City of Richmond

Public Hearing Agenda

Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

Monday, December 18, 2017 – 7 p.m.

Council Chambers, 1st Floor
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1

OPENING STATEMENT

Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9788**
(File Ref. No. 12-8060-20-009788; RZ 17-778570) (REDMS No. 5616980; 5632835)

PH-7 See Page **PH-7** for full report

Location: 10011 Seacote Road

Applicant: Ken Phuah

Purpose: To rezone the subject property from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided into two lots, with vehicle access from the existing rear lane.

First Reading: November 27, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9788.

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2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9789**
(File Ref. No. 12-8060-20-009789; RZ 17-784468) (REDMS No. 5625865; 1791415; 5636129)

PH-26 See Page **PH-26** for full report

Location: 10460 Williams Road

Applicant: Raj Dhaliwal

Purpose: To rezone the subject property from "Single Detached (RS1/E)" zone to "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two single-family lots, with vehicle access from the rear lane.

First Reading: November 27, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9789.

3. **OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9520 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9756**
(File Ref. No. No.12-8060-20-009756; 12-8060-20-009520; 10-6460-03) (REDMS No. 5496295 v.10; 5044355; 5466080)

PH-44 See Page **PH-44** for full report

Location: City Wide

Applicant: City of Richmond

Purpose of OCP Amendment: To add an objective, and associated policies, to support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions.

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Purpose of Zoning Amendment: To establish a requirement applicable to new buildings, structures and uses, that all residential parking spaces, excluding visitor parking spaces, feature an energized electrical outlet capable of providing at least "Level 2" electric vehicle charging to the parking space. The effective date for this amendment is April 1, 2018.

First Reading: November 27, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.

PH-63 (a) Sadhu Johnston, City Manager, City of Vancouver

3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 9520.

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2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9756.

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3. Adoption of Official Community Plan Bylaw 9000, Amendment Bylaw 9520.

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4. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9756.

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4. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9775 AND OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9797**
(File Ref. No. 08-4045-20-04; 12-8060-20-009775) (REDMS No. 5561802 v. 6; 5579854; 5467979; 5579854; 5576217; 5670447; 5669715; 5447024; 5671788)

PH-64 See Page **PH-64** for full report

Location: Steveston Village

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Applicant:	City of Richmond
Purpose of OCP Bylaw 9775:	To propose changes to the design, heritage and land use policies in the Steveston Area Plan.
Purpose of OCP Bylaw 9797:	To propose changes to the Steveston Village Riverfront Area in the Steveston Area Plan to identify a density of 1.2 Floor Area Ratio (FAR) and 2 storey maximum for properties south of Bayview Street.
First Reading:	November 27, 2017

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 9775.

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2. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 9797.

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3. Adoption of Official Community Plan Bylaw 7100, Amendment Bylaw 9775.

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4. Adoption of Official Community Plan Bylaw 7100, Amendment Bylaw 9797.

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5. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9062 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9063**
(File Ref. No. RZ 13-633927; 12-8060-20-009062/009063) (REDMS No. 5421598 v.3; 5408979; 5421548; 5421589; 5454588; 5466109)

Important Notice: *The public will have an opportunity to speak to Item No. 5 and in particular, Council is interested to hear new information concerning the amenity contribution.*

Note on Previous Public Hearings: *This application was considered by Council at the October 16, 2017 Public Hearing and the November 20, 2017 Public Hearing. After hearing public delegations on the matter, Council considered the bylaw and resolved to defer to the December 18, 2017 Public Hearing for further consideration regarding the amenity contribution component.*

PH-225 See Page **PH-225** for new staff memorandum

PH-234 See Page **PH-234** for full report

See Supplementary Information for staff memorandum (previously distributed)

See Supplemental PH Package for Attachments EE to HH (previously distributed)

Location:	4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street)
Applicant:	Onni Development (Imperial Landing) Corp.
Purpose of OCP Amendment:	To revise the land use definition of "Maritime Mixed-Use" by adding a range of commercial uses in Appendix 1 (Definitions) in Schedule 2.4 of Official Community Plan Bylaw 7100 (Steveston Area Plan).
Purpose of Zoning Amendment:	To revise the "Steveston Maritime Mixed Use (ZMU12)" zone and the "Steveston Maritime (ZC21)" zone by widening the range of permitted commercial uses on 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street.
First Reading:	July 24, 2017
Public Hearings:	October 16, 2017 November 20, 2017

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Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since the November 20, 2017 Public Hearing.

PH-274 Please see October 16, 2017 Public Hearing Minutes and November 20, 2017 Public Hearing Minutes for all previous related materials including staff reports, memorandums, and correspondence.

PH-258 (a) John Roston, 12262 Ewen Avenue

PH-259 (b) Rupert Whiting

PH-260 (c) Jim van der Tas, President, Steveston Merchants Association

3. Submissions from the floor.

Council Consideration:

1. Motion to amend the rezoning considerations to reflect the updated community amenity contribution.

2. Action on second and third readings of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9062.

3. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9063.

ADJOURNMENT

City of Richmond

Report to Committee

Planning and Development Division

To:	Planning Committee	**Date:**	November 15, 2017
From:	Wayne Craig Director, Development	**File:**	RZ 17-778570
Re:	**Application by Ken Phuah for Rezoning at 10011 Seacote Road from "Single Detached (RS1/E)" Zone to "Compact Single Detached (RC2)" Zone**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9788, for the rezoning of 10011 Seacote Road from "Single Detached (RS1/E)" zone to "Compact Single Detached (RC2)" zone, be introduced and given first reading.

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

SDS:blg
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Affordable Housing	☑	

Staff Report

Origin

Ken Phuah has applied to the City of Richmond for permission to rezone the property at 10011 Seacote Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided into two lots, with vehicle access from the existing rear lane (Attachment 1). The subject site is currently occupied by a single-family dwelling, which is proposed to be demolished. The proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: Across Williams Road, a sanitary sewer pump station on a City-owned lot zoned "Single Detached (RS1/E)".

To the South: Across the rear lane, a single-family dwelling on a lot zoned "Single Detached (RS1/E)" fronting Seafield Crescent.

To the East: Across Seacote Road, single-family dwellings on lots zoned "Compact Single Detached (RC1)" fronting Williams Road.

To the West: Single-family dwellings on lots zoned "Compact Single Detached (RC2)" fronting Williams Road.

Related Policies & Studies

Official Community Plan/Arterial Road Land Use Policy

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential (NRES)". The Arterial Road Land Use Policy in the OCP identifies the subject site for redevelopment as "Arterial Road Compact Lot Single Detached". The proposed rezoning and subdivision would comply with these designations.

Single-Family Lot Size Policy 5434

The subject property is located within the area governed by Single-Family Lot Size Policy 5434 (adopted by Council on February 19, 1990 and last amended in 2006) (Attachment 4). The Policy permits the subject property to be rezoned and subdivided in accordance with the provisions of the "Compact Single Detached (RC2)" zone or the "Coach Houses (RCH1)" zone, provided that vehicle access is from the rear lane only. The proposed rezoning and subdivision would comply with the requirements of the "Compact Single Detached (RC2)" zone and Single-Family Lot Size Policy 5434.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Existing Legal Encumbrances

There is an existing Statutory Right-of-Way (SRW) registered on Title for storm sewer utilities located along the north property line (4.6 m wide), which will not be impacted by the proposed development. The applicant is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

Vehicle access to the proposed lots is to be from the existing rear lane, with no access permitted from Williams Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

Prior to final adoption of the rezoning bylaw, the applicant is required to provide a 4 m x 4 m corner cut road dedication on the northeast corner of the subject site.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses one bylaw-sized tree located on the subject site and two City-owned trees on the Williams Road boulevard.

The Arborist's recommendations include retaining the two City-owned trees (tag# 2 & 3) and removing one on-site tree (tag# 1) due to conflict with the proposed building envelope and low landscape value. Tree Preservation staff have reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concur with the Arborist's recommendations.

Tree Protection

The proposed Tree Management Diagram is shown in Attachment 5, which outlines the protection of the two City-owned trees (tag# 2 & 3). To ensure protection, the applicant is required to complete the following, prior to final adoption of the rezoning bylaw:

- Submission to the City of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones.
- Submission of a Tree Survival Security to the City in the amount of $6,750 for the two City-owned trees to be retained.

Prior to the demolition of the existing dwelling on the subject site, the applicant is required to install tree protection fencing around all trees to be retained, in accordance with the City's Tree Protection Information Bulletin TREE-03.

Tree Replacement

For the removal of the one tree on-site (tag# 1), the OCP tree replacement ratio goal of 2:1 requires two replacement trees. Consistent with Council Policy No. 5032 for Tree Planting (Universal), the applicant has proposed to plant and maintain five replacement trees on-site; two on proposed Lot A and three on proposed Lot B.

As per Tree Protection Bylaw No. 8057, based on the size of the on-site tree being removed (24 cm dbh), replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
5	6 cm	3.5 m

To ensure the five replacement trees are planted on-site at development stage, and the front yards of the subject site are enhanced consistent with the landscape guidelines of the Arterial Road Land Use Policy, the applicant will provide a Landscape Plan and a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect (which includes $2,500 for the five replacement trees), prior to final adoption of the rezoning bylaw.

Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Built Form, Architectural Character & Landscaping

The applicant has submitted preliminary conceptual plans showing the proposed architectural elevations of the corner lot dwelling (proposed Lot B) at the intersection of Williams Road and Seacote Road (Attachment 6).

The applicant has proposed a deck on top of the garage and second floor of the dwelling for both lots. The applicant has confirmed that the height of the proposed deck on top of the second floor

does not exceed the 7.5 m height maximum for a flat roof measured to the top of the guardrail and the proposed deck on the garage is within the 5.0 m height maximum, as per Zoning Bylaw requirements.

Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure that the Building Permit application and ensuing development of the corner lot is generally consistent with the submitted conceptual plans, to the satisfaction of the Director of Development. Building Permit plans must comply with all City regulations and staff will ensure that the plans are generally consistent with the registered legal agreement.

The applicant is also required to submit a Landscape Plan prepared by a Registered Landscape Architect for the front yards of the proposed lots. As stated above, the applicant is required to provide a landscape security based on 100% of the cost estimate provided by the Landscape Architect, prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications received prior to July 24, 2017, requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots, plus a cash-in-lieu contribution of $\$2.00/ft^2$ of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution if secondary suites cannot be accommodated.

The applicant proposes to provide a legal secondary suite on both of the two lots proposed at the subject site. To ensure the secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

Prior to subdivision approval, the applicant is required to enter into a Servicing Agreement for the design and construction of required engineering infrastructure and frontage improvements, as described in Attachment 7. Frontage improvements include, but are not limited to, the following:

- Seacote Road: Road widening, curb and gutter, treed/grassed boulevard and a new 1.5 m concrete sidewalk.
- Williams Road: Repair any damaged or uneven sidewalk panels as necessary.
- Lane upgrades including a lighting strip and roll-over curb on both sides.

The applicant is also required to complete the following, prior to subdivision approval:

- Payment of the current year's taxes, Development Cost Charges (City and Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs

associated with the completion of the required engineering infrastructure and frontage improvements as described in Attachment 7.

- Payment to the City, in accordance with the Works and Services Cost Recovery Bylaw No. 8752, Schedule 7, in the amount of $41,828.15 to recover lane improvement construction costs financed by the City.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

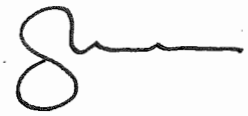
Conclusion

The purpose of this application is to rezone the property at 10011 Seacote Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided into two single-family lots.

This rezoning application complies with the land use designation and applicable policies contained within the OCP for the subject site.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9788 be introduced and given first reading.

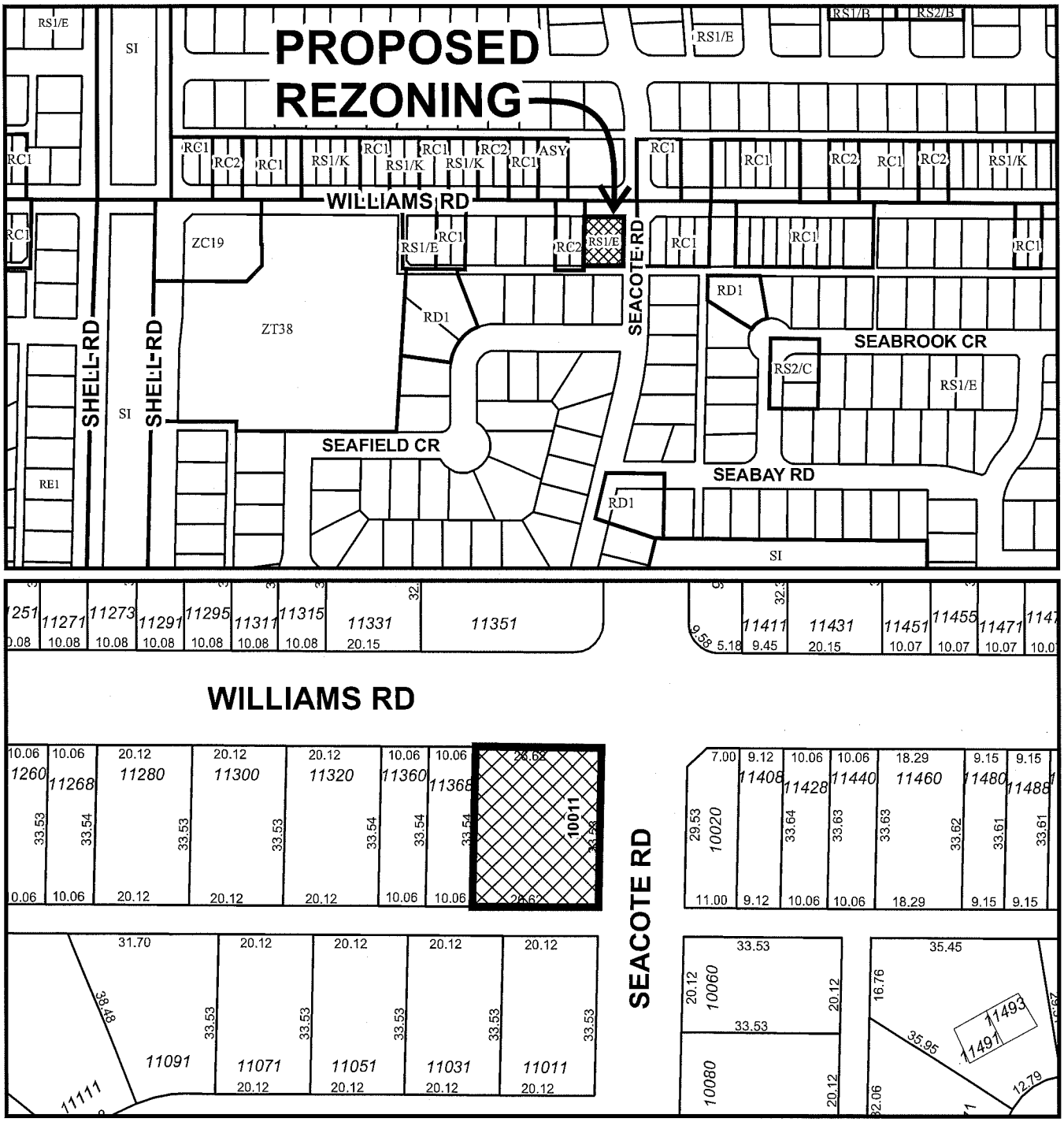


Steven De Sousa
Planning Technician – Design
(604-204-8529)

SDS:blg

Attachment 1: Location Map/Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Single-Family Lot Size Policy 5434
Attachment 5: Tree Management Diagram
Attachment 6: Conceptual Building Elevations
Attachment 7: Rezoning Considerations

City of Richmond



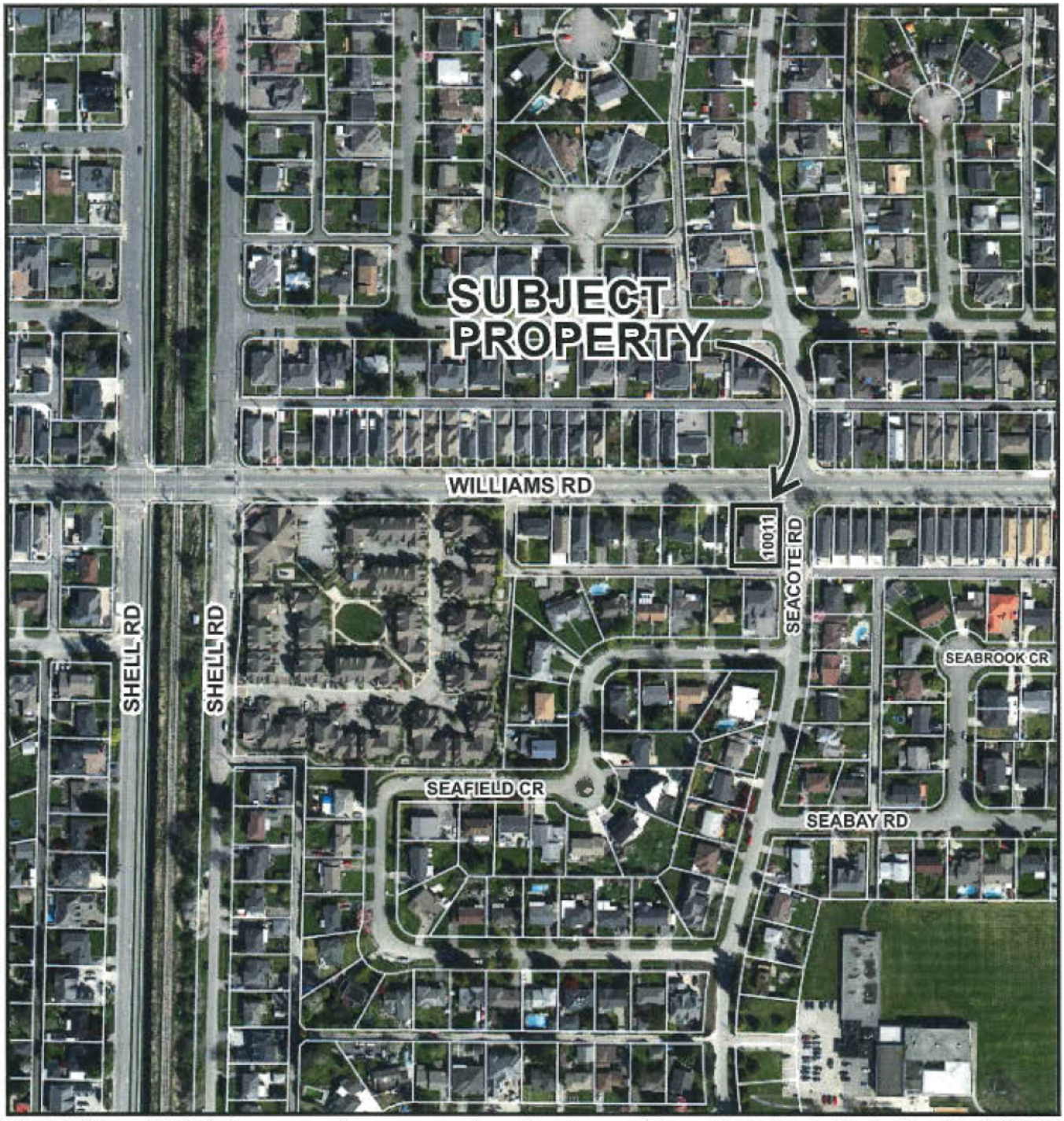
RZ 17-778570

Original Date: 07/26/17

Revision Date:

Note: Dimensions are in METRES

City of
Richmond



RZ 17-778570

Original Date: 07/26/17

Revision Date:

Note: Dimensions are in METRES

B.C. LAND SURVEYOR'S PROPOSED SUBDIVISION AND TOPOGRAPHIC SURVEY OF:

LOT 12 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 23314

SCALE:

0 1:250 10

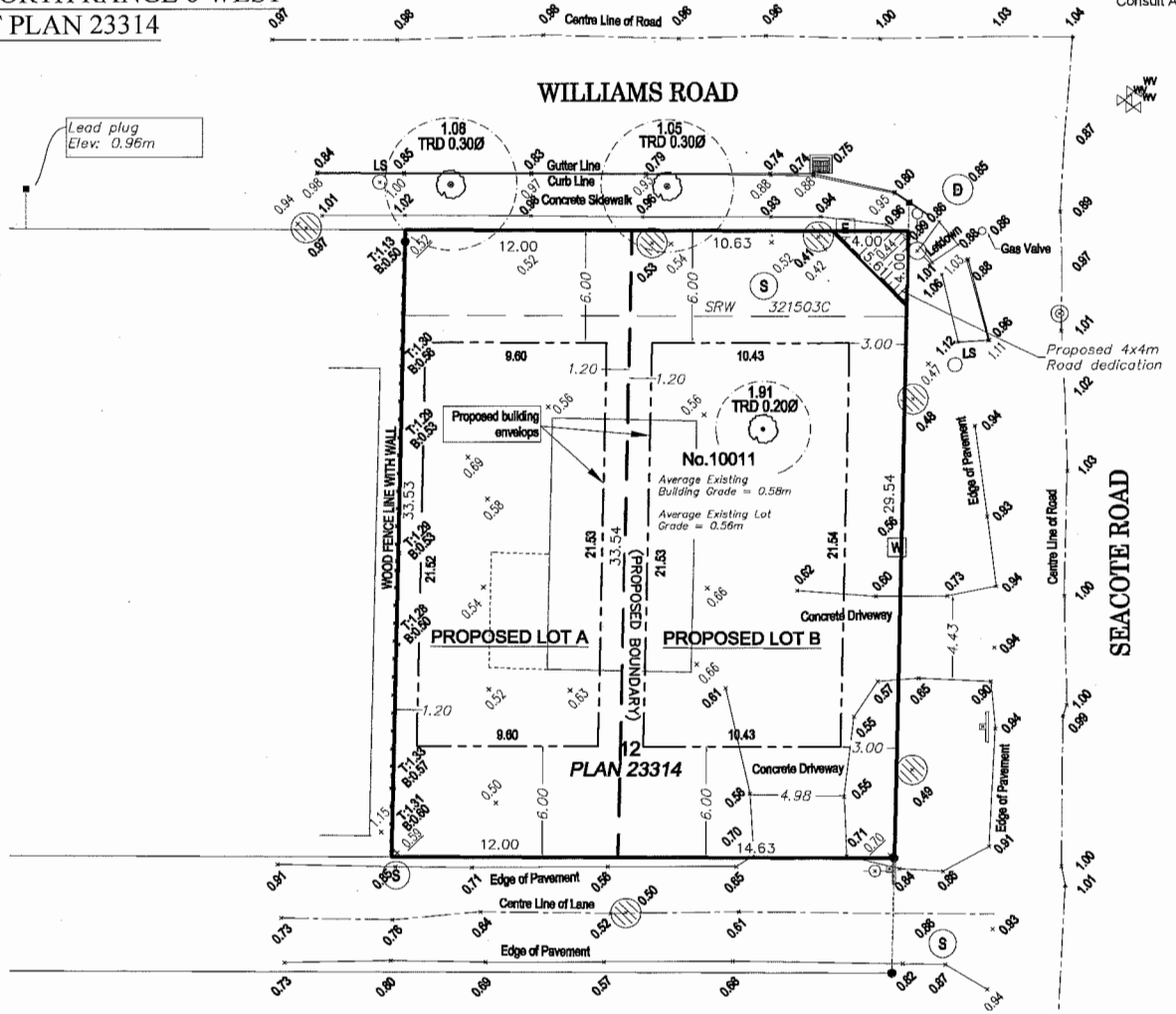
All distances are in metres.
The intended plot size of this plan is 432mm in width by 280mm in height (B size) when plotted at a scale of 1:250

Parcel Identification Number (PID)
009-228-535

TOTAL SITE AREA	Proposed Lot A AREA	Proposed Lot B AREA
893.0 m²	402.3 m²	482.7 m²
9612 sq. ft	4330 sq. ft.	5196 sq ft

CIVIC ADDRESS
10011 SEACOTE ROAD
RICHMOND, BC

ZONING
RS1/E



LEGEND

Elevations are geodetic based on Integrated survey monument 77H4912 in the City of Richmond at elevation 0.808m.

Note: Only trees with Trunk greater than 0.20m are identified. Consult Arborist to verify tree species

- ● - denotes Iron Post Found
- ■ - denotes Lead Plug Found
- TRD - denotes Deciduous Tree Type
- D - denotes Storm Manhole
- ▦ - denotes Catchbasin
- E - denotes Electrical Box
- W - denotes Water Meter
- ▨ - denotes Lawn Basin
- WV - denotes Water Valve
- - denotes Street Sign
- T:XXX B:XXX - Retaining Wall Elevation Labels (T=Top, B=Bottom)
- - denotes Utility Pole
- ◎ - denotes Unnamed Manhole
- S - denotes Sanitary Manhole
- - denotes Traffic Signals
- LS - denotes Lamp Standard

FLAT LOT, UNABLE TO CONTOUR

CERTIFIED CORRECT

Lot dimensions are correct according to Land Title Office records.

Kenneth Ng PICY1F

Kenneth KC Ng, BCLS

Field Survey - May 31, 2017

Dated this 24th of September, 2017.

This document is not valid unless originally signed and sealed or digitally signed with Juricert digital signature.
Info: https://www.juricert.com

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This document was prepared for the exclusive use of our client, KEN PHUAH

*This document is intended for use as a topographic plan. It is based on Land Title Office records, and does not represent a boundary survey. Critical lot dimensions and areas must be confirmed by a proper cadastral survey.

Explorer Land Surveying INC., accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decisions made or actions taken based on this document.

FILE: 1729
DWG/DATE: 1729-10011 Seacote /2017-08-08
Explorer Land Surveying Inc
133-1335 Bear Mountain Pkwy
Victoria, B.C. V9B 6T9
Tel: (604) 353-8879
email: kenneth@explorersurvey.com

ATTACHMENT 2

City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 17-778570 **Attachment 3**

Address: 10011 Seacote Road

Applicant: Ken Phuah

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	J. Thomas & K. Phuah	To be determined
Site Size:	893.0 m^2 (9,612 ft^2)	Lot A: 402.3 m^2 (4,330 ft^2) Lot B: 482.7 m^2 (5,196 ft^2) Road dedication: 8.0 m^2 (86 ft^2)
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	Complies
702 Policy Designation:	Compact Single Detached (RC2) or Coach Houses (RCH1)	Compact Single Detached (RC2)
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Number of Units:	1	2

Proposed Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.6 for 464.5 m^2 of lot area plus 0.3 for remainder		Max. 0.6 for 464.5 m^2 of lot area plus 0.3 for remainder		None Permitted
Buildable Floor Area:*	Lot A: Max. 241.3 m^2 (2,598 ft^2) Lot B: Max. 284.1 m^2 (3,058 ft^2)		Lot A: Max. 241.3 m^2 (2,598 ft^2) Lot B: Max. 284.1 m^2 (3,058 ft^2)		None permitted
Lot Coverage:	Building: Max. 50% Non-porous: Max. 70% Landscaping: Min. 20%		Building: Max. 50% Non-porous: Max. 70% Landscaping: Min. 20%		None
Lot Size:	270.0 m^2		Lot A: 402.3 m^2 Lot B: 482.7 m^2		None
Lot Dimensions:	Lot A Width: 9.0 m Depth: 24.0 m	Lot B Width: 11.0 m Depth: 24.0 m	Lot A Width: 12.0 m Depth: 33.5 m	Lot B Width: 14.6 m Depth: 33.5 m	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 6.0 m Interior Side: Min. 1.2 m Exterior Side: Min. 3.0 m		Front: Min. 6.0 m Rear: Min. 6.0 m Interior Side: Min. 1.2 m Exterior Side: Min. 3.0 m		None
Height:	Max. 2 ½ storeys (9.0 m pitched roof or 7.5 m flat roof)		Max. 2 ½ storeys (9.0 m pitched roof or 7.5 m flat roof)		None
Private Outdoor Space:	Min. 20.0 m^2		Min. 20.0 m^2		None

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

City of Richmond Policy Manual

Page 1 of 2	Adopted by Council: February 19, 1990 Amended by Council: November 18, 1991 Amended by Council: October 16, 2006	**POLICY 5434**
File Ref:	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6	

POLICY 5434:

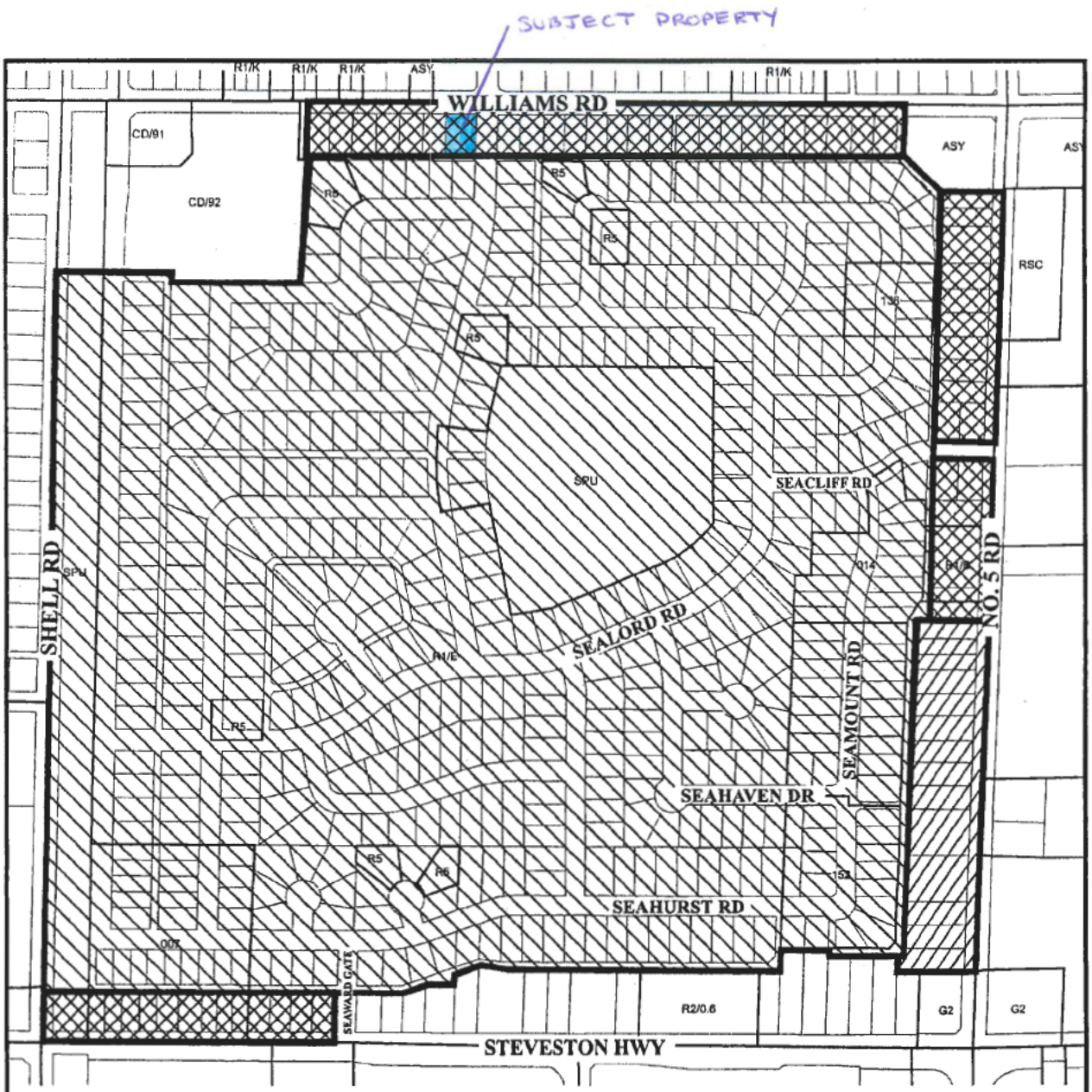
The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:

    a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.

    b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.

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



Subdivision permitted as per **R1/E** (18 m wide lots)

Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development is permitted.

Subdivision permitted as per **R1/B**

Policy 5434
Section 36-4-6

Adopted Date: 02/19/1990

Amended Date: 11/18/1991
10/16/2006

Tree Retention Plan - 10011 Seacote Rd.

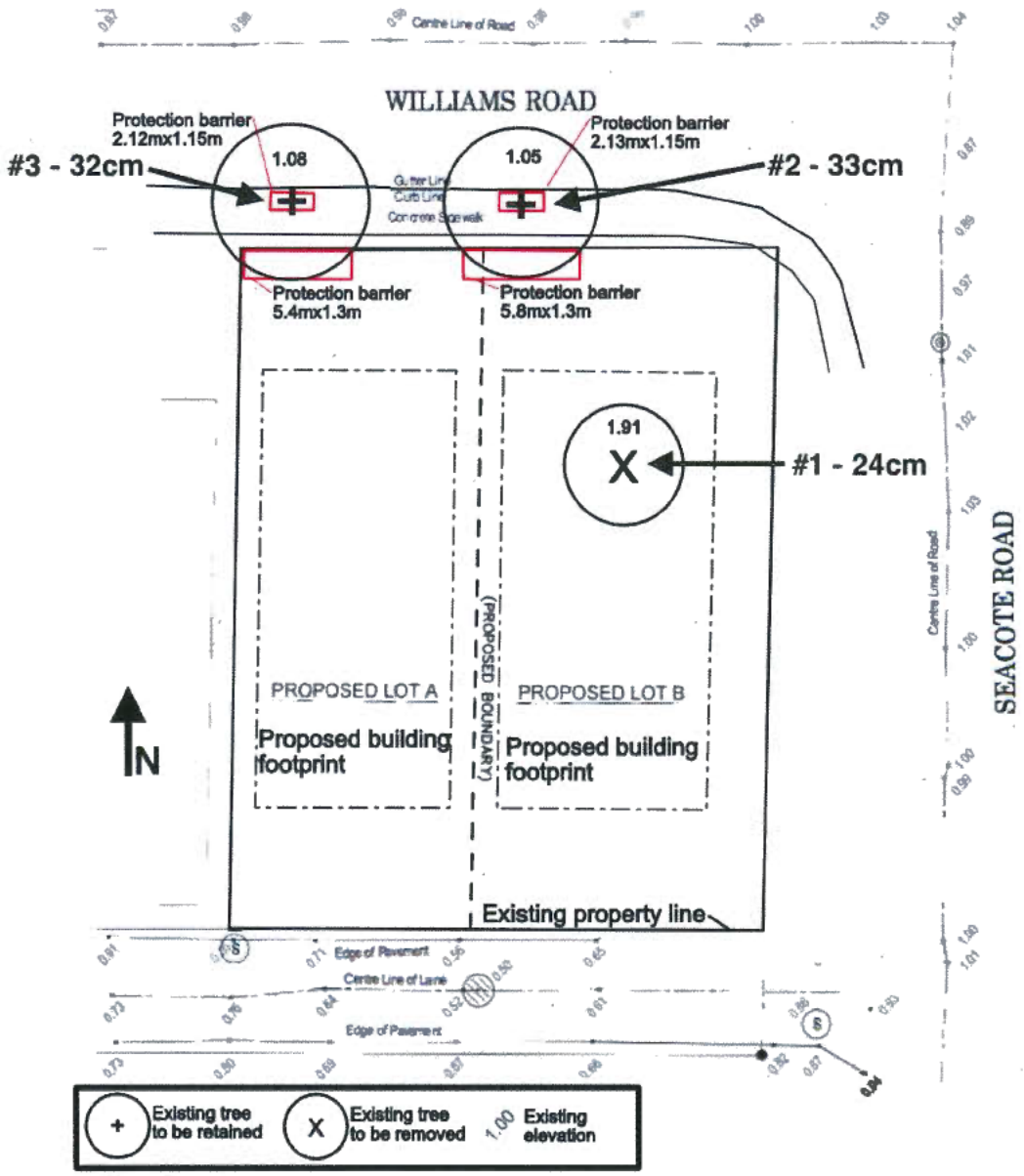
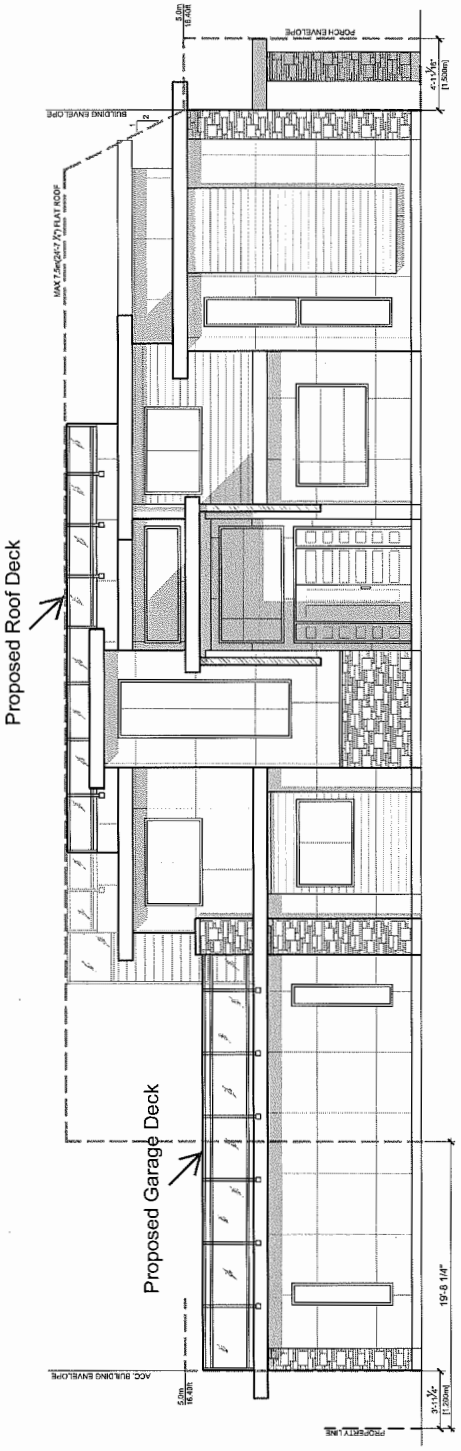


Table of Trees				
Tree #	Common Name	Botanical Name	DBH (cm)	Crown Spread (m)
1	Weeping cherry	*Prunus pendula*	24	5.8
2*	Sweetgum	*Liquidambar styraciflua*	33	7.6
3*	Sweetgum	*Liquidambar styraciflua*	32	7.8

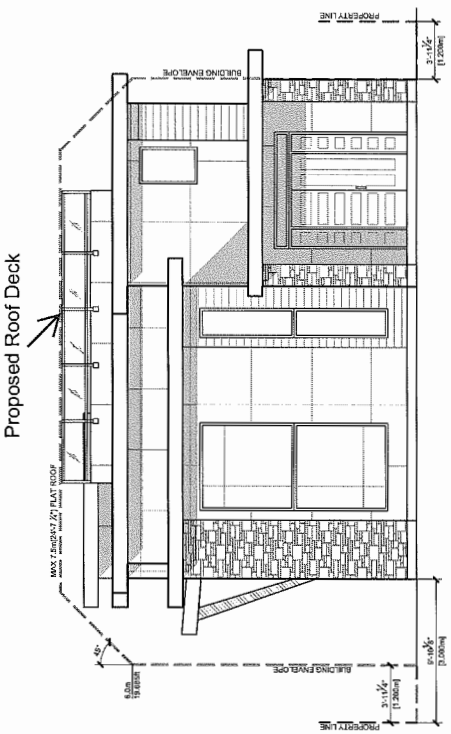
* *Trees on City property*

Original Date: July 8, 2017
Amended Date: October 2, 2017

Suitable Replacement Trees	
Common Name	Botanical Name
Vine maple	*Acer circinatum*
Douglas Maple	*Acer glabrum* var douglasii
Paperbark Maple	*Acer griseum*
Japanese Maple	*Acer palmatum*
Eastern Redbud	*Cercis canadensis*
Golden Chain Tree	*Laburnum watereri* 'Vossi
Sourwood	*Oxydendrum arboreum*
Japanese Stewartia	*Stewartia pseudocamellia*
Purple Dawyck Beech	*Fagus sylvatica* 'Dawyckii Purple'
Dawyck Beech	*Fagus sylvatica* 'Dawyckii'



Flanking (East) Side View Elevation
Scale 1/4" = 1'-0"
Seacole Road



Front (North) View Elevation
Scale 1/4" = 1'-0"
Williams Road

City of Richmond

Rezoning Considerations

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

Address: 10011 Seacote Road **File No.:** RZ 17-778570

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9788, the developer is required to complete the following:

1. Road dedication of 4 m by 4 m corner cut at the northeast corner of the subject site.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including $2,500 for the five replacement trees, all hard and soft materials, installation and a 10% contingency. The Landscape Plan should:
   - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
   - Include a mix of coniferous and deciduous trees.
   - Include low fencing outside of the rear yard (max 1.2 m).
   - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
   - Include the five required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
5	6 cm		3.5 m

   If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of $500/tree to the City's Tree Compensation Fund for off-site planting is required.
3. Submission 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 retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of $6,750 for the two City-owned trees to be retained (tag# 2 & 3).
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title, ensuring that the Building Permit application and ensuing development of the corner lot is generally consistent with the submitted conceptual plans, to the satisfaction of the Director of Development.
7. Registration of a legal agreement on Title; to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots; to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

At Demolition Permit* stage, the developer must complete the following requirements:

1. Installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At Subdivision* stage, the developer is required to complete the following:

1. Payment of the current year's taxes, Development Cost Charges (City and Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements.

Initial: _____

2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure and frontage improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 528.0 L/s of water available at 20 psi residual at the hydrant located at the north east corner of 11360 Williams Road and 409.0 L/s of water available at 20 psi residual at the frontage of Seacote Road. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
  - Retain the existing 25 mm water service connection at the Seacote Road frontage of the lot.
- At the Developer's cost, the City will:
  - Install a new water service connection off of the existing 300 mm PVC watermain on Williams Road; complete with water meter, to service the west lot.

Storm Sewer Works:

- At the Developer's cost, the Developer is required to:
  - Check the existing storm service connection located in the middle of the subject site along Williams Road (STCN28308). Confirm the material and condition of the inspection chamber and pipe. If deemed acceptable by the City, the existing service connection may be retained and upgraded to service both lots with a new IC & dual service leads. In the case that the service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
  - Cut and cap the existing storm service connection located in the middle of the subject site along Williams Road (STCN28308) at a distance slightly closer to the property line to avoid potential conflict with a City tree.
  - Install a new storm service connection at the adjoining property line of the two newly created lots; complete with inspection chamber, off of the existing storm sewer along Williams Road. If installation of a new storm service connection is required, please note that arborist's recommendations & review is required for the works within the drip line of the existing tree.
  - Cut, cap, and remove the existing storm service connections and inspection chambers (STCN12503 & STCN28307) at the subject site.

Sanitary Sewer Works:

- At the Developer's cost, the Developer is required to:
  - Check the existing sanitary service connections at the south west corner of the subject site (SCON3354). Confirm the material and condition of the inspection chamber and pipe. If deemed acceptable by the City, the existing service connection may be retained. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City; at the Developer's cost, as described below.
- At the Developer's cost, the City will:
  - Replace the existing sanitary service connection at the southwest corner of the subject site (SCON3354) if required.
  - Install a new sanitary service connection off of the existing manhole SMH725 along the north property line.

Frontage Improvements:

- The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located on-site.
  - Complete other frontage improvements as per Transportation's requirements, which include, but are not limited to, the following:
    - Vehicular access to be restricted to the rear lane.
    - Removal of existing driveway off Seacote Road.

Initial: _____

- Seacote Road: Along the entire frontage, using the existing curb/gutter along the east side, widen the road to include a 11.2 m pavement width, 0.15 m wide curb/gutter, 1.85 m wide treed/grassed boulevard (but can be reduced to 1.5 m when there is a constraint), and a 1.5 m wide sidewalk.
- Williams Road: Repair any damaged/uneven sidewalk panels as necessary.
- Lane: along the entire south property line, upgrade existing lane to include (from north to south) approximately 0.6 m wide lighting strip, 0.15 m wide roll-over curb, 5.1 m wide driving surface, and a 0.15 m wide roll-over curb.
- Ensure on-site parking meets the Zoning Bylaw requirements.

General Items:

- The Developer is required to:
  - Enter into, if required, 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, 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.
  - Not encroach into the existing SRW with proposed trees, non-removable fencing, or other non-removable structures.
  - Pay, in keeping with the Cost Recovery Bylaw No. 8752, a $41,828.15 contribution prior to the approval of the subdivision.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. 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 Department 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.

Initial: _____

- 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 copy on file]

Signed

Date

City of Richmond

Bylaw 9788

Richmond Zoning Bylaw 8500
Amendment Bylaw 9788 (RZ 17-778570)
10011 Seacote Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)".**

   P.I.D. 009-228-535
   Lot 12 Section 36 Block 4 North Range 6 West New Westminster District Plan 23314

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9788".**

FIRST READING	NOV 27 2017
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor
BK

MAYOR

CORPORATE OFFICER

City of Richmond

Report to Committee

Planning and Development Division

To:	Planning Committee	**Date:**	November 16, 2017
From:	Wayne Craig Director, Development	**File:**	RZ 17-784468
Re:	**Application by Raj Dhaliwal for Rezoning at 10460 Williams Road from "Single Detached (RS1/E)" Zone to "Compact Single Detached (RC2)" Zone**		

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9789, for the rezoning of 10460 Williams Road from "Single Detached (RS1/E)" zone to "Compact Single Detached (RC2)" zone, be introduced and given first reading.

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

JR:blg
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Affordable Housing	☑	

Staff Report

Origin

Raj Dhaliwal has applied to the City of Richmond for permission to rezone 10460 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from the rear lane (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing single-family dwelling on the property, which would be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North, across Williams Road: Single-family dwellings on compact lots zoned "Compact Single Detached (RC1)" and "Single Detached Convertible Accessible (ZS4) – Steveston and Shellmont"," with vehicle access from a rear lane.
- To the South, across the rear lane: Single-family dwellings on lots zoned "Single Detached with Granny Flat or Coach House – Edgemere (RE1)", with vehicle access from Aintree Crescent.
- To the East: A single-family dwelling on a compact lot zoned "Compact Single Detached (RC2)", with vehicle access from a rear lane.
- To the West: A single-family dwelling on a lot zoned "Single Detached (RS1/E)", with vehicle access from a rear lane.

Related Policies & Studies

Official Community Plan/Shellmont Area Plan

The subject property is located in the Shellmont planning area, and is designated "Neighbourhood Residential" in the Official Community Plan (OCP) (Attachment 4). The proposed rezoning and subdivision are consistent with this designation.

Arterial Road Policy

The subject property is designated "Arterial Road Compact Lot Single Detached" on the Arterial Road Housing Development Map. The Arterial Road Land Use Policy requires all compact lot developments to be accessed from the rear lane only. The proposed rezoning and ensuing development are consistent with this Policy.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the OCP's Arterial Road Policy and include any required replacement trees identified as a condition of rezoning.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5443

The subject property is located in the area governed by Single-Family Lot Size Policy 5443, which was adopted by Council on December 17, 1990, and subsequently amended on December 18, 2006 (Attachment 5). The subject property is permitted to subdivide as per the "Compact Single Detached (RC2)" zone, provided that vehicle access is from the rear lane only. The proposed rezoning and subdivision are consistent with this Policy.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Transportation and Site Access

Residential Lot (Vehicular) Access Regulation Bylaw No. 7222 restricts vehicle access to properties on designated arterial roads to the rear lane only. Vehicle access is proposed from the rear lane via separate driveways to each new lot, consistent with this Bylaw.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 10 bylaw-sized trees on the subject property and three street trees on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- 10 trees located on the subject property (Tag # 594, 595, 596, 597, 598, 599, 600, 601, 602, and 603) exhibit structural defects, poor health, and restricted root plates. As a result, these trees are not good candidates for retention and should be replaced. These trees should be removed and replaced.
- Two trees located on the subject property (untagged) are not bylaw-sized, but were replacement trees planted under the condition of Tree Removal Permit 14-653777. These trees are in good condition, but will be impacted by significant grade changes due to the Flood Construction Level requirements. These trees should be removed and replaced.
- Replacement trees should be specified at 2:1 ratio as per the OCP; for a total of 24 replacement trees.

The City Parks Department has assessed the condition of the three trees located in the City-owned boulevard (untagged). The trees are in good condition and will be protected.

Tree Replacement

The applicant wishes to remove 12 on-site trees (Trees # 594-603, and two untagged trees). The 2:1 replacement ratio would require a total of 24 replacement trees. Based on the size and configuration of he [proposed lots, the applicant has agreed to plant three trees on each lot proposed, for a total of six trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
2	10 cm	5.5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute $9,000 to the City's Tree Compensation Fund in lieu of the remaining 18 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

Three trees in the City-owned boulevard are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- Prior to final adoption of the rezoning bylaw, submission of a $5,900 Tree Survival Security for the three City-owned trees to be retained.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a secondary suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of $4.00/ft^2 of the total buildable area of the remaining lots; or, where a secondary suite cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of $4.00/ft^2 of the total buildable area of the development.

The applicant has proposed a secondary suite in each of the dwellings to be built on the new lots, for a total of two secondary suites. This is consistent with the Affordable Housing Strategy.

Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the dwelling on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the servicing works described in Attachment 7.

Financial Impact

This rezoning application results in an insignificant Operations Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals).

Conclusion

The purpose of this application is to rezone 10460 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from the rear lane.

This rezoning application is consistent with the land use designations and applicable policies for the subject property contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

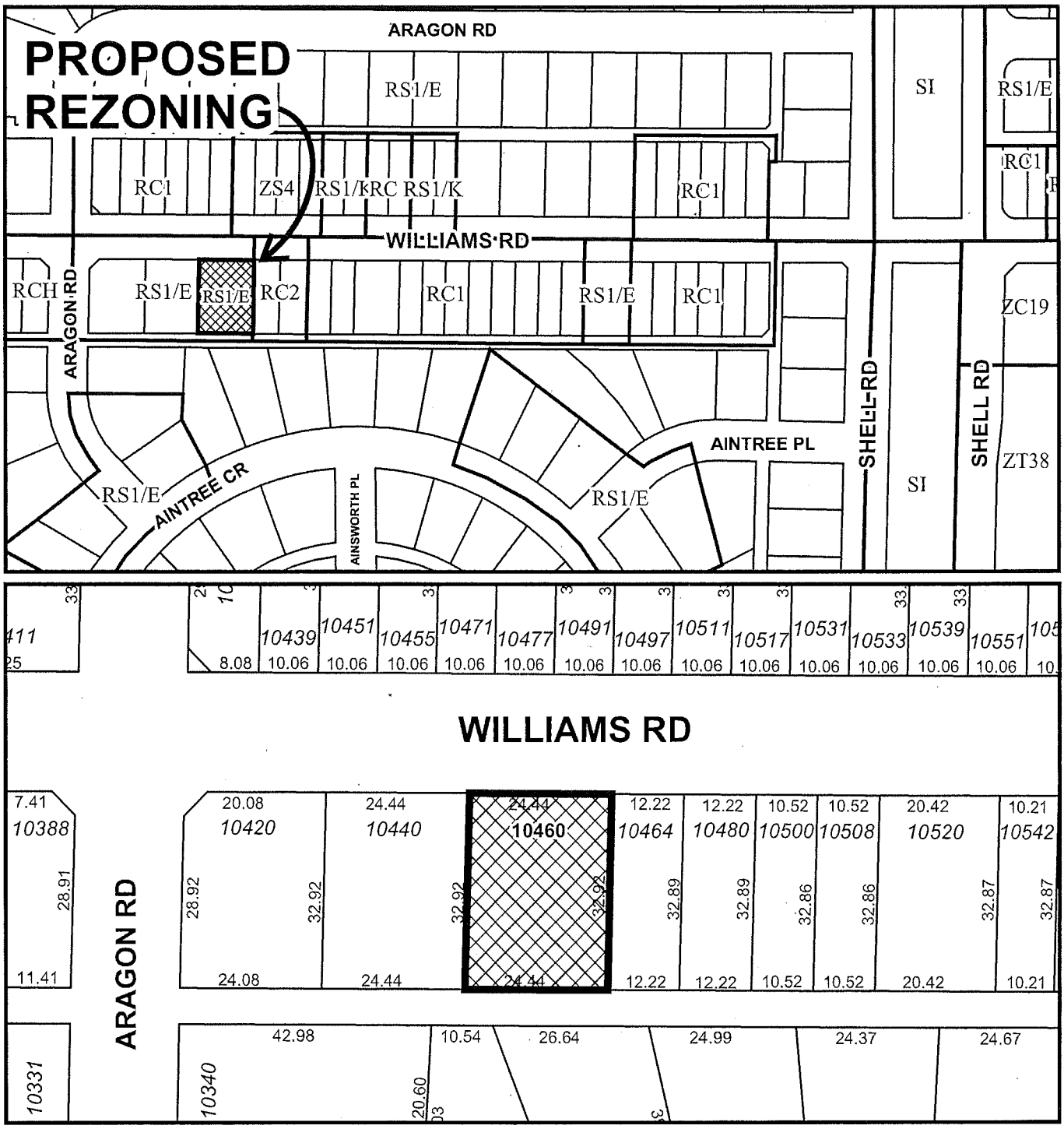
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9789 be introduced and given first reading.

Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

Attachment 1: Location Map and Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Shellmont Area Land Use Map
Attachment 5: Single-Family Lot Size Policy 5443
Attachment 6: Tree Retention Plan
Attachment 7: Rezoning Considerations

City of Richmond



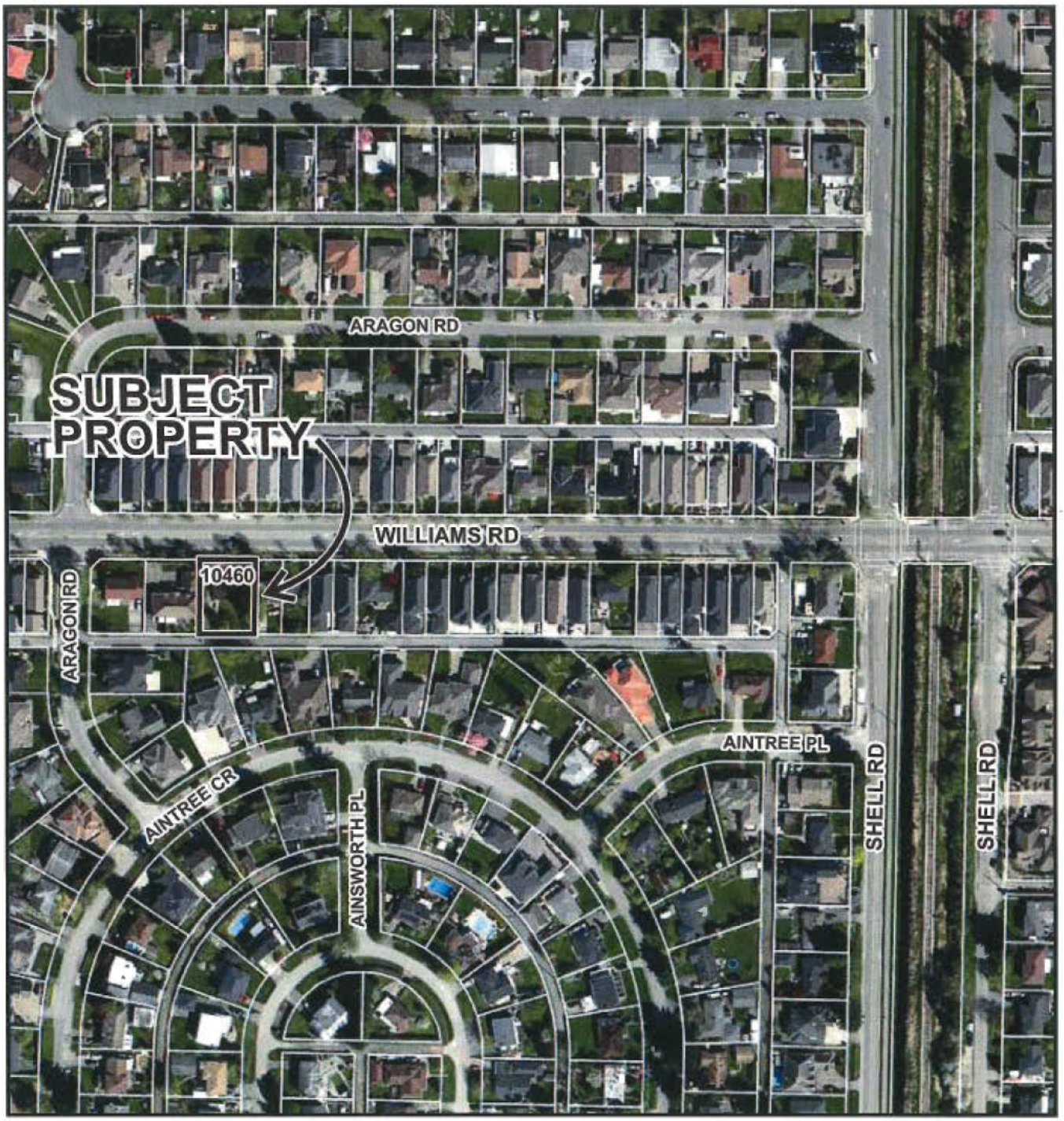
RZ 17-784468

Original Date: 09/12/17

Revision Date: 09/14/17

Note: Dimensions are in METRES

City of
Richmond



RZ 17-784468

Original Date: 09/12/17

Revision Date: 09/14/17

Note: Dimensions are in METRES

SURVEY PLAN OF LOT 19 BLOCK 12 Sec 35 BK4N R6W NWD PLAN 18551

ATTACHMENT 2

=> FOR REZONING PURPOSES

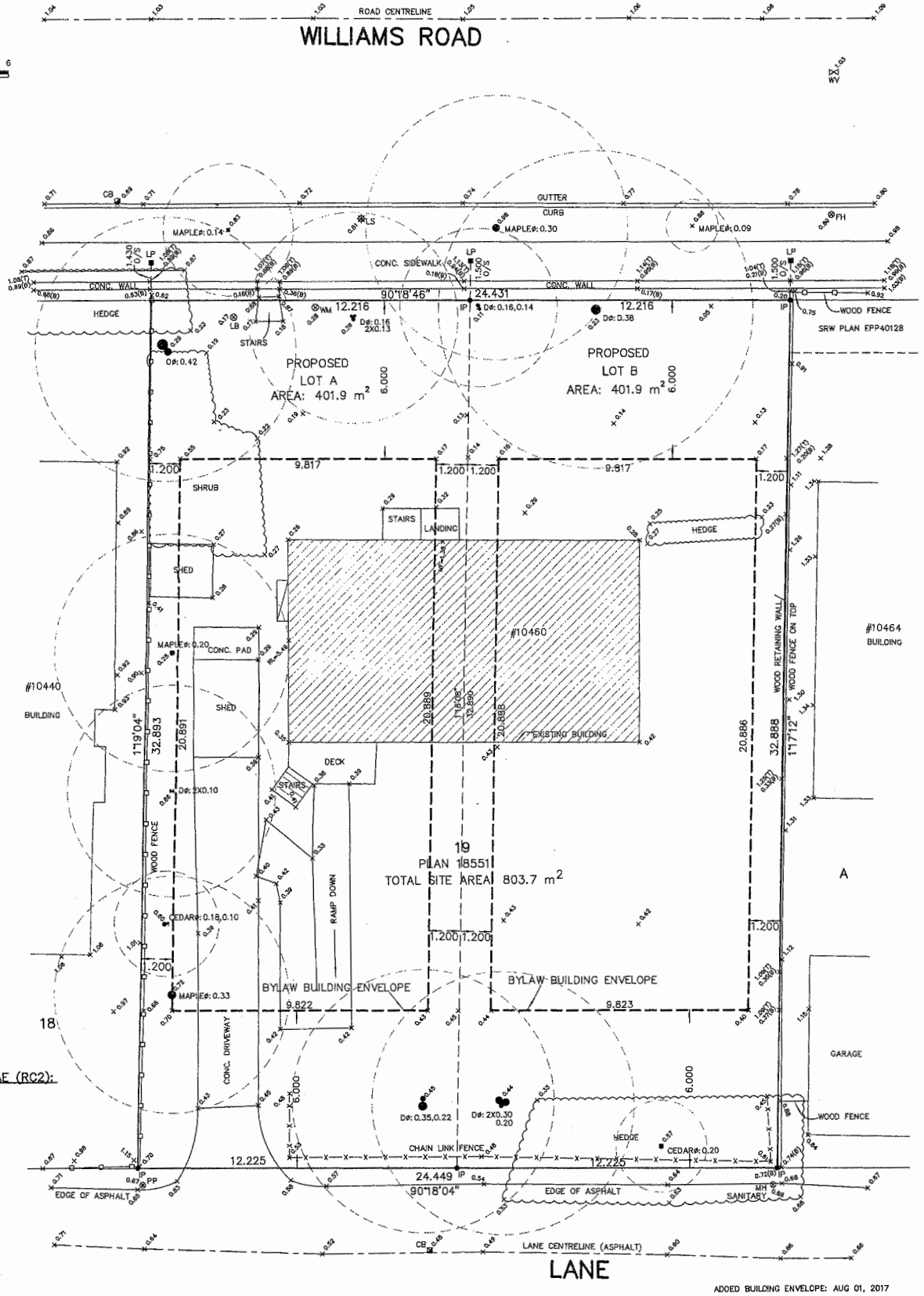
PARCEL IDENTIFIER (PID): 003-590-704

CIVIC ADDRESS
#10460 WILLIAMS ROAD
RICHMOND, BC

SCALE 1:100

2 0 2 4 6

ALL DISTANCES ARE IN METRES



LEGEND

+0.48		INDICATE SPOT ELEVATION
●	IP	INDICATES IRON POST
■	LP	INDICATES LEAD PLUG
◪	CB	INDICATES CATCH BASIN
❋	LS	INDICATES LAMP STANDARD
○	FH	INDICATES FIRE HYDRANT
○	LB	INDICATES LAWN BASIN
○	MH	INDICATES MANHOLE
○	WM	INDICATES WATER METER
◉	PP	INDICATES POWER POLE
⋈	WV	INDICATES WATER VALVE
	CONC.	INDICATES CONCRETE
	ø	INDICATES DIAMETER
	D	INDICATES DECIDUOUS
	MF	INDICATES MAIN FLOOR
	RL	INDICATES ROOF LEVEL
	(T)	INDICATES TOP OF WALL
	(B)	INDICATES BOTTOM OF WALL

BUILDING ENVELOPE FORMULAE (RC2):

FRONT SETBACK = 6.0m
REAR SETBACK = 6.0m
SIDEYARD = 1.2m
(FORMULAE SHOULD BE VERIFIED WITH RICHMOND CITY PLANNING DEPARTMENT.)

© COPYRIGHT

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137
CADFILE: 18489-001-TPG-001.DWG

R-17-18489-TPG

CLIENT REF: NEW VILLA HOLDINGS LTD.

NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #191 (02H2453) LOCATED AT THE RIVERSIDE WAY AND FEATHERSTONE WAY WITH AN ELEVATION OF 1.864 METRES CVD28GVRD GEODETIC DATUM.
- PROPERTY LINE DIMENSIONS ARE BASED ON LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.
- ALL TREES AND STUMPS HAVE BEEN PLOTTED AS REQUIRED BY CITY OF RICHMOND BYLAW No.8057
- BUILDING MEASUREMENTS ARE TAKEN TO OUTSIDE FACE OF WALLS.

ADDED BUILDING ENVELOPE: AUG 01, 2017
DATE OF SURVEY: JUNE 20, 2017

" SEALED "

WILLIAM P. WONG
BC LAND SURVEYOR (#697)

"THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED."

City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 17-784468 **Attachment 3**

Address: 10460 Williams Road

Applicant: Raj Dhaliwal

Planning Area(s): Shellmont

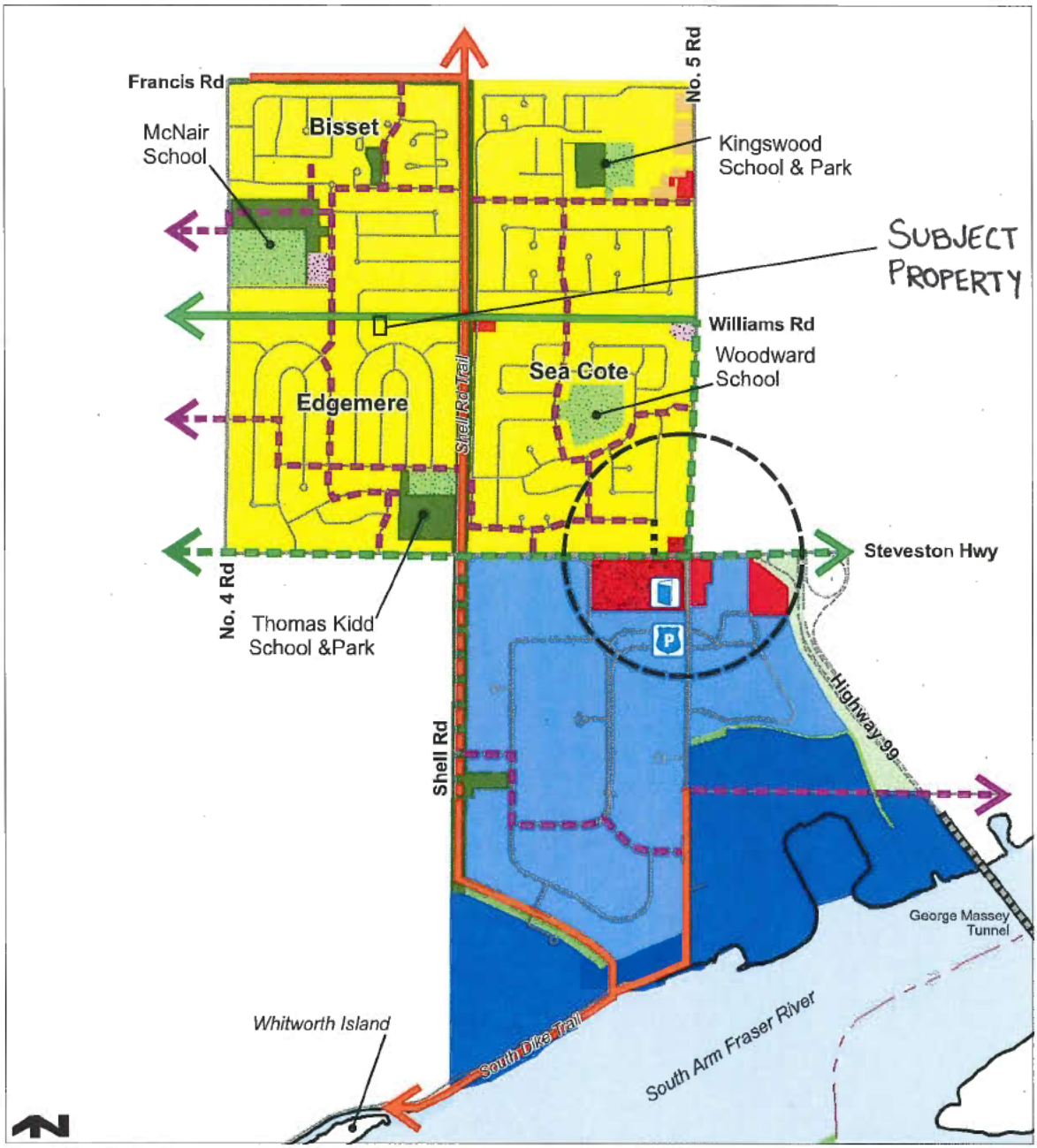
	Existing	Proposed
Owner:	Balraj Singh Dhaliwal	To be determined
Site Size (m^2):	803.8 m^2	Two lots, each 401.9 m^2
Land Uses:	One single-family dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Compact Single Detached (RC2)	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	Arterial Road Compact Single Detached	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2	Max. 0.60 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2	none permitted
Buildable Floor Area (m^2):*	Max. 241.1 m^2 (2,595.6 ft^2)	Max. 241.1 m^2 (2,595.6 ft^2)	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: Max. 50% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	none
Lot Size:	Min. 270.0 m^2	401.9 m^2	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Width: 12.23 m Depth: 32.89 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

8. Shellmont


Francis Rd
No. 5 Rd
Bisset
McNair School
Kingswood School & Park
SUBJECT PROPERTY
Williams Rd
Woodward School
Sea Cote
Edgemere
Shell Rd Trail
Steveston Hwy
No. 4 Rd
Thomas Kidd School &Park
Shell Rd
Highway 99
George Massey Tunnel
Whitworth Island
South Dike Trail
South Arm Fraser River
Agriculture
Apartment Residential
Commercial
Community Institutional
Conservation Area
Industrial
Mixed Employment
Neighbourhood Residential
Neighbourhood Service Centre
Park
School
Ironwood Neighbourhood Centre (future)
Ironwod Library
Police Main Detachment
Existing Major Street Bike Route
Future Major Street Bike Route
Existing Greenway/Trail
Future Greenway/Trail
Existing Neighbourhood Link - enhanced
Future Neighbourhood Link - unenhanced
Future Neighbourhood Link

City of Richmond Policy Manual

Page 1 of 2	Adopted by Council: December 17, 1990 Amended by Council: December 18, 2006	**POLICY 5443**
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 35-4-6	

POLICY 5443:

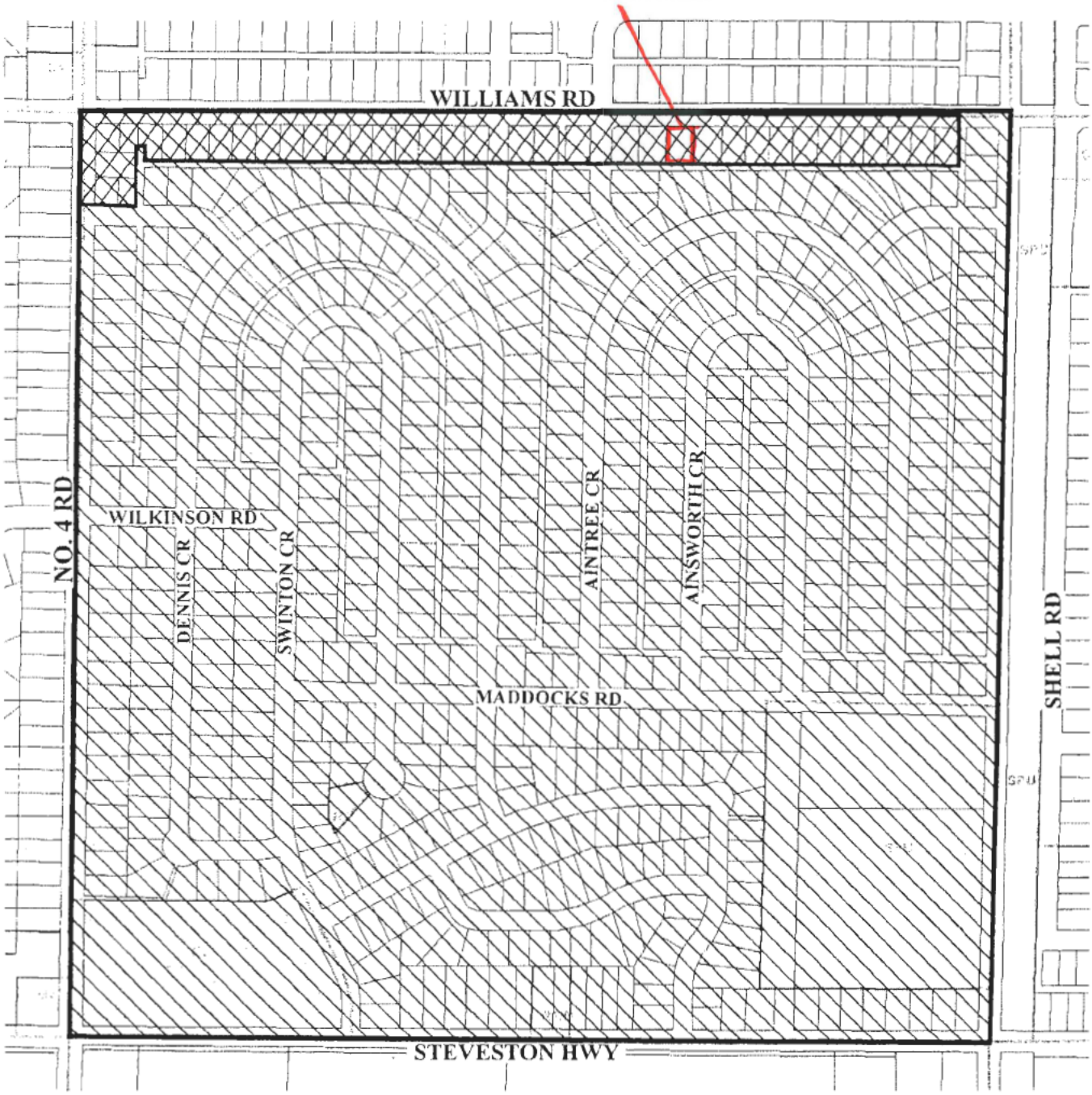
The following policy establishes lot sizes in Section 35-4-6 located in the area bounded by **Steveston Highway, Shell Road, No. 4 Road and Williams Road**:

1. That properties within the area bounded by Steveston Highway, Shell Road, No. 4 Road and Williams Road, in Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) as per Zoning and Development Bylaw 5300, with the exception that:

   a) Properties fronting on Williams Road from No. 4 Road to Shell Road and properties fronting on No. 4 Road from Williams Road to Dennis Place, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R9) provided that vehicle accesses are to the existing rear laneway only.

2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, except as per the amending procedures contained in the Zoning and Development Bylaw 5300.

SUBJECT PROPERTY



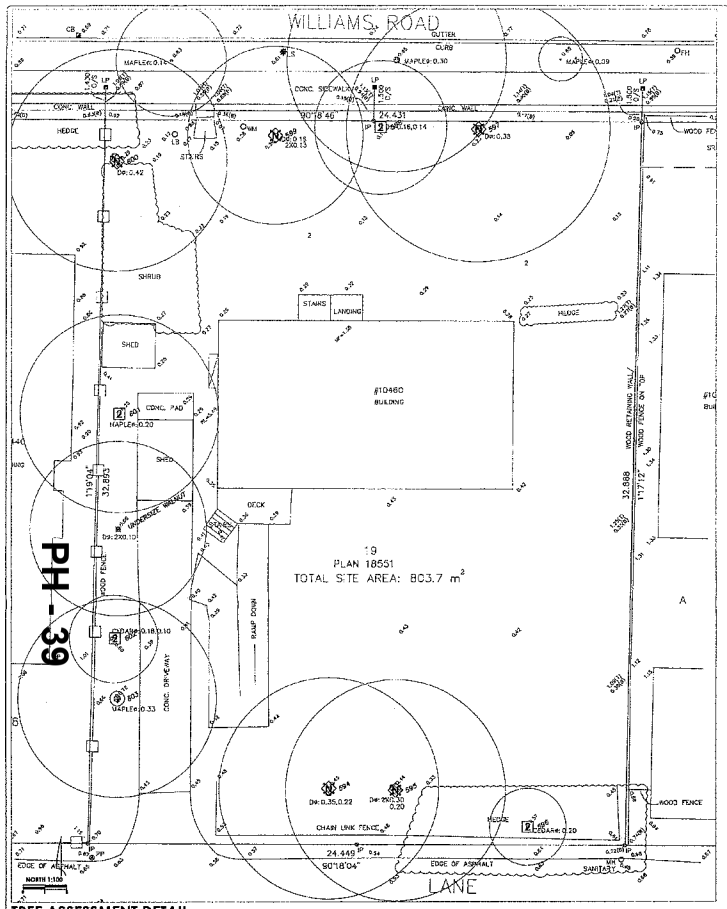
Subdivision permitted as per **R1/E**.

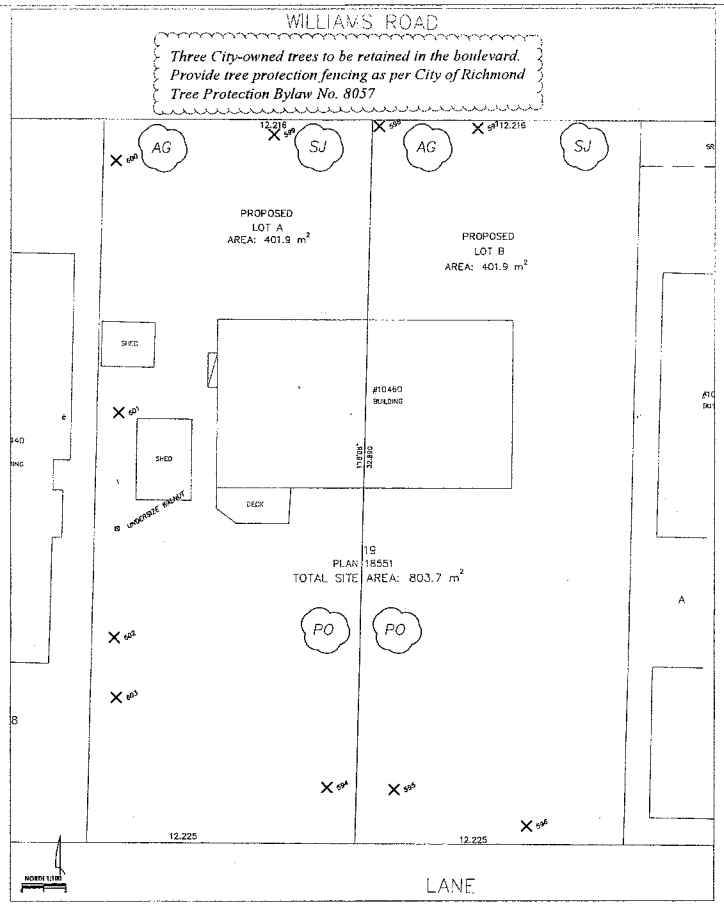
Subdivision permitted as per R1-0.6 or R9 provided that access is to a constructed lane and not to the arterial road.

Policy 5443
Section 35, 4-6

Adopted Date: 12/17/90

Amended Date: 12/18/06





PH - 39

TREE ASSESSMENT DETAIL

LEGEND-TREE ASSESSMENT AND VIABILITY:

- (1) denotes PRIORITY 1 tree RETAINED for preservation (protective fencing) (see recommendations)
- (2) denotes PRIORITY 2 tree MARGINAL for preservation (condition considered subject to comments in tree surveillance)
- denotes PRIORITY 3D, tree in UNDESIRABLE CONDITION (not viable for retention)
- denotes UNDESIRABLE TREE and is exempt from permitting (noxious or invasive species)
- denotes OFF-SITE tree (neighbour protection or approved from city/owner before removing)
- denotes OPTIMAL TPZ PROTECTION SETBACK (for planning based design considerations)
- denotes a TREE DRIP LINE/CK (for reference only - not a specification)

TREE INVENTORY - SEE FULL DETAILS IN ARBORIST REPORT

Tag #	Dbh	Tree Type	Ht	Spr	Loc	Viab	Priority	Action
594	40,26	European birch	18	5	ON	U	NIL	REMOVE
595	23,32,34	European birch	7	4	ON	U	NIL	REMOVE
596	12 to 26	Western redcedar	7	4	ON	M	2	REMOVE
597	37	Purple plum	10	6	ON	U	NIL	REMOVE
598	18,16	Mountainash	10	3	ON	M	2	REMOVE
599	15,16	Cherry	4	5	ON	U	NIL	REMOVE
600	50,40	European birch	20	5	ON	U	NIL	REMOVE
601	20	Norway maple	15	4	ON	M	2	REMOVE
602	17,10	Western redcedar	10		ON	M	2	REMOVE
603	35	Norway maple	20	5	ON	S	1	REMOVE

TREE MANAGEMENT DETAIL

LEGEND-TREE MANAGEMENT FOR PROJECT:

- denotes TREE RETAINED as IN REFERENCE (see tree inventory and arborist list)
- denotes EXTENDED tree (protection measures required)
- denotes REMOVAL tree (permit required)
- denotes REMOVAL tree for WORK WITHIN RPZ (as per or required in permit)
- denotes OFF-SITE tree (required protection as approved from city/owner before removing)

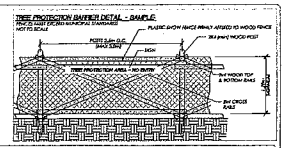
LEGEND-REPLACEMENT TREE PLANTING:

- denotes REPLACEMENT TREE type, size to be specified by an arborist to be planted to current BCSLA/BCNTA standards.

LEGEND-TREE PROTECTION:

- denotes CRITICAL PROTECTION ZONE = CPZ (Exclusion zone - no entry or encroachment of buildings or vehicles 1.8m alloy)
- denotes ROOT PROTECTION ZONE - RPZ (Tree fencing minimum required for 'No Encroachment' activities)
- denotes WORKING SPACE SETBACK DISTANCE (or 1.2m offset from RPZ as per specified unless MARKED/CK WISE AGREED location coordination and onsite supervision by the Project Arborist)
- denotes OPTIMAL BARRIER ALIGNMENT to be staked and certified specified works are completed (subject to arborist supervision)
- denotes TYPICAL MEASURED required setback to property supervision and as noted and detailed herein and in arborist report

Note: limit of tree protection at footprint are measured from the centre of trunk

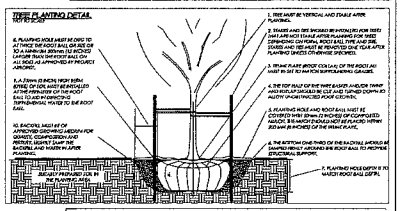


TREE PROTECTION ZONE RESTRICTIONS

Trees that are specified to be retained must be protected from damage during all phases of development and work on the site. Any access or construction related work within the RPZ (CPZ, RPZ used for TPZ) requires arborist approval, guidance and on-site direction or supervision by the project arborist. General restrictions in the RPZ are as follows:

- No soil disturbance, grade changes, excavation, trenching or other work including but not limited to: stockpiling, storage of any materials, dumping, placement of any portable or temporary buildings/structures, etc.;
- No passage or operation of machinery, trucks, vehicles or equipment (including wheel trucks machines, skid steers, IPA, etc.), except on approved and direction by the project arborist, and subject to special measures;
- No removal of soil, sand, gravel, mature vegetation materials, rock materials, etc.;
- No placement of roofing of concrete, stones, gravel, paint, or other particularly harmful materials;
- No cutting of roots, branches or trunks;
- No attachment, signs, posters or any other device to any tree;
- No release of nothing of other soil sites, material or equipment and directed by the project arborist, and performed by a qualified tree service firm employing ISA Certified Arborist and working to ANSI A300 and ANSI Z133 Standards.

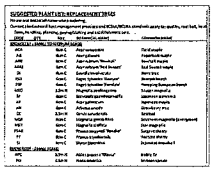
For construction activities, such as but not limited to: trenching or excavating, shoring, digging pile/tie holes, placing grading medium, installing irrigation to conduit, etc., consult an approved and directed by the project arborist.



TREE PLANTING STANDARDS:

1. CONFORMING STANDARD
   The planting equipment is considered unfamiliar at replacement tree planting recommendations in contrast to municipal requirements. Selection of species and the sizing of trees must conform to the municipal standards.
2. SIZING
   Additionally, new trees should be planted at least 7.0 m from one property line and at least 3.0 m from any roads, lanes, catch basins, driveways, or underground structures, and at a minimum setback distance as follows: tall to be mid-size category, 4.0m for medium sized trees and 6.0 m for large category trees.
3. SITE PREPARATION
   Once backfilled trees or construction plan the subsoil and pounding will be guided by the planting that may be damaged such that the soils are evenly compacted, poorly drained, and/or of inferior consistency from the site preparation and construction activities. Where needs, soils will be amended and consolidated, and/or as deep turned and loosening well with suitable growing medium to at least 450mm depth within a volume wider of the planting site for each tree will be required.
4. PLANTING
   Replacement trees are to conform to Current BC Landscape Standards as published and restricted from time to time by BCSLA/BCNTA in regards to specifications for quality, selection, site preparation, handling, planting methods, staking and establishment maintenance.
5. ACCLIMATION
   Where trees analyze are for consideration only, if alternate species are planned by the owner, the species must conform to the municipal standards, and require owners to a comparative size and form of the tree species that was originally specified for that location (ie. small, medium or large at maturity and/or crown spread, presence of overhead lines) considering context.
6. LANDSCAPE IMPACT MITIGATION
   The planting of a surrounding the base of planted trees is ideally flattened as a planting bed with plants and/or landscape ground cover. Trees in lawn areas should be provided with a minimum 1.0 m radius mulch ring. Trees in planting beds should be provided with a mulch circle of at least 1.0 m radius around each tree base and finished with a 75 mm depth (3 inches) depth of composted bark mulch. Hand weeding is favoured over using tillers and mowers due to the potential for these mechanized devices to damage the trunk and roots of the new tree.
7. WATERING
   Hot and dry (peaks) and heat (drought) conditions will not require permanent irrigation after establishment. However, interim watering of the new trees will be required for at least one growing season after planting. This should be completed by hand watering (from an onsite hose bib) or by a truck delivery watering bag device, or a temporary irrigation system. The watering schedule should be adapted to suit the weather conditions as they change, and in response to monitoring the root zone soil moisture. On an occasional basis, we recommend watering intervals as follows:
   - Establishment to June 30: Once per week (may reduce to once every 2 weeks in sustained rainy-period conditions)
   - July 1 to Aug 30: Once per week (may increase to twice per week in drought conditions)
   - Sep 1 to Aug 30: Rarely (see above)

   Based on the above, we normally expect approximately 20 to 30 watering events to be required during an average growing season.
8. PRUNING
   Trees are to be retained as per BC Landscape Standards and/or as directed by the project arborist.
   All dead and wilted hardwood must be removed prior to one year establishment period, unless otherwise required for a longer term as stipulated by the project arborist.
9. MAINTENANCE
   Maintenance during the establishment period, and all future tree maintenance for the life of tree, should include a review of structural pruning requirements when the tree first owns. The tree should not be topped or heading back in any pruning event. All pruning cuts should be made at proper subordinate of branches. It is recommended that any assessment or treatment of trees be undertaken by a tree Service Contractor employing qualified ISA Certified Arborist, with compliance to ANSI A300 Pruning Standards.



SUGGESTED PLANT LIST/REPLACEMENT TREES

ACR	Acer	Red maple	
ACR	Acer	Red Queen	Upright red maple
ACRR	Acer	Autumn Blaze	Red fall maple
ACRR	Acer	Autumn Red Sunset	Red fall maple
ACRR	Acer	Bowhall	Narrow red
ACRR	Acer	Sunset Glowing Sunset	Narrow red
ACRR	Acer	Sunset Glowing Sunset	Narrow red
CEM	Cercis	Magnetic Magenta Bud	Purple leaf redbud
CEM	Cercis	Magnetic Merlot Bud	Purple leaf redbud
CP	Crataegus	Crimson Cloud	Hawthorn
CP	Crataegus	Paul's Scarlet	Hawthorn
CP	Crataegus	Winter King	Hawthorn
CRA	Crataegus	Autumn Glory	Hawthorn
CRA	Crataegus	Autumn Glory	Hawthorn
CRA	Crataegus	Autumn Glory

City of Richmond

Rezoning Considerations

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

Address: 10460 Williams Road **File No.:** RZ 17-784468

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9789, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
   - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
   - Include a mix of coniferous and deciduous trees.
   - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
   - Include the six required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
4	11 cm	6 m
2	10 cm	5.5 m

2. City acceptance of the developer's offer to voluntarily contribute $9,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission 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 retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of $5,600 for the three City-owned trees to be retained.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

1. Installation of 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.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. 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 Department at 604-276-4285.

Initial: _____

At Subdivision* stage, the developer must complete the following requirements:

1. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 544.0 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City is to:
  - Install 2 new water service connections to serve the proposed development, complete with meters and meter boxes.
  - Cut and cap, at main, the existing water service connection serving the development site.

Storm Sewer Works:

- The Developer is required to:
  - Video inspect the existing storm service connections and inspection chambers to confirm condition and adequate capacity to serve the proposed development per City specifications. If a connection is acceptable to the City, that connection may be retained. If a connection is not acceptable to the City, the service connection and inspection chamber shall be replaced by the City at the Developer's cost, as described below.
  - If the storm connection(s) are in a condition to be reused, provide minimum 2.0 m (N-S) x 1.5 m (E-W) right-of-way(s) centered on the existing inspection chamber(s) to be retained that are located within the development site.
- At Developer's cost, the City is to:
  - If one or more storm connection is not in a condition to be reused, replace that connection with a new service connection and inspection chamber. Reconnect service to 10440 Williams Road.

Sanitary Sewer Works:

- The Developer is required to:
  - Not start on-site excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
- At Developer's cost, the City is to:
  - Cut and cap, at inspection chamber, the existing sanitary service connection at the southeast property line.
  - Install a new sanitary service connection complete with inspection chamber and dual service laterals at the adjoining property line of the newly subdivided lots.

Frontage Improvements:

- The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers:
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.
  - Pay at the subdivision stage, in keeping with Schedule 4 to the Cost Recovery Bylaw No. 8752, the amount of $28,547.63 for rear lane improvements constructed during a City capital works project in 2012.

Initial: _____

General Items:

- The Developer is required to:
    - Enter into, if required, 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, 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.

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 _____

City of Richmond

Bylaw 9789

Richmond Zoning Bylaw 8500
Amendment Bylaw 9789 (RZ 17-784468)
10460 Williams Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)".**

   P.I.D. 003-590-704
   Lot 19 Block 12 Section 35 Block 4 North Range 6 West New Westminster District
   Plan 18551

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9789".**

FIRST READING	NOV 27 2017
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor
BJC

MAYOR

CORPORATE OFFICER

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	October 15, 2017
From:	John Irving, P.Eng. MPA Director, Engineering	**File:**	10-6125-07-02/2017-Vol 01
Re:	**Electric Vehicle Charging Infrastructure - Requirements for New Developments**		

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 9756, which adds Section 7.15 Electric Vehicle Charging Infrastructure, identified in the report titled "Electric Vehicle Charging Infrastructure – Requirements for New Developments" dated October 15, 2017, from the Director, Engineering, be introduced and given first reading;

2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw No. 9520, which amends Section 8.5 Transportation Capacity and Demand Management and Section 14.2.7.E Electric Vehicle Charging both regarding electric vehicles, identified in the report titled "Electric Vehicle Charging Infrastructure – Requirements for New Developments" dated October 15, 2017, from the Director, Engineering, be introduced and given first reading;

3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw No. 9520, having been considered in conjunction with:

   a. The City's Financial Plan and Capital Program; and

   b. The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

   is hereby found to be consistent with said programs and plans, in accordance with Section 477(3)(a) of the Local Government Act;

4. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw No. 9520, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Law	☑	
Building Approvals	☑	
Development Applications	☑	
Policy Planning	☑	
Transportation	☑	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	**INITIALS:** CJ	**APPROVED BY CAO**

Staff Report

Origin

In January 2017, Council endorsed a stakeholder consultation program to develop electric vehicle charging infrastructure requirements for new private developments. This consultation also included opportunities for input on the City-owned network of public electric vehicle charging stations, and implementing electric vehicle charging infrastructure in existing buildings. A future report to the Public Works and Transportation Committee will address the City-owned network of public electric vehicle charging stations.

This report supports Council's 2014-2018 Term Goal #4 Leadership in Sustainability:

> *Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.*

Analysis

Background

In 2010, Council adopted targets in Richmond's Official Community Plan to reduce community greenhouse gas (GHG) emissions 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050. Transportation accounts for more than half of the greenhouse gas (GHG) emissions in Richmond's Community Energy and Emissions Inventory, with personal transportation accounting for more than 40% of emissions.

Richmond's 2014 Community Energy and Emissions Plan (CEEP) outlines strategies and actions for the City to take to reduce community energy use and GHG emissions, including:

- **Strategy 7:** Promote Low Carbon Personal Vehicles
    - **Action 18:** Set minimum requirements for electric vehicle infrastructure in new developments.

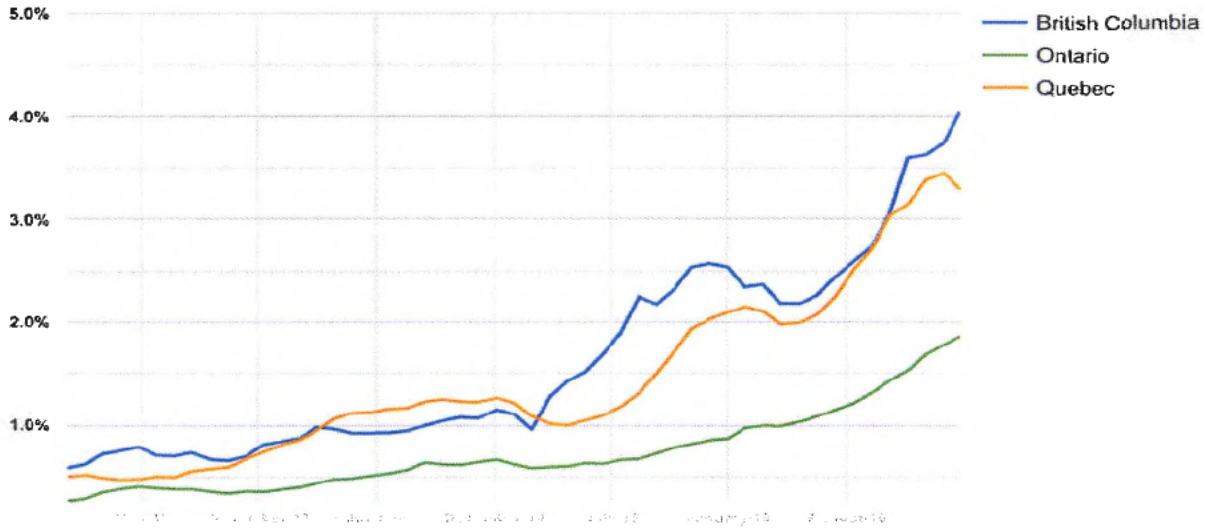
Modeling undertaken as part of the CEEP indicates Richmond's 2050 emissions reduction targets can only be achieved with the near-universal adoption of zero emissions personal vehicles by the 2040s, in addition to increasing transit ridership, walking, bicycling and rolling. The CEEP states that the City will pursue the widespread adoption of low carbon vehicles, in coordination with senior levels of government and industry.

Electric Vehicles (EVs)

Plug-in Electric Vehicles (EVs) include vehicles equipped with a plug and battery that can use electricity for propulsion. EVs realize near-zero GHG and air contaminant emissions when using power from BC's electric grid.

As of June 2017, EVs comprised over 4% of passenger cars sold in BC, and nearly 1.5% of all motor vehicles sold in the province (Figure 1 below). Most EV ownership is currently concentrated in single family and townhome housing with individual garages, as these household currently have more easy access to EV charging. Conversely, EV ownership in multi-family buildings is less common, due to difficulties to date in renovating buildings for access to charging infrastructure.

Figure 1: EVs as percent of passenger car sales in Canadian provinces (excludes SUVs and light duty trucks). Source: FleetCarma.



EVs' market share is growing rapidly as battery and subsequent vehicle costs decline and the number of available EV models increases. A number of analyses, including those by Morgan Stanley, BNP Paribas, Bloomberg New Energy Finance, and others, project that EVs could comprise 50% or more of the new vehicles sold worldwide by 2040, even in the absence of further government action. Many recent analyses note that increasing access to home charging, particularly in multi-family buildings, is key to enabling even greater adoption.

Other factors influencing EV uptake include: EV and battery cost trajectories; the adoption of shared and/or autonomous vehicle services, whose operations favours electrification; oil prices; consumer preferences; the availability of public charging infrastructure; and government policy. Notably, a growing number of countries have announced they will phase out sales of gasoline-only vehicles, including China, England (by 2040), France (by 2040), and Norway (by 2025), and other countries.

Likewise, many vehicle manufacturers made announcements in 2017 regarding their transition away from internal combustion vehicles and towards plug-in EVs: Volvo has committed to all its vehicles being electric or hybrid by 2019; General Motors announced plans to sell 20 models of electric vehicles by 2023 and states the company "believes the future is all electric"; Ford has committed to selling 13 new EV models by 2022; BMW will offer 25 EV models by 2025; Lincoln, Mazda and Volkswagen will offer EV versions for all their vehicle models by 2022, 2030, and 2030, respectively.

Advances in EV Charging Technologies for Residential Applications

The large majority (over 80%) of EV charging occurs at home, which is typically most convenient as well as lowest cost. As outlined in Attachment 3, there are two levels of charging that are used in home applications: Level 1 (120V – so called "trickle charging") and Level 2 (208V-240V). It is increasingly believed that Level 1 charging is insufficient for the next generation of EVs that feature greater battery capacity, and that Level 2 will be preferable for at home charging applications.

"EV Energy Management Systems" (also known as "smart charging", "power sharing" or "load sharing") refers to a variety of technologies and services that control the rate and timing of EV charging. These technologies allow multiple EVs to charge simultaneously while not exceeding the capacity of an electric circuit, and for charging to occur when power costs less.

EV Energy Management Systems are anticipated to be especially useful for enabling EV charging infrastructure in multi-family buildings. Implementing such technologies in multi-family buildings can significantly reduce the first cost of providing EV charging infrastructure, by reducing the size of building electrical systems that must be installed. These technologies can also ultimately reduce energy costs for users by optimizing the timing of vehicle charging to minimize consumer electrical costs, while still ensuring users receive sufficient charge. Use of EV Energy Management Systems has recently been enabled in the Canadian and BC Electric Codes, and EV charging service providers are active locally providing such systems. Figure 3 below illustrates the estimated average cost per parking stall for new multi-family developments to provide an outlet at each parking stall using two EV Energy Management configurations, versus dedicated circuits.

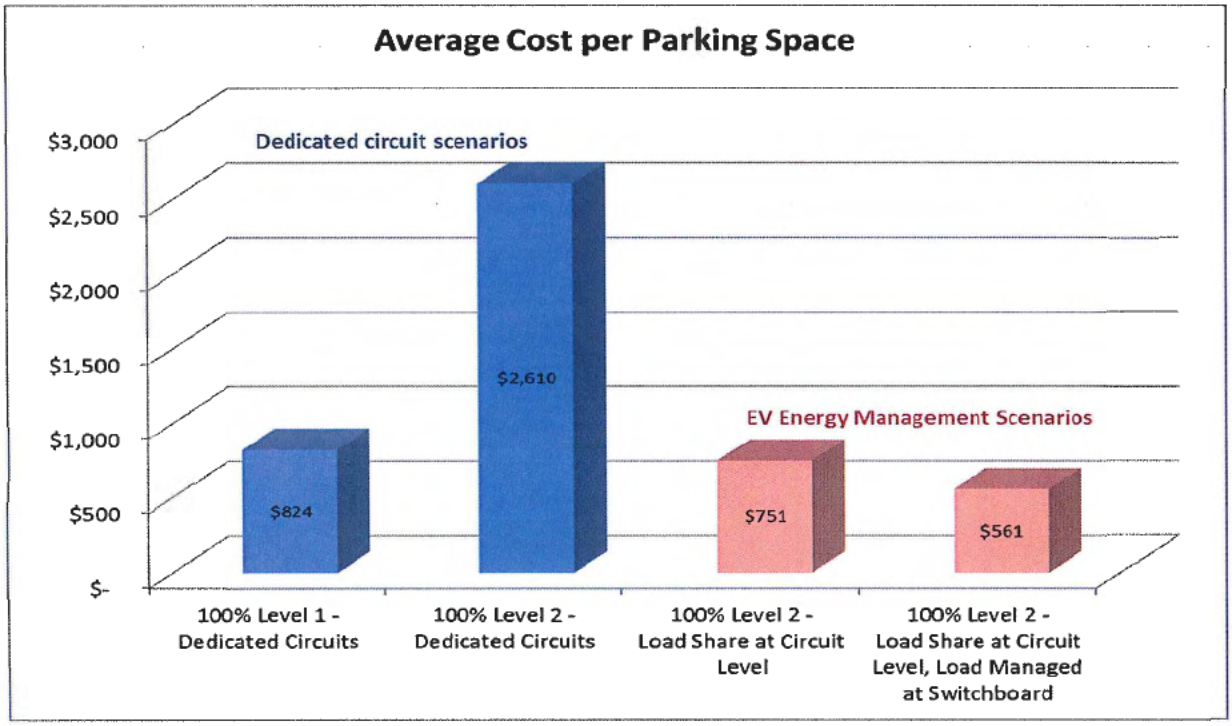


Figure 3: Average cost per parking space for EV charging infrastructure scenarios.

Figure 3 suggests that costs for new developments can be significantly reduced when using EV energy management systems. Indeed, the costs of energizing all residential parking spaces using energy management systems are comparable to energizing just 20% of stalls to Level 2 using dedicated circuits (as has been required in the City of Vancouver since 2011, and the City of North Vancouver as of 2017). Additionally, EV energy management systems with Level 2 charging can provide better quality of charging service than Level 1, at lower cost.

Lastly, EV energy management systems can lower the incremental increase in electrical capacity that new buildings constructed with EV charging infrastructure will feature. This will reduce the likelihood that larger electrical transformers will be required, and the potential for issues with BC Hydro electrical infrastructure impacting the streetscape fronting new developments.

Local Governments' Electric Vehicle Charging Infrastructure Requirements

The City has demonstrated leadership by being one of the first municipalities in the region to establish policy providing for home access to EV charging. Section 8.5.2 d of the 2041 Official Community Plan currently includes this policy for new private multi-family developments to include EV charging infrastructure. This policy specifies that "a minimum of 20% of parking stalls be provided with a 120 volt receptacle [e.g. "Level 1"] to accommodate EV charging equipment [and] ... an additional 25% of parking stalls be constructed to accommodate the future installation of EV charging equipment (e.g. pre-ducted for future wiring)". This policy is applied to developments requiring a rezoning and/or development permit applications.

Table 2 below summarizes current requirements amongst other local governments for electric vehicle charging in new developments. It is important to note that multiple local governments in the Metro Vancouver region report that they are in the process of considering updates to their EV charging requirements to strengthen their requirements. In addition to the municipalities noted in this table, other local governments are securing EV charging infrastructure in new developments as part of development processes, but do not yet have Council policies specifying requirements.

Table 2: Minimum EV charging requirements in municipalities in Metro Vancouver

	Multi-family	Single family, duplex, coach house[1]	Commercial	Policy Method[2]
City of Richmond (current)	20% Level 1 outlet; electric conduit additional 25%	None	None	Council policy
City of Vancouver	20% Level 2 outlet (dedicated circuits); electric room sized for 100%	100% Level 2 outlet	10% Level 2 outlet	Building Bylaw
District of West Vancouver	Aim for 100% outlet (Level not specified)	None	None	Council resolution
City of North Vancouver	20% Level 2 outlet (dedicated circuits); electric room sized for 100%	None	None	Sustainable development guideline
District of North Van.	20% Level 1 outlet; electric conduit for remainder	None	10% Level 2 outlet	Council policy

[1] As noted previously in this report, renovating access to EV charging is typically simpler for these building types.
[2] Requirements applied as "council policy" and "council resolution" are typically applied at rezoning or development permit

The City of San Francisco has adopted an Electric Vehicle Ready Ordinance that will provide sufficient electrical capacity for 100% of parking spaces to provide EV charging, and electrical conduit to all parking spaces; this is essentially equal in cost to a requirement for all stalls to feature an energized outlet. Other North American cities are considering requirements with similar levels of ambition. Likewise, the European Union is considering a Directive that would mandate that its member states adopt a requirement to future-proof all residential parking stalls in new developments with EV charging infrastructure.

Local Government Authority to Regulate EV Charging Infrastructure Requirements

Currently, the City uses a policy in the OCP to define EV charging infrastructure requirements in new developments. This report recommends integrating EV charging infrastructure requirements in the Richmond Zoning Bylaw, rather than policy. The Local Government Act (RSBC 2015), Chapter 1, 525(1)(b) states that a bylaw may "establish design standards for [parking] spaces", enabling design standards for EV charging. Integrating requirements into the Richmond Zoning Bylaw provides greater clarity for development applicants; allows for developments that are not undergoing rezoning or development permitting processes to be regulated; and is more administratively streamlined. The BC Building Act Guide notes that the BC Building Act does not restrict local governments from making requirements for EV charging infrastructure.

Local governments do not have authority to regulate how strata councils or building owners will ultimately manage EV charging infrastructure. In some instances, strata councils have chosen to disconnect electrical supply to parkades out of concern about paying for drivers use of electricity. However, other strata councils have implemented strata rules or bylaws to manage this issue, providing mechanisms for residents who drive EVs to pay for the cost of the electricity they use. Model strata bylaws have been developed by the Fraser Basin Council to address this issue, and can be provided to developers to assist in drafting the initial strata bylaws for the proposed development. Moreover, the province could enact so-called "Right to Charge" legislation, which would require that EV drivers be able to charge their vehicles with appropriate means of reconciling building owners or strata council common expenses. Right to Charge legislation was the subject of two successful resolutions at the 2017 Union of BC Municipalities convention, both forwarded by Metro Vancouver: B116 Resale of Electricity for Electric Vehicle Charging; and B132 Electric Vehicle Charging in Strata Buildings. The City will continue to work with developers and strata councils to encourage adoption of strata rules and bylaws that allow for appropriate management of EV charging infrastructure. Likewise, the City will continue to work with other local governments and stakeholders to encourage the province to adopt "Right to Charge" legislation.

EV Charging Consultation

In January 2017, Council endorsed a consultation program to inform the City's requirements for electric vehicle charging infrastructure in new private developments and action in existing buildings. This consultation also included opportunities for input on the City-owned network of public electric vehicle charging stations, per a second report titled "Electric Vehicle Fleet and Charging Infrastructure" adopted by Council in November 2016. A separate report relating to the City-owned network of public electric vehicle charging stations will be delivered to the Public Works and Transportation Committee in the future.

The City's EV consultation program consisted of:

- **Digital engagement:** An online Let's Talk Richmond webpage and survey. The survey was open to the public from May 14th to June 26th, 2017. It was distributed via press release, social media, and notifications by the Richmond Chamber of Commerce and other organizations. 484 visits to the webpage occurred, with 168 visitors completing the survey. Of survey respondents, 34% currently drove an EV and 78% were considering an EV for their next vehicle purchase.

- **A Public Open House:** The Open House included introductory information about EVs, their role in mitigating climate change, and the City's action to support EVs to date. 33 people signed-in to the Open House.

- **Stakeholder meetings:** Multiple meetings and conversations with representatives of different stakeholder groups including the Urban Development Institute, the Richmond Home Builders Group, the Richmond Chamber of Commerce, Plug-In Richmond, BC Hydro, the Condominium Home Owners Association, EV charging service providers, other local government staff and other organizations.

Both the survey and the Open House solicited participants' feedback on requirements for new construction, where in the city public EV charging infrastructure is desired, and how upgrades to existing buildings to facilitate access to EV charging can occur.

Attachment 4 summarizes the feedback received during stakeholder consultations relating to charging at home. Feedback regarding the public charging network will be included in a future Report to Committee.

Proposed EV Charging Requirements in New Developments

In light of feedback received during public consultations, it is recommended to amend the Richmond Zoning Bylaw to require that all residential parking spaces, excluding visitor parking, feature an electrical outlet capable of providing Level 2 charging; and update the Official Community Plan to amend current policy regarding EV charging in multi-family buildings; and introduce policy in the Official Community Plan that broadly supports EV charging "at home", "at work" and "on the go".

Bylaw 9756 proposes Richmond Zoning Bylaw amendments to require that all residential parking spaces, excluding visitor parking, in new buildings feature an adjacent electrical outlet capable of providing Level 2 EV charging. This approach is recommended because it:

- **Provides for Level 2 charging**. Level 2 home charging access is widely considered to be most appropriate for EV charging. Requiring Level 2 charging, as opposed to allowing Level 1, was supported by 97% of respondents to the City's survey and open house.

- **Accommodates more widespread access to EV charging.** This option provides all residential parking spaces with access to a source of electricity for Level 2 electric vehicle charging. This will make it less costly to install a charging station in any residential parking space, avoiding later electrical system renovations that are estimated to be 2-5 times more costly than integrating the infrastructure into new developments.

Furthermore, a requirement that all parking spaces have access to electricity avoids the problem associated with partial electrification of parking stalls in multi-family buildings, whereby some potential EV buyers would need to trade parking spaces; this is often a difficult process involving reassignment of property and/or breaking of long-term leases that has proven unworkable in practice. Lastly, it supports near universal adoption of zero carbon vehicles, which is necessary to achieve the City's emissions goals.

- **Allows for EV Energy Management Systems to reduce costs.** As noted above, EV Energy Management Systems can reduce the first costs of implementing EV charging infrastructure, as well as reduce end users' costs by coordinating charging to occur when power costs less and to minimize capacity charges. For multifamily buildings, it is estimated that designing for EV Energy Management Systems will cost approximately $560-$750 per parking space (Figure 3). Costs in single family homes and duplexes will typically be significantly less per parking space ($50-$200). The approach recommended in this report allows for developers and builders to implement such EV Energy Management systems. Variances in EV parking requirements may be considered in rare cases when a development implements EV Energy Management Systems, and yet can document significantly greater costs due to infrastructure upgrades or BC Hydro extension fees.

- **Supports charging in all new residential buildings.** The requirement pertains to all new residential construction, including single family homes, duplexes, townhomes, and multi-family buildings. Currently, the City's policy applies only to multi-family buildings. While renovating access to electricity for EV charging in a single family or townhome is typically less expensive in a multi-family apartment, it is still more expensive than providing it during new construction. Providing this source of electricity is typically low cost during construction of a new home ($50-$200). Requiring a source of electricity for EV charging in all types of new construction was supported by 97% of respondents to the City's survey and open house.

- **Demonstrates City leadership in sustainability.** The proposed amendments exceed the EV charging infrastructure requirements currently in place in other Metro Vancouver municipalities. Staff understand that Richmond's leadership may encourage other municipalities to increase their ambition. Providing for all residential parking spaces to be energized in the future best enables households to adopt EVs, which is required to achieve climate and sustainability goals.

These requirements would be effective for new construction that has not yet been issued a building permit as of April 1, 2018 (the "effective date"). In order to accommodate in-stream applications that may face greater difficulty adjusting the design of parking areas to provide for EV charging:

- Multifamily developments that have been issued Development Permits prior to the effective date, may apply for a Building Permit to construct in compliance with the previous requirements for duration of the time that their Development Permit is valid;

- Multifamily developments that have submitted acceptable Development Permit applications before the date of Council's adoption of Bylaw 9756, and are endorsed by the Development Permit Panel within 6 months of the date of Council's adoption of Bylaw 9756, will have until December 15, 2019, to receive their Building Permit in order to build under previous requirements.

Bylaw 9520 proposes Official Community Plan amendments that would remove reference to the previous policy requirements for multi-family buildings. These requirements are now proposed to be included in the Richmond Zoning Bylaw, as per Bylaw 9756. A new objective would be added to the OCP to support adoption of EVs and other zero carbon vehicles. Policies supporting this objective would also be adopted, supporting:

- The provision of electric vehicle charging infrastructure in new residential, commercial and mixed use developments;
- Renovations of existing buildings to implement EV charging infrastructure;
- The ongoing development of publicly accessible EV charging networks, including expanding the City-owned network of public electric vehicle charging stations; and

Staff will continue to secure commitments for new developments to implement "at work" and "on the go" charging infrastructure as part of rezoning and development approvals processes. Recommendations to establish requirements for "at work" and "on the go" charging infrastructure in the Richmond Zoning Bylaw may be brought forward in the future as more standardized strategies for these applications are identified.

Implementation Resources

Staff are preparing an information an information bulletin to explain the new requirements and implementation processes. The bulletin will be distributed to applicants. Staff are also developing technical bulletins to help designers, developers and builders cost-effectively comply with these requirements. Staff are engaging a group of stakeholders to inform a scope of work for materials that will be included in the bulletin, and review drafts of these materials. Invitees will include staff from other local governments, the Urban Development Institute, the Condominium Home Owners Association, the Province of BC, BC Hydro, and the EV interest group Plug-in Richmond. Materials being developed for inclusion the bulletin include:

- Descriptions of potential EV charging strategies applicable to multifamily buildings, including configurations for EV energy management systems.
- Electrical diagrams of cost-effective strategies to meet the proposed requirements.
- Model strata rule or bylaw content, to guide stratas in governing EV charging infrastructure.

OCP Consultation Summary

Staff have reviewed the proposed 2041 OCP amendment bylaw with respect to the *Local Government* Act and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Table 4 clarifies this recommendation. Public notification for the public hearing will be provided as per the *Local Government Act*.

Table 4: OCP Consultation Summary

OCP Consultation Summary	
Stakeholder	**Referral Comment (No Referral necessary)**
BC Land Reserve Commission	No referral necessary, as they are not affected.
Richmond School Board	No referral necessary, as they are not affected.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as they are not affected.
The Councils of adjacent Municipalities	No referral necessary, as they are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as they are not affected.
Richmond Coastal Health Authority	No referral necessary, as they are not affected.
Stakeholder	**Referral Comment**
Community Groups and Neighbours	No referral necessary, as they are not affected.
Utilities	The proposed amendments were referred to BC Hydro.
All relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.
Urban Development Institute	The proposed amendments were referred to the Urban Development Institute.
Richmond Home Builders Group	The proposed amendments were referred to the Richmond Home Builders Group.
Richmond Chamber of Commerce	The proposed amendments were referred to the Richmond Chamber of Commerce.
Plug-in Richmond	The proposed amendments were referred to Plug-in Richmond.

Feedback was received from several of these groups and considered during refinement of the proposed amendments.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw No. 9520 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, does not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

Financial Impact

None.

Conclusion

This report recommends updating the City's electric vehicle charging infrastructure requirements, including new requirements in the Zoning Bylaw and updated policies and development permit guidelines in the Official Community Plan.

Brendan McEwen
Sustainability Manager
(604-247-4676)

Peter Russell
Sr. Manager, Sustainability & District Energy
(604-276-4130)

BM:bm

Att 1: Proposed Zoning Bylaw 8500 Amendment Bylaw 9756 (Electric Vehicle Charging Infrastructure)
Att 2: Proposed Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9520 (Electric Vehicle Charging Infrastructure)
Att 3: About EV Charging
Att 4: Consultation Feedback on At Home Charging

City of Richmond

Attachment 1

Bylaw 9520

Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9520 (Electric Vehicle Charging Infrastructure)

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

1. Richmond Official Community Plan Bylaw 9000 is amended at section 8.5 [Transportation Capacity and Demand Management], Objective 2, by deleting Policy d) in its entirety and renumbering the remaining sections accordingly.

2. Richmond Official Community Plan Bylaw 9000 is amended at section 8.5 [Transportation Capacity and Demand Management] by adding a new section as follows:

   "OBJECTIVE 4: Support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions.

   POLICIES:

   a) Support the use of plug-in electric vehicles, including bicycles and mobility scooters, through the provision of electric vehicle charging infrastructure in new residential, commercial and mixed use developments;

   b) Support renovations of existing buildings to facilitate the integration of electric vehicle charging infrastructure;

   c) Support the ongoing development of publicly accessible electric vehicle charging infrastructure networks, including expanding the City-owned network of public electric vehicle charging stations;

3. Richmond Official Community Plan Bylaw 9000 is amended at section 14.2.7. B [Parking Structures] by deleting section 14.2.7.B i) in its entirety and renumbering the remaining section accordingly.

4. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9520".**

FIRST READING	NOV 2 7 2017
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

Richmond Zoning Bylaw 8500
Amendment Bylaw 9756
(Electric Vehicle Charging Infrastructure)

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Terms Definitions] by adding the following definitions in alphabetical order:

"Electric vehicle	means a **vehicle** that uses electricity for propulsion, and that can use an external source of electricity to charge the **vehicle**'s batteries.
Electric vehicle supply equipment	means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an **electric vehicle**.
Electric vehicle energy management system	means a system to control **electric vehicle supply equipment** electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.
Energized outlet	means a connected point in an electrical wiring installation at which current is taken to supply utilization equipment.
Level 2 charging	means a Level 2 **electric vehicle** charging level as defined by SAE International's J1772 standard."

2. Richmond Zoning Bylaw 8500, as amended, is further amended by adding a new Section 7.15 [Provision of Electric Vehicle Charging Infrastructure] as follows:

7.15 "Provision of Electric Vehicle Charging Infrastructure

7.15.1 For new **buildings**, **structures** and **uses,** all residential **parking spaces,** excluding visitor **parking spaces**, shall feature an **energized outlet** capable of providing **Level 2 charging** or higher to the **parking space.**

7.15.2 **Energized outlets,** provided pursuant to section 7.15.1 above, shall be labeled for their intended use for **electric vehicle** charging.

7.15.3 Where an **electric vehicle energy management system** is implemented, the Director of Engineering may specify a minimum performance standard to ensure a sufficient rate of **electric vehicle** charging."

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9756"**, and is effective April 1, 2018.

FIRST READING	NOV 2 7 2017
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

Attachment 3: About EV Charging

SAE International (the Society for Automotive Engineers) defines different levels of EV charging, summarized in the Table below. It is increasingly believed that Level 1 charging is insufficient for the next generation of EVs that feature greater battery capacity, and that Level 2 will be preferable for at home charging applications.

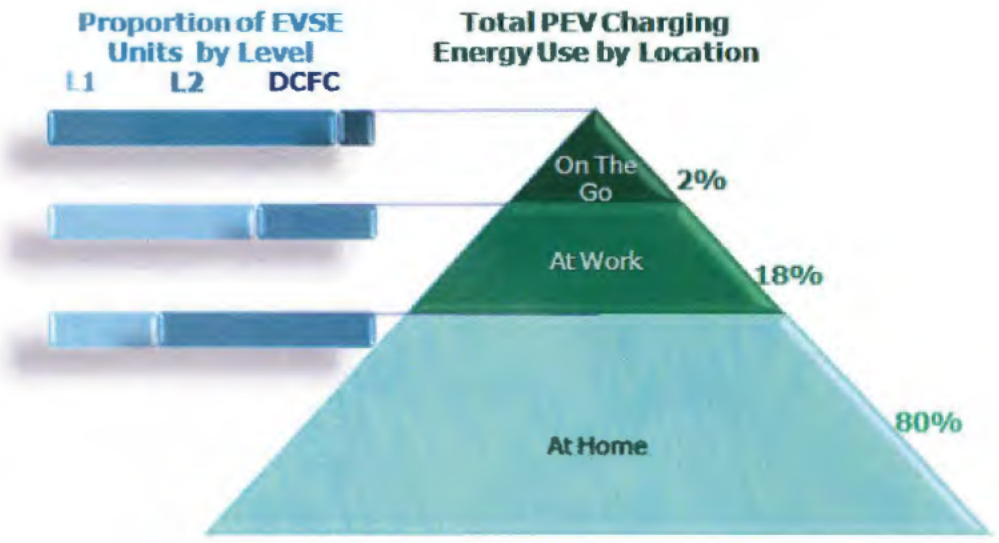
Table: Common EV service equipment charging levels.

Charging Level	Voltage	Amperage	Apprx km of range per hour	Time to fully Recharge	Applications
AC Level 1	120 VAC	12-16 A	~ 7 km/hr	5 to 60 hours	At home, at work
AC Level 2	208 / 240 VAC	<=80A (30 A most common)	15 – 45 km/hr	2 to 8 hours	At home, at work, public charging
DC Fast Charge	200–400 VAC	80–400 A	200+ km/hr	<10 min to 1 hour	Major public rapid-recharge locations

The "EV charging hierarchy" shown in the Figure below summarizes research on the amount of charging that occurs in different locations, as well as the charging levels used in those circumstances. The large majority (80%) of charging occurs at home, which is typically most convenient as well as lowest cost. For this reason, improving access to home charging is one of the most meaningful opportunities to grow the share of electric vehicles.

It is expected that workplace charging will comprise a significant portion of charging in the future as well, though it is currently limited in BC. "On the go" charging is important to provide confidence to EV drivers that they will not be stranded without access to charge, and to facilitate longer trips. However, "on the go" charging generally is a small percentage of total charging for drivers with access to charging at home or at work.

EV charging hierarchy. Source: Community Energy Association.



Attachment 4: Consultation Feedback on At Home Charging

What we heard...	Staff response
Support for EV charging infrastructure requirements in new construction - 97% of survey and Open House respondents support expanding requirements for access to an outlet for EV charging to all residential building types, including single family, duplexes and townhomes. - 97% of survey and Open House respondents support requiring an outlet capable of providing Level 2 charging, and disallowing Level 1. - 59% of respondents support requiring that 100% of parking spaces in multi-family apartments feature an adjacent outlet for EV charging. The remainder supported a partial provision of infrastructure. - Richmond Home Builders Group representatives supported the proposed requirements. - Members of the UDI Liaison Committee and broader development community noted that many buyers are beginning to request that their parking spaces feature EV charging infrastructure.	Proposed Richmond Zoning Bylaw amendments require a 100% of residential parking spaces (excluding visitor parking) in new developments to feature a Level 2 energized outlet for the purposes of EV charging.
Some support for subsidies for EV charger installation Some participants commented that they felt the City should provide subsidies for EV charging station installations at residences.	Staff are exploring its role with the Province, BC Hydro, Metro Vancouver, and other stakeholders in providing support for EV charger installations.

Some concern from development community about cost of implementing EV charging infrastructure - Some representatives of the multi-family development community expressed concern regarding the additional cost of providing energized outlets to all parking stalls in multi-family buildings. - Providing energized outlets to a smaller percentage of parking spaces was suggested. - Providing electrical conduit (as opposed to energized wires) to remaining stalls was suggested. - Some development community representatives noted that changing technologies (such as autonomous vehicle services, public charging) may make home parking and at home charging obsolete. - BC Hydro fee structure can, on rare occasions, result in disproportionately high incremental costs for developments featuring additional load from EV charging.	- Partial provision of EV charging infrastructure (e.g. conduit) can significantly increase costs to implement EV charging in the future. It is estimated to be 2-5 times more expensive to conduct electrical renovations than implement EV charging infrastructure during new construction. - EV Energy Management Systems can reduce costs, compared to application of dedicated circuits which has predominated until recent Electrical Code changes. - Staff are monitoring advances in shared and autonomous mobility services, and their impacts on the rationale for mandatory residential parking. - Reliance on public charging is typically more expensive and less convenient than at home charging. - A variance could grant exemptions from requirements, in the rare event that EV charging infrastructure results in a development being charged much higher fees for electrical connection by BC Hydro.
EV Charging in Existing Buildings Some stakeholders proposed that the City: - Require electrical renovations for multi-family buildings for EV charging; - Ensure "Right to Charge" in multi-family buildings. "Right to charge" legislation in some American states ensures that residents in multi-family buildings can upgrade electrical service in common parking areas; - Implement a voluntary program to assist stratas in voluntarily upgrading their parking areas to facilitate EV charging.	- The City does not have legislative authority to compel EV charging infrastructure improvements in existing buildings. - The City does not have legislative authority to ensure "Right to Charge". Efforts to update the Strata Property Act and/or Regulation are active at the provincial level. - City staff are exploring its role with the Province, BC Hydro, Metro Vancouver, and other stakeholders in implementing programs that would assist stratas in voluntarily upgrading parking areas for EV charging.
Representatives of the development and homebuilder industries expressed appreciation for the City's thorough consultation process	Staff appreciate the productive engagement of the development and homebuilder industry representatives.

To Public Hearing
Date: Dec. 18, 2017
Item # 3
Re: Bylaws 9520
9756

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

CITY OF VANCOUVER

OFFICE OF THE CITY MANAGER
Sadhu Johnston, City Manager

December 13, 2017

Mayor and Councillors
City of Richmond
6911 No. 3 Road
Richmond, British Columbia
V6Y 2C1

Dear Mayor and Councillors:

RE: Electric Vehicle Infrastructure Requirements in New Homes

On behalf of the City of Vancouver, I would like to express my support for the City of Richmond's proposed requirements for electric vehicle charging infrastructure in new developments. Shifting to electric vehicles (EVs) helps to reduce carbon pollution and air pollutants that impact human health, and helps residents and businesses save money.

The City of Richmond's proposed requirements are a bold step forward. They will ensure that when a resident in a new home switches to an EV, they will have EV charging capability in their home parking stall. This avoids the need for more costly retrofits, thereby eliminating a barrier to EV adoption. At the same time, the proposed standards will allow developers to take advantage of evolving technologies and minimize construction costs.

Since 2011, the City of Vancouver has required that all new homes be built with some electric vehicle charging circuits in their parking areas (all stalls for single family homes and duplex, and 20 per cent of parking stalls for multi-family). This has resulted in nearly 17,000 new home charging circuits since 2014 alone. Vancouver is planning to update our requirements in early 2018 to align with Richmond's proposed requirements so that 100 per cent of new residential developments will be EV-ready.

Once again, I commend your leadership on this important issue and encourage you to support the proposed requirements.

Yours truly,

Sadhu A. Johnston
City Manager

tel: 604.873.7627
sadhu.johnston@vancouver.ca

CITY OF RICHMOND
DATE
DEC 15 2017
RECEIVED
CITY CLERK'S OFFICE

City of Vancouver, Office of the City Manager
453 West 12th Avenue
Vancouver, British Columbia V5Y 1V4 Canada
tel: 604.873.7625 *fax:* 604.873.7641
website: vancouver.ca

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BC's Top Employers

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	October 10, 2017
From:	Victor Wei, Director, Transportation	**File:**	08-4045-20-04/2017-Vol 01
	Terry Crowe, Manager, Policy Planning		
Re:	**Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions**		

Staff Recommendation

1. That the report titled "Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions" dated October 10, 2017 from the Director, Transportation and Manager, Policy Planning be received for information;

2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, be introduced and given first reading;

3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in conjunction with:

   a. the City's Financial Plan and Capital Program; and

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

   is hereby found to be consistent with said program and plans, in accordance with section 477(3)(a) of the Local Government Act; and

4. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation.

5. That the recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Streets based on community feedback obtained from the public consultation held in July 2017 be endorsed to guide future street frontage improvements along these roadways as part of new developments and City capital projects.

6. That staff be directed to report back with an implementation strategy for the Bayview, Chatham and Moncton Street recommended streetscape visions including updated and more detailed cost estimates, boulevard surface finish, timing, and funding sources.

7. That the boundary of the 30 km/h speed limit on Chatham Street be extended from 3rd Avenue west to 7th Avenue to provide consistency along the length of the street.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

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

Att. 13

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Finance Department	☑	
Parks	☑	
Arts, Culture & Heritage	☑	
Engineering	☑	
Building Approvals	☑	
Development Applications	☑	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

At its regular meeting held on June 12, 2017, Council endorsed proposed changes to the design and heritage policies in the Steveston Area Plan, and a long-term streetscape visions for Bayview Street, Moncton Street and Chatham Street for the purpose of carrying out public consultation, and directed staff to report back on the outcome of the consultation in October 2017.

This report:

- presents the results of consultations with the general public and stakeholders;
- proposes recommendations to amend design and heritage policies of the Steveston Area Plan based on the consultation feedback and staff's analysis; and
- proposes recommended long-term streetscape visions based on the consultation feedback and staff's analysis.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

3.2. A strong emphasis on physical and urban design.

3.3. Effective transportation and mobility networks.

This report supports Council's 2014-2018 Term Goal #9 A Well-Informed Citizenry:

9.1. Understandable, timely, easily accessible public communication.

9.2. Effective engagement strategies and tools.

Findings of Fact

Public Consultation Engagement

From July 14 to 30, 2017, the City sought input from the community and stakeholders regarding proposed changes to the design and heritage policies in the Steveston Area Plan, and a long-term streetscape vision for Bayview Street, Moncton Street and Chatham Street.

Outreach activities to raise awareness of the consultation included:

- Media release and local newspaper advertisement in the Richmond News;
- City of Richmond website and social media including LetsTalkRichmond.ca; and
- Distribution of posters in Steveston Village.

Feedback was primarily gathered via an online survey on LetsTalkRichmond.ca with paper surveys available at two open houses held at Steveston Community Centre on July 20 and July 22 (see Attachments 1 and 2 for the open house display boards, and Attachments 3 and 4 for the open house surveys). Each open house recorded approximately 90 attendees. Direct meetings with stakeholders included the Richmond Heritage Commission (July 19), the Steveston Harbour Authority (July 26), and the Steveston Group of 20/20 (September 14).

Analysis

Part A – Land Use and Design-Related Issues

1. Public Consultation Results and Staff Recommendations

A total of 195 design and heritage policies surveys were completed (167 on-line and 28 paper). Listed below are the survey results and the staff recommendation for each question in the design and heritage policies survey.

Question 1

The current density allowed on Moncton Street is a maximum of 1.2 floor area ratio (FAR), and the maximum building height is 2 storeys or 9 m. However, 1 in 3 buildings may be up to a maximum of 3 storeys and 12 m. Which option do you support?

	Options	Survey Response
1	No change in the maximum density and maximum height.	18.1%
2	Reduce maximum density from 1.6 FAR to 1.2 FAR, and require all buildings to have a maximum height of 2 storeys and 9 m **(recommended in May 30 staff report)**.	**81.9%**

Staff Recommendation: Amend the Heritage (Section 4.0) and Development Permit Guidelines – Village Core Area (Section 9.0) of the Steveston Area Plan and accompanying land use, density and building height maps to reflect Option 2 above.

Question 2

The current density allowed on Bayview Street (north side) is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure. Which option do you support?

	Options	Survey Response
1	No change in the maximum density and maximum height as described above.	17.7%
2	A reduction in density and height as follows: • Maximum density of 1.2 FAR • North side lot depth, up to 2 storeys over parkade (appears 3 storeys). • South side lot depth, up to 2 storeys over parkade (appears 2 storeys) **(recommended in May 30 staff report)**.	**82.3%**

Staff Recommendation: Amend the Development Permit Guidelines (Section 9.0) in the Steveston Area Plan specific to the Steveston Village Core Area and accompanying land use, density and building height maps to reflect Option 2 above.

Question 3

In the design guidelines for the Village Core (including Bayview Street north side), wood is the primary material for exterior cladding (i.e. siding). However, the wood for exterior cladding is restricted to horizontal siding. Historically, the wood used on buildings in Steveston Village included wood shingles, board-and-batten, and vertical shiplap, and these materials were allowed in the "Sakamoto Guidelines" that the City used for the Village Core before 2009. Which option do you support?

	Options	Survey Response
1	No change to the primary material for exterior cladding (i.e. horizontal wood siding only).	7.7%
2	Expand the primary materials for exterior cladding to include wood shingles, board-and-batten and vertical ship lap, in addition to horizontal wood siding **(recommended in May 30 staff report)**.	**92.3%**

Staff Recommendation: Amend the Development Permit Guidelines – General and Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

Question 4

In the design guidelines for new buildings and additions, for the Village Core (including Bayview Street north side), the primary material for exterior cladding (i.e. siding) is wood. Glass, concrete, stucco, and metal that complements the wood siding may be used as secondary material(s) for exterior cladding. Which option do you support?

	Options	Survey Response
1	No change to the secondary materials for exterior cladding (i.e. siding).	9.0%
2	No brick and no metal allowed. For façade upgrades, replace brick with similar brick.	5.3%
3	No brick and no metal allowed. For façade upgrades, replace brick with similar brick or different brick.	2.7%
4	No brick and no metal allowed. For façade upgrades, replace brick with similar brick, different brick or a better material.	2.1%
5	No metal but brick is allowed if different from the Hepworth Building. For façade upgrades, replace brick with a similar brick or different brick.	6.4%
6	No metal but brick is allowed if different from the Hepworth Building. For façade upgrades, replace brick with similar brick, different brick, or a better material **(recommended in May 30 staff report)**.	**74.5%**

Staff Recommendation: Amend the Development Permit Guidelines –Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 6 above.

Question 5

In the design guidelines for the Village Core and the Riverfront, window frames that are wood are encouraged. Vinyl window assembles are discouraged but allowable. Which option do you support?

	Options	Survey Response
1	No change to materials for window treatments (i.e. wood or vinyl is allowed).	24.7%
2	Windows with wood frames or metal frames are allowed. Vinyl is prohibited **(recommended in May 30 staff report)**.	**75.3%**

Staff Recommendation: Amend the Development Permit Guidelines – Village Core and Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

The proposed Steveston Area Plan amendments do not permit exclusively vinyl window frames and related assemblies in Steveston Village Core and Riverfront Area. However, the proposed guidelines would allow for the use of contemporary materials that offer a compatible look to wood or metal to be considered.

Question 6

Solar panels, and other renewable energy infrastructure (e.g. air source heat pump), may be mounted on heritage buildings and non-heritage buildings in Steveston Village. No changes are proposed to the guidelines for heritage buildings. The design guidelines to manage the visibility of solar panels on non-heritage properties with a flat roof include a requirement for the panels to be located back from the building edges. There are no design guidelines for other renewable energy infrastructure on flat roofs, and no design guidelines for solar panels or other renewable energy infrastructure on new or existing pitched-roof buildings. Which option do you support?

	Options	Survey Response
1	No changes to existing design guidelines.	10.9%
2	New design guidelines that require any false parapets to be slightly taller on new flat-roofed buildings, and allow solar panels to be affixed flush to pitched roofs **(recommended in May 30 staff report)**.	**89.1%**

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

Question 7

Barrier railings for rooftop living spaces, which provide safety, on new and existing buildings should blend with the special character of the historic district. Currently there are no design guidelines for barrier railings in the Village Core. Rooftop livings spaces are not possible in the Riverfront sub-area (Bayview Street south side) where roofs are pitched not flat. Which option do you support?

	Options	Survey Response
1	No changes to existing design guidelines.	8.9%
2	New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios on adjacent and surrounding buildings **(recommended in May 30 staff report)**.	**91.1%**

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

Question 8

Managing the visibility of an access point for individual rooftop living spaces (i.e. roof decks and gardens) can be achieved through blending the hatch or 'pop-up' stair entries (that the building code requires) with the overall architecture of the new building or the existing building. There are currently no design guidelines for hatch ('pop-up') entries to individual rooftop living space. Which option do you support?

	Options	Survey Response
1	No changes to existing design guidelines as described above.	6.4%
2	Prohibit all hatch stair entries.	3.7%
3	Prohibit all hatch stair entries unless they are not more than 1.83 m (6 ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges **(recommended in May 30 staff report)**.	**66.3%**
4	Allow hatch stair entries if well-integrated with the overall architecture, and setback from all roof edges.	23.5%

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 3 above.

Question 9

Managing the visibility of one or more access points for communal rooftop living space (i.e. roof deck and garden) can be achieved through blending the structure for the access stairs or elevator shaft (two shafts may be required to meet the building code) with the overall architecture or the new building or the existing building. There are no design guidelines to reduce the visibility of access stairs or an elevator shaft for communal rooftop living spaces. Which option do you support?

	Options	Survey Response
1	No changes to existing design guidelines as described above.	3.7%
2	Prohibit all elevator shafts and access stairs.	4.8%
3	Prohibit access points unless they are less than 2.2 m for elevator shafts, and 3.17 m for access stairs, well-integrated with the architecture, and setback 1.0 m or more from all roof edges **(recommended in May 30 staff report)**.	**69.3%**
4	Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and setback from all roof edges.	22.2%

Staff recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 3 above.

Question 10

The current density allowed on Bayview Street (south side) is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure. Which option do you support?

	Options	Survey Response
1	No change in the maximum density and maximum height as described above **(recommended in May 30 staff report)**.	**54.7%**
2	Reduced density or reduced height.	45.3%

Staff recommendation: No changes proposed to the Steveston Area Plan.

Question 11

The overall design vision for Bayview Street (south side) includes "Cannery-like" pitched roofed buildings, but flat roofs are allowable. Which option do you support?

	Options	Survey Response
1	No changes to existing design guidelines.	16.9%
2	Pitched roofs only to fully align with the design vision. Flat roofs are prohibited **(recommended in May 30 staff report)**.	**83.1%**

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

Question 12

The overall design vision for Bayview Street (south side) includes retention of existing large lots. Which option do you support?

	Options	Survey Response
1	No changes to existing large lots **(recommended in May 30 staff report)**.	**74.9%**
2	Through the redevelopment process, allow the subdivision of the existing larger lots into relatively small lots.	25.1%

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 1 above.

Question 13

The overall design vision for Bayview Street (south side) includes large and small buildings on existing large lots. Which option do you support?

	Options	Survey Response
1	No changes (i.e. a mix of large and small buildings) **(recommended in May 30 staff report)**.	**71.4%**
2	Small buildings on small lots. No more new large "Cannery-like" buildings.	28.6%

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 1 above.

Question 14

The City has the long-term objective of completion of the waterfront boardwalk, between 3rd Avenue and No. 1 Road, which is part of the Parks Trail System, and to complete pedestrian connections from Bayview Street to the riverfront. The Steveston Area Plan is currently unclear on how developers will contribute to the boardwalk and paths in the application review process. Which option do you support?

	Options	Survey Response
1	No changes (i.e. no City policy on developer contributions).	6.7%
2	Developer contributions to the waterfront boardwalk and pedestrian paths are required through rezoning and development permit application review process **(recommended in May 30 staff report)**.	**93.3%**

Staff Recommendation: Amend the Natural and Human Environment (Section 6.0) in the Steveston Area Plan to reflect Option 2 above.

Question 15

The Steveston Area Plan does not include a full set of design policies and guidelines for the waterfront boardwalk, between 3rd Avenue and No 1. Road, which is part of the Parks Trail System, or new and existing pedestrian connections, from Bayview Street to the riverfront. Which option do you support?

	Options	Survey Response
1	No change to existing design policies and guidelines.	6.7%
2	New design guidelines that include, but are not limited to, a set of dimension standards for details, such as boardwalk and path widths, setbacks to accommodate hanging signage, and surface treatments **(recommended in May 30 staff report)**.	**93.3%**

Staff Recommendation: Amend the Natural and Human Environment (Section 6.0) in the Steveston Area Plan and add accompanying maps and diagrams to reflect Option 2 above.

Question 16

To help support the vitality and conservation of Steveston Village, existing policy allows up to 33% reduction in on-site vehicle parking from the zoning regulations. However, there are impacts on the availability of street parking to be taken into consideration. Which option do you support?

	Options	Survey Response
1	No change to the policy for on-site parking requirements (i.e. 33% reduction).	24.6%
2	Decrease the allowable parking reduction from up to 33% to up to 13% for new residential development **(recommended in May 30 staff report)**.	**75.4%**

Staff Recommendation: Amend the Heritage (Section 4.0) and Transportation (Section 5.0) in the Steveston Area Plan to reflect Option 2 above.

The recommended amendment to the Steveston Area Plan to reflect the change in Option 2 also includes policies to provide direction on all parking reduction considerations to help achieve the City's heritage conservation and management objectives in the Steveston Village Heritage Conservation Area, which have been applied in varying forms to redevelopments in the Steveston Village Core Area since 2009. The recommended parking reduction policies to be included in the Steveston Area Plan are summarized as follows:

- Consideration of parking reductions to be assessed through the applicable required development application,

- For development of new residential uses, a 13% reduction from applicable Zoning Bylaw parking requirements can be considered,

- For development of new commercial uses, a 33% reduction from applicable Zoning Bylaw parking requirements can be considered, and

- Required on-site residential visitor parking and other non-residential use parking (i.e., commercial) may be shared.

In accordance with Zoning Bylaw regulations specific to on-site parking, if the application of a parking reduction at the identified rate results in a fractional figure, it is rounded up to the nearest whole number.

2. Stakeholder Consultation

In addition to the public open house sessions in July, staff also engaged with stakeholders to consult on the Steveston Area Plan recommended changes and long-term streetscape visions for Bayview, Moncton and Chatham Street as outlined in the report reviewed and endorsed by Council in June 2017.

Steveston Harbour Authority

Staff met directly with the Steveston Harbour Authority (SHA) on July 26, 2017. The SHA forwarded a letter to the City following this consultation session (Attachment 5). A summary of the SHA comments is provided as follows:

- No issues with the proposed changes and/or clarifications pertaining to density, building height exterior finishing and rooftop structures.

- Concerns noted about the proposal for a contiguous riverfront walkway along the Steveston Village Riverfront Area, which could pose conflicts to the use and operation of the existing public fish sales dock area.

- Concerns about identifying the development potential for lots in the Steveston Village Riverfront Area, which are federally owned and managed by the SHA, and used to directly support the industry operating out of the harbour.

In response to comments from the SHA, staff propose to continue to work collaboratively with the SHA to ensure that their concerns are addressed and that they can continue the safe and secure operations of the harbour for the commercial fishing fleet. Staff recommended that the amendments to the Steveston Area Plan, as reflected in the public consultation survey results and outlined in this report, remain, as they will not negatively impact SHA operations.

Additional comments in the SHA's letter that were not part of the topics being addressed in the proposed land use and streetscape vision change included:

- Translink's long-term plans for a possible Steveston bus loop/exchange and its potential to negatively impact SHA supporting land along Chatham Street, and

- The City's identification of SHA's harbour infrastructure (e.g., piers, floats) in the Steveston Village Riverfront Area as heritage resources, may potentially negatively impact the SHA's operation of the harbour.

A proposed upgraded bus exchange in Steveston is to be included in TransLink's Phase 3 (Years 6-10) initiative which is part of the Mayors' Council 10-Year Vision and will also be identified in TransLink's draft Southwest Area Transport Plan which is anticipated over the next 5 years when Translink is anticipated to provide more details. The current and proposed changes to the Steveston Area Plan do not lessen the SHA's authority or ability to provide needed services along the Riverfront to support the commercial fishing fleet. More information and additional details on transit infrastructure proposed in Steveston by TransLink will come once work on Phase 3 of the 10-Year Vision commences, which is anticipated over the next 5 years. The current Steveston Area Plan allows for and supports SHA operations and use of the riverfront in support of the commercial fishing fleet.

Richmond Heritage Commission

Staff presented the proposed Steveston Village Conservation Area changes and Long-Term Streetscape Visions to the Richmond Heritage Commission (RHC) as part of the stakeholder consultation. The RHC was supportive of the staff recommended changes.

Steveston 20/20

On September 14, 2017, at the Steveston 20/20 Group's invitation, City staff presented the proposed Steveston Area Plan changes. At the meeting, the Group provided feedback on the Streetscape Options only for each street but did not complete a City survey. As the Steveston 20/20 Group itself declined to comment, it was left for the individual Steveston 20/20 Group's members to comment, if they wished by September 20, 2017.

Only one Steveston 20/20 Group member commented and can be found in Attachment 6.

Individual/Stand-alone Letters

Staff received one stand-alone letter from Oris Consulting (Attachment 7) communicating that the proposed changes to the Steveston Area Plan are generally supported and will benefit the area as a whole. The proposed changes would allow Village site specific factors to be considered on a case by case basis (e.g., roof top access structures). Staff also received a letter from Vancouver Coastal Health (Attachment 8) who were supportive of the long-term streetscape visions which support healthy communities.

3. Other Staff Recommendations

Establishing Geodetic Reference Points in the Steveston Village Core and Riverfront Areas

Staff recommend clarifying the following Geodetic Point reference elevations in the Steveston Area Plan, to ensure that the current street and ground elevations are recognized and retained, to achieve uniform building heights and safety, as Village development occurs. The clarified points do not change the maximum permitted heights of buildings.

- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or an existing adjacent sidewalk shall be referenced. The proposed 1.4 m GSC baseline is the elevation at the intersection of 3rd Avenue and Moncton Street which is a unique, historic feature of the Village Core that should be retained.

- For properties located in the Steveston Village Riverfront Area, south of Bayview Street, the higher elevation of 3.2 m GSC or existing adjacent sidewalks (e.g., the sidewalk in front 3531 Bayview Street ranges from 3.2m to 3.4m) shall be used.

Protected Heritage Properties – Renewable Energy Infrastructure

Staff recommend the continued use of the 2009 Council adopted Parks Canada, "Standards and Guidelines for the Conservation of Historic Places in Canada" document which established best practices for how the City will conserve the 17 protected Village heritage properties.

The Parks Canada, "Standards and Guidelines for the Conservation of Historic Places in Canada" document includes sustainability guidelines for the installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps). Staff examined the visibility of placing renewable energy building infrastructure on flat and pitched roofs of the protected heritage properties from the street. The analysis indicates that it may be possible to install solar panels on flat and front-gable roofed buildings, if the panels are tucked behind false parapets and away from roof edges for facades along the street or lanes.

The recommendation supports owner and developer voluntary installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps), while continuing to protect the 17 identified Village heritage properties through the application of the Parks Canada, "Standards and Guidelines for the Conservation of Historic Places in Canada".

For clarity, in the Steveston Village Heritage Conservation Area, the Parks Canada, "Standards and Guidelines for the Conservation of Historic Places in Canada" document applies to the 17 protected heritage properties, to conserve the exteriors of the buildings.

For the remaining non-heritage properties contained in the Steveston Village Heritage Conservation Area, the policies and guidelines contained in the Steveston Area Plan (including recommended changes in this report) shall apply.

This approach would ensure the maximum flexibility in finding solutions for each of the 17 identified Village heritage properties, which is a principle of the City's adopted Parks Canada's

National Standards and Guidelines, when managing modifications and additions to existing buildings and new development in the area.

View Corridors and Location of Pedestrian Connections – Bayview Street to the Waterfront

Staff recommend not changing the current Steveston Area Plan DPA/HCA Riverfront Sub-Area guidelines which are intended to address views and pedestrian connectivity from Bayview Street to the waterfront. The existing guidelines identify the desired outcomes that new development should achieve while allowing flexibility for designers to respond to the site-specific conditions and context.

Sakamoto Guidelines

Staff recommend maintaining the spirit and intent of the Sakamoto Guidelines, which have been an integral part of the Steveston Area Plan since 1989. The Sakamoto Guidelines were originally developed to assist in the restoration of the facades of existing heritage buildings in Steveston Village, as well as other non-heritage buildings. As part of the proposed bylaw amendments that reflect the most recent stakeholder and public consultation, major elements of the Sakamoto Guidelines are still included in the design guidelines of the Steveston Area Plan. Certain elements have been updated including the use of certain building materials, incorporating solar panels, and rooftop living spaces.

Staff have prepared Bylaw 9775 which would incorporate the above recommendations into the design and heritage policies of the Steveston Area Plan.

Part B – Streetscape Vision for Bayview, Chatham and Moncton Street

1. Public Consultation Results

A total of 120 streetscape surveys were completed (93 on-line and 27 paper). The Steveston 20/20 Group provided feedback on the streetscape options only for each street but did not complete a City survey. A stand-alone letter was also received from Vancouver Coastal Health that expressed its preferred streetscape option for each street. For those who completed the City survey, the majority of respondents (63%) live within one kilometre of Steveston Village and of those, 28% live within 400 metres of the Village. A further 34% live in Richmond beyond one kilometre of the Village. Given respondents' proximity to Steveston Village, they regularly visit the area: 65% visit more than three times per week and a further 22% visit one to three times per week. The prevalent modes of travel are walking (53%), vehicle as a driver or passenger (34%) and cycling (9%). Listed below are the survey results and the staff recommendation for the question in the streetscape survey regarding the preferred option for each street.

Bayview Street

Question 4 I have the following comments on Options 1 through 3 for Bayview Street		
Option	**I think these features are important**	**I think these features are NOT important**
Option 1 (Enhanced Pedestrian Realm on North Side Only)	• Improved pedestrian realm (26%) • Maintain on-street parking (18%) • Consider directional bike lanes/paths (7%) • Consider closing Bayview Street to vehicle traffic (5%) • Addition of benches and landscaping (4%)	• Improved pedestrian realm as existing sidewalk is wide enough (11%) • Addition of benches and landscaping (10%) • Maintaining existing parking spaces (10%)
Option 2 (Enhanced Pedestrian Realm on North & South Sides)	• Improved pedestrian realms (18%) • Maintain on-street parking (10%) • Addition of benches and landscaping (6%) • Consider closing Bayview Street to vehicle traffic (3%)	• Loss of on-street parking (10%) • Improved pedestrian realm as existing sidewalk on south side is wide enough (9%) • Widen pedestrian realm on north side only (3%)
Option 3 (Enhanced Pedestrian Realm on North & South Sides plus Bikeway)	• Cycling facilities (28%) • Improved pedestrian realms (28%) • Consider directional bike lanes/paths (7%) • Maintain on-street parking (6%)	• Cycling facilities (15%) • Improved pedestrian realm as existing sidewalk widths are sufficient (7%) • Loss of on-street parking (6%)

Question 5 I prefer the following streetscape vision for Bayview Street		
Options		**Survey Response[1]**
Status Quo	No changes to existing streetscape	11%
1	Enhanced Pedestrian Realm on North Side Only: no change to the existing curbs, wider pedestrian realm on north side (7.5 m) and retention of on-street parking on south side	25%
2	Enhanced Pedestrian Realm on North & South Sides: wider pedestrian realm on north side (7.5 m), remove on-street parking on south side and move south curb to the north by 2.5 m, and wider pedestrian realm on the south side (up to 4.75 m)	11%
3	**Enhanced Pedestrian Realm on North & South Sides plus Bikeway:** wider pedestrian realm on north side (6.0 m), move north curb to the north by 1.5 m, remove on-street parking on south side and move south curb to the north by 1.0 m, wider pedestrian realm on the south side (3.25 m), and two-way protected on-street cycling facility on south side (3.0 m)	**32%**
Don't Know/ No Response		7%
Other (i.e., close Bayview Street to vehicle traffic; convert Bayview Street to one-way vehicle traffic, keep on-street parking while widening on the south side only or on both sides; provide bike lanes while also keeping on-street parking)		14%

[1] Members of the Steveston 20/20 Group expressed the highest interest in Option 3 (11 of 16 responses or 69%) followed by Option 1 (7 of 13 responses or 54%) and Option 2 (two of 16 responses or 12.5%).

Staff Recommendation: Option 3, which originally comprised shifting both curbs, wider pedestrian realms on the north and south sides, the removal of on-street parking on the south side, and the provision of a two-way protected cycling facility on the south side, with the following modifications to address concerns identified by survey respondents:

- *Passenger Loading*: to mitigate the loss of on-street parking on Bayview Street that may impact visitors with mobility challenges seeking access to the waterfront, the existing parking lay-by on the north side near No. 1 Road would be retained and converted to a passenger loading zone to allow short-term pick up and drop off (e.g., 15 minute time limit). An additional lay-by on the north side for passenger loading would be established to the west between Second Avenue and Third Avenue. The pedestrian realm on the north side would be narrowed by approximately 2.5 m at these locations to accommodate the lay-bys.

- *Accessible Parking Space*: the existing on-street parking on Bayview Street includes one designated accessible parking space. To mitigate the loss of this parking space, additional accessible parking spaces would be designated on First Avenue and Second Avenue as close as possible to Bayview Street.

- *Design of Cycling Facility*: modification of the proposed two-way on-street protected cycling facility on the south side to directional bike lanes on either side of the street, which would provide more convenient access for cyclists, minimize confusion for pedestrians at crossings, and be consistent with the proposed cycling facilities on Chatham Street. Both the westbound and eastbound bike lanes would be located on the street as there is insufficient right-of-way to accommodate off-street facilities while maintaining adequate width for the pedestrian realm. An on-street cycling facility is considered acceptable given the lower vehicle speeds of 30 km/h.

The recommended modified Option 3 would result in the loss of 17 on-street parking spaces, which represents a relatively small proportion (10%) of the overall public parking available in the immediate vicinity of Bayview Street. Parking demand could be accommodated when on-street public parking immediately adjacent to the Steveston Village core is included (e.g., Chatham Street west of 3rd Avenue has sufficient capacity of approximately 54 spaces to fully accommodate future parking demand).

Attachment 9 illustrates a typical cross-section and plan view for the recommended modified Option 3 for Bayview Street. Attachment 10 indicates that recommended streetscape option could be implemented along the majority of both sides of the street (yellow shaded areas) with the exception of two areas where there would be private property impacts (pink shaded areas).

The current cost estimate (2017$) for the recommended improvements is $1.6 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

Chatham Street

Question 6 I have the following comments on Options 1 and 2 for Chatham Street		
Option	**I think these features are important**	**I think these features are NOT important**
Option 1 (Enhanced Pedestrian Realm on North & South Sides)	• Improved pedestrian realms (20%) • Maintaining on-street parking (16%) • Addition of trees, benches and landscaping (8%) • Vehicle access from the rear lane on the north side (7%) • Need for cycling facilities (7%)	• Improved pedestrian realms as existing widths are sufficient (16%) • Addition of benches not needed (5%) • Shorter crossing distances (2%)
Option 2 (Enhanced Pedestrian Realm on North & South Sides plus Bike Paths)	• Provision of cycling facilities (39%) • Improved pedestrian realms (17%) • Maintaining on-street parking (10%) • Addition of trees, benches and landscaping (5%) • Vehicle access from the rear lane on the north side (5%)	• Provision of cycling facilities (16%) • Improved pedestrian realms as existing widths are sufficient (8%) • Shorter crossing distances (2%) • Addition of trees, benches and landscaping (2%)

Question 7 I prefer the following streetscape vision for Chatham Street		
Options		**Survey Response[2]**
Status Quo	No changes to existing streetscape	18%
1	Enhanced Pedestrian Realm on North & South Sides: no change to the existing curbs, wider pedestrian realms on north side (7.0 m) and south side (6.4 m), and retention of on-street parking on both sides	17%
2	**Enhanced Pedestrian Realm on North & South Sides plus Bike Paths:** shift north and south curbs into the roadway by 1.25 m each, wider pedestrian realms on north and south sides as in Option 1, retention of on-street parking on both sides, and delineated off-street directional cycling paths	**51%**
Don't Know/ No Response		11%
Other		3%

Staff Recommendation: Option 2, which comprises shifting the north and south curbs into the roadway, wider pedestrian realms on both sides, and delineated off-street directional cycling paths.

A 30 km/h speed limit is currently in place for the Steveston Village core bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street. Staff recommend extending the boundary of the 30 km/h speed limit on Chatham Street from 3rd Avenue west to 7th Avenue to

[2] Members of the Steveston 20/20 Group expressed the highest interest in Option 2 (8 of 16 responses or 50%) followed by Option 1 (three of 16 responses or 19%).

provide consistency along the length of the street. Following implementation, staff will continue to monitor vehicle speeds to determine if further traffic calming measures are needed.

The recommended streetscape vision Chatham Street also includes curb bulges at each intersection; the temporary curb bulges on Chatham Street at 4th Avenue would be replaced with new bulges. Staff would ensure that the design of new bulges can accommodate the turning movements of trucks and buses. Attachment 11 illustrates a typical cross-section for Chatham Street. Attachment 12 indicates that recommended streetscape option could be implemented along the both sides of the street (yellow shaded areas) with the exception of areas where there would be private property impacts (pink shaded areas) or the extent of implementation would be limited due to the presence of driveways (green shaded areas).

The current cost estimate (2017) for the recommended improvements is $3.2 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

Moncton Street

Question 8 I have the following comments on Option 1 for Moncton Street		
Option	**I think these features are important**	**I think these features are NOT important**
Option 1 (Modified Curb Bulges and Blvd Surface plus 2 New Mid-Block Crossings)	• Modified curb bulges with ramps (16%) • Additional mid-block crossings (13%) • Maintain on-street parking (9%)	• Additional mid-block crossings (8%) • Modified curb bulges with ramps due to less protection for pedestrians (7%) • Modified curb bulges with ramps not needed (6%)

Question 9 I prefer the following streetscape vision for Moncton Street		
Options		**Survey Response[3]**
Status Quo	No changes to existing streetscape	31%
1	**Modified Pedestrian Realm**: modify curb bulges (remove unit pavers and add asphalt ramps) and boulevard, add mid-block crossings	**42%**
Don't Know/ No Response		15%
Other (i.e., close Moncton Street to vehicle traffic; provide ramps but no curb bulges; provide a widened pedestrian realm; convert Moncton Street to one-way)		12%

[3] Members of the Steveston 20/20 Group expressed the highest interest in Option 1 (11 of 16 responses or 69%).

Staff Recommendation: Option 1, which comprises the removal of unit pavers and provision of asphalt ramps with a rollover curb at the curb bulges, replacement of the boulevard surface (e.g., brick or concrete stamped to simulate bricks), addition of new mid-block crossings, and retention of on-street parking on both sides. In addition, wooden bollards (similar to that in place at Moncton Street-No. 1 Road) would be added at the edge of the ramps to enhance pedestrian safety in response to concerns expressed by respondents.

Attachment 13 provides a rendering of the modified curb bulges and boulevard surface.[4] The current cost estimate (2017$) for the recommended improvements is $1.1 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

2. Steveston Interurban Tram

At its September 11, 2017 meeting, Council approved the allocation of $50,000 from Council Contingency to undertake a feasibility study, including a business case and transportation and engineering analysis, of operating the Steveston Interurban Tram between the existing tram building at No.1 Road and Moncton Street and the Gulf of Georgia Cannery. As noted in the staff report on the topic, none of the recommended long-term streetscape options would preclude a future operating tram. For example, if the tram were to operate on Bayview Street, the tracks could be laid within the vehicle portion of the roadway in combination with: (1) conversion of Bayview Street to one-way (i.e., the tram and vehicles each operate on one-half of the street); or (2) removal of the bike lanes and the re-allocation of that space to the tram with cyclists then operating with vehicle traffic, which could be accommodated given the 30 km/h speed limit. Staff will work with the feasibility study team to ensure that all users are accommodated within any potential tram route.

3. One-Way Street System in Steveston Village

As noted above, some survey respondents and open house attendees suggested consideration of a one-way street system in the Steveston Village core utilizing Moncton and Bayview Streets between No. 1 Road and 3rd Avenue to form an east-west couplet. Feedback from the Steveston 20/20 Group also indicated interest in a one-way street system (13 of 16 responses) that would comprise westbound only on Moncton Street and eastbound only on Bayview Street.

Staff have previously investigated potential one-way street systems for Steveston Village and, most recently, sought public feedback on a proposed one-way street system in June 2006 as part of a consultation process on parking options in Steveston Village. As the feedback results did not indicate strong support for converting selected two-way streets to one-way streets, staff recommended the status quo, which was endorsed by Council. At the time, staff noted that the

[4] Note that the rendering does not show the bollards recommended by staff; these would be included as part of the detailed design of the improvements.

existing road patterns functioned well and establishing more one-way streets could impact the exposure and access to businesses on those streets and lead to more vehicle circulation within the Village. None of the recommended long-term streetscape options would preclude a future one-way street system in Steveston Village should there be an interest in pursuing this concept pending the outcome of the tram feasibility study.

Consultation

Staff have reviewed the proposed 2041 OCP amendment bylaw with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Table 4 clarifies this recommendation. Public notification for the public hearing will be provided as per the *Local Government Act*.

Table 4 – OCP Public Consultation Summary

Stakeholder	Referral Comment
Provincial Agricultural Land Commission	No referral necessary, as they are not affected.
Richmond School Board	No referral necessary, as they are not affected.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as they are not affected.
The Councils of Adjacent Municipalities	No referral necessary, as they are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Port Metro Vancouver and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver Airport Authority (VAA) (Federal Government Agency)	No referral necessary, as they are not affected.
Richmond Coastal Health Authority	No referral necessary, as they are not affected.
Community Groups and Neighbours	Community Groups (e.g., Group of 20/20, Steveston Harbour Authority) and Neighbours will have the opportunity to comment regarding the proposed OCP amendment (and proposed Zoning Bylaws) at Planning Committee, Council and at a Public Hearing.
All Relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.

Financial Impact

With respect to the recommended long-term streetscape visions, staff propose to report back with an implementation strategy for the improvements including updated and more detailed cost estimates, timing and funding sources.

Conclusion

The recommended design and heritage policies in the Steveston Area Plan and the long-term streetscape design concepts for Bayview Street, Chatham Street and Moncton Street reflect the

public feedback received, are supportive of the heritage character of Steveston and improve the public realm with wider sidewalks and boulevards, more benches and street trees, increased accessibility, and opportunities for active transportation to reduce reliance on private auto trips to the Village. These long-term visions will help provide clarity and guidance for future development to realize the community's vision for these key streets in the Steveston Village area.

It is recommended that Bylaw 9775 be introduced and given first reading.

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Planner 2
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JC/SH/JH/KE:cas

Att. 1: Open House Boards: Steveston Area Plan Update and Streetscape Concepts
2: Open House Boards: Long-Term Streetscape Visions for Bayview Street, Chatham Street and Moncton Street
3: Open House Survey: Steveston Area Plan Update – Design and Heritage Policies Survey
4: Open House Survey: Long-Term Streetscape Visions for Bayview Street, Chatham Street & Moncton Street: Public Feedback Form
5: Letter from Steveston Harbour Authority dated August 22, 2017
6: Survey Results from Steveston 20/20 Group Member dated September 26, 2017
7: Letter from Oris Consulting Ltd. dated July 28, 2017
8: Letter from Vancouver Coastal Health dated July 28, 2017
9: Typical Cross Section and Plan View of Recommended Streetscape Design for Bayview Street
10: Bayview Street: Timing of Implementation of Recommended Streetscape Improvements
11: Typical Cross Section of Recommended Streetscape Design for Chatham Street
12: Chatham Street: Timing of Implementation of Recommended Streetscape Improvements
13: Rendering of Recommended Streetscape Design for Moncton Street

Welcome To This Open House

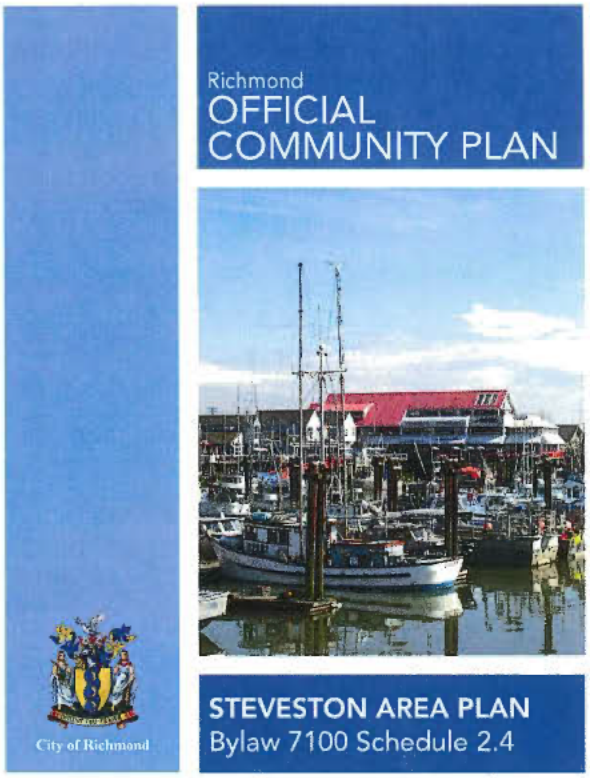
Why are we here?

Since the Steveston Area Plan was updated in 2009, there have been some concerns in the community about how new development fits into the special character of Steveston.

The public realm is an important part of the uniqueness of Steveston, and streetscape concept visions for Bayview, Chatham and Moncton Streets are long-term objectives.

On June 12, 2017, Council directed staff to:

- Undertake public consultation on proposed changes to the design and heritage policies in the Steveston Area Plan, and streetscape concepts for Bayview Streeet, Chatham Street and Moncton Street.
- Complete engagement by July 31, 2017
- Report back in October 2017 on feedback and recommendations.



Today's Open House is an opportunity to:

- ☑ Learn more about design and heritage policies in the Steveston Area Plan.
- ☑ Review options and proposed changes to design and heritage policies in the Plan.
- ☑ Review options for streetscape concepts for Bayview Street, Chatham Street and Moncton Street.
- ☑ Ask questions and give feedback.

Have Your Say

- Talk to City staff
- Fill out a Let's Talk Richmond survey today and drop it off with staff or mail it back to us (to the address on the form).
- Complete a Let's Talk Richmond survey at **www.richmond.ca**
- Stay informed through visiting the project website following the links from the homepage at **www.richmond.ca**

More information

www.richmond.ca

communityplanning@richmond.ca

Context: How Is Change To Properties Managed In Steveston Village?

Steveston Village is the area within the boundaries generally between 3rd Avenue to the west, No. 1 Road to the east, Chatham Street to the north, and Bayview Street and the riverfront to the south.

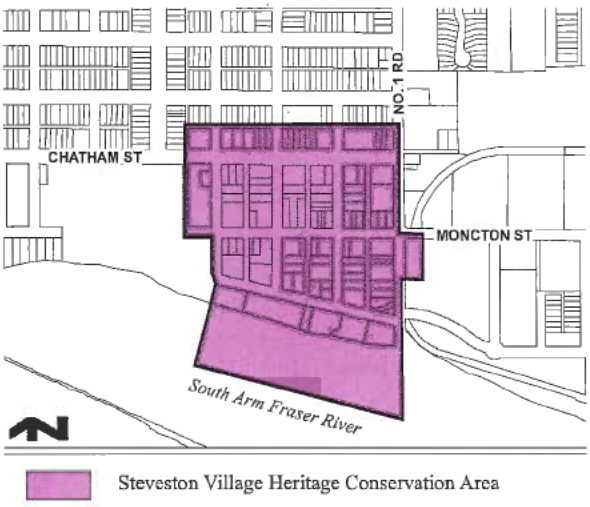
Changes to buildings, structures, landscaping and land in Steveston Village are managed through a Heritage Conservation Area (HCA) and a Development Permit Area (DPA).

Steveston Village Heritage Conservation Area (HCA)

The purpose of the HCA is to conserve the heritage value and special character of Steveston Village through HCA guidelines.

For changes to 17 protected heritage properties, ("identified heritage resources" on the bottom map), the City uses *The National Standards and Guidelines for the Conservation of Historic Places in Canada*.

The HCA guidelines that apply to all other properties in Steveston Village are the same as the DPA guidelines.



Steveston Village Development Permit Area (DPA)

The purpose of the DPA is to manage the appearance of new development, and façade upgrades (over $50,000), to fit within the special character of Steveson Village.

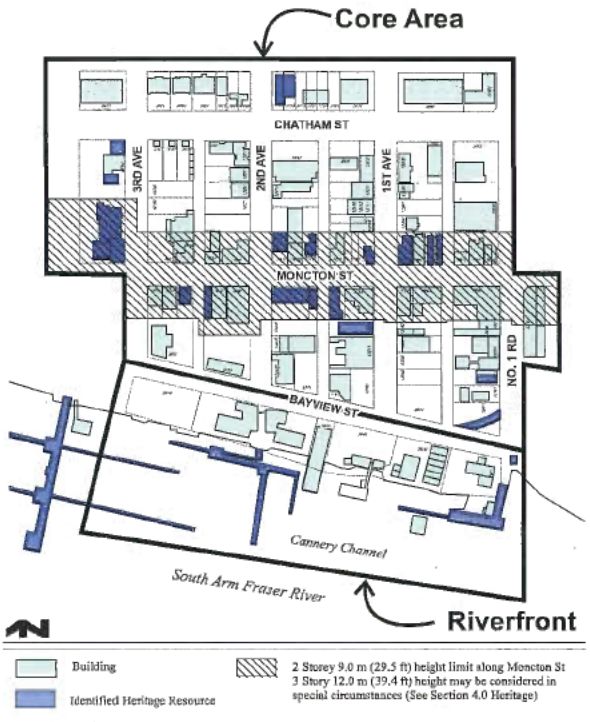
The DPA has two-sub-areas:

- Village Core
- Riverfront Precinct

The entire DPA has general guidelines, and there are additional special guidelines for each of the sub-areas.

The design vision for the Village Core is relatively small lots, and buildings that reflect the historical mixed-use.

This contrasts to the vision for the Riverfront Precinct which is larger 'Cannery-like' buildings and larger lots.



Land Use Density and Heights in the Village Core

What are the issues?

- There have been recent community concerns about the size, scale and height of Moncton Street development and a preference for two-storey buildings has been raised.
- There have been similar concerns about the size, scale and height of development along the north side of Bayview Street, and a desire for lowering the building height has been raised.
- There is some lack of clarity about technical aspects of how to measure the building heights in Steveston Village.

What is included in the Steveston Area Plan today?

Moncton Street

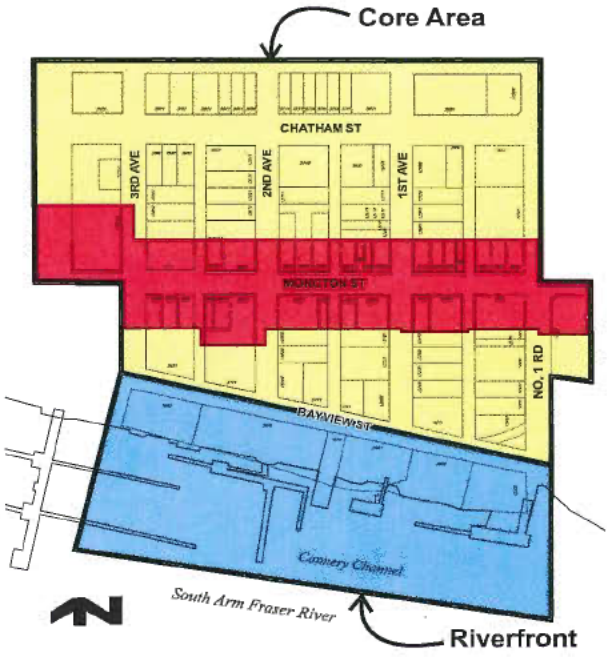
Maximum density: 1.2 FAR.
Maximum height: Up to 2 storeys and 9 m and eligibility for 1 in 3 buildings to be 3 storeys and 12 m.

Bayview Street (north side)

Land Use Density: 1.6 FAR.
Building Height: 3 storeys over parkade.

Density & heights in Steveston Village

		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



Have Your Say

Tell us what you support.

Moncton Street

- **Option 1:** No change.
- **Option 2:** Reduced height: 1.2 FAR and 2 storeys and 9 m. ***staff recommendation***

Bayview Street (north side)

- **Option 1:** No change.
- **Option 2:** Reduced density and height: 1.2 FAR; and

For the north 50% of any lot depth, up to 2 storeys over parkade (looks like 3 storeys.

For the south 50% of any lot depth, up to 2 storeys over parkade (looks like 2 storeys).
staff recommendation

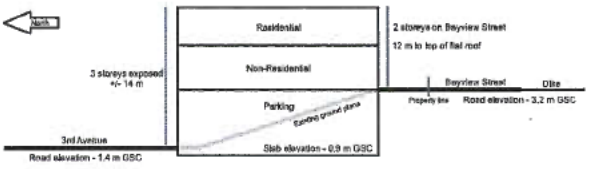
Add comments here

Technical measurement of building height

To provide clarity for designers, engineers and property owners, staff are recommending the use of "geodetic points" for height measurements.

A geodetic point is a reference point on the earth from which to calculate the height of buildings and structures (e.g. parkades). It provides consistency in determining the height of buildings and structures.

How to measure (geodetic) height



Design Guidelines for Exterior Cladding and Window Treatments

What are the issues?

- The materials for exterior cladding and window treatments should fit with the special character of Steveston Village.

What is included in the Steveston Area Plan today?

General guidelines for Steveston Village Core & Riverfront

Exterior cladding:

- Horizontal wood siding with complementary glass, concrete, stucco and metal for siding.
- Brick is allowed.
- Vinyl siding is prohibited.

Window treatments:

- Wood frames are encouraged.
- Vinyl frames are discouraged but not banned.

* Choices of exterior cladding and windows for the 17 heritage properties must be in keeping with unique features of each building.

Exterior Cladding: primary finishes

Wood is the primary material for new buildings but is currently limited to horizontal siding.

Staff recommend that siding choices include vertical ship lap, board-and-batten, and wood shingles which were used historically and in the earlier Sakamoto Guidelines until 2009.

Have Your Say

Tell us what you support.

Window treatments

- **Option 1:** Wood, vinyl and metal frames are allowed.
- **Option 2:** Wood and metal frames are allowed. Vinyl is prohibited. ***staff recommendation***

☐ **Add comments here**

Have Your Say

Tell us what you support.

Village Core (includes north Bayview)
Exterior cladding: secondary finishes

- **Option 1:** No change.
- **Option 2:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick.*
- **Option 3:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick or different brick.*
- **Option 4:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick or different brick or other better material.*
- **Option 5:** For new buildings and additions, no metal but brick is allowed if different from the Hepworth building. For façade upgrades, replace brick with similar brick or different brick.
- **Option 6:** For new buildings and additions, no metal but brick is allowed if different from the Hepworth building. For façade upgrades, *replace brick with similar brick or different brick or better material.* ***staff recommendation***

☐ **Add comments here**

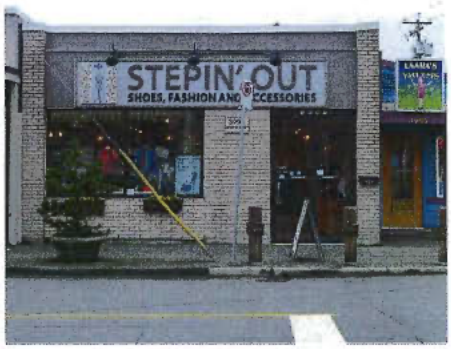
Brick in the Village Core

The Hepworth Building is the only heritage property with brick masonry.

There are 13 non-heritage buildings with brick features in a variety of colours and textures. Some of the brick is painted.











Design Guidelines for Rooftop Structures

What are the issues?

- Minimizing the visibility of solar panels, and other renewal energy infrastructure (i.e. air source heat pumps), that is mounted on the exterior of new and existing buildings is important to help retain the special character of Steveston Village.
- Barriers around rooftop living spaces, which provide safety, should blend with the special character of the Village.

Solar panels and other renewable energy infrastructure (e.g. air source heat pumps)

The National Standards and Guidelines for the Conservation of Historic Places in Canada, which apply to the 17 protected heritage properties, require solar panels, and other infrastructure, to not be visible from the street.

Existing design guidelines for non-heritage properties include a requirement for solar panels on flat roofs to be located back from the building edges. There are no guidelines for other infrastructure (e.g. air source heat pumps), or pitched roofs.

Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** New additional design guidelines that require false parapets on new flat-roofed buildings to be slightly higher and to allow solar panels affixed on pitched roofs. ***staff recommendation***



Solar panels behind a false parapet on a flat roof

Rooftop barrier railings

Like solar panels and other renewal energy infrastructure, barrier railings for rooftop living spaces in Steveston Village should fit into the special character of the historic area.

There are no existing design guidelines for barrier railings.

Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios.
  staff recommendation

Add comments here



Barrier railings for a rooftop patio (Victoria, BC)

Design Guidelines for Rooftop Structures

What are the issues?

- There have been recent community concerns about the visibility of elevator shafts for communal rooftop living spaces and hatch (or 'pop-up') entries for individual rooftop living spaces.
- Managing the visibility of rooftop access points is important to retain the special character of Steveston Village, and can be achieved through blending hatch or 'pop-up' stair entries, access stairs, or elevator shafts, with the overall architecture.

Hatch or 'pop-up' entries

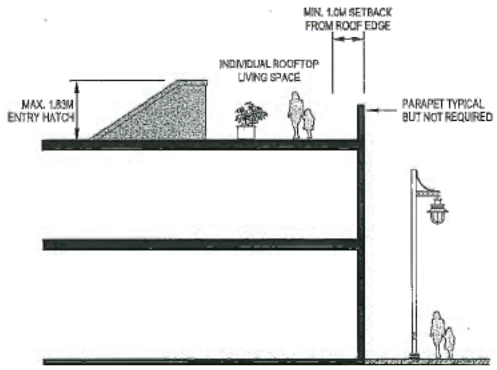
There are no existing design guidelines for hatch (or 'pop-up') stair entries for individual rooftop living spaces.

Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** Prohibit all hatch stair entries.
- **Option 3:** Prohibit all hatch stair entries unless they are not more than 1.83 m (6ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges.
  staff recommendation
- **Option 4:** Allow hatch stair entries if well-integrated with the overall architecture, and set back from all roof edges.

☐ **Add comments here**



Cross-section of hatch entry

Elevator shafts and access stairs

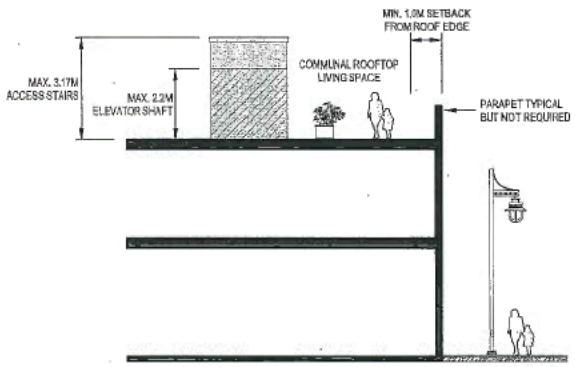
There are no existing design guidelines for structures for access stairs or elevator shafts for communal rooftop living spaces.

Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** Prohibit all elevator shafts and access stairs.
- **Option 3:** Prohibit all structures unless they are not more than 2.20 m (7.2 ft.) for elevator shafts, and 3.17 m (10.4 ft.) for access stairs, well-integrated with the architecture and setback 1.0 m or more from all roof edges.
  staff recommendation
- **Option 4:** Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and set back from all roof edges.

☐ **Add comments here**



Cross-section of access stairs and elevator shafts

Design Vision for Riverfront Precinct

What are the issues?

- The City is seeking to reconfirm if the community supports the current density and heights on south Bayview Street.
- There has been a lack of clarity about whether flat roofs should be allowable along the south side of Bayview Street.

Density and heights on Bayview Street (south)

Have Your Say

Tell us what you support.

- **Option 1:** 1.6 FAR and 3 storeys (no change). ***staff recommendation***
- **Option 2:** Reduced density or reduced height.

Add comments here

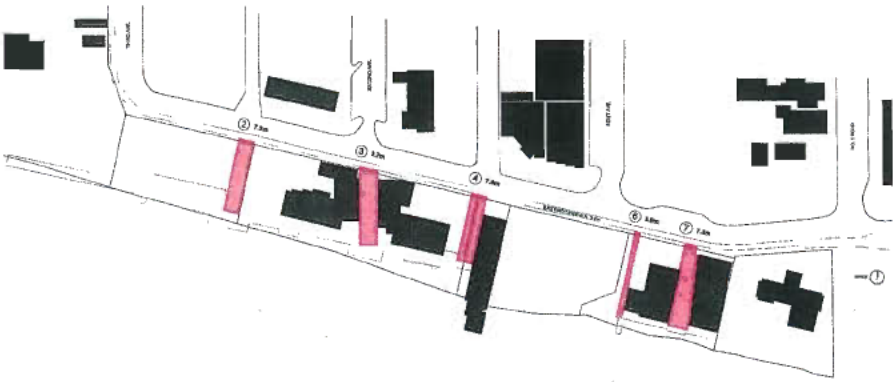
Roofs types on Bayview Street (south)

Have Your Say

Tell us what you support.

- **Option 1:** Flat roofs, or pitched, roofs (no change).
- **Option 2:** Pitched roofs. Flat roofs are prohibited. ***staff recommendation***

Add comments here



Properties along Bayview Street (south)

EXISTING CONNECTION AND EXISTING WIDTH



Model of existing buildings on Bayview Street (south)

Design Vision for Riverfront Precinct

What are the issues?

- There has been some interest in the recent past in the subdivision of large lots on the south side of Bayview Street, between 3rd Avenue and No. 1 Road, into smaller lots with smaller buildings.

Lot sizes on Bayview St. (south)

Have Your Say

Tell us what you support.

- **Option 1:** Large lots (no change). ***staff recommendation***
- **Option 2:** Small lots.

Add comments here

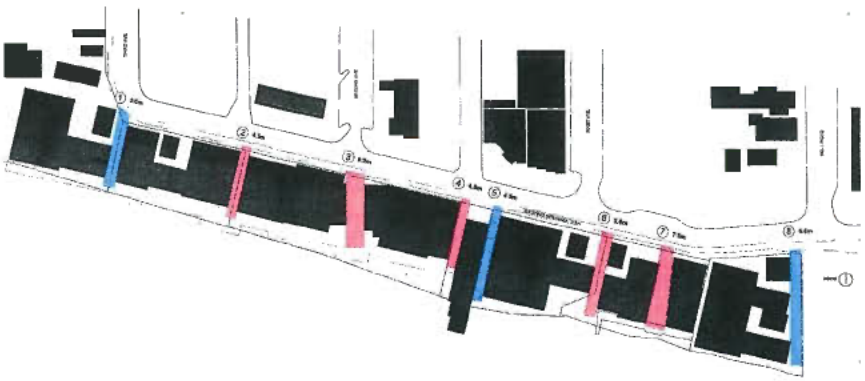
Building sizes on Bayview St. (south)

Have Your Say

Tell us what you support.

- **Option 1:** Large & small buildings (no change). ***staff recommendation***
- **Option 2:** Small buildings.

Add comments here



Large lots along Bayview Street (south) – existing conditions

EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM)
FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM)



Massing model of buildings on existing large lots

*actual development would not result in fully built out lots due to zoning regulations (e.g. setbacks) and meeting design guidelines

Design Vision for Riverfront Precinct

What are the issues?

- There has been some interest in the recent past in the subdivision of large lots on the south side of Bayview Street, between 3rd Avenue and No. 1 Road, into smaller lots with smaller buildings.

Lot sizes on Bayview St. (south)

Have Your Say

Tell us what you support.

- **Option 1:** Large lots (no change). ***staff recommendation***
- **Option 2:** Small lots.

Add comments here

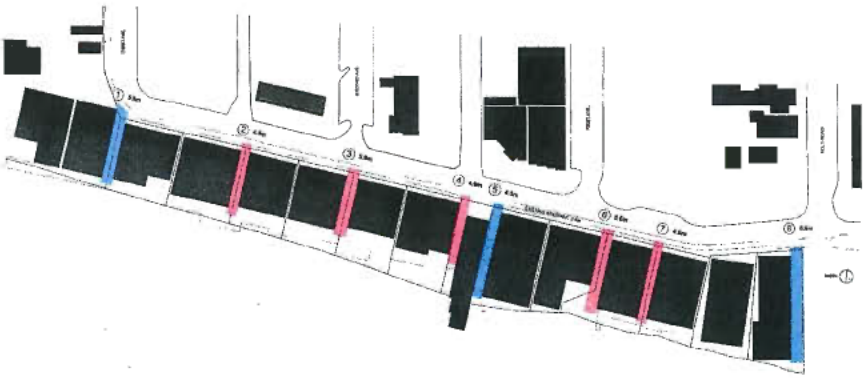
Building sizes on Bayview St. (south)

Have Your Say

Tell us what you support.

- **Option 1:** Large & small buildings (no change). ***staff recommendation***
- **Option 2:** Small buildings.

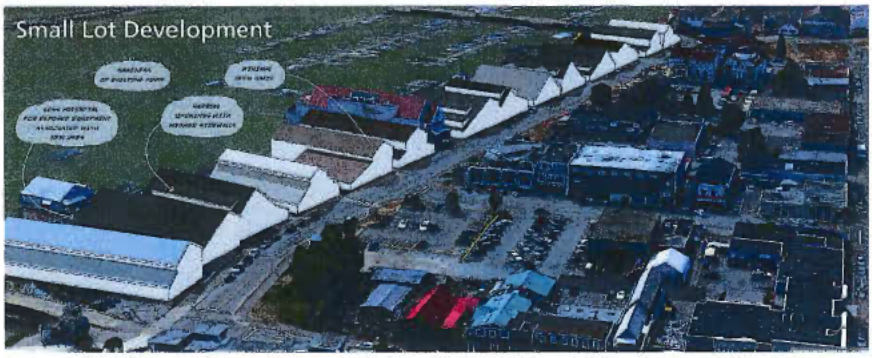
Add comments here



Small Lots – potential creation of new lots

*illustration is theoretical – not proposed redevelopments

EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM)
FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM)



Massing model of buildings on potential small lots

*actual development would not result in fully built out lots due to zoning regulations (e.g. setbacks) and meeting design guidelines

Design Vision for Riverfront Precinct

What are the issues?

- There is a need to provide clarity on how the City will complete the waterfront boardwalk and pedestrian connections from Bayview Street, with respect to developer contributions, and the overall design of the City walkways.

Have Your Say

Tell us what you support.

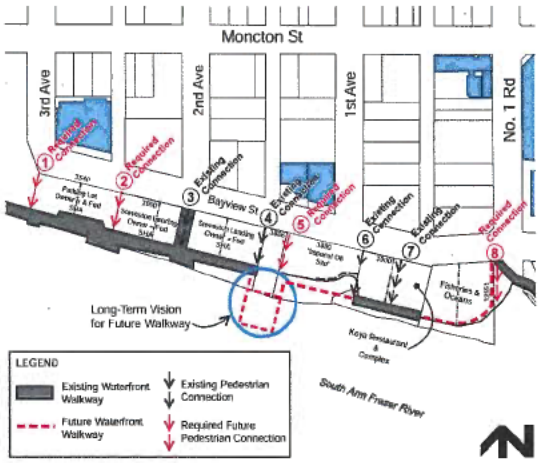
Developer contributions toward the walkways

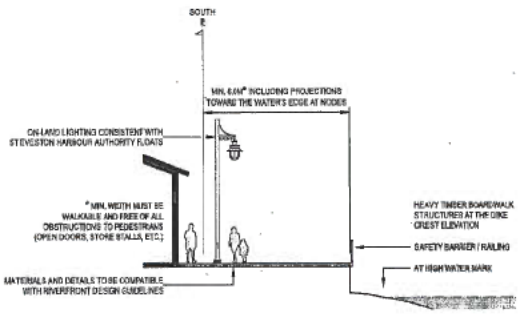
- **Option 1:** No City policy (no change).
- **Option 2:** Developer contributions to be required through the rezoning and development permit application process. *** staff recommendation***

Design guidelines for the boardwalk and paths

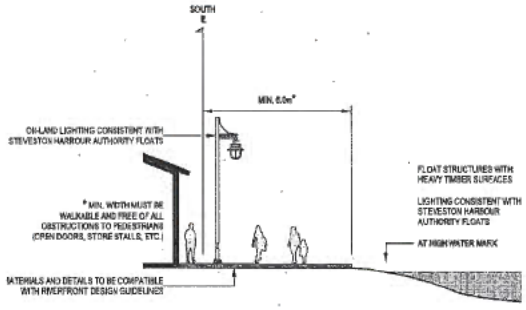
- **Option 1:** No design guidelines (no change).
- **Option 2:** Design guidelines including but not limited to the cross sections that are shown on this board. ***staff recommendation***

Existing and future riverfront walkways

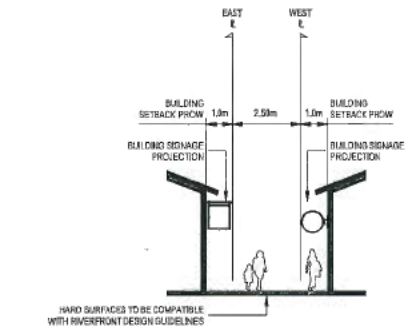




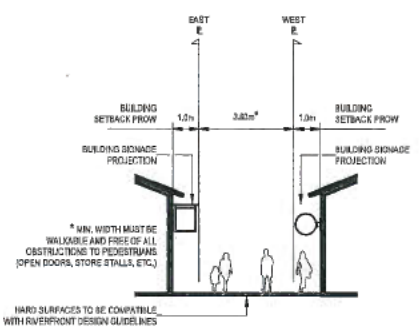
Boardwalk – on land



Boardwalk – on water (floating)



Pedestrian connections – land ends



Pedestrian connections – road ends

On-Site Parking Requirements

What are the issues?

- Address the need to maintain an adequate supply of on street parking in Steveston Village.
- Consider a smaller on-site vehicle parking reduction for future residential developments.

What is included in the Steveston Area Plan (SAP) today?

Where a rezoning application is required for new developments in Steveston Village, the SAP allows up to a 33% reduction in on-site vehicle parking from the City's Zoning Bylaw requirements.

OPTION 1

Existing Parking Rates for Steveston Village	
Existing Conservation Strategy Parking Rate (Up to 33% Reduction from Zoning Bylaw Parking Requirements)	
Residential	**1.0 stall/ dwelling Unit**
Retail	**2.0 stalls/ 100 sq.m**
Restaurant	**6.0 stalls/ 100 sq.m**

OPTION 2

Proposed Parking Rates for Steveston Village	
Proposed New Parking Rates	
Residential	**1.3 stalls/ dwelling Unit**
Retail	**2.0 stalls/ 100 sq.m**
Restaurant	**6.0 stalls/ 100 sq.m**

- Allows more future residents to park on site

Have Your Say

Tell us what you support.

On-Site Parking Requirements: Steveston Village

- **Option 1:** No change. Maintain up to 33% on-site parking reduction for all uses
- **Option 2:** Decrease allowable parking reduction from up to 33% to up to 13% for residential use

Add comments here

LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

What is a "Streetscape"

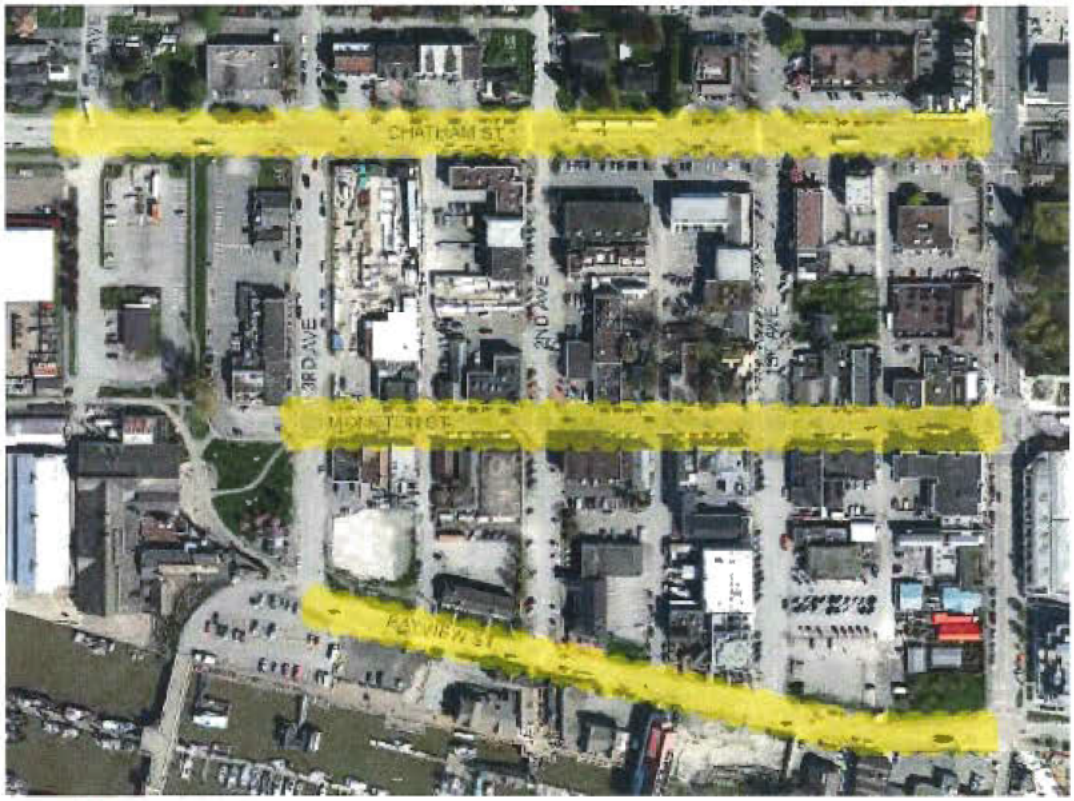
The elements of a street including the road, adjoining buildings, sidewalk and open spaces, street furniture, trees, and other elements that combine to form the street character.

Why We Need Long-Term Streetscape Visions

- A planning tool to help guide future development
- Support implementation of the *Steveston Village Conservation Strategy*

Streetscape Design Objectives

- Support and be respectful of the heritage of Steveston Village
- Allow the buildings to stand out in front of a less complex streetscape
- Use of simple materials with a minimum of street furniture
- Enhance pedestrian areas and encourage more walking, cycling and transit use



Scope of Streetscape Study

Your Opinions are Important to Us

Community feedback is an important component when considering changes to the streetscapes of Bayview Street, Chatham Street and Moncton Street in Steveston Village.

Please fill out the Feedback form as you view the display boards.

Richmond

LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

Results of Public Consultation in April-May 2013

- Majority support for wider and improved pedestrian realms on Bayview Street and Chatham Street with no additional on-street parking
- Recommended streetscape visions consistent with the *Steveston Village Conservation Strategy* and community feedback were presented to City Council in July 2013
- Staff were directed to undertake further analysis of streetscape features

The Next Several Boards Detail:

- Existing conditions on Bayview Street, Chatham Street and Moncton Street
- Potential revised streetscape options for each street
- The pros and cons of each option
- The estimated cost of implementation and funding source



Bayview Street looking west



Chatham Street looking west



Moncton Street looking west

Please fill out the Feedback form as you view the display boards.

Richmond

BAYVIEW STREET

Existing Conditions

- 2.0 metre to 3.0 metre wide sidewalk on south side
- 1.5 metre to 2.0 metre wide sidewalk on north side plus 5.5 metre to 6.0 metre wide green space
- Total of 17 parallel parking spaces: 14 spaces on south side and 3 spaces on north side



Aerial View of Bayview Street



Street View of Bayview Street Looking East to 2nd Avenue

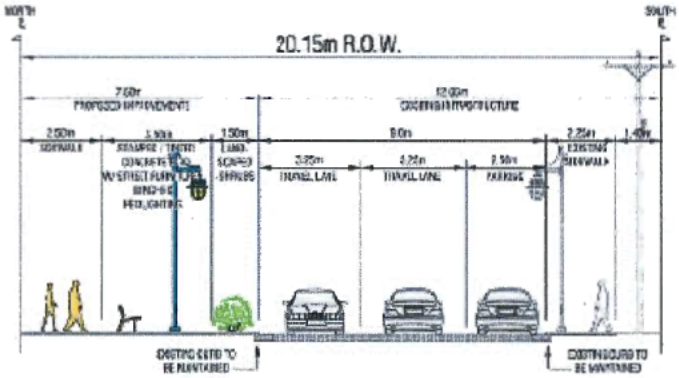
LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

BAYVIEW STREET

Option 1: Enhanced Pedestrian Realm on North Side Only

- Maintain location of north and south curbs
- Widen pedestrian realm (combined sidewalk and boulevard) up to 7.5 metres wide on north side
- Add benches, pedestrian lighting and landscaping on the north side
- Pedestrian realm on south side remains unchanged
- Maintain total of existing 17 parallel parking spaces (14 on south side and 3 on north side)





Pros

- Improved pedestrian realm on north side
- Wider pedestrian area on north side (by 1.0 m) versus Option 3
- Provides better buffer between pedestrians and moving traffic

Cons

- No pedestrian realm improvements on south side versus Options 2 and 3
- No cycling facilities versus Option 3

Estimated Cost

$500,000

Potential Funding Source

Roads Development Cost Charges Program

Question 4:

I think the following features of Option 1 for Bayview Street are important: _____

I think the following features of Option 1 for Bayview Street are not important: _____

Please fill out the Feedback form as you view the display boards.

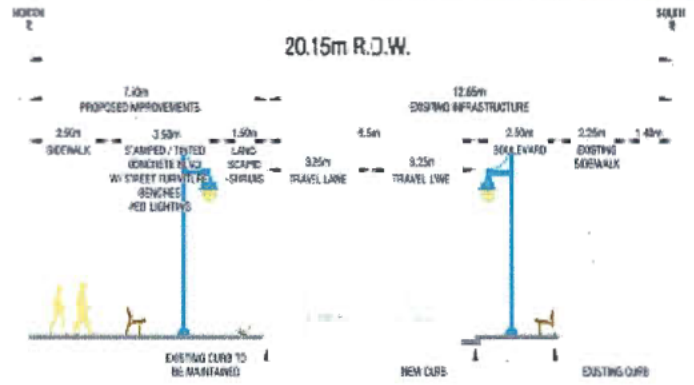
LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

BAYVIEW STREET

Option 2: Enhanced Pedestrian Realm on North and South Sides

- Maintain location of north curb
- Widen pedestrian realm up to 7.5 metres wide on north side as in Option 1
- Remove on-street parking on south side and move south curb to the north by 2.5 metres
- Widen pedestrian realm up to 4.75 metres on the south side
- Add benches, pedestrian lighting and landscaping on the north and south sides





Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic

Cons

- Removal of on-street parking on south side
- No cycling facilities versus Option 3

Estimated Cost

$1,500,000

Potential Funding Source

Roads Development Cost Charges Program

Question 4:

I think the following features of Option 2 for Bayview Street are important: _____

I think the following features of Option 2 for Bayview Street are not important: _____

Please fill out the Feedback form as you view the display boards.

Richmond

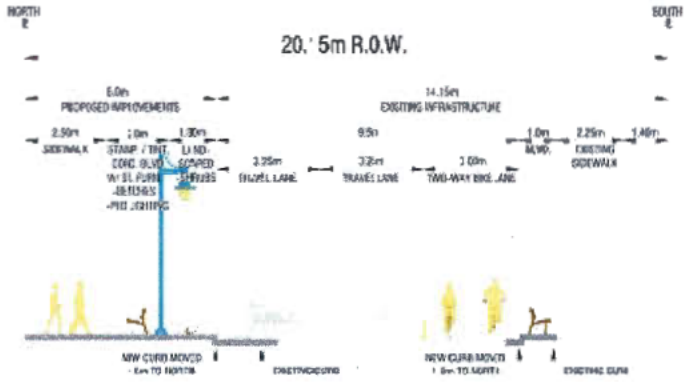
LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

BAYVIEW STREET

Option 3: Enhanced Pedestrian Realm on North and South Sides plus Continuous Bikeway

- Move north curb to the north by 1.5 metres and widen pedestrian ealm up to 6.0 metres on north side
- Remove on-street parking on south side and move south curb to the north by 1.0 metres
- Widen pedestrian realm up to 3.25 metres on the south side
- Reallocate 3.0 m on the south side of the road for a two-way protected cycling facility
- Add benches, pedestrian lighting and landscaping on the north and south sides





Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic
- Protected cycling facility that connects to off-street pathways at either end

Cons

- Removal of on-street parking on south side
- Pedestrian realms on north and south sides not as wide as Options 1 or 2 (by 1.5 m)

Estimated Cost

$1,600,000

Potential Funding Source

Roads Development Cost Charges Program

Question 4:

I think the following features of Option 3 for Bayview Street are important

I think the following features of Option 3 for Bayview Street are not important

Question 5:

I prefer the following streetscape vision for Bayview St

- ☐ Status Quo
- ☐ Option 1
- ☐ Option 2
- ☐ Option 3
- ☐ Other (please specify)
- ☐ Don't Know / Unsure

Please fill out the Feedback form as you view the display boards.

Richmond

LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

CHATHAM STREET

Existing Conditions

- 2.0 metre to 4.0 metre wide sidewalk and boulevard on north side
- 1.5 metre to 5.0 metre wide sidewalk and boulevard on south side
- Total of 23 parallel parking spaces: 14 spaces on north side and 9 spaces on south side



Aerial View of Chatham Street



Street View of Chatham Street Looking East to 2nd Avenue

Please fill out the Feedback form as you view the display boards.

Richmond

LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

CHATHAM STREET

Option 1: Enhanced Pedestrian Realm on North and South Sides

- Maintain location of north and south curbs
- Widen pedestrian realms (sidewalk and boulevard) up to 6.4 metres on north side and 7.0 metres on south side
- Add benches, pedestrian lighting and landscaping on the north and south sides
- Maintain total of existing 23 parallel parking spaces
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane

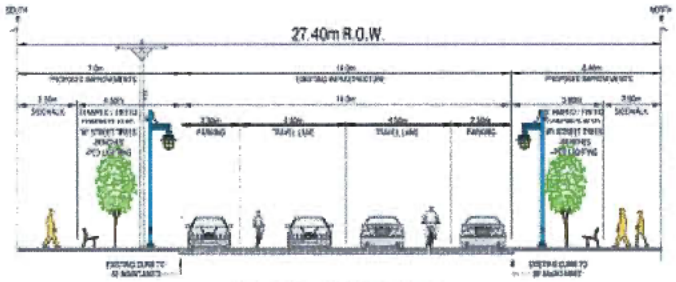


Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic

Cons

- Longer crossing of Chatham Street for pedestrians versus Option 2
- Cyclists not protected from adjacent vehicles versus Option 2



ULTIMATE X-SECTION
CHATHAM STREET
FOURTH AVENUE TO NO 1 ROAD

Estimated Cost

$2,600,000

Potential Funding Source

Roads Development Cost Charges Program

Question 6:

I think the following features of Option 1 for Chatham Street are important: _____

I think the following features of Option 1 for Chatham Street are not important: _____

Please fill out the Feedback form as you view the display boards.

LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

CHATHAM STREET

Option 2: Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths

- Move north and south curbs into the roadway by 1.25 metres each
- Widen pedestrian realms (sidewalk and boulevard) up to 5.65 metres on north side and 6.25 metres on south side
- Add benches, pedestrian lighting and landscaping on the north and south sides
- Delineate off-street cycling path on north and south sides
- Maintain total of existing 23 parallel parking spaces
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane





Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic
- Shorter crossing of Chatham Street for pedestrians
- Cycling paths protected from adjacent vehicles

Cons

- Pedestrian realm (sidewalk and boulevard) on north and south sides not as wide as Option 1 (by 0.75 m)

Estimated Cost

$3,200,000

Potential Funding Source

Roads Development Cost Charges Program

Question 6:

I think the following features of Option 2 for Chatham Street are important

_____

I think the following features of Option 2 for Chatham Street are not important

_____

Question 7:

I prefer the following streetscape vision for Chatham St

- ☐ Status Quo
- ☐ Option 1
- ☐ Option 2
- ☐ Other (please specify)
- ☐ Don't Know / Unsure

Please fill out the Feedback form as you view the display boards.

Richmond

MONCTON STREET

Existing Conditions

- Pedestrian realm comprises concrete sidewalk and boulevard with unit pavers
- Curb bulges at 1st, 2nd and 3rd Avenues
- Total of 46 parallel parking spaces: 21 spaces on north side including 2 loading zone spaces and 25 spaces on south side



Aerial View of Moncton Street



Street View of Moncton Street Looking East at 2nd Avenue

LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

MONCTON STREET

Option 1: Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings

- Modify curb bulges with removal of unit pavers and provision of ramps with a rollover curb at 1st, 2nd and 3rd Avenues
- Add two new mid-block crossings with modified curb bulges at the lane between 1st and 2nd Avenues, and the lane between 2nd and 3rd Avenues
- Replace boulevard unit pavers with textured concrete as proposed for Bayview Street and Chatham Street
- Maintain location of north and south curbs
- Maintain total of existing 46 parallel parking spaces





Pros

- Better consistency of pedestrian realm with proposed streetscapes for Bayview Street and Chatham Street
- Additional crossing opportunities of Moncton Street for pedestrians

Cons

- Perception of less protection for pedestrians from turning vehicles
- May require additional physical protection (e.g., bollards) at rollover curb edge

Estimated Cost

$1,100,000

Potential Funding Source

Roads Development Cost Charges Program

Question 8:

I think the following features of Option 1 for Moncton Street are important:

_____

I think the following features of Option 1 for Moncton Street are not important:

_____

Question 9:

I prefer the following streetscape vision for Moncton St:

- ☐ Status Quo
- ☐ Option 1
- ☐ Other (please specify)

Please fill out the Feedback form as you view the display boards.

Richmond

LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

Have Your Say - What Options Do You Support?

Bayview Street				
STATUS QUO	**OPTION 1** Enhanced Pedestrian Realm on North Side Only	**OPTION 2** Enhanced Pedestrian Realm on North and South Sides	**OPTION 3** Enhanced Pedestrian Realm on North and South Sides plus Continuous Bikeway	**OTHER** (Please Specify)

Chatham Street			
STATUS QUO	**OPTION 1** Enhanced Pedestrian Realm on North and South Sides	**OPTION 2** Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths	**OTHER** (Please Specify)

Moncton Street		
STATUS QUO	**OPTION 1** Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings	**OTHER** (Please Specify)

Please fill out the Feedback form as you view the display boards. Richmond

5579854

City of Richmond

Steveston Area Plan Update
Design and Heritage Policies Survey

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

Introduction

The City of Richmond is seeking comments from the community on options for changes to design and heritage polices in the Steveston Area Plan. For more information on key issues, existing policies, and options, please view the Open House Boards on the website to answer the survey and add comments (www.letstalkrichmond.ca/svapupdate2017/documents).

We thank you for taking the time to fill out this survey. Your input will be included in results that staff will report back to Council in October 2017, and will inform staff review of preferred options, as well as the Council decision on changes to the Steveston Area Plan.

Please send your survey to Helen Cain, Planner 2, Policy Planning, through:
Email: communityplanning@richmond.ca
Fax: 604 276 4052
Mail or drop off: City of Richmond, 6911, No. 3 Road, Richmond, BC

The deadline to submit surveys and other comments is **July 30, 2017**.

For more information, please contact Helen Cain at 604-276-4193 or communityplanning@richmond.ca.

Land Use Density and Building Heights in the Village Core

Please refer to Open House Board #3 for more information on the issues and illustrations.

1. **The current density allowed on *Moncton Street* is a maximum of 1.2 floor area ratio (FAR), and the maximum building height is 2 storeys or 9 m. However, 1 in 3 buildings may be up to a maximum of 3 storeys and 12 m.**

   Which option do you support?

   ❑ 1. No change in the maximum density and maximum height as described above.

   Staff Recommendation

   ❑ 2. Reduce maximum density from 1.6 FAR to 1.2 FAR, and require all buildings to have a maximum height of 2 storeys and 9 m.

   Comments:_____

2. **The current density allowed on *Bayview Street (north side)* is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure.**

   Which option do you support?

   ❑ 1. No change in the maximum density and maximum height as described above.

   Staff Recommendation

   ❑ 2. A reduction in density and height as follows:
   Maximum density of 1.2 FAR
   North side lot depth, up to 2 storeys over parkade (appears 3 storeys).
   South side lot depth, up to 2 storeys over parkade (appears 2 storeys).

   Comments:_____

Design Guidelines for Exterior Cladding and Window Treatments

Please refer to Open House Boards #4 and #5 for more information on the issues and illustrations.

3. **In the design guidelines for the *Village Core* (including Bayview Street north side), wood is the primary material for exterior cladding (i.e. siding). However, the wood for exterior cladding is restricted to horizontal siding. Historically, the wood used on buildings in Steveston Village included wood shingles, board-and-batten, and vertical shiplap, and these materials were allowed in the "Sakamoto Guidelines" that the City used for the Village Core before 2009.**

   Which option do you support?

   ❑ 1. No change to the primary material for exterior cladding (i.e. horizontal wood siding only).

   Staff Recommendation

   ❑ 2. Expand the primary materials for exterior cladding to include wood shingles, board-and-batten and vertical ship lap, in addition to horizontal wood siding.

   Comments:_____

4. **In the design guidelines for new buildings and additions, for the *Village Core* (including Bayview Street north side), the primary material for exterior cladding (i.e. siding) is wood. Glass, concrete, stucco, and metal that complements the wood siding may be used as secondary material(s) for exterior cladding.**

   Which option do you support?

   ❑ 1: No change to the secondary materials for exterior cladding (i.e. siding).

   ❑ 2: **No brick** and **no metal** allowed. For façade upgrades, *replace brick with similar brick.*

   ❑ 3: **No brick** and **no metal** allowed. For façade upgrades, *replace brick with similar brick or different brick.*

   ❑ 4: **No brick** and **no metal** allowed. For façade upgrades, replace brick with similar brick, different brick or a better material.

   ❑ 5: **No metal** but **brick is allowed if different from the Hepworth Building**. For façade upgrades, *replace brick with a similar brick or different brick.*

   Staff Recommendation

   ❑ 6: **No metal** but **brick is allowed if different from the Hepworth Building**. For façade upgrades, *replace brick with similar brick, different brick, or a better material.*

   Comments:_____

5. **In the design guidelines for the *Village Core* and the *Riverfront*, window frames that are wood are encouraged. Vinyl window assembles are discouraged but allowable.**

   Which option do you support?

   ❑ 1: No change to materials for window treatments (i.e. wood or vinyl is allowed).

   Staff Recommendation

   ❑ 2: Windows with wood frames or metal frames are allowed. Vinyl is prohibited.

   Comments:_____

Design Guidelines for Rooftop Structures

Please refer to Open House Boards #6 and #7 for more information on the issues and illustrations.

6. **Solar panels, and other renewable energy infrastructure (e.g. air source heat pump), may be mounted on heritage buildings and non-heritage buildings in Steveston Village. No changes are proposed to the guidelines for heritage buildings. The design guidelines to manage the visibility of solar panels on non-heritage properties with a flat roof include a requirement for the panels to be located back from the building edges. There are no design guidelines for other renewable energy infrastructure on flat roofs, and no design guidelines for solar panels or other renewable energy infrastructure on new or existing pitched-roof buildings.**

   Which option do you support?

   ❑ 1: No changes to existing design guidelines.

   Staff Recommendation

   ❑ 2: New design guidelines that require any false parapets to be slightly taller on new flat-roofed buildings, and allow solar panels to be affixed flush to pitched roofs.

   Comments:_____

7. **Barrier railings for rooftop living spaces, which provide safety, on new and existing buildings should blend with the special character of the historic district. Currently there are no design guidelines for barrier railings in the *Village Core*. Rooftop livings spaces are not possible in the Riverfront sub-area (Bayview Street south side) where roofs are pitched not flat.**

   Which option do you support?

   ❑ 1: No changes to existing design guidelines.

   Staff Recommendation

   ❑ 2: New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios on adjacent and surrounding buildings.

   Comments:_____

8. **Managing the visibility of an access point for individual rooftop living spaces (i.e. roof decks and gardens) can be achieved through blending the hatch or 'pop-up' stair entries (that the building code requires) with the overall architecture of the new building or the existing building. There are currently no design guidelines for hatch ('pop-up') entries to individual rooftop living space.**

   Which option do you support?

   ❑ 1: No changes to existing design guidelines as described above.

   ❑ 2: Prohibit all hatch stair entries.

   Staff Recommendation

   ❑ 3: Prohibit all hatch stair entries unless they are not more than 1.83 m (6 ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges.

   ❑ 4: Allow hatch stair entries if well-integrated with the overall architecture, and setback from all roof edges.

   Comments:_____

9. **Managing the visibility of one or more access points for communal rooftop living space (i.e. roof deck and garden) can be achieved through blending the structure for the access stairs or elevator shaft (two shafts may be required to meet the building code) with the overall architecture or the new building or the existing building. There are no design guidelines to reduce the visibility of access stairs or an elevator shaft for communal rooftop living spaces.**

Which option do you support?

- ❑ 1: No changes to existing design guidelines as described above.
- ❑ 2: Prohibit all elevator shafts and access stairs.

Staff Recommendation

- ❑ 3: Prohibit access points unless they are less than 2.2 m for elevator shafts, and 3.17 m for access stairs, well-integrated with the architecture, and setback 1.0 m or more from all roof edges.
- ❑ 4: Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and setback from all roof edges.

Comments:_____

Design Vision for the Riverfront Precinct

Please refer to Open House Boards #8 through #11 for more information on the issues and illustrations.

10. **The current density allowed on *Bayview Street (south side)* is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure.**

Which option do you support?

Staff Recommendation

- ❑ 1: No change in the maximum density and maximum height as described above.
- ❑ 2: Reduced density or reduced height.

Comments:_____

11. **The overall design vision for *Bayview Street (south side)* includes "Cannery-like" pitched roofed buildings, but flat roofs are allowable.**

Which option do you support?

- ❑ 1: No changes to existing design guidelines.

Staff Recommendation

- ❑ 2: Pitched roofs only to fully align with the design vision. Flat roofs are prohibited.

Comments:_____

12. **The overall design vision for *Bayview Street (south side)* includes retention of existing large lots.**

Which option do you support?

Staff Recommendation

- ❑ 1: No changes to existing large lots.
- ❑ 2: Through the redevelopment process, allow the subdivision of the existing larger lots into relatively small lots.

Comments:_____

13. **The overall design vision for *Bayview Street (south side)* includes large and small buildings on existing large lots.**

Which option do you support?

Staff Recommendation

❑ 1: No changes (i.e. a mix of large and small buildings).

❑ 2: Small buildings on small lots. No more new large "Cannery-like" buildings.

Comments:_____

14. **The City has the long-term objective of completion of the waterfront boardwalk, between 3rd Avenue and No. 1 Road, which is part of the Parks Trail System, and to complete pedestrian connections from Bayview Street to the riverfront. The Steveston Area Plan is currently unclear on how developers will contribute to the boardwalk and paths in the application review process.**

Which option do you support?

❑ 1: No changes (i.e. no City policy on developer contributions).

Staff Recommendation

❑ 2: Developer contributions to the waterfront boardwalk and pedestrian paths are required through rezoning and development permit application review process.

Comments:_____

15. **The Steveston Area Plan does not include a full set of design policies and guidelines for the waterfront boardwalk, between 3rd Avenue and No 1. Road, which is part of the Parks Trail System, or new and existing pedestrian connections, from Bayview Street to the riverfront.**

Which option do you support?

❑ 1: No change to existing design policies and guidelines.

Staff Recommendation

❑ 2: New design guidelines that include, but are not limited to, a set of dimension standards for details, such as boardwalk and path widths, setbacks to accommodate hanging signage, and surface treatments.

Comments:_____

On-Site Parking Requirements

Please refer to Open House Board #12 for more information on the issues and illustrations.

16. **To help support the vitality and conservation of Steveston Village, existing policy allows up to 33% reduction in on-site vehicle parking from the zoning regulations. However, there are impacts on the availability of street parking to be taken into consideration.**

Which option do you support?

❑ 1: No change to the policy for on-site parking requirements (i.e. 33% reduction).

Staff Recommendation

❑ 2: Decrease the allowable parking reduction from up to 33% to up to 13% for new residential development.

Comments:_____

Additional Comments:

How did you hear about this public engagement?

17. **I heard about this public engagement opportunity via (check all that apply):**

- ❑ Newspaper ad (Richmond News)
- ❑ News story in local newspaper
- ❑ LetsTalkRichmond.ca email sent to me
- ❑ Twitter
- ❑ City of Richmond website (richmond.ca)
- ❑ Facebook
- ❑ Poster in City facility
- ❑ Facebook
- ❑ Word of mouth
- ❑ Other _____

City of Richmond

Long-Term Streetscape Visions for Bayview Street, Chatham Street & Moncton Street: Public Feedback Form

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

The City is continuing a planning process to develop long-term streetscape visions for Bayview Street, Chatham Street and Moncton Street in Steveston Village.

The purpose of this City initiative is to inform you, seek your input on the important elements that should be included in the planning concepts and identify your preferred vision for each street.

Your views will be considered by Council.

1. I live:

- ☐ In Richmond within 400 m of Steveston Village
- ☐ In Richmond between 400 m and 1 km of Steveston Village
- ☐ In Richmond beyond 1 km of Steveston Village
- ☐ Outside of Richmond

2. I visit Steveston Village:

- ☐ Frequently (more than 3 times per week)
- ☐ Very Often (1–3 times per week)
- ☐ Moderately Often (2–3 times per month)
- ☐ Slightly Often (once per month)
- ☐ Not at All Often (1–10 times per year)
- ☐ Other (please specify)_____

3. I travel to Steveston Village most often by:

- ☐ Vehicle as a Driver or Passenger
- ☐ Walking
- ☐ Bicycle
- ☐ Scooter
- ☐ Transit
- ☐ Other (please specify)_____

4. I have the following comments on Options 1 through 3 for Bayview Street (Boards 4–6):

Option 1 (Board 4)

I think these features are important:

_____
_____
_____

I think these features are **NOT** important:

_____
_____
_____

Option 2 (Board 5)

I think these features are important:

_____
_____
_____

I think these features are **NOT** important:

_____
_____
_____

Option 3 (Board 6)

I think these features are important:

_____
_____
_____

I think these features are **NOT** important:

_____
_____
_____

5. I prefer the following streets cape vision for Bayview Street:

- ☐ Status Quo
- ☐ Option 1
- ☐ Option 2
- ☐ Option 3
- ☐ Don't Know/Unsure
- ☐ Other (please specify)_____

5447024

Please refer to the display boards as you fill out the feedback form.

6. I have the following comments on Options 1 and 2 for Chatham Street (Boards 8–9):

Option 1 (Board 8)

I think these features are important:

_____

_____

_____

I think these features are **NOT** important:

_____

_____

_____

Option 2 (Board 9)

I think these features are important:

_____

_____

_____

I think these features are **NOT** important:

_____

_____

_____

7. I prefer the following streetscape vision for Chatham Street:

☐ Status Quo ☐ Option 1 ☐ Option 2 ☐ Don't Know/Unsure

☐ Other (please specify)_____

8. I have the following comments on Option 1 for Moncton Street (Board 11):

Option 1 (Board 11)

I think these features are important:

_____

_____

_____

I think these features are **NOT** important:

_____

_____

_____

9. I prefer the following streetscape vision for Moncton Street:

☐ Status Quo ☐ Option 1 ☐ Don't Know/Unsure

☐ Other (please specify)_____

10. I heard about this public engagement opportunity via (check all that apply):

☐ Newspaper ad (Richmond News) ☐ LetsTalkRichmond.ca email sent to me ☐ Poster in City facility ☐ Twitter

☐ News story in local newspaper ☐ City of Richmond website (richmond.ca) ☐ Word of mouth ☐ Facebook

Please fill out the survey form and return it to the City by **Sunday, July 30, 2017**.

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1 to the attention of Joan Caravan, Transportation Planner; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- Email it to the City of Richmond at joan.caravan@richmond.ca; or
- Fill it out online at the City's website and at www.letstalkrichmond.ca; or
- Leave it in the drop off boxes provided at this Public Open House.

Thank you for your participation

August 22, 2017

STEVESTON HARBOUR AUTHORITY
12740 Trites Road, Richmond, B.C. V7E 3R8 604-272-5539 Fax 604-271-6142

Terry Crowe, Manager, Policy Planning
City of Richmond
TCrowe@richmond.ca

Dear Mr. Crowe,

RE: STEVESTON AREA PLAN ("SAP")

Further to our meeting on July 26, 2017, the following are Steveston Harbour Authority's (SHA) comments regarding the SAP.

Density, Height, Exterior Finishes & Rooftop Structures

The SHA has no issues with the changes proposed by City staff. We do appreciate the City's efforts in clarifying the rules with respect to height.

Riverfront Walkway

While we generally do not oppose the proposal to complete the riverfront walkway spanning from Britannia Heritage Shipyards all the way to 3rd Avenue, we do have two concerns with the proposed drawings as they currently stand:

1. The proposed walkway around the Blue Canoe/Catch building would come too close to our public fish sales float, restricting berthage access to the entire northeast side of the dock. This float is extremely busy during certain parts of the year and losing area for moorage is not acceptable to us, particularly after having spent millions of dollars on the new floats in the past two years.

2. SHA is concerned with the walkway connecting directly to the sales float, as it increases liability for DFO with the increased public access. It also may be detrimental to the fishermen trying to make a living by selling their catch as increased foot traffic may deter potential customers from purchasing seafood on the float, which is the primary purpose of the float.

As such, we cannot support the walkway in its current proposed form but we do look forward to reviewing a revised drawing, as discussed at our meeting.

Chatham Street Parking Lot

We have several issues with the proposed use of the Chatham Street parking lot as a bus loop for Translink's operations:

1. This lot currently generates significant revenue for the SHA that is used to fund dredging of the Cannery Channel, building maintenance and other capital projects in the harbour.

2. The lot is important to the community of Steveston as the space is used to support community events.

3. SHA has medium-term plans to develop the lot and surrounding area to support the commercial fishing industry.

The SHA is not interested in a bus loop on any of our properties and we have reiterated this conclusion to Translink multiple times over the past several years.

Steveston Harbour Infrastructure - Heritage Resources

Upon consultation with the Department of Fisheries and Oceans, Small Craft Harbours (SCH) we have several additional concerns that were not discussed at the meeting:

1. SHA's No. 1 Road pier, public fish sales float and 3rd Avenue floats have been all been included in your maps as "heritage resources" (page 3 of your PowerPoint presentation). As discussed at the meeting, none of SHA's infrastructure should be identified as heritage properties as it may impede the operation of the commercial fishing harbour. As you are aware the SHA exists solely to provide safety, security and service to the commercial fishing fleet.

2. The City is proposing future development on the waterfront (page 14 & 15 of the PowerPoint) which clearly include properties owned by SCH and managed by SHA. SHA in no way supports this objective as all property managed by the SHA will be used to support industry.

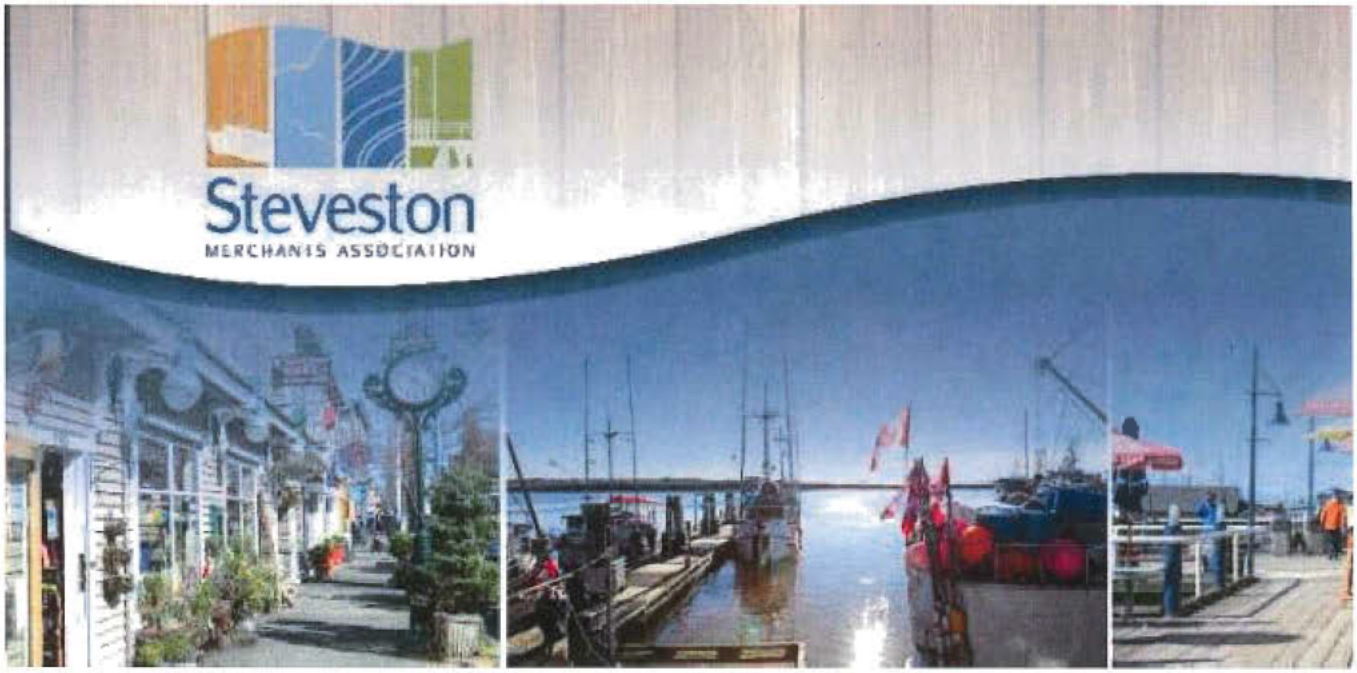
Please note that we have raised all of these issues with DFO and they are aware of these matters.

If you have any questions please feel free to contact me at 604-272-5539 or via email at jaime@stevestonharbour.com.

Yours truly,

Jaime Da Costa, General Manager
Steveston Harbour Authority

CC: Robert Kiesman, Board Chairman
Tina Atva, Senior Planning Coordinator
Donna Chan, Manager, Transportation Planning
Sonali Hingorani, Transportation Engineer
Helen Cain, Heritage Planner



Constant Contact Survey Results

Survey Name: Steveston Streetscape Survey

Response Status: Partial & Completed

Filter: None

9/26/2017 7:56 AM PDT

One Way Traffic Idea: This option is not on the proposal by the city but we want to know if you are interested in considering this.

Plan one-way traffic on
Moncton Street (heading west) and Bayview Street (heading east) creating a loop. This would allow for substantially wider side
walks, benches/tables for
sitting, natural greenery, separate bike lane on
Bayview Street connecting dyke path to Onni Development.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			13	81.2 %
No, not interested in this idea			3	18.7 %
Other			0	0.0 %
		Totals	**16**	**100%**

BAYVIEW STREET

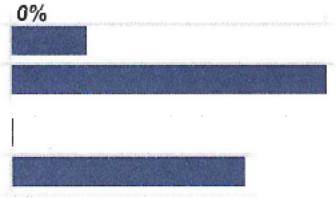
Option 1: Enhanced Pedestrian Realm on North Side OnlyMaintain location of north and south curbs.Widen pedestrian realm (combined sidewalk and boulevard) up to 7.5 metres wide on north side.Add benches, pedestrian lighting and landscaping on the north side.Pedestrian realm on south side remains unchanged.Maintain total of existing 17 parallel parking spaces (14 on south side and 3 on north side).



Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			7	53.8 %
No, keep Bayview Street as it is			4	30.7 %
Other			1	7.6 %
		Totals	13	100%

BAYVIEW STREET

Option 2: Enhanced Pedestrian Realm on North and South Sides. Maintain location of north curb. Widen pedestrian realm up to 7.5 metres wide on north side as in Option 1. Remove on-street parking on south side and move south curb to the north by 2.5 metres. Widen pedestrian realm up to 4.75 metres on the south side. Add benches, pedestrian lighting and landscaping on the north and south sides.



Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			2	12.5 %
No, not interested in this idea			8	50.0 %
Other			0	0.0 %
No Response(s)			6	37.5 %
		Totals	16	100%

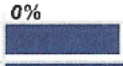
BAYVIEW STREET

Option 3: Enhanced Pedestrian Realm on North and South Sides plus Continuous Bikeway.Move north curb to the north by 1.5 metres and widen pedestrian ealm up to 6.0 metres on north side.Remove on-street parking on south side and move south curb to the north by 1.0 metres.Widen pedestrian realm up to 3.25 metres on the south side.Reallocate 3.0 m on the south side of the road for a two-way protected cycling facility.Add benches, pedestrian lighting and landscaping on the north and south sides.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			11	68.7 %
No, not interested in this idea			4	25.0 %
Other			0	0.0 %
No Response(s)			1	6.2 %
		Totals	**16**	**100%**

CHATHAM STREET

Option 1: Enhanced Pedestrian Realm on North and South Sides.Maintain location of north and south curbs.Widen pedestrian realms (sidewalk and boulevard) up to 6.4 metres on north side and 7.0 metres on south side.Add benches, pedestrian lighting and landscaping on the north and south sides.Maintain total of existing 23 parallel parking spaces.As development occurs on north side, pursue opportunities to relocate driveways to rear lane.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			3	18.7 %
No, not interested in this idea			9	56.2 %
Other			0	0.0 %
No Response(s)			4	25.0 %
		Totals	**16**	**100%**

CHATHAM STREET

Option 2: Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths.Move north and south curbs into the roadway by 1.25 metres each.Widen pedestrian realms (sidewalk and boulevard) up to 5.65 metres on north side and 6.25 metres on south side.Add benches, pedestrian lighting and landscaping on the north and south sides.Delineate off-street cycling path on north and south sides.Maintain total of existing 23 parallel parking spaces.As development occurs on north side, pursue opportunities to relocate driveways to rear lane.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			8	50.0 %
No, not interested in this idea			7	43.7 %
Other			0	0.0 %
No Response(s)			1	6.2 %
		Totals	**16**	**100%**

MONCTON STREET

Option 1: Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings.Modify curb bulges with removal of unit pavers and provision of ramps with a rollover curb at 1st, 2nd and 3rd Avenues.Add two new mid-block crossings with modified curb bulges at the lane between 1st and 2nd Avenues, and the lane between 2nd and 3rd Avenues.Replace boulevard unit pavers with textured concrete as proposed for Bayview Street and Chatham Street.Maintain location of north and south curbs.Maintain total of existing 46 parallel parking spaces.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			11	68.7 %
No, not interested in this idea			3	18.7 %
Other			1	6.2 %
No Response(s)			1	6.2 %
		Totals	**16**	**100%**

There was a survey out this summer regarding Land Use Density and Building Heights in the Village Core; Design Guidelines for Exterior Cladding and Window Treatments; Design Guidelines for Rooftop Structures; Design Vision for the Riverfront Precinct; On-Site Parking Requirements. This is an extensive survey. Please read this link and reply directly to the city if you have feedback to be included in their report.Steveston Area Plan Update

1 Response(s)

ORIS
www.orisconsulting.ca

Oris Consulting Ltd
12235 No 1 Rd,
Richmond, BC
V7E 1T6

July 28, 2017

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

RE: Steveston Area Update Plan

Dear Sir or Madam,

We have reviewed the proposed changes to the Steveston Area Plan and for the most part think they will be a great addition to the current guidelines. We have made a few notes below on a couple of areas we believe should be looked at in further details.

Rooftop decks Steveston Area Plan

In reference to the proposed updated Steveston Area plan, Oris believes that providing guidelines around the height of rooftop hatches, along with stair and elevator access is a positive step towards greater clarity and should be introduced.

Our concerns, however, are around the implementation of this. The Steveston Area plan considers that sites within the township that are designated as 3-storeys within the plan, have a maximum height of 12m. Given that the frontage along these streets must include commercial uses the minimum height of the first storey is 14-16' floor to floor. With 2 stories of residential on top of this at 10' floor to floor, the building will be a minimum height of 11m to the rooftop.

As these sites are built to the property lines to provide the required parking and commercial space, no room for outdoor space for residential owners can be provided at grade. We believe outdoor living space is essential to residents living in the village.

Recent changes in the building code are shifting towards making rooftop hatches for individual unit owner's unachievable, leaving common stairs and elevators as the only options. We also believe these rooftop areas should be made accessible to all owners, including those with mobility issues.
Given the minimum height requirements for buildings from floor to floor this will ensure that most new developments will be looking for a height exemption, as to achieve the elevator access will cause the height of the building to be at 13-14m in a localized area. We believe that by allowing this doesn't detract from what Steveston Village owners and visitors are looking for.
The suggestion to set these decks and rooftop access points back from the building edge by 1m is an excellent way to help limit overlook and should be implemented.

We understand that as each site develops this will be a localized condition and will need to reviewed as such. We request that the requirement within the report for these items to not be seen within 90m be

modified for development within 90m of the dyke. It isn't possible to achieve given that the access stairs or elevator access cannot fit within the zoning height limit of 12m and the elevated grade on the dyke opens sightlines that are not available from the street grade. We would suggest that the sightlines be taken from the street level grade that prevails through most of the village.

Secondly, we believe the addition of more exterior finish types will help to provide more variety in the township and create a richer more vibrant village. Metal windows for the store fronts of buildings will provide an appearance consistent with the historical character of the area. However, we feel that vinyl windows should not be prohibited for the residential levels as long as they can be made to fit in with the Steveston Village vision. Wood are historically more accurate, however they need greater maintenance for the homeowner and isn't something that should be mandated. Properly detailed vinyl windows appear identical to wood windows viewed from the ground to the second floor.

Kind Regards,

Nathan Curran

Oris Consulting ltd

Vancouver CoastalHealth
Promoting wellness. Ensuring care.

Health Protection
Environmental Health

#325 - 8100 Granville Avenue
Richmond, BC V6Y 3T6
Tel: (604) 233-3147 Fax: (604) 233-3175

July 28, 2017

Joan Caravan
Transportation Planner
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Dear Ms. Caravan:

RE: Long-Term Streetscape Visions for Bayview Street, Chatham Street & Moncton Street

Healthy communities are places that are safe, contribute to a high quality of life, provide a strong sense of belonging and identity, and offer access to a wide range of health-promoting amenities, infrastructure, and opportunities for all residents. It is well documented that a community's built environment, defined as the human-made surroundings that provide the setting for human activity, can have a significant influence on the physical and mental health of its residents.

Proposed streetscape visions for were reviewed by Vancouver Coastal Health - Richmond Health Protection's Healthy Built Environment Team. Please consider our support for the following visions:

- *Bayview Street: Option 3*
- *Chatham Street: Option 2*

These visions prioritize safety and promote active transportation such as walking and biking. The proposed streetscapes increase perception of safety, offer attractive features such as benches and landscaping, which encourage use of active transportation. Active transportation has been shown to improve social connectivity, physical activity, mental health and quality of life. Furthermore, by making active transportation the more convenient and safe choice in the area, the reduction of car traffic will provide additional benefits of reduced traffic noise and improved ambient air quality.

Vancouver Coastal Health looks forward to reviewing future documents associated with the project. If you have any further questions or comments, please contact me at 604-233-3106 or via email at elden.chan@vch.ca

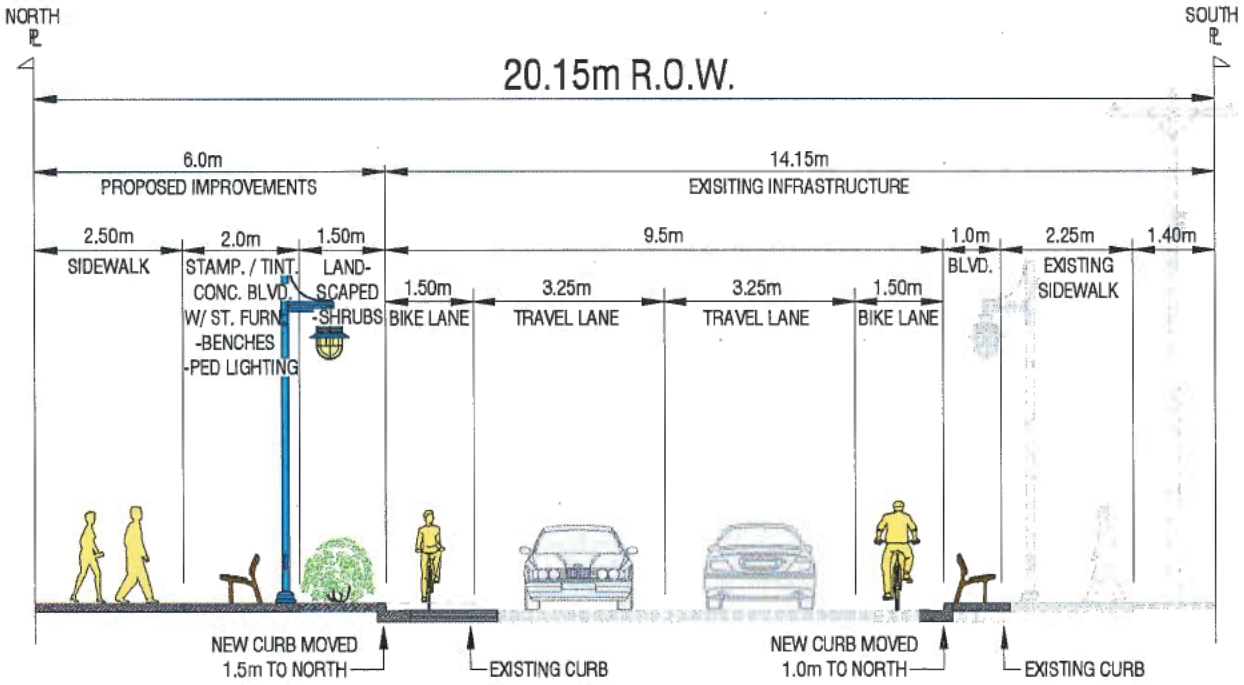
Sincerely,

Elden Chan
Environmental Health Officer | Healthy Built Environment
Vancouver Coastal Health

CC: Dalton Cross, Senior Environmental Health Officer

Envh0115449

Typical Cross-Section of Recommended Streetscape Design for Bayview Street

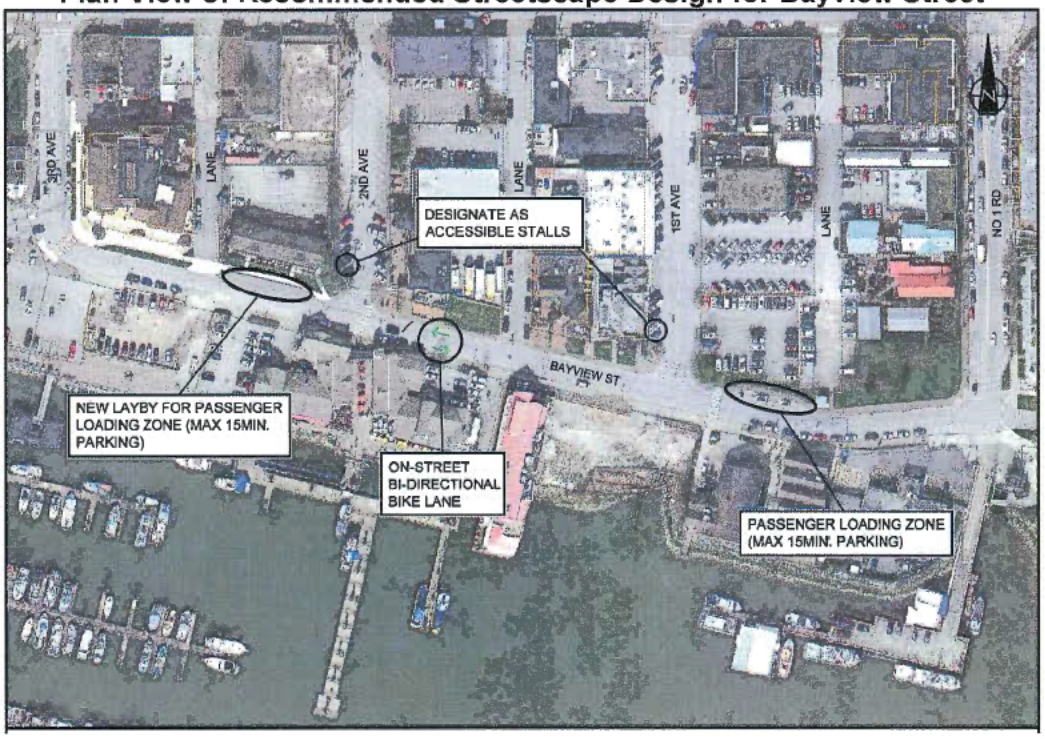


RECOMMENDED ULTIMATE CROSS-SECTION

BAYVIEW STREET

THIRD AVENUE TO NO 1 ROAD

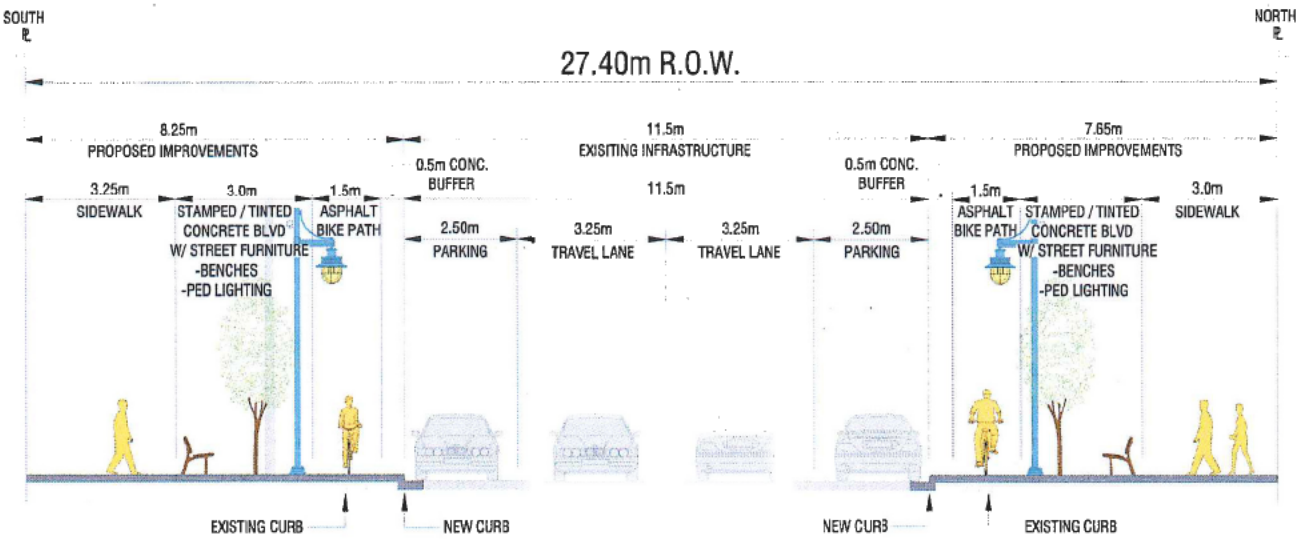
Plan View of Recommended Streetscape Design for Bayview Street



Bayview Street: Timing of Implementation of Recommended Streetscape Improvements



Typical Cross-Section of Recommended Streetscape Design for Chatham Street

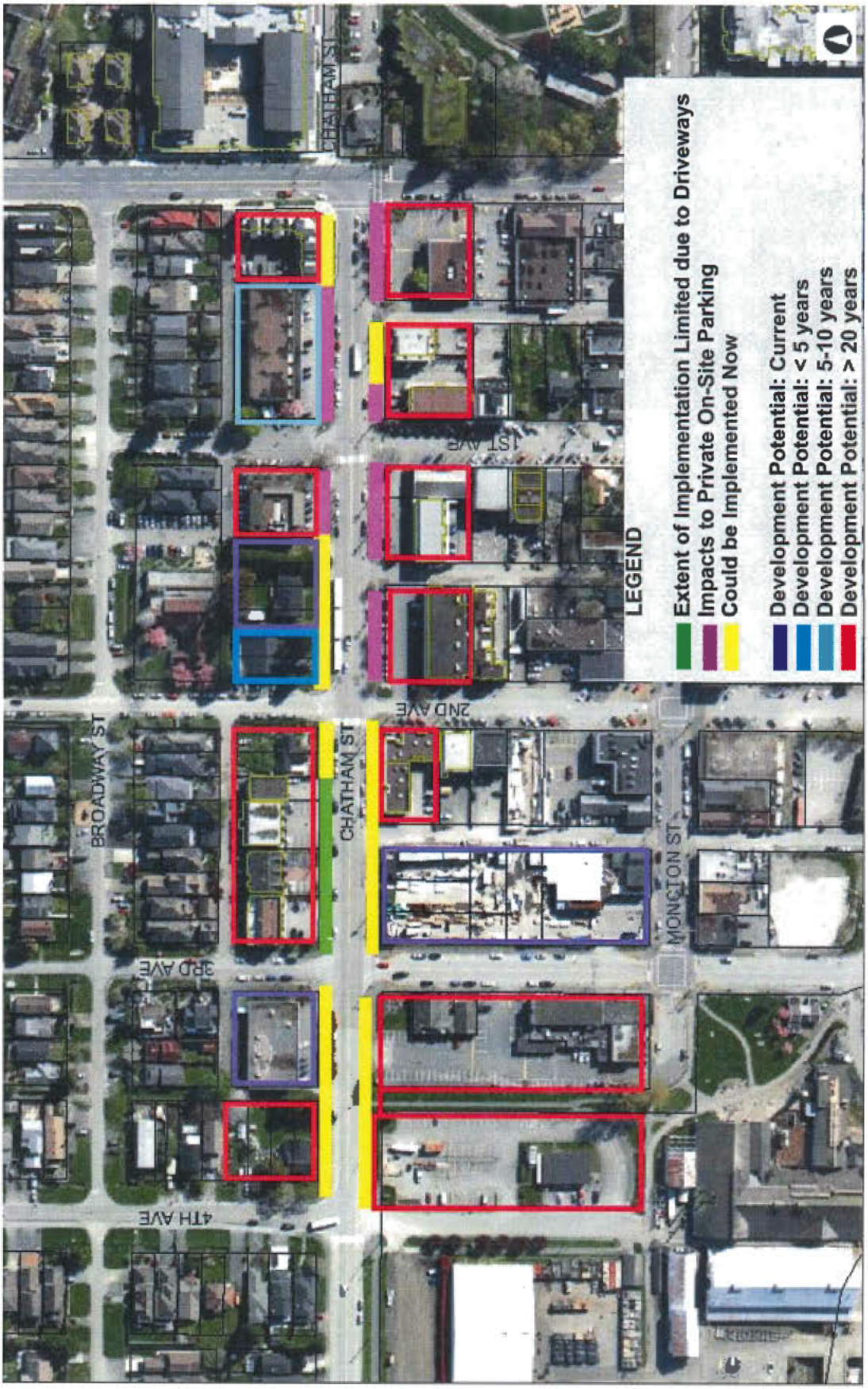


RECOMMENDED ULTIMATE CROSS-SECTION

CHATHAM STREET

FOURTH AVENUE TO NO 1 ROAD

Chatham Street: Timing of Implementation of Recommended Streetscape Improvements





Moncton Street: Recommended Modification of Curb Bulges

Note: The rendering does not include the recommended addition of bollards to provide pedestrian protection, which will be included as part of the detailed design of the improvements.



Moncton Street: RecommendedTextured Concrete Boulevard

City of Richmond

Bylaw 9775

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9775 Steveston Area Plan (Schedule 2.4)

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing and replacing and/or adding text and accompanying diagrams and materials to various sections of the Steveston Area Plan (Schedule 2.4) as follows:

   i) Adding the following text into Section 3.2.3 Steveston Village Node:

      "h) Promote public access to the waterfront between 3rd Avenue and No. 1 Road through new pedestrian connections from Bayview Street and upgrades to the existing pedestrian paths.

      i) Work toward uninterrupted connectivity along the waterfront between 3rd Avenue and No. 1 Road through extensions and improvements to walkway infrastructure and surfaces."

   ii) Repeal and replace the following text in Section 4.0 Heritage – Policies for Steveston Planning Area:

      "k) To assist in achieving heritage conservation, consider utilizing a variety of regulatory and financial incentives through the applicable development application requirements (i.e., rezoning, development permit and/or heritage alteration permit), including but not limited to new zones, reduced parking, loading and unloading requirements, density bonusing and density transfer as well as consider using a variety of legal tools (i.e., heritage revitalization agreements, heritage covenants, phased development agreements).

      - Note: Supporting policies and guidelines are contained in the Heritage (Section 4.0), Transportation (Section 5.0), Natural and Human Environment (Section 6.0) and Development Permit Guidelines (Section 9.0) in the Steveston Area Plan."

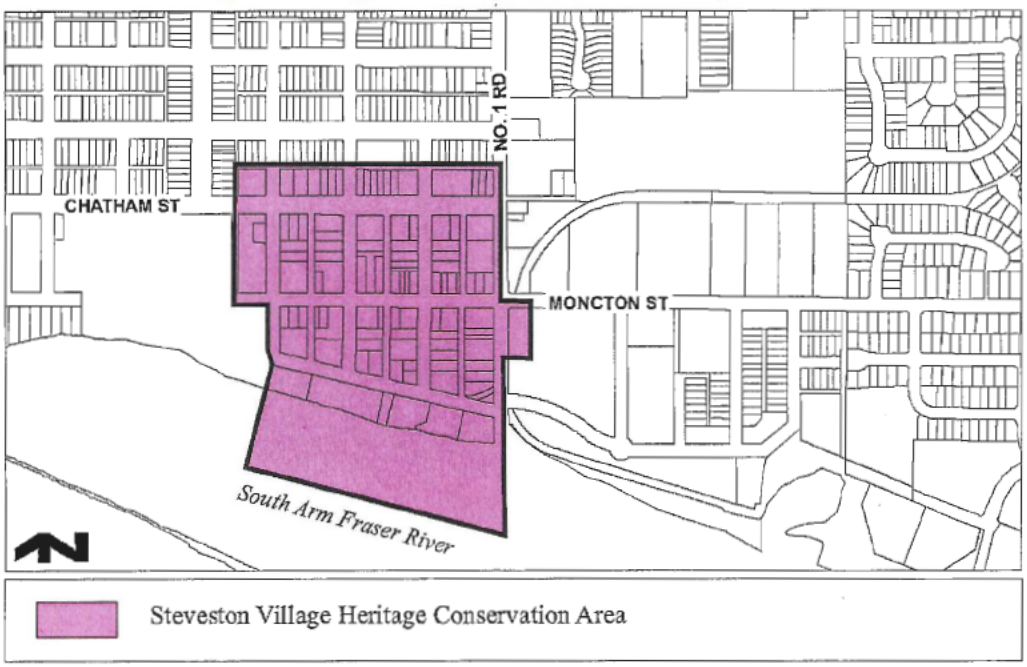
   iii) Repeal and replace the following text in Section 4.0 Heritage – Policies for Steveston Village Node:

      "l) Along Moncton Street the maximum building height shall be two-storeys and 9 m in height to ensure the size and scale of Moncton Street development is consistent with the village node."

iv) Adding the following text into Section 5.0 Transportation and accompanying diagram:

"Objective 6: Consider on-site parking reduction opportunities to help achieve the City's heritage conservation and management objectives for the Steveston Village Heritage Conservation Area, in recognition that Steveston Village (Core and Riverfront Areas) is a complete and compact community well serviced by public transit offering a wide range of services to residents, visitors and employees.

Steveston Village Heritage Conservation Area Map



Policies:

a) Consideration of parking reductions to be assessed through the applicable required development application.

b) For development of new residential uses, a 13% reduction from applicable Zoning Bylaw parking requirements can be considered.

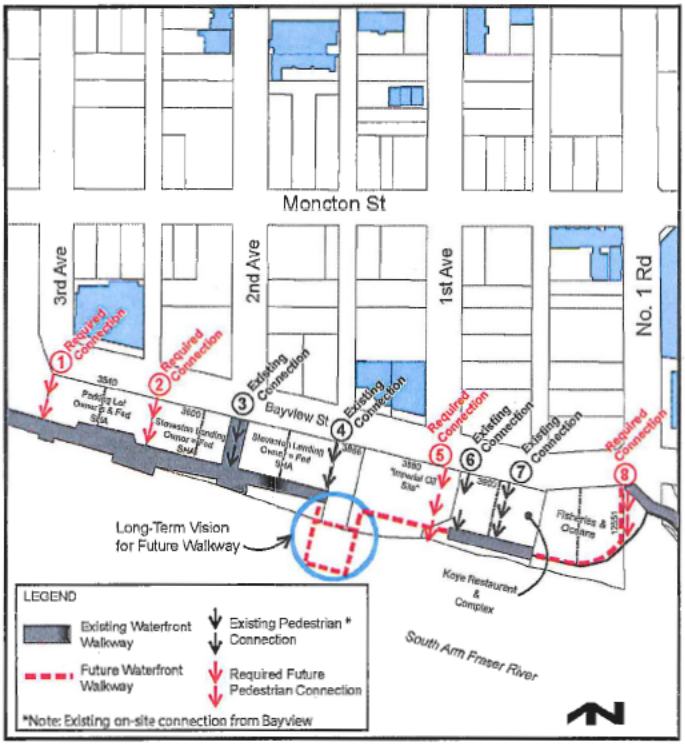
c) For development of new commercial uses, a 33% reduction from applicable Zoning Bylaw parking requirements can be considered.

d) Required on-site residential visitor parking and other non-residential use parking (i.e., commercial) may be shared."

v) Adding the following text into Section 6.0 Natural & Human Environment and accompanying diagrams:

"Objective 6: Work toward public accessibility for pedestrians to and along the waterfront between 3rd Avenue and No. 1 Road through pathways that connect Bayview Street to the water's edge, and completion of a continuous boardwalk.

Existing and Future Riverfront Walkways and Connections



Policies:

a) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish new pedestrian connections at the following street and lane ends.

- Pedestrian connections at road ends at the south foot of No. 1 Road, 1st Avenue and 3rd Avenue will meet the following guiding principles for universal accessibility and urban design:

  - Create a public right-of-passage with a minimum width of 5.6 m including 1.0 m setbacks from adjacent buildings

  - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines

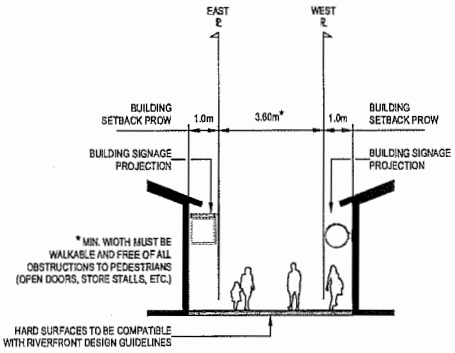
- A minimum of 5.6 m of the above minimum 5.6 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.

- Accessible hard surfaces with materials compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).

- Pedestrian connections materials and surface treatments designed to be safe and accessible for all users.

- Undertake enhancements to existing pedestrian connections in accordance with these guidelines where appropriate.

Pedestrian Connections at Road Ends



X-SECTION
NORTH - SOUTH WALKWAYS
SOUTH FOOT OF:
NO.1 ROAD
1ST AVENUE
2ND AVENUE
3RD AVENUE

- Connections at the lane ends between No. 1 Road and 1st Avenue, between 1st Avenue and 2nd Avenue; and between 2nd Avenue and 3rd Avenue, will meet the following guiding principles for universal accessibility and urban design:

  - Create a public right-of-passage with a minimum width of 4.5 m including 1.0 m setbacks from adjacent buildings

  - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines

  - A minimum of 4.5 m of the above minimum 4.5 m public right-of-passage must be free and clear of obstructions, including but not

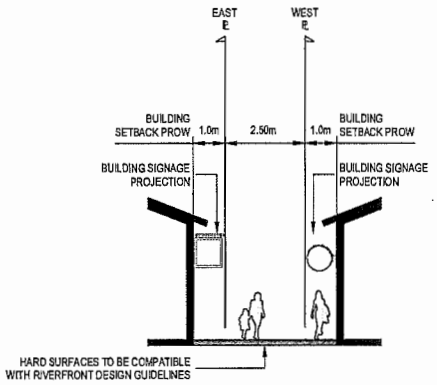
limited to: building projections (except for signage), doors, patios, store stalls.

- Accessible hard surfaces with materials compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).

- Pedestrian connections materials and surface treatments designed to be safe and accessible for all users.

- Undertake enhancements to existing pedestrian connections in accordance with these guidelines where appropriate.

Pedestrian Connections at Lane Ends



X-SECTION
NORTH - SOUTH WALKWAYS
SOUTH FOOT OF LANE ENDS BETWEEN:
NO.1 ROAD & 1ST AVENUE
1ST AVENUE & 2ND AVENUE
2ND AVENUE & 3RD AVENUE

b) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish waterfront walkway connections at, and above, high water mark.

- Walkway sections that are situated at high water mark elevation will meet the following guiding principles for universal accessibility and urban design:

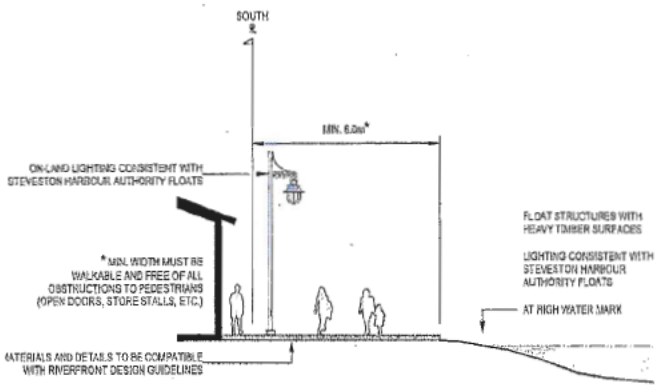
  - Minimum 6.0 m in width.

  - Connected to walkways above, at the street end nodes, with gangways to create accessible access points.

  - Float structures with heavy timber surfaces.

- Materials and details compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
- Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
- Undertake enhancements to existing waterfront walkway connections in accordance with these guidelines where appropriate.

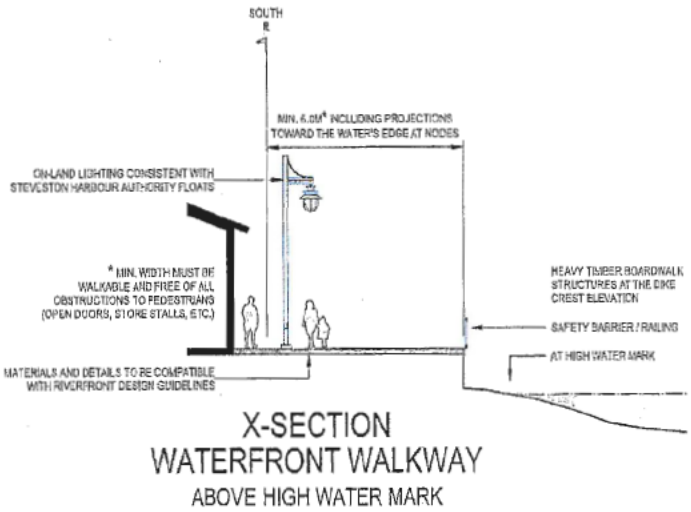
Waterfront Walkway at High Water Mark



X-SECTION
WATERFRONT WALKWAY
AT HIGH WATER MARK

- Walkway sections that are situated above high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
  - Minimum 6.0 m in width including projections toward the water's edge at nodes (i.e. both street end and lane end connections).
  - Heavy timber boardwalk structures at the dike crest elevation.
  - Materials and details compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).
  - Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
  - Lighting, seating and other site furnishings, as appropriate, at nodes.
  - Undertake enhancements to existing waterfront walkway connections in accordance with these guidelines where appropriate.

Waterfront Walkway Above High Water Mark



c) Work with Steveston Harbour Authority to connect the waterfront walkway to existing structures as follows:

- Piers at the south foot of No. 1 Road and 3rd Avenue:
    - Increase the accommodation of pedestrian volume, circulation, resting and viewing points, while removing any obstructions to access to the water for harbour-related activities.
    - Add seating and other site furnishings in accessible locations (e.g. pier ends) to further enable people to observe harbour activities.
- Floats:
    - Extend the length of publicly accessible floats.
    - Increase the number of connections from the land side.
- Parking lot at 3rd Avenue:
    - Dedicate a pedestrian route to the waterfront boardwalk and pier.

d) In scenarios where waterfront walkways deadend as an interim condition, ensure developments provide suitable universally accessible on-site connections from these points to Bayview Street.

e) Developers through rezoning, development permit and/or heritage alteration permit applications shall be required to provide their portion of the continuous, universally accessible, riverfront walkway through:

- Ensuring public access to the riverfront walkway and pathway connections in perpetuity through the necessary legal agreements.

- Design and construction of the riverfront walkway and pathway connections by the developer in accordance with the design guidelines contained in the Steveston Area Plan."

vi) Inserting the following text at the end of Section 9.1 Application and Intent:

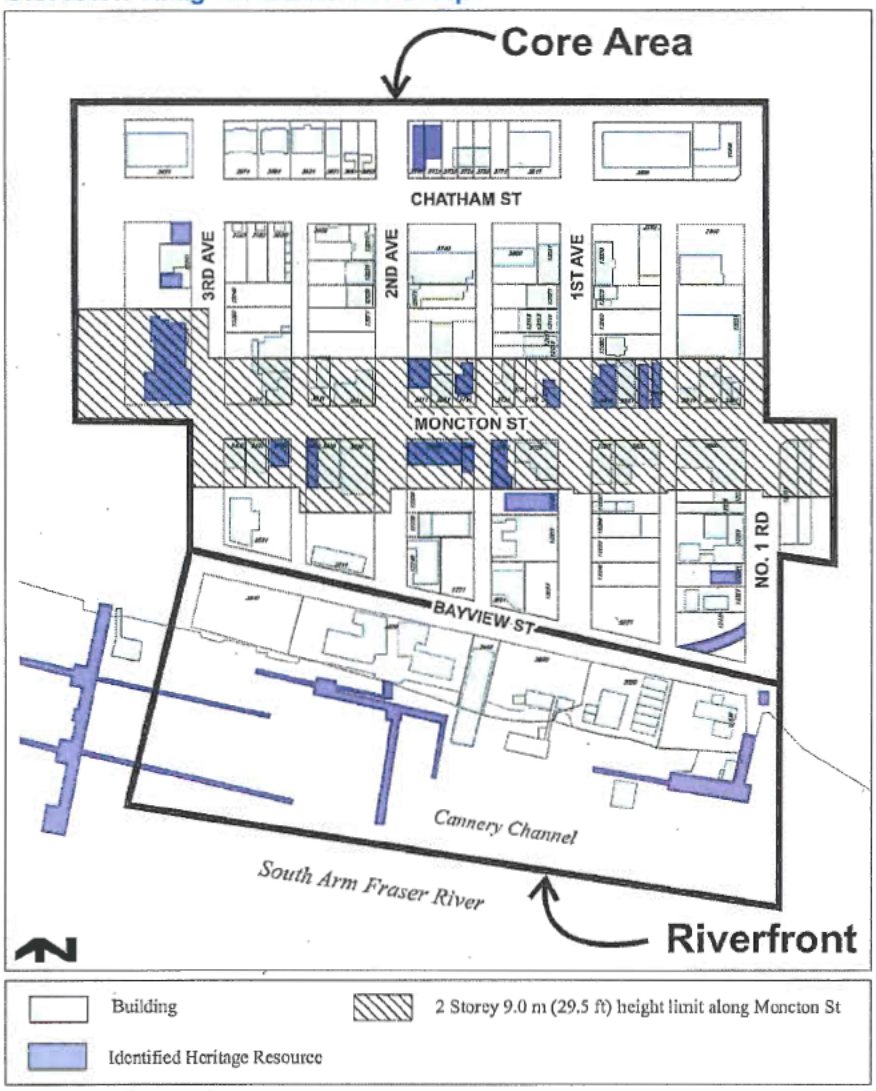
"The "Sakamoto Guidelines for Design Criteria for the Steveston Revitalization Area" and the "Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines" are contained in Appendix 2 to the Steveston Area Plan for reference purposes and are applicable to the Steveston Village Core and Riverfront Area. These documents can be interpreted flexibly and are to be used in coordination with the Development Permit Steveston Village Sub Area Guidelines (Core and Riverfront Area) when reviewing development proposals."

vii) Amending the Steveston Area Plan table of contents to add Appendix 2 (Sakamoto Guidelines for Design Criteria for the Steveston Revitalization Area; Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines).

viii) Amending the Steveston Area Plan to add the Sakamoto Guidelines for Design Criteria for the Steveston Revitalization Area and Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines (contained in Schedule A attached to and forming part of Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775)

ix) In Section 9.3 Additional Development Permit Guidelines: Character Area Guidelines, repeal and replace the Steveston Village Character Area Map as follows:

Steveston Village Character Area Map



x) Inserting the following text to Section 9.3.2.1 Steveston Village General Guidelines: Shifts in Scale:

"e) Existing elevations in the Village Core (at Moncton Street and 3rd Avenue), measured at 1.4 m GSC (Geodetic Survey Datum of Canada) is a historic feature in the Steveston Village Character Area to be retained:

- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or of the existing adjacent sidewalk shall be used and referenced in the development.

- For properties in the Steveston Village Riverfront Area, south of Bayview Street, the higher elevation of 3.2 m GSC or of the existing adjacent sidewalk shall be used and referenced in the development."

xi) Repeal and replace the following text in Section 9.3.2.1 Steveston Village General Guidelines: Roofscapes, Exterior Walls, and Finishes as follows:

"g) Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco and delicate timber details. Siding is encouraged to include historical treatments such as ship lap, flat lap horizontal wood, board-and-batten, and wood shingles. In keeping with the special heritage character of the two sub-areas, the use of metal exterior cladding or architectural detailing is not permitted in the Village Core except to replace existing metal materials with similar metal finishes in any existing building. The use of brick is not permitted in the Core or Riverfront Area except to replace any existing brick with similar brick."

xii) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Massing and Height) as follows:

"a) Reinforce a continuous commercial storefront streetwall with harmonious height of buildings, parapets, canopies and fascias. Building height should typically be no more than three storeys and may be varied to provide visual interest to the streetscape roofline (e.g., stepping from two to three-storey, except along Moncton Street where building heights are to be limited at two storeys.

g) Make use of roofs as outdoor living spaces except for the roof decks within 3.0 m of the street property line; use the 3.0 m zone as a water collection area or inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.

h) Building facades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.2 m above roof deck level.

i) Solar panels may be affixed to flat roofs up to a height of 1.20 m and placed in any section of the roof deck that is a minimum distance of 1.0 m back from the roof edge. On a sloped roof, panels must be affixed flush to the roof and may not be more than 0.2 m above the roof surface.

j) To encourage use of roof top decks as outdoor living spaces and architecturally integrate individual and communal rooftop deck access points into the building, such structures are not permitted unless all of the following criteria are met:

- For individual unit roof top deck access:

- Hatch access points (i.e., also known as pop-ups) should not exceed 1.83 m in height, as measured from the roof deck and be well integrated with the overall design of the building and setback from all roof edges to a minimum distance of 1.0 m.

- Evaluate individual roof top deck access structures to ensure they are not visible from the streets and other public vantage points (i.e., lanes) generally from a distance of 90 m, taking into account any site specific context.

- For communal (i.e., resident shared) roof top deck amenities:

  - Stair structures should not exceed 3.17 m in height for access as measured from the roof deck. Elevator lifts to facilitate accessibility to rooftop decks may require additional height to accommodate mechanical equipment, which would be reviewed as part of the required development application.

  - Stair and elevator structures should be well integrated with the overall design of the building and setback from all roof edges to a minimum distance of 1.0 m.

  - Evaluate communal rooftop deck access structures to ensure they are not visible from the streets and other public vantage points (i.e., lanes) generally from a distance of 90 m, taking into account any site specific context.

k) On Bayview Street (north side), to achieve a suitable transition in built form moving north from Bayview Street to Moncton Street:

- For the north 50% of any lot depth, a density of 1.2 F.A.R. and 3 storeys maximum building height (containing a parkade structure and two storeys above) is supported.

- For the south 50% of any lot depth (nearest to Bayview Street which is the dyke) a density of 1.2 F.A.R. and 2 storeys building height as viewed from Bayview Street is supported as the parkade structure below the two storeys will predominantly be concealed by the grade difference."

xiii) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Architectural Elements) as follows:

"b) High quality materials that weather gracefully. Preferred cladding materials to be historic materials such as horizontal wood siding, board and batten, vertical channel board, wood shingles, 150 mm wide by 19 mm wood trim boards, or contemporary materials that provide effect (e.g., cementitious beveled board that replaces the appearance of bevelled wood siding). The

use of brick is not permitted in the Core Area except to replace any existing brick with similar brick. Stucco is prohibited. The use of metal for exterior cladding or architectural detailing is not permitted, except to replace existing metal materials with similar metal finishes in any existing building.

c) Metal or wood framed windows are preferred or contemporary materials that offer a compatible look. Exclusively vinyl framed windows are not permitted. Imitation divided lights should be avoided.

l) Roof top deck barrier railings are to be simple in design and consist primarily of solid non-transparent glazed panels at a minimum height that complies with British Columbia Building Code requirements."

xiv) Insert the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Settlement Patterns) and renumber clauses accordingly:

"b) Retain the existing large lot configuration along the Riverfront Area to accommodate a mix of large 'cannery-like' buildings and smaller buildings in accordance with the Steveston Village Riverfront Area guidelines."

xv) Repeal and replace the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Massing and Height) as follows:

"a) Typically be simple buildings blocks with broad gable roofs of approximately 12/12 pitch, augmented by subordinate portions with shed roofs having shallower pitches seamlessly connected to the main roof form. Flat roofs are not permitted."

xvi) Repeal and replace the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Architectural Elements) as follows:

"a) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with very limited use of symmetrical hip, feature roofs, and dormers.

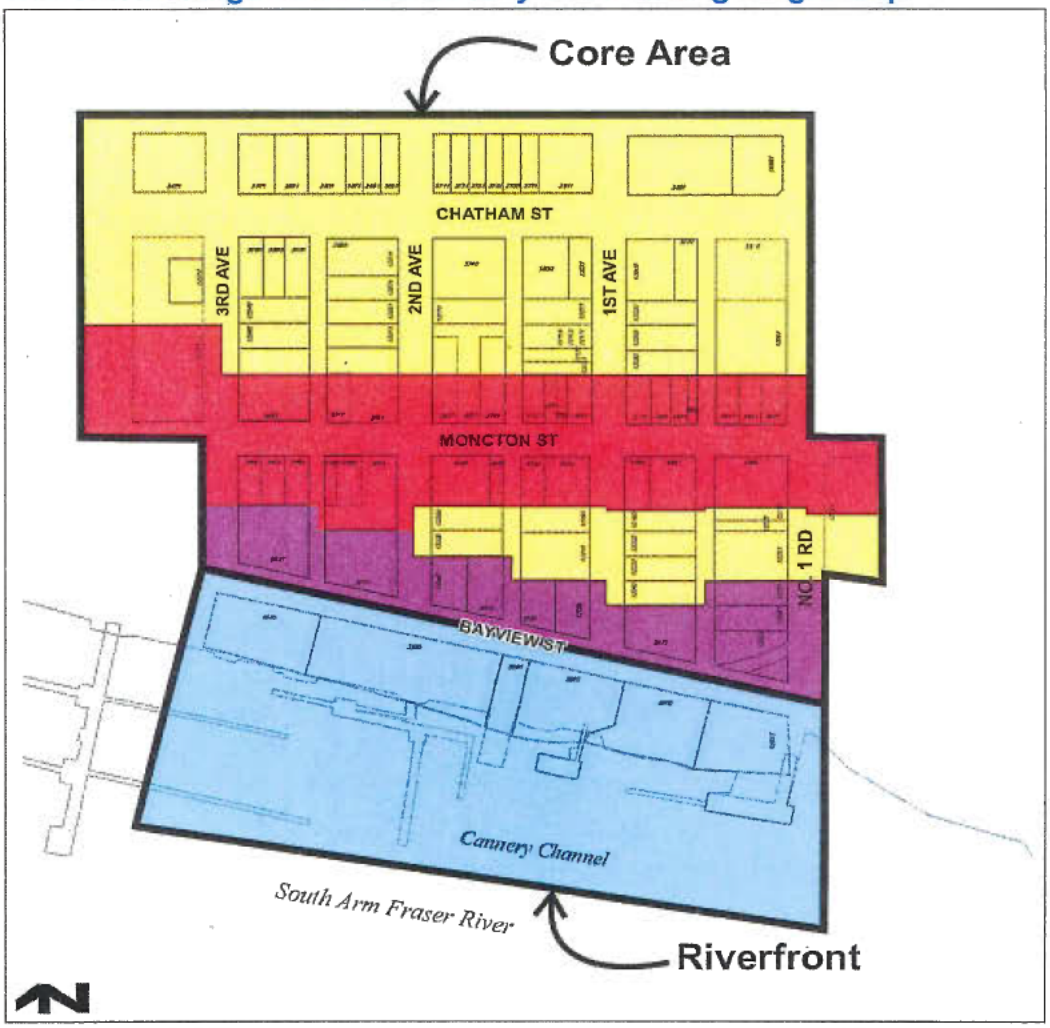
e) Employment of architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses where french balconies and similar features are encouraged. Roof decks are not permitted.

m) Metal or wood framed windows are preferred or contemporary materials that offer a compatible look. Application of exclusively vinyl framed windows in buildings is not supported. Vinyl siding is not permitted. Cementitious boards may be considered. The use of brick for exterior cladding or

architectural detailing is not permitted, except to replace existing brick materials with suitable brick finishes in any existing building."

xvii) Repeal and replace the Steveston Village Land Use Density and Building Height Map as follows:

Steveston Village Land Use Density and Building Height Map



		Maximum FAR	Maximum Storeys	Maximum Building Height
	Core Area, generally	1.6	3	12 m *
	Core Area, Bayview Street (North)	1.2	3**	Varies due to grade elevation difference north of Bayview Street
	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 for buildings along the north side of Bayview Street shall include two storeys over a parkade structure.

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

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775".**

FIRST READING	NOV 27 2017
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Memorandum
Planning and Development Division
Policy Planning

To:	Mayor and Councillors	**Date:**	November 24, 2017
From:	Terry Crowe Manager, Policy Planning	**File:**	
Re:	**Proposed Steveston Area Plan Bylaw Changes: Village Heritage Conservation Policies and Design Guidelines**		

Purpose
The purpose of this memo is to respond to direction provided by Planning Committee on November 21, 2017, as follows:

(1) That staff be directed to:
- *(a) incorporate both the "Sakamoto Guidelines for Area Revitalization (1987)" and "Sakamoto Guidelines for Façade Improvements (1989)" in their entirety, into the Steveston Area Plan;*
- *(b) incorporate design guidelines that would require solid non-transparent barrier railings for rooftop structures;*
- *(c) incorporate design guidelines that would restrict the use of brick only for the replacement of existing brick façades throughout the Village; and*
- *(d) remove the proposed policy to establish a bridge connection to the Gulf of Georgia site;*

and to make the necessary changes to Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775;

(2) That new developments in the Riverfront Area south of Bayview Street be restricted to a maximum of two storeys and a maximum density of 1.2 FAR; and

Response
City staff have made Planning Committee's requested changes to Official Community Plan Bylaw 7100, Amendment Bylaw 9775 to address Items (1)(a) through (d) above (Attachment 1).

As well, staff have prepared proposed Official Community Plan Bylaw 7100, Amendment Bylaw 9797 to address Planning Committee's Item (2) above (Attachment 2). Both proposed Bylaws are being forward to you for consideration by Council at its on Monday, November 27, 2017 meeting.

For clarification, please contact me at 604-276-4139

Terry Crowe
Manager, Policy Planning

TTC:ke
Att.2
pc: Joe Erceg, MCIP, General Manager, Planning and Development
Wayne Craig, Director, Development

City of Richmond

Bylaw 9775

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9775 Steveston Area Plan (Schedule 2.4)

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing and replacing and/or adding text and accompanying diagrams and materials to various sections of the Steveston Area Plan (Schedule 2.4) as follows:

   i) Adding the following text into Section 3.2.3 Steveston Village Node:

      "h) Promote public access to the waterfront between 3rd Avenue and No. 1 Road through new pedestrian connections from Bayview Street and upgrades to the existing pedestrian paths.

      i) Work toward uninterrupted connectivity along the waterfront between 3rd Avenue and No. 1 Road through extensions and improvements to walkway infrastructure and surfaces."

   ii) Repeal and replace the following text in Section 4.0 Heritage – Policies for Steveston Planning Area:

      "k) To assist in achieving heritage conservation, consider utilizing a variety of regulatory and financial incentives through the applicable development application requirements (i.e., rezoning, development permit and/or heritage alteration permit), including but not limited to new zones, reduced parking, loading and unloading requirements, density bonusing and density transfer as well as consider using a variety of legal tools (i.e., heritage revitalization agreements, heritage covenants, phased development agreements).

      - Note: Supporting policies and guidelines are contained in the Heritage (Section 4.0), Transportation (Section 5.0), Natural and Human Environment (Section 6.0) and Development Permit Guidelines (Section 9.0) in the Steveston Area Plan."

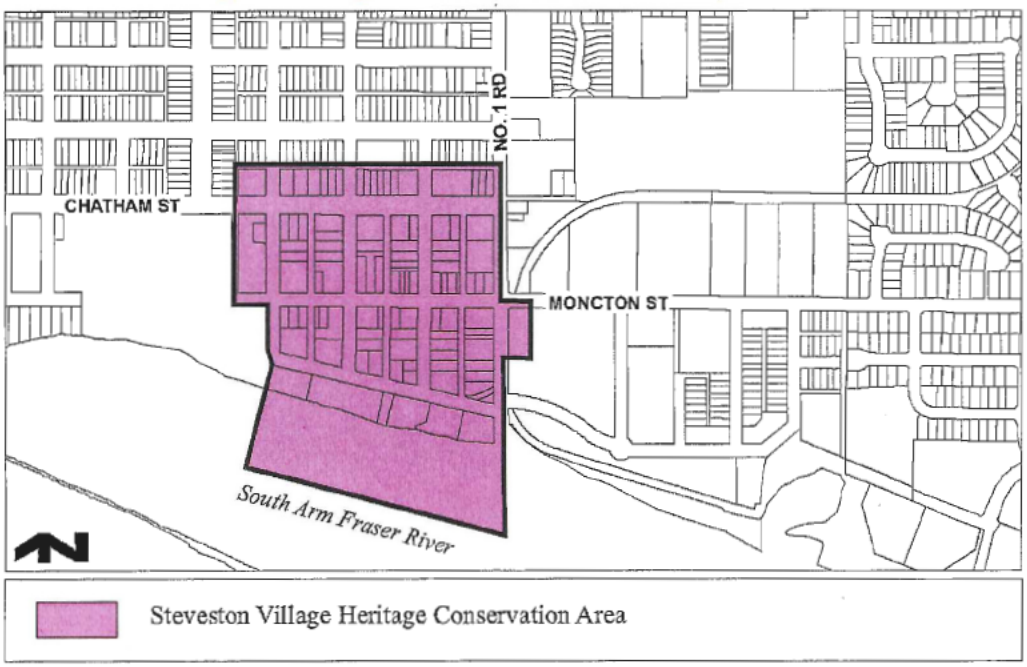
   iii) Repeal and replace the following text in Section 4.0 Heritage – Policies for Steveston Village Node:

      "l) Along Moncton Street the maximum building height shall be two-storeys and 9 m in height to ensure the size and scale of Moncton Street development is consistent with the village node."

iv) Adding the following text into Section 5.0 Transportation and accompanying diagram:

"Objective 6: Consider on-site parking reduction opportunities to help achieve the City's heritage conservation and management objectives for the Steveston Village Heritage Conservation Area, in recognition that Steveston Village (Core and Riverfront Areas) is a complete and compact community well serviced by public transit offering a wide range of services to residents, visitors and employees.

Steveston Village Heritage Conservation Area Map



Policies:

a) Consideration of parking reductions to be assessed through the applicable required development application.

b) For development of new residential uses, a 13% reduction from applicable Zoning Bylaw parking requirements can be considered.

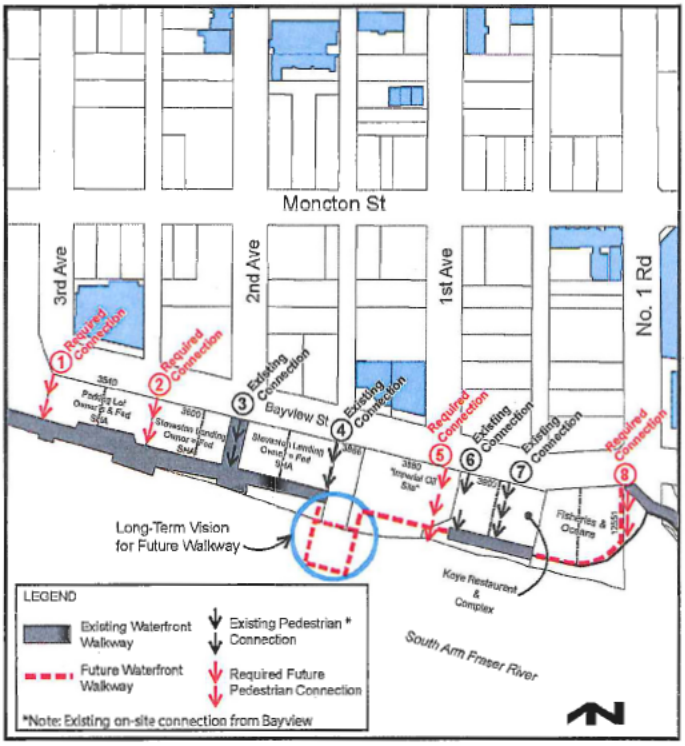
c) For development of new commercial uses, a 33% reduction from applicable Zoning Bylaw parking requirements can be considered.

d) Required on-site residential visitor parking and other non-residential use parking (i.e., commercial) may be shared."

v) Adding the following text into Section 6.0 Natural & Human Environment and accompanying diagrams:

"Objective 6: Work toward public accessibility for pedestrians to and along the waterfront between 3rd Avenue and No. 1 Road through pathways that connect Bayview Street to the water's edge, and completion of a continuous boardwalk.

Existing and Future Riverfront Walkways and Connections



Policies:

a) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish new pedestrian connections at the following street and lane ends.

- Pedestrian connections at road ends at the south foot of No. 1 Road, 1st Avenue and 3rd Avenue will meet the following guiding principles for universal accessibility and urban design:

  - Create a public right-of-passage with a minimum width of 5.6 m including 1.0 m setbacks from adjacent buildings

  - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines

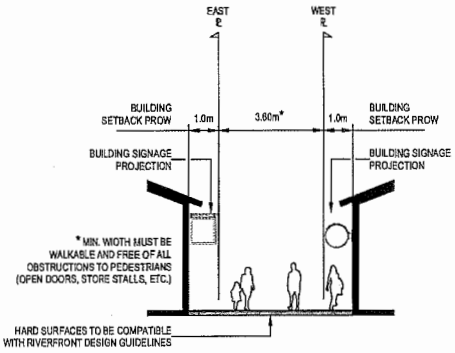
- A minimum of 5.6 m of the above minimum 5.6 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.

- Accessible hard surfaces with materials compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).

- Pedestrian connections materials and surface treatments designed to be safe and accessible for all users.

- Undertake enhancements to existing pedestrian connections in accordance with these guidelines where appropriate.

Pedestrian Connections at Road Ends



X-SECTION
NORTH - SOUTH WALKWAYS
SOUTH FOOT OF:
NO.1 ROAD
1ST AVENUE
2ND AVENUE
3RD AVENUE

- Connections at the lane ends between No. 1 Road and 1st Avenue, between 1st Avenue and 2nd Avenue; and between 2nd Avenue and 3rd Avenue, will meet the following guiding principles for universal accessibility and urban design:

  - Create a public right-of-passage with a minimum width of 4.5 m including 1.0 m setbacks from adjacent buildings

  - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines

  - A minimum of 4.5 m of the above minimum 4.5 m public right-of-passage must be free and clear of obstructions, including but not

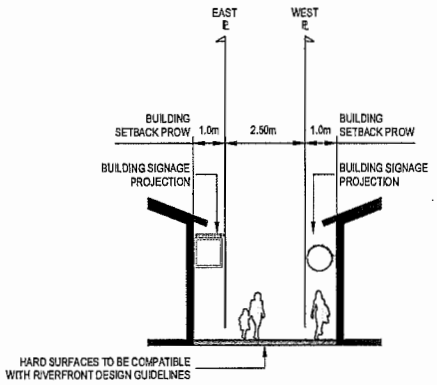
limited to: building projections (except for signage), doors, patios, store stalls.

- Accessible hard surfaces with materials compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).

- Pedestrian connections materials and surface treatments designed to be safe and accessible for all users.

- Undertake enhancements to existing pedestrian connections in accordance with these guidelines where appropriate.

Pedestrian Connections at Lane Ends



X-SECTION
NORTH - SOUTH WALKWAYS
SOUTH FOOT OF LANE ENDS BETWEEN:
NO.1 ROAD & 1ST AVENUE
1ST AVENUE & 2ND AVENUE
2ND AVENUE & 3RD AVENUE

b) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish waterfront walkway connections at, and above, high water mark.

- Walkway sections that are situated at high water mark elevation will meet the following guiding principles for universal accessibility and urban design:

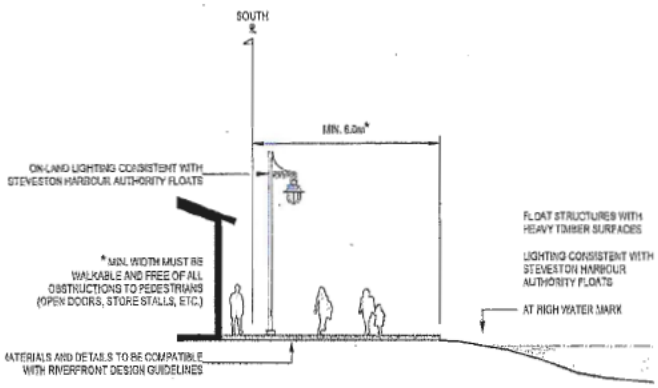
  - Minimum 6.0 m in width.

  - Connected to walkways above, at the street end nodes, with gangways to create accessible access points.

  - Float structures with heavy timber surfaces.

- Materials and details compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
- Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
- Undertake enhancements to existing waterfront walkway connections in accordance with these guidelines where appropriate.

Waterfront Walkway at High Water Mark



X-SECTION
WATERFRONT WALKWAY
AT HIGH WATER MARK

- Walkway sections that are situated above high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
  - Minimum 6.0 m in width including projections toward the water's edge at nodes (i.e. both street end and lane end connections).
  - Heavy timber boardwalk structures at the dike crest elevation.
  - Materials and details compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).
  - Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
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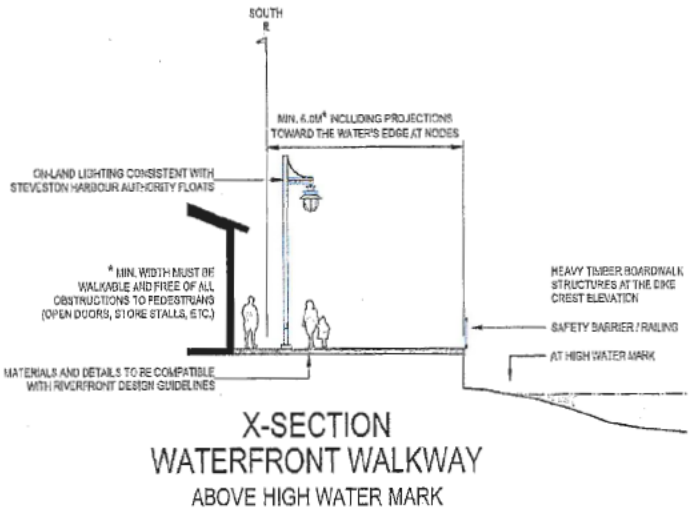
Waterfront Walkway Above High Water Mark



c) Work with Steveston Harbour Authority to connect the waterfront walkway to existing structures as follows:

- Piers at the south foot of No. 1 Road and 3rd Avenue:
    - Increase the accommodation of pedestrian volume, circulation, resting and viewing points, while removing any obstructions to access to the water for harbour-related activities.
    - Add seating and other site furnishings in accessible locations (e.g. pier ends) to further enable people to observe harbour activities.
- Floats:
    - Extend the length of publicly accessible floats.
    - Increase the number of connections from the land side.
- Parking lot at 3rd Avenue:
    - Dedicate a pedestrian route to the waterfront boardwalk and pier.

d) In scenarios where waterfront walkways deadend as an interim condition, ensure developments provide suitable universally accessible on-site connections from these points to Bayview Street.

e) Developers through rezoning, development permit and/or heritage alteration permit applications shall be required to provide their portion of the continuous, universally accessible, riverfront walkway through:

- Ensuring public access to the riverfront walkway and pathway connections in perpetuity through the necessary legal agreements.

- Design and construction of the riverfront walkway and pathway connections by the developer in accordance with the design guidelines contained in the Steveston Area Plan."

vi) Inserting the following text at the end of Section 9.1 Application and Intent:

"The "Sakamoto Guidelines for Design Criteria for the Steveston Revitalization Area" and the "Sakamoto Guidelines for Steveston Downtown Revitalization Area Façade Guidelines" are contained in Appendix 2 to the Steveston Area Plan for reference purposes and are applicable to the Steveston Village Core and Riverfront Area. These documents can be interpreted flexibly and are to be used in coordination with the Development Permit Steveston Village Sub Area Guidelines (Core and Riverfront Area) when reviewing development proposals."

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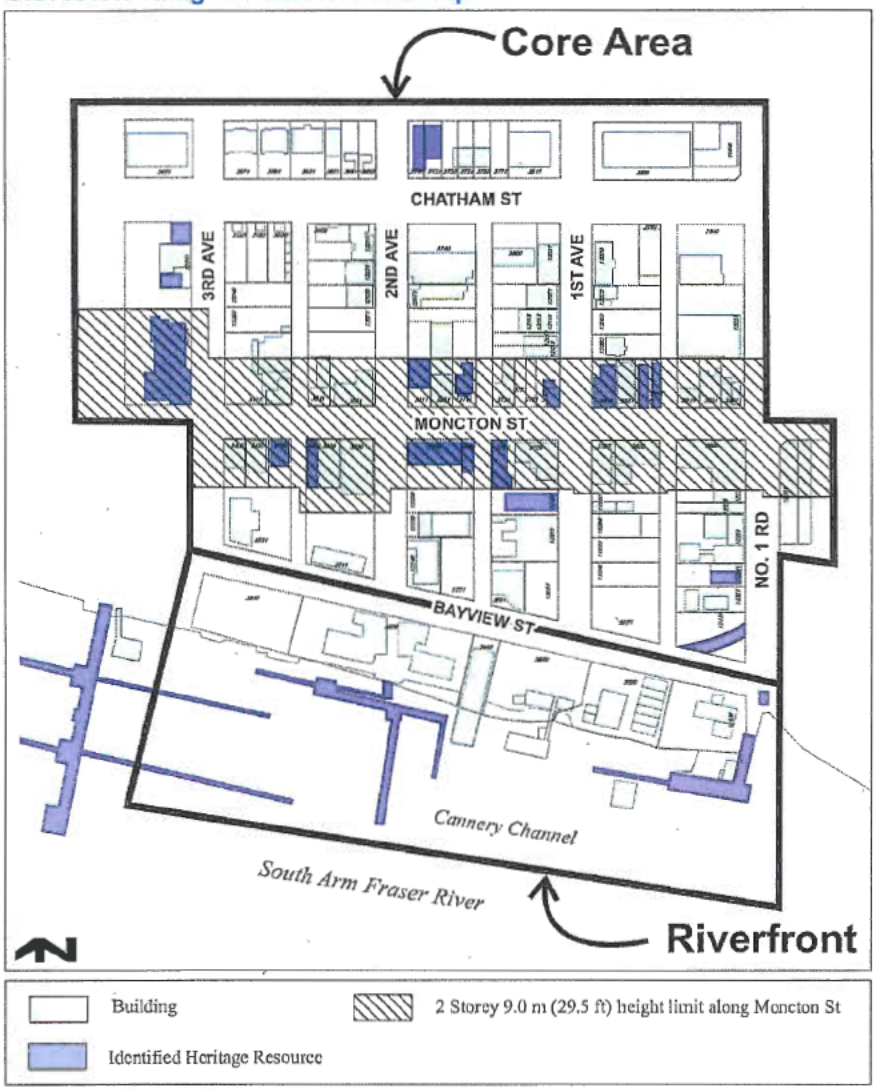


x) Inserting the following text to Section 9.3.2.1 Steveston Village General Guidelines: Shifts in Scale:

"e) Existing elevations in the Village Core (at Moncton Street and 3rd Avenue), measured at 1.4 m GSC (Geodetic Survey Datum of Canada) is a historic feature in the Steveston Village Character Area to be retained:

- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or of the existing adjacent sidewalk shall be used and referenced in the development.

- For properties in the Steveston Village Riverfront Area, south of Bayview Street, the higher elevation of 3.2 m GSC or of the existing adjacent sidewalk shall be used and referenced in the development."

xi) Repeal and replace the following text in Section 9.3.2.1 Steveston Village General Guidelines: Roofscapes, Exterior Walls, and Finishes as follows:

"g) Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco and delicate timber details. Siding is encouraged to include historical treatments such as ship lap, flat lap horizontal wood, board-and-batten, and wood shingles. In keeping with the special heritage character of the two sub-areas, the use of metal exterior cladding or architectural detailing is not permitted in the Village Core except to replace existing metal materials with similar metal finishes in any existing building. The use of brick is not permitted in the Core or Riverfront Area except to replace any existing brick with similar brick."

xii) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Massing and Height) as follows:

"a) Reinforce a continuous commercial storefront streetwall with harmonious height of buildings, parapets, canopies and fascias. Building height should typically be no more than three storeys and may be varied to provide visual interest to the streetscape roofline (e.g., stepping from two to three-storey, except along Moncton Street where building heights are to be limited at two storeys.

g) Make use of roofs as outdoor living spaces except for the roof decks within 3.0 m of the street property line; use the 3.0 m zone as a water collection area or inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.

h) Building facades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.2 m above roof deck level.

i) Solar panels may be affixed to flat roofs up to a height of 1.20 m and placed in any section of the roof deck that is a minimum distance of 1.0 m back from the roof edge. On a sloped roof, panels must be affixed flush to the roof and may not be more than 0.2 m above the roof surface.

j) To encourage use of roof top decks as outdoor living spaces and architecturally integrate individual and communal rooftop deck access points into the building, such structures are not permitted unless all of the following criteria are met:

- For individual unit roof top deck access:

- Hatch access points (i.e., also known as pop-ups) should not exceed 1.83 m in height, as measured from the roof deck and be well integrated with the overall design of the building and setback from all roof edges to a minimum distance of 1.0 m.

- Evaluate individual roof top deck access structures to ensure they are not visible from the streets and other public vantage points (i.e., lanes) generally from a distance of 90 m, taking into account any site specific context.

- For communal (i.e., resident shared) roof top deck amenities:

  - Stair structures should not exceed 3.17 m in height for access as measured from the roof deck. Elevator lifts to facilitate accessibility to rooftop decks may require additional height to accommodate mechanical equipment, which would be reviewed as part of the required development application.

  - Stair and elevator structures should be well integrated with the overall design of the building and setback from all roof edges to a minimum distance of 1.0 m.

  - Evaluate communal rooftop deck access structures to ensure they are not visible from the streets and other public vantage points (i.e., lanes) generally from a distance of 90 m, taking into account any site specific context.

k) On Bayview Street (north side), to achieve a suitable transition in built form moving north from Bayview Street to Moncton Street:

- For the north 50% of any lot depth, a density of 1.2 F.A.R. and 3 storeys maximum building height (containing a parkade structure and two storeys above) is supported.

- For the south 50% of any lot depth (nearest to Bayview Street which is the dyke) a density of 1.2 F.A.R. and 2 storeys building height as viewed from Bayview Street is supported as the parkade structure below the two storeys will predominantly be concealed by the grade difference."

xiii) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Architectural Elements) as follows:

"b) High quality materials that weather gracefully. Preferred cladding materials to be historic materials such as horizontal wood siding, board and batten, vertical channel board, wood shingles, 150 mm wide by 19 mm wood trim boards, or contemporary materials that provide effect (e.g., cementitious beveled board that replaces the appearance of bevelled wood siding). The

use of brick is not permitted in the Core Area except to replace any existing brick with similar brick. Stucco is prohibited. The use of metal for exterior cladding or architectural detailing is not permitted, except to replace existing metal materials with similar metal finishes in any existing building.

c) Metal or wood framed windows are preferred or contemporary materials that offer a compatible look. Exclusively vinyl framed windows are not permitted. Imitation divided lights should be avoided.

l) Roof top deck barrier railings are to be simple in design and consist primarily of solid non-transparent glazed panels at a minimum height that complies with British Columbia Building Code requirements."

xiv) Insert the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Settlement Patterns) and renumber clauses accordingly:

"b) Retain the existing large lot configuration along the Riverfront Area to accommodate a mix of large 'cannery-like' buildings and smaller buildings in accordance with the Steveston Village Riverfront Area guidelines."

xv) Repeal and replace the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Massing and Height) as follows:

"a) Typically be simple buildings blocks with broad gable roofs of approximately 12/12 pitch, augmented by subordinate portions with shed roofs having shallower pitches seamlessly connected to the main roof form. Flat roofs are not permitted."

xvi) Repeal and replace the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Architectural Elements) as follows:

"a) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with very limited use of symmetrical hip, feature roofs, and dormers.

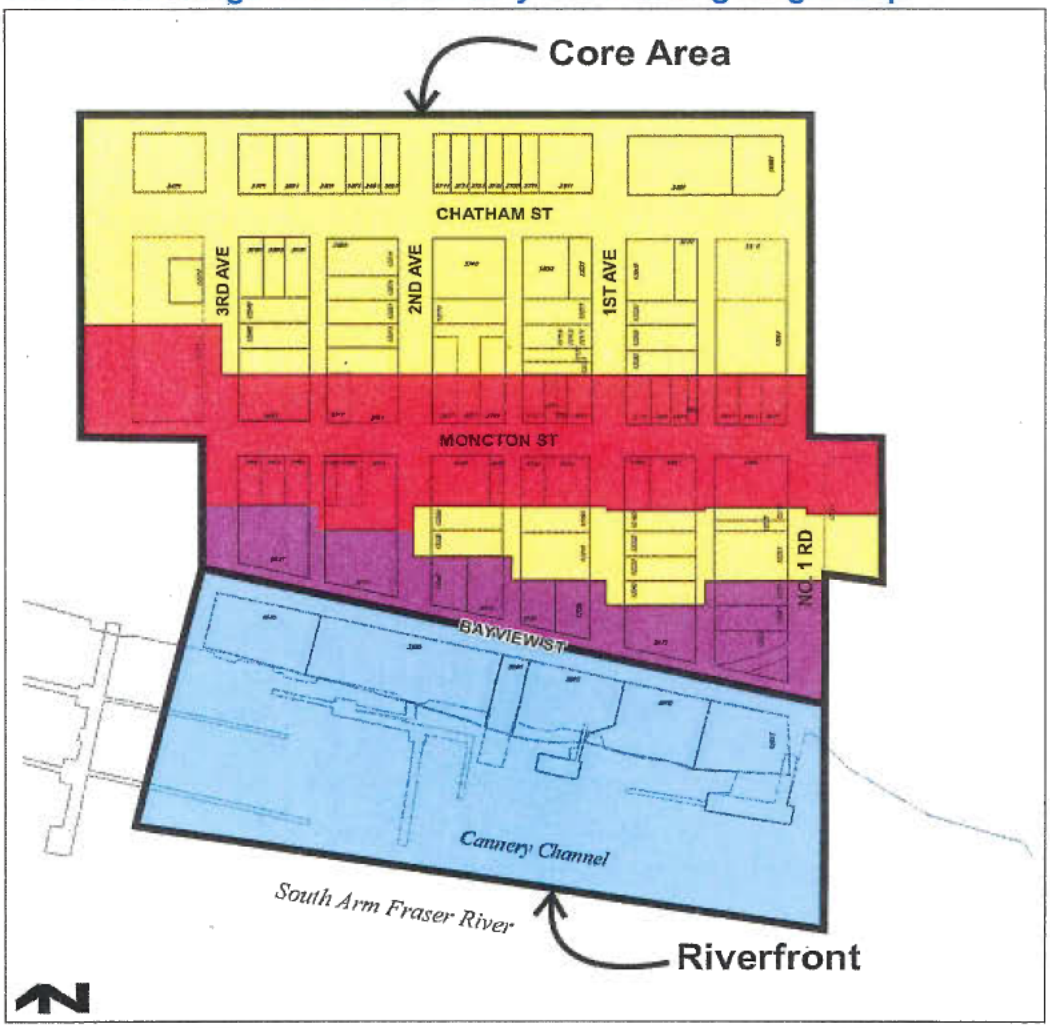
e) Employment of architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses where french balconies and similar features are encouraged. Roof decks are not permitted.

m) Metal or wood framed windows are preferred or contemporary materials that offer a compatible look. Application of exclusively vinyl framed windows in buildings is not supported. Vinyl siding is not permitted. Cementitious boards may be considered. The use of brick for exterior cladding or

architectural detailing is not permitted, except to replace existing brick materials with suitable brick finishes in any existing building."

xvii) Repeal and replace the Steveston Village Land Use Density and Building Height Map as follows:

Steveston Village Land Use Density and Building Height Map



		Maximum FAR	Maximum Storeys	Maximum Building Height
	Core Area, generally	1.6	3	12 m *
	Core Area, Bayview Street (North)	1.2	3**	Varies due to grade elevation difference north of Bayview Street
	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 for buildings along the north side of Bayview Street shall include two storeys over a parkade structure.

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

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Richmond Official Community Plan Bylaw 7100

Amendment Bylaw 9775

Design Criteria for the STEVESTON REVITALIZATION AREA



Looking west on Moncton Street

Vancouver Public Library Collection

Prepared by the Richmond Planning Department

Community Development -
Richmond

DES

GP 153
c.1

DESIGN CRITERIA FOR THE STEVESTON REVITALIZATION AREA

Prepared by the Richmond Planning Department

December, 1987

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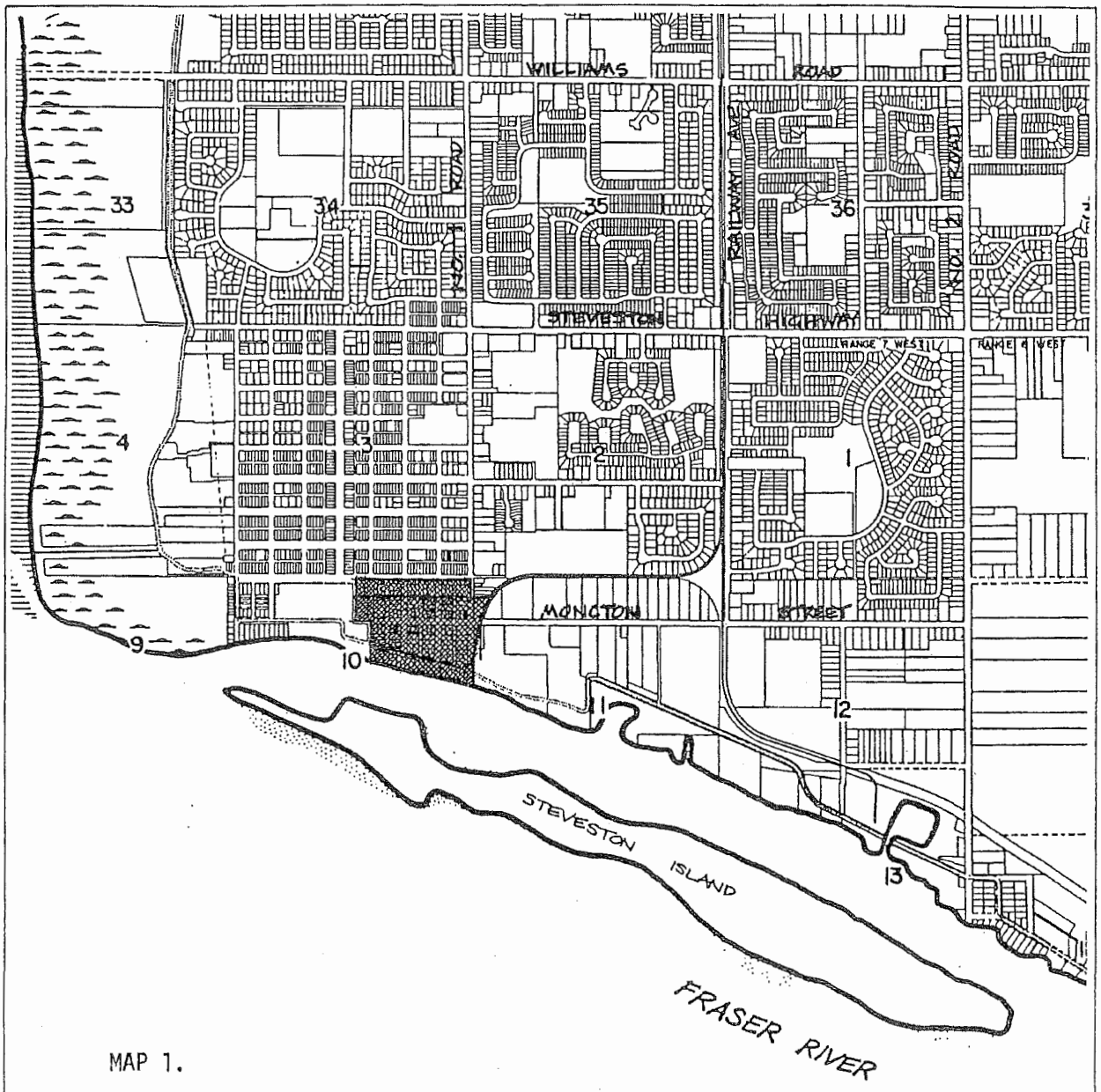


MAP 1.

ATTACHMENT '2'

DEVELOPMENT PERMIT AREA MAP

STEVESTON

REVITALIZATION AREA

0 250 METRES

JANUARY 1987

DESIGN CRITERIA FOR STEVESTON

INTRODUCTION

These design criteria are a supplement to the development permit guidelines in the Steveston Area Plan, Attachments 2 and 3. The Steveston Area Plan forms part of the Official Community Plan for Richmond. The map on page 1 shows the applicable area.

The development permit guidelines have been prepared in accordance with the Municipal Act of the Province of British Columbia, and every person who intends to construct a building or alter the land in the areas shown on the development permit map (attachment 2) must first obtain a development permit. The Permit is issued by Council subject to the guidelines described in the Steveston Area Plan. **The guidelines are repeated in this document in bold type, and must be adhered to.** The design criteria in this document will assist developers to understand and respond to the special conditions in the Steveston Area.

The Richmond Zoning By-law, Screening By-law,* Parking By-law,* Building Code, and Sign By-law will all affect the design of buildings in Steveston. The criteria in this document expand on both development permit guidelines and the Screening By-law regulations, therefore a separate Screening Permit is not required. A Building Permit and Sign Permit will be required after the Development Permit is approved.

1. HERITAGE BUILDING VARIANCES

Because this area is a heritage area, owners of recognized heritage buildings may have special opportunities and obligations. Buildings shown on Map 2 as potential heritage buildings may be considered for variances to the Zoning By-law (including parking requirements) and Screening By-law regulations. In order to receive the variances, applicants will be required to adhere to the form, character and building finish criteria in this document, and have a Heritage Designation By-law approved for their building.** For a list of the potential heritage buildings, refer to Appendix 5. (Buildings on this list may be removed subject to the consultant work being undertaken in 1988.)

2. DOWNTOWN REVITALIZATION AND FACADE IMPROVEMENT GRANTS

Because Steveston is also a Downtown Revitalization Area, building owners are eligible for Facade Improvement Grants. The grants are provided by the B.C. Downtown Revitalization Program and administered by the Municipality. The grants are intended to assist owners to upgrade their store fronts in accordance with local criteria, as specified under guidelines #4 in this report. Financial and procedural details regarding the grants are provided in Appendix 1.

---

* draft

** pursuant to the Heritage Conservation Act

3. ADMINISTRATIVE REQUIREMENTS

HOW TO APPLY FOR A DEVELOPMENT PERMIT

You will need a Development Permit if you plan to develop in the Steveston Downtown Revitalization Area.

You can obtain an application form for a Development Permit at the counter in the Planning Department. The general requirements, including a letter of intent, owner's signature, and fees are on the application form.

Before making a formal application, you may want to read this report and check servicing requirements with the Engineering Department. Planning staff will assist you with any questions regarding the application form, design criteria or general planning for the area.

PLANS AND OTHER INFORMATION REQUIRED

A complete set of preliminary architectural drawings is recommended, accompanied by a letter describing the project in full. This information is important because planning staff, the Design Panel, Council, and people on neighbouring properties will use the information to evaluate your development. Plans should include:

1. a Site Plan showing the street, surrounding properties, parking, landscaping and all major buildings. Dimensions should be sufficient to determine compliance with or variances to the Zoning By-law. Calculations should indicate parking.

   Context photos, and a plan and street elevation showing adjacent buildings are requested by the Design Panel.

2. Preliminary architectural plans should indicate general interior layouts, main front entrances, balconies, outdoor living areas, amenity areas, awnings, canopies, signs, exterior elevations and exterior facade finish materials.

3. Building sections or elevations should be in sufficient detail to determine heights and bulk. Elevations should show exterior finish materials and door and window finish materials. A colour scheme is requested by the Design Panel.

4. Preliminary landscape plans should indicate required landscaping, screening, fencing, street furniture and all existing trees on the site.

HOW THE PROCESS WORKS

Development Permits are issued by Council at regular Council meetings. The process is generally as follows:

Step 1: The applicant consults with the Planning Department and obtains an application form.

Step 2: The applicant's architect prepares preliminary plans based on the Criteria for Development Permits published by the Municipality.

Step 3: The applicant submits the application form, fee, plans, and other required documentation to the Planning Department.

Step 4: The Planning Department obtains feedback from relevant Municipal departments and agencies. Planning staff will, along with the Design Panel, review the plans to determine compliance with the Criteria. The architect may make a presentation to the Design Panel.

Municipal staff will also determine the need for variances to the Zoning By-law or Screening By-law.

Step 5: Planning staff will contact the applicant if any changes to the plans are required.

The applicant's architect or landscape architect may need to revise drawings at this stage.

Step 6: When plans are sufficient, planning staff will prepare a report to Council. The completed permit and plans will be attached to the report. The Municipal Clerk will give ten days notice as required by the Municipal Act, so that affected property owners can speak at the Hearing-in-Public.

Step 7: Council will hold a Hearing-in-Public and will then consider issuance of the Development Permit, usually the same day, at a regular Council meeting.

Step 8: Staff will register the Permit on the title at the Land Registry Office.

Later, staff will inspect the completed project to determine compliance with the terms of the Permit.

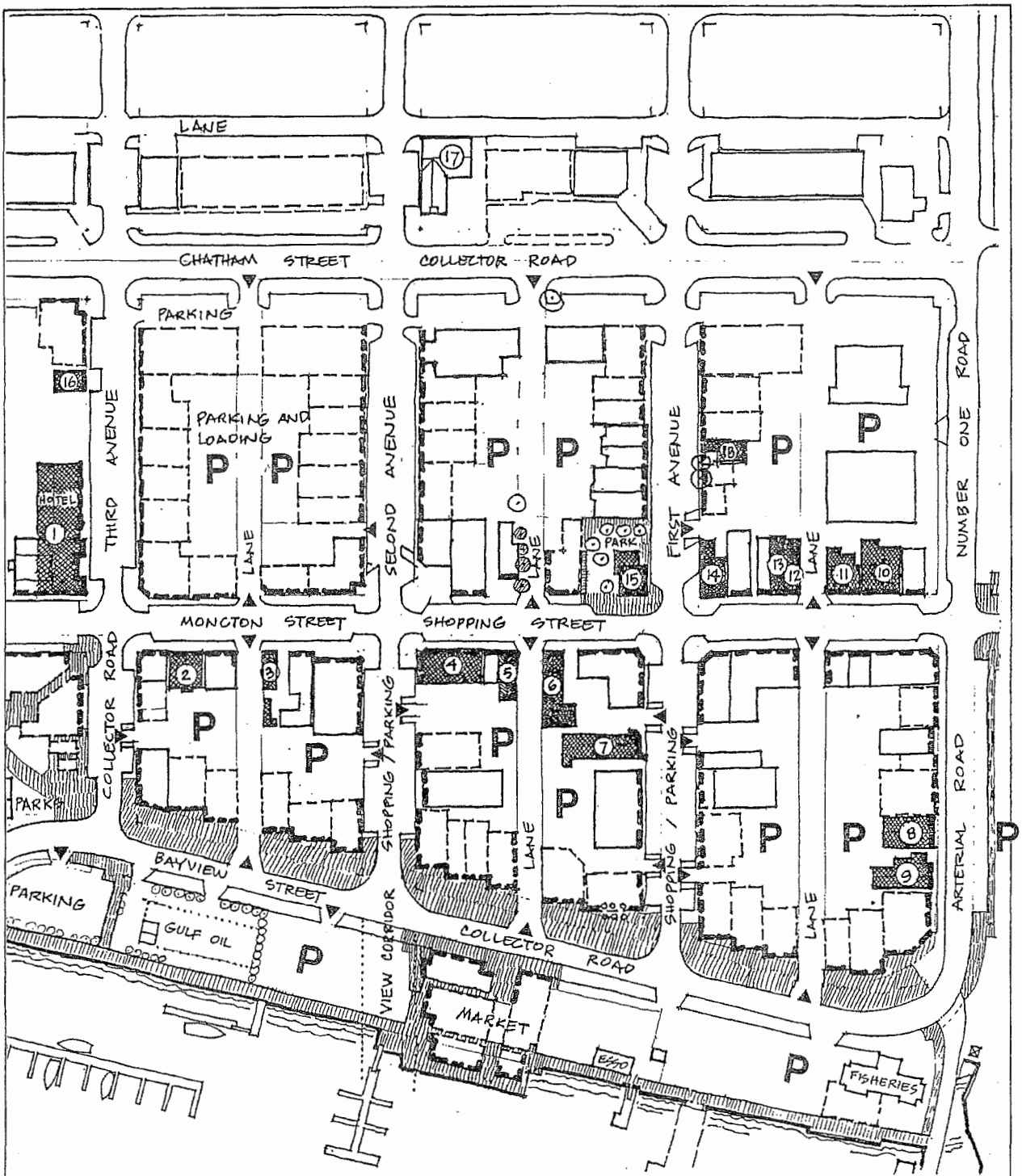
STEVESTON DOWNTOWN DESIGN CONCEPT

The design concept plan is intended to lend cohesiveness to the Revitalizaton Area criteria. The concept plan illustrates the important relationships between present and future buildings, streets, parking and access lanes.

The design concept shows the extent of street improvements for the forseeable future. Number One Road, Bayview Street, Third Avenue and Chatham Street function primarily to move traffic into and out of the area. Motorists will also use Moncton to gain access, but its main function is as a shopping street with space for short term customer parking. First and Second Avenue and most lanes have extensive parking and loading and provide the main access to parking lots and shops.

The design concept also shows the approximate location and massing of new buildings. This plan is not intended to be fixed in stone, but shows the preferred street setbacks and land expected to be developed for parking. Because the concept encourages a filling-in of empty spaces and requires a continuous commercial frontage along shopping streets, the area will become more attractive to window shoppers.

Existing buildings which have heritage potential are shown on the design concept. These are the buildings where some relaxation of Zoning and Screening regulations will be considered.



STEVESTON DOWNTOWN DESIGN CONCEPT

- PROPOSED BUILDING MASSING
- POTENTIAL HERITAGE BUILDINGS. SEE APPENDIX 5.
- COMMERCIAL FACADE / CANOPIES
- P PARKING & ACCESS
- PROPOSED BOARDWALK

MAP 2

FEB. 1980

STEVESTON DOWNTOWN REVITALIZATION AREA

DESIGN GUIDELINES

1. The distinctive character of the original buildings should be preserved and restored in keeping with the styles of the era. Pre-1930 building often had false fronts, gable roofs, and canopies.

   There are two distinctive types of buildings in Steveston, the commercial buildings on the Moncton Street vicinity and the industrial buildings on the waterfront. The two types are discussed and illustrated separately on the following pages. See Appendix 2 for a sketch of building types.



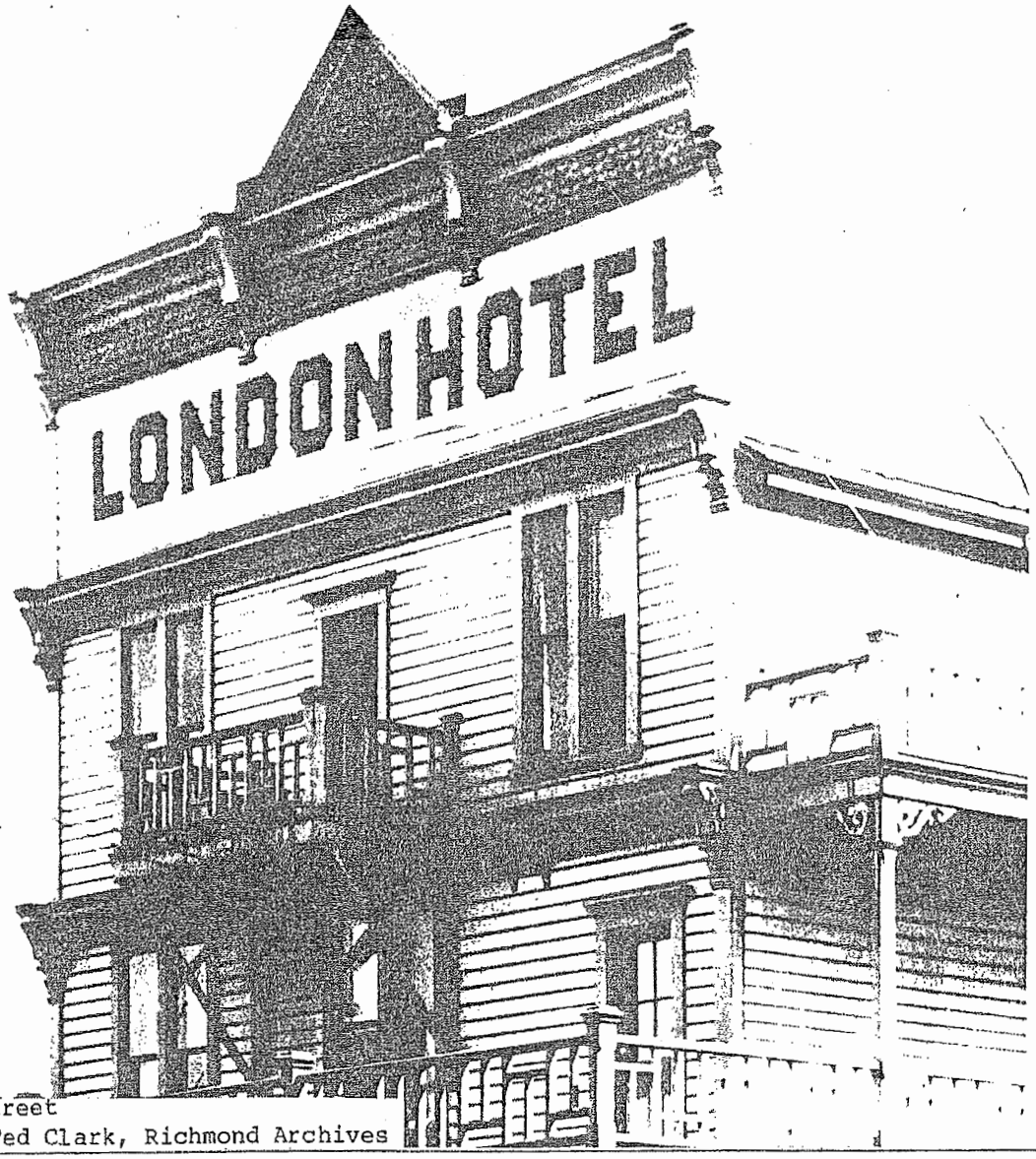
Second Avenue
Source: Vancouver City Archives.

1.1 Traditional buildings on Moncton Street and vicinity

Today several buildings remain on Moncton Street dating from the 1920's and 1930's.

We can see from archival photographs that buildings from the turn of the century had a distinctive decorated false-front style.

Early wooden buildings, which did not survive the fire of 1918, were generally two or three storeys in height, with more elaborate ornamentation than the 1920's commercial buildings. The turn-of-the century building typically had balconies, decorated handrails, and decorative trim. The sidewalks in front of older buildings were often protected from the weather by canopies, usually supported on carved posts with decorated brackets. These old buildings had gabled roofs with rectilinear or ornamented false fronts facing the street, and were usually one or two storeys in height.



Moncton Street
Source: Ted Clark, Richmond Archives

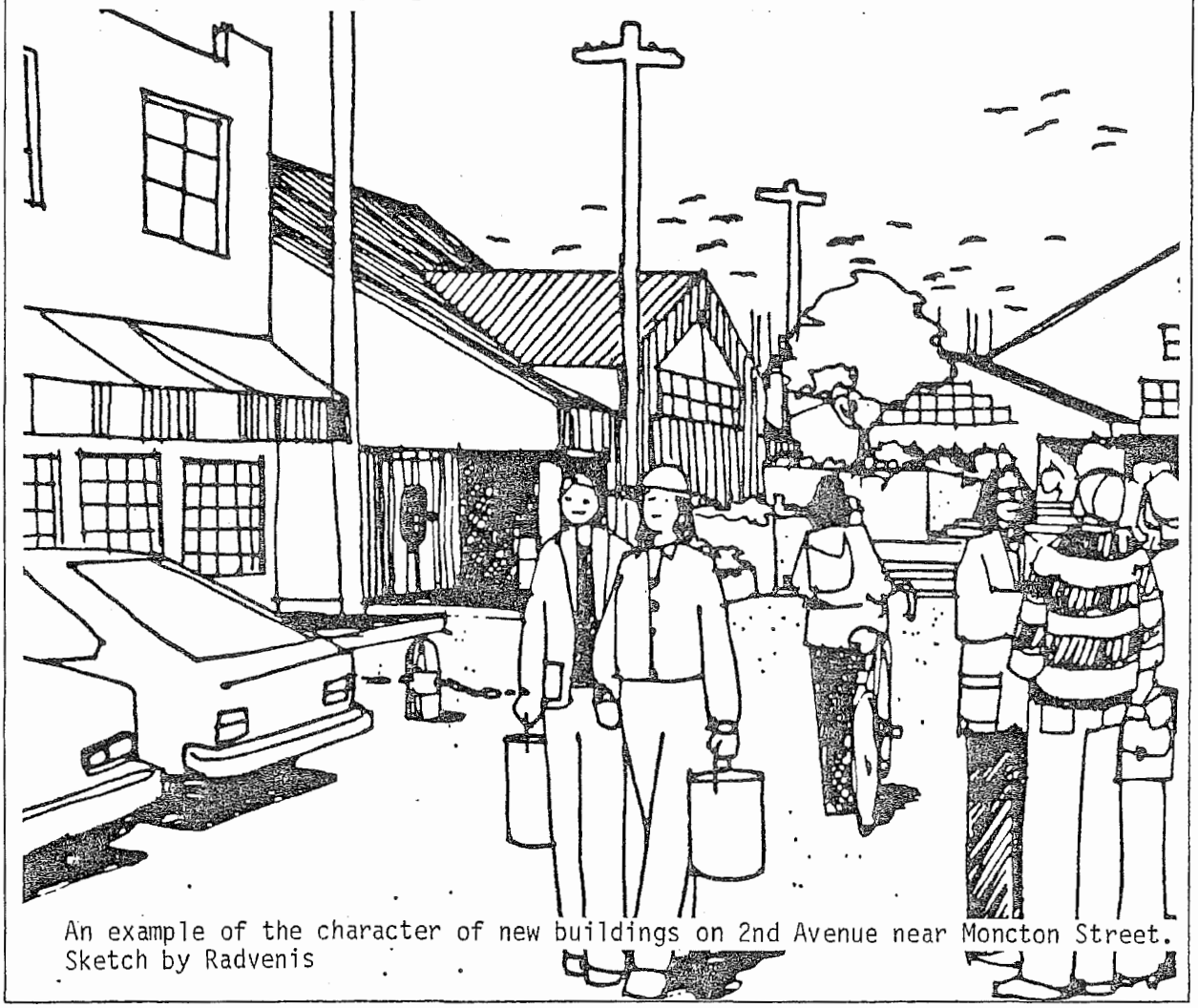
Existing buildings, if they are renovated or restored, should be based on traditions illustrated in this document. The community would like to see the following elements preserved or restored:

- gabled roofs and false fronts
- decorative brackets, balconies and posts
- canopies
- painted wooden horizontal siding or shingles
- wooden vertical windows or bay windows

New buildings

New buildings in the area should be designed to compliment the tradition established by existing older buildings. To do this, new buildings should be of two or three stories in height, should have features of interest to shoppers, and should have simple, pedestrian scaled signs. Finish materials should be compatible with traditional materials. Replica buildings should be faithful to the buildings illustrated in this report or seen in other old photographs.

For details of building style, refer to Appendix 2.



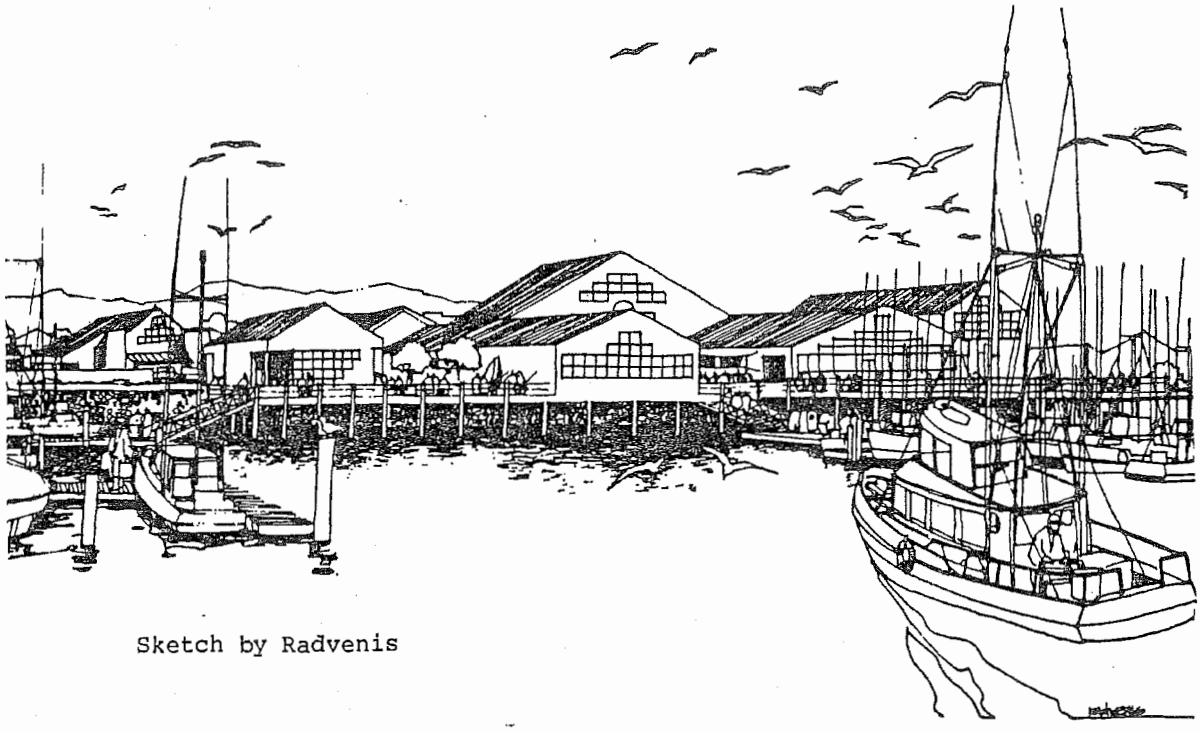
An example of the character of new buildings on 2nd Avenue near Moncton Street.
Sketch by Radvenis

1.2 Traditional buildings on the Bayview Street waterfront

B.C. coastal industrial architecture has traditionally considered fairly large structures with peaked roofs having ridge boards perpendicular to the shoreline. Some structures later evolved into a "L" shaped plan.

Originally, all structures had board and batten siding but in recent years most waterfront buildings have been clad in metal.

These buildings traditionally had small-panel windows, with a vertical format.



Sketch by Radvenis

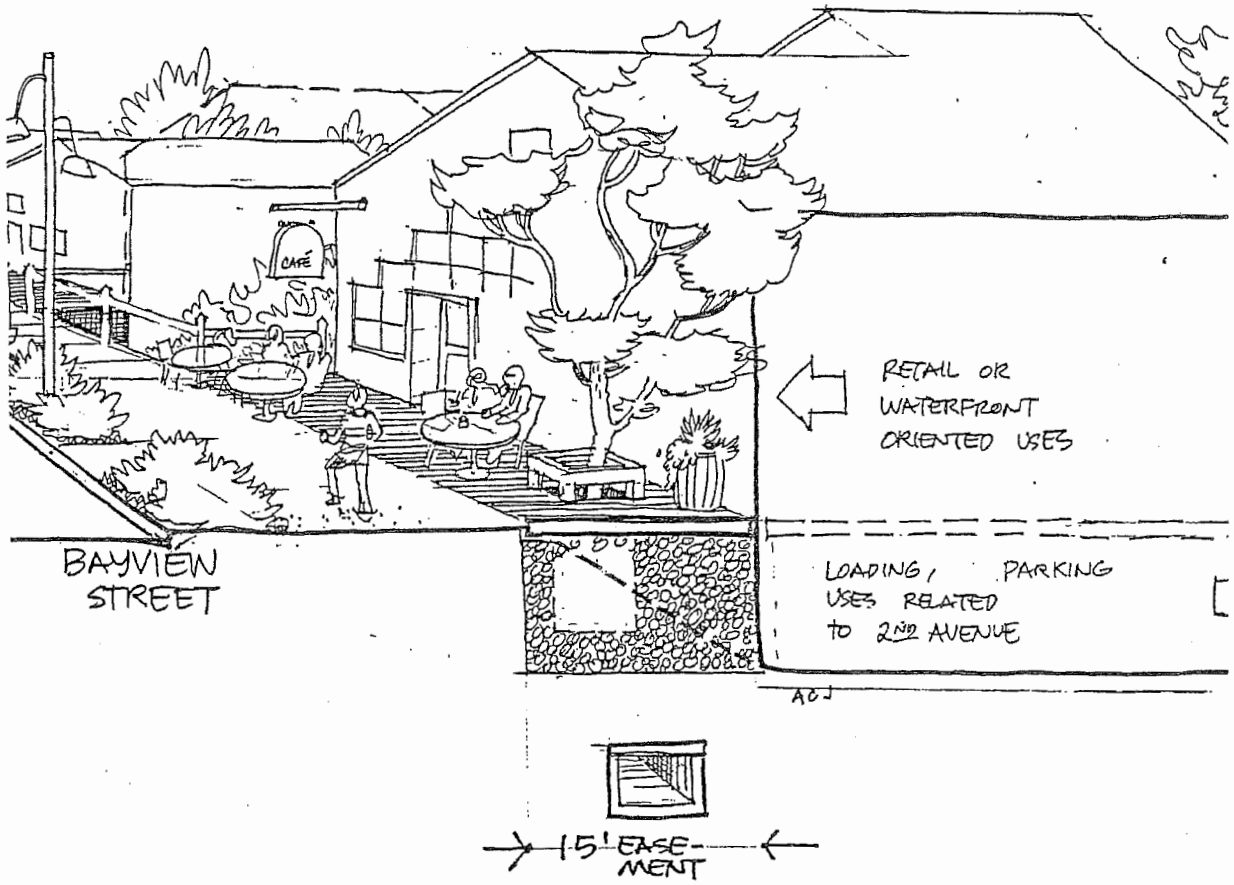
New buildings on Bayview Street

Siting of new buildings on Bayview Street or the waterfront should be with a consideration of views of the water, both for people in the new building and for people on the street. It is desireable to maintain unobstructed views of the water from all north-south streets. New buildings on Bayview Street may have a more industrial character than buildings on Moncton Street, but should not exceed three stories in height, measured from the dyke elevation. A form and character similar to waterfront cannery structures would be acceptable.

Entrances to buildings along Bayview street or the waterfront should be with a consideration of views of the water, both for people in the new buildings and for people on the street. It is desirable to maintain unobstructed views of the water from all north-south streets.

Entrances to buildings along Bayview street have traditionally been constructed of wood. Wooden boardwalks or porches with wooden handrails are therefore recommended.

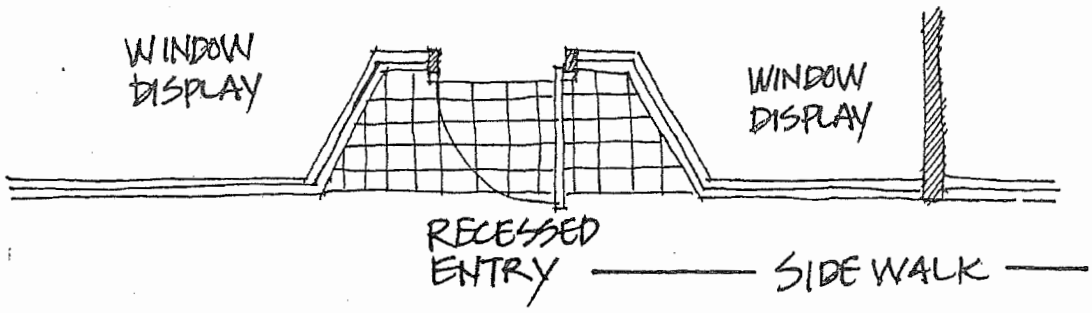
Traditionally, Bayview Street had a row of buildings facing a waterfront boardwalk. The buildings have long since been destroyed by fire. The ditch inside the dyke has been replaced by a buried culvert and a 15' easement inside the property line. Buildings cannot be built over these easements, however a boardwalk is recommended as a link between the buildings and the reconstructed Bayview Street.



2. **The continuity of the commercial frontage should be maintained by having a minimum street setback, consistent with older commercial streets.**

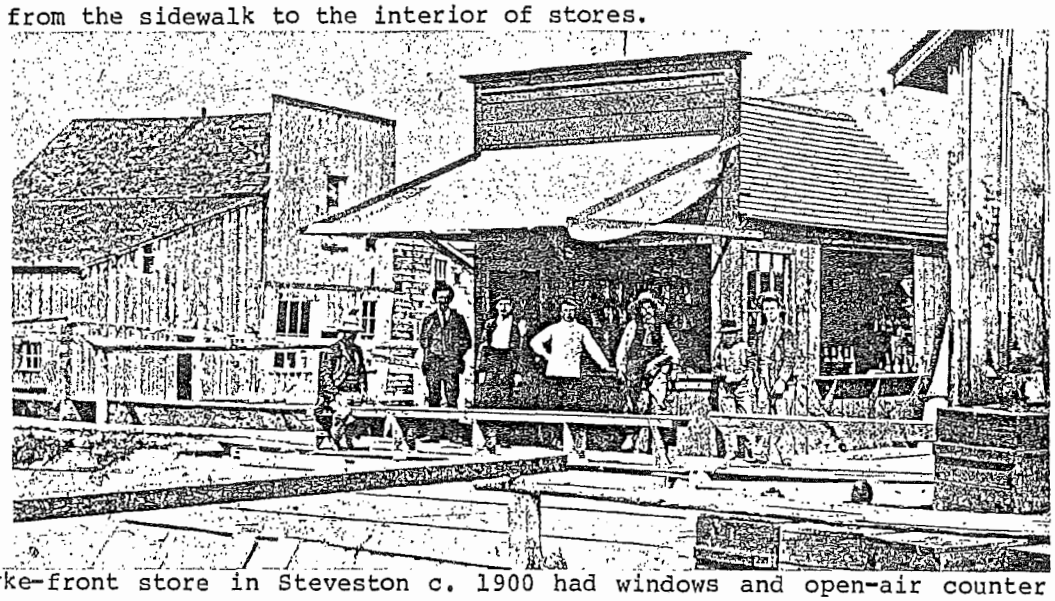
The intent of this guideline is to make it easier and more interesting for shoppers to move from store to store. The natural flow of pedestrians along the public sidewalk makes this an appropriate location for buildings. Extensive landscaping, parking, loading or storage should not be located next to sidewalks on commercial properties. (See the Design Concept for recommended commercial frontages.)

Shops should have recessed entires, as was common in older buildings in Steveston. Recessed entries increase the amount of window display area, add to the interest of the facade, and allow shop doors to open outward, safely without obstructing the sidewalk.



2.1 Store fronts should have windows facing commercial streets wherever possible, for the interest of passers-by.

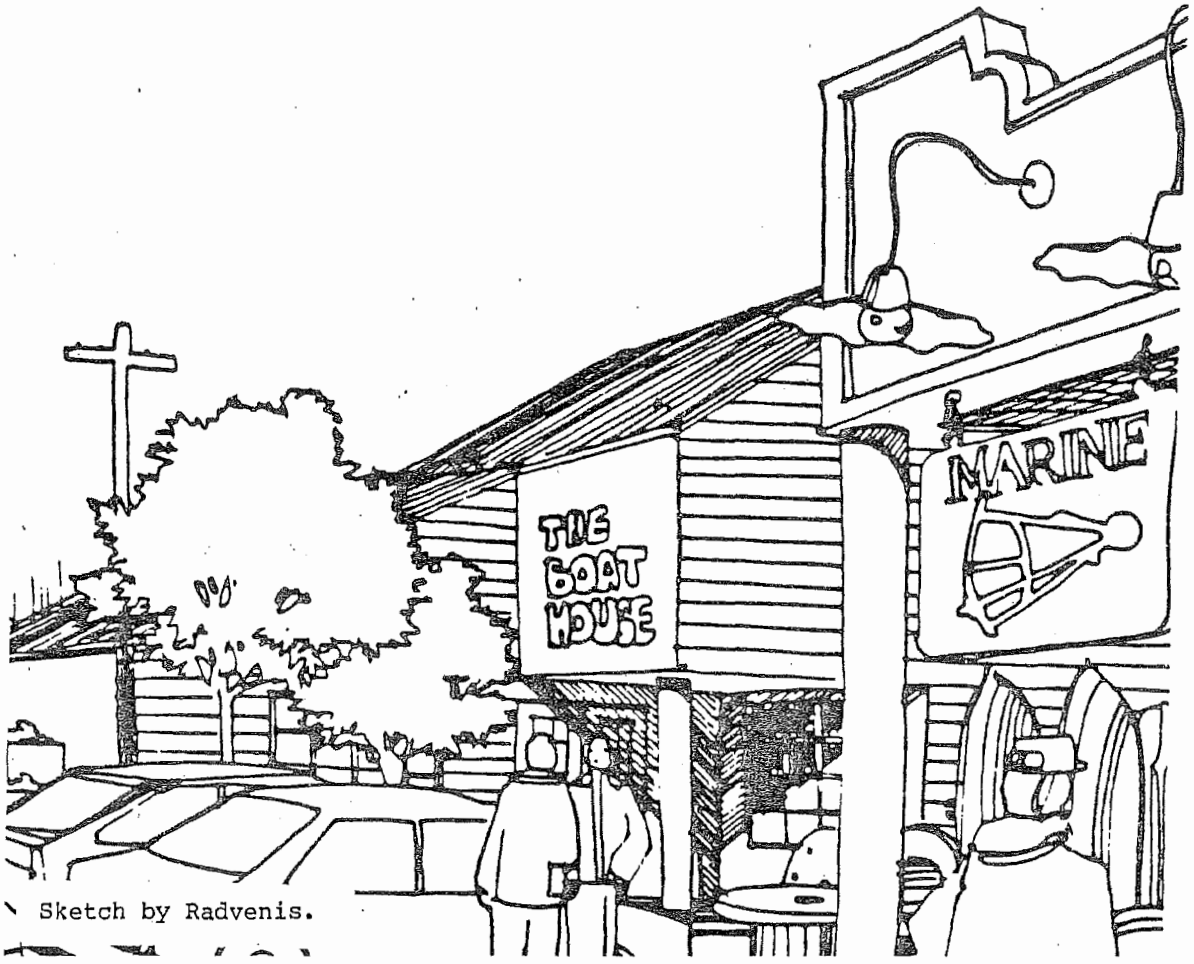
Because this is a shopping area and the guidelines encourage continuity of commercial frontage, it is important that all shops present an interesting facade to the street. Windows allow merchants to create displays which communicate the nature of the business to potential customers passing by on the sidewalk. Windows make a visual transition from the sidewalk to the interior of stores.



A dyke-front store in Steveston c. 1900 had windows and open-air counter to display and sell "'groceries".

2.2 Canopies or awnings should be provided, to protect people on the sidewalks from rain and snow.

Given our climate, sidewalks should be sheltered as much as possible. The traditional method in Steveston was canopies supported on posts, or protecting canvass awnings.



Sketch by Radvenis.

Canopies projecting over public sidwalks are a special case. Canopies supported on posts should have the posts located on private property. Canopies, or parts of buildings which project over public property must conform to all codes and the owner must sign an Easement and Indemnity Agreement with the Municipality. An illustration of canopy requirements is provided in Appendix 3. New canopies may be eligible for grants from the Facade Improvement Grant Program (Appendix 1.).

3. **New buildings should not exceed three storeys in height.**

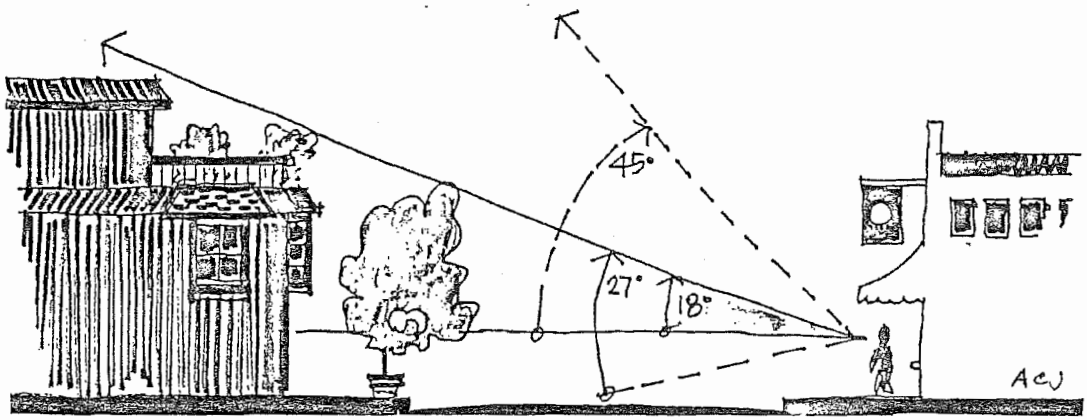
Buildings in Steveston have traditionally been one to three storeys in height. This situation was partly the result of wood frame building technology of the day, but coincidently resulted in a pleasing relationship between buildings and the street.



The J.C. Forlong Store on Second Avenue in Steveston.

Source: Cheverton, Richmond Archives.

This small scale building in relation to a typical street is sometimes referred to as "human scale".



Human eyes can normally perceive a vertical field of vision of about 27°, or 18° above the horizon. This means that a person will feel most comfortable viewing a two storey building across a typical street. Some image of the whole remains up to 45° from the horizon. A building is considered to be of a human scale if it can be comfortably viewed at a glance. Therefore, new buildings should have a setback such that there is a height: distance ratio, taken from the opposite side of a street or park, of between 1:1 and 1:2.

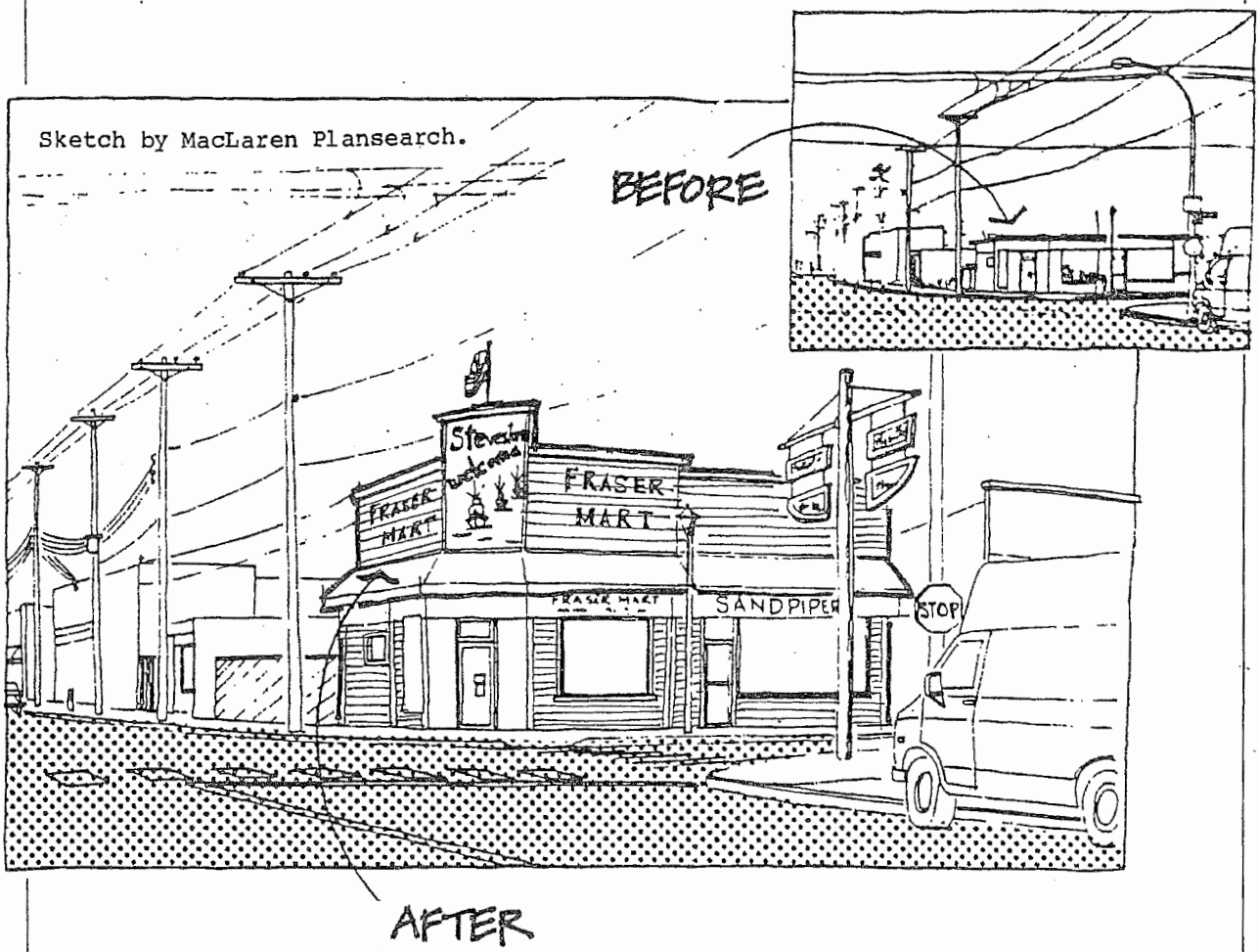
Conversely, in some cases spacing between buildings is too great, and there is no feeling of enclosure on the street. This is the opposite extreme of the "boxed in" feeling, and just as undesirable.

4. **Exterior finish of buildings facing commercial streets should utilize traditional materials, or materials which are compatible with existing natural finishes.**

Older buildings in the Steveston Commercial District were finished with wood. The newer buildings are generally stucco or, more recently painted concrete block. Only a few buildings survived the 1918 fire, one being the brick "Hepworth block". Other buildings of the period generally had painted shiplap or wooden shingle siding.

Finish materials for new or renovated buildings should be compatible with traditional materials, for example, wood or brick. The hand-made character of finish and decoration could be carried on with careful detailing, and some modern and machine-made materials can be successfully incorporated. Finish materials, windows, doors, hand rails and decorative elements can take up the form, character or rhythm of nearby older buildings without imitating them.

See Appendix 2 for examples of building finish and details.



5. **Parking should be located at the rear of buildings, or in communal lots.**

This guideline dovetails with other guidelines aimed at maintaining the vitality of the commercial street, while at the same time providing adequate customer and employee parking. There are three aspects to municipal parking policy for Steveston:

1. spaces should be provided on the street immediately in front of shops for short term customer parking, including loading zones for fishermen.

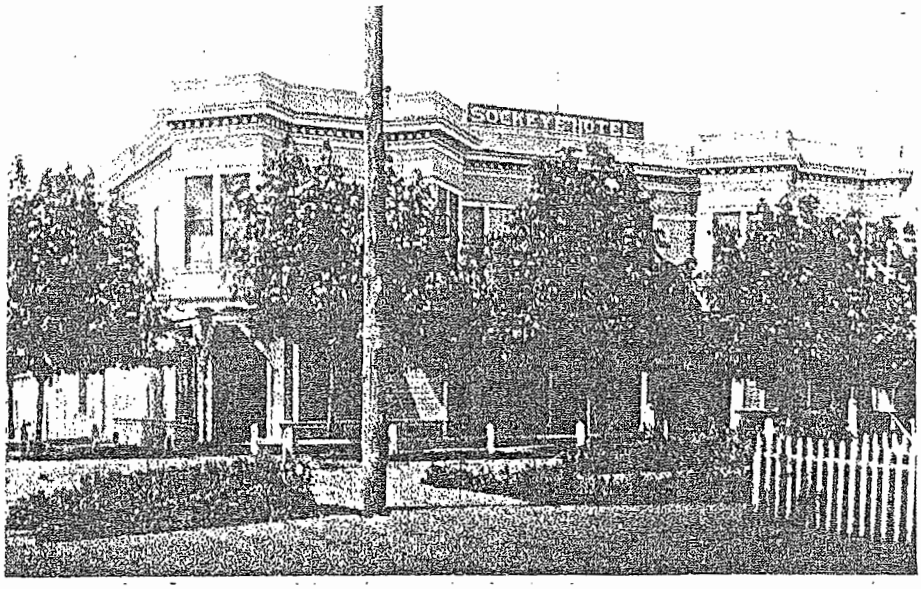
2. communal parking and loading should be provided off of lanes, at the rear of commercial buildings and on municipal parking lot(s) for long term parking, employee parking, and fishermen parking

3. parking lots should not be located in front of shops because they would inhibit pedestrian access.

A proposed parking layout for Steveston is shown on Map 2.

6. **Signs for identification of businesses and activities should be in keeping with the historic nature of the town.**

Signs in the early 1900's were usually painted on wood, either directly on the siding or on boards fastened to the fascia or suspended under a canopy. Occasionally a larger establishment, such as the Sockeye Hotel, would display a roof sign.



Roof sign on the Sockeye Hotel (now the Steveston Hotel).
Source: Vancouver Public Library Collection.

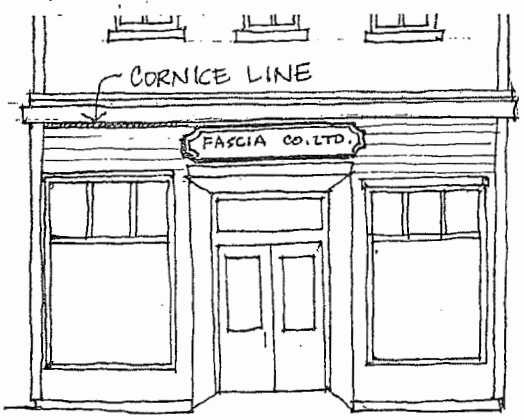
Signs should be made to be viewed mainly from the sidewalk. In some cases signs may also be designed to be viewed from the water, or from slow moving vehicles.

The following types of signs are recommended:



MARQUEE SIGNS

Are easily seen by persons walking on the sidewalk, especially under canopies. It is expected that these will replace projecting signs as new canopies are built.



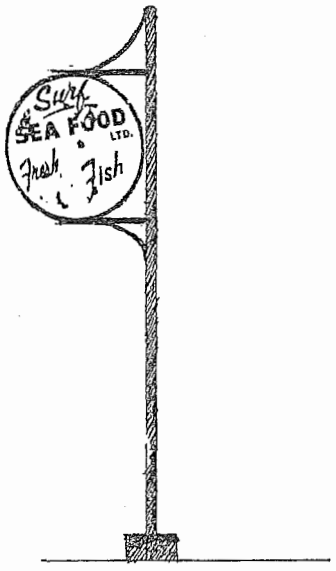
FASCIA SIGNS

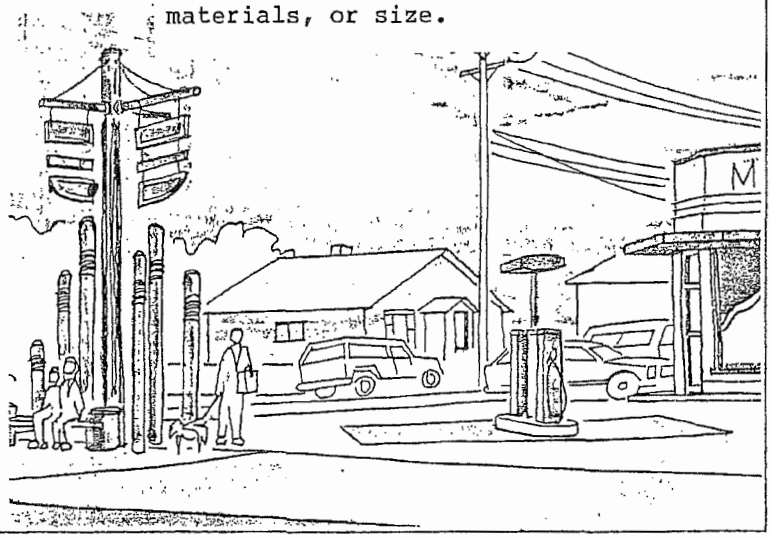
Are traditional signs in Steveston and are usually made of painted wood or metal. External illumination by spot light is most appropriate.

Fascia signs should be located so as not to obscure building details. For example, fascia signs should be located below the cornice, as shown in the sketch.

FREESTANDING SIGNS

These may need to be specially designed for Steveston since modern "standard" signs are generally not appropriate in form, materials, or size.







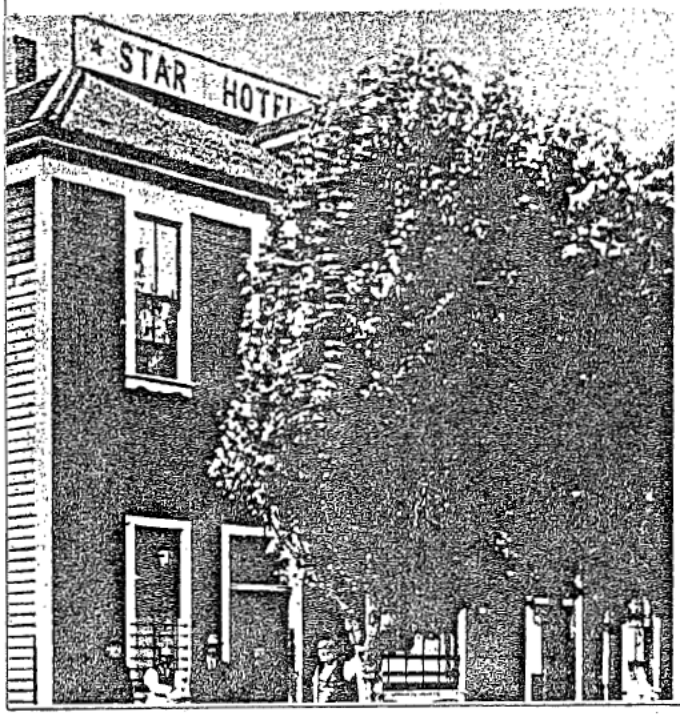
CANOPY SIGNS

These are also an effective replacement for the old projecting signs. They may be incorporated into a balcony or porch style sidewalk covering.



PROJECTING SIGNS

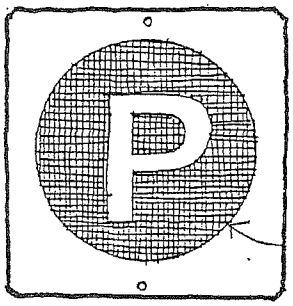
Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.



ROOF SIGNS

These signs are only recommended for industrial uses or hotels, as was the custom in the past in Steveston.

Source:
Richmond Archives



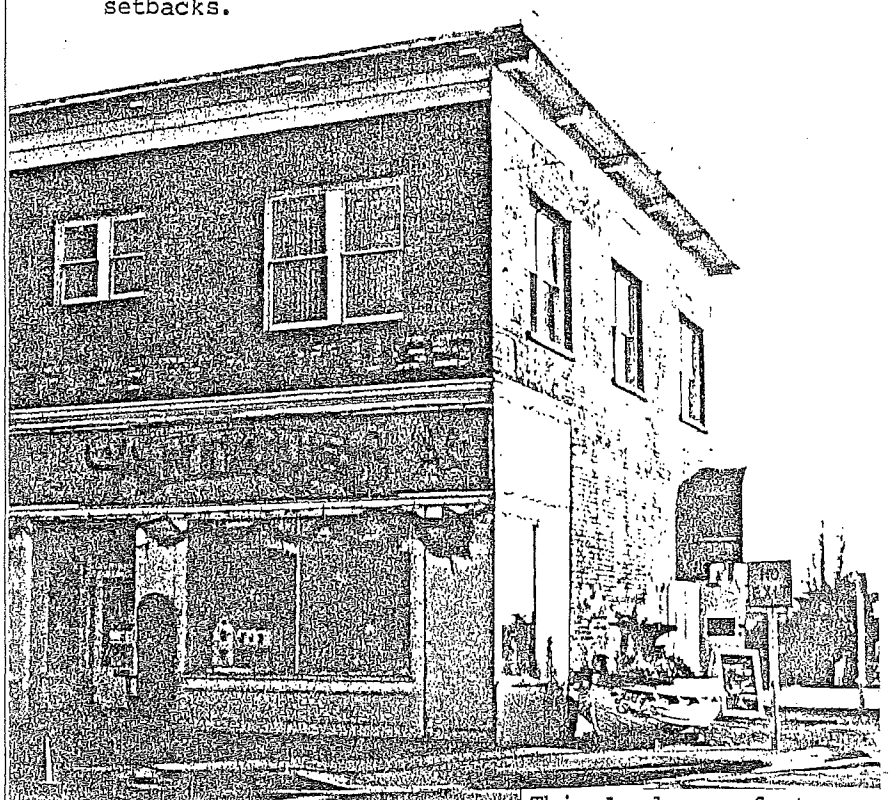
PARKING OR INFORMATION SIGNS

These will be permitted, especially to designate communal areas and parking lots shown on the plan.

Before deciding on types and details of signs, applicants should consult the Richmond Sign By-law. For example, certain signs will not be permitted. These include: readograph, third party advertising and other signs specifically prohibited by the Sign By-Law.

7. Development and redevelopment should include new pedestrian amenities, landscaping, site improvements and screening, where appropriate. This criterion refers to improvements on private property, since the Municipality will be responsible for improving street furniture as part of the Downtown Revitalization Program.

Although many buildings will have virtually no setback from the street, there may still be room for improvements at the rear of buildings, in parking areas, in window boxes, in entry recesses or in small front setbacks.



This landscape feature was a private initiative.

New pedestrian amenities could include benches, cafe tables and chairs, handrails, fountains, sculpture, porches and bicycle racks.

Landscaping could include wooden window boxes, wooden or clay pots, or barrels with flowers, hanging flower baskets or even old rowboats filled with annuals. Developers of every new building or renovation are encouraged to include some plants as described here. Perennial flowers generally require little maintenance. Annual flowers can be changed with the season. Regular maintenance of annuals is recommended, and one advantage of this small-scale potted landscaping is that the owners can remove them when their usefulness is expended. Examples of annuals are: pansies, daisies, nasturtiums or kale. A list of Perennials is provided in Appendix 4.

No large trees or shrubs should be planted on the street frontage for two reasons. Firstly there is not enough room for large growing plants. Secondly, for approximately the last 60 years, there have been very few trees in the Steveston Downtown area, and people have accepted this as a tradition.

Extensive landscaping, tree planting and screening are encouraged at the rear of buildings. The Screening By-law requires screening of parking lots from the public street. Curbs, bumpers or bollards should be provided to separate parked cars from pedestrians.

SOURCES

1. The Corporation of the Township of Richmond, Steveston Area Plan, and amendments.

2. Ross, Leslie, Richmond, Child of the Fraser, 1979.

3. Sakamoto, B., Sproule, J.K., and Hancock, J. of J.K. Sproule Architecture/Urban Design, Steveston: A Fishing Village, 1983.

4. Baldwin, P., MacLaren Plansearch Ltd., Downtown Revitalization Plan for Steveston, 1986.

5. Freschette R.1 Steveston '83 Landscape Concept, Report for the Richmond Planning Department, unpublished, 1983.

ACKNOWLEDGEMENTS

Photos: Richmond, Child of the Fraser by Leslie Ross

Richmond Archives

Vancouver Public Library

Mr. Ted Clark

Mrs. Jas Cheverton

Appendix 1

FACADE IMPROVEMENT GRANTS

The Provincial Government has designated Steveston as a Downtown Revitalization Area, which entitles shop owners to "Private Premises Facade Improvement Grants". The grants are administered by the Municipality as part of the approved design concept for Steveston. Grants are to be distributed to owners or applicants who have improved the facades of their buildings. Improvements must be to exterior walls that face public streets, land, or parking areas; or private land or parking areas that the public has access to. The grants are given after improvements have been completed and certain criteria met.

Calculation of the Grant

The grant amount is 20% of the cost of the private ground floor facade improvements up to a maximum of $200 per metre. If a building has frontage on a side street or other public passageway, or parking area, up to 10% of the cost or $100 per metre can be added to the grant amount.

Grant Administration

The grant is administered through the municipal building inspection process and the grant application is the actual municipal building permit. Since some types of improvements, such as cleaning and repainting, do not normally require a building permit, the Municipal Council must have indicated its agreement to have staff undertake the administration of building facade grants at municipal cost. Building permit fees are not charged for improvements which would not normally require a permit, although the owner or applicant must submit a letter stating plans and costs, and use the permit as the grant application form. The owner or an applicant (if the owner has agreed in writing to the works) presents a description or drawings of the works, as required, to the Building Inspector, who then notes the aniticipated cost of the improvements on the permit. The Building Inspector also certifies on the permit that the qualifying requirements have been met, namely:

- a Resolution of Council to permit grant administration through the building inspection process; and
- written confirmation from the Municipal Clerk that the municipality has approved either a design or promotion and marketing concept for the downtown area.

The Building Inspector ensures that the planned works are for facade beautifcation and improvement, that they conform to other Municipal by-laws and are being made to existing properties. Changes to building interiors other than for window displays visible from the outside, or normal maintenance, do not qualify. Facade improvements can, of course, be carried out while other more extensive work is being done and the Building Inspector must exercise judgement as to the proportion of the work which is part of the Facade Program.

The Building Inspector also confirms the calculation of building frontage and notes this on the permit and sends a copy of the annotated, issued permit to the Ministry of Municipal Affairs.

If there are questions about a grant application, the Ministry will contact the Building Inspector within 21 days of receiving the permit copy. Otherwise it should be assumed that a grant will be payable on completion of the works.

Final Approval

Once the facade improvements have been completed and passed final inspection, the actual costs of the improvements and the Building Inspector's certification of completion should be noted on a copy of the building permit and forwarded to the Ministry of Municipal Affairs. The Building Inspector is responsible for determining what the final costs are and should be guided by the invoices, time sheets, etc., which the applicant provides. If the applicant has done some of the work, the inspector estimates what his labour would have cost and includes this in the total costs.

If improvement works have been of the type that do not normally require a building permit or Inspections, the owner or applicant has the responsibility of informing the inspector when the improvements have been completed. The Inspector then confirms that the improvements have been made and, as above, confirms their cost.

The final permit form sent to the Ministry should be a copy of the original so that the applicant's name, address and permit number are consistent on all copies.

The Municipality, or an organization that it has approved for this purpose, may, if owners give their consent, undertake central contract administration for private facade improvements. This does not, however, affect the fact that grants are calculated on an individual basis.*

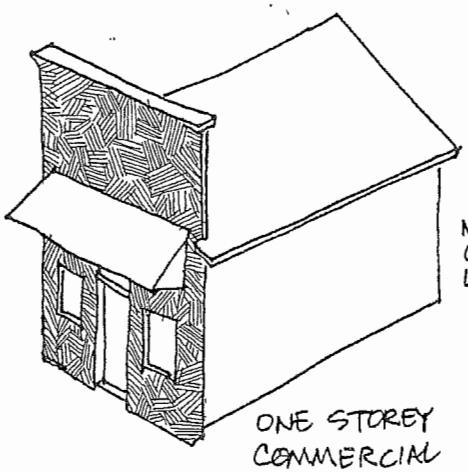
---

* This information is taken from Downtown Revitalization, a Guide, Ministry of Municipal Affairs, Province of B.C. and a Guide to the use of Development Permits in Downtown Revitalization, prepared for the Ministry of Municipal Affairs, B.C. (draft) 1987.

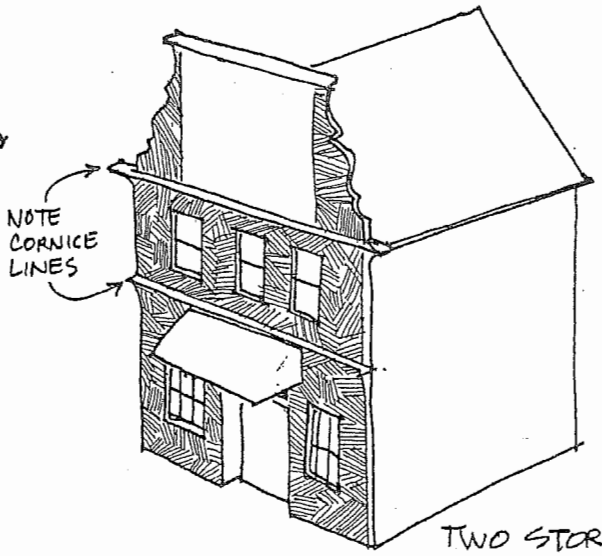
APPENDIX 2.

EXAMPLES OF TYPICAL BUILDING FORM AND TRADITIONAL FACADE DETAILS.

1. GENERAL FORM



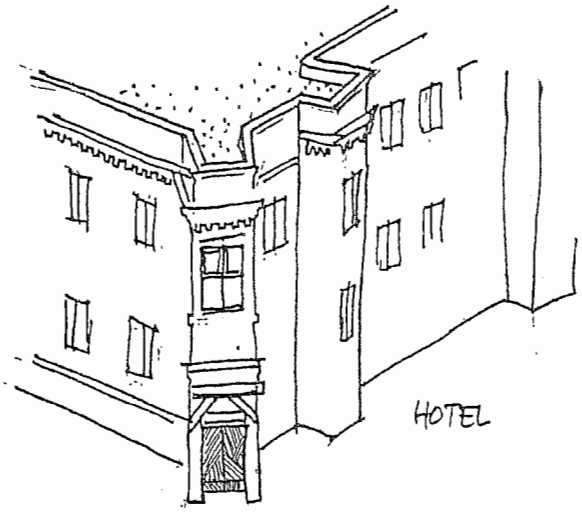
ONE STOREY COMMERCIAL BUILDING



TWO STOREY COMMERCIAL



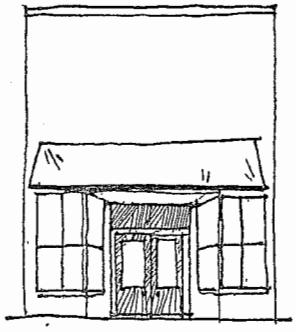
RESIDENT-IAL OVER COMMERCIAL



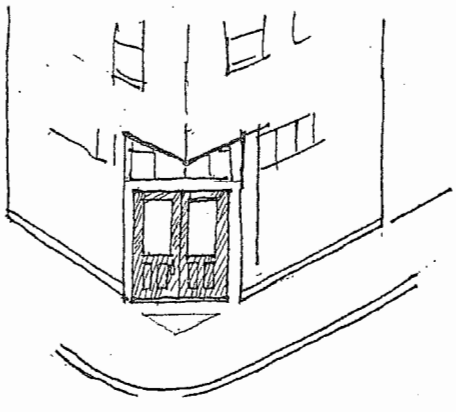
HOTEL

2. ENTRANCES

EARLY ENTRIES WERE LOCATED IN THE CENTRE OF THE FACADE

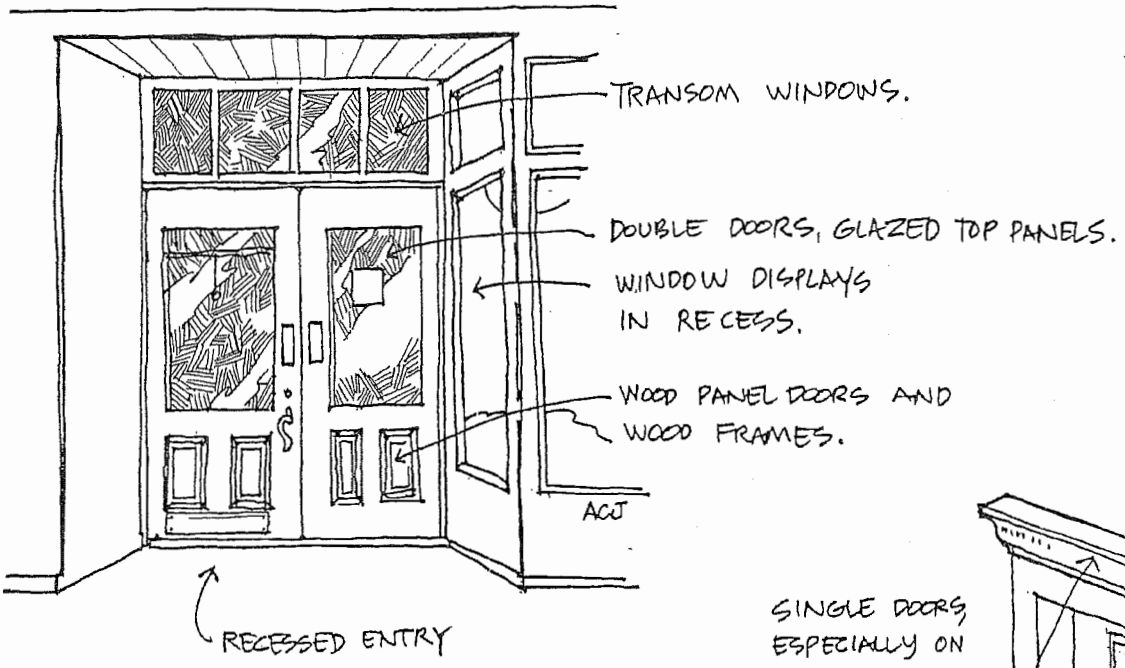


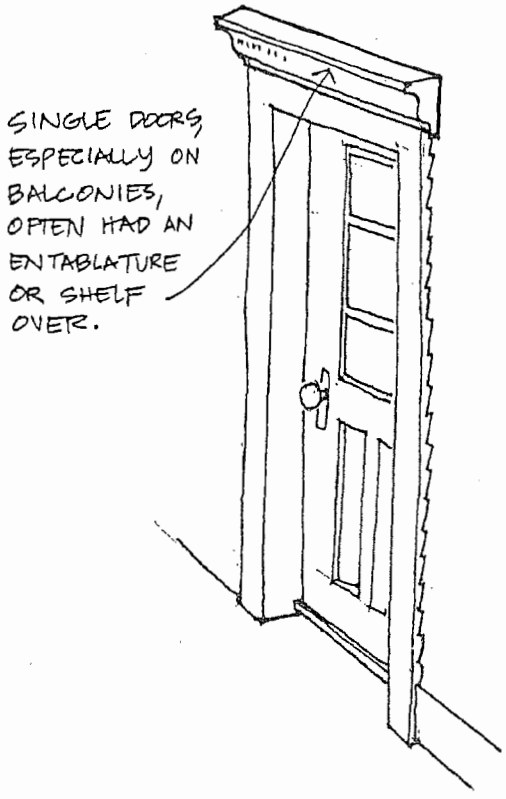
OR...
LATER ON, SOME ENTRIES WERE LOCATED ON THE STREET CORNERS...



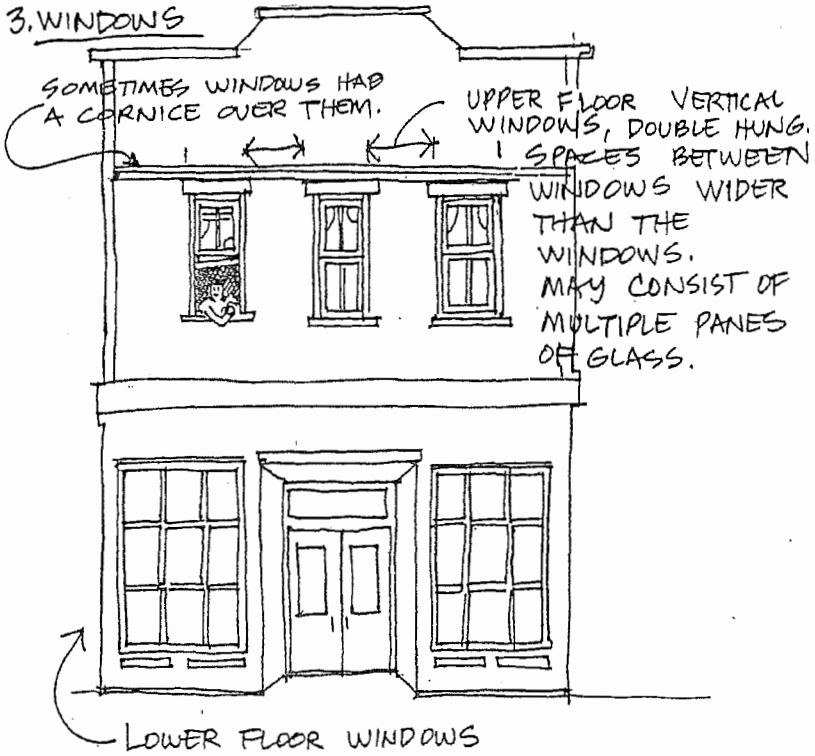
APPENDIX 2. CONT'D. EXAMPLES

ENTRANCE DOORWAY DETAILS





3. WINDOWS

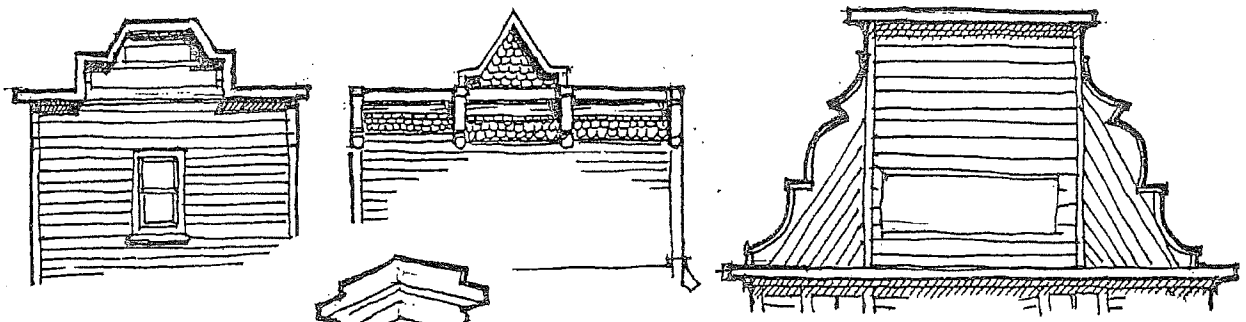


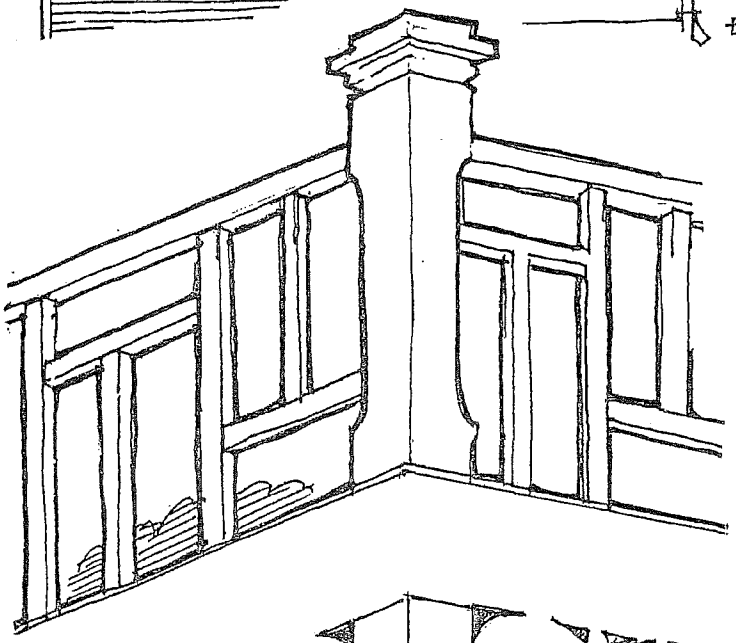
APPENDIX 2. CONT'D

3. DETAILS

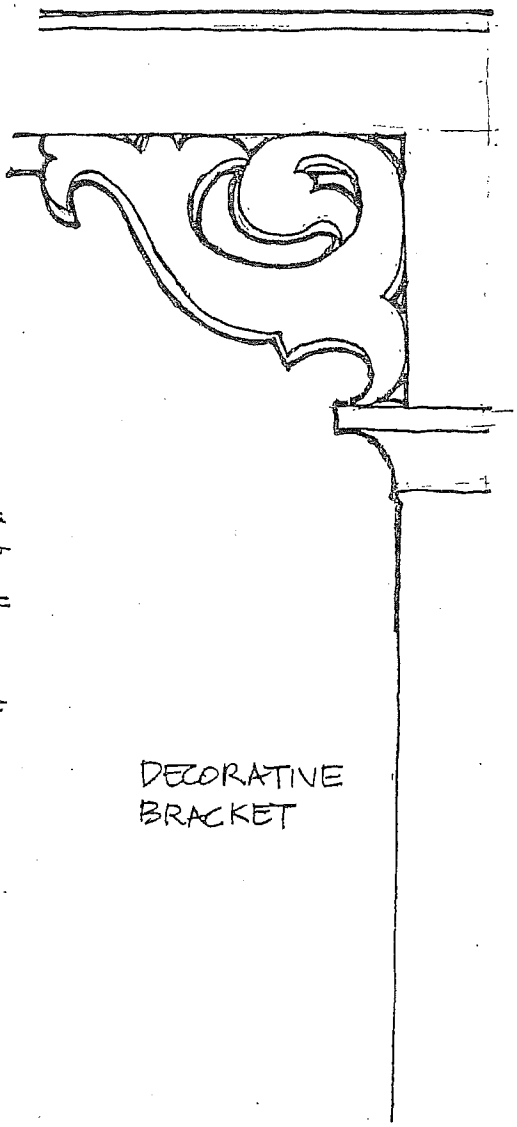
SIDING, TRIM, CORNICES, POSTS AND BRACKETS WERE ALMOST EXCLUSIVELY MADE OF WOOD.

SOME EXAMPLES OF FALSE FRONTS OR PARAPETS:





CORNER POST BRACKET AND HAND RAIL DETAILS

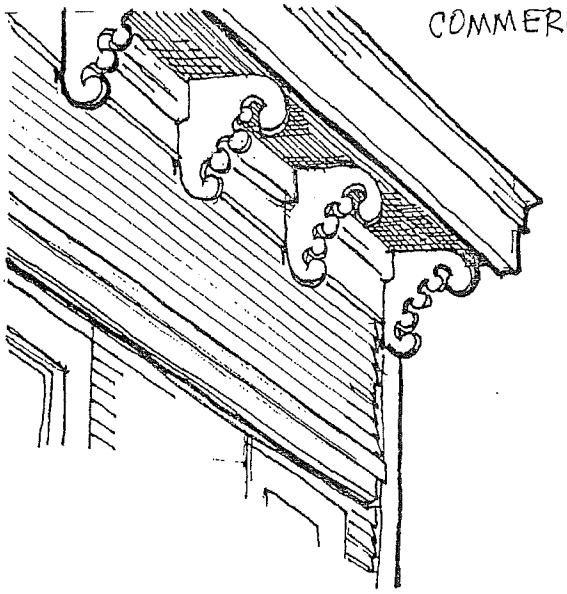


DECORATIVE BRACKET

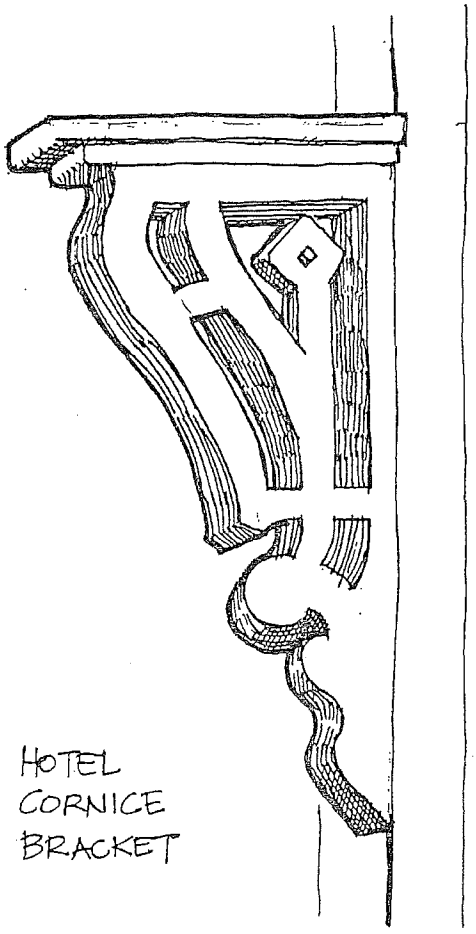
APPENDIX 2. CONT'D

3. DETAILS

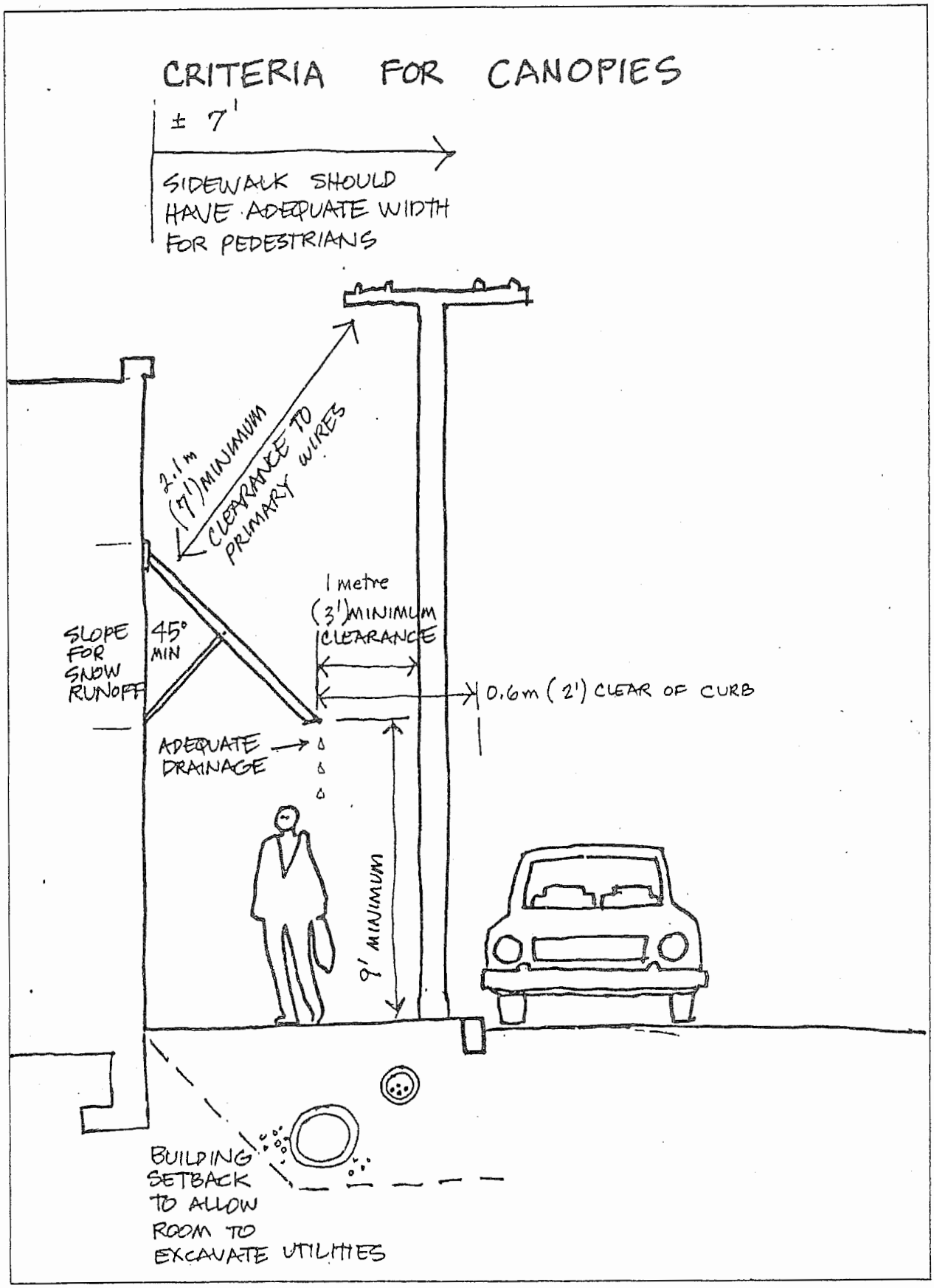
CORNICES



COMMERCIAL BUILDING



HOTEL
CORNICE
BRACKET


CRITERIA FOR CANOPIES
± 7'
SIDEWALK SHOULD HAVE ADEQUATE WIDTH FOR PEDESTRIANS
2.1m (7') MINIMUM CLEARANCE TO PRIMARY WIRES
1 metre (3') MINIMUM CLEARANCE
SLOPE FOR SNOW RUNOFF
45° MIN
0.6m (2') CLEAR OF CURB
ADEQUATE DRAINAGE
9' MINIMUM
BUILDING SETBACK TO ALLOW ROOM TO EXCAVATE UTILITIES

PERENNIAL FLOWERS - APPENDIX 4

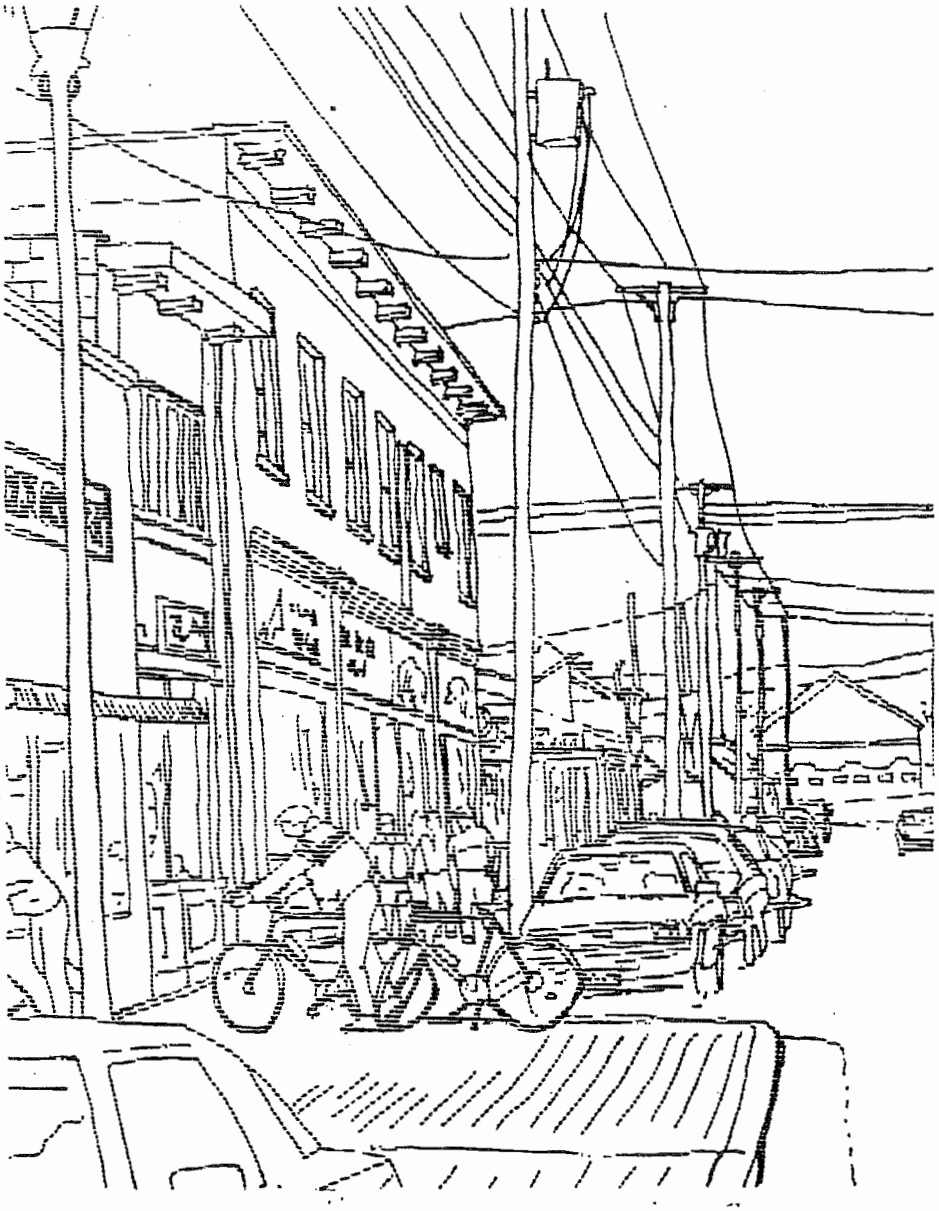
SCIENTIFIC & COMMON NAME	HEIGHT	EVGRN.	NATIVE	SCENT	FAVORED	PLANTING TYPE: BANK	DYKE	STREET	FEATURE	PLANTER	SCREEN	OTHER PARTICULARITIES
Aquilegia formosa - Western Columbine	3'		•				•	•	•	•		Various Colors
Alyssum saxatile - Basket of Gold	1'						•	•	•	•		Yellow Flowers
Arabis alpina - Rockcress	6"				•					•		White Flowers
Arenaria sp. - Sandwort	3"									•		White Flwrs, Shade Lover
Armeria maritima - Common Thrift	10"	•								•		Pink Flowers
Artemisia stelleriana - Dusty Miller	30"						•	•	•	•		Yellows Flwrs, White Lv.
Asclepias tuberosa - Butterfly Weed	3'				•		•	•		•		Attracts Butterflies
Cerastium tomentosum - Snow-In-Summer	6"						•			•		Silver Gray Leaves
Chrysanthenum carinatum - Chrysanthenum	2'						•			•		Various Colors
Chrysanthenum frutescens - Marguerite	2'						•			•		White & Pink Flowers
Coreopsis grandiflora - Coreopsis	2'				•		•			•		Attracts Birds
Cortaderia selloana - Pampas Grass	6'						•	•			•	Yellowish Heads
Dianthus sp. - Pinks	2'						•			•		Various Colors
Doronicum cordatum - Leopard's Bane	2'						•	•		•		Shade Lover
Echinops exaltatus - Globe Thistle	4'						•		•	•	•	Blue Heads
Erigeron glaucus - Sea Side Daisy	10"					•	•					Lavender Flowers
Erigeron speciosus - Fleabane	2'		•							•		Lavender Flowers
Eschscholzia californica - California Poppy	18"						•		•	•		Orange Flowers
Gaillardia grandiflora - Blanket Flower	4'		•				•			•	•	Red, Orange Flowers
Gypsophilo paniculata - Baby's Breath	3'									•		Various Colors
Helianthenum nummularium - Sun Rose	6"	•								•		Various Colors
Hemerocallis lilioasphodelus - Day Lily	3'			•					•	•		Yellow
Heuchera micrantha - Coral-Bells	2'		•		•					•		Greenish White Flwrs
Iberis sempervirens - Evergreen Candytuft	1'		•						•	•		Pure White Flwrs.
Iris douglasiana - Douglas Iris	2'		•				•			•		Blue Flowers
Lavandula angustifolia - English Lavender	3'			•						•	•	Lavender Flowers
Lilium columbianum - Columbia Lily	3'						•		•			Orange Flowers
Limonium latifolium - Sea Lavender	2'						•			•		Lavender Flowers
Lythrum salicaria - Loosestrife	5'										•	Requires Moisture
Santolina chamaecyparissus - Lavender Cotton	2'	•		•	•	•		•		•		Yellow Heads
Veronica sp. - Speedwell	30"									•		Various Colors
Yucca whipplei - Our Lord's Candle Yucca	3'	•						•		•	•	White Flowers

POTENTIAL HERITAGE BUILDINGS

MAP KEY NO.	
1.	12111 3rd Avenue Steveston Hotel - Eastern Portion
2.	3420 Moncton Street - Steveston Danish Bakery
3.	3480 Moncton Street - Bookstore/retail, pre - 1925, 3 buildings.
4.	3580 Moncton Street. "Hepworth Block", pre 1918
5.	3680 Moncton Street. Marine Grocery, pre 1920e
6.	3700 Moncton Street-Redden Net Co., pre 1925e
7.	12160 First Ave-"Steva Theatre" Eastern Portion
8.	12251 Number One Rd-"Eashope", South-east building
9.	12311 Number One Road-Steveston Furniture
10.	3951 Moncton Street-Store
11.	3911 Moncton Street-Hiro's Grocery
12.	3891 Moncton St.-Store/dwelling, pre 1915e
13.	3871 Moncton St.-Store
14.	3831 Moncton St. Store
15.	3771, 3791, 3811 Moncton St.-Museum-Post Office, 1907-8. DESIGNATED.
16.	12011 Third Ave.-Municipal Building, 1925-32e DESIGNATED.
17.	3731 Chatham St.-Steveston Bicycle "Church", 1894.
18.	12020 First Avenue - former bakery - west portion

Steveston Downtown Revitalization

Corporation of the
Township of Richmond



Facade Guidelines

STEVESTON REVITALIZATION

AREA FACADE GUIDELINES

Prepared by
Bud Sakamoto, Steveston Coordinator
in consultation with Patricia Baldwin
March 1989

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3. Store Front Facade Guidelines.....4

4. Facade Improvement Examples.....13

5. Appendices.....20

5.1 Design Review Procedures

(a) Steps to Facade Improvement

(b) Facade Grant Administration

(c) Application Form:
Steveston Revitalization Facade Improvement Application

5.2. Steveston Downtown Revitalization Plan

5.3. Extract from Richmond Sign Bylaw

5.4 General Criteria for Canopies Projecting Over Municipal Sidewalks

1. INTRODUCTION

Steveston was born in 1889 when William Herbert Steves laid out a section of his farm into town lots. Immediately development began with the following decade, the 1890's, turning Steveston into a "boomtown" with fishermen flocking in on weekends to make it not only a boisterous place, but also one of the most important cannery centres on the entire coast. From the beginning, Steveston was changing with fires playing a major role by ravaging the town. When wooden frame buildings which stood side by side caught fire, many buildings were destroyed before the fire was put out. Buildings were reconstructed with similar character and the town continued to function as a centre for the fishing industry.

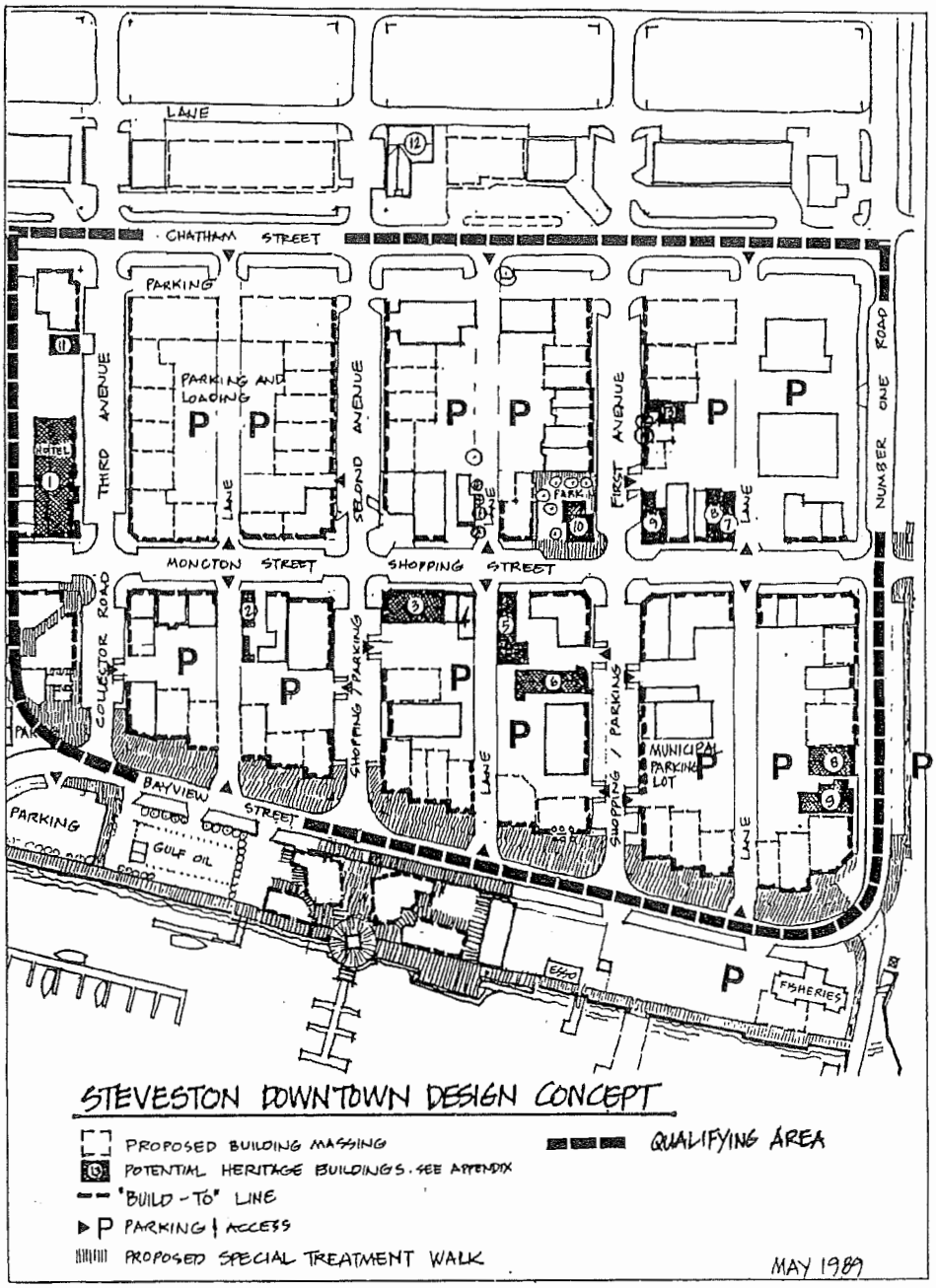
During the 1950's and 1960's, zoning bylaws encouraged demolition of older buildings and the construction of characterless concrete block structures. Steveston was then still an isolated area and the fishing industry dominated the area.

Today, there is renewed interest in Steveston. The importance of the operating fishing industry still remains, but the encroaching urban development is placing a new focus on the area. The Corporation of the Township of Richmond, through the Steveston Downtown Revitalization Committee, is committed to the fishing industry and the development of the area as a local and fishing service centre. Improvements to the street and sidewalks have been carried out as part of the Downtown Revitalization Program with an image of a working fishing town.

In the revitalization, an important component is the improvements to the store fronts. The purpose of the Facade Improvement Guidelines is to provide design guides and standards for maintaining continuity in the improvements being carried out. The Guidelines are a simplistic interpretation of Steveston's architectural past to provide a design theme for the area's improvements. The hope is for submissions of appropriate and imaginative design schemes which are beyond the scope of the Guidelines. These guidelines do not apply to new buildings. For new construction, "Design Guidelines for the Steveston Downtown Revitalization Area" should be obtained.

2. STORE FRONT FACADE GRANTS

Grants are available to both tenants and property owners who improve the facades of existing buildings. To qualify, the building must be in the Steveston Downtown Revitalization Area (see attached map) which is bounded by Chatham Street, No. 1 Road, Bayview Street and Third Avenue, including the west side of Third Avenue.



STORE FRONT FACADE GRANTS (continued)

Grants are available for improvements to exterior walls that face a public street, land or parking area, or private land or parking area that has public access. The grants are paid after improvements are completed and the design criteria of the Guidelines have been met. The grant policy for individual shops are as follows:

FRONT — A 20% grant or $200 per metre whichever is the least.

SIDE — A 10% grant or $100 per metre whichever is the least. It is, however, at the discretion of the Municipality to recommend a special grant of 20%, to a maximum of $200 per metre, be awarded for corner shops with a front facing a front street and a side facing a pedestrian oriented shopping street, containing a full advertising display window. The 10% grant applies to a pedestrian oriented side street that does not have a display window.

REAR — A 10% grant or $100 per metre whichever is the least. It is noted that the rear may be parking oriented with rear entrances from the parking area into the shops. Special grants may be considered, however, special application/documentation must be forthcoming prior to approval in individual claims.

3. STORE FRONT FACADE GUIDELINES

3.1. Designated Heritage Buildings

Guideline: **Restore designated heritage buildings.**

Restoration applies only to officially designated buildings and to the improvements to the exterior of the building to as closely as possible to details and quality of the original constructed building. Only two designated heritage buildings exist in Steveston (see previous map).

3.2. Potential Heritage Buildings

Guideline: **Improve potential heritage buildings to minimize change and to retain the heritage character.**

The original buildings of the early "boomtown" days have long been lost. The heritage buildings that remain date back to the early part of this century. These buildings are considered potential heritage buildings.

The appearance of the potential heritage buildings should be returned to the time of early construction by removing later added exterior material, replacing missing details or repairing deteriorated materials. Adaption of construction and the use of available similar material may be considered provided the appearance is not drastically altered. The intention is the maintenance of the character of the building and not a faithful restoration as reconstruction.

Steveston is a historic town. The owners and tenants of potential heritage buildings have special opportunities and obligations.

3.3. Improvement of Infill Building

Guideline: **Develop an identifiable store front for all businesses by reflecting a special character to indicate the type of business or merchandise being sold.**

Most of infill buildings have been built during the 1950's and 1960's. They are concrete block structures and, in most instances, lack an identifiable feature. The store front provides the first impression of the business, identifies the premise and indicates the type of business. It provides a strategic draw for customers and an improvement to the business. It is legitimate subliminal advertising.

STORE FRONT FACADE GUIDELINES (continued)

3.4. Sympathetic Design Overview

Guideline: Improvements to store fronts should be in context of the streetscape. Relationships such as building height, store front parapet height, and canopy and fascia heights should be maintained for scale and continuity of the street and buildings.

The term "sympathetic design" refers to the concept of viewing an individual building facade within the context of its surroundings. To achieve an attractive and successful business area, the "streetscape" should be viewed as a complete unit rather than a series of individual isolated store fronts.

3.5. Canopies

Guidelines:

(a) The minimum height of a canopy over pedestrian areas shall be 2.75 metres (9.0 feet).

(b) The minimum clearance of the canopy shall be 0.6 metres (2.0 feet) from the curb and 0.9 metres (3.0 feet) from the utility pole.

(c) The required clearance to primary electrical power lines shall be 2.5 metres (8.0 feet), (see attached drawings).

Canopies can be either an awning or a fixed structure. Awnings are fabric and frame which are attached to the face of the building. Canopies should extend out to protect pedestrians from inclement weather.

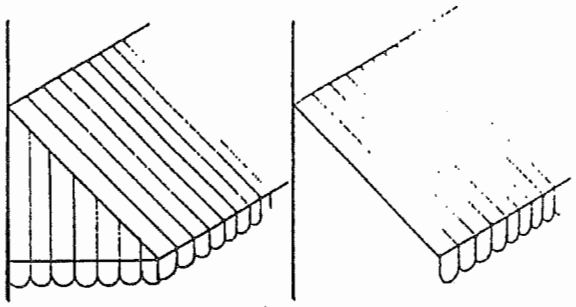
Guidelines:

(a) Awning frame may be rigid welded or retractable style and the fabric shall be 100% polyester with a acrylic finish and not vinyl.

(b) The shape of the awning may be either 3 point style with a valance or 4 point with a facia of not more than 15 cm (6 inches).

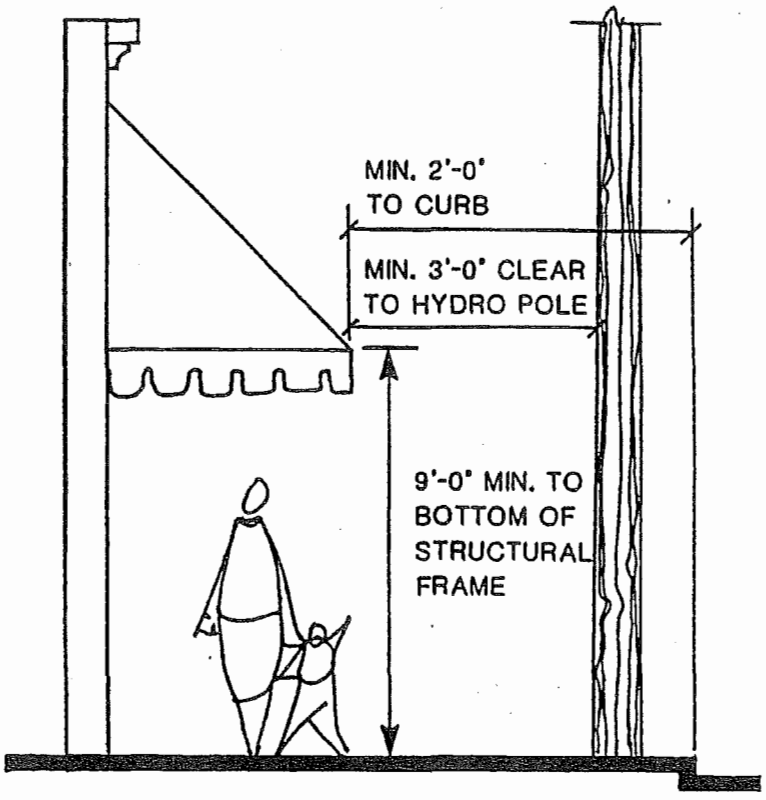
(c) The color of the awning shall be suitable to the overall color scheme of the building and streetscape.

Unacceptable awning styles are quarter-barrel, half domes and projecting quarter sphere. Vinyl fabrics are not acceptable.



3 POINT CLOSED 3 POINT OPEN

CANOPY-AWNING TYPES



CRITICAL DIMENSIONS FOR AWNINGS AND CANOPIES

STORE FRONT FACADE GUIDELINES (continued)

3.5. Canopies (continued)

Fixed canopies are structurally integrated features of a building face and are either cantilevered, hung or supported on a post. Any post supporting a fixed canopy is to be located on private property.

Guidelines:
(a) Fixed canopies may be flat or sloping roofs extending over walkways.

(b) Sloping canopies shall be covered with wood cedar shingles.

(c) Any supporting post shall be round or square wood with simple details or shaping and may be decorated with wooden brackets.

Unacceptable materials are metal, corregated fibreglass and concrete (posts).

3.6. Windows

Guidelines:
(a) In the store front improvement, the display window should be designed to respect the historic rhythm and be part of the overall facade.

(b) The window on the upper floors should form a historic rhythm different from the picture windows and be within a proportion of the overall facade.

(c) The upper floor windows should be framed.

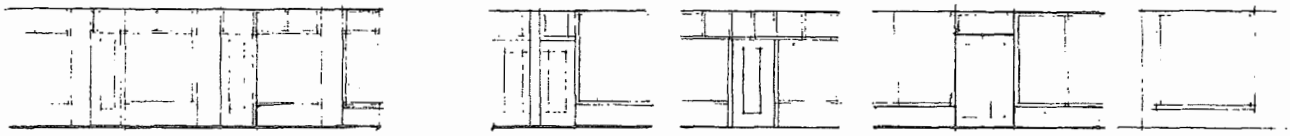
The store fronts are designed to display the business with the "picture" windows being an important feature. At street level, the windows of the store front shows the merchandise and allows visual access into the shop while at the same time forming the wall that separates the inside from the outside.

The design of the windows with transoms, mullions, opaque or translucent glass and multiple glass panes form important patterns in the overall store front facade. The lower portion usually referred to as the "bulkhead", is part of the designed window. The picture window creates store front rhythm and the streetscape.

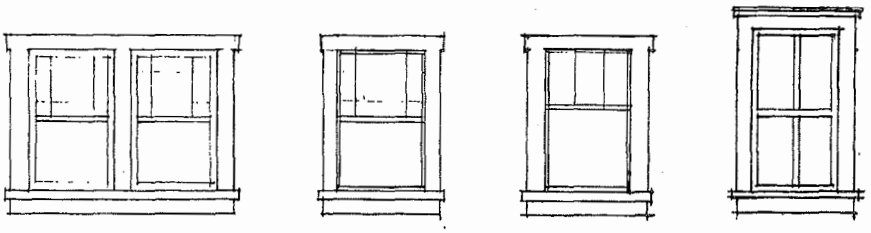
STORE FRONT FACADE GUIDELINES (continued)

3.6. Windows (continued)

Acceptable picture windows are as follows:



Historically, the pattern of the windows on the upper floor is different from the picture windows. They form a rhythm which is in keeping with the overall facade. Acceptable upper floor window patterns are as follows:

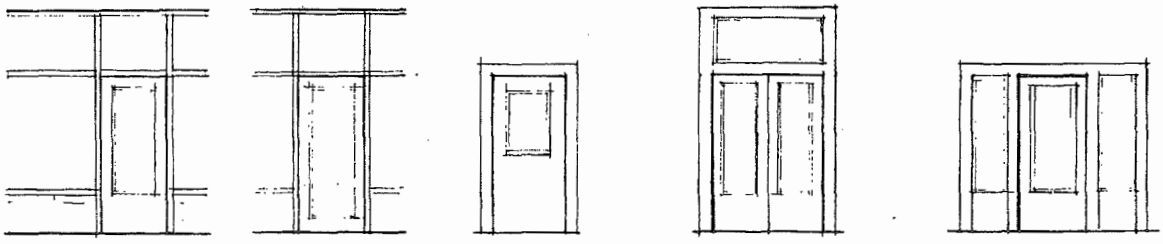


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

3.7. Doors

Guidelines: **(a) Doors should be designed to be part of the overall store front character and should have glass panels.**

(b) Acceptable doors are as follows:



STORE FRONT FACADE GUIDELINES (continued)

3.7. Doors (continued)

(c) Acceptable doors are solid wood, wood panel and aluminum frame. Doors without glazing and metal doors are not acceptable.

3.8. Signage

Guidelines: (a) Signs for the building should be an integral part of the facade design.

(b) Signs consistent with the Sign By-law should be approved along with the facade design.

Often signs are attached to the building as an afterthought. They are part of carrying out business, but are neglected until the business is about to open.

The prerequisite of a good sign is a clear message and legibility. A balance where neither the building or the sign dominates is needed for the building and the signs to be read. The importance of one well located sign over many signs needs to be stressed. Signs conceived independently can create a discordant image of the downtown and a rash of street signs results in the loss of the purpose of signage. For Steveston, the signs need to be oriented to slow moving traffic and predominantly to pedestrians.

Acceptable signage is as follows:

Fascia Signs: These are flat rectangular signs placed above the store front (as the buildings main business identification). The message in the sign board should be restricted to the name of the business for the sake of clarity; but may include a very brief trade description. In place of sign boards, but in keeping with a similar intent and flavor, signs may be painted directly on to the building facade, generally on the upper storey.

Sign boards may be illuminated from the back or painted boards may be illuminated with fixtures which are in keeping with the facade character.

Window Signs: These are painted on the inside of the main display window. The message should be kept brief, usually to the name of the business; but may include a brief trade description.

STORE FRONT FACADE GUIDELINES (continued)

3.8. Signage (continued)

Projecting or Hanging Signs: Signs may be hung along the store front or perpendicular to the building face. The message should be kept brief and to the business name or logo.

Awning Signs: These signs are painted directly onto the face of canopy, front edge (valance or flounce) or side panel. These messages should be restricted to the name of the business and logo. Back lit awning signs are unacceptable. A Sign Permit will be required for awning signs.

3.9. Building Materials and Finishes

Guidelines: (a) Building materials added for store front improvements should be restricted to the following:

- ship lap or flat lap horizontal wood
- 4 inch lap bevel boards
- drop cove horizontal wood siding
- board and batten
- vertical channel board
- wood shingles for small areas and features
- gingerbread details
- smooth stucco

(b) Acceptable finishes are as follows:

- natural weather
- transparent and opaque stains
- paint

Materials and finishes which are not in keeping with the historic character of the town are unacceptable. These are as follows:

- veneered brick, terra cotta, or stone
- metal siding (aluminum and steel)
- vinyl siding
- textured stucco (California style)
- asbestos shingles and panels
- plywood
- enamel panels
- ceramic or glass tiles
- concrete

An existing concrete block wall may be painted provided the store front painting schedule is within a context of an overall design concept.

STORE FRONT FACADE GUIDELINES (continued)

3.10. Color Coordination

Guidelines: (a) Color schemes for buildings should use only heritage colors.

(b) Color schedules for facade improvements shall be submitted with samples along with the color samples of the adjoining buildings.

(c) The appropriate use of colors can dramatically increase the visual impact of a building as well as the surrounding context. In selecting the color scheme, neighbouring buildings, building function, surface material color balance and color contrast should be considered. Acceptable colors are as follows:

- natural colored wood
- stained wood
- heritage color of paint manufacturers
- colors to accentuate architectural details

Unacceptable are extensive bright colors, use of pure white in large masses, monochromatic and monotone color schemes.

3.11. Lighting

Guideline: Lighting should be provided to illuminate the store front facades, windows and signs.

For Steveston, the street lighting provides illumination for the requirements of the street. Buildings, facades and signs are not conveniently highlighted from the street.

Designed illumination can highlight special features of the facade, well prepared signs, main entrances and tastefully prepared displays. For businesses which operate after dark, special care should be given to lighting.

For signage, lighted signs need not be limited to the standard internally lit plastic-face box. Alternatives may be more attractive, more effective and more affordable. Direct illumination of a sign with hooded lights or goose necked lamps is a traditional form of lighting. Other acceptable methods of lighting are concealed spotlights, recessed fixtures, exposed industrial lights and historical feature fixtures which are integrated into the design of the facade.

STORE FRONT FACADE GUIDELINES (continued)

3.11. Lighting (continued)

The plastic-face sign box is a fact of life today. If a box is to be used, effective designs should fit the sign into a framework and into the building facade. The background should be dark colored with light lettering and the plastic face should be matte finished to minimize the sheen.

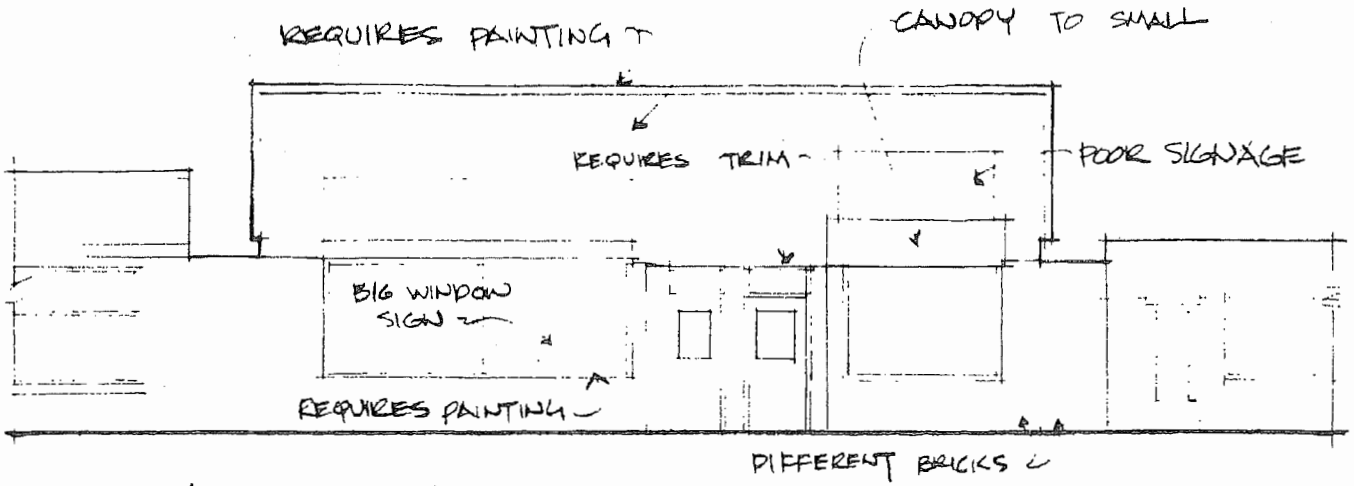
If neon is to be used, it should be for artistic design features and not for the purpose of signage.

Lights which are unacceptable are flourescent lights in display windows, mercury vapour and high pressure sodium lights

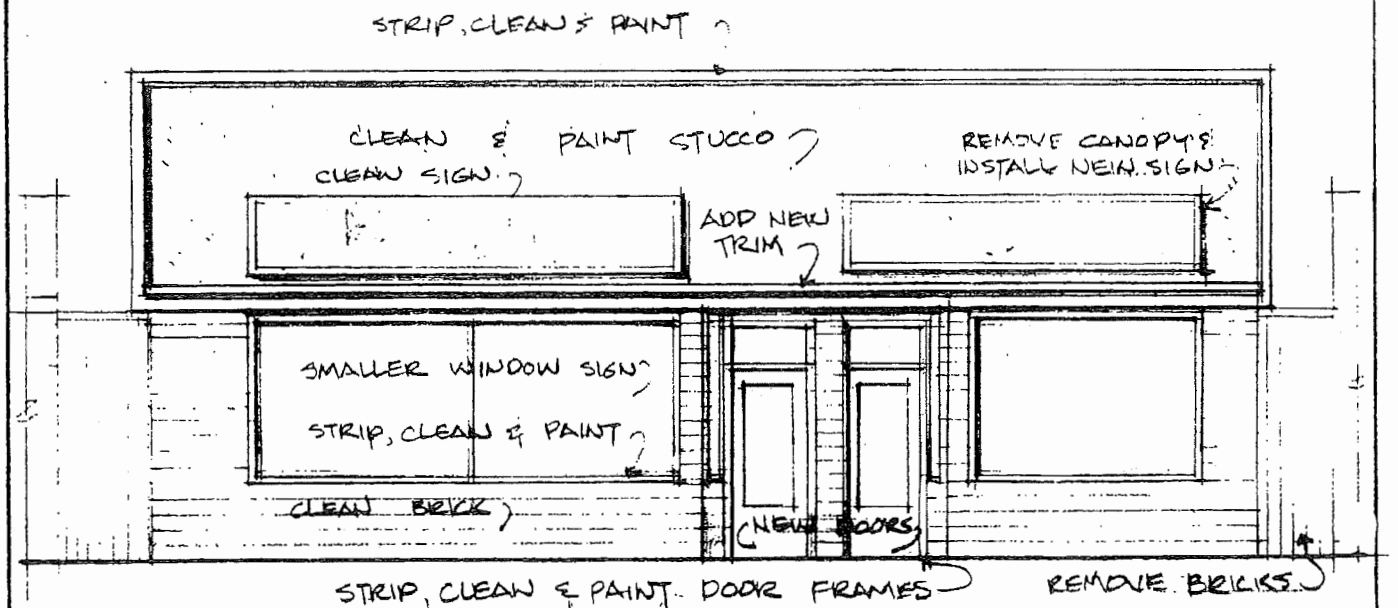
4. FACADE IMPROVEMENT EXAMPLES

The following pages provide examples of facade improvements in Steveston.

FACADE IMPROVEMENT EXAMPLE #4.1



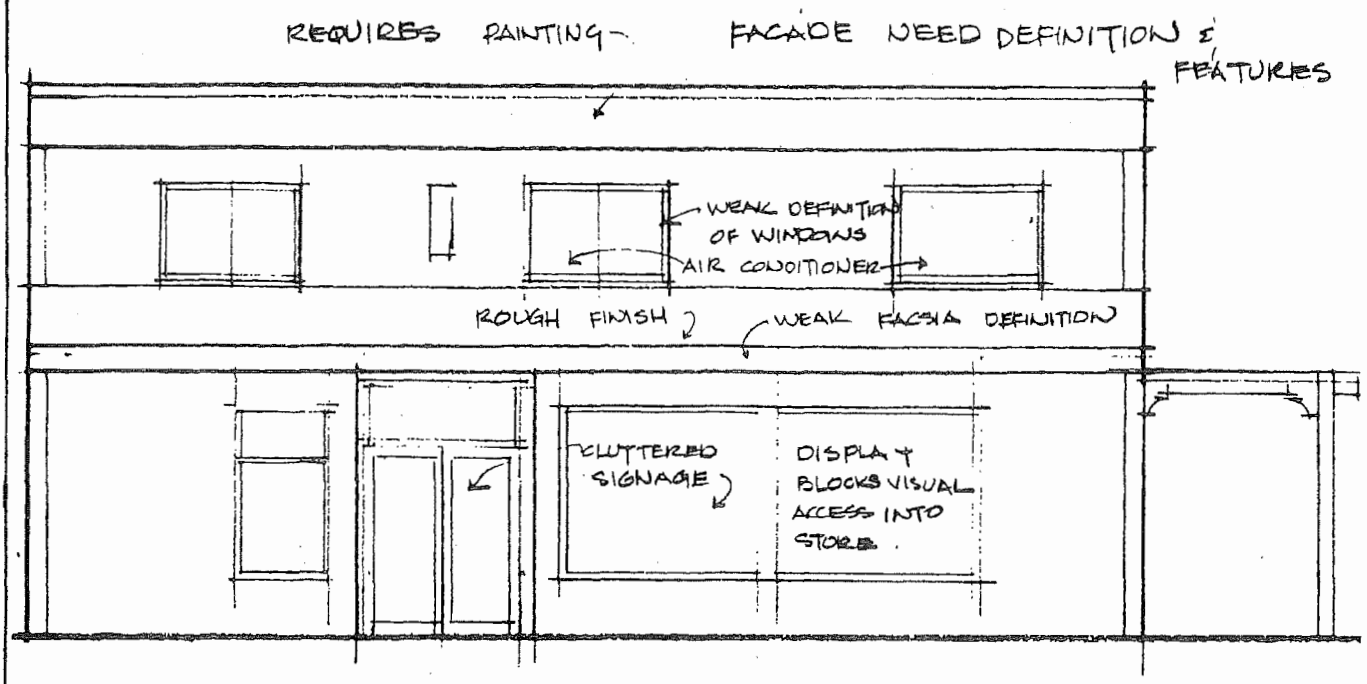
ANALYSIS - EXISTING FACADE



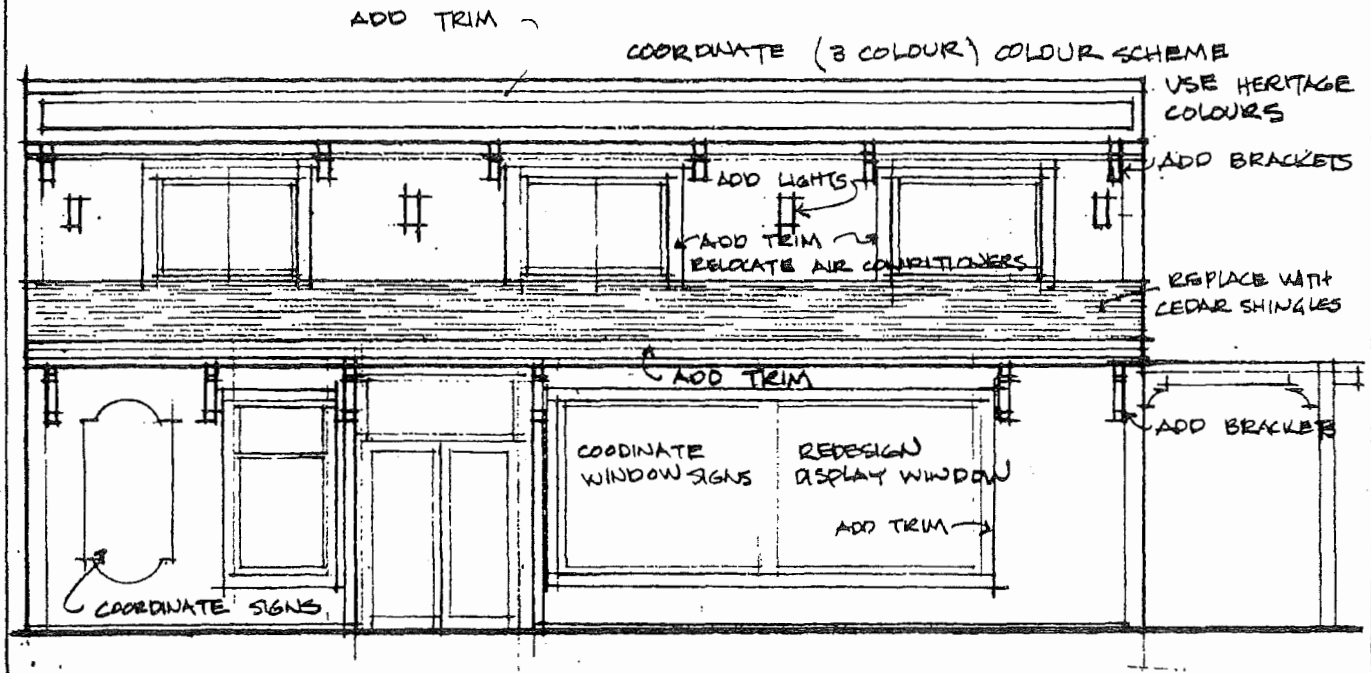
FACADE RECOMMENDATIONS

RICHMOND DINISH BAKERY
MONCTON ST. STEVESTON

FACADE IMPROVEMENT EXAMPLE #4.2



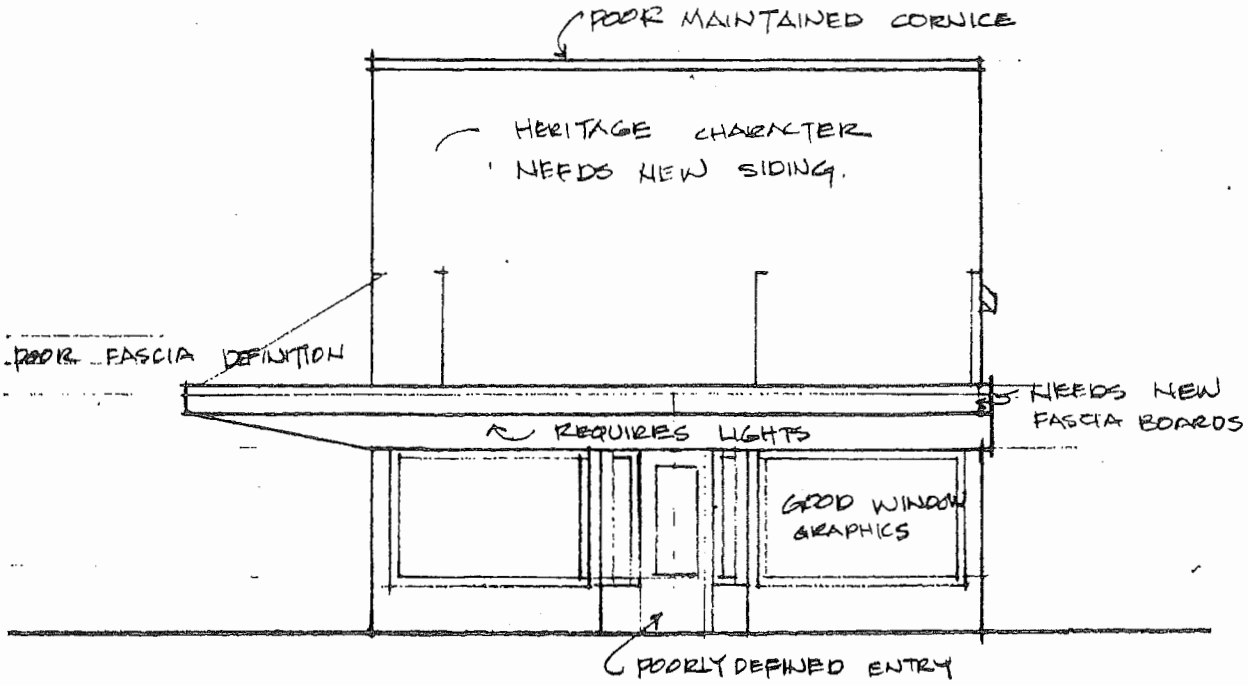
ANALYSIS - EXISTING FACADE



FACADE RECOMMENDATIONS

PACFIC NET & TWINE
MONCTON STREET. STEVESTON

FACADE IMPROVEMENT EXAMPLE #4.3



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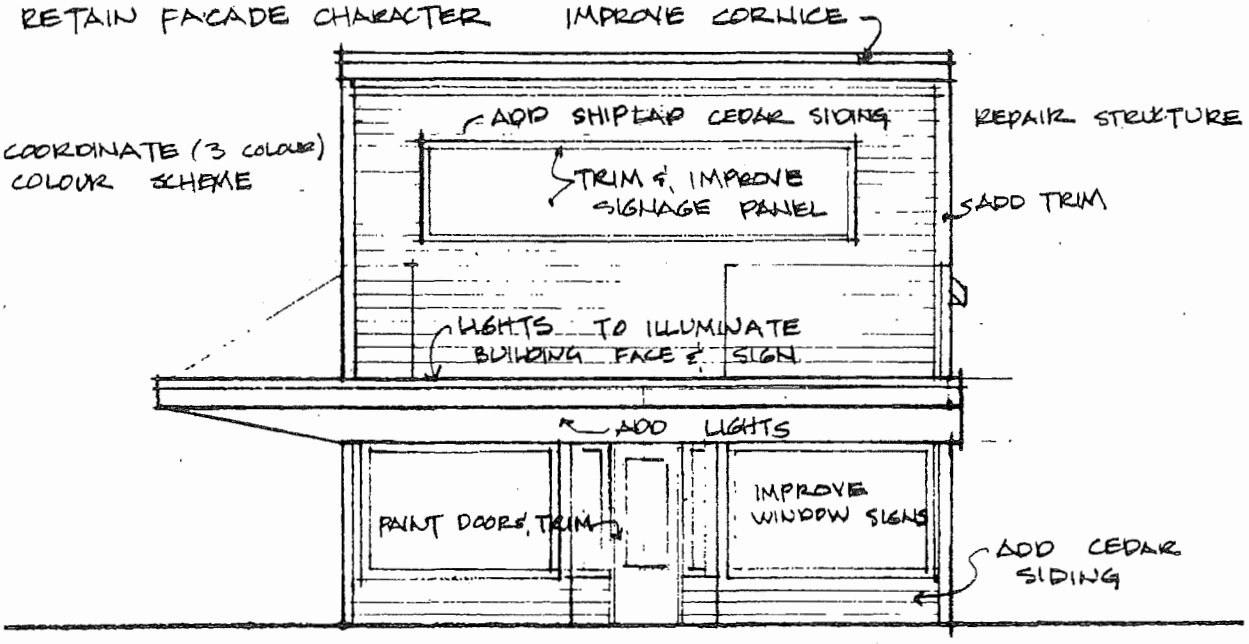
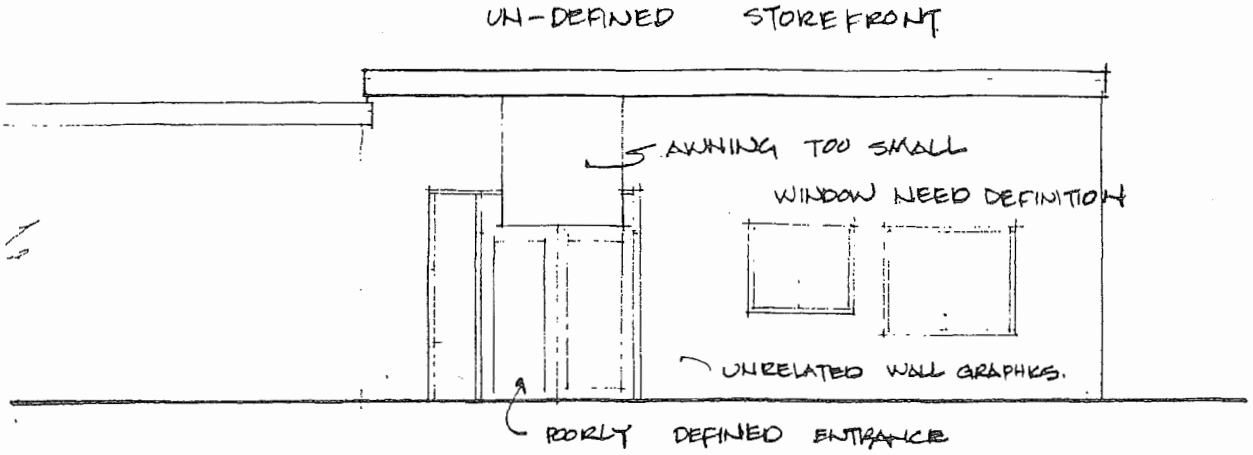


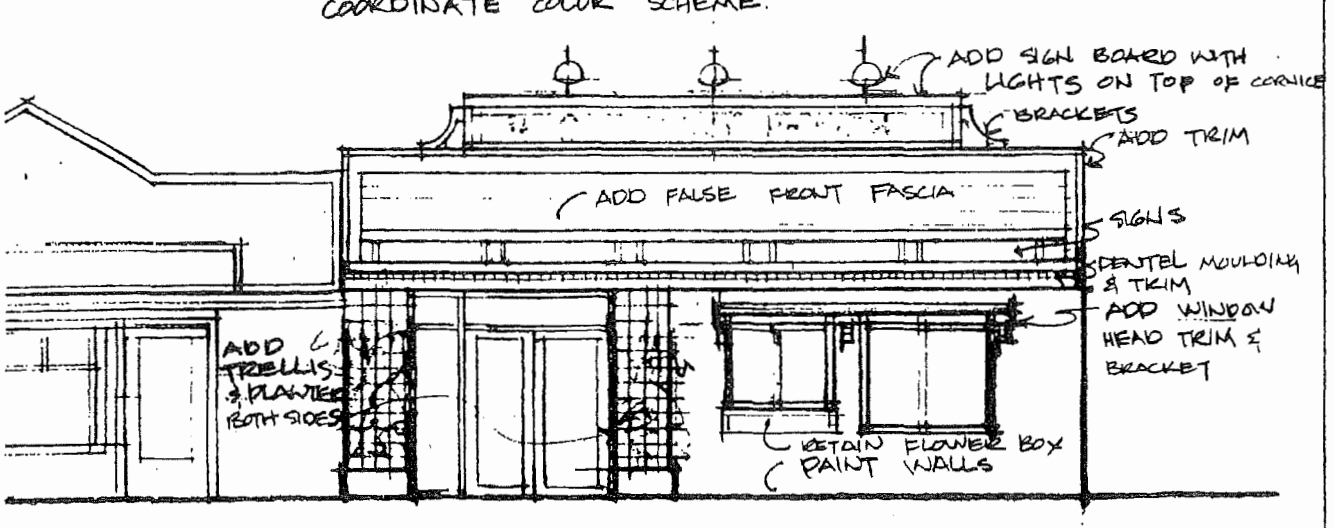
FACADE RECOMMENDATIONS

REDDEN NETS
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE # 4.4



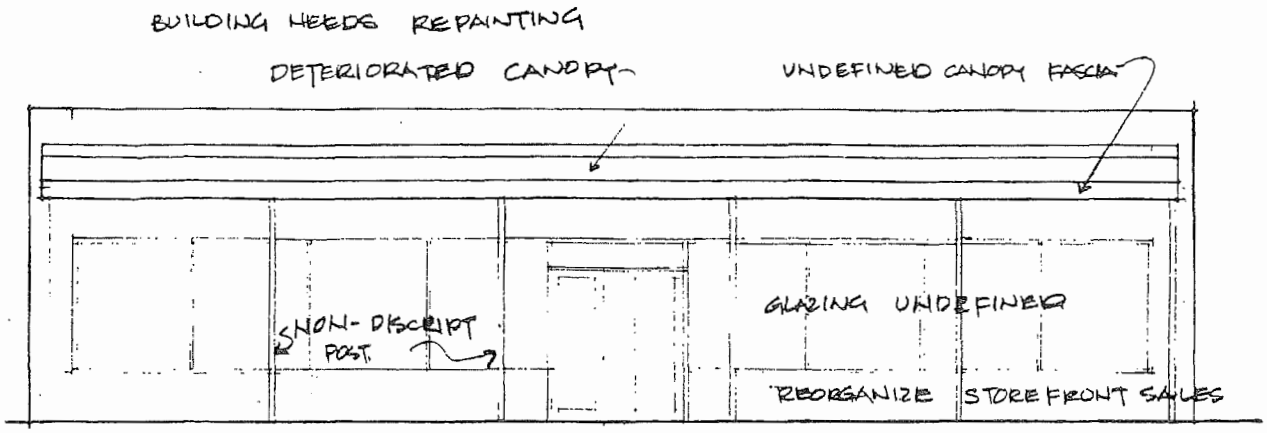
ANALYSIS - EXISTING FACADE



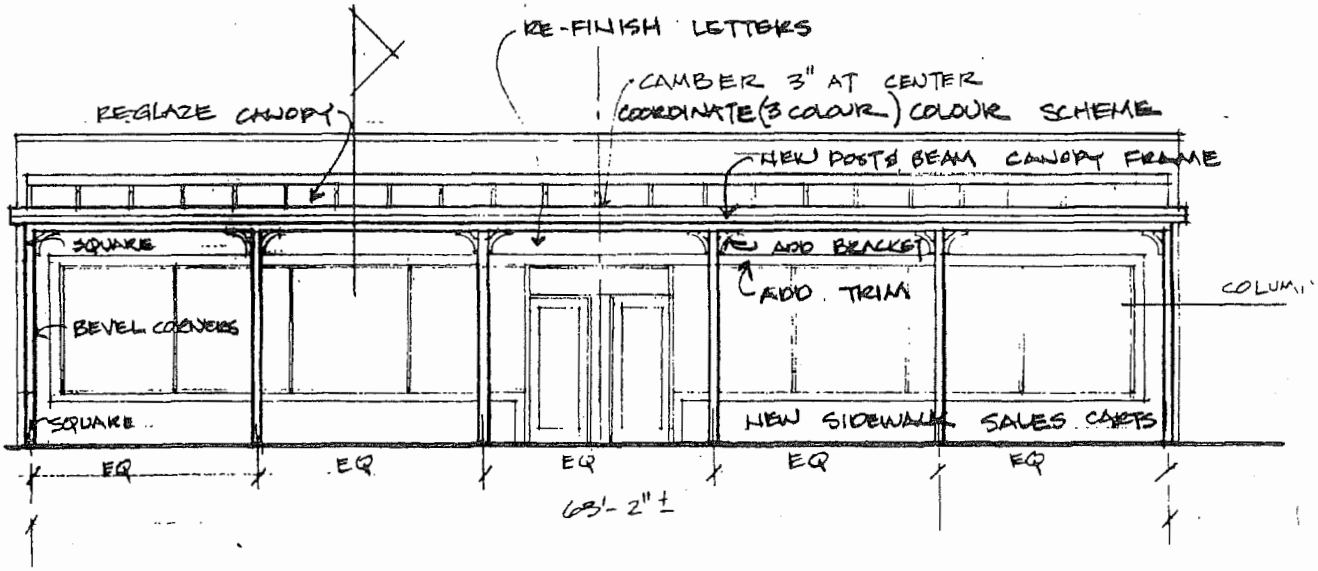
FACADE RECOMMENDATION

COUNTRY MOUSE
1ST AVENUE STEVESTON

FACADE IMPROVEMENT EXAMPLE # 4.5



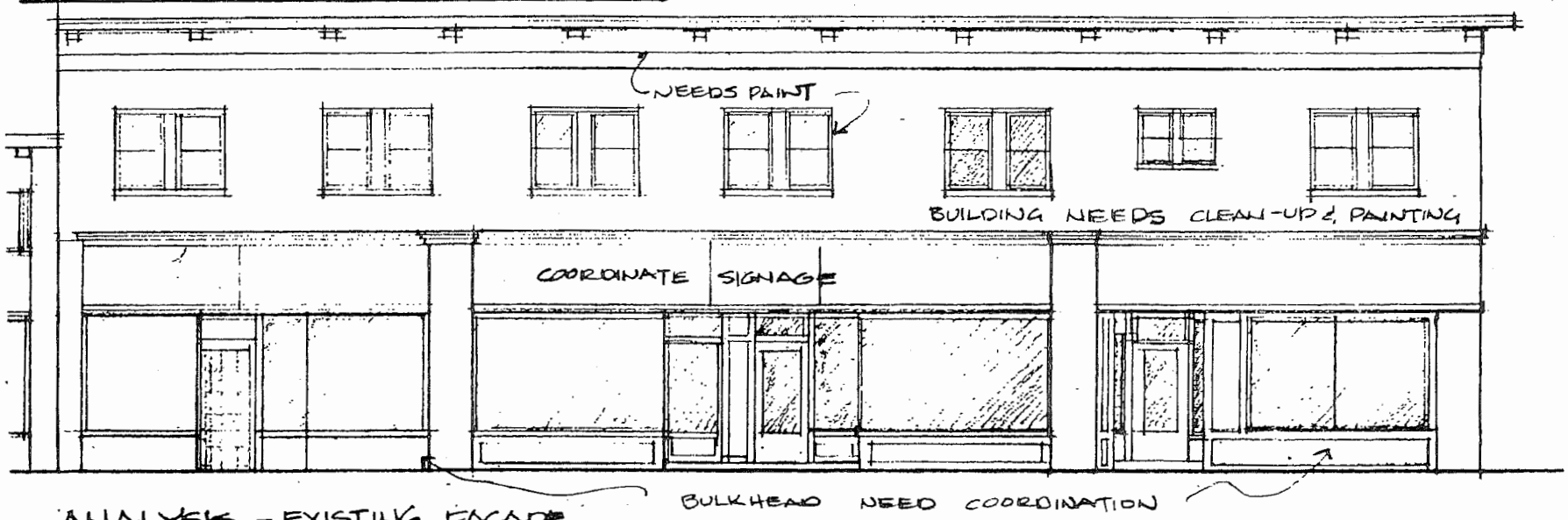
ANALYSIS – EXISTING FACADE



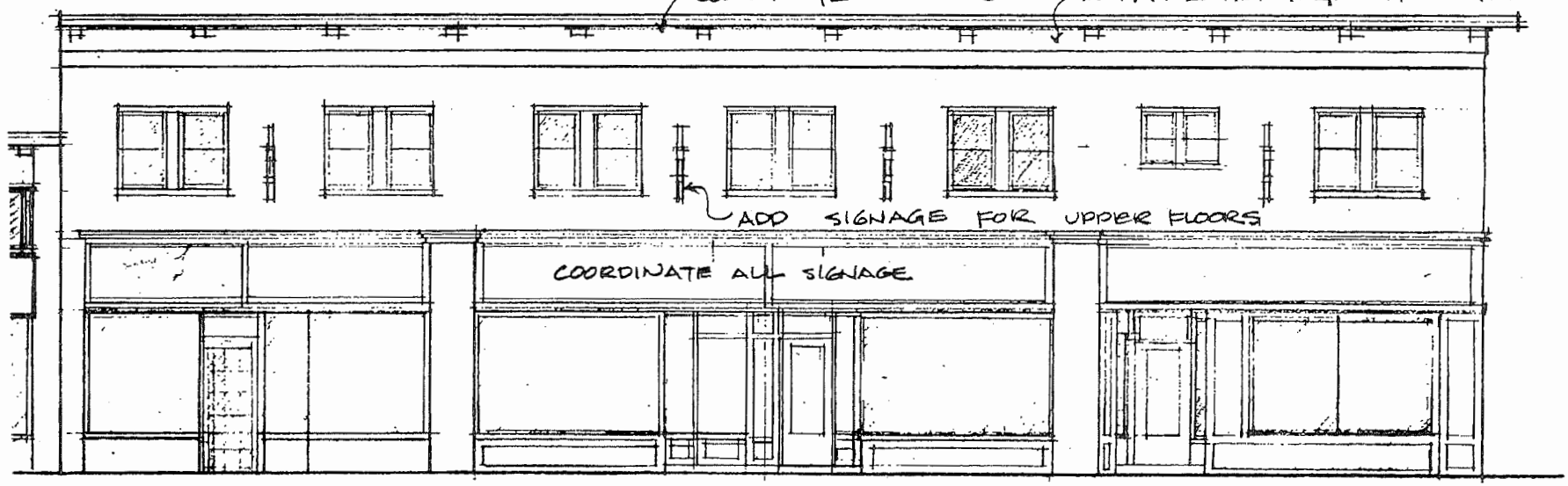
FACADE RECOMMENDATIONS

STEVESTON MARINE & HARDWARE
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE 4.6



ANALYSIS - EXISTING FACADE



FACADE RECOMMENDATION

HEPWORTH BUILDING
MONCTON STREET STEVESTON

APPENDIX 1

DESIGN REVIEW PROCEDURES

(a) Steps to Facade Improvement

The following steps should be followed for facade improvements:

- Develop a clear idea of what image you want your business and store front to have. Write it down.

- With the use of these guidelines, analyze your store front and with your business image in mind, select the features that are the most suited to your situation.

- Translate your ideas into drawings which will be required for design approvals and for grant applications. It is strongly recommended that you hire an experienced professional designer. The drawings must show all proposed facade improvements to scale and include color chips, fabric samples and photographs or sketches of the building.

- Present drawings to the Revitalization Review Committee. Store front improvements will be reviewed by the Revitalization Facade Review Committee. The committee may advise you on what other merchants and owners are doing with their store fronts in Steveston to help you coordinate plans and ideas. Please contact the Coordinator responsible for the Steveston area, or the designated Municipal Planner at 276-4082.

- Make sure you follow the guidelines. You may be asked by the Revitalization Committee to revise and resubmit your drawings if the guidelines are not followed.

- After the committee has given your submission design approval, fill out a special municipal Revitalization Development Permit Application and submit it along with your drawings and anticipated costs to the Planning Department at Municipal Hall. These documents will make up the grant application.

DESIGN REVIEW PROCEDURES (continued)

(b) Facade Grant Administration

- Once plans have been submitted and a permit has been issued, the designated Municipal Planner records the anticipated costs of the improvement; certifies that the qualifying requirements have been met; confirms the frontage calculations; and ensures the work conforms to municipal bylaws and is being made to existing buildings. A copy of the approved permit is then sent to the Ministry of Municipal Affairs.

- The grant is payable directly to the applicant (whether tenant or owner) upon completion of the work unless the Ministry contacts the Municipal Planner within 21 days of receiving the permit copy for further documentation or clarification.

- The applicant should, upon request, provide invoices and timesheets for the construction to substantiate all costs claimed.

- After the completion of construction and a final inspection, the Building Inspector certifies the completion on a copy of the building permit and forwards it to the Ministry.

- The grant is then issued from Victoria directly to the applicant. The Municipality of Richmond will not be receiving the grant and then forwarding it to the applicant.

STEVESTON REVITALIZATION FACADE IMPROVEMENT APPLICATION

TELEPHONE: 278-5575

1. APPLICATION FOR PLAN REVIEW

Date: _____

PLEASE PRINT (to be completed by applicant)

Property address: _____ Unit No: _____

Legal description: _____

Registered tenant/owner: _____ Tel. No: _____

Tenant/Owner's mailing address: _____
(if different from above)

Contractor's business name: _____

Architect/Engineer: _____

PROPOSED WORK - CHECK ONE:

New _____, Add/Alter _____, Interior Finish _____, Repair _____,

Other (specify) _____

Tenant/Owner: _____

Nature of business: _____

Telephone: _____ (H) _____ (O)

2. Please provide a letter outlining the work in full.

3. Six sets of plans and sketches showing scope of work.

****

OFFICE USE ONLY

COMMENTS

Applicant Fee: $_____ Receipt No.: _____ _____
Roll No: _____ Richmond Key: _____ _____
Work Desc: _____ Class: _____ _____
Contractor's Business Licence No: _____ _____
PERMIT NO. _____ _____

APPENDIX 2

STEVESTON DOWNTOWN REVITALIZATION PLAN

In September 1980, the Ministry of Municipal Affairs initiated a program of urban design and beautification for the downtown business cores in cities and towns throughout British Columbia.

Local Steveston business representatives, municipal staff and members of Council from Richmond, formed a 'Downtown Revitalization Committee' in November, 1985 and designated an area of the Village of Steveston suitable for revitalization. The role of this committee has been to provide a community based presentation for the overall revitalization design. The purpose of the Steveston Revitalization program is to:

- Retain and encourage the fishing fleet and related facilities and thus enhance Steveston's image as a 'Fishing Community'.
- Maintain the variety of uses geared to local residences and the fishing industry.
- Integrate urban design features based on the needs of the local residents and the fishing industry.
- Enhance existing built features and physical qualities of Steveston to reinforce its uniqueness in Richmond and the Lower Mainland.
- View tourism as a secondary industry.

Design improvements include public improvements to streets and sidewalk reconstruction; provision of additional street furniture; upgrading of lighting and installation of business signage.

APPENDIX 3

RICHMOND SIGNAGE BY-LAW (Extracts Only)

(Certified copies of the original by-law should be consulted for all interpretation and applications of the by-laws on this subject)

APPLICATION FOR SIGN PERMIT

A signed written statement marked 'Application for Sign Permit' must be prepared with the following information:

- Street address of proposed site of sign.
- Name and address of person or company for whose benefit the sign is being set-up and the name of the agent for that person or company.
- Full name and address of sign company.

Prepare plans and specifications drawn in accordance with standard architectural practice and showing:

- Dimensions and weight of sign.
- The area of all sides of the structure used as sign.
- The overall height of the sign and the amount of clearance beneath it; both as measured from finished grade.
- The proposed location of the sign in relation to the boundaries of the lot it is to be situated upon.
- The proposed location of the sign in relation to the face of the building or in front of which it is to be affixed.
- If incandescent lamps are used, the number to be installed.
- If gas tubing is used, the number of feet of illuminated tubing to be installed.
- No part of the sign shall project beyond the top or sides of the wall to which it is affixed.
- Prior to the issuance of a permit, the Building Inspector shall have considered the report of Design Panel pertaining to the sign.

RICHMOND SIGNAGE BY-LAW (Extracts Only) (continued)

Projecting Signs

- A projecting sign may not project over municipal Property more than 5 feet 6 inches and not less than 10 feet 6 inches from the level of the sidewalk.
- Projecting signs shall be in an area (including the area of all sides used as a sign) no greater than 3 square feet per foot of wall length to which they are affixed.
- No part of a projecting sign shall be closer at any point than 8 feet from the nearest finished grade of the site upon which they are situated.
- No part of any projecting sign shall be higher at any point than the top of the roof line or wall to which they are affixed provided, however, that in no case shall the top of the sign be higher than 25 feet from the nearest finished grade of the site upon which they are situated.

Marquee Signs

- A marquee sign is affixed wholly beneath a permanent canopy perpendicular to the face of the building.
- A marquee sign may extend up to 5 feet 6 inches over public property when affixed wholly beneath a marquee or walkway covering.
- A marquee sign shall be no greater than 8 square feet (including the total area of all sides of the marquee device used as a sign).

APPENDIX 4

GENERAL CRITERIA FOR CANOPIES PROJECTING OVER MUNICIPAL SIDEWALKS

DEFINITION

Canopies include any projection designed to project over municipal sidewalks to protect pedestrians from the elements. Canopies may also be called awnings or marquees.

Canopies must meet Building Code requirements. Canopies must be supported by structural elements on private property because no posts or supports will be permitted on public property.

INDEMNITY

Owners of properties with canopies projecting over municipal property shall sign a Section 215 agreement indemnifying the Municipality.

PERMITS

Canopies shall be regulated by Development Permits and Building Permits.

LOCATIONS

Canopies will be permitted in all Development Permit Areas, subject to the Guidelines adopted in that area.

CLEARANCES

(See sketch)

- 2.7 metres (9.0 feet) headroom
- 1.0 metres (3.0 feet) to utility poles
- 600 mm (0.68 feet) to curb
- 2.5 metres (8.0 feet) to wires or metal fixtures

DRAINAGE/SNOW ACCUMULATION

Canopies shall be designed to safely shed snow and rain. A minimum slope of 45° is recommended.

City of Richmond

Bylaw 9797

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9797 Steveston Area Plan (Schedule 2.4)

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

1. Richmond Official Community Plan Bylaw 7100 is amended as follows:

   i) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Massing and Height) as follows:

   "c) With regard to building height:

   i) Typically vary from one to two storeys and up to 20 m GSC at main roof ridge, to not be taller than the Gulf of Georgia Cannery;"

   ii) Repeal and replace a portion of the existing table in the Steveston Village Land Use Density and Building Height Map for the Riverfront Area as follows:

	Maximum FAR	Maximum Storeys	Maximum Building Height
Riverfront Area	1.2	2	20 m GSC***

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9797".**

FIRST READING _____

PUBLIC HEARING _____

SECOND READING _____

THIRD READING _____

ADOPTED _____

CITY OF RICHMOND
APPROVED by
KE
APPROVED by Manager or Solicitor

_____ MAYOR

_____ CORPORATE OFFICER

5669715

City of Richmond

Memorandum

Planning and Development Division
Development Applications

To:	Mayor and Councillors	**Date:**	December 13, 2017
From:	Wayne Craig Director, Development	**File:**	RZ 13-633927
Re:	**Application by Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street) to Amend the "Steveston Maritime Mixed Use (ZMU12)" Zone and the "Steveston Maritime (ZC21)" Zone**		

The purpose of this memo is to respond to Council's information request regarding the above rezoning application which was considered at the July 17, 2017 General Purposes; July 24, 2017 Council; October 16, 2017 Public Hearing; and November 20,2017 Public Hearing meetings. At the November 20, 2017 Public Hearing meeting, Council decided:

"That Council consideration of Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063 be deferred to the December 18, 2017 Public Hearing scheduled for 7:00 p.m. in the Council Chambers at Richmond City Hall for further consideration regarding the amenity contribution component."

In response to this direction from Council, staff reviewed the community amenity contribution with the applicant and the City's consultant, Site Economics Ltd.

Community Amenity Valuation Process

In response to direction from Council, we reviewed the information received through the Public Hearing meetings with the City's consultant, Site Economics Ltd., and provide the following information.

As described in the rezoning referral Staff Report dated July 5, 2017 and summarized in the memo dated November 14, 2017, the City's consultant determined the value increase for the independent air space parcels at approximately $9,000,000, while the applicant's consultant determined the value increase at approximately $5,100,000. Little work was done to reconcile the significant difference between these values because Onni advised that it is not their business model or intention to sell any of the six non-residential air space parcels and they were not prepared to proceed with valuation based on smaller independent spaces. Instead, Onni agreed to enter into a legal agreement to tie the non-residential area together as a single real estate holding. As a result, the two consultants focused on the value increase that would result from the rezoning on the basis of a single real estate holding.

It was also described that both consultants used a common valuation methodology and both consultants agreed that the proposed hotel use (23,122 ft^2) would not increase the value of the development due to the high tenant improvement costs. Therefore, the analyses focused on the

proposed general retail commercial areas (30,602 ft^2). The consultants did not reach a consensus on a valuation. The City's consultant determined the value increase at approximately $5,500,000, while the applicant's consultant determined the value increase at approximately $4,100,000. The consultants did not agree on key aspects of commercial rental rate assumptions, cap rate assumptions, and how developer profit is factored in.

The City's consultant reviewed the correspondence and minutes from the Public Hearing meetings held on October 16, 2017 and November 20, 2017, and advises that no information was received that would warrant revising the valuation report (Attachment 1).

The City's consultant advises that BC Assessment Authority valuations are low and not used for estimating sales values. BC Assessment Authority staff confirmed that they conduct independent valuations of property parcels and that there was an appeal on their valuation of the non-residential air space parcels. BC Assessment Authority staff also advised that the Maritime Mixed Use zoning for the site was unique and their valuation of the non-residential air space parcels may change when businesses are located in the spaces and lease information is available. The City does not have input into BC Assessment Authority valuations of property parcels.

Community Amenity Contribution Amount

The applicant has advised that they continue to offer a community amenity contribution amount of $4,750,000; representing 100% of a mid-point of values arrived at by the two independent economists.

This is the same offer amount considered at the November 20, 2017 Public Hearing meeting. As directed by Council at their meeting of July 24, 2017, the community amenity contribution would be dedicated to the eventual improvement of the Steveston Community Centre as identified in the attached rezoning considerations (Attachment 2).

The table below provides a comparison of Onni's offer to the anticipated increase in value that would result from the rezoning proposal as determined by the two independent economists:

	Value Increase	$4,750,000 offer as percentage of value increase
Site Economics Ltd. (City consultant)	$5,500,000	86.4%
Coriolis Consulting Corp. (Onni consultant)	$4,100,000	115.9%
Mid-point	$4,750,000	100%

Hotel Use

The applicant is not proposing to restrict the use of the Building 5 and 6 ground floors to only Hotel use or register a legal agreement requiring the construction of the hotel rooms. The requested rezoning proposal would allow hotel use or the existing Maritime Mixed Uses.

Conclusion

If Council is satisfied with the proposal, it would be appropriate for Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, to be given second and third readings. Prior to final adoption of the bylaws, the developer would be required to fulfill all the rezoning considerations (Attachment 2).

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

SB:blg

Attachment 1: Letter from Site Economics Ltd. (dated December 12, 2017)
Attachment 2: Rezoning Considerations

pc: Senior Management Team (SMT)

SITE ECONOMICS LTD.
701 West Georgia Street - Suite 1500
P.O. BOX 1012, Vancouver, BC V7Y 1C6
604-250-2992

December 15, 2017

Development Applications Department
City of Richmond, 604-276-4282

Attn: Sarah Badyal, M. Arch, RPP, Planner 2

Re: Bayview Industrial to Commercial Rezoning Valuation – Revisions not needed

Site Economics Ltd has conducted a limited financial analysis of the ground floor of the 4 western buildings which comprise the proposed retail rezoning and helped commission CBRE the hotel sub consultants with a separate study of a proposed hotel land use for the ground floor of buildings 5 and 6. I have received and reviewed public hearing correspondence and meeting minutes which are at the following links:

- Oct 16, 2017 public hearing - https://www.richmond.ca/cityhall/council/agendas/hearings/2017/101617_minutes.htm
- Nov 20, 2017 public hearing - https://www.richmond.ca/cityhall/council/agendas/hearings/2017/112017_minutes.htm

The real estate reports do not require updating in any way as no new salient or sufficiently reliable new material has been presented. The value increase numbers for both independent air parcels remains $9.0 million and $5.5 million as a single real estate entity. The difference is the Cap rate and cap rates for full shopping centres remain much higher than for single premises or buildings. The keys topics considered in this update are:

1. Net Commercial and MMU Rents in my report are reasonable and at the maximum possible. They are realistic and achievable and not excessively conservative or aggressive. They are logical market rents and they should not be changed. My estimated rents were based upon Onni's retail rent role when they had a supermarket tenant and several retail tenants signed including a financial institution. It is also based on a survey of the few comparable vacant premises for rent in downtown Steveston.

   There is no reason, in this type of valuation, to reduce the estimated MMU rents regardless of BC Assessment or the landlords possible actions to not rent to any MMU tenant (with the potential expectation of commercial rezoning). The estimated MMU rents used here are reasonable and achievable and based on small industrial premise rents in other comparable areas of Richmond.

The rents arrived at in my report are logical comments about comparables and the achievable rents the landlord confirmed several years ago in their own publicly available pro forma which quotes their own signed contract rents. The rents quoted by me are reasonable and based on the building leasing history, current market trends and my professional experience.

It should be noted that the BC Assessment valuations are always several years old. Since they are historic they are systematically incorrect and under value all properties in a market with rising values. The BC Assessment data does not and should not have any effect on this type of valuation or analysis. BC Assessment data has never and will never be relied upon by anyone including any level of government, for estimating actual sales values as it is and always will be regarded as incorrect by all parties and stakeholders.

2. The Cap rates used in my report are correct for a full scale shopping centre, which is owned and operated as a single multi- tenant and multi building property. Selling small strata premises and buildings would have lower cap rates but this is a shopping mall and the cap rate quoted is accurate for a mall. The individual premise and building valuation option has been eliminated and thus the low single premise or single building cap rates do not apply.

   All market evidence points to cap rates over 5% for a full shopping centre, and perhaps 5.25% in this instance with logical adjustments. CBRE the world's largest real estate brokerage confirmed this in their rent investment review included at the end of this letter report. The rates quoted and the property values in Canada currently are amongst the highest in history and they have been rising every quarter. Cap rates and values are expected to decline when interest rates eventually rise. This information is for Metro areas only, thus Metro Vancouver would apply to the City of Richmond. The subject mall is not urban or high street but rather it is in the category of a neighbourhood shopping centre assuming there are adjustments which reduce the value (increase the cap rate) because it a) does not have the critically important large scale traditional large format very substantial high sales volume generating supermarket anchor which ensures rental stability for the anchor premise and the small tenants , Like a Safeway or Save on Foods, or City Market b) does not have large associated surplus land areas and parking lots which can be speculated on as possible future multi family residential development sites, and c) has new market rents so there will be no sudden, unexpected, increases in revenue in the future and rents will rise likely in concert with inflation. This property is unique and not typical and does not fit into the usual categories such as a neighbourhood shopping centre.

3. CBRE the country's largest hotel consulting firm, conducted an authoritative full scale hotel study of the ground levels of buildings 5 and 6. They definitively concluded that there was no reasonable way that a hotel use, with all it's associated capital costs would ever add net value over the existing buildings as MMU. The theoretical market rent for the "hotel" premise on the ground floor of buildings 5 and 6 cannot reach or exceed the $15 per sq.ft. net MMU rent, according to the detailed CBRE hotel feasibility analysis. The costs are simply far too high and the revenues far too low from this very small "hotel" to allow this business to function as anything other than a marginal land use with minimal revenue. As the hotel does not add value it cannot logically be subject to a voluntary amenity contribution.

4. I have worked in large scale commercial real estate for 32 years and know more or at least as much, about valuation, as anyone in western Canada. A simple rezoning and tenanting of existing buildings is much lower risk than new construction and thus the estimated requirement for a developers profit should be much lower. The way to ensure that it is done correctly is to make it a ratio of the specific project costs. The developers profit in this instance should not including the large potential increase in total asset value and profit which was never at risk. That is why for this low risk rezoning and tenanting of the existing buildings, profit is included in the report at 13% calculated against the specific project leasing costs (e.g., leasing and demising costs) and not the value of the entire project.

There is no need to update any inputs in my analysis. Any improvements or new data which has been suggested, since its completion, does not have a major impact on the estimated value.

Sincerely,



Richard Wozny, MA, MSc. Principal,
Site Economics Ltd.

CBRE RETAIL CAP RATE REVIEW NOVEMBER 2017

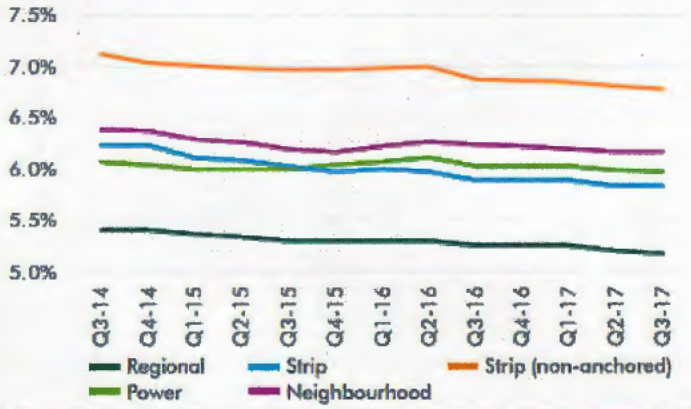
Clearly cap rates are over 5% for retail malls. Only urban street front cap rates are lower and that is because they are small properties with high density residential redevelopment potential which the Bayview sites and most mall sites, do not have.

Despite the transformation currently taking place within the industry at large, yields for retail properties continued to fall in Q3 2017. The national average cap rate for regional malls, power centers, non-anchored strip malls, and urban streefront properties all fell over the quarter, by 3, 2, 3, and 2 basis points (bps), respectively.

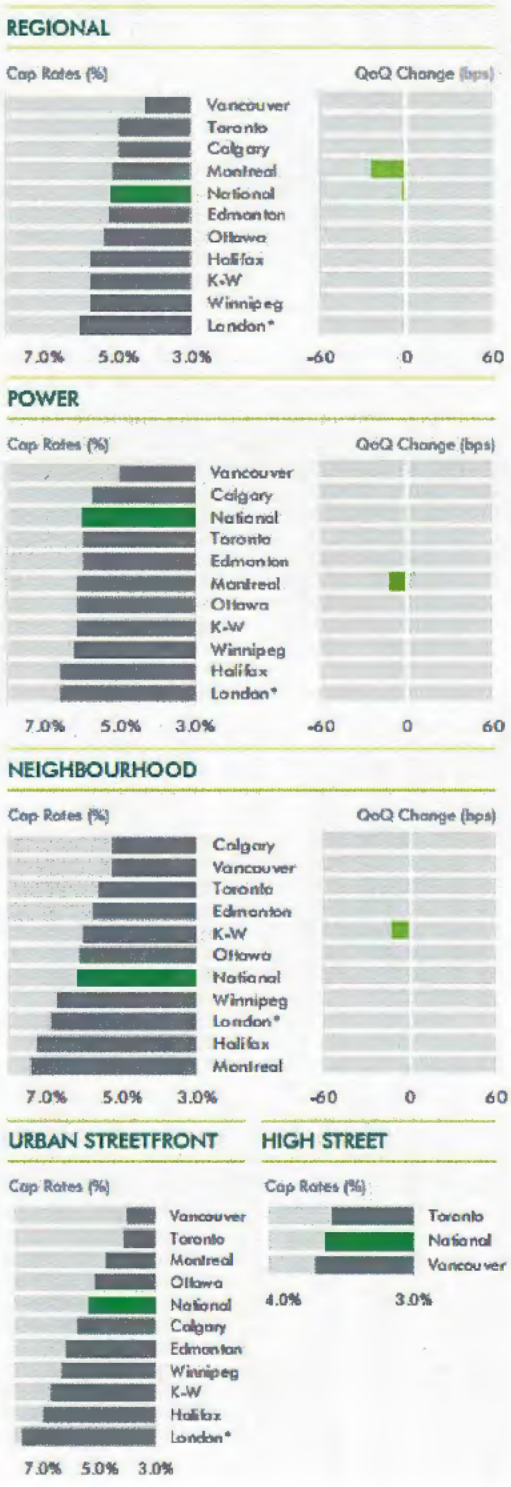
Markets which saw cap rate compression included Kitchener-Waterloo, Montreal, and Toronto. While lowering of yields was moderate across the board, no markets reported any rises in rates signaling that, overall, the retail market appears to still be fairly stable.

Urban properties continue to be in high demand especially in larger markets such as Toronto and Vancouver where opportunities for redevelopment are driving investor interest. Cap rates for urban streetfront properties in Toronto fell by 13 bps to end Q3 2017 at an average of 4.13% while cap rates for these properties in Vancouver remained the lowest in the country at 4.0%.

HISTORICAL RETAIL CAP RATES



VIEW ALL CANADIAN CAP RATES
ON PAGE 18



City of Richmond

Rezoning Considerations

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

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. Single site, no subdivision and no stratification requirements – Registration of legal agreement(s) on Title ensuring that:
   a) The six non-residential air space parcels (Air Space Parcels 1 through 6 of plan EPP26790) are all owned by the same legal entity (both beneficial and legal interest in the six parcels) and prohibiting transfer of less than all six parcels.
   b) No subdivision of any one or more of the six parcels (including no subdivision by way of strata plan) (consolidation of the six parcels is acceptable).
3. Truck activity – 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.
4. Commercial parking – Registration of a legal agreement on Title including:
   a) The following covenants:
      i. Parking garage entry gates are to remain open during business hours of any commercial use on the lands other than hotel. Hotel guests are to be provided with a means to open a closed parking garage entry gate and access commercial parking outside of regular business hours.
      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 am and 6:00 pm. 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.
5. Install an additional eight Class 2 bike storage spaces (e.g. exterior bike racks) on-site to meet the Zoning bylaw requirements for the additional commercial uses.
6. City acceptance of the developer's offer to voluntarily contribute $4,750,000 towards the Steveston Community Amenity provision account, with funds dedicated to the eventual improvement of the Steveston Community Centre, at the discretion of Council.

7. City acceptance of the developer's offer to voluntarily contribute $136,206 to go towards development of Road Works DCC projects.
8. City acceptance of the developer's offer to voluntarily contribute $605 to go towards development of Storm Drainage DCC projects.
9. 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.
10. 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 legs of the intersection, using Duratherm material or equivalent.
    b) Upgrade crosswalks along Bayview Street:
        i. At the two midblock crosswalks between No. 1 Road and Moncton Street, provide raised crosswalks.
        ii. At the three 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.
        iii. At the six 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", and signage for bikes on Bayview Street from No. 1 Road to Moncton Street in both directions.
    e) Fabricate and install public parking signage on Bayview Street in both directions at the two public parking facilities.

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.

City of Richmond

Report to Committee

Planning and Development Division

To:	General Purposes Committee	**Date:**	July 5, 2017
From:	Wayne Craig Director, Development	**File:**	RZ 13-633927
Re:	**Application by Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street) to Amend the "Steveston Maritime Mixed Use (ZMU12)" Zone and the "Steveston Maritime (ZC21)" Zone**		

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 9062, to amend 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 477(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 the "Steveston Maritime Mixed Use (ZMU12)" zone by widening the range of permitted commercial uses at 4020, 4180, 4280 and 4300 Bayview Street; and

   b) Amend the "Steveston Maritime (ZC21)" zone by widening the range of permitted commercial uses at 4080 and 4100 Bayview Street;

   be introduced and given first reading.

Wayne Craig
Director, Development

SB:blg
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture and Heritage	☑	
Policy Planning	☑	
Recreation and Sport Services	☑	

Staff Report

Origin

Onni Development (Imperial Landing) Corp. 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 existing buildings on the subject site at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (Attachments AA and BB).

The application also includes a proposed amendment to the Schedule 2.4 (Steveston Area Plan) of Official Community Plan Bylaw 7100 (OCP) to revise the land use definition of "Maritime Mixed Use" (MMU) to allow additional commercial uses.

On May 6, 2014, the following two referral motions were carried by Planning Committee:

> *Firstly, "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," dated April 30, 2014, from the Director of Development be referred back to staff to review:*
>
> *(1) options to enhance the community amenity contribution;*
>
> *(2) options to determine the preferred type of community amenity contribution; and*
>
> *(3) potential sites for the expansion of the Steveston Library.*
>
> *and report back to a forthcoming General Purposes Committee."*
>
> *And secondly, "That staff examine options suggested by Steveston residents and merchants for alternative uses of the Imperial Landing site and report back."*

This Staff Report addresses the referrals by providing information for Council's consideration regarding:

- a revised land use proposal by the applicant that has reduced the overall amount of retail area proposed on the site and added a hotel use. The revised proposal includes:
  - 32 hotel units, including cooking facilities, in buildings 5 & 6
  - Office, Restaurant and General Retail uses in buildings 1 through 4
  - Minor Health Services in buildings 1, 2 & 4
  - Financial Services in buildings 1 & 4
  - Indoor Recreation in buildings 2 & 4
  - Grocery Store in building 2
  - Attachment BB shows the location of each of the proposed uses
- a revised community amenity contribution proposed by the applicant (Attachment CC);
- staff comments on the expansion of the library branch in Steveston; and

- a comparative analysis of the applicant's proposal and the land use options suggested by Steveston residents and merchants.

This Staff Report also includes two bylaws to amend the OCP/Steveston Area Plan and Zoning Bylaw, for introduction and first reading.

Findings of Fact

The subject site has a long history of various development applications. Staff Reports regarding the subject rezoning application were reviewed by Planning Committee at previous meetings on: November 19, 2013; April 8, 2014; and two meetings on May 6, 2014. The subject rezoning application has a history of different land use and community amenity contribution proposals and Planning Committee referrals (Attachment DD).

Please refer to the second referral Staff Report dated April 30, 2014 (Attachment EE) for the three staff reports considered by Planning Committee, including information regarding the existing development, previous proposals, consultant reports and significant public input.

Subsequent to the Planning Committee on May 6, 2014, and separate from the subject rezoning application, the OCP/Steveston Area Plan and the "Steveston Maritime (ZC21)" zone were amended to allow limited child care use on the subject site in response to a referral received from the General Purposes Committee on June 20, 2016.

Related Policies & Studies

Consultation

A rezoning sign has been installed on the subject property. Should the General Purposes Committee endorse this application and Council grant first reading to the OCP and zoning bylaws, the bylaws would be forwarded to a Public Hearing; where any area resident or interested party would have an opportunity to comment.

Public notification for the Public Hearing would be provided as per the *Local Government Act*.

Staff have reviewed the proposed Official Community Plan (OCP) and zoning amendments; with respect to the Local Government Act and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders.

The following table clarifies this recommendation as it relates to the proposed OCP.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Agricultural Land Reserve Commission	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
Richmond School Board	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.

Stakeholder	Referral Comment (No Referral necessary)
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
TransLink	No referral necessary, as no transportation road network changes are proposed, and the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
Vancouver Coastal Health Authority	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment refers to the addition of commercial permitted uses in the Mixed Maritime Area.

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9062, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

School District

This application was not referred to School District No. 38 (Richmond) because it does not involve residential uses that have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043; which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application does not involve the addition of any new housing units.

Public Input

After the previous staff report was completed on April 30, 2014 to the time of writing this report, 100 pieces of correspondence (Attachment FF) were submitted by members of the public to the City, including 4 items from addresses unknown or located outside of Richmond. The 96 pieces of correspondence received from 120 Richmond residents/business owners indicate 73 writers did not support the proposal, 46 writers supported the proposal, and one writer did not indicate whether they supported the proposal, but advised that a resolution to the situation was needed. Similar land use concerns were raised by the public and discussed in the previous Staff Reports. The new correspondence includes a new concern from three writers regarding the new proposed short term accommodation hotel use.

Public Open House Meetings Held by the Applicant

The applicant hosted a series of public open house meetings at the subject site on February 18, February 20, February 25, and February 27 of 2016, and submitted a summary report to the City (Attachment GG). The proposal presented at that time was different from the current proposal. The applicant has not hosted a public open house regarding the current proposal.

The summary report identifies that 372 stakeholders attended the meetings and includes 265 pieces of public correspondence submitted by members of the public to the applicant, consisting of 80 form letters, 137 feedback forms and 48 emails. The 48 emails are also included in the public correspondence submitted to the City discussed above as they were sent through the applicant's website to the City. The 265 pieces of correspondence include 204 in support of the proposal, 50 not in support, and 11 that did not indicate whether in support or not.

Analysis

OCP Amendment to Accommodate Commercial Uses

The site is designated "Maritime Mixed Use" in the Steveston Area Plan (Schedule 2.4 to OCP Bylaw 7100). The definition of "Maritime Mixed Use" in the Steveston Area Plan was amended in early 2016 to allow for limited child care use. Currently, "Maritime Mixed Use" is defined as an area set aside to support the maritime economy, with an emphasis on uses which support primarily the commercial fishing fleet, including limited retail uses in the area between Phoenix Pond and No. 1 Road, where the subject site is located. Limited residential and child care uses are also accommodated.

The applicant is requesting that the Steveston Area Plan definition of Maritime Mixed Use be revised to allow limited commercial uses in the Maritime Mixed Use Area to serve the needs of Steveston residents and visitors.

Revised OCP Bylaw 7100, Amendment Bylaw 9062 to amend the Steveston Area Plan (Schedule 2.4 to OCP Bylaw 7100) to change the "Maritime Mixed Use" definition to allow limited commercial uses, is provided for Council consideration.

Zoning Text Amendments to Accommodate Commercial Uses

The attached revised land use proposal map (Attachment BB) identifies the permitted and proposed land uses for the six existing buildings on the subject site, which is subject to both the "Steveston Maritime Mixed Use (ZMU12)" zone and the "Steveston Maritime (ZC21)" zone as follows:

- the "Steveston Maritime Mixed Use (ZMU12)" zone applies at the east and west ends of the site to Buildings 1, 4, 5 and 6 (4020, 4180, 4280 and 4300 Bayview Street); and
- the "Steveston Maritime (ZC21)" zone applies at the middle of the site to Buildings 2 and 3 (4080 and 4100 Bayview Street).

The previous proposal considered by Planning Committee on May 6, 2014 included revising the non-residential permitted land use in both zones across the entire subject site by: retaining

Maritime or commercial fishing related uses, adding 15 to 16 new commercial uses and removing the restriction limiting some land uses to Maritime related activities only.

To accommodate the applicant's current proposal of June 2, 2017 (Attachment BB), the "Steveston Maritime Mixed Use (ZMU12)" zone and the "Steveston Maritime (ZC21)" zone are proposed to be amended to:

- Retain all of the Maritime or commercial fishing related uses permitted in the existing "Steveston Maritime Mixed Use (ZMU12)" zone.
- Retain all of the Maritime or commercial fishing related uses and limited child care use permitted in the existing "Steveston Maritime (ZC21)" zone.
- Include 5 to 6 conventional commercial uses in both zones that are intended to provide for the shopping, dining, business, office, recreational, and service uses for area residents and visitors as well as short term accommodation needs of visitors.
- Limit the proposed new uses to specific ground floor areas of the subject site only (e.g., retain existing second floor child care use Building 2 at 4080 Bayview Street and retain existing upper floor dwelling units in Buildings 1, 4, 5 and 6 at 4020, 4180, 4280 and 4300 Bayview Street).
- Limit grocery store use to the ground floor of Building 2 at 4080 Bayview Street only (up to a maximum of 15,921 ft^2).
- Limit indoor recreation use to Buildings 2 and 4 at 4080 and 4180 Bayview Street only (up to a maximum of 21,873 ft^2).
- Limit hotel use as the only additional use to Buildings 5 and 6 at 4280 and 4300 Bayview Street (23,122 ft^2) to a maximum of 32 hotel rooms with cooking facilities and a maximum stay of 90 days.

Staff have advised the applicant that indoor recreation use was included in the original rezoning proposal and concerns regarding the proximity to the Steveston Community Centre were discussed at Planning Committee. In response to the referral motion from Planning Committee on November 19, 2013, indoor recreation use was removed. After consideration, the applicant is again 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.

The addition of grocery store use continues to be requested by the applicant, which would potentially accommodate a third grocery store in the Village area. There is an existing grocery store located on No. 1 Road and Council recently approved a development proposal for 12088 3rd Avenue (formerly 3471 Moncton Street, 12040 & 12060 3rd Avenue) that includes approximately 20,400 ft^2 of retail space for a grocery store (RZ 15-710852, DP 16-753377 and HA 17-763809). It should be noted that the existing Steveston Commercial (CS2 & CS3) zoning prevalent in the village would allow development of a future grocery store. The attached previous staff reports include a retail analysis prepared by Hume Consulting Corporation and an economic analysis prepared by Colliers International Consulting, both commissioned by the applicant. The analyses indicated there was sufficient floor area demand for supermarket convenience retail in the Steveston planning area to support the combined floor area of all three grocery stores.

In response to concerns raised at Planning Committee about the large area of proposed retail space and the desire for uses that support the tourism industry in the Village, the applicant has requested the addition of hotel use for 32 hotel rooms. The hotel use reduces the requested floor area of retail by 23,122 ft^2 of floor area and the maximum stay of 90 days accommodates both overnight and short term stays, bringing new customers for businesses and restaurants in the Village. The proposed hotel use also reduces parking activity and vehicle trips to the site as compared with retail.

Revised Zoning Bylaw 8500, Amendment Bylaw 9063 to amend the "Steveston Maritime Mixed Use (ZMU12)" zone and the "Steveston Maritime (ZC21)" zone to allow a wider range of limited commercial uses, is provided for Council consideration.

Preferred Type of Community Amenity and Richmond Public Library

There was discussion at the Planning Committee on May 6, 2014 regarding an offer from the applicant for the City to lease space on the subject site and whether the preferred type of community amenity would be leased space or a voluntary cash contribution for Council to use at its discretion.

In their referral back to staff on May 6, 2014, Planning Committee directed staff to review the preferred type of community amenity contribution and potential sites for the expansion of the Steveston Library.

Subsequently, at the Council meeting held on December 12, 2016, Council approved a list of City priority facility projects for the ten year period of 2016 – 2026, along with planning and design funding. This included a combined Steveston Community Centre and branch library for which Advanced Planning and Design is now underway in consultation with the Steveston Community Society. Given the ongoing planning and design work related to the Steveston Community Centre, staff are recommending that a voluntary cash contribution be sought instead of pursuing any form of lease arrangement for space in the development.

The other civic facilities identified at the Council meeting held on December 12, 2016 as priority projects to 2026 did not include any which are suitable for the subject site.

Community Amenity Contribution

In their referral back to staff on May 6, 2014, Planning Committee asked for review of options to enhance the community amenity contribution.

The previous proposal considered at the Planning Committee on May 6, 2014 included a community amenity contribution amount of $2,000,000 to a new Steveston Community Amenity provision account. These funds could be allocated by Council at their discretion.

In an effort to determine an appropriate community amenity contribution amount, two independent consultants were engaged to review the potential increase in value resulting from the revised rezoning proposal to allow for a wider range of commercial uses in the ground floor areas (53,724 ft^2) of the six existing buildings. The City engaged Site Economics Ltd. and the

applicant engaged Coriolis Consulting Corp. to determine the increase in value generated by the proposed rezoning.

The existing development includes six non-residential air space parcels, each of which may be owned and/or sold independently of the others. The City's consultant (Site Economics Ltd.) determined the amount of the increase in value resulting from the proposed commercial uses for the six existing smaller independent air space parcels at approximately $9,000,000 while the applicant's consultant (Coriolis Consulting Corp.) determined the value increase at approximately $5,100,000. This is considerably higher than what the increase would be if the buildings are considered as a single real estate holding. Small separate spaces selling to small retail investors and end users typically have a higher price value per square foot than larger development complexes as there is increased demand for the smaller spaces which are more affordable to purchase and more flexible to use and lease out. The applicant, however, advises that it is not their business model or intention to sell any of the six non-residential air space parcels and is not prepared to proceed with valuation based on smaller independent spaces. Instead they have agreed to enter into a legal agreement to tie the non-residential area together as a single real estate holding. To ensure that the six non-residential air space parcels remain under a single ownership, the applicant has agreed to enter into a legal agreement on Title as a condition of the rezoning to ensure the six air space parcels remain under a single ownership, could not be sold independently from the others, and could not be further subdivided or strata-titled. As a result, this staff report focusses on the increase in value resulting from the proposed commercial uses based on all of the commercial area being under a single ownership.

The City again engaged Site Economics Ltd. and the applicant engaged Coriolis Consulting Corp. to determine the increase in value generated by the proposed rezoning with the above mentioned legal agreement in place to restrict the existing six air space parcels. Both consultants used a common valuation methodology and both consultants agreed that the proposed hotel use (23,122 ft^2) would not increase the value of the development due to the high tenant improvement costs. Therefore the analyses focussed on the proposed general retail commercial areas (30,602 ft^2). The consultants did not reach a consensus on a valuation. The applicant's consultant assessed the value increase at approximately $4,100,000 and the City's consultant assessed the value increase at approximately $5,500,000 (Attachment HH). The difference is largely due to different commercial rental rate assumptions. The consultants were unable to reconcile the difference in appraised values.

Upon review of the difference, the applicant indicated that they are prepared to use $4,750,000 as a mid point value increase and provide no more than 50% of the anticipated value increase to the City as a voluntary community amenity contribution ($2,375,000) for Council to use at its discretion.

There is no City policy to guide the evaluation of this type of situation where additional land uses are proposed in existing buildings, with no density increase. The most similar comparable is where there is an increase in density, the City looks to receive as close to 100% of the land lift value before development. The most recent example of this being the proposed mixed use development in the Capstan Village (YuanHeng RZ 12-603040) where the applicant was provided additional density and the City received an amenity package of equal value including

an approximate 33,500 ft^2 turn-key community centre, a waterfront park and a cash contribution for a waterfront pier.

The subject rezoning proposal does not include an increase in density, but does include new commercial uses and has been deemed to result in an increase in value. The applicant has stated that they are only prepared to provide a voluntary community amenity contribution in the amount of $2,375,000 which represents 50% of the mid-point of values arrived at by the two independent economists. This was presented as their best offer and requested it be forwarded to Council for consideration.

In addition to the revised community amenity contribution, the applicant has also agreed to install additional signage to enhance visual cues to cyclists and vehicle drivers as part of the required Servicing Agreement to identify the two existing public parking facilities on site and that Bayview Street is shared by vehicles and bicycles.

All other aspects of the rezoning considerations (Attachment CC) remain the same as previously agreed to, including:

- Commercial truck activity legal agreement to: prohibit large WB-17 truck access and to limit hours 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 (for non-residential uses).
- Commercial parking legal agreement and right of way to secure short term free parking with merchant validation, parking fees in line with rates in the village, and limited assignment of parking spaces. This agreement also secures access to parking for customers and hotel guests.
- Additional eight Class 2 bike storage spaces (e.g. exterior bike racks) onsite.
- Voluntarily contribution in the amount of $136,206 towards Road Works DCC projects.
- Voluntarily contribution in the amount of $605 towards Storm Drainage DCC projects.
- Letter of Credit security in the amount of $15,000 to allow for future traffic calming and truck activity mitigation that may be required in the first 18 months of commercial use.
- Entering 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: upgrading the No. 1 Road and Bayview Street intersection with raising, bollards and decorative crosswalk; upgrading all crosswalks along Bayview Street; 30 kph posted speed limit signage; and adding bicycle "sharrows" pavement marking. This agreement also includes adding signage along Bayview Street for "sharrows," and public parking lot signage.

Steveston Residents and Merchants Land Use Suggestions

In their referral back to staff on May 6, 2014, Planning Committee directed staff to examine options suggested by Steveston residents and merchants for alternative uses of the Imperial Landing site.

The City has received a significant amount of public input with a mix of support and opposition regarding the proposed range of commercial uses as discussed in this and previous staff reports.

At the Planning Committee on May 6, 2014, residents identified the desire for additional amenities in Steveston including an enhanced branch library, and, in general, amenities that support children and seniors. As the program for a new Steveston Community Centre and library evolves, these ideas will be considered.

One resident specifically identified the desire for a maritime museum on the site. The question of a maritime museum was addressed by staff in the previous staff report dated March 17, 2014 (attachment EE) and was not recommended in this location.

A comparison of the Steveston Merchants Association proposal and the current rezoning proposal is provided in the table below. The Steveston Merchants Association proposal was discussed in the previous staff report and at the last Planning Committee and Onni has advised that they are unwilling to proceed under the proposal. The merchants advised that restricting 50% of the MMU area to office use would restrict the amount of retail area, lower parking activity, and add office employees who would be potential customers in the Village. The current rezoning proposal includes restricting 39% of the MMU area to hotel use, which similarly restricts the amount of retail uses, lowers parking activity and adds potential customers in the Village.

	Retail	MMU	Office	Hotel
Steveston Merchants Association proposal	25% (14,872 ft^2)	25% (14,872 ft^2)	50% (29,744 ft^2)	
Current proposal	61% (36,288 ft^2) • MMU uses are permitted in all Buildings and the second floor of Building 2 is limited to MMU and resident amenity space only (5,764 ft^2) • Grocery Store is limited to the ground floor of Building 2 only (15,921 ft^2) • Indoor Recreation is limited to Buildings 2 and 4 only (21,873 ft^2)			39% (23,122 ft^2)

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 to provide commercial 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.

In response to Planning Committee's referral, the applicant has submitted a revised land use proposal which would permit:

- 32 hotel units, including cooking facilities, in buildings 5 & 6
- Office, Restaurant and General Retail uses in buildings 1 through 4
- Minor Health Services in buildings 1, 2 & 4
- Financial Services in buildings 1 & 4
- Indoor Recreation in buildings 2 & 4
- Grocery Store in building 2

The proposed rezoning is anticipated to increase the valuation of the site by approximately $4,1M to $5.5M with the legal agreement proposed by the applicant to address the existing six air space parcels. The applicant has offered to provide a voluntary cash contribution of $2,375,000 to a new Steveston Community Amenity provision account that would allow Council to allocate the funds to support Council priorities in the Steveston area.

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 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 restrictions on commercial loading hours of operation would limit potential disruption and clarify the enforcement process.

It is recommended that Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, be introduced and given first reading.

Sara Badyal

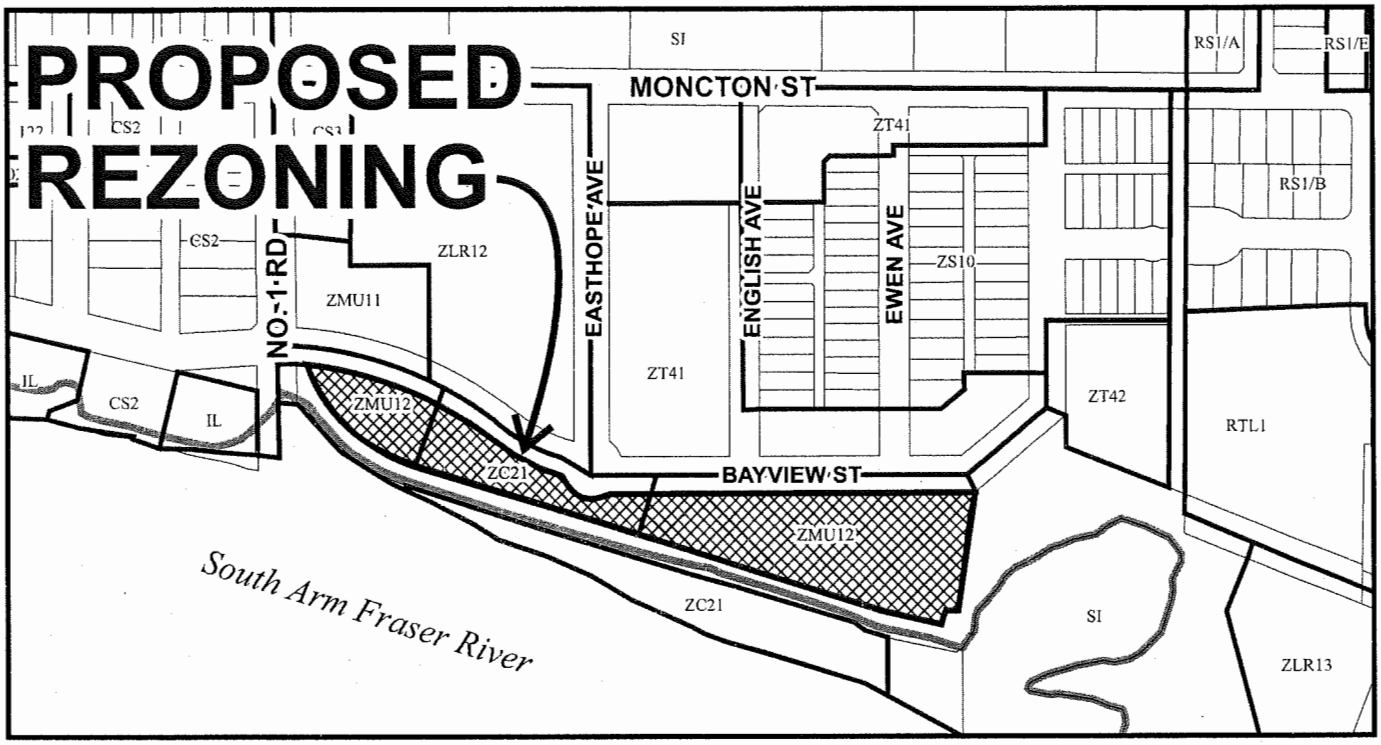
Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

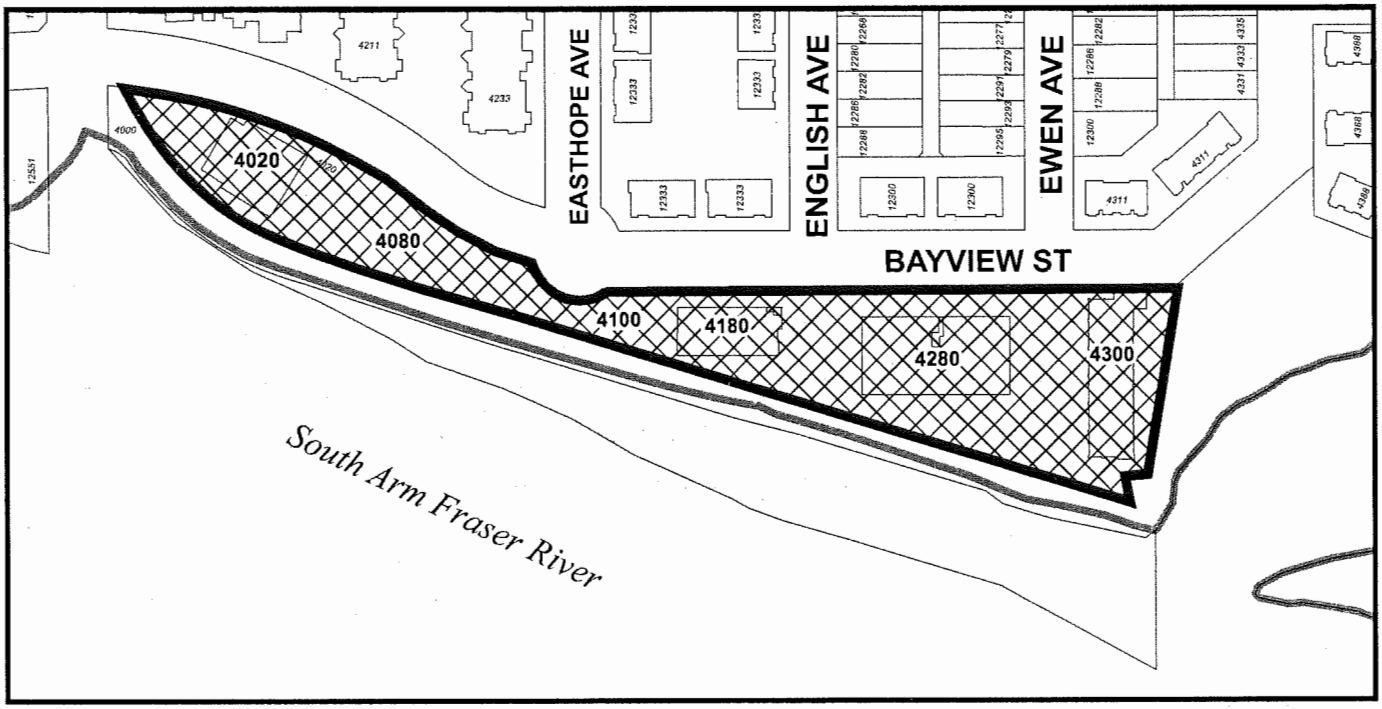
SB:blg

Attachment AA:	Location Map and Aerial Photo
Attachment BB:	Revised Land Use Proposal
Attachment CC:	Rezoning Considerations
Attachment DD:	RZ 13-633927 Application History
Attachment EE:	Staff Report to Planning Committee dated April 30, 2014 (including attached staff reports dated March 17, 2014 and April 30, 2014)
Attachment FF:	Public Correspondence (received May 1, 2014 to June 26, 2017)
Attachment GG:	February 2016 public open house meetings summary (including sign-in sheets and public correspondence from February 7, 2016 to March 11, 2016)
Attachment HH:	Economic Analyses Executive Summaries prepared by Site Economics Ltd, dated June 23, 2017 and Coriolis Consulting Corp., dated June 28, 2017.

Attachment AA

City of Richmond



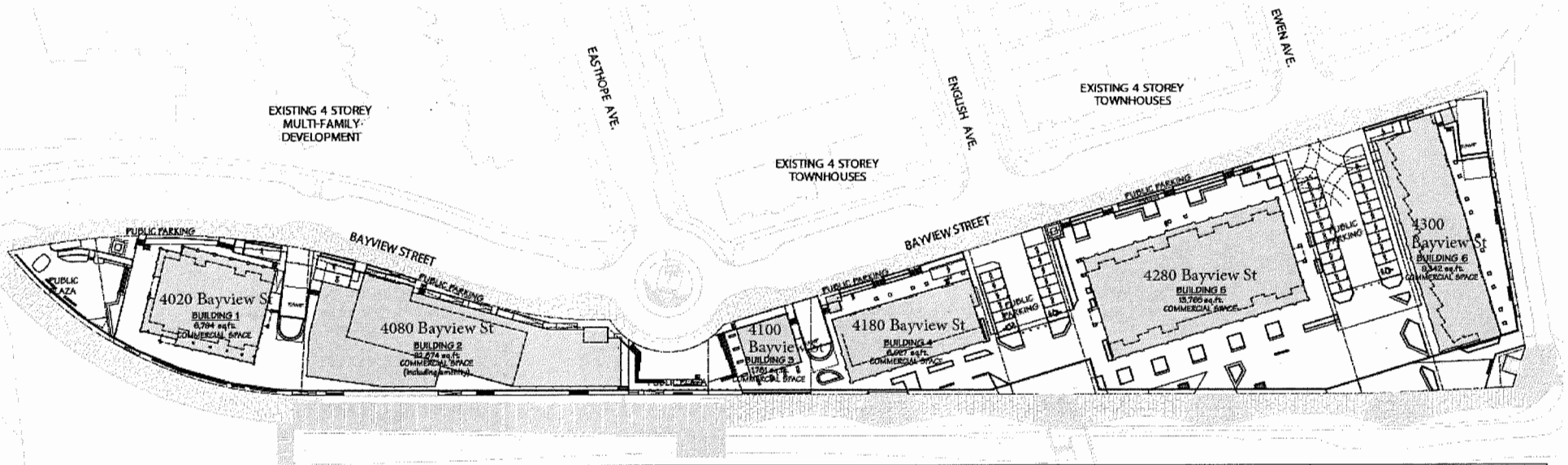


N	RZ 13-633927	Original Date: 03/18/14 Revision Date: 06/14/17 Note: Dimensions are in METRES

City of
Richmond



N	RZ 13-633927	Original Date: 03/18/14 Revision Date: 06/14/17 Note: Dimensions are in METRES



Building	4020 Bayview St (1)	4080 Bayview St (2)	4100 Bayview St (3)	4180 Bayview St (4)	4280 Bayview St (5)	4300 Bayview St (6)
59,488 sf GLA 52 dwellings	6,867 sf 12 apartments	21,685 sf (15,921 + 5,764)	1,862 sf	5,952 sf 7 two-level units	13,780 sf 22 apartments	9,342 sf 11 two-level units
Permitted Uses (existing)	(ZMU12) • Education** • Manufacturing, custom indoor** • Maritime* • Office** • Parking, non-accessory** • Service, Personal (Dry Cleaning & Laundry only)* • (also Housing, apartment limited & upper floors only)	(ZC21) • Child Care (limited & upper floor only) • Education* • Industrial, General** • Manufacturing, custom indoor** • Marina* • Maritime mixed use* • Office** • Parking, non-accessory** (also legally required 2nd floor Resident Amenity Space in Building 2)	(ZC21)	(ZMU12)	(ZMU12)	(ZMU12)
Proposed Uses (June 2, 2017)	• (all existing ZMU12 uses) • Office • Restaurant • Retail, General • Health Services, Minor • Service, Financial	• (all existing ZC21 uses) On the ground floor only: • Office • Restaurant • Retail, General • Grocery Store • Health Services, Minor • Recreation, Indoor	• (all existing ZC21 uses) • Office • Restaurant • Retail, General	• (all existing ZMU12 uses) • Office • Restaurant • Retail, General • Health Services, Minor • Recreation, Indoor • Service, Financial	• (all existing ZMU12 uses) • Hotel (19 rooms, maximum 90 day accommodation)	• (all existing ZMU12 uses) • Hotel (13 rooms, maximum 90 day accommodation)

*These uses are restricted to Mixed Maritime Uses as defined in OCP Steveston Area Plan
**These uses are restricted to maritime or commercial fishing related uses in the ZMU12 and ZC21 zones and to Mixed Maritime Uses as defined in OCP Steveston Area Plan

PH - 248

Attachment BB

City of Richmond

Rezoning Considerations

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

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. Single site, no subdivision and no stratification requirements – Registration of legal agreement(s) on Title ensuring that:
   a) The six non-residential air space parcels (Air Space Parcels 1 through 6 of plan EPP26790) are all owned by the same legal entity (both beneficial and legal interest in the six parcels) and prohibiting transfer of less than all six parcels.
   b) No subdivision of any one or more of the six parcels (including no subdivision by way of strata plan) (consolidation of the six parcels is acceptable).
3. Truck activity – 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.
4. Commercial parking – Registration of a legal agreement on Title including:
   a) The following covenants:
      i. Parking garage entry gates are to remain open during business hours of any commercial use on the lands other than hotel. Hotel guests are to be provided with a means to open a closed parking garage entry gate and access commercial parking outside of regular business hours.
      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 am and 6:00 pm. 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.
5. Install an additional eight Class 2 bike storage spaces (e.g. exterior bike racks) on-site to meet the Zoning bylaw requirements for the additional commercial uses.
6. City acceptance of the developer's offer to voluntarily contribute $2,375,000 towards the Steveston Community Amenity provision account.
7. City acceptance of the developer's offer to voluntarily contribute $136,206 to go towards development of Road Works DCC projects.

Initial: _____

8. City acceptance of the developer's offer to voluntarily contribute $605 to go towards development of Storm Drainage DCC projects.
9. 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.
10. 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 legs of the intersection, using Duratherm material or equivalent.
    b) Upgrade crosswalks along Bayview Street:
        i. At the two midblock crosswalks between No. 1 Road and Moncton Street, provide raised crosswalks.
        ii. At the three 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.
        iii. At the six 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", and signage for bikes on Bayview Street from No. 1 Road to Moncton Street in both directions.
    e) Fabricate and install public parking signage on Bayview Street in both directions at the two public parking facilities.

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 copy on file]

Signed Date

RZ 13-633927 Application History

Date	Proposal for Rezoning		Amenity Proposal	Committee Resolution
	ZMU12 Zone	**ZC21 Zone**		
Nov 4/13	• (existing ZMU12 uses) **Unrestricted MMU Uses:** • Education • Manufacturing, custom indoor • Office • Parking, non-accessory • Service, personal **New Uses:** • Animal Grooming • Child Care • Education, commercial • Health Service, minor • Library and exhibit • Recreation, Indoor • Restaurant • Retail, convenience • Retail, general • Retail, secondhand • Service, financial • Service, business support • Service, household repair • Service, massage • Veterinary service	• (existing ZC21 uses) **Unrestricted MMU Uses:** • Industrial, general • Manufacturing, custom indoor • Office • Parking, non-accessory **New Uses:** • Animal Grooming • Child Care • Education, commercial • Health Service, minor • Library and exhibit • Recreation, Indoor • Restaurant • Retail, convenience • Retail, general • Retail, secondhand • Service, financial • Service, business support • Service, household repair • Service, massage • Service, personal • Veterinary service	• $1,500,000 to Leisure Facilities Reserve Fund • $136,206 for Road Works DCC projects • $605 for Storm Drainage DCC projects • $15,000 traffic calming security • Legal agreement to prohibit WB-17 truck access and limit commercial loading hours. • Legal agreement to ensure parking access • Adding 8 bicycle rack spaces • SA for upgrades to No. 1 Road and Bayview Street intersection, all crosswalks along Bayview Street, speed signage and bicycle "sharrows"	At November 19, 2013 Planning Committee, referred back for staff to: 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.
March 17/14	Same as previous proposal, except indoor recreation removed	Same as previous proposal, except indoor recreation removed	Same as previous proposal, except: • Revised $1,500,000 to new Steveston Community Amenity Provision Account • Revised legal agreement to prohibit WB-17 truck access, limit commercial loading hours, and include fine mechanism • Revised legal agreement to ensure parking access, 2 hours free parking, reasonable parking pay rates and limit parking space assignment	At April 8, 2014 Planning Committee, referred back for 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.
April 30/14	Same as previous proposal	Same as previous proposal	Same as previous proposal, except: • Revised $2,000,000 to new Steveston Community Amenity Provision Account • Additional 3 options for City lease of space on site	At May 6, 2014 Planning Committees, referred back for staff to review: 1) options to enhance the community amenity contribution; 2) options to determine the preferred type of community amenity contribution; and 3) potential sites for the expansion of the Steveston Library. and report back to a forthcoming General Purposes Committee. and to examine options suggested by Steveston residents and merchants for alternative uses of the Imperial Landing site and report back.

City of Richmond

Bylaw 9062

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9062 (RZ 13-633927) 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street

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

1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended by:

2. by deleting clause ii. of the existing "Maritime Mixed Use" land use in Appendix 1 (Definitions) to Schedule 2.4 thereof and substituting the following:

   "ii) General retail, service and hotel uses are accommodated as additional uses in the Maritime Mixed Use Area, between Phoenix Pond and No. 1 Road."

3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9062".**

FIRST READING	JUL 2 4 2017
PUBLIC HEARING	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Bylaw 9063

Richmond Zoning Bylaw 8500 Amendment Bylaw 9063 (RZ 13-633927) 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street

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

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

   (a) by deleting (ZMU12 Permitted Secondary Uses) subsection 20.12.3 and substituting the following:

   "**20.12.3 A. Secondary Uses**

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

   20.12.3 B. Additional Uses

   - **Health Services, Minor**
   - **Hotel**
   - **Recreation, Indoor**
   - **Restaurant**
   - **Retail, General**
   - **Service, Financial"**

   (b) by deleting (ZMU12 Other Regulations) clause 20.12.11.4 and substituting the following:

   "4. The following permitted **uses** in this **zone** shall be restricted to **maritime** or commercial fishing related **uses**:

   a) **industrial, general**;

   b) **manufacturing, custom indoor**; and

   c) **parking, non-accessory**"

(c) by inserting the following into (ZMU12 Other Regulations) subsection 20.12.11:

"6. **Minor health service, office, restaurant** and **financial service uses** are only permitted on the following listed **sites**:

a) P.I.D. 029-108-136
Air Space Parcel 1 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790

b) P.I.D. 029-108-161
Air Space Parcel 4 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790

7. **General retail use,** excluding **grocery store use,** is only permitted on the following listed **sites**:

a) P.I.D. 029-108-136
Air Space Parcel 1 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790

b) P.I.D. 029-108-161
Air Space Parcel 4 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790

8. **Indoor Recreation use** is only permitted on the following listed **sites**:

a) P.I.D. 029-108-161
Air Space Parcel 4 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790

9. **Hotel use** is only permitted on the following listed **sites** and the **hotel use** is restricted to providing the transient public, in return for consideration, lodging in no more than 32 **hotel** rooms and for not more than 90 days in a 12-month period at either or both of the following listed **sites**:

a) P.I.D. 029-108-179
Air Space Parcel 5 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790

b) P.I.D. 029-108-187
Air Space Parcel 6 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790"

(d) by inserting the following into (ZC21 Permitted Additional Uses) subsection 22.21.3.B.:

"• **Grocery Store**
- **Health Services, Minor**
- **Recreation, Indoor**
- **Restaurant**
- **Retail, General**"

(e) by deleting (ZC21 Other Regulations) clause 22.21.11.1 and substituting the following:

"1. The following permitted **uses** in this **zone** shall be restricted to **maritime** or commercial fishing related **uses**:

a) **industrial, general**;

b) **manufacturing, custom indoor**; and

c) **parking, non-accessory**"

d) by inserting the following into (ZC21 Other Regulations) subsection 22.21.11:

"5. **Office, restaurant** and **general retail uses,** excluding **grocery store use,** are only permitted on the following listed **sites** and shall be located on the **first storey** of any **building**:

a) P.I.D. 029-108-144
Air Space Parcel 2 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790

b) P.I.D. 029-108-152
Air Space Parcel 3 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790

6. **Minor health service, indoor recreation** and **grocery store uses** are only permitted on the following listed **site** and shall be located on the **first storey** of any **building**:

a) P.I.D. 029-108-144
Air Space Parcel 2 Section 11 Block 3 North Range 7 West New Westminster District Air Space Plan EPP26790"

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9063".**

FIRST READING	JUL 24 2017
PUBLIC HEARING	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
SB
APPROVED by Director or Solicitor
BK

MAYOR

CORPORATE OFFICER

Supplemental PH Package
December 18, 2017
Onni Application

See Public Hearing Agenda for Staff Report, Atts. AA to DD & Bylaws

Supp. PH – 1	Att. EE –	Staff Report to Planning Committee dated April 30, 2014 (including attached staff reports dated March 17, 2014 & April 30, 2014)
Supp. PH – 228	Att. FF –	Public Correspondence (received May 1, 2014 to June 26, 2017)
Supp. PH – 361	Att. GG –	February 2016 public open house meetings summary (including sign-in sheets & public correspondence from February 7, 2016 to March 11, 2016)
Supp. PH – 671	Att. HH –	Economic Analyses Executive Summaries prepared by Site Economics Ltd, dated June 23, 2017 & Coriolis Consulting Corp., dated June 28, 2017

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

To Public Hearing
Date: Dec. 18, 2017
Item # 5
Re: Bylaw 9062, 9063

From: John Roston, Mr <john.roston@mcgill.ca>
Sent: Wednesday, 22 November 2017 08:18
To: Badyal,Sara
Cc: Brodie,Malcolm; Johnston,Ken; Au,Chak; Loo,Alexa; Dang,Derek; McPhail,Linda; McNulty,Bill; Steves,Harold; Day,Carol; Sean Lawson
Subject: Onni

Dear Ms. Badyal,
Whether Mr. Wozny is willing or not to update his report, Councillor Loo made the important point that the City would be foolish to go back to a consultant whose initial report was unsatisfactory.

Suggestions for your consideration:
1. Mr. Lawson has recommended Mr. Roger Chang of Johnston, Ross and Chang Appraisal as someone who has an expert knowledge of commercial real estate lease rates and cap rates in Steveston and is qualified to do a new uplift calculation.
2. It would be helpful if the new consultant could calculate the uplift both with and without financial services as an allowed use.
3. Mr. Evans of Onni could be asked whether he accepts that Building 2 could be subdivided or wishes to have additional expert input on the matter.

Many thanks for your continuing courtesy and helpfulness in this matter.
John Roston

CITY OF RICHMOND
DATE
NOV 22 2017
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CITY CLERK'S OFFICE

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

To Public Hearing
Date: Dec. 18, 2017
Item # 5
Re: Bylaws 9062, 9063

MayorandCouncillors

From: Rupert Whiting <rupertwhiting@gmail.com>
Sent: Friday, 24 November 2017 12:35
To: MayorandCouncillors
Subject: Thank you for resisting Onni

Follow Up Flag: Follow up
Flag Status: Flagged

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

I try to make a point of saying well-done when I see it happening.

Thanks to the seven who wisely voted to continue to resist the Onni proposals until there is an appropriate sum on the table. Even then there are things that money cannot put right but I agree with Mayor Brodie's comment that this hasn't been and won't be an overnight decision and, when the time comes, the local businesses and landlords will no longer be able to say that they were taken by surprise. For now though I support a minimum fee from Onni of $10M.

One thing that I would never support is the notion of any city-run facility having Onni as the landlord. That would be a very unwise compromise unless it was only for a fixed term to allow redevelopment of another site.

To Ms Loo and Mr Johnson I think that you need to take a good long look at what you stand for in the long term for the city. Neither of you will be getting my vote in any future election and Ms Loo, I used to be an advocate of yours.

Best regards

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

CITY OF RICHMOND
DATE
NOV 25 2017
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TO: MAYOR & EACH COUNCILLOR
FROM: CITY CLERK'S OFFICE

To Public Hearing
Date: Dec. 18, 2017
Item # 5
Re: Bylaws 9062, 9063

MayorandCouncillors

From: Jim van der Tas <jlvandertas@gmail.com>
Sent: Wednesday, 29 November 2017 11:30
To: MayorandCouncillors
Cc: Sean Lawson; Badyal,Sara
Subject: New fishing companies coming to Steveston.

CITY OF RICHMOND
DATE
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CLERK'S OFFICE

Follow Up Flag: Follow up
Flag Status: Flagged

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

Good morning mayor and council,

I just wanted to make you aware of some new information I have become aware if in the last few days. I had a meeting with Robert Keisman from the harbour authority last week discussing a new initiative for the village. During that conversation he mentioned to me that he is looking for office space for NEW fishing companies moving to Steveston village. He indicated that many, not just one or two, companies are moving there head quarters to the village and he is at 100 % capacity and has no space for them. He will be lobbying for money to convert or build new space for these new companies. He is very excited about this and said it could double the harbour activity . This is all great news for the village. The fishing industry is not dead in Richmond and the lower mainland it is alive and well. Robert knows that I am sharing this information with you. He will be making some announcements early in the new year.

I am bringing this to your attention in light of the ONNI space that still sits empty. We have heard for years there is no way there is anyone to fill the space as MMU . I believe now there may be some viable businesses to fill some of the Onni buildings given this new information.

I would like to make clear that the SMA has never taken the stance that all the space should remain MMU. A good mix of varying businesses would be ideal for a host of reasons. Reasons ranging from new services being added for the residents, freeing parking in evenings and weekends, to new clientele for existing local business and new hot spots for the waterfront.

We are aware that some decisions are still in the works regarding this space. May we suggest that you continue to consider allowing some MMU for the rezoning. The SMA has always taken the position that a healthy mix is the answer so nobody has the upper hand and nobody looses.

Given this new information could we suggest the following as it pertains to rezoning, with the idea if we are able to restrict zoning somewhat we can steer what the buildings are ultimately filled with. Doing so achieves a healthy balance of uses.

As follows by building.

Building 5 and 6 to be zoned for Hotel only – this ensures the hotel does get built. The hotel idea is a very popular solution, it has garnered much support and is a much needed new use.

Building 4 keep MMU – Steveston hardware or NEW fishing companies can fill this space.

Building 3 Retail and MMU. We can see this being used for both.

Building 2 MMU Given the many new companies this could be used easily as MMU. We believe that ONNI will fill that space quickly with a grocery store if given the zoning to do so. The grocery store is liked by some but many many more are very vocal that this is the wrong spot for a host of reasons, you have heard them all. Do we really need 3 grocery stores within 2 walking blocks of each other ?

Building 1 – Full on Retail.

We would even suggest you allow retail zoning right now for building 1 and 3 and they can start the process of leasing out the very next day, starting construction early in the new year. If that were to happen I believe a lot of pressure would be alleviated on finding a solution for the remaining buildings. It should be noted that in doing so it will of course change the lift and the contribution that Onni needs to give.

Thank you in advance for reading this longer that anticipated e-mail. As always if you have any questions please feel free to contact me directly.

Sincerely,

Jim van der Tas
C 604-834-0693

Sent from Mail for Windows 10

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

City of Richmond

Memorandum

To:	Mayor and Councillors	**Date:**	November 10, 2017
From:	David Weber Director, City Clerk's Office	**File:**	12-8060-20-9063/9062/Vol 01 (RZ 13-633927)
	Wayne Craig Director, Development		
Re:	**Application by Onni Development (imperial Landing) Corp. - Update on Public Hearing**		

As Council is aware, the application by Onni Development relating to 4020, 4080, 4100, 4180 4280 and 4300 Bayview Street was considered at the October 16, 2017 Public Hearing. At the end of the Public Hearing, Council resolved to defer consideration of the application to the November 20, 2017 Public Hearing "for further discussion, analysis and information regarding the amenity contribution component."

Even though the public delegation portion of the hearing had completed at the October meeting, staff have since received confirmation from the applicant that they would like to provide additional new information to Council regarding the amenity contribution and other matters. Specifically, the applicant has indicated through staff that they will increase the amenity contribution to $3,562,500.

In order for Council to receive new information from the applicant, it is necessary to re-open the Public Hearing on the application to all delegations on November 20, 2017 and to present the new information for comment. Accordingly, staff have provided the appropriate statutory notice for the November 20th Public Hearing indicating that the public will have an opportunity to speak to the matter.

Further information will be provided by staff in due course as part of the Public Hearing agenda.

If you have any questions, please do not hesitate to contact the undersigned.

David Weber
Director, City Clerk's Office

Wayne Craig
Director, Development

pc: CAO and SMT

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City of Richmond

Memorandum

Planning and Development Division
Development Applications

To:	Mayor and Councillors	**Date:**	November 14, 2017
From:	Wayne Craig Director, Development	**File:**	RZ 13-633927
Re:	**Application by Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street) to Amend the "Steveston Maritime Mixed Use (ZMU12)" Zone and the "Steveston Maritime (ZC21)" Zone**		

The purpose of this memo is to provide clarification and new information to Public Hearing regarding the above rezoning application which was considered at the July 17, 2017 General Purposes, July 24, 2017 Council and October 16, 2017 Public Hearing meetings. At the October 6, 2017 Public Hearing meeting, Council decided:

"That Council consideration of Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063 be deferred to the November 20, 2017 Public Hearing scheduled for 7:00 p.m. in the Council Chambers at Richmond City Hall for further discussion, analysis and information regarding the amenity contribution component."

In response to this direction from Council, staff reviewed the community amenity contribution with the applicant, and the applicant provided an increased community amenity contribution offer.

To allow this new information to be provided to Council and the public for consideration, Public Hearing notification was published in the *Richmond News* local newspaper.

Steveston Hardware

In response to discussion at Public Hearing, the attached letter (Attachment 1) signed by Chris Evans, of Onni and Iqbal Ladha, of Steveston Hardware provides an update to Council regarding ongoing lease negotiations between the two parties. The letter advises that both parties are committed to relocating Steveston Hardware onto the site, they are continuing to work through store requirements and space options, and their intent is to finalize the process after a decision on the current rezoning application has been made.

Community Amenity Valuation Process

The following clarification information is provided to summarize the key aspects of the valuation process as described in the rezoning referral Staff Report dated July 5, 2017.

In an effort to determine an appropriate community amenity contribution amount, two independent consultants were engaged to determine the anticipated increase in value that would result from the rezoning proposal to allow a wider range of commercial uses in the ground floor areas (53,724 ft^2)

of the six existing buildings on the subject site. The valuation is limited to the ground floor areas only as the rezoning application does not propose additional land uses for any other areas on the site. The City engaged Site Economics Ltd. and the applicant engaged Coriolis Consulting Corp.

The existing development includes six smaller non-residential air space parcels; each of which may be owned and/or sold independently of the others. As independent air space parcels, the value is higher and more attractive to investors. Smaller independent spaces and individual buildings typically have a higher price value per square foot than larger more expensive complexes and there is greater market demand. In other words, there is a larger number of potential purchasers for smaller properties. Smaller spaces and buildings are more affordable to purchase than larger spaces particularly for the end user market (businesses buying and then occupying their own space).

The City's consultant determined the value increase for the independent air space parcels at approximately $9,000,000, while the applicant's consultant determined the value increase at approximately $5,100,000. Little work was done to reconcile the significant difference between these values because Onni advised that it is not their business model or intention to sell any of the six non-residential air space parcels and they were not prepared to proceed with valuation based on smaller independent spaces. Instead Onni agreed to enter into a legal agreement to tie the non-residential area together as a single real estate holding. As a result, the two consultants focussed on the value increase that would result from the rezoning on the basis of a single real estate holding.

Both consultants used a common valuation methodology and both consultants agreed that the proposed hotel use (23,122 ft^2) would not increase the value of the development due to the high tenant improvement costs. Therefore the analyses focused on the proposed general retail commercial areas (30,602 ft^2). The consultants did not reach a consensus on a valuation. The City's consultant determined the value increase at approximately $5,500,000, while the applicant's consultant determined the value increase at approximately $4,100,000. The consultants did not agree on key aspects of commercial rental rate assumptions, cap rate assumptions, and how developer profit is factored in.

Lease rates – The City's consultant anticipated lease rates that were $1 to $2 per square foot higher than the applicant's consultant. The following table provides information regarding the identified lease rates. The higher lease rates contribute the largest impact on the overall valuation difference.

Anticipated lease rate	Site Economics	Coriolis	Difference
Building 1	$33	$32	$1 or 3%
Building 2	$24	$22	$2 or 9%
Building 3	$33	$32	$1 or 3%
Building 4	$30	$28	$2 or 7%

Cap rates – capitalization rates are the expected rate of return on an investment. If an investment has a higher level of financial risk, an investor will be looking for a higher cap rate to achieve a higher potential profit. Generally speaking, smaller units have more possible buyers/tenants, so have a lower level of financial risk, lower cap rate and lower potential profit. City's consultant identified cap rates that were 0.25% higher than the applicant's consultant for single ownership. The cap rates identified by both consultants were similar and did not contribute a significant impact on the overall valuation difference.

Developer profit – both consultants included developer profit in their analyses, however, the approach of each consultant was different. The City's consultant calculated 13% profit against costs

that would be needed as a result of the rezoning proposal only. The applicant's consultant calculated 13% profit against the anticipated value increase resulting from the rezoning proposal.

Community Amenity Contribution Amount

At the time the rezoning referral Staff Report was written on July 5, 2017, Onni offered to provide a voluntary community amenity contribution in the amount of $2,375,000; representing 50% of a mid-point of values arrived at by the two independent economists.

At the Public Hearing meeting on October 16, 2017, as part of their delegation to Council, Onni increased their community amenity contribution offer amount to $3,375,000.

Subsequent to the October 16, 2017 Public Hearing meeting, Onni reviewed the voluntary contribution range provided in other jurisdictions as identified by their consultant. To match the upper end of this range, Onni increased their community amenity contribution offer amount by $187,500 to a total of $3,562,500 (75% of a mid-point value).

The table below provides a comparison of Onni's offer to the anticipated increase in value that would result from the rezoning proposal as determined by the two independent economists:

	Value Increase	$3,562,500 offer as percentage of value increase
Site Economics Ltd. (City consultant)	$5,500,000	64.8%
Coriolis Consulting Corp. (Onni consultant)	$4,100,000	86.9%
Mid-point	$4,750,000	75%

Conclusion

This memo provides update information regarding Steveston Hardware, clarification information regarding the community amenity valuation process, and new information regarding the contribution amount. The increased community amenity contribution offer and Council direction to dedicate the funds to the eventual improvement of the Steveston Community Centre, have been included in revised rezoning considerations (Attachment 2).

If Council is satisfied with the proposal, it would be appropriate for Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, to be given second and third readings. Prior to final adoption of the bylaws, the developer would be required to fulfill all the revised rezoning considerations (Attachment 2).

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

SB:blg

Attachment 1: Letter from Onni and Steveston Hardware (dated November 3, 2017)
Attachment 2: Revised Rezoning Considerations

pc: Senior Management Team (SMT)

Attachment 1

to memo dated November 14, 2017

November 3rd, 2017

Dear Mayor and Council

Re: Steveston Hardware's relocation to Imperial Landing

The Onni Group and Steveston Hardware together believe a relocation of Steveston Hardware to Imperial Landing Waterfront would be a huge positive for Onni, Steveston Hardware and the Community. The discussions between us have been on ongoing for the past number of years as the current application has developed to what is before Council today.

Chris Evans and Brendan Yee met with Iqbal Ladha of Steveston Hardware on Thursday November 2nd and continue to work through the store requirements and the options available to him within Imperial Landing. Both groups are committed to finding a new home for Steveston Hardware within Imperial Landing and hope to finalize things once a decision has been made by Council on the 20th of November. BASED ON THE ZONING OF THE DIFFERENT BUILDINGS.

We expect that this correspondence will provide Council the update that Staff has requested.

This correspondence is being sent jointly by both Onni and Steveston Hardware as evidenced by signatures below.

Regards,

Chris Evans
Onni Group

Iqbal Ladha
Steveston Hardware

City of Richmond

Rezoning Considerations

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

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. Single site, no subdivision and no stratification requirements – Registration of legal agreement(s) on Title ensuring that:
   a) The six non-residential air space parcels (Air Space Parcels 1 through 6 of plan EPP26790) are all owned by the same legal entity (both beneficial and legal interest in the six parcels) and prohibiting transfer of less than all six parcels.
   b) No subdivision of any one or more of the six parcels (including no subdivision by way of strata plan) (consolidation of the six parcels is acceptable).
3. Truck activity – 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.
4. Commercial parking – Registration of a legal agreement on Title including:
   a) The following covenants:
      i. Parking garage entry gates are to remain open during business hours of any commercial use on the lands other than hotel. Hotel guests are to be provided with a means to open a closed parking garage entry gate and access commercial parking outside of regular business hours.
      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 am and 6:00 pm. 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.
5. Install an additional eight Class 2 bike storage spaces (e.g. exterior bike racks) on-site to meet the Zoning bylaw requirements for the additional commercial uses.
6. City acceptance of the developer's offer to voluntarily contribute $3,562,500 towards the Steveston Community Amenity provision account, with funds dedicated to the eventual improvement of the Steveston Community Centre, at the discretion of Council.

7. City acceptance of the developer's offer to voluntarily contribute $136,206 to go towards development of Road Works DCC projects.
8. City acceptance of the developer's offer to voluntarily contribute $605 to go towards development of Storm Drainage DCC projects.
9. 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.
10. 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 legs of the intersection, using Duratherm material or equivalent.
    b) Upgrade crosswalks along Bayview Street:
        i. At the two midblock crosswalks between No. 1 Road and Moncton Street, provide raised crosswalks.
        ii. At the three 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.
        iii. At the six 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", and signage for bikes on Bayview Street from No. 1 Road to Moncton Street in both directions.
    e) Fabricate and install public parking signage on Bayview Street in both directions at the two public parking facilities.

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.

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

City of Richmond

Memorandum

Planning and Development Division
Development Applications

To: Mayor and Councillors **Date:** November 20, 2017

From: Wayne Craig
Director, Development **File:** RZ 13-633927

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

The purpose of this memo is to provide new information to Public Hearing regarding the above application. The applicant has provided an increased community amenity contribution offer.

Subsequent to the October 16, 2017 Public Hearing meeting, Onni increased their community amenity contribution offer amount by $187,500 to a total of $3,562,500 (75% of a mid-point value). This information was included in a memo dated November 14, 2017.

Subsequent to writing the November 14, 2017 memo, Onni further revised their proposal to instead increase their community amenity contribution offer amount by $1,375,000 to a total of $4,750,000 (100% of a mid-point value).

The table below provides a comparison of Onni's offer to the anticipated increase in value that would result from the rezoning proposal as determined by the two independent economists:

	Value Increase	$4,750,000 offer as percentage of value increase
Site Economics Ltd. (City consultant)	$5,500,000	86.4%
Coriolis Consulting Corp. (Onni consultant)	$4,100,000	115.9%
Mid-point	$4,750,000	100%

Conclusion

This memo provides new information regarding the contribution amount. The increased community amenity contribution offer and Council direction to dedicate the funds to the eventual improvement of the Steveston Community Centre, have been included in revised rezoning considerations (Attachment 1).

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Richmond

If Council is satisfied with the proposal, it would be appropriate for Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063, to be given second and third readings. Prior to final adoption of the bylaws, the developer would be required to fulfill all the revised rezoning considerations (Attachment 1).

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

SB:blg
Attachment 1: Revised Rezoning Considerations

pc: Senior Management Team (SMT)

City of Richmond

Rezoning Considerations

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

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. Single site, no subdivision and no stratification requirements – Registration of legal agreement(s) on Title ensuring that:
   a) The six non-residential air space parcels (Air Space Parcels 1 through 6 of plan EPP26790) are all owned by the same legal entity (both beneficial and legal interest in the six parcels) and prohibiting transfer of less than all six parcels.
   b) No subdivision of any one or more of the six parcels (including no subdivision by way of strata plan) (consolidation of the six parcels is acceptable).
3. Truck activity – 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.
4. Commercial parking – Registration of a legal agreement on Title including:
   a) The following covenants:
      i. Parking garage entry gates are to remain open during business hours of any commercial use on the lands other than hotel. Hotel guests are to be provided with a means to open a closed parking garage entry gate and access commercial parking outside of regular business hours.
      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 am and 6:00 pm. 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.
5. Install an additional eight Class 2 bike storage spaces (e.g. exterior bike racks) on-site to meet the Zoning bylaw requirements for the additional commercial uses.
6. City acceptance of the developer's offer to voluntarily contribute $4,750,000 towards the Steveston Community Amenity provision account; with funds dedicated to the eventual improvement of the Steveston Community Centre, at the discretion of Council.

7. City acceptance of the developer's offer to voluntarily contribute $136,206 to go towards development of Road Works DCC projects.
8. City acceptance of the developer's offer to voluntarily contribute $605 to go towards development of Storm Drainage DCC projects.
9. 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.
10. 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 legs of the intersection, using Duratherm material or equivalent.
    b) Upgrade crosswalks along Bayview Street:
        i. At the two midblock crosswalks between No. 1 Road and Moncton Street, provide raised crosswalks.
        ii. At the three 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.
        iii. At the six 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", and signage for bikes on Bayview Street from No. 1 Road to Moncton Street in both directions.
    e) Fabricate and install public parking signage on Bayview Street in both directions at the two public parking facilities.

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.

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, October 16, 2017

Place:	Council Chambers Richmond City Hall
Present:	Mayor Malcolm D. Brodie Councillor Chak Au Councillor Derek Dang Councillor Carol Day Councillor Alexa Loo Councillor Bill McNulty Councillor Linda McPhail Councillor Harold Steves Claudia Jesson, Acting Corporate Officer
Absent:	Councillor Ken Johnston
Call to Order:	Mayor Brodie opened the proceedings at 7:00 p.m.

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9702**
(Location: 7580 Ash Street; Applicant: Westmark Development Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/9-1 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9702 be given second and third readings.

CARRIED

Regular Council meeting for Public Hearings
Monday, October 16, 2017

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9727**
(Location: 3751 Shuswap Avenue; Applicant: Sandeep Kang)

Applicant's Comments:

The applicant was not present to respond to queries.

Written Submissions:

Fraser Lawrie, 3731 Shuswap Avenue (Schedule 1)

Submissions from the floor:

None.

PH17/9-2 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9727 be given second and third readings.

CARRIED
Opposed: Cllr. Day

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9740**
(Location: 9511 and 9531 Williams Road; Applicant: Yamamoto Architecture Inc.)

Applicant's Comments:

The applicant was available to respond to queries.

Wayne Craig, Director, Development, advised that an agreement was reached between the Strata Council of the adjacent property and the developer. He noted that the developer will be required to fulfill all rezoning considerations prior to final adoption.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/9-3 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9740 be given second and third readings.

CARRIED

Regular Council meeting for Public Hearings
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4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9749**
(Location: 9291, 9311 and 9331 No. 2 Road; Applicant: Jhujar Construction Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/9-4 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9749 be given second and third readings.

CARRIED

5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9750**
(Location: 9211 and 9231 Williams Road; Applicant: Interface Architecture Inc.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/9-5 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9750 be given second and third readings.

CARRIED

6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9752**
(Location: 9371 Dayton Avenue; Applicant: Satnam Shergill and Gurjit Pooni)

Applicant's Comments:

The applicant was not present to respond to queries.

Regular Council meeting for Public Hearings
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Written Submissions:

Llewellyn Lee-Son, 9431 Dayton Avenue (Schedule 2)

Submissions from the floor:

None.

PH17/9-6 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9752 be given second and third readings.

CARRIED

7. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9758**
(Location: 9200 and 9220 Glenallan Drive; Applicant: Timothy Tse)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

(a) Norman W. Roberts, 9300 Glenacres Drive (Schedule 3)

(b) Duane Kilburn, 9300 Glenacres Drive, (Schedule 4)

Submissions from the floor:

None.

PH17/9-7 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9758 be given second and third readings.

CARRIED
Opposed: Cllr. Day

8. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9744, 9745, 9746, 9747 AND 9748**
(Location: 8520 Cambie Road; 4940 and 3791 No. 3 Road; 8191 Alderbridge Way; 8260, 8280, 8300, 8380 Bridgeport Road and 8211 Sea Island Way; Applicant: City of Richmond)

Applicant's Comments:

The applicant was available to respond to queries.

Regular Council meeting for Public Hearings
Monday, October 16, 2017

Written Submissions:

Racheal Wong, H.G.L. Investments Ltd, (Schedule 5)

Submissions from the floor:

None.

PH17/9-8 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9744 be given second and third readings.

CARRIED

PH17/9-9 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9745 be given second and third readings.

CARRIED

PH17/9-10 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9746 be given second and third readings.

CARRIED

PH17/9-11 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9747 be given second and third readings.

CARRIED

PH17/9-12 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9748 be given second and third readings.

CARRIED

PH17/9-13 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9745 be adopted.

CARRIED

Regular Council meeting for Public Hearings
Monday, October 16, 2017

PH17/9-14 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9747 be adopted.

CARRIED

9. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9062**
RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9063
(Location: 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street); Applicant: Onni Development (Imperial Landing) Corp.)

Applicant's Comments:

Chris Evans, Executive Vice-President, Onni Development, commented on the history of the application and spoke on various efforts by Onni to address the concerns of the City and other stakeholders. He remarked that Onni has met with the Steveston Merchants Association, the Steveston Community Association, the Steveston 20/20 group, and the Steveston Harbour Authority. Mr. Evans advised that an Open House was held in September 2017 for the public to provide input on the current proposed application. Mr. Evans remarked that Onni has made every effort to address the comments of the different stakeholders in Steveston Village, and was of the opinion that the proposed 32-unit hotel will be a tremendous addition to the area.

Blair Erb, Coriolis Consulting Corporation, representing the Applicant, spoke to his role as it relates to the calculation of the proposed amenity contribution, noting that the intent of the process was to determine the potential increase in land value should the proposed application be approved. Mr. Erb noted that the City does not have a policy that prescribes the appropriate amount for an amenity contribution based on the potential increase in land value. Mr. Erb then commented on other municipalities' practices with regard to community amenity contributions, and was of the opinion that a community amenity contribution reflecting 50% of the anticipated land lift is fair and equitable.

Written Submissions:

(a) David Chinn, Richmond resident, (Schedule 6)

(b) Ann Phelps, International Dragon Boat Festival Society, (Schedule 7)

(c) Matthias Meier, 4333 Bayview Street, (Schedule 8)

(d) Alexander and Margaret Brodie, Richmond residents, (Schedule 9)

(e) Walter Nieboer, 4111 Bayview Street, (Schedule 10)

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(f) Donald Flintoff, 6071 Dover Road, (Schedule 11)

(g) Thelma Smith, 4111 Bayview Street, (Schedule 12)

(h) Geoff Snell, Richmond resident, (Schedule 13)

(i) Shelley Makaoff, Richmond Street, (Schedule 14)

(j) Jim van der Tas, President, Steveston Merchants Association, (Schedule 15)

(k) Scott Mcquistin, 4020 Bayview Street, (Schedule 16)

(l) Sean Lawson, 12235 No. 1 Road, (Schedule 17)

(m) John Roston, 12262 Ewen Avenue, (Schedule 18)

(n) Kathy Seymour, Andrews Road, (Schedule 19)

(o) Michael Carey, Gerrard Place, (Schedule 20)

(p) Dulcie Mercado, Westwater Drive, (Schedule 21)

(q) Lisa Nunn, Railway Avenue, (Schedule 22)

(r) Shelley Gray, Richmond resident, (Schedule 23)

(s) Linda Barnes, 4551 Garry Street, (Schedule 24)

(t) Carol Schmitz, Moncton Street, (Schedule 25)

(u) Lisa Colby, 4628 Duncliffe Road, (Schedule 26)

(v) Jeff Jones, Richmond resident, (Schedule 27)

(w) Jay Morrison, 3100 Steveston Highway, (Schedule 28)

(x) Jeanette Krehel, 4500 Westwater Drive, (Schedule 29)

(y) Imperial Landing Open House comment sheet (4 submissions), (Schedule 30)

(z) Anne DeVent, 12880 Railway Avenue, (Schedule 31)

(aa) Kelly Illerbrun, Bayview Street, (Schedule 32)

(bb) Kevin Loong, 4388 Bayview Street, (Schedule 33)

(cc) Brian Burke, Andrews Road, (Schedule 34)

(dd) Nancy Dickinson, Richmond resident, (Schedule 35)

(ee) [redacted] Richmond resident, (Schedule 36)

(ff) Sharon Renneberg, 4211 Bayview Street, (Schedule 37)

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(gg) Gudrun Heckerott, 12333 English Avenue, (Schedule 38)

(hh) Andrea Hunter, 4233 Bayview Street, (Schedule 39)

(ii) Peggy Johnson, 9451 Dayton Avenue, (Schedule 40)

(jj) David Lindsay, Richmond resident, (Schedule 41)

(kk) Kevin Skipworth, Andrews Road, (Schedule 42)

(ll) Alexander Brodie, 4300 Bayview Street, (Schedule 43)

(mm) Jennifer Anderson, 4500 Westwater Drive, (Schedule 44)

(nn) Eleanor Hamilton, 4233 Bayview Street, (Schedule 45)

(oo) Marc Thomas, Gilbert Road, (Schedule 46)

(pp) Dave and Brenda Wood, 10171 No. 1 Road, (Schedule 47)

(qq) Peter and Vivienne Lowenstein, 3371 Richmond Street, (Schedule 48)

(rr) Sherwin Hinds, Richmond resident, (Schedule 49)

(ss) Sandy Sveinson, 4655 Britannia Drive, (Schedule 50)

(tt) Jim van der Tas, President, Steveston Merchants Association, (Schedule 51)

(uu) Brenda Yttri, President, Steveston Community Society, (Schedule 52)

(vv) Tim Main, Richmond resident, (Schedule 53)

(ww) Edita Whipple, 4233 Bayview Street, (Schedule 54)

(xx) Dieter Nachtigall, 4280 Bayview Street, (Schedule 55)

(yy) Egon S. Frank, 5800 Andrews Road, (Schedule 56)

(zz) Bruce Laing, 4335 Bayview Street, (Schedule 57)

(aaa) Bob Ransford, 12333 English Avenue, (Schedule 58)

(bbb) Allyn Rodden, 11220 Frigate Court, (Schedule 59)

(ccc) Brian and Doreen Coleman, 10740 Rosecroft Crescent, (Schedule 60)

(ddd) Walter Nieboer, 4111 Bayview Street, (Schedule 61)

(eee) J. Morrison, 4233 Bayview Street, (Schedule 62)

(fff) Clarence Lameman, Princess Lane, (Schedule 63)

(ggg) Cathy Sichewski, 4111 Garry Street, (Schedule 64)

(hhh) Melanie Rupp, 12206 Imperial Drive, (Schedule 65)

(iii) Sandy Smithbower, 12560 Harrison Avenue, (Schedule 66)

(jjj) Linda Barnes, 4551 Garry Street, (Schedule 67)

(kkk) Gari Volpov, 4600 Westwater Drive, (Schedule 68)

(lll) Don Yee, 4471 Wyne Crescent, (Schedule 69)

(mmm) Roy Langstaff, 4500 Westwater Drive, (Schedule 70)

(nnn) Eleanor Hamilton, 4233 Bayview Street, (Schedule 71)

(ooo) Don Rodden, 11220 Frigate Court, (Schedule 72)

(ppp) Marina Goldberg, 4600 Westwater Drive, (Schedule 73)

(qqq) Linda Rosas, 4600 Westwater Drive, (Schedule 74)

(rrr) C. Burke, 4311 Bayview Street, (Schedule 75)

(sss) Deborah Turner, 4311 Bayview Street, (Schedule 76)

(ttt) G. Isaac, 4280 Moncton Street, (Schedule 77)

(uuu) Kelly Greene, Richmond resident, (Schedule 78)

Submissions from the floor:

Thelma Smith, 4111 Bayview Street, spoke in opposition to the proposed development, citing concerns on the integrity of the Applicant as she was of the opinion that the Applicant had always intended to submit an additional rezoning application to allow other uses other than Mixed Maritime Use. Ms. Smith further spoke to the current subject site, stating that the existing buildings were designed in a manner in which they can easily be converted and utilized for other uses, as currently included in the proposed application. Ms. Smith then urged Council to protect the quiet nature of surrounding neighbourhoods and reject the application.

Colleen Burke, 4311 Bayview Street, spoke in opposition to the proposed development and read from her submission (attached to and forming part of these minutes as Schedule 75).

Tom Beaupre, Hammersmith Way, spoke in favour of the proposed development, noting that he will be relocating to Steveston Village in the near future, and is looking forward to a more vibrant life during his retirement. Mr. Beaupre then remarked that tourism decreases during the winter months and local businesses suffer, therefore he was of the opinion that the proposed hotel would attract more tourists to the area throughout the year.

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John Roston, 12262 Ewen Avenue, referred to tables related to the amenity contribution calculations (attached to and forming part of these minutes as Schedule 18) and drew attention to anticipated lease rates for each building based on use. Mr. Roston was of the opinion that regardless of what is permitted in each building, the space will likely be occupied by the services that yield the highest lease. He then spoke on the proposed community amenity contribution amount and was of the opinion that Council should insist on receiving the maximum land lift value and not 50% as currently being offered.

Jay Nunns, 10200 4th Avenue, spoke in favour of the proposed development. He was of the opinion that revitalizing the boardwalk will continue to serve as a bridge from Steveston Village to Britannia Heritage Shipyard, and that the proposed boutique hotel would be a great opportunity to provide a tourism amenity.

Cynthia Rautio, 12282 English Avenue, spoke in opposition to the proposed hotel development as she was of the opinion that it would provide no benefit to the residents of Steveston Village. Ms. Rautio remarked that she would prefer to see businesses such as doctors' offices on the subject site as these uses would be good resources for retirees and older adults with mobility issues. Ms. Rautio also commented on the proposed community amenity contribution amount and was of the opinion that a larger figure needed to be considered.

Jim van der Tas, President of the Steveston Merchants Association, suggested that the development be split into thirds whereby each third would be Retail, Commercial, and Maritime Mixed Use.

Lorne Slye, 11911 3rd Avenue, spoke in favour of the proposed development, as he wished to see an increase in tourism in Steveston Village and the proposed hotel would provide much needed viability to the area.

Phil Karlsson, 3560 Broadway Street, spoke in favour of the proposed development, noting that the existing zoning is not viable and it is time to move forward. He was of the opinion that developing a hotel on the site would be advantageous to Steveston Village and beneficial for tourism within the City. Mr. Karlsson spoke on the community amenity contribution amount and urged Council to acquire the maximum.

Ann Phelps, Vancouver resident, spoke in favour of the proposed development. She stated that she is heavily involved with the Dragon Boat Festival in Steveston and was of the opinion that developing a hotel in the area would benefit Festival goers.

Regular Council meeting for Public Hearings
Monday, October 16, 2017

Owen Fan, 7531 Minoru Boulevard, was of the opinion that Steveston Village is in need of further development, and the proposed hotel would benefit the community, particularly in light of the various festivals that take place in the community. Mr. Fan was in favour of the proposed development moving forward as he no longer wished to see the subject site vacant.

David Chinn, 9388 Odlin Road, spoke in support of the proposed development, as he wished to see the subject site completed as the emptiness acts as a disconnect between Steveston Village and Britannia Heritage Shipyard. He was of the opinion that the proposed development would further increase usage of the boardwalk, and that the vacant space needs to be utilized.

Carl Hibbert, 12633 No. 2 Road, spoke in favour of the proposed development, and was of the opinion that leaving the site vacant gives the impression that the location is abandoned. Mr. Hibbert then spoke on the proposed rent rates, noting that a low rate would be detrimental to other properties as businesses would likely relocate to take advantage of said low rates. Mr. Hibbert wished to see the application move forward and urged Council to approve the proposal before them.

Agnes Gaglewski, 4080 Bayview Street, owner of Generation Daycare Incorporated, commented on her positive experience with Onni as it relates to her business, and spoke in favour of the proposal as she believes that it will be of great benefit to the community.

Brian Burke, 5500 Andrews Road, spoke in favour of the proposed development, stating that it is time to move forward with the application and enhance Steveston Village by providing services that will undoubtedly benefit the community.

Karl Palla, 11839 Dunford Road, spoke in support of the proposed application, wishing to see the vacant subject site developed as it is currently unsightly. He was of the opinion that the addition of commercial development to the area would be timely and a great benefit to the community. He then spoke on the proposed community amenity contribution, noting that a reasonable compromise should be reached utilizing the two parties' economic consultants' findings.

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Jeff Jones, 12333 English Avenue, spoke in favour of the proposed development, as he wished to see the area grow and incorporate vital amenities. He then remarked that small businesses in the area would benefit from the new developments being proposed, and was of the opinion that the Applicant has put forth a quality proposal for Imperial Landing. Mr. Jones then urged Council to approve the proposed development.

Georgeann Glover, 5600 Andrews Road, spoke in favour of the proposed development and was of the opinion that keeping the Mixed Maritime Use would only exasperate vacancies. Ms. Glover remarked that she is agreeable to having more retail choices in Steveston Village, noting that appropriate use of the site supersedes the proposed community amenity contribution amount.

Jane Pratt, 5500 Andrews Road, spoke in support of the proposed development, noting that she is in favour of all the proposed uses as it will further complement Steveston Village's appeal.

Allyn Rodden, 11220 Frigate Court, expressed support for the proposed application, noting that she wishes to see it move forward. Ms. Rodden supported the proposed hotel use as she believed that it would benefit the community. She then urged Council to consider the advantages to the community when making their decision on the proposed application.

Dieter Nachtigall, 4280 Bayview Street, spoke in support of the proposed development, and stated that he believed it is an opportunity for the community to grow and build for future generations. He was of the opinion that the proposed hotel will fit well with the artistic parameters of the community, and urged Council to approve the proposal.

Mayor Brodie acknowledged the conclusion of the first round of public speakers and invited the Applicant to address Council on comments made by the public delegations.

Mr. Evans spoke on the proposed community amenity contribution, stating that land appraisals are often contentious, which is why independent professionals were retained. In response to queries from Council, Mr. Evans provided the following information:

- the anticipated average hotel stay would vary by season;
- gaining support for an application is a time consuming process, hence the delay in bringing one forward sooner;
- the proposal suggested by the Steveston Merchants' Association for the the property to encompass equal parcels of Retail, Commercial, and Mixed Maritime Use is not feasible; and

- in addition to the proposed new zones, Mixed Maritime Use will continue to be in place.

Mr. Evans then stated that as the proposed application has undergone a significant and lengthy process, and in the interest of moving the proposal forward, the proposed current amenity contribution would be increased by $1 million.

Five speakers then addressed Council for a second time with new information.

Cynthia Rautio, 12282 English Avenue, spoke in opposition to the proposed hotel, however noted that other land uses, such as commercial uses, on the subject site should move forward. Ms. Rautio queried whether the current rental units on the subject site were permitted to be used as hotel rooms in the future and it was noted that this was not a possibility. She was of the opinion that should the proposed hotel be approved, the vacant space could no longer be used for commercial uses that would benefit the community and that for hotel room prices would be too high..

Jim van der Tas, President, the Steveston Merchants Association, queried if the application were to be approved is the Applicant required to build a hotel. In response to his query staff advised that the Mixed Maritime Use would continue to be in place and the hotel use would be an addition.

Lorne Slye, 11911 3rd Avenue, was of the opinion that Steveston Village requires density in order for this area to remain viable for businesses, and expressed support for the proposal before Council.

John Roston, 12262 Ewen Avenue, spoke on the specifics of the two economic consultants' community amenity contribution calculations. He stated that although he is frustrated with the vacant subject site, he believes the Applicant must increase their proposed community amenity contribution amount significantly.

Blair Erb, Coriolis Consulting Corporation, representing the Applicant, commented on how the land lift value was calculated.

The Chair stated that there were no further speakers and then acknowledged the end of the speakers on the issue.

Discussion took place and Council expressed concern with regard to the proposed community amenity contribution amount and the proposed land uses were further discussed.

Council discussed the merits of referring the matter back to staff versus deferring Council consideration to the November Public Hearing. The Chair suggested that if Council was not satisfied with the land uses, that a referral back to staff would be appropriate.

In response to a Council query regarding deferral to the November Public Hearing, Mayor Brodie stated that the matter would not be delegable in November re-iterating that the public commentary on the matter was done and that Council consideration would simply continue from this point. He further noted that deferral of the discussion on Bylaws 9062 and 9063 to the next Public Hearing was for the specific purpose of having further discussion on the amenity contribution component.

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

PH17/9-15 It was moved and seconded
That Council consideration of Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063 be deferred to the November 20, 2017 Public Hearing scheduled for 7:00 p.m. in the Council Chambers at Richmond City Hall for further discussion, analysis and information regarding the amenity contribution component.

CARRIED
Opposed: Cllrs. Day
McPhail
Steves

ADJOURNMENT

PH17/9-16 It was moved and seconded
That the meeting adjourn (10:49 p.m.).

CARRIED

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, October 16, 2017

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on Monday, October 16, 2017.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Claudia Jesson)

ON TABLE ITEM
Date: October 16, 2017
Meeting: Public Hearing
Item: #2.

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

MayorandCouncillors

From: Webgraphics
Sent: Friday, 13 October 2017 14:09
To: MayorandCouncillors
Subject: Send a Submission Online (response #1179)

Schedule 1 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

Send a Submission Online (response #1179)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/13/2017 2:08:30 PM

Survey Response

Your Name	Dr. Fraser Lawrie
Your Address	3731 Shuswap Ave, Richmond
Subject Property Address OR Bylaw Number	3751 Shuswap Ave, Richmond
Comments	We have concerns regarding the change in zoning from RS1/E to RCH1 proposed for 3751 Shuswap Ave. Our two vehicle car port is in the lane directly opposite where the proposed two new detached garages will be. None of the other Coach Houses/garages in the lane are opposite car ports such as ours. We see vehicles illegally parked outside these garages all the time. We believe the proposed new garages will cause us a problem with access to our property. There will also be a problem when garbage cans, garden refuse and recycling boxes are placed in the lane for pick up. Another area of concern is street parking. Will the new residents always park in their garages? Will they have more vehicles than garage space? We already have problems with the people in the townhouses built along One Road. They have decided it's alright to park outside our home and in front of our neighbor's homes. This is not acceptable. We purchased our home in 1979. The large frontage we own was not purchased as a

CITY OF RICHMOND DATE OCT 13 2017 RECEIVED CITY CLERK'S OFFICE

	parking area for other people. The parking by-law office and officers have been very efficient in dealing with our complaints about this matter during the week but we have been told by Richmond RCMP they can't get a message to by-law officers on the weekend. We often have vehicles parked outside our house for hours or even a couple of days. We have a small driveway in the front of our house which we cannot use. When our neighbors across the road legally park in front of their own homes, vehicles parked either side of our driveway make it impossible to enter and dangerous for us to exit. We oppose the proposed by-law amendment. Dr. Fraser W. Lawrie

Schedule 2 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: Webgraphics
Sent: Monday, 9 October 2017 14:40
To: MayorandCouncillors
Subject: Send a Submission Online (response #1168)

To Public Hearing
Date: Oct 16, 2017
Item # 6
Re: Bylaw 9752

Send a Submission Online (response #1168)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/9/2017 2:39:42 PM

Survey Response

Your Name	Llewellyn Lee-Son
Your Address	9431 Dayton Ave
Subject Property Address OR Bylaw Number	9371 Dayton Ave- RZ 17-775844
Comments	I am unable to attend the meeting on October 16, 2017 regarding the re-zoning of the above property to subdivide the lot to 3 single family homes. I am opposed to the change. To have 3 "compressed" units would be unsightly, and would not be in keeping with the style and size of the homes in the neighbourhood. It would increase the traffic, and also require more parking and add to more congestion.

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MayorandCouncillors

From: Webgraphics
Sent: Tuesday, 3 October 2017 16:19
To: MayorandCouncillors
Subject: Send a Submission Online (response #1165)

To Public Hearing
Date: Oct. 16 2017
Item # 7
Re: Bylaw 9758

Send a Submission Online (response #1165)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/3/2017 4:18:45 PM

Survey Response

Your Name	Norman W. Roberts
Your Address	203-9300 Glenacres Drive
Subject Property Address OR Bylaw Number	RZ 16-745791
Comments	I prefer to fix the existing structure for use as a double rental.

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MayorandCouncillors

Schedule 4 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

ON TABLE ITEM
Date: October 16, 2017
Meeting: Public Hearing
Item: #7

From: Webgraphics
Sent: Friday, 13 October 2017 15:35
To: MayorandCouncillors
Subject: Send a Submission Online (response #1180)

Send a Submission Online (response #1180)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/13/2017 3:34:39 PM

Survey Response

Your Name	Duane Kilburn
Your Address	109 9300 Glenacres Drive
Subject Property Address OR Bylaw Number	9200/9220 Glenallan Drive
Comments	We do not need 2 more new houses in this area. We need Standard Duplexes that are affordable for middle income people who are making a household income of less than $60,000. I am against this amendment of zoning RD1 to RS2/C as it doesn't serve this community. We are losing middle income people and elementary school enrolment is dwindling as our neighbourhood is changing to an unhealthy environment for our families

CITY OF RICHMOND DATE OCT 16 2017 RECEIVED CITY CLERK'S OFFICE

CityClerk

Schedule 5 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

ON TABLE ITEM
Date: October 16, 2017
Meeting: Public Hearing
Item: #8

From: Amelee Cruz <acruz@hglinvestments.com>
Sent: Monday, 16 October 2017 11:58
To: CityClerk
Cc: Racheal Wong
Subject: LUC 040 - Letter for Public Hearing Oct 16, 2017 7pm
Attachments: LUC 040 - Letter from HGL Investments.pdf

Dear Sir,

Please see attached letter in regards to LUC 040.
As directed from the City of Richmond's letter, we are submitting this document prior to 4pm deadline today.

Kindly confirm receipt of this e-mail.

Please do not hesitate to contact the below for further queries.

Thank you.

Sincerely,

Amelee Cruz
Property Administrator
Direct: 778.588.5561 | Mobile: 604.355.4882

HGL INVESTMENTS LTD.
Alderbridge Place, Unit 219 - 4940 No. 3 Road, Richmond, BC V6X 3A5



H.G.L. INVESTMENTS LTD.

16 October 2017

City of Richmond – City Clerk's Office
6911 No. 3 Road
Richmond BC V6Y 2C1

Attention: Director, City Clerk's Office

Re: Richmond Zoning Bylaw 8500, Amendment Bylaw 9745, to establish underlying zoning for the property developed under Land Use Contract 040

Dear Sir:

Upon review of the City's proposal to establish the underlying zoning for our property under Land Use Contract 040, we respectfully request the City to amend the Bylaw to allow for our 3 existing garbage enclosures to be permitted in the proposed setbacks under proposed new zoning ZC40, Section 22.40.6 Yards & Setbacks. These enclosures are fences screening areas containing garbage bins.

Our Property Managers had conferred with City staff a few years ago when repaving the parking lot on the location of these 3 long-standing garbage enclosures. It was decided that there were no practical alternatives to the location of these enclosures, other than removing the enclosures entirely and leaving the waste bins fully exposed. This was not a solution acceptable to the Owners nor the City staff reviewing our site at that time, hence the enclosures were allowed to sit as they are on site today.

We also ask for clarification as to whether these enclosures are affected by the proposed setbacks. They are fenced areas with no roof. Our understanding is that the setbacks restrict the location of "buildings", and the Zoning Bylaw defines a "building" as "a temporary or permanent structure having a roof supported by columns or walls...". These enclosures do not have a roof. Are they affected by the proposed setbacks?

We look forward to a positive response from the City on this matter.

Respectfully yours,

H. G. L. INVESTMENTS LTD.

Racheal Wong
Asset Manager

Schedule 6 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

Kurian,Sarah

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

From: David Chinn <david@dragonboatbc.ca>
Sent: Monday, 17 July 2017 11:35
To: MayorandCouncillors
Cc: Badyal,Sara
Subject: Onni Development at Imperial Landing

Dear Mayor and Council,

I strongly believe that there is a great need to further develop the Imperial Landing area of Steveston. As it currently stands, this area is an empty disconnect between Steveston Village and Britannia Heritage Shipyards. As as Richmond resident and as an event planner, I have seen the potential of this area as it has come alive for the Steveston Dragon Boat Festival and multiple other events that have been planned by the City.

A rezoning of this area is much needed to revitalize the area for both visitors and residents to enjoy, while adding additional amenities to the neighbourhood. This beautiful walkway along the Fraser River has the potential to be a great, vibrant area with the proper vision and development.

I believe that Onni is currently and will continue to be a strong parter in the Steveston community and I look forward the the revitalization of Imperial Landing.

Regards,

David Chinn

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Schedule 7 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

Kurian,Sarah

From: Ann Phelps <ann@dragonboatbc.ca>
Sent: Monday, 17 July 2017 08:55
To: MayorandCouncillors; Badyal,Sara
Subject: Letter of support for Imperial Landing rezoning
Attachments: Letter of support - Onni 2.pdf

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

Hello, Please see attached a letter of support for General Purposes Committee regarding Onni rezoning of Imperial Landing.

Ann

Regards,

Ann Phelps
General Manager

Canadian International Dragon Boat Festival Society

ann@dragonboatbc.ca
778-386-4248

Join us in celebrating the Concord Pacific Vancouver Dragon Boat Festival on June 23-25, 2017 and the Steveston Dragon Boat Festival on August 26th, 2017
www.dragonboatbc.com
www.facebook.com/thedragonboatbc

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

July 17, 2017

Re: Onni Development / Imperial Landing

Dear Mayor and Council,

As the City of Richmond's elected leaders prepare to initiate an enhanced development plan for the Imperial Landing site in Steveston, on behalf of the Board of Directors of the Canadian International Dragon Boat Festival we wish to encourage you to take every opportunity to fully utilize this unique asset. For generations, Steveston has been a place where cultural, commercial and recreational activities converged, and it now has the potential to become a major destination for residents and visitors alike.

We have operated the Steveston Dragon Boat Festival for the past eight years with the assistance of Onni. We also use one of the spaces to repair and rebuild some of our boats, often opening the doors to the general public who walk the river walk, and welcoming them into the space. We love interacting with the community and visitors when we are in the space and are told that visitors enjoy seeing some activity during their walks. The most frequent comments that we hear from local visitors and the out of town paddlers and supporters include "Why are these stores still empty?" and "As there are no hotels, we prefer to race for the one day, and stay in Vancouver for the weekend".

The lack of convenient accommodation limits the Dragon Boat Festival to a one-day event, and the local retailers and restaurants miss out on a large portion of the average $980 per paddler (based on 2015 survey) each visiting paddler spends.

Redevelopment of the site through private and commercial development, especially a boutique hotel, could bring new employment and revitalized economic activity throughout the area. As well, enhanced services and public access to the Fraser River will also visitors to observe this treasure for generations to come. First Nations history, European settlement, and industrial development could all be potential elements of a compelling story centred around the Fraser River walkway immediately in front of the Imperial Landing site.

We strongly support the continued efforts to activate the site with cultural spaces, restaurants, quality retail outlets, and other spaces that would further activate the site and enhance the visitor experience, while adding much needed services to the neighbourhood. Creating a common vision for the Imperial Landing site and turning that vision into a realize requires strong partnerships between the community, the government and the developer and we are confident that Onni will be a strong community partner in the future development of Imperial Landing. We look forward to seeing this singular opportunity for Steveston and the City of Richmond being taken full advantage of.

Yours truly,

Ann Phelps

Ann Phelps
General Manager/ED
Canadian International Dragon Boat Festival Society

Schedule 8 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

Kurian,Sarah

From: Badyal,Sara
Sent: Thursday, 20 July 2017 12:40
To: Badyal,Sara
Subject: FW: Steveston's Imperial Landing rezoning

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

-----Original Message-----
From: Matthias Meier [mailto:m.meier@shaw.ca]
Sent: Wednesday, 19 July 2017 15:45
To: MayorandCouncillors
Subject: Steveston's Imperial Landing rezoning

Dear Mayor & Councillors,

I am writing to you in regards to the article in the Richmond News about the rezoning of the Imperial Landing Site in Steveston. My family resides in one of the Onni rental units and we are very concerned that the creation of a 32 unit Hotel would force the eviction of long term residents for short term vacation rentals. With the current housing crisis and a rental vacancy rate of close to zero in the city of Richmond this would be a tough blow for the residents affected. There are families with children and seniors currently living in the complex who may be forced to leave the city and local schools. Could you please give me some direction on how the city is looking to address this issue. Thank you.

Regards

Matthias Meier
208 - 4300 Bayview St.

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Schedule 9 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

Kurian,Sarah

From: Badyal,Sara
Sent: Thursday, 20 July 2017 12:41
To: Badyal,Sara
Subject: FW: Re Onni latest re-zoning

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

-----Original Message-----
From: ALEXANDER BRODIE [mailto:mpbrodie@shaw.ca]
Sent: Thursday, 20 July 2017 10:43
To: MayorandCouncillors
Subject: Re Onni latest re-zoning

We have been Richmond residents for 47 years and have rented a town house at Imperial Landing since March 2016.
We are both very concerned with the latest proposal for a re-zoning to include a hotel at Imperial Landing as we feel it is an unsuitable place for such a business.
We would like to be notified of any public meetings so as we can attend and express our opinions.
Thank you in advance.
Alexander and Margaret Brodie.
Sent from my iPhone

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Schedule 10 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

Kurian,Sarah

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

From: MayorandCouncillors
Sent: Friday, 21 July 2017 14:10
To: Craig,Wayne; Badyal,Sara
Cc: Erceg,Joe
Subject: FW: Landing Plan Sent to Public

From: MayorandCouncillors
Sent: Friday, 21 July 2017 2:09 PM
To: 'Walter Nieboer'
Subject: RE: Landing Plan Sent to Public

Dear Mr. Nieboer,

This is to acknowledge and thank you for your email regarding the application by Onni for the Bayview site. Please be advised that copies of your email have been forwarded to the Mayor, each Councillor, and staff for information.

Thank you again for taking the time to make your views known.

Sincerely,

David Weber

David Weber
Director, City Clerk's Office
City Clerk's Office

CITY OF RICHMOND
DATE
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CITY CLERK'S OFFICE

From: Walter Nieboer [mailto:swnieboer@gmail.com]
Sent: Friday, 21 July 2017 12:54 PM
To: MayorandCouncillors
Subject: Landing Plan Sent to Public

Dear Mayor and Councillors, I have just read the report in the Richmond News where you have decided to let the public weigh in on Onni's proposal for a "Hotel/Retail/Office" space development in their 6 building complex on Bayview street.
As a 11 year resident on Bayview street I have witnessed the development of these buildings , the tug of war between the City and the developer prior to construction and the more recent attempts by the developer to change the building permit to its advantage.
I am perturbed to learn that council has been in negotiations with Onni to change the zoning of this property where apparently the only criteria for a settlement is money. Council seems not at all concerned about the impact on a residential area that was developed by the same developer where the purchasers of these residential properties, some 10-12 years ago, were operating and making their decisions on the basis of a Maritime mixed use development across the street.

Now we learn that council on the basis of receiving $ 2.4 million would consider giving in to Onni.

The City's Joe Erceg is quoted as saying "this has been a very difficult negotiation".
What is to negotiate?
Onni went ahead with the development knowing full well what the zoning restrictions were at time of building.
Now the discussions between the City and Onni have morphed into how much money the City can extract from Onni.
It it disturbing that the main disagreement between the City and Onni has been about how much money it will take for Council to give in to Onni.

Disagreement about the amount of 'UPLIFT" Onni will realize from the requested rezoning and hence the amount of financial reward the City will receive for such rezoning, appear to be the only criteria guiding City Hall.

What about the 'DOWNDRAFT' on residential property values of residents that purchased their properties in good faith.

And what ever happened to the sacred status of the village of Steveston? How will its character be preserved or enhanced by Onni's proposal?

I have written previously that the issue between Onni and the City clearly needs resolution and in that regard have suggested the City make it clear to Onni that the only way forward is for Onni to realize that they gambled a few years ago, hoping to persuade council to change the zoning after the buildings were erected.To let Onni win this gamble is a blatant injustice. It would be a serious blow to our faith in our elected officials and city staff to act in the residents interest.
In my view the only reasonable way forward has as its criteria the protection of the residents who purchased their properties years ago in good faith and the long term health of the Village of Steveston.
To that end it is my opinion that council might grant Onni permission to convert/develop the main floor of the subject buildings to residential use only. And please dont fall for the argument that that can not be done.

I hope you will act in a principled way in solving the issue and that Onni does not benefit from its gamble.
A gamble that thumbs its nose at the residents of this community.

Sincerely,
Walter Nieboer
#406 4111 Bayview street
Richmond BC
604 241-1471

Schedule 11 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: MayorandCouncillors
Sent: Thursday, 27 July 2017 15:02
To: 'Don Flintoff'
Subject: RE: Council Agenda Item 23 – 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)" ZO

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

Dear Mr. Flintoff,

This is to acknowledge and thank you for your email. Please be advised that copies of your email have been forwarded to the Mayor and each Councillor and City staff.

Your letter will be included as part of the Public Hearing materials when this matter proceeds to Public Hearing on October 16, 2017.

Sincerely,

Hanieh

CITY OF RICHMOND
DATE
OCT 06 2017
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CITY CLERK'S OFFICE

Hanieh Berg | Acting Manager, Legislative Services
City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1
Direct (604) 276-4163 · Fax (604) 278-5139

From: Don Flintoff [mailto:don_flintoff@hotmail.com]
Sent: Monday, 24 July 2017 15:58
To: CityClerk; MayorandCouncillors
Subject: : Council Agenda Item 23 – 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

Monday, July-24-17

From: Donald Flintoff

6071 Dover Road

Richmond, BC

V7C 3K9

To : Mayor and Council

RE: Council Agenda Item 23 – 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. RZ 13-633927) (REDMS No. 5421598 v. 3)

I am opposed to the proposed Bylaw 9063 as ONNI knew and agreed to the zoning requirements prior to commencing the project. Now that the project exists, ONNI is negotiating a better option ($) by seeking even more favourable re-zoning of the project. However, if no re-zoning is granted the property tax is still payable to the City.

Assuming Council may approve the Bylaw, I would like to speak to the following amendments proposed in CNCL-472.

In CNCL-455, p. 3, the Staff report addresses 32 hotel units including cooking facilities in buildings 5 and 6. As very few hotel rooms of this class have cooking facilities, Council should prohibit hotel units with cooking facilities as these could easily be converted to long term rentals or condos in the future. I am opposed to the inclusion of cooking units in CNCL-473, p. 2. The 90 day stay should be reduced to 30 days. Who will monitor the stays and enforce this type of zoning?

The Indoor Recreation uses in buildings 2 and 4 should be prohibited as this would conflict with the facilities provided by the Steveston Community Centre and its revenues.

The Grocery Store in building 2 is not currently required and would be better suited on Moncton or Chatham. I would not wish to see the Super Grocer & Pharmacy, a thriving business, be put at financial risk

because ONNI does not want to live up to the agreement it entered into when it sought the original re-zoning . I notice that CNCL-473 p. 2 excludes grocery store use but General Retail use could include small deli and other corner store type operations.

I disagree that the proposed hotel use (23,122 FT^2) would not increase the value of the development due to the high tenant improvement costs. This cost could be mitigated by removal of the cooking facilities in the hotel units. The value of the uplift comparison should have been performed by reviewing the value of existing hotels of a similar type and view in Richmond. Assuming this would yield the original amount of $9 million increase in value.

ONNI has successfully engaged in negotiation of a lower price of $4.75 million plus a voluntary community amenity contribution (a sweetener) of $2.375 million,. I would suggest that Staff review information from BC Assessment for further validation of this re-zoning. (CNCL-461, p. 9)

The voluntary contribution of $605 towards Storm Drainage DCC projects (CNCL-462, p. 10) seems quite small considering the area of hard surfaces surrounding the project.

If Council agrees to pass the Bylaw without further modification, ONNI has been successful in negotiating a great deal for themselves and leaving Richmond citizens with the fallout.

Regards,

Donald Flintoff

MayorandCouncillors

Schedule 12 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

From: MayorandCouncillors
Sent: Wednesday, 2 August 2017 09:32
To: 'T S'
Subject: RE: Onni development proposal for buildings on Bayview Street

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

Dear Ms. Smith,

This is to acknowledge and thank you for your email. Please be advised that copies of your email have been forwarded to the Mayor and each Councillor and City staff.

Your letter will be included as part of the Public Hearing materials when this matter proceeds to Public Hearing on October 16, 2017.

Sincerely,

Hanieh

Hanieh Berg | Acting Manager, Legislative Services
City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1
Direct (604) 276-4163 · Fax (604) 278-5139

CITY OF RICHMOND
DATE
OCT 06 2017
RECEIVED
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From: T S [mailto:thelmamsmith@gmail.com]
Sent: Tuesday, 1 August 2017 14:52
To: MayorandCouncillors
Subject: Onni development proposal for buildings on Bayview Street

I am writing to express my concerns about for the change of zoning you are considering for the Onni development.
I am strongly opposed to the change of zoning as I believe that Onni never intended to abide by the original zoning agreement. Onni built the buildings planning to force or bribe council to allow the change of zoning when the buildings were completed.
We do not need another hotel in Steveston and it will only serve to take business away from the Steveston Hotel.
We also do not need another grocery store. We have Super Grocer and soon will have Super Value. The addition of another grocery store could possibly force Super Grocer to close it's doors.
As I am sure you are aware, both the Steveston Hotel and Super Grocer have been members of this community for many years and are an important part of the fabric of the village of Steveston.
The proposed grocery store is also problematic for another reason. Bayview Street is fairly narrow and winding and would not accommodate the large delivery trucks that are needed to daily stock a grocer store. Also, the delivery trucks are quite noisy and would be disruptive for those of us who live on the other side of Bayview Street.
This argument with Onni is not a matter money. It is a matter of principal. Onni should be made to honor the original deal made with council.
Thank you for allowing me the opportunity to express my concerns.

Yours truly,
Thelma Smith
#403 4111 Bayview Street
Richmond, BC
604-277-1505

Schedule 13 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: MayorandCouncillors
Sent: Wednesday, 2 August 2017 09:41
To: 'Geoff Snell'
Subject: RE: Onni and Maritime Development

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

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

Dear Mr. Snell,

This is to acknowledge and thank you for your email. Please be advised that copies of your email have been forwarded to the Mayor and each Councillor and City staff.

Your letter will be included as part of the Public Hearing materials when this matter proceeds to Public Hearing on October 16, 2017.

Sincerely,

Hanieh

Hanieh Berg | Acting Manager, Legislative Services City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1
Direct (604) 276-4163 • Fax (604) 278-5139

CITY OF RICHMOND DATE OCT 06 2017 RECEIVED CITY CLERK'S OFFICE

-----Original Message-----
From: Geoff Snell [mailto:geoffsnell@shaw.ca]
Sent: Tuesday, 1 August 2017 14:05
To: MayorandCouncillors
Subject: Onni and Maritime Development

Hello Richmond City Council,

I wanted to bring to your attention something regarding the Onni development, that for the most part is still sitting empty in the Steveston area.

I know that Western Canada Marine Response Corporation (WCMRC) has been actively looking to expand their operations. They have been trying to find a maritime/industrial area with which to set up a base here in the Steveston area, (well, really anywhere along the lower Fraser River, however they have a particular preference to Steveston).

The Onni development would be an ideal area, as WCMRC specializes in marine spill response, coordination, and deployment. The Steveston harbour, which is right by the mouth of the Fraser River would be an optimum area for this set up, not to mention providing fast access to the shipping channel.

It is my understanding that their attempts to find space here have been rebuffed by the harbour authority (apparently they have no space available). The Onni property is the perfect area, however that would mean in sticking to the charter for the area making it for maritime development.

I wanted to mention this because I know that Onni has been lobbying Council very hard to change their charter to that of mixed commercial / residential for that area. I wanted to make Council aware that there are maritime based businesses who desperately want to get into that area however are not able to do due to Onni's continued refusal against maritime industry, and their press to increase their bottom line.

Please keep this in mind when making a decision as to whether or not rezoning of this area is really necessary.

Thank you very much for your time and consideration.

Regards
Geoff Snell,
Richmond, BC
604 323–4002

Schedule 14 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: Shelley Makaoff <Shelleymak@shaw.ca>
Sent: Tuesday, 12 September 2017 15:18
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Shelley Makaoff
Street Name: Richmond Street
Postal Code: V7E 2V6
E-mail: shelleymak@shaw.ca

CITY OF RICHMOND
DATE
OCT 06 2017
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Schedule 15 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: Jim Vandertas <outlook_8D3CE9045B73BA67@outlook.com>
Sent: Tuesday, 12 September 2017 15:25
To: MayorandCouncillors
Subject: 4300 Bayview St
Attachments: Letter to Mayor and Council Sept 2017[93].doc

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

Good afternoon,

Please find attached file for Mayor and Council.

Thank you in advance for your assiatance.

Jim van der Tas

Sent from Mail for Windows 10

CITY OF RICHMOND
DATE
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Mayor and Council

Sept 9th , 2017

Richmond City Hall
6911 No 3 Road
Richmond BC

Mayor and Council,

I trust all of you had an enjoyable summer – Steveston was a busy place indeed. It was a great summer season for the village for most. I apologize for the delay in this letter but time flies by as the summer goes on.

I am writing you to explain the conversations I have had regarding the Onni Development in recent months in hopes of clarifying misinformation.

In May, I sat down with Brandon Lee from the Onni group. We met with the purpose of discussing Onni's new proposal for the vacant development at 4300 Bayview. Brandon and I spoke for over an hour. He described to me what Onni had in mind for the general-purpose meeting proposal in June. In brief, he stated they would be proposing the following, starting from the farthest east building:

Buildings 5 and 6 - rezoned to hotel/motel

Building 4 - working very hard on getting in Steveston Hardware – talks ongoing. Something they really wanted to see and felt confident in doing so

Building 3 – would more than likely be a small coffee shop or MMU if Marina was built

Building 2 – top floor was occupied and for the bottom floor they were looking at a large gym – Club 16 style

Building 1 – to be zoned as retail

We discussed the above proposal at length and with a lot of detail. It was clear to me that this was what was going to be proposed. That said, I stated very clearly and several times that I am not the SMA. I am one of 45 members. I said I will bring it to the members but will not have the time to answer all questions or and get a sense of the support for this proposal in time for the meeting. I did say it sounded reasonable, as there is a desire to get the space filled by some members, but I cannot give you support until I speak with all our members.

This past June at a general-purpose meeting regarding the Onni Development on Steveston Landing, it was passed on to me that Chris Evans from the Onni Group indicated that they had the full support of the Steveston Merchants

Association regarding their latest proposal for rezoning. Mr. Evans apparently said in the meeting that they met with us, and we were happy with their proposal as stated in our meeting.

That statement was false, and worse, I believe they knew it was false while saying it. This resulted in me having to have a large number of very uncomfortable discussions with my fellow merchants, who believed that I had spoken for them without consulting them. I had to spend many hours explaining what really happened. My reputation was tarnished by Onni representatives who misrepresented having the support of the SMA before I even had a chance to communicate the information to the rest of the SMA and get their thoughts. Information, I must point out, that was not true in the fist place.

I have subsequently received information from city staff regarding the application for rezoning. We are and will pass on the information to our members. There is a strong desire with in our membership to see the space filled with complimentary tenants. We, as the SMA, are happy to discuss in a professional and truthful manner, and give our thoughts as needed as an entire association.

I have contacted Onni directly to express my concerns. If you have any questions, please feel free to contact me.

Sincerely,

Jim van der Tas
Blue Canoe Waterfront Restaurant
President, Steveston Merchants Association
c-604-834-0693
e – jlvandertas@gmail.com

Schedule 16 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: Scott Mcquistin <scottmcquistin@gmail.com>
Sent: Wednesday, 13 September 2017 11:56
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Scott Mcquistin
Street Name: 4020 bayview
Postal Code: v7e0b3
E-mail: scottmcquistin@gmail.com
Phone Number:6045615929

Dear Mayor and Council
I have only lived here on Bayview for 4 months but have lived in Richmond all my life. Having these buildings empty is an eye sore and a black eye for the city and our many guests that visit this area. The steveston area can handle more commercial stores and restaurants but I must admit they have to be the right type of stores.
Sincerely Scott Mcquistin

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MayorandCouncillors

From: Sean Lawson <sean@stevestonrealestate.com>
Sent: Wednesday, 13 September 2017 13:48
To: MayorandCouncillors
Subject: Letter of support for pleasure craft marina in Steveston
Attachments: Marina Support letter.pdf

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

Good afternoon,

Please see the attached letter for your review.

Thanks,

Sean Lawson

RE/MAX WESTCOAST
MOBILE: 604.240.4837
Phone: 604.274.7326
Fax: 604.274.7320
12235 No 1 Road
Richmond, BC
V7E 1T6

CITY OF RICHMOND
DATE
OCT 06 2017
RECEIVED
CITY CLERK'S OFFICE

Steveston
MERCHANTS ASSOCIATION

September 6, 2017

City of Richmond Mayor & Councillors,

RE: SUPPORT OF EXPANDED PLEASURE CRAFT MARINA AT IMPERIAL LANDING

Steveston Merchants Association, in a recent survey, voted overwhelmingly in favour of an expanded pleasure craft marina to be located in front of the Onni MMU zoned commercial space on the waterfront in Steveston.

The marina would bring new customers into the village, enhancing the local business environment. The marina would also enable businesses to locate in the MMU space, bringing new employment opportunities and vitality to the village that is not tourist oriented (i.e. not retail or restaurant).

Based on the multi year waiting list for moorage at the neighbouring Harbour Authority property, success of filling this marina is assured. Please feel free to call or email if you have any questions.

Sincerely,

Jim van der Tas, President
Steveston Merchants Association
3811 Moncton St, PO Box 31856
Richmond BC V7E 0B5
info@exploresteveston.com
www.exploresteveston.com

Schedule 18 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: CityClerk
Sent: Thursday, 14 September 2017 07:33
To: MayorandCouncillors
Subject: FW: Onni Imperial Landing Amenity Contribution - File RZ13-633927
Attachments: Onni Imperial Landing Rezoning Amenity Contribution Calculation.pdf

From: Badyal,Sara
Sent: Wednesday, 13 September 2017 17:06
To: CityClerk
Subject: FW: Onni Imperial Landing Amenity Contribution - File RZ13-633927

CITY OF RICHMOND DATE OCT 06 2017 RECEIVED CITY CLERK'S OFFICE

From: John Roston, Mr [mailto:john.roston@mcgill.ca]
Sent: Wednesday, 13 September 2017 11:23
To: Badyal,Sara
Subject: Onni Imperial Landing Amenity Contribution - File RZ13-633927

Dear Ms. Badyal,
Many thanks for making the increasingly thick file available. I have sent a copy of this letter to members of City Council.

At the General Purposes Committee meeting on July 17, 2017, the question arose as to the correct calculation of the amenity contribution by Onni re the Imperial Landing rezoning. The uplift in the value of the property due to rezoning depends on:

1. the lease rates charged to the tenants
2. the cap rate derived from sales of similar developments
3. the deduction for increased leasing costs

Councillor Dang asked that the detailed calculations used by the consultants be made available since the uplift in value of $4.1 million calculated by the Onni consultants and the $5.8 million calculated by the City consultants seemed to be very low. Several other councillors concurred.

The full consultant reports containing the detailed calculations reveal that both Onni and City consultants used inappropriate lease rates and cap rates. The Onni consultants also used inflated leasing costs which were reduced by the City consultants. The attached calculations show that using Onni's own statement of anticipated lease rates submitted as part of its 2014 rezoning application and a slightly lower cap rate based on a more comparable sale of a Richmond shopping centre yields an uplift in value of $11.9 million. Given that Onni's anticipated lease rates have no doubt increased since 2014, this is a very conservative uplift in value.

Note that City staff provided a precedent for using 100% of the uplift or $11.9 million as the amenity contribution rather than Onni's offer of $2.375 million.

Please see attached explanation.

---

john.roston@mcgill.ca
John Roston
12262 Ewen Avenue

Richmond, BC V7E 6S8
Phone: 604-274-2726
Fax: 604-241-4254

Onni Imperial Landing Rezoning Amenity Contribution Calculation

	Highest Lease Rate Use	2014 Onni Submission	Increase in Annual Rent over $15.00	City Consultants	Onni Consultants
Building 1	Financial Services	$38.50 ft^2	$23.50 x 6,868 ft^2 = $161,398.	$33.00 ft^2	$32.00 ft^2
Building 2 Ground Level	Restaurant	$33.00 ft^2	$18.00 x 15,921 ft^2 = $286,578.	$24.00 ft^2	$22.00 ft^2
Building 2 Upper Level	Daycare	$22.00 ft^2	$7.00 x 5,764 ft^2 = $40,348.		
Building 3	Restaurant	$33.00 ft^2	$18.00 x 1,789 ft^2 = $32,202.	$33.00 ft^2	$32.00 ft^2
Building 4	Financial Services	$38.50 ft^2	$23.50 x 5,952 ft^2 = $139,872.	$30.00 ft^2	$28.00 ft^2
Gross Increase in Annual Rent			$ 660,398.	$389,691.	$ 335,992.
Less: Vacancy 2% (or incl. in Leasing Costs)					-$6,720.
Net Increase in Annual Rent			$ 660,398.	$389,691.	$329,272.
Capitalization Rate			5.0%	5.5%	5.25%
Increase in Value Using Cap Rate			$13,207,960.	$7,085,291.	$6,271,851.
Less: Increase in Leasing Costs			$1,313,688.	$1,313,688.	$2,194,747.
Net Increase in Value			**$11,894,272.**	$5,771,603.	$4,077,104.

Lease Rates for Each Building

The calculation summaries presented to the Committee showed very low lease rates were used by both the Onni consultants and the City consultants. The City consultants mention several times that Onni told them it has been impossible to rent any of the buildings at an industrial rate of $15 per square foot. This was directly contradicted by the owner of Steveston Marine Hardware in speaking to City Council when he recounted that Onni refused his offer to rent an entire building at that rate and instead insisted on much higher retail rates. This misinformation appears to have influenced the City consultants.

In any case, there is no need to rely on guesses by the consultants since Onni itself submitted its much higher "Anticipated Lease Rates" for various retail activities in the development as part of its 2014 rezoning application. It appears that none of the consultants were given access to this document. These anticipated lease rates have presumably increased in the interim.

The highest lease rates should be used for the uses permitted in each building by the rezoning and not the rates for the initial uses that Onni says it plans to have in each building nor the low rates used by the City consultants in some cases. The City consultants state that they are using the lowest possible rate for Building 2, the largest building, on the assumption that it will house a very large tenant who will get a much lower rate than the rate paid by several smaller tenants occupying the same space. However, Onni admits that it no longer has a major tenant for Building 2. It may well be occupied by a few smaller tenants including restaurants and it is the much higher lease rate for that permitted use that should be used.

Second Floor of Building 2

None of the consultants included the second floor of Building 2 in their uplift calculation. The recent emergency addition of daycare use to this area was not requested by Onni and there was therefore no amenity contribution. However, Onni wishes to continue benefitting from this rezoning and there is clearly an uplift in value as a result. Onni's 2014 request included daycare rezoning for this area and an anticipated lease rate of $22 ft^2, an uplift of $7 ft^2 over the $15 industrial lease rate. It may well be that the daycare is currently paying more than $22.

Capitalization Rate

The capitalization rate is applied to the annual lease revenue to determine the uplift. Using the lowest capitalization rate appropriate for the property is to the City's advantage. The Onni consultants raised the cap rate on the basis that the development is outside the main Steveston commercial area and therefore less visible and has more difficult parking, all of which will result in less traffic. They also raised the cap rate because the development will likely not have a large anchor tenant which normally increases the rents in a large shopping centre and lowers its cap rate. The only anchor tenant is a bank.

The City consultants pointed out that, "with the development of this property the core will move east in the future and make this area even busier and more successful ... This is a very attractive, unique and appealing property which will become a very successful commercial focus, potentially even busier than the existing commercial in Steveston." Further, the lack of an anchor tenant will not reduce rents, "Rents with and without an anchor are expected to be similar."

All the consultants had difficulty finding a comparable property. The Onni consultants mention the 2016 sales of shopping centres in Surrey, New Westminster, Coquitlam and Burnaby, all much larger than Imperial Landing, with cap rates of 4.8% to 5.3%. On the other hand, they fail to mention the 4.4% cap rate on the 2015 sale of the 8010 Saba Rd. shopping centre in central Richmond with a bank as the only anchor tenant and comparable in size to Imperial Landing although with more traffic.* A very conservative cap rate would therefore be 5% rather than the 5.25% and 5.5% rates used by the consultants.

Increase in Leasing Costs

The Onni consultants include every possible cost associated with rezoning and leasing the development totalling $1.380 million to which they add an incredible $0.815 million as "Profit Margin" to reach $2.195 million. The City consultants reduce this latter amount and deduct the costs that would be incurred even if the development were not rezoned, to reach a more realistic $1.314 million.

*Details on the 8010 Saba Rd. sale at: https://www.bcassessment.ca/services-and-products/Shared%20Documents/2016%20BCA%20CPTA%20Market%20Value%20Forum.pdf

	Ground Floor	Second Floor	Total	Anticipated Lease Rate	Anticipated Industrial Lease Rate	Difference
Building 1	6,868			$ 28.00	15	$ 13.00
Building 2 [redacted]	15,921			$ 29.50	15	$ 14.50
Building 2 [redacted]		5,764		$ 22.00	15	$ 7.00
Building 3 - [redacted]	1,789			$ 33.00	15	$ 18.00
Building 4 [redacted]	5,952			$ 38.50	15	$ 23.50
Building 5 [redacted]	13,803			$ 25.00	15	$ 10.00
Building 6	9,391			$ 15.00	15	$ -
Total	53,724	5,764	59,488	$ 26.27		
Industrial Lease Rate	$ 15.00	/sf				
Difference In Retail Vs. Industrual	$ 11.27					

Grocery
Daycare
Restaurant
Bank

Submitted by Chris 2014.

PH - 321

CHRIS - NPV of Ra

Schedule 19 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re:
B-law 9062, 9063

MayorandCouncillors

From: Mkatz Seymour <mkatzseymour@gmail.com>
Sent: Friday, 15 September 2017 17:44
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name:Kathy Seymour
Street Name:Andrews Rd
Postal Code:V7E6N1
E-mail:mkatz1@shaw.ca
Phone Number:6045555555

Dear Mayor and Council
Stick to your guns and don't let Omni get out of what they agreed to, we need to show we won't be bullied

CITY OF RICHMOND
DATE
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Schedule 20 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: Michael Carey <cafrat69@yahoo.ca>
Sent: Friday, 15 September 2017 23:15
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Michael Carey
Street Name: Gerrard Place
Postal Code: v7e6s6
E-mail: cafrat69@yahoo.ca
Phone Number: 6042750143

Dear Mayor and Council
We have been residents a block away from the waterfront for the past 15 years . Please approve so we can enjoy the new amenities .
Thank you

Sent from my iPad

.

CITY OF RICHMOND
DATE
OCT 06 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 21 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: Dulcie Mercado <dulcie.mercado@gmail.com>
Sent: Saturday, 16 September 2017 17:11
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name: Dulcie Mercado
Street Name: Westwater Dr.
Postal Code: V7E 6S2
E-mail: dulcie.mercado@gmail.com
Phone Number: 6046445344

Dear Mayor and Council

CITY OF RICHMOND DATE OCT 06 2017 RECEIVED CITY CLERK'S OFFICE

Schedule 22 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: Lisa Nunn <lisa_n@shaw.ca>
Sent: Saturday, 16 September 2017 17:43
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Lisa Nunn
Street Name:Railway Avenue
Postal Code:V7E 6J8
E-mail:lisa_n@shaw.ca
Phone Number:604-447-1299

Dear Mayor and Council

I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!
Leaving those buildings empty due to your current strict zoning is such a waste of beautiful land that all should enjoy.

CITY OF RICHMOND
DATE
OCT 06 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 23 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: Shelley Gray <shelley.gray@me.com>
Sent: Saturday, 16 September 2017 18:24
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name:
Street Name:
Postal Code:
E-mail:
Phone Number:

Dear Mayor and Council

CITY OF RICHMOND
DATE
OCT 06 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 24 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: Linda Barnes <loulindy50@gmail.com>
Sent: Monday, 18 September 2017 13:22
To: McPhail,Linda
Cc: Brendan Yee; Carolynne Palla; MayorandCouncillors
Subject: Re: Onni rezoning in Steveston

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

Councillor Linda McPhail
Chairperson, Planning Committee City of Richmond

As the Chairperson of the Steveston 20/20 Group I am reporting that Mr. Chris Evans & Mr. Brennan Yee of ONNI presented to our Steveston 20/20 Group Sept 14 for the second time in a number of years and have made themselves available for questions and comments at these meetings. They have been diligent in communicating their various community open houses to us as well. As well they have met with individuals in the community to answer questions and listen to advice.
Many logistical questions were asked at both 20/20 meetings that were answered or taken into account in their updated proposal. There appeared to be all round support for a ground-level hotel as a much needed amenity in Steveston, with comments such as "with Steveston becoming a destination having a hotel is sorely needed". Suggestions to work with the various Steveston heritage societies in spotlighting their sites as well as promoting local eateries and service providers were met with interest from Mr. Evans & Yee.
While I cannot speak on behalf of the member organizations I can attest to the openness and willingness of Mr. Evans and Mr. Yee to answer questions and be responsive to the points made.

Member organizations in attendance:

Maples Senior's Society
Gulf of Georgia Cannery Society
Steveston Historical Society
Britannia Shipyard Society
Steveston Merchants Association
Richmond Arts Coalition
Steveston Marine Search and Rescue Society (SARS)
Steveston Rotary
Kinsmen Adult Day Care
Richmond Chamber of Commerce
Steveston Community Society

CITY OF RICHMOND DATE OCT 06 2017 RECEIVED CITY CLERK'S OFFICE

Linda Barnes
Chairperson Steveston 20/20
Chair, Steveston Historical Society

Cheers
Linda Barnes

Schedule 25 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: cschmitz1 <cschmitz1@shaw.ca>
Sent: Monday, 18 September 2017 21:09
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name: Carole Schmitz
Street Name: moncton
Postal Code: V7E 6T4
E-mail: cschmitz1@shaw.ca
Phone Number: 604 241 8718

Dear Mayor and Council
I do not support rezoning. We do not need another bank or restaurant or grocery store or hotel. I do not support a hotel a block behind where I live. This is plain and simple blackmail. Do not fall for it. There is enough traffic here now. Do not need more. Onni built this with the knowledge there were parameters. I am not surprised they keep trying to bribe to get what they want.

This is already such an eyesore

Sincerely
Carole Schmitz

Sent from my Samsung Galaxy smartphone.

CITY OF RICHMOND
DATE
OCT 06 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 26 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: Lisa Colby <ljcolby@icloud.com>
Sent: Monday, 18 September 2017 22:07
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Lisa Colby
Street Name: 4628 Duncliffe Road
Postal Code: V7E 3N1
E-mail:
Phone Number:

Dear Mayor and Council

I think it's time to put life into those empty ground level store fronts along the waterfront before vandalism becomes a problem. The original idea of permitting only marine related commercial on the ground floor was worth a shot but, unfortunately, does not seem to have been enough to be viable. Broadening the range of commercial uses permitted in those storefronts, as proposed, appears to be a reasonable compromise.

I support the rezoning.

Lisa Colby

CITY OF RICHMOND
DATE
OCT 06 2017
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Schedule 27 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: Jefflynn <jefflynn@shaw.ca>
Sent: Wednesday, 20 September 2017 17:02
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name:
Street Name:Jeff Jones
Postal Code:V7E 6T2
E-mail: jefflynn@shaw.ca
Phone Number:604-241-4153

Dear Mayor and Council please approve ONNI'S rezoning application.
We the immediate residents and indeed the whole area have waited long enough for this wonderful development to be populated.My wife and I I when we moved here in 2004
Fully expected for this area to be developed to its full potential.That means a new library a new community centre and the village it self to be a model village.None of these things has happened.Why? vested interests.elsewhere.
It's not lost on me and a lot of people that there's no problem aproving London Landing development or the development with a grocery store opposite the Buccaneer Pub on Moncton.We thought by moving to the village we wouldn't have to drive anywhere for most things that's not the case now.If council has a problem with ONNI get over it for sake of the residents.To my wife and I council not approving this new proposals will be the last straw-and we will sell up and move
Out.The development left empty all these years is a disgrace,an embarrassment,no one especially visitors to the area can't understand it.
Do the right thing for the people for once and not for vested interests.I'm not holding my breath for a reply from any of you.I've never had one yet for any letter I've wrote to council!.
Regards Jeff Jones

CITY OF RICHMOND DATE OCT 06 2017 RECEIVED CITY CLERK'S OFFICE

Schedule 28 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: Jay Morrison <jayjmorrison@gmail.com>
Sent: Wednesday, 20 September 2017 20:27
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston....

Name: Jay Morrison
Street Name: 3100 Steveston Hwy
Postal Code: V7e2j3 2j3
E-mail: jayjmorrison@gmail.com
Phone Number: 604-818-1448

Dear Mayor and Council
It's time (way overdue) to move forward with this.... The City continues to lose out on (serious) tax revenue, the local residents are tired of walking by empty buildings which could (and should) be adding to the local fabric of the area. Let's go folks!!
Jay Morrison

CITY OF RICHMOND
DATE
OCT 06 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 29 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: Jeanette Krehel <jkdesignshop@icloud.com>
Sent: Thursday, 21 September 2017 16:13
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Jeanette KrehelName:
Street Name: 4500 Westwater Drive
Postal Code: v7E6S1
E-mail: jpkrehel@shaw.ca
Phone Number: 604-277-4930

Dear Mayor and Council

Sent from my iPhone

CITY OF RICHMOND
DATE
OCT 06 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 30 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

WE VALU
IMPERIAL L
4020 Bayvie
September 23, 2017
12:00 – 4:00 pm

EN HOUSE COMMENT SHEET

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

1. Tell us a little about yourself. Check those applicable to you:

☑ I live in Steveston/ Richmond ☐ I work in Steveston/ Richmond ☐ I am visiting Steveston for the day

2. What do you love most about Steveston?

THE RIVER – THE SMALL TOWN · EVERYTHING I NEED IS HERE.

3. Are there elements of the proposed plan that you like? If so, what are they?

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4. Are there elements of the proposed plan that you believe could be improved? If so, do you have suggestions on how they might be improved?

Parking security needs mega improvements. I live at the village ½ the parking stalls are owned by Anni. Already we have been broken into several times. How many more non residents will have fobs. This is our home. Commercial parking "persons" will not have the same concerns.

PLEASE TURN OVER

WE VALUE YOUR OPINION

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

OPEN HOUSE COMMENT SHEET

5. Do you have any other comments on the proposed plan?

6. Please circle one *(optional)*:

☐ I support this project ☐ I do not support this project ☑ I'm still deciding/ I'm neutral

Contact Information Please Print:

Name: JANET JACKSON

Address: #212 4280 MONCTON ST.

Phone: _____

Email: _____

Would you like to be contacted for future updates? *(please leave an email)* Yes / No (circle)

Please return your comment sheet to the Open House registration table. Thank You.

WE VALUE YOUR OPINION

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

OPEN HOUSE COMMENT SHEET

1. **Tell us a little about yourself.** Check those applicable to you:

☑ I live in Steveston/ Richmond ☐ I work in Steveston/ Richmond ☐ I am visiting Steveston for the day

2. What do you love most about Steveston?

~~It~~ its CHARACTER & AMBIANCE.

3. Are there elements of the proposed plan that you like? If so, what are they?

I HAVE NEVER LIKED THIS development.

THE Buildings Are Just A Bunch of Concrete

BUNKERS Located on SOME prime REAL ESTATE.

NO THOUGHT WAS GIVEN TO ESTABLISHING A CONNECTION TO THE CHARACTER of this VILLAGE.

POOR PLANNING - NO SENSE of COMMUNITY VALUES.

4. Are there elements of the proposed plan that you believe could be improved? If so, do you have suggestions on how they might be improved?

I HAVE NO CONfidence IN ONNE.

PLEASE TURN OVER

WE VALUE YOUR OPINION

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

OPEN HOUSE COMMENT SHEET

5. Do you have any other comments on the proposed plan?

I AM NOT IMPRESSED

6. Please circle one *(optional)*:

☐ I support this project ☐ I do not support this project ☑ I'm still deciding/ I'm neutral

Contact Information Please Print:

Name: JIM HULSTEIN

Address: MUNCTON ST

Phone:

Email: HULSTAR@SHAW.CA

Would you like to be contacted for future updates? *(please leave an email)* Yes / No (circle)

Please return your comment sheet to the Open House registration table. Thank You.

WE VALUE YOUR OPINION

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

OPEN HOUSE COMMENT SHEET

1. Tell us a little about yourself. Check those applicable to you:

☑ I live in Steveston/ Richmond ☐ I work in Steveston/ Richmond ☐ I am visiting Steveston for the day

2. What do you love most about Steveston?
Village almosphere - stores so handy for walking, Dr + Banks close

3. Are there elements of the proposed plan that you like? If so, what are they?
NOTHING

4. Are there elements of the proposed plan that you believe could be improved? If so, do you have suggestions on how they might be improved?
NO Parking not feasible
Crowded as is.

PLEASE TURN OVER

WE VALUE YOUR OPINION

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

OPEN HOUSE COMMENT SHEET

5. Do you have any other comments on the proposed plan?

6. Please circle one *(optional)*:

☐ I support this project ☑ I do not support this project ☐ I'm still deciding/ I'm neutral

Contact Information Please Print:

Name: MARGE DOROZIO

Address: 9471 DIAMOND Rd RMD BC

Phone: 6042720293

Email: _____

Would you like to be contacted for future updates? *(please leave an email)* Yes / No (circle)

Please return your comment sheet to the Open House registration table. Thank You.

WE VALUE YOUR OPINION

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

OPEN HOUSE COMMENT SHEET

1. Tell us a little about yourself. Check those applicable to you:

☑ I live in Steveston/ Richmond ☐ I work in Steveston/ Richmond ☐ I am visiting Steveston for the day

2. What do you love most about Steveston?

THE VILLAGE ATMOSPHERE !!!

3. Are there elements of the proposed plan that you like? If so, what are they?

NONE !!!

4. Are there elements of the proposed plan that you believe could be improved? If so, do you have suggestions on how they might be improved?

WHAT ONNI HAS DONE – WHEREVER THEY BUILD – THERE ARE MAJOR PROBLEMS e.g. IMPERIAL LANDING $10 MILLION REPAIR !!! ($10,000,000)

PLEASE TURN OVER

WE VALUE YOUR OPINION

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

OPEN HOUSE COMMENT SHEET

5. Do you have any other comments on the proposed plan?

DON'T TRUST OMNI !!!

6. Please circle one *(optional)*:

☐ I support this project ☒ I do not support this project ☐ I'm still deciding/ I'm neutral

Contact Information Please Print:

Name: ELEANOR HAMILTON

Address: #105 - 4233 BAYVIEW ST.

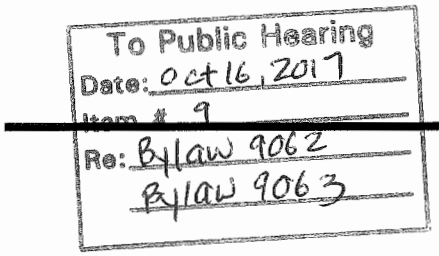
Phone: 604-277-3774

Email:

Would you like to be contacted for future updates? *(please leave an email)* Yes / No (circle)

Please return your comment sheet to the Open House registration table. Thank You.

Schedule 31 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.



MayorandCouncillors

From: Anne Devent <adevent@telus.net>
Sent: Sunday, 24 September 2017 07:25
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Anne DeVent
#33 12880 Railway Ave.
V7E6G4
adevent@telus.net
604-274-3833

Dear Mayor and Council

I recently attended the Open house at Imperial Landing in Steveston. I live in Steveston and would like to add that I support this project as presented. Something must be allowed to go ahead. Enough is enough.

Anne DeVent



Schedule 32 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: Kelly Illerbrun <KIllerbrun@pcl.com>
Sent: Monday, 25 September 2017 15:23
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name: Kelly Illerbrun
Street Name: Bayview Street
Postal Code: V7E 6T5
E-mail: killerbrun@shaw.ca
Phone Number: 604-764-8223

Dear Mayor and Council,

The plan as presented is a better use of the land – empty buildings are not a favourable use. However, ONNI has proven to be a poor neighbor and should not be trusted to meet any commitments they make unless in writing and covered with sufficient security.

The valuation of uplift resulting from the rezoning is not sufficient based on square foot metrics and ONNI is taking advantage of the City of Richmond. Unless ONNI pays their fair share they should not have their zoning approved. It does not appear that ONNI have any interest in the MMU use as currently zoned and have not proposed anything that helps the viability of that use, even in the new development plans.

ONNI makes commitments about restricting trucking and noise in the open house presentation and yet are currently in violation of the Noise Bylaw with the existing commercial development at 4111 Bayview, and they seem unwilling to meet the requirements of the bylaw. The City of Richmond has been involved in trying to get ONNI to comply yet they continue to tow garbage bins around prior to 7 am making an unacceptable level of noise in the neighborhood. Should the rezoning go ahead I fear that there will be worse infractions perpetrated. I have started tracking the times that I have been woken up by the inconsiderate violation of the noise bylaw as follows:

Garbage Bins
Aug 14 5:52
Aug 17 6:40
Aug 21 6:14
Aug 24 6:40
Aug 28 5:50

Sep 1 6:45
Sep 4 6:55
Sep 7 after 7am - OK
Sept 8 6:45
Sept 11 6:23
Sept 15 6:45
Sept 18 6:10
Sept 22 6:40 haul grey carts in by hand. Metal bins up.
Sept 25 6:16

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They have included the use of parking in a neighboring development – 4111 Bayview, in addressing the parking for the proposed rezoning. They have to account for the current commercial uses for that parking and the current street parking.

The existing buildings that ONNI is trying to have rezoned do not have any bird deterrent on them and have had nesting seagulls and this past summer. The 4020 Bayview building used for the open house also appears to have a dead seagull on the roof. Not the type of neighbor that should be given concessions to further degrade the lifestyle of Steveston.

In summary ONNI needs to prove that they can be a respectful neighbor, will comply with the law and give the City of Richmond a fair deal on the development.

Thanks,

Kelly Illerbrun

Schedule 33 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: Kevin Loong <loonger@hotmail.com>
Sent: Tuesday, 26 September 2017 20:14
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name: Kevin Loong
Street Name: 4388 Bayview Street
Postal Code: V7E6S9
E-mail: Kev.loong@gmail.com
Phone Number: 604-626-1145

Dear Mayor and Council
I do not support the rezoning all because of the proposed hotel.

Sent from my iPhone

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Schedule 34 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: Brian Burke <brianburke3636@yahoo.ca>
Sent: Saturday, 23 September 2017 17:51
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Brian Burke
Street Name: Andrews Road
Postal Code: V7e6m9
E-mail: Brianburke3636@yahoo.ca
Phone Number: 604-710-9335

Dear Mayor and Council
I support Rezoning of Imperial landing.

Brian Burke

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CITY OF RICHMOND
DATE
OCT 06 2017
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CITY CLERK'S OFFICE

Schedule 35 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: Nancy L. Dickinson <britannia.2@hotmail.com>
Sent: Saturday, 30 September 2017 19:08
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name: Nancy
Street Name:
Postal Code: V7E 6M5
E-mail: britannia.2@hotmail.com
Phone Number: 604-274-1984

Dear Mayor and Council

I have lived in Steveston for the past 35 years. Taking away historic Steveston seems like a crime. If this proposal goes forward, peaceful Steveston will no longer exist. Steveston is a diamond in the rough. To allow a company like Onni to further destroy this little oasis is criminal. I and my neighbours totally disagree with this development and everything Onni stands for.

CITY OF RICHMOND
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CITY CLERK'S OFFICE

Schedule 36 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: [redacted]
Sent: Saturday, 30 September 2017 18:02
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name: [redacted]
Street Name:
Postal Code: [redacted]
E-mail: [redacted]
Phone Number: [redacted]

Dear Mayor and Council

I was born and raised in Steveston and am quite frankly disgusted with what my cozy fishing village has turned into. Everyone I've talked to agrees with me. They came to visit Steveston for the quaintness and fishing culture, and felt like they were going back in time to when life was more simple. But human greed for money and profit has destroyed all of that. This whole Onni development site should have been left as a nature area. The cement walkway is terrible. The buildings are terrible. At least find a way to keep this area historic, quaint, and marine related. No more retail or restaurants. No grocery stores or gyms. And certainly not a hotel. And please do not mess around with the infrastructure, such as raising the intersections and adding bollards. Fishing villages don't look like that! This is not Yaletown.

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DATE
OCT 06 2017
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CITY CLERK'S OFFICE

MayorandCouncillors

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

From: Webgraphics
Sent: Thursday, 5 October 2017 12:15
To: MayorandCouncillors
Subject: Send a Submission Online (response #1166)

Send a Submission Online (response #1166)

Survey Information

CITY OF RICHMOND
DATE
OCT 06 2017
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CITY CLERK'S OFFICE

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/5/2017 12:14:31 PM

Survey Response

Your Name	Sharon Renneberg
Your Address	Suite 307 - 4211 Bayview St. Richmond BC
Subject Property Address OR Bylaw Number	4020,4080,4100,4180,4280, 4300 Bayview St.
Comments	Re: Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500m Amendment Bylaw 9063 (RZ 13-633927 As a permanent resident of 4211 Bayview St., I have a vested interest in this rezoning application and I have attended all of Onni's Open Houses. I remind Council that Onni is the company that gained the advantage of huge real estate savings by promising to maintain "Maritime Mixed Use" zoning while at the same time their construction included office-type buildings with installed Toronto Dominion green windows. They promised additional above ground public parking stalls and then installed "Parking by Permit Only" signs. You might understand why I am sceptical of their promises in return for zoning changes. The application to allow waterfront grocery sales is completely destructive to the river boardwalk and the community environment. We will soon be well served by the combination of Save-On and Supergrocer. Onni's presentation stated that

	delivery trucks would have to turn off their refrigeration and be restricted as to trailer size. We have seen before how reliable Onni's promises are. The best community use for that building is a versatile library space. The most recent presentation offered to replace and enhance the existing crosswalks. This low cost item is no benefit to Steveston. I use the existing crosswalks every day; they don't need any "enhancement" The application makes no mention of a marina. Maritime use of Imperial Landing dock is rapidly growing and the City should take advantage of this application to gain Onni support to expand the marina. The application includes hotel use and suggests a maximum stay of 90 days. Not many consider an occupancy of 90 days as a hotel. Onni has reduced their public donation to cover the million dollar cost of adapting the existing residential housing to hotel use. Council would, in effect, be subsidizing Onni's original construction in defiance of zoning regulations. The existing use of rental housing is working well within the community and should be maintained. I do not support this application as presented and urge Council to reject it.

MayorandCouncillors

From: Webgraphics
Sent: Thursday, 5 October 2017 17:19
To: MayorandCouncillors
Subject: Send a Submission Online (response #1167)

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

Send a Submission Online (response #1167)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/5/2017 5:18:08 PM

CITY OF RICHMOND DATE OCT 06 2017 RECEIVED CITY CLERK'S OFFICE

Survey Response

Your Name	Gudrun Heckerott
Your Address	12333 English Avenue - Number 13
Subject Property Address OR Bylaw Number	4300 Bayview - Bylaw 7100
Comments	Dear Elected Council: Onni is not considering the neighbourhood that it built, nor the neighbours who live in it. A transient AirBnB model benefits Onni, but does not reflect the community of young families, retirees, and professionals who live along the narrow corridor of Bayview. None of us moved here to be next to a hotel. We enjoy Steveston for its village ambience, river promenades, and neighbourliness. Insurance companies, banks, grocery stores, and medical/dental offices do not belong on a beautiful river promenade that connects the village to the museums of Brittania Shipyards. What we need is places to stroll, sit, eat, drink coffee, shop, buy seafood, and relax. Why is Onni even allowed to keep wagging the dog? For 6 years I have been protesting Onni's anti-neighbourhood building and planning. The buildings are there now. Why not turn them into social housing units for retirees and young families? Why not turn the units below into space that benefits the neighbourhood and all Richmond

	citizens? Every zoning change proposed by Onni has been patronizing and presumes that those who live here will somehow be soothed with a small sum of money, and that we will be placated by glossy high rent businesses and their traffic. Onni built our neighbourhood for a dandy profit. If Onni is at all community minded, they will give the space to community programs and services. It's time to join the world of Steveston and sing in harmony, not in me-me-me!

Schedule 39 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

Attention:
Mayor and Councillors

From:
Andrea Hunter
#101-4233 Bayview Street

The community doesn't need any of the proposed uses for 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street. Steveston already has six pharmacies, one hotel, three grocery stores, four banks, five indoor recreation locations including a recreation centre, and 7 medical services business. We don't need any more such services. The population of Steveston does not support the need for more of these services. Adding redundant services does not enhance the viability, economy, health, or well-being of the community. City Council, nor the applicant, are able to justify putting in more redundant commercial entities when these types of business are not needed in the community. Moreover, allowing a hotel in the middle of a residential neighbourhood and in a community founded on heritage and culture would change the foundation of the community and could lead to other social problems.

I completely disagree with the proposed zoning changes and do not support the amendment to the bylaw proposed at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street.

City Council has made bad decisions concerning this property time and time again. It is not the community's responsibility to absorb the deficient decisions made by City Council who are trying to hide their past errors. The community will not, or ever, forget what City Council has done to Steveston to the detriment of the people who live here.

For example, in the Report to the Committee under the heading of 'School District' it indicates that the application was not referred to School District No.38 because it did not involve residential uses that have the potential to generate 50 or more school-aged children. Unfortunately, the lack of consultation with School District No. 38 was directly pointed out during a previous change to the bylaw at this site that allowed a daycare facility. City Council chose to ignore the necessary consultations it because of their own self-interest. Because of the lack of correct research and due diligence, City Council allowed changed to the bylaw that benefited the applicant monetarily at the detriment of the community. As such, City Council has already mislead the community regarding the zoning of this property and they have lost the trust of the community as a result. It is the responsibility of City Council to act in the best interest of the community. It is time the councillors acted as such.

CITY OF RICHMOND
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Schedule 40 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaws 9062, 9063

MayorandCouncillors

From: Peggy Johnson <justaskeh@gmail.com>
Sent: Friday, 6 October 2017 22:06
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Peggy Johnson
Street Name: 9451 Dayton Ave, Richmond
Postal Code: V6Y 1E2
E-mail: jclan@telus.net
Phone Number: 604 763-8202

Dear Mayor and Council
I support this change in rezoning. It has been long enough this prime real-estate sits empty. The maritime dream is dead. There is not enough support. Make this into a vibrant interesting useful space. I support re-zoning. The current rezoning plans will compliment the area, provide employment and services for the public to enjoy.
Thank you

CITY OF RICHMOND DATE OCT 11 2017 RECEIVED CITY CLERK'S OFFICE

Schedule 41 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: David Lindsay <davidlindsay@telus.net>
Sent: Saturday, 7 October 2017 11:51
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name: David Lindsay
Street Name:
Postal Code:
E-mail:
Phone Number: 604-240-7151

Dear Mayor and Council
I actually do support the rezoning but only if Onni pays an appropriate amount of money to the city for allowing the upgrade of their property value. I applaud your stance on waiting for a better offer from them so far.

Sent from my iPhone

CITY OF RICHMOND
DATE
OCT 11 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 42 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062, 9063

MayorandCouncillors

From: Kevin Skipworth <kevin@skipworth.ca>
Sent: Saturday, 7 October 2017 08:49
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Kevin Skipworth
Street Name: Andrews Road
Postal Code: V7E 6V1
E-mail: kevin@skipworth.ca
Phone Number: 604-868-3656

Dear Mayor and Council

I fully support this proposal as outlined and would like to finally see a resolve for the empty commercial space at Imperial Landing in Steveston.

For more than 4 years now this has been an eye sore for our community. It is an embarrassment that the community, civic government and stakeholders could not come to an agreement to move forward with viable options. Maritime industry in Steveston is not what it once was. This community does an amazing job of showcasing its heritage and history. Something that we appreciate and share with many people. But for a space that has been non-existent in terms of maritime industry for decades, why must we suffer with this view that it can be forced back? In so many other locations in Steveston change has been allowed. Yet this location is completely off limits? There were arguments that a grocery store or other commercial businesses will hurt the smaller shops of Steveston. Yet when the site where Rod's Building Supply was located was put to rezoning to include a grocery store, there was no objection.
The time spent trying to get a day care into this site when no other space was available created stress and a lot of extra work for parents and a business owner who contributed to the well-being of our community. While it was eventually spot rezoned to allow the daycare in this one location, it came at the expense of those pushing for it. Change was allowed and look what it brought – a positive result. And now if they wanted to expand their space to provide for a growing need of child care (The YWCA at Homma is no longer available), it can't happen because it is not a "Maritime" business and the remainder of the location won't allow for this under the current zoning.

For too long, this has been a stale mate over a developer perceived to be not in tune with the community and an industry which is not viable here in Steveston. If it's about money and the $2.3 Million contribution isn't enough, then I would like there to be a comparison to what other rezoning applications in Steveston has brought to the city in terms of contributions. Regardless of the type of rezoning or within the OCP, the playing field should be level.

It's time to move forward. It's time to show that we can be a forward thinking community.

Thank you,
Kevin

CITY OF RICHMOND
DATE
OCT 11 2017
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CITY CLERK'S OFFICE

MayorandCouncillors

From: Webgraphics
Sent: Tuesday, 10 October 2017 11:26
To: MayorandCouncillors
Subject: Send a Submission Online (response #1169)

To Public Hearing
Date: Oct. 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063.

Send a Submission Online (response #1169)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/10/2017 11:25:25 AM

Survey Response

Your Name	Alexander Brodie
Your Address	210-4300 Bayview st
Subject Property Address OR Bylaw Number	Onni rezoning
Comments	My wife and i are totally against any hotel/ airbnb short term rentals with cooking facilities at buildings 5 and 6, we both feel the best use would be for long term office use. As far as a grocery store being here, is there not one already proposed for the village at the Rod's lumber site? We also feel if a marina is planned for the waterfront it would attract many more mixed maritime shops to the area which would fit with the mixed maritime usage..original zoning. We both moved here after retirement to enjoy the quiet and scenery and sincerely hope that this latest proposal is not adopted by council members . We both really enjoy living here and would prefer you do not publish our names and address as we wish no repercussions from Onni.

CITY OF RICHMOND DATE OCT 11 2017 RECEIVED CITY CLERK'S OFFICE

Schedule 44 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

To Public Hearing
Date: Oct 16, 2017
Item # 9
Re: Bylaw 9062
Bylaw 9063

MayorandCouncillors

From: Jennifer Anderson <jennifera@shaw.ca>
Sent: Tuesday, 10 October 2017 19:11
To: MayorandCouncillors; Badyal,Sara
Subject: ONNI IMPERIAL LANDING STEVESTON PROPOSAL ..... Meeting Monday 15 Oct 2017

TO WHOM IT MAY CONCERN

Unfortunately I will be unable to attend the meeting on Monday 15th but would, however, like to voice my opinion as a resident of the Waterfront here in Steveston.
I have been renting in Copper Sky (an Onni building) for the past eight years and truly love this area and Steveston in general. We are very fortunate to have a great almost village community feel.
Sadly there are many residents of this area who just plain DON'T LIKE ONNI and make it a point to try and oppose anything they suggest.....using the original "Marine related businesses" clause as their basis for dissent. Times have changed a lot since that original agreement was made and I firmly believe that Onni has made considerable effort to try and adjust proposed usage of the empty building space at Imperial Landing in order to please the locals and make it a good fit for the area (eg..limiting size of delivery vehicles, stipulating engines and refrigeration generators be switched off while unloading, etc., etc..)...I feel this shows that Onni have paid attention to the concerns of many locals and "tweaked" things to conform.
Currently the space is an eyesore with paper covering the windows while it is used for tenant storage.....this also is an invitation for vandalism, as is any empty looking space. This area could be such a vibrant addition to our community and the concept of the combined 32 boutique hotel rooms is very appealing, especially as we have little else to offer like that in our area. A small grocery outlet (preferably geared more toward the "health food" type of place possibly similar to Choices) would be a boon since we only have one store currently with a SaveOn scheduled for 2018/9. Richmond in general is very lacking when it comes to "health food stores" although we have a Huge amount of ethnic food outlets.
After speaking with many other neighbours, here in Steveston, we all agree it is way past time to get something in place for the waterfront and wholeheartedly hope that this latest proposal be accepted so work can begin. Sadly it seems a lot of people SAY this but do not take the time to contact you or attend the open houses and meetings. Shame really as we, the supporters of the latest project proposal, need to "speak up" and get our voices heard as no doubt the Monday meeting will see a lot of "ne'ersayers" being very vocal.
Thankyou for taking the time to read my thoughts on this and I shall now just hope for a positive outcome.
Respectfully yours
Jennifer Anderson
4500 Westwater Drive, Richmond, BC.

CITY OF RICHMOND
DATE
OCT 11 2017
RECEIVED
CITY CLERK'S OFFICE

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

MayorandCouncillors

From: Webgraphics
Sent: Wednesday, 11 October 2017 11:12
To: MayorandCouncillors
Subject: Send a Submission Online (response #1170)

CITY OF RICHMOND
DATE
OCT 11 2017
RECEIVED
CITY CLERK'S OFFICE

Send a Submission Online (response #1170)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/11/2017 11:11:55 AM

Survey Response

Your Name	Eleanor Hamilton
Your Address	#105 4233 Bayview St. Richmond
Subject Property Address OR Bylaw Number	Amendment Bylaw 9063 (RZ 13-633927)
Comments	Our condos at Imperial Landing in Steveston were built by ONNI 15 years ago. We now have almost 15 million dollars in repair work to be done. It was under Warranty but after years of battles with ONNI they have finally agreed to pay about half of the cost. Many other reports of ONNI's questionable building practices are a cause for concern!! Also - several years ago when ONNI built the Waterfront Complex the boardwalk along the shore - beside the ONNI construction - began to crack. The city asked ONNI to repair the boardwalk. ONNI repaired the walkway but soon after that the boardwalk began to crack again. Now - is the dyke - which the boardwalk sits on permanently compromised ? ONNI is not a company that we can trust!! Their lack of professional ethics and and their dishonesty are a cause for concern for all of us. I attended the presentation that ONNI had at Imperial Landing on Sept. 23rd. In that presentation they promised more parking on Bayview St. There is full parking on Bayview now - except where there

	is a Fire Hydrant !! Where do they hope to create more parking? They also said they would install a bike lane. The 2-lane street barely has room for cars to drive. Where do they plan to put a bike lane?

Schedule 46 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

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

MayorandCouncillors

From: Marc Thomas <marct@oceanfloors.ca>
Sent: Wednesday, 11 October 2017 13:07
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Marc Thomas
Street Name: Gilbert Road
Postal Code: V7E 2H6
E-mail: marct@oceanfloors.ca
Phone Number: 6045121055

Dear Mayor and Council

Sent from my iPhone

CITY OF RICHMOND
DATE
OCT 12 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 47 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

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

MayorandCouncillors

From: D W <dbrwood@shaw.ca>
Sent: Wednesday, 11 October 2017 18:30
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

DName: Dave & Brenda Wood
Street Name: 10171 No 1 Rd Unit 3
Postal Code: V7E1S1
E-mail: dbrwood@shaw.ca
Phone Number: 6044472046

Dear Mayor and Council
We walk down the boardwalk every day and think, what a shame it is that all the designated business spaces are vacant. There should be nice waterfront restaurants, shops, stores, and speciality shops. Dave & Brenda Wood

Sent from my iPhone

CITY OF RICHMOND
DATE
OCT 12 2017
RECEIVED
CITY CLERK'S OFFICE

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

MayorandCouncillors

From: Peter Lowenstein <lowenstein@shaw.ca>
Sent: Wednesday, 11 October 2017 18:38
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: We support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Peter & Vivienne Lowenstein
Street Name: 3371 Richmond Street
Postal Code: V7E 2V9
E-mail: lowenstein@shaw.ca
Phone Number: 604-241-2707 C. 604-351-6691

Dear Mayor and Council

My wife and I are long-time Steveston residents and our two sons were students at Lord Byng and McMath. In the 30 years we have been Steveston residents we have witnessed the many changes that the area has endured, not the least of which includes the Imperial Landing development. Steveston has become more than a "quaint fishing village" and is ready to encompass more varied development, while maintaining the characteristics we all love.

The Imperial Landing complex has remained largely empty for an extraordinary amount of time, much to the chagrin of most residents. My wife and I have reviewed the latest Onni proposal at the recent Onni open house and on their web site and really feel that this latest rendition comfortably meets the expectations of our community. I also think it's high time for us to accept the proposed rezoning changes and I believe the submission is sufficiently reasonable to allow that to happen.

I really like the idea of the hotel and only wish I'd had such a facility available this past summer when I was unable to house some of our guests. I like the idea of having some business offices, health services, retail grocery and a mix of other stores in the facility.

We strongly endorse the acceptance of this proposal. It's time to move on and use this space.

Regards,

Peter & Vivienne Lowenstein

CITY OF RICHMOND
DATE
OCT 12 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 49 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

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

MayorandCouncillors

From: Sherwin Hinds <sherwin.hinds@gmail.com>
Sent: Thursday, 12 October 2017 13:46
To: MayorandCouncillors
Cc: Badyal,Sara
Subject: Onni Imperial Landing rezoning.

Dear,

Mr Mayor and City Councillors,

My name is Sherwin Hinds and myself and my family have resided in Richmond for the last 14 years.
On any given Saturday or Sunday we as a family love to get on bikes and ride on the Greenway path on Railway Ave right down to Britannia shipyard and continue on the path crossing the bridge at Imperial Landing park into Steveston village. I always say to my wife it's a shame these buildings are not occupied with any stores or various businesses. It almost seems like a ghost town with these empty buildings. Steveston is such a magical place to bring out of town visitors.
The other day my brother and his family came to visit and automatically they said let's go to Steveston village, when we arrived we were trying to figure out which direction to go and to a word everyone said let's walk west of #1 Road and Bayview because there was no point in walking East of #1 Road and Bayview because there wasn't anything to look at but empty buildings.

In closing- Diversity of businesses is a good thing for our beautiful city of Richmond.

Please reconsider Onni's rezoning Application for Imperial Landing.

Sincerely

Sherwin R Hinds

CITY OF RICHMOND
DATE
OCT 12 2017
RECEIVED
CITY CLERK'S OFFICE

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

MayorandCouncillors

From: Webgraphics
Sent: Thursday, 12 October 2017 13:48
To: MayorandCouncillors
Subject: Send a Submission Online (response #1171)

CITY OF RICHMOND
DATE
OCT 12 2017
RECEIVED
CITY CLERK'S OFFICE

Send a Submission Online (response #1171)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/12/2017 1:47:56 PM

Survey Response

Your Name	Sandy Sveinson
Your Address	4655 Britannia Drive
Subject Property Address OR Bylaw Number	4020, 4080, 4100, 4280, and 4300 Bayview Street
Comments	My husband and I have enjoyed living here for the past 29 years, particularly since the sale of the BC Packers land and resulting development along the waterfront gave everyone access along the waterfront to the Village. We fully support the proposed re-zoning of the subject lands from Steveston Maritime Mixed Use by widening the range of permitted commercial uses, so that first and foremost the local residents have more amenities and services available to them (whether it be restaurant, grocery, bank, medical facilities, fitness, library, expanded boat floats, etc.) and secondly ,our local tourism in Steveston may also be better served. The current and ongoing state of this piece of waterfront is an embarrassment. Prime waterfront land should be enjoyed by as many people as possible, not with buildings that sit empty, inviting vandalism. The original zoning of these lands by City Council for Maritime Mixed Use was, in our opinion, a poor decision - it was pretty obvious 15 years ago that the fishing industry was

	in decline and that Maritime Mixed Use was far too restrictive zoning. It's time to expand the permitted zoning and move this development forward.

Schedule 51 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

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

From: Badyal,Sara
Sent: Thursday, 12 October 2017 15:12
To: MayorandCouncillors
Cc: 'Jim van der Tas'; Sean Lawson
Subject: 4300 Bayview St + SMA correspondence
Attachments: SMA - Onni Rezoning letter[523].docx

From: Jim van der Tas [mailto:jlvandertas@gmail.com]
Sent: Thursday, 12 October 2017 14:40
To: Badyal,Sara; 'Sean Lawson'

Sarah,

Please find attached. I have talked to a lot of the merchants in the last 6 weeks, it is difficult to capture how they feel in a survey or its results. I can say they want something done, but merchants on both sides of the issue do not trust Onni and feel they will just do whatever they want.

Call if you have any questions.

Jim van der Tas

Sent from Mail for Windows 10

CITY OF RICHMOND
DATE
OCT 12 2017
RECEIVED
CITY CLERK'S OFFICE

Steveston
MERCHANTS ASSOCIATION

October 6, 2017

City of Richmond Mayor & Councillors,

RE: ONNI REZONING APPLICATION FEEDBACK

Steveston Merchants Association, in a recent survey to all merchants, received the following feedback from 33 merchants.

The hotel has support at 84%.

The marina has support at 77%, with 62% saying it will have a positive impact on their business.

Buildings 2 and 4 zoned as MMU, and Buildings 1 and 3 zoned for Retail received 48% support and 45% against.

Buildings 1, 2, 3 and 4 rezoned to ALL Retail received 42% support and 40% against. Not as many merchants (19 %) answered this question, some may have thought they gave their opinion already by answering the question above.

Steveston merchants appear to be divided on their support of the rezoning, however more seem to be in favour (although only very slightly) in keeping Buildings 2 and 4 zoned as MMU. Whether the rezoning would have a positive or negative impact on their business seems to be evenly split at 50 %.

Sincerely,

Jim van der Tas, President
Steveston Merchants Association
3811 Moncton St, PO Box 31856
Richmond BC V7E 0B5
info@exploresteveston.com

Schedule 52 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

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

Steveston Community Society

Serving the Community of Steveston Since 1946

11 October 2017

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

Dear Mayor Brodie and Members of Council:

At the meeting of the directors of the Steveston Community Society on Tuesday, September 19, 2017, Mr. Brendan Yee, Development Manager of the ONNI Group, presented an update regarding proposed changes to their zoning application with the City of Richmond.

Our board appreciated the update, and asked members to submit any feedback on the proposal. A few responded with respect to the pledged $2.3M contribution towards a new community centre for Steveston, and suggested this amount should be larger considering the size and scope of the planned redevelopment of the Steveston Community Centre. Aside from this specific comment, our board has no further feedback to offer at this time.

Yours truly,

Brenda Yttri

Brenda Yttri
President
Steveston Community Society

cc: Brendan Yee, Development Manager
ONNI Group

Steve Baker, Area Coordinator
Steveston Community Centre

CITY OF RICHMOND
DATE
OCT 12 2017
RECEIVED
CITY CLERK'S OFFICE

4111 Moncton Street
Richmond, British Columbia
Canada V7E 3A8
4798690

P: 604-238-8094 F: 604-718-8096
E: society@stevestoncommunitysociety.com
W: stevestoncommunitysociety.com

Richmond

Schedule 53 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

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

MayorandCouncillors

From: Tim Main <tasmain@shaw.ca>
Sent: Thursday, 12 October 2017 18:40
To: MayorandCouncillors
Cc: Badyal,Sara
Subject: General Purpose Committee - Rezoning Imperial Landing ,Steveston Village Richmond

Dear Mayor & Councillors of Richmond,

Recently the re-zoning application on behalf of the Onni Group for Imperial Landing has been brought to my attention again. Myself and lots of Richmond/Steveston residents have often wondered why something hasn't been done about these empty spaces. I now feel I need to write to you to voice my opinion and hopefully this will be taken in to consideration when making your decision next week.

Please take in to account that the regeneration of this area by the developer has greatly enhanced Steveston and the surrounding area already from which we all benefit from. It is unfortunate that the buildings are not able to be occupied by Marine/industrial business's and surely lying vacant for approx 2 years is an indication that this won't be forthcoming anytime soon.

The recent closing of Steveston Marine also is a clear indicator that the marine retail/wholesale sector is changing in this area for various reasons.

This is where the City of Richmond should move positively in favour of this application and allow other commerce to benefit from this fantastic facility. There is nothing worse than looking at vacant commercial space. Eventually this will have negative impact to the surrounding area if it hasn't done so already.

Steveston is buzzing with regeneration. Young local entrepreneurs have invested in the village bringing exciting new choices to the residents and tourists who frequent the space.

The developer has proposed some inspiring alternatives, a hotel, general commercial, office and retail space. I'm positive business's would be lining up to occupy these amenities bringing new employment and exciting opportunities to Steveston.

Onni are also looking to make an amenity contribution of $2.375 million which could be used to upgrade facilities within the village further enhancing the core of the village.

Surely there is far more upside to this application and potential opportunities for the community than having these buildings lie vacant for all to see.

I would like to encourage the City of Richmond to look in favour of this application so that we can move forward and continue to encourage opportunity, growth and choices in this great community.

Yours faithfully

Tim Main

Richmond Resident
Terra Nova

CITY OF RICHMOND
DATE
OCT 12 2017
RECEIVED
CITY CLERK'S OFFICE

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

MayorandCouncillors

From: Webgraphics
Sent: Thursday, 12 October 2017 19:19
To: MayorandCouncillors
Subject: Send a Submission Online (response #1175)

Send a Submission Online (response #1175)

CITY OF RICHMOND
DATE
OCT 12 2017
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Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/12/2017 7:17:56 PM

Survey Response

Your Name	Edita Whipple
Your Address	406 4233 Bayview Street Richmond , V7E 6T7
Subject Property Address OR Bylaw Number	9063
Comments	How do you eat an elephant? One bite at the time. I am proposing to have the property devided into Section (plazas)according to the nature of the tenants.services or merchandise. I.e. Starting at the east portion of the development , "The Hotel and wellness centre Plaza "#4300 Day spa and hairdresser, Fitness, Massage and Physio studio,and other fitness related business.A health , Vitamine Store *The Steveston Landing Hotel * # 4280 A Restaurant with Outdoor seating A wine bar , featuring B. C. Wiines *The Business Plaza* # 4180 A bank , Lawyers office , Realestate office, Travel agency *The red Building * # 4100 This could be a historic "" Contribution by the City ? A restored Fishing boat with an EASTHOPE Engine a the end of the street by the same name. ? Of course it makes a great venue for a Native / Japenese restaurant.. *The Food Plaza* #4086 A smalll special grocery store with a gourmet section and eating establishment upstairs. The Travel Plaza* # 4020 A Kindergarden and travel

	information (I thought the two of them go together?) An international magazine and Daily Newspapers , Luggage , travel accessory, Videos and other electronic products . I could fill in other "needed " products for each plaza like a Hardware store and Fishing tackle ? I see each plaza with a good looking sign advertising their Tennants. Companion businesses in the same Plaza (Sample at second avenue: : A British Store with a French Bakery across the street and next door a German Sausauge .maker. This is my " Vision" of the development in front of my home Sincerely Edita Whipple

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

MayorandCouncillors

From: Webgraphics
Sent: Thursday, 12 October 2017 18:03
To: MayorandCouncillors
Subject: Send a Submission Online (response #1174)

Follow Up Flag: Follow up
Flag Status: Completed

CITY OF RICHMOND
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OCT 13 2017
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Send a Submission Online (response #1174)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/12/2017 6:02:33 PM

Survey Response

Your Name	dieter nachtigall
Your Address	309, 4280 Bayview Street, Richmond, bc. V7E 0B3
Subject Property Address OR Bylaw Number	Imperial Landing 4300 Bayview
Comments	Dear Mayor and Council. I am writing to you to support the Onni development application for the above property. I have been a resident of 4280 since Christmas of 2016. I can tell you that I have been extremely happy living in this beautiful location, which affords stunning views of the Fraser, its attractive Steveston fishing harbor and of course Georgia Straight and the Gulf Islands as well as Mt. Baker to the east. I strongly feel that the Onni Development along the Imperial Landing compliments the wonderful community atmosphere of Steveston village. It is no coincidence that hundreds of walkers, residents of the community and tourists alike, choose the promenade along the scenic waterfront to take a leisurely stroll, many with their dogs, to explore the scenic waterfront and history of the nearby museum shipyard, or to dip their fishing rods into the waters off the Imperial

	Landing. I am one of the fortunate re- sidents who can enjoy the view from my balcony. Unfortunately the lower floor of our apartment buildings has remained empty for several years. Its boarded up windows are not attractive, and I am confident that approval of the Onni application would greatly enhance the quality of living or visiting in this precious area. I had an opportunity to view the proposed plans, including community friendly amenities and the boutique hotel. As a retired designer and television producer I pride myself of having an eye for artistic values, and therefore strongly believe that the high quality of the Onni proposal would contribute to the enhancement of Steveston's community feeling and beauty. Please give the proposal your close attention and approval. Thank you.

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

MayorandCouncillors

From: Webgraphics
Sent: Thursday, 12 October 2017 16:15
To: MayorandCouncillors
Subject: Send a Submission Online (response #1172)

Send a Submission Online (response #1172)

CITY OF RICHMOND
DATE
OCT 13 2017
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Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/12/2017 4:14:29 PM

Survey Response

Your Name	Egon S Frank
Your Address	5800 Andrews Rd Unit 415
Subject Property Address OR Bylaw Number	4300 Bayview Street et al; Amended BL# 9063
Comments	Att: Sara Badyal It should be recognized that Onni is a sleazy and deceptive developer, as has been shown in other communities where they operate. They will promise a community anything just to get land and concessions at the lowest price possible. And once granted permission, will then renege on their commitments. Very much like the guy who, wanting to get his end wet, will promise his girlfriend anything she wants to hear just so that she'll drop her panties. Well, the mayor and council dropped their collective pants when Onni came calling and got screwed. I do not agree that their site should be rezoned under any circumstance unless they pay a minimum of $5M to make up the difference between industrial and commercial land values. Unless they pay that, let the places remain vacant. Or, all of the buildings should be torn down and the site be remediated and turned into a park! Further, there should be no hotel or supermarket permitted on this site if City council does capitulate. I feel that Debbie Wilde and Lori Chambers

	recently gave excellent arguments and reasons why there should be no capitulation by the City WHATSOEVER!!! ~ES Frank 778-999-9014

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

MayorandCouncillors

From: Webgraphics
Sent: Thursday, 12 October 2017 16:41
To: MayorandCouncillors
Subject: Send a Submission Online (response #1173)

Send a Submission Online (response #1173)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/12/2017 4:40:20 PM

Survey Response

Your Name	Bruce Laing
Your Address	4335 Bayview Street V7E6S6
Subject Property Address OR Bylaw Number	4300 Bayview Street
Comments	I feel ONNI's current application would have the least impact on this neighborhood. Although I wasn't in favor of previous applications, I am in favor of this one.

CITY OF RICHMOND
DATE
OCT 13 2017
RECEIVED
CITY CLERK'S OFFICE

Schedule 58 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

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

MayorandCouncillors

From: Bob Ransford <bobransford@shaw.ca>
Sent: Thursday, 12 October 2017 17:39
To: MayorandCouncillors
Subject: Onni's rezoning application - Imperial Landing Waterfront

Councillors,

Please approve Onni's rezoning application for the Imperial Landing waterfront long vacant commercial space. With all due respect, you've let Steveston suffer for far too long with the game you've been playing on this issue. It's beyond embarrassing that my city government would allow this to drag on as long as it has.

Do you really believe that 60,000 sf of vacant commercial space lining our prominent riverfront is helping Steveston? Let's end the game and apply some common sense.

Respectfully submitted,

Bob Ransford
1- 866-824-8337

No.23
12333 English Avenue,
Richmond, BC V7E6T2

CITY OF RICHMOND
DATE
OCT 13 2017
RECEIVED
CITY CLERK'S OFFICE

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

MayorandCouncillors

From: Webgraphics
Sent: Friday, 13 October 2017 13:05
To: MayorandCouncillors
Subject: Send a Submission Online (response #1178)

Send a Submission Online (response #1178)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/13/2017 1:03:42 PM

Survey Response

Your Name	Allyn Rodden
Your Address	11220 Frigate Court Richmond BC
Subject Property Address OR Bylaw Number	Imperial Landing
Comments	As a resident of Richmond for 38 years, 33 in the Steveston area, I support the current proposal for zoning of the Imperial Landing development. I was employed at BC Packers for over 30 years, so I understand and respect the history of the fishing industry. Times change and with the depletion of the fishing stocks, it is time to move on from the Mixed Maritime uses designation. I support the innovative concept of a new hotel in the village. I am eager to see this development become an active and involved part of the community. Respectfully submitted, Allyn Rodden

CITY OF RICHMOND
DATE
OCT 13 2017
RECEIVED
CITY CLERK'S OFFICE

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

MayorandCouncillors

From: Brian Coleman <brian@heresinfo.com>
Sent: Friday, 13 October 2017 11:34
To: MayorandCouncillors; Badyal,Sara; CityClerk
Cc: info@waterfrontrezoning.com
Subject: Imperial Landing - Proposed rezoning - Public Hearing October 16, 2017

Mayor and Council Members:

My wife and I have been Richmond residents for 43 years and are regular walkers along the Imperial Landing waterfront. We also frequently bring visitors to this area.

We are thoroughly frustrated at Council's inability to resolve the impass with ONNI, and it is now time to get the job done. We have the following comments and suggestions regarding the proposals:

Hotel. Such a facility would bring a modest increase in visitors and would be welcomed by local residents who could redirect visitors to this hotel instead of their own home. A similar hotel in Fairhaven/ Bellingham is very successful.

Retail. Only merchants can determine whether a particular retail facility would be successful. However, Steveston continues to grow, with both new residents and visitors, and can probably accommodate more restaurants and retail without negatively impacting existing successful Steveston merchants.

Cash Contribution. If Council and ONNI cannot reach a settlement on their own, then the issue must be turned over to an arbitrator who would issue a binding decision. (This should be acceptable to Council since it gets the issue resolved promptly and also absolves it from critics who may consider the amount unreasonable)

The Imperial Landing dispute has been a major black-eye for the City for far too long. Council has a responsibilty to resolve the dispute now. Some residents will not be happy with the outcome, but presently all residents are unhappy with the current situation. On belhalf of all Richmond residents, we ask that you get the job done now.

Thank you

Brian and Doreen Coleman
10740 Rosecroft Creascent, Richmond, BC V7A 2J1
604-275-3311

CITY OF RICHMOND
DATE
OCT 13 2017
RECEIVED
CITY CLERK'S OFFICE

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

MayorandCouncillors

From: Webgraphics
Sent: Friday, 13 October 2017 11:12
To: MayorandCouncillors
Subject: Send a Submission Online (response #1176)

Send a Submission Online (response #1176)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/13/2017 11:11:27 AM

Survey Response

Your Name	Walter Nieboer
Your Address	406 4111 Bayview Street
Subject Property Address OR Bylaw Number	4020,4080,4100,4180,4280,4300 Bayview Street
Comments	This is regarding the Public Hearing scheduled for city hall on Monday October 16 to consider Onni "s request to rezone the above noted properties. I wrote to the Mayor and Councillors on July 21, 2017 by email expressing our concerns over the rezoning request. In the context of the City of Richmonds 'VISION', which reads: 'TO BE THE MOST APPEALING, LIVABLE AND WELL MANAGED COMMUNITY IN CANADA' , I appeal to your good senses and reject Onni's application. In recognition of the fact that the current impasse, regarding the use of the ground floor of the subject buildings, is not sustainable , I have repeatedly proposed that Onni be permitted / directed to convert the ground floor to residential use. This would : a) resolve the impasse b) create an opportunity to "GREEN UP' the area, particularly the waterfront which with the buildings as they now present is a most ugly concrete eyesore which hardly meets the City' standards of 'Appealing' and 'Livable'. c) would confine commercial activity to

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	the Village, not stretch it out East along the beautiful waterfront, and supports the small business enterprises within the Village.

Schedule 62 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

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

To Council,

I always felt when we settled with Onni we would again hear from the city (Council) and Onni about different or new proposals being offered.

Disappointed - in many ways -

re: hotel - Onni offered city 2.375 million to be used at Council's discretion - same ~~as~~ article in paper. Mr Steves (I believe) made a comment - should be more like $5 million and new wharf. - disappointed - as I didn't think it was for sale plus if it was Mr. Steves comment (which I believe it was) I was very, very disappointed as I always thought he had Steveston's best interest and yes progress always comes change but not when we are trying to keep history not just a tourist destination with no connection to all.

- last week article in paper about proposed zoning in the buildings across from 4333 Bayview. Surprised. Does that mean Council has already given go ahead with Hotel? just going through Preliminaries. - The merchants in the Village that I have spoken to are not in favour of new rezoning. Only business People are those on the outside that want to come in. Don't ruin Steveston - If its done its done

what I mean by that comment is damage is done and difficult to repair.

Have been to all council meeting w/regard to Onni @ Imperia Landing as well as their information... have not always been happy with what I viewed. People have many negative thoughts about Council (people both for and against the project - not just people against) please consider what is the best interest to Steveston and look into how Onni has conducted itself here as well as other places.

Have heard (don't know if factual) but someone on the construction site many years ago said the pilons are large and deep enough to build a six story building.. is that what Onni has in mind.

- In conversation someone said - just a theory Onni would get Hotel and site permits and would sell to off shore developers... wouldn't that change Steveston.

I'm 71, my mother worked in the Cannery and took tram in from Vancouver. Most people that moved in here initially had a connection to the community keep that small town connection. Janet LeBrun

o - re daycare - I understand accomodation was not put in place initially
nd. Mr Steves said correcting an error... so was buildings in Steveston High school set aside for day care?

WE VALUE YOUR OPINION — **OPEN HOUSE COMMENT SHEET**

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

1. **Tell us a little about yourself.** Check those applicable to you:

☑ I live in Steveston/ Richmond ☐ I work in Steveston/ Richmond ☐ I am visiting Steveston for the day

2. **What do you love most about Steveston?**

I live @ Imperial Landing - like the tranquility - ability to walk without noise and congestion; community - should be left alone of what it was intended for. Maritime

3. **Are there elements of the proposed plan that you like? If so, what are they?**

None - stay Vacant - manipulation - You knew what your plan was initially and continue to deceive - looks good but always a catch to your Benefit.

Some lizards spots change just like Onni.

like a Present looks good on the outside but beware of the hidden truths and quality of persons your dealing with.

4. **Are there elements of the proposed plan that you believe could be improved? If so, do you have suggestions on how they might be improved?**

Keep it Vacant - do not approve.

It's Maritime - You knew that.

What about parking ... hopefully you are not going to use Imperial landing Parking that has 200 spaces but it is our fob and our security that is compromised.

PLEASE TURN OVER

WE VALUE YOUR OPINION

IMPERIAL LANDING, STEVESTON

4020 Bayview Street, Richmond

September 23, 2017

12:00 – 4:00 pm

OPEN HOUSE COMMENT SHEET

5. Do you have any other comments on the proposed plan?

:(

People like to come to Steveston. It's a nice destination but they don't live here. Don't ruin it.

I don't trust Onni or their motives. Its alright you feel to Dresent, sign papers and documents that benefit you and leave use to clean up or stuck with the results. SHAME on youOnni for your deceit and principles

6. Please circle one *(optional)*:

☐ I support this project ☑ I do not support this project ☐ I'm still deciding/ I'm neutral

Contact Information Please Print:

Name: J. Morrison

Address: 4233 Bayview St

Phone: -

Email: -

Would you like to be contacted for future updates? *(please leave an email)* Yes / No (circle)

Please return your comment sheet to the Open House registration table. Thank You.

MayorandCouncillors

ON TABLE ITEM
Date: October 16, 2017
Meeting: Public Hearing
Item: #9

From: Clarence Lameman <CLameman@mcw.com>
Sent: Monday, 16 October 2017 13:28
To: MayorandCouncillors
Cc: Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Clarence Lameman
Street Name: Princess Lane
Postal Code: V7E-6T3
E-mail: Clarence.lameman@gmail.com
Phone Number: (778) 828 8678

Dear Mayor and Council

I support the water front to be rezoned for multi-use service facilities.
The proposal for new commercial/retail businesses in the area would be an asset to the community.
Further additional essential services such as medical and financial offices or grocery convenience outlets would be a nice addition.
Another consideration might be for educational outlets (BCIT outlet, SFU etc.) supporting programs aimed to the betterment of the community.

I'm not in favor of Hotel rooms, but would consider an option to assisted living occupancies for either low income brackets, or ADA residents.

The project's fate needs to be resolved.
All attempts to re-stablishing a "marine use" occupancy is not justified for current market trends and would have minimal benefit to most families living in the Steveston area.

It's time we march forward and re-brand our community into a valuable and resourceful body reflecting our kindred values to our maritime history.

Tourists that visit our area, come to enjoy the quaint atmosphere and small businesses that set us apart from Vancouver and Richmond Center.
We should continue to move in this direction for maintaining the vibrancy we enjoy each week.

I trust our elected officials can propel us to the future with a sound progressive decision for us all.

Best Regards

Clarence



CityClerk

From: Cathy Sichewski <c.sichewski@gmail.com>
Sent: Monday, 16 October 2017 13:30
To: CityClerk
Subject: Fwd: onni proposal....
Attachments: v2 Cathy Sichewski re - Onni Steveston Development.docx

Good Day;

Please find my attached letter for today's council meeting in regards tonight's agenda # 9 "The onni proposal of Boutique Hotel'.

Thank you for forwarding my letter to Council

Kind Regards;

Cathy Sichewski
604-862-4823

From: Cathy Sichewski [mailto:c.sichewski@gmail.com]
Sent: October 16, 2017 12:40 PM
To: Paul Ursich <pvursich@gmail.com>
Subject: onni proposal....



Cathy Sichewski
10-4111 Garry Street
Richmond BC V7E 2T9

16 October 2017

Re: Onni Development in Steveston

Good day,

I am a Steveston Resident and Taxpayer of this Community and am sending my concerns about the idea of a 'boutique hotel'. We do not need one. I hope that this open hearing will allow the residents of Steveston to be heard by Council. The decisions made with respect to Onni's waterfront development will have a lasting impact on the small community of Steveston.

The Community of Steveston shares some similarities with community of Fort Langley. The two communities are unique components of a wider community. The two communities draw many visitors and tourists. The two communities have a growing population of residents who typically commute to work in other communities.

I am very aware that Steveston is a 'tourist destination to see and visit' but, a Boutique Hotel is not something that will better our community. Visitors come and go but, it is us the residents of this community that support it every day. This will also not benefit the many seniors, families, and children of this community. However, it is bad form to point out a problem without looking for solutions.

1. Steveston does not have a seniors' centre. Considering the many surrounding community programs this is a large gap. Seniors have difficulty accessing many of these programs due to mobility restrictions.

An assisted living facility and with medium or high-density housing would be a huge asset.

2. The increasing number of residents who commute to other communities for work means that there are many school age children in town. Having another option for before and after school and holiday breaks for our children is highly needed. The existing community center has said they cannot support any more programs. The local private before and after program is at its maximum capacity. The city is well aware of this situation. Unfortunately, despite more plans for residential developments, there has been no plan announced for child care.

3. The increased local population requires ongoing access to health care. Plans for even more residential development do not seem to factor in services such as walk-in clinics. Richmond General Hospital's Emergency Department should not be put under more stress due to a lack of services for planned development.

4. The existing library in the Steveston Community Centre is inadequate but takes up valuable space. A library on the Onni site would be able to expand, as this community has; increased reading programs, book clubs for all ages and let's not forget circle and baby time. Instead of being tucked away in a corner of the library the openness of this space would certainly promote health and well being for all. Library space in the new development would allow for a better library while also freeing up space in an already overstretched community centre.

5. Finally:
   - A Soup and sandwich deli
   - A fresh fruit and veggie stand

- A Freshii (fresh food solutions for the many single elderly and students that frequent the village every lunch hour)
- A small home improvement store as we have nothing here for emergency home repair now that Rod's Lumber is gone.
- Family restaurants
- A Boutique Hotel serves no purpose/benefit for us in Steveston. I did not see a 'boutique hotel' on my recent visit to Fort Langley that is similar to us but, saw lots of great art spaces, bake shops, cheese shops, local made product stores, bistros, family restaurants – all full!!!

Please don't waste valuable community space on a meaningless "boutique" hotel. The residents, the ones who live in this community, who contribute to Richmond over the course of years, and who raise families here, need more services. We have plenty of beautiful hotels only minutes away. We are a residential community that is growing and that needs access to daily services that grow with us.

There are many ideas that I'm sure that people will come up with. We have been stuck in limbo for years and we all want a solution rather than the status quo. Hopefully, the City can find solutions that put their own citizens front and centre instead of a small number of tourists.

Sincerely;

Cathy Sichewski

Schedule 65 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: Melanie Rupp <mrupp@shaw.ca>
Sent: Sunday, 15 October 2017 23:11
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I do not support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston

Name: Melanie Rupp
Street Name: 12206 Imperial Drive
Postal Code: V7E 6J6
E-mail: mrupp@shaw.ca
Phone Number: 604-671-1142

Dear Mayor and Council

I do not support the rezoning application of 4020 Bayview Street - Imperial Landing in Steveston.

The information provided by the developer indicates a 4-star hotel, however, the details regarding the hotel do not show a restaurant within the hotel, and other amenities necessary to be eligible for 4-stars according to the industry standard.

Further, in researching the proposed hotel brand, LEVEL, which is owned by the developer, this property would provide 'hotel-style' accommodation offering 'hotel-like services' which are in fact furnished apartments for short and long-term rental which could be greater than 365 days. This looks more like residential rental accommodation than a hotel to me.

Again, we have the developer misrepresenting their intentions with the property with this rezoning application by proposing a hotel when in fact their plans are to offer residential rental accommodation albeit furnished.

Also, I do not agree the contribution amount proposed by the developer in exchange for approval of this rezoning application is sufficient for the community.

I do not support the rezoning application of the above captioned property, and request the developer to make a better offer to benefit the community that has to endure this painful resource and time-consuming process.

Thank you,

Melanie

Melanie Rupp
mrupp@shaw.ca
(604) 671-1142



MayorandCouncillors

From: sandysmithbower@gmail.com
Sent: Sunday, 15 October 2017 23:11
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Sandy Smithbower
Street Name: 12560 Harrison Avenue, Richmond Postal Code: V6V 2R7
E-mail: sandysmithbower@gmail.com
Phone Number: 604-273-4487

Dear Mayor and Council

I support the rezoning.

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Schedule 67 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: Linda Barnes <loulindy50@gmail.com>
Sent: Sunday, 15 October 2017 22:05
To: MayorandCouncillors
Subject: Onni rezoning Steveston

Mayor and Council
October 15,2017

Re: ONNI rezoning Steveston

Linda Barnes
4551 Garry ST
(Steveston) Richmond BC

After having read the staff report and reflecting on the history of this site and knowing I have a prior commitment on the Public Hearing date I wish to share my personal thoughts on this rezoning.
As a retired City Councilor my votes and statements on the past rezoning and plans are a matter of record. This latest rezoning has my support for the hotel and building by building zoning. Its time to close this chapter and move forward. Another winter is coming and its hard enough for businesses during the offseason without continuing the empty storefronts and quiet boardwalk. I like the specifics of this application in that every building has its own list of possible uses (and then of course what is not included) as well as the hotel application. Steveston is becoming a destination and having a small modern hotel to compliment the historic Steveston Hotel, in my view, makes good business sense. The only part that is missing is amenity contributions large enough to offset the community needs exacerbated by this development. In my view the $2.375 falls short in compensating the community for amenities needed; I personally believe the amount should be much closer to $3.375m.
Thank you for reading and considering my thoughts on this very important rezoning in our community.

Linda & Brian Barnes
Steveston residents since 1970

Cheers
Linda Barnes



Schedule 68 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: gary zokol <zokolgar@gmail.com>
Sent: Sunday, 15 October 2017 18:42
To: MayorandCouncillors
Cc: CityClerk
Subject: Imperial Landing Project

Dear Mayor and Council,

My name is Gari Volpov and I live at 4600 Westwater Drive.

I live in Steveston, and I love this neighbourhood because it is deeply historical and we are beginning to see more modern buildings which are built to respect this heritage. Of course, like everyone, I also enjoy the boardwalk and the shops along it.
It is for this second reason that I support this proposal in its entirety. Currently, the Imperial Landing boardwalk is not as attractive as it can be, simply because all the stores are empty. These stores are empty because they are limited by use, and what is allowed to operate in it. I see no reason why Council or anyone would oppose seeing these stores be occupied and serve the neighbourhood. It creates a livelier atmosphere and adds to the beauty of the boardwalk if the restaurants, grocers, and hotel comes to these units. These units have been empty for 3 years now, please allow them to fill the stores and do something with them.
Thank you for your time, I hope you will approve this proposal.

Sincerely,
Gari Volpov
4600 Westwater Drive
Steveston



Schedule 69 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: d y <dhy8888@gmail.com>
Sent: Sunday, 15 October 2017 10:43
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: Don Yee
Street Name: 4471 Wyne Crescent
Postal Code:V6V 2T2
E-mail:dhy8888@gmail.com
Phone Number:604 231 5871

Dear Mayor and Council

I support rezoning application

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Schedule 70 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: ROY LANGSTAFF <roy.langstaff@shaw.ca>
Sent: Friday, 13 October 2017 18:50
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Name: ROY LANGSTAFF
Street Name: 4500 WESTWATER DRIVE
Postal Code: V7E 6S1
E-mail: roy.langstaff@shaw.ca
Phone Number: 604 360 3992

Dear Mayor and Council,

I fully support the proposed improvements to the Steveston Waterfront at 4020 Bayview Street. For too long, this development along the waterfront has really detracted from what could be a stellar example of a vibrant and lively waterfront experience. The recent open house for the general public outlined a wide and varied array of possibilities; all of which I found interesting and exciting, and am eager to see come to fruition in the very near future.

I walk along the Steveston waterfront on a regular basis and when I pass by the current development my imagination can envisage places where I can take a seat, have a break, enjoy a coffee, and really add to the pleasure of my day, all the while looking out over the traffic on the river. It is a fantastic location and one which must be developed.

The highlight of the proposal is the proposed hotel. We have many friends visiting the community, but where is the hotel they all require?

In short, the current space with paper blanked windows and a desolate disposition is a mark against the community. Please vote to give this project a life, and let it breathe?

Best regards,



Roy Langstaff

MayorandCouncillors

From: Roy Langstaff <roy@uvic.ca>
Sent: Friday, 13 October 2017 17:47
To: MayorandCouncillors
Cc: info@waterfrontrezoning.com; Badyal,Sara
Subject: I support the rezoning of 4020 Bayview Street - Imperial Landing in Steveston!

Follow Up Flag: Follow up
Flag Status: Completed

Name: ROY LANGSTAFF
Street Name: 4500 WESTWATER DRIVE
Postal Code: V7E 6S1
E-mail: roy.langstaff@shaw.ca
Phone Number: 604 360 3992

Dear Mayor and Council

I fully support the proposal to bring some life and vitality to the Steveston Waterfront at 4020 Bayview. For too long it has been quiet and unattractive, with the paper covered windows of the prime retail space created there. We have family visiting over the Christmas holidays and oh, how I wish there was a hotel within a stone's throw of the community. The hotel proposal is the highlight on the long list of proposed improvements.

I walk along the waterfront on a regular basis and when I pass by the current vacant properties, my imagination comes alive with visions of restaurants, a coffee shop, and other similar businesses where I could take a seat by the water and really add some special enjoyment to my day. The property is crying out for life and colour; please give it thought and vote to allow this wonderful proposal to become a reality. Please allow it to breathe!

With very best regards,

Roy Langstaff

Schedule 71 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

CityClerk

From: DevApps
Sent: Friday, 13 October 2017 13:42
To: CityClerk; Craig,Wayne; Badyal,Sara
Subject: FW: Steveston Boardwalk re-zoning

Barry Konkin, Program Coordinator, Development Development Applications Department City of Richmond
6911 No.3 Road
Richmond BC Canada V6Y 2C1
Tel. 604.276-4138
Fax.604.276.4052

-----Original Message-----
From: Elly Hamilton [mailto:sunflower31@shaw.ca]
Sent: Thursday, 12 October 2017 16:59
To: DevApps
Subject: Steveston Boardwalk re-zoning

I am very much opposed to allowing ONNI to put any retail business into the buildings they constructed on Bayview Street.

They knew it was zoned for "Maritime use only" when they built the complex!!!! Now they are willing to bribe and plead to put in retail businesses into their buildings. That will add huge congestion on Bayview Street and in the surrounding area.

Let ONNI decide where to go from here. It is their problem that they alone created. Why should we now bend to accommodate them on their terms???????

Richmond Council - Thank you for working for us.

Eleanor Hamilton
105 4233 Bayview St.
Richmond



Schedule 72 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

CityClerk

From: Don Rodden <don@rodden.net>
Sent: Friday, 13 October 2017 15:40
To: MayorandCouncillors; CityClerk
Subject: Onni Imperial Landing in Steveston

Follow Up Flag: Follow up
Flag Status: Completed

I am writing to Council to express my support for Onni's proposal for the Imperial Landing site in Steveston. My wife and I have lived in Richmond for 40 years with 33 years in Steveston. I am a retired fisherman and my wife worked at BC Packers Imperial Plant for 30 years until it closed. We had, and still have close ties to the marine industry. Some of our reasons for supporting Onni's proposal are as follows;

- It is time to move forward. The fishing and marine industry has changed and is continuing to change. There has not been an opening in the river for two years. Marine suppliers have out. (E.A. Towns. Rods Building Supplies & Steveston Marine (moving this fall)).
- The current situation is not sustainable. Vandalism is already occurring and will only increase, the longer the waterfront is left vacant
- A maritime theme will still be maintained without the strict maritime "use" being enforced
- If it was economically viable for a marine use business to open up in that area, they would have done so 3 yrs ago. If Council does not support Onni's proposal, what does Council plan to do? What viable options are the nay sayers proposing?
- Any option that does not have a sound business plan behind it is going to fail and area will become vacant again and/or will cost more tax dollars that I am feed up with paying.

Don Rodden

11220 Frigate Crt



Schedule 73 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

CityClerk

From: Marina Goldberg <marina@cllawyers.ca>
Sent: Friday, 13 October 2017 16:03
To: MayorandCouncillors
Cc: CityClerk
Subject: Imperial Landing
Attachments: October 13.docx

Follow Up Flag: Follow up
Flag Status: Completed

Regards,

Marina G.
Legal Assistant
#728 - 650 West 41st Ave., North Tower
Vancouver, BC, V5Z 2M9
Tel: 604-264-8331



October 13, 2017

Marina Goldberg

4600 Westwater Drive

Richmond, BC

Dear Sirs,

I am writing in support of the Imperial Landing project. I have lived in the area for the past 4 yrs.

I am finding the empty spaces with papered up windows appalling. I looked into the newly offered project and find that it is exactly what this location needs. The residents of the area are sick and tired of looking at all the space being wasted when it could be used to make the area more attractive, bring more visitors to the area and generate income.

Our City Hall needs to stop being inadequate as it has been so far. It absolutely unacceptable that the Richmond City Hall is behaving like a little spoiled child in this matter.

I am sure that most residents of Steveston will agree with me, when I say "Let Onni develop the area and bring the Imperial Landing to life." Enough of this nonsense.

Yours truly,

Marina Goldberg. (mgol@shaw.ca)

MayorandCouncillors

From: Webgraphics
Sent: Monday, 16 October 2017 11:10
To: MayorandCouncillors
Subject: Send a Submission Online (response #1184)

Send a Submission Online (response #1184)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/16/2017 11:10:09 AM

Survey Response

Your Name	linda rosas
Your Address	4600 westwater dr
Subject Property Address OR Bylaw Number	imperial landing
Comments	I would like to suggest that at least one of the locals be leased to the city and be developed into an arts/ performance/ gallery centre similar the coffeehouse in Brackendale.



MayorandCouncillors

From: Webgraphics
Sent: Monday, 16 October 2017 10:12
To: MayorandCouncillors
Subject: Send a Submission Online (response #1183)

Send a Submission Online (response #1183)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/16/2017 10:12:03 AM

Survey Response

Your Name	C. Burke
Your Address	4311 Bayview Street
Subject Property Address OR Bylaw Number	4020, 4080, 4100, 4180, 4280, 4300 Bayview Street
Comments	Transforming our Residential Neighbourhood into a Predominantly Commercial Area Traffic - Bayview Street not designed to handle a giant commercial mall and hotel at the back of a residential neighbourhood. There will be anger, near crashes, and crashes Noise - all day – not just at festival times or weekends – now: evening, late night, drinkers, cars Litter - sidewalks, boardwalk, streets, in the water: trash, bottles, needles Visual Clutter – pastoral river outlook blighted by commercial signage Light pollution and noise Hotel, beside a dock, not only will increase drinking but also will draw drug trafficking and gangs Expect a lot more complaints, calls to police, fire and ambulance services Based on the Steveston Community Plan and the representations made by Onni itself, those of us who bought homes from Onni in 2003 were led to believe our investment was in a neighbourhood that was primarily residential. The other uses – mixed maritime - would be limited to those that made sense in a river / harbour setting.

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Bayview Street was designed for traffic that would be mostly that of residents with some additional 9 to 5 for the waterfront. Onni got a considerable land value lift and we can assume made a healthy profit from the overall development of Imperial Landing, and the promises it made. Once the waterfront buildings appeared it became clear enough that Onni had no intention of respecting the Community Plan or the expectations of those who live here. The ground level of these buildings were never designed for "maritime mixed use". It has done it best its best to present itself to the public as unfairly oppressed. Onni's own website attempted to solicit ordinary commercial tenants with the promise of a large grocery store to anchor retail uses. We love our homes and recognize Onni's part in building them. But for us homeowners, its relentless applications for rezoning are a recurring nightmare. We constantly have to fight against the transformation of our homelike neighbourhood, and the peaceful atmosphere that we happily share with visitors, to one that is dominated by a giant commercial mall, with hundreds more vehicles coming and going on the residential thoroughfare that is Bayview. I own and live in a townhouse on that street, across from the buildings that are proposed to become hotels. My own unit faces the two paths around Phoenix Pond, to the south and west of the Pond. What I have seen in the hundreds, over the many years I have lived there, are people using these paths for recreation as well as for their "stroll to the Village". There are mothers pushing strollers with small children riding ahead on little bicycles, youth riding skateboards, crossing Bayview street, crossing the parkade entrances under the Onni buildings. There are old people who use walkers, people walking their dogs, cyclists, runners. There are visitors glad to get away from their concrete environments and the city traffic. This is not a NIMBY situation: Bayview townhomes do not have any backyards. The local kids play on the sidewalks and the back laneways. The laneway behind my complex has a blind curve. Thankfully, the vehicles coming and going are, so far, mostly local residents. That will change with the presence of a large commercial strip along Bayview. Inevitably, suppliers, employees, and consumers will take to the use of our back lanes to avoid traffic congestion on Bayview. Most drivers do not observe speed limits, and commercial users will come to view our homes as a mere backdrop to their commercial purposes. With the presence of a hotel will come a higher presence of alchohol and drugs in the neighbourhood. In particular, as a hotel located by a temporary use dock, it will attract

	drug traffickers and more gang related crimes. We must anticipate more crashes, near-misses, personal injuries, and death. Broken bottles and needles in the park and sidewalk areas will likely become a concern as well. Police and fire sirens will become more common. If you adopt the proposed bylaw, ours will no longer be a safe and friendly home community. The recurring nightmare will have become a reality. Our homes will lose value as numbered company shareholders under the Onni umbrella become yet more wealthy. That is Onni's plan. That's what this proposal is all about.

MayorandCouncillors

From: Webgraphics
Sent: Monday, 16 October 2017 09:03
To: MayorandCouncillors
Subject: Send a Submission Online (response #1181)

Send a Submission Online (response #1181)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/16/2017 9:02:33 AM

Survey Response

Your Name	Deborah Turner
Your Address	7-4311 Bayview St, Richmond, BC V7E 6S5
Subject Property Address OR Bylaw Number	4020, 4080, 4100, 4180, 4280, and 4300 Bayview
Comments	I do not support the proposed inclusion of "Hotel" in the list of approved uses as this would change the fundamental nature of the neighborhood. As someone who walks the Steveston waterfront at least twice daily, I am disturbed by the people who discard trash and make excessive noise in a residential and natural environment. The very nature of a hotel would only contribute to this type of harm to the area. I also want to comment on the overall effect noise, additional garbage waste and traffic have on the neighborhood. Whenever any of the festival weekends come about, we experience the influx of visitors and their effect for a few days. It is tolerable in small, sporadic doses, but if this type of atmosphere were to become the new normal, I would seriously have to evaluate whether I could continue to live in this neighborhood.



Schedule 77 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, October 16, 2017.

MayorandCouncillors

From: Webgraphics
Sent: Monday, 16 October 2017 13:03
To: MayorandCouncillors
Subject: Send a Submission Online (response #1185)

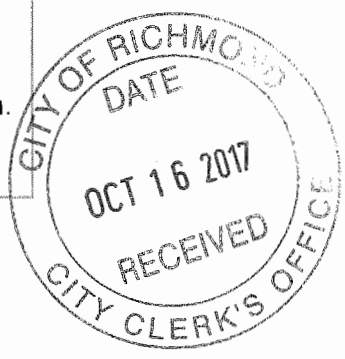
Send a Submission Online (response #1185)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/16/2017 1:02:19 PM

Survey Response

Your Name	G. Isaac
Your Address	4280 Moncton Street, Richmond
Subject Property Address OR Bylaw Number	Bylaw 9062
Comments	I object to rezoning for two reasons: 1. In my opinion Onni is not a reputable company. I purchased one of their properties which was defective by design and execution. Repairs were not carried out and a lawsuit was initiated. They settled out of court after approximately 12 years. This process resulted in a cost of approximately $25,000 to me. If they are allowed to proceed and make modifications I am concerned that they may not comply with all city requirements. This could result in a another protracted legal battle, this time, using my tax contributions. 2. The buildings were constructed with the Bylaw in place. I see no reason to modify the bylaw to suit a builder. In my opinion there is no positive impact on the community to permit alternate uses in this location. GI



MayorandCouncillors

From: Kelly Greene <kellyagreene@outlook.com>
Sent: Monday, 16 October 2017 16:32
To: Brodie,Malcolm
Cc: Steves,Harold; Day,Carol; McNulty,Bill; MayorandCouncillors; Au,Chak
Subject: Onni review tonight

Follow Up Flag: Follow up
Flag Status: Completed

Hello Mayor Brodie,

I am writing in regards to the Onni proposal for the Steveston waterfront site that has been at an impasse for many years now. I absolutely recognize that there is a need for a solution to the unfortunate problem.

It is concerning when a developer can erect a building that does not meet the needs of zoned uses. When it was constructed, many people pointed out that as built, the space available was not suitable for mixed maritime uses, many of which would be considered light industrial. I walk along the Steveston waterfront regularly, and the vacant space is obviously intended for commercial/retail purposes. It is a big dilemma when the developer comes back after the building is completed to ask for rezoning to match the type of building constructed.

As many people have noticed, some developers have operated in Richmond under the principle of "give an inch, take a mile" where well-intending Richmond zoning and bylaws are abused. Retroactively granting rezoning would set a worrisome precedent, wherein developers built what they wanted, and applied for a zoning change after the fact.

The land lift expected from rezoning the property should be compensated to the City at a rate anywhere from 50% to 85%. The current offer falls below that level, which is an additional concern. Yes, the buildings would need retrofitting under the current proposal, but that is not through any fault of the City, and should not be deducted from the amount of compensation expected.

Additionally, there has been talk about creating a marina to increase visitors and viability of the economy in Steveston. It is perplexing, to say the least, that the site specified for "mixed maritime use" would lose that zoning in advance of an operating marina, which would require supportive maritime businesses.

It is for these reasons that I ask you, and Richmond's Councillors, to be cautious and not rush your decision. We have waited this long for a resolution; a little bit longer to get it exactly right will be a benefit, not a liability.

Our elected representatives, accountable to the residents of Richmond, should be responsible for setting policy and creating the vision for Richmond's future, not developers.

Thank you very much for your time and consideration.

Best regards,

Kelly Greene

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, November 20, 2017

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Claudia Jesson, Acting Corporate Officer

Call to Order: Mayor Brodie opened the proceedings at 7:00 p.m.

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9753**
(Location: 10451/10453 No.1 Road; Applicant: 1008358 BC Ltd)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/10-1 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9753 be given second and third readings.

CARRIED

Regular Council meeting for Public Hearings
Monday, November 20, 2017

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9762**
(Location: 7151 No. 2 Road; Applicant: Konic Development Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/10-2 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9762 be given second and third readings.

CARRIED

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9765**
(Location: 9600/9620 Glenacres Drive; Applicant: KNS Enterprises Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH17/10-3 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9765 be given second and third readings.

CARRIED

4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9773**
(Location: 12431 McNeely Drive; Applicant: Darlene Dueckman, Mark Dueckman, and John Goossen)

Applicant's Comments:

The applicant was available to respond to queries.

Regular Council meeting for Public Hearings
Monday, November 20, 2017

Written Submissions:

None.

Submissions from the floor:

None.

PH17/10-4 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9773 be given second and third readings.

CARRIED

5. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9062 & RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9063**
(Location: 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street); Applicant: Onni Development (Imperial Landing) Corp.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

(a) Brenda Yttri, President, Steveston Community Society, (Schedule 1)

(b) Bob King, 11100 Railway Avenue, (Schedule 2)

(c) Mark Real, (Schedule 3)

(d) Vern Renneberg, 4211 Bayview Street, (Schedule 4)

(e) Mike Ogryzlo, 4233 Bayview Street, (Schedule 5)

(f) Kelvin Higo, Richmond Resident, (Schedule 6)

(g) Rob Chan, 4311 Bayview Street, (Schedule 7)

(h) Erika Simm, 4991 Westminster Highway, (Schedule 8)

(i) John Roston, 12262 Ewen Avenue, (Schedule 9)

(j) M. Burke, 4311 Bayview Street, (Schedule 10)

Submissions from the floor:

John Roston, 12262 Ewen Avenue, spoke on the community amenity contribution and read from his submission (attached to and forming part of these minutes as Schedule 9).

Regular Council meeting for Public Hearings
Monday, November 20, 2017

Sadru Ramji, 7951 Bennett Road, expressed concern with the proposed development. He was of the opinion that if the proposed development is approved, the community will endure hardship with regard to businesses competing with one another. Mr. Ramji noted that there should be fair compensation to the community.

Erika Simm, 4991 Westminster Highway, expressed concern with the Applicant's intentions with the development site and read from her submission (attached to and forming part of these minutes as Schedule 8).

Sean Lawson, 6463 Dyke Road, spoke in support of the daycare and boutique hotel as complimentary uses of the development property, however expressed concern with regard to including retail restaurant space in the remaining portion of the site. He was of the opinion that allowing retail restaurant space will negatively impact current landowners and business owners in Steveston Village, and noted that the amenity contribution should be used to improve new initiatives in the community. Mr. Lawson remarked that office space, seniors centre, fitness facility, museum or library are some beneficial resources for the community and would be an acceptable use for the development site. He then noted that the proposed boutique hotel needed to be revisited and expressed concern regarding no amenity contribution for the location of the proposed hotel.

Don Flintoff, 6071 Dover Road, expressed concern regarding the Applicant's intentions for the future of the development site, as Council will lose control if rezoning is granted. Mr. Flintoff noted that the amenity contribution amount was not sufficient enough and that compensation should be increased.

In response to Council query, staff confirmed that the conversion of the proposed hotel to condominiums would require a rezoning.

Cynthia Rautio, 12282 English Avenue, spoke on the lack of amenity contribution for the building location for the proposed hotel. Ms. Rautio remarked that the proposed hotel would be situated within a residential neighbourhood and was concerned with traffic, and the people that would be residing in the hotel. She was of the opinion that these buildings would be better suited for office space, a museum or a library and urged Council to consider the residents of Steveston Village when making a decision.

Lorne Slye, 11911 3rd Avenue, spoke in favour of the proposed hotel, noting that it would provide much needed viability to the area. He was of the opinion that the amenity contribution should be put towards a marina to increase tourism within Steveston Village.

Regular Council meeting for Public Hearings
Monday, November 20, 2017

Mayor Brodie acknowledged the conclusion of the first round of public speakers and invited the Applicant to address Council on comments made by the public delegations.

Chris Evans, Vice-President, Onni Development, and Brendan Yee, Development Manager, Onni Development, spoke on various efforts made by Onni to address the concerns of the City. Mr. Evans advised that this project is an important stepping stone for Onni Development and they believe that Onni has made every effort to address the comments of the different stakeholders in Steveston Village, and is of the opinion that the proposed 32-unit hotel will be a tremendous addition to the area.

In reply to queries from Council, Mr. Evans advised that the proposed boutique hotel would be small and would be targeted towards families, parents, and residents. He noted that the rooms would be similar to that of a studio apartment with a small kitchenette. Mr. Evans provided background information on an Onni development in Vancouver.

Discussion took place on short-term rentals in Steveston and it was queried whether Onni was prepared to sign a restrictive covenant on the property for only a hotel or Mixed Maritime Use. In reply to queries from Council, Mr. Evans advised that he believed that Onni has adhered to everything that was requested of them however he noted that he was unable to comment on any legal commitments.

In reply to queries from Council, Mr. Evans advised that allocation of the community amenity contribution is up to the discretion of Richmond Council.

Two speakers then addressed Council for a second time with new information.

Erika Simms, 4991 Westminster Highway, provided background information on a proposed marina, from when she was a representative on a Committee regarding the rezoning of the BC Packers waterfront site. She advised that the marina proposal was not approved at the time as it would interfere with the fishing fleets. She spoke in opposition to the proposed hotel being built in a residential area however was in favour of Steveston Hardware being relocated to that area.

Loren Slye, 11911 3rd Avenue, noted that Steveston has changed significantly since he has lived there and was of the opinion the proposed hotel would increase tourism and elevate the vibrancy of the community.

The Chair advised the conclusion of the Public Hearing submissions.

Regular Council meeting for Public Hearings
Monday, November 20, 2017

Council discussed the proposal and subsequent steps, and the following **motion** was introduced:

It was moved and seconded
That the rezoning considerations be amended to read as follows:

> ***"6. City acceptance of the developer's offer to voluntarily contribute $4,750,000 towards the Steveston Community Amenity provision account."***

The question on the motion was not called as Council discussed the merits of referring the matter back to staff versus deferring Council consideration to the December Public Hearing. The Chair suggested that if Council was not satisfied with the land uses, that a referral back to staff would be appropriate.

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

PH17/10-5 It was moved and seconded
That Council consideration of Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9063 be deferred to the December 18, 2017 Public Hearing scheduled for 7:00 p.m. in the Council Chambers at Richmond City Hall for further consideration regarding the amenity contribution component.

The question on the motion was not called as materials were distributed (attached to and forming part of these minutes as Schedule 11) regarding a past marina proposal from BC Packers.

Council expressed concern with regard to the amenity contribution and direction was provided to staff to examine the analysis of the uplift value.

The question on the motion to defer was then called and it was **CARRIED** with Cllrs. Johnston and Loo opposed.

ADJOURNMENT

PH17/10-6 It was moved and seconded
That the meeting adjourn (9:12 p.m.).

CARRIED

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, November 20, 2017

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on Monday, November 20, 2017.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Claudia Jesson)

Steveston Community Society

Serving the Community of Steveston Since 1946

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

To Public Hearing
Date: Nov. 20, 2017
Item # 5
Re: Onni - Bylaws 9062, 9063

Schedule 1 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

11 October 2017

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

Dear Mayor Brodie and Members of Council:

At the meeting of the directors of the Steveston Community Society on Tuesday, September 19, 2017, Mr. Brendan Yee, Development Manager of the ONNI Group, presented an update regarding proposed changes to their zoning application with the City of Richmond.

Our board appreciated the update, and asked members to submit any feedback on the proposal. A few responded with respect to the pledged $2.3M contribution towards a new community centre for Steveston, and suggested this amount should be larger considering the size and scope of the planned redevelopment of the Steveston Community Centre. Aside from this specific comment, our board has no further feedback to offer at this time.

Yours truly,

Brenda Yttri

Brenda Yttri
President
Steveston Community Society

CITY OF RICHMOND
DATE
OCT 17 2017
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cc: Brendan Yee, Development Manager
ONNI Group

Steve Baker, Area Coordinator
Steveston Community Centre

4111 Moncton Street
Richmond, British Columbia
Canada V7E 3A8
4798690

P: 604-238-8094 F: 604-718-8096
E: society@stevestoncommunitysociety.com
W: stevestoncommunitysociety.com

Richmond

Schedule 2 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

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

MayorandCouncillors

From: Bob King <bobkingcpa@gmail.com>
Sent: Wednesday, 18 October 2017 14:11
To: MayorandCouncillors
Subject: Omni development

To Public Hearing
Date: Nov. 20, 2017
Item # 5
Re: Onni - Bylaws 9062, 9063

Council:
Seriously, if anyone *ever* believed, even from the outset, that the Steveston development would end up as marine use, they are seriously corrupt or naive and have no business running our city's business.
Omni and the city are dancing, as expected, and eventually we will have the restaurants, souvenir shops and commercial use that was anticipated by all at the outset.
Given that the city laid down and permitted the development to begin with, please make sure we don't lose more by giving it all to Omni.
I'm sure any respectable accounting firm can value the lift properly using generally accepted valuation principles and that is the amount Omni needs to pay. Why would we subsidize Omni?
It's now a matter of principal. Don't let us down.
Respectfully.
Bob King
19-11100 Railway Ave
Richmond, BC V7E 6J8
604 868 7545

CITY OF RICHMOND
DATE
OCT 18 2017
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MayorandCouncillors

Schedule 3 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

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

From: Mark Real <Mark_Real_4@hotmail.com>
Sent: Tuesday, 17 October 2017 12:25
To: MayorandCouncillors
Subject: ONNI in Steveston

To Public Hearing
Date: Nov. 20, 2017
Item # 5
Re: Onni - Bylaws 9062, 9063

Mayor and Councillors,

Having read about the fiasco in Steveston, be well aware that this is not the first time ONNI has been up to shenanigans. And there are many more examples...

http://www.nsnews.com/news/split-council-ok-s-onni-bowling-bid-1.21227298



Split council OK's Onni bowling bid - North Shore News

www.nsnews.com

If you dig it, they will bowl. That was the outcome of Monday's City of North Vancouver council meeting in which a Central Lonsdale bowling alley was approved and a ...

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

MayorandCouncillors

From: Vern Renneberg <vrennebe@telus.net>
Sent: Friday, 3 November 2017 15:49
To: MayorandCouncillors
Subject: Onni Rezoning Imperial Landing

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

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

To Public Hearing
Date: Nov 20, 2017
Item # 5
Re: Onni - Bylaws 9062, 9063

Dear Mayor and City Councilors

Re: Official Community Plan Bylaw 7100, Amendment Bylaw 9062 and Richmond Zoning Bylaw 8500m Amendment Bylaw 9063 (RZ 13-633927)

These pictures were taken Oct 31, 2017

Picture 0153 shows 4080 Bayview St where the daycare is located that was added to the existing zoning. The picture shows the loading dock installed by Onni in order to service the lower floor of the building where a grocery store is proposed. This loading dock faces west but is not useable because pup tractor trailers cannot back into it from Bayview. Any trailers approaching from No 1 road (as proposed by Onni) cannot back into the loading dock as the turn is too sharp when backing up. Even if they were able to make it they would block the whole entrance to the underground parking, and the sidewalk which creates a safety and emergency access problem. The picture also shows how busy Bayview can be with parents parking in the loading zone located across the street that belongs to Imperial Village

Pup tractor trailers are not able to approach from the east because they cannot make it around the roundabout located at the corner of Easthope St and Bayview St. without running up on the curbs located there. Even firetrucks run over the curb now when approaching from the east. If they did come this way they would still be blocking any access to the underground parking. This underground parking is also for residents.

CITY OF RICHMOND
DATE
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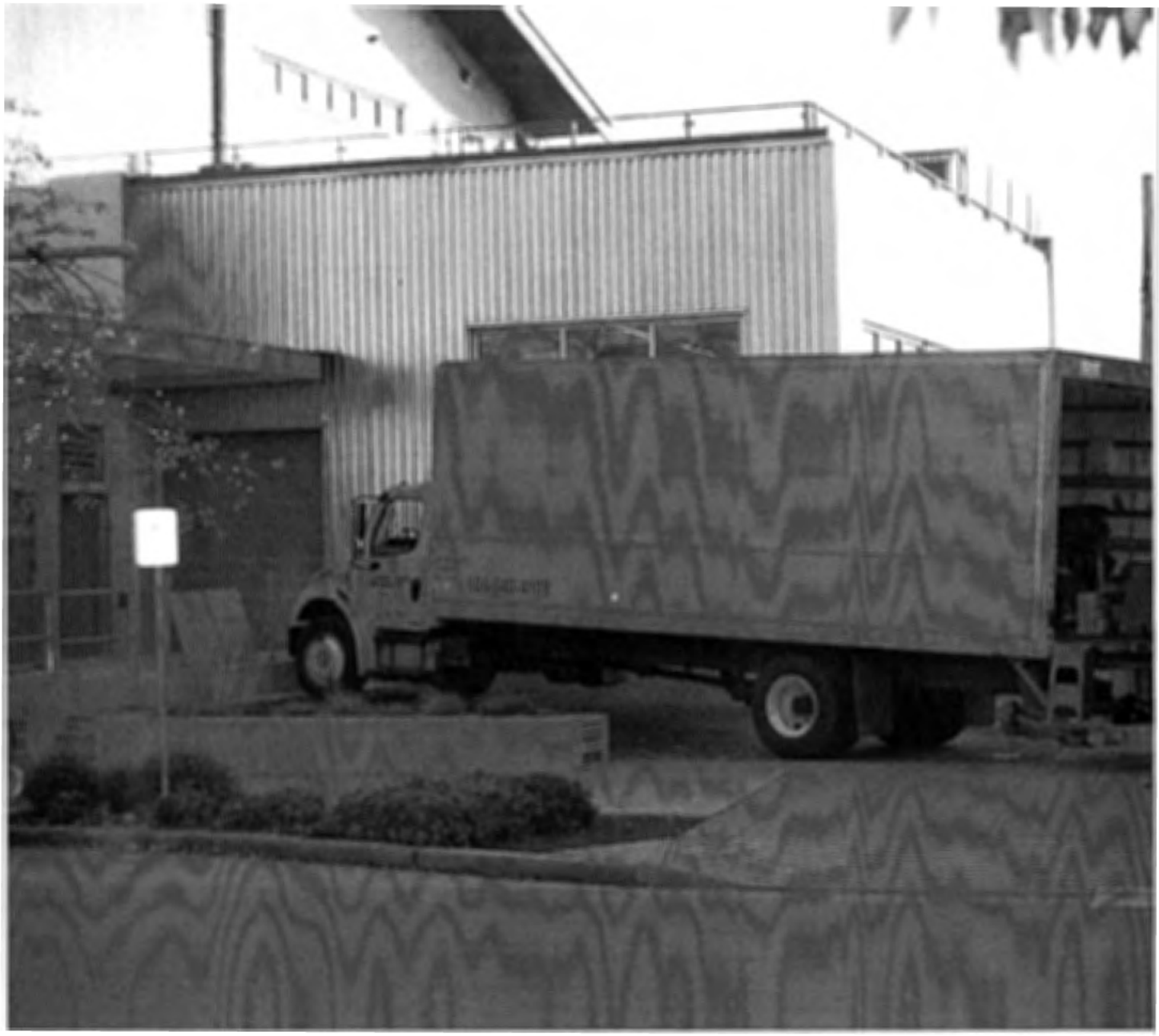
Picture 0155 has a better view of the loading dock and shows the 5 ton truck blocking half the entrance to the parking lot.



Please reconsider any changes to the zoning for this whole complex. Come and see for yourself the many problems with Onni's proposals. More pictures are available if you wish.

Vern Renneberg
4211 Bayview St.
604 274 5761

MayorandCouncillors

Schedule 5 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

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

From: Mike O <fishingvancouver@shaw.ca>
Sent: Sunday, 5 November 2017 20:06
To: MayorandCouncillors
Subject: FW: Fwd: onni rezoning imperial landing on bayview in steveston

Follow Up Flag: Follow up
Flag Status: Flagged

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

To Public Hearing
Date: Nov 20, 2017
Item # 5
Re: Onni - Bylaw 9062, 9063

From: Mike Ogryzlo
Sent: 2017-11-05 7:59 PM
To: Fishingvancouver@shaw.ca
Subject: Fwd: Fwd: onni rezoning imperial landing on bayview in steveston

Let's not get duped. Onni is playing us for patsies. I encourage you all to move slowly on this decision. The pace of change lately has led to undesirable results because it is nearly impossible for legislators to keep ahead of things; like real estate Investment, money laundering, birthing hotels, monster houses in the ALR, short term rentals. Let's slow down and evaluate before making an irreversible rezoning mistake with the most valuable property in Richmond; Our crown jewel.

Do you believe regular citizens came out to the last council in support of onni? I think not. Were those more likely people with a vested interest? Damn straight. The rezoning would likely result in beer parlour activity pouring out onto the boardwalk. I live with hundreds of fellow residents in a strata across the street. 4111 4211 4233 bayview and 4280 Moncton. Every resident I talk to is strongly opposed to changing the zoning. Onni is sitting on a hundred million dollars worth of properties there. I estimate that if we redone we would be handing them another fifty million in value, which they would probably promptly sell to investors. I took a quick look at property evaluations. It looks to me like they should currently be paying four times as much property tax. Thanks. Mike Ogryzlo 308 4233 bayview street Richmond bc V7e6t7

CITY OF RICHMOND
DATE
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MayorandCouncillors

Schedule 6 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

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

From: CityClerk
Sent: Tuesday, 14 November 2017 11:33
To: MayorandCouncillors
Subject: FW: Onni Development in Steveston

Follow Up Flag: Follow up
Flag Status: Flagged

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

To Public Hearing
Date: Nov. 20, 2017
Item # 5
Re: Onni - Bylaws 9062, 9063

From: Badyal,Sara
Sent: Wednesday, 8 November 2017 16:50
To: CityClerk
Subject: FW: Onni Development in Steveston

CITY OF RICHMOND
DATE
NOV 16 2017
RECEIVED
CITY CLERK'S OFFICE

From: kelvin Higo [mailto:kelvinhigo@gmail.com]
Sent: Saturday, 21 October 2017 18:38
To: Badyal,Sara
Subject: Onni Development in Steveston

I read with interest the reporting on the recent re-zoning meeting held at City Hall. I have followed this development closely since it was first presented at public hearings a number of years ago. I also believe that Onni never intended to fulfill their proposal to develop maritime uses at their site along the boardwalk but rather agreed to that just to get the majority of their project a go ahead.

If the City agrees to Onni's proposal without proper compensation, it sets a dangerous precendent for other developers who can agree to anything at the public hearing phase and then claim hardship later on to get their property re-zoned. The reason we have a public hearing process is to find the right balance between the developers desires and the public's issues. Neither side normally gets everything they want, but the process that developers are subjected to ensures that the right compromise is reached. I wrote previously that agreeing to the after school daycare is the start of the "slippery slope" even though I agreed that childcare was probably a good use of the site. Now we are looking at whether a hotel would be an appropriate use. Nothing further should be considered until the matter of compensation is resolved.

I have always felt that the Onni issue now distills down to two issues. One relates to the type of use along the boardwalk and I have expressed my thoughts to Onni directly that their site is the last piece of important waterfront in the Steveston area and as such Onni has the responsibility along with the City to ensure that the future uses add to the ambience of Steveston rather than compete with the existing commercial businesses. The second responsibility is the amount of compensation that Onni should pay to receive the benefit of this re-zoning. Clearly what Onni has offered so far is insufficient for the benefits they will accrue as a result of re-zoning. The City's counter-offer is probably a bit high but I cannot ascertain this as I haven't had the information to make an informed decision but I can surmise that Onni's offer is still not enough for what they will receive in return.

As a lifelong resident of Steveston, I am perfectly content to leave those buildings vacant until such time that Onni compensates the City appropriately.

Schedule 7 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

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

MayorandCouncillors

From: CityClerk
Sent: Tuesday, 14 November 2017 13:53
To: MayorandCouncillors
Subject: FW: By-law 9063 (RZ13-633927)

Follow Up Flag: Follow up
Flag Status: Flagged

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

To Public Hearing
Date: Nov. 20, 2017
Item # 5
Re: Onni - Bylaws 9062, 9063

From: Badyal,Sara
Sent: Thursday, 2 November 2017 13:55
To: CityClerk
Cc: Zoning
Subject: FW: By-law 9063 (RZ13-633927)

From: Zoning
Sent: Monday, 30 October 2017 15:59
To: Badyal,Sara
Subject: FW: By-law 9063 (RZ13-633927)

CITY OF RICHMOND DATE NOV 16 2017 RECEIVED CITY CLERK'S OFFICE

FYI – this was emailed to the zoning email.

Debbie Poon

From: Robert Chan [mailto:rchan127@gmail.com]
Sent: Monday, 30 October 2017 14:43
To: Zoning
Subject: By-law 9063 (RZ13-633927)

I know that the public hearings have already happened but I was unable to attend any of them. I am an owner at 5 - 4311 Bayview Street which would be one of the residents directly affected with the zoning change.

I understand the need to change the zoning and that the city will receive compensation from ONNI for the zoning change. My request out of this would be the following:

I would like to see the area brought back up to standards, the boulevards in front of my units 4311 Bayview street are terrible and as part of the zoning changes and requirements from ONNI I would like to see either the boulevards updated with new grass (sod) with inground sprinklers installed or put paving stones down given that the boulevards in front of my house is a high traffic area where pedestrians always seems to cross in front off.

I would also like to know what is being done to protect the street parking that we have available to us? Would we be able to be granted permits (Free) to park on the street and restrict parking congestion in front of our houses?

I would also like to know if there will be restrictions to Commercial trucks from entering the Bayview street and that truck access will be from Number 1 road.

These are a few concerns that I have and would like to see addressed given that the zoning is a benefit to the City and ONNI and provides very little if no benefits to us residents.

Please feel free to contact me if you wish to discuss my concerns.

Take Care,
Rob Chan
604-809-5147

To Public Hearing
Date: Nov. 20, 2017
Item # 5
Re: Onni - Bylaws 9062, 9063

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

Schedule 8 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

Nov. 17. 2017

To Mayor and Council
City of Richmond
6911 No 3 Road
Fax: 604-278-5139

from Erika Simm
4991 Westminster Hwy
Richmond, V7C 1B7

CITY OF RICHMOND DATE NOV 17 2017 RECEIVED CITY CLERK'S OFFICE

Dear Mayor and Councillors,

As some of you may remember, in the late 1990's I was a representative for Richmond citizens on a large committee consisting of City of Richmond Planning Department staff, B.C. Packers representatives, Fisheries Union representatives, and Steveston residents, a committee that was tasked with recommendations to Council for the rezoning of the coveted B.C. Packers waterfront site in Steveston.
The zoning of the Packers lands, including the waterfront area at that time was INDUSTRIAL.
Contrary to the Richmond Packers reps, who wanted multi -residential zoning on this site to maximize their profits, all others wanted and fought for a zoning that would lend itself to **a re-vitalization of the Steveston waterfront to provide a self-sustaining environment for the fishing industry , a Granville Island style commercial zone which would include maritime uses and educational elements, while maintaining the areas unique and historic industrial character, - that of a fishing village.**

Hence the original industrial zoning was changed to a new zoning for the waterfront, the Maritime Mixed Use zone (MMU)

I don't think that almost all the proposals from Onni Development meet the criteria of the Maritime Mixed Use. Not by a long shot. And I don't think that Onni took the above vision into consideration when they built the buildings on this very special site.
It is, after all, situated in the heart of Steveston Village, with the Harbour Authority and Britannia Heritage Shipyard to the east, and the fishing fleet moorage, Georgia Cannery and Harbour Authority to the west.

Council has only one time to get this right. If Council chooses to accept a monitory compensation for upgrading this zoning from MMU to commercial at all, then in all fairness Onni has to pay the City the full amount of the upgrade. At this time their offer is laughable. A full 100% compensation is just the cost of doing business, and the citizens of Richmond deserve no less.

I would urge Onni to try harder to accommodate this special MMU Zoning, and re-furbish the existing buildings exterior to reflect the fishing village character of their unique one in a million site.

Erika Simm

MayorandCouncillors

Schedule 9 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

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

To Public Hearing
Date: Nov. 20, 2017
Item # 5
Re: Onni - Bylaws 9062, 9063

From: John Roston, Mr <john.roston@mcgill.ca>
Sent: Thursday, 16 November 2017 15:20
To: MayorandCouncillors
Cc: Badyal,Sara
Subject: Submission to Public Hearing on Nov. 20, 2017.
Attachments: Roston - Onni Imperial Landing Amenity Contribution New Info Nov 16 2017.pdf

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

Dear Mayor and Councillors,
My submission to the Public Hearing on Nov. 20 with reference to the Onni Imperial Landing Amenity Contribution is attached.

Your patience and determination to arrive at a fair amenity contribution is very much appreciated.

---

john.roston@mcgill.ca
John Roston
12262 Ewen Avenue
Richmond, BC V7E 6S8
Phone: 604-274-2726
Fax: 604-241-4254

CITY OF RICHMOND
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Onni Imperial Landing Rezoning Amenity Contribution – New Information

I'd like to thank Chris Evans of Onni for calling me to discuss the calculation of the amenity contribution. It was most helpful. I'd also like to thank Sean Lawson, the well-known realtor in Steveston, for calling me to discuss his calculation of the amenity contribution. They are both real estate professionals with a lot of experience, as are some of the city councillors, and I am not. I'm a Richmond citizen with an interest in seeing that Onni pays the City a fair amenity contribution that can be used to improve local municipal services in Steveston.

It was most unfortunate that the City's consultant on the amenity contribution did not have all the relevant information for arriving at a fair amenity contribution calculation as I explained in my previous submission. It's important that the consultant be given the opportunity to update his report. It's also important that Mr. Lawson's amenity calculation be considered since he has an intimate knowledge of the commercial lease rates in Steveston and the potential demand for space in the development.

Mr. Evans made the point that the actual tenants in the development are irrelevant. Tenants will come and go. This is about new permitted uses in each building and the effect that has on the building's value. Nevertheless, Mr. Evans spoke about Steveston Marine and Hardware as a potential tenant and the fact that he no longer has a grocery or a bank as potential tenants. By his own assertion, these potential tenants and non-tenants are irrelevant to the discussion. Steveston Marine and Hardware could wind up in Building 5 or 6 or those buildings could remain empty.

One important factor is that Onni has asked for financial services as a permitted use in Buildings 1 and 4. Banks pay very high lease rates which in turn increase the uplift and the amenity contribution. Since Onni doesn't have a bank as a potential tenant, it could remove financial services as a permitted use in Buildings 1 and 4. This would reduce the total uplift shown in the calculation I submitted previously from $12 million to $10.5 million. Should a bank come along, Onni could then request that financial services be added.

In my previous calculation submission, I used a cap rate of 5%. Mr. Lawson feels that 4% is a more appropriate conservative rate. Mr. Evans feels that 4% is way below what anyone would use in a comparable situation. If a compromise rate of 4.5% is used in my calculation, it increases the uplift by about $1 million. Additional expert opinion is required on cap rates.

In my calculation, I used the lease rate for a restaurant of $33 ft^2 for the ground level of Building 2 and for Building 4. Mr. Evans feels strongly that Building 2 cannot be leased as a whole for even $30 ft^2 and the building cannot be subdivided. Mr. Lawson feels strongly that it can be subdivided and the lease rate should be $35 ft^2. Again, additional expert opinion is required on subdividing Building 2 and the appropriate lease rate. It would be interesting to ask a restaurant designer to make a couple of sketches of how a subdivided Building 2 might look and then publish them in the newspaper with a note that we are looking for restaurateurs interested in leasing at $35 ft^2. A bit unconventional, but it would answer the question.

Mr. Evans indicated that they are willing to pay 75% of the uplift. I urged Council to insist on 100%. Mr. Lawson uses 80%.

City councillors, Mr. Evans and Mr. Lawson have all said that they want the amenity contribution to be based on fact. We are getting close to doing that. It requires direction from Council to bring in some additional expert expertise followed by discussion between Onni and the City to arrive at a fair amenity contribution that will benefit the local Steveston residents.

John Roston, 12262 Ewen Ave., Richmond, 604-274-2726

ON TABLE ITEM

Date: Nov. 20, 2017
Meeting: Public Hearing
Item: #5 - Onni

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

CityClerk

From: Badyal,Sara
Sent: Monday, 20 November 2017 11:21
To: CityClerk
Subject: FW: Onni Imperial Landing Amenity Contribution
Attachments: Onni Imperial Landing Rezoning Amenity Contribution New Info Chart.pdf; Onni Assessment Calculation Nov 2017.pdf

-----Original Message-----
From: John Roston, Mr [mailto:john.roston@mcgill.ca]
Sent: Monday, 20 November 2017 11:06
To: Brodie,Malcolm; Johnston,Ken; Au,Chak; Loo,Alexa; Dang,Derek; McPhail,Linda; McNulty,Bill; Steves,Harold; Day,Carol
Cc: Badyal,Sara
Subject: Onni Imperial Landing Amenity Contribution

Dear Mayor and Councillors,
At the Public Hearing this evening I will be using the attached updated chart and picture which may be easier to see in the attached copy than on the projector. It reflects the updated information I received from Mr. Evans of Onni and Mr. Lawson, the Steveston realtor.

In addition to the that material, I will be mentioning that Onni convinced BC Assessment to dramatically lower the assessment on the buildings a few years ago. The attached chart shows that using the new assessed value, the square footage for each building and a likely cap rate of 5%, the lease rates for the buildings would work out almost exactly to $6 a square foot except for Building 2 which is $8.50 per square foot. BC Assessment is supposed to use the highest rate at which the buildings could be leased without regard to how they are actually being used. We have been using the MMU lease rate of $15 a square foot. Onni appears to have been seriously underpaying its taxes.

CITY OF RICHMOND
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Thank you for your consideration.
John Roston

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john.roston@mcgill.ca
John Roston
12262 Ewen Avenue
Richmond, BC V7E 6S8
Phone: 604-274-2726
Fax: 604-241-4254

Onni Imperial Landing Rezoning Amenity Contribution Roston Calculation – Additional Information Nov.20,2017.
(After additional input to Mr. Roston from Mr. Evans of Onni and Mr. Lawson, Steveston Realtor)

The main point is that the original report by the City's consultant, Mr. Wozny, was based on outdated and misleading information. The new staff report is irrelevant since it is based on the assumption that Mr. Wozny's initial report is the last word. Mr. Wozny told Mr. Roston that he would welcome the opportunity to update his report. City staff told Mr. Roston that a request for an updated report and input from other experts requires a motion passed by City Council and this was not done at the last public hearing.

Three factors have a major impact on the amenity contribution:

1. Removing financial services as a use in the buildings. Mr. Evans says that they no longer have a bank as a tenant.
2. Using a 4% cap rate instead of 5%. Mr. Lawson says that his research concludes that 4% is a conservative rate.
3. Whether the ground floor of Building 2 can be subdivided. Mr. Evans says it can't. Mr. Lawson says it can. See picture on next page.

Each column should be compared to the column on its left.

	Highest Lease Rate Use	Previous Submission	Remove Financial Serv.	No Financial & 4% Cap Rate	No Fin., 4% Cap & Bldg. 2 Undivided	No Fin., 5% Cap & Bldg. 2 Undivided
Building 1	Financial Services	$38.50 ft^2	$33.00 ft^2			
Building 2 Ground Level	Restaurant	$33.00 ft^2	$33.00 ft^2		$25.00 ft^2	$25.00 ft^2
Building 2 Upper Level	Daycare	$22.00 ft^2	$22.00 ft^2			
Building 3	Restaurant	$33.00 ft^2	$33.00 ft^2			
Building 4	Financial Services	$38.50 ft^2	$33.00 ft^2			
Net Increase in Annual Rent		$660,398.	$589,888.	$589,888.	$462,520.	$462,520.
Capitalization Rate		5.0%	5.0%	4.0%	4.0%	5.0%
Increase in Value Using Cap Rate		$13,207,960.	$11,797,760.	$14,747,200.	$11,563,000.	$9,250,400.
Less: Increase in Leasing Costs		$1,313,688.	$1,313,688.	$1,313,688.	$1,313,688.	
Net Increase in Value		**$11,894,272.**	**$10,484,072.**	**$13,433,512.**	**$10,249,312.**	**$7,936,712.**

Similar building to Bldg. 2. Note wooden beams at top that could possibly be extended to ground to subdivide.



Onni Imperial Landing

	Land	Building	Total Assessment	Net Leaseable Area	Rate per Foot	Lease Revenue	Cap Rate
4020 Bayview	$373,000	$445,000	$818,000	6,794	**$6.00**	$40,764	5%
4080 Bayview	$2,119,000	$1,742,000	$3,861,000	22,874	**$8.50**	$194,429	5%
4100 Bayview	$55,700	$158,000	$213,700	1,781	**$6.00**	$10,686	5%
4180 Bayview	$461,000	$265,000	$726,000	6,028	**$6.00**	$36,168	5%
4280 Bayview	$1,166,000	$491,000	$1,657,000	13,765	**$6.00**	$82,590	5%
4300 Bayview	$753,000	$371,000	$1,124,000	9,342	**$6.00**	$56,052	5%

ON TABLE ITEM

Date: Nov 20, 2017
Meeting: Public Hearing
Item: #5 - Onni

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

MayorandCouncillors

Schedule 10 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

From: Webgraphics
Sent: Monday, 20 November 2017 12:58
To: MayorandCouncillors
Subject: Send a Submission Online (response #1187)

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

Send a Submission Online (response #1187)

Survey Information

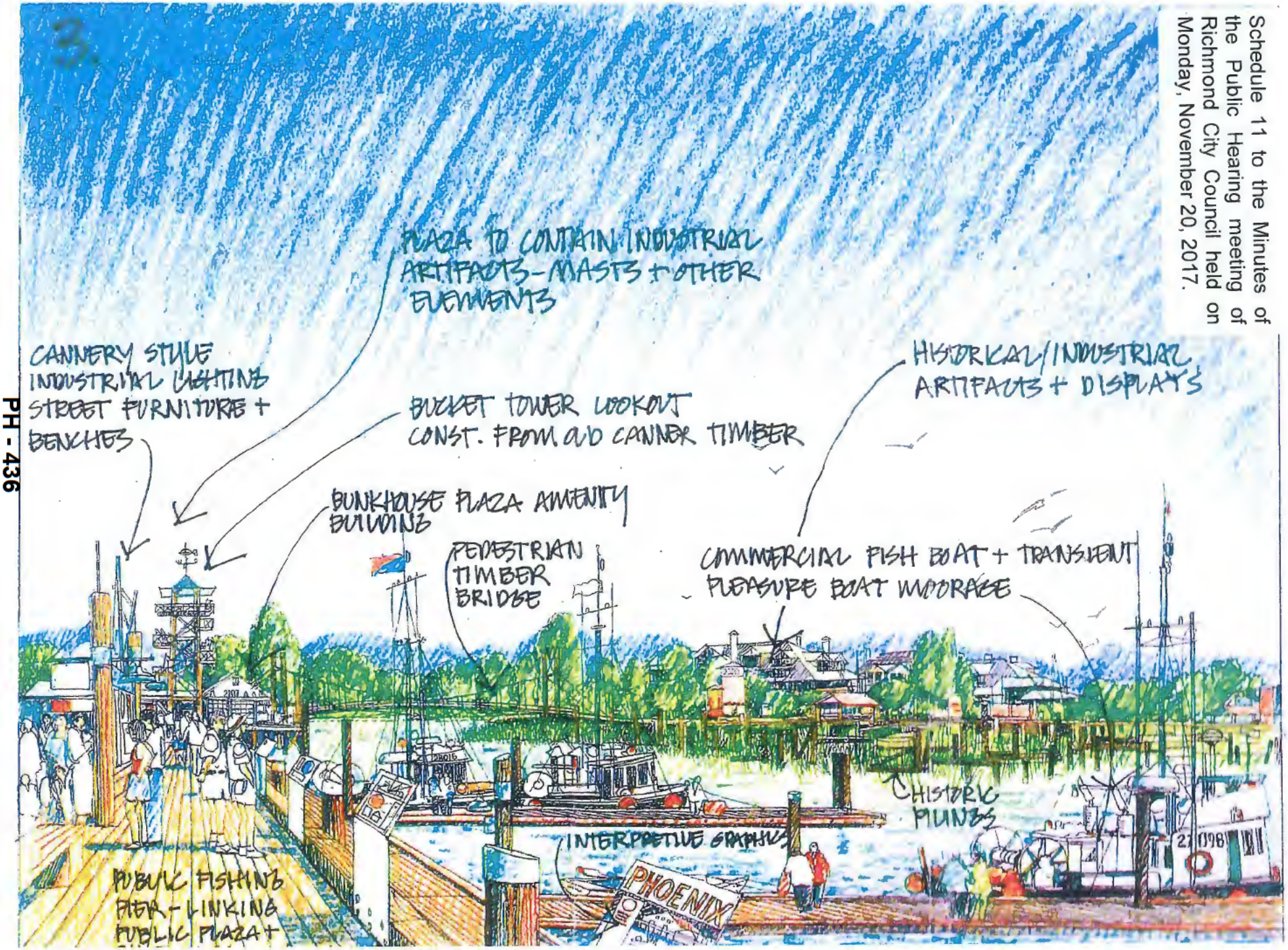
CITY OF RICHMOND DATE NOV 20 2017 RECEIVED CITY CLERK'S OFFICE

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/20/2017 12:57:33 PM

Survey Response

Your Name	M Burke
Your Address	4311 Bayview Street
Subject Property Address OR Bylaw Number	Bylaw amendment 9062 and 8500
Comments	Another hearing? I doubt many residents of the Bayview area will have the heart to make submissions this time. Neither Onni nor city staff nor its council have shown the slightest concern for neighbourhood impacts. The only issue is one that has nothing to do with that: how much money can be extracted from the developer in return for its increased profit. Deeply disappointing.

Perspective Sketch - The Phoenix Pond



PH - 436

Schedule 11 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, November 20, 2017.

Perspective Sketch - The Net Loft Basin

