



City of Richmond

Report to Committee

To: Planning Committee

Date: November 9, 2018

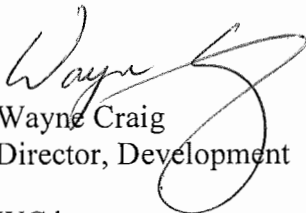
From: Wayne Craig
Director, Development

File: RZ 15-702486

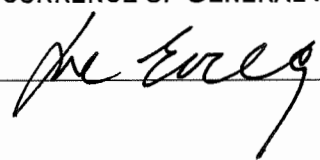
Re: Application by Oris (Dyke Road) Development Corp. for Rezoning at 6091 and 6111 Dyke Road from Light Industrial (IL) to Commercial Mixed Use – London Landing (Steveston)(ZMU40)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 to create the “Commercial Mixed Use – London Landing (Steveston)(ZMU40)” zone, and to rezone 6091 and 6111 Dyke Road from “Light Industrial (IL)” to “Commercial Mixed Use – London Landing (Steveston) (ZMU 40)”, be introduced and given first reading.


Wayne Craig
Director, Development

WC:ke
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	

Staff Report

Origin

Oris (Dyke Road) Development Corp. has applied to the City of Richmond for permission to rezone 6091 and 6111 Dyke Road (Attachment 1) from “Light Industrial (IL)” to a new site-specific “Commercial Mixed Use – London Landing (Steveston)(ZMU40)” zone to permit a mixed use project containing approximately 130 sq. m (1,400 sq. ft.) of commercial and/or industrial space and 12 residential units totalling approximately 2,025 sq. m (21,797 sq. ft.). One vehicle access is proposed to the parkade structure for the project along the Dyke Road (west frontage) of the site (Attachment 2 – conceptual development plans).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is contained in Attachment 3.

Surrounding Development

Each of the properties under application contains a two storey industrial building with associated paved areas surrounding the building for vehicle parking and site circulation.

To the North: A site zoned “Light Industrial (IL)” containing one and two storey existing industrial related buildings.

To the South: A provincially designated Riparian Management Area (RMA)(15 m). Across Dyke Road to the south is a public pathway.

To the East: An existing four storey residential apartment complex at 13251 Princess Street (Nakade development)

To the West: An existing mixed use development located on the west side of Dyke Road at 6168 Dyke Road (The Pier). A RMA (15 m) at the south west and west portion of the site associated the existing watercourse running along the south portion of the site.

Related Policies & Studies

Steveston Area Plan – London/Princess Sub Area

The subject site is located in the London/Princess Sub Area of the Steveston Area Plan Official Community Plan (OCP) and is designated “Mixed Use” in the land use map for the area (Attachment 4). This designation allows for commercial and industrial uses in the same building, including residential and/or office uses above grade. The proposal for a mixed use development containing a parking structure below grade with commercial/industrial and residential uses above is consistent with the OCP.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood plain covenant (identifying a minimum habitable elevation 2.9 m GSC) on title is required prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, a voluntary cash-in-lieu contribution of \$10 per sq. ft. of buildable residential area is proposed as part of the maximum density (1.45 FAR) applicable to the project. The 12 residential units is below the 60 residential unit threshold that requires developments to provide built affordable housing units, therefore a cash-in-lieu contribution of \$210,797 is proposed as a rezoning consideration for this development.

Public Art

In accordance with the City's Public Art Program, a voluntary cash-in-lieu contribution of \$23,550 (\$0.85 per buildable square foot) is being provided to the City's Public Art Fund.

Public Consultation

A rezoning sign has been installed on the subject property. City staff have received correspondence from:

- The residential strata representing the Nakade development (13251 Princess Street) to the immediate east (Attachment 5).
- A resident who lives at the development at 6168 Dyke Road to the west across Dyke Road (Attachment 6).

The following is a brief summary of the comments/concerns received in the correspondence from 13251 Princess Street (Nakade development) followed by the applicant responses (in ***bold italics***). Detailed applicant responses to the correspondence are contained in Attachment 7.

- Construction and site preparation related impacts to the surrounding area and existing Nakade development and measures to mitigate any negative impacts.
The applicant has met directly with the residents/strata and has indicated they will monitor surrounding buildings (through survey tags and benchmarks) and undertake photographic documentation to record existing conditions on neighbouring properties and will work with residents of the Nakade development to identify and resolve any issues arising from redevelopment. The applicant indicates that preloading or piling activities are not anticipated based on preliminary discussions they have had with their geotechnical engineer and experience with previous projects in the area.
- Site design and overall massing and resulting impacts to neighbouring developments.
The development has been pushed to the north and provided for a 3 m setback on the east property line (similar to the setback provided on the Nakade development) and minimal windows placed on the east side of the proposed development to address privacy concerns. This approach mitigates shadowing impacts to the neighbouring

development, which is demonstrated through comparative shadow diagrams submitted for current conditions and those associated with the proposed development (see Attachment 2 for shadow diagrams).

- Proposed vehicle access and impacts to Dyke Road (traffic circulation).
A report from a Transportation consultant was provided to assess the proposed access and traffic impacts on surrounding roads (note: additional information in response to this concern is contained in the forthcoming "Transportation and Site Access" section of this report).
- Potential for any significant grade differences between the subject development site and Nakade development as a result of the proposed development.
There will be minimal difference between the grading of the two developments. Where a grade difference is evident, any required retaining walls and fencing will be kept low. The applicant anticipates that the grade difference will range from 0.2 m to 0.5 m.
- Concerns about if the development proposal will result in any impacts to the existing pathway (private) on the south portion of the Nakade development.
There will be no impacts. The pathway located along the south portion of the proposed development will be private providing for on-site circulation only with no connection proposed to adjoining sites.

The following is a brief summary of the comments/concerns received in the correspondence from a resident at 6168 Dyke Road (Kawaki/The Pier development) followed by the applicant responses (in ***bold italics***). Detailed applicant responses to the correspondence are contained in Attachment 8.

- Concerns about the conceptual development plans for surrounding properties included in this submission for the subject project.
The renderings for the development proposal showing a conceptual massing diagram of the neighbouring areas to the north is to provide context and confirmation that adjacent sites can be redeveloped in accordance with the OCP. Any application on the adjacent sites will be subject to the typical development review process.
- How the overall form of development, massing and roof forms integrates with existing developments in the surrounding area, particularly the residential developments to the east and impacts of the proposed rooftop elevator structures to surrounding developments.
The project's design references existing residential developments to the east. In response to the site geometry and surrounding context, the building design is intended to provide a transition from heritage residential developments to the east and mixed use building forms in the area between Princess Street and No. 2 Road. The applicant has indicated that the height of the roof access areas has been adjusted to meet minimum height requirements for the elevator/stairwell access with the structures located away from the building edge to minimize visibility and incorporates a shallow sloping roof, similar to surrounding existing developments.

- Comment that the building form and setbacks to Dyke Road (north-south portion) should be similar to the mixed use development on the west side of the street (Kiwaki/The Pier). *Revisions to the project provides for a similar approach to developments to the west with the at grade level 1 setback 1.5 m from the street and a 6 m setback for levels 2-4. The decks that encroach into this setback are designed to have slim profiles with structural glass rails.*
- Potential impacts to the existing watercourse along the site's south edge. *The setback to the existing designated RMA for the watercourse is compliant with Provincial regulations (note: additional information in response to this concern is contained in the forthcoming "Project Response to Riparian Management Area" section of this report).*
- Proposed vehicle access and impacts to Dyke Road (traffic circulation). *A report from a Transportation consultant has been submitted to assess the proposed access and traffic impacts on surrounding roads (note: additional information in response to this concern is contained in the forthcoming "Transportation and Site Access" section of this report).*

A Development Permit application will be required to assess external form and character of the project. These comments related to urban design and architecture will be reviewed again at this time.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Built Form and Architectural Character

The proposed built form consists of a 4 storey building over one level of structured parking situated below the finished grade of the site. Two separate roof-top structures providing access to the private rooftop decks (through two separate elevator lifts and stairs) are setback back from the building edge to minimize visibility from the surrounding streets. These access structures also provide for washrooms, covered outdoor cooking areas and storage for these rooftop deck spaces. The elevator lifts will allow for these private rooftop outdoor areas to be fully accessible. The applicant indicates that the inclusion of these additional unit amenities within the rooftop structures (outdoor kitchens, powder rooms and small areas for storage) make these rooftop spaces more functional for the unit residents and the location and size of the rooftop structures does not negatively impact or shadow neighbouring areas.

The subject site has a significant amount of streetscape frontage along the west and south portions of the site fronting Dyke Road and the building's design responds to the site geometry.

Other factors impacting the built form include the required setback to the existing designated RMA for the watercourse along the south of the site and resulting compact building form that mitigates shadowing and minimize impacts to south and southwest oriented views from neighbouring residential developments.

On-site pedestrian circulation is provided to access the residential lobby fronting Dyke Road. Along the north and east edges of the site, pathways provide access to the outdoor amenity space and access to the residential units from this open space. A private pathway situated along the south edge of the site that is located outside of and adjacent to the RMA provides a private on-site connection to the frontage improvements proposed on the north-south portion of Dyke Road. This is intended as a private pathway only providing on-site circulation with no connection proposed to neighbouring sites. Detailed design, finishing and landscaping of the on-site private pathway will be completed through the Development Permit review process.

The development is composed of three distinctive but complimentary building designs specific to each portion of the development: adjacent to the residential development (Nakade) to the east, the angled portion of the building at the curve of Dyke Road and the street fronting building along the north-south portion of Dyke Road. The purpose of this design approach provides for a transition from the existing residential building forms to the east (lower density detached and multi-family residential developments) to the higher-density mixed use building forms in the designated “Mixed Use” area around Dyke Road and London Road. The proposed design is consistent with the Steveston Area Plan (London/Princess Sub Area), which supports a mix of distinctively designed buildings coming together to create an urban environment unique to this area.

Proposed Zoning District – Commercial Mixed Use

“Commercial Mixed Use – London Landing (Steveston)(ZMU 40)” is a new zoning district created for this proposed mixed use development providing for a commercial unit at the north west portion of the site fronting Dyke Road and 12 residential units over a structured parkade below grade. The proposed zoning district allows for apartment housing for the 9 units accessed through common elevators and townhousing for the 3 units at grade and accessed through the common outdoor courtyard. Proposed commercial/industrial uses included in the zone are consistent with the activities permitted in the area and coordinated with the on-site parking. The proposed zoning regulations on density, coverage, building setback and building height are supported on the following basis:

- The proposed maximum density of 1.45 FAR and lot coverage of 55% is consistent with other existing developments in the London/Princess designated “Mixed Use” area.
- Proposed building setbacks along Dyke Road (west) allow for the building to be located close to the street (1.5 m) with upper floors setback 6 m and allowances for unenclosed deck projections (up to 3.2 m into the 6 m setback). The building setback (10 m minimum) from Dyke Road (south) adjacent to the existing watercourse is determined largely by the required setback to the RMA.
- Building setbacks to the east are proposed at 3 m and are the same to the setbacks provided for the neighbouring Nakade development. Building setbacks to the north along the existing industrial site are proposed at 3 m for level 1(at grade) and 2 m for levels 2-4.

Transportation and Site Access

The proposed vehicle access to the development's parkade structure is situated as far north as possible, away from the point Dyke Road curves north. Currently, each of the subject sites has a vehicle access to the north-south portion of Dyke Road. The southern site at 6111 Dyke Road has vehicle access in close proximity to where Dyke Road curves north. The proposed access to the mixed-use development is an improvement from the existing condition as it will facilitate removal of both existing driveways and sees the vehicle access shift north and away from the curve of the road.

A report from a professional transportation consultant was submitted to review the proposed access to the site, including an examination of the traffic potentially generated by the proposal and capacity of the surrounding roads to support the proposed development. The report identified that that vehicle access to the development is able to accommodate vehicle traffic. City staff reviewed and support the findings of the report from the consultant and note that the potential trip generation from the development is consistent with the "mixed-use" OCP designation for the site. The vehicle access was reviewed and supported by Transportation Division staff.

A total of 24 dedicated off-street parking stalls for the residential units are provided in compliance with Zoning Bylaw requirements. This development allows for the sharing or residential of parking stalls between the required commercial and residential visitor stalls (4 stalls total), which is consistent with the approach for mixed-use projects. For the below grade parkade structure, separate legal agreements will be secured as rezoning considerations (Attachment 9) to require the shared use of the commercial and residential visitor parking stalls, to ensure the parkade entry to remain open during business hours for the non-residential uses and also require that floor areas in the parking structure not used for parking cannot be used for habitable space and/or storage of goods in accordance with the Flood Plain Protection and Designation Bylaw 8204.

In response to the limited road frontage and access along Dyke Road (north-south portion only), a loading area lay-by is proposed to be incorporated into the Dyke Road frontage upgrades to the west of the subject site in lieu of a dedicated on-site loading space. Design and construction of the frontage works, including provisions for the loading area lay-by, will be completed through the Servicing Agreement for the project. As a result, a request to vary the on-site loading space requirements will be included as part of the forthcoming Development Permit application.

Provisions for Future Public Pathway Connection between Dyke Road and Princess Street

In support of the existing public trail/pathway infrastructure established in the area and the OCP to the north (along the sidewalk on the north side of London Road and the public trail in the former CN Railway corridor) and to the south (waterfront pathway along the south side of Dyke Road), this proposal provides for a potential public pathway connecting from Dyke Road to Princess Street through the designated "Mixed-Use" area. The general parameters of this pathway connection between Dyke Road and Princess Street as it relate to this development proposal is as follows:

- A 3 m wide public access statutory right-of-way along the north edge of the property would be secured through a legal agreement to enable this future connection. The legal agreement and accompanying statutory right-of-way will need to accommodate its location above the development's parkade structure and 1 m cantilevered portions of the building above the first storey.
- The design of the portion of this public pathway on the north edge of the subject site would be for a suitable hard surface treatment (i.e., concrete) for the pathway with appropriate treatment for transition area (i.e., pavers or other different hard surface treatment) to the edge of the building. Design and construction within the public pathway area on the north edge of the site would be part of the Servicing Agreement associated works for this project.

The full public pathway connection to Princess Street would only be achieved through redevelopment of the neighbouring site(s) to the north. The public pathway configuration will need to incorporate Crime Prevention Through Environmental Design (CPTED) measures, be designed to be universally accessible and coordinated with the surrounding developments (new and existing). The public pathway provisions being secured through this development proposal (statutory right-of-way legal agreement and construction through a Servicing Agreement as rezoning considerations) enables options for a future redevelopment proposal to the north to connect and provide the ultimate pathway width and connection to Princess Street.

Project Response to Riparian Management Area

A provincially designated Riparian Management Area (15 m setback) applies to the southern portion of the subject site for the existing watercourse located in the existing Dyke Road allowance to the south. In accordance with Provincial Riparian Area Regulations (RAR), the RMA identifies an applicable setback measurement from the watercourse as a protected area from development and works. The City's Zoning Bylaw 8500 also identifies a 15 m applicable setback regulation due to the RMA. The Provincial RAR allows for variances to the setback to be considered, where a Qualified Environmental Professional (QEP) submits an application and supporting materials to the Province for review to confirm that the requested variance is consistent with Provincial RAR. The applicant's QEP applied to the Province and obtained approval to reduce the RMA setback. As a result of this process, the Province has approved an 11.1 m RMA/Streamside Protection and Enhancement Area (SPEA) setback from the watercourse applicable to this development. In relation to the City's Zoning Bylaw regulations for RMA setbacks, there are provisions allowing for a variance to this setback as approved by the Province through the Riparian Area Regulations. Based on this, a variance or amendment to the Zoning Bylaw to accommodate the 11.1 m RMA/SPEA is not required.

The following is a summary of the proposal's response in relation to the 11.1 m RMA/SPEA setback:

- The proposed mixed use development and related works occur outside of the 11.1 m setback.
- For the portion of the 11.1 m RMA/SPEA located on-site (portion between the private pathway and south property line) and off-site (within the Dyke Road allowance), the applicant's Environmental Consultant will be required to submit a restoration and

enhancement plan and Construction Environmental Management Plan – CEMP for the area, that is compliant with Provincial Regulations, to City staff for review and approval.

- A legal agreement will also be secured as a rezoning consideration (Attachment 9) for the on-site restoration and enhancement area to ensure works are implemented and maintained by the applicant/future strata. A security will be required to secure the on-site landscaping as part of the Development Permit.
- Implementation of the off-site restoration and enhancement works (as per the Environmental Consultant's approved plan) in the Dyke Road allowance will be through a Servicing Agreement, which is a rezoning consideration for this project.

Sustainability Provisions

The BC Energy Step Code (approved by Council on July 16, 2018) will apply to the proposed development. The applicant is aware of this requirement and is working to develop an approach to achieve compliance with the BC Energy Step Code. Compliance with the BC Energy Step Code occurs as part of the building permit process. To ensure that the proposed development submitted as part of the Development Permit application is generally consistent with the BC Energy Step Code requirements (in relation to issues impacting the external form/character of the project addressed through the Development Permit), staff will be requesting a letter of confirmation from the applicant's design/building consultant that the project will achieve compliance so that it can be reviewed in coordination with the Development Permit.

The developer proposes geo-exchange heating and cooling to be provided for the residential units in this development in conjunction with an efficient building envelope (BC Energy Step Code) to reduce energy costs and consumption and decrease greenhouse gas emissions. Within the building, fixtures and appliances are proposed to improve energy efficiency and water usage.

Other sustainability measures to be incorporated provide for landscaped green spaces over the parking podium and selection of drought resistant plan material. In addition to the project respecting the RMA setback, a restoration and enhancement plan will be developed (by a Qualified Environmental Professional – QEP) and implemented for the areas within the RMA setback.

Amenity Space

The proposal provides for an outdoor amenity area at the north east corner of the site in the form of a landscaped courtyard located above the parkade structure. The outdoor amenity complies with area requirements in the OCP (6 sq. m. per unit), with the detailed design and programming to be developed through the Development Permit application process. Indoor amenity space provisions (or cash-in-lieu contribution) are not being provided for in this development as the average unit size in the project exceeds the OCP guideline, which provides an exemption where the average unit size is greater than 148 sq. m per residential unit.

Site Servicing and Frontage Improvements

Servicing related works involve the relocation of the sanitary infrastructure into the road allowance. Frontage improvements generally along the north-south portion of Dyke Road include road, boulevard, sidewalk, an on-street loading lay-by, supporting road infrastructure

(lighting, bollards and signage) and modifications to existing retaining walls. Works to connect the proposed development to new service connections to City water, sanitary and storm systems will also be required as part of this redevelopment. All City servicing, road and frontage improvements will be completed through City a Servicing Agreement(s), which is included as a rezoning consideration for this project (Attachment 9).

Future Development Permit Considerations

A Development Permit processed to a satisfactory level is a rezoning consideration for this project. The forthcoming Development Permit application will examine the following aspects of the project:

- Coordination of on-site landscaping and planting within and around the Streamside Protection and Enhancement Area (SPEA)/RMA in coordination with the restoration and enhancement plan to be submitted by the project QEP. This includes a security (i.e., letter of credit) for works in this area and an associated monitoring period.
- Landscape details, planting and programming of the outdoor amenity area and private pathways providing on-site circulation.
- Additional design and architectural development of the entire project, including refinement of the site's west and south frontages (along Dyke Road).
- A variance request will be included in the Development Permit to address the on-site loading space requirements being provided for in the frontage works for this development.
- Review public comments received on the external form, character and architecture of the project through the rezoning for consideration as part of the processing of the Development Permit application.



Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

This rezoning application is for a mixed used development containing an at grade commercial/industrial unit fronting Dyke Road at the north west portion of the subject site and 12 residential units in a 4 storey building. The development is proposed to be rezoned to the new "Commercial Mixed Use – London Landing (Steveston)(ZMU40)" zoning district. This project complies with the Steveston Area Plan (London/Princess Sub Area), enables frontage and road upgrades consistent with redevelopment in the surrounding area and complies with Provincial RAR regulations for the RMA/SPEA applicable to the site. As a result, staff recommend support of the rezoning application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9953 be introduced and given first reading.



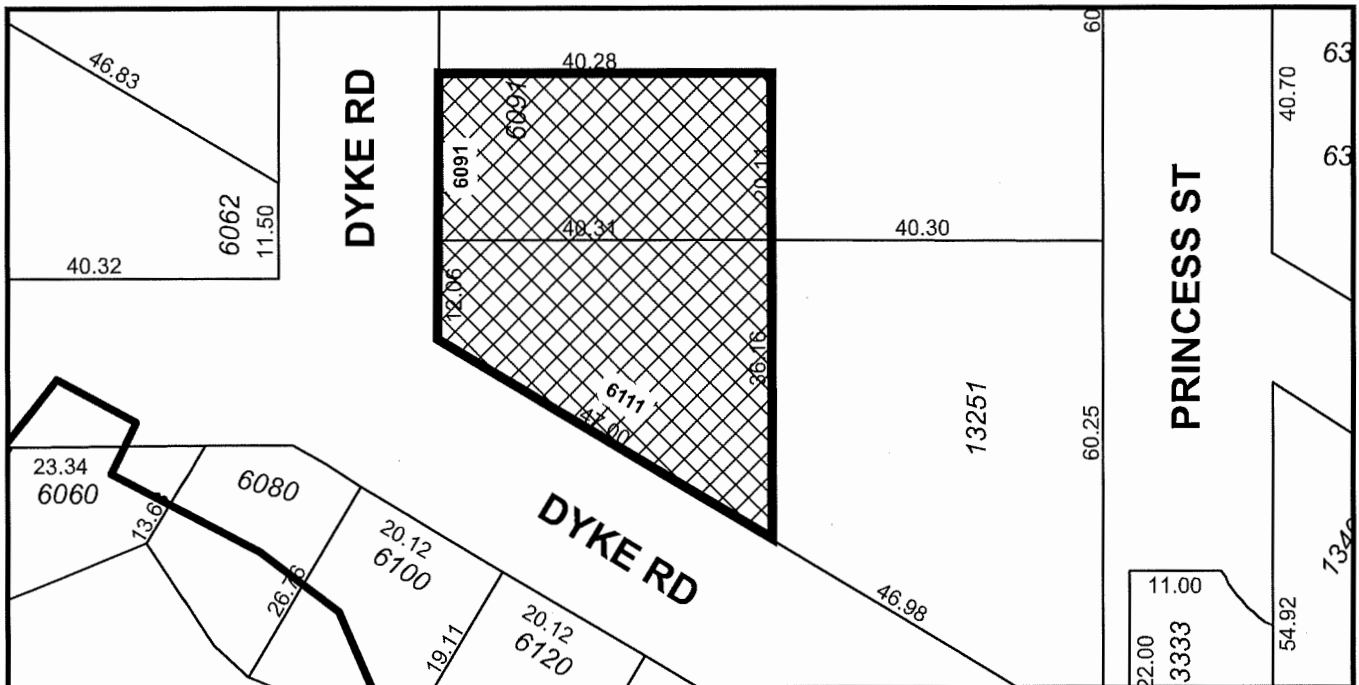
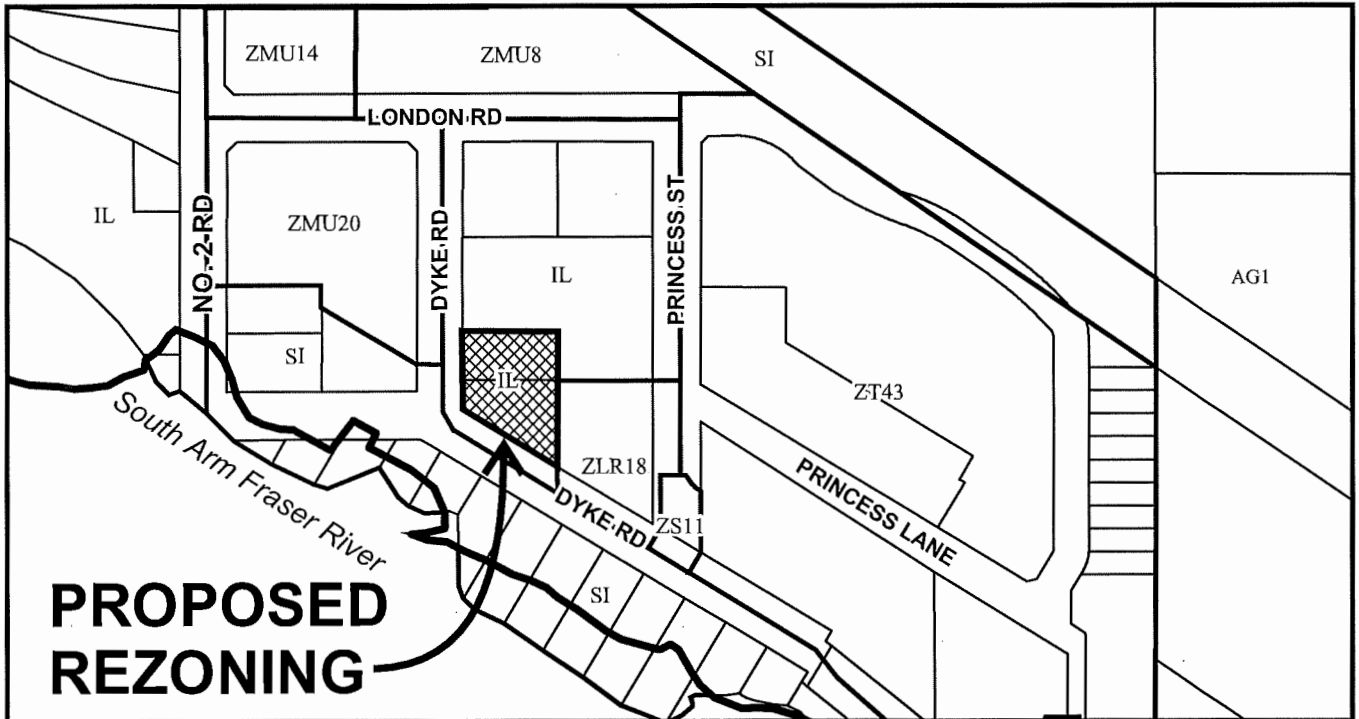
Kevin Eng
Planner 2

KE:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Plan (London/Princess Sub Area)
- Attachment 5: Correspondence – 13251 Princess Street (Nakade development)
- Attachment 6: Correspondence – 6168 Dyke Road (Resident)
- Attachment 7: Applicant response to correspondence – 13251 Princess Street
- Attachment 8: Applicant response to correspondence – 6168 Dyke Road
- Attachment 9: Rezoning Considerations



City of Richmond



	<h2>RZ 15-702486</h2>	<p>Original Date: 07/22/15 Revision Date: 10/17/18 Note: Dimensions are in METRES</p>
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City of Richmond



RZ 15-702486

Original Date: 07/22/15

Revision Date: 10/17/18

Note: Dimensions are in METRES

DATE: 15/04/2017
 DRAWN BY: J. ANDREWS
 CHECKED BY: J. ANDREWS

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 12 UNIT MIXED USE DEVELOPMENT
 6991, 8111 DYKE ROAD
 RICHMOND, BC

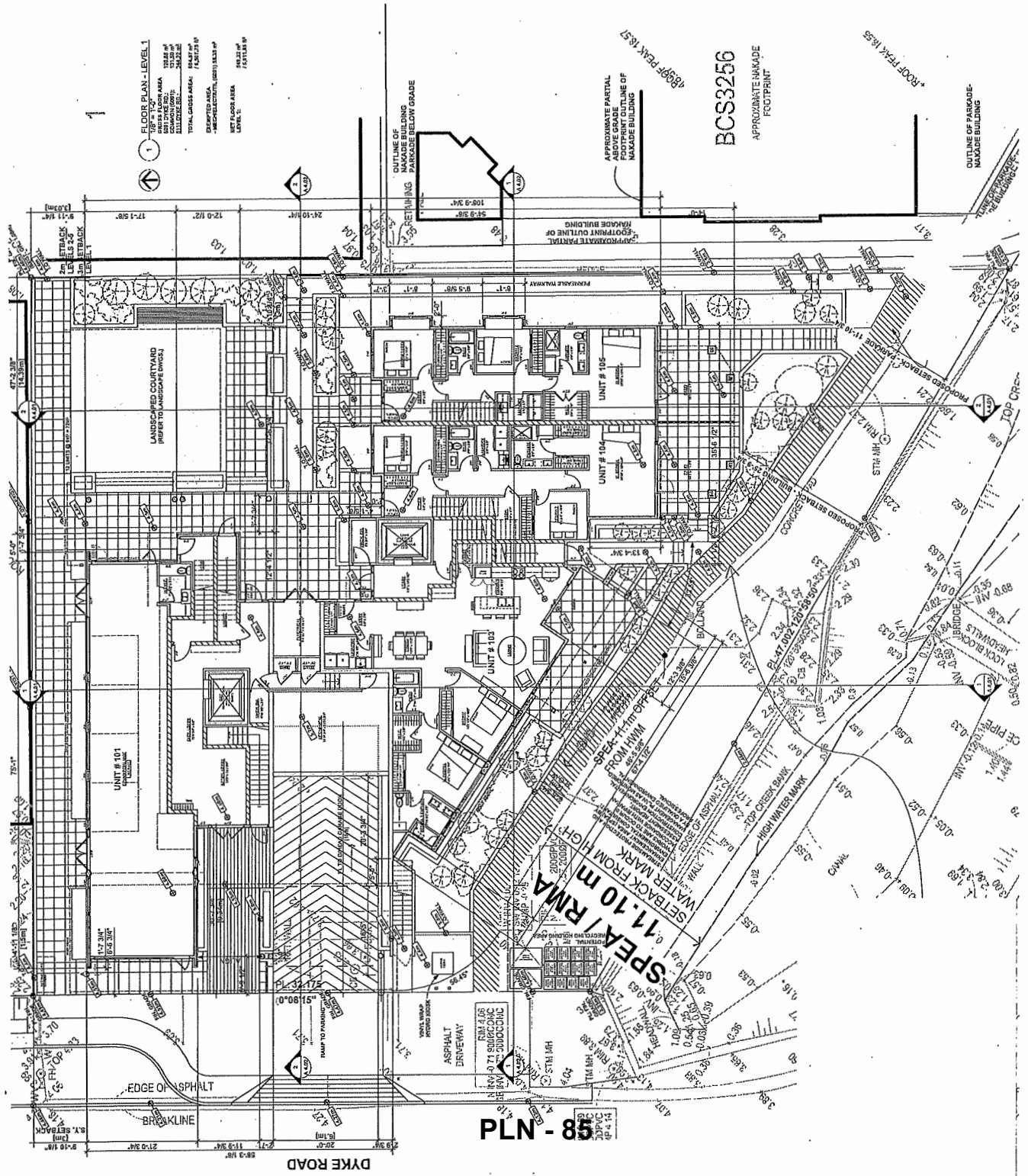
AS NOTED
 APRIL 18, 2017
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 J.A.
 T107/1108

12 UNIT MIXED USE DEVELOPMENT
 6991, 8111 DYKE ROAD
 RICHMOND, BC

SITE / FLOOR PLAN - LEVEL 1

A-2.02

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



1 FLOOR PLAN - LEVEL 1
 12 UNIT MIXED USE DEVELOPMENT
 6991, 8111 DYKE ROAD
 RICHMOND, BC
 TOTAL GROSS AREA: 15,847 SF
 NET GROSS AREA: 15,847 SF
 NET FLOOR AREA: 15,847 SF
 NET AREA: 15,847 SF

58 - PLN

100%
 DATE: 04/16/2017
 DRAWN BY: J. ANDREWS
 CHECKED BY: J. ANDREWS
 PROJECT: 12 UNIT MIXED USE DEVELOPMENT

RZ 15 702486

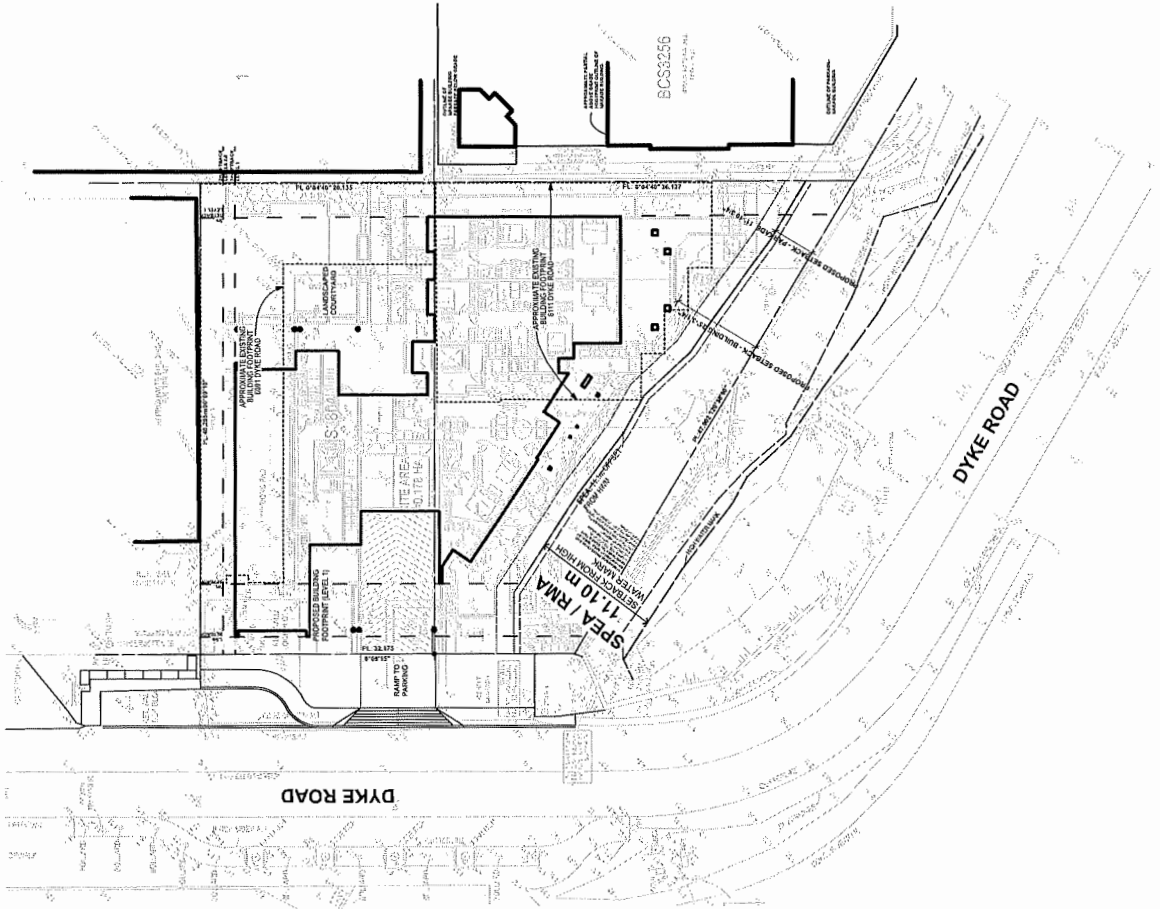
THE ANDREWS ARCHITECTS INC.
 1000 W. 10TH ST. SUITE 100
 RICHMOND, VA 23227
 TEL: 804.771.1728
 FAX: 804.771.1729
 WWW.ANDREWSARCHITECTS.COM

12 UNIT MIXED USE DEVELOPMENT
 6091, 6111 DYKE ROAD
 RICHMOND, VA

SITE / FLOOR PLAN - PARKING LEVEL

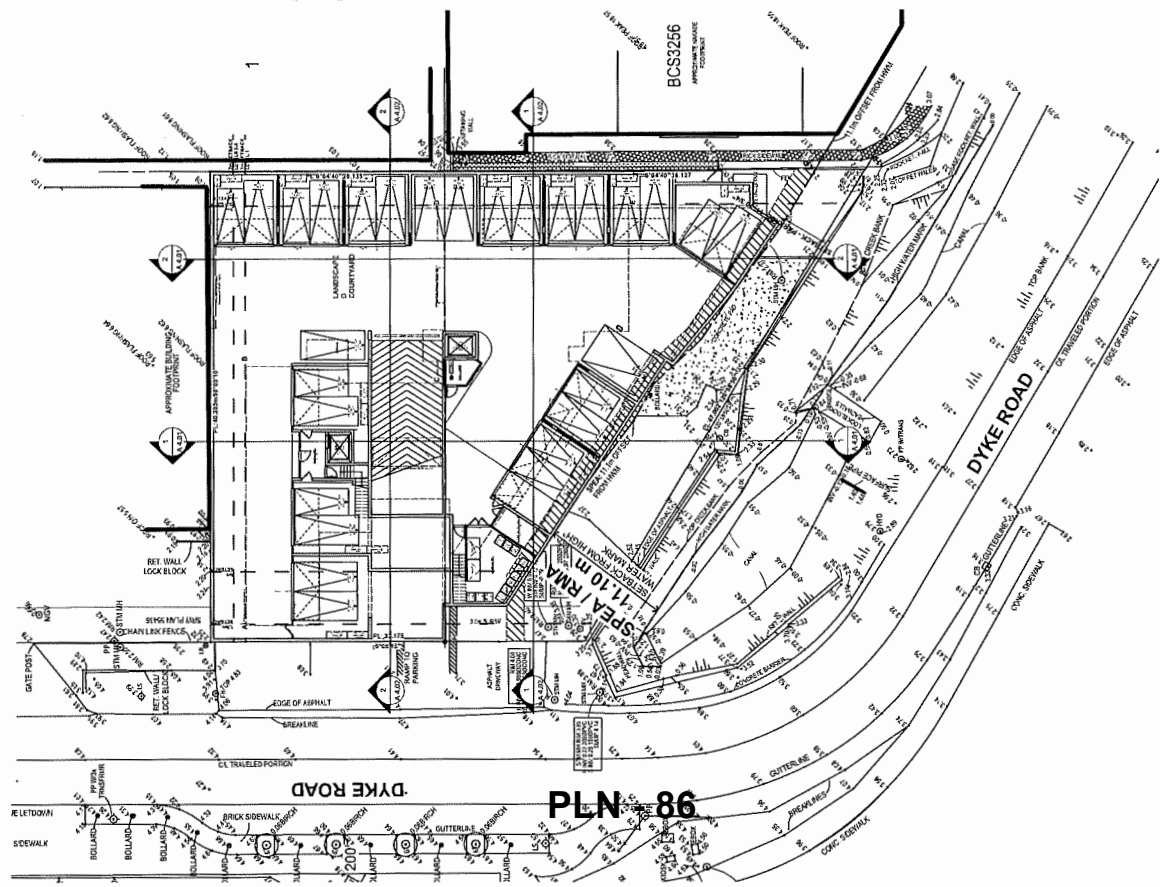
AS NOTED
 APRIL 16, 2017
 WA
 DR

A-2.02a



2 SITE PLAN SURVEY - LEVEL 1
 1/8" = 1'-0"

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



1 SITE PLAN SURVEY - LEVEL 0 - PARKING
 1/8" = 1'-0"

89-17N

12 UNIT MIXED USE DEVELOPMENT
 6001, 6111 DYKE ROAD
 RICHMOND, BC

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 12 UNIT MIXED USE DEVELOPMENT
 6001, 6111 DYKE ROAD
 RICHMOND, BC

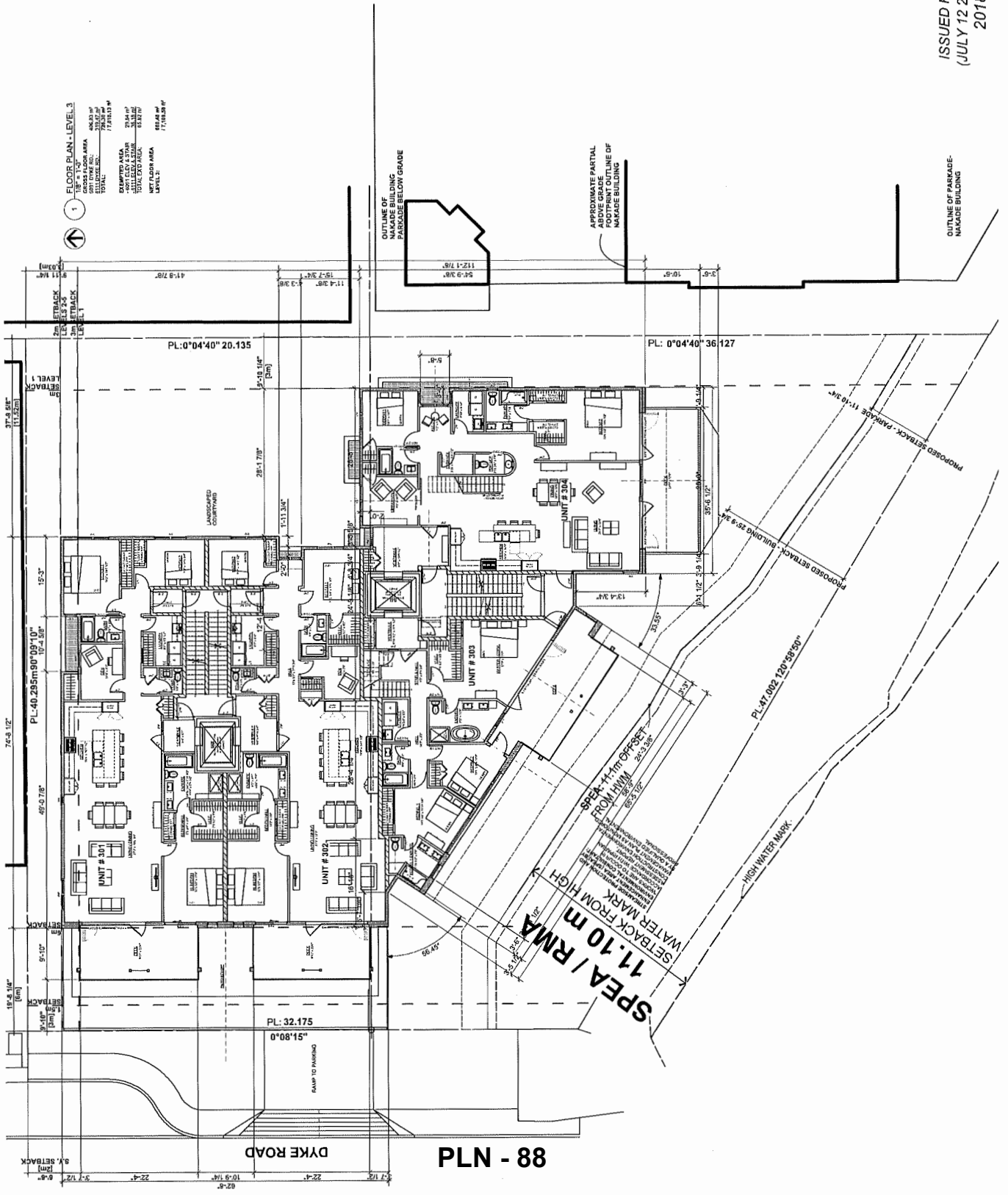
12 UNIT MIXED USE DEVELOPMENT
 6001, 6111 DYKE ROAD
 RICHMOND, BC

FLOOR PLAN - LEVEL 3

AS NOTED
 APRIL 16, 2017
 CHECKED BY: [Name]
 PROJECT NO.: 15017 / 1708

A-2.04

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



88 - N1P

DYKE ROAD

LEVEL	GROSS AREA (m ²)	LESS COMMON (m ²)	LESS EXEMPTED (m ²)	NET FLOOR AREA (m ²)	TOTAL NET FLOOR AREA (m ²)
0	1477.44	133.50	0.00	1343.94	1343.94
1	1477.44	133.50	0.00	1343.94	2687.88
2	1477.44	133.50	0.00	1343.94	4031.82
3	1477.44	133.50	0.00	1343.94	5375.76
4	1477.44	133.50	0.00	1343.94	6719.70
5	1477.44	133.50	0.00	1343.94	8063.64
TOTAL	8866.40	801.00	0.00	8065.40	42722.56

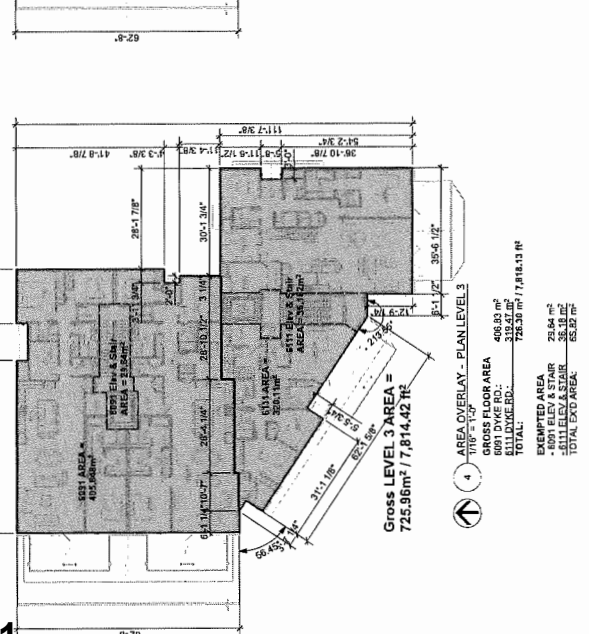
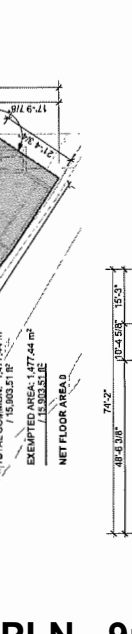
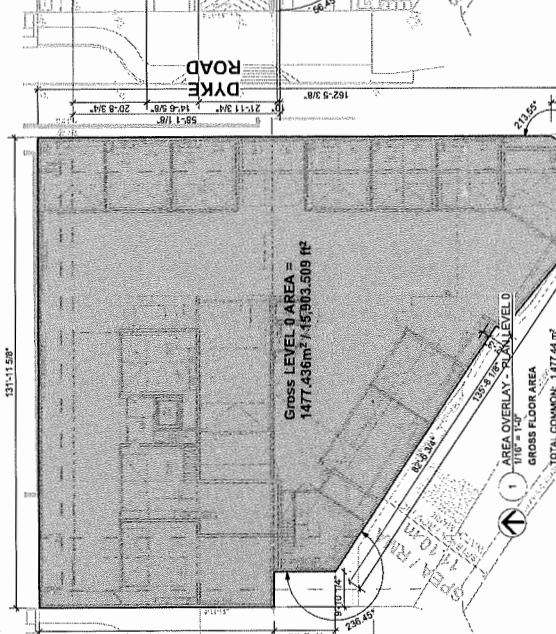
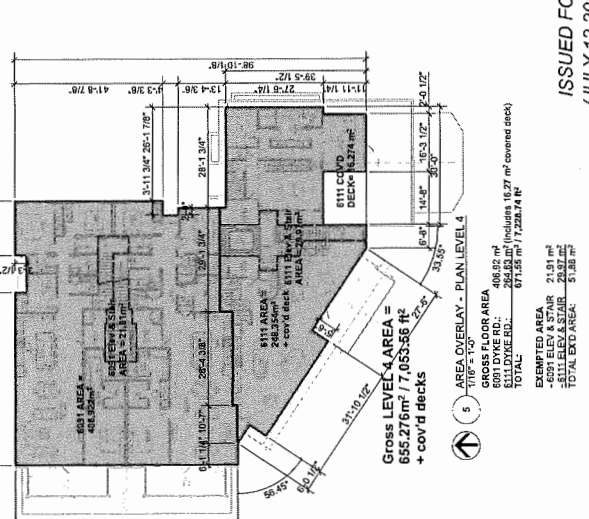
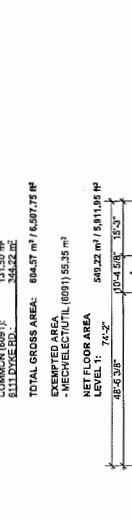
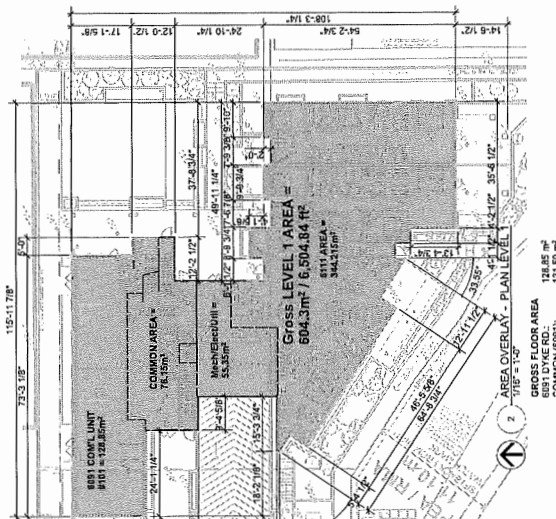
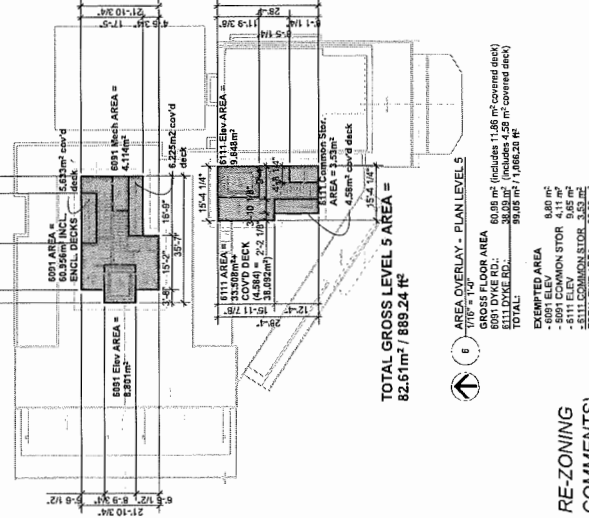
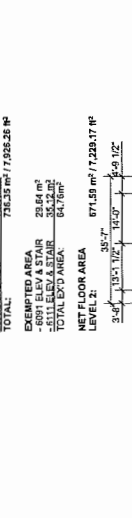
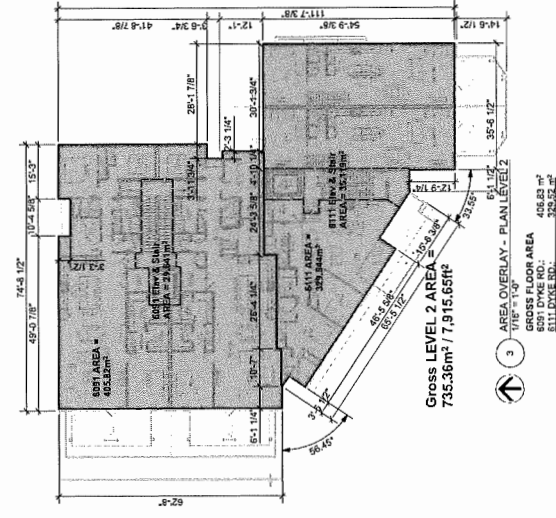
LEVEL	GROSS FLOOR AREA	LESS COMMON	LESS EXEMPTED	NET FLOOR AREA
0	1477.44	133.50	0.00	1343.94
1	1477.44	133.50	0.00	1343.94
2	1477.44	133.50	0.00	1343.94
3	1477.44	133.50	0.00	1343.94
4	1477.44	133.50	0.00	1343.94
5	1477.44	133.50	0.00	1343.94
TOTAL	8866.40	801.00	0.00	8065.40

E.A.B.
NET FLOOR AREA: 8065.40 m²
TOTAL: 8866.40 m²

THE ANDREWS ARCHITECTS INC.
12 UNIT MIXED USE DEVELOPMENT
6091, 8111 DYKE ROAD
RICHMOND, BC

AREA OVERLAYS & DATA
AS NOTED
APRIL 16, 2017
WA
1707 / 1708

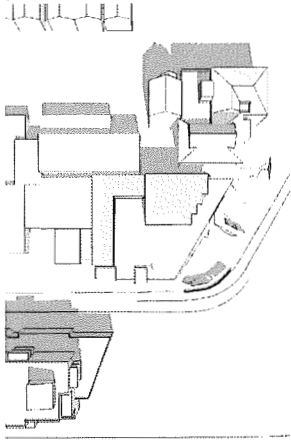
A-1.02



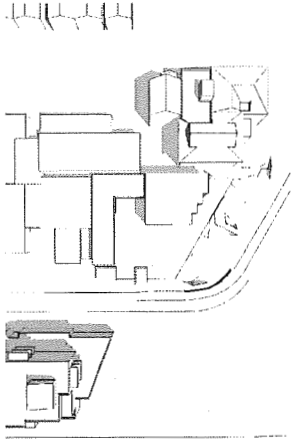
ISSUED FOR RE-ZONING (JULY 12 2018 COMMENTS)
2018 - Oct - 18

EXISTING – SHADOW DIAGRAMS

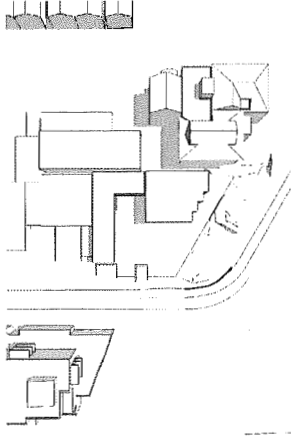
12 UNIT MIXED USE DEVELOPMENT
 12 UNIT MIXED USE DEVELOPMENT
 12 UNIT MIXED USE DEVELOPMENT
 12 UNIT MIXED USE DEVELOPMENT



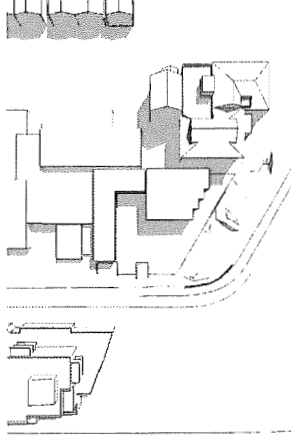
JUNE 21: 4 pm



JUNE 21: 2 pm



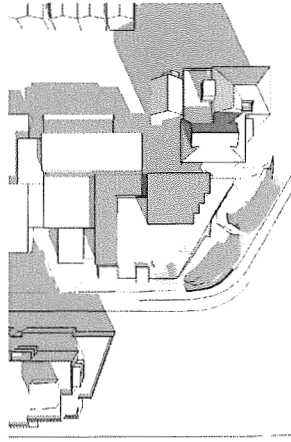
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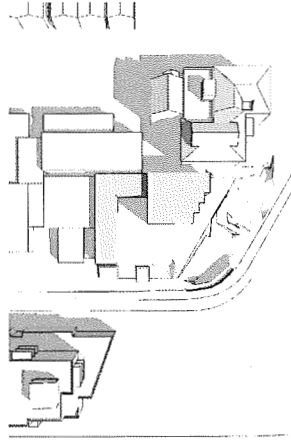
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RZ 15 702486

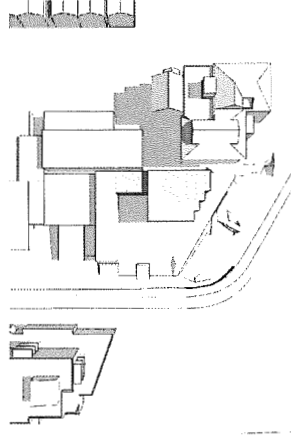
THE ANDREWS ARCHITECTS
 1000 10TH AVENUE, SUITE 1000
 DENVER, CO 80202
 TEL: 303.733.1000
 WWW.ANDREWSARCHITECTS.COM



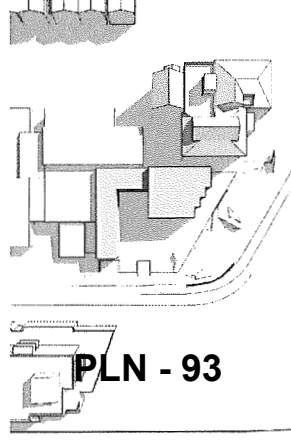
SEPT/MAR 21: 4 pm



SEPT/MAR 21: 2 pm



SEPT/MAR 21: 12 pm



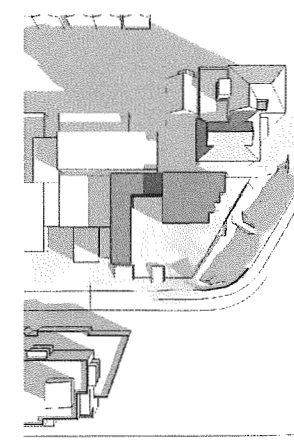
SEPT/MAR 21: 10 am

PLN - 93

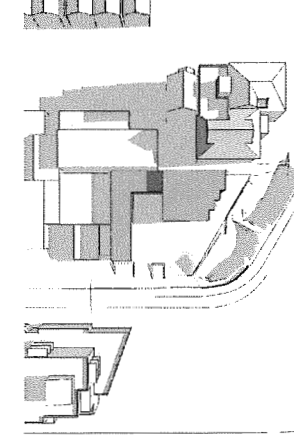
12 UNIT MIXED USE DEVELOPMENT



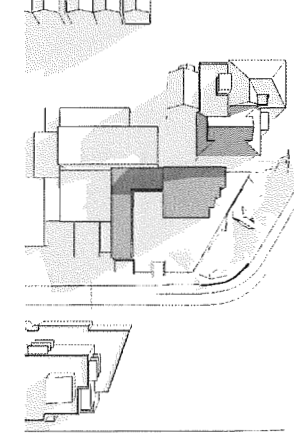
DEC 21: 4 pm



DEC 21: 2 pm



DEC 21: 12 pm



DEC 21: 10 am

ISSUED FOR RE-ZONING A-1.04
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18

DATE: 04/18/2017
 DRAWN BY: J. HARRIS
 CHECKED BY: J. HARRIS
 PROJECT: 12 UNIT MIXED USE DEVELOPMENT

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 1200 10TH AVENUE, SUITE 200
 RICHMOND, VA 23261
 TEL: 804.771.1111
 FAX: 804.771.1112
 WWW.ANDREWSARCHITECTS.COM

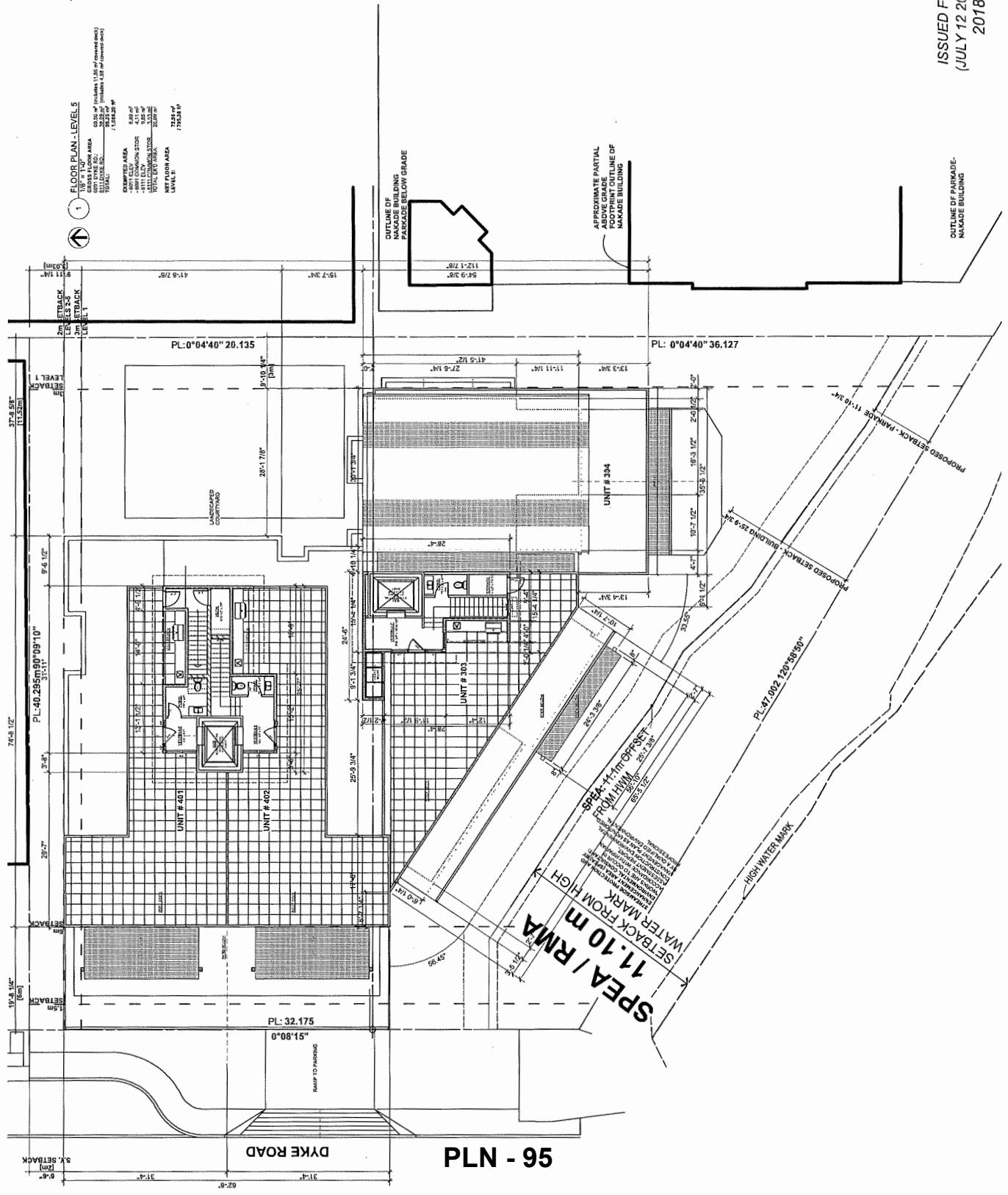
12 UNIT MIXED USE DEVELOPMENT
 8051, 8111 DYKE ROAD
 RICHMOND, VA

FLOOR PLAN - LEVEL 5

AS NOTED
 DATE: APRIL 18, 2017
 PROJECT: 12 UNIT MIXED USE DEVELOPMENT
 SHEET: 170711708

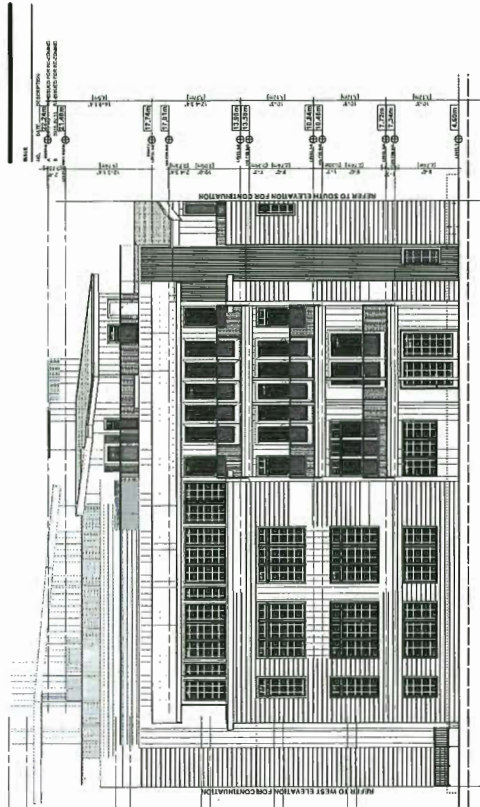
A-2.06

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18



56 - LN - 95

DYKE ROAD



2 SOUTHWEST ELEVATION
1/8" = 1'-0"

LOCAL WEST SIDE COMPANY BUILDING -
BALCONY DECK REFERENCE IMAGE



EXTERIOR MATERIALS & LEGEND:

- 1 ROOFING & FLASHING:
 - 1.1 LOW ALPHABET PLYLUMEN BENT ROOFING
 - 1.2 METAL FLASHING
 - 1.3 BRICKS & TILES
- 2 FINISHES & TRIM:
 - 2.1 FIBRE CEMENT LAP SIDING (HORIZONTAL)
 - 2.2 FIBRE CEMENT PANEL SIDING
 - 2.3 METAL SIDING
 - 2.4 FIBRE CEMENT TRIM AND FACIA BOARDING
- 3 STRUCTURAL ELEMENTS:
 - 3.1 CONCRETE FOUNDATION
 - 3.2 CONCRETE WALLS
 - 3.3 STRUCTURAL STEEL POSTS
 - 3.4 CONCRETE SLABS
- 4 DOORS & WINDOWS:
 - 4.1 ALUMINUM CLAD VINYL WINDOWS & DOORS
 - 4.2 ANODIZED ALUMINUM STORMFRONT DOORS & WINDOWS
 - 4.3 ALUMINUM STORMFRONT DOORS & WINDOWS
 - 4.4 METAL SIDING & FINISHES
 - 4.5 WOOD ALUMINUM VERTICAL SIDING
 - 4.6 METAL CLAD VINYL SIDING
 - 4.7 METAL CLAD VINYL

RZ 15 702486



THE ANDREWS ARCHITECTS INC.
ARCHITECTS

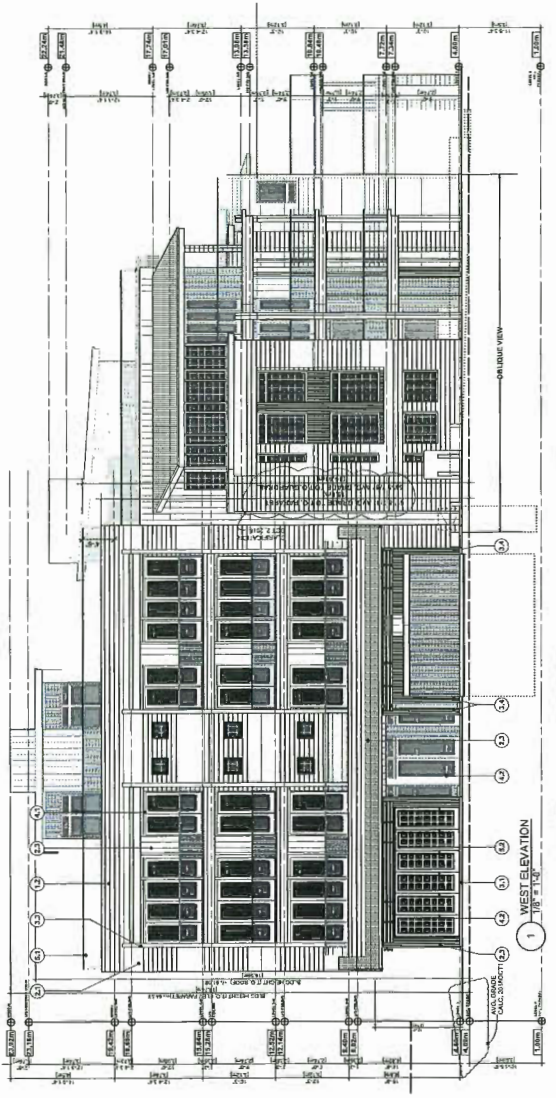
12 UNIT MIXED
USE DEVELOPMENT
8997, 8111 DYKE ROAD
RICHMOND, BC

ELEVATIONS
WEST & SOUTH

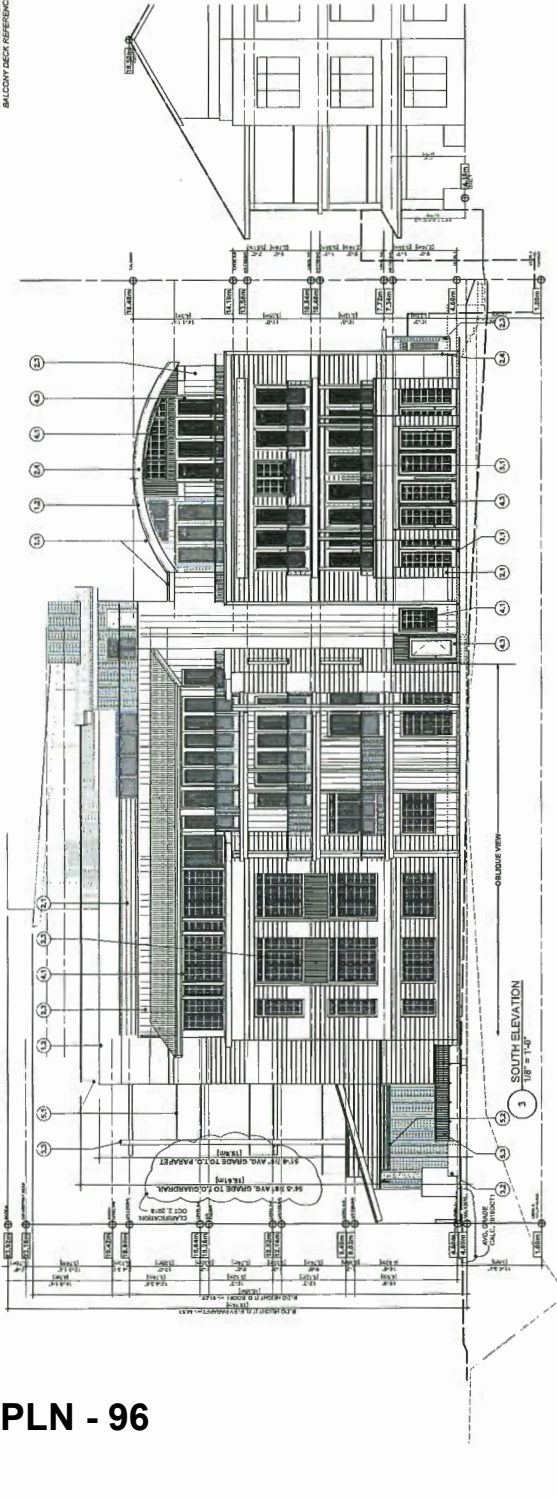
DATE	AS NOTED
DATE	APRIL 18, 2017
DRAWN	WA
PROJECT NO.	1707 / 1708
SCALE	

A-3.01

ISSUED FOR RE-ZONING
(JULY 12 2018 COMMENTS)
2018 - Oct - 18



1 WEST ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"

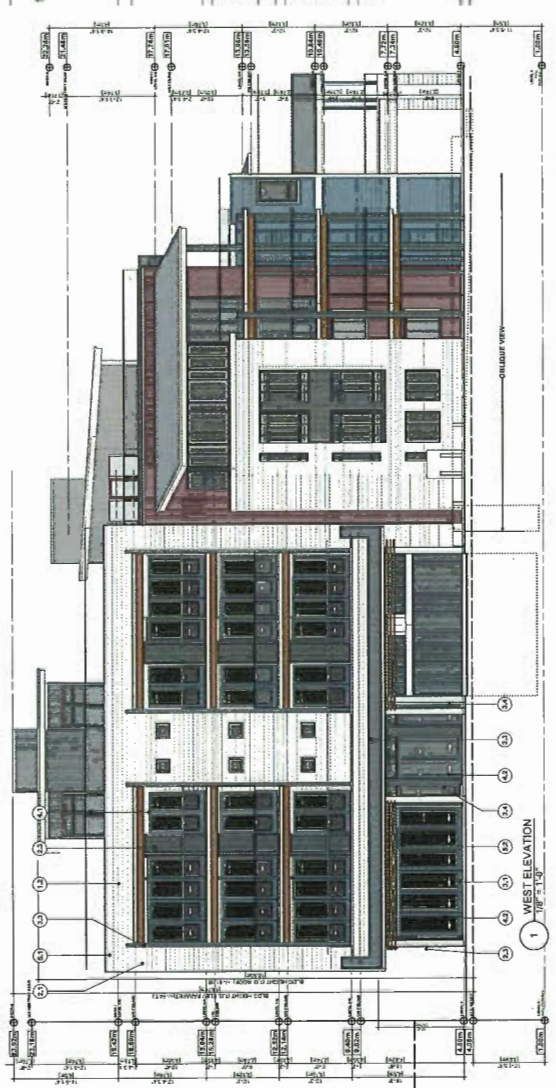
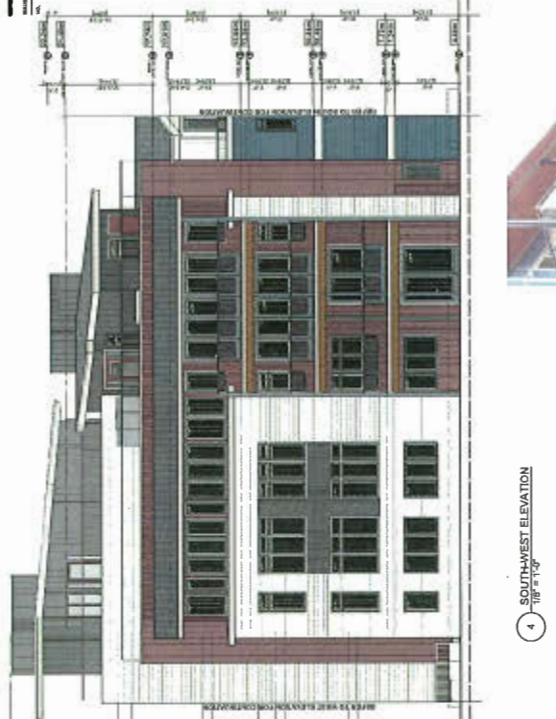
ARCHITECT
 THE ANDREWS ARCHITECTS INC.
 6091 8111 DYKE ROAD
 RICHMOND, BC V6X 4E6
 TEL: 604.273.1234
 WWW.ANDREWSARCHITECTS.COM

CLIENT
 JUBILEE HOUSING CO.

PROJECT
 12 UNIT MIXED USE DEVELOPMENT

DATE
 APRIL 18, 2017

SCALE
 1/8" = 1'-0"



4 SOUTHWEST ELEVATION
1/8" = 1'-0"



EXTERIOR MATERIALS LEGEND:

- 1 ROOFING & FLASHING
- 2 LANDSCAPE APPLICATION (WOOD SHAKES)
- 3 BRICK & TILE
- 4 FRAMING (2x4, 2x6, 2x8, 2x10, 2x12)
- 5 FIBRE CEMENT PANELS (WOOD GRAIN)
- 6 FIBRE CEMENT PANELS (SMOOTH)
- 7 FIBRE CEMENT PANELS (CONCRETE)
- 8 CONCRETE FOUNDATION
- 9 STRUCTURAL STEEL BEAMS
- 10 STRUCTURAL STEEL POSTS
- 11 DOORS & WINDOWS
- 12 ALUMINUM CLADDING
- 13 ANODIZED ALUMINUM WINDOW & DOOR
- 14 BRICK
- 15 BRICK
- 16 BRICK
- 17 BRICK
- 18 BRICK
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- 52 BRICK
- 53 BRICK

THE ANDREWS ARCHITECTS INC.
 ARCHITECTS

6091 8111 DYKE ROAD
 RICHMOND, BC

12 UNIT MIXED USE DEVELOPMENT
 6091 8111 DYKE ROAD
 RICHMOND, BC

ELEVATIONS WEST & SOUTH

AS NOTED
 APRIL 18, 2017
 WA
 1107 / 1708



ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18

DATE: 12/12/17
 BY: J. ANDREWS
 CHECKED: J. ANDREWS
 PROJECT: 12 UNIT MIXED USE DEVELOPMENT

RZ 15 702486

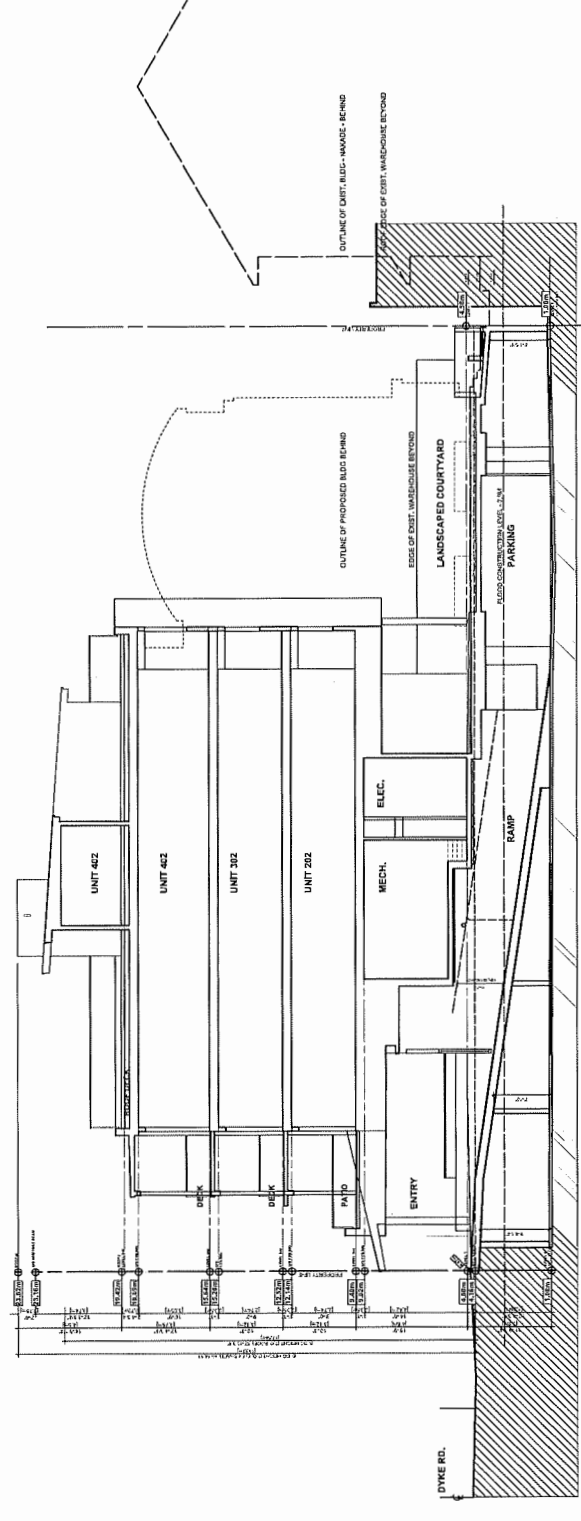
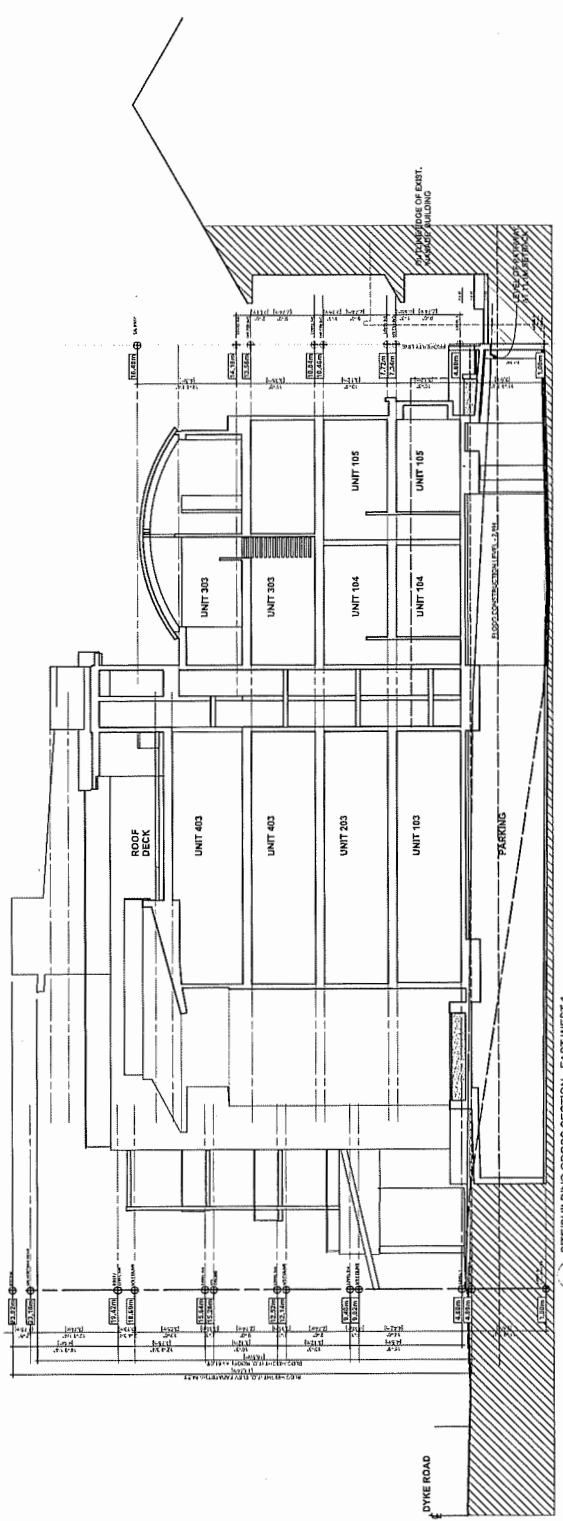
THE ANDREWS ARCHITECTS INC.
 6081, 6111 DYKE ROAD
 RICHMOND, BC

12 UNIT MIXED USE DEVELOPMENT
 6081, 6111 DYKE ROAD
 RICHMOND, BC

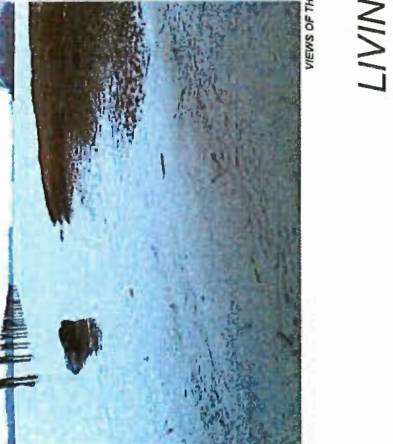
CONCEPTUAL SECTIONS
 EAST WEST

DATE: AS NOTED
 DATE: DEC 2017
 DRAWN: WA
 PROJECT: 1207 / 1708

A-4.02



ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 78



VIEW, LOOKING NORTH, OF THE SITE FROM THE RIVER

VIEWS OF THE SOUTH ARM OF THE FRASER RIVER - THE LOCAL NEIGHBOURHOOD

VIEWS OF THE SOUTH ARM OF THE FRASER RIVER - THE LOCAL NEIGHBOURHOOD

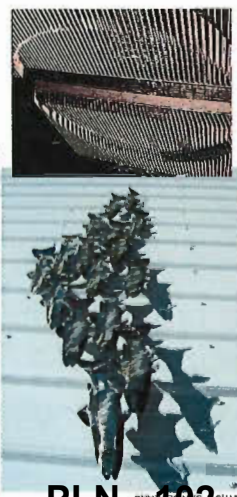
NEARING THE SITE ALONG DYKE ROAD, HEADING WEST

ADJACENT HOUSE
 VINYL WRAPPED FINISH
 RECOGNIZE AND RESPECT THE HERITAGE OF THE AREA.
 REFERENCE HONEST MATERIAL AND COLOR OF THE ADJACENT HOUSE AS WELL AS THE CLADDING TREATMENTS

LONDON FARM
 EXPLORE A VARIETY OF RECREATION OPPORTUNITIES THAT HELP ENRICH LIVING ALONG THE RIVER.

LIVING ALONG THE RIVER

EXPLORE OPPORTUNITIES TO INTEGRATE POTENTIAL OF MARITIME THEMED PUBLIC ART AS WELL AS DECORATIVE CORTEN SCREENS



REFERENCING THE USE OF MARITIME MATERIALS LIKE WOOD, METAL AND GLASS. EXPRESSING BALCONIES AND PATIOS WITH WOOD AND METAL CLADDING AND ADD SQUARE AS APPROPRIATE FRONT-FRONT ROBUST VOCABULARY



ROBUSTNESS AND CIVIL MATERIALS AND LANDSCAPE ALONG A WORKING RIVER

RZ 15 702486

THE ANDREWS ARCHITECTS INC.
 1000 UNIVERSITY AVENUE, SUITE 100
 VANCOUVER, BC V6C 2R8
 TEL: 604.681.1111
 WWW.ANDREWSARCHITECTS.COM

12 UNIT MIXED USE DEVELOPMENT
 6091, 6111 DYKE ROAD
 RICHMOND, BC

CONTEXT + PRECEDENT IMAGES

DATE	AS NOTED
DATE	DEC 2017
DRAWN	WA
PROJECT	1207 / 1708

A-4.03

ISSUED FOR RE-ZONING
 (JULY 12 2018 COMMENTS)
 2018 - Oct - 18

CONTEXTUAL IMAGES

DARKER VERTICAL BOARD SIDING THROUGH STAIRWAYS, NATURAL WOOD FINISHES RELEVANT IN THE HERITAGE OF THE AREA





RZ 15-702486

Attachment 3

Address: 6111 and 6091 Dyke Road

Applicant: Oris (Dyke Road) Development Corp.

Planning Area(s): London/Princess Sub Area – Steveston Area Plan

	Existing	Proposed
Owner:	6091 Dyke Road – Oris (Dyke Road) Development Corp. 6111 Dyke Road -	Proposed to be consolidated into a stratified mixed use development
Site Size (m²):	Approximately 1,781 m ² (consolidated)	No change
Land Uses:	Light industrial	Mixed use development containing at grade commercial and 12 residential units.
OCP London/Princess Sub Area Plan Designation:	Mixed Use	No change - complies
Zoning:	Light Industrial	Commercial Mixed Use – London Landing (Steveston)(ZMU40)
Number of Units:	N/A	1 commercial unit 12 residential units
Other Designations:	Provincially designated Riparian Management Area along the south (Dyke Road) frontage.	Subject site and project must comply with the Provincial Riparian Area Regulations.

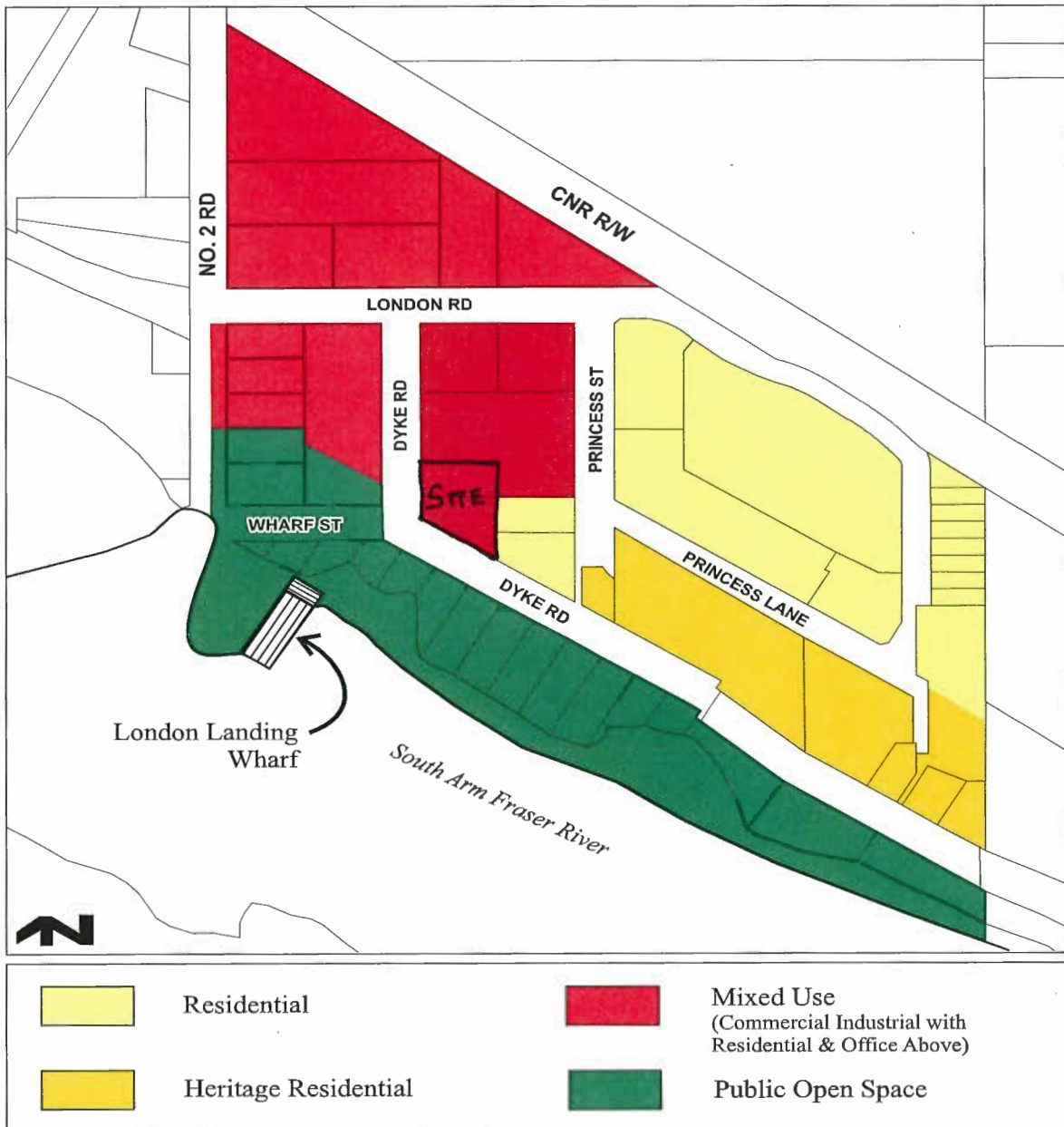
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.45	1.45	none permitted
Buildable Floor Area (m ²):*	2,581 m ² (27,782 ft ²)	2,574 m ² (27,706 ft ²)	none permitted
Lot Coverage (% of lot area):	55%	52%	none
Lot Size:	1,700 m ²	1780 m ²	none
Setbacks (m): Parking structure	South property line 3.5 m Min. setback No minimum setbacks to the west, north and east property lines	South property line 3.6 m Min. setback	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	West property line: No setback requirement except that all portions of the building above the first storey: Min 6 m setback South property line: Min. 10 m North property line: Min. 3 m at grade; Min. 2 m for all portions of the building above the first storey East property line Side: Min. 3 m	West property line: Min. 1.5 m first storey and 6 m for remaining portions of building above the first storey. South property line: Min. 10 m. North property line: Min. 3 m at grade; Min. 2 m for all portions of the building above the first storey East property line Side: Min. 3 m	none
Height (m):	20 m	19.74 m	none
Off-street Parking Spaces – Residential Non-Residential/Visitor (shared)	Residential – 20 stalls Non-Residential/Visitor (shared) – 4 stalls	Residential – 24 stalls Non-Residential/Visitor (shared) – 4 stalls	none
Off-street Loading Spaces	1 medium size loading space	Loading lay-by area incorporated into Dyke Road frontage works	Variance requested
Amenity Space – Outdoor:	6 m ² per unit (12 units @ 72 m ²)	Approximately 80 m ²	none

* Preliminary estimate; not inclusive of parkade structure areas; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

City of Richmond

London/Princess Land Use Map Bylaw 8817
2012/09/24



NAKADE
13251 Princess Street
Richmond, British Columbia
V7E 3S1

April 24, 2018

City of Richmond
Policy Planning Department
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Attention: Mr. Kevin Eng, Planner 2

Re: Development of 6111 and 6091 Dyke Road

Further to our email of April 12, 2018, we are writing to express our concerns with respect to the above captioned development.

Our strata council and some owners met with Mr. Dana Westermark, a representative of the developer, on April 23, 2018, and discussed with him our concerns, so we have the benefit of the developer's comments and thoughts with respect to our concerns.

The following is a description of our concerns regarding the development, along with some of the comments and thoughts we received from the developer regarding our concerns and some of our thoughts as to how our concerns might be mitigated.

Construction Related Damage

We are concerned about damage to our property caused by construction on a neighbouring property. As the construction on the development site is planned to be right to the property line, some damage is inevitable (things like fences being damaged, damage to landscaping and collapse of our soil into adjoining excavations) and we accept that.

The things we are concerned about are the following:

1. Structural or cosmetic damage to our land and buildings in general, but in particular from pre-loading, driving piles and/or significant excavation on the development site; and

2. Having the resulting damage repaired to the same standard as the land and buildings were in prior to the damage and ensuring the developer covers the cost for such.

The developer has told us that the site will not require pre-loading, pile driving or significant excavation for the construction as planned. The developer has said that it will take the following steps to detect and identify any damage caused during the construction period:

1. The contractor will have a surveyor tag our building at a number of points and tag a number of points on the ground to establish a base line and then regularly measure those tags to see if there has been any movement; and
2. The contractor will make a photographic record of parts of the building that are sensitive to movement to establish a base line,

and make such information readily available to us.

We ask the City to confirm that the developer is not required to undertake pre-loading, pile driving or significant excavation for the construction as planned and to let us know if those plans change.

What would lessen our concern on this matter is if the contractor will agree that it will not argue causation with respect to damage caused to our building during or after the construction period, if the damage is or can be reasonably inferred to be caused by movement of the building or vibration of the building and if we could be assured that the developer will have sufficient assets to fund the cost of such damages.

Drainage

We are concerned that the construction of a large building adjacent to ours, with greater lot coverage than the existing buildings, will change the amount of water that ends up on our property and the drainage patterns that exist.

We are concerned that the increase in the amount of water coming on to our property, changes in drainage patterns and an increase in water pressure on our garage walls and floor that could create new water and drainage problems for us, including leaking in our garage, pooling water on our hardscape surfaces and standing water in our gardens.

The developer has stated that the drainage the developer will be required to put in will carry more water from the site to the City storm drains than the existing system on the site does and should lessen our problems.

We also had a discussion with the developer about our possibly doing some remedial work to our drainage system during its construction period and co-ordinating the drainage along the property line. No conclusions were come to and further discussion will be required.

Massing

We are concerned about the size of the building being built next to us and it towering over us. Our preference would be to have a lower building next to us. If a lower building is not something that will happen, we would prefer that the building be stepped back on its East side as it goes up to lessen the apparent size. We do understand any developer will want to maximize the floor space built on a site and our preferences are in opposition to that desire.

When we discussed this concern with the developer, the developer said the fourth floor of the part of the building closest to us was stepped back from the South and the living space on the fourth floor was built into a barrel vault to minimize the massing and loss of light.

We discussed with the developer our concerns about the total height of the proposed building given what we understood to be new flood regulations. The developer said as planned the part of the building nearest to us had a first floor height that was approximately one foot higher than ours, however that was conditional upon the ramp slope for the parking garage being varied from what the City usually required. If the City did not agree to a steeper ramp, the building would start at a higher elevation resulting in a larger apparent mass to us. We strongly urge the City to accept the steeper ramp to keep the building lower in the ground.

We continue to have concerns about the interference of the proposed building on the light to our courtyard, the loss of view and privacy by some of our units.

Grading

We are concerned about the grading and how the developer will grade its property next to ours. That is will there be a difference of grade that will require a retaining wall along the property line.

The developer said it will grade the East boundary of their property to match the existing grade of our property.

Construction Issues

We are concerned about the following issues related to the construction:

1. Living adjacent to a construction zone for a prolonged period of time, with the additional noise and dirt associated with construction;
2. Parking for the constructions workers interfering with local parking; and
3. Access to and from our building, particularly with the ongoing construction on No. 2 Road and the planned construction of the new pump station.

The developer said that it hoped to start construction on the winter/spring of 2019 and that construction will take 18 to 22 months. The construction of the Pier took longer and our concern is that this project will likewise take longer.

There are a number of things the City could do to minimize these impacts as follows:

1. Enforce the City noise by-laws;
2. Require dust suppression on site and a system to clean dirt from the tires of trucks exiting the site;
3. Require the developer to arrange parking for its workers so as to not put more pressure on existing street parking (the developer indicated it was planning to arrange for parking for its workers); and
4. As the site will have little on site storage for materials and awkward access from the road, require the developer to limit the amount of disruption to traffic around the site.

Access Issues After Construction

We are concerned about the changes in parking and traffic patterns after the completion of the development.

The developer pointed out that there were only twelve units in the development, there will be 24 reserved parking slots, four visitor parking slots and there will be some new street parking created.

The parking created by the developer seems sufficient for the residential units, however there is a commercial unit in the building and, depending on the use, there could be significant pressure put on a limited stock of parking in the area. Note that the development site is not proximate to public transit.

As to traffic patterns, the developer pointed out the limited number of units being developed and that it would not markedly affect the number of cars in the area. We understand a traffic study is being undertaken and we would ask the City to provide us with the results of that survey.

Public Pathway

We understand the City is requiring a pathway along the South side of the development site. We are concerned about this pathway and whether it will bring an increase of traffic on to our property and the resulting problems we will suffer as a result. We want to understand the City's plan for the pathway and whether it will connect with the pathway running along the South side of our property.

Design

We are concerned that the proposed design for the development is more in keeping with the Pier and London Station than with the developments to the East.

The developer said the part of the development closest to us was to more closely resemble Nakade, next to that was a transitional element and facing the Pier was an element that more closely resembled the Pier. The developer also said it would be using a colour palate that would tie into the neighbourhood.

General

A number of statements made by the developer lessen our concerns. If there is anything we have stated that is not as the City understands or if there is a change in the proposed development, our concerns may change and we would ask that you inform us of any misunderstanding or change.

If you have any questions or require any further information, please contact Bill Hartley

Yours truly,

Strata Corporation BCS3256

A handwritten signature in black ink, consisting of several overlapping loops and a horizontal stroke, appearing to read 'William Hartley'.

William Hartley
Council Member

cc. Mr. Dana Westermark
Owners of Nakade

Kevin Eng
 Policy Planning Department
 City of Richmond
 6911 No. 3 Road
 Richmond BC V6Y 2C1

April 12, 2018 via email

Re: Proposed Development RZ 15-702486 (6091+6111 Dyke Road)

Kevin,

Thanks very much for spending time with me to review the drawings for the above-noted proposed development. Following our conversations and some further research, I would like to formally submit the following comments. I feel the development as proposed has challenges in context, massing, and vehicle access.

Context:

Many of the renderings in the drawing package portray the proposed building in the context of "potential development" of the lands to the north and north-east of the subject properties. While I appreciate the developer may have an overall vision for the surrounding properties, I note there is no active rezoning plan for these lands. I do not believe it is appropriate to set a precedent with the proposed building for a theoretical development to the north, as opposed to respecting the existing developed corridor to the east.

Both the subject property and the neighbouring Nakade development sit in an area currently designated as Mixed Use (reference 1). In reviewing the development proposal for Nakade (reference 2) there is much reference to supporting and integrating with the existing design principles and examples in the Heritage Precinct to the east. I believe those key Urban Design and Site Planning principles, put forward by the same developer then and noted in the points below, remain relevant today (reference 3):

- to create a 'Heritage Precinct' to provide a signature landmark development that is highly visible along Dyke Rd.
- to mimic the form of the larger heritage homes to the East.
- the built form reduces the mass of the building and complements the Abercrombie House at 13333 Princess St. east of the site.
- facade and design features to have frontage character of heritage homes.
- the fourth storey of the building is designed to be wholly within the sloping roof to minimize its impact on the Abercrombie House.
- design to lighten up the core of the building; stepping back the fourth storey circulation core.

The design and massing of the proposed development should be more aligned to the existing buildings to the east, and the Heritage Precinct that has been so carefully cultivated over time, as a logical continuation and conclusion of the corridor along Dyke Road towards London Farm. As the last developed property along Dyke Rd. facing the river, the proposed development should reflect principles firmly established along that corridor. The current plans do not.

1/3

Massing:

In view of what I see as a more appropriate context, to compliment Nakade, Abercrombie House and the overall Heritage Precinct to the east, the proposed development is simply too large:

- the fourth storey should have a sloped roof to complement the roof forms of all the existing developments along Dyke Road to the East, with a reduction in massing of the fourth storey accordingly. This should include the eastern portion of the proposed building, which currently is designed with a curved roof. The photo reference to the Paramount building has nothing to with these lands historically and the current design does not fit the existing heritage-inspired designs to the east.
- the north face should be stepped back on the third and fourth levels to provide an appropriate interface to the existing two-storey commercial developments to the north, and to reduce visual blockage to neighborhood buildings to the West, North, Northeast, and East.
- the west face of the proposed development reflects the design of The Pier at London Landing across the street, but indicates a setback of only 4.5m above the first storey, versus The Pier's setbacks of 6.24m on the second storey and 7m on storeys above (reference 4, 5). The greater setbacks should be mirrored on the west face of the proposed development for consistency and to maintain an equal southern view corridor to the river on both sides of Dyke Rd.
- the drawings do not clearly indicate how the proposed development adheres to the required 15.15m setback to the south dyke/high water mark. A measurement of 11.10m from HWM to the public path is noted boldly on the plan. The proposal appears to seek a variance to allow 8.62m to the building and 7.56m to the parkade. What is the required setback?
- the elevator structure on the roof is un-necessarily higher than the additional structures on that level, and provides visual distraction and a blocking of views for neighbouring properties. Modern elevating technology should not require a substantially higher shaft for such a building (I note a similar design at The Pier requires no additional height).
- a number of renderings in the submission package should be redone to accurately reflect the greater height of the proposed development in the context of neighbouring buildings. This building will not be equal or lower than the Nakade buildings as some renderings suggest, which is misleading.

Vehicle access:

The proposed location of the residential parkade access is far too close to the curve where Dyke Rd. along the river turns to the north, and raises significant safety concerns. While the occasional car egress for the current uses may have been less problematic, the proposed development allows for 24 parking spaces, which will result in a dramatic increase in vehicle movement.

Dyke Rd. is an increasingly busy corridor given the increased population in the London Landing area, and the increased commercial uses such as the Ember restaurant at The Pier. It also serves drivers seeking alternative routes in and out of the London/Princess/Steveston area, and is an increasingly busy route for recreational cyclists.

Drivers and cyclists approaching on Dyke Rd. from the east are nearly blind to cars coming in or out of the current development as they approach the north turn onto Dyke Rd. The road grade rises to the west as you approach the curve, and as you begin the turn north, the view is obstructed on the right hand side by the yellow cement dividers and the metal railing.

In turn, cars leaving the proposed development will have little visibility to the south, as oncoming traffic will be blocked by the building and the concrete/steel barriers. Drivers and cyclists regularly follow the curve onto Dyke Rd. at speed and will have little time to react to car movements from the proposed development. This is a life-threatening accident waiting to happen.

I appreciate that the subject properties are limited in their vehicle egress options, but the current ramp location is far too close to the corner. Ideally, the development should wait until additional properties to the north can be consolidated such that traffic can be routed according to existing examples - to Princess Rd. to the east, or further north on Dyke Rd. in line with the parkade access to The Pier.

Public Notification:

Lastly, I note that the red Rezoning notification sign was moved this past week. The previously location did not provide the public with a clear indication of what is potentially happening on those sites. The sign was attached to the north face of the steel fencing adjacent to the ditch, low to the ground, partially obstructed by vegetation and at times by vehicles parked in front of it. The sign was not visible whatsoever from the west or the north. It's location suggested visually that something might be happening to the dyke or the metal fencing, not the subject properties. Accordingly I would suggest that more time be added to the public feedback process.

Thank you for the opportunity to provide these comments, and I look forward to your reply concerning how they will be circulated as a part of your process. At the appropriate time in the rezoning process, I will be making these comments directly to Mayor and Council.

Regards,



Roy Oostergo
503-6168 London Rd. Richmond, BC
V7E 0C1
604-275-0276

References:

1. Richmond Official Community Plan, Steveston Area Plan, Bylaw 7100 Schedule 2.4, London/Princess Land Use Map, Page 9-65
2. City of Richmond, Planning and Development, Report to Planning Committee, RZ 04-286813, May 23 2006
3. City of Richmond, Planning and Development, Report to Planning Committee, RZ 04-286813, May 23 2006, page 6 "Urban Design and Site Planning"
4. City of Richmond, Planning and Development, Report to Development Permit Panel, DP 11-575759, April 23 2013, page 7 "Zoning/Compliance Variances", point 2)
5. Commercial Mixed Use (ZMU20) - London Landing (Steveston), (Bylaw 8818, Sep 24/12), section 20.20.6 Yards & Setbacks, item 3. a)

3/3



Oris (Dyke Rd) Development Corp
12235 No 1 Rd, Richmond, BC
V7E 1T6

June 8, 2018

City of Richmond
Policy Planning Department
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1
Attention: Mr. Kevin Eng, Planner 2

RE: Re: Development of 6111 and 6091 Dyke Road (Nakade Letter April 24 2018)

We have included the full letter along with our responses and notes to the queries made by the Strata at Nakade.

Further to our email of April 12, 2018, we are writing to express our concerns with respect to the above captioned development. Our strata council and some owners met with Mr. Dana Westermarck, a representative of the developer, on April 23, 2018, and discussed with him our concerns, so we have the benefit of the developer's comments and thoughts with respect to our concerns. The following is a description of our concerns regarding the development, along with some of the comments and thoughts we received from the developer regarding our concerns and some of our thoughts as to how our concerns might be mitigated.

- **Noted. We confirm meeting with the Strata at this time and discussing the development in detail as to how we can help alleviate any concerns that they have.**

Construction Related Damage

We are concerned about damage to our property caused by construction on a neighbouring property. As the construction on the development site is planned to be right to the property line, some damage is inevitable (things like fences being damaged, damage to landscaping and collapse of our soil into adjoining excavations) and we accept that.

The things we are concerned about are the following:

1. Structural or cosmetic damage to our land and buildings in general, but in particular from pre-loading, driving piles and/or significant excavation on the development site; and
2. Having the resulting damage repaired to the same standard as the land and buildings were in prior to the damage and ensuring the developer covers the cost for such.

The developer has told us that the site will not require pre-loading, pile driving or significant excavation for the construction as planned. The developer has said that it will take the following steps to detect and identify any damage caused during the construction period:

1. The contractor will have a surveyor tag our building at a number of points and tag a number of points on the ground to establish a base line and then regularly measure those tags to see if there has been any movement; and

2. The contractor will make a photographic record of parts of the building that are sensitive to movement to establish a base line, and make such information readily available to us.
3. We confirm that we will complete items 1 and 2 noted above and make this information available for both parties. This will be used to help ensure that we are both aware of any issues as soon as possible so that we can work to rectify these.

We ask the City to confirm that the developer is not required to undertake pre-loading, pile driving or significant excavation for the construction as planned and to let us know if those plans change.

- We can confirm that our site/buildings currently sit at approx 2.3m geodetic. Our parkade slab height is set at approx. 1.25m along this edge with the Nakade site at 3.2-3.45m along East Property Line "PL". This establishes an excavation depth of approx 1.1-1.2m on our site and an edge condition for the Nakade site of approx 2m. We will ensure that all work along this edge conforms to BC Building Code requirements.
- We have built all of the developments within the local vicinity and have discussed the design preliminarily with our geotechnical engineer. We are confident that we will not be required to preload or pile the site to achieve bearing capacity.

What would lessen our concern on this matter is if the contractor will agree that it will not argue causation with respect to damage caused to our building during or after the construction period, if the damage is or can be reasonably inferred to be caused by movement of the building or vibration of the building and if we could be assured that the developer will have sufficient assets to fund the cost of such damages.

- We will comply with all the City of Richmond requirements to construct our building. Secondly, we are proposing to go above and beyond these requirements to survey their building and regularly monitor these points to watch for any movement and take photograph records of the building before, during and after construction. We will ensure to maintain an open and honest dialogue with the Nakade owners on any potential issues. To note, we will carry the required Builders Risk and Wrap-up insurance, including third party liability.

Drainage

We are concerned that the construction of a large building adjacent to ours, with greater lot coverage than the existing buildings, will change the amount of water that ends up on our property and the drainage patterns that exist. We are concerned that the increase in the amount of water coming on to our property, changes in drainage patterns and an increase in water pressure on our garage walls and floor that could create new water and drainage problems for us, including leaking in our garage, pooling water on our hardscape surfaces and standing water in our gardens. The developer has stated that the drainage the developer will be required to put in will carry more water from the site to the City storm drains than the existing system on the site does and should lessen our problems. We also had a discussion with the developer about our possibly doing some remedial work to our drainage system during its construction period and co-ordinating the drainage along the property line. No conclusions were come to and further discussion will be required.

- To confirm our site coverage is proposed at 52%, with the current buildings at 41%. The balance of the current sites are covered in asphalt. Our proposal will actually increase open space and porous site areas for water to naturally percolate. With this in mind, through the mechanical design and City Building Permit review process, the site drainage will be sloped accordingly to ensure that any non-porous portions of the site will be drained into the storm system connecting to the City offsite Storm pipes and not on to our neighbours site. We will also install pressure relief drainage under our slab to alleviate potential issues from a rising water table from affecting our site, similar to what Nakade has.
- We will continue to work with the Nakade Strata to see how we may help them with their drainage issues along the Property Line.

Massing

We are concerned about the size of the building being built next to us and it towering over us. Our preference would be to have a lower building next to us. If a lower building is not something that will happen, we would prefer that the building be stepped back on its East side as it goes up to lessen the apparent size. We do understand any developer will want to maximize the floor space built on a site and our preferences are in opposition to that desire. When we discussed this concern with the developer, the developer said the fourth floor of the part of the building closest to us was stepped back from the South and the living space on the fourth floor was built into a barrel vault to minimize the massing and loss of light. We discussed with the developer our concerns about the total height of the proposed building given what we understood to be new flood regulations. The developer said as planned the part of the building nearest to us had a first floor height that was approximately one foot higher than ours, however that was conditional upon the ramp slope for the parking garage being varied from what the City usually required. If the City did not agree to a steeper ramp, the building would start at a higher elevation resulting in a larger apparent mass to us. We strongly urge the City to accept the steeper ramp to keep the building lower in the ground. We continue to have concerns about the interference of the proposed building on the light to our courtyard, the loss of view and privacy by some of our units.

- Oris has made every effort to reduce these potential affects on our neighbour, while working within the OCP, environmental setbacks and surrounding zoning requirements. The following are a highlight of these:
 - We have brought the building North as far as we can into the site, helping to improve light to the Southern half of the Nakade building.
 - The current building face is 6.7m off of the South PL.
 - The proposed building face is at 10.12m (33') off of the South PL with the decks extending into this area a further 2.5m (8').
 - The proposed building has been pulled back 3m west off of the East PL as compared to where it currently sits on the PL, helping to improve sunlight into the pathway along the edge of Nakade and into the rear courtyard.
 - We have minimized the windows along the Eastern edge of the building where it's closest to the Nakade Building, helping to reduce overlook issues.
 - The barrelled vault roof over this section of the roof will help to increase light into courtyard area during the day.

- During the Development Permit process we will create a shading model to demonstrate how our proposal will effect shading to this area.
- We have provided a functional road plan and Traffic report to the City that reviews the access and ramp to our site. Taking into account City Staff and our consultants comments has created minor modifications to the plans and most notably to the transition slope that has increased our grade slab slightly from our second submission by approx 3-4".

Grading

We are concerned about the grading and how the developer will grade its property next to ours. That is will there be a difference of grade that will require a retaining wall along the property line. The developer said it will grade the East boundary of their property to match the existing grade of our property.

- Our site edge will blend into the Nakade development along the South east edge of our site, to ensure the proposed public pathway is connected and meets City requirements.
- As we move north our site edge will increase from 3.2m to 3.9m. The Nakade pathway is set at at 3.4-3.5m along this length. We will make every effort to ensure there's no difference here. However, if required the retaining wall will be very low with a fence on top of this. We can look to limit the impact of this with a lower fence height or bringing the fence panels down to ensure this looks co-ordinated. We will work with the Nakade owners on this as we get into more detailed designs.

Construction Issues

We are concerned about the following issues related to the construction:

1. Living adjacent to a construction zone for a prolonged period of time, with the additional noise and dirt associated with construction;
2. Parking for the constructions workers interfering with local parking; and
3. Access to and from our building, particularly with the ongoing construction on No. 2 Road and the planned construction of the new pump station.

The developer said that it hoped to start construction on the winter/spring of 2019 and that construction will take 18 to 22 months. The construction of the Pier took longer and our concern is that this project will likewise take longer.

- The Pier was a very complicated project and is not a good comparison for build timelines. It's in our utmost interest to build this project in the fastest timeline we can, while meeting all requirements. This is a projected timeline provided to us from a builder experienced in this type of construction.

There are a number of things the City could do to minimize these impacts as follows:

1. Enforce the City noise by-laws;
 - A site sign will be posted onsite noting the construction hours and contact info that will adhere to the City Noise bylaws.

2. Require dust suppression on site and a system to clean dirt from the tires of trucks exiting the site;
 - An erosion and sediment control program will be developed for the site that will address this issue.
3. Require the developer to arrange parking for its workers so as to not put more pressure on existing street parking (the developer indicated it was planning to arrange for parking for its workers); and
 - Given the site constraints, we will work with our neighbours to arrange how best to deal with this, including parking for our trades.
4. As the site will have little on site storage for materials and awkward access from the road, require the developer to limit the amount of disruption to traffic around the site.
 - Given the site constraints, we will work to ensure disruption is kept to a minimum.

Access Issues After Construction

We are concerned about the changes in parking and traffic patterns after the completion of the development. The developer pointed out that there were only twelve units in the development, there will be 24 reserved parking slots, four visitor parking slots and there will be some new street parking created.

The parking created by the developer seems sufficient for the residential units, however there is a commercial unit in the building and, depending on the use, there could be significant pressure put on a limited stock of parking in the area. Note that the development site is not proximate to public transit.

As to traffic patterns, the developer pointed out the limited number of units being developed and that it would not markedly affect the number of cars in the area. We understand a traffic study is being undertaken and we would ask the City to provide us with the results of that survey.

- We have included a Traffic Report with our Third Submission to the City of Richmond.
- The Traffic addressed the ability to share the commercial stalls with Visitor stalls. The report concluded that these two uses complemented each other and that the sharing of these 4 stalls will be sufficient to meet both needs. We will limit the uses for the commercial area to not include a restaurant or similar use that requires high parking counts. This will ensure that the parking stalls provided meets City bylaws, while reduce potential impacts on parking in the area.
- The small size of the development will have a limited affect on the surrounding traffic patterns.

Public Pathway

We understand the City is requiring a pathway along the South side of the development site. We are concerned about this pathway and whether it will bring an increase of traffic on to our property and the resulting problems we will suffer as a result. We want to understand the City's plan for the pathway and whether it will connect with the pathway running along the South side of our property.

- City of Richmond to respond to this question.



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Design:

We are concerned that the proposed design for the development is more in keeping with the Pier and London Station than with the developments to the East. The developer said the part of the development closest to us was to more closely resemble Nakade, next to that was a transitional element and facing the Pier was an element that more closely resembled the Pier. The developer also said it would be using a colour palate that would tie into the neighbourhood.

- We have made minor modifications to the plans to reflect the comments received from City Staff and Nakade Strata to ensure the proposed massing, roof forms and overall design seamlessly fit into the fine grained urban fabric of the neighbourhood.
- The unique geometry of the site lends to the idea of breaking down the building into three distinct components (West, Southwest and South), as discussed with the Strata. Our design looks to respect the heritage character along the South PL and then transition to the more modern frontage seen along the West PL or rather North/Portion of Dyke Rd.
- We have kept the South frontage the same, that is designed to resemble but also build upon the Nakade design. We have made further enhancements to the Southwest facade that looks to respect the heritage character of the developments to the West. We have matched the adjacent parapet heights of Nakade with a simple and contemporary sill/cap detail along with a 4th storey ribbon window design and deck arrangement that tucks under a shed roof form. This area is intended to look like an enclosed deck. This design has been adapted from the key feature of the local McKinney Heritage House next to London Farm.
- We will ensure that the colour palette proposed will tie into to the neighbourhood.

General

A number of statements made by the developer lessen our concerns. If there is anything we have stated that is not as the City understands or if there is a change in the proposed development, our concerns may change and we would ask that you inform us of any misunderstanding or change.

- **Noted.** We will continue to keep the Nakade Strata informed of further changes that may affect them.

Please let me know if you require more information.

Kind Regards,
Nathan Curran

Oris Consulting Ltd
On behalf of Oris (Dyke Rd) Development Corp.



Oris (Dyke Rd) Development Corp
12235 No 1 Rd, Richmond, BC
V7E 1T6

June 8, 2018

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

Re: Proposed Development RZ 15-702486 (6091+6111 Dyke Road) April 12, 2018 letter from Roy Oostergo

We have included the full letter along with our responses and notes to the queries made by Roy Oostergo.

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Many of the renderings in the drawing package portray the proposed building in the context of "potential development" of the lands to the north and north-east of the subject properties. While I appreciate the developer may have an overall vision for the surrounding properties, I note there is no active rezoning plan for these lands. I do not believe it is appropriate to set a precedent with the proposed building for a theoretical development to the north, as opposed to respecting the existing developed corridor to the east. Both the subject property and the neighbouring Nakade development sit in an area currently designated as Mixed Use (reference 1). In reviewing the development proposal for Nakade (reference 2) there is much reference to supporting and integrating with the existing design principles and examples in the Heritage Precinct to the east. I believe those key Urban Design and Site Planning principles, put forward by the same developer then and noted in the points below, remain relevant today (reference 3):

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- the north face should be stepped back on the third and fourth levels to provide an appropriate interface to the existing two-storey commercial developments to the north, and to reduce visual blockage to neighborhood buildings to the West, North, Northeast, and East.
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- a number of renderings in the submission package should be redone to accurately reflect the greater height of the proposed development in the context of neighbouring buildings. This building will not be equal or lower than the Nakade buildings as some renderings suggest, which is misleading.

We will address all of these comments and reference them rather than directly due to the need to look at the whole in the context of its parts.

- Given the RMA setback we have kept our building design as compact as possible while looking to respect view corridors down Dyke Rd and potential shading issues on neighbouring properties.
- In light of comments received from the City and noted within this letter, we have pulled back our building to 6m from the West Property line. The original setback had been 4.5m which had been modelled off of approved setbacks for Hi Line and Harbour Walk along No.2 Rd. However, given that the Nakade zoning bylaw provides for a 6m setback along the South Property Line, which is consistent with all developments to the East of this site, we will respect this. The 7m setback on the Pier site was achieved due to the larger site size and ability to move the building around more. This has no reference to other building setbacks approved for the second floor and above on surrounding developments. (Point 3 Massing)
- To help improve sight lines down this corridor our decks are proposed to be built similarly to The Pier project with slim deck profiles, glass railing and no divider panels. We have pulled back the decks on each floor from 2m (Level 2), 3m (Level 3), 3.5m (Level 4) and 6m (Level 5).
- A modelled massing for the sites to the North was provided at the request of the City to see how this site might fit into the context of the entire area being developed. We are not looking to set a precedent for the potential development of the site, but rather help City staff with the review of this site throughout the Rezoning and Development Permit process. (Context notes)
- We have pulled the buildings back on the North elevation to be 3m at grade and 2m on levels 2/3/4. Given the site constraints on our site with the RMA setback, we cannot pull the building any further south along this edge. Limited windows are placed along this edge to prevent overlook issues and to respect a potential development on the site to the North. (Point 2 Massing)
- The shape of the building had been completed this way to help create a central courtyard area that will eventually connect between this development proposal and that to the site's to the north as per the OCP desires.
- The RMA setback of 11.1m from the High Water Mark "HWM" is to the edge of our Parkade. As the HWM is not a parallel line this caused the setback from the Property line to the parkade to shift around slightly. This parkade is proposed at a minimum of approx 12' (3.6 meters) off the PL. The building face is set back much further than this with a minimum of 25' (7.6 meters) to the proposed decks and minimum of 33' (10 meters) to the building face. (Point 3 & 4 Massing).
- We have made minor modifications to the plans to reflect the comments received from City Staff to ensure the proposed massing, roof forms and overall design seamlessly fit into the fine grained urban fabric of the neighbourhood. The unique geometry of the site lends to the idea of breaking down the building into three distinct components (West, Southwest and South). Our design looks to respect the heritage character along the South PL and then transition to the more modern frontage seen along the West PL or rather North/Portion of Dyke Rd. (Context notes & Point 1 Massing)
- We have kept the South frontage the same: it has been designed to resemble but also build upon the Nakade design. The Paramount building is a prominent building within the Steveston Harbour area and brings a fresh design to the roof shape for the area that reflects the industrial

heritage uses of the London Landing Area. The building facade and deck design look to build upon and draw inspiration from the heritage designs to the East. (Context Notes & Point 1 Massing)

- We have made further enhancements to the Southwest facade that looks to respect the heritage character of the developments to the East. We have matched the adjacent parapet heights of Nakade with a simple and contemporary sill/cap detail along with a 4th storey ribbon window design and deck arrangement that tucks under a shed roof form. This area is intended to look like an enclosed deck. This design has been adapted from the key feature of the local McKinney Heritage House next to London Farm. (Context Notes & Point 1 Massing)
- We have adjusted the Roof access areas to meet minimum height requirements for elevator and stairwell access. We have placed the rooftop access for both units as far away from the PL as we can along both frontages to reduce the height of the building from the street for these access points. We have also added a shallow sloping roof nesting against the shafts of both rooftop penthouses that mirrors the southern rooftop form of the adjacent Pier Development. (Point 5 Massing)
- Our renderings are not provided with the intent to mislead anyone, but rather to provide context of the proposed building within the neighbourhood.
 - The Eastern section of the building next to Nakade is the same height as Nakade as shown within the elevations.
 - The building increases in height as it moves West to be consistent with the Pier development across the road.
 - We have added massing images from street level to better show this within the architectural drawings.

Vehicle access:

The proposed location of the residential parkade access is far too close to the curve where Dyke Rd. along the river turns to the north, and raises significant safety concerns. While the occasional car egress for the current uses may have been less problematic, the proposed development allows for 24 parking spaces, which will result in a dramatic increase in vehicle movement.

Dyke Rd, is an increasingly busy corridor given the increased population in the London Landing area, and the increased commercial uses such as the Ember restaurant at The Pier. It also serves drivers seeking alternative routes in and out of the London/Princess/Steveston area, and is an increasingly busy route for recreational cyclists.

Drivers and cyclists approaching on Dyke Rd. from the east are nearly blind to cars coming in or out of the current development as they approach the north turn onto Dyke Rd. The road grade rises to the west as you approach the curve, and as you begin the turn north, the view is obstructed on the right hand side by the yellow cement dividers and the metal railing.

In turn, cars leaving the proposed development will have little visibility to the south, as oncoming traffic will be blocked by the building and the concrete/steel barriers. Drivers and cyclists regularly follow the



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curve onto Dyke Rd. at speed and will have little time to react to car movements from the proposed development. This is a lifethreatening accident waiting to happen.

I appreciate that the subject properties are limited in their vehicle egress options, but the current ramp location is far too close to the corner. Ideally, the development should wait until additional properties to the north can be consolidated such that traffic can be routed according to existing examples - to Princess Rd. to the east, or further north on Dyke Rd. in line with the parkade access to The Pier.

Mr. Oostergo has raised concerns that we are also looking to address to ensure our development doesn't endanger pedestrians, cyclists and drivers along the section of Dyke Rd. We have completed a Traffic Report that is attached to our third submission addressing all of these issues.

Highlights of this report that address these concerns are:

- The driveway location is sound and provides adequate safety and clear sight lines for (Stopping Sight Distance and Intersection Sight Distance) for cars entering and exiting the driveway.
- The building is pulled back enough to allow clear sight lines for drivers to see pedestrians on both sides.
- Mitigation measures proposed by Bunt include ensuring that any planting to the south of the driveway, within the required sight lines is kept to 1.2m and below. We will comply with this direction.

Public Notification:

Lastly, I note that the red Rezoning notification sign was moved this past week. The previously location did not provide the public with a clear indication of what is potentially happening on those sites. The sign was attached to the north face of the steel fencing adjacent to the ditch, low to the ground, partially obstructed by vegetation and at times by vehicles parked in front of it. The sign was not visible whatsoever from the west or the north. It's location suggested visually that something might be happening to the dyke or the metal fencing, not the subject properties. Accordingly I would suggest that more time be added to the public feedback process.

The original development RZ sign was posted here for the development of 6111 Dyke Rd back in November 2015. A new RZ application and sign was installed in the same location in September 2017. Upon the request of the City we moved the sign to a more prominent location. The original location was clearly visible for all users of the street heading along Dyke Rd in the north/west direction.

We believe the public has had ample opportunity to see the sign in it's previous location and to provide comments, if necessary. Given that we've been in the system for over 30 months we feel this is a sufficient time for the public to respond. That being said the public will also have an opportunity to respond from now until the public hearing for the site.



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Thank you for the opportunity to provide these comments, and I look forward to your reply concerning how they will be circulated as a part of your process. At the appropriate time in the rezoning process, I will be making these comments directly to Mayor and Council.

Regards,
Roy Oostergo.

Please let me know if you require more information.

Kind Regards,

Nathan Curran

Oris Consulting Ltd
On behalf of Oris (Dyke Rd) Development Corp



Address: 6111 and 6091 Dyke Road

File No.: RZ 15-702486

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9953, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
2. As part of the consolidation referenced in rezoning consideration Item 1, dissolution of any existing strata on the subject development site.
3. Granting of a Statutory Right-of-Way (SRW) (volumetric and/or in combination with a standard SRW legal plan prepared by a BCLS) along the subject site's north property line in accordance with the following provisions:
 - a) Be situated at the finished grade of the subject site above the parking structure.
 - b) Minimum of 3 m wide at the finished grade for the height of the first storey and a minimum of 2 m wide above the first storey (height dimensions to be confirmed through BCLS legal plan).
 - c) For areas on the subject site where the SRW width does not need to be adjusted due to cantilevered portions of the building, a minimum 3 m wide SRW is to be secured at the finished grade of the subject site above the parking structure.
 - d) The type of SRW would be to allow for full public right of passage (including utilities).
 - e) All works in the SRW would be developer constructed (at their sole cost) with the owner/future strata responsible for maintenance and liability.
 - f) Design and construction of all works within the SRW would be through a Servicing Agreement (see rezoning consideration Item 15 b) for a description of the works.
4. Registration of a covenant on title that identifies the building as a mixed use building indicating that the design is required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw.
5. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
6. Registration of a legal agreement on title ensuring the shared use of non-residential parking spaces and residential visitor parking spaces and prohibiting the assignment of any of these parking spaces to a particular unit or user.
7. Registration of a legal agreement on title ensuring that all floor area located in the parkade level, not used as a garage, is required to be compliant with the City's Flood Plain Designation and Protection Bylaw 8204 (i.e., habitable space, business and/or storage of goods/equipment susceptible to damage by flood water is not permitted).
8. Registration of a legal agreement on title ensuring that the parkade gate to the parkade structure is to remain open during the hours of operation of the non-residential use on the property.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. City acceptance of the developer's offer to voluntarily contribute \$0.85 per buildable square foot (e.g. \$23,550) to the City's public art fund.
11. City acceptance of the developer's offer to voluntarily contribute \$10 per buildable square foot (e.g. \$210,797) to the City's affordable housing fund.
12. Submission and approval (by the Director of Engineering) of a Streamside Protection and Enhancement Area (SPEA) restoration and enhancement plan from the applicant's Environment Consultant, in compliance with Provincial RAR, for on-site restoration and enhancement works generally on the south portion of the property, which is required to include the following:
 - a) A Construction Environmental Management Plan (CEMP), to be approved by the Director of Engineering, for the applicable area that will include an accompanying operational/maintenance plan.

- b) All works, including modifications to existing grade is required to be reviewed by the Environmental Consultant for compliance with Provincial RAR.
 - c) Note – The approved SPEA restoration and enhancement plan will need to be integrated into the landscape plan submission for on-site landscaping as part of the required Development Permit application required for the project.
 - d) Appropriate security (cash security and/or landscape letter of credit) for the SPEA enhancement and restoration works will be required as a Development Permit consideration. Specific conditions associated with the duration of the monitoring period once the enhancement and restoration works for the SPEA have been completed would be based on the recommendation of the applicant's Environmental Consultant.
13. Registration of a legal agreement registered on title that requires the submission of an appropriate BCLS legal plan to identify the on-site SPEA restoration and enhancement area that will require the implementation of the works by the developer and that the works cannot be removed or modified without the City's prior consent. This legal agreement will also identify that SPEA works are to be maintained solely by the owners/strata of the development (including during the monitoring/maintenance period in accordance with the operational/maintenance plan included in the Environmental Consultant's plan). Additional provisions will allow City staff to gain access to the area to undertake maintenance and related works at the owners/strata's sole cost in the event that the owners/strata fail to undertake these works.
14. Enter into a Servicing Agreement* for the design and construction of sanitary relocation works along the subject site's Dyke Road (north-south) frontage. A Service Agreement (SA) is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw. Works include, but may not be limited to the following (all works at the developers sole cost).
- a) Note: All sanitary relocation works must be completed before:
 - Commencement of any site preparation activities works (i.e., preload; soil densification; other related site preparation activities); or
 - Prior to issuance of a Building Permit (if no site preparation works are required).
 - b) Construct a new sanitary main within the travel lane of Dyke Road to replace the existing sanitary main along the west property line of the proposed site. The new sanitary main shall connect to the existing sanitary main from the park at the west side of Dyke Road via a new manhole and tie back via new manholes also to the existing sanitary main that is located inside 13191 Princess Street along its west property line. The required tie-in to the existing sanitary main inside 13191 Princess Street may require the removal and replacement of the existing retaining walls that support the Dyke Road frontage of 13191 Princess Street. The details of the required sanitary sewer works shall be finalized through the Servicing Agreement design review.
 - c) The existing sanitary sewer service to the properties that are located at the west and south sides of Dyke Road (e.g., 6080 Dyke Road, City Park etc.) shall be maintained during and after the required modification to the sanitary sewer system.
 - d) Remove the sanitary system (e.g., pipes, manholes, inspection chambers etc.) along the west property line of the subject site and discharge the corresponding utility statutory right of way(s) after the new sanitary sewer main in the roadway is operational and accepted by the City.
 - e) As the require sanitary works involve works on private property (e.g., 13191 Princess Street), the developer is required to notify the owner of 13191 Princess Street via notification letter that is reviewed and approved by the City Engineering staff. Sign-off by the owner of 13191 Princess Street on the notification letter will be required prior to the developer entering into a Servicing Agreement with the City.
 - f) A Service Agreement is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw.
15. Enter into a Servicing Agreement* for the design and construction of frontage works, on-site public pathway (north property line), SPEA restoration/enhancement (within the Dyke Road allowance) and site servicing connections. A Service Agreement (SA) is required for this project as a consideration of rezoning. A Letter of Credit for the Service Agreement will be required prior to adoption of the rezoning bylaw. Works include, but may not be limited to the following (all works at the developers sole cost):
- a) Frontage improvements – Dyke Road (north-south portion)

- Prior to submission of the Servicing Agreement, submission and approval of a road functional design (based on the ultimate design for Dyke Road and the submitted and approved Traffic Impact Assessment in relation to site/driveway access location, sightlines and visibility) that is required to include, but not limited to works/upgrades related to the road, driveway crossing (including any necessary distinct surface treatment and curb treatment), boulevard (including any necessary bollards), sidewalk, street lighting (including relocation of existing street lights impacted by works), on-street loading bay layby, traffic signage and any modifications to existing retaining walls.
 - Remove the non-conforming parking stalls fronting 6111 Dyke Road and 6091 Dyke Road.
 - If required, provide for any necessary road dedications or statutory right-of-ways as identified in the approved road functional design.
 - The Servicing Agreement design submission is required to include all aspects of works as approved through the road functional design submission.
- b) On-site public pathway (north property line within the 3 m wide SRW at grade – Refer to rezoning consideration Item 3)
- Prior to the submission of a Servicing Agreement, submission of a public pathway functional design that includes a minimum 2 m wide concrete surface pathway on the north portion of the SRW and appropriate transition/surface treatment to the edge of the building (i.e., pavers and/or stamped concrete). The functional plan and design will also need to incorporate provisions for pathway lighting along the entire length of the SRW. The functional plan will also need to show the design where this pathway transitions to the frontage works being secured along Dyke Road.
 - The Servicing Agreement design drawings for the above referenced works are to be based on the approved functional plan.
- c) SPEA restoration/enhancement works (within the Dyke Road allowance) in accordance with the approved plan from the applicant's Environmental Consultant that is compliant with Provincial Riparian Areas Regulation:
- Removal and restoration of the existing lock block/culvert structure within the watercourse.
 - Remove and relocate any third party utilities and related works that are currently located in the existing watercourse.
 - The functionality of the watercourse will need to be demonstrated to the satisfaction of Environmental Sustainability and Engineering staff, based on the proposed scope of works in the SPEA/RMA.
 - All works, including modifications to existing grade is required to be reviewed by the Environmental Consultant for compliance with Provincial RAR.
 - Incorporation of the required riparian compensation works secured through SA 12-613832 (with compensation works to be revised to the approval of Environmental Sustainability staff) into the SPEA/RMA restoration and enhancement works being secured through the Servicing Agreement required for 6111 and 6091 Dyke Road (via RZ 15-702486). Note: The bonding for the compensation works under SA 12-613832 will not be released until the Owner has entered into the SA for RZ 15-702486 and provided security for all the works, including the compensation works under SA 12-613832.
 - The monitoring and maintenance period for the enhancement and restoration works in the Dyke Road allowance is to be based on the recommendations of the environmental consultant and approved by the City.
- d) Site servicing connections:
- Waterworks
 - (a) Using the OCP Model, there is 262 L/s of water available at a 20 psi residual at the hydrant at Dyke Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - (b) The Developer is required to:
 - (i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection.

Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.

- (c) At the Developer's cost, the City will:
 - (i) Cut and cap at main the existing water service connections at Dyke Road frontage.
 - (ii) Install a new water service connection at the frontage of 6091 Dyke Road. Tie-in shall be to the existing 200mm diameter watermain at Dyke Road.
 - (iii) Relocate to the ultimate location the existing fire hydrant at the frontage of 13191 Princess Street, if required, to match the frontage improvement requirements at Dyke Road frontage.
 - (iv) The above referenced works will be designed through the Servicing Agreement.
 - (v) The applicant will be responsible for all design and construction costs.
- Storm works – At the Developer's cost, the City will:
 - (a) install new storm sewer connection to service the proposed site. Details of the new storm service shall be finalized via the servicing agreement design review.
 - (b) The above referenced works will be designed through the Servicing Agreement.
 - (c) The applicant will be responsible for all design and construction costs.
- General– The developer is required to:
 - (a) Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructures shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of ways dimensions and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 - (i) BC Hydro PMT – 4mW X 5m (deep)
 - (ii) BC Hydro LPT – 3.5mW X 3.5m (deep)
 - (iii) Street light kiosk – 1.5mW X 1.5m (deep)
 - (iv) Traffic signal kiosk – 1mW X 1m (deep)
 - (v) Traffic signal UPS – 2mW X 1.5m (deep)
 - (vi) Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - (vii) Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
 - (b) Provide if pre-load is required, prior to pre-load installation, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the existing buildings along the north and east side of 6111 Dyke Road, the existing retaining wall along the ditch at Dyke Road frontage, and provide mitigation recommendations. The mitigation recommendations shall be incorporated into the first SA design submission or if necessary to be implemented prior to pre-load. The existing sanitary main along the site's frontage may need to be remove first and its replacement in the roadway needs to be operational prior to start of pre-load.
 - (c) Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Confirmation of the amount of the landscape letter of credit/bond for all on-site landscaping proposed for the project (Note: Landscape letter of credit/bond is required to be submitted prior to the issuance of the Development Permit by Council). The submitted security for on-site landscaping will also need to address the proposed works associated with the on-site SPEA enhancement and restoration works, including parameters to address the duration of the monitoring/maintenance period based on the recommendations from the applicant's Environmental Consultant.
2. Submission of a letter from the applicant's design team/consultant confirming that the Development Permit drawing submission is consistent with the project response/approach to achieving compliance with BC Energy Step Code requirements applicable to this project.
3. Other items as determined through the processing of the Development Permit application.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

SIGNED COPY ON FILE

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9953 (RZ 15-702486)
6091 and 6111 Dyke Road**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - a. Inserting the following at the end of existing table contained in Section 5.15.1 c):

ZMU40	\$10.00 for wood frame construction \$14.00 for concrete construction
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- b. Insert the following into Section 20 – Site Specific Mixed Use Zones, in numerical order:

“20.40 **Commercial Mixed Use – London Landing (Steveston)(ZMU40)**

20.40.1 **Purpose**

The **zone** provides for **commercial**, residential and industrial **uses** in the London/Princess Sub Area in the Steveston Area Plan.

20.40.2 **Permitted Uses**

- child care
- health service, minor
- housing, apartment
- housing, town
- industrial, general
- office
- recreation, indoor
- retail, convenience
- retail, general
- service, financial
- service, household repair

20.40.3 **Secondary Uses**

- **boarding and lodging**
- **community care facility, minor**
- **home business**

20.40.4 **Permitted Density**

1. The maximum **floor area ratio** is 1.0.
2. Notwithstanding Section 20.40.4.1, the reference to “1.0” **floor area ratio** is increased to a higher **density** of “1.45” **floor area ratio** if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15.1 c) of this bylaw, at the time **Council** adopts a zoning bylaw to include the **site** in the **ZMU40 zone**.

20.40.5 **Permitted Lot Coverage**

1. The maximum permitted **lot coverage** is 55% for **buildings**.

20.40.6 **Yards & Setbacks**

1. There is no minimum **setback** to the west, north and east **property lines** for a below **grade parking structure** except that the minimum **setback** to the south **property line** (Dyke Road) for a below **grade parking structure** is 3.5 m.
2. The minimum **setback** to the north **property line** for a **building** is 3.0 m at the **first storey** located above a parking **structure** and 2 m for all remaining parts of the **building** above the **first storey**.
3. The minimum **setback** to the east **property line** for a **building** is 3.0 m except that **bay windows** located on the **first storey** located above a parking **structure** may project into the **setback** not more than 0.2 m.
4. There is no minimum **setback** to the west **property line** except that:
 - a) The minimum **setback** to the west **property line** for a **building** is 6.0 m for all portions of the **building** above the **first storey**.
 - b) Unenclosed decks located above the **first storey** supported by columns may project into this **setback** not more than 3.2 m.

5. The minimum **setback** to the south **property line** for a **building** located above a parking **structure** is 10.0 m except that unenclosed decks supported by columns may project into the **setback** not more than 2.5 m.

20.40.7 **Permitted Heights**

1. The maximum **building height** is 20 m.

20.40.8 **Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot** area is 1,700 sq. m.

20.40.9 **Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provision of Section 6.0.

20.40.10 **On-site Parking and Loading**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0. except that:
 - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared.
 - b) A maximum of 11 small car **parking spaces** is permitted for the residential units

20.40.11 **Other Regulations**

1. The following **uses** permitted in this **zone** shall only be located on the ground floor of a **building** located directly above a parking **structure** with a maximum **setback** of 1.5 m to the west **property line** and with a maximum combined **gross leasable floor area** of 130 m²:
 - **child care**
 - **health service, minor**
 - **industrial, general**
 - **office**
 - **recreation, indoor**
 - **retail, convenience**
 - **retail, general**
 - **service, financial**
 - **service, household repair**

- 2. **Apartment housing** is a permitted **principal use** in this **zone** provided it is restricted to the second **storey** and above of the **building** in which the **use** is located.
- 3. **Town housing** is a permitted **principal use** in this **zone** provided the units are not situated within 7.5 m of a **lot line** abutting a **road**.
- 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“COMMERCIAL MIXED USE – LONDON LANDING (STEVESTON)(ZMU40)”**.

P.I.D. 018-697-844
 Parcel A Section 18 Block 3 North Range 6 West New Westminster District Plan Reference Plan LMP15048

P.I.D 024-383-732
 P.I.D 024-383-741
 P.I.D 024-383-759
 P.I.D 024-383-767
 P.I.D 024-383-775
 P.I.D 024-383-783

Strata Lot 1 to 6 Section 18 Block 3 North Range 6 West New Westminster District Strata Plan LMS3804

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9953”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER