



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, April 8, 2014
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on Tuesday, March 18, 2014.*



NEXT COMMITTEE MEETING DATE

Wednesday, April 23, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APRIL 22, 2014 PUBLIC HEARING - ITEM NO. 1 – 4160 GARRY STREET (BYLAW 9108 – RZ 13-641596)**
(File Ref. No.: 12-8060-20-009108) (REDMS No. 4203167)

PLN-29

See Page PLN-29 for memorandum

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That the application for rezoning for the property at 4160 Garry Street be referred to a future public hearing.



Planning Committee Agenda – Tuesday, April 8, 2014

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ITEM

2. **APPLICATION BY NIRMAL TAKHAR FOR REZONING AT 7100/7120 MARRINGTON ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009128; RZ 13-646115) (REDMS No. 4183845)

PLN-31

See Page PLN-31 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, for the rezoning of 7100/7120 Marrington Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



3. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. FOR REZONING AT 9211 AND 9231 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-009132; RZ 12-620563) (REDMS No. 4005183)

PLN-47

See Page PLN-47 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, for the rezoning of 9211 and 9231 No. 2 Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



4. **APPLICATION BY KIRK YUEN OF CAPE CONSTRUCTION (2001) LTD. FOR REZONING AT 13040 NO. 2 ROAD FROM LIGHT INDUSTRIAL (IL) TO COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)**

(File Ref. No. 12-8060-20-009094, RZ 12-602748) (REDMS No. 4184767)

PLN-71

See Page PLN-71 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, for the rezoning of 13040 No. 2 Road from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU24) – London Landing (Steveston)”, be forwarded to the May 20, 2014 Public Hearing.



5. **APPLICATION BY ONNI DEVELOPMENT (IMPERIAL LANDING) CORP. FOR A ZONING TEXT AMENDMENT AT 4020, 4080, 4100, 4180, 4280 AND 4300 BAYVIEW STREET (FORMERLY 4300 BAYVIEW STREET) TO AMEND THE STEVESTON MARITIME MIXED USE (ZMU12) ZONE AND THE STEVESTON MARITIME (ZC21) ZONE**

(File Ref. No. 12-8060-20-9062/9063; RZ 13-633927) (REDMS No. 4180184)

PLN-136

See Page PLN-136 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 9062, to repeal and replace the land use definition of “Maritime Mixed Use” by adding a range of commercial uses in Appendix 1 (Definitions) to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading;*
- (2) *That Bylaw 9062, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw 9062, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*

- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, to:*
- (a) *amend “Steveston Maritime Mixed Use (ZMU12)” by widening the range of permitted commercial uses; and*
 - (b) *amend “Steveston Maritime (ZC21)” by widening the range of permitted commercial uses on 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street;*
- be introduced and given first reading.*

☐

6. **MANAGER’S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, March 18, 2014

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Chak Au
Councillor Linda Barnes
Councillor Harold Steves

Absent: Councillor Evelina Halsey-Brandt

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, March 4, 2014, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. FINAL ENDORSEMENT OF THE BRITISH COLUMBIA PROVINCIAL RENTAL HOUSING CORPORATION'S ALTERNATIVE LEGAL MECHANISM TO SECURE ADDITIONAL AFFORDABLE HOUSING IN THE REMY DEVELOPMENT, THROUGH TERMINATION OF HOUSING AGREEMENT (9340 - 9400 CAMBIE ROAD) BYLAW NO. 9059
(File Ref. No. 08-4057-01) (REDMS No. 4014244)

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In reply to queries from Committee, Dena Kae Beno, Affordable Housing Coordinator noted that rental agreement templates are regularly reviewed to incorporate any Council approved changes to said agreements.

It was moved and seconded

That the Termination of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 9059, to authorize the termination, release and discharge of Housing Agreement (9340-9400 Cambie Road) Bylaw No. 8406, be introduced and given first reading.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

2. RICHMOND RESPONSE: PROPOSED 2013 PORT METRO VANCOUVER LAND USE PLAN

(File Ref. No. 01-0140-20) (REDMS No. 4166504)

Discussion ensued with regard to the proposed Port Metro Vancouver Land Use Plan (PMV Land Use Plan), and Committee commented on the importance of preserving agricultural lands in the City. Also, Committee referenced an article from the February 21, 2014 edition of the *Surrey Leader* titled, "Forge industrial reserve using core review, port urges" (attached to and forming part of these minutes as **Schedule 1**) which reported that Port Metro Vancouver proposes to create an industrial land reserve.

In reply to queries regarding the approval process for the PMV Land Use Plan, Terry Crowe, Manager, Policy Planning, noted that the Port Metro Vancouver Board approves the PMV Land Use Plan and does not require federal government consent. Also, Mr. Crowe noted that the City is proactive in taking steps to collaborate with Metro Vancouver and Port Metro Vancouver on several industrial studies.

Staff were directed to advise Port Metro Vancouver, along with Richmond Members of Parliament and Richmond Members of the Legislative Assembly, that the City opposes the use of agricultural lands for any proposed industrial land reserve.

Discussion ensued with regard to Port Metro Vancouver's jurisdiction over land use in relation to local zoning bylaws. As a result of the discussion, staff were directed to advise the provincial government that the City is opposed to any provincial intervention to overrule local zoning bylaws.

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It was moved and seconded

- (1) *That Council advise Port Metro Vancouver that it is providing only conditional support for the proposed 2013 Port Metro Vancouver Land Use Plan and requests that the Plan be revised to state that the Port will not use or expand on agricultural land, and the "Special Study Area" designations in Richmond be deleted and replaced with an "Agricultural" designation, before it is presented to the Port Metro Vancouver Board of Directors for approval; and*
- (2) *That the Minister of Transport Canada, the BC Minister of Agriculture, BC Ministry of Transportation and Infrastructure, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation.*

CARRIED

3. **APPLICATION BY KULWINDER SANGHERA FOR REZONING AT 11111 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-008932; RZ 12-611497) (REDMS No. 4166096)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8932, for the rezoning of 11111 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY RAMAN KOONER FOR REZONING AT 9140 DOLPHIN AVE FROM SINGLE DETACHED (RS1/B) TO SINGLE DETACHED (RS2/K)**

(File Ref. No. 12-8060-20-009129; RZ 13-650300) (REDMS No. 4166693)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9129, for the rezoning of 9140 Dolphin Ave from "Single Detached (RS1/B)" to "Single Detached (RS2/K)", be introduced and given first reading.

CARRIED

5. **APPLICATION BY 0800705 B.C. LTD. FOR A ZONING TEXT AMENDMENT TO THE HIGH RISE APARTMENT (ZHR7) - LANSLOWNE VILLAGE (CITY CENTRE) ZONING DISTRICT AT 7117 ELMBRIDGE WAY**

(File Ref. No. 12-8060-20-009113 ;ZT 13-650975) (REDMS No. 4151206)

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Wayne Craig, Director, Development commented on the proposed zoning text amendment, noting that it would include the current definition of “live/work dwelling.”

In reply to queries from Committee, Mr. Craig gave examples of possible commercial uses permitted under the current definition of “live/work dwelling” such as a doctor’s office or a hair salon.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9113, to amend the “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” zoning district for the property at 7117 Elmbridge Way to delete Section 19.7.11.1 (Other Regulations) which defines a “live/work dwelling” within this zone, and rely on the definition of “live/work dwelling” under Section 3.4 (Use and Term Definitions), be introduced and given first reading.

CARRIED

6. APPLICATION BY CITIMARK-WESTERN ALBERTA ROAD TOWNHOUSE LTD. FOR REZONING AT 9671 ALBERTA ROAD FROM SINGLE DETACHED (RS1/F) TO MEDIUM DENSITY TOWNHOUSES (RTM2)

(File Ref. No. 12-8060-20-009117; RZ 13-638852) (REDMS No. 4157817)

Mr. Craig provided introductory comments with regard to the proposed project’s urban design and noted that upgrades will be made to the pedestrian walkway along the western edge of the site.

Discussion ensued with regard to potential sustainable energy features that may be incorporated in the proposed project. Staff were then directed to work with the applicant to explore potential sustainability measures that may be incorporated into the proposed project prior to Public Hearing.

In reply to queries from Committee, Mr. Craig noted that staff are working on initiatives for Council’s consideration that would address City policies on sustainable energy options for new developments.

Wayne Fougere, Architect, Fougere Architecture Inc., highlighted possible sustainable energy features that may be incorporated into the proposed project such as provisions for solar panels and electric car outlets. Also, he noted that the project meets EnerGuide 80 standards.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9117, for the rezoning of 9671 Alberta Road from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM2)”, be introduced and given first reading.

CARRIED

7. APPLICATION BY 664525 B.C. LTD. FOR REZONING AT 7400, 7420 AND 7440 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)

(File Ref. No. 12-8060-20-009015; RZ 12-619835) (REDMS No. 4164864)

Mr. Craig provided background information and noted that the proposed development meets the location criteria for townhouse designation on an arterial road. Mr. Craig added that the area adjacent to the proposed project was assessed for future development, however due to variations in lot sizes and depth, a continuous back lane between Linfield Gate and Lancing Road would be difficult. As a result, designating future development in the area for townhouses would be appropriate since a back lane would not be required. Mr. Craig then commented on the proposed development's urban design and parking scheme, noting that units located at the back of the site have been converted from duplex units to single detached units. Also, Mr. Craig commented that the applicant also proposed a rowhome design for the site; however due to a lack of support from the neighbourhood following a public consultation, the design was not pursued.

Discussion ensued with regard to the 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy (Arterial Road Policy) in relation to the proposed development.

In reply to queries from Committee, Mr. Craig noted that the proposed project includes provisions for convertible units as well as wheelchair accessible parking.

Edwin Lee, Planning Technician-Design, noted that the neighbourhood's objection to the applicant's rowhouse proposal was due in part to concerns related to density and the availability of visitor parking.

Discussion ensued with regard to proposed development's tree retention plan and sustainability aspects.

Discussion further ensued with regard to future development of public transit along the Railway Avenue corridor and the potential densification of the surrounding area.

In reply to queries from Committee, Taizo Yamamoto, Architect, Yamamoto Architecture Inc. (Architect) stated that the applicant will work with staff to explore sustainable energy options available for the proposed project.

In an effort to address neighbourhood concerns, Mr. Yamamoto commented that the proposed development's architectural form and character was designed to complement the neighbourhood's existing single-family streetscape. Also, he commented that properties adjacent to the proposed development will back onto green space as oppose to a back lane if single-family dwellings were considered.

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In reply to queries from Committee, Mr. Yamamoto advised the neighbourhood identified parking availability and density as key concerns for preferring townhomes over rowhomes.

Also, Mr. Yamamoto was of the opinion that the site's proximity to schools and other amenities will be an attractive feature of the proposed development for young families.

Discussion ensued with regard to road and transit improvements adjacent to the proposed development along Railway Avenue and Mr. Craig advised that the developer will be responsible for frontage improvements along the site.

In reply to queries from Committee, Sonali Hingorani, Transportation Engineer commented on the proposed transit upgrades and highlighted that sidewalk upgrades to bus stops along Railway Avenue are scheduled for 2014, and that such improvements will facilitate some accessibility to bus stops.

A Richmond resident, 7360 Railway Avenue, expressed concerns with regard to the proposed development's public consultation process and was of the opinion that residents were not given adequate notification to provide input. Also, he expressed concern regarding the proposed increase in density and traffic in the area.

In reply to queries from Committee, Mr. Craig noted that the February 25, 2014 public information meeting was organized by the applicant; however he added that the concept of the proposed development was completed in consultation with staff, based on feedback from the neighbourhood.

Helen Sheardown, 7360 Railway Avenue, expressed concern regarding the distribution of the notification for the public information meeting and was of the opinion that the proposed development would negatively affect the single-family character of the neighbourhood.

In reply to queries from Committee, Mr. Craig noted that the proposed development's setbacks would be five meters from the rear property line and that the minimum setback for a single-family development is six meters from the rear property line.

In reply to queries from Committee, Mr. Craig advised that staff verified the public information meeting invitation for accuracy and specified the notification area.

Amar Sandhu, Sandhill Homes Ltd., was of the opinion that adequate notification was given to nearby residents regarding the public information meeting for the proposed development. Also, Mr. Sandhu stated that he believes that the proposed development would enhance the neighbourhood by attracting young families.

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In reply to queries from Committee, Mr. Sandhu advised that the developer will work with staff with regard to the potential energy sustainability options available for the proposed development. Also, he added that the costs of each unit have not been finalized.

It was moved and seconded

- (1) That Bylaw 9015, for the rezoning of 7400, 7420 and 7440 Railway Avenue from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading; and*
- (2) That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 5.*

The question on the motion was not called as discussion ensued regarding densification along arterial roads.

The question on the motion was then called and it was **CARRIED**.

8. **APPLICATION BY TOWNLINE GARDENS INC. FOR A ZONING TEXT AMENDMENT TO THE COMMERCIAL MIXED USE (ZMU18) – THE GARDENS (SHELLMONT) ZONE TO PERMIT WAIVING THE AFFORDABLE HOUSING REQUIREMENTS FOR MARKET RENTAL UNITS IN PHASE 2**
(File Ref. No. 12-8060-20-009112; ZT 14-656053) (REDMS No. 4147794)

Mr. Craig provided background information on the proposed application and noted that the affordable housing requirement will remain for the first phase of development but would be removed from the proposed 144 market rental housing units.

Discussion ensued with regard to the size of the affordable housing units and Mr. Craig noted that the developer has agreed to set aside larger units for affordable housing in future phases of the development.

In reply to queries from Committee, Mr. Craig noted that the Affordable Housing Strategy does not have a specific policy regarding to market rental units; however it is anticipated that the review of the Affordable Housing Strategy would explore adding such policies.

It was moved and seconded

That Bylaw No. 9112, for a zoning text amendment to the "Commercial Mixed Use (ZMU18) – the Gardens (Shellmont)" zone to waive the affordable housing requirements for the 144 market rental housing units within Phase 2 in Building D located on PID: 028-631-561 Lot C Section 31 Block 4 North Range 5 West NWD Plan EPP12978 (10820 No. 5 Road), be introduced and given first reading.

CARRIED

7.

9. MANAGER'S REPORT

(i) *Richmond Response: Industry Canada's Proposed Amendments to Antenna Tower Siting Procedures*

Mr. Crowe provided background information, noting that Industry Canada is seeking feedback from the City regarding the proposed amendments. Mr. Crowe added that once the proposed amendments have been approved, City bylaws will need to be amended to be consistent with the proposed changes.

(ii) *Proposed Metro Vancouver Regional Growth Strategy Amendments*

Mr. Crowe referenced a memorandum dated March 14, 2014, (attached to and forming part of these minutes as **Schedule 2**) on proposed amendments to Metro Vancouver's Regional Growth Strategy and noted that the amendments, (minor text and map changes), do not affect the City and as such staff will advise Metro Vancouver that the City has no objections to the proposed amendments.

Discussion ensued with regard to regional planning and municipal autonomy. Mr. Crowe commented on to a recent court case regarding jurisdictional matters between Metro Vancouver and the Township of Langley and advised that staff will provide a memorandum updating Council on such matters.

(iii) *Bill 17 – First Reading*

Mr. Craig gave an update on Bill 17, noting that it was given first reading. He advised that Bill 17 includes provisions for the termination of land use contracts and that a memorandum updating Council on Bill 17 will be brought forward.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:15 p.m.).

CARRIED

Planning Committee
Tuesday, March 18, 2014

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, March 18, 2014.

Councillor Bill McNulty
Chair

Evangel Biason
Auxiliary Committee Clerk

The Surrey Leader

SERVING SURREY AND NORTH DELTA

Forge industrial reserve using core review, port urges



By Surrey Leader

Published: **February 21, 2014 05:00 PM**

Updated: **February 21, 2014 05:375 PM**

Port Metro Vancouver is urging the province to use its ongoing core review to create a new Industrial Land Reserve to preserve strategic land in the Lower Mainland for port and industry expansion.

Port officials have warned for more than a year that a new protected land bank for industry – mirroring the Agricultural Land Reserve (ALR) – is increasingly urgent, as suitable land is converted by cities into more lucrative condos and stores.

Robin Silvester told a meeting of the Delta Chamber of Commerce Thursday he wants the province to act expeditiously, under the framework of its core review, which is already examining potential reforms to the ALR.

"The problem is getting worse, not better," he said, noting Port Metro Vancouver is set to grow further as Canada's main trade route to Asia, while the region's population climbs by another million residents in the next couple of decades.

"There's no time to waste."

An area of industrial land twice the size of the city of New Westminster – 3,000 hectares – has been converted to other uses over the past 30 years, he said.

As a result, the port and related businesses are increasingly pitted against other land uses – including farming – for access to waterfront or riverfront property.

Pressure on the ALR and the shortage of industrial land are interrelated –speculators have targeted farmland that might be industrialized, driving up its price and making agriculture shakier.

Civic leaders are worried about the port's own purchase of farmland and that new proposals to raid the ALR are brewing,

Despite that discord, Silvester said the ALR offers a good model for a land preserve on the industrial side.

"Something like the core review, where the province does a root and branch analysis of everything it does, is a great opportunity to look at whether there are some new things they can add on in a very efficient way to meet such an economically important requirement as preservation of industrial land," Silvester said in an interview.

Metro Vancouver's regional growth strategy, adopted in 2012, also seeks to protect industrial land.

Silvester called it a start that doesn't go far enough, adding consistent, provincially imposed rules are required.

"The strategy does nothing to undo the damage already done," he said of the regional district's plan. "It doesn't create new industrial land."

Silvester said he believes incentives could reward the redesignation of other lands to protected industrial use in a way that respects the needs of both the economy and the environment.

The province has indicated the core review may contemplate splitting the ALR into two zones, allowing more potential uses in much of the north and Interior.

Silvester urged other business leaders to campaign for an industrial reserve.

He also recognized the recent completion of the South Fraser Perimeter Road and the province's pledge to replace the Massey Tunnel, which could let ships haul larger loads upriver, provided there's increased dredging.

Silvester used epic terms to characterize the nearly complete \$9-billion investment in road, bridge and infrastructure upgrades in the Lower Mainland related to the Pacific Gateway.

"We are in the middle of what nation building looks like," Silvester said, adding the spending by the provincial and federal governments is 50 per cent more than the huge Panama Canal expansion project now underway.

Find this article at:

<http://www.surreyleader.com/news/246625921.html>



City of
Richmond

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

Memorandum
Planning and Development Department
Policy Planning

To: Mayor and Councillors
From: Terry Crowe
Manager, Policy Planning
Date: March 14, 2014
File:
Re: **Proposed City Response To A Proposed Metro Vancouver Regional Growth
Strategy (RGS) Amendment Bylaw 1201, 2014 (A Housekeeping Amendment)**

Purpose

The purpose of this memorandum is to propose a response to a proposed Metro Vancouver (MV) Regional Growth Strategy (RGS) Bylaw 1201, 2014, a housekeeping amendment.

Background

On March 10, 2014, Richmond received an invitation from Metro Vancouver to comment on a proposed Metro Vancouver (MV) Regional Growth Strategy (RGS) Bylaw 1201, 2014, a Minor Type 3 housekeeping amendment), with a 30 day response deadline for comment by April 11, 2014.

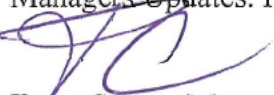
Policy Planning staff have reviewed the proposal. The proposed RGS amendment arises from recent MV Board approved Regional Context Statements (RCS) for Vancouver, Coquitlam, City of Langley, Port Coquitlam, Maple Ridge and White Rock, which were deemed to be "generally consistent" with the 2040 RGS. As a result, minor text and map changes are need to harmonize the RGS with the Regional Context Statements.

The proposed Bylaw does not affect Richmond. Law advises that there is no legal requirement for the City to provide comments to Metro Vancouver on proposed RGS amendments.

Proposed Response

As the proposal does not affect Richmond and as Metro Vancouver response time is too short for the City's internal committee and Council report deadlines, City staff will advise Metro Vancouver that the City has no objection to the proposed amendment before the April 11, 2014 comment deadline. This approach worked well previously, in 2010, regarding a proposed RGS amendment for Amore. The benefit of this approach is that Richmond's interests are protected and Metro Vancouver is advised by its April 2014 deadline.

This matter can be discussed at the March 18, 2014, Planning Committee meeting, under Managers Updates. For clarification, please contact me at 604-276-4139.


Terry Crowe, Manager,
Policy Planning

PLN - 16



March 14, 2014

- 2 -

TTC:kt

Att. 1

pc:

- Joe Erceg General Manager, Planning and Development
- Wayne Craig, Director, Development Applications



metrovancover

SERVICES AND SOLUTIONS FOR A LIVABLE REGION

ATTACHMENT 1

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

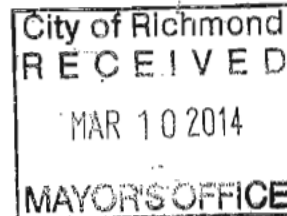
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Board and Information Services, Corporate Services
Tel. 604.432.6250 Fax 604.451.6686

MAR - 7 2014

0157-01
File: CR-12-01

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



Dear Mayor Brodie and Members of Council:

Re: Notification of a Proposed Amendment to Metro Vancouver 2040: Shaping Our Future (Metro 2040), the regional growth strategy - Type 3 Amendment

In accordance with section 857.1(2) of the *Local Government Act*, and sections 6.4.2 and 6.4.5 of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, this letter provides notification to affected local governments and other agencies of a proposed amendment to *Metro 2040*. As per these sections, the Greater Vancouver Regional District (GVRD) Board is to provide a minimum of 30 days to all affected local governments and relevant agencies to comment on proposed amendments.

The proposed amendment initiated by the GVRD Board on February 28, 2014 is a Type 3 amendment to *Metro 2040* to incorporate land use designation changes, Urban Containment Boundary adjustments, and the addition of Frequent Transit Development Areas and Local Centres stemming from Board accepted Regional Context Statements. This is a minor housekeeping amendment to bring *Metro 2040* into alignment with Board decisions on Regional Context Statements. Please refer to the attached report for details on the proposed amendment.

You are invited to provide written comments on this proposed amendment to *Metro 2040*. **Please provide your comments in the form of a Council or Board resolution, as applicable, and submit to me by email at paulette.vetleson@metrovancover.org by Friday, April 11, 2014.**

Following the 30 day comment period, the GVRD Board will consider the comments received on the proposed amendment, and third reading and final adoption of an amendment bylaw. A Type 3 minor amendment to *Metro 2040* requires an affirmative simple majority (50 percent plus 1) weighted vote of the GVRD Board at each reading of the bylaw; no regional public hearing is required. For more information on regional growth strategy amendment procedures see *Metro 2040* Sections 6.3 and 6.4.

PHOTOCOPIED

MAR 10 2014

MAR 11 2014

RECEIVED

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PLN - 18

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If you have any questions with respect to the proposed amendment, please contact Terry Hoff, Senior Regional Planner by telephone at 604-436-6703 or email at terry.hoff@metrovancover.org.

More information and a copy of *Metro 2040* can be found on the Metro Vancouver website at: <http://www.metrovancover.org/planning/development/strategy/Pages/default.aspx>

Sincerely,



Paulette A. Vetleson
Director, Board and Information Services/Corporate Officer

PV/EC/HM/ms

Encl: Report dated January 7, 2014 titled "Regional Growth Strategy Amendment to Reflect Accepted Regional Context Statements"

8667019

**GREATER VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1201, 2014**

A Bylaw to Amend

Greater Vancouver Regional District Regional Growth Strategy Bylaw No.1136, 2010.

WHEREAS the Board of the Greater Vancouver Regional District adopted the Greater Vancouver Regional District Regional Growth Strategy Bylaw No.1136, 2010 on July 29, 2011;

AND WHEREAS the Board has accepted member municipalities' regional context statements that contain maps that differ from the official regional land use designation maps maintained by the Greater Vancouver Regional District, as summarized in the following tables:

Changes to Land Use Designations					
Municipality	REF#	From Designation	To Designation	Affected Land Area (ha)	RCS Acceptance Date
City of Langley	1	Agricultural	General Urban / Extend Urban Containment Boundary	1.0	7/26/2013
Vancouver	2	Conservation and Recreation	General Urban	1.8	7/26/2013
	3	Mixed Employment	Conservation and Recreation	1.0	7/26/2013
	4	Industrial	General Urban	3.5	7/26/2013
Port Coquitlam	5	Industrial	Urban	10.2	7/26/2013
	6	General Urban	Conservation and Recreation	17.1	7/26/2013
Maple Ridge	7	Conservation and Recreation	Agricultural	30.0	9/27/2013
	8	Conservation and Recreation	Rural	23.6	9/27/2013
	9	Conservation and Recreation	Rural	3.5	9/27/2013
	10	Conservation and Recreation	Rural	13.5	9/27/2013
	11	Industrial	Rural	46.4	9/27/2013
White Rock	12	Amend Urban Containment Boundary to align with the shoreline such that all RGS Land Use Designations are located within the Urban Containment Boundary			9/27/2013

Identification of Frequent Transit Development Areas		
Municipality	Map Additions	Regional Context Statement Acceptance
City of Vancouver	Add 3 Frequent Transit Development Areas along the Cambie Street Corridor	7/26/2013
City of Coquitlam	Add Frequent Transit Development Area at Burquitlam	10/11/2013

Identification of additional Local Centres, Hospitals and Post Secondary Institutions		
Municipality	Map Additions	Regional Context Statement Acceptance
City of Vancouver	32 Local Centres 1 Hospital	7/26/2013

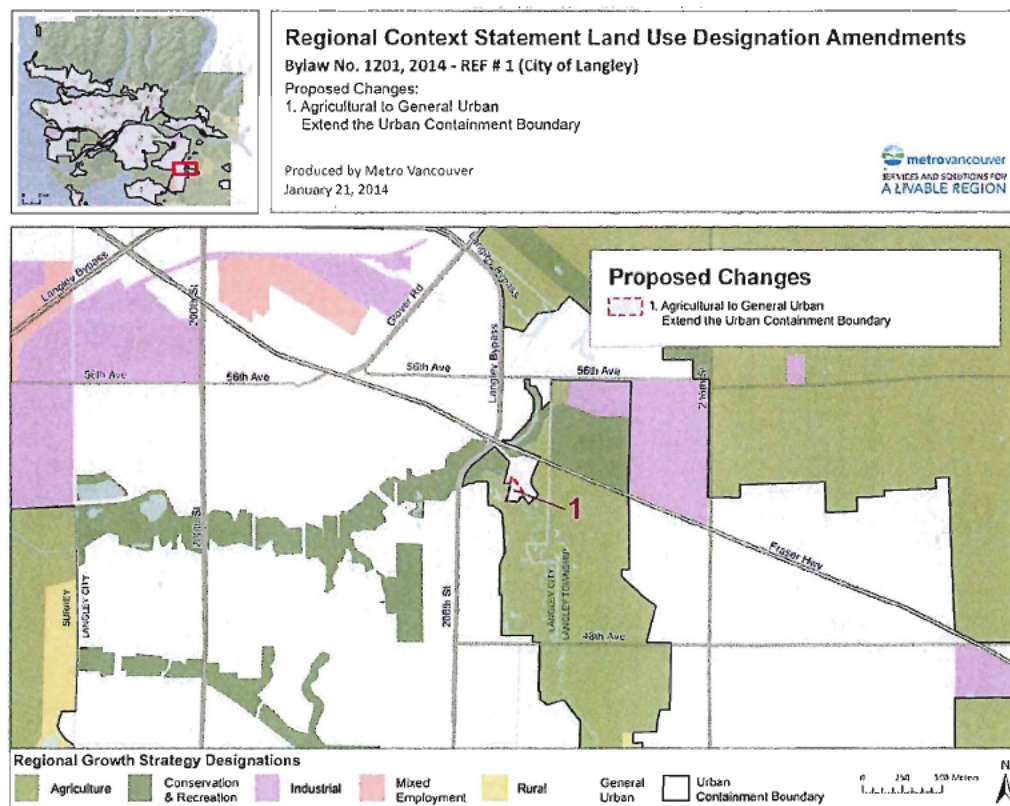
	1 Post Secondary Institution	
City of Coquitlam	1 Local Centre	10/11/2013


AND WHEREAS the Board wishes to amend the Regional Growth Strategy official regional land use designation maps so that such maps are consistent with the maps included in accepted regional context statements;

AND WHEREAS in accordance with Regional Growth Strategy section 6.3.4(i), any amendment to the Regional Growth Strategy mapping that incorporates maps included in an accepted regional context statement is considered a Type 3 amendment;

NOW THEREFORE, the Board of the Greater Vancouver Regional District in open meeting assembled enacts as follows:

1. The Greater Vancouver Regional District Regional Growth Strategy Bylaw No.1136, 2010 is hereby amended as follows:
 - a) the official regional land use designation maps numbered 2, 3, 5, 6, 7, 8, 11, and 12 be revised to record the changes in regional land use designations as illustrated below:






Regional Context Statement Land Use Designation Amendments

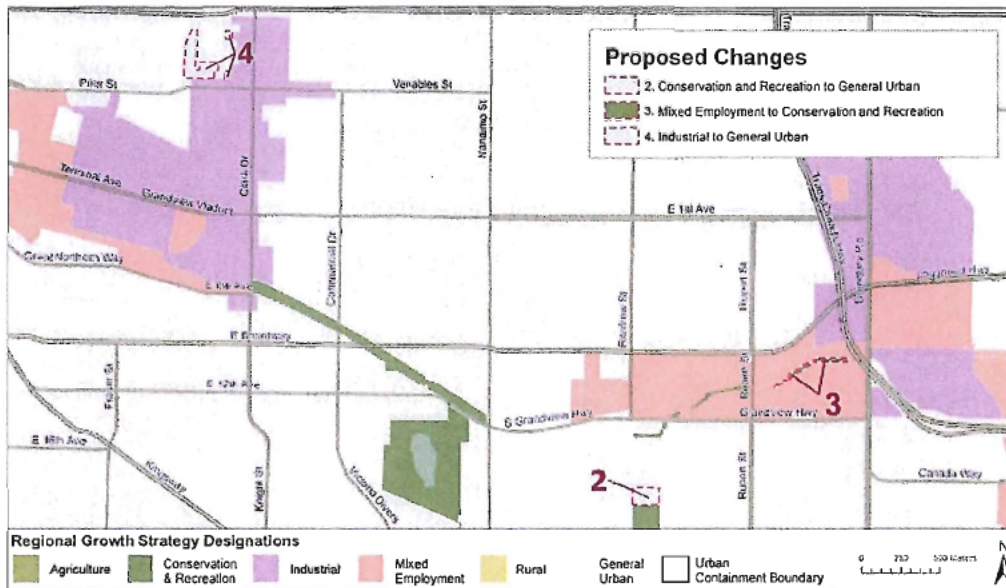
Bylaw No. 1201, 2014 - REF # 2-4 (Vancouver)


Proposed Changes:

- 2. Conservation and Recreation to General Urban
- 3. Mixed Employment to Conservation and Recreation
- 4. Industrial to General Urban

Produced by Metro Vancouver
January 21, 2014








Regional Context Statement Land Use Designation Amendments

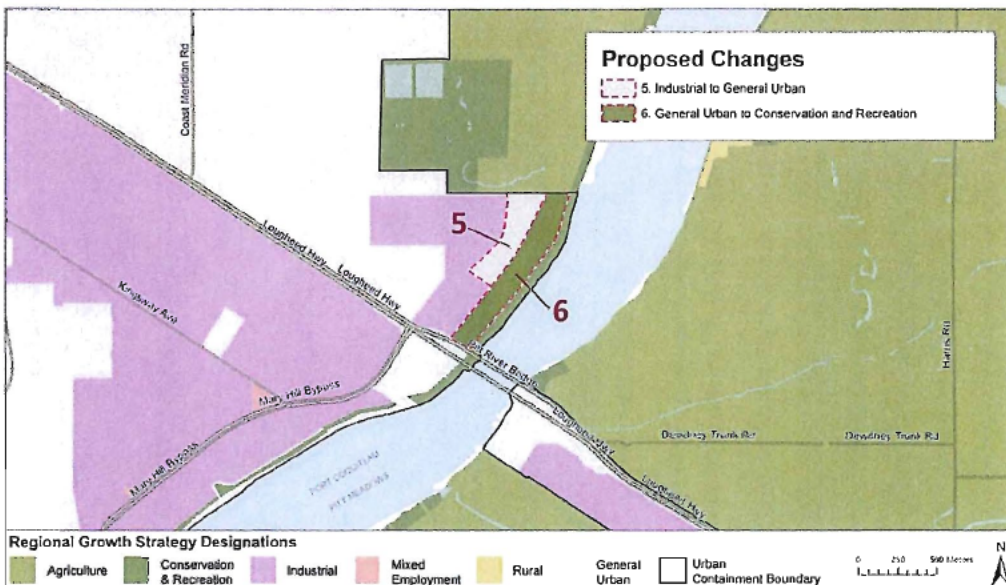
Bylaw No. 1201, 2014 - REF # 5-6 (Port Coquitlam)


Proposed Changes:

- 5. Industrial to General Urban
- 6. General Urban to Conservation and Recreation

Produced by Metro Vancouver
January 21, 2014






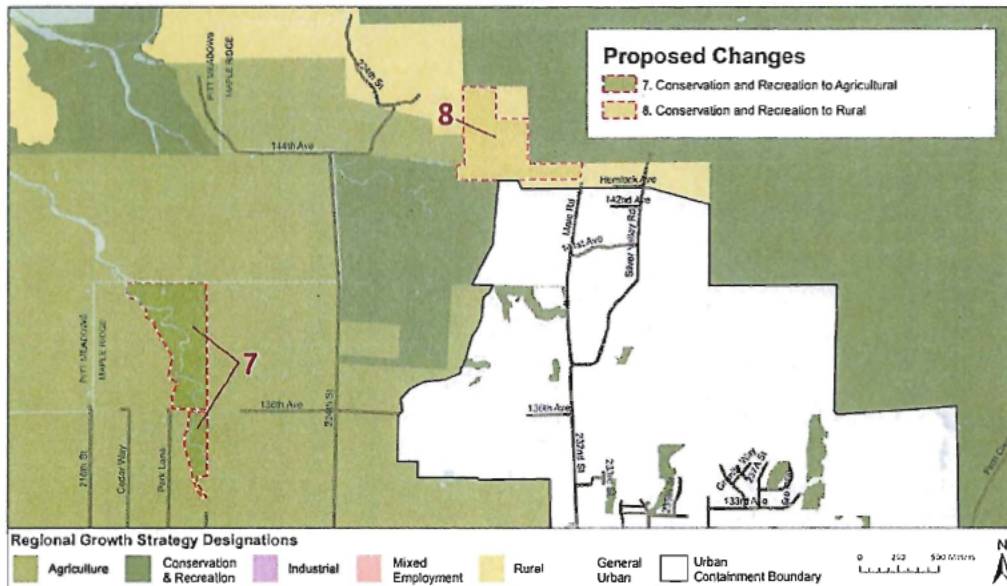



Regional Context Statement Land Use Designation Amendments
 Bylaw No. 1201, 2014 - REF # 7-8 (Maple Ridge)

Proposed Changes:
 7. Conservation and Recreation to Agricultural
 8. Conservation and Recreation to Rural

Produced by Metro Vancouver
 January 21, 2014






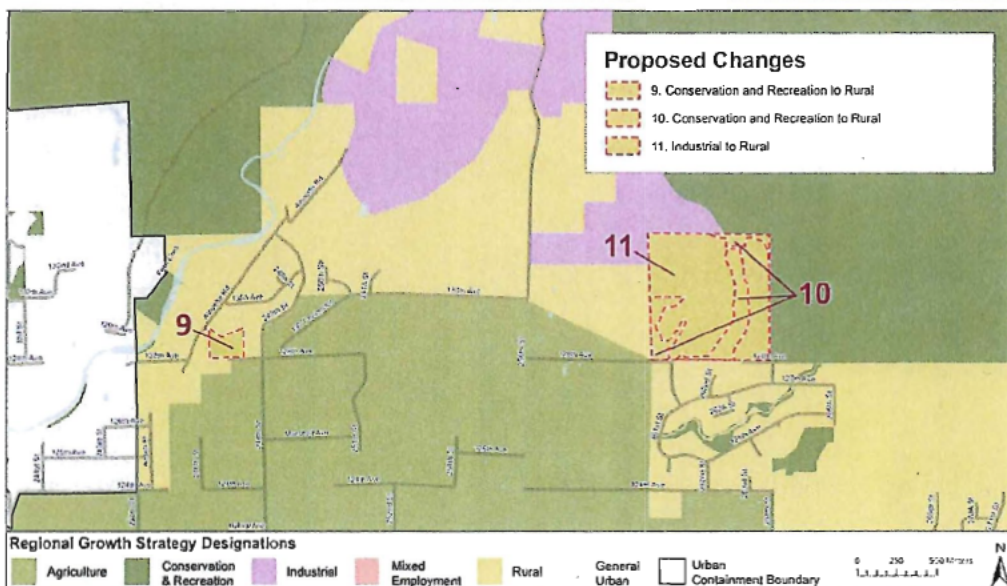


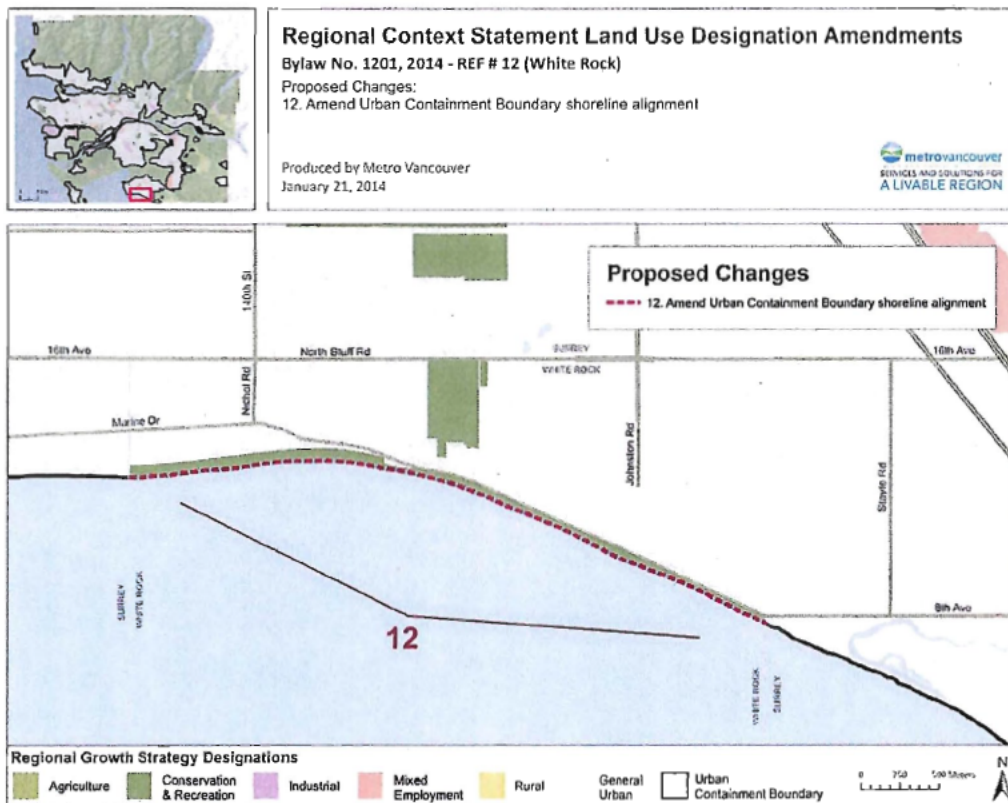
Regional Context Statement Land Use Designation Amendments
 Bylaw No. 1201, 2014 - REF # 9-11 (Maple Ridge)

Proposed Changes:
 9. Conservation and Recreation to Rural
 10. Conservation and Recreation to Rural
 11. Industrial to Rural

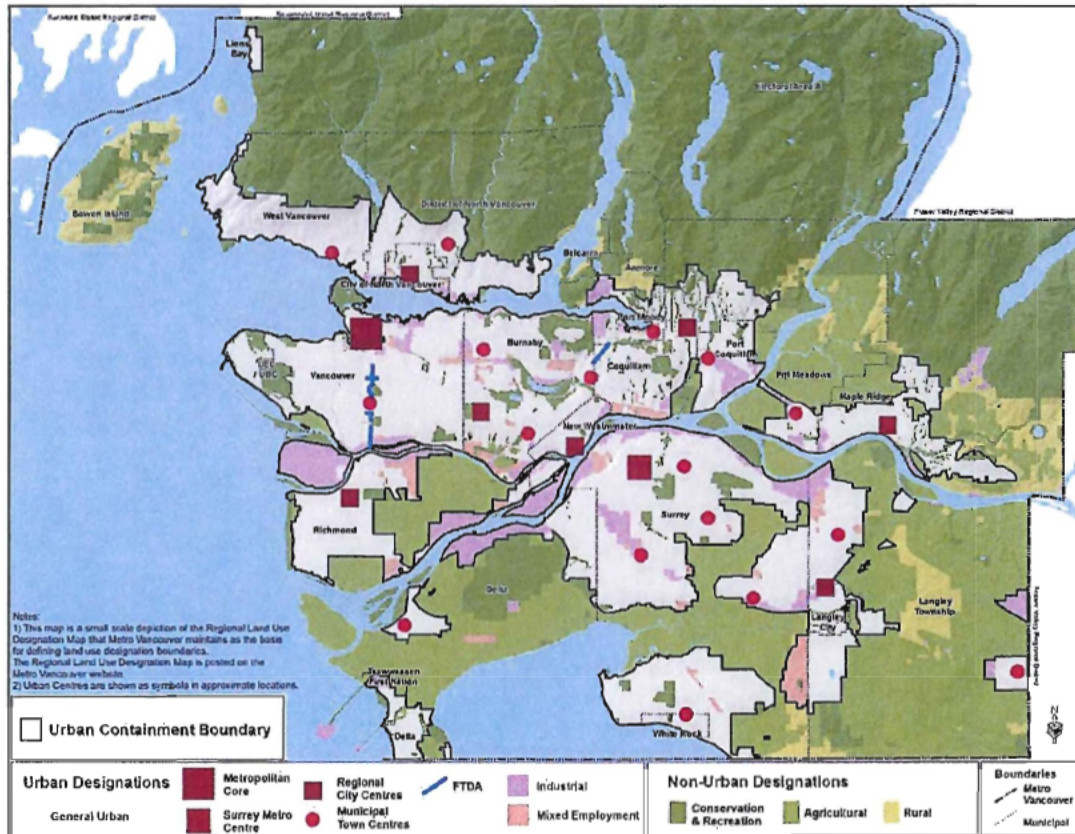
Produced by Metro Vancouver
 January 21, 2014





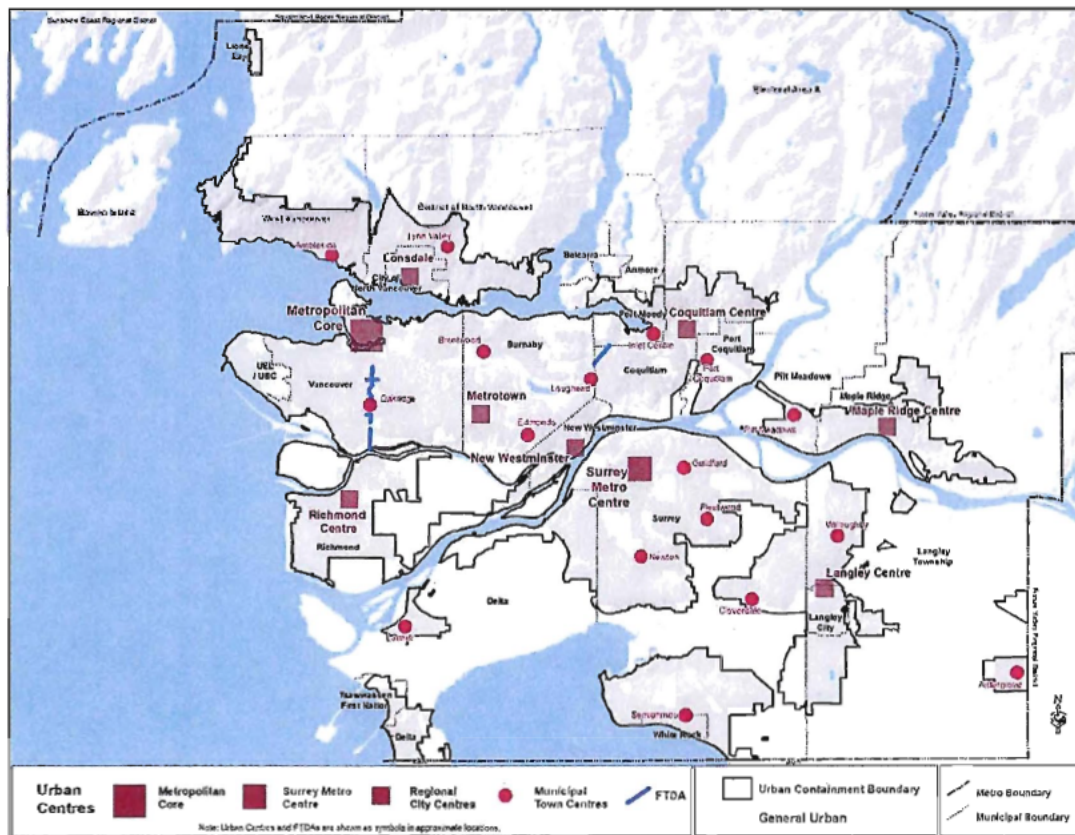


- b) The official regional land use designation map number 2 be revised to record additional symbols depicting the location of additional Frequent Transit Development Areas as illustrated below:

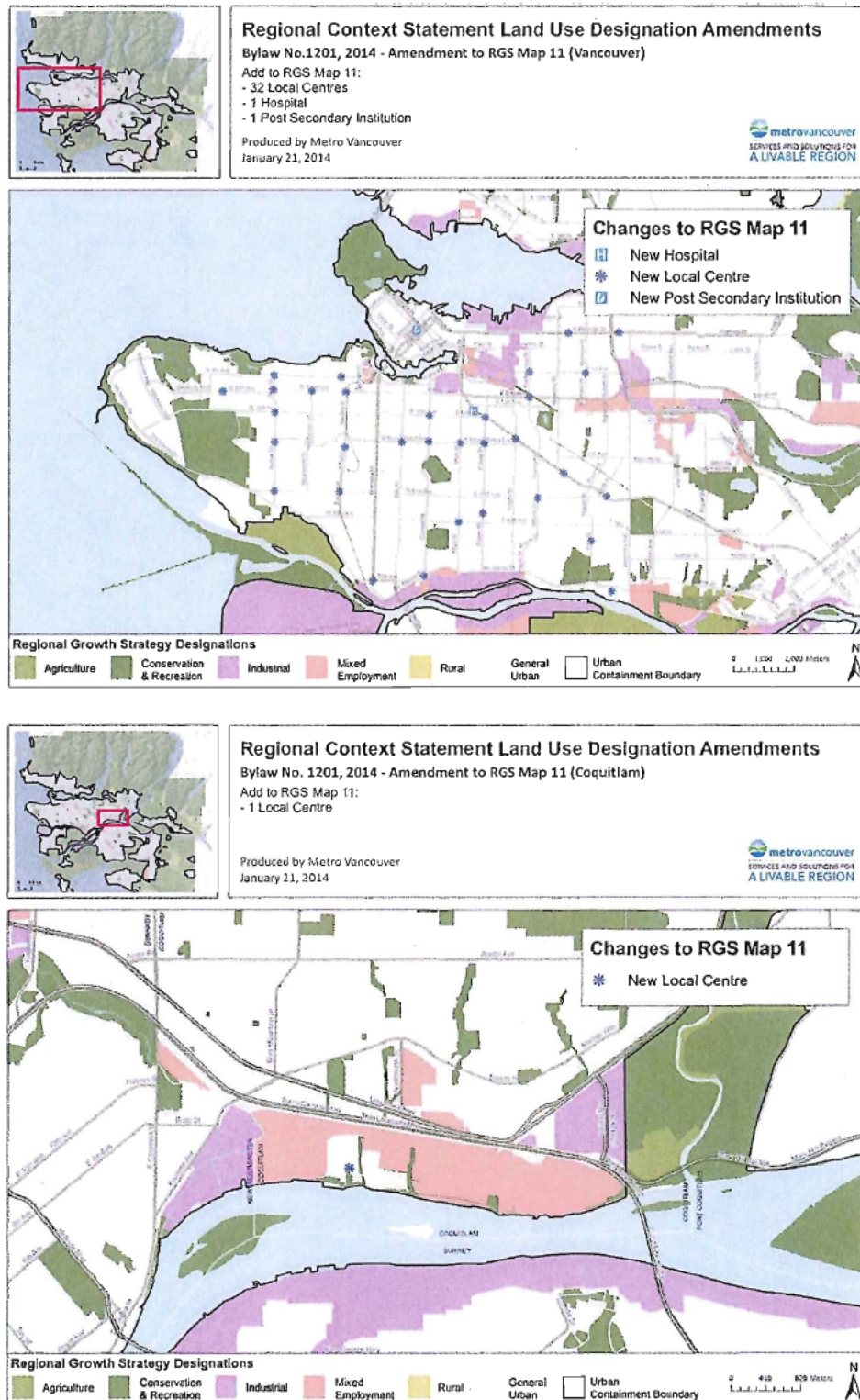


- c) The official regional land use designation map number 4 be renamed 'Urban Centres and Frequent Transit Development Areas'.

- d) The official regional land use designation map number 4 be revised to record additional symbols depicting the location of additional Frequent Transit Development Areas as illustrated below:



e) The official regional land use designation map number 11 be revised to record additional symbols depicting the location of additional Local Centres, Hospitals and Post Secondary Institutions, as illustrated below:



2. The official citation for this bylaw is "Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1201, 2014." This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1201, 2014."

Read a First time this _____ day of _____, 2014.

Read a Second time this _____ day of _____, 2014.

Read a Third time this _____ day of _____, 2014.

Passed and Finally Adopted this _____ day of _____, 2014.

Paulette A. Vetleson
Corporate Officer

Greg Moore
Chair



City of Richmond

Memorandum
Finance and Corporate Services Department
City Clerk's Office

To: Planning Committee **Date:** April 3, 2014
From: Michelle Jansson **File:** 12-8060-20-009108/Vol 01
Acting Director, City Clerk's Office
Re: **April 22, 2014 Public Hearing**
Item No. 1 – 4160 Garry Street (Bylaw 9108 – RZ 13-641596)

At the March 17, 2014 Public Hearing, Mr. Dana Westermarck, the applicant for this rezoning application, requested the item be deferred to the April 22, 2014 public hearing, to allow time for further public consultation. Accordingly, Council passed Resolution PH14/3-1:


That the application for rezoning for the property at 4160 Garry Street be referred to the public hearing scheduled to be held at 7:00 p.m., on Tuesday, April 22, 2014, in Council Chambers, Richmond City Hall.

Mr. Westermarck has requested Council to withdraw his application from the April 22, 2014 Public Hearing agenda, to come forward to a future public hearing.

Therefore, if Council desires to give effect to Mr. Westermarck's request, the following motion would be in order:

That the application for rezoning for the property at 4160 Garry Street be referred to a future public hearing.

If you have any questions, please contact me at 604.276.4006.


Michelle Jansson
Acting Director, City Clerk's Office

Att: letter from Mr. Dana Westermarck

pc: Wayne Craig, Director, Development



Oris Consulting Ltd.
12235 - No. 1 Road
Richmond, BC
V7E 1T6

City of Richmond
City Clerk
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Regarding: Application for Rezoning RZ 13 – 641596
 File Ref. No. 12-8060-20-009098
 4160 Garry Street
 (REDMS No. 4131580)

Dear Sir,

Please accept this letter as our request to postpone the above captioned item from the Public Hearing scheduled for April 22, 2014 to a future public hearing.

Oris Consulting Ltd., acting for Penta Homes (Princess Lane) Ltd. has recently completed a public meeting to hear the neighbours concerns with a hope to find some appropriate solutions. Due to concerns raised, Oris would like to take a further month to look at possible further solutions to the Parking, Access and Traffic issues raised by the neighbours.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Dana Westermarck", is written over a horizontal line.

Dana Westermarck
Oris Consulting Ltd. on behalf of Penta Homes (Princess Lane) Ltd.



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 19 2014
File: RZ 13-646115

Re: Application by Nirmal Takhar for Rezoning at 7100/7120 Marrington Road from Single Detached (RS1/E) to Single Detached (RS2/B)

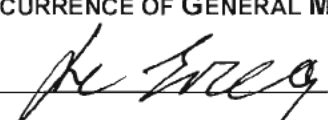
Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, for the rezoning of 7100/7120 Marrington Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.



Wayne Craig
Director of Development

WC:cl
Att.

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

Staff Report

Origin

Nirmal Takhar has applied to the City of Richmond for permission to rezone the property at 7100/7120 Marrington Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots. There is currently an existing duplex on the property, which will be demolished. A map and aerial photo showing the location of the subject site is included in **Attachment 1**. The proposed subdivision plan of the property is included in **Attachment 2**.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- to the north and east, are dwellings on four (4) medium-sized lots zoned “Single Detached (RS1/B)” fronting Lockhart Road;
- to the south, is a duplex on a large lot zoned “Two-Unit Dwellings (RD1)” fronting Marrington Road; and
- to the west, directly across Marrington Road, is a new dwelling on a large lot zoned “Single Detached (RS1/E)”.

Related Policies & Studies

2041 OCP Designation

There is no Area Plan for this neighbourhood. The 2041 OCP land use designation for the subject site is “Neighbourhood Residential (NRES)”. The proposed rezoning and subdivision is redevelopment is consistent with this designation.

Lot Size Policy 5447

The subject property is located within the area under Lot Size Policy 5447, adopted by City Council in 1991 (**Attachment 4**). The Lot Size Policy permits the subject property to rezone and subdivide in accordance with the “Single Detached (RS2/B)” zone. This redevelopment proposal is consistent with Lot Size Policy 5447, and would result in a subdivision to create two (2) lots, each approximately 12 m wide and 593 m² in area.

Affordable Housing Strategy

For single-family rezoning applications, Richmond’s Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total building area towards the City’s Affordable Housing Reserve Fund.

The applicant proposes to provide a contribution of \$1.00 per buildable square foot of the single-detached dwellings (i.e. \$6,335) to the City's Affordable Housing Reserve Fund in-lieu of providing a legal secondary suite in a dwelling on one (1) of the two (2) lots proposed at the subject site. The cash-in-lieu contribution must be submitted prior to final adoption of the rezoning bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

Public Input

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

Background

The subject property is located on the east side of Marrington Road between Lockhart Road and Moresby Drive, in an established residential neighbourhood which has undergone substantial redevelopment through rezoning and subdivision. This proposal is to rezone the subject property to enable the creation of two (2) smaller lots from an existing large lot, and is consistent with the pattern of redevelopment in the immediate surrounding area.

Trees & Landscaping

A Tree Survey and Certified Arborist's Report have been submitted by the applicant. The Survey and Report identify three (3) bylaw-sized trees on the subject property, one (1) bylaw-sized tree on the neighbouring property to the east at 3420 Lockhart Road, and one (1) bylaw-sized tree on City-owned property in the boulevard to the northwest of the subject property. The report identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The proposed Tree Retention Plan is shown in **Attachment 5**. A list of tree species assessed in the Arborist's Report is included on the Tree Retention Plan.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concurs with the Arborist's recommendations to:

- retain and protect the three (3) bylaw-sized trees on the subject property (Tags # 9317, 9318, 9319), which are in good condition. Tree protection fencing is required to be installed to City standard at a minimum of 2.5 m to 3.0 m out from the base of the trees.
- protect the bylaw-sized tree on the neighbouring property to the east at 3420 Lockhart Road (Tag # OS1). Tree protection fencing is required to be installed to City standard on the subject site at a minimum of 3.5 m out from the base of the tree.

- protect the bylaw-sized tree on City-owned property in the boulevard to the northwest of the subject property (Tag # C1). Tree protection fencing is required to be installed to City standard at a minimum of 2.0 m out from the base of the tree.

To ensure the protection of the trees to be retained, the applicant must complete the following prior to final adoption of the rezoning bylaw:

- submit a contract with a Certified Arborist for supervision of any works to be conducted within close proximity to the tree protection zones of retained trees. The contract must include the scope of work required, the proposed number of on-site monitoring inspections (including stages of construction), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review; and
- submit a tree survival security in the amount of \$4,000 for tree tags #9317, 9318, and 9319 on-site and for tree tag # C1 on City-owned property in the boulevard along Marrington Road. Following completion of construction and landscaping on the proposed lots, a landscaping inspection will be conducted at the request of the applicant to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one (1) year after the initial landscaping inspection if the tree has survived.

In recognition of the many benefits derived from urban trees, Council Policy 5032 encourages the planting and maintenance of at least two (2) trees per lot. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) trees on the proposed lots (one (1) tree per lot in the front yard [6 cm deciduous caliper or 3 m high conifer]). On the proposed north lot, this results in a total of two (2) trees due to the retention of tree tag # 9317 in the rear yard and the planting of one (1) tree in the front yard. On the proposed south lot, this results in a total of three (3) trees due to the retention of tree tags # 9318 and 9319 in the rear yard and the planting of one (1) tree in the front yard. Suitable native tree species for planting in the front yards of the proposed lots include Pacific Dogwood (*Cornus nuttallii*) and Vine Maple (*Acer circinatum*).

To ensure that the two (2) trees are planted and maintained on the proposed lots, the applicant is required to submit a landscaping security in the amount of \$1,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

Flood Management

Prior to final adoption of the rezoning bylaw, the applicant is required to register a flood indemnity covenant on title. The minimum flood construction level is a minimum of 0.3 m above the highest elevation of the crown of Marrington Road.

Vehicle Access & Site Servicing

Vehicle access to the proposed lots is to be from Marrington Road.

Prior to subdivision, the applicant is required to enter into a standard Servicing Agreement for the design and construction of engineering infrastructure improvements along Marrington Road, as detailed in **Attachment 6**.

Subdivision

At subdivision stage, the applicant will be required to:

- pay servicing costs; and
- enter into a standard Servicing Agreement for the design and construction of engineering infrastructure improvements along Marrington Road, as detailed in **Attachment 6**

Analysis

The subject site is located in an established residential area consisting mainly of single detached housing and duplexes.

The neighbourhood immediately surrounding the subject site has undergone substantial redevelopment through rezoning and subdivision in recent years. The subject proposal is consistent with the established pattern and character of redevelopment in the area and is consistent with Lot Size Policy 5447, which allows the subject site to rezone and subdivide in accordance with the “Single Detached (RS2/B)” zone.

There is potential for other large lots in this neighbourhood to rezone and subdivide consistent with the Lot Size Policy.

Financial Impact


None.

Conclusion

This rezoning application to permit subdivision of an existing large lot containing a duplex into two (2) smaller lots complies with Lot Size Policy 5447 and applicable policies and land use designations contained within the OCP.

The list of rezoning considerations is included in **Attachment 6**, which has been agreed to by the applicant (signed concurrence on file).

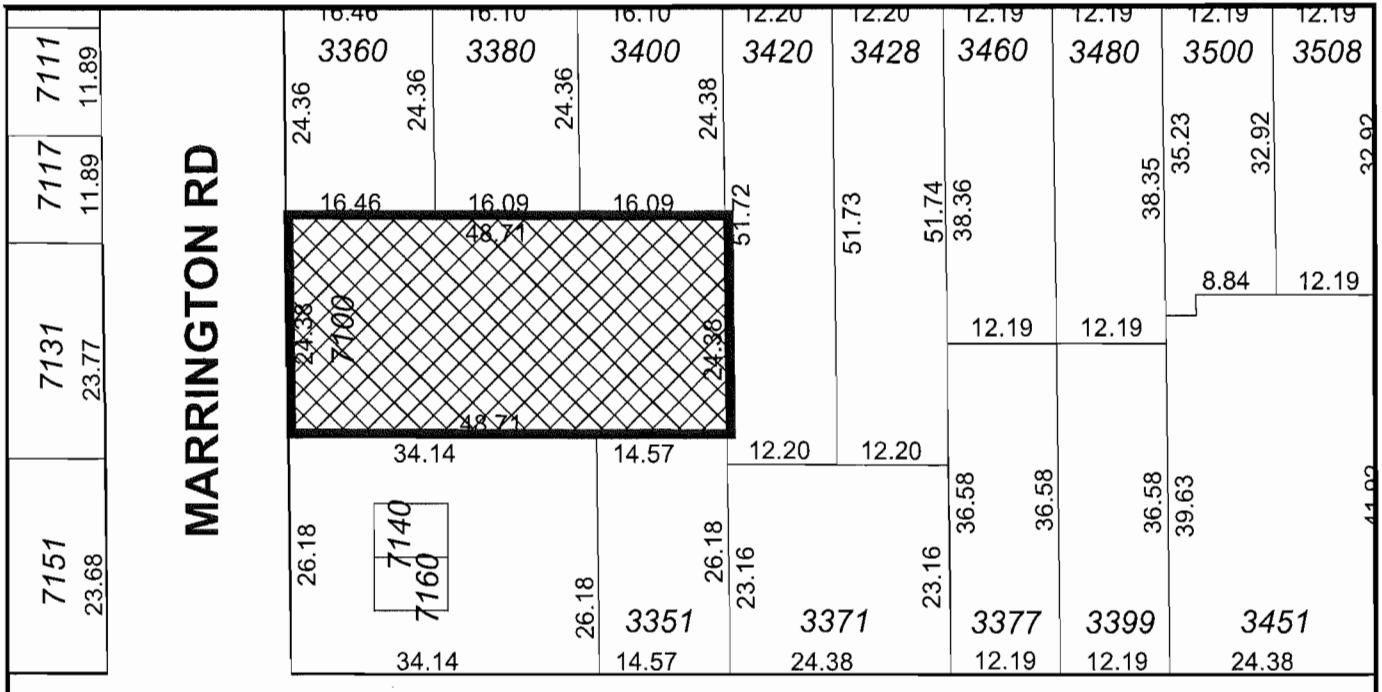
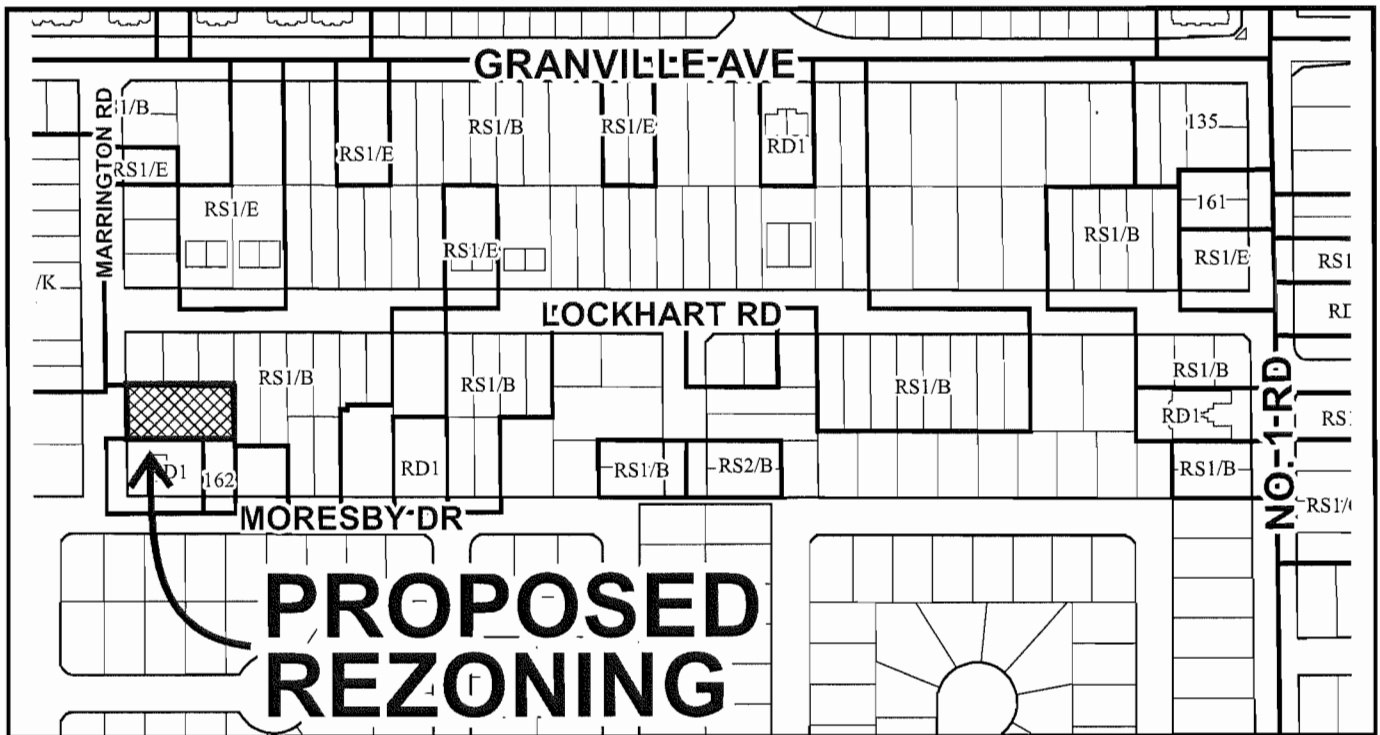
On this basis, staff recommends support for the application. It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9128 be introduced and given first reading.


Cynthia Lussier
Planning Technician
(604-276-4108)

CL:rg



City of
Richmond



RZ 13-646115

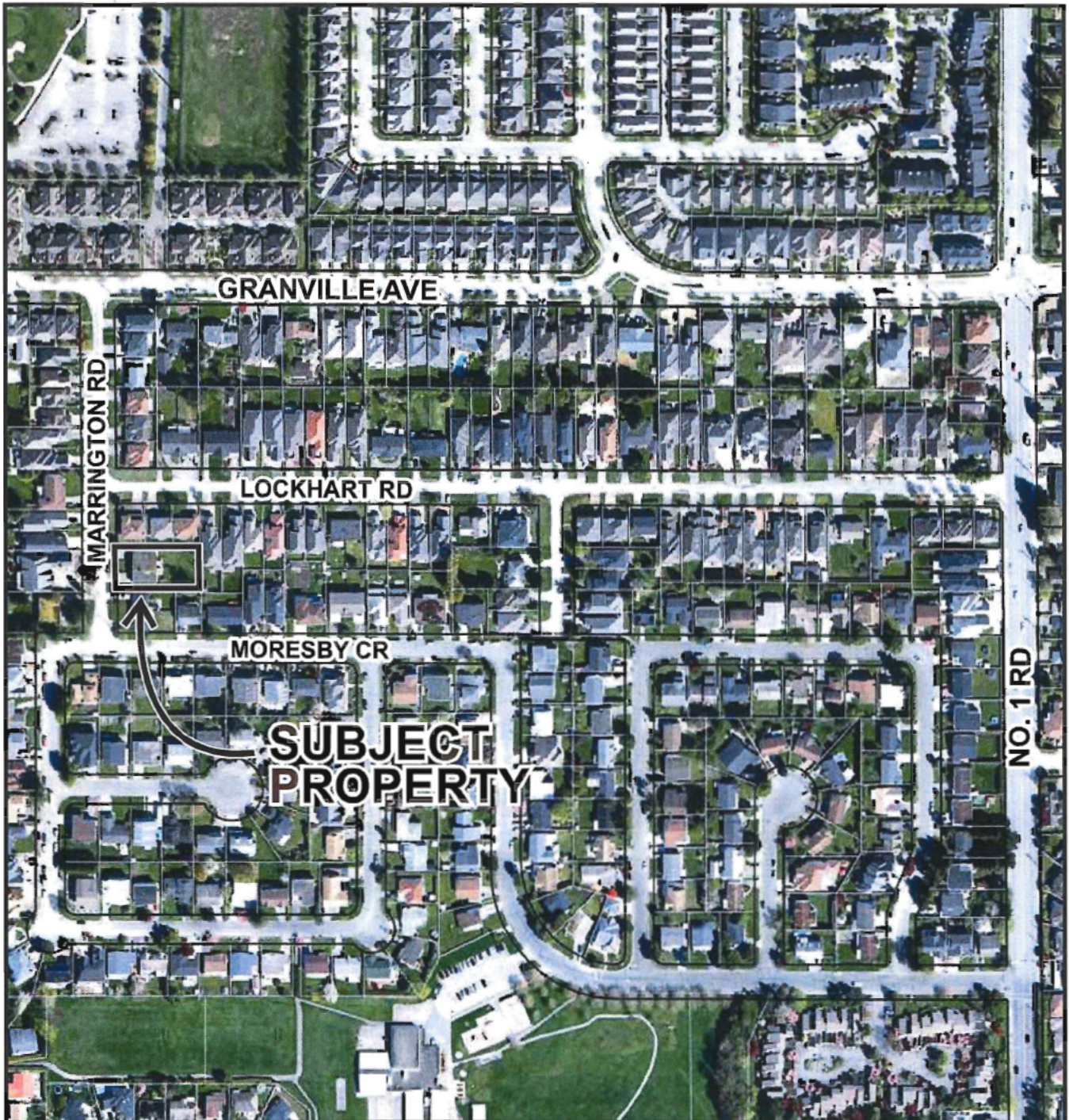
Original Date: 03/18/14

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 13-646115

Original Date:10/01/03

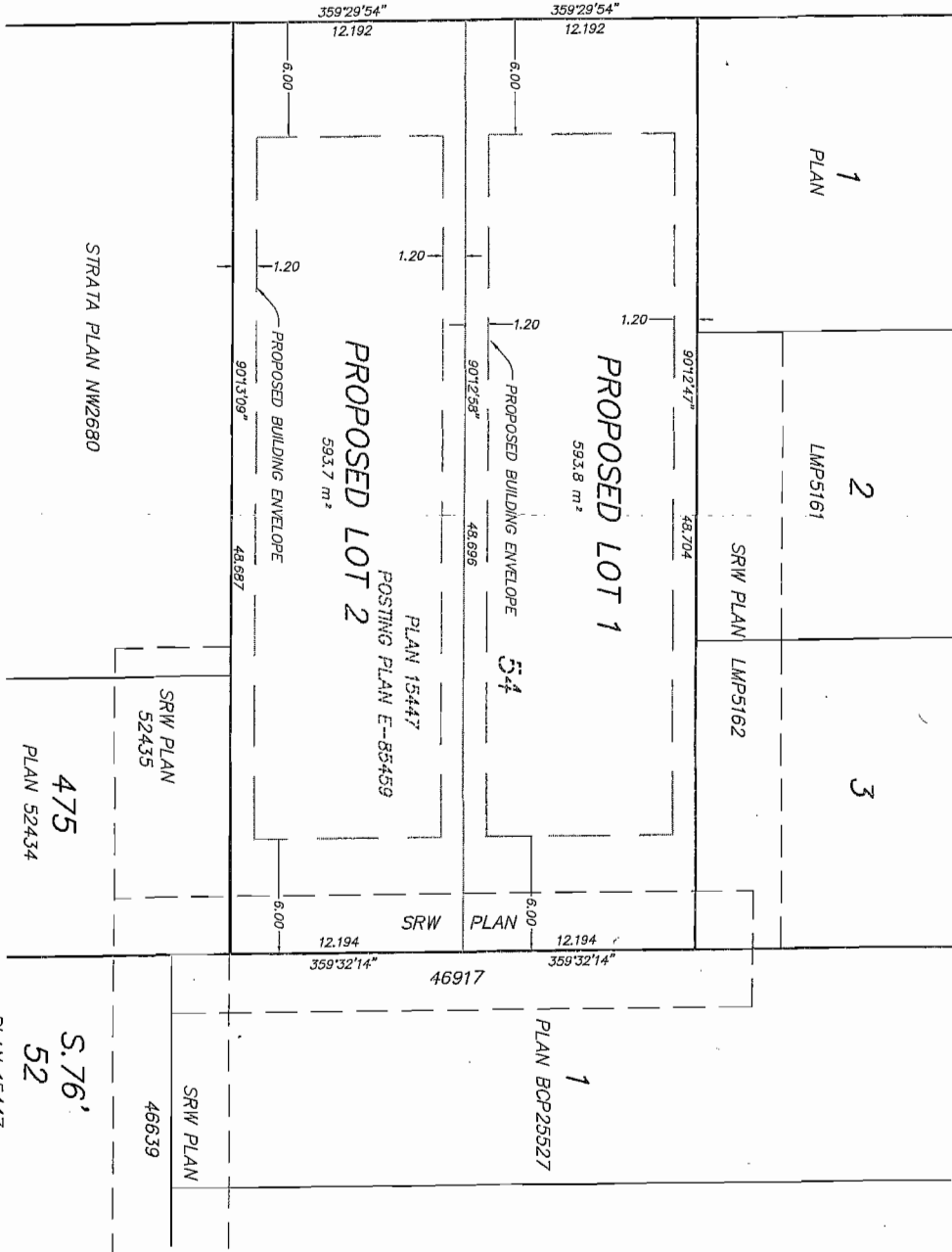
Revision Date:

Note: Dimensions are in METRES

**PRELIMINARY SUBDIVISION PLAN OF LOT 54,
SECTION 15, BLOCK 4 NORTH, RANGE 7 WEST,
NEW WESTMINSTER DISTRICT, PLAN 15447**



MARRINGTON ROAD



PLN - 38

NTS

MURRAY & ASSOCIATES
201-12448 82nd AVENUE
SURREY, B.C.
V3W 3E9
(604) 597-9189

LEGAL BOUNDARIES ARE PRELIMINARY AND
SUBJECT TO CHANGE.
PROPOSED SUBDIVISION SUBJECT TO MUNICIPAL APPROVAL.

DATE: SEPTEMBER 12th, 2013
FILE 9934-01



RZ 13-646115

Attachment 3

Address: 7100/7120 Marrington Road

Applicant: Nirmal Takhar

Planning Area(s): Seafair

	Existing	Proposed
Owner:	0869575 BC Ltd.	To be determined
Site Size (m ²):	1,187 m ² (12,776 ft ²)	Two (2) lots, each approximately 593 m ² (6,382 ft ²)
Land Uses:	One (1) two-unit dwelling	Two (2) single detached dwellings
OCP Designation:	Neighbourhood Residential	No change; complies.
Lot Size Policy Designation:	Lot Size Policy 5447 permits this property to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone.	No change; complies.
Zoning:	"Single Detached (RS1/E)"	"Single Detached (RS2/B)"

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	593 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: September 16, 1991 Amended by Council: July 20, 1998 Amended by Council: October 20 th , 2003	POLICY 5447
File Ref: 4430-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 15-4-7	

POLICY 5447:

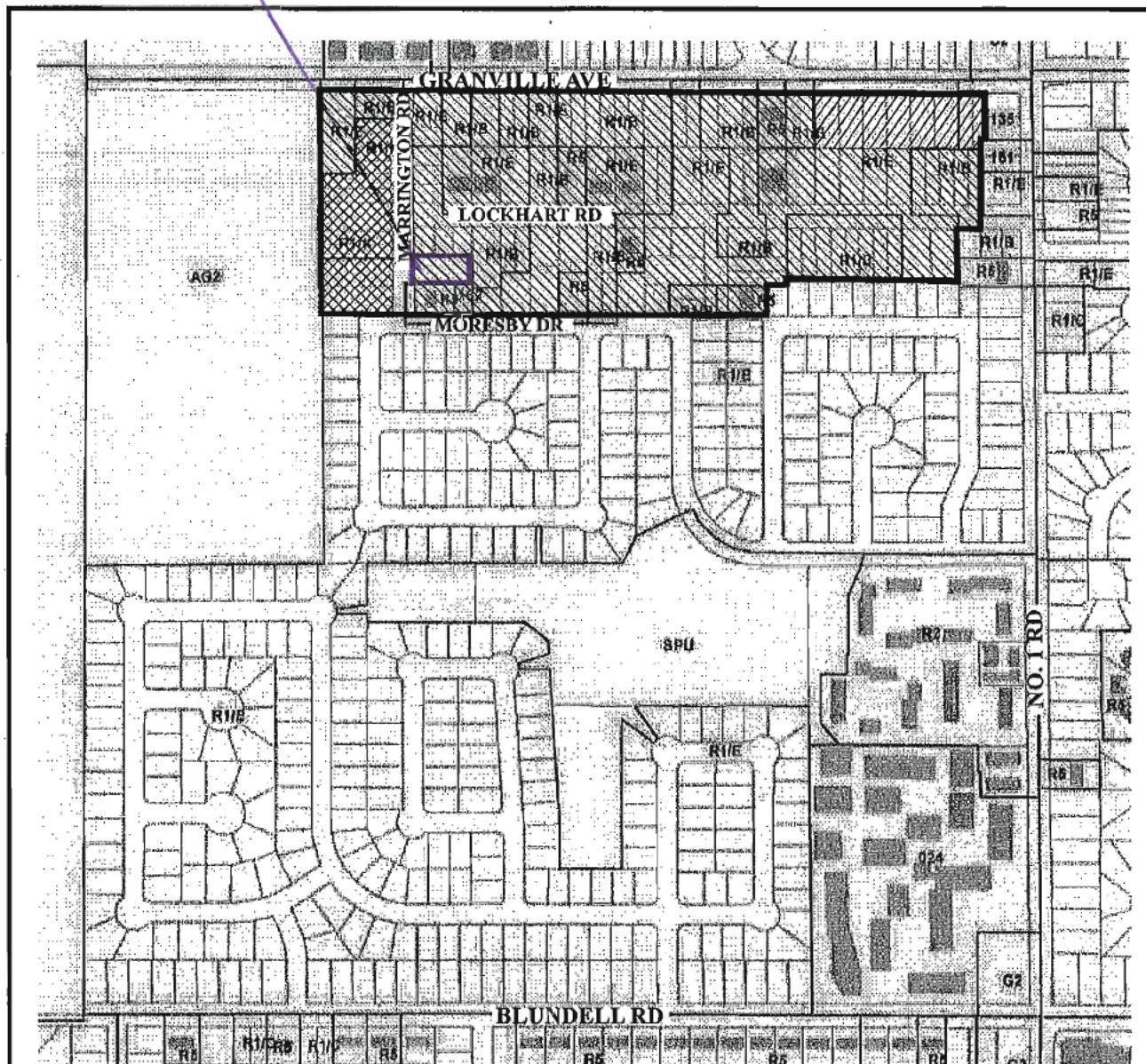
The following policy establishes lot sizes in a portion of Section 15-4-7, located generally between the **south side of Granville Avenue, the west side of Marrington Road, the north side of Moresby Drive and No. 1 Road:**




That properties within the area generally bounded by the south side of Granville Avenue, the north side of Moresby Drive, the west side of Marrington Road and No. 1 Road, in a portion of Section 15-4-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- a) That properties between and including 3620 and 3780 Granville Avenue be permitted to subdivide as per Single-Family Housing District (R1/C) zoning;
- (b) That properties between and including 7151 and 7031 Marrington Road be permitted to subdivide as per Single-Family Housing District, Subdivision Area K (R1/K) zoning;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area; for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT SITE



-  Subdivision permitted as per R1/B with the following provisions:
-  1. Between 3620 and 3780 Granville Avenue R1/C.
-  2. Between 7151 and 7031 Marrington Road R1/K.



Policy 5447 Section 15-4-7

Adopted Date: 09/16/91

Amended Date: 10/20/03

Note: Dimensions are in METRES



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7100/7120 Marrington Road

File No.: RZ 13-646115

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9128, the applicant is required to complete the following:

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within close proximity to the tree protection zone of the trees to be retained (i.e., tree tags # 9317, 9318, 9319, OS1, and C1). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Submission of a Tree Survival Security to the City in the amount of \$4,000 for the protection of the trees to be retained (i.e., tree tags # 9317, 9318, 9319, OS1, and C1). Following completion of construction and landscaping on the proposed lots, a landscaping inspection will be conducted at the request of the applicant to verify tree survival and 50% of the security will be released. The remaining 50% of the security will be released one year after the initial landscaping inspection if the tree has survived.
3. Submission of a Landscaping Security to the City in the amount of \$1,000 (\$500/tree) to ensure that two (2) trees are planted in the front yards of the proposed lots (one [1] tree per lot, with a minimum size of 6 cm deciduous caliper or 3 m high conifer).
4. Registration of a flood indemnity covenant on title.
5. The City's acceptance of the applicant's cash-in-lieu contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,335) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

At Demolition* stage, the applicant must complete the following:

- Installation of tree protection fencing around: tree tags #9317, 9318, and 9319 on-site; tree tag #OS1 located on the neighbouring property to the east at 3420 Lockhart Road; and tree tag # C1 on City-owned property in the boulevard to the northwest of the subject site. Tree protection fencing is required to be installed to City standard in accordance with the City's tree protection information bulletin TREE-03, and as shown in the proposed Tree Retention Plan (Attachment 5). Tree protection fencing must remain in place until construction and landscaping on the proposed lots is completed.

At Subdivision* stage, the applicant must complete the following:

- Payment of servicing costs;
- Entrance into a standard Servicing Agreement* for the design and construction of engineering infrastructure improvements, including (but not limited to):

Storm Sewer Works

- The provision of a new storm sewer service connection complete with inspection chamber near or at the common property line of the proposed new lots. The inspection chamber must be located in the City boulevard along the west property line of the subject site.

Water Works

- Using the OCP Model, there is 105 L/s available at 20 psi residual at the hydrant at the frontage of 7140 Marrington Road. Based on the proposed rezoning, the subject site requires a minimum fire flow of 95 L/s. Once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
- The provision of two (2) new water service connections complete with individual water meters in accordance with the Waterworks and Water Rates Bylaw No. 5637 from the existing 150 mm diameter watermain at the Marrington Road frontage. The water meters must be located within the City boulevard along the west property line of the subject site.
- Disconnection and capping of the existing water service connections at the main.

Sanitary Sewer Works

- The provision of a new sanitary sewer service connection complete with a Type 2 inspection chamber located near or at common property line within the existing three meter wide utility Right-of-Way along the north property line. The applicant must cap and abandon the existing sanitary sewer service connections.

Road Frontage Improvements

- Construction of works along the subject property's Marrington Road frontage and additional transitional works beyond the property's frontage to tie-in to the existing road and boulevard layout. Works referenced from the west property line must include:
 - Construction of a new grass boulevard along the west property line for City owned inspection chambers and water meters;
 - Construction of a new concrete sidewalk;
 - Construction of a new grass/treed boulevard with street lighting between the required sidewalk and the back of the curb. The required street lighting must be designed to the ultimate layout and must be required to tie-in to the existing street lighting system in Lockhart Road;
 - Construction of new wide base barrier curb and gutter;
 - Construction of road widening complete with catch basins to collect road run-off and transitions to the existing pavement, 20:1 for local roads as per City specifications, at Marrington Road;

Note: Details of the above upgrade works will be finalized through the Servicing Agreement review process. The Servicing Agreement design is to include the water, storm, and sanitary connections for the proposed lots.

General Items

- The provision of any private utility company rights-of-ways to accommodate any above ground equipment (i.e., transformers, kiosks, transformers, etc.) and future under-grounding of overhead lines.

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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9128 (RZ 13-646115)
7100/7120 Marrington Road**

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

1. 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 **"SINGLE DETACHED (RS2/B)"**.

P.I.D. 010-118-501

Lot 54 Section 15 Block 4 North Range 7 West New Westminster District Plan 15447

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9128"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

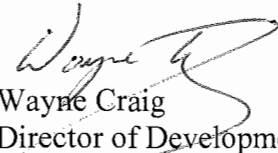
Date: March 21, 2014

File: RZ 12-620563


Re: Application by Matthew Cheng Architect Inc. for Rezoning at 9211 and 9231 No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, for the rezoning of 9211 and 9231 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development

EL:blg
Att.

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

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to rezone 9211 and 9231 No. 2 Road (**Attachment 1**) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 10 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

To the North: An approximately 12 year old single-family home on a lot zoned “Single Detached (RS1/E)” and then a commercial building on a lot zoned “Local Commercial (CL)” located at the south-west corner of No. 2 Road and Maple Road.

To the South: Existing single-family dwellings on lots zoned “Single-Detached (RS1/E)”.

To the East: Across No. 2 Road, a four-storey senior’s apartment building (three-storeys over parking) on a lot zoned “Medium Density Low Rise Apartments (RAM1)” and the Christian Reformed Church of Richmond on a lot zoned “Assembly (ASY)”; and a recently approved 15-unit townhouse development (RZ 10-516267 /DP 12-624891) at the south-east corner of No. 2 Road and Maple Road.

To the West: Existing single-family dwellings on lots zoned “Single-Detached (RS1/B)”.

Related Policies & Studies

Arterial Road Policy

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Town House Development” on the Arterial Road Development Map. The proposed rezoning and townhouse development would be consistent with this policy.

Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any road that is adjacent to the parcel is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy; for a contribution of \$29,277.80.

Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$11,271.95.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any written correspondence expressing concerns in association with the subject application.

Consultation

The developer consulted with the neighbouring residents regarding the development of the subject site through the delivery of an information letter together with the development plans to each of the properties located adjacent to the subject site. A resident at 9300 Laka Drive wrote to the developer and expressed concerns regarding the existing fence installed on the common property line. The developer advised the resident that the existing fence will be replaced with a new 6 feet tall Cedar fence.

Staff Comments

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and has provided the following comments:

- A hedgerow, consisting of 13 Cedar trees located along the north property line, is identified to be retained and protected. These 13 trees range in size between 24 cm calliper and 51 cm calliper. Tree protection barriers should be installed as per the Arborist Report recommendations.
- 18 trees are either dead, dying (sparse canopy foliage), infected with Fungal Blight, Pear Trellis Rust, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.
- One (1) 31cm calliper Douglas Fir is identified as in good condition; however, due to its close proximity to the existing single-family house, it would unavoidably be damaged during demolition. In addition, the canopy has also been heavily pruned back on one side due to its

close proximity to the house. This tree is not a good candidate for retention and should be removed and replaced.

A Tree Management Plan can be found in **Attachment 4**.

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 38 replacement trees are required for the removal of 19 trees. Considering the effort made by the applicant to retain the 13 trees on site, staff recommend 13 replacement trees be exempted from replacement. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 12 new trees on-site; size and species of replacement trees and overall landscape design will be reviewed in detail at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$6,500 to the City's Tree Compensation Fund in lieu of planting the remaining 13 replacement trees should they not be accommodated on the site.

Tree Protection

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to final adoption of the rezoning bylaw.

In order to ensure that the 13 protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security in the amount of \$32,000.00 to ensure the replacement planting will be provided.

Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required, but site analysis for storm sewer and sanitary sewer, as well as design of service connections will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in **Attachment 5**).

Prior to final rezoning bylaw adoption, the developer is required to:

- Consolidate the two (2) lots into one (1) development parcel.
- Dedicate approximately 0.6 m (exact dimension to be confirmed at Servicing Agreement stage) across the entire consolidated frontage on No. 2 Road (i.e., along the east property line of the site) for frontage improvement works (see **Attachment 5** for details).

- Enter into the City's standard Servicing Agreement for the design and construction of frontage improvements and service connections (see **Attachment 5** for details).
- Grant a 2.0 m Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) along the entire new east property line for future road widening.
- Contribute \$25,000 towards a bus shelter with 1.0 m x 9.0 m SRW beyond the 2.0 m PROP SRW along the entire new east property line for a concrete bus pad at the existing bus stop location.
- Register on Title, a restrictive covenant to prohibit the conversion of the tandem garage area into habitable space.

Vehicle Access

One (1) driveway from No. 2 Road is proposed. The long-term objective is for the driveway access established on Blundell Road to be utilized by adjacent properties to the north and south if they apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed driveway and the internal manoeuvring aisle will be secured as a condition of rezoning to facilitate this vision.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$10,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the OCP.

Sustainability

The developer advises that the following features will be incorporated into the development to create a more energy efficient building shell (when compare to the minimum BC Building Code requirements) in order to mitigate potential heating or cooling energy loss:

- Use of weather strip sealing of windows, entry doors, and garage doors to reduce air leakage;
- Insulated doors and garage door to R8 – R12; insulate walls to R22;
- Insulate roof with R40 mineral wool insulation;
- Insulate foundation slab for reduction in heat loss; and
- Use of double glazed windows with low-e coating.

In addition, a minimum of 20% of the parking stalls will be provided with a 120V receptacle to accommodate electric vehicle charging equipment and an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring) as per the OCP.

Analysis

Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Neighbourhood Residential land use designation in the 2041 OCP Land Use Map as well as the location criteria and development requirements for arterial road townhouse developments contained in the 2041 OCP. A residual site with less than 50 m frontage will be created (at 9191 No. 2 Road), which is not consistent with the guidelines.

In order to avoid the creation of an orphan lot situation at 9191 No. 2 Road, staff requested the applicant to acquire 9191 No. 2 Road. The applicant made attempts to acquire 9191 No. 2 Road to extend the development proposal, but was unable to come to an agreement with the current owner. The applicant has requested that this application proceed without the acquisition of the adjacent property.

Although the proposed development may create an orphan lot situation on the north side of the subject site, staff support the proposed development based on the following:

- The subject proposal complies with the location criteria and most of the Townhouse Development Requirements under the Arterial Road Policy.
- The dwelling at 9191 No. 2 Road is approximately 12 years old and is not ready for redevelopment.
- A development concept plan for 9191 No. 2 Road has been prepared and is on file; the future development at 9191 No. 2 Road can be considered as an extension of the subject townhouse development. The developer agreed to provide outdoor amenity space and garbage/recycling facilities in a location on the subject site that will allow shared use of those spaces with the future development at 9191 No. 2 Road. A cross-access easement/agreement will be secured as a condition of rezoning to facilitate this.
- A PROP SRW on the subject site will be secured to provide vehicle access to future developments at 9191 No. 2 Road.
- The massing of the proposed townhouse clusters fronting No. 2 Road on the subject site complement the existing single-family dwelling and future development at 9191 No. 2 Road.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the proposed development is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined in relation to the site:

- Compliance with Development Permit Guidelines for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Building form and architectural character.
- Provision of a convertible unit and design of other accessibility/aging-in-place features.
- Site grading requirements to ensure the survival of protected trees.
- Landscaping design and enhancement of the outdoor amenity area to maximize use.
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment.

Additional issues may be identified as part of the Development Permit application review process.

Financial Impact or Economic Impact

None.

Conclusion

The proposed 10-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the Arterial Road Policy area. Overall, the proposed land use, site plan, and building massing will complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 5**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9132 be introduced and given first reading.



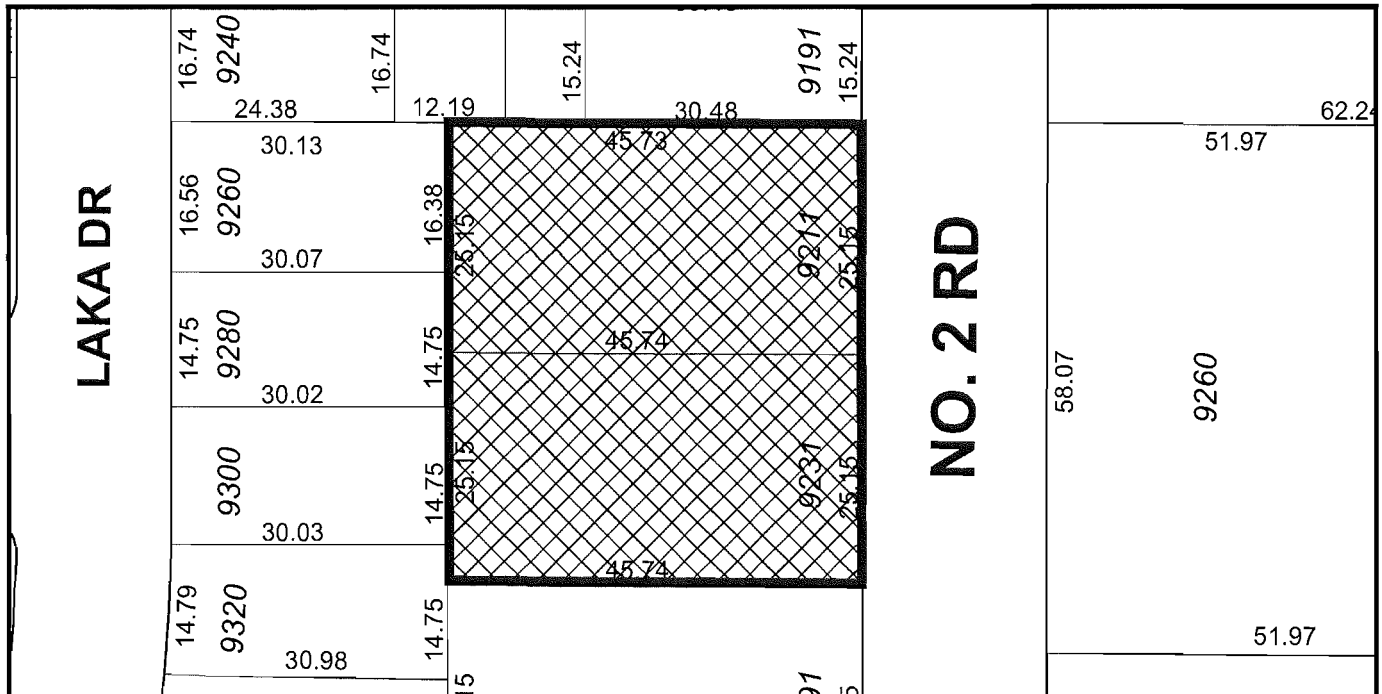
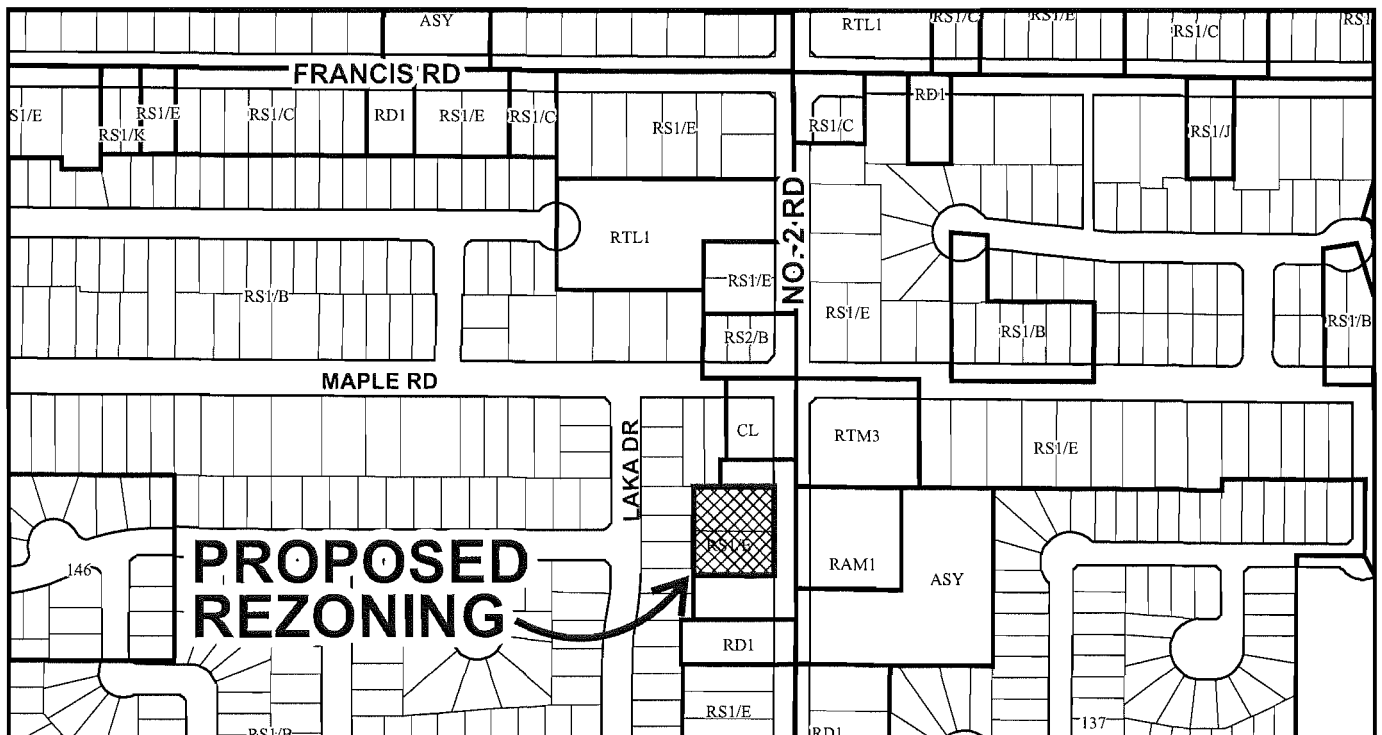
Edwin Lee
Planning Technician - Design

EL:blg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: Tree Management Plan
Attachment 5: Rezoning Considerations



City of Richmond



RZ 12-620563

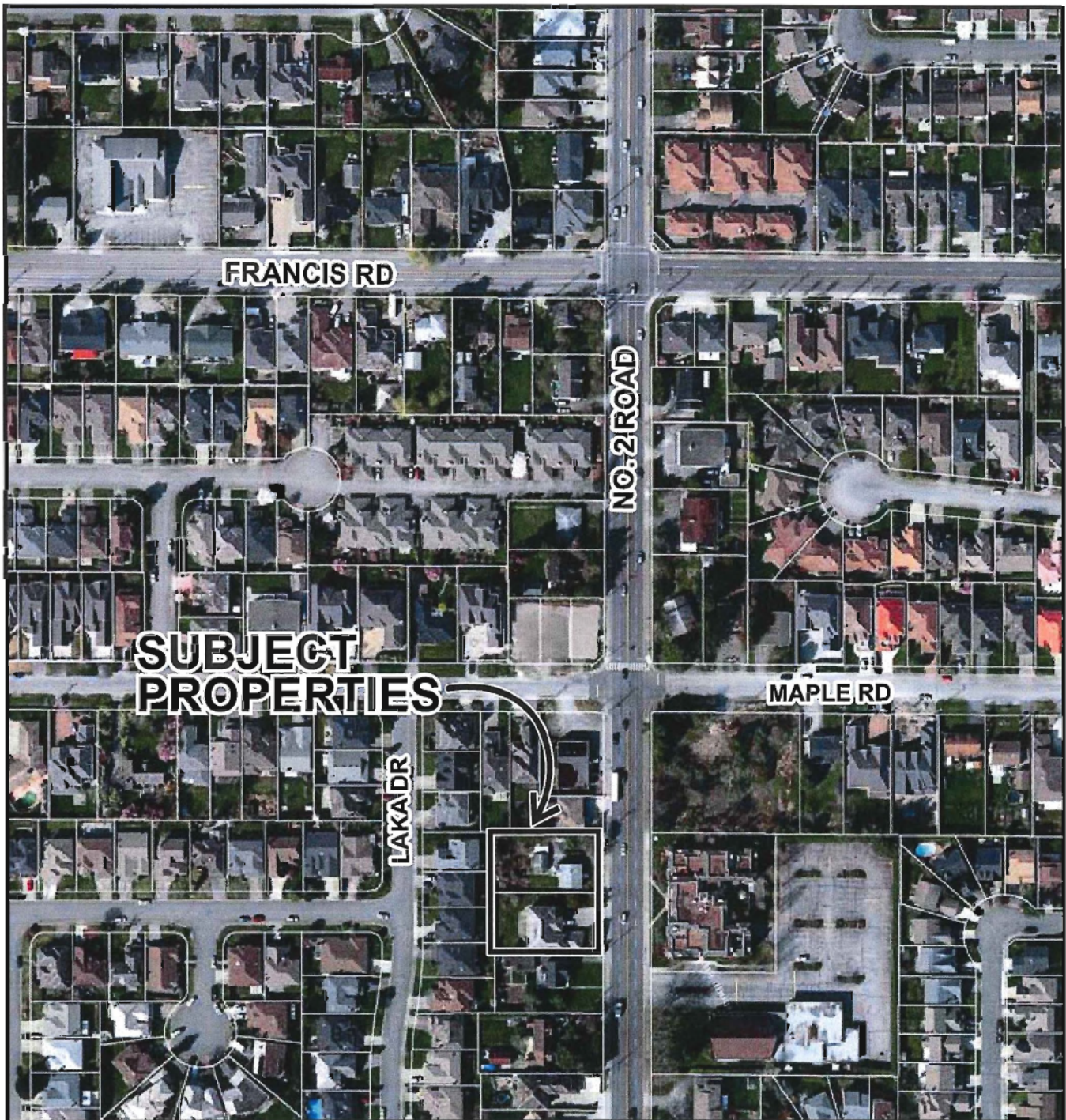
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Revision Date: 04/02/14

Note: Dimensions are in METRES



City of
Richmond



RZ 12-620563

Original Date: 03/18/14

Revision Date:

Note: Dimensions are in METRES



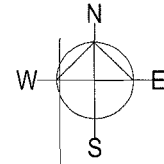
MATTHEW CHENG
ARCHITECT INC.

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Project Title: 10-UNIT TOWNHOUSE DEVELOPMENT
9211-9231 NO.2 ROAD RICHMOND, BC

Site Plan



#1a

ATTACHMENT 2

PLN - 56

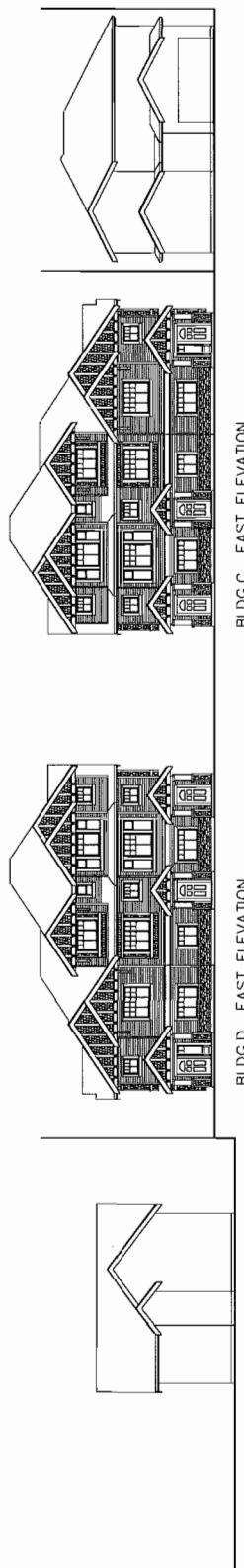


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As Date	Revision
2012/09/18	RZA
2013/12/05	DPA REVISION FOR ADP

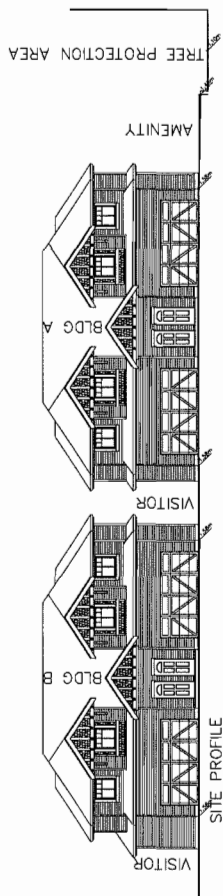
STREETSCAPE (NO. 2 RD)



BLDG.C EAST ELEVATION

BLDG.D EAST ELEVATION

SITE SECTION B



AMENITY

ITOR



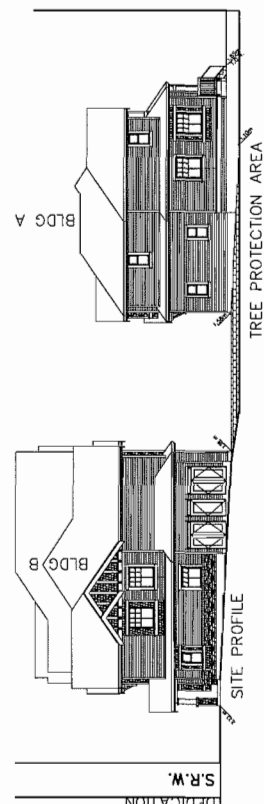
SITE PROFILE

Project Title

Project Title
0-UNIT TOWNHOUSE
DEVELOPMENT
9211/9231
40.2 ROAD
RICHMOND, BC

Conclusions

Post Title
STREETSCAPE
SITE SECTION B & C



S.R.W.

SITE SECTION C

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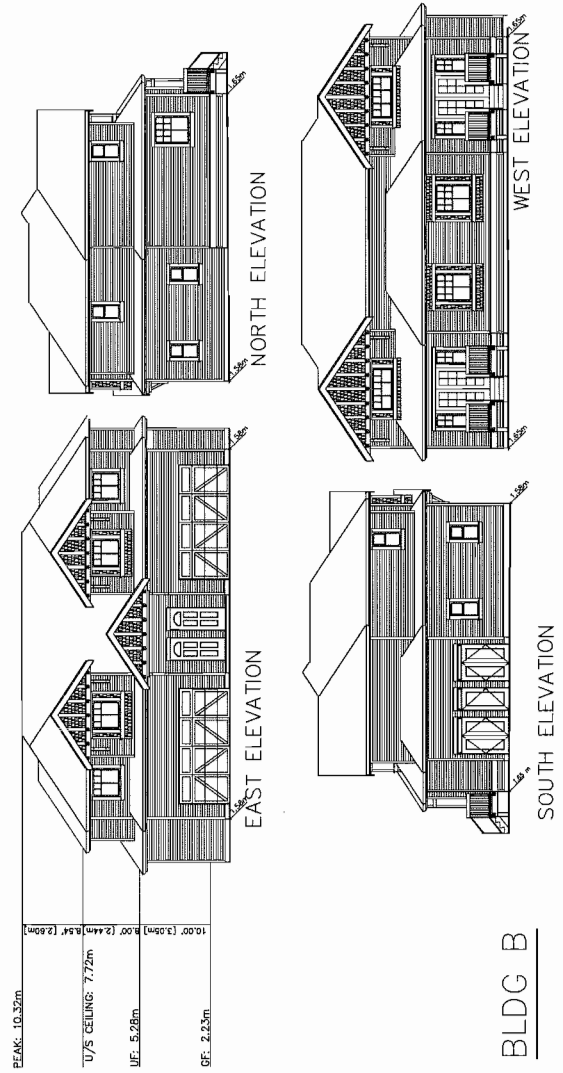
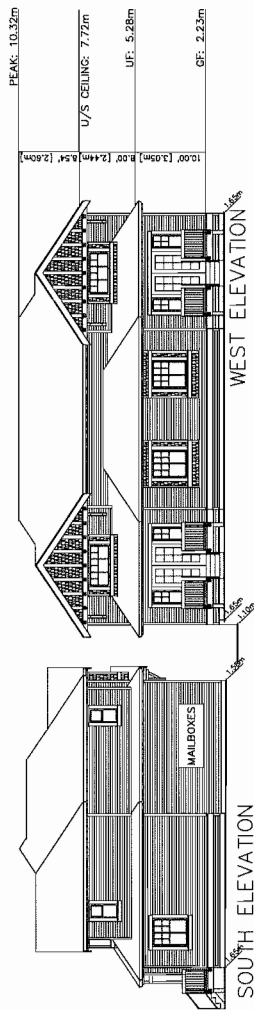
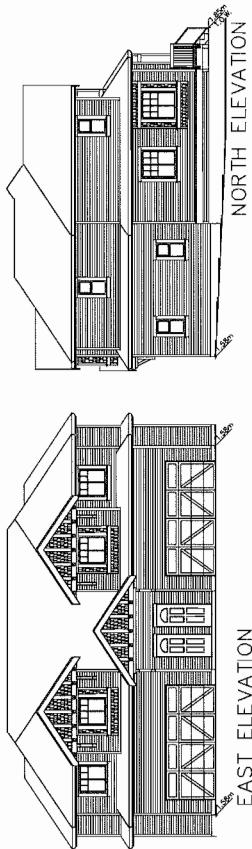
Project Number:

Revision Dates

No.

#10

BLDG A





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E-Mail: info@604.org / membership@604.org

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No	Date	Revision
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2	2013/01/09	DPA REVISION
3	2013/12/05	DPA REVISION

Conclusions

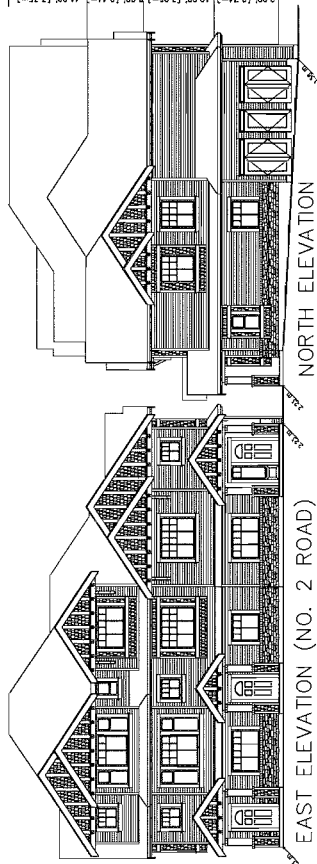
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3211-9231
40.2 ROAD
RICHMOND, BC

Book Title	ELEVATIONS
BUILDING C	
BUILDING D	

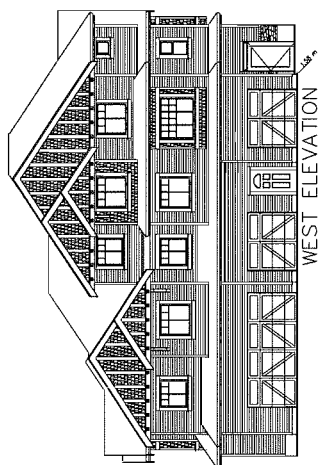
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Structure:	MC
Scale:	1/8" = 1'-0"
Project Number:	

Revision Date: FEB. 13, 2014	Dwg. No. #4a
Int. Date: 2014-02-21	

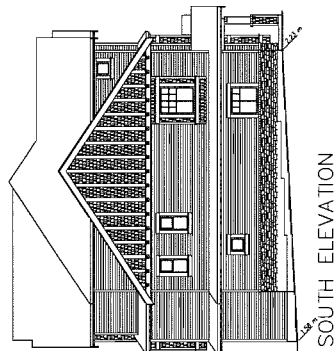
BLDG C

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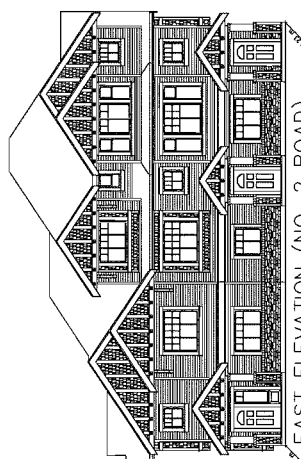
NORTH ELEVATION



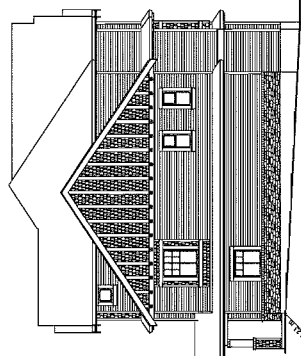
WEST ELEVATION



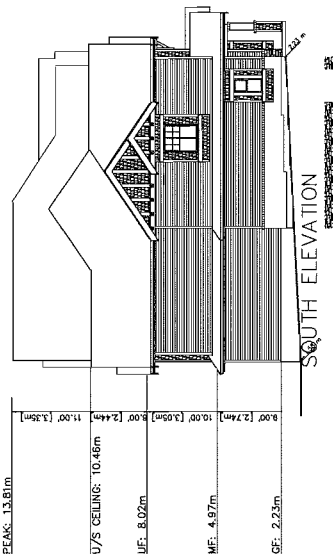
SOUTH ELEVATION



EAST ELEVATION (NO. 2 ROAD)

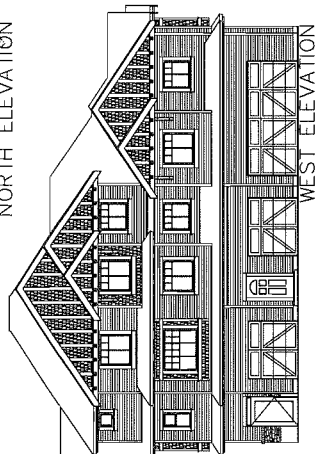


NORTH ELEVATION



PEAK: 13.81m

8.00' [2.74m]	10.00' [3.05m]	8.00' [2.44m]	1
GF: 2.23m	MF: 4.97m	UF: 8.02m	U/S CEILING: 10.46m



SOUTH ELEVATION

B-D-G-D



MAGLIN BIKE RACK -
MBER500 - DB - BRONZE 14



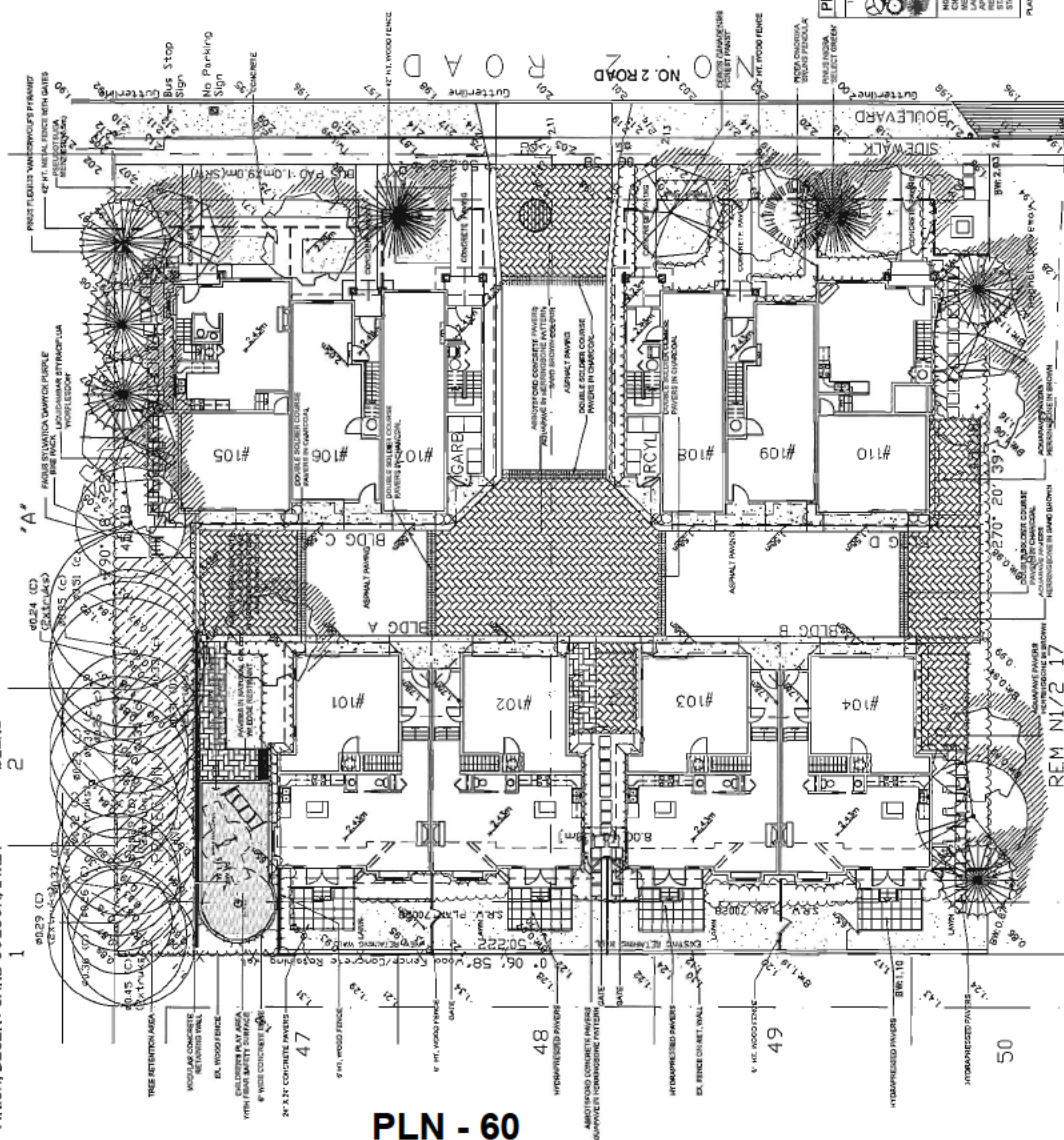
MAGLIN - SCB1600-PCC,
BRONZE14. HDPC



ABBOTSFORD CONCRETE PRODUCTS
AQUAPAVE, STANDARD, SAND BROWN
BLEND



ABBOTSFORD CONCRETE PRODUCTS
HYDRAPRESSED SLABS, SANDSTONE
FINISH. DESERT SAND COLOUR. 24X24



PLN - 60

NO.	DATE	REVISION DESCRIPTION	OK
1	10.08.2012	10.08.2012	
2	14.09.12	10.08.2012	
3	14.09.12	10.08.2012	

1999

1000-0000

10 UNIT TOWNHOUSE
DEVELOPMENT
92211 / 9231 NO. 2 ROAD
RICHMOND, B.C.

LANDSCAPE
PIAN[illegible]

2007-01-01 12:00:00 12:00:00 12:00:00

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1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

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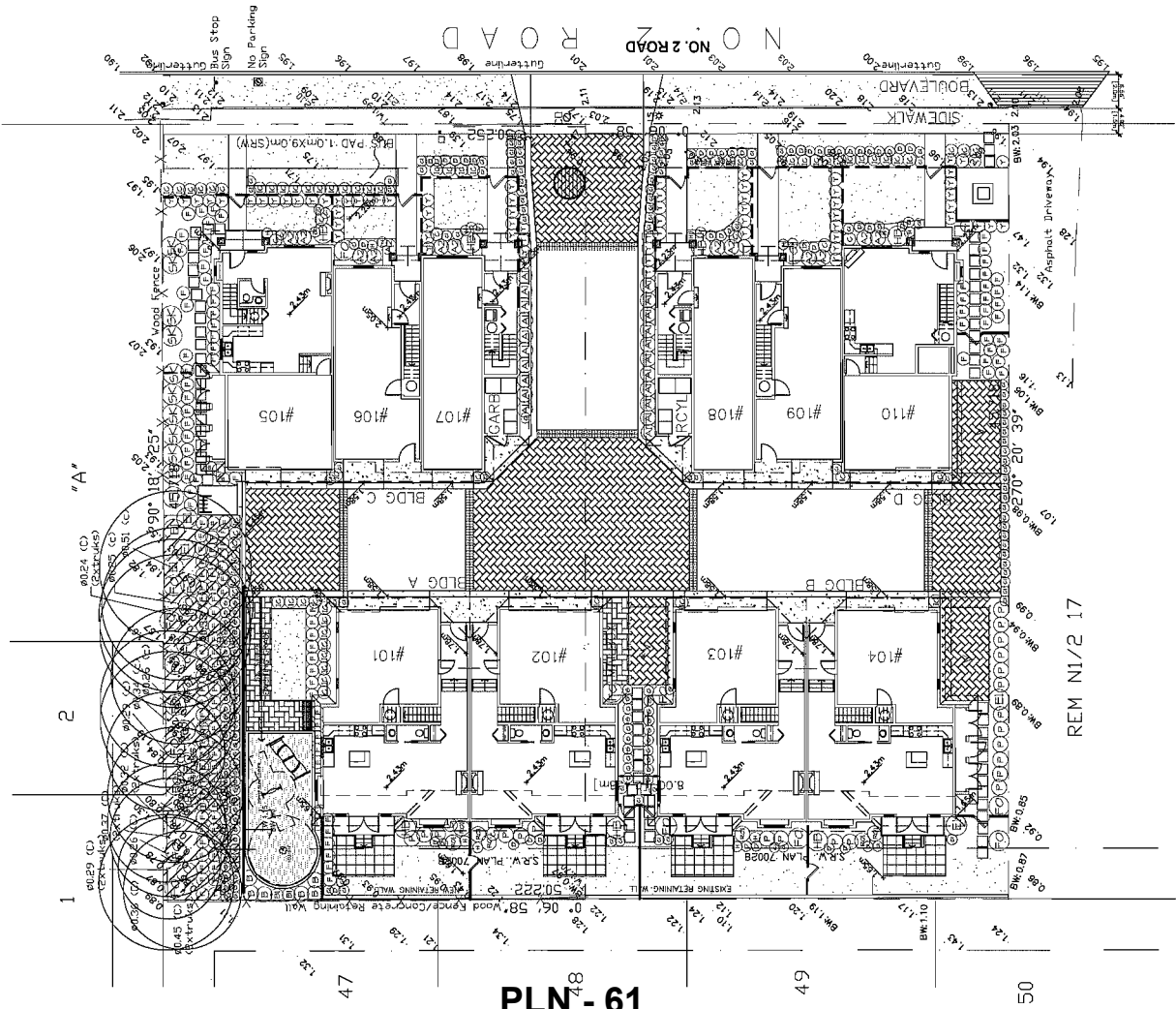
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19-022

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pmg
LANDSCAPE ARCHITECTS
1000 15th Avenue
Boulder, British Columbia, V6C 5B9
P: 604.283.4111 F: 604.283.4022

SEAL

PLN-61



PLANT SCHEDULE			PMG PROJECT NUMBER: 13-022	
SHRUB	REF	SYM	COMMON NAME	PLANTED SIZE / REMARKS
1	1	1	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
2	2	2	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
3	3	3	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
4	4	4	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
5	5	5	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
6	6	6	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
7	7	7	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
8	8	8	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
9	9	9	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
10	10	10	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
11	11	11	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
12	12	12	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
13	13	13	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
14	14	14	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
15	15	15	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
16	16	16	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
17	17	17	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
18	18	18	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
19	19	19	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
20	20	20	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
21	21	21	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
22	22	22	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
23	23	23	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
24	24	24	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
25	25	25	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
26	26	26	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
27	27	27	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
28	28	28	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
29	29	29	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
30	30	30	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
31	31	31	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
32	32	32	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
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38	38	38	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
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41	41	41	ANEMONE JAPONICA 'THURLE SPLENDOR'	#1 POT, 20CM
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PROJECT:
10 UNIT TOWNHOUSE
DEVELOPMENT
9211 / 9211 NO. 2 ROAD
RICHMOND, B.C.

DATE: 13-MAY-24
SCALE: 3/32" = 1' @
DRAWN: N/A
DESIGN: N/A
CHECK: N/A
PMG PROJECT NUMBER: 13-022

3B

L2

OF 5

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pms
LANDSCAPE
ARCHITECTS
PMS LANDSCAPE ARCHITECTS
SUITE 202, 10000 14th Avenue SW
Burnaby, British Columbia, V5C 4A8
P: 604 294-8811 F: 604 294-8822

REVISION

NO.	DATE	REVISION DESCRIPTION	BY
1	2024-11-15	ISSUED FOR PERMIT	MM
2	2024-11-15	ISSUED FOR PERMIT	MM
3	2024-11-15	ISSUED FOR PERMIT	MM
4	2024-11-15	ISSUED FOR PERMIT	MM
5	2024-11-15	ISSUED FOR PERMIT	MM
6	2024-11-15	ISSUED FOR PERMIT	MM
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18	2024-11-15	ISSUED FOR PERMIT	MM
19	2024-11-15	ISSUED FOR PERMIT	MM
20	2024-11-15	ISSUED FOR PERMIT	MM

CLIENT:

PROJECT:

10 UNIT TOWNHOUSE
DEVELOPMENT
9211 / 9211 NO. 2 ROAD
RICHMOND, B.C.

DRAWING TITLE:

DETAILS

DATE: 13-JUN-24 DRAWING NUMBER:

SHEET: 40-0000

DRAWN: RJA

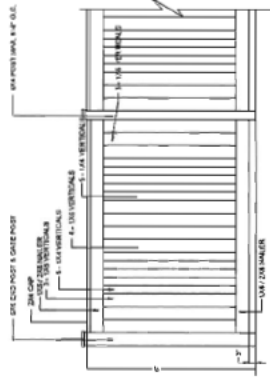
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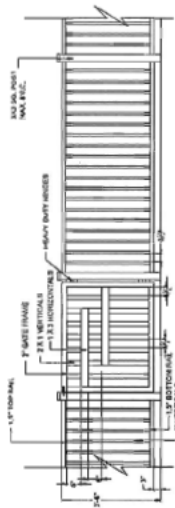
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13-022

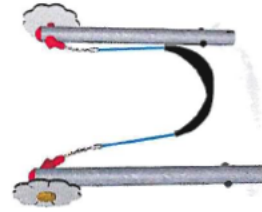
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2 6' HT. WOOD FENCE
1/2\"/>



1 42\"/>



KOMPAN - SUNFLOWER M951P



KOMPAN - TODDLER
SPICA M191P



KOMPAN - PEEKABOO TUNNEL GSP000500



RZ 12-620563

Attachment 3

Address: 9211 and 9231 No. 2 Road

Applicant: Matthew Cheng Architect Inc.

Planning Area(s): Blundell Road

	Existing	Proposed
Owner:	Kanwardeep Khaira, Rajwant Bhullar, 0965048 B C Ltd	To be determined
Site Size (m²):	2296.62 m ²	2266.59 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2	10
Other Designations:	Arterial Road Policy – Townhouse Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.5 m	none
Setback – North Side Yard (m):	Min. 3.0 m	3.3 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	50.25 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.3 (V) per unit	none
Off-street Parking Spaces – Total:	22	23	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (20 x Max. 50% = 10)	8	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	0	none
Handicap Parking Spaces:	None when fewer than 3 visitor parking spaces are required	0	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 10 units = 60 m ²	90 m ²	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



Catherine MacDonald Inc.
3020 202 Street
Langley, BC
V2Z 2E2

604.904.0302
catherine@macdonald.ca

GENERAL NOTES:

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ALL LANDSCAPE WORK TO CONFORM TO THE BC (BCLUA/BCSA) LANDSCAPE STANDARD (7TH EDITION) AS A MINIMUM.

ALL TREE WORK TO CONFORM TO THE STANDARDS OF THE INTERNATIONAL SOCIETY OF ARBORETCULTURE (ISA).

VERIFY ELEVATIONS AND DIMENSIONS PRIOR TO CONSTRUCTION. REPORT DISCREPANCIES TO ARCHITECT/LANDSCAPE ARCHITECT OR ARBORIST FOR CLARIFICATION.

REFER TO ARBORIST REPORT.

USE DIMENSIONS. DO NOT SCALE PLAN.

TREE PROTECTION:
DIMENSION PROTECTION BARRIERS AS SHOWN AND FOLLOW TECHNICAL GUIDELINES AS PER CITY OF RICHMOND. TREE PROTECTION BARRIERS TO BE AT LEAST 1.2M IN HEIGHT AND CONSTRUCTED OF EITHER SNOW FENCING SECURELY FASTENED TO METAL OR WOOD STAKES SPACED NO FURTHER THAN 1M. APART OR PLYWOOD NAILED TO TO WOODEN STAKES ON OTHER FORM OF BARRIER SATISFACTORY TO THE CITY STAFF.

DO NOT REMOVE TREES WITHOUT CITY PERMIT.

CONSULT PROJECT ARBORIST FOR ANY CLARIFICATION.

DEMOTES TREE TO BE REMOVED (WITH PERMIT).

DEMOTES TREE PROTECTION FENCING.

10 PROPOSED
TOWNHOMES
9211 & 9231
No. 2 RD.
RICHMOND, BC

BAR SCALE
0 1 2 3 4 5 10m
SCALE 1/16" = 1' - 0"
FULL SIZE SHEET: 18" x 24"

NORTH

DRAWN: CM

DATE: 20 JANUARY 2014

SHEET No: 1 OF 1

DRAWING TITLE

TREE
PROTECTION
PLAN

TREE PROTECTION ZONE

25m

TREE PROTECTION ZONE

4.5m

NO. 2 ROAD

ATTACHMENT 4

PLN - 65

TREE INVENTORY SUMMARY 9211 & 9231 No 2 Road, Richmond

TREE #	TRUNK DIA. (in metres from Survey)	CROWN RADIUS (measured off Survey for retained trees)	SPECIES (by Arborist)	SUMMARY FINDINGS	CONDITION RATING	REPLACE (site trees only, shrubs & hedges not included)	
137	0.27		Plum	poor lower trunk & branch distribution, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
138	0.31	6.96m	Douglas Fir	pruned back from existing house, some stubs, close to demolition zone, less than 2m away from excavation area	good	4m CONIFER	PINUS F.V.P.
139	0.37		Pear	at maturity, poorly maintained, in overgrown area, low vigour, pear trellis rust throughout, extensive leaf drop	poor	8cm DECID	FAGUS S.D.P.
140	0.49		Cherry	at maturity, poorly maintained, in overgrown area, very poor form for species, wilting due to lack of moisture, stressed	poor	9cm DECID	
no tag	.55 2 trunks		Holly	topped, pruned back north side etc., no real tree left	very poor	5.5m CONIFER	PSEUDOTSUGA M.
141	0.22		Holly	extensively pruned back (poorly) on north side, poor species for retention	poor	3.5m CONIFER	PICEA O.B.P.
142	.52 multistem		Cherry	codominant with Cedars, poorly sited, poor form, north side pruned back poorly for clearance	fair	10cm DECID	
143	0.51	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
144	0.25	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
145	.24 2 trunks	6 - 9 m	Cedar	codom group: 43-46, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
147	.31 2 trunks		Apple	leaning (to light), splits, poor connections, poor branch attachments	poor	8cm DECID	FAGUS S.D.P.
148	0.33	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
149	not on Survey	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
150	0.26	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
151	0.34	6 - 9 m	Cedar	codom group: 48-51, never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
152	0.20		Apple	nearing maturity, poor form, poorly maintained	fair	6cm DECID	CERCIS C.F.P.
153	0.32 2 trunks	6 - 9 m	Cedar	never topped, some pruning north side for clearance, no apparent health or structural issues	good	RETAIN	
154	.29 2 trunks		Cherry	very poor form, included trunks, poorly maintained, should be removed to benefit Cedars	poor	8cm DECID	
155	.32 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
156	.37 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
157	0.26	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health or structural issues	fair-good	RETAIN	
158	.29 2 trunks	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health issues, codom stem from 2' h. will be	fair-good	RETAIN	
159	0.36	6 - 9 m	Cedar	codom group: 55-59, never topped, some pruning north side for clearance, no apparent health or structural issues	fair-good	RETAIN	
160	.45 2 trunks		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	5m CONIFER	PINUS N.S.G.
161	.34 2 trunks		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	4m CONIFER	PINUS F.V.P.
162	.30 2 trunks		Apple	very poor form, in decline, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
163	0.34		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	4m CONIFER	PINUS F.V.P.
164	0.42		Cedar	trunk extensively girdled with axe, overly limbed up west side, serve little functional use	poor	5m CONIFER	PINUS N.S.G.
165	.29 2 trunks		Apple	poor form, in decline, poorly maintained	poor	6cm DECID	CERCIS C.F.P.
166	.54 4 trunks		Cherry	dead.	dead	10cm DECID	
167	.45 multistem		Fig	poorly maintained fruit tree, not worth keeping	fair	9cm DECID	
168	0.21		Apple	poorly maintained fruit tree, not worth keeping	poor	6cm DECID	CERCIS C.F.P.



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9211 and 9231 No. 2 Road

File No.: RZ 12-620563

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9132, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Dedicate approximately 0.6m (exact dimension to be confirmed via Owners BCLS and as per the Servicing Agreement design) across the entire consolidated frontage. (It is presently approximately 2.9 m from the back of curb to the property line.)
3. The granting of a 2.0 wide statutory public-rights-of-passage right-of-way along the entire east property line (No. 2 Road frontage) for future road widening.
4. Registration of a 1.0 m by 9.0 m Right-Of-Way along No. 2 Road, beyond the required 2.0 wide statutory public rights-of-passage right-of-way along the entire east property line, for a concrete bus stop pad and future bus stop shelter location, as per the Servicing Agreement design.
5. Registration of a statutory public-rights-of-passage right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future residential developments to the north and south. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within this SRW.
6. Registration of a cross-access easement agreement over the outdoor amenity space and garbage/recycling facility (design as per Development Permit for 9211 and 9231 No. 2 Road), in favour of the future residential development at 9191 No. 2 Road, allowing access to/from the outdoor amenity space and garbage/recycling facility at the development site.
7. Registration of a flood indemnity covenant on Title.
8. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking areas into habitable space.
9. City acceptance of the developer's offer to voluntarily contribute \$6,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 12 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
10. City acceptance of the developer's offer to voluntarily contribute \$25,000 toward the installation of one bus shelter.
11. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$29,277.80) to the City's affordable housing fund.
12. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$11,271.95) to the City's Public Art fund.
13. Contribution of \$1,000 per dwelling unit (e.g. \$10,000) in-lieu of on-site indoor amenity space.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

15. Enter into a Servicing Agreement* for the design and construction of frontage beautification & pedestrian enhancement works. Works include, but may not be limited to, removing the existing sidewalk, pouring a new bus pad and a 1.5 m concrete sidewalk at the new property line, and creating a 2.0 m grass and treed boulevard in the area left between the curb and the new sidewalk. Street tree species to be determined.

NOTE:

- There are hydro poles between the back of the current sidewalk and the property line, more or less at the future north and south edges of this development site. These poles must be either designed around with the new sidewalk or relocated into the new boulevard at the Owners sole cost.
- Storm: A site analysis will be required on the servicing agreement drawings (for site connection only). The development site is to connect to the existing box culvert along the east side of No. 2 Road and the existing tie-in location at the box culvert is to be utilized.
- The inspection chamber lead servicing 9191 No. 2 Road, located along the frontage 9211 No. 2 Road, is to be re-connected to the development site connection. If the existing inspection chamber and lead servicing 9191 No. 2 Road encroaches onto the development site, it must be re-located and re-connected by the developer.
- Sanitary: A site analysis will be required on the servicing agreement drawings (for site connection only). The development site is to connect to existing manhole SMH3302, located in the northeast corner of 9260 Laka Drive.
- Water: Once the building design is confirmed at the Building Permit stage, fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey must be submitted to confirm that there is adequate available flow.
- The site is to connect to the existing 200mm diameter watermain located approximately 12 m east of the east property line of the development site; there is an existing 750mm diameter located along the west side of No. 2 Road, which will need to be crossed.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to complete the following:

1. The submission and processing of the required Servicing Agreement* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Landscaping Security to the City of Richmond based on 100% of the cost estimates provided by the landscape architect.
2. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near and within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

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

1. Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$33,000 in total) to ensure the replacement planting will be provided.
2. Submission of fire flow calculations signed and sealed by a professional engineer, based on the Fire Underwriters Survey to confirm that there is adequate available water flow.
3. Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.

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. Incorporation of accessibility measures and sustainability features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
6. 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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9132 (RZ 12-620563)
9211 and 9231 No. 2 Road**

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

1. 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 “**LOW DENSITY TOWNHOUSES (RTL4)**”.

P.I.D. 003-493-296

North Half Lot 18 Except: Part Subdivided by Plan 60236; Block “B” Section 25 Block 4
North Range 7 West New Westminster District Plan 1353

P.I.D. 012-182-109

South Half Lot 18 Except: Part Subdivided by Plan 60236, Block “B” Section 25 Block 4
North Range 7 West New Westminster District Plan 1353

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9132**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>PK</i>
APPROVED by Director or Solicitor <i>UR</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

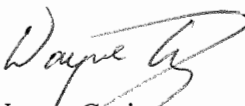
To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 18, 2014
File: RZ 12-602748

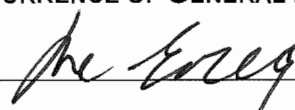
Re: Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at
13040 No. 2 Road from Light Industrial (IL) to Commercial Mixed Use (ZMU24) –
London Landing (Steveston)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, for the rezoning of
13040 No. 2 Road from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU24) – London
Landing (Steveston)”, be forwarded to the May 20, 2014 Public Hearing.


Wayne Craig
Director of Development

SB:blg
Att.

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

Staff Report

Origin

Kirk Yuen has applied to the City of Richmond for permission to rezone 13040 No. 2 Road (Attachment A) from the “Light Industrial (IL)” zone to a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone in order to construct a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 348.5 m² (3,750 ft²) of commercial space, under Richmond Zoning Bylaw 8500, Amendment Bylaw 9094.

Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 was reviewed by Council at the Public Hearing held on February 17, 2014 (Attachment B), and the application was referred back to staff based on public comments. In response to concerns expressed by neighbours at the Public Hearing, the applicant has committed to revise the proposal through the required Development Permit application in order to provide vehicular and loading access from No. 2 Road only.

Background

The following referral motion was carried at the Public Hearing held on February 17, 2014:

“That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 (RZ 12-602748)(Location: 13040 No. 2 Road; Applicant: Kirk Yuen of Cape Construction (2001) Ltd.) be referred back to staff:

- (1) for more information on the notion of utilizing the same garbage contractor for the proposed project as the one currently utilized by the existing adjacent building;*
- (2) to consider the necessity of the second loading bay and whether it can be mitigated or potentially eliminated;*
- (3) to examine the pathway through the adjacent property and to encourage discussion with the adjacent Strata Corporation regarding the soundness of the pathway;*
- (4) for more information about the need and timing of potential road improvements to No. 2 Road south of Steveston Highway; and*
- (5) to examine potential privacy overlook issues associated with the proposed development.”*

This report is being brought forward to provide a response to the referral, to provide a summary of revisions made to the development proposal in response to comments made at the Public Hearing, the nature of the associated loading variance, and to request that the rezoning bylaw be forwarded to the May 20, 2014 Public Hearing.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet for a comparison of the proposed development data with the relevant bylaw requirements (Attachment C).

Please refer to the original staff report dated January 15, 2013 (Attachment B) for information pertaining to surrounding development, related City policies & studies, pre-Public Hearing public input and responses, as well as staff comments on the proposed zoning amendment, flood plain management, affordable housing, Public Art, trails way-finding improvements, infrastructure improvements, tree retention and replacement, legal considerations, and original rezoning considerations.

Public Input

Public input received prior to Planning Committee is discussed in the original staff report (Attachment B). A number of members of the public made delegations and submitted public correspondence to the Public Hearing held on February 17, 2014. Two (2) delegates also submitted correspondence to the City after the Public Hearing; both opposed to the proposal (Attachment D).

Most of the concerns raised by the public at the Public Hearing and in the new correspondence were included and discussed in the original staff report. The new correspondence does include a new concern that was also raised at the Public Hearing regarding use of the easement that is registered on Title of the adjacent development across their surface parking, servicing and drive aisle areas on top of their parking structure. The easement was registered to allow access for the subject site. Concerns were also expressed regarding the structural ability of the parking structure to accommodate additional traffic.

In response to these public concerns regarding access across the neighbouring development, the applicant has revised the proposal to eliminate the second loading bay and relocate the servicing area away from the rear southeast corner of the site, thereby eliminating the need for access across the neighbouring development, and over the parking structure.

Should the subject development be approved by Council as envisioned, the adjacent strata corporation can make application to the City to discharge the cross-access agreement.

Analysis

This section will discuss each of the referrals made by Council at the Public Hearing held on February 17, 2014:

Access Easement Connecting to London Road

In their referral back to staff, Council asked staff:

- For more information on the notion of utilizing the same garbage contractor for the proposed project as the one currently utilized by the existing adjacent building.
- To examine the pathway through the adjacent property and to encourage discussion with the adjacent Strata Corporation regarding the soundness of the pathway.
- Consider the necessity of the second loading bay and whether it can be mitigated or potentially eliminated.

In response to the referral and the concerns raised by neighbours at the Public Hearing, the proposal will no longer include access across the neighbouring development. The second loading bay at the rear south-east corner of the site is proposed to be eliminated. Recycling and garbage storage facilities are proposed to be moved into an enclosed area within the proposed parking structure, and a garbage compactor provided. All access for the development is proposed to be provided by the No. 2 Road driveway.

As noted in the original rezoning staff report, Development Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption. As a part of the required Development Permit application, the applicant has agreed and is required to revise the project design to eliminate the second loading bay, relocate garbage and recycling storage facilities into the parking structure, and to provide soft and hard landscaping instead of the previous loading and servicing area in the south-east corner of the site.

The Development Permit application will also include a request for a variance to reduce the required number of off-street loading spaces from two (2) to one (1). The one (1) loading bay would be shared by the residential and commercial uses in the proposed building. The rezoning considerations have been revised to remove a reference to a second loading bay (Attachment E).

In this instance, the proposed loading bay variance and revised approach to garbage and recycling storage in the parking structure and collection from No. 2 Road is supported by Development Applications, Transportation and Environmental Programs staff.

Road Improvements Along No. 2 Road

In their referral back to staff, Council asked staff for more information about the need and timing of potential road improvements to No. 2 Road south of Steveston Highway.

In response to the referral, staff will investigate adding the future widening of No. 2 Road from Steveston Highway south to London Road to the City's upcoming 5 year Capital Plan for years 2015-2019 as a possible candidate project for Council's consideration to address long term development in the area.

If endorsed, this project would be phased, with actual construction anticipated to start toward the mid-point of the program to allow for the associated road design work to be carried out and capital funding to be accrued first. The general scope of this project includes roadway upgrade to four lanes between Steveston Highway and Moncton Street and to collector road standard (2 travel lanes and 2 parking lanes) from Moncton Street south to London Road to facilitate future growth in the area.

As noted in the original rezoning staff report, Transportation Division staff have reviewed the proposal and advise that London Road and No. 2 Road, with improvements as part of this application, have capacity to accommodate the infill proposal.

Privacy Overlook Issues

In their referral back to staff, Council asked staff to examine potential privacy overlook issues associated with the proposed development.

In response to the referral, the applicant has provided conceptual architectural cross-section drawings (Attachment F) to illustrate that the proposal includes adequate building separation to address these privacy overlook concerns.

To the north, there would be a 21.4 m (70.2 ft) separation between the existing building at 13020 No. 2 Road and the proposed residential units. For the angled building at 13028 No. 2 Road, at the closest point, there would be a 9.1 m (30 ft.) separation of the existing building to the proposed residential units.

To the south, the building would be closer to the existing party wall adjacent to No. 2 Road and would be further setback at the rear of the property, providing a greater separation between the existing buildings and the proposed residential units. There would be 24.8 m (81.3 ft.) separation between the existing building at 6111 London Road and the proposed residential units.

To the east, there would be a 17.2 m (56.3 ft) separation between the existing building at 6233 London Road and the proposed residential units.

The subject site has the same Steveston Area Plan “Mixed-Use” land use designation as the adjacent development to the South, which allows for the proposed four-storey building with ground level non-residential space fronting onto No. 2 Road and residential apartments.

Staff are of the opinion that these conceptual cross-section drawings indicate that there would be sufficient building separation to mitigate privacy overlook concerns. As noted in the original rezoning staff report, the proposal provides a greater building separation than the 1:4 ratio identified for consideration in the OCP Development Permit guidelines.

Financial Impact or Economic Impact

None.

Conclusion

In response to Council’s referral:

- The second loading bay has been eliminated and access for garbage and recycling collection or loading is no longer proposed across the neighbouring development.
- Information has been provided regarding road improvements to No. 2 Road.
- Privacy overlook issues associated with the proposed development have been reviewed.

The proposal provides a medium density mixed-use four (4) storey development over parking with street fronting commercial space and residential apartment housing that will complete the development of the subject block in the London/Princess waterfront neighbourhood. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed-use development. The creation of the new zone "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" is proposed to accommodate the proposal on the subject infill site that is surrounded with mixed use development. Overall, the proposed land use, density, site plan and building massing respects the surrounding mixed-use townhouse and four (4) to five (5) storey building developments. Further review of the project design is required to be completed as part of the Development Permit application review process. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9094, be forwarded to the May 20, 2014 Public Hearing.



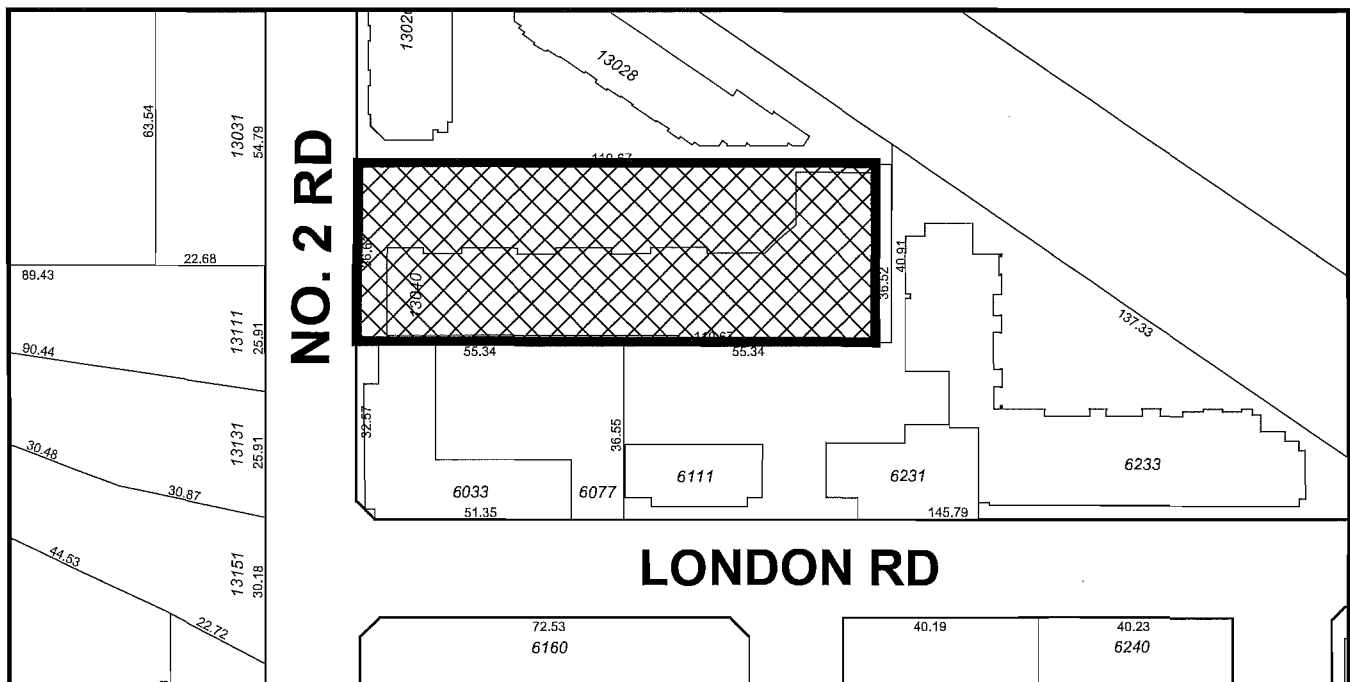
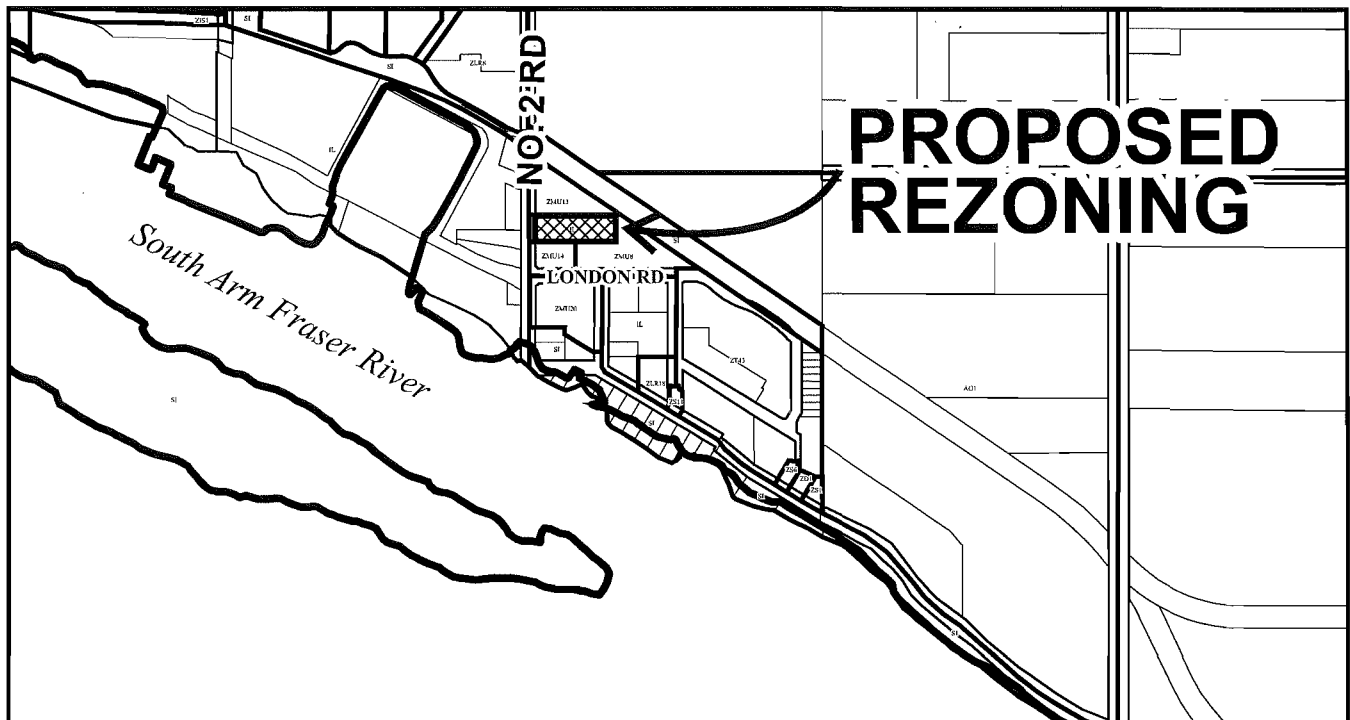
Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

Attachment A: Location Map
Attachment B: Original Rezoning Staff Report dated January 15, 2013
Attachment C: Development Application Data Sheet
Attachment D: Public Correspondence
Attachment E: Rezoning Considerations
Attachment F: Conceptual Development Plans



City of
Richmond



RZ 12-602748

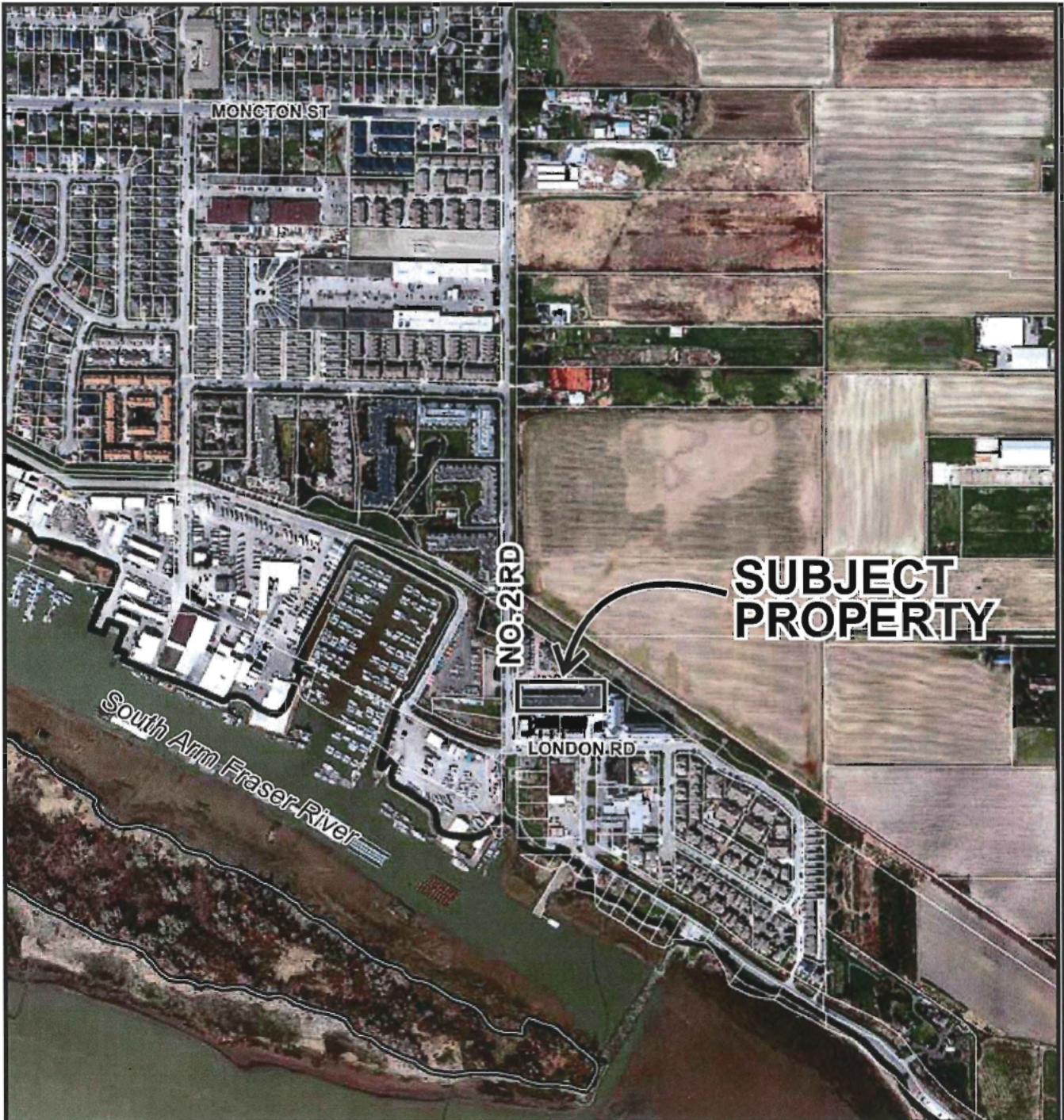
Original Date: 03/19/14

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 12-602748

Original Date: 03/19/14

Revision Date:

Note: Dimensions are in METRES

PLN - 78



**City of
Richmond**

Report to Committee
Planning and Development Department
TO PLN - Jan 21, 2017

To: Planning Committee

Date: January 15, 2013


From: Wayne Craig
Director of Development

File: RZ 12-602748

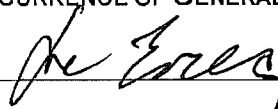
Re: Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at 13040 No. 2 Road from the "Light Industrial (IL)" Zone to a Site Specific "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" Zone

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 to: create "Commercial Mixed Use (ZMU24) – London Landing (Steveston)"; and to rezone 13040 No. 2 Road from "Light Industrial (IL)" to "Commercial Mixed Use (ZMU24) – London Landing (Steveston)"; be introduced and given first reading.


Wayne Craig
Director of Development

SB:blg
Att.

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

Staff Report

Origin

Kirk Yuen has applied to the City of Richmond for permission to rezone 13040 No. 2 Road (**Attachments 1 & 2**) from the “Light Industrial (IL)” zone to a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone in order to construct a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 348.5 m² (3,750 ft²) of commercial space. Parking will be provided below the building with vehicular access from No. 2 Road with an additional access from London Road for servicing and loading (**Attachment 8**).

The developer has agreed to enter into a Servicing Agreement as a rezoning consideration for the design and construction of road and servicing infrastructure works.

Findings of Fact

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

Surrounding Development

The site is subject to the Steveston Area Plan and is located in the London/Princess waterfront neighbourhood (**Attachment 4**). Surrounding development is as follows:

- To the north: A three-storey mixed-use townhouse development with commercial space at grade fronting No. 2 Road, zoned “Commercial Mixed Use (ZMU13) – London Landing (Steveston)”, with a permitted density of 1.0 floor area ratio (FAR) and a maximum permitted building height of 12 m and three (3) storeys.
- To the south-east: A five-storey mixed-use development with commercial space at grade fronting London Road, zoned “Commercial Mixed Use (ZMU8) – London Landing (Steveston)”, with a permitted density of 1.45 FAR and a maximum permitted building height of 23 m.
- To the south: A four-storey mixed-use development on the corner of No. 2 Road and London Road with commercial space at grade fronting London Road, zoned “Commercial Mixed Use (ZMU14) – London Landing (Steveston)” with a maximum permitted density of up to 1.45 (including 0.07 FAR of smaller dwelling units of 47m² or less) and a maximum permitted building height of 21 m.
- To the west: Across No. 2 Road, are undeveloped industrial lands currently used in support of Steveston Harbour and zoned “Light Industrial (IL)” with a permitted density of 1.0 FAR and a maximum permitted building height of 12 m.

Related Policies & Studies

This rezoning application has been reviewed in relation to the 2041 Official Community Plan (OCP), the Flood Plain Designation and Protection Bylaw 8204, the City's affordable housing strategy and the public art program. An overview of the review in relation to these policies is provided in the "Analysis" section of this report.

Public Input

Informational signage is posted on the subject site to notify the public of the subject application and the statutory Public Hearing will provide local property owners and other interested parties with an additional opportunity to comment. Notification of the Public Hearing will be mailed to neighbours and advertised in the local newspaper, *The Richmond Review*.

Consultation with London Station Neighbours Undertaken by the Applicant

The proposal includes a vehicle access from No. 2 Road to the parking structure and one of two required loading bays. The proposal also includes a second required loading bay which also serves for recycling and garbage collection; accessed from London Road utilizing a cross-access easement registered on Title to the neighbouring strata-titled mixed-use London Station buildings to the south at 6033, 6077, 6111, 6231 and 6233 London Road.

The applicant invited residents of the neighbouring London Station buildings to an open house meeting held in the Steveston Community Centre from 5:00 p.m. to 7:30 p.m. on Tuesday, September 17th, 2013. One hundred and thirteen (113) invitations were sent and fifteen (15) people are listed on the open house sign-in sheet; including seven (7) London Road residents, three (3) residents from elsewhere in Richmond, one (1) Vancouver resident, one (1) attendee without a noted address, and the two (2) owners of the site (**Attachment 5**). At the open house, the following comments were identified (staff comments are included in *'bold italics'*):

- Concern regarding loss of tenants Pilates & Dance studio businesses – *The applicant confirmed that the business owners were invited to lease space in the new building, but have relocated to a new location within Richmond.*
- Concern regarding exceeding the building height of the existing two-storey industrial – *The proposal includes setbacks and landscaped edges, as well as a building height limit of four (4) storeys to transition between the five (5) storey mixed buildings to the south and the lower three (3) storey mixed-use buildings to the north.*
- Concern regarding potential for more frequent garbage and recycling collection – *Garbage and recycling collection for this mixed-use infill project should occur with the same frequency as the neighbouring mixed-use buildings.*
- Concern regarding potential noise from new family residents, daycare, and common outdoor amenity area – *Shared outdoor amenity area is a requirement in multi-family developments and child care is a permitted use in many zoning districts in the City. Future residents and businesses will be required to comply with the City's Noise Bylaw, and noise concerns are not anticipated for this medium density infill project.*

- Concern regarding potential noise and dust from construction activities – *The developer recognizes that construction activities are disruptive and has confirmed that they will comply with the City's Noise Bylaw requirements regarding hours of operation and construction noise. In addition, the developer is required to provide a Construction Parking and Traffic Management Plan as part of the future Building Permit application.*
- The front commercial exterior spaces at the entry need design development – *The proposed design will be further refined through the required Development Permit process.*
- The development was attractive.

Public Correspondence

At the time of writing this report, the City has received two (2) pieces of public correspondence (**Attachment 6**), which include the following concerns (staff comments are included in '*bold italics*')

- Concern regarding loss of tenant gym business – *The applicant confirmed that the business owner was invited to lease space in the new building, but closed their business at this location.*
- Concern regarding potential shadowing impact of four (4) storey building height – *The subject orphan lot is surrounded on three sides with existing development. The proposal includes setbacks as well as a building height limit of four (4) storeys to transition between the five (5) storey mixed buildings to the south and the lower three (3) storey mixed-use buildings to the north.*
- Concern regarding potential increased parking demand – *The proposal provides 115 parking spaces on-site, exceeding the bylaw requirement by an additional 21 parking spaces.*
- Concern regarding narrowness of No. 2 Road and London Road and their ability to accommodate the proposal – *Transportation Division staff have reviewed the proposal and advise that London Road and No. 2 Road, with improvements as part of this application, have capacity to accommodate the infill proposal.*
- Concern regarding pedestrian safety – *The proposal includes frontage improvements which will improve pedestrian safety and will complete the frontage of the subject block.*
- Concern regarding building setbacks – *The proposal provides a greater building separation than the 1:4 ratio identified for consideration in the OCP. The proposal includes a 12.5 m setback to the east property line and the neighbouring building is setback from the shared property line; for a separation between the apartments in the neighbouring buildings of approximately 15.5 m. The proposal includes 6 m setbacks to the north and south property lines, except for the streetscape facade. The neighbouring townhouse buildings to the north are further setback on an angle, with the closest adjacency being approximately 9 m. The neighbouring mixed-use building to the south, along No. 2 Road, is built with a solid party wall at the shared property line and the proposal includes an entry element that is built against the party wall to reinforce the No. 2 Road streetscape. Further to the south, the neighbouring mixed-use buildings are setback behind a rear surface parking and service area.*

- Concern regarding potential sink holes – *Staff and the developer are not aware of any sinkhole issues regarding the subject site. However, the proposal will be designed and constructed in accordance with the BC Building Code and the development team will include a geotechnical engineer.*
- Recommendation to rezone to allow a maximum of two (2) storeys of residential townhouses, or a maximum of two (2) storeys of residential dwelling units and one (1) storey of commercial space – *The applicant has requested that the City consider the proposal to provide a mixed-use building in accordance with the existing 'Mixed-Use' land use designation in the Steveston Area Plan and a four (4) storey building height as a transition between the taller five (5) storey buildings to the south and the lower three (3) storey buildings to the north.*

Staff Comments

Based on a review of the subject application, staff are supportive of the subject rezoning application, provided that the developer fully satisfies the considerations of the rezoning (Attachment 7).

Analysis

Proposed Zoning Amendment

Amendments to the Richmond Zoning Bylaw 8500 are proposed to create the new site specific zone “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” and to rezone the subject site from “Light Industrial (IL)” to this new zone. The proposed bylaw has been prepared to manage development on the subject site in accordance with the OCP and as a transition on this infill site surrounded by existing development.

Proposal Details

Staff's review of the proposed development shows it to be generally consistent with City policies, as indicated below:

- a) Floodplain Management: In accordance with the City's Flood Plain Designation and Protection Bylaw 8204, the developer has agreed to register a floodplain covenant as a consideration of the rezoning specifying a minimum habitable elevation of 2.9 m GSC.
- b) Affordable Housing: In accordance with the City's affordable housing strategy and the proposed “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone density bonus provision, the developer has agreed to provide a voluntary contribution of approximately \$223,656, based on \$4.00 per buildable square foot of residential floor area, to the City's affordable housing reserve as a consideration of the rezoning.
- c) Public Art: The developer has agreed to participate in the City's Public Art Program, with a voluntary contribution in the amount of approximately \$44,591, based on \$0.77 per buildable square foot of residential floor area and \$0.41 per buildable square foot of commercial floor area, to the City's Public Art fund as a consideration of the rezoning.

- d) Trails Way-Finding Improvements: The developer has agreed to provide a voluntary contribution in the amount of \$150,000 towards the development of wayfinding projects in the South Dike and Britannia Heritage Shipyards trail areas.
- e) Infrastructure Improvements: The developer has agreed to enter into a Servicing Agreement as a consideration of the rezoning for the following:
- Road Network Improvements: The developer shall be responsible for the design and construction of road improvements across the site's No. 2 Road frontage to extend pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk works [to tie into recent construction to the south (SA 07-364532)]. Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. Reconstruction of the adjacent property driveway letdown may be required. An existing power pole may need to be relocated.
 - Engineering Improvements: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve the minimum spacing requirement of 75 m in multi-family areas. New hydrant(s) to be connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain required, replacement or relocation of the AC watermain may be required.
 - Sanitary Sewer Statutory Right-of-Way (SRW) discharge: The sanitary sewer utilities right-of-way (ROW) along the east property line (RD105058 regarding plan 56029) is currently not in use and may be discharged after first removing any existing utility infrastructure.
 - Any permanent structure above or below ground (i.e. building, slab, footings, etc.) to be setback a minimum 2.5 m from the edge of the existing No. 2 Road utility SRW (i.e. 4.0 m from the property line). Any paved areas, stairs or ramps located within the SRW must be easily removable (i.e. not cast in place and not permanently attached to any other structures) and require a separate encroachment agreement as part of the future Building Permit process.
 - If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City and private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm and sanitary system before and after activity.
- f) Tree Retention and Replacement

Bylaw-size trees	Existing	Retained	Compensation
On-site	1	0	2:1 replacement ratio required – 2 trees
On neighbouring properties	4	4	To be protected

- There is one (1) bylaw size tree on the subject site, a 0.28 cm dbh deciduous tree with a low spreading canopy shape located 1 m inside the property along to No. 2 Road. The tree is located in an existing sanitary sewer right-of-way and adjacent to existing BC Hydro electrical equipment. The tree roots encroach into the clearance and grounding area surrounding the electrical equipment. The property is located in an elevated flood construction level area and the low tree canopy will conflict with the pedestrian clearance on the commercial walkway, stairs and wheelchair ramps.
- The City's Tree Preservation Coordinator has reviewed the proposal and agrees with the removal of the existing on-site tree and replacement with new tree planting.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), two (2) replacement trees are required for the removal of one (1) bylaw-sized tree. The preliminary landscape plan (**Attachment 8**) includes 20 new trees and this will be further refined through the required Development Permit.
- The developer is required to protect the four (4) trees on neighbouring properties adjacent to the subject development site. The developer is required to install any needed tree protection fencing prior to any construction activities occurring on the site.

g) Legal Considerations

- The subject property is strata-titled. Cancellation of the strata plan and winding up of the strata corporation regarding the 10 strata lot light industrial building is a consideration of the rezoning.
- The proposal is a mixed-use development, and the developer has agreed to enter into a mixed-use building noise covenant as a consideration of the rezoning. The covenant would include the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
- The developer has agreed to enter into a legal agreement ensuring the provision of and shared use of the indoor amenity space by all residential units as a consideration of the rezoning. The proposal includes more than the minimum required area of 100 square meters, and the size, location and programming will be further refined through the DP.
- The proposal includes a shared pool of parking for the use of the commercial space and residential visitors. To support this shared use, the developer has agreed to enter into legal agreements to ensure the parking gate remains open during the commercial business hours and to ensure that non-residential parking is shared by visitors and commercial uses. The legal agreement will prohibit the assignment of parking spaces to any particular unit.

h) Form of Development

The developer proposes to construct a medium density mixed use development with approximately 348.5 m² (3,750 ft²) of street fronting commercial area and 55 apartments in a four (4) storey building over a one (1) level parking structure (**Attachment 8**), which generally conforms to OCP policies, the Steveston Area Plan and Development Permit guidelines.

Development Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption, which will include the following:

- Review of sustainability features of the development.
- Detailed architectural and open space design including: interfaces to neighbouring developments (e.g. grade changes, transitions, facade alignment), landscaping, children's play area in outdoor amenity area, grading, sanitary sewer setback, and tree protection.
- Detailed design review to minimize grade transition to No. 2 Road as much as possible.
- Review of adaptable and aging in place features. Six (6) adaptable units are proposed and aging in place features are proposed in all units.
- Review indoor amenity space provision, location in the building and programming.
- Review of Floodplain Construction Level requirements, ensuring no storage area or equipment that is damageable by flood water is located below 2.9 m GSC.
- Vehicle and bicycle parking, parking gate locations, truck loading, garbage, recycling and food scraps storage and collection, including truck manoeuvring, and private utility servicing.

Financial Impact or Economic Impact

None.

Conclusion

The proposal provides a medium density mixed-use four (4) storey development over parking with street fronting commercial space and residential apartment housing that will complete the development of the subject block in the London/Princess waterfront neighbourhood. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed-use development. The creation of the new zone "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" is proposed to accommodate the proposal on the subject infill site that is surrounded with mixed use development. Overall, the proposed land use, density, site plan and building massing respects the surrounding mixed-use townhouse and four (4) to five (5) storey building developments. Further review of the project design is required to be completed as part of the Development Permit application review process. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9094, be introduced and given first reading.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

Attachment 1: Location Map

Attachment 2: GIS Aerial Photo

Attachment 3: Development Application Data Sheet

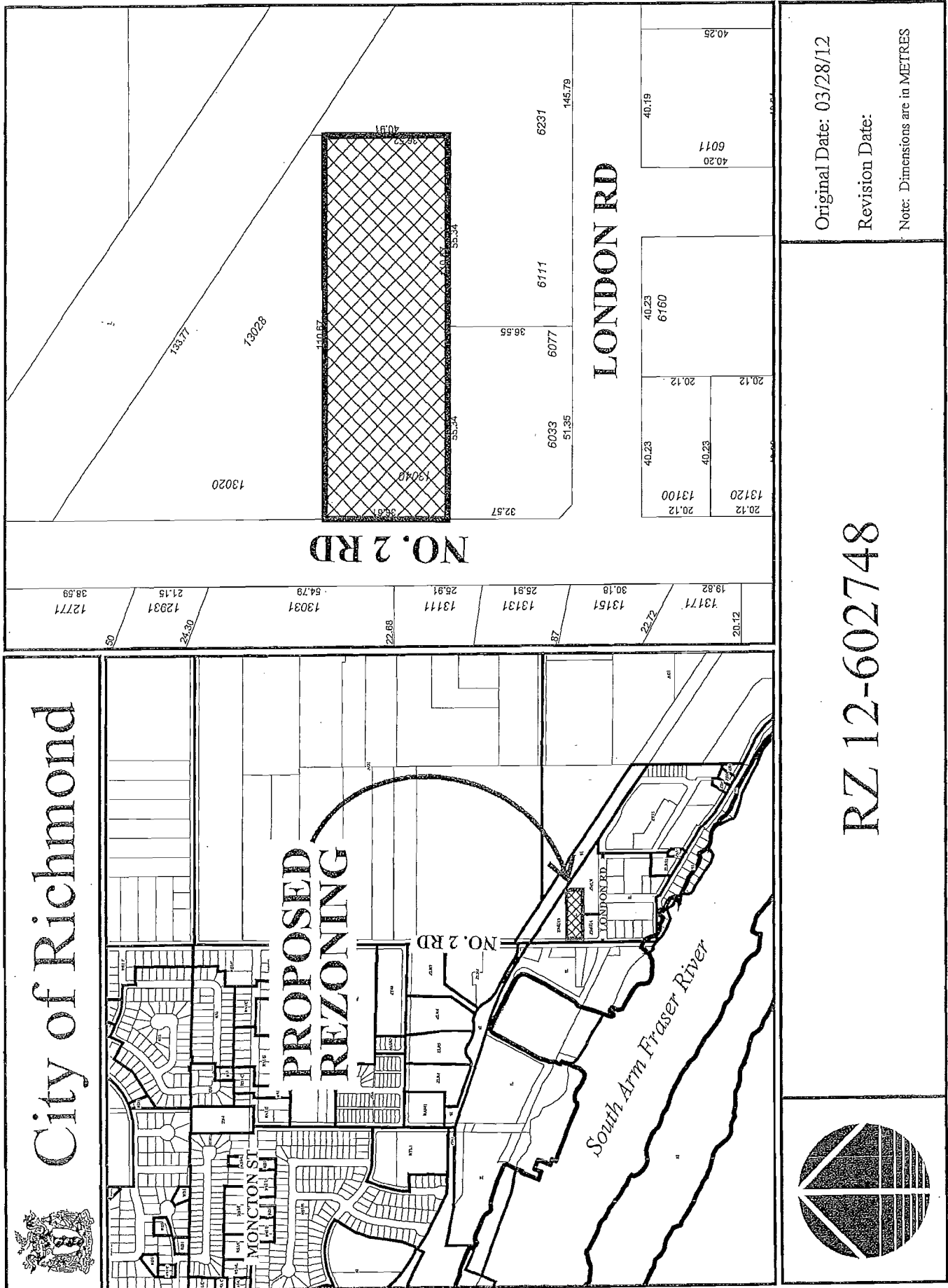
Attachment 4: London/Princess Land Use Map

Attachment 5: Applicant Open House Sign-in Sheet (September 17, 2013)

Attachment 6: Public Correspondence

Attachment 7: Rezoning Considerations Concurrence

Attachment 8: Conceptual Development Plans





RZ 12-602748

Original Date: 03/29/12

Amended Date:

Note: Dimensions are in METRES



RZ 12-602748

Attachment 3

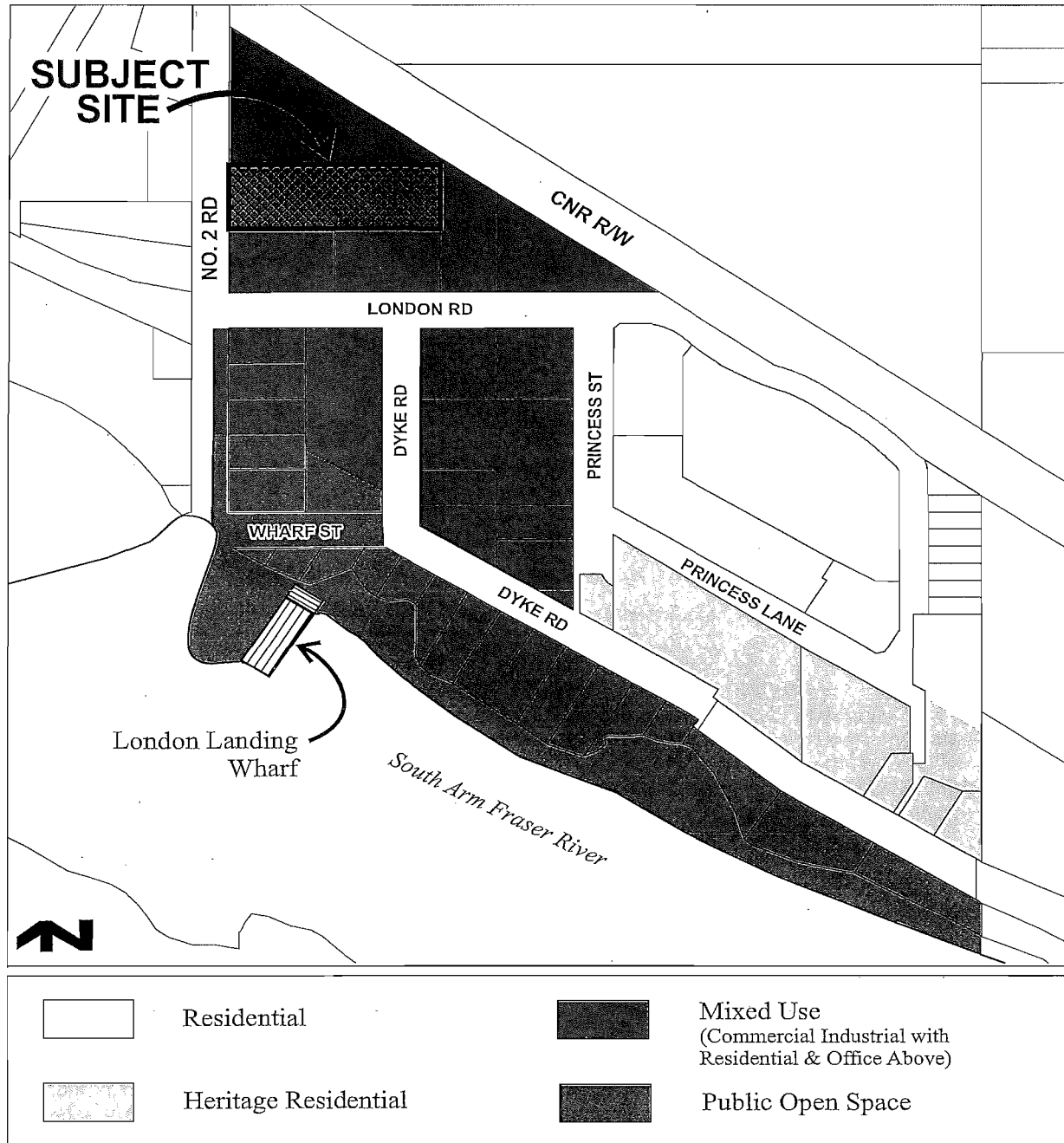
Address: 13040 No 2 Road

Applicant: Kirk Yuen of Cape Construction (2001) Ltd.

Planning Area(s): London/Princess Waterfront Neighbourhood (Steveston)

	Existing	Proposed	
Owner:	Matthew & Flora Chen	Unknown	
Site Size (m ²):	4,046 m ²	No Change	
Land Uses:	Warehousing	Mixed-Use Commercial and Residential	
Flood Construction Level	Min. 2.9 m GSC required	Complies	
OCP Designation	Mixed-Use	Complies	
Area Plan Designation:	Mixed-Use (Commercial Industrial with Residential & Office Above)	Complies	
Zoning:	Light Industrial (IL)	Commercial Mixed-Use (ZMU24) – London Landing (Steveston)	
Number of Units:	10 strata units	2 or 3 CRU and 55 Apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. 1.37 including commercial space at grade	1.37 including 348.5 m ² commercial space	None Permitted
Lot Coverage	Max. 54%	54%	None
Setbacks: No. 2 Road Side Yard Rear Yard	Min. 4.5 m None None	4.5 m Min. 0 to 10.9 m 12.5 m	None
Height	Max. 21 m & four storeys	16 m to 19.8 m & four storeys	None
Parking Spaces: Commercial/Visitor Resident Accessible Total	11 83 (3) 94	12 103 (3) 115	None
Small Car Parking	Max. 50%	3.5% (4 spaces)	None
Tandem Parking	Permitted	None	None
Indoor Amenity Space	100 m ²	330 m ²	None
Outdoor Amenity Space	330 m ²	373 m ²	None

London/Princess Land Use Map



Harbour Walk Re-Development Information Meeting



13040 No. 2 Road, Richmond, BC

September 17, 2013

Your Name	Your Address	Your Comments!
Trish Howe	502-6233 London Rd.	checking out the plans
Neil Goye	926-6233 London Rd.	Not looking forward to your development.
Walter W. Cavels	302-6233 London Rd.	concerned!
MATT MEW CHER	4780 Lakeshore Ave	looking plans
Flora Chen	" "	" "
Helen Kinney	10491 SPRINGWOOD CRESC	Checking out plans
Claire Adamson		
Madeline Youngman	319 6233 London Rd	checking plans
Britt, DiPasquich	301 6233 London Rd	checking plans
Michael Shi	421 6233 London Rd	Not very happy that my views will be gone
Jane Guen	5051 Munster St	Great plan
Grant Tse	486 W 26 Ave. Van.	Very beautiful project.
Yoon Kyjinnw	829-7611 McGraw Rd	Good plan for area.
Scott Dodgus	408-6233 London Road	NEIGHBOURHOOD - FRONT COMMERCIAL ENTRANCE
		SPACES of ACCESS ARE PRETTY "DEATH"

R. Howe & K. Covell
302-6233 London Road
Richmond, V7E3S3

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

September 25, 2013

RECEIVED
OCT 02 2013

Re: Rezoning application for 13040 #2 Road

RZ 12-602748

Having attended the public presentation with regard to the above we are writing to express our concerns.

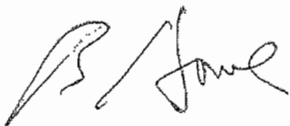
First, we note that the application states that the development will comprise commercial and residential units to a total of four floors. In contrast, the plans presented showed four floors of fully residential units. This is concern in that it raises the density of residents to a level above that which the area's traffic patterns and parking can accommodate.

At this time the residential units on #2 Road and London Road have insufficient parking space. The result is significant parking on the sides of the road – a danger to pedestrians and animals, especially at night. With the addition of the new Penta complex being built on London Road at the foot of #2 Road, the situation will only get worse.

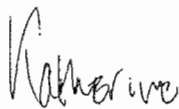
We request consideration of a change in plans for #13040 either to 2 stories of residential or to one level of commercial with 2 stories of residential above.

The infrastructure of this area cannot support the sort of densification the developer proposes.

Sincerely,



R.B. Howe



K. Covell



Badyal, Sara

From: Maddie Youngman [tiffers@telus.net]
Sent: Monday, 13 May 2013 04:58 PM
To: Badyal, Sara
Subject: 13040 application.

Hello Sara: First off, I want to thank you again for the time you gave me regarding the four story restructuring of 13040 No. 2 Road. . It was a great deal of information for me to take in and I apologize if I make any following mistakes.

To start you know that I oppose the planned height of four floors, but I am not opposed to change. This whole small emerald neighbourhood was made up from changes of a small group of old business warehouses until Penta saw its potential. This area is presently owned by up to a thousand individuals who love the idea of the mighty Fraser River so close and so wonderful for walking or riding or driving. From sunrise to sunset people are using the entire area for meditation or conversation and it is only when it gets dark along the river that it becomes very quiet as most of Dyke Road is unlit so there is little movement at night but come dawn and the build-up is immediate. London Road and No. 2 Road residents benefit and treasure the quiet nights immensely.

I have walked this area up to no. 3 road or to the village for almost all my forty years of living in Steveston, more so in retirement and I can honestly say there is very little unfamiliar to me and hundreds of other walkers living here. The older buildings and Britannia projects just reek of our history. The bad side of this is the tenfold rise in traffic since the development began and with the ongoing project of Penta on the Southside of London, it will mean up to 150 more cars congesting this corner area coming and going onto the street traffic. It should be noted we also have many trucks and huge vans quite often on the road here and always, more and more people who use Dyke Road, as I have for decades, taking the long way home just to feel closer to nature for the serenity and peace it gives us after many hectic hours at work or driving in the madness of traffic elsewhere. These ephemeral moments of seeking the quiet cannot be taken too lightly as we all need nature to remind us to be grateful and kinder to others and beautiful neighbourhoods help in the daily process of the humane needs in this time of history where money and politics still lead the way.

The world can be cruel as we all know but greed is too often the motivating factor and this is felt by any who take the time to see it in action. The sign for 13040's application was placed in front of the Pilates windows late at night and I saw it for the first time the next day at 6 a.m. walking my dog. Since then there have been many comments made about it all to the negative. People will be extremely unhappy to see such a large building of four stories going up that will over shadow their daily view and cast a dark and extremely cold pall over all the condo buildings presently there and occupied by people who spent their last pennies to make homes here.

The Penta building was planned at least five years ago and can be a welcome change because they plan on adding small businesses and a restaurant for the area. Shops such as children's clothing or sport wear and shoes would be welcomed because the entire area has attracted so many who enjoy outdoor sports of all types and the conviviality it brings. But allowing this high building right in the centre of the present ones is an obscenity to all who live here. Mr. Yuen it seems couldn't wait to close down the gym shortly after his sign went up and that was sadly felt by many who live here and were members of this gym. Now one has to drive miles to get to the closest gym. The same can be said when he removes the Pilates and ballet businesses and shreds the building's small cultural needs of Richmond.

Mr. Yuen's plan is to build a row of two story townhouses that will face north and have some parking in front but above these he plans to build two more stories and this is one of my main objections as the wall on the south side will be solid concrete. The present condo buildings it seems will be too close for any privacy caused by the buildings facing too closely to each other. Herein lies the need for humanity and not another greedy developer making and squeezing the most square footage from their projects. Let him realize that there are real people living in the buildings surrounding his plan and four stories will impact their lives detrimentally simply because he wants to fill his pockets with more dollars. Why not just build some attractive townhouses and be satisfied. He will undoubtedly make a large profit by doing this without causing the unhappiness and misery of two more stories blotting out so many others present views. He also plans a few commercial shops but minor compared to Penta's better planning. Keep in mind the insanity of adding up to another 100 cars coming and going on No 2 Road. It is at present dicey and dangerous to cross any street here and to widen the street and corner will be questionable as the west side seems to belong to the Federal or Provincial governments. No. 2 Road is dangerously too narrow and presently so will London Road corner be too for all this additional traffic

Of course there is also the possibility of sinkholes which happen every day somewhere in the world and the total insecurity of below ground parking .My building shares parking with the west corner condo building and its a nightmare with break-ins and even one daytime burglary on the fourth floor which will mean no doubt, higher insurance rates. But we persevere because of the neighbourhood and the people. People living here say good morning and hi and how are you. This is a good neighbourhood and so many of us living here love it the way it is and the height of this addition will destroy so many of the wonderful things we are so grateful for. The changes and construction that Penta will create will be enough for this area just with the noise factor. I ask the City of Richmond and particularly our City Councillors to stop this greed and disharmony to a small neighbourhood that cries out for your fairness and good judgement when the process reaches its final stage. We came here because of the ALR farms, the mountains the quietness and the harmony of nature and people. This oversized building destroys hopes for the area's real estate values too which will drop for many young owners shadowed by its height and there goes their equity dreams. We should be aware of this factor along with the heavy dangerous traffic, which includes bike traffic and children and baby buggies and strollers trying to cross streets. We do not need another condo building defacing the area and building a row of two story townhouses is building enough.

I challenge any of the City Councillors to park their cars and come and see this jewelled small gem of Steveston and walk to the corner of No 2 and turn left at London, get the friendly feel we have here. Help us to continue protecting not just ALR but its surrounding buildings that have been here for decades used by residents in peaceful harmony that so many other areas don't have because City Hall turned away from them. See us and help us protect what we have against just another large condo building right in the centre of our living space that will hugely impact how we feel about living in Richmond.

I state again – I am not against change but change has to be good for the majority not for the greed of one developer. I say again build the townhouses but please do not build higher than that. If any at City Hall had a huge building built just some feet away from their patio or bedroom window, would you be at peace if it got the go ahead. I pray for your wisdom and charity and the saviours of small neighbourhoods. We are at your mercy as this process proceeds.

I remain sincerely yours, Ms. M. Youngman 604 274 6488



Address: 13040 No 2 Road

File No.: RZ 12-602748

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, the developer is required to complete the following:

1. Registration of a mixed use building noise covenant on title, including the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
2. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a legal agreement ensuring the provision and shared use of indoor amenity space (Min. 100 m²).
4. Registration of a legal agreement ensuring the parking gate remains open during commercial business hours and that non-residential parking is shared by visitors and commercial uses (prohibiting assignment).
5. Registration of a legal agreement ensuring both loading bays are shared by residents and commercial uses.
6. Cancellation of strata plan and winding up of strata corporation (LMS3089) pertaining to the 10 strata lot light industrial building at 13040 No. 2 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot of residential area and \$0.41 per buildable square foot of commercial area (e.g. \$44,591) to the City's Public Art Program.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of residential apartment housing (e.g. \$223,656) to the City's affordable housing fund as per the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$150,000 to the City's Trails 2012 fund to go towards development of way-finding projects in the South Dike and Britannia Heritage Shipyards trail areas (Account 1543-40-000-CITYS-41830).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works, including, but may not be limited to:
 - a) No. 2 Road improvements across the site frontage to extend the pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk to match works recently constructed to the south (SA 07-364532). Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. The lay-by is to terminate south of the new driveway. Reconstruction of the adjacent property driveway letdown may be required. Existing power pole may need to be relocated.
 - b) Water works: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve minimum spacing requirements and connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain is required and replacement or relocation of the AC watermain may be required.
 - c) Servicing Agreement to include site analyses for site connections.
 - d) Discharge sanitary sewer utilities rights-of-way (RD105058 regarding plan 56029) along the east property line only after first removing any existing utility infrastructure in the right-of-way and submitting a letter of confirmation (letter signed and sealed by a P. Eng. and addressed to the City of Richmond).
 - e) If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City & private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm & sanitary system before and after activity.
 - f) Private utilities: Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks) and future under-grounding of overhead lines required by the proposed development.

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The 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.
4. Submission of fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey to confirm that there is adequate available water flow for fire fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit* 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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

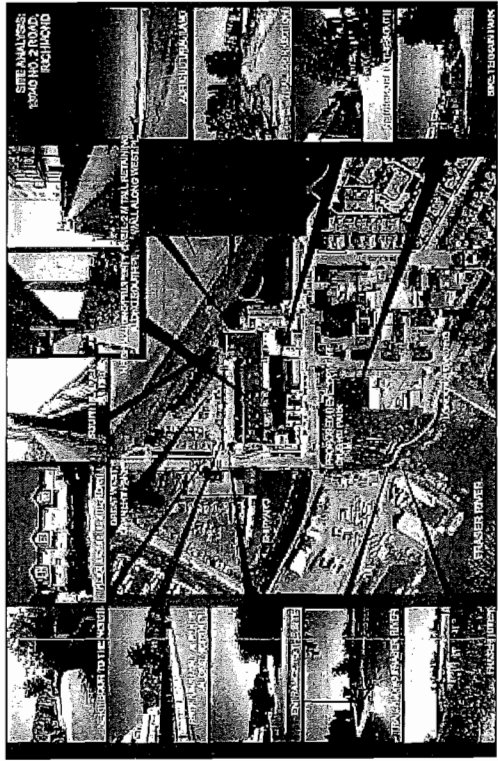
Signed

Date

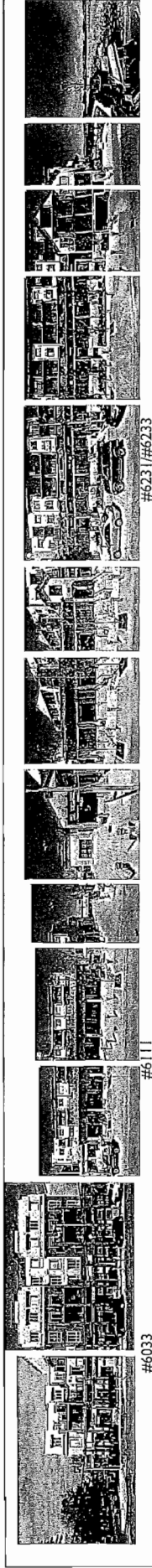
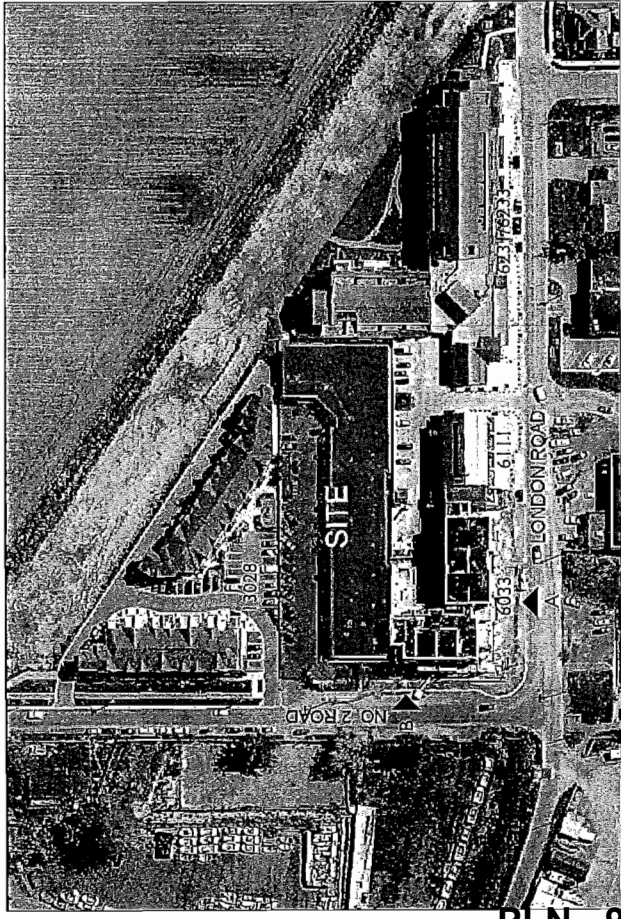


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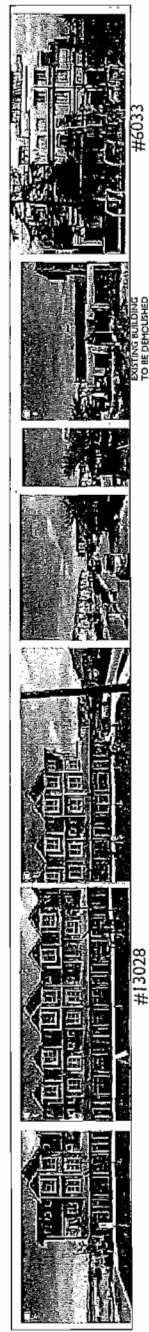
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AERIAL VIEW



VIEW A - STREETSCAPE ALONG LONDON ROAD

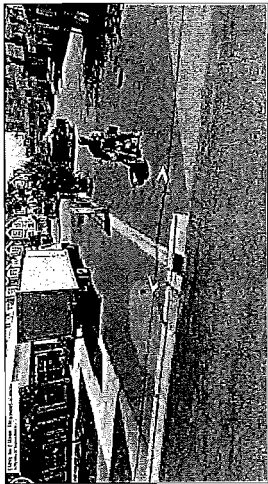


VIEW B - STREETSCAPE ALONG NO. 2 ROAD

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

SITE CONTEXT
 & PHOTOS

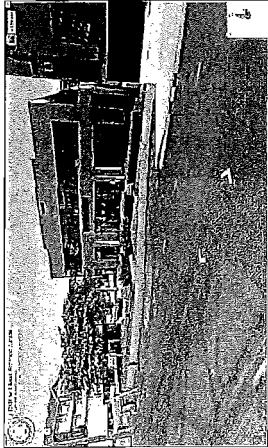
DATE: 10/1/11
 DRAWN BY: M. T.
 SCALE: 1/4" = 1'-0"
 JOB NUMBER: 1119



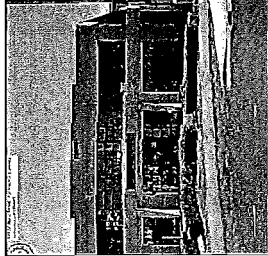
EXISTING ADJACENT DRIVEWAYS AT NO. 2 ROAD



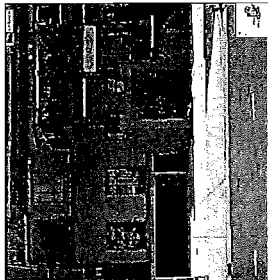
EXISTING DRIVEWAY & SIDEWALK AT NO. 2 ROAD



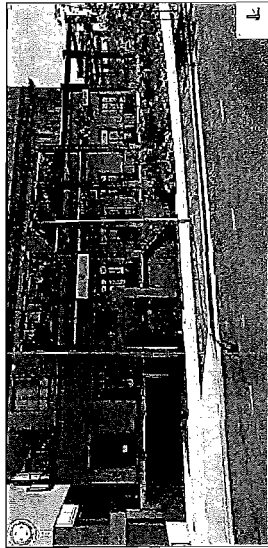
EXISTING BUILDING AT #13040 NO. 2 ROAD



EXISTING PARKADE ENTRY AT NEIGHBOURING BUILDING



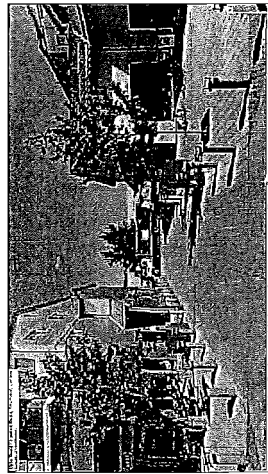
EXISTING NEIGHBOURING BUILDING TO SOUTH



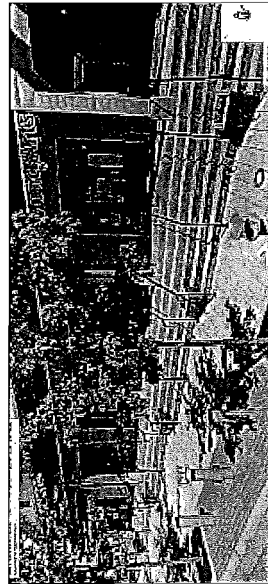
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SIDEWALK & LANDSCAPING AT STREET CORNER



VIEW TOWARD SITE FROM LONDON ROAD



SIDEWALK & RAISED CRU ENTRIES ALONG LONDON ROAD

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 ENTERPRISES LTD.
 ENTERPRISES LTD.

CONTEXT
PHOTOS

DATE: MAY 2013
 DRAWN BY: N
 CHECKED BY: N
 SCALE: NTS
 JOB NUMBER: 1119

TOPOGRAPHIC SURVEY OF STRATA PLAN LMS3089 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT

13040 NO. 2 ROAD,
RICHMOND, B.C.

NOTES:
Revisions shown are based on City of
Richmond 1994 Boundary Survey.
The survey is for the proposed Strata Plan
LMS3089. The survey is for the proposed
Strata Plan LMS3089. The survey is for the
proposed Strata Plan LMS3089. The survey
is for the proposed Strata Plan LMS3089.



PLAT INFO.



NOTES
see drawings

EXISTENCE
see drawings

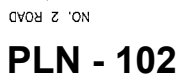
HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

SURVEY PLAN

DATE	1/14/2011
DRAWN BY	SA
CHECKED BY	1/14/2011
SCALE	1:119
PROJECT NO.	1119

A-0.05







NOTES

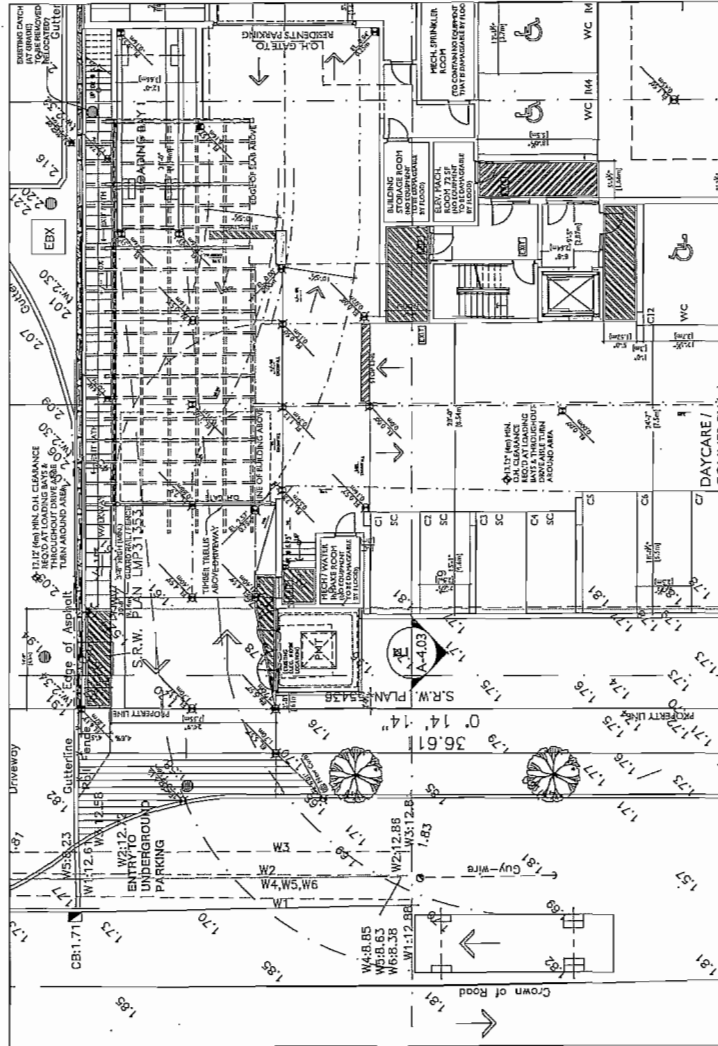
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HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

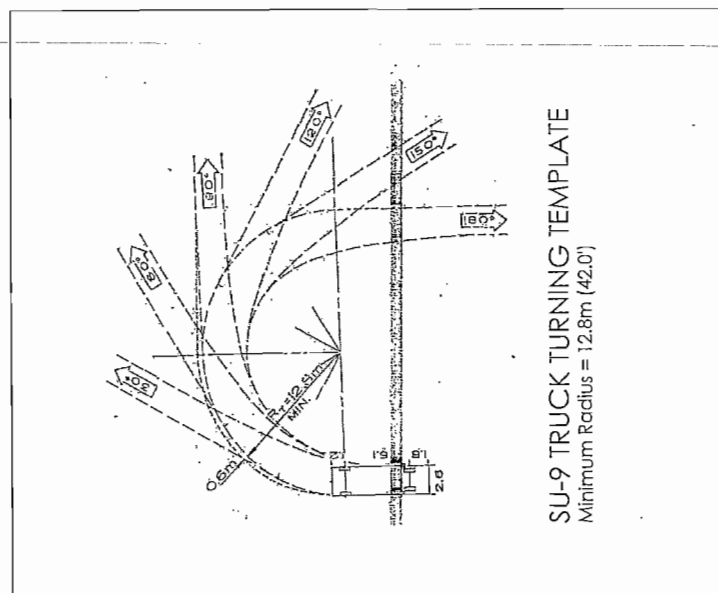
LOADING DIAGRAMS:
 ENTERING PARKADE

DATE: 04-2011
 DRAWN BY: SA
 CHECKED BY: TP
 SCALE: 1:1119
 2011-04-01

A-1.01



1. TRUCK ENTERING LOADING BAY 1 IN PARKADE





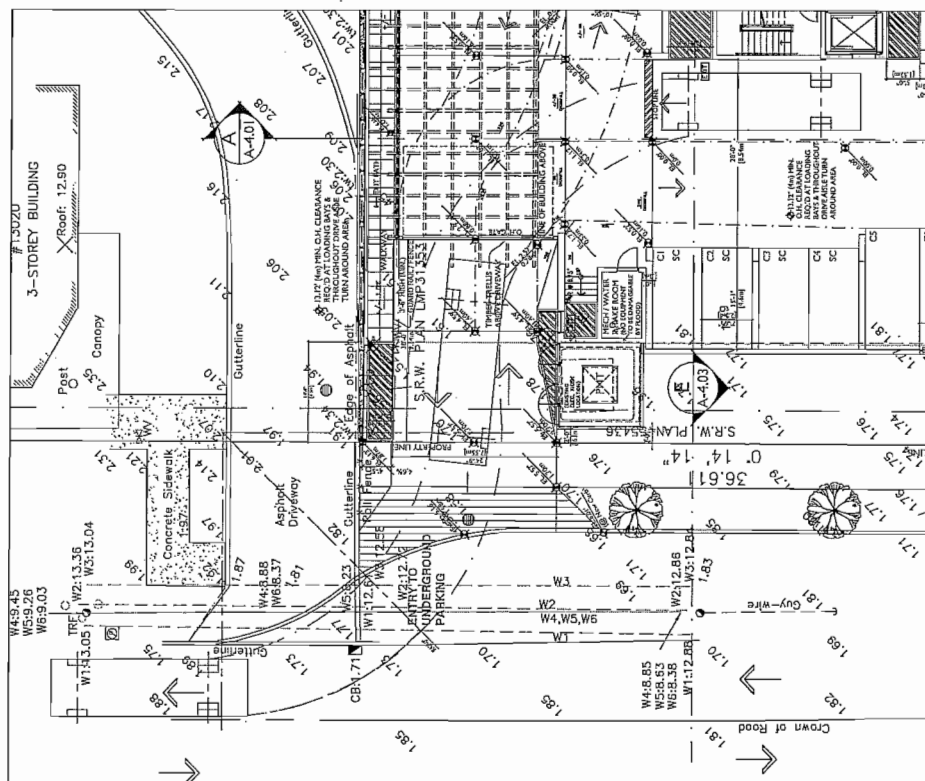
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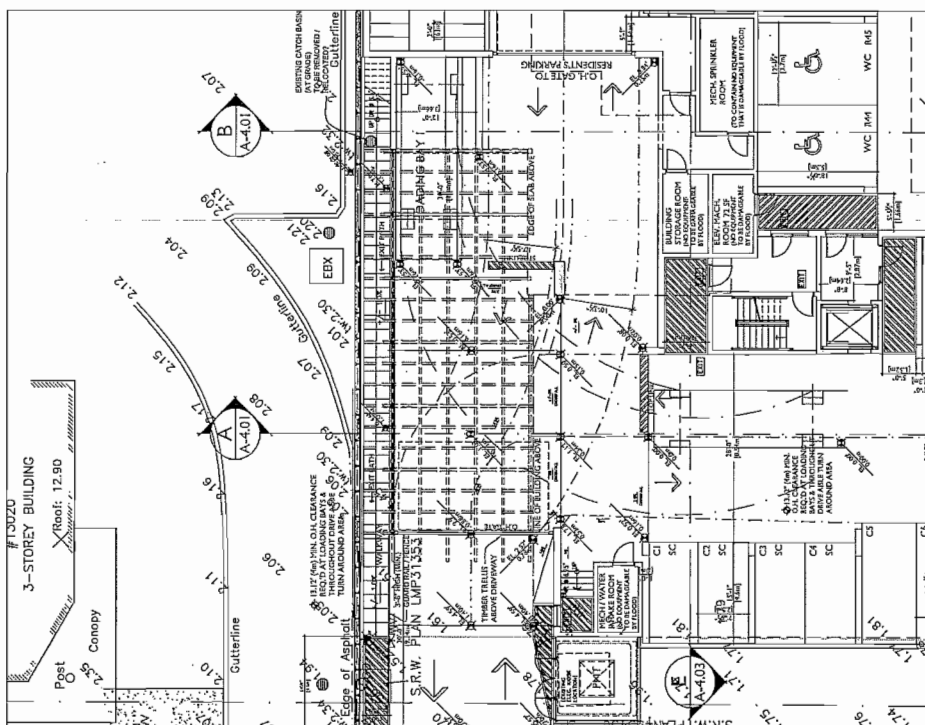
HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

**LOADING DIAGRAMS:
EXITING PARKADE**

DATE	MAR 10 17
DRAWN BY	EA
CHECKED BY	TE
SCALE	1/8" = 1'-0"
REVISION NO.	1111



3. TRUCK EXITING PARKADE TO STREET



2. TRUCK BACKING OUT OF LOADING BAY 1



NOTES

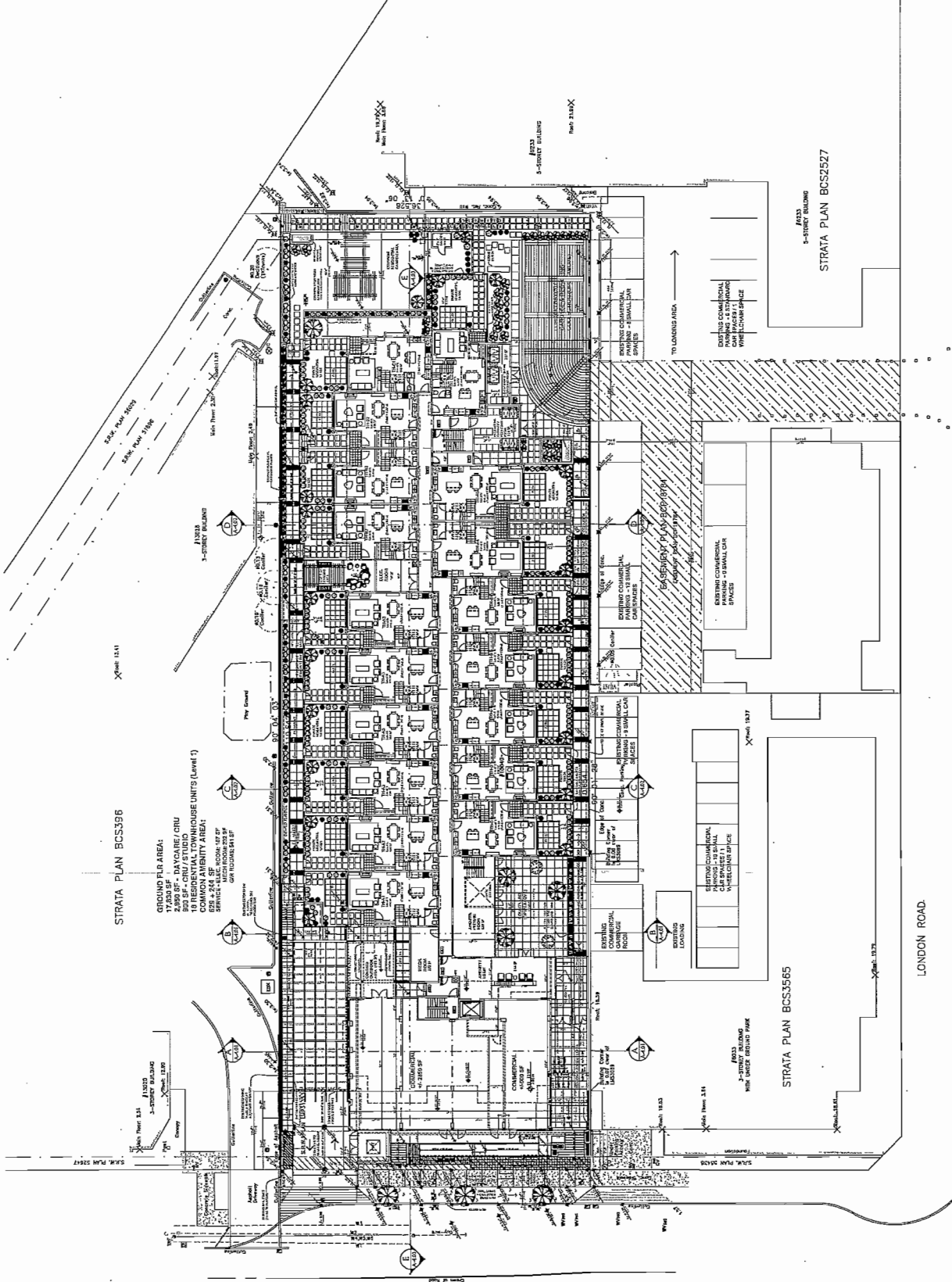
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**HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.**

SITE / GROUND
FLOOR PLAN

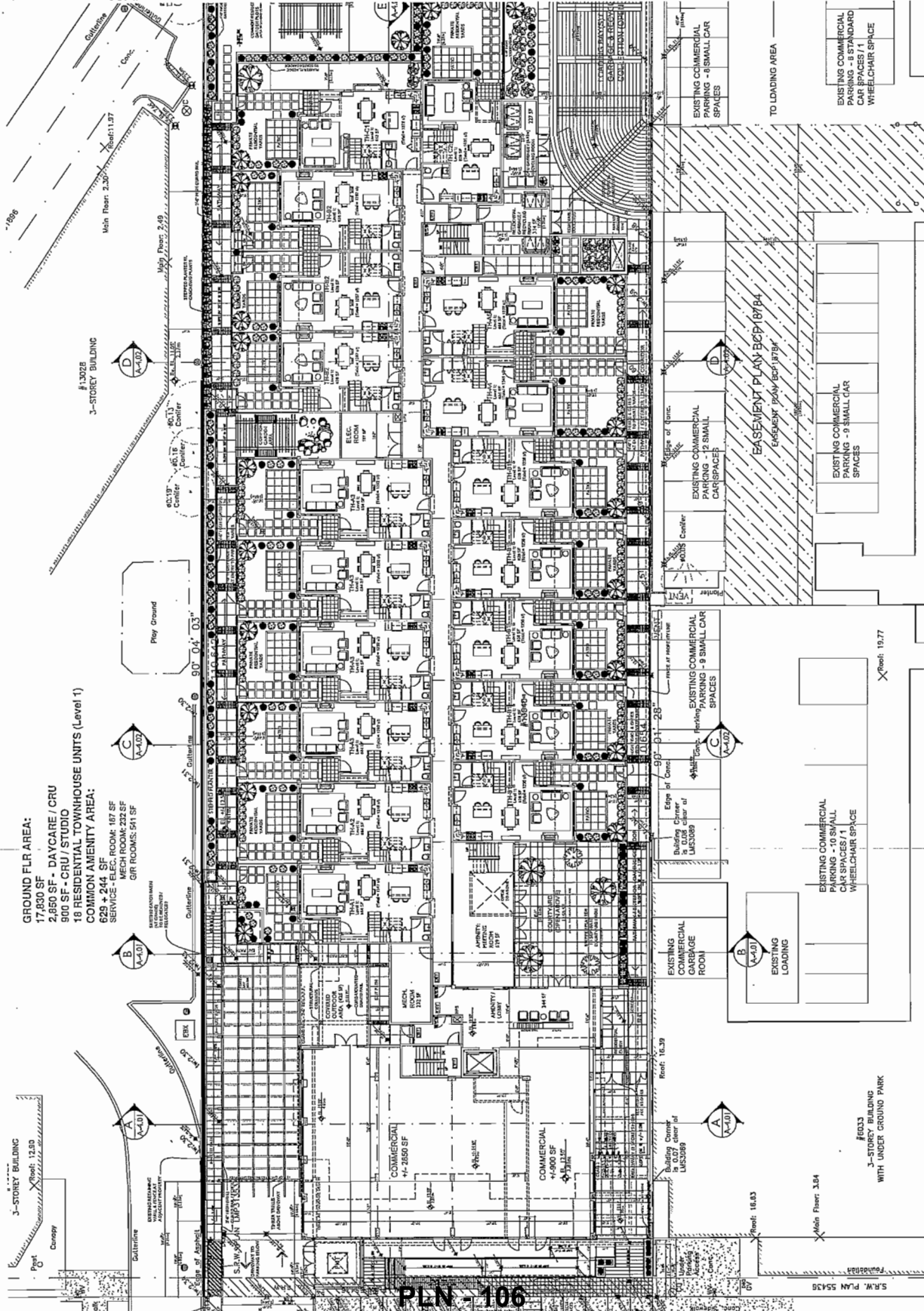
DATE	FEB. 2011
DRAWN BY	GA
CHECKED BY	TS
SCALE	1/16" = 1'-0"
JOB NUMBER	1119

A-2.00





THE ARCHITECTS INC.
1000 WEST 10TH AVENUE
SUITE 1000
VANCOUVER, BC V6H 1A5
TEL: 604-681-1111
FAX: 604-681-1112
WWW.GBLARCHITECTS.COM



GROUND FLR AREA:

17,830 SF - DAYCARE / CRU
900 SF - CRU / STUDIO
18 RESIDENTIAL TOWNHOUSE UNITS (Level 1)
COMMON AMENITY AREA:
629 + 244 SF
SERVICE ROOM: 187 SF
MECH ROOM: 235 SF
GIR ROOMS: 511 SF

HARBOUR WALK
1340 NO. 2 ROAD
RICHMOND, B.C.
KORALINE VENTURE
ENTERPRISES LTD.

GROUND
FLOOR PLAN

DATE: 1/15/2011
DRAWN BY: SA
CHECKED BY: JTF
SCALE: 1/16" = 1'-0"
JOB NO: 1119

A-2.01

EXISTING COMMERCIAL
PARKING - 8 SMALL CAR
SPACES
WHEELCHAIR SPACE

EXISTING COMMERCIAL
PARKING - 9 SMALL CAR
SPACES

EXISTING COMMERCIAL
PARKING - 10 SMALL
CAR SPACES / 1
WHEELCHAIR SPACE

EXISTING COMMERCIAL
PARKING - 12 SMALL
CAR SPACES

EXISTING COMMERCIAL
PARKING - 8 SMALL CAR
SPACES

EXISTING COMMERCIAL
PARKING - 12 SMALL
CAR SPACES

EXISTING COMMERCIAL
PARKING - 9 SMALL CAR
SPACES

EXISTING COMMERCIAL
PARKING - 10 SMALL
CAR SPACES / 1
WHEELCHAIR SPACE

EXISTING COMMERCIAL
PARKING - 12 SMALL
CAR SPACES

PLN - 106



gBL
GENERAL BUILDING
LIMITED
1000 SHEPPARD AVENUE EAST
SUITE 100
SCARBOROUGH, ONTARIO M1B 3Y9
TEL: (416) 291-1119
FAX: (416) 291-1120
WWW.GBLINC.COM



NOTES
1. SEE SHEET 101 FOR
GENERAL NOTES.

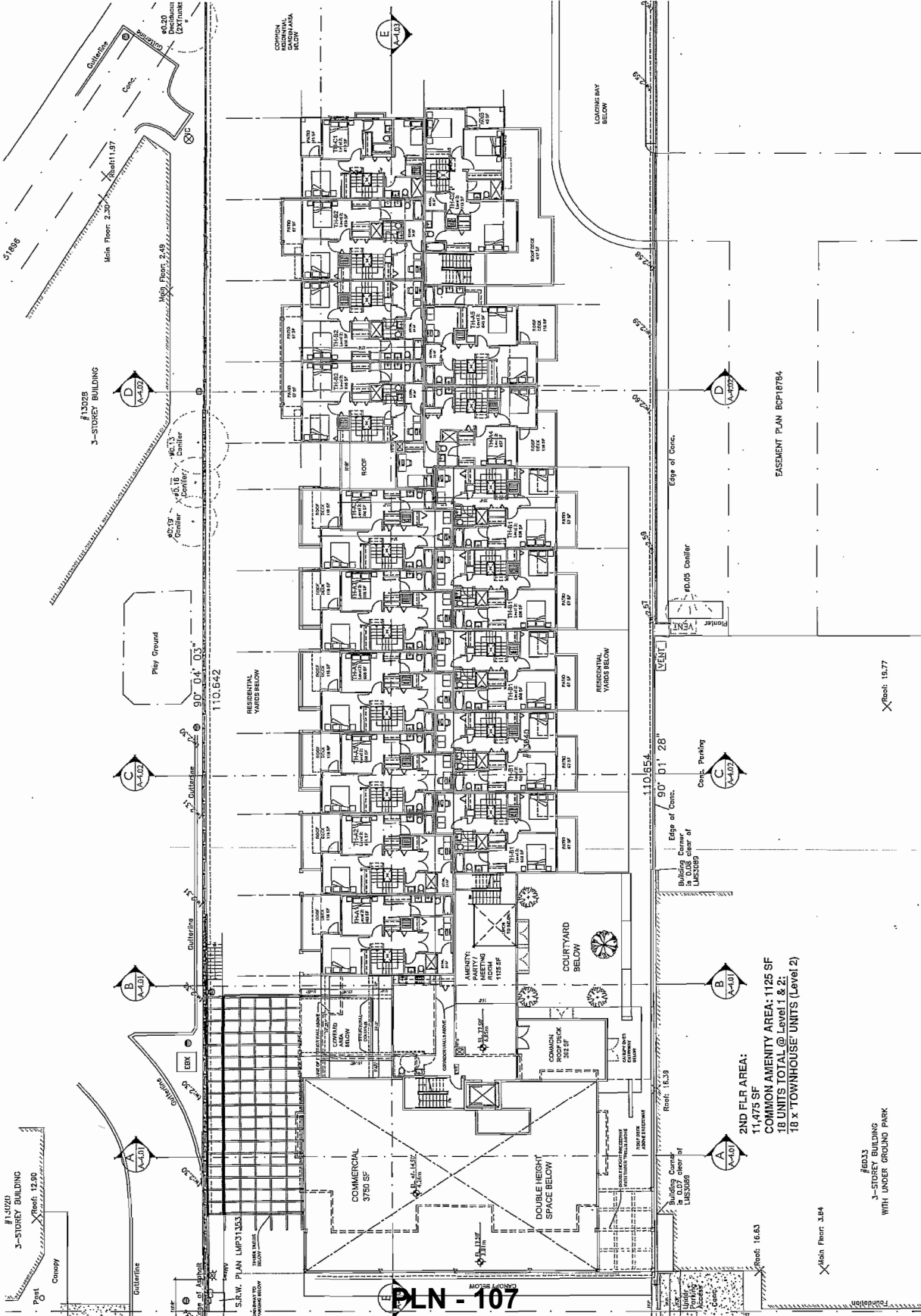
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NO. DATE BY
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HARBOR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
SCOTT'S VENTURE
ENTERPRISES LTD.

2ND FLOOR PLAN

DATE: 11/11/11
DRAWN BY: JLM
CHECKED BY: JLM
SCALE: 1/8" = 1'-0"
PROJECT NO.: 11119
DRAWN BY: JLM

A-2.02



PLN - 107

2ND FLR AREA:
11,475 SF
COMMON AMENITY AREA: 1125 SF
18 UNITS TOTAL @ Level 1 & 2:
18 x TOWNHOUSE UNITS (Level 2)

#6033
3-STORY BUILDING
WITH UNDER GROUND PARK

X/Reel: 15.77

X/Main Floor: 3.84



NOTES

NO	DATE
1	MAR 05 1992
2	JUN 06 1992
3	AUG 22 1993

HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

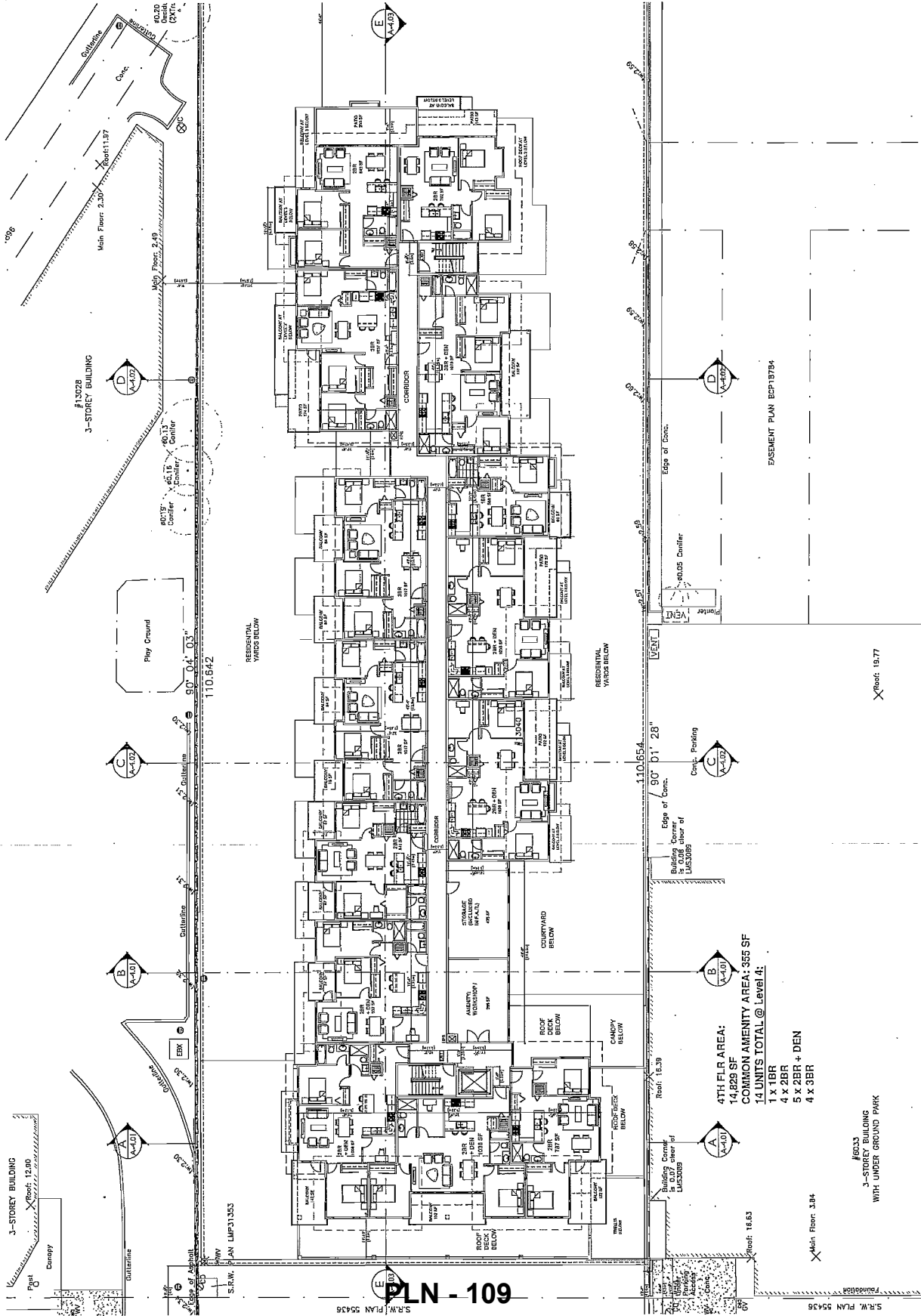
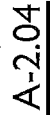
3RD FLOOR PLAN

DATE	FEB. 2013
DRAWN BY	EA
CHECKED BY	TR
SCALE	3/32" = 1'-0"
JOB NUMBER	1119

A-2.03

PLN - 108

#5033
3-STORY BUILDING
WITH UNDER GROUND PARK

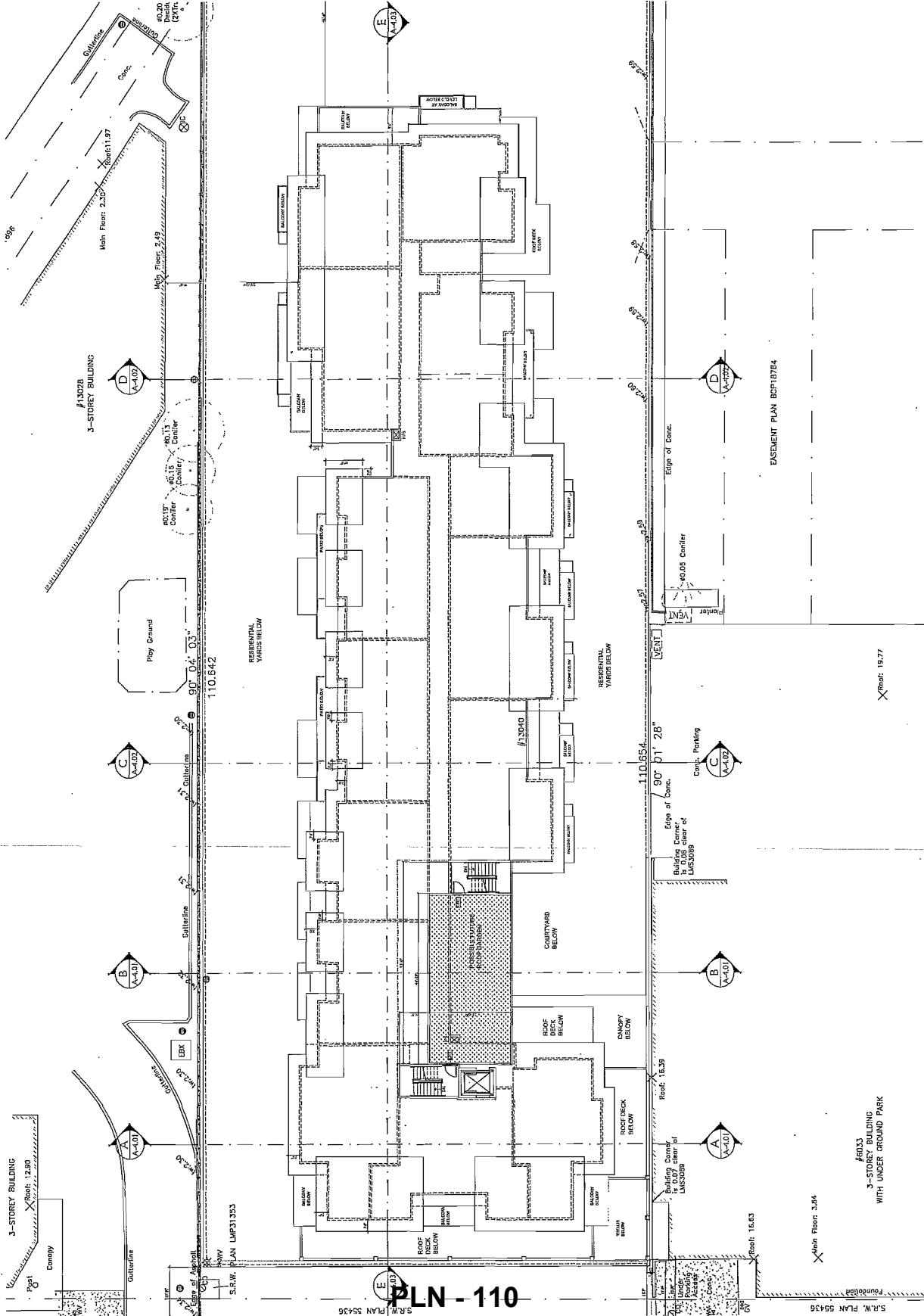


HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

ROOF PLAN

DATE	JUN 1997
DRAWN BY	CA
CHECKED BY	TO
SCALE	0.1"=1'-0"
ICE NUMBER	6111

A-2.05



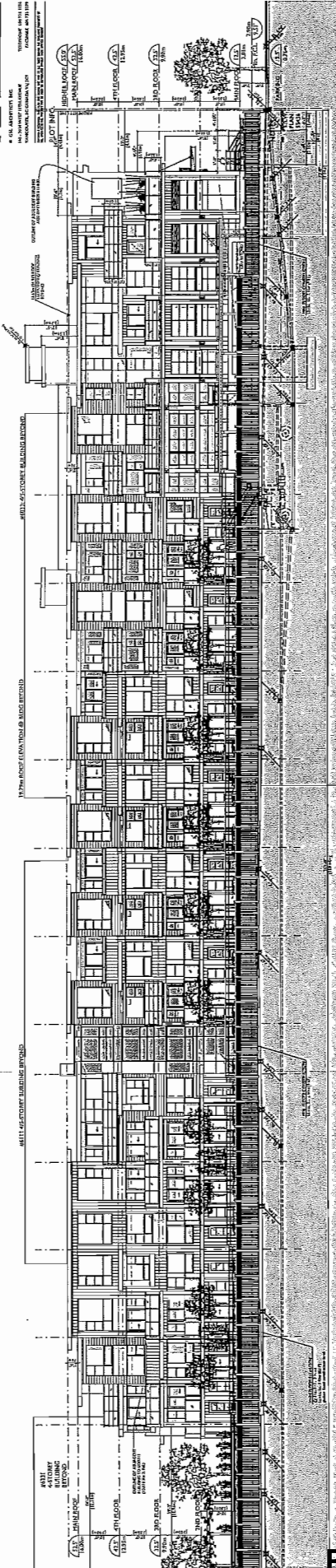
#6033
3-STORY BUILDING
WITH UNDER GROUND PARK

✓Roof: 19.77

Main Floor: 3.54

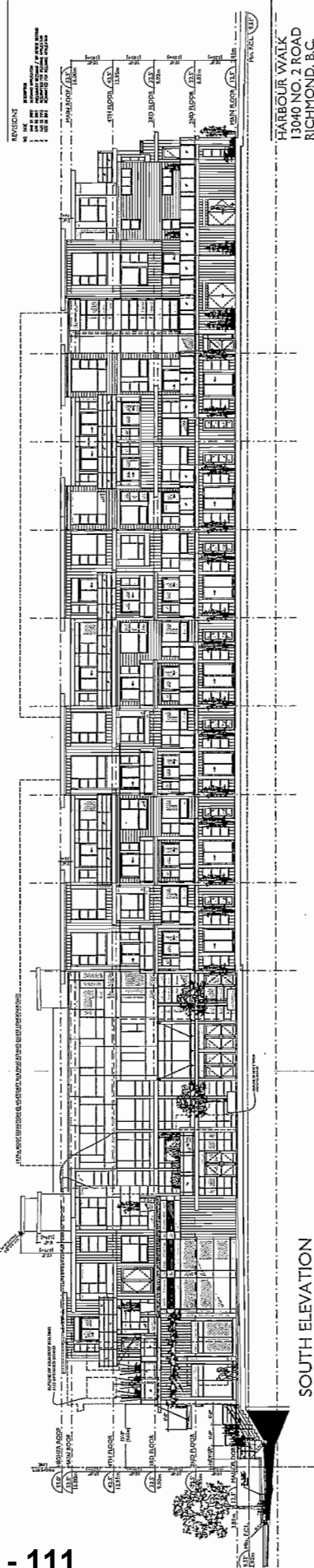
S.R.W. PLAN 55436

PLN - 110



NORTH ELEVATION

PLN - 111



SOUTH ELEVATION

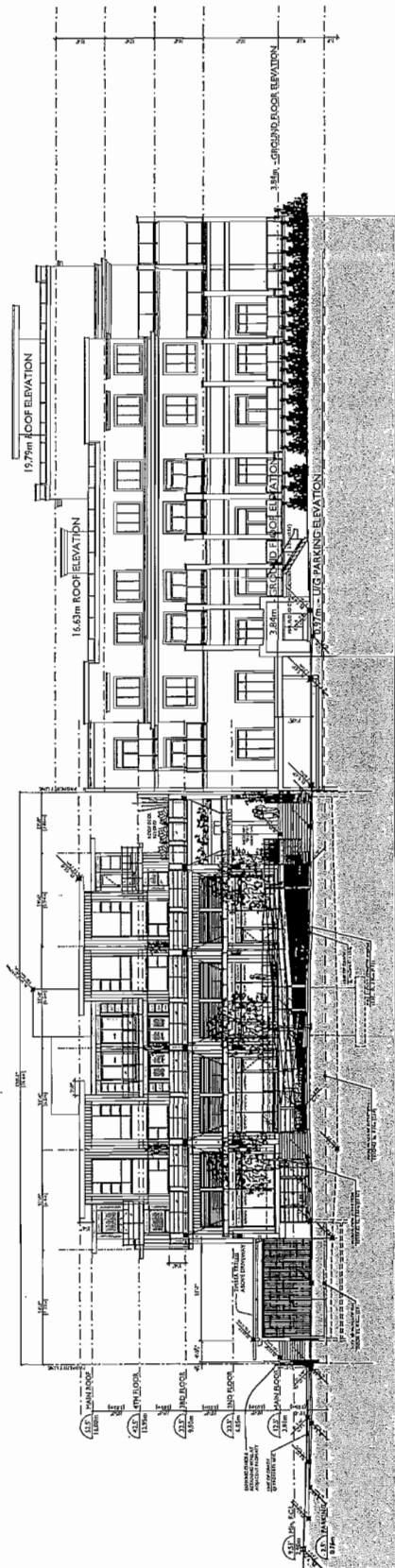
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13040 NO. 2 ROAD
RICHMOND, B.C.
PACIFIC COMMUNITARY
ENTREPRISES LTD.

ELEVATIONS

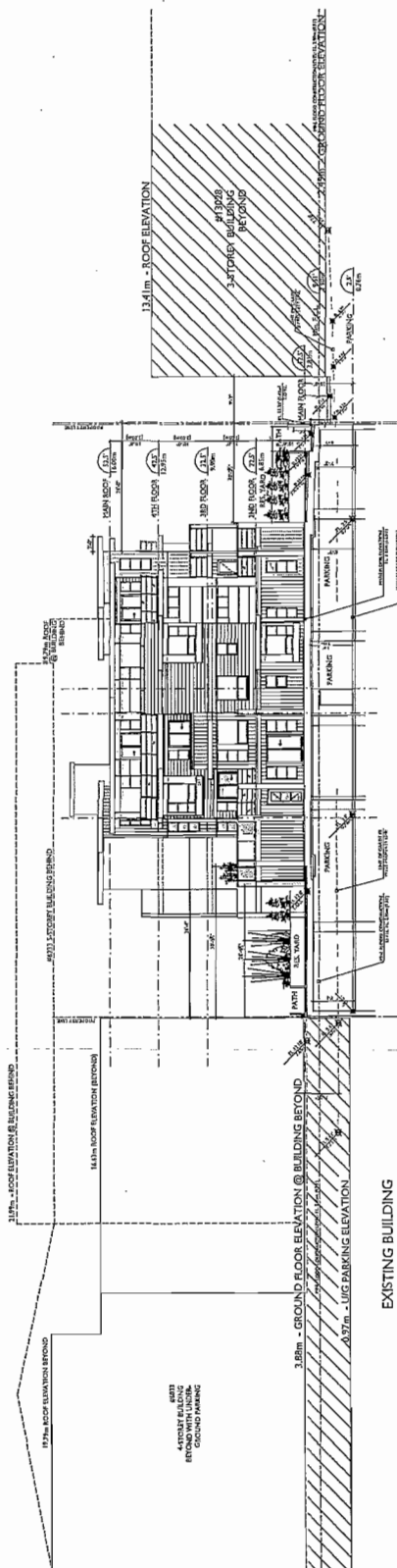
NORTH / SOUTH

DATE	24.10.10
DESIGNED BY	SA
CHECKED BY	MTF/KAC
SCALE	1:119
2014/2015	

A-3.01



WEST ELEVATION

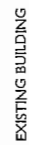


EXISTING BUILDING

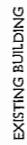
HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

ELEVATIONS
EAST / WEST

DATE	3/4/2013
DRAWN BY	EA
CHECKED BY	TE
SCALE	302" = 1'-0"
JOB NUMBER	1119



REVIEWS		REVISION	REMARKS
NO	DATE		
1	NOV 21 1989		REMOVED APPLICATION
2	APR 26 1992		REMOVED / NO MORE LETTERS
3	AUG 19 1993		REMOVED / NO MORE APPLICATIONS
4	NOV 22 1993		REMOVED / NO MORE APPLICATIONS



DATE	MAR 10 13
DRAWN BY	SA
CHECKED BY	TR
SCALE	100' = 1" 0"
JOB NUMBER	1119

A-4.01



SECTION C-C

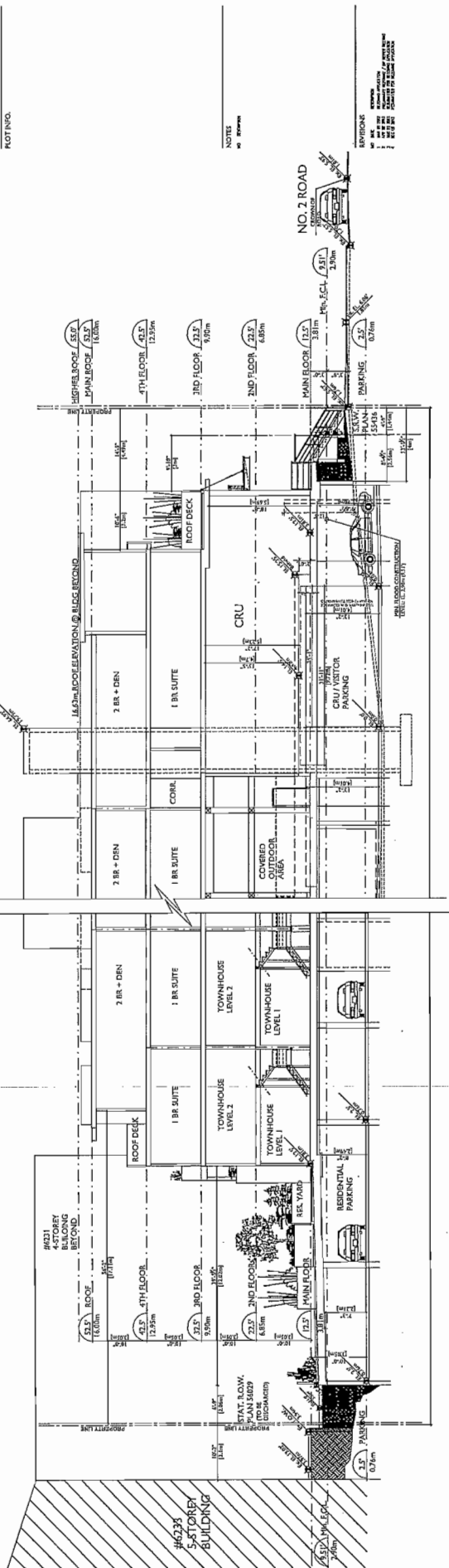


SECTION D-D

HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

DATE	DATE
CHRYSLER	1946
CHECKED BY	CA
SCALE	18
	3071 • 1/2"
	1119

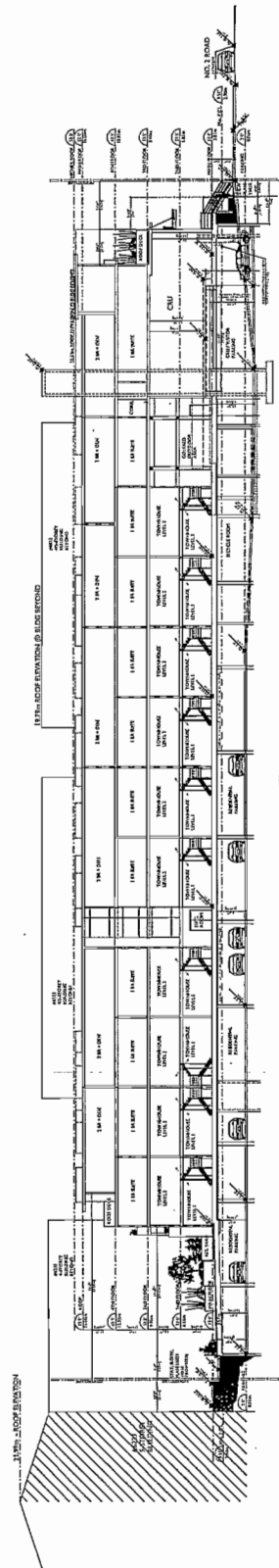
21.99m - ROOF ELEVATION



PLN - 115

SECTION E-E - EAST END (1/8" = 1'-0")

SECTION E-E - WEST END (1/8" = 1'-0")



SECTION E-E (1/8" = 1'-0")

SECTION E

DATE: MAY 2011
 DRAWN BY: G.B.
 CHECKED BY: A.M.
 SCALE: 1/119
 PROJECT NO: 1119

A-4.03



RZ 12-602748

Attachment C

Address: 13040 No. 2 Road

Applicant: Kirk Yuen of Cape Construction (2001) Ltd.

Planning Area(s): London/Princess Waterfront Neighbourhood (Steveston)

	Existing	Proposed	
Owner	Matthew & Flora Chen	Unknown	
Site Size (m ²)	4,046 m ²	No Change	
Land Uses	Warehousing	Mixed-Use Commercial and Residential	
Flood Construction Level	Min. 2.9 m GSC required	Complies	
OCP Designation	Mixed-Use	Complies	
Area Plan Designation	Mixed-Use (Commercial Industrial with Residential & Office Above)	Complies	
Zoning	Light Industrial (IL)	Commercial Mixed-Use (ZMU24) – London Landing (Steveston)	
Number of Units	10 strata units	2 or 3 CRU and 55 Apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. Max 1.37 including commercial space at grade	1.37 including 348.5 m ² commercial space at grade	None Permitted
Lot Coverage	Max. 54%	54%	None
Setbacks: No. 2 Road Side Yard Rear Yard	Min. 4.5 m None None	4.5 m Min. 0 to 10.9 m 12.5 m	None
Height	Max. 21 m & four storeys	16 m to 19.8 m & four storeys	None
Parking Spaces: Commercial/Visitor Resident Accessible Total	11 83 (2%) 94	12 103 (3) 115	None
Small Car Parking	Max. 50%	3.5% (4 spaces)	None
Tandem Parking	Permitted	None	None
Loading Spaces	1 residential & 1 commercial	1 (shared)	1 Loading Space Reduction
Indoor Amenity Space	100 m ²	330 m ²	None
Outdoor Amenity Space	330 m ²	373 m ²	None

Dear Sir,

2014/Feb/17

I live at 6233 London Rd. I am concerned with the plans of the development as presented by Mr. Kirk Yuen of Cape Construction.

Of great concern is the plan to access the new structure by an easement, through the parking area behind 6233 London Road, one of which certainly I did not know about nor do I think anyone else knew about at time of purchase. The developer of 6233 London Road, Oris Development, has already indicated will not guarantee the warranty of the concrete structure of the parking area. At this moment we are in dispute with the Oris Development to repair this concrete structure. To allow Mr. Yuen of Cape Construction to use this as a right of way is not in our best interest. Who will pay for possible future repair or damage? Why is it not possible for Mr. Yuen to come up with another plan where this is not necessary? The access to the parking area/easement/right of way is already very tight and at times very busy. More commercial traffic could compromise the integrity of the concrete structure in the long term and more traffic will only exasperate the already tight area.

I am also concerned the city has agreed to allow the building of another high density Condo Development in such close proximity to an already existing development; not across the road but right next to the property of 6233 London Road. With it comes more traffic, more noise and more people. Those of us, who live here, do so to get away from the high density housing of the city centre. Those of us who bought here did so with the belief the present building, 13040 No. 2 Road, would stay there and not be replaced with a larger, more imposing structure.

Also concerning is, for Mr. Yuen of Cape Construction to donate to the various causes such as Affordable Housing reserve (approximately \$223656), Public Arts Program (approximately \$44,591) and agreeing to enter into a servicing agreement with Trails Way-Finding Improvements appears a lot like buying favours from the city. And for whose benefit? Certainly not for the residents of 6233 London road; may I suggest it is for his benefit.

To summarize:

- > I am most concerned with the plans to use an easement/right of way through our property to the new development. Concerns have been raised regarding its future integrity.
- > Also concerning is the size of the new planned building and how it will impact the residence already living here.
- > Lastly, I am concerned how Mr. Kirk Yuen got approval for his proposed plans.

Sincerely,

Klaus Gade/311-6233 London Road, Richmond BC

Badyal, Sara

From: Katherine Covell [Katherine_Covell@cbu.ca]
Sent: Sunday, 02 March 2014 12:03 PM
To: Badyal, Sara
Attachments: Rezoning 1304 No2 Rd.docx

Categories: Red Category

Hello Sara

Attached is a copy of the points I raised at the hearing as requested through Maddie Youngman.

I appreciate having my concerns listened to. I, along with many others, attended the open house and found both the developer and the architect to be offensively dismissive of our concerns. They seem to believe the purpose of the open house was to convince us that 50 feet is plenty space for privacy and that we would love the new building being in our view. Not so!

I do believe that well landscaped town houses would fit far better in the space than the condo complex described - this would also be a good compromise between the developer and the current residents. I also would really appreciate some delay in construction - an environment of chronic construction is difficult to live with.

Thank you,

Katherine Covell

I have 2 key concerns and 2 primary suggestions

1. Ad-hoc development which densifies the population of the area in the absence of any new infrastructure – what is the vision for the future of our area – if we are to accept unbridled development of housing and commercial structures where will we put the roads and schools and parks that will also be needed? On the ALR? Is there a long term plan or vision for our area?
2. Current approach poses a real threat to the mental and physical health of residents. We who live in the area chose to do so because of its quiet nature – its openness to trees and sky. We used to wake to bird song (or at the worst honking snow geese).

With the construction of the Penta condo at London and Dyke roads we are now faced with ongoing loud traffic and construction noise starting at 7 a.m. every morning – with additional developments we will in essence be living in the core of a major construction zone for years to come – for some of us, the rest of our lives.

This situation compromises our mental health. There is significant evidence that chronic noise is a problem for mental health –for example traffic noise raises levels of stress hormones, it increases blood pressure, and it affects social behavior.

Our physical health is threatened not only by the dust and other detritus of construction but also by the huge increase in traffic – large trucks and construction equipment on the small roads that are often filled with cyclists, joggers, and walkers. We will not only have more of such construction related traffic but as well more traffic from the increased residents of the Penta building when it is completed.

Suggestions

1. I urge a five-year moratorium on any more expansion or new buildings to allow full consideration of the area, its capacity for further residents, increased commercial ventures, its traffic patterns and the many other infrastructure challenges that are the concomitant of unbridled ad-hoc growth.

2. If at the end of that time the decision is made to expand – such as in this proposal – then please require the inclusion of park space, separation between buildings, and control of height. In areas such as that under discussion a limited number of well-landscaped townhouses with space and parkland would fit well – a large condo building squished into a small space is utterly inconsistent with our neighborhood.

To date this area has been a healthy place to live and for children to grow and play – it offers many recreational opportunities that keep the population healthy. With unnecessary and unwanted expansion, this will change.



Address: 13040 No. 2 Road

File No.: RZ 12-602748

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, the developer is required to complete the following:

1. Registration of a mixed use building noise covenant on Title, including the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
2. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a legal agreement ensuring the provision and shared use of indoor amenity space (Min. 100 m²).
4. Registration of a legal agreement ensuring the parking gate remains open during commercial business hours and that non-residential parking is shared by visitors and commercial uses (prohibiting assignment).
5. Registration of a legal agreement ensuring the loading bay is shared by residents and commercial uses.
6. Cancellation of strata plan and winding up of strata corporation (LMS3089) pertaining to the 10 strata lot light industrial building at 13040 No. 2 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot of residential area and \$0.41 per buildable square foot of commercial area (e.g. \$44,591) to the City's Public Art Program.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of residential apartment housing (e.g. \$223,656) to the City's affordable housing fund as per the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$150,000 to the City's Trails 2012 fund to go towards development of way-finding projects in the South Dike and Britannia Heritage Shipyards trail areas (Account 1543-40-000-CITYS-41830).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works, including, but may not be limited to:
 - a) No. 2 Road improvements across the site frontage to extend the pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk to match works recently constructed to the south (SA 07-364532). Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. The lay-by is to terminate south of the new driveway. Reconstruction of the adjacent property driveway letdown may be required. Existing power pole may need to be relocated.
 - b) Water works: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve minimum spacing requirements and connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain is required and replacement or relocation of the AC watermain may be required.
 - c) Servicing Agreement to include site analyses for site connections.
 - d) Discharge sanitary sewer utilities rights-of-way (RD105058 regarding plan 56029) along the east property line only after first removing any existing utility infrastructure in the right-of-way and submitting a letter of confirmation (letter signed and sealed by a P. Eng. and addressed to the City of Richmond).
 - e) If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City & private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm & sanitary system before and after activity.
 - f) Private utilities: Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks) and future under-grounding of overhead lines required by the proposed development.

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5 m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. 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.
4. Submission of fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey to confirm that there is adequate available water flow for fire-fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. 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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



NOTES
 1. SEE PLAN

REVISIONS
 1. SEE PLAN
 2. SEE PLAN
 3. SEE PLAN
 4. SEE PLAN
 5. SEE PLAN
 6. SEE PLAN
 7. SEE PLAN
 8. SEE PLAN
 9. SEE PLAN
 10. SEE PLAN

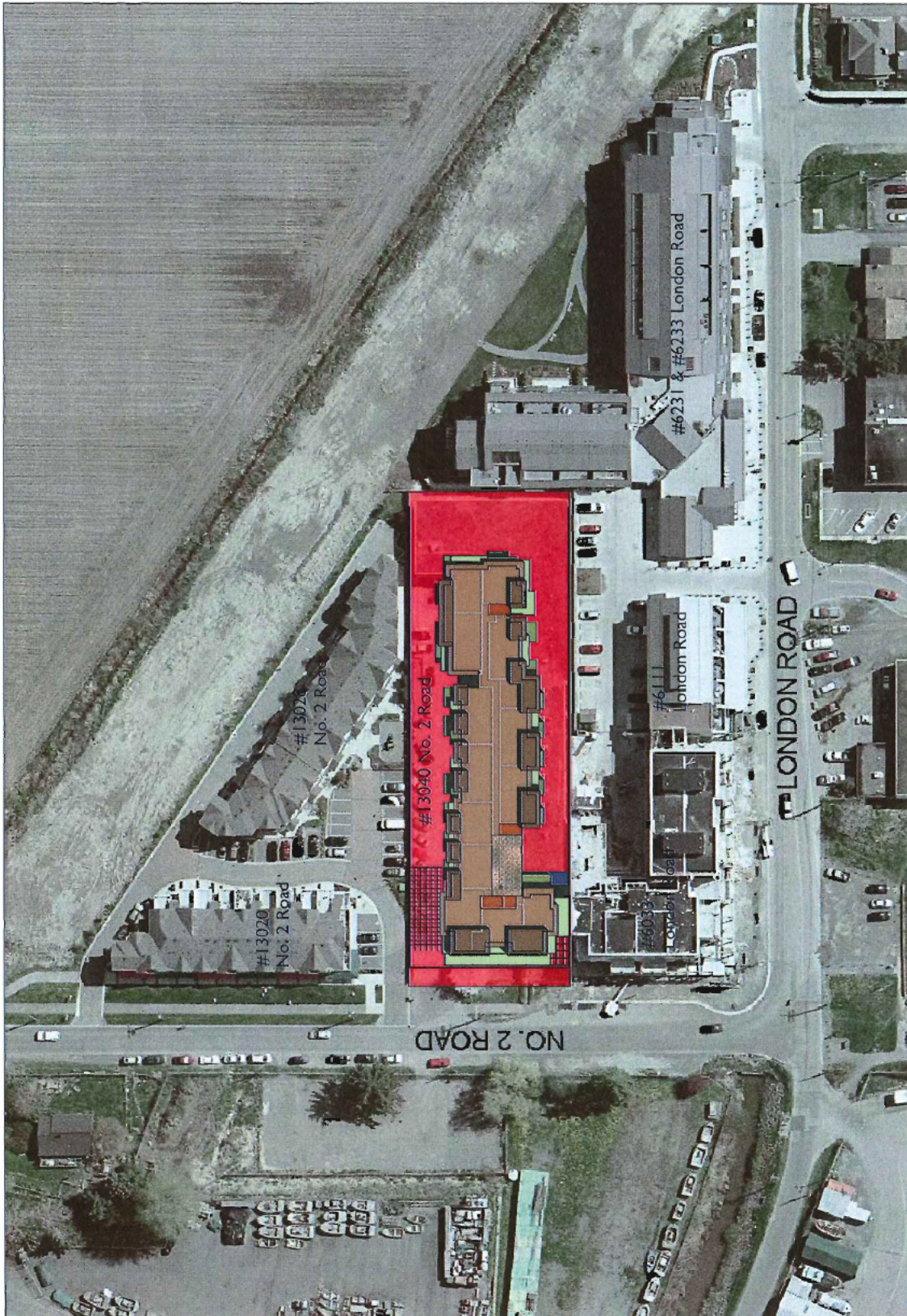
Attachment F

HARBOUR WAL
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTUR
 ENTERPRISES LTD.

SITE AERIAL

DATE: 11/19
 CHECKED BY: 1119
 ROAD: 1119
 JOB NO.: 1119

A-0





NOTES:
 1. SEE PLAN 124 FOR
 2. SEE PLAN 124 FOR
 3. SEE PLAN 124 FOR

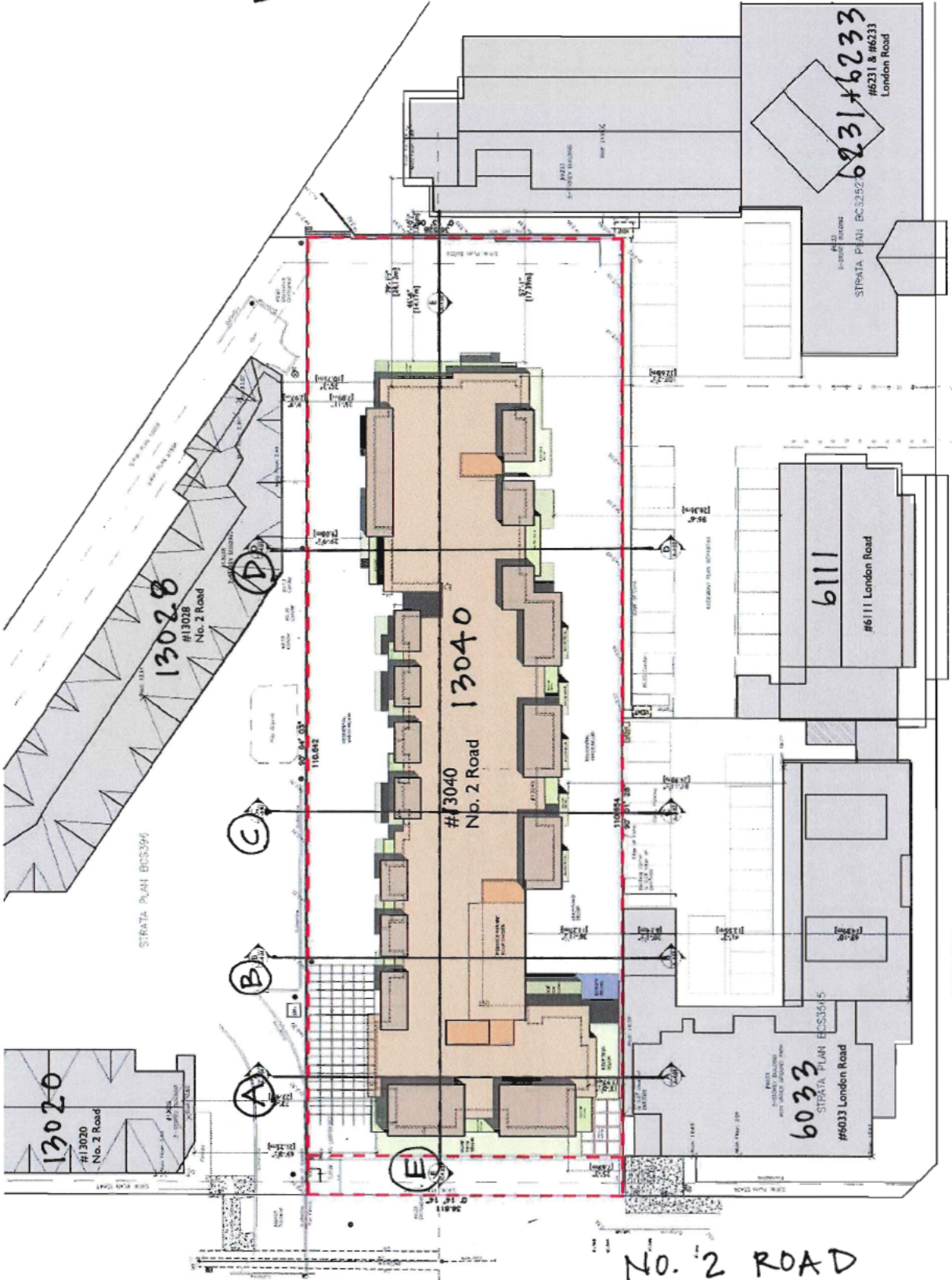
NOTES:
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 2. SEE PLAN 124 FOR
 3. SEE PLAN 124 FOR

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

SITE CONTEXT

DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1:1000
 SHEET NO.: 1119

A-0.07

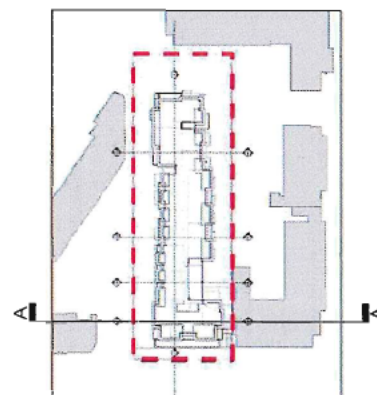
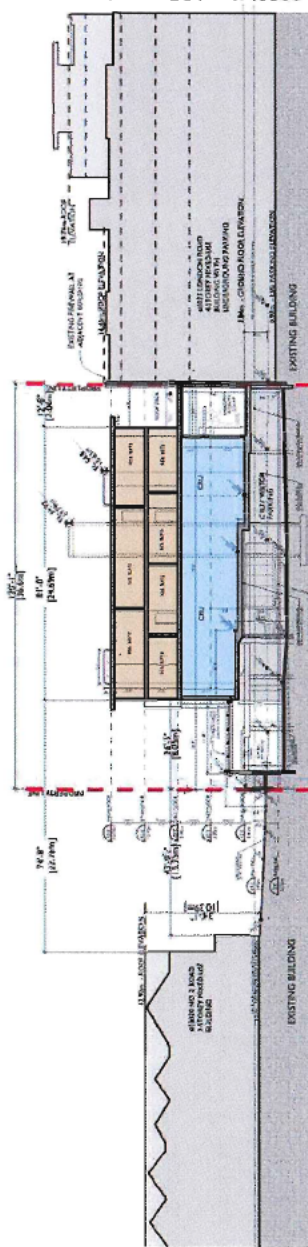


NO. 2 ROAD

LONDON ROAD



SECTION A-A: $\frac{1}{8}" = 1'-0"$



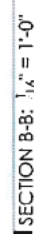
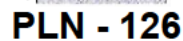
KEY PLAN

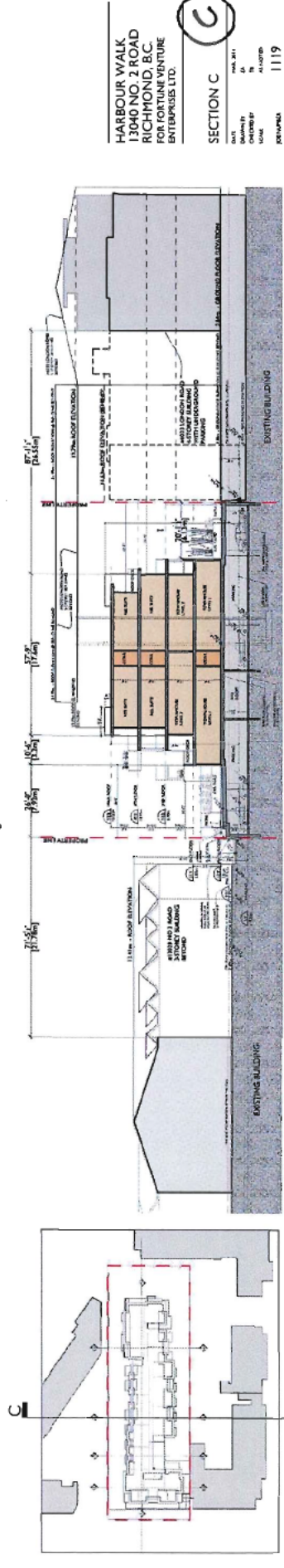
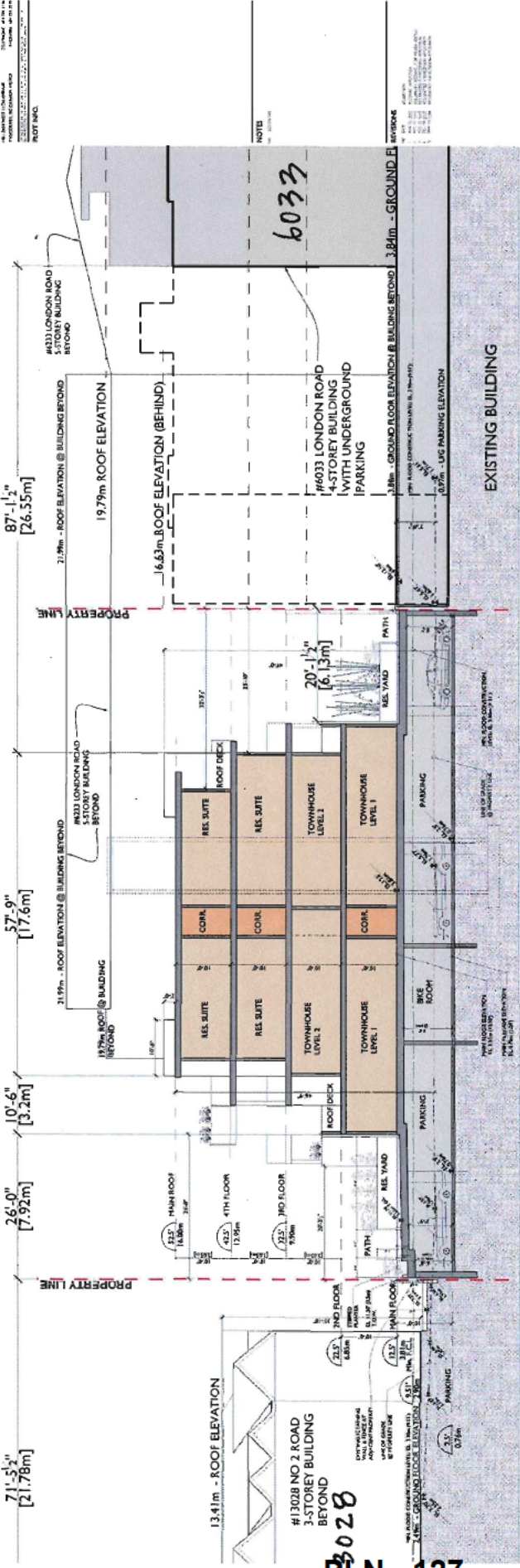
SECTION A-A: $1'' = 1'-0''$

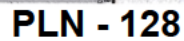
**HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.**

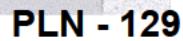
SECTION A (A)

1119

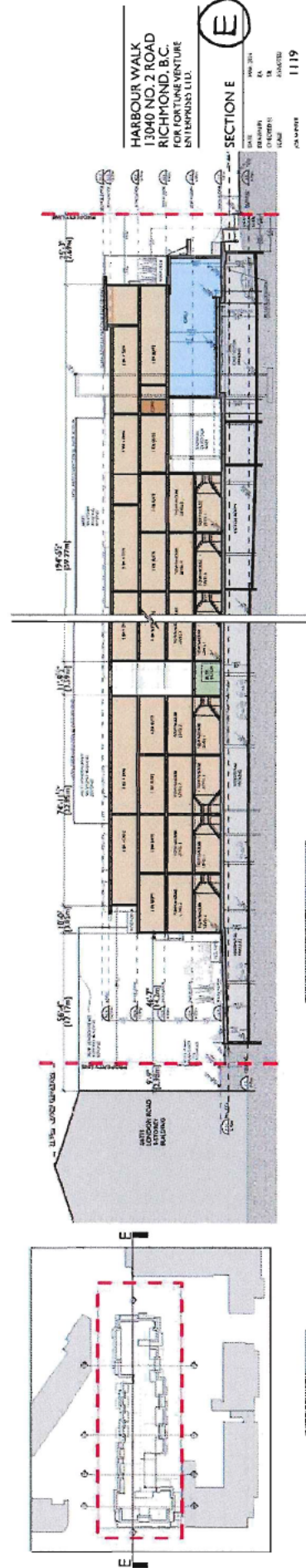








SECTION E-E - EAST END (1/8" = 1'-0")



KEYPLAN



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9094 (RZ 12-602748)
13040 No. 2 Road**

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 end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU24	\$4.00"

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

"20.24 Commercial Mixed Use (ZMU24) – London Landing (Steveston)

20.24.1 Purpose

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

20.24.2 Permitted Uses

- **child care**
- **education, commercial**
- **health service, minor**
- **housing, apartment**
- **industrial, general**
- **manufacturing, custom indoor**
- **office**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**

- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**

20.24.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**

20.24.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.0, together with an additional:
 - a) 0.1 floor area ratio provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.24.4.1, the reference to “1.0” in relation to the maximum **floor area ratio** (FAR) is increased to a higher **density** of “1.37” if:
 - a) for rezoning applications involving 80 or less **apartment housing dwelling units**, 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 ZMU24 zone; or
 - b) for rezoning applications involving more than 80 **apartment housing dwelling units**, and prior to first occupancy of the **building**, the **owner**:
 - i) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total **building** area; and
 - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.24.5 Permitted Lot Coverage

1. The maximum lot coverage is 54% for **buildings**.

20.24.6 Yards & Setbacks

1. The minimum **front yard** setback is 4.5 m, except that:
 - a) removable ramps, removable retaining walls and removable metal stairs attached to the foundation wall may project into the **setback** up to the **lot line**.

2. A parking **structure** may project into the public **road setback** subject to it being landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

3. There is no minimum **side yard** or **rear yard**.

20.24.7 Permitted Heights

1. The maximum **height** for **buildings** and **accessory structures** is 21.0 m and no more than four **storeys**.

20.24.8 Subdivision Provisions/Minimum Lot Size

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

20.24.9 Landscaping & Screening

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

20.24.10 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.

20.24.11 Other Regulations

1. The following **uses** permitted by this **zone** shall only be located on the ground floor of a **building**:
 - a) **child care**;
 - b) **education, commercial**;
 - c) **health service, minor**;
 - d) **industrial, general**;
 - e) **manufacturing, custom indoor**;
 - f) **office**;
 - g) **recreation, indoor**;
 - h) **restaurant**;
 - i) **retail, convenience**;
 - j) **retail, general**;
 - k) **service, business support**;
 - l) **service, financial**;
 - m) **service, household repair**;
 - n) **service, personal**; and
 - o) **studio**.

2. **Apartment housing** located within this **zone** shall not be situated within 19.8 m of the **lot line** abutting a **road** on the ground floor of a **building**.
3. The following **secondary uses** are permitted in this **zone** provided they are restricted to **apartment housing** units in which the **uses** are located:
 - a) **boarding and lodging**;
 - b) **community care facility, minor**;
 - c) **home business**.
4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
5. 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."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)**".

P.I.D. 024-025-917

STRATA LOT 1 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-925

STRATA LOT 2 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-933

STRATA LOT 3 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-941

STRATA LOT 4 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-950

STRATA LOT 5 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-968

STRATA LOT 6 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-976

STRATA LOT 7 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-984

STRATA LOT 8 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-992

STRATA LOT 9 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-026-000

STRATA LOT 10 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9094**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JAN 27 2014

FEB 17 2014



MAYOR

CORPORATE OFFICER



To: Planning Committee **Date:** March 17, 2014
From: Wayne Craig **File:** RZ 13-633927
Director of Development
Re: **Application by Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street) to amend the Steveston Maritime Mixed Use (ZMU12) zone and the Steveston Maritime (ZC21) zone**

Staff Recommendation

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 9062, to repeal and replace the land use definition of “Maritime Mixed Use” by adding a range of commercial uses in Appendix 1 (Definitions) to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading.
2. That Bylaw 9062, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Bylaw 9062, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, to:


- a) Amend "Steveston Maritime Mixed Use (ZMU12)" by widening the range of permitted commercial uses; and
- b) Amend "Steveston Maritime (ZC21)" by widening the range of permitted commercial uses on 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street;

be introduced and given first reading.


Wayne Craig
Director of Development

SB:blg

Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	

Staff Report

Origin

Onni Development (Imperial Landing) has applied to the City of Richmond to amend the “Steveston Maritime Mixed Use (ZMU12)” zone and the “Steveston Maritime (ZC21)” zone to permit additional commercial uses in the non-residential spaces of each of the six (6) existing buildings on the subject site at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (Attachment A).

A staff report was reviewed by Planning Committee at the meeting of November 19, 2013 (Attachment B), and the application was referred back to staff. In response to the referral, the applicant revised the proposal to remove “Indoor Recreation” from the list of requested permitted uses. The applicant has also agreed to revised rezoning considerations, which include allocation of the proposed \$1,500,000 community amenity contribution to a new ‘Steveston Community Amenity’ provision account and to provide greater clarity regarding pay parking, merchant validation, assigned parking and enforcement of restrictions regarding commercial loading hours of operation (Attachment C).

The applicant retained services of additional consultants and additional services from their consultant real estate advisor and consultant transportation engineer to provide information on: service demand and the desire for new services of area residents; existing and future demand for services within Steveston and Steveston Village; and management of parking and truck loading.

Background

The following referral motion was carried at the November 19, 2013 Planning Committee meeting:

“That the Application by Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street) to amend Steveston Maritime Mixed Use (ZMU12) and Steveston Maritime (ZC21) be referred back to staff and that staff undertake the following:

- (1) attend the scheduled meeting between the applicant and the Steveston Merchants Association as an observer and provide an update to the Committee;*
- (2) conduct a study and analysis regarding (i) the types and number of mixed maritime and commercial uses that are needed in the area through consultation with the residents, business owners, and business and community organizations in Steveston, (ii) potential implications of specific uses on City facilities and existing businesses in the area, (iii) the suitable proportion and location of mixed maritime and commercial uses on the subject site including the suggestion to confine the commercial use area only in spaces between Easthope Avenue and No. 1 Road, (iv) transportation related items including potential parking fees and truck parking restrictions; (v) the future developments and expected increase in commercial use spaces in the area, and*

- (vi) how the \$1,500,000 voluntary community amenity contribution by the applicant would be allocated to different uses in Steveston;*
- (3) study the possibility of the applicant providing a rental space for a City library on the space allotted for commercial use, having the same size and lease rate as the City library at Ironwood, as a requirement for the subject rezoning application;*
- (4) study the possible location of a maritime museum on the subject site on the space allotted for mixed maritime use; and*
- (5) provide updates to Committee on the marina development."*

This staff report addresses the referral by: providing a summary of proposed revisions regarding requested commercial land uses, community amenity contribution, parking and loading; providing information regarding commercial land use and parking studies and public consultation undertaken by the applicant; providing staff updates regarding library, maritime museum and marina potential in front of the subject site; and presenting the Official Community Plan (OCP) amendment bylaw and zoning text amendment bylaw for introduction and first reading.

Findings of Fact

Please refer to the original staff report dated November 4, 2013 (Attachment B) for information pertaining to the site and surrounding development, pre-Planning Committee public input and responses, as well as staff comments on the proposal, OCP amendment, zoning amendment, extending commercial uses east of No. 1 Road, transportation, heritage and the original rezoning considerations.

Public Input

Significant public input was received regarding the proposal and discussed in the original staff report (Attachment B). After the original staff report was written, the City received an additional twelve pieces of correspondence from the public, both in support and not in support of the proposal (Attachment D). Most of the concerns raised by the public were included and discussed in the original staff report. The new correspondence does include a new concern regarding 'no parking' signs that were posted along Bayview Street. The concern was reviewed by Transportation staff, who advised the writer that the signs were installed on a temporary basis during construction and were removed in late 2013.

Analysis

This analysis section will discuss each of the referral made by Planning Committee at their November 19, 2013 meeting.

Meeting with Steveston Merchants Association and Business and Community Organizations in Steveston

In their referral back to staff, Planning Committee asked staff to attend the scheduled meeting between the applicant and the Steveston Merchants Association as an observer and provide an update to the Committee.

In response to the referral, staff attended the meeting as an observer. Onni hosted a meeting with business owners and community organizations in Steveston, including the Steveston Merchants Association and the Steveston 20/20 group, on the evening of November 26, 2013 in the Steveston Community Centre. Onni's development team included development and leasing staff, development consultant, Mr. Danny Leung, consultant real estate advisor, Mr. Peter Hume, of Hume Consulting Corporation, and consultant transportation engineer, Mr. Floris van Weelderren, of MMM Group. The development team provided presentations regarding retail analysis, transportation planning, leasing, and development, to an audience of approximately 28 people and there were discussions arising out of audience questions.

Consultant real estate advisor, Mr. Peter Hume, of Hume Consulting Corporation, reviewed his *Imperial Landing Preliminary Retail Analysis* dated September 2013. Consultant transportation engineer, Mr. Floris van Weelderren, of MMM Group, reviewed his Transportation Impact Study dated October, 2013. The findings of both these reports were reviewed in the previous Staff Report (Attachment B). Mr. John Middleton, from Onni's leasing group, provided a brief presentation, including:

- Rents would be comparable to other leasable commercial space in the village with a range of \$20 to \$40 per square foot; with lower rents for larger tenant spaces.
- Onni is looking for a tenant mix that would complement and not compete with the village.
- Onni contacted their existing industrial tenants and none were interested in leasing space. None could see operating industrial uses in this residential neighbourhood.
- Onni has received interest from a dentist office for 1,200 ft² of the 6,000 ft² ground floor area in 4020 Bayview Street (Building 1). The ground floor of this building could potentially be separated into four (4) separate commercial units.
- Onni has received interest from Nesters; for the entire 16,000 ft² ground floor area in 4080 Bayview Street (Building 2) and three (3) daycare providers for the 5,800 ft² second floor area.
- Onni had not entered into discussions regarding the 1,700 ft² floor area in the single-storey 4100 Bayview Street (Building 3). The building could potentially be separated into two (2) separate commercial units.
- Onni has received interest from TD Canada Trust for the entire 6,400 ft² ground floor area in 4180 Bayview Street (Building 4).
- Onni had received interest from a national fitness operator regarding the entire 13,780 ft² ground floor area in 4280 Bayview Street (Building 5). The ground floor of this building

could potentially be separated into nine (9) separate commercial units. [Subsequent to the meeting, Onni decided not to request indoor recreation as an additional use.]

- Onni had not entered into discussions regarding the 8,900 ft² ground floor area in 4300 Bayview Street (Building 6). The ground floor of this building could potentially be separated into four (4) separate commercial units.

Audience comments included:

- A query whether an adjacent City marina changed the economic advice. In response, Mr. Peter Hume advised that local serving uses are the focus to generate sustainable activity throughout the year. He advised that marine related uses do create a unique character, but tend to be destination, occasional, seasonal, and do not tend to generate a lot of economic activity.
- A query whether a market like Granville Island Market would work. In response, Mr. Peter Hume advised that it was successful, was management intensive, and run by CMHC; with low rents, and was not a private enterprise. Bridgeport Market did not work in Richmond.
- A query whether there was another community similar to Steveston. In response, Mr. Peter Hume advised that every community is unique, but governed by similar rules based on his experience. He advised that uses that work and create success cater to day-to-day needs of the local community.
- A query whether Onni was open to the Steveston Merchants Association proposal of providing 25% Mixed Maritime Uses, 50% Office space and 25% retail space. In response, Onni advised that it was difficult to commit to this arrangement when the public response they have received supports the rezoning proposal.
- Concern was raised regarding new businesses outside of the village core taking away business from the businesses inside the village core and that a grocery store would compete with approximately 20-30 shops and draw business away from the village core. In response, Mr. Peter Hume did not agree, and his experience is that the businesses are complementary and there is an existing need for additional retail space in Steveston.
- Comments from separate speakers that there was no need for a second grocery store and that the community does want a second grocery store.
- Concern that there was mistrust with Onni and that the property should not be rezoned.
- Concerns regarding the reliability of the statistics.
- Concern regarding parking, including parking demand, availability of parking spaces in the village, pay parking, underground parking being undesirable, and there being a paid parking structure across the street that sits empty.
- Concern regarding having vacant space in the buildings.
- There was a desire for a referendum or survey administered by the City of the businesses and residents in the Steveston Village.

The purpose of the meeting described above was for Onni to consult with business owners, and business and community organizations in Steveston. In addition, consultant, Mr. Danny Leung, has been meeting on an ongoing basis with members of the Steveston Merchants Association, members of the Steveston 20/20, and individual business owners. Most recently, Mr. Leung and Mr. Hume met with the Steveston 20/20 on March 24, 2014 at the Britannia Heritage Shipyard's Murakami Boathouse. Staff did not attend the meeting, but the applicant has provided a summary of the meeting. Mr. Leung advises that at the meeting Mr. Hume reviewed his findings and they advised that: Onni would be willing to lease space within the development to the City for a library; a fitness centre was no longer a proposed use, two hour free parking would be provided to customers with merchant validation and parking fees would not exceed the market rate of pay parking areas in Steveston. Mr. Leung also advised that he would provide copies of the new consultant reports when they were finalized and was doing so.

Steveston Area Resident Telephone Survey

In their referral back to staff, Planning Committee asked for study and analysis of the types and number of mixed maritime and commercial uses that are needed in the area through consultation with the residents, business owners, and business and community organizations in Steveston.

In response to the referral – and in addition to hosting the meeting as described above – the applicant engaged a consulting firm to reach out to Steveston residents, or residents in area outlined as the Steveston Planning Area in the Steveston Area Plan (Attachment E). On behalf of the applicant, the consulting firm, Mustel Group Market Research, conducted telephone interviews to consult with Steveston Area residents and prepared a summary report, *Steveston Village Retail Survey, Imperial Landing*, dated January, 2014 (Attachment F).

Mustel conducted telephone interviews with 201 residents in the Steveston Planning Area between January 13 and 20, 2014. The summary of resident responses indicated that:

- Only 12% of residents reported doing the majority of their grocery shopping in Steveston Village.
- For residents who shop outside Steveston for groceries, more than 80% do so at least once a week and 67% reported combining their trips to purchase other goods and services. Most commonly for drug store needs (77%). A smaller range of 20% to 40% for banking, coffee shops, eating out, liquor and professional services.
- On average, 63% of expenditures are spent on everyday needs outside of Steveston.
- When asked what was missing from Steveston Village, 41% of residents identified a large grocery store. A smaller range of 5% to 11% identified produce stores, restaurants, clothing stores, cafes and pharmacies.
- When asked if they would like to see a grocery store at Imperial Landing, 38% said yes, 30% said no and 28% said maybe.
- If a grocery store were located at Imperial Landing, 64% of residents reported they would be somewhat likely or very likely to shop there. 34% reported they would be not very likely or not at all likely to shop there.

- When asked how likely they would shop at or use a list of stores or services if they were available at Imperial Landing, 82% of residents reported very likely or somewhat likely for restaurant, 77% for bakery/deli, 67% for cafe, 55% for liquor store. In opposition, residents reported not very likely or not at all likely to shop at or use: 93% for daycare; 80% for hair salon; 76% for maritime uses; 75% for medical offices; 62% for bank; and 61% for pharmacy.
- When asked for suggestions of other stores or services for Imperial Landing, 49% of residents did not have any suggestions, 21% suggested a restaurant, and a smaller range of 5% to 7% suggested a cafe, clothing store, recreational facility, bank, pharmacy and medical offices.
- When asked if they would be more likely to do more of their shopping at Imperial Landing instead of going elsewhere if a grocery store, bank and other personal and professional services were provided, 38% of residents responded yes, 27% responded no and 34% responded maybe.
- The survey results support the Hume retail analysis in indicating that allowing additional commercial space that cater to the day to day needs of area residents, such as a grocery store, could result in bringing additional spending into the Steveston Planning Area.

Extending the Commercial Uses East of No. 1 Road

In their referral back to staff, Planning Committee asked for study and analysis of:

- Potential implications of specific uses on existing businesses in the area.
- The suitable proportion and location of mixed maritime and commercial uses on the subject site, including the suggestion to confine the commercial use area only in spaces between Easthope Avenue and No. 1 Road.
- Future developments and expected increase in commercial space in the area.

In response to the referral and on behalf of the applicant, the consulting firm, Colliers International Consulting, prepared an Economic Analysis, *Steveston Village Economic Analysis, Imperial Landing Rezoning – Commercial Impacts*, dated February 24, 2014 (Attachment G). In summary, the Colliers report advises that:

- The revised *Imperial Landing Retail Analysis* report prepared by Hume Consulting Corporation, dated December 2013 (Attachment H) was reviewed in terms of report methodology, assumptions, input data, and compatibility between the technical analysis and the conclusions drawn. Colliers advised that they agreed with Hume's conclusions regarding commercial floor area demand and forecasted demand, that the existing population in the Steveston Planning Area generates significantly more demand for commercial floor area than is currently supplied in Steveston, that there is more than enough existing demand in Steveston to support the proposed commercial floor area on the Imperial Landing site, and that the demand for commercial floor area will likely increase further over time.

- The trade area demand, or Warranted floor area for 2013 from the Hume report was referenced, including:

	Floor Area Demand (ft ²)
Convenience Retail	239,797
Specialty Retail	584,320
Restaurant & Tavern	203,391
Services	256,870
Auto Parts & Accessories	30,844
Total Warranted Floor Area	1,315,192

The Services category includes businesses that are thought of as office uses such as financial, real estate, insurance, medical services, etc., but does not include professional services such as architects, lawyers, etc. as the table is primarily based on household spending.

- Horseshoe Bay and Ladner Village were reviewed as a benchmark analysis to determine the market conditions and the range of uses that could potentially also be viable in Steveston. Colliers was not able to isolate marine activity as a demand generator for specific land uses due to differences between the locations including population and competitive commercial uses. They did advise that there appeared to be no growth in maritime-related business activity in these two comparison communities.
- An inventory was compiled of all office, maritime and other commercial/service uses in the Steveston Village Heritage Conservation Area. This includes privately owned lands and lands owned by the Federal Government, the Steveston Harbour Authority and the City. There is a total of 285,000 ft² of commercial floor area within the village; with the largest component (27% or 77,410 ft²) being food and beverages services. There is a total of 26,000 ft² of office floor area within the village; with the majority provided at the second floor level above at-grade retail. There is a total of 16,000 ft² of maritime commercial floor area within the village.
- Even with the addition of a new proposed 16,000 ft² grocery store, only 25% of the trade area demand for supermarkets would be met. Supermarkets are included under convenience retail and the trade area demand accounts for 118,148 ft² of the 239,767 ft² convenience retail demand.

Colliers advises that service office space and professional office space was included in the inventory compiled for the Steveston Village Heritage Conservation Area, but office space was not included in the demand for additional space. The reason for this is that in their experience, office demand modelling, sub-regional, neighbourhood or site-specific analysis of office demand is rarely reliable.

Colliers does not recommend restricting the proportion or location of commercial, mixed maritime or office uses on the subject site, with the limitation that any uses should be appropriate for a mixed-use development. Colliers advises that restrictions are not necessary to protect existing businesses in the village based on the trade area demand being generated and the limited scale of the Imperial Landing development (approximately 58,500 ft²).

Colliers advises that if the zoning for the subject site remains restricted to Mixed Maritime Uses, it is expected that the Imperial Landing commercial space would remain largely vacant, and if new qualifying Mixed Maritime Use businesses could be attracted to the site from elsewhere it would create competition for the existing Mixed Maritime Use businesses in the Steveston area, with potential loss of business.

Colliers expects that redevelopment in Steveston Village would continue to occur whether the subject rezoning application is approved or not. Colliers advises that significant vacancy is usually a deterrent to redevelopment, but small sites can redevelop even in the current high vacancy condition by securing pre-leases and pre-sales before development occurs. Colliers advised that, as long as the Imperial Landing commercial space remains vacant, it is unlikely that new commercial projects would be proposed on other sites in Steveston village unless the owners first secured tenants. This may no longer be a factor when at least a large proportion of the Imperial Landing vacant space is filled.

There will soon be additional commercial space in mixed use projects in Steveston Village and expected future mixed use development. Approximately 7,600 ft² of new commercial space is under construction at the corner of 3rd Avenue and Bayview Street and the City has received a rezoning application that includes a request for approximately 3,500 ft² more commercial space at the corner of 3rd Avenue and Chatham Street. In addition, there is significant development potential in Steveston Village, with a number of vacant lots and additional density available under the Steveston Area Plan policies and Steveston Village Conservation Strategy.

Implications of Additional Commercial Uses on City Facilities

In their referral back to staff, Planning Committee asked for study and analysis of the potential implications of specific uses on City facilities.

In response to concerns raised regarding the proximity of potential recreational uses to the Steveston Community Centre, the applicant is no longer requesting “Indoor Recreation” as an additional use in the “Steveston Maritime Mixed Use (ZMU12)” zone or the “Steveston Maritime (ZC21)” zone.

All other aspects of the proposed amendments to the “Steveston Maritime Mixed Use (ZMU12)” zone and the “Steveston Maritime (ZC21)” zone as presented in the November, 2013 Staff report are still included in the proposal. The revised zoning text amendment bylaw is provided along with this Staff report for Council consideration.

Transportation

In their referral back to staff, Planning Committee asked for study and analysis of transportation related items; including potential parking fees and truck parking restrictions regarding commercial loading.

In response to the referral and on behalf of the applicant, the consulting firm, MMM Group Limited, reviewed issues of proposed pay parking and the enforcement of restricted hours of operation for commercial loading and submitted a revised Transportation Impact Study, dated February, 2014.

Revisions to the proposal were made by the applicant to include the following recommendations:

- Pay parking in the commercial parking areas is proposed to encourage parking turnover.
- Free commercial customer parking for the first two (2) hours; with merchant validation in all businesses in the development to encourage customer parking on the site.
- Longer term parking pricing that does not exceed the market rate of pay parking areas in Steveston to encourage customer parking on the site. The applicant proposes to provide further discounted parking rates for employees of all businesses in the development.
- Parking pricing may be reviewed and adjusted on an annual basis to ensure objectives are being achieved.
- A maximum of 16 of the 189 commercial parking spaces on weekdays only between the hours of 8:30am to 6pm may be assigned for specific businesses. All other commercial parking spaces will be shared in the commercial parking area in order to maximize efficiency and availability of parking spaces for customers on the subject site.
- Including performance wording (damages and remedy for a breach of agreement) in the proposed loading bay legal agreement to identify fine amounts and a ticketing process in order to clarify how commercial loading hours of operation restrictions would be enforced.

The proposed rezoning considerations have been amended to require legal agreements which will: secure free commercial customer parking for a two (2) hour period; provide for merchant validation; ensure that pay parking rates do not exceed the market rate of pay parking in Steveston; limit assignment of parking spaces; secure a right-of-way over the commercial parking areas; and provide for enforcement of commercial loading hours of operation restrictions (Attachment C).

Amenity Contribution

In their referral back to staff, Planning Committee asked for study and analysis of how the \$1,500,000 voluntary community amenity contribution by the applicant could be allocated to different uses in Steveston.

The applicant continues to propose a community amenity cash contribution in the amount of \$1,500,000. In response to the referral, staff recommend that the proposed contribution be deposited into a new 'Steveston Community Amenity' provision account, for Council to use at its discretion. Previously, the contribution was proposed to be deposited in the City-wide leisure facilities fund. Creation of the new account would clarify that this contribution is intended to be allocated within, or to support the Steveston area (Attachment E). The attached rezoning considerations have been revised accordingly (Attachment C).

The amenity contribution would be available for Council to use at its discretion. Before the funds could be spent, Community Services staff would prepare a staff report with analysis and recommendations for Council consideration and approval.

Richmond Public Library

In their referral back to staff, Planning Committee asked staff to study the possibility of the applicant providing a rental space for a City library on the space allotted for commercial use; having the same size and lease rate as the City library at Ironwood, as a requirement for the subject rezoning application.

In response to the referral, Community Services staff provided the following information:

- The Ironwood branch location is approximately 12,500 ft² distributed over two (2) floors. The current lease rate at Ironwood is \$20/ft² and is only applied to 4,500 ft² of common space. The remaining 8,000 ft² is provided rent-free.
- Onni has advised City staff that they would be willing to lease space within the development to the City at approximately \$25/ft² applied to the total gross leasable area of the desired unit.
- While the Library Board has interest in relocating the Steveston library branch to the Onni Bayview property, there is no desire to pursue a lease space that would be of roughly equivalent size to the existing library space located within the Steveston Community Centre.
- The Library Board has expressed interest in the approximate 14,000 ft² space in the ground floor of 4280 Bayview Street (Building 5), however, the Library Board has not identified a funding source for the required operating budget impact (OBI) and interior renovations that would be required to fit out the space.
- Without a clearly identified funding source, the potential relocation of the Steveston library branch to the Onni site is outside the scope of this rezoning application.

Maritime Museum

In their referral back to staff, Planning Committee asked staff to study the possibility of locating a maritime museum on the subject site on the space allotted for mixed maritime use.

In response to the referral, Community Services staff have reviewed the site and locating a museum on the subject site is not recommended for the following two reasons:

- Visitor feedback in recent surveys has indicated that maritime heritage is most enjoyed and valued when experienced in an authentic environment consisting of historic buildings and landscape and direct access to the water is available. The Onni development is not a historic environment and does not lend itself to this desired sense of authenticity.
- The current space available in the Onni mixed maritime use area totals 60,000 ft² distributed over several buildings. No one available building is large enough to support a museum (minimum recommended size for a community museum is 20,000 ft² to make it practically feasible) and the configuration of several buildings would not lead to efficient or effective operations for a maritime museum.

Marina

In their referral back to staff, Planning Committee asked staff to provide updates to Committee on marina development including the City-owned waterfront property in front of the subject site.

In response to the referral, Community Services staff provided the following information:

- New floats were moved to the City's pier at Imperial Landing (located at the south end of English Avenue) in December of 2011 in support of the Council-approved Waterfront Strategy. Approvals were received from PortMetro Vancouver, the Fraser River Estuary Management Program (FREMP), and Transport Canada.
- The pier at Imperial Landing features approximately 600 feet of floats, supports casual recreational use, day moorage in Steveston for pleasure craft, as well as programmable space for Tall Ships, Ships to Shore, and other water based activities on the river. The floats are also available to be re-positioned to Garry Point during major events that require moorage for vessels with deep drafts.
- Operator, Kaymaran Adventure Tours, has been successfully offering commercial kayak programs (tours and lessons) from the Imperial Landing location since July of 2012.
- Council was provided an update memo in March of 2013, advising that the day moorage and Recreational Kayaking programs have been successful and would be continued.

Financial Impact or Economic Impact

The proposal would provide \$1,500,000 to the City's new Steveston Community Amenity provision account, \$136,206 to the City's Road Works DCC projects account, and \$605 to the City's Storm Drainage DCC projects account.

Conclusion

In response to Planning Committee's referral and working with staff, the applicant provided for additional neighbourhood consultation, economic analysis, transportation analysis, and is no longer requesting that indoor recreation be permitted on the subject site. Staff reviewed financial options for the proposed community amenity contribution, the possibility of locating a library and maritime museum on the subject site, as well as providing an update on water based activity in front of the site.

Onni Development (Imperial Landing) Corp. is requesting that the City allow a wider range of uses on their Maritime Mixed Use (MMU) site for improved economic viability and to enhance the community with uses to serve resident's needs. While the proposal can be considered under the City's 2041 OCP, an amendment to the Steveston Area Plan is required to address the additional uses requested by the applicant. It should be noted that the site design is not affected by the proposed land use change within the buildings. The proposed roadway improvements to enhance pedestrian and cyclist safety would assist in making Steveston a walking, cycling and rolling community. The proposed revised parking agreement would secure short term free parking with merchant validation, parking fees in line with rates in the village, and limited

assignment of parking spaces to address parking concerns. The proposed revised restrictions on commercial loading hours of operation would limit potential disruption and clarify the enforcement process. The proposed creation of a new Steveston Community Amenity provision account would clarify Council's intention to allocate the proposed community amenity contribution to support the Steveston area.

The revised list of rezoning considerations is included as Attachment C, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommend that Official Community Plan Bylaw 7100, Amendment Bylaw 9062; and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063 be introduced and given first reading.

Sara Badyal

Sara Badyal
Planner 2
(604-276-4282)



Terry Crowe
Manager, Policy Planning
(604-276-4139)

SB:blg

Attachment A: Location Map

Attachment B: Report to Committee dated November 4, 2013

Attachment C: Rezoning Considerations

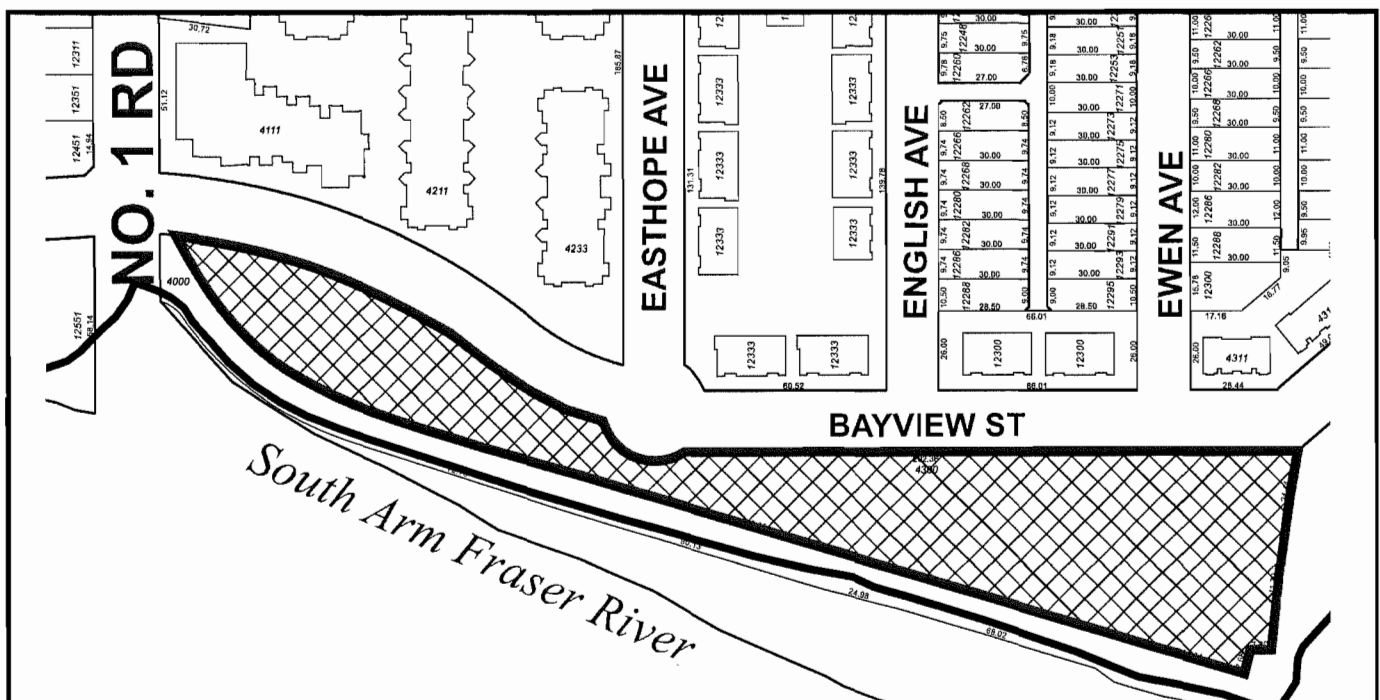
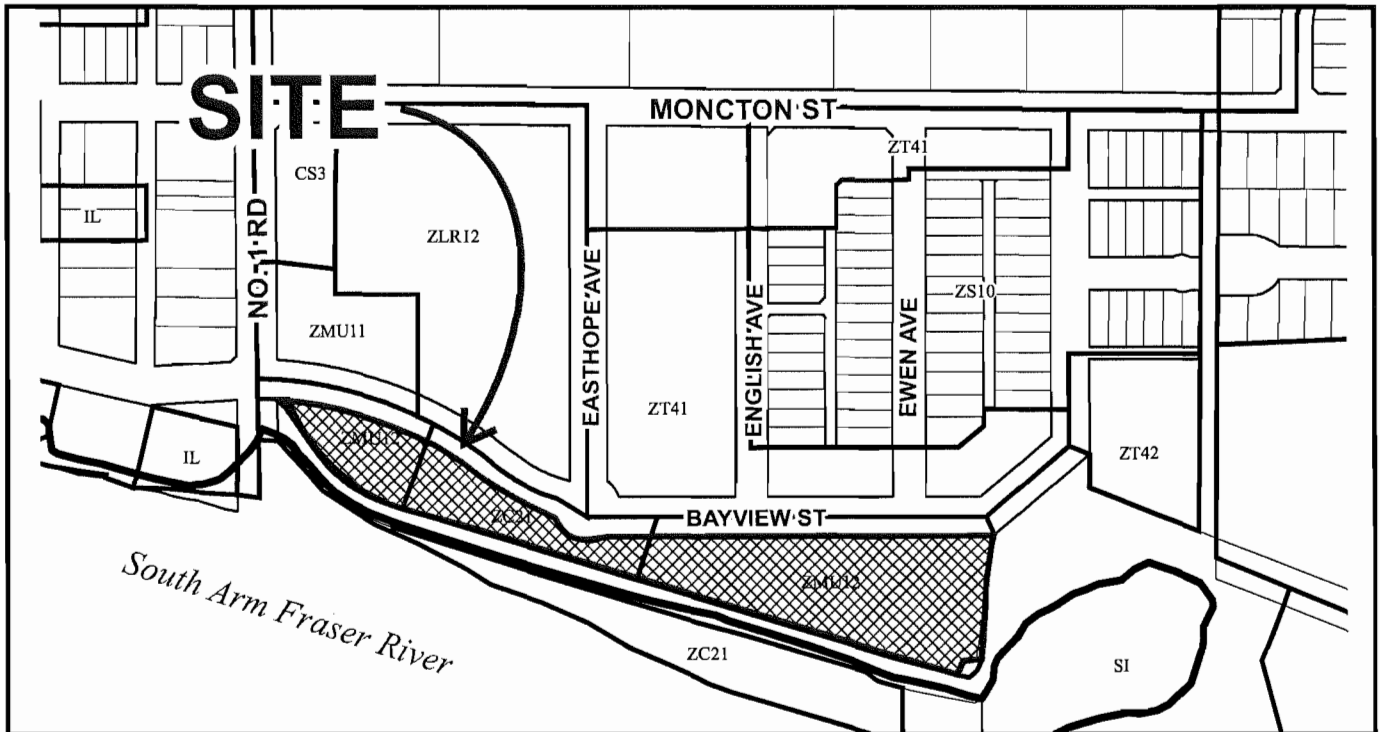
Attachment D: Public Correspondence (received after November 4, 2013)

Attachment E: Steveston Planning Area Map

Attachment F: *Steveston Village Retail Survey, Imperial Landing*, prepared by Mustel Group Market Research and dated January, 2014

Attachment G: *Steveston Village Economic Analysis, Imperial Landing Rezoning – Commercial Impacts*, prepared by Colliers International Consulting and dated February 24, 2014

Attachment H: *Imperial Landing Retail Analysis*, prepared by Hume Consulting Corporation and dated December 2013



RZ 13-633927

PLN - 150

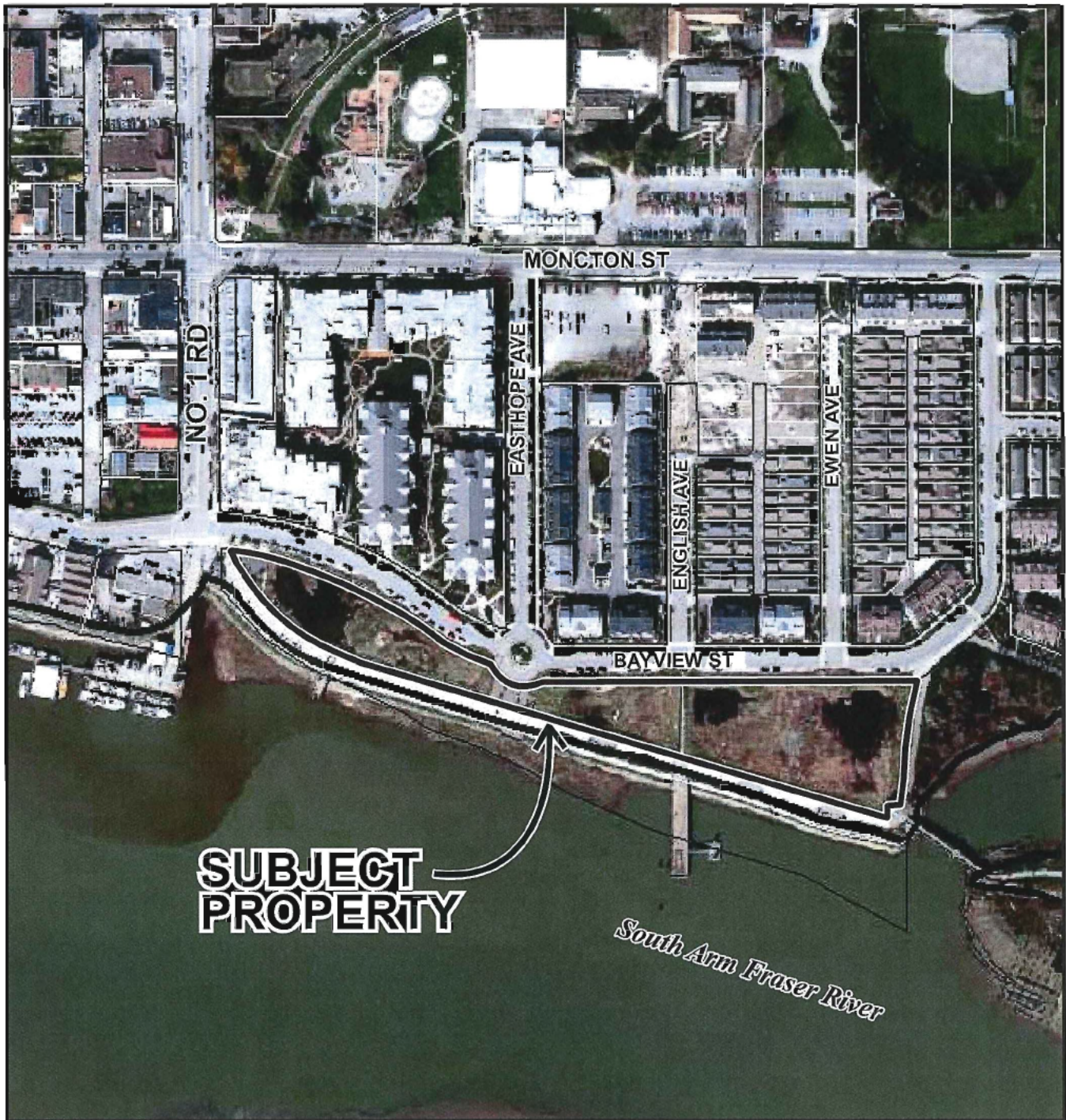
Original Date: 03/18/14

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 14-633927

Original Date: 03/18/14

Revision Date:

Note: Dimensions are in METRES

PLN - 151



**City of
Richmond**

Report to Committee
Planning and Development Department

To: Planning Committee

Date: November 4, 2013

From: Wayne Craig
Director of Development

File: RZ 13-633927

Re: Application by Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street) to amend Steveston Maritime Mixed Use (ZMU12) and Steveston Maritime (ZC21)

Staff Recommendation

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 9062, to repeal and replace the land use definition of "Maritime Mixed Use" by adding a range of commercial uses in Appendix 1 (Definitions) to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading.
2. That Bylaw 9062, having been considered in conjunction with:
 - The City's Financial Plan and Capital Program; and
 - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Bylaw 9062, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

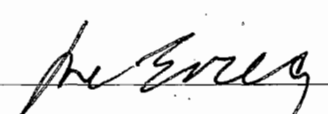
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, to:

- a) Amend "Steveston Maritime Mixed Use (ZMU12)" by widening the range of permitted commercial uses; and
- b) Amend "Steveston Maritime (ZC21)" by widening the range of permitted uses on 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street;

be introduced and given first reading.


Wayne Craig
Director of Development

SB:blg
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Onni Development (Imperial Landing) has applied to the City of Richmond to amend the “Steveston Maritime Mixed Use (ZMU12)” zone and the “Steveston Maritime (ZC21)” zone to permit additional commercial uses in the non-residential spaces of each of the six (6) existing buildings on the subject site at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (**Attachments 1 & 2**).

2041 Official Community Plan

The 2041 Official Community Plan designates the subject site as “Mixed Use”. No amendment is necessary.

Proposed 2041 OCP Steveston Area Plan Text Amendment

The Official Community Plan designates the subject site as “Maritime Mixed Use” (MMU) (**Attachment 3**). The application includes a proposed amendment to the Official Community Plan (OCP) Bylaw 7100 Schedule 2.4 Steveston Area Plan to change the land use definition of “Maritime Mixed Use” (MMU) by retaining all existing Maritime Mixed Use (MMU) uses and adding a range of non-maritime related uses (e.g. commercial, retail, service). The intent of the proposed area plan text amendment is to better serve the needs of residents.

Proposed Zoning Text Amendments

The application proposes to amend the “Steveston Maritime Mixed Use (ZMU12)” zone and the “Steveston Maritime (ZC21)” zone to allow additional uses in the non-residential areas of the six (6) existing buildings on the subject site. These new proposed uses, along with the existing permitted Maritime Mixed Use (MMU), would be located in spaces located on the ground floor of all six (6) existing buildings on the subject site and on the second floor of the 4080 Bayview Street building on the subject site.

Findings of Fact

The Site

The proposed development site is in the Maritime Mixed Use (MMU) area of the former BC Packers site. Site construction and landscaping (permitted by DP 08-414809) are nearly finished by Onni Development (Imperial Landing) Corp. for a development including:

- Four (4) three-storey mixed use buildings with two (2) levels of apartment housing over ground level MMU space located in buildings addressed 4020, 4180, 4280 and 4300 Bayview Street.
- One (1) two-storey MMU building west of Easthope Avenue located in the building addressed 4080 Bayview Street.
- One (1) one-storey MMU building east of Easthope Avenue in the building addressed 4100 Bayview Street.
- A total of 52 residential apartment units and 5,542 m² (59,648 ft²) of non-residential MMU space.

- Two (2) underground parking structures located east and west of Easthope Avenue.
- Public plaza space in rights-of-way at the South ends of No. 1 Road and Easthope Avenue that is pedestrian-oriented.
- Public plaza space in rights-of-way at the South ends of English Avenue and Ewen Avenue that include public parking, controlled vehicle access to the dike, outdoor performance space and pedestrian-oriented areas.

A Development Application Data Sheet providing details about the development is included as **Attachment 4**. Diagrammatic site plan and floor plans are enclosed for reference as **Attachment 5**.

Project Description

- General

The proposal would amend the range of commercial (e.g. retail, service) uses to achieve what the developer advises is a more economically viable range of compatible land Maritime Mixed Use (MMU) area commercial uses and public amenities which are beneficial to Steveston (See Analysis section below).

The existing Maritime Mixed Use (MMU) land uses include the service and repair of boats and marine equipment, custom workshops, enclosed storage facilities, fish auction and off-loading, laundry, drycleaning, light industrial, maritime educational facilities, offices and parking.

The proposed additional land uses include: convenience, general and secondhand retail; financial, business support, household repair and massage services; restaurant; minor health service (e.g. medical, dental, acupuncture, counselling and massage services); indoor recreation; commercial education; child care; library and exhibit; animal grooming and veterinary service.

The proposal includes retaining all existing Maritime Mixed Use (MMU) permitted uses and adding retail and service uses in the following areas of the six (6) buildings constructed on the site: the four (4) three-storey mixed use buildings at the ground floor level only (4020, 4180, 4280 and 4300 Bayview Street); the two-storey non-residential building west of Easthope Avenue (4080 Bayview Street), and the one-storey non-residential building east of Easthope Avenue (4100 Bayview Street) (**Attachment 5**).

- Proposal Highlights

- The total density remains unchanged from before this proposed zoning text amendment.
- The distribution of residential and non-residential areas remains unchanged from before this proposed zoning text amendment.
- Two (2) common underground, tanked parking structures are constructed on the site, and provide adequate on-site parking for the proposed uses.
- The open spaces and pedestrian passages on the site remain unchanged from before this proposed zoning text amendment.

- The public spaces on the site at the ends of No. 1 Road, Easthope Avenue, English Avenue, and Ewen Avenue, remain unchanged from before this proposed zoning text amendment.

- Public Parking

Public parking spaces are provided on the site in surface parking lots located in public-rights-of-passage (PROP) right-of-ways (ROW) on the subject site, aligned with the south ends of English Avenue and Ewen Avenue.

Surrounding Development

The site is the last development parcel of the former BC Packers site developed by Onni as part of their Imperial Landing development. It is in the “B.C. Packers” waterfront neighbourhood and surrounding land uses are as follows:

- To the northwest, across Bayview Street at the corner of No. 1 Road, is a three-storey mixed use building with commercial at grade and residential units above at 4111 Bayview Street (permitted under DP 03-230077), zoned “Steveston Commercial (ZMU11)” with a permitted density of 1.6 floor area ratio (FAR) and a maximum building height of 12 m.
- To the north, across Bayview Street are seven (7) multi-family buildings. Between No. 1 Road and Easthope Avenue are two (2) four storey residential apartment buildings at 4211 and 4233 Bayview Street (permitted under DP 03 230076), zoned “Low Rise Apartment (ZLR12) – Steveston (BC Packers)”, with a permitted density of 1.5 FAR and a maximum building height of 15 m. Between Easthope Avenue and Bayview Street, are five (5) three-storey townhouse buildings at 12333 English Avenue, 12300 English Avenue and 4311 Bayview Street, zoned “Town Housing (ZT41) – Bayview Street/English Avenue (Steveston)” with a permitted density of 0.7 FAR and a maximum building height of 12 m.
- To the east, is Phoenix Pond and its surrounding public open space; including the City dike, walkway, observation tower and pedestrian bridge, zoned “School and Institutional Use (SI)”.
- To the south, is the City dike with walkway zoned “School and Institutional Use (SI)”, and further south is a City-owned “Maritime Mixed Use” (MMU) waterfront lot with development potential, zoned “Steveston Maritime (ZC21)” with a permitted density of 0.8 FAR and a maximum building height of 12 m. The proposal will not change the uses permitted on this site.
- To the west, at the south end of No. 1 Road, is a public plaza, entry to the BC Packers public dike walkway, dock, and pump station with observation deck. The dock extends out into the Fraser River and maritime development extends westward along the river’s edge. Across the No. 1 Road plaza, is the Federally/Provincially-owned one-storey Department of Fisheries and Oceans office, zoned “Light Industrial (IL)” with a permitted density of 1.0 FAR.

Consultation with School District No. 38 (Richmond)

This application was not referred to School District No. 38 (Richmond) because it does not include additional residential units.

Public Input

Development signs have been posted on the subject site as notification of the intent to rezone this property and the statutory Public Hearing will provide the community with an additional opportunity to comment on the application.

Onni's public consultation regarding this proposal has involved two (2) separate open house meetings held on-site on July 11, 2013 and July 13, 2013. A summary report prepared by the developer, was submitted to the City, including copies of the sign-in sheets (**Attachment 7**). The open house meetings were advertised in the Richmond Review and the Richmond News and invitations were mailed to 1935 residences and 252 businesses in the surrounding neighbourhood. At the meetings, information about the proposed uses, non-residential areas of the site, parking and truck loading, as well as road network improvements were presented. For both open house meetings, a total of 329 people signed the attendance sheets and 208 feedback forms and form letters were submitted. The feedback forms and form letters represent 176 Richmond households, with 139 households (79%) in support of the proposal, 26 households (15%) not in support of the proposal and 11 households (6%) unsure.

Maps prepared by staff are attached to this report showing household locations for public input submitted to Onni during the open houses, public correspondence submitted by Onni to the City, and public correspondence submitted directly to the City (**Attachment 8**).

The City has received a significant amount of correspondence from the public regarding the subject site over the years. Regarding the proposal to add new commercial uses into the existing development, the City received emails and letters representing 131 Richmond households, with 99 households (76%) in support of the proposal and 32 households (24%) not in support of the proposal. The following have been included in this report (**Attachment 9**) for Council consideration:

- Letters and emails submitted to the City before the buildings were constructed and outside of any City development application process in response to meetings facilitated by the developer in the Byng elementary school gymnasium on February 23, 2012 and February 25, 2012; and
- Letters and emails submitted to the City after the subject zoning text amendment application was received, from March 27, 2013 up to the time of writing this staff report.

In summary, the majority of respondents supported the proposal regarding the subject zoning text amendment. A mix of concern and support were expressed by the public regarding the potential of a wide range of commercial land uses. The correspondence includes the following concerns raised by the public relating to land use, safety and transportation (staff comments are included in *'bold italics'*):

- A desire for the following community amenities – Affordable Housing, community centre space, community police station, library space, marine museum, arts performance space, public art, visitor information centre and public washrooms. *The proposal does not include adding new residential units to the existing 52 apartments on the subject site, so the proposal does not include Affordable Housing units or a voluntary contribution towards Affordable Housing. However, the developer is currently renting out the apartments, which supports a spectrum of housing options in the City. The developer has agreed to provide a voluntary contribution of \$1,500,000 toward the City's Leisure Facilities Fund, for Council to use at its discretion.*
- Concern regarding the impact of new commercial space on the economic viability of Steveston Village. *The developer has submitted a retail analysis report, prepared by Hume Consulting Corporation, addressing this concern and indicating that the proposal should support the economic viability of Steveston Village, and should not have a negative impact. Please see the 'Extending the Commercial Uses East of No. 1 Road' section of this staff report.*
- Concern regarding the viability of the current MMU land uses and potential vacant stores. *This concern is shared by the developer and is the rationale for the developer's request to widen the range of permitted commercial uses on the subject site.*
- Safety concerns regarding the ground conditions and changes in ground level on the site. *The subject site is still under construction and is required to provide all markings, guard rails and handrails required by the BC Building Code.*
- A desire for free parking. *The developer has not yet determined whether a fee would be charged for commercial parking spaces on this site. As part of the ongoing management of commercial units, Onni would review parking usage and what if any fees should be charged. City controlled public parking is provided in the surface parking areas aligned with the South ends of English Avenue and Ewen Avenue in City rights-of-way.*
- A desire for parking for people with disabilities. *Disabled parking spaces are provided in accordance with the City's zoning bylaw in the underground parking structures. In addition, there are disabled parking spaces in the surface public parking areas on the subject site at the south ends of English Avenue and Ewen Avenue.*
- A desire for bicycle parking. *The developer has agreed to install additional bicycle parking racks outside of the proposed commercial units as a condition of the zoning text amendment.*

- A desire for higher frequency transit service. *This request has been brought to the attention of Translink.*
- Transportation Related Concerns: increased parking demand; narrow street width, increased traffic and traffic mitigation; and truck traffic impact on residential streets, safety, noise and timing. *The developer has submitted a Traffic Impact Study, addressing these concerns and indicating that the proposal supports the expected parking demand, and that with identified improvements, the surrounding road network can support the proposal. Please see the "Vehicle Access, Parking and Truck Delivery" section of this staff report.*
- Concerns relating to commercial operations, such as the amount of garbage, hours of operation and safety and security. *The development includes secure interior garbage and recycling storage areas for the residents and for the business operators inside the buildings and parking structures. The hours of operation are not yet known, but commercial truck delivery hours of operation are proposed to be limited. Please see the "Vehicle Access, Parking and Truck Delivery" section of this staff report.*
- Concerns relating to the architectural form and character of the existing development, including provision of views and open space, and the impact of signage. *The proposal does not include any new construction. However, any new businesses would be required to apply for and obtain a sign permit before installing any business signage.*
- A desire to restrict all residential uses to the portion of the site east of Easthope Avenue, to restrict all commercial uses to the portion of the site west of Easthope Avenue, to demolish the 4100 Bayview Street building and increase public open space as previously proposed by the developer as part of an older rezoning application (RZ 04-287989). *The older rezoning application was withdrawn by the developer and instead the current development was constructed (permitted by DP 08-414809), which includes built non-residential spaces throughout the site.*
- Concern regarding the proximity of a possible child care facility to convenient drop-off/pick up parking. *Onni has received interest to lease a portion of the second floor of the 4080 Bayview Street building for a child care facility. The development does provide the required parking and elevator access from the parking level up to the second floor. Before a child care facility can be established, an operator is first required to meet provincial requirements and obtain a community care facilities license from the Vancouver Coastal Health authority.*
- Clarity regarding the required provision of indoor amenity space for residents. *As part of the approved Development Permit, Onni was required to register a legal agreement on title to secure indoor amenity space for the use of the residents living on the subject site. This indoor amenity room is located on the second floor of the 4080 Bayview Street building.*

Staff Comments

Based on staff's review of the subject application, including the developer's Transportation Impact Study (TIS), staff are supportive of the subject zoning text amendment, provided that the developer fully satisfies the considerations of the zoning text amendment (**Attachment 6**).

Analysis

1. Reasons for the Proposal

The developer has provided the following justification of the proposal:

- The subject site is the last phase of Onni's redevelopment of the former BC Packers site.
- Onni considered ways to make the current OCP/Steveston Area Plan and zoning designations viable.
- Viability was not achieved because most "Maritime Mixed Use" land uses need to be related to the commercial fishing industry and economical uses have not been found;
- After several years, Onni is now proposing a revised range of what they advise will be viable uses while still retaining all uses in the existing "Maritime Mixed Use" definition.
- The proposed range of land uses still allows for all original uses in the ZMU12 and ZC21 zones.

2. Proposed Uses and Layout

To achieve viability, the applicant is requesting that a range of commercial land uses be allowed in addition to retaining all existing Maritime Mixed Use (MMU) uses in the existing non-residential spaces located on the ground floor of all six (6) existing buildings on the site, and on the second floor of the 4080 Bayview Street building.

The developer advises that this proposal is beneficial because it supports the viability of the village and provides community amenities.

3. 2041 Official Community Plan

The site is designated "Mixed Use" in the City of Richmond 2041 OCP Land Use Map, which provides for residential, commercial, industrial, office and institutional uses. Marina uses, waterborne housing and limited commercial uses, facilities and services are permitted on the waterfront, in which case the retail sales are limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public. The proposal is consistent with the 2041 OCP, as it aims at achieving a more viable village waterfront (e.g. a more viable range of uses, continued public access along the waterfront, public parking and area character).

4. Current and Proposed OCP Steveston Area Plan Bylaws

The site is designated “Maritime Mixed Use” in the Steveston Area Plan (Schedule 2.4 to OCP Bylaw 7100). As the proposal does not comply with the current area plan “Maritime Mixed Use” land use definition, an amendment is required to enable a wider range of commercial uses in the “Maritime Mixed Use” (MMU) area.

“Maritime Mixed Use” is currently defined in the Steveston Area Plan as “an area set aside to support the maritime economy, with an emphasis on uses which support primarily 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
Service and Repair of Boats and Marine Equipment
- ii) Retail uses are accommodated as accessory uses in the Maritime Mixed Use Area, between Phoenix Pond and No. 1 Road.
- iii) Between Phoenix Pond and No. 1 Road, residential uses are accommodated above grade and only over the dry land portions of the Maritime Mixed Use area as a secondary use. In addition, residential uses are to be situated so as to minimize potential conflicts with other uses.”

The developer has requested that the OCP/Steveston Area Plan definition of Maritime Mixed Use be changed to:

- Retain all existing uses including maritime related uses.
- Permit additional neighbourhood commercial uses in the “Maritime Mixed Use” area, between Phoenix Pond and No. 1 Road.

With the proposed “Maritime Mixed Use” definition text amendment, the proposal is regarded as being consistent with the Steveston Area Plan neighbourhood vision. The neighbourhood vision envisions development would: support a “homeport” for the commercial fishing fleet; provide a place where people can live, work and play; ensure public access along the waterfront; enable residents and visitors to shop and enjoy the heritage, recreation, commercial fishing fleet, private moorage where appropriate, natural amenities and waterfront activities; cater to local residents and visitors through a diversity of mutually compatible land uses providing opportunities for

employment, shelter, commerce, community services, recreation, tourism and entertainment; provide safe and comfortable pedestrian and vehicular circulation while providing ready access throughout the area and especially to the water's edge; sensitively link and buffer nodes of activity with strong connections to the foreshore; and manage urban development.

5. Current and Proposed Zoning Bylaws

Existing Zoning

The site is currently zoned:

- “Steveston Maritime Mixed Use (ZMU12)” (formerly “Comprehensive Development District (CD/104)”) at the east and west ends of the site.
- “Steveston Maritime (ZC21)” (formerly “Comprehensive Development District (CD/105)”) in the middle.

This zoning was put in place under rezoning application RZ 98-153805, which was adopted in 2001.

The current zoning permits only:

- “Maritime Mixed Use” that supports local fishing industries which Onni advises has proven to not adequately be economically viable.
- Residential dwelling units at the east and west ends of the site, limited to 40 dwelling units and 62.5% of the building floor area.

Proposed Zoning Amendments

The “Steveston Maritime Mixed Use (ZMU12)” zone applies only to portions of the subject site; therefore the proposed changes will not apply to any other property in Richmond. The “Steveston Maritime (ZC21)” applies to a portion of the subject site and the City owned water lot located to the south. The proposed changes would not affect the City's water lot. Zoning text amendments are proposed to both zones to allow a wider range of non-residential uses on the subject site.

To accommodate the developers proposal, “Steveston Maritime Mixed Use (ZMU12)” and “Steveston Maritime (ZC21)” are proposed to be amended to:

- Include conventional commercial uses in both zones that are intended to accommodate the shopping, personal service, business, entertainment, recreational, community facility and service needs of area residents.
- Retain all of the Maritime Mixed Uses permitted in the existing “Steveston Maritime Mixed Use (ZMU12)” zone.
- Retain all of the Maritime Mixed Uses permitted in the existing “Steveston Maritime (ZC21)” zone.
- Limit the proposed new uses in the “Steveston Maritime (ZC21)” zone to the subject site only.

Staff worked with Onni to reduce the number of additional land uses. Staff requested indoor recreation not be included given the proximity to Steveston Community Centre. After consideration, Onni is requesting the addition of indoor recreation use to accommodate the type of recreation facility they may be able to secure, which they feel would provide services complementary to those currently provided in the neighbourhood.

6. Extending the Commercial Uses East of No. 1 Road

In 1997-1998, when the OCP/Steveston Area Plan was prepared, Village entrepreneurs did not want non-maritime related uses (e.g. pure commercial) to extend east of No. 1 Road, as there were concerns that such uses and their location outside the village may weaken the economic viability of the village.

This approach can now be reviewed because:

- The existing limited Maritime Mixed Use (MMU) uses have proven not to be economically viable.
- There has been an increase in Steveston's population which appears able to support both existing and new commercial uses and services.

Staff requested that Onni meet with the Steveston Merchants Association to review the proposal. Onni has been in contact with the association for a number of months and a meeting has been scheduled for late November. Staff will provide Council with an update of information arising from the meeting.

On behalf of the applicant, Hume Consulting Corporation submitted *Imperial Landing Preliminary Retail Analysis*, dated September 2013. This retail analysis report supports the proposal, indicating that:

- The 5,536 m² (or approximately 59,500 ft²) of Maritime Mixed Use and commercial space is small relative to the amount of retail floor area warranted by local and visitor demand, as modelled by the consultant.
- The proposed addition of an additional approximate 1,440 m² (15,500 ft²) grocery store is expected to help keep local shoppers from leaving Steveston to shop at other shopping centres anchored by a large format grocery store.
- A successful retail component on the subject site is expected to help retain more shopping trips within the community, helping to generate spin-off shopping trips to other nearby businesses within Steveston Village.
- Steveston Village includes a large number of businesses. It is unlikely that the proposed 10-12 businesses on the subject site will have a significant impact on existing businesses in Steveston.
- Many of the proposed businesses will be complementary to the existing business mix in Steveston Village.
- The strong market interest by prominent retailers and service providers indicates that the subject site is an attractive and viable location and will be sustainable.

7. Vehicle Access, Parking and Truck Delivery

The existing zoning and building design permits large trucks to access the site. A number of off-site improvements were provided to address anticipated traffic volumes to the site. Given the proposed change in use, additional off-site improvements are being provided to enhance pedestrian and cycling safety and Transportation Impact Study findings as identified below.

The elongated development site has four (4) vehicle accesses from Bayview Street, providing access to the development underground parking structures, truck loading bays, public parking areas, and controlled vehicle access to the City dike.

On behalf of the applicant, the consulting engineering firm MMM Group Limited prepared a Transportation Impact Study, dated October 2013. Transportation staff have reviewed the study and accept the findings that the existing parking and loading facilities, in combination with the proposed road network improvements and truck traffic restrictions, can accommodate the proposed addition of new commercial uses on the subject site. The study identifies that parking is provided on the site as follows:

- A total of 270 spaces are provided in two (2) parking structures on the site, including 81 spaces for the use of residents, 17 spaces for visitors and 172 spaces for the non-residential Maritime Mixed Use and commercial uses on the site.
- The parking supply exceeds the zoning bylaw requirement and will meet the parking demand of the existing uses permitted on the site, as well as the proposed commercial uses.

In addition, a total of 35 public parking spaces are provided on the site in public rights-of-ways aligned with the south ends of English Avenue and Ewen Avenue.

The developer has agreed to enter into a legal agreement to manage truck traffic as a consideration of zoning text amendment. The proposed legal agreement will identify that:

- Large delivery trucks are prohibited from accessing or entering the site, including tractor-trailer WB-17 size trucks.
- Truck delivery hours of operation for non-residential uses are limited to 7:00 am to 5:00 pm, Monday through Friday; 8:00 am to 5:00 pm on Saturday; and 9:00 am to noon on Sunday.
- Truck activity on the site is required to comply with the City's Noise Regulation Bylaw.

To address the future potential impact of truck traffic, the developer has agreed to provide a Letter of Credit security in the amount of \$15,000 as a consideration of zoning text amendment. The security would be held by the City for 18 months to allow for future traffic calming and truck activity mitigation that may be required after the commercial area is occupied.

A Servicing Agreement is a consideration of the zoning text amendment and will include design and construction of road improvements to address the proposed increased traffic on Bayview Street as a result of the development. Works include, but may not be limited to:

- Upgrading the No. 1 Road and Bayview Street intersection by raising this intersection and adding a bollard treatment similar to the No. 1 Road and Moncton Street intersection and installing decorative crosswalk surface treatment.
- Upgrading the crosswalks along Bayview Street:
 - a) At the two (2) midblock crosswalks between No. 1 Road and Moncton Street, providing raised crosswalks.
 - b) At the three (3) crosswalks at the Easthope Avenue traffic circle, removing a 1.5 m section of the granite cobble pavers from each end of the crosswalk (near curbs), replacing with an extension of the existing square concrete panels and installing decorative crosswalk surface treatment. This will create a 1.5 m wide smooth path at either end of the crosswalks for cyclists.
 - c) At the six (6) crosswalks at English Avenue and Ewen Avenue, removing the raised granite pavers and installing decorative crosswalk surface treatment to provide consistency between the crossings on Bayview Street.
- Installing 30 kph posted speed limit signs on Bayview Street from No. 1 Road to Moncton Street, Easthope Avenue, English Avenue and Ewen Avenue.
- Add “sharrows” pavement markings to identify that Bayview Street is shared by vehicles and bicycles from No. 1 Road to Moncton Street in both directions.

8. Heritage

Heritage and archaeological considerations of the site were completed with the original rezoning (RZ 98-153805). These included providing the City with interpretive materials, industrial artifacts and commemorative retention or allusion to former cannery and support facilities. Some bottles and shells post settlement (not First Nations) materials were also retrieved and are presently in the Richmond Museum collection.

The application was not referred to the City’s Heritage Advisory Committee the proposal does not include any new construction and the subject site is located outside of the Steveston Village Heritage Conservation Area.

9. Environmentally Sensitive Areas

There are no Environmentally Sensitive Area (ESA) concerns with the proposed development, as the site does not extend into the foreshore area waterfront or associated riparian vegetation. ESA concerns for the uplands were addressed in the original BC Packers Development Permit (permitted under DP 98-153807) to protect the river edge ESA.

10. Community Benefits

The benefits of the proposal identified by the developer include:

- Roadway improvements, and additional bike racks to enhance walking and cycling.
- Registration of a legal agreement to ensure parking garage entry gates remain open during business hours, providing commercial customers and residential visitors with access to parking on the site.
- Truck traffic restrictions to prohibit large delivery trucks from accessing or entering the site, and to limit truck delivery hours of operation for non-residential uses.
- Traffic calming and truck activity mitigation Letter of Credit security.
- Voluntary community amenity contribution in the amount of \$1,500,000 towards the City's Leisure Facilities fund to be allocated at the discretion of Council.
- Voluntary Development Cost Charge contribution in the amount of \$136,206 to go towards development of Road Works DCC projects for the conversion of Maritime Mixed Use space to commercial space.
- Voluntary Development Cost Charge contribution in the amount of \$605 to go towards development of Storm Drainage DCC projects for the conversion of Maritime Mixed Use space to commercial space.
- The development design and total density remain unchanged from before this proposed zoning text amendment. The construction of the buildings and open spaces is nearing completion.
- View corridors, pedestrian passage and vehicle passage linking the BC Packers neighbourhood with the public dike walkway remain unchanged from before this proposed zoning text amendment.
- Publicly accessible open space along the south edge of the proposed residential buildings adjacent to the public dike walkway remain unchanged from before this proposed zoning text amendment.
- Public plazas at the south end of No. 1 Road and Easthope Avenue, and public parking at the south end of English Avenue and Ewen Avenue remain unchanged from before this proposed zoning text amendment.

Financial Impact or Economic Impact

None.

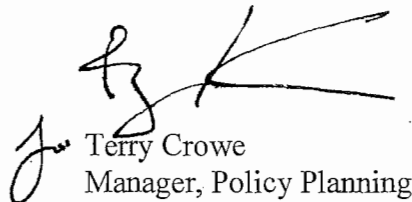
Conclusion

Onni Development (Imperial Landing) Corp. is requesting that the City allow a wider range of uses on their Maritime Mixed Use (MMU) site for improved economic viability and to enhance the community with uses to serve resident's needs. While the proposal can be considered under the City's 2041 OCP, an amendment to the Steveston Area Plan is required to address the additional uses being requested by the applicant. It should be noted that the site design is not affected by the land use change within the buildings and responds to the architectural form and character, vision and objectives set out in the Steveston Area Plan. The roadway improvements to enhance pedestrian and cyclist safety will assist in making Steveston a walking and cycling community.

On this basis, staff recommend that Official Community Plan Bylaw 7100, Amendment Bylaw 9062; and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063 be introduced and given first reading.



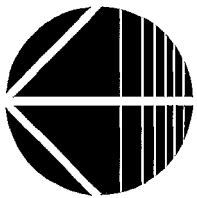
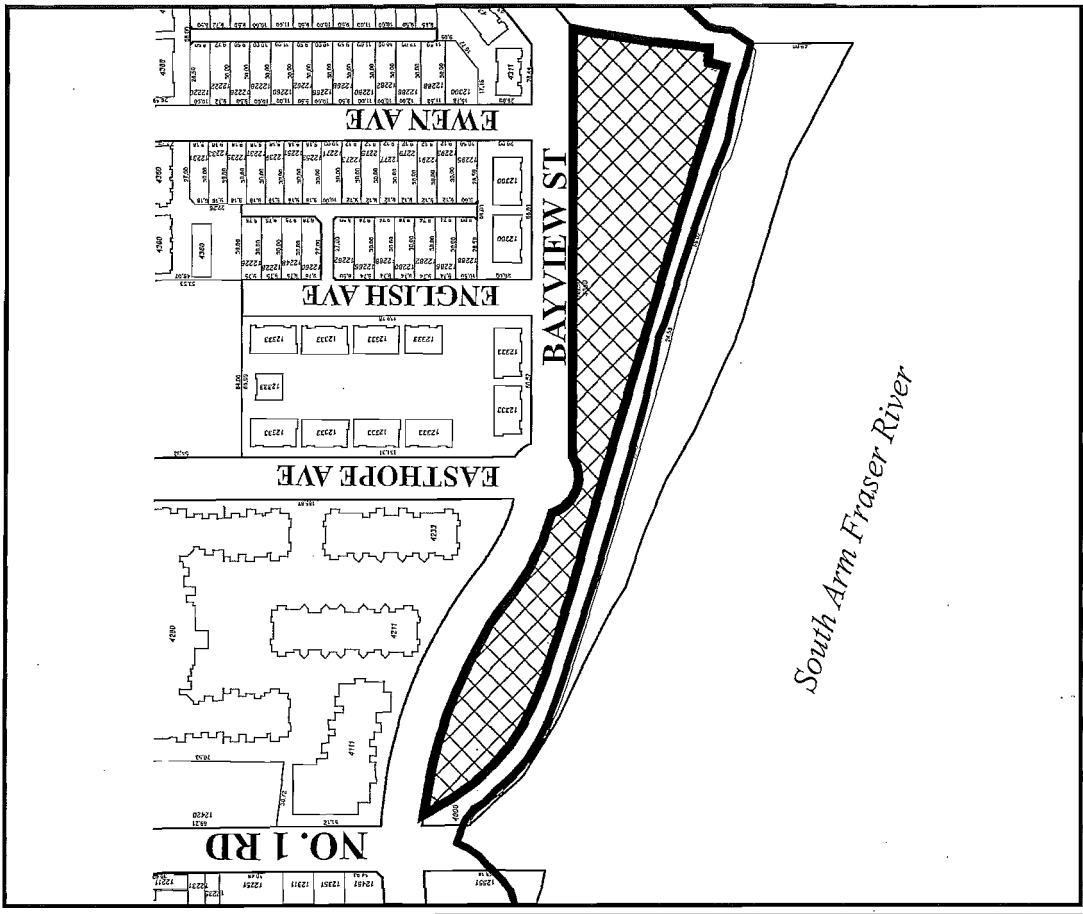
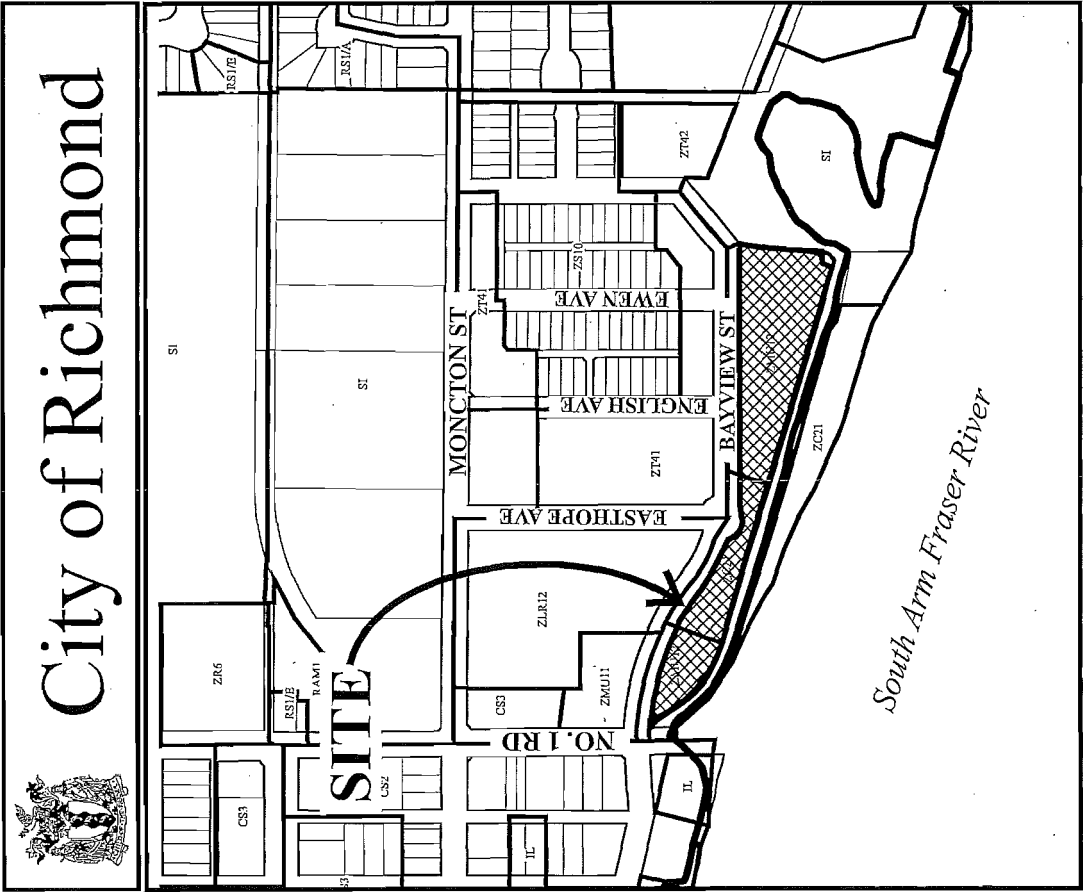
Sara Badyal, M. Arch, RPP
Planner 2



Terry Crowe
Manager, Policy Planning

SB:blg

- Attachment 1: Location Map
- Attachment 2: Aerial Photo
- Attachment 3: BC Packers Land Use Map (Steveston Area Plan)
- Attachment 4: Development Application Data Sheet
- Attachment 5: Diagrammatic Site Plans and Floor Plans
- Attachment 6: Zoning Text Amendment Considerations
- Attachment 7: Public Open House Summary Report
- Attachment 8: Public Input Maps
- Attachment 9: Public Correspondence



RZ 13-633927

Original Date: 04/08/13

Revision Date:

Note: Dimensions are in METRES



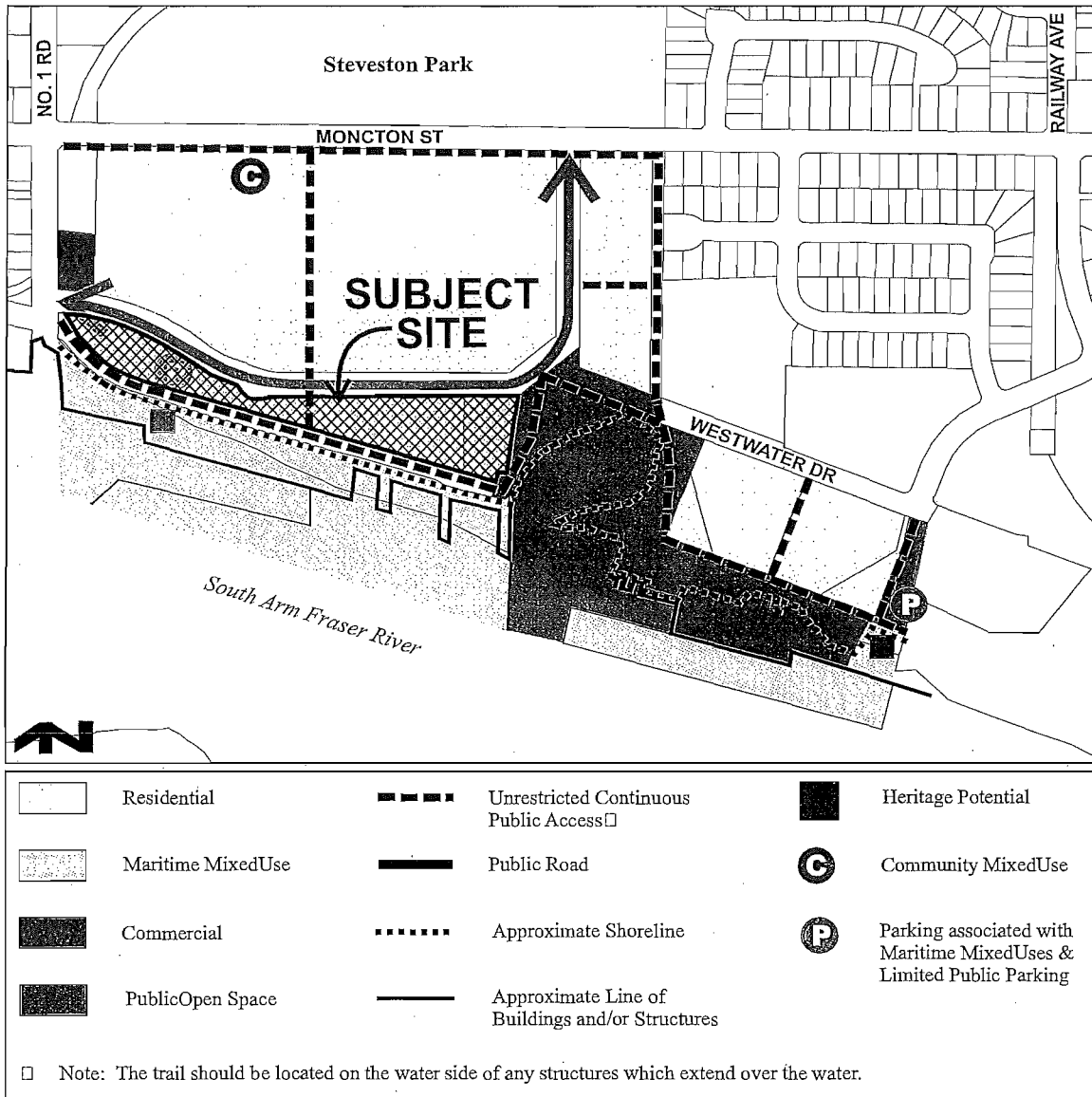
RZ 13-633927

Original Date: 04/08/13

Amended Date:

Note: Dimensions are in METRES

BC Packers Land Use Map





RZ 13-633927

Attachment 4

Address: 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street)

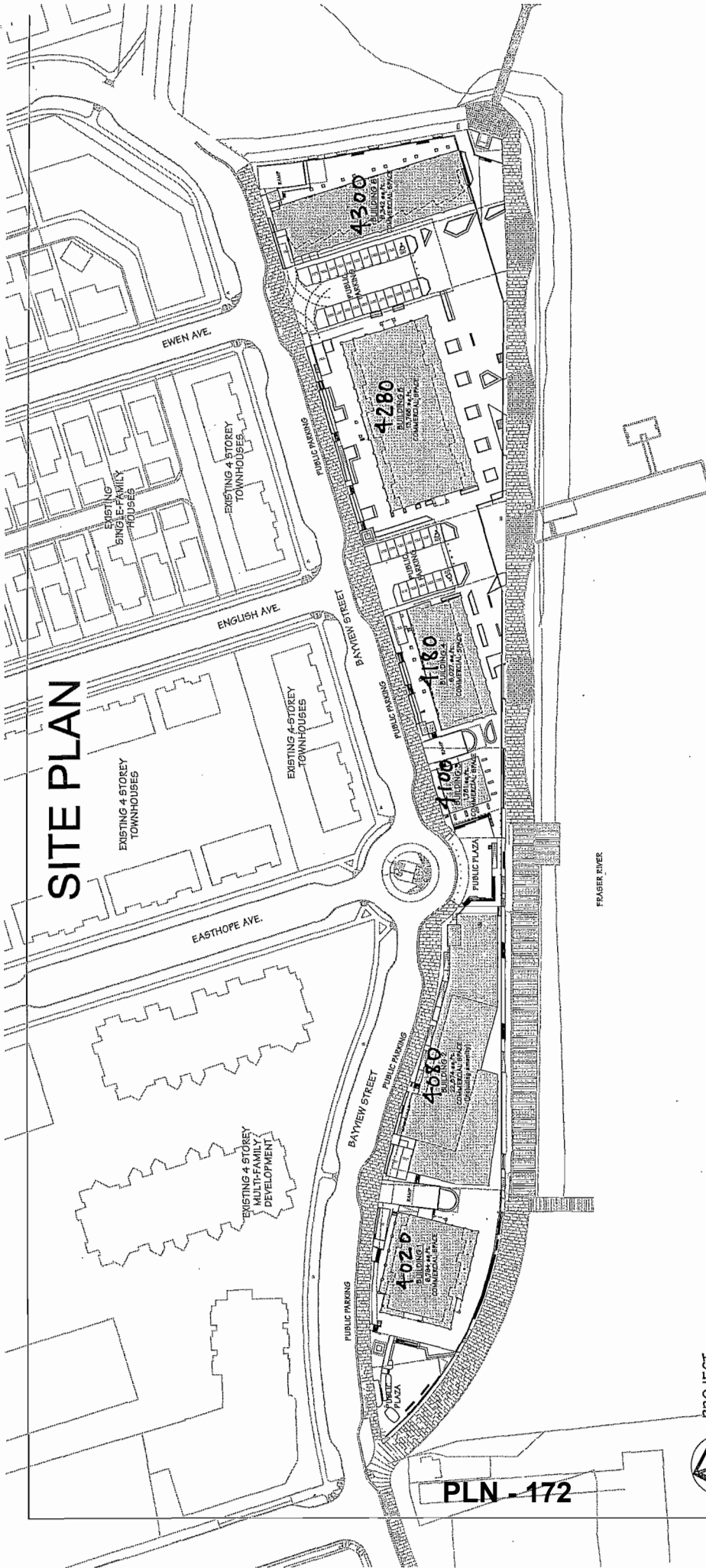
Applicant: Onni Development (Imperial Landing) Corp.

Planning Area(s): BC Packers Waterfront Neighbourhood (Steveston Area Plan)

	Existing	Proposed																								
Owner:	Onni Development (Imperial Landing) Corp.	No change																								
Site Size (m²):	14,042.7 m ²	No change																								
Land Uses:	Mixed use	Mixed use																								
OCP Land Use Designation:	Maritime Mixed Use Parking associated with Maritime Mixed Use & Limited Public Parking	No change																								
Zoning:	Steveston Maritime Mixed Use (ZMU12) & Steveston Maritime (ZC21)	Amended Steveston Maritime Mixed Use (ZMU12) & Amended Steveston Maritime (ZC21)																								
Number of Units:	<table> <tr> <td>Building</td><td>Dwelling units</td><td>MMU</td></tr> <tr> <td>4020 Bayview St</td><td>12</td><td>631.2 m²</td></tr> <tr> <td>4080 Bayview St</td><td>0</td><td>2,125.1 m²</td></tr> <tr> <td>4100 Bayview St</td><td>0</td><td>165.5 m²</td></tr> <tr> <td>4180 Bayview St</td><td>7</td><td>559.9 m²</td></tr> <tr> <td>4280 Bayview St</td><td>22</td><td>1,278.8 m²</td></tr> <tr> <td>4300 Bayview St</td><td>11</td><td>867.9 m²</td></tr> <tr> <td>Total</td><td>52</td><td>5,536 m²</td></tr> </table>	Building	Dwelling units	MMU	4020 Bayview St	12	631.2 m ²	4080 Bayview St	0	2,125.1 m ²	4100 Bayview St	0	165.5 m ²	4180 Bayview St	7	559.9 m ²	4280 Bayview St	22	1,278.8 m ²	4300 Bayview St	11	867.9 m ²	Total	52	5,536 m ²	No change
Building	Dwelling units	MMU																								
4020 Bayview St	12	631.2 m ²																								
4080 Bayview St	0	2,125.1 m ²																								
4100 Bayview St	0	165.5 m ²																								
4180 Bayview St	7	559.9 m ²																								
4280 Bayview St	22	1,278.8 m ²																								
4300 Bayview St	11	867.9 m ²																								
Total	52	5,536 m ²																								

	Bylaw Requirement	Existing	New Variance
Floor Area Ratio	Max. 0.8	0.8	None permitted
Lot Coverage – Building	Max. 60%	39.7%	None
Building Setback	Min. 1 m	0 m Min. to ROW 1 m Min. to property line by approved DP	None
Height (m)	Max. 12 m & three-storey	12 m Max. & three-storey	None
Off-street Parking Spaces: Maritime Mixed Use & Commercial Resident Visitor (Accessible) Total	172 78 11 (6) 261	172 (1.6 ac.) 81 17 (7) 270	None
Public Parking Spaces	Limited	35 by approved DP	None
Small Car Parking Spaces	Max 50%	15% (39 spaces)	None
Amenity Space – Indoor	Min. 100 m ²	Located in second floor of 4080 Bayview St. Building	None
Amenity Space – Outdoor	Min. 312 m ²	1,295 m ²	None

Attachment 5



PLN - 172

PROJECT
SITE PLAN
SCALE: 1"=50'

0054-3195



①

<p>PROJECT</p> <p>IMPERIAL LANDING MIXED-USE DEVELOPMENT</p>	<p>DRAWING TITLE</p> <p>SITE PLAN STATISTICAL SITE</p>
<p>3308 4th Street, Westchester, N.Y. 10598-1217</p>	<p>DATE</p> <p>APRIL 12, 2010</p>
<p>WITH US</p>	<p>SCALE</p> <p>1"=60'</p>
<p>08-04-291-0287</p>	<p>DESIGNED</p> <p>BY</p>
<p>4310 BAYVIEW ST. RICHMOND, B.C.</p>	<p>DATE</p> <p>APRIL 12, 2010</p>
<p>08-04-291-0287</p>	<p>SCALE</p> <p>1"=60'</p>
<p>WITH US</p>	<p>DESIGNED</p> <p>BY</p>

NO.	DATE	REVISIONS
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PLN - 173

PARKING (BUILDING)		SECURE RESIDENCE	
2.0 SPACES	1	0	

NOTE:1 ACCESSIBLE PARKING SPACE IS PROVIDED
NOTE:4 SMALL PARKING SPACES ARE PROVIDED

NG:

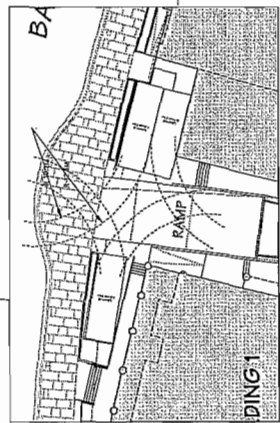
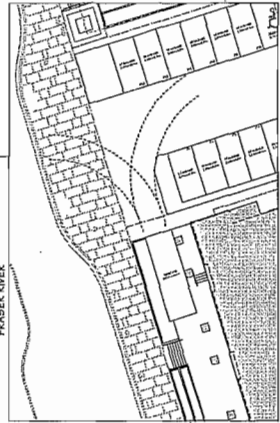
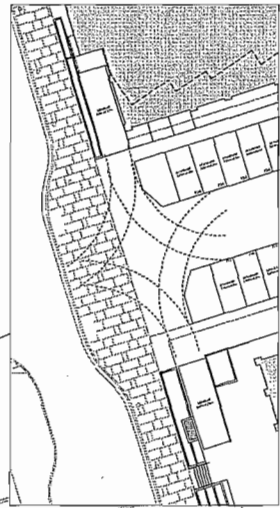
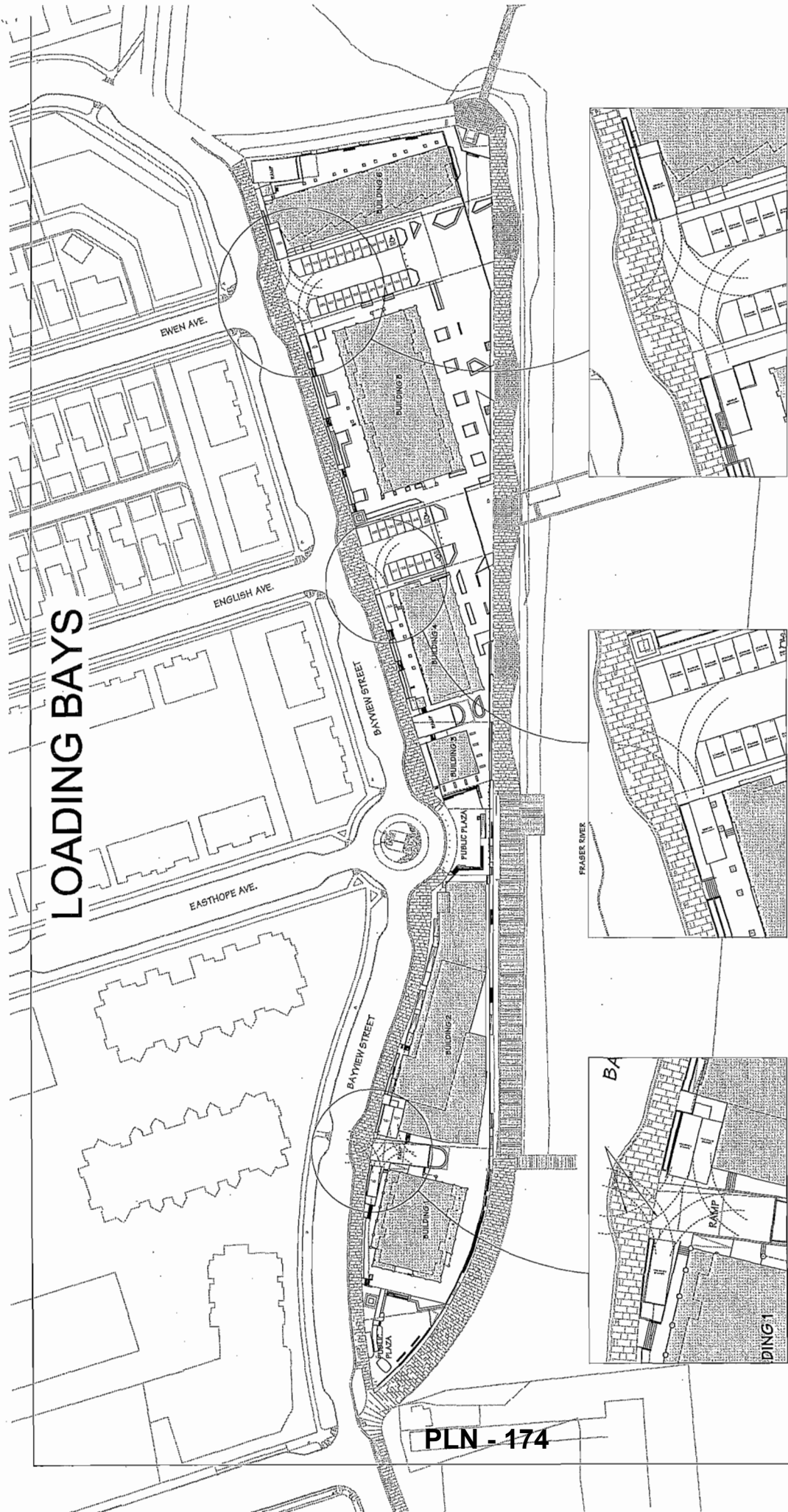
NEW STREET PARKING =

Yamamoto
Architecture Inc.

IMPERIAL LANDING
MIXED-USE DEVELOPMENT

SCALE 1:500	SHEET NO.
DATE AUG. 12, 2006	A1.1
DRAIN DRK	

LOADING BAYS



PLN - 174



SITE PLAN SHOWING LOADING BAYS
SCALE: 1:500



NO.	DATE	REVISIONS
1	10/10/2018	ISSUED FOR PERMITTING
2	11/15/2018	REVISED TO ADD LOADING BAYS
3	12/10/2018	REVISED TO ADD LOADING BAYS
4	01/10/2019	REVISED TO ADD LOADING BAYS
5	02/10/2019	REVISED TO ADD LOADING BAYS
6	03/10/2019	REVISED TO ADD LOADING BAYS
7	04/10/2019	REVISED TO ADD LOADING BAYS
8	05/10/2019	REVISED TO ADD LOADING BAYS
9	06/10/2019	REVISED TO ADD LOADING BAYS
10	07/10/2019	REVISED TO ADD LOADING BAYS
11	08/10/2019	REVISED TO ADD LOADING BAYS
12	09/10/2019	REVISED TO ADD LOADING BAYS
13	10/10/2019	REVISED TO ADD LOADING BAYS
14	11/10/2019	REVISED TO ADD LOADING BAYS
15	12/10/2019	REVISED TO ADD LOADING BAYS
16	01/10/2020	REVISED TO ADD LOADING BAYS
17	02/10/2020	REVISED TO ADD LOADING BAYS
18	03/10/2020	REVISED TO ADD LOADING BAYS
19	04/10/2020	REVISED TO ADD LOADING BAYS
20	05/10/2020	REVISED TO ADD LOADING BAYS
21	06/10/2020	REVISED TO ADD LOADING BAYS
22	07/10/2020	REVISED TO ADD LOADING BAYS
23	08/10/2020	REVISED TO ADD LOADING BAYS
24	09/10/2020	REVISED TO ADD LOADING BAYS
25	10/10/2020	REVISED TO ADD LOADING BAYS
26	11/10/2020	REVISED TO ADD LOADING BAYS
27	12/10/2020	REVISED TO ADD LOADING BAYS
28	01/10/2021	REVISED TO ADD LOADING BAYS
29	02/10/2021	REVISED TO ADD LOADING BAYS
30	03/10/2021	REVISED TO ADD LOADING BAYS
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42	03/10/2022	REVISED TO ADD LOADING BAYS
43	04/10/2022	REVISED TO ADD LOADING BAYS
44	05/10/2022	REVISED TO ADD LOADING BAYS
45	06/10/2022	REVISED TO ADD LOADING BAYS
46	07/10/2022	REVISED TO ADD LOADING BAYS
47	08/10/2022	REVISED TO ADD LOADING BAYS
48	09/10/2022	REVISED TO ADD LOADING BAYS
49	10/10/2022	REVISED TO ADD LOADING BAYS
50	11/10/2022	REVISED TO ADD LOADING BAYS
51	12/10/2022	REVISED TO ADD LOADING BAYS
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56	05/10/2023	REVISED TO ADD LOADING BAYS
57	06/10/2023	REVISED TO ADD LOADING BAYS
58	07/10/2023	REVISED TO ADD LOADING BAYS
59	08/10/2023	REVISED TO ADD LOADING BAYS
60	09/10/2023	REVISED TO ADD LOADING BAYS
61	10/10/2023	REVISED TO ADD LOADING BAYS
62	11/10/2023	REVISED TO ADD LOADING BAYS
63	12/10/2023	REVISED TO ADD LOADING BAYS
64	01/10/2024	REVISED TO ADD LOADING BAYS
65	02/10/2024	REVISED TO ADD LOADING BAYS
66	03/10/2024	REVISED TO ADD LOADING BAYS
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69	06/10/2024	REVISED TO ADD LOADING BAYS
70	07/10/2024	REVISED TO ADD LOADING BAYS
71	08/10/2024	REVISED TO ADD LOADING BAYS
72	09/10/2024	REVISED TO ADD LOADING BAYS
73	10/10/2024	REVISED TO ADD LOADING BAYS
74	11/10/2024	REVISED TO ADD LOADING BAYS
75	12/10/2024	REVISED TO ADD LOADING BAYS
76	01/10/2025	REVISED TO ADD LOADING BAYS
77	02/10/2025	REVISED TO ADD LOADING BAYS
78	03/10/2025	REVISED TO ADD LOADING BAYS
79	04/10/2025	REVISED TO ADD LOADING BAYS
80	05/10/2025	REVISED TO ADD LOADING BAYS
81	06/10/2025	REVISED TO ADD LOADING BAYS
82	07/10/2025	REVISED TO ADD LOADING BAYS
83	08/10/2025	REVISED TO ADD LOADING BAYS
84	09/10/2025	REVISED TO ADD LOADING BAYS
85	10/10/2025	REVISED TO ADD LOADING BAYS
86	11/10/2025	REVISED TO ADD LOADING BAYS
87	12/10/2025	REVISED TO ADD LOADING BAYS
88	01/10/2026	REVISED TO ADD LOADING BAYS
89	02/10/2026	REVISED TO ADD LOADING BAYS
90	03/10/2026	REVISED TO ADD LOADING BAYS
91	04/10/2026	REVISED TO ADD LOADING BAYS
92	05/10/2026	REVISED TO ADD LOADING BAYS
93	06/10/2026	REVISED TO ADD LOADING BAYS
94	07/10/2026	REVISED TO ADD LOADING BAYS
95	08/10/2026	REVISED TO ADD LOADING BAYS
96	09/10/2026	REVISED TO ADD LOADING BAYS
97	10/10/2026	REVISED TO ADD LOADING BAYS
98	11/10/2026	REVISED TO ADD LOADING BAYS
99	12/10/2026	REVISED TO ADD LOADING BAYS
100	01/10/2027	REVISED TO ADD LOADING BAYS

Yamamoto
Architecture Inc.

PROJECT	IMPERIAL LANDING MIXED-USE DEVELOPMENT	SHEET NO.	A1.0
DATE	10/10/2018	SCALE	1/8" = 1'-0"
DESIGNED BY	YAMAMOTO	CHECKED BY	YAMAMOTO
PROJECT NO.	4350 BAYVIEW ST. RICHMOND, B.C.	DATE	10/10/2018

BUILDING 1

PLN - 175

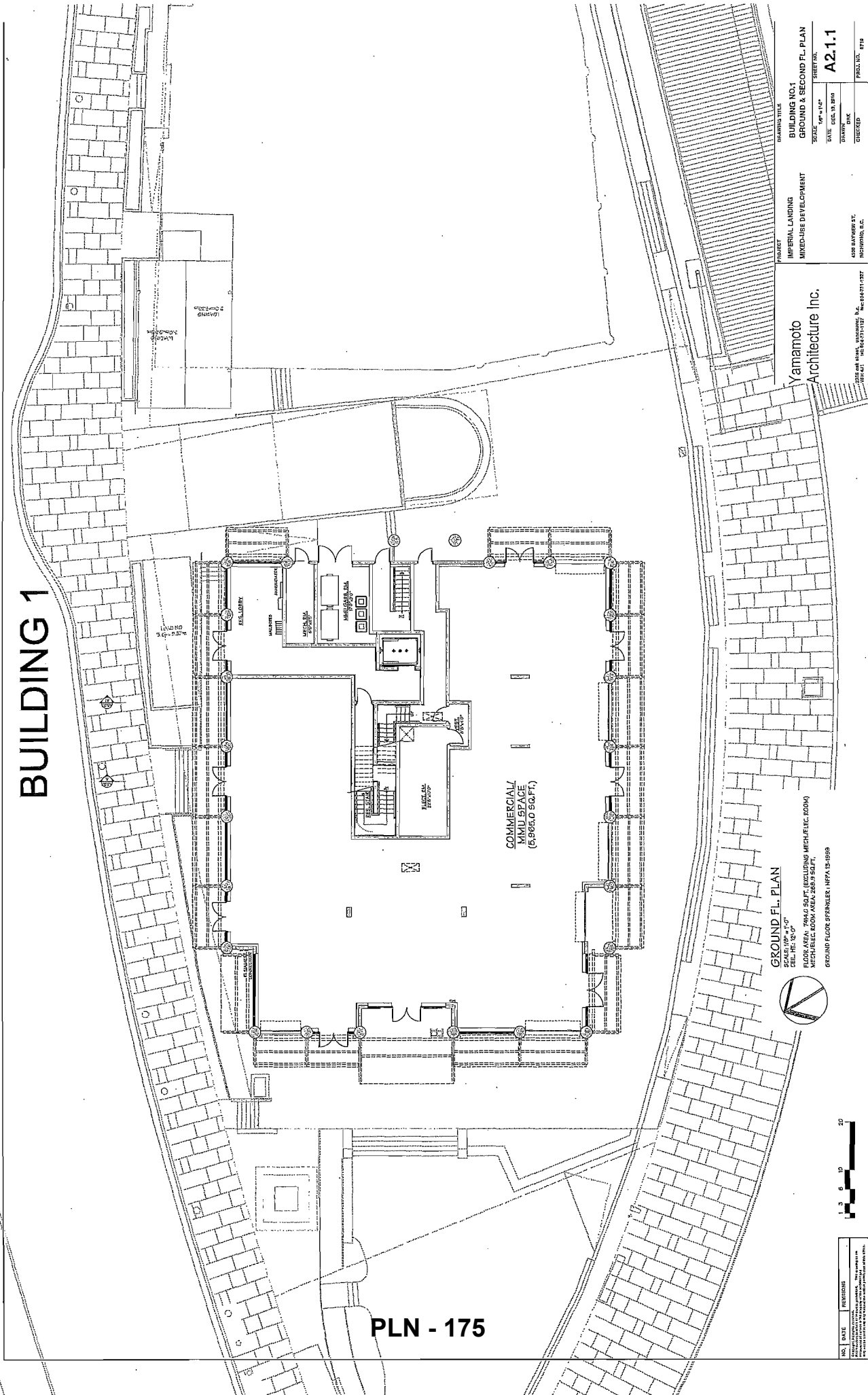
GROUND FL. PLAN

FLOOR AREA: 7944.0 SQ. FT. (INCLUDING MECH./ELEC. ROOM)
MECH./ELEC. ROOM AREA: 288.9 SQ. FT.
GROUND FLOOR SPREADER: NFPA 13-1899



NO.	DATE	REVISIONS

PROJECT		DRAWING TITLE	
IMPERIAL LANDING		BUILDING NO.1	
MIXED-USE DEVELOPMENT		GROUND & SECOND FL. PLAN	
Yanamoto Architecture Inc.		SHEET NO.	
408 BLANCK ST.		A2.1.1	
HOUSTON, TX		SHEET NO.	
CHECKED		DATE	
		DEC 11, 2010	
		DRAWN BY	
		CHECKED	
		PROJECT NO.	



BUILDING 3

PLN - 177

GROUND FL. PLAN

SCALE: 1/8" = 1'-0"
 1/4" = 1'-0"
 1/2" = 1'-0"
 1" = 1'-0"
 FLOOR AREA: 1,855.0 SQ. FT.
 GROUND FLOOR SPREADER: NFPA 15-1033

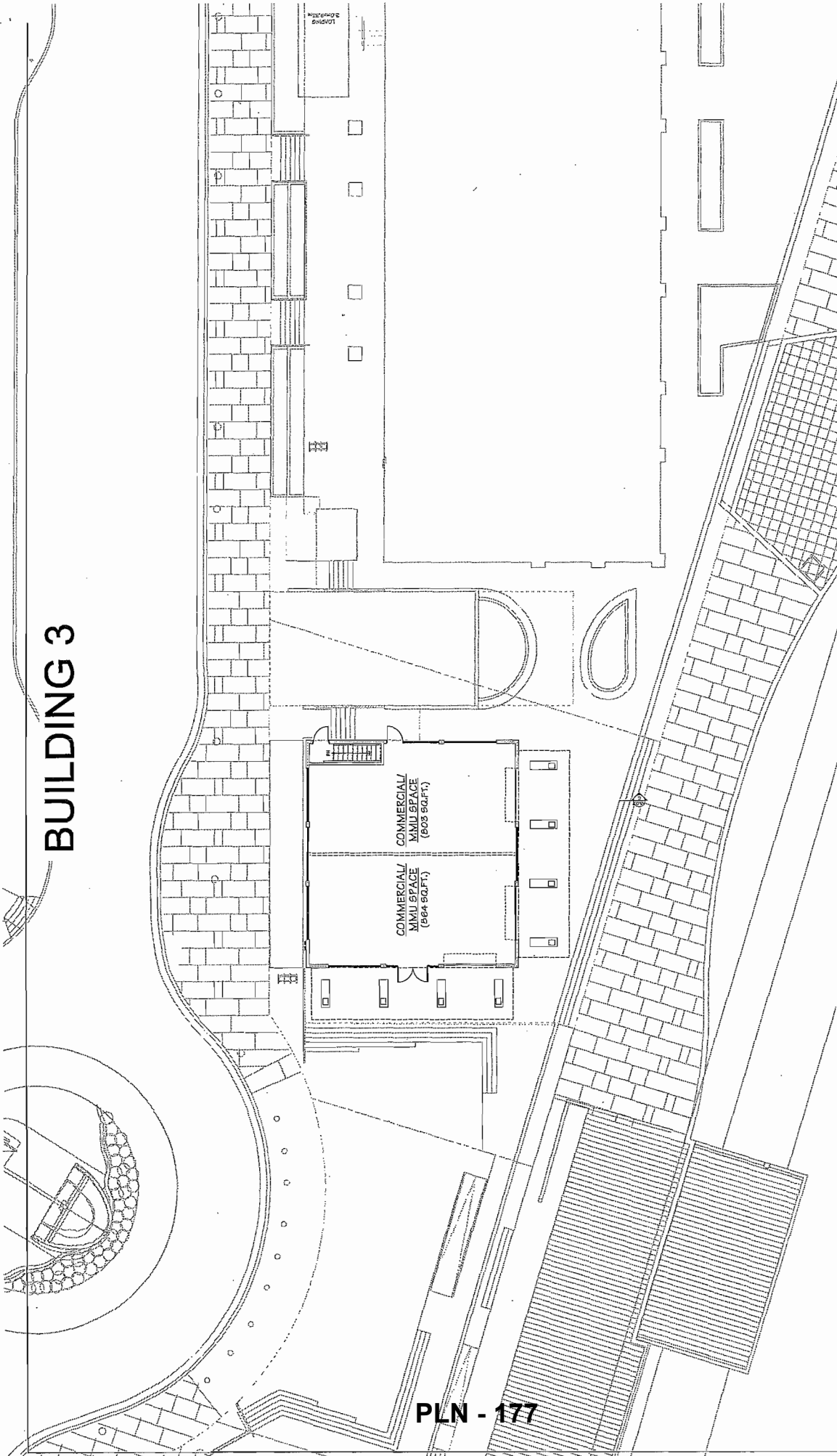


NO.	DATE	REVISIONS
1	01/11/17	ISSUED FOR PERMITTING - NO CHANGES
2	02/01/17	ISSUED FOR PERMITTING - NO CHANGES
3	02/01/17	ISSUED FOR PERMITTING - NO CHANGES

Yamamoto
 Architecture Inc.

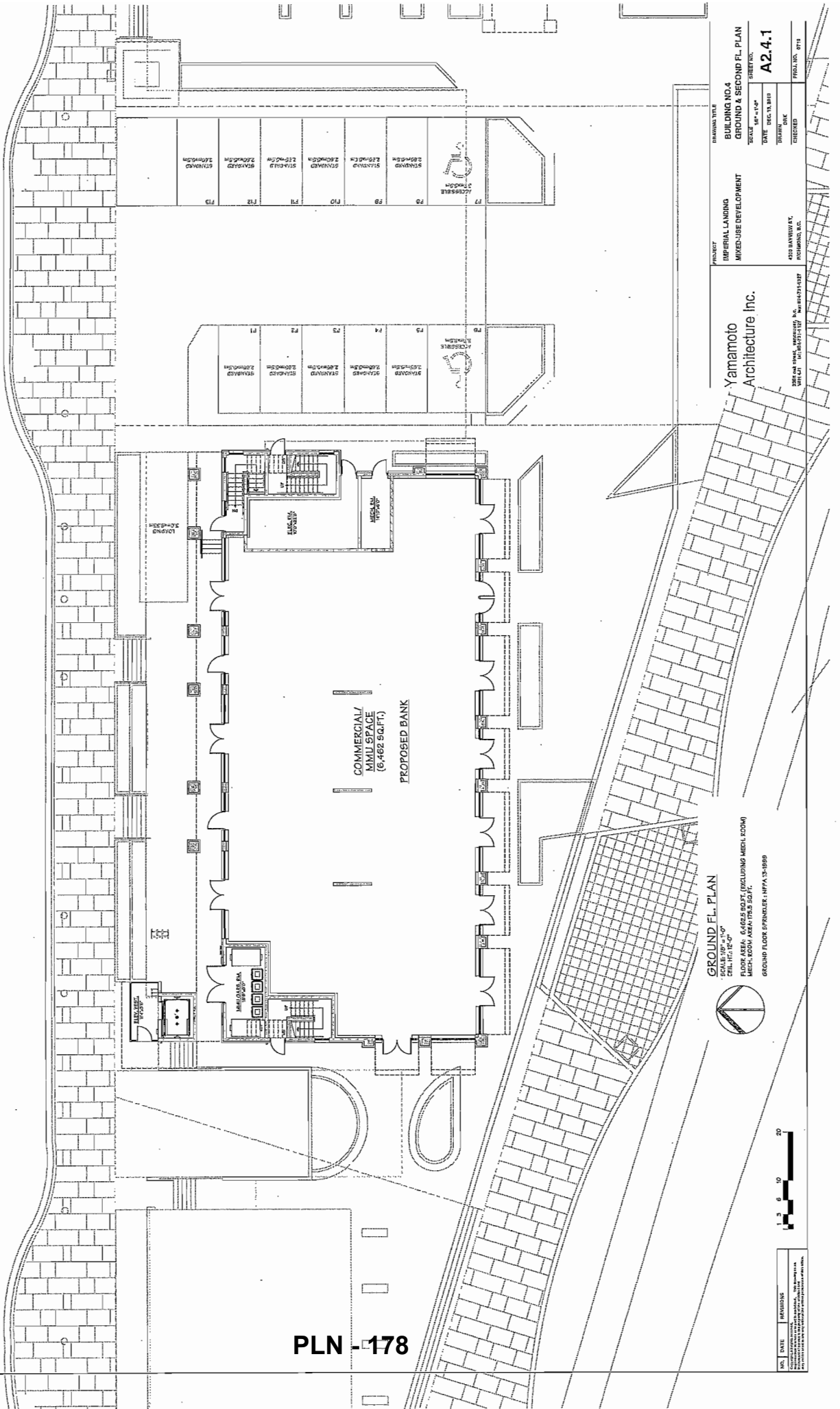
2238 443 4TH AVE., SUITE 200, RICHMOND, B.C.
 V6Y 1G1 TEL: 604-271-1127 FAX: 604-271-1127

PROJECT	IMPERIAL LANDING MIXED-USE DEVELOPMENT	4300 BAYVIEW ST., RICHMOND, B.C.
DRAWING TITLE	BUILDING NO.3 GROUND FL. & ROOF PLAN	
DATE	JAN. 3, 2019	
DESIGNED BY	YAMAMOTO	
CHECKED BY	YAMAMOTO	
SCALE	1/8" = 1'-0"	
SHEET NO.	A2.3.1	
TOTAL SHEETS	1	



BUILDING 4

PLN -178



GROUND FL. PLAN



SCALE: 1/8" = 1'-0"
 FLOOR AREA: 6,462.5 SQ.FT. (INCLUDING MECH. ROOM)
 MECH. ROOM AREA: 175.5 SQ.FT.
 GROUND FLOOR SPRINKLER: NFPA 13-1989



NO.	DATE	REVISIONS

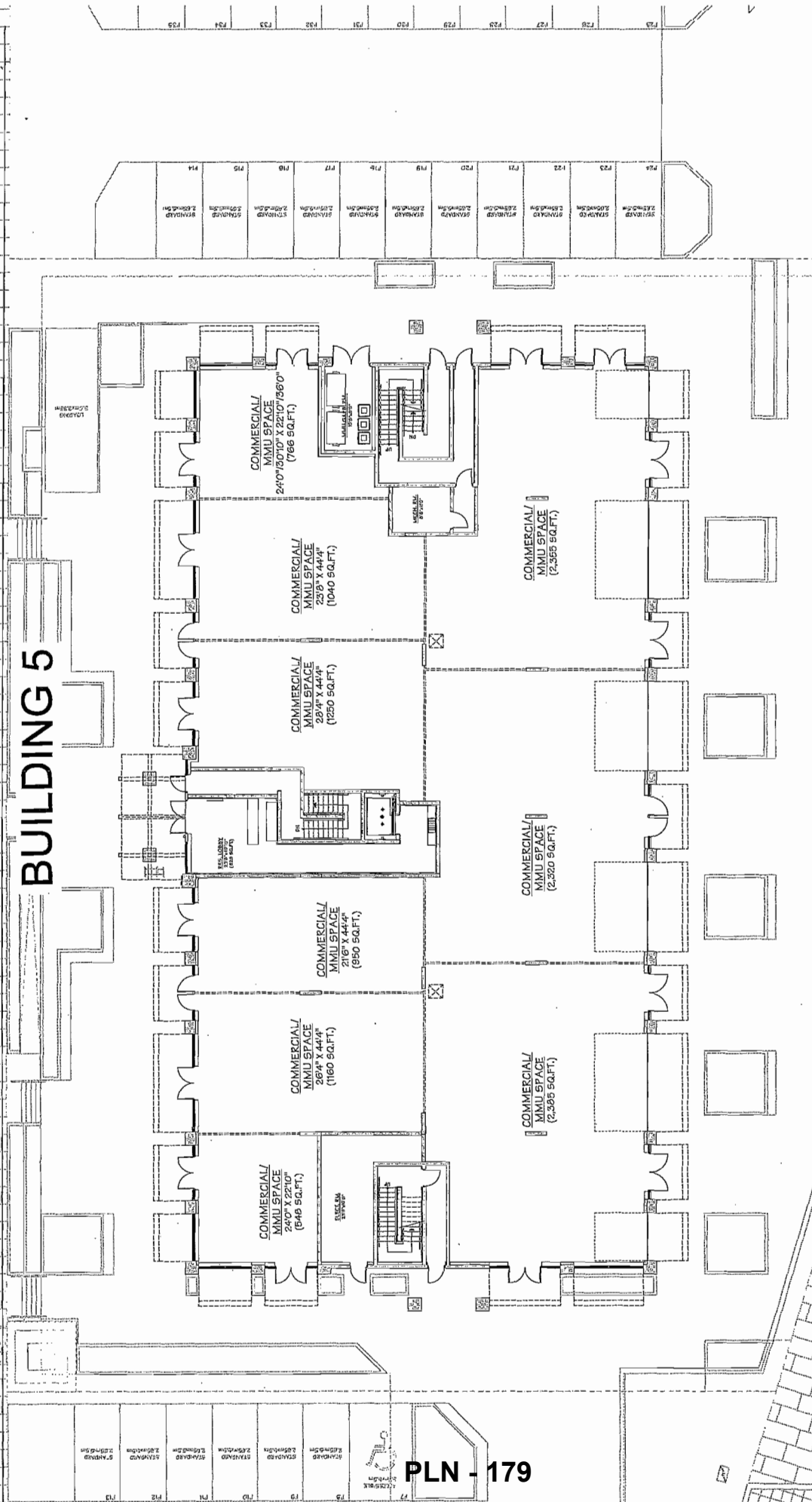
PROJECT
 IMPERIAL LANDING
 MIXED-USE DEVELOPMENT

Yamamoto
 Architecture Inc.

DRAWING TITLE
 BUILDING NO. 4
 GROUND & SECOND FL. PLAN

DATE: DEC. 13, 2010
 DRAWN BY: DMC
 CHECKED: DMC
 PROJECT NO.: 09-071-1327
 SHEET NO.: A2.4.1
 TOTAL SHEETS: 0713

BUILDING 5



PLN - 179

GROUND FL. PLAN

SCALE: 1/8" = 1'-0"

CBL. 1/4" = 1'-0"

FLOOR AREA: 14,800.0 SQ.FT. (INCLUDING MECH/ELEC ROOM)

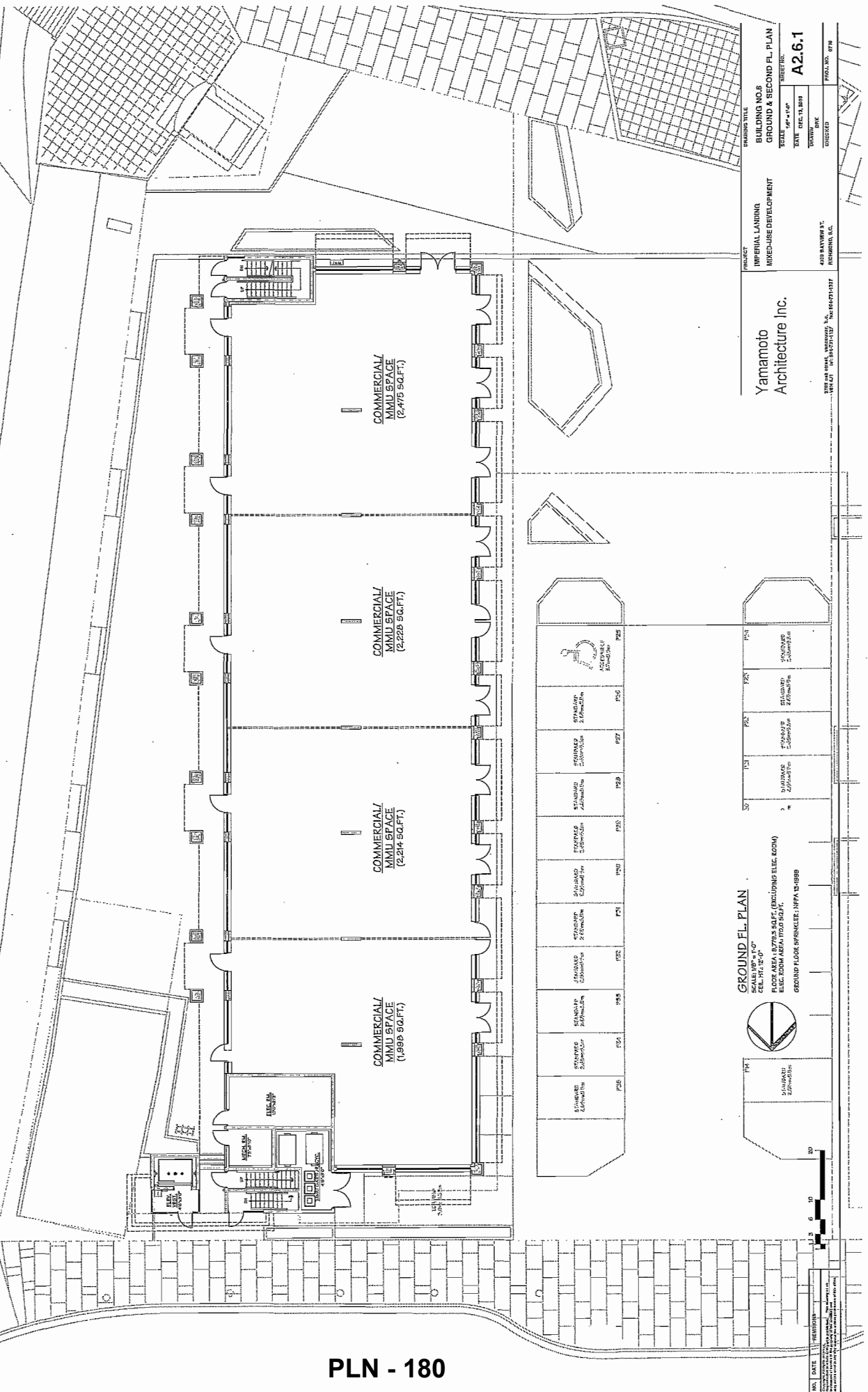
GROUND FLOOR SPRINKLER: NFPA 13-99B



DRAWING TITLE		BUILDING NO.5	
PROJECT		GROUND FL. PLAN	
SHEET NO.		A2.5.1	
SCALE		1/8" = 1'-0"	
DATE		DEC. 18, 2019	
DESIGNED BY		YAMAMOTO	
CHECKED BY		YAMAMOTO	
PROJECT NO.		179	

Yamamoto
Architecture Inc.

4328 BAYVIEW Pk.
RICHMOND, B.C.
V6X 3A7 TEL: 604.271.1777 FAX: 604.271.1327

PLN - 180



Zoning Text Amendment Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 4020 Bayview Street

File No.: RZ 13-633927

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9062.
2. Registration of a legal agreement on Title to: prohibit large delivery trucks from accessing or entering the site, including WB-17 size (Maximum SU-9 delivery truck size); and to restrict truck delivery hours of operation for non-residential uses to 7:00 am to 5:00 pm, Monday through Friday; 8:00 am to 5:00 pm on Saturday; and 9:00 am to noon on Sunday.
3. Registration of a legal agreement on Title to: ensure parking garage entry gates remain open during business hours.
4. Install an additional 8 (eight) Class 2 bike storage spaces (e.g. exterior bike racks) on-site to meet the Zoning bylaw requirements for the additional commercial uses.
5. City acceptance of the developer's offer to voluntarily contribute \$1,500,000 towards the City's Leisure Facilities Reserve Fund (Account 7721-80-000-00000-0000).
6. City acceptance of the developer's offer to voluntarily contribute \$136,206 to go towards development of Road Works DCC projects (Account 7301-80-000-78020-0000).
7. City acceptance of the developer's offer to voluntarily contribute \$605 to go towards development of Storm Drainage DCC projects (Account 7311-80-000-78020-0000).
8. City acceptance of a Letter of Credit security in the amount of \$15,000 to allow for future traffic calming and truck activity mitigation that may be required after the commercial area is occupied. The letter of credit will be held by the City for a period of 18 months after the commercial area is occupied.
9. Enter into a Servicing Agreement* for the design and construction of road improvements to address the proposed increased traffic on Bayview Street as a result of the development. Works include, but may not be limited to:
 - a) Upgrade the No. 1 Road and Bayview Street intersection by raising this intersection and adding bollards similar to No. 1 Road and Moncton Street. As well, install decorative crosswalk surface treatment on all three (3) legs of the intersection, using Duratherm material or equivalent.
 - b) Upgrade crosswalks along Bayview Street:
 - (1) At the two (2) midblock crosswalks between No. 1 Road and Moncton Street, provide raised crosswalks.
 - (2) At the three (3) crosswalks at the Easthope Avenue traffic circle, remove a 1.5 m section of the cobble pavers from each end of the crosswalk (near curbs) and replace with an extension of the existing square concrete panels. This will create a 1.5 m wide smooth path at either end of the crosswalks for cyclists. Add a narrow band of the same decorative pavement surface treatment as a border along both sides of each crosswalk to provide consistency between the crossings on Bayview Street.
 - (3) At the six (6) crosswalks at English Avenue and Ewen Avenue, remove all of the raised granite pavers and replace with decorative crosswalk pavement surface treatment, such as Duratherm material, or equivalent.
 - c) Fabricate and install 30 kph posted speed limit signs on Bayview Street to No. 1 Road, Easthope Avenue, English Avenue, and Ewen Avenue.
 - d) Add pavement marking "sharrows" for bikes on Bayview Street from No. 1 Road to Moncton Street in both directions.

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.

Signed

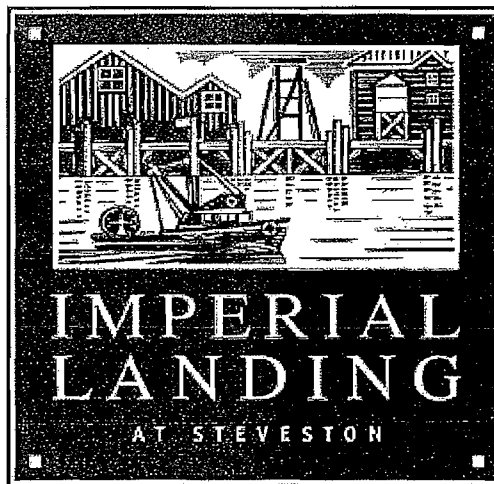
Date

SUMMARY REPORT

4300 Bayview St. Rezoning Application

Steveston Public Open House

Held On July 11 & 13, 2013



*It should be noted that the sign in sheets and all of the feedback forms were submitted to the City of Richmond on July 19th, 2013 in digital and hardcopy format.

Table of Contents

Appendix A – Public Consultation Process and Advertisements	P. 1 – 5
Appendix B – Poster Boards and Handouts	P. 6 – 17
Appendix C – Public Consultation Summary/Results	P. 23 – 30

Appendix A – Public Consultation Process and Advertisements

Imperial Landing – 4300 Bayview Street Rezoning -- Public Consultation Process

Open Houses – End of May/Beginning of June

- 2 public open houses to be held in building 5 at Imperial Landing
- Wednesday Evening 6:30 – 8:30
- Saturday Afternoon 12:30 – 2:30

Newspaper Advertisements – twice a week for 2 weeks leading up to the open houses

- Richmond News – twice a week for 2 weeks
- Richmond Review – twice a week for 2 weeks

Letter Mail Out – mailed out 2-3 weeks prior to open house

- LC301, LC327, LC328, LC329
- 1935 residences, 252 businesses

Signage

- 2 Signs posted on site specifically advertising the open house dates

Web Site – updates will occur consistently

- www.waterfrontrezoning.com

PUBLIC INFORMATION MEETING Imperial Landing – Steveston, B.C.

The Onni Group is nearing completion of construction for the final phase of "The Village" at Imperial Landing, located at 4300 Bayview Street, which consists of six low-rise mixed-use buildings. The existing zoning restricts commercial uses to those that are limited to the maritime industry including industrial and manufacturing. The Onni Group has submitted a rezoning application to the City requesting additional community-based commercial/retail uses.

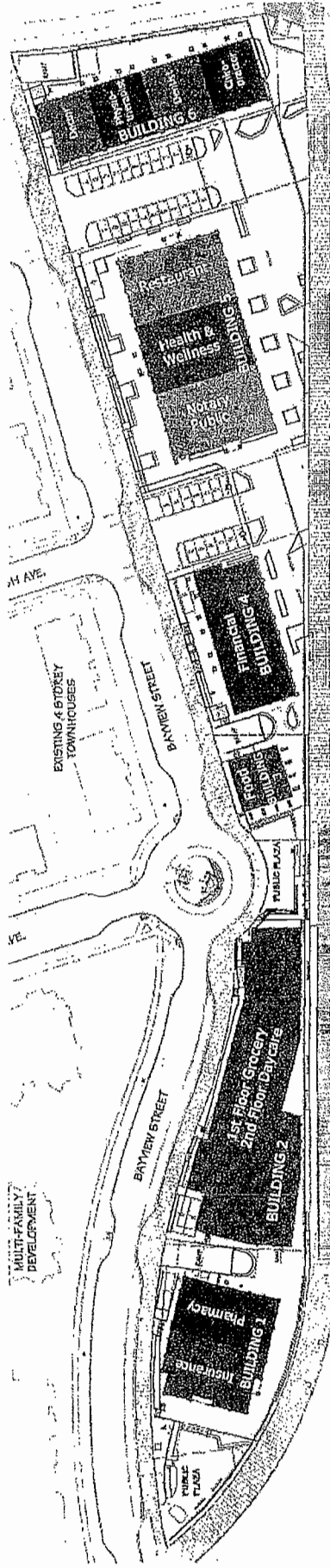
Date & Time: Thursday, July 11, 2013 from 6:30PM – 9:00PM
Saturday, July 13, 2013 from 12:00PM – 2:30PM

Location: Building 5 at Imperial Landing
4280 Bayview Street, Richmond

Contact: Brendan Yee at byee@onni.com or 604-602-7711.
Visit our website www.waterfrontrezoning.com

Please join us at the scheduled open houses listed above. We would like your feedback on what types of commercial/retail uses you feel are appropriate for the community. Onni representatives and our consultant team will be on-hand to answer any questions regarding the proposal and to gather community feedback.

Public Open House Notice



*Please note that these are examples only

Background: The Onni Group is nearing completion of construction for the final phase of "The Village" at Imperial Landing, located at 4300 Bayview Street, which consists of six low-rise mixed-use buildings. The existing zoning restricts commercial uses to those that are limited to the maritime industry including industrial and manufacturing. The Onni Group has submitted a rezoning application to the City requesting additional community-based commercial/retail uses.

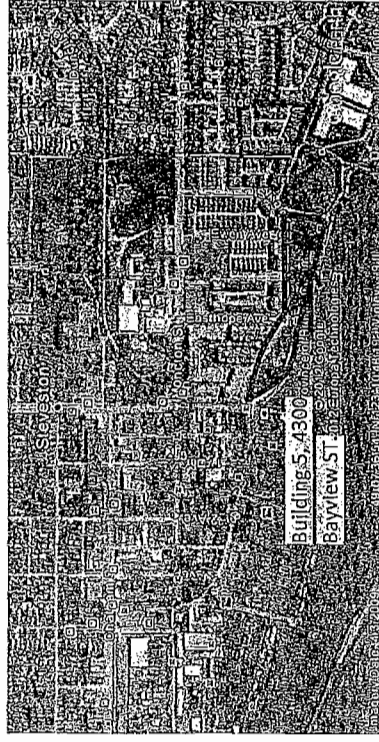
Please join us at the scheduled open houses listed below. We would like your feedback on what types of commercial/retail uses you feel are appropriate for the community. Onni representatives and our consultant team will be on-hand to answer any questions regarding the proposal and to gather community feedback.

Date & Time: a) Thursday, July 11, 2013 from 6:30P.M. – 9:00P.M.
b) Saturday, July 13, 2013 from 12:00P.M. – 2:30P.M.

Location: Building 5, 4280 Bayview St., Richmond

Please contact Brendan Yee with any questions or concerns regarding the open house at byee@onni.com or 604-602-7711

Tell us what you think! Visit www.waterfrontrezoning.com



THE VILLAGE AT IMPERIAL LANDING PROPOSED REZONING



July 11, 2013: 6:30 - 9:00 PM

July 13, 2013: 12:00 - 2:30 PM

PUBLIC OPEN HOUSE

4280 BayView Street
Building 5

EXISTING 4-STORY
MULTI-FAMILY
DEVELOPMENT

EXISTING 4-STORY
TOWNHOUSES

E AVE.

BAYVIEW STREET

BAYVIEW STREET

1st Floor Grocery
2nd Floor Daycare

BUILDING 2

Pharmacy
Insurance
BUILDING 1

Financial
BUILDING 4

1000
BUILDING 3

Health & Wellness
Notary Public
BUILDING 5

Restaurant

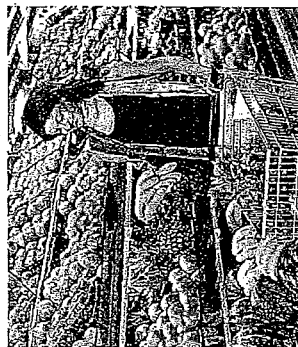
BUILDING 6

PUBLIC OPEN HOUSE
HERE

INDUSTRIAL OR RETAIL



UNDER EXISTING USES



UNDER PROPOSED USES

Onni Group is constructing the final phase of "The Village" at Imperial Landing, which will include six low-rise mixed-use buildings. The project will include 60,000 square feet of commercial space. The existing zoning restricts commercial uses to those that are limited to the maritime industry including industrial and manufacturing. Onni Group is proposing to revise the text of the existing zoning to permit community-based commercial/retail uses. **Please note the uses above are only examples of potential tenants permitted under new zoning.*

TELL US WHAT YOU THINK
www.waterfrontrezoning.com
or contact Brendan Yee at byee@onni.com or 604.602.7711

Appendix B – Poster Boards and Handouts

Feedback Form

Thank you for attending! Please tell us what you think.

Thank you for attending the Imperial Landing public consultation session. This meeting is being held as part of our rezoning process to gather the community's feedback in regards to adding additional commercial uses to the zoning. It is Onni's goal to create a community where residents can live, work, and play.

Please tell us about yourself:

Name: _____

Address: _____

E-mail (optional): _____

Phone (optional): _____

Would you like to be contacted with further updates? YES ☐ NO ☐

Do you support the rezoning? YES ☐ NO ☐

Would you like general retail, office and service based tenants? YES ☐ NO ☐

What retail, commercial or services do you think should be considered at Imperial Landing?

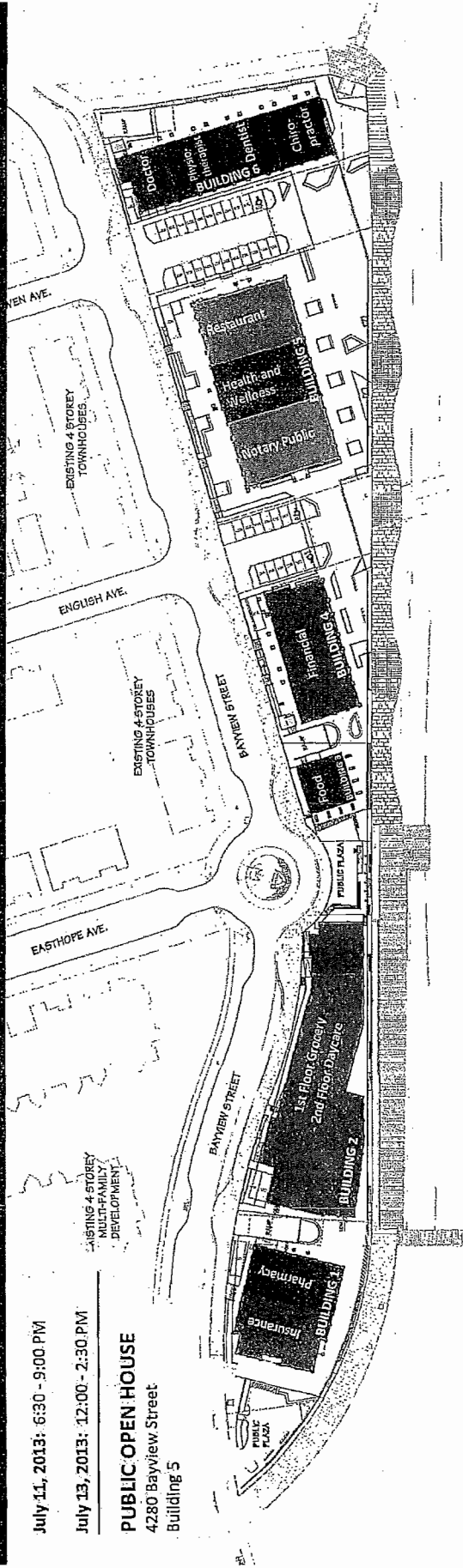
What do you think is missing from this community?

Thank you for your feedback!

This form can be dropped in the secure box, submitted directly to the City of Richmond, or e-mailed to Brendan Yee at byee@onni.com. For further information please visit www.waterfrontrezoning.com or call 604-602-7711

THE VILLAGE AT IMPERIAL LANDING

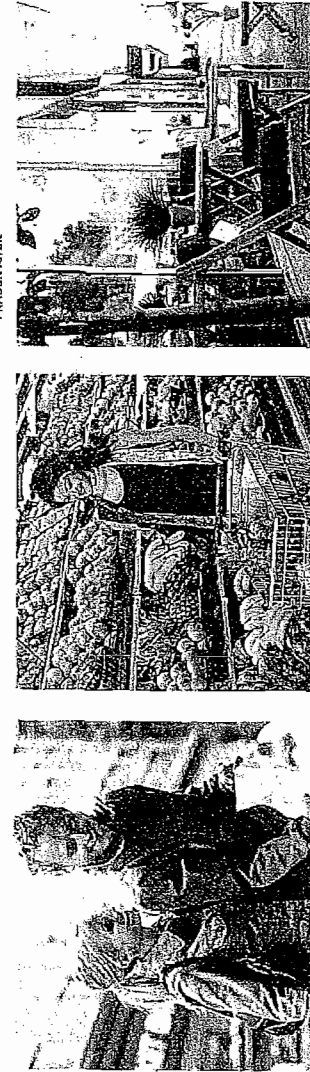
POTENTIAL RETAIL PLAN



July 11, 2013: 6:30 - 9:00 PM

July 13, 2013: 12:00 - 2:30 PM

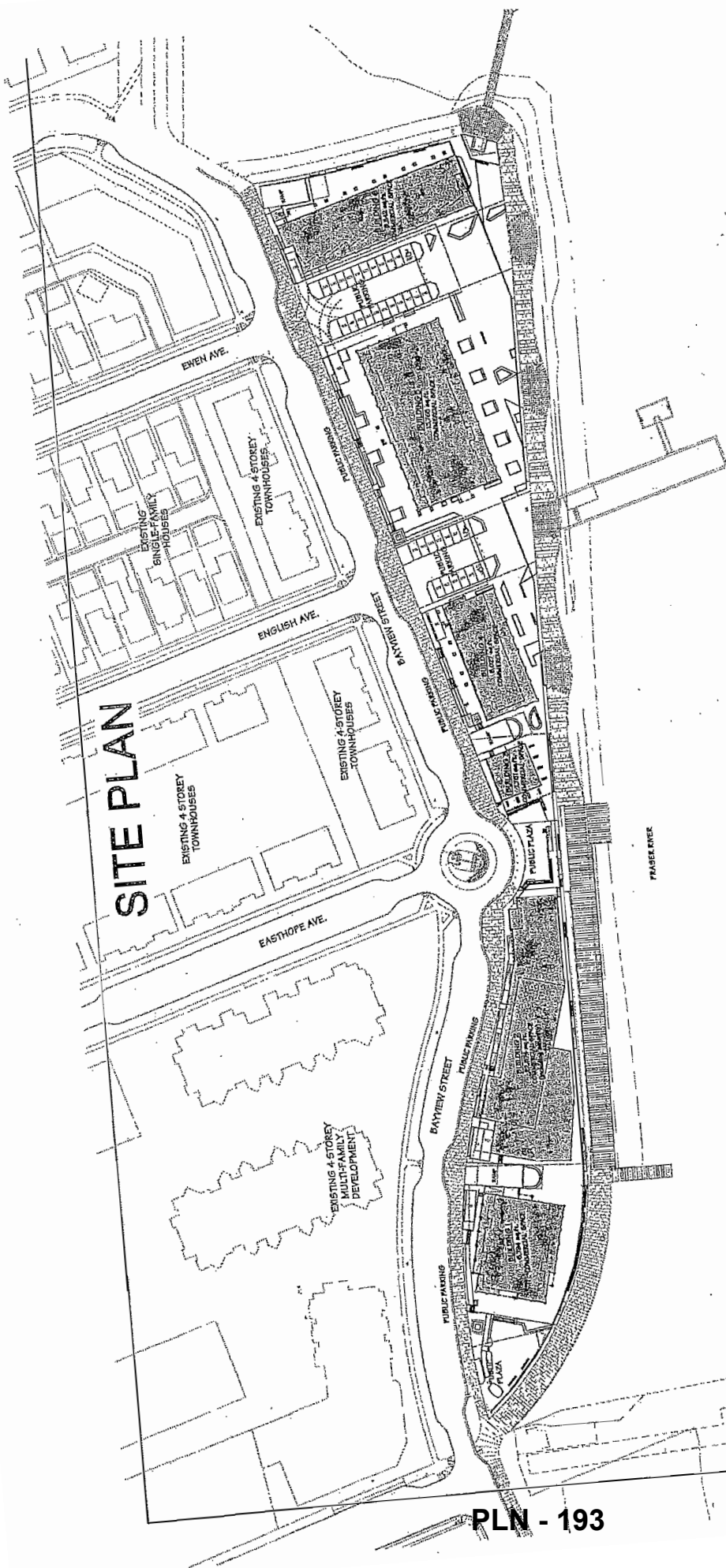
PUBLIC OPEN HOUSE
 4280 Bayview Street
 Building 5



- Proposed Permitted uses: (requiring text amendment to zoning)
- Retail, convenience
 - Retail, general
 - Restaurant
 - Office
 - Education
 - Health service, minor
 - Service, financial

(See Steveston Commercial, ZMU1.1 zone for more proposed uses)

For more information and feedback opportunities, please visit www.waterfrontrezoning.com or contact Brendan Yee at byee@onni.com / 604.602.7711.



SITE PLAN

PLN - 193

PROJECT
SITE PLAN
SCALE: 1/8" = 1'-0"

PROJECT	IMPERIAL LANDING MIXED-USE DEVELOPMENT		SITE PLAN STATISTICS	
	Yamamoto Architecture Inc.		DATE	2014.01.15
			SCALE	1/8" = 1'-0"
			PROJECT NO.	A1.0
2014.01.15 10:00 AM, 2014.01.15 10:00 AM, 2014.01.15 10:00 AM		2014.01.15 10:00 AM, 2014.01.15 10:00 AM, 2014.01.15 10:00 AM		

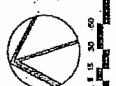
4300 BAYVIEW STREET - PARKING

PLN - 194

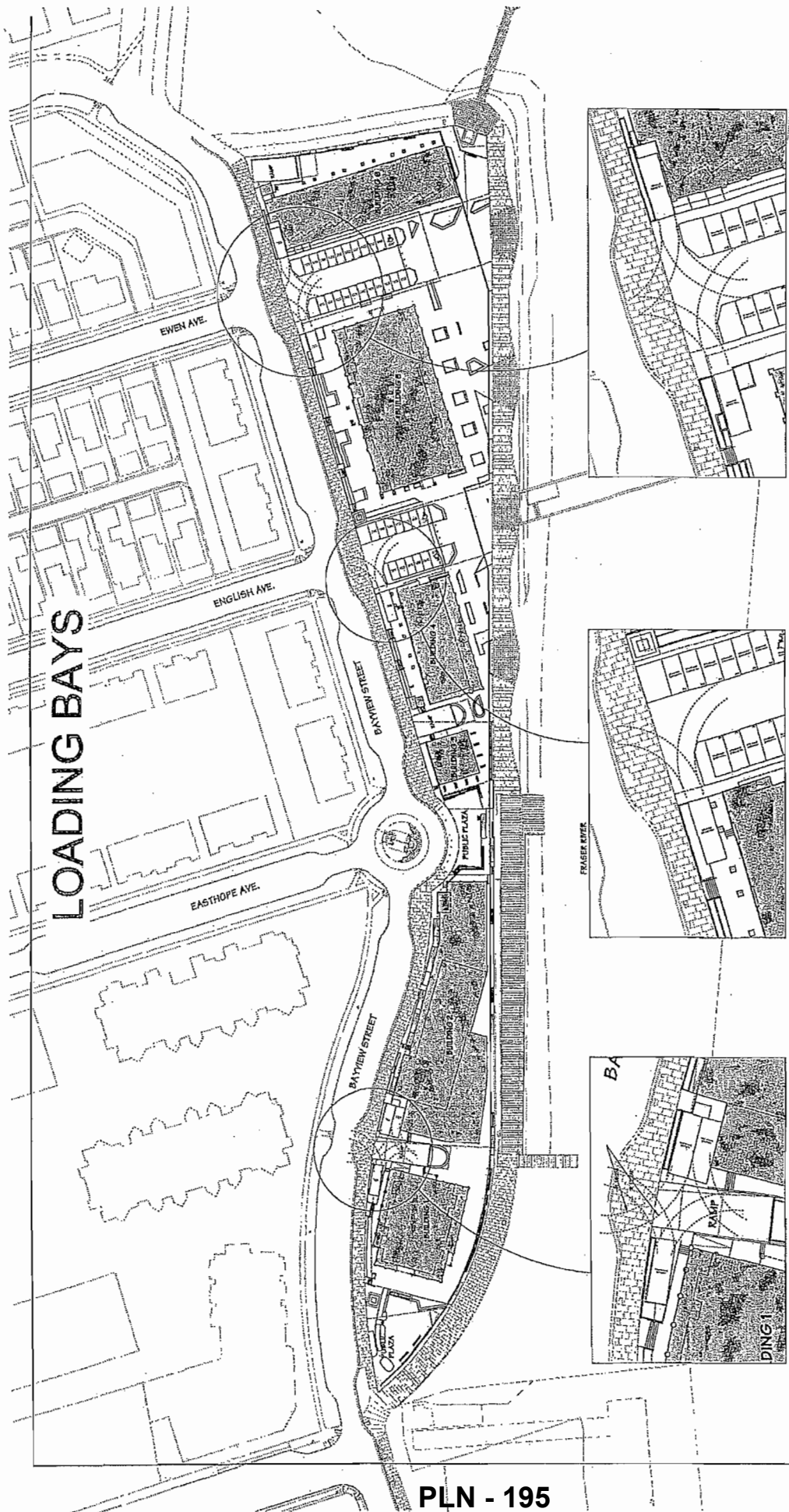
[illegible][illegible]

PROJECT		DRAWING TITLE	
IMPERIAL LANDING MIXED-USE DEVELOPMENT		PARKING PLAN	
Yamamoto Architecture Inc.		DATE: 04-04-2008	SCALE: 1/8"=1'-0"
DRAWN BY: J. B. BARNETT		CHECKED BY: J. B. BARNETT	DATE: 04-04-2008
PROJECT NO. 08-001		SHEET NO. 11	
OWNER: YAMAMOTO ARCHITECTURE INC.		PROJECT NO. 08-001	

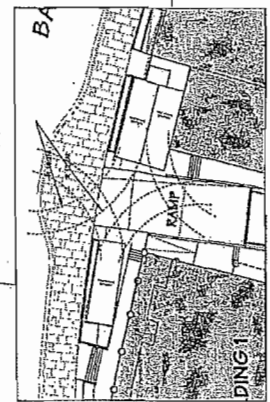
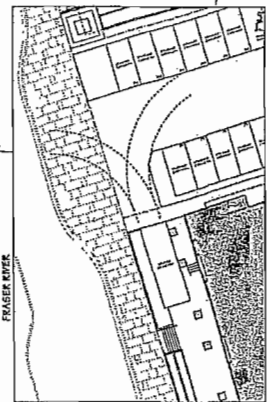
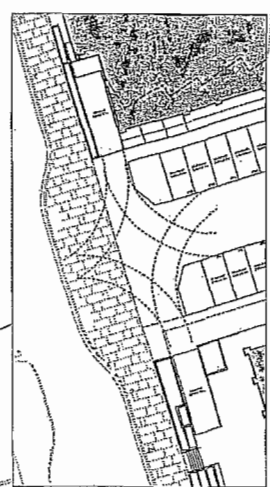
OVERALL PROJECT
UIG PARKING PLAN



NO.	DATE	REGISTRATION
1	10/10/19	10/10/19



LOADING BAYS

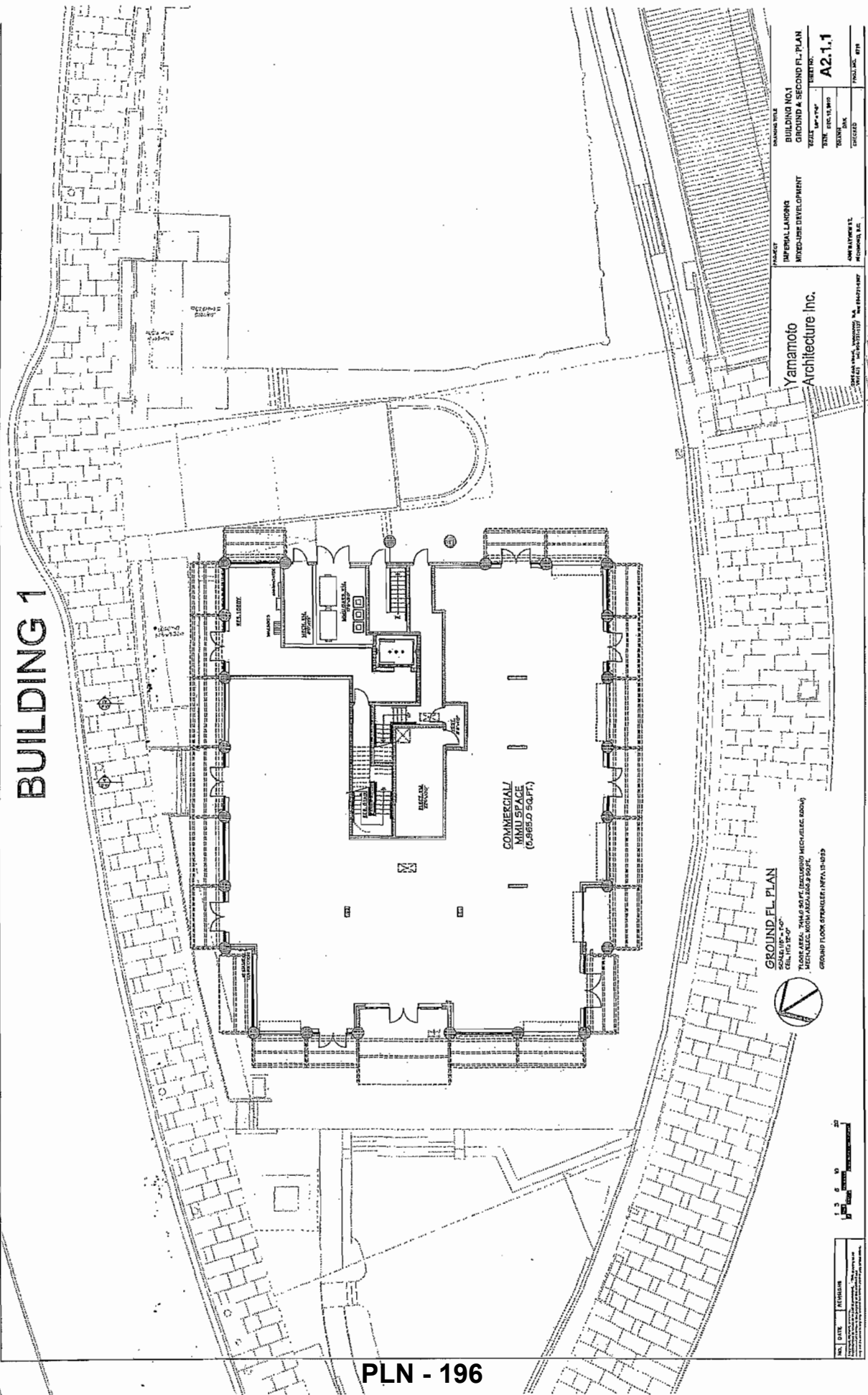


SITE PLAN SHOWING LOADING BAYS
SCALE: 1/8"=1'-0"



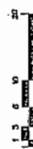
PROJECT	IMPERIAL LANDING		DRAWING TITLE	SITE PLAN		
	ADJUTANT DEVELOPMENT			STATISTICS		
				DATE	10/10/2004	
				SCALE	A1.0	
Yamamoto Architecture Inc.			DATE	10/10/2004		
				BY		
				CHECKED		
				PROJECT NO.		
4700 S. BAYVIEW ST., SUITE 100, HOUSTON, TX 77057		4700 S. BAYVIEW ST., SUITE 100, HOUSTON, TX 77057		4700 S. BAYVIEW ST., SUITE 100, HOUSTON, TX 77057		

BUILDING 1



GROUND FL. PLAN

SCALE: 1/8" = 1'-0"
 TOTAL AREA: 54,480 SQ. FT. (INCLUDING MECH. & VEH. ROOMS)
 MECH. & VEH. ROOMS: 1,200 SQ. FT.
 GROUND FLOOR STORAGE: 1,200 SQ. FT.

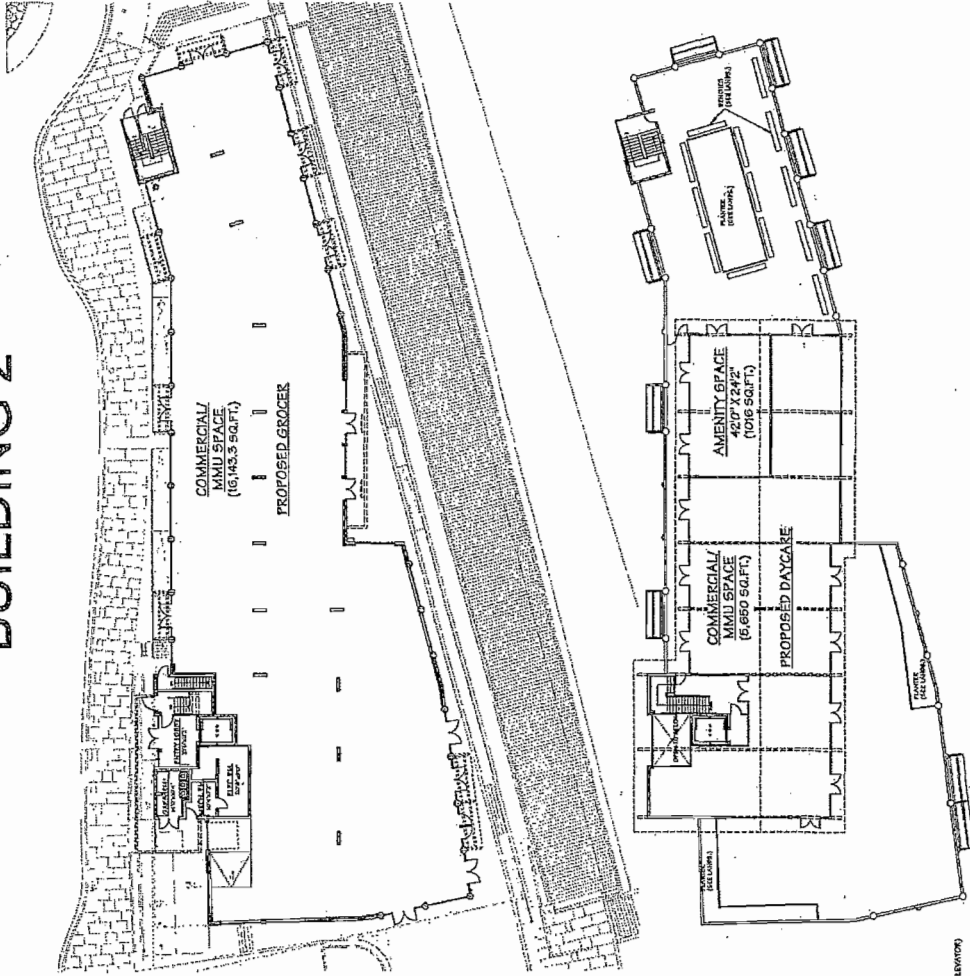


NO.	DATE	REVISION
1		

Yamamoto Architecture Inc.
 1000 W. 10th Ave., Suite 100
 Anchorage, AK 99501-4000
 Tel: (907) 562-1000
 Fax: (907) 562-1001
 Email: info@yamamotoarch.com

PROJECT	
BUILDING NO. 1	GROUND & SECOND FL. PLAN
IMPERIAL LANDING MIXED-USE DEVELOPMENT	
SHEET NO. A2.1.1	
DATE	10/11/00
DESIGNED BY	YAMAMOTO ARCH.
CHECKED BY	YAMAMOTO ARCH.
PROJECT NO.	001

BUILDING 2

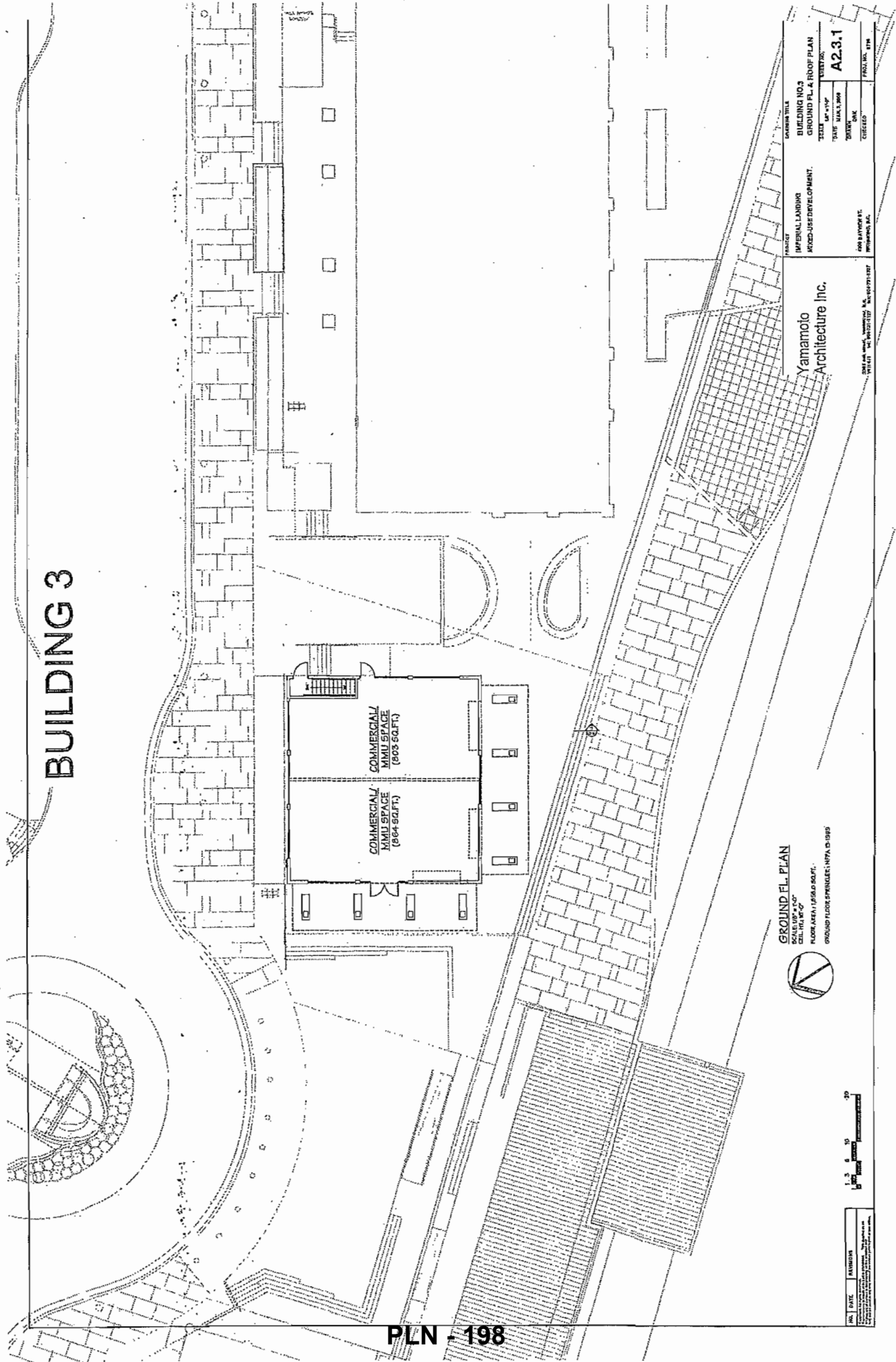


GROUND FL. PLAN
 FLOOR AREA: 18,143.3 SQ. FT. (EXCLUDING MECH. ELEV. ROOM)
 MECH. ELEV. ROOM AREA: 541.0 SQ. FT.
 GROUND FLOOR SPRINKLER: NFPA 13-1039
 NON-COMBUSTIBLE CONSTRUCTION

SECOND FL. PLAN (W/ ROOF PLAN)
 FLOOR AREA: 18,143.3 SQ. FT. (EXCLUDING MECH. ELEV. ROOM)
 MECH. ELEV. ROOM AREA: 541.0 SQ. FT.
 SECOND FLOOR SPRINKLER: NFPA 13-1039
 MECHANICAL OCCUPANT LOAD: 1,100 PERSONS

PROJECT	IMPERIAL LANDING MODERATE DEVELOPMENT	BUILDING NO. 2	SHEET NO.	A2.2.1
ARCHITECT	Yamamoto Architecture Inc.	DATE	NOV. 1, 2009	SHEET NO.
DATE	NOV. 1, 2009	SHEET NO.	A2.2.1	SHEET NO.

BUILDING 3



GROUND FLOOR PLAN



SCALE: 1/8" = 1'-0"
 PLANNED AREA: 17,558.0 SQ. FT.
 GROUND FLOOR SPENCER: NTPA 03-1983



NO.	DATE	REVISION
1	01/11/00	ISSUED FOR PERMIT

Yamamoto
 Architecture Inc.

PROJECT
 IMPERIAL LANDING
 MIXED-USE DEVELOPMENT

OWNER TITLE
 BUILDING NO.3
 GROUND FL. & ROOF PLAN

DATE: 04/11/00
 DRAWN: A2.3.1
 CHECKED: JTM

DATE: 04/11/00
 DRAWN: A2.3.1
 CHECKED: JTM

DATE: 04/11/00
 DRAWN: A2.3.1
 CHECKED: JTM

DATE: 04/11/00
 DRAWN: A2.3.1
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DATE: 04/11/00
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DATE: 04/11/00
 DRAWN: A2.3.1
 CHECKED: JTM

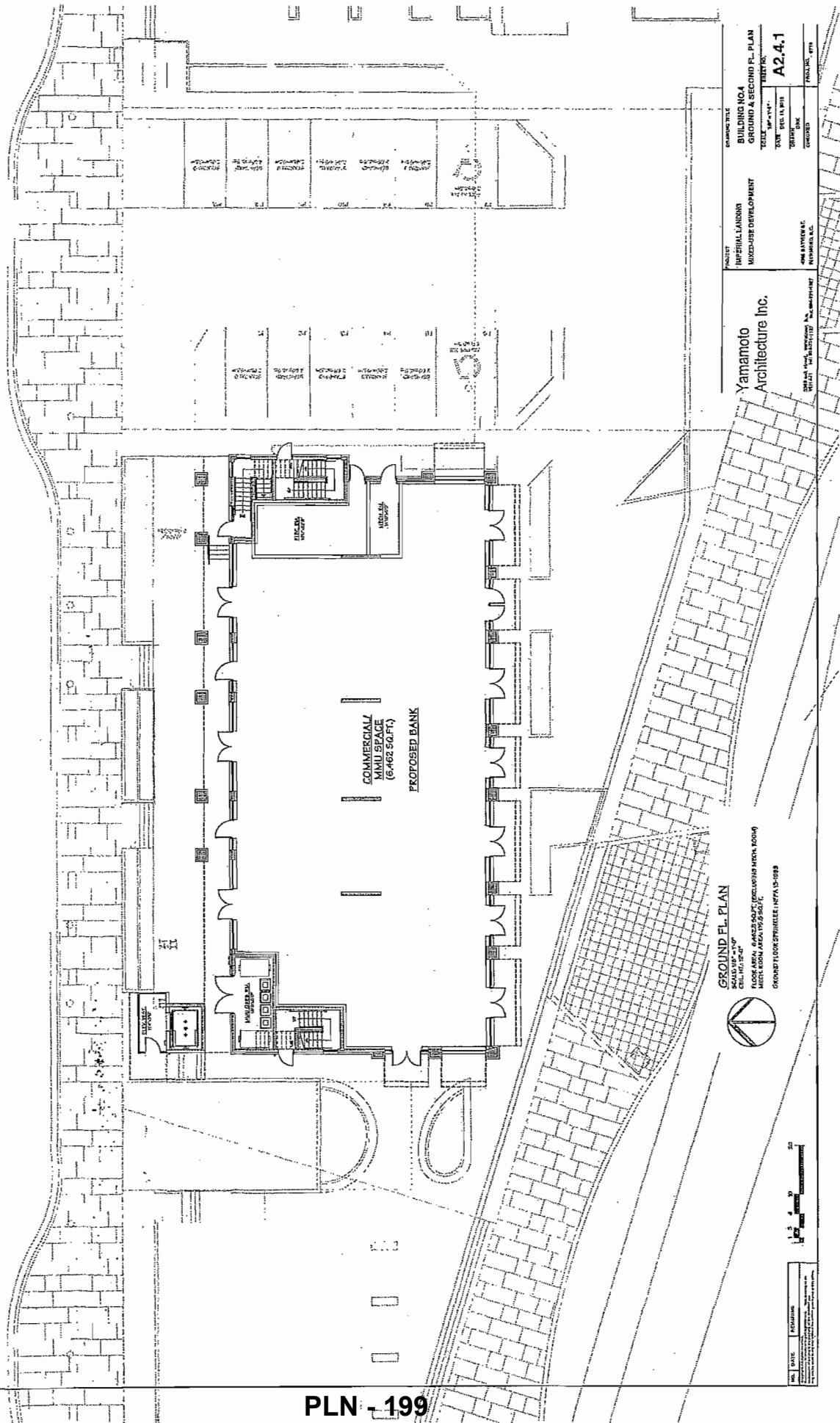
DATE: 04/11/00
 DRAWN: A2.3.1
 CHECKED: JTM

DATE: 04/11/00
 DRAWN: A2.3.1
 CHECKED: JTM

DATE: 04/11/00
 DRAWN: A2.3.1
 CHECKED: JTM

DATE: 04/11/00
 DRAWN: A2.3.1
 CHECKED: JTM

PLN - 199



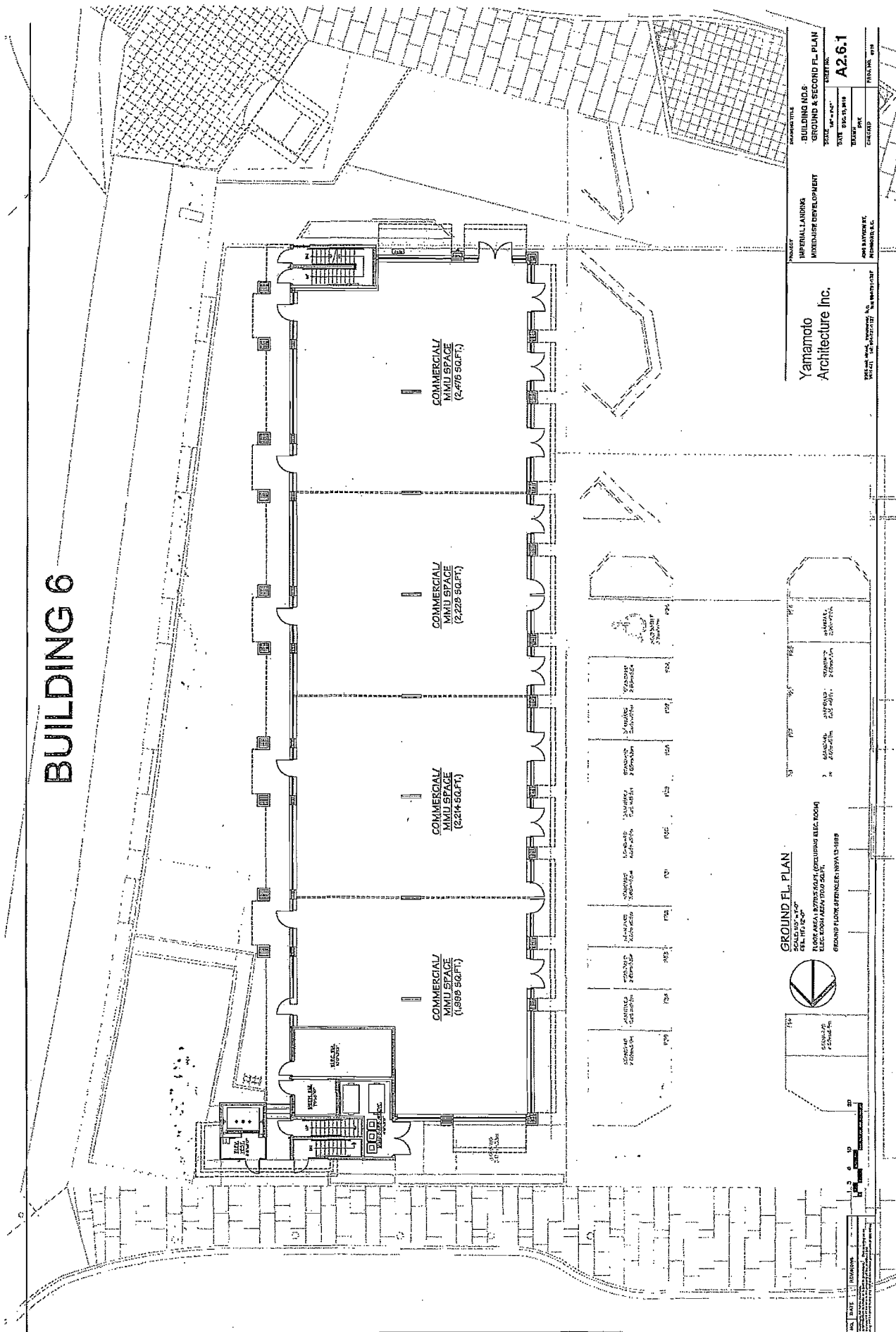
GROUND FL. PLAN

SCALE: 1/8" = 1'-0"
 SEAL: M14 12'-0"

GROUND FLOOR SPINIKLER; NFPA 13-1998

[illegible]

PLN - 201



THE VILLAGE AT IMPERIAL LANDING PARKING SYNOPSIS



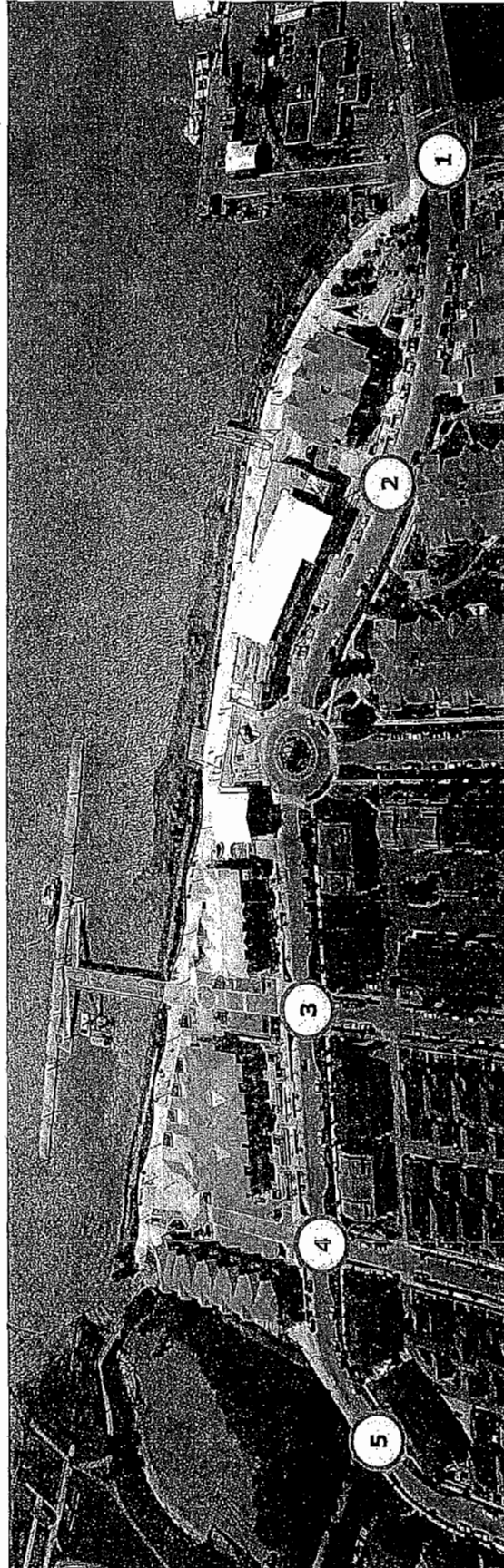
The table below is a parking synopsis executed to the best knowledge of Onni representing some tenants with contingent deals in place and other possible tenants, estimated to allow for an accurate representation. The table is meant to serve as an unbiased example representing a variety of tenants with different uses and parking demands, which could make up our tenant mix.

Building/Potential Commercial Use	Commercial Area (sq.ft.)	Zoning Requirement	Required Stalls	Provided Stalls
Building 1 General Retail/ Personal Services/Office	6,794	3 stalls per 1,076.39 SF	19	19
Building 2 Ground Floor (Grocery)	16,143.00	See Above	45	70
Building 2 2nd Level (Daycare)*	5,654.00	0.75 stalls per employee + 1 stall per 10 kids	9	
Building 3 Restaurant	1,781.00	8 stalls per 1,076.39 SF	13	
Building 4 Bank	6,027.70	3 stalls per 1,076.39 SF	17	17
Building 5 Indoor Recreation	13,765	2 spaces per 1,076.39 SF	26	39
Building 6 General Retail/Office	9,342.10	3 stalls per 1,076.39 SF	26	27
Brunswick Development	8,833.00	See Above	25	60
TOTAL	59,507		180	232

* Daycare based on 50 kids & 5 staff



THE VILLAGE AT IMPERIAL LANDING OFF-SITE IMPROVEMENTS



1. No. 1 Road & Bayview intersection upgrades
2. Crosswalk upgrade between Easthope Ave. & No. 1 Road
3. Crosswalk upgrade at English Ave.
4. Crosswalk upgrade at Ewen Ave.
5. Crosswalk upgrade at the east end of Bayview Street



THE VILLAGE AT IMPERIAL LANDING COMMUNITY BENEFITS

Voluntary Community Donation

- A cash contribution of \$1.5 million will be made to the City of Richmond to be used at Council's discretion

Infrastructure Upgrades

• No. 1 Rd. & Bayview Street Intersection

The intersection will be raised and bollards will be added, similarly to the No. 1 Rd. & Moncton Intersection

The 3 crosswalks will feature decorative surface treatment

• Bayview Street

All granite pavers on all crosswalks along Bayview St. will be removed and replaced accordingly

- The crosswalk between Easthope Ave. & No. 1 Rd. and the crosswalk at the east end of Bayview St. will be replaced with raised crosswalks.
- At the English Ave. and Ewen Ave. intersections the granite pavers will be replaced with a decorative crosswalk surface treatment

Traffic Mitigation Measures

- The 30 Km/Hr speed limit will be extended on Bayview St. to No. 1 Rd. as well as the internal streets in English Ave., Easthope Ave., and Ewen Ave.
- Pavement marking "sharrows" will be added to direct bicycle traffic along Bayview St.

Loading and Parking Covenants

- A covenant will be registered on title to restrict the hours of loading vehicles to within the noise bylaw
- The size of delivery truck will be restricted and WB-17 truck and trailer (64' long) will be prohibited
- All trucks will turn off refrigeration units and engines to reduce noise while they are loading
- All residential visitor parking stalls will be shared with the commercial space

THE VILLAGE AT IMPERIAL LANDING PROPOSED REZONING

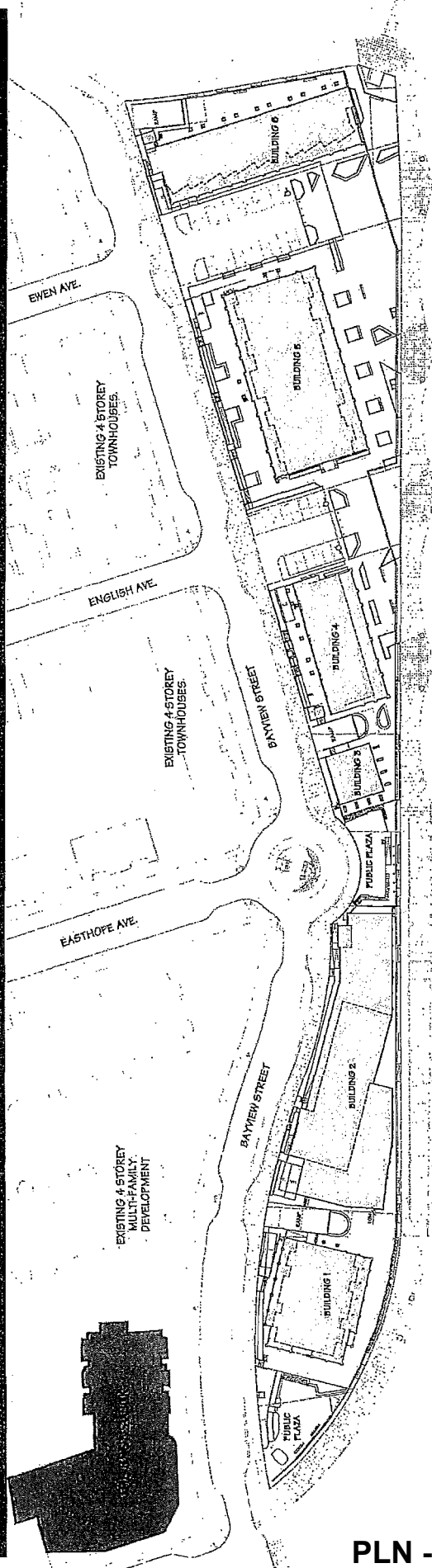


Current Zoning – ZC21 (Steveston Maritime) & ZMU12 (Steveston Maritime Mixed Use)

Rezoning Application Proposed Uses

- | | | |
|--------------------------------|----------------------------|-----------------------------|
| • Education | • Amusement Centre | • Office |
| • Industrial, general | • Animal Daycare | • Recreation, indoor |
| • Manufacturing, custom indoor | • Animal Grooming | • Restaurant |
| • Marina | • Child Care | • Retail, convenience |
| • Maritime mixed-use | • Education, commercial | • Retail, general |
| • Office | • Health Service, minor | • Retail, secondhand |
| • Parking, non-accessory | • Library and exhibit | • Service, financial |
| • Housing, apartment | • Marine sales and rentals | • Service, business support |
| • Maritime | • Marine sales and repair | • Service, household repair |
| • Personal service | • Maritime | • Service, massage |
| | • Maritime mixed use | • Service, personal |
| | | • Veterinary service |

"THE VILLAGE" - PARKING SUMMARY FOR COMMERCIAL USE



Commercial Parking:

- Provided underground commercial parking at "The Village"
- Requirement for parking, based on current Mixed Maritime zoning (3 stalls per 1,076.39 sq. ft.)
- *Requirement for parking, based on proposed General Retail zoning, (3 stalls per 1,076.39 sq. ft.)*
 - Commercial parking surplus

172 stalls
167 stalls
167 stalls
5 stalls

Additional Parking:

- Adjacent Onni Development "The Brunswick", 4111 Bayview Street, surplus

35 stalls *
40 stalls
207 stalls

Total Parking Surplus

Total Parking Stalls Available for Onni Development (3.74 stalls per 1,076.39 sq. ft.)

New Additional Community Parking:

- New Public on-site surface parking
- New street parking on Bayview Street

35 stalls
25 stalls
60 stalls

New Total Additional Community Parking Available

* At "The Brunswick", zoning by the City of Richmond required 25 stalls, Onni provided 60 stalls.

** In addition to the parking noted above, there are 98 (17 visitor stalls) residential stalls, for 52 dwelling units, located in the underground parkades.

Appendix C – Public Consultation Summary/Results

July 19th, 2013

It should also be noted that in the supportive PDF's there are also letters of support in addition to the feedback forms. The letters are addressed to Mayor and Council, and we want to ensure they are included in the report. Moreover, as I refine our data base I will be sure to separate out the letters of support from the feedback forms so that there is no overlapping.



July 23rd, 2013

Hi Wayne,

I have summarized the public consultation sessions below. Please see attached for the summarized data base.

- The open houses were held in Building 5 at 4280 Bayview Street, Richmond. Half of the building was curtained off and poster boards were set up on display around the room
- Approx. 2,000 mail outs were sent to residents and businesses in the surrounding area
- 4 newspaper advertisements in each the Richmond Review and Richmond News were published on June 28, July 3, July 5 and July 10.
- In addition to the City rezoning application signs, 2 signs advertising the open houses were posted on site.
- The open houses were held on July 11th from 6:30 - 9:00 and July 13th from 12:00 - 2:30. Catering was done by Tapenade Bistro, Bean and Bean Coffee, Starbucks and Outpost Mini Donuts – All of which are local Steveston businesses.
- In total we had 18 poster boards, which have all been sent to the City for their records
- At the first open house 165 people signed in and at the second 164 people signed in. This gives us a combined attendance of 329 people over the course of the 2 open houses
- Feedback has been broken into 3 categories: Supportive, Not Supportive, and Unsure or Unclear. Feedback was classified as unsure/unclear if it specifically stated unsure, or if the respondent indicated they did not support the rezoning but they did want particular retailers. We felt it was unfair to classify these responses as either yes or no since they ultimately fell into more of a grey area response
- Some people choose to support numerous pieces of feedback that included a feedback form as well as a letter addressed to Mayor & Council. Duplicates were not counted during the total feedback calculation. Both positive and negative responses had people who submitted duplicate methods of feedback and I have denoted it with a ** beside the person's name.
- The total results showed that overall 78% percent of attendees were in favor of the rezoning

If you have any questions on the format or calculations, please feel free to contact me.



Imperial Landing Public Consultation Summary									
At the first open house 165 people signed in and at the second 164 people signed in.									
Feedback has been broken into 3 categories: Supportive, Not-Supportive, and Unsure or Unclear									
Feedback was classified as unsure/unclear if it specifically stated unsure, or if the respondent indicated they did not support the rezoning but they did want particular retailers.									
Imperial Landing Public Consultation Feedback Form Summary									
Date	Attendance	Letters of Support	Supportive	Negative	Unsure/Contradictory	Total Feedback (Not counting doubles)	Total Positive Feedback		
11-Jul-13	165 people	46	79	13	15	107	74%		
13-Jul-13	164 people	49	69	10	4	83	83%		
TOTAL	329 People	95	148	23	19	190	78%		
* Denotes that a letter addressed to the City was submitted									
** Denotes that a letter and a feedback form was submitted to the City. Total feedback above will not count double submissions.									
DATE	NAME	ADDRESS	E-MAIL	PHONE	CONTACT WITH UPDATES	SUPPORT (Y/N/U)	Letters to the City		
11-Jul-13	Keith Ingram	111-4600 West Water dr.		604-908-3324	N/A	Yes	*		
11-Jul-13	Denise Jaffe	11-12333 English ave.			N/A	Yes	*		
11-Jul-13	Rong (Richard) Zhang	3-6-12931 Railway Dr.			N/A	Yes	*		
11-Jul-13	Jeff Jones	7-12333 English ave.	jeffvonne@shaw.ca	604-241-4153	yes	Yes	**		
11-Jul-13	Sheldon Jaffe	11-12333 English ave.			N/A	Yes	*		
11-Jul-13	Vera Gammert	409-5700 Andrews Rd.	gammertv@telus.net		yes	Yes	**		
11-Jul-13	Robert Lewis	5177 HollyCroft Dr.		604-644-7330	N/A	yes	*		
11-Jul-13	Vibeke Lewis	5177 HollyCroft Dr.		604-702-7920	N/A	yes	*		
11-Jul-13	Kathryn Mannas	404-5800 Andrews Rd.		604-241-9976	yes	yes	**		
11-Jul-13	Brent Brown	43-5999 Andrews Rd.		604-241-4604	N/A	yes	*		
11-Jul-13	Kathy Jones	7-12333 English ave.		604-241-4153	yes	yes	**		
11-Jul-13	Ka Chun Lau	3871 Springthorne cres.			N/A	yes	*		
11-Jul-13	Linda Lum	206-5600 Andrews rd.		604-271-0604	N/A	yes	*		
11-Jul-13	Tammie Wessels	12291 Alliance Dr.	tammiewessels@telus.net		yes	yes	*		
11-Jul-13	Ian Finlay	11220 Galleon court			N/A	yes	*		
11-Jul-13	Jules Fablos	309-4280 Bayview st.		778-387-4188	N/A	yes	*		
11-Jul-13	Xiaolan Chen	4991 Branscombe G.			N/A	yes	*		
11-Jul-13	Priscilla Bollo	52-11291 7th ave.	priscil@telus.net	604-274-2100	yes	yes	**		
11-Jul-13	Michael Lee	6251 Spender Dr.			N/A	yes	*		
11-Jul-13	Don Grant	218-3451 Springfield Dr.	dhgrant21@gmail.com		yes	yes	**		
11-Jul-13	Rhonda Barish	4820 Moncton St.			N/A	yes	*		
11-Jul-13	Erinda Bell	43-5999 Andrews Rd.		604-271-4604	N/A	yes	*		
11-Jul-13	Balbala Ekpayer	828-4280 Moncton St.			N/A	yes	*		
11-Jul-13	Janice Defreitas	102-5800 Andrews Rd.			N/A	Yes	*		
11-Jul-13	Derek Henriques	207-4280 Moncton St.			no	yes	**		
11-Jul-13	Betty Hattuo	4297 Heranitage dr.			N/A	yes	*		
11-Jul-13	Ernesto Bollo	52-11291 7th ave.		604-274-2100	yes	yes	**		
11-Jul-13	Gair McIntosh	8171 Dalemore Rd.		604-277-2390	N/A	yes	*		

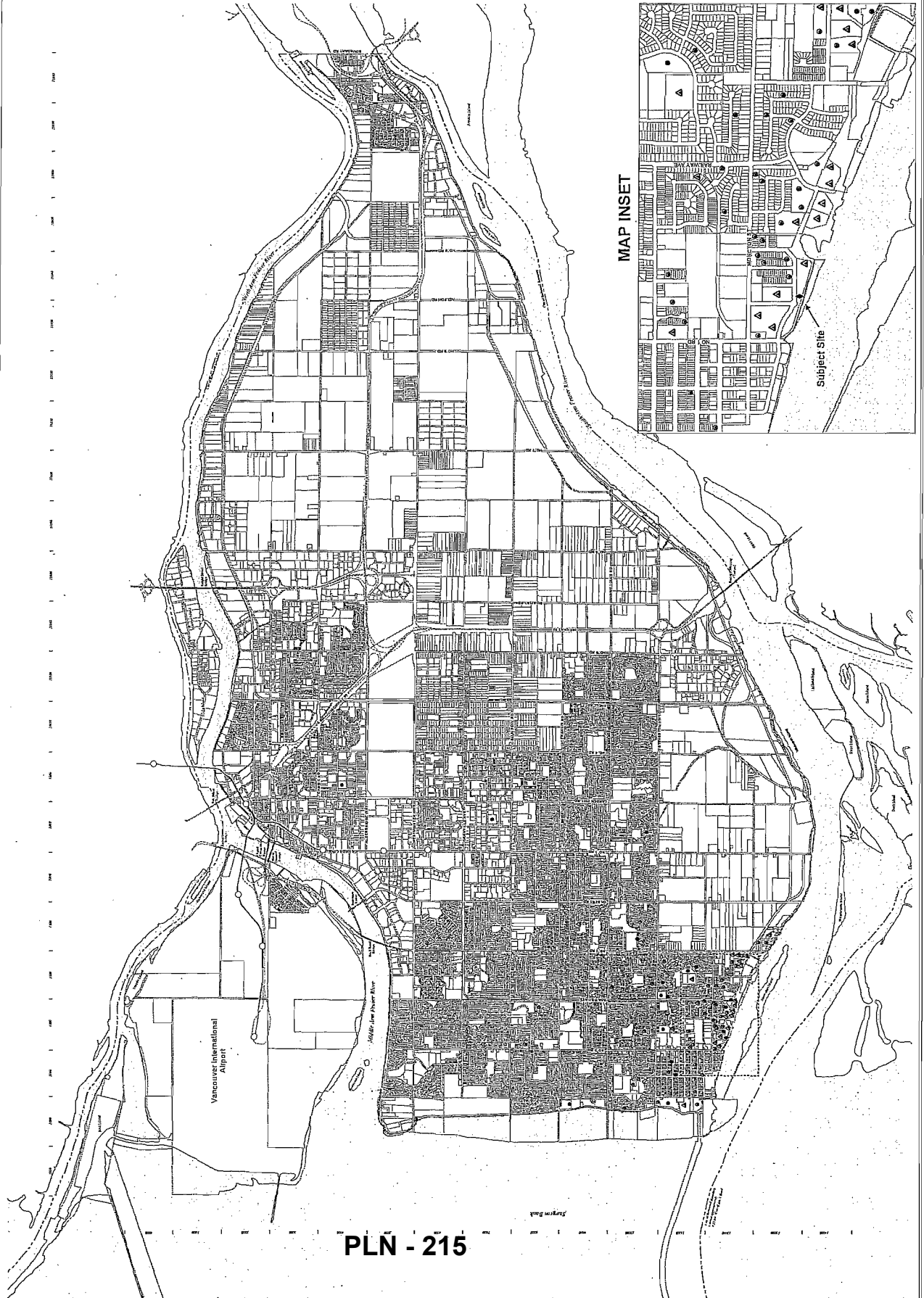
11-Jul-13	Phyllis Aubbe	333-4280 Moncton st.			604-271-1625	yes	yes	**
11-Jul-13	Valerie and phil Thom	12300 English ave.	valphil.thom@gmail.com			yes	yes	**
11-Jul-13	Liz Havres	5600 Andrews Rd.				N/A	yes	*
11-Jul-13	Bruce and Ruth Briggs	417-4600 Westway Dr.			604-272-262	N/A	yes	*
11-Jul-13	Tim Sackman	230-12931 Railway ave.			604-275-2072	no	yes	**
11-Jul-13	Laura Beesley	411-5700 Andrews Rd.	laurabeesley@live.ca		604-244-7703	yes	yes	**
11-Jul-13	Pauline McCallum	4540 Lancelot Dr.			604-272-0939	N/A	yes	*
11-Jul-13	Reva Henriques	207-4280 Moncton St.				N/A	yes	*
11-Jul-13	Jessica Malkoske	165-3031 Williams Rd.			604-270-2740	N/A	yes	*
11-Jul-13	Kyri Fabios	309-4280 Bayviewst.				N/A	yes	*
11-Jul-13	Cathie Cline	440-12333 English ave.	cath@shaw.ca		604-808-5770	yes	yes	**
11-Jul-13	Rose Finlay	11220 Galleon court				N/A	yes	*
11-Jul-13	Kevin Skipworth	28-5999 Andrews Rd.			604-868-3656	N/A	yes	*
11-Jul-13	Alice Samworth	407-4280 Moncton St.				no	Yes	**
11-Jul-13	Jennifer Anderson	406-4500 Westwater Dr.	jennifera@shaw.ca		604-284-2197	yes	yes	**
11-Jul-13	Brenlea Finklestein	3460 Regent St.	jefbrenlea@hotmail.com		604-271-5398	yes	yes	*
11-Jul-13	Carol Ingram	111-4600 West Water dr.	carolingram@shaw.ca			Yes	yes	**
11-Jul-13	M. Balakumar	205-4500 Westwater Dr.			604-241-3044	N/A	yes	*
11-Jul-13	Perry Mazzzone	12160 Imperial Dr.				yes	yes	
11-Jul-13	Rachel Kirkpatrick	44-12331 Phoenix Dr.	rkirkpatrick.98@yahoo.ca			yes	yes	
11-Jul-13	Leslie Gilker		leslie.gilker@gmail.com			yes	yes	
11-Jul-13	Donna Booth		dmbooth@shaw.ca			yes	yes	
11-Jul-13	Donna Nimi		donnanimi@shaw.ca			yes	yes	
11-Jul-13	B. Easton	5431 Warblerz ave.	chiefwahoooo@gmail.com			yes	yes	
11-Jul-13	Mike Dewar	110-4600 Westwater dr.	mike.dewar49@gmail.com			Yes	yes	
11-Jul-13	Alex L.				604-312-1883	N/A	yes	
11-Jul-13	Louise Mazzone	12160 Imperial Dr.				no	yes	
11-Jul-13	Gerrit De Vries	5-4311 Bayview St.				N/A	Yes	
11-Jul-13	C. Franzen	212-4211 Bayview St.				no	yes	
11-Jul-13	Mark Sakai	11762 Fentiman	masak@telus.net			yes	yes	
11-Jul-13	Brechin Maclean	14-12331 Phoenix Dr.				no	yes	
11-Jul-13	Donna Panusa	212-4211 Bayview St.	mysticapprentice@hotmail.com			Yes	yes	
11-Jul-13	Ann McCormick	11751 Yoshida Court	Grannymec@gmail.com			no	yes	
11-Jul-13	Live in "the village" condos	Moncton street				no	yes	
11-Jul-13	N/A	Phoenix Drive				no	yes	
11-Jul-13	Mark and Joanne Edmonds	9-11188 Railway ave.	joanneedmonds@shaw.ca		604-275-1495	no	yes	
11-Jul-13	Wally Dunsmoor	11291 7th ave	waldun2@mac.com			N/A	yes	
11-Jul-13	P. Bollo	11291 7th ave	pricll@telus.net		604-274-2100	yes	yes	
11-Jul-13	Kyla + Louis	4280 Moncton St.	kylahochfilzer@hotmail.com			yes	yes	
11-Jul-13	B. Kawyer	4280 Moncton St.				no	yes	
11-Jul-13	Helen Burrows	203-4233	helensb@shaw.ca			yes	yes	
11-Jul-13	Ralph Turner	3411 Chaffon st.	returner2@shaw.ca			yes	yes	
11-Jul-13	Moon Lee	203-4500 Westwater Dr.	moonlee@telus.net			yes	yes	
11-Jul-13	Shawn Smith	11471 plover Dr.	Shawnsmith100@gmail.com			yes	yes	
11-Jul-13	Maha	4500 westwater Dr.				no	yes	

11-Jul-13	Aileen Williams	201-4233 Bayview st.			604-274-1503	yes	yes	
11-Jul-13	Andy Highton	328-12633 no. 2 rd.	andyhighton777@hotmail.com			yes	yes	
11-Jul-13	Marge Dorozio	206-4233 Bayview st.	marlune@shaw.ca		604-277-0293	yes	yes	
11-Jul-13	Derek Williams	11777 Yoshida crt.	bopakderek@gmail.com		604-961-4273	yes	yes	
11-Jul-13	Debbie Snittur	3-4340 Stevenston hwy	debbie@lindairservices.com			yes	yes	
11-Jul-13	Jacqui Turner	12251 Hayashi Crt.			604-271-7779	yes	yes	
11-Jul-13	Kira Van Stool					no	unsure	
11-Jul-13	Aileen Cormack	427-12931 Railway ave.	cormackathome@shaw.ca			yes	unsure	
11-Jul-13	L. Rosa	201-4600			604-275-4806	yes	unsure	
11-Jul-13	Beil McCoamien	11751 Yoshida Court	wamcoorm@yahoo.ca			yes	unsure	
11-Jul-13	Alison Cormack	427-12931 Railway ave.	cormackathome@shaw.ca		604-244-8569	yes	unsure	
11-Jul-13	Thomas Taylor	4333 Bayview st.			604-241-1120	yes	unsure	
11-Jul-13	Jennifer Taylor	4333 Bayview st.			604-241-1120	yes	unsure	
11-Jul-13	Tristan Fajardo	37-12331 Phoenix dr.				no	unsure	
11-Jul-13	Heidmeier Irma	405-448-9695				yes	unsure	
11-Jul-13	Angelo Fajardo	37-12331 Phoenix dr.				no	unsure	
11-Jul-13	T. Dougan	222-12873 Railway ave				Yes	unsure	
11-Jul-13	Patko SJ	12420 no 1 rd.				no	unsure	
11-Jul-13	Georgina patko	290- 12420 no 1 rd.				yes	unsure	
11-Jul-13	L. Molan	4233 Bayview.St.			778-294-0159	yes	unsure	
11-Jul-13	Elisabeth waroway	11157 Swailon dr.	warowayzerry@telus.net		604-227-5427	yes	unsure	
11-Jul-13	Annie Ross	Imperial Landing Village				yes	no	
11-Jul-13	John Bulmer	29-4080 Garry St.			604-312-2610	yes	no	
11-Jul-13	Linda Gray	28-4080 Garry St.	llgray@shaw.ca		604-277-1270	yes	no	
11-Jul-13	A. Branch	12931 Rail way ave.				N/A	no	**
11-Jul-13	Brent Kirkpatrick	44-12331 Phoenix Dr.	bkirkpatrick_98@yahoo.com			yes	no	
11-Jul-13	Peter Tong	105-12420 no. 1 rd.	pwtong@gmail.com			yes	no	
11-Jul-13	Alan Williams	224-12639 no. 2 rd.				yes	no	
11-Jul-13	N/A	N/A				no	no	
11-Jul-13	Dave Fairweather	228-12931 Railway ave.				no	no	
11-Jul-13	J. Lebron	102-4233 Bayview St.				no	no	
11-Jul-13	Hinian Williams	224-12639 no. 2 rd.			604-241-1301	yes	no	
11-Jul-13	Sash Eades					no	no	
11-Jul-13	Gennesse Langdon.	311-11673 7th ave.	ness.adele@gmail.com			yes	no	
13-Jul-13	William R. Absolom					no	yes	**
13-Jul-13	Julie A. Maxwell	20-12011 Greenland dr.				no	yes	**
13-Jul-13	Maureen McDermid.	434-5700 Andrews Rd.			604-274-5946	yes	yes	**
13-Jul-13	Suzanna Paul	6488 Juniper dr.	mmcdermud@outlook.com			yes	yes	**
13-Jul-13	H. Absolom	20-12333 English ave.				yes	yes	*
13-Jul-13	Michelle Brenton	20-12011 Greenland dr.					yes	**
13-Jul-13	V. Battersby	6333 Princess Lane.					yes	**
13-Jul-13	Macey Morris	45-11771 King Fisher dr.				no	yes	*
13-Jul-13		4233 Bayview st.			604-231-9708		yes	*

13-Jul-13	Vytas Abromaitis	4468 Moncton st.	vkabromaitis@gmail.com	604-274-1909	yes	yes	**
13-Jul-13	Shella Price	10741 Hollymount Dr.		604-277-2845	yes	yes	*
13-Jul-13	Bob P.	10741 Hollymount Dr.		604-277-2845		yes	*
13-Jul-13	Helen Pettipiece	5811 Sandpiper crt.		604-341-7997		yes	*
13-Jul-13	B.D murphy	28-12880 Railway ave			no	yes	**
13-Jul-13	Clara Kelly	5700 andrews rd.				yes	*
13-Jul-13	Michael Carey	4477 Gerrard Place.		604-275-0143	no	yes	**
13-Jul-13	Charles Haws	305 westwater dr.	cwhaws@shaw.ca	604-271-6469	yes	yes	**
13-Jul-13	Joan Haws	305-4600 Westwater dr.	cwhaws@shaw.ca	604-271-6469	yes	yes	**
13-Jul-13	Jamie stewart	48-11491 7th ave.		604-962-6016		yes	**
13-Jul-13	Yukiko Pasut	12228 Ewen ave	pasut.yukiko@gmail.com	604-271-8131	yes	yes	**
13-Jul-13	Ken Battersby	45-11771 King Fisher dr.				yes	**
13-Jul-13	William J. Weigand	223-4500 West water dr.		604-271-3272	yes	yes	**
13-Jul-13	John karlsson	421-5600 Andrews rd.		604-272-3702		yes	**
13-Jul-13	Craig Hambleton	11100 Railway ave.			no	yes	**
13-Jul-13	Suzanne McKinlay	115-4600 Westwater dr.		604-241-8220		yes	*
13-Jul-13	Graeme Bone	407-9288 Odlin rd				yes	*
13-Jul-13	Jerrine Weigand	223-4500 West water dr.		604-271-3272	yes	yes	**
13-Jul-13	John Ritchie	11360 2nd ave.				yes	*
13-Jul-13	Nancy Stone	335- 4280 moncton st.		604-272-5299	yes	yes	**
13-Jul-13	Sharie K. Reagan	206-5700 Andrews rd.		604-241-2033	yes	yes	**
13-Jul-13	Shelley Morris	106-4233 bayview st.		604-231-9708		yes	*
13-Jul-13	Peter Ho	3111 broadway st.			yes	yes	**
13-Jul-13	Kelly Koclut	408-4211 Bayview st.			yes	yes	**
13-Jul-13	Barbora barnett	40-11551 King fisher dr.				yes	*
13-Jul-13	Millan Patel	8271 Coldfall crt.				yes	*
13-Jul-13	Jon Moss	4-6333 Princess ave.				yes	*
13-Jul-13	Edita Whipple	406-4233 bayview st.	edita.whipple@gmail.com	604-270-3421	yes	yes	**
13-Jul-13	Beverley Unsworth	412-4233 Bayview st.				yes	*
13-Jul-13	Leo Tardoli	4395 Bayview st.	mayleo@telus.net	604-272-4513	yes	yes	**
13-Jul-13	Angela Tsang	301-13251 Princess st.				yes	*
13-Jul-13	Donna Carrey	4477 Gerrard Place.			no	yes	**
13-Jul-13	Barbara Jackson	324-4500 westwater dr.		604-271-1519	yes	yes	**
13-Jul-13	William Bone	4880 Dunccliffe rd.	bonewj@gmail.com	604-314-4846	yes	yes	**
13-Jul-13	Andrew W. Bone	4880 Dunccliffe rd.	abone2010@gmail.com	778-995-4151	yes	yes	**
13-Jul-13	Sarah Bianchini	12086 ospley dr.			no	yes	**
13-Jul-13	Edwin Tsang	301-13201 Princess st		604-537-6471		yes	*
13-Jul-13	Xiaoxia Huang	746 Alderside rd.		604-525-8839		yes	*
13-Jul-13	Frank Barac	10620 Reynolds dr.				yes	*
13-Jul-13	Joyce Barac	10620 Reynolds dr.				yes	*
13-Jul-13	Shelley Lyons	30-5999 Andrews rd.				yes	*
13-Jul-13	Bruce Briggs	417-4600 West waterdr.	brucebriggs@shaw.ca	604-272-2621	yes	yes	
13-Jul-13	Gary McDermid	6488 Juniper dr.	gary.mcdermid@outlook.com	604-214-5946	yes	yes	
13-Jul-13	Florence Lin	6500 Yents ave.			no	yes	
13-Jul-13	Chelsea Nlausen	#42 - 12331 Phoenix Drive	chelseanlausen@gmail.com	604-275-2529	yes	yes	

13-Jul-13	Carla Vassilopoulos	4805 7A Ave	carlav@dcnet.com			yes	yes	
13-Jul-13	Lucy Kent	909 - 12911 Railway Ave	lucydanny@shaw.ca			yes	yes	**
13-Jul-13	Greg Halsey-Brandt	706-8560 General Currie Rd				no	yes	
13-Jul-13	carlie holland	12294 Imperial Dr				no	yes	
13-Jul-13	Fran Barnes	Gary St					yes	
13-Jul-13	Gail Nichols	130 - 12931 Railway Ave	landg@telus.net			yes	yes	
13-Jul-13	Ann-Marie Biggar	10471 Springhill Cr.			604-447-0774	yes	yes	
13-Jul-13	Miriam Mann	#37 - 2960 Steveston Highway	miriammann2004@yahoo.ca			yes	yes	
13-Jul-13	Ms. P Nimmo	11460 4th Ave, Steveston	andv_penny@hotmail.com			yes	yes	
13-Jul-13	Rick Duff	133 - 12875 Railway	2rickduff@gmail.com		604-812-9806	yes	yes	
13-Jul-13	Fred Sveinson	4655 Britannia	fsveinson@shaw.ca			yes	yes	
13-Jul-13	Sandy Sveinson	4655 Britannia	ssveinson@shaw.ca			yes	yes	
13-Jul-13	E. Perez	8371 Rosehill				no	yes	
13-Jul-13	Valerie Stene	12931 Railway				yes	yes	
13-Jul-13	Carole Utting	8571 Myron Court				no	yes	
13-Jul-13	Margot Spronk	#31 - 12331 Phoenix Dr.	mspronk@shaw.ca			yes	yes	
13-Jul-13	Mary Nasho	4233 Bayview				no	unsure	**
13-Jul-13	Ed Whitby	Local			604-834-2343	yes	unsure	
13-Jul-13	Anne Cameron	3691 Broadway St.	annecameron@hotmail.com			yes	unsure	
13-Jul-13	Hazel Absalom	12011 Greenland Dr.	hazebill@gmail.com			yes	unsure	
13-Jul-13	Elvera Johnson	12880 Railway				no	no	
13-Jul-13	Kane					no	no	
13-Jul-13	N Dickinson	12931 Railway				no	no	
13-Jul-13						no	no	
13-Jul-13	Lynda Brar	5999 Andrews				no	no	
13-Jul-13	Georgina Harrop	4111 Bayview				yes	no	
13-Jul-13	Kate Covell	6233 London Rd				no	no	
13-Jul-13	Pat Montgomery	2400 Westminster	montypat@hotmail.com			yes	no	
13-Jul-13	Brian Lowe	6233 London Rd				no	no	
13-Jul-13	DB Franklin	12931 Railway				yes	no	
23-Jul-13	Annette Wegner	4111 Bayview	nananette36@gmail.com		604-271-6914	Yes	Unsure	
23-Jul-13	No Name	No Address					No	

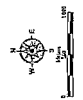
- Legend**
- ◆ Subject Site
 - Support Rezoning
 - Single Addresses
 - ▲ Multiple Addresses
 - Do Not Support Rezoning
 - Single Addresses
 - ▲ Multiple Addresses
- 203 Total Residents
 - 139 households support the rezoning
 - 25 households do not support the rezoning



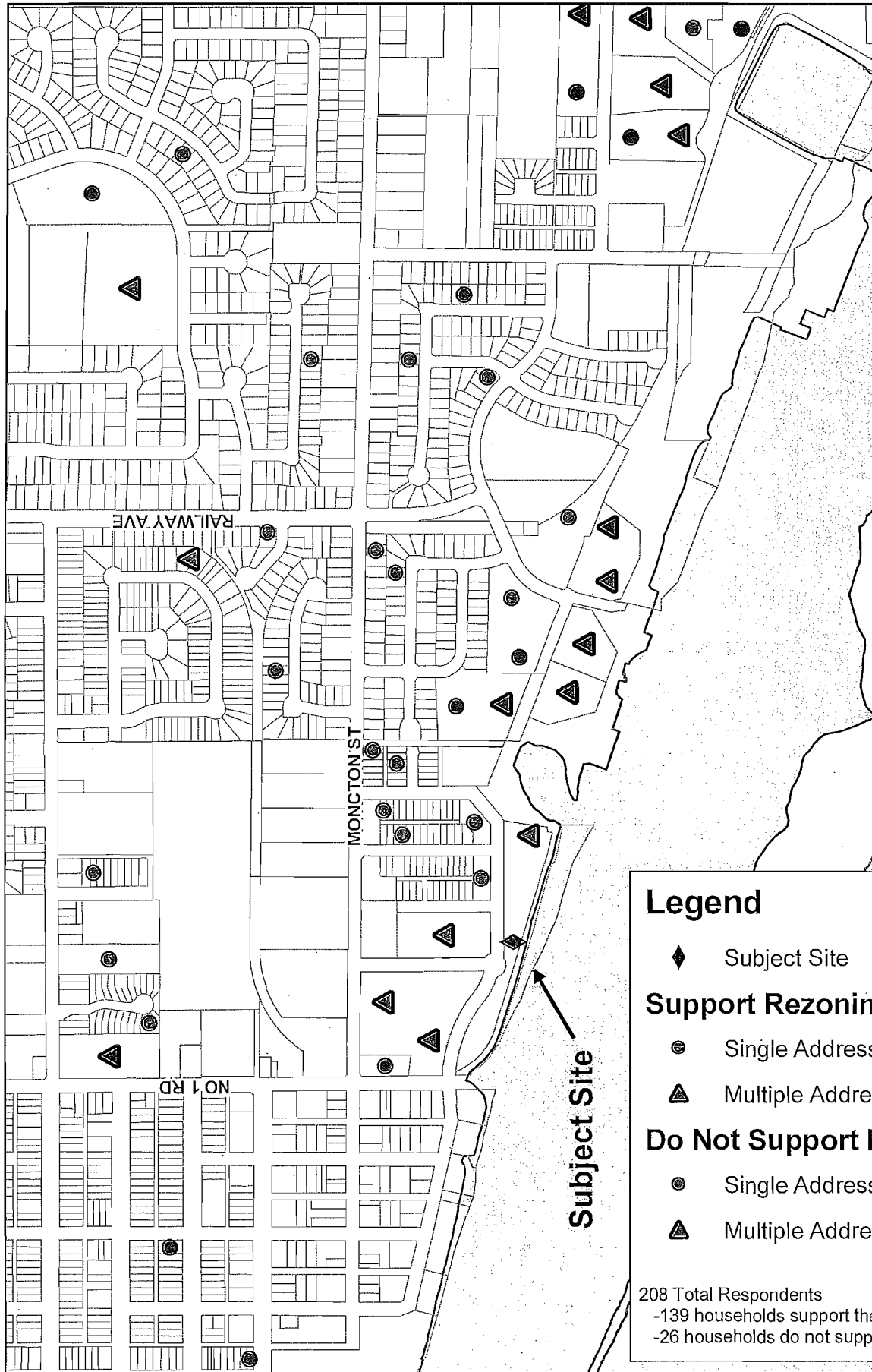
MAP INSET

November 6, 2013
 Prepared by: Cedar Butler

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4020 Bayview Street Open House Feedback Map Inset



Legend

◆ Subject Site

Support Rezoning

● Single Addresses

▲ Multiple Addresses

Do Not Support Rezoning

● Single Addresses

▲ Multiple Addresses

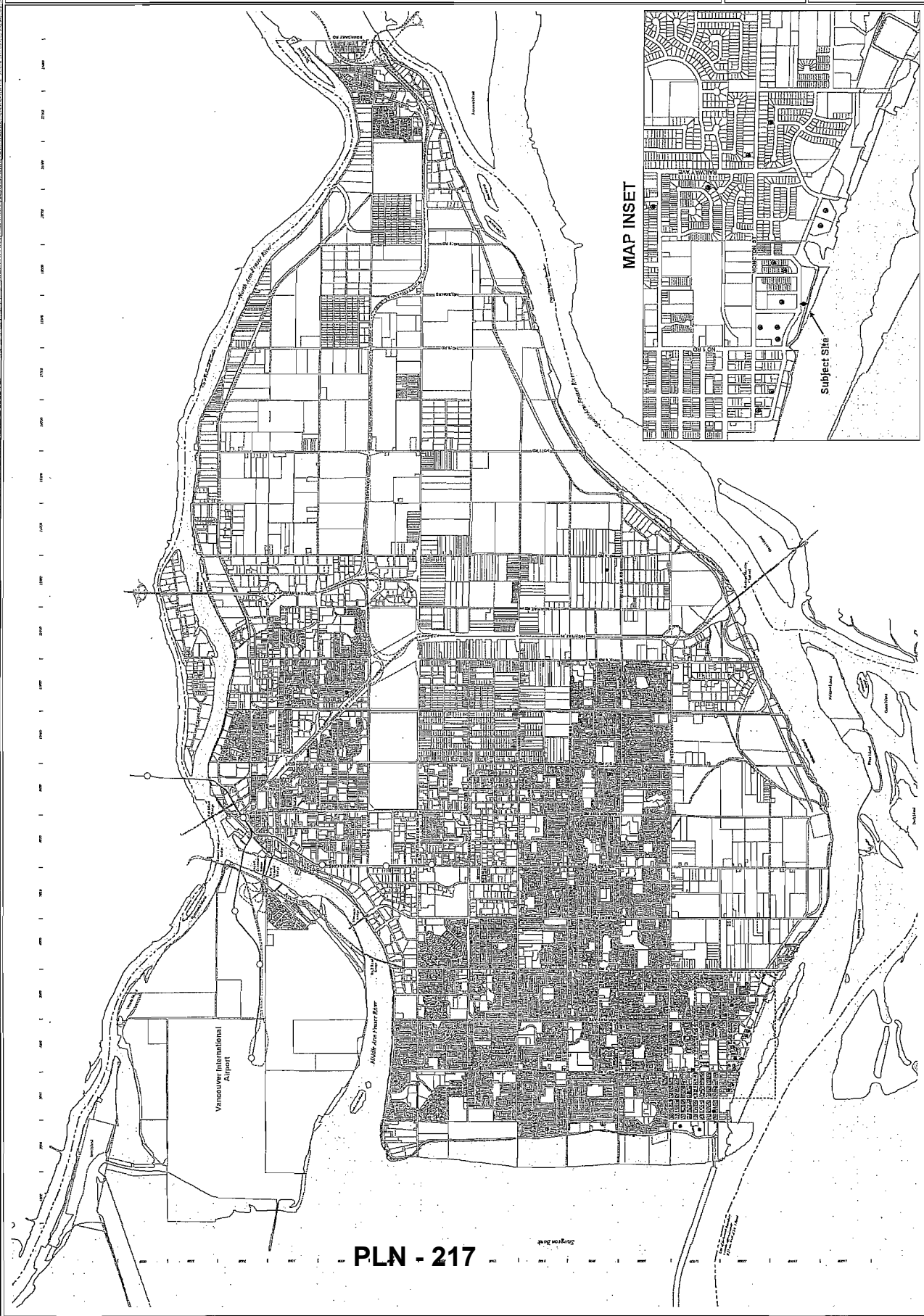
208 Total Respondents

-139 households support the rezoning

-26 households do not support the rezoning



4020 Bayview Street: Public Correspondence Submitted to ONNI

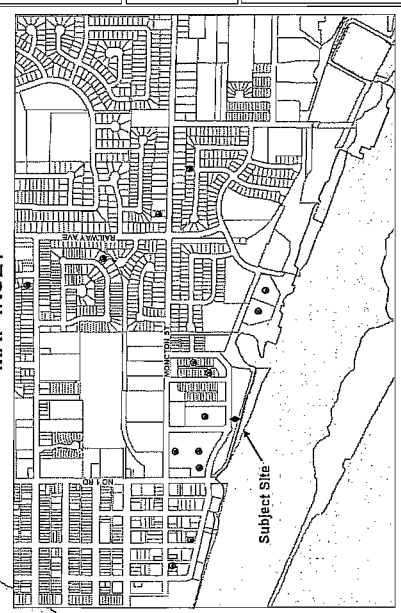


Legend

- ◆ Subject Site
- Support Rezoning
- Single Addresses

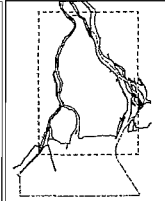
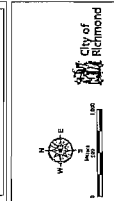
165 Total Respondents
-97 households support the rezoning
-4 households do not support the rezoning

MAP INSET

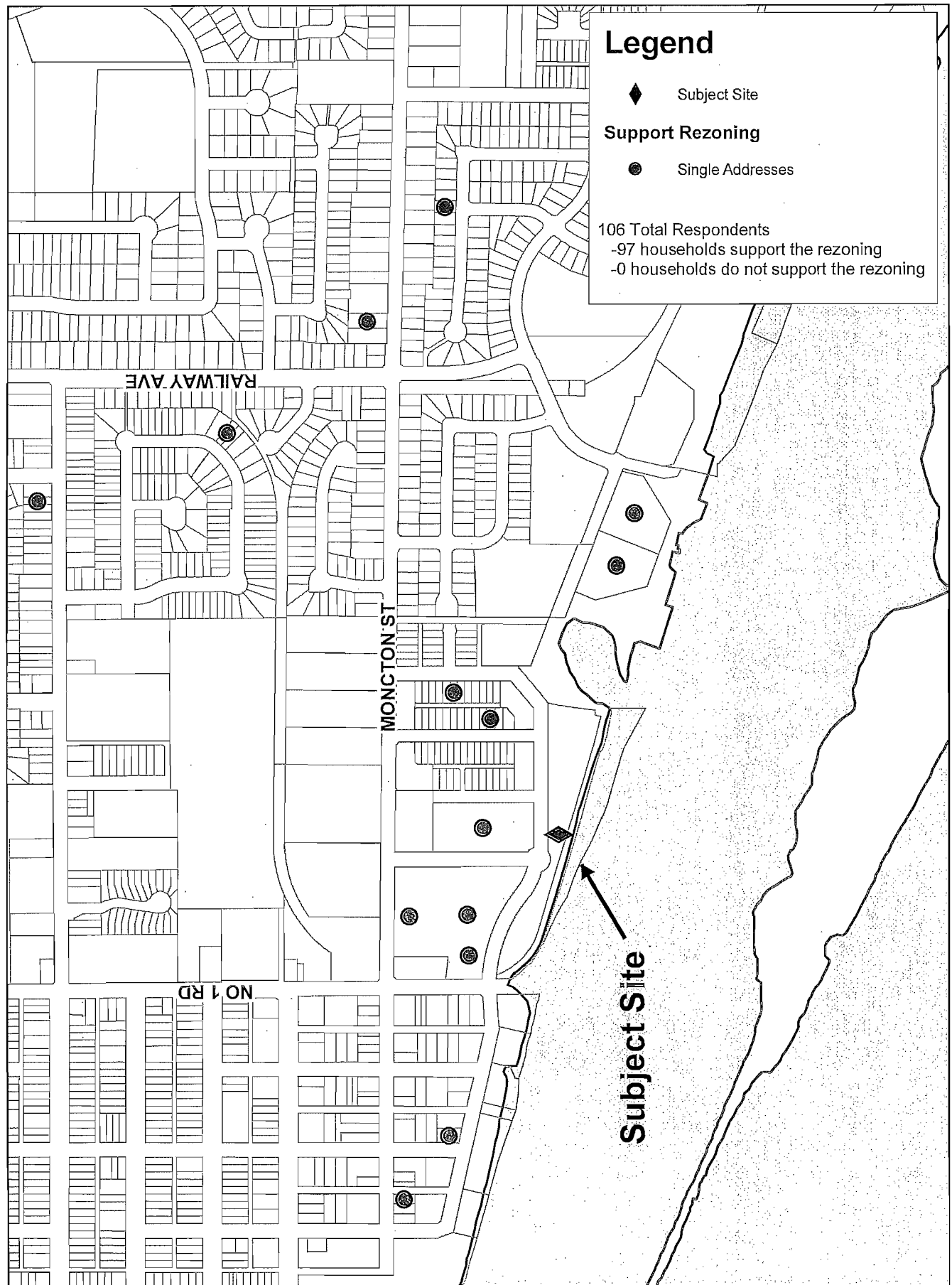


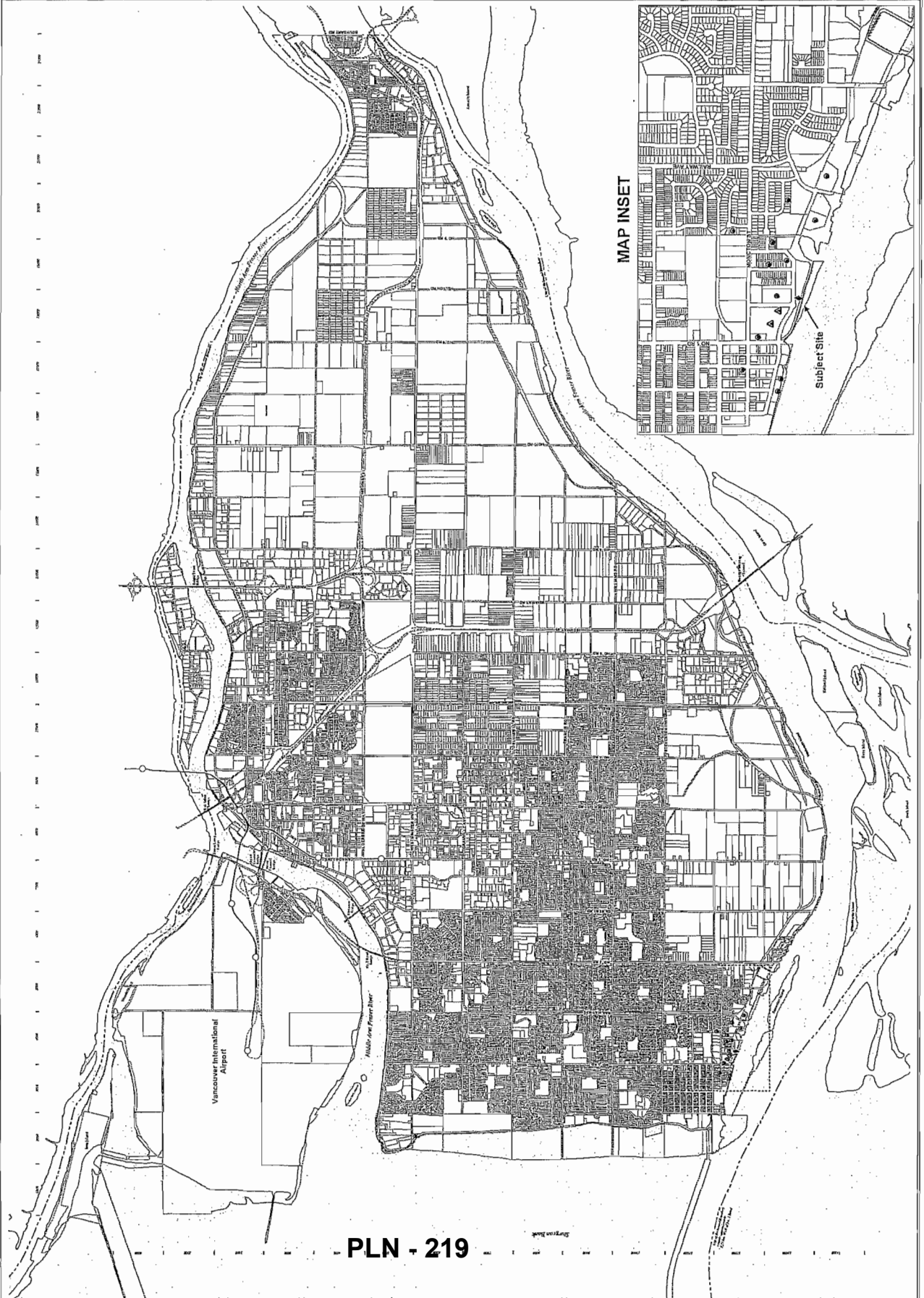
November 6, 2013
Prepared by: Cedar Blaine

The City of Richmond has the honor to respond to your request for information regarding the proposed rezoning of the property located at 4020 Bayview Street, Richmond, British Columbia. This information is provided for your information only and is not intended to constitute an offer of any services or products. The City of Richmond is not responsible for the accuracy or completeness of the information provided. The City of Richmond is not responsible for the accuracy or completeness of the information provided. The City of Richmond is not responsible for the accuracy or completeness of the information provided.

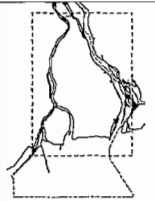


4020 Bayview Street - Public Correspondence Submitted to ONNI Map Inset



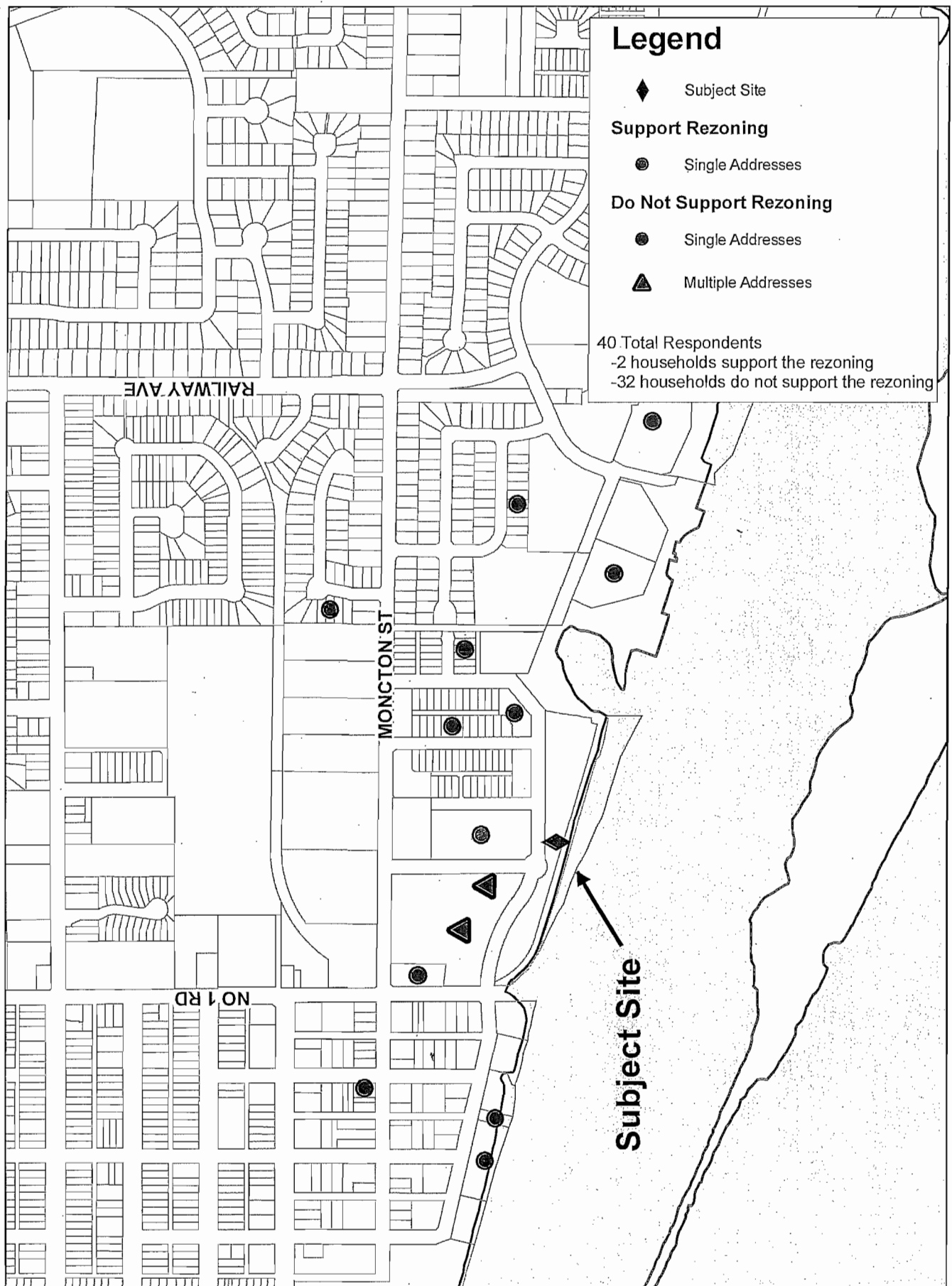
November 6, 2013
Prepared by Ombud Bulletin

NOTE: The information above is only a guide to sample data. Actual results may vary. The information is not intended to be used for any purpose other than to illustrate the general nature of the information that may be obtained from the system. The information is not intended to be used for any purpose other than to illustrate the general nature of the information that may be obtained from the system.



Public Correspondence

4020 Bayview Street - Public Correspondence Submitted to the City Map Inset





Address: 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street

File No.: RZ 13-633927

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9062.
2. Registration of a legal agreement on Title to: prohibit large delivery trucks of size WB-17 or larger from accessing or entering the site at any given time; and to restrict truck delivery hours of operation for non- residential uses by trucks of maximum SU-9 in size to 7:00 am to 5:00 pm, Monday through Friday; 8:00 am to 5:00 pm on Saturday; and 9:00 am to noon on Sunday. Remedies will include, but without limitation, performance wording to establish a fine amount of \$200 adjusted by CPI annually from the year of rezoning approval per of the restrictions in the agreement payable by the owner.
3. Parking Agreement to be registered on title that will include:
 - a) the following covenants:
 - i. parking garage entry gates are to remain open during business hours of any commercial use on the lands.
 - ii. a maximum of 16 of the total 189 commercial spaces may be assigned to specific businesses. Further the assignment can be on weekdays only, between the hours of 8:30 A.M. and 6:00 P.M. The balance of the parking spaces must be unassigned and available by the use of any commercial client or visitor to a residential unit on the site.
 - iii. free parking for the first two hours of a vehicle parked on site must be provided, which may be provided through a merchant validation for the businesses operating on the site.
 - iv. pay parking rates are not to exceed the market rate for pay parking in Steveston Village. The pay parking rate may be reviewed and adjusted on an annual basis by the City taking into consideration similar pay parking rates in Steveston Village.
 - b) a statutory right-of-way from the curb on Bayview Street, extending into the parking structure, over an area coincident with the full extent of the underground parking area. The statutory right-of-way will permit the City, City officials and contractors to be on and have access to and egress from the parkade for the purposes of assuring/monitoring compliance with the parking covenant described in 3(a) above. Further, the statutory right-of way will permit the City the right to remove or disable any gate that does not comply with the terms of the parking covenant described in 3(a) above.
4. Install an additional 8 (eight) Class 2 bike storage spaces (e.g. exterior bike racks) on-site to meet the Zoning bylaw requirements for the additional commercial uses.
5. City acceptance of the developer's offer to voluntarily contribute \$1,500,000 towards the Steveston Community Amenity provision account.
6. City acceptance of the developer's offer to voluntarily contribute \$136,206 to go towards development of Road Works DCC projects (Account 7301-80-000-78020-0000).
7. City acceptance of the developer's offer to voluntarily contribute \$605 to go towards development of Storm Drainage DCC projects (Account 7311-80-000-78020-0000).
8. City acceptance of a Letter of Credit security in the amount of \$15,000 to allow for future traffic calming and truck activity mitigation that may be required after the commercial area is occupied. The Letter of Credit will be held by the City for a period of 18 months after the commercial area is occupied.
9. Enter into a Servicing Agreement* for the design and construction of road improvements to address the proposed increased traffic on Bayview Street as a result of the development. Works include, but may not be limited to:
 - a) Upgrade the No. 1 Road and Bayview Street intersection by raising this intersection and adding bollards similar to No. 1 Road and Moncton Street. As well, install decorative crosswalk surface treatment on all three (3) legs of the intersection, using Duratherm material or equivalent.

b) Upgrade crosswalks along Bayview Street:

- (1) At the two (2) midblock crosswalks between No. 1 Road and Moncton Street, provide raised crosswalks.
 - (2) At the three (3) crosswalks at the Easthope Avenue traffic circle, remove a 1.5 m section of the cobble pavers from each end of the crosswalk (near curbs) and replace with an extension of the existing square concrete panels. This will create a 1.5 m wide smooth path at either end of the crosswalks for cyclists. Add a narrow band of the same decorative pavement surface treatment as a border along both sides of each crosswalk to provide consistency between the crossings on Bayview Street.
 - (3) At the six (6) crosswalks at English Avenue and Ewen Avenue, remove all of the raised granite pavers and replace with decorative crosswalk pavement surface treatment, such as Duratherm material, or equivalent.
- c) Fabricate and install 30 kph posted speed limit signs on Bayview Street from No. 1 Road to Moncton Street, Easthope Avenue, English Avenue, and Ewen Avenue.
- d) Add pavement marking “sharrows” for bikes on Bayview Street from No. 1 Road to Moncton Street in both directions.

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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____

Date _____

Public Correspondence

From: russell ruttan [<mailto:russman@telus.net>]
Sent: Friday, 15 November 2013 5:00 PM
To: MayorandCouncillors
Subject: Imperial Landing rezoning (please don't)

Greetings Mayor and Council

I am quite sure you are all aware of the latest ONNI's latest application scheme to rezone Imperial Landing and wiggle out of it's prior agreements with the City of Richmond.

I do hope council will stand firm on it's original agreement with ONNI, if you start backsliding on your agreements with developers like Onni, the citizens of Richmond may bite back.

I also think a great many citizens will be disappointed that Richmond council caved in to ONNI's marketing machine.

Stand firm please, Onni needs to learn to live up to it's agreements. Not make an agreement to get what it wants, (the 2001 Packers site development, (the law suits are currently clogging up our courts) and plan all along to press for rezoning when it suits Onni, treating the bargaining process like a chump, and the people of Richmond as backs to walk on the way to the bank.

What supermarket will open up against Super grocer? None, because they can not compete here, that is why none have bothered so far. We have 4 Pharmacies at least, numerous coffee shops and tourist trap type stores with t shirts and ice creme...do we need another ice creme place?

It is plain this is only about Onni's bottom line, they do not care about Richmond or it's people.

We do not need more t shirt, coffee and ice cream shops in Steveston, we need to build and sustain our maritime environment, for now and for the future, wether pleasure craft or the fishing industry.

Stand firm council, Onni agreed to terms regarding development of the whole Steveston Packers site including Imperial Landing already. Do not let Onni manipulate council and the citizens of Steveston any longer.

Why do you think Onni has decided to lease the properties now? Because they could not get the towers through when they tried. They will try again in future years, waiting for an opportune council who will agree to developing the properties as Onni sees fit.

In closing, a question. Why is Richmond hell bent on development?

I understand a greater tax base, however one would expect with those extra taxes coming in, we citizens of Richmond could expect our taxes to go down, instead, despite all the development at break neck speed I see on a daily basis, what we see are yearly tax increases, and condo towers sprouting up like mushrooms. I don't like it one bit, not one bit...

Best Regards

Russ Ruttan
Steveston BC

Badyal, Sara

From: Brendan Yee [byee@onni.com]
Sent: Thursday, 21 November 2013 09:23 AM
To: Badyal, Sara
Subject: FW: Imperial Landing: Feedback [#39]

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Wednesday, November 20, 2013 2:51 PM
To: Brendan Yee
Subject: Imperial Landing: Feedback [#39]

Please tell us your feedback on why you do or do not support additional community based resources for Imperial Landing *

The new village at imperial landing is fantastic. However the proposed commercial tenants are very disappointing. For a waterfront location the commercial spaces should be socialhubs like restaurants and cafes, not financial institutions grocers and professionals. In my opionion this would be a waste of location. Make the retail spaces locations people and familiea can enjoy a day and night out make steveston an exciting place to socialise Not a boring plaza. Thank you

Name *	hanaa awad
Email *	hanaa_awad@hotmail.com
Phone Number	7788892137
City	richmond

Badyal, Sara

From: Brendan Yee [byee@onni.com]
Sent: Thursday, 21 November 2013 04:30 PM
To: Badyal, Sara
Subject: FW: Imperial Landing: Feedback [#40]

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, November 21, 2013 3:21 PM
To: Brendan Yee
Subject: Imperial Landing: Feedback [#40]

Please tell us your feedback on why you do or do not support additional community based resources for Imperial Landing *

I would support additional cafes and restaurants on the buses walk looking at the water..
But I do not support that area to be solely a shopping area

Name *

Heather A

Email *

heather.awad@live.ca

From: Rupert Whiting [<mailto:rupertwhiting@gmail.com>]
Sent: Thursday, 21 November 2013 5:50 PM
To: MayorandCouncillors
Subject: Please do not allow Onni to win in Steveston

Dear Council Members,

Please, please do not bend to the plans of Onni on the waterfront at Steveston. This would set a precedent for business winning over principles. They have routinely ignored the wishes of the locals and have proceeded with a project that has no business plan without forcing the changes required. You are all probably fully aware of Onni's well-known sharp business practices with contractors and this whole affair speaks to a equal disregard for the opinions and needs of the community. Please, please do not let bullies win.

Lastly I would ask that the council actively investigate the financial affairs of anybody seeking to vote for the proposal. It would be entirely in character of this business to seek to influence the decision with the only asset that they value, namely money.

I appreciate your time and efforts on behalf of the community and hope that you will jointly resist what will undoubtedly be severe pressure to allow that property to be used for purposes for which it was not initially approved. It would be a travesty if that were to occur.

Kind regards

Rupert Whiting
Business Consultant
RupertWhiting@gmail.com
Cell: (604) 339-5369

From: Sharon Renneberg [<mailto:renneberg@telus.net>]
Sent: Sunday, 24 November 2013 1:39 PM
To: Zoning; MayorandCouncillors
Subject: Rezone RZ 13633927 Onni Imperial Landing

Dear Sirs:

I wish to express my opposition to the repeated rezoning requests from Onni Development to eliminate the Mixed Maritime Use requirement for the commercial portion of Imperial Landing.

All of Richmond has lost the opportunity to have full access to this real estate as a park. Regretfully I understand that we cannot undo that. Please do not make a bad situation worse. I see from reviewing archived Council minutes that Onni have been before City Council on July 17, 2007 and May 27, 2009. On July 17, 2007, it is recorded, the "the applicant has stated that the Mixed Maritime Use (MMU) is not economically feasible on the site" and later "the applicant proposes a grocery store at street level on the west end of the site with a restaurant planned for the second of the two stories". They have since, without any approval, gone ahead and constructed exactly that. You can be sure that the two storey building that is currently offered to have a daycare on the second storey will be an unsuccessful operation and Onni will pursue the original planned restaurant use. The proposal to house Nester's grocery in the ground floor would be disastrous. The street loading zones already on Bayview create a zig zag of through traffic and bicycles daily, add a backing up grocery delivery truck to the mix and there will be casualties.

At the meeting of May 27, 2009 it is recorded that "Mr. Jarvis stated that he fully understood the City's definition of MMU". How is it possible and what kind of message would Council be sending to developers, that is OK to build what you wish regardless of the zoning and then continue to hold info sessions and come before council with increasingly sized "goodwill contributions" until the zoning is changed to enhance the developer's bottom line? Yes, Steveston may warrant another grocery store but not on the waterfront for heaven's sake.

The current independent Steveston merchants have created a responsible, caring community. Please support them and the residents by allowing them to continue to grow and thrive without the threat of big chain stores being invited by Onni to slash the local businesses. Kudos to Councillors Steves and Au for recognizing that.

Yours truly,
Sharon Renneberg
307 – 4211 Bayview St
Richmond

Badyal, Sara

From: Brendan Yee [byee@onni.com]
Sent: Monday, 25 November 2013 10:58 AM
To: Badyal, Sara
Subject: FW: Imperial Landing: I Support [#79]

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Sunday, November 24, 2013 12:14 PM
To: Brendan Yee
Subject: Imperial Landing: I Support [#79]

Please tell us your feedback on why you support the proposed retail uses for Imperial Landing *

My wife and I are looking forward to renting in this great community in February and have been here numerous times.

The boardwalk is a great asset

This is only a win win situation for every one

We have been to one open house and they answered all our questions

Thank you

Name *

Will Brunskill

Email *

willbrunskill@shaw.ca

Phone Number

604-408-8500

City

Vancouver

From: Bill Armerding [mailto:bill_armerding@telus.net]

Sent: Wednesday, 27 November 2013 9:10 AM

To: MayorandCouncillors

Subject: I don't trust Onni and you should not let them win at our expense

Dear Sirs and Madams,

I did not realize there was a meeting with Onni but would urge you to discount anything they say and listen to neighbors directly rather than to what Onni or their consultants say.

They made a very bad business decision to go ahead and build without a viable development plan and purpose. Now they have a white elephant and we have an eyesore. I hope you will ask for interested neighbors and business leaders to work with the city to find acceptable uses for these buildings, whether they are profitable for Onni or not. They have had their hands in our pockets all along and their response has been to inconvenience us and try to trick us ever since.

William H. (Bill) Armerding

12071 Hayashi Court, Richmond, BC CANADA V7E 5W2

Tel: 604-241-0487 Email: Bill_Armerding@telus.net

From: Rupert Whiting [<mailto:notification+oochrpgz@facebookmail.com>]

Sent: November 27, 2013 8:55 AM

To: Hayashi Peeps

Subject: Re: [Hayashi Peeps] For those of you unable to attend last night's...

Rupert Whiting [commented on his post in Hayashi Peeps.](#)



Rupert Whiting

8:55am Nov 27

Hi Bill, 100% agree. The email is MayorandCouncillors@richmond.ca. I know because I wrote last week. If I may suggest that you make the title very descriptive as I have no expectation that they get rad just that the email subject lines build a sense of public attitude. For instance I called mine "Please don't let Onni win." If that's all they read I got my message across.

Comment History



Bill Armerding

8:25am Nov 27

Rupert,

I did not even know about the meeting. I would be glad to chat about alternatives to following up. Do you have a list of the email addresses for our city council and mayor?

I think that Onni should not be trusted – they have abused us ever since they started. And what kind of organization would build a white elephant that they could not economically use before getting approval for changes. It is their fault it is sitting empty and we should not be forced to take their solutions to their problems.

Let me know when we can talk and where I can get more information. Thanks.

William H. (Bill) Armerding

12071 Hayashi Court, Richmond, BC CANADA V7E 5W2

Tel: 604-241-0487 Email: Bill_Armerding@telus.net

Original Post



Rupert Whiting

8:12am Nov 27

For those of you unable to attend last night's Onni public meeting (well advertised I know) here is a letter that I just wrote to the Richmond News. BTW I don't know your opinion of the rezoning and I want to be clear that I am objecting every bit as

much to the manner of the attempt as I am to actual (inevitable) rezoning itself. I would LOVE to know of your opinion on this matter as Onni are under the impression that 75% of locals are 100% behind the rezoning. That's not jiving with what I am hearing. I may be wrong.

Dear Sir,

I was very struck by the number of total contradictions in the many Onni statements arising from last night's public meeting. On one had they claim to only want to bring businesses to the area that residents want. Then they highlight 3 of the 4 most likely tenants that would be signing up as soon as any rezoning were approved.; A bank, a restaurant and a dentist. As an 8 year Steveston resident I can honestly say that I have never once felt a lack of any of those in my community.

Their retail needs analysis included such "facts" as there are 400+ merchants in Steveston and that the combined disposal income of Steveston Residents is in the region of \$400M per year. The consultant was unclear on the boundaries he had used to define Steveston but it appears that he conveniently extended his reach as far as Gilbert and Williams Roads. Regardless of the inaccuracies of the definition of a Steveston resident he went on to make analysis based on the assumption that 100% of that spend would be captured in Steveston if Onni were allowed to rezone. And to compound the lack of creditability of his analysis he took ZERO account of tourist dollars. Yet we were expected to take his "educated" analysis and predictions of positive community benefit at face value. Frankly I felt dirty just listening to the man.

Onni were also happy to hide behind "it's the way that everyone does it" when I challenged the equally egregiously misleading traffic data that their consultant felt it worth attempting to present. I found that amusing as "doing what everyone else would have done" in the rest of this situation would have resulted in a vastly different outcome than the white elephant that now sits on our shoreline.

There were words of compromise and conciliation, mainly from the local merchants seeking not to be left holding the baby of a concrete laughing stock in their community and Onni made the appropriate bleeding heart "we're just like you" statements but there were no winners last night. Just a deepening of distrust of the real (and very visible) agenda backing every Onni move. It's all about the money and hang the community that it infects (sic).

Regards

Rupert Whiting



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Badyal, Sara

From: Brendan Yee [byee@onni.com]
Sent: Wednesday, 27 November 2013 06:21 PM
To: Badyal, Sara
Subject: FW: Imperial Landing: I Support [#80]

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Monday, November 25, 2013 10:47 PM
To: Brendan Yee
Subject: Imperial Landing: I Support [#80]

Please tell us your feedback on why you support the proposed retail uses for Imperial Landing *

I am waiting from April for nice place to have a coffee on new waterfront in Steveston! Why can't we have it? Water front is for people to enjoy and unwind not for few. It is a public place/ Plages beaches waterfront are always public places - give us what belongs to us.

Name * IRINA BELYANINA
Email * IB@SENDITSIMPLE.COM
City RICHMOND

From: Frymire Ange [ange-frymire@shaw.ca]
Sent: November 29, 2013 3:05 PM
To: Shapiro, David
Cc: Townsend, Ted; DeCrom, Ted; Dhaliwal, Bill; Stewart, Tom; Dias, Ben
Subject: Acquiring Parking Restrictiobs, 12300 Block English Ave

Hello, all. I trust that, if you are not a decision-maker in regards to the context of this email, you will forward to someone who can act upon our concerns. Please also cc me, so that I am in the know as to whom I should be contacting.

My husband - Jesse Fleming - and I live in the 8-townhouse complex across from the new low-rise mall/condo development constructed by Onni (see address in my auto signature below).represent our strata as president and we have some questions. I have been in touch with the City of Richmond a number of times in regards to parking to discuss some of the challenges experienced since the Richmond Council approved the controversial project to proceed.

I've provided some context below so that you understand the full scope of our request and disappointment in how the City of Richmond has handled parking issues to date.

A. Development Questions

1. The mall has been under construction for over 2 years and seems to be 90% complete. Please advise us with a completion date on when construction will be completed.
2. The storefronts of the multiple buildings spanning the four-plus blocks of the shopping centre are still vacant. Why?
3. a) What is the zoning for the centre?
b) When was this zoning obtained?
c) How was this zoning obtained?
4. a) Did community consultation occur to change this zoning? My husband & I are not aware of any invitation to participate in such discussion.
b) If yes, what were the final numbers from residents for approval/non-approval?
c) If no, why was voter approval not secured?
5. a) Does zoning match the requirements that potential business owners require to lease that waterfront space?
b) If not, why not?
c) If not, when is the anticipated finalization for completing rezoning?

B. Parking Challenges

Although the civic address of our development is on English Avenue, all 8 townhouses' front doors face Bayview. Please allow to provide you with some context needed to review the next question:

- * Since construction began, residents have been plagued with parking problems, as construction workers began using the parking spots in front of our townhouse to park their cars and trucks.
- * Over the past two years, non-resident parking (tourists, fishers, renters and guests of the rentals above the shopping centre) has increased substantially, resulting in the parking spots in front of our townhouse being filled to capacity, particularly on weekends.
- * It appears that a massive underground parking lot was built under the centre, but does not appear to be in use.
- * The City of Richmond seemed to be aware of these interruptions and erected No Parking signs, without consultation to the residents, who were the complainants resulting in such an action. These signs were most questionable in their intention, as parking was restricted to a maximum of three hours per day or cars would be towed. The signage was inconsistent with equitable placement, as they were placed on the south side of Bayview from Easthope to Ewen and on the west side of Bayview from Moncton to where Bayview curves to then run parallel to the waterfront. This last area was actually punishing residents for parking in front of their own homes.

These parking abnormalities and inconsistent practices have increased the ire of many residents and there will be an increased shortage of front-of-house parking once the shopping centre is opened.

6. As a result of the some of the more irritating parking challenges identified above, we are inquiring on parking restrictions for Bayview between Ewan and English on the north side of Bayview, similar to parking restrictions in other Metro Vancouver municipalities that protect the rights of residents to have parking available to residents only, so that non-residents will need to park in approved designated parking spots only or in the parking lots a few blocks away.

Please advise us by email on what is required for the City to establish resident-parking only for Bayview between Ewen and English on the north side of Bayview.

If approval of this request requires a presentation to Council, please advise us on the protocol, procedures and expectations for this, as well.

Kind regards, Ange

Contact Information:

Professor Ange Frymire Fleming

FCPRS

APR MBA

Fellow, CPRS College of Fellows

KPU (Kwantlen Polytechnic University)

President, Vocal Point Communications

UNIT 4 - 12300 English Avenue, Richmond, British Columbia CANADA V7E 6T1

Vocal Point:

778.297.3743 Cell: 778.689.ANGE (2643) ange-frymire@shaw.ca<mailto:ange-frymire@shaw.ca>

SKYPE: afrymire

AWARDS:

2012 ACE/SIFE International John Dobson Fellow

2012 CPRS College of Fellows (FCPRS)

2011 CPRS

Canadian Mentor of the Year

2010 Winner of CN Emery LeBlanc Award (Highest Membership Growth for Canadian CPRS Societies Under 75 Members) for CPRS-VI

Canadian Public Relations Society

www.cprs.ca<<http://www.cprs.ca>/>

Badyal, Sara

From: Badyal, Sara
Sent: Wednesday, 08 January 2014 11:43 AM
To: Badyal, Sara
Subject: 4020 Bayview St - Onni Rezoning application

From: Wufoo [<mailto:no-reply@wufoo.com>]
Sent: Thursday, January 02, 2014 1:12 PM
To: Brendan Yee
Subject: Imperial Landing: I Support [#81]

Please tell us your feedback on why you
support the proposed retail uses for Imperial
Landing *

Name *

Email *

I live in Steveston and think that the community would greatly benefit
from commercial zoning that allows key services such as grocery stores
and fitness facilities to be built.

lindsay thompson

geoffmcallister@gmail.com

Badyal, Sara

From: Badyal, Sara
Sent: Wednesday, 29 January 2014 04:44 PM
To: Badyal, Sara
Subject: 4020 Bayview St - Rezoning Application

From: Brendan Yee [<mailto:byee@onni.com>]
Sent: Monday, 27 January 2014 11:08 AM
To: Badyal, Sara
Subject: FW: Imperial Landing: I Support [#82]

Please tell us your feedback on why you support the proposed retail uses for Imperial Landing *

I have just written an article for the Richmond News encouraging movement on rejoining. While I don't agree with all of your proposals, I do believe that the original zoning was wrong and mismanaged.

Name *	Gudrun Heckerott
Email *	g.heckerott@gmail.com
Phone Number	6043291363
City	Richmond

Badyal, Sara

From: Brendan Yee [byee@onni.com]
Sent: Thursday, 06 February 2014 10:43 AM
To: Badyal, Sara
Subject: FW: Imperial Landing: I Support [#83]

Hi Sara, please see below.

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Thursday, February 06, 2014 10:00 AM
To: Brendan Yee
Subject: Imperial Landing: I Support [#83]

Please tell us your feedback on why you support the proposed retail uses for Imperial Landing *

If the City of Richmond wants to be green and get us out of our cars, they need to provide the services that we need in our neighborhood. Our current grocery store is terrible and there are no gym facilities so I have to get in my car and drive when I would much rather walk or bike. I have also heard that the city is trying to get a library added to the space which makes no sense. Look to the future and invest money in eBooks and readers not bigger libraries! As for parking, it seems to be reasonable. There will never be enough parking for every vehicle that wants to come to Steveston on a sunny summer afternoon and park within a block of where they want to go. That is the same with any other community that has a seasonal increase in visitors. It is time to stop the back and forth and get some businesses in those spaces that everyone can benefit from, not just a few boats. The last thing we need is a bunch of going out of business signs because the maritime use wasn't feasible.

Name c martin

*

Email cmartin@live.ca

*

City Steveston

From: User [<mailto:robertsgallery@telus.net>]

Sent: Tuesday, 25 February 2014 21:38

To: MayorandCouncillors

Subject: Onni development rezoning

"A change in zoning would potentially create up to a dozen potential competitors to Steveston Village merchants.

But a consultant hired by the developer found the proposal "should support the economic viability of Steveston Village, and should not have a negative impact," according to staff."

I am a business owner in Steveston and I DO believe that rezoning of the Maritime Mixed use will have a negative impact on existing businesses that vie for the limited local and tourist dollar.

Businesses in Steveston must rely on local support during the "off-season" just to pay the rent - opening the Onni site to retail zoning will dilute the retail in Steveston and force hard goods businesses to close. I know that I will have to close my business - if competition increases for local shopper and tourist dollars. There is not enough traffic - both local and tourist to think that an increase in retail space would not have negative effects on existing businesses! Maybe if the skytrain made it's way to Steveston - then the increase in visitors would warrant additional retail.

One developer in the US had to provide direct shuttle buss service for 5 years to their development site as a condition for rezoning.

I do not think a "build it and they will come" philosophy is appropriate in this case. Provide a way and/or means to bring people into the area before additional retail space is considered.

That is called planning.

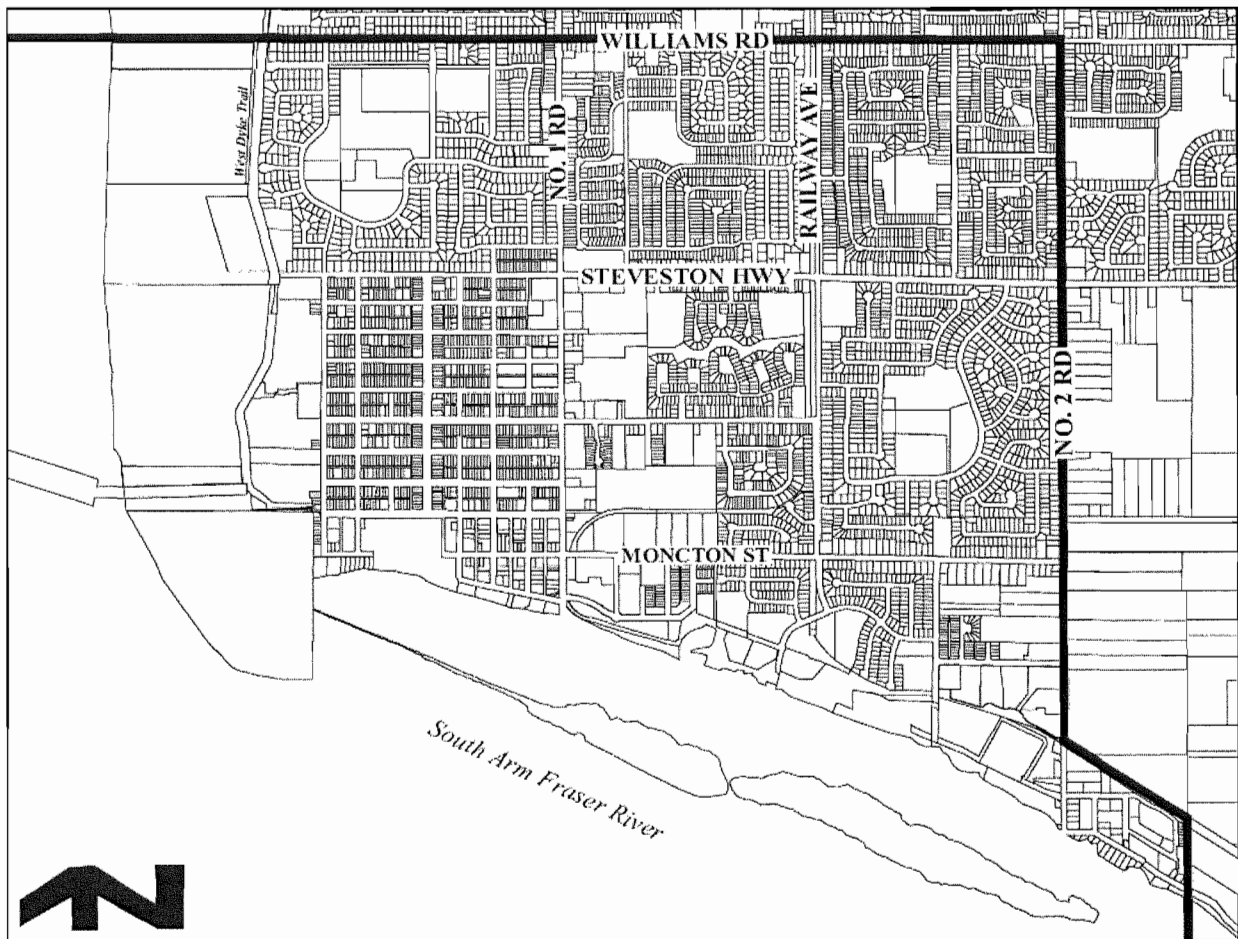
Thank you.

Jan Drake

Roberts Gallery & Gifts

PS - the area was zoned maritime mixed use at the time of the permit application - Onni was aware of the zoning during the design phase - but included main floor retail - ?

Steveston Planning Area



January 2014

Steveston Village Retail Survey Imperial Landing



MUSTEL GROUP
MARKET RESEARCH

➤ Introduction

Research Objectives

Market research was conducted on behalf of Imperial Landing to support its rezoning application at Imperial Landing. The research was designed to determine:

- the convenience retail and service usage patterns of Steveston Planning area residents;
- the extent of retail leakage from the Steveston area; and
- community demand and needs in terms of convenience retail stores and services.

Methodology

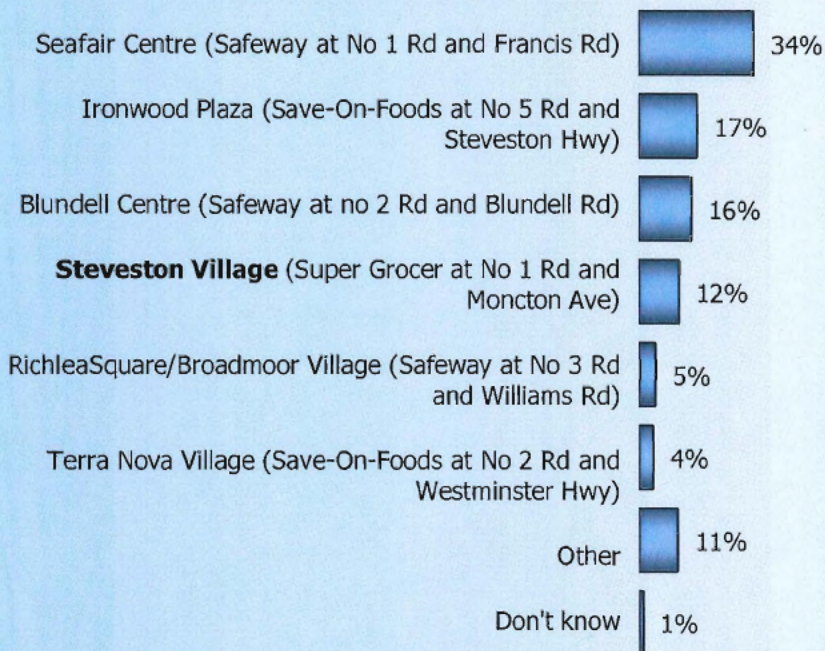
- 201 interviews conducted via a telephone survey with a random sample of Steveston Planning Area residents, 18 years of age and over;
- Specific steps were taken to ensure the final sample would be representative of the community at-large, including:
 - Random selection of households contacted from an up-to-date listing of all households in the planning area;
 - Random selection of the individual interviewed within the household;
 - Up to 6 calls to the selected household/individual to minimize potential bias due to non-response;
 - Matching the sample (gender, age) to the most recent Statistics Canada data for the Village.
- Margin of error: +/-7.0% at the 95% level of confidence;
- Interviewing conducted January 13-20, 2014;
- Questionnaire used appended;
- Detailed computer tabulations available under separate cover.



Executive Overview

- Currently only 12% of Steveston Planning Area residents do the majority of their grocery shopping in the Village.
- Over eight-in-ten of those who shop outside Steveston for groceries does so at least once a week, with almost half shopping outside the community three or more times per week.
- Furthermore, the majority combine their trips with purchase of other goods and services. The most common goods/services are drug store type needs, followed by banking, café/coffee shops, eating out, liquor purchases and professional services.
- On average, residents estimate that they spend approximately two-thirds (64%) of their expenditures on everyday needs outside of Steveston.
- There is strong interest in another grocery store or supermarket in Steveston Village. The suggestion is made unprompted in the survey, and when asked how likely they would be to shop at a grocery store located at Imperial Landing, 66% of all residents report they would be 'very' or 'somewhat' likely to shop at the store.
- Other suggestions for Imperial Landing (and the community in general) include: restaurant or café, clothing stores, and a bank. There is also considerable interest in a liquor store.
- Interest in marine uses at Imperial Landing is very limited (20% very or somewhat likely to use).
- A total of 38% report they would do more of their shopping in the Steveston Planning Area, and another 34% may do more, if a supermarket, bank and other personal and professional services were provided at Imperial Landing. (Note until the specific tenants are known, some residents cannot be certain.)
- Only 27% report that such tenants at Imperial Landing would be unlikely to impact their current shopping patterns.

► Primary Grocery Store

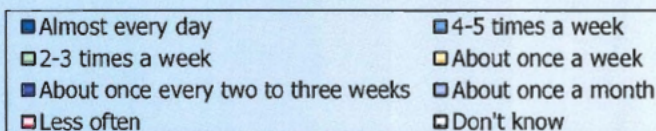
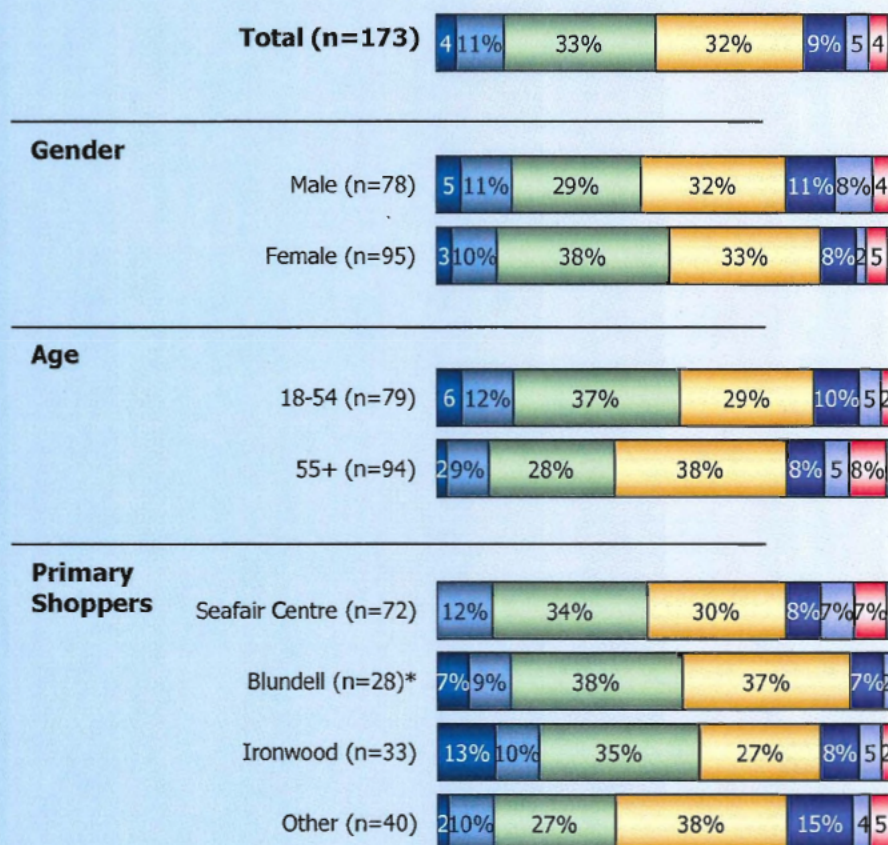


- Currently only 12% of Steveston residents do the majority of their grocery shopping in the Village.
- The Safeway at Seafair Village is the most popular store, followed by Save-on-Foods at Ironwood and Safeway at Blundell Centre.

Base: Total (n=201)

Q.1) What store or shopping centre do you currently go to do the majority of your grocery shopping?

➤ Frequency of Shopping Outside Steveston



- Over eight-in-ten of those who shop outside Steveston for groceries does so at least once a week, with almost half shopping outside the community three or more times per week.
- Women and those under 55 years of age are slightly more inclined to shop outside the community.

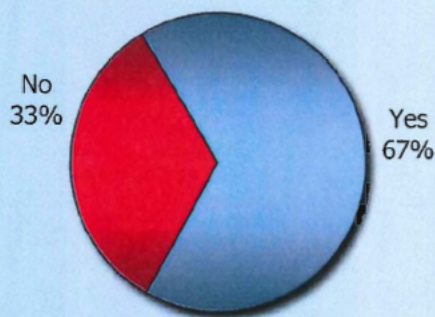
Base: Total shop outside Steveston for groceries

* Caution: small base size

Q.2) How often do you shop outside Steveston for groceries?

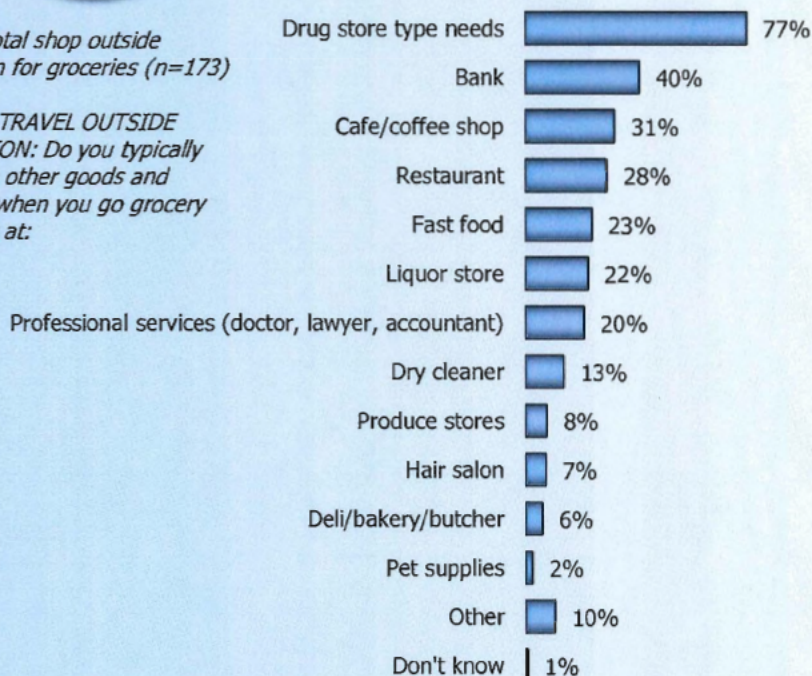


Purchase of Other Goods and Services when Shopping Outside Steveston



Base: Total shop outside Steveston for groceries (n=173)

Q.3a) IF TRAVEL OUTSIDE STEVESTON: Do you typically purchase other goods and services when you go grocery shopping at:

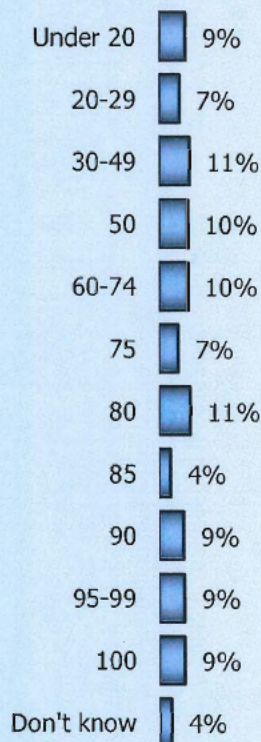


Base: Total shop outside Steveston for groceries (n=114)

Q.3b) What other types of goods and services do you use when shopping at:

- The majority of those who shop for groceries outside Steveston also combine their trips with purchase of other goods and services.
- The most common goods/services are drug store type needs, followed by banking, café/coffee shops, eating out, liquor purchases and professional services.

Percentage of Expenditures Spent Outside of Steveston



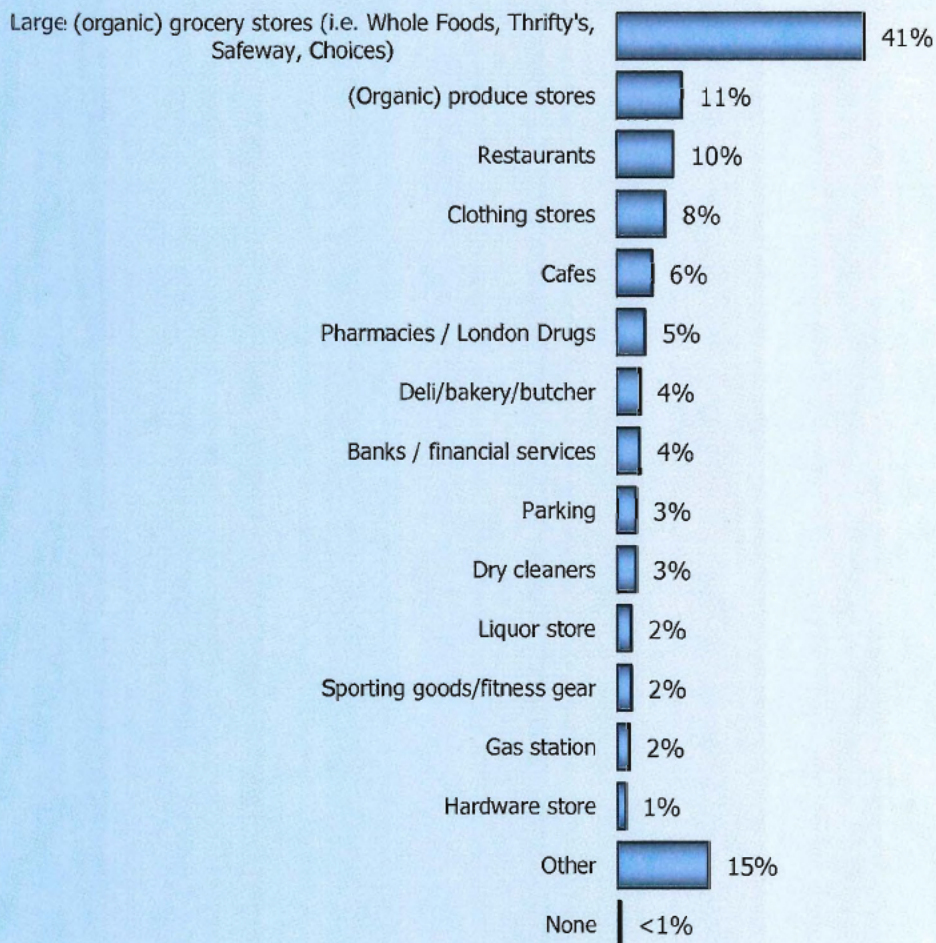
- On average, residents spend approximately 64% of their expenditures on everyday needs outside of Steveston, with those shopping at Blundell Centre and Ironwood making over 70% of their expenditures elsewhere.

Average = 63.6%

Base: Total (n=201)

Q.4) Thinking about what you spend in a typical month on everyday needs such as groceries, drugstore/pharmacy purchases, dry-cleaning, hair salon, and personal services, approximately what percentage of your total expenditures would you say you make outside of Steveston Village?

Stores and Services Missing from Steveston Village (unprompted)

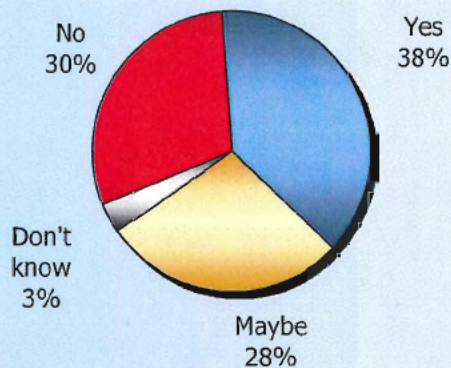


- Prior to testing interest in specific retailers, residents were asked (unprompted) what types of stores and services they feel are missing from Steveston Village. The most common response is a 'large' grocery store (particularly among those shopping for groceries elsewhere).
- Other suggestions include produce stores, restaurants, clothing stores and cafes.

Base: Total (n=201)

Q.5) What types of stores and services do you feel are missing from Steveston Village?

➤ Demand for Supermarket at Imperial Landing

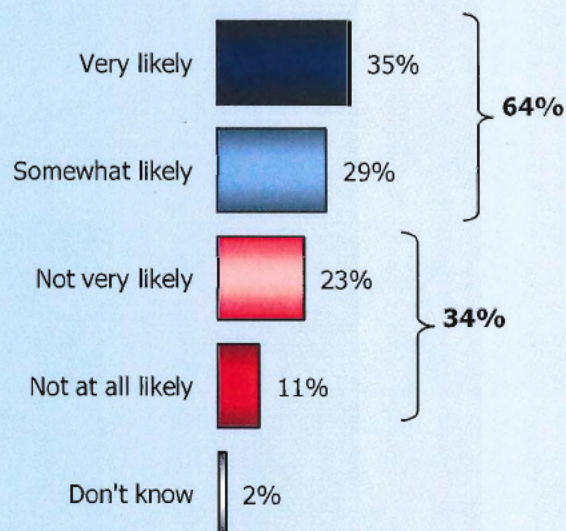


- When asked if they would like to see a supermarket at Imperial Landing, two-thirds (66%) respond 'yes' or 'maybe'. Uncertainty is likely due to residents being unaware of which grocery store would occupy the space.

Base: Total (n=201)

Q.6) Would you like to see a supermarket at Imperial Landing at 4020 Bayview Street, which is at the base of Easthope Avenue where the roundabout is?

Likelihood of Shopping at Imperial Landing Supermarket



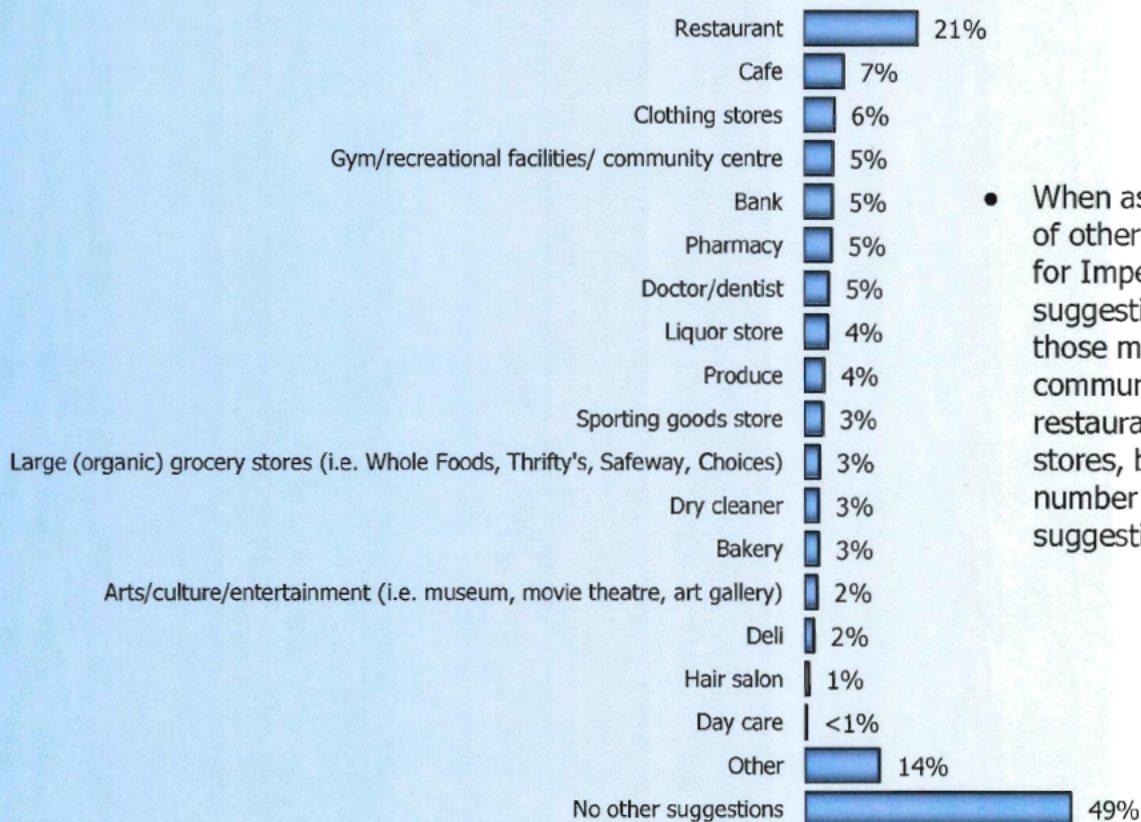
- Furthermore, when asked how likely they would be to shop at a grocery store located at Imperial Landing, two-thirds of the population respond that they would be 'very' or 'somewhat' likely to shop at the store.
- Interest increases to approximately seven-in-ten among female residents, and those under the age of 55 years (the groups most inclined to shop outside the community).

Base: Total (n=201)

Q.7) If a new supermarket were located at Imperial Landing at 4020 Bayview Street, how likely is it that you would shop there? IF MENTIONS PARKING ISSUES: Free parking would be provided.



Suggestions for Other Stores/Services at Imperial Landing (unprompted)

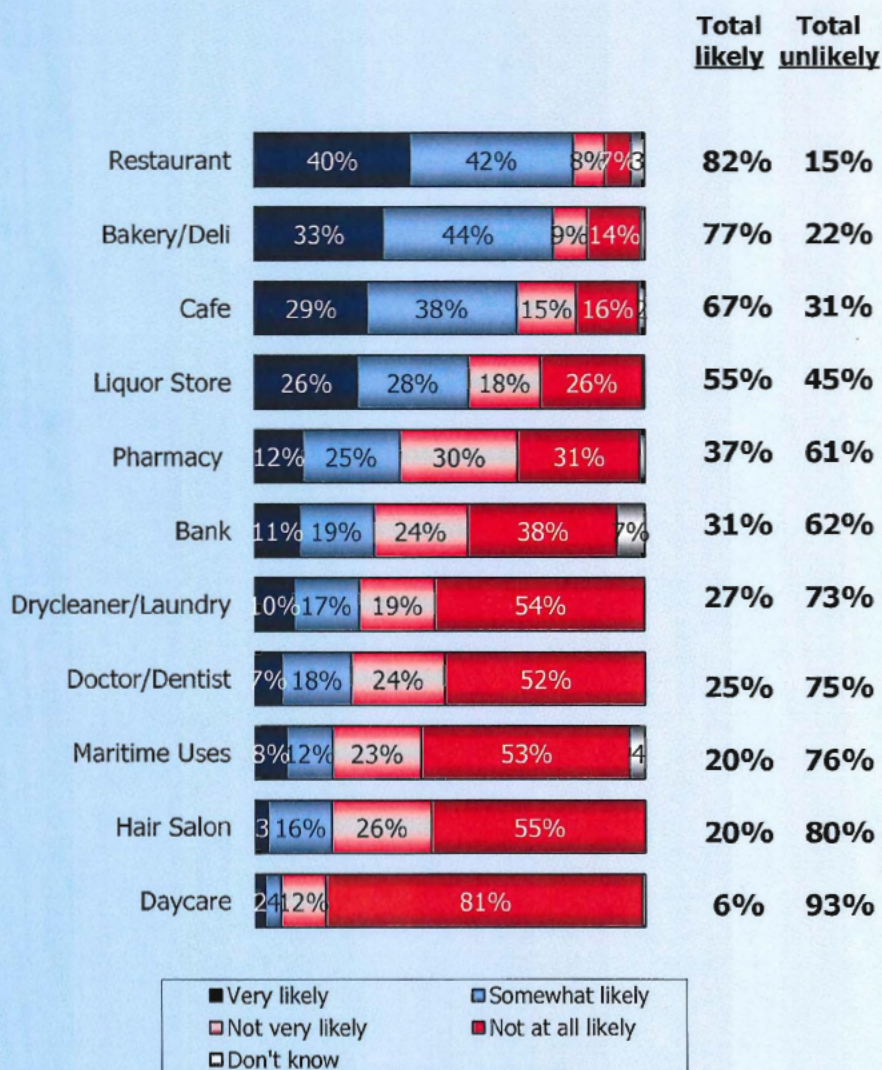


- When asked for suggestions of other stores or services for Imperial Landing, suggestions are similar to those made for the community in general: restaurant or café, clothing stores, bank, as well as a number of other suggestions.

Base: Total (n=201)

Q.8) What other types of stores and services would you like to see at Imperial Landing with or without a supermarket located there?

Likelihood of Using Specific Stores/Services if at Imperial Landing



- Interest was also measured in specific retail uses at Imperial Landing. Interest is highest (over half indicating that they would be 'very' or 'somewhat' likely to shop or use) for:
 - a restaurant (82% 'very/somewhat' likely)
 - bakery or deli (77%)
 - café (67%)
 - liquor store (55%)
- Interest is more limited for other uses such as a bank and pharmacy (which were suggested in the survey as in need in Steveston) but perhaps due to the fact that the actual tenant/company was not specified and usage is contingent on this information.
- Furthermore, note that interest in maritime uses at Imperial Landing is very limited (20% very or somewhat likely to use).

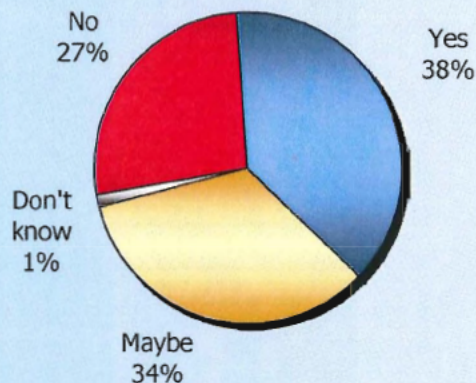
Base: Total (n=201)

Q.9) How likely would you be to shop or use the following types of stores or services if available at Imperial Landing?



MUSTEL GROUP
MARKET RESEARCH

Likelihood of Doing More Shopping in Area with Imperial Landing Retail Additions



Base: Total (n=201)

Q.10) If a supermarket, bank, and other personal and professional services were provided at Imperial Landing, would you be more likely to do more of your shopping there instead of going elsewhere? IF MENTIONS PARKING ISSUES: Free parking would be provided.

- A total of 38% would be likely to do more of their shopping in the area, and another 34% may do so, if a supermarket, bank and other personal and professional services were provided at Imperial Landing.
- Again, until the tenants are known, some residents cannot be certain. But note that only 27% report that such tenants at Imperial Landing would be unlikely to impact their current shopping patterns.



► Demographic Profile

	<u>Total</u> (201) %
Gender	
Male	47
Female	53
Age	
18 to 44	43
45 to 54	20
55 to 64	20
65 or better	17
Stage of Life	
Single	16
Young couple, no children	2
New family, with young children	14
Established (single or two-parent) family	29
Established couple, empty nester/no children or adult children at home	15
Retired	24
Don't know	1



MUSTEL GROUP
MARKET RESEARCH

Questionnaire



Steveston Retail Survey FINAL

Hello, I'm ____ of Mustel Group Market Research, a professional research firm. We are conducting a brief survey regarding the retail and service needs of Steveston residents. The survey is being conducted on behalf of a rezoning application to provide neighborhood input to the city. Please be assured we are not selling or soliciting anything and all responses are kept strictly confidential.

May I please to speak to the person in this household, who is 18 years of age or over and whose birthday comes next?

Persuaders—only if needed:

- This is strictly an opinion survey; we are not selling or soliciting anything.
 - Your number was selected at random for participation in this research.
 - All responses are strictly confidential and anonymous; your identity is never revealed to anyone else, including the client.
 - The survey averages about 5 to 6 minutes.
 - The research is being conducted on behalf of rezoning applicant that is working closely with city staff on the survey.
-

A. GENDER [OBSERVE & RECORD]

MALE

FEMALE

1. What store or shopping centre do you currently go to do the majority of your grocery shopping? (INTERVIEWER NOTE: SHOPPING CENTRES 2 TO 7 ARE OUTSIDE STEVESTON.)

Steveston Village (Super Grocer at No 1 Rd and Moncton Ave)

Seafair Centre (Safeway at No 1 Rd and Francis Rd)

Terra Nova Village (Save-On-Foods at No 2 Rd and Westminster Hwy)

Blundell Centre (Safeway at No 2 Rd and Blundell Rd)

RichleaSquare/Broadmoor Village (Safeway at No 3 Rd and Williams Rd)

Ironwood Plaza (Safe-On-Foods at No 5 Rd and Steveston Hwy)

Garden City Shopping Centre (IGA at Garden City Rd and Blundell Rd)

Other (specify)_____

2. IF TRAVEL OUTSIDE STEVESTON: How often do you shop outside Steveston for groceries?
READ SCALE (THIS CAN BE ANYWHERE, NOT JUST AT LOCATION SHOP AT MOST OFTEN FOR GROCERIES.)

Almost every day

4-5 times a week

2-3 times a week

About once a week

About once every two to three weeks

About once a month

Less often



Steveston Retail Survey FINAL

- 3a. IF TRAVEL OUTSIDE STEVESTON: Do you typically purchase other goods and services when you go grocery shopping at (LIST RESPONSE IN Q.1)?
Yes/No
- b. IF YES: What other types of goods and services do you use when shopping at (LIST RESPONSE IN Q.1)?
- Drug store type needs
Bank
Café/coffee shop
Restaurant
Fast food
Dry cleaner
Hair salon
Professional services (doctor, lawyer, accountant)
Other (specify) _____
4. Thinking about what you spend in a typical month on everyday needs such as groceries, drugstore/pharmacy purchases, dry-cleaning, hair salon, and personal services, approximately what percentage of your total expenditures would you say you make outside of Steveston Village?
IF RESPOND DON'T KNOW: Please provide your best estimate. ____%
5. What types of stores and services do you feel are missing from Steveston Village?
6. Would you like to see a supermarket at Imperial Landing at 4020 Bayview Street, which is at the base of Easthope Avenue where the roundabout is?
Yes
No
Maybe
7. If a new supermarket were located at Imperial Landing at 4020 Bayview Street, how likely is it that you would shop there? IF MENTIONS PARKING ISSUES: Free parking would be provided.
- Very Likely
Somewhat likely
Not Very Likely
Not at all likely
8. What other types of stores and services would you like to see at Imperial Landing with or without a supermarket located there? DO NOT READ LIST (Pre-coded list: bank, cafe, restaurant, deli, produce, dry cleaner, hair salon, day care, doctor/dentist, pharmacy, Other)

Steveston Retail Survey FINAL

9. How likely would you be to shop or use the following types of stores or services if available at Imperial Landing? IF MENTIONS PARKING ISSUES: Free parking would be provided.

- Bank
- Pharmacy
- Maritime Uses
- Hair Salon
- Restaurant
- Cafe
- Bakery/Deli
- Doctor/Dentist
- Liquor Store
- Daycare
- Drycleaner/Laundry

10. If a supermarket, bank, and other personal and professional services were provided at Imperial Landing, would you be more likely to do more of your shopping there instead of going elsewhere? IF MENTIONS PARKING ISSUES: Free parking would be provided.

Yes

No

Maybe

Demographics

And, I have just a few more questions for classification purposes...

A. Into which of the following age categories do you fall?

18 to 24 years

25 to 34 years

35 to 44 years

45 to 54 years

55 to 64 years

65 or better

B. Which one of the following descriptions best describes the stage of life at which you perceive your household? **READ.**

Single

Young couple, no children

New family, with young children

Established (single or two-parent) family

Established couple, empty nester/no children or adult children at home

Or Retired

C. Postal Code

Thank you. That completes our survey.



Steveston Village Economic Analysis

Imperial Landing Rezoning - Commercial Impacts

March 24, 2014

PREPARED BY: Colliers International Consulting

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Introduction

Colliers International Consultants was hired to carry out an analysis of the current land use economy in Steveston Village to determine the potential impacts on the village's businesses if the Onni Group's Imperial Landing site at 4020 Bayview is allowed to rezone from the current Mixed Maritime Use (ZMU12) to a broader commercial zone to allow for a supermarket, bank, and other uses.

Scope of Work

- Review the Hume Consulting report and provide analysis and commentary regarding the report's methodology, level of detail, assumptions and input data, the reliability of the results, and the compatibility between the technical analysis and the conclusions drawn.
- Inventory retail, office, service commercial, food and beverage services, industrial, and institutional space within the Steveston Village Heritage Conservation Area.
- Conduct a *benchmark* analysis of other waterfront commercial areas in the Lower Mainland and establish a comparable dataset to determine the market conditions and the range of uses that could potentially also be viable in Steveston. Horseshoe Bay and Ladner Village were used for this analysis.
- Prepare a summary report to synthesize the analysis of the Steveston village inventory, the benchmark analysis, and detailed commentary on the potential impacts and benefits that different uses at the subject site could have on the existing businesses in Steveston village.
- Commentary and/or analysis on the following topics:
 - Commercial space in the Village at full build out including City and Harbour Authority Lands.
 - How would the proposed impact the rate/timeframe of redevelopment with the Village

Review of Hume Consulting Report

Peter Hume was informed that Colliers Consulting was undertaking a review of his company's report and was helpful in this process. On February 7, 2014 Colliers was provided a final report titled *Imperial Landing Retail Analysis* by Hume Consulting Incorporated, dated December 2013, which is the version used for our review.

Rather than undertake a line-by-line critique of the report, in the interest of efficiency, Colliers has looked primarily at the methodology used in the retail demand analysis, and conclusions drawn based on that methodology. The goal from Colliers' perspective was to either validate or dismiss the report's demand modelling to determine if it was useful for the impacts analyses in this report.

The Review

Hume Consulting:

A retail demand model has been created to determine the size of total retail and service demand generated by Steveston residents as well as the total warranted retail and service floor area, by major retail category.

Colliers Says:

Colliers uses the same approach, using population, incomes, and Provincial retail sales to calculate retail expenditures and retail floor area demand. This technique is considered industry-standard.

Hume Consulting:

Estimates the 2013 population of Steveston to be 25,854 persons based on the 2011 Canada Census and a 1% historical growth rate. 15,700 are estimated to be south of Steveston Highway.

Colliers Says:

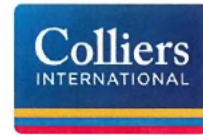
Pcensus software with Environics Analytics' 2013 demographic estimates yields a 2013 population of 26,104, with 16,209 south of Steveston Highway. The Hume report's estimates are sufficiently close to our estimates, and are more conservative.

Hume Consulting:

Hume's retail demand model uses BC Statistics data to estimate Steveston resident per capita disposable income (PDI) at \$36,928, 25% above the BC average.

Colliers Says:

Colliers' calculates PDI differently. Although the PDI estimate using Colliers' model is higher than Hume's (\$37,395) the Hume report's value is acceptably close to our estimate, and is more conservative.



Hume Consulting:

To arrive at a warranted floor area by retail category, Hume divides categorical spending by a sales/sf productivity factor. For instance, the total Supermarket spending generated by the population is divided by \$650/sf to get total supportable floor area.

Colliers Says:

Colliers uses the same industry-standard methodology to derive supportable floor area from trade area spending; however, the productivity factors used by Hume in some categories differ from Colliers. For instance, the Hume report uses a Sales/SF of \$600 in the Health and Personal Care Stores Category. Colliers typically uses a Sales/SF of \$700, which would yield 14% smaller floor area demand for this category. The differences in productivity estimates between Hume and Colliers are minor in the Food and Convenience categories, but are more significant in the other retail categories, where Colliers would use higher rates which will yield lower floor area demand estimates.

Hume Consulting:

Steveston's trade area population could currently support up to 118,000 sf supermarket floor area, yet only 12,500 sf of space (Super Grocer) is located in the community, thus 80-90% of expenditures are occurring outside the community.

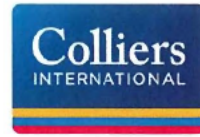
Colliers Says:

According to the City's business license database and the Colliers inventory, the Super Grocer is a total of 10,000 square feet. If the Super Grocer is achieving sales per square foot on par with competitive supermarkets, then 91.5% of trade area spending is flowing to competitors outside of Steveston Village.

The Hume Report also indicates there is a further 7319 sf of demand for Specialty Food Retail. According to Colliers' inventory there is actually 16,420 sf of floor area in this category, including fish shops, bakeries, specialty imported food stores, candy stores, and fruit and vegetable stands. In all likelihood, except for the candy stores, at least some of the business inventory in the specialty food category is supported by the relative lack of supermarket supply in the Village. The Hume report shows that residents of the trade area support over 125,000 sf of business floor area in the combined supermarket and specialty food categories, yet there is only 26,420 sf of supply, which amounts to 21% of trade area demand supplied in Steveston Village.

Hume Consulting:

The retail model indicates that a significant amount of retail and service floor area can be supported by Steveston's population. Additional floor area is supported by expenditures from visitors and tourists. The report claims that over 1.3 million sf of retail and service commercial floor area is supported by the trade area population, and that an additional 20-25% demand in Steveston, amounting to between 263,000 sf and 329,000 sf comes from visitors and tourists.



Colliers Says:

Colliers suggests that due to low productivity estimates, Hume report's findings that over 1.3 million square feet of floor area is supported by the Steveston Trade Area's population is somewhat higher than Colliers can support. Further, these are gross values¹, and demand from visitors and tourists should either be a rate much lower than 20% to 25%, or it should be calculated on a net market capture demand value. This over-estimation of the retail and service commercial demand from tourists and visitors is not used again in the report, so it does not affect the conclusions or the report's analysis, but there should be no expectations that visitors to Steveston generate spending or demand for that level of floor area.

Summary

The retail model indicates that a significant amount of retail and service floor area can be supported by Steveston's population of approximately 25,854 persons plus additional floor area that is supported by expenditures from visitors and tourists. The ±58,000 square feet of retail and service floor area proposed at Imperial Landing represents only a small fragment of total warranted floor area.

Based on Colliers Consultants' review of the Hume report, we found:

- It references an industry-standard approach, albeit simplified in terms of the trade area(s).
- Some inputs (population, disposable income) are more conservative and would yield lower expenditure totals; while other inputs (sales per square foot) range from slightly to significantly lower than what Colliers might use.

Overall, we feel that in the Food and Convenience Retail category most relevant to this analysis, the differences balance out and yield demand totals similar to what Colliers would find.

In the Specialty Retail categories, Colliers would conclude that trade area demand for retail floorspace is lower than what is represented in the Hume report, but neither this category, nor the total retail demand using Specialty Retail demand as part of the sum, factor into the conclusions of the Hume report or this report.

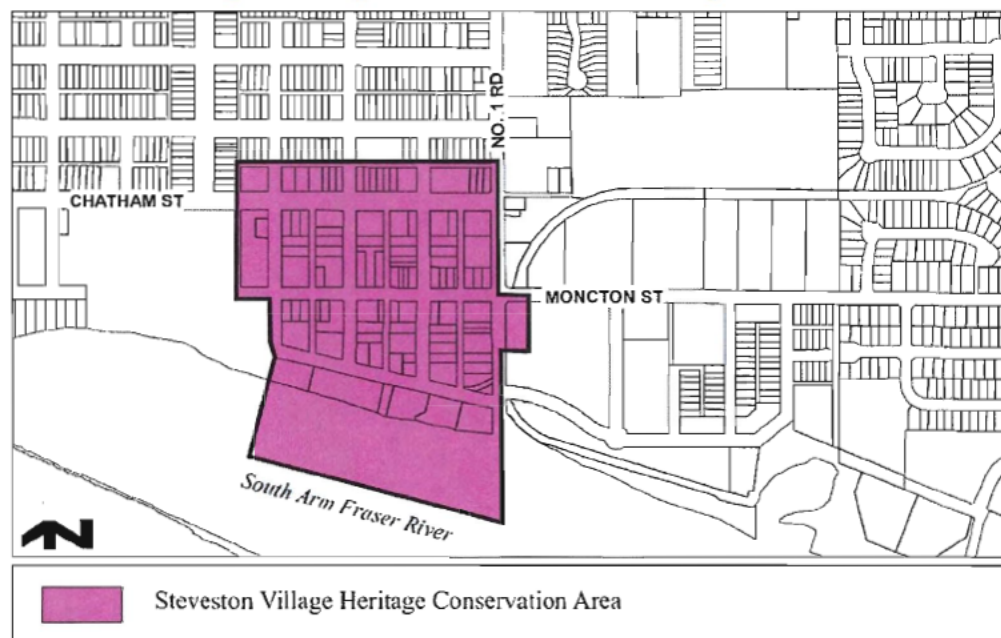
Inflow visitor demand estimates are overestimated, but do not factor into the analysis, as the specific development is intended for local convenience commercial oriented towards a trade area resident customer base. Colliers agrees with the Hume report's fundamental finding that there is a significant amount of retail floor area warranted by the local Steveston population alone, with additional demand coming from regional visitors and tourists.

¹ Gross retail demand refers to all retail supported by a population, irrespective of where the retail is located. Steveston residents spend money at retailers in Steveston, elsewhere in Richmond, and in other jurisdictions. Net demand, the amount that could be supported in Steveston Village or in any other specific location, is calculated by applying capture rates to the gross spending or gross floor area. Net demand is not calculated in the Hume Report.

Commercial Space Inventory

In January and February 2014, Colliers conducted an inventory of commercial floor area in the Steveston Heritage Village Core (shown in the map below). The Colliers inventory was subsequently merged with a detailed business license database provided by the City which included business names, floor area, and civic address. In cases where the Colliers and City databases had different business names or uses, the Colliers inventory was assumed to be more current. In all cases where data was available, the business sizes from the City's database were used.

Steveston Village Heritage Conservation Area Map



Source: City of Richmond

The following table shows the result of the inventory work. The categories generally follow the North American Industry Classification System (NAICS) which, for the retail sub-categories (shown below as the top 13 categories) match the demand model categories in the Hume Report. In total, there is over 285,000 sf of commercial floor area in Steveston Village.

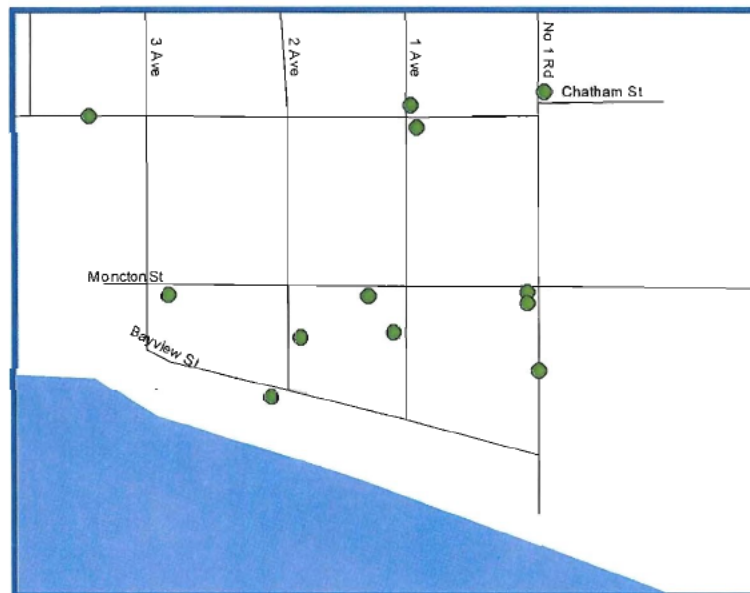
Steveston Village Core Commercial Space Inventory (sf)	
Supermarket	10,000
Beer, Wine, Liquor	3,230
Specialty Food Stores	16,420
Health & Personal Care Stores	4,942
Clothing Stores	5,668
Shoes and Access Stores	2,552
Electronics & Appliances	5,000
Sporting Goods, Books & Music	7,624
Building Materials & Garden	8,800
Home Furnishings	2,103
General Merchandise	13,100
Auto Parts & Accessories	4,080
Other Retail	21,108
Entertainment & Culture	1,200
Health Services	26,619
Service Commercial	29,549
Food & Beverage Service	77,410
Personal Service	20,472
Professional Office	25,559
Grand Total	285,436

Colliers International, 2014

Retail

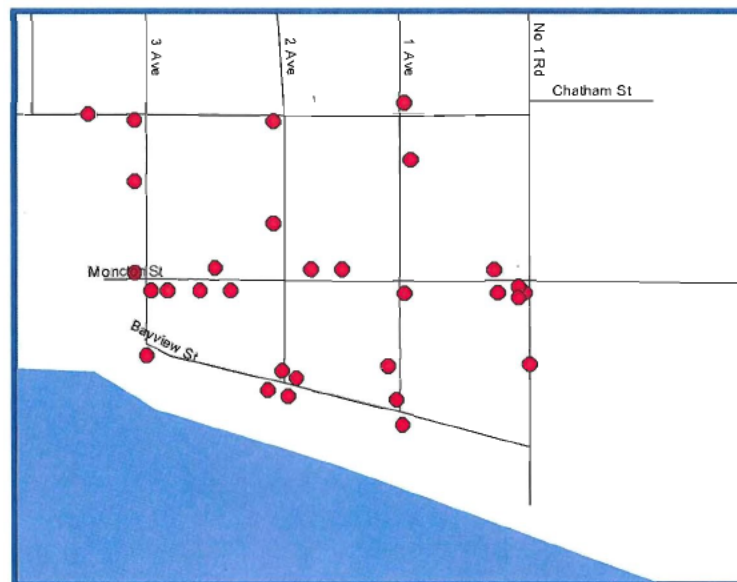
All retail uses total almost 105,000 sf. The largest category is "Other Retail", a miscellaneous retail category which in Steveston consists primarily of florists, office supplies, gift stores and pet supplies, comprising 21,000 sf of floor area in Steveston Village. The Specialty Food Stores category, which includes a broad range of retail types, but usually a narrow spectrum of goods within each, is the second largest retail category and totals 16,420 sf. In total, Food and Convenience retail totals approximately 34,500 sf in Steveston Village.

The map below shows the distribution of Specialty Food retail throughout Steveston Village. Only discrete addresses are shown and thus multiple retail units under the same address appear as one dot on the map.



Food & Beverage

The largest single category in terms of floor space in Steveston Village is Food and Beverage Services, which includes restaurants, pubs, coffee shops, etc. With 77,410 sf in total, F&B is more than double the size of any other category, and represents 27% of the total commercial supply in the Village core. The average size of a Food and Beverage Services tenant in Steveston is 1500 sf, smaller than a typical full-service restaurant and indicative of the broad mix of full-service restaurants, quick-service restaurants (QSR) and coffee shops in the Village.

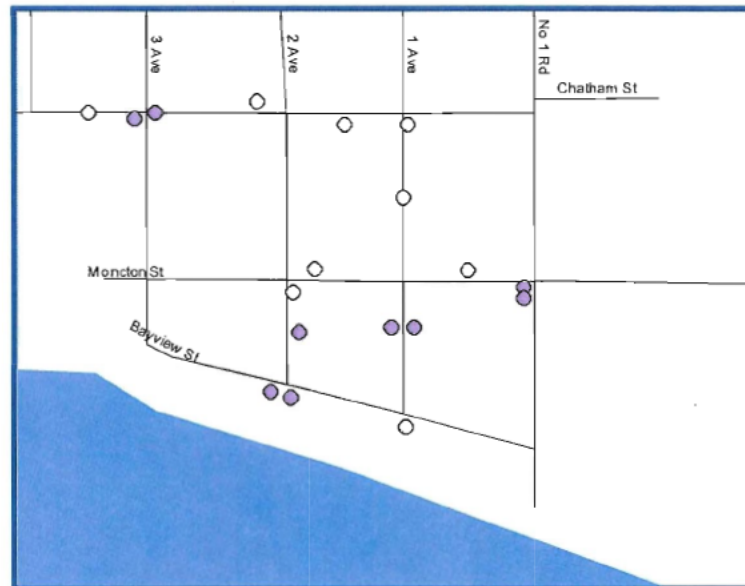


Office

According to the City of Richmond Zoning Bylaw 8500, *Office* means a facility that provides professional, management, administrative, consulting or monetary services in an office setting, including research and development, which includes offices of lawyers, accountants, travel agents, real estate and insurance firms, planners, clerical and secretarial agencies, but excludes the servicing and repair of goods, the sale of goods to the customer on the site, the manufacture or handling of product and a medical marijuana (sic) research and development facility.

Based on this definition of "office", there is approximately 26,000 sf of office space within Steveston Village including accountants, real estate firms, lawyers and financial services firms. Colliers has classified these uses as "Professional Office" in our commercial space inventory. The majority of these uses are located on the second storey of buildings throughout the Village above retail uses at grade. Second story offices typically locate on the second story of buildings in retail-primary areas because rents are cheaper and office uses do not require the street-level exposure or loading advantages that many retail uses require.

As the map above shows, there are no discernable “clusters” with office uses spread out relatively evenly in the Village. According to the City of Richmond’s definition and Colliers’ inventory, office uses account for 9% of total commercial space in Steveston Village with boutique professional services firms comprising the majority of tenants.



Other Non-Retail Commercial

In addition to office uses there are also Service Commercial and Health Services uses in the Village which account for 27,000 sf and 30,000 sf of non-retail commercial space respectively. Service Commercial uses range from banks and credit unions to fitness studios and private learning centres. RBC and Coast Capital savings, with approximately 2,900 and 5,600 sf of floor area respectively, comprise the majority of Service Commercial space in Steveston Village. Service Commercial space accounts for 10% of Steveston Village’s total commercial floor area.

Health Services include doctors’ and dentists’ offices in addition to physiotherapy, Registered Massage Therapy (RMT) and other health-related uses. The largest concentration of these uses within Steveston Village is within the Steveston Medical Centre, a standalone office building on the north perimeter of the Village at 3811 Chatham Street. Health Services comprises 9% of total floor area in the Village.

Maritime Uses

According to the City of Richmond’s Zoning Bylaw, *Maritime* means uses which are part of the marine economy, with an emphasis on uses which support primarily the commercial fishing fleet and other services related to the maritime industry. Under this definition there are several Maritime uses Steveston Village: Nikka Industries Ltd., Pacific Net and Twine Ltd., Steveston Marine and Hardware Ltd., Dixon Industries, Steveston Marine Services, PM Marine Diesel Ltd. Collectively, these retailers comprise over 16,000 sf of floor area or 6% of total floor area in Steveston Village. Nikka Industries, Pacific Net



and Twine and Steveston Marine and Hardware are general merchandise retailers specializing in equipment, clothing, hardware and electronics for the fishing or marine industry and account for 13,000 sf of retail floor area, while Dixon Industries, Steveston Marine Systems and PM Marine are services for the marine industry.

Maritime Mixed-Use Benchmark Analysis

Introduction

Colliers has conducted an analysis of two “special waterfront” areas – Horseshoe Bay in West Vancouver and Ladner Village in Delta. These two waterfront areas were selected for their similarities to Steveston in scale and context and were vetted with City of Richmond Planning staff. Colliers analyzed the areas to determine if they have a comparable zoning designation to Steveston Maritime Mixed Use. Further, Colliers determined what Maritime uses, using the City of Richmond Zoning Bylaw definition, exist within these areas and if the uses were market driven or protected with special policies or regulations.

Horseshoe Bay, West Vancouver

West Vancouver Official Community Plan

The District of West Vancouver OCP contains the following policies regarding the retention of marine commercial uses in the District:

- Recognize the local and regional importance of marine and resort commercial areas.
 - Conserve existing marine commercial areas for the shelter and maintenance of small marine craft, recognizing that in certain circumstances there is a need for these uses to be compatible with adjacent recreational uses such as swimming beaches.
 - Provide for limited ancillary and secondary marine related commercial uses at marinas.
 - Recognize the need for improved pedestrian connections for ferry passengers to support local businesses in Horseshoe Bay.
 - Upgrade and maintain or expand the amount of public berthing space in Horseshoe Bay.

Marine Zoning

There are three Marine Zones within the City of West Vancouver zoning bylaw: M1 – Marine Zone 1, M2 – Marine Zone 2 and M3 – Marine Zone 3. The M1 Zone permits floats, wharves, piers and walkways and is intended primarily for floating structures on the water and the mooring of boats. The M2 Zone is intended for yacht club facilities with additional permitted uses including floats, caretaker’s residences and accessory buildings excluding commercial boat building/repair. The M3 Zone; however, is more comparable to Steveston’s Maritime Mixed Use Zone and permits a variety of marine-related commercial uses. The chart below compares the permitted uses in West Vancouver’s M3 Zone to the Steveston Maritime Mixed Use Zone.

District of West Vancouver M3 – Marine Zone 3	Steveston Maritime Mixed Use (ZMU12)
<p>Permitted Uses</p> <ul style="list-style-type: none"> a) accessory buildings and uses b) boat hoists and launching ramps c) boat rental operations d) cottage brewery e) dwelling f) ferry terminal g) floating boat shelters h) marina land facilities which may include: <ul style="list-style-type: none"> (1) boat building and maintenance and repair within a building (2) coffee shop or restaurant (3) offices (4) outboard and inboard engine repairs within a building (5) storage within a building (6) store or sales room for the sale or rental of boats, engines, or marine supplies including foods and sporting goods i) marina mooring facilities including docks, wharves, piers and floats j) marine fuel sales k) parking lot l) water taxi moorage and dispatch 	<p>Permitted Uses</p> <ul style="list-style-type: none"> • Education • Housing, apartment • Manufacturing, custom indoor • Maritime (uses supporting the marine economy) • Office • Parking, non-accessory • Personal service <p>Secondary Uses</p> <ul style="list-style-type: none"> • Boarding and lodging • Community care facility, minor • Home business

In addition to a variety of marine-related uses, the Marine Zone 3 in West Vancouver also allows for cottage brewery, coffee shop and restaurant uses.

Horseshoe Bay Village

Horseshoe Bay Village is a waterfront commercial and residential village located to the west of the Horseshoe Bay Ferry Terminal. Commercial uses in the Village are predominantly Food & Beverage Services, Other Retail, Professional Office and Health Services. The majority of office uses are located on the second storey of buildings above at-grade retail. Like Steveston Village, there is no major grocery or drug store anchor in Horseshoe Bay Village with the closest being Safeway at Caufield Village Shopping Centre approximately 5.2 kilometers away.

There are two M3 Zones within Horseshoe Bay outlined in red on the map below. Outside of these M3 zones there are no uses in Horseshoe Bay that would qualify as Maritime uses under the City of Richmond Zoning Bylaw.

Haruna Sales and Service Ltd.



Haruna Sales and Service Ltd. is a boating retail and repair store providing an array of marine hardware and accessories and services including mechanical and maintenance.

Murcury Launch and Tug



Murcury Launch and Tug is a marine transportation company providing tug, barge and water taxi services from Horseshoe Bay to destinations throughout Howe Sound.

Dale Ferris Catering



Dale Ferris Catering is an event planning and catering company with kitchen facilities located in Horseshoe Bay.

The Boathouse Restaurant

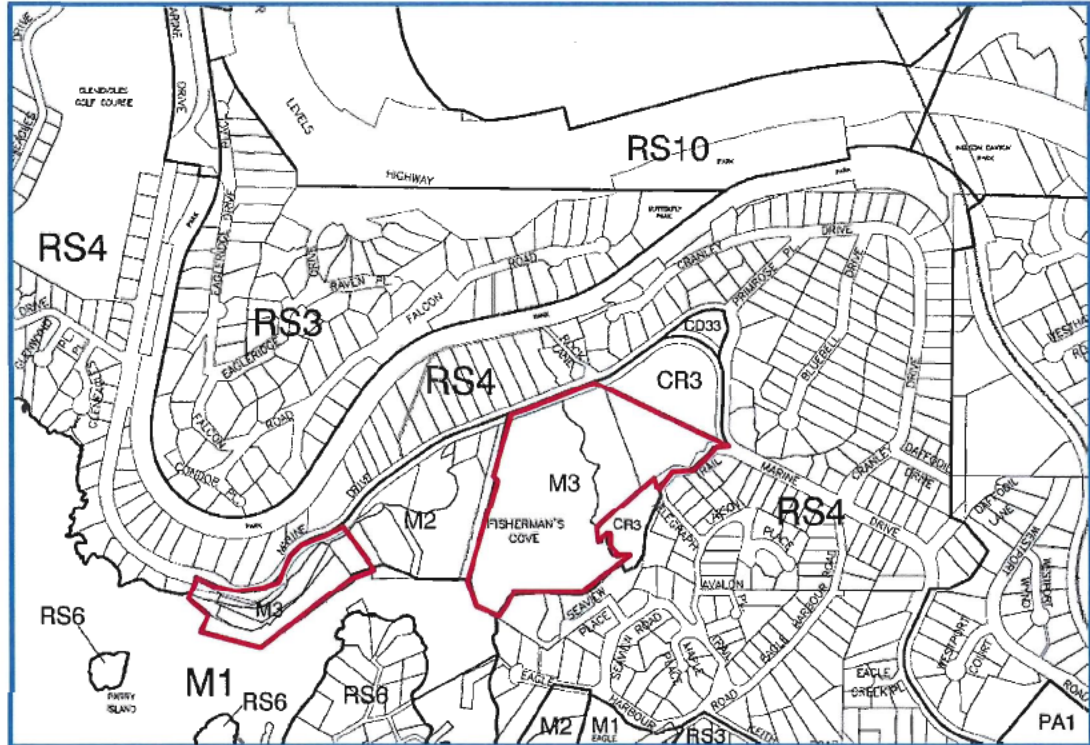


The Boathouse Restaurant is a Vancouver-based seafood with six waterfront locations in the Lower Mainland.

Fisherman's Cove

While Horseshoe Bay Village is the focus of this analysis, there are also two M3 zones within Fisherman's Cove, south of Horseshoe Bay. The map below shows the M3 zones outlined in red.

M3 Zones in Fisherman's Cove



Source: District of West Vancouver

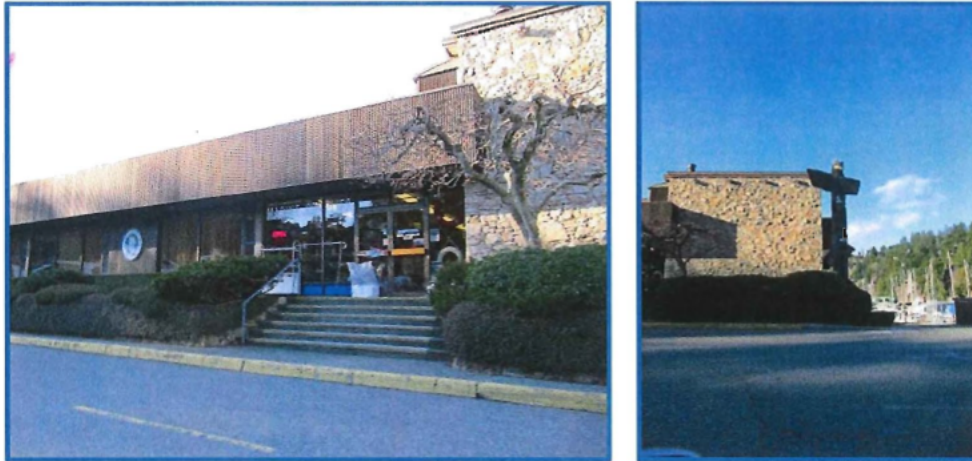
Uses within the M3 zones include:

- Race Rocks Yacht Services (Western M3 Zone)
- Thunderbird Marina (Eastern M3 Zone)

Race Rocks Yacht Services

Race Rocks Yacht Services is a full service boatyard providing boat repair and maintenance, boat accessory sales, custom modifications and millwork and short and long term boat storage.

Thunderbird Marina



Thunderbird Marina is a full-services marina offering moorage, storage, haul-out facilities, yacht sales, maintenance/repairs and marine-related retail.

Discussion

Uses within West Vancouver's M3 zones include marina, boat services, boat repair, and food services uses, in addition to the Horseshoe Bay Ferry Terminal. Outside of Horseshoe Bay in Fisherman's Cove, Thunderbird Marina and Race Rocks Yacht Services serve West Vancouver's large recreational boating community. Within Horseshoe Bay, Haruna Sales and Service Ltd and Mercury Launch and Tug would be considered Maritime uses by the City of Richmond; however, these are the only such uses within Horseshoe Bay. Haruna also has another larger location in East Vancouver.

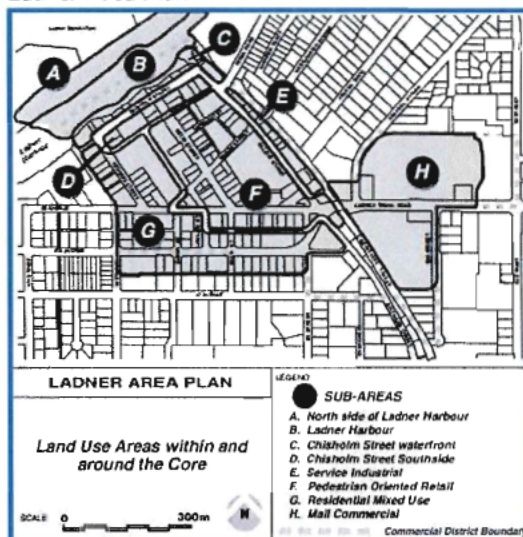
According to store management, Haruna's customers come from throughout the North Shore and as far away as Squamish. Although the store is situated within an M3 zone, its business is market driven and not reliant on special policies or regulations. Similarly, Mercury Launch and Tug has existed in Horseshoe Bay since 1948 and its services appear to be market driven. The limited presence of Marine uses within Horseshoe Bay and the presence of Food and Beverage services uses within the Horseshoe Bay M3 zone indicates that there is likely not significant market demand for Maritime uses above and beyond those currently present.

Downtown Ladner (The Corporation of Delta)

Overview

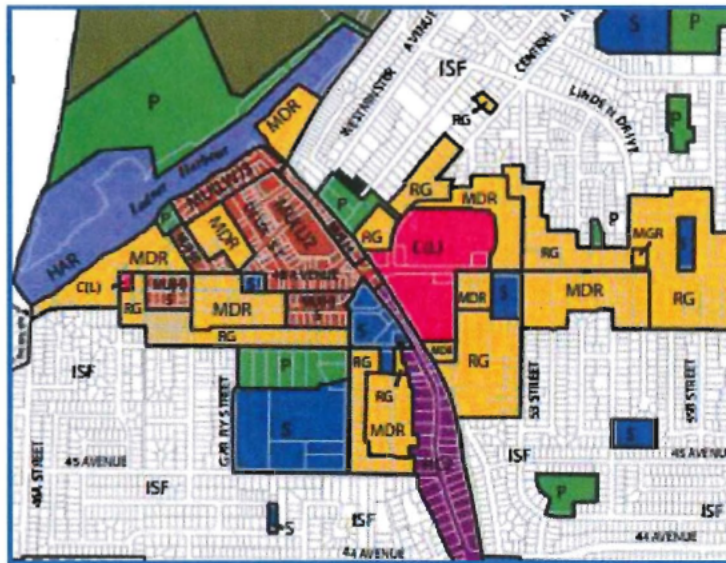
The Ladner Village Core in Delta, shown in the map below, was deemed to be a comparable commercial area to Steveston Village based on its waterfront location, size and historical use as a working waterfront with ties to the commercial fishing industry. However, there are some distinct contextual differences between Ladner Village and Steveston. Two grocery-anchored retail centres – Ladner Centre and Trenant Park Square – located in sub-area H in the map above and filled in red in the map below – are located in close proximity to the Village Core. Ladner Centre is anchored by a Save-On-Foods and government liquor store and Trenant Park Square by a Safeway and London Drugs. Thus, across Elliott St/Aurthur Dr from the Ladner Village there is a substantial supply of convenience retail – two major grocery chains, a drug store chain and a government liquor store – none of which are present in Steveston. The presence of two grocery-anchored centres immediately adjacent to the Ladner Village curbs the outflow of retail spending outside the community and negates any pressure to develop a grocery store within the Ladner Village. Further, it maintains a stronger local service and retail business base by reducing spending outflow to other commercial areas.

Ladner Area Plan



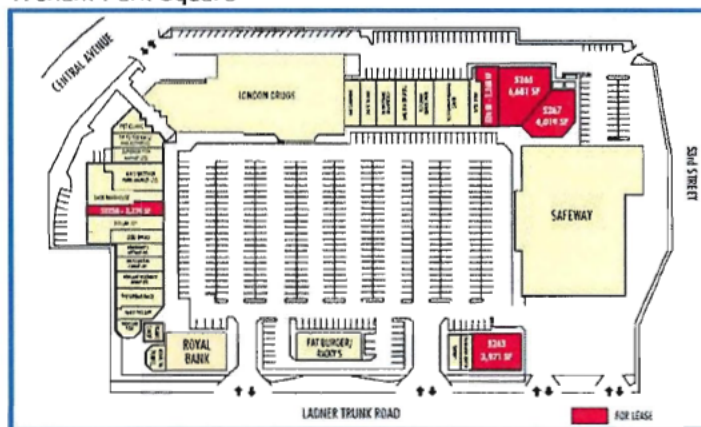
Source: Corporation of Delta

Ladner Future Land Use Plan

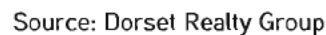


Source: Corporation of Delta

Trenant Park Square



Source: CBRE



Mixed-Use (Ladner Waterfront) 3 (MU(LW)3) Zoning

On May 31, 2013 Delta Council adopted an Official Community Plan amendment which created a new zoning designation designed to facilitate development and broaden the range of allowable uses in the Ladner Waterfront. The maps below show the affected area.

Ladner Waterfront Zoning Map



Source: City of Delta



The Mixed-Use (Ladner Waterfront) 3 designation allows for pedestrian-oriented retail commercial, recreation, public, service commercial and marine-oriented light industrial uses. Office and residential uses are permitted above the ground floor. Prior to the OCP Amendment, only general commercial, marine-oriented light industrial and service commercial uses were allowed. The following chart compares the Mixed-Use Ladner Waterfront OCP designation to the ZMU12 zoning in Steveston.

Permitted Uses

MU(LW)3 Waterfront	Designation: Mixed-Use Ladner	Steveston Maritime Mixed Uses (ZMU12)
Permitted Uses <ul style="list-style-type: none"> • Pedestrian-oriented retail commercial • Recreation • Public • Service commercial • Marine-oriented light industrial 		Permitted Uses <ul style="list-style-type: none"> • Education • Housing, apartment • Manufacturing, custom indoor • Maritime (uses supporting the marine economy) • Office • Parking, non-accessory • Personal service
		Secondary Uses <ul style="list-style-type: none"> • Boarding and lodging • Community care facility, minor • Home business

Discussion

Although similar in its historic ties to the commercial fishing industry, the Ladner waterfront has not developed into a vibrant, mixed-use waterfront village with a strong visitor experience in the same manner that Steveston has. Recognizing the need to allow broader uses along the waterfront in order to facilitate revitalization, the Corporation of Delta approved an OCP amendment allowing retail-commercial uses.

Although the OCP amendment was adopted too recently to evaluate its efficacy in waterfront revitalization, it is worth noting that Massey's Marine Supply, a store situated on the Ladner waterfront specializing in products to serve the commercial fishing and recreational boating industries and thus considered a Maritime use per the City of Richmond, recently closed its retail store. The owner is selling his business because it is no longer viable and has cited the decline in both the commercial fishing industry and recreational boating as the reason for the closure.

Massey's Marine Supply



The Ladner Village Core is designated as mixed-use by the OCP and does not protect marine-oriented uses with any special policies or regulations. Thus, other Maritime uses that exist in Ladner Village are not protected by special policies or regulations.

Impacts Analysis

This section synthesizes the analysis and research from the report to determine if there is potential for impacts on the existing businesses operating in Steveston Village. The following table, adapted from the Hume report, is used as the areas for specified and unspecified tenancies in the Imperial Landing project.

Proposed Tenant Type	Size (sf)
Dentist	1,200
Dry Cleaner / Laundry	860
Restaurant	3,000
Food and Convenience Retail (excl. alcohol)	16,000
Bank (TD Bank)	6,462
Maritime Related Uses	8,900
To Be Determined (2nd Floor)	5,650
To Be Determined (Ground Floor)	16,480
Total	58,552

The commercial inventory described earlier in this report shows that there is 104,000 sf of retail uses currently located in Steveston village. The Hume report analyzed the population, both current and projected, in the Steveston neighborhood and showed that gross demand from Steveston residents totals over 1.3 million sf which includes approximately 240,000 sf of convenience retail, 584,000 sf of specialty retail, and over 203,000 sf of food and beverage services (Appendix 1).

The table below shows the proposed retail floor area being considered in a rezoned Imperial Landing. At 16,000 sf the supermarket would bring the Food and Convenience retail total floor area in Steveston Village to 47,362 sf. According to the Hume report, there was 191,285 sf of demand for this retail category (net of liquor stores) in 2013, meaning that even with the new supermarket, Steveston Village would only serve 25% of the trade area demand.

Proposed Tenant Type	Size (sf)	Current Steveston Village Supply	2013 Trade Area Demand
Food and Convenience Retail (excl. alcohol)	16,000	31,362	191,285

Convenience retailers must be competitive with respect to merchandise, store hours, service levels, locational characteristics, visibility as well as parking and other accessibility considerations. Simply looking at the floor area addition relative to demand would suggest that ample demand exists for the proposed supermarket, and that, all other things being equal, the incumbent businesses in this retail category should not suffer sales declines due to any oversupply of retail floor area. Further, if the supermarket (16,000 sf), and the additional 16,480 sf of ground level space currently not specified for a particular use was all leased to food and convenience retailers, it would represent 33% of 2013 trade

area demand. So, while it is unlikely that Imperial Landing will see 32,480 sf of its 58,000 sf commercial area leased for food and convenience retail, it could do so without creating an over-supply in the market based on 2013 demand. By 2018 there will be almost 20,000 sf of additional demand through market growth, according to the Hume report, which will bring additional spending potential to all businesses in this category.

Build Out Capacity

Colliers was asked to estimate the commercial floor area that could be accommodated within the village at full buildout (including city-owned and Harbour Authority lands. For this analysis we have assumed that "full buildout" means that all lands will have a building, and that developed densities on currently undeveloped sites would be to the OCP-permitted densities. We have assumed that the existing buildings would maintain their current uses, regardless of current density. *This is a hypothetical exercise, and does not imply that the OCP use is the highest and best use.*

The following map from the city's online GIS system shows city-owned lands in purple and federally owned (Harbour Authority) lands in yellow. The red outline shows the Steveston Village Heritage Core Area. The purple city-owned sites located in the Village cover 1836 square meters and are currently used for free surface parking. The Steveston Harbour Authority lands to the west outside of the village are zoned light industrial (IL) and are currently used for the Gulf of Georgia Cannery federal historic site and Steveston Harbour functions.



Harbour Authority and other underutilized and vacant Lands:

1. 3540 Bayview Street – 2,161sm (23,260 sf) Current use is surface parking. OCP land use is Neighbourhood Service Centre (NSC). Density: 1.6 FAR
2. 3771 & 3971 Bayview and 12451 No. 1 Road – 2,780sm (29,924 sf) Current use is surface parking. OCP land use is Neighbourhood Service Centre (NSC). Density: 1.6 FAR
3. 3711 Bayview – 1,468sm (15,801 sf) Current use is predominantly surface parking. OCP land use is Neighbourhood Service Centre (NSC). Density: 1.6 FAR

4. 3880 Bayview – 2361sm (25,414 sf) Current use is vacant. OCP land use is Neighbourhood Service Centre (NSC). Density: 1.6 FAR

Considering all of the vacant or predominantly vacant lands in the Village, they represent a combined 10,600 square meters (114,097 square feet) of land, and all have a maximum FAR of 1.6 according to the Steveston Village Land Use Density and Building Height Map. The maximum floor area that could be developed on these sites would be 182,555 square feet over 3 floors. Net of the 2500 sf currently on the 3711 Bayview property, the potential for additional floor area based on the OCP is 180,055 square feet. Retail and commercial uses typically occupy ground level, of which there is potential for approximately 60,000 sf additional in the Village.

The inventory of the Village in an earlier section showed that there is currently 285,436 sf of commercial floor area in the Village. At buildout, the Village would likely accommodate a total of 345,500 sf.

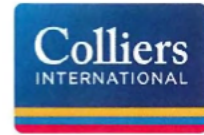
Impact of Imperial Landing on City and Harbour Authority Lands

If the rezoning application is successful on the Imperial Landing site, there would be minimal impacts on the development timing of these properties. Currently, with 58,000 sf of vacant commercial floor area (representing 16.9% of total supply) in the Imperial Landing project, there is very little likelihood of new commercial projects being proposed in Steveston without tenants secured prior to construction.

The commercial inventory described earlier in this report shows that there is 104,000 sf of retail uses currently located in Steveston village. If the Imperial Landing rezoning is approved, and if all 58,000 sf is occupied by retail uses, the resulting 162,000 sf of retail floor area in the village would still represent a small fraction of total demand generated in the trade area. Furthermore, the Hume report projects that over the 2013 to 2023 time frame, Convenience retail, F&B and Services will see demand growth of 15,405 sf *per year*. Steveston Village is undersupplied with convenience retail and service commercial relative to its trade area demand, and with population growth and limited potential for commercial growth the village will be undersupplied with commercial floor area for the foreseeable future.

Conclusions

- Colliers conducted a peer review of Hume Consulting's *Imperial Landing Retail Analysis* report and concluded that the report used an industry-standard methodology and overall, in the Food and Convenience Retail category most relevant to this analysis, the input differences between what Hume used and what Colliers would employ balance out and yield demand totals similar to what Colliers would find. Colliers agrees with the fundamental finding from the Hume report that the Steveston population generates significantly more demand for retail and commercial floor area than what is supplied locally.
- Colliers conducted an inventory of commercial uses in Steveston Village and with data provided by the City of Richmond, identified 285,000 sf of commercial floor area within the Village. In terms of total floor area, the single largest retail category represented in the Village is Food and Beverage Services with 77,410 sf in total, representing 27% of the total commercial supply in the Village core.
- Based on the City of Richmond Zoning Bylaw's definition of "office", there is approximately 26,000 sf of office space within Steveston Village including accountants, real estate firms, lawyers and financial services firms. The majority of office space in the Village is located in 2nd storey locations above at-grade retail.
- Based on the City of Richmond's definition of "Maritime" uses, there is 16,000 sf of Maritime floor area in Steveston representing 6% of total floor area.
- Colliers has conducted an analysis of two "special waterfront" areas – Horseshoe Bay in West Vancouver and Ladner Village in Delta. Within Horseshoe Bay the limited presence of Marine uses and the presence of Food and Beverage services uses within the Horseshoe Bay Marine Zone 3 (M3) indicate that there is likely not significant market demand for Maritime uses above and beyond the limited uses currently present.
- The Corporation of Delta recently approved an OCP amendment which broadened the range of uses allowed on the Ladner Village waterfront. While a well-known marine supply store located on the waterfront recently closed due to declines the commercial fishing industry, there are other Marine uses within Ladner Village. However, these uses are market driven and not protected by special policies or regulations.
- Colliers' analysis of Ladner, Horseshoe Bay and Steveston Village showed that differences in resident population, competitive commercial areas, geography, and economic activity unrelated to Maritime uses create challenges in isolating Marine activity as a demand generator for specific land uses. The benchmark review did show, however, that there appears to be no growth in Maritime-related business activity.



- At 16,000 sf, the proposed supermarket at Imperial Landing would bring the Food and Convenience retail total floor area in Steveston Village to 47,362 sf. According to the Hume report, there was 191,285 sf of demand for this retail category (net of liquor stores) in 2013, meaning that even with the new supermarket, Steveston Village would only serve 25% of the trade area demand.
- Even in the unlikely event that an additional 16,480 sf of commercial space in Imperial Landing not specified for a specific use leased for food and convenience retail, it could do so without creating an over-supply in the market based on 2013 demand. By 2018 there will be almost 20,000 sf of additional demand through market growth, according to the Hume report, which will bring additional spending potential to all businesses in this category.

Appendix 1

Hume Consulting Corporation Commercial/Retail Demand Forecast Steveston Neighborhood

TOTAL WARRANTED RETAIL & SERVICE FLOOR AREA			2013	2018	2023	2028	2033
			Warranted Floor Area (Sq. Ft.)				
CONVENIENCE RETAIL	Sales/SF	Capture					
Supermarkets	650	100.0%	118,148	130,445	144,022	159,012	175,562
Convenience Stores	250	100.0%	16,425	18,135	20,022	22,106	24,407
Specialty Food Stores	750	100.0%	7,319	8,080	8,921	9,850	10,875
Beer, Wine, Liquor	500	100.0%	48,482	53,528	59,090	65,250	72,042
Health & Personal Care Stores	600	100.0%	49,363	54,534	60,210	66,476	73,396
Sub-total			239,767	264,722	292,274	322,694	356,281
SPECIALTY RETAIL							
General Merchandise Stores	300	100.0%	165,938	183,209	202,277	234,723	246,575
Clothing Stores	275	100.0%	73,063	80,668	89,064	103,349	108,568
Shoe and Access. Stores	300	100.0%	20,088	22,179	24,487	28,415	29,850
Furniture	250	100.0%	31,731	35,034	38,680	44,884	47,151
Home Furnishings	250	100.0%	23,153	25,563	28,224	32,751	34,405
Sporting Goods, Books, Music	250	100.0%	48,580	53,636	59,210	68,717	72,167
Building Materials & Garden	200	100.0%	119,379	131,804	145,522	168,864	177,391
Electronics & Appliances	275	100.0%	55,765	61,569	67,977	78,880	82,864
Other Retail	275	100.0%	46,623	51,475	56,833	65,849	69,279
Sub-total			684,320	745,137	812,283	928,533	968,269
RESTAURANT & TAVERN	250	100.0%	203,391	213,766	248,176	274,140	302,822
SERVICES* @ 25% of Retail Area			258,870	280,906	313,163	355,842	381,843
AUTO PARTS & ACCESSORIES	300	100.0%	30,844	34,055	37,599	41,513	45,833
TOTAL WARRANTED FLOOR AREA			1,315,192	1,438,586	1,603,516	1,820,723	1,955,048

*An additional 25% of warranted floor area is added to account for the personal, professional, financial, and medical services typically comprising the floor area in neighborhood and community oriented shopping areas.
Warranted floor area for automotive sales and services has not been included in the retail model.

IMPERIAL LANDING RETAIL ANALYSIS



Submitted To:
ONNI GROUP

Submitted By:
HUME CONSULTING CORPORATION

DECEMBER 2013

PLN - 290

R213-633927

FEB 7 / 14

REPORT SYNOPSIS

The market analysis has revealed that that local residents of Steveston are under-served in terms of retail goods and services relative to the level of demand generated by its nearly 26,000 residents. The proposed Imperial Landing development represents only a small fragment of the retail and service floor area that could be supported by market demand.

In particular, Steveston lacks a convenience-oriented shopping destination where they can readily find a popular supermarket, drugstore, banks, and personal/professional services. These type of shopping facilities are currently located outside of Steveston including Seafair Centre, Terra Nova Village, Blundell Centre, Richlea Square/Broadmoor Village, and Ironwood Plaza. As a result, the majority of the available retail expenditures generated by Steveston residents are flowing outside the community to these other nearby shopping centres. This exodus of expenditures has a negative impact on Steveston businesses.

The Imperial Landing development offers a prime opportunity to create a concentration of retail goods and services that focus on serving local community needs thereby retaining shopping trips within the community. A new Nester's supermarket will be the prime anchor draw to the development and will draw other popular stores and services not currently available in Steveston. It is expected that the vast majority of sales for any new stores at this development will come from the reduction in the expenditures that are currently out-flowing to other nearby shopping centres rather than taking sales from Steveston businesses.

The Imperial Landing development will not only help to retain shopping expenditures within the community but it will also help to activate the important waterfront area. This type of mixed use development will contribute to the widely accepted planning goals of creating complete communities that are safe, walkable, vibrant, and sustainable. The rezoning application supports both maritime related uses and more conventional convenience retail uses.

The details of the retail analysis and key findings are described within the body of the report.

IMPERIAL LANDING: RETAIL ASSESSMENT

1.0 PROJECT UNDERSTANDING

The Onni Group is currently completing the development of the Imperial Landing waterfront site. The development is comprised of six low rise residential buildings with approximately 58,000 square feet of space for commercial uses comprised of ±52,000 square feet at grade and ±6,000 square feet of 2nd floor space. The Onni Group has submitted a rezoning application that proposes additional commercial uses to the existing zoning. The current commercial zoning guidelines are Steveston Maritime Mixed Use (ZMU12) and Maritime Commercial (ZC21). The rezoning application at 4300 Bayview Street would allow for a broader range of local-oriented retail goods and services while maintaining the Maritime uses that the site is currently zoned for.

More specifically, **Figure 1** illustrates the types of retail uses allowed under the current zoning and the additional types of retail that is being requested under the rezoning application (highlighted in orange).

FIGURE 1 Existing and Requested Zoning

ZC21 & ZMU12 Primary Uses	Requested	Proposed
	Animal Grooming	Animal Grooming
	Child Care	Child Care
Education (limited)	Education (limited)	Education (limited)
	Education, commercial	Education, commercial
	Health Service, minor	Health Service, minor
Housing, Apartment (E/W and limited)	Housing, Apartment (E/W and limited)	Housing, Apartment (E/W and limited)
Industrial, General (limited)	Industrial, General (limited)	Industrial, General (limited)
	Library and exhibit	Library and exhibit
Manufacturing, Custom Indoor (limited)	Manufacturing, Custom Indoor (limited)	Manufacturing, Custom Indoor (limited)
Marina	Marina	Marina
Maritime (E/W)	Maritime	Maritime
Maritime mixed use	Maritime mixed use	Maritime mixed use
Office (limited)	Office	Office
Parking, Non accessory		
	Recreation, indoor	Recreation, indoor
	Restaurant	Restaurant
	Retail, convenience	Retail, convenience
	Retail, general	Retail, general
	Retail, secondhand	Retail, secondhand
	Service, financial	Service, financial
	Service, business support	Service, business support
	Service, household repair	Service, household repair
	Service, massage	Service, massage
Service, personal (E/W and limited)	Service, personal	Service, personal
	Veterinary service	Veterinary service
Existing Secondary Uses	Requested	Proposed
Boarding and lodging (E/W)	Boarding and lodging	Boarding and lodging
Community care facility, minor (E/W)	Community care facility, minor	Community care facility, minor
Home business (E/W)	Home business	Home business

Hume Consulting has been asked to provide a market analysis to: assesses the Steveston retail market and shopping patterns; examine the suitability and sustainability of commercial under the existing zoning; examine the suitability and sustainability of commercial uses under the proposed zoning.

2.0 RETAIL DEMAND & WARRANTED RETAIL FLOOR AREA

A retail demand model has been created to determine the size of total retail and service demand generated by Steveston residents as well as the total warranted retail and service floor area, by major retail category. **Figure 2** illustrates the boundaries for Steveston as defined by the City of Richmond - Williams Road to the north, No.2 Road to the east, the Fraser River to the south, and the Strait of Georgia to the west.

FIGURE 2 Steveston Boundaries



The model focuses on demand generated by local Steveston residents only as the types of retail goods and services that will be offered at Imperial Landing will primarily target local area residents within Steveston. It is recognized that the Steveston Village and waterfront area also draws thousands of visits from outside the community that generates significant demand/support for retail goods and services, which are not included in the retail model.

The retail model will help place the scale and type of retail development proposed at Imperial Landing in context with the overall level of market demand. The scale of total demand when compared to the amount of retail floor area contained within Steveston will provide some indication of the potential "outflow" of shopping trips and expenditures to other areas in Richmond and beyond.

Population and Incomes

Total retail expenditure estimates for Steveston are based on its population size and personal disposable income levels. As personal disposal income levels are only available at the provincial level, estimates for Steveston have been based on a comparison of provincial median household income levels with Steveston's median household income levels.

The City of Richmond has estimated that the 2011 population of Steveston was 25,345 persons based on the 2011 Canada Census. Based on a historical growth rate of approximately one

percent per year the 2013 population is estimated at 25,854 persons. An estimated 15,700 Steveston residents (62%) live south of Steveston Highway.

BC Stats data states that Per Capita Household Disposable Income in BC was \$28,395 (2011). After a review of Median Household income levels in Steveston as compared to the provincial level, it is conservatively estimated that Per Capita Household Disposable Income levels in Steveston are 25% higher than the Provincial level or \$36,928 (2013). In British Columbia, 45%-47% of personal disposable income per capita is spent on retail goods.

Total Retail Sales and Warranted Retail Floor Area

Statistics Canada tracks retail sales for each Province on a monthly basis, by major retail category. With estimates of Steveston's population and disposable income levels per capita, total retail sales and warranted retail floor area can be determined.

Based on Steveston's population and income levels over the 2013-2033 period, the total retail expenditure potential (including restaurant/tavern expenditures but excluding automotive sales and service expenditures) is \$344.9 million in 2013, rising to \$394.7 million by 2018, to \$452.1 million by 2023, and to \$595.2 million by 2033.

Figure 3 illustrates the total retail and service floor area, by major retail category, that can be supported by the expenditures of Steveston residents. The break-out of warranted floor area is based on Statistics Canada's monthly statistics regarding retail expenditures patterns in British Columbia.

FIGURE 3 Total Retail & Service Floor Area

TOTAL WARRANTED RETAIL & SERVICE FLOOR AREA			2013	2018	2023	2028	2033
	Sales/SF	Capture	Warranted Floor Area (Sq. Ft.)				
CONVENIENCE RETAIL							
Supermarkets	650	100.0%	118,148	130,445	144,022	159,012	175,562
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Other Retail	275	100.0%	46,623	51,475	56,833	65,949	69,279
Sub-total			584,320	645,137	712,283	826,533	888,289
RESTAURANT & TAVERN							
	250	100.0%	203,381	213,796	248,176	274,140	302,822
SERVICES* @ 25% of Retail Area							
			256,870	280,906	313,183	355,842	381,843
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TOTAL WARRANTED FLOOR AREA							
			1,315,192	1,438,586	1,603,516	1,829,723	1,955,048

*An additional 25% of warranted floor area is added to account for the personal, professional, financial, and medical services typically comprising the floor area in neighbourhood and community oriented shopping areas.
Warranted floor area for automotive sales and services has not been included in the retail model.

As illustrated, the local Steveston population currently supports an estimated 1.3 million square feet of retail and service floor area (excluding automotive sales). This total includes 118,000 square feet of Supermarket floor area, 48,500 square feet of Wine/Liquor store floor area, almost 50,000 square feet of Health and Personal Care stores (i.e., drugstore and pharmacy); over 200,000 square feet of Restaurant and Tavern floor area; and almost 257,000 square feet of Service floor area (including personal, professional, and financial services). The total warranted retail and service floor area in Steveston will grow by nearly 640,000 square feet over the next 20 years as population and income grows.

These total sales and warranted floor area estimates do not include the significant demand generated by regional visitors and tourists to Steveston which likely amounts to at least 20-25 percent more in retail sales and warranted floor area. This represents an additional 263,000 to 329,000 square feet of additional warranted floor area.

A visual survey of Steveston indicates that the scale of retail goods and services currently available within the community is well below the total warranted floor area. This indicates that a significant portion of retail expenditures generated by Steveston residents are being spent elsewhere within Richmond or beyond. Of course, not all of the retail expenditure potential can be captured locally. Some shopping trips will naturally occur to other areas of Richmond and beyond, particularly for General Merchandise, Specialty Retail, Automotive sales and service, etc. However, the retail model does help illustrate that a significant amount of additional retail floor area could be supported in the community if the sales "outflow" were reduced.

For example, the Steveston population could currently support up to 118,000 square of supermarket floor area, yet there is only one small independent grocery store comprising approximately 12,500 square feet located within the community (Super Grocer). This indicates that 80%-90% of Steveston's supermarket expenditures are occurring outside of the community. Similarly, nearly 50,000 square feet of drugstore/pharmacy space could be supported, but there are only three small pharmacies and no major drugstores (i.e., Shopper Drug Mart, London Drugs) within Steveston. While there are a significant number of restaurants/taverns in Steveston Village it appears that the market could support additional facilities within the 200,000 square feet of warranted floor area.

Synopsis and Retail Implications

The retail model indicates that a significant amount of retail and service floor area can be supported by Steveston's population of approximately 25,854 persons plus the additional floor area that is supported by expenditures from visitors and tourists. The ±58,000 square feet of retail and service floor area proposed at Imperial Landing represents only a small fragment of total warranted floor area in Steveston.

A visual survey of Steveston indicates that the amount of retail and service floor area in the area is well below the levels that could be supported. Most notably, the lack or undersupply of

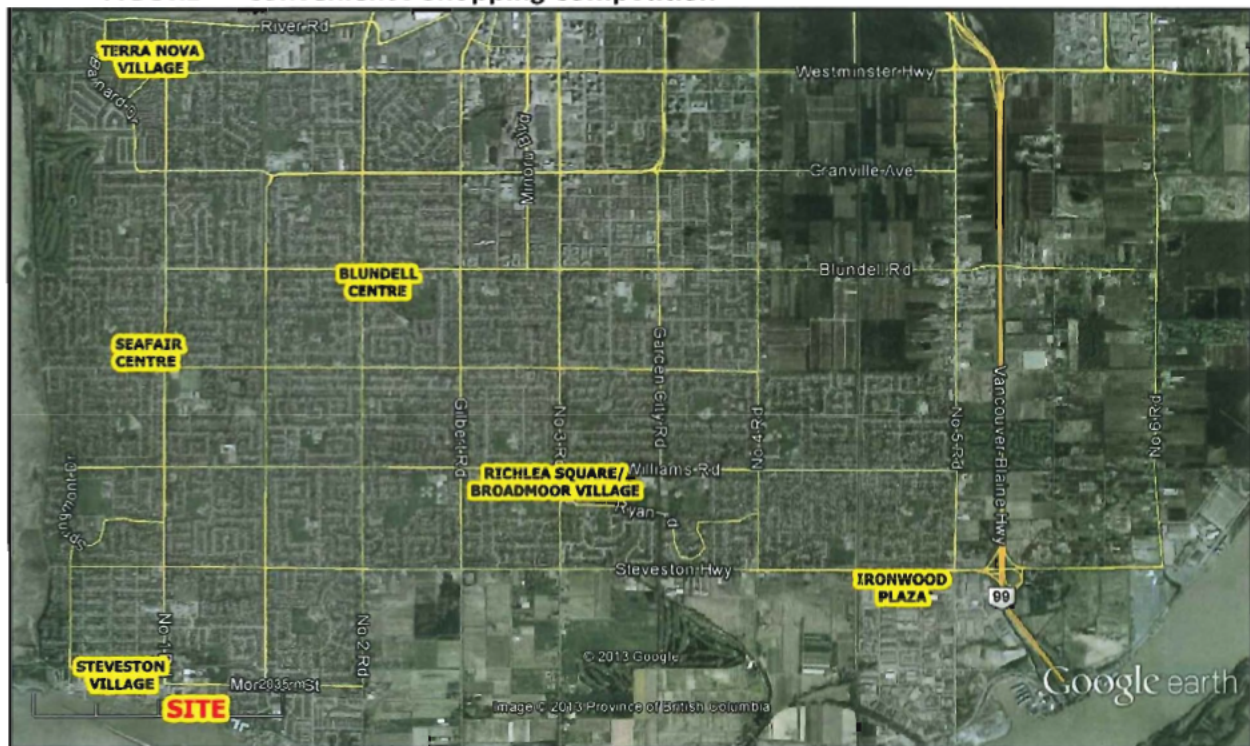
major local-serving retail anchors such as a popular supermarket chain, major drugstore, some major banks, and government liquor store, suggests that many Steveston residents currently travel outside their neighbourhood to find the types of stores and services that satisfy their regular day-to-day needs.

Retail surveys and studies over many years have confirmed that with today's busy lifestyles, once local residents leave their local neighbourhood area to shop for key goods and services such as a supermarket, drugstore, and/or bank, they tend to do most of their other shopping at or near that same location. This regular exodus of shopping trips is likely having a significant impact on local businesses within Steveston.

3.0 COMPETITIVE RETAIL REVIEW & ASSESSMENT

In order to assess the suitability and impact of proposed retail uses at Imperial Landing, it is important to review the competitive retail market. A competitive review will help determine likely shopping patterns by Steveston residents as well as identify potential voids or gaps in Steveston's merchandising mix that could be served, in part, by Imperial Landing. **Figure 4** illustrates the location of shopping centres or precincts that focus on serving day-to-day convenience shopping needs and are within a convenient driving/walking distance of the Imperial Landing site.

FIGURE 4 Convenience Shopping Competition



Steveston Village

The 2013 Steveston Villager Business Directory provides a detailed listing of businesses within the Steveston Village precinct. **Figure 5** provides a summary of the approximate number of retail, restaurant, and service (personal, financial, and professional) type businesses listed in the Business Directory.

It is evident from the business directory listings that there are a wide range of stores and services available within Steveston. Steveston Village is a unique historic commercial area spread out over several blocks. The business mix is comprised mostly of small independent operators rather than businesses that are part of a regional or national chain although an increasing number of well-known retail/business chains are being attracted to the area.

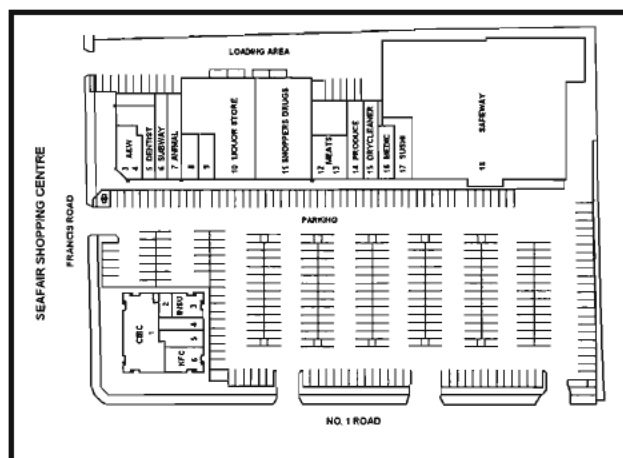
FIGURE 5 Steveston Village Business Summary

Business Type	#	Business Type	#	Business Type	#
Antiques & Collectibles	2	Home, Office Decorating	6	Coffee & Espresso Shops	6
Appliances & Rentals	3	Jewellers	2	Casual Dining	17
Artists/Art Gallery, Framing & Supplies	7	Ladies, Men's Clothing & Shoes	12	Chinese/Asian Restaurants	2
Books, Stamps, & Stationery	4	Lawyers & Notaries	6	East Indian Restaurants	2
Children's Toys & Clothing	6	Marine & Hardware Stores	2	Fine Dining	4
Chiropractic & Physio Services	3	Liquor Stores	1	Greek Restaurants	2
Consignment & Thrift Stores	7	Medical & Related Services	13	Italian Restaurants	8
Dental Services	7	Pharmacies & Labs	4	Japanese Restaurants	5
Financial Services	13	Pet Services & Supplies	6	Mexican Restaurants	1
Flowers & Gardening	3	Photography	4	Pubs, Bistro's, Wine Bars	8
Furniture & Home Decor	10	Professional Services	17	Organic Food Products	1
Giftware	12	Real Estate Services	20	Seafood, Fish & Chips	7
Hairdressers & Barbers	18	Convenience Stores & Grocery	6	Services With Food & Beverages	14
Holistic, Health, Wellness, & Fitness	32	Bakeries & Confectioneries	12	Web/Computer/Internet Services	10
	127		111		87

Source: Summary based on Steveston Villager Business Directory 2013

With a wide range of local serving goods and services, Steveston Village does play a role in serving the day-to-day needs of local area residents. Steveston Village also includes many businesses that target regional visitors and tourists. It appears that the historic waterfront character and wide variety of restaurants, cafes, and specialty shops serve as strong draw to the area for visitors. Due to the strong orientation towards regional visitors and tourists, shopping traffic levels appear to vary quite widely with significantly higher shopping traffic during the pleasant weather months and weekends.

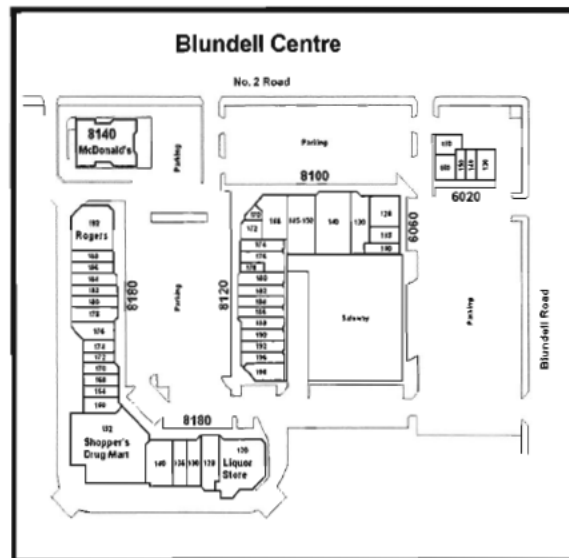
Seafair Centre



Safeway	Produce Store	Drycleaner
Shoppers Drug Mart	Gourmet Meats	Dentist
BC Liquor Store	KFC	Subway
CIBC	Autoplan Insurance	Pet Supplies
Sushi	Little Caesar's Pizza	Hair Salon
Medical Centre	A&W	Shoe Repair
Veterinarian	Mixes & Cigarettes	

Seafair Centre is located at the northwest corner of No. 1 Road and Francis (just outside Steveston's northern boundary) and is the closest local convenience type shopping centre to Imperial Landing with a driving distance of 2.9 kilometres or 4-6 minute driving time. Seafair has a leasable area of ±70,000 square feet and is comprised of approximately 20 retail and service tenants and is anchored by a Safeway supermarket of approximately 29,000 square feet. Other key tenants include Shoppers Drug Mart, BC Liquor Store, and CIBC. A small selection of personal services and fast food outlets are also available.

Blundell Centre



Safeway	Sushi Han Restaurant	Current Fashions
Shoppers Drug Mart	Auto Plan	First Choice Vacuums
TD Canada Trust	Seafair Jewellers	Osaka Today
BMO	Star Pets	Subway
McDonald's	Mobilicity	Bell Mobility
Starbucks	The Eye Station	Dental Clinic
Kin's Market	Amroni's Gourmet Meats	Silk Cuts Clothing
Cobs Bread	Thai Kitchen	Blundell Florist
Liquor Town	Easy Care Cleaners	Oriental Take-Out
Loonie Town	Foot Solutions	Return-It
UPS Store	Bernard Callebaut Chocolates	Famous Nails
Ed's Linens's	Fast Photo	Hair Masters
QZ Barbers	Round Table Pizza	Optometry
Medical Clinic	Bellisima Fashion	

Blundell Centre is located at the southeast corner of No. 2 Road and Blundell. This local convenience type shopping centre is a driving distance of 4.5 kilometres from Imperial Landing or 7-9 minute driving time. Blundell Centre has a leasable area of $\pm 82,000$ square feet and is comprised of approximately 41 tenants and is anchored by a Safeway supermarket of approximately 28,000 square feet. Other key tenants include Shoppers Drug Mart, Liquor Town, BMO, TD Canada Trust, McDonald's, and Kin's Market. A good selection of personal services, professional services, and fast food/restaurant services are also available.

Terra Nova Village



Save-On-Foods	Legends Liquor Store	TN Barber
RBC Royal Bank	Jugo Juice	TN Cleaners
Starbucks	Hallmark	Quiznos
Bosley's Pet Foods	Color Me Mine	TN Health Centre
Dollor Giant	Flight Centre	Hair Masters
Dairy Queen	Pisces Fish & Chips	Younger Nail Salon
Imperial City Bistro	Pizza Hut	Central Agencies
Dear Animal Hospital	Hananoki Japanese Rest.	Church's Chicken

Terra Nova Village is located at the northwest corner of No. 1 Road and Westminster Highway. This local convenience type shopping centre is a driving distance of 5.3 kilometres from Imperial Landing or 8-10 minute driving time. Terra Nova Village has a leasable area of 72,000 square feet and is comprised of approximately 24 tenants and is anchored by a Save-On-Foods supermarket of approximately 26,000 square feet. Other key tenants include RBC, Starbuck's, Bosley's, and Dollar Giant. A good selection of personal services, and fast food/restaurant services are also available.

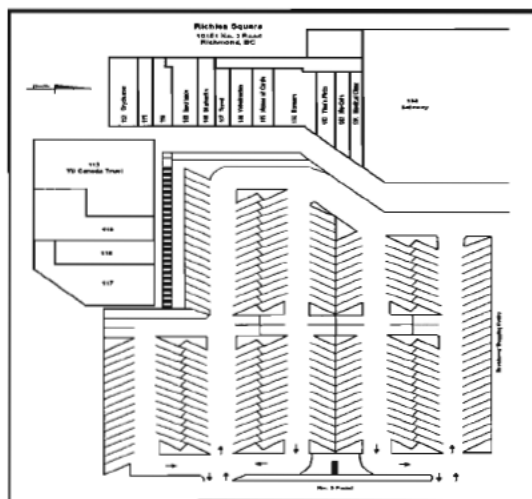
Ironwood Plaza



Save-On-Foods	Brown's Social House	Drycleaner
London Drugs	Reitman's	Ironwood Medical
BC Liquor Store	Bosley's Pet Foods	Quizno's
Scotia Bank	Danny's Wun Tun House	Great Clips
McDonald's	General Nutrition	Booster Juice
Coast Capital Savings	Game Stop	Ironwood Dental
Ironwood Public Library	Loonie Town	Chiropractor
Starbucks	Insurance	Eyewear Etc.
Running Room	Pearle Vision	ICBC
Flight Centre	Ice Level Sports	Apex Commercial
Boston Pizza	Marble Slab	Thyme Maternity
VQA Wines	Nail Salon	Current Fashion
Dania Down Quilts	Dentist	Kisha Poppo

Ironwood Plaza is located at the southwest corner of Steveston Highway and No. 5 Road. This local convenience type shopping centre is a driving distance of 6.8 kilometres from Imperial Landing or 9-11 minute driving time. Ironwood Plaza has a leasable area of ±150,000 square feet and is comprised of approximately 40 tenants and is anchored by a Save-On-Foods supermarket of approximately 33,000 square feet. Other key tenants include London Drugs, BC Liquor Store, Public Library, Scotia Bank, Coast Capital, McDonald's, and Starbucks. A good selection of personal services and fast food/restaurant services are also available.

Richlea Square & Broadmoor Village



Broadmoor Village		
Shoppers Drug Mart	Pioneer Pub	Restaurant
Kin's Market	Pioneer Liquor Store	Bakery
Royal Bank	KFC	Dry Cleaners
Coast Capital	Subway	Nail Salon
Petro Canada	Fresh Slice Pizza	Tailor
Richlea Square		
Safeway	Veterinarian	Pizza
Pharmasave	Dry Cleaner	Cards
TD Canada Trust	Hair Cuts	Insurance
Starbucks	Medical Clinic	
Banners Restaurant	Travel Agency	

Richlea Square and Broadmoor Village are adjacent shopping centres located on No.3 Road just to the south of Williams Road. These centres are located approximately 5.0 kilometres from Imperial Landing or an 8-10 minute driving time. Richlea Square has a leasable area of $\pm 70,000$ square feet and Broadmoor Village has a leasable area of $\pm 24,000$ square feet. Combined, these shopping centres offer approximately 30 tenants providing a range of convenience-oriented goods and services. Key tenants include Safeway, Royal Bank, TD Canada Trust, Coast Capital, Pharmasave, Petro Canada, and Kin's Market.

Competitive Synopsis & Implications

There are no supermarket anchored, convenience-oriented shopping centres located within the community of Steveston. However, there are five such shopping centres within a relatively easy driving time of the Steveston neighbourhood and located along major roads frequented by local residents. **Combined, these shopping centres comprise approximately $\pm 468,000$ square feet of**

leasable retail and service floor area and offer a total of ±155 tenancies. Given the popularity and customer loyalty generated by the major supermarket chains combined with the one-stop shopping convenience offered at each of these five shopping centres, it can be expected that a significant portion of Steveston residents currently shop outside of their community to satisfy most of their essential day-to-day shopping needs.

The merchandising mix in each of these shopping centres illustrates the typical composition of retail goods and services that attract shoppers on a regular basis. A supermarket, banks, drugstore, and/or liquor store are typically the key anchor stores. Personal and medical services are also an important component of the merchandising mix as well as cafes, restaurants, and fast food facilities. The other key aspect of these competitive shopping centres is the convenience they offer - a shopper can satisfy most or all of their essential shopping and service needs in one location.

Steveston Village is the primary commercial centre within Steveston. Steveston Village plays an important local service role within the community but also targets a larger regional shopper drawn to this historic area with its quaint fishing village character. It offers a variety of goods and services mostly comprised of local independent operators. Many of the stores, restaurants, and businesses in the Steveston Village are focussed on serving visitors from outside the local neighbourhood.

While Steveston Village does offer a small, independent grocery store and three pharmacies, there are no major convenience-type anchor tenants such as a popular supermarket chain or major drugstore (i.e., Shoppers Drug Mart, London Drugs), and only one major financial institution is present in Steveston Village. There are very few regional or national chains that are popular with shoppers. The spread-out nature of Steveston Village does not lend itself to the type of convenience-oriented shopping sought by most shoppers with busy lifestyles.

Given the strong competition in the region, the spread out nature of retail goods and services in Steveston Village, the lack of popular major convenience tenants and the retail focus on visitors, it is likely that most Steveston residents will continue to satisfy all or most of their regular day-to-day shopping needs outside of the community. **Steveston needs a concentration of popular, local serving goods and services in order to retain locally generated, day-to-day shopping trips within the community.**

4.0 ASSESSMENT OF PROPOSED RETAIL ADDITIONS

This section of the report reviews the types of retail uses being proposed at Imperial Landing and places them in the context of the Steveston community, Steveston Village, and the widely accepted planning principles of creating complete communities that are liveable, vibrant, walkable, and sustainable.

Zoning ConsiderationsCurrent Zoning

Under the current zoning guidelines, the types of retail and service uses that can be accommodated at Imperial Landing are quite restricted. The allowable uses under the current zoning guidelines are:

Steveston Maritime Mixed-Use (ZMU12)

- Education
- Housing, apartment
- Manufacturing, Custom Indoor
- Maritime
- Office
- Parking, Non-accessory
- Service, Personal

Secondary Uses

- Boarding and lodging
- Community care facility, minor
- Home business

Steveston Maritime (ZC21)

- education (limited)
- industrial, general (limited)
- manufacturing, custom indoor
- marina
- maritime mixed use
- office (limited)
- parking, non-accessory

Generally, the current zoning guidelines primarily allow for a variety of uses, primarily oriented to the maritime related uses, that may include: small scale, indoor manufacturing; boat mooring, boat repair services, businesses that support commercial fishing, and limited industrial uses. The zoning would also allow for the manufacture of hand-made items such as jewellery, toys, and musical instruments. Some office, home business, and educational uses would also be permitted under the current zoning but must be related to the marine or maritime industry.

Overall, the zoning guidelines appear to be primarily based on a desire to create/reinforce a historic maritime theme for Steveston. The current zoning guidelines do not appear to consider the retail and service needs in the area or the market demand for such space. Also, the feasibility and sustainability of such uses and their compatibility with residential uses above or nearby do not appear to have been fully considered. As most local residents would be unlikely to utilize maritime-type uses on a regular basis, it is unlikely that a focus on these types of uses would contribute significantly to a more complete, vibrant, walkable, and sustainable neighbourhood. If these commercial spaces cannot be filled or are not viable, the resulting

vacancy and tenant turnover would diminish the identity, character, and value of the Imperial Landing area. High vacancy rates and/or tenant turnover would also send a bad message to prospective new businesses considering the Steveston Village area as a possible location.

Requested Additions Under Rezoning

The rezoning application retains all of the Permitted Uses under the current zoning guidelines but also seeks to broaden the allowable retail and service uses. The additional types of uses requested under the rezoning application are (alphabetically):

- Animal Grooming
- Child Care
- Education, commercial
- Health Service, minor
- Library and Exhibit
- Office
- Recreation, indoor
- Restaurant
- Retail, convenience
- Retail, general
- Retail, second hand
- Service, financial
- Service, business support
- Service, household repair
- Service, massage
- Service, personal
- Veterinary service

The types of additional uses being requested would allow for a greater variety of goods and services targeting the regular day-to-day shopping needs of local area residents. These uses are more reflective of market needs, are more likely to be leased, and more likely to be economically sustainable. There are many examples of modern mixed-use retail precincts in Metro Vancouver that have created very vibrant and desirable places to live due to their mix of stores and services that effectively serve the local area population.

While there could be some duplication of tenant types that are currently located in Steveston Village, the relatively small scale of the Imperial Landing development and the small number of tenancies that will comprise it should have little impact on other businesses. These types of additions would help to eliminate the need for many residents in the immediate area to drive to other convenience type shopping centres (i.e., Ironwood Plaza, Blundell Centre, Seafair Centre, Terra Nova Village, Richlea Square/Broadmoor Village). **Most of the sales for these planned stores will likely come from expenditures that are currently going to these other shopping centres. The retention of shopping trips could provide important spin-off traffic and sales to other businesses in Steveston Village.**

Specific Tenancies Being Investigated

Onni Group has tested the retail market to determine if there is interest in leasing commercial space at Imperial Landing. The additional uses listed in the rezoning application are reflective of the types of retail and service uses that have expressed interest in this location. Onni has reported that they have actively pursued commercial tenants that would comply with the

current zoning, but have not had any success finding such tenants. The specific types of retailers that have expressed interest in the Imperial Landing location are summarized below:

FIGURE 6 Planned Tenant Mix

	Available Space*	Proposed Tenant Type	Tenant Size*
Building 1	6,060	Dentist	1,200
		To Be Determined	1,000
		Dry Cleaner/Laundry	860
		Restaurant	3,000
Building 2			
1st Flr	16,000	Supermarket (Nesters)	16,000
2nd Flr	5,650	To Be Determined	5,650
Building 3	1,700	To Be Determined	1,700
Building 4	6,462	Bank (TD Bank)	6,462
Building 5	13,780	To Be Determined	13,780
Building 6	8,900	To Be Determined ¹	8,900
TOTAL	58,552		58,552

*Sizes are approximate

¹ A termination clause could be registered on all leases in Building 6 to allow for a change to maritime related uses if the planned marina is built.

The total commercial floor area and total number of tenants (an estimated 10-15 tenancies) is small relative to market demand, in comparison to the number of businesses located in Steveston Village, and the scale of convenience-oriented shopping centres in the area. The total commercial floor area is ±58,000 square feet comprised of approximately 52,000 square feet at ground level and 6,000 square feet of 2nd floor space. Four tenants have confirmed their interest in Imperial Landing including a 16,000 square foot Nester's Market and a 6,500 square foot TD Bank.

Supermarket - The proposed Nesters supermarket would be an efficient urban-sized full service store operated by one of BC's leading grocery store operators. The availability of a modern full service supermarket would provide an essential service to this medium density community that is currently missing. Many respondents from the previous open houses expressed the desire for a supermarket in their neighbourhood.

Bank - a major bank (TD Bank), not currently located within Steveston, has indicated interest in Imperial Landing. As consumers have specific loyalties to particular banks, the addition of a new major bank at Imperial Landing will reduce the trips to other shopping centres for the purposes of banking.

Other Potential Uses - while no other uses have yet been confirmed, interest has been expressed by a variety of businesses including: restaurants, fast food operators, cafes, personal services, professional services, fitness centre, and daycare operator.

The developer has indicated that it would consider inserting a termination clause in all leases in Building 6 which would allow the developer to switch to maritime related uses if the planned marina is built and there was resulting demand for maritime related uses. It is likely that a significant notice period for termination (e.g. 36 months) would be required in order to attract tenants in the near term. This approach would ensure that vacancies could be avoided in the short to medium term and maritime uses could be accommodated in the future if tenant interest and demand related to a new marina emerges. Of course, any near term tenancies that service the marine industry would not be terminated.

Tenants would require a minimum of 36 month's notice and if the existing tenants service the Marine industry in any capacity then their leases will not be terminated.

Synopsis

Given today's busy lifestyles and the resulting time limitations that are available to complete essential tasks such as convenience shopping, most shoppers are drawn to well-located, well-anchored shopping centres or retail precincts where they can meet all or most of their shopping and service needs in one location. The availability of essential retail goods and services close to home is generally preferred by shoppers. Currently, with the limited selection of popular convenience stores and services close to home, many residents of the Imperial Landing area and Steveston as a whole are drawn outside the community to Ironwood Plaza, Blundell Centre, Seafair Centre, and/or Terra Nova Village to do most of their regular convenience shopping.

The requested retail additions are clearly intended to focus on better serving the day-to-day needs of residents at Imperial Landing and the surrounding area. Imperial Landing's plan to provide additional convenience-oriented goods and services close to home should help to reduce the need for area residents to drive to other shopping centres located outside of Steveston.

The Imperial Landing area is a modern medium density neighbourhood, distinct from the historic maritime character of the historic Steveston Village area. The proposed commercial component for Imperial Landing is appropriate to the character and needs of a modern medium density neighbourhood and complementary to the Steveston Village character. The types of retail and services tenancies being targeted should help to create a vibrant, interesting, and walkable retail environment that adds to the liveability of Imperial Landing and the surrounding area. The retention of shoppers within the community should provide some spin-off benefits to Steveston Village businesses as well.

The overall amount of commercial floor area and number of tenancies is relatively small relative to Steveston Village and the popular neighbourhood shopping centres that outside of

Steveston. The 5 key tenancies proposed at Imperial Landing comprise more than three-quarters of the total available floor area. All five of these key tenancies are highly suited to serving the shopping and services needs of a modern, medium density, mixed-use neighbourhood. The small number of additional tenancies (approximately 5-7 additional tenancies) will add to the interest and draw at Imperial Landing but are not expected to have a significant impact on Steveston Village. The majority of retail sales for the proposed retail and service facilities are expected to come from a reduced outflow of expenditures to shopping centres located outside of the Steveston community.

5.0 CONCLUSIONS

Hume Consulting has arrived at the following key conclusions based on a review and analysis of Steveston's retail market and the proposed retail additions at Imperial Landing:

- Steveston is deficient in some of the types of convenience-oriented shopping facilities that satisfy the needs of the community.
- While Steveston Village is a quaint shopping precinct, it is spread out and lacks many of the most popular stores and services sought by shoppers.
- The ±58,000 square of retail and service floor area proposed at Imperial Landing is very small relative to the amount of retail floor area warranted by local and visitor demand.
- Some of the accepted planning principles for modern, medium to high density neighbourhoods is to create safe, vibrant, walkable, complete, and sustainable communities. The types of retail and service facilities being proposed for Imperial Landing will help to achieve these goals.
- Due to the undersupply of supermarket facilities in Steveston relative to demand, the proposed addition of a ±16,000 square foot urban-style Nesters supermarket, will help to curtail the exodus of local shoppers to other shopping centres anchored by a supermarket.
- Given the large number of businesses located in Steveston Village including multiple restaurants, cafes, hair salons, specialty stores, and professional services, and the current significant outflow of sales to other shopping centres in the region, it is unlikely that the 10-15 businesses planned for Imperial Landing will have a significant impact on existing businesses in Steveston.
- Most of the sales needed to support the proposed retail facilities at Imperial Landing will come from a reduction or transference of sales that are currently going Ironwood Plaza, Blundell Centre, Seafair Centre, and Terra Nova Village.
- A successful retail component at Imperial Landing will help retain more shopping trips within the community thereby helping to generate spin-off traffic and sales to other nearby businesses within Steveston Village.
- Many of the businesses being proposed at Imperial Landing will be complementary to the existing business mix in Steveston Village, will help to fill some key gaps or deficiencies in the current selection of goods and services.

- The strong market interest by prominent retailers and service operators indicates that Imperial Landing is an attractive and viable location for the types of uses being sought indicating that the retail and service space being proposed will be sustainable.

ADDENDUM

TELEPHONE SURVEY FINDINGS

After the completion of this report (December 2013), a Telephone Survey was conducted by the Mustel Group (in January 2014) at the request of the City of Richmond. The random telephone survey obtained responses from a total of 201 Steveston residents. A series of questions were asked regarding their current shopping patterns, convenience-oriented retail spending, their views regarding possible tenancies at Imperial Landing, and their potential interest and usage of Imperial Landing.

Hume Consulting has reviewed the Telephone Survey data completed by the Mustel Group. The results of the telephone survey help to confirm the findings and conclusions in the retail report. The key findings of the telephone survey are summarized as follows:

1. What store or shopping centre do you currently go to do the majority of your grocery shopping?

- Currently 87.1% of Steveston residents are doing the majority of their grocery shopping outside of Steveston. "Other" grocery shopping locations may include Real Canadian Superstore, Costco, Osaka, T&T Supermarket, etc.
- Only, 11.8% of Steveston residents do the majority of their grocery shopping within Steveston at Super Grocer, Steveston's only supermarket.
- Seafair Centre draws the largest proportion of visits (34.0%), followed by Ironwood Plaza (17.3%) and Blundell Centre (15.5%). All of these grocery stores are located along major roads in the region and are within a 10-12 minute driving time of Imperial Landing.
- The survey findings are consistent with the retail report that stated that the majority of Steveston residents expenditures for essential goods and services are flowing outside of the local market.

Shopping Centre/Store Where Majority of Shopping Done	
Seafair Centre (Safeway)	34.0%
Ironwood Plaza (Safe-On-Foods)	17.3%
Blundell Centre (Safeway)	15.5%
Steveston Village (Super Grocer)	11.8%
Richlea Centre (Safeway)	4.8%
Terra Nova Village (Save-On-Foods)	4.1%
Other	11.4%

2. How often do you shop outside Steveston for groceries? (of those that do the majority of their grocery shopping outside of Steveston)

- Approximately 76.5% of Steveston residents surveyed shop outside of Steveston for groceries at least once per week.
- 33.4% of residents surveyed shopped outside of Steveston for groceries 2-3 times per week with 10.7% shopping outside Steveston 4-5 times per week.
- The survey findings illustrate that shopping trips for essential goods such as groceries are occurring on a frequent basis.

Frequency	
2-3 Times Per Week	33.4%
About Once Per Week	32.4%
4-5 Times Per Week	10.7%
Once Every 2-3 Weeks	9.3%
About Once Per Month	5.0%
Almost Every Day	4.4%
Less Than Once Per Month	4.3%

3a. Do you typically purchase other goods and services when you go grocery shopping at (the grocery store/shopping centre shopped at most often).

- The shopping centres most frequented by Steveston residents offer a fairly wide range of goods and services in addition to the grocery store anchor.
- Of the 87.1% of Steveston residents that do the majority of their grocery shopping outside of Steveston, 66.7% purchase other goods and services while at these shopping centres.
- This data is consistent with the retail report findings that stated that once a shopper leaves the local Steveston market to purchase essential day-to-day items such as groceries, they will purchase other goods and services at the same location.

Shop For Other Goods & Services When Grocery Shopping	
Yes	66.7%
No	33.3%

3b. What other types of goods and services do you use when shopping at (the grocery store/shopping centre shopped at most often)?

- The survey illustrates that the types of goods and services typically purchased by Steveston residents while shopping outside the community for groceries.
- The percentage totals add up to more than 100% indicating that many shoppers utilize more than one store or service when shopping at their preferred grocery store/shopping centre.
- 76.9% of those surveyed made purchases at a drugstore where their preferred grocery store is located. Today's drugstores offer a wide range merchandise and services including a pharmacy, cosmetics, health and beauty items, cards, household items, snack foods, etc.
- Many shoppers also use/make purchases at other stores including banks, cafes, restaurants, fast food, liquor stores, professional services (e.g. doctor, dentist, accountant, lawyer), etc.

Non-grocery Goods & Services Shopped For	
Drugstore	76.9%
Bank	39.5%
Cafe/Coffee Shop	31.2%
Restaurant	28.4%
Fast Food	23.1%
Liquor Store	21.8%
Professional Services	20.4%
Drycleaner	13.3%
Produce Store	7.5%
Hair Salon	7.1%
Deli/Baker/Butcher	5.8%
Pet Supplies	2.4%
Other	10.2%

4. Thinking about what you spend in a typical month on everyday needs such as groceries, drugstore/pharmacy purchases, dry-cleaning, hair salon, and personal services, approximately what percentage of your total expenditures would you say you make outside of Steveston village?

- Nearly 60% of Steveston residents surveyed indicated that they spend between 75%-100% of their annual expenditures for basic day-to-day goods and services outside of Steveston with another 20.2% of respondents spending 50%-74% of their total budget outside of Steveston.

Proportion of "Everyday Needs" Expenditures Made Outside of Steveston	
Under 20%	9.3%
20-49%	18.0%
50-74%	20.2%
75-90%	30.4%
90-100%	26.5%
Don't Know	4.2%

- This data helps illustrate the tremendous exodus of expenditures from Steveston. Conversely, it helps illustrate the retail opportunity that exists at Imperial Landing if it offers the types of goods and services that satisfy both local needs (that are currently being met outside of Steveston) as well as uses that are generate interest and activity for the pedestrian traffic along the development's waterfront side.

5. What types of stores and services do you feel are missing from Steveston village?

- 40.7% of those surveyed cited a large grocery store as missing from Steveston Village. This was, by far, the most significant deficiency cited.
- Other notable gaps or deficiencies cited by respondents included produce stores, restaurants, clothing stores, and cafes.
- While there do not appear to be any major gaps in the merchandising mix identified (other than a large grocery store), it is clear that Steveston Village fails to satisfy the basic day-to-day needs of local residents as illustrated by the large exodus of shopping trips and expenditures.

Types of Stores That Are Missing From Steveston Village	
Large Grocery Store	40.7%
Produce Stores	10.9%
Restaurants	9.5%
Clothing Stores	8.1%
Cafes	6.0%
Pharmacies	4.8%
Deli, Bakery, Butchers	3.9%
Banks, Financial Services	3.8%
Parking	3.2%
Drycleaners	3.2%
Liquor Store	2.4%
Sporting Goods/Fitness Gear	2.4%
Gas Station	2.0%
Hardware Store	1.4%
Other	15.1%
Nothing	0.4%

6. Would you like to see a supermarket at Imperial Landing at 4020 Bayview Street, which is at the base of Easthope Avenue where the roundabout is?

- 66.6% of survey respondents from throughout Steveston indicated that Yes or Maybe to a new supermarket at Imperial Landing with only 30.1% indicating they would not like to see a supermarket there.

Like To See A Supermarket at Imperial Landing	
Yes	38.2%
No	30.1%
Maybe	28.4%
Don't Know	3.4%

- The support for a possible grocery store at Imperial Landing is significant considering that a considerable portion of respondents to the randomized telephone survey likely live a substantial distance away from the site and may be more conveniently located relative to other shopping centres such as Seafair Centre or Blundell Centre.

7. If a new supermarket were located at imperial landing at 4020 Bayview Street, how likely is it that you would shop there?

- A total of 64.0% of survey respondents indicated that they would be very likely or somewhat likely to shop at Imperial Landing if there was a new supermarket located there.

How Likely to Shop at A New Supermarket at Imperial Landing	
Very Likely	35.2%
Somewhat Likely	28.8%
Not Very Likely	22.8%
Not At All Likely	11.1%

- Again, the high proportion of respondents indicating that they be very or somewhat likely to shop at Imperial Landing based on the addition of a supermarket alone is significant especially considering that a large portion of respondents to the randomized telephone survey likely live a substantial distance away from the site and may be more conveniently located relative to other shopping centres such as Seafair Centre or Blundell Centre.

8. What other types of stores and services would you like to see at Imperial Landing with or without a supermarket located there?

- When asked what other types of stores or services they would like to see at Imperial Landing, restaurant, cafe, clothing stores, gym/recreation facility, bank, and pharmacy were the most popular suggestions.
- 49.1% of respondents offered no other suggestions.
- The overall response to this question was weak which is fairly typical of open-ended questions that ask survey respondents to make suggestions.

Other Types of Stores and Services They Would Like to See at Imperial Landing	
Restaurant	20.9%
Cafe	7.3%
Clothing Stores	5.6%
Gym/Rec. Facility/Comm. Ctre.	5.3%
Bank	5.2%
Pharmacy	5.0%
Doctor/Dentist	4.5%
Liquor	4.4%
Produce	3.6%
Sporting Goods	3.4%
Large Grocery Store	2.8%
Drycleaner	2.6%
Bakery	2.6%
Deli	1.7%
Hair Salon	0.8%
Daycare	0.3%
Other	13.8%
No Other Suggestions	49.1%

9. How likely would you be to shop or use the following types of stores or services if available at Imperial Landing?

- While survey respondents did not provide a strong response to the open-ended question regarding the other types of stores and services they would like to see at Imperial Landing (Question No. 8 above), a much stronger response rate was generated when given a list of possible tenant types at Imperial Landing.

How Likely Would They Be To Shop at These Stores at Imperial Landing		
	Very/Somewhat Likely	Not Likely
Restaurant	81.9%	14.9%
Bakery/Deli	76.6%	22.3%
Cafe	67.3%	31.0%
Liquor Store	54.8%	44.6%
Pharmacy	37.3%	67.3%
Bank	30.5%	62.3%
Drycleaner/Laundry	26.9%	73.1%
Doctor/Dentist	24.8%	75.2%
Maritime Uses	19.8%	76.3%
Hair Salon	19.6%	80.4%
Daycare	6.4%	92.9%

- 81.9% of survey respondents indicated that they would be very or somewhat likely to use a Restaurant located at Imperial Landing.
- Other types of uses that respondents were very or somewhat likely to shop at or use included: bakery/deli (76.6%); cafe (67.3%); liquor store (54.8%); pharmacy (37.3%); bank (30.5%); and drycleaner/laundry (26.9%).
- Daycare, hair salon, and maritime uses were the least likely types of stores to be used.

10. If a supermarket, bank, and other personal and professional services were provided at Imperial Landing, would you be more likely to do more of your shopping there instead of going elsewhere?

- 72.1% of survey respondents from throughout Steveston indicated that they would definitely or possibly do more of their shopping at Imperial Landing instead of going to other shopping centres located outside of Steveston.
- The responses indicate that there would likely be strong demand for stores offering the essential goods and services that are needed by Steveston residents. These types of goods and services would help to ensure a vibrant and sustainable retail precinct on a year around basis.
- Complementary stores and services that serve both local area residents and visitors (e.g. cafe, restaurant, juice bar, deli, bakery, fine chocolate/fudge) would add to the draw and vibrancy of the waterfront area.

More Likely to Shop At Imperial Landing Than Going Elsewhere	
Yes	38.3%
No	26.6%
Maybe	33.8%
Don't Know	1.3%

CONCLUSIONS

The findings of the telephone survey support the overall findings and recommendations presented in Imperial Landing Retail Analysis report. In particular, the telephone survey helps verify that the vast majority of the available shopping dollars for day-to-day shopping needs are currently flowing out of Steveston to other grocery store anchored shopping centres. The majority of these trips are occurring one or more times per week. As the retail report indicates and the survey results verify, shoppers also shop at or use a variety of other stores and services while shopping at their favourite grocery store anchored shopping centre.

The survey data illustrates the tremendous loss of shopping dollars from the Steveston community that could support local businesses. The survey also confirms that adoption of the proposed retail plan for Imperial Landing (including a grocery store and other stores and services would be used by Steveston residents) would help keep Steveston residents from shopping outside of Steveston. In other words, the sales needed to support the stores/businesses at Imperial Landing would largely come from the reduced outflow of expenditures rather the businesses in Steveston Village. Retaining shopping trips within Steveston at Imperial Landing (as well as attracting new shoppers/visitors) will provide a potential benefit to all businesses in the village area.

The survey also indicates a strong desire for the types of goods and services that would complement a grocery store and would be ideally suited to this prime waterfront location and busy boardwalk promenade. The possible inclusion of tenants such as a restaurant, cafe, juice bar, deli, bakery,

international news/magazines, fine chocolate would serve both the local area population as well as visitors to the waterfront.

Overall, a retail concept that blends the types of uses that serve the regular day-to-day needs of local area residents as well as visitors to the Steveston Village and the waterfront promenade will help to create a retail precinct that is busy/vibrant on a year around basis, useable by all, and is sustainable.



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9062 (RZ 13-633927)
4020, 4080, 4100, 4180, 4280 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 and replacing the existing "Maritime Mixed Use" land use in Appendix 1 (Definitions) to Schedule 2.4 thereof with the following:

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

- i) Custom Workshops;
Enclosed Storage Facilities;
Fish Auction and Off-loading;
Laundry and Drycleaning;
Light Industrial;
Maritime Educational Facilities;
Moorage;
Offices;
Other Services Related to Maritime Uses;
Parking;
Service and Repair of Boats and Marine Equipment.
- ii) General retail and service uses are accommodated as additional uses in the Maritime Mixed Use Area, between Phoenix Pond and No. 1 Road.
- iii) Between Phoenix Pond and No. 1 Road, residential uses are accommodated above grade and only over the dry land portions of the Maritime Mixed Use area as a secondary use. In addition, residential uses are to be situated so as to minimize potential conflicts with other uses."

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9062”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9063 (RZ 13-633927)
4020, 4080, 4100, 4180, 4280 and 4300 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:
 - (a) by inserting the following into subsection 20.12.2 (Permitted Uses):
 - “• **Animal Grooming**
 - **Child Care**
 - **Education, commercial**
 - **Health Service, minor**
 - **Library and exhibit**
 - **Restaurant**
 - **Retail, convenience**
 - **Retail, general**
 - **Retail, secondhand**
 - **Service, financial**
 - **Service, business support**
 - **Service, household repair**
 - **Service, massage**
 - **Veterinary service**”
 - (b) by deleting subsection 20.12.11 (Other Regulations) and substituting the following:
 - “1. An **apartment housing building** is a **permitted use** in this **zone** only if there is no **habitable space** on the **building’s** ground floor.
 2. The following **secondary uses** shall be located only in **apartment housing**:
 - a) **boarding and lodging**;
 - b) **community care facility, minor**; and
 - c) **home business**.

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.”
- (c) by inserting the following into subsection 22.21.2 (Permitted Uses):
- “• **Animal Grooming**
 - **Child Care**
 - **Education, commercial**
 - **Health Service, minor**
 - **Library and exhibit**
 - **Restaurant**
 - **Retail, convenience**
 - **Retail, general**
 - **Retail, secondhand**
 - **Service, financial**
 - **Service, business support**
 - **Service, household repair**
 - **Service, massage**
 - **Service, personal**
 - **Veterinary service”**
- (d) by deleting subsection 22.21.11 (Other Regulations) and substituting the following:
- “1. The following permitted **uses** in this **zone** shall be restricted to **maritime** or commercial fishing related **uses** only on the site located at P.I.D. 025-077-929, LOT H SECTION 11 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN LMP 49897:
- a) **industrial, general;**
 - b) **manufacturing, custom indoor;**
 - c) **office; and**
 - d) **parking, non-accessory.**
2. The following permitted **uses** in this **zone** are not permitted on the **site** located at P.I.D. 025-077-929, LOT H SECTION 11 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN LMP 49897:
- **Animal Grooming**
 - **Child Care**

- Education, commercial
- Health Service, minor
- Library and exhibit
- Restaurant
- Retail, convenience
- Retail, general
- Retail, secondhand
- Service, financial
- Service, business support
- Service, household repair
- Service, massage
- Service, personal
- Veterinary service

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.”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9063**”.

FIRST READING


PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	<div style="text-align: center;"> CITY OF RICHMOND APPROVED by  APPROVED by Director or Solicitor </div>

MAYOR

CORPORATE OFFICER