



City of Richmond
Urban Development Division

Memorandum

To: J. Richard McKenna
City Clerk

To: Council - June 24, 2002

Date: June 18, 2002

From: Joe Erceg
Manager, Development Applications

File: DP 01-198039

Re: **Application by – Perkins & Company Architecture and Urban Design Inc. at
4311 Bayview Street**

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on June 12, 2002.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration.

Joe Erceg
Manager, Development Applications

JE:rs

Att.



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Re: **Application by Perkins & Company Architecture and Urban Design Inc. for a
Development Permit at
4311 Bayview Street**

To Council - June 24, 2002
To DPP - June 12, 2002
Date: May 13, 2002
File: DP 01-198039

Manager's Recommendation

That a Development Permit be issued for 4311 Bayview Street on a site zoned Comprehensive Development District (CD/101), which would allow the development of ten (10) townhouse units on one (1) lot containing a total floor area of 1,334.9 m² (14,369.214 ft²), and;

Vary the provisions of Zoning and Development Bylaw 5300 to permit the following:

1. Projection of four (4) porches to a maximum of 0.3 m (0.984 ft.) into the required 3.0 m (9.843 ft.) setback along Bayview Street;
2. The reduction of minimum total area of private outdoor space from 37 m² (398.278 ft²) to 28.427 m² (306 ft²) for six (6) townhouse units; and
3. Allow tandem vehicle parking for six (6) of the townhouse uses.

Joe Erceg
Manager, Development Applications

BFG:blg
Att.

Staff Report

Origin

Perkins & Company Architecture and Urban Design Inc. have applied to the City of Richmond for permission to develop 10 townhouse units at 4311 Bayview Street and to vary the minimum setback requirements of Comprehensive Development District (CD/101).

A copy of the development application filed with the Urban Development Division is appended to this report.

Development Information

Site Area:	1,907.0 m ² (20,527.448 ft ²)
Building Area:	1,334.9 m ² (14,369.214 ft ²)
Density:	52 du per ha 21 du per ac.
Site Coverage:	50.0 % Allowed 31.4 % Proposed
F.A.R.:	0.7 Allowed 0.7 Proposed
Parking:	17 Spaces Required (including 2 visitor spaces) 22 Spaces Proposed (including 2 visitor spaces)

Findings of Fact

Criteria and policies for the issuance of Development Permits are contained in the following:

- Schedule 1 of Bylaw 7100, the Official Community Plan, Section 9 – Development Permit Guidelines, and;
- Schedule 2 of Bylaw 7100, the Official Community Plan, Section 2.4 - Steveston Area Plan.

The key Development Permit Guidelines are listed below, followed by the applicant's response identified in ***bold italics***.

1. Townhouses should be designed in clusters of 25 units or less, and have less than six (6) units in a row. ***Project complies.***
2. Townhouse units should have a minimum private outdoor space of 9 m (29.53 ft.) in depth and 37 m² (398.28 ft²) in area. The depth of private outdoor space may be reduced to 5.25 m (17.22 ft.) where adequate privacy screening is provided. ***This project does not comply but when the front yard is combined with the porch and balcony areas the majority of units would comply with this guideline.***
3. Townhouses and apartments adjacent to public roads should have their main front doors visible and accessible from that road, where practicable. ***Project complies.***

4. Townhouses should have a maximum transitional height gradient of no more than 26° to all property lines. These gradients may be varied provided privacy, sunlight, view and human scale criteria are met. ***Project complies.***
5. Buildings should have an apparent length of less than 70 m (229.66 ft.). ***Project complies.***
6. Each dwelling unit should have a near view, an intermediate view and a distant view. Special views, such as of the mountains or waterfront, should be taken advantage of where possible. ***Project complies.***
7. Sunlight should not be blocked for a minimum of 75% of dwellings in each development on every day of the year. The minimum north-south spacing between residences to conserve available sunlight is determined by the sun angle of 17° at noon during the winter solstice. ***Project complies.***
8. Natural features should be retained and enhanced. Screening and landscaping, including street trees, should be provided in each multiple-family development. ***Project complies.***
9. Amenity space should average more than 2.0 m² (21.53 ft²) per each bedroom. Developments with more than 70 bedrooms should provide a minimum of 70 m² (753.50 ft²) of indoor amenity space. ***Project complies.***
10. Vehicle and pedestrian access should be separated from each other and appropriately located. ***Project complies.***
11. Resident parking should be in small, defensible open parking lots or should be located in locked, defensible garages screened from view from the road. Visitor parking should be in public view and easily accessible near the main entry. Parking lots should have landscaping to separate every fourth parking space. ***Project complies.***
12. Provision should be made for emergency vehicles, moving vans, and service vehicles. ***Project complies.***

Development surrounding the subject site will be as follows:

To the north, small lot single-family residential units are proposed;

To the east, across the extension of Bayview Street will be a 24 unit townhouse project;

To the south, will be a waterfront park and the future Maritime Mixed-Use (MMU) area across the extension of Bayview Street; and

To the west, will be future townhouse development across a new and as yet unnamed road currently referred to as Road 'C'.

Staff Comments

Staff comments are identified below followed by the applicant's responses in ***bold italics***.

General Development Comments

1. Update the 'Illustrative Development Plan' dated April 19, 1999 and provide six (6) copies of the revised, overall development master plan colour rendering, at the following sizes. (i.e. 24 in. x 36 in. and 11 in. x 17 in.). Mount one large colour rendering on a presentation board. Ensure the following changes are reflected on the revised drawing. Show the road and lane locations as per the service agreements, delete the Imperial Cannery option, revise the location of the Tram alignment as per the Service Agreement, reflect the major water features for the 2 'L' shaped apartment buildings, reflect the 'Steveston Academy Proposal' and revise/reduce the amount of residential accordingly, revise the layout of Parcels 'F5' and 'I' to reflect the current Development Permit applications, locate, identify and label the Community Use Site, the Bucket Tower and all the major artifacts along the waterfront as well as on the Community Use Site. ***The applicant has complied. The only current inaccuracy on the Illustrative Development Plan is the alignment of the tram line. The Service Agreement drawings suggest that the tram alignment will run along the south side of Bayview Street and Westwater Drive; the west and south sides of Railway Avenue. This current schematic alignment would not enter the Maritime Mixed Use (MMU) zone near the intersection of No. 1 Road. However, staff are currently underway with a tram feasibility study that will investigate alternative tram line corridor and route alignments as well as other aspects of this potential link.***
2. Provide a detailed schedule for the timing and sequence of infrastructure improvements including road and foreshore improvements as well as the anticipated construction phasing for the overall development site and each development parcel. ***The applicant anticipates completion of all construction by the end of 2005 with certain qualifications.***
3. Provide a detailed description of the proposed interim landscape treatment for the various public zones and private development parcels as development of the overall site proceeds. ***Private undeveloped land will be fenced to protect the developer's liability and as much as possible treated in a neat and tidy appearance in the interim, prior to any re-development activity.***
4. Provide an understanding of proposed public access through and around the site during construction time period of the entire development site. ***Construction of the riverfront park improvements are currently underway. The developer will open the riverfront pedestrian route as quickly construction is complete which is anticipated in the Summer of 2002. In addition, the developer has assured the City that the riverfront park improvements will be open for the Tall Ships event during August of 2002. The developer has also indicated that the north-south walkway along the east property line will also be open for the Tall Ships event.***
5. Identify the revised total number of residential units for the overall development site (i.e. 750) that will result from the current proposal to redevelop the BC Packer's head office building for the Steveston Academy. ***The developer has indicated that the total number of residential units will not change significantly from rezoning. Furthermore, the developer indicates that at this stage, the overall number of units will not exceed 750. Since the rezoning only regulates the amount of floor space and not the number of units, this is a moot discussion with the exception that any significantly larger number of units may impact servicing considerations and any significant deviation from the currently anticipated 750 residential units would trigger a reassessment of infrastructure requirements.***

Rezoning Comments

No further comments. *Acknowledged by the applicant.*

Building and Zoning Comments

1. Ensure that this project complies with all Building Code requirements including hydrant locations, fire fighting access, etc.

Fire Comments

1. No further comments. *Acknowledged by the applicant.*

Public Works and Engineering Comments

1. There are no servicing concerns as proposed off-site improvements are defined by existing and previously negotiated Servicing Agreements. *Acknowledged by the applicant.*
2. There is an access covenant registered on title ensuring that there be no direct vehicular access to Bayview Street and restricting vehicle access for this lot to and from the lane. *Acknowledged by the applicant.*

Built Form and Urban Design Comments

1. Consider a split-level main floor plan for the units at the end of each townhouse block to ease the transition between the finished floor elevation of the main floor and the boulevard sidewalk elevation. *A transition between the finished floor elevation of the main floor and the boulevard sidewalk elevation has been achieved through gradual elevation changes as you walk up the landscaped stair/gate entry, through the entry porch, through the front door, and up a few risers to the main living space (refer to F4 site plan sheet for finish grade information).*
2. Vinyl siding is not supported for this project. Use wood cladding and consider rough sawn rather than dressed lumber. *Vinyl siding will remain as one of the cladding materials for this project. Its use is limited to recessed areas on all the townhouse elevations. Vinyl siding is a durable and long lasting product, which is extremely desirable for preventing moisture ingress in the building. Many buildings in Richmond use this product because of its versatility and its resemblance to wood siding. We have previously provided examples of successful projects in the lower mainland that use vinyl siding as minor cladding elements and we feel that the same success will be achieved on the townhouses.*
3. Asphalt shingles are not supported for this project. Substitute a high quality wood shake or metal roof in lieu of asphalt shingles. *Asphalt shingles will remain as the roof covering material for the townhouses. Metal roofing will be used on Parcel J. Asphalt roofing is a durable material, which has been used extensively in most of the heritage-looking buildings in the Steveston area.*
4. Gang roof vents together to create boxed-out chimney elements as part of the roofscape design. *Roof vent elements have been added to the roofs on each building (refer to F4 elevations sheets).*

5. Substitute the sliding glass doors along Bayview Street with double 'French' doors. *Siding glass doors along Bayview Street have been replaced with double French doors (refer to F4 plans sheet #2 and elevation sheets).*
6. Eliminate the requested variances along Bayview Street by reducing the depth of the entry porches and stairs, thereby making the front yards more functional. *Entry porch and stair depth variance is still requested. We feel that a deeper porch facing Phoenix Pond provides a more usable and flexible semi-private space. Based on the Design Panel's feedback, larger porches are encouraged. However, the access walkways for the 16 foot wide units have been realigned between the sidewalk and front entry there by creating a more direct approach to the front entry and providing more front yard space as desired by the Planning Department (refer to F4 site plan sheet).*
7. Reduce the width of the balcony on the end-unit at the northeast corner of the side to eliminate the requested side yard setback variance in this location. *The lane-facing north-east balcony of building B has been relocated to the north side off the dining and family room areas. This balcony is within the setback area and a variance will not be required (refer to F4 site plan sheet).*

Site Planning and Landscape Comments

1. Indicate with spot elevations, the grade transition from the sidewalk on the boulevard to the finished floor elevation of the townhouse main level(s). *Spot elevations showing the grade transition from the sidewalk to the main townhouse level have been added to the plan (refer to F4 site plan sheet).*
2. Relocate the visitor-parking stall along the lane to a location between the two blocks of townhouses. Eliminate the corner support column for the balcony at the north-east corner of the western block of townhouses or cut back the width of the balcony in this location. Provide appropriate separation and landscape screening for the relocated visitor-parking stall from the street. Increase the amount of planting area adjacent to the lane. *The visitor parking space at the south-west portion of the site has been moved closer to the building to allow for more landscaping between the site and the right-of-way (R.O.W.) "visitor" parking space at the north portion of the site has been relocated to the north-east portion of the site adjacent to the townhouse end unit. Locating a visitor parking space between the two townhouses is not achievable because the space will block garage access to the north unit in Building A (refer to F4 site plan sheet).*
3. Eliminate the fencing and hedging that separates the three landscape side yards from the street boulevard. Create semi-public spaces in these locations along the street and propose a landscape treatment that is more transparent and visually accessible from the sidewalk. Consider foundation planting rather than perimeter planting. For the eastern two locations, reconfigure the pedestrian circulation in these side yard locations to provide a loop path from the public sidewalk including seating and trellis structures plus the children's play area in the north-east corner of the site. In the western side yard provide benches along the sidewalk. *Fencing has been removed to the side yards and the landscaping amended. Benches have been added to two (2) of the side yards to create semi-public spaces. Fencing around the north-east corner suite has been retained to provide security for the children's play area.*

4. In addition to the proposed planting and hedging, incorporate picket fencing to define front yard spaces from the public sidewalk and boulevard. ***A picket fence has been incorporated to define front yard spaces from the public sidewalk and boulevard.***
5. Identify the height of all fences (i.e. along the north property line) and ensure that fences in front yards do not exceed 0.914 m (3 ft.). ***The height of fences is identified on the landscape consultant's detailed drawings. None of the fences to the front yard areas is above 3 ft. 0 in. in height.***

Parks Department Comments

1. No further comments. ***Acknowledged by the applicant.***

Transportation Department Comments

1. Ensure that the entire laneway will be constructed and functional permitting access and egress at both ends when the construction of these proposed units are complete. If this is not the case, a turn-around area may be required to accommodate service vehicles. ***The developer will ensure that the laneway west of the site will be operational at the time these units are completed.***
2. As requested, the applicant has provided two visitor parking stalls in the site plan for this development (2.65 m x 5.5 m). However, the orientation and/or location of the north visitor stall may block the garage entrances for some of the units. The applicant should demonstrate that vehicles would be able to access and egress from the two northern units with the proposed visitor stall. Alternatively, consider relocating the north visitor-parking stall. ***Vehicles will be able to access and egress from the two (2) northern units. A manoeuvring aisle of 28 ft. 8 in. has been provided (refer to F4 site plan sheet).***
3. As requested, the applicant has provided a minimum 1.2 m setback from the garages to the lane right-of-way (R.O.W.). ***Acknowledged by the applicant.***

Refuse and Recycling Comments

1. This development qualifies for the City of Richmond refuse and recycling pick-up programs. However, the lane does not provide adequate access for service vehicles and pick-up will be limited to street collection only. ***Acknowledged by the applicant.***

Design Panel Comments

This project was presented to the Advisory Design Panel on Wednesday, February 6, 2002 at which time the Advisory Design Panel had several concerns and suggestions regarding this project. At that time, it was the consensus of the Panel that this project be brought back for further review and consideration. Accordingly, this project was brought back to the Advisory Design Panel on Wednesday, March 6, 2002. The Advisory Design Panel critique and comments are followed by the applicant's response, noted in ***bold italics***.

1. The landscaping is more open and amenable to the public. ***Acknowledged by the applicant.***
2. The treatments on the townhouses, especially the end units, were good. ***Acknowledged by the applicant.***
3. A building up of grade change in front yards was not considered preferable. ***Acknowledged by the applicant.***

The consensus of the Panel was that the project move forward with consideration of the suggestions noted.

Analysis

Implications on the Overall Development Plan

This is one of the first four (4) residential re-development parcels on the former BC Packers site currently referred to as the Imperial Landing. These four (4) projects will set the stage for future development on this site and become important precedents with regard to the form and character of subsequent phases within the overall Imperial Landing project. The rezoning of the overall site (± 44 acres) which is located in close proximity to the Village of Steveston has been the subject of much public discussion and debate over the past decade including 5 years of rezoning negotiations between BC Packers and the City of Richmond. Significant upgrades to public infrastructure including a ± 1 kilometre riverfront park and public walkway system were required as part of the rezoning approval. Much of this public infrastructure including the entire riverfront park will be constructed in sequence with the upland development. In order to obtain occupancy permits for any units in phase one of the overall development plan, the eastern third (1/3) of the entire riverfront public access corridor plus the Bayview Street extension and all other ancillary roads deemed necessary by the City of Richmond will need to be complete. Over the next 3 to 5 years a new residential neighbourhood of ± 750 units will emerge in Steveston. This new residential community will contribute to the sense of place in Steveston and continue the process of evolution within the Village. The scale of this overall project will inevitably have a significant impact on the existing Village of Steveston and the City of Richmond remains concerned and sensitive to any unintended or negative impacts of these dramatic changes. As such the City of Richmond will continue to closely monitor development activity as this large project unfolds and continue to suggest improvements to the form and character of future residential proposals and public infrastructure within the overall development. Staff remains supportive of the overall package of public infrastructure improvements that were negotiated as part of the rezoning approval associated with this development permit application, notably the riverfront park and walkway however the details of some components within the overall development plan remain to be negotiated including the following:

- Co-ordination with the Tall Ships event;
- Discussions and negotiations regarding the future development of the water lots, and;
- Final determination of the form and character of the Maritime Mixed Use District.

Given the exiting Comprehensive Development District (CD/101) residential zoning, staff supports the proposed form and character of this individual development parcel. Staff believes that this proposal respects the marine industrial heritage of the overall site and establishes an appropriate character for a riverfront residential community in the Village of Steveston.

Assessment of the Conditions of Adjacency

This site is an internal development parcel within the overall Imperial Landing re-development site and will be entirely surrounded by new residential development that is yet to be constructed. Accordingly, staff assumes that there are no direct or immediate impacts on adjacent, existing development from this townhouse residential proposal.

Site Planning and Urban Design Evaluation

This corner site is across Bayview Street from the riverfront walkway corridor and generally orients southward to the park and the Fraser River beyond. Vehicle access and parking will occur from the laneway along the north side of the site. The elevation of the laneway is lower than Bayview Street in this location and this allows for closer relationship between the finished floor elevation of the main level for the townhouse units and the front yards including the street boulevard and public sidewalks. The majority of private outdoor space is located along the south side of the townhouses and oriented to both the street and public open space along the Fraser River. This approach creates a positive contribution to the streetscape and takes maximum advantage of the proposed riverfront walkway. In addition, this development includes three semi-private spaces along Bayview Street that contribute both semi-public amenities and an enhanced street presence. Staff supports the site planning and orientation of this proposed development.

Assessment of the Architectural Form and Character

The architect has responded to the marine industrial heritage of the Steveston waterfront with the built form that is proposed on this site. These two (2) blocks of townhouses repeat both building elements and materials from other proposed townhouse parcels within the overall development site which will create continuity to link the various development parcels. In addition, there is sufficient diversity of built form and colour within this development parcel to create a discrete project with a unique identity. Porches create a bridging element from the elevation of the front yard to the finished floor elevation of the main level for the townhouse units. Staff would have preferred that the porches be constructed at a lower elevation which would relate better with the street and boulevard grades. In addition, staff would prefer that vinyl siding be eliminated as a cladding material on this high profile site and within this unique development. However, the current configuration of built form and the use of materials and colour are acceptable to staff.

Evaluation of the Landscape and Open Space Design

The landscape architect has created appropriate buffering between the public and private realms in order to establish separation and privacy in front yards and on balconies. In other locations this proposal provides a more integrated approach to private open space by incorporating semi-public spaces on private property along the adjacent street and public boulevard. Similarly, the applicant has demonstrated considerable good will to permit a flexible landscape treatment and definition of space along legal boundaries that responds more to the appropriate program requirements of various open space elements than to define and defend private property. Staff appreciates and applauds this community spirited approach to the development of open space on this site. The landscape design creates a modest grade separation between the front yards and the boulevard however and the front yards have been reduced in favour of larger balconies and staff accepts this compromise given the proximity to the riverfront walkway and the views to the Fraser River beyond. The landscape detailing is appropriate and consistent with the architectural expression. Staff supports the landscape and open space design of this proposal.

Assessment of Requested Variances

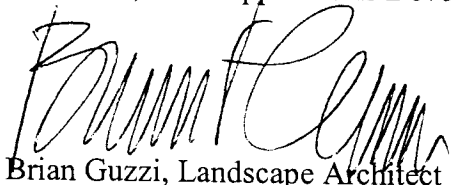
The applicant requests a variance to the provisions of Zoning and Development Bylaw 5300 to permit the projection of four (4) porches to a maximum of 0.3 m (0.984 ft.) into the required 3.0 m (9.843 ft.) setback along Bayview Street. As part of these considerations it is recognized that all of the buildings are setback more than the minimum 4.3 m (14.107 ft.) required as part of Comprehensive Development District (CD/101). All buildings are setback at least 5.182 m (17 ft.) from the property line along Bayview Street and six (6) townhouses are setback even further. The applicant also requires the reduction of minimum total area of private outdoor space from 37 m² (398.278 ft²) to 37 28.427 m² (306 ft²) for six (6) townhouse units. While some of units have less than the required amount of private outdoor space staff believe that this will not seriously impact the liveability of these units. In addition, the applicant requests a variance to permit tandem parking for six (6) townhouse units and there are numerous examples within the City of Richmond where similar variances have been permitted. On balance staff supports the requested variances.

Conclusions

Staff believes this project:

- Provides an important precedent for future development parcels within the overall project;
- Will not have a negative impact on surrounding existing development;
- Establishes a logical pattern of organization and internal site planning;
- Defines an appropriate built form response to the marine industrial heritage for the site;
- Creates defensible private open space plus some opportunities for semi-public open space; and
- Requests variances that are minimal and reasonable.

Therefore, staff supports this Development Permit application.



Brian Guzzi, Landscape Architect
Development Planner - Urban Design

BFG:blg

Prior to the final approval of this development permit, the applicant is required to submit the following:

1. Provide a landscape letter of credit to the City of Richmond in the amount of \$28,738.00.



City of Richmond
Urban Development Division

Development Permit

No. DP 01-198039

To the Holder: PERKINS & COMPANY ARCHITECTURE
AND URBAN DESIGN INC.

Property Address: 4311 BAYVIEW STREET

Address: C/O MR. JOHN PERKINS JR.
1498 WEST FIFTH AVENUE,
VANCOUVER, BC V6H 4G3

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 and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans #1 and #2 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #2 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1 and #2 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #5 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below 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, or 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.

To the Holder: PERKINS & COMPANY ARCHITECTURE
AND URBAN DESIGN INC.
Property Address: 4311 BAYVIEW STREET
Address: C/O MR. JOHN PERKINS
1498 WEST FIFTH AVENUE
VANCOUVER, BC V6H 4G3

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$28,738.00.

5. 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.
 6. 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.
- This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

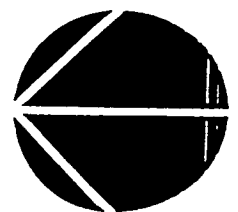
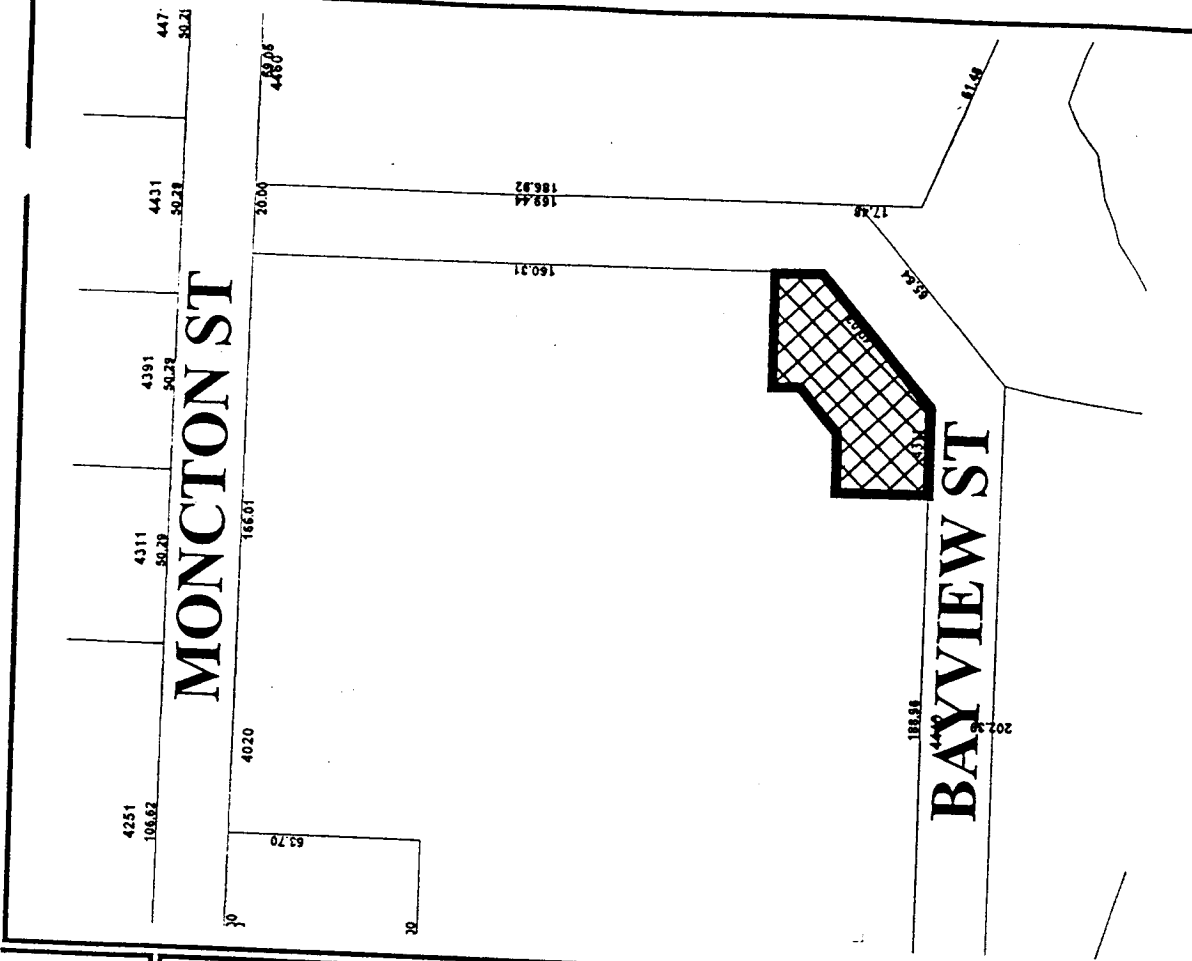
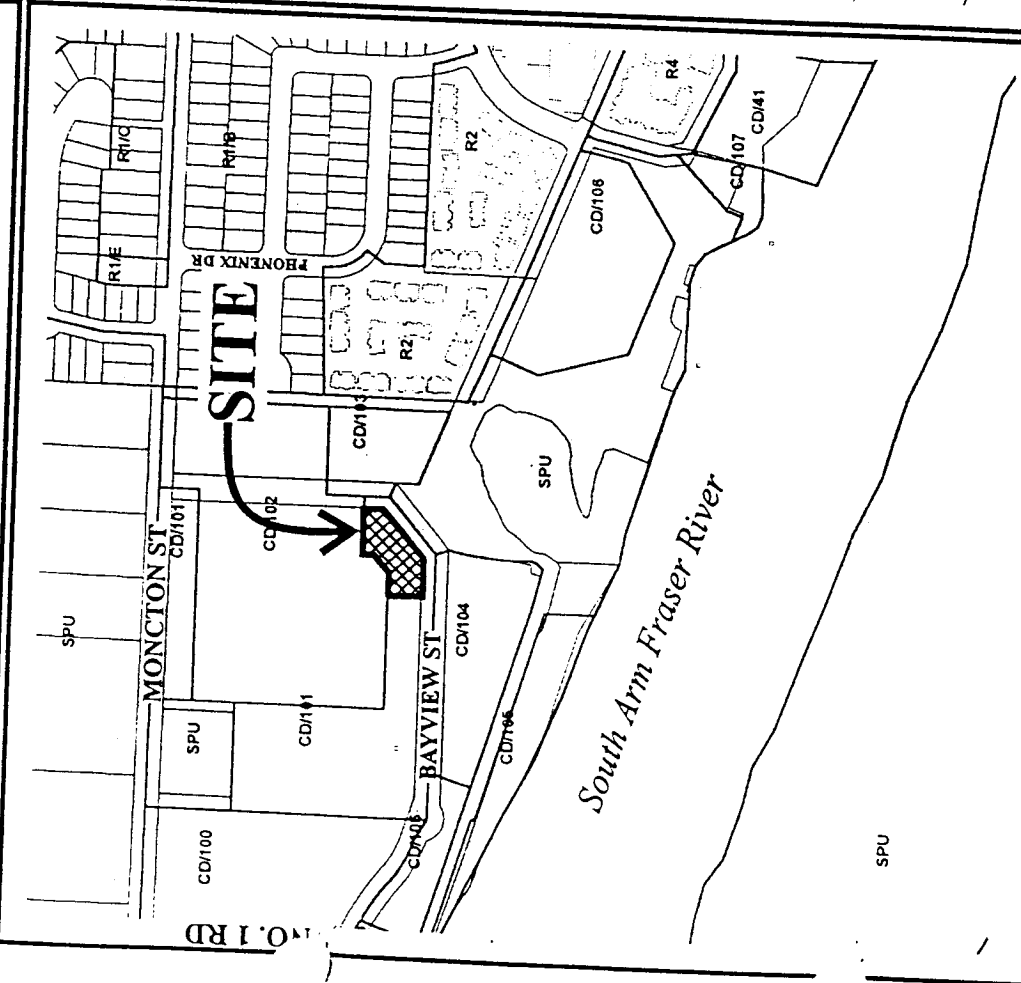
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 01-198039 SCHEDULE "A"

Original Date: 12/11/01

Revision Date:

Note: Dimensions are in METERS

IMPERIAL LANDING AT STEVESTON - Parcel F4

MAY 23 2002

DP 01-198 039



	ISSUED FOR DEVELOPMENT PERMIT	July 10, 2008
	ISSUED FOR DEVELOPMENT PERMIT	April 14, 2008
	ISSUED FOR DESIGN PANEL	February 28, 2008
	ISSUED FOR DESIGN PANEL	January 27, 2008
	ISSUED FOR DEVELOPMENT PERMIT	November 20, 2007
	ISSUED FOR REVIEW	November 18, 2007
	DATE	03/17/08

Perkins & Company
Architecture and Urban Design Inc.

1400 West Park Ave.
Vancouver, BC
V6M 6Z3
Telephone: (604) 485-2429
Fax: (604) 485-5677
E-Mail: info@patterson-designer.com
Web Page: www.patterson-designer.com

Wetland

IMPERIAL LANDING AT STEVESTON

PARCEL F4
LOCATION PLAN / PROJECT
STATISTICS & DRAWING LIST

2168	FILE / DATE
2168	2168 Process P4 Cover 06/23/8

JP III	created	as noted
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[illegible]

1

BRUNNEN & COMPANY
Architecture and Urban Design Inc.
1000 15th St. N.W.
Washington, D.C. 20004

Subject's name

DRAWING LIST - Parcel F4

- LOCATION PLAN/STATISTICS/
DRAWING LIST
SITE / UNIT PLANS
ELEVATIONS & SECTION
ELEVATIONS

STATISTICS AND PROJECT DATA

HP 91-198032
311 BAYVIEW STREET

ARCHEL F4 - ZONING REQUIREMENTS

ONING: CD/101
 MAXIMUM FLOOR AREA RATIO: 0.7
 MAXIMUM LOT COVERAGE: 50%
 MAXIMUM BUILDING HEIGHT: 12m (39.370 ft.)
 MINIMUM TOTAL AREA OF PRIVATE
 OUTDOOR SPACE: 37 sq.m. (398.278 sq. ft.)

per dwelling unit
minimum setback of building from property line 4.3m (14.107 ft)
minimum setback of porches/verandas from property line
3m (9.843 ft)
maximum projection of cantilevered roofs & balconies, bay
windows into setback 0.5 m (1.640 ft)
minimum setback of building to adjacent public lane:
1.2 m (3.937 ft)

DEVELOPMENT PROGRAM

TOTAL SITE AREA = 1,907 sq m. (20,527 sq ft.)
TOTAL BUILDABLE AREA,
1,907 sq m. x 0.7 = 1,335 sq m. (14,369 sq ft.)
ST MIX:

4 THREE BEDROOM UNITS @ 1894.0 sq. ft.
per unit = 7,576 sq. ft.

5 THREE BEDROOM TANDEM UNITS
@ 1,132 sq. ft. = 6,792 sq. ft.

TOTAL BUILDING AREA = 14,369.0 sq. ft.

MARKING STATISTICS

SIC UNIT PARKING REQUIREMENT - 1.5 SPACES / UNIT
VISITOR PARKING REQUIREMENT - 0.5 SPACES / UNIT
TOTAL PARKING SPACES REQUIRED - 17 SPACES / UNIT

BRKNG SPACES PROVIDED PER UNIT - 2.0 SPACES
TOTAL PARKING SPACES ON PARCEL FA - 10 UNITS x 2.0 = 20

SIC UNIT PARKING REQUIREMENTS
SPACES / UNIT = 02.10 UNITS
TOTAL PARKING SPACES REQUIRED
VISITOR PARKING PROVIDED = 2 SPACES

I. COVERAGE

T COVERAGE = 31.40 %

TOTAL AREA OF PRIVATE OUTDOOR SPACE

0" WIDE MODULE = 42.51 sq m. (457.62 sq ft.)
0" WIDE MODULE = 67.06 sq m. (721.98 sq ft.)

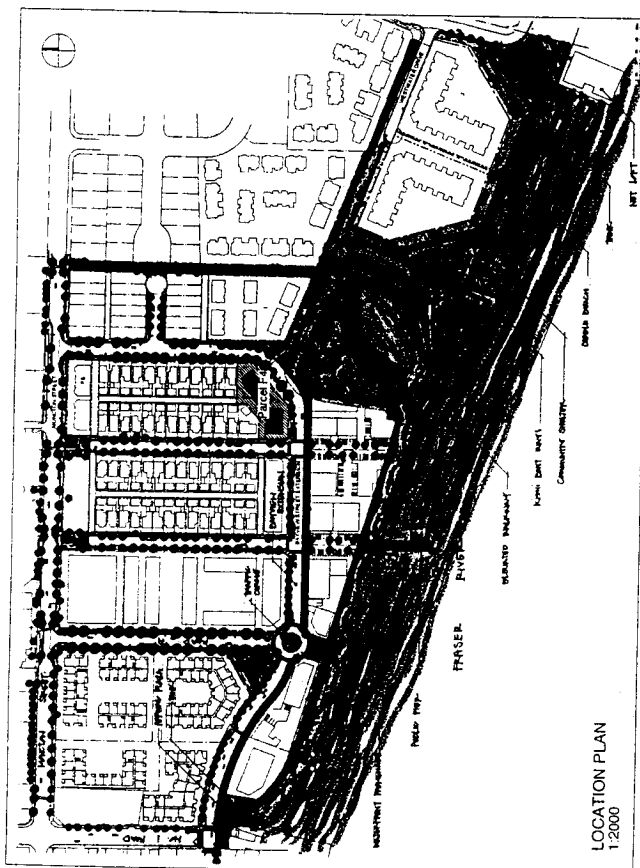


TABLE OF PARCEL F4 ZONING VARIANCES

FILE: DP 01-198019

city the provisions of Zoning and Development Bylaw 5300 to permit the following:

Protection of four (4) parcels to a maximum of 0.3 m (0.984 ft.) into the required 3.0 m (9.843 ft.) setback along Jarvis Street;

• The reduction of minimum total area of private outdoor space from 37 m^2 (398.278 $ft.^2$) to 28.427 m^2 (306.8 $ft.^2$) for six (6) or six (6) downsize units; and

• Allow tandem vehicle parking for six (6) of the downsize units.

065

PARCEL FA - ZONING REQUIREMENTS

ZONING:	CD101
MAXIMUM FLOOR AREA RATIO:	0.7
MAXIMUM LOT COVERAGE:	50%
MAXIMUM BUILDING HEIGHT:	12m (39.370)
MINIMUM TOTAL AREA OF PRIVATE OUTDOOR SPACE:	37 sq.m. (398.278 sq. ft.) per dwelling unit

DEVELOPMENT PROGRAM

TOTAL SITE AREA = 1,907 sq.m. (20,527.0 sq.ft.)
TOTAL BUILDABLE AREA
1,907 sq.m. x 0.7 = 1,335 sq.m. (14,369.0 sq.ft.)
UNIT MIX:

UNIT MIX

4 THREE-BEDROOM UNITS WIDEN
@ 1,804.0 sq ft. per unit = 7,576.0 sq ft.

6 TWO-BEDROOM TANDEM UNITS
@ 1,132 sq ft. = 6,792.0 sq ft.

TOTAL BUILDING AREA = 14,368.0 sq ft.

TRUCKING STATISTICS

MINIMUM UNIT PARKING REQUIREMENT	15 SPACES / UNIT
MAXIMUM UNIT PARKING REQUIREMENT	12 SPACES / UNIT
MINIMUM PARKING SPACES REQUIRED	7 SPACES / UNIT
MAXIMUM PARKING SPACES PROVIDED PER UNIT	0 SPACES
MINIMUM PARKING SPACES REQUIRED ON PARCEL F4	UNITS \times 2.0 = 20 SPACES
MAXIMUM PARKING REQUIREMENT	UNITS \times 1.5 = 15 SPACES REQUIRED
MINIMUM UNIT PARKING PROVIDED - 2 SPACES	

COVERAGE

COVERAGE = 31.40 %

10

MAY 15 2002

2P01-198039

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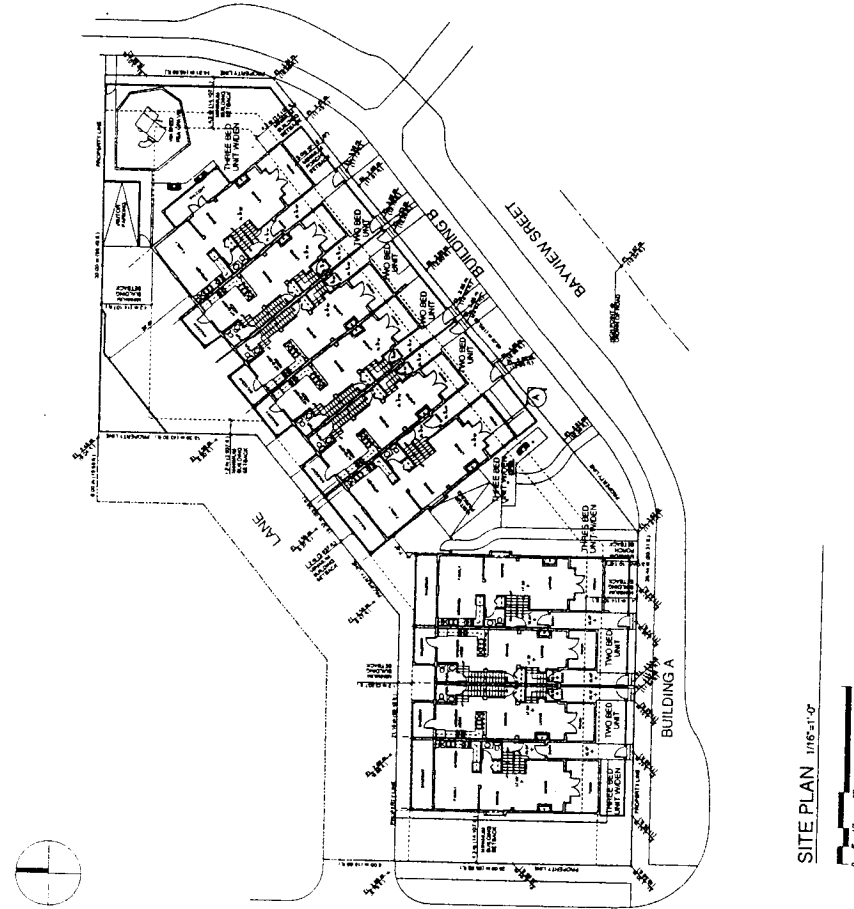
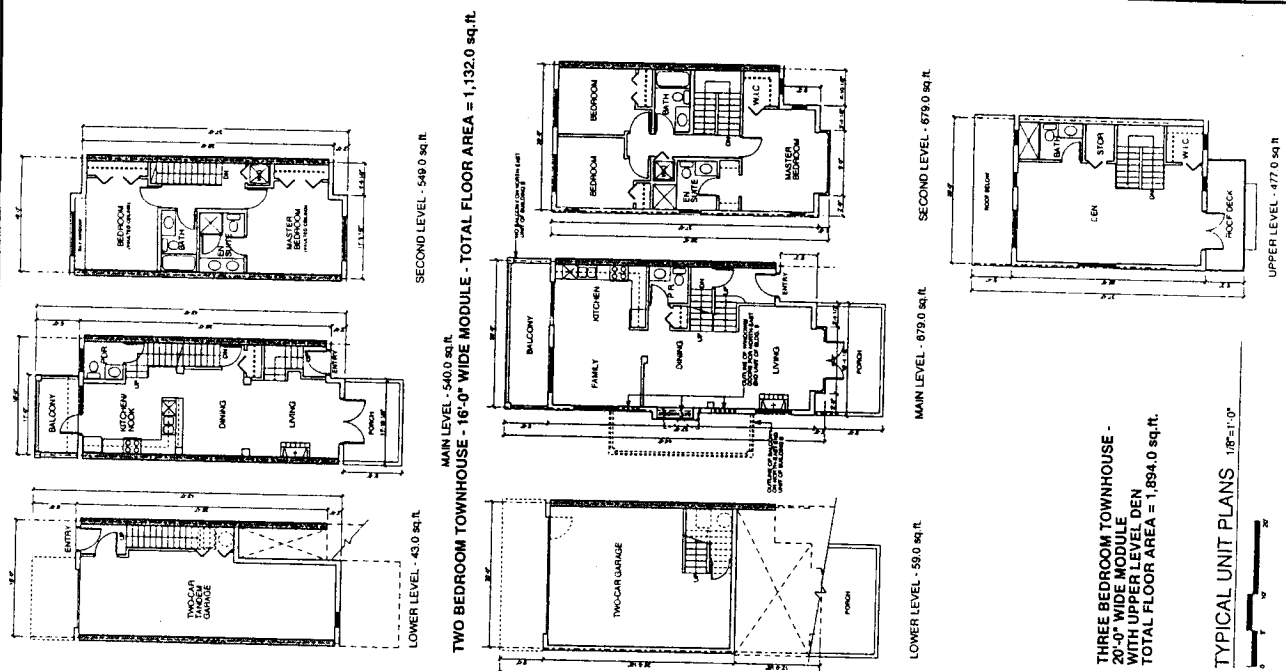
PERIAL LANDING
STEVESTON

PARCEL F4
E / UNIT PLANS

2168	FILE / DATE 2168 Parcel F4 plan 007149
CHECKED	SCALE

On Discharge	Atty Gen	Atty Gen
Discharge	Atty Gen	Atty Gen

2



SITE PLAN 1/16"=1'-0"

066

MAY 15 2002

3' HT PICKET FENCE

1701-198 039

#2



ITO & ASSOCIATES

Landscaping Architects

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PICKET FENCE GATE

SECTION A

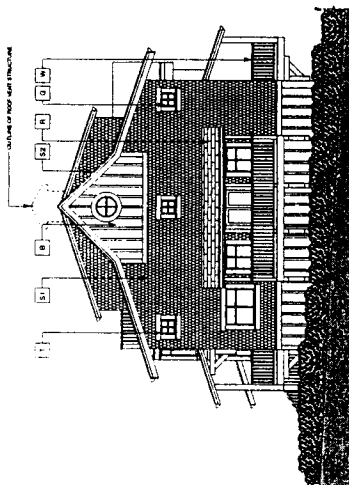
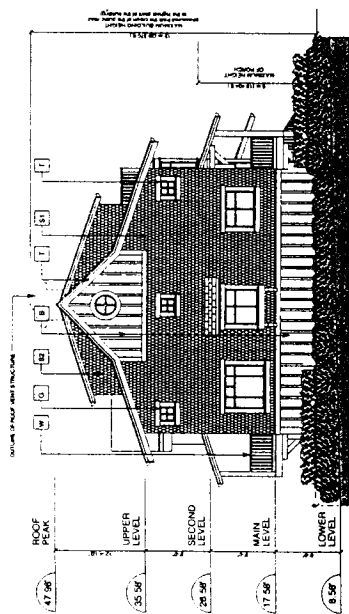
SECTION A-A

SCALE 1/8"=1'-0"

Rev. D.C.

290

L1 of 2



WEST ELEVATION BLDG. 8 - Breezeway

EAST ELEVATION BLDG. B

EXTERIOR FRAMES - TYPICAL LEGEND	
1	SHARDLE SIDING 1 Pilot & Lumber 12x12 "Misty Mount"
2	SHARDLE SIDING 2 Barnwood Mount 12x7 "Bright Leaf"
3	SHARDLE SIDING 3 Oxheart Mount 12x7 "Deep Green"
4	ROOF SHINGLES Pilot & Lumber 2x12
5	BEAMS & BATTEN SIDING Pilot & Lumber 2x12 "Mist"
6	WOOD TRIM Pilot & Lumber 2x12 "Mist"
7	HANDRAILED PORTS BRACKETS Pilot & Lumber 2x12 "Mist"
8	SHARDLE SIDING 4 Pilot & Lumber 2x12 "Mist"

MAY 15 2002

PP 01-198 039

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APPROVED FOR DEVELOPMENT PERMIT	APR 14, 2005
	AS 78

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PROJECT TITLE
IMPERIAL LANDING
AT STEVENSON

PARCEL F4
ELEVATIONS

PROJECT NO	2168	FILE / DATE	27108 PARSON F4, series 2 CA716
DATE		CHECKED	JP 14
		SCALE	1/8" = 1'-0"

4
On Demand
