



Development Permit Panel

Council Chambers

Wednesday, May 15, 2013

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, April 24, 2013.

☐

2. Development Permit 09-506645

(File Ref. No.: DP 09-506645) (REDMS No. 3550302)

APPLICANT: Timothy Tse

PROPERTY LOCATION: 7840 Bennett Road

Manager's Recommendations

That a Development Permit be issued which would:

- 1. Permit the construction of two (2) back-to-back duplexes at 7840 Bennett Road on a site zoned "Infill Residential (RI2)"; and*
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to permit a 0.83 m building projection beyond the vertical height envelope.*

☐

3. Development Permit 11-575759

(File Ref. No.: DP 11-575759) (REDMS No. 3820085)

APPLICANT: Oris Development (Kawaki) Corp.

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

ITEM

Manager's Recommendations

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.*



4. Development Permit 13-630025

(File Ref. No.: DP 13-630025) (REDMS No. 3839203)

APPLICANT: Traschet Holdings Ltd.

PROPERTY LOCATION: 9091, 9111 and 9131 Beckwith Road

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of two (2) equal-sized buildings with a total floor area of 43,150 ft² (4,009 m²) at 9091, 9111 and 9131 Beckwith Road on a zoned "Industrial Business Park (IB2)."*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum parking lot drive aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.);*
 - (b) *reduce the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.) for the buildings; and*
 - (c) *reduce the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.).*



5. New Business

ITEM

6. **Date Of Next Meeting: Wednesday, May 29, 2013**

7. **Adjournment**



**Development Permit Panel
Wednesday, April 24, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Robert Gonzalez, Chair
Dave Semple, General Manager, Community Services
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, April 10, 2013, be adopted.

CARRIED

2. Development Permit DP 12-603913

(File Ref. No.: DP 12-603913) (REDMS No. 3718340)

APPLICANT: 0908206 BC Ltd.

PROPERTY LOCATION: 9500, 9520 and 9540 Granville Avenue

INTENT OF PERMIT:

1. To permit the construction of a 16 unit townhouse on a site zoned "Medium Density Townhouses (RMT2)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to increase the Maximum Lot Coverage from 40% to 45%.

Applicant's Comments

Eric Law, Eric Law Architect Inc., provided the following information regarding the proposed development:

Development Permit Panel

Wednesday, April 24, 2013

- the proposed project is for a 16 unit two (2) storey townhouse development designed to transition from the existing single-family dwellings to the east, the three (3) storey townhouses to the west, and the two (2) storey townhouse to the south;
- the units are broken into two or three unit groupings with the form, feel, and scale appearing more closely to single-family or duplex housing;
- layered articulation and the use of a variety of materials and colour create visual interest;
- there will be extensive landscaping along Granville Avenue and Ash Street including the retention of three (3) large trees at the southwest corner of the site and one street tree along Granville Avenue; and
- the large outdoor amenity space exceeds the Zoning Bylaw requirements and contains a child's play area, seating and lawn space.

Panel Discussion

In response to a query it was noted that the outdoor amenity space is essentially divided into two parts, a large lawn area closest to Granville Avenue and a child's play area. The two areas are divided by a trellised seating area.

The Panel suggested that the applicant's Landscape Architect work with staff to improve the features included in the outdoor amenity space.

Staff Comments

Wayne Craig, Director of Development, noted that the variance associated with the development was primarily the result of the two (2) storey massing. To offset the increased lot coverage there is substantial permeable paving introduced to the site along the drive aisles to assist water infiltration. Additionally, there will be frontage improvements on Granville Avenue and Ash Street. All units have two car side by side garages. As a point of clarification, Mr. Craig advised that the project includes a convertible unit that has been designed to allow for the conversion of the unit to an accessible unit.

In response to queries it was noted that the Zoning Bylaw provides for a three (3) storey development with a maximum height of 12 metres. The proposed development has a proposed height of approximately 9 metres. Mr. Craig further noted that Attachment 3 of the report was correspondence received at the public hearing and confirmed that the trees being retained on the site are the same as those identified at the public hearing.

Correspondence

None.

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Wednesday, April 24, 2013

Gallery Comments

None.

Panel Discussion

The Panel was supportive of the development and recommended that the applicant and the Landscape Architect work with staff to improve the features included in the outdoor amenity space.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a 16 unit townhouse at 9500, 9520 and 9540 Granville Avenue on a site zoned "Medium Density Townhouses (RMT2)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to increase the Maximum Lot Coverage from 40% to 45%.*

CARRIED

3. Development Permit DP 13-631971

(File Ref. No.: DP 13-631971) (REDMS No. 3826077)

APPLICANT: Baljit Dhillon

PROPERTY LOCATION: 10880 Granville Avenue

INTENT OF PERMIT:

To permit the construction of a septic field that will partially encroach into an Environmentally Sensitive Area (ESA) in the rear of the property, zoned Agricultural District (AG1).

Applicant's Comments

Karla Graf, Triton Environmental Consultants Ltd., provided the following information regarding the application:

- the applicant investigated placing the septic field in the northern part of the property, however, it was not possible due to the Riparian Management Area (ditch) that runs along the front portion of the property;
- to build the septic field at the rear of the property there will be an encroachment into the Environmentally Sensitive Area (ESA);
- two (2) trees will need to be removed to accommodate the septic field;

Development Permit Panel

Wednesday, April 24, 2013

- in lieu of the removed trees there will be additional tree and shrub plantings throughout the remaining ESA area; and
- there is an approximate encroachment of 30 square metres to the ESA area.

Staff Comments

Mr. Craig noted that staff requested the applicant to investigate the placement of the septic field in the front yard to avoid the encroachment into the ESA. Staff received correspondence from the Consulting Engineer outlining the criteria as to why it was not possible to place the septic field in the front of the property.

In response to a query it was noted that the land is not being removed from the ESA rather this application, if approved, would allow the encroachment of the septic field into the ESA. It was further noted that there may be five (5) smaller lots in the immediate area that may encounter this same situation upon development.

Panel Discussion

In reply to a query Mr. Dale Badh, the applicant's representative, advised that the septic bed would be raised by approximate two-feet. The septic field would be covered with grass and various plantings.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a septic field that will partially encroach into an Environmentally Sensitive Area (ESA) in the rear of a property at 10880 Granville Avenue, zoned Agricultural District (AG1).

CARRIED

4. New Business

5. Date Of Next Meeting: Wednesday, May 15, 2013

Development Permit Panel
Wednesday, April 24, 2013

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:58 p.m.

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the
Development Permit Panel of the Council
of the City of Richmond held on
Wednesday, April 24, 2013.

Robert Gonzalez
Chair

Heather Howey
Acting Committee Clerk



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: April 22, 2013

From: Wayne Craig
Director of Development

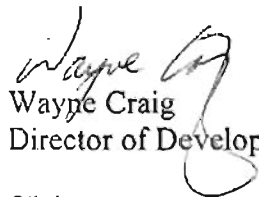
File: DP 09-506645

Re: Application by Timothy Tse for a Development Permit at 7840 Bennett Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of two (2) back-to-back duplexes at 7840 Bennett Road on a site zoned "Infill Residential (RI2)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to permit a 0.83 m building projection beyond the vertical height envelope.



Wayne Craig
Director of Development

EL:kt

Staff Report

Origin

Timothy Tse has applied to the City of Richmond for permission to develop two (2) back-to-back duplexes at 7840 Bennett Road. The site is being rezoned from Single Detached (RS1/E) to Infill Residential (RI2) for this project under Bylaw 8902 (RZ 09-496145).

The site currently contains a single-family dwelling. A Servicing Agreement for the design and construction of frontage improvements and lane extension is required prior to subdivision approval.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the North: Across Bennett Road, single-family dwellings on lots zoned Single Detached (RS1/E).
- To the East/West: Back-to-back duplexes with vehicle access from the rear lane on lots zoned Infill Residential (RI1).
- To the South: A mix of compact single-family dwellings and back-to-back duplexes on lots zoned Single Detached (RS1/A) and Infill Residential (RI1), fronting Acheson Road with vehicle access from the rear laneway.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on June 18, 2012. The following concerns were expressed during the Public Hearing. The response to the concern is provided in *italics*.

1. Lack of parking.

A total of six (6) parking stalls will be provided between the two (2) future duplex lots. All residential parking will be located at the back of the site. Each duplex lot will provide two (2) spaces within the proposed side-by-side double car garage and another space on a parking pad adjacent to the garage. Street parking is permitted on both sides of Bennett Road. By removing the existing driveway to the site off Bennett Road, additional on-street parking will be available for visitors to the general neighbourhood.

2. Trees being removed.

A total of eight (8) bylaw-sized trees were identified for removal at the rezoning stage (Four (4) trees located within the permitted building envelopes and four (4) trees located within the required lane dedication area). The developer is proposing to plant eight (8)

new trees on-site (ranging from 8 cm to 11 cm calliper) and provide a voluntary contribution of \$4,000 to the City's Tree Compensation Fund in-lieu of planting the remaining eight (8) replacement trees.

Six (6) of the replacement trees will be planted in the front yards to improve the streetscape of Bennett Road. Another two (2) replacement trees will be planted within the private outdoor areas of the duplexes between the principal buildings and the garages. Staff believe that the proposed landscaping will enhance the built environment of this block.

3. Frontage improvements and request to remove the existing hydro pole in front of 7800 Bennett Road.

Frontage improvements are required for the development of the subject site. Work include but not limited to storm sewer upgrades, and construction of curb & gutter, pavement widening, 1.5 m concrete sidewalk, and grass & treed boulevard.

BC Hydro and Telus are the agencies who determine when and where utility poles can be eliminated. Since underground hydro and telecommunications are required for the new lots and there is another utility pole on the east edge of the site, it is possible that the one utility pole in front of 7800 Bennett Road could be eliminated, provided that such pole serves no other functions, as determined by BC Hydro and Telus. Staff will continue to work with BC Hydro and Telus on this matter.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the Infill Residential (RJ2) zone except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to permit a 0.83 m building projection beyond the vertical height envelope.

(Staff supports the proposed variance as the facade articulation and massing provide an improved streetscape and are consistent with other similar projects in the same zone.)

Advisory Design Panel Comments

Due to the small scale of the proposed development, the application was not presented to the Advisory Design Panel. The proposal is generally in compliance with all the applicable Development Permit Guidelines, and the overall design and site plan adequately addressed staff comments.

Analysis

Conditions of Adjacency

- The form of development is similar to back-to-back duplexes previously approved on Bennett and Acheson Roads.
- The proposed height, siting and orientation of the buildings respect the finer grain of the evolving character in the surrounding residential urban context.

Urban Design and Site Planning

- The proposed site layout provides for an attractive pedestrian oriented elevation fronting Bennett Road, which is consistent with the guidelines for the Acheson Bennett Sub-Area.
- Vehicle access to the duplexes will be through the proposed rear lane extension.
- Parking will be provided at a rate of 0.5 parking spaces per bedroom (Three (3) spaces per lot).
- No visitor parking is required for the proposed duplexes.
- No bicycling parking is required for the proposed duplexes but bicycle storage enclosures and bicycle parking spaces are provided.
- No common or shared Indoor/Outdoor Amenity Space is required for this development, but each unit will have access to private outdoor space. The front units have a street fronting garden with a large porch; walkways to the rear units are screened from the gardens of the front units with shrubs. The rear units have a garden and patio area between the unit and the garage; walkways to the front units are screened from gardens of the rear units with low lattice fence and shrubs.
- The subdivision of the subject site into two (2) lots requires a separate application. The subdivision must be approved prior to issuance of a building permit.

Architectural Form and Character

- The massing and style of the building forms are compatible with existing duplex buildings on the block and contribute to a consistent streetscape image and presence.
- Individual units are well articulated; visual interest has been incorporated with a variety of roof elements, projecting bays, and a range of materials and colour finishes.
- The natural colour palette of the proposed development complements the warm colour palette of the adjacent residential developments.
- The proposed building materials hardi-shingle, hardi-plank siding, painted wood trim and asphalt shingle roofing) are generally consistent with the Official Community Plan (OCP) Guidelines and Sub-Area Plan.
- “Aging-In-Place” features will be provided to all units (e.g., inclusion of blocking to bathrooms for installation of grab-bars, and provision of lever door handles.)
- Two (2) convertible units have been incorporated into the design; the rear unit (Unit B) of each duplex will be a convertible unit type.

Landscape Design

- The applicant is proposing to remove all of the eight (8) bylaw-sized trees on-site identified for removal at the rezoning stage; 16 replacement trees are required.
- The applicant is proposing to plant eight (8) replacement trees on-site. Voluntary contribution of \$4,000 to the City's Tree Compensation Fund in-lieu of planting the remaining eight (8) replacement trees is being provided through the Rezoning process.
- The applicant has committed to the protection of a 15 cm calliper Honey Locust tree located on the adjacent property to the west at 7800/7808 Bennett Road. Tree protection fencing will be required prior to any construction activities, including building demolition, occurring on-site. A contract with a certified arborist to inspect tree protection fencing on-site and oversee construction activities near and within the tree protection zones has been provided for this purpose.
- The landscape design includes the planting of replacement trees and a variety of shrubs and ground covers, which meets the Official Community Plan (OCP) guidelines for tree replacement and landscaping. The proposed lot coverage for landscaping with live plant materials is 33.77%.
- The private open spaces are well defined at the edges with fences or shrubs.
- In order to ensure the landscaping works are undertaken, the applicant is required to provide a landscape security of \$11,442.00 in association with the Development Permit.

Crime Prevention through Environmental Design

- Passive surveillance opportunities are presented through the siting of the building and the relationship between the indoor spaces and the outdoor areas to meet safety and crime prevention objectives.
- Individual unit entrances are visible from the public street.
- Space differentiation (public, semi public, private) is achieved through the use of fences, gates, and landscape features.
- Low planting is proposed along edges of buildings to keep the entry area open and visible.

Sustainability

- One (1) unit of each duplex is readily convertible to cater for elderly.
- The proposed asphalt shingles to be used for roofing is light weight, which would reduce the loading on the building.
- The proposed Hardie Plank siding to be used for wall cladding is light weight and allows breathing below the surface; hence moisture will not be trapped. It also stands up to fires, mildew/moisture, termites and the basic wear and tear.
- Proposed pre-paint Hardie Plank siding is painted in the shop under a controlled environment, which would reduce emission of volatile organic compounds and ensure durability in comparison to field applied paint.

Conclusions

The applicant has satisfactorily addressed design issues that were identified through the rezoning process, as well as staff comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design that arisen during the Development Permit review. The applicant has presented a development that fits well into the existing context. Therefore, Staff recommends support of this Development Permit application.



Edwin Lee
Planning Technician - Design

EL:kt

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$11,442.00 (based on total floor area of 5,721 sq. ft.).

Prior to future Building Permit issuance, the developer is required to complete the following:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Incorporation of accessibility measures and sustainability features in Building Permit (BP) plans as determined via the rezoning and/or Development Permit processes.



DP 09-506645

Attachment 1

Address: 7840 Bennett Road

Applicant: Timothy Tse

Owner: 0866631 BC Ltd.

Planning Area(s): City Centre - Acheson Bennett (Schedule 2.10B)

Floor Area Gross: 531.47 m²

Floor Area Net: 394.63 m²

	Existing	Proposed
Site Area:	825.44 m ²	355.29 m ² to 362.94 m ²
Land Uses:	One (1) single-family residential dwelling	Two (2) duplexes
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
Area Plan Designation:	Residential (Mixed Single-Family and Small Scale Multi-Family)	No change
Zoning:	Single Detached (RS1/E)	Infill Residential (RI2)
Number of Units:	One (1)	Four (4)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.55	none permitted
Lot Coverage – Building:	Max. 45%	43.3%	none
Lot Coverage – Buildings, structures, and non-porous	Max. 70%	66.3%	none
Lot Coverage – Landscaping	Min. 30%	33.7%	none
Setback – Front Yards (m):	Min. 4.5 m	4.5 m	none
Setback – Side Yards (m) – Principal Building:	Min. 1.2 m	1.2 m	none
Setback – Side Yards (m) – Accessory Building:	Min. 0.6 m	0.84 m	none
Setback – Rear Yards (m) – Accessory Building:	Min. 1.2 m	1.2 m	none
Height (m):	Max. 9.0 m, but not exceed the residential vertical lot width and the residential vertical lot depth envelope	9.0 m with projection beyond residential vertical lot depth envelope	Variance Requested – projection beyond residential vertical lot depth envelope
Lot Size (min./max.):	312 m ² /1,560 m ²	355 m ² to 363 m ²	none
On-Site Parking (Residential):	1 stall per unit or 0.5 stalls per bedroom, whichever is greater	(0.5 stall per bedroom x 3 bedrooms) x 2 units = 3 stalls per lot	none
On-Site Parking (Visitor):	0	0	none



City of Richmond

Development Permit

No. DP 09-506645

TO THE HOLDER: TIMOTHY TSE

PROPERTY ADDRESS: 7840 BENNETT ROAD

ADDRESS: 255 – 8877 ODLIN CRESCENT
 RICHMOND BC V6X 3Z7

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 permit a 0.83 m building projection beyond the vertical height envelope.
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 #4 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 \$11,442.00 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.

Development Permit

No. DP 09-506645

TO THE HOLDER: TIMOTHY TSE

PROPERTY ADDRESS: 7840 BENNETT ROAD

ADDRESS: 255 ~ 8877 ODLIN CRESCENT
RICHMOND BC V6X 3Z7

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.

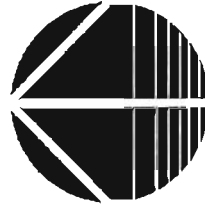
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF ,

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF ,

MAYOR

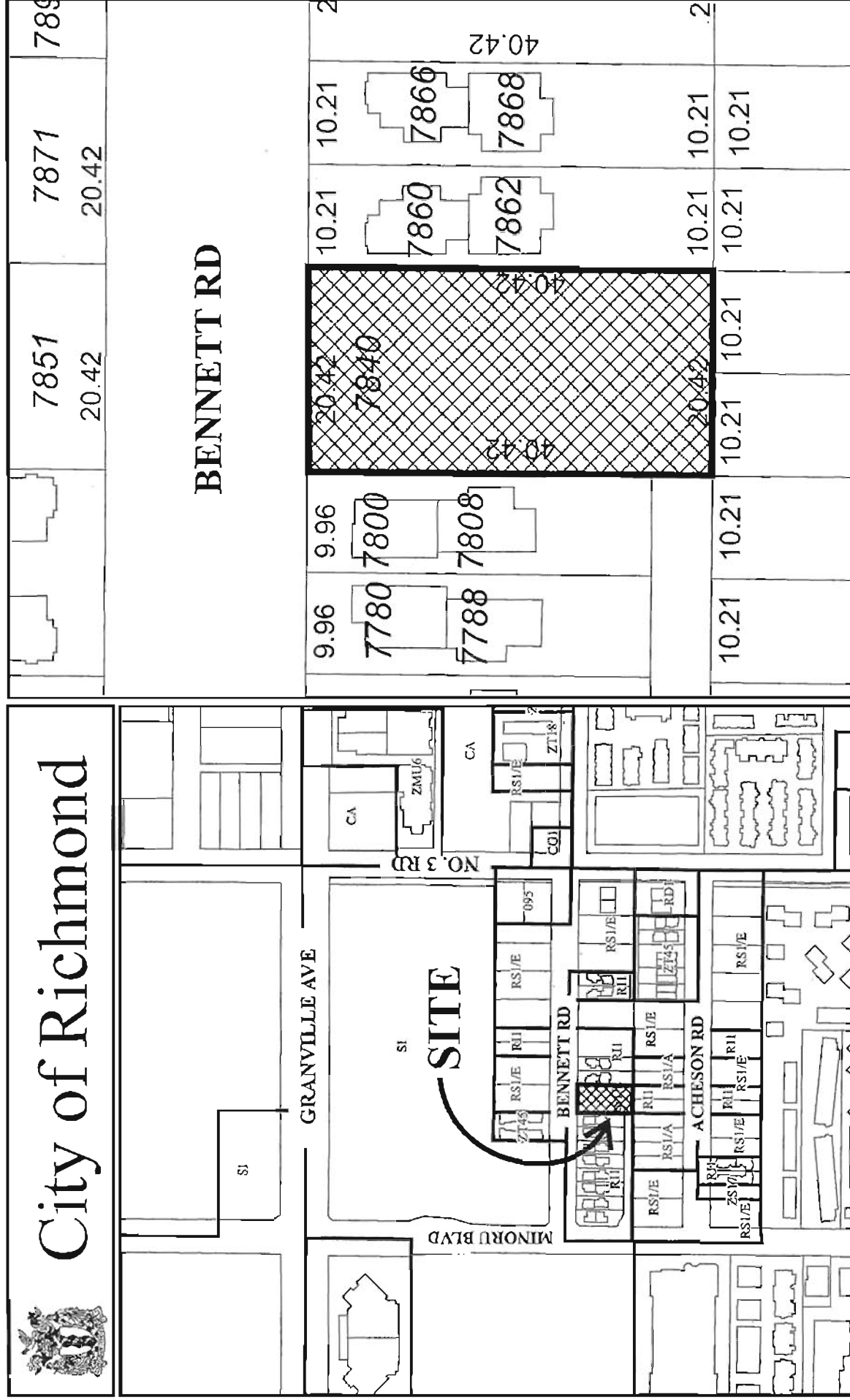


DP 09-506645
SCHEDULE "A"

Original Date: 01/12/10

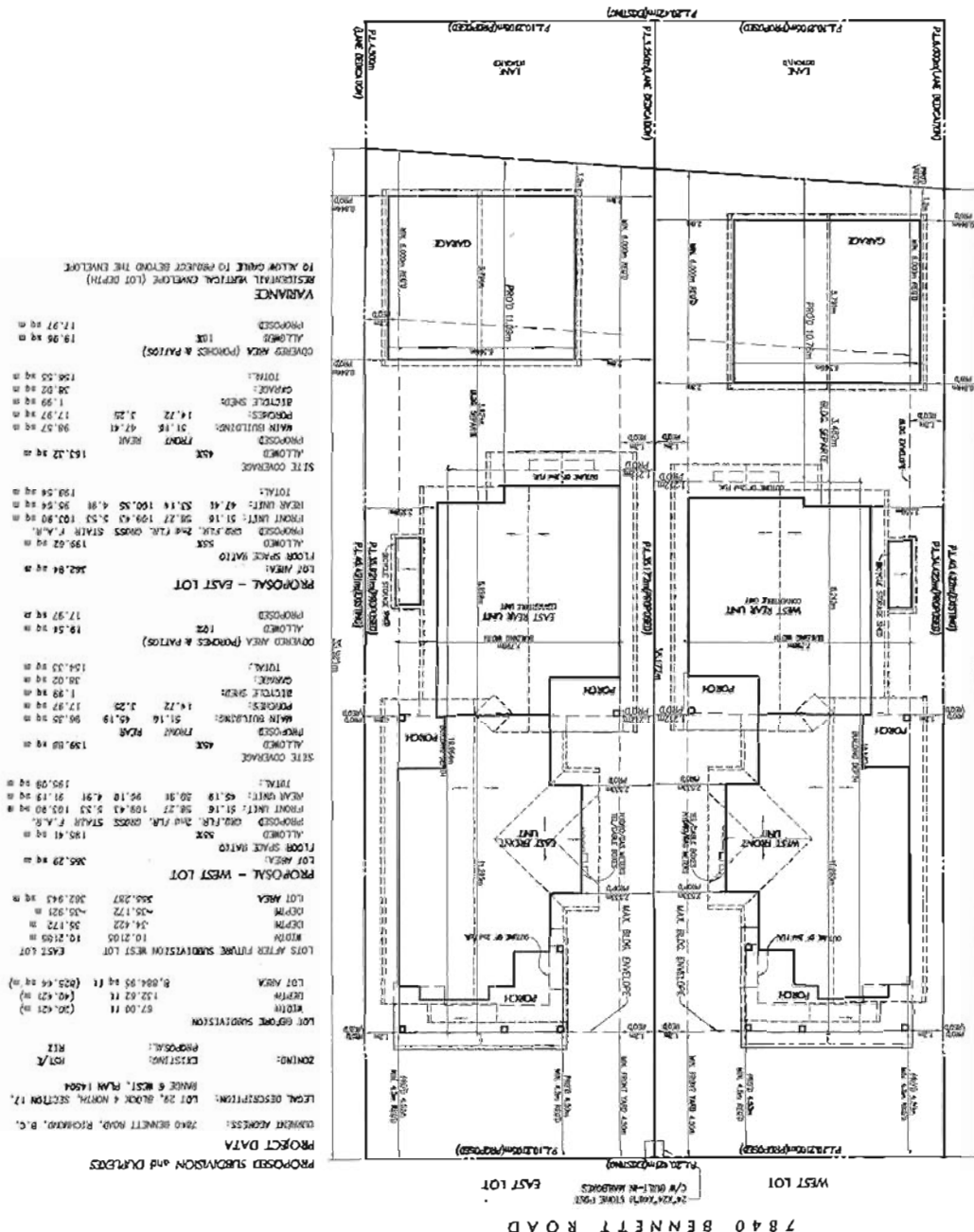
Revision Date:

Note: Dimensions are in METRES

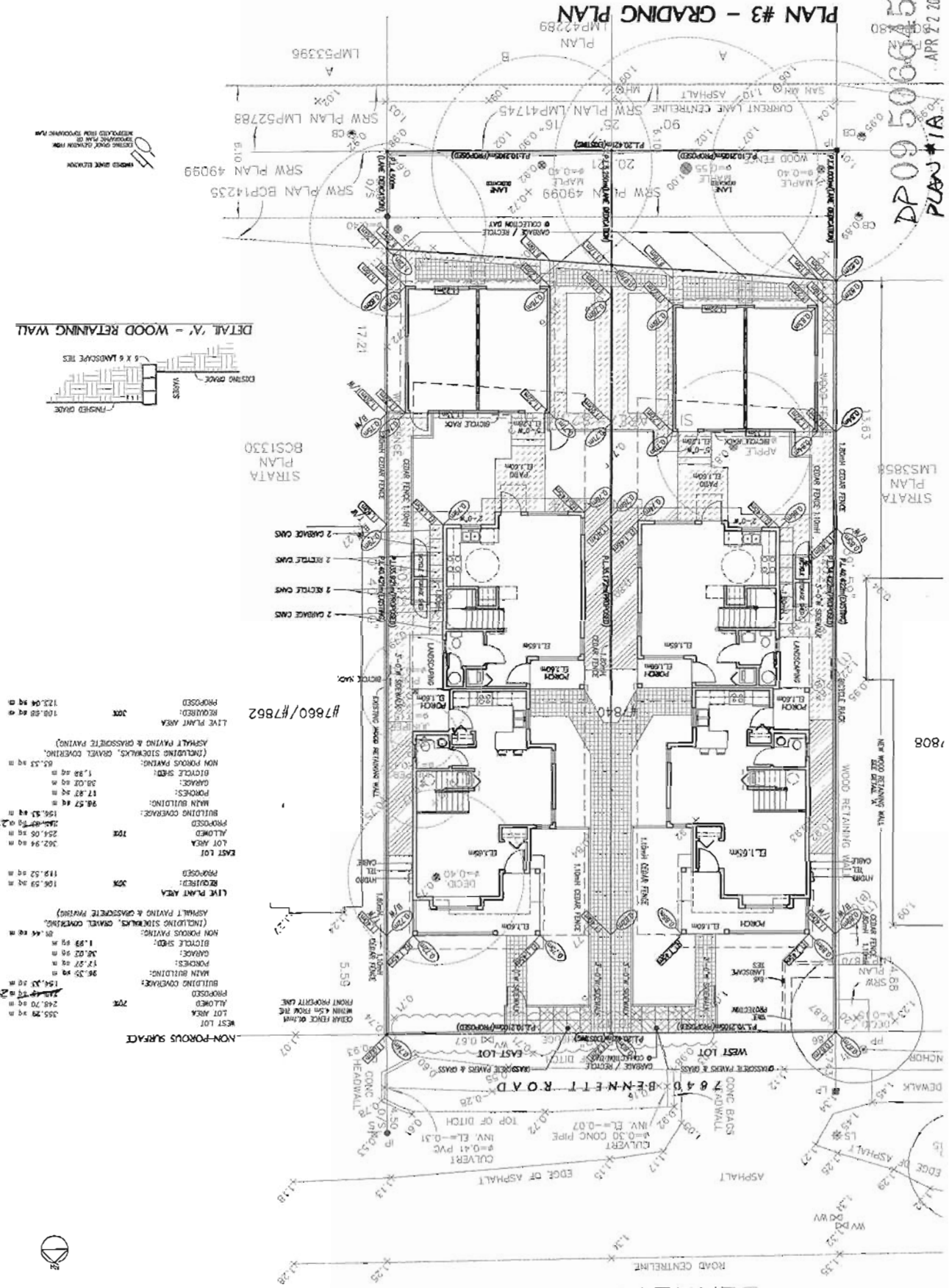


PLAN #1 - SITE PLAN - SETBACKS

RZ 09-496145 / SD 09-496151

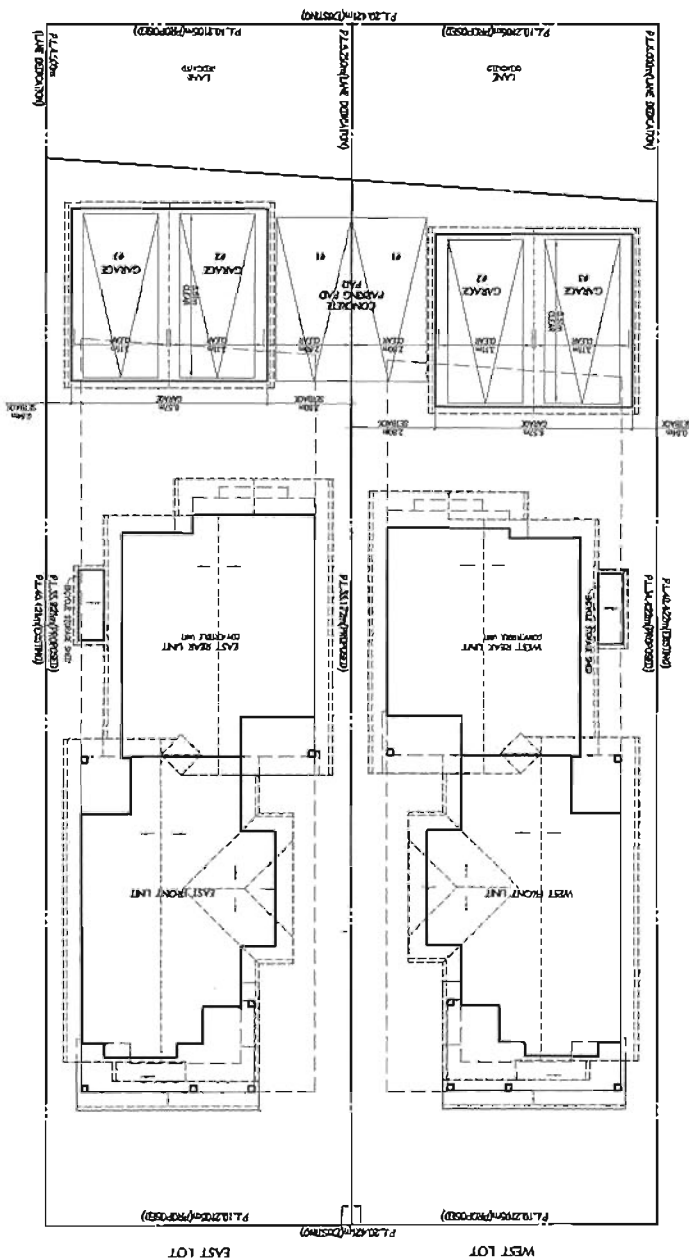


PLAN #3 - GRADING PLAN



PLAN #2 - PARKING PLAN

DP 09 506645
PLAN # 2
APR 22 2013

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7840 BENNETT ROAD



BENNETT ROAD

PROPOSED DRIVE (SEE PLAN)

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PROPOSED DRIVE (SEE PLAN)

PLANT LIST

Size	Scientific Name	Common Name	Qty	Size	Notes
AC	Alnus incana	Willow	1	1.8M	1.8M
BU	Betula pubescens	Betula	2	1.8M	1.8M
MS	Myrica sp.	Myrica	2	1.8M	1.8M
PO	Populus sp.	Populus	1	1.8M	1.8M
TO	Tilia cordata	Tilia	1	1.8M	1.8M
CI	Cornus sp.	Cornus	1	1.8M	1.8M
HA	Hamamelis sp.	Hamamelis	1	1.8M	1.8M
LA	Lonicera sp.	Lonicera	1	1.8M	1.8M
PI	Picea sp.	Picea	1	1.8M	1.8M
SH	Shorea sp.	Shorea	1	1.8M	1.8M
SK	Sorbus sp.	Sorbus	1	1.8M	1.8M
JA	Juglans sp.	Juglans	1	1.8M	1.8M
VM	Viburnum sp.	Viburnum	1	1.8M	1.8M
BO	Berberis sp.	Berberis	1	1.8M	1.8M
PM	Prunella sp.	Prunella	1	1.8M	1.8M

PROJECT NOTES

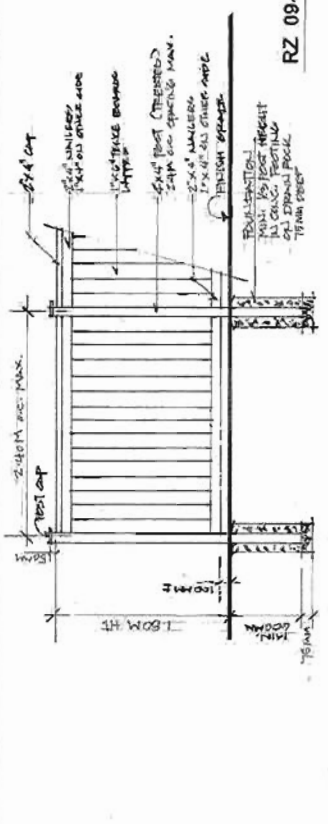
- 1. All work shall be in accordance with the City of Vancouver's Land Use Bylaw and the City of Vancouver's Engineering Department's standards.
- 2. All work shall be in accordance with the City of Vancouver's Land Use Bylaw and the City of Vancouver's Engineering Department's standards.
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CONTACT INFORMATION:

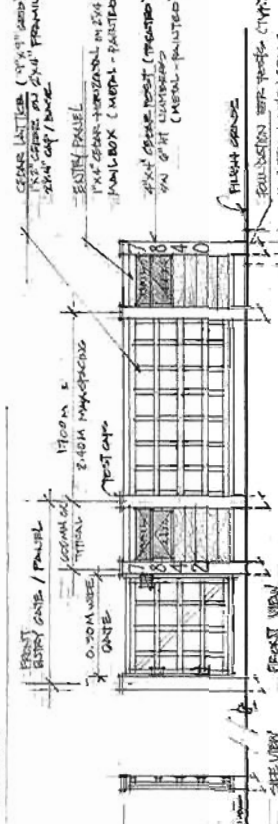
K.R. ROSS & ASSOCIATES
Landscape Architecture
Urban Design & Planning
1372 Chestnut Drive
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Tel: (604) 418-1017
Email: kross@kross.ca

RZ 09-496145 / SD 09-496151

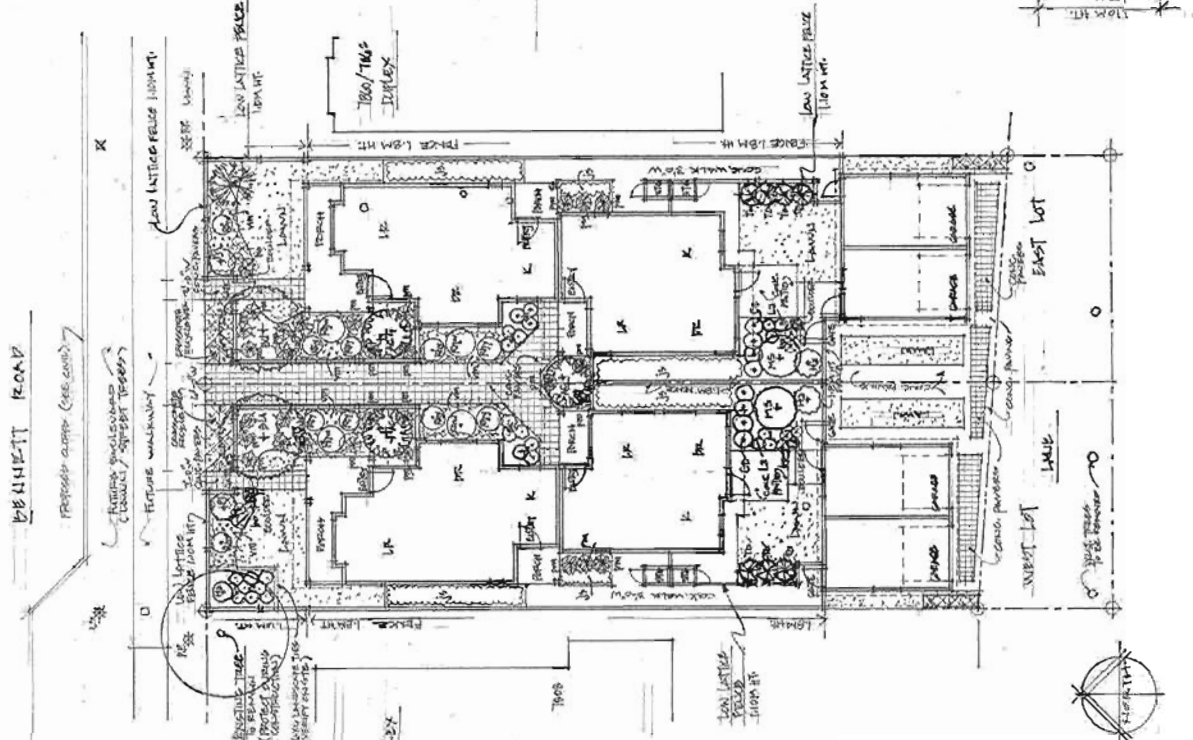
Cedar Fence 1.8M Ht. 1:20 scale



Lattice Fence 1.1M Ht. 1:20 scale



Plan #10 Landscape Plan 1:100 scale



APR 22 2013

PLAN # 3

09506645

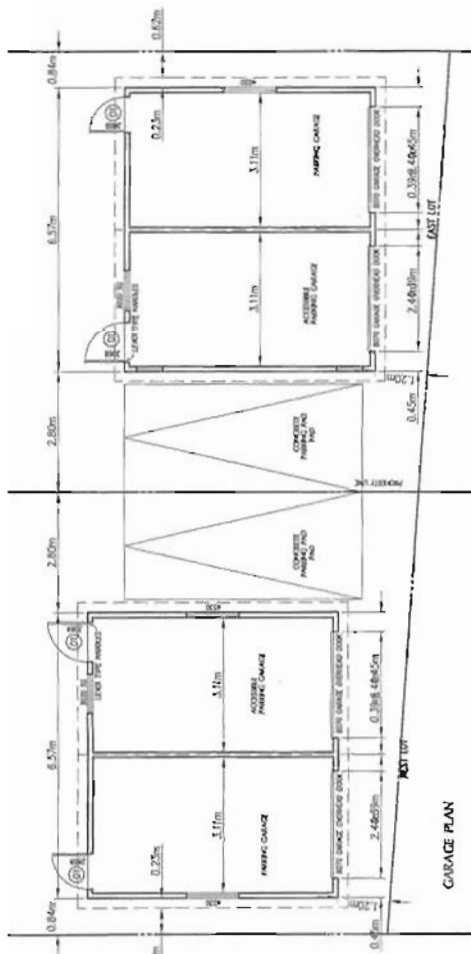
K.R. ROSS & ASSOCIATES
Landscape Architects

PROPOSED DUPLEXES
7840 BENNETT ROAD
RICHMOND, BC

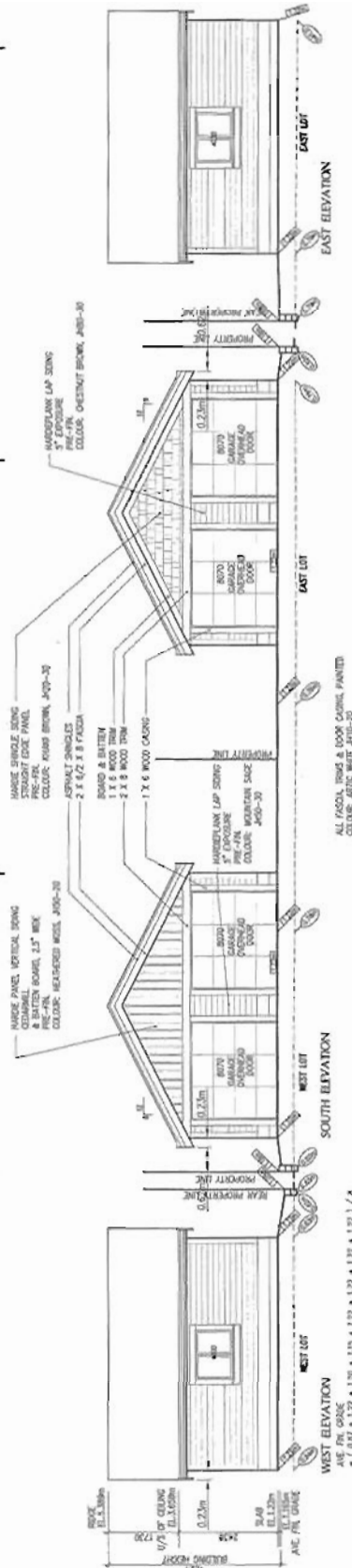
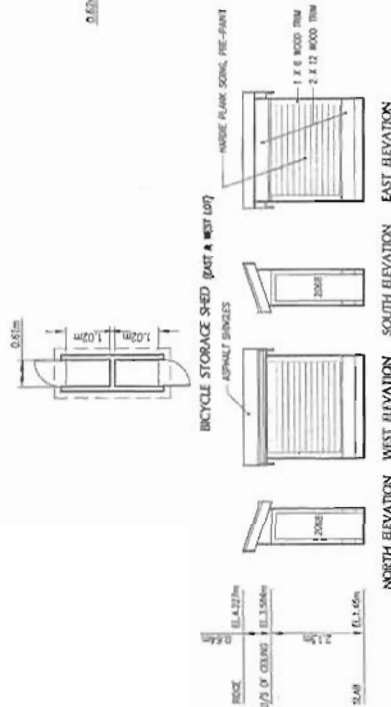
LANDSCAPE PLAN	
DATE	1/10
BY	K.R. ROSS
FOR	7840 BENNETT ROAD
SCALE	1:100

L-1

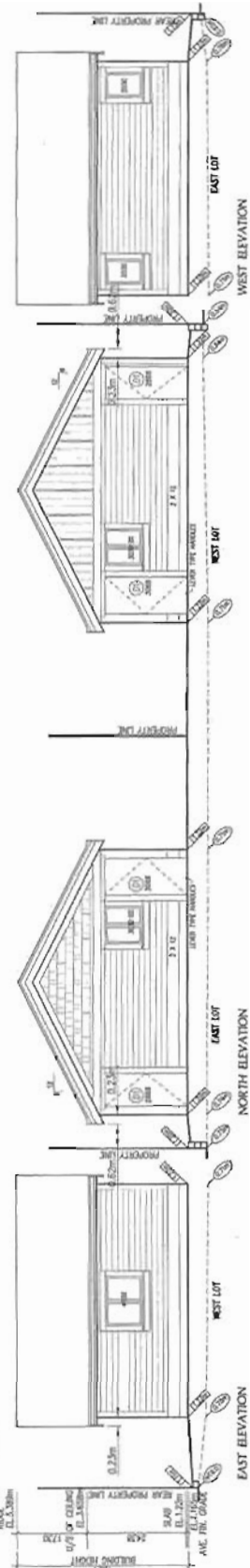
PLAN #6 - GARAGE



GARAGE PLAN



SOUTH ELEVATION



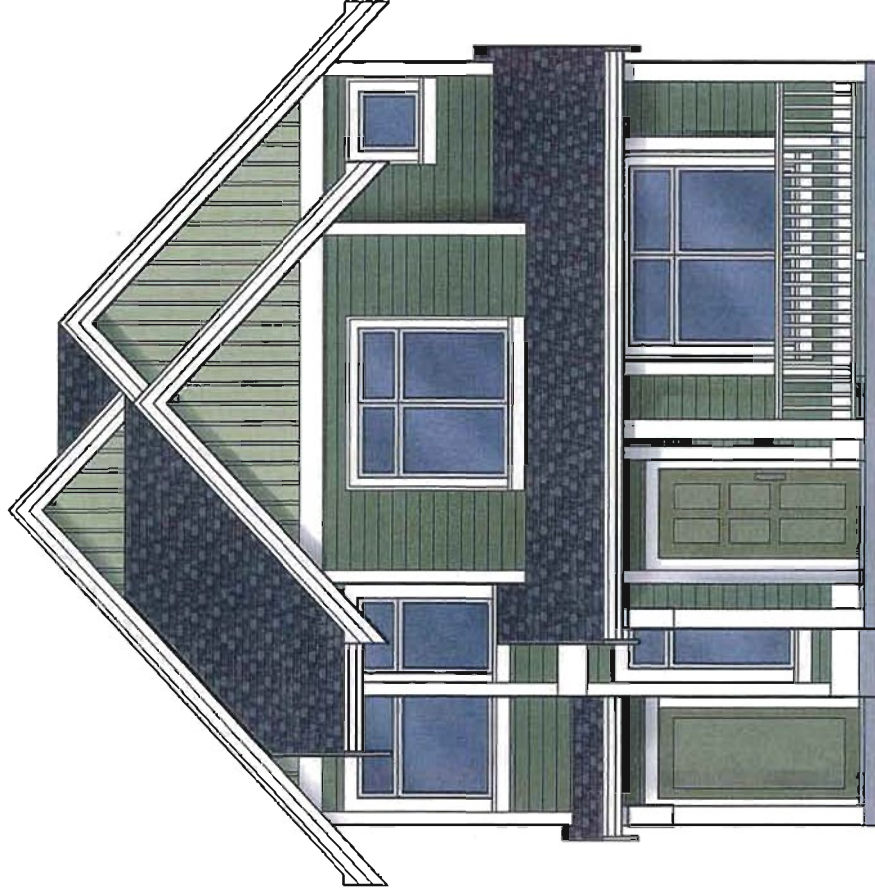
NORTH ELEVATION

WEST ELEVATION

9



NORTH ELEVATION (EAST LOT)



NORTH ELEVATION (WEST LOT)

PLAN 04C APR 22 2013

DP09506645

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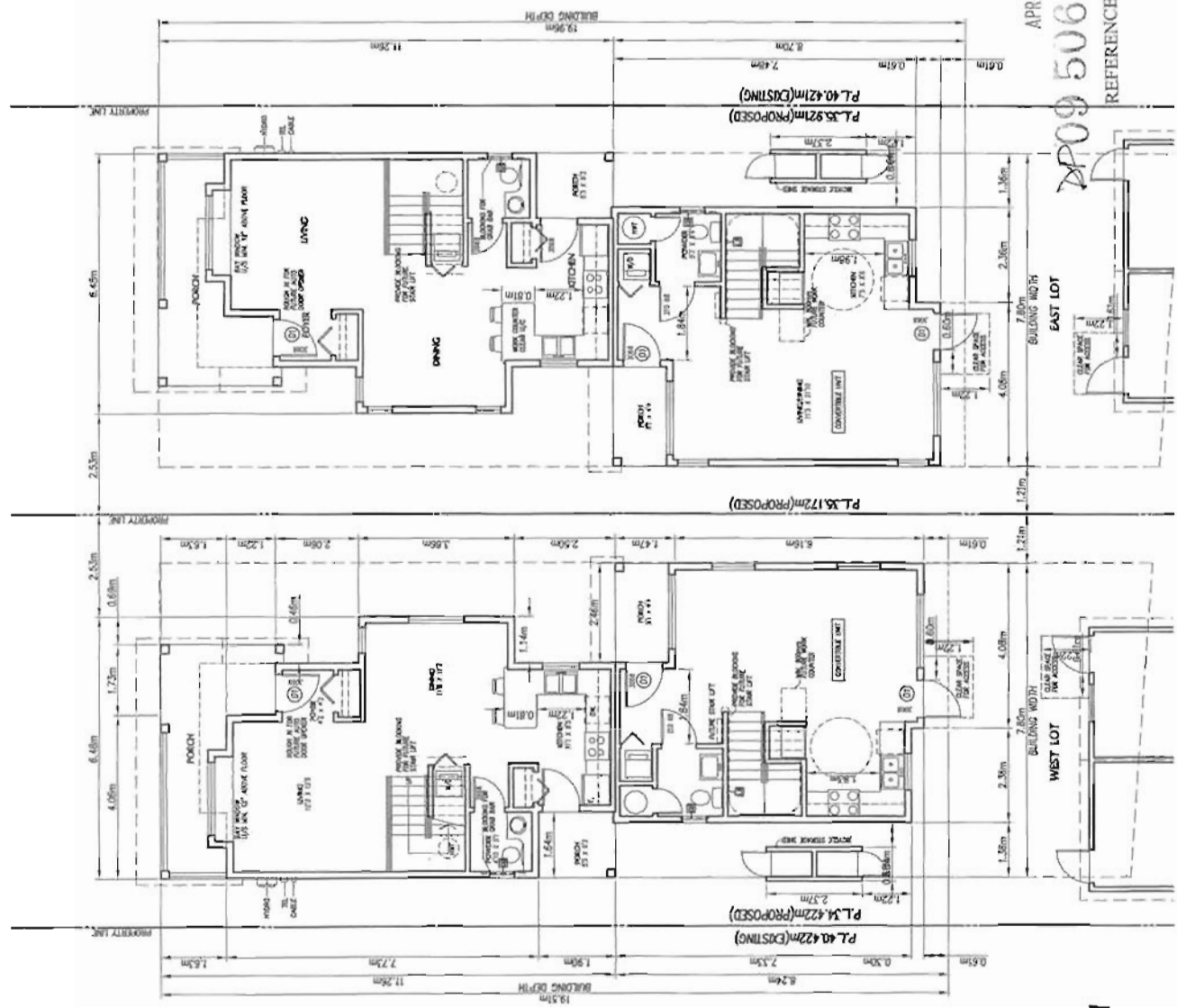
PROPOSED SERVICES
7040 BERNETT ROAD
PACIFIC, B.C.
V6P 6C6
TEL: 604-271-1111
FAX: 604-271-1112
WWW.PACIFIC-CAVITY.COM

DATE: 2013-04-22
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

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RZ 09-496145 / SD 09-496151

APR 22 2013
2009 506645
REFERENCE PLAN



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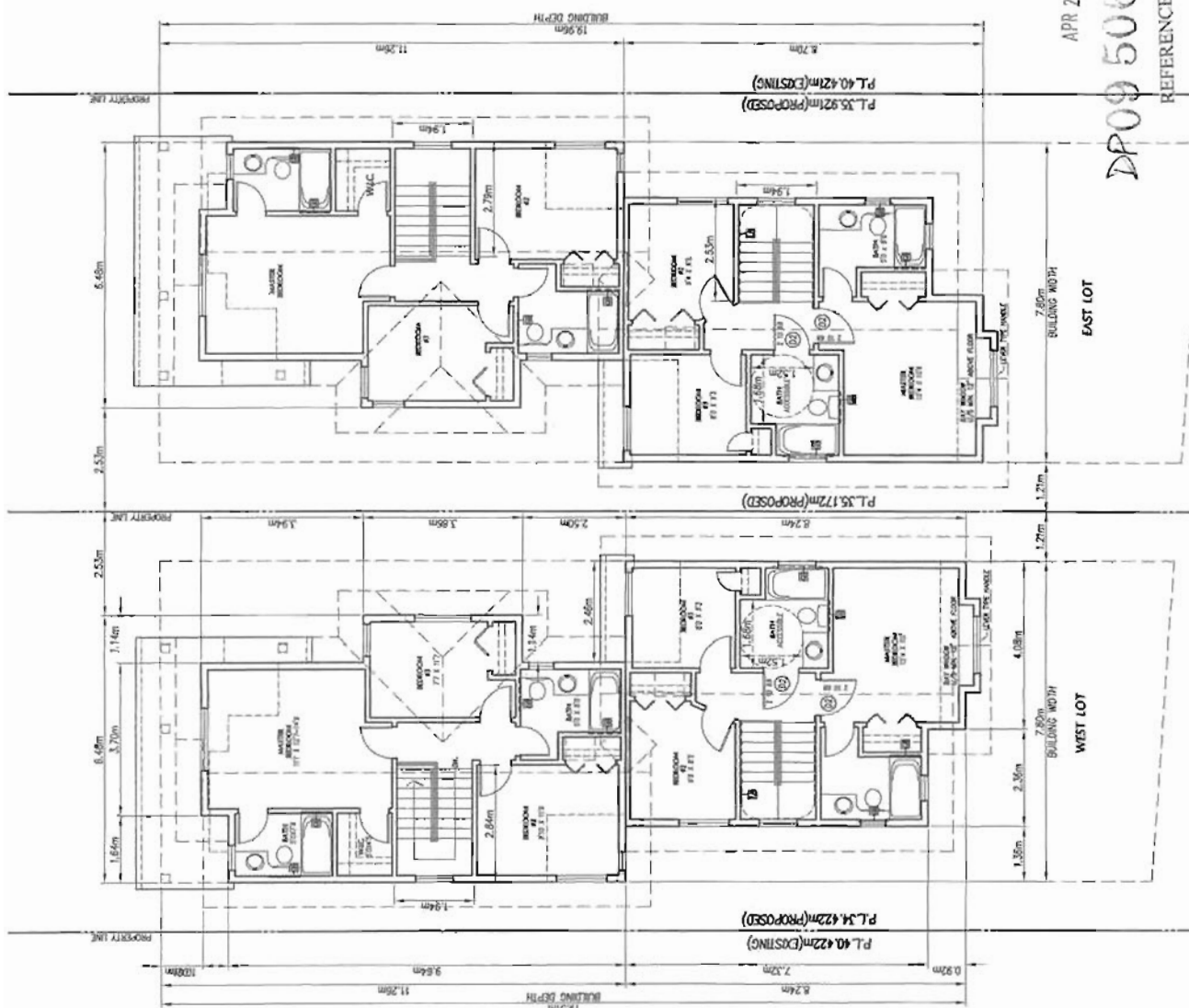
PLAN #7 - GROUND FLOOR PLAN

APR 22 2013

DP09506645

REFERENCE PLAN

PLAN #8 - SECOND FLOOR PLAN



NOTE: PROVIDE LEAK TEST ANALYSIS FOR
POOLED • PLUMBING FIXTURES

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City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel
From: Wayne Craig
Director of Development
Date: April 23, 2013
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/VariANCES (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 siting 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.

- 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.

- Provisions for integration of Geothermal heating and cooling.
- Individual/separate zone control heating and cooling.
- Energy efficient lighting.
- Energy efficient, Low E glazing systems.
- Eco-friendly paints and sealants.
- 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.

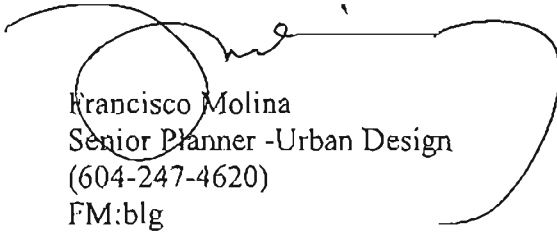
Crime Prevention Through Environmental Design (CPTED)

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.

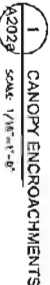
Planning Area(s): Steveston. London/Princess Node Neighbourhood

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



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

Kawaki Site | No. 2 Road | Steveston

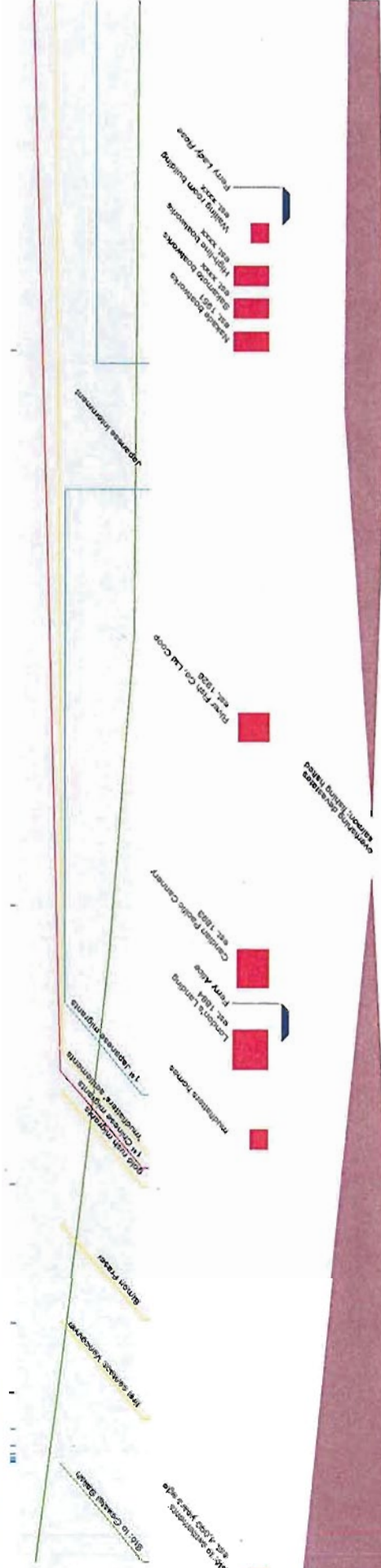


people

buildings

salmon

photos



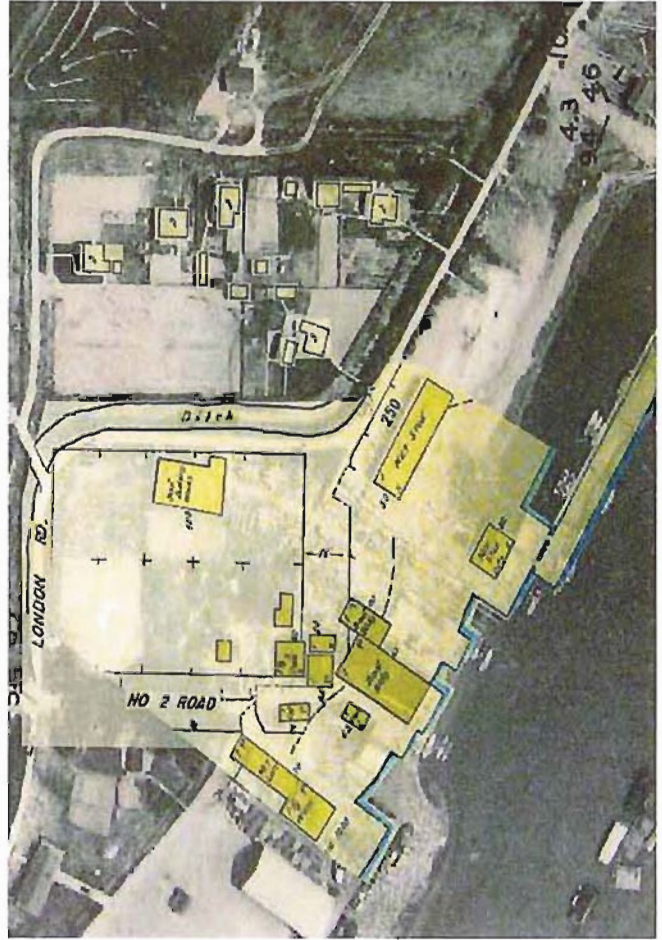
ancient

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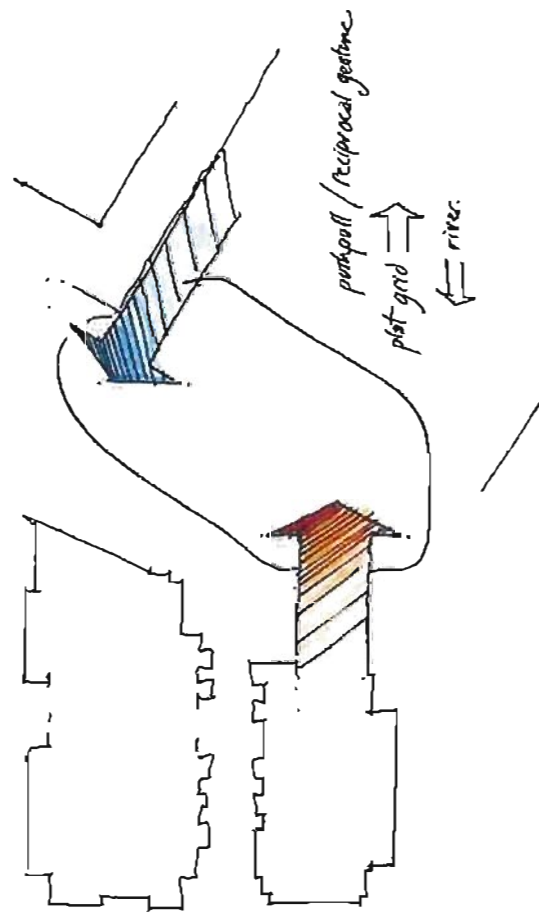
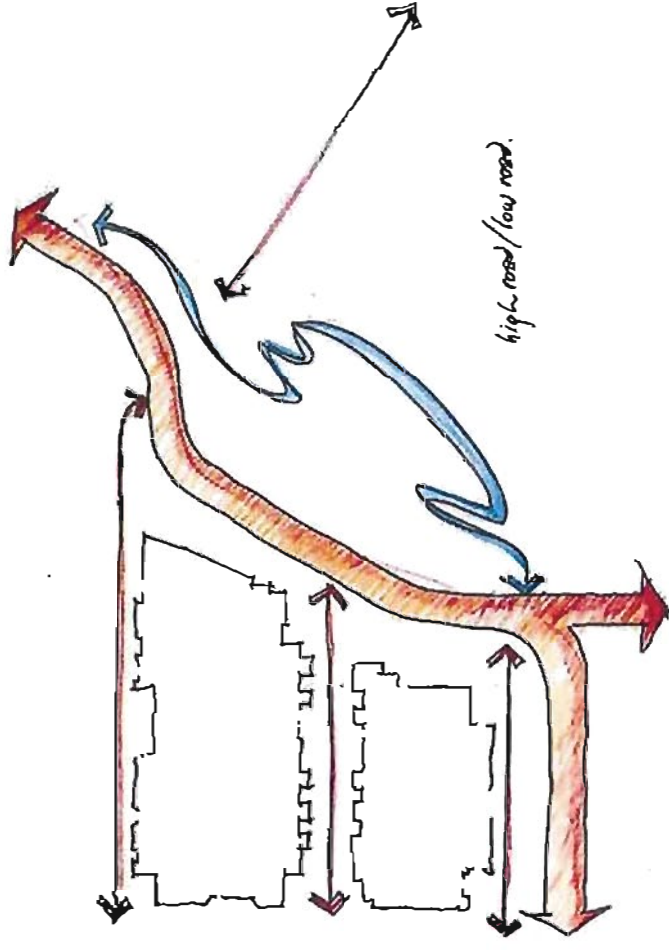
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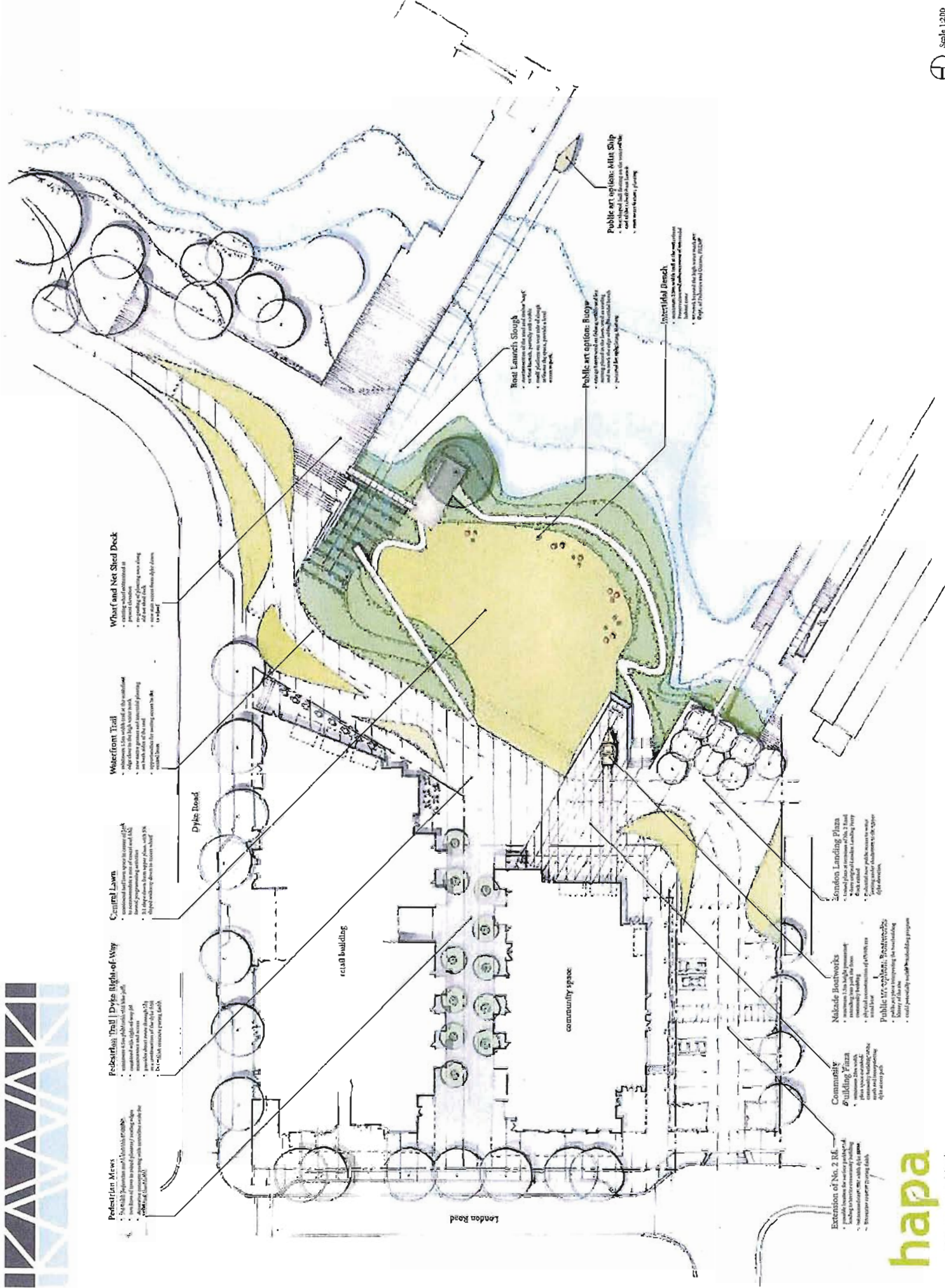
1900

1950



hapa





Wharf and Net Shed Deck

- existing wharf rehabilitated as public deck
- new deck extends from ship deck to water

Waterfront Trail

- sidewalk 1.5m wide with rail at the waterline
- edge deck in the high water mark
- opportunities for seating, viewing, and play

Central Lawn

- landscaped lawn space in center of park
- accommodates a range of events and activities
- 11 days a week from upper plaza with 2m deep seating down to lower wharf

Pedestrian Trail | Dyke Right-of-Way

- existing 1.5m wide sidewalk with 1m wide path
- landscaped with light-colored paving
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

Pedestrian Mews

- 1.5m wide pedestrian mews between existing buildings
- new deck of stone to paved plaza / seating edge
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

Boat Launch Slough

- existing slough with 1.5m wide path
- new deck of stone to paved plaza / seating edge
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

Public Art Option: Buoy

- new buoy in the slough
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

Public Art Option: Milt Ship

- new ship in the slough
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

Intermodal Bench

- new bench in the slough
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

London Landing Plaza

- landscaped plaza in center of the 2.5m wide area
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

Nakade Boatworks

- new boatworks in the slough
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

Community Building Plaza

- landscaped plaza in center of the 2.5m wide area
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

Extension of No. 2 Rd.

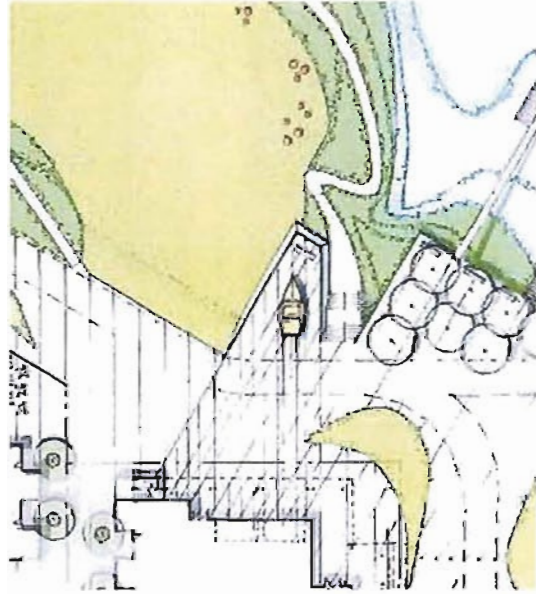
- new road in the slough
- provides direct route through 2.5m wide area of the dyke
- 1m wide entrance paving, deck

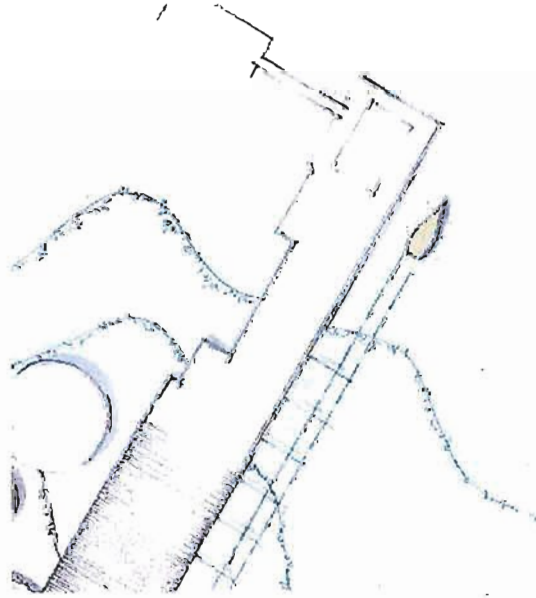
hapa



Nakade Boatworks

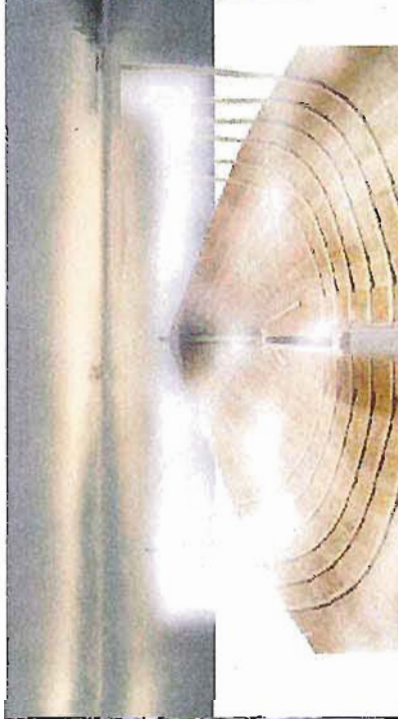
- physical renovation of 1950's era wood boat built onsite by Nakade Brothers
- seasonal display in the park with permanent display in community building
- casting of steel ways in paving to facilitate moving
- could potentially include boatbuilding program

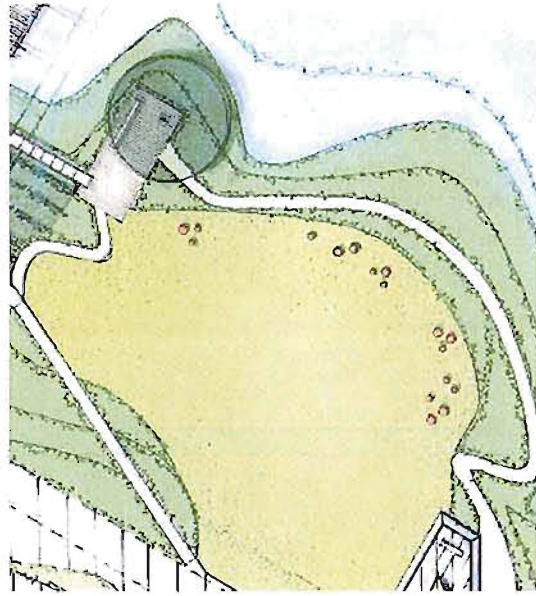




Mist Ship

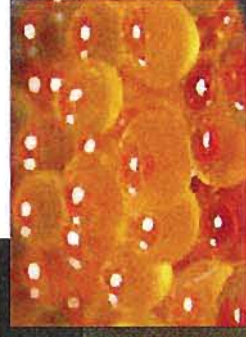
- boat shaped hull moored at the terminus of the existing ways adjacent to the London Pier
- floating with tides
- integrated water 'mist' feature that blurs edge between water and craft
- illuminated at night





Buoys

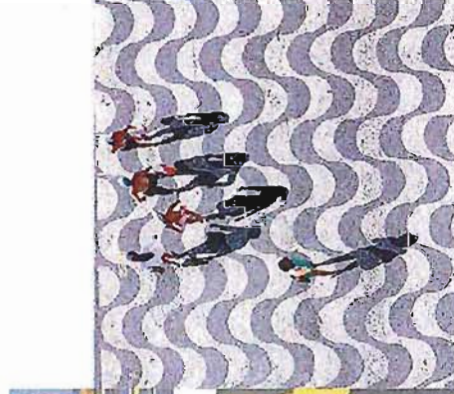
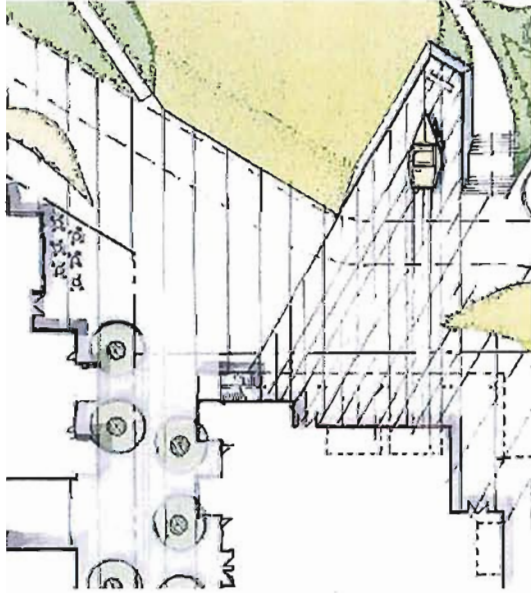
- referencing past history of Kawaki salmon roe processing operation
- potential for uplighting and floating in intertidal areas, on water and on lawn





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



City of Richmond

Development Permit

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.

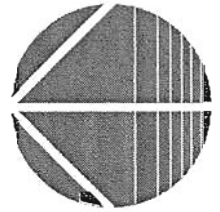
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

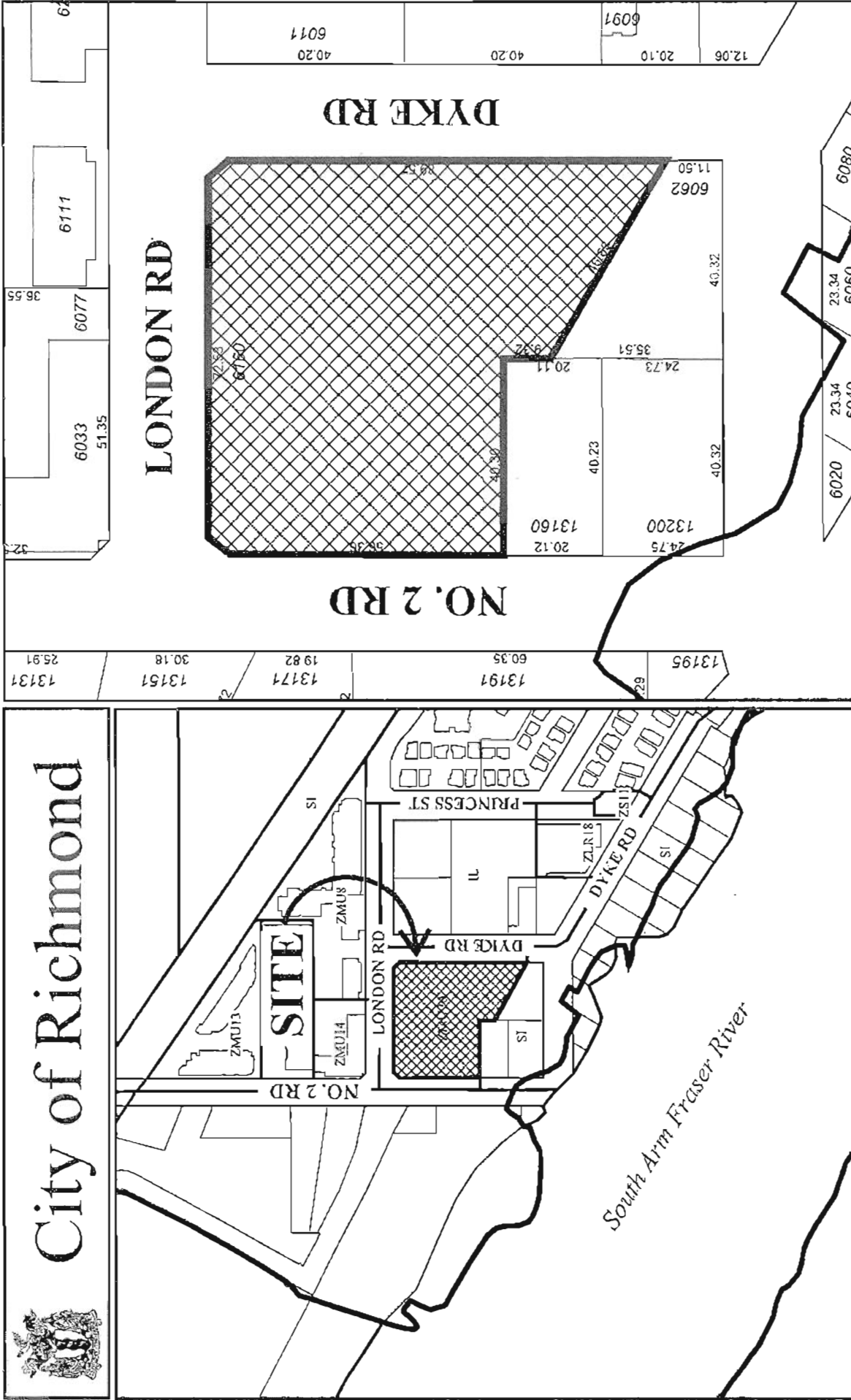
DELIVERED THIS DAY OF , .

MAYOR



DP 11-575759
SCHEDULE "A"

Note: Dimensions are in METRES

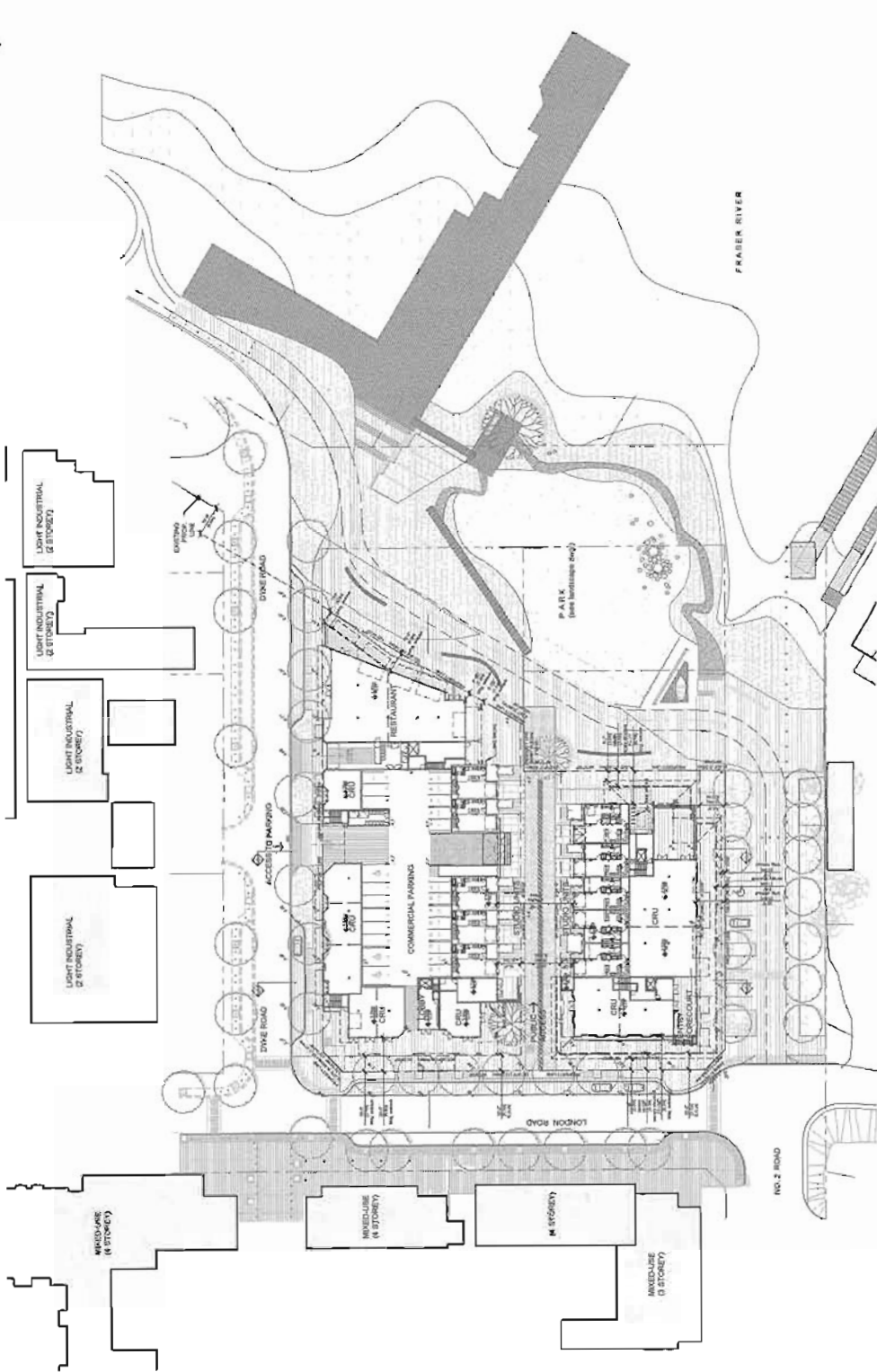


PROJECT DATA:	
CIVIC ADDRESS:	6160 LONDON ROAD RICHMOND, BC
LEGAL ADDRESS:	Lot A SEC 19-3-5 PL 663
PARCEL ID :	011-002-019
APPLICANT:	ORIS DEVELOPMENT CORP. (KAWAKU)
PROPOSED ZONING	CO/

DRAWING LIST:	
A-000	COVER PAGE
A-001	DATA SHEET
A-102	SITE PLAN
A-201	PARKING LEVEL P2 PLAN
A-202	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	ROOF 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
A-403	BUILDING SECTIONS - Enlarged

LOCATION PLAN





SITE PLAN

AS UPDATED APRIL 12, 2013

A-102	F5
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1 SITE PLAN
A102 SCALE: 1/32" =

SCALE 1/32" = 1'-0"



cotter
ARCHITECTS

8222 - 21300 NO. 1 ROAD, RICHMOND, BC V7A 5J7
TEL: 604-273-1001 FAX: 604-273-1075 EMAIL: info@www.diamond.com

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\$160 LONDON ROAD
Richmond, BC

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Oris Developments
(Kawachi) Co., Ltd.

...the power of a leading business for more than 100 years. We are the world's most innovative and most successful company. We are the world's most innovative and most successful company.

activity all day long. It will be able to respond to any activity while it is going.

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SITE PLAN

AS UPDATED APRIL 12, 2013

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A-102	F-5
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8735 • J. Neurosci., November 11, 2009 • 29(45):14040–14047

THE PIER AT LONDON LANDING
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
15150 LONDON ROAD
Richmond, BC.

ORIS
Oris Development's
(Kiewaki) Corp.

[illegible]

LEVEL 1 PLAN

AS UPDATED APRIL 17 2013

A-202	F6
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5-DP-11575759
LEVEL 1 / PARKING
A202
SOME 1/2" x 1/4" x 3/4"

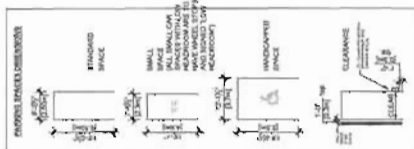
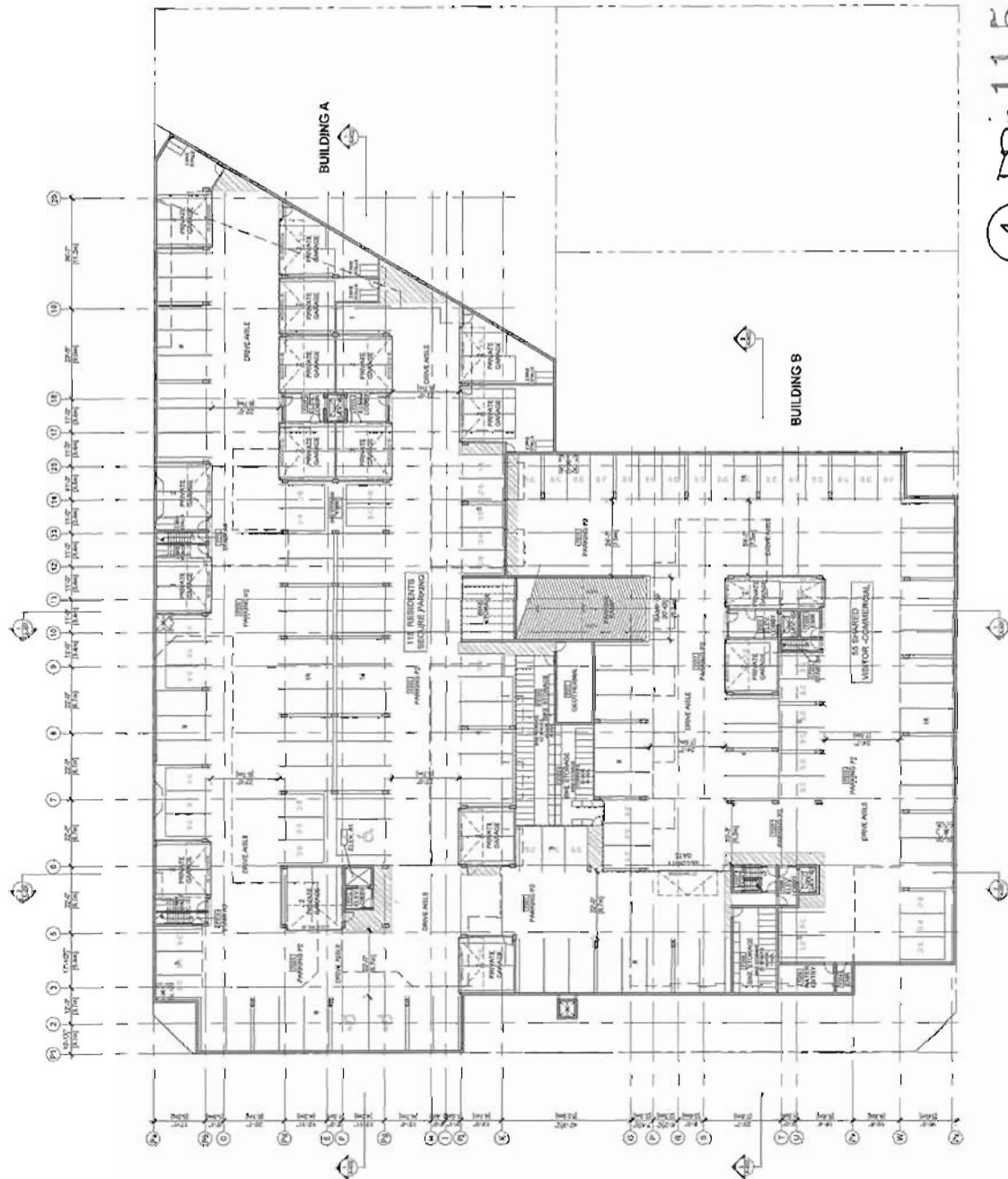
UNITS DESIGNED WITH
THE BASIC UNIVERSAL
HOUSING FEATURES
per Richmond Zoning Bylaw.
(See specific floor plan layout)

1.6m setback
VARIANCE

IN PAPER AND STAMPED
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 2. **TIME:** 11:00 AM
 3. **NAME:** N. M. M. M.

0.6m setback
VARIANCE

NOTES



CUTTER DIMENSIONS	
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ARCHITECTS

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RESIDENTIAL / COMMERCIAL
DEVELOPMENT
8150 LONDON ROAD
RICHMOND, BC

ORIS

ORIS Development
(Kensington) Corp.

DATE: 10/10/13
BY: [Signature]
CHECKED: [Signature]
SCALE: 1/4" = 1'-0"

PARKING P2 PLAN

AS UPDATED APRIL 04, 2013

A-201

F4

1 PARKING P2 PLAN

SCALE: 1/4" = 1'-0"

④ DP-11575759



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NO. 2 ROAD.

As Updated January 07, 2013

A-202a	F2
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F2

<p>REDUCIBILITY (GENERAL) OFFER:</p> <ul style="list-style-type: none"> • Drought tolerant landscaping • Integration of landscaping heating and cooling • Energy efficient lighting and cooling • Kinesthetic paths and outdoor • Energy efficient lighting • Energy efficient Low E glazing systems. 	<p>OFFER DESCRIPTION:</p> <ul style="list-style-type: none"> • Light colored paint, light walls, ceilings, • avoid heavy curtain and metal screens screens • no needed • use double air doors leading to publicly accessible areas • provide paths to outside follows • use energy efficient lighting throughout • install solar tubes throughout • provide screens • use energy efficient light to save to color • use screens
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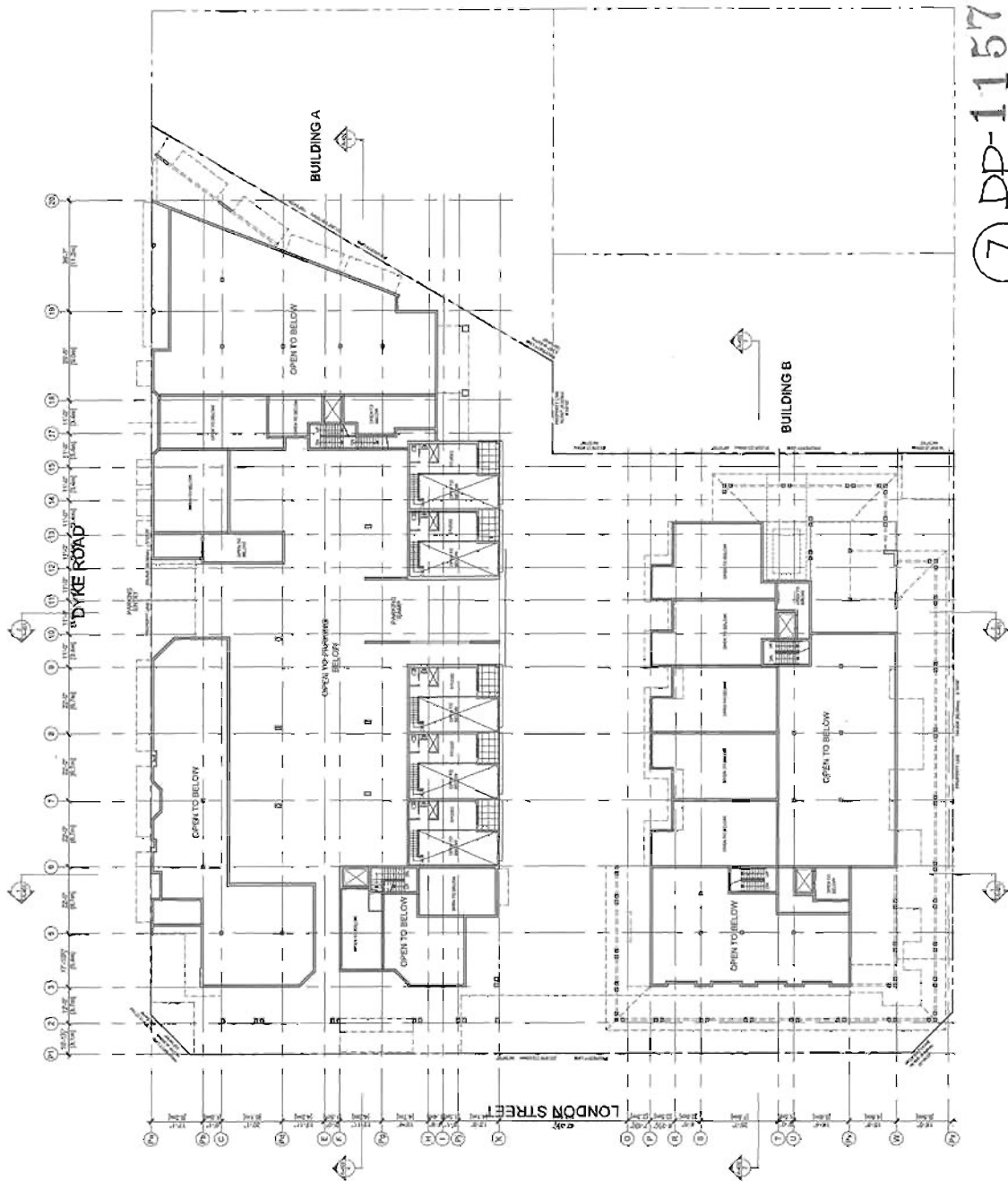
4731 • 11300 NO. 11 BLVD., ROSELAND, NC 27068
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Richmond, BC.

Oris Developments
(Kawaku) Corp.

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DIAGRAM OF CANOPY ENCROACHMENTS



⑦ DP-11575759

1 LEVEL MEZZANINE PLAN

LEVEL MEZZANINE
OF STUDIO UNITS
AT BUILDING 'A'

19/01/2013

A-203	F2
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F2

[illegible]

Year	Project	Amount	Source
2001	Project 1	100,000	Source 1
2002	Project 2	200,000	Source 2
2003	Project 3	300,000	Source 3
2004	Project 4	400,000	Source 4
2005	Project 5	500,000	Source 5
2006	Project 6	600,000	Source 6
2007	Project 7	700,000	Source 7
2008	Project 8	800,000	Source 8
2009	Project 9	900,000	Source 9
2010	Project 10	1,000,000	Source 10

cotton
ARCHITECTS

235 - 1100 NO. 3 RD., MCQUEEN, AZ 85645

THE PIER AT LONDON LANDING

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
1160 LONDON ROAD
Richmond, BC.

ORIS

Oris Developments
Kawaki) Corp.[illegible]

Sl. No.	Topic	Page No.	Chapter
1	Introduction to the subject	1-5	Chapter 1
2	Basic concepts of the subject	6-10	Chapter 2
3	Advanced concepts of the subject	11-15	Chapter 3
4	Applications of the subject	16-20	Chapter 4
5	Recent developments in the subject	21-25	Chapter 5
6	Future prospects of the subject	26-30	Chapter 6
7	Conclusion	31-35	Chapter 7
8	References	36-40	Chapter 8
9	Index	41-45	Chapter 9
10	Appendix	46-50	Chapter 10

8135 • 11,500 INCH 5 BROAD, EIGHTHENTH, 6C 675A 527

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Richmond, BC.

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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[illegible][illegible][illegible]

1992-1993

LEVEL 12 PLAN

343

As Updated January 07, 2015

Age	(In Years)
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A-204	F2
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[illegible][illegible]

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

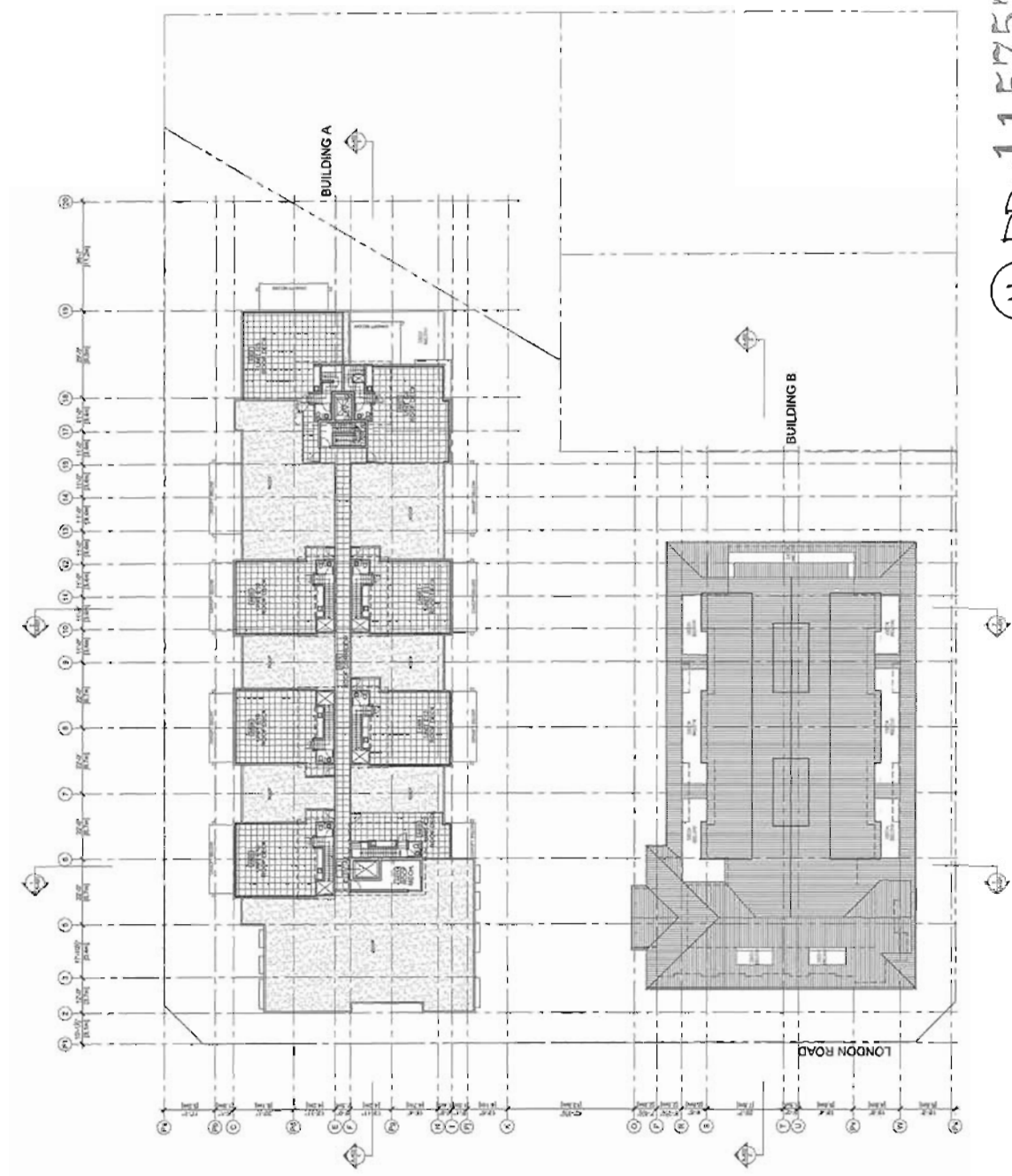
⑧ DD-11575759

LEVEL 12 PLAN

0



1
A206



DP-1157579

1
A207

As Updated January 07, 2013

A-207	F2
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ROOF PLAN



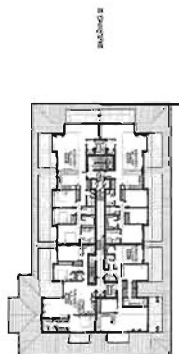
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THE PIER AT LONDON LANDING
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MIXED USE DEVELOPMENT
6160 LONDON ROAD
Richmond, BC

ORIS
Oris Developments
(Kawada) Corp.

[illegible]

DESIGNATED UNIT PLANS
AS PER
BASIC
UNIVERSAL HOUSING
FEATURES



BUILDING B
LEVEL L4



BUILDING B
LEVEL L3
7
RYS



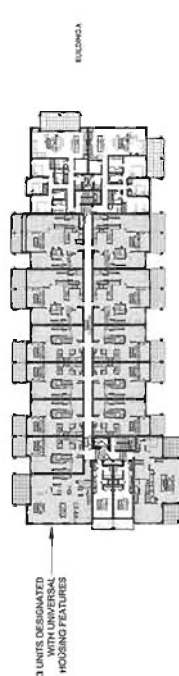
BUILDING B
LEVEL L2



BUILDING 8
LEVEL 1/P1
12 DP-11575739
A-251 F2
January 07, 2013



**BUILDING A
LEVEL 14**



BUILDING A
LEVEL L3
4-X1
N.T.S.



2
LEVEL 12
N.T.S.



BUILDING A
LEVEL L1/P1
N.T.S.

[illegible]

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MIXED USE DEVELOPMENT
16100 LONDON ROAD
Richmond, BC.**

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Oris Development
(Kawakji) Corp.

[illegible]BASIC UNIVERSAL
UNIT PLAN

UNIT TYPE 'C1'

UNIT TYPE 'F2'

UNIT TYPE 'D1'

UNIT TYPE 'D2'

DESIGNATED UNIT PLANE
AS PER
BASIC
UNIVERSAL HOUSING
FEATURES

WALTER

- [illegible]

Case	Author	Year	Location	Population	Study Design	Results
1	Smith et al.	2001	USA	1000	Case-control	OR = 1.5
2	Johnson et al.	2002	UK	500	Cohort	HR = 2.1
3	Chen et al.	2003	China	2000	Case-control	OR = 1.8
4	Kim et al.	2004	South Korea	1500	Cohort	HR = 1.9
5	Lee et al.	2005	USA	800	Case-control	OR = 1.6
6	Wang et al.	2006	China	1200	Cohort	HR = 2.0
7	Yamamoto et al.	2007	Japan	900	Case-control	OR = 1.7
8	Miller et al.	2008	USA	1100	Cohort	HR = 2.2
9	Nguyen et al.	2009	Vietnam	700	Case-control	OR = 1.5
10	Patel et al.	2010	India	1300	Cohort	HR = 2.1
11	Robinson et al.	2011	USA	1400	Case-control	OR = 1.6
12	Singh et al.	2012	India	1600	Cohort	HR = 2.3
13	Tanaka et al.	2013	Japan	1700	Case-control	OR = 1.7
14	Thompson et al.	2014	USA	1800	Cohort	HR = 2.4
15	Wong et al.	2015	China	1900	Case-control	OR = 1.8
16	Xu et al.	2016	China	2000	Cohort	HR = 2.5
17	Yamada et al.	2017	Japan	2100	Case-control	OR = 1.9
18	Zhang et al.	2018	China	2200	Cohort	HR = 2.6
19	Anderson et al.	2019	USA	2300	Case-control	OR = 2.0
20	Brown et al.	2020	UK	2400	Cohort	HR = 2.7

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279 - 11302 RD. E. WOOD, WINGWATER, BC V1A 5G7
604-592-1207 FAX 604-592-1275 EMAIL: info@wingwater.com
WWW.WINGWATER.COM

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

Oris Developments
Oris Development Co., Ltd.

Case	Age	Sex
1	10	Male
2	10	Male
3	10	Male
4	10	Male
5	10	Male
6	10	Male
7	10	Male
8	10	Male
9	10	Male
10	10	Male
11	10	Male
12	10	Male
13	10	Male
14	10	Male
15	10	Male
16	10	Male
17	10	Male
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25	10	Male
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92	10	Male
93	10	Male
94	10	Male
95	10	Male
96	10	Male
97	10	Male
98	10	Male
99	10	Male
100	10	Male

**BASIC UNIVERSAL
UNIT PLAN**

2015 January 27, 2015

A-252	F2
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0-601 118 973/06 00000000 0-601 118 973

⑬ DP-11575759

STON

- [illegible]

[illegible]

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

ORIS
Oris Developments
(Kawasaki) Corp.

[illegible]

**BASIC UNIVERSAL
UNIT PLAN**

Approved January 17, 2013

A-253	F2
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UNIT TYPE 'E5'
② UNIT TYPE 'E5'
④ 11575759



UNIT TYPE 'E4'

NOTES

1. GENERAL NOTES
2. EXISTING CONDITIONS
3. PROPOSED CONDITIONS
4. MATERIALS
5. FINISHES
6. MECHANICAL
7. ELECTRICAL
8. PLUMBING
9. ROOFING
10. LANDSCAPE
11. SIGNAGE
12. FURNITURE
13. LIGHTING
14. SAFETY
15. ACCESSIBILITY
16. ENVIRONMENTAL
17. HISTORIC PRESERVATION
18. OTHER

NO.	DESCRIPTION	DATE
1	PROPOSED CONDITIONS	2018.04.12
2	EXISTING CONDITIONS	2018.04.12
3	MATERIALS	2018.04.12
4	FINISHES	2018.04.12
5	MECHANICAL	2018.04.12
6	ELECTRICAL	2018.04.12
7	PLUMBING	2018.04.12
8	ROOFING	2018.04.12
9	LANDSCAPE	2018.04.12
10	SIGNAGE	2018.04.12
11	FURNITURE	2018.04.12
12	LIGHTING	2018.04.12
13	SAFETY	2018.04.12
14	ACCESSIBILITY	2018.04.12
15	ENVIRONMENTAL	2018.04.12
16	HISTORIC PRESERVATION	2018.04.12
17	OTHER	2018.04.12

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470 LINDAS ROAD, RICHMOND, BC V6V 1P7
TEL: 604.273.1111 FAX: 604.273.1112
WWW.COTTERARCHITECTS.COM

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

ORIS
Oris Developments
(Kawaky) Corp.

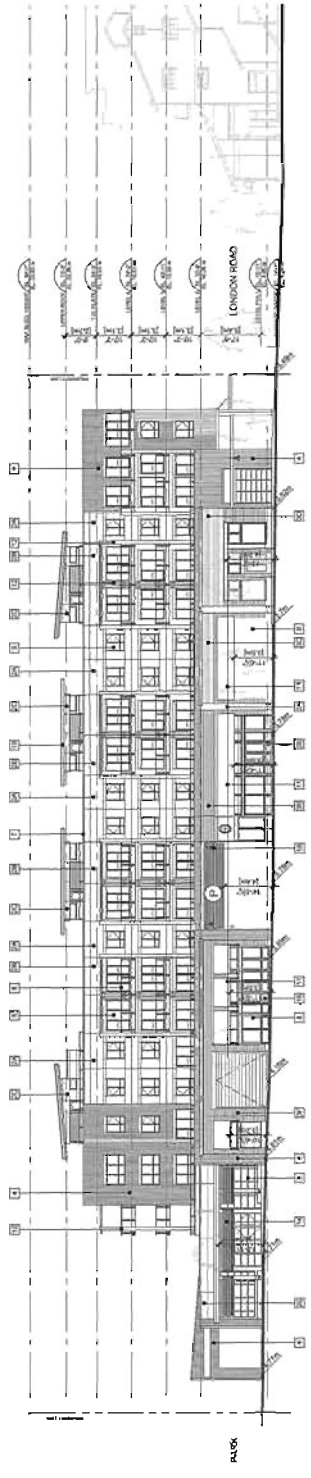
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2	EXISTING CONDITIONS	2018.04.12
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11	FURNITURE	2018.04.12
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13	SAFETY	2018.04.12
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16	HISTORIC PRESERVATION	2018.04.12
17	OTHER	2018.04.12

BUILDING ELEVATIONS

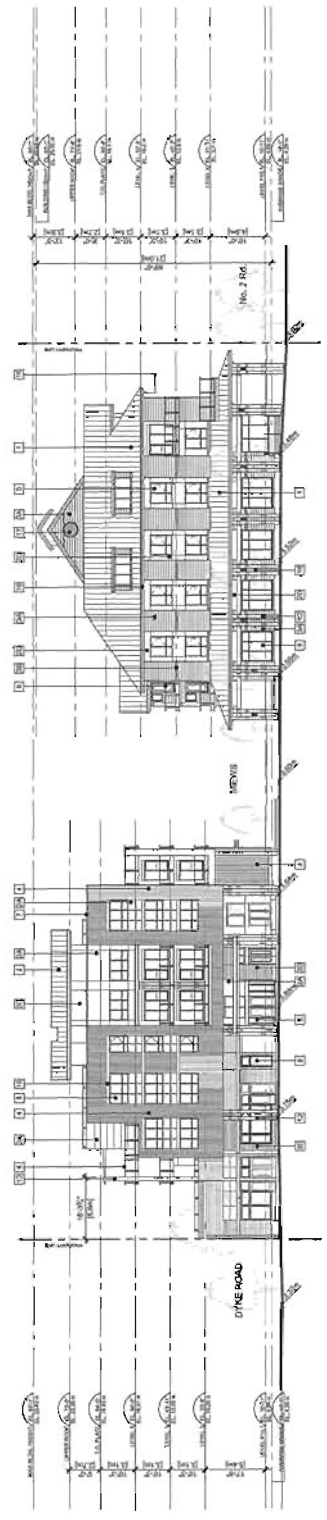
AS UPDATED APRIL 12, 2018

A-301

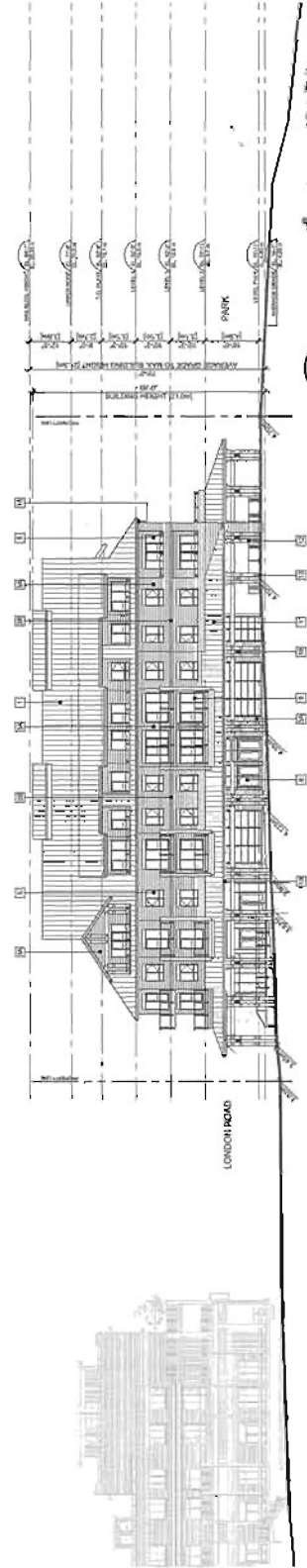
F5



1.1 EAST ELEVATION (7742 ROAD)
DATE: 10/10/17



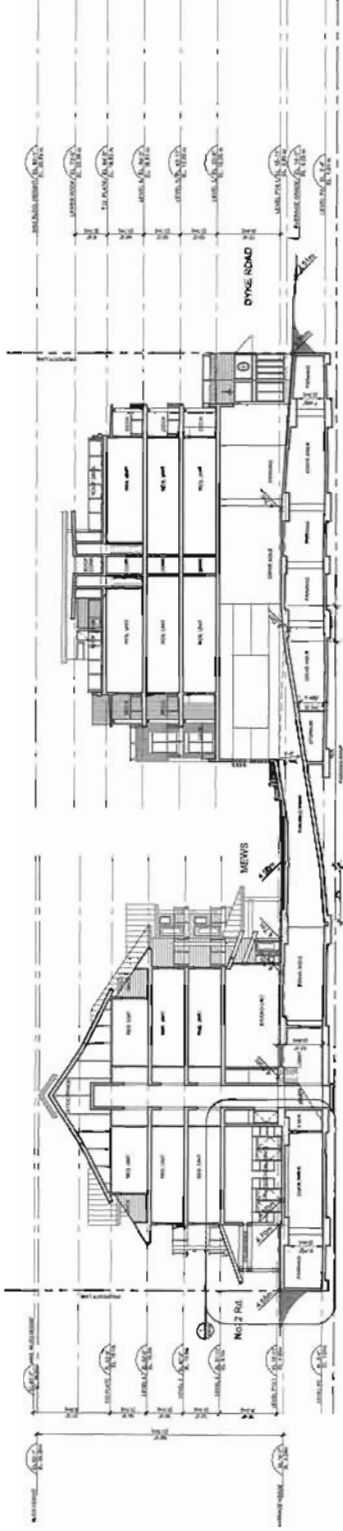
1.2 NORTH ELEVATION (LONDON ROAD)
DATE: 10/10/17



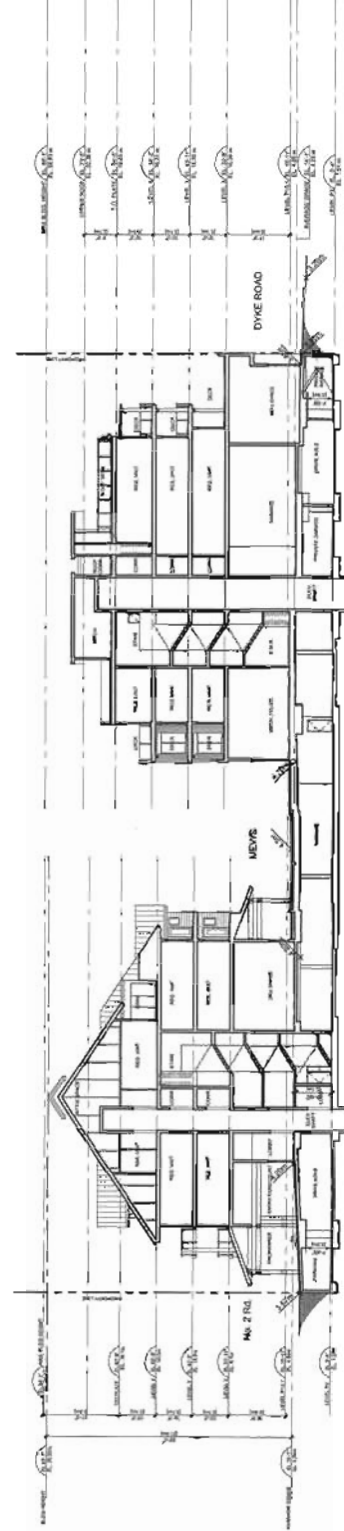
1.3 WEST ELEVATION (No. 2 Road)
DATE: 10/10/17

16 DP-11575759

NOTES



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



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

NO.	DESCRIPTION	DATE
1	ISSUED FOR SET APPROVAL	10/10/12
2	ISSUED FOR SET APPROVAL	10/10/12
3	ISSUED FOR SET APPROVAL	10/10/12
4	ISSUED FOR SET APPROVAL	10/10/12
5	ISSUED FOR SET APPROVAL	10/10/12
6	ISSUED FOR SET APPROVAL	10/10/12
7	ISSUED FOR SET APPROVAL	10/10/12
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15	ISSUED FOR SET APPROVAL	10/10/12
16	ISSUED FOR SET APPROVAL	10/10/12
17	ISSUED FOR SET APPROVAL	10/10/12
18	ISSUED FOR SET APPROVAL	10/10/12
19	ISSUED FOR SET APPROVAL	10/10/12
20	ISSUED FOR SET APPROVAL	10/10/12

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4235 - 11505 603 ROAD, RICHMOND, BC V6X 1Z7
Tel: 604-273-1150
www.cotterarchitects.com

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

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DATE	10/10/12
BY	ORIS
FOR	ORIS
PROJECT	THE PIER AT LONDON LANDING
SHEET NO.	001
TOTAL SHEETS	001

BUILDING SECTIONS

AS UPDATED APRIL 17, 2013

A-401

F6

18 DP-11575759



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BUILDING SECTIONS

NOTES

GENERAL NOTES

- 1. ALL MATERIALS TO BE SUPPLIED BY THE CONTRACTOR.
- 2. ALL MATERIALS TO BE INSTALLED BY THE CONTRACTOR.
- 3. ALL MATERIALS TO BE FINISHED BY THE CONTRACTOR.
- 4. ALL MATERIALS TO BE MAINTAINED BY THE CONTRACTOR.
- 5. ALL MATERIALS TO BE REPAIRED BY THE CONTRACTOR.
- 6. ALL MATERIALS TO BE REPLACED BY THE CONTRACTOR.
- 7. ALL MATERIALS TO BE REMOVED BY THE CONTRACTOR.
- 8. ALL MATERIALS TO BE DEMOLISHED BY THE CONTRACTOR.
- 9. ALL MATERIALS TO BE DISPOSED BY THE CONTRACTOR.
- 10. ALL MATERIALS TO BE STORED BY THE CONTRACTOR.
- 11. ALL MATERIALS TO BE TRANSPORTED BY THE CONTRACTOR.
- 12. ALL MATERIALS TO BE UNLOADED BY THE CONTRACTOR.
- 13. ALL MATERIALS TO BE LOADED BY THE CONTRACTOR.
- 14. ALL MATERIALS TO BE TIED BY THE CONTRACTOR.
- 15. ALL MATERIALS TO BE BRACED BY THE CONTRACTOR.
- 16. ALL MATERIALS TO BE SHORED BY THE CONTRACTOR.
- 17. ALL MATERIALS TO BE PROTECTED BY THE CONTRACTOR.
- 18. ALL MATERIALS TO BE COVERED BY THE CONTRACTOR.
- 19. ALL MATERIALS TO BE Oiled BY THE CONTRACTOR.
- 20. ALL MATERIALS TO BE PAINTED BY THE CONTRACTOR.
- 21. ALL MATERIALS TO BE STAINED BY THE CONTRACTOR.
- 22. ALL MATERIALS TO BE VARNISHED BY THE CONTRACTOR.
- 23. ALL MATERIALS TO BE POLISHED BY THE CONTRACTOR.
- 24. ALL MATERIALS TO BE BUFFED BY THE CONTRACTOR.
- 25. ALL MATERIALS TO BE WAXED BY THE CONTRACTOR.
- 26. ALL MATERIALS TO BE SEaled BY THE CONTRACTOR.
- 27. ALL MATERIALS TO BE GLAZED BY THE CONTRACTOR.
- 28. ALL MATERIALS TO BE FRAMED BY THE CONTRACTOR.
- 29. ALL MATERIALS TO BE JOINTED BY THE CONTRACTOR.
- 30. ALL MATERIALS TO BE GROUTED BY THE CONTRACTOR.
- 31. ALL MATERIALS TO BE REINFORCED BY THE CONTRACTOR.
- 32. ALL MATERIALS TO BE CAST BY THE CONTRACTOR.
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- 34. ALL MATERIALS TO BE TESTED BY THE CONTRACTOR.
- 35. ALL MATERIALS TO BE INSPECTED BY THE CONTRACTOR.
- 36. ALL MATERIALS TO BE APPROVED BY THE CONTRACTOR.
- 37. ALL MATERIALS TO BE SUBMITTED BY THE CONTRACTOR.
- 38. ALL MATERIALS TO BE REVIEWED BY THE CONTRACTOR.
- 39. ALL MATERIALS TO BE COMMENTED BY THE CONTRACTOR.
- 40. ALL MATERIALS TO BE REVISIONED BY THE CONTRACTOR.
- 41. ALL MATERIALS TO BE CANCELLED BY THE CONTRACTOR.
- 42. ALL MATERIALS TO BE SUSPENDED BY THE CONTRACTOR.
- 43. ALL MATERIALS TO BE RESUMED BY THE CONTRACTOR.
- 44. ALL MATERIALS TO BE COMPLETED BY THE CONTRACTOR.
- 45. ALL MATERIALS TO BE ACCEPTED BY THE CONTRACTOR.
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- 54. ALL MATERIALS TO BE TRACKED BY THE CONTRACTOR.
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- 56. ALL MATERIALS TO BE CONTROLLED BY THE CONTRACTOR.
- 57. ALL MATERIALS TO BE MANAGED BY THE CONTRACTOR.
- 58. ALL MATERIALS TO BE MAINTAINED BY THE CONTRACTOR.
- 59. ALL MATERIALS TO BE PROTECTED BY THE CONTRACTOR.
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- 70. ALL MATERIALS TO BE FRAMED BY THE CONTRACTOR.
- 71. ALL MATERIALS TO BE JOINTED BY THE CONTRACTOR.
- 72. ALL MATERIALS TO BE GROUTED BY THE CONTRACTOR.
- 73. ALL MATERIALS TO BE REINFORCED BY THE CONTRACTOR.
- 74. ALL MATERIALS TO BE CAST BY THE CONTRACTOR.
- 75. ALL MATERIALS TO BE CURED BY THE CONTRACTOR.
- 76. ALL MATERIALS TO BE TESTED BY THE CONTRACTOR.
- 77. ALL MATERIALS TO BE INSPECTED BY THE CONTRACTOR.
- 78. ALL MATERIALS TO BE APPROVED BY THE CONTRACTOR.
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- 80. ALL MATERIALS TO BE REVIEWED BY THE CONTRACTOR.
- 81. ALL MATERIALS TO BE COMMENTED BY THE CONTRACTOR.
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- 97. ALL MATERIALS TO BE MONITORED BY THE CONTRACTOR.
- 98. ALL MATERIALS TO BE CONTROLLED BY THE CONTRACTOR.
- 99. ALL MATERIALS TO BE MANAGED BY THE CONTRACTOR.
- 100. ALL MATERIALS TO BE MAINTAINED BY THE CONTRACTOR.

THE PIER AT LONDON LANDING

RESIDENTIAL COMMERCIAL
11575759
8160 LONDON ROAD
RICHMOND, BC

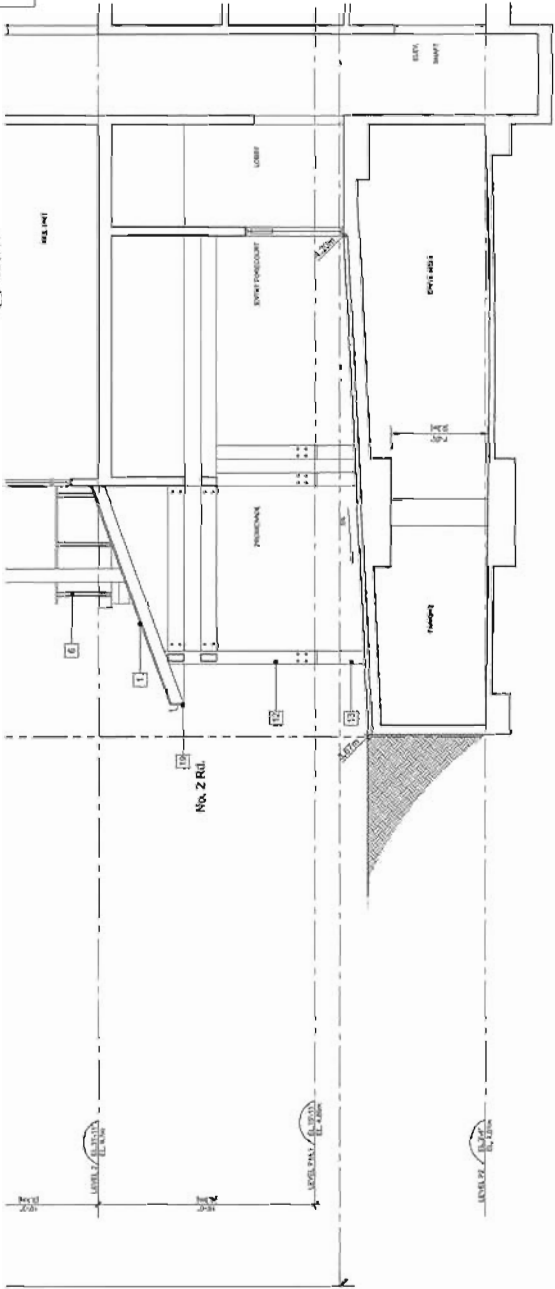
cotter architects
4211-11575759
4211-11575759

ORIS
Oris Developments
(Kowak) Corp.

BUILDING SECTIONS

AS UPDATED APRIL 19, 2013

A-403 F6



20 DP-11575759

Architectural floor plan of a building. The plan shows a central corridor (CORRIDOR) running horizontally. To the left of the corridor is a large room (ROOM). To the right of the corridor are several smaller rooms, including a room labeled "OFFICE" and a room labeled "STORAGE". A staircase is located at the top right of the plan. The plan includes various dimensions and annotations, such as "10' 0\"/>

For children, parents notice board in stainless steel frame and cross yard with

Sl. No.	Particulars	Amount	Amount
1	Salaries and Wages	100000	100000
2	Gratuity	10000	10000
3	Provident Fund	10000	10000
4	Employees' State Insurance	10000	10000
5	Income Tax	10000	10000
6	Professional Fees	10000	10000
7	Repairs and Maintenance	10000	10000
8	Depreciation	10000	10000
9	Interest on Loans	10000	10000
10	Income Tax	10000	10000
11	Gratuity	10000	10000
12	Provident Fund	10000	10000
13	Employees' State Insurance	10000	10000
14	Income Tax	10000	10000
15	Professional Fees	10000	10000
16	Repairs and Maintenance	10000	10000
17	Depreciation	10000	10000
18	Interest on Loans	10000	10000
19	Income Tax	10000	10000
20	Gratuity	10000	10000
21	Provident Fund	10000	10000
22	Employees' State Insurance	10000	10000
23	Income Tax	10000	10000
24	Professional Fees	10000	10000
25	Repairs and Maintenance	10000	10000
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27	Interest on Loans	10000	10000
28	Income Tax	10000	10000
29	Gratuity	10000	10000
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31	Employees' State Insurance	10000	10000
32	Income Tax	10000	10000
33	Professional Fees	10000	10000
34	Repairs and Maintenance	10000	10000
35	Depreciation	10000	10000
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41	Income Tax	10000	10000
42	Professional Fees	10000	10000
43	Repairs and Maintenance	10000	10000
44	Depreciation	10000	10000
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48	Provident Fund	10000	10000
49	Employees' State Insurance	10000	10000
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54	Interest on Loans	10000	10000
55	Income Tax	10000	10000
56	Gratuity	10000	10000
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58	Employees' State Insurance	10000	10000
59	Income Tax	10000	10000
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79	Repairs and Maintenance	10000	10000
80	Depreciation	10000	10000
81	Interest on Loans	10000	10000
82	Income Tax	10000	10000
83	Gratuity	10000	10000
84	Provident Fund	10000	10000
85	Employees' State Insurance	10000	10000
86	Income Tax	10000	10000
87	Professional Fees	10000	10000
88	Repairs and Maintenance	10000	10000
89	Depreciation	10000	10000
90	Interest on Loans	10000	10000
91	Income Tax	10000	10000
92	Gratuity	10000	10000
93	Provident Fund	10000	10000
94	Employees' State Insurance	10000	10000
95	Income Tax	10000	10000
96	Professional Fees	10000	10000
97	Repairs and Maintenance	10000	10000
98	Depreciation	10000	10000
99	Interest on Loans	10000	10000
100	Income Tax	10000	10000

cotton
ARCHITECTS

ARCHITECTS

• 209 • 11'60" NO. 8 ROAD, KICHOZIMILI, DC V(A 5A)
TEL: 360-774-1177 FAX: 360-774-1671 WWW: www.architectural.com

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

Figure 2
Oris Development's
(Kumiko) Corp.

[illegible]

ENLARGED SECTION /
ELEVATION DETAIL

AS UPDATED APRIL 17, 2013

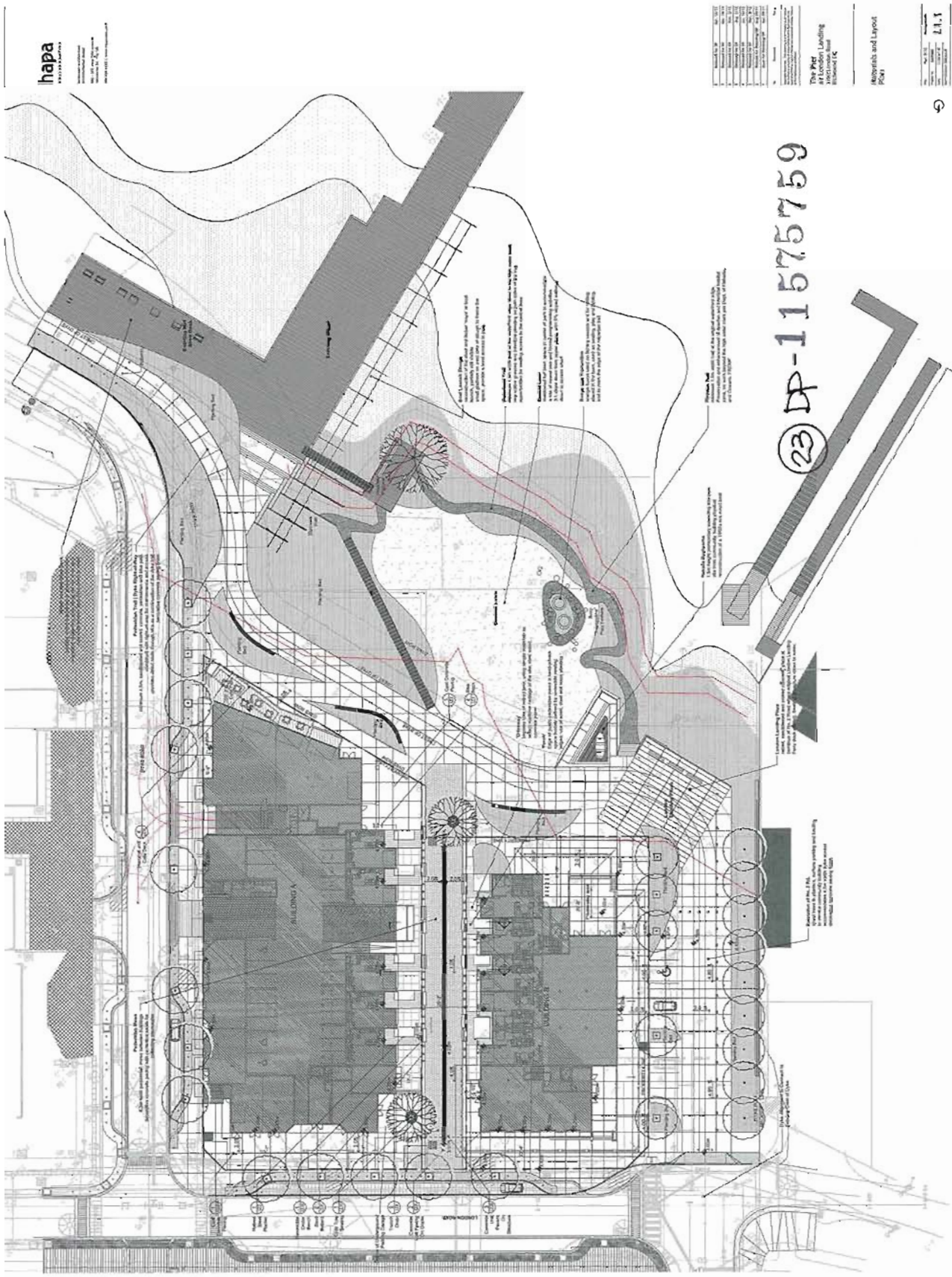
A-404	F6
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A-404

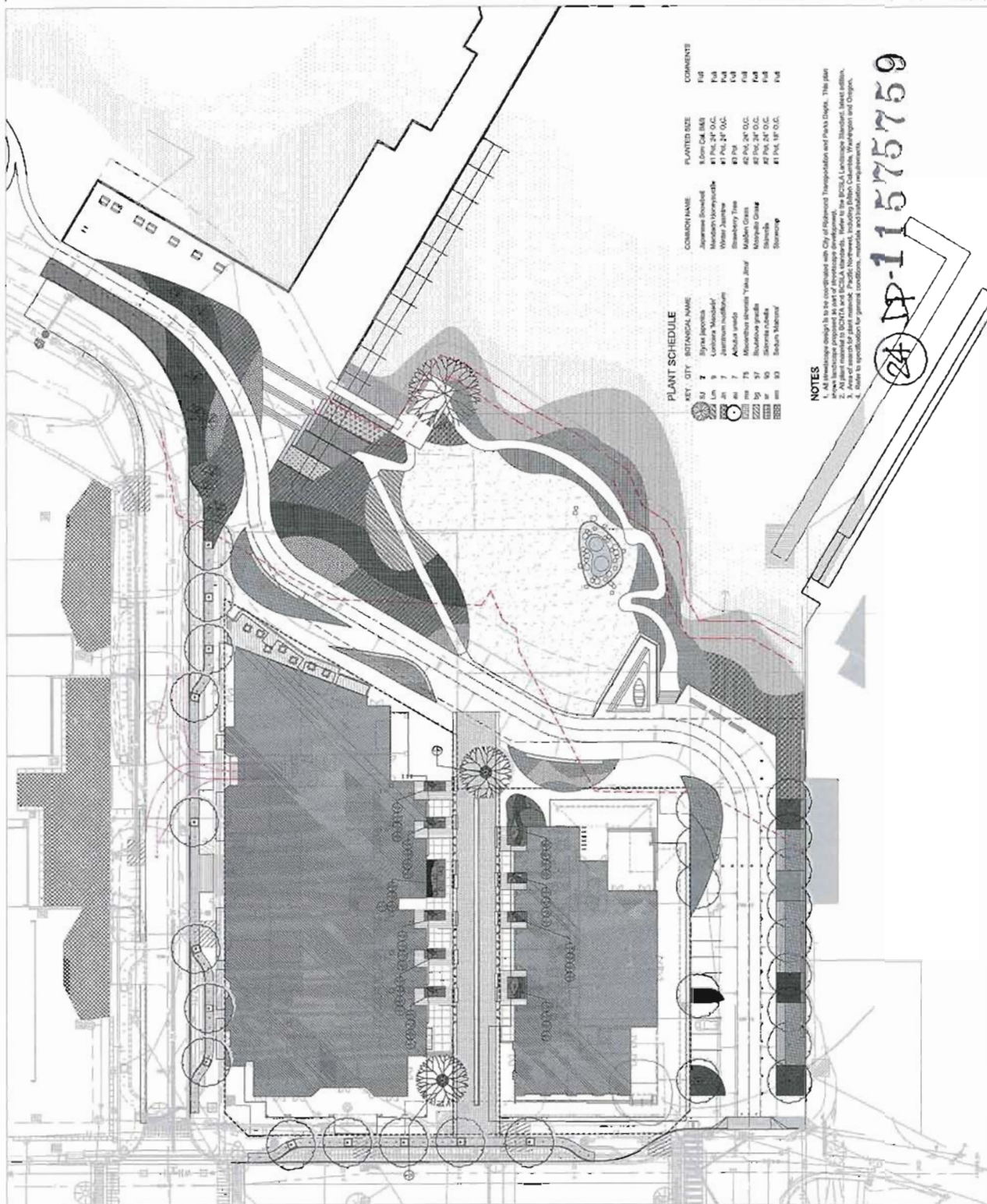
93

② DP-11575759

2. ENLARGED FILTRATION AT SOUTH FACED OF OUTDOOR ENTRY OF BUILDING IN



23 DP-11575759



PLANT SCHEDULE

KEY	CITY	BOTANICAL NAME
1	7	Bay Area Agave
2	8	Japanese Snowbell
3	9	Mandarin Orange
4	10	Lotus
5	11	Lotus
6	12	Lotus
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9	15	Lotus
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91	97	Lotus
92	98	Lotus
93	99	Lotus
94	100	Lotus

COMMENTS

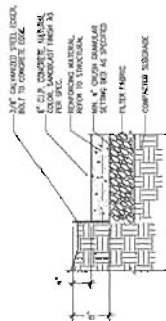
PLANTING SIZE	COMMENTS
8.0m CA 100	Full
#1 PNC 24" O.C.	Full
#2 PNC 24" O.C.	Full
#3 PNC 24" O.C.	Full
#4 PNC 24" O.C.	Full
#5 PNC 24" O.C.	Full
#6 PNC 24" O.C.	Full
#7 PNC 24" O.C.	Full
#8 PNC 24" O.C.	Full
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#11 PNC 24" O.C.	Full
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#18 PNC 24" O.C.	Full
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#32 PNC 24" O.C.	Full
#33 PNC 24" O.C.	Full
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#36 PNC 24" O.C.	Full
#37 PNC 24" O.C.	Full
#38 PNC 24" O.C.	Full
#39 PNC 24" O.C.	Full
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#41 PNC 24" O.C.	Full
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#43 PNC 24" O.C.	Full
#44 PNC 24" O.C.	Full
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#58 PNC 24" O.C.	Full
#59 PNC 24" O.C.	Full
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#69 PNC 24" O.C.	Full
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#73 PNC 24" O.C.	Full
#74 PNC 24" O.C.	Full
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#76 PNC 24" O.C.	Full
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#88 PNC 24" O.C.	Full
#89 PNC 24" O.C.	Full
#90 PNC 24" O.C.	Full
#91 PNC 24" O.C.	Full
#92 PNC 24" O.C.	Full
#93 PNC 24" O.C.	Full
#94 PNC 24" O.C.	Full
#95 PNC 24" O.C.	Full
#96 PNC 24" O.C.	Full
#97 PNC 24" O.C.	Full
#98 PNC 24" O.C.	Full
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#100 PNC 24" O.C.	Full

NOTES

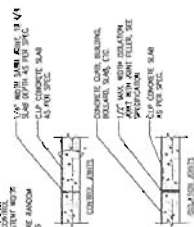
1. All landscape design is to be coordinated with City of Richmond Transportation and Parks Dept. This plan is for informational purposes only.
2. All plant material to be installed in accordance with the BCLLA Landscape Standard. Please refer to the BCLLA Landscape Standard for more information.
3. All plant material to be installed in accordance with the BCLLA Landscape Standard. Please refer to the BCLLA Landscape Standard for more information.
4. All plant material to be installed in accordance with the BCLLA Landscape Standard. Please refer to the BCLLA Landscape Standard for more information.

24 DP-11575759

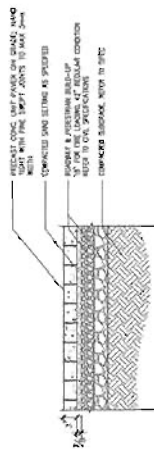
PLANTING
PLAN



NOTE:
CONSTRUCT ALL CONTROL
POINTS AT CONSISTENT NOTES

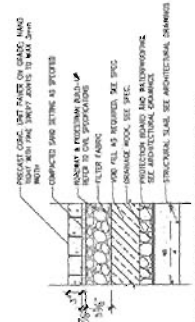


1. CASE CONCRETE PAVING

$$\frac{2\pi \cdot 10^3 (9.77)}{60 \times 2000}$$


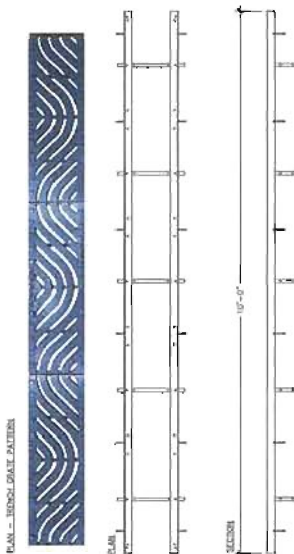
Concrete Unit Payers on Grade

2010年11月



Concrete Unit Pavers on Structural Slab

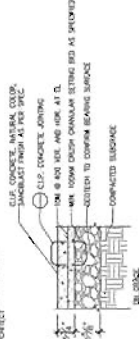
0-2000



SPECIFYING ENGINEER IS RESPONSIBLE FOR CONCRETE ENCASEMENT AND REINFORCING BASED UPON APPLICATION AND LOCAL CODES

 Trench Drain

2, French



④ C.I.P. Concrete Paving on Grade

0-417

NOTES:
CONCRETE: FC - 22 MPa, C-2
SAWCUT CONTROL JOINTS: 400 X 75 MM @
400 MM C/S, SEE LAYOUT PLANS. MIN 10
HOURS OF FINISHING SLACK. 20 STEP MTS
NOT APPROVED BY ARCHITECT

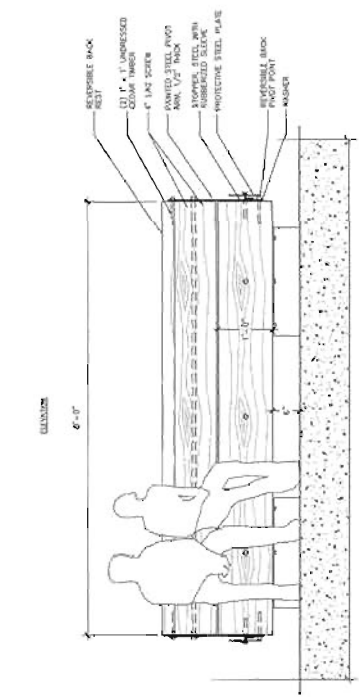
②5 DP-11575759

[illegible]

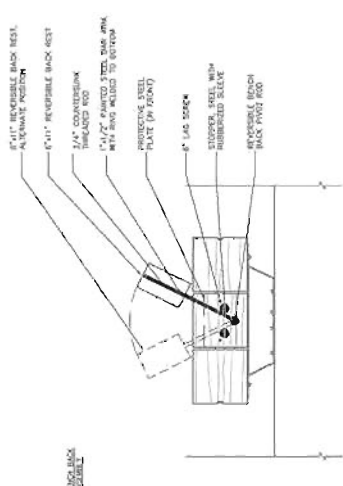
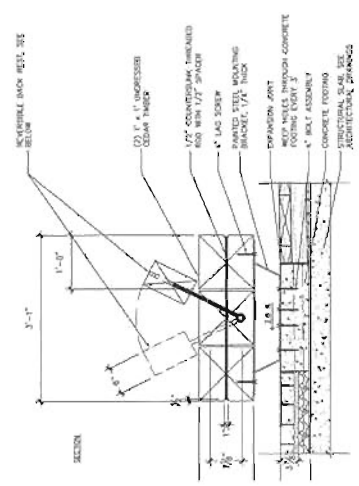
The Pier
at London Landing
1161 London Road
Stamford, NC

Surface Drainage and Drying

no.	day	hr	min	sec	temp
1	1	1	1	1	12.00



NOTES: MATERIALS TO BE USED: 1. GALVANIZED, UNPAINTED STEEL 2. SKEL-BLACK COLOR PAINT/GAL. POWDER COAT FINISH 3. FINISH: LAGO LAMINATE FOR HARDWARE



1. Reversible Timber Bench

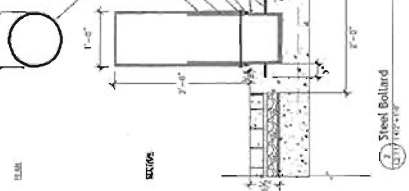
26 D-11575759

Item	Quantity	Unit	Material
1	1	EA	REVERSIBLE BACK REST
2	1	EA	SEAT
3	1	EA	BACKREST
4	1	EA	SEAT
5	1	EA	BACKREST
6	1	EA	SEAT
7	1	EA	BACKREST
8	1	EA	SEAT
9	1	EA	BACKREST
10	1	EA	SEAT
11	1	EA	BACKREST
12	1	EA	SEAT
13	1	EA	BACKREST
14	1	EA	SEAT
15	1	EA	BACKREST
16	1	EA	SEAT
17	1	EA	BACKREST
18	1	EA	SEAT
19	1	EA	BACKREST
20	1	EA	SEAT

The Firm
M. London Lumber
has prepared this
drawing for

See Attachments
Details

Item	Quantity	Unit	Material
1	1	EA	REVERSIBLE BACK REST
2	1	EA	SEAT
3	1	EA	BACKREST
4	1	EA	SEAT
5	1	EA	BACKREST
6	1	EA	SEAT
7	1	EA	BACKREST
8	1	EA	SEAT
9	1	EA	BACKREST
10	1	EA	SEAT
11	1	EA	BACKREST
12	1	EA	SEAT
13	1	EA	BACKREST
14	1	EA	SEAT
15	1	EA	BACKREST
16	1	EA	SEAT
17	1	EA	BACKREST
18	1	EA	SEAT
19	1	EA	BACKREST
20	1	EA	SEAT



Crab Trap Seating - Section

NOTES

A HORN PARTITA
WITH ESTROPHES OF J. S. BACH

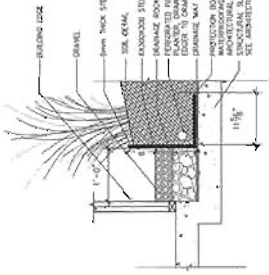
②7 DP-11575759

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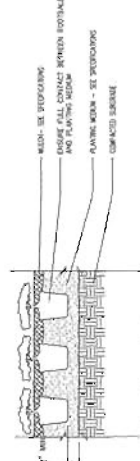
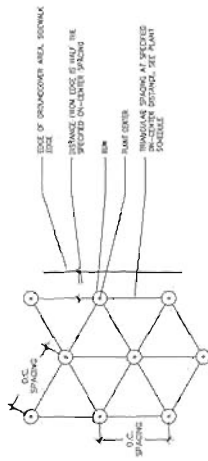
The Place
at London Landing
11140 London Road
Richmond, BC

Site Furnishings
Details

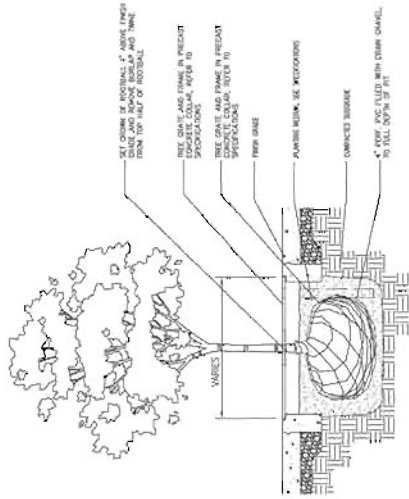
DATE	DEC 2 1972	TIME 12:11
NAME	STANLEY	
AGE	67	



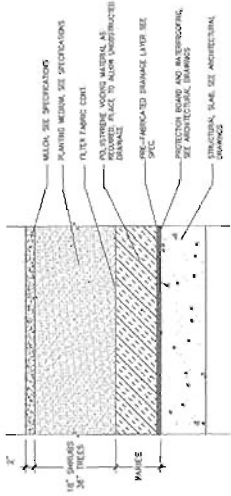
Steel Planter
1/2" (12.7) mm



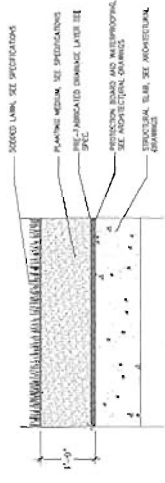
Ground Cover Planting
2" (50.8) mm



Tree Planting
1/2" (12.7) mm



Soil Profile on Slab
2" (50.8) mm



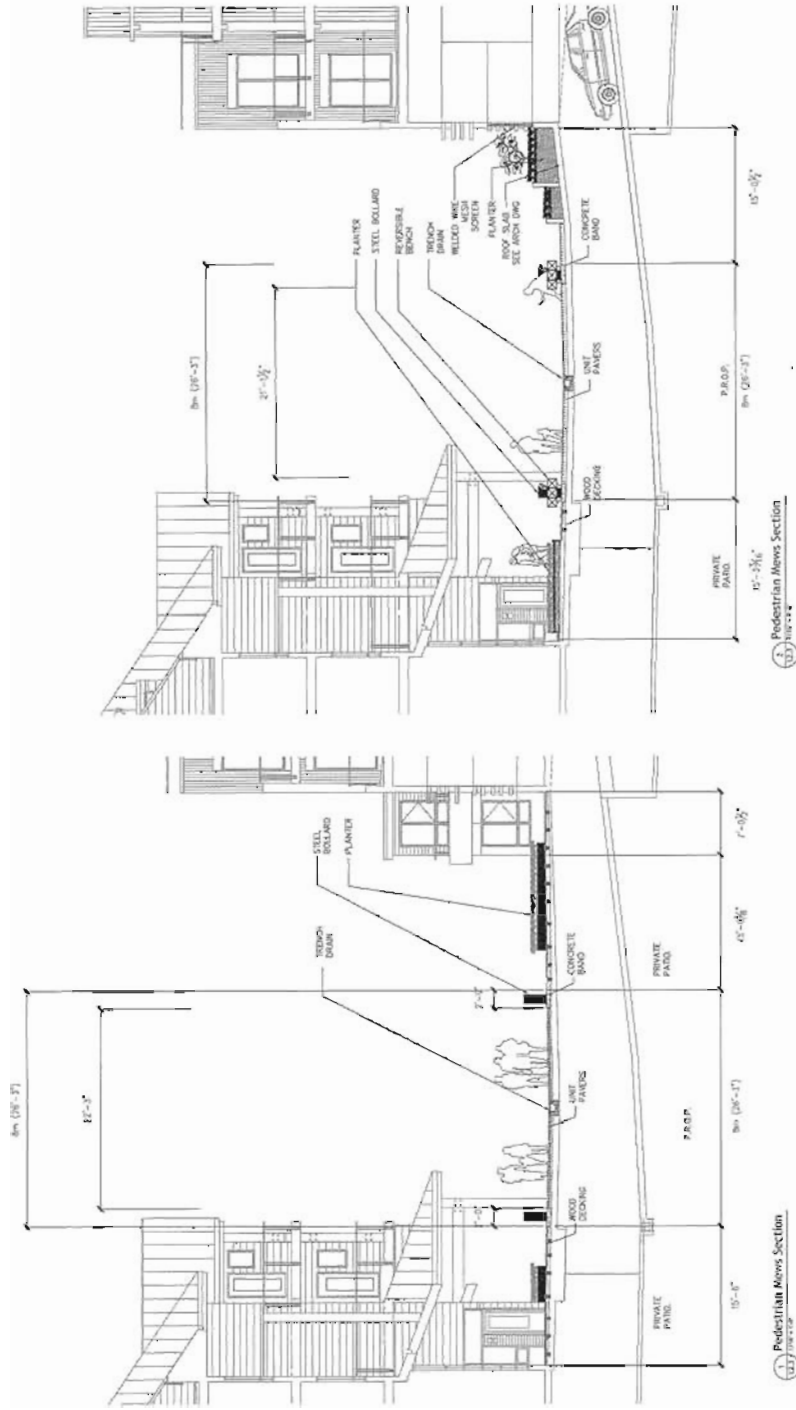
Lawn on Slab
2" (50.8) mm

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Item	Quantity	Unit	Price
1. Planting Medium	100	cu yd	100.00
2. Planting Medium	100	cu yd	100.00
3. Planting Medium	100	cu yd	100.00
4. Planting Medium	100	cu yd	100.00
5. Planting Medium	100	cu yd	100.00
6. Planting Medium	100	cu yd	100.00
7. Planting Medium	100	cu yd	100.00
8. Planting Medium	100	cu yd	100.00
9. Planting Medium	100	cu yd	100.00
10. Planting Medium	100	cu yd	100.00

The Planter
at London Landing
at the Hudson River
at the Hudson River

Planting
Details



1 Pedestrian Cross Section
12/10/12

2 Pedestrian Cross Section
12/10/12

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1. Project Name	2. Project Number
3. Project Location	4. Project Date
5. Project Status	6. Project Budget
7. Project Manager	8. Project Architect
9. Project Engineer	10. Project Designer
11. Project Contractor	12. Project Consultant
13. Project Owner	14. Project Stakeholder
15. Project Team	16. Project Contact
17. Project Meeting	18. Project Review
19. Project Approval	20. Project Sign-off

The Plan
of the Building
is a drawing
of the building
and its
components.

Notes

1. Project Name	2. Project Number
3. Project Location	4. Project Date
5. Project Status	6. Project Budget
7. Project Manager	8. Project Architect
9. Project Engineer	10. Project Designer
11. Project Contractor	12. Project Consultant
13. Project Owner	14. Project Stakeholder
15. Project Team	16. Project Contact
17. Project Meeting	18. Project Review
19. Project Approval	20. Project Sign-off



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: April 22, 2013

From: Wayne Craig
Director of Development

File: DP 13-630025

Re: Application by Traschet Holdings Ltd for a Development Permit at 9091, 9111 & 9131 Beckwith Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of two (2) equal-sized buildings with a total floor area of 43,150 ft² (4,009 m²) at 9091, 9111 and 9131 Beckwith Road on a zoned "Industrial Business Park (IB2)."
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum parking lot drive aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.);
 - b) Reduce the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.) for the buildings; and
 - c) Reduce the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.).

Wayne Craig
Director of Development

MM:kt

Att.

Staff Report

Origin

Traschet Holdings Ltd. has applied to the City of Richmond for permission to build two (2) equal-sized buildings, each with main floors and mezzanines, together totalling 43,150 ft² (4,009 m²) at 9091, 9111 and 9131 Beckwith Road zoned "Industrial Business Park (IB2)". The vacant site is currently being rezoned from "Single Detached (RS1/F)" to "Industrial Business Park (IB2)" for this project under Bylaw 8918 (RZ 12-591939).

There is a Servicing Agreement (SA 12-624365) for water, sanitary and storm and street frontage works within Beckwith Road (as discussed below) that needs to be entered into and secured before adoption of the zoning amendment bylaw.

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.

Background

Development surrounding the subject site is as follows:

To the North: The Nature's Path cereal company building on a lot zoned "Light Industrial (IL)" and the former CPR rail right-of-way.

To the East: An older single-family home on a large lot zoned "Single Detached (RS1/F)".

To the South: Beckwith Road and the large Costco Wholesale building and surface parking lot on a site zoned "Auto-Oriented Commercial (CA)".

To the West: An Enterprise Rental Car outlet zoned "Auto-Oriented Commercial (CA)".

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues that were resolved at the Development Permit stage:

- The form and character of the buildings were to appropriately address Beckwith Road, the adjacent properties and rear lane by including attractive front facades with large windows, doors, and possible awnings with the side elevations including design elements. These elements have been included within the architectural plans as discussed below.
- A minimum of eight (8) replacement trees are being planted as part of the on-site landscaping which have been included in the landscape plan.
- The landscape plan has been prepared to include landscaping/low decorative walls that will screen garbage/recycling areas from view and reasonably screen parking areas from street view.

The Public Hearing for the rezoning of this site was held on September 5, 2012. At the Public Hearing, there were no comments or concerns about the rezoning the property raised by the public.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review of the subject Development Permit application. The project is consistent with the City Centre Area Plan's Bridgeport Village Specific Land Use designation of "General Urban T4 (25 m): Area B" which permits a maximum 1.2 Floor Area Ratio (FAR) and maximum height of 25.0 m (82 ft). The proposed development is also consistent with the "Sub-Area A.2: Industrial Reserve – Limited Commercial" designation which permits light industrial business park uses with office and retail as accessory uses only.

In addition, the proposed development is in compliance with the "Industrial Business Park (IB2)" zone except for the zoning variances noted below that were discussed in the Staff Report to the July 17, 2012 Planning Committee meeting.

Zoning Compliance/Variances (staff comments in bold)

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

1. Reduce the minimum parking lot drive aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.). *Transportation staff have confirmed that the two (2) loading bay turning movements are adequate for 9 m (30 ft.) SU9 trucks and are appropriate given relatively small scale of this development and rear lane being constructed as part of this development that facilitates these turning movements. Given this and the small size of the parking lot staff support the proposed variance.*
2. Reduce the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.) for the buildings. *Staff supports this proposed variance based on the revised development plans that present attractive, pedestrian-oriented facades facing Beckwith Road.*
3. Reduce the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.). *Staff do not object to this proposed variance given the letter of support from the adjacent land owner (Attachment 2), the CCAP's "Industrial Reserve – Limited Commercial" designation of this adjacent lot, and the proposed development's fire wall design with reveals and faux window elements.*

Analysis

Conditions of Adjacency, Urban Design and Site Planning

- The development includes a parking lot framed between the proposed two (2) buildings, running north between Beckwith Road to the south and new rear lane section to north that being is also being constructed by the applicant. This parking lot configuration, along

with the landscaping located adjacent to Beckwith Road, will minimize the appearance of the surface parking lot from Beckwith Road.

- The proposed buildings are provided with extensive storefront glazing facing south to Beckwith Road and the large Costco surface parking lot to the south. Thus, while the proposed project will include light industrial and potentially some other commercial uses, it is more urban in character than other industrial buildings constructed in this area in the 1960's to 1980's.
- The new 6.0m (20 ft.) isolated section of a lane backing the development to the north is being constructed by the applicant within a Statutory-Right-of-Way (SRW) on-site. This currently isolated section of lane will be extended to the east and west as future redevelopment occurs along Beckwith Road.

Architectural Form and Character

- The two (2) identical 2004 m² (21,575 ft²) buildings, each demisable into seven (7) units, are of a modern, tilt-up concrete construction style with full ground floors and partial mezzanines.
- The building elevations facing Beckwith Road have large storefront windows with grey ledge stone rock located below. Dark grey metal architectural canopies are provided along the parapets of each building mass.
- The building elevations facing the central parking lot again include large storefront windows, and the entry doors into each of the potential seven (7) units within each building. Each building also includes further extensive glazing for the second storey mezzanines overlooking the central parking lot.
- Above the walkways fronting each building, steel framed, glass canopies extend for the full length of each building. Also, dark grey metal architectural canopies are provided along the parapets of each building.
- The low ledge stone and grey metal business signs located on either each side of the front driveway are coordinated with the building design and are within well-landscaped planting areas.
- The fire walls facing each adjacent lot to the east and west are solid concrete, but have additional reveals and concrete faux window patterns included within each side wall, closer to the fronting Beckwith Road.
- On the north building elevations facing the lane, higher-level windows have been included across the back of each building which will provide more light to units at the back of the building.

- The light and dark grey paint colours of the painted concrete walls and ledge stone cladding along with the grey aluminum windows provide a cohesive, subtle colour scheme and feel for the project.

Landscape Design and Open Space Design

- There are enlarged landscape islands on either side of the parking lot entrance which each include a maple and a birch tree and the two (2) ledge stone business signs, to partially screen the parking lot from Beckwith Road.
- There are also four (4) other small landscaped islands within the parking lot which include two (2) birch trees.
- As part of the street improvement works, two (2) maple trees will be included in the 1.5 m (5.0 ft.) boulevard and the 2.0 m (6.6 ft.) sidewalk being constructed under the Servicing Agreement.
- Permeable asphalt has been included in all of the parking and loading areas that would aid in providing rain water infiltration to planted areas.

On-Site Tree Retention and Replacement

- A Certified Arborist report, submitted by the applicant, indicates the location of 20 on-site bylaw-sized trees. Given the condition of the trees along with building and parking lot coverage, no trees are being retained. The landscape plan includes eight (8) replacement trees be planted. The developer agreed to contribute to the City's Tree Compensation Fund for the on-site trees being removed that are not being provided on-site as part of the rezoning process.

Off-Site Tree Retention and Replacement

- The Certified Arborist report indicates the location of two (2) off-site bylaw-sized trees within the Beckwith Road Allowance. The developer agreed to contribute \$2,600 to the City's Tree Compensation Fund for the off-site trees being removed. There will also be planting of two (2) red maple as standard off-site boulevard street trees.

Parking

- The proposed development includes 42 parking spaces and two (2) SU9 loading bays which has been reviewed by Transportation staff and exceeds the required parking of 38 spaces for general industrial use of the buildings based on the floor area under Zoning Bylaw 8500. The development includes two (2) Electric Vehicle parking stalls as part of the LEED silver equivalency proposed.

Site Servicing

As part of the Servicing Agreement to be entered into prior to the rezoning adoption, the developer is also required to:

- Undertake Beckwith Road frontage improvements which will provide a 3.25 m (10.66 ft) curb lane, 1.8 m (5.9 ft.) bike lane, curb and 1.5 m (5.0 ft.) boulevard with grass, decorative street lights and street trees and a 2.0 m (6.6 ft.) sidewalk with driveway let-down, all to City standards. There will be a requirement to provide 2.0 m (6.6 ft) of road dedication from the entire site's frontage under a subdivision that combines the three (3) lots into one (1) parcel.
- Construct a 6.0 m (20 ft.) wide section of part of the paved lane discussed above within a (Statutory SRW) to be registered on title. This two-third (2/3) width lane section would be connected to the road network in the future when adjacent properties to the east and west construct similar sections of lane.

Sustainability

The CCAP stipulates that all developments over 2000 m² (21,528 ft²) in the City Centre be LEED (Leadership in Energy and Environmental Design) Silver or equivalent. The applicant had LEED Scorecard prepared by LEED-Certified Recollective Consultants which achieves a LEED Silver score of 50 (which attached to the Development Permit Plans). The major LEED elements within this project are outlined below.

- The LEED Heat Island Effect: Roof Credit and LEED Storm Water Management Credit Quality Control Credits are achieved.
- Two (2) electric vehicle spaces are being provided.
- Permeable asphalt paving is applied to all of the parking and loading spaces to allow for storm water infiltration, and less storm runoff.
- The majority of the planting is drought tolerant and many are native species.
- Low flow fixtures will be specified to conserve water.
- There is use of low-emitting interior finishing materials such as adhesives, sealants, paints and carpets.

Crime Prevention Through Environmental Design

- The relatively flat building facades with substantial glazing facing the street and parking provide defensible space with good surveillance from the occupants of the development's buildings.

- The proposed parking lot is situated in such a way to provide additional surveillance from the proposed buildings and Beckwith Road.
- Public and semi-public spaces have been well defined and secured from private spaces. Symbolic barriers have been incorporated through changes in vegetation, grade and architectural features (e.g. low walls, fences and trellises).

Conclusions

The proposed light industrial development is consistent with the objectives of the City Centre Area Plan – Bridgeport Village Specific Land Use Map and Sub-Area A.2 policies in terms of the proposed land use and density under the “Industrial Business Park (IB2)” zoning. Overall, the project provides an appropriate fit with the newer smaller light industrial and service commercial developments within this area. Issues identified during the Development Permit Application design review process have been considered and addressed. Therefore, staff recommends support for this Development Permit Application.



Mark McMullen
Senior Coordinator-Major Projects

MM:kt

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$10,741 (based on an estimate from the landscape architect dated April 17, 2013).

Prior to future Building Permit issuance, the developer is required to complete the following:

- 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>).
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.


DP 13-630025
Attachment 1

Address: 9091, 9111 & 9131 Beckwith Road

Applicant: Traschet Holdings Ltd.

Owner: Traschet Holdings Ltd.

Planning Area(s): City Centre Area Plan

Floor Area Gross: 4,009 m² (43,150 ft²)

Floor Area Net: 3,973 m² (42,768 ft²)

	Existing	Proposed
Site Area:	4,648 m ²	4148 m ²
Land Uses:	Vacant Residential	Industrial Business Park
OCP Designation:	Mixed Employment	Mixed Employment
Zoning:	Single Detached (RS1/F)	Industrial Business Park (IB2)
Number of Units:	N/A	N/A

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.20	0.96	none permitted
Lot Coverage – Building:	Max. 90%	62.2%	None
Lot Coverage – Building, Structures, & Non-Porous Surfaces	N/A	N/A	None
Lot Coverage – Landscaping:	N/A	N/A	None
Setback – Front Yard (m):	Min. 3.0 m	1.5 m min.	yes, 1.5 m for building
Setback – East Side Yard (m):	Min. 3.0 m	0.0 m	yes, 0.0 m
Setback – West Side Yard (m):	Min. 0.0 m	0.0 m	none
Setback –Rear Yard (m):	Min. 0.0 m	6.0 m to P/L & 0.0 m to Lane SRW	None
Height (m):	25.0 m	9.9 m	None
Lot Size (min. dimensions):	N/A	60.2 m wide x 67.4m deep	None
Lot Size (area):	4000 m ²	4148 m ²	None
Tandem Parking Spaces	not permitted	none provided	None
Off-street Parking Spaces	38 for General Industrial	42	None



City of Richmond

Development Permit

No. DP 13-630025

To the Holder: TRASCHET HOLDINGS LTD.
Property Address: 9091, 9111 & 9131 BECKWITH ROAD
Address: 1754 WEST 3RD AVENUE
VANCOUVER, BC V6J 1K4

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 minimum parking lot drive aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.).
 - b) Reduce the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.) for the buildings.
 - c) Reduce the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.).
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 # DP 13-630025-1 to # DP 13-630025-7 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 \$10,741 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.

Development Permit

No. DP 13-630025

To the Holder: TRASCHET HOLDINGS LTD.
Property Address: 9091, 9111 & 9131 BECKWITH ROAD
Address: 1754 WEST 3RD AVENUE
VANCOUVER, BC V6J 1K4

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

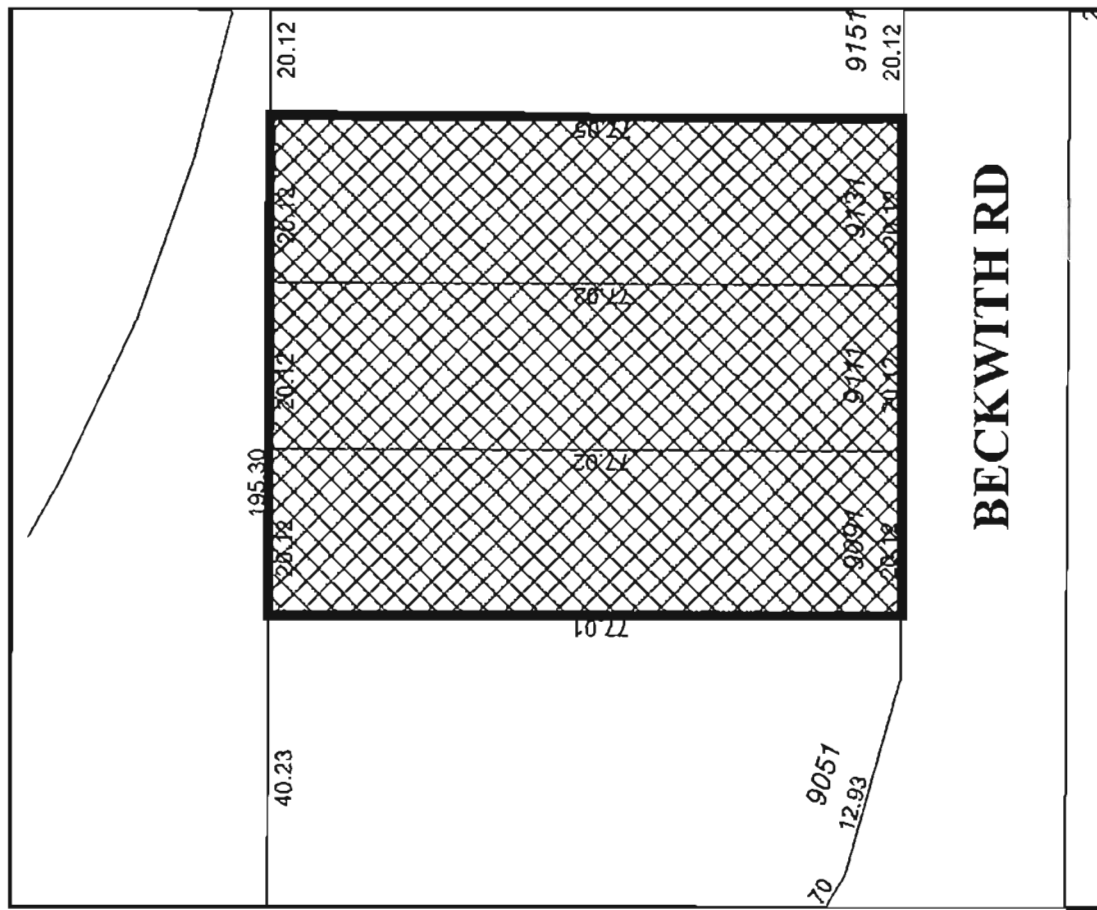


DP 13-630025
SCHEDULE "A"

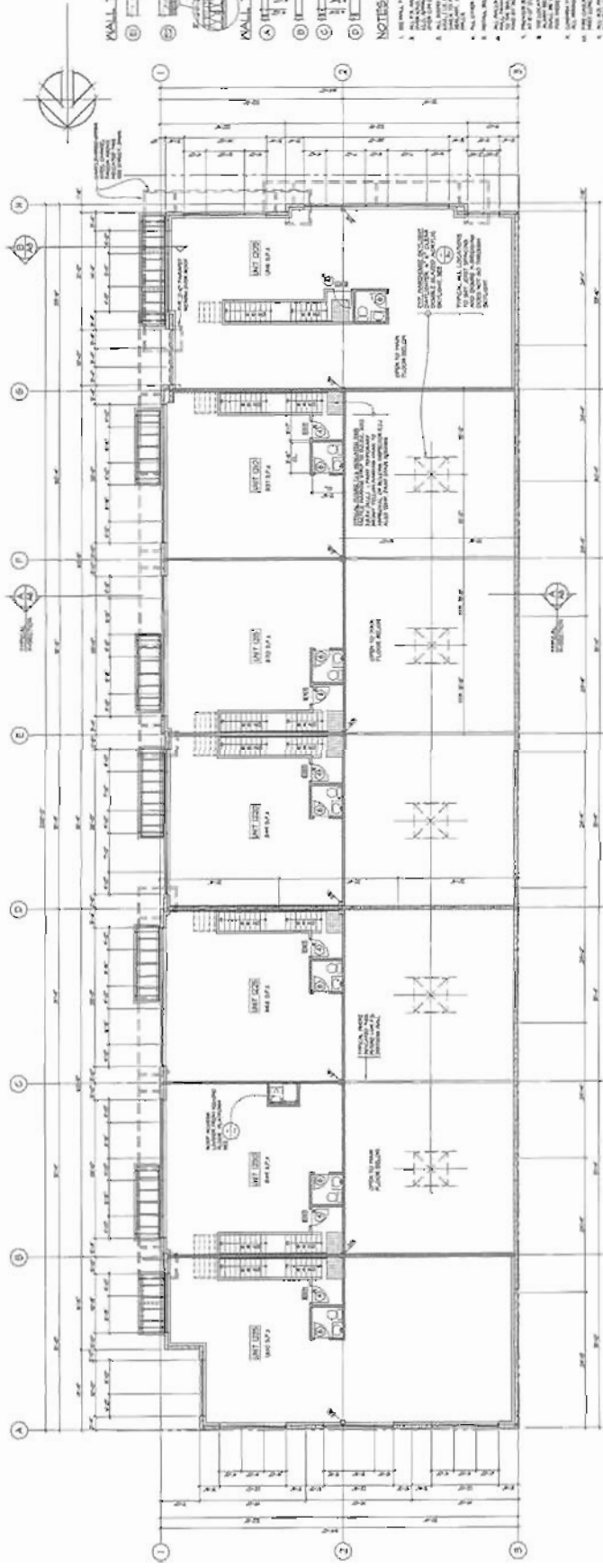
Original Date: 02/20/13

Revision Date:

Note: Dimensions are in METRES



REVISIONS	
NO.	DESCRIPTION
1	ISSUED FOR PERMITTING
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9	ISSUED FOR PERMITTING
10	ISSUED FOR PERMITTING



WALL TYPES - EXTERIOR

- 1. EXTERIOR WALL - 12" CMU WITH 1" EPS INSULATION AND 1/2" GYPSUM BOARD FINISH.
- 2. EXTERIOR WALL - 12" CMU WITH 1" EPS INSULATION AND 1/2" GYPSUM BOARD FINISH.
- 3. EXTERIOR WALL - 12" CMU WITH 1" EPS INSULATION AND 1/2" GYPSUM BOARD FINISH.
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- 10. EXTERIOR WALL - 12" CMU WITH 1" EPS INSULATION AND 1/2" GYPSUM BOARD FINISH.

WALL TYPES - INTERIOR

- 1. INTERIOR WALL - 12" CMU WITH 1/2" GYPSUM BOARD FINISH.
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- 9. INTERIOR WALL - 12" CMU WITH 1/2" GYPSUM BOARD FINISH.
- 10. INTERIOR WALL - 12" CMU WITH 1/2" GYPSUM BOARD FINISH.

NOTES

1. SEE WALL TYPE 1 FOR EXTERIOR WALLS.
2. SEE WALL TYPE 2 FOR EXTERIOR WALLS.
3. SEE WALL TYPE 3 FOR EXTERIOR WALLS.
4. SEE WALL TYPE 4 FOR EXTERIOR WALLS.
5. SEE WALL TYPE 5 FOR EXTERIOR WALLS.
6. SEE WALL TYPE 6 FOR EXTERIOR WALLS.
7. SEE WALL TYPE 7 FOR EXTERIOR WALLS.
8. SEE WALL TYPE 8 FOR EXTERIOR WALLS.
9. SEE WALL TYPE 9 FOR EXTERIOR WALLS.
10. SEE WALL TYPE 10 FOR EXTERIOR WALLS.

LEGEND - GENERAL

- 1. EXTERIOR WALL - 12" CMU WITH 1" EPS INSULATION AND 1/2" GYPSUM BOARD FINISH.
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SPRINKLER / ELECT. RM. NOTES

1. SEE SPRINKLER / ELECT. RM. NOTES FOR DETAILS.
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DOOR SCHEDULE - FOR GENERAL NOTES ROOM SCHEDULE

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COLUMN LEGEND

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TC
Translink Construction

MICHAEL D. BARLEY
ARCHITECT
MICHAEL D. BARLEY ARCHITECTS
VANCOUVER, B.C. CANADA

PROPOSED MULTITENANT OFFICE
VANCOUVER, B.C. CANADA

SECOND FLOOR PLAN

PROJECT: PROPOSED MULTITENANT OFFICE
VANCOUVER, B.C. CANADA

DATE: 12-05-13

BY: [Signature]

BUILDING & INTERIOR DESIGN CONSULTANTS

4350-1001 AVENUE ROAD, VANCOUVER, B.C. V6X 1A1

TEL: (604) 271-1111 FAX: (604) 271-1112

WWW: WWW.MDCDESIGN.COM

sanford design group

4350-1001 AVENUE ROAD, VANCOUVER, B.C. V6X 1A1

TEL: (604) 271-1111 FAX: (604) 271-1112

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WWW: WWW.SANFORDDESIGN.COM

Note: This Plan for the West Building will be reversed and used for the East Building.

13630025-3



■ 9528 • J. Neurosci., May 19, 2010 • 30(20):9520–9528

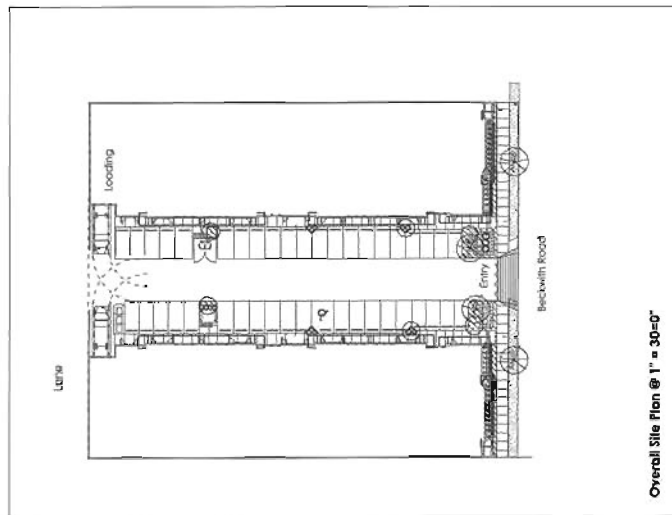
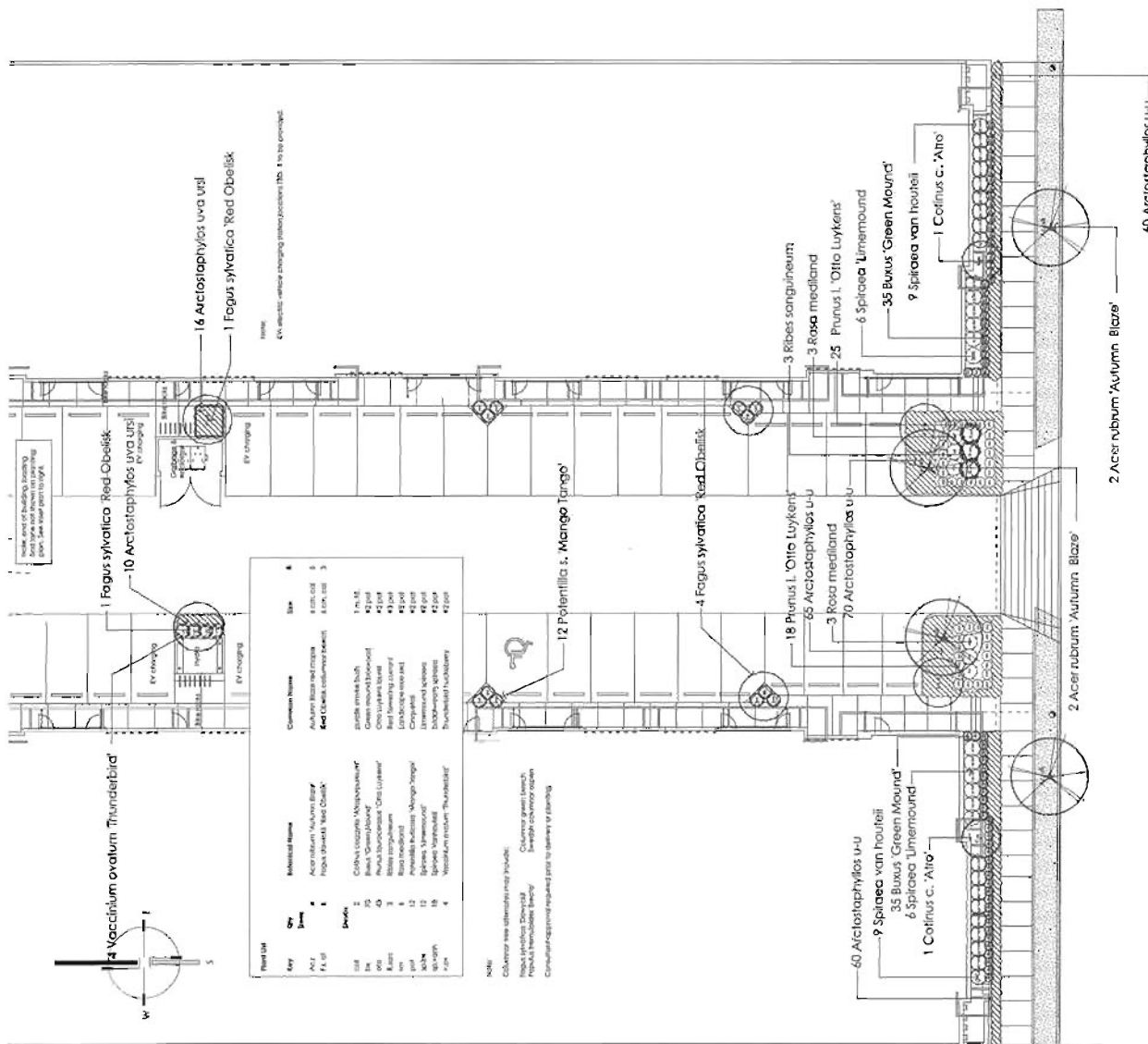
991 BECKWITH ROAD
CHICAGO

PLANTING PLAN

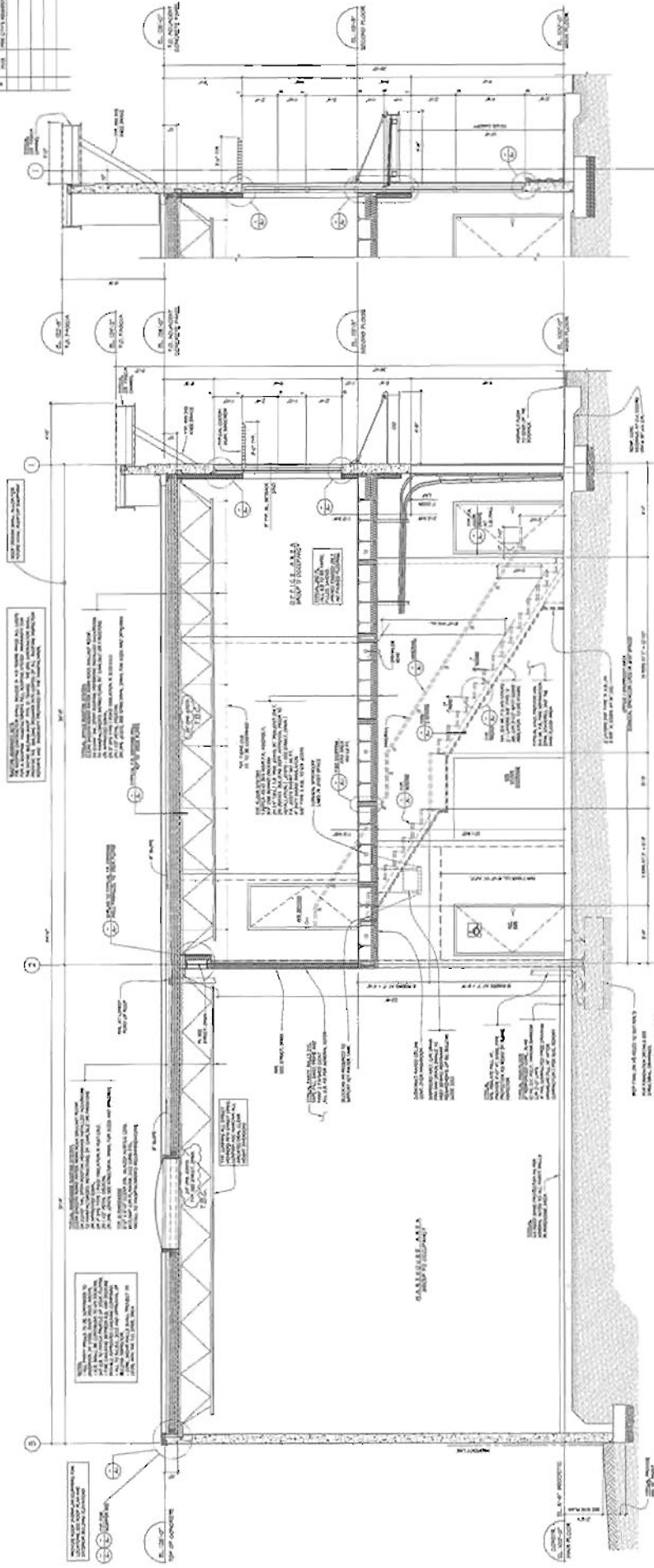
By contrast, the authors of the new study found that the more people who were involved in the decision-making process, the more likely the group was to make a decision that was consistent with the majority.

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REVISIONS		DATE	DESCRIPTION
1	ISSUED FOR PERMITTING	12-05-15	12-05-15
2	ISSUED FOR PERMITTING	12-05-15	12-05-15
3	ISSUED FOR PERMITTING	12-05-15	12-05-15
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9	ISSUED FOR PERMITTING	12-05-15	12-05-15
10	ISSUED FOR PERMITTING	12-05-15	12-05-15



SECTION 1 2 STORY STOREFRONT
A1, A2, A3, A4

SECTION 2 TYP. X-SECTION
A1, A2, A3, A4



MICHAEL D. BARLEN
ARCHITECT
MINISTER OF THE ARCHITECTURE
VANCOUVER, B.C. CANADA

PROPOSED MULTITENANT OFFICE/
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