

PARTIAL MINUTES FROM THE DESIGN PANEL MEETING

Wednesday, May 3, 2006 – 4:00 p.m.

Rm. 1.003

RICHMOND CITY HALL

Attendance:

Members: Mr. Dana Westermarck, Chair
 Mr. Louis Conway
 Mr. Simon Ho, departed 5:10 p.m.
 Mr. Damon Oriente
 Mr. Arlen Johnson
 Mr. David Kirsop
 Ms. Willa Walsh
 Mr. Greg Andrews
 Mr. Joe Fry

Staff: Ms. Cecilia Achiam
 Ms. Grace Lui
 Ms. Diana Nikolic

4. Commercial/Residential

RZ 04-287989

Onni Group
 4020/4030 Bayview Street
 (Preliminary)

Ms. Cecilia Achiam, Planner, referenced an overhead GPS map and introduced the context of the historical BC Packers site noting that it was zoned for maritime mixed use. The project asks for consideration of a larger portion of residential to commercial floor space and meets the requirements that the roads end at the riverside with public access. The buildings are designed to remain in the height restriction of 12 metres. Staff requested consideration of roof slopes, the consolidation of vehicular access to the parking garage and how security measures of locked gates could be better addressed.

The Design Team was represented by:

Mr. Chris Evans, Vice President, Onni Group
 Mr. Johh Clarke and Mr. Eric Law of Chris Dikeakos Architects, Inc. (cda); and,
 Mr. David Rose, Principal, pd group, Landscape Architecture Ltd.

Mr. John Clarke, Architect, discussed the design process evolution over three years and noted that the design reflected a concerted effort with the Planning Department, mediation with all neighbours, and, development of buildings appropriate to the site. Using a model and presentation drawings he commented on built form issues and the connectivity on the site with vehicular and pedestrian access. Pictures of the cannery

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and residential buildings of the era were used as historic references for the design details.

Mr. David Rose, Principal, pd group, discussed landscape and hard surface materials used to reflect the master planning on streetscape and work that exists on waterfront.

General questions from the Panel included the following:

- What was the use of the blank triangle on the far western side of the site? **It currently houses interpretive panels of the cannery site.**
- The City is generally in favour of the direction to more residential than commercial on the property.
- Is the band shell a heritage structure? It is not finalized and the design team is working with an artist who could potentially provide a heritage piece of public art.
- Will the parking elevation end up out of the ground? It could define the transition from public to private areas. **The parking garage is designed to be completely underground.**
- Is the height defined from the crown of the road to the peak of the roof? **Yes.**

The comments of the Panel were as follows:

- The model demonstrated an eclectic and interesting mix of architecture – residential blocks seem to fit to the east but the townhouses seemed out of place or inappropriate. The latter could be raised to create transition from the commercial component.
- The treatment to parking areas should be pavers or at the very least stamped concrete.
- The band-shell structure diminishes the importance of the site and the radial pattern to the cul-de-sac is not typical – a wood block finish would be more appropriate to the plaza.
- There was concern in regard to sufficient soil depth for trees on top of parking slab without providing planters.
- An important waterfront property requires a richness of materials.
- Because of Stevenson's' historic nature would like to see more integration of art throughout the site.
- The freestanding structure would be interactive with people.

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- The existing rooflines are all right.
- Some of the residential units could be readily made universally accessible.
- The transition of commercial to residential areas of the site needs to be developed. It was suggested to relocate the band shell closer to the commercial building and to raise the scale of the townhouse (height and massing).
- Building C needs design development. Buildings D & E have good vertical building lines. The centre residential building could be less plain and perhaps more colourful with added commercial character.
- The design is awkward towards the village [west] and there is an opportunity to express more of the traditional fishing industry character by allowing the small townhouses to hug the water edge
- The little commercial building works as a beacon and marks the open plaza space. Explore ways of skewing it differently on the site.
- There is a lot of parking access from No. 1 Road. Could this be moved to road ends?
- Either design public access through Building A without the gates or have the public flow around the commercial building.
- The additional 72 public parking stalls will be a benefit to the area.
- The 7-unit building wants to be beefier and needs to be more of a transition to the commercial area.
- The pavilion is a fun way to end residential. A totally modern design is appropriate.
- Recommend the use of simple materials, no fussy roof lines, plain simple buildings and smaller structures that move around the water front (very basic box with a roof) to transition into existing part of Richmond – simple materials, wood siding or metal siding because historically expensive finishes could not be shipped in economically.
- Would like to see a separation of parking and open space and pavilion sitting on its own is iconic.

Chair Westermarck summarized the comments of the Advisory Design Panel as follows:

- Provide grade change at the 7-unit cluster to provide definition.
- Increase the height of the 7-unit cluster and consider using more of the simple cannery lines and materials.

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- Road ends would be better finished by unit pavers, stamped concrete or even wood timbers.
- Consider a framed element instead of band-shell.
- Hire artists early in the design development process for the design of integrated features, (grates, etc.).
- Relocate the band-shell away from the centre of the road end.
- Position the pavilion building on a skew.
- Simplify building A and respect the design of the existing community.
- While there was some support for the rooflines, the applicant could try for a height variance to achieve more roof slopes on buildings on the east of the site.

In response, the Designers concurred with most of the comments and noted that concerns of neighbours had dictated much of the design of the transitional building.

It was moved and seconded

That the Commercial/Residential RZ 04-287989 be considered for rezoning.

CARRIED

Considerations for Rezoning 4020 and 4300 Bayview Street (“the lands”) RZ 04-287989

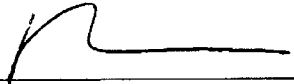
Prior to final adoption of Zoning Amendment Bylaw No. 8192, the developer is required to complete the following requirements:

1. Consolidation of the lots into one (1) development parcel.
2. The granting of public rights-of-passage (PROP) right-of-way (ROW) over all publicly accessible areas not occupied by buildings or private patio along the south property line adjacent to the public walkway and the exterior pedestrian connection between Bayview Street and the public walkway through Commercial building ‘A’.
3. The granting of public-rights-of-passage (PROP) right-of-way (ROW) over the expanded Easthope plaza area, which is to be expanded approximately 15 m eastward from the existing right-of-way (ROW) (Plan LMP 49901).
4. Registration of a floodplain covenant on title to the lands to meet current City requirements (Minimum 2.6 m geodetic).
5. Modification or replacement of the right-of-way (ROW) agreement(s) attached to Plan LMP 49901 to include public utilities and to provide that a parking structure will be permitted below the right-of-way.
6. Legal agreement registered on title to the lands to secure public parking spaces in the East parkade.
7. Legal agreement registered on title to the lands providing that no Building Permit will be issued until a Servicing Agreement for the design and construction of Bayview Street frontage improvements, road end right-of-way (ROW) areas and works to interface with the existing boardwalk are entered into.
8. The City acceptance of the developer’s offer of a legal notice registered on title to the lands, the purpose of which is to alert prospective purchasers that the subject development site is NOT a waterfront site and there is a waterfront site to the south with development potential.
9. The City acceptance of the developer’s offer of a legal agreement to ensure that all disclosure statements clearly indicate that the subject development site is NOT a waterfront site and there is a waterfront site to the south with development potential.
10. Legal agreement to the satisfaction of the City Solicitor to secure a portion of the developer’s voluntary amenity contribution to the City in the form of 1 residential unit, worth \$300,000 in current market value, to be given to the City.

(Note: Title to this unit cannot be created until the strata plan is completed which occurs after building completion. There will be associated with a legal management agreement for the unit as an affordable rental unit for a period of 10 years.)
11. The City acceptance of the developer’s offer of an amenity contribution to the City in the amount of \$1,500,000, to be allocated at the discretion of Council.
12. The applicant to submit capacity analysis of the storm, sanitary and water system to the satisfaction of the Director of Engineering. Any identified upgrades will be included in the Servicing Agreement, which is required to be executed prior to Building Permit issuance. The applicant has provided a security deposit of \$269,122.12 in the form of a Letter of Credit to ensure any upgrades required will be done at the developer's sole cost as part of the Servicing Agreement
13. The submission and processing of a separate Development Permit completed to a level deemed acceptable by the Director of Development.

Prior to issuance of a Building Permit, the developer is required to complete the following requirements:

1. The developer to enter into a standard City Servicing Agreement for the design and construction for works including but not limited to:
 - the design and construction of frontage improvements along Bayview Street;
 - road and Rights-of-Way and interface with existing boardwalk; and
 - any capacity upgrade of the storm, sanitary and water system identified in the capacity analysis, to the satisfaction of the Director of Engineering, submitted prior to final adoption of the Zoning Amendment Bylaw. The applicant has provided a security deposit of \$269,122.12 in the form of a Letter of Credit to ensure any upgrades required will be done at the developer's sole cost as part of the Servicing Agreement.



Rossano De Cotiis, President
Onni Development (Imperial Landing) Corp.

March 6, 07

Date

Onni Development (Imperial Landing) Corp.
#550 – 858 Beatty Street
Vancouver, BC
V6B 1C1

March 6, 2007

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

Attention: Celeste Curran, City Solicitor

Re: Voluntary Contributions Associated with Rezoning Application by 4280 Onni Development (Imperial Landing) Corp. Regarding 4020 and 4300 Bayview Street (“the lands”)

As a part of our rezoning proposal and in full knowledge that the following are not requirements, we voluntarily offer the following to the City of Richmond:

1. Legal notice registered on title to the lands, the purpose of which is to alert prospective purchasers that the subject development site is NOT a waterfront site and there is a waterfront site to the south with development potential.
2. Legal agreement to ensure that all disclosure statements clearly indicate that the subject development site is NOT a waterfront site and there is a waterfront site to the south with development potential.
3. Contribution of one (1) residential unit, worth \$300,000 at current market value, deeded to the City of Richmond. This will be associated with a legal management agreement for the unit as an affordable rental unit for a period of 10 years.
4. Amenity contribution to the City in the amount of \$1,500,000, to be allocated at the discretion of Council.”

Signature



Rossano De Cotiis, President
Onni Development (Imperial Landing) Corp.

cc: Peter Pagnan, McCathy Tetrault
(604)-622-5752 (fax.)



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8191 (RZ 04-287989)
4020 and 4300 Bayview Street**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing definition for “Maritime Mixed Use” in Appendix 1 (Definitions) to Schedule 2.4 and replacing it with the following:

“Maritime Mixed Use means an area primarily intended to support the maritime economy, with an emphasis on uses which primarily support the commercial fishing fleet, including:

- i. Custom Workshops;
Enclosed Storage Facilities;
Fish Auction and Off-loading;
Laundry and Drycleaning;
Light Industrial;
Maritime Educational Facilities;
Moorage;
Offices;
Other services related to Maritime Uses;
Parking; and
Service and Repair of Boats and Marine Equipment.
 - ii. Uses intended to accommodate the shopping, personal service, business, entertainment, recreational, community facility and service needs of area residents.”
2. Richmond Official Community Plan Bylaw No. 7100 is amended by repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) thereof the following area and by designating it “Neighbourhood Residential”:

That area shown cross-hatched on “Schedule A” attached to and forming part of Bylaw No. 8191

- 3. Richmond Official Community Plan Bylaw No. 7100 is amended by repealing the existing land use designation in Schedule 2.4 (BC Packers Land Use Map) thereof the following area and by designating it as "Residential":

That area shown cross-hatched on "Schedule B" attached to and forming part of Bylaw No. 8191

- 4. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8191**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

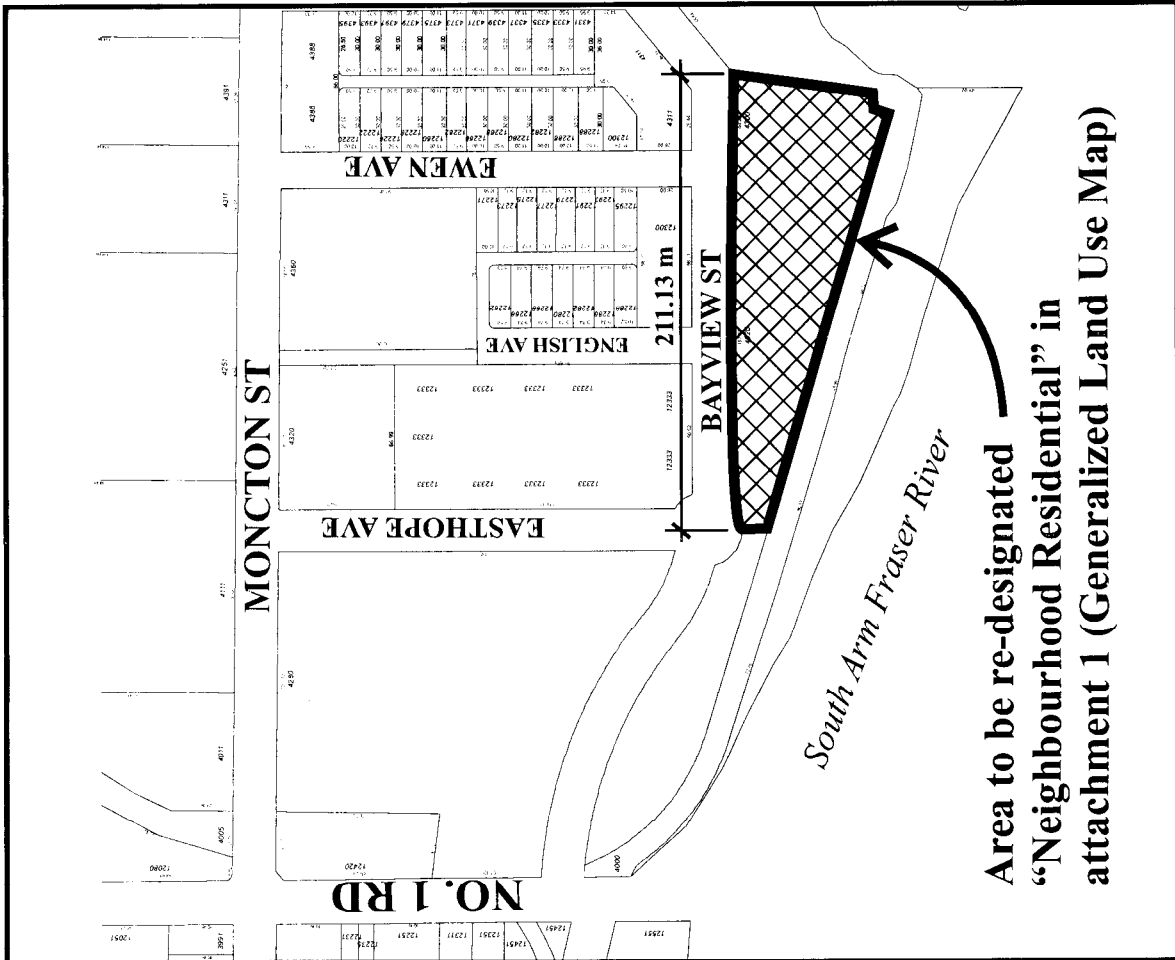
OTHER REQUIREMENTS SATISFIED

ADOPTED

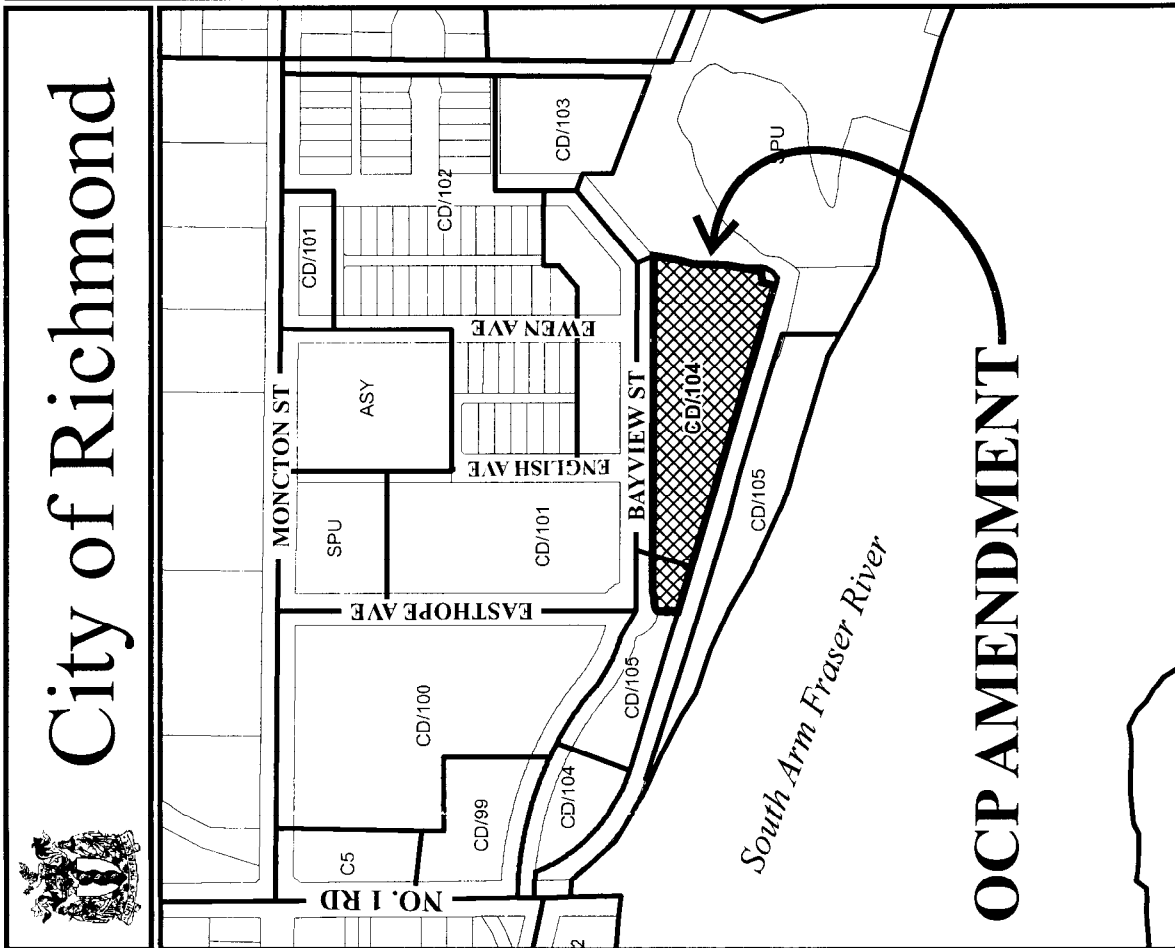


MAYOR

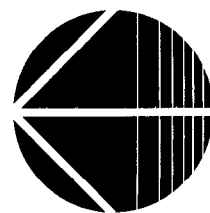
CORPORATE OFFICER



Area to be re-designated
 “Neighbourhood Residential” in
 attachment 1 (Generalized Land Use Map)



OCP AMENDMENT



OCP Amendment Bylaw 8191

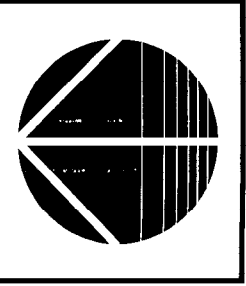
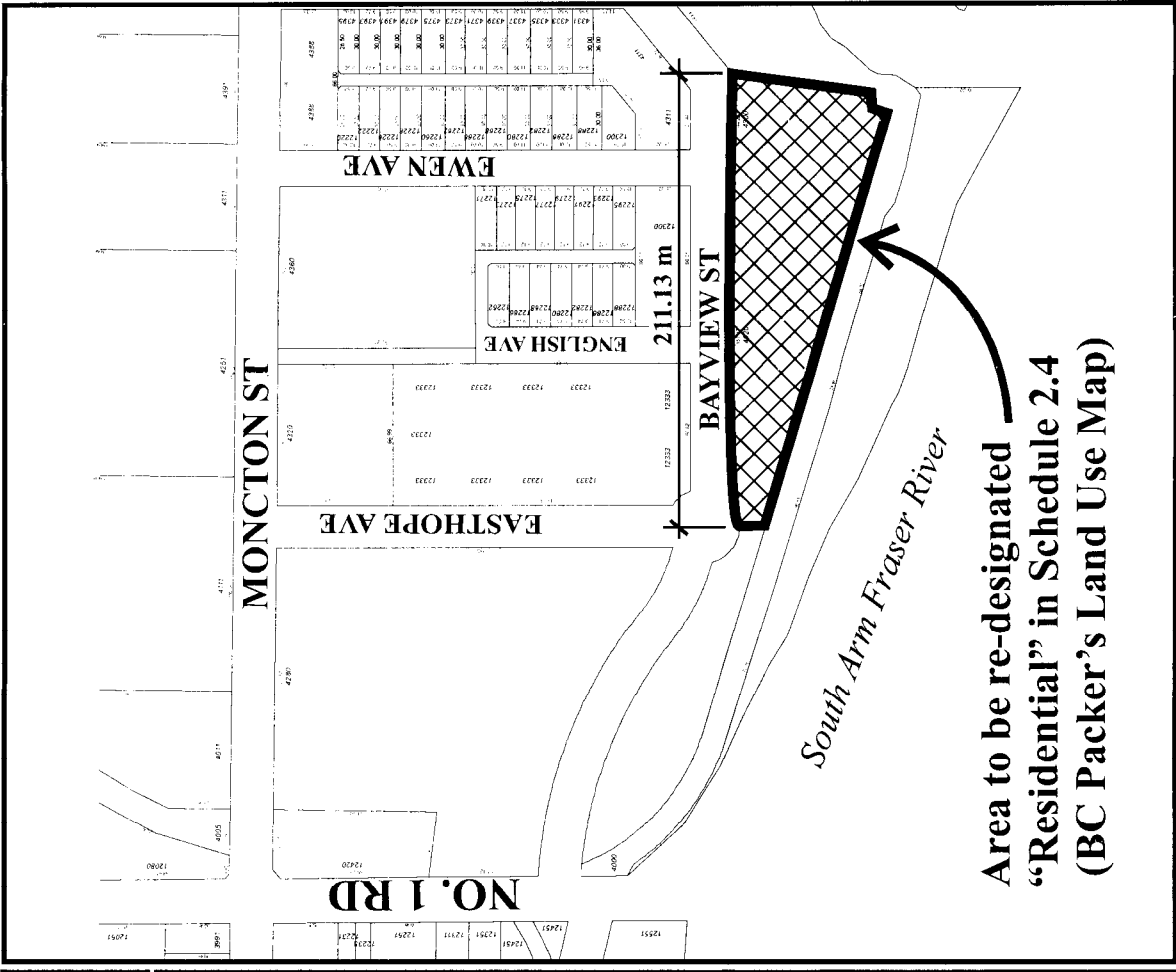
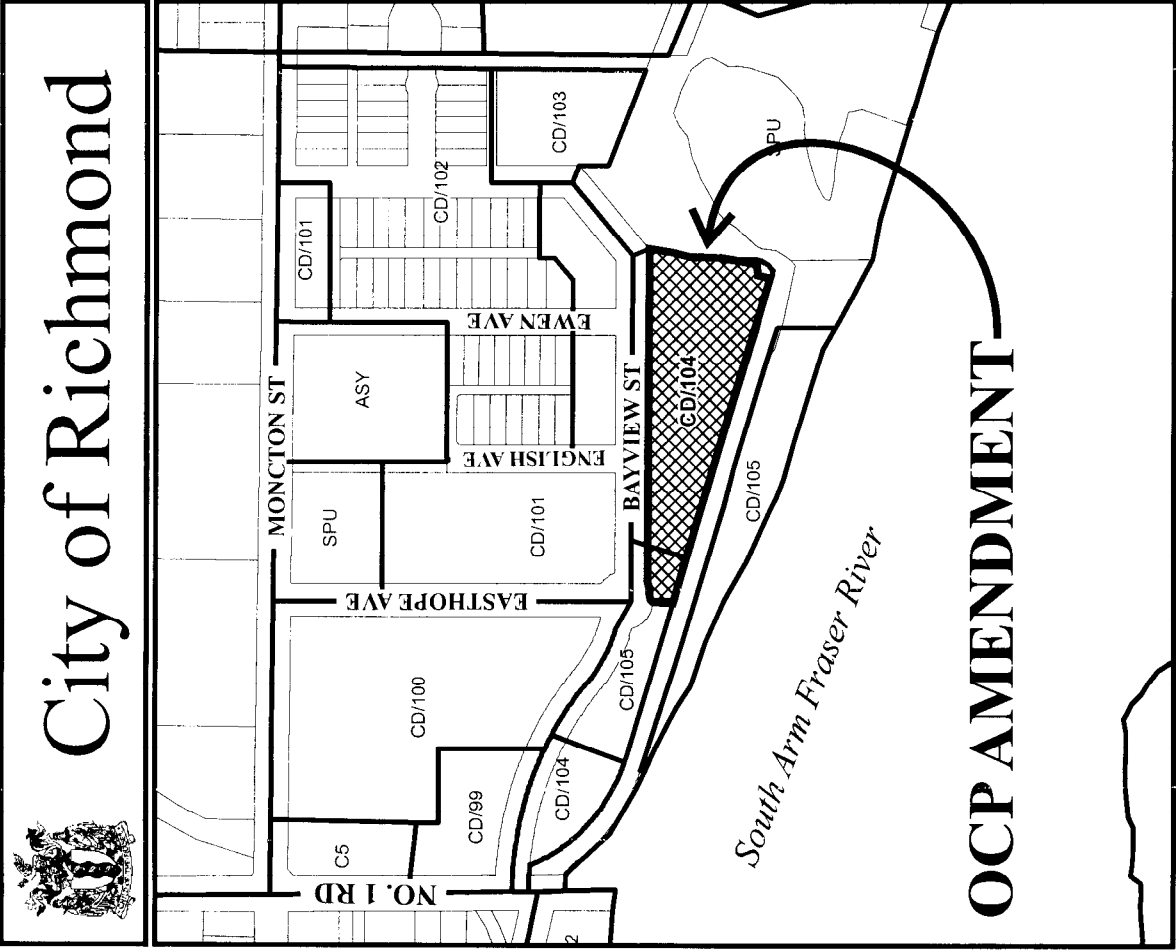
Original Date: 01/18/05

Revision Date: 02/02/07

Note: Dimensions are in METRES

City of Richmond





OCP Amendment Bylaw 8191

Original Date: 01/18/05
 Revision Date: 02/08/07
 Note: Dimensions are in METRES



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8192 (RZ 04-287989)
4020 AND 4300 BAYVIEW STREET**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by repealing Section 291.104 “Comprehensive Development District (CD/104)” and replacing it with the following:

“291.104 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/104)

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

291.104.1 PERMITTED USES

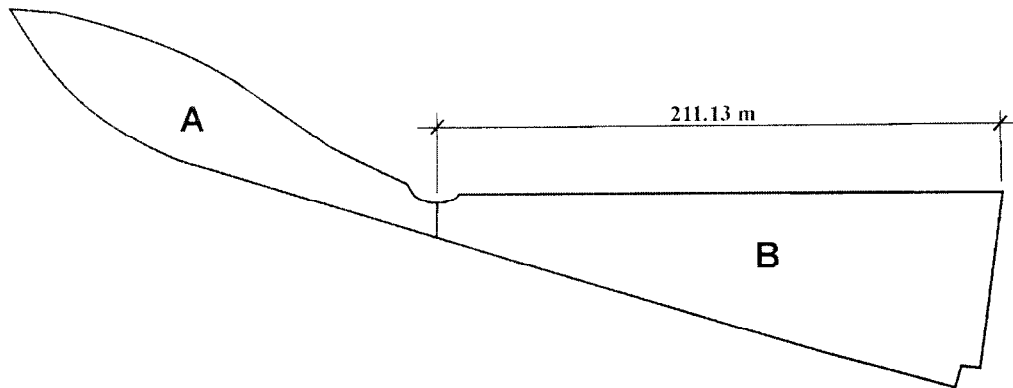
- .01 The following uses are permitted within the area identified as “A” in Diagram 1, Section 291.104.1.03:

COMMERCIAL ENTERTAINMENT;
COMMUNITY USE;
CUSTOM WORKSHOPS, TRADES, & SERVICES, limited to maritime or commercial fishing-related uses;
EDUCATIONAL INSTITUTION, limited to maritime or commercial fishing-related uses;
FISH OFF-LOADING;
FISH AUCTION;
FOOD CATERING ESTABLISHMENT;
LAUNDRY & DRY CLEANING;
LIGHT INDUSTRY, limited to maritime or commercial fishing-related uses;
MARINA;
OFFICE;
RECREATION FACILITY;
RETAIL TRADE & SERVICES, but excluding **gas station**, and the sales and servicing of automobiles, trailers or motorcycles;
STUDIO for artist, display, dance, radio, television, or recording;
ACCESSORY USES, BUILDINGS, & STRUCTURES.

- .02 The following uses are permitted within the area identified as "B" in Diagram 1, Section 291.104.1.03:

RESIDENTIAL, limited to **Multiple-Family Dwellings** and **Congregate Housing**;
BOARDING & LODGING, limited to two persons per **dwelling unit**;
COMMUNITY USE;
HOME OCCUPATION;
ACCESSORY USES, but excluding **secondary suites**.

- .03 Diagram 1



291.104.2 PERMITTED DENSITY

- .01 Subject to Subsection .03 herein, the maximum **Floor Area Ratio** is 0.80; plus
- (a) An additional 0.1 **floor area ratio** is permitted provided that it is entirely **used** to accommodate **amenity space**;
 - (b) An additional 80 m² (861 ft²) is permitted provided that it is entirely **used** to accommodate one affordable **dwelling unit**; and
 - (c) An additional 10% of the **floor area ratio** total calculated above is permitted provided that it is exclusively **used** for covered areas of the principal **building** which are open on one or more sides.
- .02 The maximum floor area **used** for **residential** uses shall not exceed 8,458.8 m² (91,050 ft²).
- .03 **Floor Area Ratio** excludes the following:
- (a) **buildings** or portions of a **building** that are **used** for off-street parking, loading, and bicycle storage;
 - (b) common stairwells and elevator shafts above the ground floor level; and
 - (c) unenclosed balconies.

291.104.3 MAXIMUM LOT COVERAGE: 60%

291.104.4 MINIMUM SETBACKS

- .01 **Public Road Setback:** 1.0 m (3.3 ft.);
- (a) Parking **structures** may project into the **public road** setback provided that such encroachments do not project above the crown of the adjacent **public road** and are landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified in a Development Permit approved by the City.
- .02 **Side & Rear Property Lines:** 1.0 m (3.3 ft.);
- (a) Parking **structures** may project into the required setback provided that such encroachments do not project above the crown of the adjacent **public road** and are landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified in a Development Permit approved by the City.

291.104.5 MAXIMUM HEIGHTS

- .01 **Buildings:** Subject to Subsection .03 herein, the maximum **building height** is 12 m (39.4 ft.) but containing not more than three-storeys.
- .02 **Structures:** 20 m (65.6 ft.).
- .03 **Building height** means the vertical distance between the highest point on the **building** and the crown of the **public road** abutting the property line of the **lot** in question.

291.104.6 MINIMUM LOT SIZE

- .01 A **building** shall not be constructed on a **lot** of less than 14,000 m² (150,700 ft²).

291.104.7 OFF-STREET PARKING

- .01 Off-street parking shall be provided and maintained in accordance with Division 400 of this bylaw EXCEPT THAT
- (a) the minimum required number of parking spaces for Office and **Retail, Trade & Services** shall be 3 spaces per 100 m² (1,076.4 ft²) of **gross leasable floor area** on the first 2 floors; plus 1.5 spaces per 100 m² (1,076.4 ft²) of **gross leasable floor area** for all floors above the first 2 floors.”

- 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/104)

P.I.D. 025-077-881

Lot D, Except: Part on Plan LMP52333 Section 11 Block 3 North Range 7 West New Westminster District Plan LMP49897

- 3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8192”**.

FIRST READING


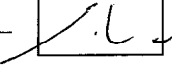
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____	CITY OF RICHMOND APPROVED by  APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER