




City of Richmond

Report to Committee Planning and Development Department

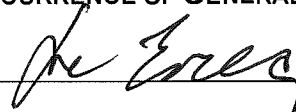
To: Planning Committee **Date:** January 15, 2013
From: Wayne Craig **File:** RZ 12-602748
Director of Development
Re: Application by Kirk Yuen of Cape Construction (2001) Ltd. for Rezoning at
13040 No. 2 Road from the "Light Industrial (IL)" Zone to a Site Specific
"Commercial Mixed Use (ZMU24) – London Landing (Steveston)" Zone

Staff Recommendation

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


Wayne Craig
Director of Development

SB:blg
Att.

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

Staff Report

Origin

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

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

Findings of Fact

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

Surrounding Development

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

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

Related Policies & Studies

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

Public Input

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

Consultation with London Station Neighbours Undertaken by the Applicant

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

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

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

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

Public Correspondence

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

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

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

Staff Comments

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

Analysis

Proposed Zoning Amendment

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

Proposal Details

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

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

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

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

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

g) Legal Considerations

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

h) Form of Development

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

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

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

Financial Impact or Economic Impact

None.

Conclusion

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

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



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

Attachment 1: Location Map
Attachment 2: GIS Aerial Photo
Attachment 3: Development Application Data Sheet
Attachment 4: London/Princess Land Use Map
Attachment 5: Applicant Open House Sign-in Sheet (September 17, 2013)
Attachment 6: Public Correspondence
Attachment 7: Rezoning Considerations Concurrence
Attachment 8: Conceptual Development Plans



PROPOSED REZONING

CNCL - 261

NO. 2 RD

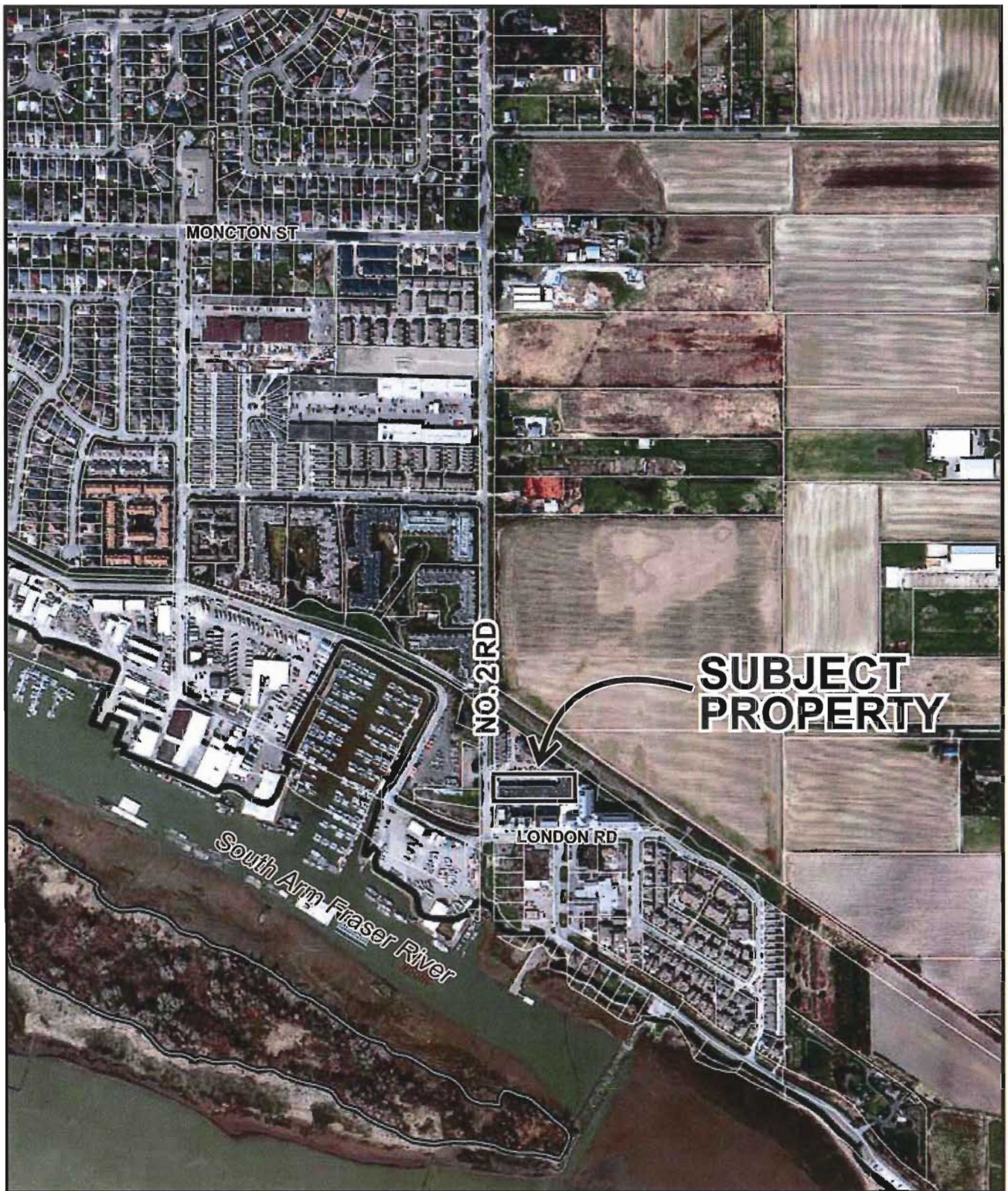
LONDON RD

RZ 12-602748

Original Date: 03/28/12

Revision Date:

Note: Dimensions are in METRES



RZ 12-602748

Original Date: 03/29/12

Amended Date:

Note: Dimensions are in METRES


RZ 12-602748
Attachment 3

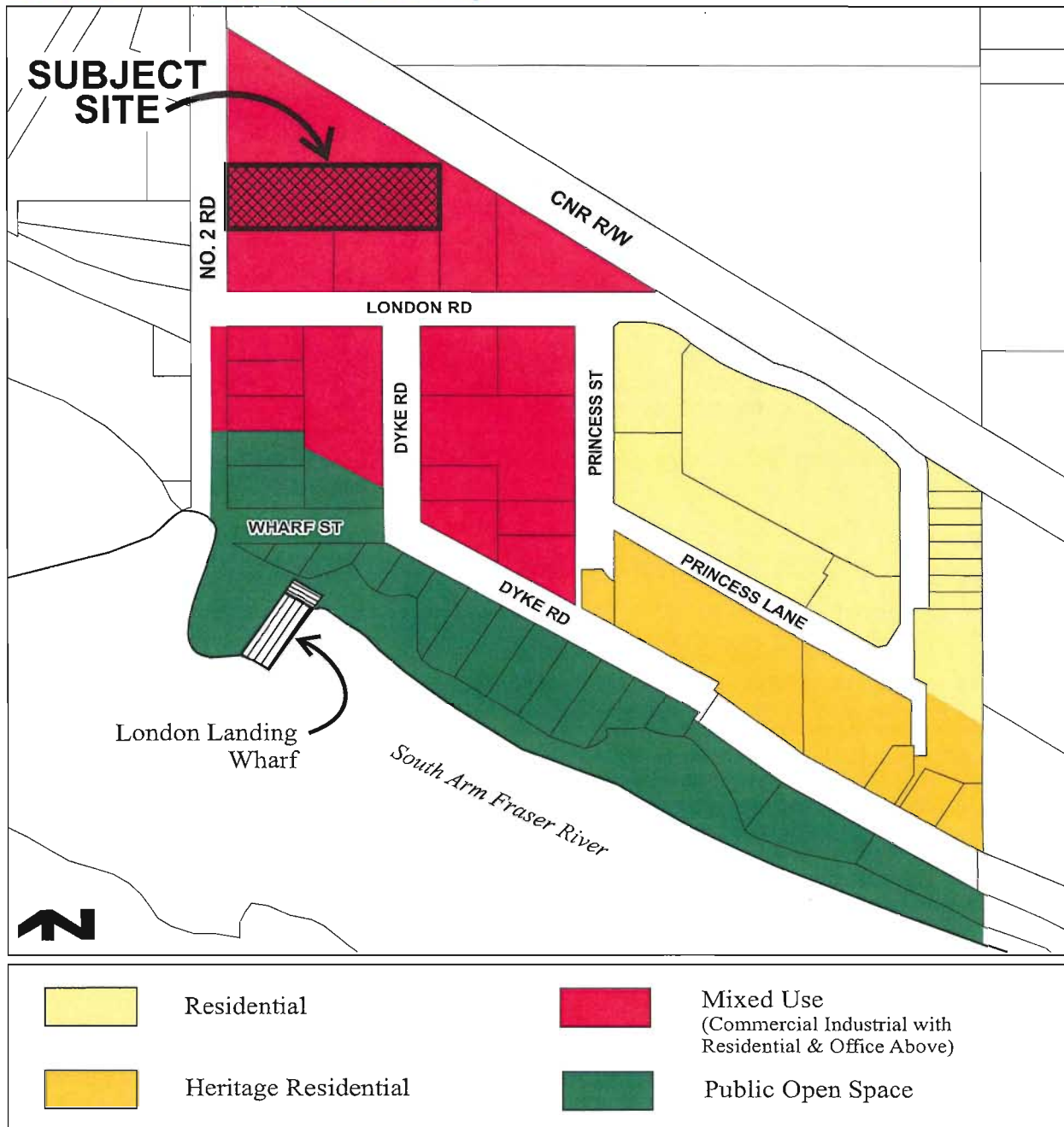
Address: 13040 No 2 Road

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

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

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

London/Princess Land Use Map



Harbour Walk Re-Development Information Meeting



13040 No. 2 Road, Richmond, BC

September 17, 2013

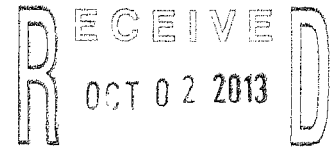
Your Name	Your Address	Your Comments!
Brian Howe	502-6233 Lonsdale Rd	checking out the plans
Neil Cove	776-6233 Lonsdale Rd.	Not looking forward to your development
William Cavels	302-6233 Lonsdale Rd.	concerned!
MARTIN COTEN	4780 Larkspur Ave	looking now
FLEPP COTEN	" "	"
Lore Kinney	10491 SPRINGWOOD CRES	Checking out Plans
Claire Adamson		
Freddie Youngman	319 6233 Lonsdale Rd	checking plans
Beth Dolegus	301 6233 Lonsdale Rd	checking plans
Michael Shi	421 6233 Lonsdale Rd	Not very happy that my views will be gone
Jane Green	5051 Minster St	Great plan
Grant Tre	486 W 26 Ave. Van.	Very beautiful project
Glen Kojima	429-7111 McMASTER RD	Good plan for area
Scott Dolegus	408-6233 Lonsdale Rd	Mostly good - FRONT COMMERCIAL EXPEDIENT
		SPACES of ACCESS ARE POETRY "RUE" "RUE"

ATTACHMENT 5

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

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

September 25, 2013



Re: Rezoning application for 13040 #2 Road

RZ 12-602748

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "R. Howe".

R.B. Howe

A handwritten signature in black ink, appearing to read "K. Covell".

K. Covell

A handwritten signature in black ink, appearing to read "R. Howe & K. Covell".

Badyal, Sara

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

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

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

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

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

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

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

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

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

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

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



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 13040 No 2 Road

File No.: RZ 12-602748

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

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

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

1. Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes, including sustainability features, six (6) adaptable units and aging in place features in all units.
2. Enter into an Encroachment Agreement* for any stairs, ramps or retaining walls that encroach into the existing sanitary sewer SRW along No. 2 Road. The parking structure is to be setback a minimum 2.5m from the edge of the existing SRW (i.e. 4.0 m from the property line). Any structures located within the SRW must be easily removable (i.e. not cast in place and not permanently attached any other structures).
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The management plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Submission of fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey to confirm that there is adequate available water flow for fire fighting purposes. Based on proposed rezoning and using the OCP Model, there is sufficient water available (325 L/s at 20 psi residual supply for a minimum fire flow requirement of 220 L/s).
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

Signed

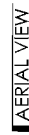
Date



1

NOTES

REV	DATE	BY	CHK
1	08/01/00	WJ	WJ
2	08/01/00	WJ	WJ
3	08/01/00	WJ	WJ



VIEW A - STREETSCAPE ALONG LONDON ROAD



VIEW B - STREETSCAPE ALONG NO. 2 ROAD

#6033

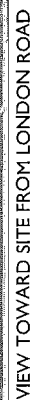
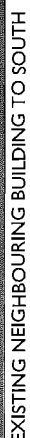
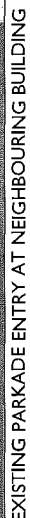
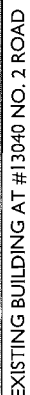
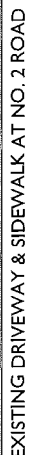
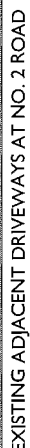
EXISTING BUILDING
TO BE DEMOLISHED

SITE

SITE CONTEXT & PHOTOS

DATE	FEB. 2012
DRAWN BY	BF
CHECKED BY	TS
SCALE	1/2" = 1'-0"

A-0.03



CONTEXT
PHOTOS

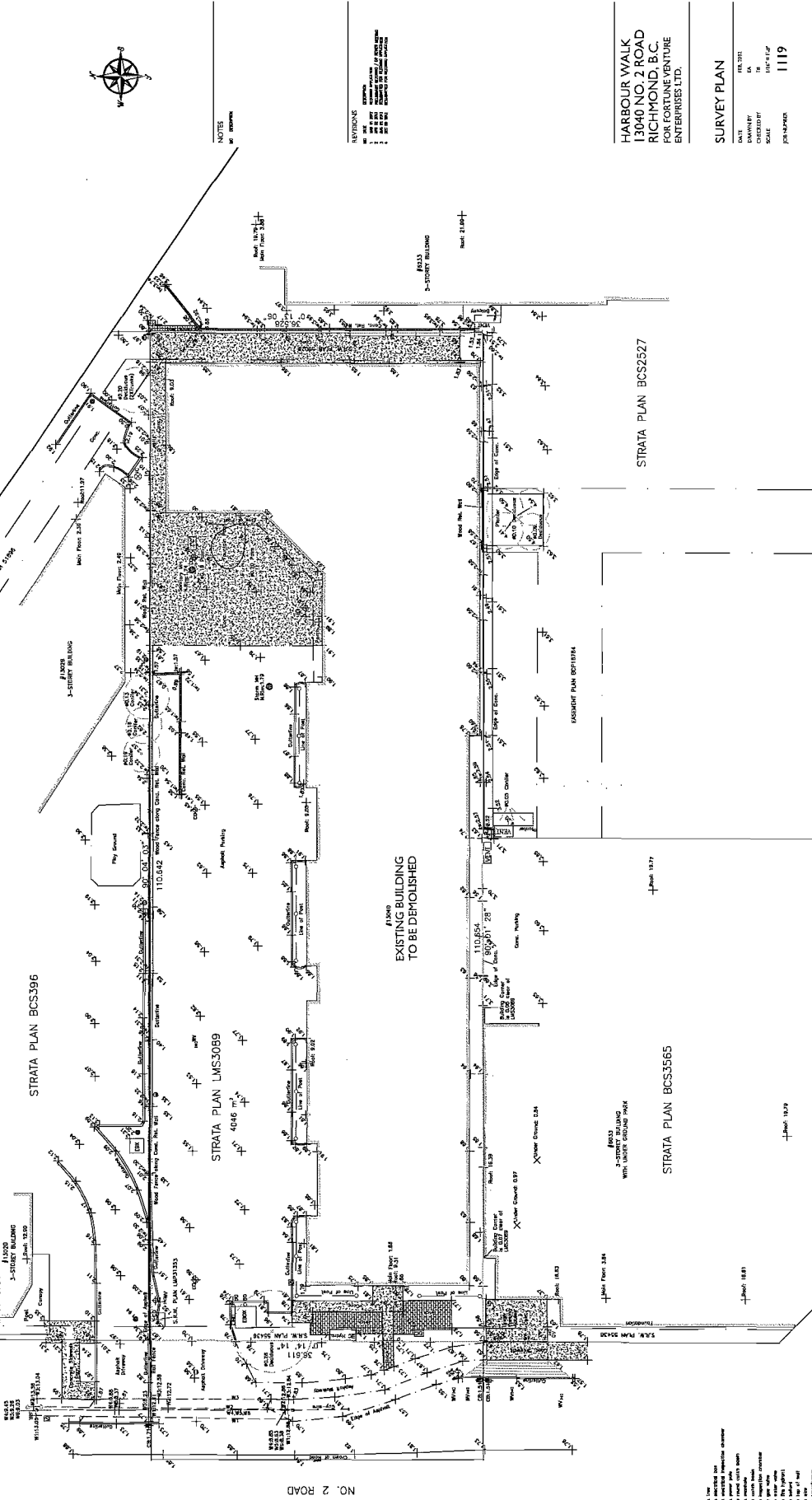
A-0.04

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



NOTE:
Elevations shown are based on City of
Richmond IPM Benchmark network.
Elevations are in feet above sea level.
Located at in grey area @ SW corner No.2 Road &
Stevenson Highway
Elevation = 115.55 metres

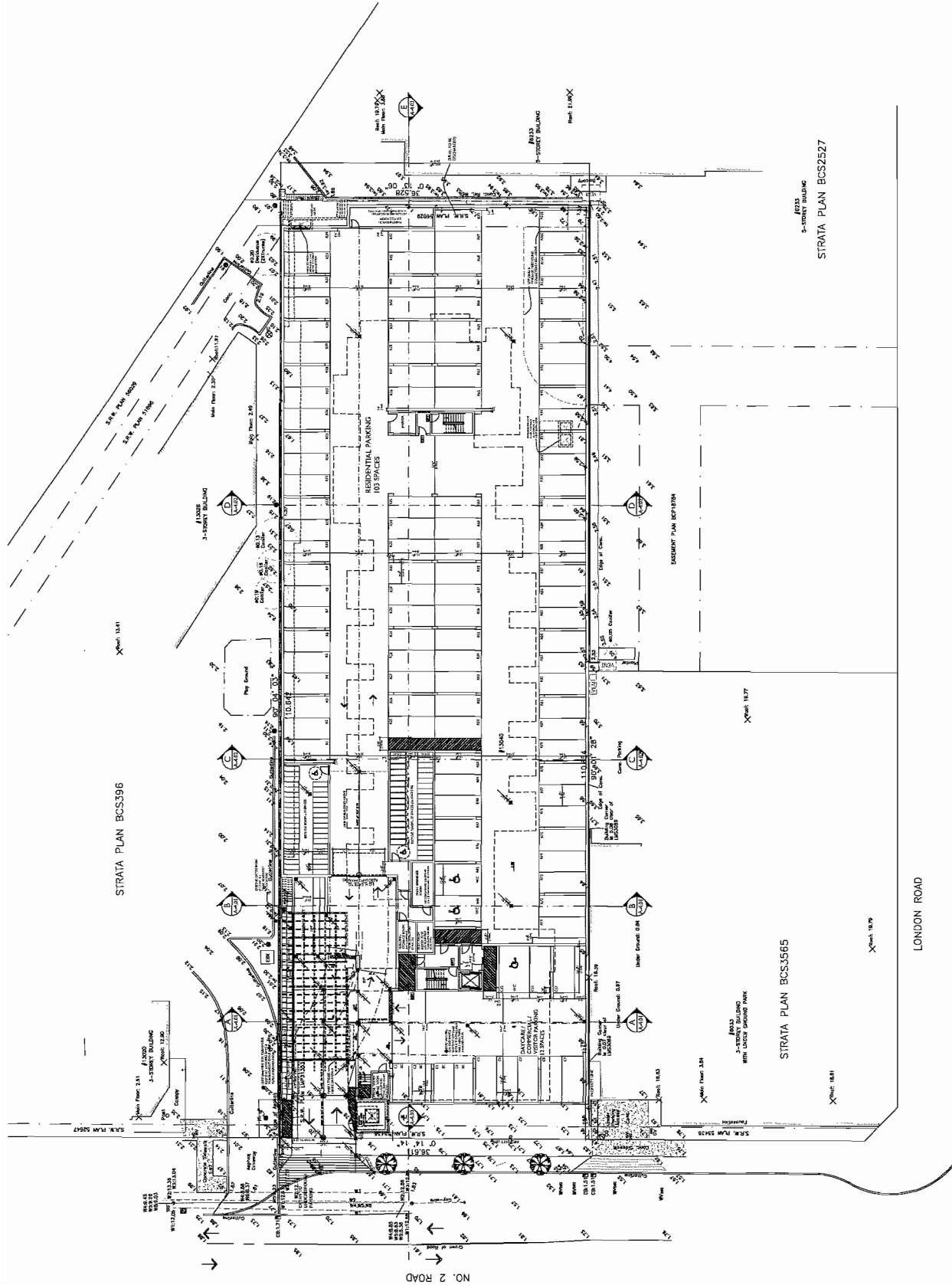
#13040 NO. 2 ROAD,
RICHMOND, B.C.

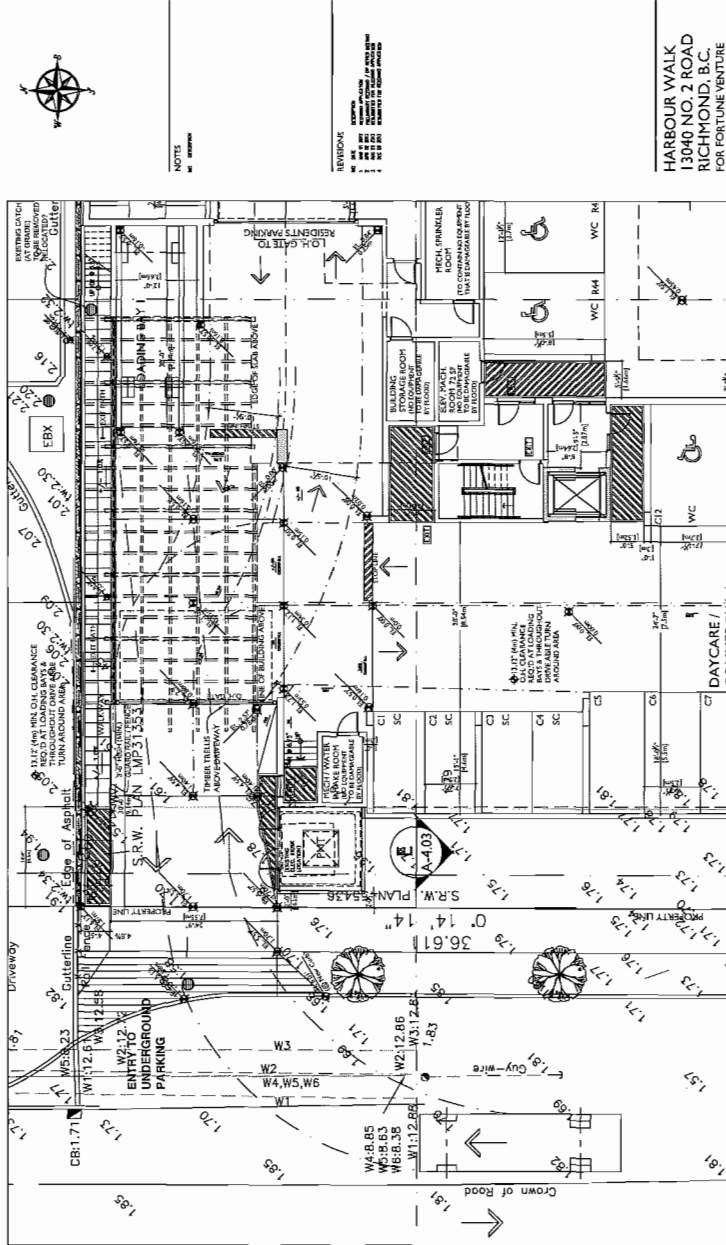


HARBOUR WALK
13040 NO. 2 ROAD
RICHMOND, B.C.
FOR FORTUNE VENTURE
ENTERPRISES LTD.

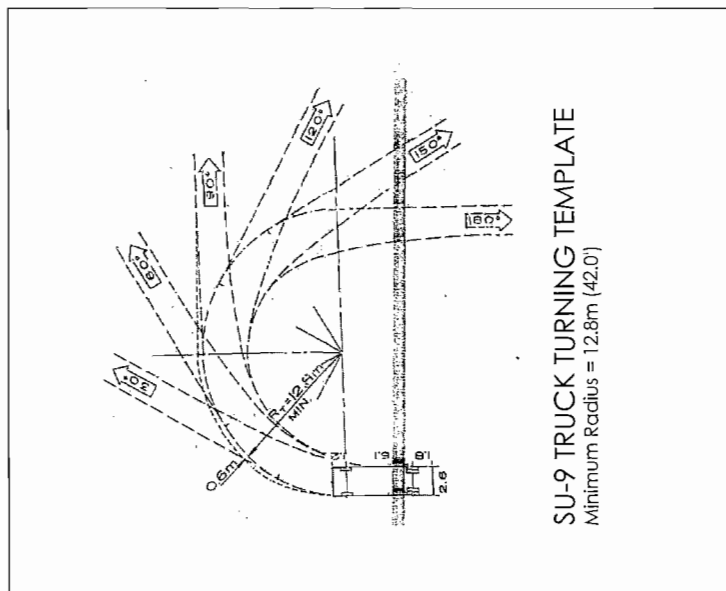
SURVEY PLAN
DATE: 10/1/2011
DRAWN BY: [signature]
CHECKED BY: [signature]
SCALE: 1/4" = 1'-0"
JOB NO.: 1119

A-0.05





1. TRUCK ENTERING LOADING BAY 1 IN PARKADE





NOTES

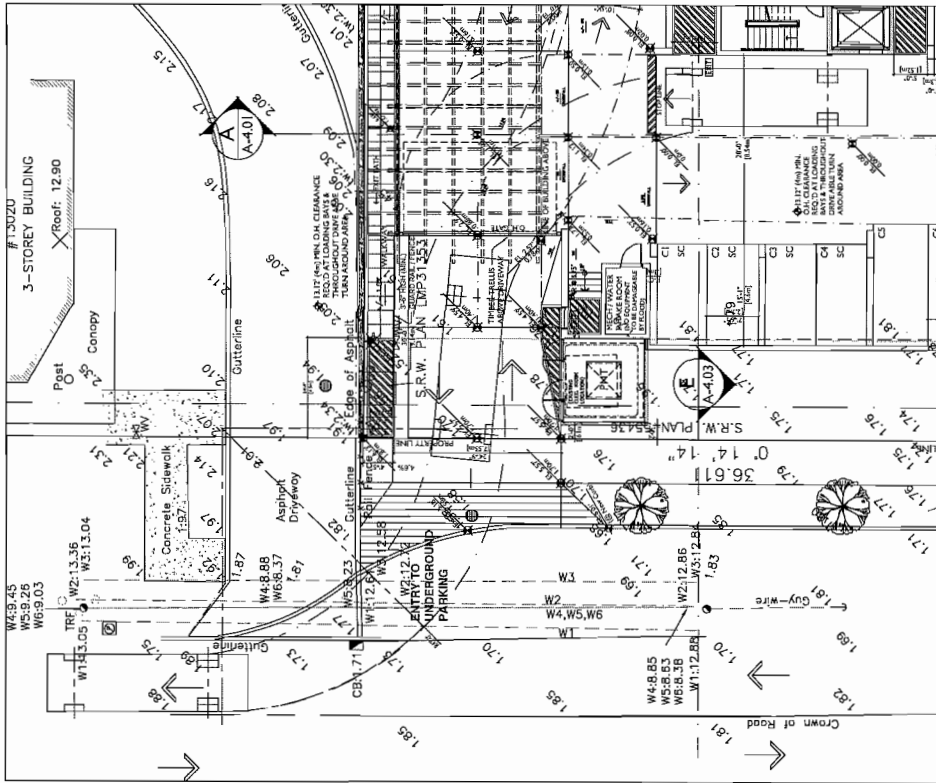
REVISIONS

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

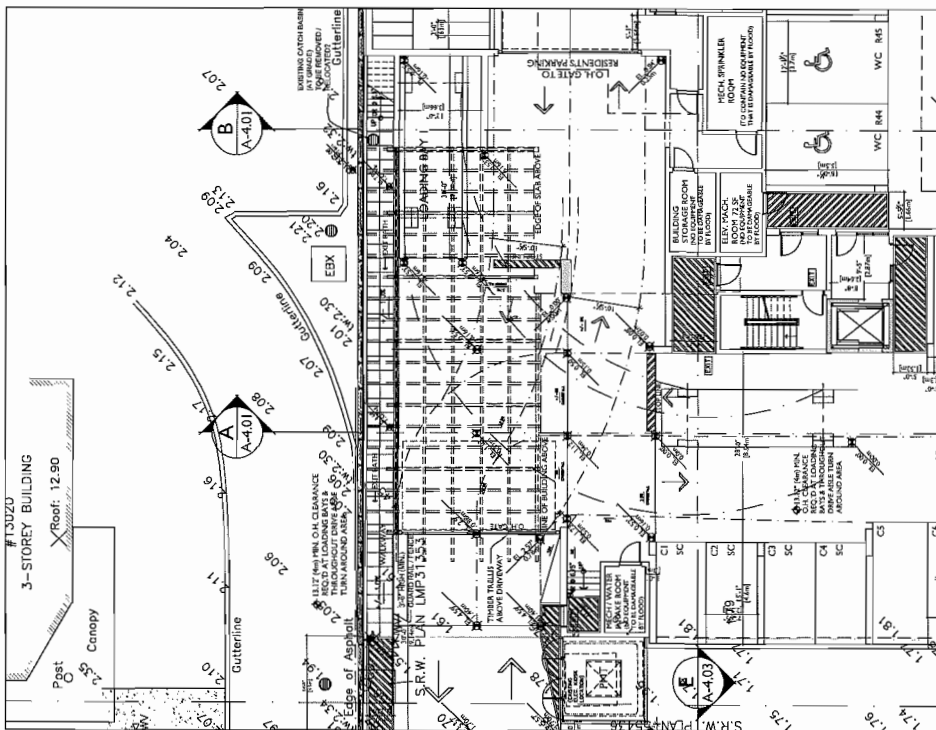
LOADING DIAGRAMS:
 EXITING PARKADE

DATE: MAR 2011
 DRAWN BY: A
 CHECKED BY: A
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 1119

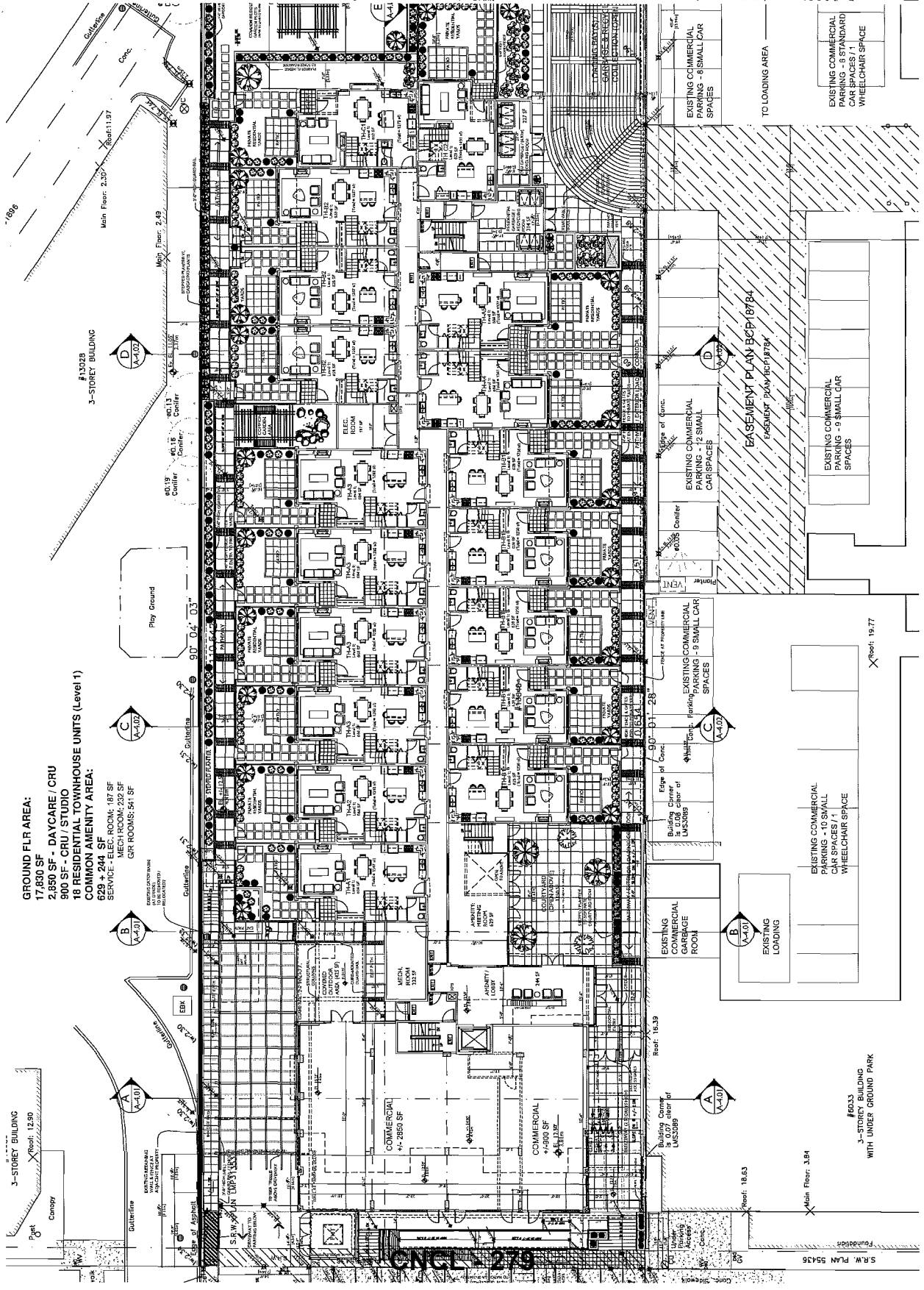
A-1.02

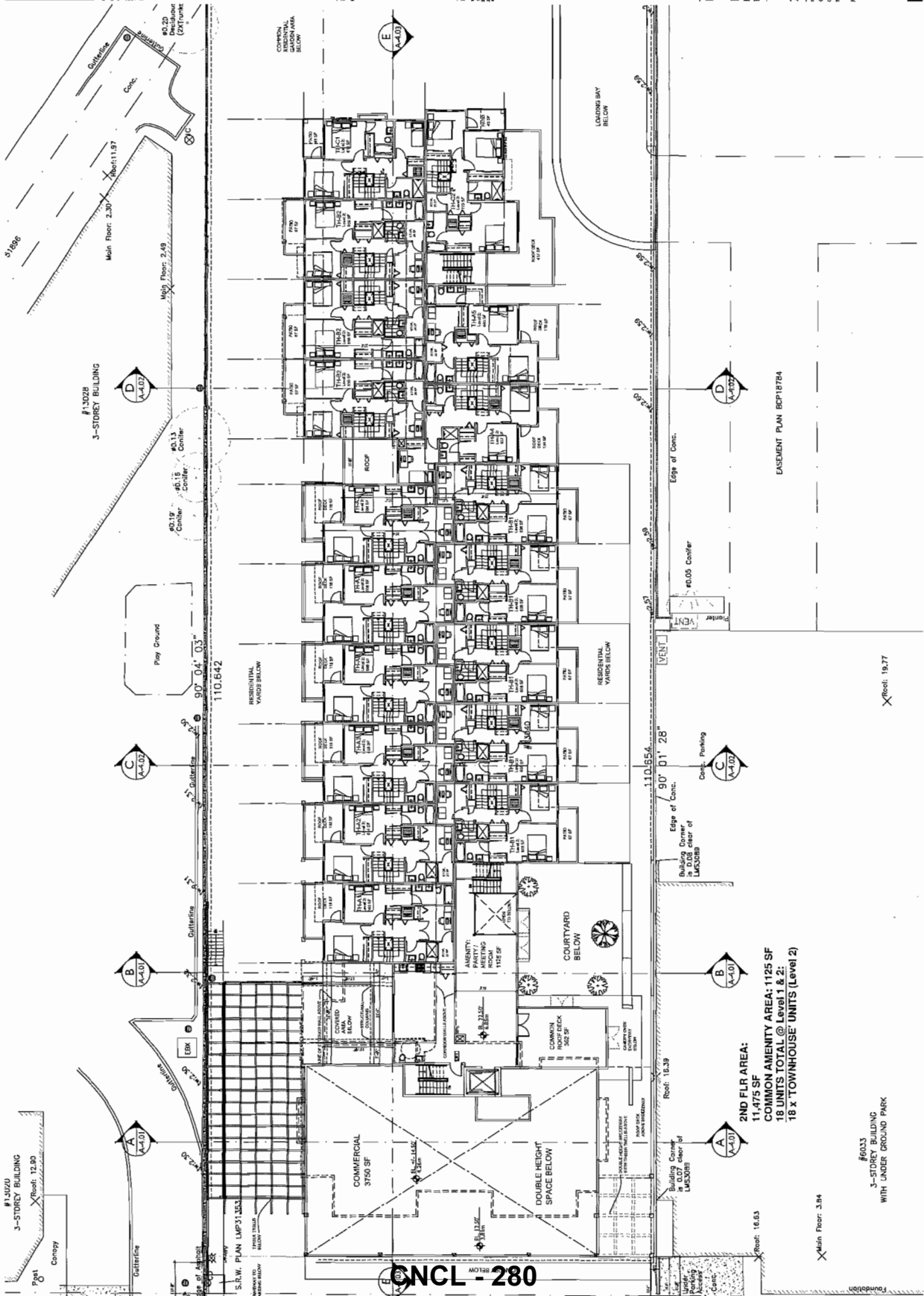


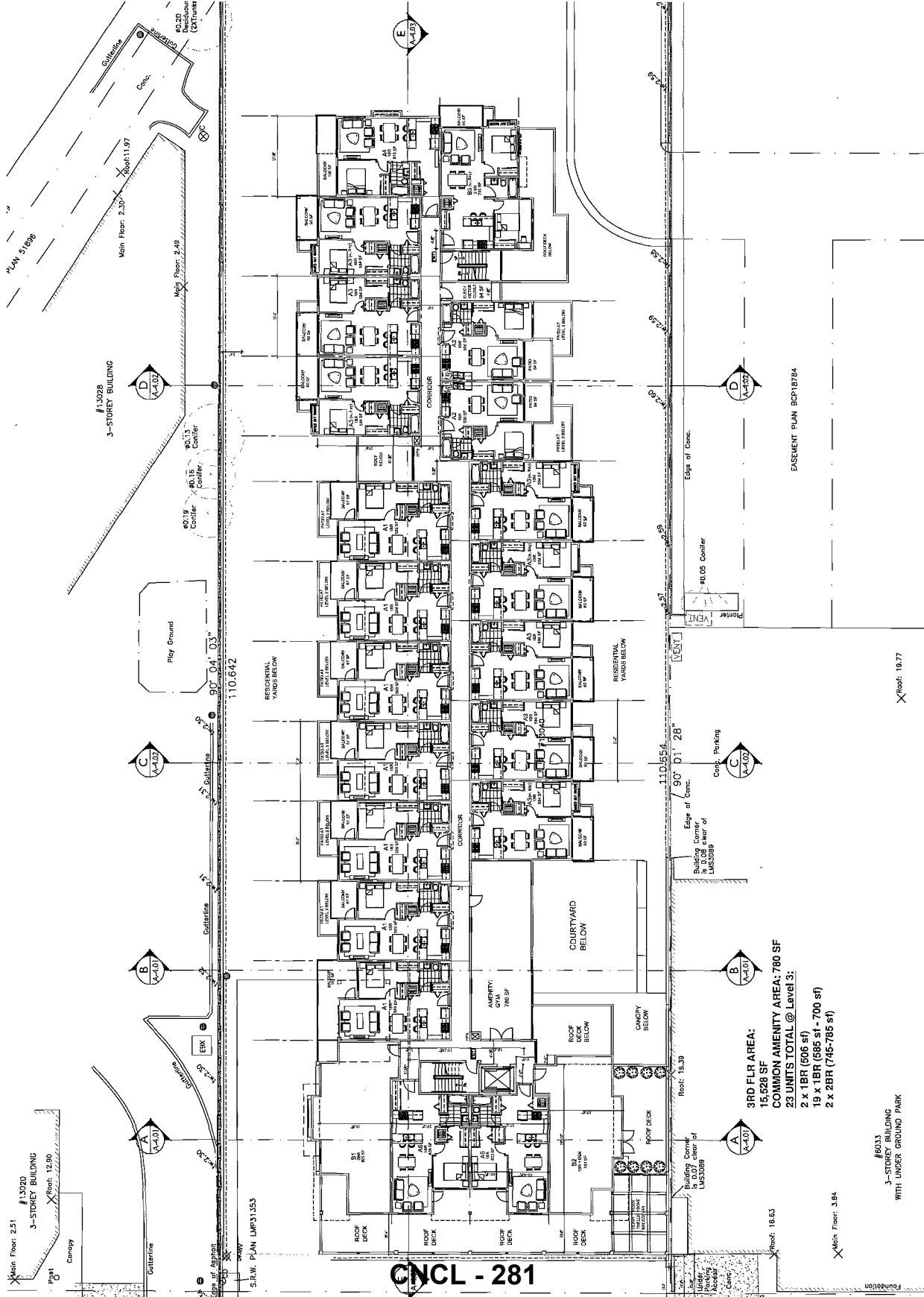
3. TRUCK EXITING PARKADE TO STREET

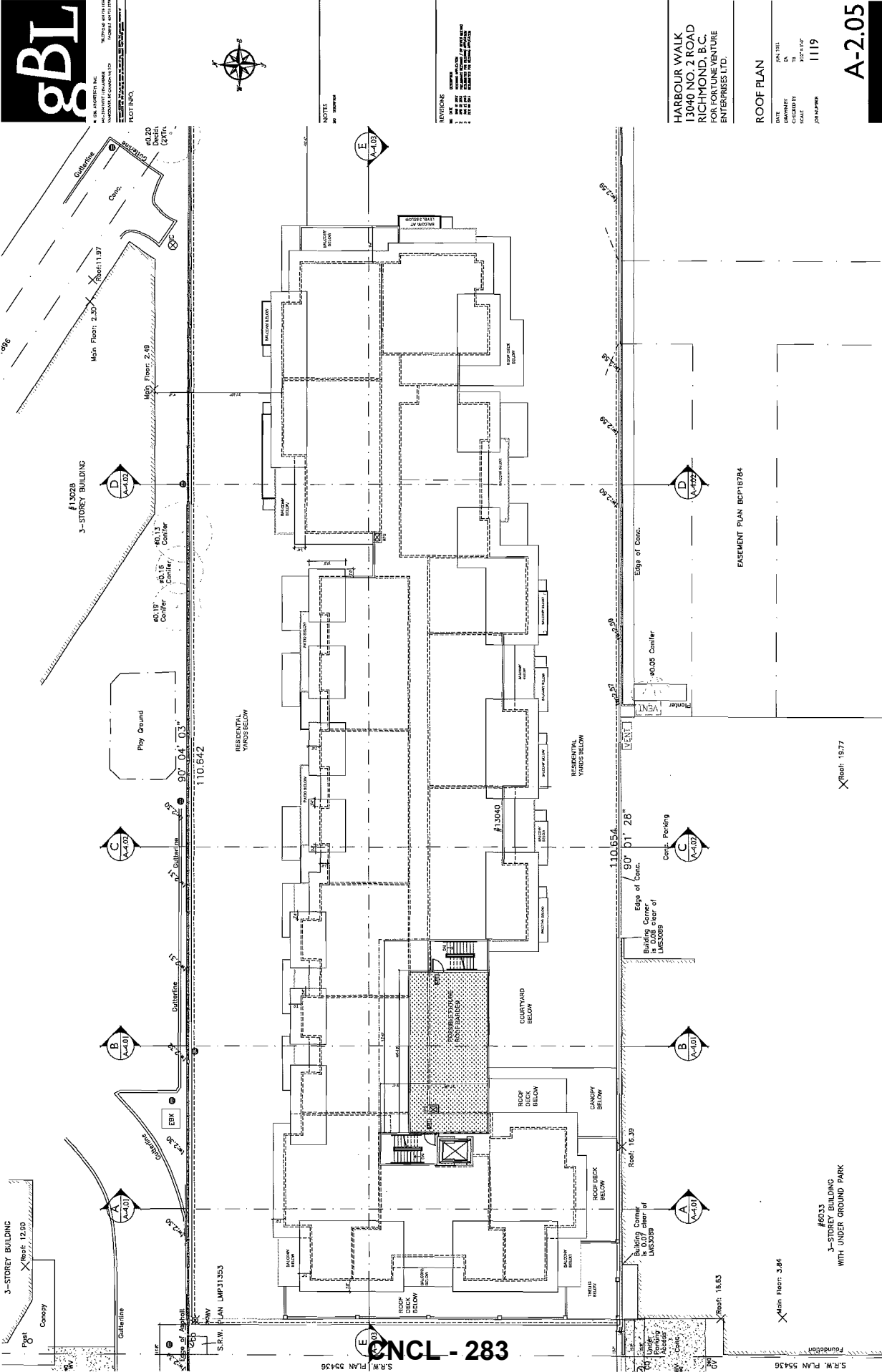


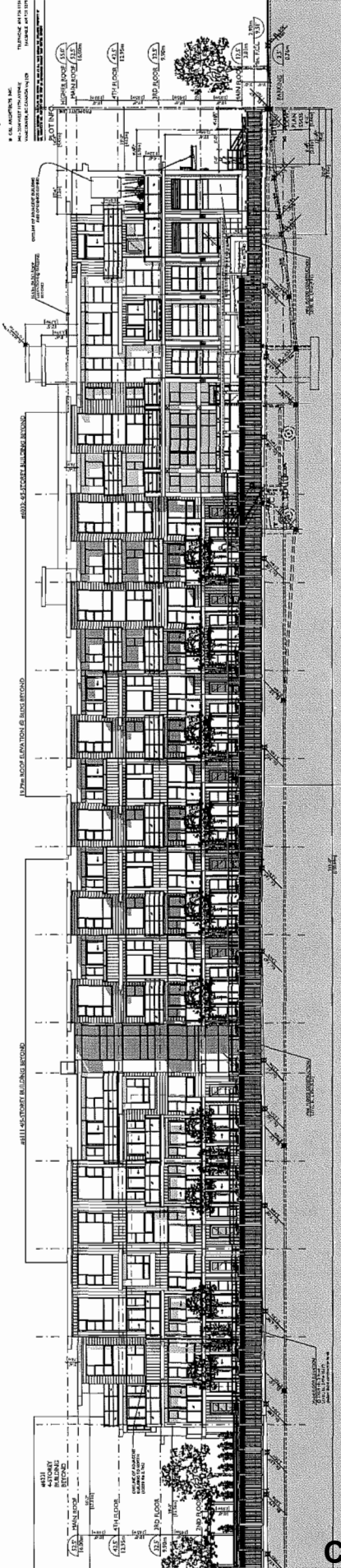
2. TRUCK BACKING OUT OF LOADING BAY 1



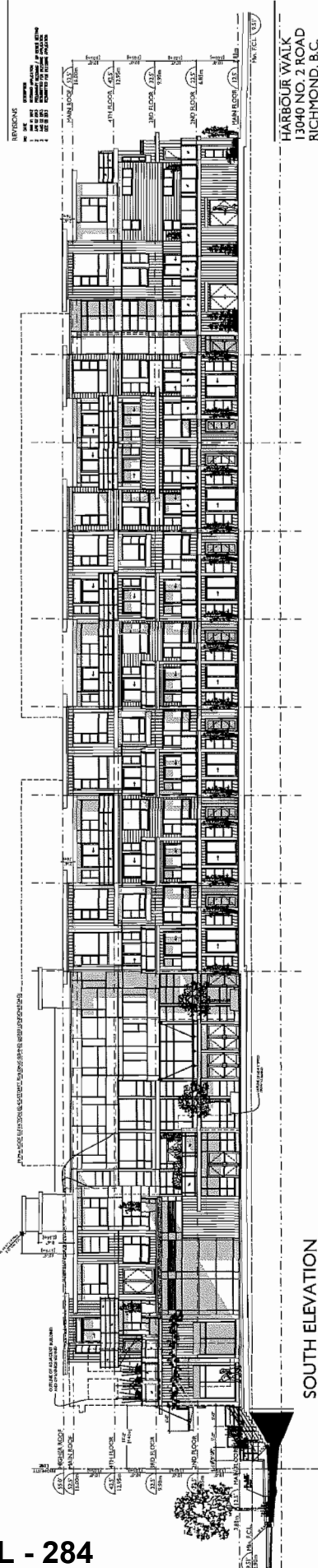








NORTH ELEVATION

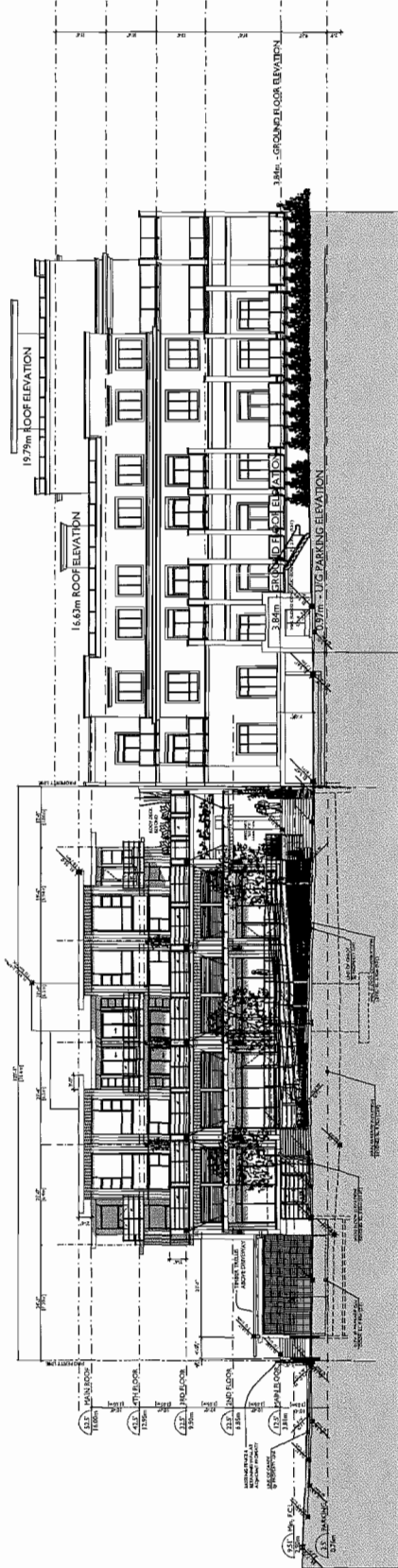


SOUTH ELEVATION

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

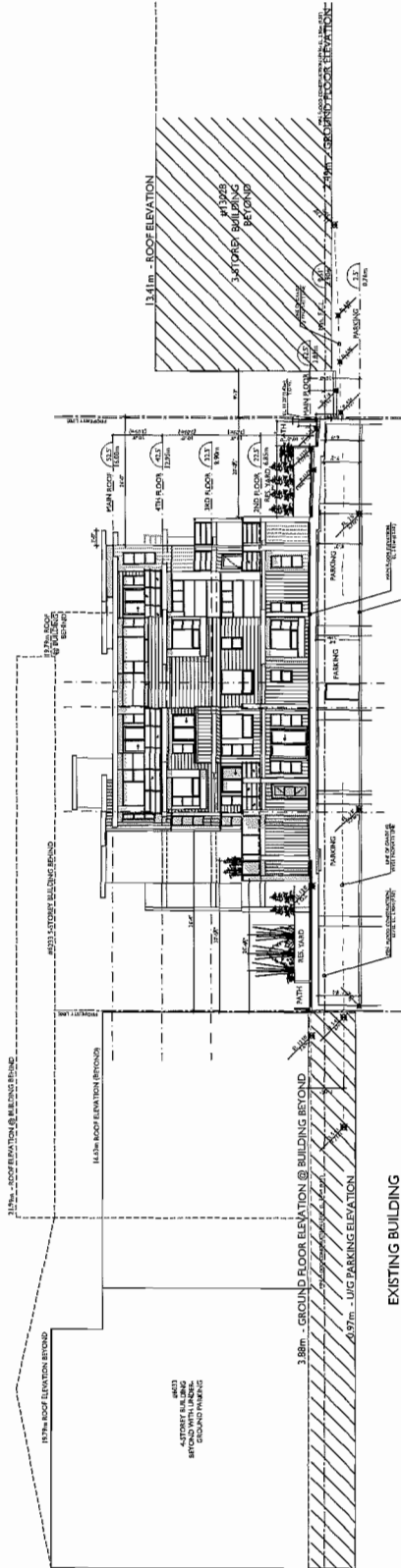
ELEVATIONS
NORTH / SOUTH

DATE: JAN 2003
DRAWN BY: GA
CHECKED BY: JH
SCALE: 3/32" = 1'-0"
JOB NO: 1119



WEST ELEVATION

EXISTING BUILDING
 #6033 4-STORY BUILDING
 WITH UNDERGROUND PARKING



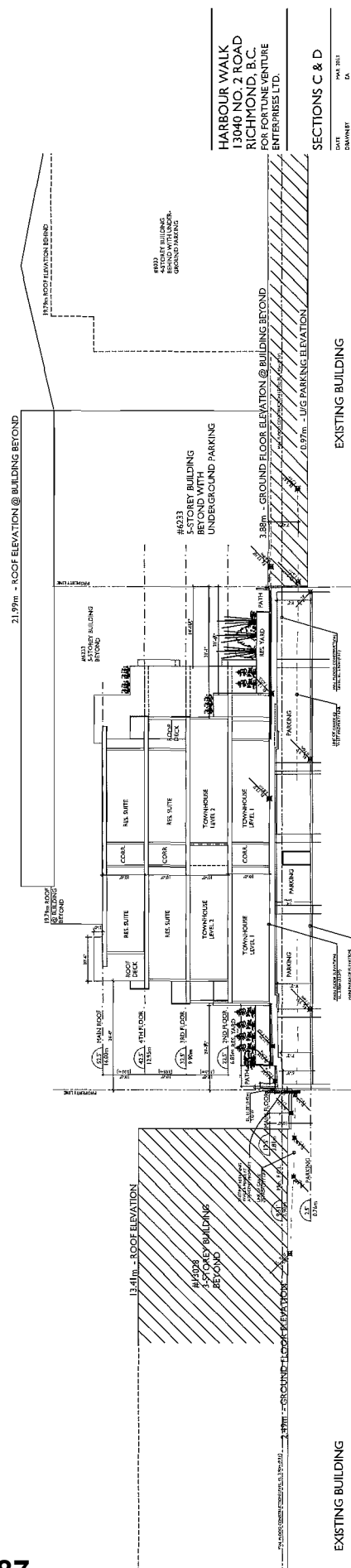
EAST ELEVATION

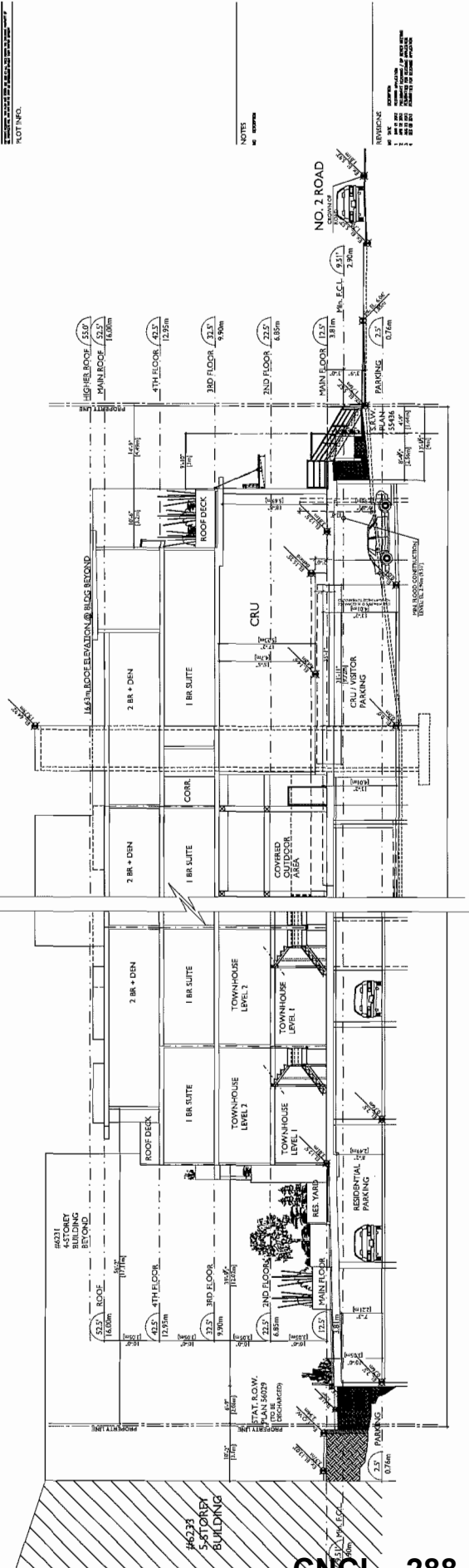
EXISTING BUILDING

[illegible]

DATE	PMAR 2013
REASONED BY	CA
CHECKED BY	TB
SCALE	30210 PLAT
THE ADJUTANT	1119

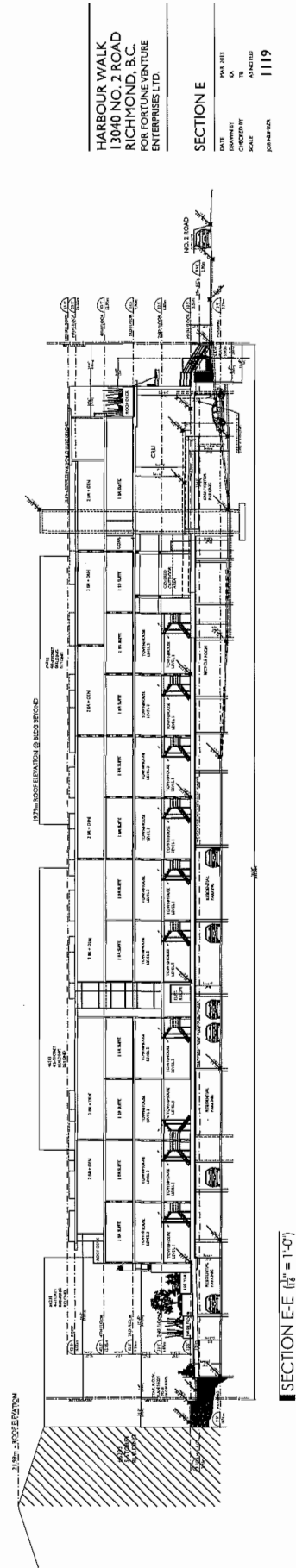
A-4.01





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

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



SECTION E-E ($\frac{1}{16}'' = 1'-0''$)



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

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

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

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

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

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

20.24.1 Purpose

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

20.24.2 Permitted Uses

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

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

20.24.3 Secondary Uses

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

20.24.4 Permitted Density

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

20.24.5 Permitted Lot Coverage

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

20.24.6 Yards & Setbacks

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

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

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

20.24.7 Permitted Heights

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

20.24.8 Subdivision Provisions/Minimum Lot Size

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

20.24.9 Landscaping & Screening

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

20.24.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

20.24.11 Other Regulations

1. The following **uses** permitted by this **zone** shall only be located on the ground floor of a **building**:
 - a) **child care**;
 - b) **education, commercial**;
 - c) **health service, minor**;
 - d) **industrial, general**;
 - e) **manufacturing, custom indoor**;
 - f) **office**;
 - g) **recreation, indoor**;
 - h) **restaurant**;
 - i) **retail, convenience**;
 - j) **retail, general**;
 - k) **service, business support**;
 - l) **service, financial**;
 - m) **service, household repair**;
 - n) **service, personal**; and
 - o) **studio**.

2. **Apartment housing** located within this **zone** shall not be situated within 19.8 m of the **lot line** abutting a **road** on the ground floor of a **building**.
3. The following **secondary uses** are permitted in this **zone** provided they are restricted to **apartment housing** units in which the **uses** are located:
 - a) **boarding and lodging**;
 - b) **community care facility, minor**;
 - c) **home business**.
4. Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as it applies to **development** in the Steveston Commercial (CS3) **zone**.
5. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following area and by designating it "**COMMERCIAL MIXED USE (ZMU24) – LONDON LANDING (STEVESTON)**".

P.I.D. 024-025-917

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

P.I.D. 024-025-925

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

P.I.D. 024-025-933

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

P.I.D. 024-025-941

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

P.I.D. 024-025-950

STRATA LOT 5 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-968

STRATA LOT 6 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-976

STRATA LOT 7 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-984

STRATA LOT 8 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-025-992

STRATA LOT 9 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

P.I.D. 024-026-000

STRATA LOT 10 SECTION 18 BLOCK 3 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT STRATA PLAN LMS3089

TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION
TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9094”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER