



To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development

Date: January 12, 2012
File: RZ 09-466062
08-4105-20-AMANDA
#/2012-Vol 01

Re: **Application by Oris Development (Kawaki) Corp. for an OCP Amendment to London/Princess Sub-Area Plan and for Rezoning at 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road from "Light Industrial (IL)" to "Commercial/Mixed-Use (ZMU20) – London Landing (Steveston)" and "School & Institutional (SI)"**

Staff Recommendation

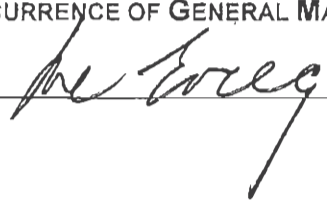
1. That Bylaw No. 8817, to redesignate 13100, 13120 and 3140 No. 2 Road from "Use to be Determined" and "Public Open Space" to "Mixed Use", and to redesignate the southern portion of 6160 London Road from "Mixed Use" to "Public Open Space" in the London/Princess Land Use Map in Schedule 2.4 of the Official Community Plan Bylaw 7100 (Steveston Area Plan), be introduced and given first reading;
2. That Bylaw No. 8817 having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plansis hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8817, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;
4. That Bylaw No. 8818, to create "Commercial/Mixed-Use (ZMU20) – London Landing (Steveston)" and for the rezoning of 13100, 13120 and 13140 No. 2 Road and the northern portion of 6160 London Road, from "Light Industrial (IL)" to "Commercial/Mixed-Use (ZMU20) – London Landing (Steveston)", and for the rezoning of 13160, 13200 No. 2 Road and southern portion of 6160 London Road from "Light Industrial (IL)" to "School & Institutional (SI)" be introduced and given first reading; and

5. That staff be directed to take the required steps to redesignate that portion of FREMP Management Unit II-29 approximately between the western property boundary of 6240 Dyke Road and the western boundary of No. 2 Road within the FREMP-Richmond Area Designation Agreement from "Icw" (Industrial-Conservation-Water Oriented Residential/Commercial) to "Rcw" (Recreation/Park-Conservation-Water Oriented Residential/Commercial).
6. That the net funds from the land transactions be transferred to an account which would be specifically intended for Arts, Culture and Heritage capital purposes.



Brian L. Jackson, MCIP
Director of Development

FM:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Arts, Culture and Heritage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Oris Development (Kawaki) Corp. has applied to the City of Richmond to rezone 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road (**Attachment 1**) from "Light Industrial District (IL)" to "Commercial/Mixed Use (ZMU20) – London Landing (Steveston)" and "School and Institutional Use (SI)" in order to develop a mixed-use development containing approximately 80 apartment units (including 10 live/work units), approximately 1,364 m² (14,682,45 ft²) of street-oriented commercial space (including restaurants) and parking for approximately 201 cars (**Attachment 2**). The proposal also involves the development of a waterfront public park and relocation of the temporary bike park to another permanent location.

The concept behind this application is simple: currently, the City owns the west half of this block and the developer (Oris) owns the east half. After the land sale/purchase transactions involved in cooperatively developing this block have taken place, the City land for future development of a neighbourhood park that presently has a north-south configuration with a narrow frontage on the river (presently used by the Dirt Bike Terrain Park), will occupy the southern half of the block and extend along the river front between the end of No. 2 Road and Dyke Road; the developer will own the northern half. The size of the City portion is smaller than before the land transactions indicated above, however, the applicant will be responsible for the cost of developing the new waterfront park and associated dyke realignment/upgrading, and the relocation and development of the Dirt Bike Terrain Park to another location.

In addition, the net proceeds from the subject land transactions associated with the development of this block at London Landing, as mentioned above, are proposed to be transferred to a reserve account, created for the purpose of funding future arts, culture and heritage capital projects.

The business terms of the land and building transactions are discussed in more detail in a separate report from Real Estate Services. Details regarding the creation of an "Arts, Culture and Heritage Capital Reserve Fund" will be provided by Community Services: Arts, Cultural and Heritage prior to Council's final reading of the Zoning Bylaw for this project.

Background

In late 2007, Oris Development (Kawaki) Corp. and City staff held discussions regarding options for potential cooperative effort between the City and Oris Development (Kawaki) Corp. for development of the developer site and the five (5) City-owned lots included in the block defined by London Road to the north, unopened Wharf Street to the south, Dyke Road to the east and the unopened ending of No. 2 Road to the west.

In 2008, a Report to Council on the potential cooperative development options that involved the City-owned lands at 13100, 13120, 13140, 13160 and 13200 No. 2 Road, and the privately-owned Kawaki industrial site at 6160 London Road was taken to Council. Council endorsed a cooperative site development concept for the site and authorized Oris Development (Kawaki) Corp. to include the City-owned lots in its rezoning application for a comprehensively development of the subject lands.

The rezoning application responds well to the principle of a comprehensive and cooperative development of the site. The proposal associated with the present rezoning fully achieves both, the City's waterfront park development objectives and the developer benefiting from a site planning design exercise based on an east-west configuration of the mixed-use portion of the site that results on a greater number of residential units having visual access to the river.

Findings of Fact

The proposed development reflects the revised development considerations discussed between City staff and the applicant, and is the result of a coordinated effort aiming to achieve the general urban design, parks, liveability and complete community objectives envisioned in the Official Community Plan (OCP) and the Steveston Area Plan for developments along the riverfront (London/Princess Node), in a comprehensive manner.

A Development Application Data Sheet (**Attachment 3**) is attached, providing specific details about the proposed development that includes subdivision and consolidation in one (1) development site parcel and one (1) parcel to be created and transferred to the City for park uses (**Attachment 4**).

Proposed Development Description

The proposed development reflects the agreement between the City of Richmond and Oris Development (Kawaki) Corp. to cooperatively undertake the site planning and development of this critical site on the waterfront, at the end of No. 2 Road, that will facilitate the development of a unique water-fronting City public park in this unique emerging neighbourhood at the south end of No. 2 Road.

The subject development involves consolidation of three (3) City-owned lots (13100, 13120 and 13140 No. 2 Road) and the applicant's lot (6160 London Road) and subdivision in two (2) parcels (**Attachment 4**). The northern lot is the actual development site for the mixed-use proposal while the southern lot (approximately 947.6 m² or 10,200 ft²) will be transferred to the City for park use purposes and consolidated with the southerly two (2) City lots at 13160 and 13200 No. 2 Road for the development of a public park along the riverfront, on the south side of the proposed mixed-use development. The comprehensive design of the public park integrates the proposed new alignment of the river dyke, which is proposed to extend along the south and west side of the development site.

- The preliminary conceptual drawings for the proposed mixed-use development submitted with this rezoning application (**Attachment 2**) include a total of approximately 80 units distributed in two (2) buildings containing three (3) residential floors over a commercial ground floor. The two (2) buildings are separated by a north-south pedestrian Mews that extend at the centre of the site from London Road toward the public park fronting the south arm of the Fraser River.
- Parking is provided in one (1) underground level beneath most of the development site. Residents' parking is provided under Building A, while visitor and commercial parking is provided under Building B (West building). An additional parking area is provided at grade that will serve the short-term parking needs of most of the retail-commercial uses. Vehicular access to all parking and to loading/unloading spaces, provided at grade, is from Dyke Road on the east side of the development site.

- There will be total of 80 residential units. Approximately 51 units in Building A (East building) and approximately 29 units in Building B (West building). It is intended that the proposed Live/Work units line up both sides of the central pedestrian Mews.
- In Building A *(East building), a total of approximately 430 m² (4,628.6 ft²) is proposed for retail commercial uses on the London Road and Dyke Road frontages, and approximately 353 m² (3,799 ft²) for a restaurant fronting onto the waterfront park and Dyke Road. In Building B (West building) approximately 581 m² (6,254.03 ft²) are allocated to a variety of retail and commercial uses, with frontage on London Road to the north, and the No. 2 Road proposed access to the waterfront park on the west.

Surrounding Development

The proposed development site is located at the Fraser River South Arm waterfront, at the end of No. 2 Road, in the London-Princess Node of Steveston.

The site, which involves seven (7) existing lots zoned for Light Industry use, is presently occupied by a light industrial building and associated open parking on the east side of the development site and the temporary Bike Terrain Park on the its west side. The urban context around the subject site includes:

- To the north:** Across London Road, are two (2) new four-storey mixed-use residential/commercial developments;
- To the east:** Across Dyke Road, are several light industrial two-storey buildings, that in the future, are expected to develop at a similar density and form as the proposed development;
- To the south:** The un-opened Wharf Street, presently used for informal public parking serving the visitors to the waterfront linear park extending to the east; and
- To the west:** A large Crown land site (Fisheries & Oceans Canada), containing several warehouses, open storage and repair shops for vessels and dock.

Related Policies and Studies

Richmond Official Community Plan

The Richmond Official Community Plan (OCP) Generalized Land Use Map designates the subject sites as “Mixed-Use” which is applicable to those areas of the city where the principal uses are a combination of residential, commercial, business and industry, and public and private institutions. The proposed development includes most of these uses under the present designation in the OCP.

Steveston Area Plan.

The Steveston Area Plan identifies this area as forming part of the London/Princess Node, one (1) of the various Steveston Waterfront Neighbourhoods. The London/Princess Land Use Map (**Attachment 5**) designates this area as:

- The three (3) northern City-owned lots (13100, 13120 and 13140 No. 2 Road) are designated “**Use to be Determined**” and “**Public Open Space**”, over a small portion of 13140 No. 2 Road;
- The two (2) remaining City-owned lots (13160 and 13200 No. 2 Road and the water fronting lots) are designated “**Public Open Space**”; and
- The eastern portion of this area (6160 London Road) is designated “**Mixed Use**”.

The proposed land uses on the site meet the OCP Mixed-Use and Public Open Space designations to achieve the overall planning objectives in the Steveston Area Plan-London/Princess Node.

An amendment to the OCP is being proposed as part of this rezoning to facilitate integrating the three (3) City-owned lots at 13100, 13120 and 13140 No. 2 Road as part of this mixed-use proposed development, by redesignating them from “Use to be Determined” and “Public Open Space” to “Mixed-Use” and redesignating a portion of 6160 London Road to “Public Open Space” in order to achieve the park development and waterfront objectives of the Plan.

The lot consolidation and subdivision required as part of this development includes the creation of one (1) mixed-use development parcel and one (1) lot that will be dedicated to the City for park use; this lot will be further subdivided and consolidated with the remainder two (2) City-owned lots at 13160 and 13200 No. 2 Road, and portions of No. 2 Road and Wharf Street that will be closed in the future.

Floodplain Protection Management Strategy.

In accordance with the City’s Flood Protection Management Strategy, the applicant is required to register a Flood Plain Covenant on Title referencing the minimum Flood Construction Level (FCL) for this site, which is 2.9 m (GSC). Proposed building grade elevation, at 4.7 m (geodetic) satisfies the required FCL in the area for buildings protected by City dikes.

Environmental Review and FREMP-Richmond Area Designation Agreement

The park area and uses represent a slight encroachment into the 30.0 m from the high water mark ESA designation area. Mitigation/compensation aspects related to this aspect of the proposal to ensure that there is no net loss of ESA as per OCP requirements will be identified via a biologist report that includes assessment of the ESA and foreshore areas to be impacted and proposes a mitigation, compensation and enhancement planting and maintenance plan (on-site and off-site), as required under the Rezoning Considerations (**Attachment 6**), as concurred to by the developer.

The FREMP Area designation agreement indicates that the agreed upon land use is Icw (Industrial as the primary use, conservation and water-oriented urban as the secondary uses). The proposed development associated with the subject will require the removal of industrial in favour of water-oriented urban as the primary use.

An Area Designation Agreement amendment will be prepared by the City to address these matters.

The above-noted measures and any required landscaping/remediation work will be determined with input and endorsed by DFO, and secured through Letter of Credit and any other necessary legal agreements (Servicing Agreement) for the development of the waterfront park, including dyke construction along the South Arm of the Fraser River at the interface between the proposed mixed-use development and the proposed park.

Site's Archaeological/Heritage

The City has identified some Heritage and Archaeological value on the various parcels of this development that may come under the protection of the Heritage Conservation Act of British Columbia and the Ministry of Tourism. The Culture and the Arts - Archaeology Branch of the Ministry will be contacted by the applicant to obtain information and respond to any requirements on this matter, including the possible involvement of a professional archaeologist to produce a report on previous uses and built forms, as part of the Development Permit review process.

Heritage archaeological sloughs initially identified on the development site are:

- An Archaeological Slough identified over northwest portion of the lot assembly and extending to the north and west.
- Archaeological Site over the entire lot assembly and extending to the northwest and southeast.

Richmond's Affordable Housing Strategy/Density Bonus

The City's Affordable Housing Strategy requires the delivery of affordable housing units through new residential developments by the private and public sector.

The Richmond Affordable Housing Strategy requires that, in residential and in mixed-use developments containing a residential component of more than 80 units, at least 5% of the total residential area floor area ratio (FAR) permitted on the site (with a minimum of 4 units) be made available for low-end market rental purposes. For residential developments of 80 units or less, the Strategy requires an in-lieu monetary contribution to the Affordable Housing Reserve Fund of \$4.00/ft² of residential area.

As the proposed development involves 80 residential units, the proposed development will respond to this Policy by making an in-lieu monetary contribution to the Affordable Housing Fund.

Consultation

The Richmond OCP Bylaw Preparation Consultation Policy provides direction regarding the consultation requirements for an OCP amendment, however, because the proposed land use redesignations only affect three (3) small of the sites forming part of the subject development proposal and result in a reconfiguration of the public open space that achieve the OCP vision and objectives for the area that aim to achieve continuity of the waterfront linear park system and creation of public open space that will provide for a substantial waterfront exposure, no formal public consultation was undertaken in association with development proposal associated with this rezoning application.

School District

According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments requiring an OCP amendment which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). As the subject rezoning application involves only involves 70 multiple-family housing units and 10 Live/Work units and the subject application is consistent with the OCP designations in the area, no referral to School District No. 38 (Richmond) was made.

Development Signage and Public Hearing

The rezoning process associated with this development proposal includes the erection of a development sign, notification of neighbours and local advertisement of the Public Hearing. The statutory Public Hearing will provide area residents, businesses and property owners with an opportunity to comment on the subject application.

The applicant has provided confirmation that development signs have been posted on the site and, to this date, staff has received a few minor positive comments on the proposed development.

Staff Comments

Arts, Culture and Heritage Capital Reserve

It is proposed that the net proceeds from the land transactions be designated to fund Arts, Culture and Heritage capital projects. Types of projects could include new facilities, renovations to existing facilities and restoration of heritage assets. Staff proposes that a capital reserve be established for these intended purposes. A report and bylaw creating a capital reserve account will come to Council for approval prior to 4th reading of the Zoning Bylaw associated with the project, together with a detailed Terms of Reference for the use of the funds.

Capacity Analysis

Surface Drainage

Analysis not required based on the proposed mixed-use development being fully contained within the City's dyke system. A site analysis (for site connection only) will be required as part of the Servicing Agreement.

Sanitary Analysis to London sanitary pump station has demonstrated that the existing sanitary main from the site (SMH 3916) downstream to the London pump station has enough capacity to convey the design flow and sewer back-up does not exist under the 'existing + in-stream + proposed' and 'OCP' cases. The City accepts the consultant's recommendation that no upgrades of the existing system are necessary

Water: Using the OCP 2021 Maximum Day Model, there is 332 l/s available at 20 psi residual. The proposed development requires a minimum fire flow of 275 L/s for Condo/Apartment (Combustible Construction), 180 L/s for Condo/Apartment/High Rise (Non-Combustible Construction) or 200 L/s for Commercial, therefore Water analysis is not required.

The Servicing Agreement associated with this development will require a letter and/or drawing signed and sealed by a professional engineer confirming the existing frontage size and if necessary, upgrading pipe size to 150 mm as per City requirements.

Other Servicing Issues

It has been noted that there is an existing 200 mm diameter watermain that bisects the northeast corner of the site in a right-of-way (ROW) and a sanitary sewer line in a ROW across the north edge of the site and a Terasen gasmain that runs north-south through the site. The storm sewer is located close to the proposed corner cut at London and Dyke Roads. As the building is designed to the north edge of the site, all of these will have to be addressed and relocated as a condition of rezoning.

Dike Realignment and Construction

The proposed development is outside of the existing dike, which runs along London Road (between No. 2 Road and Dyke Road) and on Dyke Road (between London Road and Wharf Street), leaving the Oris development site outside of the existing dyke. The development proposes to move the dyke alignment to Wharf Street from Dyke Road to No. 2 Road, and No. 2 Road from London Road to Wharf Street. Ultimately, it would be beneficial to existing properties if the dyke alignment on Wharf Street could be extended west of No. 2 Road through the existing Federally-owned property (13191 No. 2 Road) and the proposed section on No. 2 Road would not be required. However, this extension is not certain and could take years or decades to materialize. The proposed dyke relocation will provide full dyke protection to the development and will be an integral part of the proposed waterfront park.

Staff are currently working on a Dike Master Plan that will provide direction and clarity on required medium to long-term dyke improvements in the Steveston area. To support the timeliness required by development, Staff are recommending the above dike realignment and will insure that it is incorporated into the Dike Master Plan.

As the dike is proposed to be an integral part of the proposed waterfront park, the required Servicing Agreement for construction of the dike will include detailed design and development of these components in close coordination with, and to the satisfaction of the City of Richmond Parks, Engineering and Environmental Sustainability staff and the Provincial Dyke Inspector.

Staff recommend relocating the dyke to the proposed location for the following reasons:

- *Flood Protection*

While the development could technically be permitted outside of the City dike, staff recommend that the development be protected by the dike to align with the City's Flood Protection Management Strategy. It is generally accepted that sea level is rising as a result of climate change and that City dikes will have to be improved to meet rising sea levels. If the development is constructed behind the dike, it will be protected from sea level rise by future dyke improvements. If constructed outside of the dike, it will be susceptible to sea level rise and it may be difficult for property owners to procure insurance.

- *Future Dyke Upgrading*

As noted above, sea level rise will force the City to increase the height of existing dikes. The existing dike along London Road and Dyke Road will be difficult to raise in its current location. There are existing, recent developments immediately adjacent to the dike that would be impacted by increasing the height of the dike in its current location. Additionally, the existing dike is part of the local road network and increasing the height of the dike would require adjustment of adjacent local road grades which would impact neighbouring developments.

- *Utilities*

There are existing City and private utilities located both within and adjacent to the existing dyke along London Road and Dyke Road. The City's long-term goal is to minimize utilities within the dike as they compromise the integrity of the dyke. Relocating these utilities would be problematic as there is no obvious alternate corridor that can accommodate them while maintaining service to existing developments. In addition, allowing the development to proceed outside of the dyke would require that utilities servicing the development would have to go through the existing dyke, which would reduce the integrity of the dyke.

- *No. 2 Road South Pump Station*

The No. 2 Road South Pump Station was originally built in 1978 and was extensively upgraded in 1999. While it has provided good service, it will eventually be replaced based on ageing infrastructure and capacity issues. The pump station location is not considered ideal as it discharges into a marina. With the existing London Road and Dyke Road dyke alignment, there are no reasonable alternate locations for the No. 2 Road South Pump Station. The proposed relocation of the dyke allows for potential alternate sites for a future No. 2 Road South Pump Station, such as the southern end of No. 2 Road.

Tree planting may not occur within the dyke profile and trees proposed to be located within the dyke right-of-way (ROW) must have approval from the Provincial Dyke Inspector. Root barrier or planters will be required where trees are proposed within the dyke ROW.

The dyke will be built to Provincial standards with a crest elevation of 4.7 m by the developer. Any potential fill/enhancements required along the shoreline corridor as a result of realigning and raising the elevation of the dyke will be addressed and resolved with the appropriate Government agencies. Aspects associated with any required remediation planning and remediation work, as required by the Ministry of Environment, will need completion prior to a Final Occupancy Permit, as per Rezoning Considerations (**Attachment 6**) concurred by the developer.

Transportation, Parking and Circulation

A Servicing Agreement for frontage improvements along London Road and Dyke Road must be entered into prior to adoption of the final rezoning for the subject site, as Rezoning Considerations (**Attachment 6**) concurred by the developer.

Pedestrian-Friendly Facilities and Traffic Calming.

In order to reinforce pedestrian circulation to and through the development site, the proposed development includes wide sidewalks and various traffic calming measures to achieve a pedestrian-friendly circulation environment around and through the site. Parking pockets for on-street parking (and associated curb extensions at the intersections) will be provided along London Road and Dyke Road.

A Traffic Impact Analysis (TIS) to assess the adequacy of the site parking and access location was undertaken by the applicant's consultant.

The TIS included a review of the traffic generated by the proposed site, the traffic impact to existing and future traffic road network, parking/loading requirements for each component of the development, adequacy of pedestrian, bicyclist and transit facilities. The TIS also evaluated impact of the surface parking and its access from Dyke Road.

The TIS confirmed that the access to a small surface parking lot at the south end of No. 2 Road, which will provide a small number of short-term parking spaces at the corner of No.2 Road and London Road to serve the drop-off needs of the visitors to the waterfront park and dyke trail system, is adequate.

London Road and Dyke Road will have an 11.2 m pavement width from curb to curb (including parking lane) and two (2) corner cuts (4 m x 4 m) will be provided at London Road/No. 2 Road and London Road/Dyke Road.

Parking and Circulation

- Access to all parking; residents, visitors and commercial patrons is provided from Dyke Road.
- As the proposed total number of parking spaces provided is slightly below the Zoning Bylaw requirements, design development should reduce this gap at the Development Permit phase.
- There are 22 parking spaces, including two (2) accessible parking spaces in a covered courtyard proposed at grade on Level 1, with direct access from Dyke Road that will provide for the short-term parking needs of the retail commercial and restaurant uses on Level 1 of Building A (East building), along Dyke Road and portion of London Road.
- Residents' parking and visitor/commercial parking areas will be separated by a security gate.
- The required two (2) loading spaces are provided in the parking courtyard, on both sides of the driveway to parking levels from Dyke Road.

Adjustments to the loading area to improve manoeuvring, and improve secured use of residents parking spaces will be implemented through the Development Permit review phase.

Garbage and Recycling

Location of garbage room and dimensions and number of garbage and recycling containers provided are in general acceptable to Environmental Programs staff, subject to some adjustments recommended to improve collection servicing and addressing the specific requirements for fats recycling that will be required by the proposed restaurant.

Aspects that will require minor adjustments to the layout of the garbage room and associated collection area will be addressed through the Development Permit review phase.

Tree Survey and Site Vegetation

Because the whole development site will be raised to the level of the new dyke elevation, all trees on the site will have to be removed. A preliminary tree survey has identified that five (5) trees fell within the parameters that required replacement at a 2:1 ratio or cash-in-lieu compensation being provided, as per the Official Community Plan (OCP). The developer will provide cash-in-lieu for these trees as indicated in the Rezoning Considerations (Attachment 6), as concurred by the developer.

Development Cost Charges (DCC) Credits

As the proposed development involves the comprehensive realignment/construction of the dyke and design and development of the waterfront park, the developer will be eligible for Development Cost Charge (DCC) park development credits as allowed in the DCC Program.

Advisory Design Panel Comments

The Advisory Design Panel reviewed the proposed development at its meeting of August 18, 2010. The Panel supported and provided comments on the proposed development, as presented at that date. Design development to incorporate the Panel comments and staff design recommendations associated with the revised rezoning submission will be addressed as part of the Development Permit design review process.

Analysis**Steveston Area Plan - London/Princess Node**

This is one (1) of the eight (8) waterfront neighbourhood nodes identified in the Steveston Area Plan. The proposed development meets the Area Plan land use and neighbourhood overall policies regarding the waterfront neighbourhoods which encourage a mix of uses aimed to achieve an integrated waterfront, enhance the mixed-use commercial nature of the Steveston Village, ensure a mixture of housing types and tenures, and provide a variety of open space and recreation opportunities.

The proposed development also responds to the Plan's objectives of providing varied opportunities for access to the foreshore, providing view corridors to the water, and reinforcing nodes of high activity while providing linkages to the whole Steveston community and adjacent neighbourhoods.

Aspects related to the natural environment and public open spaces are addressed by the proposed development in that direct public access to the waterfront and its integration to the public trails existing in the area is provided while the developer working with the appropriate regulatory agencies and the City will ensure that conservation and protection of riparian habitat is fully addressed.

- Based on the lot size and information included in the proposed development Data Chart forming part of the rezoning submission, the proposed development total net floor area ratio (FAR) is approximately 1.62 FAR. This density reflects the need for concentrating the development toward the north of the site for the benefit of providing as large as possible area for the public park along the waterfront.
- The proposed development massing, including proposed building height, is considered adequate in relationship to the significant community benefits derived from this development and is within the FAR range of mixed-use developments in the London Landing neighbourhood core.

- The minor OCP amendment to the Steveston Area Plan (London/Princess Land Use Map in Schedule 2.4 of the Official Community Plan) will confirm the intent of the Plan regarding the waterfront neighbourhoods, specifically the consolidation of this area of the London/Princess Node as the neighbourhood core, and provide for a public open space in the form of a park fully exposed to the waterfront that extends the width of the southern portion of the development site.
- The minor OCP amendment to the Steveston Area Plan proposed in combination with the subject rezoning application associated with the proposed development will add to the vibrancy and liveability of the area by consolidating complete neighbourhoods and better addressing the City's overall objectives of extending the park areas along the river and facilitating city-wide access to the waterfront.

Planning, Engineering, Parks and Community Services; Arts, Culture and Heritage Services fully support the provision of a significant community amenity in the form of a fully developed waterfront park that involves dyke upgrading and realignment, the relocation and construction of the Dirt Bike Terrain Park to another location, and the resulting proceeds from the land sale/purchase transactions associated with the subject development being transferred to a reserve account, created for the purpose of funding arts, culture and heritage capital projects

Parks and Community Facilities

Waterfront Park Background Information

The City currently owns properties at 13100, 13120, 13140, 13160, and 13200 No. 2 Road (1.05 acres) and 11 associated water lots (1.76 acres). These lots were purchased from BC Packers in 1994. The total area of the City-owned land and the water lots in this specific area is 2.81 acres.

- This land was purchased through the Development Cost Charge Parks Open Space Program.
- The intent of purchase was to expand the City's waterfront land holdings and establish a staging/parking area to serve the Steveston/South Dyke greenways.
- Potential sale of the three (3) northern lots involved in the subject rezoning application (13100, 13120 and 13140 No. 2 Road) for industrial use was discussed by Council on 1996; however, the Steveston Industrial Study indicated that there was no need for additional industrial land in the future and Council decided to delay any decisions regarding sale, trade or redevelopment of these City lands until land uses in the surrounding area were determined.

Park Related Considerations - Existing and Projected Park Needs

- In 2004, Council considered the Steveston area open space requirements and concluded, *"That Council focus on future land acquisition along the waterfront in the Steveston area as opportunities arise to meet both neighbourhood and City-wide needs."*
- In recent years, residential development of London-Princess has occurred incrementally in smaller parcels and no new substantial parkland to serve these residents has been secured.
- Residents of the London-Princess area are adjacent to the waterfront and the Steveston Greenway, but they are beyond the desirable 800 m radius from a public open space/park (a more traditional neighbourhood gathering space), as indicated in the Richmond's open space system standards.

Proposed Park Development Design Concept

The proposed cooperative development of the City-owned lots and the applicant's development site will facilitate meeting the present and projected park needs for the neighbourhood residents and respond to the intent of focusing on waterfront park development. Open space, parkland and trails within the area will serve both the local residents and add to the City-wide and regional assets.

Park design, as per preliminary landscaping plans submitted with the rezoning application, is generally acceptable to the Parks Department, however, design development to the integrated dyke-park concept is required to ensure park elements are compatible with the dyke.

The required Servicing Agreement for design and construction of the waterfront park will detail structural aspects for each condition where park structures are on the dyke, or within the dyke ROW, to ensure that any constructed features are compatible with dyking objectives.

The proposed park development concept ensures a beneficial and a high quality park development for the City as follows:

- Under the cooperative and comprehensive agreement for development of the subject land, the developer will undertake design and park improvements to the satisfaction of the Parks Department, at no cost to the City. In addition, the developer will pay for the full construction cost of the Bike Terrain Park at a permanent site.
- Minimal net loss of existing open space areas designated parkland/open space in the Official Community Plan that results from land exchanges being considered.
- View corridors along No. 2 Road and Dyke Road will be maintained.
- Amount of open space directly adjacent to the waterfront is increased and its design incorporates a river activities related theme.
- Park development results in improved alignment and upgrading of the dyke to City standards.
- Proposed development provides a high quality development of the public open space as a neighbourhood gathering area and constitutes a premiere destination and staging area along the Steveston Waterfront Greenway.
- Existing public parking spaces on undeveloped Wharf Street right-of-way (ROW) is relocated and replaced.

Public Art

The City supports an artist village/node concept, with artist studios and interpretive landscape features integrated into the park area and waterfront greenway and open space, as supported by the proposed development associated with the subject rezoning.

- The project has several significant opportunities for incorporation of Public Art: the proposed gateway at the foot of No. 2 Road, at the No. 2 Road and London Road intersection, the dyke trail, park and open landscape areas, and along the pedestrian Mews between Building A and Building B, the north-south public access route from London Road to the park through the middle of the site.

- In response to the City's commitment to Public Art, the developer proposes to provide a voluntary contribution at a rate of \$0.60 /ft² based on a maximum floor area ratio (FAR). The Public Art contribution would therefore be approximately \$59,896.66 based on a total building area of approximately 9,274 m² (99,827.77 ft²). This contribution will be made in the form of material improvements and special features integrated into the architectural design and landscaping concept that will support and highlight heritage and historical references associated with previous use of the site.

Affordable Housing In-lieu Contribution.

Because the proposed development involves 80 residential units, the proposed development includes an in-lieu monetary contribution to the Affordable Housing Reserve Fund in the amount of approximately \$329,601.72. This amount is based on a contribution of \$4.00/ft² of the proposed total 7,655 m² (82,400.43 ft²) of total residential area included in the proposal.

Proposed "Commercial/Mixed-Use (ZMU20) –London Landing (Steveston)" Bylaw

The proposed "Commercial/Mixed-Use (ZMU20) – London Landing (Steveston)" zone is based on the "Commercial/Mixed-Use (ZMU14) – London Landing (Steveston)" that applies to existing adjacent developments in the area to provide for the Steveston area commercial, residential and industrial demands of the city.

- The proposed Commercial/Mixed-Use (ZMU20) is tailored to the unique and comprehensive characteristics of the proposed development and aims to achieve the overall density, character and community amenity objectives for the Princess/London Landing neighbourhood with the inclusion of a large park area fronting on to the river.
- The maximum density permitted under the proposed Commercial/Mixed-Use (ZMU20) bylaw is 1.62 FAR, calculated on the net site area. This density is slightly higher than the density found in the various developments in the area and is considered appropriate given the site development context and the substantial community amenities derived from the proposal.
- The actual proposed building height is less than the maximum 21.0 m allowed in the existing zoning applicable to other developments in the area.
- Building setbacks recognize the presence of the continuous strong street fronting character of the retail commercial building frontages along London Road, which is the neighbourhood's main street, and the proposed public park along the waterfront.

Urban Design, Site Planning and Architectural Character

Urban Design and Site Planning

- The proposed location and orientation of the buildings on the site address the mass and open space relationship with adjacent existing developments to the east, along the riverfront and the proposed public park/open space to the south.
- The disposition of two (2) buildings placed on both sides of a north-south central pedestrian corridor/Mews, facilitate adequate sun exposure to all units in the proposed development, and provide existing building(s) on the north side of London Road with view corridors towards the river.

The central “Mews” between the two (2) Mixed-use buildings links London Road, the main commercial street in the neighbourhood on the north, with the public waterfront park to the south. The Live/Work units, with the slightly raised outdoor patio lining up both sides of this central pedestrian spine, will contribute to a vibrant and active pedestrian area and provide the desirable pedestrian scale that is reinforced by the upper floors of the buildings on both sides being further setback.

- The retail commercial frontage on London Road is the appropriate and desirable complement to the existing street level uses/frontage on the opposite side of the street.
- The larger commercial ground floor of the west building (Building B) is the dominant component of the proposal, with full exposure to London Road, the presently unopened ending of No. 2 Road, and the proposed waterfront park area. This street-oriented commercial use will benefit from the proximity to the proposed park and London Road main street commercial character. Refinement of the commercial-retail main floor plan layout and overall interior-exterior relationships will be developed and refined at the Development Permit phase.
- The commercial retail frontage on Dyke Road responds well to and establishes the mixed-use residential-commercial character expected for this short north-south portion of the street. The proposal is also influencing the character and quality of the potential redevelopment of existing Light Industrial areas to the west of the subject development site, across No. 2 Road.
- The proposed Building A, on the east side of the Mews, includes a large restaurant on the ground floor at its southern end, fronting on to the public park. Outdoor decks, slightly elevated from the level of the dyke/park along the south property line of the proposed development site, provide an appropriate transition between the park and the proposed building.

Landscaping & Open Space

Because of the large public park area proposed in conjunction with this development, there is no outdoor amenity area for exclusive specific use of the residents proposed in association with the subject mixed-use development proposal. The proposed public park in front of the subject development is considered appropriate to provide for the outdoor space needs of the residents in the complex.

The design intent of this large proposed public use park area is to balance a naturalized riverfront character with an urban aesthetic. Design of the park area considers its role as a major City-wide destination point that is able to serve the very occasional larger cultural or maritime events that may take place here in the future, but also serve the neighbourhood residents as their open space.

Main features of the proposed public park open space are, among others:

- The river, the riparian edge and the dyke are the single most important feature of this landscape. Proposed park concept and treatment of the areas between the water's edge and the buildings forming part of the proposed development intend to reinforce this role and achieve a smooth transition /relationship from the water's edge to the park, the dyke and the uplands.

- No. 2 Road right-of-way is planned as a continuation of the dyke and Greenway/trail system, while also being the formal entry point to the waterfront park from the north. This unopened portion of No. 2 Road also provides short term, surface parking for drop-off and pick-up of the visitors to the waterfront park and the Dyke Trail.
- The minimum 4.0 m wide crest of the dyke connects the South Dyke Trail to the Steveston Greenway. This pedestrian/bike path continues along the south and west side of the proposed development site, heading north and provides a transition/linkage to the Greenway along the east side of No. 2 Road, north of London Road.
- The No. 2 Road pier is the most obvious waterfront feature in the area and is proposed to be integrated into the design concept to become a landmark in the area.
- The focal point at the end of No. 2 Road ROW, at the water's edge, is intended to be visible from the intersection of No. 2 Road and is intended to draw public into the park site while also maintaining views toward the river.
- The proposed park design concept incorporates references to the heritage of the site (the proposed structures suggest some of this heritage) and constitute some interpretive elements expressed in the site furnishings.

Indoor Amenity Space

The proposal does not include provision of dedicated indoor amenity space for residents. In compliance with City Policy 5041, the developer will provide a monetary contribution in-lieu of indoor amenity space in the amount of \$179,000.

Barrier-Free Access and Aging-in-place

- The proposed development includes six (6) accessible units and will provide barrier-free access from the street to the Community Use Space and lobby of the residential buildings.
- Design features included in the design of the residential units in the proposed development include:
 - Minimum of unit entry door and balcony/patio door clear opening to be 2 ft. 10 in.
 - Minimum width of in-suite privacy door to be 2 ft. 8 in.
 - All door's hardware will be easily operated by the user (i.e. lever handle).
 - Windows will have a sill height of 2 ft. 6 in. with easily operable hardware.
 - One (1) bathroom in the unit will have a clear area of 4 ft. x 2 ft. 6 in. in front of the sink.
 - Easily operated bathroom and kitchen faucets.
 - Center line of water closet located a minimum of 1 ft. 6 in. from face of the wall.
 - 3 ft. 0 in. clear space along the full extent of the bathtub.
 - Provision of clear 2 ft. 8 in. vertical clearance under the kitchen sink in the kitchen.
 - One (1) bedroom provided with a minimum 5 ft. 0 in. clear turning radius on the side of a standard size double bed and closet with a minimum clear opening of 3 ft. 0 in., including provision for a rod to be lowered to 4 ft. 0 in. in height.
 - Electrical rough-in for future installation of automatic unit door opener.
 - Thermostats will be mounted at 3 ft. to 4 ft. 6 in. above the finish floor.
 - Electrical panels, intercoms and light switches will to be mounted at a maximum 4 ft. 0 in. above the finished floor.

Sustainability Aspects of the Proposal

Basic sustainable features incorporated in the design of the proposed development include:

- o Proposed development to be built to LEED Silver standards.
- o Integration of Geothermal heating and cooling.
- o Individual/separate zone control heating and cooling.
- o Energy efficient lighting.
- o Energy efficient, Low E glazing systems.
- o Eco-friendly paints and sealants.
- o Drought tolerant landscaping.

Crime Prevention Through Environmental Design (CPTED)

The proposal incorporates some basic CPTED principles that will be further developed at the Development Permit review phase. These CPTED design features of the proposal include:

- Light coloured painted finish to walls and columns and providing adequate lighting throughout the underground parking level.
- Incorporating glazing into elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs).
- Provision of unobstructed and clear views from the street toward building entrances and elevator lobbies.
- Providing direct and clear path from visitor parking area to visitors and residents elevator cores.
- Minimizing amount of solid walls in lower parking level and on the commercial parking area below the east residential building.
- Avoiding hidden corners and increasing visibility toward building(s) lobby/elevator core.
- Considering providing pedestrian scale lighting along the Mews and wall-mounted fixtures on the Live/Work units on both sides of the Mews and on sides of the building(s) fronting on to the waterfront park.

Outstanding Design Issues Requiring Resolution at Development Permit Phase

In addition to addressing the Advisory Design Panel general recommendations, design development to the overall concept (**Attachment 2**), and specifically, to the retail commercial main floor plan layout, will be undertaken at the Development Permit stage.

The following specific design related issues identified by staff should also be satisfactorily addressed through the Development Permit review process:

- Appropriate dyke surface paving material to be discussed with City Parks and Engineering. Hard surface paving areas within the dyke ROW shall allow for dyke upgrades and emergency repairs.
- Proposed Nakade Boatworks promontory extending into the park area within the ESA setback may need to be reconsidered. Design for all structures on the outside (water side) of the dyke to allow for dyke upgrades or emergency repairs.
- Resolution of the grade transition between existing portions of the dyke to the east of the development site and upgraded/realigned dyke along the south side of the proposed development.
- Addressing the need for a soft transition of grade between proposed dyke alignment along No. 2 Road and adjacent property to the west.

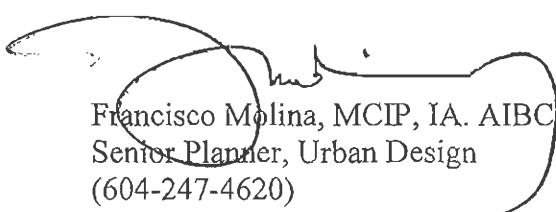
- Further design development to proposed landscaping and confirmation of approval from the Dyking Authority and/or adjustments to the location of tree planting within the dyke profile and/or within the dyke ROW is required. Root barrier or planters may be required where trees are proposed within the dyke ROW.
- Exploring removal/relocation of proposed public washrooms from the central portion of the west side of the retail-commercial level of Building B (West building) and locate them closer to the waterfront park.
- Relocating parkade vent grille (corner of London Road and No. 2 Road) away from the main entry area to the retail commercial lower level of Building B (West building).
- Identifying dimensions and extent of encroachments onto Dyke Road ROW and London Road Public Rights of Passage (PROP) ROW's.
- Adjustments to Level L1 Plan of Building A (East building) to resolve aspects associated with loading space maneuvering.
- Redesigning loading area to improve vehicle maneuvering. Two (2) medium-sized loading bays required. Loading bays to accommodate SU9 truck turning on-site with adequate vertical clearance and without backing onto the public roadway.
- Design development of an architectural/self-standing visual landmark feature at the corner of No. 2 Road and London Road.
- Design development to the south façade of the restaurant to provide a finer grain of architectural detail and improve its relationship/transition to the more natural environment of the waterfront park to the south.

Financial Impact

Real Estate Services will address the value of the land to be exchanged with the developer in exchange for the value of the proposed cash community amenity contribution in a separate report.

Conclusion

Staff recommend this application be approved to proceed. The proposed amendment to the Steveston Area Plan – London/Princess Land Use Map and the City-developer partnership in comprehensively planning and developing the subject site at 6160 London Road (Kawaki site) and City-owned lots on No. 2 Road provides an innovative opportunity for the developer to enhance the context surrounding the proposed mixed-use development while satisfying the City's need for an important park site at the waterfront and the City funding of arts, culture and heritage capital projects in the area and city-wide. The proposal will reinforce the emerging Village Centre in the London Landing area at no cost to the City and achieves a good balance between the community benefits derived from the proceeds resulting from the land transactions involved in the proposal and the quality of the parkland that will be available to the public at the waterfront.



Francisco Molina, MCIP, IA. AIBC
Senior Planner, Urban Design
(604-247-4620)

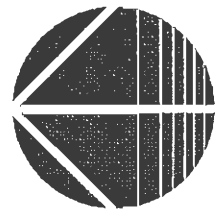
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Attachments

- Attachment 1: Location Map
- Attachment 2: Proposed Development Plans
- Attachment 3: Development Data Sheet
- Attachment 4: Lots Resulting from Subdivision/Consolidation
- Attachment 5: OCP London/Princess Land Use Map
- Attachment 6: Development Considerations
- Attachment 7: Proposed Dyke Alignment

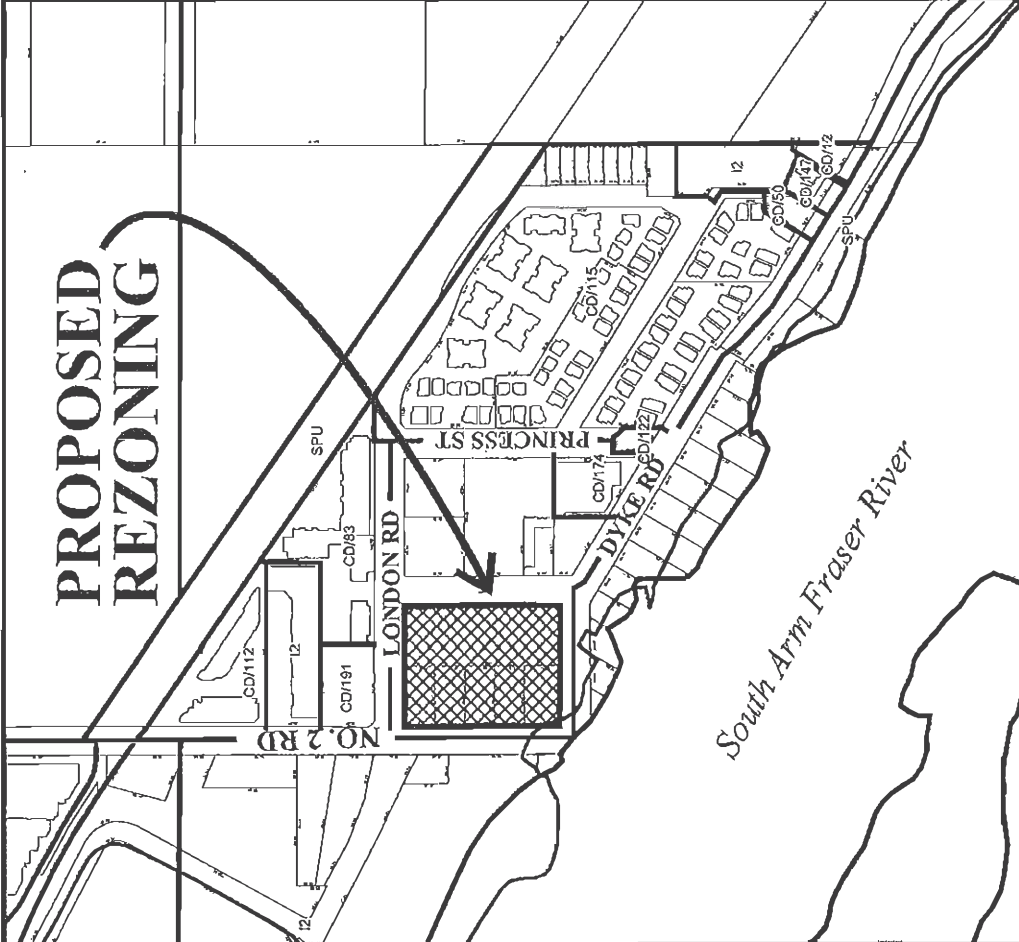
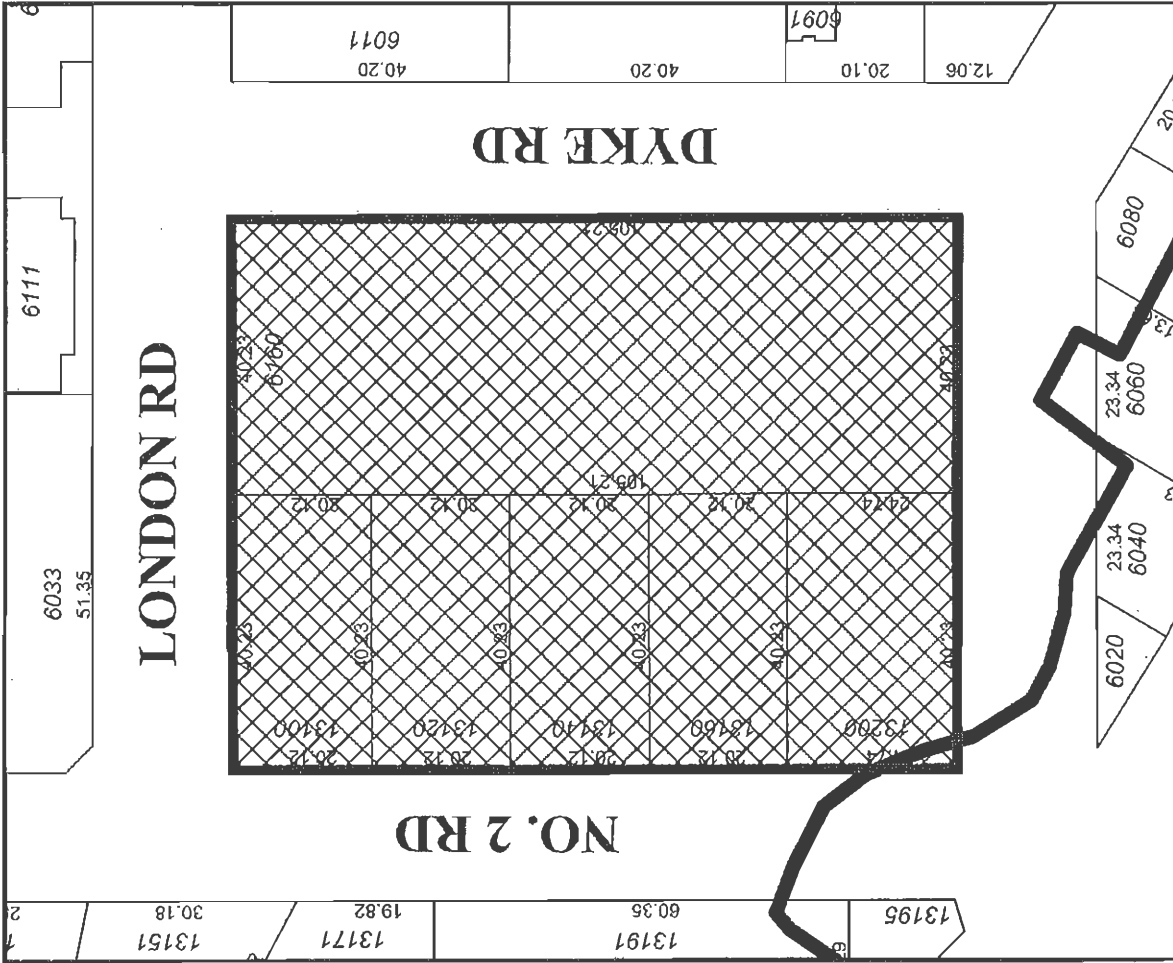


PROPOSED REZONING



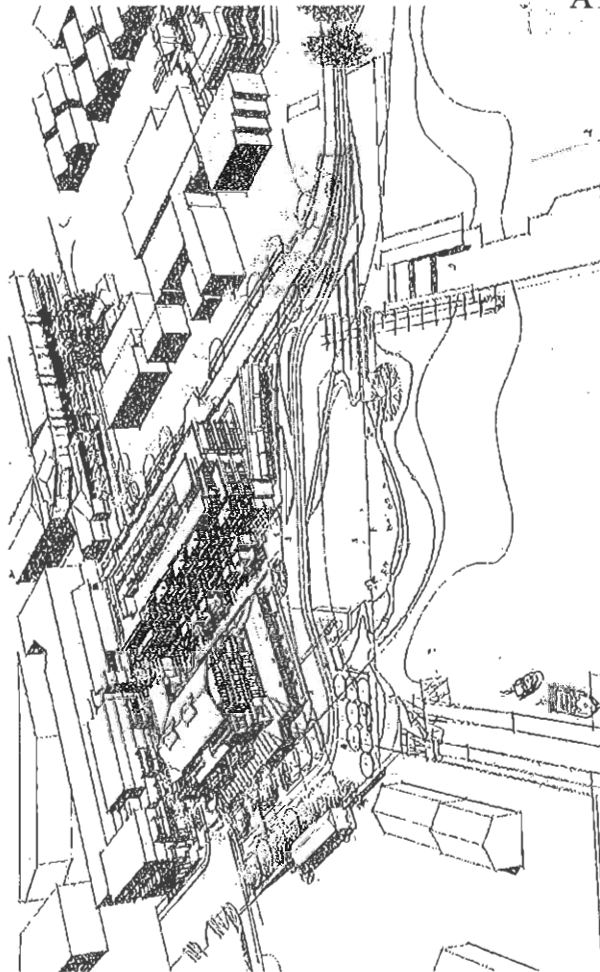
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Note: Dimensions are in METRES



PROPOSED ZONING: CD/

BUILDING SECTIONS	BUILDING SECTIONS
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A-402	



THE PIER AT LONDON LANDING
COMMERCIAL / RESIDENTIAL MIXED-USE DEVELOPMENT
6160 LONDON ROAD, RICHMOND, B C

2011-08-19



Patrick Comer

[illegible]

Patrick Cotter

THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
6160 LONDON ROAD
Richmond, BC.

FRASER RIVER

No. 2 ROAD

100

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David Davidson

Chris. Developments
(Kawakid) Corp.

THESE RESULTS INDICATE THAT THE PRESENCE OF A SECONDARY AMINE GROUP IN THE POLYMER CHAIN CAN SIGNIFICANTLY IMPROVE THE THERMAL STABILITY OF THE POLYMER. THE POLYMER WITH A SECONDARY AMINE GROUP IN THE CHAIN CAN BE USED AS A HIGH-TEMPERATURE POLYMER.

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SITE PLAN

As Updated August 19, 2011

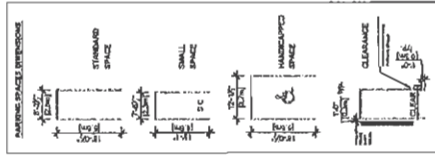
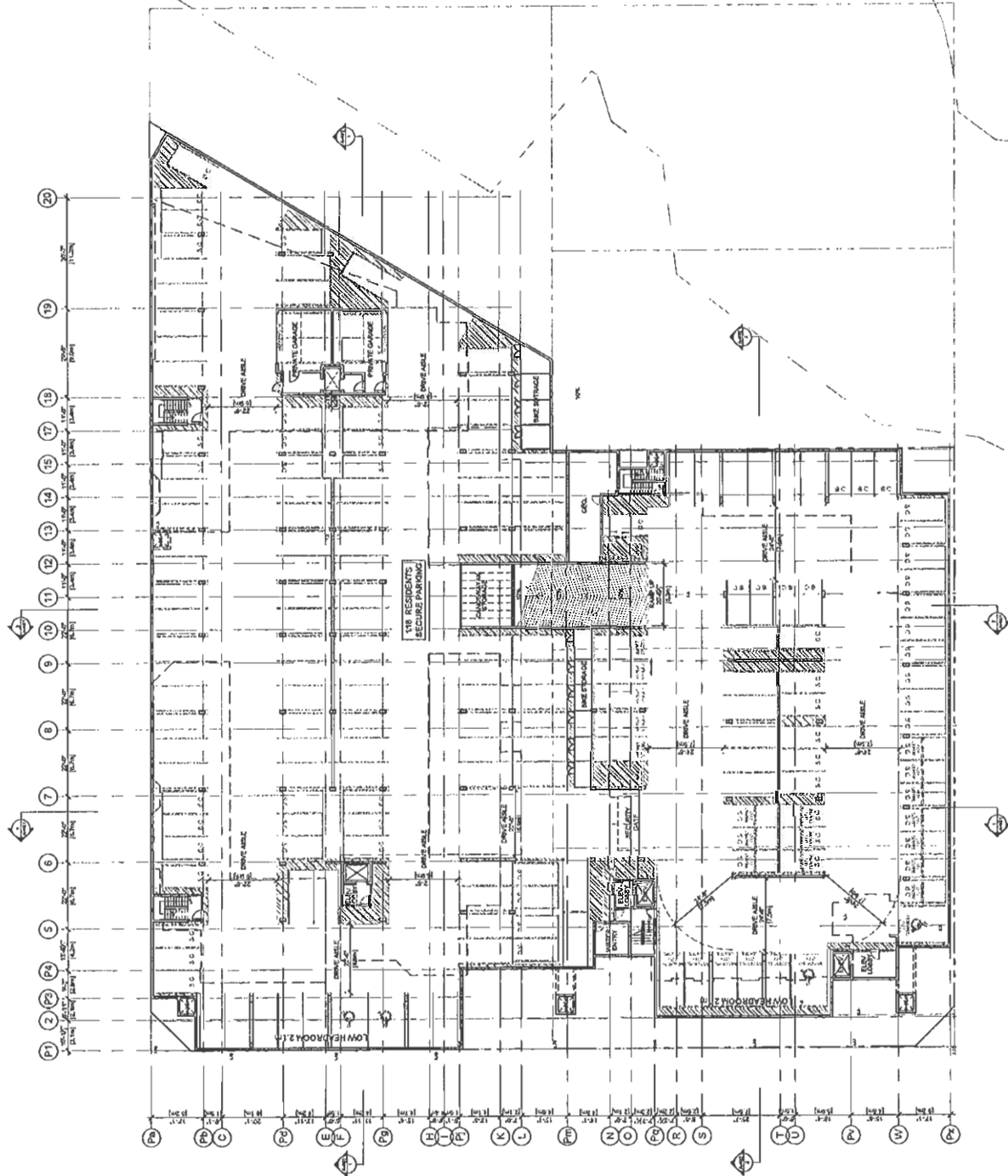
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1 SITE PLAN

SCALE 1/32" = 1'-0"

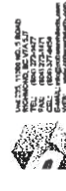
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NOTES:



DETAILS:
 1. All parking spaces shall be 11' wide, including 1' for the curb and 1' for the wheel well.
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NO.	DESCRIPTION	QUANTITY	UNIT	REMARKS
1	STANDARD SPACE	118	SQ. FT.	
2	SMALL SPACE	10	SQ. FT.	
3	HANDICAPPED SPACE	2	SQ. FT.	
4	CLEARANCE	1	SQ. FT.	
5	PRIVATE GARAGE	1	SQ. FT.	
6	LOW HEADROOM	1	SQ. FT.	
7	STANDARD SPACE	118	SQ. FT.	
8	SMALL SPACE	10	SQ. FT.	
9	HANDICAPPED SPACE	2	SQ. FT.	
10	CLEARANCE	1	SQ. FT.	
11	PRIVATE GARAGE	1	SQ. FT.	
12	LOW HEADROOM	1	SQ. FT.	



Patrick O'Neil

THE PIER AT LONDON LANDING
 RESIDENTIAL / COMMERCIAL
 MIXED USE DEVELOPMENT
 1700 LONDON ROAD
 RICHMOND, BC

Oris Developments
 (Kawaka) Corp.

NO.	DESCRIPTION	QUANTITY	UNIT	REMARKS
1	STANDARD SPACE	118	SQ. FT.	
2	SMALL SPACE	10	SQ. FT.	
3	HANDICAPPED SPACE	2	SQ. FT.	
4	CLEARANCE	1	SQ. FT.	
5	PRIVATE GARAGE	1	SQ. FT.	
6	LOW HEADROOM	1	SQ. FT.	

PARKING P2 PLAN

As Updated August 19, 2011
 DRAWN BY: A-201

1 PARKING P2 PLAN
 SCALE: 1/16"=1'-0"

A-201 D1



NOTES:

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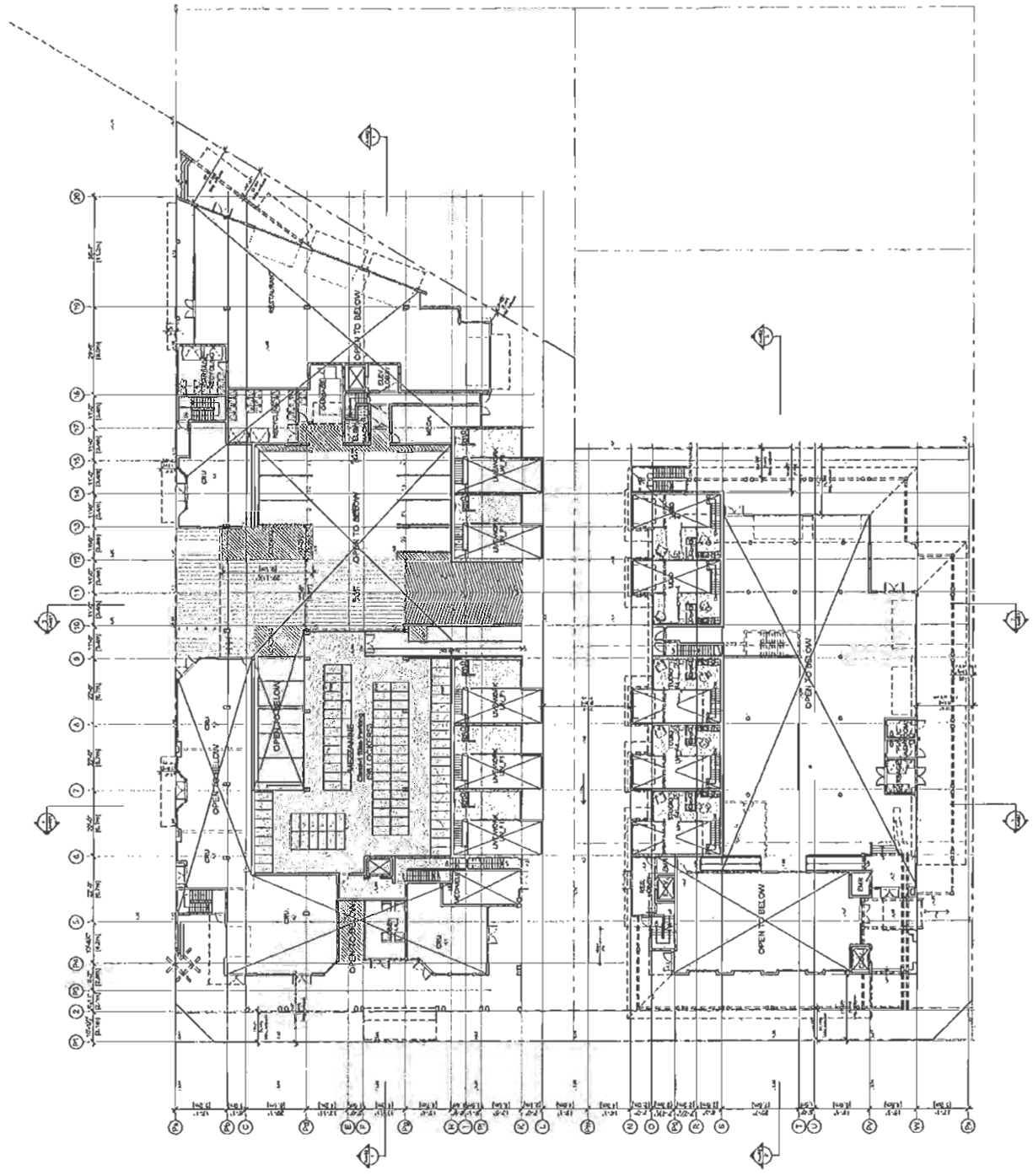
THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
6180 LONDON ROAD
RICHMOND, BC

ORIS DEVELOPMENTS
(KAWAII) CORP.

DATE	19/08/2011
BY	ORIS DEVELOPMENTS
FOR	THE PIER AT LONDON LANDING
PROJECT	RESIDENTIAL / COMMERCIAL
LOCATION	6180 LONDON ROAD
CITY	RICHMOND, BC
SCALE	1/8" = 1'-0"
DATE	19/08/2011
BY	ORIS DEVELOPMENTS
FOR	THE PIER AT LONDON LANDING
PROJECT	RESIDENTIAL / COMMERCIAL
LOCATION	6180 LONDON ROAD
CITY	RICHMOND, BC

LEVEL MEZZANINE PLAN

As Updated August 19, 2011
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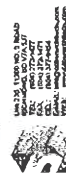
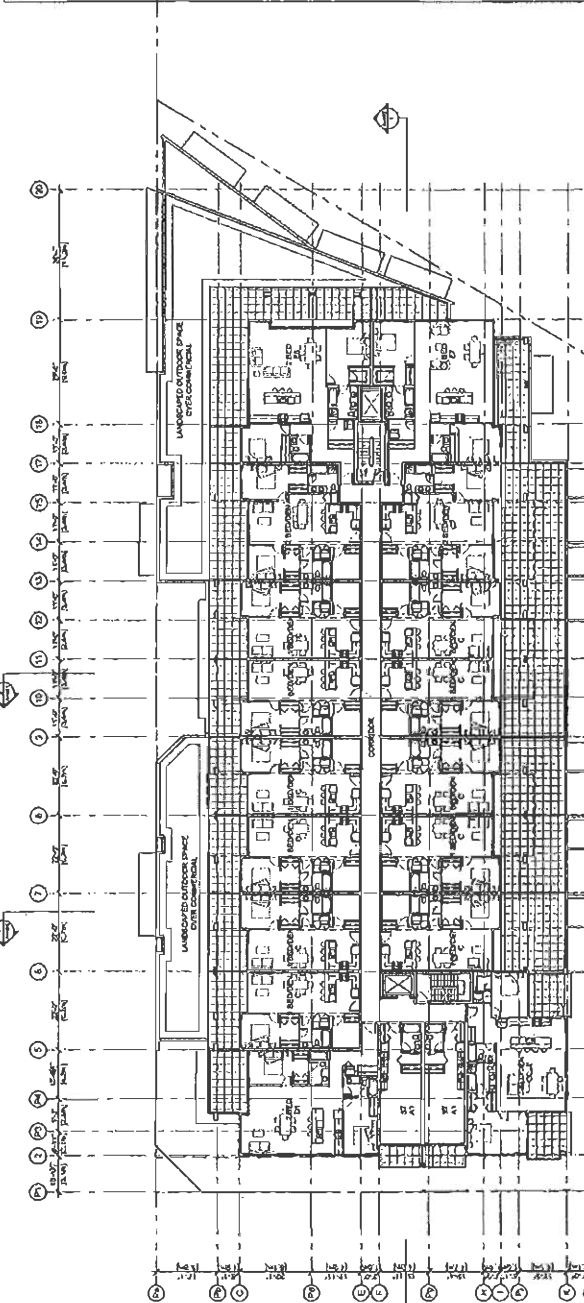
1 LEVEL MEZZANINE PLAN
SCALE 1/8" = 1'-0"

NOTES:



GENERAL NOTES:

- 1. All dimensions are given in feet and inches.
- 2. All dimensions are given to the centerline of the building.
- 3. All dimensions are given to the finished floor.
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- 84. All dimensions are given to the finished floor.
- 85. All dimensions are given to the finished ceiling.
- 86. All dimensions are given to the finished wall.
- 87. All dimensions are given to the finished floor.
- 88. All dimensions are given to the finished ceiling.
- 89. All dimensions are given to the finished wall.
- 90. All dimensions are given to the finished floor.
- 91. All dimensions are given to the finished ceiling.
- 92. All dimensions are given to the finished wall.
- 93. All dimensions are given to the finished floor.
- 94. All dimensions are given to the finished ceiling.
- 95. All dimensions are given to the finished wall.
- 96. All dimensions are given to the finished floor.
- 97. All dimensions are given to the finished ceiling.
- 98. All dimensions are given to the finished wall.
- 99. All dimensions are given to the finished floor.
- 100. All dimensions are given to the finished ceiling.



THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
100 LONDON ROAD
RICHMOND, BC

Project Corner
Architect: [Firm Name]
Client: [Firm Name]
Date: [Date]

Client: [Firm Name]
Project: [Project Name]
Location: [Location]

Scale: 1/8" = 1'-0"
Sheet: A-204
Date: [Date]

Level: L2
Area: [Area]
Volume: [Volume]

Level L2 PLAN
Scale: 1/8"=1'-0"

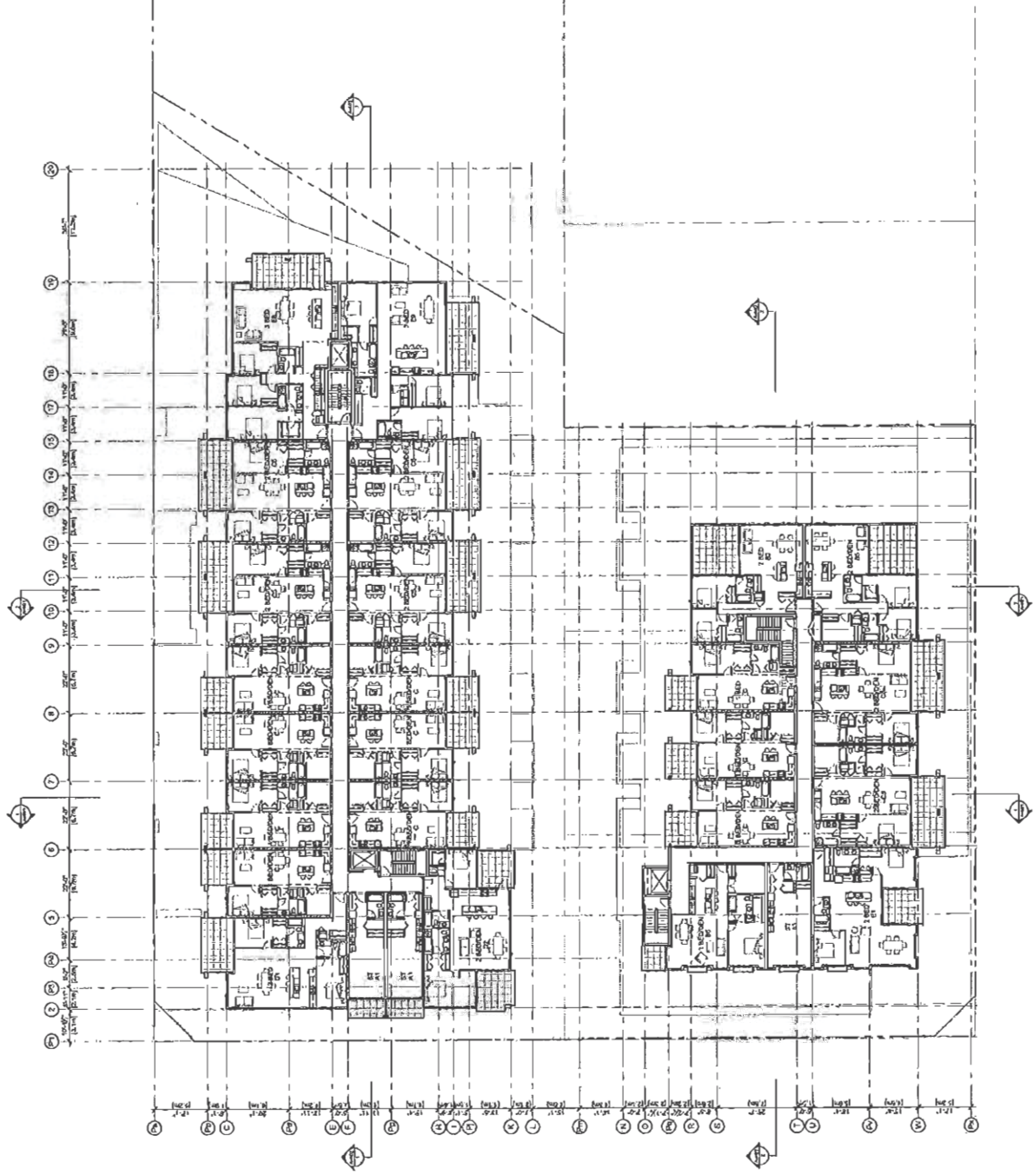
As Updated August 19, 2011
Sheet: A-204
Project: [Project Name]

Level L2 PLAN
Scale: 1/8"=1'-0"

NOTES:



- GENERAL NOTES:**
- 1. All dimensions are in feet and inches.
 - 2. All dimensions are to the center of the wall unless otherwise noted.
 - 3. All dimensions are to the finished floor unless otherwise noted.
 - 4. All dimensions are to the center of the door unless otherwise noted.
 - 5. All dimensions are to the center of the window unless otherwise noted.
 - 6. All dimensions are to the center of the stair unless otherwise noted.
 - 7. All dimensions are to the center of the elevator unless otherwise noted.
 - 8. All dimensions are to the center of the shaft unless otherwise noted.
 - 9. All dimensions are to the center of the core unless otherwise noted.
 - 10. All dimensions are to the center of the building unless otherwise noted.
- REVISIONS:**
- | NO. | DATE | DESCRIPTION |
|-----|----------|----------------|
| 1 | 08/18/11 | Initial Design |
| 2 | 08/18/11 | Revised Design |
| 3 | 08/18/11 | Final Design |



As Updated August 18, 2011

1
A-205

LEVEL L3 PLAN
SCALE: 1/8"=1'-0"

D1



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Patrick Cottrell

PROJECTS
THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
6160 LONDON ROAD
Richmond, BC

Oris Developments
(Kawakita) Corp.

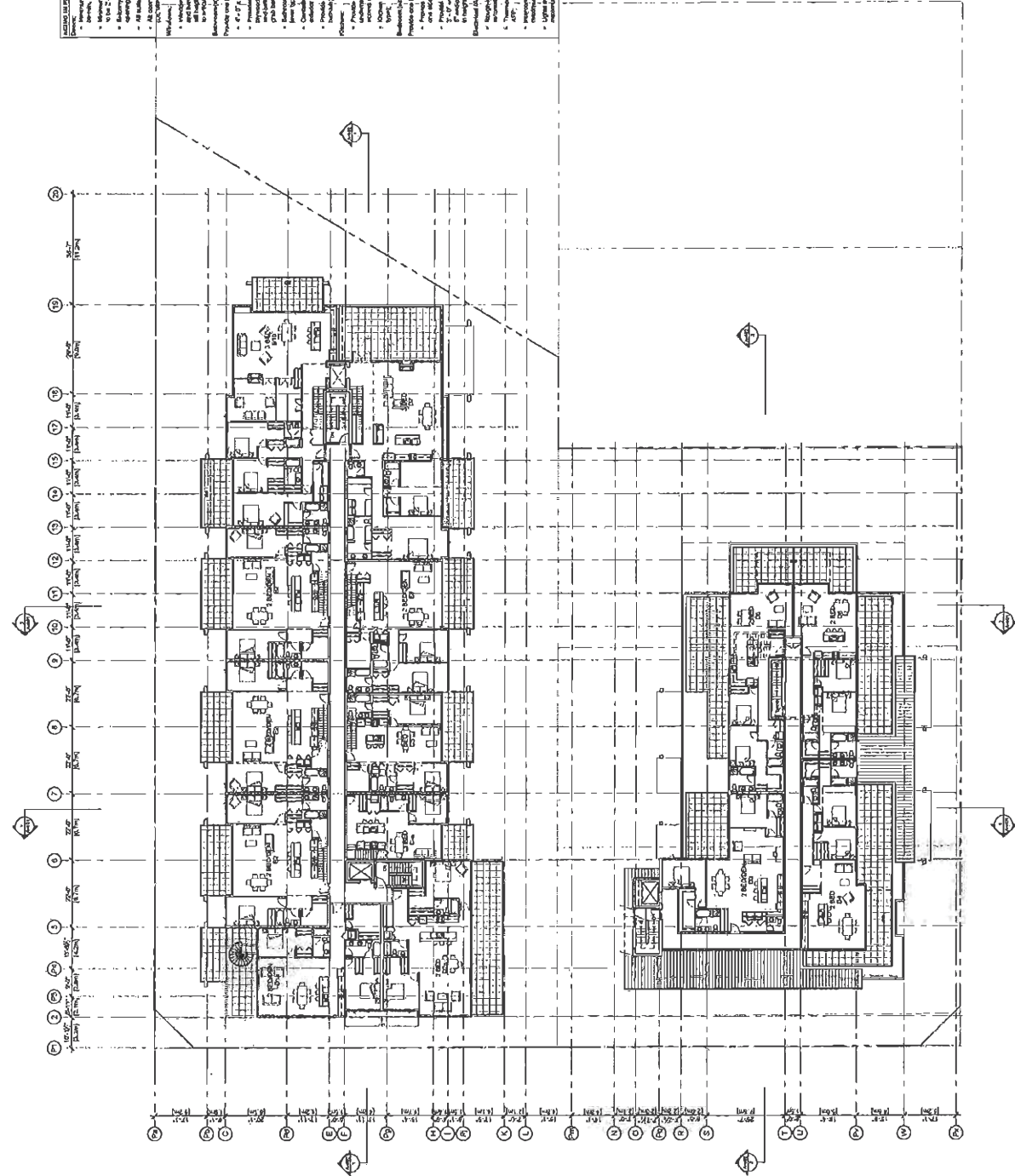
GENERAL INSTRUCTIONS: This paper and folder are to be used only for the purpose of recording the occurrence of cases of the disease. The folder is to be used as a record of the patient's condition.		
PERSON	DATE	TIME
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LEVEL L4 PLAN

As Updated August 19, 2011

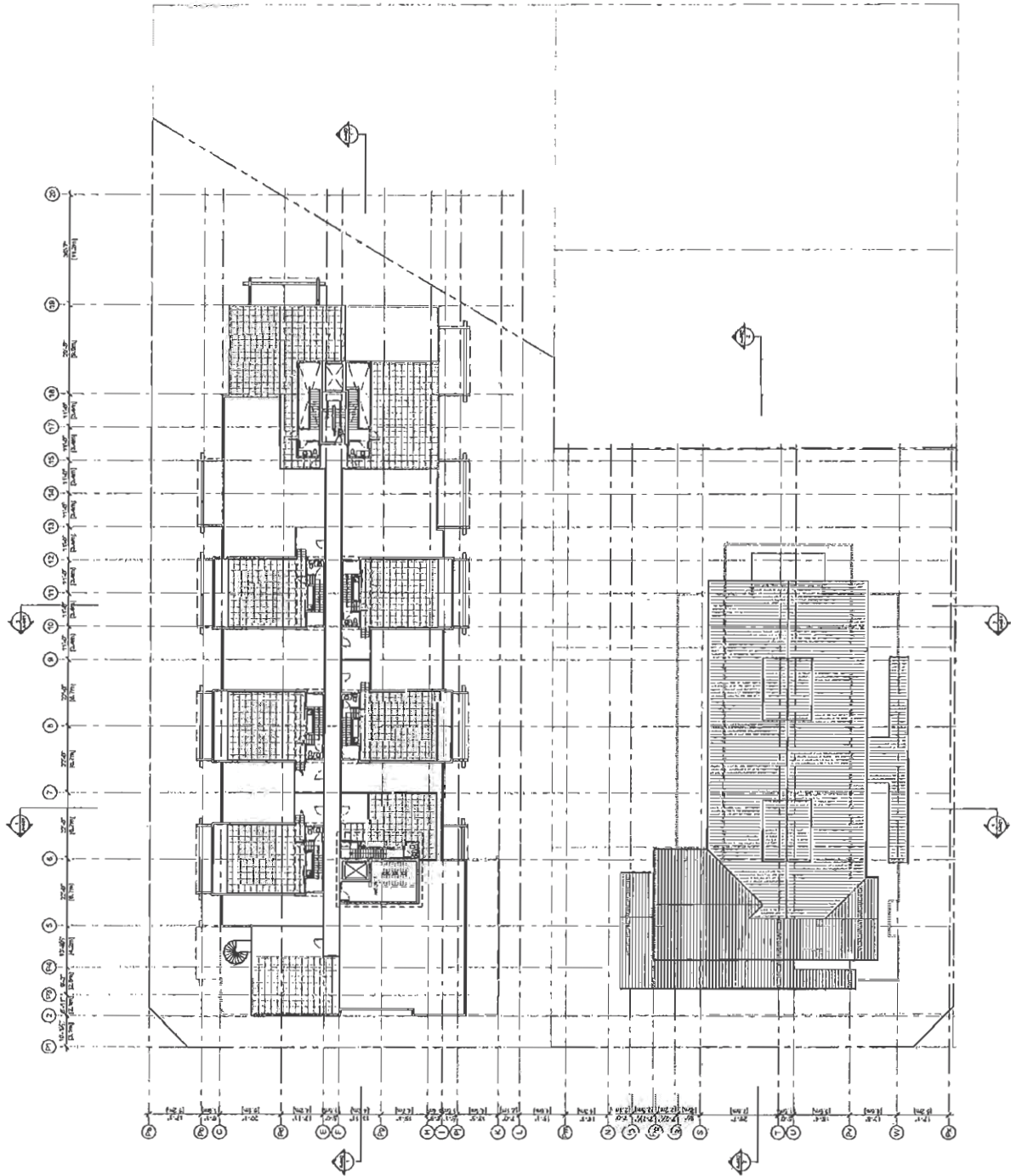
A-206	D1
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1 LEVEL LA PLAN
A206 SCALE: 1/16"=1'-0"





NOTES:



1	PROJECT NAME	THE PIER AT LONDON LANDING
2	PROJECT ADDRESS	1000 LONDON LANDING ROAD, RICHMOND, BC
3	CLIENT	ORIS DEVELOPMENTS (KAWAKI) CORP.
4	ARCHITECT	PARTRICK OOSTER
5	DATE	2011.08.19
6	SCALE	1/16"=1'-0"
7	PROJECT TYPE	RESIDENTIAL / COMMERCIAL MIXED USE DEVELOPMENT
8	PROJECT PHASE	ROOF PLAN
9	PROJECT STATUS	IN PROGRESS
10	PROJECT DESCRIPTION	THE PIER AT LONDON LANDING
11	PROJECT LOCATION	1000 LONDON LANDING ROAD, RICHMOND, BC
12	PROJECT OWNER	ORIS DEVELOPMENTS (KAWAKI) CORP.
13	PROJECT ARCHITECT	PARTRICK OOSTER
14	PROJECT ENGINEER	PARTRICK OOSTER
15	PROJECT LANDSCAPE ARCHITECT	PARTRICK OOSTER
16	PROJECT INTERIOR DESIGNER	PARTRICK OOSTER
17	PROJECT EXTERIOR DESIGNER	PARTRICK OOSTER
18	PROJECT FURNITURE DESIGNER	PARTRICK OOSTER
19	PROJECT LIGHTING DESIGNER	PARTRICK OOSTER
20	PROJECT SOUND DESIGNER	PARTRICK OOSTER



Partrick Ooster

PROJECT:
THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
1000 LONDON LANDING ROAD
RICHMOND, BC

CLIENT:
Oris Developments
(Kawaki) Corp.

DESIGNER:
Partrick Ooster
1000 LONDON LANDING ROAD
RICHMOND, BC
V6X 3E7
TEL: 604.273.1111
FAX: 604.273.1112
WWW.PARTRICKOOSTER.COM

DATE	2011.08.19
BY	PO
CHECKED BY	PO
SCALE	1/16"=1'-0"
PROJECT TYPE	RESIDENTIAL / COMMERCIAL MIXED USE DEVELOPMENT
PROJECT PHASE	ROOF PLAN
PROJECT STATUS	IN PROGRESS
PROJECT DESCRIPTION	THE PIER AT LONDON LANDING
PROJECT LOCATION	1000 LONDON LANDING ROAD, RICHMOND, BC
PROJECT OWNER	ORIS DEVELOPMENTS (KAWAKI) CORP.
PROJECT ARCHITECT	PARTRICK OOSTER
PROJECT ENGINEER	PARTRICK OOSTER
PROJECT LANDSCAPE ARCHITECT	PARTRICK OOSTER
PROJECT INTERIOR DESIGNER	PARTRICK OOSTER
PROJECT EXTERIOR DESIGNER	PARTRICK OOSTER
PROJECT FURNITURE DESIGNER	PARTRICK OOSTER
PROJECT LIGHTING DESIGNER	PARTRICK OOSTER
PROJECT SOUND DESIGNER	PARTRICK OOSTER

ROOF PLAN

As Updated August 19, 2011

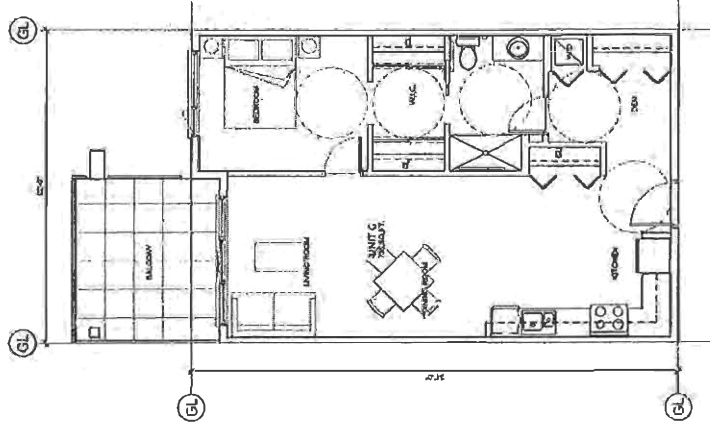
DRAWING NO.

A-207

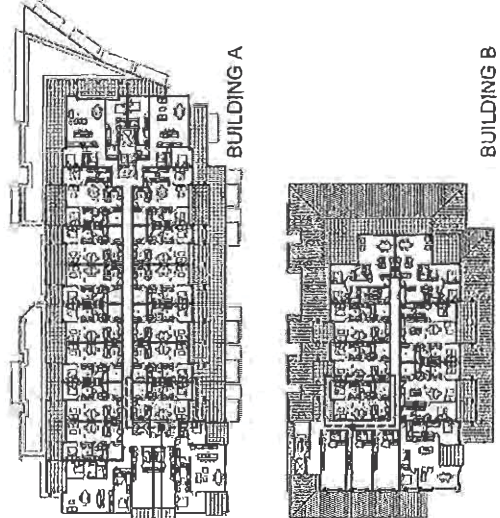
D1

1 ROOF PLAN
A-207 SCALE: 1/16"=1'-0"

NOTES:



TYPE C
TYP. ACCESSIBLE UNIT



KEY PLAN

1	REVISIONS	DATE	BY	CHKD	APP'D
2	REVISIONS	DATE	BY	CHKD	APP'D
3	REVISIONS	DATE	BY	CHKD	APP'D
4	REVISIONS	DATE	BY	CHKD	APP'D
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18	REVISIONS	DATE	BY	CHKD	APP'D
19	REVISIONS	DATE	BY	CHKD	APP'D
20	REVISIONS	DATE	BY	CHKD	APP'D

THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
1000 LONDON ROAD
RICHMOND, BC

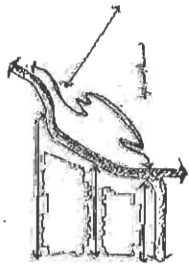
Chris Developments
(Kawaka) Corp.

DATE	10/10/17
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CHKD	10/10/17
APP'D	10/10/17
DATE	10/10/17
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CHKD	10/10/17
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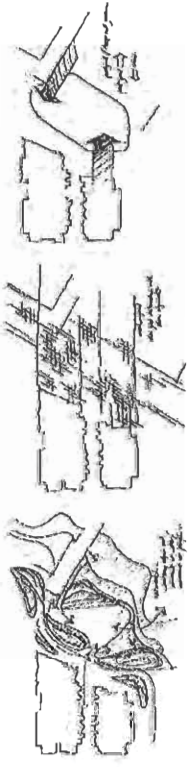
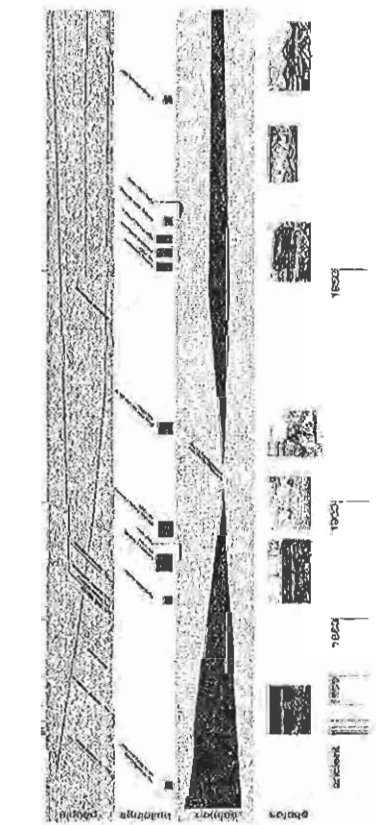
ACCESSIBLE
UNIT PLAN

As Updated August 15, 2017
A-251 D1

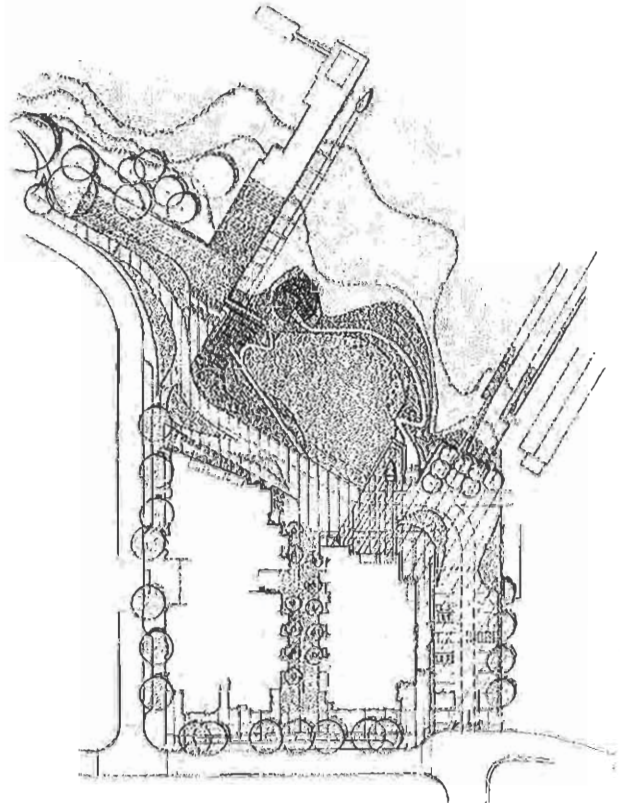
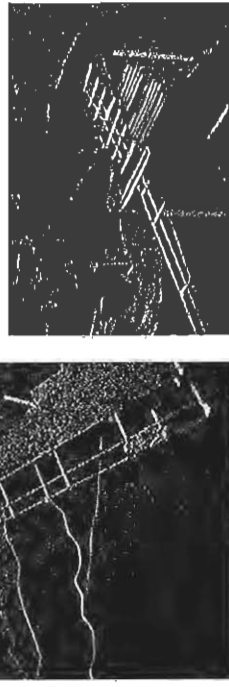
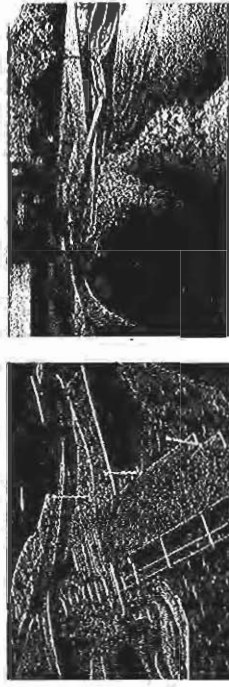
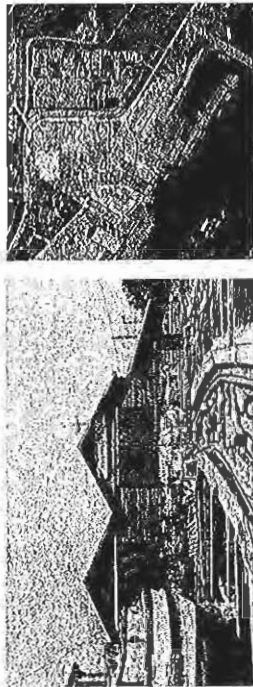
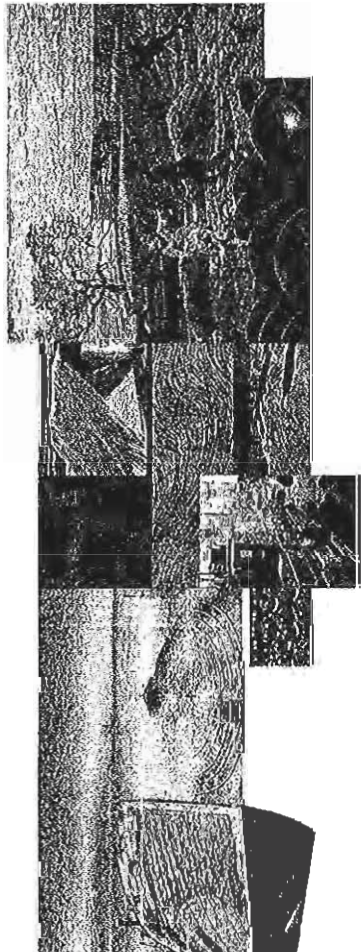
The present site is a former part of the Royal Naval Dockyard, which was established in 1793. The site was used for the construction of ships and the storage of naval stores. The dockyard was closed in 1805 and the site was used for other purposes. The site was then used for the construction of the Royal Naval Dockyard, which was established in 1805. The dockyard was closed in 1805 and the site was used for other purposes. The site was then used for the construction of the Royal Naval Dockyard, which was established in 1805. The dockyard was closed in 1805 and the site was used for other purposes.

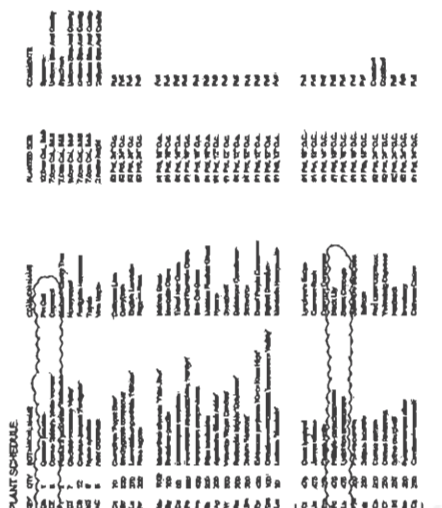


- Provide for the future potential of the site, including the possibility of future development.
- Develop a strategy of building a new development on the site, including the possibility of future development.
- Develop a strategy of building a new development on the site, including the possibility of future development.

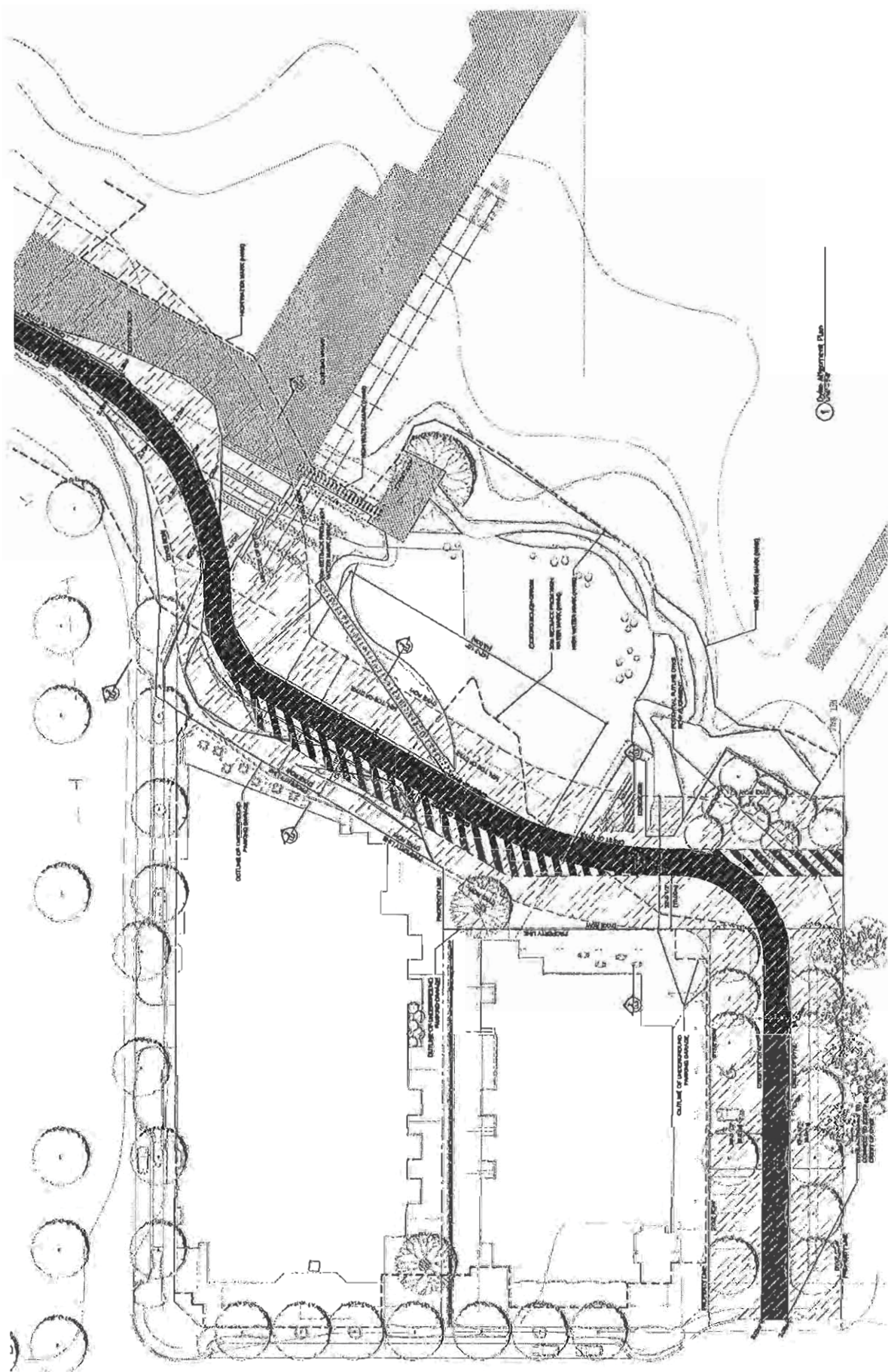


- Provide for the future potential of the site, including the possibility of future development.
- Develop a strategy of building a new development on the site, including the possibility of future development.
- Develop a strategy of building a new development on the site, including the possibility of future development.

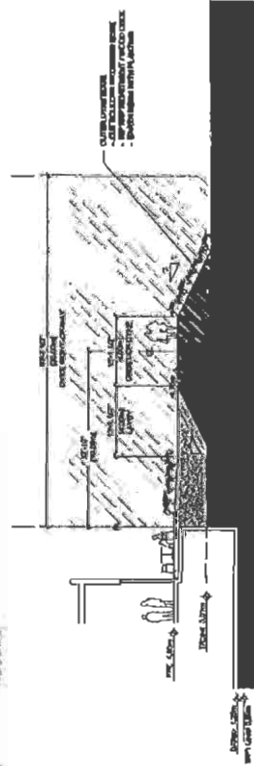




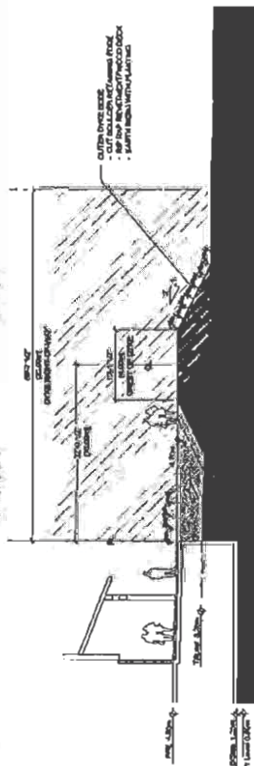
<p>The Pier at London Landing 6160 Leona Road Richmond BC</p>		<p>Dyna Alignment Plan and Sections</p>
<p>Project No. _____</p> <p>Client _____</p> <p>Scale _____</p> <p>Sheet No. _____</p>	<p>Drawn by _____</p> <p>Checked by _____</p> <p>Approved by _____</p>	<p>Date _____</p> <p>Project _____</p> <p>Sheet _____</p> <p>113</p>



① Order Alignment Plan



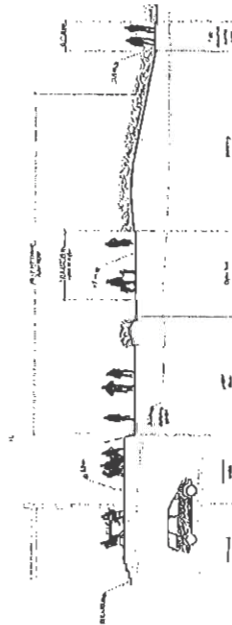
3 Section Through Building A
03-10



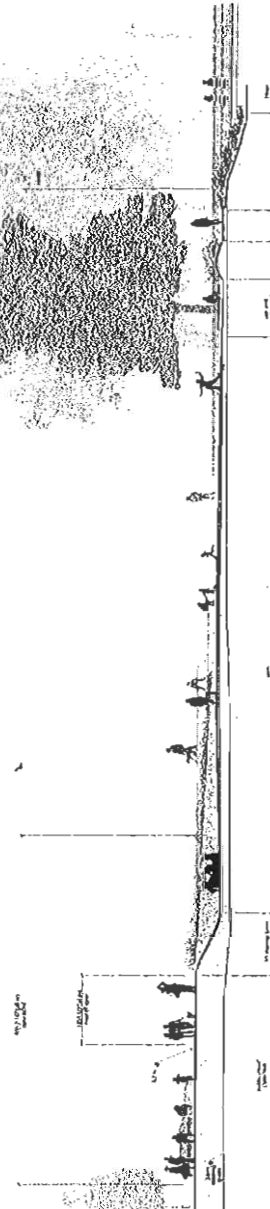
2) Section Through Building B



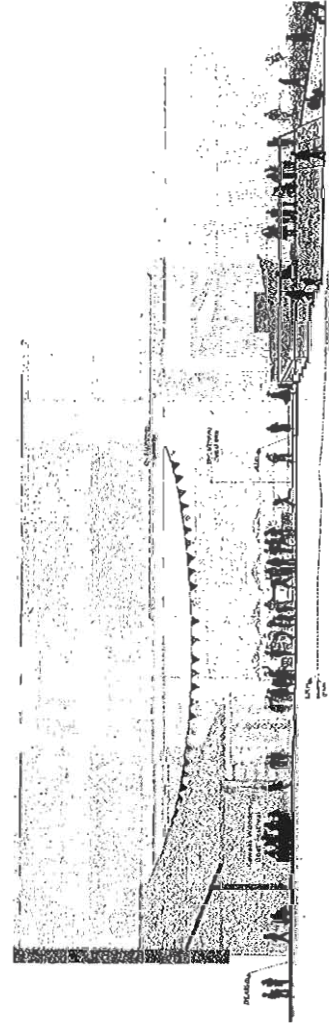
AA Section Through Planting Berm and Deck



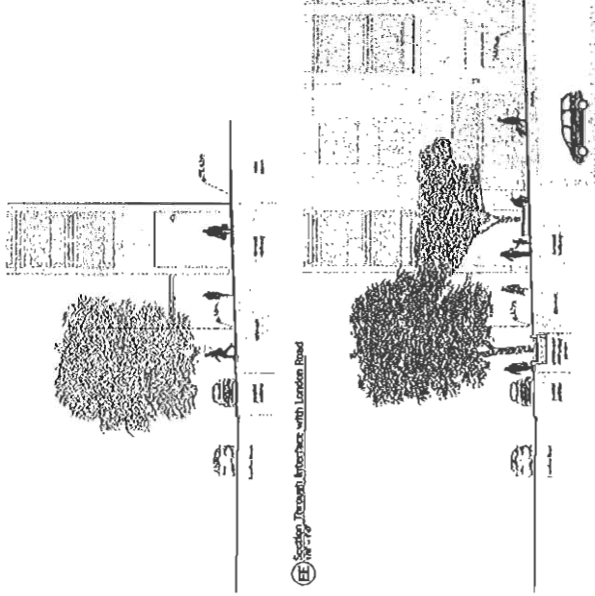
BB Section Through Café and Plaza



CC Section Through Lawn



DD Section Through Stair to Lawn



EE Section Through Entrance with London Road

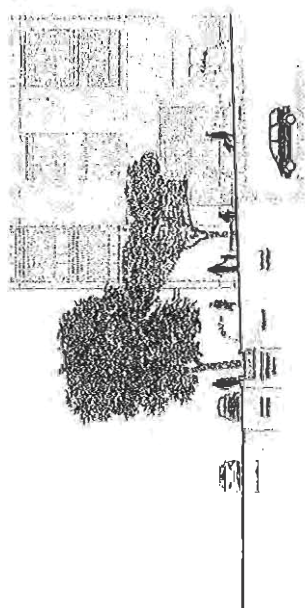
FF Section Through Entrance with London Road at B&O Viaduct



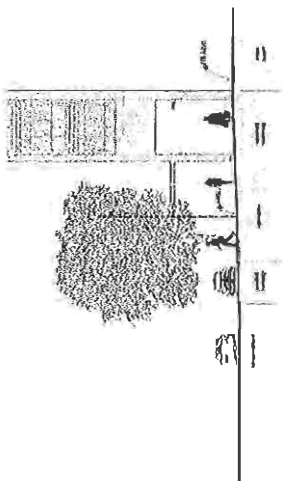
GG Section Through Mezz



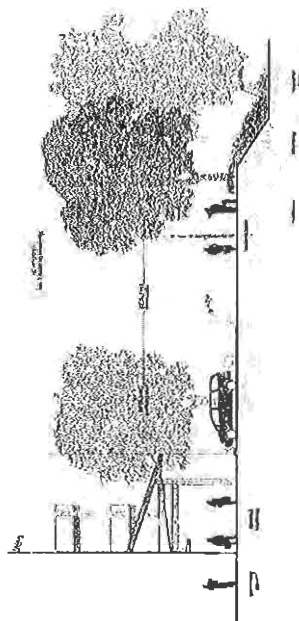
HH Section Through Stair to Parking Lot



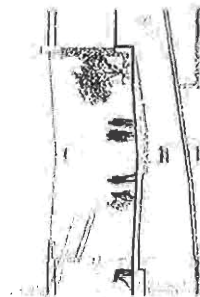
65 Section of facade with London Road at Purser



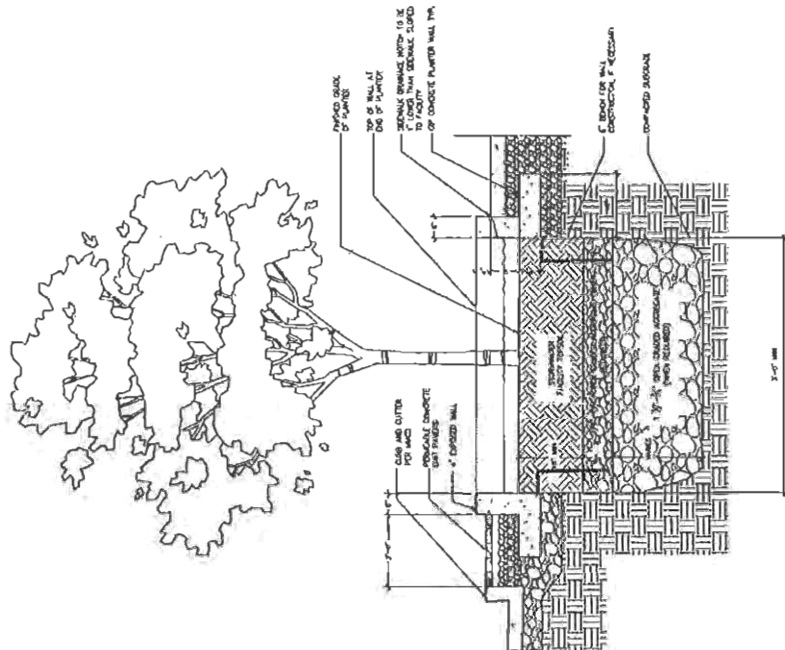
67 Section of facade with London Road



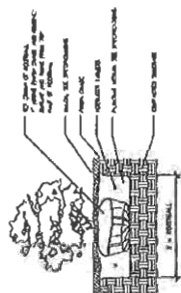
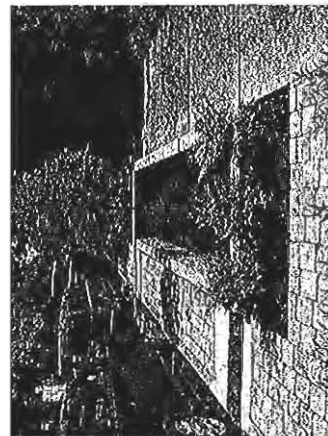
68 Section of facade with



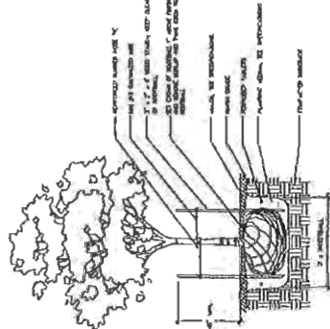
69 Section of facade



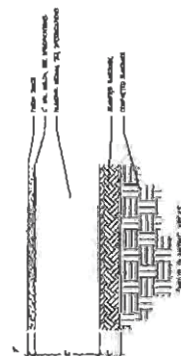
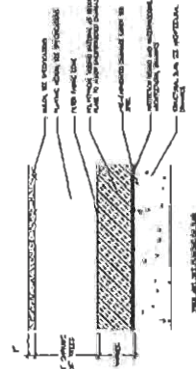
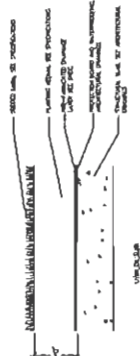
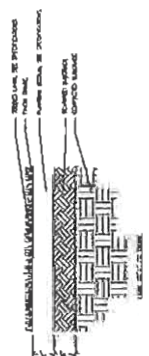
 Bioswale and Street Tree Planting Typ.



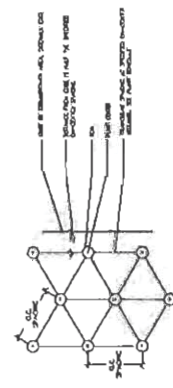
Shrub Planting Typ.



① Tree Planting Typ.



Soil Profiles Typ.



7 Groundcover Planting Typ.

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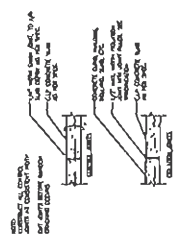
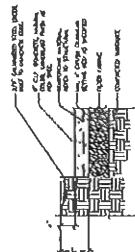
The Ploer
at London Landing
4160 London Road

Planting Details

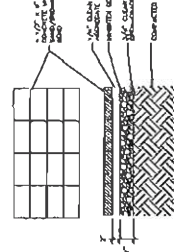
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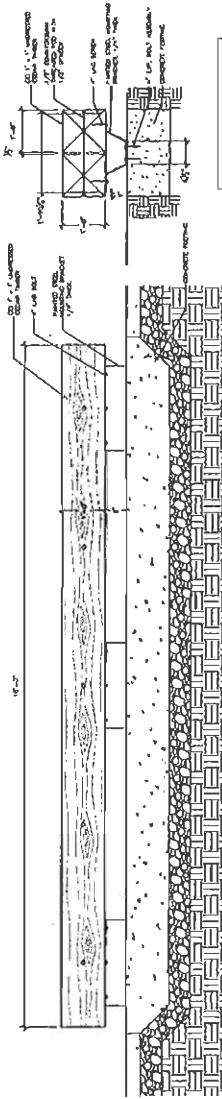
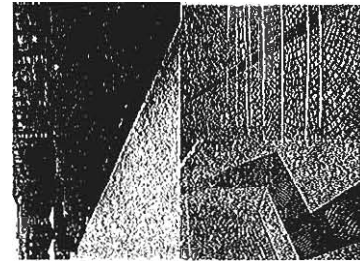
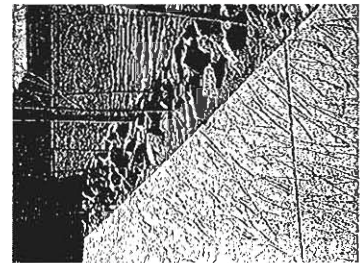
1. Gravel Paving and Edger Typ.
1.3.2 F-16F



2. Cast Concrete Paving Typ.
1.3.2 F-16F

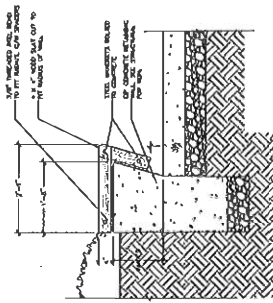


3. Permeable Paving Typ.
1.3.2 F-16F

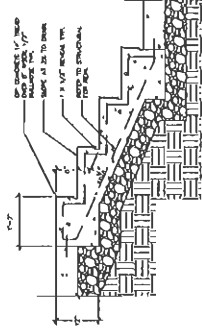


4. Timber Bench Typ.
1.3.2 F-16F

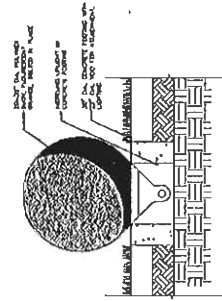
1. BENCH TO BE SET INTO CONCRETE WALL
2. BENCH TO BE SET INTO CONCRETE WALL
3. BENCH TO BE SET INTO CONCRETE WALL



7. Timber Bench on Concrete Typ.
1.3.2 F-16F



8. Concrete Steps Typ.
1.3.2 F-16F



10. Buoy Lights at Lawn
1.3.2 F-16F

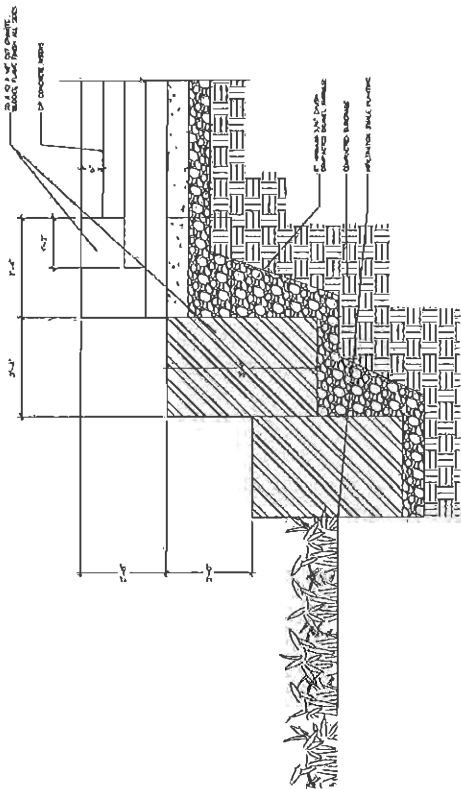
9. Wood Decking Typ.
1.3.2 F-16F

1. Buoy Lights at Lawn	1.3.2 F-16F
2. Buoy Lights at Lawn	1.3.2 F-16F
3. Buoy Lights at Lawn	1.3.2 F-16F
4. Buoy Lights at Lawn	1.3.2 F-16F
5. Buoy Lights at Lawn	1.3.2 F-16F
6. Buoy Lights at Lawn	1.3.2 F-16F
7. Buoy Lights at Lawn	1.3.2 F-16F
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9. Buoy Lights at Lawn	1.3.2 F-16F
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11. Buoy Lights at Lawn	1.3.2 F-16F
12. Buoy Lights at Lawn	1.3.2 F-16F
13. Buoy Lights at Lawn	1.3.2 F-16F
14. Buoy Lights at Lawn	1.3.2 F-16F
15. Buoy Lights at Lawn	1.3.2 F-16F
16. Buoy Lights at Lawn	1.3.2 F-16F
17. Buoy Lights at Lawn	1.3.2 F-16F
18. Buoy Lights at Lawn	1.3.2 F-16F
19. Buoy Lights at Lawn	1.3.2 F-16F
20. Buoy Lights at Lawn	1.3.2 F-16F
21. Buoy Lights at Lawn	1.3.2 F-16F
22. Buoy Lights at Lawn	1.3.2 F-16F
23. Buoy Lights at Lawn	1.3.2 F-16F
24. Buoy Lights at Lawn	1.3.2 F-16F
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26. Buoy Lights at Lawn	1.3.2 F-16F
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28. Buoy Lights at Lawn	1.3.2 F-16F
29. Buoy Lights at Lawn	1.3.2 F-16F
30. Buoy Lights at Lawn	1.3.2 F-16F
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34. Buoy Lights at Lawn	1.3.2 F-16F
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41. Buoy Lights at Lawn	1.3.2 F-16F
42. Buoy Lights at Lawn	1.3.2 F-16F
43. Buoy Lights at Lawn	1.3.2 F-16F
44. Buoy Lights at Lawn	1.3.2 F-16F
45. Buoy Lights at Lawn	1.3.2 F-16F
46. Buoy Lights at Lawn	1.3.2 F-16F
47. Buoy Lights at Lawn	1.3.2 F-16F
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100. Buoy Lights at Lawn	1.3.2 F-16F

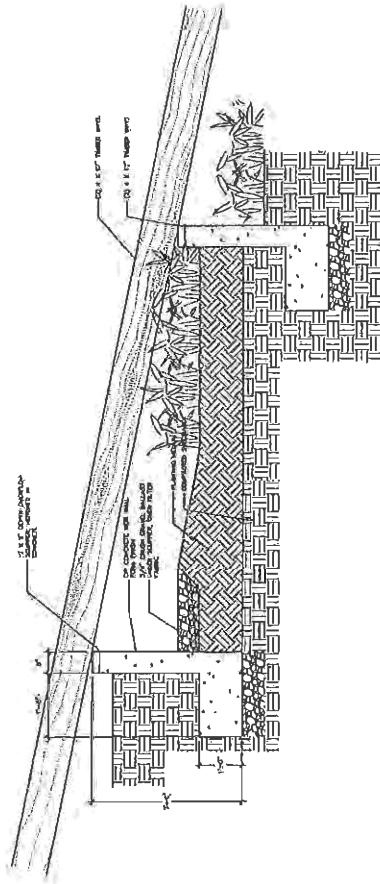
The Pier
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Paving and
Furnishings Details

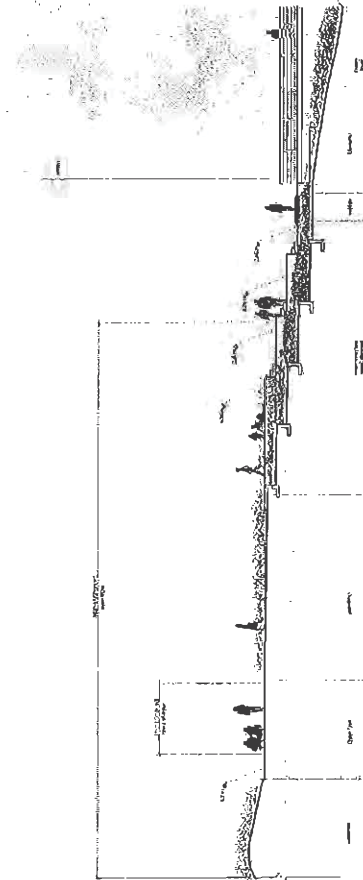
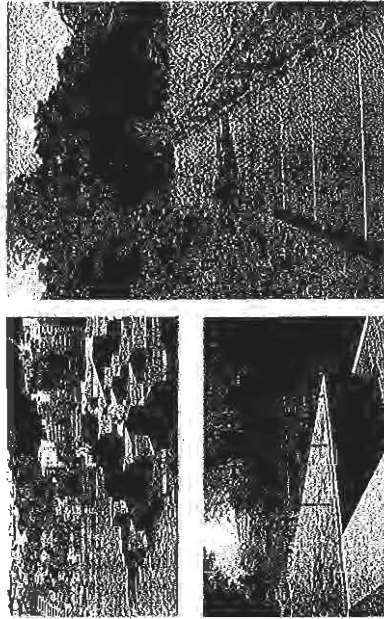
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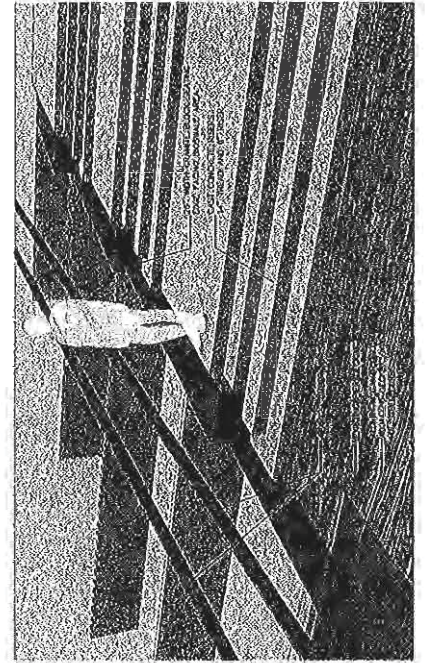
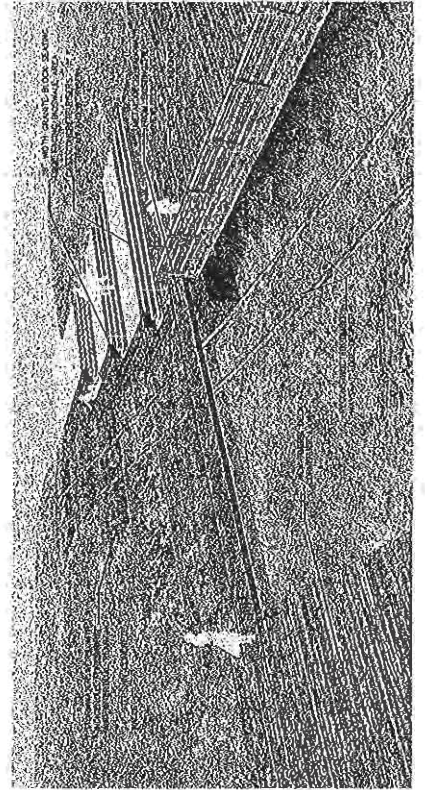
1 Granite Block Seating Typ.



2 Blockwall Retaining Walls, Ways

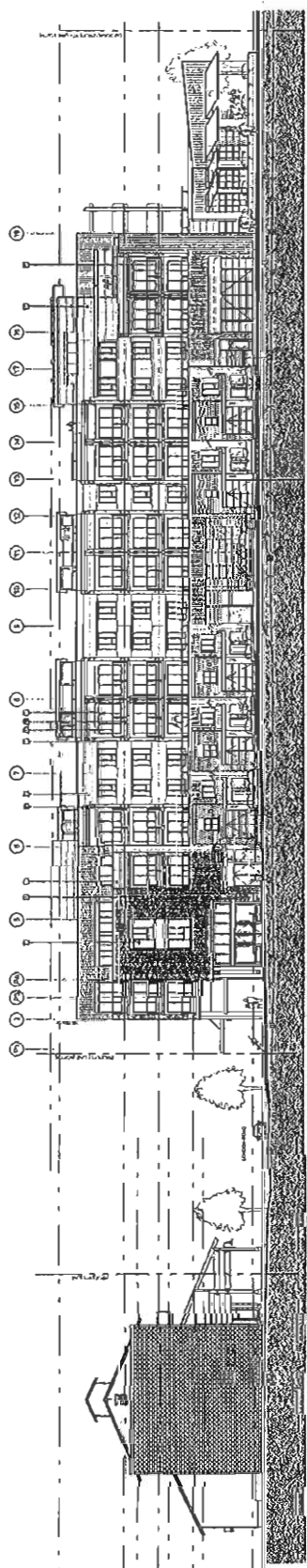


1 Granite Block Seating Typ.

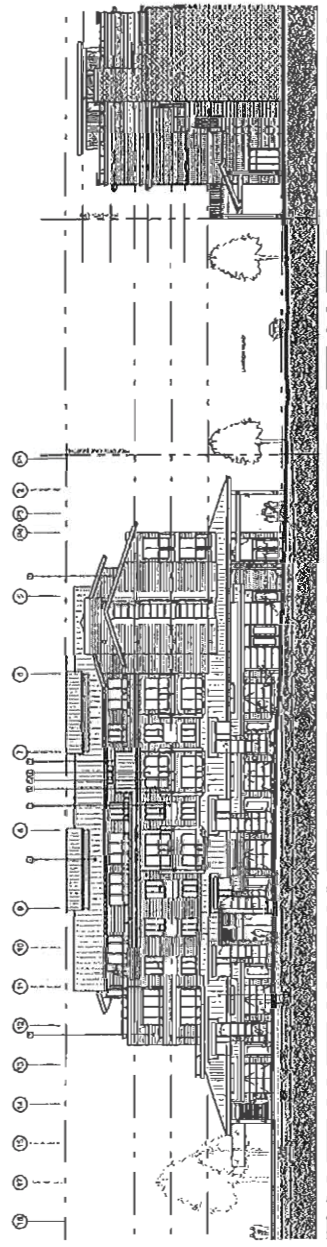


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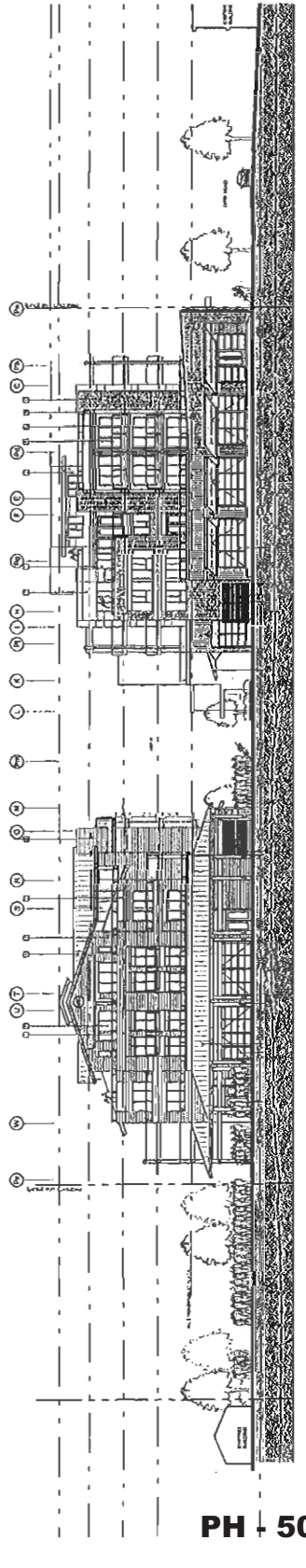
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1 WEST ELEVATION VIEW
1/2" = 1'-0"



2 EAST ELEVATION VIEW
1/2" = 1'-0"



3 SOUTH ELEVATION VIEW
1/2" = 1'-0"

NO.	DESCRIPTION	DATE	BY	CHKD.
1	REVISION			
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THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
8160 LONDON ROAD
RICHMOND, BC

THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
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RICHMOND, BC

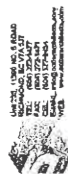
THE PIER AT LONDON LANDING
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RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
8160 LONDON ROAD
RICHMOND, BC

[illegible]

2 BUILDING SECTION AT DYKE ROAD THRU VEHICLE RAMP
A401 SCALE: 1/16"=1'-0"

Sl. No.	Question	Answer	Mark
1	What is the difference between a function and a procedure?	A function returns a value, while a procedure does not.	1
2	What is the difference between a function and a macro?	A function is a subprogram that can be called multiple times, while a macro is a single line of code that is expanded by the compiler.	1
3	What is the difference between a function and a module?	A function is a subprogram that can be called multiple times, while a module is a collection of related functions and procedures.	1
4	What is the difference between a function and a package?	A function is a subprogram that can be called multiple times, while a package is a collection of related functions and procedures.	1
5	What is the difference between a function and a library?	A function is a subprogram that can be called multiple times, while a library is a collection of related functions and procedures.	1
6	What is the difference between a function and a system?	A function is a subprogram that can be called multiple times, while a system is a collection of related functions and procedures.	1
7	What is the difference between a function and a process?	A function is a subprogram that can be called multiple times, while a process is a collection of related functions and procedures.	1
8	What is the difference between a function and a task?	A function is a subprogram that can be called multiple times, while a task is a collection of related functions and procedures.	1
9	What is the difference between a function and a job?	A function is a subprogram that can be called multiple times, while a job is a collection of related functions and procedures.	1
10	What is the difference between a function and a program?	A function is a subprogram that can be called multiple times, while a program is a collection of related functions and procedures.	1



GET IT

THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
6160 LONDON ROAD
Richmond, BC.

Oris Developments
(Kawaki) Corp.

"ASBESTOS REMOVAL ACTION PLAN" SHOULD BE PROVIDED TO EACH OF THE CLASSIFIED PERSONS TO ASSURE COMPLIANCE WITH THE ACT AND "ANY REMOVAL OF ANY MATERIAL FROM THE RECORD SHALL BE DOCUMENTED."

[illegible]

Architectural drawing of a building elevation, oriented vertically. The drawing features a grid system with letters A through S along the left side and numbers 1 through 25 along the right side. Dimensions are provided along the top and bottom edges. The building has a complex roofline with multiple gables and a central section that appears to be a tower or a prominent entrance. The drawing is oriented vertically on the page.

1 BUILDING SECTION AT DYKE ROAD THRU MEWS
A401 SCALE: 3/16"=1'-0"

SCALE: 1/16"=1'-0"

BUILDING SECTIONS

AS Updated August 18, 2011

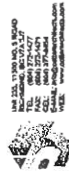
A-401	D1
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PH - 51

[illegible]

SCALE: 1/16"=1'-0"

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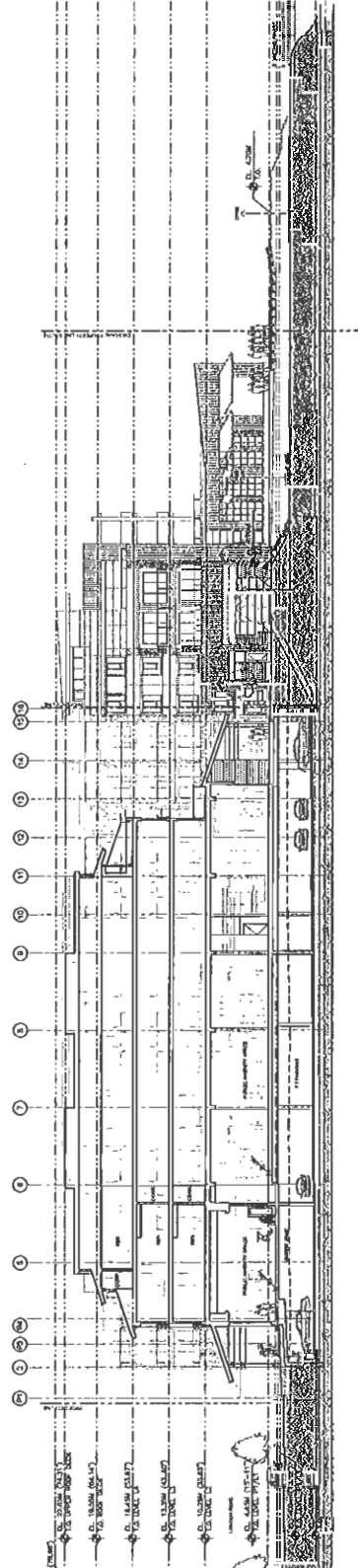
THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
6160 LONDON ROAD
Richmond, BC.

Oris Developments
(Kawaki) Corp.

2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409
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As Updated August 19, 2011

PH - 52



BUILDING SECTION
SCALE: 1/16" = 1'-0"



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca

Development Application Data Sheet Development Applications Division

RZ 09-466062

Attachment 3

Address: 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road

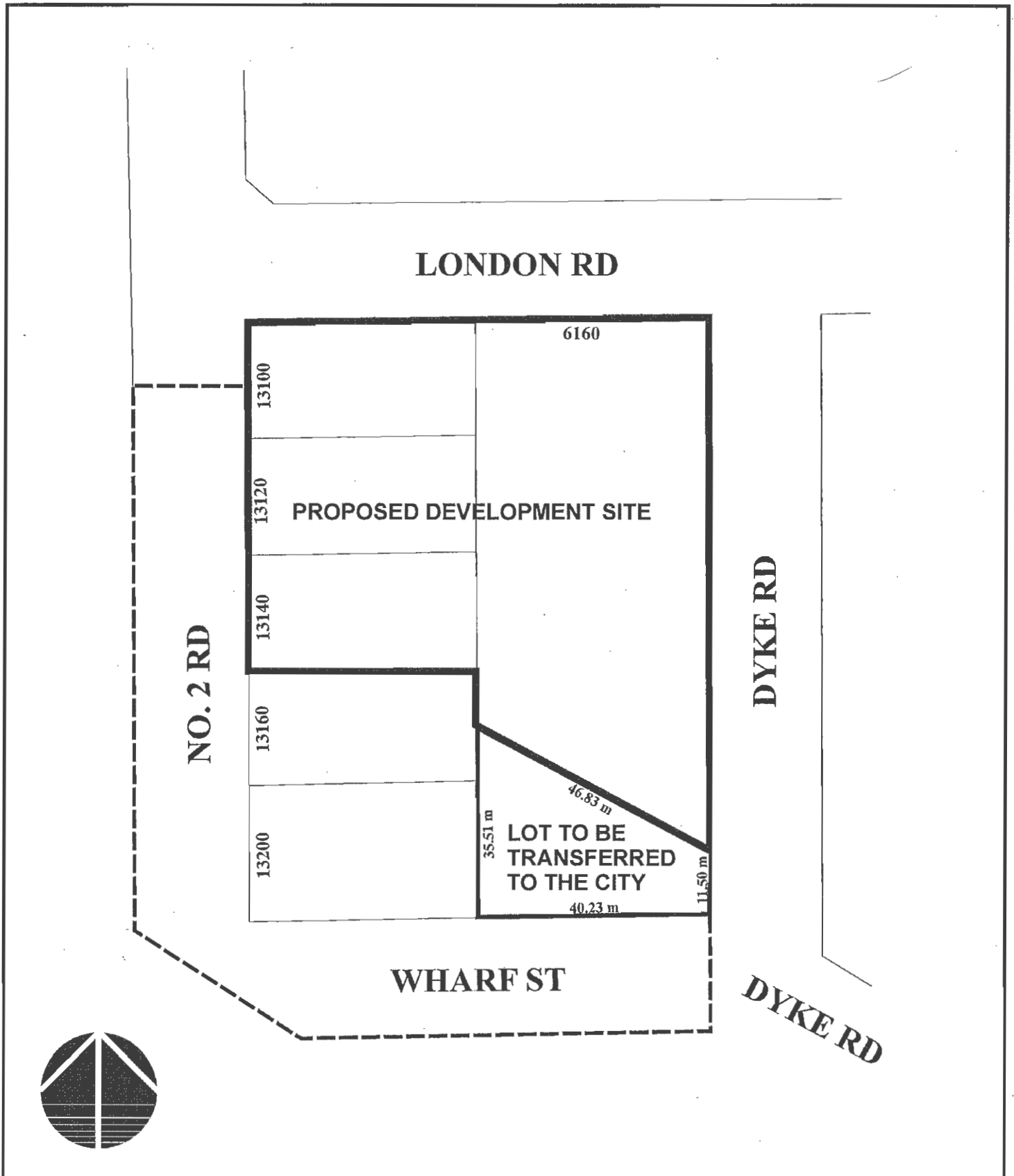
Applicant: Oris Development (Kawaki) Corp.

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

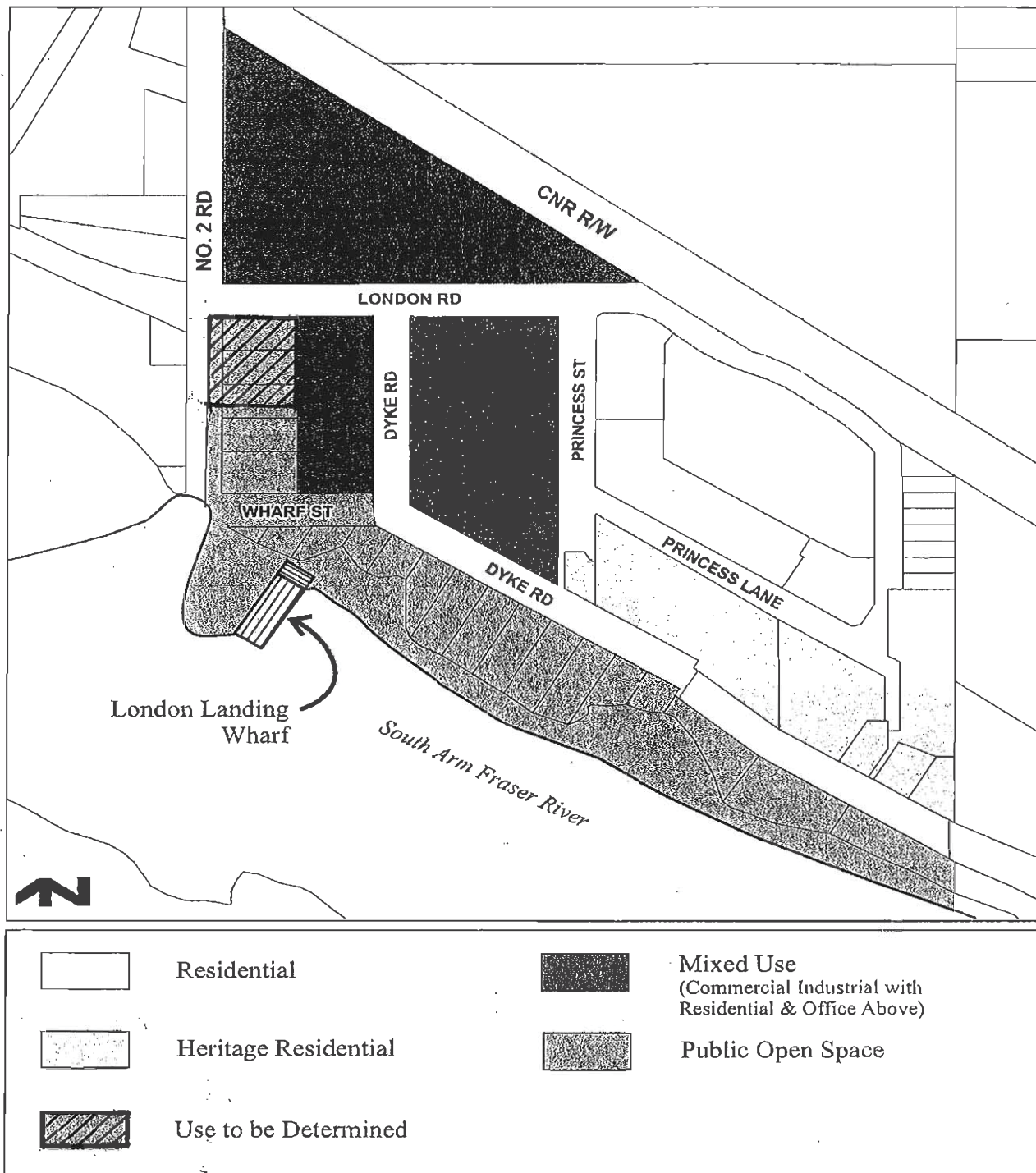
	Existing	Proposed
Site Area	8,473.6 m ²	5,702.1 m ²
Land Uses		
OCP Designation	Public Open Space, Mixed Use and Use to be Determined	Mixed Use and Public Open Space
Zoning:	Light Industrial (IL)	"Commercial/Mixed-Use and Community Use (ZMU20) – London Landing (Steveston)" and "School & Institutional (SI)
Number of Units		80

	ZMU20 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.62	1.62	none permitted
Lot Coverage:	Max. 76 %	62%	none
Setback – North:	Min. 3.0 m	3.1 m	none
Setback – South:	Min. 1.0 m	1.1 m	none
Setback – East:	Min. 0.0 m	0.0 m	none
Setback – West:	Min. 5.5 m	5.6 m	none
Height (m):	Max. 21.0 m	21.0 m	none
Lot Size:	n/a		
Off-street Parking Spaces – Residents:	120	120	none
Off-street Parking Spaces – Shared Commercial and Visitor	68	60	Variance or adjustments to proposal at DP stage required

Off-street Parking Spaces - Restaurant	28	21	Variance or adjustments to proposal at DP stage required
Off-street Parking Spaces – Total:	216	201	Variance or adjustments to proposal at DP stage required
Off-street Parking Spaces – Accessible:	5	6	none
Tandem Parking Spaces:	permitted	15	none
Loading Spaces	2	2	none
Indoor Amenity Space:	Min 70 m ²	cash-in-lieu	none
Outdoor Amenity Space:	Min. 480 m ²	Adjacency to large public park area	



London/Princess Land Use Map



Rezoning Considerations

6160 London Road & 13100, 13120, 13140, 13160 and 13200 No. 2 Road RZ 09-466062

Prior to final adoption of Zoning Amendment Bylaw No. 8818, the developer is required to complete the following:

1. Adoption of OCP Amendment Bylaw No. 8817.
2. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the City-owned lands (13100, 13120 & 13140 No. 2 Rd), which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
3. Subdivision and transfer of the area identified as "B" in attached Sketch A to the City as a fee simple lot (of approximately 947.6 m² or 10,200 ft²) to be used for park purposes. Area "B", as identified in attached Sketch A, is to be consolidated with the City lots at 13160 and 13200 No. 2 Road [all of which will be rezoned to School & Institutional Use (SI)]. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the transfer and consolidation of Area "B", as identified in attached Sketch A, with the City lands shall be borne by the developer.
4. Consolidation of City lots at 13100, 13120, 13140 No. 2 Road, which are to be purchased by the developer, with the portion (approximately 3,296 m² or 35,479 ft²) of 6160 London Road (excluding the Area "B", as identified in attached Sketch A, which is being transferred to the City) into one development parcel. The consolidation of these lands shall include the provision of 4m x 4m corner cuts for road purposes at the intersections of London & Dyke Roads and London & No. 2 Roads.
5. Registration of the following Public Rights of Passage Statutory Rights-of-Way (PROP ROW's), as illustrated in attached Sketch B:
 - o approximately 3.1m wide PROP ROW along the present north property line of 6160 London Road and 13100 no. 2 Road for the purpose of completing the corridor for sidewalk.
 - o approximately 4.0 m wide PROP ROW on each side, along the present west property line of 6160 London Road, for a length of approximately 70.0m, through the middle of the site connecting the new dike/waterfront park to London Road.
 - o approximately 5.0 m wide PROP ROW along the present west property line of 13100, 13120, 13140 No. 2 Road.
 - o All PROP ROW's to be for pedestrians, bicycles, wheelchairs, etc. (no autos) and utilities.
6. Registration of a Flood Plain Covenant on title specifying a minimum Flood Construction level (FCL) of 2.9 m GSC.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

8. City acceptance of the developer's voluntary contribution of \$4.00 per buildable residential square foot (approx. \$329,601.72) to the City's Affordable Housing Reserve Fund.
9. City acceptance of the developer's voluntary contribution of \$59,896.66 for Public Art, based on a rate of \$0.60/ft² established by the maximum FAR (approx. 99,827.77 ft).
10. In compliance with City Policy 5041, submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$179,000.
11. The developer providing a Letter of Credit or other form of security, which may include a construction agreement, in the amount of the full cost of constructing a Dirt Bike Park at another location; the amount and type of security to be to the satisfaction of the General Manager Parks and Recreation.
12. The developer entering into the City's standard Servicing Agreement to design & construct off-site works at the developer's full cost. Works include but are not limited to:
 - a) London Road: upgrade/complete to south side of London to an 11.2m pavement width (curb to curb) c/w new curb and gutter, with a layby also across most of the frontage. A new 2m concrete sidewalk will be (largely) in a PROP ROW, with a minimum 1.5m grass/treed blvd in the area between the curb & the sidewalk with matching street lighting. For improvement across the frontage of the portion of closed No 2 Road, continue the 2m sidewalk behind the new curb; the conceptual gives the impression there is no room for a blvd here.
 - b) Dyke Road: full 1/2 road upgrading including a traffic bulge at London Road. Create a curb edge with a layby for 3-4 cars immediately south of the bulge to past the projects driveway. The curb is to extend to the end of curve where Dyke Road straightens eastbound. Create a 1.5m concrete sidewalk along the property line continuing south merging with the Dyke Trail. The balance of the area between the back of curb & the sidewalk is to be a grass & treed boulevard with matching street lights.
 - c) Dike: New portion of the dike; which is generally extending along the south and west property lines of the subject development lands. All aspects related to required reports, works and necessary approval by regulatory agencies to be resolved including but not limited to:
 - o Resolution of all environmental aspects associated with the proposed dike and waterfront park, which may impact on the ESA areas, to the satisfaction of DFO and City of Richmond (Environmental Sustainability, Engineering and Parks).
 - o Professional Engineer to be hired to resolve the following aspects related to dike design and construction, including:
 1. transition area between the proposed dike elevation (4.70 m) and the existing portion of the dike to the west, along Dyke Rd. to the satisfaction of DFO, Provincial authorities and City staff.
 2. confirming that location and details of any constructed works in proximity to the dike are satisfactory to the Diking Authority (Engineering).
 3. undertaking geotechnical investigation and report to the City on required actions regarding construction of the dike, including seismic stabilization of the dike area in front of the proposed development, to the satisfaction of Provincial authorities (Dike Inspector)
 - d) Waterfront Park: Located on the south side of the development site. All aspects related to required studies, environmental reports, works and necessary approval regarding all regulatory agencies to be resolved as part of the Servicing Agreement. The park

design and construction to be coordinated with the dike realignment and construction and generally in accordance to preliminary plans submitted by HAPA Collaborative, which form part of the rezoning application, to the satisfaction of the General Manager of Parks. Park development works to be credited up to the applicable DCC credits as determined by the General Manager of Parks.

13. Consideration of groundwater discharge during construction, if required, will need to be addressed by the appropriate authorities.
14. Qualified Environmental Professional/Registered Professional Biologist credentials to be hired to undertake an Environmental Impact Assessment (EIA) including, but not limited to:
 - o FREMP Habitat Coding System; existing vegetation/habitat; an assessment and mapping of areas impacted and proposed enhancement/compensation plan details (i.e. habitat balance sheet); and presence/absence of listed species (i.e. provincially red-listed and/or federal Species at Risk).
15. Identification of encroachment of areas controlled by Port Metro Vancouver (i.e. identify areas of encroachment/impact as well as existing conditions) and confirmation that proposed encroachments/impacts are accepted by the City, the Port and DFO including any associated enhancement/compensation as described in EIA. This should include details for long term monitoring period (i.e. 3, 5 or 8 years) for enhancement/compensation package.
16. Ministry of Environment (MOE) Certificate of Compliance or alternative approval granted from MOE regarding potential site contamination issues. This approval is required prior to the dedication of any required road and/or transfer of lands to the City. Additional legal agreement(s) and/or security to ensure all potential site contamination issues are resolved to the satisfaction of the Director of Development may be required.
17. Providing a professional archaeologist's report regarding the proposed development impact in regard to the Heritage Slough designation and within an area designated as Heritage Archaeological over portions of the site, and any associated requirements from the Archaeological Branch, Ministry of Tourism, Culture and The Arts.

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

1. Encroachment Agreement for any canopies encroaching over the Dyke Road ROW
2. In the event that tree replacement planting is not feasible due to the dike and slab over partially submerged parking, submission of cash-in-lieu in the amount of \$10,000 for replacement at a ratio of 2:1 of 10 trees that will be impacted/removed as a result of the proposed development (number of trees to be confirmed via a survey by a Registered Arborist)

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation 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.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

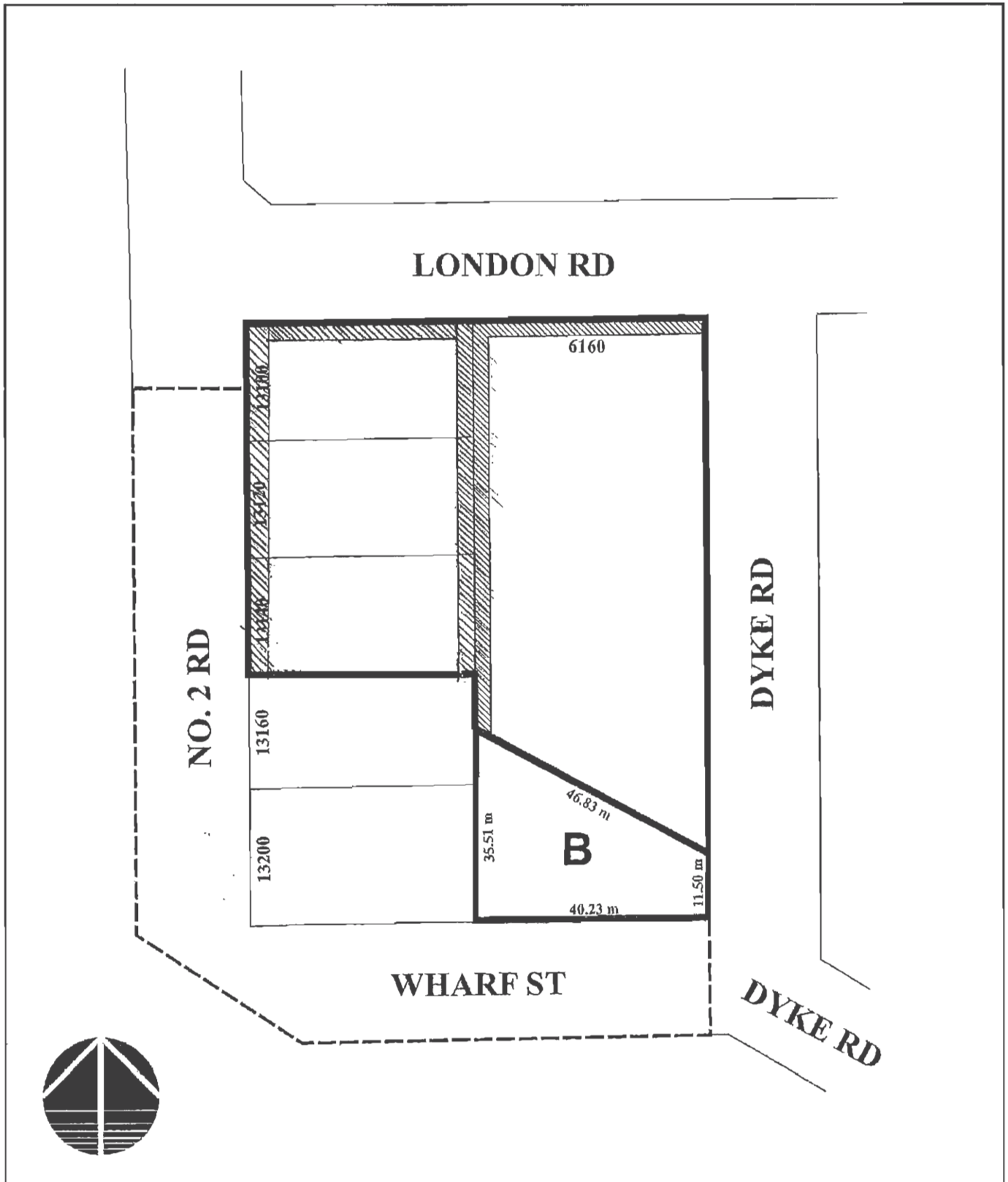
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land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

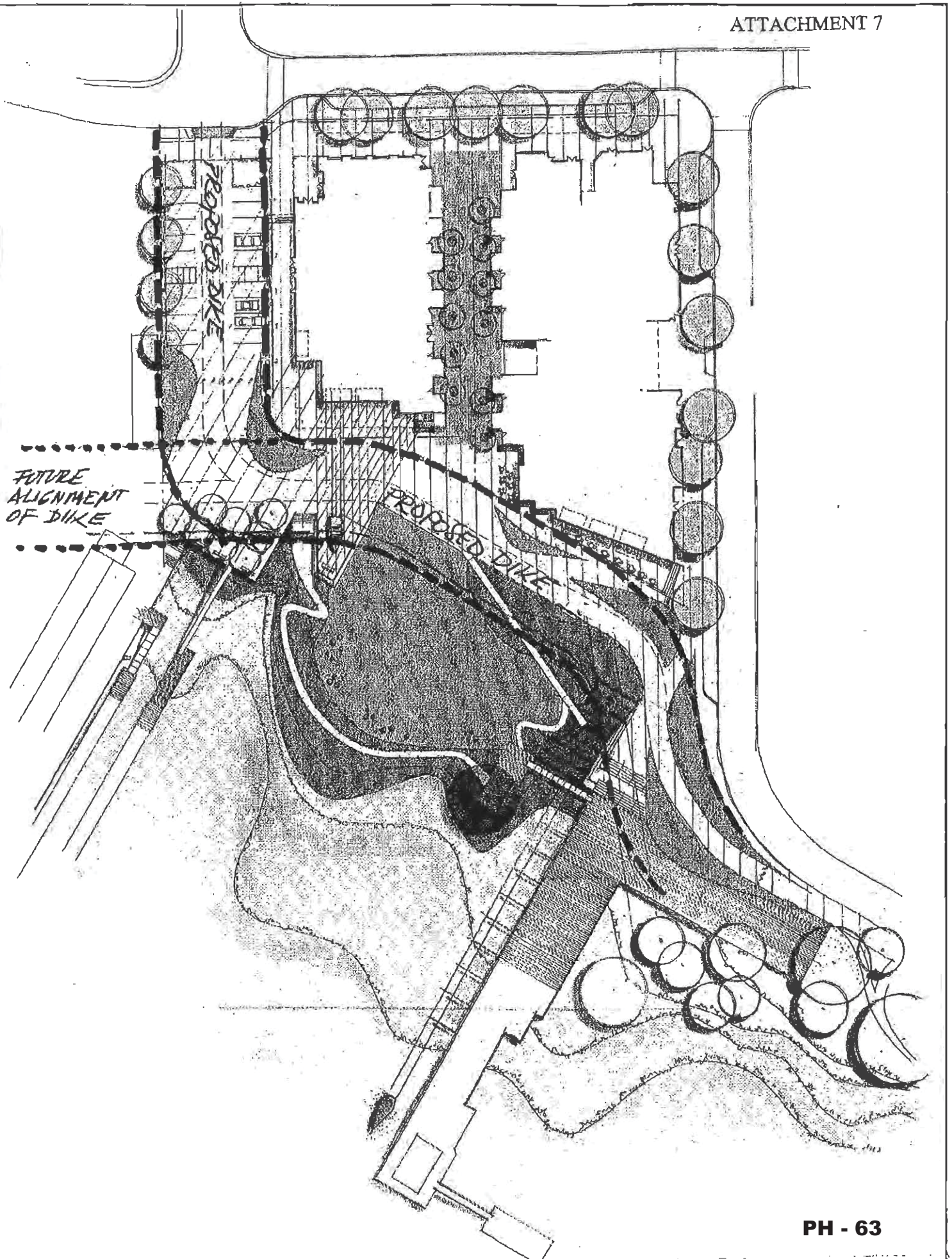
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

Signed

Date









**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8817 (RZ 09-466062)
6160 London Road & 13100, 13120, 13140, 13160 and 13200 No. 2 Road**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by:
 - a) repealing the existing "Use to be Determined" and "Public Open Space" land use designations of the following area in the London/Princess Land Use Map in Schedule 2.4 (Steveston Area Plan) and by designating it "Mixed Use":

That area shown as area "A" on "Schedule A attached to and forming part of Bylaw No. 8817".
 - b) repealing the existing "Mixed Use (Commercial-Industrial with Residential & Office Above)" land use designation of the following area in the London/Princess Land Use Map in Schedule 2.4 (Steveston Area Plan) and by designating it "Public Open Space":

That area shown as area "B" on "Schedule A attached to and forming part of Bylaw No. 8817".
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8817".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

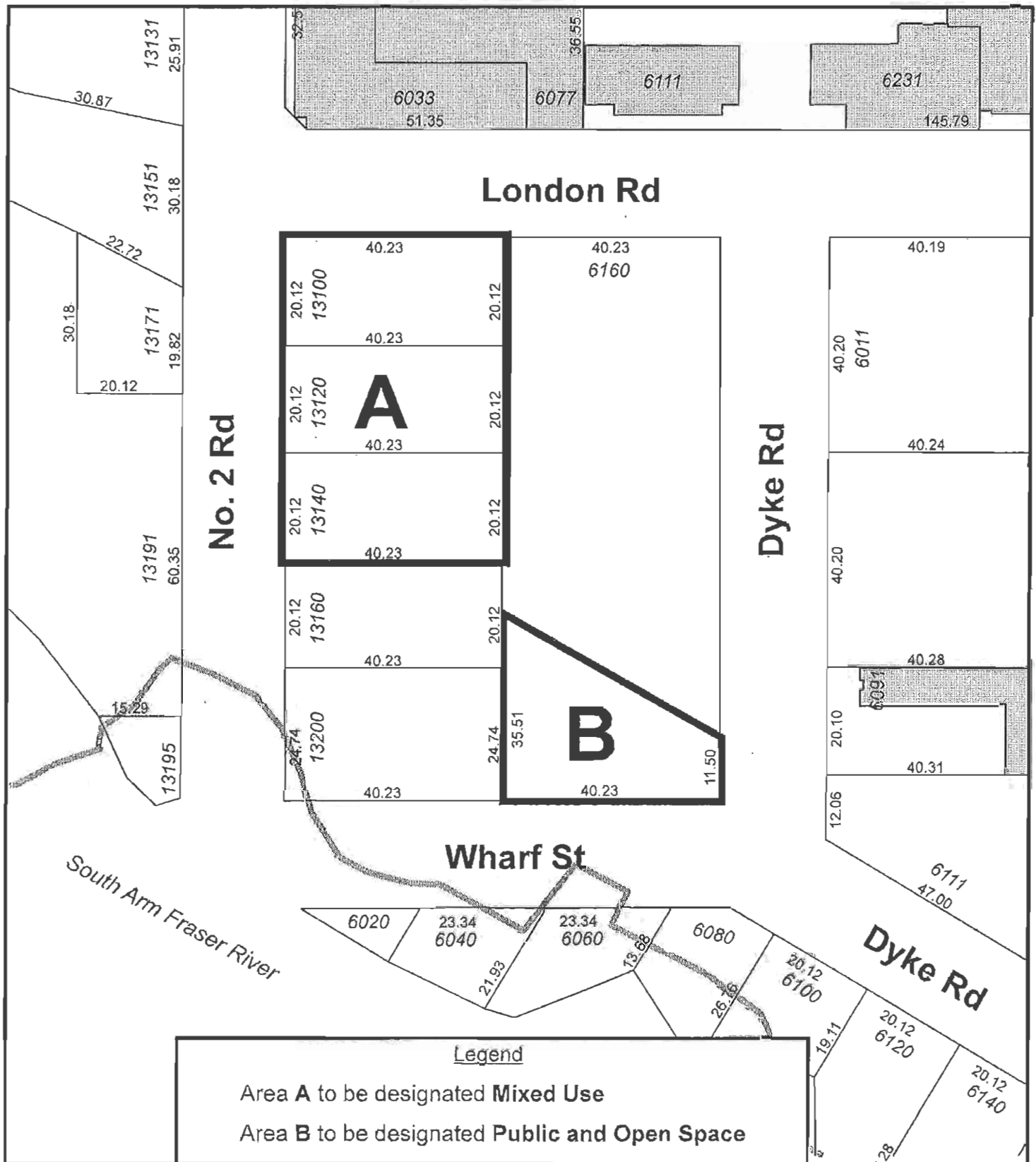
ADOPTED

JAN 23 2012



MAYOR

CORPORATE OFFICER



Proposed OCP Amendment Bylaw No. 8817

Original Date: 09/21/11

Amended Date:

Note: Dimensions are in METRES.



Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8818 (RZ 09-466062)
6200 London Road & 13100, 13120, 13140, 13160 and 13200 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:
 - i. Inserting the following into the table contained in Section 5.15.1, after ZMU19:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU20	\$4.00"

2. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.20 Commercial/Mixed Use (ZMU20) - London Landing (Steveston)

20.20.1 Purpose

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

20.20.2 Permitted Uses

- amenity space, community
- child care
- education
- education, commercial
- health service, minor
- housing, apartment
- industrial, general
- live/work dwelling
- manufacturing, custom indoor
- office
- recreation, indoor
- restaurant
- retail, convenience
- retail, general
- service, business support
- service, financial
- service, household repair
- service, personal

20.20.3 Secondary Uses

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

- **studio**
- **veterinary service**

20.20.4 Permitted Density

1. The maximum **floor area ratio** (FAR) is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Despite Subsection 20.20.4.1, the reference to “1.2” in relation to the maximum **floor area ratio** is increased to the higher density of “1.62” if the **owner** provides:
 - 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 5.15.1 of this bylaw, at the time **Council** adopts a zoning amendment bylaw to include the **owner’s lot** in the ZMU20 **zone**; or
 - b) for rezoning applications involving more than 80 **apartment housing dwelling units**, and prior to the 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.

20.20.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 76% for **buildings**.

20.20.6 Yards & Setbacks

1. The minimum north side **setback** is 3.0 m.
2. The minimum west side **setback** is 5.5 m, except that:
 - a. the minimum **setback** for columns supporting a roof forming part of the **building** is not less than 1.8 m; and
 - b. decks located above the **first storey** supported by columns forming part of the **principal building** may project into the **setback** for a distance of not more than 2.8 m.
3. There is no minimum east side **setback**, except that:
 - a. the minimum east side **setback** for any **storey** above **first storey** is 7.0 m; and
 - b. decks located above the **first storey** supported by columns forming part of the **principal building** may project into the **setback** for a distance of not more than 2.8 m.

4. The minimum south side **setback** from a public **park** is 1.0 m.
5. A parking **structure** may project into the **setback**, provided that such encroachment is landscaped and screened by a combination of **landscaping** and parking structure treatment as specified by a Development Permit approved by the **City**.

20.20.7 Permitted Heights

1. The maximum **height** for **buildings** is 21.0 m.
2. The maximum **height** for **accessory buildings** and **accessory structures** is 5.0 m.

20.20.8 Subdivision Provisions/Minimum Lot Size

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

20.20.9 Landscaping & Screening

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

20.20.10 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.

20.20.11 Other Regulations

1. The following **principal uses** are permitted in this **zone** provided they are restricted to the **first storey** of the **building** in which the **use** is located:
amenity space, community;
child care;
education;
education, commercial;
health service, minor;
industrial, general;
manufacturing, custom indoor;
office;
recreation, indoor;
restaurant;
retail, convenience;
retail, general;
service, business support;
service, financial;
service, household repair;
service, personal;
studio; and
veterinary service.

2. **Apartment housing** is a permitted **principal use** in this **zone** provided it is restricted to the second **storey** and above of the **building** in which the **use** is located.
 3. The following **secondary uses** are permitted in this **zone** provided they are restricted to the second **storey** and above of the **building** in which the **uses** are located:
boarding and lodging;
community care facility, minor; and
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."
3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Commercial/Mixed Use (ZMU20) - London Landing (Steveston)** :

That area shown as cross-hatched on "Schedule A attached to and forming Part of Bylaw No. 8818".
 4. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **School & Institutional (SI)**:

That area shown as cross-hatched on "Schedule B attached to and forming Part of Bylaw No. 8818".
 5. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8818**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

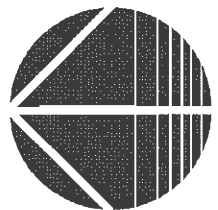
OTHER REQUIREMENTS SATISFIED

ADOPTED

JAN 23 2012

CITY OF RICHMOND
APPROVED for content by originating dept <i>al</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR_____
CORPORATE OFFICER

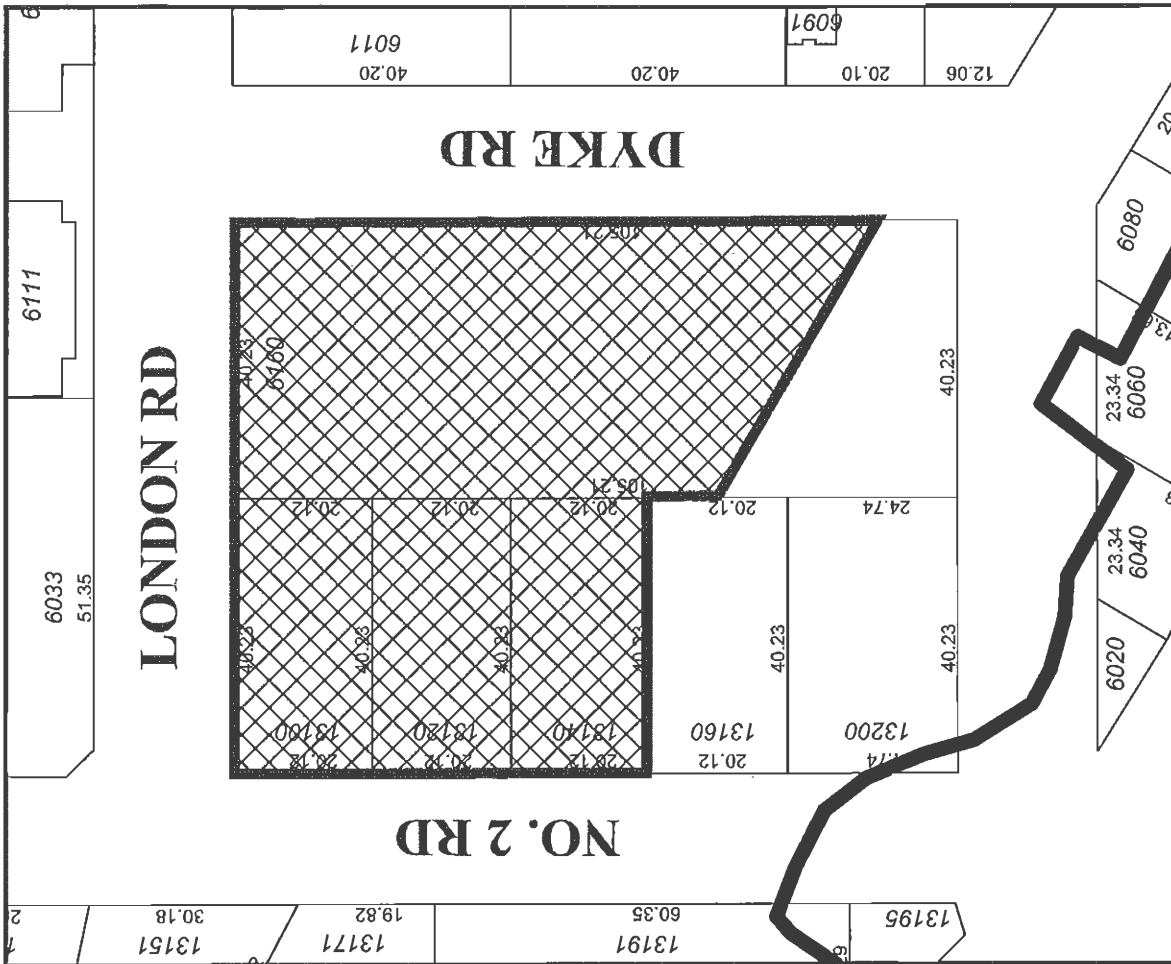
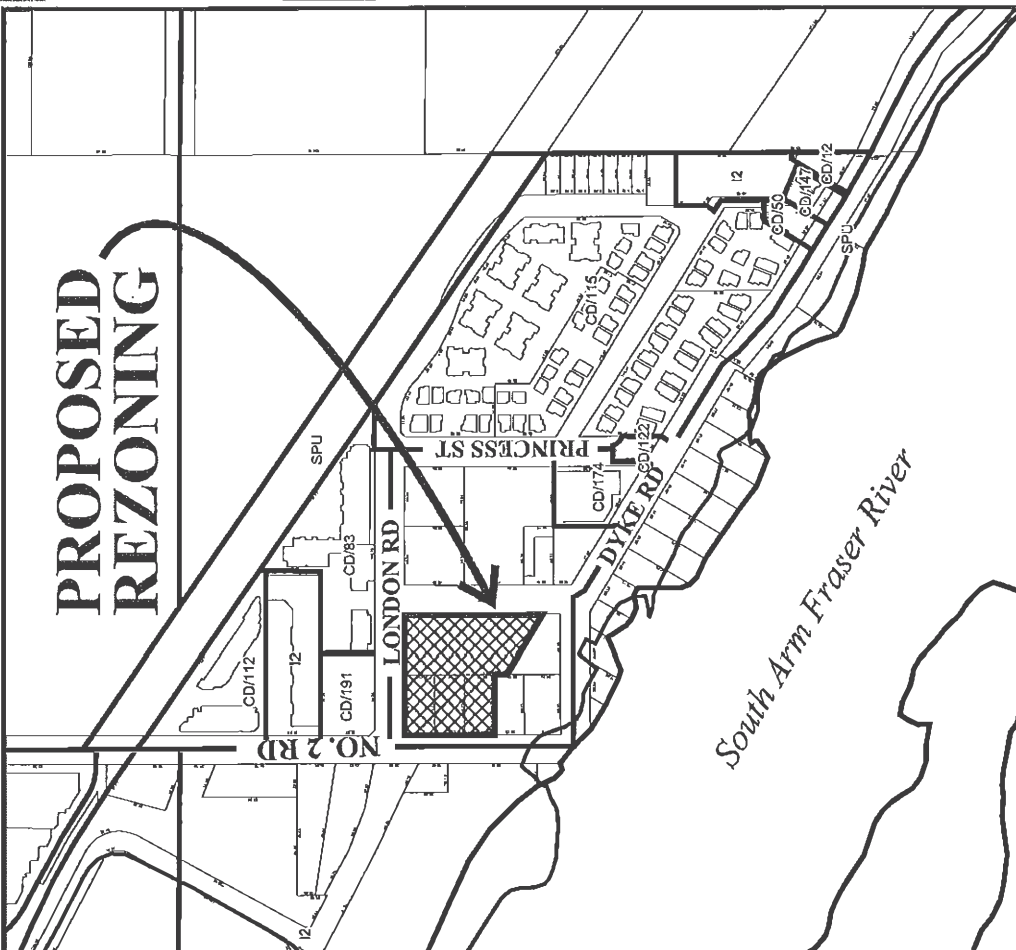


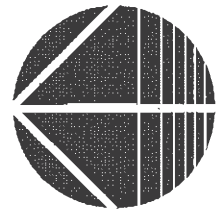
Note: Dimensions are in METRES

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RZ 09-466062

PROPOSED REZONING





RZ 09-466062

Note: Dimensions are in METRES

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