



To: Planning Committee
From: Jean Lamontagne
Director of Development

Date: May 23, 2006
File: RZ 04-286813

Terry Crowe
Manager, Policy Planning

Re: Application by Oris Development (London Landing Corp.) for A Steveston Area Plan Amendment and Rezoning at 13251 Princess Street and 6211 Dyke Road

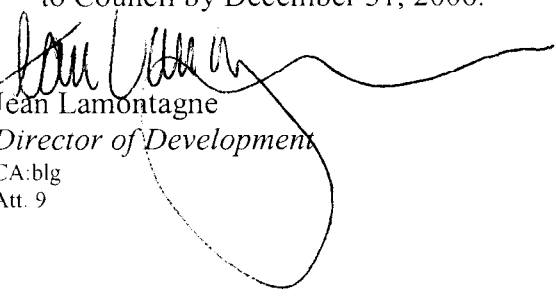
Staff Recommendation

Part A: Proposed Area Plan Amendment and Rezoning

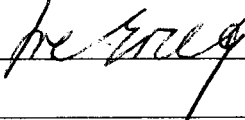
1. That Official Community Plan Amendment Bylaw No. 8077, which amends Official Community Plan Bylaw No. 7100, by substituting a revised Steveston Area Plan Sub-Area for the existing Steveston Area Plan Sub-Area Plan as Schedule A thereof to amend the London/Princess Land Use Map to designate 6240 London Road, approximately the east 40 m portion of 13191 Princess Street, 13251 Princess Street and 6211 Dyke Road from "Mixed-Use" to "Residential", be introduced and given first reading;
2. That Bylaw No. 8077, 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. 8077, 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. 8078 for the rezoning of 13251 Princess Street and 6211 Dyke Road from "Industrial District (I2)" to "Comprehensive Development District (CD/174)" for multi-family residential development, to facilitate the construction of a 16-unit over-parkade multi-family residential development, be introduced and given first reading;

Part B: Area Plan Review For The "Remaining Area"

5. That, as per Part B: Option 2, Staff be directed to prepare a revised Area Plan and report back to Council by December 31, 2006.


Jean Lamontagne
Director of Development
CA:blg
Att. 9


Terry Crowe
Manager, Policy Planning

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Design, Construction & Programs	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Oris Development (London Landing) Corp. has applied, for 6211 Dyke Road and 13251 Princess Street, to the City of Richmond:

1. to amend the Steveston Area Plan from “Mixed Use [industrial, commercial, residential] to Residential”; (**Attachment 1**) and
2. for permission to rezone, from “Light Industrial District” (I2) to a “Comprehensive Development District” (CD/174) [residential], (**Attachment 1 and Attachment 2**) to permit the development of a four-storey residential building containing approximately 16 dwelling units over a one-storey parkade (**Attachment 3**).

To ensure uniformity and compatible land uses on both sides of Princess Street, Staff propose and the applicant agrees, to redesignate the west side of Princess Street from “Mixed-Use” to “Residential” (**Attachment 7**).

Part A - The Proposed Development: - addresses the proposed area plan amendment and rezoning.

Part B: Future Planning: As the remaining London - Princess Area between Princess Street and No 2 Road, is in transition, Part B:

- discusses land use planning and related issues,
- presents options,
- proposes a process to address these concerns which will lead to an improved Area Plan, in light of changing City, community and developer interests.

Note:

Part A [the proposed Area Plan amendment and rezoning] can be considered independently from Part B [the review of the Area Plan for the “Remaining Area”].

PART A: - AREA PLAN AMENDMENT and REZONING APPLICATION (RZ 04-286813)

Findings of Fact

Item	Existing	Proposed
Owner	Oris Development (Nakade) Corp.	Oris Development (Nakade) Corp.
Applicant	Oris Development (London Landing) Corp.	Oris Development (London Landing) Corp.
Site Size	1,943 m ² (20,915 ft ²)	1,943 m ² (20,915 ft ²)
Land Uses	Light Industrial	Residential
OCP Designation	Schedule 2.4 Steveston Area Plan	Schedule 2.4 Steveston Area Plan
Area Plan Designation	Mixed-Use	Residential
Sub-Area Plan Designation	2.4	2.4
Zoning	Light Industrial (I2)	Comprehensive Development District (CD/174) [Residential]

Project Description

The London/Princess Area is an area in transition. A Development Application Technical Data Sheet (**Attachment 7**) provides the details regarding the proposed multi-family development on 13251 Princess Street and 6211 Dyke Road.

Surrounding Development

The adjacent land uses are:

- To the North: London Road and recently approved Development Permit (DP 04-279174) for a mixed-used commercial/residential development at 6111 London Road zoned Comprehensive Development (CD/83);
- To the East: Princess Street and existing multiple family residential development in a “heritage residential area” zone Comprehensive Development (CD/112 and CD/115). 13333 Princess Street (Abercrombie House) located at the south end of Princess Street at Dyke Road is a restored single-family home of recognized heritage significance;
- To the South: Dyke Road and foreshore public open space along the dyke zoned School and Public Use District (SPU); and
- To the West: Existing light industrial developments zoned Light Industrial District (I2).

Related Policies & StudiesOfficial Community Plan

- The Steveston Area Plan, London/Princess Sub-Area:
 - describes the London/Princess node as “a mix of land uses providing both residential and job/business opportunities” to encourage a community that provides opportunities to live, work and play,
 - allows for Mixed-Uses: commercial, light industrial and residential,
 - requires that residential cannot be on the ground floor
 - requires that office uses cannot be on the ground floor.
 - for example, building could have commercial and /or industrial uses throughout, or on the ground floor with all residential and/or offices uses above the ground floor

City Parks Policies

- For the overall Steveston area, the City’s park standard is 6.5 acres per 1,000 people.
- In addition, at the neighbourhood level, the following standard for accessibility to park/open space is to be achieved:
 - “Park/open space is to be located within a 600 meter walking distance of residents.
- The Parks Department advises that Steveston now has enough parkland until at least 2021, with the inclusion of the proposed public park in London/Princess. This includes large tracts of parkland such as Garry Point as well as neighbourhood parks.

Council Policy 5043 – OCP Bylaw Preparation Consultation Policy

This Policy provides direction regarding the consultation requirements for an Official Community Plan (OCP) amendment. Consultation with external agencies, organizations and

authorities was not deemed to be required. The statutory Public Hearing will provide area residents, businesses and property owners an opportunity to comment on the application.

The Richmond School Board – School District #38 has recently indicated to City staff that OCP amendments should be directed to the Board of Trustees for review when they would result in the introduction of 50 new students, with the assumption that 100 new units would result in 17 new students. Therefore, applications for less than 294 new units should not be forwarded to the Board for review. The School Board has therefore not been consulted regarding the subject application which is for less than 14 dwelling units.

Environmental Review

A copy of the Site Profile completed by the applicant on December 1, 2004 indicating that there is no known environmental contamination on site has been forwarded to the Province for record purposes.

Staff Comments

Proposed Rezoning to Comprehensive Development District (CD/174)

The Development Data Sheet (**Attachment 4**) is enclosed for Reference. Staff Technical Review comments for the proposed rezoning to Comprehensive Development District (CD/174) are attached (**Attachment 5**).

Analysis

- An Area In Transition
 - This area has been and continues to be in transition.
 - The trend has been away from light industrial uses to residential and commercial uses.
 - East of Princess Street, the London/Princess area has been developed into “heritage” residential with single-family and townhouses.
 - West of Princess Street the area is light industrial, awaiting transition and redevelopment.
- Land Uses
 - Of the approximately 113,500 ft² existing light industrial/marine commercial uses in the London/Princess area, there has been a demonstrable shift from predominately light industrial uses to a variety of businesses that are more compatible with residential uses above the ground floor.
 - Current uses include light industrial, maritime support uses, arts and culture uses (artisan, musician and dance studios), and other commercial/retail uses which serve the daily needs of area residents.
 - At full built out under the current Area Plan London/Princess Land Use designation, there may be up to 23,000 ft² of light industrial/commercial floor area created on the ground floor of future developments.
- Challenges
 - In Mixed land use areas, land use incompatibility problems can arise particularly between residential and certain types of light industrial uses.

- Here, the introduction of mixed-use development with residential uses above the first floor to densify and introduce residential use the neighbourhood have created certain challenges. For example:
 - the Building Code requirements for industrial uses are stringent and do not facilitate an easy co-existence between industrial and residential uses within the same building without some significant increase of the construction costs; and
 - some industrial related noise and smells may be considered to be nuisance uses by some residents.
- To avoid the higher property costs and interference with residential uses, some of the industrial uses have opted to relocate elsewhere in the City where the rents are more reasonable and where there are fewer residents who may complain regarding their industrial uses.

The proposed amendment to the London/Princess Land Use Map to designate 6240 London Road, the east ±40 m of 13191 and 13251 Princess Street and 6211 Dyke Road from “Mixed-Use” to “Residential” is supportable because it provides a land use buffer which minimizes direct land use conflicts and provides a gradual transition, from the lower density pure residential neighbourhood (single-family to three-storey townhouses) east of Princess Street, to the mixed-use development permitted west of Princess Street fronting London Road and Dyke Road.

Urban Design and Site Planning

- Proposed Rezoning Site - The intent of the developer is to create a “*Heritage Precinct*” to provide a signature landmark development that is highly visible along Dyke Road resulting in the proposed scheme.
- The proposed multi-family residential development mimics the form of three (3) large “heritage” homes that are connected with a central circulation and service core.
- This built form reduces the mass of the building and complements the Abercrombie House at 13333 Princess Street, east of this site.
- The Dyke Road facade has been designed to have frontage character of heritage homes with doors and porches from individual units on the first floor leading to grade. Further design development to enhance the frontage character will be required as part of the Development Permit submission.
- North of the Proposed Rezoning Site - There are existing industrial buildings to the north and the west of the site. It is anticipated that these sites will be redeveloped to mixed-use and residential developments in the future, requiring parkade structures with a minimum habitable floor elevation at 2.6 m to address flood plain requirements similar to the proposed development.
- There is minimal setback proposed on the north side for the parkade. It is anticipated that when the property to the north is developed, its parkade will be set close to the common property line to eliminate any exposed walls.
- A 3 m setback is proposed on the west side to allow for some perimeter planting to provide landscape buffering and to provide visual screening of the existing industrial buildings further west.

- A 6 m setback with minor permitted projections such as porches and balconies, is provided along Dyke Road and Princess Street into the setback to provide articulated facades to animate the street frontages.
- It is intended that future development north of the site along the west side of Princess Street will be no more than three (3) storeys [15-18 m. high max. with pitched roofs] to create a better interface with the single-family dwellings along the north side of Princess Street.

Architectural Form and Character:

- The proposed height and massing of the residential blocks steps down from the highest building height 17.7 m (58 ft.) at the southeast corner to approximately 15.3 m (50 ft) to the north and to the west of the site.
- The building is approximately 58 ft. high with portions of the building stepping down to provide gradual transition of height along Princess Street. The proposed height steps down from four (4) storeys to three (3) storeys over parking on the west side of Princess Street and 2½ storeys over parking for the town houses on the east side of Princess Street.
- The fourth storey of the building is designed to be wholly within the slopping roof to minimize its impact on the Abercrombie House.
- Further design development is required as part of the Development Permit submission to visually “lighten” up the core (common lobby entrance) to deemphasize the visual prominence. Consideration to be given to re-working the circulation to the fourth floor unit to enable the stepping back the fourth storey circulation core from Princess Street.

Parks, Open Space & Landscaping

- The Parks Department advises that Steveston now has enough parkland until at least 2021, with the inclusion of the proposed public park in London/Princess when viewed from a park standard perspective of 6.5 acres per 1,000 people. This includes large tracts of parkland such as Garry Point as well as neighbourhood parks.
- As well, at the neighbourhood level, the following standard for accessibility to park/open space is to be achieved:
 - “Park/open space is to be located within a 600 meter walking distance of residents.
- Adequate building setbacks have been provided along Princess Street and Dyke Road to accommodate landscaping to create a good street interface.
- The landscape concept plan indicates a landscaped common open space in the northwest quadrant of the site above the parkade roof. A detailed landscape plan will be required as part of the Development Permit for the design of the open space.

Trees

- There are two (2) existing Spruce trees along the south property line on Dyke Road exceeding 10 cm diameter dbh identified on the subject site. An accompanying arborist report prepared by Ken Bell, Certified Arborist, dated May 16, 2006, indicated that the two (2) existing trees cannot be retained because of the proximity to the proposed parkade and the grade alterations required to facilitate compliance with flood plain elevation.
- The proposed replacement trees in the landscape concept plan exceed the replacement ratio of 2: 1. The preliminary landscape concept plan proposes four (4) replacement trees that are 7 cm - 10 cm calliper in size. A minimum of seven (7) additional trees will incorporated into the detailed landscape plan as part of the Development Permit submission.

- Common landscaped outdoor space is provided on the parkade roof accessible from the first floor common lobby corridor. Details of the landscaping and outdoor amenities will be provided as part of the Development Permit submission.

Amenity Space

The proposed development includes an indoor amenity space off the lobby on the second floor.

Affordable Housing

The applicant is to contribute \$18,266 (based on \$.60/ft² for permissible floor area) towards affordable housing to be constructed within the Steveston Area (e.g. at the “Branscombe House” site at 4900 Steveston Highway). This is acceptable as the affordable housing was introduced late in City-developer discussions.

Flood Proofing

Natural grades in the London/Princess Area vary, depending on whether a site was filled at the time of development. The required habitable floor elevation in the London/Princess Area for flood proofing is 2.6 m (8.5 ft.) geodetic. Therefore, any residential development will have to be raised to conform to this requirement. The proposed first floor elevation (habitable floor) is approximately 3.9 m which exceeds the minimum required flood plain elevation to accommodate a parkade structure.

Utilities and Site Servicing

- Engineering Department concurred with the Engineering Consultant’s Analysis, that no storm or sanitary upgrades are required. This site can be serviced with all the relevant utilities and there is adequate capacity.
- A Restrictive Covenant prohibiting vehicular access onto Dyke Road is required.

Site Phasing

The site will be consolidated and developed in its entirety. No phasing is proposed.

Rezoning Conditions

A list of rezoning conditions is included as **Attachment 9**.

The applicant has agreed to all conditions. A signed acceptance of the conditions is on file.

PART B: AREA PLAN REVIEW FOR THE “REMAINING AREA”

The “Remaining Area” is the area bounded by both sides of Dyke Road, London Road, No 2 Road and the waterfront.

As this area is in transition, there is a need to establish an updated Vision and policies, to better manage a range of issues and development opportunities.

Part B outlines these issues, invites Committee and Council comments and recommends that staff be directed to address these concerns, which will lead to an improved Area Plan, to enable Council to provide more clarity to the community, property owners and developers.

The Transition Issues

The issues to be addressed in this area include:

1. The area is in transition [uncertainty regarding land uses, unresolved development possibilities],
2. The need for an updated Area Plan Vision, to clarify acceptable land uses,
3. Removing the existing Area Plan “Use To Be Determined” designation and replacing it with an appropriate land use designation[s],
4. Clarifying the land uses in this area which may include a combination of the following land uses:
 - (1) Light industrial,
 - (2) Commercial,
 - (3) Residential
 - (4) Affordable Housing [appropriate target and implementation],
 - (5) Museum,
 - (6) Fish auction,
5. City-wide Waterfront Open Space Strategy:
 - Parklands and trails [where and how much?], with no net loss of parkland,
 - Respond to the previous Council direction to pursue future City park land acquisition, along the waterfront, as opportunities arise, instead of acquiring the Austin Harris site (RZ 05-292498) for park use, while adhering to the “no net loss in park land” principle,
6. City Owned Lands along the east side of No. 2 Road:
 - Tenure Options:
 - Retain some or all of the lots?
 - Sell some or all of the lots?
 - Exchange some or all of the lots for other lands?
 - Purchase additional land for park?
 - Land Use Options:
 - Any of the above listed land uses.
7. Roads –the existing, or a new layout?
8. Urban Design Considerations [e.g., appropriate building height, to ensure proper transition?],

The following section generally discusses these issues and recommends a process to address them.

1. Background

(a.) Steveston Land Use Context

The attached Steveston Land Use Context Map (**Attachment 8**) illustrates the changing context of this area from a predominantly industrial and marine related land uses to a mixed-use area with industrial uses concentrated along the waterfront between Phoenix Pond and west of No. 2 Road.

The surrounding land uses include maritime heritage (Britannia Heritage Shipyard); single-family neighbourhood around (T. Homma School); (Trites) (residential uses ranging from single-family to three-storey townhouses), multi-family apartments north of Great West Cannery Park; industrial uses between Britannia Heritage Shipyards and London Landing Sub-Area; mixed-use (commercial/light industrial with residential) and

residential uses in London Landing; and agricultural land east of No. 2 Road and north of the Rail rights-of-way.

(b.) Evolution of Industrial Uses in Steveston (1996 to date)

In 1995, Coriolis Consulting Corporation undertook an analysis of industrial land in Steveston (Steveston Industrial Study (1996) to determine whether there is enough industrial land in Steveston to meet future needs. Industrial areas in Steveston included waterfront sites (B.C. Packers, Gulf of Georgia, Paramount facility) and upland areas (Trites Road, London-Princess). The Coriolis Report stated that:

1. It would not be appropriate to retain all industrial lands in Steveston because:
 - there is not enough demand in the foreseeable future to utilize all the zoned or designated lands in Steveston for industry; and
 - there is also significant under-utilization of upland and waterfront lands.
2. It would not be appropriate to convert all industrial lands in Steveston to other uses because of the need to provide waterfront land to service the commercial fishing fleet and associated industrial businesses, as well as businesses to serve the local market.
3. No other industrial land is required in Steveston. If remaining industrial lands are re-designated to other uses, it will not likely have large impacts on Richmond's employment or any other broad economic implications.
4. An appropriate strategy may be to retain key waterfront industrial lands and convert the less important uplands (Trites Road, London-Princess) to residential uses. Development in the area since 1996 has followed this trend.

Since 1996, redevelopment in the area has followed the Coriolis Report recommendations to create "an optimal mix of uses in Steveston that would minimize impacts and maximize development opportunities".

(c.) Changes in Land Uses since 1996

1. Trites Road Area
 - Between 1996 and 2005, an extensive public planning process took place to develop an Area Plan for the Trites Road Industrial Area bounded by Trites Road on the west, No. 2 Road on the east, Andrews Road on the south and Moncton Street on the north, resulting in the adoption of an Area Plan Amendment in 2005 to guide the redevelopment of the Trites Area to create primarily single-family homes to the north and west half, and two-storey and three-storey townhouses along the east half of the area.
 - Developments are occurring following the Council adopted Trites Area Plan.
2. South of Trites
 - The area bounded by Andrews Road, No. 2 Road, Great West Cannery Park and Trites Road has been fully developed with multi-family (apartments) developments.
3. London/Princess Node
 - In 2002, the OCP was amended to permit the current land use in London/Princess Node (**Attachment 6**). Residential development projects east of Princess Street are near completion. Development in the area north of London Road and east of

No. 2 Road is currently active, with both Development Permit and rezoning applications underway.

- This Application (RZ 04-286813) to rezone the site and to amend the OCP land use from “Mixed-Use (Commercial Industrial with Residential & Office Above)” to “Residential” (**Attachment 7**) is the first proposed development west of Princess Street and south of London Road. The proposed land use amendment is supportable. A separate rezoning application for 13060 No. 2 Road (RZ 06-331350) to construct a mixed-use development with light industrial/commercial use on the ground floor and residential units on the second and third floors has been submitted.

Staff recognize that, as the London/Princess area redevelops into a riverfront community, the needs of the community, area residents and workers are also changing.

As a result, it is timely to revisit the Vision and land use mix, given the evolving planning context.

2. The Land Use Mix and Opportunities

- The following land use possibilities have been discussed for the “Remaining Area”:
 - Light industrial – continue, what kind, how much, the layout?
 - Commercial – continue, what kind, how much, the layout?
 - Residential – continue, what kind, how much, the layout?
 - Affordable Housing [appropriate target and implementation]?
 - A City museum – what kind, where, is there enough space?
 - A fish auction – need, where?
- A review of these possibilities is needed to establish the right land use mix and address community needs.

3. Long Term Public Open Space Strategy Considerations

- Parks and Recreation Department has identified a desire to obtain a significant waterfront park, at or around the foot of No. 2 Road to augment the City-wide park system beyond the need of a local neighbourhood.
- This approach also takes into consideration Council’s directive for staff to pursue opportunities for open space at the foot of No. 2 Road in lieu of acquiring the Austin Harris site at 5411 Moncton Street (RZ 05-292498) when it was rezoned to “Comprehensive Development District (CD/169)” to facilitate a 50-bed seniors’ congregate housing development. To this end, the existing fish processing plant site, at 6160 London Road has been identified in the Development Cost Charges (DCC) Programme for parks acquisition.
- Parks indicate that:
 - it is imperative that a “No Net Loss of park and open space” be followed in any City land exchange scheme, or land uses changes.
 - if the purchase of the additional property, as identified by the City, is not feasible and land exchanges are proposed as part of future development, then a “No Net Loss” approach to open space is to occur.

- new trails be built and connected the existing trail system including formal and informal routes on public and privately owned publicly accessible right-of-ways.
- developers need to work with the City to design the park and open spaces because the park is to be designed for maximum community wide benefit as part of the overall waterfront strategy, as well as neighbourhood use by ensuring openness, accessibility and programmable space.
- Parking Spaces
 - There are 10 to 15 existing informal parking spaces in this area.
 - If a reconfiguration of the public open space necessitates a relocation of these parking spaces, it is expected that these spaces would be relocated to the new park at the cost of the developer.
 - In addition, developers are expected to:
 - work with the Parks and Recreation Department on the design of the park and parking,
 - pay for the design and construction of a proposed public park.
 - Note: The developers will be paying Parks Development Cost Charges (DCC's) for acquisition and development as part of their rezoning applications. The construction of a proposed park is eligible for DCC credit up to the maximum collectible area DCC.

4. Area Plan Options for the “Remaining Area”

The following two options are offered for the “Remaining Area”

1. Option 1: Status Quo (No change in the Area Plan Land Use Designations)
2. Option 2: Review the Area Plan For the “Remaining Area” (**Recommended**)

The advantages and disadvantages of the two options are summarized below:

Option 1: Status Quo (No change in Area Plan Land Use Designations) (Attachment 6)

Pros	Cons
<ul style="list-style-type: none"> • No Area Plan amendment required 	<ul style="list-style-type: none"> • None, if acceptable
<ul style="list-style-type: none"> • Continues the current predominantly “Light Industrial - Commercial Vision 	<ul style="list-style-type: none"> • Does not better address the transition needs of the Remaining Area • Does not enable a needed, enhanced Vision for the Remaining Area to be established to better manage the transition of the Remaining area
<ul style="list-style-type: none"> • Allows: <ul style="list-style-type: none"> - Light industrial uses - Commercial uses - Residential only above the first floor. 	<ul style="list-style-type: none"> • Does not enable more variety of land uses • Does not enable a better layout of land uses
	<ul style="list-style-type: none"> • Does not achieve the need to replace the current “Use To Be Determined” designation, which is a legal requirement.
	<ul style="list-style-type: none"> • Will likely discourage certain land uses [e.g., industrial, commercial and residential uses, due to possible incompatibility.

Option 2: Review Area Plan For The “Remaining Area” (Attachment 7) [Recommended]

This option involves:

- an internal City staff review and analyses involving [e.g., Policy Planning,, Development Applications, Parks, Transportation Planning],
- no public consultation, prior to presenting the revised draft Area Plan policy, to Planning Committee,
- reporting back to Council by December 31, 2006.

This approach avoids delaying other City priority projects and additional unbudgeted costs.

Pros	Cons
<ul style="list-style-type: none"> • Enables an enhanced Area Plan Vision to better manage land uses and provide improved clarity 	<ul style="list-style-type: none"> • Requires an Area Plan amendment
<ul style="list-style-type: none"> • Enables a wider range of land uses • Enables a better land use layout • Enables a better land use, density and height transition from east to west 	<ul style="list-style-type: none"> • None
<ul style="list-style-type: none"> • Enables the City to explore more land use, tenure and amenity opportunities [e.g., park, City lands] 	<ul style="list-style-type: none"> • None
<ul style="list-style-type: none"> • Enables the “Use To Be Determined” designation to be replaced with a clear land use designation 	<ul style="list-style-type: none"> • None, as it is a legal requirement
<ul style="list-style-type: none"> • Enables City park needs to be fully explored 	<ul style="list-style-type: none"> • None

Option 2 is recommended as it enables a review of important transition issues, will provide greater certainty and maximizes community benefits.

5. Next Steps

Staff recommend that Council direct staff, for the “Remaining Area”, to review the issues, prepare options, make an Area Plan recommendation and report back to Council by December 31, 2006.

Financial Impact

- For the Area Plan amendment and rezoning - None
- For the Area Plan Policy Review - None.

Conclusion

Staff propose:

1. Part A: Proposed Area Plan and Rezoning

- (1) That the proposed OCP amendment to designate 6240 London Road, the east ±40 m of 13191 and 13251 Princess Street and 6211 Dyke Road from “Mixed-Use” to “Residential” be approved as it provides a better transition of land use from the

residential neighbourhood east of Princess Street westward towards a mixed-use area;
and

(2) That the rezoning of 13251 Street and 6211 Dyke Road be approved.

Note:

Part A [the proposed Area Plan amendment and rezoning] can be considered independently, from Part B [the review for the Area Plan for the "Remaining Area"].

2. Part B: Area Planning Policy Review For the "Remaining Area"

That staff be directed to prepare a revised Area Plan for the "Remaining Area" and report back to Council by December 31, 2006.

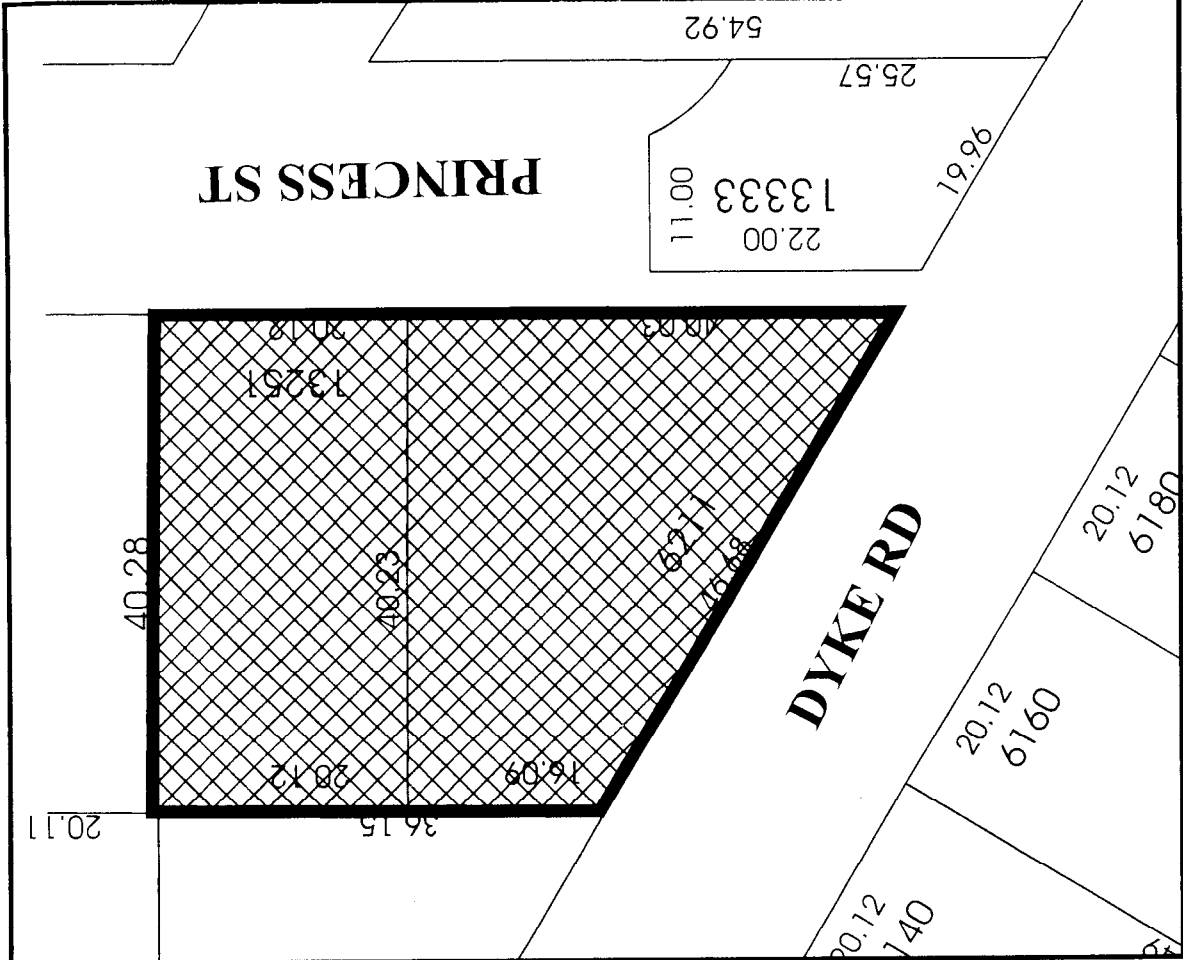


Cecilia Achiam, MCIP, BCSLA,
Senior Planner, Urban Design, (Local 4122)

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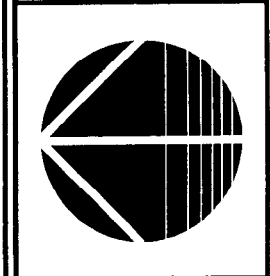
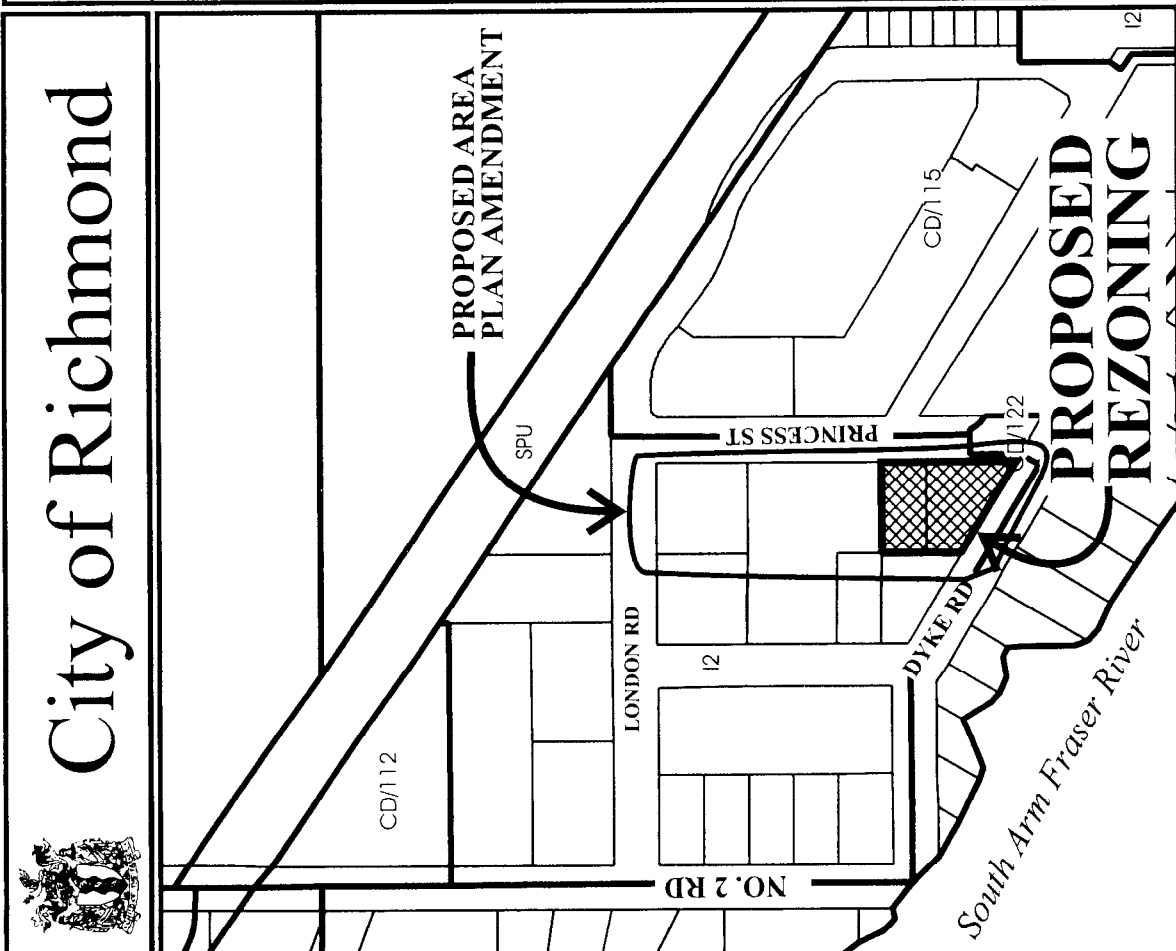
ATTACHMENTS

- Attachment 1: Location Map Proposed Area Plan Amendment and and Rezoning
- Attachment 2: Aerial Map
- Attachment 3: Conceptual Development Plans (RZ 04-286813)
- Attachment 4: Development Data Sheet (RZ 04-286813)
- Attachment 5: Staff Technical Review Comments (RZ 04-286813)
- Attachment 6: Existing London/Princess Land Use Map (RZ 04-286813)
- Attachment 7: Proposed London/Princess Land Use Map (RZ 04-286813)
- Attachment 8: Existing Steveston Land Use Context Map
- Attachment 9: Conditional Rezoning Requirements Concurrence



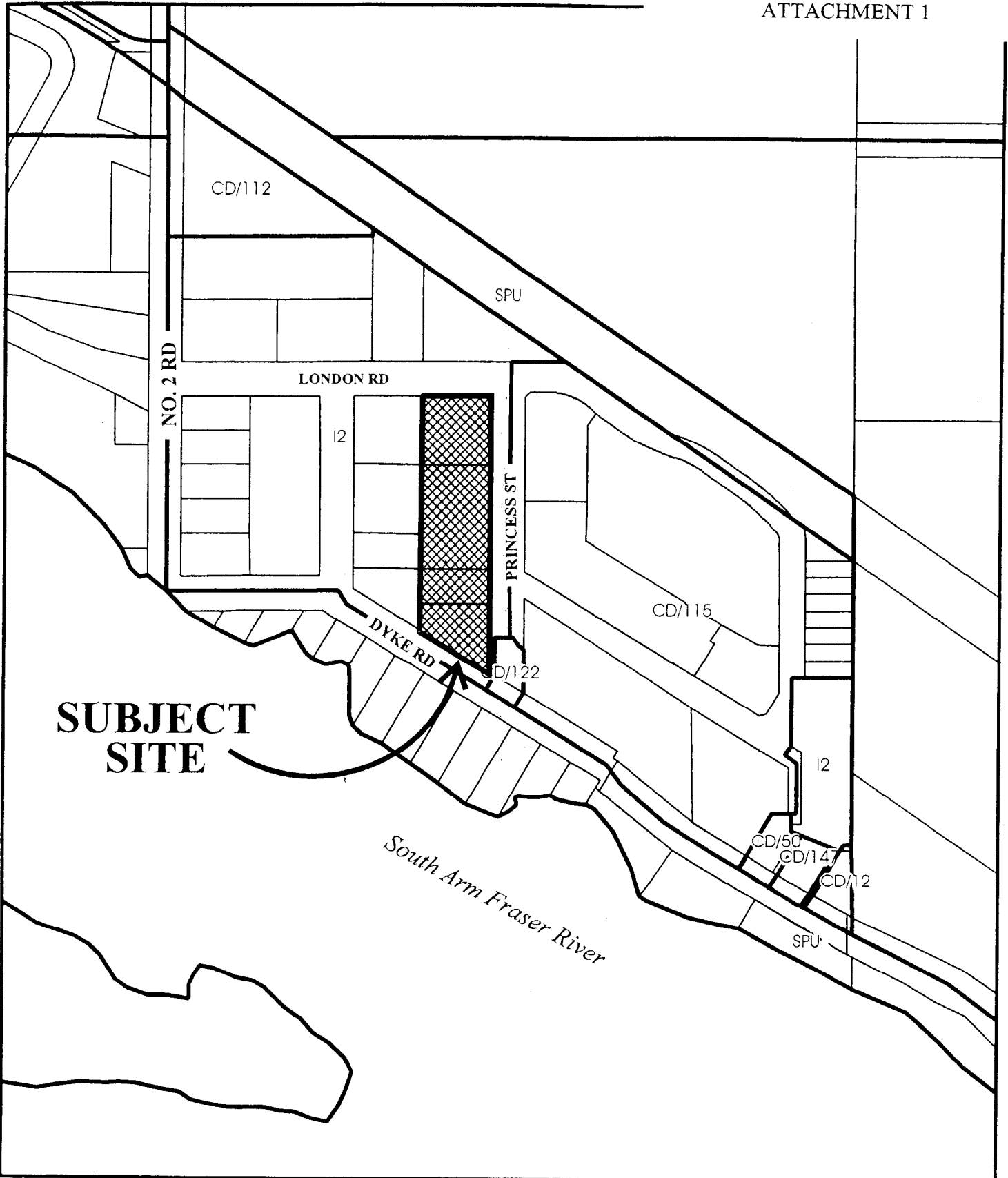
Original Date: 05/23/06
 Revision Date:
 Note: Dimensions are in METRES

RZ 04-286813



City of Richmond





**SUBJECT
SITE**

South Arm Fraser River

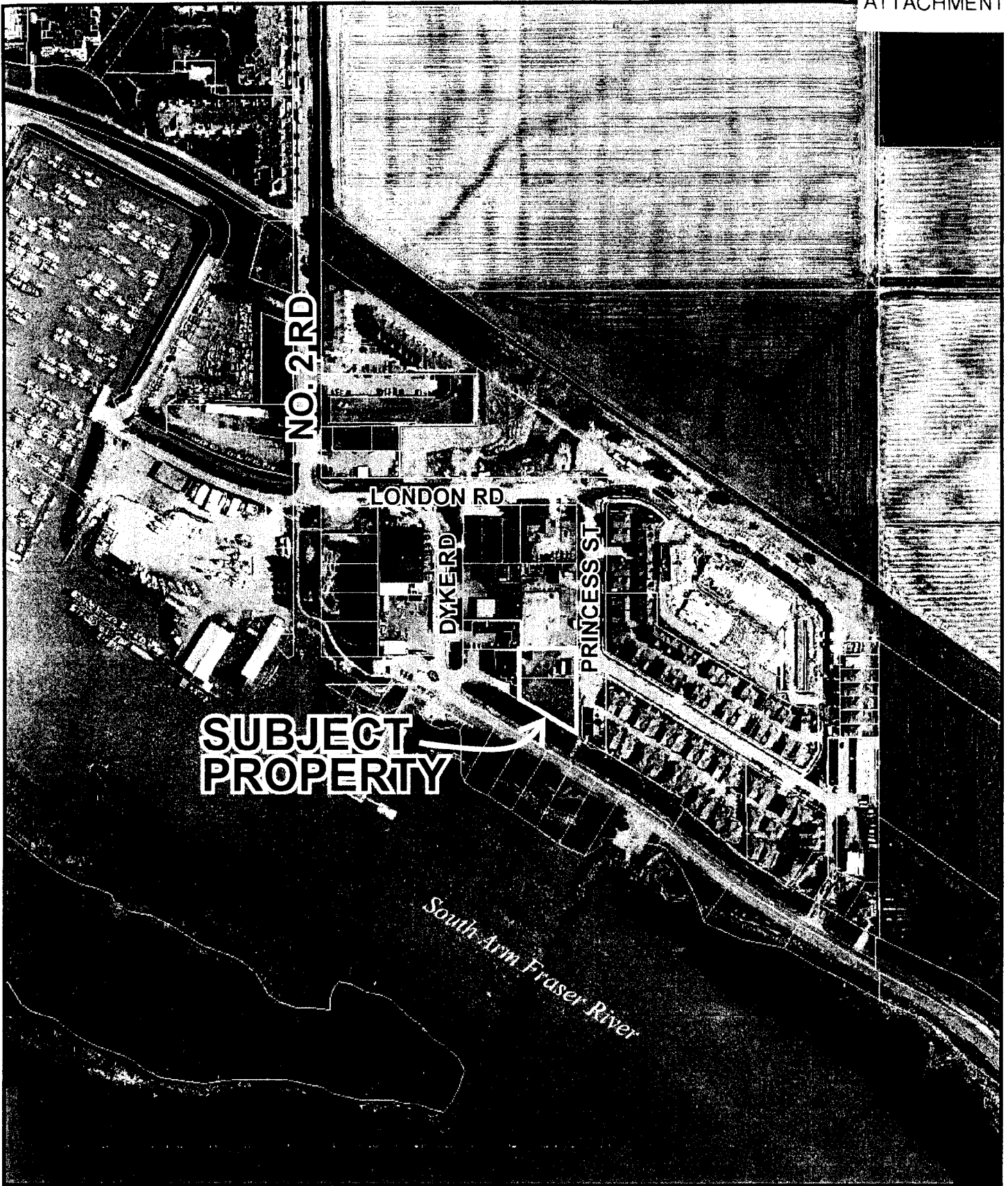


OCP Amendment Area

Original Date: 05/23/06

Amended Date:

Note: Dimensions are in METRES



**SUBJECT
PROPERTY**



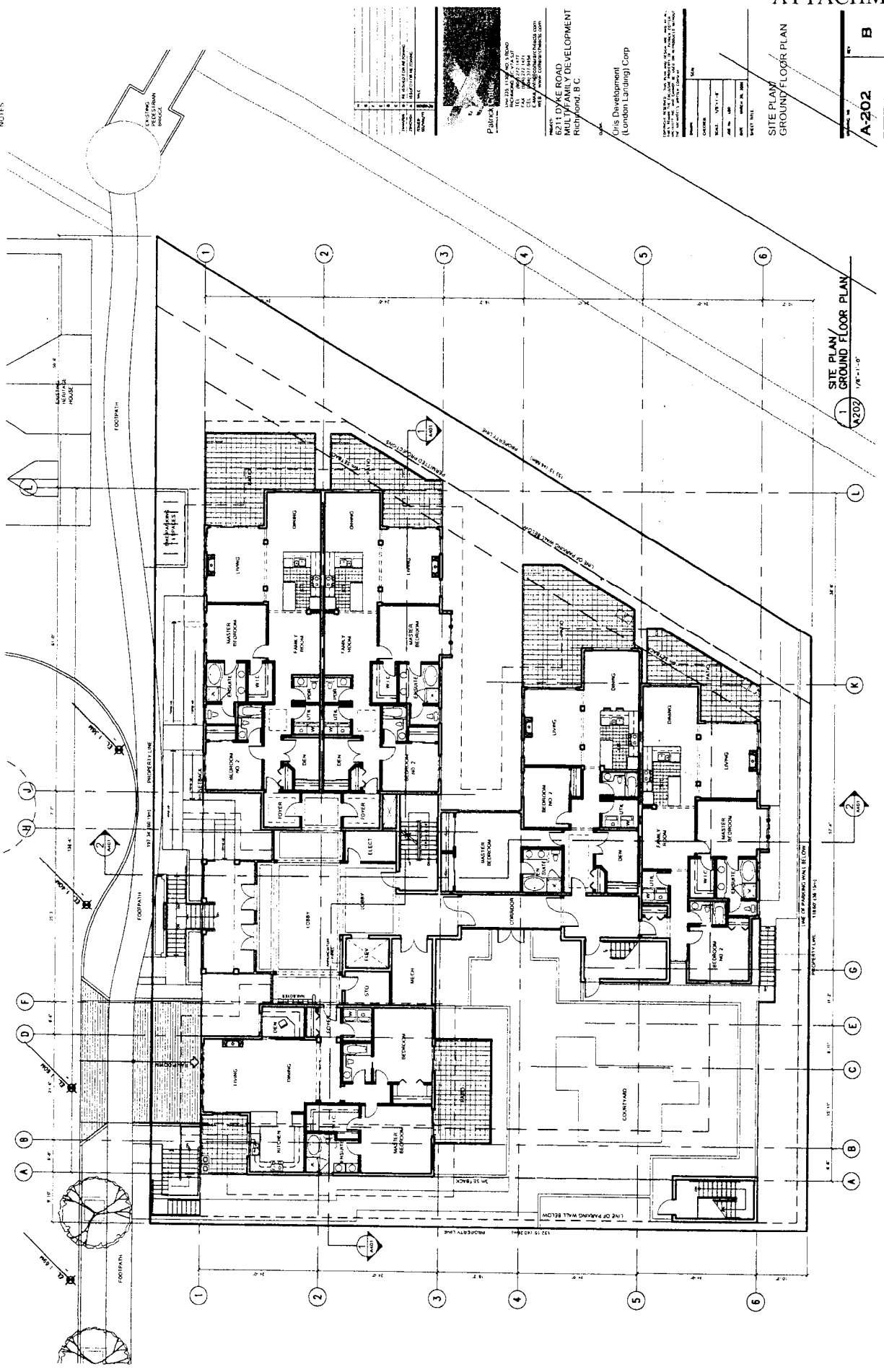
RZ 04-286813

Date: 05/04/06

Amended Date:

Note: Dimensions are in METRES

NOTES



NO.	DESCRIPTION	DATE
1	PRELIMINARY	10/10/10
2	REVISED	11/10/10
3	REVISED	12/10/10
4	REVISED	01/11/11
5	REVISED	02/11/11
6	REVISED	03/11/11
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100	REVISED	01/19/19



Patricia Collins
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 1000 WEST 10TH AVENUE
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 FAX: 604.273.1112
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 1000 WEST 10TH AVENUE, SUITE 200
 VANCOUVER, BC V6H 2G6

8211 DYKE ROAD
 MILLY FAMILY DEVELOPMENT
 RICHMOND, B.C.

Oris Development
 (London Landings) Corp

DATE: 10/10/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/8" = 1'-0"
 SHEET NO.: 100
 SHEET TOTAL: 100

1 SITE PLAN / GROUND FLOOR PLAN
 A-202

1
 A202
 1/8" = 1'-0"

1
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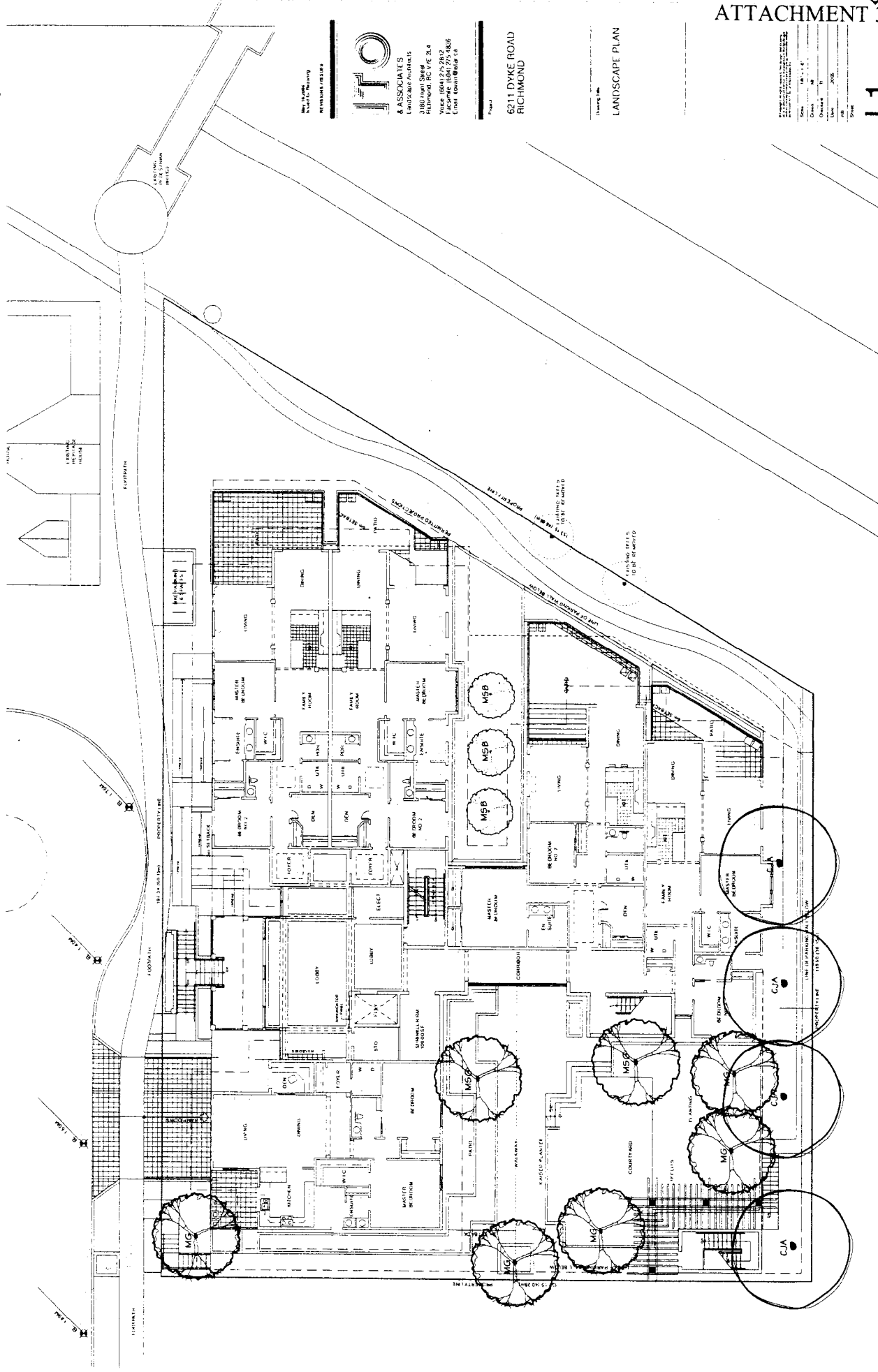
New York, NY
 10017
 212.760.1000
 www.jfo.com

JFO
ASSOCIATES
 Landscape Architects
 2180 West Street
 Richmond, BC V6V 2K4
 Canada
 Telephone: (604) 271-8866
 Email: info@jfo.ca

6211 DYKE ROAD
 RICHMOND

LANDSCAPE PLAN

Project Name	6211 Dyke Road
Client	Richmond City
Scale	1/8" = 1'-0"
Date	2008
Drawn By	JFO
Checked By	JFO
Project No.	08-001
Sheet No.	L1 of 1





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

**Development
Data Sheet**
Development Applications Department

RZ 04-286813

Attachment 4

Address: **13251 Princess Street and 6211 Dyke Road**
 Applicant: **Oris Development (London Landing) Corp.** Owner: **Oris Development (London Landing) Corp.**
 Planning Area(s): **2.4 Steveston Area Plan**
 Floor Area **Gross: 1,943 m² Net: 1,943 m²**

	Existing	Proposed
Site Area	1,943 m ²	1,943 m ²
Land Uses	Vacant	Residential
OCP Designation	Mixed-Use	Residential
Zoning:	I2	CD/174
Number of Units	0	16

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.45	1.45	complies
Lot Coverage:	Max. 50%	46 %	complies
Setback – Dyke Road (S):	Min. 6 m	6 m	complies
Setback – Princess Street (E):	Min. 3 m	3 m	complies
Setback – Side Yard (W):	Min. 3 m	3 m	complies
Setback – Rear Yard (N):	Min. 3 m	3 m	complies
Height (m):	Max. 20 m	19.05 m	complies
Lot Size:	1, 900 m ²	1,943 m ²	complies
Off-street Parking Spaces – Resident/Visitors:	24 and 4	32 and 4	complies
Off-street Parking Spaces – Accessible:	1	2	complies
Off-street Parking Spaces – Total:	28	36	complies
Tandem Parking Spaces:	permitted	none proposed	complies
Indoor Amenity Space:	Min. 70 m ²	approx. 70 m ²	complies
Outdoor Amenity Space:	Min. 96 m ²	> 96 m ²	complies

SUMMARY OF STAFF COMMENTS

Engineering Comments:

This site can be serviced with all the relevant utilities and there is adequate capacity. No access to Dyke Road, a covenant restricting access will be required.

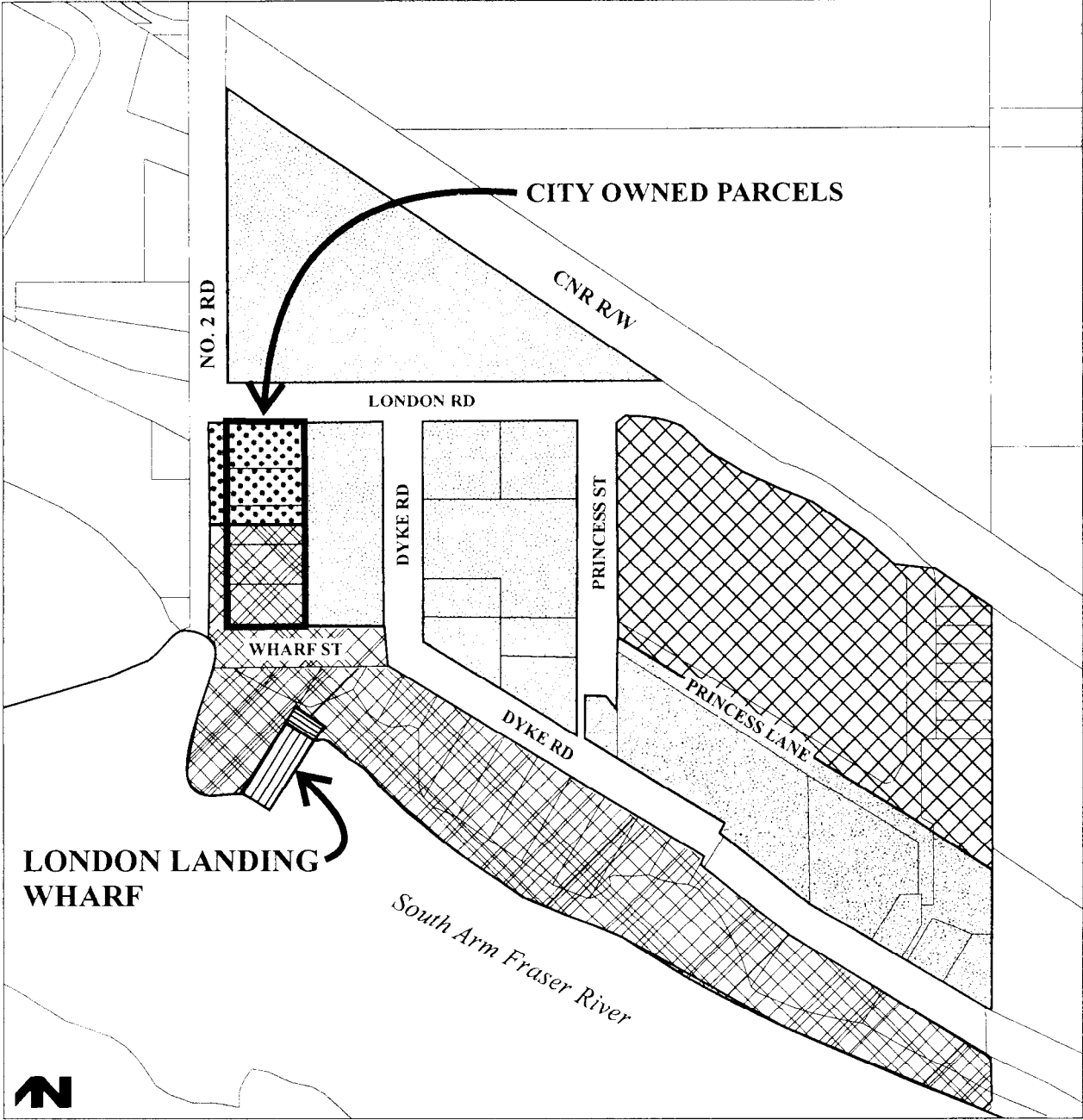
March 28, 2006: Engineering concurred with HY Engineering's analysis from March 3, 2006- no storm or sanitary upgrades required, but calculations are to be shown on Servicing Agreement design.

Transportation Comments

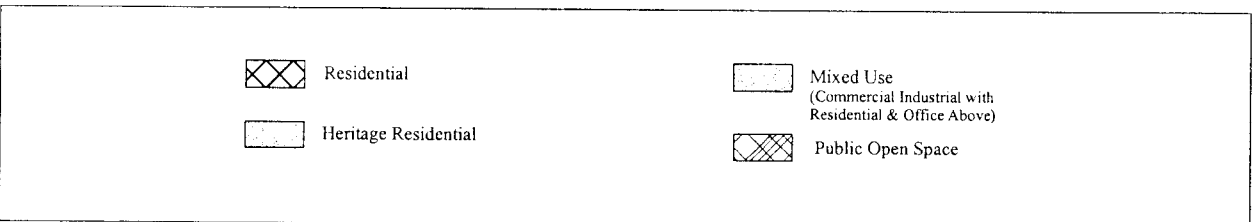
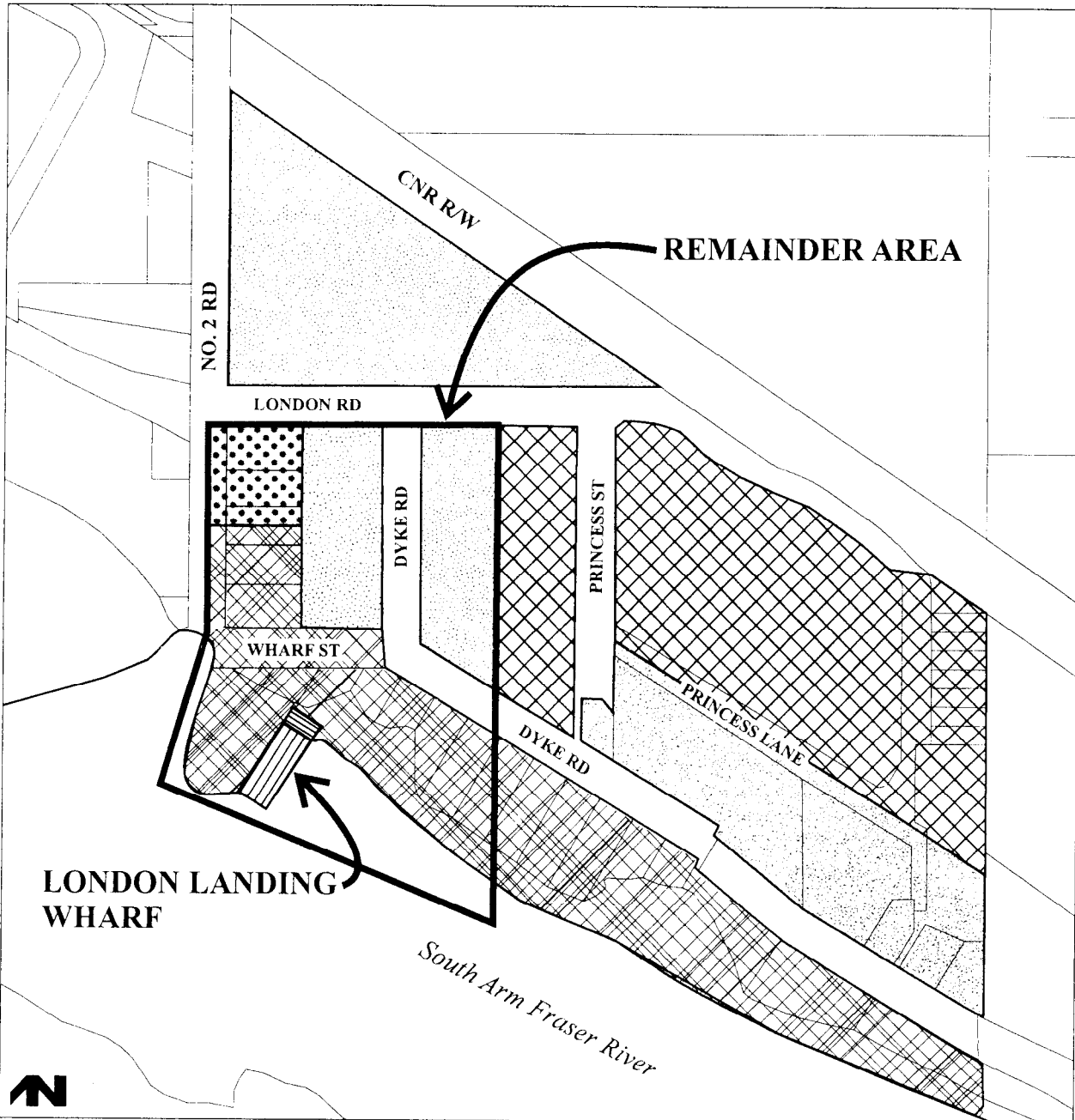
May 1, 2006 Comments on latest revised plans-

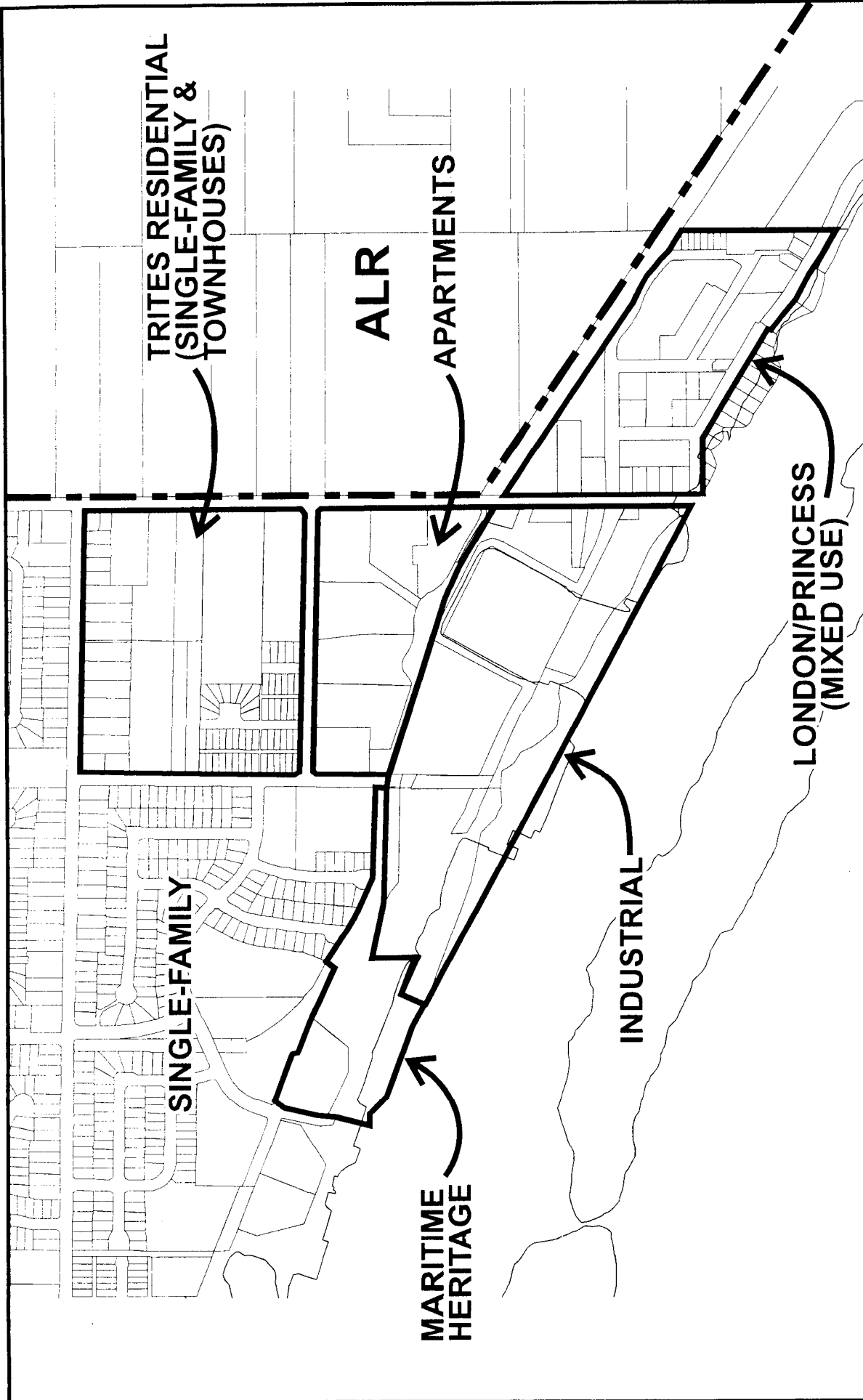
1. Frontage improvements (including S/W and grass treed boulevard along the entire Princess Street frontage.
2. Conform to City's Parking Bylaw Requirements on the number and dimensions of parking spaces. Indicate dimensions (including lengths) of the parking spaces on the plan. Require 1 handicapped parking space for visitors for this 14-unit townhouse development. No overlapping of parking spaces (Stall #12 & 13 and #21 & 22 overlap on the plan). Also demonstrate how a car would manoeuvre in and out of the visitor parking stalls without backing onto public road (i.e., Princess Street), particularly as the proposed security gate limits the access to the drive aisle of the resident's parking area.
3. Driveway and internal drive aisle to be a minimum of 6 m wide, clear of any obstructions or overhangs.
4. Frontage improvements (including S/W and grass treed boulevard) along the entire Princess Street frontage.
5. Demonstrate how a loading truck (i.e., SU 9) would manoeuvre into and out of the proposed loading area without backing onto Princess Street.
6. Contact Parks Department for their requirements (e.g., greenlink requirements, continuation of the existing walkway south of the site).
7. Prior to issuance of the Building Permit, a construction parking and traffic management plan to be provided to the Transportation Department.

London/Princess Land Use Map (Option 1 - Status Quo)



London/Princess Land Use Map (Option 2 - Review of Area Plan for Remainder Area)



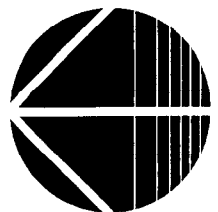


Original Date: 05/18/06

Revision Date: 05/23/06

Note: Dimensions are in METRES

Attachment 8 : Existing Steveston Land Use Context Map



Conditional Rezoning Requirements

6211 Dyke Road and 13251 Princess Street RZ 04-286813

Prior to final adoption of OCP Amendment Bylaw No. 8077, and Zoning Amendment Bylaws 8078, the developer is required to complete the following requirements:

Legal Requirement, specifically:

- A Restrictive Covenant prohibiting vehicular access onto Dyke Road

Voluntary Contribution, specifically:

- The applicant to contribute \$18,266 (based on \$.06/sq. ft. for permissible floor area) towards affordable housing to be constructed in the Steveston Area (E.g. at the “Branscombe House” site at 4900 Steveston Highway)

Development Permit Conditions, specifically:

- The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

The following conditions are required to be met prior to forwarding the Development Permit application to the Development Permit Panel:

- Further design development to enhance the frontage character along Dyke Road (i.e. with porches, entry doors and stairs of individual units leading to grade).
- Further design development is required to visually “lighten” up the core (common lobby entrance) to deemphasize the visual prominence. Consideration to be given to reworking the circulation to the fourth floor unit to enable the stepping back the fourth storey circulation core from Princess Street.
- Submission of grading information, based on legal survey grades to illustrate compatibility with adjacent existing development and how flood proofing is addressed
- Submission of a detail landscape plan to illustrate the open space, children’s play area and planting and landscaping design.
- Design development to incorporate Crime Prevention Through Environmental Design (CPTED) measures particularly in the parkade and open space treatment.
- Design development to incorporate universal accessibility measures including wheelchair accessible units in the development.
- Compliance with Parking Bylaw standards

The following conditions are required to be met prior to forwarding this application to Council for approval of the Development Permit:

- Submission of Letter of Credit landscaping will be required.

The following conditions are required to be met prior to the issuance of a Building Permit:

- The developer shall enter into the City’s standard Servicing Agreement document for design and construction including but not limited to the works, as described below:

- (i) Frontage improvements (including S/W and grass treed Blvd) along the entire Princess St frontage
- (ii) Continuation of the existing walkway along the south of the site fronting Dyke Road. Design to be to the satisfaction of Parks and Recreation Department.
- A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

(Signed copy on file)

Signed

Date

* A separate application is required



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8077 (RZ 04-286813)
6240 London Road, 13191 Princess Street (the east ±40 m), 13251
Princess Street, and 6211 Dyke Road**

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

1. The Land Use Map of Schedule 2.4 (Steveston Area Plan) of Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation from “Mixed Use” and re-designate it to “Residential”, as shown on the cross-hatched on Schedule A, which is attached to and forms part of this Bylaw.
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8077**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

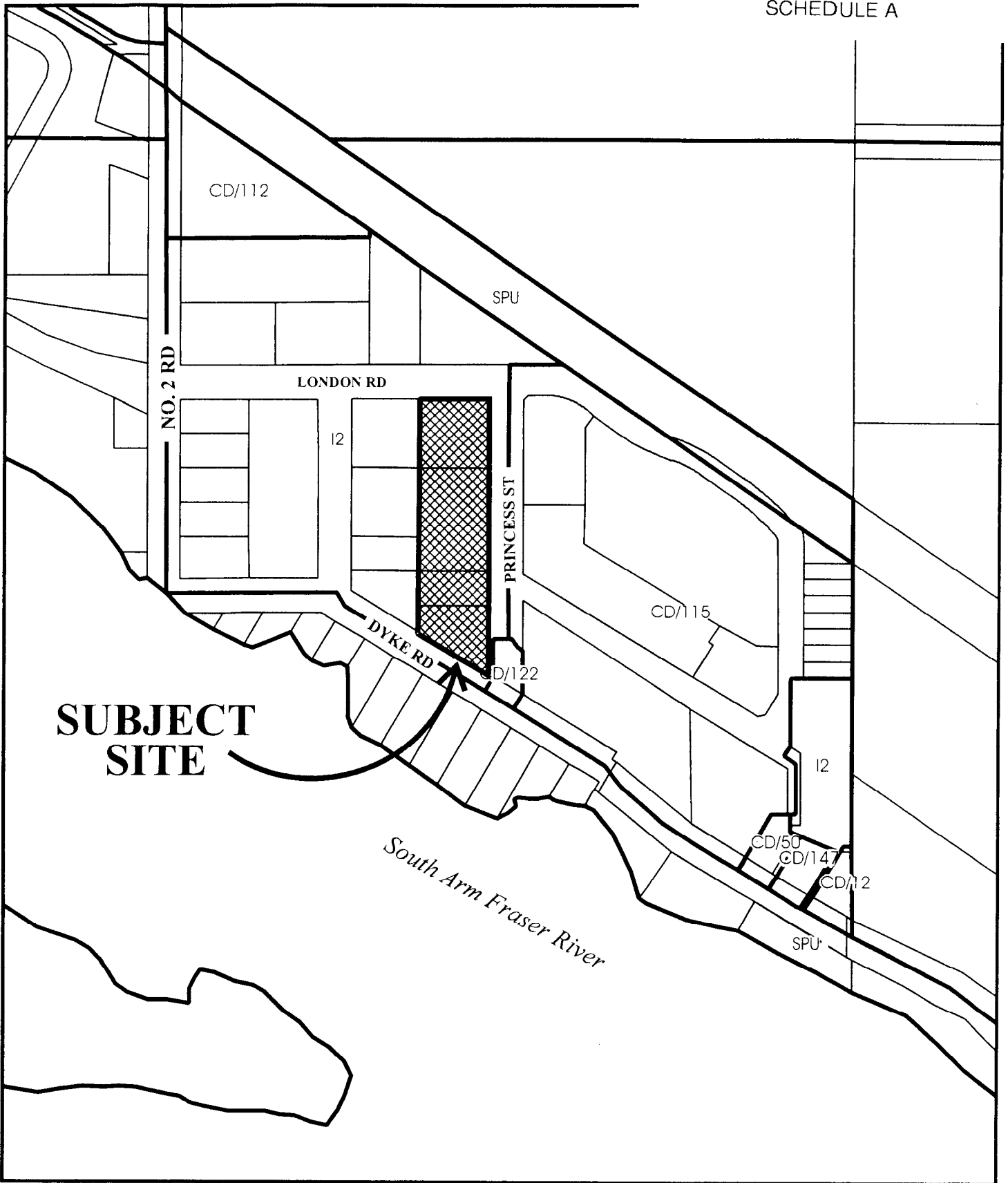
ADOPTED

CITY OF RICHMOND
APPROVED by

APPROVED by Manager or Solicitor


MAYOR

CORPORATE OFFICER



OCP Amendment Area

Original Date: 05/23/06

Amended Date:

Note: Dimensions are in METRES



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8078 (RZ 04-286813)
13251 Princess Street and 6211 Dyke Road**

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

“ 291.174 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/174)

The intent of this zoning district is to accommodate **multiple-family dwellings**.

291.174.1 PERMITTED USES

RESIDENTIAL, limited to **Multiple-Family Dwellings**;
BOARDING & LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES;
RESIDENTIAL PARKING, ACCESS AND STORAGE within a parking garage.

291.174.2 PERMITTED DENSITY

.01 Maximum **Floor Area Ratio**: 1.45

(a) an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate common indoor **amenity space**.

.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 and bicycle storage purposes located in the parkade;

(b) unenclosed balconies;

(c) elevator shafts and common stairwells; and

(d) common mechanical and electrical storage rooms, **PROVIDED THAT** the total floor area of these facilities does not exceed 30 m² (323 ft²).

291.174.3 MINIMUM LOT SIZE

.01 A **building** shall not be constructed on a **lot** which is less than 1,900 m² (20,450ft²) in area.

291.174.4 MAXIMUM LOT COVERAGE: 50%**291.174.5 MINIMUM SETBACKS FROM PROPERTY LINES****.01 Public Road Setback**

- (a) Dyke Road: 6 m (19.7 ft.);
- (b) Princess Street: 3 m (9.8 ft.);
- (c) Notwithstanding the limitations imposed above:
 - (i) Porches, balconies, bay windows, entry stairs and cantilevered roofs forming part of the principal **building** may project into the Dyke Road setback for a distance of not more than 2.0 m (6.6 ft) and into the Princess Street setback for a distances of not more than 0.6 m (2.0 ft);
 - (ii) Gateways, pergolas, and similar landscape **structures** that do not form part of the principal **building** may be located within the **public road** setback, but shall be no closer to a **property line** than 2 m (6.6 ft.); and
 - (iii) Parking **structure** below finished grade may project into the **public road** setback, but shall be no closer to a property line than 3 m (9.8 ft.).

.02 Side & Rear Yards: 3 m (9.8 ft.);

- (a) Notwithstanding the limitations imposed above:
 - (i) Cantilevered roofs forming part of the principal **building** may project into the **side** and **rear yards** for a distance of not more than 1.2 m (3.9 ft.); and
 - (ii) Parking **structure** below finished grade may project into the **side** and **rear yards**, but shall be no closer to a **property line** than .45 m (1.5 ft.).

291.174.6 MAXIMUM HEIGHTS**.01 Buildings and Structures: 18 m (59 ft.).****.02 Accessory Buildings: 5 m (16.4 ft.).****291.174.7 OFF-STREET PARKING****.01** Off street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw.

- (a) Where two spaces are intended to be **used** by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement with one parking space located behind the other and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle.

- 1. 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/174)**:

P.I.D. 003-566-226

Lot 13 Section 18 Block 3 North Range 6 West New Westminster District Plan 693; and

P.I.D. 015-220-869

Lot B Section 18 Block 3 North Range 6 West New Westminster District Plan 693

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8078”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER