



Planning Committee

Date: Tuesday, February 19, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt
Councillor Chak Au
Councillor Linda Barnes
Councillor Harold Steves
Mayor Malcolm Brodie

Also Present: Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, February 5, 2013, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **HOUSING AGREEMENT BYLAW NO. 8995 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 5440 HOLLYBRIDGE WAY - (HOLLYBRIDGE PROJECT (NOMINEE) LTD. - INC. NO. BC 0947509)**
(File Ref. No. 12-8060-20-8995, RZ 09-506904) (REDMS No. 3795171)

It was moved and seconded

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That Bylaw No. 8995 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8995 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 09-506904.

CARRIED

2. **HOUSING AGREEMENT BYLAW NO. 8996 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING RENTAL UNITS AT KIWANIS TOWERS - 6251 MINORU BOULEVARD (AFFORDABLE HOUSING SPECIAL DEVELOPMENT CIRCUMSTANCE) - RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY**

(File Ref. No. 12-8060-20-8996; RZ 11-591685) (REDMS No. 3793706)

It was moved and seconded

That Bylaw No. 8996 be introduced and given first, second and third readings to permit the City, once Bylaw No. 8996 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application 11-591685.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

3. **APPLICATION BY COTTER ARCHITECTS INC. FOR REZONING AT 3551 BAYVIEW STREET**

(File Ref. No. 12-8060-20-9001, RZ 12-615239) (REDMS No. 3709037)

Wayne Craig, Director of Development, provided background information and gave an overview of the proposal noting the application is for a two-storey development fronting Bayview Street; however, due to the grading and the exposure of the parkade, the building is three-storey at the rear. The development is in conformity with the parking requirements set out in the Steveston Village Conservation Strategy.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9001 to:

- (1) *amend the regulations specific for Affordable Housing Contributions related to the "Commercial Mixed Use (ZMU22) - Steveston Commercial" zone; and*

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- (2) *create “Commercial Mixed Use (ZMU22) – Steveston Commercial” and for the rezoning of 3531 Bayview Street from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU22) – Steveston Commercial” be introduced and given first reading.*

CARRIED

4. **PROPOSED AMENDMENTS TO THE LIGHT INDUSTRIAL (IL) ZONING DISTRICT AND APPLICATION BY BERANE CONSTRUCTION LTD. FOR REZONING AT 16360 RIVER ROAD FROM GOLF COURSE (GC) TO LIGHT INDUSTRIAL (IL)**
(File Ref. No. 12-8060-20-8998, RZ 10-523713) (REDMS No. 3791379)

Mr. Craig stated that the proposal to facilitate commercial truck parking and outdoor storage is consistent with the interim action plan for the area.

Kevin Eng, Planner, noted that there are no active applications submitted requesting similar rezoning.

Discussion ensued and it was noted that the proposed use provides an interim solution to development in the area and it is expected once sanitary service is extended to the area, in a cost effective way, Light Industrial development will occur.

It was moved and seconded

That Bylaw 8998, to amend the “Light Industrial (IL)” zoning district and to rezone 16360 River Road from “Golf Course (GC)” zoning district to the amended “Light Industrial (IL)” zoning district, be introduced and given first reading.

CARRIED

OPPOSED: Cllr. Steves

5. **PROPOSED LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET AND CHATHAM STREET**
(File Ref. No. 10-6360-01/2012) (REDMS No. 3719467 v5)

Victor Wei, Director of Transportation, circulated a revised version of Attachment 1 “Public Parking in the Steveston Village Area” to the planning report (attached to and forming part of these minutes as **Schedule 1**) and noted a correction to ownership information for Lot 7. Mr. Wei provided the following summation of the proposed long-term streetscape vision:

- the proposed streetscape vision has three primary objectives: (i) to improve the public realm consistent with the Steveston Village Conservation Strategy; (ii) to create a more walkable environment by addressing the uneven distribution of parking areas; and (i) to increase the supply of on-street parking;

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- the current parking meets public demand within Steveston Village; however, the parking spaces are unevenly distributed throughout the area;
- the Bayview Street proposal is to investigate angle parking on the north side and retain the parallel parking on the south side increasing the parking supply by 23 spaces at a cost of \$400,000;
- with regards to Chatham Street staff are not recommending angle parking in the centre of the street citing safety concerns. A preferred option is for angle parking on both sides of Chatham Street yielding an additional 55 spaces;
- no changes are proposed for the roads running north from Chatham Street (i.e. 2nd, 3rd & 4th);
- funding options include: (i) Development Cost Charges program; (ii) introducing a new levy or fund similar to Capstan Canada Line Station with the funds being directed to enhance on-street parking; and (iii) establishing a Business Improvement Area.

Discussion ensued and the following was noted:

- there is approximately \$250,000 in the Steveston Parking Fund allocated for off-street parking only. In order to reallocate the funds to support on-street parking projects provincial approval will be required;
- options not addressed included: (i) paid versus unpaid parking; and (ii) designated parking for RVs or larger vehicles;
- options not recommended included: (i) rear angle parking; (ii) one-way streets; and (iii) perpendicular centre parking;
- to accommodate angle parking on Bayview Street the corner at No. 1 Road will require reconstruction;
- the proposed improvements to Chatham Street are with the view to increasing desirable parking spaces in the area;
- Translink is not looking at significant capital projects until they have solved their funding issues, but it is hoped that when the Richmond Area Transit Plan has been approved the need for a centralized transit exchange will be identified; and
- the feasibility of investigating: (i) speed limits on Chatham and Moncton Streets with related enforcement concerns; (ii) increased accessible parking spaces; (iii) no parking or restricted parking options; and (iv) the Gulf of Georgia Cannery parking site in terms of a possible parkade location.

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Joe Erceg, General Manager, Planning and Development, stated that the City has no control over paid parking facilities in Steveston but staff could be directed to investigate the impact of the paid parking lots as part of the consultation process.

Ralph Turner, 3411 Chatham Street, reiterated his concerns addressed in his written submission dated Tuesday, February 19, 2013 (attached to and forming part of these minutes as **Schedule 2**).

Jim Kojima, 29-7611 Moffatt Road, expressed his preference that Bayview Street remain as is with the exception of providing more accessible parking spaces. With regard to the proposed redevelopment of Chatham Street he noted safety concerns related to bus and vehicular traffic. He urged more research into the safety issues and more public consultation with businesses and residents in the area.

As a result of the discussion the following **referral** was introduced:

It was moved and seconded

That the Proposed Long-Term Streetscape Visions for Bayview Street and Chatham Street be referred back to staff to explore:

- (1) financing options for any parking treatment;*
- (2) impacts & options regarding the existing pay parking adjacent to Bayview Street;*
- (3) traffic calming options on Chatham and Bayview Streets; and*
- (4) options and impacts regarding more disabled parking spaces on Bayview Street.*

The question on the **referral** was not called as discussion ensued regarding the Steveston Parking Fund allocation. Staff were directed to begin discussions with the Province regarding the reallocation of these funds to on-street parking projects. The question on the **referral** was then called and it was **CARRIED**.

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6. TANDEM PARKING REQUIREMENTS IN TOWNHOUSE DEVELOPMENTS – REPORT BACK ON REFERRAL

(File Ref. No. 10-6455-01/2012) (REDMS No. 3466416 v12)

Mr. Wei presented a brief overview of the proposed amendments to the tandem parking requirements in townhouse developments noting the allowance of a maximum of 75% tandem parking spaces, an increase in parking width for one space, and signage requirements for visitor parking.

Discussion ensued surrounding the proposed maximum of 75% tandem parking and the potential impact on street parking. After discussion it was recommended to amend the proposed maximum to allow 50% tandem parking in townhouse developments.

It was moved and seconded

(1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 8993 (Townhouse Tandem Parking):

(a) to permit a maximum of 50% tandem parking spaces in all standard and site specific townhouse zones (except those that already permit 100% tandem parking);

(b) to require one tandem parking space to have a wider space if a townhouse is wider than 4.57 m (15 ft);

(c) to require visitor parking for residential uses be identified by signage; and

be introduced and given first reading;

(2) That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), to insert a new Development Permit Guideline regarding way finding signage to visitor parking spaces for multi-family residential uses, be introduced and given first reading;

(3) That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in conjunction with:

(a) the City's Financial Plan and Capital Program;

(b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; and

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

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- (4) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8994 (Residential Visitor Parking Signage), having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 is hereby deemed not to require further consultation.*

CARRIED

7. **AMENDMENTS TO THE STEVESTON VILLAGE CONSERVATION STRATEGY AND STEVESTON AREA PLAN AMENDMENT**

(File Ref. No. 10-6360-01/2012) (REDMS No. 3719467 v5)

With the aid of a rendering of the map “Proposed Review concept – Steveston Village Conservation Strategy” and corresponding chart, Terry Crowe, Manager, Policy Planning, reviewed the proposed amendments to the Steveston Village Conservation Strategy and Area Plan particularly noting the proposed changes to buildings heights in various areas.

Mr. Erceg advised that there were 17 buildings identified worthy of preservation and protection in the Steveston Village Conservation Strategy. He also spoke concerning a density bonus grant program that has been implemented to encourage heritage restoration and protection. He further noted that staff had conducted a limited review of the Strategy reflecting areas of concerns including residential parking, density and allowable storeys, and defining height measurements.

Barry Konkin, Planner, noted that developers have generally submitted proposals with lower density to avoid contributions to the Heritage Grant Program.

Dana Westermarck, 13333 Princess Street, provided additional information regarding the development of the Steveston Conservation Strategy and the significant challenge to strike a balance between generating development that would yield revenue for the City to support the Heritage assets and developments that would achieve the compact building requirements in keeping with the character of the Village and also meet the required parking.

In response to an inquiry Terry Crowe noted that with the proposed 1.3 parking space requirement all residential parking will be provided on-site. In addition, with regard to commercial sites the majority of the required parking will be on-site with some spill over onto the street parking.

It was moved and seconded

- (1) *That the proposed Review Concept to amend the Steveston Village Conservation Strategy as outlined in the staff report dated January 22, 2013 from the General Manager, Planning and Development, be endorsed in principle for the purpose of carrying out public consultation; and*

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- (2) *That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.*

CARRIED

8. CITY CENTRE STUDY TO EXPLORE THE IMPLICATIONS OF INCREASING BUILDING HEIGHT

(File Ref. No.) (REDMS No. 3799879)

It was moved and seconded

- (1) *That Council authorize staff, as a one-time exception, to receive a rezoning application, at 6560-6700 No. 3 Road, from Townline Homes and, as part of the review, analyze the potential implications and benefits of possibly increasing the maximum City Centre building height and density, as outlined in the report, dated February 13, 2013, by the General Manager, Planning and Development;*
- (2) *That, to avoid property owner, developer and public speculation regarding any actual increase in City Centre building height and density, staff not receive any other similar zoning or Development Permit applications beyond that indentified in Recommendation 1 above, until the Federal government and Council authorize any increase in City building height and density;*
- (3) *That to ensure co-ordination with the Vancouver International Airport Authority (YVR), City staff notify YVR and invite comments;*
- (4) *That City staff post a notice on the City's Web site and notify the Urban Development Institute (UDI) to advise that property owners, developers and the general public, that they are:*
 - (a) *to recognize that the above proposed approach is a one-time exception;*
 - (b) *not to assume that there will be an increase in City Centre building height and density as, it is the Federal government who authorizes any increase in the height allowed by Vancouver Airport International Zoning Regulations and Council has not decided whether or not to amend the City Centre Area Plan (CCAP) to increase building height and density (beyond that currently identified in the CCAP) and*
 - (c) *to assume that the full lift in land value associated with any future increase in building height or density (beyond that currently identified in the CCAP) will be directed to provide additional community benefits beyond those currently identified in the CCAP.*

CARRIED

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9. **MANAGER'S REPORT**

(a) Finn Road Update

Edward Warzel, Manager Community Bylaws, advised that staff and the Agricultural Land Commission (ALC) have been monitoring every load intended for the site. The loads are being processed off-site to ensure compliance with the quality of the fill. The loads are also examined by an ALC inspector prior to the fill going onto the ground and any material which does not comply is stock-piled and removed when a full load has been achieved. He also noted staff are scheduled to meet with the ALC on Thursday, February 21, 2013. Mr. Warzel further stated that, in terms of the work done immediately after the stop work order by the ALC, the road was dug up and the larger pieces of fill material were removed from the site. The standards applied were those associated with the "Cranberry Berm Rules" of material larger than 18" being removed.

(b) Residential Dwelling Limits on AG Land

Holger Burke stated that the zoning controls the height of residential units (2.5 storey maximum) in Agricultural areas but the City cannot limit the square footage of the dwelling unit. Staff are encouraging the Provincial Government to take the lead by revising the Agricultural Land Commission Act.

(c) ONNI Maritime Uses

Mr. Erceg stated that provisional occupancy was granted last month for the eastern building. Staff are working with the Law, Licensing, and Zoning Departments with respect to reviewing any applications received comply with the maritime uses. He also noted that ONNI will be proceeding with the reconstruction of the boardwalk in the near future.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (6:02 p.m.).

CARRIED

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Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, February 19, 2013.

Councillor Bill McNulty
Chair

Heather Howey
Acting Committee Clerk

Public Parking in the Steveston Village Area



#	Address	Owner	Spaces	Rates
1	3540 Bayview St	DFO/SHA	18	\$2.00/hr up to 24 hrs
2	3711 Bayview St	DFO/SHA/Steveston Waterfront Properties	29 (+9 reserved)	\$2.00/hr up to 3 hrs
3	3800 Bayview St (West)	DFO/SHA/Steveston Waterfront Properties	24 (2 with 15-min time limit)	\$2.00/hr up to 3 hrs
4	3800 Bayview St (East)	DFO/SHA/Steveston Waterfront Properties	14 (1 with 15-min time limit)	\$2.00/hr up to 3 hrs
5	3771 Bayview St	DFO/SHA	18	\$2.00/hr up to 3 hrs
6	3971 Bayview St	DFO/SHA/Riversong Inn Ltd	38 (+6 reserved)	\$2.00/hr up to 3 hrs / \$8.00 all day
		Subtotal within Core	141	
7	4111 Bayview St	Onni Development Corp.	57	\$2.00/hr up to 4 hrs / \$10.00 all day
8	12111 6th Ave	DFO/SHA	45	\$2.00/hr up to 4 hrs / \$10.00 all day
9	3300 Chatham St	DFO/SHA	225	\$2.00/hr for 1st hr / \$1.00/hr additional hr up to 24 hrs
10	12138 4th Ave	Parks Canada	72 (+3 bus)	\$2.00/hr up to 4 hrs / \$10.00 all day
		Subtotal outside Core	399	
11	12200 2nd Ave	City	38 (+5 reserved)	Free with 3-hr time limit from 9 am-6 pm
12	12220 1st Ave	City	10	Free with 3-hr time limit
		Subtotal within Core	48	
13	3080 Moncton St	DFO/SHA	22	Free with no time limit but may convert to pay
14	3720 Moncton St	City	55	Free with no time limit
		Subtotal outside Core	77	
		City: within Core	331	Free with 3-hr time limit from 9 am to 6 pm
		City: outside Core	65	Free with no time limit
		Subtotal	396	
		TOTAL	1,061	

Mayor and Councillors

From: Ralph and Edith Turner [returner2@shaw.ca]
Sent: Tuesday, 19 February 2013 15:16
To: Mayor and Councillors
Cc: Bruce Rozenhart; Jim Kojima
Subject: Steveston Parking
Attachments: 2012_03_29 009.jpg; 2012_03_29 008.jpg; 2012_03_29 007.jpg

Dear Mayor and Councillors,

I am writing with regard to the parking issues in Steveston. Since the staff report being presented to the Planning meeting of Council this afternoon was not available on the Richmond website until some time Saturday, February 16, 2013, I have had only a cursory look at the options. My concerns include:

1) Do not increase the parking problem by allowing reduced parking requirements for new developments in Steveston, such as the proposed development at 3531 Bayview Street which is noted on page PLN 83:

"With the **potential** for 75 additional on-street parking spaces in the Steveston Village, staff is of the opinion that the proposed reduction in commercial parking will have minimal impacts on the surrounding streets." Just because the local zoning allows a 33% reduction in parking requirements, it doesn't mean that there **has** to be a reduction given.

2) Is the city really suggesting that \$2.4 to \$2.8 million dollars (approximately \$40 to \$50 thousand per spot) be spent to increase on-street parking on Chatham Street for 55 new parking spots as noted on page PLN 154 of the staff report?

Would it not be more fiscally prudent to take this money and build proper parking facilities either on the city owned property on First Ave., south of Moncton and/or opposite the Steveston Community Centre and recoup, in parking fees, some of the cost of taxpayers' money.

An elevated pedestrian walkway could be constructed over Moncton Street to provide community center access.

3) Re the options presented for increased parking on Chatham Street, I note that on page PLN 158 of the staff report that the city has taken the liberty of proposing public parking on private property, i.e. the Common Property of Strata Plan BCS1862 at 3591 Chatham Street and their adjacent strata neighbours. Has the city had discussions with those strata owners?

4) With regard to the idea of proposing angle parking anywhere on Chatham Street, but especially down the centre, I can only predict that this will lead to accidents in the future as there is very little room for angle parking with the volume of traffic, especially buses, along the street. I enclose some photos of a small car that is angle parked on the 3400 block of Chatham. Note the wide berth that vehicles had to make in passing that parked car. Larger vehicles, or pickups like mine that would extend another 4 feet into the driving lane, would make safe passing even more difficult.

To compare the safety of angle parking on First and Second Avenues with that of Chatham (PLN - 161) is totally inappropriate. Both avenues are only one block long - not the half mile straightaway that Chatham is. They are also one-way roads and neither is a bus route.

I hope there will be more public consultation on this issue before the city takes any action.

Respectfully yours,
Ralph Turner