



City of Richmond
Urban Development Division

Report to Committee

To Council - Mar 29, 2005

To Planning - Mar 22, 2005

To: Planning Committee
From: Raul Allueva
Director of Development

Date: March 8, 2005

RZ 03-246394

File: 12-8060 20-7912/7684

**RE: APPLICATION BY ORIS DEVELOPMENT (LONDON LANDING) CORPORATION
FOR REZONING AT 6111, 6225 AND 6233 LONDON ROAD FROM LIGHT
INDUSTRIAL DISTRICT (I2) TO COMPREHENSIVE DEVELOPMENT DISTRICT
(CD/83)**

Staff Recommendation

- 1 That Bylaw No 7684 be abandoned, and
- 2 That Bylaw No 7912, to create "Comprehensive Development District (CD/83)", and to rezone 6111, 6225 and 6233 London Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/83)", be introduced and given first reading

Raul Allueva
Director of Development

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FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Zoning Amendment Bylaw 7684, to rezone 6111, 6225 and 6233 London Road from Light Industrial District (I2) to Comprehensive Development District (CD/83), in order to permit a mixed use commercial/residential development, was given Third Reading following Public Hearing on May 17, 2004. Attached is a copy of the previous staff report and bylaw for this application (**Attachments 1 and 2**)

Analysis

An application for Development Permit has been submitted and reviewed by Staff. During the course of refining the building design, it was discovered that the applicant made assumptions about areas that were excluded from floor area ratio and site coverage calculations. As these assumptions were not fully disclosed or made clear at the time of rezoning, the CD bylaw (CD/83) does not correspond accurately to the approved development plan.

A new Zoning Amendment Bylaw 7912 has been prepared to reflect the following amendments:

1. Include the following areas as exempt from floor area ratio: mechanical rooms, stairwells, elevator shafts, off-street parking areas, bike storage area, and indoor amenity space. Staff can support this amendment as these areas are commonly excluded from floor area ratio or additional density granted for the provision of indoor amenity space, but only when specific language is specified in the zone. A number of other CD zones include these specific exemptions and there is no reason to disallow the exemption for this proposed development.
2. Increase the maximum site coverage to 52%. The original CD/83 zone specified a maximum site coverage of 40%, which was based on figures that accompanied the last set of drawings submitted for the rezoning application. It was discovered that the site coverage figure on the drawings was incorrect and resulted in the CD/83 zone specifying a lower site coverage than what was actually required (48%). Staff can support the increased site coverage of 52% as the proposed development includes a substantial amount of covered areas, including porches, walkways, and arcades. The covered areas contribute positively to the streetscape and provide public benefit as weather protection.
3. Increase the permitted height of building from 20 m (65' 6") to 23 m (75' 5"). A text amendment is required to accommodate the building as proposed. Refinements to the building design at the Development Permit stage found that the maximum building height of 20 m referenced in the original CD/83 zone would not be able to accommodate the proposed roof design. Staff can support the change in height as the proposed roof form and design make a positive contribution to the overall building and neighbourhood character.
4. Minor housekeeping amendments to setbacks to better reflect minor revisions to the site and building plans.

It is noted that Staff have recently initiated a process to better notify developers, builders, and architects of existing interpretations of common zoning parameters to avoid these situations in the future. In addition, the Zoning Bylaw update currently underway will standardize and formalize common definitions and interpretations in a comprehensive way.

The current mixed use development has not changed significantly in form or massing from the original proposal that was presented to Council. No concerns were expressed about the original proposal at the May 17, 2004 Public Hearing and Staff still support the proposed development.

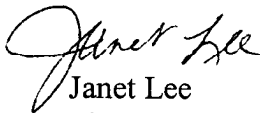
An Official Community Plan Amendment Bylaw 7696 was also introduced with Zoning Amendment Bylaw 7684 to make land use amendments to the London-Princess Land Use Map in the Steveston Area Plan. No further changes are proposed to OCP Amendment Bylaw No 7696, which currently stands at Third Reading. Bylaw No 7696 would be adopted at the time when the Zoning Amendment Bylaw for this development is ready for adoption.

Rezoning Conditions

The conditions of the rezoning application have not changed from the previous Staff report, except for the requirement for a "restrictive covenant to specify that 20 parking stalls in the parking structure shall be available for users of the tram building at all times and may not be removed or separated from public use." Since the original report was considered by Council, Staff have renegotiated the amenity requirements associated with developments in this area, in lieu of the tram barn, as per Council's instructions. As such, the tram building will not be constructed within the former CN right-of-way near this building. Therefore, the 20 parking stalls will revert to additional parking for residents and visitors.

Conclusion

Some minor amendments to the proposed CD/83 zone are outlined in this report. These amendments reflect typical considerations related to exemptions for floor area, and accepted definitions, and will facilitate a site design which is accepted by Staff. It is recommended that the earlier Bylaw No 7684 be abandoned and that the new Bylaw No 7912 be introduced and given first reading.



Janet Lee
Planner 2

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Attachment 1 Report to Council dated April 7, 2004

Attachment 2 Original Bylaw No 7684

There are requirements to be dealt with prior to final adoption:

- 1 Adoption of OCP Amendment Bylaw No 7696
- 2 Legal requirements, specifically
 - a Consolidation of the three lots into one development parcel,
 - b Registration of cross-access agreements through the site on behalf of properties at 13040 and 13060 No 2 Road, and
 - c Registration of a restrictive covenant to ensure that the guest suite is not sold or rented as a permanent dwelling unit
- 3 Development requirements, specifically
 - a Processing of a Development Permit to the satisfaction of the Director of Development, and
 - b Enter into a Servicing Agreement for
 - Design and construction for the relocation of the sanitary sewer forcemain running through the site, and
 - Upgrading of London Road from Princess Street to No 2 Road complete with curb and gutter, textured parking and sidewalk, street lighting, street trees (north side only) and a minimum of 7.6 m asphalt pavement



City of Richmond
Urban Development Division

Report to Committee

To Planning Committee
From: Raul Allueva
Director of Development
Terry Crowe
Manager, Policy Planning

To Council Apr 26, 2004
To Planning Apr 20, 2004
Date: April 7, 2004
RZ 03-246394
File 8060 20 ~~169~~ 1 7696

RE: APPLICATION BY ORIS DEVELOPMENT (LONDON LANDING) CORPORATION FOR OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING AT 6111, 6225 AND 6233 LONDON ROAD FROM LIGHT INDUSTRIAL DISTRICT (I2) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/83)

Staff Recommendation

- 1 That Official Community Plan Amendment Bylaw No 7696, to redesignate a portion of the subject properties from "Mixed Use" to "Residential" by amending the London/Princess Land Use Map on Schedule 2 4 of Official Community Plan Bylaw No 7100 (Steveston Area Plan), be introduced and given first reading
- 2 That Bylaw No 7696, having been considered in conjunction with
 - the City's Financial Plan and Capital Program,
 - 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 7696, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation
- 4 That Zoning Amendment Bylaw No 7684, to create a new "Comprehensive Development District (CD/83)" and to rezone 6111, 6225 and 6233 London Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/83)", be introduced and given first reading

Raul Allueva
Raul Allueva
Director of Development

Terry Crowe
Terry Crowe
Manager, Policy Planning

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FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

John E. Craig

Staff Report

Origin

Oris Development (London Landing) Corporation has applied to rezone 6111, 6225 and 6233 London Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/83)" to permit a mixed use commercial/residential development (**Attachment 1**)

An Official Community Plan (OCP) amendment is also required to amend the Land Use Map for the London-Princess Area in the Steveston Area Plan. A portion of the subject properties has to be re-designated from "Mixed Use" to "Residential" in order to accommodate the proposed project design.

Findings of Fact

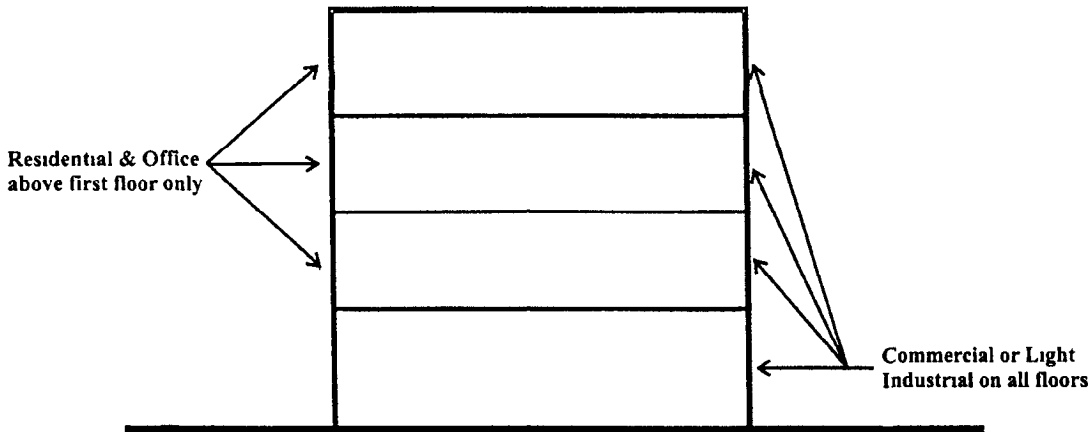
Item	Existing	Proposed
Owner	6111 and 6225 London Road Hass Holdings Ltd 6233 London Road Stowaway Storage Inc	Oris Development (London Landing) Corporation
Applicant	Oris Development (London Landing) Corporation	No change
Site Size	0.64 ha (1.59 acres)	No change
Land Uses	Industrial	Commercial, Light Industrial and Multi-Family Residential
OCP Designation	Mixed Use	No change
Sub-Area Plan Designation (London-Princess)	Mixed Use <ul style="list-style-type: none"> Commercial, industrial Residential and office above 	<ul style="list-style-type: none"> Mixed Use (Commercial, industrial with residential and office above) Residential at grade
Zoning	I2 (Light Industrial District)	CD/83 (Comprehensive Development District)

The Area Plan "Mixed Use" Concept

The Concept

A requirement of the existing Sub-Area Plan is that, in the Mixed Use Area, residential and office uses are to be located above the first floor of a commercial or industrial building.

The following conceptual diagram illustrates the Mixed Use Area Plan concept and policies



The Purpose

The purpose of the Mixed Use Concept is to ensure that there is sufficient light industrial and commercial land available to accommodate light industrial and commercial uses over the long term

Site Context

The site context is as follows

North	Former CN Rail right-of-way with a portion proposed to be developed with a pedestrian trail and future tram line (part of Rezoning Application No RZ 03-229096)
East	Vacant and under application for rezoning to develop detached townhouses and stacked townhouses (Rezoning Application No RZ 03-229096)
South	Industrial properties zoned I2
West	Industrial properties zoned I2 and mixed use development zoned CD/112

Project Description

The plans and elevations of the proposed development are in **Attachment 2**.

Land Uses

The proposal is to develop a mixed use complex that consists of

- (1) Commercial and light industrial uses (*meets the existing Sub-Area Plan requirements*) which consists of 814 m² (8,762 ft²) of ground level space is centred about the London Road/Dyke Road intersection in two buildings. There are also five (5) two-storey plus loft dwelling units located above the commercial/light industrial space in the building at the west end of the site

- (2) Residential uses at grade (*requires an amendment to the Sub-Area Plan*) which consists of seven (7) townhouse units along London Road and a four-storey over parking condominium building (containing 62 units) that is attached to one of the commercial/light industrial buildings

Parking and Circulation

An underground parking structure contains approximately 167 parking stalls for residents and visitors. This includes 20 parking stalls provided for users of the tram building that is proposed to be built within the former CN Rail right-of-way to the east of this development site. Commercial parking for 38 cars is at grade accessed from the intersection of London Road and Dyke Road.

Related Policies & Studies

The subject site is located within the London/Princess Area of the Steveston Area Plan. The Land Use Plan designates this site and most of the lands west of Princess Street as "Mixed Use" with the intention of accommodating commercial or industrial use at ground level with residential and office space above. It is envisioned that the mixed use area can establish some local shops and services to benefit the surrounding area that has developed with new residential development in recent years.

Area Context

The London-Princess Area at the south end of No. 2 Road has been partially under transition from a light industrial district to

- An area which accommodates "Mixed Uses" between No. 2 road and Princess Street,
- An area which accommodates sole residential uses west of Princess Street.

New detached townhouses have been constructed along Dyke Road and Princess Lane in the past three years. The developer proposes the introduction of stacked townhouses and single-family residential uses into the area east of Princess Street to further extend the neighbourhood residential and road pattern.

The London-Princess Area is separated from active agricultural lands to the north by a 30 m (100 ft) wide former CN Rail right-of-way that is now owned by the City. This right-of-way is envisioned to accommodate a pedestrian trail, a tram barn, a potential future tram line and a vegetative buffer to the agricultural lands. It will serve as a recreational corridor that links the London-Princess Area to other parts of Steveston.

The area west of Princess Street is occupied by older, light industrial uses. A new mixed-use project recently completed at 13020 No. 2 Road meets the mixed use policies and offers ground level retail space as well as live/work dwelling units. This development is the first new mixed use project in the London-Princess Area.

The west side of No 2 Road has developed with new four-storey multi-family residential buildings with underground parking structures. These developments introduced more urban densities and building forms into the neighbourhood.

Staff Comments

An OCP amendment is required as a portion of the proposed development has residential uses that are located on the ground floor. The Steveston Area Plan specifies that within the London-Princess Mixed Use Area, any residential or office uses are to be located above ground floor commercial or industrial uses.

The Transportation Department is working with the applicant to resolve a number of transportation issues from previous rezoning applications in this area and hence, had no further comments on this application. Some of those transportation issues includes the construction of London Road from No 2 Road to Princess Street, intersection improvements at London/Dyke Road and at London/No 2 Road, and traffic calming on Dyke Road.

The Parks Department did not have any specific concerns with the proposed development and its relationship to the former City-owned CN Rail right-of-way.

Engineering Works and Services commented that there are no servicing concerns with this proposal. Prior to final adoption, the applicant is to complete the following requirements:

1. Enter into a Servicing Agreement for the
 - a. Design and construction for the relocation of the sanitary sewer forcemain running through the site, and
 - b. Upgrading of London Road from Princess Street to No 2 Road complete with curb and gutter, textured parking and sidewalk, street lighting, street trees (north side only) and a minimum of 7.6 m asphalt pavement.

Advisory Design Panel Comments

Given the unique nature of the development proposal, the application was presented to the Advisory Design Panel on October 22, 2003 for preliminary comments in advance of subsequent review of a future Development Permit. The Panel responded with positive comments about the design and massing of the proposed development. Some comments were raised about the treatment of the open space, parking areas and size of the plaza at the intersection. These issues can be dealt with at the Development Permit Application stage when the project has to go back to the Advisory Design Panel for more detailed building design and landscape review.

Consultation

The City's Consultation Policy No. 5039 (adopted April 22, 2002) was created in order to meet the requirements of the *Local Government Act* that for the preparation or amendment of any OCP, local governments must provide one or more opportunities (as deemed appropriate) for consultation with persons, organizations, and agencies that are deemed to be affected.

The OCP amendment proposed in this application will require a statutory Public Hearing. The Consultation Policy provides for additional consultation (prior to First Reading of an amending bylaw) with other affected groups, including adjacent municipalities, the regional district, school boards, Provincial or Federal agencies, or First Nations.

Staff have reviewed the list of agencies that could be consulted and have determined that the area residents would most likely be interested in the development proposal. Since the OCP amendment process includes notification of neighbours and local advertising of the statutory Public Hearing, no further external consultation was carried out prior to the preparation of this report.

Analysis

Official Community Plan Amendments

The proposed development provides ground level space along London Road for commercial and/or light industrial uses. These non-residential uses will be contained in two buildings at the intersection of London Road and Dyke Road.

It is envisioned that the new ground floor commercial space will accommodate businesses and services for the growing residential community in this neighbourhood as well as space for light industries and artists' studios that are already in the area (e.g. cabinet-makers, glass-blowers, etc.).

The townhouses along London Road at the east end of the project are sited close to the street and have open main floor plans that may be used as live-work units by residents with home occupation. Some of the upper floor dwelling units in the condominium building also have an open loft level that is flexible to be used as studio or home occupation space.

The overall effect of this development is to turn London Road into a vibrant, pedestrian-oriented street with small-scale commercial and light industrial businesses, services, restaurants and cafes. It would be a place where people could work and live within their neighbourhood.

To support the above Sub-Area Plan vision, an OCP amendment is required to the Steveston Area Plan Land Use Map for London-Princess. The amendment is to re-designate 3,859 m² (41,543 ft²) of the site from "Mixed Use" to "Residential" (**Attachment 3**). The portion of land remaining as "Mixed Use" would be 2,560 m² (27,555 ft²).

The purpose of this change is to allow dwelling units in the condominium building and the townhouses along London Road to locate on the ground floor. Under the current "Mixed Use" designation, residential uses must be located above commercial or industrial uses.

Options

There are several options with respect to the amendments

Option 1: Support the proposed OCP amendment (Recommended)

Pros

- Permits the development of a unique arrangement of land uses that responds to the unusual configuration of the site
- Allows the former CN Rail right-of-way, which is to be developed with a public trail, to be integrated with the site's ground level outdoor amenity area for residents of the proposed development
- Parts of the site that have no public road access are proposed for residential uses, which benefit from quiet surroundings and integration with public amenities. This arrangement can be viewed as positive as all commercial and light industrial uses which do not abut roads would not be well served by locating them away from the roads

Cons

- Ground level space originally intended for commercial and/or light industrial uses would be occupied with residential uses
- Support of this amendment may result in future requests to convert other "Mixed Use" designated lands to "Residential", thus further eroding the supply of lands in London-Princess available for commercial and/or industrial uses

Option 2. Deny the proposed OCP amendment

Pros

- Retains a greater supply of land for commercial and/or industrial uses in the London-Princess area

Cons

- Applicant would have to make significant changes to the plans in order to comply with the OCP designation

Staff Recommendation

Staff recommend Option 1 to support the proposed OCP amendment. With its unusual shape, parts of the site may be less suited for commercial and industrial use because they are far from the public road. A larger commercial or industrial component could even result in more surface parking and loading areas, which could detract from the strong street presence currently exhibited by the proposed development.

The key advantage of the proposed development is its innovative building design and orientation of land uses. A strong, pedestrian oriented street is created along London Road with an almost continuous and uninterrupted building wall of commercial/industrial storefronts. The potential live-work component of the townhouse units creates a transition from commercial/industrial land use to the purely residential areas to the east. The orientation of the condominium building around a ground level outdoor open space creates a natural integration of private open space to public open space where it meets the public trail to the north.

The Current Site

The portion of the site which is proposed solely for "Residential" redesignation is currently used as follows:

- a 938 m² (10,097 ft²) building containing of
 - 669 m² (7,201 ft²) of industrial warehouse space and
 - 269 m² (2,896 ft²) of office space
- either vacant or not used for industrial use

The proposed redevelopment of the site will create approximately 814 m² (8,762 ft²) of floorspace that can accommodate either commercial or light industrial uses. The potential net loss of light industrial floorspace (669 m²) is regarded as minimal and does not need to be directly replaced.

Staff are preparing policy options to develop a strategy to safeguard light industrial floorspace in the London-Princess Area as well as the nearby Trites Area. The options are outlined in a separate staff report. The development discussed in this report is proposed to be exempt from any proposed new policy as it was under application prior to any discussion about a light industrial management strategy.

Zoning

A new Comprehensive Development District (CD/83) is proposed to be created for this development to accommodate an appropriate mix of uses. The CD/112 zone that was used for the mixed use development at 13020 No. 2 Road is site-specific to that property and thus, cannot be applied to this property. The new CD/83 zone will also be a site specific zone due to the complexity of this development proposal. It provides for a variety of residential, commercial and light industrial uses in keeping with the intent of the Area Plan.

Form and Character

The neighbourhood at the south end of No. 2 Road was known in the late 1800's as London's Landing. The main industries in the area were farming, fishing and canning. The neighbourhood included a public wharf for steamships and ferries, a general store, post office, boarding house, church and school to serve those who lived and worked in the area. Today, there are few references to the area's colourful history.

The form and character of the development proposed in this application is inspired by the large simple forms of the historic cannery buildings along the Steveston waterfront. The area's past history is reflected in the large wall planes, simple building forms, large sloping roofs, exposed gable ends, ridge vents and other industrial architecture elements.

The buildings are sited to provide a strong street edge. Covered arcades are proposed over the public sidewalks in front of the commercial storefronts to provide weather protection, and commercial and pedestrian amenity. Paving stones and a variety of other materials are used in the sidewalks and drive aisles to create visual interest and to demarcate pedestrian and vehicle areas.

The proposed form and character seek to re-introduce the historical building forms back into area. It complements the building forms that are being developed for the residential precinct east of Princess Street. As this neighbourhood continues to evolve, it will eventually develop into a unique and distinct heritage-themed area.

Massing and Height

The Steveston Area Plan specifies a design guideline that buildings generally be two storeys and 9 m (29.5 ft) in height except where additional height is desirable in order to

- Enhance residential development, livability or character, or
- Contribute to a dynamic streetscape through the introduction of special roof forms and taller buildings or portions of buildings.

As the proposed development is greater than two storeys in height, its massing and height were evaluated with consideration given to area enhancement.

The massing of the development is arranged so that lower, street-oriented development is sited along London Road. Pedestrian scale and comfort is created with individual accesses to townhouses and storefronts. Building walls up to three storeys high are sited along London Road to maintain this scale.

The condominium units are contained in a four storey plus loft building behind the commercial building and townhouses. The taller structure is sited further away from London Road in the centre of the site and is oriented out towards the former CN Rail right-of-way. The condominium units capture views of mountains to the north and of the river to the south.

Active agricultural lands are located to the north, separated from the development site by the 30.5 m (100 ft) wide former CN Rail right-of-way. In a previous rezoning application for new residential development to the east at 13160 Princess Street and 6431 Princess Lane (RZ 03-229096), development of a pedestrian trail and potential tram line within the CN Rail right-of-way were proposed. At that time, mitigation of potential impacts on the Agricultural Land Reserve (ALR) were considered.

In consultation with the City's Agricultural Advisory Committee, the applicant agreed to develop a heavily landscaped buffer on the north side of the right-of-way to provide screening of new development from the ALR. The works within the former CN Rail right-of-way will be undertaken as part of Rezoning Application RZ 03-229096. The buffer area, together with massing of the condominium building away from the north property line, helps to address agricultural interface issues.

The mass of the building steps down gradually at the east end of the building. This creates a transition from the mixed use precinct to the residential precinct.

The overall concept of the building massing is to retain lower scale along the street level, minimize visual impacts of the taller structures (which are located in the centre of the site), and capitalize on residential views to the north and the south. A large open space on the north side of the building keeps the bulk of the taller building away from the CN Rail right-of-way.

Staff support the massing and height of the development as it has been massed in a creative way to address concerns about height and visual impact. Upon preliminary review, the Advisory Design Panel also supported the massing approach, distribution of density and height of building.

Parking and Circulation

Parking for 167 cars is contained within an underground parking structure that is accessed from a driveway entrance off London Road at the east end of the site. This parking is for residents of the condominiums, residents of the townhouses, and visitors to the complex. The visitor parking area also includes 20 public parking spaces intended for the tram building that may be constructed in the former CN Rail right-of-way.

In addition to underground parking, there is a surface parking lot for 38 cars, behind the commercial buildings, that is accessed from the intersection of London Road and Dyke Road.

Under the Zoning Bylaw provisions, a total of 182 parking spaces are required for the various uses contained in this development. The applicant proposes to provide a total of 205 parking spaces which exceeds the bylaw requirements. The reason for this excess parking provision is to ensure that as the London-Princess area evolves into a service centre and tourist destination, additional off-street parking is provided to handle anticipated increased demands.

The parking for the tram building is a requirement that was negotiated as part of a previous rezoning application for 13160 Princess Street and 6431 Princess Lane (RZ 03-229096). As part of this application, the developer agreed to construct a tram building in the former CN Rail right-of-way to house a heritage interurban tram and provide community amenity space for area residents. The developer agreed to provide 20 parking stalls on 6233 London Road to satisfy parking requirements generated by the tram building.

This current development application accommodates the 20 parking stalls for the tram building within the underground parking structure. A pedestrian ramp to the outside from the underground parking structure helps facilitate the connection between the tram building and its related parking on this site. Staff have already advised the developer that good signage will need to be placed in the area to direct users of the tram building to this parking structure. In order to secure parking for the tram building in perpetuity, a restrictive covenant will need to be registered against the subject property to enable public use of the visitor parking area for the tram building at all times. A Temporary Use Permit was issued on January 19, 2004 for the 20 parking stalls to fulfill a rezoning condition of a previous application (RZ 03-229096). This current application further defines the location and placement of the tram parking.

Staff also recommend the registration of cross access agreements from the surface commercial parking lot to the industrial properties to the north and to the west. This will enable those properties to develop their parking in conjunction with the parking lot proposed in this development and gain access from the London Road and Dyke Road intersection. The applicant has agreed to register the necessary cross-access agreements.

Amenity Areas

Indoor

The condominium complex includes a 59.6 m² (642 ft²) indoor amenity room that can be used for meetings and other gatherings. There is also a 63.8 m² (687 ft²) one-bedroom unit on the main floor of the condominium building that is identified as a "guest suite" for visitors.

It is recommended that a restrictive covenant be registered on the property to specify that the guest suite is used for that purpose and cannot be sold or rented out by the future strata corporation for permanent residency.

Outdoor

Outdoor amenity space is provided on the north side of the site, adjacent to the former CN Rail right-of-way. The condominium building wraps in a crescent shape around the open space, which includes passive gardens and pathways. The open space is designed as an extension of the public pathway and amenity space in the former CN Rail right-of-way. A natural and seamless transition between public and semi-private open space is proposed to allow residents full and easy access to the future pedestrian trail in the right-of-way.

The London Road and Dyke Road intersection has been designed as a raised plaza with varied pavement patterns and textures to create a focal point for the commercial precinct. The east commercial building has been set back from the intersection in order to create a small plaza area that can be used for small gatherings, outdoor seating, etc.

Relationship to Surroundings

This proposed development sets the tone for future development along the London Road and Dyke Road. Pedestrian village character is created with buildings tight to the street, and extended arcades and canopies that provide weather protection and to accommodate sidewalk activities such as cafes and outdoor seating.

There is an opportunity, when neighbouring properties to the north and west develop, to expand the parking area and create a central parking court while keeping buildings close to the street and minimizing additional entrances to individual properties. In order to retain this opportunity, cross-access easement agreements to 13040 and 13060 No. 2 Road will be registered over the surface parking area.

The applicant has been working with City staff to demonstrate how the proposed development will fit into the surrounding area context. Preliminary concepts suggest that London Road and Dyke Road will accommodate the majority of commercial activity and function as the main thoroughfare through this area. All buildings that have commercial use could also be mixed-use buildings that include upper-floor residential dwelling units.

The south end of No. 2 Road has the potential to develop into a significant public amenity area with trails, public pier, gathering areas, etc. As other properties develop in the future, the City will strive to ensure that key service, recreation and amenity areas are connected to the neighbourhood with pedestrian and cyclist trails.

The Parks Department had commented that the area should have adequate parking to accommodate visitors, businesses and residents. Parking provision will be a key issue that will be dealt with as individual properties develop and as the public realm (parks, activity areas, etc.) is designed in the future.

Community Amenity Contribution

The applicant has declined to make a contribution to the City's community amenity funds (e.g. Child Care Development Fund and the Affordable Housing Statutory Reserve Fund) as he feels that there have been substantial contributions to the infrastructure (i.e. road network) and public amenity (i.e. parking for tram building) associated with this development.

Financial Impact

None

Conclusion

The development proposal has two components

- (1) "Commercial/light industrial" use that is in keeping with the current "Mixed Use" requirements of the area, and
- (2) "Residential" use which requires an Area Plan amendment as it proposes residential uses on the ground floor. The residential component may be regarded as an extension of existing residential development to the east.

The proposed development will contribute significantly to the village character of London-Princess and provide area residents with additional shops, services and places of work.

Staff recommend that this application be supported and proceed to Public Hearing.

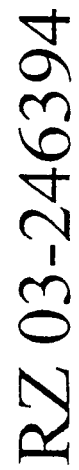
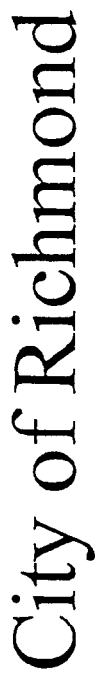


Janet Lee
Planner 2
(4108)

RA jl

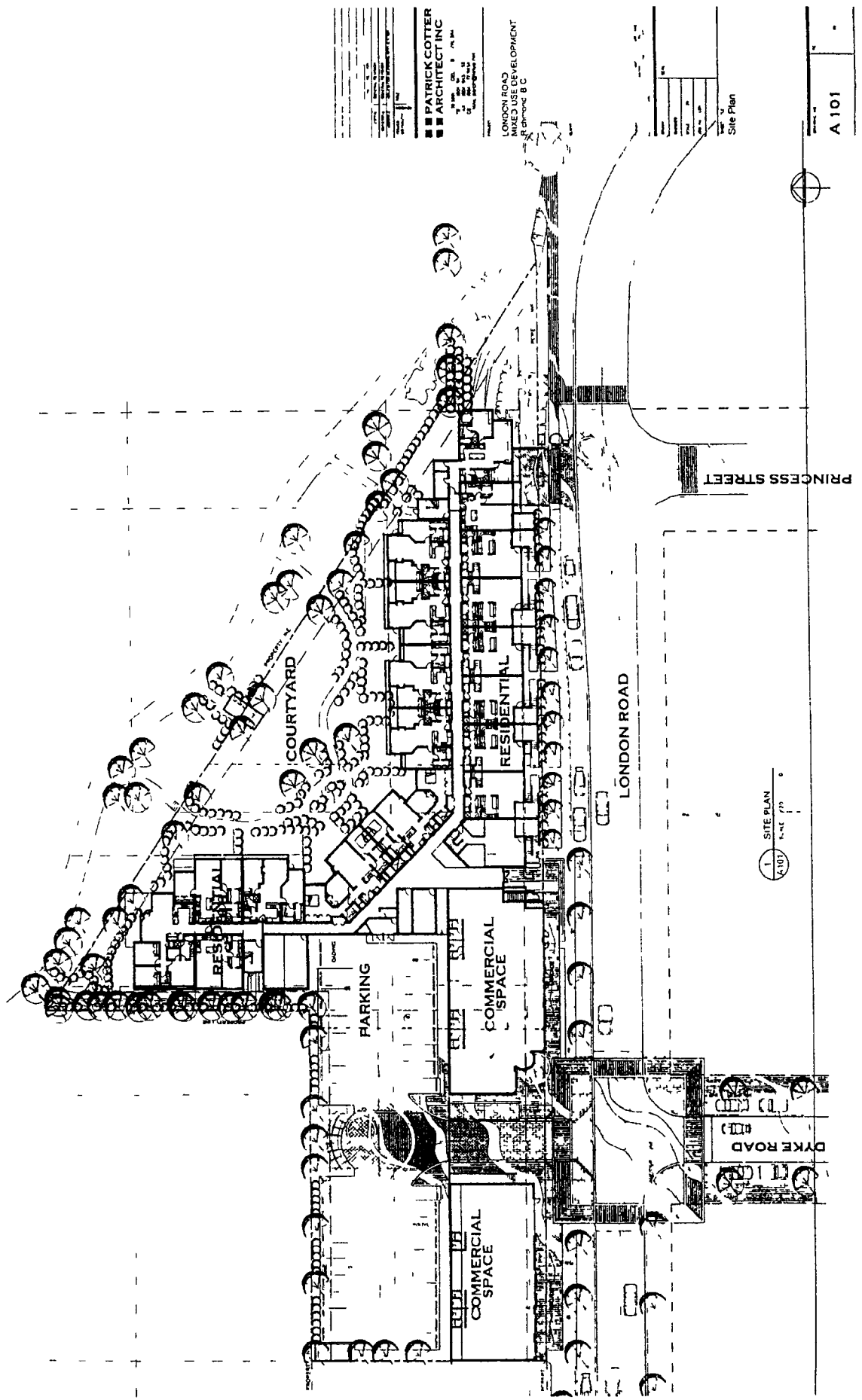
There are requirements to be dealt with prior to final adoption:

1. Legal requirements, specifically
 - a. Consolidation of the three lots into one development parcel,
 - b. Registration of cross-access agreements through the site on behalf of properties at 13040 and 13060 No. 2 Road,
 - c. Registration of a restrictive covenant to specify that 20 parking stalls in the parking structure shall be available for users of the tram building at all times and may not be removed or separated from public use, and
 - d. Registration of a restrictive covenant to ensure that the guest suite is not sold or rented as a permanent dwelling unit.
2. Development requirements, specifically
 - a. Processing of a Development Permit to the satisfaction of the Director of Development, and
 - b. Enter into a Servicing Agreement for
 - Design and construction for the relocation of the sanitary sewer forcemain running through the site, and
 - Upgrading of London Road from Princess Street to No. 2 Road complete with curb and gutter, textured parking and sidewalk, street lighting, street trees (north side only) and a minimum of 7.6 m asphalt pavement.



Note Dimensions are in METRES

NOTES



19

PARKING SUMMARY

RESIDENTIAL	132
PUBLIC	20
VISITOR	15
TOTAL	167

COMMERCIAL (at grade)	35
--------------------------	----

PARKING SUMMARY

TOTAL ON SITE	203
---------------	-----

**PATRICK COTTER
ARCHITECT INC.**

LONDON ROAD
MIXED USE DEVELOPMENT
Richmond, B C

1
A201

**SCHEMATIC PLAN
UNDERGROUND PARKING**

A 201



NOTES

L2

UNIT SUMMARY

1 BED	2
2 BED	7
2 BED + DEN	X
3 BED	3
2 BED TH	X
2 BED LOFT	5
TOTAL	17

AREA

RES	23,028
COMM	X
TOTAL	23,028

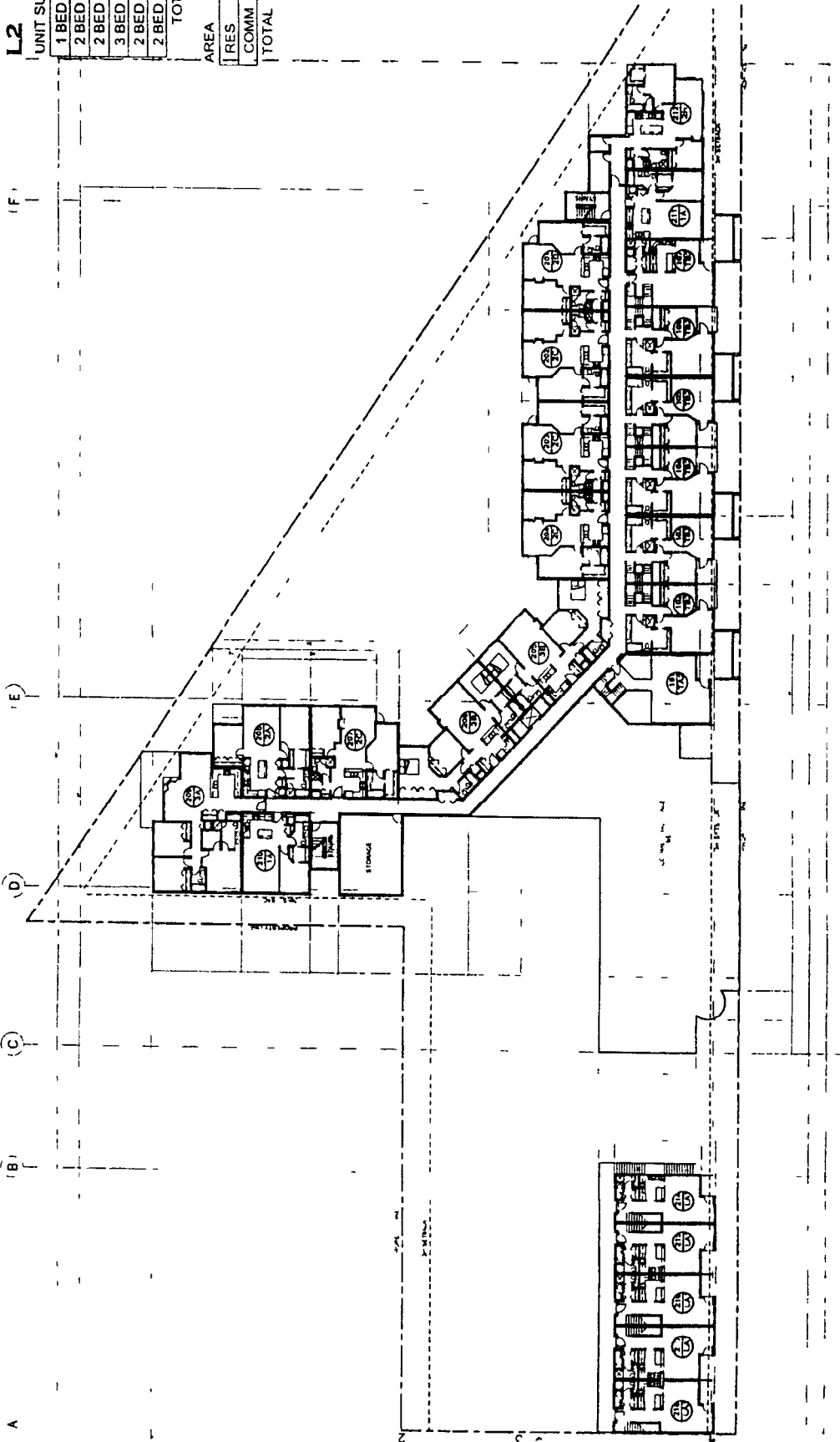
■ PATRICK COTTER
 ■ ARCHITECT INC

LONDON ROAD
 MIXED-USE DEVELOPMENT
 PHASE 8 C

SCHEMATIC PLAN
 SECOND FLOOR



A-203



1
 203
 SCALE 1/8" = 1'-0"

NOTES

L3

UNIT SUMMARY

1 BED	1
2 BED	15
2 BED + DEN	X
3 BED	3
2 BED T.H.	X
2 BED LOFT	X
TOTAL	19
AREA	24,902

DATE	10/1/01
BY	PKC
CHECKED BY	PKC
APPROVED BY	PKC
DATE	10/1/01
BY	PKC
CHECKED BY	PKC
APPROVED BY	PKC

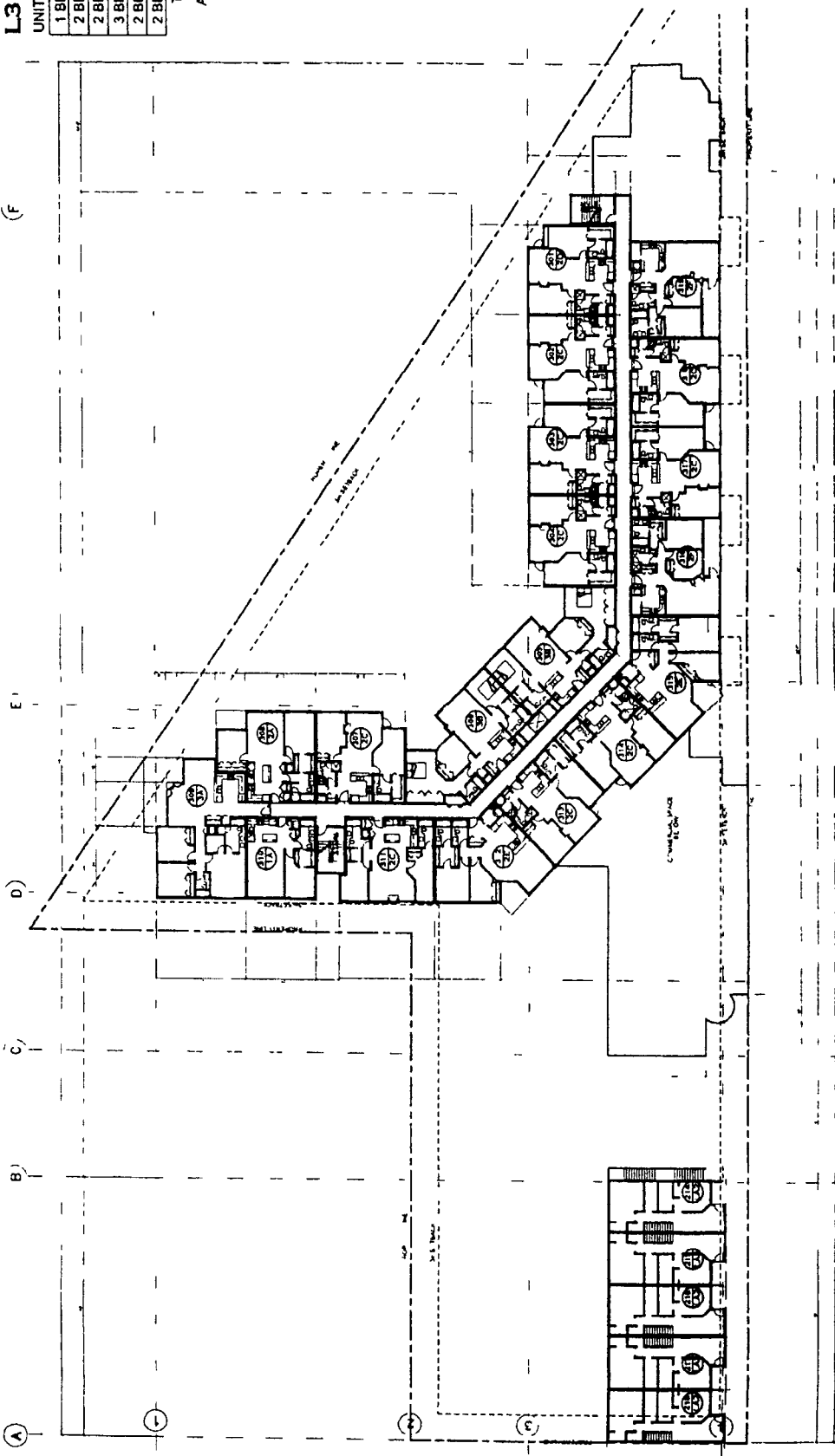
■ PATRICK COTTER
 ■ ARCHITECT INC

LONDON ROAD
 MIXED-USE DEVELOPMENT
 RICHMOND B C

DATE	10/1/01
BY	PKC
CHECKED BY	PKC
APPROVED BY	PKC
DATE	10/1/01
BY	PKC
CHECKED BY	PKC
APPROVED BY	PKC

SCHEMATIC PLAN
 THIRD FLOOR

DATE	10/1/01
BY	PKC
CHECKED BY	PKC
APPROVED BY	PKC
DATE	10/1/01
BY	PKC
CHECKED BY	PKC
APPROVED BY	PKC



1
 SCHEMATIC PLAN
 THIRD FLOOR
 A204



NOTES

L4

F

E

D

C

B

A

UNIT SUMMARY

1 BED	1
2 BED	3
2 BED + DEN	X
3 BED	3
2 BED T.H.	X
2 BED LOFT	12
TOTAL	19

AREA	21,039
LOFT	4,250
TOTAL	25,361

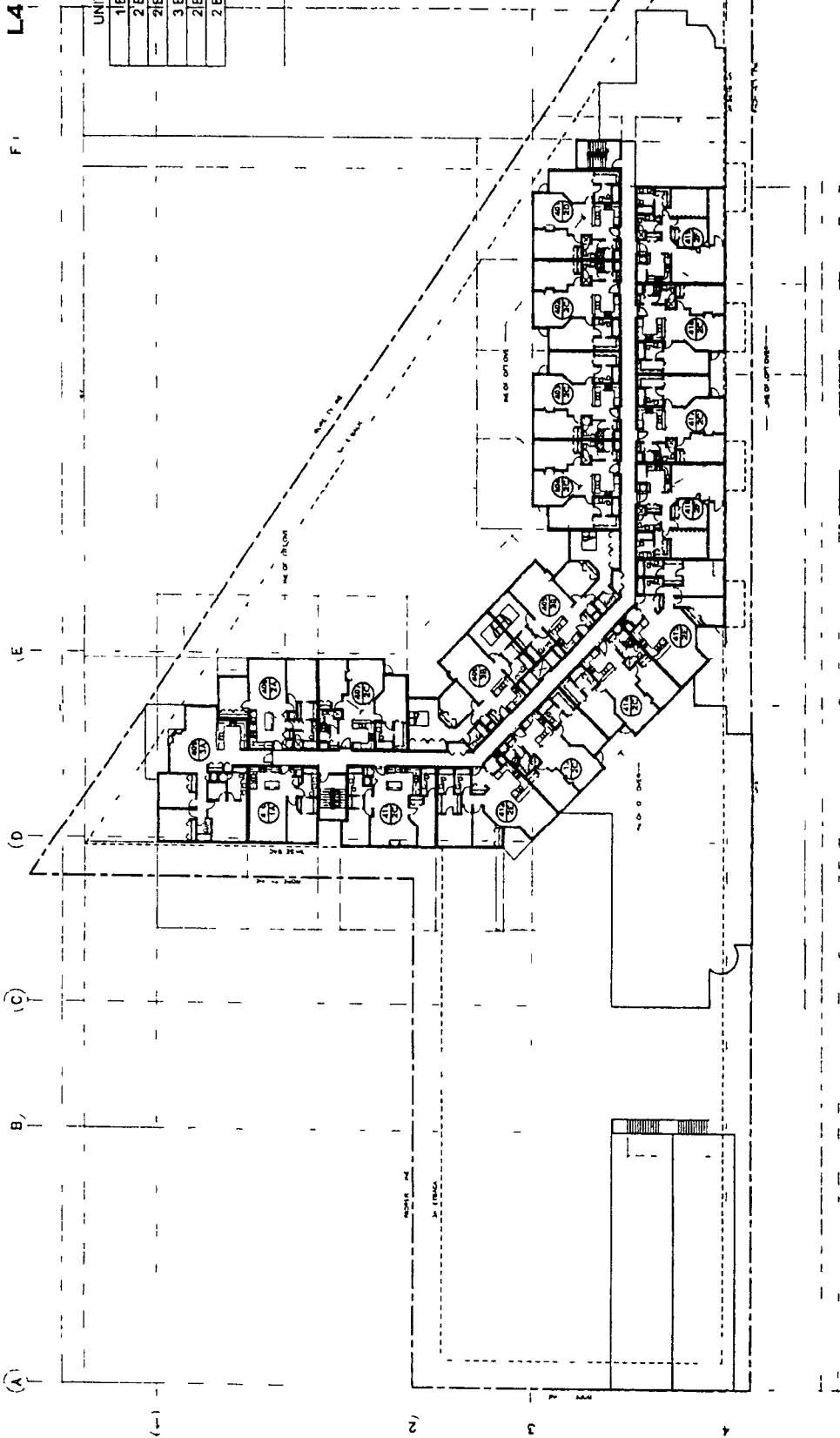
■ PATRICK COTTER
 ■ ARCHITECT INC
 10000 BROAD
 MARKOULUS DEVELOPMENT
 Richmond B.C.

1
 205
 SCHEMATIC PLAN
 FOURTH FLOOR
 SCALE 1/8" = 1'

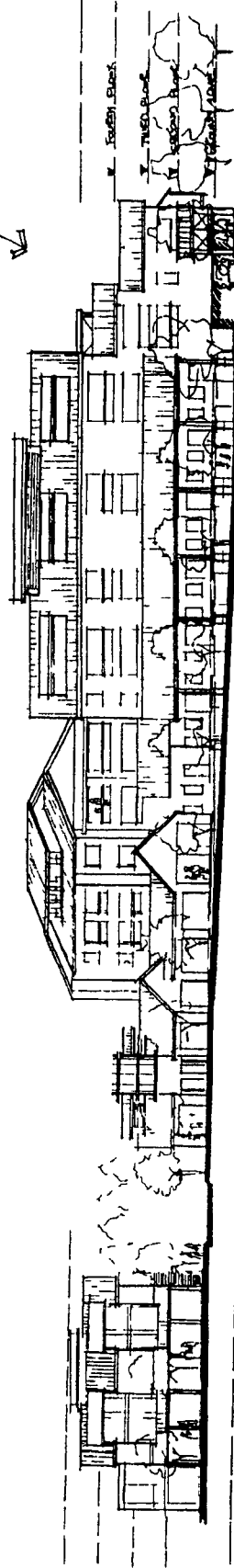
SCHEMATIC PLAN
 FOURTH FLOOR



A 205



STEPPED MASSING
AT SOUTH EAST END
OF BUILDING TO
TRANSITION MASS TO
PUBLIC OPEN SPACE

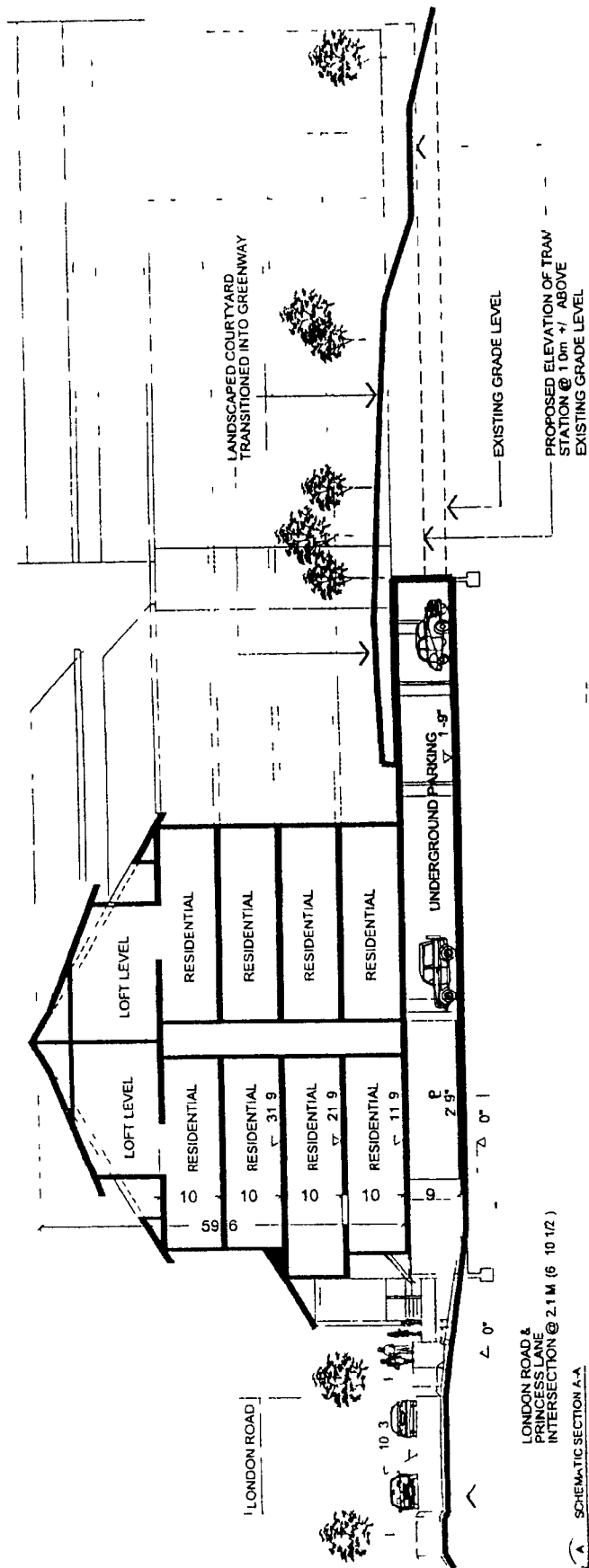


PATRICK COTTER
ARCHITECT INC
1000 BROADWAY, 10TH FLOOR
NEW YORK, NY 10018
TEL: 212 675 1234
WWW.PATRICKCOTTER.COM

LONDON ROAD
MIXED-USE DEVELOPMENT
Richmond B C

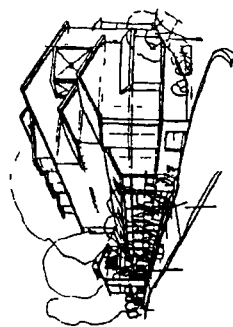
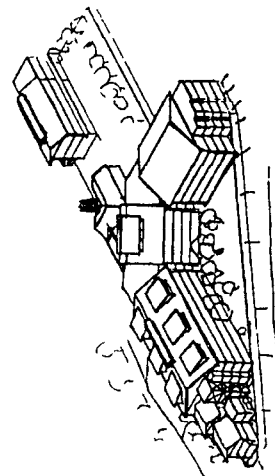
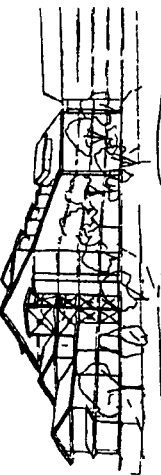
DATE: 10/10/2018
DRAWN BY: [Name]
CHECKED BY: [Name]
PROJECT NO.: [Number]
SHEET NO.: [Number]

SCHEMATIC BUILDING
ELEVATIONS



■ PATRICK COTTER
 ■ ARCHITECT INC
 1111 KENNEDY BLVD. #11
 RICHMOND, BC V6X 1A6
 TEL: 604-271-1111
 FAX: 604-271-1112
 WWW.PATRICKCOTTER.COM

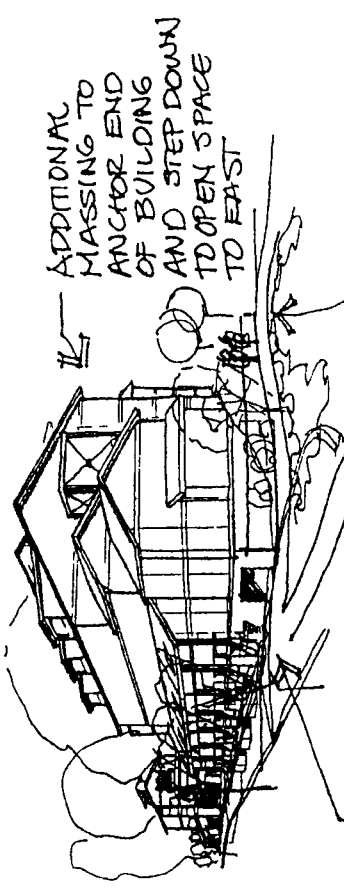
LONDON ROAD
 MIXED-USE DEVELOPMENT
 RICHMOND B.C.



SCHEMATIC BUILDING
SECTIONS

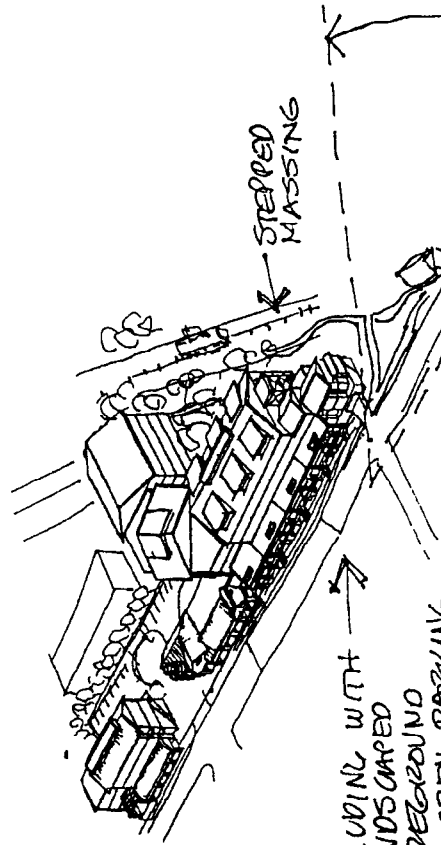
A-401

NOTES



ENTRY TO PUBLIC PARKING AND RESIDENT PARKING

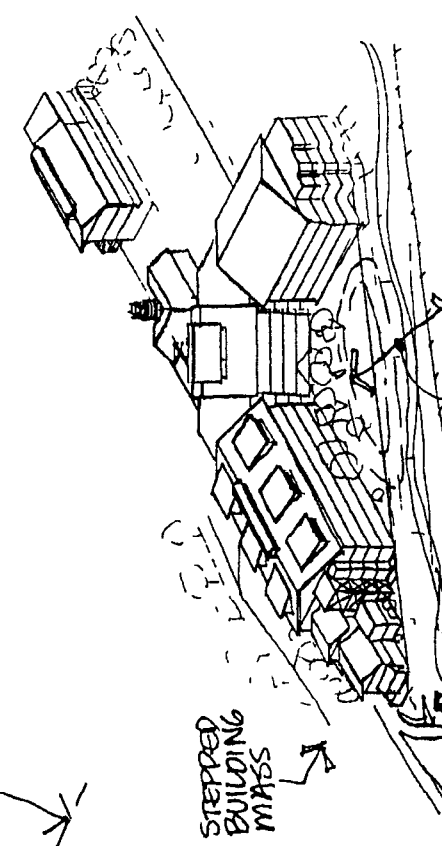
PEDESTRIAN FROM TRANSITION LEVEL TO PARKING LEVEL TO GREENWAY



BUILDING WITH LANDSCAPED FOREGROUND VS OPEN PARKING AREA

STEPPED MASSING

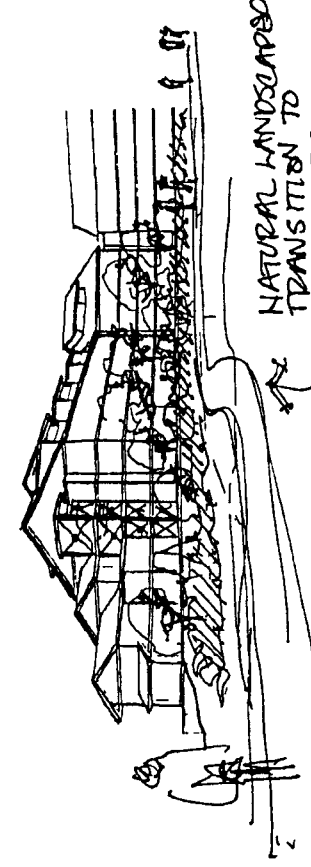
VIEW CORRIDOR PROTECTED ON TRAIN STATION AND SURROUNDING OPEN SPACE & ACCESS TO GREENWAY



STEPPED BUILDING MASS

SMOOTH & NATURAL TRANSITION TO TRAINLINE AND PATHWAY ELEVATION

PEDESTRIAN LINK TO GREENWAY



NATURAL LANDSCAPED TRANSITION TO COURTYARD

PATRICK COTTE ARCHITECT INC
1000 RIVER STREET
NEW YORK, NY 10014
TEL: 212 691 1000
WWW.PATRICKCOTTE.COM

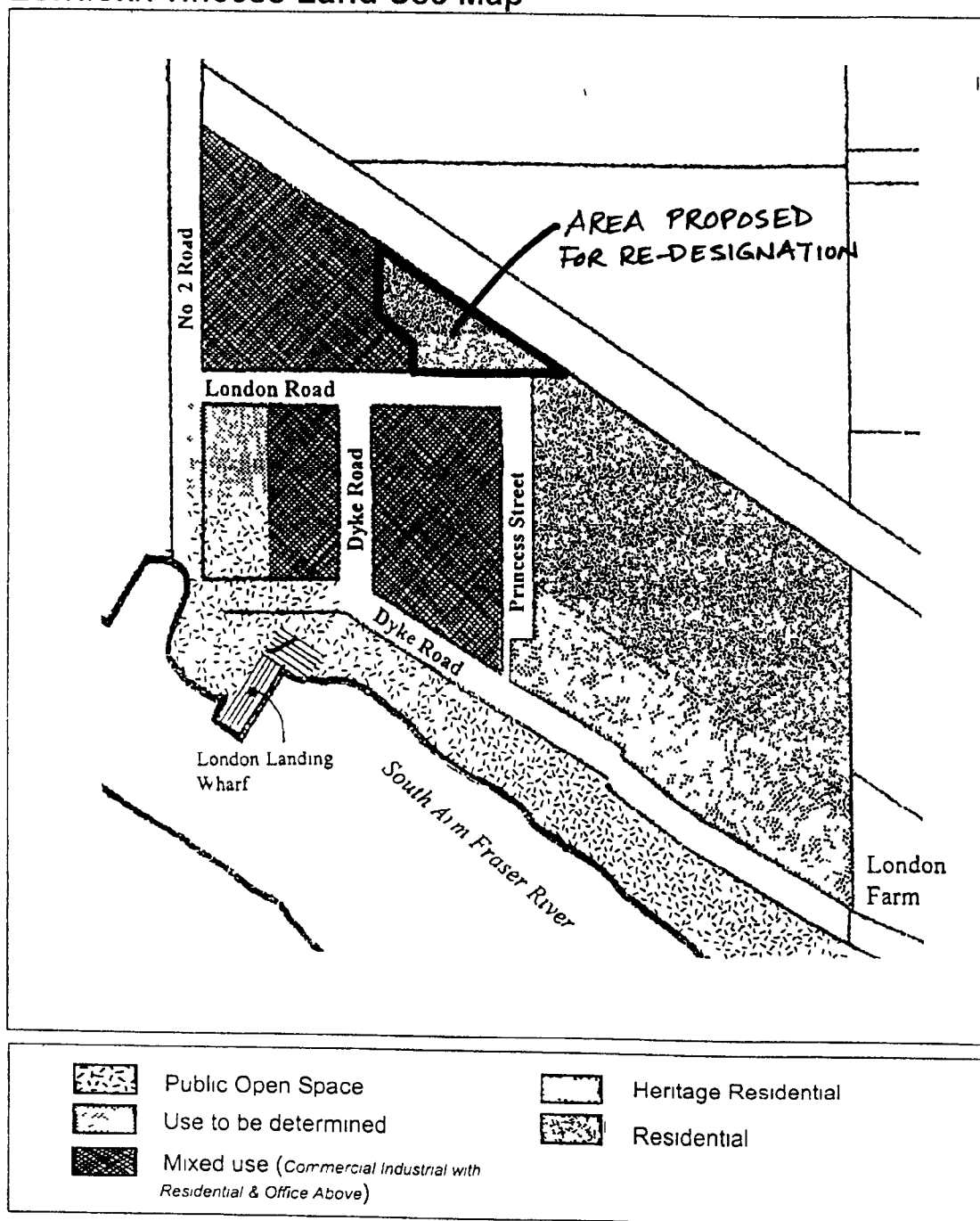
LONDON ROAD
LONDON, ONTARIO
M6H 1B5
CANADA

PROJECT NAME
PROJECT NO.
DATE
DRAWN BY
CHECKED BY
APPROVED BY

A 001

City of Richmond

London/Princess Land Use Map





City of Richmond

Bylaw 7684

**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7684 (RZ 03-246394)
6111, 6225 AND 6233 LONDON ROAD**

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

- 1 Richmond Zoning and Development Bylaw 5300 is amended by adding the following new zone to Section 291

"291 83 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/83)"

The intent of this zoning district is to provide for the shopping, personal service, business, mixed commercial/residential and light industrial needs of the Steveston Area

291 83 1 PERMITTED USES

- 01 The following uses are permitted within the area identified as "A" in Diagram 1, Section 291 83 1 03, provided they are restricted to the ground floor

RETAIL TRADE & SERVICES, but excluding **gas station**, and the sales and servicing of automobiles, trailers or motorcycles,

OFFICE,

LIGHT INDUSTRY, but excluding the outside storage of recreational vehicles and boats,

CUSTOM WORKSHOPS, TRADES & SERVICES,

FOOD CATERING ESTABLISHMENT,

ANIMAL HOSPITAL or CLINIC, including **caretaker residential accommodation** in conjunction therewith,

EDUCATIONAL INSTITUTION,

RECREATION FACILITY,

STUDIO for artist, display, dance, radio, television or recording,

AUTOMOBILE PARKING,

TRANSPORTATION,

COMMUNITY USE,

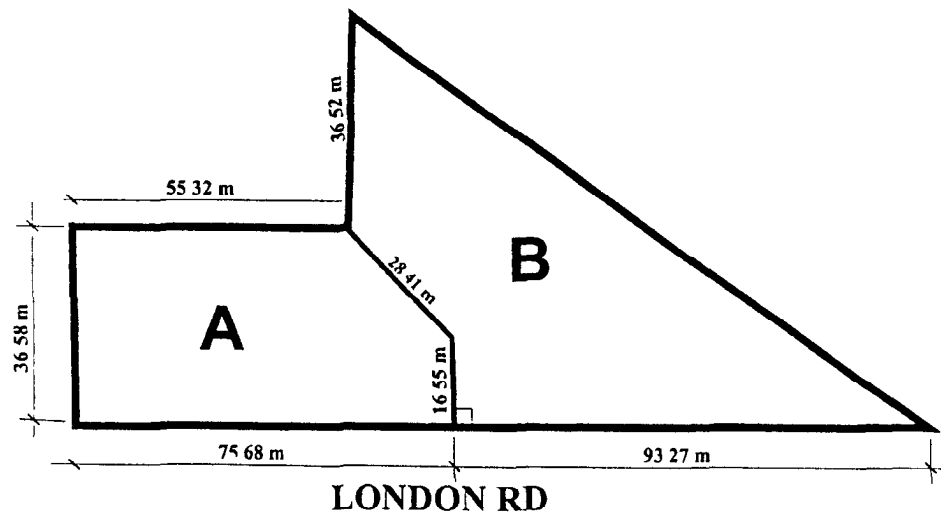
ACCESSORY USES, BUILDINGS & STRUCTURES,

RESIDENTIAL PARKING, ACCESS AND STORAGE within a parking garage

- 02 The following uses are permitted within the areas identified as "B" in Diagram 1, Section 291.83.1.03

**RESIDENTIAL,
HOME OCCUPATION,
BOARDING & LODGING**, limited to two persons per **dwelling unit**,
ACCESSORY USES, BUILDINGS & STRUCTURES, but excluding
secondary suites,
RESIDENTIAL PARKING, ACCESS AND STORAGE within a parking
garage

- 03 Diagram 1



291.83.2 PERMITTED DENSITY

Maximum Floor Area Ratio 1.45

291.83.3 MAXIMUM LOT COVERAGE. 40%

291.83 4 MINIMUM SETBACKS FROM PROPERTY LINES**01 Public Road Setbacks**

3 m (9 843 ft) for residential uses

EXCEPT THAT balconies, bay windows, and cantilevered roofs forming part of the principal **building** may project into the **public road** setback for a distance of not more than 2 m (6 562 ft),

AND FURTHER EXCEPTING THAT porches and entry stairs forming part of the principal **building** may project up to the **property line**

02 Side Yards 3 m (9 843 ft) where the side property line abuts a public park

EXCEPT THAT balconies, bay windows, and cantilevered roofs forming part of the principal **building** may project into the **side yard** setback for a distance of not more than 2 m (6 562 ft),

03 Rear Yards 3 m (9 843 ft)

EXCEPT THAT balconies, bay windows, and cantilevered roofs forming part of the principal **building** may project into the **rear yard** setback for a distance of not more than 2 m (6 562 ft),

291.83.5 MAXIMUM HEIGHTS

Buildings and Structures 20 m (65 617 ft)

291 83.6 OFF-STREET PARKING

Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw

291 83 7 SIGNAGE

Signage shall be provided, developed and maintained in accordance with Sign Bylaw No 5560 as it relates to the commercial area on the ground floor
Reference Steveston commercial signage requirements ”

- 2 The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/83)**.

P I D 002-731-118

Lot "B" of Section 18 Block 3 North Range 6 West New Westminster District Plan 6879

P I D 012-120-600

Lot C Section 18 Block 3 North Range 6 West New Westminster District Plan 79341

P I D 012-120-626

Lot D Section 18 Block 3 North Range 6 West New Westminster District Plan 79341

- 3 This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7684**".

FIRST READING

APR 26 2004

PUBLIC HEARING

MAY 17, 2004

SECOND READING

MAY 17, 2004

THIRD READING

MAY 17, 2004

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. HB
APPROVED for legality by Solicitor

MAYOR

CITY CLERK



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7912 (RZ 03-246394)
6111, 6225 AND 6233 LONDON ROAD**

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

- 1 Richmond Zoning and Development Bylaw 5300 is amended by adding the following new zone to Section 291

"291 83 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/83)"

The intent of this zoning district is to provide for the shopping, personal service, business, mixed commercial/residential and light industrial needs of the Steveston Area

291 83 1 PERMITTED USES

- 01 The following uses are permitted within the area identified as "A" in Diagram 1, Section 291 83 1 04, provided they are restricted to the ground floor

RETAIL TRADE & SERVICES, but excluding **gas station**, and the sales and servicing of automobiles, trailers or motorcycles,

OFFICE,

LIGHT INDUSTRY, but excluding the outside storage of recreational vehicles and boats,

CUSTOM WORKSHOPS, TRADES & SERVICES,

FOOD CATERING ESTABLISHMENT,

ANIMAL HOSPITAL or CLINIC, including **caretaker residential accommodation** in conjunction therewith,

EDUCATIONAL INSTITUTION,

RECREATION FACILITY,

STUDIO for artist, display, dance, radio, television or recording,

AUTOMOBILE PARKING,

TRANSPORTATION,

COMMUNITY USE,

ACCESSORY USES, BUILDINGS & STRUCTURES,

RESIDENTIAL PARKING, ACCESS AND STORAGE within a parking garage

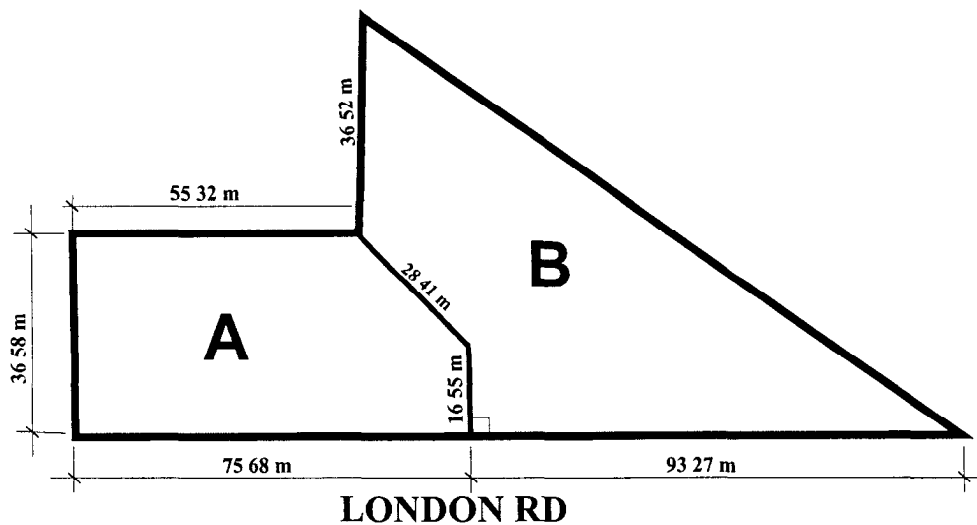
- 02 The following uses are permitted within the areas identified as "A" in Diagram 1, Section 291 83 1 04, provided they are restricted to the second floor and above

**RESIDENTIAL,
HOME OCCUPATION,
BOARDING & LODGING, limited to two persons per dwelling unit,
ACCESSORY USES, but excluding secondary suites**

- 03 The following uses are permitted within the areas identified as "B" in Diagram 1, Section 291 83 1 04

**RESIDENTIAL,
HOME OCCUPATION,
BOARDING & LODGING, limited to two persons per dwelling unit,
ACCESSORY USES, BUILDINGS & STRUCTURES, but excluding
secondary suites,
RESIDENTIAL PARKING, ACCESS AND STORAGE within a parking
garage**

- 04 Diagram 1



291.83 2 PERMITTED DENSITY

- 01 Maximum **Floor Area Ratio** 1 45
- 02 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
 - (a) portions of a **building** that are used for off-street parking purposes,
 - (b) unenclosed balconies,
 - (c) elevator shafts and common stairwells,
 - (d) common indoor **amenity space**, including bicycle storage areas, and
 - (e) mechanical and electrical storage rooms, PROVIDED THAT the total floor area of these facilities does not exceed 60 m² (645 9 ft²)

291 83.3 MAXIMUM LOT COVERAGE: 52%

291 83 4 MINIMUM SETBACKS FROM PROPERTY LINES

- 01 **Public Road Setbacks** 0 m (0 ft)
- 02 **Side and Rear Yards** 3 m (9 843 ft),

EXCEPT THAT balconies, bay windows, and cantilevered roofs forming part of the principal **building** may project into the **rear yard** setback for a distance of not more than 2 m (6 562 ft),

AND FURTHER EXCEPTING THAT the west **side yard** setback and north **rear yard** setback may be 0 m (0 ft) for **buildings, structures**, and underground parking **structures**

291.83.5 MAXIMUM HEIGHTS

- 01 **Buildings and Structures** 23 m (75 459 ft)
- 02 **Accessory Buildings** 5 m (16 404 ft)

291.83 6 OFF-STREET PARKING

Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw, EXCEPT THAT the parking drive aisle width may be a minimum of 6 7 m (22 ft)

291.83.7 SIGNAGE

Signage shall be provided, developed and maintained in accordance with Sign Bylaw No 5560 as it relates to the commercial area on the ground floor Reference Steveston commercial signage requirements "

- 2 The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/83)**.

P I D 002-731-118

Lot "B" of Section 18 Block 3 North Range 6 West New Westminster District Plan 6879

P I D 012-120-600

Lot C Section 18 Block 3 North Range 6 West New Westminster District Plan 79341

P I D 012-120-626

Lot D Section 18 Block 3 North Range 6 West New Westminster District Plan 79341

- 3 This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7912**".

FIRST READING

MAR 29 2005

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

CITY OF RICHMOND
APPROVED by <i>GL</i>
APPROVED by Director or Solicitor <i>PCA</i>