



To: Development Permit Panel

Date: April 23, 2013

From: Wayne Craig
Director of Development


File: DP 11-575759

Re: Application by Oris Development (Kawaki) Corp. for a Development Permit at
6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160
& 13200 No. 2 Road)

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a mixed-use development containing 76 residential units distributed in three levels over a 1,311.0 m² (14,112 ft²) commercial ground floor level and on-site parking for 193 cars at 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 & 13200 No. 2 Road) on a site zoned "Commercial/Mixed Use (ZMU20) – London Landing (Steveston)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the west side required setback for columns supporting a roof forming part of the building from 1.8 m to 1.6 m and to 0.60 m at the corner of London Road and No. 2 Road; and
 - b) Reduce the required east side setback for a storey above the first storey from 7.0 m to 6.20 m for the second level of the building only.


Wayne Craig
Director of Development

FM:blg

Staff Report

Origin

Oris Development (Kawaki) Corp. has applied to the City of Richmond for permission to develop a mixed-use development containing 76 residential units, 1,311.0 m² (14,112 ft²) of commercial space at ground level and parking for 194 cars, at 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 & 13200 No. 2 Road) on a site zoned "Commercial/Mixed Use (ZMU20) – London Landing (Steveston)". The site is currently vacant following the demolition of the light industrial building that occupied the east side of the development site and the temporary Dirt Terrain Bike Park on the west side.

The site was rezoned to allow for the proposed development under Bylaw 8818 (RZ 09-466062).

There are three Servicing Agreements associated with the subject development that cover the following works: Waterfront Park (SA-613833), Dike (SA 12-613832), as well as frontage upgrades on London Landing and Dyke Road (SA 12-605995).

The Frontage Improvements SA 12-605995 will determine the discharging of existing Utility ROW along London Road frontage and a triangular ROW angling across the site at the corner of London & Dyke Roads. Both of the above mentioned ROW's must be discharged, but neither can occur until the City assets (sanitary sewer and a live City watermain) have been removed from the ROW.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

The proposed mixed-use development includes a total of 76 residential units in the proposed development; with 49 units in Building "A" (East building) and 27 units in Building "B" (West building). The two (2) buildings are separated by a north-south 8.0 m wide pedestrian Mews on private property that extend approximately at the centre of the site between London Road on the north to the proposed reconfigured Waterfront Park on the south side of the proposed development. Public access/use of the Mews is been secured by a Public Right-of-Passage (PROP) Right-of-Way (ROW).

The 76 residential units (10 artist studios, four (4) studio units, 21 one-bedroom units, 33 two-bedroom units and eight (8) three-bedroom units) are distributed in two (2) separate buildings containing three (3) residential floors over a street fronting commercial space at ground level; most of the residential units also include a den.

The artist studio units that line both sides of the central Mews include 10 one-bedroom units; five (5) one-storey and mezzanine one-bedroom units on the east side of the Mews, at the base of Building "A", and five (5) one-storey one-bedroom studio units at the base of Building "B", on the west side.

There is 931 m² (10,021.5 ft²) of street fronting CRU's space distributed between the two (2) buildings along the frontages on London Road, Dyke Road and the portion of the Steveston greenway/dike along the east side of No.2 Road ROW. A 380 m² (4,090 ft²) restaurant is

proposed on the ground floor, at the south end of Building “A”, overlooking the Waterfront Park and the river.

Parking is provided in one (1) underground level beneath the development site. A small portion of commercial parking (short-term parking) and the proposal’s service area is provided at the centre of the main floor level of Building “A”, screened from views from the street by the perimeter CRU’s and the studio/residential units along the east side of the Mews. Access to this short term commercial parking spaces and service areas, and to the parkade below, is provided from Dyke Road on the east side of the site.

The proposed development has responded well to the development issues identified by City staff during the rezoning phase and the form and character issues raised by staff during the Development Permit review process.

Background

The proposed development is the result of a coordinated effort aiming to achieving the general urban design, parks, liveability and dike protection objectives for the site in a comprehensive manner and reflects the agreement between the City of Richmond and Oris Development (Kawaki) Corp. to cooperatively undertake development of this site and waterfront area, at the end of No. 2 Road.

The proposed development is directly associated to the design and construction of a waterfront public park and new dike along the south side of the site and the southern end of No.2 Road. The rezoning process undertaken in regard to the subject lands achieved the consolidation of the various parcels involved in this application and created two (2) parcels (**Attachment 2**); the northern lot that includes the subject development and a southern lot of 947.6 m² (10,200 ft²) that has been transferred to the City for reconfiguration of the park so as to create a more regular park area with an increased exposure to the water.

The development of the public Waterfront Park/Dike that is directly associated with the subject development will be undertaken by the developer, at no cost to the City. This new waterfront park will facilitate meeting the present and projected park needs for the neighbourhood residents and respond to the Council’s directives 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

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 on sites zoned “Commercial/Mixed Use (ZMU14) – London Landing (Steveston)”;
- To the east:** Across Dyke Road, there are several light industrial two-storey buildings on sites zoned “Light Industrial (IL)” and designated Mix Use in the (OCP) Official Community Plan;
- To the south:** The proposed new dike/linear park corridor and waterfront park at the riverfront on lands zoned “School & Institutional Use (SI)”;

To the west: Across the extension of the proposed new dike/linear park corridor to the north along the No. 2 Road alignment, a large Crown Land site (Fisheries & Oceans Canada) containing several warehouses, open storage a dock and repair shops for vessels, on a site zoned “Light Industrial (IL)” and designated Industrial in the Official Community Plan (OCP).

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues that, together with the recommendations from the Advisory Design Panel, needed addressing at the Development Permit stage. These are as follows (Staff comments on these issues shown in ***bold italics***):

- 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 dike to allow for dike upgrades or emergency repairs.

Issue discussed with City Engineering, Sustainability and Parks, in addition to consultations with MOE. Layout and extent of the proposed feature has been modified and found acceptable. Specifications and satisfactory construction details are being addressed via the required Dyke and Park Servicing Agreements.

- Resolution of the grade transition between existing portions of the dike to the east of the development site and upgraded/realigned dike along the south side of the proposed development. Soft transition of grade between proposed dyke alignment along No. 2 Road alignment and adjacent property to the west also need addressing.

This issue is being addressed via the required Servicing Agreement. Dike alignment, including future realignment that includes its extension to the west along the waterfront, is acceptable to City Parks and Engineering.

A soft sloping, planted area is proposed as a transition from the paved areas at the top of the dike toward the Fisheries & Oceans Canada site on the west. Specific details regarding slope or planters, materials and planting are being addressed via the Servicing Agreements for the Waterfront Park and Dike.

- 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.

Issue of planting material along the dike alignment, including trees, discussed with City staff in accordance with accepted practises and compliance with requirements of the Dyking Authority. Number of trees minimized on the river side of the dike. Specific details are being defined in the Servicing Agreements for the Waterfront Park and Dike.

- Adjustments to Level L1 Plan of Building A (East building) to resolve aspects associated with loading space; including vehicle maneuvering and adequate vertical clearance.

Revisions to layout of Level 1 made. Access to loading bay takes place directly from Dyke Road; this loading bay is enclosed with an overhead door and required overhead clearance has been provided. Turning radius for accessing and exiting this space are acceptable to Transportation, Engineering and Development Applications Divisions.

- 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.

Resulting from discussions with Parks during the design development phase of the waterfront park the public washrooms initially included in the design of Building "B" (west) have been removed as public washrooms have been recently built to the east from the proposed development, along the Steveston Greenway.

- 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).
Location of all parkade vent grills have been revised through the Development Permit review process in order to avoid their location at points that might interfere with pedestrian movement.
- 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.
The applicant has made adjustments to the layout of service areas and provided truck turning radius that demonstrate that the changes introduced properly address the concerns raised. The adjustments made and location of the loading bays are satisfactory to Transportation Engineering.
- 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.
Additional articulation and glazing (including overhead doors that open to the restaurant patio) has been introduced to the south side of the restaurant. In addition, the immediate park area in front of the patio also includes articulated planting beds that allow for informal pedestrian movement and allow to feel the restaurant to feel as a "back-drop" to the park.

The Public Hearing for the rezoning of this site was held on February 20, 2012. At the Public Hearing, the following comments and minor concerns regarding the proposed development were expressed (*Staff comments shown in Bold Italics*):

- Interest in finding out the anticipated breaking ground date for the proposed development, how long construction would take and potential anticipated increase in residential property values.
- Concerns regarding few areas for outdoor play areas in the neighbourhood, desired reduction in the use of exposed concrete, which is perceived to be associated with industrial developments, desire for having utility cables buried, and consideration for landscaping that includes generous planting of trees and shrubs.

Staff worked with the applicant to address these issues in the following ways:

- *While not including a formal play area for sports and aiming to maintaining the character of the Steveston Waterfront Greenway, the waterfront park in front of the proposed development incorporates a large lawn area that provides opportunities for*

casual play and formal activities and a children active play area that includes a “trampoline” play feature and orange buoys, used on fishing vessels, placed in the lawn for seating and playing.

- *Although the exposed concrete used in the building is minimal, the industrial character feeling conveyed by the buildings are the proper response to the design guidelines for the area in that reflect the heritage of the site and reflect the Steveston Conservation Strategy of retaining the industrial character of the Steveston waterfront*
- *Landscaping on the site includes tree planting and shrubs that are appropriate and characteristic to the location of the site, at the river’s edge, and that will not compromise the integrity of the dike.*

In addition, in response to suggestions made by members of Council, the Parks Department held an Open House at the No. 2 Road pier on Wednesday, June 13th, 2012; the Open House was also attended by HAPA Collaborative, the landscape architects for the project.

The Open House had a modest attendance of approximately 25 people that expressed generally very positive feedback; there were no negative comments with just a few concerns expressed about the relocation of the Bike Park.

Comments received from those attending the public Open House focused on how much they liked the area and what it has to offer and wanted to make sure that access to the waterfront and the informal ‘feel’ of the area were maintained. Actually, a significant percentage of the attendees just wanted to know how to go about buying a unit in the building.

Staff Comments

The proposed scheme attached to this Staff Report has satisfactorily addressed the significant urban design issues and other staff comments identified during the Development Permit review process. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the “Commercial/Mixed Use (ZMU20) – London Landing (Steveston)” zone, except for the zoning variances noted below.

Zoning Compliance/Variiances (*staff comments in bold Italics*)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Reduce the west side required setback for columns supporting a roof forming part of the building from 1.8 m to 1.6 m and to 0.60 m at the corner of London Road and No. 2 Road.

(Staff supports the proposed variances as it is an almost non-perceptible variation from the required setback and that there is no impact to the width of the PROP ROW for the north-south covered greenway extending along the west side of Building “B” that would impede pedestrian movement. The reduced setback at the corner of London Road and No.2 Road resulted from the standard requirement for a corner cut, however No. 2 Road will not extend as a road south from London Road and sight angles at this corner are not considered a problem given the height of the canopy and the width of the pedestrian corridors along the north and west sides of the building. Transportation Engineering has no issues with the reduced setback at this corner cut).

- 2) Reduce the required east side setback for a storey above the first storey from 7.0 m to 6.20 m for the second level of the building only.

(Staff supports the proposed variance as this reduced setback takes place at the second floor only, behind a large deck area and is restricted to three (3) small portions of the building's east facade. The portions of the building with a reduced setback (a portion of five (5) of the residential units in that level) help to provide a desirable articulation to break up the flatness of the facade while also contributing to improve the privacy of the units that open up to the decks over the commercial podium).

Advisory Design Panel Comments

The Advisory Design Panel was supportive of the design of the proposed development and provided some general comments on the submission at the rezoning phase. A copy of the relevant excerpt from the Advisory Design Panel Minutes from August 18, 2010 is attached for reference (**Attachment 3**). The general design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Based on the high degree of design development of the proposal reviewed by the Advisory Design Panel at the rezoning phase, the Panel's support and further design refinements incorporated in the proposal to addressing the Panel's and staff design comments and recommendations, staff determined that the Development Permit application revised design, subject of this Report, did not need to be presented to the Panel for a formal second review.

Analysis

Conditions of Adjacency

- The architectural character and four-storey scale of the subject development, combined with the strategic location of the development site at the end of No. 2 Road, at the waterfront of the South Arm of the Fraser River, will consolidate this urban node as the gateway into the Steveston London-Princess Neighbourhood and reinforce the vitality of London Road as the "Village Main Street".
- The north-south orientation of the subject buildings, which contrast with the east-west alignment of the existing buildings on the north side of London Road, provide interest and variety to the core of the neighbourhood and ensure view corridors toward the river from many of the units in the existing building on the north side of London Road.
- The mass and scale of the buildings to the north of the development site have influenced the architectural response given by the subject buildings design. In the same way, the subject development is expected to influence the design of future developments to the east, across Dyke Road.
- While a different architectural expression is found in the two (2) buildings forming part of the proposed development, a few components of the typological vocabulary, in terms of materials, fenestration and disposition of residential elements, are common to and relate well to the existent built environment in the area.

Urban Design and Site Planning

- The proposed orientation and sitting of the buildings on the development site properly address the mass and open space relationship with adjacent new developments to the north, and the riverfront and proposed Waterfront Park/open space to the south.
- The subject development site plan is organized along a strong north-south central pedestrian axis, the Mews, that link London Road which is the “Village Main Street” for the London Landing neighbourhood with the new Waterfront Park and trails.
- The Mews, with an at grade separation of 13.0 m (42.5 ft) between the two (2) buildings and a separation of up to 18.5 m (60 ft.) between decks on floors above the main floor, provide existing development(s) on the north side of London Road with a wide view corridor towards the river. This view corridor is widened on upper floors by the sloping mass/roof form of Building “B” (west). Setbacks on upper floors also provide all units in the proposed development with good sun exposure and lateral views toward the river.
- The studio units (single-storey and single-storey and mezzanine units) at the base of the buildings on both sides of the central Mews are provided with wide overhead doors that open toward an outdoor deck/semi private outdoor space that will allow the outdoor extension of the interior studio uses and contribute to the Mews becoming a vibrant and active pedestrian public space.
- The relationship and quality of the studio units semi-private patio/outdoor space increase the perceived width of the actual pedestrian circulation area of the Mews. This spatial condition, combined with the setback of the upper floors of the buildings on both sides of this public space, contribute and reinforce its strong the pedestrian scale. The dimensions and size of the proposed outdoor decks/patios, adjacent landscaping area and low planters in front of the studio units that line up both sides of the Mews ensure an adequate level of privacy to these ground level units while also integrating these semi-private spaces to the Mews public realm.
- The proposed commercial retail frontage on Dyke Road will contribute to establishing the future mixed-use residential-commercial character expected on this short north-south street and relate well to the existing character of the mix-use residential/commercial uses on London Road. Canopies that provide weather protection in front of the various CRU’s proposed along this frontage will an encroachment onto the City ROW.
- The larger street level commercial spaces on Building “B” (along its west side and the London Road frontage to the north) which are the dominant components of the building at ground level, will benefit from their proximity and exposure to the No. 2 Road – London Road intersection. Commercial uses on the west side of this building will also benefit from the pedestrian and bike traffic generated by the Waterfront Park/Steveston Greenway that will extend alongside its south and west sides.
- The ground floor of the proposed Building “A”, on the east side of the Mews, includes a large restaurant at its southern end, fronting on to the public park. Outdoor decks, slightly elevated from the level of the dyke/park extending along the south side of the site, provide an appropriate transition between the proposed building and the waterfront park.

Architectural Form and Character

- The proposal, in addition to the existing buildings on the north side of London Road, are making a strong architectural statement in the area that will influence the character and quality of the potential future redevelopment of the existing Light Industrial site(s) to the east and west from the subject site.
- The strong sloping roof form and continuous canopy on three (3) sides around the base of Building “B” (west) make a strong architectural statement at London Road and No. 2 Road and establish an urban gateway/landmark at the entry to the London landing Neighbourhood.
- Although architectural character and expression of the mass of the buildings on the east and west sides of the Mews is different, they retain a unity of scale and include residential design features that reinforce the pedestrian character of this public corridor. This same difference in form and character helps to lighten the perceive density of the proposed development.
- The large arcade/canopy along three (3) sides of Building “B” (west) provide an expansive covered outdoor area along most of the commercial retail frontage that will facilitate indoor uses to spill out onto the outdoors with adequate weather protection. The large canopy also provides an architectural response to the late afternoon sun along the south and west sides of the building, in addition to serving as a “green” natural indoor temperature control.
- The wide, continuous canopy that extends along the south and west sides of building “B” (west) contribute to the pedestrian scale and a finer articulation of the building lower level at the interface area with the waterfront park and greenway extending along those frontages. This canopy, that also extends along London Road frontage, is consistent with the design rationale of the proposal and echoes similar canopy of the existing building(s) to the north side of London Road.
- The architectural expression of the south ending of Building “A” (east of the Mews) respond to the heritage of the site and the intent of creating an industrial waterfront feel along Dyke Road that reflects the transition of uses from commercial uses on the “high-street”, on London Road, to industrial ones at the waters’ edge.
- The materials, finishes and overall character of the buildings being proposed respond well to the Steveston Conservation Strategy approach of reinforcing the “random” nature of the historic, evolutionary form of development found in the Steveston Village. The architectural design concept of the proposal is based on heritage structures that are reflected in the overall character and in details of the buildings architectural vocabulary.
- Columns that define the colonnade along the London Road in Building “B” are intentionally contrasting to the same treatment at the base of Building “A”; the intent is to create the impression that the two buildings that form part of this development were developed and built at different times and with different purposes.
- Choice of materials, landscape elements and colour palette has been influenced by the maritime context and history of the site. Materials include metal (Charcoal, Stone Grey, Alvanneal colours), glass, and hardi-panels in combination with masonry, concrete and wood.
- The colour palette developed for this project draws on the context’s maritime industrial heritage, and the residential heritage colours that have been consistently applied throughout the London Princess neighbourhood. The use of the maritime-heritage colours (James Hardie - Harris Cream, Traditional Red, Heathered Moss) provide an accent and contrast to the commercial storefronts that are typical of the historic Steveston streetscape while the

more muted tones used on the residential floors ((James Hardie – Evening Blue, Monterrey Taupe, Woodstock Brown, Timber Bark) over the retail storefronts and facades, is by contrast, more contemporary and industrial in character. Colour samples and information regarding materiality of the proposal have been retained on file.

- There is 444.0 m² (4,779.3 ft²) in Building “A” (East building) allocated to retail commercial uses on the London Road and Dyke Road frontages, and 487 m² (5,242.2 ft²) for a restaurant fronting onto the waterfront park. In Building “B” (West), there are 487.0 m² (5,242.19 ft²) of the ground floor level allocated to a variety of retail and commercial uses, with frontage on London Road to the north and the waterfront park access along No. 2 Road frontage on the west. Area calculation overlays have been retained on file.
- The on-street parking on London Road, the scale and potential for a variety of CRU sizes of the retail commercial frontage on London Road provide an appropriate and desirable complement to the existing street level uses/frontage on the opposite side of the street.
- Access to the main lobby of the buildings forming part of the proposed development takes place from London Road and are clearly visible from the street. Secondary lobbies that are accessible from the Steveston greenway/dike trail that extends along the south side of the site, provide private access to feature units (two units per floor) located at the south end of the building, overlooking the waterfront park and the river.

Integrated Landscape Design and Open Space Design.

Landscaping and open space concept for the proposed development is strongly associated, interrelated with, and influenced by the public open spaces that abut the site on its south and west sides. As a result of this close interaction, the proposed development landscaping and open space design cannot be separated from the open spaces of the waterfront park/dike.

Achieving a natural integration between the waterfront park/dike public spaces and the proposed development outdoor areas and blurring the boundary/interface between these two (2) spaces became natural. It is under this principle that the public and (semi) private open spaces in and around the subject development proposal have been developed.

Proposed Development and the Waterfront Park/Dike, Steveston Greenway

- The proposed waterfront park/dike, immediately south of the proposed development represents a new improved alignment and upgrading of the existing dike (presently running along London Road between No. 2 Road and Dyke Road, and along Dyke Road between London Road and Wharf Street) to City standards.
- The dike new alignment also facilitates the extension of the Steveston Waterfront Greenway to the west, along the south side of the proposed development site and northward along the west side of Building “B” and the east side of No. 2 Road ROW to the north of London Road. In the future, the dike/Steveston Greenway is expected to extend to the west along the riverside when redevelopment of the Federally-owned lands takes place. The waterfront park design includes a plaza and view point at the southwest corner of the site, in the area where this change in direction will temporarily take place.
- It is noted that the re-arrangement/reconfiguration of the previously City-owned parkland which was achieved through the rezoning process now provides for a larger exposure of the parkland to the riverfront and ensures view corridors along No. 2 Road, Dyke Road and the proposed development’s Central Mews. The proposed new alignment of the dike/Greenway

and setback from the river's edge also provides a unique opportunity to creating a softer and more natural edge to the waterfront.

- The design concept for the proposed park and open spaces that have influence the proposed development site planning integrates the riparian edge, the No. 2 Road old London Landing Ferry dock and Pier make reference to other industrial artefacts. In addition, the waterfront park design concept includes river activities related themes to the design of the open spaces such as the proposed buoys, as a subtle reference to salmon roe, within the central lawn edge or inter-tidal zone. These buoys, if illuminated, could act as markers at night. The idea of using fishing nets to press into the setting concrete as a paving finish has also being explored through the design.
- The waterfront park design concept was presented to, and endorsed by, the General Purposes Committee on September 4, 2012, during the rezoning review process. As indicated in the Report to the Committee, the "scale of the space and the interface between active industrial uses to the west (Steveston Harbour Authority lands), the London Landing village to the north, and the beautiful long stretch of natural woodlot, beaches and marshes to the east make this a very a unique waterfront park." Council endorsed the waterfront park design concept at its meeting of September 10, 2012.
- A summary of the main components of the waterfront park design concept, as endorsed by the Committee, that are being integrated in the proposed development site planning include the following main features (**Attachment 4**):
 - A. ***"Boat Launch Slough** – This is the reconstruction of the still visible steel and timber "ways" or boat launch, and includes a small platform on the west side that provides access to the park.*
 - B. ***"The Central Lawn** - This is a manicured grass lawn area that will allow a mix of casual and formal programming for the neighbourhood. The lawn is lower than the dike which creates a separation from the main pedestrian and cycling corridor adjacent to the buildings."*
 - C. ***"Buoys and Trampoline Lawn Feature** - A playful element that also reflects the working river will be constructed out of a combination of orange buoys and two (2) in-ground trampolines." These buoys can be lit night attracting people to the water's edge.*
 - D. ***"London Landing Ferry Plaza** – A small gathering area containing a variety of seating opportunities is located at the end of the No. 2 Road right-of-way and south of the building."*
 - E. ***"Dike Promenade and Circulation** - The dike realignment immediately adjacent to the building edge also serves as the main promenade through the site linking No. 2 Road to the South Dike trails. Planting beds, a variety of informal and formal public seating along the edge and a proposed restaurant with outdoor seating will provide animation to the main promenade."*
 - F. ***"Site Furnishing and Planting** – A simple palette of materials for surfacing, planting and site furnishings repeated throughout the development site reflects a maritime heritage and helps create a seamless transition between private ownership and the public open spaces."*

G. Central Mews - This development specific feature is a complement to the interpretive landscape features integrated into the design of the waterfront park. This linear open space includes surface, street furniture and edge treatment, combined with special architectural design features that support and highlight the village and heritage/historical character of the area of the proposed development.

H. "The Intertidal Wier Garden Area - The intent is to reconstruct portions of the disintegrating timber and steel boat ways adjacent to No. 2 Road Pier to remind visitors of the historic boatwork uses in London Landing".

- The Nakade Boatworks promontory, proposed closed to the northern end of Building "B", will widen a portion of the dyke crest, providing an entrance /overlook onto the park from a key entrance into the park/Steveston greenway at the southern end of the No. 2 Road ROW and contributing to narrating the history of the site.
- Native grasses or other plants that do not block the sightlines are proposed along the 3.0 m shoreline planting area in front of the great central lawn area with some shrubs to frame views. Shrubs proposed on the water side of the path will be at a lower elevation from the path and therefore not as tall as to obstruct views to the water.
- Existing memorial benches and picnic tables will be removed before construction at the cost of the developer and stored (City Works Yard possibly). These benches/tables can be placed back in the park as part of the new park design or new benches/tables designed in keeping with the rest of the proposed site furnishings onto which the existing memorial plaques can be transferred. These details will be resolved and addressed via the Park Servicing Agreement.

Tree Survey and Site Vegetation

As the whole development site will be raised to the level of the new dike elevation, all trees on the site have been removed. A tree survey undertaken at the rezoning phase, identified five (5) of the existing trees on the site for replacement, at a 2:1 ratio or cash-in-lieu compensation, as per the Official Community Plan (OCP). Prior to a Development Permit being issued for the subject development, the developer will provide a cash-in-lieu contribution in the amount of \$10,000 for replacement of these trees.

Transportation: Parking, Loading and Garbage/Recycling Collection

- Completion of the 11.2 m pavement width from curb to curb for London Road and Dyke Road, including parking pockets for on-street parking spaces (and associated curb extensions at the intersections) will contribute to reinforcing the pedestrian friendly character of the area and establish the gateway character and reinforce the public realm quality of the London Landing neighbourhood commercial core.
- The development will provide wide sidewalks and various traffic calming measures that will reinforce the pedestrian-friendly circulation environment around and through the site and the London Landing commercial core, in general.
- Access to all parking; residents, visitors and commercial patrons is provided from Dyke Road. This is also the access route for SU-9 truck (medium size) to the short-term loading space located at the northern end of the ground level commercial parking.

- The total of 194 on-site parking spaces provided meets the parking requirements of the Richmond Zoning Bylaw and fully satisfies the needs of the proposed development. The total number of parking spaces provided includes 115 parking spaces for the exclusive use of the residents, 16 visitor parking spaces and 63 parking spaces for the commercial uses in the building.
- The total resident's parking (115 spaces) includes:
 - 82 standard size parking spaces, including five (5) universally accessible parking spaces (meet the 2% of required parking) and 30 small car parking spaces (below the allowed 50% of the required parking).
 - Of this total, 34 parking spaces are provided in 17 private two-car garages.
- The total commercial and visitor parking (79 spaces) is distributed as follows:
 - 24 parking spaces (including three (3) universally accessible spaces) at Level 1, ground floor of Building "A" to serve the short-term needs of the commercial uses.
 - 55 parking spaces provided on Level P2, below grade.
- Resident parking is separated from the visitor and commercial parking by a security gate. Access to the lower level parking is controlled by a security gate at the ramp that connects the grade level and lower parking level. This security gate will remain open during business hours.
- An enclosed loading bay for a mid size truck is provided directly off Dyke Road; a second loading area has been identified on ground floor Level L1 for short-term loading. The number of loading spaces provided, dimensions and the 4.0 m overhead clearance in the parking area of ground Level L1, including the enclosed loading bay, meet the requirements of the Zoning Bylaw. The applicant has demonstrated that adequate turning radius is being provided for trucks manoeuvring in and out of these loading spaces. Transportation Engineering Division has reviewed the proposal and loading area configuration and has found it acceptable.
- All garbage pick-up will be done via a private company that has specialized trucks and equipments that will have convenient access to the ground floor Level 1 parking.
- There are two (2) garbage/recycling rooms provided at ground floor level (Level L1) to serve the needs of the proposed development. Garbage/recycling rooms are located close to or adjacent to the enclosed loading bay that will be served directly from Dyke Road. This loading bay is slightly setback from the retail commercial frontage and provided with an overhead door. A collection truck allowed to park on-street will collect recyclable material that will be stored in the enclosed loading bay and brought out on to the street on collection day.

Waterfront Park and Related ESA, MOE and DFO Aspects

As development of the site involves the relocation and construction of the dike to a 4.75 m (geodetic) elevation and because its proposed alignment is back from the water's edge, the proposed waterfront park associated with the subject development slightly encroaches into the 30.0 m from the high water mark ESA designation area.

- Mitigation/compensation aspects related to this aspect (assessment of the ESA and foreshore areas to be impacted and proposed mitigation, compensation and enhancement planting and

maintenance plan) are being identified via a biologist report and addressed by the landscape architect to ensure that there is no net loss of ESA.

- All additional aspects related to environmental protection, fisheries and diking are being addressed by the developer and confirmation that all associated approvals for the works subject to the waterfront park by the various external agencies will be provided prior to the City issuing a Development Permit.

Site's Archaeological/Heritage Aspects

As identified through the rezoning process, the applicant has provided a report/statement by an archaeological/heritage consultant that has satisfactorily addressed the potential Heritage and Archaeological value on the development site. The consultant indicates that archaeological remains which might be present on the site are anticipated to be isolated artifacts finds which will be rare and very difficult to find and concludes that the site "has very low archaeological site potential and that additional archaeological investigations are not warranted".

The opportunity provided by the fact that the development site is rich in history (First Nations fishing encampments, boat works, canneries, Kawaki fish and row site processing plant) and the specific site conditions/characteristics has been captured by the development proposal by including and highlighting heritage and historical references associated with previous uses of the site.

Public Art

- The developer has provided a Public Art voluntary contribution of \$59,896.66 at the rezoning phase (based on \$0.60/ft² over a total building area of approximately 9,274 m² (99,827.77 ft²).
- A Preliminary Public Art Plan (**Attachment 5**) associated with the subject development was prepared by HAPA Collaborative and presented to the Richmond Public Art Advisory Committee on March 15, 2011. The Public Art Advisory Committee accepted the Public Art concept presented to them as a preliminary public art proposal and made the following recommendation:
"That the Richmond Public Art Advisory Committee accept this concept as a preliminary Public Art proposal subject to the following recommendations: that a written context statement be included with artist call, that the limited budget concentrate on a main artwork and integrated within the architecture and engineering of the space, that Hapa Collaborative recommend the panel to shortlist a group of artists for this specific call, and that the Public Art Advisory Committee have input on the selection of that Panel."
- The applicant will be working with the City Public Art Coordinator to formalize the process that will see the implementation of the Public Art mentioned above. The Public Art concept agreed in principle by the developer and the City will be integrated with the landscaping design for the subject development and refined in coordination with the design and construction Servicing Agreement for the Park/dike.

Affordable Housing

- As the development involves less than 80 residential units, an in-lieu monetary contribution to the Affordable Housing Reserve Fund in the amount of \$329,601.72 was secured through the rezoning process. This amount was based on a contribution of \$4.00/ft² over the proposed approximately 7,655 m² (82,400.43 ft²) of total residential area included in the proposal at the rezoning stage.
- However, as a result of refinements and adjustments to the design that have taken place through the Development Permit review process, the total residential component of the subject development has increased to 7,945.5 m² (85,528 ft²). Resulting from this increase in residential area, additional in-lieu monetary contribution to the Affordable Housing Reserve Fund in the amount of \$12,510.28 will be provided based on a contribution of \$4.00/ft² over the 290.5 m² (approximately 3,127 ft²) of additional residential area now included in the buildings.

Barrier-Free Access and Aging-in-place

- The proposed development includes a total of 45 residential units (17 units in Building "A" and 28 units in Building "B") that facilitate the process of aging-in-place in addition to their design being based on and meeting the Basic Universal Housing Features included in Section 4.16 "Basic Universal Housing Features" of the Richmond Zoning Bylaw. Location and unit type layout of these units is indicated in the Development Permit set of drawings.
- The proposed development also provides barrier-free access from the street and the Mews/Dike Trail to the lobby of the two (2) residential buildings.
- Design features included in the design of the residential units in the proposed development include:
 - Minimum of unit entry and balcony/patio doors with a clear opening to be 2 ft. 10 in.
 - Minimum width of in-suite privacy doors to be 2 ft. 8 in.
 - All suite door sills to be ½ in. or less in height.
 - All doors hardware will be easily operated by user (minimum effort, i.e. lever handle).
 - Windows will be accessible (i.e. one (1) window in bedroom and living room will be provided with 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 (i.e. lever handle).
 - Reinforcement of walls (blocking) adjacent the water closet and bath tub for installation of grab bars, if needed.
 - 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. and minimum internal space of 4 ft. x 2.5 ft. and provision for rod to be lowered to 4 ft. 0 in. in height.
 - Rough-in wiring for future installation of automatic unit entry door opener.
 - Thermostats and light switches mounted between 3 ft. and 4 ft. 6 in. above the finish floor.

- o 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 sustainability features incorporated in the design of the proposed development include: Proposed development to be built to LEED Silver standards equivalency.

- o Provisions for 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.

Floodplain Protection

- In association with the subject development, the existing dike will be realigned to generally follow the existing unopened Wharf Street from Dyke Road to No. 2 Road and from there, extend northward along the unopened No. 2 Road to London Road; alignment of this last portion of the dike is expected to be adjusted in the future to extend westward along the river's edge through the existing Federally-owned property (13191 No. 2 Road).
- The new dike/greenway combination will be built by the developer and will meet the Provincial standards with a crest elevation of 4.7 m (geodetic) which satisfies the required FCL in the area for buildings protected by City dikes. The proposed dike relocation, integrated to the waterfront park, will provide full dyke protection to the development and adjacent areas.
- The proposed development satisfies the required Flood Construction Level FCL in the area for buildings protected by City dikes and the applicant has registered a Flood Plain Covenant on Title referencing the minimum Flood Construction Level (FCL) for this site, which is 2.9 m (GSC) and to ensure that finish grade for any habitable space meet the minimum 4.7 m (geodetic) building grade elevation.

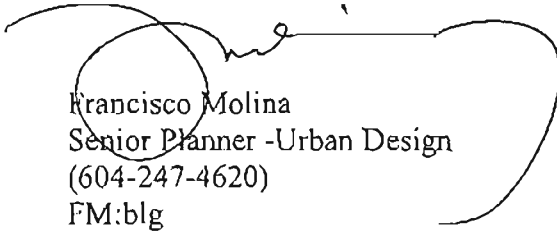
Crime Prevention Through Environmental Design (CPTED)

The proposal incorporates some basic CPTED principles. Design features regarding this aspect of the subject development include:

- Adequate lighting and light coloured painted finish to walls and columns throughout the underground parking level.
- Incorporating glazing into elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs).
- Providing unobstructed views from the street toward building entrances and lobbies.
- Minimizing amount of solid walls in lower parking level and on the commercial parking area below the east residential building.
- Wall mounted lighting on the units along the Central Mews.
- Providing pedestrian scale lighting or wall-mounted fixtures along the Mews and portions of the building(s) fronting on to the Waterfront park.
- Installation of hard wired video surveillance equipment to parking areas.
- Rough surface finish to vehicle ramps to deter skateboarding.

Conclusions

The proposed development has successfully addressed and responded well to the urban design and character guidelines for this waterfront neighbourhood. The proposed development also provides a unique opportunity to enhancing the quality of the London Landing neighbourhood waterfront while satisfying the City's need for an important park site at the waterfront and facilitating the extension of the existing Steveston Greenway to the west. The proposed development will also reinforce the emerging Village Centre in the London Landing area and achieve a good balance and integration of public and private open spaces. Staff recommend approval of the subject development



Francisco Molina
Senior Planner -Urban Design
(604-247-4620)
FM:blg

- Attachment 1: Development Application Data Sheet
- Attachment 2: Development Site, Reconfigured City Park Site and Encroachments
- Attachment 3: Excerpts of Advisory Design Panel Minutes
- Attachment 4: Waterfront Park Main Features
- Attachment 5: Preliminary Public Art Plan

The following are to be met prior to forwarding this application to Council for approval:

1. Receipt of a Letter-of-Credit for landscaping in the amount of \$198,160 (based on the order of magnitude cost estimate provided by HAPA Collaborative, the landscape architect for the proposed development).
2. Receipt of a cash-in-lieu contribution in the amount of \$10,000 for replacement of trees on the site that will require removal.
3. Receipt of an in-lieu monetary contribution to the Affordable Housing Reserve Fund in the amount of \$12,510.28 resulting from the 290.5 m² (approximately 3,127 ft²) of additional residential area included in the proposed development.
4. Encroachment Agreement for canopies encroaching over City roads (canopies along Dyke Road and at the corner of No. 2 Road and London Road) that is acceptable by General Manager, Engineering and Public Work in his sole discretion.
5. Encroachment Agreement for canopies encroaching over PROP - ROW's (canopies along London Road, portion of the central Mews and No. 2 Road frontages) acceptable to the General Manager, Engineering and Public Work in his sole discretion.
6. Satisfying the provisions of "No Development" covenant (BB3001155) as it relates to the construction of the Waterfront Park and the Dike, provided that the developer have entered into a Servicing Agreement satisfactory to the City, provided written confirmation that all necessary approvals for undertaking these works have been obtained from FREMP, Port Metro Vancouver and DFO; and that an Environmental Impact assessment relating to the construction of the above mentioned works have been provided to the satisfaction of the General Manager, Engineering in his sole discretion.

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

- The developer to execute the Frontage Servicing Agreement and post securities for the value for the Roads Servicing Agreements with the City, to the satisfaction of the Director of Development and General Manager Engineering.
- Accessibility and Aging-in-Place measures as determined via the Development Permit process to be incorporated into Building Permit drawings.
- Sustainability and CPTED measures as determined via the Development Permit process to be incorporated into Building Permit drawings.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>). 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.

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.



DP 11-575759

Attachment 1

Address: 6160 London Road
(formerly 6160 London Road and 13100, 13120, 13140, 13160 & 13200 No. 2 Road)

Applicant: Oris Development (Kawaki) Corp. Owner: Oris Development (Kawaki) Corp.

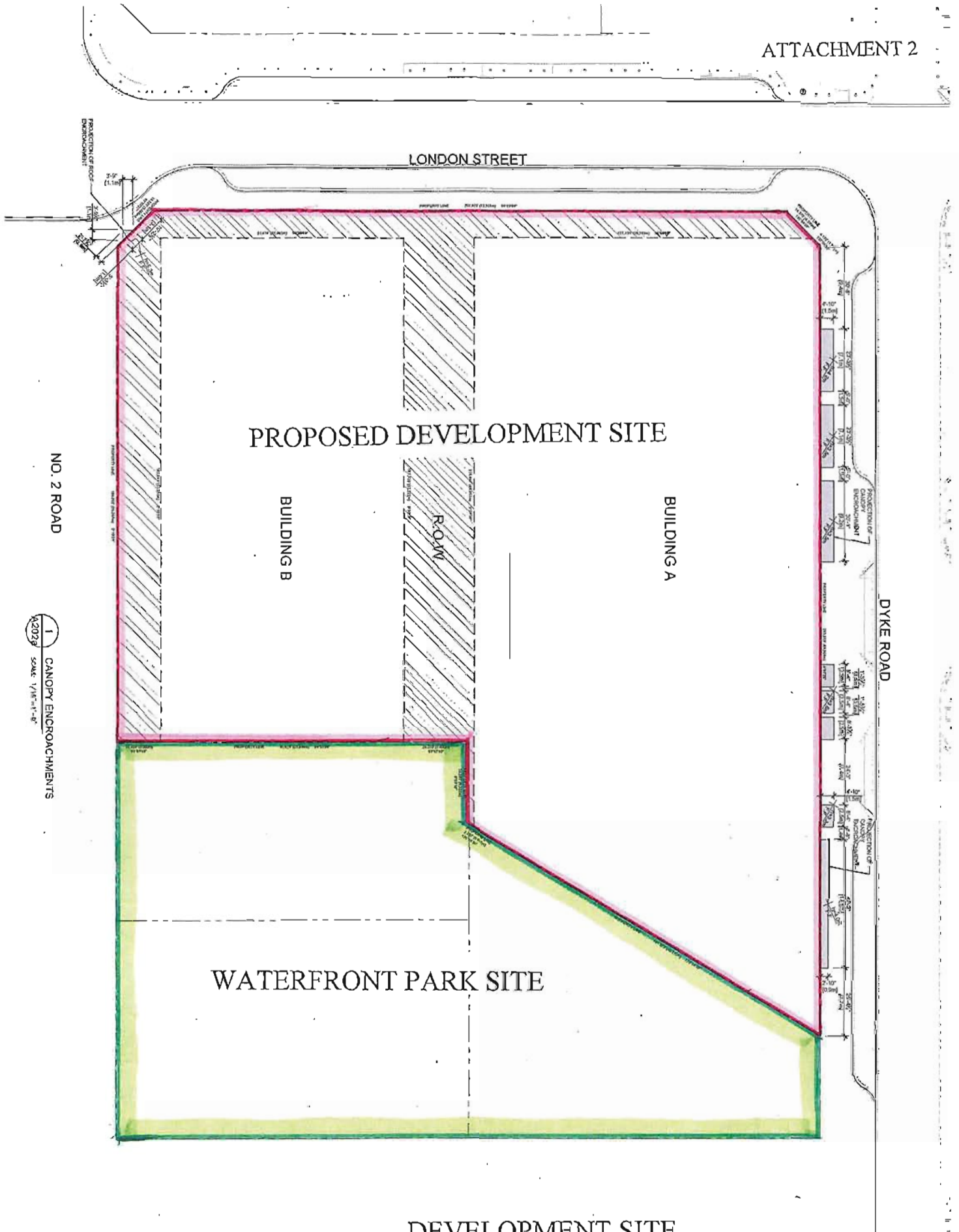
Planning Area(s): Steveston. London/Princess Node Neighbourhood

Floor Area Gross: 9,799 m² (105,479 ft²) Floor Area Net: 9,257 m² (99,644.78 ft²)

	Existing	Proposed
Site Area:	5,702.1 m ²	5,702.1 m ²
Land Uses:	Mixed Use (Commercial-Industrial with Residential & Office Above)	Mixed Use (Commercial-Industrial with Residential Above)
OCP Designation:	Mixed Use	Mixed Use
Zoning:	"Commercial/Mixed Use (ZMU20) – London Landing (Steveston)"	"Commercial/Mixed Use (ZMU20) – London Landing (Steveston)"
Number of Units:	N/A	76 dwelling units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.2 FAR (basic) 1.62 FAR if Affordable Housing Contribution Provided	1.62 FAR 9,257 m ² (99,644.78 ft ²) as Affordable Housing Contribution Provided	none permitted
Lot Coverage:	Max. 76%	71%	N/A
Setback – North Side. London Rd.	Min. 3.0 m	3.1 m	N/A
Setback – West Side. No. 2 Rd.	Min. 5.5 m (Decks above first storey supported by columns may project into setback by 2.8 m)	5.6 m 2.6 m Deck Projection	N/A
Setback – West Side. No. 2 Rd.	Min. 1.8 m to Columns supporting roof forming part of the building	1.6 m	Variance Required

Setback – East Side: Dyke Rd.	Min. 0.0 m (Decks above first storey supported by columns may project into setback by 2.8 m)	0.0 m	N/A
Setback – East Side: Dyke Rd.	Min. 7.0 m above first storey	6.24 m (Second floor only)	Variance Required
Setback – South Side: Park/Dike	Min. 1.0 m	1.1 m	N/A
Height (m):	Max. 21.0 m	21.0 m	N/A
Lot Size:	N/A	N/A	N/A
Off-street Parking Spaces – Residents:	114 (1.5 spaces per Unit)	115	N/A
Off-street Parking Spaces – Visitors:	16 (0.2 spaces per Unit)	16	N/A
Off-street Parking Spaces – Commercial:	63	63	N/A
Total off-street Spaces:	193	194	N/A
			N/A
Total Off-street Parking: Spaces – Accessible:	4	5	N/A
Tandem Parking Spaces	not permitted	N/A	N/A
Bicycle Parking (Class 1)	99	115	N/A
Bicycle Parking (Class 2)	22	22	N/A
Amenity Space – Indoor:	Min. 70 m ²	In-lieu contribution provided at RZ	N/A
Amenity Space – Outdoor:	Min. 456.0 m ²	N/A (Area of Mews, on site, is 468 m ² and the development is surrounded by Parkland).	N/A



NO. 2 ROAD

1 CANOPY ENCROACHMENTS
A203d SCALE: 1/8"=1'-0"

PROPOSED DEVELOPMENT SITE

BUILDING B

R-ROOM

BUILDING A

DYKE ROAD

WATERFRONT PARK SITE

DEVELOPMENT SITE,
RECONFIGURED CITY PARK SITE
AND ENCROACHMENTS



Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, 18th August, 2010 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Time: 4:00 p.m.

Place: Rm. M.1.003
City of Richmond

Present: Joseph Fry, Chair
Kush Panatch, Vice-Chair
Tom Bell
Tom Parker
Larry Diamond
Xuedong Zhao
Norm Chin

Also Present: Sara Badyal, Planner
Francisco Molina, Senior Planner, Urban Design
Rustico Agawin, Committee Clerk

Absent: Thomas Leung
Agatha Malczyk
Cst. Barry Edwards

The meeting was called to order at 4:00 p.m.

1. MINUTES

It was moved and seconded

That the minutes of the meeting of the Advisory Design Panel held on Wednesday, July 21, 2010 be adopted.

CARRIED

2. RZ 09-466062 – MIXED-USE DEVELOPMENT (85 APARTMENTS, 1,785 SQ. M. COMMERCIAL AND 860 SQ. M. COMMUNITY USE SPACE)

ARCHITECT: Patrick Cotter Architect Inc.

PROPERTY LOCATION: 6160 London Road & 13100/120/140/160/200 No. 2 Road

- design development to Building A residential lobby could be done through relocation of the mechanical room; lobby could go around the corner; elevators need not be relocated;

We have reconfigured the residential lobby and have relocated the elevator and associated machine room to visually open up the corner allowing for greater articulation at this corner. Additionally, we have provided access to the building lobby adjacent to this corner to allow opportunities for activity in this area as an introduction to the Mews proper

- contrast between Building A and Building B is consistently handled; similar detail components could be added to relate across without redesign as characters of both buildings work; like the Mews;

We agree that the 2 buildings should have commonalities in their respective forms of development and have introduced elements common to each building. As noted previously, although the 2 buildings are contrasting, we have attempted to maintain certain elements within the building details to ensure that there is some form of visual connectivity between these buildings. We appreciate that the ADP comments reflect our design narrative, scope, and vision of the project.

- cross sections do not show clerestorey windows that are shown on the elevations; clerestorey windows provide light to the mezzanine; raising of roof would raise the height at the edge of the Mews;
- there is opportunity for more glazing at the proposed continuous massing of the roof deck access stairs and mechanical room on Building A; will be visible at night as a lit spine and allows light to penetrate down the stairs;
- last floor of Building A can remain prominent considering the context of the edge of the site and the future development to the east;
- corner turning “prow” at the south side of the restaurant can be enhanced with glazing;

Significant design resolution has been provided to the south side of the restaurant area. The interface and experience between the restaurant ‘patio’ and the park area now includes articulated planting beds that allows for informal pedestrian movement and allows the restaurant to be seen as a ‘back-drop’ to the park. The intent of the patio area for it to be seen as the ‘porch’ of the building thus acting defined semi-public / semi-private space.

- Mews work well; use of colour at the street level further animates the space;
As recommended by ADP, we have deleted the (little) planters located in front of the studio units as shown on both the Architectural and Landscape Architectural drawings. This allows the mews to remain (visually) clean, thus reinforcing the concept of the mews as an active, pedestrian, urban 'converted' lane similar to that of the Granville Island neighbourhood in Vancouver, further reinforcing the live-work aesthetic for this area of the project
- roof decks on Building A work fine; suggest the use of glass to improve them; could be softened through the use of softer tone or colour;
- southern edge of Building A works fine;
- convertibility feature of the buildings will appeal to older residents; provides a good marketing tool; provision of more convertible units is requested ;
- many residents in the area of the proposed development appreciate and value the fact that the area is not “over-planned”; they find the neighbourhood very varied;
- overall design of the development fits well with the neighbourhood; development should not be “over-defined”;
- curved and curvilinear landscape design is in sharp contrast to the straight and up-and-down buildings; restaurant building can be made a feature item as it is the most visible from the dyke; consider integrating the restaurant into the landscape design that surround it;
- two different buildings in the development provide interesting elements to the neighbourhood; current design fits well with the overall fabric of the neighbourhood;
- pleased to see the heritage architectural references in the design such as materials, texture, building forms and elements;
- consider bringing a more modern interpretation of these references into the project; should be a better articulated and refined interpretation of the old London Landing and Steveston architectural context;
- upper portion of the Dyke Road building elevation needs improvement; consider more articulation and details;
- appreciate amount of detail presented at rezoning application level;
- pleased to see the contrast between the two buildings but there is lack of “fun” in these buildings; use bolder colours on elements to make the buildings more prominent in the neighbourhood; works with the contemporary feel of the waterfront; look at waterfront park precedents such as the one at 125th Street in New York City;
- orienting the community spaces toward the park is desirable; provides animation to the open spaces;

- consider opportunities for integration of a building in the park; there is precedent in the past of some buildings associated with the dock; building can house an ice cream or coffee shop; will give people an opportunity to linger in the park; will also address issues of form, scale and materials;
- public art is most successful when integrated into the building and landscape elements; consider this approach rather than introducing free-standing elements.

The Chair provided the following summary of the Panel's comments and recommendations:

1. there is general support from the Panel for
 - (i) the distinction and variation of Buildings A and B;
 - (ii) design development at the northwest corner of Building B;
 - (iii) projection of the canopy on Building B; and
 - (iv) appropriateness of the width of the Mews;
2. revisit blank wall conditions in the north elevations with the end in view of eliminating blank facades;
3. consider glazing at the continuous massing of roof deck access stairs in Building B;
4. design development to live-work units to enhance liveability; consider skylights to provide more sunlight penetration;
5. re-consider providing raised planters and decks in front of Live/work units along the Mews;

As recommended by ADP, we have deleted the (little) planters located in front of the studio units as shown on both the Architectural and Landscape Architectural drawings. This allows the mews to remain (visually) clean, thus reinforcing the concept of the mews as an active, pedestrian, urban 'converted' lane similar to that of the Granville Island neighbourhood in Vancouver, further reinforcing the live-work aesthetic for this area of the project

6. consider use of more colours in the Dyke Road elevation of Building A and integrate more colours in the Mews elevation;

We have strived to satisfy the requirements for 'strong, bold, warm colours' as recommended and this has been explored, integrated, included in our latest Architectural drawings.

7. consider more convertible units in the proposed development;

There are xx basic universal housing unit incorporated in the proposed development

8. consider integrating the restaurant façade into the waterfront edge;

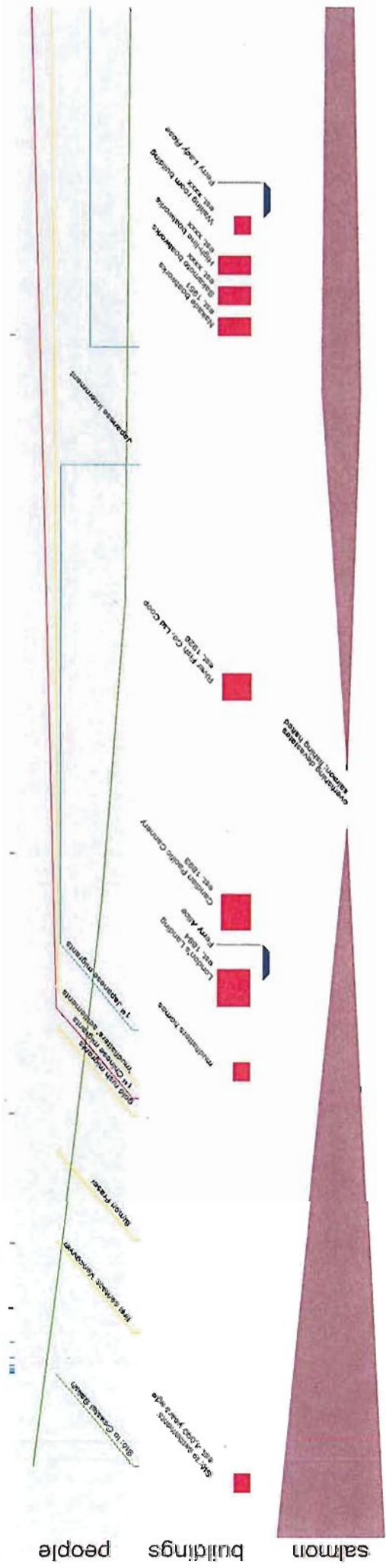
Design development to the south façade of the restaurant has provided a finer grain of architectural detail and improved its relationship/transition to the more natural environment of the waterfront park to the south.



public art opportunities

Kawachi Site | No. 2 Road | Steveston





people

buildings

salmon

photos



ancient ||| 1800|



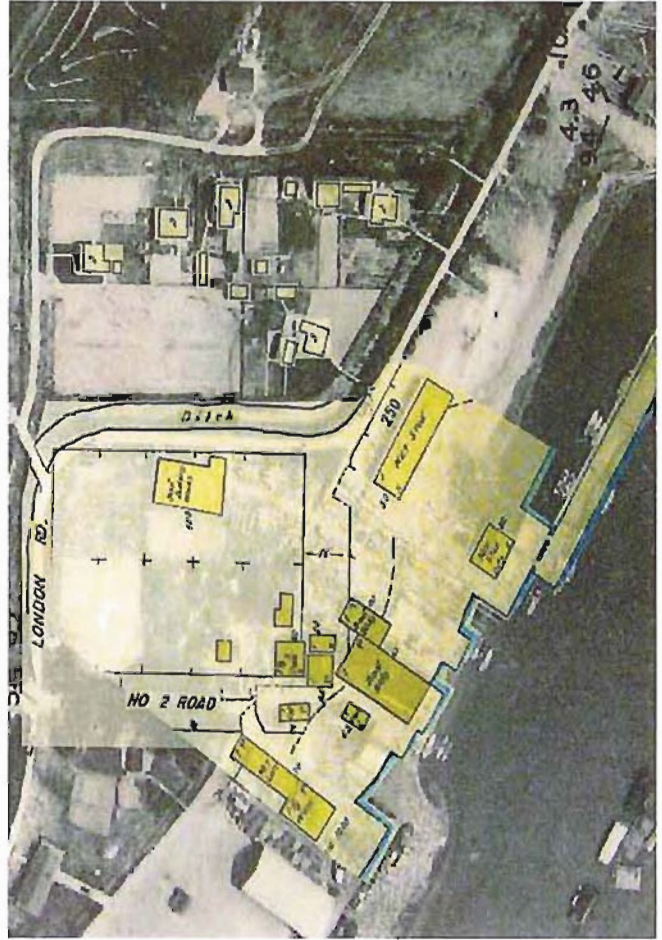
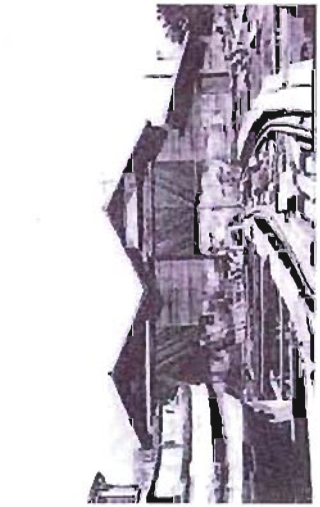
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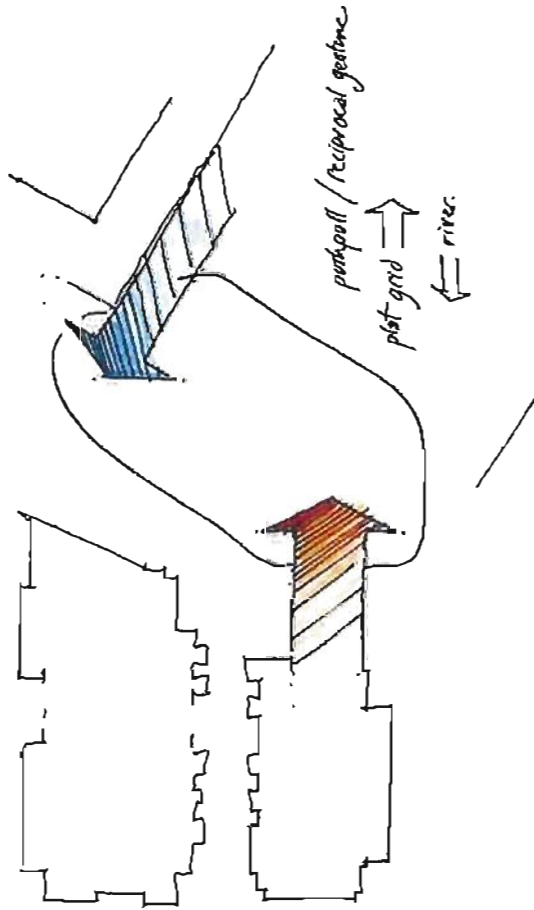
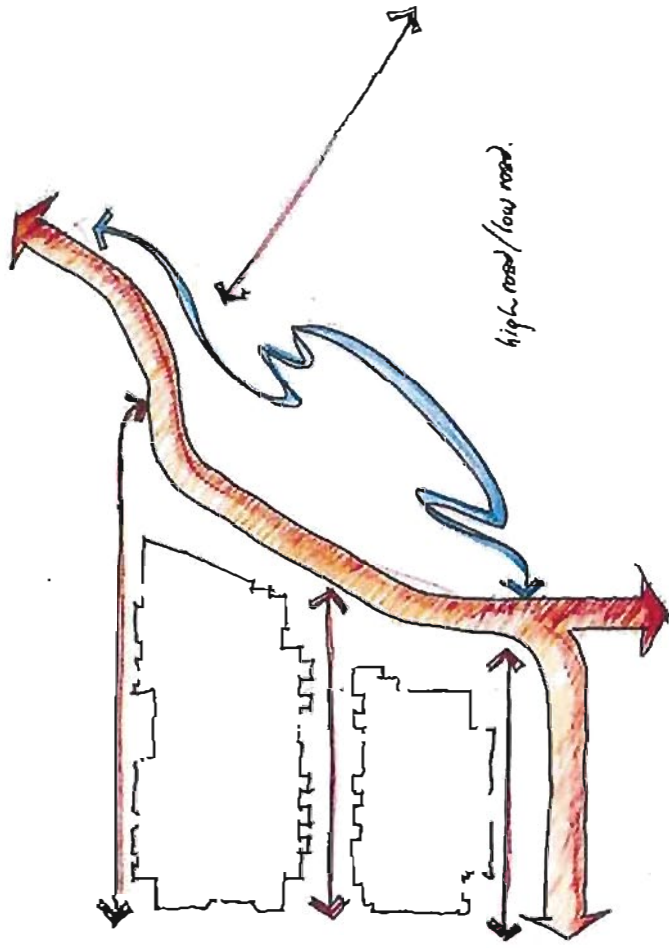


1900|



1950|







Perforated Mews

- The mews buildings are 2-3 stories high
- The mews buildings are 2-3 stories high
- The mews buildings are 2-3 stories high

Federalist Trail | Dyke Right-of-Way

- The Federalist Trail is a 10-foot wide path
- The Federalist Trail is a 10-foot wide path
- The Federalist Trail is a 10-foot wide path

Central Lawn

- The central lawn is a large open space
- The central lawn is a large open space
- The central lawn is a large open space

Waterfront Trail

- The waterfront trail is a 10-foot wide path
- The waterfront trail is a 10-foot wide path
- The waterfront trail is a 10-foot wide path

Wharf and Net Sled Deck

- The wharf and net sled deck is a large open space
- The wharf and net sled deck is a large open space
- The wharf and net sled deck is a large open space

Dyke Road

retail building

community space

London Road

Roast Lanch Slough

- The Roast Lanch Slough is a large open space
- The Roast Lanch Slough is a large open space
- The Roast Lanch Slough is a large open space

Public art options: Buoy

- The buoy is a large open space
- The buoy is a large open space
- The buoy is a large open space

Public art option: Mini Ship

- The mini ship is a large open space
- The mini ship is a large open space
- The mini ship is a large open space

Intertidal Bench

- The intertidal bench is a large open space
- The intertidal bench is a large open space
- The intertidal bench is a large open space

Extension of No. 2 Bldg.

- The extension of No. 2 Bldg. is a large open space
- The extension of No. 2 Bldg. is a large open space
- The extension of No. 2 Bldg. is a large open space

Community Building Plaza

- The community building plaza is a large open space
- The community building plaza is a large open space
- The community building plaza is a large open space

Nakade Boatworks

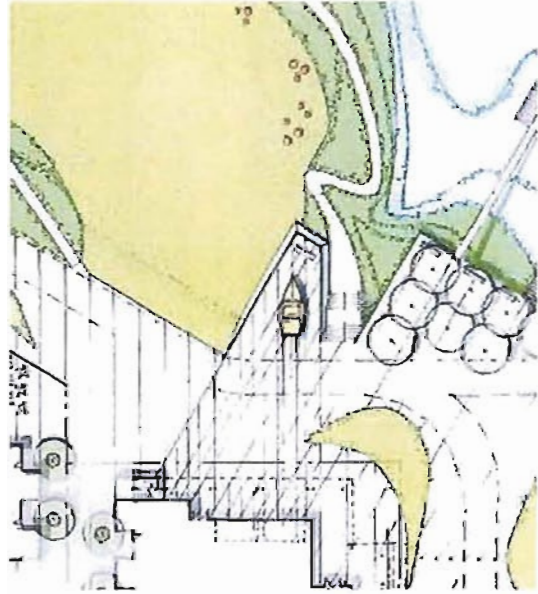
- The Nakade Boatworks is a large open space
- The Nakade Boatworks is a large open space
- The Nakade Boatworks is a large open space

London Landing Plaza

- The London Landing Plaza is a large open space
- The London Landing Plaza is a large open space
- The London Landing Plaza is a large open space

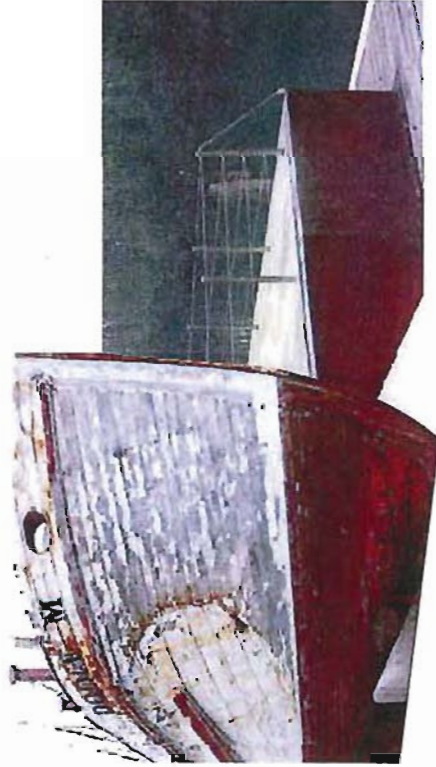
Public Art Option: Boatworks

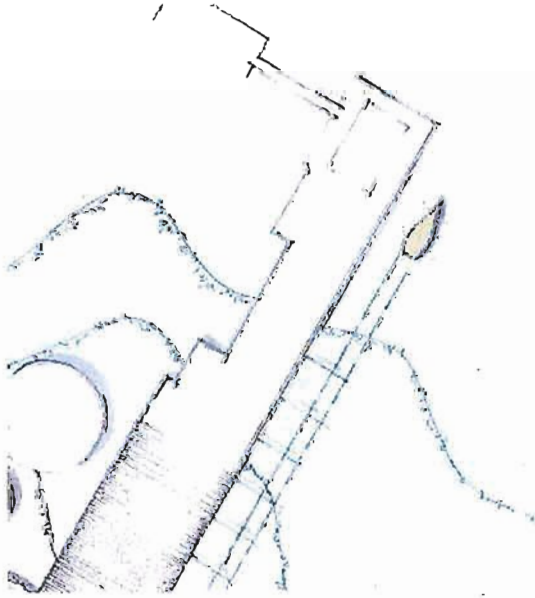
- The boatworks is a large open space
- The boatworks is a large open space
- The boatworks is a large open space



Nakade Boatworks

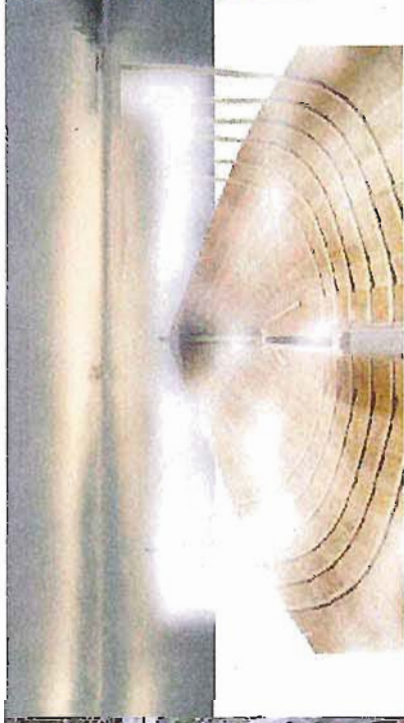
- physical renovation of 1950's era wood boat built onsite by Nakade Brothers
- seasonal display in the park with permanent display in community building
- casting of steel ways in paving to facilitate moving
- could potentially include boatbuilding program

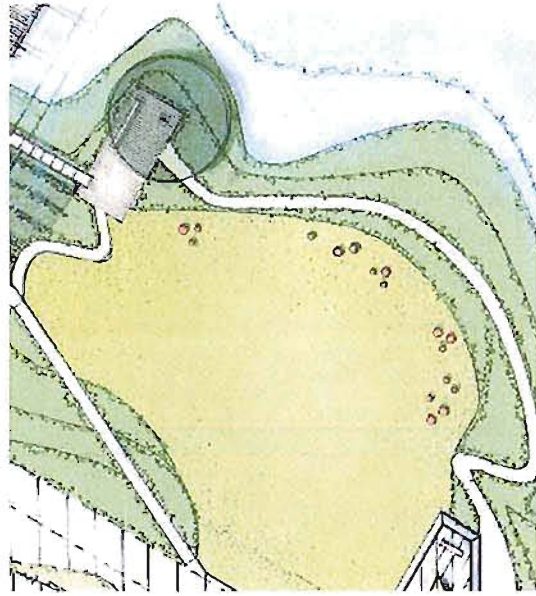




Mist Ship

- boat shaped hull moored at the terminus of the existing ways adjacent to the London Pier
- floating with tides
- integrated water 'mist' feature that blurs edge between water and craft
- illuminated at night





Buoys

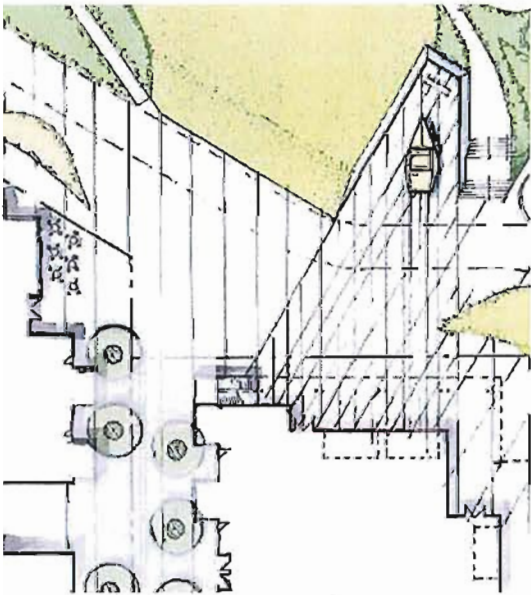
- referencing past history of Kawaki salmon roe processing operation
- potential for uplighting and floating in intertidal areas, on water and on lawn





Castings

- fishing nets pressed into setting concrete as a paving finish





Proposed Contribution

Total floor area of development	113,688 ft ²
Floor area of community amenity space	9,246 ft ²
Floor area of non-market rate, live-work artist studios	4,219 ft ²
Floor area subject to public art contribution	100, 223 ft ²
Contribution rate (\$/ft ²)	\$0.60
Total Contribution	\$60,134
Allocation to artwork (85% of total)	\$51,114
Allocation to City of Richmond (5% of total)	\$3,007
Allocation to public art consultant work and master plan (10%)	\$6,013



No. DP 11-575759

To the Holder: ORIS DEVELOPMENT (KAWAKI) CORP.
Property Address: 6160 LONDON ROAD (FORMERLY 6160 LONDON ROAD AND
13100, 13120, 13140, 13160 & 13200 NO. 2 ROAD)
Address: C/O 12235 NO.1 ROAD
RICHMOND, BC V7E 1T6

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Reduce the west side required setback for columns supporting a roof forming part of the building from 1.8 m to 1.6 m and to 0.60 m at the corner of London Road and No. 2 Road; and
 - b) Reduce the required east side setback for a storey above the first storey from 7.0 m to 6.20 m for the second level of the building only.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #29 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$198,160.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

To the Holder: ORIS DEVELOPMENT (KAWAKI) CORP.
Property Address: 6160 LONDON ROAD (FORMERLY 6160 LONDON ROAD AND
13100, 13120, 13140, 13160 & 13200 NO. 2 ROAD)
Address: C/O12235 NO.1 ROAD
RICHMOND, BC V7E 1T6

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

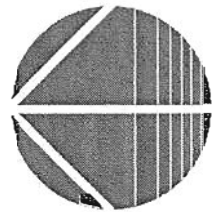
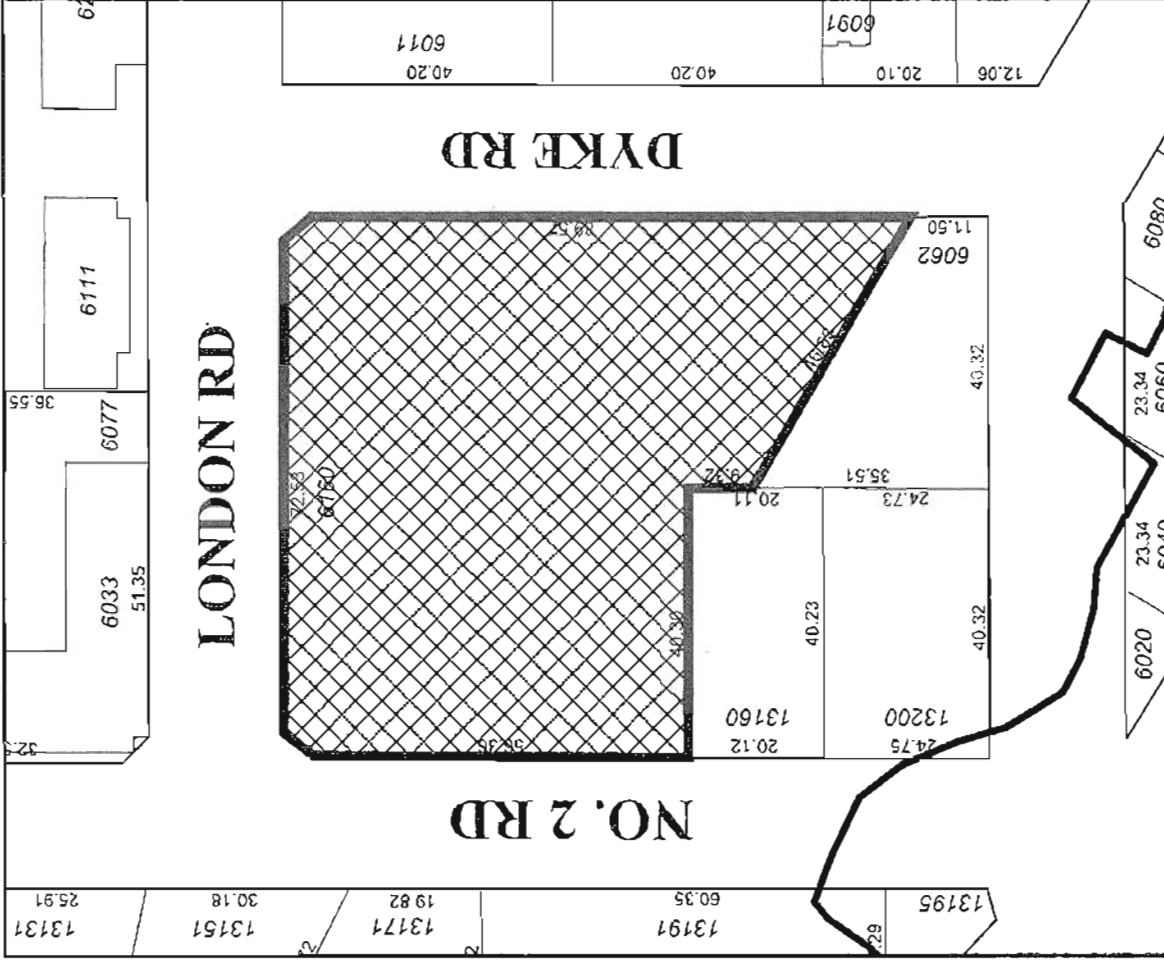
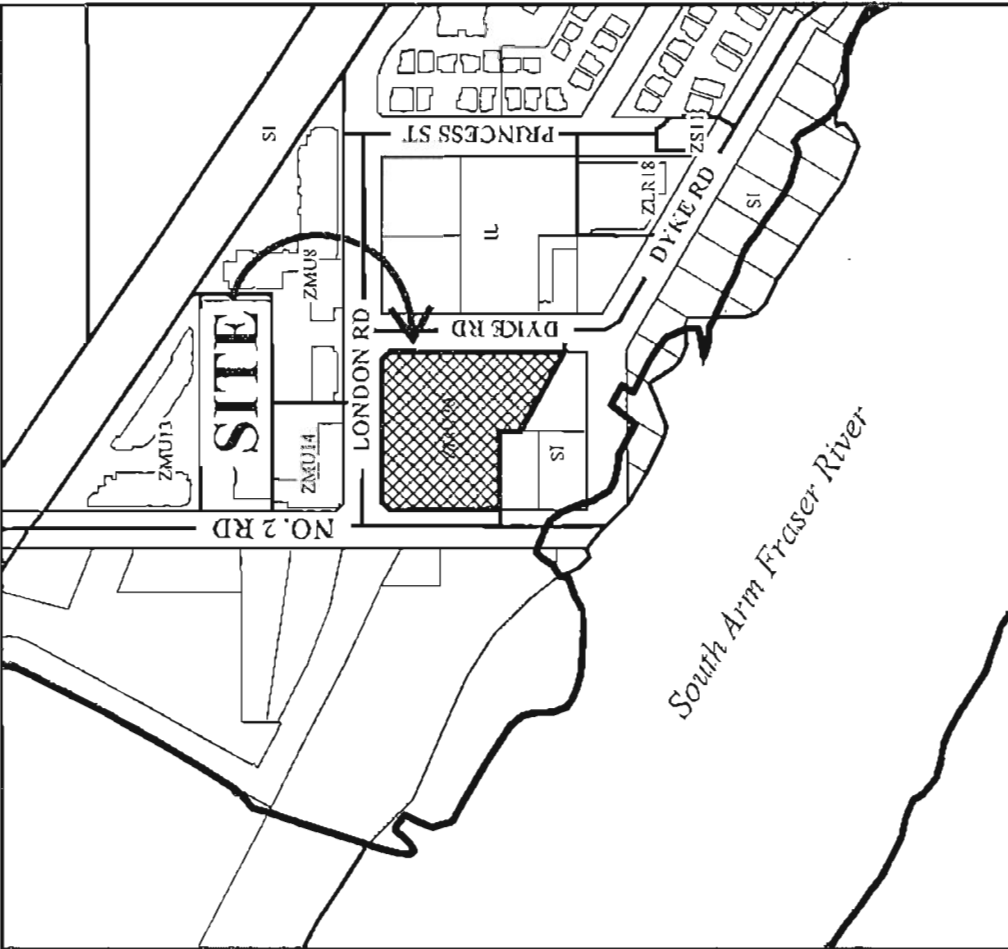
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 11-575759 SCHEDULE "A"

Original Date: 05/06/11
 Revision Date: 04/23/13
 Note: Dimensions are in METRES

PROJECT DATA:

CIVIC ADDRESS: 6160 LONDON ROAD
RICHMOND, BC

LEGAL ADDRESS: Lot A SEC 18-3-5 PL 663

PARCEL ID : 011-902-019

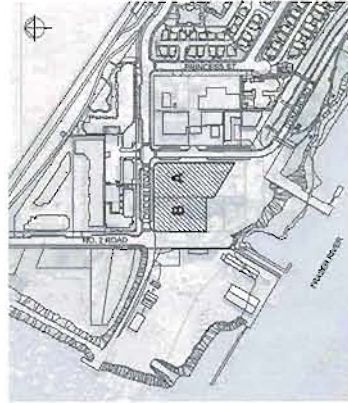
APPLICANT: ORIS DEVELOPMENT CORP. (KAWAKU)

PROPOSED ZONING : CO/

DRAWING LIST:

- A-600 COVER PAGE
- A-001 DATA SHEET
- A-102 SITE PLAN
- A-201 PARKING LEVEL P2 PLAN
- A-201 PARKING LEVEL P1 / L1 FLOOR PLAN
- A-202a DIAGRAM OF CANOPY ENCROACHMENTS
- A-203 LEVEL MEZZANINE FLOOR PLAN
- A-204 LEVEL L2 FLOOR PLAN
- A-205 LEVEL L3 FLOOR PLAN
- A-206 LEVEL L4 FLOOR PLAN
- A-207 GOLF PLAN
- A-251 DESIGNATED UNIT PLAN - Basic Universal Housing Features
- A-252 DESIGNATED UNIT PLAN - Basic Universal Housing Features
- A-253 DESIGNATED UNIT PLAN - Basic Universal Housing Features
- A-254 DESIGNATED UNIT PLAN - Basic Universal Housing Features
- A-301 BUILDING ELEVATIONS
- A-302 BUILDING ELEVATIONS
- A-401 BUILDING SECTIONS
- A-402 BUILDING SECTIONS - Enlarged
- A-403 BUILDING SECTIONS - Enlarged

LOCATION PLAN:



Re-issued April 12, 2013



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

① **DP-11575759**

NOTES

GENERAL NOTES:
 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. ALL UTILITIES ARE TO BE DEEPENED TO 1.00M.
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ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	DEMOLITION	100	m ²	100	100
2	FOUNDATION	200	m ²	200	200
3	WALLS	300	m ²	300	300
4	ROOF	400	m ²	400	400
5	MECHANICAL	500	m ²	500	500
6	ELECTRICAL	600	m ²	600	600
7	PLUMBING	700	m ²	700	700
8	PAINT	800	m ²	800	800
9	LANDSCAPE	900	m ²	900	900
10	TOTAL	1000	m ²	1000	1000

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
11	FOUNDATION	1100	m ²	1100	1100
12	WALLS	1200	m ²	1200	1200
13	ROOF	1300	m ²	1300	1300
14	MECHANICAL	1400	m ²	1400	1400
15	ELECTRICAL	1500	m ²	1500	1500
16	PLUMBING	1600	m ²	1600	1600
17	PAINT	1700	m ²	1700	1700
18	LANDSCAPE	1800	m ²	1800	1800
19	TOTAL	1900	m ²	1900	1900

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
20	FOUNDATION	2000	m ²	2000	2000
21	WALLS	2100	m ²	2100	2100
22	ROOF	2200	m ²	2200	2200
23	MECHANICAL	2300	m ²	2300	2300
24	ELECTRICAL	2400	m ²	2400	2400
25	PLUMBING	2500	m ²	2500	2500
26	PAINT	2600	m ²	2600	2600
27	LANDSCAPE	2700	m ²	2700	2700
28	TOTAL	2800	m ²	2800	2800

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
29	FOUNDATION	2900	m ²	2900	2900
30	WALLS	3000	m ²	3000	3000
31	ROOF	3100	m ²	3100	3100
32	MECHANICAL	3200	m ²	3200	3200
33	ELECTRICAL	3300	m ²	3300	3300
34	PLUMBING	3400	m ²	3400	3400
35	PAINT	3500	m ²	3500	3500
36	LANDSCAPE	3600	m ²	3600	3600
37	TOTAL	3700	m ²	3700	3700

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
38	FOUNDATION	3800	m ²	3800	3800
39	WALLS	3900	m ²	3900	3900
40	ROOF	4000	m ²	4000	4000
41	MECHANICAL	4100	m ²	4100	4100
42	ELECTRICAL	4200	m ²	4200	4200
43	PLUMBING	4300	m ²	4300	4300
44	PAINT	4400	m ²	4400	4400
45	LANDSCAPE	4500	m ²	4500	4500
46	TOTAL	4600	m ²	4600	4600

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
47	FOUNDATION	4700	m ²	4700	4700
48	WALLS	4800	m ²	4800	4800
49	ROOF	4900	m ²	4900	4900
50	MECHANICAL	5000	m ²	5000	5000
51	ELECTRICAL	5100	m ²	5100	5100
52	PLUMBING	5200	m ²	5200	5200
53	PAINT	5300	m ²	5300	5300
54	LANDSCAPE	5400	m ²	5400	5400
55	TOTAL	5500	m ²	5500	5500

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
56	FOUNDATION	5600	m ²	5600	5600
57	WALLS	5700	m ²	5700	5700
58	ROOF	5800	m ²	5800	5800
59	MECHANICAL	5900	m ²	5900	5900
60	ELECTRICAL	6000	m ²	6000	6000
61	PLUMBING	6100	m ²	6100	6100
62	PAINT	6200	m ²	6200	6200
63	LANDSCAPE	6300	m ²	6300	6300
64	TOTAL	6400	m ²	6400	6400

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
65	FOUNDATION	6500	m ²	6500	6500
66	WALLS	6600	m ²	6600	6600
67	ROOF	6700	m ²	6700	6700
68	MECHANICAL	6800	m ²	6800	6800
69	ELECTRICAL	6900	m ²	6900	6900
70	PLUMBING	7000	m ²	7000	7000
71	PAINT	7100	m ²	7100	7100
72	LANDSCAPE	7200	m ²	7200	7200
73	TOTAL	7300	m ²	7300	7300

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
74	FOUNDATION	7400	m ²	7400	7400
75	WALLS	7500	m ²	7500	7500
76	ROOF	7600	m ²	7600	7600
77	MECHANICAL	7700	m ²	7700	7700
78	ELECTRICAL	7800	m ²	7800	7800
79	PLUMBING	7900	m ²	7900	7900
80	PAINT	8000	m ²	8000	8000
81	LANDSCAPE	8100	m ²	8100	8100
82	TOTAL	8200	m ²	8200	8200

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
83	FOUNDATION	8300	m ²	8300	8300
84	WALLS	8400	m ²	8400	8400
85	ROOF	8500	m ²	8500	8500
86	MECHANICAL	8600	m ²	8600	8600
87	ELECTRICAL	8700	m ²	8700	8700
88	PLUMBING	8800	m ²	8800	8800
89	PAINT	8900	m ²	8900	8900
90	LANDSCAPE	9000	m ²	9000	9000
91	TOTAL	9100	m ²	9100	9100

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
92	FOUNDATION	9200	m ²	9200	9200
93	WALLS	9300	m ²	9300	9300
94	ROOF	9400	m ²	9400	9400
95	MECHANICAL	9500	m ²	9500	9500
96	ELECTRICAL	9600	m ²	9600	9600
97	PLUMBING	9700	m ²	9700	9700
98	PAINT	9800	m ²	9800	9800
99	LANDSCAPE	9900	m ²	9900	9900
100	TOTAL	10000	m ²	10000	10000

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
101	FOUNDATION	10100	m ²	10100	10100
102	WALLS	10200	m ²	10200	10200
103	ROOF	10300	m ²	10300	10300
104	MECHANICAL	10400	m ²	10400	10400
105	ELECTRICAL	10500	m ²	10500	10500
106	PLUMBING	10600	m ²	10600	10600
107	PAINT	10700	m ²	10700	10700
108	LANDSCAPE	10800	m ²	10800	10800
109	TOTAL	10900	m ²	10900	10900

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
110	FOUNDATION	11000	m ²	11000	11000
111	WALLS	11100	m ²	11100	11100
112	ROOF	11200	m ²	11200	11200
113	MECHANICAL	11300	m ²	11300	11300
114	ELECTRICAL	11400	m ²	11400	11400
115	PLUMBING	11500	m ²	11500	11500
116	PAINT	11600	m ²	11600	11600
117	LANDSCAPE	11700	m ²	11700	11700
118	TOTAL	11800	m ²	11800	11800

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
119	FOUNDATION	11900	m ²	11900	11900
120	WALLS	12000	m ²	12000	12000
121	ROOF	12100	m ²	12100	12100
122	MECHANICAL	12200	m ²	12200	12200
123	ELECTRICAL	12300	m ²	12300	12300
124	PLUMBING	12400	m ²	12400	12400
125	PAINT	12500	m ²	12500	12500
126	LANDSCAPE	12600	m ²	12600	12600
127	TOTAL	12700	m ²	12700	12700

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
128	FOUNDATION	12800	m ²	12800	12800
129	WALLS	12900	m ²	12900	12900
130	ROOF	13000	m ²	13000	13000
131	MECHANICAL	13100	m ²	13100	13100
132	ELECTRICAL	13200	m ²	13200	13200
133	PLUMBING	13300	m ²	13300	13300
134	PAINT	13400	m ²	13400	13400
135	LANDSCAPE	13500	m ²	13500	13500
136	TOTAL	13600	m ²	13600	13600

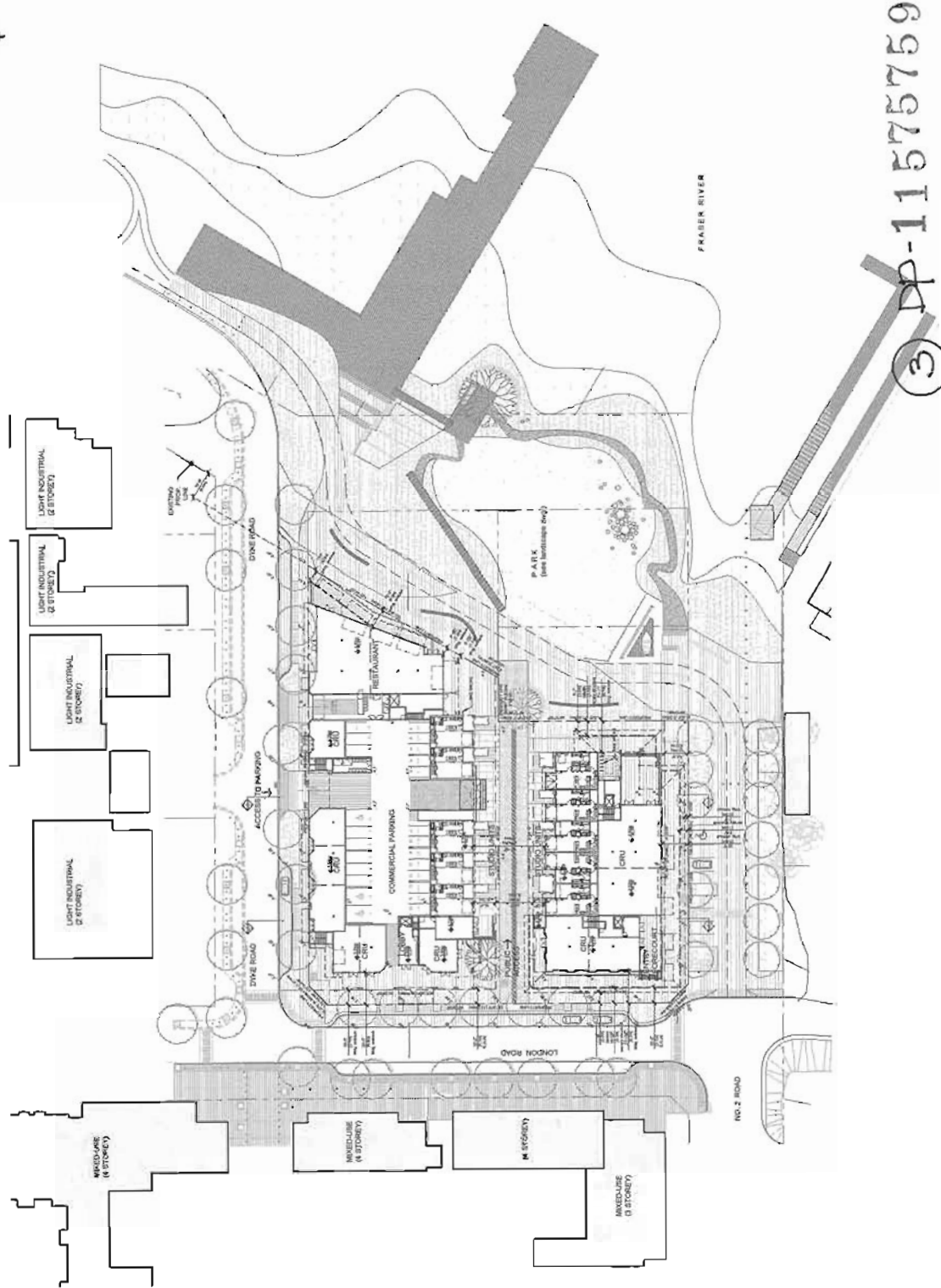
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
137	FOUNDATION	13700	m ²	13700	13700
138	WALLS	13800	m ²	13800	13800
139	ROOF	13900	m ²	13900	13900
140	MECHANICAL	14000	m ²	14000	14000
141	ELECTRICAL	14100	m ²	14100	14100
142	PLUMBING	14200	m ²	14200	14200
143	PAINT	14300	m ²	14300	14300
144	LANDSCAPE	14400	m ²	14400	14400
145	TOTAL	14500	m ²	14500	14500

NOTES

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 4. ALL UTILITIES ARE TO BE DEEPENED TO 1.00M.

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	DEMOLITION	100	m ²	100	100
2	FOUNDATION	200	m ²	200	200
3	WALLS	300	m ²	300	300
4	ROOF	400	m ²	400	400
5	MECHANICAL	500	m ²	500	500
6	ELECTRICAL	600	m ²	600	600
7	PLUMBING	700	m ²	700	700
8	PAINT	800	m ²	800	800
9	LANDSCAPE	900	m ²	900	900
10	TOTAL	1000	m ²	1000	

NOTES



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	12/12/12
2	FOR PRELIMINARY REVIEW	12/12/12
3	FOR PRELIMINARY REVIEW	12/12/12
4	FOR PRELIMINARY REVIEW	12/12/12
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98	FOR PRELIMINARY REVIEW	12/12/12
99	FOR PRELIMINARY REVIEW	12/12/12
100	FOR PRELIMINARY REVIEW	12/12/12

cotter
ARCHITECTS
4221 - 123RD AVE. S. RICHMOND, BC V6X 5J7
TEL: 604-273-1111 FAX: 604-273-1112
WWW.COTTERARCHITECTS.COM

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

Client: One Developments (Kewaski) Corp.

ORIS

DATE	NO.	BY
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2012.12.12	94	...
2012.12.12	95	...
2012.12.12	96	...
2012.12.12	97	...
2012.12.12	98	...
2012.12.12	99	...
2012.12.12	100	...

SITE PLAN

AS UPDATED APRIL 12, 2013

SCALE: 1/32" = 1'-0"

A-102

F5

DP-11575759

3

1 SITE PLAN
A-102 SCALE: 1/32" = 1'-0"

NOTES



PERMANENT GENERAL NOTES:

1. All work shall be in accordance with the approved plans and specifications.
2. All materials and workmanship shall be of the highest quality and shall conform to the approved specifications.
3. All work shall be completed in accordance with the approved schedule.
4. All work shall be completed in accordance with the approved budget.
5. All work shall be completed in accordance with the approved safety plan.
6. All work shall be completed in accordance with the approved environmental plan.
7. All work shall be completed in accordance with the approved accessibility plan.
8. All work shall be completed in accordance with the approved fire safety plan.
9. All work shall be completed in accordance with the approved security plan.
10. All work shall be completed in accordance with the approved maintenance plan.

GENERAL NOTES:

1. All work shall be in accordance with the approved plans and specifications.
2. All materials and workmanship shall be of the highest quality and shall conform to the approved specifications.
3. All work shall be completed in accordance with the approved schedule.
4. All work shall be completed in accordance with the approved budget.
5. All work shall be completed in accordance with the approved safety plan.
6. All work shall be completed in accordance with the approved environmental plan.
7. All work shall be completed in accordance with the approved accessibility plan.
8. All work shall be completed in accordance with the approved fire safety plan.
9. All work shall be completed in accordance with the approved security plan.
10. All work shall be completed in accordance with the approved maintenance plan.

cotter ARCHITECTS
 8100 LONDON ROAD, RICHMOND, BC V6X 1A7
 TEL: 604.273.4444 FAX: 604.273.4445 WWW.COTTERARCHITECTS.COM

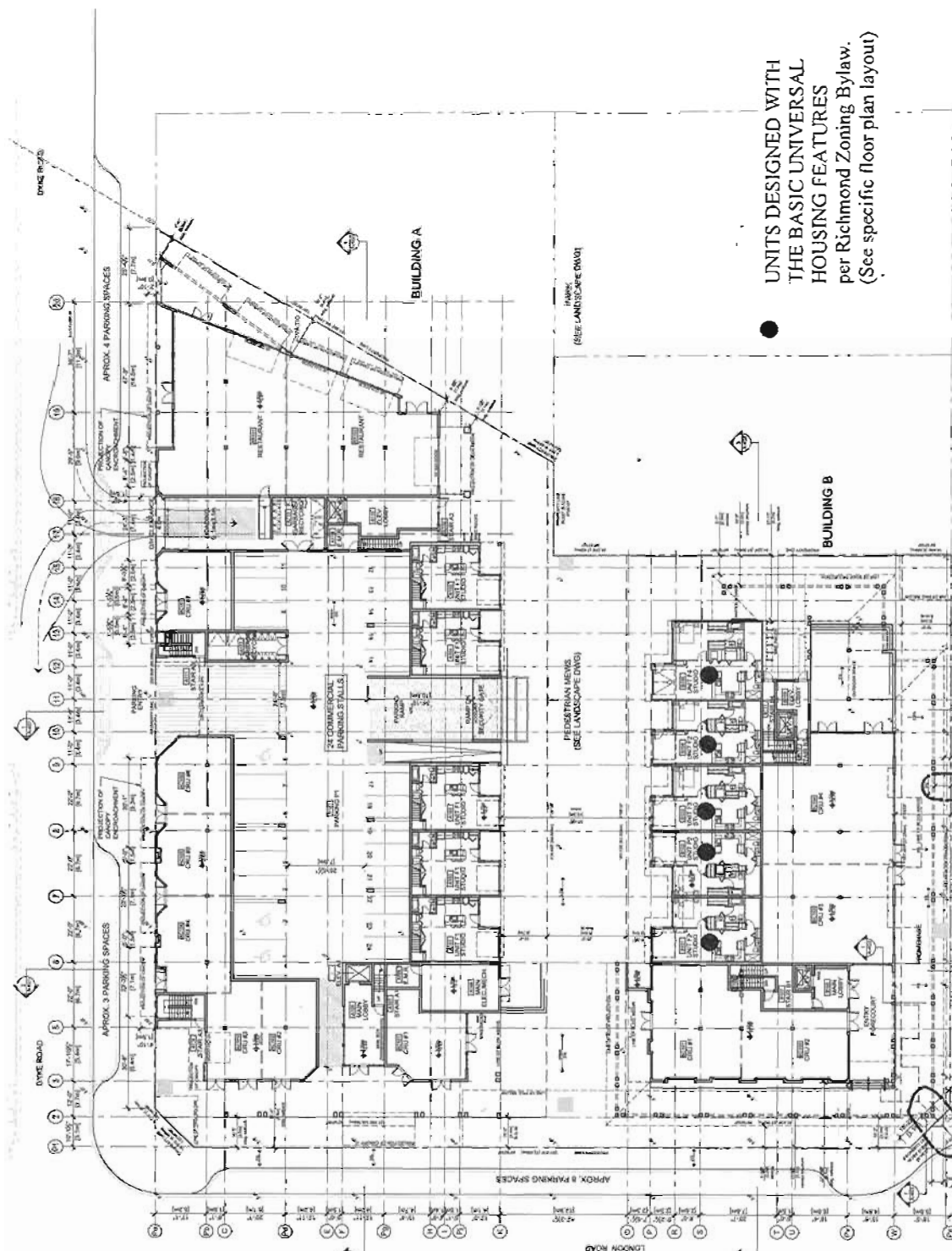
THE PIER AT LONDON LANDING
 RESIDENTIAL / COMMERCIAL
 MIXED USE DEVELOPMENT
 8160 LONDON ROAD
 RICHMOND, BC

ORIS
 Oris Development's
 (Klawak) Corp.

DATE:	17/11/2013
PROJECT:	THE PIER AT LONDON LANDING
CLIENT:	ORIS DEVELOPMENT'S (KLAWAK) CORP.
DESIGNER:	COTTER ARCHITECTS
SCALE:	1/8" = 1'-0"
DATE:	17/11/2013
PROJECT:	THE PIER AT LONDON LANDING
CLIENT:	ORIS DEVELOPMENT'S (KLAWAK) CORP.
DESIGNER:	COTTER ARCHITECTS
SCALE:	1/8" = 1'-0"
DATE:	17/11/2013

LEVEL L1 PLAN

46 UPDATED APRIL 17 2013
 A-202 F6



UNITS DESIGNED WITH THE BASIC UNIVERSAL HOUSING FEATURES per Richmond Zoning Bylaw. (See specific floor plan layout)

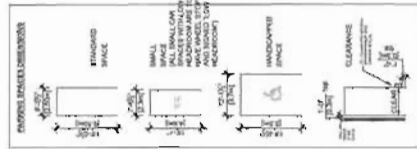
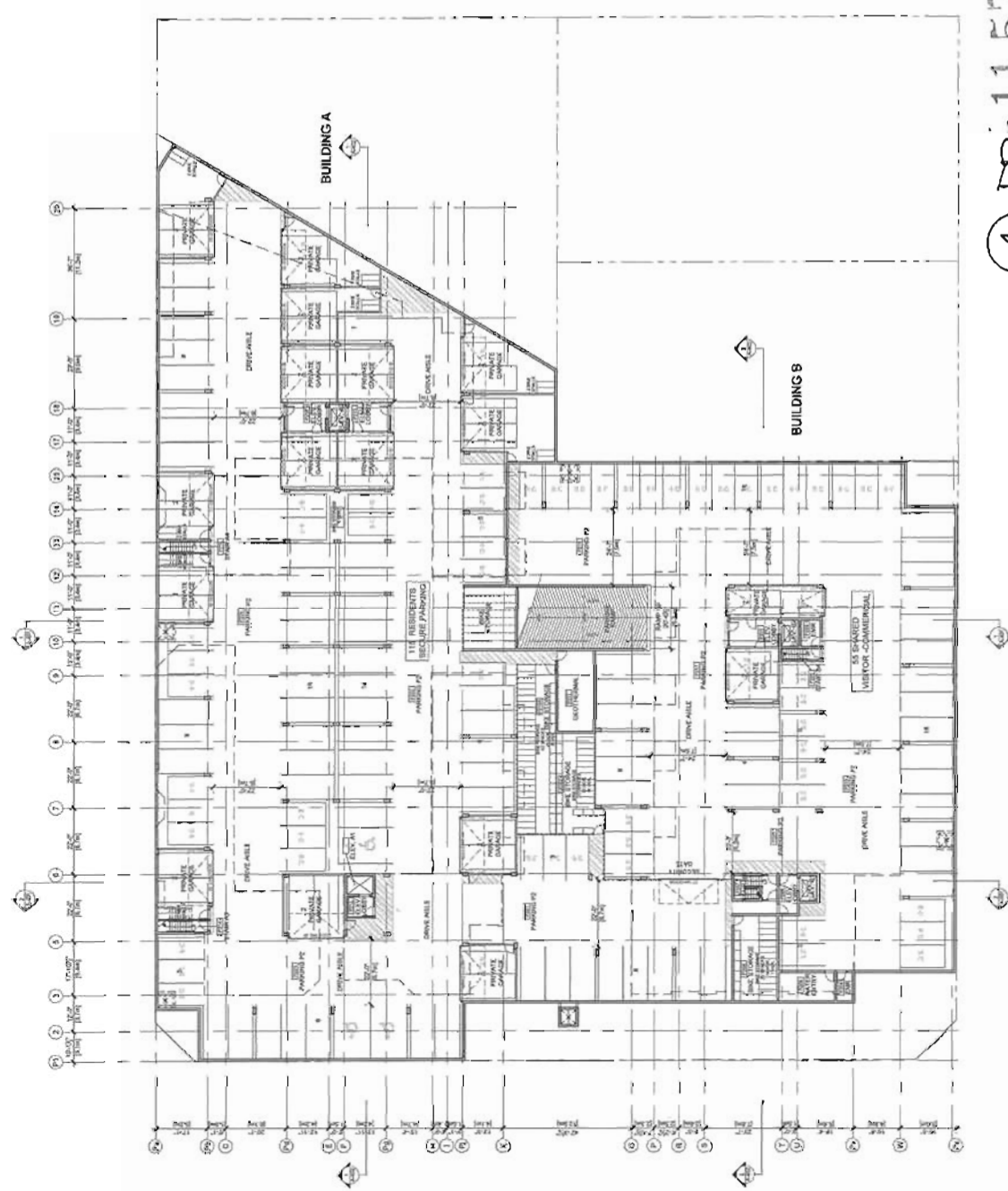
⑤ DP-11575759
 LEVEL L1 / PARKING
 SCALE: 1/8" = 1'-0"

1.6m setback VARIANCE

0.6m setback VARIANCE

0.6m setback VARIANCE

NOTES



NOTES TO SPECIFICATIONS

1. All dimensions are shown in feet and inches.
2. All dimensions are shown in feet and inches.
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18. All dimensions are shown in feet and inches.
19. All dimensions are shown in feet and inches.
20. All dimensions are shown in feet and inches.

cotter ARCHITECTS
 4275 SANDHILL ROAD, RICHMOND, VA 23234
 TEL: 804.271.1111 FAX: 804.271.1112
 WWW.COTTERARCHITECTS.COM

THE PIER AT LONDON LANDING
 RESIDENTIAL / COMMERCIAL
 8150 LONDON ROAD
 RICHMOND, VA

ORIS
 ORIS Developments
 (Kawaski) Corp.

DATE: 04/04/13
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/4" = 1'-0"

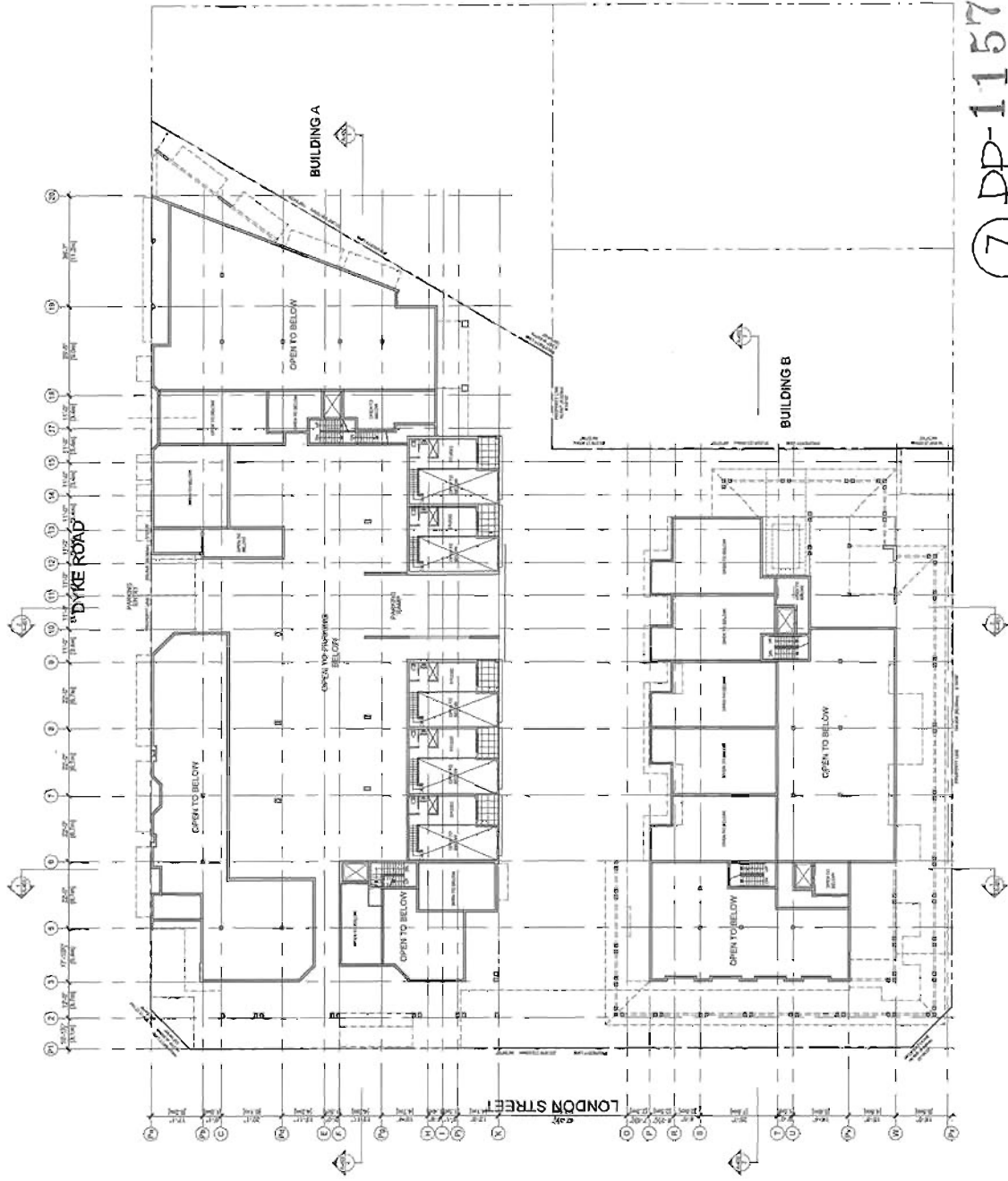
PARKING P2 PLAN

AS UPDATED APRIL 04, 2013
 SHEET: A-201
 OF: F4

④ DP-11575759

1 PARKING P2 PLAN
SCALE: 1/4" = 1'-0"

NOTES



7 DP-11575759

1 LEVEL MEZZANINE PLAN
A203 1:1 (1/4"=1'-0")

OPEN TO BELOW:

- 1. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 2. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 3. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 4. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 5. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 6. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 7. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 8. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 9. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 10. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 11. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 12. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 13. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 14. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 15. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 16. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 17. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 18. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 19. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 20. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 21. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 22. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 23. All areas below the mezzanine level are to be finished to match the mezzanine level.
- 24. All areas below the mezzanine level are to be finished to match the mezzanine level.

cotter
ARCHITECTS
4251 - 1230 103 STREET, RICHMOND, BC V6X 5P7
TEL: 604-273-1111 FAX: 604-273-1112

THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
REDEVELOPMENT
6160 LONDON ROAD
RICHMOND, BC

ORIS
Dixie Developments
(Kawaki) Corp.

DATE	1/27/13
BY	AK
CHECKED BY	AK
SCALE	1/4"=1'-0"
DATE PLOTTED	1/27/13
PLOTTED BY	AK
DATE	1/27/13
BY	AK

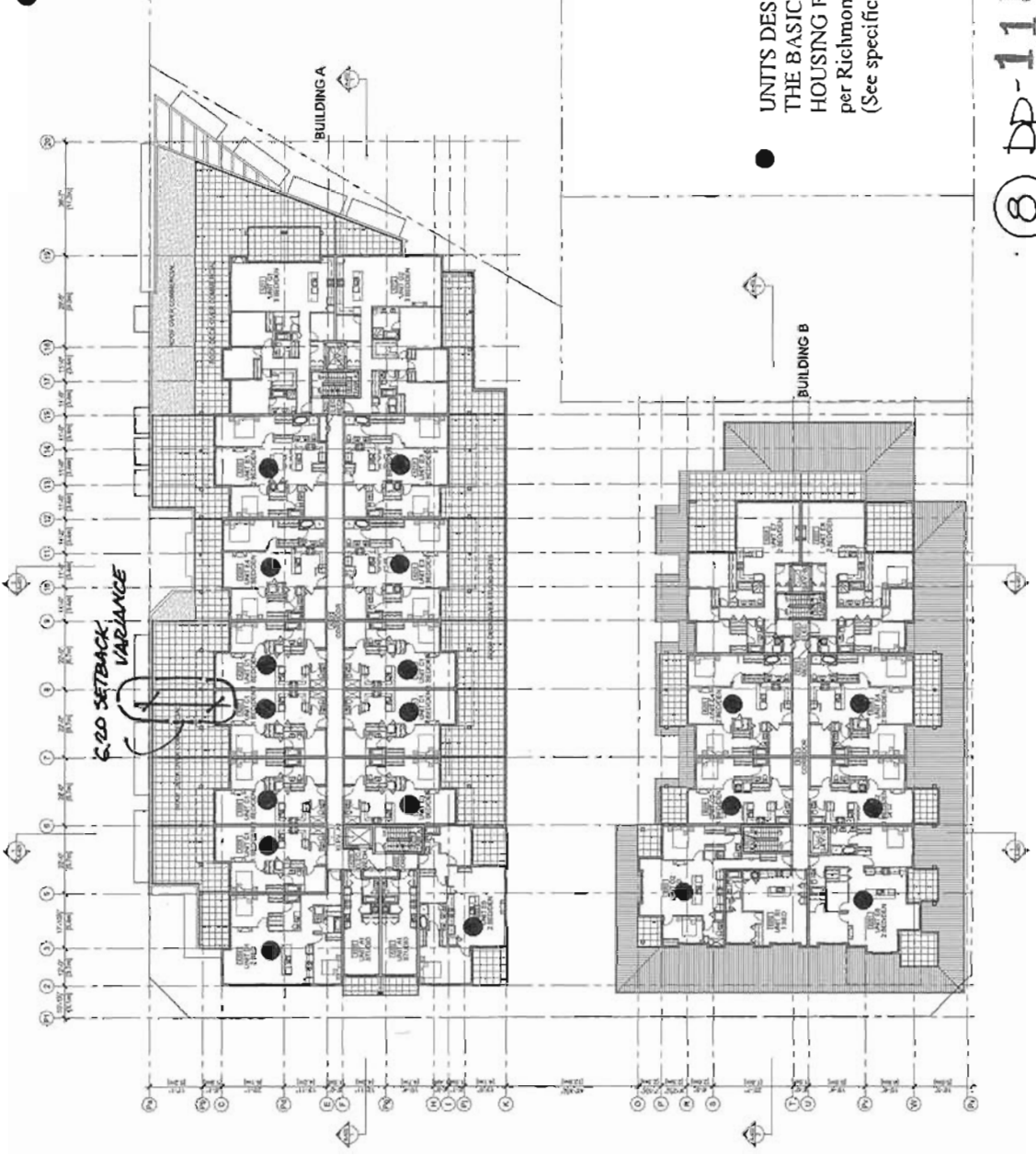
LEVEL MEZZANINE
OF STUDIO UNITS
AT BUILDING 'A'
AS UPDATED JANUARY 07, 2013

A-203 F2

NOTES



- GENERAL NOTES:**
- 1. All dimensions are in millimeters unless otherwise specified.
 - 2. All dimensions are to the centerline of walls and columns unless otherwise specified.
 - 3. All dimensions are to the finished floor level unless otherwise specified.
 - 4. All dimensions are to the centerline of walls and columns unless otherwise specified.
 - 5. All dimensions are to the centerline of walls and columns unless otherwise specified.
 - 6. All dimensions are to the centerline of walls and columns unless otherwise specified.
 - 7. All dimensions are to the centerline of walls and columns unless otherwise specified.
 - 8. All dimensions are to the centerline of walls and columns unless otherwise specified.
 - 9. All dimensions are to the centerline of walls and columns unless otherwise specified.
 - 10. All dimensions are to the centerline of walls and columns unless otherwise specified.
- REVISIONS:**
- | NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| 1 | | |
| 2 | | |
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| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |



UNITS DESIGNED WITH THE BASIC UNIVERSAL HOUSING FEATURES
 per Richmond Zoning Bylaw,
 (See specific floor plan layout)

cotter ARCHITECTS
 4750 - 12300 13 STREET, RICHMOND, BC V6X 1Z2
 TEL: 604-273-1111 FAX: 604-273-1112
 WWW.COTTERARCHITECTS.COM

ORIS
 ORIS Developments
 (Kowalski) Corp.

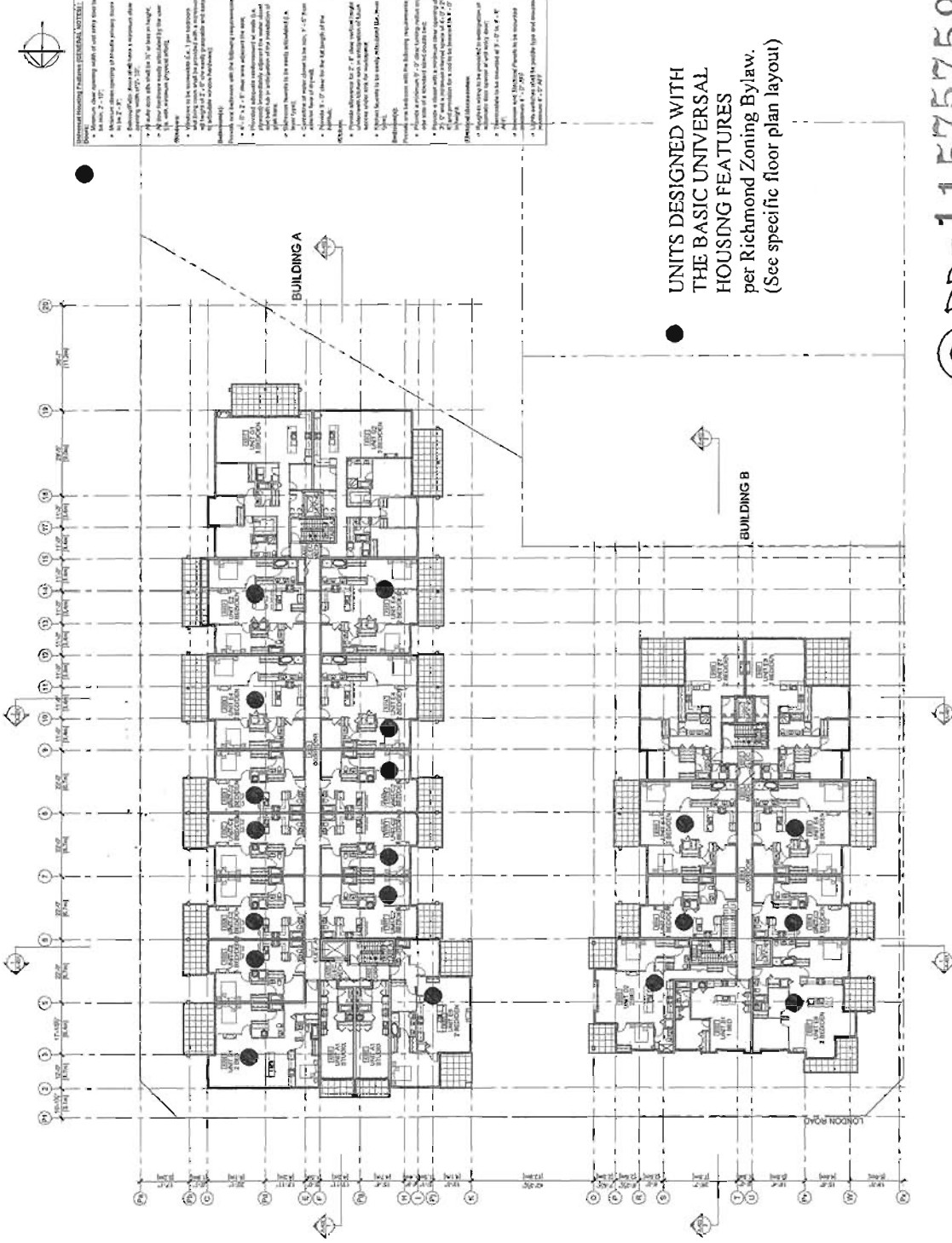
THE PIER AT LONDON LANDING
 RESIDENTIAL / COMMERCIAL
 DEVELOPMENT
 6180 LONDON ROAD
 RICHMOND, BC

DATE: 07/2013
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/8" = 1'-0"
 SHEET NO.: [Number]
 TOTAL SHEETS: [Number]

LEVEL L2 PLAN

As Updated January 07, 2013
 PLAN NO. A-204
 F2

8 DP-11575759
 1 LEVEL L2 PLAN
 1/20M



UNIT INFORMATION:

- All units are designed in accordance with the basic universal housing features.
- All units are designed in accordance with the basic universal housing features.
- All units are designed in accordance with the basic universal housing features.

Notes:

- All units are designed in accordance with the basic universal housing features.
- All units are designed in accordance with the basic universal housing features.
- All units are designed in accordance with the basic universal housing features.

UNITS DESIGNED WITH THE BASIC UNIVERSAL HOUSING FEATURES
per Richmond Zoning Bylaw.
(See specific floor plan layout)

DP-11575759

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

1. PROJECT NO.	2. PROJECT NAME	3. PROJECT LOCATION
4. PROJECT OWNER	5. PROJECT ARCHITECT	6. PROJECT DATE
7. PROJECT PHASE	8. PROJECT STATUS	9. PROJECT CONTACT
10. PROJECT BUDGET	11. PROJECT SCHEDULE	12. PROJECT RISK
13. PROJECT TEAM	14. PROJECT NOTES	15. PROJECT COMMENTS
16. PROJECT HISTORY	17. PROJECT REFERENCES	18. PROJECT LEGEND
19. PROJECT APPENDICES	20. PROJECT SIGNATURES	21. PROJECT STAMPS

cotter ARCHITECTS
1070-1130 NO. 1 ROAD, RICHMOND, BC, CANADA
V6X 1S4
TEL: (604) 273-2222
WWW.COTTERARCHITECTS.COM

ORIS
ORIS Development (Kawala) Corp.

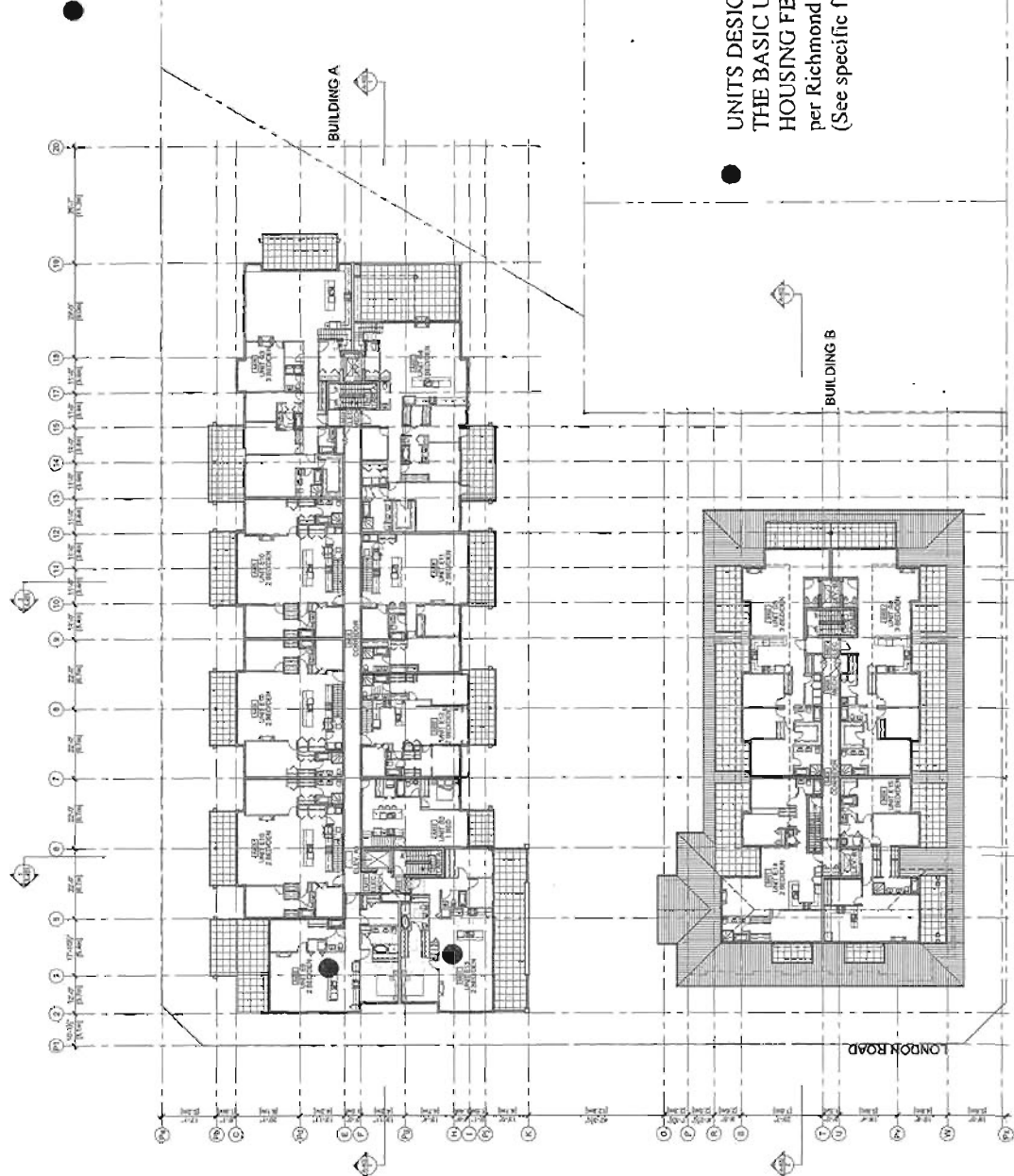
LEVEL L3 PLAN

AS Updated January 07, 2013

A-205 F2

NOTES

- General Building Features (GENERAL NOTES)**
- 1. Provide door opening width of 36" minimum clear to the wall, 3" min.
 - 2. Provide door opening of 80" minimum clear to the wall, 3" min.
 - 3. Minimum door shall have 3 minimum clear to the wall, 3" min.
 - 4. All door swing shall be 90° door swing.
 - 5. All door hardware shall be selected by the user.
 - 6. All door hardware shall be selected by the user.
 - 7. All door hardware shall be selected by the user.
 - 8. All door hardware shall be selected by the user.
 - 9. All door hardware shall be selected by the user.
 - 10. All door hardware shall be selected by the user.
- Structural Notes**
- 1. All structural members shall be in accordance with the following requirements:
 - 2. All structural members shall be in accordance with the following requirements:
 - 3. All structural members shall be in accordance with the following requirements:
 - 4. All structural members shall be in accordance with the following requirements:
 - 5. All structural members shall be in accordance with the following requirements:
 - 6. All structural members shall be in accordance with the following requirements:
 - 7. All structural members shall be in accordance with the following requirements:
 - 8. All structural members shall be in accordance with the following requirements:
 - 9. All structural members shall be in accordance with the following requirements:
 - 10. All structural members shall be in accordance with the following requirements:



UNITS DESIGNED WITH THE BASIC UNIVERSAL HOUSING FEATURES per Richmond Zoning Bylaw. (See specific floor plan layout)

NO.	DESCRIPTION	DATE
1	ISSUE FOR PERMIT	01/07/2013
2	ISSUE FOR PERMIT	01/07/2013
3	ISSUE FOR PERMIT	01/07/2013
4	ISSUE FOR PERMIT	01/07/2013
5	ISSUE FOR PERMIT	01/07/2013
6	ISSUE FOR PERMIT	01/07/2013
7	ISSUE FOR PERMIT	01/07/2013
8	ISSUE FOR PERMIT	01/07/2013
9	ISSUE FOR PERMIT	01/07/2013
10	ISSUE FOR PERMIT	01/07/2013
11	ISSUE FOR PERMIT	01/07/2013
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13	ISSUE FOR PERMIT	01/07/2013
14	ISSUE FOR PERMIT	01/07/2013
15	ISSUE FOR PERMIT	01/07/2013
16	ISSUE FOR PERMIT	01/07/2013
17	ISSUE FOR PERMIT	01/07/2013
18	ISSUE FOR PERMIT	01/07/2013
19	ISSUE FOR PERMIT	01/07/2013
20	ISSUE FOR PERMIT	01/07/2013

cotter ARCHITECTS
 4250 - 1500 130th STREET, RICHMOND, BC V6V 1P7
 TEL: 604-276-8888 FAX: 604-276-8889
 WWW.COTTERARCHITECTS.COM

PROJECT: THE PIER AT LONDON LANDING
 RESIDENTIAL COMMERCIAL DEVELOPMENT
 8160 LONDON ROAD
 RICHMOND, BC

CLIENT: Developments (Kawaski) Corp.

NO.	DESCRIPTION	DATE
1	ISSUE FOR PERMIT	01/07/2013
2	ISSUE FOR PERMIT	01/07/2013
3	ISSUE FOR PERMIT	01/07/2013
4	ISSUE FOR PERMIT	01/07/2013
5	ISSUE FOR PERMIT	01/07/2013
6	ISSUE FOR PERMIT	01/07/2013
7	ISSUE FOR PERMIT	01/07/2013
8	ISSUE FOR PERMIT	01/07/2013
9	ISSUE FOR PERMIT	01/07/2013
10	ISSUE FOR PERMIT	01/07/2013
11	ISSUE FOR PERMIT	01/07/2013
12	ISSUE FOR PERMIT	01/07/2013
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14	ISSUE FOR PERMIT	01/07/2013
15	ISSUE FOR PERMIT	01/07/2013
16	ISSUE FOR PERMIT	01/07/2013
17	ISSUE FOR PERMIT	01/07/2013
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20	ISSUE FOR PERMIT	01/07/2013

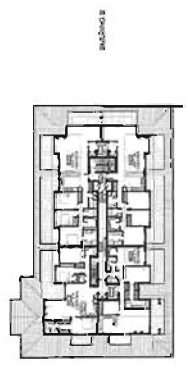
LEVEL L4 PLAN

10 DP-11575759
 1 LEVEL L4 PLAN
 SCALE: 1/8"=1'-0"

AS UPDATED JANUARY 07, 2013
 SHEET NO. A-206 OF F2

NOTES:

DESIGNATED UNIT PLANS AS PER UNIVERSAL HOUSING FEATURES



BUILDING B LEVEL L4
6 UNITS DESIGNATED WITH UNIVERSAL HOUSING FEATURES



BUILDING B LEVEL L3
6 UNITS DESIGNATED WITH UNIVERSAL HOUSING FEATURES



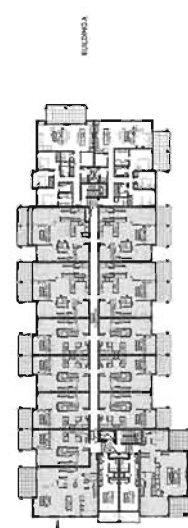
BUILDING B LEVEL L2
5 UNITS DESIGNATED WITH UNIVERSAL HOUSING FEATURES



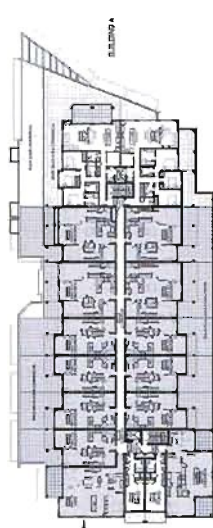
BUILDING B LEVEL L1/P1
5 UNITS DESIGNATED WITH UNIVERSAL HOUSING FEATURES



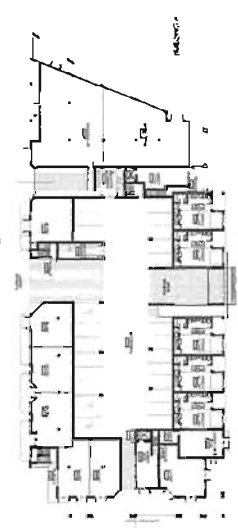
BUILDING A LEVEL L4
2 UNITS DESIGNATED WITH UNIVERSAL HOUSING FEATURES



BUILDING A LEVEL L3
13 UNITS DESIGNATED WITH UNIVERSAL HOUSING FEATURES



BUILDING A LEVEL L2
13 UNITS DESIGNATED WITH UNIVERSAL HOUSING FEATURES



BUILDING A LEVEL L1/P1
13 UNITS DESIGNATED WITH UNIVERSAL HOUSING FEATURES

NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	2013.01.07
2	REVISED FOR PERMITTING	2013.01.07
3	REVISED FOR PERMITTING	2013.01.07
4	REVISED FOR PERMITTING	2013.01.07
5	REVISED FOR PERMITTING	2013.01.07
6	REVISED FOR PERMITTING	2013.01.07
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8	REVISED FOR PERMITTING	2013.01.07
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10	REVISED FOR PERMITTING	2013.01.07
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100	REVISED FOR PERMITTING	2013.01.07

cotter ARCHITECTS
 4720 - 11500 3 RD, RICHMOND, BC V6X 3J7
 TEL: 604.273.1111 FAX: 604.273.1112
 WWW.COTTERARCHITECTS.COM

THE PIER AT LONDON LANDING
 RESIDENTIAL / COMMERCIAL
 11500 3RD FLOOR / 11500 3RD FLOOR
 RICHMOND, BC

ORIS
 ORIS Developments
 (Kawako) Corp.

DATE: 2013.01.07

SCALE: 1/8" = 1'-0"

DATE: 2013.01.07

BASIC UNIVERSAL UNIT PLAN

Project: DP-115757-12
 Date: 2013.01.07
 A-251
 F2

DESIGNATED UNIT PLANS AS PER UNIVERSAL HOUSING FEATURES

- 1. UNIT TYPE 'D1'
- 2. UNIT TYPE 'F2'
- 3. UNIT TYPE 'D2'

NOTES:
 1. ALL DIMENSIONS ARE IN METERS.
 2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
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1. UNIT TYPE 'D1'

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100. UNIT TYPE 'D2'

DESIGNATED UNIT PLANS
AS PER
UNIVERSAL HOUSING
FEATURES

NOTES

- 1. All dimensions are in millimeters unless otherwise specified.
- 2. All dimensions are to the centerline of walls unless otherwise specified.
- 3. All dimensions are to the finished surface unless otherwise specified.
- 4. All dimensions are to the centerline of doors unless otherwise specified.
- 5. All dimensions are to the centerline of windows unless otherwise specified.
- 6. All dimensions are to the centerline of stairs unless otherwise specified.
- 7. All dimensions are to the centerline of columns unless otherwise specified.
- 8. All dimensions are to the centerline of beams unless otherwise specified.
- 9. All dimensions are to the centerline of slabs unless otherwise specified.
- 10. All dimensions are to the centerline of foundations unless otherwise specified.
- 11. All dimensions are to the centerline of foundations unless otherwise specified.
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ARCHITECTS

270 - 11800 118A WOODBINE BLVD. VANCOUVER, BC V6L 2K1
TEL: 604-271-1180 FAX: 604-271-1181
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PROJECT: THE PIER AT LONDON LANDING
RESIDENTIAL COMMERCIAL
CONDOMINIUM DEVELOPMENT
6180 LONDON ROAD
RICHMOND, BC.

Client: Olex Developments (Kawaski) Corp.

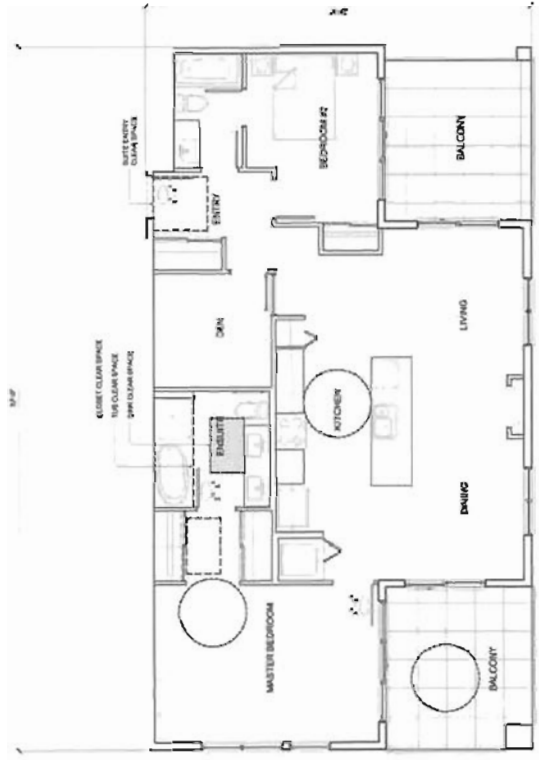
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BASIC UNIVERSAL
UNIT PLAN

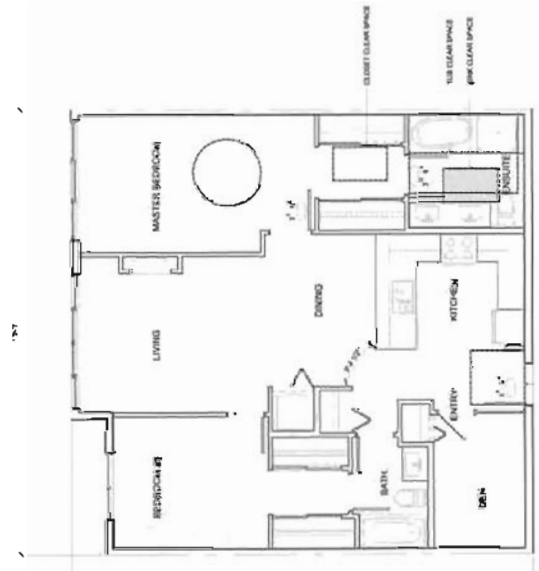
Approved January 01, 2013

A-253 F2

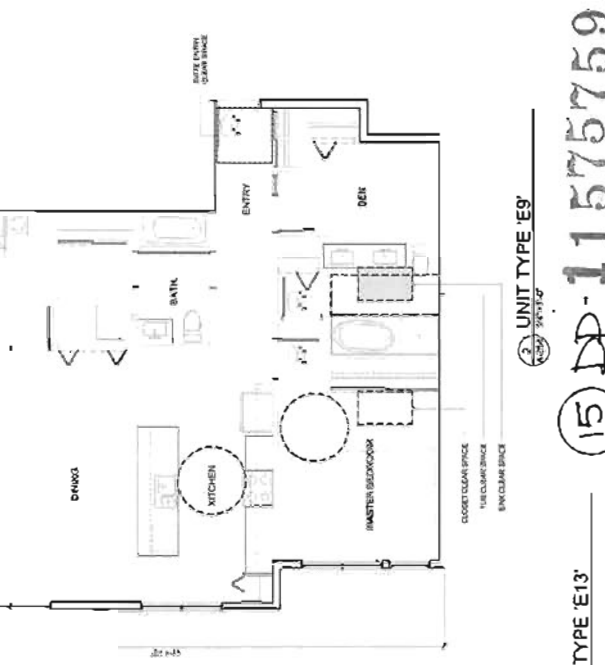
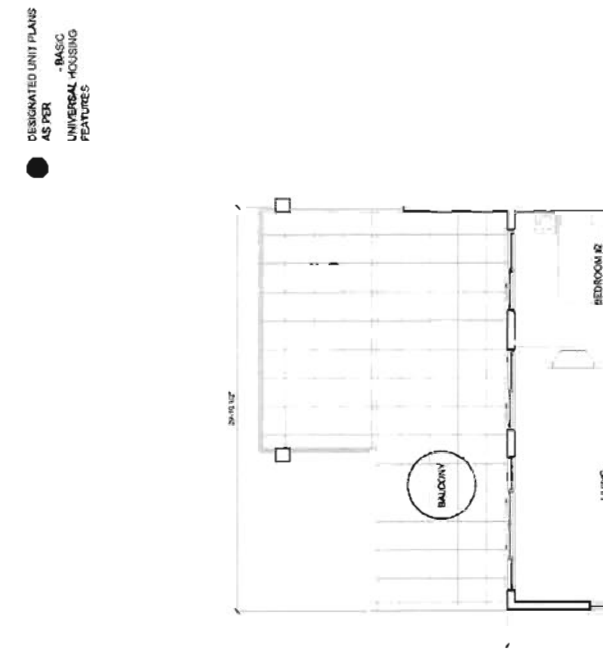
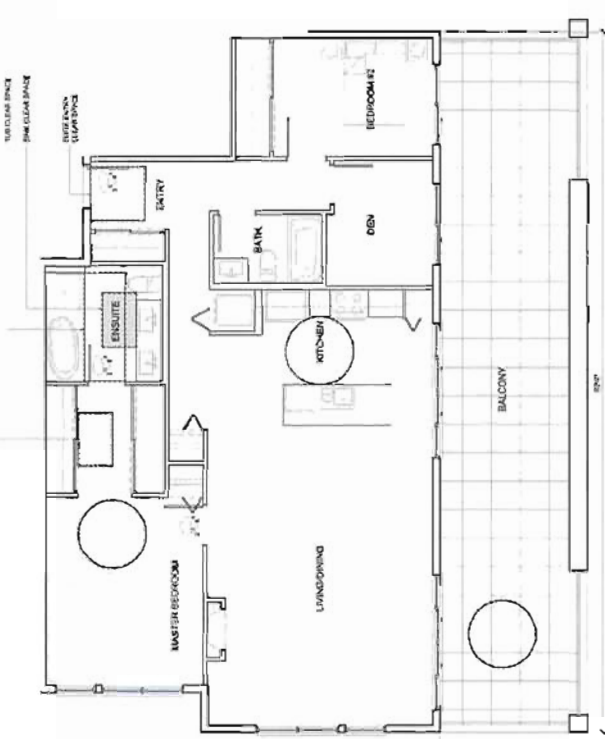
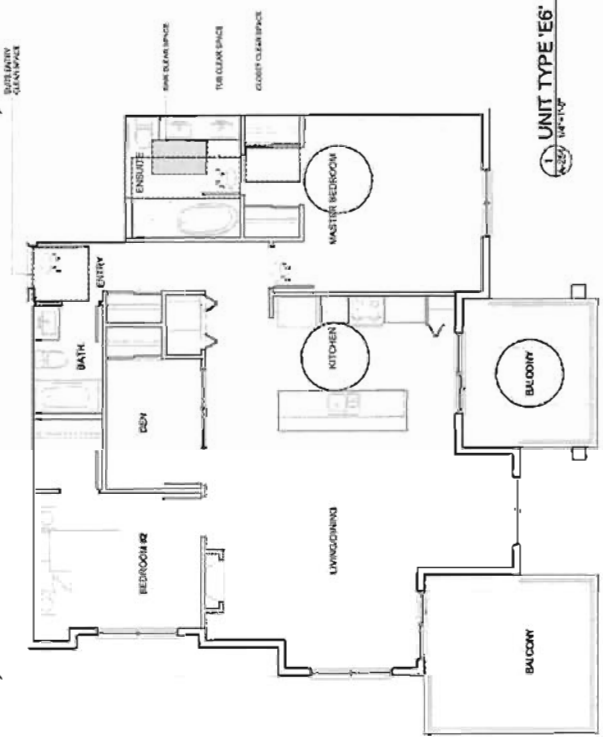


UNIT TYPE E5

14DP-11575759



UNIT TYPE E4



NOTES:

1. ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE IN METERS.
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2700 - 132 STREET, RICHMOND, BC V6X 3L3

ORIS

Old Developments (Kawak) Corp.

THE PIER AT LONDON LANING

RESIDENTIAL COMMERCIAL RESIDENTIAL DEVELOPMENT

6160 LONDON ROAD

Richmond, BC

BASIC UNIVERSAL UNIT PLAN

As-Updated January 07, 2013

Project No: A-254

Sheet No: F2

15 DP-11575759

UNIT TYPE 'E13'

UNIT TYPE 'E9'

DESIGNATED UNIT PLANS AS PER BASIC UNIVERSAL HOUSING FEATURES

NOTES

1. GENERAL NOTES
2. ARCHITECTURAL SYMBOLS
3. MATERIALS
4. FINISHES
5. MECHANICAL
6. ELECTRICAL
7. PLUMBING
8. ROOFING
9. EXTERIOR WALLS
10. EXTERIOR FLOORS
11. EXTERIOR STAIRS
12. EXTERIOR RAILINGS
13. EXTERIOR DOORS
14. EXTERIOR WINDOWS
15. EXTERIOR LIGHTING
16. EXTERIOR SIGNAGE
17. EXTERIOR LANDSCAPE
18. EXTERIOR UTILITIES
19. EXTERIOR ACCESSORIES
20. EXTERIOR DETAILS
21. EXTERIOR SECTION
22. EXTERIOR ELEVATIONS
23. EXTERIOR PAINT
24. EXTERIOR GLASS
25. EXTERIOR METALS
26. EXTERIOR WOOD
27. EXTERIOR STONE
28. EXTERIOR BRICK
29. EXTERIOR CONCRETE
30. EXTERIOR MASONRY
31. EXTERIOR ROOFING
32. EXTERIOR SLOPE
33. EXTERIOR DRAINAGE
34. EXTERIOR VENTILATION
35. EXTERIOR INSULATION
36. EXTERIOR SOUND
37. EXTERIOR SECURITY
38. EXTERIOR SAFETY
39. EXTERIOR MAINTENANCE
40. EXTERIOR ACCESSIBILITY
41. EXTERIOR ENERGY
42. EXTERIOR SUSTAINABILITY
43. EXTERIOR HISTORIC
44. EXTERIOR MONUMENTAL
45. EXTERIOR CONTEMPORARY
46. EXTERIOR TRADITIONAL
47. EXTERIOR MODERN
48. EXTERIOR INDUSTRIAL
49. EXTERIOR RUSTIC
50. EXTERIOR ELEGANT
51. EXTERIOR LUXURY
52. EXTERIOR AFFORDABLE
53. EXTERIOR FUNCTIONAL
54. EXTERIOR AESTHETIC
55. EXTERIOR DURABLE
56. EXTERIOR VERSATILE
57. EXTERIOR ADAPTIVE
58. EXTERIOR FLEXIBLE
59. EXTERIOR INNOVATIVE
60. EXTERIOR SUSTAINABLE

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100 LONDON ROAD, RICHMOND, BC V6V 1P7
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WWW.COTTERARCHITECTS.COM

THE PIER AT LONDON LANDING
RESIDENTIAL COMMERCIAL
PHASE 1 - WEST ELEVATION
8160 LONDON ROAD
RICHMOND, BC

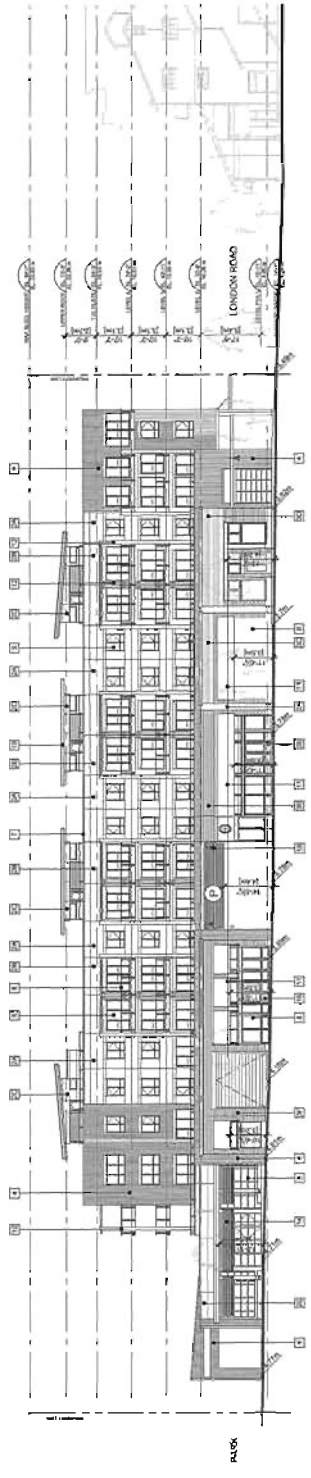
ORIS
Oris Developments
(Kawaky) Corp.

DATE	1/14/19
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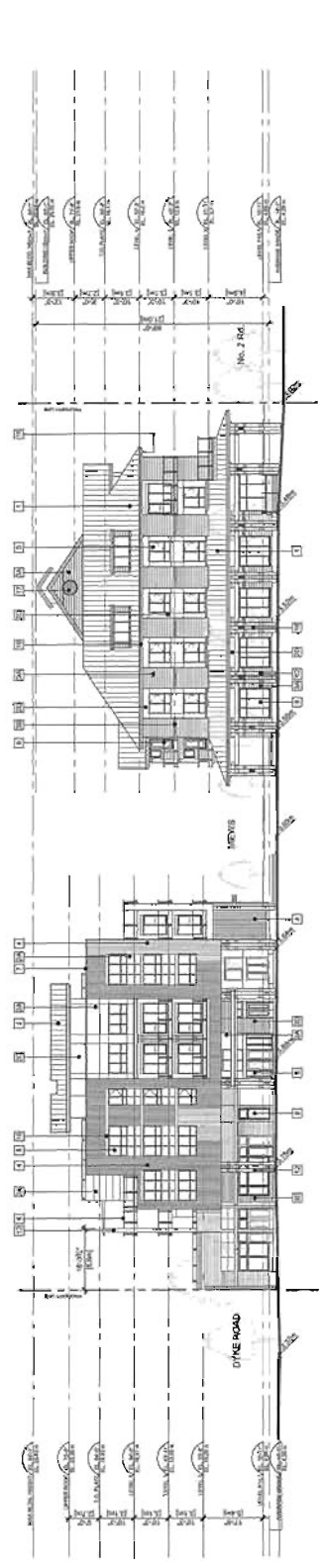
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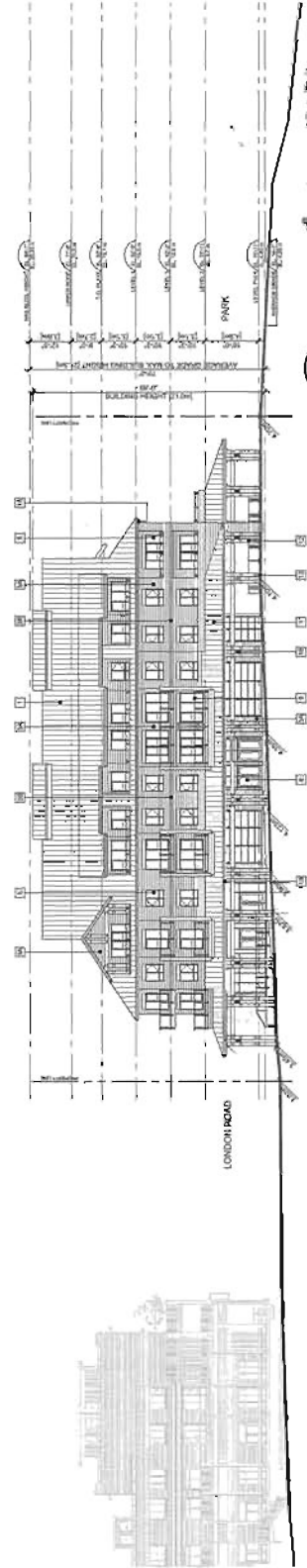
A-301 F5



WEST ELEVATION (PHASE 1) (NOV 2018)



WEST ELEVATION (LONDON ROAD) (NOV 2018)



16 DP - 11575759

WEST ELEVATION (NO. 2 ROAD) (NOV 2018)

NOTES:

1. GENERAL NOTES
2. ARCHITECTURAL NOTES
3. STRUCTURAL NOTES
4. MECHANICAL NOTES
5. ELECTRICAL NOTES
6. PLUMBING NOTES
7. FINISHES NOTES
8. SCHEDULES
9. SPECIFICATIONS
10. MATERIALS
11. CONSTRUCTION METHODS
12. ACCESSIBILITY
13. SAFETY
14. ENVIRONMENTAL
15. ENERGY EFFICIENCY
16. SUSTAINABILITY
17. HISTORIC PRESERVATION
18. ARCHITECTURAL HISTORY
19. CULTURAL HERITAGE
20. LANDSCAPE ARCHITECTURE
21. SITE PLANNING
22. UTILITY LOCATIONS
23. SURVEY DATA
24. ADJACENT PROPERTIES
25. ZONING REGULATIONS
26. PERMITS AND APPROVALS
27. CONTRACT DOCUMENTS
28. GENERAL CONTRACTOR
29. SUBCONTRACTORS
30. SUPPLIERS
31. MANUFACTURERS
32. DISTRIBUTORS
33. INSTALLATION
34. MAINTENANCE
35. OPERATION
36. DEMOLITION
37. REPAIRS
38. RENOVATIONS
39. ADDITIONS
40. ALTERATIONS
41. MODIFICATIONS
42. CORRECTIONS
43. VARIATIONS
44. OMISSIONS
45. ERRATA
46. REVISIONS
47. COMMENTS
48. OBSERVATIONS
49. RECOMMENDATIONS
50. CONCLUSIONS

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PROJECT:
THE PIER AT LONDON LANDING
 RESIDENTIAL / COMMERCIAL
 MIXED USE DEVELOPMENT
 6760 LONDON ROAD
 Richmond, BC.

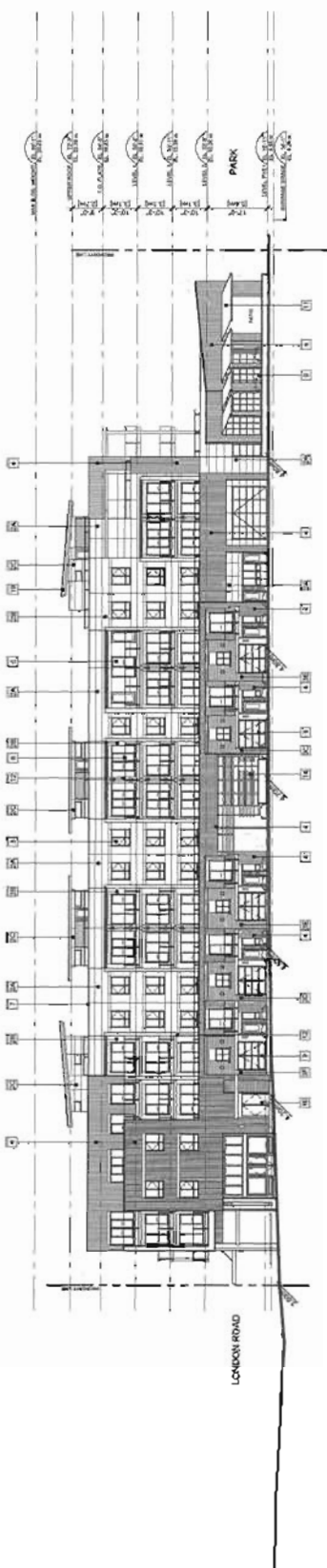


CLIENT:
 Oris Developments
 (Kawak) Corp.

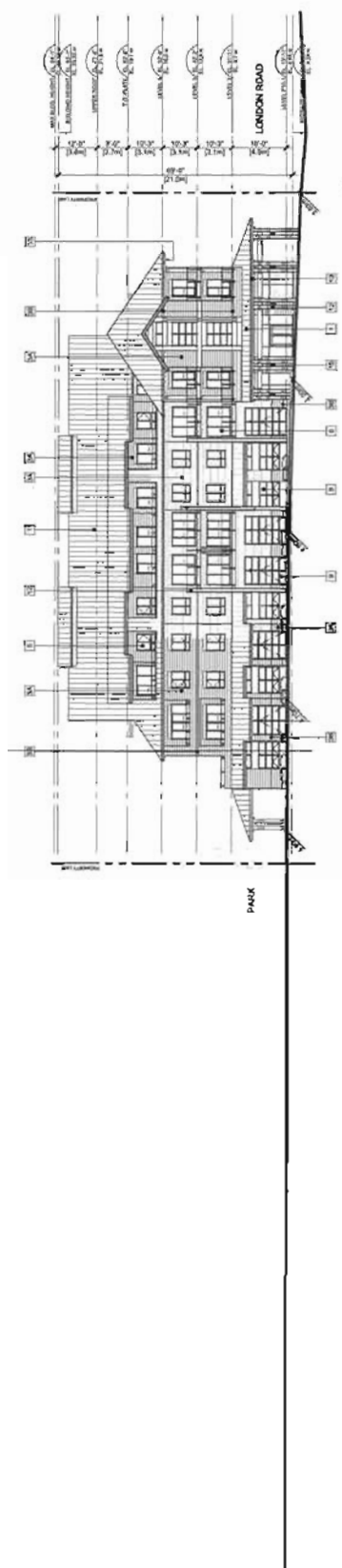
BUILDING ELEVATIONS

AS UPDATED APRIL 17, 2013

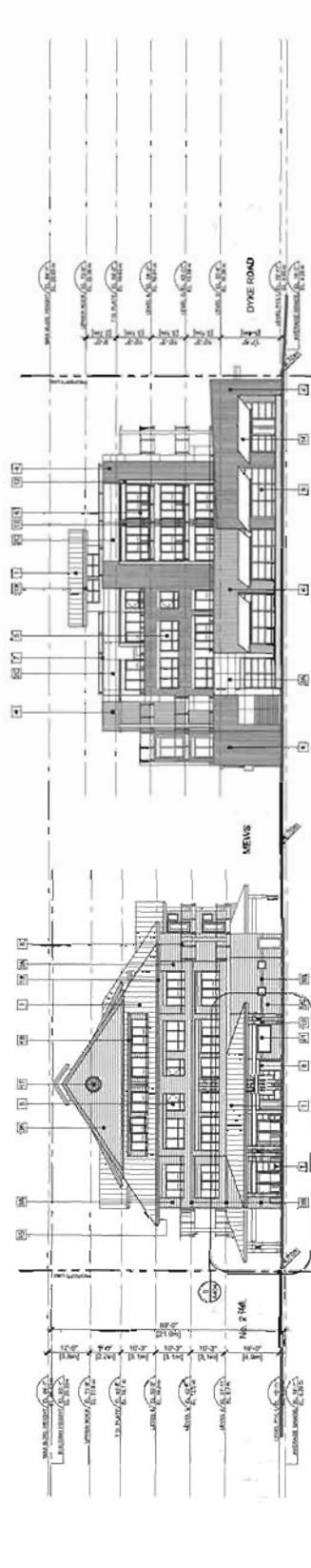
A-302 F6



1 WEST ELEVATION VIEW



2 EAST ELEVATION VIEW



3 NORTH ELEVATION FOR PAGES 100-101

17 DP - 11575759

NOTES

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4210 - 11800 603 ROAD, RICHMOND, BC V7A 1J7
Tel: 604-273-2222 Fax: 604-273-2223
www.cotterarchitects.com

PROJECT:
THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
8160 LONDON ROAD
Richmond, BC

CLIENT:
ORIS Developments
(Kempco) Corp.

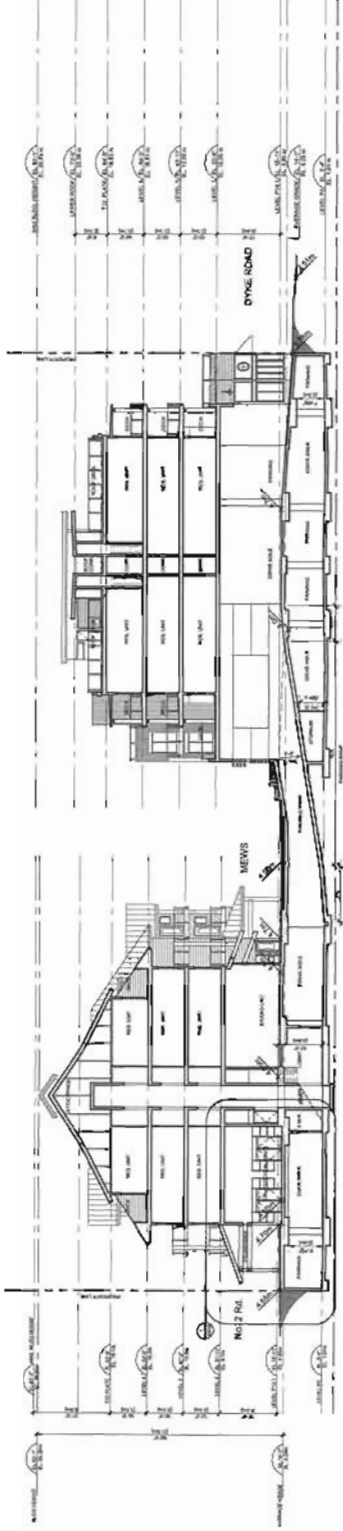
DATE:	NOV 14 2012
PROJECT NO.:	111575759
DATE:	NOV 14 2012
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PROJECT NO.:	111575759

BUILDING SECTIONS

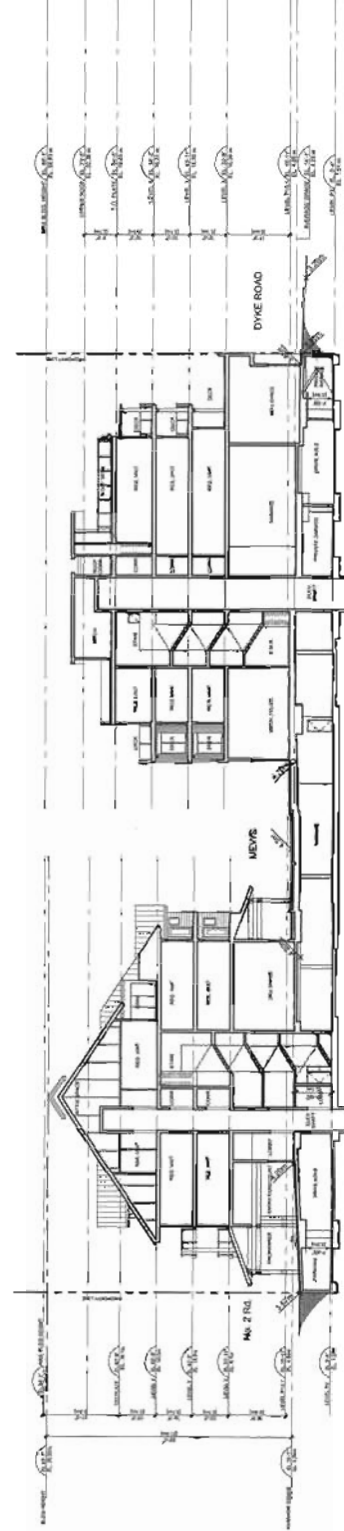
AS UPDATED APRIL 17, 2013

A-401

F6



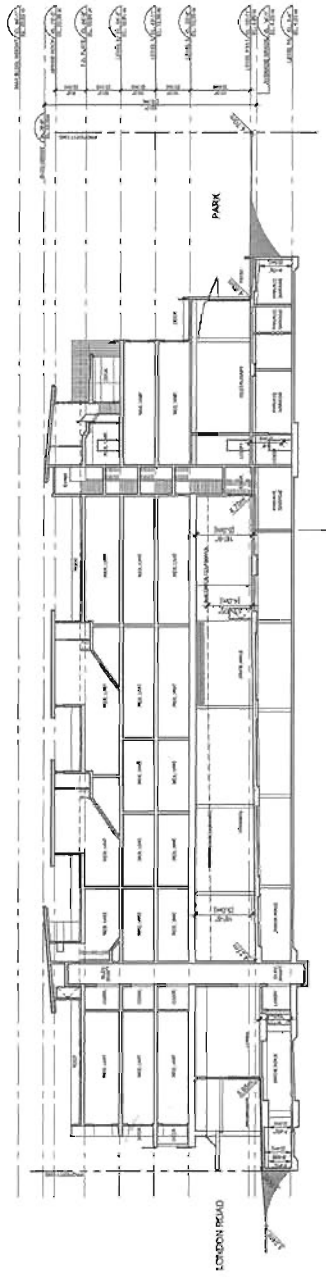
1 BUILDING SECTION AT DYKE ROAD THROUGH VEHICLE RAMP
Scale: 1/4" = 1'-0"



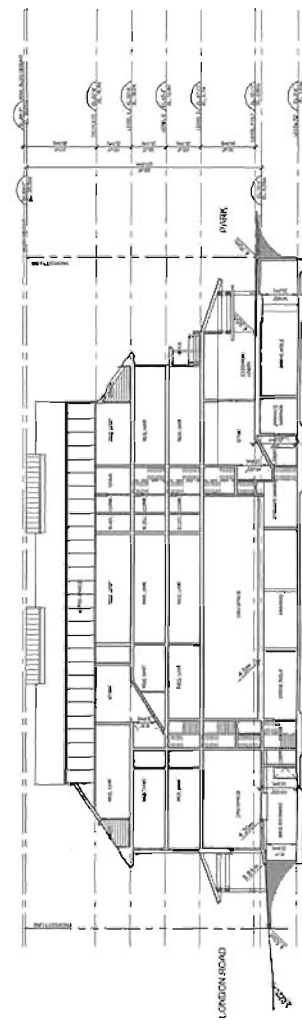
2 BUILDING SECTION AT DYKE ROAD THROUGH MEWS
Scale: 1/4" = 1'-0"

18 DP - 11575759

NOTES



SECTION A-A
BUILDING SECTION AT LONDON ROAD (SEE PILE DRILL LOG)



SECTION B-B
BUILDING SECTION AT LONDON ROAD (SEE PILE DRILL LOG)

NO.	DESCRIPTION	DATE
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2	FOR LOCAL MUNICIPALITY APPROVAL	12/11/13
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50	FOR LOCAL MUNICIPALITY APPROVAL	12/11/13

cotter
ARCHITECTS
4011 150TH STREET, RICHMOND, BC V6V 1M7
PH: 604.273.1111 FAX: 604.273.1112
WWW.COTTERARCHITECTS.COM

THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
DEVELOPMENT
8180 LONDON ROAD
RICHMOND, BC

ORIS
ORIS Developments
(Katoaki) Corp.

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	12/11/13
2	FOR LOCAL MUNICIPALITY APPROVAL	12/11/13
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BUILDING SECTIONS

AS REVISED APRIL 12, 2013
A-402
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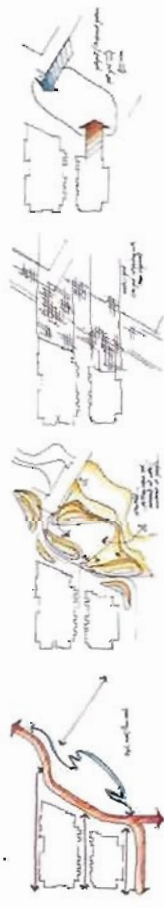
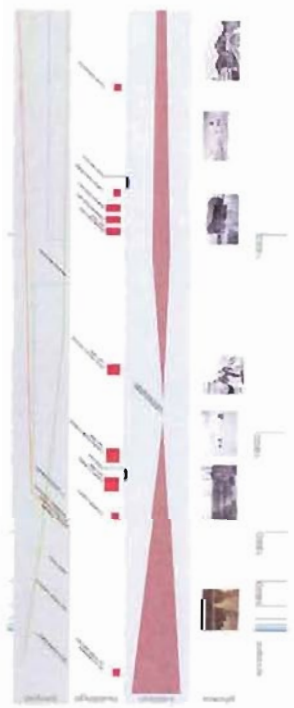
19 DP-11575759

hapa

Architecture
 Landscape
 Urban Planning
 Interior Design
 Product Design



Project Information	
Project Name	The Pier at London Landing
Location	Richmond, VA
Client	Metropolitan Police
Phase	Concept Design
Scale	1:10
Team	hapa



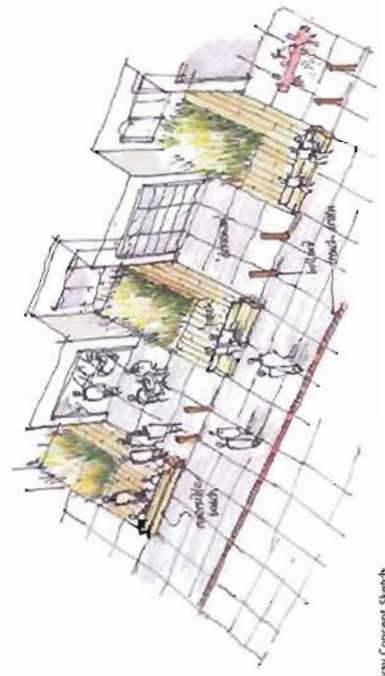
- Site Plan**
- Shows the layout of the site, including buildings, roads, and landscaping.
 - Provides a clear visual representation of the proposed design.
 - Helps to identify potential issues and opportunities for improvement.
 - Serves as a key tool for communicating the design to stakeholders.



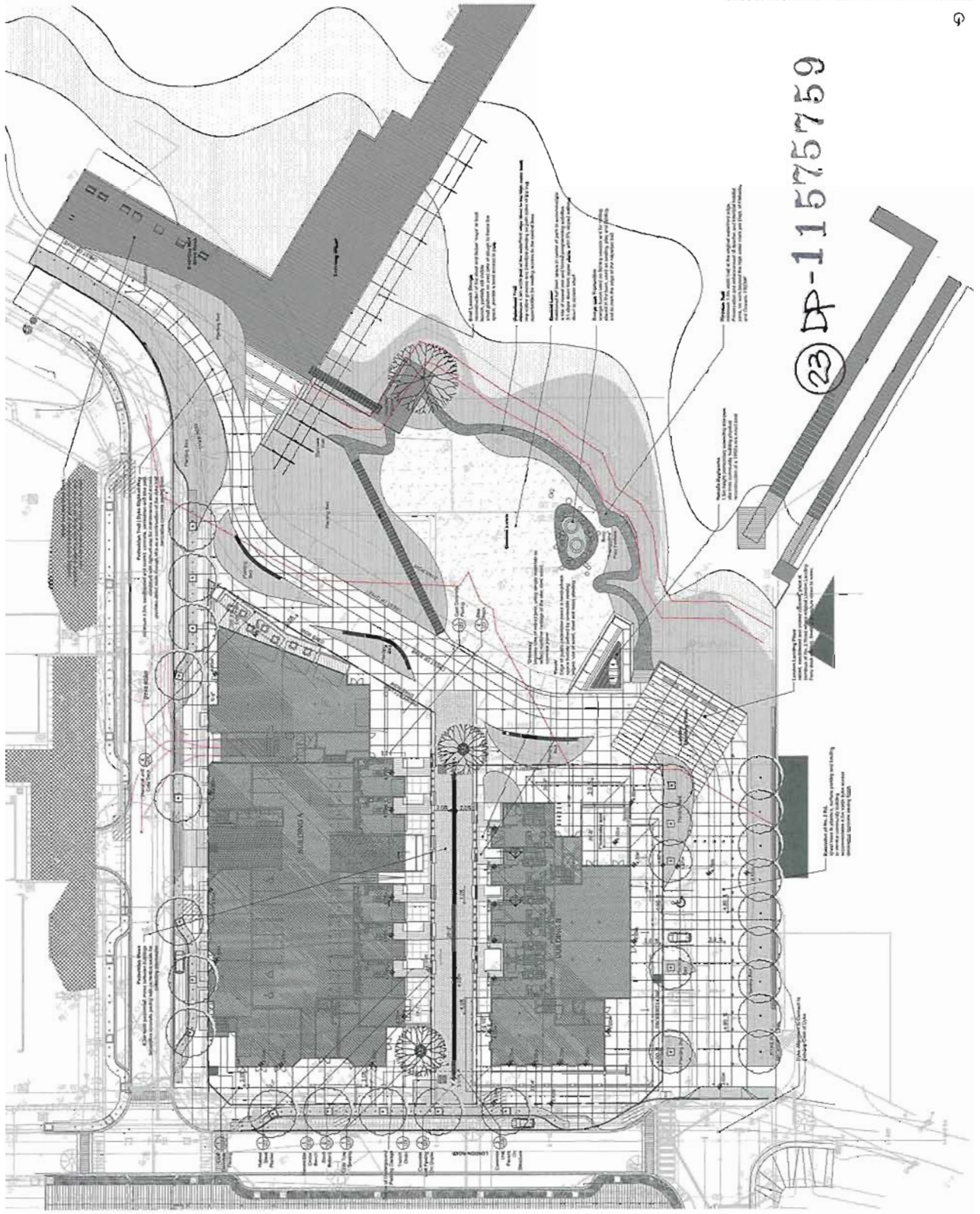
Prevalent Imagery

Landscape Concept Sketch

- Shows the overall concept for the landscape design.
- Provides a clear visual representation of the proposed design.
- Helps to identify potential issues and opportunities for improvement.
- Serves as a key tool for communicating the design to stakeholders.



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NO.	DATE	DESCRIPTION
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2	11/15/11	REVISIONS
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The Pier
Pier Landing
Millerton, CA

Site Plan
Architectural and Layout

NO.	DATE	DESCRIPTION
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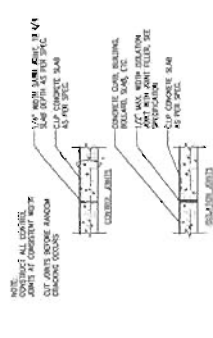
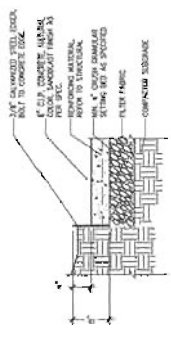
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The Firm
 At: London Landing
 1000 West Beaver Creek
 Richmond Hill, Ontario

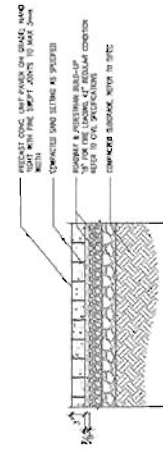
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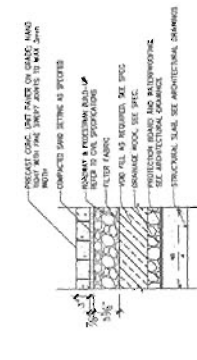
25 DP - 11575759



1.1 Cast Concrete Paving
 (13) 1107-1107



1.2 Concrete Unit Pavers on Grade
 (13) 1107-1107



1.3 Concrete Unit Pavers on Structural Slab
 (13) 1107-1107

PLAN - IRREGULAR PATTERNS



SECTION

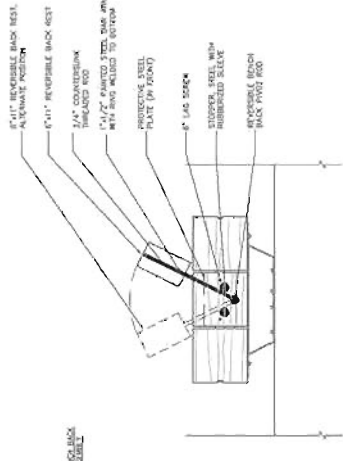
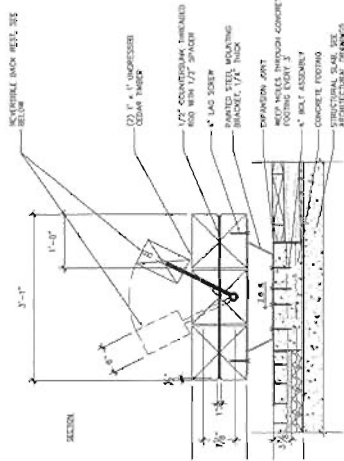


1.4 Trench Drain
 (13) 1107-1107

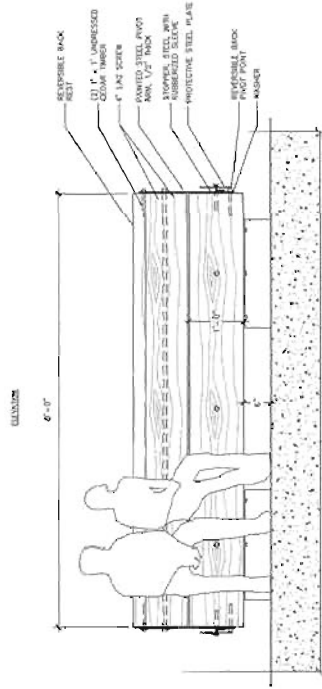
NOTES

- 1. COMPRESSIVE STRENGTH OF ALL CONCRETE SHALL BE 25 MPa.
- 2. TARGET CURING WEIGHT LOSS SHALL BE 7% MAX. 28 DAYS.
- 3. FINISH SHALL BE AS SPECIFIED BY ARCHITECT.
- 4. DIMENSIONS OF PAVING UNITS, OF THIS DETAIL SHALL BE APPROVED BY ARCHITECT.
- 5. CUR CONCRETE, MAXIMUM COLOR, MAXIMUM FINISH AS PER SPEC.
- 6. CUR CONCRETE JOINTING.
- 7. CUR CONCRETE JOINTING SHALL BE 10mm DEEP CHANNEL SETTING BED AS SPECIFIED.
- 8. CUR CONCRETE JOINTING SHALL BE 10mm DEEP CHANNEL SETTING BED AS SPECIFIED.
- 9. CUR CONCRETE JOINTING SHALL BE 10mm DEEP CHANNEL SETTING BED AS SPECIFIED.
- 10. CUR CONCRETE JOINTING SHALL BE 10mm DEEP CHANNEL SETTING BED AS SPECIFIED.

1.5 C.I.P. Concrete Paving on Grade
 (13) 1107-1107



Reversible Timber Bench



NOTES: MATERIALS TO BE USED ARE:
 1. GALVANIZED, THICKNESS 1/8\"/>

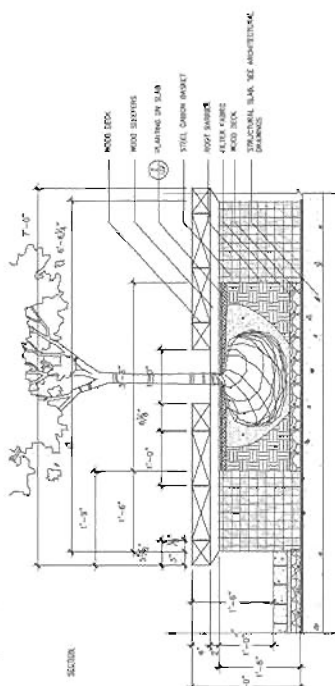
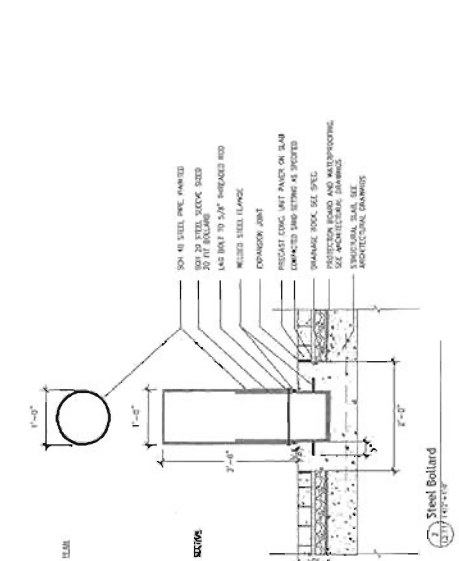
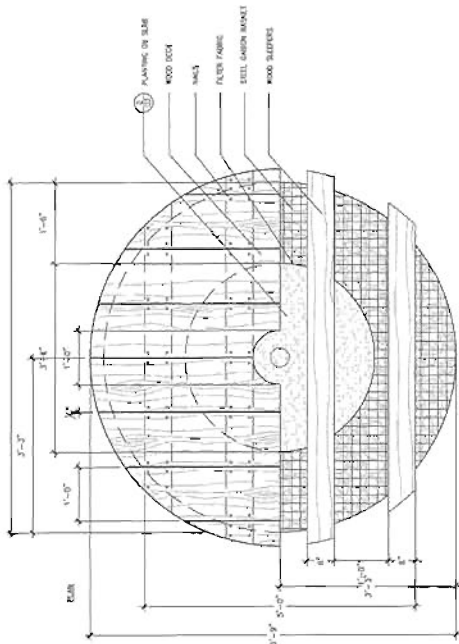
26 DP-11575759

NO.	DESCRIPTION	QTY	UNIT
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2	6\"/>		

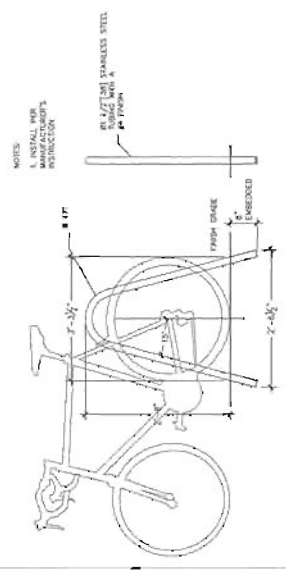
The Firm
 At London Limited
 100 Broad Street
 London EC4A 3DF

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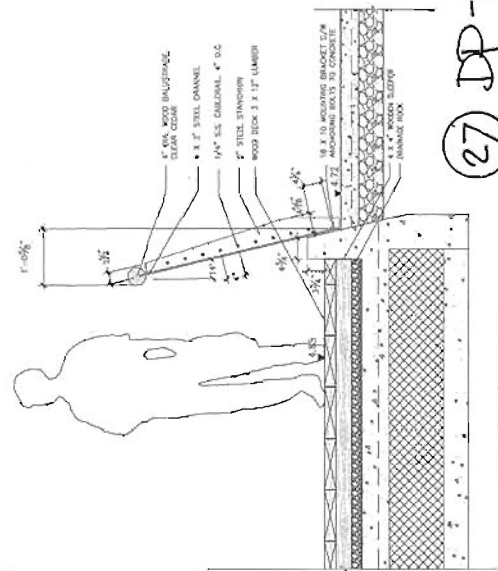
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Crab Trap Seating - Section



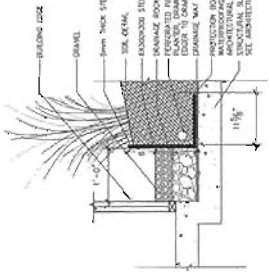
Bike Rack



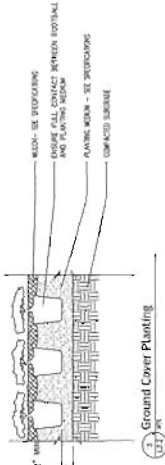
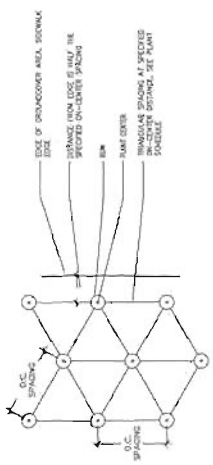
Hand Rail and Cafe Deck

27 DP-11575759

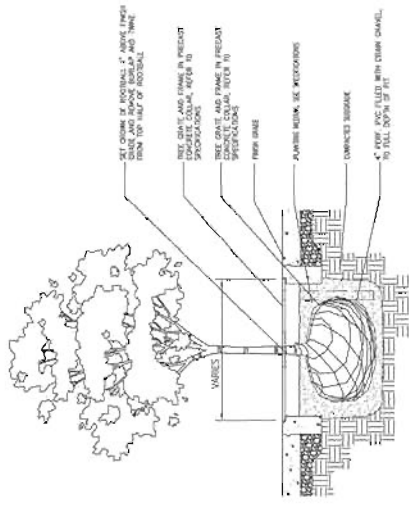
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DATE	12/10/2019
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CLIENT	
PROJECT TYPE	
PROJECT ADDRESS	
PROJECT PHONE	
PROJECT FAX	
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PROJECT WEBSITE	
PROJECT STATUS	
PROJECT PHASE	
PROJECT BUDGET	
PROJECT RISK	
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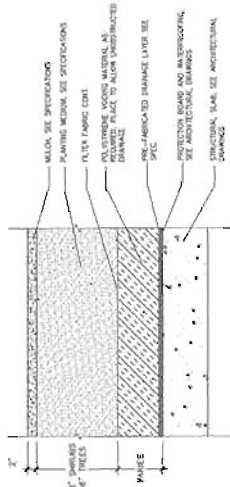
Steel Planter
 1/2" = 1'-0"



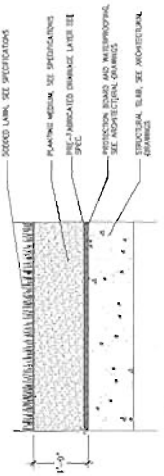
Ground Cover Planting
 1/2" = 1'-0"



Tree Planting
 1/2" = 1'-0"



Soil Profile on Slab
 1/2" = 1'-0"



Lawn on Slab
 1/2" = 1'-0"

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NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	08/11/11
2	ISSUED FOR CONSTRUCTION	08/11/11
3	ISSUED FOR AS-BUILT	08/11/11
4	ISSUED FOR ARCHIVE	08/11/11

The Plan
 at London Landing
 1100 15th Street
 Washington, DC

Project
 Details

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	08/11/11
2	ISSUED FOR CONSTRUCTION	08/11/11
3	ISSUED FOR AS-BUILT	08/11/11
4	ISSUED FOR ARCHIVE	08/11/11

L2.2

NO.	DATE	DESCRIPTION
1	01.15.14	PRELIMINARY DESIGN
2	02.10.14	SCHEMATIC DESIGN
3	03.25.14	CONCEPT DESIGN
4	05.01.14	SCHEMATIC DESIGN
5	05.15.14	SCHEMATIC DESIGN
6	06.01.14	SCHEMATIC DESIGN
7	06.15.14	SCHEMATIC DESIGN
8	06.25.14	SCHEMATIC DESIGN
9	07.15.14	SCHEMATIC DESIGN
10	07.25.14	SCHEMATIC DESIGN
11	08.15.14	SCHEMATIC DESIGN
12	08.25.14	SCHEMATIC DESIGN
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14	09.25.14	SCHEMATIC DESIGN
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98	03.25.18	SCHEMATIC DESIGN
99	04.15.18	SCHEMATIC DESIGN
100	04.25.18	SCHEMATIC DESIGN

The Plan
of a Garden Landscaping
for the
Site

Moore
Section

12.3

29 DP-11575759

