



City of Richmond
Planning and Development Department

ATTACHMENT F

Report to Committee

To: Planning Committee *To Planning - March 20, 2007*
Date: February 19, 2007

From: Jean Lamontagne, Director of Development RZ 04-287989
Terry Crowe, Manager, Policy Planning *File: 8060-20 - 8192, 8191*

Re: **Official Community Plan/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" 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.

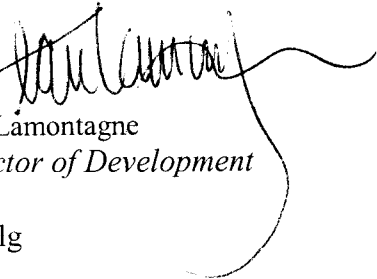
2. That Bylaw No. 8191, having been considered in conjunction with:
 - a) The City's Financial Plan and Capital Program; and
 - b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans,is hereby deemed to be consistent with said program and plans, in accordance with Section 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:

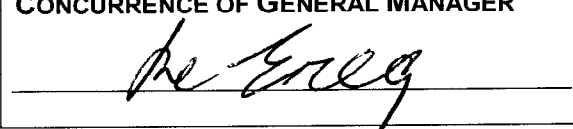
- a) Amend "Comprehensive Development District (CD/104)" by:
 - i. widening the range of permitted commercial uses to support the needs of area residents;
 - ii. limiting non-residential uses between No. 1 Road and Easthope Avenue; and
 - iii. permitting only residential uses between Easthope Avenue and Bayview Street.
- b) Rezone 4020 Bayview Street from "Comprehensive Development District (CD/104)" and "Comprehensive Development District (CD/105)" to "Comprehensive Development District (CD/104)",

be introduced and given first reading.


 Jean Lamontagne
 Director of Development

SB:blg
 Att.


 Terry Crowe
 Manager, Policy Planning

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
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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 (**Attachment 1**) 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).

To achieve this, amendments to the Official Community Plan (OCP) are also required to:

- Change the definition of “Maritime Mixed-Use” land use by retaining all existing Maritime Mixed-Use (MMU) uses and adding limited non-maritime related uses (e.g. commercial) that are intended to serve the needs of the area residents in the Steveston Area Plan;
- Re-designate a portion of the subject site from "Business and Industry" to “Neighbourhood Residential” in the Generalized Land Use Map; and
- Re-designate a portion of the subject site from "Maritime Mixed-Use" to “Residential” in the Steveston Area Plan “BC Packer’s Land Use Map”.

Findings of Fact

The Site

The proposed development site is the currently designated Maritime Mixed-Use (MMU) dry land area of the former BC ‘Packer’s site, now owned by Onni Development (Imperial Landing) Corp.

Reasons for The Proposal

The proposal retools the range of commercial uses and the residential mix to achieve a more economically viable range of compatible land Maritime Mixed-Use (MMU) uses, housing choices, public amenities and open spaces which are beneficial to Steveston (See Analysis section below).

Project Description

- General

The proposal is to construct an increased range of more economically viable, compatible and beneficial Maritime Mixed-Use (MMU) land uses, public amenities and open spaces. The proposal includes two (2) two-storey commercial buildings between No. 1 Road and Easthope Avenue, and three (3) three-storey multiple-family residential buildings containing sixty-nine (69) dwelling units between Easthope Avenue and Bayview Street.

A preliminary drawing set with site plan, landscape plan, elevations, and floor plans are enclosed for reference (**Attachment 2**).

- Two Maritime-Mixed Use Areas

On the Maritime Mixed-Use (MMU) dry land site, the proposed development involves two (2) distinct areas, namely:

- A Modified Area of Increased Viable Maritime Mixed-Use Uses:

A more viable Maritime Mixed-Use (MMU) use (e.g. commercial) area located at the west end of the site between No. 1 Road and Easthope Avenue in which is proposed three (3) two-storey commercial buildings with approximately 2,835.9 m² (30,525 ft²) of commercial space.

- A Modified Residential Area:

Re-designating the east end of the MMU site for a residential area located between Easthope Avenue and Bayview Street in which is proposed three (3) three-storey residential buildings with 69 dwelling units.

- Proposal Highlights

Throughout both areas:

- the total density remains unchanged from before this proposed rezoning. Amenities and subsidized affordable housing unit are exempted from the floor area.
- a number of open spaces and public passages are provided, and
- a common underground, tanked parking structure is provided.

The proposed development will provide:

- adequate private parking;
- 61 public parking spaces;
- an expanded Easthope Avenue public plaza;
- a surface English Avenue public parking lot;
- a Ewen Avenue cul-de-sac;
- public green space adjacent to the public dyke walkway; and
- several public accesses from Bayview Street to the public dyke walkway.

- Public Parking

Public parking spaces will be provided in a surface parking lot at the south end of English Avenue and in a private parking structure accessed from the south end of Ewen Avenue.

- Public Plazas

The existing public plaza at the south end of Easthope Avenue is in a right-of-way (ROW) on the subject site and is proposed to be expanded approximately 15 m to the east, to provide a public gathering space. Right-of-Ways have been registered over the south ends of No. 1 Road, Easthope Avenue, English Avenue and Ewen Avenue as part of the rezoning of the former BC Packer's site and in anticipation of development of the subject site. Public plazas have already been constructed in the right-of-ways at the south ends of No. 1 Road and Easthope Avenue.

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

Surrounding Development

Development surrounding the Onni site is as follows:

- To the northwest, across Bayview Street at the corner of No. 1 Road is a three-storey mixed-use building with commercial at grade and residential units above at 4111 Bayview Street (DP 03-230077), zoned “Comprehensive Development District (CD/99)” with a permitted density of 1.6 floor area ratio (FAR) and a maximum building height of 12 m;
- To the north, across Bayview Street are seven (7) multi-family buildings. Facing the commercial portion of the site between No. 1 Road and Easthope Avenue, are two (2) four-storey residential apartment buildings at 4211 and 4233 Bayview Street (DP 03-230076), zoned “Comprehensive Development District (CD/100)”, with a permitted density of 1.5 FAR and a maximum building height of 15 m. Facing the residential portion of the site between Easthope Avenue and Bayview Street are five (5) three-storey townhouse buildings at 12333 English Avenue, 12300 English Avenue and 4311 Bayview Street, zoned “Comprehensive Development District (CD/101)” with a permitted density of 0.7 FAR and a maximum building height of 12 m;
- To the east, is Phoenix Pond and it’s surrounding public open space including the dyke walkway, observation tower and pedestrian bridge, zoned “School and Public Use District (SPU)”;
- To the south, across the public dyke walkway is a Maritime Mixed-Use waterfront lot with development potential, zoned “Comprehensive Development District (CD/105)” with a permitted density of 0.8 FAR and a maximum building height of 12 m; and
- To the west, at the south end of No. 1 Road is a public plaza entry to the BC Packer’s public dyke walkway, pump station and dock. The dock extends out into the Fraser River and established maritime development extends westward along the river’s edge. Across the No. 1 Road plaza is the federally/provincially owned one-storey Department of Fisheries and Oceans office, zoned “Light Industrial District (I2)” with a permitted density of 1.0 FAR.

Related Policies & Studies

Official Community Plan

Amendments are required to the Official Community Plan (OCP)/Steveston Area Plan to permit the development proposal, which enables a more economically viable and beneficial Maritime Mixed-Use (MMU) area, namely:

- OCP Generalized Land Use Map designation: Business and Industry. An amendment is required to re-designate the eastern portion of the site to “Neighbourhood Residential” to permit residential development.
- OCP designation: Steveston Area Plan, Schedule 2.4. The consolidated development site is the last development parcel of the former BC Packer’s site to be developed by Onni as part of their Imperial Landing development. It is in the BC Packer’s Waterfront neighbourhood, Bayview Street and BC Packer’s Riverfront Character Sub-Area and Steveston Village Character Areas.
- OCP BC Packer’s Land Use Map (Attachment 4): Maritime Mixed-Use. In addition to retaining all existing Maritime Mixed-Use (MMU) uses, amendments are required to clearly delineate the boundaries for commercial uses to ensure compatibility with existing

commercial activities along No 1 Road and to permit additional neighbourhood commercial uses to serve the area residents and to allow for a variety of size of residential units (1 to 3 bedroom apartments and townhouses) to improve housing choices.

- **Public Access:** The development proposal complies with the plan's vision of unrestricted continuous public access with a public plaza across the site connecting the public dyke walkway with Easthope Avenue.
- **Parking:** The plan envisions that the subject site would provide parking for commercial fishing uses and limited public parking. The proposed development will provide approximately 61 public parking spaces as follows:
 - a 26 space public parking lot at the south end of English Avenue; and
 - 35 public parking spaces in the underground parkade accessed from the south end of Ewen Avenue.

The 26 surface spaces may be used for the public and possible commercial fishing related uses. Should maritime uses be established onsite, then the 11 surface commercial spaces may be used.

When the Maritime Mixed-Use waterfront lot to the south is developed, associated parking will need to be reviewed.

- **Development Permit Guidelines:** The development proposal conforms with the plan's main objectives of achieving images consistent with the area's historic cannery buildings with a variety of open spaces and access to the river through view corridors and pedestrian passages.

Plan Consistency

Although OCP amendments are required, the development proposal is consistent with the OCP/Steveston Area Plan objectives in terms of public access, public parking, and character.

Plan MMU Definition Change

The OCP/Steveston Area Plan definition of Maritime Mixed-Use has been re-examined and it is proposed by staff that the MMU definition be changed to:

- retain all existing uses including maritime related uses; and
- permit neighbourhood commercial uses included to support area resident needs in the dry land portions.

Consultation

Council Policy 5043 – OCP Bylaw Preparation Consultation Policy

This City policy provides direction regarding the consultation requirements for an Official Community Plan (OCP) amendment.

- **The Richmond School Board**

Note: Before the current OCP/Steveston Area Plan designation was approved, the City consulted with the Richmond School Board.

Under the most current City - School Board OCP Consultation Policy, the City is to seek School Board advice in proposed Official Community Plan (OCP) amendments when they would result in the introduction of 50 new students, with the assumption that 100 new multi-family dwelling units would result in 17 new students. Therefore, applications for less than 294 new townhouses should not be forwarded to the School Board for review.

The proposed Official Community Plan (OCP) amendment and rezoning will not increase the maximum number of residential dwelling units envisioned in the redevelopment of the BC Packer's site. Under the existing zoning, a maximum of 40 dwelling units could be permitted on the site. The new proposal is for 69 dwelling units.

For these reasons, the School Board has not been re-consulted regarding the subject application for 69 dwelling units.

- Consultation With Others
Consultation with external agencies, organizations and authorities is not deemed to be required because they are not affected and were consulted in the OCP/Area Plan amendment.
- Public Hearing
The statutory Public Hearing will provide the community with an opportunity to comment on the application.

Public Input

A concern was raised that the City has not engaged in public consultation since March, 2004. Before the City approved the current OCP/Area Plan Maritime Mixed-Use (MMU) designation, it made considerable effort to involve and consult with the public.

Until now, Onni has been developing the bulk of the former BC Packers' site.

Onni's public consultation regarding this proposal has involved three separate Open House Meetings held on May 10, 2006, May 24, 2006 and December 13, 2006. The December, 2006 Open House was advertised in The Richmond Review on November 30, 2006 and held in the Steveston Community Centre. At that Open House, preliminary artists renderings were presented. It is estimated that over 300 people attended the Open House. The general comments were positive at the open house, with suggestions for design refinements to protect views and improve public realm.

The following have been included as attachments in this report (**Attachment 5**) for reference:

- Public letters and e-mails addressed to the City regarding the proposed rezoning application
 - Attendance sheets from the Open Houses held on May 10, 2006, May 24, 2006 and December 13, 2006; and
 - A sign-in sheet and comment cards from the Open House held on December 13, 2006
- However, additional relevant information was too voluminous to attach to the staff report. Copies of the following have been included in the development file and in a binder in Council's reading area:
- A full preliminary set of Architectural and Landscape drawings of the development proposal;
 - View analysis pictures and artist renderings presented at the December 13, 2006 Open House;

The applicant has made several design changes in consultation with City staff to improve views, enhance the public realm and improve the expression of architectural character, which have generally been positively received at the public open houses.

The current proposal has not been ready for presentation to Planning Committee and Council, until now.

Advisory Design Panel Review

The project was presented in an earlier form to the Advisory Design Panel on May 3, 2006. The Panel was generally supportive of the project and offered some suggestions for design improvements (**Attachment 6**). The applicant has submitted several iterations of design improvements since the Advisory Design Panel. The current plans (**Attachment 2**) have satisfactorily incorporated all the applicable Advisory Design Panel comments.

Heritage Advisory Commission

This project is outside of the Steveston Village boundary in the Richmond Official Community Plan Steveston Sub Area Plan and was not required to be reviewed by the Heritage Advisory Commission for review. However, extensive references to the site heritage have been incorporated into the public open space through interpretation information, display of artifacts and public art.

In addition, the proposal was reviewed by Advisory Design Panel and the Chair also sits on the Heritage Advisory Commission.

Staff Comments

- No significant concerns have been identified through the technical review.
- Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.
- The Servicing Agreement will include design and construction of works including, but not limited to Bayview Street frontage improvements, Easthope Avenue plaza expansion, English Avenue parking lot, Ewen Avenue terminus, extension of utilities to service future potential development of the waterfront lot and works to interface with the public dyke walkway.

Analysis

1. Reasons for the Proposal

- The subject site is the last phase of Onni's redevelopment of the former BC Packer's site;
- Onni considered ways to make the current OCP/Steveston Area Plan and zoning designations viable;
- Viability was not achieved because most Maritime Mixed-Use (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.

2. Proposed Uses and Layout

To achieve viability, the applicant is requesting that, in addition to retaining all existing Maritime Mixed-Use (MMU) uses, commercial land uses, a different distribution of land uses on the site and a higher percentage of residential development, be allowed.

Onni is proposing that:

- All of the commercial uses be located toward the existing commercial businesses on No. 1 Road and west of Easthope Avenue, and
- All of the residential units be located west of Easthope Avenue and be re-designated from “Maritime Mixed Use” to “Residential”.

This arrangement is beneficial because it supports the viability of the Village, minimizes land use conflicts, enhances residential compatibility and provides community amenities.

3. Land Use and Density

The proposed development does not comply with the current OCP/Steveston Area Plan BC Packer’s Land Use Map (**Attachment 4**).

4. Current and Proposed OCP/Steveston Area Plan Bylaws

The current OCP/Steveston Area Plan Bylaw, originally adopted in 1985, allows the following maritime economy uses, with an emphasis on uses which support primarily the commercial fishing fleet, including:

- a) Custom Workshops;
Enclosed Storage Facilities;
Fish Auction and Off-loading;
Laundry and Drycleaning;
Light Industrial;
Maritime Educational Facilities;
Moorage;
Offices;
Other Services Related to Maritime Uses;
Parking; and
Service and Repair of Boats and Marine Equipment.
- b) Retail uses are accommodated as accessory uses in the Maritime Mixed Use Area, between Phoenix Pond and No. 1 Road.
- c) Between Phoenix Pond and No. 1 Road, residential uses are accommodated above grade and only over the dry land portions of the Maritime Mixed Use area as a secondary use. In addition, residential uses are to be situated so as to minimize potential conflicts with other uses.

The proposed Maritime Mixed Uses are:

- a) All of the uses listed in a) above.
- b) Uses intended to accommodate the shopping, personal service, business, entertainment, recreational, community facility and service needs of area residents.

Residential uses are removed from the Maritime Mixed Use portion of the site (between No.1 Road and Easthope Avenue) in order to better integrate the commercial uses with the existing business area along No. 1 Road and westward along Baysview Street. The area east of Easthope Avenue on this site is redesignated to residential uses only to provide better interface with the existing residential neighbourhood on the north side of Baysview east of Ewen Avenue.

This increased range is more beneficial because it better enables economic viability and maintains opportunities for the existing Maritime Mixed-Use (MMU) uses to occur.

Current and Proposed Zoning Bylaws

- Existing Zoning

The current Zoning Bylaw No. 7108 was adopted in 2001 (RZ 98-153805) and consists of:

- “Comprehensive Development District (CD/104)” at the east and west ends of the site, and
- “Comprehensive Development District (CD/105)” in the middle.

The current zoning permits only:

- “Maritime Mixed-Use” that supports local fishing industries which has proven to not adequately be economically viable;
- The maximum permitted height is 12 m; and
- A maximum of 40 dwelling units, located above the first storey and a maximum of 62.5% of a building or approximately 60,204 ft² is permitted.

- Proposed Zoning

The proposed development compares with the development densities permitted in the existing zoning districts of 0.8 floor area ratio (FAR) with a higher allowable percentage of residential development, additional provisions for indoor residential amenity space and an affordable housing unit.

The applicant is proposing three (3) three-storey residential only buildings of approximately 90,526 ft² in approximately 69 dwelling units. The maximum proposed height remains 12 m.

To accommodate the proposed development, staff propose to amend “Comprehensive Development District (CD/104)” to:

- Provide a single Comprehensive Development District for the consolidated development site;
- Include the Maritime Mixed-Uses permitted in the existing “Comprehensive Development District (CD/105)”;
- Include conventional commercial uses including retail, services and restaurants;
- Permit stand-alone multi-family residential buildings;
- Restrict commercial uses to the west portion of the site;
- Restrict residential uses to the east portion of the site;
- Permit an additional 0.1 FAR for shared indoor amenity space for the use of the residents. This provision is common in multi-family zoning districts throughout the city and across Bayview Street in the “Comprehensive Development District (CD/101)”;
- Permit an additional 80 m² for an affordable housing unit, which the developer is proposing to contribute to the City.

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

In 1997-1998, when the OCP/Steveston Area Plan was prepared, Village entrepreneurs did not want non-maritime related uses (e.g., pure commercial) to extend east of No. 1 Road, as such uses and their location may weaken the viability of the Village. This current Area Plan policy achieved this, but still allows limited commercial space fronting on No. 1 Road.

This Policy can now be reviewed because:

- The existing limited Maritime Mixed-Use (MMU) uses have proven not to be economically viable to build;
- The City will not purchase the area for park, as it has already addressed park needs as part of redevelopment of the whole BC Packer's site;
- There has been an increase in Steveston's population which appears able to support both existing and new commercial uses and services; and
- An enhanced Village waterfront with a compatible range, limited amount and appropriate location of non-maritime related uses (e.g. commercial) can address the above considerations.

6. Connection to the Public Walkway and Water Views

An important concern has been raised about safeguarding the openness of the site.

This concern has been addressed by the applicant, through providing:

- Multiple pedestrian paths between Bayview Street and the public waterfront walkway;
- Open spaces between the buildings for view corridors; and
- Public areas at the ends of Easthope, English and Ewen Avenues.

7. Vehicle Access and Parking

The elongated development site will have four (4) vehicle accesses from Bayview Street to the existing Dyke trail to secure vehicular and public access including:

- The access between No. 1 Road and Easthope Avenue to provide loading for the commercial developments and a second access for commercial parking;
- The third access for a public surface parking lot in line with English Avenue; and
- The fourth access for residential parking, public parking and a road end cul-de-sac in line with Ewen Avenue.

The site will provide parking as follow:

- A total of 360 spaces will be provided in various at grade and in various parkades.
- The OCP requires up to half acre of parking adjacent to the Phoenix Net Loft. Furthermore, the OCP requires 0.5 acres of parking west of the Phoenix Pond to be provide in support of "Maritime Mixed Use" area. The development meets this requirement. Public parking has been provided at the Phoenix Net Loft (0.25 ac) and the remainder .5 ac is being provided as part of this application.
- Of the parking provided, there are currently 61 additional public parking spaces provided above the parking requirement. These 61 "surplus" public parking (above the requirement of the project) include 11 spaces in the parking of the commercial building, 26 parking spaces at the road end of English Avenue, and 24 spaces in the residential building parking with access off Ewen Avenue.
- The "surplus" parking count may increase depending on the commercial mix. Currently, the parking requirement has been calculated based on the most stringent requirement by assuming restaurant uses for the second floors of the commercial buildings. If uses other than restaurants inhabit these spaces, than the parking requirement will be reduced, and even more public parking will become available in addition to satisfying the parking requirement.
- vehicular and pedestrian access to the dyke and the City owned waterfront lot will be enhanced and secured through rights-of-way. The detail design will be finalized in the

Servicing Agreement process in accordance with item no. 5 of the “Considerations for Rezoning (**Attachment 7**).

8. Amenity Space

Private Amenity for Multi-family Residents:

- Outdoor: Common outdoor amenity space and clearly defined private open spaces are provided to the west and south of the residential buildings.
- Indoor: Common indoor amenity space is provided in the two (2) eastern residential buildings. Their sizes comply with the Official Community Plan (OCP) guidelines for provision of outdoor and indoor amenity space in multi-family developments.

Public Amenity Space:

- The public boardwalk south of the proposed site was constructed by the developer as a condition of the original rezoning of the BC Packers site and forms part of the public amenity as part of the Richmond Dyke Trail System. The open space along the south edge of this development is designed to accommodate use by the public to blur the edge of “public” and “semi-public” open spaces. Grassy nodes and durable informal landscaping are incorporated along the south side of the development to provide a “soft” interface with the dyke trail and to provide informal activity areas for the public.
- This proposal will complete the open space in this neighbourhood by designing and building a public plaza at the end of Easthope Avenue. The details of this public plaza will be included in the Servicing agreement. Conceptually, this is a flexible space to accommodate a variety of activities ranging from public market, open air art show to informal performance space.
- Overall, the publicly accessible open space has been increased from the original MMU concept.

9. Community Amenity Package

The applicant is providing an voluntary amenity package worth \$1.8 million to the City including \$1.5 million cash, to be used at the discretion of City Council and title to one (1) dwelling unit in the condominium worth \$300,000 to be used for low market rental affordable housing as defined in the City’s Interim Affordable Housing Strategy. As the City will be the owner of the strata unit, a Housing Agreement will not be required to secure its use as affordable housing. The City has the option of working with the developer who is prepared to manage the housing unit on behalf of the City for a minimum 10 year duration with compensation that would be as per the commercial management rates for such services.

10. Servicing Capacity

The service utilities on this site were approved in 2001 and constructed by the developer to serve the BC Packer site. However, the standard design requirements for utilities has been changed since to higher standards. As a result, the Engineering Department has required the applicant to submit capacity analysis of the storm, sanitary and water system prior to final adoption of the Zoning Amendment Bylaw. 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 to ensure any upgrades required will be done at the developer's sole cost as part of the Servicing Agreement.

11. Flood Management

In accordance with the City's Interim Flood Management Strategy, a Flood Indemnity Covenant is required as a condition of rezoning. At the time of the original rezoning, flood plain covenants and minimum elevations for habitable areas were a provincial responsibility and a covenant was registered on title. The covenant will be reviewed and replaced if necessary, to meet current City standards (e.g., notice, minimum building elevation, and the City indemnified).

The existing grade on-site is at approximately 3 m geodetic. The proposed development complies with the Policy requirement for a minimum building elevation of 2.6 m geodetic by raising living areas up above a lowered tanked parking structure. The registration of a covenant is a condition of rezoning, to prevent any areas below the minimum habitable elevation of 2.6 m from being used as habitable space.

12. Heritage

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

13. Environmentally Sensitive Areas

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

14. Future Development Permit Application

The applicant has developed a preliminary design for this site (**Attachment 2**). This will be further investigated during the Development Permit application process to achieve a quality project that complies with the Official Community Plan (OCP) design guidelines, responds to feedback received from Council and the public, and complements the Steveston Village core, BC Packer's residential neighbourhood and Riverfront Maritime development.

The applicant has consulted the community, worked with staff and revised the design several times, to respond to comments. The following items will be further investigated at the Development Permit stage:

- Formal presentation of the finalized project is required as part of the upcoming Development Permit Process. The project was presented on a preliminary basis to the Advisory Design Panel on May 3, 2006 and was supported by the Panel to proceed to Planning Committee.
- Finalized building elevations and associated floor plans.
- A detailed review of the proposed tanked mechanical and electrical equipment rooms in the parking structure below the building elevation requirement of 2.6 m geodetic.
- A detailed review of the proposed landscaping design including public areas: pedestrian access, open green area, plaza, surface parking lot and Ewen Avenue road end.

15. Summary of Benefits

The benefits of the proposal include:

- New neighbourhood commercial development adjacent to existing commercial development along No. 1 Road;
- New residential dwelling units in the BC Packers residential neighbourhood;
- View corridors, pedestrian passage and vehicle passage linking the BC Packers neighbourhood with the public dyke walkway; The height of the proposed development will be a maximum 12 m in accordance with the original MMU zoning.
- A constructed, expanded public plaza at the south end of Easthope Avenue;
- Up to 76 additional public parking beyond the parking requirement for the development including a constructed public surface parking lot and spaces in the development's underground parking structure; Public parking has been provided at the Phoenix Net Loft (0.25 ac) and the remainder .5 ac is being provided as part of this application;
- A constructed a cul-de-sac at the south end of Ewen Avenue;
- vehicular and pedestrian access to the dyke and the City owned waterfront lot will be enhanced and secured through rights-of-way. The detail design will be finalized in the Servicing Agreement process.
- A pedestrian passage through the commercial buildings linking the public dyke walkway through the site and across Bayview Street to the pedestrian pathway through Onni's village residential development;
- Publicly accessible green space along the south edge of the proposed residential buildings adjacent to the public dyke walkway; The publicly accessible open space has been increased from the original MMU concept.
- the total density remains unchanged from before this proposed rezoning. Amenities and subsidized affordable housing unit are exempted from the floor area
- One (1) dwelling unit for affordable housing deeded to the City; and
- Voluntary community amenity contribution worth \$1,800,000 including \$1,500,000. cash contribution to be allocated at the discretion of Council and one strata condominium unit worth \$300,000.

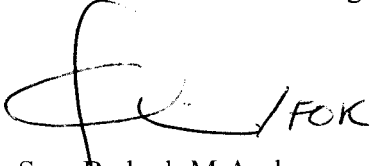
Financial Impact

The City gains \$1,500,000 to be allocated at the discretion of Council.

The City will receive title to one strata unit in the condominium development, worth \$300,000 at current market value, to be used for affordable housing.

Conclusion

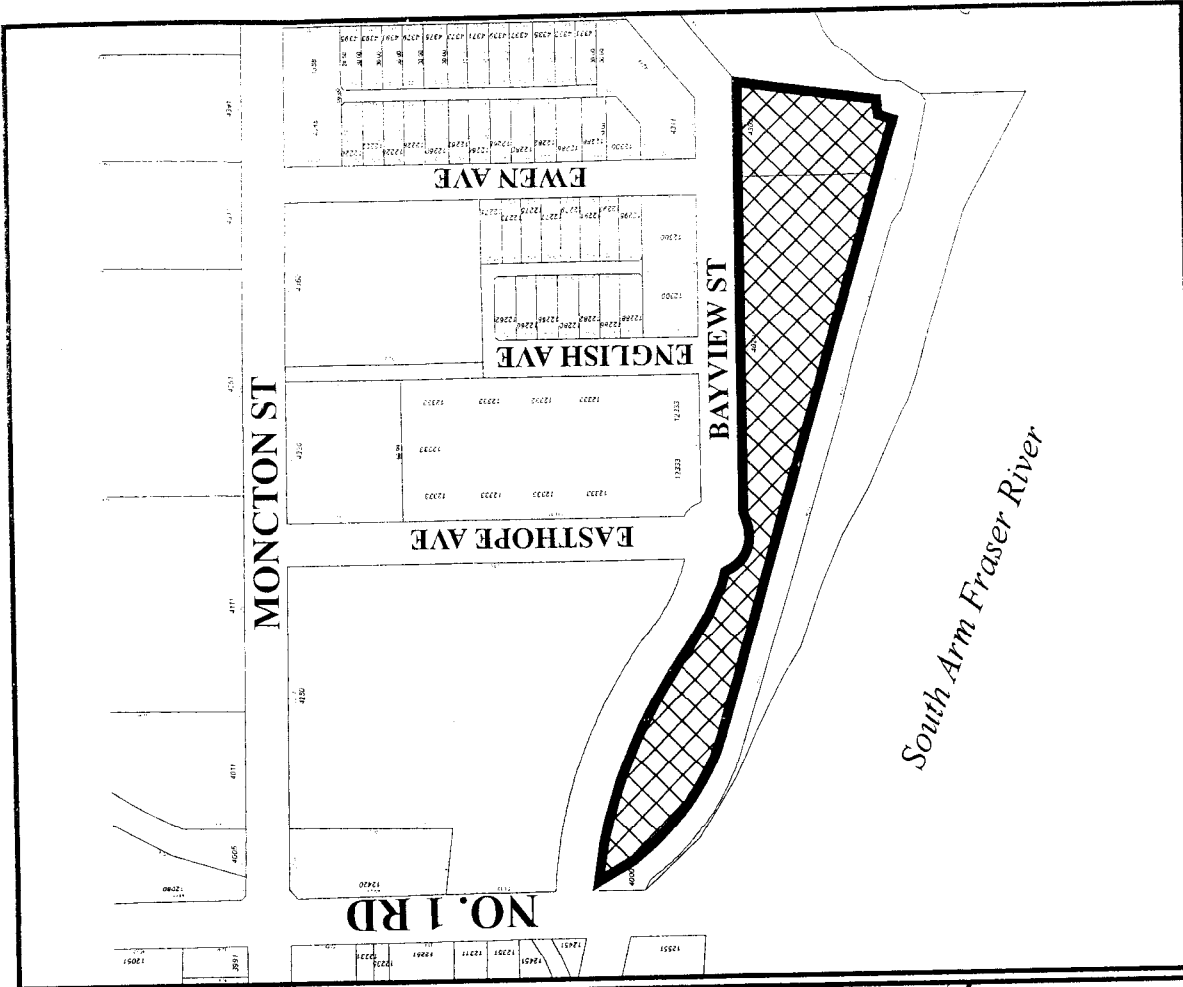
Onni Development (Imperial Landing) Corp. has applied to develop their Maritime Mixed-Use (MMU) site in an economically viable and community enhancing manner. Staff recommend support for this application as it achieves economical viability and substantial community benefits including open public space,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

A handwritten signature in black ink, appearing to read 'S. Badyal', followed by the initials 'FOK' written in a separate stroke.

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

SB:CA:blg

- Attachment 1: Location Map and Site Context – GIS 2005 Aerial Photo
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: BC Packer's Land Use Map Context
- Attachment 5: Public Input Records
- Attachment 6: Advisory Design Panel Minutes from May 3, 2006 meeting
- Attachment 7: Conditional Rezoning Requirements with Concurrence

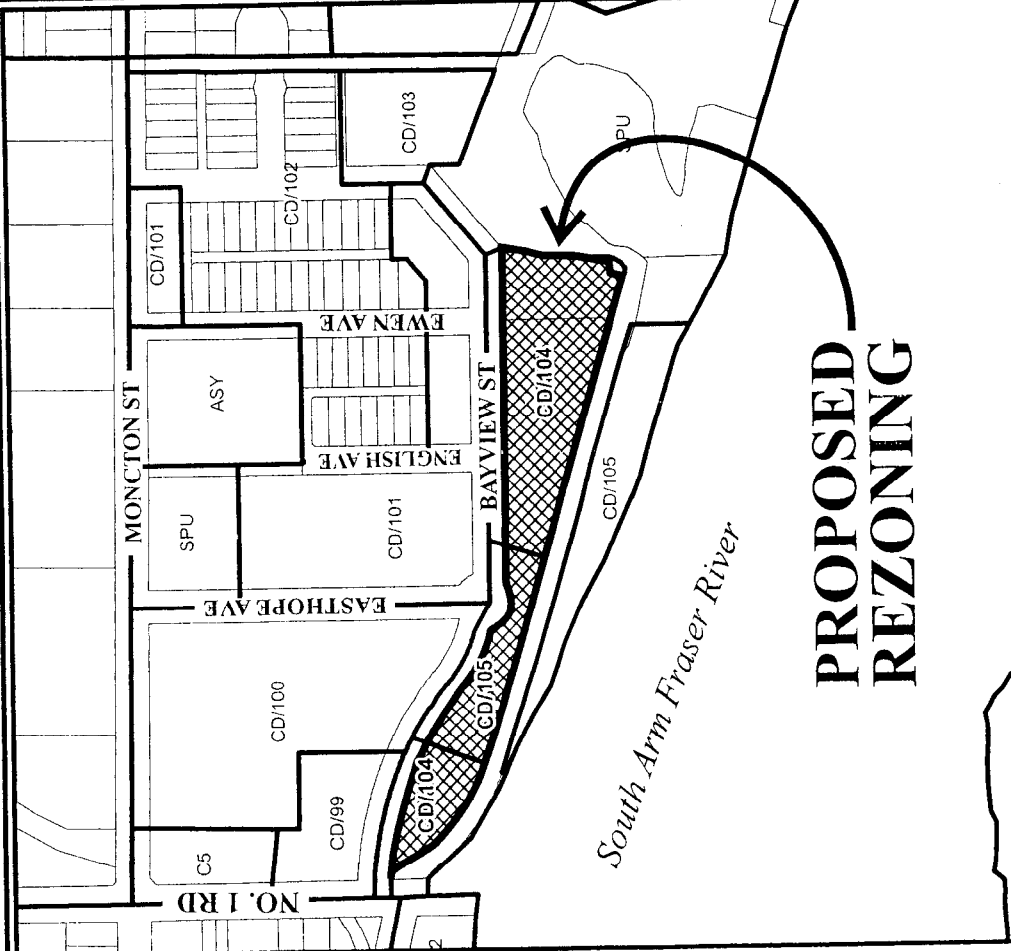


Original Date: 01/18/05

Revision Date:

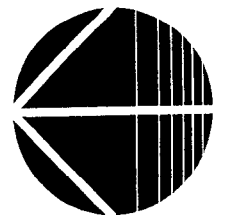
Note: Dimensions are in METRES

City of Richmond



**PROPOSED
REZONING**

RZ 04-287989





RZ 04-287989

Original Date: 02/02/07

Amended Date:

Note: Dimensions are in METRES