



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee
From: Wayne Craig
Acting Director of Development
Re: Application by Oris Development (London Landing) Corp. for Rezoning at 13060 No. 2 Road from Light Industrial District (I2) to Comprehensive Development District (CD/191)

To Planning - Sep 6, 2007
Date: August 16, 2007

RZ 06-331350

File: 12-806D-20-8291

Staff Recommendation

That Bylaw No. 8291, to create "Comprehensive Development District (CD/191)" and to rezone 13060 No. 2 Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/191)", be introduced and given first reading.

Wayne Craig
Acting Director of Development

FM:big
Att.

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Oris Development (London Landing) Corporation has applied to rezone 13060 No. 2 Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/ 191)" in order to permit a mixed-use commercial/residential development on the subject site (**Attachment 1**)

Findings of Fact

A Development Application Data Sheet (**Attachment 2**) providing details about the development proposal is attached. The proposed development closely follows the Comprehensive Development District (CD/83) zoning of the site to the east (Phase I) with the exception of not including "live-work" use.

Site Context

The immediate context to the development site, which is presently occupied by a one-storey, light industrial building and associated, parking, is as follows:

- North: One-storey industrial building on a site zoned Light Industrial District (I2);
- East: New three and four-storey mixed-use building under construction on a site zoned Comprehensive Development District (CD/83), including commercial/light industrial space at ground level and 74 dwelling units above; and an underground parking structure;
- South: Bike Terrain Park (City of Richmond) and Industrial property zoned Light Industrial District (I2); and
- West: Several Industrial properties zoned Light Industrial District (I2).

Project Description

The proposal involves a mixed-use (commercial/ residential) development on the north side of London Road being built as Phase II of the development under construction at 6111 London Road, immediately to the east of the subject site. Plans and elevations of the proposed development are included in **Attachment 3**.

Land Uses.

The proposed development includes:

- Commercial uses, which occupy approximately 914 m² (9,838 ft²) on the ground level along London Road frontage from approximately the intersection of Dyke Road and London Road to No. 2 Road. The proposed commercial uses are a natural westerly extension of the London Road commercial frontage and will extend along a portion of the west side building frontage on No. 2 Road.
- Residential uses above the commercial ground floor. Of the total 22 dwelling units proposed, three (3) of these units are proposed as "Affordable Entry Level Ownership Housing" units.

The proposal meet the Sub-Area Plan land use objectives

Parking and Circulation.

The proposal provides a total of 76 parking spaces and 22 bicycle lockers in one (1) underground parking level, and at grade behind the building. The parking areas, at grade and underground, are connected to the parking of the development under construction immediately to the east (Phase I). A cross-access easement for access and circulation was secured in Phase I. Parking provided meets the bylaw requirements.

Access to the proposed underground parking level is provided from No2 Road while access to the surface parking and loading area is provided through the adjacent development to the east, which is accessed from London Road at the intersection with Dyke Road

Related Policies & Studies

Richmond Official Community Plan: The subject site is located in 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 a “Mixed-Use” transition area accommodating commercial-industrial uses at ground level with residential and office space above. This mixed-use area would also include local shops and services to serve the surrounding area that in recent years has, and will continue to experience a sustained growth.

The proposed development meets the Steveston Area Plan land use policies contained in the Richmond Official Community Plan (OCP).

Floodplain Management Implementation Strategy: In accordance with the City’s Flood Management Strategy, the applicant is required to register a Flood Indemnification Covenant on title referencing the minimum habitable elevation for the area, which is 2.60 m (geodetic). Proposed building grade elevation, at 4.20 m. (geodetic) satisfies the required Flood Plain Construction Elevation in the area.

Affordable Housing Interim Strategy: The Affordable Housing Interim Strategy was not in effect at the time the rezoning application was made however, the applicant has worked cooperatively with the City and included three (3) small size units that because of its size may be considered affordable Entry Level Ownership Housing units. To ensure long term affordability, Comprehensive Development District (CD/191) includes FAR conditions that will ensure that these units maintain its characteristics and are not converted and enlarged in size in the future.

Area Context

The London-Princess Area at the south end of No. 2 Road is transitioning from a light industrial district to an area that accommodates “Mixed-Uses” at the foot of No. 2 Road, west of Princess Street and solely “Residential Uses” east of Princess Street.

The area west of Princess Street is presently occupied by older, light industrial uses.

North from the proposed development site, on the east side of No2 Road, a new mixed-use development provides ground level retail space as well as live/work dwelling units. Further north of the rail right-of-way (ROW) proposed linear park, on the west side of No 2, various new four

storey multi-family residential buildings have introduced more urban densities and building forms into the neighbourhood. The light industry site immediately to the north of the proposed development site is also expected to develop under the mixed-use character identified in the London/Princess Land Use Map, in the future.

The Bike Terrain Park at the south end of No. 2 Road and a one-storey light industrial building are located to the south, immediately across London Road from the proposed development site.

The various sites to the west, across No. 2 Road from the development site presently provide open storage for fishing boats and related equipment. These light industrial uses are expected to remain as the main uses along the portion of the river frontage between No. 2 Road and the Britannia Shipyard.

Staff Comments

Parks

The Parks Department has no specific concerns with the proposed development and its relationship to the present Bike Terrain Park. This park serves the residents of the Trites, Southcove and London/Princess area, and is also a City-wide park asset. General assessment of the park areas available in the neighbourhood would be required in the future and consideration given to including the undeveloped western end of Dyke Road/Wharf Street and southern end of No. 2 Road as part of the London Landing Wharf precinct.

Transportation and Engineering

Transportation Engineering is working with the applicant to address all transportation issues in a coordinated way with improvements to the area required as a result as part of Phase I hence, has no further comments on this application. Some of those transportation issues include the construction of London Road from No. 2 Road to Princess Street, intersection improvements at London/Dyke Road and traffic calming on Dyke Road at London Road and No. 2 Road.

The existing road right-of-way (ROW) retained by the proposed development along its west property line, along No. 2 Road, and the wider (2.00 m.) sidewalk being proposed will provide for a portion of the pedestrian link between the waterfront and the rail right-of-way (ROW) linear park.

Engineering has reviewed a servicing capacity analysis for this proposal and confirmed that there are no utility capacity concerns with this proposal. Prior to issuance of a Building Permit, the applicant is required to enter into a City's standard Servicing Agreement for the design and construction of the frontage improvements along No. 2 Road, including a 2.0 m wide concrete sidewalk and 2.0 m wide grassed boulevard (**Attachment 4**).

Advisory Design Panel Comments

This development proposal was presented to the Advisory Design Panel on May 2, 2007 for review.

The Panel responded with positive comments about the design and massing of the proposed development. Some comments raised by the Panel were as follows:

- treatment of the articulation of the corner components of the building (at No. 2 Road/London Road);
- weather protection and awnings/canopies and overall improvements to pedestrian circulation in front and behind the building, and
- landscaping at the interface between building and sidewalk.

The Panel considered that the issues and comments raised could be dealt with by staff through discussions with the applicant and that the application as part of the Development Permit process.

Consultation

As no Official Community Plan (OCP) amendment is required for this proposal, consultation with external agencies, organizations and authorities, as per the OCP Consultation Policy, was not deemed to be required. Since the rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing, no further external consultation was carried out prior to the preparation of this report. Staff has not received any objections to date.

Analysis

Zoning

A new Comprehensive Development District (CD/191) is proposed for this development to accommodate a mix of uses and densities that are similar to the adjacent site to the east (excluding the live-work land use component). The proposed Comprehensive Development District (CD/191) will provide for the residential, commercial and light industrial uses along the London Road, and No. 2 Road frontages, in keeping with the intent of the Area Plan.

The proposed Comprehensive Development (CD) zone will accommodate a base 1.38 floor area ratio (FAR) density and an additional 0.07 FAR to secure no future increase in size or alterations to the three Entry Level Ownership small units (Affordable Housing units). The maximum allowable 1.45 floor area ratio match the density of the abutting building to the east and consider a site coverage of approximately 54%, slightly above the site coverage of the abutting building. This increased site coverage results from the provision of generous covered walks around the internal courtyard area and decks toward the street that, in combination with awnings, provide adequate weather protection over the commercial frontage promenade.

Form and Character

The proposed buildings are sited to reinforce and continue a strong street edge on London Road, from Princess Street to No. 2 Road. A combination of awnings and covered areas, resulting from decks above, are proposed along the commercial storefronts to provide weather protection and create a pedestrian arcade that extends for the whole frontage on London Road and a portion of No. 2 Road.

A small open area, raised above the sidewalk level, at No. 2 Road/London Road intersection provides an area for sitting and observation or outdoor extension for the commercial frontage, and incorporates architectural landmark element(s) that identifies the entrance to the London Landing precinct. Decorative pavers and other materials are used on the sidewalk, planters and at the southwest corner of the site to provide visual interest and reinforce a pedestrian precinct. Bollards and pavement colour and texture help to establish well-defined boundaries/edges that demarcate vehicular and pedestrian circulation.

Massing and Height

The massing of the building decreases from four to three storeys toward the west, to ensure a soft east-west transition and compatibility with the existing building to the east, on London Road.

The proposed building mass continues the pattern of large simple forms, defined by the first phase, with changes in height, and broken in smaller volumes to reduce the overall scale and mass of the buildings. Further articulation is provided by decks and arcades and height variation of the roof parapets that relate to the “false storefront” character of the buildings found in the historic Steveston Village.

Tree Preservation

There are no trees or mature vegetation on the subject development site; a one storey light industrial building and associated paved parking/service area presently cover the whole site. Landscaping plan for the proposed development includes trees on the street boulevard and along the street property line, on London Road and No2 Road . Additional tree planting is proposed along the perimeter of the interior parking courtyard. Proposed landscaping meet the objectives of the Official Community Plan (OCP).

Parking and Circulation

Under the Zoning Bylaw provisions, a total of 76 parking spaces are required for the various uses contained in this development. The proposal provides the required parking spaces.

The underground parking level, with access off No. 2 Road on the west side of the site provides parking for a total of 61 cars. Additional 15 commercial parking spaces are provided at grade, at the back of the building. Access to the parking area at grade is through the adjacent development parking lot (Phase I), via the driveway at the intersection of London Road and Dyke Road.

Removal of the knock-out panels provided on the west side of the Phase I parking level will permit the connection between both buildings and facilitate alternate access/exit on No. 2 Road on the west and London Road, at the eastern end of the parking level.

Cross-access easement agreements have been secured under RZ 03-246394 to allow for connection and circulation between parking areas (surface and underground) of Phase I and Phase II.

Amenity Areas

Indoor

Provision of indoor amenity space to satisfy the objectives of the Official Community Plan (OCP) will be addressed as part of the Development Permit process.

Outdoor

The condominium component of the project proposes a total of approximately 132.0 m² of outdoor amenity space, which is in compliance with the Official Community Plan (OCP).

Relationship to Surroundings

London Road and part of Dyke Road is designed to function as the “Main Street” through this area. Potential future developments on London Road are expected to be mixed-use with the upper floors containing residential units to complete the streetscape.

The London Road streetscape, which defines a walkable, small village atmosphere, combined with improvements and integration among the various existing public amenity spaces, trails, public pier, gathering areas, etc. at the south end of No. 2 Road will contribute to the unique village character of the Princess/London Landing neighbourhood.

The Parks Department noted that the area should have adequate parking to accommodate City-wide visitors, businesses and residents. The proposed development includes surplus parking and to address the expected future parking demand.

Community Amenity Contribution

The applicant has provided substantial contributions to the infrastructure (i.e. road network) and public amenity associated with Phases I and II of this development (i.e. parking for tram building and open space along the rail right-of-way (ROW) linear park in Phase I, and streetscape in Phases I and II). No further amenity contribution is included in this application.

Financial Impact or Economic Impact

No financial or economic impact is anticipated as a result of the proposed development.

Conclusion

The proposed mixed-use development is in keeping with the requirements of the Steveston Area Plan for the London/Princess area and constitute the natural extension of the abutting similar mixed-use development to the east.

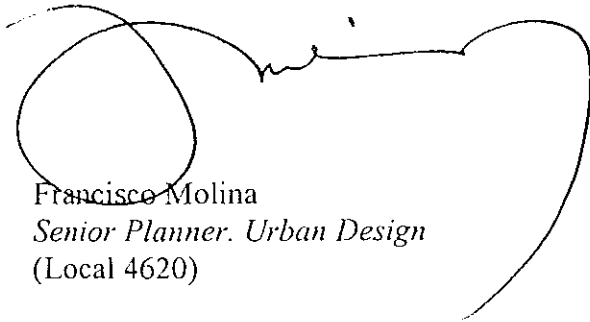
The proposed development will be a strong contribution to consolidating the intended village character of London/Princess area, will provide area residents with additional shops, services and places of work, and contribute to the liveability of the emerging neighbourhood.

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

August 16, 2007

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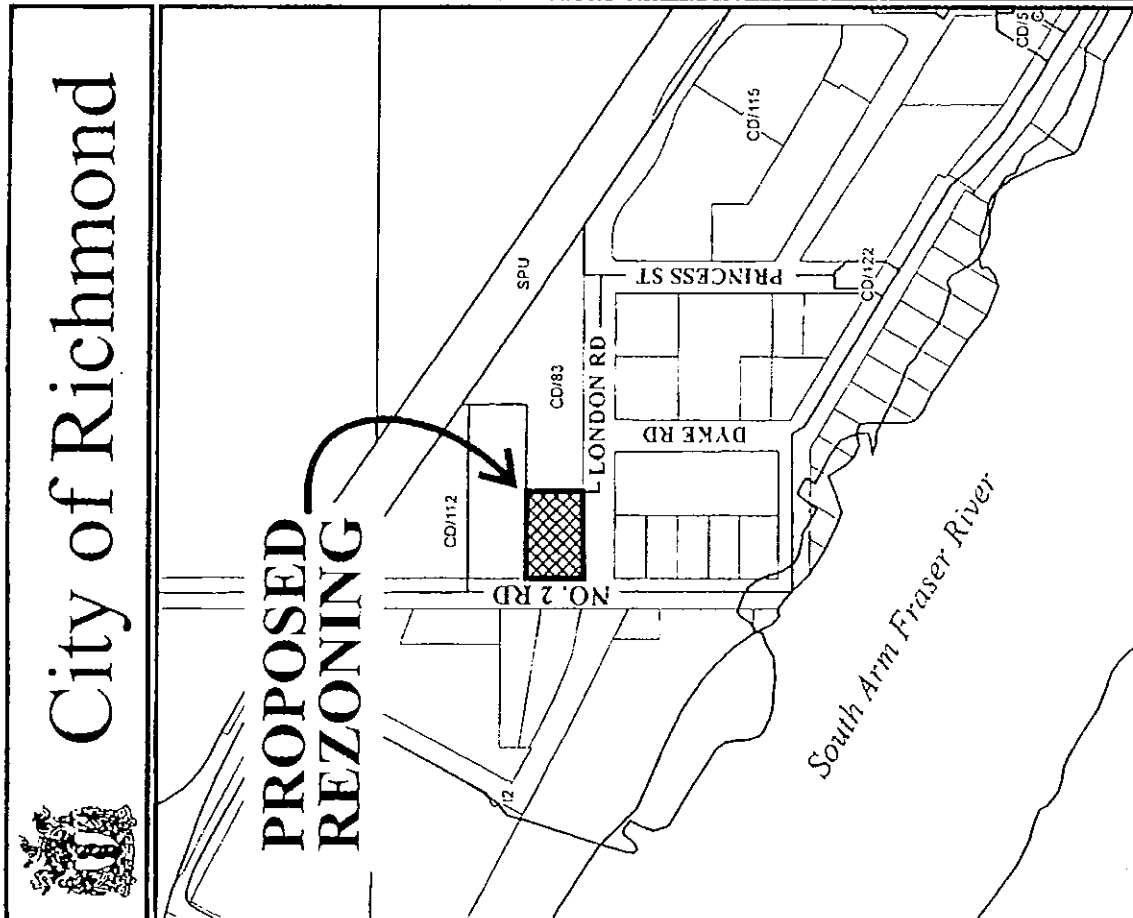
RZ 06-331350


A handwritten signature in black ink, appearing to read 'Francisco Molina', is written over the printed name and title.

Francisco Molina
Senior Planner, Urban Design
(Local 4620)

FM:blg

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Development Plans
- Attachment 4: Rezoning Conditions

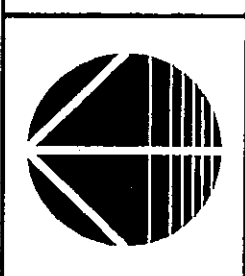
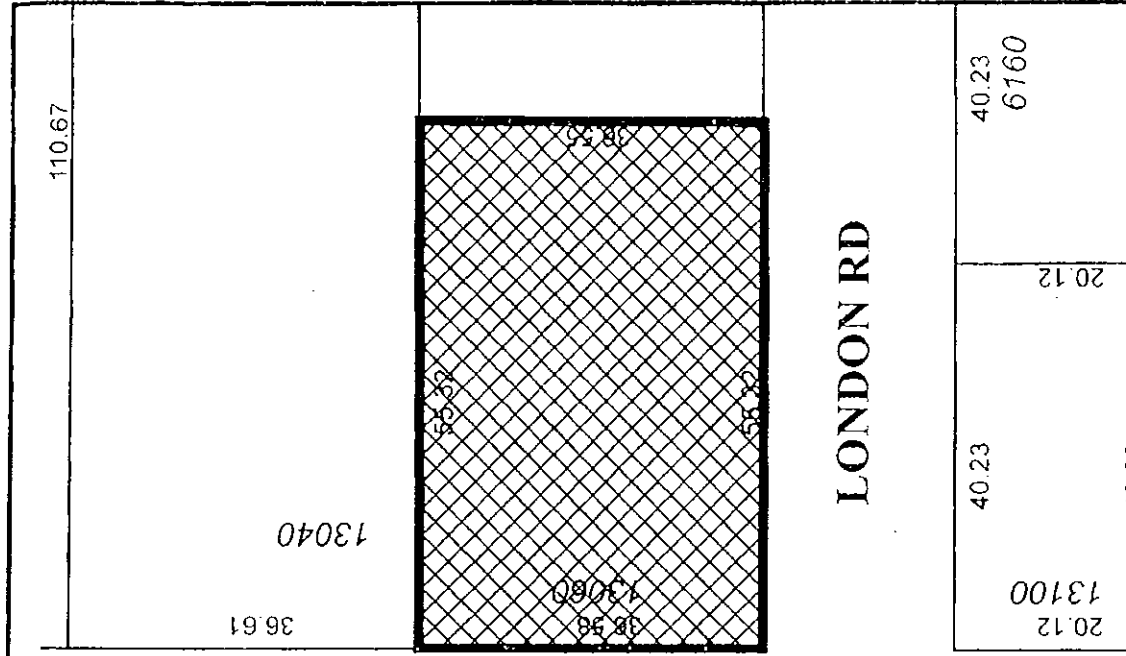


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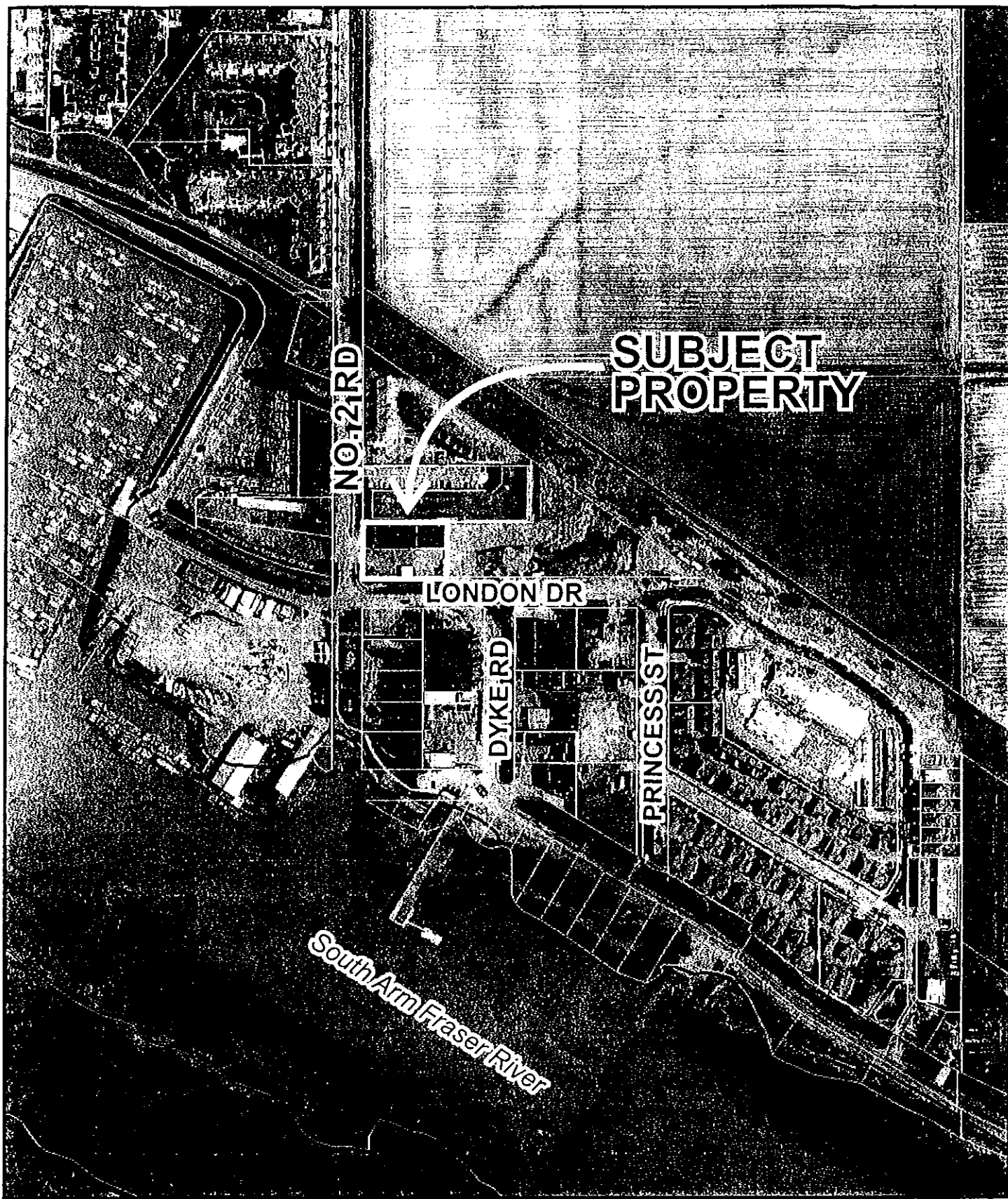
NO. 2 RD

LONDON RD



RZ 06-331350

Original Date: 04/05/06
Revision Date:
Note: Dimensions are in METRES



RZ 06-331350

Original Date: 09/21/07

Amended Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP

Attachment 2

Address: 13060 No. 2 Road

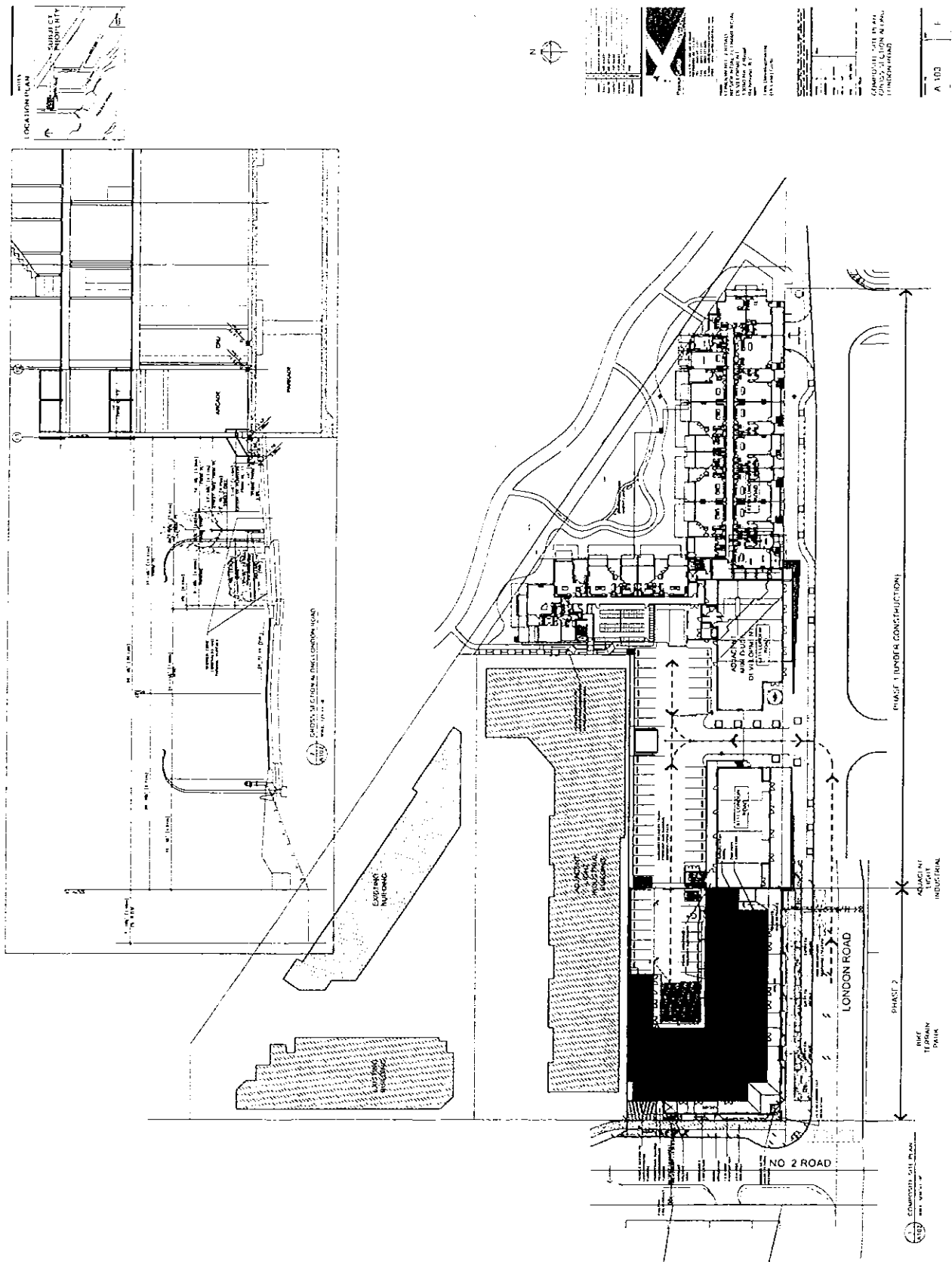
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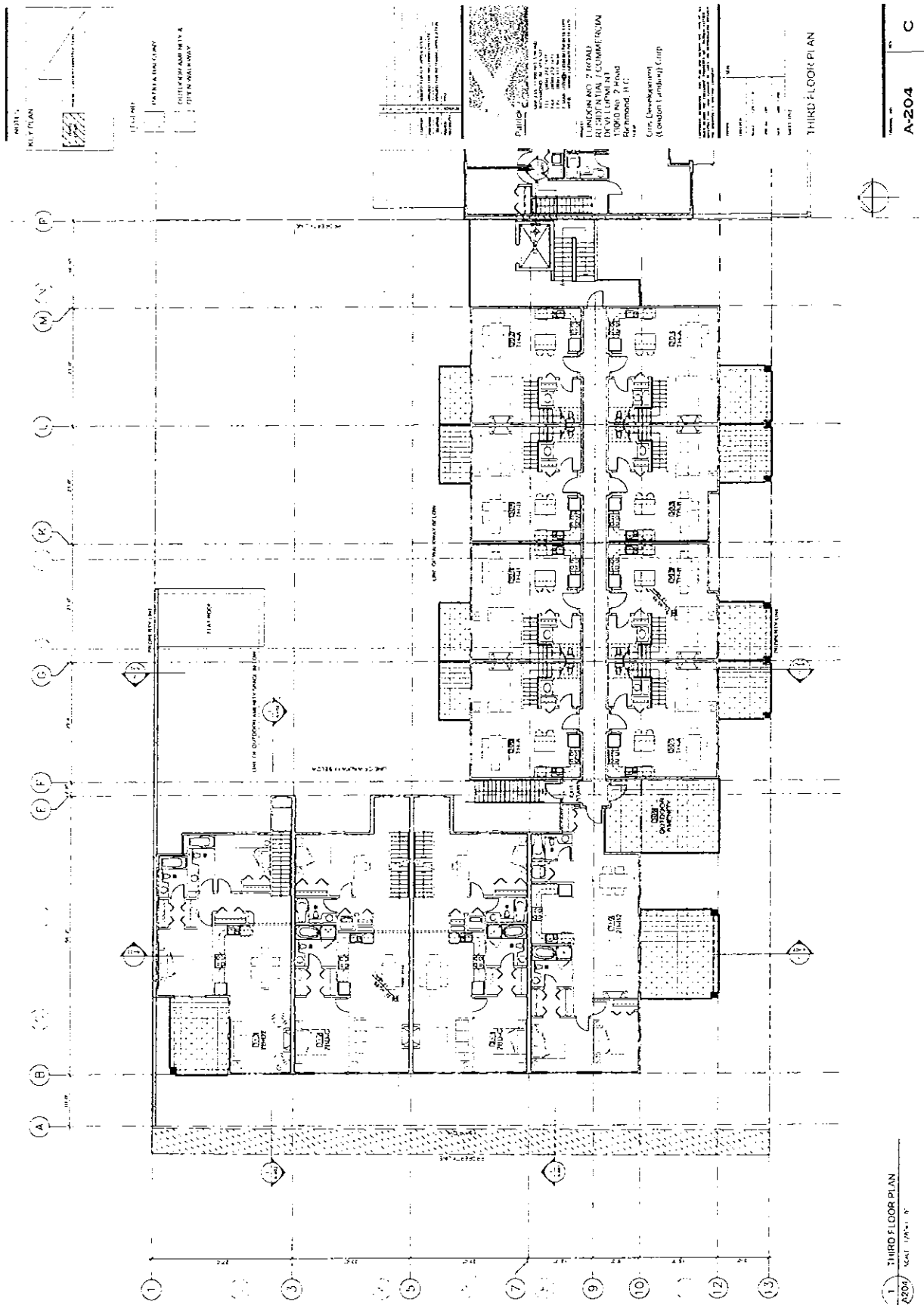
Planning Area(s): Steveston. Character Area C: London's Landing

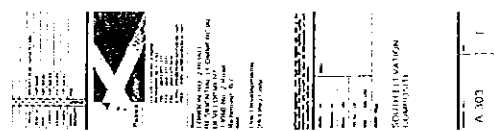
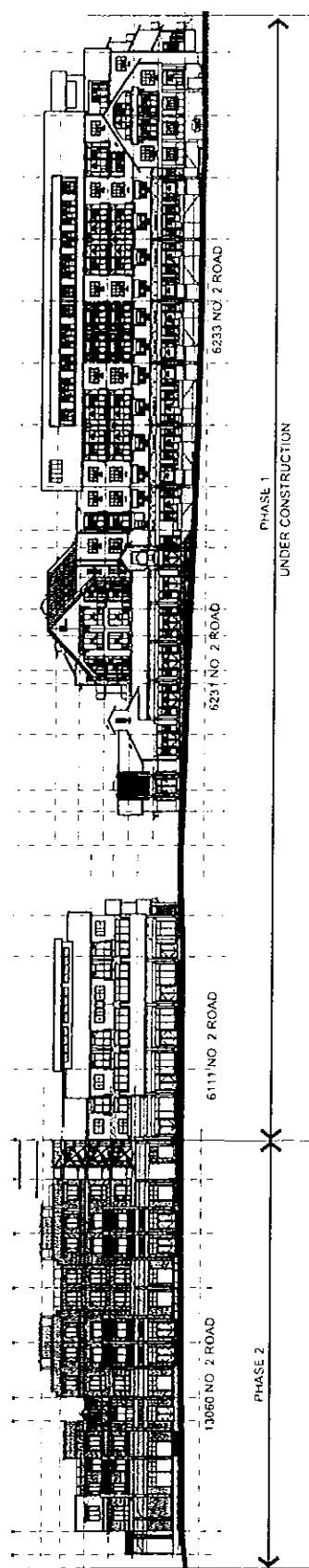
Floor Area Gross: 2,921.20 m² (31,443.59 ft²) Floor Area Net: 2,833.46m² (30,449.12 ft²)

	Existing	Proposed
Site Area:	2,023 m ² (21,777 ft ²)	2,015 m ² (21,691 ft ²)
Land Uses:	Light Industrial	Commercial/Residential
OCP Designation:	Mixed-Use. Schedule 2.4 (Steveston Area Plan)	Mixed-Use. Schedule 2.4 (Steveston Area Plan)
Zoning:	Light Industrial I2	CD/191
Number of Units:	N/A	22

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.45 (1.38 base + 0.07)	1.45	Complies
Lot Coverage:	Max. 54 %	54%	Complies
Setback – Front Yard: (No2 Rd.)	Min. 4.5 m	4.5 m (West)	Complies
Setback – Side Yard:	Min. 0.0 m	0.0 m (North)	Complies
Setback – Side Yard: (London Rd.)	Min. 3.0 m	3.0 m (South)	Complies
Setback – Rear Yard:	Min. 0.0 m	0.0 m (East)	Complies
Height (m):	Max. 21 m	20.68 m (70.81 ft)	Complies
Off-street Parking Spaces – Commercial:	36	35	(1 short)
Off-street Parking Spaces – Residential (Accessible):	38 (2)	41 (2)	Complies (3 over)
Total off-street Spaces:	74	76	Complies
Small car	23 max. (30%)	20	Complies
Amenity Space – Indoor:	Min. 70 m ²	cash-in-lieu	
Amenity Space – Outdoor:	132.0 m2 (6 m ² /unit)	132.41 m ² (1,425.23 ft ²)	Complies

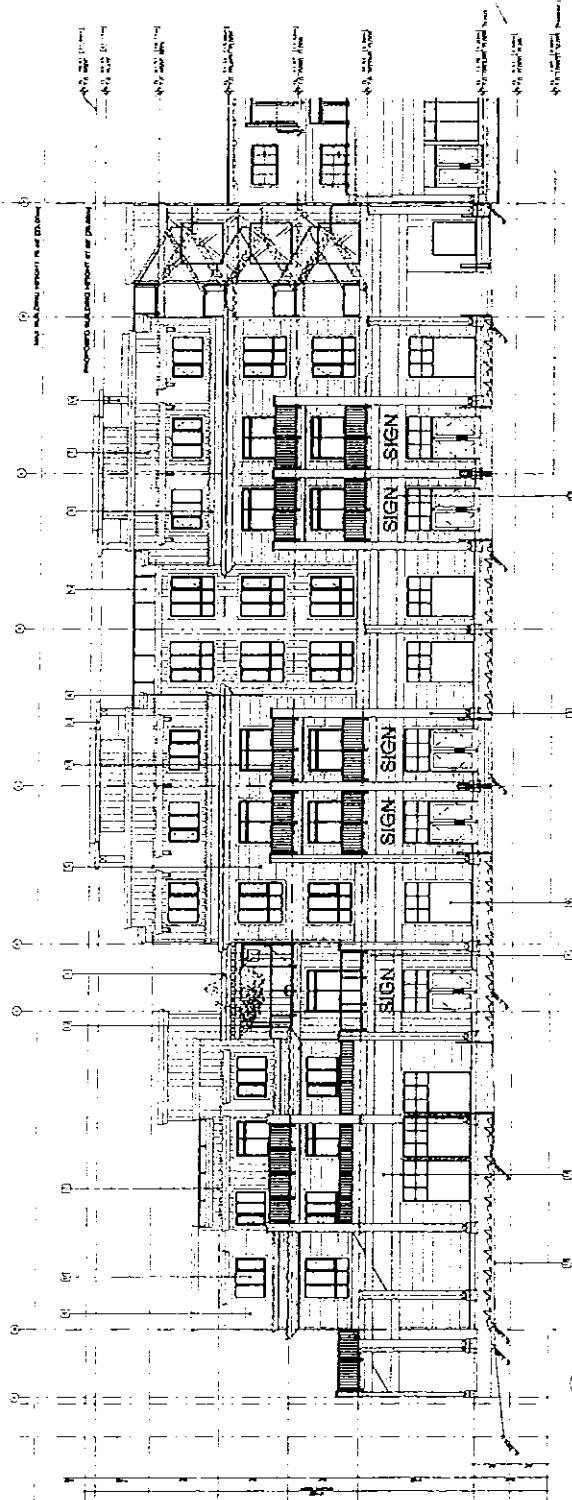




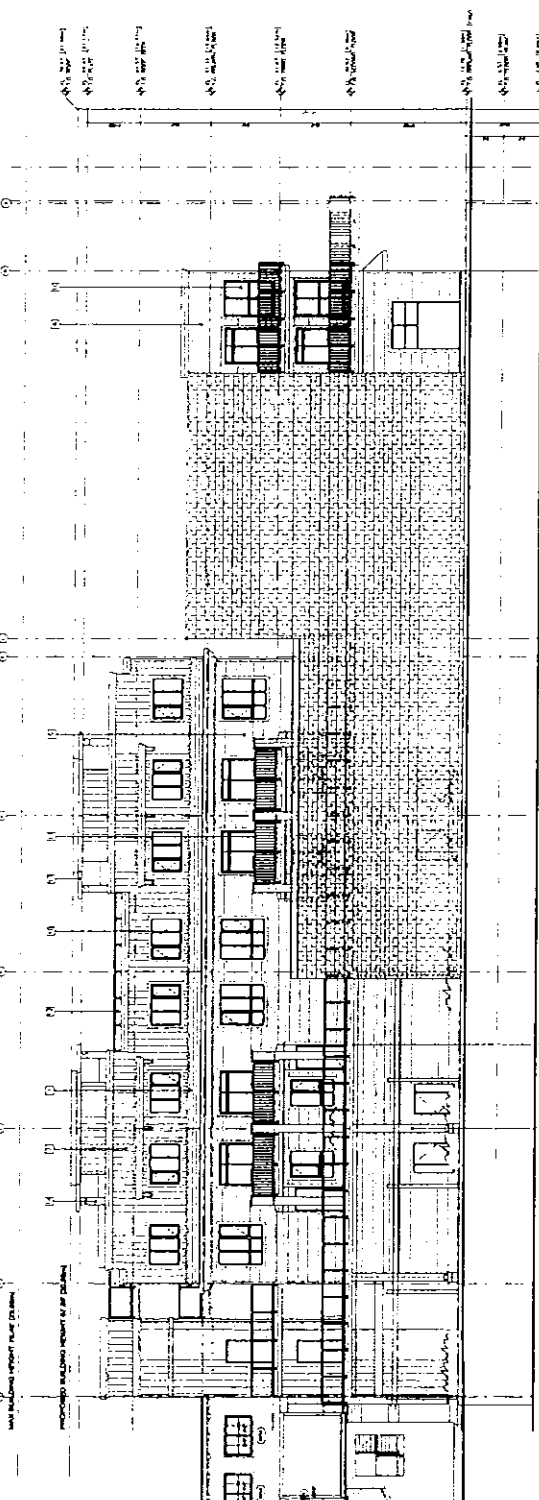


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- ATTENTION: SEE SHEET A-302 FOR FLOOD PLANS AND ELEVATIONS
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SEE SHEET A-302 FOR FLOOD PLANS AND ELEVATIONS



SEE SHEET A-302 FOR FLOOD PLANS AND ELEVATIONS

ARCHITECT: [Firm Name]

DATE: [Date]

PROJECT: [Project Name]

SHEET: [Sheet Number]

SCALE: [Scale]

NOTES: [Notes]

Considerations for Rezoning

13060 No2 Road

RZ 06-331350

Prior to final adoption of Zoning Amendment Bylaw 8291, the developer is required to complete the following requirements:

- Dedication of 8.0 m² for a 4.0 m. x 4.0 m. corner cut at the southwest corner of the site, at the intersection of No. 2 Road and London Road.
- In accordance with the City's Flood Management Strategy, the applicant is required to register a Flood Indemnification Covenant on title referencing the minimum habitable elevation for the area, which is 2.6 m (geodetic).
- Submission and processing a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to issuance of a Building Permit*, the developer is required to complete the following requirements:

- Encroachment Agreement, including an indemnity clause, for moveable planters and stairs that encroach on the existing S.R.O.W. along No2 Road, and moveable planters and cantilevered steps (maximum of two) that encroach on London Road R.O.W.
- Restrictive covenant to ensure that footings are located lower than the - 0.92 m. geodetic depth of the existing sewer to minimize pressure of the footings on the sewer line.
- Enter into the City's standard Servicing Agreement to design and construction of the frontage improvements along No. 2 Road. Works are to include but not limited to Curb/gutter, minimum 2.0 m. wide grassed and treed boulevard, 2.0 m. wide concrete sidewalk, street lighting and storm sewer.
- Submission of 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 original on file]

Signed

Date

(*) denotes that a separate application to the City is required



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8291 (RZ 06-331350)
13060 NO. 2 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 inserting Section 291.191 thereof the following:

"291.191 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/191)"

The intent of this medium-density zoning district is to provide for the shopping, personal service, business, entertainment, mixed commercial/residential and industrial needs of the Steveston area.

291.191.1 PERMITTED USES

- .01 The following uses are permitted 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;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES.
- .02 The following uses are permitted 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**.

291.191.2 PERMITTED DENSITY

- .01 Subject to subsection .02, herein, the maximum **Floor Area Ratio** shall be: 1.38; plus
 - a) an additional 0.07 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **dwelling unit(s)** each one having an individual gross floor area of no more than 47 m² (506 ft²);
 - b) an additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**; and
- .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; unenclosed balconies; covered walkways; bicycle storage areas or garbage & recycling facilities;
 - b) elevator shafts and common stairwells; and
 - c) mechanical and electrical rooms, provided that the total floor area of these facilities does not exceed 75 m² (807 ft²).

291.191.3 MAXIMUM LOT COVERAGE: 54%**191.191.4 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 **Public Road Setbacks:**
 - a) London Road: 3.0 m (9.8 ft.) EXCEPT THAT decks supported by columns forming part of the principal **building** may project up to the **property line**;
 - b) No. 2 Road: 4.5 m (14.76 ft.) EXCEPT THAT
 - i. decks supported by columns forming part of the principal **building** may project into the setback for a distance of not more than 3.0 m. (9.8 ft.) and
 - ii. removable metal stairs, attached to the foundation wall may project into the setback up to the **property line**;
 - c) A parking **structure** may project into the **public road** setback. Such encroachments must be landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the City.
- .02 **Side & Rear Yards:** 0 m (0 ft.).

291.191.5 MAXIMUM HEIGHTS

- .01 **Buildings and Structures:** 21.00 m (68.9 ft.).

291.191.6 OFF-STREET PARKING

Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw EXCEPT THAT the minimum manoeuvring aisle width shall be 6.86 m (22.5 ft.).

291.191.7 SIGNAGE

Signage shall be in accordance with the City of Richmond Sign Bylaw No. 5560, as amended, as it applies to development in the "Steveston Commercial (Three-Storey) District (C5)".

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/191)**:

P.I.D. 003-585-948

Lot "A" Section 18 Block 3 North Range 6 New Westminster District Plan 6879

3. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8291".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>ll</i>
APPROVED by Director or Solicitor <i>MCB</i>

MAYOR

CORPORATE OFFICER