



To: Planning Committee **Date:** June 22, 2007
From: Jean Lamontagne **File:** RZ 04-287989
Director of Development
Re: **Official Community Plan (OCP)/Steveston Area Plan and Rezoning Maritime Mixed-Use Area Application by Onni Development (Imperial Landing) Corp. for Rezoning at 4020 and 4300 Bayview Street, from Comprehensive Development District (CD/104) and Comprehensive Development District (CD/105), to an Amended Comprehensive Development District (CD/104)**

Staff Recommendation

1. That Official Community Plan Bylaw No. 7100, Amendment Bylaw No. 8191 to:
 - a) Repeal and replace the definition of “Maritime Mixed-Use” (MMU) land use in Appendix 1 (Definitions) to Schedule 2.4 (Steveston Area Plan); and to
 - b) Re-designate a portion of 4020 Bayview Street and 4300 Bayview Street to “Neighbourhood Residential” in Attachment 1 (Generalized Land Use Map); and to
 - c) Re-designate a portion of 4020 Bayview Street and 4300 Bayview Street to “Residential” in Schedule 2.4 (BC Packers Land Use Map);be introduced and given first reading.
2. That Bylaw No. 8191, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8191, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.

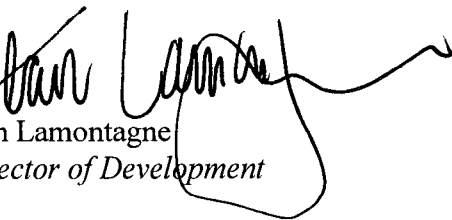
4. That Bylaw No. 8192, to:

a) Amend "Comprehensive Development District (CD/104)" by:

- (i) widening the range of permitted commercial uses to support the needs of area residents;
- (ii) limiting non-residential uses between No. 1 Road and Easthope Avenue; and
- (iii) permitting only residential uses between Easthope Avenue and Bayview Street.

b) Rezone 4020 Bayview Street from "Comprehensive Development District (CD/104)" and "Comprehensive Development District (CD/105)" to an amended "Comprehensive Development District (CD/104)",

be introduced and given first reading.

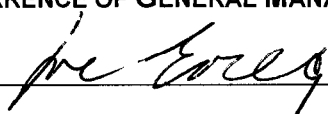


Jean Lamontagne
Director of Development



Terry Crowe
Manager, Policy Planning

SB:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY
CONCURRENCE OF GENERAL MANAGER




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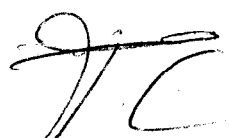
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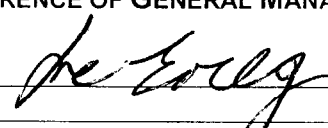


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Manager, Policy Planning

FOR ORIGINATING DEPARTMENT USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

In order to permit approximately 2,835.9 m² (30,525 ft²) of commercial space and 69 residential units, Onni Development (Imperial Landing) Corp. has applied to the City of Richmond for permission to rezone 4020 Bayview Street from Comprehensive Development Districts (CD/104 and CD/105) to an amended Comprehensive Development District (CD/104). Rezoning of 4300 Bayview Street is not needed as it is currently zoned Comprehensive Development District (CD/104).

Background

A staff report on the rezoning dated February 19, 2007 was presented to Planning Committee at its meeting on March 20, 2007 (**Attachment E**). Planning Committee reviewed the application and decided:

“That the report (dated February 19, 2007 from the Director of Development and the Manager, Policy Planning), be referred to staff for further consideration of the following:

- (a) assess the potential to place a museum and library on the west end of the Maritime Mixed-Use (MMU) site where Onni proposes the two-storey commercial building, and the potential to place a museum and or library on the second level of the Onni-proposed commercial building;*
- (b) provide an update on the status of the referral made at the April 10, 2006 City Council meeting regarding the Steveston waterfront as a possible viable site for a museum;*
- (c) comment on the possibility of selling the City-owned land on 4320 Moncton Street, and possibly combining that area (1 acre) with the Maritime Mixed-Use(MMU) or Onni site for a P3 arrangement;*
- (d) assess the addition of green space by Onni to the site, in lieu of Onni’s cash contributions to the City;*
- (e) clarify the proposed density of residential units at the east end of the site, and how the proposed density compares to the originally proposed density for the east end of the site as brought forward to the General Purposes Committee meeting of March 1, 2004;*
- (f) clarify the proposed building mass on site and how the proposed massing compares to the originally proposed massing, as envisioned in 2003 and brought forward to the General Purposes Committee meeting of March 1, 2004;*
- (g) confirm details of the surface parking requirements;*
- (h) clarify the setbacks at all points on the site;*
- (i) assess the use of Maritime Mixed-Use (MMU), and the industrial and commercial uses, and advise on the feasibility of creating two (2) bylaws, to address Maritime Mixed-Use (maritime economy) and to separately address commercial (shopping, recreational, etc.).*

Analysis

The purpose of this staff report is to provide an update to the consideration items listed in Planning Committee's referral to staff at its meeting on March 20, 2007 regarding the subject rezoning application, listed in the same order as the referral.

(a) Inclusion of a New Museum and/or Library

As requested by Planning Committee, the applicant reviewed the potential to place a museum and/or library in the second level of the large two-storey commercial building at the west end of the site. Upon review, the applicant is not interested in locating either a library or museum at this location due to challenges including design, economic feasibility, and time constraints. *Please refer to section (b) below regarding new Richmond museum space.*

At the May 24, 2006 meeting of the Parks, Recreation and Cultural Services Committee, the Chair of the Richmond Public Library Board made a presentation in which the need for more library space across the City was highlighted. A minimum library branch size of 2,325 m² (25,000 ft²) was identified to provide good library service.

The Board is currently working on developing a strategic plan for presentation to the Parks, Recreation and Cultural Services Committee in the fall. This will include branch development requirements. The current thinking is that Steveston has the highest priority in terms of a new facility. The Board is interested in pursuing any options available. The existing 370 m² (4,000 ft²) Steveston library branch is insufficient to meet the demands of the existing or future Steveston community.

(b) Steveston Waterfront Museum

The process of planning for new Richmond museum space is underway. The Richmond Museum and Heritage Strategy was recently presented, including a recommendations for an implementation plan for the study and a feasibility study for a new Richmond museum. The report and recommendations were endorsed by the Parks, Recreation & Cultural Services Committee at their meeting of May 29, 2007 and Council at their meeting of June 11, 2007.

(c) Sale of City Owned 4320 Moncton Street

As requested by Planning Committee, the applicant reviewed the potential of purchasing the City-owned land on 4320 Moncton Street, and the possibility of entering a P3 arrangement on 4020 Bayview Street. Upon review, the applicant is not interested in the land purchase as the scale of development would be too small. The applicant is therefore also not interested in entering a P3 arrangement.

(d) Additional Open Space

In response to Planning Committee's request, Onni has increased the amount of public open space provided on-site by approximately 370 m² (4,000 ft²) to a combined total of approximately 1,115 m² (12,000 ft²), which will be secured by public rights of passage right-of-way as a condition of rezoning (**Attachments B & C**). In addition, Onni is committed to following through with the voluntary amenity contributions previously presented to the Committee.

The applicant's landscape architect will design the open space in consultation with the City's Parks Division to provide the appropriate form and character to the public open space as

envisioned by City Parks planners. Design and construction will occur through a separate Servicing Agreement process which is a Building Permit requirement.

The additional open space was accommodated through changes to site planning that included relocating commercial space on-site, removing a surface parking lot, reconfiguring the parking structure layout and adjusting proposed residential and commercial areas to match the proposed maximum permitted density. Both residential and commercial area increased by about 48 m² each (525 ft²). The stand alone commercial building B was removed, the 11-space surface commercial parking lot was removed and two (2) additional units were added to the east end of commercial building A (**Attachment D**).

The removal of the surface commercial parking lot results in a shortfall of commercial parking which will require a variance which will be reviewed during the Development Permit application process (**Attachment A**). The anticipated variance for the removal of 11 commercial parking spaces in the surface parking lot has been lowered to nine (9) spaces through reconfiguring the parking structure layout. Development Applications and Transportation staff have reviewed the proposed provision of parking onsite and can consider the variance as a part of the Development Permit application process on the basis that it represents a relatively small relaxation on a site with proposed provision of 126 commercial parking spaces and 65 public parking spaces of 339 parking spaces overall. *See Public Parking Requirements section below.*

(e) & (f) Residential Density and Massing Comparison with 2003 Visioning Exercise

The staff report presented to General Purposes Committee meeting of March 1, 2004, followed an earlier vision presented on December 15, 2003.

A Vision was presented to General Purposes Committee on December 15, 2003 for the development of the Imperial Landing waterfront from No. 1 Road to Phoenix Pond, including 4020 and 4300 Bayview Street, the City-owned water lot and portions of the river beyond.

A second staff report was presented to General Purposes Committee on March 1, 2004. The staff recommendation for further development exploration with Onni was not endorsed. The report was referred back to staff with direction to cease efforts to respond to the earlier staff referral and also to provide vision alternatives including consideration of 6 different points. These consideration points included examining the grocery store space; locating density towards No. 1 Road; provision of green space and open space; addressing public and private parking; consideration of 4320 Moncton Street; and providing pedestrian and vehicle access to the dyke.

All of the vision elements which relate to the subject property are included in the applicant's current proposal and the subject application maintains the flexibility for future potential development of the waterfront south of the existing boardwalk. The relevant vision elements include:

- Public plaza at Easthope Avenue;
- Retail and office mixed uses over land;
- Specialty grocery store (e.g. No 1 Rd & Bayview Avenue); and
- Residential uses over land.

With the exception of including 4320 Moncton Street, all of the consideration points in the staff referral of March 1, 2004 have also been included in the current proposal. Public right-of-way and vehicular access are registered on title across the site connecting Bayview Street with the boardwalk (the dyke) and waterfront lot. Conditions of the proposed rezoning would include expanding the Easthope public open space area and registering a notice on title regarding the development potential of the waterfront lot. *See Additional Open Space section above.*

A comparison of the proposed residential density to the existing zoning is included in the attached staff report presented to Planning Committee in March (**Attachment F**).

(g) Public Parking Requirements

Overall, the design proposal provides 339 parking spaces including 65 public parking spaces, which exceeds the off-street parking requirement for 257 onsite parking spaces. As discussed above, the proposed development will require a parking variance for a nine (9) space commercial parking shortfall. This is the direct result of measures taken to increase the public open space.

The existing right-of-ways at the ends of No 1 Road, Easthope Avenue, English Avenue and Ewen Avenue were secured through the rezoning of the BC Packer's site. The City has the opportunity to program that space, which may include among other uses, public parking or public open space.

As previously outlined in the attached staff report, the applicant is proposing to develop some public parking both at the end of English Avenue in a surface lot and also in the parking structure. With the reconfiguration of the parking structure layout, the number of proposed public parking spaces has been increased from 63 to 65 spaces.

(h) Setbacks

The existing zoning district permits a 1 m setback, which the design proposal complies with. The setbacks will be further reviewed as a part of the Development Permit application process to ensure interfaces between public and private space are appropriately designed.

(i) Maritime Mixed-Use and Commercial Land Uses

The applicant has stated that the Maritime Mixed-Use (maritime economy) is not economically feasible on the subject site and is requesting both a wider range of permitted uses to include more conventional neighbourhood commercial uses and also to separate the commercial and residential land uses to separate portions of the site. An analysis of the proposed land uses is included in the attached staff report presented to Planning Committee at its meeting of March 20, 2007 (**Attachment F**).

As discussed in the staff report:

- Maritime Mixed-Use (MMU) viability was not achieved because most MMU uses need to be related to the commercial fishing industry and no economical uses have been found;
- After several years, Onni is now proposing a revised range of more viable uses while still retaining all uses in the existing MMU definition; and
- The proposed range of MMU uses still leaves the door open for all original uses to occur.

The proposal supports the viability of the Village, minimizes land use conflicts, enhances residential compatibility and provides community amenities.

Summary of Changes

As a result of the Planning Committee referral at its meeting of March 20, 2007, the applicant has made the following changes to the design proposal:

- The amount of public open space provided onsite at the foot of Easthope Avenue has been increased by approximately 370 m² (4,000 ft²) to a combined total of approximately 1,115 m² (12,000 ft²). The public open space will be secured by public rights of passage right-of-way as a condition of rezoning and will be designed in consultation with the City's Parks Division.
- The additional open space was accommodated through changes to site planning that included relocating commercial space on-site, removing a surface parking lot, reconfiguring the parking structure layout and adjusting proposed residential and commercial areas to match the proposed maximum permitted density.
- Commercial space was relocated onsite. The stand alone commercial building B was removed and two (2) additional units were added to the east end of commercial building A (**Attachment D**).
- The 11-space surface commercial parking lot was removed to accommodate the additional public open space, resulting in an anticipated parking variance which will be reviewed as a part of the Development Permit application process (**Attachment A**).
- The parking structure layout was reconfigured, resulting in an additional four parking spaces which are divided between commercial and public parking. Sixty-five public parking spaces will be provided both at the end of English Avenue in a surface lot and also in the parking structure.
- Both residential and commercial area increased by about 48 m² each (525 ft²) to match the proposed maximum permitted density.

In summary and as detailed in the attached staff report presented to Planning Committee at its meeting of March 20, 2007 (**Attachment F**), staff recommend that Bylaws 8191 and 8192 be introduced and given first reading for the purpose of:

- amending the OCP definition of "Maritime Mixed-Use" (MMU) land use;
- changing the designation to residential land use for 4020 and 4300 Bayview Street;
- rezoning 4020 Bayview Street to "Comprehensive Development District (CD/104)"; and
- amending "Comprehensive Development District (CD/104)" to:
 - permit a wider range of commercial uses to support the needs of area residents;
 - limit non-residential uses between No. 1 Road and Easthope Avenue; and
 - permit only residential uses between Easthope Avenue and Bayview Street.

Conclusion

Onni Development (Imperial Landing) Corp. has applied to develop their Maritime Mixed-Use (MMU) site in an economically viable and community enhancing manner. Staff recommend support for this application as it achieves economical viability and substantial community benefits including open public space, view corridors, public parking and a dwelling unit for affordable housing.



Sara Badyal, M.Arch.
Planner 1
(Local 4282)

SB:blg

- Attachment A: Revised Development Application Data Sheet
- Attachment B: Revised Rezoning Considerations
- Attachment C: Diagram of Revised Increased Public Open Space
- Attachment D: Revised Conceptual Site Plan and Parking Plan
- Attachment E: Public Input Records after Planning Committee of March 20, 2007
- Attachment F: Staff report on the Rezoning dated February 19, 2007



City of Richmond

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

**Development Application
 Data Sheet**

RZ 04-287989

Attachment A

Address: 4020 and 4300 Bayview Street

Applicant: Onni Development (Imperial Landing) Corp.

Planning Area(s): Bayview Street & BC Packer's Riverfront Character Sub-Area, Steveston Area Plan

	Existing	Proposed
Owner:	Onni Development (Imperial Landing) Corp.	Unknown
Site Size (m²):	14,057 m ² as per applicant	No change
Land Uses:	Vacant	Commercial and Residential
Area Plan Designation:	Maritime Mixed-Use	Area A: Amended Maritime Mixed-Use Area B: Residential
Zoning:	CD/104 & CD/105	Amended CD/104
Number of Units:	None	Area A: 8 commercial units Area B: Approx. 69 dwelling units
Floodplain Designation:	2.6 m BER	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.8	0.8	None permitted
Lot Coverage – Building:	Max. 60%	40%	None
Lot Size:	Min. 14,000 m ²	14,057 m ²	None
Setback:	Min. 1 m	1 m Min.	None
Height (m):	Max. 12 m	12 m Max.	None
Off-street Parking Spaces:	Commercial 135 Resident 104 Visitor 14 Accessible 4	Commercial 126 Resident 134 Visitor 14 Accessible (6) Public 65	9 Commercial space shortfall
Off-street Parking Spaces – Total:	257	339	None
Amenity Space – Indoor:	Min. 100 m ²	127 m ²	None
Amenity Space – Outdoor:	Min. 414 m ²	Exceeds minimum	None
Public Open Space	None	1,115 m ²	None

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

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

1. Consolidation of the lots into one (1) development parcel.
2. The granting of public rights-of-passage (PROP) right-of-way (ROW) over all publicly accessible areas not occupied by buildings or private patio along the south property line adjacent to the public walkway and the exterior pedestrian connection between Bayview Street and the public walkway through Commercial building ‘A’.
3. The granting of public-rights-of-passage (PROP) right-of-way (ROW) over the expanded Easthope plaza area, which is to be expanded westward and eastward to secure an area of approximately 1,115 m² (12,000 ft²) including the existing right-of-way (ROW) (Plan LMP 49901).
4. Registration of a floodplain covenant on title to the lands to meet current City requirements (Minimum 2.6 m GSC).
5. Modification or replacement of the right-of-way (ROW) agreement(s) attached to Plan LMP 49901 to include public utilities and to provide that a parking structure will be permitted below the right-of-way.
6. Legal agreement registered on title to the lands to secure public parking spaces in the East parkade.
7. Legal agreement registered on title to the lands providing that no Building Permit will be issued until a Servicing Agreement for the design and construction of Bayview Street frontage improvements, road end right-of-way (ROW) areas and works to interface with the existing boardwalk are entered into.
8. The City acceptance of the developer’s offer of a legal notice registered on title to the lands, the purpose of which is to alert prospective purchasers that the subject development site is NOT a waterfront site and there is a waterfront site to the south with development potential.
9. The City acceptance of the developer’s offer of a legal agreement to ensure that all disclosure statements clearly indicate that the subject development site is NOT a waterfront site and there is a waterfront site to the south with development potential.
10. Legal agreement to the satisfaction of the City Solicitor to secure a portion of the developer’s voluntary amenity contribution to the City in the form of 1 residential unit, worth \$300,000 in current market value, to be given to the City.

(Note: Title to this unit cannot be created until the strata plan is completed which occurs after building completion. There will be associated with a legal management agreement for the unit as an affordable rental unit for a period of 10 years.)

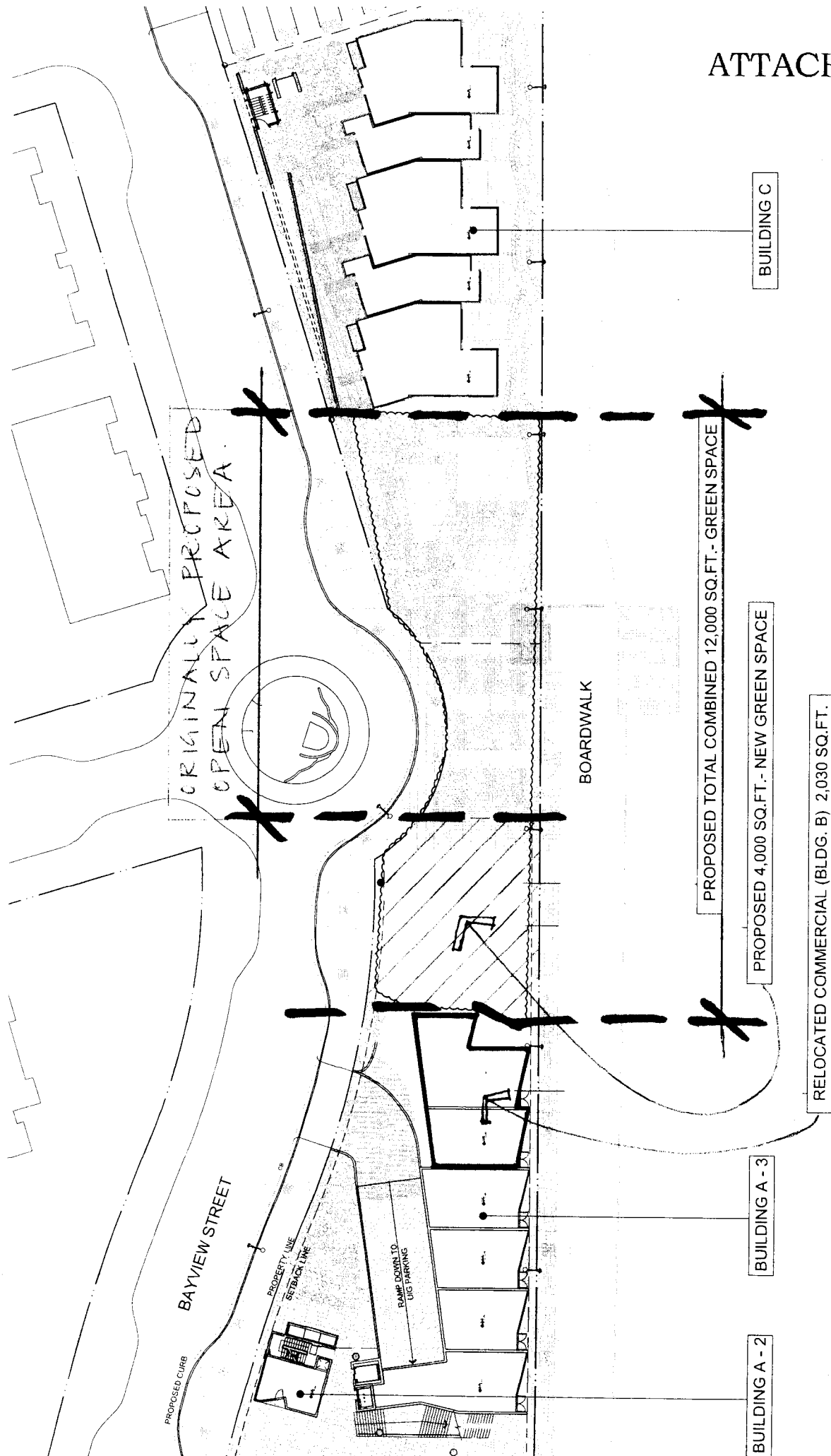
11. The City acceptance of the developer’s offer of an amenity contribution to the City in the amount of \$1,500,000, to be allocated at the discretion of Council.
12. The applicant to submit capacity analysis of the storm, sanitary and water system to the satisfaction of the Director of Engineering. Any identified upgrades will be included in the Servicing Agreement, which is required to be executed prior to Building Permit issuance. The applicant has provided a security deposit of \$269,122.12 in the form of a Letter of Credit to ensure any upgrades required will be done at the developer’s sole cost as part of the Servicing Agreement
13. The submission and processing of a separate Development Permit completed to a level deemed acceptable by the Director of Development.

(Signed copy on file)

signature of signing officer
Onni Development (Imperial Landing) Corp.

Date

ATTACHMENT C



BUILDING C

PROPOSED TOTAL COMBINED 12,000 SQ. FT. - GREEN SPACE

PROPOSED 4,000 SQ. FT. - NEW GREEN SPACE

RELOCATED COMMERCIAL (BLDG. B) 2,030 SQ. FT.

BUILDING A - 3

BUILDING A - 2

BOARDWALK

ORIGINALLY PROPOSED
OPEN SPACE AREA

BAYVIEW STREET

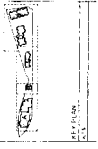
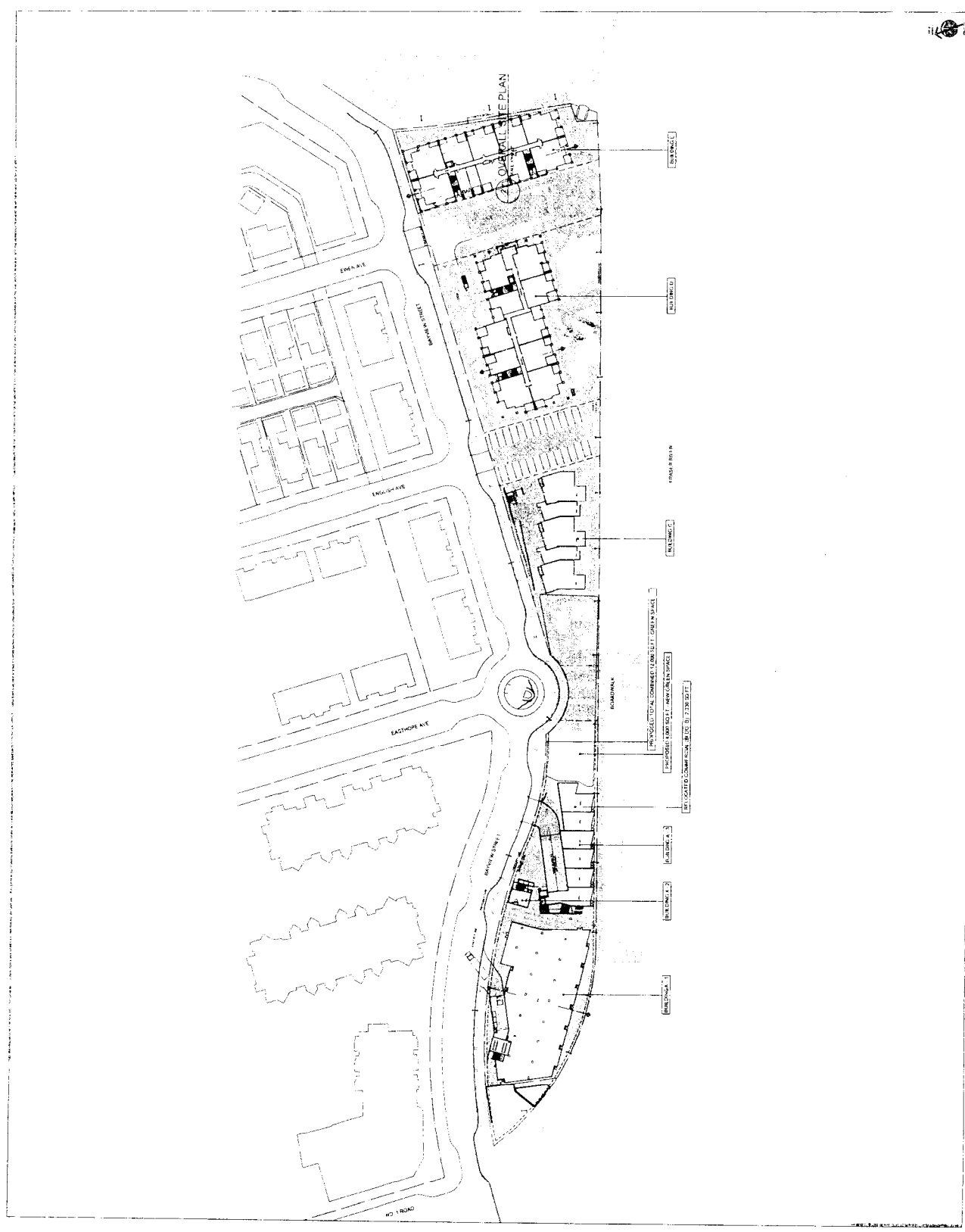
PROPERTY LINE
SEWER LINE

RAMP DOWN TO
UFG PARKING

ATTACHMENT D

PROJECT DATA

A	PROJECT LEGAL DESCRIPTION: SECTION 11, BLOCK 3 NORTH, RANGE 7 WEST, NEW WESTMINSTER DISTRICT, PLAN LMP 49901			
	ADDRESS:	4020 BAYVIEW STREET, RICHMOND, BRITISH COLUMBIA		
B	SITE AREA:	14,057.00 SM	(151,313 SF)
C	F.A.R. ALLOWED: 0.8 X SITE AREA =	11,245.60 SM	(121,051 SF)
	TOTAL F.A.R. PROPOSED	11,245.60 SM	(121,051 SF)
D	F.A.R. CALCULATION: COMMERCIAL AREA:			
	BUILDING 'A' - 1	GROCER	1,340.00 SM	(14,424 SF)
		RESTAURANT:	803.95 SM	(8,654 SF)
	BUILDING 'A' - 2	COMMERCIAL OTHER:	57.87 SM	(623 SF)
	BUILDING 'A' - 3	COMMERCIAL OTHER:	633.95 SM	(6,824 SF)
D(a)	TOTAL COMMERCIAL FLOOR AREA		2,835.77 SM	(30,525 SF)
	RESIDENTIAL FLOOR AREA	(69 UNITS)		
	BUILDING 'C' F.A.R.	(11 UNITS)	1,722.10 SM	(18,537 SF)
	BUILDING 'D' F.A.R.	(29 UNITS)	3,378.00 SM	(36,362 SF)
	(INCLUDING AFFORDABLE UNIT)			
	BUILDING 'E' F.A.R.	(29 UNITS)	3,309.70 SM	(35,627 SF)
D(b)	TOTAL RESIDENTIAL FLOOR AREA		8,409.80 SM	(90,526 SF)
D(c)	TOTAL F.A.R. PROPOSED D(a)+D(b)=		11,245.6 SM	(121,051.0 SF)
E	LOT COVERAGE ALLOWED: 0.6xSITE AREA=		8,434.2 SM	(90,788.0 SF)
F	LOT COVERAGE PROPOSED:		5,386.0 SM	(57,972.0 SF)
	PARKING SPACE CALCULATIONS:			
G	PARKING SPACE REQUIRED:			
G(a)	RESTAURANT:	8 SPACES PER 100 SM GLA FOR FIRST 350 SM & 10/ 100 SM ADDITIONAL GLA 74 SPACES		
G(b)	COMMERCIAL:	3 SPACES PER 100 SM GLA 60 SPACES		
G(c)	RESIDENTIAL:	1.5 SPACES PER UNIT 152 SPACES		
G(d)	VISITORS:	0.2 SPACES PER UNIT 14 SPACES		
	TOTAL PARKING SPACE REQUIRED		252 SPACES	
H	PARKING SPACE PROVIDED:			
	COMMERCIAL PARKING SPACES BELOW GRADE AT A, B & PART OF C		126 SPACES	
H(a)	TOTAL PARKING (A, B & PART OF C)		126 SPACES	
H(b)	BLDG 'C' TOWN HOUSE (BELOW GRADE)			
	RESIDENTS:		18 SPACES	
	VISITORS:		2 SPACES	
H(c)	BLDG 'D' APARTMENT (BELOW GRADE)			
	RESIDENTS:		58 SPACES	
	VISITORS:		6 SPACES	
H(d)	BLDG 'E' APARTMENT (BELOW GRADE)			
	RESIDENTS:		58 SPACES	
	VISITORS:		6 SPACES	
H(e)	ADDITIONAL PUBLIC PARKING SPACE BETWEEN C & D		26 SPACES	
H(f)	ADDITIONAL PUBLIC PARKING SPACE BELOW GRADE		39 SPACES	
	TOTAL RESIDENTIAL PARKING SPACE		213 SPACES	
	TOTAL PARKING SPACE PROVIDED H(a)+H(b)+H(c)+H(d)+H(e)+H(f)=		339 SPACES	
J	BUILDING HEIGHT ALLOWED:	12.0 M	(39.37 F)
K	BUILDING HEIGHT PROPOSED:	12.0 M	(39.37 F)
L	MINIMUM BUILDING SETBACK REQUIRED:	1.0 M	(3.28 F)
M	MINIMUM BUILDING SETBACK PROVIDED:	VARIES BUT NOT < 1M (3.28 F)		



REVISIONS	
NO.	DESCRIPTION

CURRIS DINEAKOS
 ARCHITECTS, INC.
 cda

MULTI-USE DEVELOPMENT
 COMMERCIAL RESIDENTIAL
 RECREATION INFRASTRUCTURE
 THE VILLAGE
 AT IMPERIAL LANDING

DATE	
NO.	DESCRIPTION

OVERALL SITE PLAN
 & PARKING PLAN

101-B



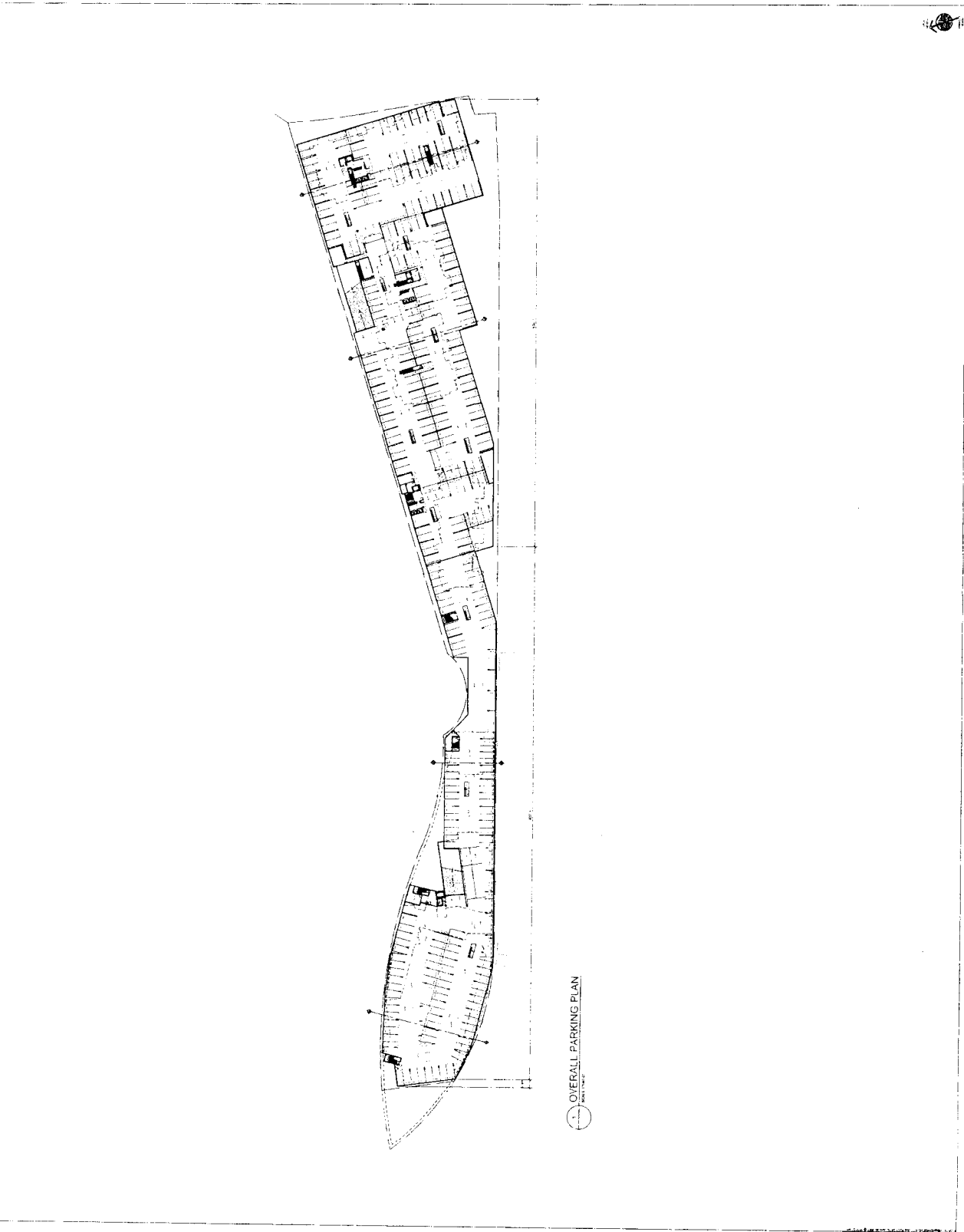
DATE: 10/15/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: [Number]

CHRISTIANOS ARCHITECTS INC
 cda
 1110 N. W. 10th Street, Suite 100
 Fort Lauderdale, FL 33304
 Phone: (954) 575-1111
 Fax: (954) 575-1112
 Website: www.christianos.com

NOT TO SCALE
 CONSULT THE ARCHITECT'S RECORD DRAWINGS FOR THE LATEST REVISIONS.
 THE VILLAGE AT IMPERIAL LANDING
 AT IMPERIAL LANDING

NO.	DATE	DESCRIPTION

DATE: 10/15/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: [Number]



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



ATTACHMENT E

Public Letters

Received after Planning Committee of March 20, 2007:

2007 April 15 Mr. Dave Fairweather

* ~~CONFIDENTIAL~~

Mr. Jean Lamontagne
Director of Development
City of Richmond
6911 No. 3 Road
Richmond, B.C.

328 - 12931 Railway Ave.
Richmond, B.C.
V7E 6M5

RZ 04 - 287989

Dear Mr. Lamontagne:

April 15, 2007.

It was unfortunate that we were not able to get together in the aftermath of the discussions and referrals from the Planning Committee Meeting of March 20, 2007.

I can appreciate that you have many important projects on the go and that time is limited. I felt that my thoughts and suggestions might assist in formalizing a counter proposal to the ONNI Application, at a time when the ONNI people were still dealing with the frustrations from the set back arising from the Planning Committee Meeting and concerned about what it was going to take to bring the project back on track.

I waited until the weekend and then contacted Counsellor Steves who agreed to meet with me on March 27th to review the package I had put together. He was not available on that date and we met on April 2nd. He felt that there were some worthwhile thoughts in what I was proposing and I left a copy with him and one for Mayor Malcolm Brodie as Chairman of the General Purposes Committee.

I marked these copies as CONFIDENTIAL and had not discussed my thoughts or proposals with anyone in order to protect the element of negotiation with Onni Development. I didn't receive any feedback from Mr. Steves until I called him late on April 13th. He indicated that there had been a discussion with Mr. Erceg and yourself. As I am not sure whether he left his copy of the package with you for consideration, I am attaching a folder containing the essential pages of what was included, for your use.

In my haste of putting the package together, I realized that in shortening the south end of Condominium E, what appears to be a stairway exit, was eliminated. This would of course call for some re-work of that end of the building to meet the code. If I am reading it correctly, it is somewhat puzzling that the Onni design sacrifices space on the west (view) side of the building, to accommodate two stairway exits/entries.

If the residential units are restricted to D & E as proposed, the underground parking/storage entry off Ewen should be exclusive to the strata owners. The below grade allowance of 37 public parking spaces as originally proposed, should be accessed from the west entry at AB, in order to protect the security of the area allocated to the strata.

If I can be of any assistance to you, please give me a call at 244-3788.

Sincerely,


Dave Fairweather

CC: Counsellor Harold Steves, Chairman, Planning Committee

* "CONFIDENTIAL" struck as per verbal instruction from Mr. Fairweather on Apr 17/07 SB.

~~* CONFIDENTIAL~~

Counsellor Harold Steves
Chairman, Planning Committee
City of Richmond

#328 – 12931 Railway Ave.
Richmond, B.C.

March 27, 2007

Dear Councillor Steves:

As a result of the referral to staff, arising from the Planning Committee Meeting of March 20, 2007, seeking assessments; comments; updates and clarification on various issues and concerns, I am somewhat dismayed and puzzled. My puzzlement arises from not being aware of how responsibility relates, as between the General Purposes Committee and the Planning Committee.

The reason I say this, is that in tracking progress on the Imperial Landing Project over almost three and a half years, most of the issues and concerns now being referred to staff, were raised, researched and discussed during the following Committees Meetings in one way or another.

General Purposes Committee: Dec. 15/16th, 2003; Feb. 20, 2004; March 1, 2004.

Planning Committee: Dec. 20, 2005. (Mr. Burke provided an oral update on the status of the Onni rezoning proposal – etc.).

It would seem to me that if these issues and concerns are to be pursued, they should go back to the General Purposes Committee to quickly resolve with staff.

In the interest of moving things along, the attached is offered for discussion: “An Imperial Landing Option to the ONNI Development Application”.

This focuses on only the residential sections of C; D; & E.

As I see it, there are four elements which are questionable. These are:

1. The townhome structure of 11 units, bordering so closely to the waterfront walkway.
2. The provision at ground level, between sections C and D of 26 parking spaces.
3. The condominium structure E, extending to the south, very close to the existing tower and blocking in part, the western outlook from the walkway and bridge.
4. The misplaced tokenism in providing the City with a deeded residential unit as affordable housing, for rental.

In proposing changes to respond to the above, I have provided what I think is logical justification, while at the same time responding to the stated concerns and preferences of the public.

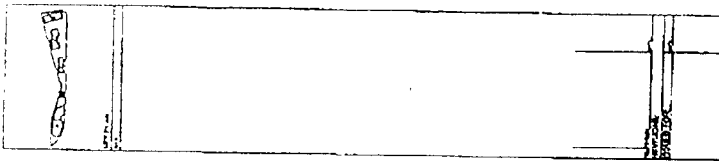
In addition, opportunities have been offered for the ONNI Group to repair some of their tarnished image, as viewed by the residents of Steveston.

Thanks for this opportunity to hopefully contribute to an early resolution of a very complex and time consuming project.

Sincerely,

David M. Fairweather

Cc; Mayor Malcolm Brodie – Chairman, General Purposes Committee

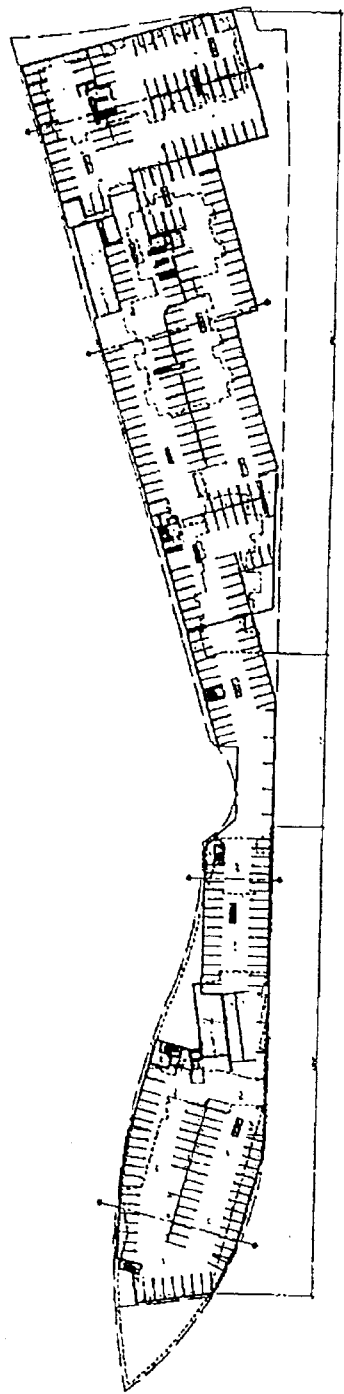
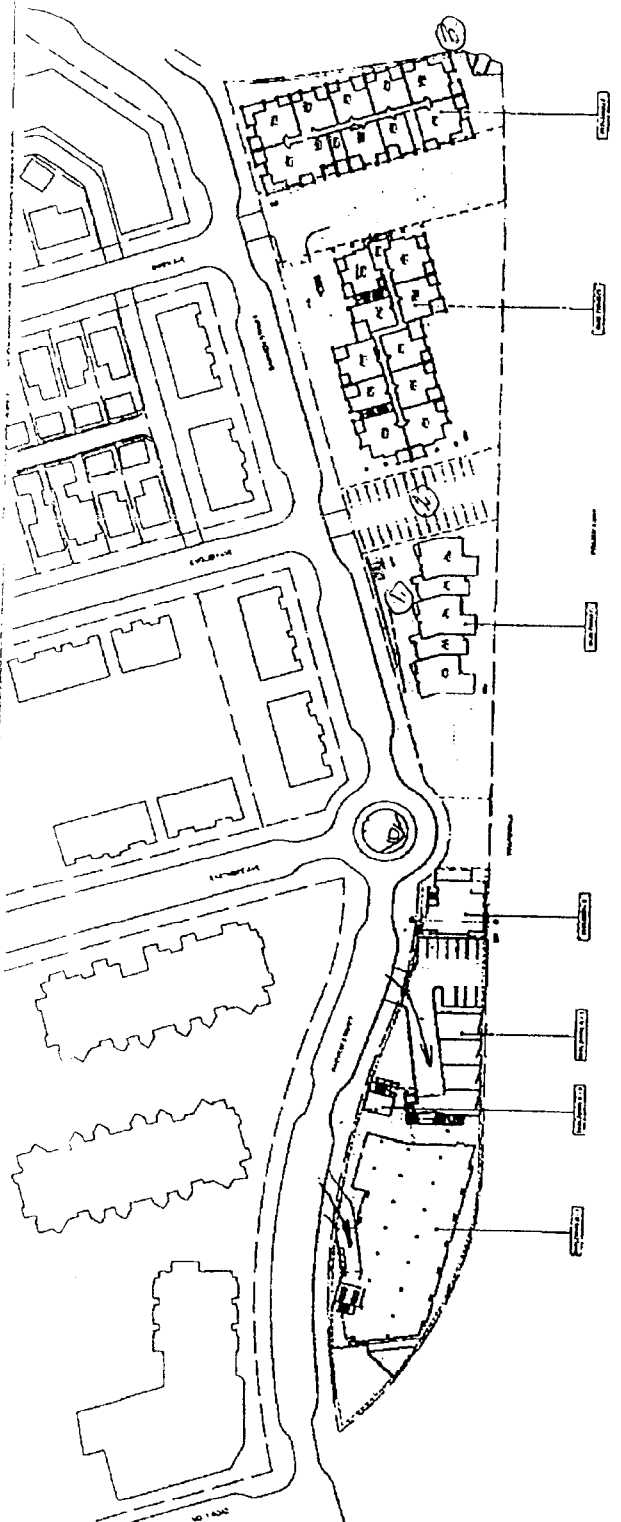


cda CRISTO DREHANO ARCHITECTS, INC.

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DATE	DESCRIPTION
10/15/10	ISSUED FOR PERMITTING
08/10/10	ISSUED FOR CONSTRUCTION
05/10/10	ISSUED FOR DESIGN
02/10/10	ISSUED FOR PRELIMINARY DESIGN
01/10/10	ISSUED FOR SITE PLAN

OVERALL SITE PLAN & PARKING PLAN



Memo arising from the Planning Committee Meeting of March 20, 2007:

Questions to be considered:

Is the Planning & Development Dept. now prepared to respect the recorded concerns and preferences of the public, in developing a proposal for the Imperial Landing site?

Is the Planning Committee prepared to press for more green space and openness to the waterfront?

Is the townhome structure considered to be acceptable for this site? (3 ground floor units, with 2 two storey units above each and 2 two storey units in between the 3 ground floor units), on a small area and positioned so close to the walkway.

Will Council be prepared to support the creation of something special on the site to commemorate the history of the Imperial Landing waterfront?

Rather than referring to the several corridors/pathways across the site as – “end of Easthope Avenue/ end of English Avenue/ end of Ewen Avenue, it is strongly recommended that we adopt the word ‘Passage’, to describe the physical area referred to: ie Easthope Passage etc. (the end of Easthope Passage is at the walkway and the end of Easthope Avenue, is at Bayview Street).

Is ONNI frustrated and anxious to get on with the project?

The community is wondering why nothing has been done to take action on the eyesore that Imperial Landing is today. They would like to see a start on the project. Would the Planning Committee be prepared to minimize the time for further research and present a counter proposal to ONNI Development, so that work might get underway in the summer period?

Dave Fairweather – March 21, 2007

While Staff are to come forward with estimates of time needed to respond to the questions and concerns which arose, Council Members should be able to clarify what this time for research and studies will lead to and to realize that in prolonging the time before moving on to the next step, will only add to the embarrassment for the City, in not being able to bring this project to a satisfactory conclusion.

In an attempt to move acceptance on more quickly, I feel that if Planning & Development put together an option package for Committee consideration, it might result in a position being agreed upon.

The ONNI Group must also be pretty discouraged.

- . The primary weakness in their Application is the townhome structure. I can hardly believe that they would expect to receive support for this puzzle of 11 units, so closely positioned to the walkway!
- . The contribution of one residential unit, worth \$300,000 to be deeded to the City as an affordable rental unit, seems odd; a nuisance for the City and out of place in a higher end condominium structure and location.

As the years have gone by, it seems that there is little positive support for what the ONNI organization has brought to Steveston. They have an opportunity to turn that around, with a few decisions which would benefit the residents of Steveston and gain their appreciation.

In light of the above, consider the following approach:

1. Reject the proposed townhome structure in section C. This area between Easthope Passage and English Passage would become a park/plaza green space, with openness to the waterfront. The development of a plan for this area, should be done in conjunction with the Parks, Rec. & Cultural Services Dept.
2. Trade-off the contribution of one residential unit worth \$300,000, as a rental unit for an equal value contribution to development of a water feature in this park/plaza area C .
To commemorate the history of this part of the waterfront and to provide recognition of the people and activities which supported the fishing industry in Steveston, this water feature could replicate the Steveston Channel from No.1 Road to Railway Ave. On the north shore, structures on pilings and land, possibly in a combination of bronze and aluminum, would represent at least the location of the following:
 - the Brunswick and Imperial Canneries;
 - the Hume, formerly Ewen Cannery;
 - the Phoenix, formerly English Cannery and
 - the Kishi Boatworks.
3. The park/plaza area would provide a beneficial separation between the quieter residential zones D & E and the more active commercial areas A & B.
4. There would be advantages in eliminating the 26 parking spaces bordering the condo structure in D. along English Passage. A number of parking spaces could be located at the entry to the park/plaza area off the east side of Easthope Passage. Additional parking would be available in the underground parkade, below the park/plaza area and could be allocated for public parking.
 - The owners of condominium units in the D section would be better served, by eliminating the consequences of vehicles coming and going.

- It would be much safer for pedestrian movement through English Passage.
- The parking at ground or below, would provide support to any activities planned in the park/plaza area and be in a more activity oriented section.
- If a marina is established on the City waterlot area, it would logically be off the Easthope Passage. This location for some parking would be most convenient for boaters to access the marina; the transfer of goods; access the grocery store; dining and other needs.

5. The park/plaza area might be an appropriate option for location of the Steveston Legacy sculpture by Norm Williams now in production. The City has contributed \$50,000 to the estimated cost of \$250,000.

If not provided for in the current Application, an amenity provision of a public washroom facility at ground level on the site, should be considered.

As a goodwill gesture and to gain some favour in relation to the way that ONNI are currently perceived in the Community of Steveston, the significant contribution by ONNI to completion of the water feature and matching the City's contribution of \$50,000 to the sculpture project, suitably publicized, would go a long way in turning around their image and earning the appreciation of residents.

In order to provide some balance for ONNI Development, I suggest that the following moves could make the difference and allow an amended Application to proceed, with the likelihood of positive public support.

- a) Reduce the D structure to a two storey with 19 units. This matches the height in the commercial area; it is in line with the stated preferences of the public; it would be well received by owners of the 3 storey townhouses on Bayview St. as it provides openness to the south and south-west; views from the walkway to the north would also be more open.(these townhomes are really 3 ½ storeys)
- b) The only possible part of the Imperial Landing site, which would provide the least intrusive positioning of either a 3 storey or 4 storey structure, is in E.
- c) Initially move with the 3 storey structure, but with a shortened south end (23) units (Alternative 3). If necessary, offer the 4 storey structure(31) –(Alt 4). The trees to the east, would provide a backdrop and soften the size. These are an off-set for the importance of holding the D condominium at 2 storeys and protecting all or as much as possible of the \$1.5 million amenity. As recognition of a needed gain for the community, I strongly recommend the designation of the ONNI contribution toward a library on the City owned property at 4320 Moncton St.

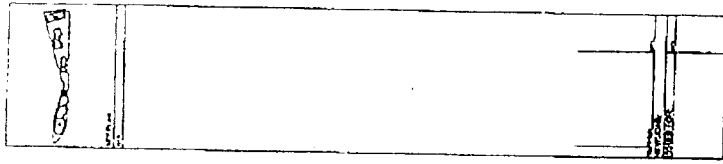
The total of residential units would therefore be either 42 or 50. These exceed the maximum of 40, for this part of the site, as approved under the B.C. Packers Plan.

If ONNI Development does not buy into either of these positions, although I personally think they will, because they are likely anxious to get the project moving, the only trade-offs in holding this position would be either;

- a) accept some adjustment of the amenity contribution of \$1.5 million, or
- b) concede the D structure at 3 stories, bringing up the total of residential units to 52 (3 storey in E) or 60 (4 storey in E), but this would likely create a serious negative public reaction.

See the attached summary - "Residential Unit Alternatives", as a reference

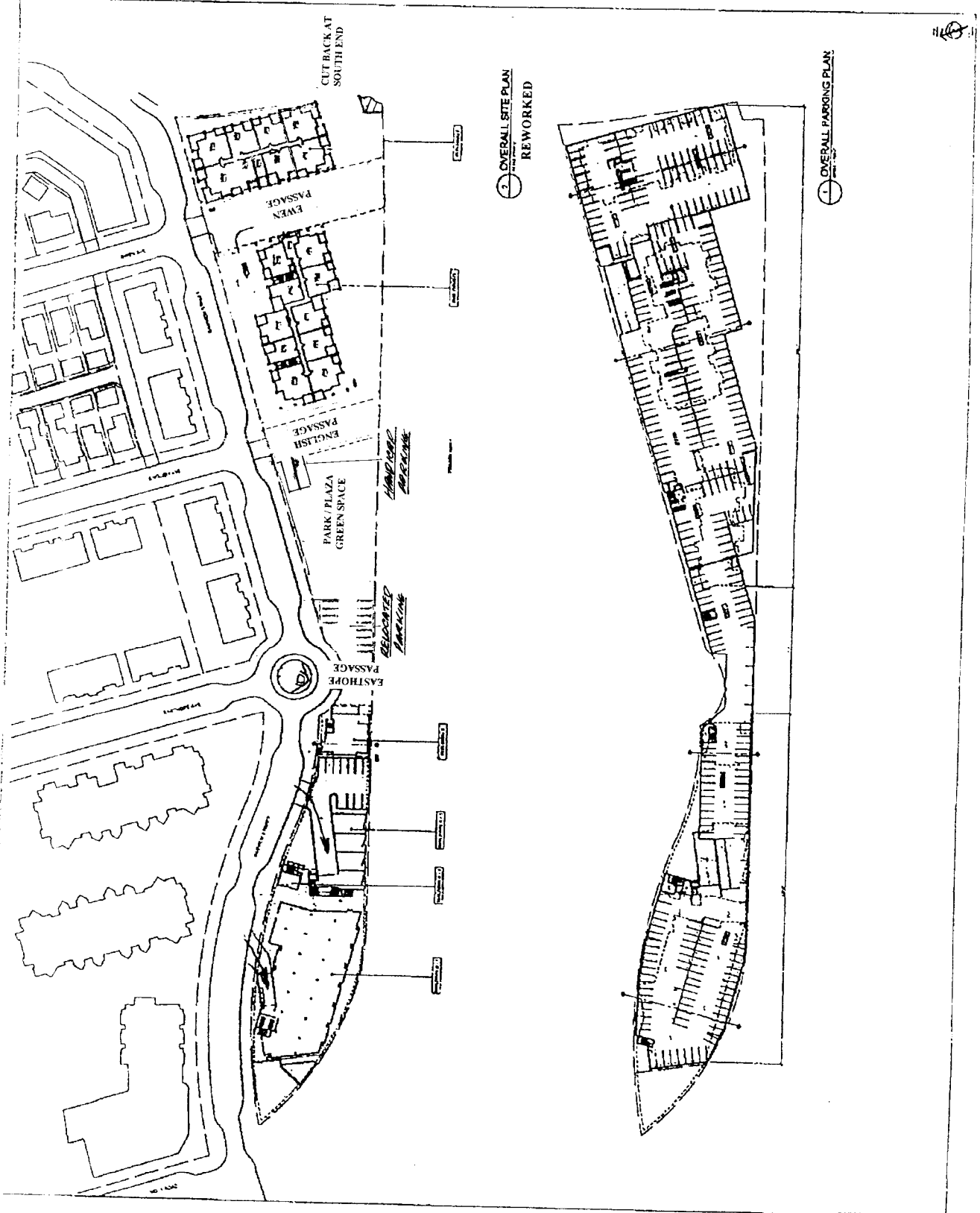
Dave Fairweather – March 23, 2007.



cda
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THE VILLAGE
 AT BOSTON LANDING

NO.	DATE	DESCRIPTION
1	10/1/00	PRELIMINARY
2	10/1/00	REVISED
3	10/1/00	REVISED
4	10/1/00	REVISED
5	10/1/00	REVISED
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7	10/1/00	REVISED
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100	10/1/00	REVISED



2 OVERALL SITE PLAN
 REWORKED

1 OVERALL PARKING PLAN

Residential Unit Alternatives

UNITS

(1) (2) (3) (4) (5) (6)

Section C – Townhomes

As proposed	11					

Proposal rejected		0	0	0	0	0

Section D – Condominium

As proposed – 3 storey	29			29	29	

Reduced to 2 storeys		19	19	19		

Section E – Condominium

As proposed – 3 storey	29					

Reduced to 2 storeys		19				

3 stories – cut back on south end			23		23	

4 stories – cut back on south end				31		31

TOTALS	61 ⁶⁹	38	42	50	52*	60*

*** 3 storey structure in D Section would result in a serious negative public reaction.**

Prepared by – Dave Fairweather - March 25, 2007.

PROJECT DATA

A	PROJECT LEGAL DESCRIPTION: SECTION 11, BLOCK 3 NORTH, RANGE 7 WEST, NEW WESTMINSTER DISTRICT, PLAN LMP 49901		
	ADDRESS: 4020 BAYVIEW STREET, RICHMOND, BRITISH COLUMBIA		
B	SITE AREA:	14,667.00 SM	(151,313 SF)
C	F.A.R. ALLOWED: 0.8 X SITE AREA =	11,745.60 SM	(121,050 SF)
	TOTAL F.A.R. PROPOSED	11,148.00 SM	(120,000 SF)
D	F.A.R. CALCULATION: COMMERCIAL AREA		
	BUILDING 'A' - 1	GROCER:	1,430.10 SM (15,391 SF)
		RESTAURANT:	803.95 SM (8,654 SF)
	BUILDING 'A' - 2	COMMERCIAL OTHER:	67.87 SM (623 SF)
	BUILDING 'A' - 3	COMMERCIAL OTHER:	292.28 SM (3,146 SF)
	BUILDING 'B' F.A.R.	COMMERCIAL	202.80 SM (2,183 SF)
D(a)	TOTAL COMMERCIAL FLOOR AREA	2,766.81 SM	(30,000 SF)
	RESIDENTIAL FLOOR AREA		
	BUILDING 'C' F.A.R.	1,620.73 SM	(17,448 SF)
	BUILDING 'D' F.A.R.	3,348.58 SM	(36,045 SF)
	BUILDING 'E' F.A.R.	3,391.68 SM	(36,509 SF)
D(b)	TOTAL RESIDENTIAL FLOOR AREA	8,361.99 SM	(90,000 SF)
D(c)	TOTAL F.A.R. PROPOSED D(a)+D(b)+	11,148.00 SM	(120,000.0 SF)
E	LOT COVERAGE ALLOWED: 0.6 X SITE AREA =	8,831.2 SM	(90,788.0 SF)
F	LOT COVERAGE PROPOSED:	5,574.2 SM	(6,000.0 SF)
	PARKING SPACE CALCULATIONS:		
G	PARKING SPACE REQUIRED:		
G(a)	RESTAURANT:	8 SPACES PER 100 SM GLA FOR FIRST 350 SM & 10% 100 SM ADDITIONAL GLA	74 SPACES
G(b)	COMMERCIAL:	3 SPACES PER 100 SM GLA	60 SPACES
G(c)	RESIDENTIAL:	1.5 SPACES PER UNIT	15 x 69 = 104 SPACES
G(d)	VISITORS:	0.2 SPACES PER UNIT	0.2 x 69 = 14 SPACES
	TOTAL PARKING SPACE REQUIRED		252 SPACES
H	PARKING SPACE PROVIDED:		
	COMMERCIAL PARKING SPACES BELOW GRADE AT A, B & PARTIAL C		124 SPACES
	ADDITIONAL PUBLIC PARKING SPACE AT GRADE BETWEEN A & B		11 SPACES
H(a)	TOTAL PARKING (A, B & PARTIAL C)		135 SPACES
H(b)	BLDG 'C' TOWN HOUSE (BELOW GRADE) RESIDENTS:		17 SPACES
	VISITORS:		2 SPACES
H(c)	BLDG 'D' APARTMENT (BELOW GRADE) RESIDENTS:		58 SPACES
	VISITORS:		8 SPACES
H(d)	BLDG 'E' APARTMENT (BELOW GRADE) RESIDENTS:		58 SPACES
	VISITORS:		8 SPACES
H(e)	ADDITIONAL PUBLIC PARKING SPACE BETWEEN C & D		26 SPACES
H(f)	ADDITIONAL PUBLIC PARKING SPACE BELOW GRADE		37 SPACES
	TOTAL RESIDENTIAL PARKING SPACE		210 SPACES
	TOTAL PARKING SPACE PROVIDED H(a)+H(b)+H(c)+H(d)+H(e)+H(f)+		345 SPACES
J	BUILDING HEIGHT ALLOWED:	12.0 M	(39.37 F)
K	BUILDING HEIGHT PROPOSED:	12.0 M	(39.37 F)
L	MINIMUM BUILDING SETBACK REQUIRED:	1.0 M	(3.28 F)
M	MINIMUM BUILDING SETBACK PROVIDED:	VARIES BUT NOT < 1M (3.28 F)	

Assuming that Residential Unit Alternative (4) is to be considered, changes in parking space availability will be as follows:

Section D - 19 units
Section E - 31 units Total 50. This is 8 less than the planned 58.

This provides 13.6 more parking spaces available.
1.5 spaces per unit = 12
.2 spaces per visitor slot = 1.6
In addition, there will be 17 + 2 spaces available, previously assigned to the townhome units.
The at ground parking changes from 26 to 10, a drop of 16. Gain is 32.6, with a loss of 16: Net Gain is 16.6.