



Planning Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, May 6, 2014
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-3 *Motion to adopt the minutes of the meetings of the Planning Committee held on **Tuesday, November 19, 2013** and **Wednesday, April 23, 2014.***



NEXT COMMITTEE MEETING DATE

Wednesday, May 21, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY COTTER ARCHITECTS INC. FOR REZONING AT 3471 CHATHAM STREET FROM THE “STEVESTON COMMERCIAL (CS3)” ZONE TO A SITE SPECIFIC “COMMERCIAL MIXED USE (ZMU26) - STEVESTON VILLAGE” ZONE**

(File Ref. No. 12-8060-20-009138; RZ 13-643436) (REDMS No. 4188666 v. 2)

PLN-25

See Page PLN-25 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9138 to: create “Commercial Mixed Use (ZMU26) - Steveston Village”; and to rezone 3471 Chatham Street from “Steveston Commercial (CS3)” to “Commercial Mixed Use (ZMU26) - Steveston Village” be introduced and given first reading.



2. **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. 08-4105-20; RZ 13-633927) (REDMS No. 4211729)

PLN-79

[See Page PLN-79 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That the additional information identified in the staff report titled, “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,” dated April 30, 2014, from the Director of Development be received for information; and*
- (2) *That should Council wish to locate a library on the subject site, Council select a preferred lease option and authorize staff to enter into lease negotiations with the property owner.*



3. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, November 19, 2013

Place: Anderson Room
Richmond City Hall

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

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, November 5, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, December 3, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY MAN-CHUI LEUNG AND NORA LEUNG FOR REZONING AT 7460 ASH STREET FROM “SINGLE DETACHED (RS1/F)” TO “SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)”**

(File Ref. No. 12-8060-20-8907, RZ 11-586861) (REDMS No. 4024242)

Wayne Craig, Director, Development, advised that the staff report responds to the referral made at the May 21, 2013 Public Hearing. Mr. Craig reviewed the actions taken by staff and the applicant to comply with the five items in the referral relating to (i) species of trees being removed and planted on the subject site, (ii) whether a reduction in the number of lots and in density would increase the number of trees to be retained, (iii) wildlife protection on the subject site, (iv) sidewalk extension to 7500 Ash Street, and (v) traffic calming measures along Ash Street. Also, Mr. Craig noted that the number of trees to be planted on the site has been increased from fourteen to eighteen trees.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8907, for the rezoning of 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be forwarded to the December 16, 2013 Public Hearing.

CARRIED

2. **APPLICATION BY VANLUX DEVELOPMENT INC. FOR A ZONING TEXT AMENDMENT TO INCREASE THE OVERALL FLOOR AREA RATIO TO 0.55 FOR THE ENTIRE PROPERTY LOCATED AT 4691 FRANCIS ROAD**

(File Ref. No. 12-8060-20-9077, ZT 13-646207) (REDMS No. 4008719)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9077, for a Zoning Text Amendment to the “Single Detached (ZS21) – Lancelot Gate (Seafair)” site specific zone, to increase the overall allowable Floor Area Ratio (FAR) to a maximum of 0.55 for the entire property, be introduced and given first reading.

CARRIED

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3. **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)**

(File Ref. No. 12-8060-20-9062/9063; RZ 13-633927) (REDMS No. 3991455)

Mr. Craig provided background information on the rezoning application and advised that staff worked with the applicant to limit the range of non-maritime uses of the subject development. Also, Mr. Craig stated that a bylaw is being proposed to allow retail and service uses on the subject site. Mr. Craig concluded by commenting on community benefits of the proposed project, noting that the applicant has agreed to voluntarily contribute \$1,500,000 towards the City's Leisure Facilities Fund, which could be used at Council's discretion.

In response to queries from Committee, staff provided the following information:

- the list of proposed additional land uses on the subject site was agreed to by staff and the applicant;
- the original amount proposed for the voluntary contribution was between \$1,800,000 to \$2,000,000 as the previous development proposal was larger and therefore had the potential to generate more revenue;
- the applicant is scheduled to meet with the Steveston Merchants Association on November 26, 2013;
- the applicant has indicated that the proposed additional land uses would include rental space for a potential future library and exhibit space; and
- the proposal would retain all existing Maritime Mixed Use (MMU) permitted uses and add retail and service uses; however, there is no guarantee that there will be an even balance between retail and service uses and MMU uses on the subject site.

Discussion ensued regarding traffic and parking and Victor Wei, Director, Transportation, advised that the applicant retained a traffic and parking consultant that prepared a Transportation Impact Study. Mr. Wei further advised that Transportation staff had reviewed the Study and agreed with its findings. Also, Mr. Wei reviewed proposed traffic improvements, such as traffic calming measures, and noted that such measures are anticipated to address traffic concerns in the area.

In response to a comment from Committee, Mr. Wei stated that staff is confident that existing loading and parking facilities and the proposed traffic improvements can accommodate projected traffic increase in the area.

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In reply to queries from Committee, Mr. Wei provided the following information:

- the proposed additional retail and service uses on the subject site are anticipated to increase traffic volume by ten percent;
- future residents of the subject development could report violations of truck delivery hours and appropriate fines could be imposed by the City; and
- the City has authority over the public parking spaces on the site.

In reply to further queries from Committee, staff provided the following information:

- the proposed rezoning Bylaw does not permit commercial uses on the subject site such as body massage and adult video stores;
- only Item No. 2 of the MMU is being proposed to be amended;
- the proposed rezoning would allow MMU uses in addition to more general commercial service uses; and
- a “Mixed-Use” zone permits maritime-related uses.

In response to comments from Committee, Beau Jarvis, Vice-President of Development, Onni Group, provided the following information:

- the proposed additional uses on the subject site, which include a gym, yoga studio, and massage services, received positive feedback during the public consultation;
- the proposed uses are not expected to compete with services provided by the Steveston Community Centre;
- the applicant has met with some members of the Steveston Merchants Association and will meet with the entire membership in the immediate future to present the current proposal;
- the applicant is willing to lease spaces for public use such as a library; however, the applicant was not aware that the City had previously offered to lease a space for a library on the subject site;
- the lease rates have been determined to make the subject development financially viable;
- the Transportation Impact Study prepared by the applicant’s consultant indicated that the proposed traffic and transportation improvements would address traffic concerns even in a worst case scenario; and

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- the current zoning of the subject site allows light industrial uses and does not provide restrictions on the size and hours of operation of trucks on the site; however, the applicant has agreed to the proposed restrictions to address the concerns of the residents and the community.

In response to queries from Committee, Mr. Jarvis provided the following information:

- retailers and service providers that have expressed interest in locating within the subject site include a grocery store, a bank, a private child care facility, a chiropractic practitioner, and restaurants;
- kayak rental and boating services could be accommodated on the subject site due to its proximity to the waterfront;
- the decision to charge parking fees on the subject development would be driven by the market;
- Hume Consulting Corporation conducted a retail analysis that suggested that the proposed commercial uses would be complementary to the existing businesses in Steveston;
- the large open spaces on the subject site are intended for future public events;
- once occupied, the commercial spaces would mitigate the current barrenness of the subject site as they could likely generate more activity;
- the applicant will coordinate with commercial occupants regarding their compliance with the City's signage Bylaw;
- the vacant spaces necessitate the expansion of commercial land uses on the subject site; and
- the public consultation conducted by the applicant indicated that 79% of those who participated support the proposed commercial uses on the subject site.

Staff was directed to provide the Committee with a summary of the retail analysis report by Hume Consulting Corporation. In response to Committee's direction, Mr. Craig advised that an executive summary of the retail analysis report is provided on Page 78 of the Staff Report.

Iqbal Ladha, Owner, Steveston Marine and Hardware, spoke in opposition to the applicant's proposal and commented that the proposed commercial uses on the subject development such as the grocery store would negatively impact the existing businesses in Steveston and discourage other small businesses from coming into the area.

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Mr. Ladha advised that canvass stores and boat repair services could be located in the mixed maritime use spaces and was of the opinion that the applicant has shown a lack of interest in accommodating these uses. Mr. Ladha also spoke of the importance of not drawing customers away from the commercial core in Steveston as it would adversely impact existing businesses in this downtown area.

In response to queries from Committee, Mr. Ladha provided the following information:

- the applicant could subdivide the existing mixed maritime spaces into smaller units to make them more affordable;
- the subject site could accommodate complementary maritime related small businesses in view of the future construction of a marina; and
- he was not consulted by the applicant regarding the proposal for additional commercial land uses on the subject site.

Jim Kojima, 7611 Moffatt Road, commented that the \$1,500,000 voluntary contribution by the applicant should be earmarked for Steveston. Also, Mr. Kojima expressed concern that the proposed additional land uses on the subject development would negatively impact the Steveston Community Centre and the small businesses in Steveston. Also, Mr. Kojima was of the opinion that the public consultation conducted by the applicant was inadequate and queried whether offices could be located on the subject site.

Joe Erceg, General Manager, Planning and Development, advised that offices on the subject site should be maritime-related.

In response to queries from Committee, Mr. Kojima provided the following information:

- the subject site could provide spaces for youth and seniors services;
- Steveston Community Centre revenues have decreased by approximately 25%; and
- a yoga studio would compete with a similar facility at the Steveston Community Centre.

Ralph Turner, 3411 Chatham Street, stated that the funds from the voluntary contribution by the applicant should be earmarked to provide assistance to the Steveston Community Centre. Also, Mr. Turner was of the opinion that the proposed development did not benefit the community.

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Jim van der Tas, President, Steveston Merchants Association and Co-Chair of the 20/20 Group in Steveston, advised that merchants who are members and non-members of the Association will meet with the applicant on November 26, 2013 at the Steveston Community Centre to hear the applicant's proposal.

Mr. van der Tas expressed the Association's concern regarding the proposed rezoning application and was of the opinion that (i) it not meet the needs of the Steveston community; (ii) it duplicated the existing businesses in the area, and (iii) it allowed large retailers to enter the area, which would adversely impact the existing smaller retailers in the Steveston area. Also, Mr. van der Tas commented on parking concerns in the area, noting that this is also a concern of the Association.

Mr. van der Tas commented that the Association does not want to see empty spaces on the subject site and therefore is open to non-residential land uses on the subject site. He suggested that non-residential land uses on the subject site could be divided as follows: 25% for mixed maritime use, 50% for office space use, and 25 % for retail use. Also, he stated that there is a strong preference among Association members for the office space use. Mr. van der Tas expressed support for the marina project and was of the opinion that a strong demand exists for its use.

Mr. van der Tas further advised that (i) more developments with retail spaces for lease would be coming into the area, and (ii) there are struggling businesses in Steveston which would be forced to close down should their revenues decrease by five to ten percent.

In response to a concern raised by Committee on the lack of information regarding the plans, commitments, and recent developments on the marina development, Cathryn Volkering Carlile, General Manager, Community Services, advised that a memorandum on the subject would be distributed to Council.

In response to a query from Committee, Mr. van der Tas reiterated that members of the Association do not wish to see the vacant spaces on the subject development as it could potentially negatively impact the community.

In response to a query from Committee, Mr. Wei advised that 99 of the 270 parking spaces on the site are allotted for staff parking.

In response to a query from Committee, Mr. van der Tas noted that there is a feeling of distrust by members of the Association towards the applicant; however, he anticipates good attendance by members at the upcoming meeting with the applicant.

Discussion ensued regarding the need to determine the commercial and community services that are needed by Steveston residents and the proper methods and precedents that should be used.

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In response to a query from Committee, Terry Crowe, Manager, Policy Planning, advised that in the preparation of the Hamilton Area Plan, residents and developers were consulted regarding commercial and public amenities needs.

Loren Slye, 11911 3rd Avenue, expressed concern regarding parking concerns in residential areas in Steveston. Mr. Slye was of the belief that the \$1,500,000 voluntary contribution by the applicant should be earmarked for Steveston and used for projects such as the tram system and road improvements. Also, he suggested that another meeting should be held between the applicant and the 20/20 Group in Steveston.

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

It was moved and seconded

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.

The question on the referral was not called as discussion ensued regarding (i) the need to ascertain the types of retailers and service providers that are needed by Steveston area residents and their potential impacts on existing businesses in Steveston and City facilities in the area, (ii) the possibility of having a library, a maritime museum and community services facilities for youth and seniors, located on the subject site, (iii) the location and proportion of spaces for mixed maritime and other commercial uses on the subject site (iv) the need for more information and updates on the marina project, (v) how the \$1,500,000 voluntary contribution by the applicant would be allocated to different uses in Steveston, and (vi) transportation related items such as parking fees and truck parking restrictions.

In response to a query from Committee, Mr. Erceg advised that conducting a public consultation in Steveston regarding the needs of area residents would be complex as potential impacts to existing businesses and community facilities would also need to be examined. He commented that public consultations typically take approximately four to six months to complete and require consulting services. Also, Mr. Erceg commented the costs of obtaining consulting services.

The question on the **referral**, which now reads,

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:

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- (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.*

was then called and it was **CARRIED**.

4. **MANAGER'S REPORT**

(a) Planning and Development Department Updates

Mr. Erceg advised that the City currently does not issue permits for preloading; however, properties with Environmentally Sensitive Areas (ESAs) or those with existing bylaw-sized trees should comply with pertinent City requirements and bylaws.

In response to queries from Committee, Mr. Erceg stated that (i) the City has never issued preloading permits, (ii) staff do not favour a registration system for preloading, and (iii) there have been complaints received by City staff regarding preloading activities.

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(b) Community Services Department Updates

In response to a request for an update on the affordable housing development at 8111 Granville Avenue and 8080 Anderson Road, John Foster, Manager, Community Social Development, advised that a staff report on the matter is anticipated to go before the General Purposes Committee meeting on December 16, 2013.

Mr. Foster further advised that staff have been regularly meeting with their project partners and that preload materials are expected to be delivered on the site soon.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:32 p.m.).

CARRIED

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, November 19, 2013.

Councillor Bill McNulty
Chair

Rustico Agawin
Auxiliary Committee Clerk



Planning Committee

Date: Wednesday, April 23, 2014

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Derek Dang
Councillor Ken Johnston
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, April 8, 2014, be adopted as circulated.

CARRIED

The Chair advised that the order of the agenda would be varied to consider Item No. 6 first.

PLANNING & DEVELOPMENT DEPARTMENT

- 6. APPLICATION BY JAMES K.M. CHENG ARCHITECTS FOR REZONING AT 10060 NO. 5 ROAD FROM ROADSIDE STAND (CR) AND ASSEMBLY (ASY) TO SITE-SPECIFIC ASSEMBLY (ZASY)**
(File Ref. No. RZ 13-641554) (REDMS No. 4202675)

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Joe Erceg, General Manager, Planning and Development, provided background information regarding the proposed application and noted that the applicant would require discussion with staff to make revisions to the proposed application.

In reply to queries from Committee, Mr. Erceg commented on procedures related to revisions to the proposed application.

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

It was moved and seconded

That staff examine the options to revise the application for the rezoning of 10060 No. 5 Road from “Roadside Stand (CR)” Zone and Assembly (ASY)” to “Site-Specific Assembly (ZASY)” and report back.

The question on the referral was not called as discussion ensued regarding the following:

- the proposed revisions and the preference that they should comply, relatively speaking with current City policies for the area and zoning guidelines;
- the proposed expansion in the number of permanent residents and the dormitory facilities;
- the timing of further revisions at this stage in the application process;
- concerns with potential negative effects of the development on the surrounding neighbourhood, in particular effects relating to building height, density and parking;
- the procedural approach followed and jurisdiction of the Agricultural Land Commission with regard to the use of the agriculture designated backlands, referred to in a zoning map (attached to and forming part of these minutes as **Schedule 1**)
- the potential effects of future projects such as the proposed expansion of Highway 99 on the proposed application;
- the concerns expressed by residents including, traffic generation, view impact, encroachment into the agriculture designated backlands, containment of the development to the westerly 110 metres of the site, and the building footprint and scale; and
- the decision-making process inclusive of all stakeholders that would put forward a development that would benefit the community as a whole.

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The Chair commented on the unconventional process to date and noted that more information about the proposed revisions is needed before the decision-making stage. He added that the revisions should address the concerns expressed by the community and that the project should benefit the community as a whole. Also, he remarked that the development application process should be equitable and fair to all groups.

The Chair raised concern regarding the applicant's direct application with the Agricultural Land Commission and was of the opinion that the applicant was circumventing the application process.

The Chair expressed his concern with regard to traffic congestion along the No. 5 Road corridor as a result of the proposed expansion of the site. Also, he expressed his concern with regard to the unknown effects of the anticipated Highway 99 expansion.

The question on the referral was then called and it was **CARRIED** with Cllr. Steves opposed.

The meeting was recessed at 4:20 p.m.

The meeting reconvened at 4:25 p.m. with all members of Planning Committee present, including Cllrs. Dang, Johnston, and McPhail.

COMMUNITY SERVICES DEPARTMENT

1. **UNESCO WORLD HERITAGE DESIGNATION FOR STEVESTON**
(File Ref. No. 11-7000-01) (REDMS No. 4166319)

It was moved and seconded

That \$20,000 be allocated from Council Contingency to prepare a submission for National Historic Site designation for Steveston Village as outlined in the staff report titled UNESCO World Heritage Designation for Steveston, dated April 3, 2014 from the Director, Arts, Culture and Heritage Services.

CARRIED

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2. **APPROVAL TO REPLACE HOUSING AGREEMENT (10820 NO. 5 ROAD) BYLAW NO. 8937 WITH TERMINATION OF HOUSING AGREEMENT (10820 NO. 5 ROAD) BYLAW NO. 9118, HOUSING AGREEMENT (10820 NO. 5 ROAD) BYLAW NO. 9119, AND MARKET RENTAL HOUSING AGREEMENT (10820 NO. 5 ROAD) BYLAW NO. 9123**

(File Ref. No. 12-8060-20-009123) (REDMS No. 4163018 v.5)

In reply to queries from Committee, Dena Kae Beno, Affordable Housing Coordinator advised that the City's Basic Universal Housing standards used previously will be applied to the affordable housing units.

It was moved and seconded

- (1) *That Termination of Housing Agreement (10820 No. 5 Road) Bylaw No. 9118 be introduced and given first, second, and third readings to authorize the termination, release and discharge of the Housing Agreement entered into pursuant to Housing Agreement (10820 No. 5 Road) Bylaw No. 8937 and the repeal of Housing Agreement (10820 No. 5 Road) Bylaw No. 8937;*
- (2) *That Housing Agreement (10820 No. 5 Road) Bylaw No. 9119 be introduced and given first, second, and third readings to permit the City to enter into a Housing Agreement substantially in the form attached thereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the affordable rental housing units required by Zoning Text Amendment No. 14-656053 and Development Application No. 13-641796; and*
- (3) *That Market Rental Housing Agreement (10820 No. 5 Road) Bylaw No. 9123 be introduced and given first, second, and third readings to permit the City to enter into a Market Rental Housing Agreement substantially in the form attached thereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the market rental housing units required by Zoning Text Amendment No. 14-656053 and Development Application No. 13-641796.*

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

3. **APPLICATION BY KULWANT K. BHULLAR FOR REZONING AT 11440 AND 11460 SEABROOK CRESCENT FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/C)**

(File Ref. No. 12-8060-20-009133; RZ 13-650094) (REDMS No. 4183896)

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It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9133, for the rezoning of 11440 and 11460 Seabrook Crescent from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/C)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY PINNACLE INTERNATIONAL (RICHMOND) PLAZA INC. FOR REZONING AT 3200, 3220, 3240, 3300, AND 3320 NO. 3 ROAD AND 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, AND 3371 SEXSMITH ROAD FROM "SINGLE DETACHED (RS1/F)" TO "RESIDENTIAL/LIMITED COMMERCIAL AND ARTIST RESIDENTIAL TENANCY STUDIO UNITS (ZMU25) - CAPSTAN VILLAGE (CITY CENTRE)" AND "SCHOOL & INSTITUTIONAL USE (SI)"**

(File Ref. No. 12-8060-20-009135, RZ 12-610011) (REDMS No. 4204605)

Wayne Craig, Director, Development briefed Committee on the proposed application and highlighted the following:

- the proposed application will include a mix of residential, commercial and public amenity uses spread over four phases of development;
- the proposed application will include 63 affordable housing units as well as 17 subsidized affordable housing units for professional artists;
- the second phase of development will include a City-owned Early Childhood Development Hub;
- the proposed development is anticipated to provide approximately \$8.8 million in funding towards the proposed Capstan Station on the Canada Line;
- the proposed application will include approximately two and a half acres of park and public open space;
- the proposed application will include provisions for public art;
- the proposed development will be for district energy ready and is anticipated to be rated LEED Silver; and
- the proposed application will include car share parking stalls as well as electric car charging stations.

In reply, to queries from Committee, Mr. Craig advised that the developer will contribute all the affordable housing units and noted that the completion of the amenities and the affordable housing units will be spread through the different phases of development. Also, he noted that all affordable housing units will have access to the different amenities on site.

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Discussion ensued with regard to the development of residential and commercial space in relation to the different phases of development and the proposed Capstan Station on the Canada Line.

Discussion then ensued with regard to the zoning mix in the area and the anticipated population growth.

In reply to queries from Committee, Mr. Craig advised that the proposed zoning would limit residential development. Also, he noted that any proposed changes to zoning would have to be brought forward to Council for consideration.

In reply to queries from Committee, Mr. Craig noted that the orphaned sites adjacent to the proposed application have been provided and some of the development sites will have a restriction on development until development concepts for the adjacent lands are consolidated or the development parameters for the sites are known.

Discussion ensued with regard to the timeline of phases of development in relation to the completion of the proposed park.

In reply to queries from Committee, Mike De Cotiis, Pinnacle International and John Bingham, Bingham Hill Architects, advised that the market housing and the affordable housing units would the same standard of finishing.

It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9135, to amend the Richmond Zoning Bylaw 8500 to create "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)" and for the rezoning of 3200, 3220, 3240, 3300, and 3320 No. 3 Road and 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, and 3371 Sexsmith Road from "Single Detached (RS1/F)" to "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) – Capstan Village (City Centre)" and "School & Institutional Use (SI)", be introduced and given first reading; and*
- (2) *That the Conceptual Parks Plan for the Neighbourhood Park, as described in the staff report dated April 10, 2014, from the Director of Development, be approved.*

CARRIED

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5. **WEST CAMBIE: ALEXANDRA NEIGHBOURHOOD BUSINESS / OFFICE AREA REVIEW**

(File Ref. No. 12-8060-20-009121) (REDMS No. 4204568)

Terry Crowe, Manager, Policy Planning, briefed Committee on the West Cambie Area Review and summarized the land use implications for the different development scenarios including options to introduce residential use. He advised that residential use can be added but emphasis should be placed on attracting employment use as designated in the Official Community Plan (OCP) for the area.

Discussion ensued with regard to the vacancy rates for office space in the area. Mr. Erceg noted that vacancy rates can vary in relation to specific types of office spaces.

Discussion then ensued with regard to the types of employment and the level of wages that will be attracted to the area.

Concern was expressed that the areas designated for commercial use will not fully be utilized and in reply to queries from Committee, Mr. Crowe advised that commercial use could be phased in and complement the introduction of residential use.

The Chair expressed concern with regard to the economic data included in the report and the proposal to add more office space when there is a significant amount of vacant office space. He also was concerned that the area would only attract industries that offer lower wages.

Discussion ensued with regard to the area's accessibility to the Canada Line and how businesses favour locations close to rapid transit. In reply to queries from Committee, Mr. Crowe noted that not all commercial areas of the City can be concentrated on areas serviced by rapid transit.

Discussion then ensued with regard to the types of industries that could be suitable for the area.

Discussion ensued with regard to the consultation process for the proposed development. In reply to queries from Committee, Mr. Crowe noted that the City would consult with Vancouver Airport Authority with regard to the Aircraft Noise Policy if residential use is introduced in the area.

In reply to queries from Committee, Mr. Erceg clarified that the vacancy rate for office space is approximately five percent for buildings within 500 metres of a rapid transit line. He added that overall office space vacancy rates have decreased.

Planning Committee

Wednesday, April 23, 2014

In reply to queries from Committee, Mr. Crowe noted that introducing residential use could set a precedent for changing the designated use in neighbouring areas. He added that introducing a mix use can create neighbourhoods where residents can live, work and play. These areas would be monitored and the City can examine other ways to generate employment.

Discussion ensued with regard to the mix of office space and retail space. Mr. Crowe noted that not all of the commercial space can be assigned for retail and that some office space would have to be retained.

Discussion ensued with regard to the economic consultation process. It was noted that consultant who authored the economic study included in the staff report was not present to provide additional information regarding the study.

Discussion then ensued regarding ownership of vacant property and how owners are able offset revenue losses from vacant sites with occupied sites in another location.

It was noted that the proximity to amenities can affect vacancy rates. In reply to queries from Committee, Mr. Crowe noted that in the long term there is opportunities to increase office space density around amenities by modifying office space size.

Discussion ensued with regard to the base and bonus density rates in relation to affordable housing contributions. In reply to queries from Committee, Patrick Burke, Senior Planning Coordinator noted that lands used for employment only yield a third of the value compared to land used for residential so efforts are needed to preserve lands used for employment. He added that affordable housing contributions would not apply to commercial uses.

Discussion ensued with regard to the accessibility of the subject area to public transit as well as the increases in land value when the subject area is rezoned for mix use.

In reply to queries from Committee, Mr. Erceg commented on the future population growth and noted that job growth can be attained by protecting employment areas. Also, he added that the addition of residential use in the subject area can jumpstart the employment growth.

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

Planning Committee
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It was moved and seconded

That the staff report titled, West Cambie: Alexandra Neighbourhood Business/Office Area Review, dated April 4, 2014 be referred back to staff so that it may be:

- (1) deferred to a subsequent Planning Committee meeting to receive comment from the City's economic land consultant regarding the land use proposals; and*
- (2) referred to the Economic Advisory Committee for feedback.*

CARRIED

Referring to a recommendation endorsed by Nelson City Council (attached to and forming part of these minutes as **Schedule 2**) discussion ensued with regard to the provincial government's March 27, 2014 decision to place some communities in an Agricultural Land Reserve Zone 2.

As a result of the discussion, the following **motion** introduced:

It was moved and seconded

- (1) Whereas the provincial government has, without consultation with the public or with local governments, created two zones for the Agricultural Land Reserve in the Province of BC, thereby discriminating between regions and potentially constraining their ability to achieve and sustain agricultural self-sufficiency and economic development;*
- (2) Whereas not all affected regions wish to see the requirements of the Agricultural Land Reserve weakened in Zone 2;*
- (3) Whereas substantial agricultural activity has historically taken place and is currently being practiced outside of Zone 1;*
- (4) Whereas the local panel system may also be discriminatory between regions;*
- (5) Therefore be it resolved that LMLGA send a letter to the Union of BC Municipalities, Minister of Agriculture Pat Pimm, Minister of Community, Sport and Cultural Development Coralee Oakes, and Premier Christy Clark, with copies to all BC local governments, requesting that the provincial government undertake consultation with the public, local governments, the Union of BC Municipalities, and affected parties, on the proposed two-zone approach and other changes to the ALR and that Bill 24 not be brought into force until such consultation is complete.*

Planning Committee
Wednesday, April 23, 2014

The question on the motion was not called as discussion ensued regarding the submission process for late resolutions.

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

ADJOURNMENT

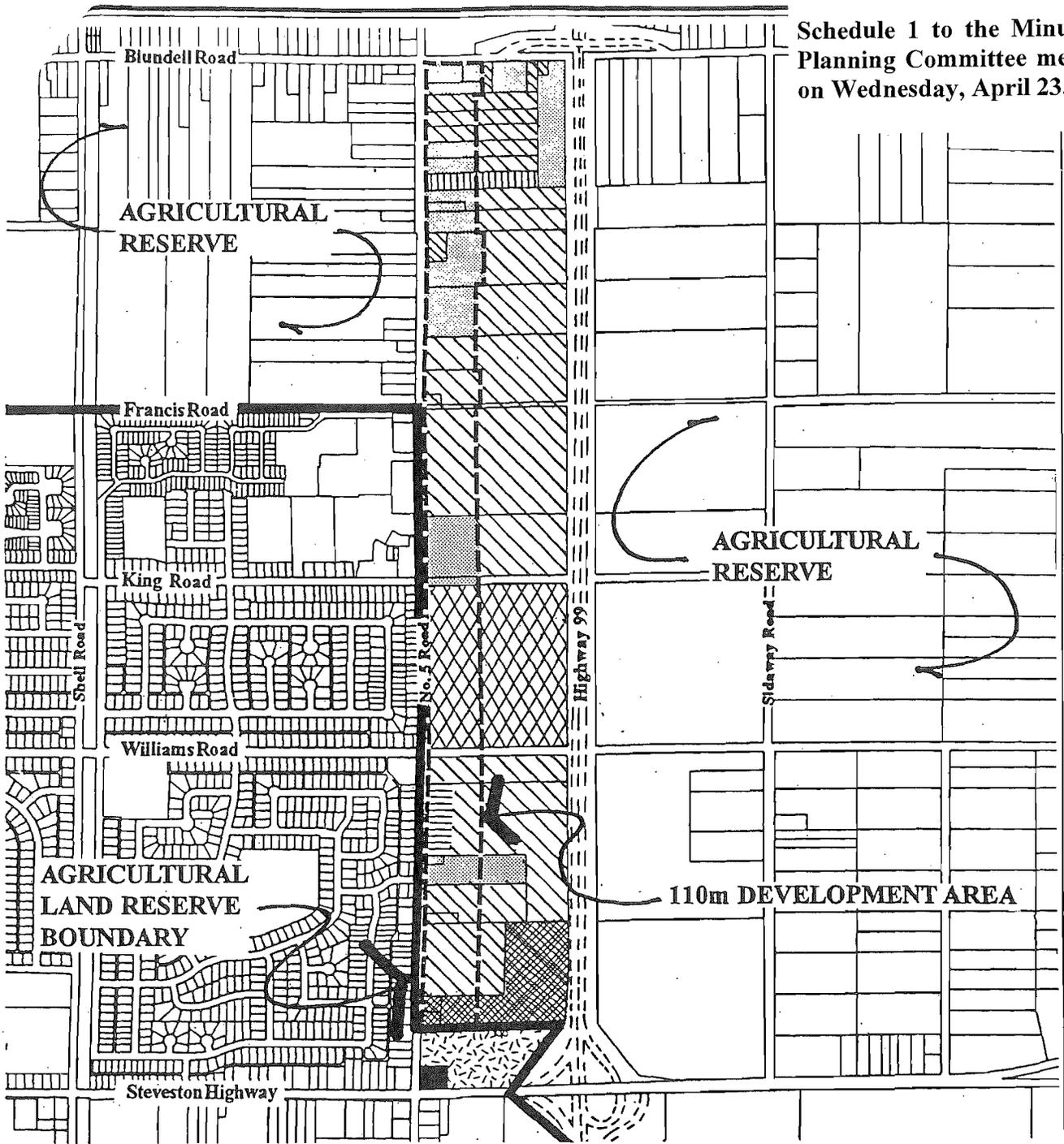
It was moved and seconded
That the meeting adjourn (5:25 p.m.).

CARRIED

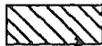
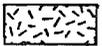
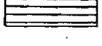
Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, April 23, 2014.

Councillor Bill McNulty
Chair

Evangel Biason
Auxiliary Committee Clerk



LEGEND

- | | | | |
|---|---------------------------------|---|---------------------------------|
|  | AG1 Agricultural District |  | BG2 Botanical Garden District 2 |
|  | AG2 Golf Course District |  | G2 Service Station District |
|  | ASY Assembly District |  | LUC Land Use Contract |
|  | BG1 Botanical Garden District 1 |  | RSC Roadside Stand District |



Existing Zoning

DATE
08/26/94

That the following recommendation be endorsed by Nelson City Council and submitted as a Special Resolution to the Association of Kootenay & Boundary local Governments at the Annual General Meeting to be held in Creston April 9 -11, 2014.

Special Resolution to AKBLG in Response to the Provincial Government's March 27th, 2014 decision to place some communities in Agricultural land Reserve Zone 2

Whereas the Provincial Government has, without consultation with the public or with local governments in the AKBLG region, created two zones for the Agricultural Land Reserve in the Province of BC and, through the creation of the "Kootenay Panel Region", placed some or all of the AKBLG region in Zone 2, thereby discriminating between regions and potentially constraining their ability to achieve and sustain agricultural self-sufficiency and economic development; and

Whereas not all affected regions wish to see the requirements of the Agricultural Land Reserve weakened in Zone 2; and

Whereas substantial agricultural activity has historically taken place and is currently being practiced outside of Zone 1;

Therefore be it resolved that the AKBLG send a letter to the Union of BC Municipalities, Minister of Agriculture Pat Pimm, Minister of Community, Sport and Cultural Development Coralee Oakes, and Premier Christy Clark, with copies to all BC local governments, requesting that the provincial government undertake consultation with the public, local governments, the Union of BC Municipalities, and affected parties, on the proposed two-zone approach to the ALR; and that Bill 24 not be brought into force until such consultation is complete.



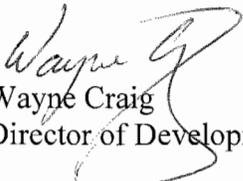
To: Planning Committee
From: Wayne Craig
Director of Development

Date: April 29, 2014
File: RZ 13-643436

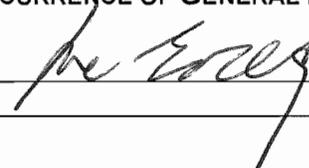
Re: Application by Cotter Architects Inc. for Rezoning at 3471 Chatham Street from the "Steveston Commercial (CS3)" Zone to a Site Specific "Commercial Mixed Use (ZMU26) - Steveston Village" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9138 to: create "Commercial Mixed Use (ZMU26) - Steveston Village"; and to rezone 3471 Chatham Street from "Steveston Commercial (CS3)" to "Commercial Mixed Use (ZMU26) - Steveston Village"; be introduced and given first reading.


Wayne Craig
Director of Development

SB:blg
Att. 9

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

Staff Report

Origin

Cotter Architects Inc. has applied to the City of Richmond for permission to rezone 3471 Chatham Street (Attachment 1) from the “Steveston Commercial (CS3)” zone to a new site specific “Commercial Mixed Use (ZMU26) - Steveston Village” zone in order to construct a three-storey mixed use building containing approximately 10 residential units in the upper floors and 324 m² (3,485 ft²) commercial space on the ground floor.

Background

The former building on the currently vacant site was a Gulf & Fraser credit union, which included sculptural concrete relief panels with images by artist Leonard Epp portraying the commercial fishery history of Steveston Village. When the building was demolished, the developer salvaged a number of the wall panels and is proposing to mount nine (9) of these panels on the proposed building elevations.

Heritage Alteration Permit HA 13-641865 was approved by Council September 23, 2013 to allow for the demolition of the former Gulf & Fraser credit union building, pre-construction activities and a corner cut road dedication at the intersection of 3rd Avenue and Chatham Street.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

Surrounding Development

The site is located in the Steveston Village Heritage Conservation Area. The Steveston Area Plan includes the Steveston Village Land Use Density and Building Map (Attachment 3) to guide development within the conservation area. Surrounding development is as follows:

- To the north and west: Across the rear lane to the north and undeveloped lane to the west, are single detached homes, zoned “Single Detached (RSI/A)”, with a maximum building height of 9 m and 2 ½ storeys.
- To the east: Across 3rd Avenue, are a number of three-storey mixed use buildings that are set back from Chatham Street behind surface parking areas and consisting of residential units above ground floor commercial space. The properties are zoned “Steveston Commercial (CS3)”, 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 southeast: Diagonally, across both 3rd Avenue and Chatham Street, is an outdoor storage yard for Rod’s Building Supplies, and a single-storey commercial building. All of these properties are zoned “Steveston Commercial (CS3)”, 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: Across Chatham Street, are a surface parking area and identified heritage resources which front onto 3rd Avenue. The resources include the vacant southwest corner of 3rd Avenue and Chatham Street, the Steveston Courthouse, and the Sockeye Hotel (Steveston Hotel). The vacant southwest corner of 3rd Avenue and Chatham Street is the symbolic civic precinct formerly consisting of the Steveston Courthouse, the City jail and a former firehouse. All of these properties are zoned “Steveston Commercial (CS2)”, with a permitted density of 1.0 FAR and a maximum permitted building height of 9 m and two (2) storeys.
- To the southwest: Across Chatham Street, are lands owned by crown federal and the Steveston Harbour Authority that extend from Chatham Street to the river, zoned “Light Industrial (IL)”, with a permitted density of 1.0 FAR and a maximum permitted building height of 12 m. Existing land uses include surface parking areas fronting onto Chatham Street, a mix of buildings and storage areas, structures in the river for commercial boats, and the Gulf of Georgia Cannery.

Related Policies & Studies

General

The rezoning application has been reviewed in relation to the 2041 Official Community Plan (OCP), 2009 Steveston Village Conservation Strategy, Flood Plain Designation and Protection Bylaw 8204, the 2007 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.

Steveston Village Conservation Strategy (Strategy) Review

As directed by Planning Committee on July 16, 2013, staff are clarifying the following matters to enhance the Strategy:

- Land use matters include: clarifying maximum densities and building heights in the Village, particularly along Moncton Street and the south side of Bayview Avenue, comparing pre 2009 Village building designs with the current Strategy requirements, indicating how the Sakamoto guidelines are included in the Strategy and providing information regarding eliminating rooftops.
- Transporting matters include: clarifying onsite parking requirements, Bayview Avenue and Chatham Street streetscape visions, exploring a no parking option on Bayview Street and its implications for parking within Steveston and vehicular traffic on Bayview Street, and providing heritage sidewalk design (i.e., plank) options and, parking options on 4th Avenue.

Staff anticipate addressing these matters in a report to Planning Committee in June, 2014. Staff suggest that it is appropriate to bring this rezoning proposal forward before the above Strategy review is completed, as the proposal meets to the current Strategy requirements and the above review is not anticipated to propose changes which would affect this site or proposal on Chatham Street.

If the strategy review results in a need to change the proposed frontage improvements, those changes will be incorporated into the required Servicing Agreement prior to rezoning approval.

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.

The applicant advises that they discussed the development proposal with all of the neighbours to the west across the unbuilt City lane right-of-way and to the north across the rear lane. The applicant also advises that they presented the development proposal to the Steveston 20/20 community group on September 10, 2013. City staff did not attend the meeting.

At the time of writing this report, the City has received public correspondence (Attachment 4), which includes the following concerns (staff comments are included in ***'bold italics'***):

- A development similar to that at Chatham Street and 5th Avenue would be preferred – ***At 11991 5th Avenue there is an existing non-conforming two-storey mixed use building on a site zoned Steveston Commercial (CS2). The development includes a small ground level corner commercial unit surrounded with two-storey townhouses that each has its own roof patio with stair access. The development was constructed under an older version of the CS2 zone that did not restrict the amount of residential floor area at street level. The proposed ZMU26 zone includes the requirement to locate residential units on the upper floors of the building to comply with the residential requirements in the Steveston Commercial CS2 and CS3 zones as well as the Development Permit guidelines for Steveston Village.***
- The proposed building character and use does not reflect the area or site history – ***The proposed permitted uses in the proposed ZMU26 zone include a mix of commercial uses and apartment housing, in compliance with the and Steveston Village Conservation Strategy and Steveston Area Plan (Steveston Village Land Use Density and Building Height Map). The mixed land use concept also complies with the site's existing CS3 zoning, although the list of permitted uses has been reduced to reflect the uses proposed by the applicant and the proposed parking provision on the subject site.***
- The proposed building size is larger than and not the same character as neighbouring single-family homes – ***The proposed ZMU26 zone includes a maximum permitted density of 1.6 FAR and a maximum permitted building height of 12 m and three (3) storeys, in compliance with the and Steveston Village Conservation Strategy and Steveston Area Plan (Steveston Village Land Use Density and Building Height Map). As part of the required Development Permit, the applicant will be requesting a variance to increase the building height from 12 m to 15.4. The purpose of the variance is to allow elevator access to the rooftop patio embedded in a sloped roof massing to soften the appearance of the roof and to provide the roof with a residential character for transition to the neighbouring single detached homes. Only small portions of the proposed roof massing are taller than 12 m.***
- Proposed building height will shadow neighbouring yards and balcony overlook will impact privacy of surrounding residents – ***As noted above, the three-storey building height included in the proposed ZMU26 zone complies with the Steveston Village Conservation Strategy and Steveston Area Plan (Steveston Village Land Use Density and Building Height Map)***

as well as the current CS3 zoning of the subject site. The proposed three-storey building includes balconies to provide the residential units with semi-private outdoor space. The proposal also is separated from the neighbouring single detached homes by a 6m wide unbuilt lane right-of-way on the west side of the property and a 6m building setback as well as a 6m wide rear lane right-of-way on the north side of the property. This separation provides mitigation for shadowing and privacy overlook concerns. The applicant has submitted a shadow analysis that demonstrates that the roof elements would not significantly increase the amount of shadow cast by the proposed building. Shadowing and privacy overlook would be reviewed in detail as part of the required Development Permit application process.

- *Rooftop patios allow an extra storey of living space and do not reflect the village history – There are a few rooftop patios on newer buildings in Steveston Village, some of which are shared by residents and some of which are allocated to individual units. They offer residents with more generous space to garden in planters and spend time outside in a semi-private setting that does not impact the massing of the building in the same way that providing a generous patio for every apartment would. The proposal includes an open rooftop patio area in the centre portion of the roof, accessed from a shared stairwell and elevator. The patio area is not covered or enclosed and is not considered to be a building storey. Architectural form and character would be reviewed in detail as part of the required Development Permit application process and staff will work with the applicant to ensure that the apparent building height and massing of the building is minimized and no trees or tall hedges are planted in roof gardens.*
- *The proposed building character should present frontages that look like a series of small buildings in accordance with the small historic lots as shown in the Steveston Village 1892 Historic Lot Lines Map – Architectural form and character would be reviewed in detail as part of the required Development Permit application process. The applicant advises that the 3rd Avenue frontage is broken down into three (3) zones; a commercial zone at the corner, a residential zone under a gable end, and a surface zone with landscaping and parking adjacent to the rear lane, providing a transition in massing from the commercial character of Chatham Street to the residential character across the lane to the North.*
- *The building should have the same set back from Chatham Street as the mixed use development on the other side of 3rd Avenue to maintain the broad Chatham Street streetscape and to enhance the street-end view to Sturgeon Bank on the west – The proposed ZMU26 zone includes the requirement to locate the building tight to the public road property lines. This complies with the existing setback requirements in the Steveston Commercial CS2 and CS3 zones as well as the Development Permit guidelines for Steveston Village.*
- *Brick and metal siding as wall sheathing is out of character for a residential building and the Steveston Area Plan states that corrugated metal siding is appropriate in the ‘maritime mixed use’ and industrial areas – Architectural form and character, including building cladding materials, would be reviewed in detail as part of the required Development Permit application process. The design was revised to replace brick with painted cement board horizontal siding. Metal cladding material does comply with the Development Permit*

guidelines for Steveston Village, which call for natural durable materials. While metal siding is particularly highlighted for use on industrial buildings, this material is not limited to industrial buildings.

- Proposed parking is inadequate – *The proposal includes more parking than the zoning bylaw requires and parking, bicycle storage and loading would be reviewed in detail as part of the required Development Permit application process.*

Richmond Heritage Commission

The development proposal was presented to the Heritage Commission at their meeting on January 15, 2014 (Attachment 5). The Commission supported the proposal, endorsed the use of panels from the former Gulf & Fraser building in the proposal, and asked that the applicant and Planning Committee consider their comments.

In response to comments from the Commission, the placement of panels proposed to be mounted on the building elevations was revised to maximize visibility for the public and the design was revised to provide a more traditional scale and proportion for the storefront glazing. An interpretative didactic panel is proposed to be installed on the building exterior to provide information about the panel artwork, and bicycle racks were relocated away from an artwork panel to locations in the City boulevards. Detailed design would be provided through the required Development Permit and Servicing Agreement.

Richmond Public Art Advisory Committee

The development proposal was presented to the Public Art Advisory Committee at their meeting on February 18, 2014 (Attachment 6). The Committee accepted the use of the panels from the former Gulf & Fraser building in the proposal as the developer's contribution to Public Art and recommended that the developer contact and involve the original artist, Leonard Epp and select a designer to work on the interpretive panels.

In response to the Committee recommendation and staff comments, the developer has contacted artist Leonard Epp and will also soon be starting the interpretative panel design process.

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 (ZMU26) –Steveston Village" and to rezone the subject site from the "Steveston Commercial (CS3)" zone to this new zone. The proposed bylaw has been prepared to manage development on the subject site in accordance with the Steveston Area Plan and the Steveston Village Conservation Strategy.

The proposed ZMU26 zone includes a maximum density of 1.6 FAR in accordance with the Steveston Village Land Use Density and Building Map, including density bonus provisions in accordance with the City's Affordable Housing Strategy and the Steveston Village Heritage Conservation Grant Program Policy. Following the intent of the Steveston Village Development Permit guidelines and existing mixed use zoning in the village (CS2 & CS3), the proposed ZMU26 zone requires the building to be located at the fronting public road Chatham Street and 3rd Avenue property lines with limited recesses and restricts the amount of residential area at the ground floor level. The ZMU26 zone permits a 33% parking reduction for non-residential uses, which is supported by the Steveston Village Conservation Strategy.

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 no lower than the adjacent City sidewalk.
- b) Village Density Bonusing Formulas: The Steveston Village Conservation Strategy requires that developers are to provide voluntarily financial contributions, for density increases in accordance with the Steveston Village Heritage Conservation Grant Program Policy 5900 (Attachment 8) as follows:
 - i. For proposals above 1.2 FAR, \$47.00 per buildable square foot (bft²) of all building floor area above 1.2 FAR is to be contributed to the heritage grant program,
 - ii. If the proposal involves residential uses, \$4.00 per buildable square foot (bft²) of all buildable residential floor area in the building is to be contributed to the Affordable Housing Strategy, and
 - iii. Where an affordable housing contribution is provided, the final amount contributed to the heritage grant program shall be the total amount in (i) minus the total amount in (ii).

Under this formula, the proposal involves developer contributions of \$296,476, as follows, \$86,992 for affordable housing and \$209,484 for the heritage grant program, as explained below.

- c) Affordable Housing: Based on the above village density bonusing formulas, the developer has agreed to provide a voluntary contribution of \$86,992 (based on the buildable residential floor area), to the City's Affordable Housing Reserve as a consideration of the rezoning.
- d) Heritage: Based on the above village density bonusing formulas, the developer has agreed to provide a voluntary contribution of \$209,484 to the Steveston Village Heritage Conservation Grant Program as a consideration of the rezoning.
- e) Public Art: The City's Public Art Program seeks developer participation through the installation of Public Art on development sites or the voluntary contribution \$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 (e.g. \$18,175). The developer has

agreed to participate in the City's Public Art Program through the installation of artwork wall panels on the subject site and has agreed to the following considerations of the rezoning:

- i. Submission of a security will be held in the cash-in-lieu amount and returned to the developer upon completion of the following.
 - ii. Installation of at least nine (9) of the panels by artist, Leonard Epp, along with a didactic panel on the building facades (Attachment 9).
 - iii. A transfer of all of the artist's right, title and interest in the Public Art to the Strata, including a transfer of joint, worldwide copyright.
 - iv. Submission of a final report to the City and the Strata promptly after completion of the installation of the Public Art, which describes, among other things, the Public Art, the siting of the Public Art, a brief biography of the artist, the artist's statement on the Public Art, a maintenance plan for the Public Art; and 12 high resolution images in digital format of the Public Art showing it in context and revealing significant details.
- f) Infrastructure Improvements: The developer has agreed to enter into a Servicing Agreement as a consideration of the rezoning, including design and construction of the following:
- Road Network Improvements – Chatham Street and 3rd Avenue streetscape improvements and upgrade of the existing east-west rear lane to City lane design standards. Streetscape improvements along Chatham Street and 3rd Avenue include a new concrete sidewalk at the property line and grass boulevards, with street tree planting behind the existing curb line extending across both frontages and across the west lane right-of-way, including a concrete pad, seating bench and low fence behind the Chatham Street sidewalk at the west edge of the site. Concrete pads and bicycle racks for Class 2 short-term bicycle parking are to be provided in the boulevards: on 3rd Avenue within 15 m of the residential lobby and on Chatham Street approximately mid way among the commercial units.
- The City is currently reviewing streetscape visions for Bayview and Chatham Streets in Steveston Village. It is anticipated that the proposed frontage improvements will relate well with the potential visions. Should the frontage improvements need to be adjusted as a result of changes to the visions, those adjustments will be incorporated into the required Servicing Agreement prior to rezoning approval.
- Fire Hydrant Improvements – Provide a new fire hydrant along 3rd Avenue, spaced as per City standards.
 - Storm Sewer Improvements – Provide a new storm sewer system for the rear lane.
 - Sanitary Sewer Improvements – Upgrade the existing sanitary sewer in the rear lane.
 - Water Distribution Improvements – Provide a new water main along 3rd Avenue from Chatham Street to Broadway Street. The portion of the work between the north edge of the lane and Broadway Street will be funded by the City and will proceed subject to availability of City funds.
 - Once the building design has been confirmed at the Building Permit stage, the applicant is required to 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 water pressure in fire hydrants to accommodate fire fighting. Based on the proposed rezoning, the subject site requires a minimum fire flow of 220 L/s.

g) Tree Retention and Replacement

Bylaw-size trees	Existing	Retained	Compensation
On-site	3	0	5 new trees & \$500 contribution to achieve 2:1 replacement ratio
On neighbouring properties	7	7	To be protected
In the City boulevard	6	6	To be protected

- There are three (3) bylaw size trees on the subject site and are proposed for removal. A Japanese Maple tree (0.35 m dbh) is located inside the property at the corner of Chatham Street and 3rd Avenue and two (2) Crimson King Maple trees (0.30 & 0.36 m dbh) are located on the shared property line between the site and 3rd Avenue. The trees conflict with the proposed building envelope.
- 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), six (6) replacement trees are required for the removal of three (3) bylaw-sized trees or compensation at a rate of \$500 for each replacement tree that is not accommodated on the site. The preliminary development concept plans (Attachment 9) include five (5) new trees and the landscape plan would be further reviewed through the required Development Permit for tree planting opportunities.
- The developer is required to protect the seven (7) trees on neighbouring properties and in the unbuilt west lane right-of-way (ROW) 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 as per City of Richmond Tree Protection Information Bulletin Tree-03.
- The developer is required to protect the row of six (6) Purple Plum trees in the Chatham Street city boulevard and additional street tree planting in new Chatham Street and 3rd Avenue grass boulevards will be provided through the required Servicing Agreement.

g) Sustainability: The developer proposes to construct a medium density mixed use development with the following sustainability features:

- Boilers will be 99.9% Efficient "Rennai" tankless on-demand systems. The Rennai tankless system (on average) delivers 29% reduction in annual energy cost over a gas hot water tank, and 66% reduction over an electric hot water tank.
- Windows will be ultra insulated triple glazed. In comparison to double glazed windows, triple glazed windows offer increased window strength, increased resistance to condensation problems, reduced sound transmission, and decreased heat loss.

- Insulation will be icynene foam which provides 35% higher insulation value than equivalent thickness batt insulation.
- Toilets will be low-flow dual flush.
- Lighting will be energy efficient LED dimmable lighting, some with daylight sensors and/or timer switches
- Residential units will have heat recovery ventilation units.

h) Parking

- Vehicle access to the proposed development is from the existing rear north lane.
- Garbage/recycling storage/collection – The proposal includes an interior enclosed room for garbage and recycling storage at the northeast corner of the building.
- Loading – The subject proposal does not include a designated on-site truck loading space. The proposal is not required to provide an on-site loading space as the subject site fronts onto a public road where on-street parking is allowed and the proposal contains only 10 apartment units and 324m² of commercial space.
- Resident parking – The proposal includes an enclosed secure parking area with 20 parking spaces for residents, or 2 parking spaces for each apartment unit.
- Visitor and Commercial parking – The proposal includes a shared pool of 8 surface parking spaces for the use of the commercial space and residential visitors. To support this shared use, the developer has agreed to enter into a legal agreement 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 or user.
- Bicycle parking – The proposal includes interior bicycle storage rooms and exterior bicycle parking racks. The developer has agreed to enter into a legal agreement to ensure that bicycle parking areas are available for shared common use for the sole purpose of bicycle storage and are not used for or converted into habitable space (e.g. storage).
- Electric vehicles – In accordance with the OCP, the proposal includes the provision of electric vehicle charging features. The developer has agreed to enter into a legal agreement to ensure the provision of a minimum of 20% of parking stalls with a 120V receptacle to accommodate electric vehicle charging equipment and an additional 25% of parking stalls to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring).

i) Form of Development

The developer proposes to construct a medium density mixed use development with approximately 324 m² (3,485 ft²) of street fronting commercial area and 10 apartments in a three (3) storey building (Attachment 9), which generally conforms to OCP policies, the Steveston Area Plan and Development Permit guidelines.

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

- Detailed architectural and open space design. Review proportion, spacing, symmetry and vertical alignment of windows. Review proportion and material of the cornice (e.g. wood or cast concrete) as well as continuous treatment (e.g. extend balcony railings round length of parapet on the east and west facades). Maximize opportunities to screen parking from 3rd Avenue and strengthening the transition to the residential character to the west and north, including reviewing openings and landscape buffer. The proposed building form: includes recesses to visually break down the long building elevation along Chatham Street; provides a building setback transition at the west edge of the building as a transition to the neighbouring single detached home across the City right-of-way; and provides a unique character to the building elevation along 3rd Avenue as a transition from the commercial character of Chatham Street to the residential character across the lane to the north.
- Detailed review of the requested variance to increase permitted building height from 12 m to 15.4 m. The increased building height accommodates elevator access to the rooftop patio and allows the elevator housing to be embedded in a sloped roof massing to soften the appearance of the roof and provide the roof with a residential character for transition to the neighbouring single detached homes.
- Detailed review of canopies or awnings along the Chatham Street or 3rd Avenue, minimizing a modern metal canopy structure as much as possible or consider using simple fabric awnings over the storefront windows (e.g. Hepworth Block, 12211 No 1 Road, and 3993 Chatham St). Any structures located in the right-of-ways 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.
- Provide signage guidelines for the project identifying signage locations, sizes, material and design.
- Review of sustainability features of the development.
- Review of adaptable and aging in place features. At least one (1) Basic Universal Housing Features unit is proposed, aging in place features are proposed in all units and elevator access is proposed to all levels of the building, including the roof deck.
- Provide indoor amenity space or cash-in-lieu in accordance with the OCP (e.g. \$10,000 for 10 dwelling units)

- Vehicle and bicycle parking, electric vehicle charging equipment, 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

As noted in the report.

Conclusion

The proposal provides a medium density mixed use three (3) storey development with commercial space fronting onto Chatham Street, residential apartment housing, and the re-use of concrete sculptural relief wall panels from the Gulf & Fraser credit union building that was formerly on the site. The development will anchor the northwest corner of the Steveston Village Heritage Conservation Area in a way that also provides a transition to the rest of the block, which is outside of the conservation area and consists of single detached housing. 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 (ZMU26) –Steveston Village" is proposed to accommodate the proposal on the subject site, including density bonus provisions to support the City's Affordable Housing Strategy and Steveston Village Heritage Conservation Grant Program.

Overall, the proposed land use, density, site plan and building massing respects the surrounding single detached housing and future three-storey development potential to the south and east within the Steveston Village Heritage Conservation Area. Further review of the project design is required to be completed as part of the required Development Permit, Heritage Alteration Permit and Servicing Agreement application review processes. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9138 be introduced and given first reading.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2

SB:bg

Attachment 1: Location Map & Aerial Photo

Attachment 2: Development Application Data Sheet

Attachment 3: Steveston Village Land Use Density and Building Site Context Map

Attachment 4: Public Correspondence

Attachment 5: Richmond Heritage Commission Minutes Excerpt (January 15, 2014)

Attachment 6: Richmond Public Art Advisory Committee Minutes Excerpt (February 18, 2014)

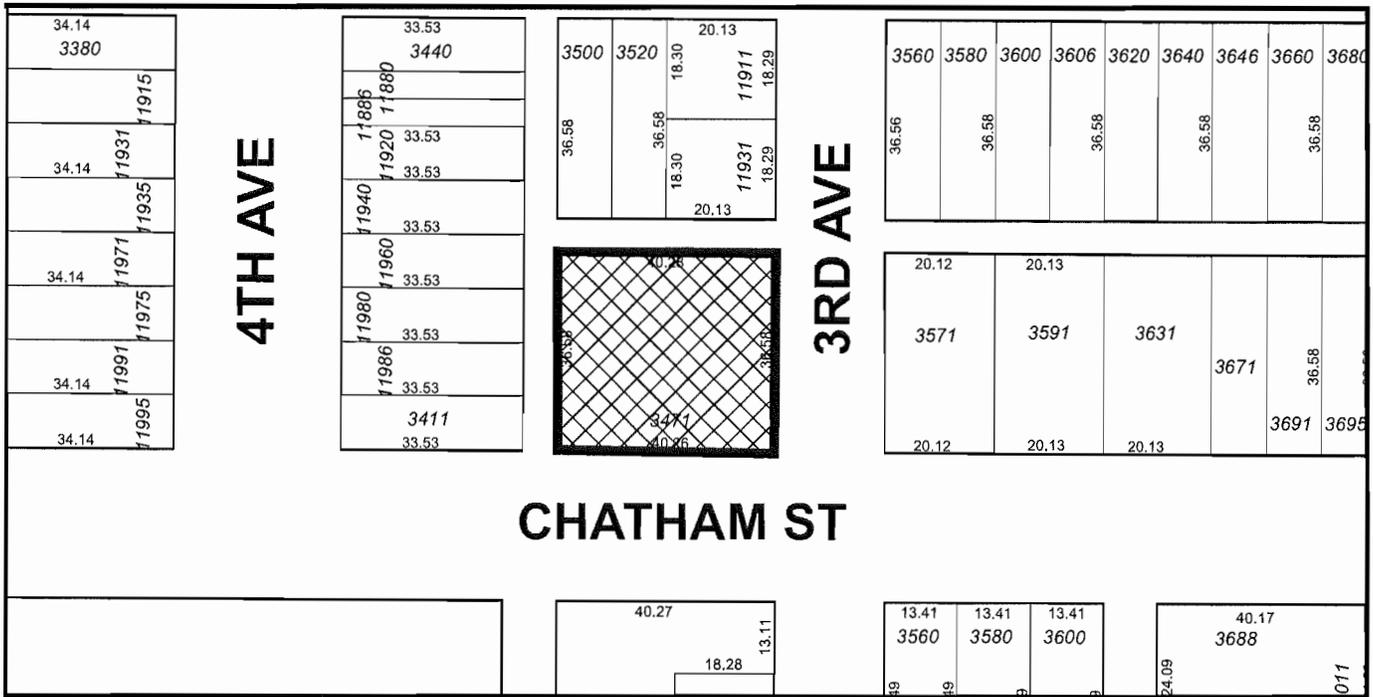
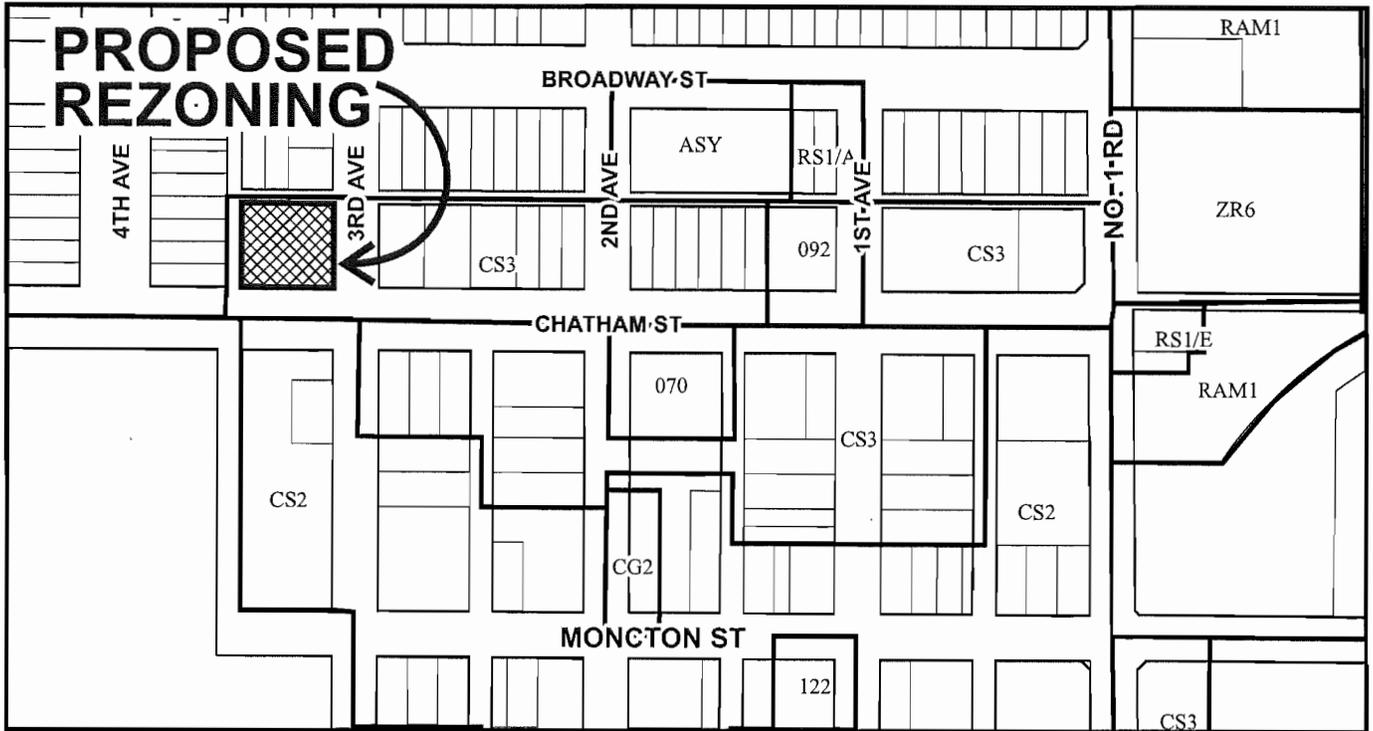
Attachment 7: Rezoning Considerations

Attachment 8: Steveston Village Heritage Conservation Grant Program Policy 5900

Attachment 9: Conceptual Development Plans



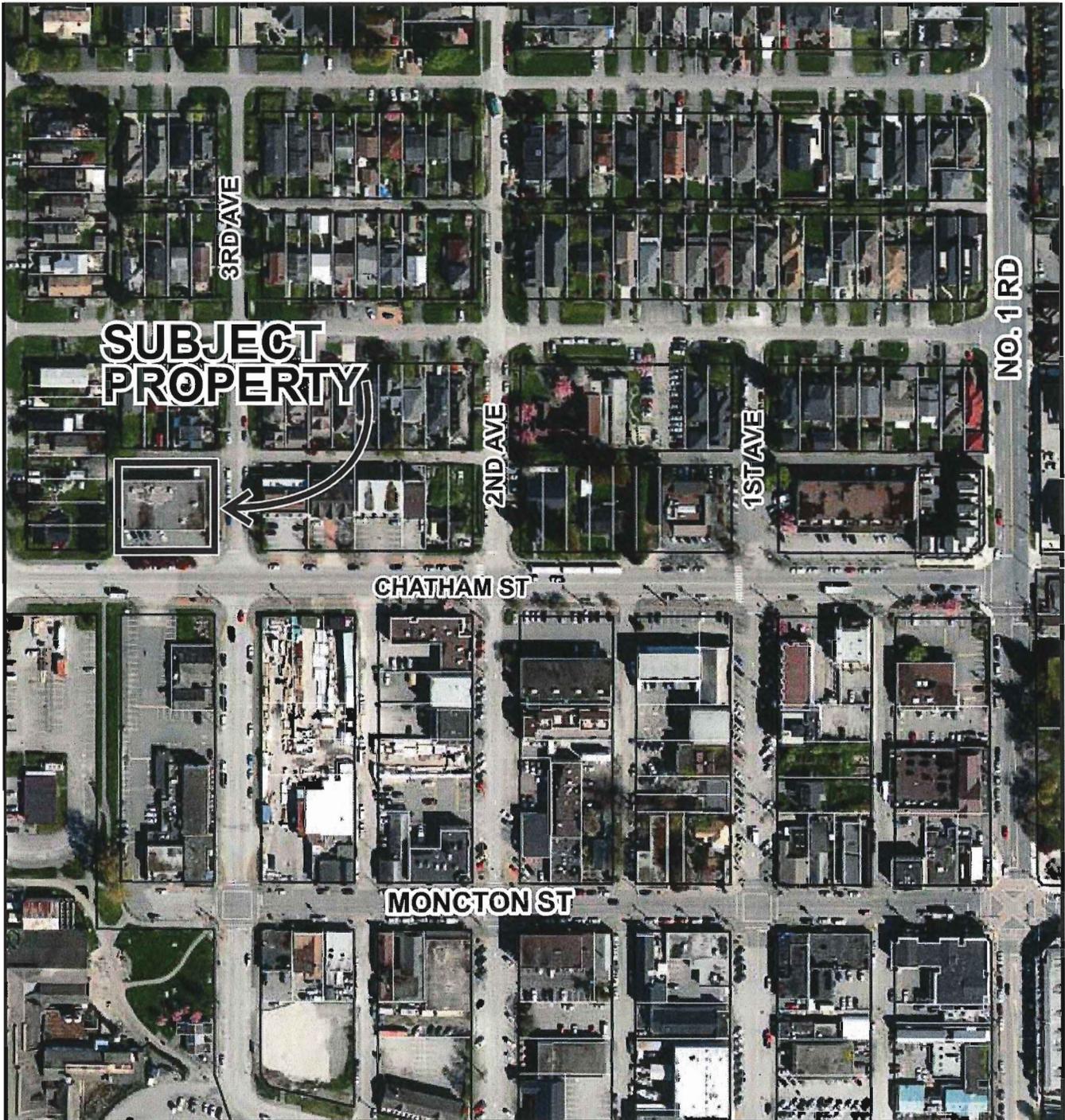
City of
Richmond



	<h1>RZ 13-643436</h1>	<p>Original Date: 03/24/14</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of
Richmond



RZ 13-643436

Original Date: 03/24/14

Revision Date:

Note: Dimensions are in METRES



RZ 13-643436

Attachment 2

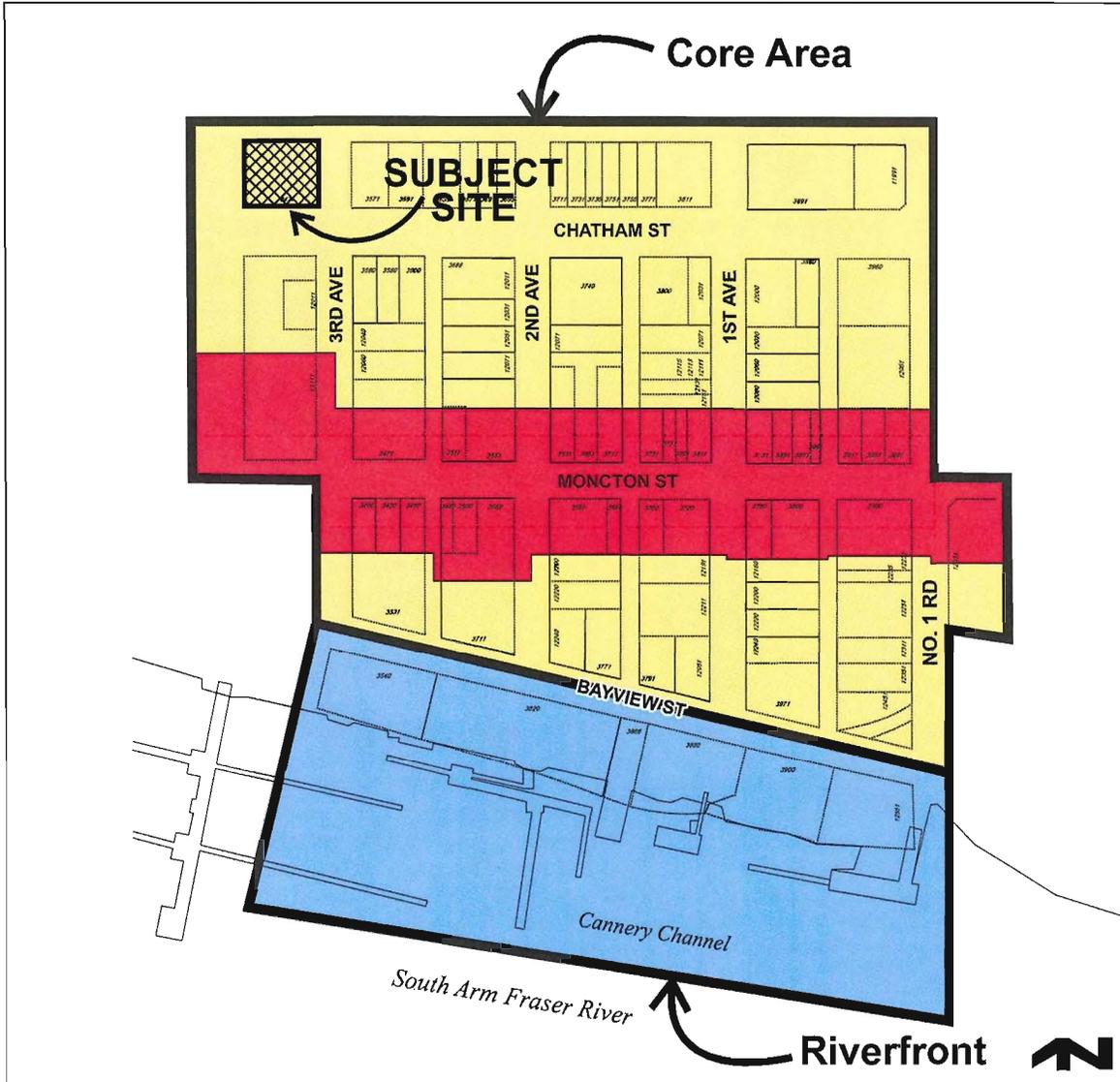
Address: 3471 Chatham Street

Applicant: Cotter Architects Inc.

Planning Area(s): Steveston Village

	Existing	Proposed	
Owner:	Steveston Flats Development Corp. Inc. No. BC0968919	Unknown	
Site Size (m²):	1,473 m ²	1,465 m ²	
Land Uses:	Vacant	Mixed Use Commercial and Residential	
Area Plan Designation:	Heritage Mixed Use (Commercial- Industrial with Residential & Office Above)	Complies	
Zoning:	Steveston Commercial (SC3)	Commercial Mixed Use (ZMU26) – Steveston Village	
Number of Units:	None	3 CRU and 10 apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.6	1.6	None Permitted
Lot Coverage	Max. 100%	81%	None
Setbacks: 3 rd Avenue Chatham Street Rear lane West side yard	0 m 0 m None None	0.35 m (0 m to cornice) 0.35 m (0 m to cornice) 6 m 0.35 m (0 m to cornice)	None
Height	Max. 12 m & Three Storey	Up to 15.4 m for limited portions of the roof	3.4 m Increase
Parking Spaces:	As per the Steveston Village Conservation Strategy:		
Commercial/Visitor	7	8	None
Resident	10	20	
Accessible	(1)	(1)	
Total	19	28	
Tandem Parking Spaces	Permitted	None	None
Amenity Space – Indoor	Min. 50 m ²	Cash-in-lieu	None
Amenity Space – Outdoor	Min. 60 m ²	139 m ²	None

Steveston Village Land Use Density and Building Height Map



	Maximum FAR	Maximum Storeys	Maximum Building Height
Core Area, generally	1.6	3	12 m *
Moncton Street **	1.2	2	9 m *
Riverfront Area	1.6	3	20 m GSC ***

* Maximum building height may increase where needed to improve the interface with adjacent existing buildings and streetscape, but may not exceed the maximum storeys.

** Three-storey building height with additional appropriate density may be considered in special circumstances (See Section 4.0 Heritage).

*** Maximum building height may not exceed the height of the Gulf of Georgia Cannery, which is approximately 22 meters GSC.

February 17, 2014

**Planning Committee
City of Richmond**

To whom it may concern,

Re: Proposed development at 3471 Chatham Street, Richmond, BC

We are writing this letter to voice our concerns about the above noted development. As proposed, it is inappropriate in both scale and design.

The maximum height for buildings in the site's CS3 Zoning is 12 metres but the proposed building has a design height of more than 14 metres.

Section 9.2.2 (page 38) of the Steveston Conservation Area guidelines, "Cohesive Character Areas", states:

"The form of new development should be guided by that of adjacent existing development, even where new uses are being introduced. For example, multiple family residential or commercial uses introduced adjacent to single family homes should adopt a scale and character similar to those existing dwellings...."

The proposed building hardly fits with the above requirement. This proposal sits in a block of entirely single family residences. It is a massive building that is not complimentary to its surroundings and does not look beyond its boundaries in order to knit in. Even the developer's own 'streetscape' shows the proposed development as larger than the buildings on all sides of it along Chatham Street and 3rd Avenue. Being bigger than everything around you is certainly not an effort of transitioning. An example of a multi-use development which does, in our opinion, transition into a residential area exists at the northwest corner of Chatham and 5th Avenue. We have attached photos of that development. A similar development at 3471 Chatham St. would definitely be much more welcome.

The suggestion that pulling back the top floor from Chatham Street will "break down the three-storey massing" is simply visual deception. It does nothing to alter the overall height of the building.

The Steveston Conservation Area guidelines, Section 9.2.1 (page 36), subsection c) states:

"New development should look beyond the boundaries of its own site in order that it may knit into not only what exists today, but what existed in the past....."

The proposed building does not reflect the area or site's architectural history. Until the G&F building was constructed in 1976, there was no large building on that site. From our cursory look at aerial and heritage photographs, we're not aware of any commercial use on that site unless one considers bootlegging from a private home during the late 1940's and early 1950's a commercial use.

The developer has maximized the available lot area but in doing so has eliminated any opportunity for landscaping and created an oversized block of a building with little imaginative styling. While undeniably practical, the generally flat front façade is neither interesting nor appealing. The Steveston Area Plan 9.3.2.2.ac) says that buildings should **“retain or re-establish the small historic lots as shown in the Steveston Village 1892 Historic Lot Lines Map”**. In other words, buildings should present frontages that look like a series of small buildings rather than one continuous frontage. The original plans for both the Mukai building at the southwest corner of No.1 Rd. and Moncton and the E.A Towns site at Third Ave. and Bayview were rejected by the City partly because they didn’t adhere to this requirement. This sets a precedent for the City to reject the proposed design of this building as well.

While the suggested minimal number of parking spaces may be acceptable to the City, we feel it is inadequate for the staff and customers of the proposed retail space, not to mention the visitors to the residential units above. The overflow will simply add to the parking congestion already existing along Chatham St. and Third Ave. Relocating the parking to the rear of the building, thus pushing the building forward to the Chatham Street property line, does not solve the problem. This also disrupts the existing broad Chatham Street streetscape and view corridor to the west which would not agree with the objective in section 9.2.1 Settlement Patterns – Views a) and c) of the Steveston guidelines which state **“Most importantly, new development should enhance street-end views towards the river on the south and Sturgeon Bank on the west” and “contribute to the attractiveness of public streets and open spaces.”** A smaller building in line with the rest of the existing buildings along Chatham Street would address these two issues.

With regard to the Steveston guidelines Section 9.2.3 Architectural Elements (page 42) Exterior Walls and Finishes, Clause b) states:

“Materials should be of high quality, natural and durable, and should avoid artificial ‘heritage’ looks (e.g. old looking new brick) and misappropriated images (e.g. river rock façade treatments). The preferred material is wood in the form of narrow-board lap siding, board and batten, and shingles. Unpatterned stucco (preferably with a heavy texture, such as ‘slop-dash’) is an acceptable alternative to wood, while corrugated metal siding is appropriate in the ‘maritime mixed use’ and industrial areas. Typically, combinations of two or more materials on a single building should be avoided.”

There was no significant use of brick in Steveston other than the unique Hepworth building, and metal only appeared sparsely on some cannery complexes, and then primarily as roofing and not siding. It would be not only totally out of character for a residential building to use these materials but flies in the face of the guidelines.

The guidelines (Section 9.3.2.1; page 53) further suggest in part that **“...new development of greater scale should ensure that larger structures do not unnecessarily block views from or impact the privacy of smaller ones.”**

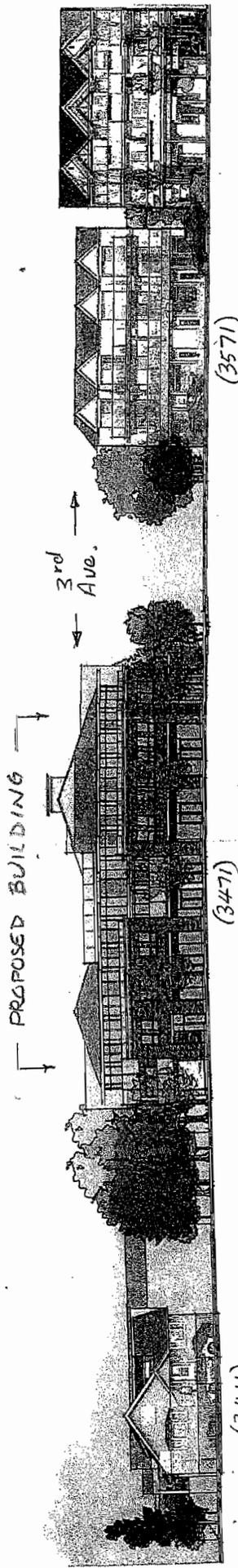
This proposed building with its unacceptable height will shadow the neighbourhood yards and together with balconies overlooking the adjacent properties will definitely impact the privacy of surrounding residents.

In principle, we object to rooftop patios in Steveston as they allow an extra storey of living space not counted in the building's design height and are not reflective of the village history.

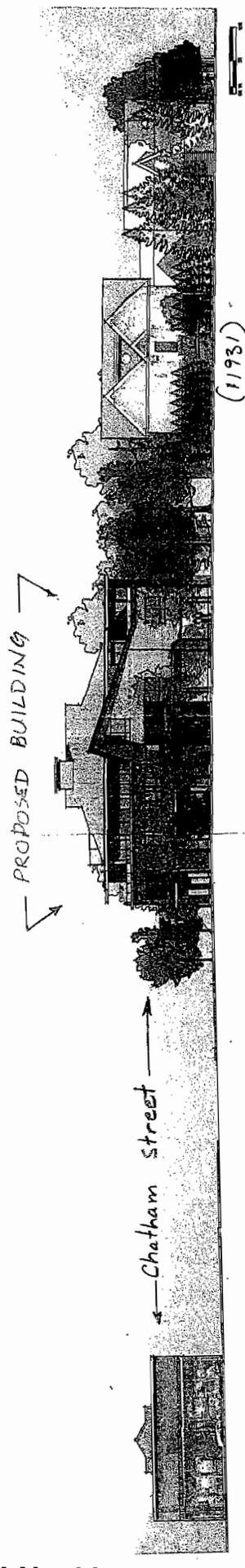
New growth should not **“disrupt the character and existing fabric of the community which is so valued” (Steveston Area Plan Overview 1.0)**. Unfortunately, this proposal is intrusive and disruptive and we would appreciate it if the City would abide by its own regulations and reject this proposal as currently presented.

Ralph and Edith Turner
3411 Chatham Street

STREETSCAPE PLAN

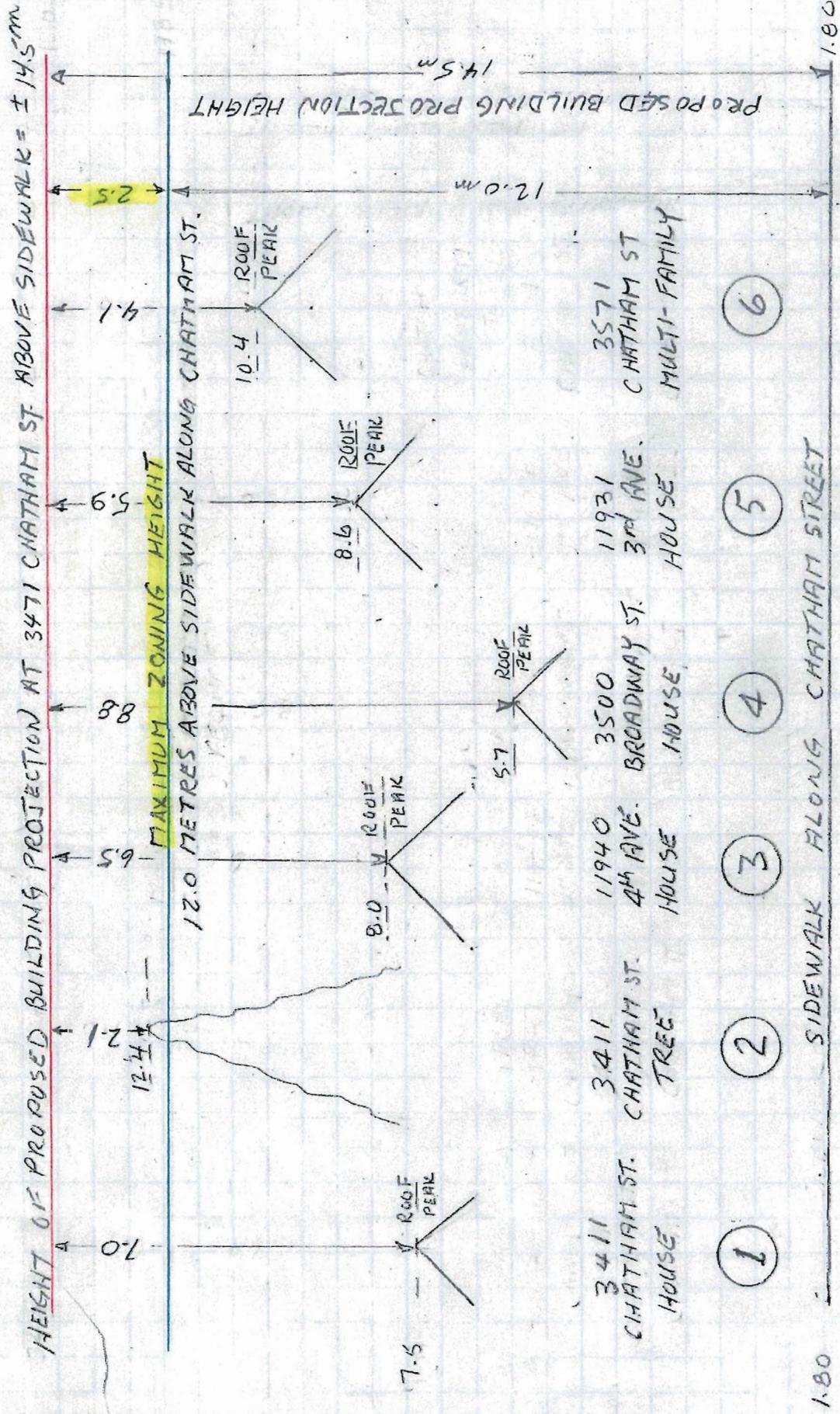


1 SOUTH STREETSCAPE ELEVATION (ALONG CHATHAM STREET)



2 EAST STREETSCAPE ELEVATION (ALONG 3rd AVENUE)

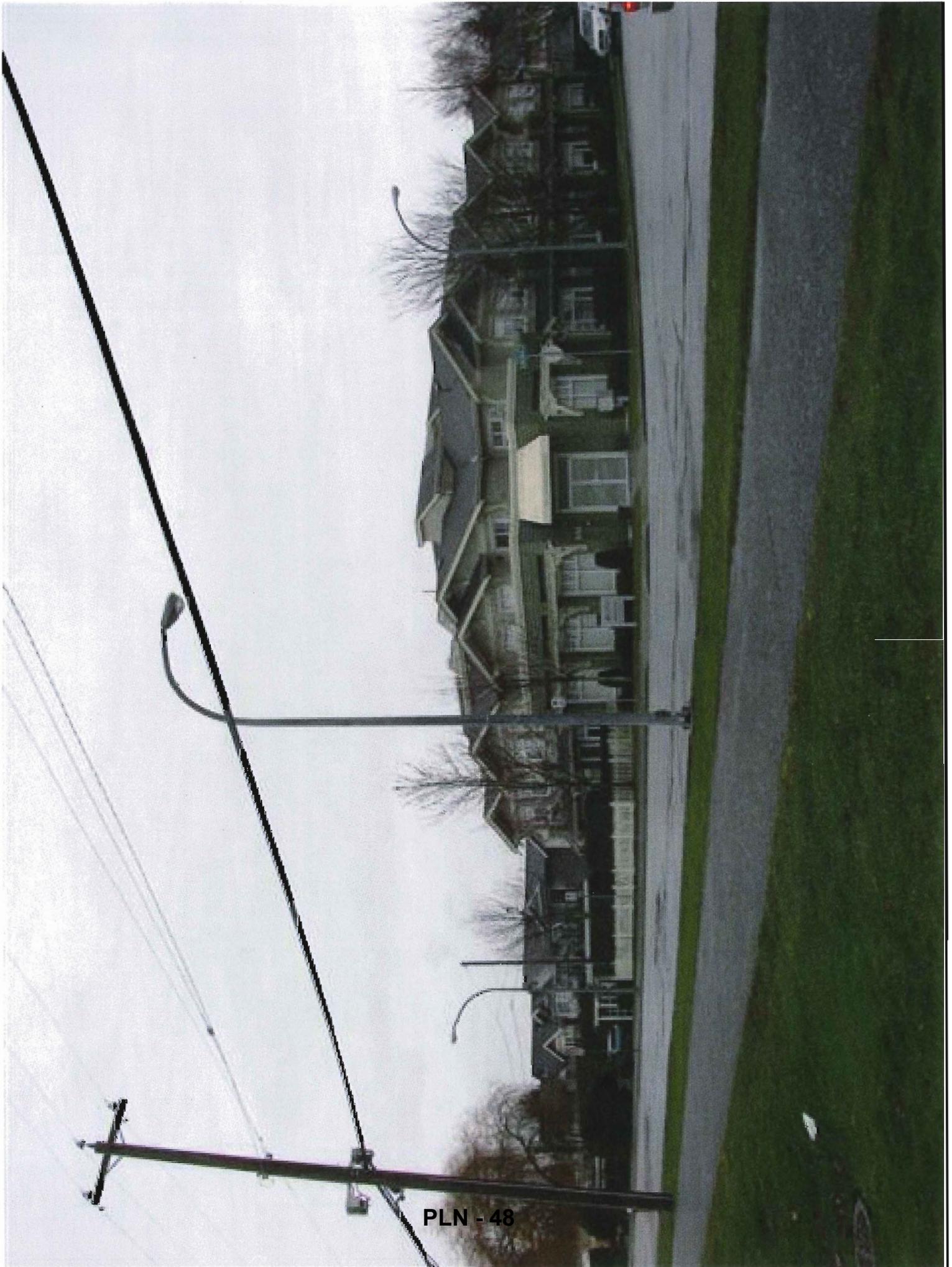
RELATIVE HEIGHTS OF PROPOSED BUILDING
AT 3471 CHATHAM STREET AND ADJACENT STRUCTURES
— WITH REFERENCE TO SIDEWALK.





STRATA COMPLEX AT CHATHAM ST. AND 5th AVE.

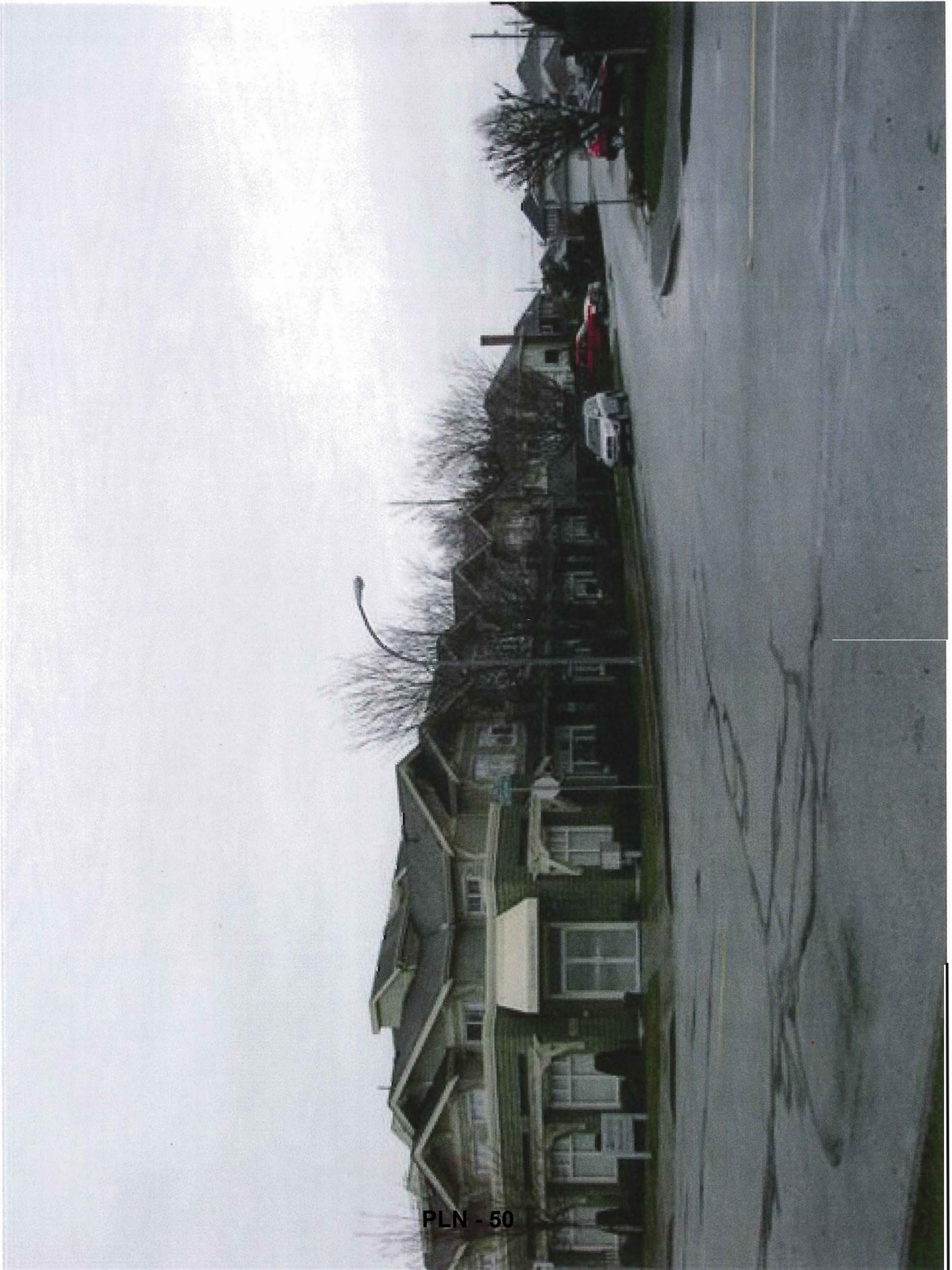




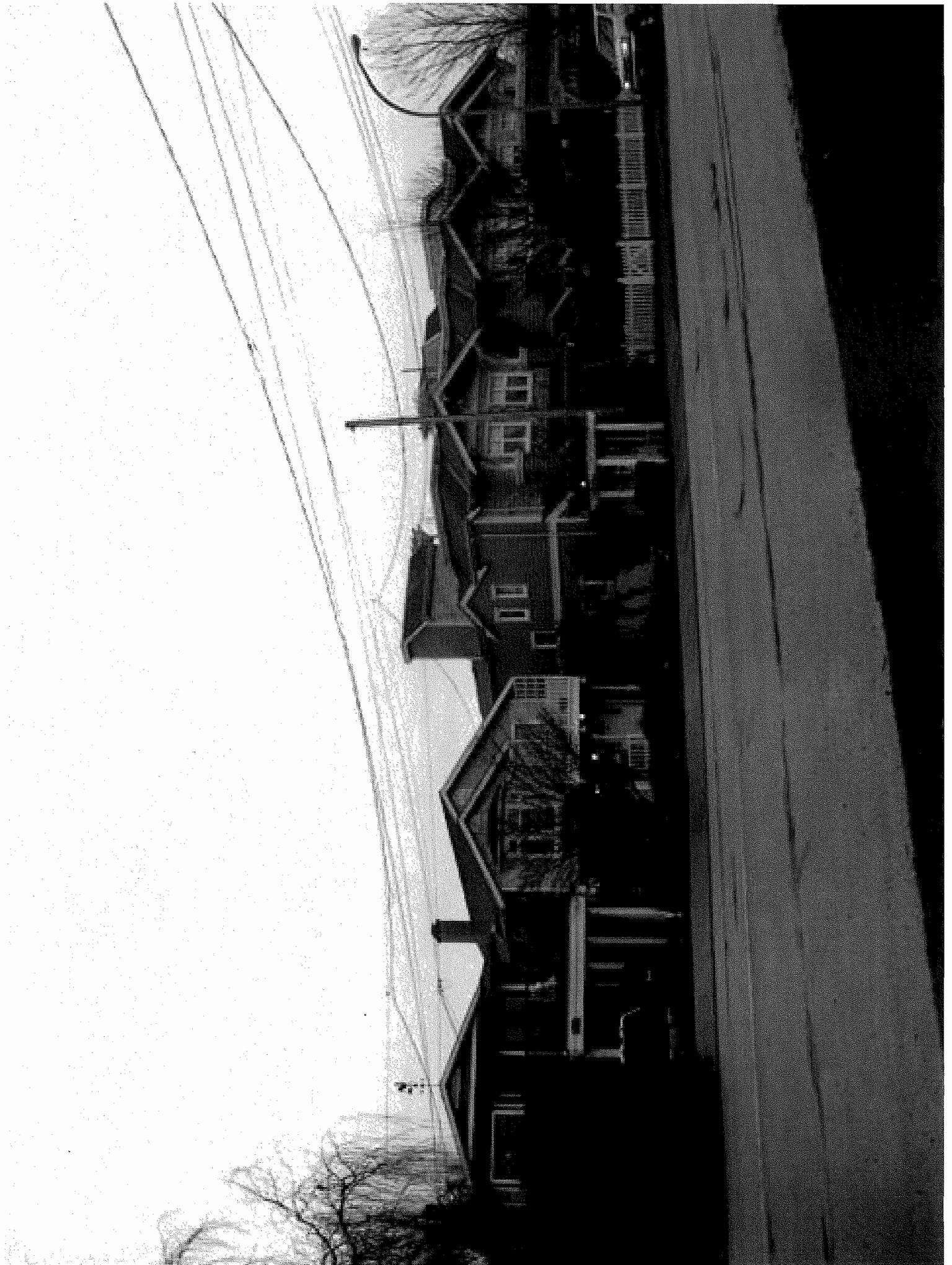
PLN - 48



PLN - 49



PLN - 50





City of Richmond

Excerpt from Minutes Heritage Commission Development Applications Division 6911 No. 3 Road, Richmond, BC V6Y 2C1

Wednesday, January 15, 2014

3. DEVELOPMENT PROPOSAL - 3471 CHATHAM STREET (RZ 13-643436)

Rob Whetter and Bob Hodder joined the Commission to make a presentation on the Cotter Developments building in the former Gulf of Fraser Credit Union building.

It was noted that this is a 1/3 acre space in the Steveston core that will be a 3 storey mixed-use building with 2 storeys of residential above retail space. Discussion ensued on the history of the site, principle design concepts, materials, ways to reflect Steveston's heritage, the neighbours, the laneways, the roof and elevator.

Discussion further ensued on incorporating the 9 or 10 of the panels (salvaged from the previous building) on the exterior of the building. It was noted that the remainder would be donated to the city. It was noted that there is a building on East Hastings that has similar concrete panels.

Commission members expressed concern over a lack of parking spaces for the public. It was noted that street parking is available and it meets the city's bylaw requirements (approved by the Transportation Department) for parking in Steveston.

Commission members also recommended cleaning up the laneway and upgrading the landscaping to fit within the character of the neighbourhood. It was also noted that softening the fronts of buildings (with window boxes or plantings) to reflect the characteristic of buildings nearby would also be recommended. Commission members also discussed the placement of the panels to ensure visibility and potentially including one in the lobby area –

The unbuilt City lane right-of-way along the west edge of the site will be cleaned up and a bench and low fence will be provided behind the Chatham Street sidewalk to provide an opportunity to site and look at the panels proposed for the west elevation of the building.

To provide a more traditional smaller scale pedestrian retail interface, the applicant revised the design to decrease the width of the storefront glazing, provide additional pilasters and provide a more traditional proportion for the window bases.

The panel placement in the proposed design maximizes visibility for the public and the applicant is reviewing whether or not a portion of an additional panel can be installed inside the residential lobby. A didactic panel is also proposed to be installed on the building exterior to provide information about the panel artwork. Detailed design would be designed through the required Development Permit.

Discussion ensued on the location of a bike pad. Staff noted that they can look into seeing if it can be on public property – *Transportation staff reviewed the proposal and the class 2 bicycle racks have been relocated into the Chatham Street and 3rd Avenue boulevards. The location and design would be detailed as part of the required Servicing Agreement application.*

Discussion further ensued on the siding materials (corrugated metal, instead of wood) and not shying away from the industrial aesthetic. Maintenance considerations were noted. Commission members also noted that framing the bottom of the windows with a larger, painted wood base may make this building more consistent with the Hepworth building. Commission members also discussed the columns, use of concrete, lighting issues and potential businesses to occupy these storefronts (including a possible clinic, learning centre, Cyclone Taylors shop or “light” retail services) – ***Storefront window framing was revised to address Commission comments and would be further refined as part of the required Development Permit application.***

Staff will keep in touch with the developer and will report back on progress on a monthly basis.

It was moved and seconded

That Richmond Heritage Commission support the design of the rezoning proposal at 3471 Chatham Street as presented on Jan 15, 2014 and that Planning Committee give consideration to the feedback presented by the Heritage Commission. The Commission also endorses the use of the panels.

CARRIED



**City of
Richmond**

**Excerpt from Minutes
Public Art Advisory Committee**

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

Tuesday, February 18, 2014

1. PRELIMINARY PUBLIC ART PLAN FOR 3471 CHATHAM STREET

Rob Whetter, of Cotter Architects presented the preliminary Public Art Plan for 3471 Chatham Street. It was noted that this is the 1/3 acre site of the former GF Financial building. Due to its location, it requires rezoning and a Heritage Alteration Permit.

Mr. Whetter noted that twelve bas relief concrete panels comprising the exterior facade of the original building were salvaged and will be incorporated into the new design. The panels depict a nod to Steveston's fishing heritage. It was also noted that there is a Vancouver branch which retains similar concrete panels.

It was noted that the design of the new building incorporates nine of the eleven intact panels and they will donate any unused panels to the City or other interested parties. The locations of the panels were discussed. The artist for the panels was identified as Leonard Epp, a former Richmond resident and owner of the Parsons House in Terra Nova, with his spouse, the noted artist Ann Kippling. Epp designed the stained glass panels which are surviving in the Parsons House.

It was noted that with these ready-made heritage panels, this project is different than most public art projects. It was noted that the Public Art contribution will go into salvaging, detailing and installing these salvaged art pieces. Committee members commended the developer on preserving significant heritage artwork and using it as a public art contribution.

Discussion ensued on how to involve an artist and the public. It was noted that a designer could be enlisted to help with the display. Commission members also recommended trying to reach the original artist to involve him in the project.

The developer will contact the artist and work with a designer to include an artist statement in a plaque or interpretive panel. Ms. Jones noted that she will try to get the artist's contact information.

Discussion ensued on an open call for this project and if it is necessary given the circumstances.

It was moved and seconded

That the Richmond Public Art Advisory Committee accept the panels as the developer's contribution to public art and recommend that the developer contact and involve the original artist, Leonard Epp and select a designer to work on the interpretive panels.

CARRIED



Rezoning Considerations

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

Address: 3471 Chatham Street

File No.: RZ 13-643436

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9138, the developer is required to complete the following:

1. Register a 4m by 4m corner cut road dedication at the southeast corner of the site (as per approved HA 13-641865).
2. Register a flood indemnity covenant on title.
3. Enter into a legal agreement that identifies the building as a mixed use building indicating that they are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from HVAC units will comply with the City's Noise Bylaw.
4. Enter into a legal agreement to prohibit the conversion of bicycle parking area into habitable space (e.g. storage) and requiring that the rooms remain available for shared common use for the sole purpose of bicycle storage.
5. Enter into a legal agreement to ensure the shared use of residential visitor and commercial parking spaces and prohibiting assignment of any of these parking spaces to a particular unit or user.
6. Enter into a legal agreement to ensure the provision of electric vehicle charging features: a minimum of 20% of parking stalls to be provided with a 120V receptacle to accommodate electric vehicle charging equipment; and an additional 25% of parking stalls to be constructed to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring).
7. Submit confirmation of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be protected off-site. 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.
8. Install appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
9. Voluntarily contribute \$4.00 per buildable square foot of residential floor area to the City's affordable housing strategy (e.g. \$86,992).
10. Voluntarily contribute \$47.00 per buildable square foot of floor area for the density increase from 1.2 to 1.6 FAR (e.g. 0.4 FAR) as per Steveston Village Heritage Conservation Grant Program Policy 5900 (e.g. \$ 296,476). In accordance with the policy, the contribution is reduced by the amount of the Affordable Housing contribution (e.g. total payable of \$209,484).
11. Provide on-site indoor amenity space in accordance with the OCP, or contribute cash-in-lieu in accordance with Council Policy 5041 (e.g. \$10,000 for 10 apartments).
12. Voluntarily participate in the City's Public Art Program through the installation of the artwork onsite or contribute cash-in-lieu in the amount of \$0.77 per buildable square foot of residential floor area and \$0.41 per buildable square foot of commercial floor area (e.g. cash-in-lieu amount of \$18,175). A security will be held in the cash-in-lieu amount and returned to the developer upon completion of the following:
 - a) Installation of at least 9 of the panels by artist Leonard Epp along with a didactic panel on the building facades.
 - b) A transfer of all of the artist's right, title and interest in the Public Art to the Strata, including a transfer of joint, worldwide copyright, in a form satisfactory to the Director, Arts, Culture and Heritage Services, executed by the owner and delivered to the Strata within thirty (30) days of the date on which the Public Art is installed.
 - c) Submission of the Final Report to the City and the Strata promptly after completion of the installation of the Public Art. The Final Report" means a final report in form and content satisfactory to the Director of Development and Director, Arts, Culture and Heritage which describes, among other things, the Public Art, the siting of the Public Art, a brief biography of the artist, the artist's statement on the Public Art, and such other

details as the Director of Development and Director, Arts, Culture and Heritage, in their sole discretion, may request, which final report will include enclosures as follows:

- (i) maintenance plan for the Public Art; and
- (ii) twelve (12) high resolution images in digital format of the Public Art showing it in context and revealing significant details;

13. Submit a Development Permit* and Heritage Alteration Permit* completed to a level deemed acceptable by the Director of Development.
14. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works, including, but may not be limited to:
 - a) Chatham Street and 3rd Avenue improvements – New concrete sidewalk at the property line and 2.5 m wide grass boulevards with street tree planting behind existing curb. The sidewalks are to occupy the remaining right-of-way between the boulevard and the property line. Works to extend across both frontages and west lane right-of-way, including removal of existing driveways and installation of barrier curb with gutter and installation of a concrete pad, seating bench and low fence behind the Chatham Street sidewalk at the west edge of the site. Concrete pads and bicycle racks for class 2 short-term bicycle parking are to be provided in the boulevards: on 3rd Avenue within 15 m of the residential lobby and on Chatham Street approximately mid way among the commercial units.

Should Council adopt streetscape visions for Bayview and Chatham Streets prior to the adoption of the subject rezoning, the frontage improvements above shall be adjusted, if necessary, to be in keeping with Streetscape Visions for Bayview and Chatham Streets as approved by Council.
 - b) Lane improvements – Reconstruct the existing east-west lane along the north property line of the site, including the driveway crossing on 3rd Avenue, to City lane design standards (Min. 5.4 m wide pavement). Ensure the unbuilt north-south lane right-of-way along the west property line of the site is cleaned up, levelled and planted with grass.
 - c) Storm sewer improvements – Provide a new storm sewer (200mm diameter) for the rear lane located along the north property line, including a new manhole to connect to the existing 3rd Avenue storm sewer.
 - d) Sanitary sewer improvements – Upgrade the existing sanitary sewer in the rear lane from 150mm to 200mm diameter from manhole SMH5503 to the centre of 3rd Avenue (Approximately 55 m length), including a new manhole to connect to the existing system.
 - e) Water distribution improvements –
 - i. Design and construct a new water main along 3rd Avenue (200mm diameter) from the existing 300mm diameter Chatham Street water main to the existing water main along Broadway Street (Approximately 105 m length).
 - ii. The City will pay for the construction of the portion of new water main along 3rd Avenue (200mm diameter) from the north edge of the rear lane to the existing water main along Broadway Street (Approximately 45 m length).
 - f) Fire Hydrant improvements – Provide a new fire hydrant along 3rd Avenue, spaced as per City standards.
 - g) Private Utilities –
 - i. Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks, cabinets) and future under-grounding of overhead lines.
 - ii. Existing BC Hydro poles along 3rd Avenue may conflict with the required frontage improvements. Alteration and relocation of any private utilities will be at the Developer's cost.
 - iii. If BC Hydro requires a new PMT to service this development, it is required to be located on the subject site. Please note that BC Hydro had indicated that the proposed site may require a PMT for the proposed mixed use development, they prefer PMT to be installed near the electrical room, and that the developer has not provided electrical details/information to them at this stage.
 - iv. It is recommended that the developer contact the private utility companies to learn of their requirements.

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

1. Provide an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City’s Official Community Plan and Noise Bylaw requirements. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

2. Provide landscaping security (in an amount based on a cost estimate sealed by a registered Landscape Architect for materials, installation and a 10% contingency)

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

3. Incorporate sustainability, accessibility and public art measures in Building Permit (BP) plans as determined via the Rezoning, Development Permit and/or Heritage Alteration Permit processes.
4. Enter into an Encroachment Agreement* for any canopies/awnings/signs that encroach into the Chatham Street and 3rd Avenue road rights-of-way. Any overhead structure located within the rights-of-way must be safe and easily removable (i.e. not cast in place and not permanently attached to any other structure).
5. Submit 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 Infrastructure) and MMCD Traffic Regulation Section 01570.
6. 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 for fire-fighting purposes. Based on the proposed rezoning and using the OCP model, there is sufficient water available from Chatham Street, but not from Broadway Street (411 L/s available at 20 psi residual from the Chatham Street hydrant and 125 L/s available at 20 psi residual from the Broadway Street hydrant for a minimum fire flow requirement of 220 L/s). The required SA includes a new hydrant along 3rd Avenue.
7. If applicable, pay latecomer agreement charges associated with eligible latecomer works.
8. 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



Page 1 of 4

Adopted by Council: April 27, 2009

Policy No. 5900

File Ref: 08-4200-00

Steveston Village Heritage Conservation Grant Program

Policy No. 5900:

Steveston Village Heritage Conservation Grant Program

1. Purpose

The purpose of this program is to establish, for Steveston Village, as identified in the Steveston Area Plan, a City grant program to financially cost share in conserving the exteriors of private and City owned identified heritage properties.

2. Program Funding Sources

- The sources of funds will include moneys contributed from:
 - Private sector density bonusing contributions as per the Steveston Area Plan (e.g., for rezonings to the Steveston Village Conservation Zone) with over 1.2 floor area ratio (FAR),
 - Other private donations, and
 - Senior government and NGO grants.
- If an owner who is rezoning to the Steveston Village Conservation Zone and increasing density to over 1.2 FAR, wishes to apply for a City grant, the developer shall provide the required contribution to the City prior to final approval of a rezoning and may later apply for a cost sharing grant.
- Private sector density bonusing contributions shall be calculated as \$47.00 per buildable square foot for densities over 1.2 FAR. (This is a portion of the increased land value which private landowners receive due to increased density over 1.2 FAR).
- Where a developer is required to meet the City's Affordable Housing Policy, the \$47.00 is to be reduced accordingly.
- The rate may be reviewed and modified by Council periodically.

3. City Accounts

For the grant program, the City will maintain the existing Heritage Trust Account No 2207 (a capital and non capital heritage account) to manage received funds and may, as necessary, establish new heritage accounts.

4. The Use Of Program Funds

The collected funds are to be used to cost share:

- For Privately owned identified heritage buildings: the private capital costs of conserving their exteriors, on a 50/50 cost sharing basis.
- For City owned identified heritage buildings: the City's capital costs of conserving their exteriors, on a 50/50 cost sharing basis.
- The Program is not to pay for all private or City heritage conservation costs.

5. Council Approval is Required

- Council approval is required to allocate any program funds.



6. Maximum Private Grant Amount

- Private owners may apply to receive up to:
 - Initial Funding: \$50,000 per identified heritage building - with private matching funds.
 - Optional Funding: Council may consider an additional \$25,000 per identified heritage building - with additional matching private funding to achieve exceptional heritage conservation, as determined by Council.
- As heritage conservation may occur in stages, a private owner may apply more than once, however, the maximum grant which may be allocated is \$75,000 per identified heritage building.

7. Private Owner Application Requirements and Procedures

- Step 1: Private Owner – City Discussion
 - Owners are encouraged to discuss their grant application intentions as early as possible when considering to apply and before undertaking any work, to discuss the implications and timing of a possible grant,
 - No grant is to be provided for work which is undertaken before Council approves the grant.
- Step 2: Owner Application
 - Owners are to submit a completed application form accompanied by:
 - A cover letter describing the proposed work and how it complies with program objectives,
 - Architectural drawings and coloured renderings,
 - An outline of conservation work and specifications,
 - Current color photographs of the building,
 - Any archival photographs and historical documentation.
 - A minimum of three (3) competitive estimates for the proposed work. (Note: This is not a pro forma analysis,)
 - Other, as necessary.
- Step 3: Application Review Procedure
 - Applications will be reviewed by staff who will make a recommendation to Council.
 - Council approval is required for all grants
- Step 4: Actual Grant Issuance
 - Council authorizes a grant,
 - Owners submit actual costs of completed work,
 - Staff review costs,
 - Staff may issue the approved grant if it meets the program criteria and Council has approved it, and
 - Staff notify Council of issued grants.

8. Eligible Private Owner Grant Items

- Program grants for private sector work are for the conservation of the exteriors of identified heritage buildings (e.g., roof, foundation, walls, siding, doors, windows).
- This includes directly related costs to prepare drawings, etc.
- Maintenance work will not be funded.



9. No Grant, If Funds Are Not Available

- If no program funds are available when a grant application is made:
 - No grant application will be considered,
 - No City grant will be given, and
 - A grant is not to be deferred until grant funds become available.

10. Maximum Grant Amount For City Owned Identified Heritage Buildings

- A City division may apply to receive up to:
 - Initial Funding: \$50,000 per identified heritage building - with other matching funds.
 - Optional Funding: Council may consider an additional \$25,000 per identified heritage building - with additional other matching funding to achieve exceptional heritage conservation, as determined by Council.
- As heritage conservation may occur in stages, a City division may apply more than once, however, the maximum grant which may be allocated is \$75,000 per identified heritage building,

11. City Application Requirements and Procedures

- Step 1: City Division Discussion
 - Applying City divisions are encouraged to discuss their grant application intentions as early as possible when considering to apply and before undertaking any work, to discuss the implications and timing of a possible grant,
 - No grant is to be provided for work which is undertaken before Council approves the grant.
- Step 2: City Division Application
The relevant City division is to submit a completed application form accompanied by:
 - A cover letter describing the proposed work and how it complies with program objectives,
 - Architectural drawings and coloured renderings,
 - An outline of conservation work and specifications,
 - Current color photographs of the building,
 - Any archival photographs and historical documentation.
 - If the City is doing the work itself, an itemized estimate of the proposed work.
 - If the City is contracting out the work, proposals as per City policy.
 - Other, as necessary.
- Step 3: Application Review Procedure
 - Applications will be reviewed by staff who will make a recommendation to Council,
 - Council approval is required for all grants.
- Step 4: Grant Issuance
 - Council authorizes a grant,
 - Once approved, the grant may be issued to do the work.

12. Eligible City Grant Items

- Program grants for City owned identified heritage buildings are for the conservation of their exteriors (e.g., roof, foundation, walls, siding, doors, windows).
- This includes directly related costs to prepare drawings, etc.
- Maintenance work will not be funded.



Page 4 of 4

Adopted by Council: April 27, 2009

Policy No. 5900

File Ref: 08-4200-00

Steveston Village Heritage Conservation Grant Program

13. No Grant If Funds Are Not Available

- If no program funds are available when a grant application is made:
 - No grant application will be consider
 - No City grant will be given, and
 - A grant is not to be deferred until grant funds become available.

14. Program Review

- The Program will be reviewed and modified by Council, as necessary.

DEVELOPMENT DATA

GROSS SITE AREA:	15,856 SF (1,473 SM)
LESS CORNER CUT:	86 SF (8 SM)
NET SITE AREA:	15,770 SF (1,465 SM)
BUILDING FOOTPRINT:	12,828 SF (1,192 SM)
SITE COVERAGE:	81%
COMMERCIAL AREA:	3,485 SF (324 SM)
RESIDENTIAL AREA:	20,396 SF (1,895 SM)
GROSS FLOOR AREA:	25,866 SF (2,403 SM)
FLOOR AREA RATIO:	1.6 (25,866 SF/15,770 SF)
GROSS SALEABLE:	23,860 SF (2,219 SM)
GROSS SALEABLE/GFA:	92%

UNIT SUMMARY

LEVEL 3:	2 BEDROOM + DEN.	4 UNITS
LEVEL 2:	2 BEDROOM + DEN	6 UNITS
TOTAL RESIDENTIAL:	2 BEDROOM + DEN	10 UNITS

GFA SUMMARY

LEVEL 3:	2,383 SF (221 SM)
UNIT 301	2,324 SF (216 SM)
UNIT 302	2,269 SF (211 SM)
UNIT 303	2,388 SF (222 SM)
UNIT 304	9,364 SF (870 SM)
L3 TOTAL RESIDENTIAL:	397 SF (37 SM)
L3 COMMON AREA:	9,761 SF (907 SM)
L3 GFA:	
LEVEL 2:	1,878 SF (174 SM)
UNIT 201	1,838 SF (171 SM)
UNIT 202	1,693 SF (157 SM)
UNIT 203	1,904 SF (177 SM)
UNIT 204	1,761 SF (164 SM)
UNIT 205	1,957 SF (182 SM)
UNIT 206	11,032 SF (1,025 SM)
L2 TOTAL RESIDENTIAL:	421 SF (39 SM)
L2 COMMON AREA:	11,452 SF (1,064 SM)
L2 GFA:	
LEVEL 1 / GROUND FLOOR:	
TOTAL CRU:	3,485 SF (324 SM)
L1 COMMON AREA:	1,168 SF (108 SM)
L1 PARKING, STO., GARBAGE & MECH*:	7,814 SF (726 SM)
L1 GFA:	4,653 SF (432 SM)
TOTAL RESIDENTIAL:	20,396 SF (1,895 SM)
TOTAL CRU:	3,485 SF (324 SM)
TOTAL GFA:	25,866 SF (2,403 SM)

* NOT INCLUDED IN GFA

PARKING CALCULATIONS

- PARKING SPACES REQUIRED:

MIXED COMMERCIAL/RESIDENTIAL USES:
 10 APARTMENTS: 1.5 PARKING SPACES/UNIT 0.2 VISITOR SPACES/UNIT
 TOTAL REQUIRED: 15 RESIDENTIAL SPACES 2 VISITOR SPACES

COMMERCIAL (GENERAL RETAIL):
 @ 3 / 100 m² UP TO 350 m²: 4 COMMERCIAL SPACES
 @ 4 / 100 m² OVER 350 m²: -
 TOTAL REQUIRED: 4 COMMERCIAL SPACES

TOTAL PARKING SP. REQUIRED: 21 SPACES

- PARKING SPACES PROVIDED:

RESIDENTIAL: 20 RESIDENTIAL SPACES 2 VISITOR SPACES
 COMMERCIAL: 6 COMMERCIAL SPACES
 TOTAL PARKING SP. PROVIDED: 28 PARKING SPACES

BICYCLE PARKING CALCULATIONS

- BICYCLE PARKING REQUIRED:

MIXED COMMERCIAL/RESIDENTIAL USES:
 CLASS 1 1.25 SPACES/UNIT
 CLASS 2 0.20 SPACES/UNIT
 TOTAL REQUIRED: 13 SPACES 2 SPACES

COMMERCIAL (GENERAL RETAIL):
 CLASS 1 @ 0.27 / 100 m² GFA
 @ 0.4 / 100 m² GFA (LEASABLE) > 100 m²:
 TOTAL REQUIRED: 1 SPACE 2 SPACES

TOTAL BICYCLE SP. REQUIRED: 14 CLASS 1 SPACES 4 CLASS 2 SPACES

- BICYCLE PARKING PROVIDED:

CLASS 1 14 SPACES (WITHIN L1 STORAGE ROOMS)
 CLASS 2 4 SPACES
 TOTAL BICYCLE SP. PROVIDED: 14 SPACES (WITHIN L1 STORAGE ROOMS)

CONCEPTUAL ONLY

NOTES:

1	PROJECT MANAGER	DAVID J. CANNON
2	PROJECT ARCHITECT	DAVID J. CANNON
3	PROJECT ARCHITECT	DAVID J. CANNON
4	PROJECT ARCHITECT	DAVID J. CANNON
5	PROJECT ARCHITECT	DAVID J. CANNON
6	PROJECT ARCHITECT	DAVID J. CANNON
7	PROJECT ARCHITECT	DAVID J. CANNON
8	PROJECT ARCHITECT	DAVID J. CANNON
9	PROJECT ARCHITECT	DAVID J. CANNON
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11	PROJECT ARCHITECT	DAVID J. CANNON
12	PROJECT ARCHITECT	DAVID J. CANNON
13	PROJECT ARCHITECT	DAVID J. CANNON
14	PROJECT ARCHITECT	DAVID J. CANNON
15	PROJECT ARCHITECT	DAVID J. CANNON
16	PROJECT ARCHITECT	DAVID J. CANNON
17	PROJECT ARCHITECT	DAVID J. CANNON
18	PROJECT ARCHITECT	DAVID J. CANNON
19	PROJECT ARCHITECT	DAVID J. CANNON
20	PROJECT ARCHITECT	DAVID J. CANNON

cotter
 ARCHITECTS
 4135 - 138th AVE S. SUITE 100, BURNING WOOD, NC 27827
 TEL: 703.233.1100 FAX: 703.233.1101 WWW.COTTERARCHITECTS.COM

PROJECT:
 CHATHAM 8 3RD
 RESIDENTIAL COMMERCIAL
 MIXED USE DEVELOPMENT
 4111 Chatham Street
 Elizabeth, NC

CLIENT:
 Steveston Flats Development Corporation

DATE:
 11/11/2014

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

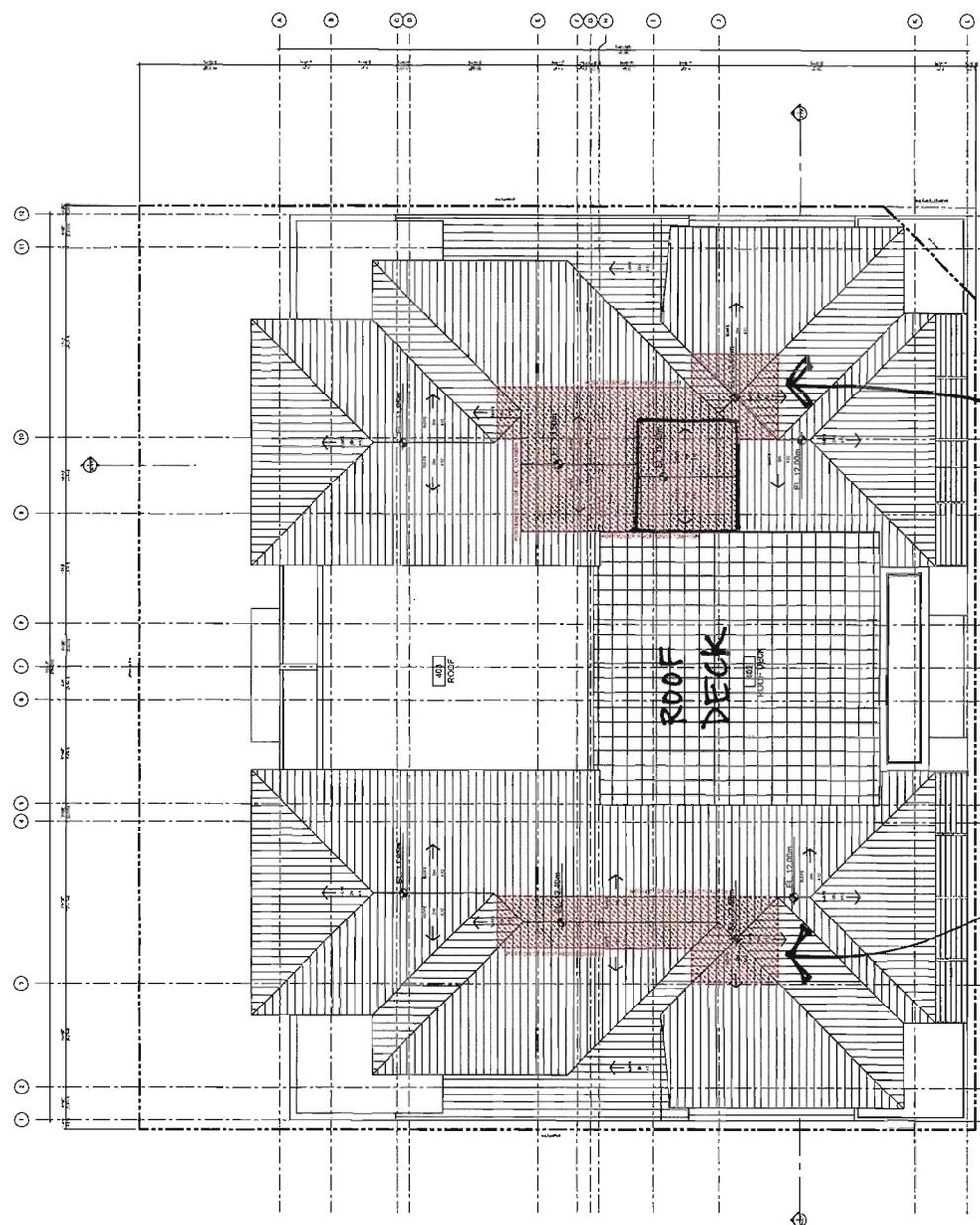
DATE:
 11/11/2014

SHEET TITLE:
 DEVELOPMENT AT

ATTACHMENT 9

A-010

NOTES:



PORTIONS OF
ROOF HIGHER
THAN 12M

1	ARCHITECT	PROJECT NO.
2	OWNER	PROJECT NAME
3	DATE	SCALE
4	PROJECT LOCATION	PROJECT NO.
5	PROJECT DESCRIPTION	PROJECT NAME
6	PROJECT STATUS	PROJECT NO.
7	PROJECT PHASE	PROJECT NAME
8	PROJECT TYPE	PROJECT NO.
9	PROJECT CODE	PROJECT NAME
10	PROJECT ID	PROJECT NO.
11	PROJECT REF	PROJECT NAME
12	PROJECT REV	PROJECT NO.
13	PROJECT APPR	PROJECT NAME
14	PROJECT CMT	PROJECT NO.
15	PROJECT DTL	PROJECT NAME
16	PROJECT ETC	PROJECT NO.

cotter
ARCHITECTS
4321 - 11500 NO. 8 ROAD, BIRMINGHAM, IL 17A117
PH: 630.424.1100 FAX: 630.424.1101
WWW.COTTERARCHITECTS.COM

PROJECT:
CHATHAM & 3RD
RESIDENTIAL/COMMERCIAL
MIXED USE DEVELOPMENT
111 EASTMAN BLVD
BIRMINGHAM, IL

PREPARED BY:
Stevenson Fields Development
Corporation

DATE:
12/14/14
SCALE:
1/8" = 1'-0"
JOB NO.:
JOB NAME:
JOB DATE:
JOB TIME:
JOB COST:
JOB STATUS:
JOB COMMENTS:

DATE: 12/14/14
SCALE: 1/8" = 1'-0"
JOB NO.:
JOB NAME:
JOB DATE:
JOB TIME:
JOB COST:
JOB STATUS:
JOB COMMENTS:

SHEET TITLE:
ROOF PLAN



PROJECT NO.:
A-115
DATE:
SCALE:

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

- NOTES: MATERIAL LEGEND**
- 1 STANDARD SLAT METAL ROOFING
 - 2 STAINED CEDAR SHIPP
 - 3 HARDIE PANEL WITH EXTERIOR FINISH
 - 4 HARDIE PLANK LAP SIDING
 - 5 UNPAINTED CORRUGATED METAL CLADDING
 - 6 EXPOSED CONCRETE - SANDGRAINED
 - 7 STAINED WOOD PLANKS
 - 8 METAL CLAD VINYL WORKINGS
 - 9 ANODIZED ALUMINUM STOREFRONT CLADDING
 - 10 EXTRUDED ALUMINUM FINISHING
 - 11 EXTRUDED ALUMINUM FRAME
 - 12 PAINTED METAL & GLASS CANOPY
 - 13 SALVAGED INDUSTRIAL CONCRETE PANEL
 - 14 FACE-ILLUMINATED SERVICE
 - 15 STRUCTURAL CLEAR GLASS CURTAIN WALL
 - 16 1/2" x 1/2" x 1/2" SLAB (SEE ARCHITECT'S PLAN FOR DETAILS)
 - 17 1/2" x 1/2" x 1/2" SLAB (SEE ARCHITECT'S PLAN FOR DETAILS)

NO.	DESCRIPTION
1	STANDARD SLAT METAL ROOFING
2	STAINED CEDAR SHIPP
3	HARDIE PANEL WITH EXTERIOR FINISH
4	HARDIE PLANK LAP SIDING
5	UNPAINTED CORRUGATED METAL CLADDING
6	EXPOSED CONCRETE - SANDGRAINED
7	STAINED WOOD PLANKS
8	METAL CLAD VINYL WORKINGS
9	ANODIZED ALUMINUM STOREFRONT CLADDING
10	EXTRUDED ALUMINUM FINISHING
11	EXTRUDED ALUMINUM FRAME
12	PAINTED METAL & GLASS CANOPY
13	SALVAGED INDUSTRIAL CONCRETE PANEL
14	FACE-ILLUMINATED SERVICE
15	STRUCTURAL CLEAR GLASS CURTAIN WALL
16	1/2" x 1/2" x 1/2" SLAB (SEE ARCHITECT'S PLAN FOR DETAILS)
17	1/2" x 1/2" x 1/2" SLAB (SEE ARCHITECT'S PLAN FOR DETAILS)

otter ARCHITECTS
 1000 N. 10TH ST. SUITE 100
 RICHMOND, VA 23220
 TEL: 804.771.1100 FAX: 804.771.1101 WWW.OTTERARCHITECTS.COM

PROJECT:
 CHATHAM & 3RD
 RESIDENTIAL/COMMERCIAL
 MIXED USE DEVELOPMENT
 RICHMOND, VA

CLIENT:
 Steveston Flats Development Corporation

DATE:
 10/15/2019

PROJECT NO.:
 SOUTH & EAST
 BUILDING ELEVATIONS

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



CHARDI PLANK LAP SIDING

1 SOUTH ELEVATION 316'-9"0"

CHATHAM ST.



HARDIE PLANK LAP SIDING

2 EAST ELEVATION 316'-9"0"

3RD AVE.

CORRUGATED METAL CLADDING

- NOTES: MATERIAL LEGEND**
- 1 STAINLESS STEEL METAL ROOFING
 - 2 STAINED CEDAR SHIPPIT
 - 3 HANDED PANE WITH CAST IRON BRASS
 - 4 HORIZONTAL ALUMINUM SIDING
 - 5 GALVANIZED CORRUGATED METAL CLADDING
 - 6 EXPOSED CONCRETE - SANDGRAINED
 - 7 STAINED WOOD PLANKS
 - 8 METAL-CLAD VINYL WINDOWS
 - 9 ANODIZED ALUMINUM STOREFRONT GLAZING
 - 10 EXTRUDED ALUMINUM BUSHINGS
 - 11 EXTRUDED ALUMINUM FRAME
 - 12 PAINTED METAL & GLASS CANOPY
 - 13 SANDGRAINED RECIPROCAL CONCRETE PANEL
 - 14 FACE ILLUMINATED SIGNAGE
 - 15 STRUCTURAL CLEAR GLASS GLAZED
- *Note: All exterior finishes are subject to change. Please refer to the approved finishes and color palette.

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	08/15/2024
2	ISSUED FOR PERMIT	08/15/2024
3	ISSUED FOR PERMIT	08/15/2024
4	ISSUED FOR PERMIT	08/15/2024
5	ISSUED FOR PERMIT	08/15/2024
6	ISSUED FOR PERMIT	08/15/2024
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18	ISSUED FOR PERMIT	08/15/2024
19	ISSUED FOR PERMIT	08/15/2024
20	ISSUED FOR PERMIT	08/15/2024

cotter ARCHITECTS
 4231 - 10000 BROAD ROAD, SUITE 100, WASHINGTON, DC 20032
 TEL: 202.462.1000 FAX: 202.462.1001
 WWW.COTTERARCHITECTS.COM

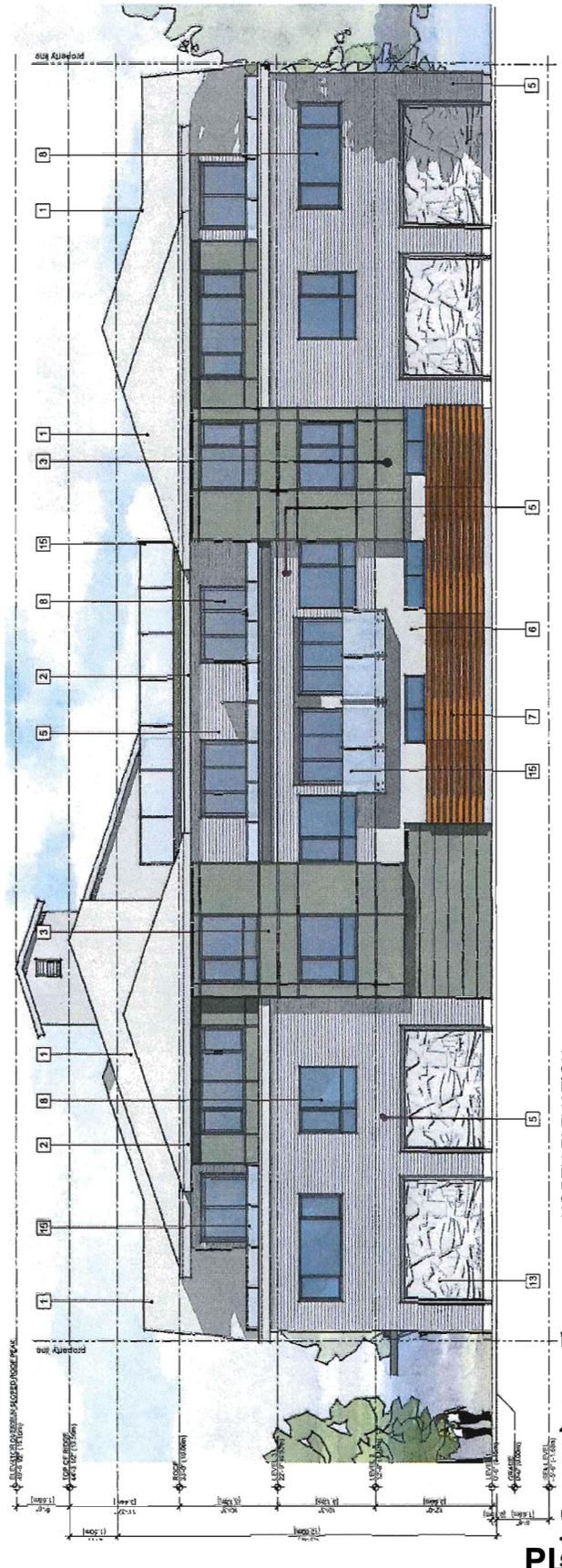
PROJECT:
 CHATHAM & 3RD
 RESIDENTIAL/COMMERCIAL
 MIXED USE DEVELOPMENT
 WASHINGTON, DC

OWNER:
 Steveston Flats Development Corporation

DATE: 08/15/2024
SCALE: 1/8" = 1'-0"
JOB NO.: 24001
DATE: 08/15/2024

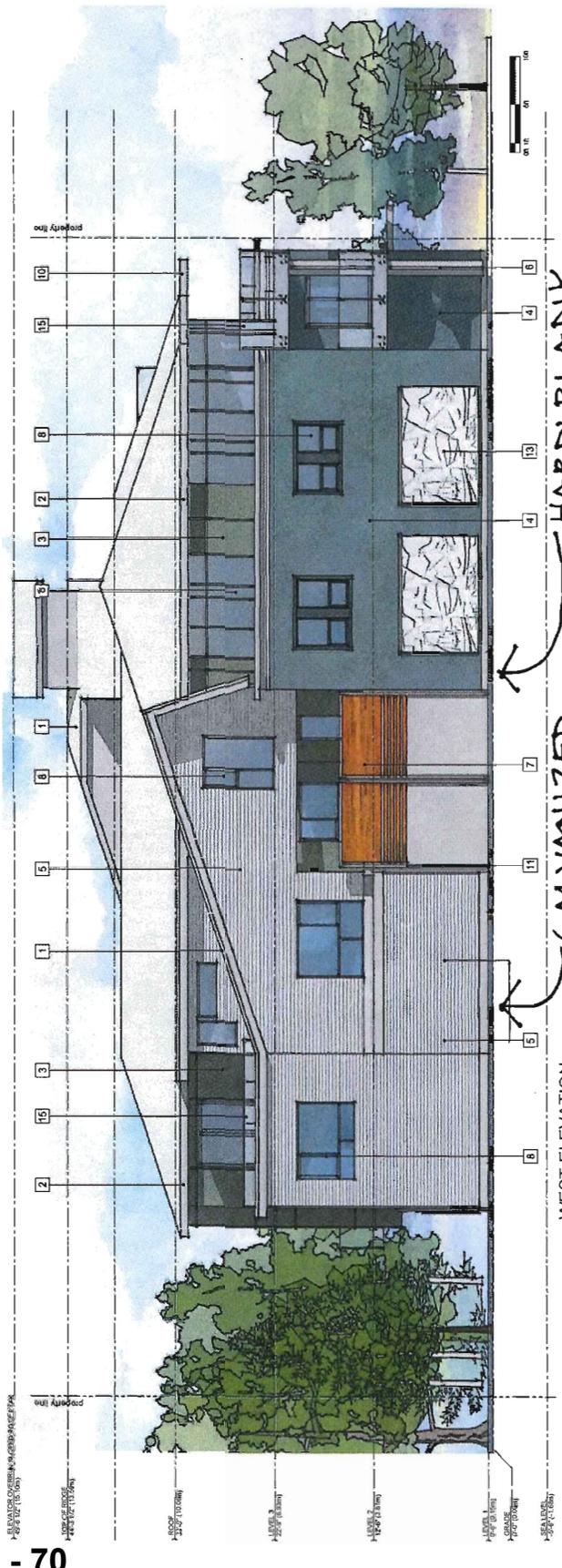
PROJECT:
 NORTH & WEST
 BUILDING ELEVATIONS

PROJECT NO.: A-202



① NORTH ELEVATION
 3/16" = 1'-0"

PLEAK LANE - 70



② WEST ELEVATION
 3/16" = 1'-0"

HARDI PLANK
 LAP SIDING

GALVANIZED
 CORRUGATED
 METAL
 CLADDING

UNDEVELOPED
 LANE

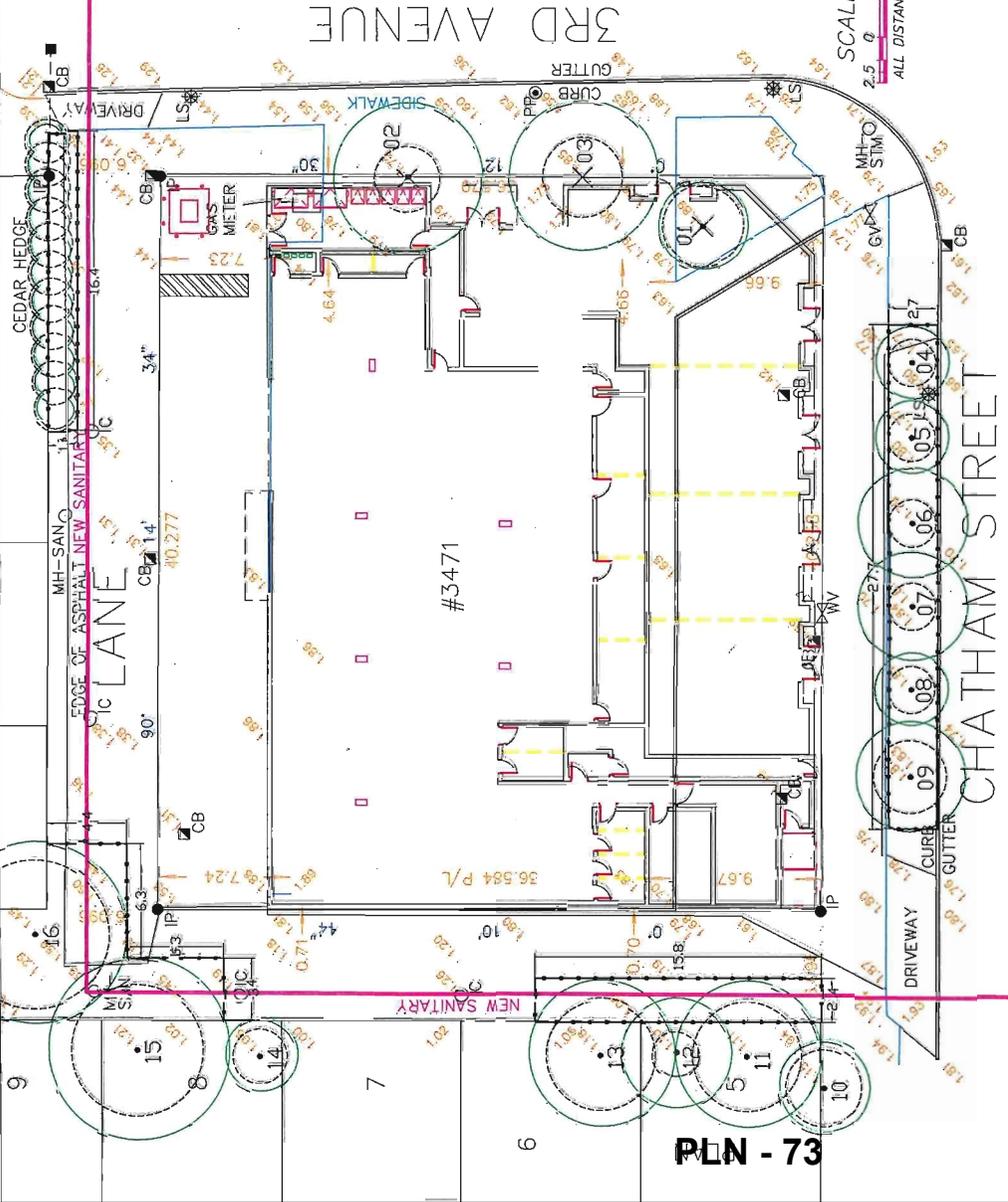


SOUTH-EAST CORNER

1

NTS

APPENDIX 3 TREE PROTECTION PLAN



TREE INVENTORY

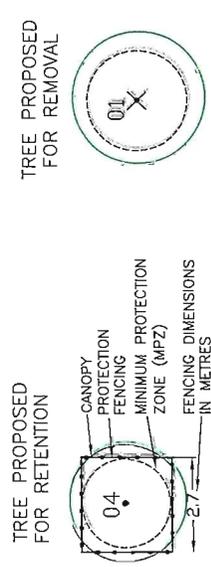
#	Type	Action	DBH	MPZ
1	Japanese Maple	Remove	35cm	2.1m
2	Crimson King Maple	Remove	30cm	1.8m
3	Crimson King Maple	Remove	36cm	2.2m
4	Purple Plum	Retain	22cm	1.3m
5	Purple Plum	Retain	20cm	1.2m
6	Purple Plum	Retain	19cm	1.1m
7	Purple Plum	Retain	22cm	1.3m
8	Purple Plum	Retain	22cm	1.3m
9	Purple Plum	Retain	33cm	2.0m
10	English Holly	Retain	35cm	2.1m
11	Western Redcedar	Retain	50cm	3.0m
12	Hawthorne	Retain	22cm	1.3m
13	Western Redcedar	Retain	50cm	3.0m
14	Mountain Ash	Retain	25cm	1.5m
15	Cherry	Retain	40/40/40	3.6m
16	Alder	Retain	68cm	4.1m
17	Cedar Hedge	Retain	20cm	1.2m

TREE PROTECTION FENCING

#	Type	Minimum Radial Distance from trunk	
		DBH	Feet
4	Purple Plum	22cm	2.0m
5	Purple Plum	20cm	2.0m
6	Purple Plum	19cm	2.0m
7	Purple Plum	22cm	3.0m
8	Purple Plum	22cm	2.0m
9	Purple Plum	33cm	3.0m
10	English Holly	35cm	2.0m
11	Western Redcedar	50cm	4.0m
12	Hawthorne	22cm	3.0m
13	Western Redcedar	50cm	4.0m
14	Mountain Ash	25cm	2.0m
15	Cherry	40/40/40	5.0m
16	Alder	68cm	5.0m
17	Cedar Hedge	20cm	1.2m

- NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
 2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
 3. PROPOSED TREE REMOVAL AND RETENTION REFLECTS PRELIMINARY DRIVEWAY AND SERVICE CORRIDOR ALIGNMENT CONSIDERATIONS.
 4. ALL MEASUREMENTS ARE METRIC

LEGEND



Froggers Creek
Tree Consultants Ltd
7763 McGeorge Avenue Burnaby BC V5J 4W4
Telephone: 604-721-6023 Fax: 604-437-0970

3477 CHATHAM STREET, RICHMOND

TREE PROTECTION PLAN
THE DRAWING PLOTS ALL SUSPECTED TREES PROPOSED FOR RETENTION, REMOVAL, THEIR CANOPIES, PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT

DRAWN BY: 04
November 26, 2013



Richmond Zoning Bylaw 8500
Amendment Bylaw 9138 (RZ 13-643436)
3471 Chatham Street

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

- 1. Richmond Zoning Bylaw 8500, as amended, is further amended by
 - a. Inserting the following into the 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
"ZMU26	\$4.00"

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

"20.26 **Commercial Mixed Use (ZMU26) – Steveston Village**

20.26.1 **Purpose**

The zone provides for

20.26.2 **Permitted Uses**

- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- entertainment, spectator
- government service
- greenhouse & plant nursery
- health service, minor
- hotel
- housing, apartment

- industrial, general
- liquor primary establishment
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- recycling depot
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

20.26.3 Secondary Uses

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

20.26.4 Permitted Density

1. The maximum **floor area ratio** is 1.0.
2. Notwithstanding Section 20.26.4.1, the reference to “1.0” is increased to a higher **density** of “1.2” if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw , at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU26 **zone**.
3. Notwithstanding Section 20.26.4.2, the reference to “1.2” is increased to a higher density of “1.6” if the **owner** pays into the City’s Heritage Trust Account, Steveston Village Conservation Program the sum of \$209,484 (calculated at \$47/sq.ft. multiplied by the 0.4 **density** increase from 1.2 to 1.6 FAR multiplied by the **lot area** less the sum paid into the **affordable housing reserve** in accordance with Section 20.26.4.2).

4. For the purposes of this **zone** only, **floor area ratio** shall not include those parts of the **building** used for public pedestrian passage **right-of-way**.

5. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.

20.26.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 100% for **buildings**.

20.26.6 Yards & Setbacks

1. There is no minimum **front yard**, **side yard** or **rear yard**.

2. **Building** front facades facing a public **road** shall not be set back from the public **road lot line**, except for the following elements:

- a) a maximum **setback** of 0.5 m in the ground floor and second floor **building face** (to the underside of floor or roof **structure** above);
- b) a recessed **balcony** opening shall have a maximum width of 5.8 m, and the total aggregate width shall be a maximum of 30% of the **lot width**;
- c) a recessed third floor **building face**; and
- d) the aggregate area of all recesses and openings in items b) and c) shall not exceed a maximum of 33% of the **building** facade as measured from the ground level to the parapet cap by the facade width.

20.26.7 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m (not to exceed 3 **storeys**).

2. The maximum **height** for **accessory buildings** and **accessory structures** is 8.0 m Geodetic Survey of Canada (GSC) datum.

20.26.8 Subdivision Provisions/Minimum Lot Size

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

20.26.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

20.26.10 On-Site Parking

1. On-site **vehicle** and bicycle parking shall be provided according to the standards set out in Section 7.0. except that:

- a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared; and
- b) On-site vehicle parking shall be provided at the following rate:
 - i) residential visitors – 0.2 space per **dwelling unit**; and
 - ii) all other **uses** – on-site parking requirements contained in this bylaw are reduced by 33%.

20.26.11 Other Regulation

- 1. For **apartment housing**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line abutting** a road shall be used for residential purposes.
- 2. For **apartment housing**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 6.0 m in width.
- 3. Signage must comply with the *City of Richmond's Sign Bylaw No. 5560*, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
- 4. In addition to the regulations listed above, the general development regulations in Section 4.0 and the Specified Use Regulations in Section 5.0 apply.”
- 3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**COMMERCIAL MIXED USE (ZMU26) – STEVESTON VILLAGE**”.

P.I.D. 029-139-741

Lot 1 Section 20 Block 3 North Range 7 West New Westminster District Plan EPP30378

4. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9138”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>RLK</i>
APPROVED by Director or Solicitor <i>D</i>



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: April 30, 2014

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 the Steveston Maritime Mixed Use (ZMU12) zone and the Steveston Maritime (ZC21) zone

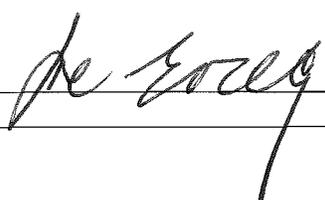
Staff Recommendation

1. That the additional information identified in the staff report dated April 30, 2014, titled "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" from the Director of Development be received for information.
2. That should Council wish to locate a library on the subject site, Council select a preferred lease option and authorize staff to enter into lease negotiations with the property owner.



Wayne Craig
Director of Development

WC:sb
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Services Real Estate Services	<input checked="" type="checkbox"/> <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 and 2).

Staff reports were reviewed by Planning Committee at the meetings of November 19, 2013 and April 8, 2014. At the Planning Committee meeting of April 8, 2014, the application was referred back to staff. In response to the referral, the applicant has provided a revised community amenity contribution proposal (Attachment 3); staff has reviewed the possibility of providing a replacement Steveston branch of the Richmond Public Library on the subject site; staff has reviewed the referral to examine the possibility of marina development; and staff has reviewed the legal aspects related to change of use lease provisions suggested by the applicant. In addition, staff has reviewed the land use percentage allocation recommendation from the Steveston Merchant's Association.

Background

The following referral motion was carried at the April 8, 2014 Planning Committee meeting:

"That the staff report titled, 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, from the Director, Development, dated March 17, 2014, be referred back to staff to examine:

- (1) the enhancement of the community amenity contribution, including the possibility of library expansion and marina development; and*
 - (2) the legal aspects related to change of use lease provisions suggested by the applicant.*
- and report back to the April 23, 2014 Planning Committee meeting."*

The timing of the referral in was subsequently revised by Council. The following motion was carried at the April 14, 2014 Council meeting:

"That the date for staff to report back to Committee on the referral made at the Tuesday, April 8, 2014 Planning Committee meeting regarding the Application By Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street be deferred to the Tuesday, May 6, 2014 Planning Committee meeting."

This staff report addresses the Planning Committee referral by: providing a summary of proposed revisions regarding community amenity contribution; and providing staff updates

regarding the possibility of providing a replacement Steveston branch of the Richmond Public Library on the subject site, marina development in Steveston and the change of use lease provisions suggested by the applicant. In addition, this report provides a staff update regarding the land use percentage allocation recommendation from the Steveston Merchant's Association.

Findings of Fact

Please refer to the referral staff report dated March 17, 2014 (Attachment 4) for information pertaining to public correspondence received between November 5, 2013 and March 17, 2014 and response to a new public concern, as well as staff comments and consultant reports responding to the referral received from the November 19, 2013 Planning Committee meeting, and referral rezoning considerations.

Please also refer to the original staff report dated November 4, 2013 (also included in Attachment 4) for information pertaining to the site and surrounding development, significant public input received February 15, 2012 to November 4, 2013 and responses to public concerns, 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

After the referral staff report was completed on March 17, 2014 to the time of writing this report, eleven (11) pieces of correspondence were received from seven (7) members of the public and a 46-signature petition of Steveston residents in support of the proposal was submitted by the applicant (Attachment 5). Five (5) correspondence writers did not support the proposal, one (1) correspondence writer supported the proposal and one (1) correspondence writer did not indicate whether they supported the proposal, but did support Planning Committee's referral motion for increased community amenities. Similar concerns were raised by the public and discussed in the previous staff reports. The new correspondence includes new concerns regarding timing of the land use change proposal and a request for a maritime museum.

Prior to March 17, 2014, a significant amount of public input was received regarding the proposal and discussed in the original rezoning staff report dated November 4, 2013 and an additional twelve (12) pieces of correspondence were received from the public and discussed in the referral staff report dated March 17, 2014.

Analysis

This analysis section will discuss each of the referral items made by Planning Committee at their April 8, 2014 meeting.

Community Amenity Contribution

In their referral back to staff, Planning Committee asked staff to examine the enhancement of the community amenity contribution, including the possibility of library expansion and marina development.

In response to the referral and following negotiations, the applicant has submitted an offer to the City (Attachment 3), staff examined the possibility of providing a replacement Steveston branch of the Richmond Public Library on the subject site, and staff reviewed the referral to examine the possibility of marina development in Steveston.

The revised enhanced community amenity contribution offer to the City includes the following:

- The rezoning considerations presented in the referral staff report dated March 17, 2014, which include the following community amenity contributions:
 - \$1,500,000 to the City's new Steveston Community Amenity provision account,
 - \$136,206 to the City's Road Works DCC projects account,
 - \$605 to the City's Storm Drainage DCC projects account, and
 - 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 to be held by the City for a period of 18 months after the commercial area is occupied.
- An additional \$500,000 to the City's new Steveston Community Amenity provision account.
- Three (3) lease options for the City to choose from, including:
 - Option 1 – for the City to lease 4,000 ft² on the subject site at a rental rate of \$25/ft² for the first five (5) years and an option to renew for an additional five (5) years at the same rental rate. Under option 1, the applicant is also offering to include a change of use lease provision in future leases to allow for future Maritime Mixed Uses in Building 6.
 - Option 2 – for the City to lease the entire 9,197 ft² ground floor unit in Building 6 (4300 Bayview Street) at a tiered rental rate. The rate of \$0/ft² would apply to the first 4,000 ft² and \$25/ft² would apply to the 5,197 ft² balance of the area for the first five (5) years. The rate of \$25/ft² would apply to the entire 9,197 ft² area for an additional five (5) years.
 - Option 3 – for the City to lease the entire 12,929 ft² ground floor unit in Building 5 (4280 Bayview Street) at a tiered rental rate. The rate of \$0/ft² would apply to the first 4,000 ft² and \$25/ft² would apply to the 8,929 ft² balance of the area for the first five (5) years. The rate of \$25/ft² would apply to the entire 12,929 ft² area for an additional five (5) years. Rates are also identified at \$28/ft² for years 11-15 and \$30/ft² for years 16-20.

There are still many questions related to the lease that would need to be carefully reviewed. Staff has asked for further information about such things as operating costs, access to parking, servicing, provision for an allowance for tenant improvements, additional charges, lease terms and lease rates and considerations for a large tenant space. This information was not available from the applicant at the time of writing this report.

The City's Real Estate Services Division has advised that the offered lease rate of \$25/ft² represents a reasonable market rate for Building 5, however, if the lease terms include provisions for tenant improvements, parking, etc. the lease rate would become more favourable. Staff considers the higher market rates, identified by the applicant, of \$32/ft² to \$40/ft² to be more applicable to smaller tenant spaces less than 2,000 ft² in size.

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 with the remaining 8,000 ft² provided rent-free. Staff negotiated with the applicant to develop more favourable lease terms in keeping with the Ironwood branch provisions but the applicant advised the offer provided is the best they are willing to provide.

In the event that Council wishes to pursue any lease with Onni, staff require authorization from Council to work with the applicant to establish appropriate business terms for a lease and would need to advise Planning Committee and Council through future staff reports regarding revised rezoning considerations and lease details.

Richmond Public Library

In response to Planning Committee's referral for staff to examine the possibility of library expansion, Community Service staff have reviewed the three (3) lease options and advise that the minimum size library space that would be acceptable for the Steveston branch of the Richmond Public Library to relocate from the Steveston Community Centre to the Imperial Landing site is 13,000 ft². The 12,929 ft² space option in Building 5 (option 3) aligns with advice from Community Services staff. There is a sufficient increase in space to allow for a comfortable library with comprehensive branch services including a hybrid of services to meet traditional needs and address some of the growing trends of future library services. Building 5 would provide a 20 year solution for library services in Steveston that would meet community needs and relieve pressure on the Brighthouse (main) branch.

The 9,197 ft² space option in Building 6 (Attachment 2) would not be acceptable for a library space on the basis that it would only provide a modest expansion and not meet the changing needs for library services such as the inclusion of a computer room, reading room and study space. It is considered by staff to be of poor value for the financial investment that would be needed and at best would be an interim solution that would need to be revisited in the future.

Community Service staff have advised that the 12,929 ft² space option in Building 5 for a replacement library is the only option of the three (3) lease options that is considered viable for community service space due to the size of the units and cost to operate stand alone facilities.

Increases in the Capital Budget, Operating Budget and graduated annual operating budget would need to be approved by Council to accept this proposal. These include a one-time capital cost of \$3,655,460 that would be included as an adjustment to the 2014 Capital Budget and ongoing operational costs estimated at \$426,315 which would form part of the 2015 Operating Budget. The increase in operating costs of \$426,315 result in a 0.23% tax impact, and would form part of the graduated 2014-2015 annual operating budget based on an 18-month project development process. Finance staff have advised that the capital costs of \$3,655,460 could be funded from the Rate Stabilization Provision and the Five Year Financial Plan 2014-2018 could be amended

accordingly. The exact dollar amounts and timing may change. Substantial rent increases could impact the operating budget in future years and must be considered.

Community Services staff provided the following estimates for lease, operating and capital costs associated with locating a library in Building 5 or Building 6:

Size	Current Location 4000 ft ² Steveston CC	9,197 ft ² Building 6	12,929 ft ² Building 5
Meeting long term needs	No	Interim	Yes
Programmable library space	3,750 ft ²	8,597 ft ²	12,329 ft ²
Non public space	250 ft ²	600 ft ²	600 ft ²
Net gain common space		4,847 ft ²	8,579 ft ²
A. Operational Costs (utilities, staffing, janitorial, collections)	\$646,200	\$700,000	\$720,000
B. Common Area Fees (\$10/ ft ²)	Nil	\$91,970	\$129,290
C. Rent	Nil		
Year 1-5		\$129,925	\$ 223,225
Year 6-10		\$229,925	\$ 323,225
Year 11-15			\$362,012
Year 16-20			\$387,870
Subtotal (A+B+C)			
Year 1-5	\$646,200 (\$161.50/ ft ²)	\$921,895 (\$118.86/ ft ²)	\$1,072,515 (\$95.10/ ft ²)
Year 6-10		\$1,021,895	\$1,172,515
Year 11-15			\$1,211,302
Year 16-20			\$1,237,160
Current Steveston Operating Costs		\$646,200	\$646,200
Increase to Operating Budget	N/A		
Year 1-5		\$275,695	\$426,315
Year 6-10		\$375,695	\$526,315
Year 11-15			\$565,102
Year 16-20			\$590,960
Capital Costs (tenant improvements, shelving, moving, collections, FFE's)	N/A	\$2,759,280 (\$300.01/ ft ²)	\$3,655,460 (\$282.73/ ft ²)

Marina Development

In response to Planning Committee's referral for staff to examine the possibility of marina development, the questions of possible dredging in front of the subject site and marina development in Steveston have been referred to Parks staff.

The City has hired a marine engineering consultant and commenced with the investigation into the potential dredging. Parks staff will provide information to Committee and Council through future staff reports and will be available at the Planning Committee meeting for any further discussion.

Change of Use Lease Provision

In their referral back to staff, Planning Committee asked staff to examine the legal aspects related to change of use lease provisions suggested by the applicant.

In response to the referral, the Law Department received a legal opinion that it is legal for Onni to include provisions in their commercial leases negotiated with future tenants, including the change of use lease provisions suggested by the applicant. The City would not be able to enforce lease provisions unless it was a party to the lease or had entered into a separate unregistered legal agreement directly with Onni to require a change of use lease provision be included in commercial leases with future tenants.

While a lease provision could be used to secure future MMU uses in Building 6 on the subject site, staff do not recommend the City being a party to the administration or securing of such a lease provision for a variety of reasons including business operations, potential liability and enforcement concerns. Executing such a lease provision and evicting a tenant could have a significant economic impact on their business operations. In addition, it would be very difficult for the City to manage and enforce, particularly if Onni sells any of the air parcels or units to a third party.

Steveston Merchants Association Proposal

In addition to the referral, there was discussion at the April 8, 2014 Planning Committee meeting regarding the Steveston Merchants Association proposal to restrict the approximate 60,000 square feet of MMU area on the subject site to 25% retail (roughly equivalent to the size of the proposed grocery store), 25% Maritime Mixed Use (to support the potential of a City marina in front of the site) and 50% office.

Real Estate Services staff has reviewed *Imperial Landing Retail Analysis*, prepared by Hume Consulting Corporation and dated December 2013 and the *Steveston Village Economic Analysis, Imperial Landing Rezoning – Commercial Impacts*, prepared by Colliers International Consulting and dated February 24, 2014 and find the findings to be reasonable.

Staff discussed the Steveston Merchants Association proposed limitations with the applicant. The applicant advised that:

- The proposed community amenity contribution package would need to be reduced if limitations were imposed.
- If the City leases Building 5, the potential commercial area is effectively reduced by 23.1% (including all non-residential ground floor area).
- They have received interest in leasing 12,950 ft² of space from bank, daycare and dental office type uses, which would effectively reduce the potential commercial area by a further 21.7%.
- A multi-building commercial development typically has a mix of business uses and the individual uses and proportionate mix may change over time.

Financial Impact or Economic Impact

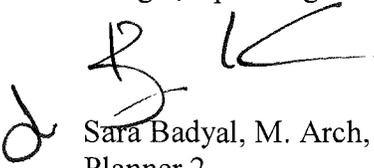
The proposal would provide \$2,000,000 to the City's new Steveston Community Amenity provision account, \$136,206 to the City's Road Works DCC projects account, and \$605 to the City's Storm Drainage DCC projects account.

The proposal also has the potential for capital and operational costs as discussed within the report should Council wish to authorize staff to negotiate a lease for space for a library within the development on the subject site.

Conclusion

In response to Planning Committee's referral, the applicant has submitted an enhanced community amenity contribution proposal; staff reviewed the possibility of providing a replacement Steveston branch of the Richmond Public Library on the site; staff reviewed the legal aspects related to including a change land use provision in commercial leases; and staff reviewed the percentage allocation of land uses suggested by the Steveston Merchants Association.

If Council wants to pursue the enhanced community amenity contribution proposal and the option of a replacement Steveston branch of the Richmond Public Library on the subject site, staff would need authorization from Council to work with the applicant to establish appropriate business terms for a lease and staff would need to advise Committee and Council through future staff reports regarding revised rezoning considerations, lease details, and increases in the Capital Budget, Operating Budget and graduated annual operating budget.


Sara Badyal, M. Arch, MCIP, RPP
Planner 2

SB:rg

Attachment 1: Location Map and Aerial Photo

Attachment 2: Site Context Map

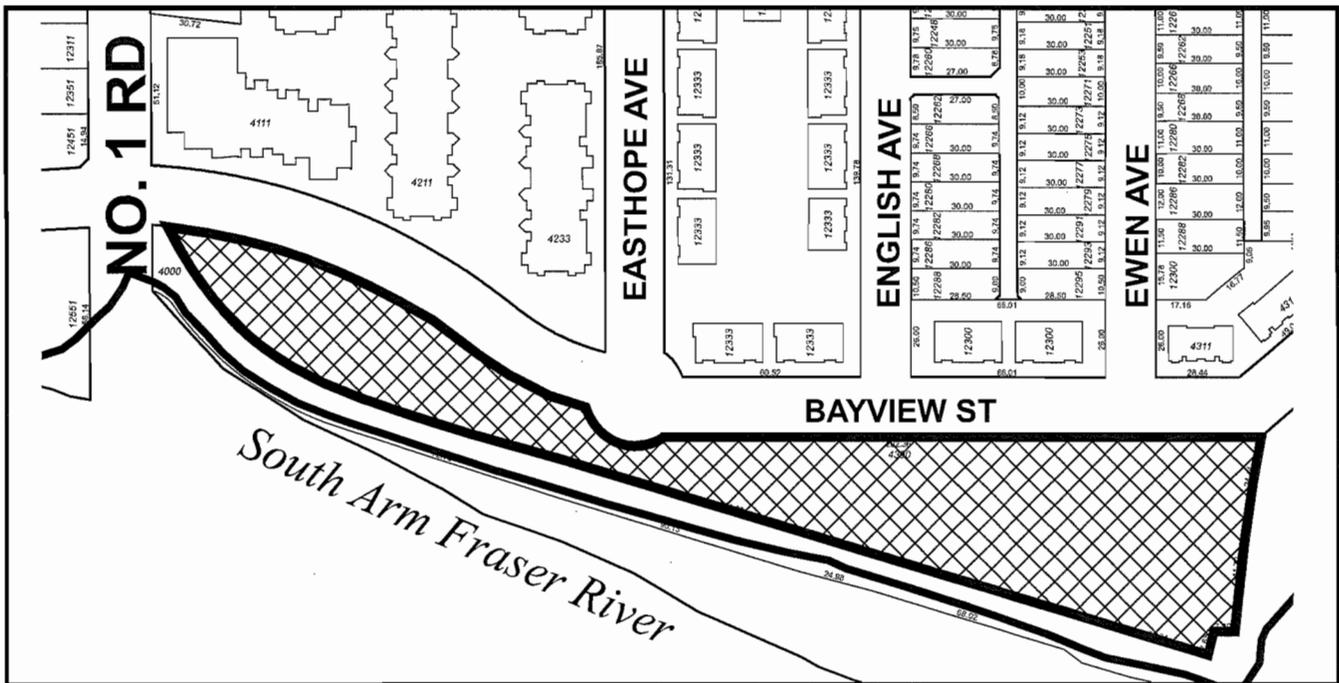
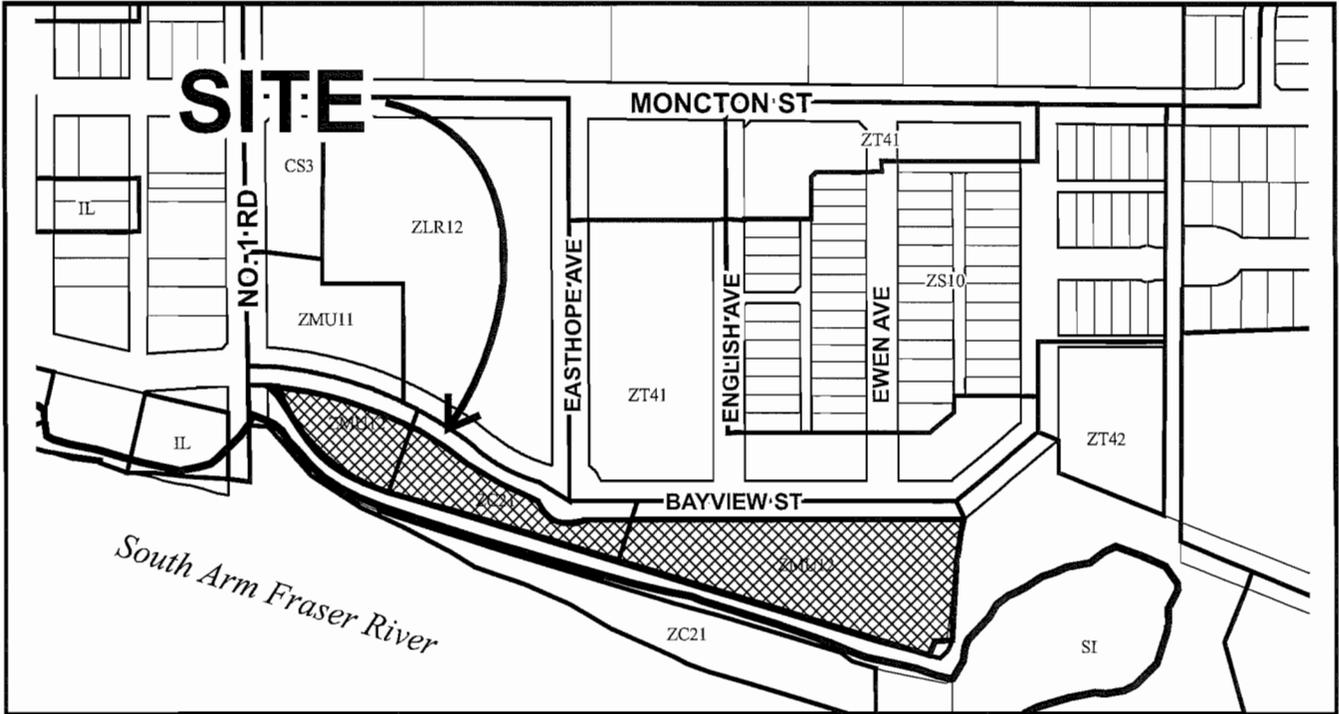
Attachment 3: Community Amenity Contribution Offer (dated April 30, 2014)

Attachment 4: Staff Report to Planning Committee from Director of Development dated March 17, 2014

Attachment 5: Public Correspondence (received March 18, 2014 to April 29, 2014)



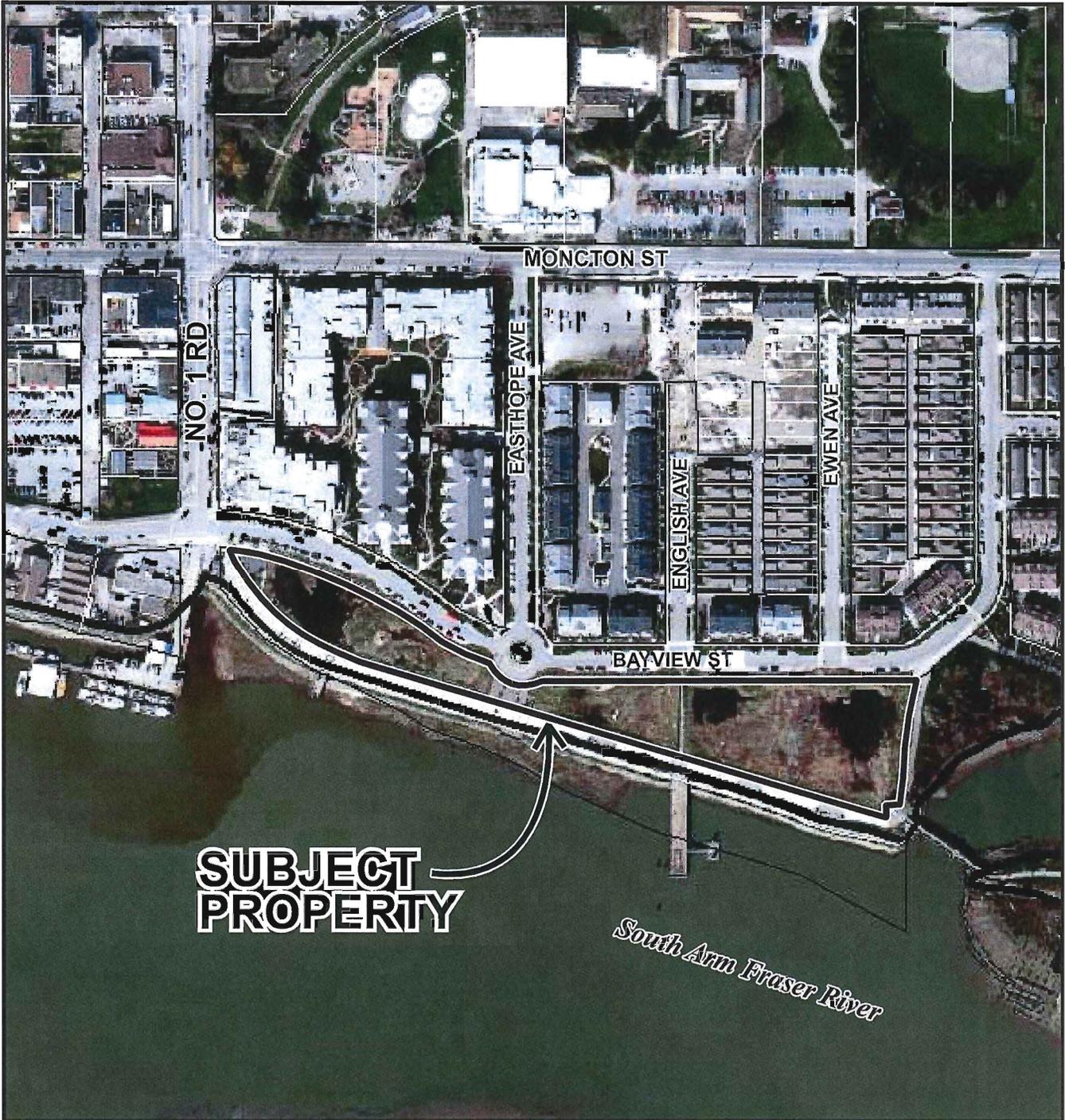
City of
Richmond



	<h1>RZ 13-633927</h1>	<p>Original Date: 03/18/14</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of
Richmond



**SUBJECT
PROPERTY**

South Arm Fraser River

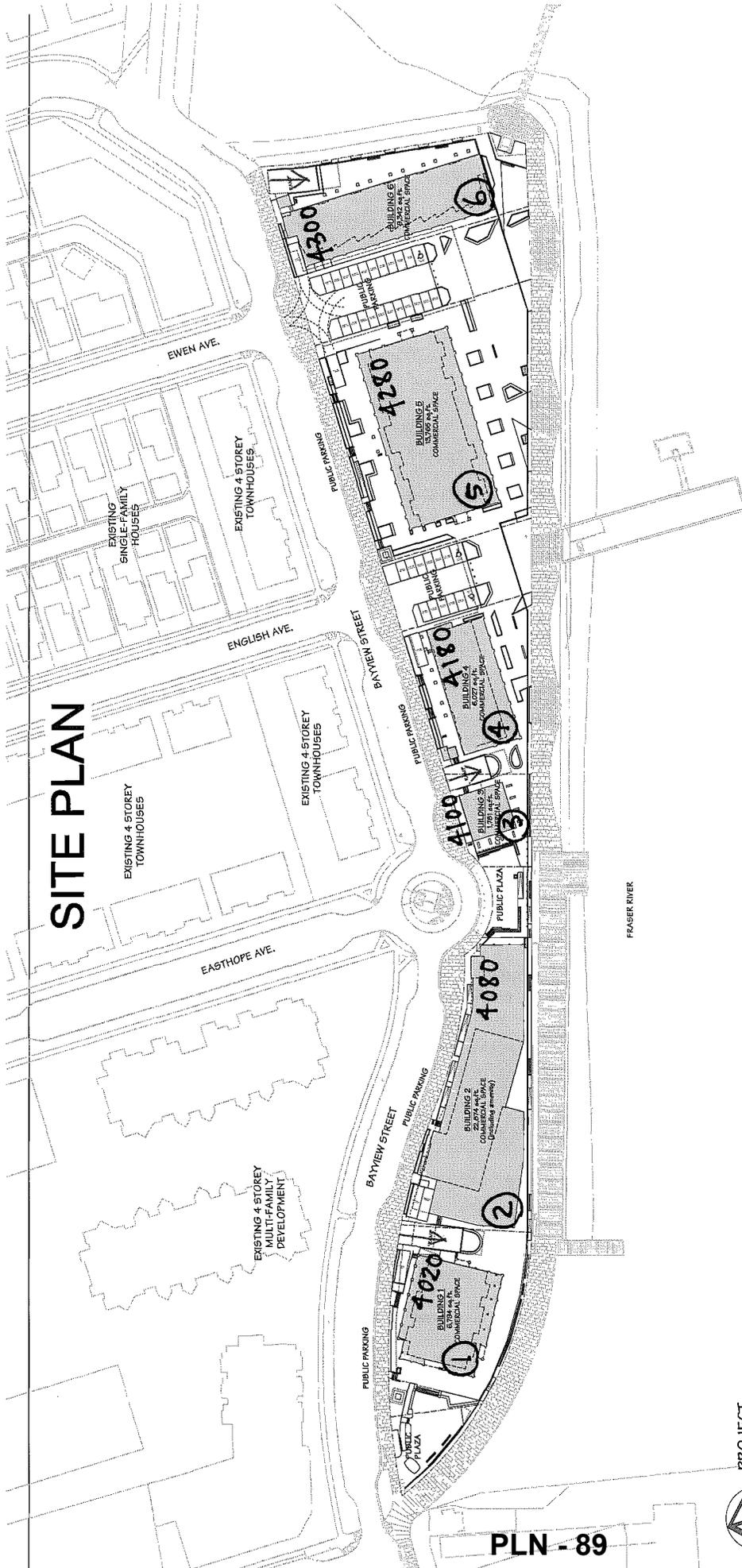


RZ 14-633927

Original Date: 03/18/14

Revision Date:

Note: Dimensions are in METRES



SITE PLAN

PLN - 89



PROJECT
SITE PLAN
SCALE: 1:500

DRAWING TITLE	SITE PLAN
PROJECT	IMPERIAL LANDING MIXED-USE DEVELOPMENT
STATISTICS	
SCALE	1:500
DATE	JULY 12, 2019
DESIGNER	YAMAMOTO
CHECKED	

Yamamoto
Architecture Inc.

2308 404 STREET, WESTCHESTER, B.C. V6C 6S4-291-1227
1991 LTD. #R 804931-1127

NO.	DATE	REVISIONS

4300 BAYVIEW STREET - PARKING

PLN - 90

PARKING (BUILDING 1):

REQUIRE	18.0 SPACES (MAXIMUM)	3.0 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
PROVIDER	18.0 SPACES (MAXIMUM)	3.0 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
TOTAL	18.0 SPACES	3.0 SPACES	0.2 SPACES	0.2 SPACES	0.2 SPACES

NOTE: 1 - ACCESSIBLE PARKING SPACE IS PROVIDED (1 SPACE REQUIRED (MIN. 2.0))
NOTE: 2 - SMALL PARKING SPACES (20' X 10' MIN.) ARE PROVIDED

PARKING (BUILDING 2):

REQUIRE	30.0 SPACES (MAXIMUM)	6.0 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
PROVIDER	30.0 SPACES (MAXIMUM)	6.0 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
TOTAL	30.0 SPACES	6.0 SPACES	0.2 SPACES	0.2 SPACES	0.2 SPACES

NOTE: 1 - ACCESSIBLE PARKING SPACE IS PROVIDED (1 SPACE REQUIRED (MIN. 2.0))
NOTE: 2 - SMALL PARKING SPACES (20' X 10' MIN.) ARE PROVIDED

PARKING (BUILDING 3):

REQUIRE	30.0 SPACES (MAXIMUM)	6.0 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
PROVIDER	30.0 SPACES (MAXIMUM)	6.0 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
TOTAL	30.0 SPACES	6.0 SPACES	0.2 SPACES	0.2 SPACES	0.2 SPACES

NOTE: 1 - ACCESSIBLE PARKING SPACE IS PROVIDED (1 SPACE REQUIRED (MIN. 2.0))
NOTE: 2 - SMALL PARKING SPACES (20' X 10' MIN.) ARE PROVIDED

PARKING (BUILDING 4):

REQUIRE	17.0 SPACES (MAXIMUM)	3.0 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
PROVIDER	17.0 SPACES (MAXIMUM)	3.0 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
TOTAL	17.0 SPACES	3.0 SPACES	0.2 SPACES	0.2 SPACES	0.2 SPACES

NOTE: 1 - ACCESSIBLE PARKING SPACE IS PROVIDED (1 SPACE REQUIRED (MIN. 2.0))
NOTE: 2 - SMALL PARKING SPACES (20' X 10' MIN.) ARE PROVIDED

PARKING (BUILDING 5):

REQUIRE	3.0 SPACES (MAXIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
PROVIDER	3.0 SPACES (MAXIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
TOTAL	3.0 SPACES	0.2 SPACES	0.2 SPACES	0.2 SPACES	0.2 SPACES

NOTE: 1 - ACCESSIBLE PARKING SPACE IS PROVIDED (1 SPACE REQUIRED (MIN. 2.0))
NOTE: 2 - SMALL PARKING SPACES (20' X 10' MIN.) ARE PROVIDED

PARKING (BUILDING 6):

REQUIRE	3.0 SPACES (MAXIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
PROVIDER	3.0 SPACES (MAXIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)	0.2 SPACES (MINIMUM)
TOTAL	3.0 SPACES	0.2 SPACES	0.2 SPACES	0.2 SPACES	0.2 SPACES

NOTE: 1 - ACCESSIBLE PARKING SPACE IS PROVIDED (1 SPACE REQUIRED (MIN. 2.0))
NOTE: 2 - SMALL PARKING SPACES (20' X 10' MIN.) ARE PROVIDED

STREET PARKING:

NEW STREET PARKING = 25 SPACES

PUBLIC PARKING:

PUBLIC AT GRADE PARKING = 30 SPACES
PUBLIC UNDERGROUND PARKING = 30 SPACES
TOTAL = 60 SPACES

NOTE: 1 - ACCESSIBLE SPACES PROVIDED (INCLUDED IN ABOVE TOTAL)
NOTE: 2 - SMALL SPACES PROVIDED

TOTAL PARKING:

PROVIDER	170 SPACES
REQUIRE	170 SPACES
EXTRA UNASSIGNED SPACES	0 SPACES
TOTAL	170 SPACES

NOTE: 3 - PARKING SPACES PROVIDED ARE ACCESSIBLE PARKING SPACES
NOTE: 4 - SPACES PROVIDED ARE SMALL PARKING SPACES

OVERALL PROJECT
U/G PARKING PLAN
SCALE: 1/8" = 1'-0"



NO.	DATE	REVISION

PROJECT: IMPERIAL LANDING
MIXED-USE DEVELOPMENT

Yamamoto Architecture Inc.

2805 100th AVE., WESTMINSTER, CO. TEL: 970-234-1527
9910 121st AVE., WESTMINSTER, CO. TEL: 970-234-1527

DRIVING TITLE: PARKING PLAN

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

DATE: APRIL 12, 2008

DRAWN BY: [Name]

CHECKED BY: [Name]

SHEET NO.: A1.1

PROJECT NO.: [Number]

April 30, 2014

Ms. Sara Badyal
Planner 2
Development Applications Division
City of Richmond

Dear Sara,

Re: Community Amenity Contribution - Imperial Landing

As a consultant to Onni Group, I have been authorized by the developer to present **three options** for providing some additional community amenity contributions related to its Imperial Landing commercial development in response to Planning Committee's direction:

Option 1

- **4,000 square feet of floor area within Imperial Landing will be leased to the City of Richmond for a 5-year term at a below market rate of \$25 per square foot (triple net). One 5-year renewal option would be provided at the same rate of \$25 per square foot (triple net). Based on current a market rental rate level at Imperial Landing in the estimated range of \$32-\$35 per square foot in Years 1-5 and \$35-\$40 per square foot in Years 6-10, this represents a total additional non-cash contribution by the developer in the range of \$340,000 to \$500,000.**
- **Future lease rates (i.e. after Year 10) for the 4,000 square feet of space will be calculated based on the average annual increase in the Consumer Price Index over the preceding 10 years.**
- **An additional \$500,000 cash contribution would be contributed to the Steveston Community Amenity provision account.**
- **A lease termination clause will be inserted in all leases entered into for Building 6 to provide for possible maritime related uses in the future. Modifications have been made to the proposed termination clause since the Planning Committee meeting of April 8.**

Option 2

- **4,000 square feet of floor area within Building 6 would be leased to the City of Richmond at \$0 per square foot (triple net) for one 5-year lease term. There would be one 5-year renewal option at a below a market rental rate of \$25 per square foot (triple net). Based on current a market rental rate level at Imperial Landing in the estimated range of \$32-\$35 per square foot in Years 1-5 and \$35-\$40 per square foot in Years 6-10, this represents a total additional non-cash contribution by the developer of approximately \$840,000 to \$1,000,000.**

1

- The balance of the commercial floor area in Building 6 (approximately 5,000 square feet) would be leased to the City of Richmond for one 5-year term at a below market rental rate of \$25 per square foot (triple net). One 5-year renewal option would be provided at the same rate of \$25 per square foot (triple net). Based on current a market rental rate level at Imperial Landing in the estimated range of \$32-\$35 per square foot in Years 1-5 and \$35-\$40 per square foot in Years 6-10, this represents a total additional non-cash contribution by the developer in the range of \$425,000 to \$625,000.
- Future lease rates (i.e. after Year 10) will be calculated based on the average annual increase in the Consumer Price Index over the preceding 10 years.
- A \$500,000 cash contribution would be contributed to the Steveston Community Amenity provision account.

Option 3

- 4,000 square feet of floor area within Building 5 would be leased to the City of Richmond at \$0 per square foot (triple net) for one 5-year lease term. There would be one 5-year renewal option at a below a market rental rate of \$25 per square foot (triple net). Based on current a market rental rate level at Imperial Landing in the estimated range of \$32-\$35 per square foot in Years 1-5 and \$35-\$40 per square foot in Years 6-10, this represents a total additional non-cash contribution by the developer of approximately \$840,000 to \$1,000,000.
- The balance of the commercial floor area in Building 5 (approximately 8,828 square feet) would be leased to the City of Richmond for one 5-year term at a below market rental rate of \$25 per square foot (triple net). One 5-year renewal option would be provided at the same rate of \$25 per square foot (triple net). Based on current a market rental rate level at Imperial Landing in the estimated range of \$32-\$35 per square foot in Years 1-5 and \$35-\$40 per square foot in Years 6-10, this represents a total additional non-cash contribution by the developer in the range of \$750,380 to \$1,103,500.
- Future lease rates (i.e. After Year 10) for entire Building 5 (approximately 12,828 square feet) would be leased to the City of Richmond at following rate which is below Market rental rate
 - Year 11- 15, at a below Market rental rate of \$28 per square foot (triple net).
 - Year 16-20, at a below Market rental rate of \$30 per square foot (triple net).
- A \$500,000 cash contribution would be contributed to the Steveston Community Amenity provision account.

These options are offered on the basis that if either Option 1 or Option 2 or Option 3 is accepted, the developer (Onni) would be free to lease and operate the remaining commercial space in compliance with the zoning guidelines as per the Zoning Text Amendment application. No other conditions, restrictions, or limitations would be applied.

It should be noted that Onni has previously committed to:

- voluntarily contribute \$1,500,000 towards the Steveston Community Amenity provision account
- voluntarily contribute \$136,206 to go towards development of the Road Works DCC projects
- voluntarily contribute \$605 to go towards development of the Storm Drainage DCC projects
- a Letter of Credit security in the amount of \$15,000 to allow for future traffic calming and truck activity mitigation

We trust that the additional community amenity contributions offered in Option 1 or Option 2 or Option 3 address Planning Committee direction as per the Planning Committee meeting of April 8.

Sincerely yours,



Danny C. F. Leung
Consultant

Encl.

Schedule C
Change Retail/ Commercial Use to Maritime Mixed Use (MMU).

The Landlord reserves the right to terminate this Lease or to relocate the leasee in order to facilitate City of Richmond when the Marina is built and agree to covert Building Six to Mixed Maritime Use. The premises to which the Tenant is relocated shall be referred to as the "New Premises".

1) Landlord's Right of Termination

If the Landlord intends to expand or make alternations to Building Six for the use of Maritime Mixed Use, it may, upon providing at least eighteen (18) months written notice to the Tenant, elect to either:

- a) Cancel this Lease without any compensation whatsoever to the Tenant, in which case this Lease shall terminate on the date set out in such notice without prejudice, however, to any rights or obligations arising hereunder or accruing to either party before the date of such termination; or
- b) No reduction or discontinuance of service under this Article shall be construed as a breach of the Landlord's covenant for quiet enjoyment or as an eviction of the Tenant or entitle the Tenant to any abatement of Basic Rent, Additional Rent and Percentage Rent or release the Tenant from any obligation under this Lease.

2. Tenant's Right to Elect Relocation After the Early Termination

- a) Should the Tenant or Landlord elect to relocate the Tenant on or before the 5th anniversary of the Commencement Date, the Landlord shall be responsible for the cost of improving the New Premises to a standard which is, in the reasonable opinion of the Landlord, similar to that of the Lease Premises as of the date of relocation (the " Previous Standard"); and
- b) Should the Tenant or Landlord elect to relocate the Tenant after the 5th anniversary of the Commencement date, the Landlord and the Tenant shall bear equally the cost of improving the New Premises to the Previous Standard.

3. Owner's obligation After Early Termination from the change of Retail/ Commercial Use of to MMU in Building Six

- a) After the marina is built and in operation, the owner have the obligation to present all the future Lease offers of the MMU in Building Six to City of Richmond for pre-approval before accepting the offer and enter into the head lease.
- b) the owner consent the City of Richmond to post the MMU usage to the city website in conjunction with Marina usage in Building Six Only on the property.



**City of
Richmond**

Report to Committee
Planning and Development Department

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;

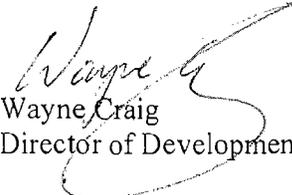
is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

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

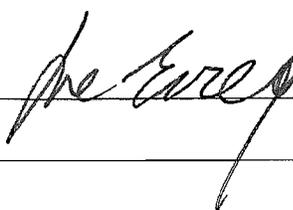
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, to:

- 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 Weelderen, 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 Weelderen, 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 indentified 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



City of
Richmond



RZ 14-633927

Original Date: 03/18/14

Revision Date:

Note: Dimensions are in METRES

PLN - 110



To: Planning Committee
From: Wayne Craig
Director of Development
Date: November 4, 2013
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)**

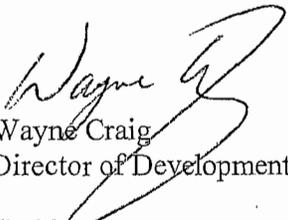
Staff Recommendation

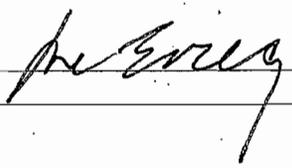
1. That Official Community Plan Bylaw 7100, Amendment Bylaw 9062, to repeal and replace the land use definition of "Maritime Mixed Use" by adding a range of commercial uses in Appendix 1 (Definitions) to Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given 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 Transportation	<input checked="" type="checkbox"/> <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.

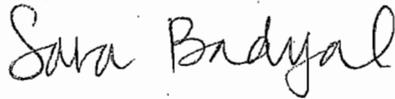
Financial Impact or Economic Impact

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.



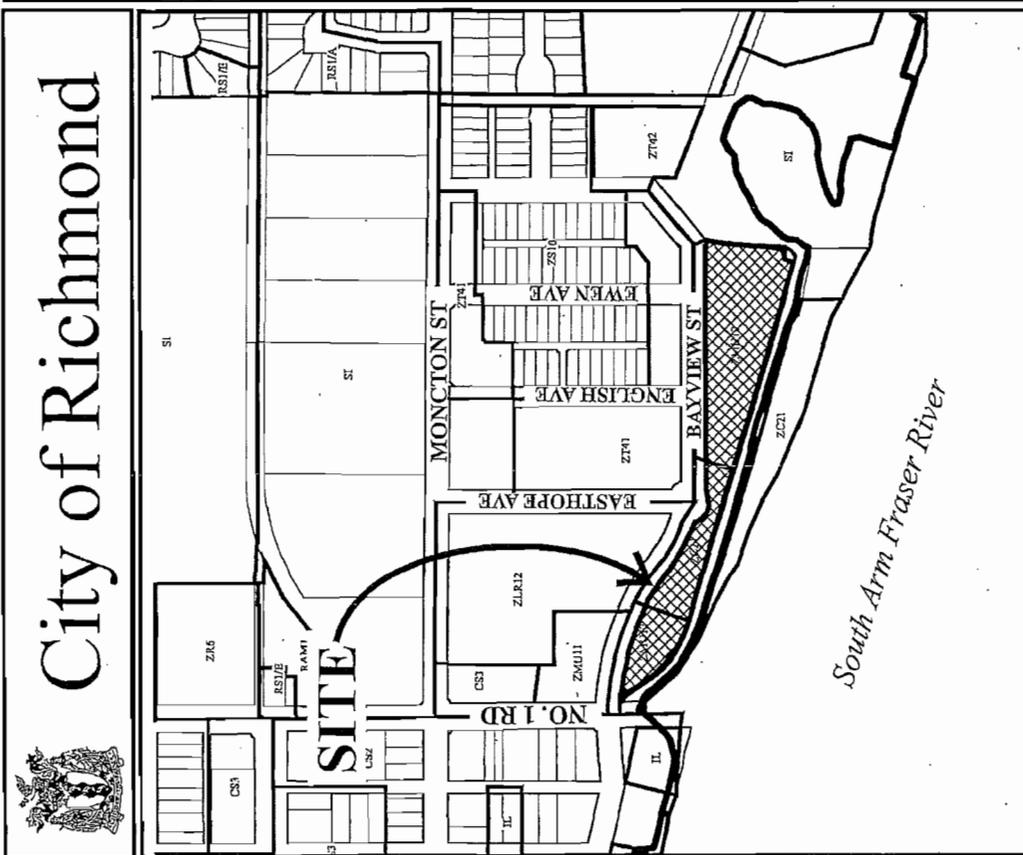
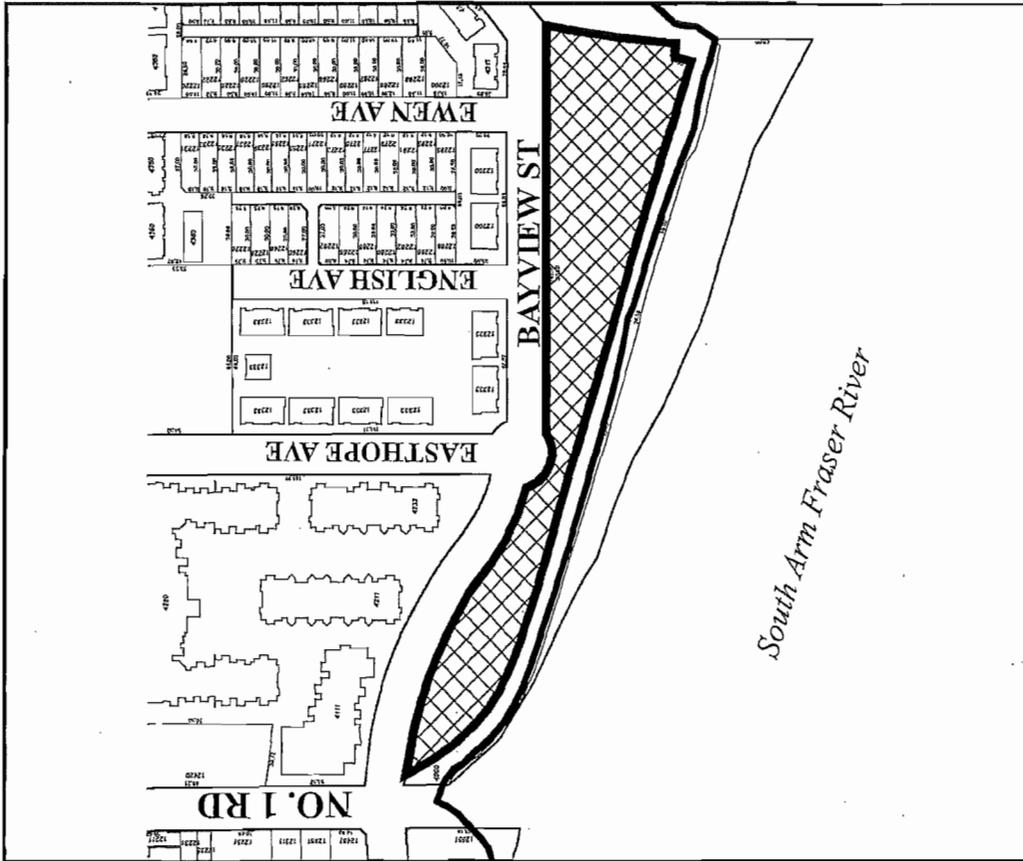
Sara Badyal, M. Arch, RPP
Planner 2



Terry Crowe
Manager, Policy Planning

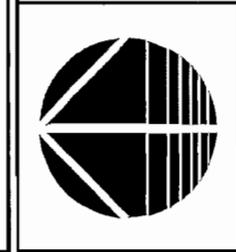
SB:blg

- 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



Original Date: 04/08/13
 Revision Date:
 Note: Dimensions are in METRES

RZ 13-633927





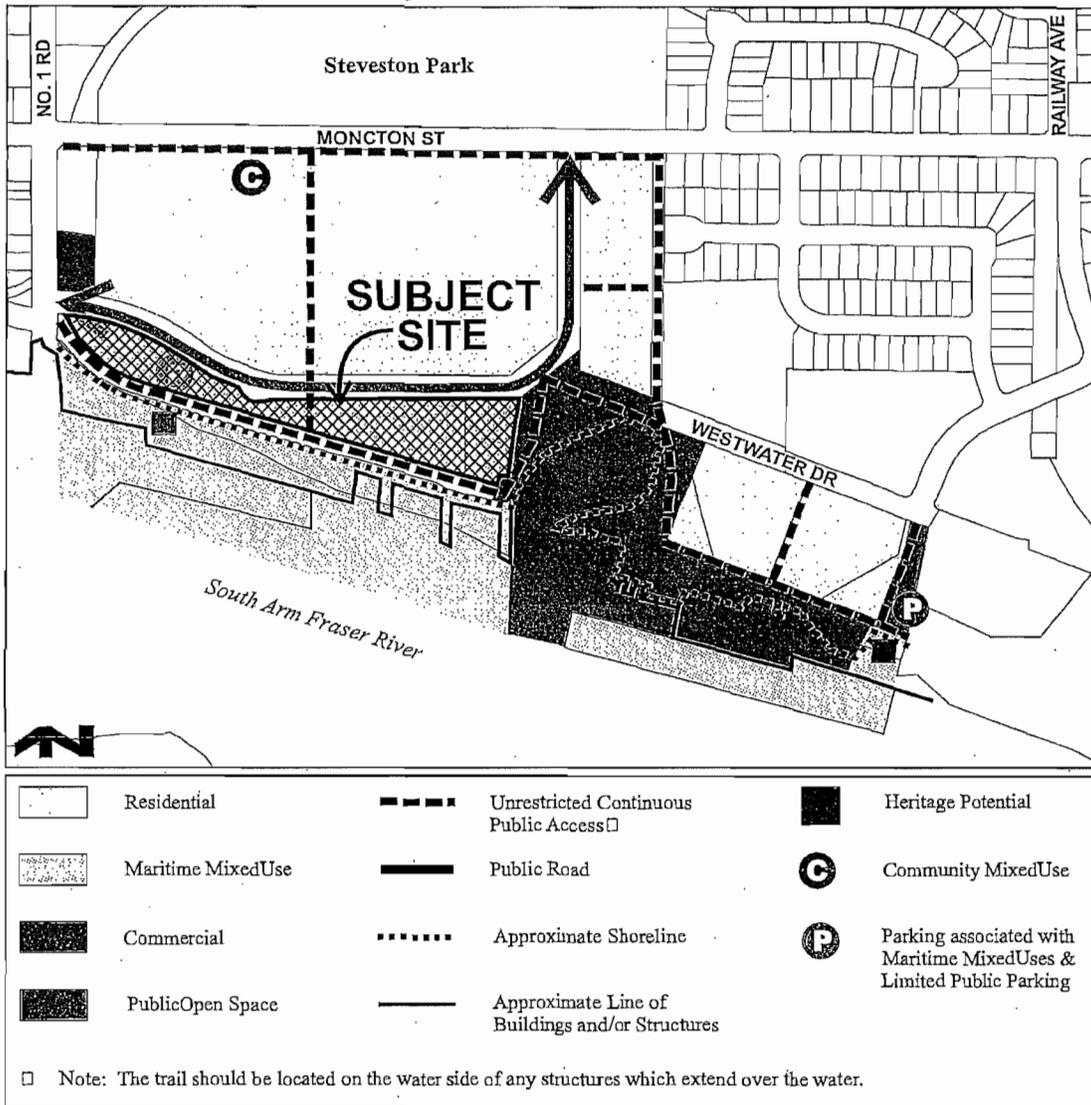
RZ 13-633927

Original Date: 04/08/13

Amended Date:

Note: Dimensions are in METRES

BC Packers Land Use Map





RZ 13-633927

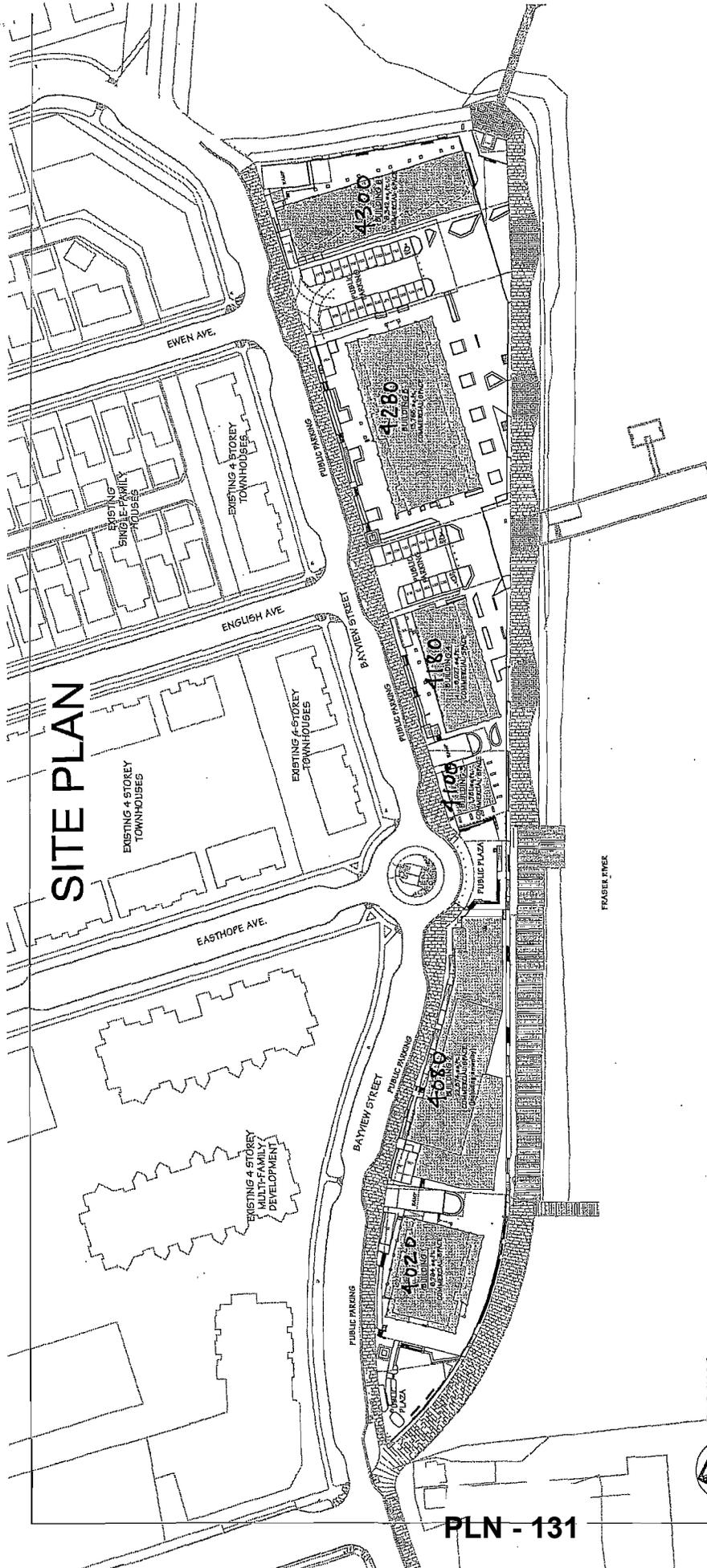
Attachment 4

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:	Building	Dwelling units	MMU	No change
	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	172	172 (1.6 ac.)	None	
Resident	78	81		
Visitor	11	17		
(Accessible)	(6)	(7)		
Total	261	270		
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	



SITE PLAN

PROJECT
SITE PLAN
SCALE: 1:500

PLN - 131

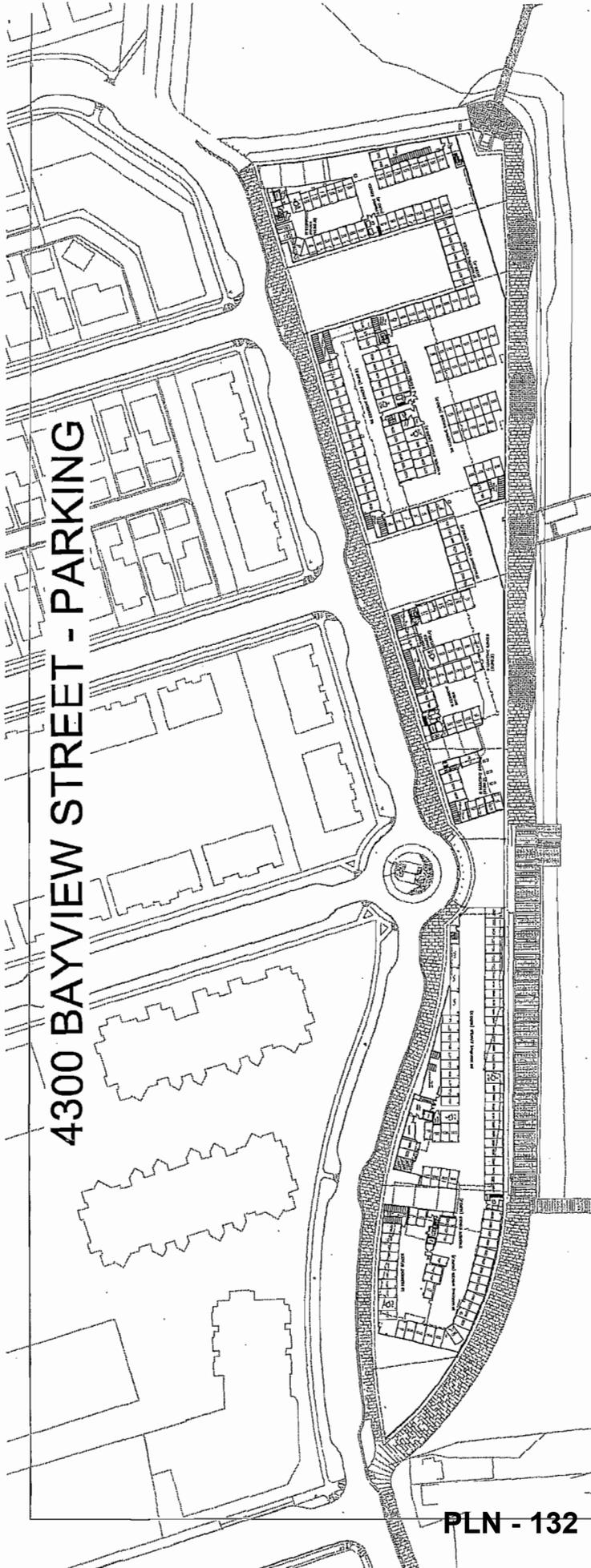
PROJECT	METROPOLITAN MIXED-USE DEVELOPMENT
CLIENT	URS BAYVIEW ST. RICHMOND, B.C.
DATE	NOV. 2011
SCALE	1:500
PROJECT NO.	1111111111

**Yamamoto
Architecture Inc.**

1000-1000-1000, Vancouver, B.C.
V6H 1V1 | TEL: 604-271-1177 | WWW.YAMAMOTO-ARCH.COM

NO.	DATE	REVISIONS
1		

4300 BAYVIEW STREET - PARKING



PARKING (BUILDING 1):

REQUIREMENT	18.5 SPACES (MAXIMUM)
PROVIDED	18 SPACES (MAXIMUM)
DEFICIENCY	0.5 SPACES (DEFICIENCY)
TOTAL	18.5 SPACES (REQUIREMENT)

NOTE: ACCESSIBLE PARKING SPACES AS PROVIDED IS 1 SPACE (REQUIRED) (MIN. 1%)
NOTE: 15 SMALL PARKING SPACES (3 TOTAL) ARE PROVIDED

PARKING (BUILDING 2):

REQUIREMENT	60.5 SPACES (MAXIMUM)
PROVIDED	60 SPACES (MAXIMUM)
DEFICIENCY	0.5 SPACES (DEFICIENCY)
TOTAL	60.5 SPACES (REQUIREMENT)

NOTE: ACCESSIBLE PARKING SPACES AS PROVIDED IS 3 SPACES (REQUIRED) (MIN. 5%)
NOTE: 15 SMALL PARKING SPACES (3 TOTAL) ARE PROVIDED

PARKING (BUILDING 3):

REQUIREMENT	31 SPACES (MAXIMUM)
PROVIDED	31 SPACES (MAXIMUM)
DEFICIENCY	0 SPACES (DEFICIENCY)
TOTAL	31 SPACES (REQUIREMENT)

NOTE: ACCESSIBLE PARKING SPACES AS PROVIDED IS 1 SPACE (REQUIRED) (MIN. 3%)
NOTE: 15 SMALL PARKING SPACES (3 TOTAL) ARE PROVIDED

PARKING (BUILDING 4):

REQUIREMENT	97 SPACES (MAXIMUM)
PROVIDED	97 SPACES (MAXIMUM)
DEFICIENCY	0 SPACES (DEFICIENCY)
TOTAL	97 SPACES (REQUIREMENT)

NOTE: ACCESSIBLE PARKING SPACES AS PROVIDED IS 5 SPACES (REQUIRED) (MIN. 5%)
NOTE: 15 SMALL PARKING SPACES (3 TOTAL) ARE PROVIDED

PARKING (BUILDING 5):

REQUIREMENT	30 SPACES (MAXIMUM)
PROVIDED	30 SPACES (MAXIMUM)
DEFICIENCY	0 SPACES (DEFICIENCY)
TOTAL	30 SPACES (REQUIREMENT)

NOTE: ACCESSIBLE PARKING SPACES AS PROVIDED IS 1 SPACE (REQUIRED) (MIN. 3%)
NOTE: 15 SMALL PARKING SPACES (3 TOTAL) ARE PROVIDED

PARKING (BUILDING 6):

REQUIREMENT	34.5 SPACES (MAXIMUM)
PROVIDED	34 SPACES (MAXIMUM)
DEFICIENCY	0.5 SPACES (DEFICIENCY)
TOTAL	34.5 SPACES (REQUIREMENT)

NOTE: ACCESSIBLE PARKING SPACES AS PROVIDED IS 1 SPACE (REQUIRED) (MIN. 3%)
NOTE: 15 SMALL PARKING SPACES (3 TOTAL) ARE PROVIDED

PARKING (BUILDING 7):

REQUIREMENT	25.5 SPACES (MAXIMUM)
PROVIDED	25 SPACES (MAXIMUM)
DEFICIENCY	0.5 SPACES (DEFICIENCY)
TOTAL	25.5 SPACES (REQUIREMENT)

NOTE: ACCESSIBLE PARKING SPACES AS PROVIDED IS 1 SPACE (REQUIRED) (MIN. 4%)
NOTE: 15 SMALL PARKING SPACES (3 TOTAL) ARE PROVIDED

PARKING (BUILDING 8):

REQUIREMENT	25.5 SPACES (MAXIMUM)
PROVIDED	25 SPACES (MAXIMUM)
DEFICIENCY	0.5 SPACES (DEFICIENCY)
TOTAL	25.5 SPACES (REQUIREMENT)

NOTE: ACCESSIBLE PARKING SPACES AS PROVIDED IS 1 SPACE (REQUIRED) (MIN. 4%)
NOTE: 15 SMALL PARKING SPACES (3 TOTAL) ARE PROVIDED

PUBLIC PARKING:

PROVIDED	55 SPACES
DEFICIENCY	0 SPACES
TOTAL	55 SPACES

NOTE: 4 ACCESSIBLE SPACES PROVIDED (INCLUDED IN ABOVE TOTAL)
NOTE: 15 SMALL PARKING SPACES

STREET PARKING:

PROVIDED	55 SPACES
DEFICIENCY	0 SPACES
TOTAL	55 SPACES

NOTE: 4 ACCESSIBLE SPACES PROVIDED (INCLUDED IN ABOVE TOTAL)
NOTE: 15 SMALL PARKING SPACES

TOTAL PARKING:

PROVIDED	355 SPACES
DEFICIENCY	0 SPACES
TOTAL	355 SPACES

NOTE: 4 ACCESSIBLE SPACES PROVIDED (INCLUDED IN ABOVE TOTAL)
NOTE: 15 SMALL PARKING SPACES

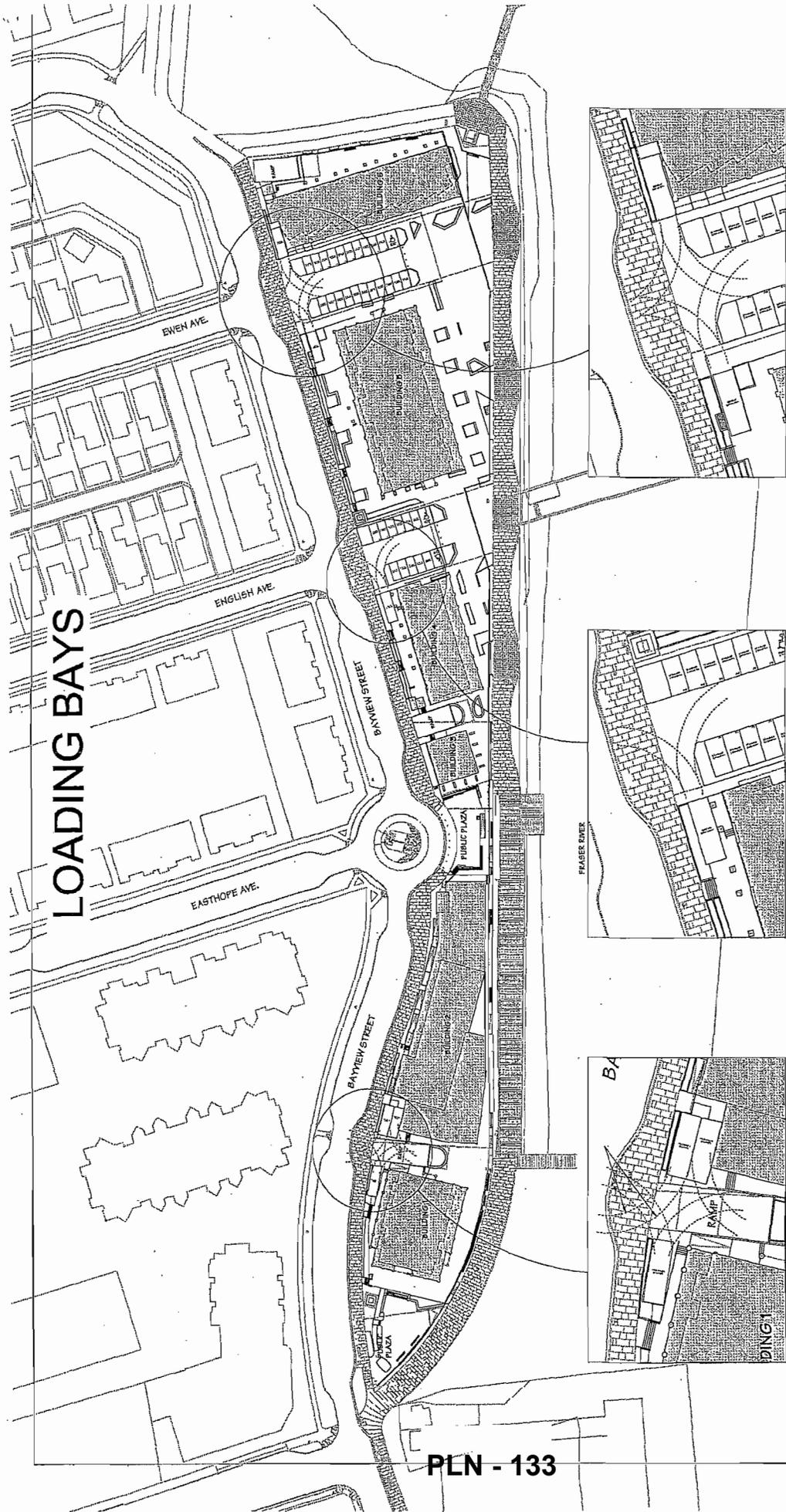


OVERALL PROJECT
UIG PARKING PLAN
SCALE: 1/8" = 1'-0"

NO.	DATE	REVISIONS

PROJECT	IMPERIAL LANDING
WORKSHEET DEVELOPMENT	WORKSHEET DEVELOPMENT
DATE	AUG. 14, 2008
SCALE	AS SHOWN
SHEET NO.	A1.1
PROJECT NO.	083 SAUVREY ST
CLIENT	YAMAMOTO ARCHITECTURE INC.
DESIGNED BY	YAMAMOTO ARCHITECTURE INC.
CHECKED BY	YAMAMOTO ARCHITECTURE INC.

LOADING BAYS



PLN - 133

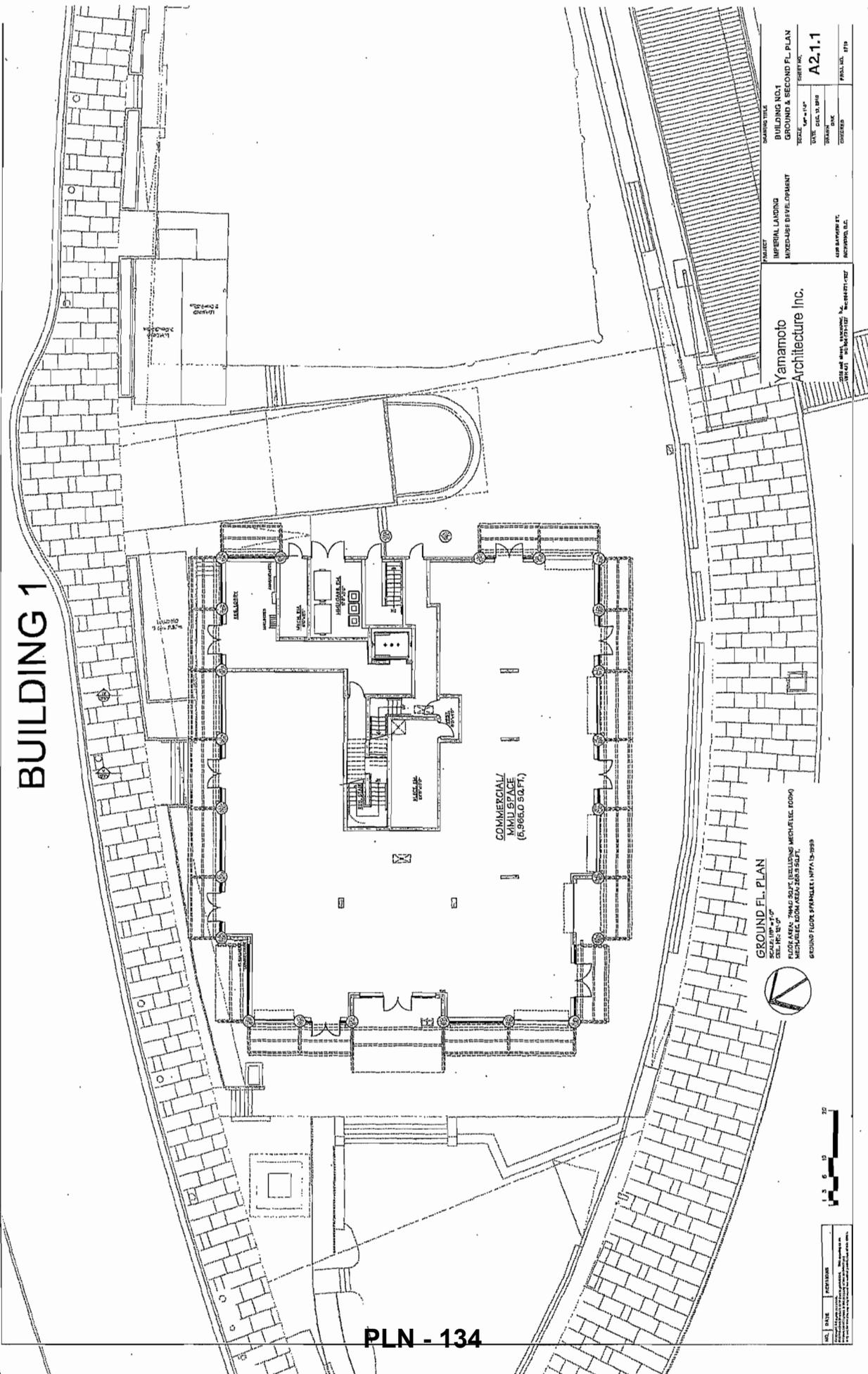
SITE PLAN SHOWING LOADING BAYS
SCALE: 1/8" = 1'-0"



NO.	DATE	REVISION

PROJECT	IMPERIAL LANDING MIDDLE-CLASS DEVELOPMENT	DATE	AUG. 14, 1998
DESIGNER	YAMAMOTO ARCHITECTURE INC. 1000 BAYVIEW ST., HOUSTON, TX 77057	SCALE	AS SHOWN
DRAWING TITLE	SITE PLAN STATISTICS	PROJECT NO.	A1.0
YAMAMOTO ARCHITECTURE INC. 1000 BAYVIEW ST., HOUSTON, TX 77057		DATE PLOTTED	08/14/98

BUILDING 1



GROUND FL. PLAN
 SCALE: 1/8" = 1'-0"
 FLOOR AREA: 7944.0 SQ. FT. (INCLUDING MECHANICAL ROOMS)
 MECHANICAL ROOM AREA: 260.0 SQ. FT.
 GROUND FLOOR SPRINKLER: NFPA 13-2009



NO.	DATE	DESCRIPTION

PLN - 134

PROJECT
 IMPERIAL LANDING
 MIXED-USE DEVELOPMENT

CLIENT
 GUS BANKS & CO.
 RICHMOND, VA

ARCHITECT
Yamamoto Architecture Inc.
 1000 W. MAIN STREET, SUITE 200
 RICHMOND, VA 23220

DRAWING TITLE
 BUILDING NO. 1
 GROUND & SECOND FL. PLAN

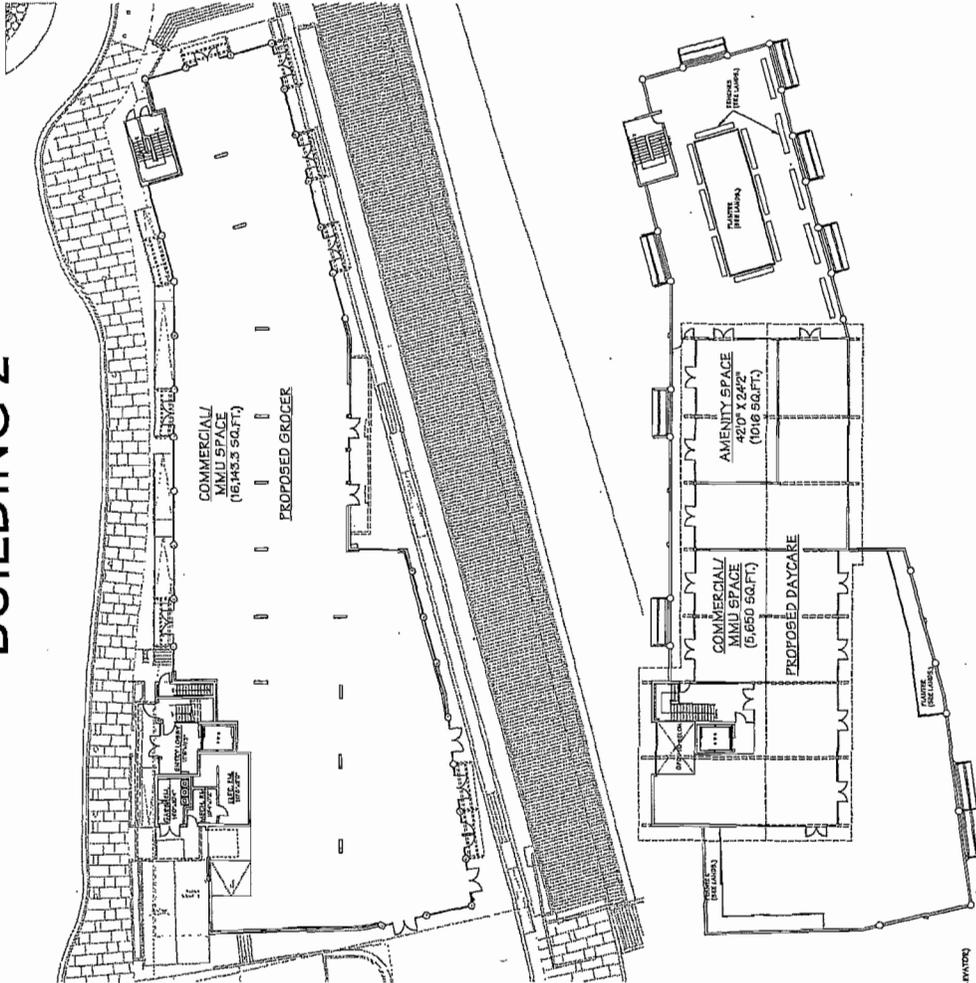
SCALE
 1/8" = 1'-0"

DATE
 DEC. 10, 2010

SHEET NO.
A2.1.1

PROJECT NO.
 079

BUILDING 2



GROUND FL. PLAN

SCALE: 1/8" = 1'-0"
 CELL: 1/8" = 1'-0"
 FLOOR AREA: 16,143.3 SQ.FT. (INCLUDING ARCHITECT. EDDM)
 MECH. FLOOR: ROOM AREA: 510 SQ.FT.
 SECOND FLOOR: 10,000 SQ.FT. (N.F.P.A. 13-1033)
 NON-COMBUSTIBLE CONSTRUCTION



SECOND FL. PLAN (W/ ROOF PLAN)

SCALE: 1/8" = 1'-0"
 CELL: 1/8" = 1'-0"
 FLOOR AREA: 10,000 SQ.FT. (INCLUDING STAIRS, ELEVATOR
 SHAFTS, ELEVATOR MACHINE ROOMS, ETC.)
 SECOND FLOOR: 10,000 SQ.FT. (N.F.P.A. 13-1033)
 MAXIMUM OCCUPANT LOAD: 400 PERSONS



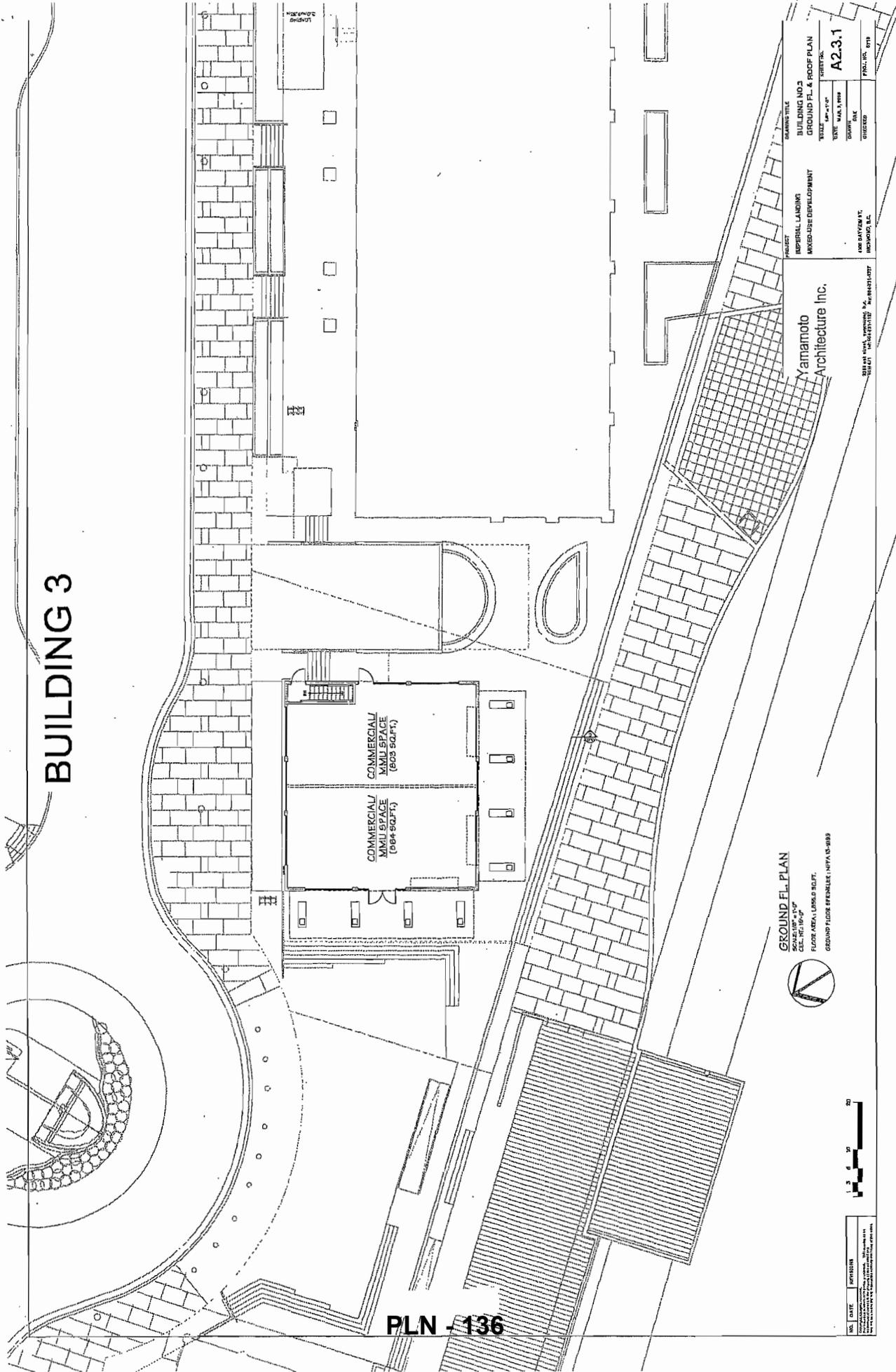
PLN - 135

PROJECT		DRAWING TITLE	
IMPERIAL LANDINGS MIXED-USE DEVELOPMENT		BUILDING NO. 2	
DATE	DATE	DATE	DATE
10/11/11	10/11/11	10/11/11	10/11/11
DESIGNED BY	CHECKED BY	DATE	DATE
YAMAMOTO	YAMAMOTO	10/11/11	10/11/11
SHEET NO. A2.2.1		TOTAL NO. SHEETS 10	
YAMAMOTO ARCHITECTURE INC.		PROJECT NO. 1111	
3000 AVENUE 10, SUITE 1000, HOUSTON, TX 77056		ARCHITECT	



NO.	DATE	REVISIONS

BUILDING 3



PLN - 136

GROUND FL. PLAN
 SCALE: 1/8" = 1'-0"
 FLOOR AREA: 1,088.0 SQ. FT.
 GROUND FLOOR ELEVATION: 1007.5 (MPTA 05-989)

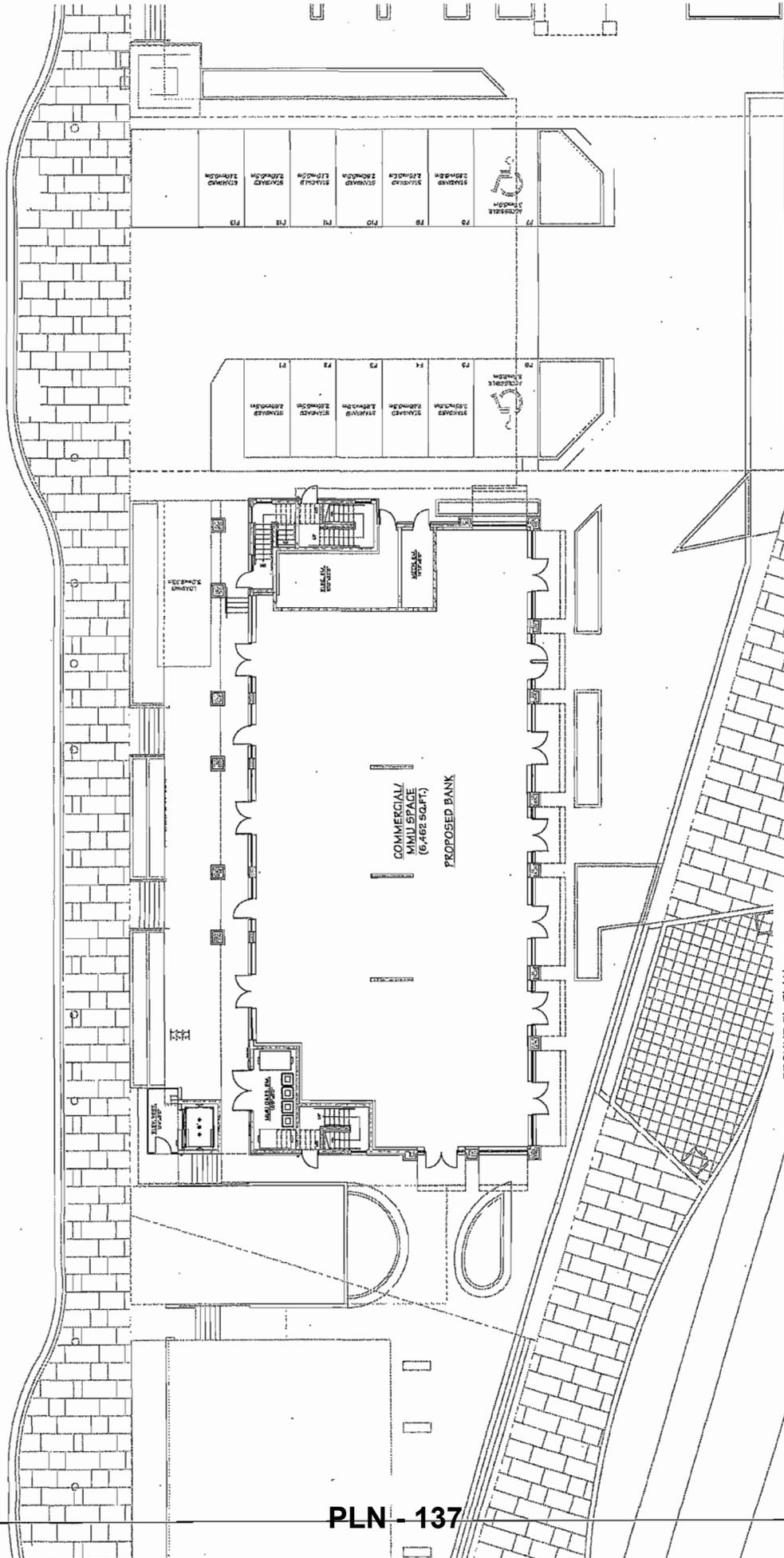


NO.	DATE	DESCRIPTION

Yamamoto
 Architecture Inc.

PROJECT	IMPERIAL LANDING MIXED-USE DEVELOPMENT
OWNER	DEVELOPER INC.
DATE	NOV. 1, 2004
SCALE	1/8" = 1'-0"
DRAWING TITLE	BUILDING NO.3 GROUND FL. & ROOF PLAN
PROJECT NO.	A2-3.1
DATE	NOV. 1, 2004
SCALE	1/8" = 1'-0"
DRAWING TITLE	BUILDING NO.3 GROUND FL. & ROOF PLAN
PROJECT NO.	A2-3.1
DATE	NOV. 1, 2004
SCALE	1/8" = 1'-0"

BUILDING 4



PROJECT: IMPERIAL LANDRO
 MIXED-USE DEVELOPMENT
 400 SANDWICH ST.
 RICHMOND, VA.

BUILDING NO. 4
 GROUND & SECOND FL. PLAN
 SCALE: 1/8" = 1'-0"
 DATE: 04.13.2011
 DRAWN: BJC
 CHECKED: BJC
 PROJECT NO.: 0111

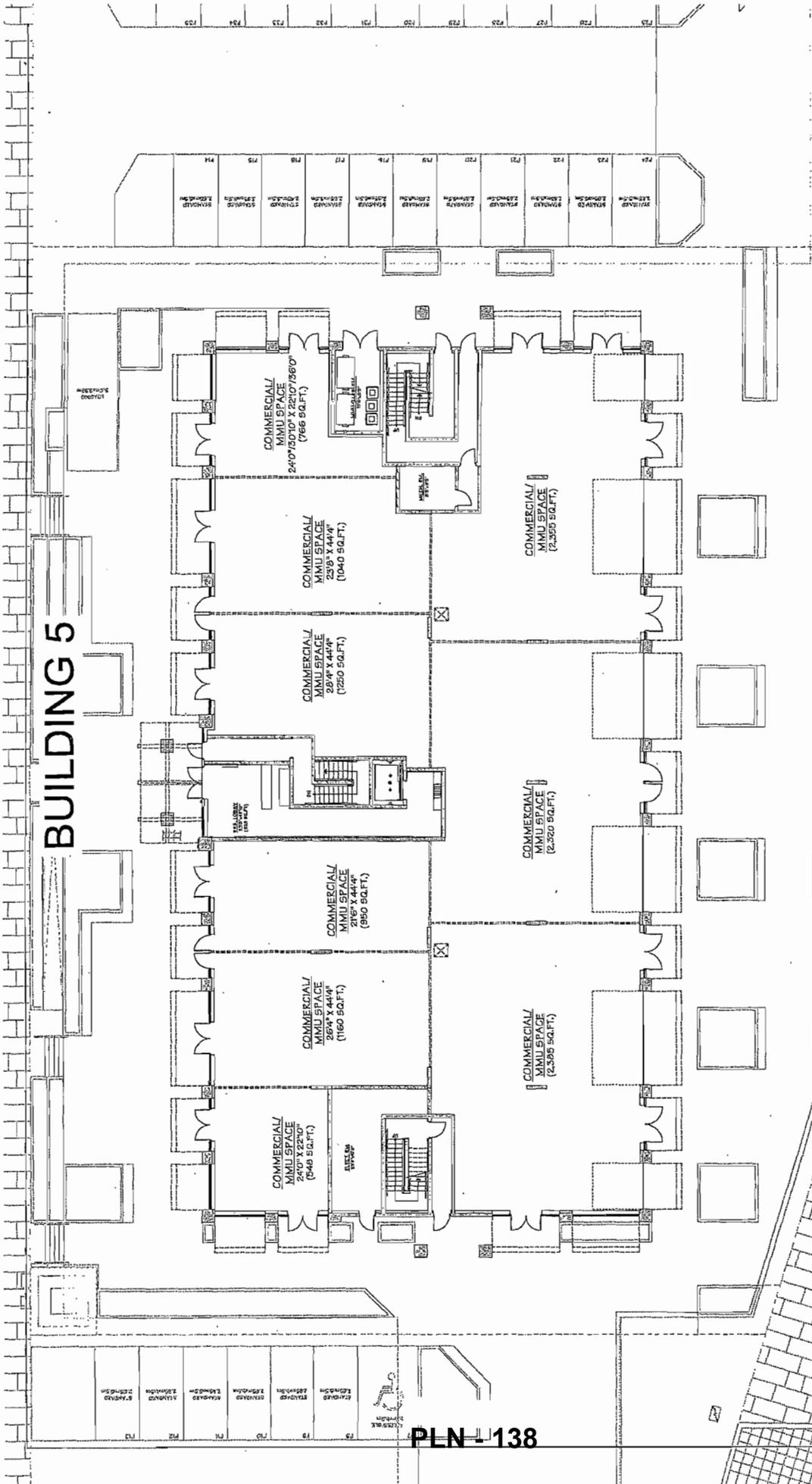
Yamamoto
Architecture Inc.
 200 S.W. 10TH AVENUE, SUITE 200
 MIAMI, FL 33135

GROUND FL. PLAN
 SCALE: 1/8" = 1'-0"
 CEILING: 10'-0"
 FLOOR AREA: 6,462 SQ. FT. (EXCLUDING MECH. ROOM)
 MECH. ROOM AREA: 178 SQ. FT.
 GROUND FLOOR SPRINKLER: NFPA 13-88B



NO.	DATE	REVISIONS

BUILDING 5



PROJECT	IMPERIAL LANDING MIXED-USE DEVELOPMENT
DESIGNED BY	Yamamoto Architecture Inc.
DATE	08.14.10
SCALE	1/8" = 1'-0"
SHEET NO.	A2.5.1
PROJECT NO.	100-100-100

GROUND FL. PLAN
SCALE: 1/8" = 1'-0"
GRID: 10' X 10'
FLOOR AREA: 45,840 SQ. FT. (INCLUDING MECHANICAL ROOMS)
GROUND FLOOR FINISHER: INFPA 13-1339





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

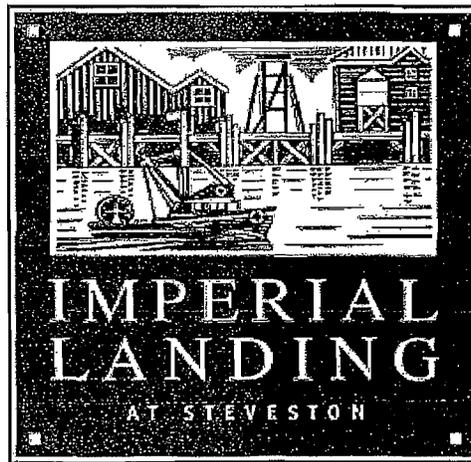
Date

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.



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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.

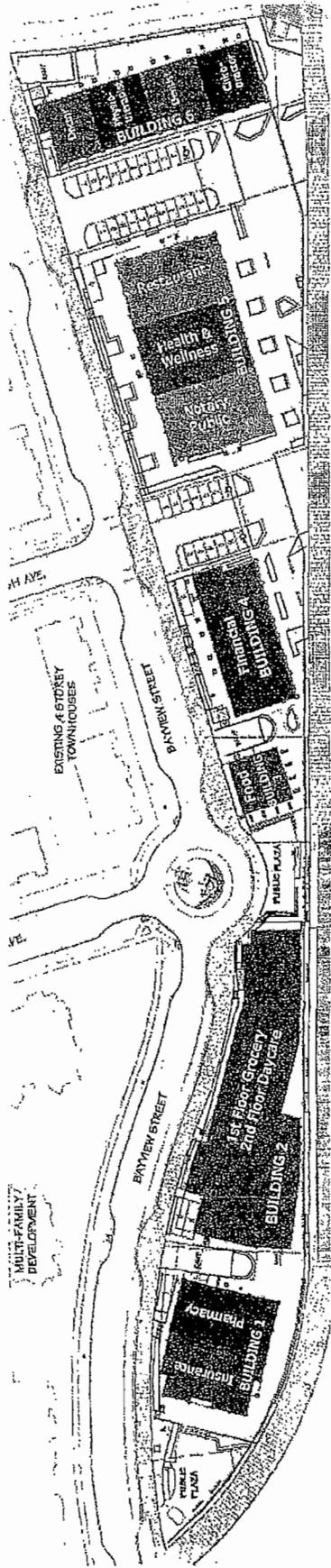
Date & Time: Thursday, July 11, 2013 from 6:30PM – 9:00PM
Saturday, July 13, 2013 from 12:00PM – 2:30PM

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.

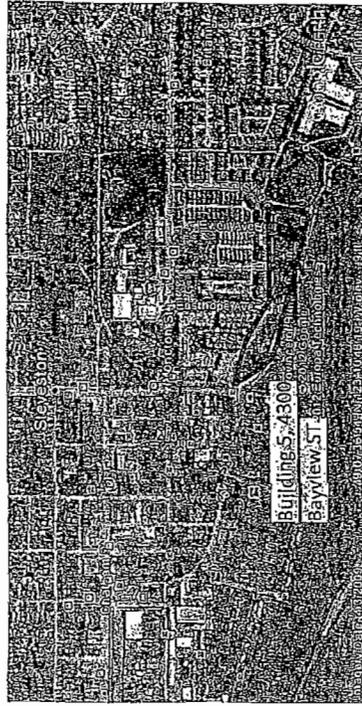
Please join us at the scheduled open houses listed below. We would like your feedback on what types of commercial/retail uses you feel are appropriate for the community. Onni representatives and our consultant team will be on-hand to answer any questions regarding the proposal and to gather community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

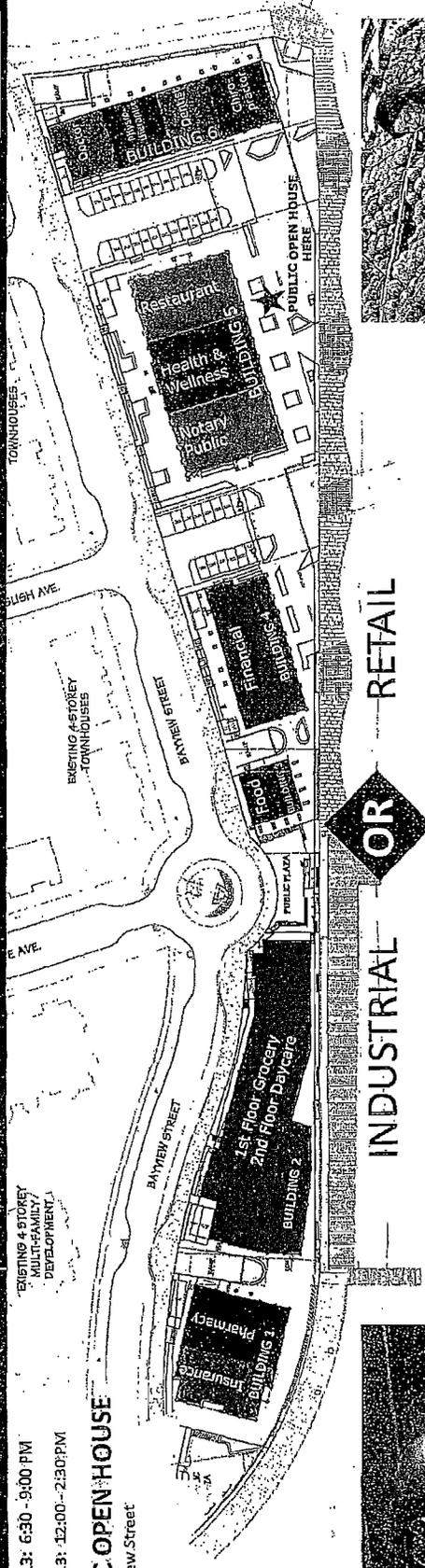
July 13, 2013: 12:00 - 2:30 PM

PUBLIC OPEN HOUSE

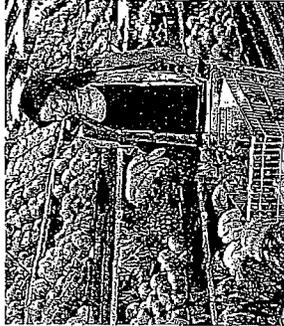
4280 BayView Street
Building 5

EXISTING 4-STORY
MULTI-FAMILY/
TOWNHOUSES

EXISTING 4-STORY
TOWNHOUSES



UNDER EXISTING USES



UNDER PROPOSED USES

Onnl 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. Onnl 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.waterfrontreznig.com

or contact Brendan Yee at byee@onnli.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

Planned uses shown are subject to future market conditions and may vary from those shown. All rights reserved.
 Publication name: The Village at Imperial Plan 1, Page 1

THE VILLAGE AT IMPERIAL LANDING POTENTIAL RETAIL PLAN

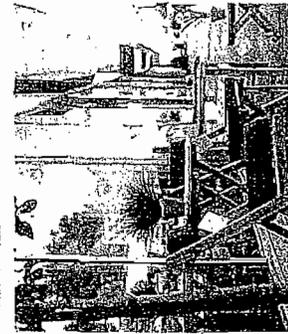
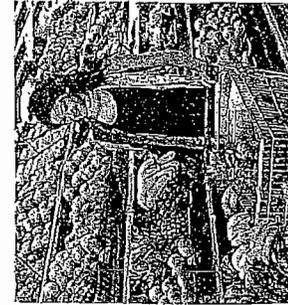
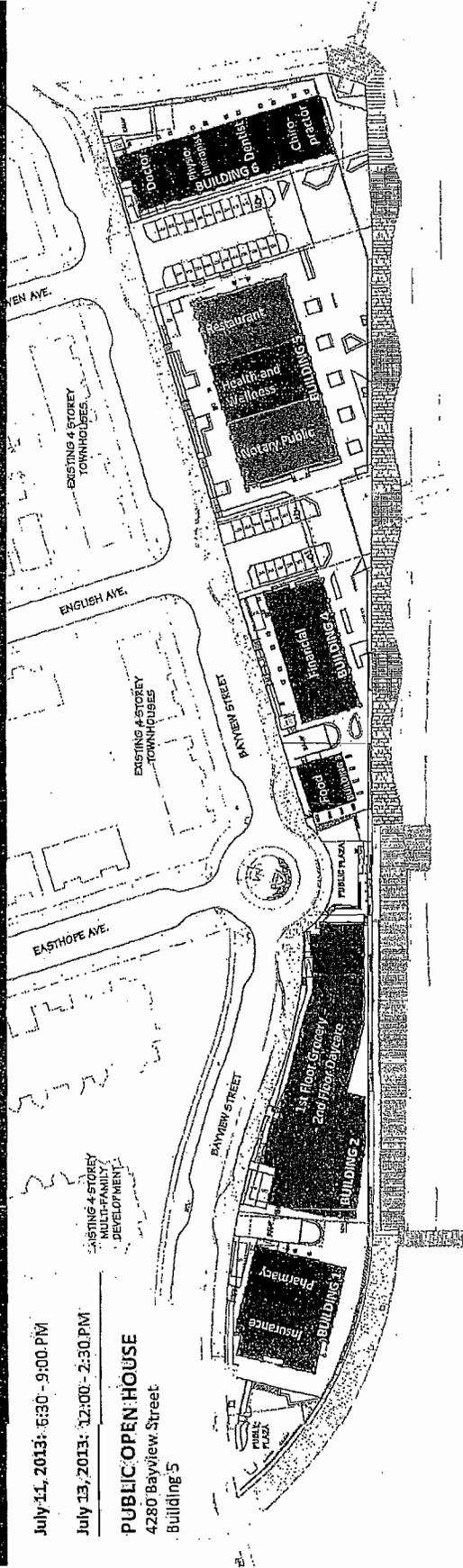


July 11, 2013: 6:30 - 9:00 PM

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

PUBLIC OPEN HOUSE

4280 Bayview Street
 Building 5



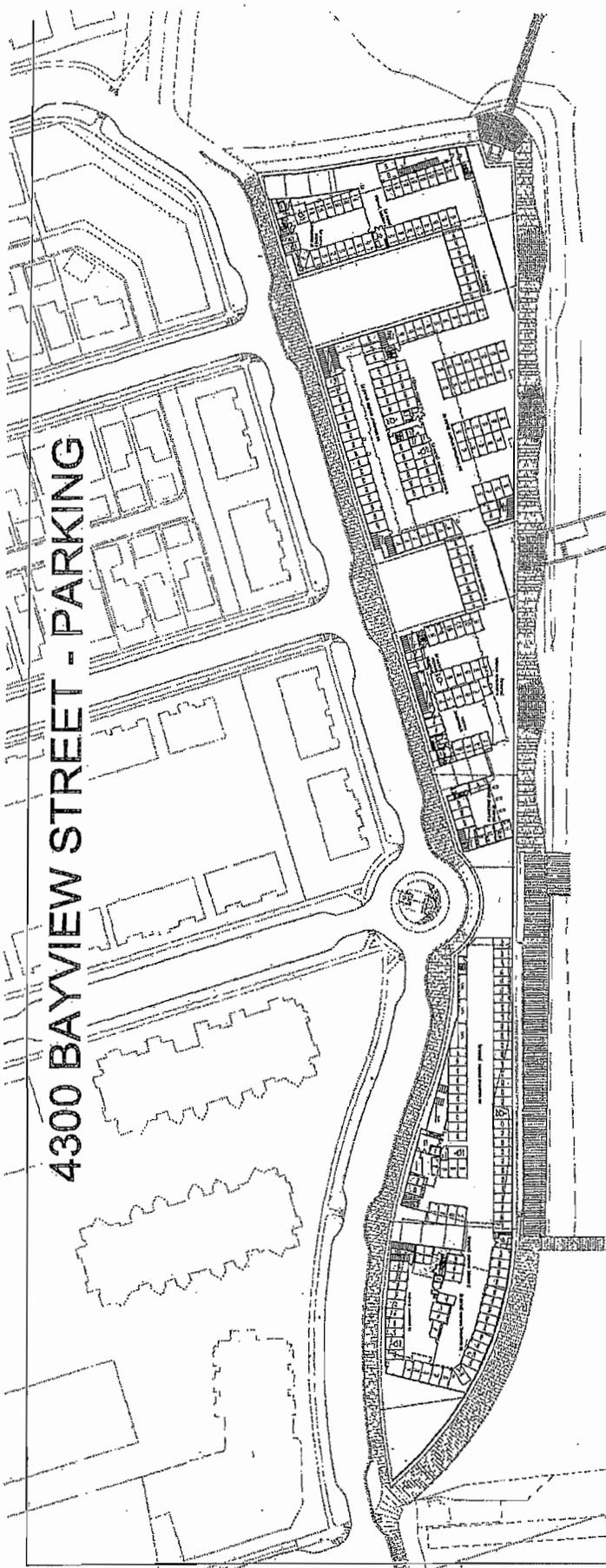
FRASEK RIVER

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

(See Steveston Commercial, ZMU11 zone for more proposed uses)

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

4300 BAYVIEW STREET - PARKING



REMARKS	NO. SPACES	MARKING									
PARKING (BUILDING 1):	54	STANDARD	PARKING (BUILDING 2):	30	STANDARD	PARKING (BUILDING 3):	45	STANDARD	PARKING (BUILDING 4):	30	STANDARD
54 SPACES (STANDARD)			30 SPACES (STANDARD)			45 SPACES (STANDARD)			30 SPACES (STANDARD)		
TOTAL	54		TOTAL	30		TOTAL	45		TOTAL	30	
REMARKS: 54 SPACES (STANDARD)			REMARKS: 30 SPACES (STANDARD)			REMARKS: 45 SPACES (STANDARD)			REMARKS: 30 SPACES (STANDARD)		
54 SPACES (STANDARD)			30 SPACES (STANDARD)			45 SPACES (STANDARD)			30 SPACES (STANDARD)		
TOTAL	54		TOTAL	30		TOTAL	45		TOTAL	30	

PUBLIC PARKING:

STREET PARKING:	30 SPACES
TOTAL PUBLIC PARKING:	30 SPACES

TOTAL PARKING:

54 SPACES (STANDARD)

30 SPACES (STANDARD)

45 SPACES (STANDARD)

30 SPACES (STANDARD)

30 SPACES (STANDARD)

TOTAL: 189 SPACES

OVERALL PROJECT U/G PARKING PLAN



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

Yamamoto Architecture Inc.

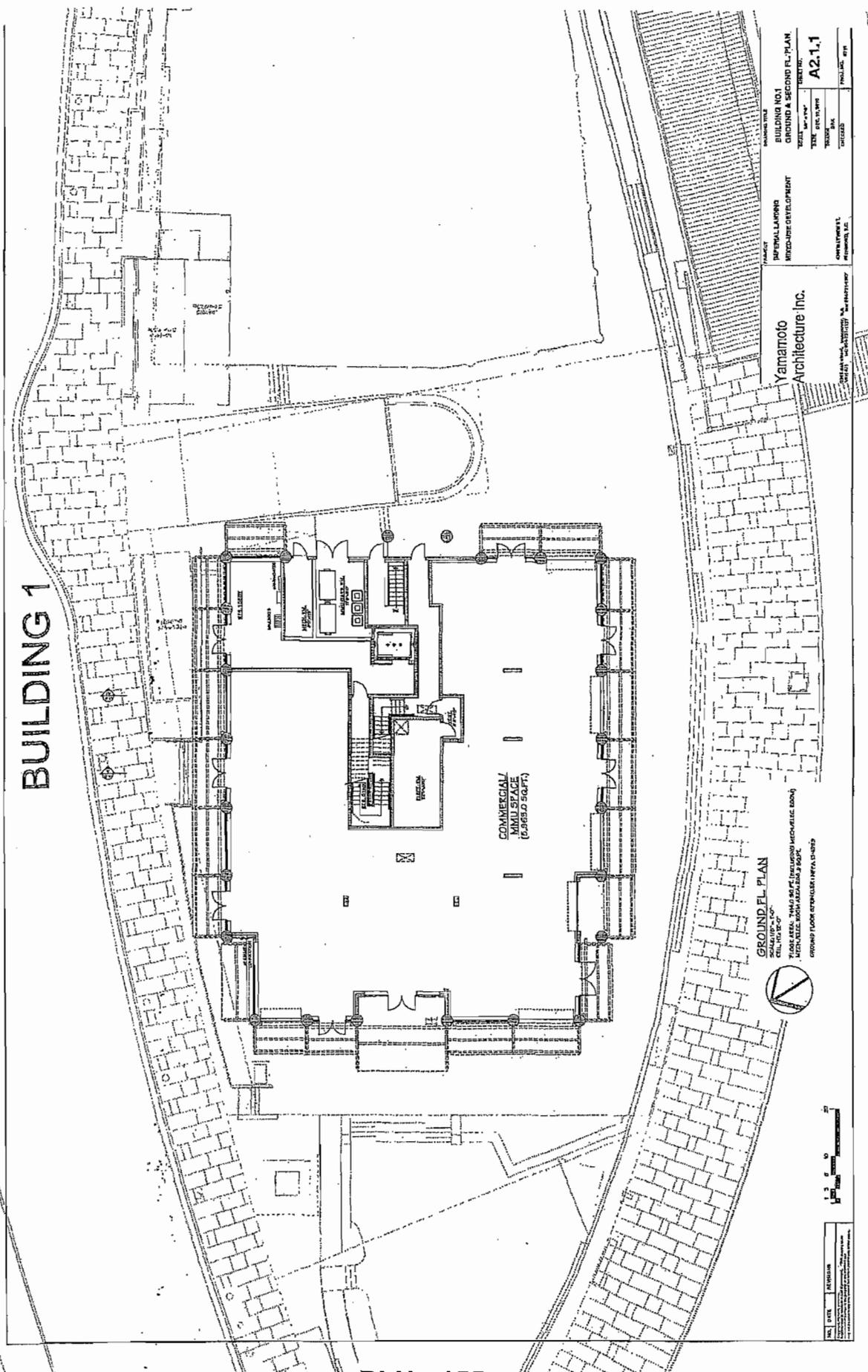
10000 W. 10th Ave., Suite 1000, Denver, CO 80202

PROJECT: IMPERIAL LAKESWOOD INDUSTRIAL DEVELOPMENT

DATE: JAN 15 2009

SCALE: A1.1

BUILDING 1



GROUND FL. PLAN
 SCALE: 1/8" = 1'-0"
 ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED
 ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED
 ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED



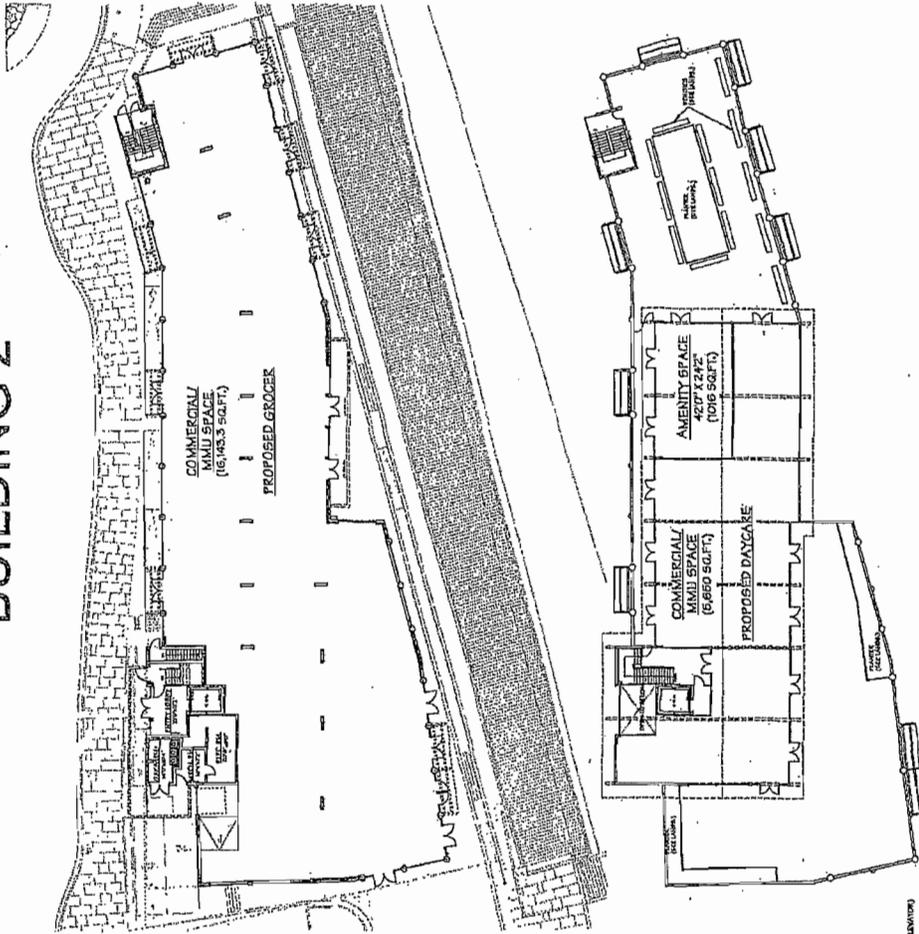
NO.	DATE	REVISION

**Yamamoto
 Architecture Inc.**
 1000 WEST 10TH AVENUE, SUITE 200
 DENVER, CO 80202
 TEL: 303.733.8888
 FAX: 303.733.8889
 WWW.YAMAMOTOARCH.COM

GENERAL LAYOUT
 PRELIMINARY DEVELOPMENT

BUILDING NO.1 GROUND & SECOND FL. PLAN	
TITLE	NO. 155
DATE	08.11.09
DESIGNED BY	
CHECKED BY	
SCALE	AS SHOWN
PROJECT NO.	
DATE	

BUILDING 2



GROUND FL. PLAN
 SCALE: 1/8" = 1'-0"
 ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 ROOM AREA: 11,143 SQ. FT. EXCLUDING MECHANICAL ROOMS
 MECHANICAL ROOM AREA: 140 SQ. FT.
 GLASS FLOOR SYSTEM: IFFA, D-1818
 NON-CORROSIVE CONSTRUCTION

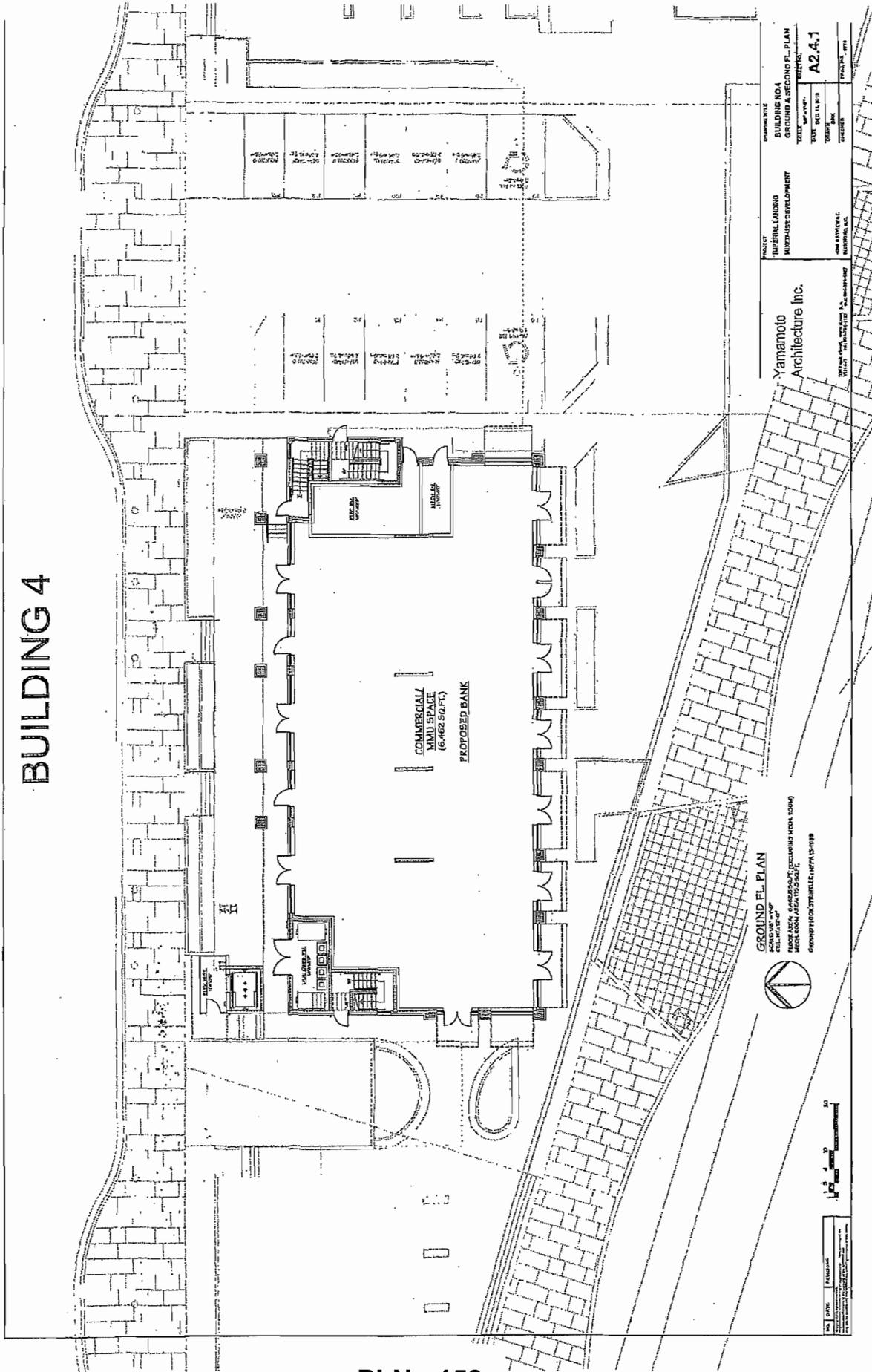


SECOND FL. PLAN (W/ ROOF PLAN)
 SCALE: 1/8" = 1'-0"
 ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 ROOM AREA: 10,897 SQ. FT. EXCLUDING MECHANICAL ROOMS
 MECHANICAL ROOM AREA: 140 SQ. FT.
 GLASS FLOOR SYSTEM: IFFA, D-1818
 NON-CORROSIVE CONSTRUCTION



PROJECT		GENERAL BUILDING	
BUILDING NO. 2		BUILDING NO. 2	
DATE	NOV. 1, 1999	DATE	A2.2.1
BY	JK	BY	JK
CHECKED	JK	CHECKED	JK
DESIGNER		ARCHITECT	
YAMAMOTO ARCHITECTURE INC.		YAMAMOTO ARCHITECTURE INC.	
1000 W. 10TH STREET, SUITE 1000, DENVER, CO 80202		1000 W. 10TH STREET, SUITE 1000, DENVER, CO 80202	

BUILDING 4



PROJECT: **INDUSTRIAL LOTS**
HOUSE DEVELOPMENT

ARCHITECT: **Yamamoto Architecture Inc.**

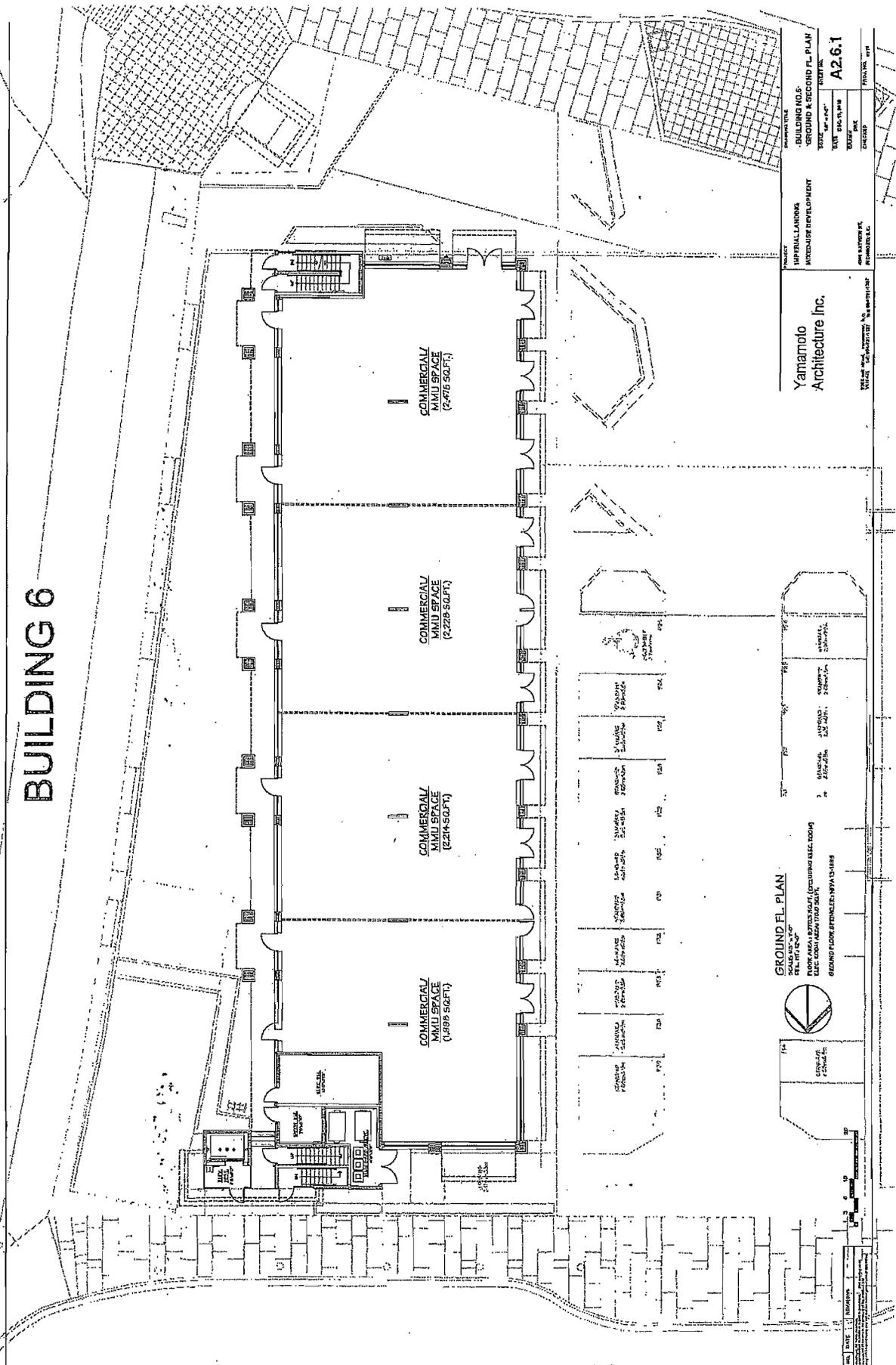
DATE: **10/15/11**

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

PROJECT NO: **A2.4.1**

GROUND FL. PLAN
 SCALE: 1/8" = 1'-0"
 DATE: 10/15/11
 PROJECT: INDUSTRIAL LOTS HOUSE DEVELOPMENT

BUILDING 6



Yamamoto Architecture Inc.
 1000 West Broadway, Suite 1000
 Vancouver, BC V6H 1G5
 TEL: 604.681.1111
 FAX: 604.681.1112

PROJECT TITLE
 BUILDING 6 SECOND FL. PLAN

DATE
 2011.04.15.108

SCALE
 1/8" = 1'-0"

PROJECT NO.
 A2.6.1

DESIGNED BY
 YAMAMOTO ARCHITECTURE INC.

CHECKED BY
 YAMAMOTO ARCHITECTURE INC.

DATE
 2011.04.15.108

GROUND FL. PLAN
 SCALE: 1/8" = 1'-0"
 THIS PLAN IS TO BE USED IN CONNECTION WITH THE
 SPECIFICATIONS AND CONTRACT DOCUMENTS.
 2011.04.15.108

THE VILLAGE AT IMPERIAL LANDING PARKING SYNOPSIS



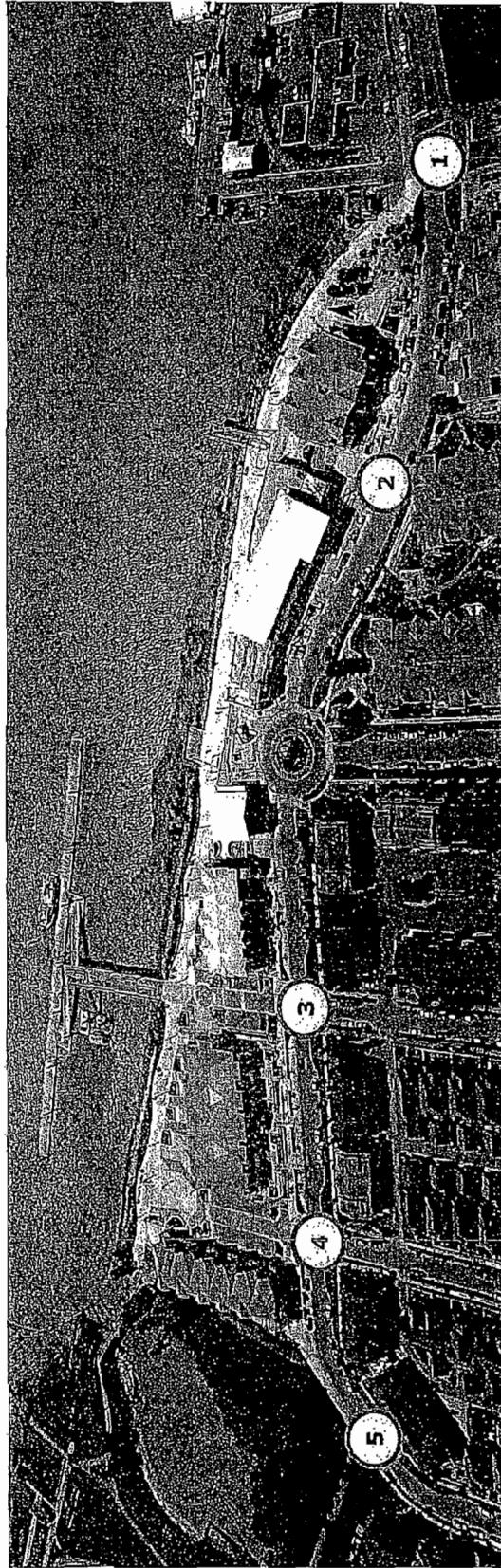
The table below is a parking synopsis executed to the best knowledge of Onni representing some tenants with contingent deals in place and other possible tenants, estimated to allow for an accurate representation. The table is meant to serve as an unbiased example representing a variety of tenants with 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)

- Education
- Industrial, general
- Manufacturing, custom indoor
- Marina
- Maritime mixed-use
- Office
- Parking, non-accessory
- Housing, apartment
- Maritime
- Personal service

Rezoning Application Proposed Uses

- Amusement Centre
- Animal Daycare
- Animal Grooming
- Child Care
- Education, commercial
- Health Service, minor
- Library and exhibit
- Marine sales and rentals
- Marine sales and repair
- Maritime
- Maritime mixed use
- Office
- Recreation, indoor
- Restaurant
- Retail, convenience
- Retail, general
- Retail, secondhand
- Service, financial
- Service, business support
- Service, household repair
- Service, massage
- Service, personal
- Veterinary service

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 Feedback Form 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, Raijway Dr.			N/A	Yes	*		
11-Jul-13	Jeff Jones	7-12333 English ave.	jefflynn@shaw.ca	604-241-4153	Yes	Yes	**		
11-Jul-13	Sheldon Jaffe	11-12333 English ave.			N/A	Yes	*		
11-Jul-13	Vera Gaminert	409-5700 Andrews Rd.	gammertiv@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	Balala Ekpayer	828-4280 Moncton St.			N/A	Yes	*		
11-Jul-13	Janice Defréitas	102-5800 Andrews Rd.			N/A	Yes	*		
11-Jul-13	Derek Henriques	207-4280 Moncton St.			no	Yes	**		
11-Jul-13	Betty Hatuo	4297 Heritage 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	*		

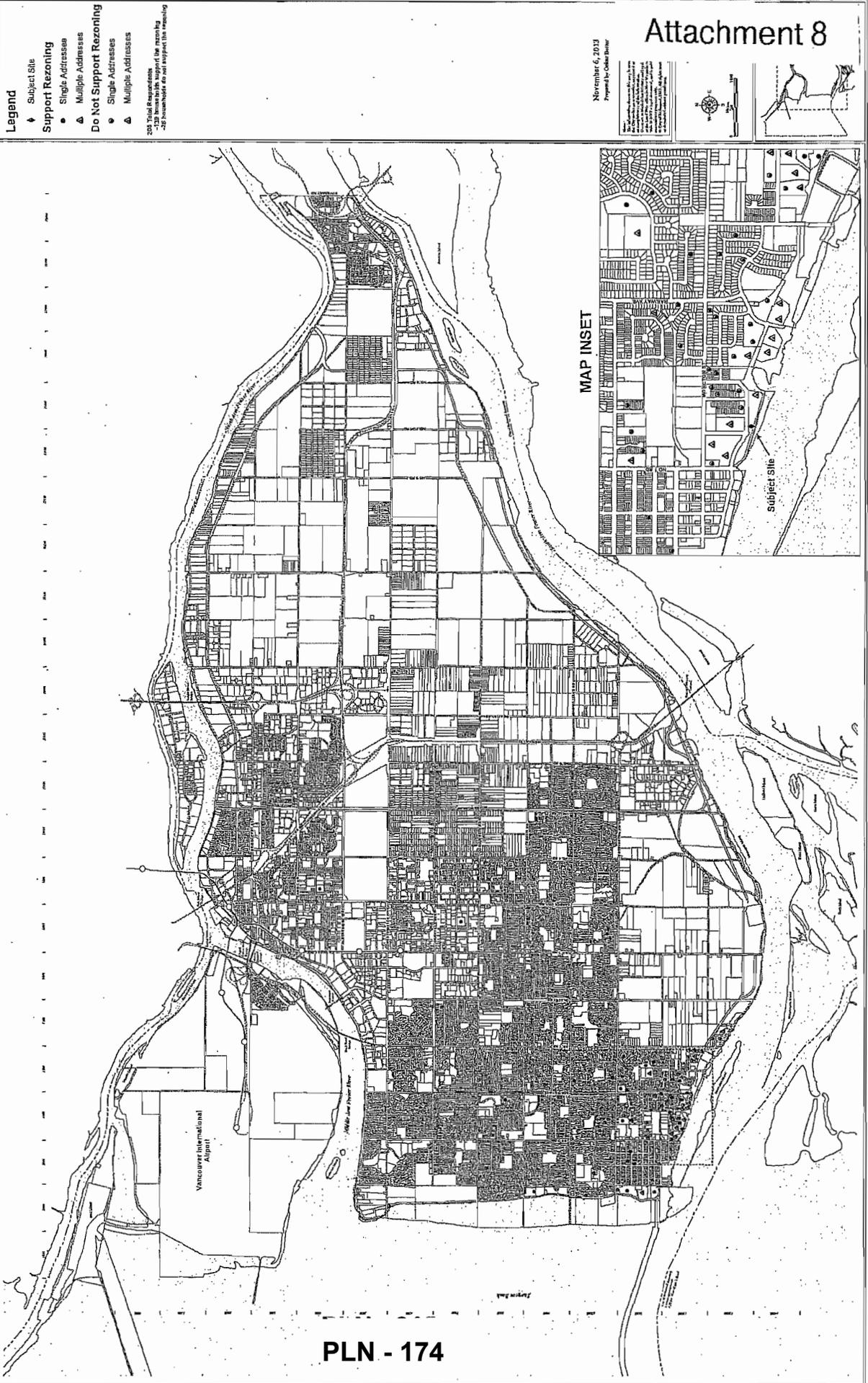
11-Jul-13	Phyllis Aubbe	333-4280 Moncton st.		604-271-1625	-yes	yes	**
11-Jul-13	Valerie and phil Thom	12300 English ave.	vajphil.thom@gmail.com		yes	yes	**
11-Jul-13	Liz Havres	5600 Andrews Rd.			N/A	yes	*
11-Jul-13	Bruce and Ruth Briggs	417-4600 Westwater Dr.		604-272-262	N/A	yes	*
11-Jul-13	Tim Sackman	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 Matkoske	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.	iefbrenlea@hotmail.com	604-271-5398	yes	yes	*
11-Jul-13	Carol Ingram	111-4600 West Water dr.	carolin@shaw.ca		Yes	yes	**
11-Jul-13	M. Balakumar	205-4500 Westwater Dr.		604-241-3044	N/A	yes	*
11-Jul-13	Perry Mazzone	12160 Imperial Dr.			yes	yes	
11-Jul-13	Rachel Kirkpatrick	44-12331 Phoenix Dr.	rkrirkpatrick.98@vahoo.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 Sakal	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.	mystcapprentice@hotmail.com		Yes	yes	
11-Jul-13	Ann McCormich	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	waldin2@mac.com		N/A	yes	
11-Jul-13	P. Bollo	11291 7th ave	pricil@telus.net	604-274-2100	yes	yes	
11-Jul-13	Kyla + Louis	4280 Moncton St.	kylahochfilter@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.	Shawmsmith100@gmail.com		yes	yes	
11-Jul-13	Maha	4500 westwater Dr.			no.	yes	

13-Jul-13	Vyazs 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 Gerrad Place.			no	yes	**
13-Jul-13	Charles Haws	305 westwater dr.	cwhaws@shaw.ca	604-275-0143	yes	yes	**
13-Jul-13	Joan Haws	305-4600 Westwater dr.	cwhaws@shaw.ca	604-271-6469	yes	yes	**
13-Jul-13	Jamli 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	Crteg 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 Kocliut	408-4211 Bayview st.			yes	yes	**
13-Jul-13	Barbara 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	Edtra Whipple	406-4233 bayview st.	edtra.whipple@gmail.com	604-270-3421	yes	yes	**
13-Jul-13	Beverly 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 Gerrad 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 water dr.	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 Nilausen	#42 - 12331 Phoenix Drive	chelseanilausen@gmail.com	604-275-2529	yes	yes	**

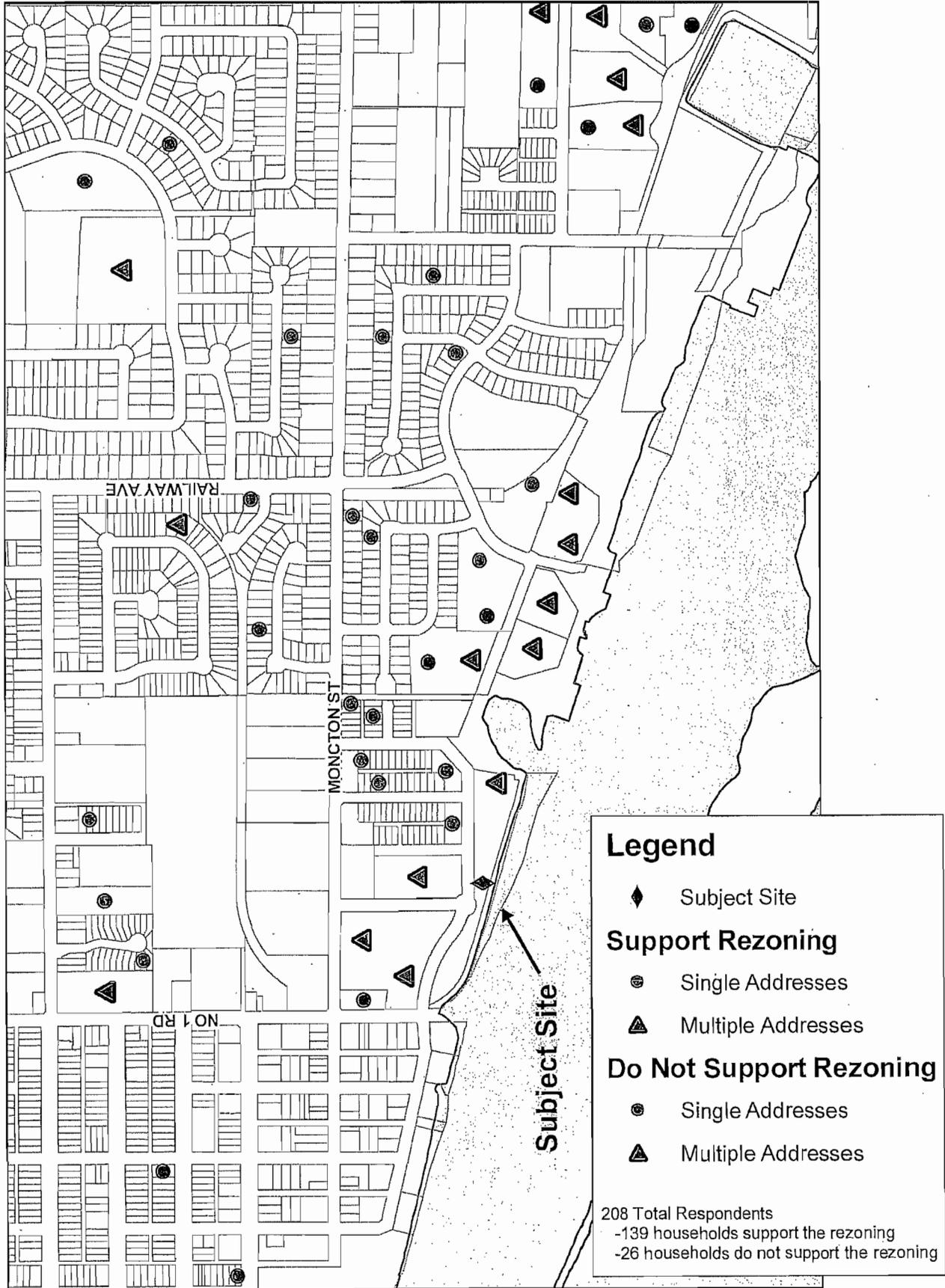
13-Jul-13	Carla Vassilopoulos	4805 7A Ave	carlav@dccnet.com			yes	yes	
13-Jul-13	Lucy Kent	909 - 12911 Railway Ave	lucydanny@shaw.ca			yes	yes	**
13-Jul-13	Greg Halsey-Brandt	706-8560 General Currie Rd				no	yes	
13-Jul-13	carlie holland	12294 Imperial Dr				no	yes	
13-Jul-13	Fran Barnes	Gary St					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	andy_penny@hotmail.com			yes	yes	
13-Jul-13	Rick Duff	133 - 12875 Railway	Zrickduff@gmail.com		604-812-9806	yes	yes	
13-Jul-13	Fred Sveinsson	4655 Britannia	fsveinsson@shaw.ca			yes	yes	
13-Jul-13	Sandy Sveinsson	4655 Britannia	ssveinsson@shaw.ca			no	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 Masho	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.	hazelbill@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	Shannon	5600 Andrews	lrsko@yahoo.com			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	nanannette36@gmail.com		604-271-6914	Yes	Unsure	
23-Jul-13	No Name	No Address					No	

4020 Bayview Street Open House Feedback

Richmond

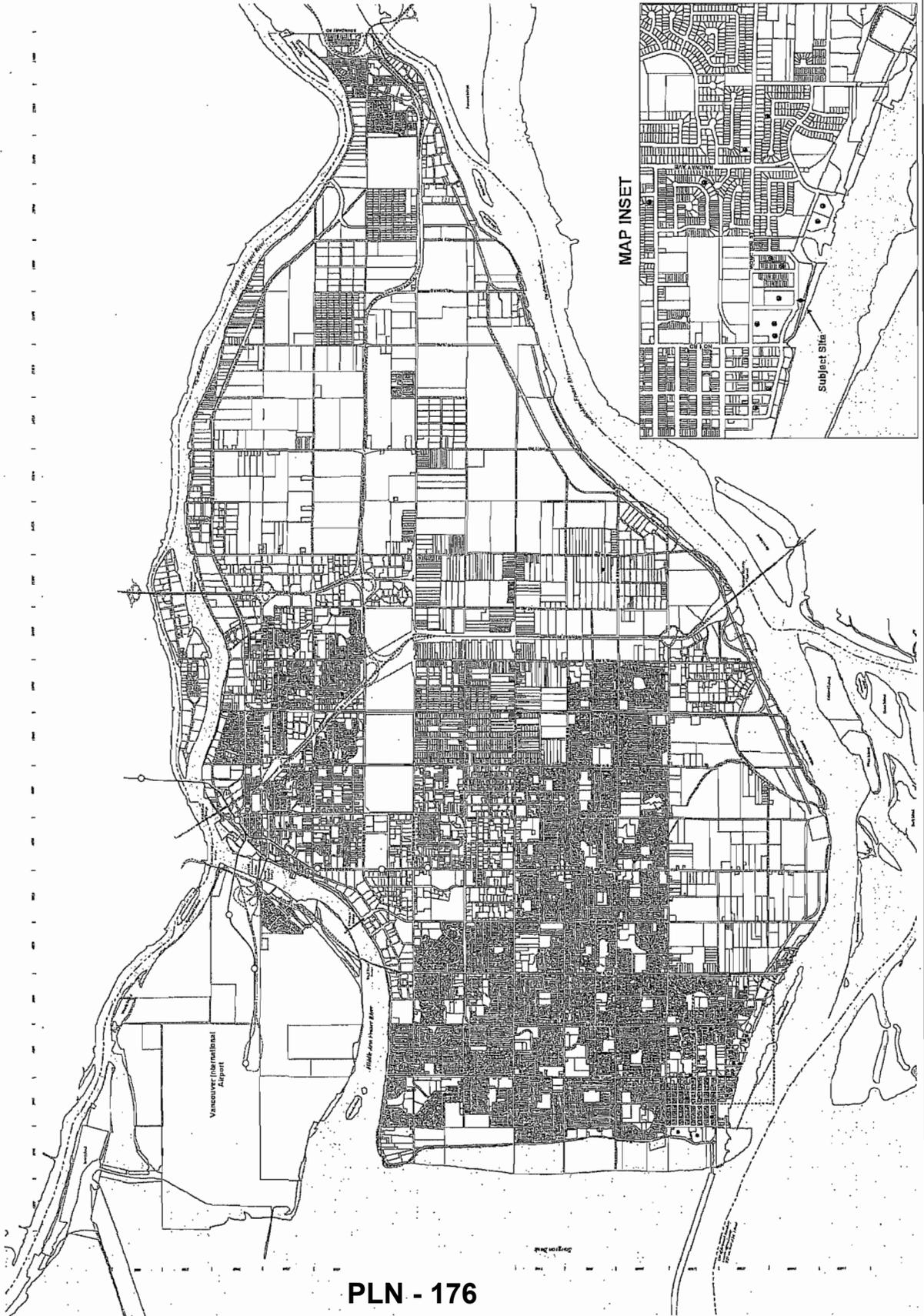


4020 Bayview Street Open House Feedback Map Inset





4020 Bayview Street: Public Correspondence Submitted to ONNI



Legend

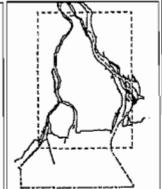
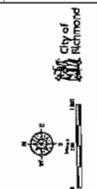
- ◆ Subject Site
 - Support Rezoning
 - Single Addresses
- 168 Total Responses
 97 Households support the rezoning
 71 Households do not support the rezoning

MAP INSET

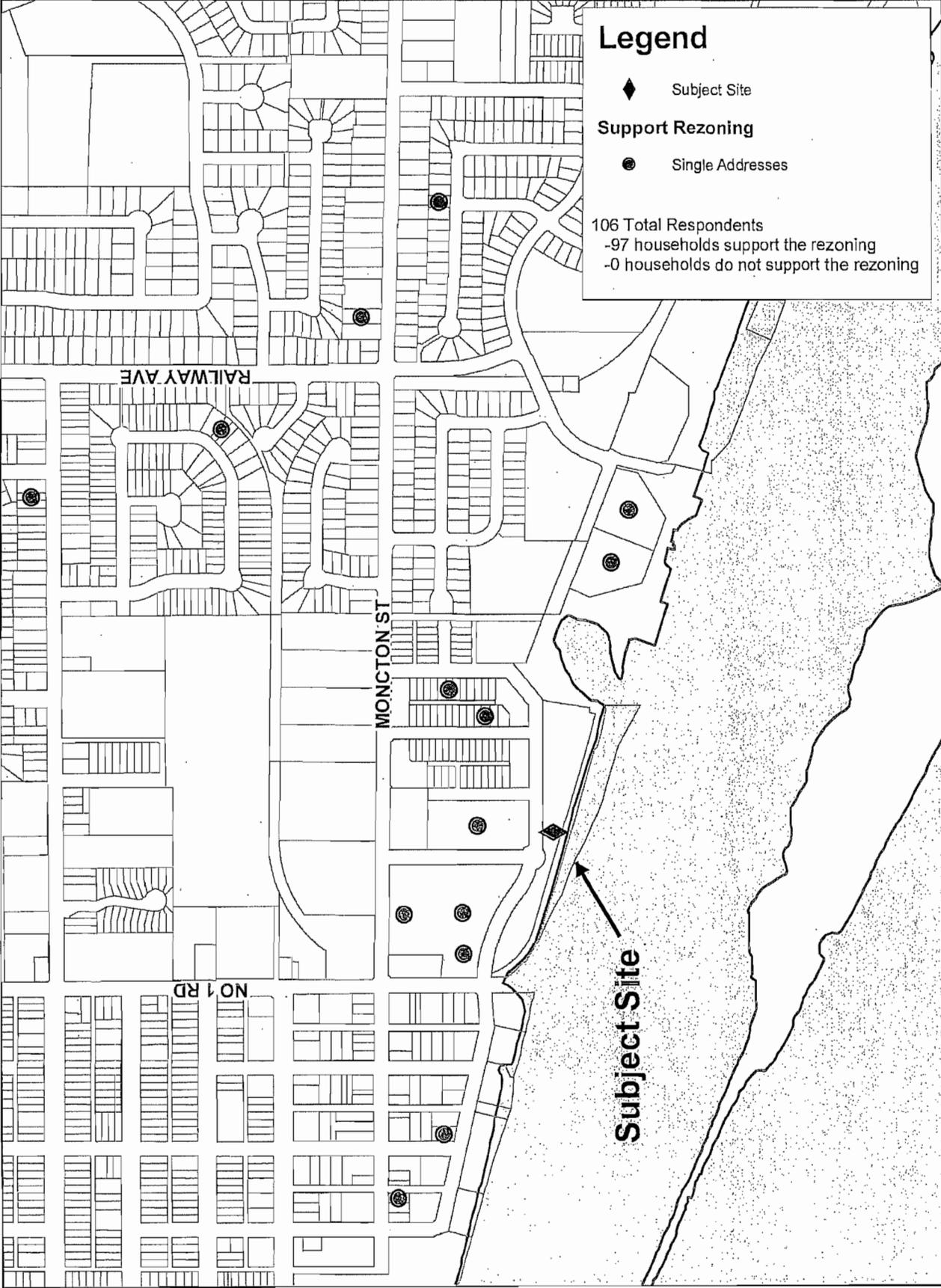
Subject Site

November 6, 2013
 Request for Other Sites

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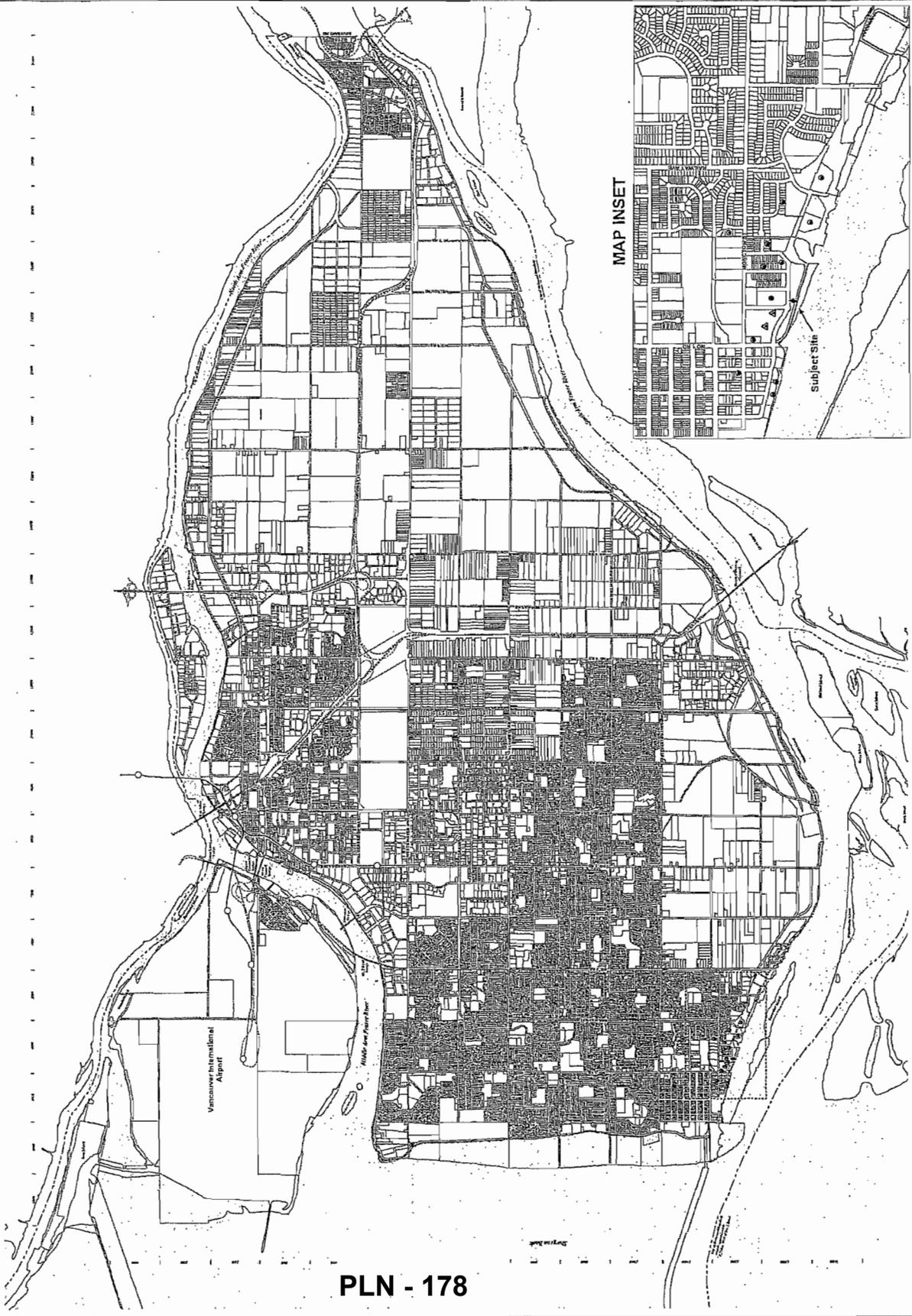


4020 Bayview Street - Public Correspondence Submitted to ONNI Map Inset





4020 Bayview Street - Public Correspondence Submitted to the City



Legend

- ◆ Subject Site
- Support Rezoning
- Single Address
- Do Not Support Rezoning
- Single Address
- ▲ Multiple Addresses

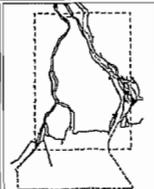
48 Total Resubmittals
 14 Support the rezoning
 32 households do not support the rezoning

MAP INSET



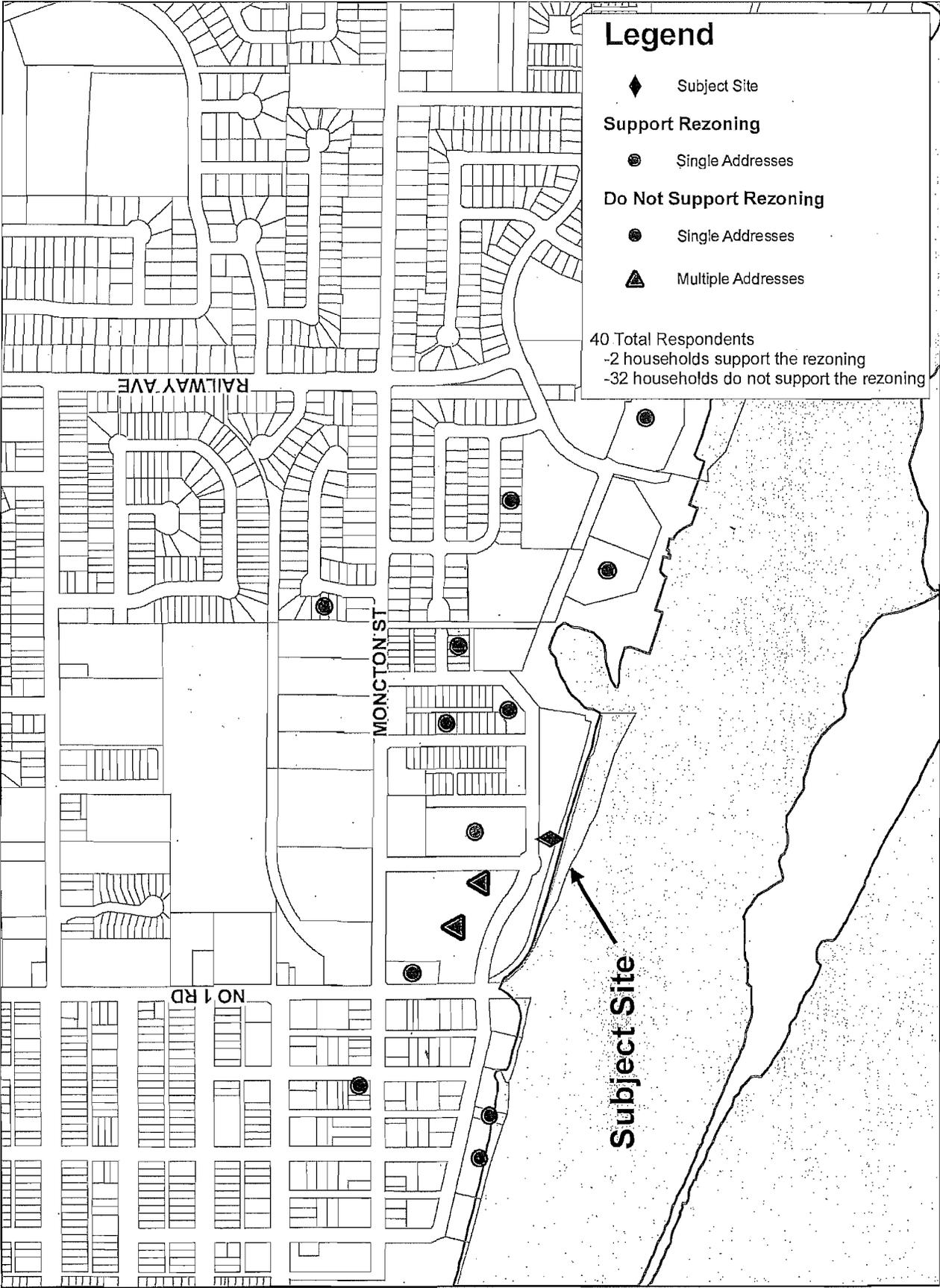
November 6, 2013
 Request by Orlan Bitter

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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

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 oportune 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 opinion this would be a waste of location. Make the retail spaces locations people and familiae 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 Restrictions, 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 *

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.

Name *

lindsay thompson

Email *

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.

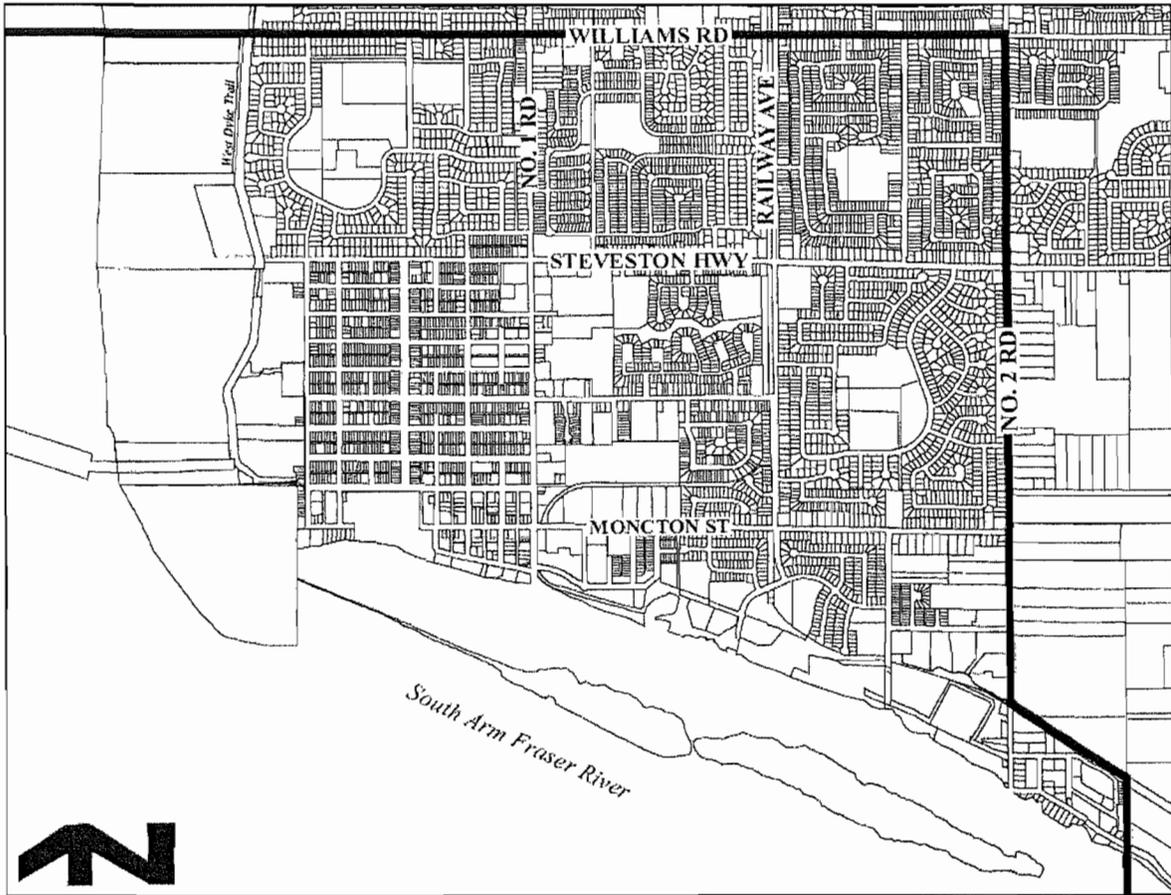
Thank you.

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.

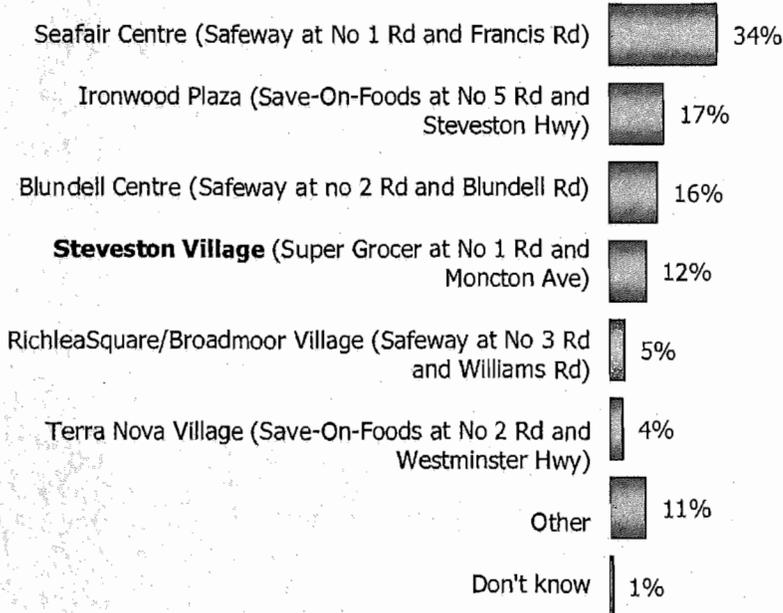
Interest in marine uses at Imperial Landing is very limited (20% very or somewhat likely to use).

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



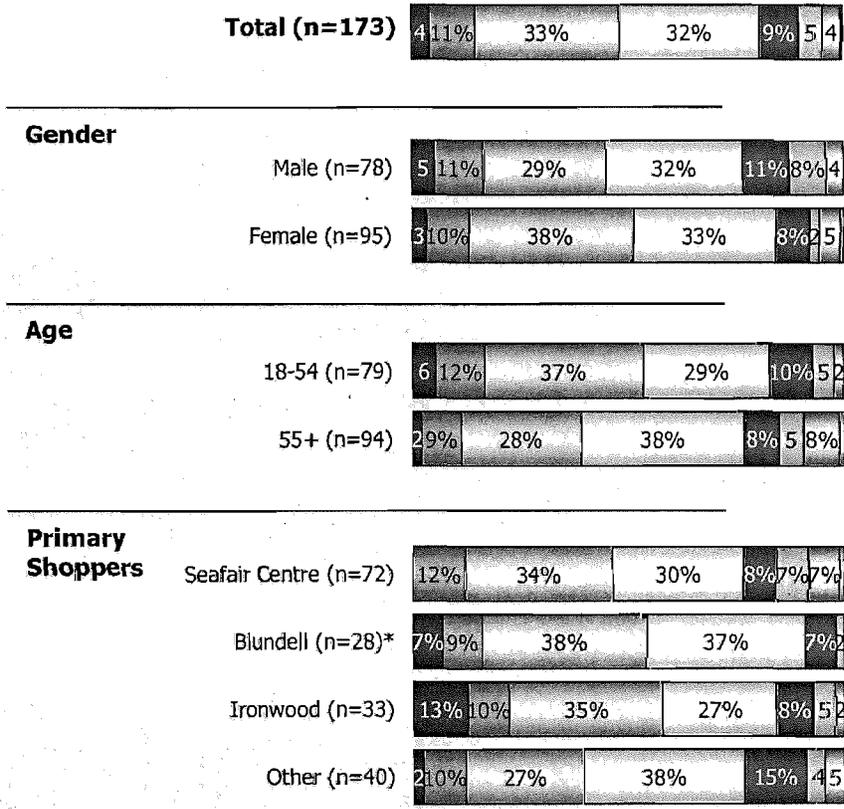
- Currently only 12% of Steveston residents do the majority of their grocery shopping in the Village.
- The Safeway at Seafair Village is the most popular store, followed by Save-on-Foods at Ironwood and Safeway at Blundell Centre.

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.

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 Don't know

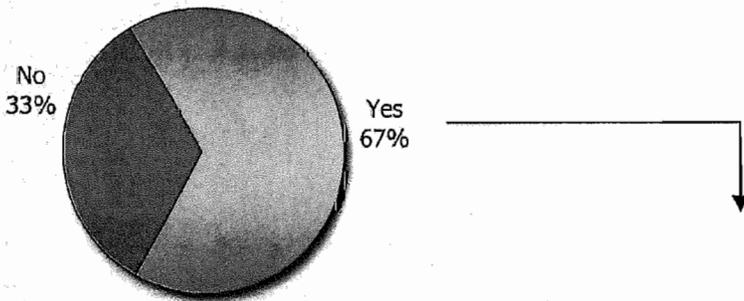
Base: Total shop outside Steveston for groceries

* Caution: small base size

Q.2) How often do you shop outside Steveston for groceries?

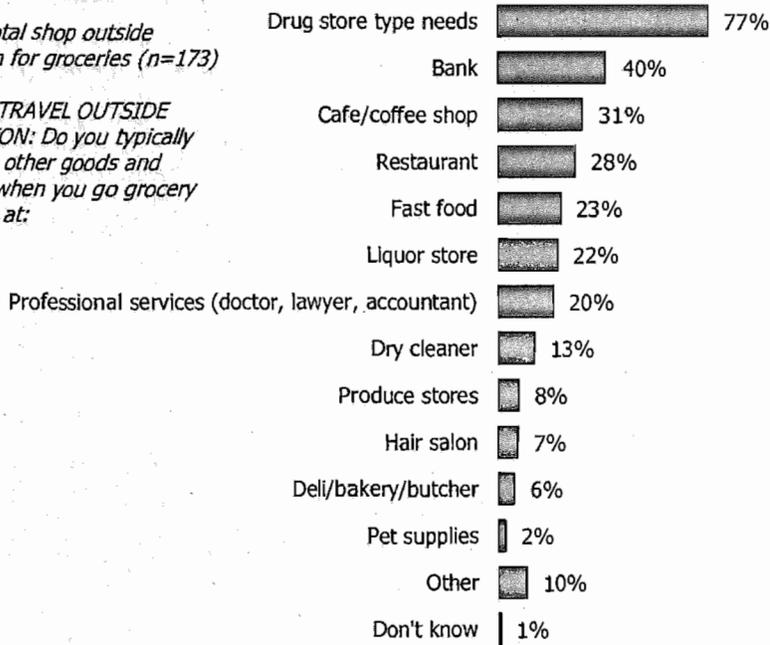


Purchase of Other Goods and Services when Shopping Outside Steveston



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)

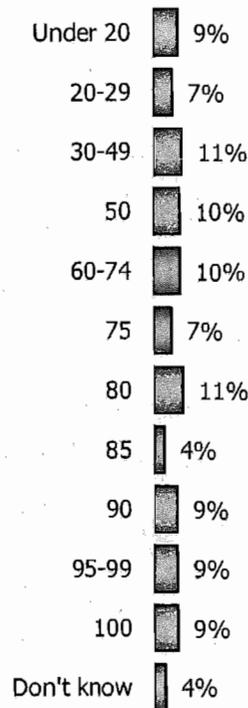
Q.3b) What other types of goods and services do you use when shopping at:

- 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.



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Percentage of Expenditures Spent Outside of Steveston



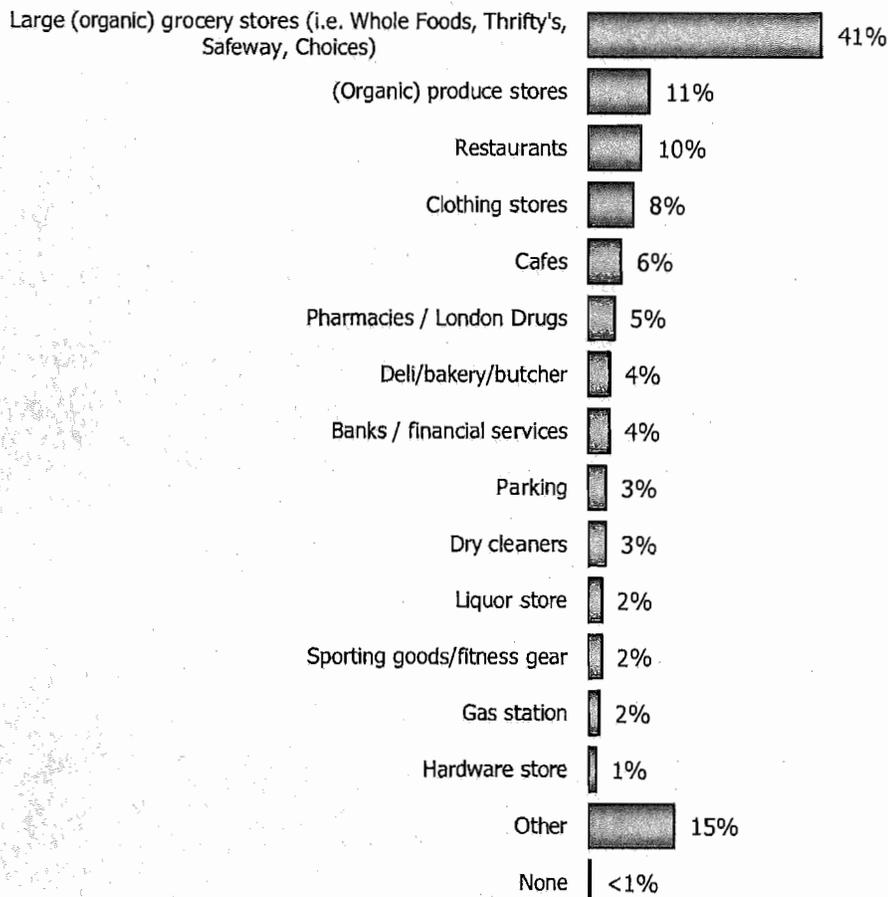
- On average, residents spend approximately 64% of their expenditures on everyday needs outside of Steveston, with those shopping at Blundell Centre and Ironwood making over 70% of their expenditures elsewhere.

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)



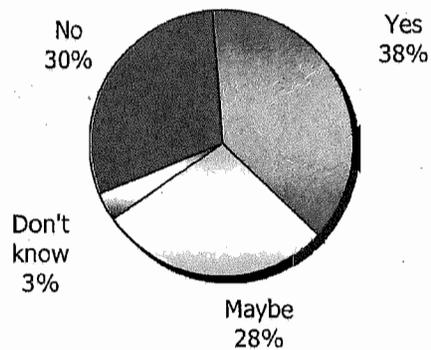
- Prior to testing interest in specific retailers, residents were asked (unprompted) what types of stores and services they feel are missing from Steveston Village. The most common response is a 'large' grocery store (particularly among those shopping for groceries elsewhere).
- Other suggestions include 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



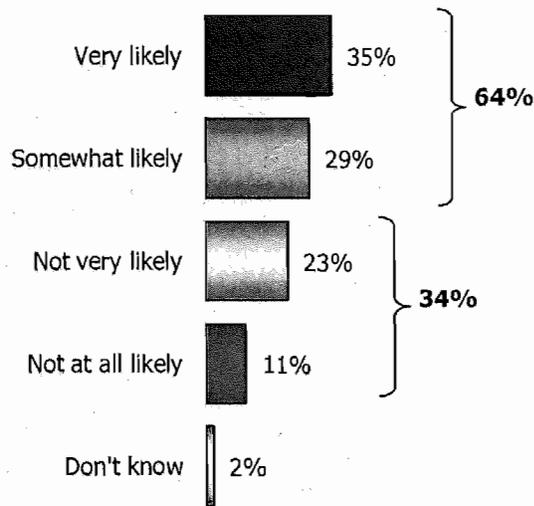
- When asked if they would like to see a supermarket at Imperial Landing, two-thirds (66%) respond 'yes' or 'maybe'. Uncertainty is likely due to residents being unaware of which grocery store would occupy the space.

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



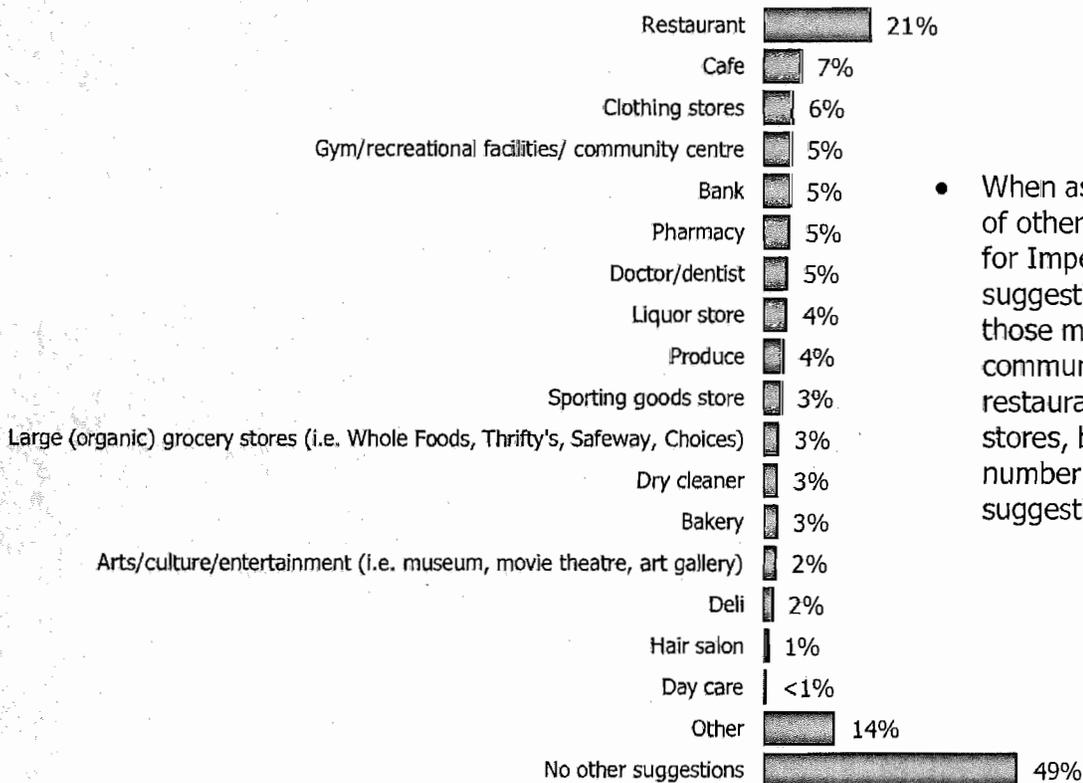
- Furthermore, when asked how likely they would be to shop at a grocery store located at Imperial Landing, two-thirds of the population respond that they would be 'very' or 'somewhat' likely to shop at the store.
- Interest increases to approximately seven-in-ten among female residents, and those under 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)

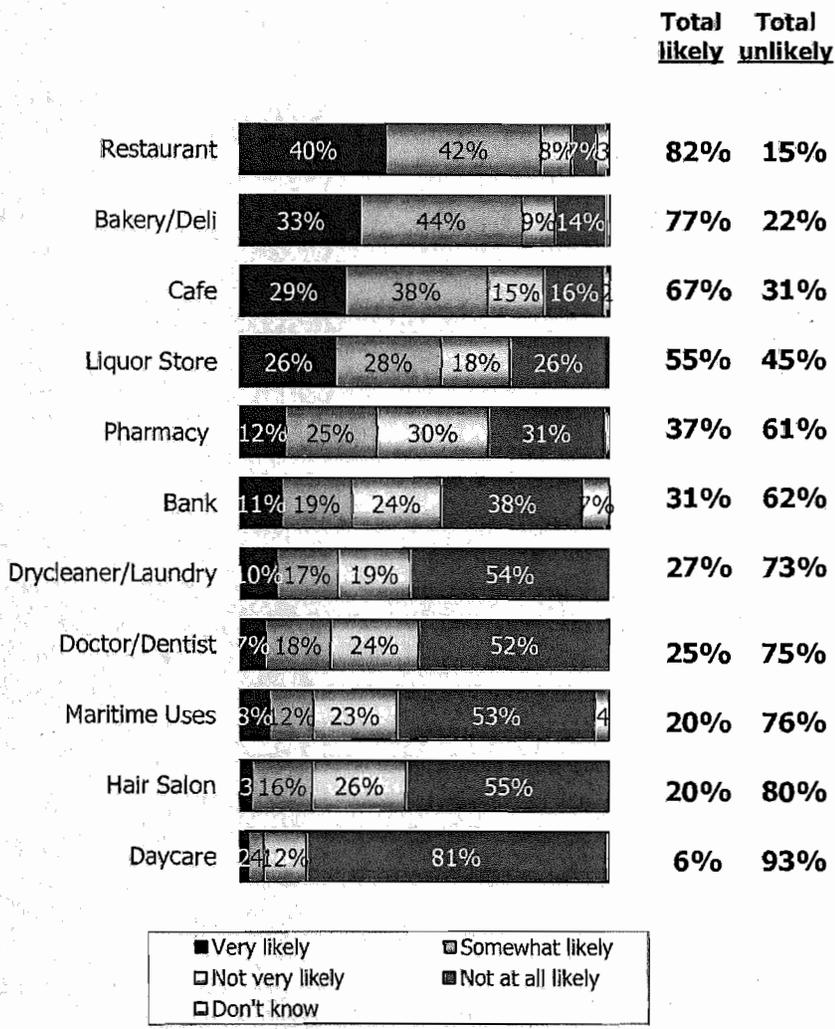


- When asked for suggestions of other stores or services for Imperial Landing, suggestions are similar to those made for the community in general: restaurant or café, clothing stores, bank, as well as a number of other suggestions.

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).

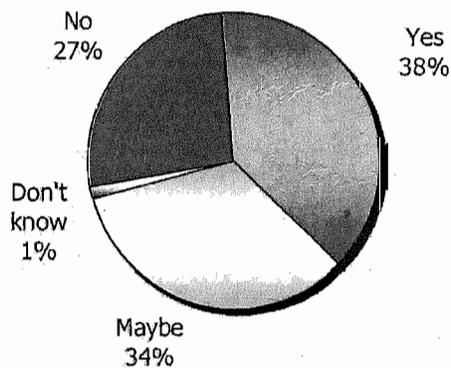
Base: Total (n=201)

Q.9) How likely would you be to shop or use the following types of stores or services if available at Imperial Landing?



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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



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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



MUSTEL GROUP
1000 101st Avenue SW
Surrey, BC V4N 1C1

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 DONT 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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Notice

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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.

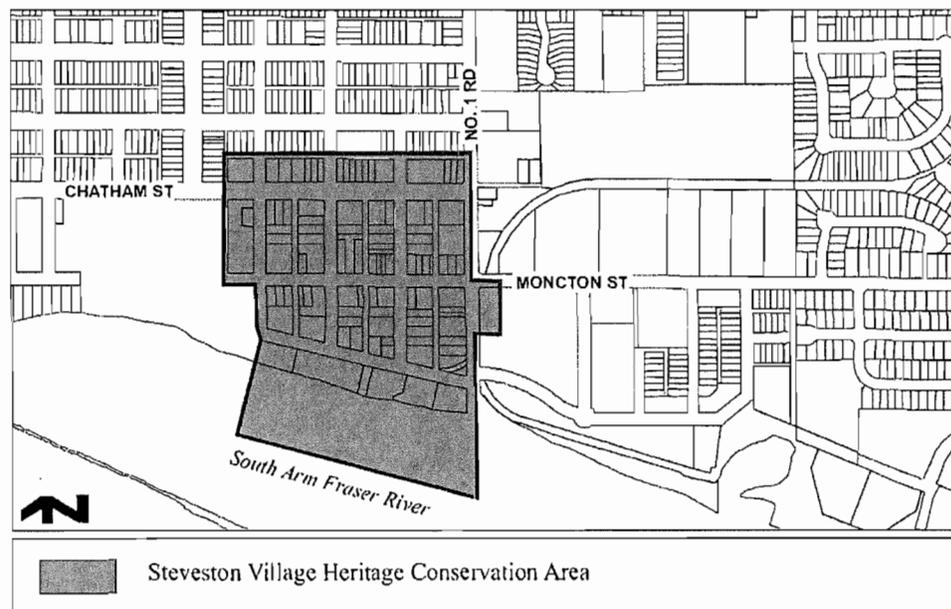
Inflow visitor demand estimates are overestimated, but do not factor into the analysis, as the specific development is intended for local convenience commercial oriented towards a trade area resident customer base. Colliers agrees with the Hume report's fundamental finding that there is a significant 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.

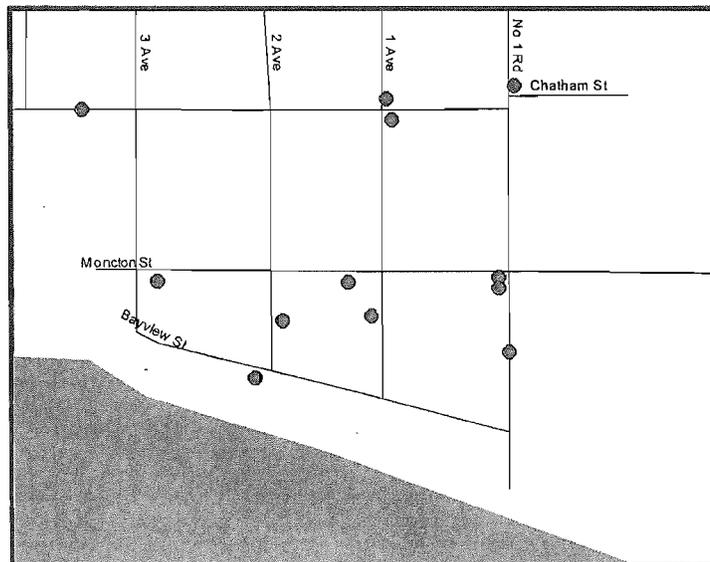
Steveston Village Core Commercial Space Inventory (sf)	
Supermarket	10,000
Beer, Wine, Liquor	3,230
Specialty Food Stores	16,420
Health & Personal Care Stores	4,942
Clothing Stores	5,668
Shoes and Access Stores	2,552
Electronics & Appliances	5,000
Sporting Goods, Books & Music	7,624
Building Materials & 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

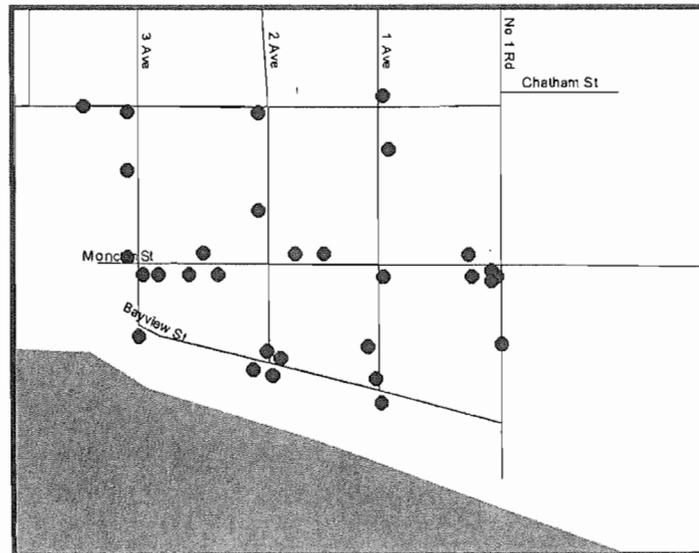
All retail uses total almost 105,000 sf. The largest category is "Other Retail", a miscellaneous retail category which in Steveston consists primarily of florists, office supplies, gift stores and pet supplies, comprising 21,000 sf of floor area in Steveston Village. The Specialty Food Stores category, 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.

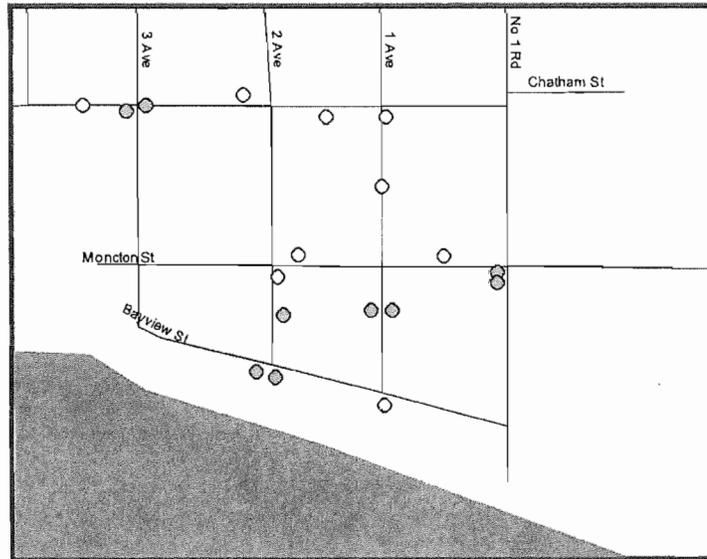


Office

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

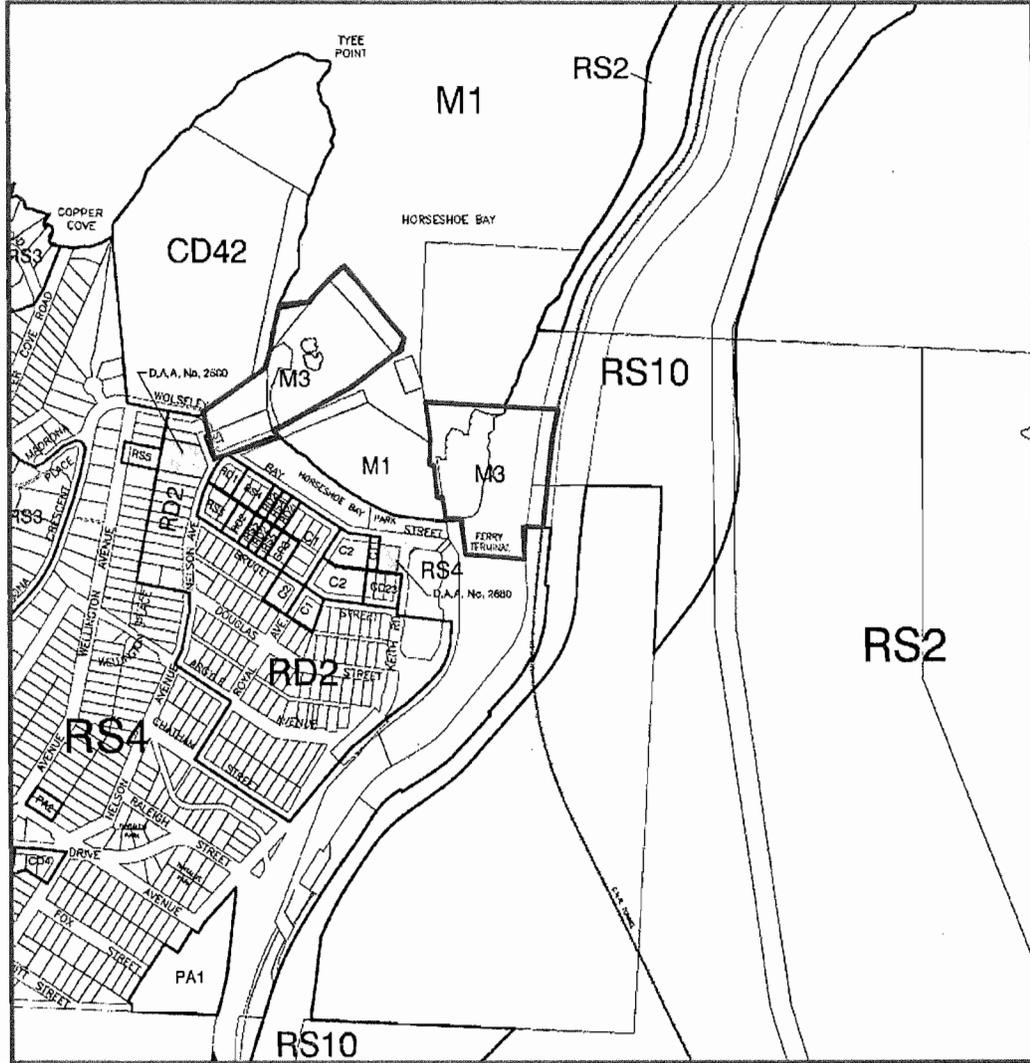
In addition to a variety of marine-related uses, the Marine Zone 3 in West Vancouver also allows for cottage brewery, coffee shop and restaurant uses.

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 Caufeild 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.

M3 Zones in Horseshoe Bay

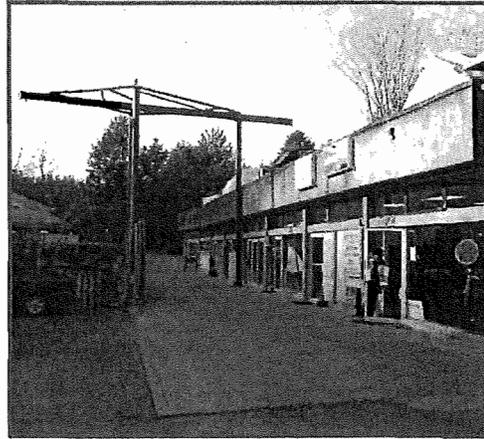
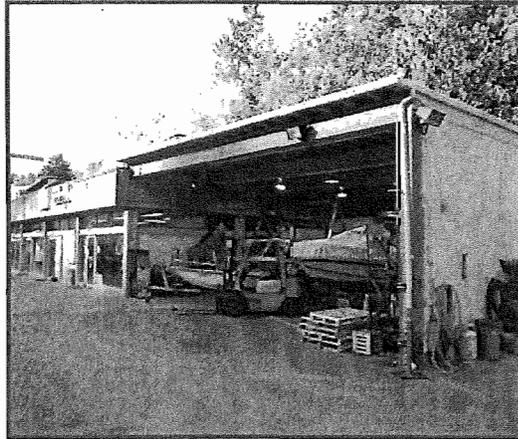


Source: District of West Vancouver

The Horseshoe Bay Ferry Terminal is the sole use within the east M3 zone. Commercial uses in the western zone include:

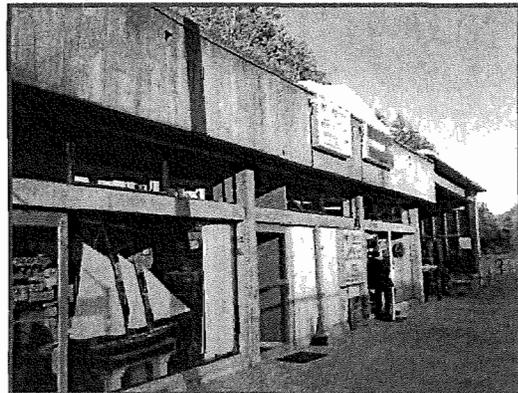
- Haruna Sales and Service Ltd
- Mercury Launch and Tug
- Dale Ferris Catering
- The Boathouse Restaurant

Haruna Sales and Service Ltd.



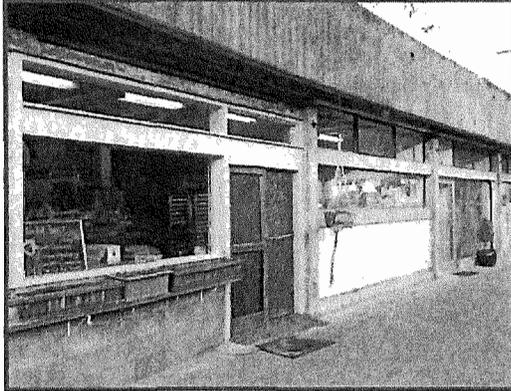
Haruna Sales and Service Ltd. is a boating retail and repair store providing an array of marine hardware and accessories and services including mechanical and maintenance.

Murcury Launch and Tug



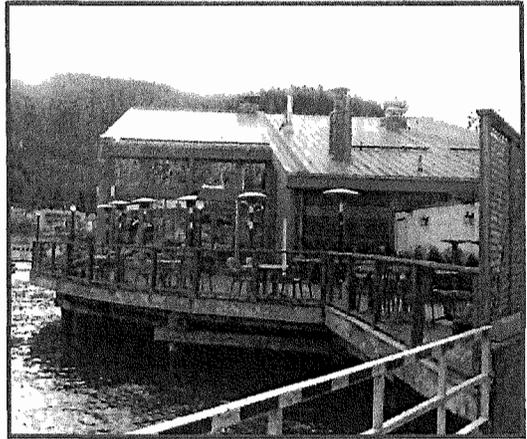
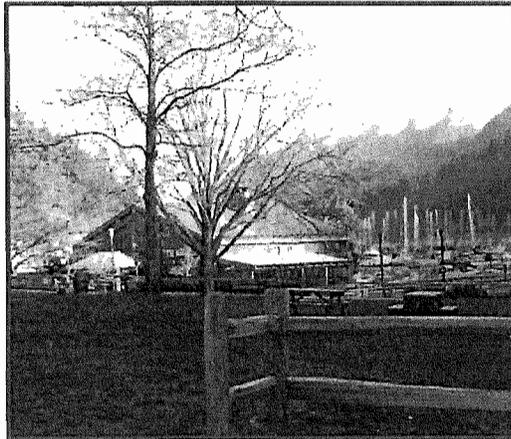
Murcury Launch and Tug is a marine transportation company providing tug, barge and water taxi services from Horseshoe Bay to destinations throughout Howe Sound.

Dale Ferris Catering



Dale Ferris Catering is an event planning and catering company with kitchen facilities located in Horseshoe Bay.

The Boathouse Restaurant

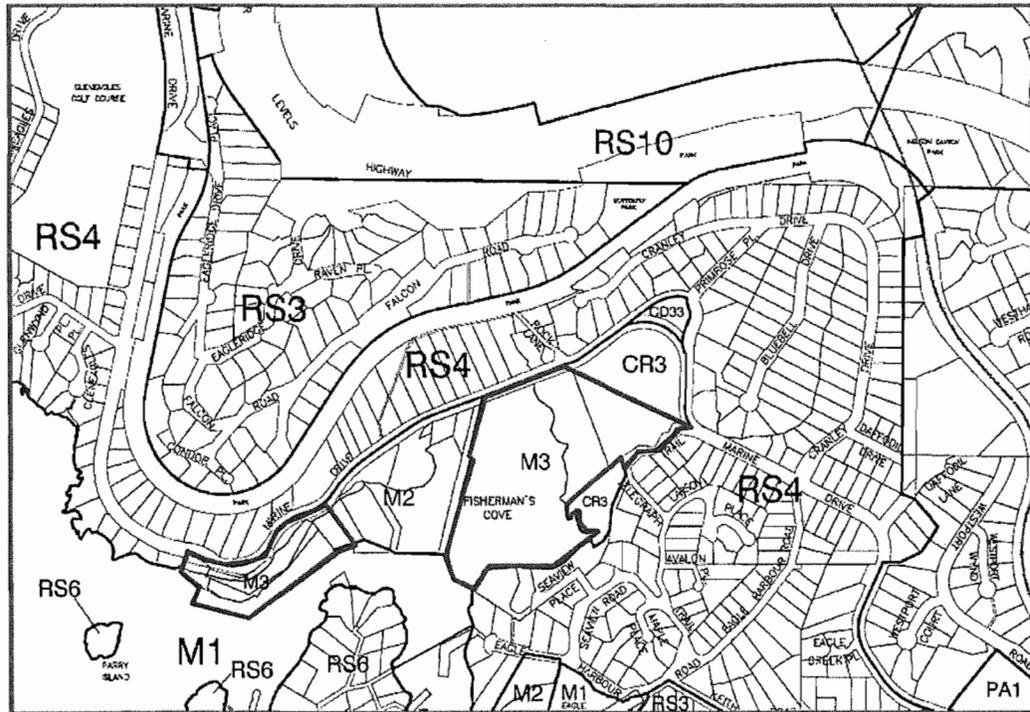


The Boathouse Restaurant is a Vancouver-based seafood with six waterfront locations in the Lower Mainland.

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

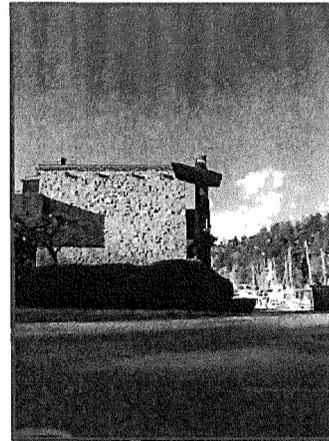
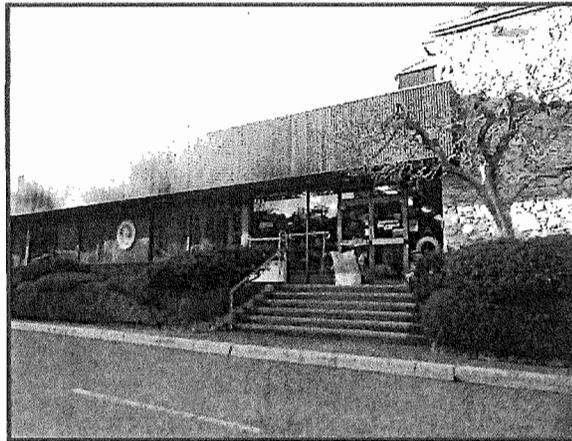
Uses within the M3 zones include:

- 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.

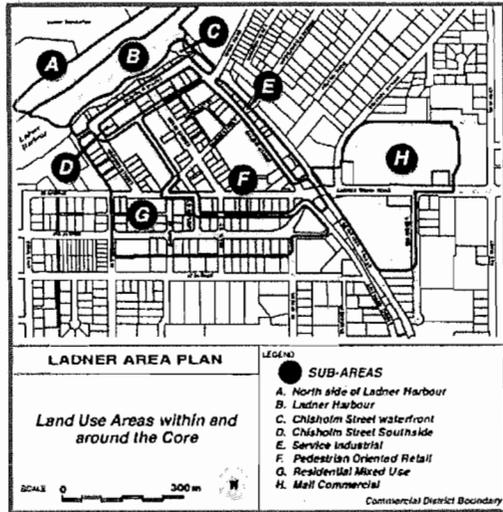
According to store management, Haruna's customers come from throughout the North Shore and as far away as Squamish. Although the store is situated within an M3 zone, its business is market driven and not reliant on special policies or regulations. Similarly, Mercury Launch and Tug has existed in Horseshoe 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

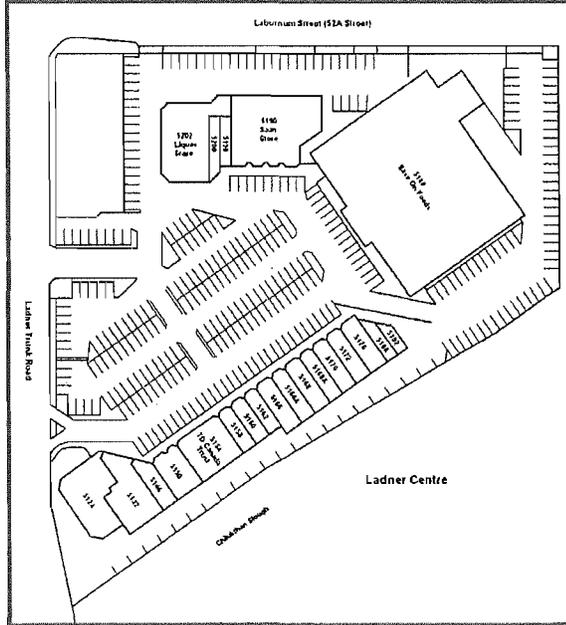
The Ladner Village Core in Delta, shown in the map below, was deemed to be a comparable commercial area to Steveston Village based on its waterfront location, size and historical use as a working waterfront with ties to the commercial fishing industry. However, there are some distinct contextual differences 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 Centre



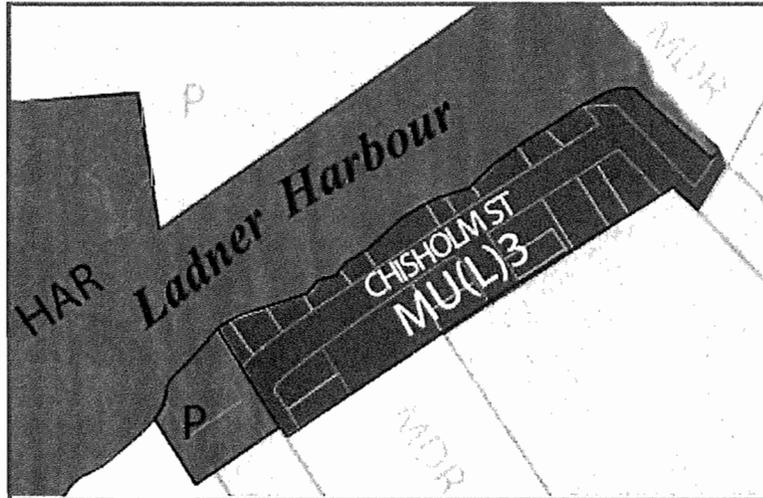
Source: Dorset Realty Group

Furthermore, while the Ladner Village Core is comprised of mix of retail and office uses in a quaint pedestrian-friendly core, the Village has not achieved the same extent of waterfront linkage or tourist volumes that Steveston has. Unlike Steveston Village which has thrived as a vibrant community and visitor attraction with strong water linkages, Ladner’s waterfront has struggled to attract investment after marine-oriented light industrial uses declined. In 2009, to develop a vision, planning principles, design concepts and an implementation strategy for the Ladner Waterfront area, Delta Council initiated The *Downtown Ladner Waterfront Revitalization Study* in 2009. The goal is to initiate the redevelopment of the Downtown Ladner Waterfront area to achieve a vibrant, people-oriented environment, with strong linkages to the waterfront, reflecting and celebrating the historical roots of the community. While the visioning exercise has resulted in several actions including increases in allowable building height and the creation of a development permit area and design guidelines, this discussion concentrates on the land use designation amendments that have been implemented by Delta Council.

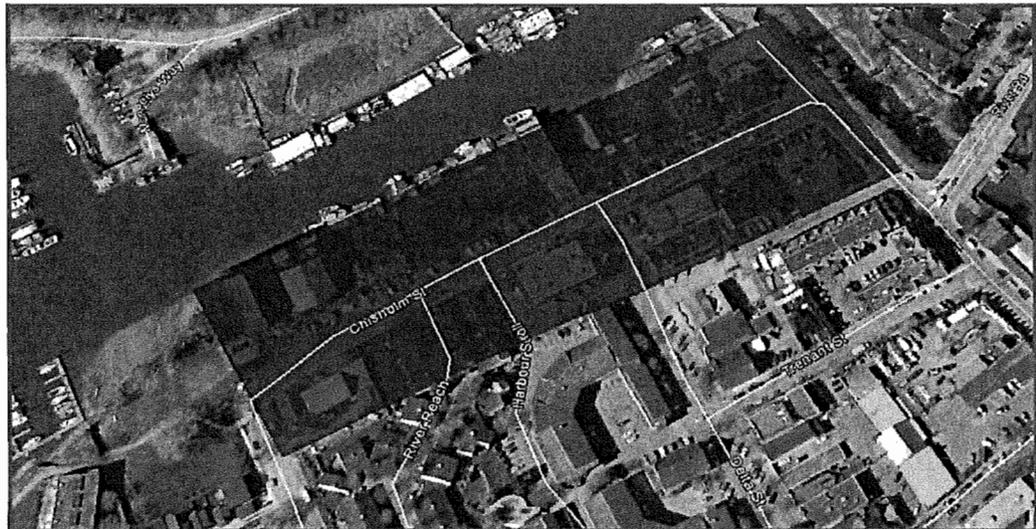
Mixed-Use (Ladner Waterfront) 3 (MU(LW)3) Zoning

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

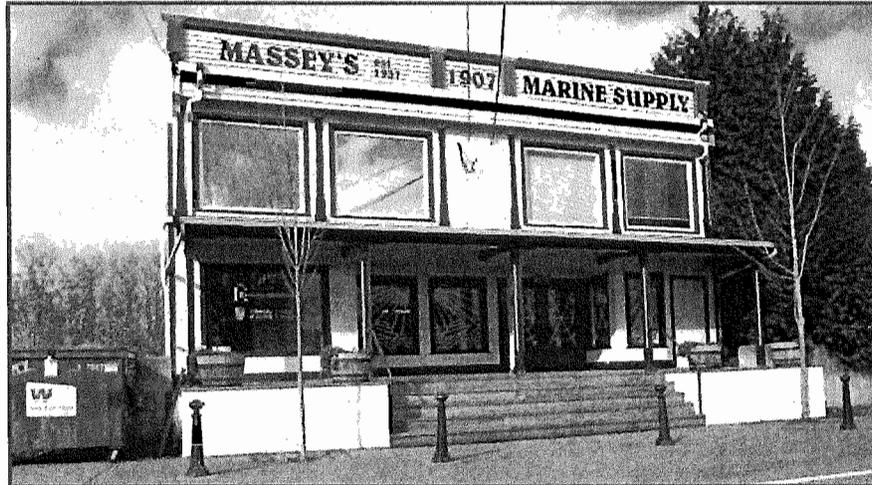
MU(LW)3 Waterfront	Designation: Mixed-Use Ladner	Steveston Maritime Mixed Uses (ZMU12)
<p>Permitted Uses</p> <ul style="list-style-type: none"> • Pedestrian-oriented retail commercial • Recreation • Public • Service commercial • Marine-oriented light industrial 		<p>Permitted Uses</p> <ul style="list-style-type: 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

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

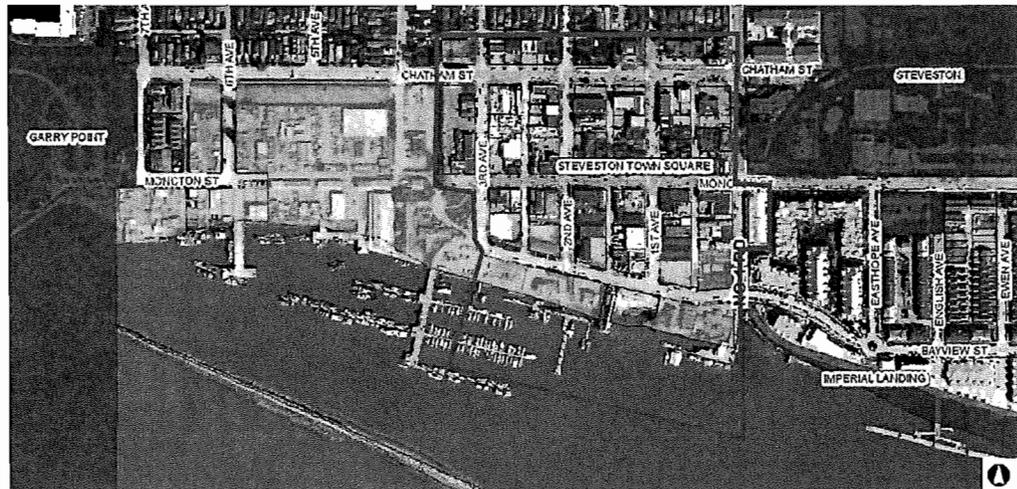
Convenience retailers must be competitive with respect to merchandise, store hours, service levels, locational characteristics, visibility as well as parking and other accessibility considerations. Simply looking at the floor area addition relative to demand would suggest that ample demand exists for 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.

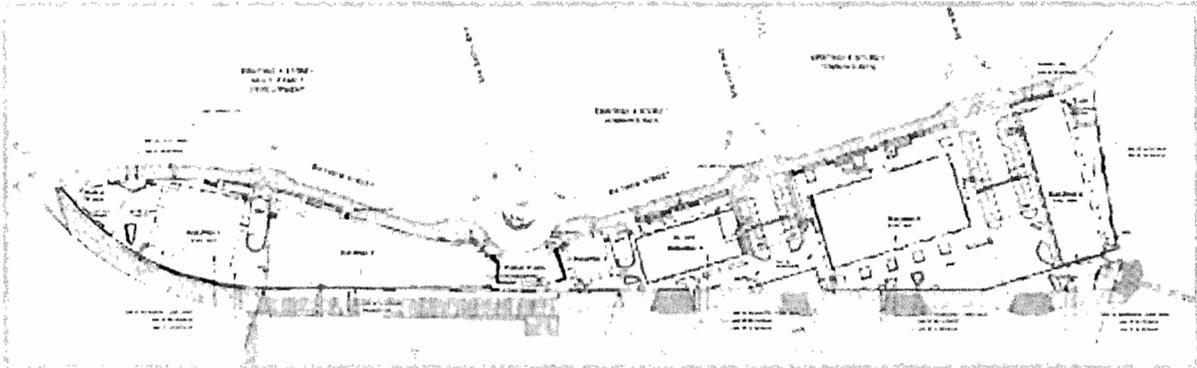
Appendix 1

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.)				
	Sales/SF	Capture					
CONVENIENCE RETAIL							
Supermarkets	650	100.0%	118,148	130,445	144,022	159,012	175,582
Convenience Stores	250	100.0%	16,425	16,135	20,022	22,106	24,407
Specialty Food Stores	750	100.0%	7,319	8,080	8,821	9,850	10,875
Beer, Wine, Liquor	500	100.0%	48,482	53,528	59,099	65,250	72,042
Health & Personal Care Stores	600	100.0%	49,393	54,534	60,210	66,476	73,385
Sub-total			239,767	264,722	292,274	321,694	356,281
SPECIALTY RETAIL							
General Merchandise Stores	300	100.0%	165,538	183,209	202,277	234,723	246,575
Clothing Stores	275	100.0%	73,063	80,688	89,064	103,349	108,568
Shoe and Access. Stores	300	100.0%	20,088	22,179	24,487	26,415	28,850
Furniture	250	100.0%	31,731	35,034	38,580	44,894	47,151
Home Furnishings	250	100.0%	23,153	25,583	28,224	32,751	34,405
Sporting Goods, Books, Music	250	100.0%	48,580	53,636	59,210	68,717	72,187
Building Materials & Garden	200	100.0%	119,379	131,804	145,522	169,864	177,591
Electronics & Appliances	275	100.0%	55,765	61,580	67,977	78,880	82,864
Other Retail	275	100.0%	46,623	51,475	58,533	65,840	69,279
Sub-total			684,320	745,137	812,283	926,533	968,269
RESTAURANT & TAVERN	250	100.0%	203,391	213,766	249,176	274,140	302,822
SERVICES* @ 25% of Retail Area			256,870	280,908	313,163	355,042	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	1,439,596	1,603,516	1,920,723	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.

**IMPERIAL LANDING
RETAIL ANALYSIS**



Submitted To:
ONNI GROUP

Submitted By:
HUME CONSULTING CORPORATION

DECEMBER 2013

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 CORPORATION

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
			Warranted Floor Area (Sq. Ft.)				
	Sales/SF	Capture					
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Supermarkets	650	100.0%	118,148	130,445	144,022	159,012	175,562
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Furniture	250	100.0%	31,731	35,034	38,080	44,884	47,151
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Building Materials & Garden	200	100.0%	119,379	131,804	145,622	168,804	177,391
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Other Retail	275	100.0%	45,623	51,475	56,833	65,949	69,279
Sub-total			584,320	645,137	712,283	820,533	868,289
RESTAURANT & TAVERN							
	250	100.0%	203,391	213,766	248,176	274,140	302,822
SERVICES* @ 25% of Retail Area							
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TOTAL WARRANTED FLOOR AREA			1,316,192	1,438,688	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 neighbourhood and community oriented shopping areas.
Warranted floor area for automotive sales and service 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 \pm 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

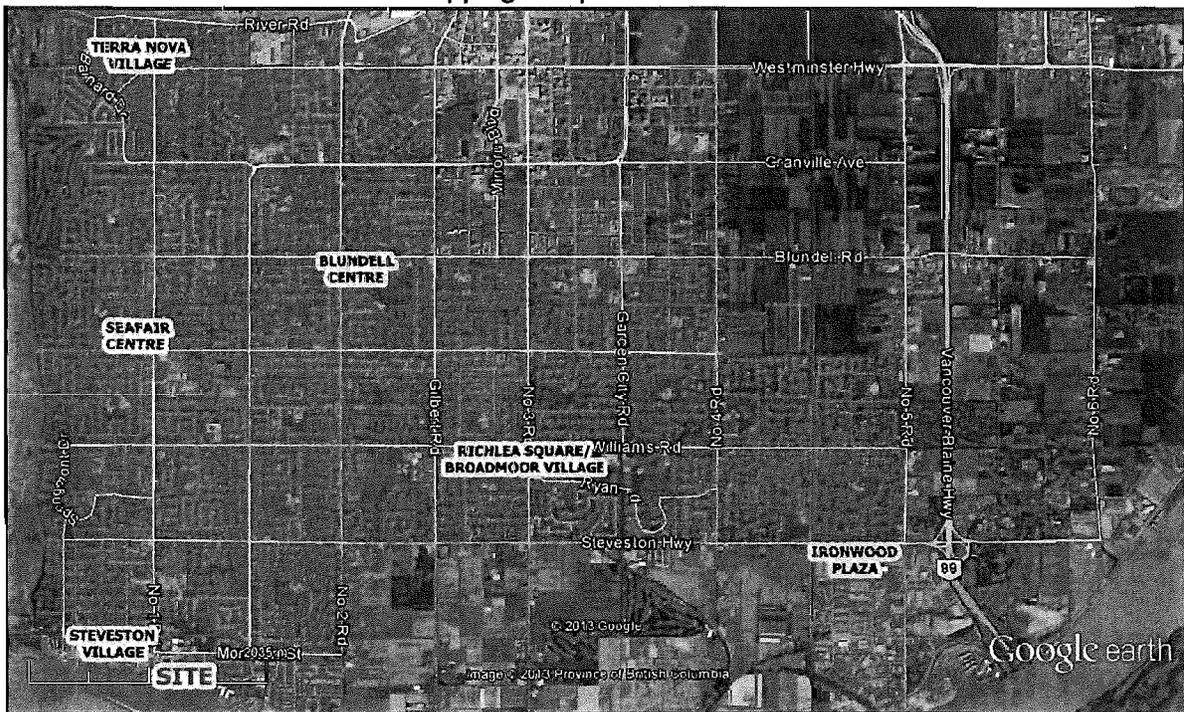
major local-serving retail anchors such as a popular supermarket chain, major drugstore, some major banks, and government liquor store, suggests that many Steveston residents currently travel outside their neighbourhood to find the types of stores and services that satisfy their regular day-to-day needs.

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.

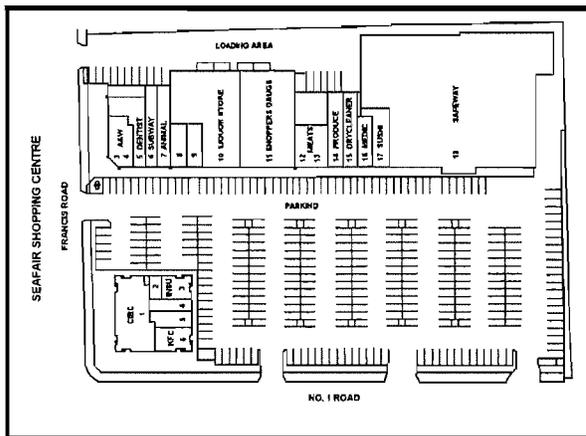
FIGURE 5 Steveston Village Business Summary

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.

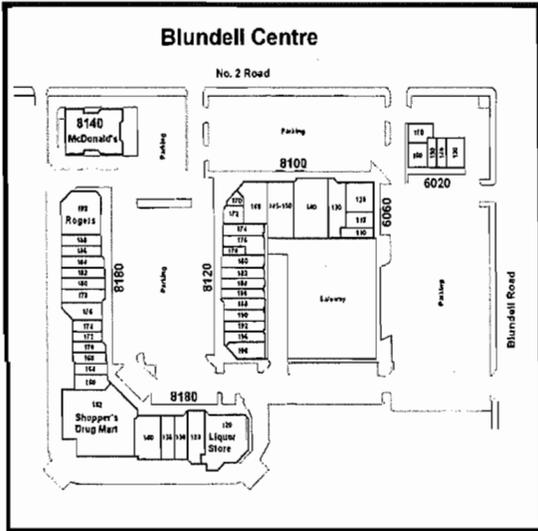
Seafair Centre



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.

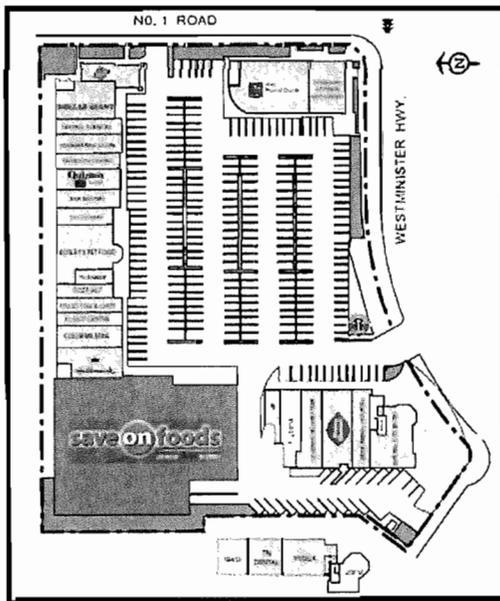
Blundell Centre



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	Mobility	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 ±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.

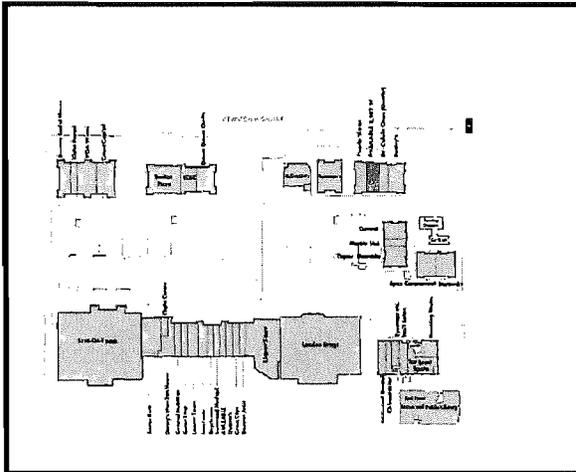
Terra Nova Village



Save-On-Foods	Legends Liquor Store	TN Barber
RBC Royal Bank	Jugo Juice	TN Cleaners
Starbuck's	Hallmark	Quiznos
Bosley's Pet Foods	Color Me Mine	TN Health Centre
Dollar 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.

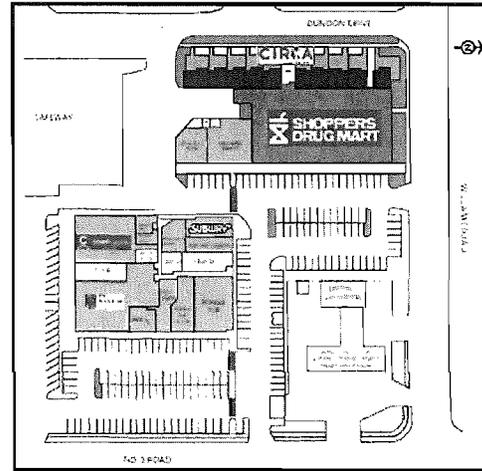
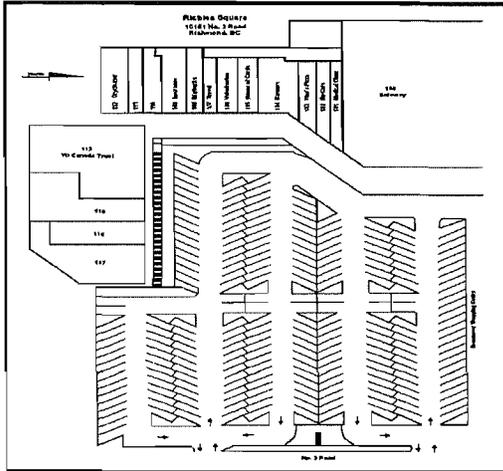
Ironwood Plaza



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 ±70,000 square feet and Broadmoor Village has a leasable area of ±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 ±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 Considerations

Current 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.

HUME CONSULTING CORPORATION

- 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.
- The support for a possible grocery store at Imperial

Like To See A Supermarket at Imperial Landing	
Yes	38.2%
No	30.1%
Maybe	28.4%
Don't Know	3.4%

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.
- 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.

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%

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%

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- 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,

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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.

From: Kevin Skipworth [mailto:kpskip@shaw.ca]
Sent: Monday, 28 April 2014 21:31
To: MayorandCouncillors
Subject: Onni Development in Steveston

I would like to pass on my comments regarding the rezoning of the Onni Development in Steveston. As a resident of Steveston and one who walks into the Village and uses its facilities and businesses, I find it extremely frustrating to see this development sit empty. I completely disagree with the notion of keeping zoning focused on an industry that is not sustainable in today's market place. It is clear from the absence of businesses in those facilities and the amount of marine related businesses in the Village, that keeping the zoning for that purpose completely goes against a free market society. We need another grocery store, one that provides better quality and more meal items that would keep me from driving outside of Steveston for groceries. Further a restaurant on the water where I can take my family for dinner would be a nice addition to the Village. I cannot take my son to the Shady Island Pub, the Blue Canoe has a limited menu and an expensive one, Mandalay Steak House again is not family orientated... You get my point. The Merchants Association is calling on a formula to protect their self interests. What about the interests of the community that would like further services and opportunities? What about providing for destination shops/restaurants for those outside of Steveston?

Keeping the zoning as it is now or asking for a very restrictive change is holding development hostage. And if you are going to restrict the development of Steveston hostage and provide for empty space that turns people away instead of attracting them, then please feel free to reduce my property taxes because you are reducing the value of our Village. Exaggerated perhaps, but as a resident it upsets me to see this. Why not just prevent the development in the first place if the intention was to never allow for the rezoning?

Please pass on my concerns to those with direct impact on the decision at hand.

Thank you,

Kevin Skipworth
Steveston Resident.

From: Ann Hutchison [<mailto:annah@shaw.ca>]
Sent: Sunday, 20 April 2014 11:19 AM
To: MayorandCouncillors
Subject: Proposed rezoning compromise - Steveston waterfront

Re: proposed rezoning compromise on Steveston waterfront between City and Onni.

A library, daycare etc. on the waterfront would be positive developments. However, some retail uses would cause major problems.

At one open house held by Onni, a Nesters representative was extolling the virtues of locals being able to grocery shop by walking to their store. Having worked in the business, I pointed out that it is high volume, low margin and would bring large numbers of grocery shoppers to Bayview, most of whom would be DRIVING. The increase in traffic and parking problems would be horrific, to the detriment of local residents and current Village businesses. Other major grocery stores in Richmond at Seafair, Broadmoor, Terra Nova, etc. all provide large amounts of off-street parking for customers. Bayview parking is extremely limited.

Deliveries to large retailers would entail unloading etc. on Bayview, a stone's throw from residences, with noise at all hours of the day and night: truck engines, backing beepers, power tailgates, lifts, refrigeration and even banging from emptying dumpsters. This will be an issue for folks living nearby.

I urge the City to include sensible restrictions in any rezoning, to minimize these and other problems with high volume retailers on the waterfront. We should NOT have a supermarket there. A more appropriate location would be on west Chatham, with lots of offstreet parking.

And please also mark me down as being opposed to permitting noisy late-night bars and bistros.

We live here.

R. Craig Hansen
The Village, Steveston

From: Walter Nieboer [<mailto:swnieboer@gmail.com>]
Sent: Friday, 18 April 2014 7:52 PM
To: MayorandCouncillors
Subject: Fwd: Onni Development Zoning along Bayview Street

Dear Mayor and Councillors,

I hope you will read the attached and consider my suggestions as contained in my original email attached.

Sincerely,
Walter Nieboer

From: Walter Nieboer <swnieboer@gmail.com>
Subject: Re: Onni Development Zoning along Bayview Street
Date: April 17, 2014 at 8:23:49 PM PDT
To: "Badyal, Sara" <SBadyal@richmond.ca>

Sara, no doubt you will recall our correspondence of several years ago where I raised concern over the Maritime Mixed Use zoning.

I don't wish to go over that ground again except to say that the current state of affairs was quite predictable.

What concerns me now is that your note seems to suggest that it is just a matter of money. i.e.: what is Onni willing to give? AND what can the city extract from Onni for Onni to get its way. Your note makes no mention of my suggestion that the city has a stake in how Onni responds to its liability regarding the Village at Imperial landing developmen . And no acknowledgement that perhaps , as a co defendant, the City can use its leverage to help bring the leakage problem in our development to a happy conclusion. Instead you only mention, amenity contributions , library etc.

I am disappointed that staff and my elected officials seem not to care very much about the residents at the Village at Imperial landing but are more concerned about extracting a rent from Onni and then permit the prized rezoning on the argument that we , the city, got what we wanted in concessions and money from Onni.

What about the citizens and residents that have little leverage with Onni, a bully developer.

Why would the city not use its considerable leverage and bring Onni to the table and resolve the serious water issue at the Village @ Imperial Landing?

As my note indicated ,the integrity of the 5 building Onni development at the "Village @ Imperial Landing" is and should be of interest and concern to City Hall.

As a resident I expect more from City Hall.

Your careful and helpful consideration will be much appreciated,
Walter Nieboer

On Apr 17, 2014, at 4:40 PM, Badyal, Sara <SBadyal@richmond.ca> wrote:

Dear Mr. Nieboer,

Thank you for your email regarding the Onni rezoning application.

As you aware, the application has been referred back to staff.

The Onni rezoning application has been referred to the May 6 Planning Committee meeting.

Onni's current rezoning application regarding their Bayview Street site was first considered at the November 19, 2013 Planning Committee meeting and referred back to staff. The application was reviewed a second time along with new information at the April 8, 2014 Planning Committee meeting. It was referred back to staff and to the April 23, 2014 Planning Committee meeting. At the April 14, 2014 Council meeting, it was decided that the Onni rezoning application be forwarded to the May 6, 2014 Planning Committee meeting instead.

At the April 23, 2014 Planning Committee meeting, the rezoning application was referred back to staff to examine:

1. the enhancement of the community amenity contribution, including the possibility of library expansion and marina development; and
2. the legal aspects related to change of use lease provisions suggested by the applicant.

Staff is currently working on addressing this referral. Clerks has provided Mayor and Councillors with a copy of your email and it will be provided to Planning Committee along with the next staff report regarding the rezoning application.

References:

Planning Committee - April 8, 2014 - Minutes (including link to staff report with attachments, including public correspondence):

http://www.richmond.ca/cityhall/council/agendas/planning/2014/040814_minutes.htm

Planning Committee - November 19, 2013 - Minutes (including link to original rezoning staff report with colour maps/attachments, including a large amount of public input):

http://www.richmond.ca/cityhall/council/agendas/planning/2013/111913_minutes.htm

Regards,

Sara Badyal, M.Arch., RPP
Planner 2
Development Applications Division
City of Richmond
Tel: 604-276-4282

-----Original Message-----

From: Walter Nieboer [<mailto:swnieboer@gmail.com>]

Sent: Tuesday, 15 April 2014 7:47 PM

To: MayorandCouncillors

Subject: Onni Development Zoning along Bayview Street

Dear Mayor and Councillors,

You may be aware that Onni as developer and the City along with various trades are the subject

of a law suit regarding a major deficiency in the Onni developed buildings on the North side of Bayview street.

The Village at Imperial landing is experiencing serious water damage from continuous leakage into the parking garage which threatens the integrity of the building structures. Property values are depressed and not readily sold due to this concern.

I respectfully request that the City put it's considerable weight on Onni to deal with this problem and correct it BEFORE the City entertain any accommodation in Onni's request for zoning relief of their 6 newly constructed buildings on the South side of Bayview street.

Your help in this regard will be greatly appreciated,

Walter Nieboer

406 4111 Bayview Street

604 241-1471

From: Christine Durgo [<mailto:cdurgo@shaw.ca>]
Sent: Friday, 18 April 2014 2:50 PM
To: MayorandCouncillors
Subject: A public library located on the Steveston waterfront

To whom it may concern,

The notion to locate a public library in one of Onni's buildings, currently zoned for maritime-related use, on the Steveston waterfront is the best idea put forward ever! What a lovely setting for citizens who want to relax and learn more about our world and in particular Steveston's history. Just picture, a maritime themed decor looking out over the river and a section of books, publications, recordings and more focusing on our rich history of colourful multicultural waterfront roots – perfect! Another benefit of a library is that disruption to the residents in the area would be minimal. As a Steveston resident who regularly uses both the library and the gym at our local community centre it has been apparent to me for quite some time that both facilities are too small and overcrowded. The space freed up by the library in the community centre could be used to expand the gym. Wow! I love it!

Great Idea!

Christine Durgo

From: Walter Nieboer [<mailto:swnieboer@gmail.com>]
Sent: Tuesday, 15 April 2014 7:47 PM
To: MayorandCouncillors
Subject: Onni Development Zoning along Bayview Street

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You may be aware that Onni as developer and the City along with various trades are the subject of a law suit regarding a major deficiency in the Onni developed buildings on the North side of Bayview street.

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I respectfully request that the City put it's considerable weight on Onni to deal with this problem and correct it BEFORE the City entertain any accommodation in Onni's request for zoning relief of their 6 newly constructed buildings on the South side of Bayview street.

Your help in this regard will be greatly appreciated, Walter Nieboer

406 4111 Bayview Street

604 241-1471

From: John Roston, Mr [<mailto:john.roston@mcgill.ca>]

Sent: Monday, 14 April 2014 11:00 AM

To: Badyal, Sara

Cc: MayorandCouncillors; Semple, Dave; Carlile, Cathryn

Subject: Onni Imperial Landing Re-zoning (File Ref. No. 12-8060-20-9062/9063; RZ 13-633927) (REDMS No. 4180184)

Dear Sara Badyal,

The two eastern buildings, 5 and 6, should be zoned for community use at reduced rents to the City of Richmond. The remaining western buildings closer to the commercial centre of Steveston could then be re-zoned for commercial use. Building 4 should have a provision in its commercial leases that allow the space to be re-allocated to maritime use if a marina is subsequently built in that area.

Building 5 is not as large as the Library wants for a new Steveston Library, but at approximately the size of the Ironwood Library, it will be a major enhancement for the increased population of the immediate area. This increase in population was due in the main to Onni's construction and very profitable sale of new housing in Imperial Landing.

Building 6 is suitable for a new Museum of River Ecology that explains what is happening in the waters off Steveston where the Fraser River meets the ocean. I understand that City staff have been planning for a large future destination museum that would require far more space, but that does not mean that a small and highly innovative educational museum would not be successful in Steveston while we wait for the larger project to materialize. The Richmond Museum has approximately 2,000 sq. ft. of display space. Building 6 of Imperial Landing has over 9,000 sq. ft. of space. Rather than displaying large objects, the museum could consist of computerized displays showing real time data on the marine environment.

This museum could explain how the waters off Steveston have evolved since aboriginal times. For example, how the deposit of silt from the flowing River has changed the ecology and resulted in the creation of Shady Island (Steveston Island) right in front of the museum. There could be live video and data transmission from the Ocean Networks underwater observatory off Richmond, maintained by the University of Victoria. This research could be explained including why it is important to us, such as earthquake prediction and mitigation.

I have been involved with Ocean Networks underwater observatory research projects and know a number of the people there. With regard to the potential Museum of River Ecology, Kate Moran, President and CEO of Ocean Networks Canada, wrote to me last week, "We would certainly be interested in exploring options."

There could also be displays explaining the ship traffic that passes right by Imperial Landing including fishing vessels, commercial freighters and coast guard patrol boats. Large interactive maps could display live data from ship transponders giving their position, speed, compass heading and destination. See <http://www.vesselfinder.com/>. Information could be added on Steveston based vessels that introduce you to the crew and what they do. Such a museum is not just for tourists; it could also attract Richmond residents by addressing local issues such as presenting both sides of the controversy over what sorts of cargo should be allowed to pass by its door, including jet fuel and coal, so that residents can educate themselves on managing their environment.

I don't know if Richmond Community Services is negative on a museum for Imperial Landing because it is perceived as a competitor for funding to their destination museum plans, but it is quite possible that the operating costs of the Museum of River Ecology could be financed by the shipping industry.

It would be nice if your report to the Planning Committee could recommend that this option be explored further before the re-zoning is considered by City Council. The essential element is that a low rental be negotiated now for Building 5 and 6 and that they be zoned for community use as a condition for re-zoning the remaining buildings for commercial use. Onni could then get on with its plans while the City pursues detailed planning for buildings 5 and 6.

john.roston@mcgill.ca

John Roston

12262 Ewen Avenue

Richmond, BC V7E 6S8

Phone: 604-274-2726

Fax: 604-241-4254

From: John Roston, Mr [<mailto:john.roston@mcgill.ca>]
Sent: Thursday, 10 April 2014 12:19
To: news@richmondreview.com
Cc: MayorandCouncillors
Subject: Onni Imperial Landing Rezoning

I know this letter is rather long so if you don't want to run it, I'd appreciate a note by return so I can submit it to the Richmond News. Thanks.

Editor:

Kudos to the City of Richmond Planning Committee for repeatedly rejecting the rezoning requests for the Onni Imperial Landing buildings. The councillors are insisting that the project provide a real benefit for Steveston residents and not just a lot of cash for Onni.

The rezoning process has shown the critical flaw of leaving it to Onni to run the consultations with Steveston residents. The original consultations were in a public meeting format where one of the residents stood up and suggested that one of the buildings be allocated to a new Steveston library. The idea received wide support from those attending. This feedback was never submitted to the City. Instead Onni waited a year and came up with a different consultation format that excluded public discussion and restricted residents to one-on-one conversations with Onni salespersons. Residents were then handed feedback sheets that asked what kind of retail stores they would like to have in the project without any mention of a library or other community facility such as a museum. These feedback sheets have been used by Onni to say that the residents want retail stores. The rezoning process should be changed to have the City run the consultation process at the developer's expense.

The Planning Committee wants Building 5 to be devoted to a new Steveston Library with a low rent on the same basis as that of the Ironwood Library. They should hold out for that no matter how long the buildings sit vacant.

The Planning Committee also wants a maritime museum in the project. The idea was rejected by Onni and City staff on the basis that there is not sufficient space. The Richmond Museum has approximately 2,000 sq. ft. of display space. Building 6 of Imperial Landing has over 9,000 sq. ft. of space. Yes it would be a small museum, but there are lots of small museums in the world that attract large numbers of visitors. It could be an educational Museum of River Ecology that explains what is happening in the waters off Steveston where the Fraser River meets the ocean. Rather than displaying large objects, the museum could consist of computerized displays showing real time data on the marine environment.

Few residents know that there is an underwater observatory off Richmond, maintained by the University of Victoria, that transmits real time data from a number of marine science sensors. Have a look at: <http://www.oceannetworks.ca/introduction-fraser-delta>. This research could be explained including why it is important to us, such as earthquake prediction.

There could also be displays explaining the ship traffic that passes right by Imperial Landing including fishing vessels, commercial freighters and coast guard patrol boats. Large vessels carry satellite transponders, just like aircraft, that give their position, speed, compass heading and destination. This information is displayed on interactive maps where you can click on the marker for a ship and find out all about it. See <http://www.vesselfinder.com/> or <http://www.marinetraffic.com/en/> and zoom in on the map to Steveston to see how it works. Information could be added on Steveston based vessels that

introduce you to the crew and what they do. Some of the smaller Steveston fishing vessels could be subsidized to install transponders, a major safety enhancement for them quite apart from the benefit to the museum.

Such a museum is not just for tourists; it could also attract Richmond residents by addressing local issues such as presenting both sides of the controversy over what sorts of cargo should be allowed to pass by its door, including jet fuel and coal, so that residents can educate themselves on managing their environment.

The operating costs of the museum could be financed by the shipping industry. For example, many of the vessels passing by Imperial Landing belong to Seaspan whose North Vancouver shipyard has recently received an \$8 billion dollar shipbuilding contract from the federal government.

In short, there is a lot more work to be done before the Planning Committee gives a green light to Onni.

John Roston
Steveston

john.roston@mcgill.ca

John Roston
12262 Ewen Avenue
Richmond, BC V7E 6S8
Phone: 604-274-2726
Fax: 604-241-4254

From: Rupert Whiting - Gmail [<mailto:rupertwhiting@gmail.com>]
Sent: Tuesday, 08 April 2014 17:52
To: MayorandCouncillors
Subject: Thank you for your work tonight

Dear Mayor and Councillors,

I was in attendance at tonight's meeting and thought you did a wonderful job of representing the wants and needs of your community.

I would be happy with Ms Halsley-Brandt's proposal for a much higher payment from Onni to allow the (somewhat) inevitable rezoning and I particularly appreciated the way that you held the City Staff's feet to the fire. If Onni can be made to pay enough such that their investment in the building does not begin to pay back their investment for several years then I think we can say that the pay off is fair. It should give others pause before going ahead on similar projects AND the community gets unequivocal benefit from their actions. If we can get a marina in there too that would be wonderful.

I respect the work that you do and, for the first time tonight, got to see you in action. I was impressed and reassured.

Thank you for your civic service once again.

I shall make a note to try to attend future Onni related meetings.

Rupert Whiting
rupertwhiting@gmail.com
(604) 339-5369

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

Received.
 APR 08 2014

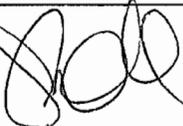
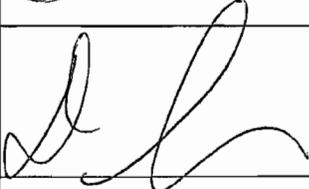
To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the west of Moncton Street and Railway Avenue area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more variety of retail store in the area, such as sporting good, music, books
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- want to see the existing development being occupied instead of vacant unit
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Russell Weber	12331 Phoenix Dr.	
Mangerson Reddy	Unit 27 12331-Phoenix Dr.	
BRYN WENDONSKY	31-12331 Phoenix Dr	
Shauna Lynde	33-12331 Phoenix Dr.	
DENIS SAVUK	12331 PHOENIX DR # RICHMOND, BC. 36	
 ALVIN LEE	4479 GERRARD P V7E-6S6	

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

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Full Name	Address	Signature
ANTHONY NEWTON	12500 PHOENIX DRIVE RICHMOND BC	
Claudia Poerschke-Weber	12440 Phoenix Dr. Richmond BC	
Rachel Manaras	12480 Phoenix Rmd BC	
Chris Manaras	" " " "	
Mee Zeski	12420 PHOENIX DR RICH. BC	
Cate Rodrigue	2-12331 PHOENIX DR. RICHMOND BC	

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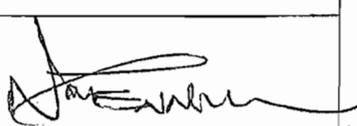
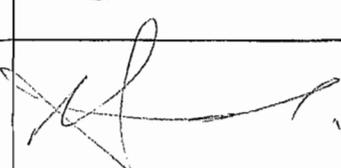
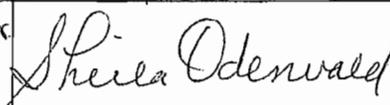
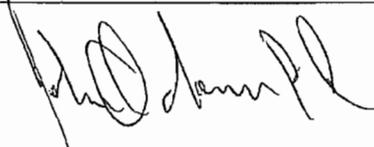
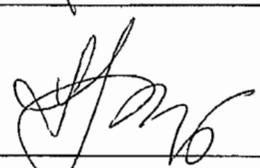
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Full Name	Address	Signature
Camelia Wilkinson	9-12331 - Phoenix Dr - Richmond	
WILLIAM DENNILL.	#12 - 12331 PHOENIX DRIVE. RICHMOND, V7E 6C2	
MICHAEL BERTRAND	#45-1233 PHOENIX DR	
SHEILA ODENVOLD	#19-12331 Phoenix Dr Richmond BC V7E 6C4	
John Odenvold	Same	
Linda Jennings	#24 - 12331 PHOENIX DR	

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

To: Mayor Malcolm Brodie & City Councillors

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Full Name	Address	Signature
J. Morishita	105-4111 Bayview St	J. Morishita
Vivien Lindner	4375 Bayview St.	Vivien Lindner
Elyna Wang	4520 Moncton	Elyna Wang
ARTHUR ESKIN	4520 Britannia Dr.	Arthur Eskin
Lloyd Chen	12451 Phoenix Dr.	Lloyd Chen
DEIDRE SILVA	5-12331 Phoenix Dr	Deidre Silva

City of Richmond
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Richmond, BC V6Y 2C1

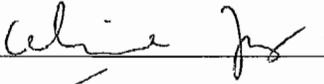
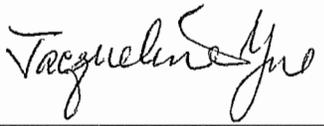
To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the west of Moncton Street and Railway Avenue area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more grocery store option in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
	4535 Britannia Dr.	
 Terence Wolfe W.A.R. Dixon	4526 BRITANNIA DR	
	12591 Phoenix Dr. Rmd.	

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

To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the No. 2 Road and south of Moncton area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more convenience store and general merchant store in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Leah Sedola	12639 #2 Road #4	L. Sedola
Amy Truscott	#5-13160 Princess St.	OT
Pat Mitchell	127 12639 102 Rd, Richmond	Pat Mitchell
Jennifer van Wysscheghe	London Road Richmond	J van Wysscheghe
Arlene Vanoshita	#5-5999 Addrew Road.	Arlene Vanoshita
Doug CRIDER	12513 WESCOTT ST.	Doug Crider

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

To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the No. 2 Road and south of Moncton area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more variety of retail store in the area, such as sporting good, music, books
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- want to see the existing development being occupied instead of vacant unit
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Damian Gorman	#55 5999 Anaxim Rd Richmond, BC V7E 6V1	
Bob Cockcroft	12533 WESCOTT PL RICHMOND	
Yong Mei Ni	12320 Buchanan St, Richmond	

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

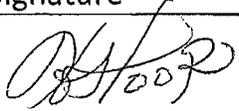
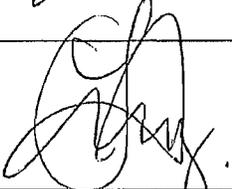
To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the southeast of Princess Street and London Road area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more grocery store option in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Howard Hoop	4233 Bayview 401	
Judy Clarke	12-13400 Princess St	
Louise Fry	18-13400 Princess St.	
S. CARROLL	301-6471 PRINCESS LANE	

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

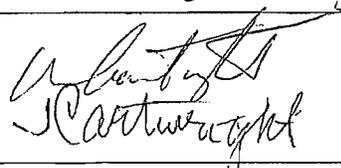
To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the west of Andrew area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more convenience store and general merchant store in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Daren Huang	5071 Brunswick Dr. Richmond	
Hao Ping Lin	5051 Brunswick Dr. Richmond	Dorothy
BILL & JAN CARTWRIGHT	12415 ALLIANCE DR RICHMOND, BC	

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

To: Mayor Malcolm Brodie & City Councillors

Re: Support to Rezoning application located at 4020, 4080, 4100, 4180, 4180 and 4300 Bayview Street

We, the undersigned, are homeowners and residents on the east of Dyke Road and London Road area. We hereby sign below to express our support to rezone the development- Imperial Landing located on Bayview Street.

The following are the major reasons that encouraged our support to the proposed rezoning application

- Looking for more convenience store and general merchant store in the area
- Want to see the existing development being occupied instead of vacant unit
- Attract more visitors/ travelers to visit and shop in this part of Richmond
- To provide more employment opportunities to our local citizens
- To generate and bring in more tax revenue to our municipal government

Full Name	Address	Signature
Rodney Kan	5-13028 No. 2 Rd	

From: Alexandra Tse [mailto:alex_tse@sfu.ca]
Sent: Tuesday, 08 April 2014 09:23
To: MayorandCouncillors
Subject: Thank you for standing up for Steveston

Dear Mayor and Councillors,

As someone who has grown up and spent most of their life in Steveston, I am very concerned to see the Onni development group using tricks to try and subvert Richmond's zoning bylaws at the Imperial Landing buildings.

The problem isn't that I agree or disagree with Onni's proposed plans - but I do have a problem with Onni feeling like it can get around the decisions of our democratically elected Council. There is no point in having our government do city planning when rich developers feel like they can ignore zoning bylaws. It's a question of democracy.

Here is an article that summarizes a lot of my feelings and opinions on the issue:
<http://politicsrespun.org/2014/04/resistance-is-futile-steveston-developers-pr-flacks-and-the-borg/>

Thank you for standing up for Steveston. I appreciate your attention,
Alex Tse

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Resistance is Futile: Steveston, Developers, PR flacks, and the Borg

[kevin harding](#)

Monday, April 7th, 2014

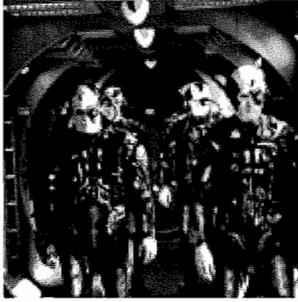
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The idyllic town of Steveston, located at the western tip of Richmond, is the site of what appears to be a battle for the ages: the City Council is facing an invasion of the Borg as they debate what to do with a developer's plans for an historic district along the waterfront.

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Yes, the Borg. Those *Star Trek* baddies who are part-human, mostly-machine who invade, who tell you in a terrifying voice that “Resistance is futile,” who ignore the fact that you just want to get on with your own life, and who assimilate you – forcibly make you be part of their plans, and do their bidding.

They’re pretty awesome villains on TV, and while Steveston isn’t actually facing an invasion of robots who want to take over your life, they’re facing a foe that’s pretty comparable.

Enter Onni. Onni is a real-estate development company. In Vancouver, that’s pretty much tantamount to the Borg. And Onni is making their stand in Steveston at Imperial Landing, a stretch of newly-developed land along what used to be the BC Packer’s fishing land and cannery alongside the Fraser River in Steveston. And they want you to comply with their wishes, and the won’t take no for an answer. Resistance is futile.

According to Onni’s website, Imperial Landing is a mixed-use community, featuring residential suites above “60,000 square feet of retail space.” However, if you were to visit Imperial Landing right now, you wouldn’t know it, because the bottoms of these new fancy residential suites are all empty.

“Empty?” You might ask. Why would valuable retail space alongside a waterfront in Vancouver be empty? A very good question.

It turns out that Richmond’s City Council wanted to preserve the character of the property that was up for development when BC Packers – the fishing and canning company – sold the land. So they zoned it “Mixed Maritime Use” – a land-use decision that intended to preserve the character of the area by restricting it to maritime-related uses, like fish markets, boat supplies and services, offices, and the like. They did this a long time ago.

But Onni didn’t like this. According to documents before the Richmond City Council’s Planning Committee, Onni has been, for some time, trying hard to convince Richmond to re-zone their land so that they can do more than just maritime related uses.

Richmond has so far said no – they have wanted to preserve the land for maritime uses. It’s a valid choice that the Council – democratically elected – has made. And in our society, that’s generally something to be respected.

But again, Onni won’t take no for an answer. Resistance is futile.

Onni went and built their Imperial Landing in the mixed maritime use land zone. They’re relatively pretty buildings, all new and shiny. And despite Onni arguing since at least 2007 that the mixed maritime use zone was economically unfeasible – they built them anyways.

And now that Onni claims that because they haven’t been able to find tenants to fill their mixed maritime retail spaces, they should be allowed to rezone them for broader retail uses. In effect, Onni wants to do an end-run around the planning process after they’ve been denied so many times.

Someone named Bob Ransford is leading a PR campaign on social media to support their desires to do just that. He's a local Steveston resident, PR person who works for real estate developers amongst other clients, and principal of Counterpoint Communications. He's tweeting doomday messages about the upcoming decision - in his words, surely only a sadistic City Council would allow such beautiful buildings to go unfilled. If you read his tweets, you'd think that Steveston were facing economic collapse if these buildings weren't immediately rezoned and leased out to the highest bidder.

Bob Ransford insists that he's doing this out of the goodness of his own heart. Which is probably a good thing, because if he were being paid by Onni to do this work, they might want to revisit his instructions.

Here's one of his recent tweets. See if you can spot the problem, and the Borg-ness of Onni's demand to Richmond City council:



See the problem? Let's go back to the current zoning of the land: mixed maritime use. For maritime related businesses and offices. How could, then, Onni **purpose build a cafe** in a maritime use?

Here's where the Borg come in. Remember, resistance is futile.

The process to get a construction permit in Richmond is apparently a quick review to ensure that your proposed building meets the zone in "character and form," ie, that it isn't completely out of whack. Since these are buildings to be leased, their use is flexible – they're effectively empty shells waiting to be filled in.

This is a loophole – obviously, the assumption that you will get a development permit for a building that suits the zone and then use it for those purposes. I suspect that the grand strategists at Onni saw an opportunity – while they had been arguing for some time that mixed maritime was economically unfeasible, they'd build buildings anyways, let them sit empty, and then push for the rezoning *ex post facto* – all to get what they wanted after being denied. The tell is in Bob Ransford's description of the space as a "purpose built cafe."

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As the Borg would say, “you will comply.”

There's more. Onni has been pushing for a 17,000 square foot grocery store – one of Jimmy Pattison's Nester's Groceries – to be stuck in one of the buildings. Totally not an allowed use under mixed maritime use zoning. So they hired Mustel, a polling and public opinion firm, to see if local residents wanted a new grocery store.

In the report to city council, Onni claims that the survey was overflowing with “unprompted” responses from residents who wanted a new grocery store. Except that the poll was a push-poll. The first four questions asked poll respondents *just how far* they had to go to get groceries, and how much grocery shopping they did outside of Steveston. Then they asked: “What stores would you like to see in the new development?”

Unsurprisingly, people wanted grocery stores! This is hardly news: when you ask leading questions, you're “priming the pump” and making people think about what you want them to think about. This can be put to terrific use with unscrupulous polling.

But again, who's surprised? Onni is the Borg. Resistance is futile.

Onni hired experts to say that the retail in the new buildings wouldn't compete with other shops already existing in the village. They claim to be looking for a different tenant mix. But Steveston already has a grocery store. Bob Ransford thinks this is fine, because, after all, competition is “quite legal and common in free market economies.” Except, of course, that it's the opposite of what Onni is promising Richmond.

The issue will go before Richmond's planning commission tomorrow night (April 8) and I doubt that Onni will lose again. Because resistance is futile. And because Onni is offering a \$1,500,000 “voluntary contribution” to Richmond's leisure and culture fund.

Sadly, though, this highlights the death grip that real estate developers have on the Lower Mainland. The duplicity in this case is just more staggeringly obvious.

Here, we have a developer that has insisted that the property zoning on their land isn't “economically feasible,” but they went and built what they wanted anyways. Now they say that the City has to acquiesce and comply with their demands, simply because the buildings that they built are empty.

What precedent would Richmond set here? A horrible one. Developers can built whatever they want, no matter the zoning of the land, and then force the City to change the zoning later. The death of local land use planning, all through a set of buildings along an idyllic waterfront.

While people like Bob Ransford might insist that they're just concerned about the community, it strikes me that they're only concerned about parts of the community that they agree with. Ransford himself says he was on the planning committee 17 years ago that set the mixed maritime use zone – he disagreed with it then, disagrees with it now. Only problem with that argument is that Council has decided, and Council represents the community. Nice collateral attack against the decision, though.

Ransford doesn't seem to get the problems here with the developer's duplicity – building what they want and then trying to force the decision *ex post facto*. He says he doesn't care about the developer, only the community. But perhaps he should remember that “perception is reality.”

Onni is about to score the ultimate goal: forcing City Council to reverse its decision simply because they did what they wanted. Better to ask forgiveness than permission.

Duplicity abounds. Resistance is futile. You will comply.

Recommend 858

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Bio

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kevin harding

Kevin is a cooperator, an always-student, and passionate about the arts. As a principal of the Incipe Cooperative, Kevin works with colleagues in a workers' co-op offering services for advocacy and nonprofit organizations. He's passionate about education policy, having been through twenty some-odd years of schooling and still thinking it changes the world. He also thinks that art changes the world, and he works with Art for Impact to celebrate art's power for social change. A Vancouver born and raised resident who is exiled from Toronto, he constantly loses umbrellas and probably rants too much.

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PLN - 302

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Published April 7, 2014 & Filed in [British Columbia](#), [Class War](#), [Corporations](#)

- [Occupy Canada For May Day, With Bananas »](#)
- [« Welcome to Stephen Harper's Banana Republic](#)

3 responses so far.

1. *Pete Pallett* says:

[April 8, 2014 at 3:02 pm](#)

Resistance is not futile. Resistance, is essential!

[Reply](#)

2. *John Davies* says:

[April 8, 2014 at 6:14 pm](#)

I grew up in and around Steveston. It was a wonderful place. Moved out of Steveston in 1982 because development was turning it into a toilet. The credo seems to be, jam in as many people as possible. The almighty dollar at work.

[Reply](#)

3. *Erik de Vries* says:

[April 10, 2014 at 10:51 pm](#)

This is what's happening to Cowichan Bay on Vancouver Island more or less as we speak...

[Reply](#)

Leave a Reply

Name (required)

Mail (will not be published) (required)

Website

PLN - 303

From: Rupert Whiting - Gmail [<mailto:rupertwhiting@gmail.com>]
Sent: Monday, 07 April 2014 11:40 AM
To: MayorandCouncillors
Subject: No, No, No to Onni rezoning

You have to ask yourselves where it ends. This issue now extends far beyond the best use of the space. It impacts your personal credibility, the role of council in civic life and the ripples of whatever decision you make will be felt far beyond Richmond.

You can elect to avoid the current pain, such as it is, by allowing the rezoning to go through or you can elect to stay committed to a principle. **A principle that says that the council will not be bullied.** Onni acted out of self-interest and then, like a wolf in sheep's clothing are appealing to the "benefit of the community" when it suits them. They have proposed no inarguable benefits to the Village, they are using intentionally misleading data from consultants to make their points and the only stakeholder who will reap unequivocal benefits from the decision to rezone will be the party who created the issue in the first place.

I understand the staff's recommendation to loosen zoning restrictions but I question their ability, indeed whether they have the remit, to consider the broader social implications of the move. We rely on you to hold a vision of the long-term best interests of Richmond as a whole in mind. Capitulating at this stage is not the answer. Tell the staff that they got it WRONG.

Principles are there to be tested. Will yours pass the test?

For the record, I am resigned to the eventual rezoning of these buildings and do not believe that it would be in the long-term best interests of the area to maintain Mixed-maritime zoning for more than 5 years however this is TOO SOON. Onni and others must be given cause to reconsider the wisdom of developing White Elephants in the hope/expectation that they can embarrass Councils into granting them profitable concessions so soon after the fact. As I say, they are the only stakeholder who can be certain of a positive outcome from the rezoning. That cannot be right - on principle.

Choose wisely as the path of least resistance is rarely the right one.

Rupert Whiting
rupertwhiting@gmail.com
(604) 339-5369

From: Rupert Whiting - Gmail [<mailto:rupertwhiting@gmail.com>]
Sent: Friday, 04 April 2014 3:42 PM
To: MayorandCouncillors
Subject: PLEASE DO NOT Rezone the Onni Property in STEVESTON

Just incase a recent tweet asking residents to call for you to rezone the development on the waterfront in Steveston elicit any response I wanted to reiterate my objection to rezoning. I Have two caveats that would make rezoning acceptable:

1. A lengthy delay in occupancy for at least three years thereby allowing existing business to adjust their business models and/or renegotiate leases.
2. Partial rezoning by building (although I hear that Onni has rejected this).

Please stand by your principles and let the building stand empty. You and I know that to capitulate will only lead to further abuses in the City in the future as your stomach for fight will be questioned by every developer who thinks that they can stare you down.

Rupert Whiting
rupertwhiting@gmail.com
(604) 339-5369