



City of Richmond

Report to Committee

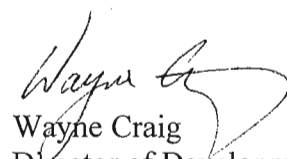
To: Planning Committee **Date:** January 22, 2013
From: Wayne Craig **File:** RZ 12 – 615239
Director of Development
Re: Application by Cotter Architects Inc. for Rezoning at 3531 Bayview Street

Staff Recommendation:

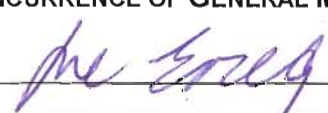
That Richmond Zoning Bylaw 8500 Amendment Bylaw 9001 to:

1. Amend the regulations specific for Affordable Housing Contributions related to the “Commercial Mixed Use (ZMU22) - Steveston Commercial” zone; and
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.


Wayne Craig
Director of Development
(604-247-4625)

Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

Cotter Architects Inc. has applied to the City of Richmond for permission to rezone 3531 Bayview Street (**Attachment 1**) from “Light Industrial (IL)” to “Commercial Mixed-Use (ZMU22) Steveston Commercial”, to permit the development of a two (2) storey mixed use commercial/residential building with ground floor retail uses and six (6) residential units over a partially in-ground parking structure (**Attachment 2**).

Background

- The proposed development generally conforms to the permitted land uses and incentive package contained in the *Steveston Village Conservation Strategy*, (the Strategy) and policies in the *Official Community Plan – Steveston Area Plan (SAP)*. The application also responds to comments provided on a previous application considered at the June, 21, 2011 Planning Committee meeting.
- The applicant organized a community consultation meeting to engage the community in discussion, review and comment upon the revised proposed rezoning and development.
- The site-specific zone is proposed for this application as the proposed use is consistent with the Steveston Village and various OCP and Steveston Area Plan policies. In addition, the proposed density is less than the 1.2 FAR permitted under the Strategy, and the proposal exceeds the parking required under the Strategy.

Findings of Fact

A *Development Application Data Sheet*, providing specific details about the proposed development, is attached (**Attachment 3**).

Description

Proposed Development:

- The proposed development is located at the north-east corner of Bayview Street and 3rd Avenue in the Steveston Village.
- The proposed development is a two (2) storey mixed use building over a partially in-ground parking structure. The parking would be almost fully below grade on the south (Bayview Street) side and would be fully exposed on the north side of the property. The parking structure is not considered for floor area and density calculations, consistent with the Richmond Zoning Bylaw, but is considered a storey for the overall height of the building.
- The project would achieve a maximum density of 1.18, which is less than the permitted 1.2 FAR – including the density bonus – in the existing Steveston Conservation Strategy.
- The proposed design features approximately 37% commercial (708.8 m² or 7,629 ft²) and 63% residential (1,192.4 m² or 12,835 ft²).
- The commercial uses would be general retail commercial.
- The proposed development would have a total of six dwelling units:
 - 2 two-storey apartment units of 122 m² (1,315 ft²) and 132 m² (1,421 ft²) which would be oriented to the east of the site;

- 1 suite of 99 m² (1,065 ft²) located at the north of the building, located behind the main floor commercial units;
 - 2 suites on the second storey- one of 183 m² (1,968 ft²) on the south-east of the building and one of 528.5 m² (5,689 ft²) for the remainder of the upper floor; and
 - A housekeepers unit of 57.6 m² (620 ft²) connected to the large apartment unit. As this housekeeper's unit would have a separate at-grade entrance and has dedicated cooking facilities, the housekeeper's unit is considered a dwelling unit.
- Based on the proposed density of 1.18 FAR, no contribution to the Steveston Heritage Conservation Grant Fund will be required for this project.
 - A contribution of \$53,948 is proposed to the Affordable Housing Developer Contribution.
 - The proposed development meets or exceeds the reduced off-street parking required as per the Strategy, and the requirements of the proposed ZMU22 zone.
 - Building form, materials, and building details generally comply with the approved *Steveston Area Plan – Development Permit Guidelines*.

Surrounding Development

The site is located directly east of the Gulf of Georgia Cannery complex at the corner of Bayview Street and 3rd Avenue in Steveston Village.

To the North: Existing commercial buildings (3): zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;

To the East: Existing commercial building(1): zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;

To the South: Vacant remediated parcel zoned “Light Industrial (IL)”;

To the West: Existing industrial historic site zoned “Light Industrial (IL)” for Gulf of Georgia Cannery National Historic Site.

Related Policies

Steveston Village Conservation Strategy:

Council adopted the Steveston Village Conservation Strategy in 2009. The Strategy is incentive-based and emphasizes that the City will work co-operatively with all property owners to balance interests and achieve heritage conservation in the Village. Key measures in the Strategy include:

- A revised *Steveston Area Plan* with heritage and non-heritage conservation policies and establishment of the Steveston Village Heritage Conservation Area to better manage identified heritage resources;
- An implementation program which established new financial incentives, design guidelines and permit requirements for new developments or alterations to buildings and property within the Heritage Conservation Area; and
- As outlined in a separate report from the Policy Planning Division, the Strategy is generally maintained for the Village Core area, with some minor amendments to parking requirements and the height of buildings.
- Parking reductions as an incentive to retain the historically small scale of development in the Village, and to encourage new development.

Staff will present a separate to the Planning Committee outlining a Review Concept for the Steveston Village Conservation Strategy. The proposed changes are to revise the parking reductions permitted, and to fine-tune allowed density and building height throughout the Steveston Village. The proposed development generally conforms to the Review Concept as presented by staff.

Official Community Plan-Steveston Area Plan (SAP):

- The site lies within the *Steveston Village Heritage Conservation Area*. The *OCP-Steveston Area Plan* designates the site as “Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)” which allows commercial uses at grade, with residential uses above. As the proposed design features a partially in-ground parking structure, all residential units are either above the proposed commercial units, or above the parking structure, and therefore the proposed development complies with the land use designation.
- To guide redevelopment on sites without a heritage resource, the *Development Permit Guidelines* in the *Steveston Area Plan* were revised to update the “Sakamoto Guidelines” including:
 - promoting a return to small scale development in the Village Core Area and Moncton Street.
- Detailed design specifications to implement the updated guidelines include:
 - buildings to be built to the street line,
 - horizontal or vertical siding (wood or cement products),
 - heritage colours to be coordinated with adjacent buildings,
 - signage to be integral to the façade,
 - doors to be glass panel and framed with solid wood, wood panel, or aluminum,
 - upper floor windows are to be framed and in a historic rhythm, different from ground floor windows and proportional to building elevations,
 - fabric canopies or awnings, and
 - selective use of modern materials.

The proposal for 3531 Bayview Street meets a number of these design criteria.

- The *Development Permit Guidelines* state that no residential units shall be within the first 12 m of a building, measured from the fronting street. The proposed development meets this guideline, as the residential units are all set back more than 12 m from the fronting property line on Bayview Street.

Public Input

- The Site Sign has been posted as required.
- No correspondence was received concerning the project description on the site signage.

Consultation

The developer held a Public Information Meeting on November 27, 2012, at the Steveston Community Centre. Attendees at the consultation meetings for the previous application and local community groups were contacted and invited to the meeting. A newspaper ad was run in the November 14 and 23, 2012 editions of the Richmond Review, and in the November 21 and 23, 2012 editions of the Richmond News. A mail drop was done with approximately 1,670 flyers delivered. Twenty-six (26) residents attended the meeting. Comments were positive regarding the proposed design and project density. No opposition or concerns were raised by any residents attending the meeting. Correspondence has been received from the Gulf of Georgia Cannery, the Britannia Heritage Shipyard Society, and the Steveston Community Society in support of the design and character of the building (**Attachment 4**).

Staff Comments

The proposed design attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review of the subject Rezoning application. In addition, it would comply with the intent of the applicable sections of the Official Community Plan (OCP) and would be in compliance with a number of the policies for the Steveston Area Plan (**Attachment 5**).

While the proposed building meets the allowed parking reductions outlined in the revised Steveston Village Conservation Strategy, the required engineering improvements for the Bayview Street frontage will result in the creation of additional on-street parking spaces, further addressing concerns regarding on-street parking.

The larger review of the Chatham Street and Bayview Street streetscape design by the Transportation Division will examine additional opportunities to reconfigure the existing road design to provide additional on-street parking in the Steveston Village. A report from the Transportation Division will be presented at the February 19, 2013 meeting.

Analysis**Planning:****Proposed “Commercial Mixed-Use (ZMU22) Steveston Commercial Bylaw**

The proposed “Commercial Mixed-Use (ZMU22) Steveston Commercial” zone is based on the the Steveston-specific toolkit in the Steveston Village Conservation Strategy (the Strategy).

- The proposed Commercial Mixed-Use (ZMU22) zone is tailored to the characteristics of the site and aims to achieve the density, height and building character proposed by the owner.
- The maximum density permitted under the proposed Commercial/Mixed-Use (ZMU22) bylaw is 1.2 FAR, calculated on the net site area after a minor road dedication at the intersection of Bayview Street and 3rd Avenue. The proposed density is consistent with the density bonus permitted under the Strategy.

- The proposed maximum building height is measured using geodetic datum (Geodetic Survey of Canada datum) rather than physical building height, to take into account the sloping site, which results in a two-storey building with a height of 12 m to roof ridge facing Bayview Street to the South, and a 3-storey, 13.6 m building facing north. The maximum roof ridge height is 15m GSC for the entire structure.
- Parking – the proposed building would provide parking as follows:

Use	Required under Strategy	Spaces Required	Proposed
Non-residential	33% of requirements under Zoning Bylaw - 2 per 100 sq.m	18	18
Residential	1.0 spaces per dwelling plus 0.2 for visitors (shared with non-residential parking)	6 (plus 1 shared visitors' space)	11 (plus 1 shared visitors' space)
TOTAL		25	30

The proposed development would exceed the minimum requirements under the Strategy, and should pose no impact on adjacent streets.

- *Form & Character:* The form and massing of the proposed two-storey mixed use over parking structure development complies with the *Steveston Area Plan Guidelines* as follows:
 - A pedestrian-oriented streetscape is provided on both Bayview Street and 3rd Avenue with commercial “storefronts” reflecting the historical character of the site and previously existing grade/sidewalk level access to 3rd Avenue;
 - The facade design for the south (Bayview Street) elevation has been handled in such a way as to suggest three separate structures, reminiscent of the historic lot lines for the site;
 - The proposed location and orientation of the building respect the massing of the existing commercial buildings to the south and east;
 - The commercial slab elevation would be 3.9 m GSC, which is approximately 0.7 m above the existing 3.2 m GSC elevation of Bayview Street south of the site. The 0.7 m grade difference will be addressed through a landscaping transition and ramped entryways;
 - The proposed commercial slab elevation would be 3.9 m GSC datum fronting on Bayview Street. The Strategy establishes the objective of retaining the “Existing Grade” throughout the Village. The existing 3.2 m GSC elevation of Bayview Street is identified in the Strategy as a significant Character Defining Element of the Village. In order to accommodate the parking structure below the commercial area and have a floor system

depth that is adequate to incorporate servicing for the commercial units, the lowest elevation possible for the commercial slab off Bayview Street is the proposed 3.9 m GSC. Although higher than the existing road grade, the technical requirements of the construction of parking and water table restrictions mean that 3.9 m GSC is the lowest possible elevation for the floor slab;

- For the commercial unit facing onto 3rd Avenue, the proposed elevation would be no more than 1.4 m GSC, or the elevation of the existing sidewalk;
 - The retention of the existing grade of 1.4 m GSC (the same elevation as Moncton Street) along the north of the site acknowledges a significant feature of the site identified in the *Steveston Village Conservation Strategy* as a Character Defining Element of the Village;
 - The building mass is articulated with a combination of differentiated facades, balconies and projections (with some recesses) to break up the larger Bayview Street and 3rd Avenue facades. This is generally in keeping with the *Steveston Village Core Sub-area Development Permit Guidelines* in the *Steveston Area Plan*;
 - The proposed dwelling unit on the north side of the building and the two proposed two-storey units on the east of the site provide further opportunities to break up the massing of the building;
 - Proposed building materials (a mixed palette of hardie shingle and lap siding, with hardie board and batten cladding for a variety of materials, hardie trim and fascia, wood textured doors and windows for upper floors) and colour scheme (regional heritage colours) are consistent with the *Steveston Area Plan - Official Community Plan Guidelines*; and
 - Required parking would be located below the commercial floor and the townhouse units, accessed from the lane to the east of the site.
- **Development Permit:** A comprehensive list of architectural features and components requiring further review and design development during the Development Permit Stage are as follows:
 - Bayview Street elevation with further articulation of the facade, and design changes to strengthen the reference to the historic lot lines;
 - Roof pitch and massing to be further detailed;
 - Glazing on north facade (main entrance to second floor apartment);
 - Sustainability measures; and
 - Signage to be reviewed by staff to ensure compliance with the Steveston Village Conservation Strategy and the Sign Bylaw.
 - **Consultation:** The Development Permit will be reviewed by the Advisory Design Panel (ADP) and the Richmond Heritage Commission. A Heritage Alteration Permit is also required for the proposed development, and this will be presented at the same time as the Development Permit.
 - **Sustainability:** The proposed development meets a number of sustainability criteria, including: combining multiple uses into a single development of a brownfield site; the site is within walking distance of a neighbourhood service centre and recreation opportunities; and is located within the Steveston Village which is a well-served by several different bus routes.

Other sustainability features (listed below) will be considered for inclusion during the Development Permit and Building Permit stages:

- On-site bicycle storage;
 - Secured common areas for recycling, organics and garbage storage;
 - Rapidly renewable wood-frame construction for upper stories;
 - High-albedo roofing will be installed;
 - Low-emissions paints and sealers will be used;
 - Low-E double pane windows throughout the building;
 - Drought-resistant planting requiring minimal irrigation;
 - Energy-efficient LED lighting used in common areas;
 - Energy star appliances in all units;
 - Programmable thermostats; and
 - Adaptable housing compliance.
 - Further sustainability features will be investigated as part of the Development Permit review.
- *Accessibility/Aging-In-Place:* Aging-in-place measures (e.g., lever door handles, blocking to bathroom walls, operable windows) will be provided in both the apartment units proposed on the second floor (excluding the housekeepers unit in the larger of the proposed apartments).
 - During the Development Permit review, the potential for adaptable housing will be identified in accordance with the BC Building Code's Adaptable Unit Criteria and the Richmond Zoning Bylaw's Section 4.16, Basic Universal Housing Criteria.
 - *CPTED:* Possible areas of concealment have been eliminated with the incorporation of window and balcony location to facilitate casual surveillance opportunities for the site.
 - As part of the building permit submission, a lighting plan for pedestrian entrances, access walkways and parking access aisles will be provided to ensure uniform levels of coverage and security.
 - *Affordable Housing:* The Affordable Housing Strategy requires a cash-in-lieu contribution of \$4.00 per square foot of the total residential building area for apartment developments involving 80 or less residential units. Based on the floor area proposed for this project, a cash-in-lieu contribution of approximately \$51,340 would be provided.
 - *Amenity Space:*
 - The project is largely exempt from the provision of indoor amenity space or cash-in-lieu contribution, as 4 of the six units are larger than 148 sq. m. The two units would require a total contribution of \$2,000 contribution in lieu of actual facilities being provided, based on OCP requirements and Council Policy.
 - No outdoor amenity space has been provided for this small-scale mixed use development, consistent with the dense urban character of existing development in the Moncton Street and Core Area sub-zones of Steveston Village.
 - The proposed apartment residential units would all feature private balconies, and the two two-storey units on the east would have patio areas at the same grade as the building

entrance. The two-storey units and the apartment shown at the south-east corner of the second floor would also have access to private roof decks.

Transportation:

- A 4m x4m corner cut at Bayview and 3rd Avenue will be dedicated to enhance pedestrian safety.
- Frontage improvements to Bayview Street and 3rd Avenue apply including sidewalk, boulevard, and on-street parking. The design submitted by the owner illustrates the creation of 8 angle parking stalls on the Bayview Street frontage of the site.
- The Transportation section has reviewed the design and supports the proposal for angle parking in this location. It should be noted that the current configuration of the street in this location is a 'no-parking' area for a loading zone for the former EA Towns building. The conversion of the loading zone to angle parking would create 8 new spaces, and no loss of existing parallel parking on adjacent streets.
- To maintain the character of the lanes in accordance with the Steveston Village Conservation Strategy, minimal upgrades will be required (e.g., no curb and gutter with paving up to the building). Transportation staff recommends incorporating the lighting into the building to preserve the historic condition of the lane. Lanes in Steveston Village will be assigned as permit parking spaces to local businesses.
- Under the proposed ZMU22 zone and the Steveston Village Conservation Strategy, commercial parking may be reduced by up to 33%. Subsequent to the adoption of the Strategy, concerns have been raised about the potential impacts of this reduction in required on-site parking. The proposed design illustrates that the project exceeds the minimum required residential parking requirements of the Zoning Bylaw, and meets the proposed requirements for off-street non-residential parking.
- The Transportation Division has advised staff that the preliminary analysis of potential streetscape improvements in the Steveston Village could result in approximately 50 new on-street parking spaces on Chatham Street and 25 new spaces on Bayview Street. 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.
- A private access easement is being negotiated between the property owners of 3420 Moncton Street and the subject property at 3531 Bayview Street to provide access through the subject site from 3rd Avenue to the rear of the commercial property at 3420 Moncton Street. Historically, access to the rear of the property at 3420 Moncton Street has been provided through the subject site. Staff has requested that the owner enter into an easement with the adjacent property owner to ensure access is maintained. This proposed easement would be registered over the existing municipal statutory right-of-way for utilities, and would be 3.0 m wide and 18.6 m long.
- An angled crosswalk will be required across Bayview Street at the intersection of 3rd Avenue and Bayview Street. The incorporation of stamped asphalt material is to be provided for the frontage and new crosswalk.
- Bicycle parking as shown meets bylaw requirements.
- All accessible ramps to have a maximum grade of 5%.

Engineering:

Sanitary Sewer / Water Upgrades:

- No upgrades are required to sanitary sewer or water system for this application.
- The existing Sanitary Right of Way at the north side of the property (at 3rd Avenue frontage) must be retained to maintain sanitary service to 3400 and 3420 Moncton Street.

Storm Sewer Upgrades:

- An existing concrete box culvert is located within the 5m wide statutory right-of-way along Bayview Street. A strategy for retention should be prepared

Dike Issues :

- A 5.0 m statutory right-of-way over the south portion of the site is required for dike access and maintenance.

Technical Considerations for Development Permit/Building Permit Stage:

- The site is well-situated and accommodates fire-fighting requirements.
- An internal recycling and garbage room with direct exterior access (to the lane at the east property line) has been provided.
- Full code analysis and technical permitting issues will be clarified during the DP and BP stages.

Details of Rezoning Considerations are provided in **Attachment 6**.

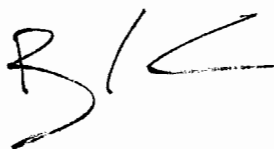
Financial Impact

None.

Conclusion

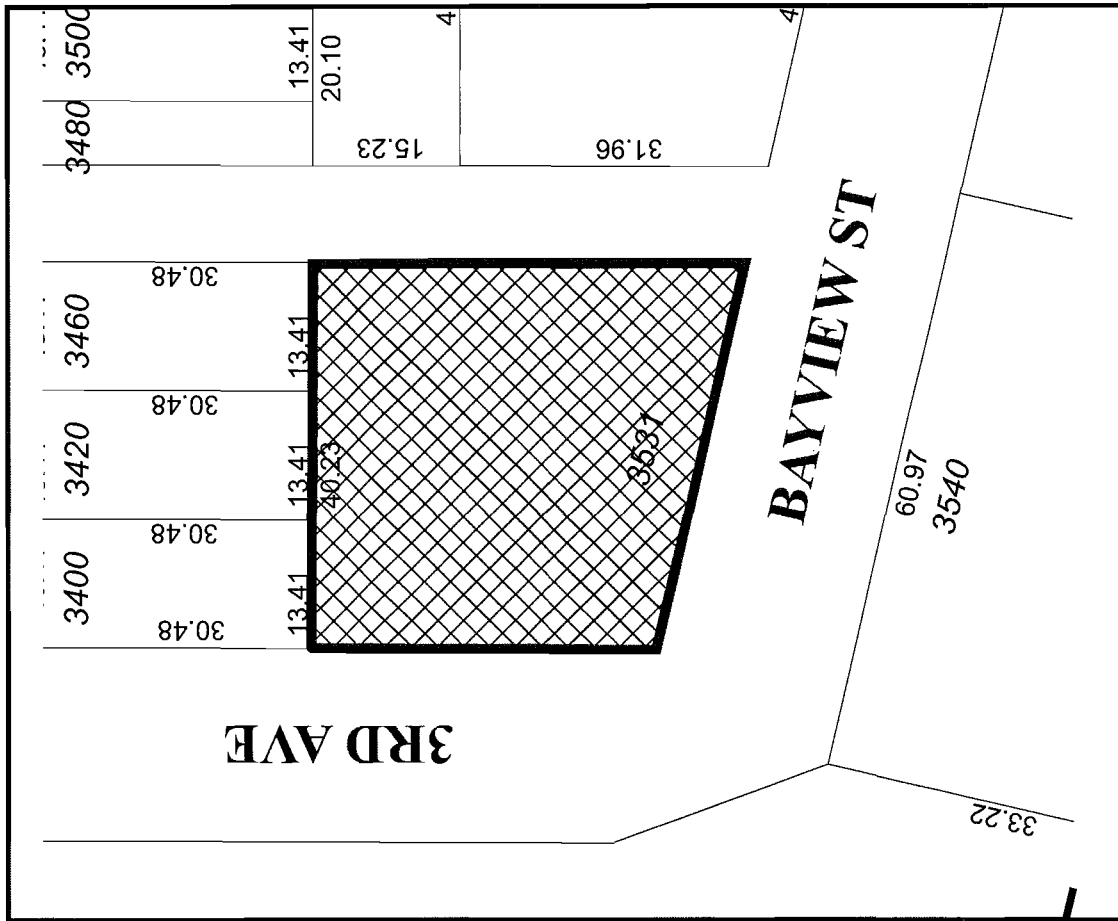
Staff recommend support for this application. The proposal is generally in conformance with the policies and guidelines of the *Steveston Area Plan* and complies with the terms of the proposed Steveston Conservation Area (SC3) Core Area zone. Staff recommend that Bylaw 8780 be introduced and given first reading.

Barry Konkin
Planner 2
(604-276-4279)



BK:cas

Attachment 1:	Location Map
Attachment 2:	Building Proposal
Attachment 3:	Development Application Data Sheet
Attachment 4:	Correspondence Received
Attachment 5:	Steveston Policy Requirements Table
Attachment 6:	Rezoning Considerations

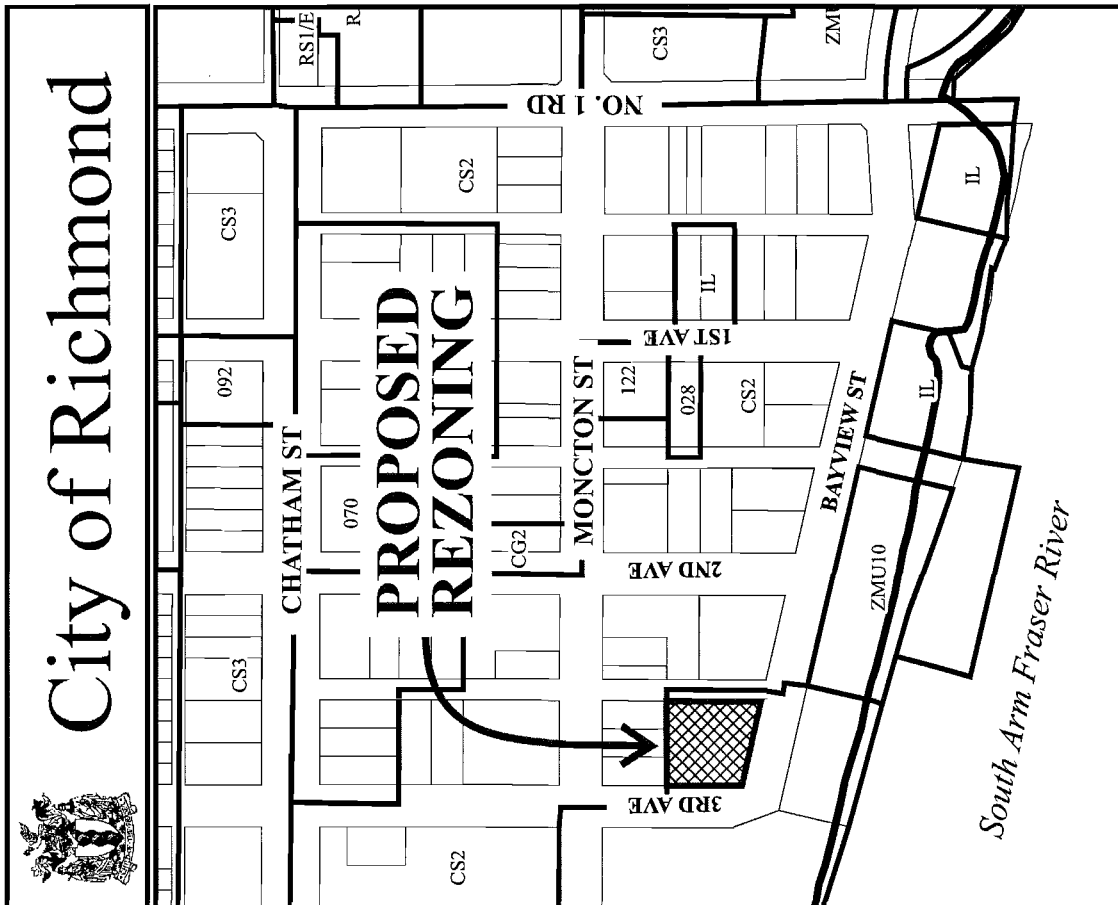
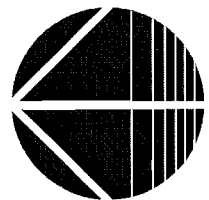


Original Date: 08/02/12

Revision Date: 08/07/12

Note: Dimensions are in METRES

RZ 12-615239





RZ 12-615239

Original Date: 08/07/12

Amended Date:

Note: Dimensions are in METRES

RESIDENTIAL / COMMERCIAL DEVELOPMENT

3531 Bayview Street, Richmond, BC

PROJECT DIRECTORY

OWNER:
Penta Bayview Holdings Ltd
Richmond, BC
(604) xx, F(604) xx

ARCHITECTURAL:
Cotter Architects Inc.
11555 150th Street, Richmond, BC V7A 5J7
(604) 272-1477; F(604) 272-1471

LANDSCAPE:
Van Der Zalm + Associates Inc.
Suite 110, 150th Street, Richmond, BC V7A 5J7
(604) 882-0024 ext.22; F(604) 882-0042

SURVEYOR:
Olsen & Associates
204 - 15505 24th Avenue, Surrey, BC V4A 2J6
(604) 531-4897; F(604) 531-5811

DEVELOPMENT DATA

GROSS SITE AREA: (1,619 m²)
DEDICATION AREA: (7.50 m²)
NET SITE AREA: (1,611.12 m²)
BUILDING FOOTPRINT: (1084.10 m²)
SITE COVERAGE: 67%

COMMERCIAL AREA: (708.76m²)
RESIDENTIAL AREA: (1192.41)
GROSS FLOOR AREA: (1901.2 m²)
FLOOR AREA RATIO: 1:18

GFA SUMMARY

CRU 1:	1951	S.F.
CRU 2:	1247	S.F.
CRU 3:	1008	S.F.
CRU 4:	1131	S.F.
CRU 5:	968	S.F.
CRU 6:	1228	S.F.
TOTAL CRU	7,639	S.F. (708.76 m²)
2-STORY APT 1:	1250	S.F.
2-STORY APT 2:	1098	S.F.
RESIDENCE 1:	1060	S.F.
HOUSEKEEPING:	860	S.F.
RESIDENCE 2:	1200	S.F.
RESIDENCE 3:	1098	S.F.
TOTAL RES.	12,806	S.F. (1192.41 m²)

DRAWING LIST

ARCHITECTURAL	
A-000	Cover Page / Data sheet
A-010	Area Overlays
A-020	Copy of Survey
101	Site Plan
111	Parking Level P1
112	Level L1 Floor Plan
113	Level L2 Floor Plan
114	Roof Deck Plan
115	Roof Plan
A-201	Building Elevations
A-202	Building Elevations
301	Building Sections
LANDSCAPING	
L-1	Landscape plan

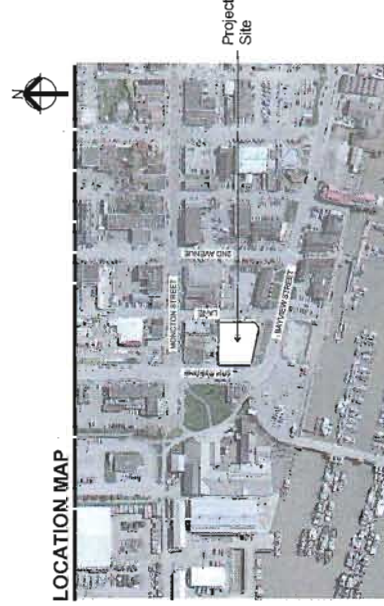
PARKING CALCULATIONS

REQUIRED:	
2 STOREY APT 1:	2 RES. 0.2 V/S.
2 STOREY APT 2:	2 RES. 0.2 V/S.
APARTMENT 1:	1.5 RES. 0.2 V/S.
APARTMENT 2:	1.5 RES. 0.2 V/S.
APARTMENT 3:	1.5 RES. 0.2 V/S.
TOTAL RES. REQUIRED	9 RES. 1 V/S.
REQUIRED COMMERCIAL @ 3/100 SM	21 COM.
LESS CONSERVATION REDUCTION	7 COM.
TOTAL COMMERCIAL REQUIRED	14 COM.
TOTAL PARKING REQUIRED:	24 SPACES
PROVIDED:	
RES. PROVIDED	11 RES.
COMMERCIAL PROVIDED	12 COM.
TOTAL PARKING PROVIDED	23 TOTAL

*16 stalls (53%) provided with electric plug in outlets.

BICYCLE PARKING CALC.

REQUIRED:	
CLASS 1	CLASS 2
1 HOUSING UNIT:	3 HOUSING UNIT:
7.5 CLASS 1 STALLS	1.5 CLASS 2 STALL
TOTAL RES. REQUIRED:	9 STALLS
CLASS 1	CLASS 2
0.27 / 100 SM	0.4 / 100 SM
2 CLASS 1 STALLS	3 CLASS 2 STALLS
TOTAL COMMERCIAL REQUIRED:	5 STALLS
PROVIDED:	
RESIDENTIAL	12
COMMERCIAL	18
TOTAL BIKE STALLS PROVIDED	30 STALLS



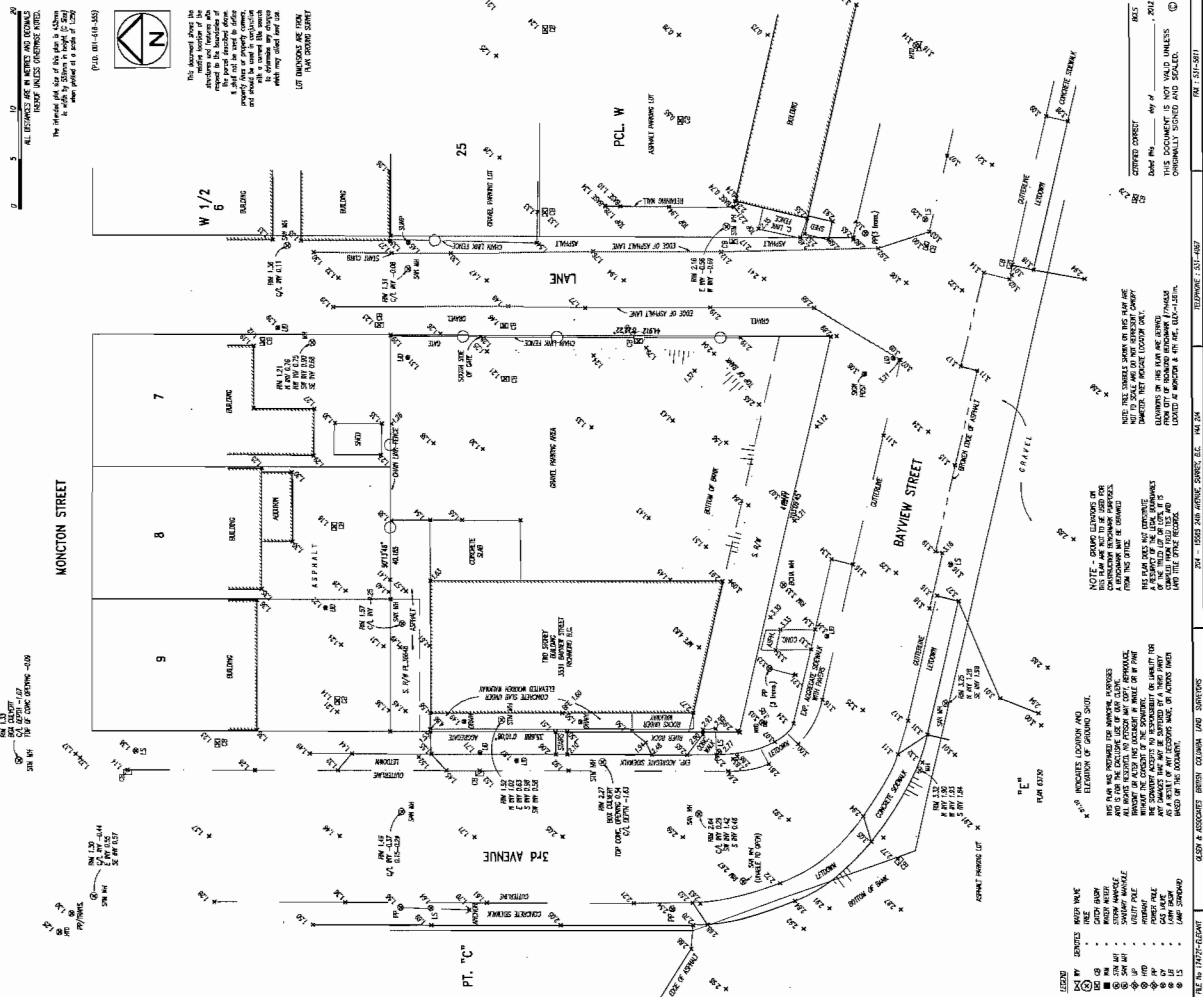
RE-ISSUED FOR DEVELOPMENT PERMIT APPLICATION
NOVEMBER, 2013



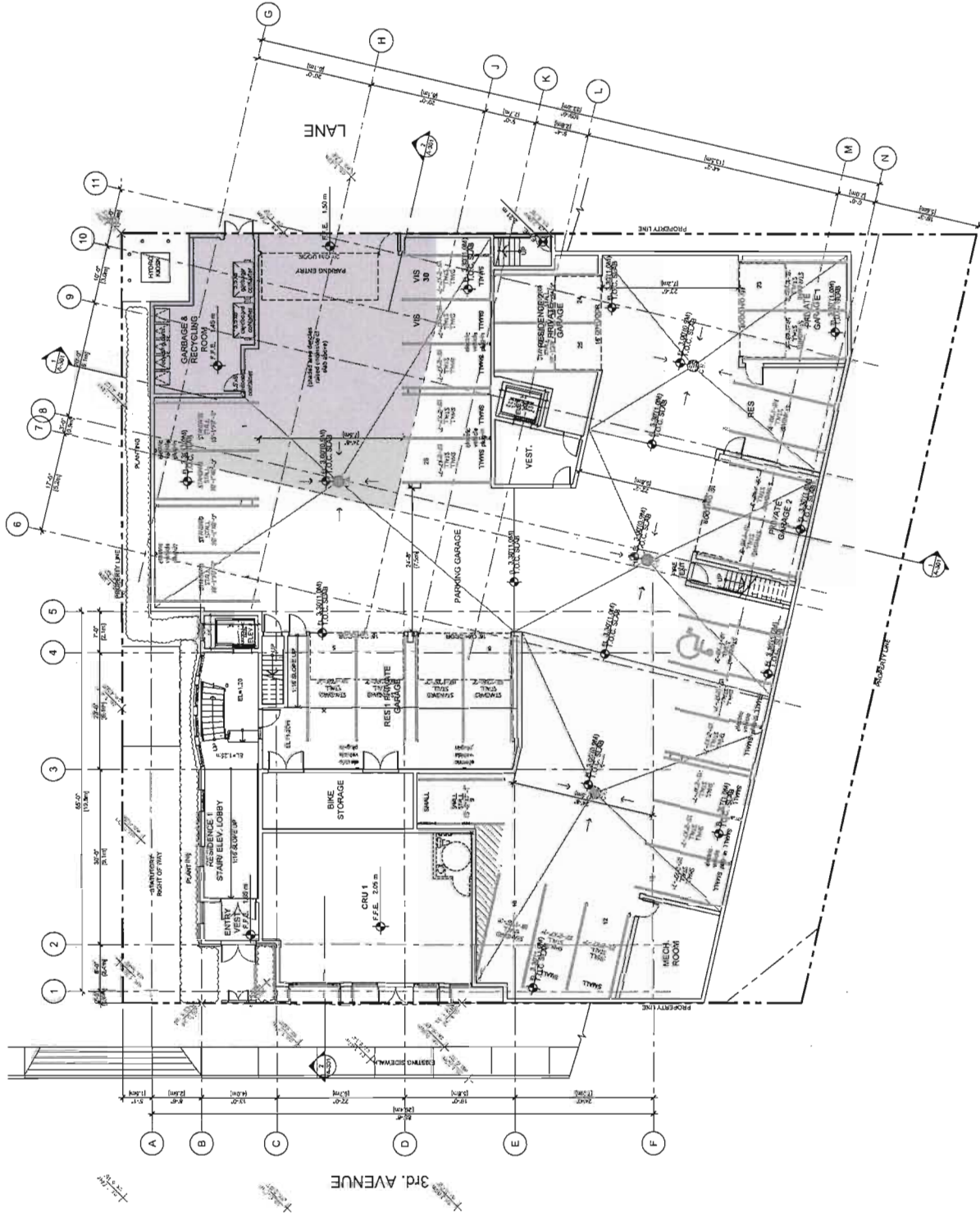
NAME	AGE	SEX
ADDRESS		
CITY	STATE	ZIP
DATE		
TIME		
REMARKS		

AREA OVERLAYS

Total GFA:
20,464 SQ. FT.



NOTES:



CNCL - 153

1	REVISIONS	DATE	BY	CHKD	APP'D
2	REVISIONS	DATE	BY	CHKD	APP'D
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RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC

PROJECT
BAYVIEW

OWNER
Penta Bayview Holdings Ltd.

DATE
2017.07.20

SCALE
1/8"=1'-0"

DATE
2017.07.20

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2017.07.20

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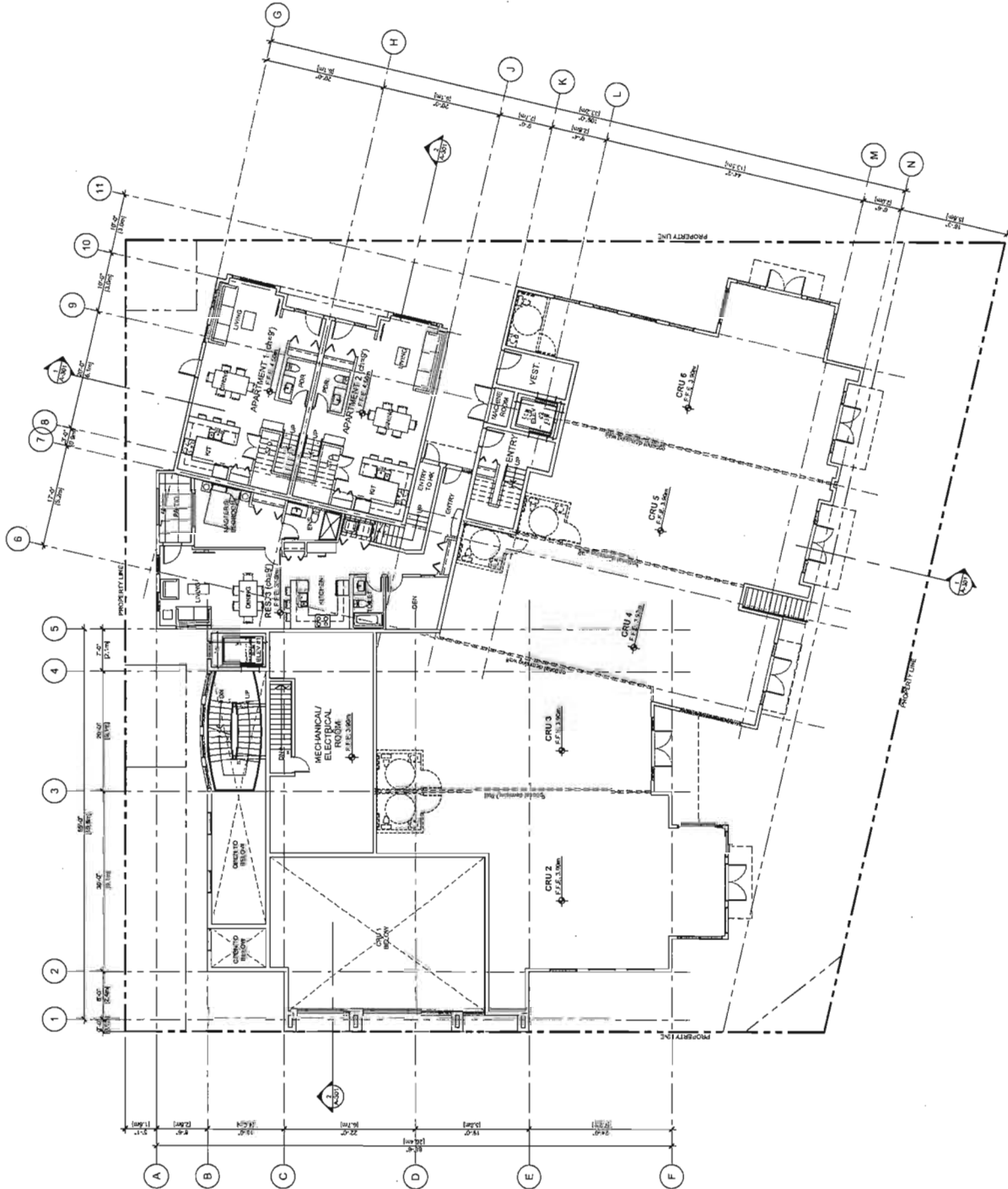
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2017.07.20

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2017.07.20

DATE
2017.07.20

DATE
2017.07.20

NOTES:



1 LEVEL 1
1/8"=1'-0"

CNCL - 154

1. SITE PLAN	2. FLOOR PLAN	3. SECTION	4. ELEVATION	5. DETAIL	6. SCHEDULE	7. SPECIFICATION	8. MATERIALS	9. FINISHES	10. MECHANICAL	11. ELECTRICAL	12. PLUMBING	13. PAINT	14. FURNITURE	15. EQUIPMENT	16. LANDSCAPE	17. EXTERIOR	18. INTERIOR	19. ROOF	20. FOUNDATION	21. STRUCTURE	22. CLIMATE	23. ENERGY	24. ACCESSIBILITY	25. SAFETY	26. SECURITY	27. COMMUNITY	28. ENVIRONMENT	29. HISTORY	30. CULTURE	31. ECONOMY	32. SOCIETY	33. POLITICS	34. LAW	35. ETHICS	36. RELIGION	37. ARTS	38. RECREATION	39. EDUCATION	40. HEALTHCARE	41. TRANSPORTATION	42. INFRASTRUCTURE	43. UTILITIES	44. WASTE	45. WATER	46. AIR	47. SOIL	48. VEGETATION	49. ANIMALS	50. HUMANS
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Richmond, BC V6X 3K9
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Fax: 604-271-1112
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PROJECT:
BAYVIEW

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC

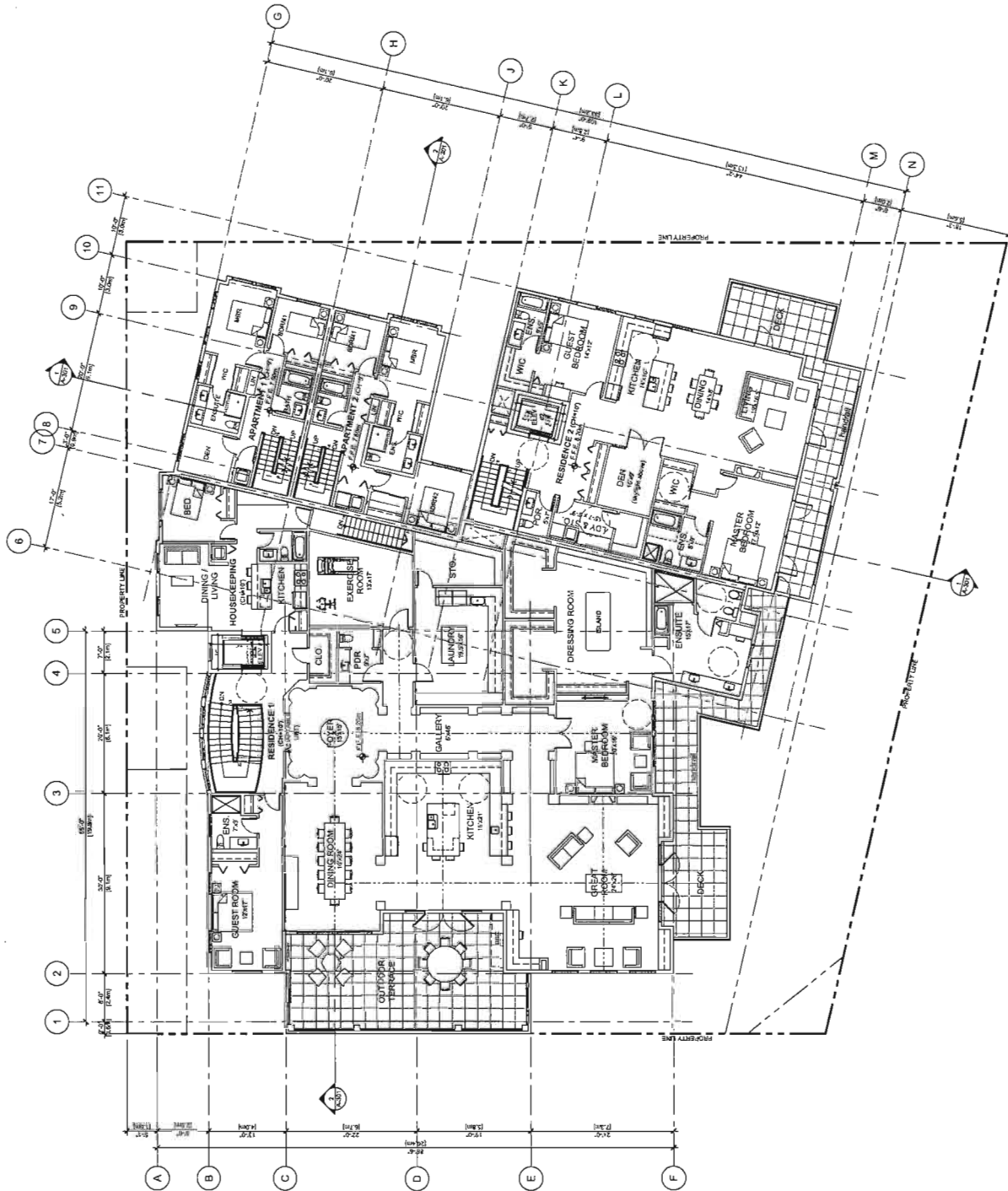
CLIENT:
Penta Bayview Holdings Ltd.

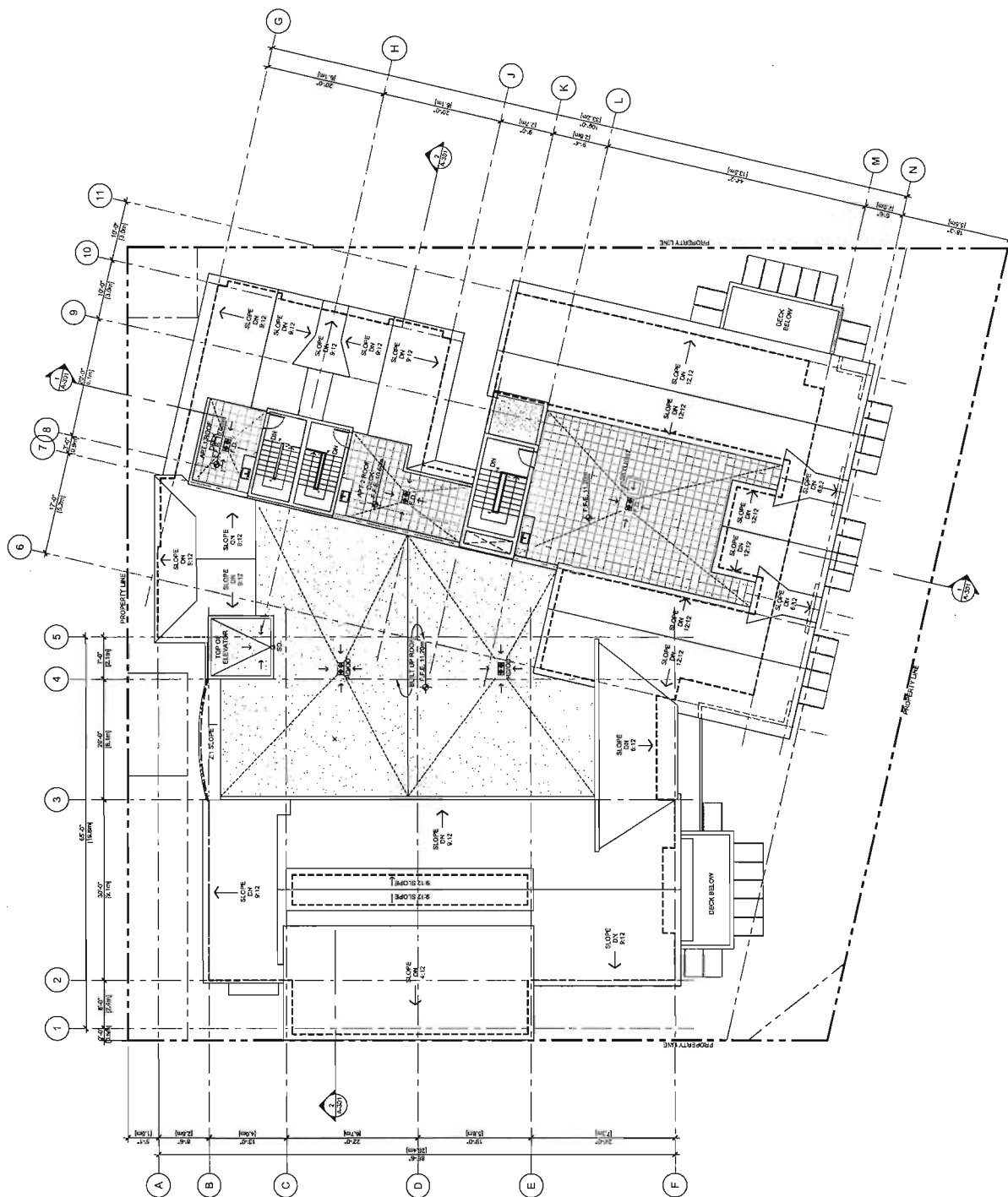
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2018-01-11

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

LEVEL 1 FLOOR PLAN

PROJECT NO.
A-112





NOTES:

NO.	REVISION	DATE	BY	CHKD.
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2	FOR REVIEW	2024.08.15	MM	MM
3	FOR REVIEW	2024.08.15	MM	MM
4	FOR REVIEW	2024.08.15	MM	MM
5	FOR REVIEW	2024.08.15	MM	MM
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19	FOR REVIEW	2024.08.15	MM	MM
20	FOR REVIEW	2024.08.15	MM	MM

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4075 - 1450 AVENUE 5 ROAD, RICHMOND, BC V6X 4G7
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PROJECT: BAYVIEW

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC

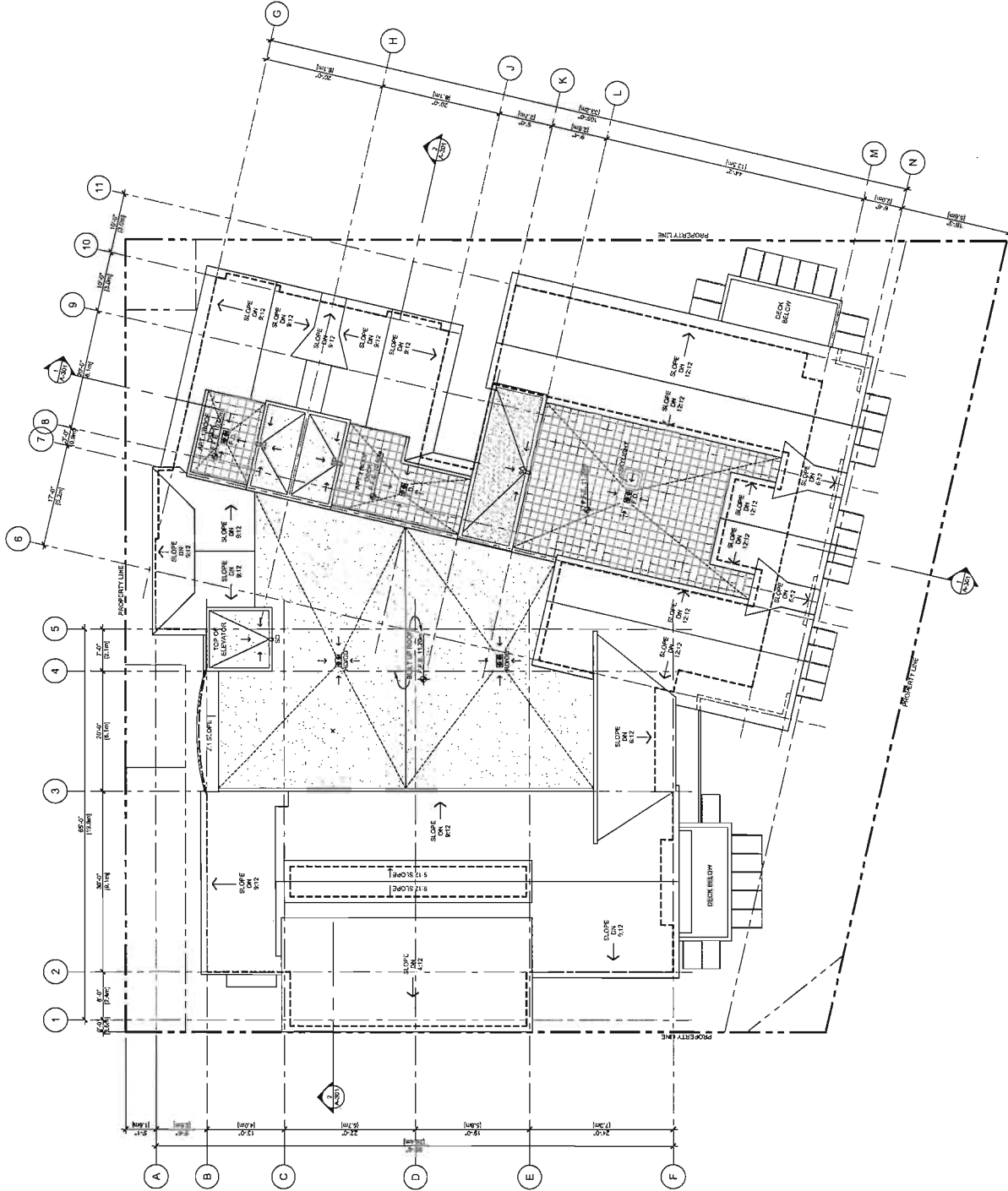
OWNER: Penta Bayview Holdings Ltd.

DESIGNED BY: [Name]
CHECKED BY: [Name]
DATE: 2024.08.15

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20	FOR REVIEW	2024.08.15	MM	MM

ROOF PLAN

Sheet No. A-115



1 ROOF PLAN
1/8"=1'-0"

NOTES:

MATERIAL LEGEND

- 1 SHINGLE ROOFING
- 2 WHITE GRAY CLAYED
- 3 LIGHT GRAY CLAYED
- 4 BRICK WITH LIGHT BROWN
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1 NORTH ELEVATION
1/8"=1'-0"



2 EAST ELEVATION
1/8"=1'-0"

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
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2	FLOORING	1	SQ. FT.	200.00	200.00
3	CEILING	1	SQ. FT.	150.00	150.00
4	WALLS	1	SQ. FT.	300.00	300.00
5	ROOFING	1	SQ. FT.	100.00	100.00
6	PAINTING	1	SQ. FT.	50.00	50.00
7	LANDSCAPING	1	SQ. FT.	100.00	100.00
8	MECHANICAL	1	SQ. FT.	100.00	100.00
9	ELECTRICAL	1	SQ. FT.	100.00	100.00
10	PLUMBING	1	SQ. FT.	100.00	100.00
11	HEATING	1	SQ. FT.	100.00	100.00
12	Cooling	1	SQ. FT.	100.00	100.00
13	Lighting	1	SQ. FT.	100.00	100.00
14	Security	1	SQ. FT.	100.00	100.00
15	Other	1	SQ. FT.	100.00	100.00
16	Subtotal				1000.00
17	Tax				100.00
18	Total				1100.00

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4215 - 13000 130th Street, Suite 100
Richmond, BC V6X 1Y1
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BAYVIEW

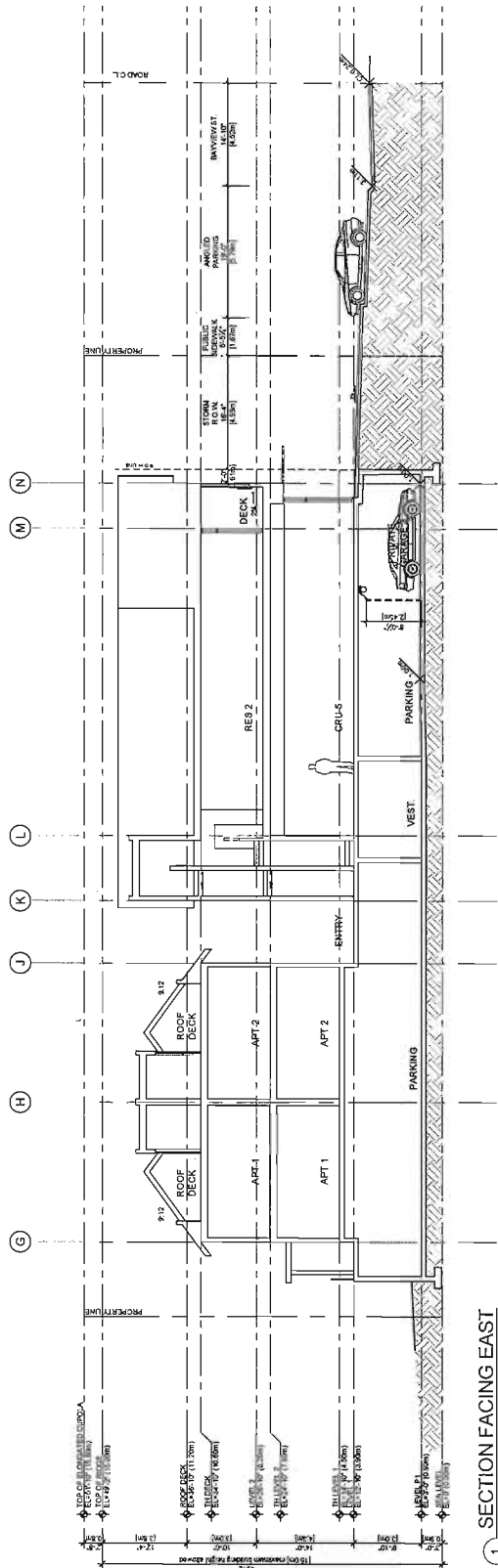
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MIXED USE DEVELOPMENT
3331 Bayview Street
Richmond, BC

OWNER:
Penta Bayview Holdings Ltd.

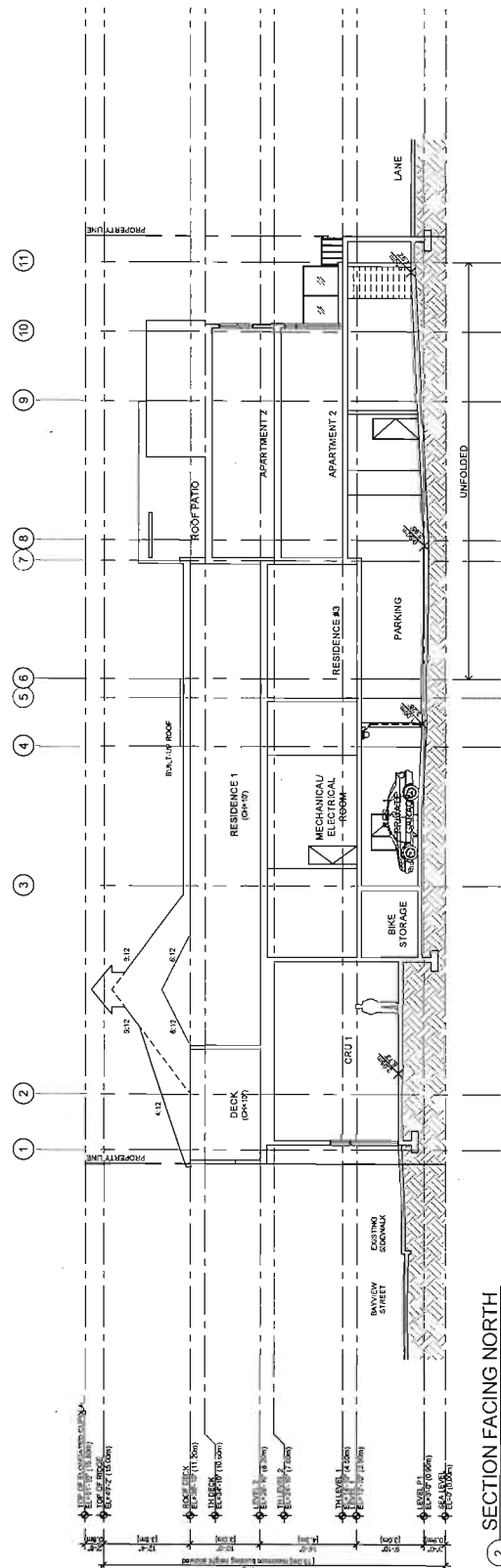
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CHECKED: [Signature]
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BUILDING ELEVATIONS

A-202



1 SECTION FACING EAST
1/8"=1'-0"



2 SECTION FACING NORTH
1/8"=1'-0"

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4035 - 12300 RD. 3, SUITE 100, RICHMOND, BC V6X 4J7
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WWW.COTTERARCHITECTS.COM

PROJECT: BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC.

CLIENT: Penta Bayview Holdings Ltd.

DATE: 10/11/17
DRAWN BY: [Name]
CHECKED BY: [Name]
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BUILDING SECTIONS

DATE: 10/11/17
DRAWING NO.: A-301
REV: 1

An architectural rendering of a proposed multi-story building, identified as 1000 West 10th Avenue. The building features a dark blue or grey facade with white trim around the windows and doors. It has a complex roofline with multiple gables and a prominent entrance area. Landscaping includes several green trees and shrubs in front of the building. A white car is parked on the street in front of the building. The rendering is presented in a vertical orientation, with the building's facade on the left and the street on the right.

[illegible]

PROCESSES
BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3531 Bayview Street
Richmond, BC.

NAME	
ADDRESS	
CITY	
STATE	
ZIP	
DATE	

SKETCH-UP VIEWS

REV.	A-901
------	-------



City of Richmond

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

Development Application Data Sheet

RZ12-615239

Attachment 3

Address: 3531 Bayview Street

Applicant: Cotter Architects Inc.

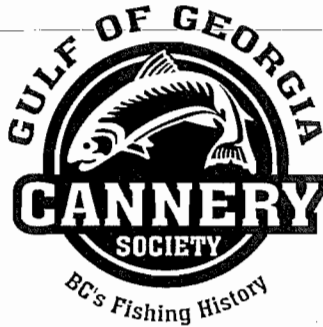
Planning Areas: OCP-Steveston Plan – Steveston Village Sub-Area “Core Area”

	Existing	Proposed
Owner:	Penta Bayview Holdings Ltd.	No change
Site Size (m²):	1,619 sq. m (17,426 sq.ft)	1,611 sq. m (17,342 sq.ft) after dedication
Land Uses:	Vacant site	2-storey mixed-use building over a partially in-ground parking structure
OCP Designation:	Neighbourhood Service Centre	Neighbourhood Service Centre
Area Plan Designation:	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)	Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)
702 Policy Designation:	NA	NA
Zoning:	Light Industrial (IL)	ZMU22 – Commercial Mixed - Use Steveston Commercial
Number of Units (Commercial)	Vacant site	6 Commercial units including Retail
Number of Units (Residential)	Vacant site	6 Residential
Other Designations:	NA	NA

Existing Parcel	Bylaw Requirement ZMU22	Proposed ZMU22 Mixed Use	Variance
Density (units/acre):	NA	NA	NA
Floor Area Ratio:	1.2	1.18 FAR	none
Lot Coverage – Building:	70%	67%	none
Lot Size (min. dimensions):	NA	NA	none
Setback – Front Yard (m) 3 rd Avenue:	0 m	0 m	none

Existing Parcel	Bylaw Requirement ZMU22	Proposed ZMU22 Mixed Use	Variance
Setback –Side & Rear Yards (m):	Rear (east) 0 m Side (north) 1.5 m Side (south) 5.6 m (determined by existing SRW (for Utilities)	Rear (east) 0 m Side (north) 1.5 m Side (south) 5.6 m (determined by existing SRW (for Utilities)	none
Height (m):	15 m GSC (2 and 3 Storeys)	15 m GSC (2 and 3 Storeys)	none
Off-street Parking Spaces - Residential (R) / Visitor (V)*:	11 spaces (R 1 spaces (V) (shared with commercial)	11 spaces (R 1 spaces (V) (shared with commercial)	none
Commercial (C)	18	18	
Off-street Parking Spaces – Total:	30 spaces	30 spaces	Variance: None
Amenity Space – Indoor:	Cash In Lieu	Cash In Lieu	none
Amenity Space – Outdoor:	N/A	N/A	N/A

*NOTE – The commercial parking provided would meet the requirements under the 33% reduction permitted through the Steveston Village Conservation Strategy.



ATTACHMENT 4
TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE



PC: Wayne
Craig -
for approval
action
PC: Joe
Erceg for
Info.

December 17, 2012

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

PHOTOCOPIED

JAN 2 / 13
JN
& DISTRIBUTED

Dear Mayor and Council,

Recently the Board of Directors of the Gulf of Georgia Cannery Society had the opportunity to review the development proposal for 3531 Bayview Street in Steveston. We make a commitment in our annual business plan to take a leadership role in working with the City of Richmond, developers and other community groups to preserve and promote the character of Steveston Village and consider this an important part of our mandate.

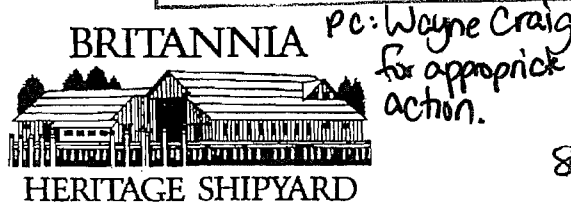
At our board meeting last week this development proposal was discussed and we would like to advise you that the Gulf of Georgia Cannery Society agrees in principle with the project as presented, subject to scale drawings and final designs. We will continue to participate in any meetings that are held regarding the development of the site and will provide further input when there is an opportunity for public comment.

Sincerely,

Kimberley Evans, Chair

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

		INT.
	DW	
✓	MJ	mb
	DB	



8060-20-8780

January 18, 2013

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council,

Recently the Board of Directors of the Britannia Heritage Shipyard Society had the opportunity to review the development proposal for 3531 Bayview Street in Steveston. We make a commitment in our annual business plan to take a leadership role in working with the City of Richmond, developers and other community groups to preserve and promote the character of Steveston Village and consider this an important part of our mandate.

At our board meeting, this development proposal was discussed and we would like to advise you that the Britannia Heritage Shipyard Society agrees in principle with the project as presented, subject to scale drawings and final designs. We will continue to participate in any meetings that are held regarding the development of the site and will provide further input when there is an opportunity for public comment.

Sincerely,

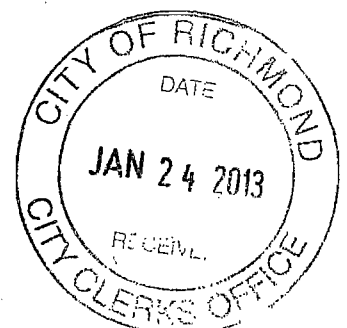


Bob James
Chair
Britannia Heritage Shipyard Society
604-718-8038

PHOTOCOPIED

JAN 29 / 2013
W.

& DISTRIBUTED
CNCL - 165





STEVESTON COMMUNITY SOCIETY

4111 Moncton Street, Richmond, BC V7E 3A8

Tel: 604-238-8080 Fax: 604-718-8096

Salmon Festival Tel: 604-238-8094

stevestoncommunitysociety.com

stevestonsalmonfest.ca

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

PC: Wayne Craig for
Appropriate action.

		INT
	DW	
✓	MJ	
	DB	

8060-20-8780

January 21, 2013

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council;

RE: Development proposal for 3531 Bayview Street

The Steveston Community Society Board of Directors had the opportunity to review the development proposal for 3531 Bayview Street, at our meeting of December 20, 2012. The proposal was discussed in detail, and a resolution was passed to agree in principle with the project design. The Board was very pleased with the overall design and that it will be a positive new addition to the landscape in Steveston.

Thank you for this opportunity to provide input to this important development in our community. We will continue to participate in any meetings that are held regarding the development of the site, and will offer additional feedback should there be further calls for public comment.

Sincerely,

Jim Kojima, President
Steveston Community Society

PHOTOCOPIED

JAN 29/2013
w.

& DISTRIBUTED



STEVESTON POLICY REQUIREMENTS

Issue	Assessment
Dike Elevation	<ul style="list-style-type: none"> City of Richmond may increase dike height in future Commercial slab to be set at 3.9 m GSC Parking slab to be no higher than 1.4 m GSC. Proposal complies with general objectives for elevation and road grade
Grade	<ul style="list-style-type: none"> Maintain existing grade at North Property Line for purposes of setting height envelope Set Finished Floor Level of Commercial on Bayview at 3.9 m GSC Proposal complies
Height	<ul style="list-style-type: none"> Maintain height and number of storeys as per requirements of Steveston Village Conservation Area Zone and OCP 2 storeys and 12 m max proposed at South Building Face (Bayview Street) Parking included as a storey Parking is located partially below grade Envelope – Bayview/South BF: 12m max from 4.0m Finished Floor Level of Commercial fronting on Bayview Street at South Building Face Envelope - North PL: 15 m GSC from 1.4 m GSC datum
Site Planning	<ul style="list-style-type: none"> Site planning should read as if there were different building blocks, with distinct massing, roof detail, etc. Proposal complies
Streetwall (2 or 3 storey)	<ul style="list-style-type: none"> Design development to streetwall to reflect historic land use and lot pattern Streetwall to incorporate a sense of connection with depth of uses behind Streetwall to be reviewed in relation to limited range of bold massing blocks, distinctive materials, and window design and handling Further design development of Bayview Elevation and 3rd Avenue Elevation to occur at DP Stage
Materials	<ul style="list-style-type: none"> Reflect historic Steveston typology in the handling of streetwalls and cladding materials/detailing. Analyse Gulf of Georgia Cannery site planning, massing and architectural details/materials. Project generally complies Cladding, railings, cornices, parapets, windows, etc. to be further reviewed at DP stage
Roof Profile	<ul style="list-style-type: none"> Roof profile to be compatible with existing heritage structures in the Village. A variety of roof profiles can be used, including flat roof with false front to street. Proposed pitched roof and slope generally complies Design development to occur at Development Permit stage
Massing	<ul style="list-style-type: none"> Project generally reads as a two storey building on Bayview, and three storeys on the north (rear)
FAR Density Incentive	<ul style="list-style-type: none"> Not applicable – density is 1.18. No contribution required
Contributions	<ul style="list-style-type: none"> Affordable Housing Amenity Space

REZONING CONSIDERATIONS

Prior to final adoption of Zoning Amendment Bylaw No. 8780, the developer is required to complete the following:

1. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates noise from potential commercial activity on the ground floor within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

- a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.

2. Resolution of dike issues, including:

- a) Registration Statutory right-of-way (SRW) for Dike and Utilities, an agreement granting the City permission and access to maintain or remove City infrastructure and privately owned encroaching structures, and to complete any dike upgrades that the City may require;
 - b) Approval from the Ministry of Environment (Inspector of Dikes) if required; and
 - c) The Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dike.

3. Registration of a flood indemnity / flood plain covenant on title.
4. Registration of a cross-access easement and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the north west portion of the site in favour of 3420 Moncton Street.
5. Contribution of \$2,000 in-lieu of on-site indoor amenity space.
6. City acceptance of the developer’s offer to voluntarily contribute \$4.00 per buildable square foot for apartment units (\$51,340) to the City’s affordable housing fund.
7. The submission and processing of a Development Permit* and Heritage Alteration Permit completed to a level deemed acceptable by the Director of Development.
8. 4 m by 4 m road dedication (truncation) at the south-west corner.
9. Enter into a Servicing Agreement* for the design and construction of all road works and infrastructure on Bayview Street, 3rd Avenue, and the lane to the east of the site. Works include, but may not be limited to

- a) *Frontage Improvements:*

- *Bayview Street:* Works include installation of a 2m sidewalk along the property line edge from Third Avenue east to Second Avenue, removing the partial existing sidewalk. The balance of the area out to the curb is to be a grassed boulevard with no trees. The remainder of the frontage area to the existing curb is to be landscaped boulevard, curb and gutter. A 2.5m wide layby for vehicular parking is to be created along Bayview St. with appropriate clearances from the lane and 3rd Ave. Extension of sidewalk along the frontage of the adjacent property at 3711 Bayview Street is required, but is subject to public consultation by the Transportation Division, and determination of the ultimate road cross section and street design in this location.
- *Third Avenue:* new concrete sidewalk at Property Line (2.0m) remainder to existing curb location to be landscaped boulevard with new curb and gutter with a 2.5m parking bay constructed. The curb extension at the corner of Bayview Street./3rd Avenue is supported, however a turning template for a truck making the right turn from Bayview Street to 3d Avenue is to be submitted indicating the wheel path does not cross over the centre lane into opposing traffic.
- *Lane Works:* To maintain the character of the Lanes in accordance with the Steveston Village Conservation Program, minimal upgrades will be required. The lane will require paving up to the new Property Line with new asphalt. No curb and gutter or sidewalk will be required. Laneway lighting is required. Staff recommend incorporating the lighting into the building to preserve the historic condition of the lane.
- A crosswalk will be required across Bayview Street at an angle at the intersection of 3rd Avenue/Bayview Street. This will require frontage works across the street at the Steveston Harbour Authority parking area. The exact location of the sidewalk and design and construction of frontage improvements to be part of the servicing agreement to the satisfaction of the Director of Transportation. Stamped asphalt material should be used for the frontage and new crosswalk.
- All accessible ramps to have a maximum grade of 5%.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. As part of the Building Permit Submission, the sustainability features listed below are to be detailed and included in the drawings submitted for the Building Permit stage:
 - Landscaping and permeable paving that may assist in diverting storm water run-off from the storm sewer system and reducing the urban heat island effect;
 - Reduction of fresh water use by specifying low flow fixtures and water efficient appliances, dual-flush toilets, low-flow faucets and shower heads;
 - Motion sensors and timers in public areas to reduce electricity consumption; efficient fixed lights, fans and heating equipment, with increased occupant control (heating zones within functional areas) to decrease energy consumption;
 - Low-e glazing to reduce heat gain; demolition/construction waste management to be implemented to divert waste from landfills; products made out of recycled material or with recycled content to be used where applicable and concrete with fly ash content to be specified where possible; locally/regionally harvested and manufactured products to be preferred throughout the project;

- Low emitting materials sealants, adhesives, paints, carpets and composite wood to be used where applicable;
 - Low albedo roofing to all flat surfaces;
 - Operable windows specified to contribute to the quality of the indoor environment; and
 - Further sustainability features will be investigated as part of the Development Permit review.
2. As part of the Development Permit review and Building Permit submission, aging-in-place and adaptability features (listed below) are to be detailed and included in the drawings during the Building Permit stage:
 - Aging-in-place measures (e.g., lever door handles, blocking to bathroom walls, operable windows) to be incorporated in all units; and
 - Single-level units with renovation potential identified which could be fully adaptable (e.g., corridor/door widths, fully accessible bathroom/bedroom, finishes) in accordance with the BC Building Code's Adaptable Unit Criteria and the Richmond Zoning Bylaw's Section 4.16, Basic Universal Housing Criteria.
 3. As part of the Building Permit submission, a lighting plan for pedestrian entrances, access walkways (including pedestrian SRW) and parking access aisles will be required to ensure uniform levels of coverage and security. All lighting fixtures are to be hooded and downcast to prevent ambient light pollution and located to minimize conflict with neighbouring single family dwellings
 4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
 5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
 All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
 The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering,

drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9001 (RZ 12-615239)
3531 Bayview Street**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

a. Inserting the following into the table contained in Section 5.15.1, after ZMU21:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU22	\$4.00"

b. inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.22 Commercial Mixed Use (ZMU22) – Steveston Commercial

20.22.1 Purpose

The **zone** provides for **commercial**, residential and industrial **uses** in the Steveston Village.

20.22.2 Permitted Uses

- child care
- education
- education, commercial
- government service
- health service, minor
- industrial, general
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- restaurant
- retail, convenience
- retail, general
- service, business support
- service, financial
- service, household repair

20.22.3

Secondary Uses

- boarding and lodging
- community care facility, minor
- home business
- housing apartment

- service, personal
- studio
- veterinary service

20.22.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.0.
2. Notwithstanding Section 20.22.4.1, the reference to “1.0” is increased to a higher **density** of “1.2” if, if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU22 zone.
3. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.

20.22.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 70% for **buildings**.

20.22.6 Yards & Setbacks

1. The minimum north side **setback** is 1.5 m.
2. The minimum south side **setback** is 5.6 m.
3. There is no minimum east side **setback**.
4. There is no minimum west side **setback**.
5. **Building** front facades facing a public **road** shall not be set back from the public **road lot line**, except for the following elements:
 - a) there shall be a 1.5 m maximum **setback** of ground floor **building face** (to underside of floor or roof **structure** above), accompanied with support posts at the **front lot line**;
 - b) the entrance to a ground level public access or egress shall have a maximum width of 2.4 m, but shall not be more than 25% of facade width;
 - c) a recessed **balcony** opening shall have a maximum width of 2.4 m, and the total aggregate width shall be a maximum 25% of **lot width**; and
 - d) the aggregate area of all recesses and openings in items a), b), and c) shall not exceed a maximum of 33% of **building** facade as measured from the ground level to parapet cap by the facade width.

6. A **parking structure** may project into the **side yard** or **rear yard setback** up to the **property line**. Such encroachments must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

20.22.7 Permitted Heights

1. The maximum **height** for **buildings** is three **storeys** at the north face of the building and two storeys on the south face (Bayview Street) but not to exceed a **height** to roof ridge of 15.0 m Geodetic Survey of Canada (GSC) datum.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 8.0 m Geodetic Survey of Canada (GSC) datum.

20.22.8 Subdivision Provisions/Minimum Lot Size

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

20.22.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

20.22.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared; and
 - b) On-site **vehicle** parking shall be provided at the following rate:
 - i) non-residential **uses** – on-site parking requirements contained in this bylaw are reduced by 33%;
 - ii) residential **uses** - 1.3 spaces per **dwelling unit**; and
 - iii) residential visitors - 0.2 space per **dwelling unit**.

20.22.11 Other Regulations

1. For **housing, apartment**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line abutting** a **road** (excluding a **lane**) shall be used for residential purposes.

2. For **housing, apartment**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 2.0 m in width.
 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
 4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the Steveston Commercial (CS2) zone."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COMMERCIAL MIXED USE (ZMU22) – STEVESTON COMMERCIAL**
- P.I.D. 001-618-555
Lot "A" (Y60944E) Block 6 Section 10 Block 3 North Range 7 West New Westminster District Plan 249
3. This Bylaw is cited as **"Richmond Zoning and Development Bylaw 8500, Amendment Bylaw No. 9001"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 