



City of Richmond

Report to Committee

To CIP - SEPT 4 2012

To: General Purposes Committee

Date: August 10, 2012

From: Mike Redpath
Senior Manager, Parks

File: 06-2345-20-LLAN1/Vol
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Re: London Landing Waterfront Park Plan

Staff Recommendation

That:

1. The design concept and program for the London Landing Waterfront Park as described in the report titled "London Landing Waterfront Park Plan" (dated August 10, 2012, from the Senior Manager, Parks) be endorsed.
2. The Operating Budget Impact of \$20,000 for park maintenance of the new London Landing Park be considered in the 5 Year Financial Plan for commencement in 2016.

Mike Redpath
Senior Manager, Parks
(604-247-4942)

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: <i>MR</i>	REVIEWED BY CAO (Deputy)	INITIALS: <i>MR</i>

Staff Report

Origin

Oris Development (Kawaki) Corp. (the Applicant) has applied to the City for an OCP Amendment to the London/Princess sub-Area Plan. As part of the land use redesignation process and associated rezoning for the subject lands, the Applicant is responsible for the design and development of a new waterfront park and the relocation and development of a new Dirt Bike Terrain Park at another site in the city. At the Public Hearing on February 20th, 2012, Council requested that staff conduct an Open House for further public review and input on the proposed park plan. This Open House was held outside on June 13, 2012 at the No. 2 Road Pier.

The proposed London Landing Park Plan is being presented for endorsement prior to the Oris Development rezoning adoption report which Development Applications is targeting to present to Council in September 2012. This report is being presented to the General Purposes Committee prior to the September 25th Parks, Recreation and Cultural Service Committee meeting to prevent delay of the proposed rezoning to late October. The purpose of this report is to summarize the public input and present the park plan for Council endorsement (**Attachment 1**).

Finding of Fact

London/Princess is one of the eight waterfront neighbourhood nodes identified in the Steveston Area Plan within the Official Community Plan (OCP). The Area Plan encourages a mix of uses aimed to achieve an integrated waterfront, enhance the mixed-use commercial nature of the Steveston Village, ensure a mixture of housing types and tenures, and provide a variety of open space and recreation opportunities.

The London Landing area at the south end of No. 2 Road has been under study for many years. The City owns a number of lots and Oris Development (Kawaki) Corp. owns the former Kawaki fish and roe processing plant.

To ensure a comprehensive development of the City-owned lands at 13100, 13120, 13140, 13160 and 13200 No. 2 Road, and the privately-owned Kawaki industrial site at 6160 London Road, Council, in 2008, endorsed undertaking a coordinated development approach to this waterfront node.

The City of Richmond and the Applicant have worked together to ensure that urban design, parks, liveability and complete community objectives envisioned in the OCP and the Steveston Area Plan are being met.

The development of a unique, dynamic, and high quality waterfront park is the key to meeting these objectives.

Analysis

Park and Open Space Design Considerations

London Landing Waterfront Park will be a new 1.55 acre City owned park. A series of principles and objectives were identified early in the park planning process that helped guide and inform both the site planning and the park design:

- Promote our island city legacy
- Respect and build upon the context of the river, riparian edge, dike and site history
- Create a unique identity and experience along the Steveston Greenway waterfront recognizing that this is a destination and staging area as well as a neighbourhood park space
- Provide maximum public access to the waterfront for both cyclists and pedestrians
- Design the No. 2 Road right-of-way to accommodate safe and legible circulation for pedestrians and cyclists as part of Steveston Greenways
- Balance a naturalized riverfront character with an urban aesthetic
- Landscape the whole public realm to read as one seamless open space with a similar character and feel
- Create a variety of social gathering spaces for individual and group uses
- Provide a range of amenities, attractions and interpretive features
- Maintain view corridors along No. 2 Road and Dyke Road

Proposed Park and Open Space Development Design Concept

The concept and design features of the proposed park and open spaces responds to the 'seen and unseen' of this historically rich London Landing site at the foot of No. 2 Road. The river, riparian edge, the No. 2 Road Pier and other industrial artefacts are all integrated into the design. The dike setback from the river's edge has provided a unique opportunity to create a softer and more natural edge to the waterfront.

The intimate 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 unique waterfront park.

Highlights of the Park Plan presented in Attachment 1 include:

- A. **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 boat work uses in London Landing. The upland portion will be designed as a set of weirs that collect storm water. These weirs will be planted with intertidal native species adding ecological value and interest to the waterfront edge. A metal grate bridge over the weir will connect the pier to a small wooden observation deck with seating.

- 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 helps to create a separation from the main pedestrian and cycling corridor.
- C. **Buoys Lawn Feature** - A playful element that also reflects the working river will be constructed out of a combination of orange buoys and two small in-ground bouncing mats. The buoys can be used as seating and potentially will be lit at 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. This will contain large individual timber benches and a stepped seating terrace with a climbable boat feature interpreting the Nakada Boatworks. A set of stairs allows for direct access down to the waterfront trail and central lawn area.
- 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 Dyke 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. A north-south right-of-way (the 'laneway') through the building site provides public access and a view corridor from London Road. Along the water's edge a narrow path edged by taller grasses allows for a more informal and natural experience of the river.
- 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. Plants are massed to create more of a natural effect and the majority of the proposed plants within the 30 meter environmentally sensitive area setback are native species. One single oak tree will be planted adjacent to the viewing deck to symbolize the oak wood that was used to build the ribs and planks used on fishing boats.

In addition, the existing dike requires upgrading and relocation to provide full dike protection of the new development. The proposed new alignment of the dike (south and west of the building) will be integrated into the waterfront park and the No. 2 Road right-of-way. The design and landscaping of the park on top of this dike will accommodate the functional needs of dike access and maintenance while also providing interesting and attractive public spaces.

Open House Meeting

On Wednesday, June 13, 2012 City staff held a public open house on the No. 2 Road Pier from 5-7 pm. Approximately 25 people attended and the comments overall were very favorable with a focus on "when is it going to be constructed". People spoke about 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.

Dirt Bike Terrain Relocation

The developer is responsible for the relocation and development of a new Bike Terrain Park. Introducing this type of activity into an existing park and meeting a number of criteria such as distance and buffering from residential uses, safety zones and room to expand, ultimately

restricts the choices of potential locations. It has been determined that Garden City Park is the ideal location for a new bike park and the design is underway. Bike terrain features will also be considered as a potential programming element in the plan for the Railway Corridor Greenway/Linear Park.

Next Steps

Upon approval of the Park Plan by Council, staff will continue to work with the developer's consultants to finalize detailed design for the Servicing Agreement. FREMP approval and approval from the Provincial Inspector of Dikes will be required before the park can be constructed. Minor adjustments and refinements to the plan may occur during the Servicing Agreement process to ensure that these requirements are addressed and coordinated with the park plan. The park is anticipated to be completed by the summer of 2014.

Financial Impact

The total cost of the park development is approximately \$484,000 excluding the cost of relocation and development of the Bike Terrain Park in another park. The costs associated with the Bike Terrain will be secured through a Letter of Credit. Dike upgrades which run under the park are also not considered part of the park development costs and are being dealt with separately.

The Applicant is fully responsible for the cost of implementing the park plan as presented in this report. The developer will be entitled to Park Development DCC credits up to approximately \$217,871 towards this construction cost.

The Operating Budget Impact (OBI) for the park is estimated to be \$20,000 per year. The OBI reflects the new assets in the park including the planting, observation deck and hard surface areas. Upon completion of park construction, the developer will be responsible for park maintenance for one year. The OBI will be submitted as part of the 5 Year Financial Plan (2013-2017). OBI funding to maintain the site is not required for consideration until 2016.

Conclusion

The proposed London Landing Waterfront Park at the foot of No. 2 Road will be a new destination along the Steveston Greenways and will serve both the neighbourhood as well as city-wide residents. It will have a unique identity that reflects the boat building history of the site while respecting the environmental qualities of the river and riparian edge. The multiple seating and gathering opportunities as well as the adjacent commercial uses that include a potential restaurant will create a dynamic and animated waterfront experience.



Yvonne Stich
Park Planner
(604-233-3310)

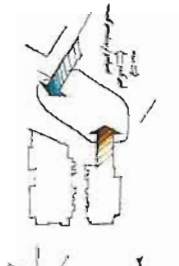
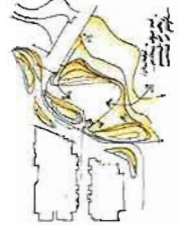
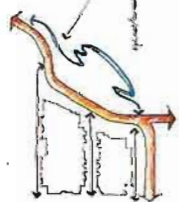
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Site History

The 'Kawaki' site gets its name from the Kawaki fish and rice processing plant, a business that has closed but the logo of which is visible on site today. As for Kawaki, fish and fishing have remained central to all business and settlements that have come and gone on site. According to archeologists Dr. Leonard Ham and K. T. Carlson, the earliest known settlements on the Kawaki site were First Nations fishing encampments from 3,000 years ago. Following 19th c. European exploration of the area and the establishment of European 'Mudflat' farms, the first Japanese migrants arrived in the area in 1877, establishing boat works and working along side Chinese, European, and native people in fish canneries, and the Canadian Pacific cannery was

established at the foot of No. 2 road in 1893, processing fish until it was destroyed by fire in 1924. During that time fishing and the processing of fish was such a successful enterprise that twice all fishing operations were halted due to overfishing of Fraser River fish. In 1926 the Japanese-owned, fish processing, packing, and distribution River Fish Co. Ltd. Cooperative and General Store opened for business on site. Shin and Mas Nakade's grandfather also established Nakade Boat works at Garry Point. These and other Japanese-owned businesses were shut down in 1942 when 2,600 Japanese residents of Stoverson were evacuated inland. The Nakades spent three years in Grand Forks followed by several years in Toronto before returning to re-establish

the Nakade Boat works in 1951, this time at the foot of No. 2 road. For thirty plus years, the Nakade brothers applied the knowledge passed onto them from their grandfather and father, hand building more than 100, 40-foot wooden fishing boats. From imported oak, gumwood, and iron bark, they steamed and bent ribs and planks, forming and ralling the hull in doors. Then, they pulled the boats along steel ways to palm and varnish them outdoors where they dried before being pulled again along ways to be launched into the river. In the winter, the boats were pulled up the ways, jacked up on blocks, and stored on wooden decks until the next fishing season.



High Road | Low Road

- Provide for dyke access per regulatory dyking authority requirements with opportunities for expansion.
- Develop hierarchy of pathway that emphasize various volumes and types of movement (pedestrians vs. bikes).
- Integrate intertidal trail at the water's edge as a 'low road' and quieter route of travel.

Intertidal

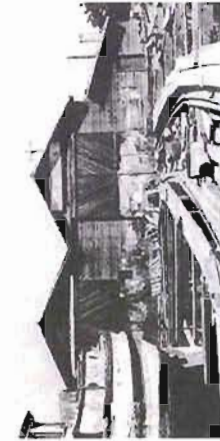
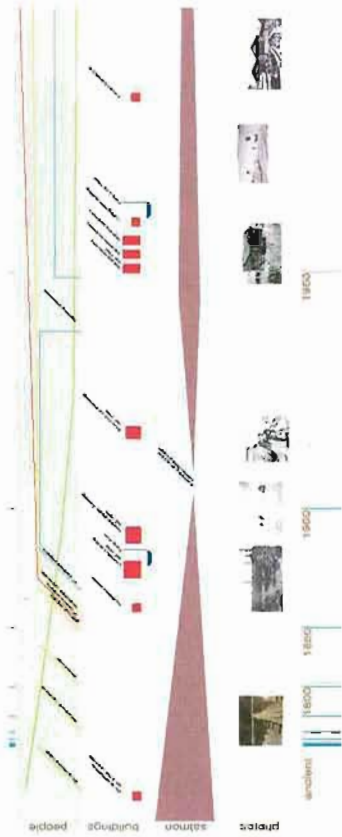
- Integrate frogs form landscape patterning that recreates the shifting edges of water and land at the river's edge
- Use terrain to guide the movement of pedestrians through the site.
- Align dyke and adjacent uses to allow the park site to be an intertidal zone, allowing periodic inundation.

Mesh | Grid

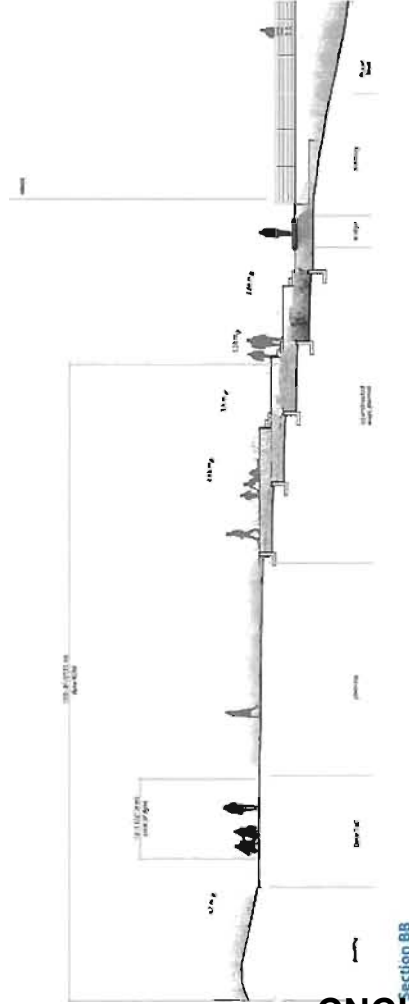
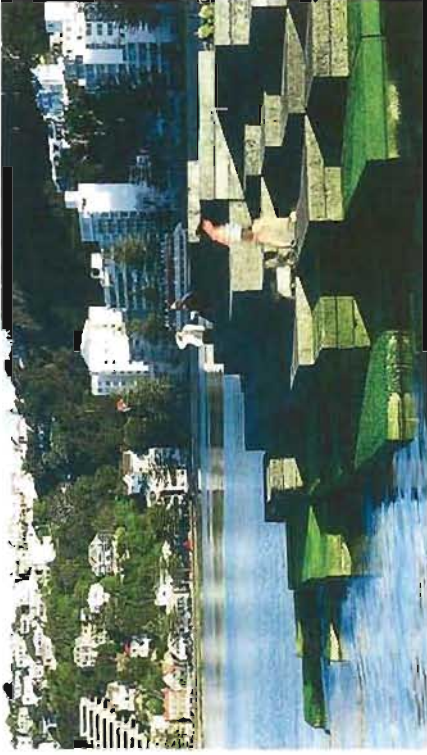
- Develop paving patterns on the site to respond to the site platting and the river's edge
- Contrast the two grids at key intersections on the site
- Consider net and mesh motifs as a patterning or casting opportunity to create interest in a standard paved surface.

Push | Pull

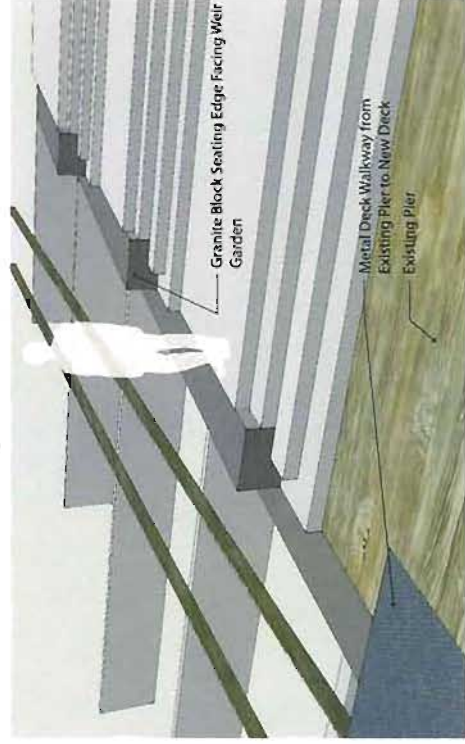
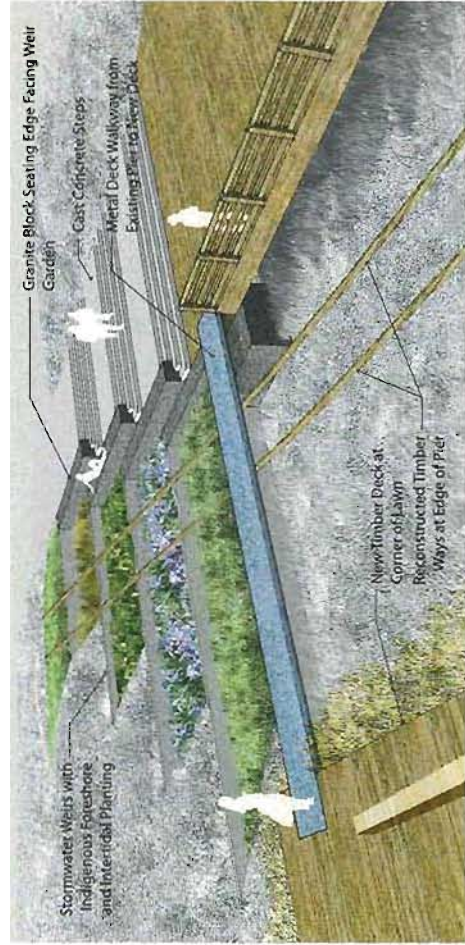
- Distinct push and pull at park edges designed to frame the space from the land and water sides.
- Push from water side to re-create the ways slip and bring water's edge into the site
- Develop a land promontory for overlook and definition to the community plaza space



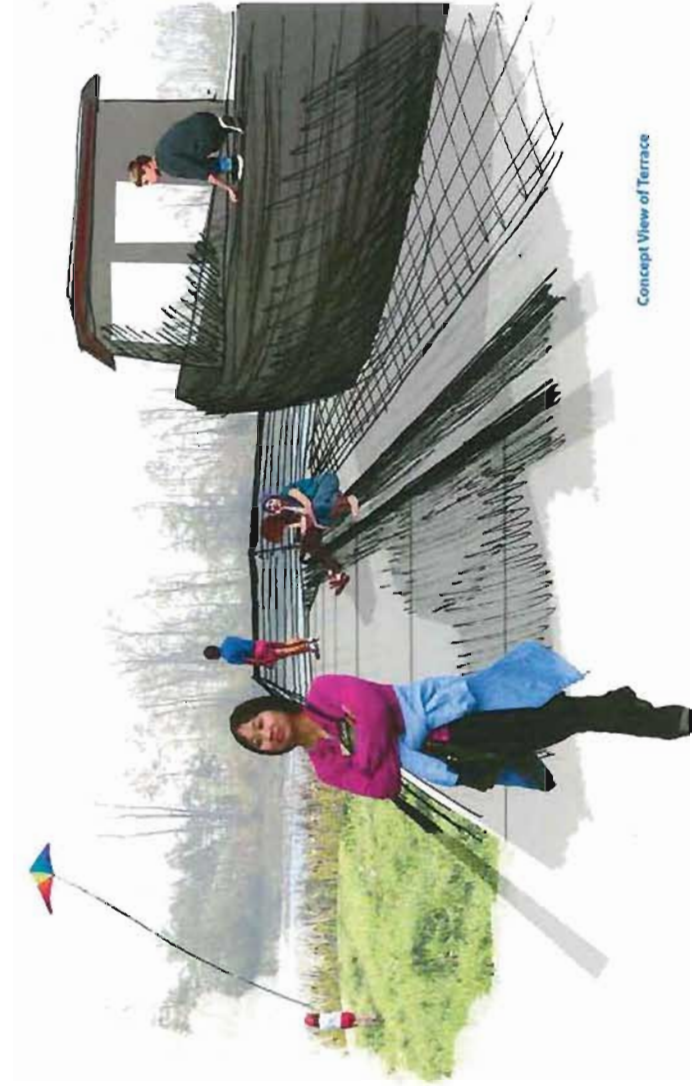
Intertidal Weir Garden



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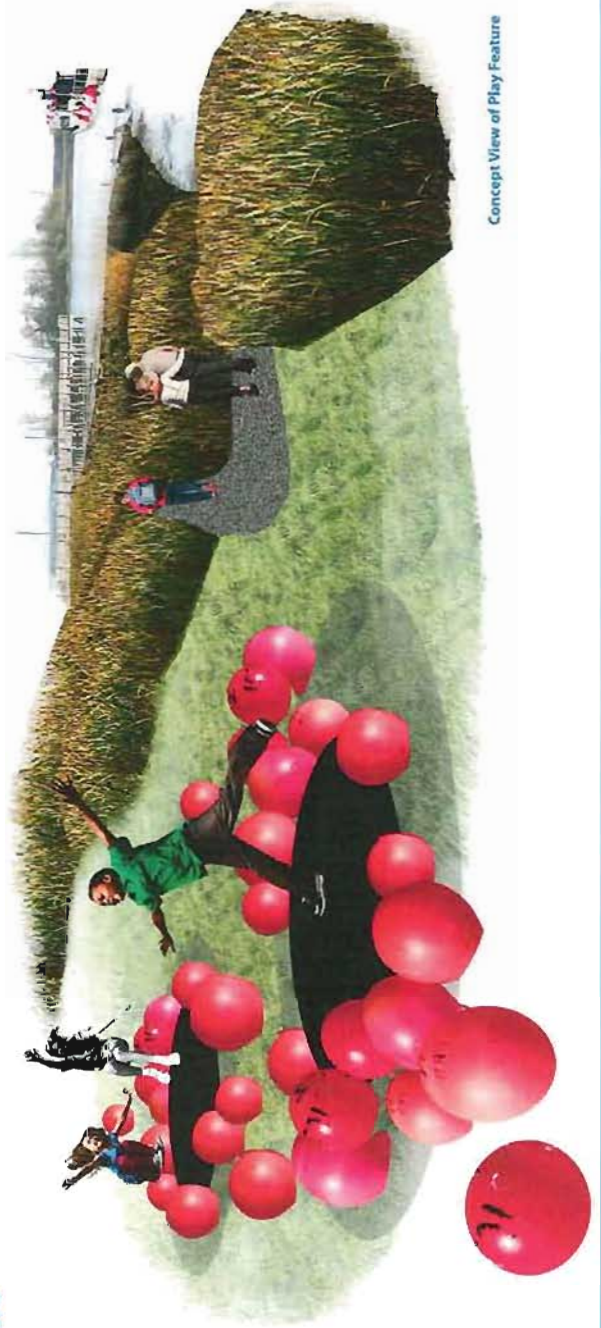
Nakade Boatworks Terrace



Concept View of Terrace

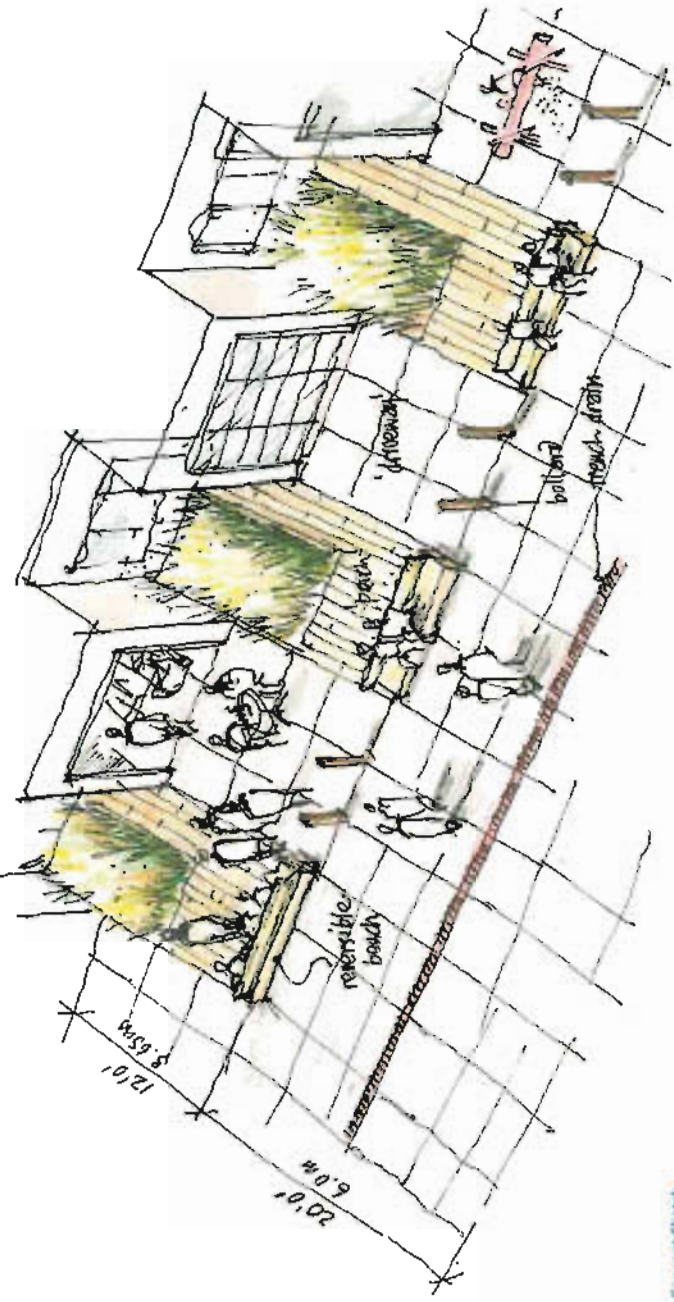
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Bouncing Mat Buoy Feature



Concept View of Play Feature

Laneway Landscape Concept



Concept Sketch

- 6.0m public right-of-way with 2.75 to 3.65m semi-private space for live work studio
- Impass the idea of the retired lane, laneway aisle with driveways, working lane
- Simple materials reflecting maritime heritage of the site, steel and wood, concrete paver
- Mass and minimal planting
- Edge of public walkway: loosely defined by seating edges that are reversible, run of bollards
- Avoid traditional patio screens, raised planters, gates etc.

