketball are also impressive.

As a representative of the Richmond Rapids Swim Club I fully endorse this proposed addition to the Riverport Site and hope that we will be able to house visiting teams there in the future.

Yours sincerely,



Craig McCord,
Director of Swimming
Richmond Rapids Swim Club