



To: Planning Committee
From: Wayne Craig
Director of Development

Date: March 18, 2014
File: RZ 12-602748

Re: Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at 13040 No. 2 Road from Light Industrial (IL) to Commercial Mixed Use (ZMU24) – London Landing (Steveston)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, for the rezoning of 13040 No. 2 Road from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU24) – London Landing (Steveston)”, be forwarded to the May 20, 2014 Public Hearing.

Wayne Craig
Director of Development

SB:blg
Att.

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

Staff Report

Origin

Kirk Yuen has applied to the City of Richmond for permission to rezone 13040 No. 2 Road (Attachment A) from the “Light Industrial (IL)” zone to a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone in order to construct a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 348.5 m² (3,750 ft²) of commercial space, under Richmond Zoning Bylaw 8500, Amendment Bylaw 9094.

Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 was reviewed by Council at the Public Hearing held on February 17, 2014 (Attachment B), and the application was referred back to staff based on public comments. In response to concerns expressed by neighbours at the Public Hearing, the applicant has committed to revise the proposal through the required Development Permit application in order to provide vehicular and loading access from No. 2 Road only.

Background

The following referral motion was carried at the Public Hearing held on February 17, 2014:

“That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 (RZ 12-602748)(Location: 13040 No. 2 Road; Applicant: Kirk Yuen of Cape Construction (2001) Ltd.) be referred back to staff:

- (1) for more information on the notion of utilizing the same garbage contractor for the proposed project as the one currently utilized by the existing adjacent building;*
- (2) to consider the necessity of the second loading bay and whether it can be mitigated or potentially eliminated;*
- (3) to examine the pathway through the adjacent property and to encourage discussion with the adjacent Strata Corporation regarding the soundness of the pathway;*
- (4) for more information about the need and timing of potential road improvements to No. 2 Road south of Steveston Highway; and*
- (5) to examine potential privacy overlook issues associated with the proposed development.”*

This report is being brought forward to provide a response to the referral, to provide a summary of revisions made to the development proposal in response to comments made at the Public Hearing, the nature of the associated loading variance, and to request that the rezoning bylaw be forwarded to the May 20, 2014 Public Hearing.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet for a comparison of the proposed development data with the relevant bylaw requirements (Attachment C).

Please refer to the original staff report dated January 15, 2013 (Attachment B) for information pertaining to surrounding development, related City policies & studies, pre-Public Hearing public input and responses, as well as staff comments on the proposed zoning amendment, flood plain management, affordable housing, Public Art, trails way-finding improvements, infrastructure improvements, tree retention and replacement, legal considerations, and original rezoning considerations.

Public Input

Public input received prior to Planning Committee is discussed in the original staff report (Attachment B). A number of members of the public made delegations and submitted public correspondence to the Public Hearing held on February 17, 2014. Two (2) delegates also submitted correspondence to the City after the Public Hearing; both opposed to the proposal (Attachment D).

Most of the concerns raised by the public at the Public Hearing and in the new correspondence were included and discussed in the original staff report. The new correspondence does include a new concern that was also raised at the Public Hearing regarding use of the easement that is registered on Title of the adjacent development across their surface parking, servicing and drive aisle areas on top of their parking structure. The easement was registered to allow access for the subject site. Concerns were also expressed regarding the structural ability of the parking structure to accommodate additional traffic.

In response to these public concerns regarding access across the neighbouring development, the applicant has revised the proposal to eliminate the second loading bay and relocate the servicing area away from the rear southeast corner of the site, thereby eliminating the need for access across the neighbouring development, and over the parking structure.

Should the subject development be approved by Council as envisioned, the adjacent strata corporation can make application to the City to discharge the cross-access agreement.

Analysis

This section will discuss each of the referrals made by Council at the Public Hearing held on February 17, 2014:

Access Easement Connecting to London Road

In their referral back to staff, Council asked staff:

- For more information on the notion of utilizing the same garbage contractor for the proposed project as the one currently utilized by the existing adjacent building.
- To examine the pathway through the adjacent property and to encourage discussion with the adjacent Strata Corporation regarding the soundness of the pathway.
- Consider the necessity of the second loading bay and whether it can be mitigated or potentially eliminated.

In response to the referral and the concerns raised by neighbours at the Public Hearing, the proposal will no longer include access across the neighbouring development. The second loading bay at the rear south-east corner of the site is proposed to be eliminated. Recycling and garbage storage facilities are proposed to be moved into an enclosed area within the proposed parking structure, and a garbage compactor provided. All access for the development is proposed to be provided by the No. 2 Road driveway.

As noted in the original rezoning staff report, Development Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption. As a part of the required Development Permit application, the applicant has agreed and is required to revise the project design to eliminate the second loading bay, relocate garbage and recycling storage facilities into the parking structure, and to provide soft and hard landscaping instead of the previous loading and servicing area in the south-east corner of the site.

The Development Permit application will also include a request for a variance to reduce the required number of off-street loading spaces from two (2) to one (1). The one (1) loading bay would be shared by the residential and commercial uses in the proposed building. The rezoning considerations have been revised to remove a reference to a second loading bay (Attachment E).

In this instance, the proposed loading bay variance and revised approach to garbage and recycling storage in the parking structure and collection from No. 2 Road is supported by Development Applications, Transportation and Environmental Programs staff.

Road Improvements Along No. 2 Road

In their referral back to staff, Council asked staff for more information about the need and timing of potential road improvements to No. 2 Road south of Steveston Highway.

In response to the referral, staff will investigate adding the future widening of No. 2 Road from Steveston Highway south to London Road to the City's upcoming 5 year Capital Plan for years 2015-2019 as a possible candidate project for Council's consideration to address long term development in the area.

If endorsed, this project would be phased, with actual construction anticipated to start toward the mid-point of the program to allow for the associated road design work to be carried out and capital funding to be accrued first. The general scope of this project includes roadway upgrade to four lanes between Steveston Highway and Moncton Street and to collector road standard (2 travel lanes and 2 parking lanes) from Moncton Street south to London Road to facilitate future growth in the area.

As noted in the original rezoning staff report, Transportation Division staff have reviewed the proposal and advise that London Road and No. 2 Road, with improvements as part of this application, have capacity to accommodate the infill proposal.

Privacy Overlook Issues

In their referral back to staff, Council asked staff to examine potential privacy overlook issues associated with the proposed development.

In response to the referral, the applicant has provided conceptual architectural cross-section drawings (Attachment F) to illustrate that the proposal includes adequate building separation to address these privacy overlook concerns.

To the north, there would be a 21.4 m (70.2 ft) separation between the existing building at 13020 No. 2 Road and the proposed residential units. For the angled building at 13028 No. 2 Road, at the closest point, there would be a 9.1 m (30 ft.) separation of the existing building to the proposed residential units.

To the south, the building would be closer to the existing party wall adjacent to No. 2 Road and would be further setback at the rear of the property, providing a greater separation between the existing buildings and the proposed residential units. There would be 24.8 m (81.3 ft.) separation between the existing building at 6111 London Road and the proposed residential units.

To the east, there would be a 17.2 m (56.3 ft) separation between the existing building at 6233 London Road and the proposed residential units.

The subject site has the same Steveston Area Plan “Mixed-Use” land use designation as the adjacent development to the South, which allows for the proposed four-storey building with ground level non-residential space fronting onto No. 2 Road and residential apartments.

Staff are of the opinion that these conceptual cross-section drawings indicate that there would be sufficient building separation to mitigate privacy overlook concerns. As noted in the original rezoning staff report, the proposal provides a greater building separation than the 1:4 ratio identified for consideration in the OCP Development Permit guidelines.

Financial Impact or Economic Impact

None.

Conclusion

In response to Council’s referral:

- The second loading bay has been eliminated and access for garbage and recycling collection or loading is no longer proposed across the neighbouring development.
- Information has been provided regarding road improvements to No. 2 Road.
- Privacy overlook issues associated with the proposed development have been reviewed.

The proposal provides a medium density mixed-use four (4) storey development over parking with street fronting commercial space and residential apartment housing that will complete the development of the subject block in the London/Princess waterfront neighbourhood. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed-use development. The creation of the new zone "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" is proposed to accommodate the proposal on the subject infill site that is surrounded with mixed use development. Overall, the proposed land use, density, site plan and building massing respects the surrounding mixed-use townhouse and four (4) to five (5) storey building developments. Further review of the project design is required to be completed as part of the Development Permit application review process. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9094, be forwarded to the May 20, 2014 Public Hearing.



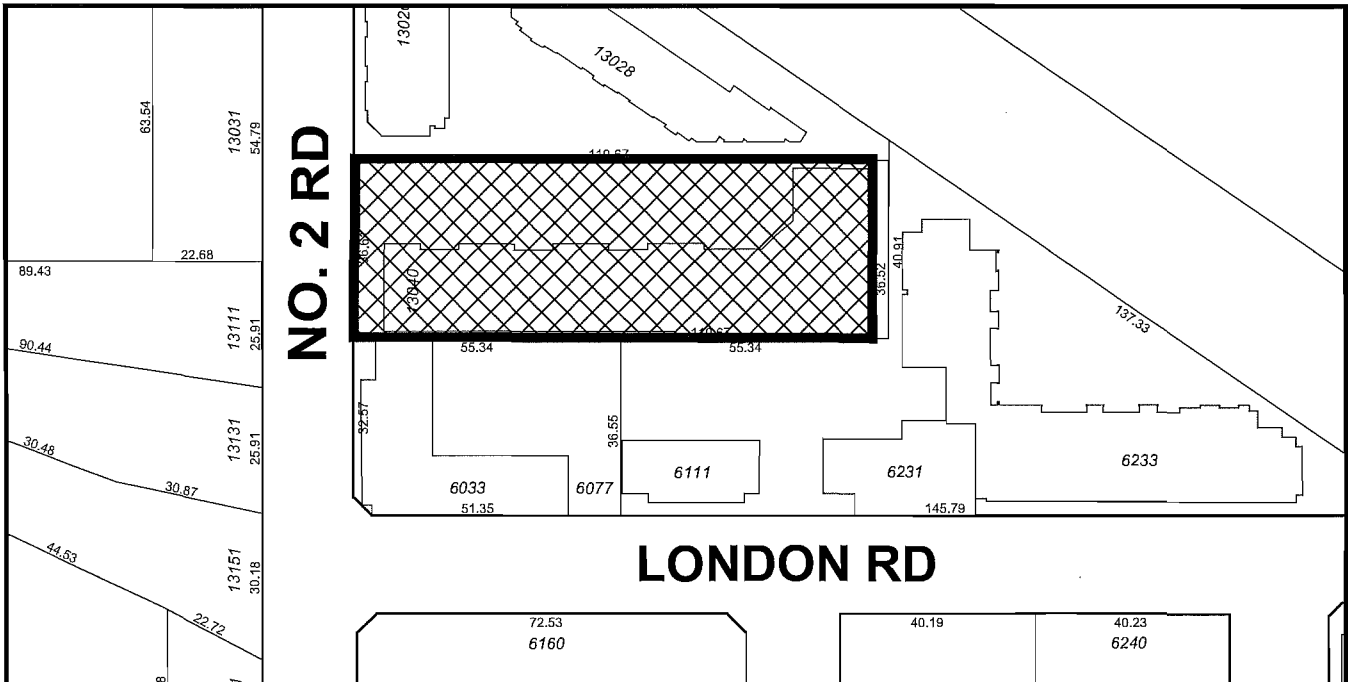
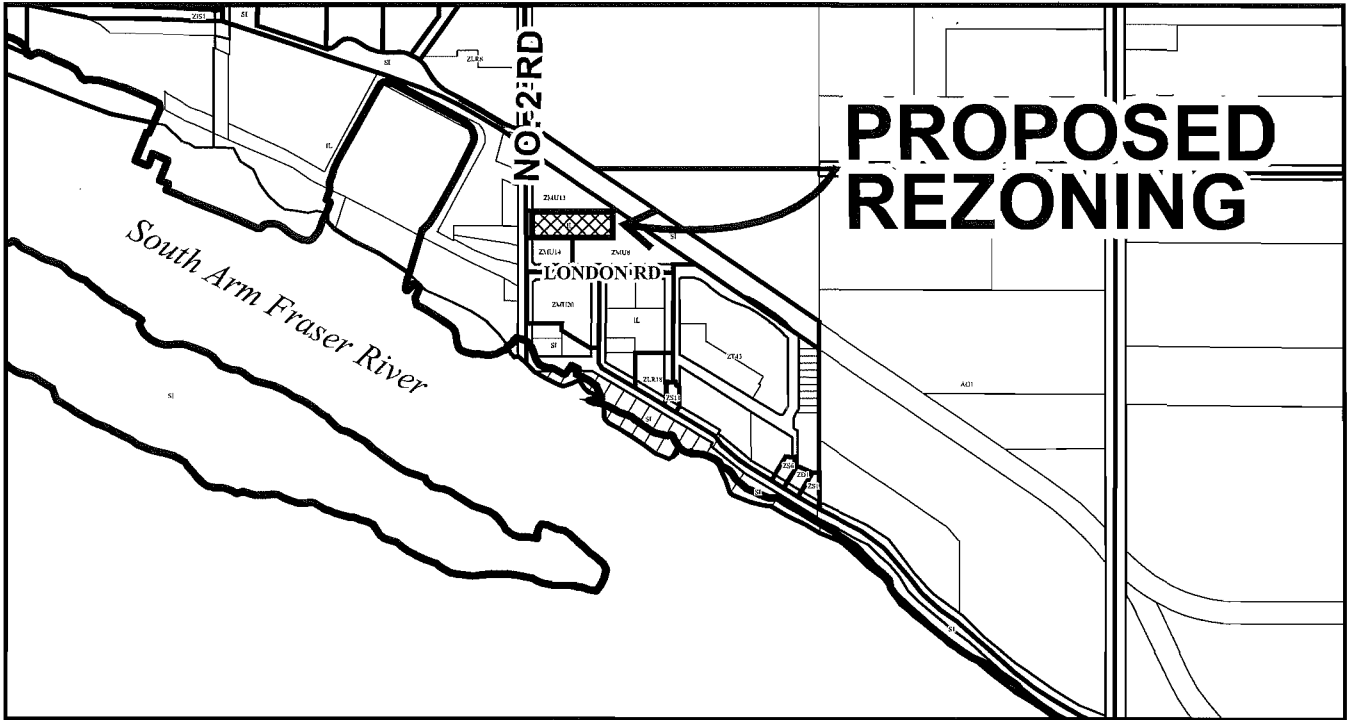
Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

Attachment A: Location Map
Attachment B: Original Rezoning Staff Report dated January 15, 2013
Attachment C: Development Application Data Sheet
Attachment D: Public Correspondence
Attachment E: Rezoning Considerations
Attachment F: Conceptual Development Plans



City of
Richmond



RZ 12-602748

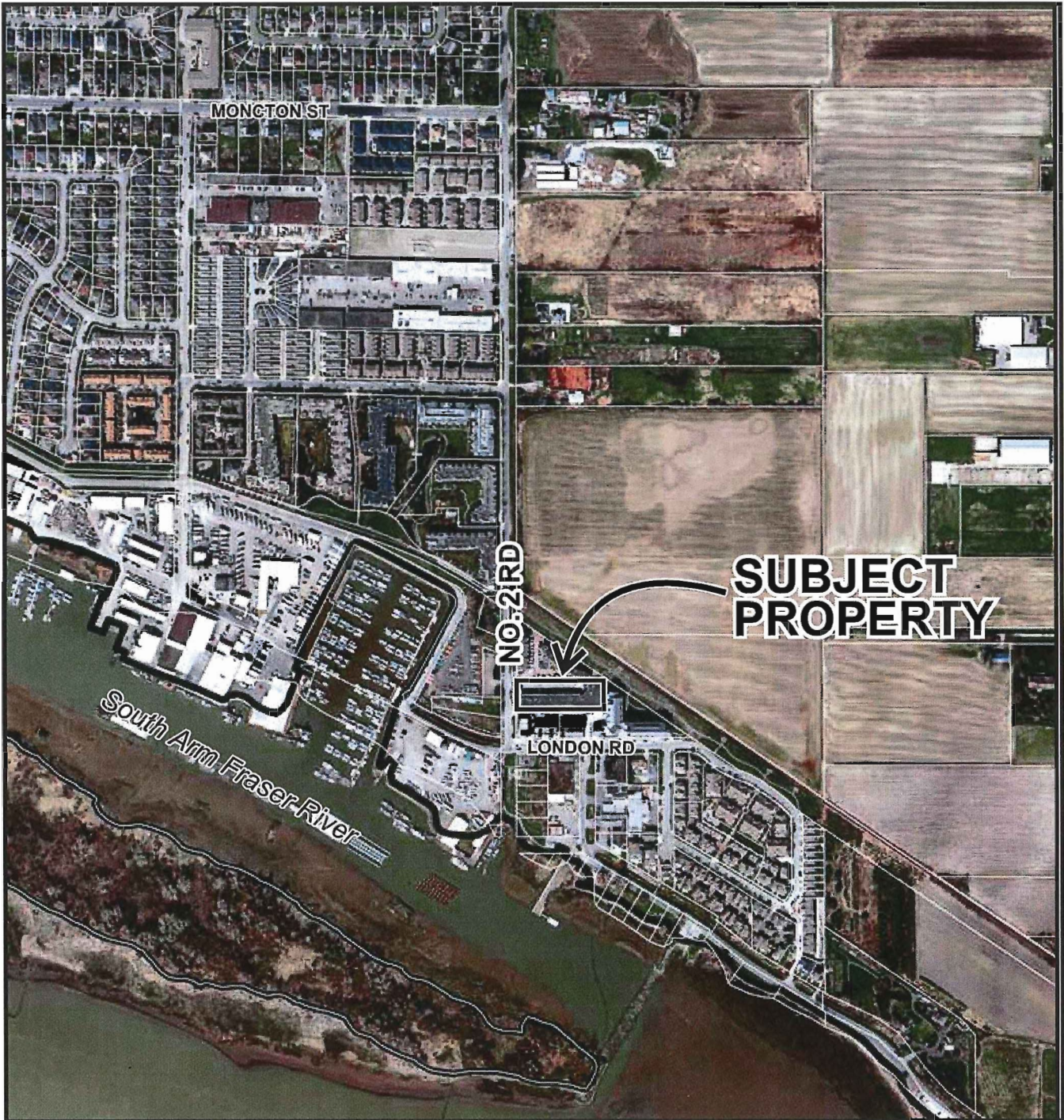
Original Date: 03/19/14

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 12-602748

Original Date: 03/19/14

Revision Date:

Note: Dimensions are in METRES

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City of Richmond

Report to Committee
Planning and Development Department
TO PLN - Jan 21, 2013

To: Planning Committee

Date: January 15, 2013

From: Wayne Craig
Director of Development

File: RZ 12-602748

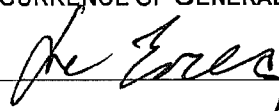
Re: Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at 13040 No. 2 Road from the "Light Industrial (IL)" Zone to a Site Specific "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" Zone

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9094 to: create "Commercial Mixed Use (ZMU24) – London Landing (Steveston)"; and to rezone 13040 No. 2 Road from "Light Industrial (IL)" to "Commercial Mixed Use (ZMU24) – London Landing (Steveston)"; be introduced and given first reading.


Wayne Craig
Director of Development

SB:blg
Att.

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

Staff Report

Origin

Kirk Yuen has applied to the City of Richmond for permission to rezone 13040 No. 2 Road (**Attachments 1 & 2**) from the “Light Industrial (IL)” zone to a new site specific “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone in order to construct a four-storey mixed-use commercial/residential building containing approximately 55 residential units and 348.5 m² (3,750 ft²) of commercial space. Parking will be provided below the building with vehicular access from No. 2 Road with an additional access from London Road for servicing and loading (**Attachment 8**).

The developer has agreed to enter into a Servicing Agreement as a rezoning consideration for the design and construction of road and servicing infrastructure works.

Findings of Fact

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

Surrounding Development

The site is subject to the Steveston Area Plan and is located in the London/Princess waterfront neighbourhood (**Attachment 4**). Surrounding development is as follows:

- To the north: A three-storey mixed-use townhouse development with commercial space at grade fronting No. 2 Road, zoned “Commercial Mixed Use (ZMU13) – London Landing (Steveston)”, with a permitted density of 1.0 floor area ratio (FAR) and a maximum permitted building height of 12 m and three (3) storeys.
- To the south-east: A five-storey mixed-use development with commercial space at grade fronting London Road, zoned “Commercial Mixed Use (ZMU8) – London Landing (Steveston)”, with a permitted density of 1.45 FAR and a maximum permitted building height of 23 m.
- To the south: A four-storey mixed-use development on the corner of No. 2 Road and London Road with commercial space at grade fronting London Road, zoned “Commercial Mixed Use (ZMU14) – London Landing (Steveston)” with a maximum permitted density of up to 1.45 (including 0.07 FAR of smaller dwelling units of 47m² or less) and a maximum permitted building height of 21 m.
- To the west: Across No. 2 Road, are undeveloped industrial lands currently used in support of Steveston Harbour and zoned “Light Industrial (IL)” with a permitted density of 1.0 FAR and a maximum permitted building height of 12 m.

Related Policies & Studies

This rezoning application has been reviewed in relation to the 2041 Official Community Plan (OCP), the Flood Plain Designation and Protection Bylaw 8204, the City's affordable housing strategy and the public art program. An overview of the review in relation to these policies is provided in the "Analysis" section of this report.

Public Input

Informational signage is posted on the subject site to notify the public of the subject application and the statutory Public Hearing will provide local property owners and other interested parties with an additional opportunity to comment. Notification of the Public Hearing will be mailed to neighbours and advertised in the local newspaper, *The Richmond Review*.

Consultation with London Station Neighbours Undertaken by the Applicant

The proposal includes a vehicle access from No. 2 Road to the parking structure and one of two required loading bays. The proposal also includes a second required loading bay which also serves for recycling and garbage collection; accessed from London Road utilizing a cross-access easement registered on Title to the neighbouring strata-titled mixed-use London Station buildings to the south at 6033, 6077, 6111, 6231 and 6233 London Road.

The applicant invited residents of the neighbouring London Station buildings to an open house meeting held in the Steveston Community Centre from 5:00 p.m. to 7:30 p.m. on Tuesday, September 17th, 2013. One hundred and thirteen (113) invitations were sent and fifteen (15) people are listed on the open house sign-in sheet; including seven (7) London Road residents, three (3) residents from elsewhere in Richmond, one (1) Vancouver resident, one (1) attendee without a noted address, and the two (2) owners of the site (**Attachment 5**). At the open house, the following comments were identified (staff comments are included in *'bold italics'*):

- Concern regarding loss of tenants Pilates & Dance studio businesses – *The applicant confirmed that the business owners were invited to lease space in the new building, but have relocated to a new location within Richmond.*
- Concern regarding exceeding the building height of the existing two-storey industrial – *The proposal includes setbacks and landscaped edges, as well as a building height limit of four (4) storeys to transition between the five (5) storey mixed buildings to the south and the lower three (3) storey mixed-use buildings to the north.*
- Concern regarding potential for more frequent garbage and recycling collection – *Garbage and recycling collection for this mixed-use infill project should occur with the same frequency as the neighbouring mixed-use buildings.*
- Concern regarding potential noise from new family residents, daycare, and common outdoor amenity area – *Shared outdoor amenity area is a requirement in multi-family developments and child care is a permitted use in many zoning districts in the City. Future residents and businesses will be required to comply with the City's Noise Bylaw, and noise concerns are not anticipated for this medium density infill project.*

- Concern regarding potential noise and dust from construction activities – *The developer recognizes that construction activities are disruptive and has confirmed that they will comply with the City's Noise Bylaw requirements regarding hours of operation and construction noise. In addition, the developer is required to provide a Construction Parking and Traffic Management Plan as part of the future Building Permit application.*
- The front commercial exterior spaces at the entry need design development – *The proposed design will be further refined through the required Development Permit process.*
- The development was attractive.

Public Correspondence

At the time of writing this report, the City has received two (2) pieces of public correspondence (**Attachment 6**), which include the following concerns (staff comments are included in '***bold italics***'):

- Concern regarding loss of tenant gym business – *The applicant confirmed that the business owner was invited to lease space in the new building, but closed their business at this location.*
- Concern regarding potential shadowing impact of four (4) storey building height – *The subject orphan lot is surrounded on three sides with existing development. The proposal includes setbacks as well as a building height limit of four (4) storeys to transition between the five (5) storey mixed buildings to the south and the lower three (3) storey mixed-use buildings to the north.*
- Concern regarding potential increased parking demand – *The proposal provides 115 parking spaces on-site, exceeding the bylaw requirement by an additional 21 parking spaces.*
- Concern regarding narrowness of No. 2 Road and London Road and their ability to accommodate the proposal – *Transportation Division staff have reviewed the proposal and advise that London Road and No. 2 Road, with improvements as part of this application, have capacity to accommodate the infill proposal.*
- Concern regarding pedestrian safety – *The proposal includes frontage improvements which will improve pedestrian safety and will complete the frontage of the subject block.*
- Concern regarding building setbacks – *The proposal provides a greater building separation than the 1:4 ratio identified for consideration in the OCP. The proposal includes a 12.5 m setback to the east property line and the neighbouring building is setback from the shared property line; for a separation between the apartments in the neighbouring buildings of approximately 15.5 m. The proposal includes 6 m setbacks to the north and south property lines, except for the streetscape facade. The neighbouring townhouse buildings to the north are further setback on an angle, with the closest adjacency being approximately 9 m. The neighbouring mixed-use building to the south, along No. 2 Road, is built with a solid party wall at the shared property line and the proposal includes an entry element that is built against the party wall to reinforce the No. 2 Road streetscape. Further to the south, the neighbouring mixed-use buildings are setback behind a rear surface parking and service area.*

- Concern regarding potential sink holes – *Staff and the developer are not aware of any sinkhole issues regarding the subject site. However, the proposal will be designed and constructed in accordance with the BC Building Code and the development team will include a geotechnical engineer.*
- Recommendation to rezone to allow a maximum of two (2) storeys of residential townhouses, or a maximum of two (2) storeys of residential dwelling units and one (1) storey of commercial space – *The applicant has requested that the City consider the proposal to provide a mixed-use building in accordance with the existing ‘Mixed-Use’ land use designation in the Steveston Area Plan and a four (4) storey building height as a transition between the taller five (5) storey buildings to the south and the lower three (3) storey buildings to the north.*

Staff Comments

Based on a review of the subject application, staff are supportive of the subject rezoning application, provided that the developer fully satisfies the considerations of the rezoning (**Attachment 7**).

Analysis

Proposed Zoning Amendment

Amendments to the Richmond Zoning Bylaw 8500 are proposed to create the new site specific zone “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” and to rezone the subject site from “Light Industrial (IL)” to this new zone. The proposed bylaw has been prepared to manage development on the subject site in accordance with the OCP and as a transition on this infill site surrounded by existing development.

Proposal Details

Staff’s review of the proposed development shows it to be generally consistent with City policies, as indicated below:

- a) Floodplain Management: In accordance with the City’s Flood Plain Designation and Protection Bylaw 8204, the developer has agreed to register a floodplain covenant as a consideration of the rezoning specifying a minimum habitable elevation of 2.9 m GSC.
- b) Affordable Housing: In accordance with the City’s affordable housing strategy and the proposed “Commercial Mixed Use (ZMU24) – London Landing (Steveston)” zone density bonus provision, the developer has agreed to provide a voluntary contribution of approximately \$223,656, based on \$4.00 per buildable square foot of residential floor area, to the City’s affordable housing reserve as a consideration of the rezoning.
- c) Public Art: The developer has agreed to participate in the City’s Public Art Program, with a voluntary contribution in the amount of approximately \$44,591, based on \$0.77 per buildable square foot of residential floor area and \$0.41 per buildable square foot of commercial floor area, to the City’s Public Art fund as a consideration of the rezoning.

- d) Trails Way-Finding Improvements: The developer has agreed to provide a voluntary contribution in the amount of \$150,000 towards the development of wayfinding projects in the South Dike and Britannia Heritage Shipyards trail areas.
- e) Infrastructure Improvements: The developer has agreed to enter into a Servicing Agreement as a consideration of the rezoning for the following:
 - Road Network Improvements: The developer shall be responsible for the design and construction of road improvements across the site’s No. 2 Road frontage to extend pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk works [to tie into recent construction to the south (SA 07-364532)]. Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. Reconstruction of the adjacent property driveway letdown may be required. An existing power pole may need to be relocated.
 - Engineering Improvements: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve the minimum spacing requirement of 75 m in multi-family areas. New hydrant(s) to be connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain required, replacement or relocation of the AC watermain may be required.
 - Sanitary Sewer Statutory Right-of-Way (SRW) discharge: The sanitary sewer utilities right-of-way (ROW) along the east property line (RD105058 regarding plan 56029) is currently not in use and may be discharged after first removing any existing utility infrastructure.
 - Any permanent structure above or below ground (i.e. building, slab, footings, etc.) to be setback a minimum 2.5 m from the edge of the existing No. 2 Road utility SRW (i.e. 4.0 m from the property line). Any paved areas, stairs or ramps located within the SRW must be easily removable (i.e. not cast in place and not permanently attached to any other structures) and require a separate encroachment agreement as part of the future Building Permit process.
 - If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City and private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm and sanitary system before and after activity.

f) Tree Retention and Replacement

Bylaw-size trees	Existing	Retained	Compensation
On-site	1	0	2:1 replacement ratio required – 2 trees
On neighbouring properties	4	4	To be protected

- There is one (1) bylaw size tree on the subject site, a 0.28 cm dbh deciduous tree with a low spreading canopy shape located 1 m inside the property along to No. 2 Road. The tree is located in an existing sanitary sewer right-of-way and adjacent to existing BC Hydro electrical equipment. The tree roots encroach into the clearance and grounding area surrounding the electrical equipment. The property is located in an elevated flood construction level area and the low tree canopy will conflict with the pedestrian clearance on the commercial walkway, stairs and wheelchair ramps.
- The City's Tree Preservation Coordinator has reviewed the proposal and agrees with the removal of the existing on-site tree and replacement with new tree planting.
- Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), two (2) replacement trees are required for the removal of one (1) bylaw-sized tree. The preliminary landscape plan (**Attachment 8**) includes 20 new trees and this will be further refined through the required Development Permit.
- The developer is required to protect the four (4) trees on neighbouring properties adjacent to the subject development site. The developer is required to install any needed tree protection fencing prior to any construction activities occurring on the site.

g) Legal Considerations

- The subject property is strata-titled. Cancellation of the strata plan and winding up of the strata corporation regarding the 10 strata lot light industrial building is a consideration of the rezoning.
- The proposal is a mixed-use development, and the developer has agreed to enter into a mixed-use building noise covenant as a consideration of the rezoning. The covenant would include the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
- The developer has agreed to enter into a legal agreement ensuring the provision of and shared use of the indoor amenity space by all residential units as a consideration of the rezoning. The proposal includes more than the minimum required area of 100 square meters, and the size, location and programming will be further refined through the DP.
- The proposal includes a shared pool of parking for the use of the commercial space and residential visitors. To support this shared use, the developer has agreed to enter into legal agreements to ensure the parking gate remains open during the commercial business hours and to ensure that non-residential parking is shared by visitors and commercial uses. The legal agreement will prohibit the assignment of parking spaces to any particular unit.

h) Form of Development

The developer proposes to construct a medium density mixed use development with approximately 348.5 m² (3,750 ft²) of street fronting commercial area and 55 apartments in a four (4) storey building over a one (1) level parking structure (**Attachment 8**), which generally conforms to OCP policies, the Steveston Area Plan and Development Permit guidelines.

Development Permit approval to the satisfaction of the Director of Development is required prior to rezoning adoption, which will include the following:

- Review of sustainability features of the development.
- Detailed architectural and open space design including: interfaces to neighbouring developments (e.g. grade changes, transitions, facade alignment), landscaping, children's play area in outdoor amenity area, grading, sanitary sewer setback, and tree protection.
- Detailed design review to minimize grade transition to No. 2 Road as much as possible.
- Review of adaptable and aging in place features. Six (6) adaptable units are proposed and aging in place features are proposed in all units.
- Review indoor amenity space provision, location in the building and programming.
- Review of Floodplain Construction Level requirements, ensuring no storage area or equipment that is damageable by flood water is located below 2.9 m GSC.
- Vehicle and bicycle parking, parking gate locations, truck loading, garbage, recycling and food scraps storage and collection, including truck manoeuvring, and private utility servicing.

Financial Impact or Economic Impact

None.

Conclusion

The proposal provides a medium density mixed-use four (4) storey development over parking with street fronting commercial space and residential apartment housing that will complete the development of the subject block in the London/Princess waterfront neighbourhood. The proposal can be considered under the City's 2041 Official Community Plan (OCP) regarding mixed-use development. The creation of the new zone "Commercial Mixed Use (ZMU24) – London Landing (Steveston)" is proposed to accommodate the proposal on the subject infill site that is surrounded with mixed use development. Overall, the proposed land use, density, site plan and building massing respects the surrounding mixed-use townhouse and four (4) to five (5) storey building developments. Further review of the project design is required to be completed as part of the Development Permit application review process. The proposed roadway improvements will enhance pedestrian safety in the neighbourhood.

On this basis, staff recommend that Zoning Bylaw 8500, Amendment Bylaw 9094, be introduced and given first reading.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

Attachment 1: Location Map

Attachment 2: GIS Aerial Photo

Attachment 3: Development Application Data Sheet

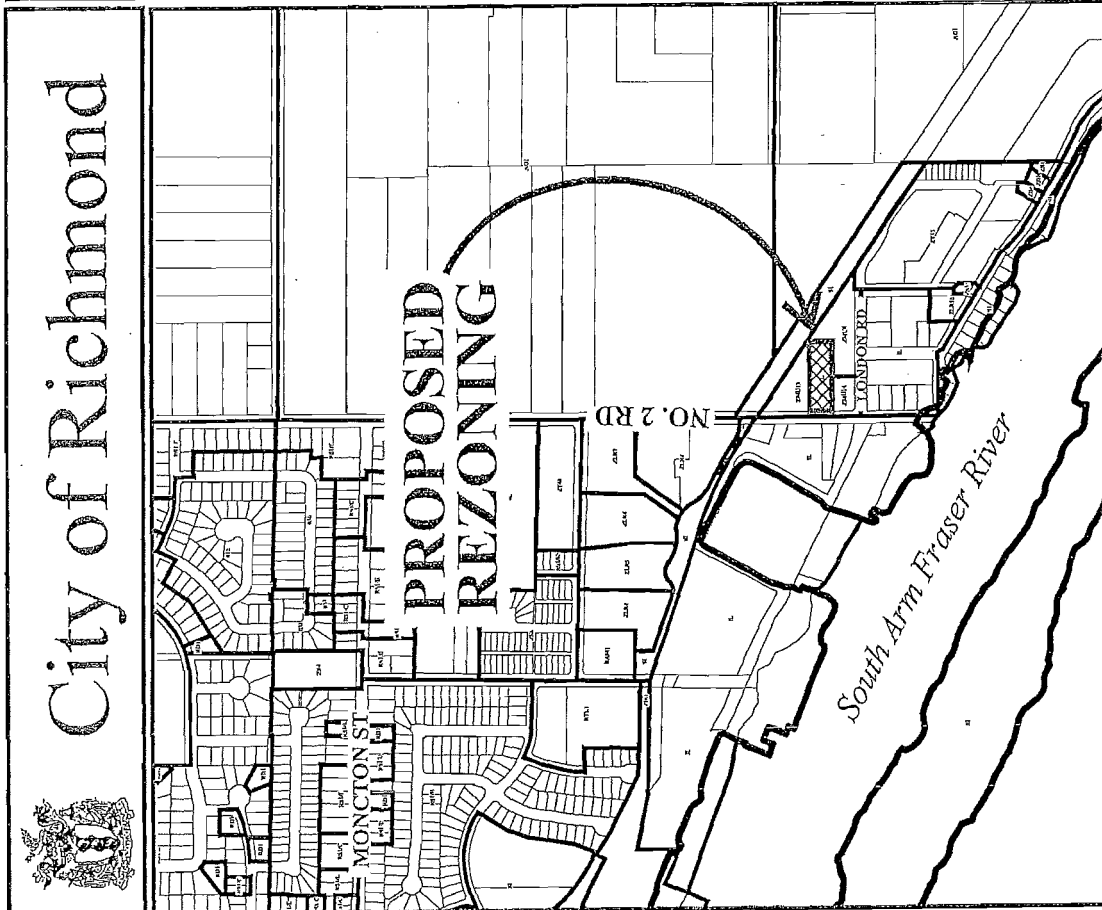
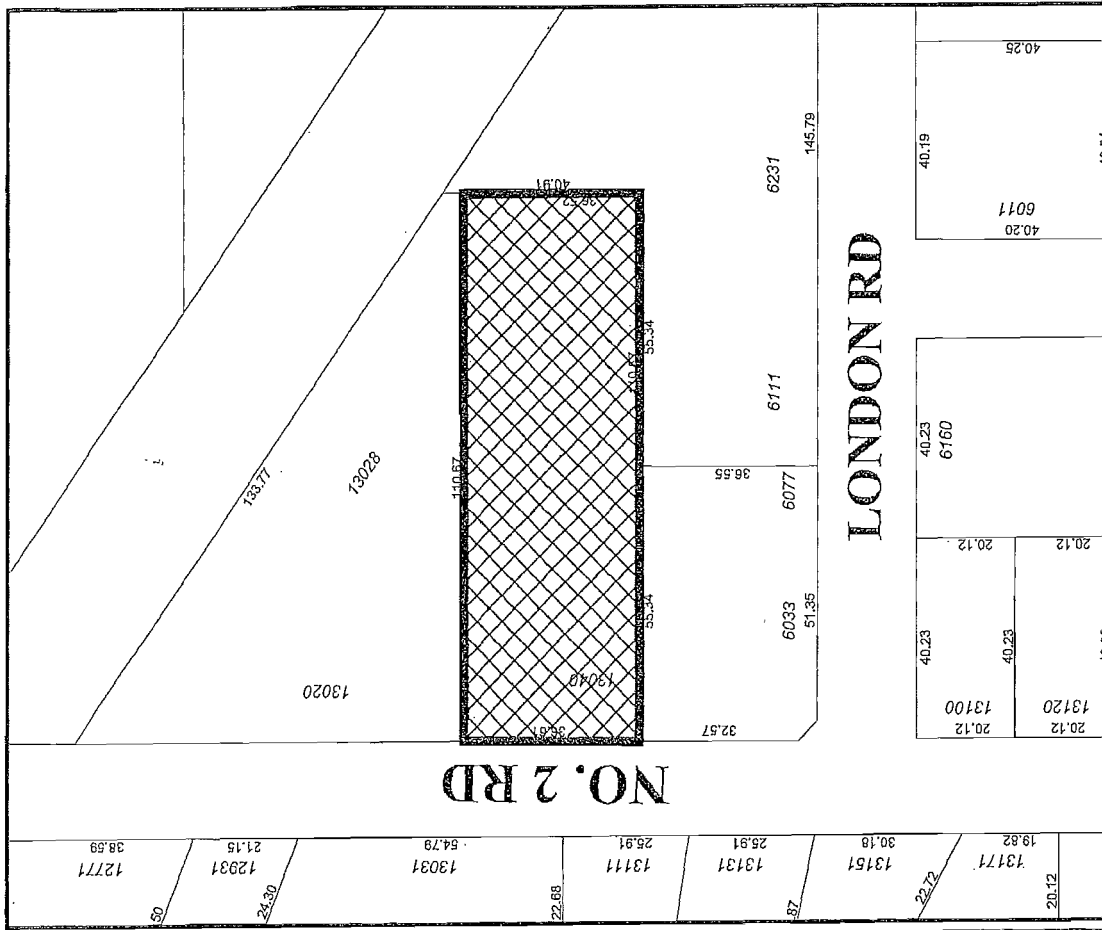
Attachment 4: London/Princess Land Use Map

Attachment 5: Applicant Open House Sign-in Sheet (September 17, 2013)

Attachment 6: Public Correspondence

Attachment 7: Rezoning Considerations Concurrence

Attachment 8: Conceptual Development Plans



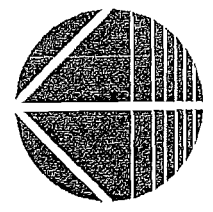
City of Richmond

RZ 12-602748

Original Date: 03/28/12

Revision Date:

Note: Dimenstions are in METRES





RZ 12-602748

Original Date: 03/29/12

Amended Date:

Note: Dimensions are in METRES



RZ 12-602748

Attachment 3

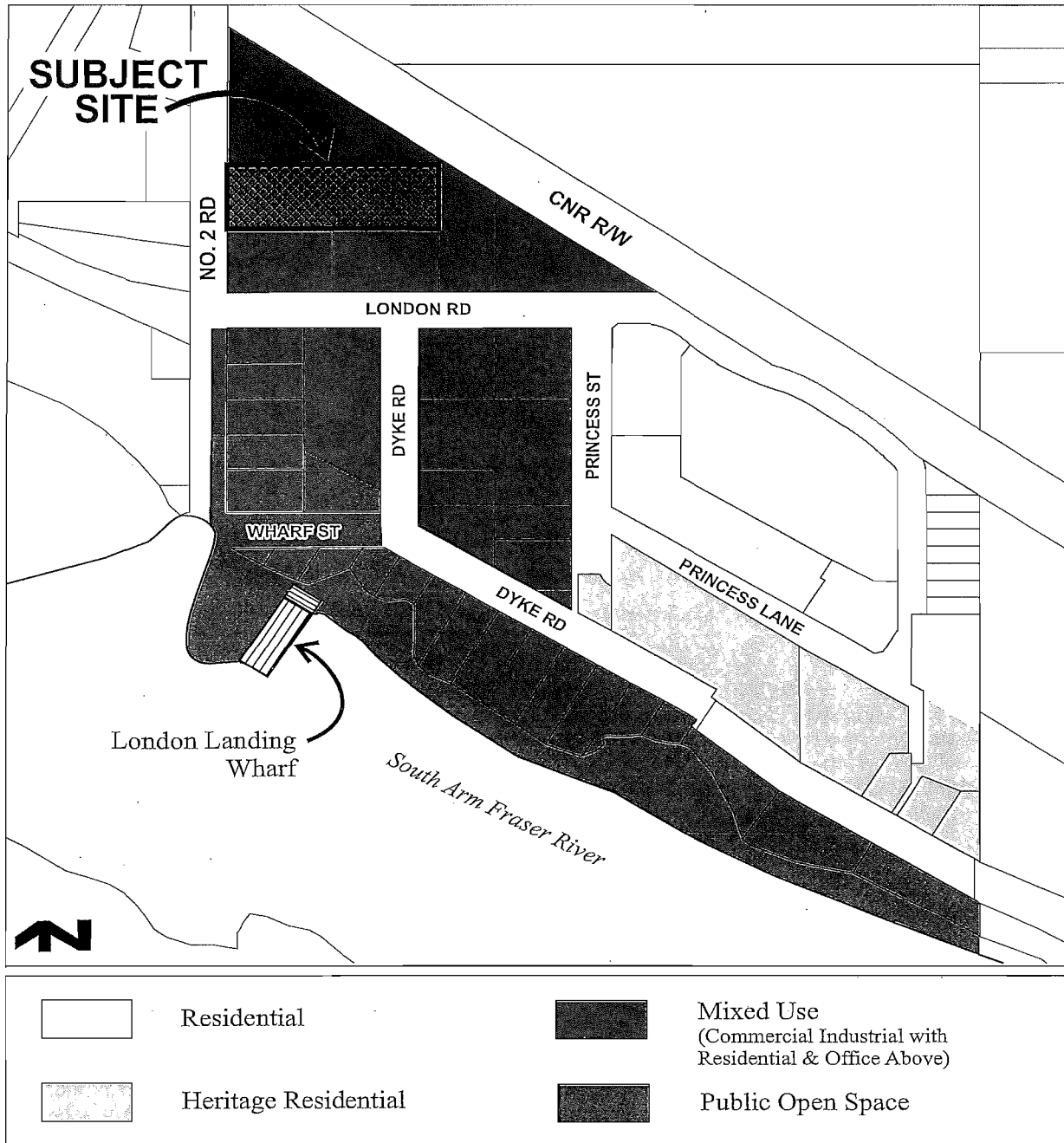
Address: 13040 No 2 Road

Applicant: Kirk Yuen of Cape Construction (2001) Ltd.

Planning Area(s): London/Princess Waterfront Neighbourhood (Steveston)

	Existing	Proposed	
Owner:	Matthew & Flora Chen	Unknown	
Site Size (m²):	4,046 m ²	No Change	
Land Uses:	Warehousing	Mixed-Use Commercial and Residential	
Flood Construction Level	Min. 2.9 m GSC required	Complies	
OCP Designation	Mixed-Use	Complies	
Area Plan Designation:	Mixed-Use (Commercial Industrial with Residential & Office Above)	Complies	
Zoning:	Light Industrial (IL)	Commercial Mixed-Use (ZMU24) – London Landing (Steveston)	
Number of Units:	10 strata units	2 or 3 CRU and 55 Apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. 1.37 including commercial space at grade	1.37 including 348.5 m ² commercial space	None Permitted
Lot Coverage	Max. 54%	54%	None
Setbacks:			
No. 2 Road	Min. 4.5 m	4.5 m Min.	None
Side Yard	None	0 to 10.9 m	
Rear Yard	None	12.5 m	
Height	Max. 21 m & four storeys	16 m to 19.8 m & four storeys	None
Parking Spaces:			None
Commercial/Visitor	11	12	
Resident	83	103	
Accessible	(3)	(3)	
Total	94	115	
Small Car Parking	Max. 50%	3.5% (4 spaces)	None
Tandem Parking	Permitted	None	None
Indoor Amenity Space	100 m ²	330 m ²	None
Outdoor Amenity Space	330 m ²	373 m ²	None

London/Princess Land Use Map



Harbour Walk Re-Development Information Meeting



13040 No. 2 Road, Richmond, BC

September 17, 2013

ATTACHMENT 5

Your Name	Your Address	Your Comments!
Erin Howe	502-6222 London Rd.	checking out the plans
Neil Goye	426-6233 London Rd.	Not looking forward to your development.
Walter Cavels	302-6233 London Rd.	concerned!
MATTIEW CHEN	4780 Lakeshore Ave	looking slow
FLORENCE CHEN	" "	" "
Helen Kinney	10491 SPRINGWOOD CRESCENT	Checking out plans
Claire Adamson		
Madeline Youngman	319 6233 London Rd	checking plans
Britt, Dostepovich	301 6233 London Rd	checking plans
Michael Shi	421 6233 London Rd	Not very happy that my views will be gone
Jane Guan	5051 Minster St	Great plan
Hunt Tse	486 W 26 Ave. Van.	Very beautiful project.
Yan Kojima	829-7611 Margaret Rd	Good plan for area.
Scott Dodgus	408-6233 LONDON ROAD	NEIGHBOURHOOD - FRONT COMMERCIAL ENTRANCE SPACES of ACCESS ARE PRETTY "POOR"

R. Howe & K. Covell
302-6233 London Road
Richmond, V7E3S3

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

September 25, 2013

RECEIVED
OCT 02 2013

Re: Rezoning application for 13040 #2 Road

RZ 12-602748

Having attended the public presentation with regard to the above we are writing to express our concerns.

First, we note that the application states that the development will comprise commercial and residential units to a total of four floors. In contrast, the plans presented showed four floors of fully residential units. This is concern in that it raises the density of residents to a level above that which the area's traffic patterns and parking can accommodate.

At this time the residential units on #2 Road and London Road have insufficient parking space. The result is significant parking on the sides of the road – a danger to pedestrians and animals, especially at night. With the addition of the new Penta complex being built on London Road at the foot of #2 Road, the situation will only get worse.

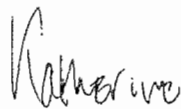
We request consideration of a change in plans for #13040 either to 2 stories of residential or to one level of commercial with 2 stories of residential above.

The infrastructure of this area cannot support the sort of densification the developer proposes.

Sincerely,



R.B. Howe



K. Covell



Badyal, Sara

From: Maddie Youngman [tiffers@telus.net]
Sent: Monday, 13 May 2013 04:58 PM
To: Badyal, Sara
Subject: 13040 application.

Hello Sara: First off, I want to thank you again for the time you gave me regarding the four story restructuring of 13040 No. 2 Road. . It was a great deal of information for me to take in and I apologize if I make any following mistakes.

To start you know that I oppose the planned height of four floors, but I am not opposed to change. This whole small emerald neighbourhood was made up from changes of a small group of old business warehouses until Penta saw its potential. This area is presently owned by up to a thousand individuals who love the idea of the mighty Fraser River so close and so wonderful for walking or riding or driving. From sunrise to sunset people are using the entire area for meditation or conversation and it is only when it gets dark along the river that it becomes very quiet as most of Dyke Road is unlit so there is little movement at night but come dawn and the build-up is immediate. London Road and No. 2 Road residents benefit and treasure the quiet nights immensely.

I have walked this area up to no. 3 road or to the village for almost all my forty years of living in Steveston, more so in retirement and I can honestly say there is very little unfamiliar to me and hundreds of other walkers living here. The older buildings and Britannia projects just reek of our history. The bad side of this is the tenfold rise in traffic since the development began and with the ongoing project of Penta on the Southside of London, it will mean up to 150 more cars congesting this corner area coming and going onto the street traffic. It should be noted we also have many trucks and huge vans quite often on the road here and always, more and more people who use Dyke Road, as I have for decades, taking the long way home just to feel closer to nature for the serenity and peace it gives us after many hectic hours at work or driving in the madness of traffic elsewhere. These ephemeral moments of seeking the quiet cannot be taken too lightly as we all need nature to remind us to be grateful and kinder to others and beautiful neighbourhoods help in the daily process of the humane needs in this time of history where money and politics still lead the way.

The world can be cruel as we all know but greed is too often the motivating factor and this is felt by any who take the time to see it in action. The sign for 13040's application was placed in front of the Pilates windows late at night and I saw it for the first time the next day at 6 a.m. walking my dog. Since then there have been many comments made about it all to the negative. People will be extremely unhappy to see such a large building of four stories going up that will over shadow their daily view and cast a dark and extremely cold pall over all the condo buildings presently there and occupied by people who spent their last pennies to make homes here.

The Penta building was planned at least five years ago and can be a welcome change because they plan on adding small businesses and a restaurant for the area. Shops such as children's clothing or sport wear and shoes would be welcomed because the entire area has attracted so many who enjoy outdoor sports of all types and the conviviality it brings. But allowing this high building right in the centre of the present ones is an obscenity to all who live here. Mr. Yuen it seems couldn't wait to close down the gym shortly after his sign went up and that was sadly felt by many who live here and were members of this gym. Now one has to drive miles to get to the closest gym. The same can be said when he removes the Pilates and ballet businesses and shreds the building's small cultural needs of Richmond.

Mr. Yuen's plan is to build a row of two story townhouses that will face north and have some parking in front but above these he plans to build two more stories and this is one of my main objections as the wall on the south side will be solid concrete. The present condo buildings it seems will be too close for any privacy caused by the buildings facing too closely to each other. Herein lies the need for humanity and not another greedy developer making and squeezing the most square footage from their projects. Let him realize that there are real people living in the buildings surrounding his plan and four stories will impact their lives detrimentally simply because he wants to fill his pockets with more dollars. Why not just build some attractive townhouses and be satisfied. He will undoubtedly make a large profit by doing this without causing the unhappiness and misery of two more stories blotting out so many others present views. He also plans a few commercial shops but minor compared to Penta's better planning. Keep in mind the insanity of adding up to another 100 cars coming and going on No 2 Road. It is at present dicey and dangerous to cross any street here and to widen the street and corner will be questionable as the west side seems to belong to the Federal or Provincial governments. No. 2 Road is dangerously too narrow and presently so will London Road corner be too for all this additional traffic

Of course there is also the possibility of sinkholes which happen every day somewhere in the world and the total insecurity of below ground parking .My building shares parking with the west corner condo building and its a nightmare with break-ins and even one daytime burglary on the fourth floor which will mean no doubt, higher insurance rates. But we persevere because of the neighbourhood and the people. People living here say good morning and hi and how are you. This is a good neighbourhood and so many of us living here love it the way it is and the height of this addition will destroy so many of the wonderful things we are so grateful for. The changes and construction that Penta will create will be enough for this area just with the noise factor. I ask the City of Richmond and particularly our City Councillors to stop this greed and disharmony to a small neighbourhood that cries out for your fairness and good judgement when the process reaches its final stage. We came here because of the ALR farms, the mountains the quietness and the harmony of nature and people. This oversized building destroys hopes for the area`s real estate values too which will drop for many young owners shadowed by its height and there goes their equity dreams. We should be aware of this factor along with the heavy dangerous traffic, which includes bike traffic and children and baby buggies and strollers trying to cross streets. We do not need another condo building defacing the area and building a row of two story townhouses is building enough.

I challenge any of the City Councillors to park their cars and come and see this jewelled small gem of Steveston and walk to the corner of No 2 and turn left at London, get the friendly feel we have here. Help us to continue protecting not just ALR but its surrounding buildings that have been here for decades used by residents in peaceful harmony that so many other areas don`t have because City Hall turned away from them. See us and help us protect what we have against just another large condo building right in the centre of our living space that will hugely impact how we feel about living in Richmond.

I state again – I am not against change but change has to be good for the majority not for the greed of one developer. I say again build the townhouses but please do not build higher than that. If any at City Hall had a huge building built just some feet away from their patio or bedroom window, would you be at peace if it got the go ahead. I pray for your wisdom and charity and the saviours of small neighbourhoods. We are at your mercy as this process proceeds.

I remain sincerely yours, Ms. M. Youngman 604 274 6488



Address: 13040 No 2 Road

File No.: RZ 12-602748

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, the developer is required to complete the following:

1. Registration of a mixed use building noise covenant on title, including the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
2. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a legal agreement ensuring the provision and shared use of indoor amenity space (Min. 100 m²).
4. Registration of a legal agreement ensuring the parking gate remains open during commercial business hours and that non-residential parking is shared by visitors and commercial uses (prohibiting assignment).
5. Registration of a legal agreement ensuring both loading bays are shared by residents and commercial uses.
6. Cancellation of strata plan and winding up of strata corporation (LMS3089) pertaining to the 10 strata lot light industrial building at 13040 No. 2 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot of residential area and \$0.41 per buildable square foot of commercial area (e.g. \$44,591) to the City's Public Art Program.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of residential apartment housing (e.g. \$223,656) to the City's affordable housing fund as per the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$150,000 to the City's Trails 2012 fund to go towards development of way-finding projects in the South Dike and Britannia Heritage Shipyards trail areas (Account 1543-40-000-CITYS-41830).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works, including, but may not be limited to:
 - a) No. 2 Road improvements across the site frontage to extend the pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk to match works recently constructed to the south (SA 07-364532). Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. The lay-by is to terminate south of the new driveway. Reconstruction of the adjacent property driveway letdown may be required. Existing power pole may need to be relocated.
 - b) Water works: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve minimum spacing requirements and connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain is required and replacement or relocation of the AC watermain may be required.
 - c) Servicing Agreement to include site analyses for site connections.
 - d) Discharge sanitary sewer utilities rights-of-way (RD105058 regarding plan 56029) along the east property line only after first removing any existing utility infrastructure in the right-of-way and submitting a letter of confirmation (letter signed and sealed by a P. Eng. and addressed to the City of Richmond).
 - e) If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City & private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm & sanitary system before and after activity.
 - f) Private utilities: Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks) and future under-grounding of overhead lines required by the proposed development.

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The 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.
4. Submission of fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey to confirm that there is adequate available water flow for fire fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit* 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 Division 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

Date



NOTES:
SEE DRAWING

13040 No. 2 Road, Richmond
HARBOUR WALK
 (Parking only on No 2 Road)
 CIVIC ADDRESS:
 13040 No. 2 Road, Richmond
LEGAL DESCRIPTION:

ZONING: ZAU - Site Specific
SET BACKS: WEST
 No. 2 Road 4.5M (14'-9")
 No minimum Side Yard / Rear Yard

HEIGHT: 68.8M 216m
 Permitted 4 Storeys (4+) (4th Floor)
 Proposed 64.92' 197.9m (I.C. Element)

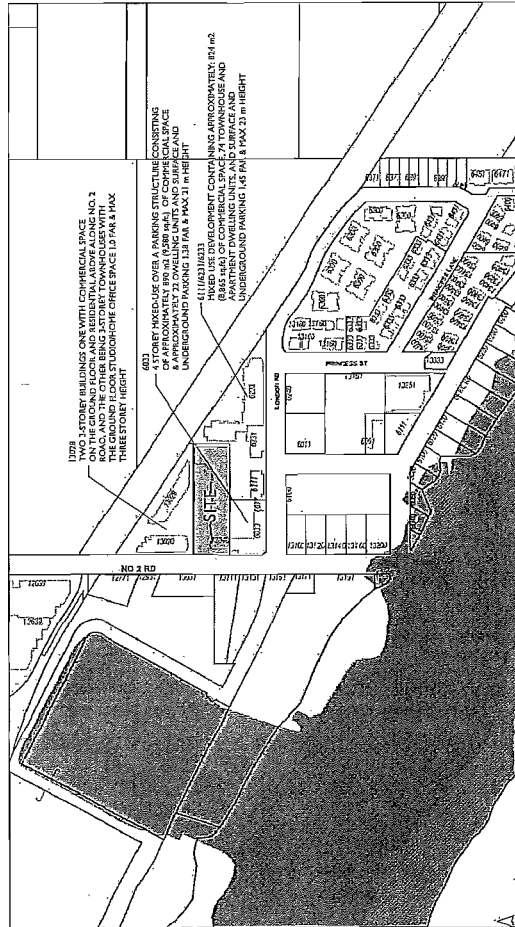
SITE AREA: 36,811 x 10.6m 43,590.00 SF 4,046.00 SMA
SITE COVERAGE (PERMITTED): 0.54 2,351.7 SF 2,184.80 SMA

FAR	RESIDENTIAL PERMITTED FAR	PERMITTED FAR	PROPOSED FAR
FAR ALLOWED (RESIDENTIAL-COMMERCIAL)	59,584	1,37	1,37
FAR ALLOWED (MENTY)	4,355	0.10	0.09
TOTAL FAR ALLOWED	64,019	1.47	1.46
TOTAL FAR PROPOSED	63,018	1.43	1.42
VARIANCE	-1,101		

PRIORITY CALCULATION

Level	Use	Area (sqm)	Commercial	Residential	Intensity	Weight	Surf Area (sqm)	General Use	Level	Area (sqm)
Level 1	COMMERCIAL	12,748.08	12,748.08	0.00	3.00	38,244.24	12,748.08	3.00	1	12,748.08
Level 2	COMMERCIAL	12,748.08	12,748.08	0.00	3.00	38,244.24	12,748.08	3.00	2	12,748.08
Level 3	COMMERCIAL	12,748.08	12,748.08	0.00	3.00	38,244.24	12,748.08	3.00	3	12,748.08
Level 4	COMMERCIAL	12,748.08	12,748.08	0.00	3.00	38,244.24	12,748.08	3.00	4	12,748.08
TOTAL AREA		51,192.32	51,192.32	0.00	3.00	152,576.72	51,192.32	3.00		51,192.32

LOCATION PLAN



CONTEXT PLAN

PARAMETER CALCULATED	REQUIRED	PROVIDED	TYPE
STRENGTH	103	103	2 week 2 WC
1.5 SPACES PER DWELLING UNIT	0	0	2 week 1 WC
1.5 SPACES PER TRAVELLING UNIT	12	12	2 week 1 WC
1.5 SPACES PER TRAVELLING UNIT	105.6	105.6	145

PARAMETER CALCULATED	REQUIRED	PROVIDED	TYPE
CLASS 1	78	78	CLASS 1
CLASS 2	12	12	CLASS 2
TOTAL LOCAL PARKING	90.0	90.0	90.0

PARAMETER CALCULATED	REQUIRED	PROVIDED	TYPE
CLASS 1	1	1	CLASS 1
CLASS 2	1	1	CLASS 2
TOTAL LOCAL PARKING	2	2	2

STATISTICS

A-0.02

SITE CONTEXT & STATISTICS
 DATE: 04/20/13
 DRAWN BY: M.A.
 CHECKED BY: M.T.
 SCALE: 1:119
 JOB NUMBER: 1119

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE ENTERPRISES LTD.

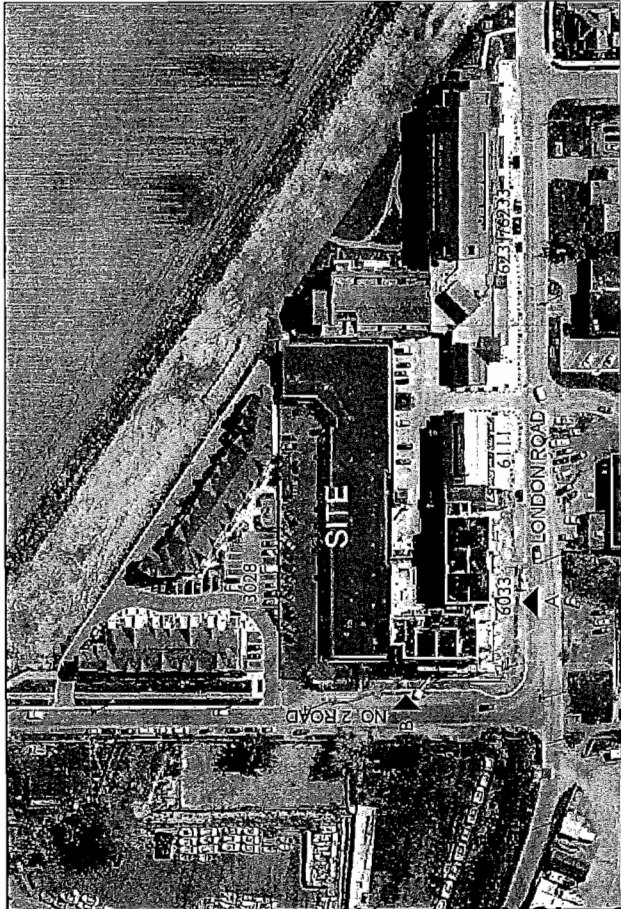
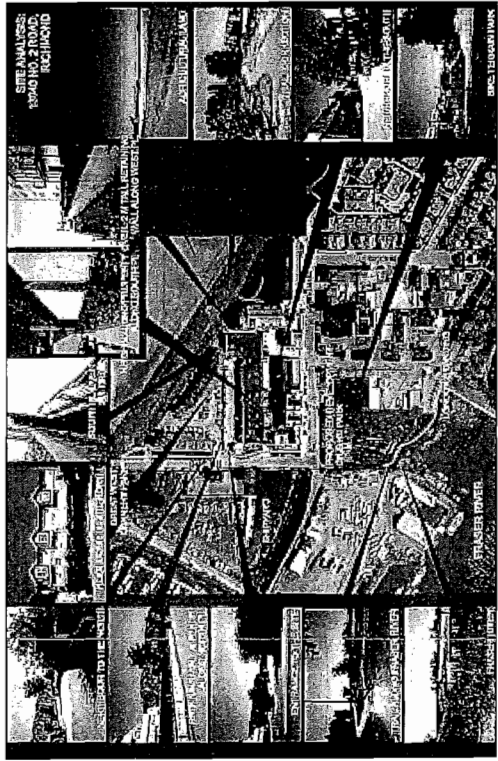


GBL
 1000 WEST 10TH AVENUE
 SUITE 100
 VANCOUVER, BC V6H 2G6
 TEL: 604-271-1111
 FAX: 604-271-1112
 WWW.GBLINC.COM

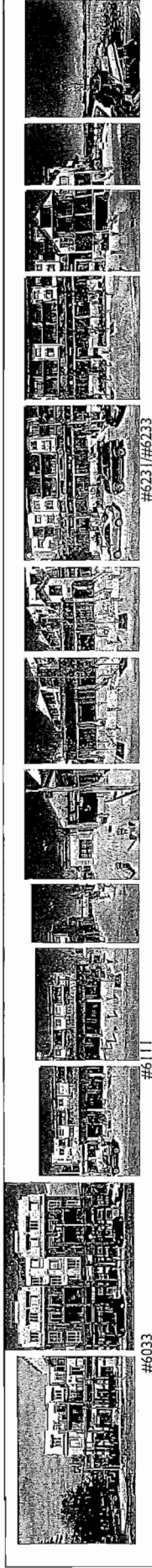


NOTES
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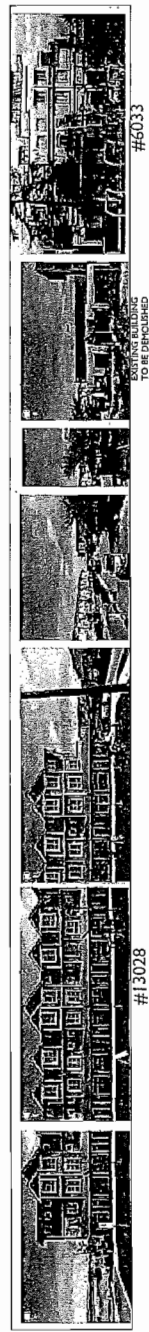
REVISIONS
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 1. 01/11/11



AERIAL VIEW



VIEW A - STREETSCAPE ALONG LONDON ROAD



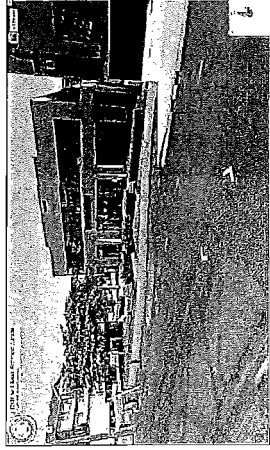
VIEW B - STREETSCAPE ALONG NO. 2 ROAD

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

SITE CONTEXT
 & PHOTOS

DATE: 01/11/11
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 CHECKED BY: [Name]
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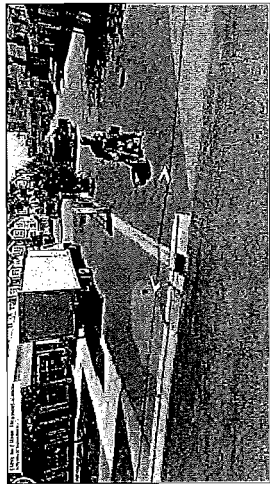
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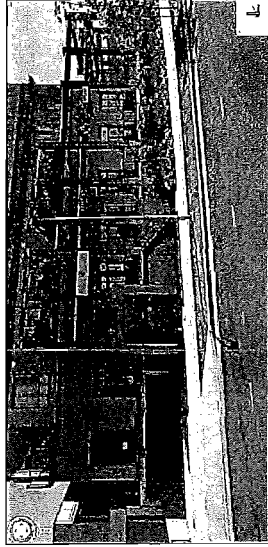
EXISTING BUILDING AT #13040 NO. 2 ROAD



EXISTING DRIVEWAY & SIDEWALK AT NO. 2 ROAD



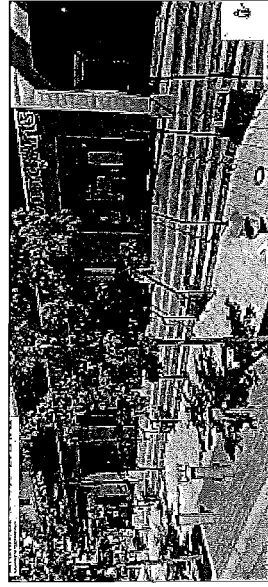
EXISTING ADJACENT DRIVEWAYS AT NO. 2 ROAD



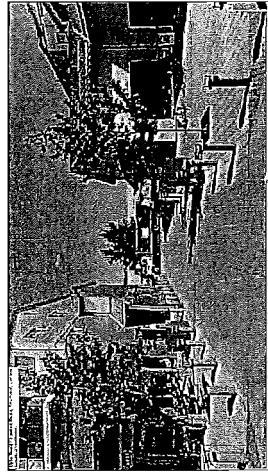
EXISTING NEIGHBOURING BUILDING TO SOUTH



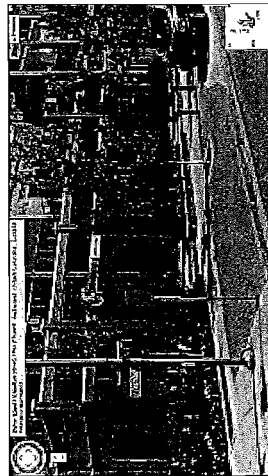
EXISTING PARKADE ENTRY AT NEIGHBOURING BUILDING



SIDEWALK & RAISED CRU ENTRIES ALONG LONDON ROAD



VIEW TOWARD SITE FROM LONDON ROAD



SIDEWALK & LANDSCAPING AT STREET CORNER

NOTES
 1. SEE PLAN FOR DETAILS

REVISIONS
 1. 11/11/19
 2. 11/11/19
 3. 11/11/19

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 GBL GROUP INC.
 ENTERPRISES LTD.

CONTEXT
 PHOTOS

DATE: 11/11/19
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1:119
 JOB NUMBER: 1119

TOPOGRAPHIC SURVEY OF STRATA PLAN LMS3089 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST
 NEW WESTMINSTER DISTRICT

13040 NO. 2 ROAD,
 RICHMOND, B.C.

NOTES:
 Elevations shown are based on City of
 Richmond IPI Benchmark adjacent to
 13040 No. 2 Road. Contour interval 0.30m.
 Location of in corner 18.2 Road &
 Steveston Highway
 Elevation = 1.529 meters



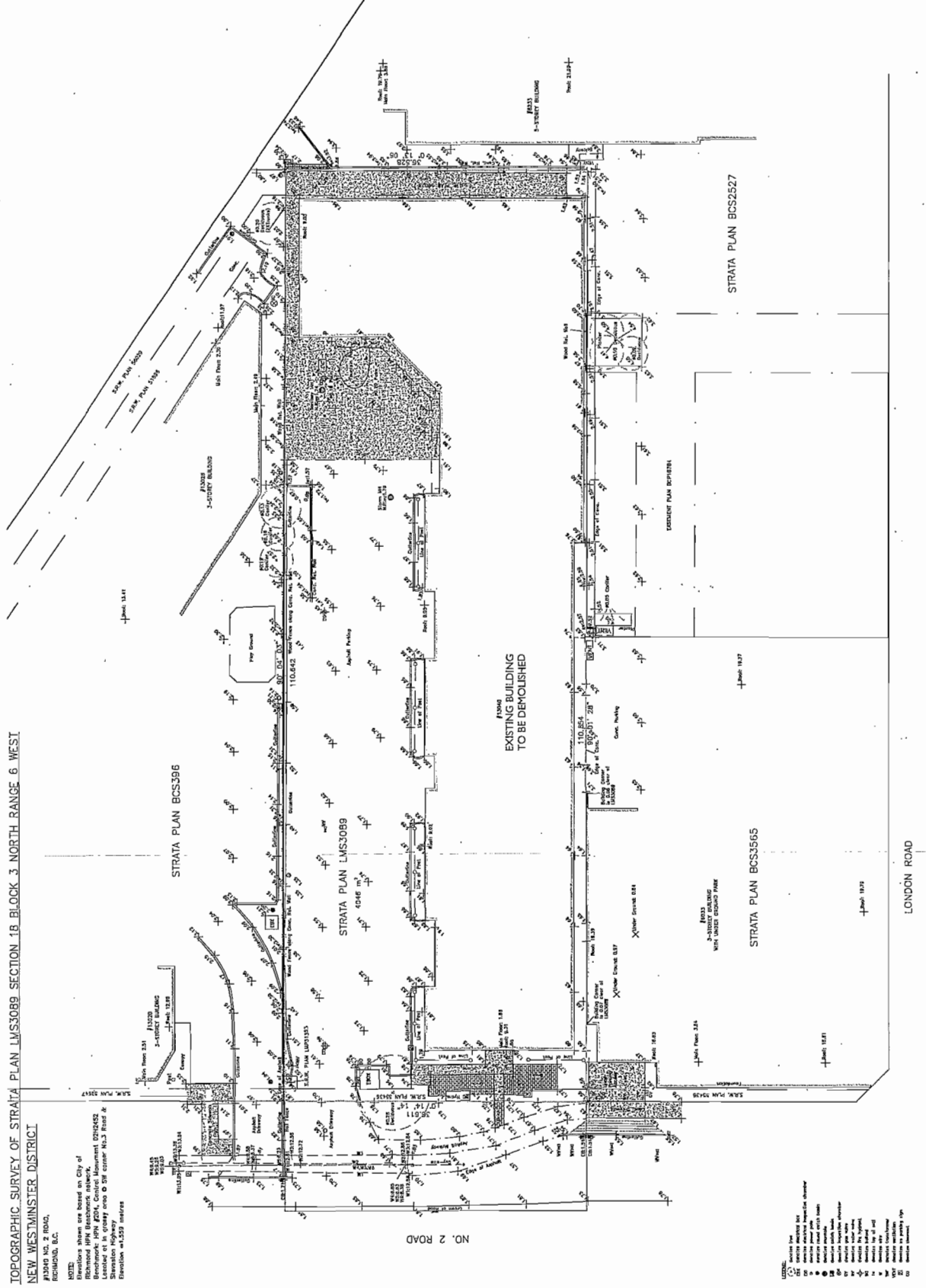
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EXTENSIONS
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HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

SURVEY PLAN
 DATE: 18.03.01
 DRAWN BY: SA
 CHECKED BY: SA
 SCALE: 1:119
 PROJECT NO: 1119

A-0.05



- LEGEND:
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NOTES
NO OTHERS

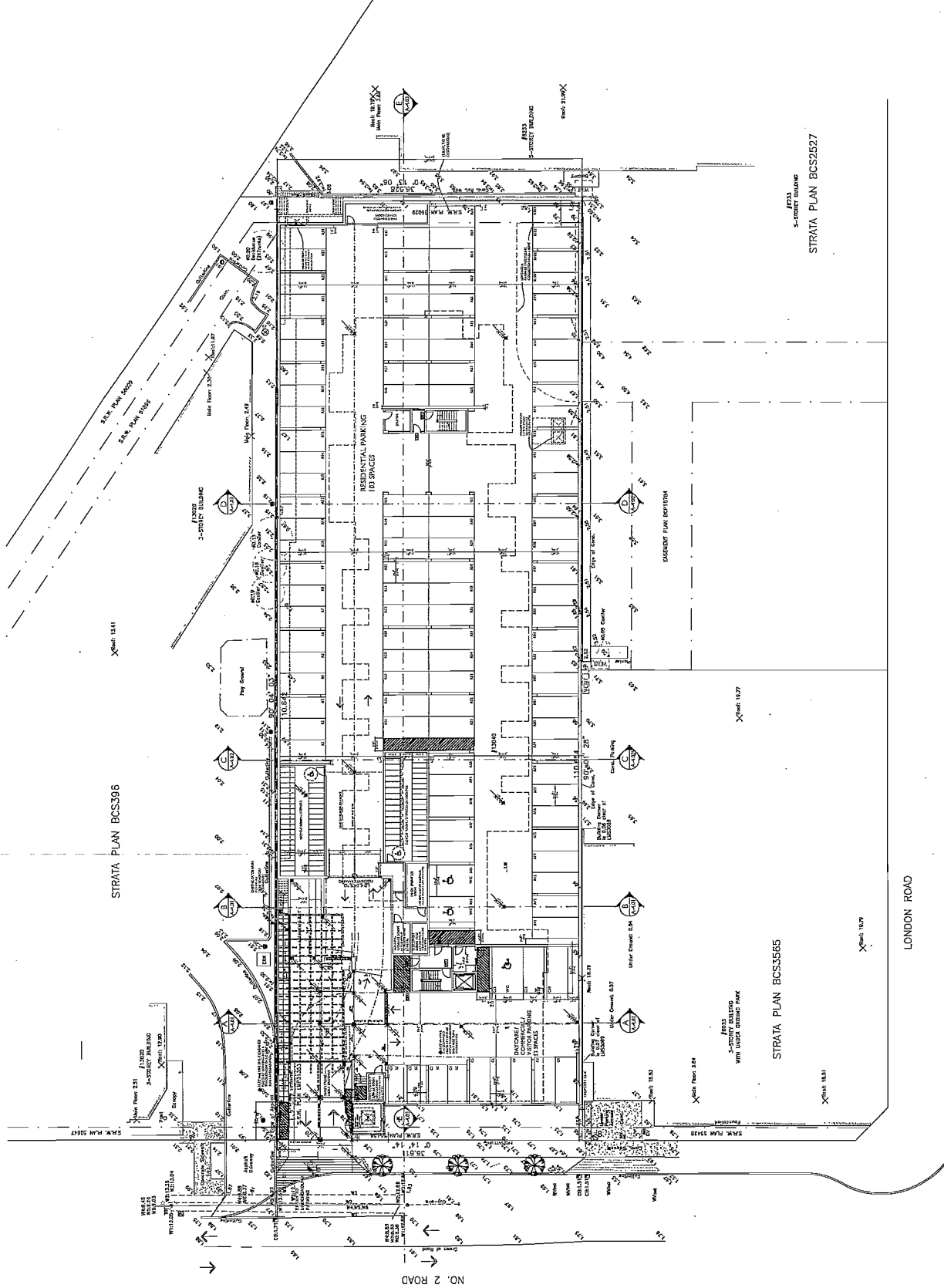
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2. 08.01.00 PRELIMINARY
3. 08.01.00 PRELIMINARY
4. 08.01.00 PRELIMINARY
5. 08.01.00 PRELIMINARY

HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERTAINES LTD.

PARKING PLAN

DATE: FEB. 2011
DRAWN BY: G.B.
CHECKED BY: G.B.
SCALE: 1/8" = 1'-0"
JOB NUMBER: 1119

A-1.00





NOTE
 1. SEE PLAN FOR DIMENSIONS
 2. SEE PLAN FOR DIMENSIONS

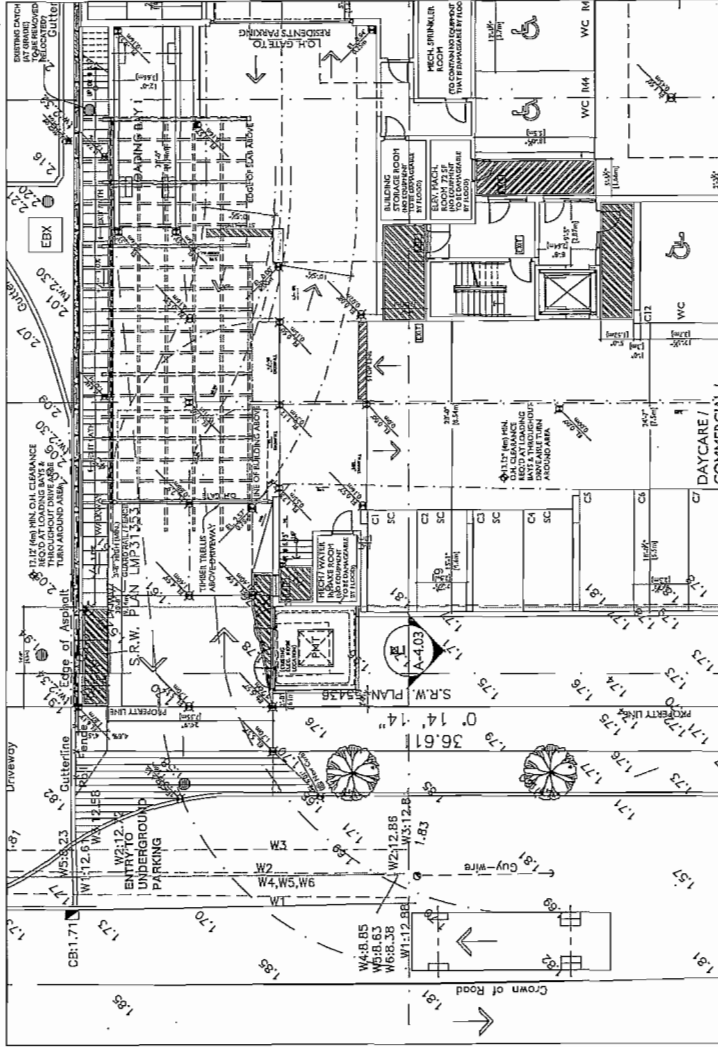
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HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

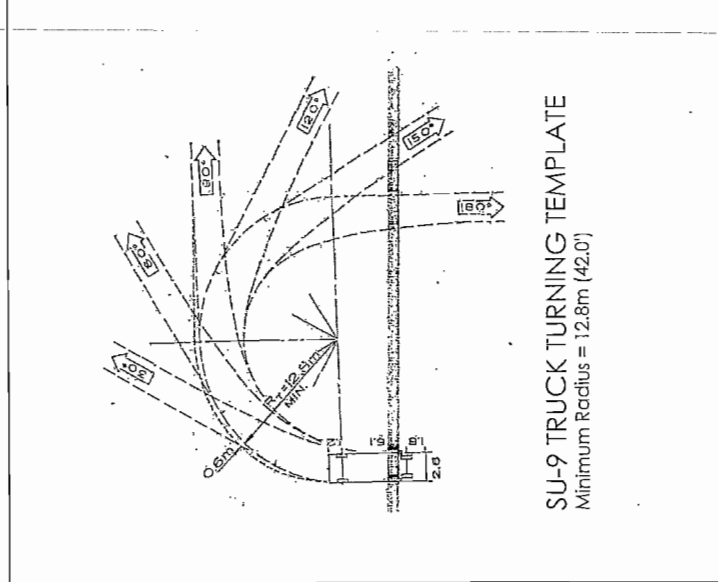
LOADING DIAGRAMS:
 ENTERING PARKADE

DATE: 08/10/10
 DRAWN BY: JLD
 CHECKED BY: JLD
 NO.: 1119
 PROJECT: HARBOUR WALK

A-1.01



1. TRUCK ENTERING LOADING BAY 1 IN PARKADE





NOTES
 1. SEE SHEETS

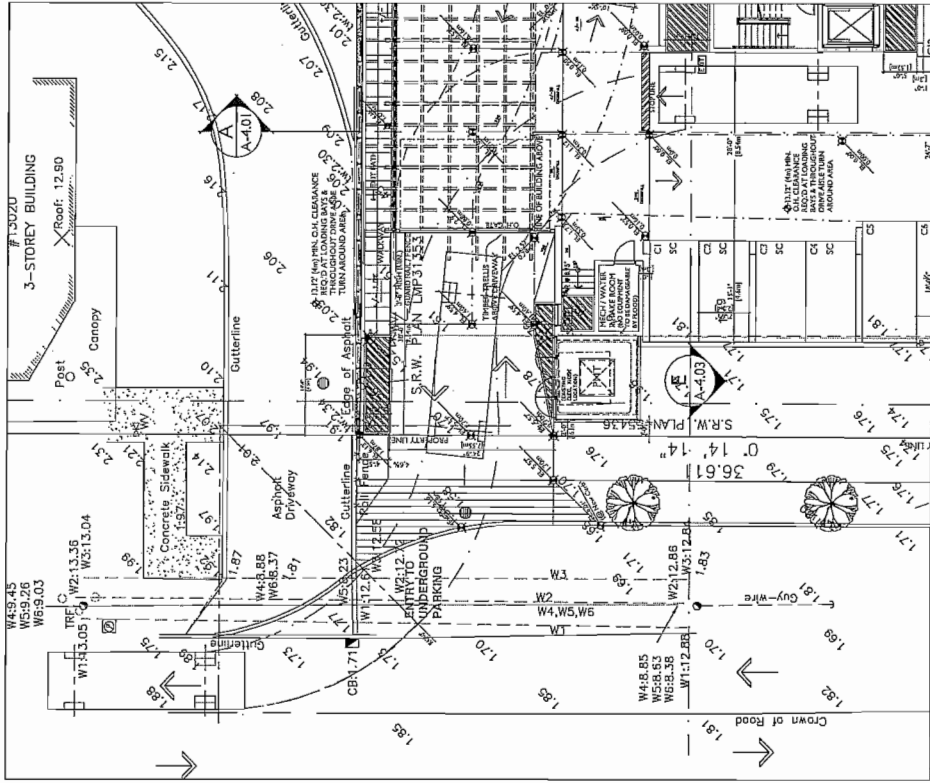
REVISIONS
 1. 11/11/11
 2. 11/11/11
 3. 11/11/11
 4. 11/11/11
 5. 11/11/11

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

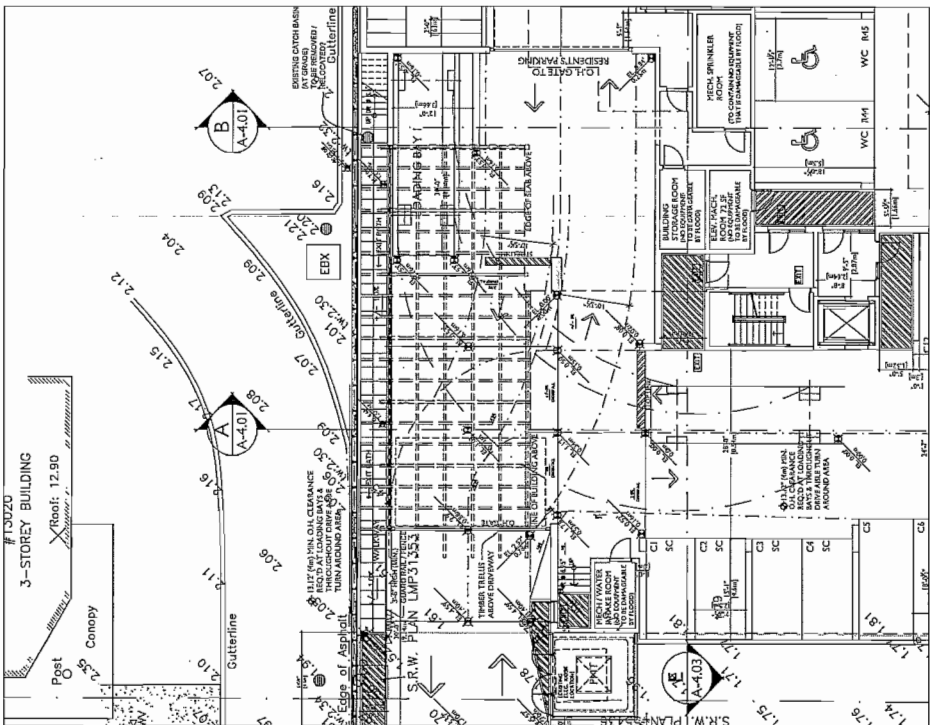
LOADING DIAGRAMS:
 EXITING PARKADE

DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/1119
 JOB NUMBER: 11119

A-1.02



3. TRUCK EXITING PARKADE TO STREET



2. TRUCK BACKING OUT OF LOADING BAY 1

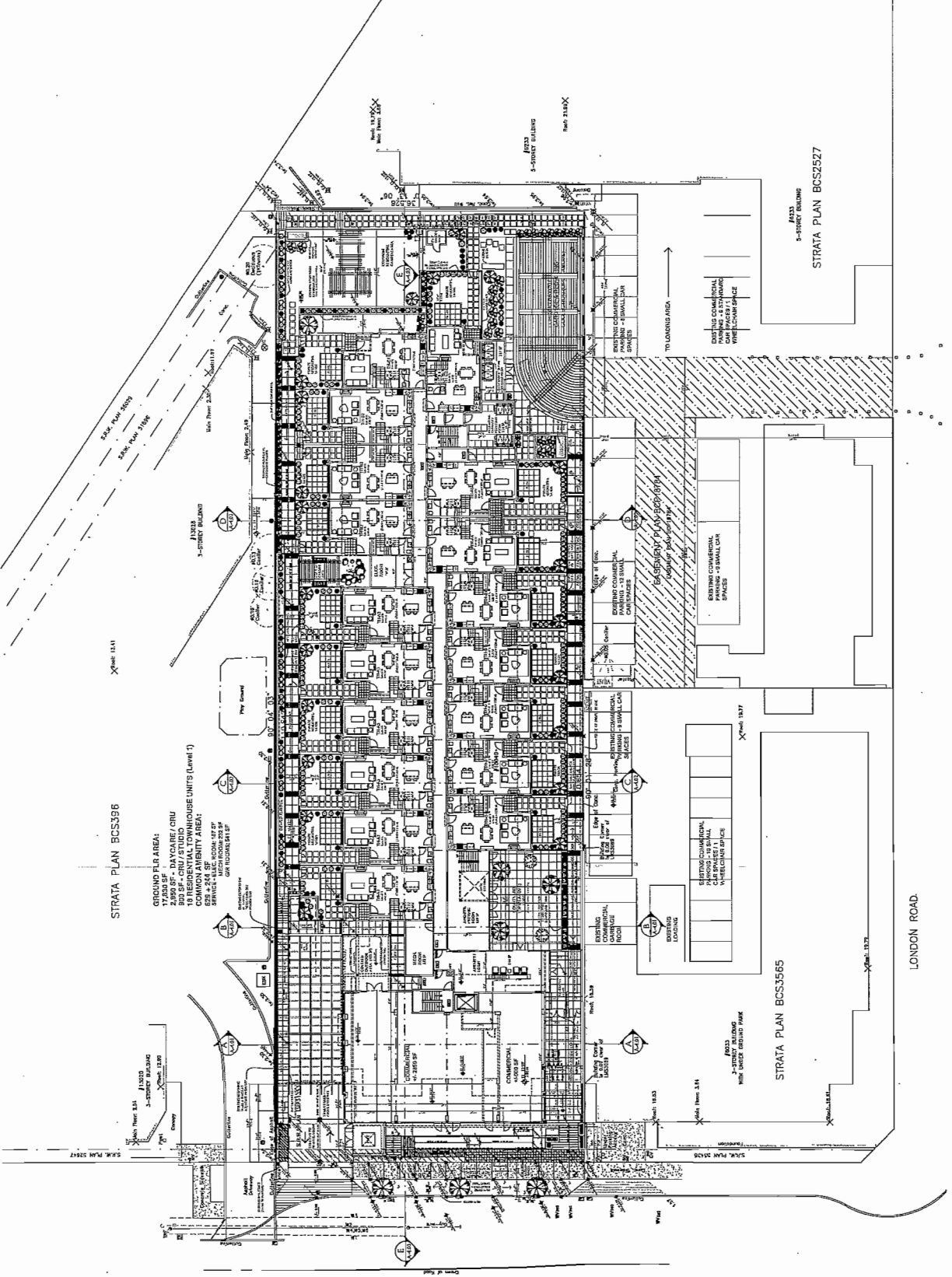


NOTES
 1. SEE SHEETS

REVISIONS
 NO. DATE DESCRIPTION
 1 11/11/11 ISSUED FOR PERMIT
 2 01/12/11 ISSUED FOR PERMIT
 3 02/12/11 ISSUED FOR PERMIT

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 CRU / STUDIO / COMMON AMENITY AREA
 ENTERPRISE LTD.

FLOOR PLAN
 DATE: 11/11/11
 DRAWN BY: G. SCOTT
 CHECKED BY: J. SCOTT
 PROJECT NO.: 1119



STRATA PLAN BCS396

GROUND FLOOR AREA:
 2,995 SF - DANCARE / CRU
 900 SF - CRU / STUDIO
 COMMON AMENITY AREA:
 628, 2,546 SF
 TOTAL 6,069 SF
 WITH 100,000 SF OF
 CAR TORAGE (40% OF
 TOTAL FLOOR AREA)

STRATA PLAN BCS3565

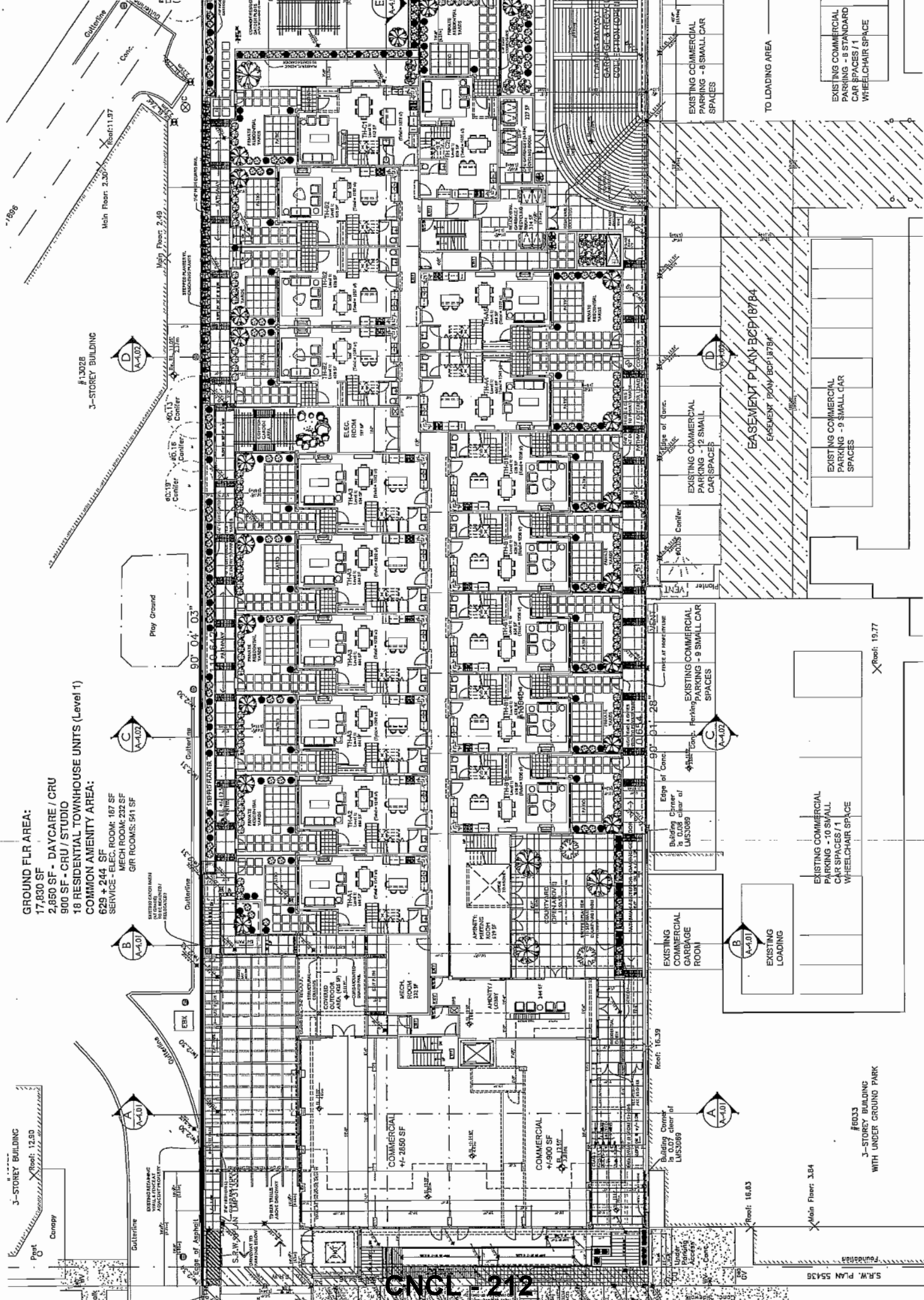
EXISTING COMMERCIAL
 PARKING - 13 SMALL CAR
 SPACES

STRATA PLAN BCS2527

EXISTING COMMERCIAL
 PARKING - 13 SMALL CAR
 SPACES



G. B. JACKSON INC.
 ARCHITECTS
 1100 WEST 10TH AVENUE
 VANCOUVER, BC V6H 1A5
 TEL: 604.681.1111
 FAX: 604.681.1119
 WWW.GBLINC.COM



GROUND FLR AREA:
 17,800 SF - DAYCARE / CRU
 2,850 SF - CRU / STUDIO
 18 RESIDENTIAL TOWNHOUSE UNITS (Level 1)
COMMON AMENITY AREA:
 629 + 244 SF
 SERVICE MECH ROOM: 235 SF
 GIR ROOMS: 511 SF

HARBOUR WALK
 1340 NO. 7 ROAD
 RICHMOND, B.C.
 OFFICE VENTURE
 ENTERPRISES LTD.

GROUND FLOOR PLAN
 DATE: 11/18/14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/16" = 1'-0"
 JOB NO: 1119

A-2.01

EXISTING COMMERCIAL PARKING - 8 SMALL CAR SPACES
 TO LOADING AREA
 EXISTING COMMERCIAL PARKING - 8 STANDARD WHEELCHAIR SPACE

EXISTING COMMERCIAL PARKING - 12 SMALL CAR SPACES
 EXISTING COMMERCIAL PARKING - 9 SMALL CAR SPACES
 EXISTING COMMERCIAL PARKING - 10 SMALL CAR SPACES / 1 WHEELCHAIR SPACE

EXISTING COMMERCIAL PARKING - 9 SMALL CAR SPACES
 EXISTING COMMERCIAL PARKING - 10 SMALL CAR SPACES / 1 WHEELCHAIR SPACE

EXISTING COMMERCIAL PARKING - 10 SMALL CAR SPACES / 1 WHEELCHAIR SPACE

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EXISTING COMMERCIAL PARKING - 10 SMALL CAR SPACES / 1 WHEELCHAIR SPACE

EXISTING COMMERCIAL PARKING - 10 SMALL CAR SPACES / 1 WHEELCHAIR SPACE

CNCL - 212

S.R.W. PLAN 55436

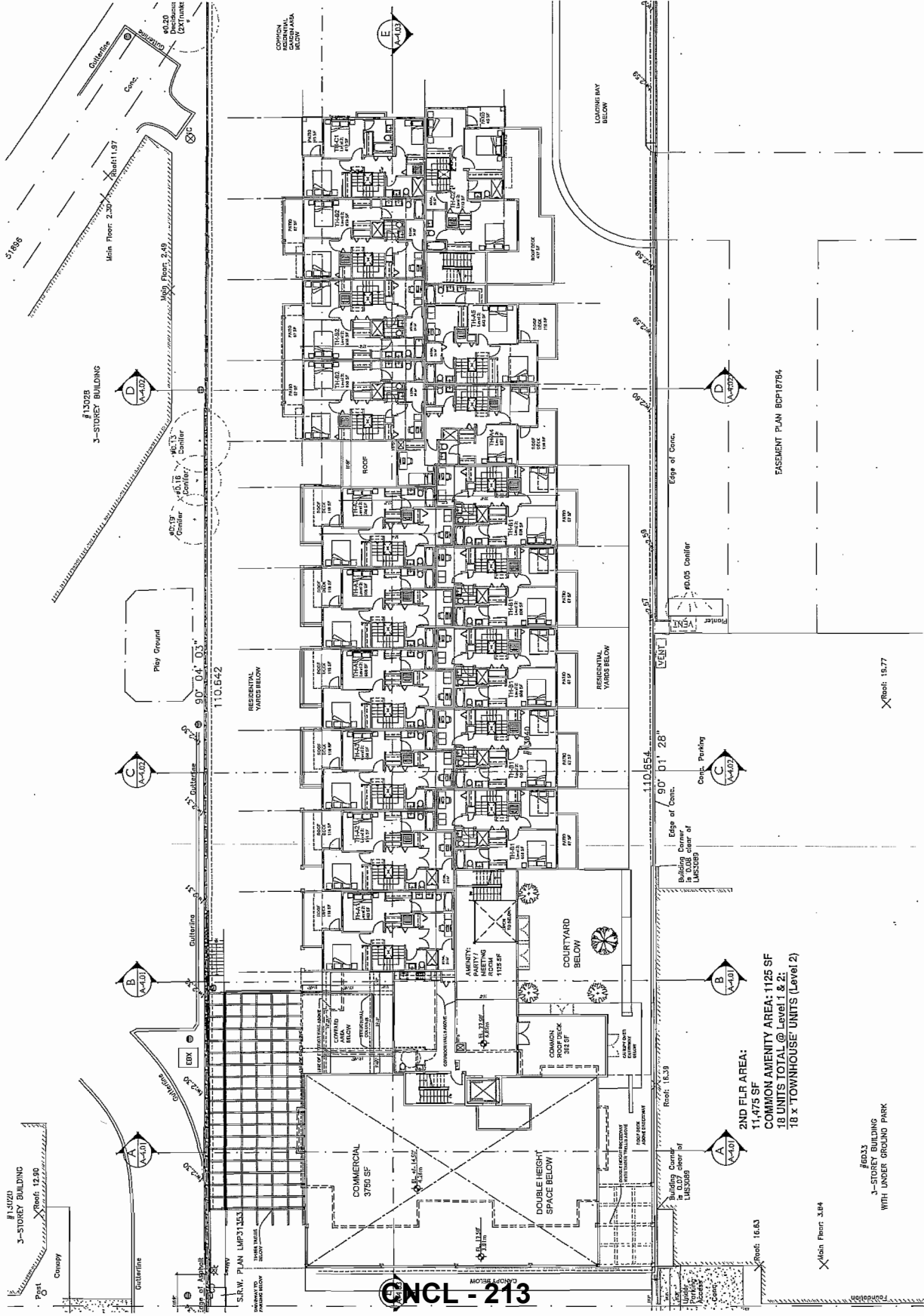


1000 SHEPPARD AVENUE EAST
 SUITE 1000
 SCARBOROUGH, ONTARIO M1B 3Y4
 TEL: (416) 291-1111
 FAX: (416) 291-1112
 WWW.GBLINC.COM



NOTES

REVISIONS
 NO. DATE BY
 1 11/11/11 J.S.
 2 11/11/11 J.S.
 3 11/11/11 J.S.
 4 11/11/11 J.S.



HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 SCOTT McNEIL
 ENTERPRISES LTD.

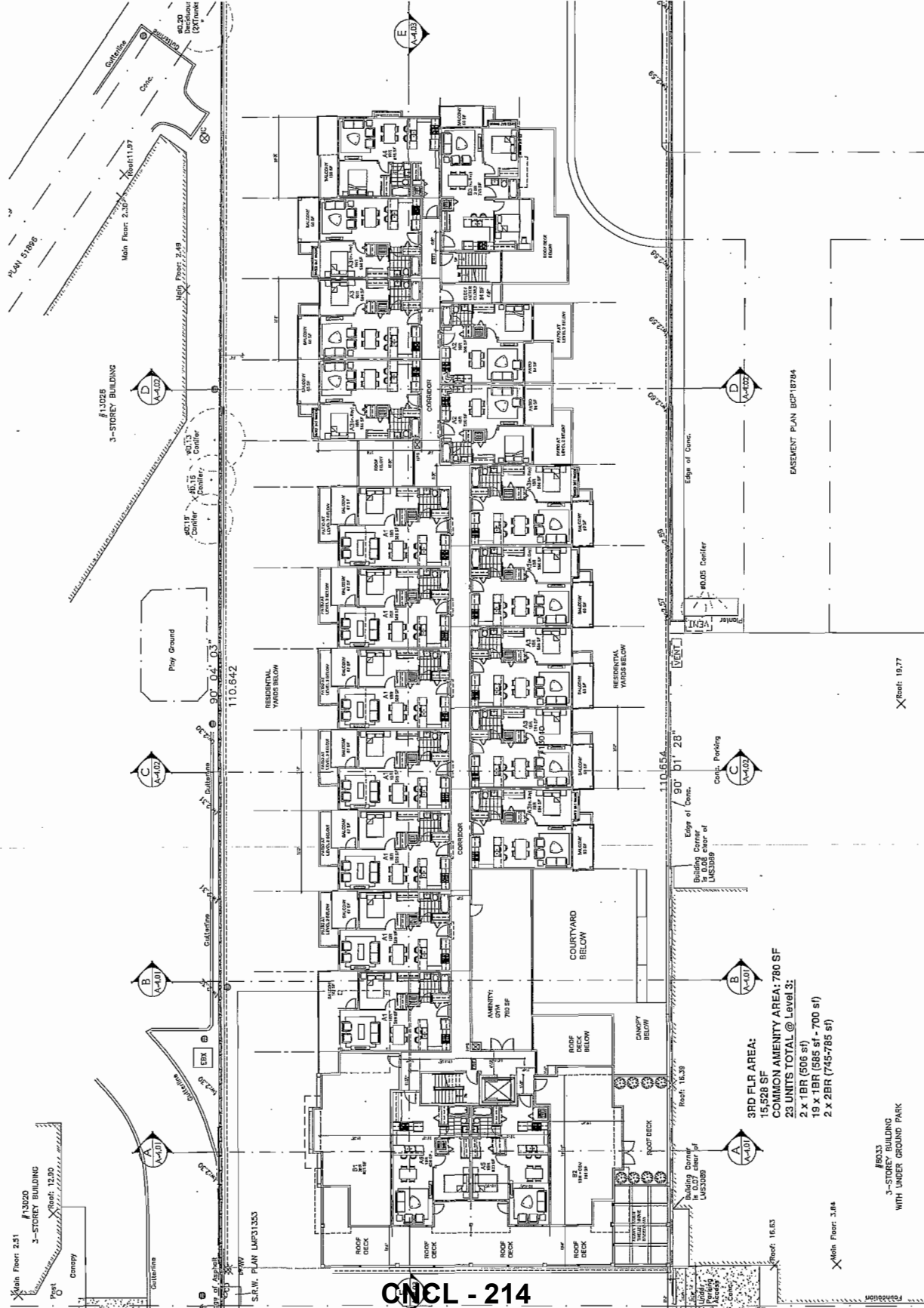
2ND FLOOR PLAN
 DATE: 11/11/11
 DRAWN BY: J.S.
 CHECKED BY: J.S.
 SCALE: 1/8" = 1'-0"
 PROJECT NO.: 1119

A-2.02

2ND FLR AREA:
 11,475 SF
 COMMON AMENITY AREA: 1125 SF
 18 UNITS TOTAL @ Level 1 & 2:
 18 X TOWNHOUSE UNITS (Level 2)

#6033
 3-STORY BUILDING
 WITH UNDER GROUND PARK

ENCL - 213



NOTES
 1. SEE GENERAL NOTES ON SHEET 13020-01.
 2. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
 3. FINISHES ARE AS NOTED OR AS SHOWN ON SCHEDULES.
 4. REFER TO ARCHITECTURAL SPECIFICATIONS FOR MATERIALS AND METHODS OF CONSTRUCTION.

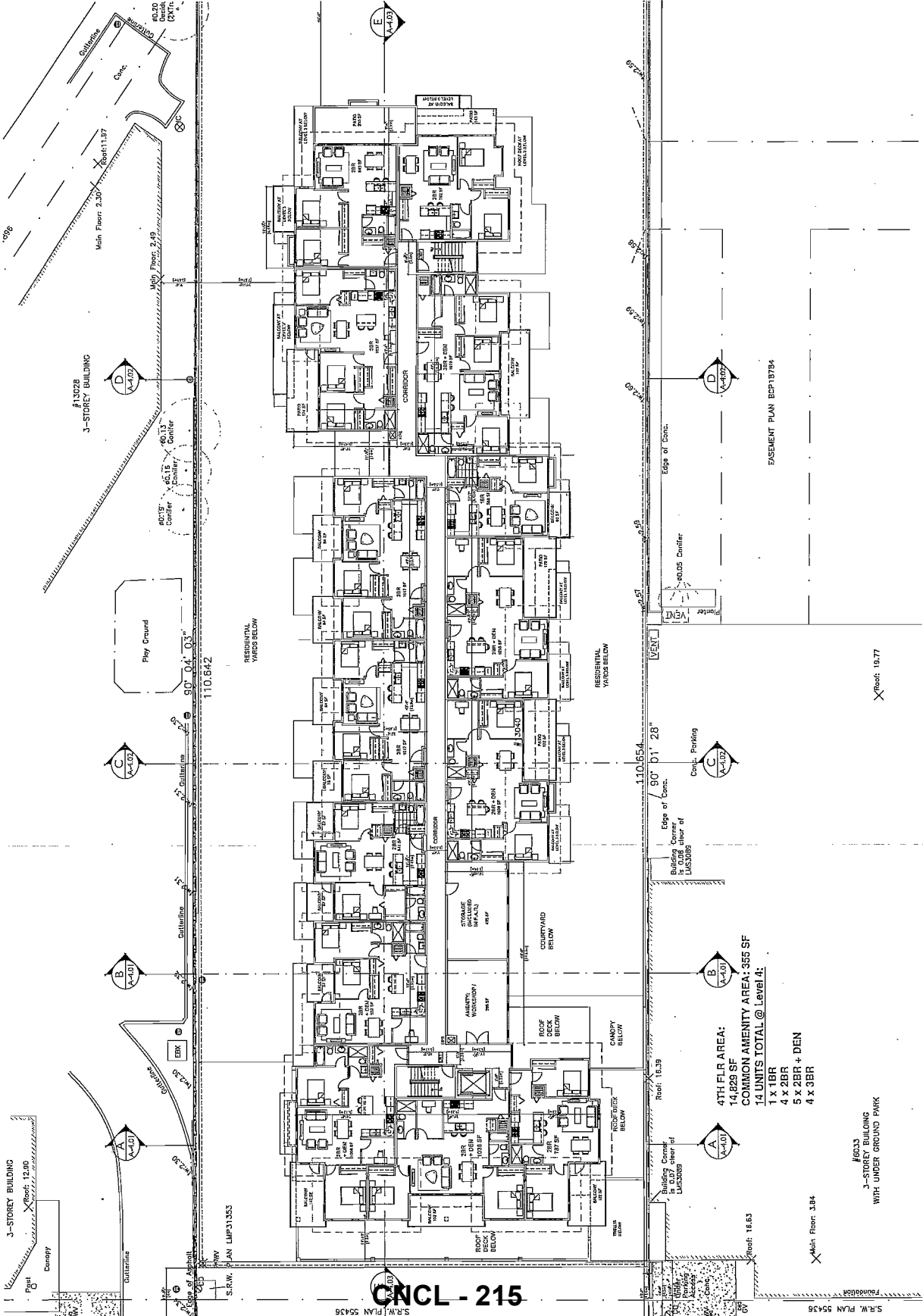
3RD FLOOR PLAN
 DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/8" = 1'-0"
 SHEET NO.: 1119

A-2.03

3RD FLR AREA:
 15,528 SF
 COMMON AMENITY AREA: 780 SF
 23 UNITS TOTAL @ Level 3:
 2 x 1BR (506 sf)
 19 x 1BR (585 sf - 700 sf)
 2 x 2BR (745-765 sf)

PROJ 13020
 3-STORY BUILDING
 WITH UNDERGROUND PARK

ONCL - 214



HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

4TH FLOOR PLAN

DATE: 10/14/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/8" = 1'-0"
 DRAWING NO: 1119

A-2.04

4TH FLR AREA:
 14,829 SF
 COMMON AMENITY AREA: 355 SF
 14 UNITS TOTAL @ Level 4:
 1 x 1BR
 4 x 2BR
 5 x 2BR + DEN
 4 x 3BR

CNCL - 215

S.R.W. PLAN 55436

#8033
 3-STOREY BUILDING
 WITH UNDER GROUND PARK

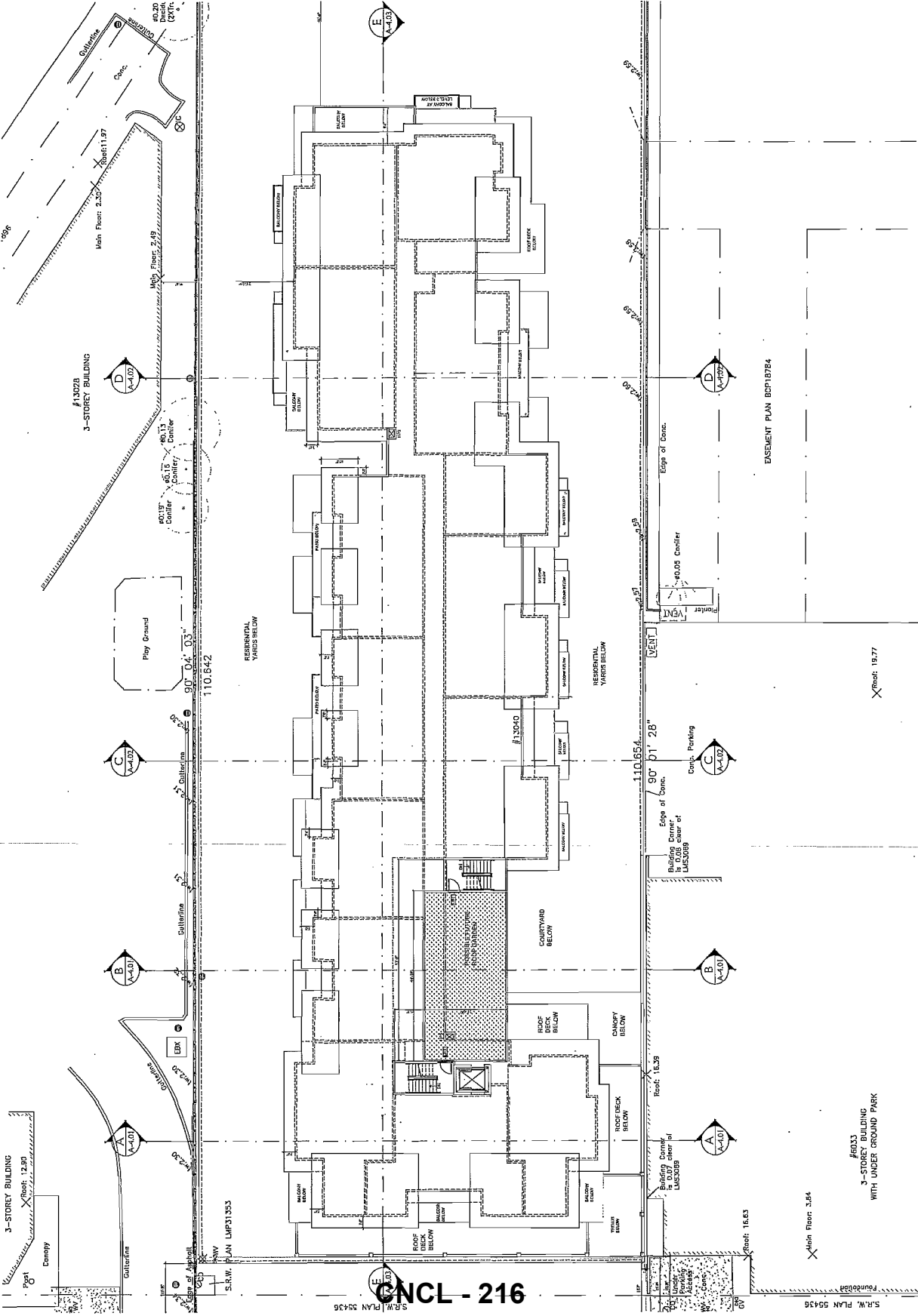
Main Floor: 3.84
 Roof: 18.63

EASEMENT PLAN BCP187194

Res: 19.77

S.R.W. PLAN 55436

S.E.I.N. JAN LMP31353



- REVISIONS**
- 1. 01.11.11
 - 2. 02.11.11
 - 3. 03.11.11
 - 4. 04.11.11

HARBOUR WALK
 1304D NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

ROOF PLAN

DATE: JUN 01
 DRAWN BY: CA
 CHECKED BY: JH
 SCALE: 1/16" = 1'-0"
 JOB NUMBER: 1119

A-2.05

3-STORY BUILDING
 Roof: 12.50

S.R.W. PLAN 55436

3-STORY BUILDING
 Roof: 11.27

S.R.W. PLAN 55436

GNCL - 216

3-STORY BUILDING
 Roof: 16.83

S.R.W. PLAN 55436

3-STORY BUILDING
 Roof: 16.83

S.R.W. PLAN 55436

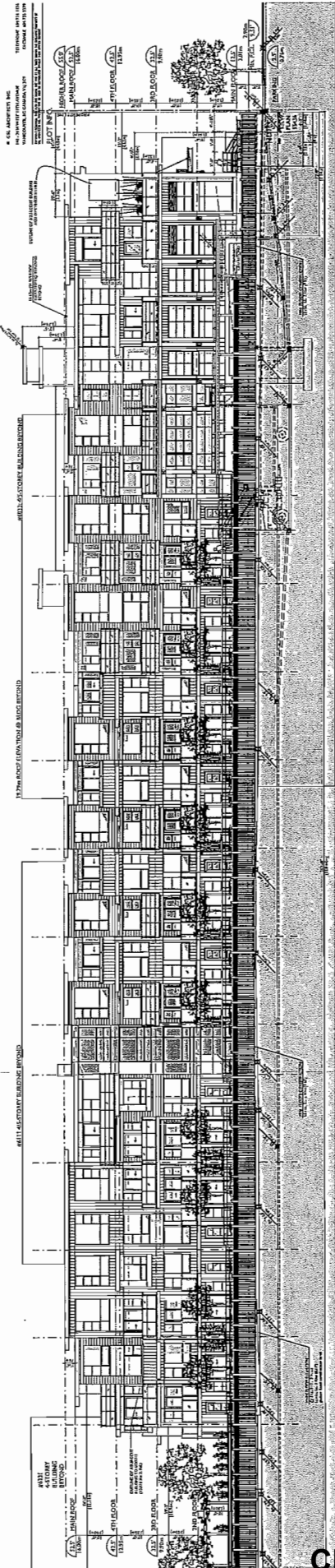
3-STORY BUILDING
 WITH UNDER GROUND PARK

Ref: 19.27

BASEMENT PLAN BCP18724

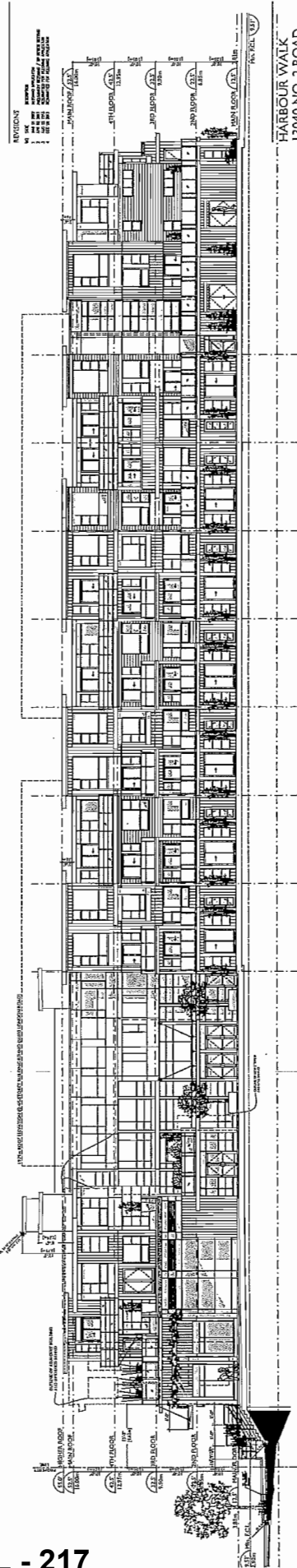


GBL ARCHITECTURE INC.
 1100 WEST 10TH AVENUE
 VANCOUVER, BC V6H 2T6
 TEL: 604.681.1111
 WWW.GBLARCHITECTURE.COM



NORTH ELEVATION

CNCL - 217



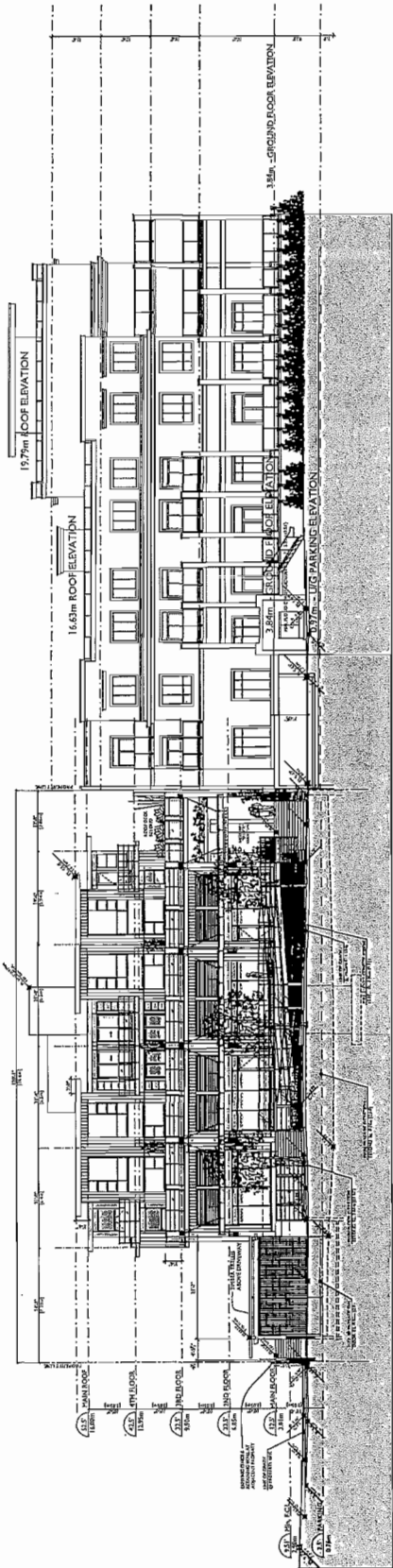
SOUTH ELEVATION

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 GBL ARCHITECTURE
 ENTERPRISES LTD.

ELEVATIONS
 NORTH / SOUTH

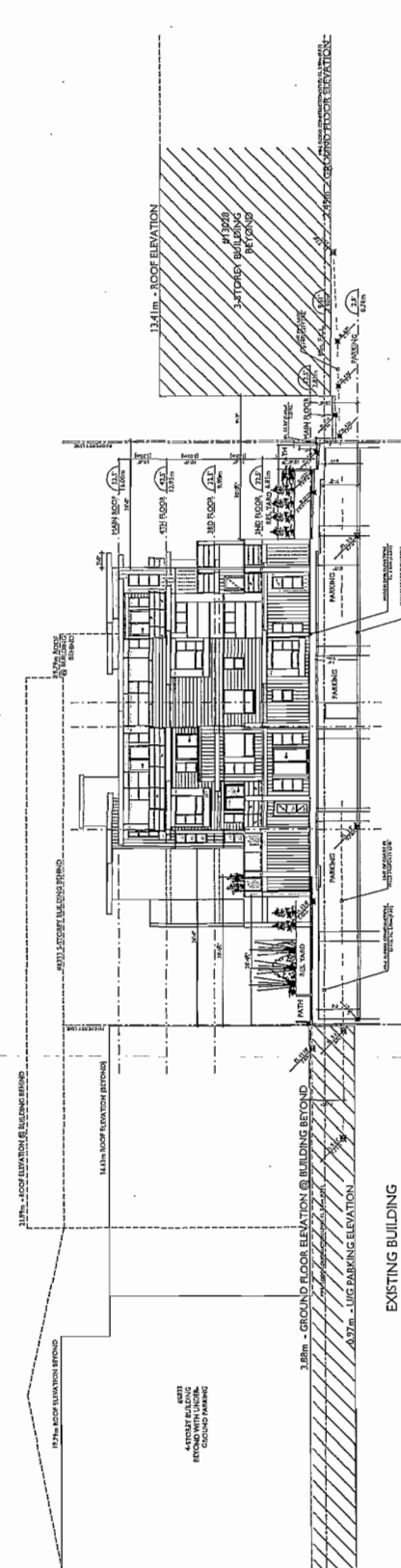
DATE: 02/01/12
 DRAWN BY: J. WILSON
 CHECKED BY: M. F. WAC
 FILE: 1119
 JOB NUMBER: 1119

A-3.01



WEST ELEVATION

EXISTING BUILDING
 #4033 4-STORY BUILDING
 WITH UNDERGROUND PARKING

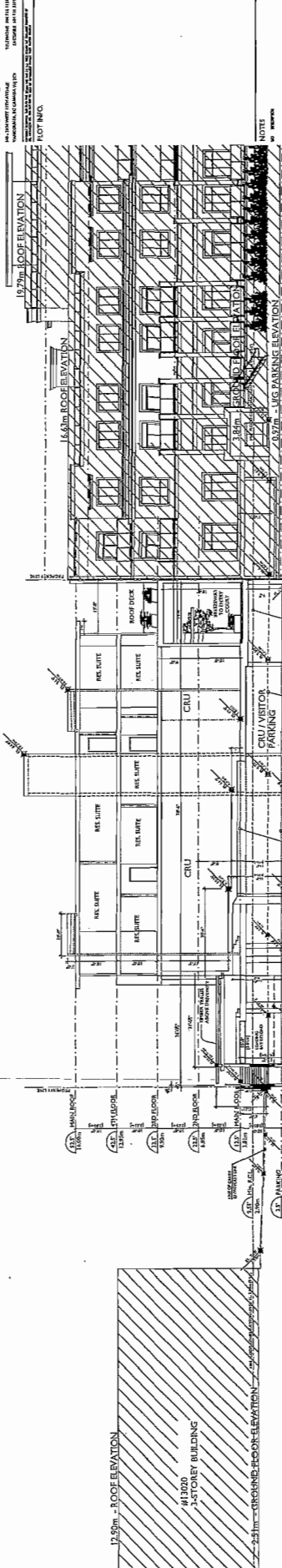


EAST ELEVATION

EXISTING BUILDING



1000 WESTERN AVENUE
 VANCOUVER, BC V6C 3R8
 TEL: 604.681.1111
 WWW.GBLINC.COM



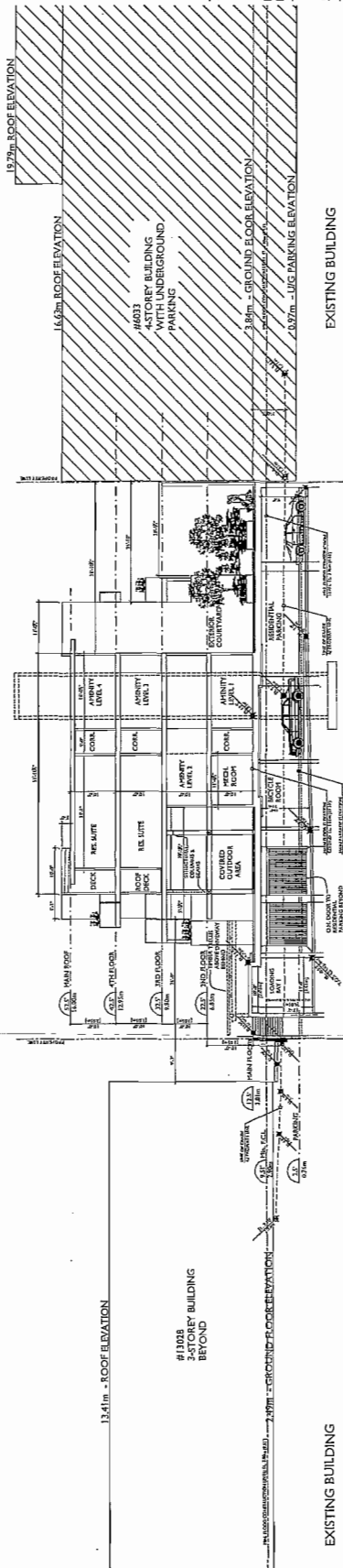
EXISTING BUILDING

CNCL - 219

#4033
 4-STORY BUILDING
 WITH UNDERGROUND
 PARKING

SECTION A-A

DIMENSIONS
 IN METERS
 UNLESS OTHERWISE NOTED
 ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE



EXISTING BUILDING

#4033
 4-STORY BUILDING
 WITH UNDERGROUND
 PARKING

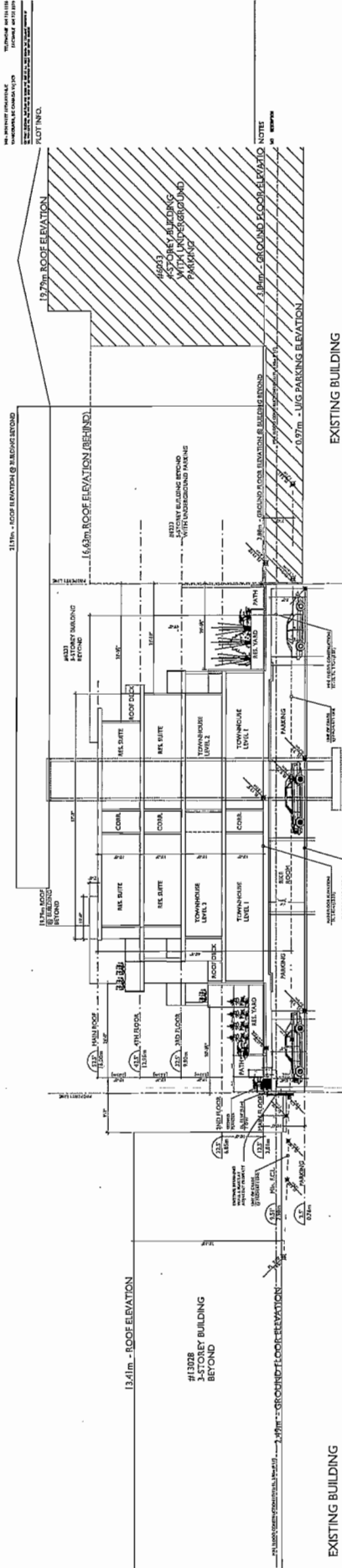
SECTION B-B

DIMENSIONS
 IN METERS
 UNLESS OTHERWISE NOTED
 ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

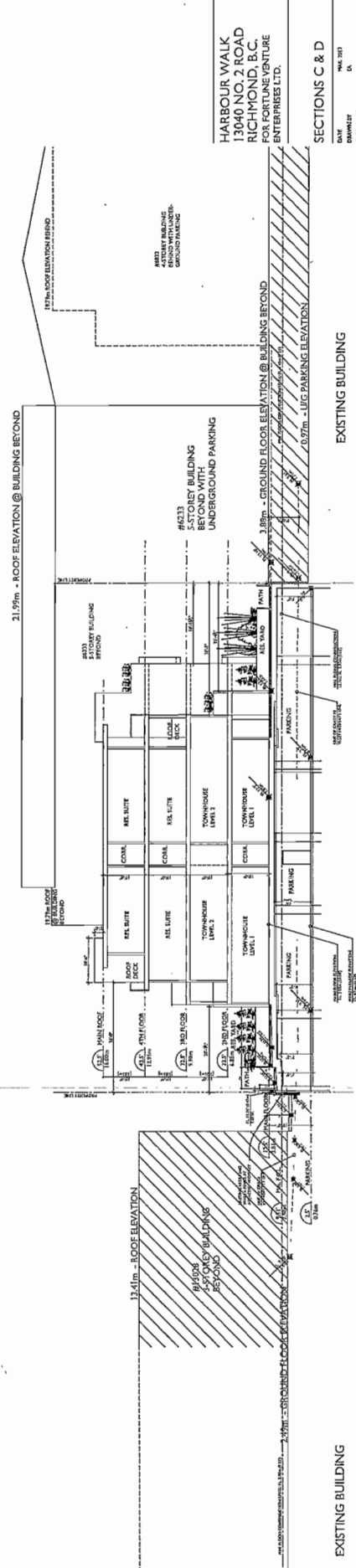
SECTIONS A & B

A-4.01



EXISTING BUILDING

SECTION C-C



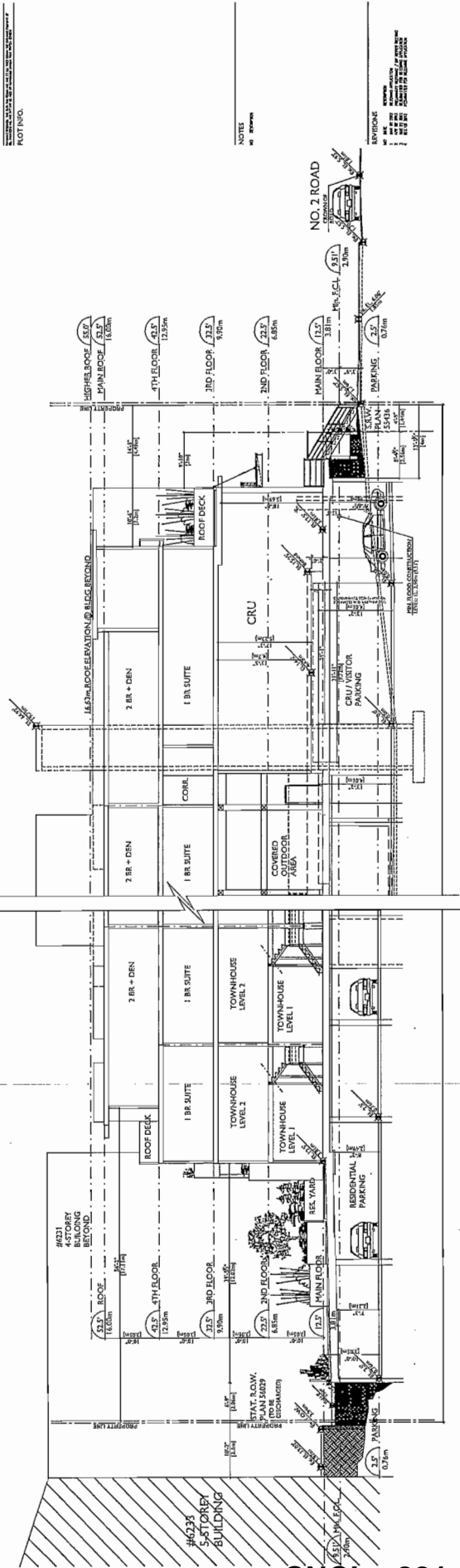
EXISTING BUILDING

SECTION D-D

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

SECTIONS C & D
 DATE: 10/11/11
 DRAWN BY: JH
 CHECKED BY: JH
 SCALE: 1/4" = 1'-0"
 JOB NO.: 1119

21.99m - ROOF ELEVATION

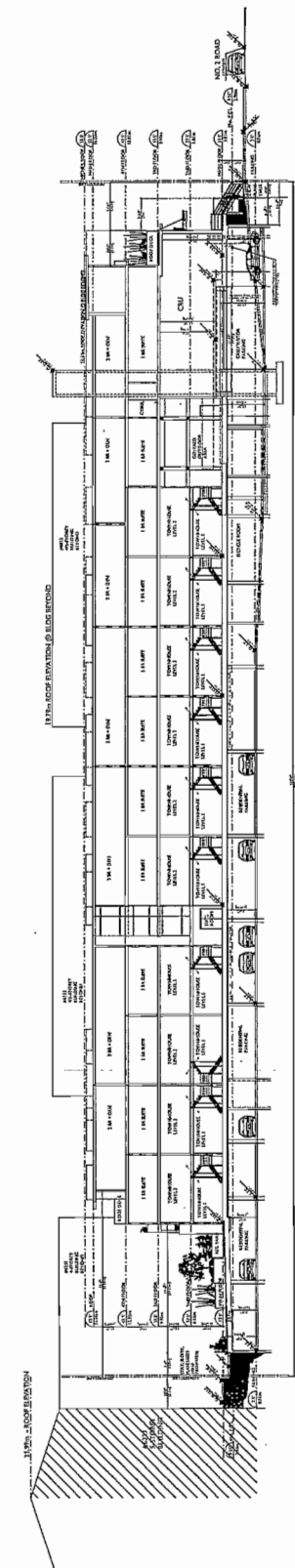


NOTES
 1. REFER TO SHEET 21.99m - ROOF ELEVATION FOR MORE DETAILS.

CNCL - 221

SECTION E-E - EAST END (1/8" = 1'-0")

SECTION E-E - WEST END (1/8" = 1'-0")



SECTION E-E (1/8" = 1'-0")

HARBOUR WALK
 13040 NO. 2 ROAD,
 RICHMOND, B.C.
 PARKS & RECREATION
 ENTERPRISES LTD.

SECTION E

DATE: MAY 2011
 DRAWN BY: G.A.
 CHECKED BY: J.M.
 SCALE: AS SHOWN
 PROJECT NO: 1119

A-4.03



RZ 12-602748

Attachment C

Address: 13040 No. 2 Road

Applicant: Kirk Yuen of Cape Construction (2001) Ltd.

Planning Area(s): London/Princess Waterfront Neighbourhood (Steveston)

	Existing	Proposed	
Owner	Matthew & Flora Chen	Unknown	
Site Size (m²)	4,046 m ²	No Change	
Land Uses	Warehousing	Mixed-Use Commercial and Residential	
Flood Construction Level	Min. 2.9 m GSC required	Complies	
OCP Designation	Mixed-Use	Complies	
Area Plan Designation	Mixed-Use (Commercial Industrial with Residential & Office Above)	Complies	
Zoning	Light Industrial (IL)	Commercial Mixed-Use (ZMU24) – London Landing (Steveston)	
Number of Units	10 strata units	2 or 3 CRU and 55 Apartments	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. Max 1.37 including commercial space at grade	1.37 including 348.5 m ² commercial space at grade	None Permitted
Lot Coverage	Max. 54%	54%	None
Setbacks: No. 2 Road Side Yard Rear Yard	Min. 4.5 m None None	4.5 m Min. 0 to 10.9 m 12.5 m	None
Height	Max. 21 m & four storeys	16 m to 19.8 m & four storeys	None
Parking Spaces: Commercial/Visitor Resident Accessible Total	11 83 (2%) 94	12 103 (3) 115	None
Small Car Parking	Max. 50%	3.5% (4 spaces)	None
Tandem Parking	Permitted	None	None
Loading Spaces	1 residential & 1 commercial	1 (shared)	1 Loading Space Reduction
Indoor Amenity Space	100 m ²	330 m ²	None
Outdoor Amenity Space	330 m ²	373 m ²	None

Attachment D

Dear Sir,

2014/Feb/17

I live at 6233 London Rd. I am concerned with the plans of the development as presented by Mr. Kirk Yuen of Cape Construction.

Of great concern is the plan to access the new structure by an easement, through the parking area behind 6233 London Road, one of which certainly I did not know about nor do I think anyone else knew about at time of purchase. The developer of 6233 London Road, Oris Development, has already indicated will not guarantee the warranty of the concrete structure of the parking area. At this moment we are in dispute with the Oris Development to repair this concrete structure. To allow Mr. Yuen of Cape Construction to use this as a right of way is not in our best interest. Who will pay for possible future repair or damage? Why is it not possible for Mr. Yuen to come up with another plan where this is not necessary? The access to the parking area/easement/right of way is already very tight and at times very busy. More commercial traffic could compromise the integrity of the concrete structure in the long term and more traffic will only exasperate the already tight area.

I am also concerned the city has agreed to allow the building of another high density Condo Development in such close proximity to an already existing development; not across the road but right next to the property of 6233 London Road. With it comes more traffic, more noise and more people. Those of us, who live here, do so to get away from the high density housing of the city centre. Those of us who bought here did so with the belief the present building, 13040 No. 2 Road, would stay there and not be replaced with a larger, more imposing structure.

Also concerning is, for Mr. Yuen of Cape Construction to donate to the various causes such as Affordable Housing reserve (approximately \$223656), Public Arts Program (approximately \$44,591) and agreeing to enter into a servicing agreement with Trails Way-Finding Improvements appears a lot like buying favours from the city. And for whose benefit? Certainly not for the residents of 6233 London road; may I suggest it is for his benefit.

To summarize:

- > I am most concerned with the plans to use an easement/right of way through our property to the new development. Concerns have been raised regarding its future integrity.
- > Also concerning is the size of the new planned building and how it will impact the residence already living here.
- > Lastly, I am concerned how Mr. Kirk Yuen got approval for his proposed plans.

Sincerely,

Klaus Gade/311-6233 London Road, Richmond BC

Badyal, Sara

From: Katherine Covell [Katherine_Covell@cbu.ca]
Sent: Sunday, 02 March 2014 12:03 PM
To: Badyal, Sara
Attachments: Rezoning 1304 No2 Rd.docx

Categories: Red Category

Hello Sara

Attached is a copy of the points I raised at the hearing as requested through Maddie Youngman.

I appreciate having my concerns listened to. I, along with many others, attended the open house and found both the developer and the architect to be offensively dismissive of our concerns. They seem to believe the purpose of the open house was to convince us that 50 feet is plenty space for privacy and that we would love the new building being in our view. Not so!

I do believe that well landscaped town houses would fit far better in the space than the condo complex described - this would also be a good compromise between the developer and the current residents. I also would really appreciate some delay in construction - an environment of chronic construction is difficult to live with.

Thank you,

Katherine Covell

I have 2 key concerns and 2 primary suggestions

1. Ad-hoc development which densifies the population of the area in the absence of any new infrastructure – what is the vision for the future of our area – if we are to accept unbridled development of housing and commercial structures where will we put the roads and schools and parks that will also be needed? On the ALR? Is there a long term plan or vision for our area?
2. Current approach poses a real threat to the mental and physical health of residents. We who live in the area chose to do so because of its quiet nature – its openness to trees and sky. We used to wake to bird song (or at the worst honking snow geese).

With the construction of the Penta condo at London and Dyke roads we are now faced with ongoing loud traffic and construction noise starting at 7 a.m. every morning – with additional developments we will in essence be living in the core of a major construction zone for years to come – for some of us, the rest of our lives.

This situation compromises our mental health. There is significant evidence that chronic noise is a problem for mental health –for example traffic noise raises levels of stress hormones, it increases blood pressure, and it affects social behavior.

Our physical health is threatened not only by the dust and other detritus of construction but also by the huge increase in traffic – large trucks and construction equipment on the small roads that are often filled with cyclists, joggers, and walkers. We will not only have more of such construction related traffic but as well more traffic from the increased residents of the Penta building when it is completed.

Suggestions

1. I urge a five-year moratorium on any more expansion or new buildings to allow full consideration of the area, its capacity for further residents, increased commercial ventures, its traffic patterns and the many other infrastructure challenges that are the concomitant of unbridled ad-hoc growth.

2. If at the end of that time the decision is made to expand – such as in this proposal – then please require the inclusion of park space, separation between buildings, and control of height. In areas such as that under discussion a limited number of well-landscaped townhouses with space and parkland would fit well – a large condo building squished into a small space is utterly inconsistent with our neighborhood.

To date this area has been a healthy place to live and for children to grow and play – it offers many recreational opportunities that keep the population healthy. With unnecessary and unwanted expansion, this will change.



Address: 13040 No. 2 Road

File No.: RZ 12-602748

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9094, the developer is required to complete the following:

1. Registration of a mixed use building noise covenant on Title, including the requirement to identify the building as a mixed-use building in any disclosure statement and purchase and sale agreements.
2. Registration of a flood plain covenant on Title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a legal agreement ensuring the provision and shared use of indoor amenity space (Min. 100 m²).
4. Registration of a legal agreement ensuring the parking gate remains open during commercial business hours and that non-residential parking is shared by visitors and commercial uses (prohibiting assignment).
5. Registration of a legal agreement ensuring the loading bay is shared by residents and commercial uses.
6. Cancellation of strata plan and winding up of strata corporation (LMS3089) pertaining to the 10 strata lot light industrial building at 13040 No. 2 Road.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot of residential area and \$0.41 per buildable square foot of commercial area (e.g. \$44,591) to the City's Public Art Program.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot of residential apartment housing (e.g. \$223,656) to the City's affordable housing fund as per the City's affordable housing strategy.
9. City acceptance of the developer's offer to voluntarily contribute \$150,000 to the City's Trails 2012 fund to go towards development of way-finding projects in the South Dike and Britannia Heritage Shipyards trail areas (Account 1543-40-000-CITYS-41830).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
11. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works, including, but may not be limited to:
 - a) No. 2 Road improvements across the site frontage to extend the pavement widening, curb and gutter, grass boulevard with street trees and 2 m sidewalk to match works recently constructed to the south (SA 07-364532). Creation of a lay-by will transition the new curb to the existing driveway letdown to the north. The lay-by is to terminate south of the new driveway. Reconstruction of the adjacent property driveway letdown may be required. Existing power pole may need to be relocated.
 - b) Water works: The developer shall be responsible for the design and construction of additional fire hydrant(s) to achieve minimum spacing requirements and connected to the 300 mm diameter AC watermain located along the west side of No. 2 Road. Review of impact of the proposed works on the existing 200 mm diameter AC watermain is required and replacement or relocation of the AC watermain may be required.
 - c) Servicing Agreement to include site analyses for site connections.
 - d) Discharge sanitary sewer utilities rights-of-way (RD105058 regarding plan 56029) along the east property line only after first removing any existing utility infrastructure in the right-of-way and submitting a letter of confirmation (letter signed and sealed by a P. Eng. and addressed to the City of Richmond).
 - e) If preload and/or ground densification activities are undertaken at the development site, the developer is to obtain the services of a Geotechnical Engineer to assess the impacts to existing City & private utility infrastructure and monitor/review any settlement, including survey and video inspection of the City storm & sanitary system before and after activity.
 - f) Private utilities: Developer to provide private utility companies rights-of-ways to accommodate any above ground equipment (e.g. transformers, kiosks) and future under-grounding of overhead lines required by the proposed development.

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5 m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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.
4. Submission of fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey to confirm that there is adequate available water flow for fire-fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. 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 Division 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

Date



NOTES
 1. SEE PLAN

LEGEND
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 2. PROPOSED
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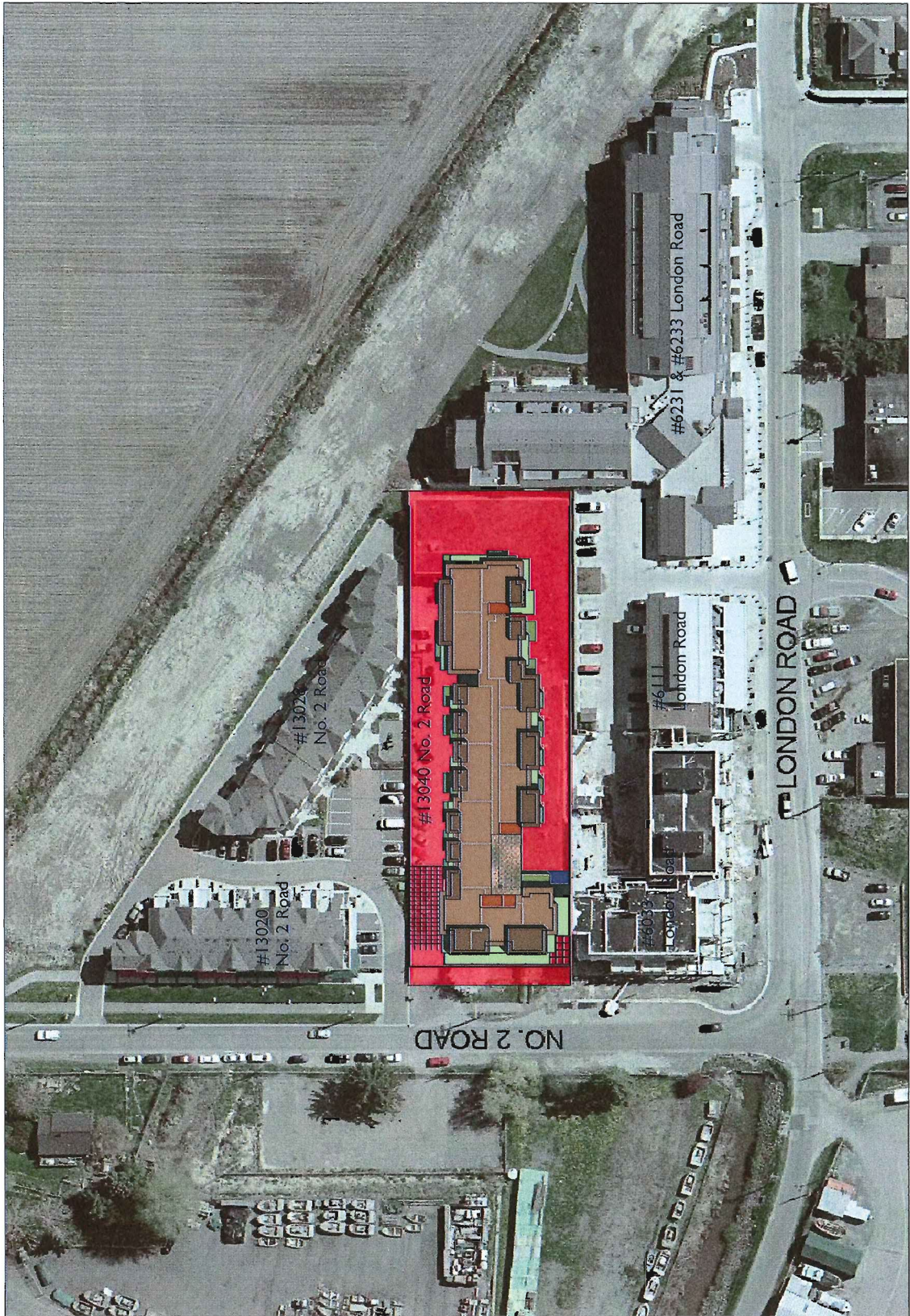
Attachment F

HARBOUR WALL
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTUR
 ENTERPRISES LTD.

SITE AERIAL

DATE	11/11/11
DRAWN BY	TR
CHECKED BY	TR
SCALE	1:1
PROJECT NO.	1119
DATE PLOTTED	11/11/11

A-0





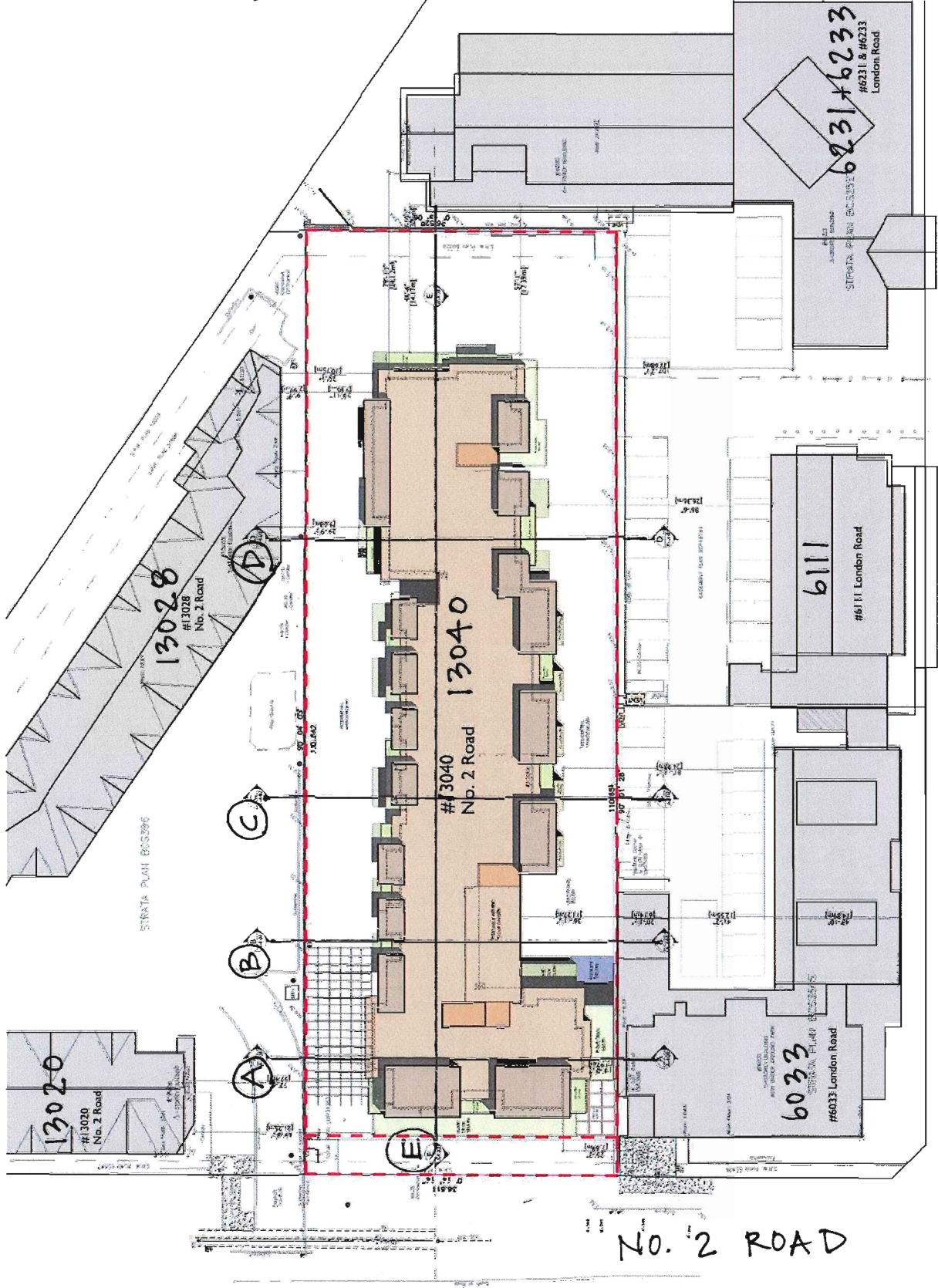
NOTES:
 1. SEE PLAN FOR DETAILS
 2. SEE PLAN FOR DETAILS

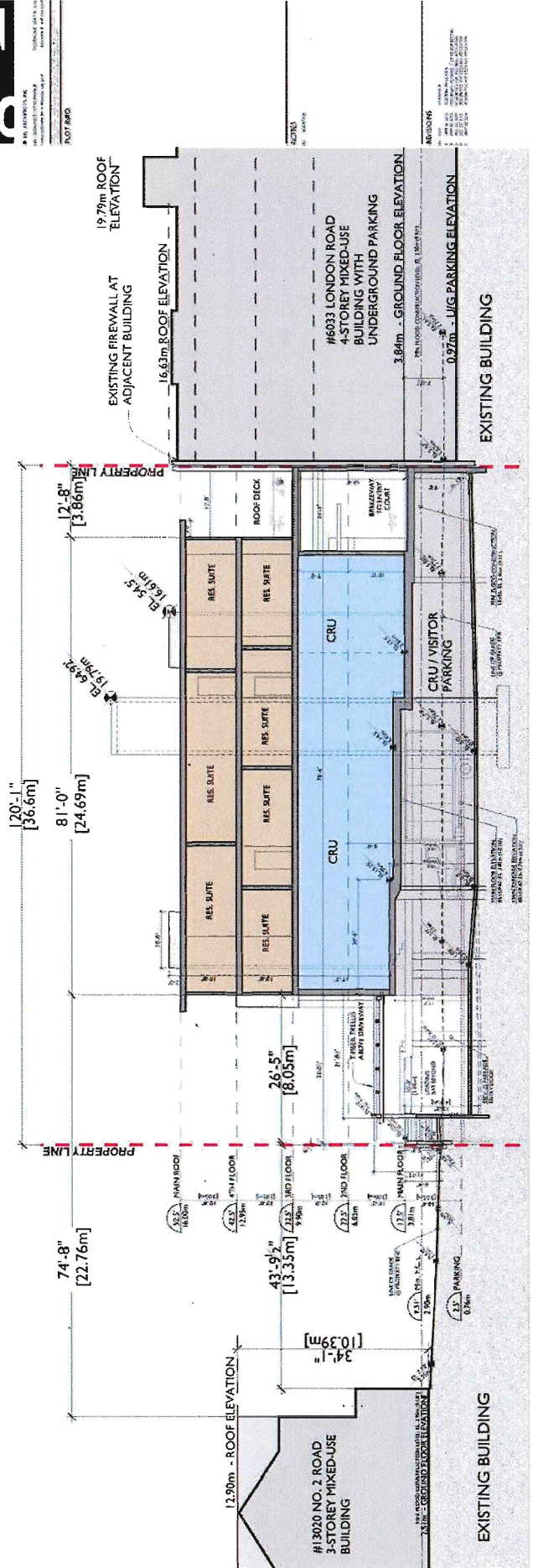
REVISIONS:
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 2. SEE PLAN FOR DETAILS

HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 AN ILMPIRUS LTD.

SITE CONTEXT
 DATE: 10/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/119

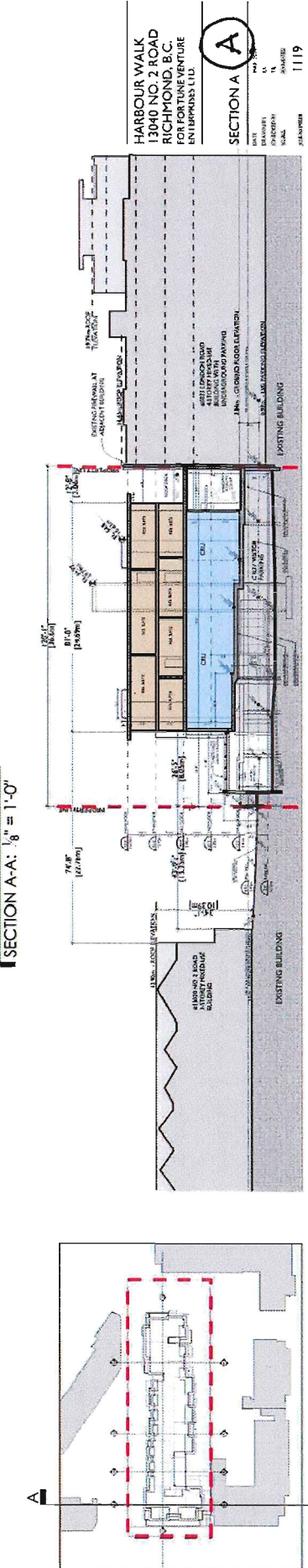
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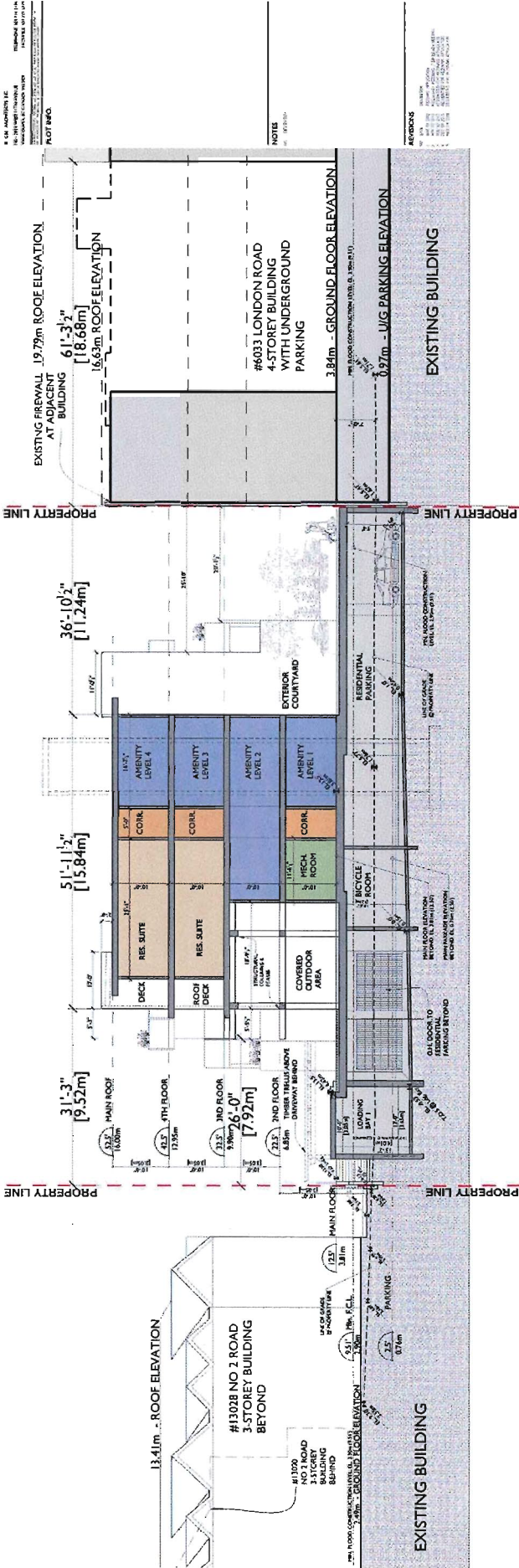
REVISIONS

NO.	DESCRIPTION	DATE
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2	ISSUED FOR PERMITTING	02.01.11
3	ISSUED FOR PERMITTING	02.08.11
4	ISSUED FOR PERMITTING	02.22.11
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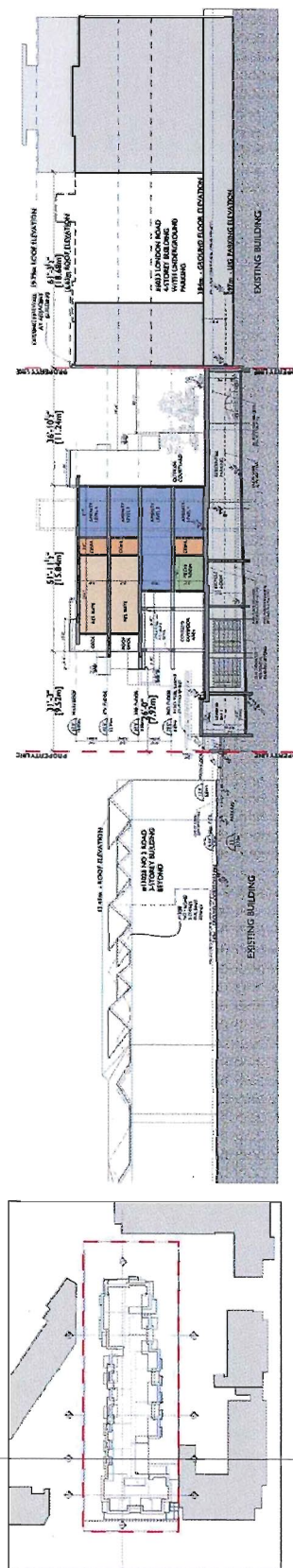


SECTION A

NO.	DESCRIPTION	DATE
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2	ISSUED FOR PERMITTING	02.01.11
3	ISSUED FOR PERMITTING	02.08.11
4	ISSUED FOR PERMITTING	02.22.11
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6	ISSUED FOR PERMITTING	03.01.11
7	ISSUED FOR PERMITTING	03.01.11



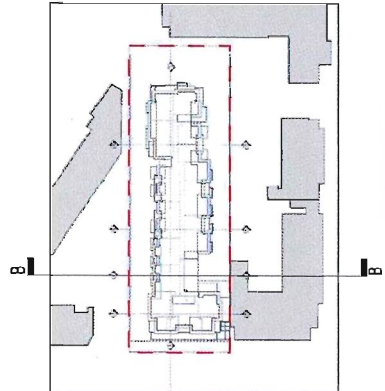
CNCL - 232



A-4.05

SECTION B-B: 1/16" = 1'-0"

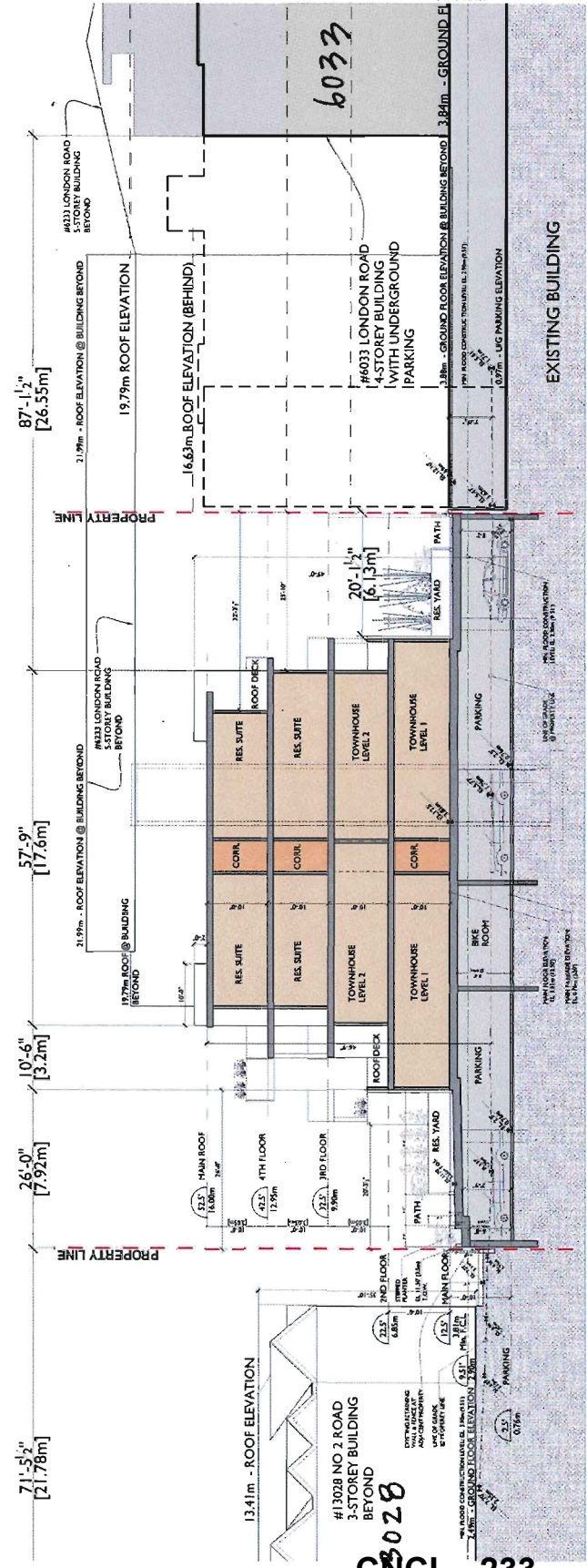
KEYPLAN



SECTION B-B: 1/8" = 1'-0"



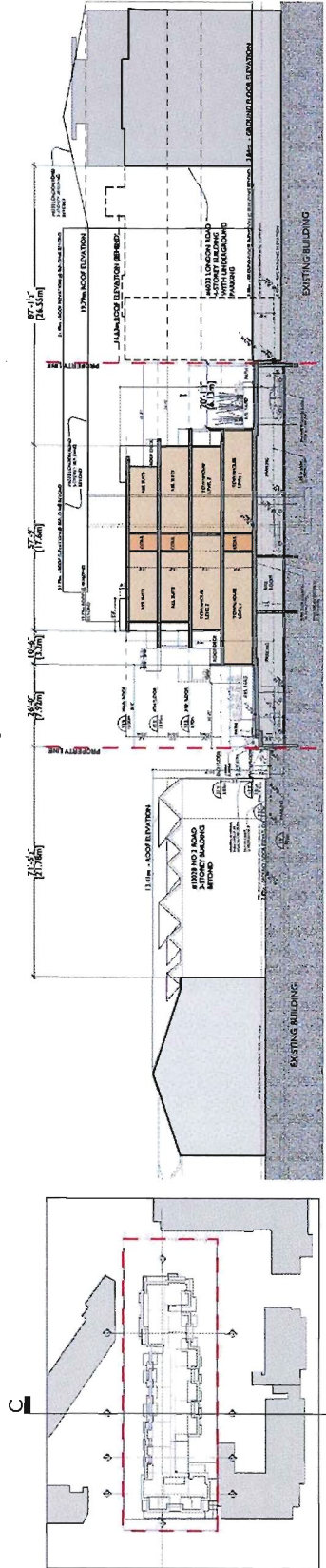
4-4-16 ADAPTED BY
 11/16/2016
 11/16/2016
 11/16/2016
 11/16/2016



CL - 233

NOTES

REVISIONS

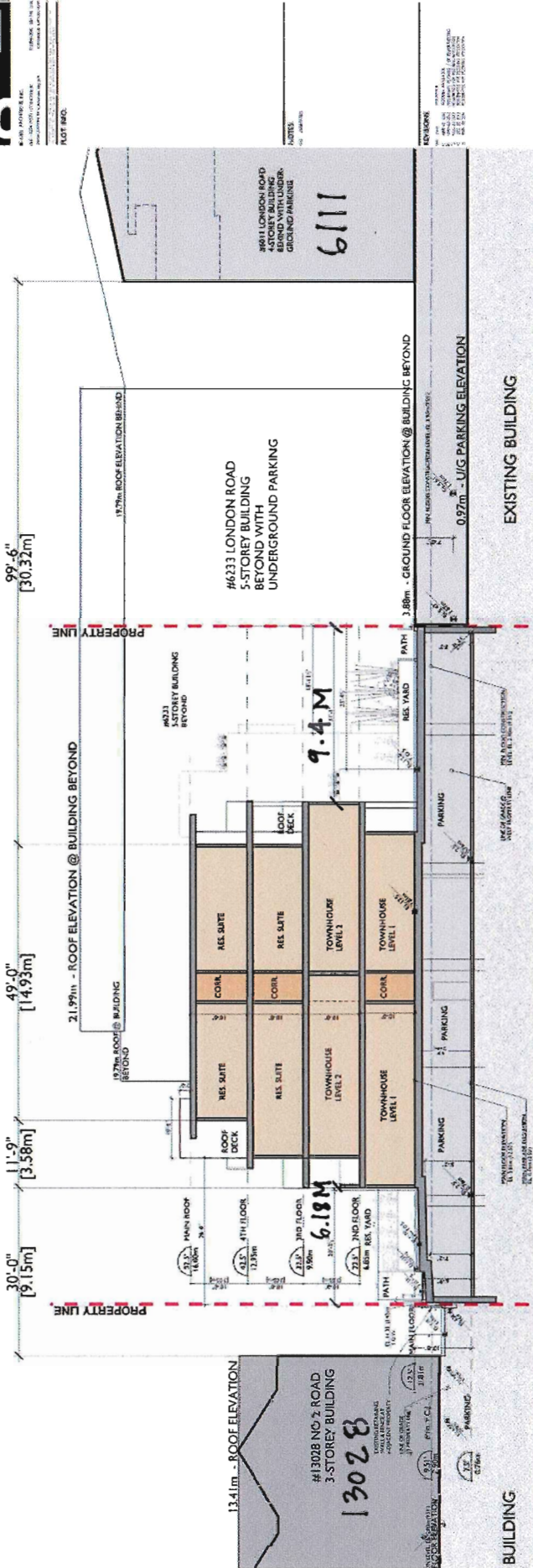


KEYPLAN

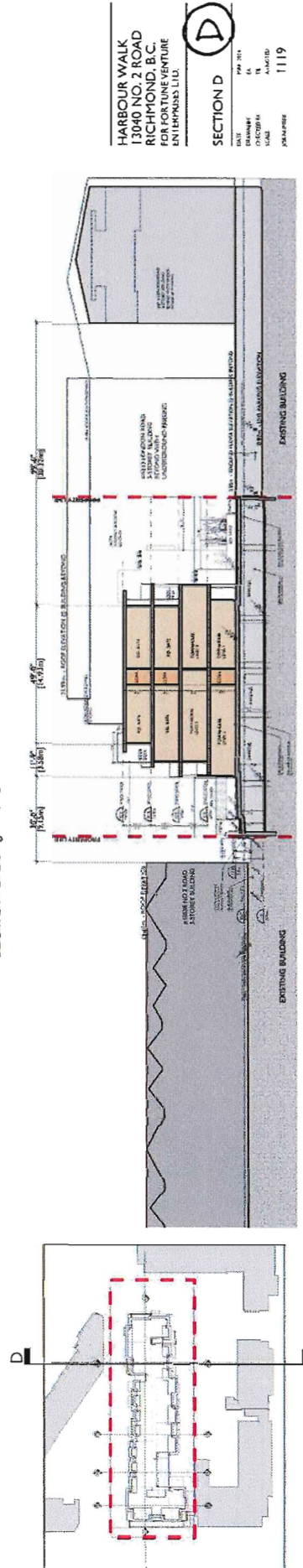
HARBOUR WALK
 13040 NO. 2 ROAD
 RICHMOND, B.C.
 FOR FORTUNE VENTURE
 ENTERPRISES LTD.

SECTION C
 DATE: 11/16/2016
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 SCALE: AS NOTED
 PROJECT NO.: 1119

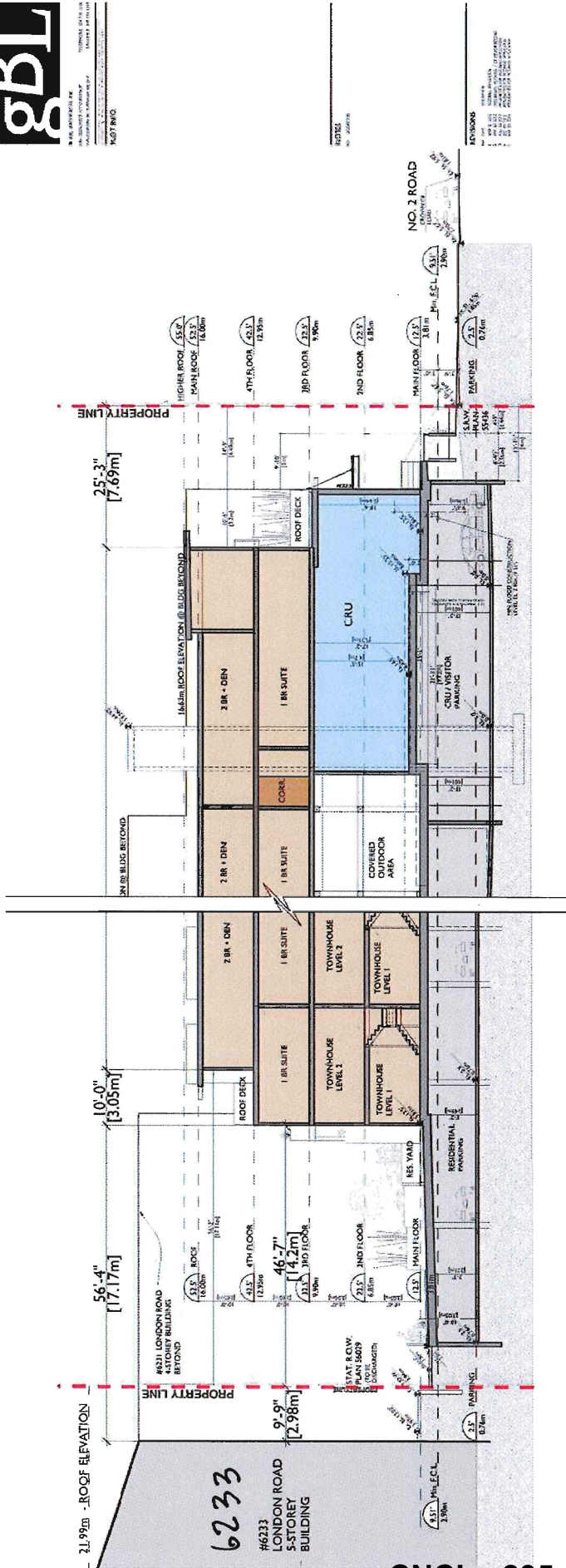
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CNCL - 234

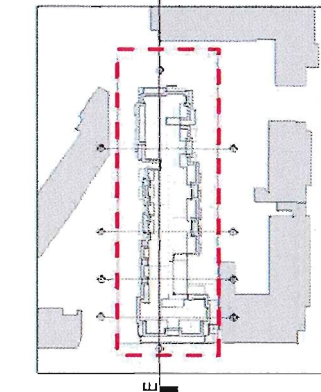


A-4.07

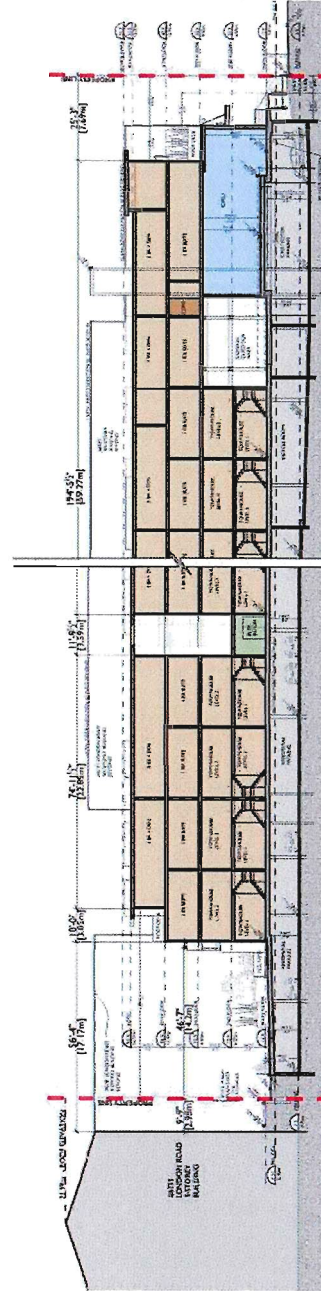


CNCL - 235

SECTION E-E - EAST END (1/8" = 1'-0")



SECTION E-E - WEST END (1/8" = 1'-0")



SECTION E-E (1/8" = 1'-0")

SECTION E
 DATE: 11/11/2015
 DRAWN BY: J. HANLEY
 CHECKED BY: J. HANLEY
 SCALE: 1/8" = 1'-0"
 PROJECT NO: 1119



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9094 (RZ 12-602748)
13040 No. 2 Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following into the end of the table contained in Section 5.15.1 regarding Affordable Housing density bonusing provisions:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU24"	\$4.00"

- b. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.24 Commercial Mixed Use (ZMU24) – London Landing (Steveston)

20.24.1 Purpose

The **zone** provides for **commercial**, residential and industrial **uses** in the Steveston area.

20.24.2 Permitted Uses

- **child care**
- **education, commercial**
- **health service, minor**
- **housing, apartment**
- **industrial, general**
- **manufacturing, custom indoor**
- **office**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**

- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**

20.24.3 Secondary Uses

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

20.24.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.0, together with an additional:
 - a) 0.1 floor area ratio provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.24.4.1, the reference to “1.0” in relation to the maximum **floor area ratio** (FAR) is increased to a higher **density** of “1.37” if:
 - a) for rezoning applications involving 80 or less **apartment housing dwelling units**, the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU24 zone; or
 - b) for rezoning applications involving more than 80 **apartment housing dwelling units**, and prior to first occupancy of the **building**, the **owner**:
 - i) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total **building** area; and
 - ii) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.24.5 Permitted Lot Coverage

1. The maximum lot coverage is 54% for **buildings**.

20.24.6 Yards & Setbacks

1. The minimum **front yard** setback is 4.5 m, except that:
 - a) removable ramps, removable retaining walls and removable metal stairs attached to the foundation wall may project into the **setback** up to the **lot line**.

2. A parking **structure** may project into the public **road setback** subject to it being landscaped or screened by a combination of trees, shrubs, ornamental plants or lawn as specified by a Development Permit approved by the **City**.

3. There is no minimum **side yard** or **rear yard**.

20.24.7 Permitted Heights

1. The maximum **height** for **buildings** and **accessory structures** is 21.0 m and no more than four **storeys**.

20.24.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

20.24.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

20.24.10 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.

20.24.11 Other Regulations

1. The following **uses** permitted by this **zone** shall only be located on the ground floor of a **building**:

- a) **child care**;
- b) **education, commercial**;
- c) **health service, minor**;
- d) **industrial, general**;
- e) **manufacturing, custom indoor**;
- f) **office**;
- g) **recreation, indoor**;
- h) **restaurant**;
- i) **retail, convenience**;
- j) **retail, general**;
- k) **service, business support**;
- l) **service, financial**;
- m) **service, household repair**;
- n) **service, personal**; and
- o) **studio**.

2. **Apartment housing** located within this **zone** shall not be situated within 19.8 m of the **lot line** abutting a **road** on the ground floor of a **building**.
3. The following **secondary uses** are permitted in this **zone** provided they are restricted to **apartment housing** units in which the **uses** are located:
 - a) **boarding and lodging**;
 - b) **community care facility, minor**;
 - c) **home business**.
4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
5. 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, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)**".

P.I.D. 024-025-917

STRATA LOT 1 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-925

STRATA LOT 2 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-933

STRATA LOT 3 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-941

STRATA LOT 4 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-950

STRATA LOT 5 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-968

STRATA LOT 6 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-976

STRATA LOT 7 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-984

STRATA LOT 8 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-992

STRATA LOT 9 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-026-000

STRATA LOT 10 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9094".

FIRST READING

JAN 27 2014

A PUBLIC HEARING WAS HELD ON

FEB 17 2014

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER