



**City of Richmond**  
Urban Development Division

## Report to Development Permit Panel

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**To:** Development Permit Panel  
**From:** Joe Erceg  
Manager, Development Applications  
**Date:** July 22, 2002  
**File:** DP 01-198041  
**Re:** **Application by Perkins & Company Architecture and Urban Design Inc. for a  
Development Permit at 4388 Bayview Street**

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### Manager's Recommendation

That a Development Permit be issued for 4388 Bayview Street on a site zoned Comprehensive Development District (CD/103), which would allow the development of twenty (20) townhouse units on one (1) lot containing a total floor area of 2,945.673 m<sup>2</sup> (31,708 ft<sup>2</sup>); and

Vary the provisions of Zoning and Development Bylaw 5300 to permit tandem vehicle parking for six (6) of the twenty (20) townhouse units.

Joe Erceg  
Manager, Development Applications

BFG:blg  
Att.

## Staff Report

### Origin

Perkins & Company Architecture and Urban Design Inc. previously applied to the City of Richmond for permission to develop twenty four (24) townhouse units at 4388 Bayview Street and to vary the provisions of Comprehensive Development District (CD/103). A complete copy of the previous staff report is attached for reference. This project was presented to the Development Permit Panel on June 12, 2002 and referred back to staff in order to address the following issues:

1. Justification of the requested variance for 3 storey height;
2. A written commitment for restoration of landscape that has been removed; and
3. Investigation of drainage issues on the Westwater, Onni and City properties.

During the Public Hearing on July 15, 2002 for DP 01-198029 at 4500 and 4600 Westwater Drive and DP 01-198039 at 4311 Bayview Street the residents of the Westwater Village Townhouse Complex at 12331 Phoenix Drive expressed concerns regarding the conditions of adjacency with the proposed development for development permit application DP 01-198041 at 4388 Bayview Street.

Subsequently, the applicant has revised the design of the project reducing the number of units from 24 to 20 townhouses while maintaining the maximum allowed floor area ratio but eliminating the following 2 previously requested variances:

1. The projection of six (6) entry stairs and/or porches to a maximum of 0.609 m (2 ft.) into the required 3 m (9.843 ft.) setback along the Westwater Drive right-of-way which is developed as a walkway corridor and emergency vehicle access route along the frontage of this project.
2. Increase the maximum number of residential storeys from 2½ storeys to 3 storeys within 30 m (98.425 ft.) of the boundary line of a zoning district, which permits Townhouse District (R2).

In addition, the applicant has revised the previously requested variance for tandem parking by reducing the number of units with tandem parking from 17 to 6 townhouses.

A copy of the development application filed with the Urban Development Division is appended to this report. The complete copy of the previous development permit report dated May 14<sup>th</sup>, 2002 regarding this application is attached for reference purposes.

### Development Information

Site Area:	4,532.034 m <sup>2</sup> (48,784 ft <sup>2</sup> )
Building Area:	2,945.673 m <sup>2</sup> (31,708 ft <sup>2</sup> )
Density:	44 du per ha 18 du per ac.
Site Coverage:	40.0 % Allowed 37.61 % Proposed
F.A.R.:	0.65 Allowed 0.65 Proposed
Parking:	34 Spaces Required (including 4 visitor spaces) 44 Spaces Proposed (including 4 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 m<sup>2</sup> (398.28 ft<sup>2</sup>) in area. The depth of private outdoor space may be reduced to 5.25 m (17.22 ft.) where adequate privacy screening is provided. ***Project complies.***
3. Townhouses 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 m<sup>2</sup> (21.53 ft<sup>2</sup>) per each bedroom. Developments with more than 70 bedrooms should provide a minimum of 70 m<sup>2</sup> (753.50 ft<sup>2</sup>) 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 does not comply since a loading space cannot be provided without the loss of one townhouse unit. Nevertheless, staff supports the currently proposed site plan without a loading space.***

Development surrounding the subject site will be as follows:

To the north, across a proposed new lane will be the rear side of six (6) small lot residential units;

To the east, across the existing north-south walkway are existing townhouse residential units at a lower elevation ( $\pm 1.0$  m (3.28 ft.)) than the proposed development on Parcel 'I';

To the south, across the Westwater Drive right-of-way (i.e. developed as a walkway corridor and emergency vehicle access route only) is the Phoenix Pond and the Fraser River; and

To the west, across Bayview Street will be a future ten (10) unit townhouse development.

### Staff Comments

The referral issues regarding the previous development permit are identified below in *bold italics* followed by Richmond staff comments.

#### 1. *Justification of the requested variance for 3 storey height.*

The applicant has revised the design for this proposed development to eliminate the previously requested variance to permit 3 storey units versus 2½ storeys to a maximum of 9 m high within 30 m (98.425 ft.) of the boundary line, which permits Townhouse District (R2). The implications of this revision are as follows:

- All proposed townhouse units within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2) are now 2 storeys to a maximum of 9 m high;
- The total number of townhouses has been reduced from 24 to 20 units;
- The average size of the units has increased;
- The 6 proposed townhouses along the east property line of the subject site (i.e. Buildings B1, B2 and B3) have been reoriented from north-south to east-west;
- The finished floor elevation of the 6 proposed townhouses along the east property line of the subject site (i.e. Buildings B1, B2 and B3) have been reduced by 0.305 m (1 ft.) from 2.920 m (9.58 ft.) to 2.615 m (8.58 ft.).
- The number of townhouses with tandem parking has been reduced from 17 to 6 units;
- The eastern section of the 'mews' has been deleted; and
- The width of the south auto-court has been reduced.

#### 2. *A written commitment for restoration of landscape that has been removed.*

Conditions of Adjacency between Westwater Drive and the existing Westwater Village townhouse complex: Westwater Village is the name of the existing strata corporation at 12331 Phoenix Drive situated east of the north-south public walkway that connects Westwater Drive and Moncton Street and across from Imperial Landing development Parcel 'I' (i.e. DP 01-198041 located at 4388 Bayview Street). Mr. Kevin Brennan, Vice-President of Construction for the Onni Group of Companies, together with Richmond staff met with four residents of Westwater Village Strata Corporation namely Mr. David Fleming, Ms. Patricia Fleming, Mr. Walter Turner and Mr. John Greenwood, President of Westwater Village Strata Corporation on Tuesday, June 18<sup>th</sup>, 2002 at 1:30 p.m. The following is a general summary of the concerns expressed by the residents of Westwater Village complete with relevant Richmond staff or Onni comments.

- That the form and massing of the proposed townhouses for Development Parcel 'I' (Development Permit Application DP 01-198041) were too high; Richmond staff explained that the form and massing of proposed buildings along the east property line were currently being revised.
- That the townhouses on Parcel 'I' would be setback from Westwater Drive farther than currently proposed; Richmond staff explained that the setbacks of buildings on Parcel 'I' along Westwater Drive were consistent with the provisions Comprehensive Development District (CD/103).
- That the higher flood proof elevations of Parcel 'I' and Westwater Drive have resulted in new drainage problems along the south and east property lines of Westwater Village; Richmond staff explained that the Onni Group of Companies would install new drain lines to intercept surface and subsurface drainage along the entire east property line of Parcel 'I' and the western portion of the south property line between Westwater Drive and Westwater Village.
- That workers from the Imperial Landing construction site have been observed accessing private property to use water since the removal of the shrub hedge along the south property line; Onni agreed to ensure that their workers would not trespass on private property in the future.
- That there is reduced security for Westwater Village in the absence of a shrub barrier along the south property line; Onni agreed to install temporary fencing along the property line between Westwater Drive and Westwater Village until the landscape has been reinstated.
- That the easterly ramp of the two proposed ramps between Westwater Drive and the existing townhouse complex be eliminated; Onni agreed to reinstate the landscape that had been removed and any other reasonable improvements regarding the reinstatement of the landscape along the interface of Westwater Drive and Westwater Village. Onni also agreed to construct the transition zone with or without the east-side ramp.
- That the former mature shrub hedge along the south property line of Westwater Village be replaced as quickly as possible; Richmond staff indicated that this issue would likely be resolved at the Development Permit Panel meeting for Parcel 'I'.
- That the proposed finished grade of dyke along Westwater Drive is too high. Richmond staff indicated that the proposed height of the dyke at 3.7 metres geodetic was consistent with both the rezoning approval and the Service Agreement drawings. In addition, it was also mentioned that the crest of the dyke had been widened to accommodate the combined walkway, bikeway and emergency vehicle access along the Westwater Drive.

After this site meeting Richmond Parks staff advised that they could support the removal of the east-side ramp however, the Manager of Development Application reported that the Richmond Committee on Disability had expressed concerns regarding the level of universal access within this overall project. Therefore, the Onni Group of Companies prepared 2 alternative options (i.e. Option 1 with the east-side ramp and Option 2 without the east-side) for the interface zone between the Westwater Village townhouse complex and Westwater Drive.

A follow-up meeting was conducted with the same residents of Westwater Village regarding the issue of landscape restoration between Westwater Drive and the existing Westwater Village townhouse complex on July 18<sup>th</sup>, 2002. The following is a general summary of the discussion at this follow-up meeting.

- Richmond staff explained that there may be concerns regarding the elimination of the east-side ramp.
- Richmond staff also explained that the City does have a general policy to support accessible development where ever practical and feasible. It was the assessment of Richmond staff that the elimination of the east-side ramp would reduce universal access within the public realm. Therefore, Richmond staff supported the retention of the east-side ramp.
- The landscape consultant for Onni explained the two (2) alternative landscape restoration options (i.e. Option 1 with the east-side ramp and Option 2 without the east-side ramp) for the interface between Westwater Drive and the existing Westwater Village townhouse complex. It was pointed out that both options include a new landscape swale over a trench drain with a 150 mm diameter drain tile along the property line between Westwater Drive and the existing Westwater Village townhouse complex.
- The residents of Westwater Village indicated that they continue to prefer the elimination of the east-side ramp and requested the opportunity to discuss this issue with the Richmond Committee on Disability.
- The residents of Westwater Village indicated that they continue to be concerned about the height of the dyke along Westwater Drive and requested that the dyke be raised no higher than necessary. Richmond staff reiterated that the proposed height of the dyke at 3.7 metres geodetic was consistent with both the rezoning approval and the Service Agreement drawings.
- The residents of Westwater Village also indicated that they were concerned about the potential disturbance of skateboarders and the safety of pedestrians versus cyclists on the proposed east-side ramp. The landscape consultant for Onni explained that baffles could be added the ramp to restrict skateboarders and slow cyclists. Richmond staff indicated that this situation could be monitored to determine if this modification to the ramp was necessary. Onni agreed to make these changes at the discretion of the Richmond.
- The residents of Westwater Village also indicated that they were concerned about the proximity of 3 pedestrian lights along the dyke and the potential disturbance that may be created by any significant over illumination of their townhouse units or yards from the public walkway. The landscape consultant for Onni explained that baffles could be added to the luminaries and Richmond staff indicated that this situation could be monitored to determine if these modifications to the light fixtures were necessary. Onni agreed to make these changes at the discretion of the Richmond.
- Richmond staff indicated that the next possible opportunity to discuss this issue is at the Development Permit Panel meeting regarding development permit application DP 01-198041 for 4388 Bayview Street tentatively scheduled for August 28<sup>th</sup>, 2002. Kevin Brennan indicated that Onni would install which ever option is finally approved but requested that the process be expedited.
- The residents of Westwater Village expressed appreciation for the temporary wire mesh fencing erected along the south property line of the existing Westwater Village townhouse complex in the gap where plant material had been removed.
- Reduced copies of the 2 options were distributed and the meeting was adjourned.

After this site meeting with the residents of Westwater Village, Kevin Brennan, the Vice President – Construction for the Onni Group of Companies contacted both the City of Richmond and Mr. David Fleming of Westwater Village and indicated that Onni intended to proceed with landscape restoration work along the interface between Westwater Drive and the existing Westwater Village townhouse complex including the construction of the east-side

ramp in accordance with the approved Service Agreement complete with landscape refinements as indicated on the Perry and Associates landscape drawing entitled Moncton Pathway Option 3, dated July 25, 2002. Richmond staff advised Mr. Kevin Brennan that if Onni decided to proceed with work along the interface of Westwater Drive and Westwater Village it would be at Onni's risk and subject to future directions from the Development Permit Panel or subsequent Council decisions. Please see the attached Moncton Pathway Options 1, 2 and 3 from Perry and Associates plus correspondence from Onni dated July 23, 2002.

**3. *Investigation of drainage issues on the Westwater, Onni and City properties.***

The applicant proposes a new drain line along the entire east property line of Parcel 'I' that is intended to intercept all surface and subsurface water at the east property line of the subject property as part of development permit application DP 01-198041 for 4388 Bayview Street. In addition, the applicant proposes a drain line along the western portion of the property line between Westwater Drive and the existing Westwater Village townhouse complex. This new drain line is intended to intercept all surface and subsurface water from City land along the dyke at the north property line of Westwater Drive. These new drainage features will incorporate a landscape swale over a trench drain with a 150 mm diameter drain tile. The design and construction of all surface and subsurface drainage improvements along the east property line of 4388 Bayview Street and the north property line of Westwater Drive would be the sole cost and responsibility of the Onni Group of Companies.

**4. *Other Conditions of Adjacency between Imperial Landing Parcel 'I' at 4388 Bayview Street (DP 01-198041) and the existing Westwater Village townhouse complex:***

**a) Site Grades and the Finished Floor Elevation of Proposed Townhouse Units:**

The following information regarding the proposed site grading is taken from page 13 within the 'Floodproofing' section of the rezoning (RZ 98-153805) staff report dated June 24, 1999.

"The subject site lies outside the Flood Plain Exemption Boundary. Minimum elevations for all habitable or commercial building floors outside the boundary is 2.6 metres geodetic. The applicant's submission proposes to fill the southern portion of the site to match the dyke elevation of 3.7 metres and gradually slope down the balance of the site toward Moncton Street's elevation of 1.3 metres. In the vicinity of Moncton Street, habitable floor space will be elevated to the flood plain elevation of 2.6 metres."

The previously proposed finished floor elevation for the ground level of the townhouse units along the east property of Parcel 'I' was 2.920 m (9.58 ft.) geodetic. The applicant has now proposed to lower the finished floor elevation of the six townhouses along the east property line (i.e. Buildings B1, B2 and B3) within Parcel 'I' by 0.305 m (1 ft.) from 2.920 m (9.58 ft.) to 2.615 m (8.58 ft.). As with the previous proposal all proposed townhouses conform to height provisions of Comprehensive Development District (CD/103).

**b) Landscape Buffering and Screening between Parcel 'I' and the existing Westwater Village townhouse complex:**

The applicant has revised the landscape plan to selectively increase the planting size of proposed trees and shrubs along the east property line in order to improve the landscape screening and buffering between Parcel 'I' and Westwater Village at strategic locations such as at laneways, driveways and patios. The applicant proposes to match the existing grades along the west property line of the north-south pathway that connects Westwater Drive with Moncton Street. All of the elevation change between Parcel 'I' and the

walkway corridor will occur within Parcel 'I' in the form of a sloped bank with tree and shrub planting. In addition, the applicant proposes to add supplemental planting along the west side of the north-south walkway at strategic locations where the existing planting is thin in order to further improve the buffering and screening between the development site, the walkway and Westwater Village.

- c) Drainage between Parcel 'I' and the existing Westwater Village townhouse complex: The applicant proposes a new drain line along the east property line of Parcel 'I'. This drain line would incorporate a landscape swale over a trench drain with a 150 mm diameter drain tile. The design and construction of all surface and subsurface drainage improvements along the east property line of 4388 Bayview Street would be connected to the subsurface drainage system for the subject development site and would also be the sole cost and responsibility of the developer.

### Analysis

Adjacency conditions between 4388 Bayview and Westwater Village at 12331 Phoenix Drive:

#### 1. Building Massing

The revised design for the townhouses related to DP 01-198041 located at 4388 Bayview Street results in lowering the building mass along the east property line but increases the effective width of built form along the east property line. The revised method to organize the building mass creates a more continuous line of buildings along the east property line. The current proposal includes four buildings more closely spaced versus three bulkier buildings but with more separation between them. Richmond staff are neutral about the revised design regarding the built form and the proposed condition of adjacency with the existing Westwater Village townhouse complex. It is noteworthy however that the current proposal eliminates the requested variance to increase the number of storeys from 2½ to 3 along the east property line.

#### 2. Elevations

The applicant has now proposed to lower the finished floor elevation of the six townhouses along the east property line of Parcel 'I' (i.e. Buildings B1, B2 and B3) by 0.305 m (1 ft.) to from 2.920 m (9.58 ft.) to 2.615 m (8.58 ft.). The grade differential between the finished floor elevation of the main floor levels for these proposed Parcel 'I' townhouses and the existing Westwater Village townhouses is approximately 1.219 m (4 ft.). The garage of Building B4 located at the southeast corner of the subject site has a finished floor elevation of 2.615 m (8.58 ft.) m while the main floor elevation is set at 4.106 m. (13.47 ft.). The Servicing Agreement drawings establish an elevation of 4.00 m (13.12 ft.) along the interface between Westwater Drive and Imperial Landing Parcel 'I'. The currently proposed finished floor elevation of Building B4 relates closely with the proposed elevation of the dyke. The developer does not wish to lower the finished floor elevation of the main floor level for Building B4 below the dyke, as it will impact the liveability hence the values of these units. Revisions to the Servicing Agreement drawings involving additional drainage improvements along the north edge of Westwater Drive will likely be required in order to lower the finished floor elevation of the main floor level of Building B4. As with the previous proposal, all proposed townhouses conform to height provisions of Comprehensive Development District (CD/103).

#### 3. Landscape Treatment

The applicant has increased the size of proposed plant material along the east property line. In addition, the applicant proposes to supplement the landscape along the west side of the north-south pathway with additional planting where the existing landscape is thin.



#### 4. Drainage

The applicant proposes a drain line along the east property line of Parcel 'I' that is intended to intercept all surface and subsurface water from crossing onto City property and Westwater Village beyond.

#### 5. Shadowing

The applicant has supplied sun shadow diagrams. This analysis indicates that shadowing will only become an issue in the evening at the height of summer (i.e. summer solstice). From these diagrams, it is interpreted that shadows will be cast in the rear yards of the existing townhouses along the west property line of Westwater Village from approximately 6 p.m. and onward. By approximately 7 p.m. shadows will likely be cast on the townhouses.

#### 6. Separation

The separation between the proposed townhouses on Parcel 'I' and the existing Westwater Village townhouses will be approximately 23.470 m (77 ft.). In general, there is a mature planting of native shrubs between the east property line of the north-south pathway corridor and the pathway that connects Westwater Drive and Moncton Street.

#### Conditions of Adjacency versus Accessibility along Westwater Drive:

Two alternative options for the interface zone between Westwater Village and Westwater Drive (i.e. Option 1 with the east-side ramp and Option 2 without the east-side ramp) are attached to this report. There are two competing and conflicting objectives involved namely, the reduction of universal accessibility versus buffering and screening of private property. Staff note the following points:

1. The applicant for Parcel 'I' has complied with the height provisions of Comprehensive Development District (CD/103);
2. The applicant for Parcel 'I' has proposed a series of additional mitigation measures such as lowering the finished floor elevation of units along the east property line, increasing the size of on-site plant material, supplemental planting along the west side of the north-south pathway that connects Westwater Drive and Moncton Street and an interceptor drain line along the east property line of the subject site;
3. The applicant and Richmond have met with a select group of residents from Westwater Village in order to develop a landscape transition plan between Westwater Drive and Westwater Village that addresses the concerns of the residents while maintaining the east-side ramp;
4. The City of Richmond has a general policy to support universal access wherever possible and practical;
5. Elimination of the east-side ramp will require approximately 40 m (131.234 ft.) of addition travel for persons with disabilities to and from the east. Therefore the elimination of the east-side ramp will result in a reduction of access for the disabled; and
6. It is the assessment of Richmond staff that the concerns of persons with disabilities should be paramount in this situation and that the east-side ramp as proposed in Option 1 is the preferred alternative.

#### Site Planning and Urban Design Evaluation

Site access for vehicles would remain the same as previously proposed but the eastern portion of the 'mews' pedestrian connection has been deleted. However, the current proposal does retain a pedestrian connection between the south auto-court and the north-south walkway along the east property line.

#### Assessment of the Architectural Form and Character

The revised building façade design for the proposed townhouses along the east property line are more in character with the proposed townhouses on the west side of this site including the incorporation of a similar roof pitch and dormer projections.

#### Evaluation of the Landscape and Open Space Design

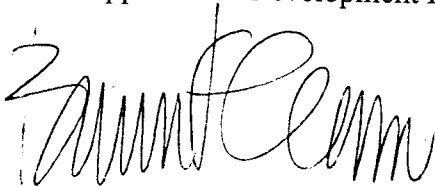
The revised building orientation along the east property line results in rear yard patios along the east property line creating better visibility and informal surveillance for the north-south walkway along the east property line. With the expectation of eliminating the eastern end of the pedestrian 'mews' that connected with the north-south walkway, the landscape design remains comparable with the previously proposed design. The planting size of strategically located plant material along the east property line has been increased and the applicant also proposes to supplement the existing planting along the west side of the north-south pathway.

#### Assessment of Requested Variances

Resulting from the revised design, the applicant now requests only one (1) variance to the provisions of Zoning and Development Bylaw 5300 that would allow tandem vehicle parking for six (6) of the townhouse units. The requested variance to permit tandem parking has numerous precedents within the City of Richmond and several that have recently been approved. The requested variance is considered to be minor and therefore supported by staff.

#### Conclusions

Staff note that the revised design for this project eliminates the porch/stair setback variances as well as the variance that would permit 3 storey townhouses along the east property line. Attached to this application are two options for the interface between the existing Westwater Village townhouse complex and Westwater Drive. Richmond staff support Option 1 including the retention of the east-side ramp between Westwater Drive and Westwater Village. Therefore, staff supports this Development Permit application and recommends approval.



Brian Guzzi, Landscape Architect  
Development Planner - Urban Design

BFG:blg



# Development Applications Department

6911 No. 3 Road  
Richmond, BC V6Y 2C1

City of Richmond

Main (604) 276-4000

## DEVELOPMENT APPLICATION

Please submit this completed form to the Zoning, Land Use Planning and Development Applications Centre for each application (ie. rezoning; subdivision; development permit, etc.). All materials submitted to the City for a development application become public property, and therefore, available for public inquiry.

Please refer to the attached forms for details on application attachments and fees.

Type of Application: DP 4388 BAYVIEW STREET  
Property Address(es): Imperial Landing : I  
Legal Description(s): Lot 19, LMP 49897, Sec. 11, Block 3, North

Applicant: Perkins & Company Architecture & Urban Design Inc.

Correspondence/Calls to be directed to:

Name: John Perkins Jr.

Address: 1498 West Fifth Avenue, Vancouver, BC

Tel. No.: (604) 685-2428 (604) 240-0069 V6H 4G13  
Business Residence Postal Code Fax  
(604) 685-2467

Property Owner(s) Signature(s): \_\_\_\_\_

or

Authorized Agent's Signature:  
Attach Letter of Authorization

Please print name

[Signature]  
John Perkins Jr.  
Please print name

FOR OFFICE USE	
Date Received: <u>Dec. 3/01</u>	Application Fee: <u>\$3360.00</u>
File No.: <u>DP 01198041</u> <small>Only assign if application is complete</small>	Receipt No.: <u>04-0074819</u>



**No. DP 01-198041**

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

Property Address: 4388 BAYVIEW STREET

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

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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, #2, #3, and #4 attached hereto.
  - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plans #2, #3, #4, #5 and #6 attached hereto.
  - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1, #2, #3, and #4 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 #16 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: 4388 BAYVIEW STREET

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

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There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$63,416.00.

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

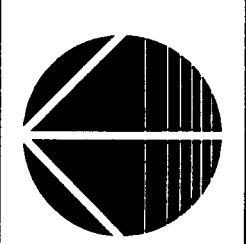
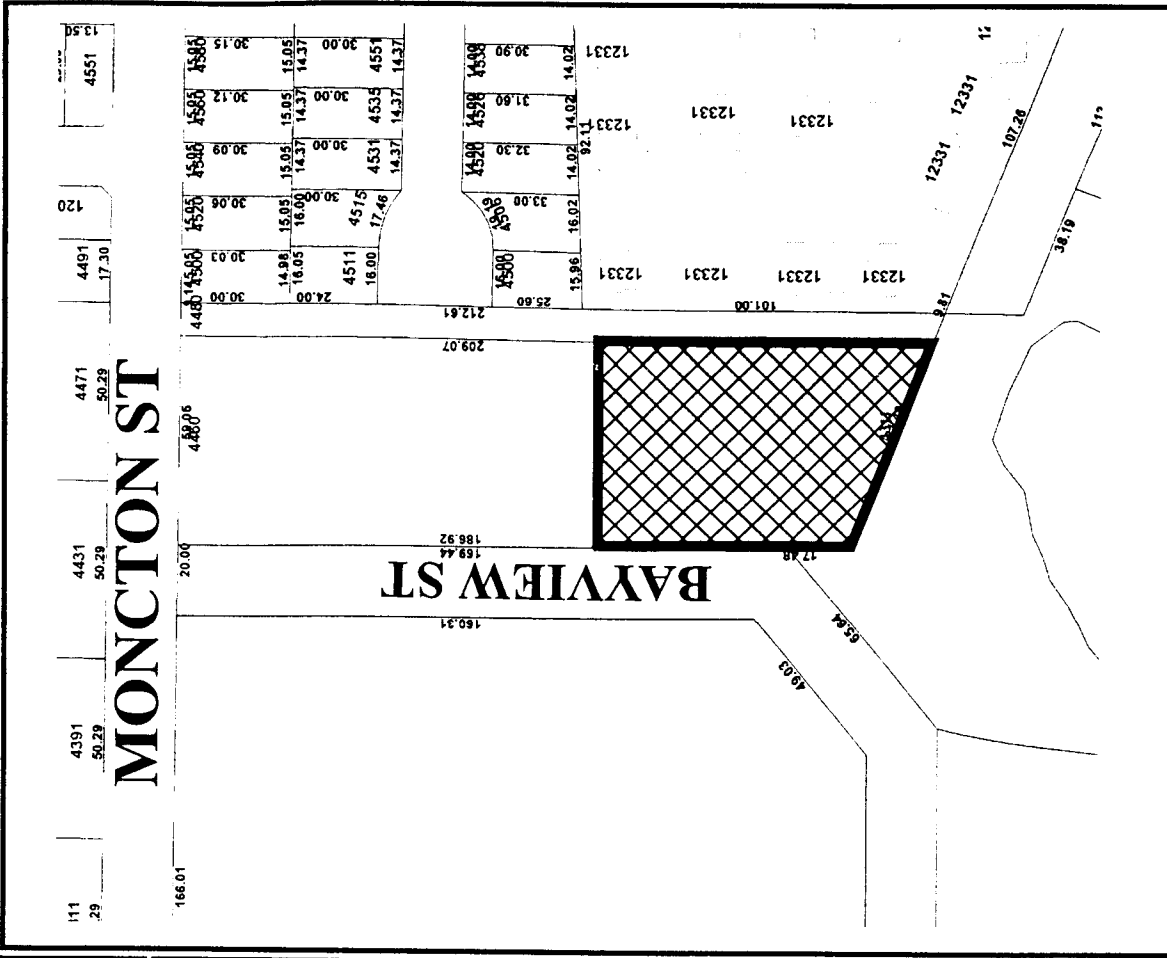
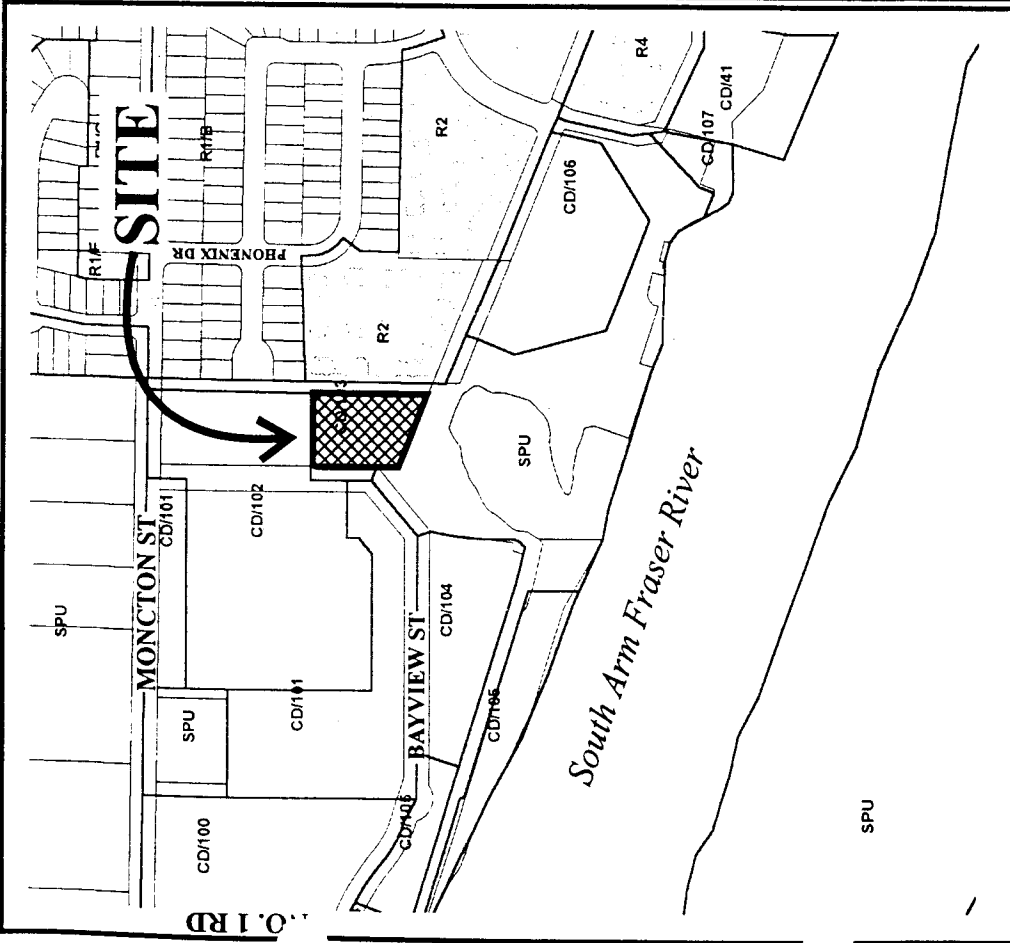
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

\_\_\_\_\_  
MAYOR



# City of Richmond



## DP 01-198041 SCHEDULE "A"

Original Date: 12/11/01

Revision Date:

Note: Dimensions are in METRES

#0

# IMPERIAL LANDING AT STEVESTON - Parcel I

### DRAWING LIST - Parcel I

1. LOCATION PLAN/STATISTICS
2. DRAWING LIST
3. UNIT PLANS
4. ELEVATIONS 1
5. ELEVATIONS 2 & SECTIONS
6. ELEVATIONS 3
7. ELEVATIONS 4
8. ELEVATIONS 5 & SITE SECTION
9. ELEVATIONS 6
10. ELEVATIONS 7
11. SHADOW DIAGRAM

### STATISTICS AND PROJECT DATA

DEVELOPMENT PROGRAM

1. LOCATION SETBACK OF BUILDING FROM ADJACENT PROPERTY LINE 4.3m (14.07 ft)

2. MINIMUM SETBACK OF PORCHES/VERANDAS FROM PROPERTY LINE

3. MAXIMUM PROJECTION OF CANOPY/TILES, ROOFS & BALCONIES, BAY WINDOWS FROM PROPERTY LINE 1.80 m (5.91 ft)

4. MINIMUM SETBACK OF BUILDING TO ADJACENT PUBLIC LANE 1.2 m (3.94 ft)

DEVELOPMENT PROGRAM

TOTAL SITE AREA = 4,532 sq. m. (148,794 sq. ft.)

TOTAL BUILDABLE AREA = 4,532 sq. m. x .85 = 3,852 sq. m. (131,708 sq. ft.)

UNIT MIX

1. 1.70 sq. m. (5,280 sq. ft.) per unit = 5,280 sq. ft. (155 units)

2. 1.457 sq. m. (4,484 sq. ft.) per unit = 4,484 sq. ft. (279 units)

3. 1.132 sq. m. (3,438 sq. ft.) per unit = 3,438 sq. ft. (303 units)

4. 1.457 sq. m. (4,484 sq. ft.) per unit = 4,484 sq. ft. (279 units)

5. 1.132 sq. m. (3,438 sq. ft.) per unit = 3,438 sq. ft. (303 units)

6. 1.132 sq. m. (3,438 sq. ft.) per unit = 3,438 sq. ft. (303 units)

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95. 1.132 sq. m. (3,438 sq. ft.) per unit = 3,438 sq. ft. (303 units)

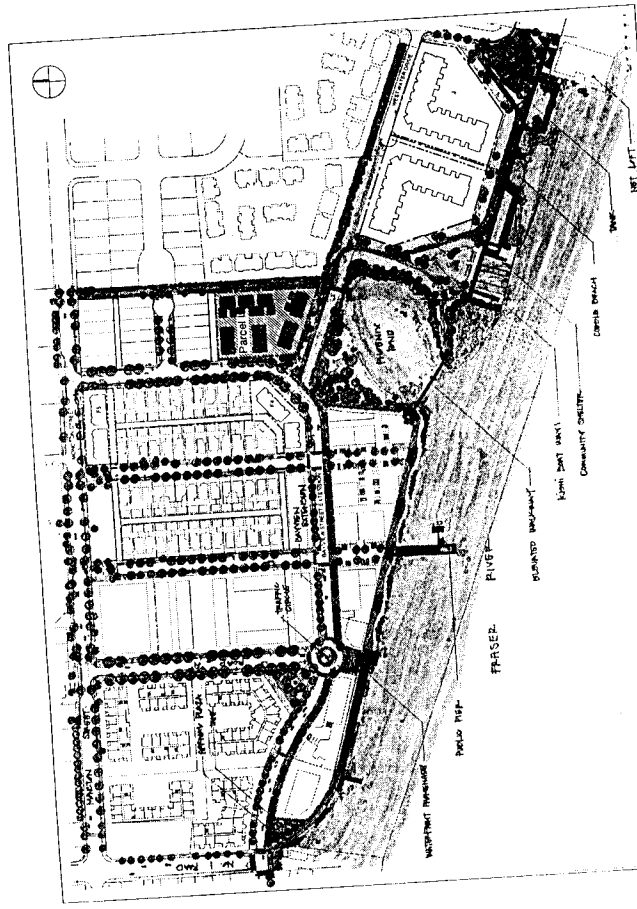
96. 1.132 sq. m. (3,438 sq. ft.) per unit = 3,438 sq. ft. (303 units)

97. 1.132 sq. m. (3,438 sq. ft.) per unit = 3,438 sq. ft. (303 units)

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100. 1.132 sq. m. (3,438 sq. ft.) per unit = 3,438 sq. ft. (303 units)



LOCATION PLAN  
1:2000

**TABLE OF PARCEL ZONING VARIANCES**

File: DP 91-198041

Visit the website of Zoning and Development Bylaw 5200 to permit the following:

1. House height, which varies from 3 to 6.1, of the townhouse units.

**Perkins & Company**  
Architecture and Urban Design Inc.

1085 Burrard Street, Suite 1000  
V6C 1P8  
Tel: 604-681-1111  
Fax: 604-681-1112  
www.perkinsandcompany.com

**IMPERIAL LANDING  
AT STEVESTON**

**PARCEL I  
SECTION PLAN / PROJECT  
STATISTICS & DRAWING LIST**

PROJECT NO.	2158	DATE	1/2002
CLIENT	PERKINS & COMPANY	SCALE	AS SHOWN
DESIGNER	PERKINS & COMPANY	DATE	1/2002
PROJECT NO.	2158	DATE	1/2002
CLIENT	PERKINS & COMPANY	SCALE	AS SHOWN
DESIGNER	PERKINS & COMPANY	DATE	1/2002





JUL 24 2002

DP 01-198041

#2

DATE: 07/24/02

PROJECT: IMPERIAL LANDING PARCEL 1

LOCATION: RICHMOND BC

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

DATE: 07/24/02

PROJECT: IMPERIAL LANDING PARCEL 1

LOCATION: RICHMOND BC

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

DATE: 07/24/02

PROJECT: IMPERIAL LANDING PARCEL 1

LOCATION: RICHMOND BC

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

DATE: 07/24/02

PROJECT: IMPERIAL LANDING PARCEL 1

LOCATION: RICHMOND BC

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PROJECT: IMPERIAL LANDING PARCEL 1

LOCATION: RICHMOND BC

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

DATE: 07/24/02

PROJECT: IMPERIAL LANDING PARCEL 1

LOCATION: RICHMOND BC

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

DATE: 07/24/02

PROJECT: IMPERIAL LANDING PARCEL 1

LOCATION: RICHMOND BC



ITO & ASSOCIATES

Landscape Architects

3180 Hunt Street

Richmond, BC V6E 2L4

Phone: (604) 273-1806

Fax: (604) 273-1806

Email: towar@ito.ca

Project

IMPERIAL

LANDING

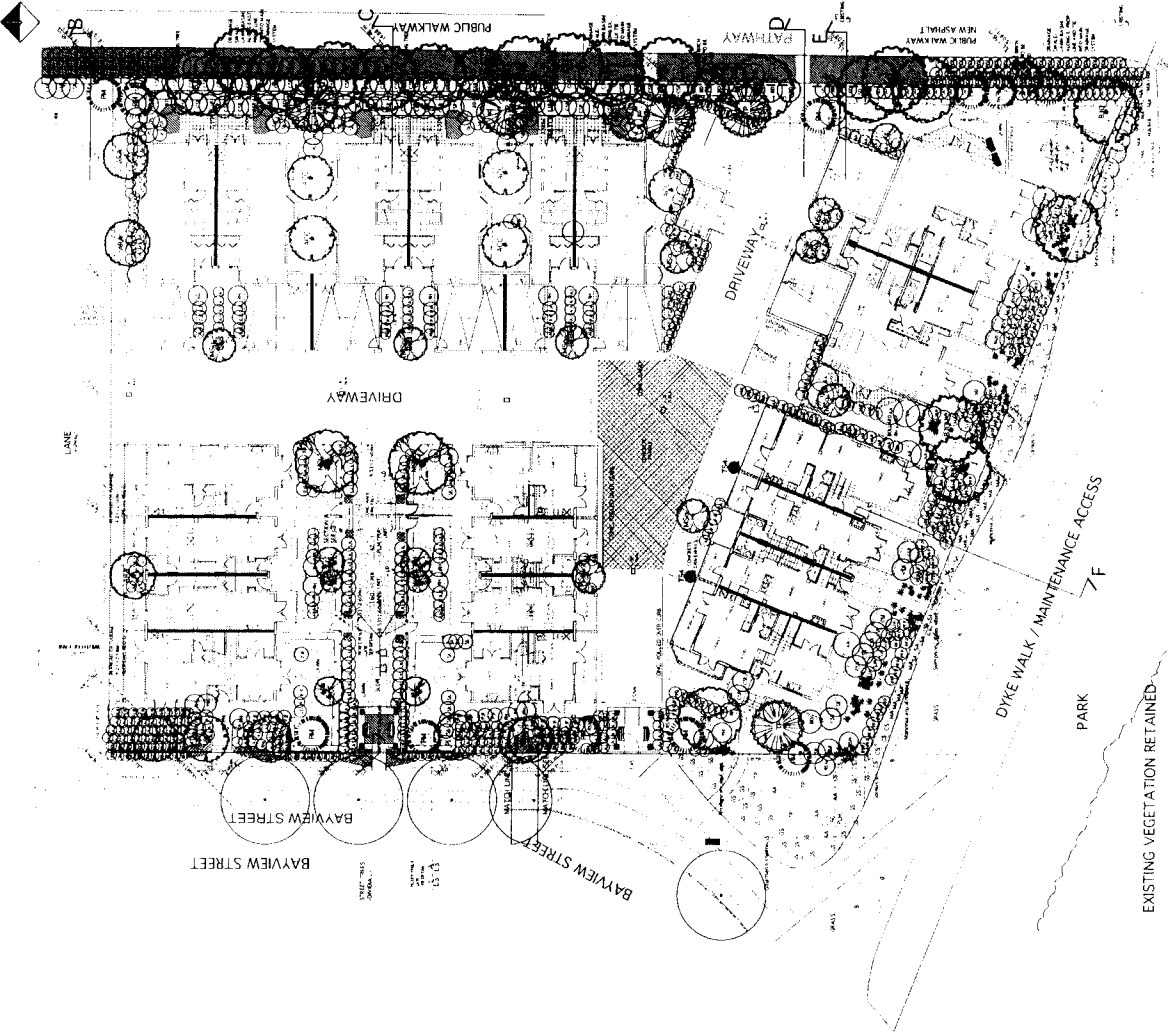
PARCEL 1

RICHMOND BC

Drawing File

LANDSCAPE

SITE PLAN



Scale	1/8" = 1'-0"
Title	LANDSCAPE SITE PLAN
Date	JULY 18, 2002
Author	TO
Checker	TO
Printer	TO

L5 of 5

JUL 24 2002  
PP A-1980 4.1

#3



DATE: 07/24/02  
 DRAWN BY: J. J. JENSEN  
 CHECKED BY: J. J. JENSEN  
 PROJECT NO.: 1980  
 SHEET NO.: 4.1  
 SCALE: AS SHOWN  
 DATE: 07/24/02

**IJO**  
 & ASSOCIATES  
 LANDSCAPE ARCHITECTS  
 1100 WEST 20TH AVE. #24  
 DENVER, CO 80202  
 PHONE: (303) 733-9812  
 FACSIMILE: (303) 733-4636  
 EMAIL: IJO@IJO.COM

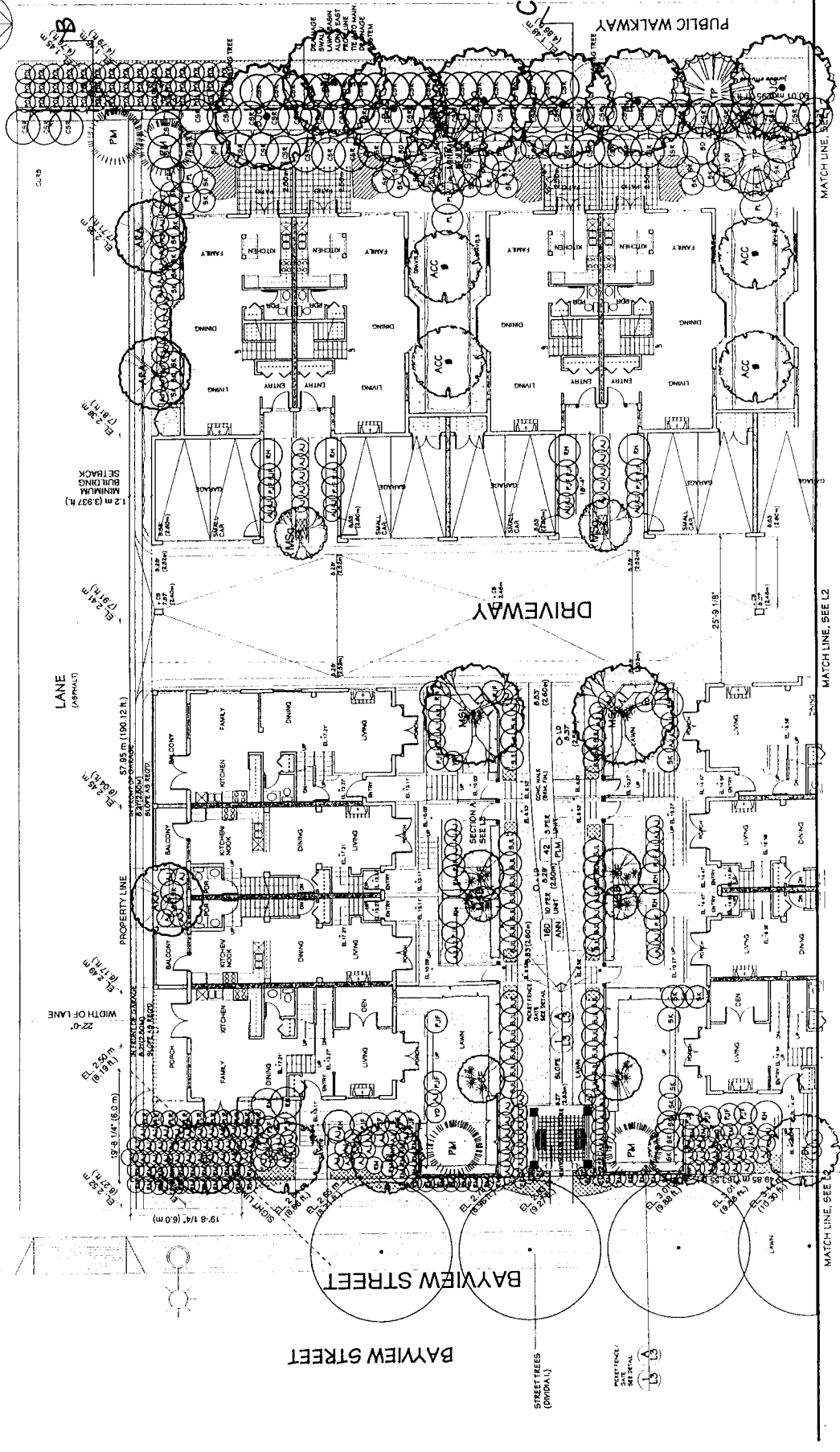
Project:  
**IMPERIAL LANDING PARCEL 1**  
 RICHMOND B.C.

Drawn by: J. J. JENSEN

LANDSCAPE PLAN

DATE: 07/24/02  
 DRAWN BY: J. J. JENSEN  
 CHECKED BY: J. J. JENSEN  
 PROJECT NO.: 1980  
 SHEET NO.: 4.1  
 SCALE: AS SHOWN  
 DATE: 07/24/02

L1 of 4



SIGHT LINE

LANE (ASPHALT)

WIDTH OF LANE

BAYVIEW STREET

BAYVIEW STREET

DRIVEWAY

PUBLIC WALKWAY

MATCH LINE, SEE L2

MATCH LINE, SEE L3

JUL 24 2002

198041

#4

DATE: 07/24/02  
 DRAWN BY: J. J. O'NEILL  
 CHECKED BY: J. J. O'NEILL  
 PROJECT: IMPERIAL LANDING PARCEL I  
 SHEET: 198041-04  
 SCALE: AS SHOWN  
 PROJECT LOCATION: 3180 N. 14th Street, Richmond, BC V6E 2L4  
 PROJECT CONTACT: J. J. O'NEILL  
 PHONE: (604) 275-2812  
 FAX: (604) 275-4836  
 EMAIL: jjo@jjo.ca



**JJO ASSOCIATES**  
 LANDSCAPE ARCHITECTS  
 3180 N. 14th Street  
 Richmond, BC V6E 2L4  
 Voice: (604) 275-2812  
 Facsimile: (604) 275-4836  
 Email: jjo@jjo.ca

Project:

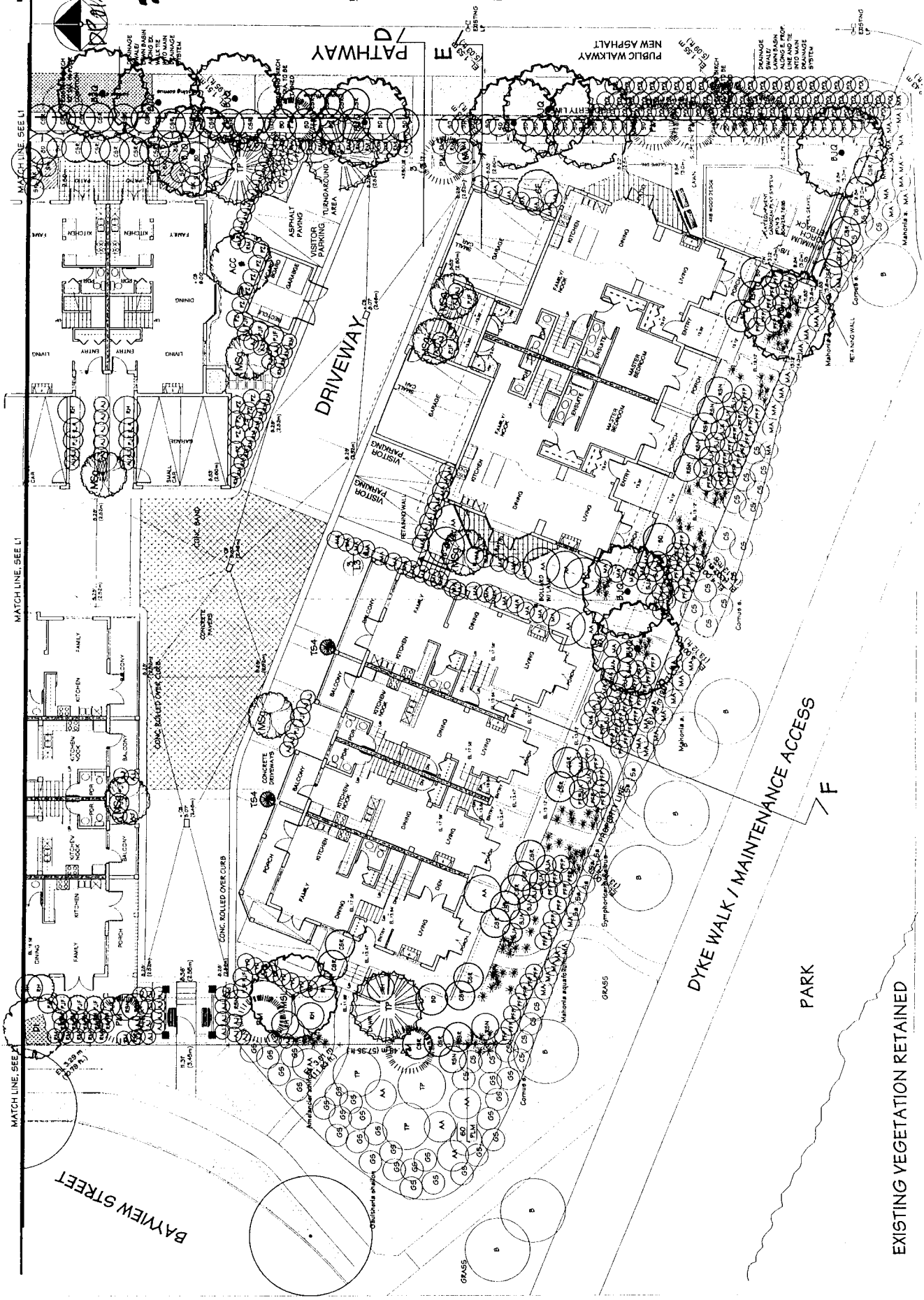
**IMPERIAL LANDING PARCEL I**  
 RICHMOND B.C.

Drawn by:

LANDSCAPE PLAN

DATE	07/24/02
DRAWN BY	J. J. O'NEILL
CHECKED BY	J. J. O'NEILL
PROJECT	IMPERIAL LANDING PARCEL I
SHEET	198041-04
SCALE	AS SHOWN
PROJECT LOCATION	3180 N. 14th Street, Richmond, BC V6E 2L4
PROJECT CONTACT	J. J. O'NEILL
PHONE	(604) 275-2812
FAX	(604) 275-4836
EMAIL	jjo@jjo.ca

L2 of 4



EXISTING VEGETATION RETAINED

**PLANT LIST**

IMPERIAL LANDING PARCEL

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
ACC	5	ACEF DENDRUM	WAX MAPLE	2.5m HT. DBS 3 STEMS MIN
BJZ	1	BEYLA BANGKONG	ANONNACEAE	7.0m CAL. DBS
CF	19	BETULA FAGELIENSIS	HIMALAYAN BIRCH	7.0m CAL. DBS
DF	5	CORNUS FLORIDA RUBRA	PINK DOGWOOD	6.0m CAL. DBS
DI	6	DYONIS INDIVIDUATA	DOVE TREE	6.0m CAL. 1.9m STD.
MSB	2	MAGNOLIA SHENKUI	OYAMA MAGNOLIA	1.5m HT. DBS
MWR	9	MAGNOLIA BOLLANGIANA 'SALAK'	PURPLE LILY MAGNOLIA	6m CAL. DBS
NBL	3	MAGNOLIA BOLLANGIANA 'SALAK'	PURPLE SAUCEUR MAGNOLIA	1.5m HT. DBS
NSL	13	PREODOTIS MENDZEBII	DOUGLAS FIR	3.0m HT. DBS
TSa	4	TRILIACEDRALIS SHARADIP	EMERALD CEDAR	1.25m HT.
TSb	16	TRILIACEDRALIS SHARADIP	EMERALD CEDAR	1.25m HT.
TP	6	TRILIACEDRALIS SHARADIP	WESTERN RED CEDAR	3.0m HT. DBS

**SHRUBS**

AA	9	AMELANCHER ALNIFOLIA	SASKATOON BERRY	#1 POT
AJ	205	AZALEA JAPONICA **	JAPANESE AZALEA	#2 POT
BZ	12	BONIFERUS FLOREUS BUCK KNIGHT	RED SHALE DOGWOOD	#1 POT
CE	13	CECALA CARINA	RED SHALE DOGWOOD	#2 POT
EC	131	EGGERTIUM JAPONICUM TEZANUM	WINTER HEATHER	#2 POT
LI	58	LIGUSTRIUM JAPONICUM TEZANUM	JAPANESE PRIVET	#2 POT
MA	58	MAGNOLIA AQUIFOLIUM	OREGON GRAPE	#2 POT
PJF	46	PIERIS JAPONICA 'FOREST FLAME'	LILY OF THE VALLEY	#2 POT
PPF	81	POTENTILLA FRUTICOSA 'PINK PRINCESS'	PINK POTENTILLA	#2 POT
POL	191	POTENTILLA FRUTICOSA 'PINK PRINCESS'	OTTO LUPTEN LAUREL	#2 POT
PLK	11	PRUNUS LAUROCEPAGUS 'OTTO LUPTEN'	RUSSIAN LAUREL	#2 POT
FZ	13	PRUNUS LAUROCEPAGUS 'JABELNANG'	RUSSIAN LAUREL	#2 POT
PL	4	PRUNUS LAUROCEPAGUS 'JABELNANG'	RUSSIAN LAUREL	#2 POT
PL	4	PRUNUS LAUROCEPAGUS 'JABELNANG'	RUSSIAN LAUREL	#2 POT
PL	22	RHOXODENDRON **	RHOXODENDRON	1.00m HT.
RSN	11	RIBES SANGUINEUM	RED FLOWERING CURRENT	#1 POT
KM	11	ROSA MEDLAND	MEDLAND ROSE	#1 POT
SK	53	SKIMMIA JAPONICA	SKIMMIA	#3 POT
SD	33	SPREAEA DOUGLASSI	SPREAEA	#3 POT
SLJ	24	SPREAEA JAPONICA 'ANTHONY WATERER'	ANTHONY WATERER SPREAEA	#2 POT
SLJ	33	SPREAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPREAEA	#2 POT
VD	11	VIBURNUM DAVICH	DAVID'S VIBURNUM	#2 POT

**GROUND COVERS**

ALU	305	ACTOPHYLLIOS LIVA UREI	MIRININICK	#5P3 POT
GS	575	GAMLETHERA SHALLOU	SALAL	#5P3 POT

**VINES**

PERENNIALS/ANNUALS/PERENNIALS/GRASSES/AQUATIC PLANTS				
PLM	132	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT
ANN	520	ANNUALS **		#5P3 POT

JUL 24 2002

DP 01-198041

#5

DATE: 07/24/02  
 DRAWN BY: J. H. HARRIS  
 CHECKED BY: J. H. HARRIS  
 PROJECT: IMPERIAL LANDING PARCEL  
 DATE: 07/24/02  
 DRAWN BY: J. H. HARRIS  
 CHECKED BY: J. H. HARRIS  
 PROJECT: IMPERIAL LANDING PARCEL  
 DATE: 07/24/02  
 DRAWN BY: J. H. HARRIS  
 CHECKED BY: J. H. HARRIS  
 PROJECT: IMPERIAL LANDING PARCEL

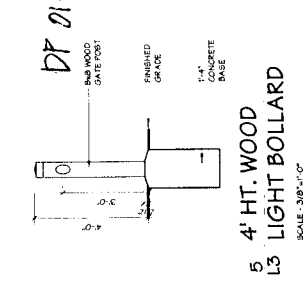
**REVISIONS ISSUES**

NO.	DATE	DESCRIPTION
1	07/24/02	ISSUED FOR PERMITS
2	07/24/02	ISSUED FOR PERMITS
3	07/24/02	ISSUED FOR PERMITS

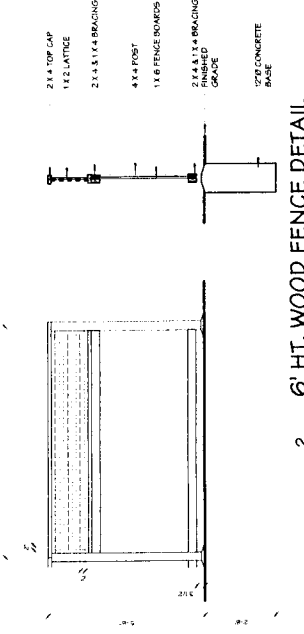
**JH ASSOCIATES**  
 Landscape Architects  
 3180 Hunt Street  
 Richmond, BC V6E 2L4  
 Phone: (604) 271-4606  
 Fax: (604) 271-4606  
 Email: jh@jha.net

**IMPERIAL LANDING PARCEL 1**  
 RICHMOND B.C.

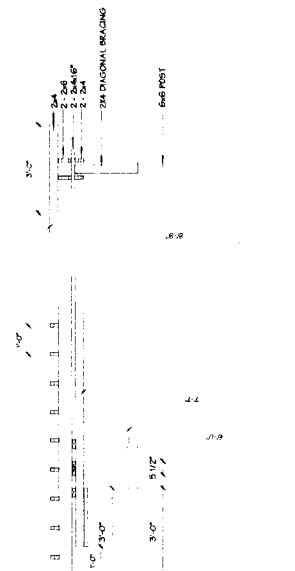
**PLANT LIST / DETAILS / SECTIONS**



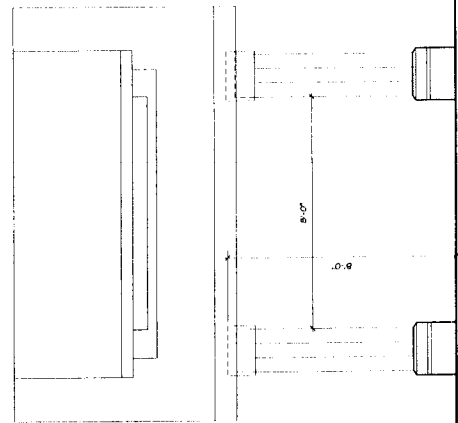
**5 4' HT. WOOD LIGHT BOLLARD**  
 SCALE: 3/8\"/>



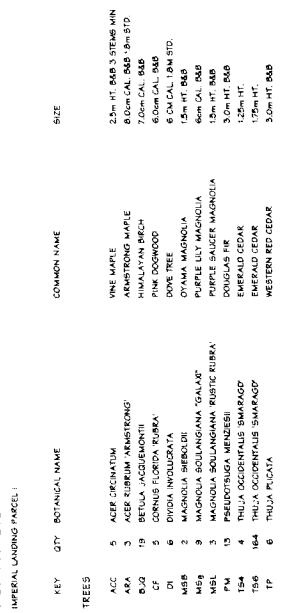
**2 6' HT. WOOD FENCE DETAIL**  
 SCALE: 3/8\"/>



**3 ARBOUR DETAIL**  
 SCALE: 3/8\"/>



**4 ENTRY GAZEBO DETAIL**  
 SCALE: 1/2\"/>



**1 FENCE DETAIL**  
 SCALE: 3/8\"/>

L3 of 4

JUL 24 2002  
 DP 01-198041

#6

EXISTING TOWNHOUSE  
 ON ADJACENT PROPERTY

REVISED: 07/22/2002  
 REVISION: 1.00  
 DATE: 07/22/2002  
 BY: J. H. [unclear]  
 REVISION: 07/10/2002  
 DATE: 07/10/2002  
 BY: J. H. [unclear]  
 REVISION: 07/04/2002  
 DATE: 07/04/2002  
 BY: J. H. [unclear]  
 REVISION: 06/25/2002  
 DATE: 06/25/2002  
 BY: J. H. [unclear]  
 REVISION: 06/21/2002  
 DATE: 06/21/2002  
 BY: J. H. [unclear]  
 REVISION: 06/14/2002  
 DATE: 06/14/2002  
 BY: J. H. [unclear]  
 REVISION: 06/11/2002  
 DATE: 06/11/2002  
 BY: J. H. [unclear]  
 REVISION: 06/07/2002  
 DATE: 06/07/2002  
 BY: J. H. [unclear]  
 REVISION: 06/05/2002  
 DATE: 06/05/2002  
 BY: J. H. [unclear]

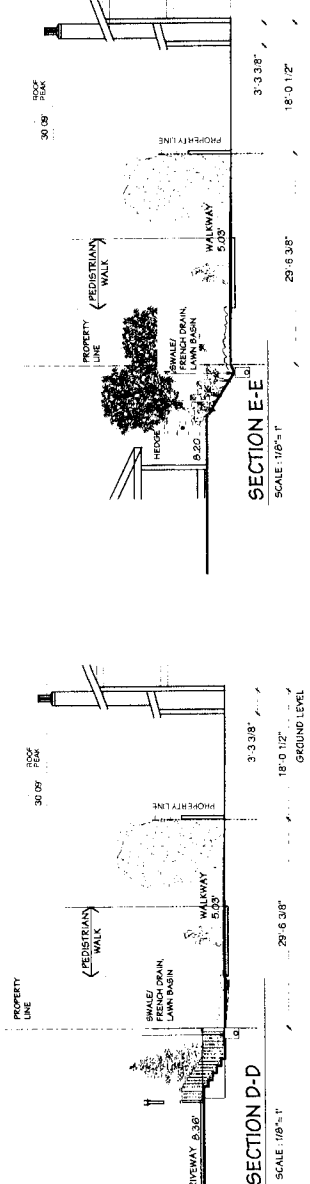
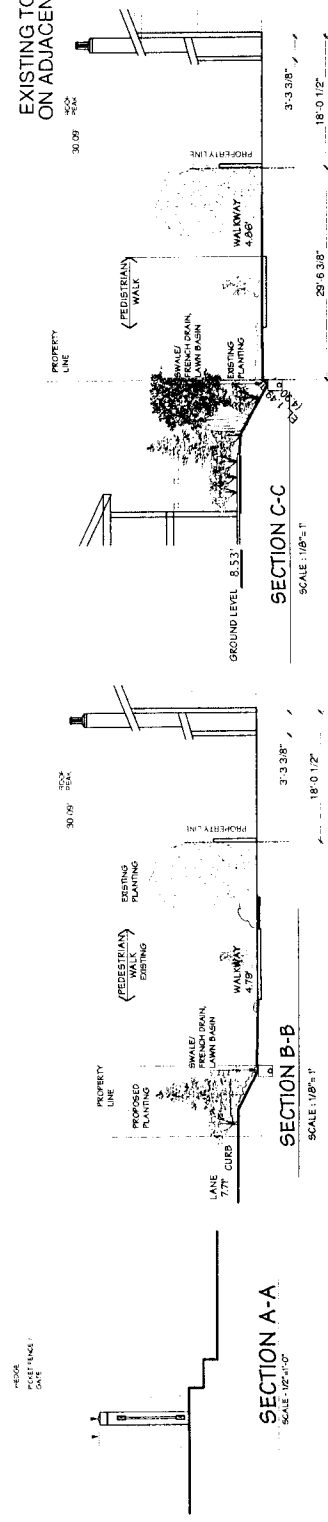
REVISIONS



JHO ASSOCIATES  
 LANDSCAPE ARCHITECTS  
 3190 West Street  
 Richmond, BC V7E 2L4  
 Voice: (604) 275-2812  
 Facsimile: (604) 275-4836  
 Email: jhoan@jho.ca

Project:  
**IMPERIAL  
 LANDING  
 PARCEL I**  
 RICHMOND B.C.

Sheet: 14  
**ELEVATIONS**



NO.	DATE	BY	DESCRIPTION
1	06/05/02	J.H.	PRELIMINARY
2	06/07/02	J.H.	REVISED
3	06/11/02	J.H.	REVISED
4	06/14/02	J.H.	REVISED
5	06/21/02	J.H.	REVISED
6	06/25/02	J.H.	REVISED
7	07/04/02	J.H.	REVISED
8	07/10/02	J.H.	REVISED
9	07/22/02	J.H.	REVISED

L4 of 4

JUL 24 2002

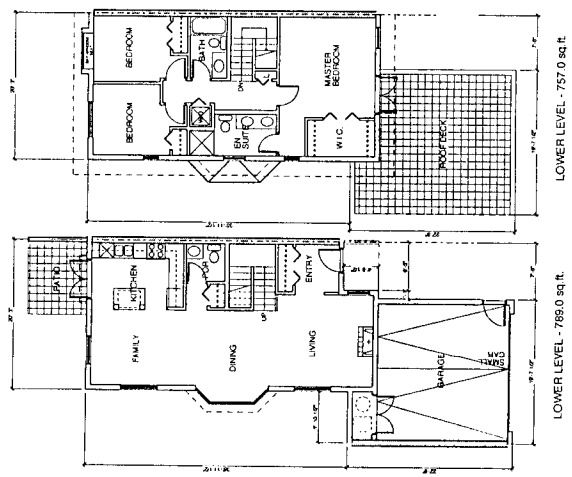
DP 01-19 80 4 1

#7

REVISED FOR DEVELOPMENT PERMIT	JUN 21, 2002
REVISED FOR DEVELOPMENT PERMIT	JUN 17, 2002
REVISED FOR DEVELOPMENT PERMIT	JUN 11, 2002
REVISED FOR DEVELOPMENT PERMIT	JUN 11, 2002
DATE	10/11

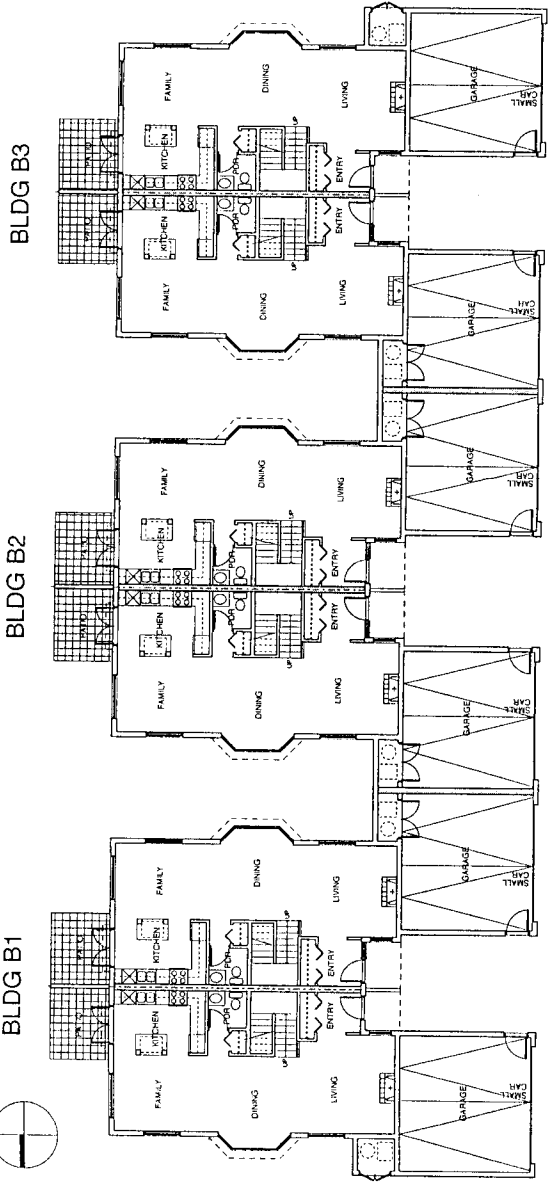
**Perkins & Company**  
 Architecture and Urban Design, Inc.  
 10000 Wilshire Blvd., Suite 1000  
 Beverly Hills, CA 90210  
 Telephone: 310.441.1111  
 Fax: 310.441.1112  
 E-Mail: [info@perkinsco.com](mailto:info@perkinsco.com)

PROJECT FILE	IMPERIAL LANDING AT STEVESTON
DRAWING TITLE	PARCEL I UNIT PLANS 2
PROJECT NO.	2158
TOWN	UNCLD
ZIP	90210
SCALE	AS NOTED
DRAWING NO.	2a

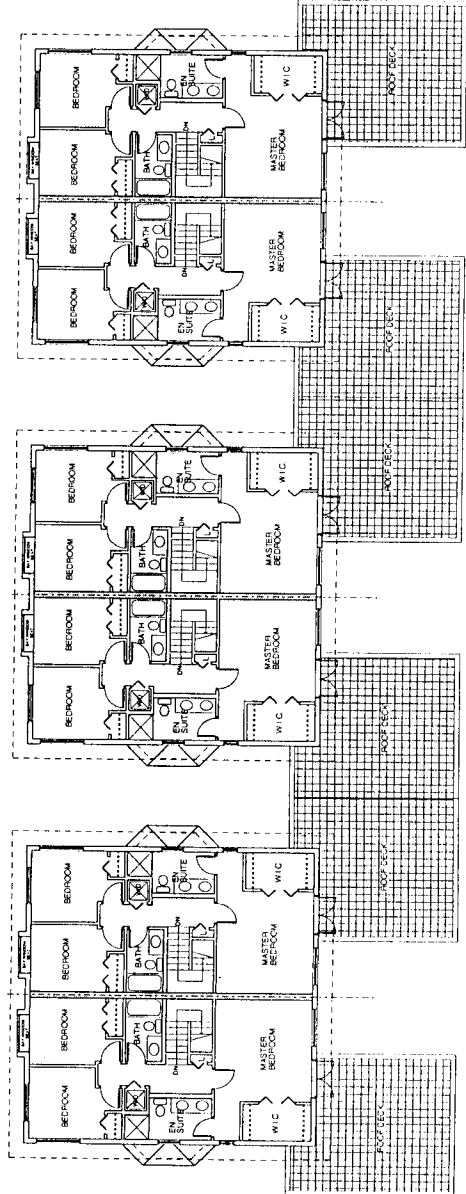


LOWER LEVEL - 789.0 sq. ft.

THREE BEDROOM TOWNHOUSE  
 - 20'-0" WIDE MODULE -  
 TOTAL FLOOR AREA = 1,546.0 sq.ft



PARKING/MAIN LEVEL



UPPER LEVEL

JUL 24 2002

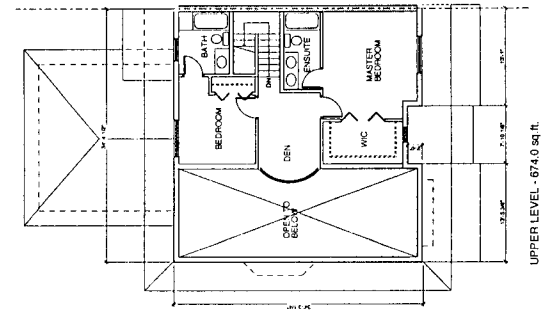
DP 01 - 19 80 41

#8

DESIGNED FOR PERMITSUBMISSION	APR 24, 2002
SCALE FOR PERMITSUBMISSION	1/8" = 1'-0"
DESIGNED FOR CLIENT REVIEW	APR 11, 2002
SCALE FOR CLIENT REVIEW	1/4" = 1'-0"
DATE	

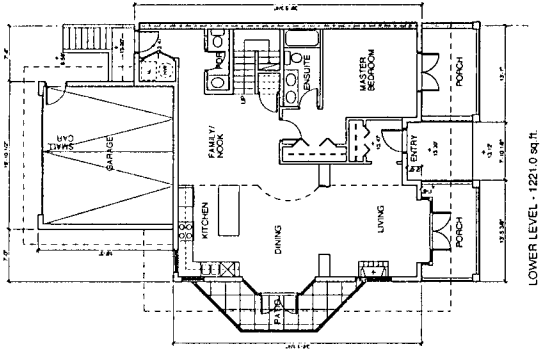
**Perkins & Company**  
 Architecture and Urban Design Inc.  
 1000 West 10th Street  
 Suite 1000  
 Vancouver, BC V6H 2G6  
 Tel: 604.681.1111  
 Fax: 604.681.1112  
 www.perkins.com

PROJECT TITLE	
IMPERIAL LANDING AT STEVESTON	
DRAWING TITLE	
PARCEL I UNIT PLANS/ELEVATIONS	
PROJECT NO.	21558
DATE	2108 Parcel Plan 3.17.02
DRAWN	CH/CD
CHECKED	JP
SCALE	AS NOTED
DRAWING NO.	2b

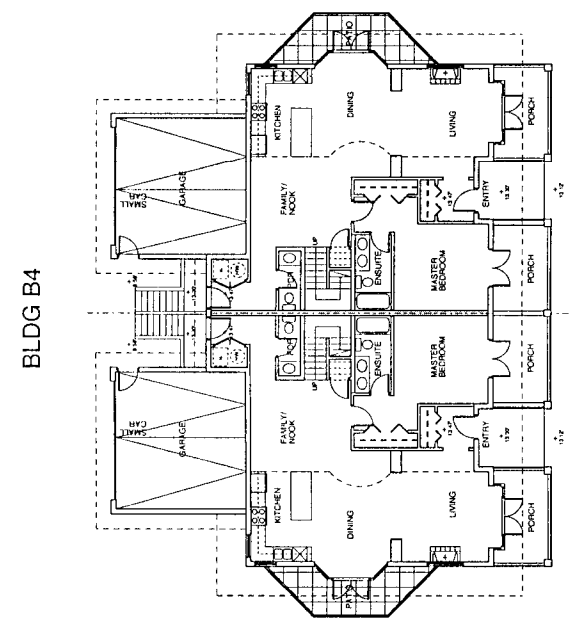


UPPER LEVEL - 674.0 sq. ft.

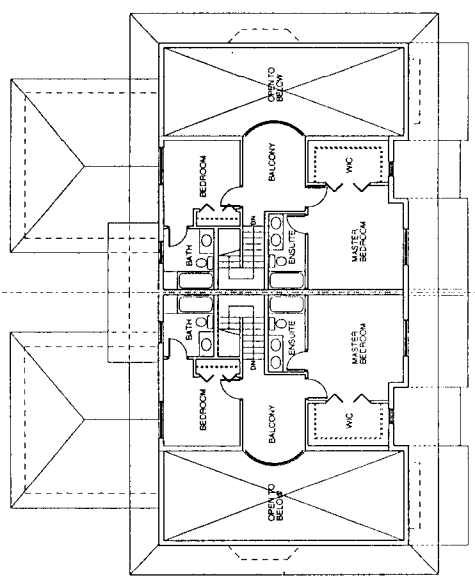
**THREE BEDROOM TOWNHOUSE**  
 - 20'-0" WIDE MODULE -  
 TOTAL FLOOR AREA = 1,895.0 sq. ft



LOWER LEVEL - 1221.0 sq. ft.



PARKING/MAIN LEVEL



UPPER LEVEL



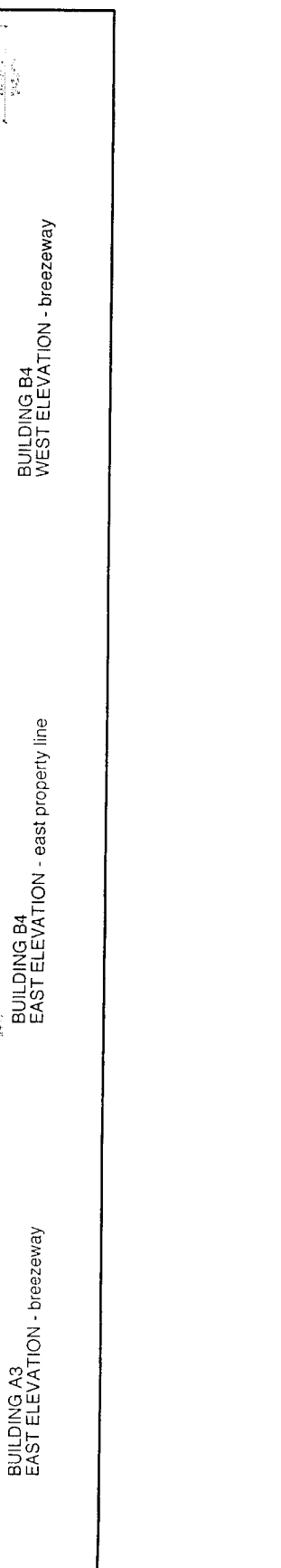
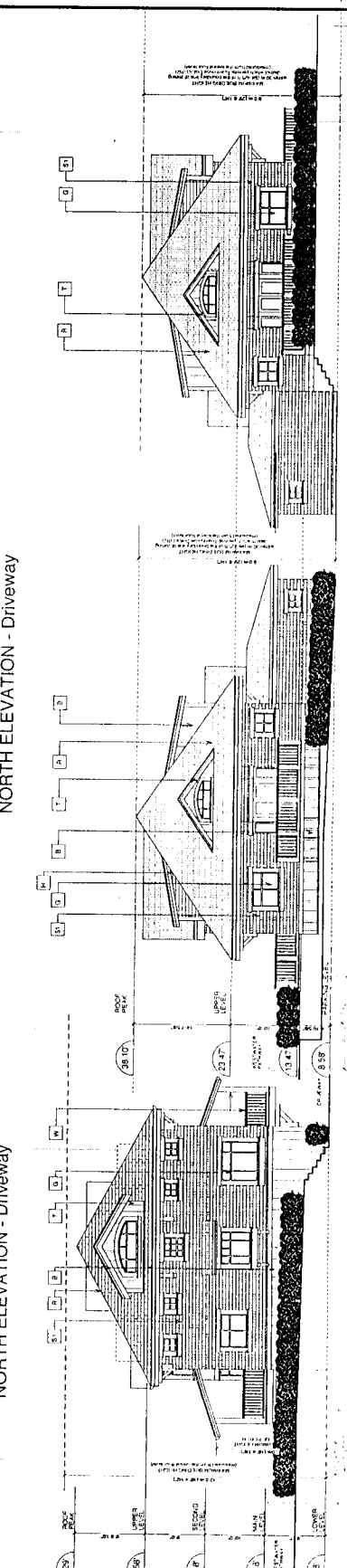
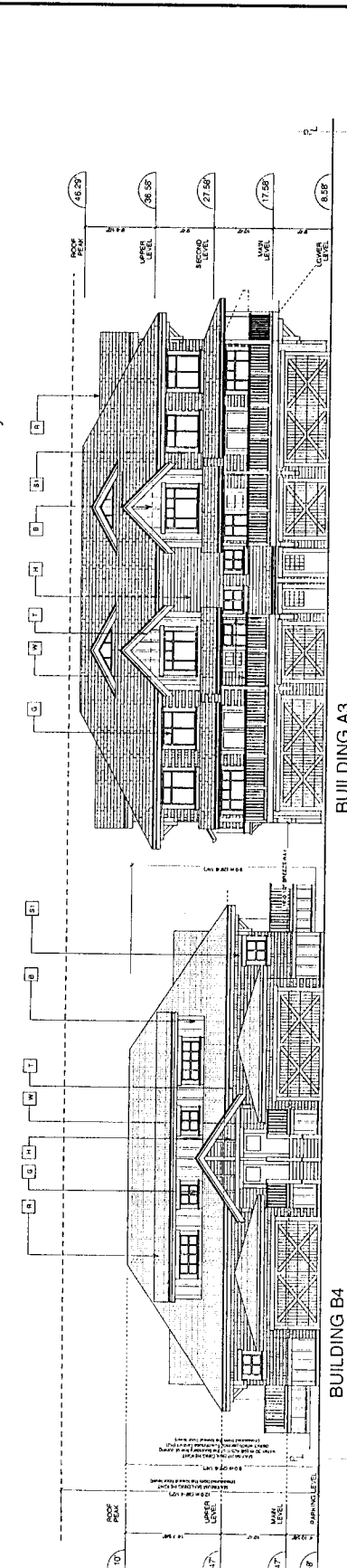
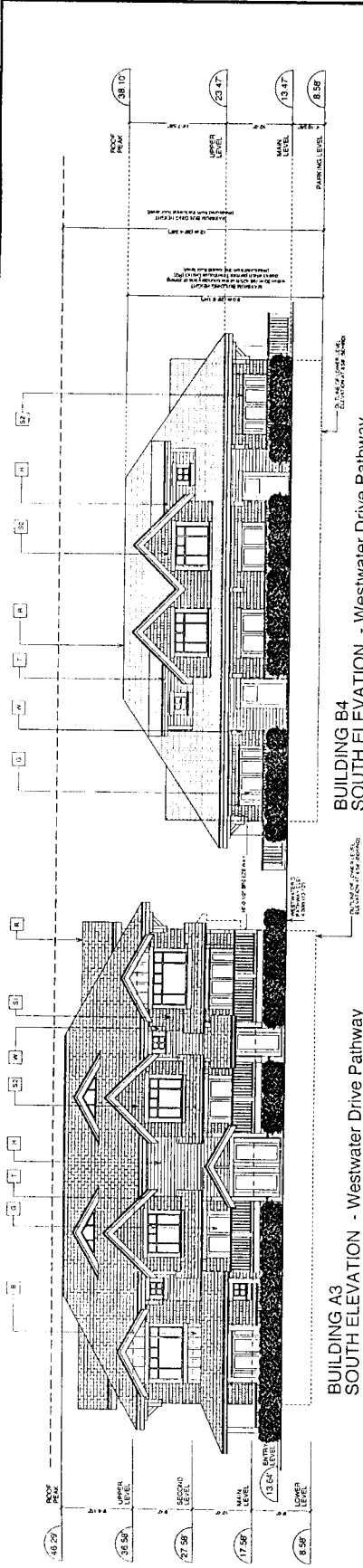
- EXTERIOR FINISH MATERIALS LISTING
- 1. BRICK: BURNING HEARTH BRICK
  - 2. BRICK: BURNING HEARTH BRICK
  - 3. BRICK: BURNING HEARTH BRICK
  - 4. BRICK: BURNING HEARTH BRICK
  - 5. BRICK: BURNING HEARTH BRICK
  - 6. BRICK: BURNING HEARTH BRICK
  - 7. BRICK: BURNING HEARTH BRICK
  - 8. BRICK: BURNING HEARTH BRICK
  - 9. BRICK: BURNING HEARTH BRICK
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  - 11. BRICK: BURNING HEARTH BRICK
  - 12. BRICK: BURNING HEARTH BRICK
  - 13. BRICK: BURNING HEARTH BRICK
  - 14. BRICK: BURNING HEARTH BRICK
  - 15. BRICK: BURNING HEARTH BRICK
  - 16. BRICK: BURNING HEARTH BRICK
  - 17. BRICK: BURNING HEARTH BRICK
  - 18. BRICK: BURNING HEARTH BRICK
  - 19. BRICK: BURNING HEARTH BRICK
  - 20. BRICK: BURNING HEARTH BRICK

JUL 24 2002  
 DP 01-19 8 0 4 1  
 #9

DESIGNED FOR DEVELOPER/CLIENT	JAN 14, 2002
DESIGNED FOR ARCHITECT/CLIENT	JAN 17, 2002
DESIGNED FOR CONTRACTOR/CLIENT	JAN 17, 2002
DESIGNED FOR DEVELOPER/CLIENT	JAN 18, 2002
DESIGNED FOR DEVELOPER/CLIENT	FEBRUARY 12, 2002
DESIGNED FOR DEVELOPER/CLIENT	JANUARY 21, 2002
DESIGNED FOR DEVELOPER/CLIENT	NOVEMBER 20, 2001
DESIGNED FOR DEVELOPER/CLIENT	NOVEMBER 19, 2001
DATE	

Perkins & Company  
 Architecture and Urban Design Inc.  
 600 West 10th Street  
 Suite 100  
 Vancouver, BC  
 V6C 1A7

PROJECT TITLE	IMPERIAL LANDING AT STEVESTON
PROJECT NO.	2188
DATE	2002
SCALE	1/8" = 1'-0"
DRAWING NO.	3





**EXTERIOR FINISH MATERIAL LEGEND**

1	BRICK
2	CONCRETE
3	WOOD SHAKES
4	WOOD SIDING
5	WOOD SHINGLES
6	WOOD SHINGLES
7	WOOD SHINGLES
8	WOOD SHINGLES
9	WOOD SHINGLES
10	WOOD SHINGLES
11	WOOD SHINGLES
12	WOOD SHINGLES
13	WOOD SHINGLES
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50	WOOD SHINGLES

JUL 24 2002  
 DP 01 - 19 80 4 1  
 #10

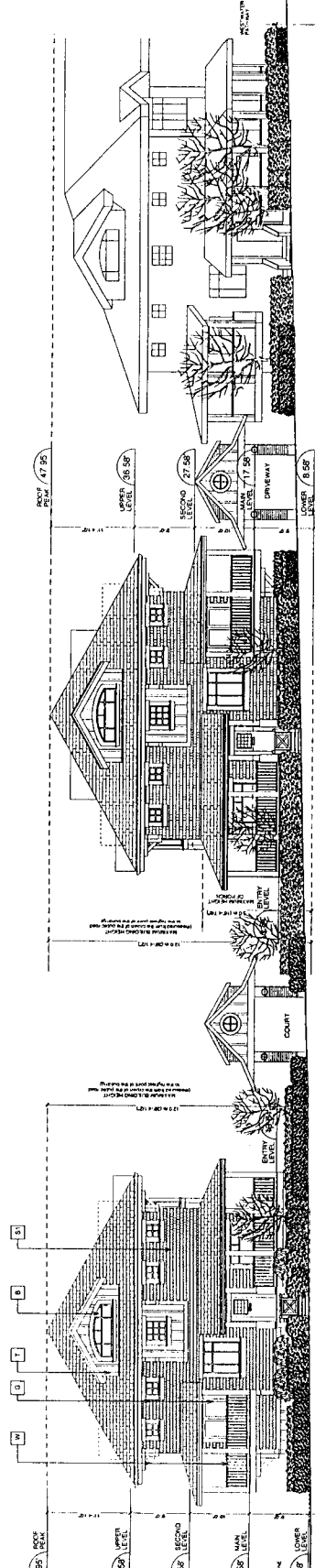
NO.	DESCRIPTION	DATE
1	REVISION FOR DEVELOPMENT PERMIT	JUN 14 2002
2	REVISION FOR DEVELOPMENT PERMIT	JUN 17 2002
3	REVISION FOR DEVELOPMENT PERMIT	JUN 11 2002
4	REVISION FOR DEVELOPMENT PERMIT	MAY 28 2002
5	REVISION FOR DEVELOPMENT PERMIT	MAY 2 2002
6	REVISION FOR DEVELOPMENT PERMIT	APR 18 2002
7	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
8	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
9	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
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17	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
18	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
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21	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
22	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
23	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
24	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
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48	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
49	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002
50	REVISION FOR DEVELOPMENT PERMIT	APR 11 2002

**Perkins & Company**  
 Architecture and Urban Design Inc.  
 1148 York Street, Suite 100  
 Toronto, Ontario M5E 1A5  
 Tel: (416) 593-1148  
 Fax: (416) 593-1149  
 E-Mail: info@perkinsandcompany.com  
 Web Page: www.perkinsandcompany.com

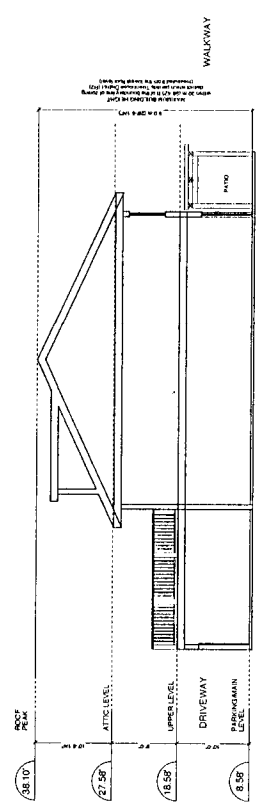
**PROJECT TITLE**  
 IMPERIAL LANDING  
 AT STEVENSON

**PARCEL 1**  
 ELEVATION 2 / SECTIONS

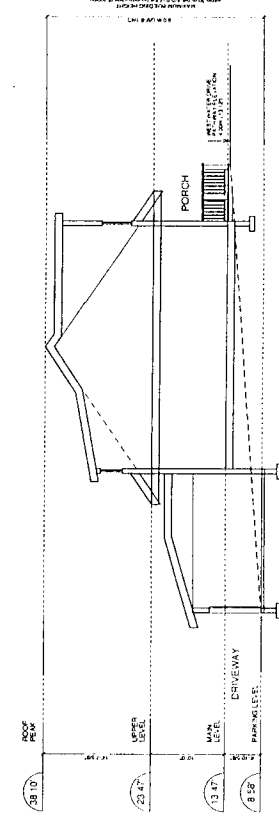
PROJECT NO.	2158
DATE	2158 - 1980 - 41
SCALE	1/8" = 1'-0"
SHEET NO.	4



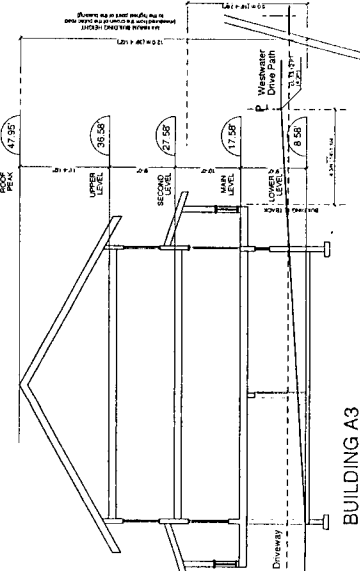
WEST ELEVATION - Bayview Street



BUILDING B1  
 SECTION B  
 (buildings B2 & B3 similar)



Building B4  
 Section D



BUILDING A3  
 SECTION A  
 (buildings A1 & A2 similar)



**EXTERIOR FINISH MATERIALS LEGEND**

1	SHINGLE SIDING
2	BRICK
3	WOOD SHAKES
4	WOOD SIDING
5	WOOD SHAKES
6	WOOD SIDING
7	WOOD SHAKES
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99	WOOD SHAKES
100	WOOD SIDING

JUL 24 2002  
 DP 01-198041  
 #12

DESIGNED FOR DEVELOPMENT PERMIT	June 14, 2002
REVISED FOR DEVELOPMENT PERMIT	July 17, 2002
DESIGNED FOR DEVELOPMENT PERMIT	August 2, 2002
REVISED FOR DEVELOPMENT PERMIT	August 16, 2002
DESIGNED FOR DEVELOPMENT PERMIT	August 27, 2002
REVISED FOR DEVELOPMENT PERMIT	November 18, 2002
DESIGNED FOR DEVELOPMENT PERMIT	November 18, 2002
REVISED FOR DEVELOPMENT PERMIT	November 18, 2002
DATE	

**Perkins & Company**  
 Architecture and Urban Design, Inc.  
 1000 North 1st Street, Suite 100  
 San Jose, CA 95113  
 Telephone: 408.435.1234  
 Fax: 408.435.1235  
 E-Mail: info@perkinsco.com  
 Website: www.perkinsco.com

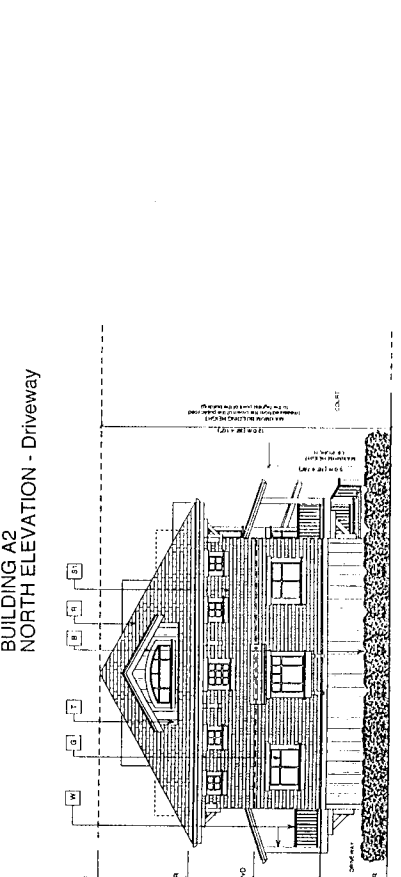
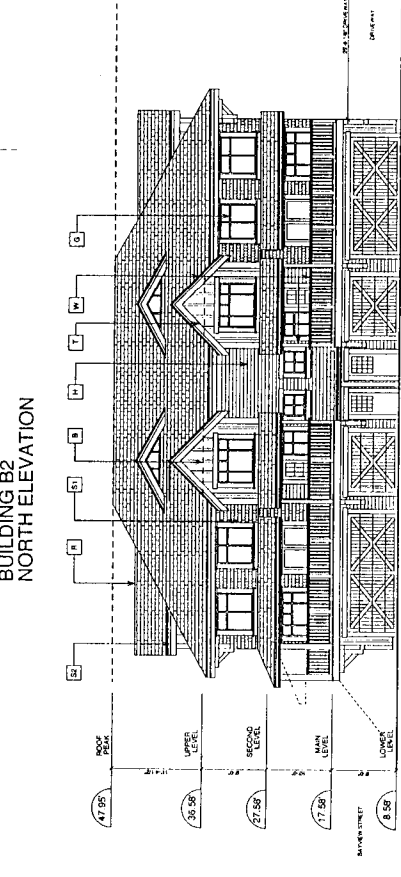
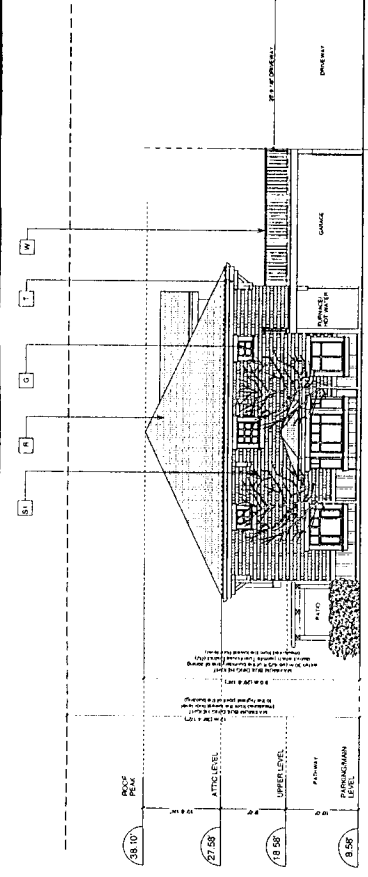
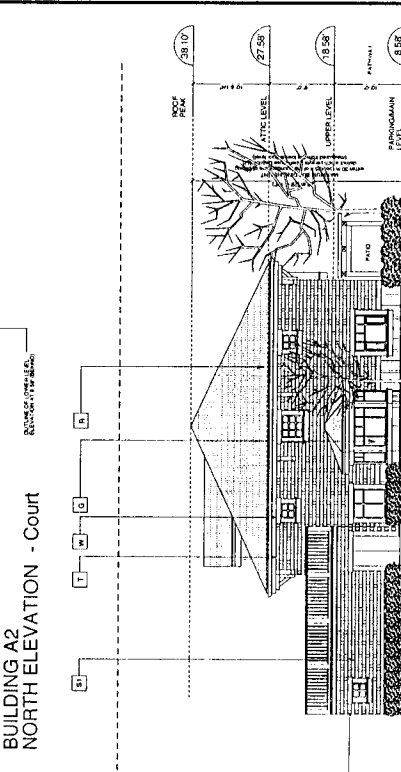
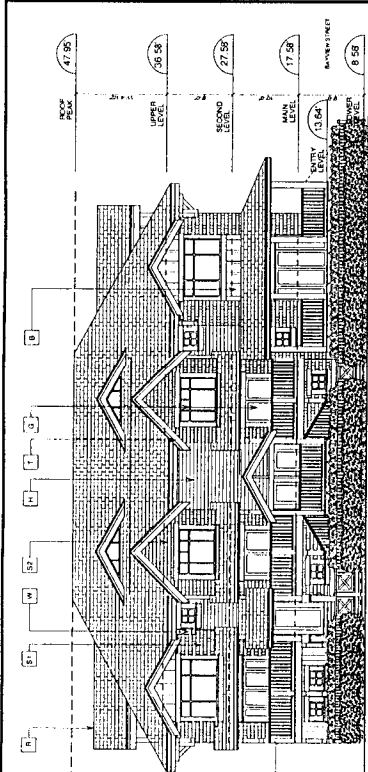
PROJECT TITLE  
**IMPERIAL LANDING  
 AT STEVESTON**

CLIENT NAME  
**PARCELS  
 ELEVATIONS 4**

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

SHEET NO.  
**2168**

DRAWING NO.  
**6**



JUL 24 2002

DP 01-1980 41

#13

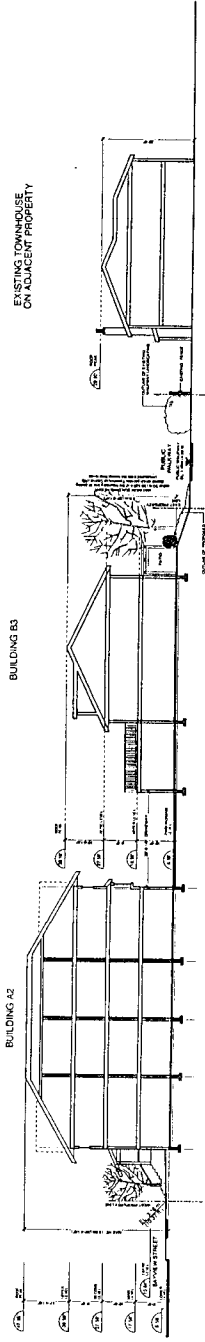
REQUIRED DEVELOPMENT PERMIT	JAN 24, 2002
REQUIRED DEVELOPMENT PERMIT	JAN 17, 2002
REQUIRED DEVELOPMENT PERMIT	JAN 11, 2002
SCALE	DATE

**Perkins & Company**  
 Architecture and Urban Design Inc.  
 1000 York Street, Suite 200  
 York, Pennsylvania 17403  
 P: 717-765-1100  
 F: 717-765-1101  
 www.perkinsandcompany.com

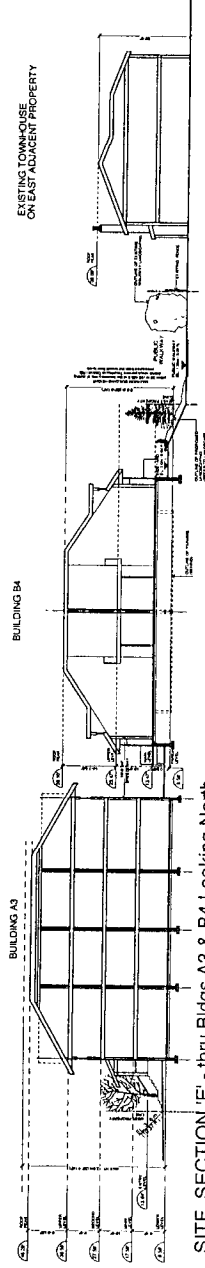
PROJECT TITLE  
**IMPERIAL LANDING  
 AT STEVESTON**

DRAWING TITLE  
**PARCEL 1  
 ELEVATION 5 / SECTIONS**

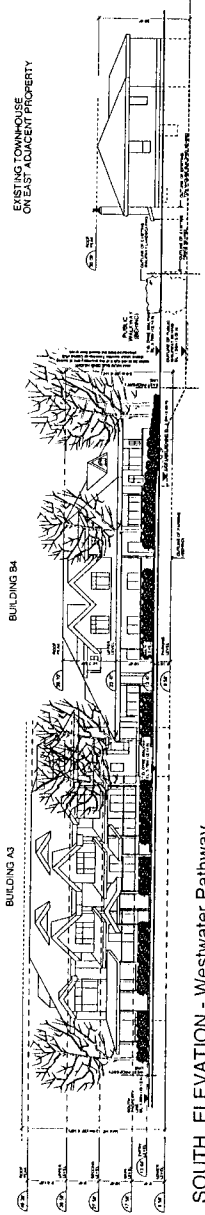
PROJECT NO.	2189
DATE	10/18/01
SCALE	1/8" = 1'-0"
RC	JP
DATE	10/18/01
PROJECT NO.	7



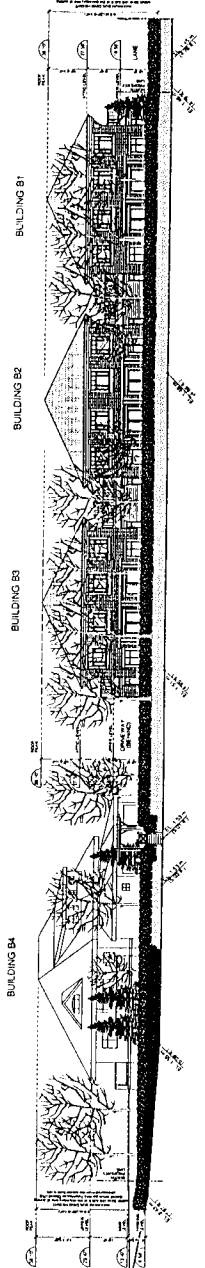
SITE SECTION 'C' - thru Bldgs A2 & B3 Looking North



SITE SECTION 'E' - thru Bldgs A3 & B4 Looking North



SOUTH ELEVATION - Westwater Pathway



EAST ELEVATION - East Property Line Walkway

JUL 24 2002

DP 01-198041

#14

BLDG B1

BLDG B2

BLDG B3

ROOF PEAK

28' 10"

ATTIC LEVEL

27' 58"

UPPER LEVEL

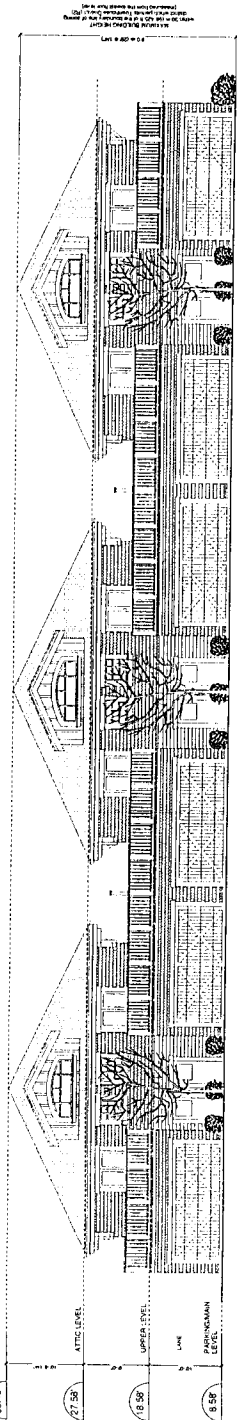
18' 58"

LANE

8' 58"

PARKING/MAN LEVEL

8' 58"



Buildings B1, B2, & B3 - West Elevation (Lane)

BLDG B1

BLDG B2

BLDG B3

ROOF PEAK

28' 10"

ATTIC LEVEL

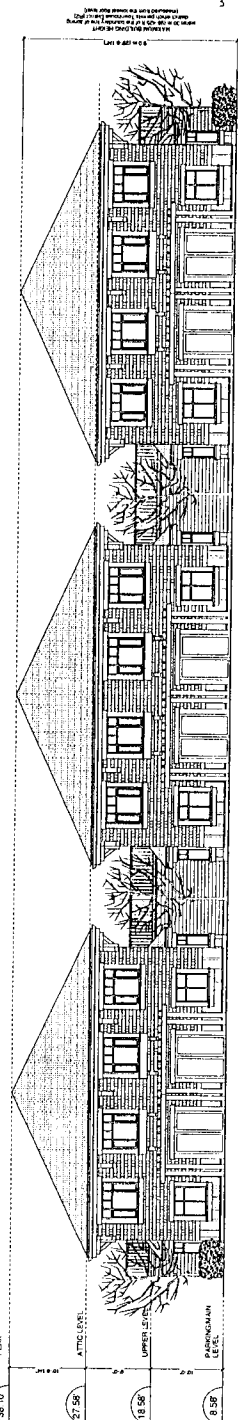
27' 58"

UPPER LEVEL

18' 58"

PARKING/MAN LEVEL

8' 58"



Buildings B1, B2, & B3 - East Elevation (pathway)

ROOF PEAK

28' 10"

ATTIC LEVEL

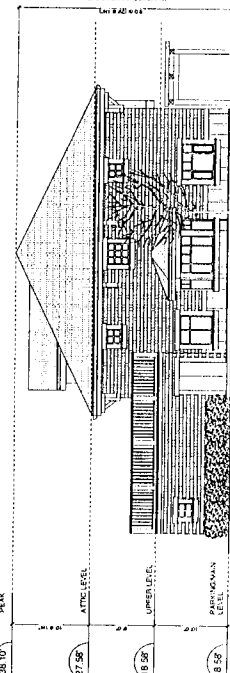
27' 58"

UPPER LEVEL

18' 58"

PARKING/MAN LEVEL

8' 58"



Buildings B3 - South Elevation (buildings B1&B2 sim.)

ISSUED FOR DEVELOPMENT PERMIT	JUN 24, 2002
REVISED FOR DEVELOPMENT PERMIT	JUN 17, 2002
REVISED FOR DEVELOPMENT PERMIT	JUN 11, 2002
REVISED FOR DEVELOPMENT PERMIT	JUN 27, 2002
SCALE	DATE

Perkins & Company  
Architecture and Urban Design Inc.

1745...  
1745...  
1745...  
1745...  
1745...

PROJECT TITLE  
IMPERIAL LANDING  
AT STEVESTON

PROJECT NO.  
UNIT PLANS/SELECTIONS

PROJECT NO.	20158
DATE	MAY 27, 2002
SCALE	AS SHOWN
DESIGNED BY	J.P.
CHECKED BY	B.F./R.P.C.
DRAWING NO.	8

JUL 24 2002

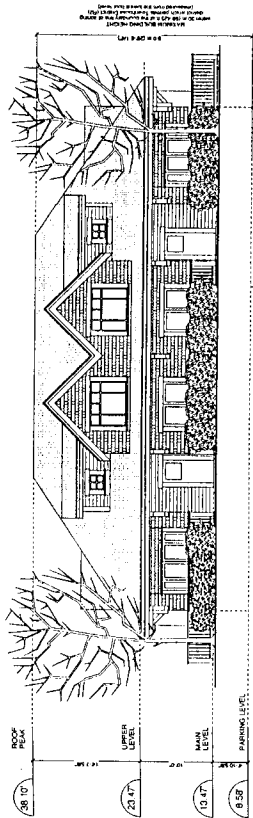
DP 01 - 198041

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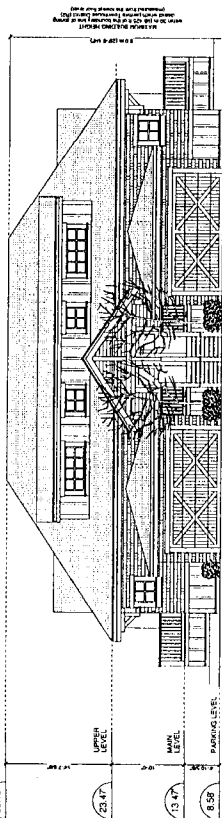
DATE FOR P. REVISION	JAN 14, 2002
DESCRIPTION OF REVISION	
DATE FOR P. REVISION	JAN 17, 2002
DESCRIPTION OF REVISION	
DATE FOR P. REVISION	JAN 11, 2002
DESCRIPTION OF REVISION	
DATE FOR P. REVISION	MAR 21, 2002
DESCRIPTION OF REVISION	
DATE	

**Perkins & Company**  
 Architecture and Urban Design Inc.  
 1400 West 6th Ave.  
 Suite 200  
 Vancouver, BC V6P 2C6  
 Tel: (604) 681-1111  
 Fax: (604) 681-1112  
 E-mail: field@perkins.com  
 Web Page: www.perkins.com

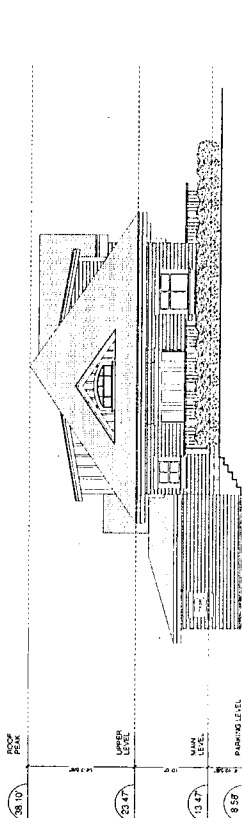
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PACKAGE	
PARCEL NO.	2108
FILE DATE	2108 PERM REV 3 27 02
SCALE	
DRAWING NO.	9



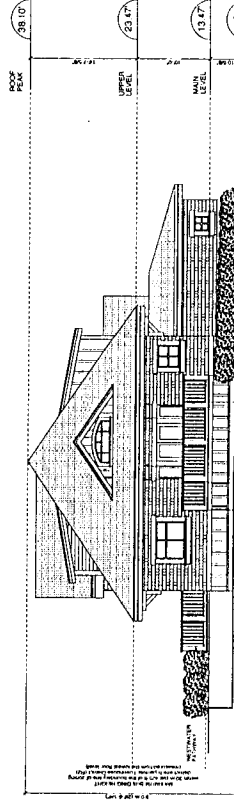
Building B4 - South Elevation (Westwater Pathway)



Building B4 - North Elevation (Driveway)



Building B4 - West Elevation (Breezeway)



Building B4 - East Elevation (Pathway)

JUL 24 2002

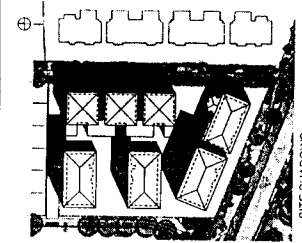
DP 01-198041

#16

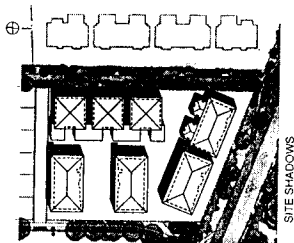
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APPROVED FOR DEVELOPMENT PERMIT	JUN 17, 2002
APPROVED FOR DEVELOPMENT PERMIT	JUN 17, 2002
APPROVED FOR DEVELOPMENT PERMIT	JUN 18, 2002
APPROVED FOR DEVELOPMENT PERMIT	JUN 18, 2002
DATE	01/11

**Perkins & Company**  
 Architecture and Urban Design Inc.  
 1400 West 10th Ave.  
 Suite 100  
 Denver, CO 80202  
 Telephone: (303) 733-2200  
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 Web: www.perkinsandcompany.com

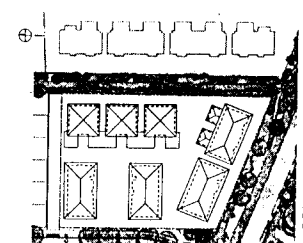
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PROJECT NO.	2168
DATE	2/16/02
SCALE	AS SHOWN
DESIGNED BY	JP
CHECKED BY	SD
DATE	02/16/02



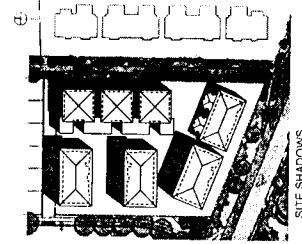
SITE SHADOWS  
VERNAL - 4 PM



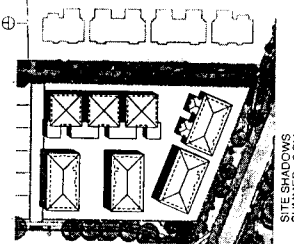
SITE SHADOWS  
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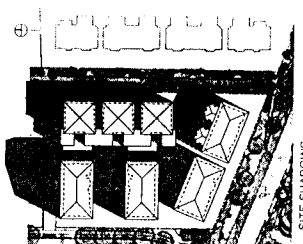
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(SUN HAS SET)



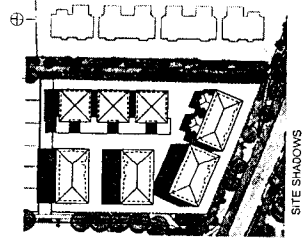
SITE SHADOWS  
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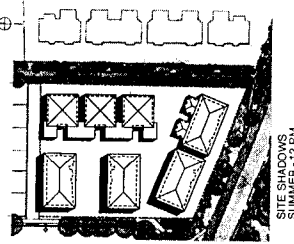
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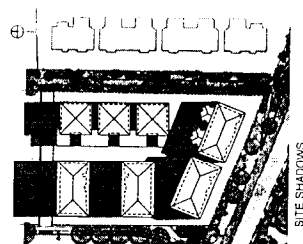
SITE SHADOWS  
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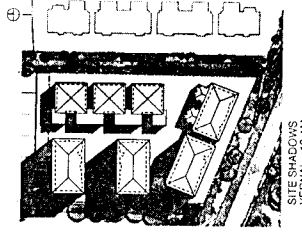
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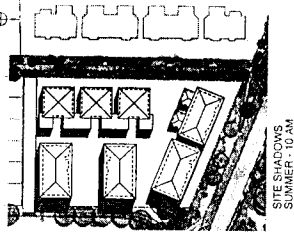
SITE SHADOWS  
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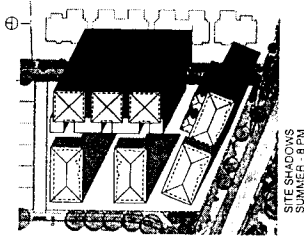
SITE SHADOWS  
WINTER - 12 PM



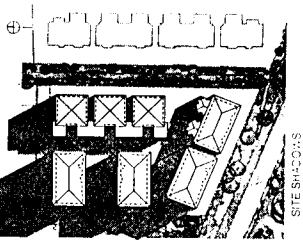
SITE SHADOWS  
VERNAL - 10 AM



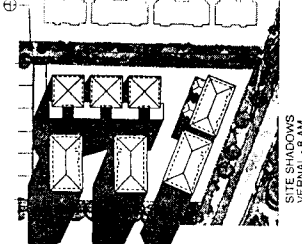
SITE SHADOWS  
SUMMER - 10 AM



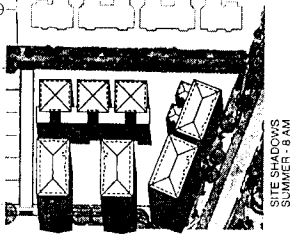
SITE SHADOWS  
SUMMER - 8 PM



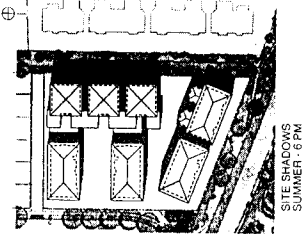
SITE SHADOWS  
WINTER - 10 AM



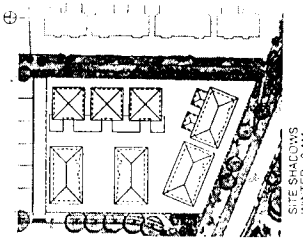
SITE SHADOWS  
VERNAL - 8 AM



SITE SHADOWS  
SUMMER - 8 AM



SITE SHADOWS  
SUMMER - 6 PM

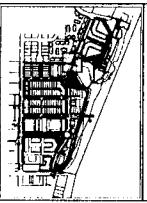


SITE SHADOWS  
WINTER - 8 AM  
(SUN HAS NOT RISEN)





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.



|   |
|---|
| <p> <b>PROPOSAL DESCRIPTION:</b><br/>           This project is a conceptual design for a new building at the intersection of the main road and the main road. The building will be a three-story structure with a total area of approximately 10,000 square meters. The design includes a parking lot, a landscaped area, and a ramp. The building will be located on the east side of the main road, adjacent to the main road. The design is based on the site plan and the architectural program provided by the client.         </p> |
|---|

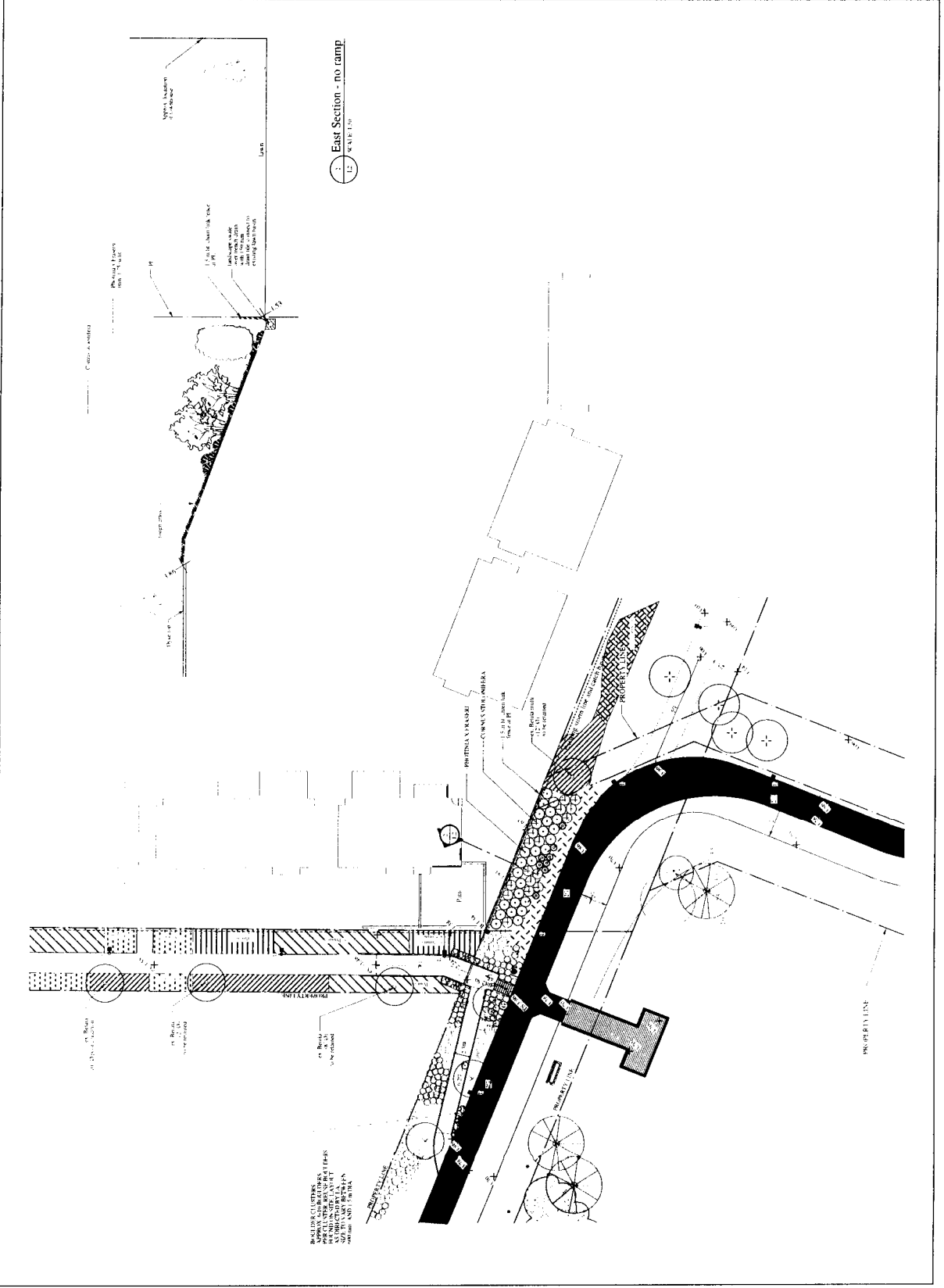


**P+A**  
 PROJECT ARCHITECTS  
 1000 W. 10TH AVENUE  
 DENVER, COLORADO 80202  
 PHONE: (303) 733-1111  
 WWW.PAARCHITECTS.COM

**IMPERIAL LANDING**  
 at Intersection

Monsoon Path Option 2

|  |
|--|
| <p>           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.         </p> |
|--|



East Section - no ramp  
 SCALE: 1:2

BUILDING CLUSTERS  
 ARE LOCATED WITHIN THE  
 SITE BOUNDARY AND  
 ARE TO BE CONSIDERED  
 AS PART OF THE  
 SITE DESIGN.

PROPERTY LINE

PRIORITY LINE

MONSOON PATH

PARKING LOT

LANDSCAPE

POTENTIAL VIKASARI - CORNER SITE, OHIO

10/10/10

P.A.





**City of Richmond**  
Urban Development Division

## Report to Development Permit Panel

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**To:** Development Permit Panel  
**From:** Joe Erceg  
Manager, Development Applications  
**Date:** May 14, 2002  
**File:** DP 01-198041  
**Re:** **Application by Perkins & Company Architecture and Urban Design Inc. for a  
Development Permit at 4388 Bayview Street**

---

### Manager's Recommendation

That a Development Permit be issued for 4388 Bayview Street on a site zoned Comprehensive Development District (CD/103), which would allow the development of twenty-four (24) townhouse units on one (1) lot containing a total floor area of 2,946 m<sup>2</sup> (31,708 ft<sup>2</sup>); and

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

1. The projection of six (6) entry stairs and/or porches to a maximum of 0.609 m (2 ft.) into the required 3 m (9.843 ft.) setback along the Westwater Drive right-of-way which is developed as a walkway corridor and emergency vehicle access route along the frontage of this project.
2. Allow tandem vehicle parking for seventeen (17) of the townhouse units, and;
3. Increase the maximum number of residential storeys from 2½ storeys to 3 storeys within 30 m (98.425 ft.) of the boundary line of a zoning district which permits Townhouse District (R2).

  
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 twenty-four (24) townhouse units at 4388 Bayview Street and to vary the minimum setback requirements of Comprehensive Development District (CD/103).

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

### Development Information

|                |  |
|----------------|--|
| Site Area:     | 4,532 m <sup>2</sup> (48,784 ft <sup>2</sup> )   |
| Building Area: | 2,946 m <sup>2</sup> (31,708 ft <sup>2</sup> )   |
| Density:       | 53 du per ha<br>21 du per ac.  |
| Site Coverage: | 40.0 % Allowed<br>31.03 % Proposed   |
| F.A.R.:        | 0.65 Allowed<br>0.65 Proposed  |
| Parking:       | 41 Spaces Required (including 5 visitor spaces)<br>53 Spaces Proposed (including 5 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 m<sup>2</sup> (398.28 ft<sup>2</sup>) 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 area of the entry porches, living room porches and the kitchen/family room balconies, this project does comply.***
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. ***This project generally complies although at the south-east corner of the site, the proximity of units across the driveway from one another does not appear to comply. While staff acknowledges this minor shadowing issue, staff continues to support the proposed site plan arrangement.***
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 m<sup>2</sup> (21.53 ft<sup>2</sup>) per each bedroom. Developments with more than 70 bedrooms should provide a minimum of 70 m<sup>2</sup> (753.50 ft<sup>2</sup>) 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 does not comply since a loading space cannot be provided without the loss of one townhouse unit. Nevertheless, staff supports the currently proposed site plan without a loading space.***

Development surrounding the subject site will be as follows:

To the north, across a proposed new lane will be the rear side of six (6) small lot residential units;

To the east, across the existing north-south walkway are existing townhouse residential units at a lower elevation ( $\pm 1.0$  m (3.28 ft.)) than the proposed development on Parcel 'I';

To the south, across the Westwater Drive right-of-way (i.e. developed as a walkway corridor and emergency vehicle access route only) is the Phoenix Pond and the Fraser River; and

To the west, across Bayview Street will be a future ten (10) unit townhouse development.

### 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 (1) large color 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 two (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 is 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 redevelopment 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 Packers 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.*

6. Provide building elevations for every side of all proposed buildings. *The applicant has complied.*
7. Use color to differentiate the various townhouse projects. *The applicant has complied.*
8. Incorporate landscape details similar to the heavy timber character of furnishings and appointments that have been developed for public spaces (i.e. benches, etc.). Increase the dimensions of selected wood elements that form part of the landscape details (i.e. trellis structures, 6 ft. high fences and benches). Consider the strategic use of rough sawn lumber where appropriate and specify the finishes for all proposed landscape furnishings and appointments. *The applicant has complied.*
9. Provide more detailed information for the outdoor amenity spaces including the appropriate details. *The applicant has complied.*
10. No special heritage provisions were made for the individual development parcels through the rezoning of the site. All heritage interpretation in the public realm, except on the Community Use Site, will be executed along the waterfront and is required as part of the Servicing Agreement that establishes the approved park design. However, there is an opportunity, when designing the built form for each development parcel to reference the heavy timber character of former cannery structures. In addition, there are opportunities on each development parcel to incorporate landscape features that reflect the character of the former BC Packers site through the careful design of site furnishings and appointments. *The architect and landscape architect have complied.*
11. On each individual development parcel, consider the inclusion of salvaged artifacts or Public Art that relates to the fishing history of Steveston and the former BC Packers site. *The applicant has selected several artifacts that will be incorporated into the landscape and open space design of Parcel 'J'.*

#### Development Coordinator Comments

1. The elevation change between this site and the walkway and townhouses to the east needs to be better defined. Provide a detailed grading plan. Do not assume the retention of the existing chain link fence along the west side of the walkway corridor. The proposed landscape treatment at end of driveway in the south auto court should incorporate pedestrian access to the walkway corridor. *The landscape consultant has amended planting along the walkway corridor to allow a more gradual and natural transition. Sections along this walkway at pertinent points have been submitted to show the landscape treatment in this area. A pedestrian access to the southern end of the auto court has also been provided. A grading plan has also been submitted with this submission.*
2. Provide sun/shade diagrams to illustrate the shadowing impacts on the walkway corridor and the existing townhouses to the east. *New sun/shade diagrams have been included in this resubmission (refer to Parcel 'I' shadow diagrams sheet).*
3. Townhouse units along the east property line should address the adjacent north-south walkway corridor. Townhouse units along the east property line presently address the north-south walkway corridor. Wrap around porches front towards the walkway and varying sized windows face the same direction. These end elevations are rich in detail and color and passers by on the walkway will not be looking at blank walls. Main entries into these units will be off the mews to provide security and privacy for the occupants (refer to Parcel 'I' site plan and elevation sheets). *Townhouse units along the east property line presently address the north-south walkway corridor. Wrap around porches front towards the walkway and varying sized windows face the same direction. These end elevations are rich in detail and colour and passers by on the walkway will not be looking at blank walls.*

*Main entries into these units will be off the mews to provide security and privacy for the occupants (refer to Parcel 'I' site plan and elevation sheets).*

4. Incorporate more variety in the character, materials and colors used on the various townhouse development parcels. *Variety in character, materials and colors has already been incorporated on the various townhouse development parcels. Parcels 'F4', 'F5' and 'I' all have different roof lines and color combinations. Some elements on each parcel are similar to each other so as to show some continuity of design in Steveston (refer to Parcel 'I' elevations sheets). Color elevations have also been submitted.*
5. If a dual access option is explored then provide a walkway connection north-south from the lane and "mews" to the Westwater Drive Dyke Walk. *A north-south walkway connection has been provided however Transportation Department staff have not supported this proposal. Consequently, the applicant has reverted to the combined single vehicle access scheme from the lane along the north property line. (refer to Parcel 'I' site plan and landscape drawings).*

#### **Rezoning Comments**

No further comments. *Acknowledged by the applicant.*

#### **Building and Zoning Comments**

No further comments. *Acknowledged by the applicant.*

#### **Fire Department Comments**

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.*

#### **Built Form and Urban Design Comments**

1. Staff will consider a second vehicle entry to the site. Consideration of this alternate approach to site access for vehicles is not provided to increase or maximize the floor area ratio for this site but rather to provide more green open space within this development parcel, to eliminate variances and to improve the internal site pedestrian circulation. *A second vehicle entry to the site has been provided (refer to Parcel 'I' site plan and landscape plan) however City of Richmond Transportation Department staff remains unconvinced regarding the safety or appropriateness of a split double entry for this development. Therefore the applicant has revised the site plan and landscape drawings to indicate a single, combined entry from the lane along the north property line.*
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 it's 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. Substitute the sliding glass doors for access to decks and balconies with double 'French' doors. *All sliding glass doors for access to decks and balconies have been replaced with French doors (refer to Parcel 'I' site plan and elevation sheets).*
5. Provide a detailed design for the pedestrian entry gate structure(s) and repeat this detail at the east end of the 'Mews' as well as at the intersection of the east-west and north-south pathways in the center of the project. *A gate entry structure remains at the east end of the Mews. A gate structure has not been provided at the intersection of the east-west and north-south pathways – this will allow for a more open play area (refer to Parcel 'I' site plan sheet). The landscape consultant has included a detail for the pedestrian entry with this submission (refer to landscape drawings).*
6. Variances are supported for entry porch and stair encroachments along Westwater Drive. *Acknowledged by the applicant.*

#### Site Planning and Landscape Comments

1. Show the proposed configuration of lane improvements along the north property line. *Lane improvements along the north property line have been added to the landscape drawings.*
2. Submit an alternate site plan for Parcel 'I' that assumes two (2) vehicle entries (i.e. one from the lane along the north property line and a new entry driveway from Bayview Street at the south-west corner on the site. Consequently, eliminate the internal north/south private road and propose appropriate landscape treatment for this area but make allowances for visitor parking, loading and vehicle turn-around spaces along the lane and in the south auto court. *The applicant has complied however, City of Richmond Transportation Department staff have rejected this proposal and the applicant has revised the site plan to reflect a single, shared vehicle entry off the lane along the north property line.*
3. Adjust the site plan to increase the setback of townhouse blocks along Bayview Street in order to eliminate the requested porch and entry stair variances. Raise the elevation of the front yards approximately 0.457 m (1.5 ft.) along Bayview Street to ease the grade transition from the public sidewalk and boulevard to the finished floor elevation of these units and show key spot elevations. *The site plan has been adjusted to increase the setback of the townhouse blocks along Bayview Street. Buildings A1 and A2 have been shifted 2 ft. to the east; therefore, the requested stair and porch variance request has been eliminated. Further, the front yards along Bayview for Buildings A1 & A2 have been raised 1.5 ft. to ease the grade transition as requested (refer to Parcel 'I' site plan and elevation sheets).*
4. Reconfigure visitor parking and move the single visitor stall away from Bayview Street at the southwest corner of the site. Consider locating all four (4) visitor parking stalls within the south auto court. Consider separate refuse and recycling areas. *All four (4) visitor parking stalls have been relocated within the south auto court and the single visitor parking space at the north-west corner of the site has been moved into the area between Building A2 and B2 off the auto court (refer to Parcel 'I' site plan sheet).*
5. Relocate the visitor parking stall at the northwest corner of the site to the area between the two (2) townhouse blocks along the lane. *Visitor parking at the northwest corner of the site has been relocated in the space between Building A2 and B2 (refer to site plan sheet).*

6. Provide more detailed information regarding the proposed site grading for this site. Where possible, provide a gradual grade transition between the north-south walkway corridor along the east property line and the proposed site grades. Reduce the driveway encroachments into the side yard along the east property line in the south auto court as much as possible while still permitting the necessary vehicle egress movement from garages. ***Grading information has been added to the landscape consultant's drawings in our resubmission. Treatment to the walkway corridor has been provided with sections. Driveway encroachment into the side yard has been reduced.***
7. Eliminate the fencing and hedging that separates the landscape side yards from the north-south along the east property line. Create a semi-public space in these locations along the east property line and propose a landscape treatment that is more transparent and visually accessible from the north-south walkway. Consider foundation planting rather than perimeter planting. Consider the provision of benches and a trellis structure in the vicinity of the outdoor amenity area and connect this amenity space with the north-south walkway along the east property line. ***Fencing and hedging to side yards has been eliminated. Planting has been amended using native plants to reflect the proposed and existing planting along the walkway.***
8. If a dual access option is proposed, relocate the proposed pedestrian entry gate structure from the southwest corner of the site to the southeast corner and provide a second east-west walkway through the south parking court. ***A gate entry structure remains at the east of the Mews. A second east-west walkway through the south parking court has not been added because we feel that the safety of the pedestrian will be compromised if this area has been primarily designated for motorist use.***
9. Revise the connections to the north-south walkway along the east property line to encourage pedestrian access (i.e. eliminate the picket gates.) ***The gate located at the east end of the Mews has been retained to maintain the security of the children's play area located in the centre of the Mews.***
10. Show existing and proposed landscape improvements from the Service Agreements along the north-south walkway corridor adjacent to the east property line (i.e. paving, planting and lighting). ***Existing and proposed landscape improvements from the Service Agreements along the south walkway corridors have been incorporated onto drawings.***
11. The previous configuration of pathway connections (i.e. landscape plan dated November 18, 2001 and revision dated January 21, 2002) from the south block of townhouses to the 'Dyke Walk/Maintenance Access' is preferred with the following exceptions. Gang adjacent walkways together to reduce the number of connection points along the Dyke Walk; consider a curvilinear alignment/geometry for these walkway connections and flare the transition points with the Dyke Walk. ***Pathway configurations to the southern block of townhouses have been reconfigured to incorporate comments.***
12. Provide a landscape cross-section from the Westwater Dyke Walk/Maintenance Access to the south bank of townhouses and include existing and proposed grading information. Also show existing and proposed vegetation including existing vegetation to remain and to be removed. ***The landscape consultant has drawn a cross-section from the Westwater Dyke Walk/Maintenance Access to the south bank of houses and this is included in our resubmission.***

### **Parks Department Comments**

1. Explain the impacts on the existing north-south walkway along the east property line of this development parcel and provide appropriate compensation for the identified impacts. *A positive impact has been achieved at the east property line adjacent to the north-south pathway. New landscaping provides a more attractive and formidable walk for pedestrians who will use this pathway to access the Dyke Walkway and Steveston Park. Some buildings have windows and porches that face the walkway – this will provide more security for the pathway users, as it will encourage a neighbourhood “watch”. Further, gates along the pathway will allow for the occupants of Parcel ‘I’ to access major Steveston amenities by walking instead of using their cars.*

### **Transportation Department Comments**

In the original plan, a single vehicular access was proposed and agreed to by the applicant via a public laneway along the north perimeter of the site. Subsequently, the applicant has proposed to add a second vehicular access directly off of Bayview Street. In order for staff to consider the proposed second access directly off of Bayview Street, the applicant was asked to submit a revised site layout showing the configuration of internal circulation in relationship with the second access. In addition, the applicant was asked to demonstrate that the proposed driveway location has met the safety requirements, including sightlines, turning movement analysis, and conflicts with pedestrians, as well as loading requirements.

1. Revised Site Layout: Based on the revised site layout submitted by the applicant, the second access is proposed to solely serve the south two-thirds of the development with no internal connection to the public laneway to the north. As the size of this development is considered to be relatively small in terms of traffic generation, staff concluded that the second access would not be necessary, and a single access off the public laneway is considered adequate.
2. Safety Requirements: The information shown on the revised site layout submitted by the applicant did not adequately address the safety requirements as noted above, and the potential driveway conflicts with pedestrians and/or vehicles travelling at the road curve remain as primary concerns for staff.

*The applicant has resubmitted the site plan and landscape drawings to indicate a single entry from the lane along the north property line. (refer to Parcel ‘I’ site plan).*

### **Refuse and Recycling Comments**

1. As this development parcel exceeds 20 units, it does not qualify for the City of Richmond refuse and recycling pick-up programs. *Acknowledged by the applicant.*
2. If dual vehicular access is to be permitted for this development parcel, provide two (2) smaller enclosures (i.e. one along the lane and one in the south parking court). Designate one (1) enclosure to contain one (1) 6 cu. yd. refuse container and one (1) 3 cu. yd. cardboard recycling container. Provide a second enclosure to accommodate 4 to 5 recycling carts and locate the recycling enclosure along the lane. Provide a service vehicle turn-around area for each location. *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 this 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 redevelopment 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 ( $\pm 44$  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 approximately five (5) years of rezoning negotiations between BC Packers and the City of Richmond. Significant upgrades to public infrastructure including a  $\pm 1$  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 three (3) to five (5) years, a new residential neighbourhood of  $\pm 750$  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. In general, staff remains supportive of the overall package of public infrastructure improvements that were negotiated as part of this rezoning approval, 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 (MMU) District.

Given the exiting Comprehensive Development District (CD/103) 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 a development parcel along the east side Bayview Street and on the north side of the Westwater Drive right-of-way. This site is surrounded to the north, west and south by new development as part of the overall development plan for the Imperial Landing project. However, this site is adjacent to existing townhouse development along the east property line across a 6 m wide north-south public walkway. Landscape improvements have been proposed to the north-south public walkway along the east property line including additional supplemental planting along the west side of the path. The subject development parcel is approximately 1.219 m (4 ft.) higher than the adjacent north-south walkway along the east property line as well as the existing townhouse development to the east. This application proposes a gradual transition of grades from the higher elevations of the development parcel to the walkway along the east property. In addition, the applicant has provided an appropriate amount of glazing along the east property line to improve the informal supervision of the public walkway and to minimize overview and disruption of privacy in the rear yards of existing townhouses beyond the public walkway to the east. Concerns regarding potential drainage impacts have been expressed by residents in the existing townhouses to the east of the north-south walkway and they have requested that provisions be incorporated into this project to ensure that the proposed development project does not contribute to drainage problems in the rear yards of the existing townhouses to the east of the north-south walkway. Accordingly, the applicant has agreed to install an appropriately sized, drain line along the entire east property line as part of the overall subsurface drainage design. The proposed development also includes two (2) additional pathway connections to the north-south walkway. Furthermore, the applicant has agreed to provide a semi-public landscape treatment along the east property line that will help to improve both the landscape character and public safety along this walkway. While the subject site is higher than the existing townhouse development to the east the zoning provisions limit the height of proposed buildings to a maximum of 9 m high within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2). This applicant conforms to this requirement. However, the applicant has requested a variance to increase the maximum number of storeys from 2½ to 3 storeys within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2). The applicant has supplied a complete sectional-elevation of all proposed buildings along the east property line (i.e. East Elevation – East Property Line Walkway). The sectional elevation indicates that this development proposal includes two (2) significant breaks in the building massing along the east property line. The submitted cross section (i.e. Site Section 'C' – through Buildings A2 and B2 looking north) illustrates the condition of adjacency with the existing townhouse development to the east. Since the applicant has respected the maximum building height of 9 m within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2), staff believes that the requested increase in the maximum number of storeys from 2½ to 3 storeys within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2) is reasonable and would not have serious negative impacts on the existing townhouses to the east of the north-south public walkway. As such, staff believes that the proposed townhouse massing represents an appropriate transition between the existing townhouses to the east of the subject site and the proposed built form on Parcel 'I'.

**Site Planning and Urban Design Evaluation**

An alternate site planning arrangement that included a second vehicle access point from Bayview Street was preferred by the applicant. This alternative had certain urban design benefits in that the internal north-south lane could be eliminated in favour of more open green space although there would have been minor impacts to the boulevard landscape treatment and continuity of the sidewalk. However, the City of Richmond Transportation Department staff were convinced that this represented an unsafe situation. In addition, Transportation Department staff sited a city-wide policy to reduce the number of driveways along busy streets. Therefore, the applicant declined from pursuing this alternative site planning arrangement and the current proposal includes only one (1) vehicle access from the lane along the north property line.

**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 six (6) blocks of townhouses repeat both building elements and materials from other proposed townhouse parcels within the overall development site that will create continuity to link the various development parcels. In addition, there is sufficient diversity of built form and color within this development parcel to create a discrete and unique identity. Porches create a transition element from the elevation of the front yard to the proposed finished floor elevation of the main level 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 the vinyl siding and asphalt shingle roof be substituted with high-quality, natural materials as called for in the development permit guidelines, particularly on such a high profile site and within this unique development. However, the current configuration of built form and the use of materials and colour are deemed to be durable and 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 within front yards and on balconies. This proposal provides a more graduated transition between public and private open space by incorporating semi-public spaces on private property along the north-south public walkway on the east property line. The applicant has demonstrated good will to permit a flexible treatment of open space around the perimeter of this development that responds more appropriately to the context of the site than to a strict defence of private property rights. Staff appreciates this community spirit approach of the applicant that will help to improve both the character and safety of the adjacent public walkway along the east property line. The landscape design attempts to minimize the grade difference between the subject site and the townhouses to the east by avoiding walls and extending a gradual transition of grade into the north-south walkway corridor along the east property line. This gradual slope will be planted with shrubs, groundcovers and/or rough grasses. The 'Mews' provides another important east-west pedestrian link for the entire neighbourhood. The front yards are large enough to be useable and also contribute to the transition between the units and the street. 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 three (3) variances to the provisions of Zoning and Development Bylaw 5300 as follows:

1. The projection of six (6) entry stairs and/or porches to a maximum of 0.609 m (2 ft.) into the required 3 m (9.843 ft.) setback along the Westwater Drive right-of-way which is developed as a walkway corridor and emergency vehicle access route along the frontage of this project.
2. Allow tandem vehicle parking for seventeen (17) of the townhouse units, and;
3. Increase the maximum number of residential storeys from 2½ storeys to 3 storeys within 30 m (98.425 ft.) of the boundary line of a zoning district which permits Townhouse District (R2).

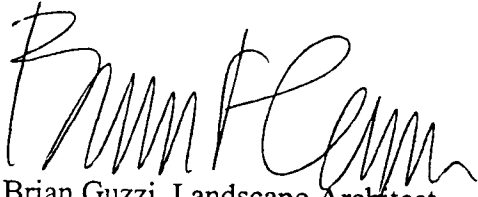
While the subject site is higher than the existing townhouse development to the east the zoning provisions limit the height of proposed buildings to a maximum of 9 m high within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2). This applicant conforms to this requirement. However, the applicant has requested a variance to increase the maximum number of storeys from 2½ to 3 storeys within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2). The applicant has supplied a complete sectional-elevation of all proposed buildings along the east property line (i.e. East Elevation – East Property Line Walkway). The sectional elevation indicates that this development proposal includes two (2) significant breaks in the building massing along the east property line. The submitted cross section (i.e. Site Section ‘C’ – through Buildings A2 and B2 looking north) illustrates the condition of adjacency with the existing townhouse development to the east. Since the applicant has respected the maximum building height of 9 m within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2), staff believes that the requested increase in the maximum number of storeys from 2½ to 3 storeys within 30 m (98.425 ft.) of the boundary line which permits Townhouse District (R2) is reasonable and would not have serious negative impacts on the existing townhouses to the east of the north-south public walkway. As such, staff believes that the proposed townhouse massing represents an appropriate transition between the existing townhouses to the east of the subject site and the proposed built form on Parcel ‘I’. There are numerous precedents within the City of Richmond to support the requested variance that would permit tandem parking. The various requests for porch and stair setback variances are assessed to be minor variances which staff can support. Therefore, staff supports the requested variances.

### Conclusions

Staff believes that 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
- Proposes minimal setback variances that can be supported.

Therefore, staff supports this Development Permit application.

A handwritten signature in black ink, appearing to read "Brian Guzzi". The signature is fluid and cursive, with the first name "Brian" and last name "Guzzi" clearly distinguishable.

Brian Guzzi, Landscape Architect  
Development Planner - Urban Design

BFG:blg





# Development Applications Department

6911 No. 3 Road  
Richmond, BC V6Y 2C1

City of Richmond

Main (604) 276-4000 Fax (604) 276-1111

## DEVELOPMENT APPLICATION

Please submit this completed form to the Zoning, Land Use Planning and Development Applications Centre for each application (ie. rezoning; subdivision; development permit, etc.). All materials submitted to the City for a development application become public property, and therefore, available for public inquiry.

Please refer to the attached forms for details on application attachments and fees.

Type of Application: DP 4388 BAYVIEW STREET  
Property Address(es): Imperial Landing : I  
Legal Description(s): Lot 19, LMP49897, Sec. 11, Block 3, North

Applicant: Perkins & Company Architecture & Urban Design Inc.

Correspondence/Calls to be directed to:

Name: John Perkins Jr.

Address: 1498 West Fifth Avenue, Vancouver, BC

V6H 4G13

Tel. No.: (604) 685-2428

(604) 240-0069  
Residence

(604) 685-2467  
Postal Code  
Fax

Property Owner(s) Signature(s): \_\_\_\_\_

or

Please print name

Authorized Agent's Signature:  
Attach Letter of Authorization

[Signature]  
John Perkins Jr.  
Please print name

### FOR OFFICE USE

Date Received: Dec. 3/01

Application Fee: \$3360.00

File No.: OP 01198041  
Only assign if application is complete

Receipt No.: 04-0074819



**City of Richmond**  
Urban Development Division

**Development Permit**

No. DP 01-198041

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

Property Address: 4388 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, #2 and #3 attached hereto.
  - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plans #2, #3, #4 and #5 attached hereto.
  - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1, #2 and #3 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 #11 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: 4388 BAYVIEW STREET

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

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There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$63,416.00.

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 \_\_\_\_\_, \_\_\_\_\_

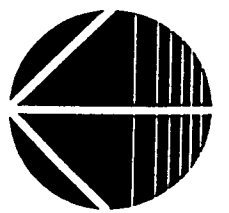
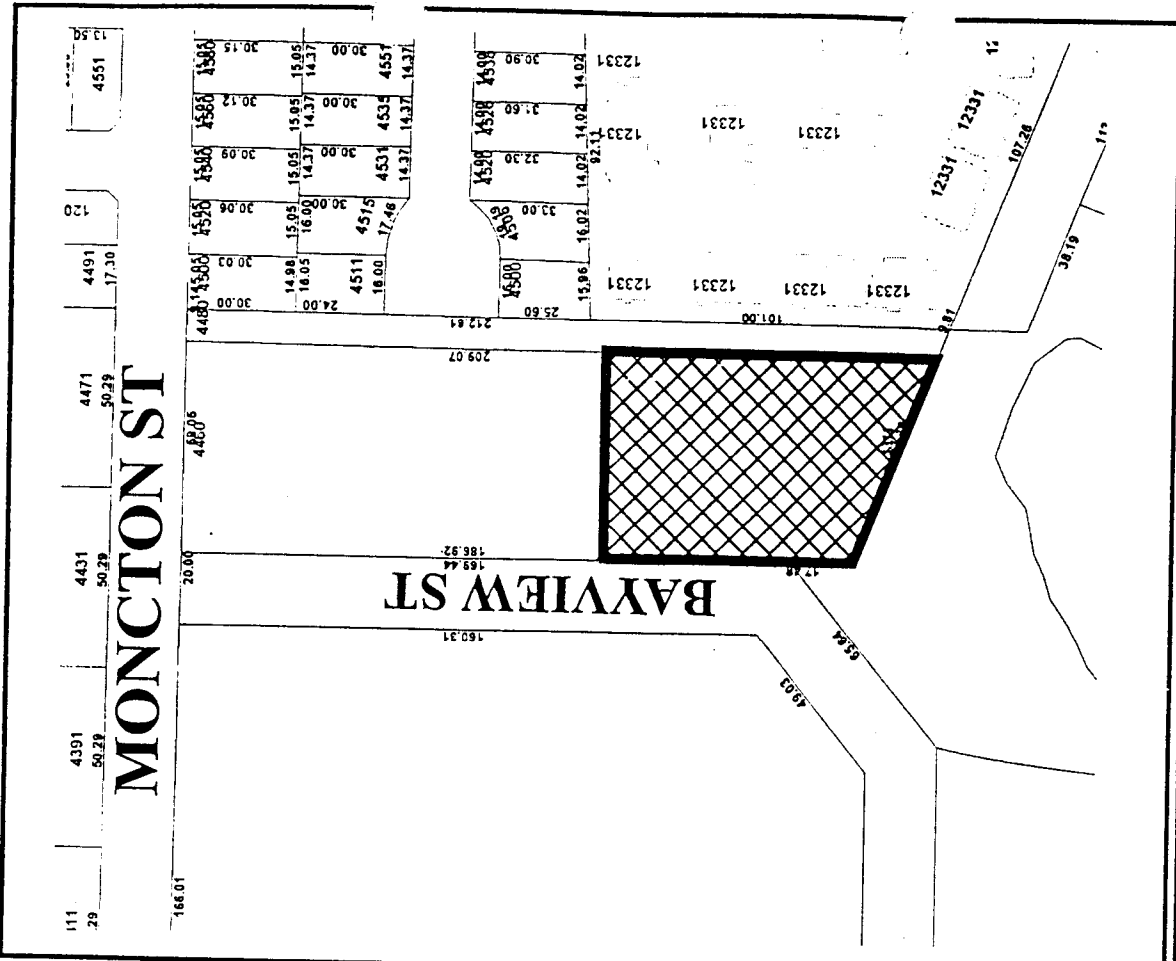
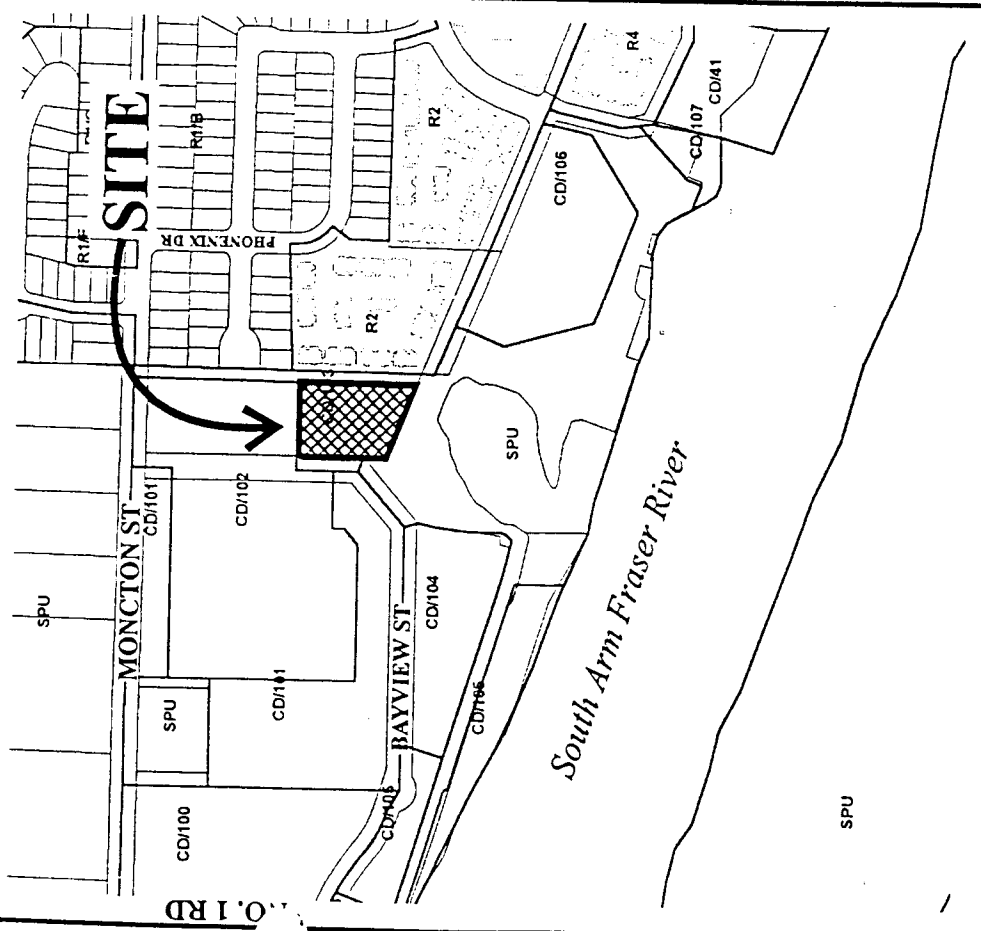
ISSUED BY THE COUNCIL THE

DELIVERED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
MAYOR

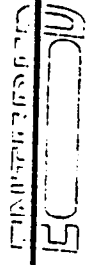


# City of Richmond



## DP 01-198041 SCHEDULE "A"

Original Date: 12/11/01  
 Revision Date:  
 Note: Dimensions are in METRES



# IMPERIAL LANDING AT STEVESTON - Parcel I

MAY 28 2002

PP 01-198 0 4 1

#0

- DRAWING LIST - Parcel I**
1. LOCATION PLAN/STATISTICS/
  2. DRAWING LIST
  3. LAYOUT PLANS
  4. ELEVATIONS 2 & SECTIONS
  5. ELEVATIONS 3
  6. ELEVATIONS 4
  7. ELEVATIONS 5 & SITE SECTION
  8. SHADOW DIAGRAM

**STATISTICS AND PROJECT DATA**

PP-01-198-01  
 512 BAYVIEW STREET

**PARCEL ZONING REQUIREMENTS**

ZONING: CD-300  
 AREA RATIO: 0.65  
 MAXIMUM LOT COVERAGE: 40%  
 MAXIMUM BUILDING HEIGHT: 48 m (157' 6")  
 MAXIMUM FRONT SETBACK: 3 m (9' 8")  
 Boundary line of a zoning district which permits a building shall be at least 3 m (9' 8") from the street right-of-way.

**MAXIMUM AREA OF PRIVATE OUTDOOR SPACE:** 37.40 m<sup>2</sup> (398.278 sq ft) per dwelling unit

**MINIMUM SETBACK OF BUILDING FROM PROPERTY LINE:** 4.3m (14.107 ft)  
 MINIMUM SETBACK OF BUILDING FROM PROPERTY LINE: 3m (9' 8")  
 MINIMUM PROJECTION OF CANTILEVERED ROOFS & BALCONIES BAY (FRONT ENTRY)  
 MINIMUM SETBACK OF BUILDING TO ADJACENT PUBLIC LANE: 1.2 m (3' 9")

**DEVELOPMENT PROGRAM**

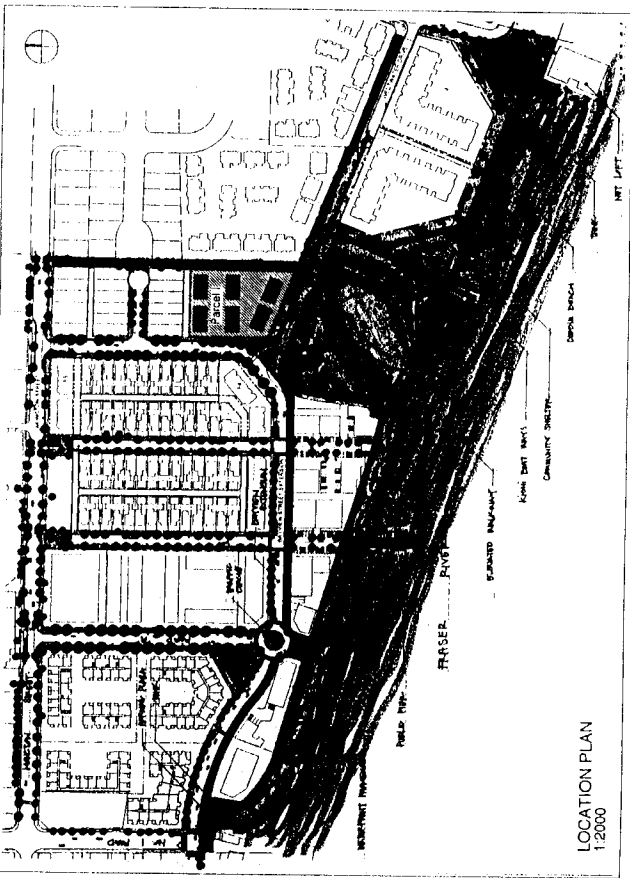
TOTAL SITE AREA: 4,432 sq m (48,734 sq ft)  
 TOTAL BUILDABLE AREA: 4,326 sq m (46,245 sq ft) (31,736 sq ft)  
 UNIT MIX:  
 3 THREE BEDROOM UNITS W/CEN  
 3 THREE BEDROOM UNITS W/CEN  
 3 THREE BEDROOM UNITS W/CEN  
 3 THREE BEDROOM UNITS W/CEN  
 (3) 1713 sq ft per unit + 539 sq ft  
 15 TWO BEDROOM UNITS @ 1,132 sq ft  
 15 TWO BEDROOM UNITS @ 1,132 sq ft  
 3 1,457 sq ft per unit + 3,376 sq ft  
 TOTAL BUILDING AREA = 31,736 sq ft

**PARKING STATISTICS**

BASIC UNIT PARKING REQUIREMENT: 1.5 SPACES  
 TOTAL PARKING SPACES REQUIRED: 15 SPACES  
 PARKING SPACES PROVIDED PER UNIT: 2.0 SPACES  
 TOTAL PARKING SPACES ON PARCEL: 24 UNITS x 2.0 = 48 SPACES  
 VISITOR PARKING: 15 SPACES  
 TOTAL PARKING PROVIDED: 48 SPACES (15 SPACES REQUIRED)

**LOT COVERAGE**

LOT COVERAGE: 31.03%  
**TOTAL AREA OF PRIVATE OUTDOOR SPACE**  
 18.2% WIDE MODULE = 48.94 m<sup>2</sup> (528.73 sq ft)  
 20.2% WIDE MODULE W/OPEN = 48.45 m<sup>2</sup> (520.55 sq ft)



**TABLE OF PARCEL ZONING VARIANCES**

File: PP 01-198-01

3. The following table lists the zoning variances requested for the proposed development, including the following:

1. Proposed area of 4,326 sq m (46,245 sq ft) (31,736 sq ft) exceeds the maximum area of 4,000 sq m (42,520 sq ft) for the CD-300 zoning district.
2. Proposed building height of 48 m (157' 6") exceeds the maximum height of 45 m (147' 8") for the CD-300 zoning district.
3. Proposed building setbacks of 1.2 m (3' 9") at the front and side of the building and 4.3 m (14' 1") from the rear property line exceed the minimum setbacks of 1.5 m (4' 9") front and side and 3 m (9' 8") rear for the CD-300 zoning district.

|  |   |                     |
|--|---|---------------------|
| MAY 28 2002<br>PP 01-198 0 4 1<br>#0   |   |                     |
| PERKINS & COMPANY<br>ARCHITECTURE AND URBAN DESIGN INC.<br>1400 VICTORIA AVENUE<br>VICTORIA, B.C. V8W 2G2<br>TEL: 250-383-1111<br>FAX: 250-383-1112<br>WWW.P&C.CO.UK | PROJECT TITLE<br>IMPERIAL LANDING<br>AT STEVESTON | PROJECT NO.<br>2198 |
| DATE<br>21/05/02   | DATE<br>21/05/02                                  | DRAWING NO.<br>1    |
| DESIGNER<br>ARCHITECT<br>PROJECT MANAGER   |   |                     |
| CHECKED<br>DATE  |   |                     |
| PROJECT NO. 2198<br>2198 Project Code 2628   |   |                     |
| PARCEL I<br>LOCATION PLAN/PROJECT<br>STATISTICS & DRAWING LIST   |   |                     |

**PARCEL ZONING REQUIREMENTS**  
 MINIMUM SETBACK RATIO: 0.45  
 MAXIMUM FLOOR AREA RATIO: 0.45  
 MAXIMUM LOT COVERAGE: 60%  
 EXCEPT THAT WHERE 30' MIN. (2.31 M.) IS REQUIRED FOR THE FRONT SETBACK, THE MINIMUM FRONT SETBACK SHALL BE 10' (3.05 M.)  
 MINIMUM TOTAL AREA OF PRIVATE DRIVE: 37 sq. ft. (3.42 sq. m.)  
 MINIMUM TOTAL AREA OF PRIVATE DRIVE: 37 sq. ft. (3.42 sq. m.)

**DEVELOPMENT PROGRAM**  
 TOTAL SITE AREA: 4,532 sq. ft. (417.84 sq. m.)  
 TOTAL BUILDABLE AREA: 4,532 sq. ft. (417.84 sq. m.)  
 TOTAL FLOOR AREA: 1,132.0 sq. ft. (105.08 sq. m.)  
 3 THREE BEDROOM UNITS (W/EN) (SIDE ENTRY)  
 15 TWO BEDROOM UNITS (W/EN)  
 3 TWO BEDROOM UNITS (W/EN)  
 3 TWO BEDROOM UNITS (W/EN)  
 TOTAL BUILDING AREA: 3,178.0 sq. ft.

**PARKING STATISTICS**  
 BASIC UNIT PARKING REQUIREMENT: 1.5 SPACES/UNIT  
 VISITOR PARKING REQUIREMENT: 0.2 SPACES/UNIT  
 TOTAL PARKING SPACES REQUIRED: 1.7 SPACES/UNIT  
 PARKING SPACES PROVIDED PER UNIT: 1.7 SPACES/UNIT  
 TOTAL PARKING SPACES ON PARCEL: 24 UNITS @ 1.5 SPACES = 36 SPACES  
 VISITOR PARKING SPACES PROVIDED: 3 SPACES  
 VISITOR PARKING SPACES REQUIRED: 3 SPACES

**LOT COVERAGE**  
 LOT COVERAGE: 31.03%

**PERKINS & COMPANY**  
 Architecture and Urban Design Inc.  
 1000 ...  
 ...

**IMPERIAL LANDING AT STEVESTON**

**PARCEL I SITE/UNIT PLANS**

SCALE: 1" = 10'-0"

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

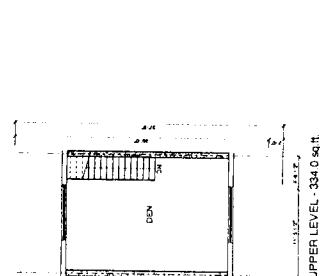
PROJECT NO: 198041

DATE: 2/18/2002

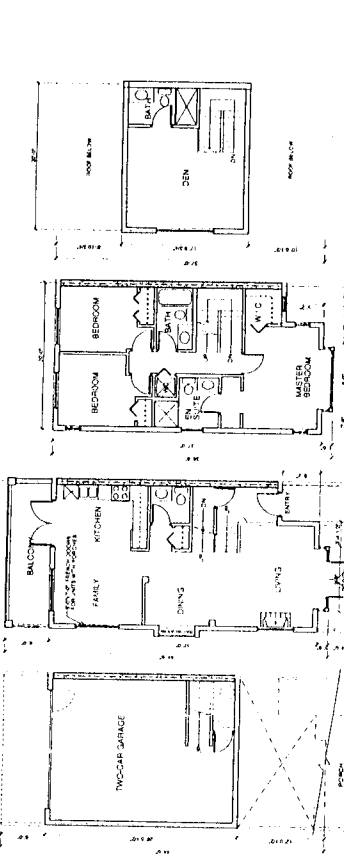
PROJECT NO: 198041

DATE: 2/18/2002

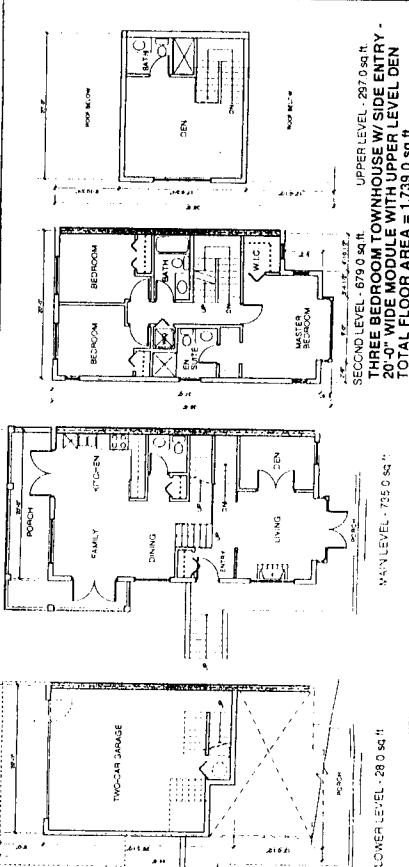
**TYPICAL UNIT PLANS** 1/8" = 1'-0"



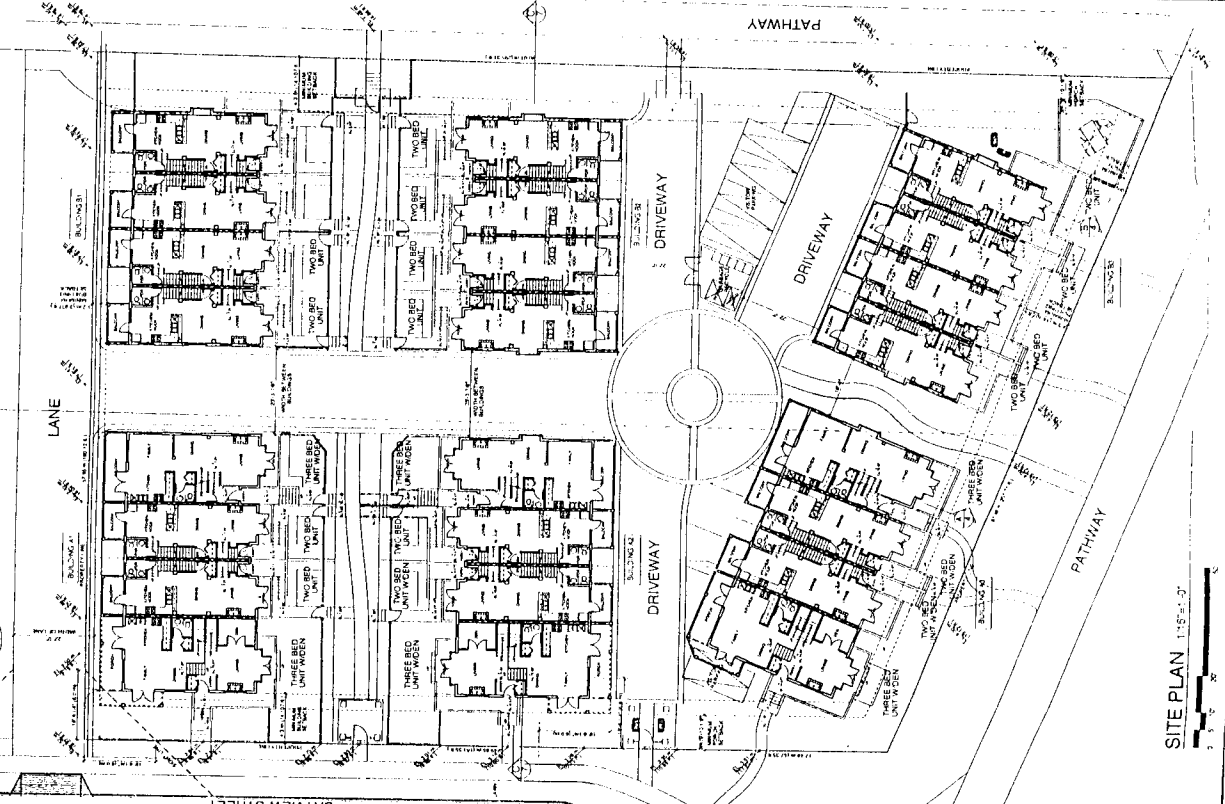
**TWO BEDROOM TOWNHOUSE**  
 -16'-0" WIDE MODULE  
 TOTAL FLOOR AREA = 1,132.0 sq. ft. (1,457 sq. ft. WITH DEN)



**THREE BEDROOM TOWNHOUSE W/ FRONT ENTRY**  
 -20'-0" WIDE MODULE WITH UPPER LEVEL DEN  
 TOTAL FLOOR AREA = 1,713.0 sq. ft.



**THREE BEDROOM TOWNHOUSE W/ SIDE ENTRY**  
 -20'-0" WIDE MODULE WITH UPPER LEVEL DEN  
 TOTAL FLOOR AREA = 1,739.0 sq. ft.



**SITE PLAN** 1/8" = 1'-0"

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

PROJECT NO: 198041

DATE: 2/18/2002

MAY 15 2002

DPR-198 0 4 1

#2

MAY 15 2002  
 Project No. 198 0 4 1  
 The Architect: JTC & Associates  
 3180 Hunt Street  
 Richmond, BC V6E 2L4  
 The Client: JTC & Associates  
 3180 Hunt Street  
 Richmond, BC V6E 2L4  
 Date: MAY 15 2002  
 Drawing No. 198 0 4 1 - 05  
 Revision: 05



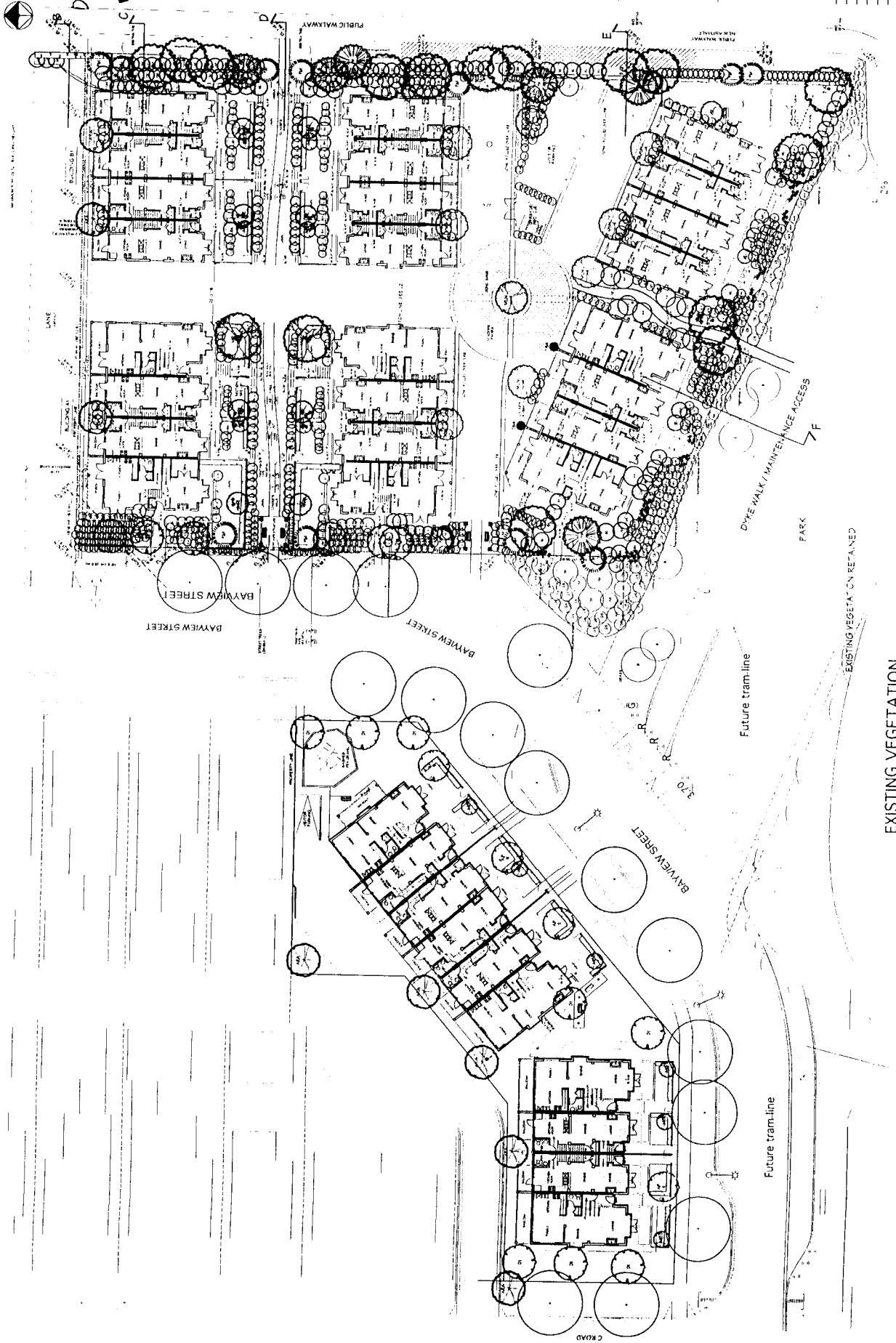
**JTC & ASSOCIATES**  
 LANDSCAPE ARCHITECTS  
 3180 HUNT STREET  
 RICHMOND, BC V6E 2L4  
 PHONE: (604) 275-2812  
 FAX: (604) 275-2805  
 EMAIL: INFO@JTC.COM

Project:  
**IMPERIAL LANDING PARCEL I**  
 RICHMOND B.C.

Drawing No.:  
**CONTEXT PLAN**

|            |          |
|------------|----------|
| DATE       | 11/16/01 |
| SCALE      | AS SHOWN |
| DRAWN BY   | JTC      |
| CHECKED BY | JTC      |
| DATE       | 11/16/01 |
| SCALE      | AS SHOWN |
| DRAWN BY   | JTC      |
| CHECKED BY | JTC      |
| DATE       | 11/16/01 |
| SCALE      | AS SHOWN |
| DRAWN BY   | JTC      |
| CHECKED BY | JTC      |

15



EXISTING VEGETATION

MAY 15 2002

DP01-198 041



Title: Imperial Landing Parcel  
 Date: 05/15/02  
 Designer: J. P. [unreadable]  
 Drafter: [unreadable]  
 Check: [unreadable]  
 Date: 05/15/02  
 Designer: J. P. [unreadable]  
 Drafter: [unreadable]  
 Check: [unreadable]



**JPO & ASSOCIATES**  
 Landscape Architects  
 3180 Hwy Street  
 Richmond BC V6E 2L4  
 Voice: (604) 273-2872  
 Fax: (604) 273-2873  
 Email: jpo@jpo.ca

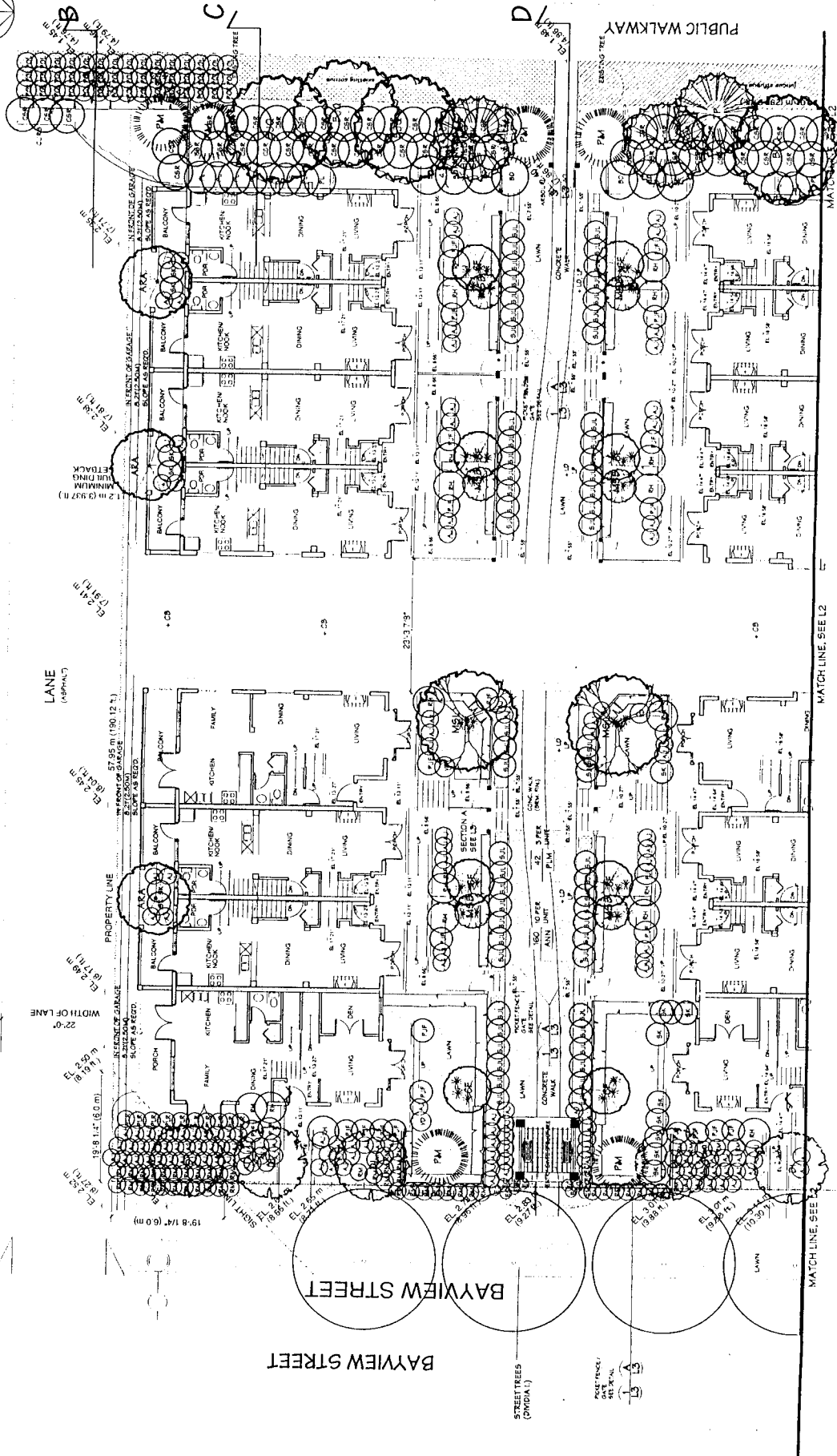
**IMPERIAL LANDING PARCEL I**  
 RICHMOND B.C.

Drawing No. [unreadable]  
**LANDSCAPE PLAN**

|         |          |
|---------|----------|
| Scale   | 1" = 10' |
| Author  | J.P.     |
| Checked | M.       |
| Date    | 05/15/02 |
| Sheet   | 1 of 5   |

L1 of 5

MAXIMUM 9.0m (29.52) BUILDING HEIGHT



EL. 2.45 (8.04) IN FRONT OF GARAGE

EL. 2.45 (8.04) IN FRONT OF GARAGE

EL. 2.45 (8.04) IN FRONT OF GARAGE

EL. 2.45 (8.04) IN FRONT OF GARAGE

EL. 2.45 (8.04) IN FRONT OF GARAGE

EL. 2.45 (8.04) IN FRONT OF GARAGE

EL. 2.45 (8.04) IN FRONT OF GARAGE

EL. 2.45 (8.04) IN FRONT OF GARAGE

BAYVIEW STREET

BAYVIEW STREET

STREET TREES (SMDIA 1)



MATCH LINE, SEE L2

MATCH LINE, SEE L2



MAY 15 2002

DP 01-198 041

#36



May 11, 2002  
 Project Completion  
 May 15, 2002  
 Design Review by J.P.  
 April 18, 2002  
 Client Meeting by J.P.  
 May 13, 2002  
 Final Design Approved  
 Prepared by J.P.  
 Checked by J.P.  
 Drawn by J.P.  
 Scale: 1/8" = 1'-0"

REVISIONS / ISSUES

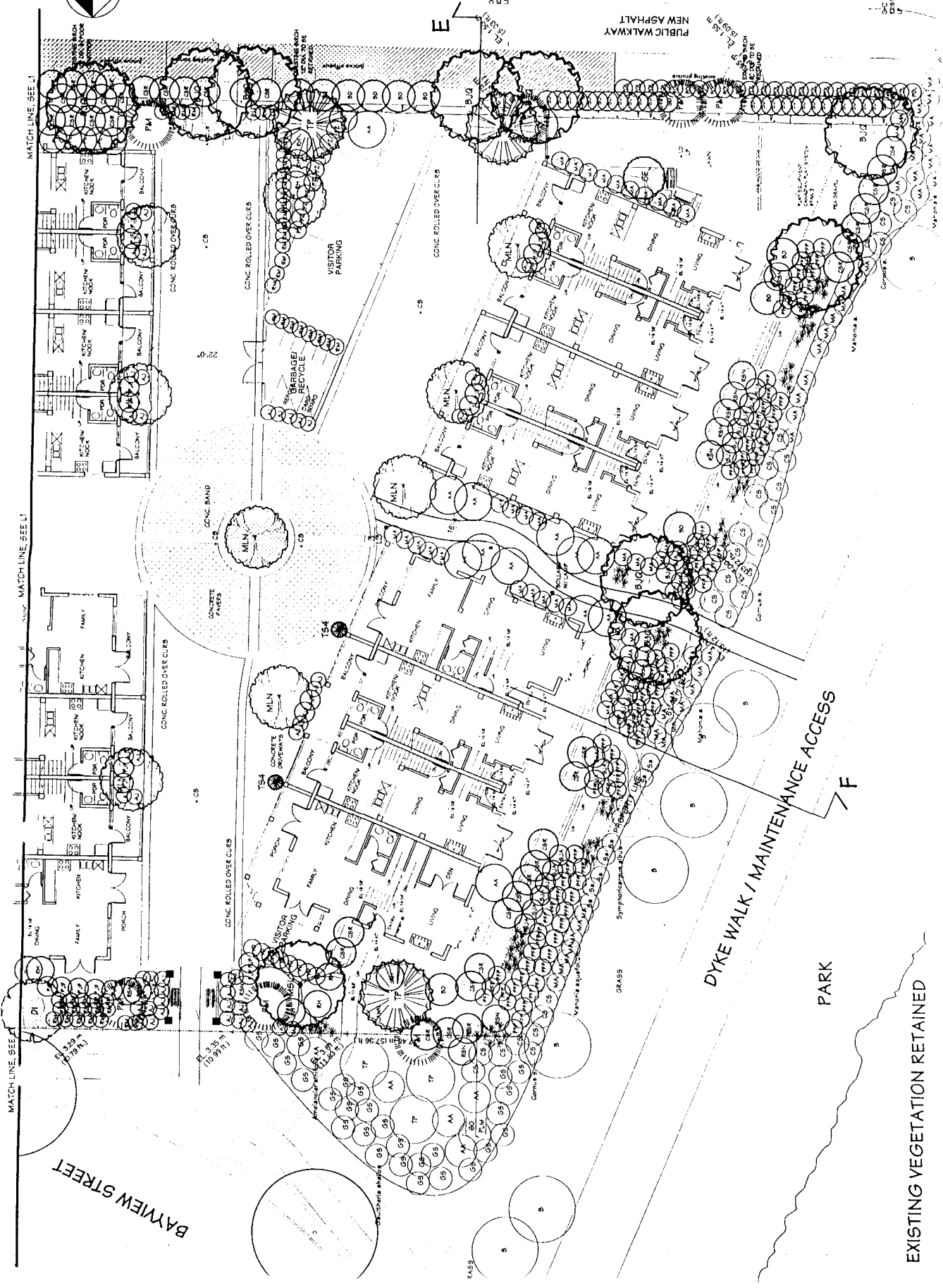
**JTO**  
 & ASSOCIATES  
 Landscape Architects  
 3150 Hurt Street  
 Richmond, BC V6E 2L4  
 Voice: (604) 272-2812  
 Fax: (604) 272-5488  
 Email: jto@jto.ca

IMPERIAL  
 LANDING  
 PARCEL 1  
 RICHMOND B.C.

LANDSCAPE PLAN

|            |              |
|------------|--------------|
| DATE       | NOV 11 2002  |
| SCALE      | 1/8" = 1'-0" |
| DRAWN BY   | J.P.         |
| CHECKED BY | J.P.         |
| DATE       | NOV 11 2002  |
| SCALE      | 1/8" = 1'-0" |
| DRAWN BY   | J.P.         |
| CHECKED BY | J.P.         |

L2 of 5



EXISTING VEGETATION RETAINED



MAY 15 2002

DP 01-198041

#5

May 15, 2002  
 Revised to show  
 May 03, 2002  
 Revised to show  
 April 18, 2002  
 Revised to show  
 April 18, 2002  
 Revised to show  
 Dec. 3, 2001  
 Revised to show  
 REVISIONS / ISSUES



**JTO & ASSOCIATES**  
 Landscape Architects  
 3180 Hunt Street  
 Richmond, BC, V7E 2L4  
 Voice: (604) 275-2812  
 Fax: (604) 275-2806  
 Email: jto@jto.ca

Project:

**IMPERIAL  
 LANDING  
 PARCEL I**  
 RICHMOND B.C.

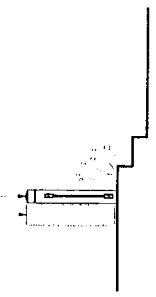
Drawing Title:

ELEVATIONS

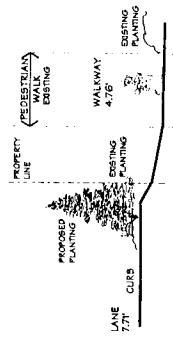
|         |              |
|---------|--------------|
| Scale   | 1/8" = 1'-0" |
| Sheet   | 18           |
| Checked | ML           |
| Drawn   | ML           |
| Date    | MAY 15 2002  |
| Job     | 7-208        |

1/1

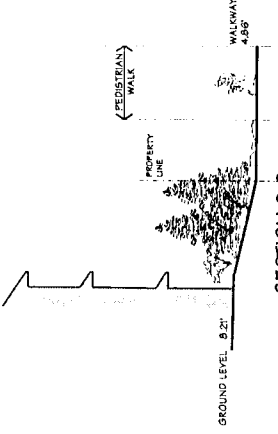
4'-0" = 1'-0"  
 POLE/FENCE /  
 GATE



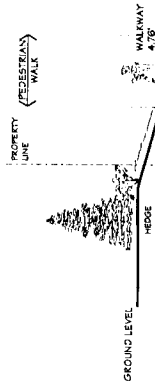
SECTION A-A  
SCALE: 1/8" = 1'-0"



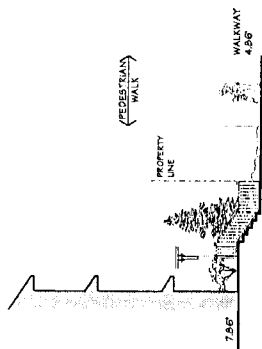
SECTION B-B  
SCALE: 1/8" = 1'-0"



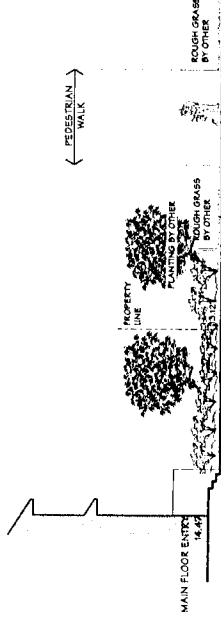
SECTION C-C  
SCALE: 1/8" = 1'-0"



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



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



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

- EXTERIOR FINISH MATERIALS LIST
- 1. SHINGLE ROOFING - 30 Year "Timberline"
  - 2. SHINGLE SIDING - 30 Year "Timberline"
  - 3. PAINT - Exterior - "Super White"
  - 4. ROOF TRUSSES - 24" x 42" @ 24" o.c.
  - 5. ROOF BRACES - 2x4 @ 24" o.c.
  - 6. ROOF RAFTERS - 2x6 @ 24" o.c.
  - 7. FLOORING - 3/4" Solid Hardwood
  - 8. WALLS - 1/2" Drywall
  - 9. CEILING - 1/2" Drywall
  - 10. INTERIORS - 1/2" Drywall
  - 11. EXTERIORS - 1/2" Drywall
  - 12. PAINT - Interior - "Super White"
  - 13. PAINT - Exterior - "Super White"

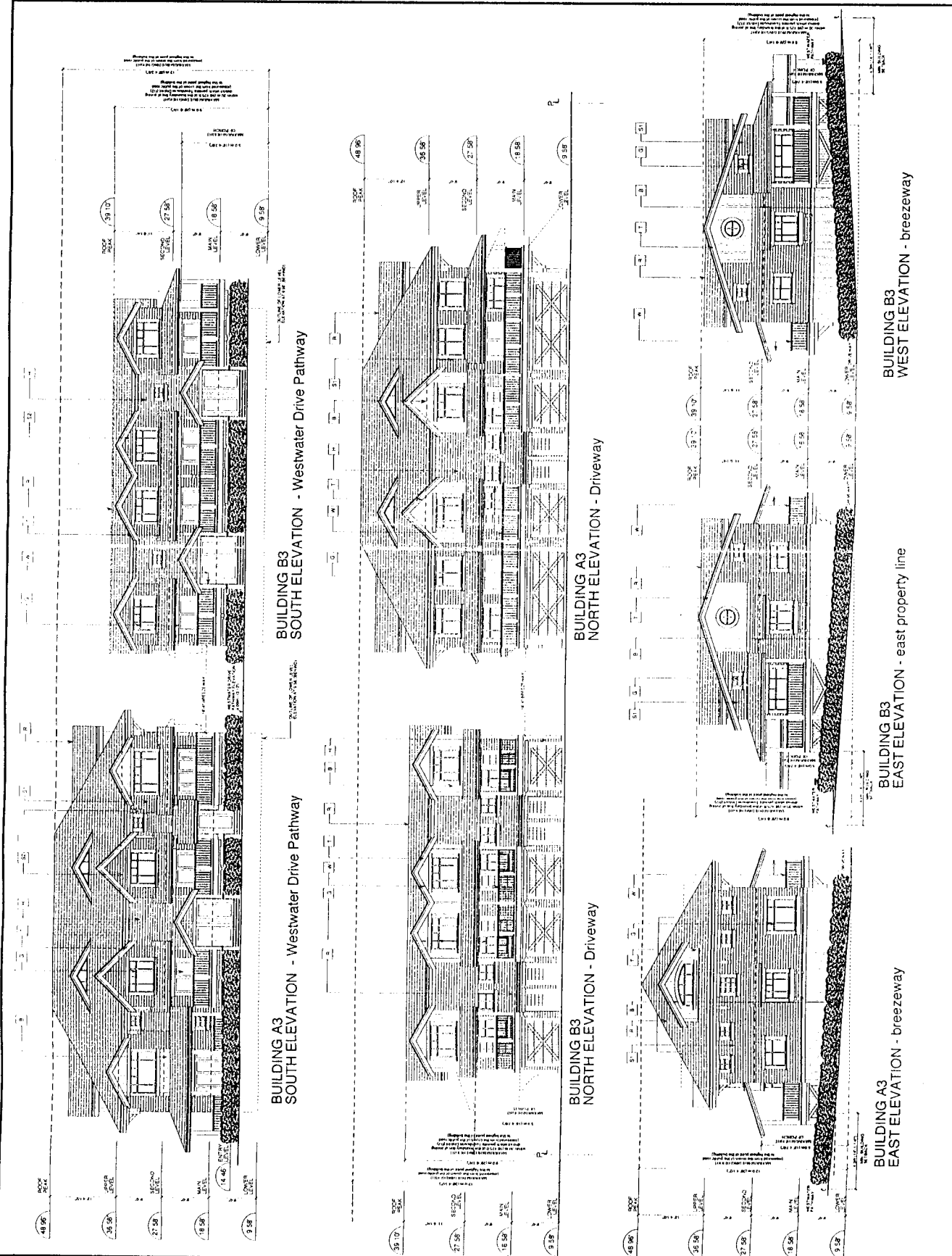
MAY 28 2002  
 DP-1-198041

#6

|             |                               |
|-------------|-------------------------------|
| PROJECT NO. | 198041                        |
| DATE        | 05/28/02                      |
| CLIENT      | PERKINS & COMPANY, INC.       |
| PROJECT     | IMPERIAL LANDING AT STEVESTON |
| DESIGNER    | PERKINS & COMPANY, INC.       |
| DATE        | 05/28/02                      |
| SCALE       | AS SHOWN                      |

**Perkins & Company**  
 Architecture and Urban Design Inc.  
 1000 West 10th Street  
 Vancouver, BC V6H 1T6  
 TEL: 604-681-1111  
 FAX: 604-681-1112  
 WWW: PERKINS-AND-COMPANY.COM

|             |                               |
|-------------|-------------------------------|
| PROJECT NO. | 198041                        |
| DATE        | 05/28/02                      |
| CLIENT      | PERKINS & COMPANY, INC.       |
| PROJECT     | IMPERIAL LANDING AT STEVESTON |
| DESIGNER    | PERKINS & COMPANY, INC.       |
| DATE        | 05/28/02                      |
| SCALE       | AS SHOWN                      |



BUILDING B3  
 SOUTH ELEVATION - Westwater Drive Pathway

BUILDING A3  
 NORTH ELEVATION - Driveway

BUILDING B3  
 EAST ELEVATION - east property line

BUILDING B3  
 WEST ELEVATION - breezeway

BUILDING A3  
 SOUTH ELEVATION - Westwater Drive Pathway

BUILDING B3  
 NORTH ELEVATION - Driveway

BUILDING A3  
 EAST ELEVATION - breezeway

EXTERIOR FINISH MATERIALS LEGEND

|    |                       |
|----|-----------------------|
| 1  | BRICK                 |
| 2  | CONCRETE              |
| 3  | WOOD SIDING           |
| 4  | SHINGLE SIDING        |
| 5  | PAINT                 |
| 6  | ROOF FINISHES         |
| 7  | ROOF LININGS          |
| 8  | ROOF INSULATION       |
| 9  | WALL INSULATION       |
| 10 | FLOOR FINISHES        |
| 11 | FLOOR INSULATION      |
| 12 | FOUNDATION FINISHES   |
| 13 | FOUNDATION INSULATION |
| 14 | LANDSCAPE             |
| 15 | LANDSCAPE FINISHES    |
| 16 | LANDSCAPE INSULATION  |
| 17 | LANDSCAPE PLANTS      |
| 18 | LANDSCAPE MATERIALS   |

MAY 28 2002  
 DP 01-198 041  
 #7

|                                       |              |
|---------------------------------------|--------------|
| DESIGNED FOR DEVELOPMENT PERMIT       | MAY 17, 2002 |
| DESIGNED FOR CIVIL DEVELOPMENT PERMIT | MAY 17, 2002 |
| DESIGNED FOR ELECTRICAL PERMIT        | MAY 17, 2002 |
| DESIGNED FOR MECHANICAL PERMIT        | MAY 17, 2002 |
| DESIGNED FOR PLUMBING PERMIT          | MAY 17, 2002 |
| DESIGNED FOR SEWER PERMIT             | MAY 17, 2002 |
| DESIGNED FOR TRAFFIC PERMIT           | MAY 17, 2002 |
| DESIGNED FOR UTILITIES PERMIT         | MAY 17, 2002 |
| DESIGNED FOR ZONING PERMIT            | MAY 17, 2002 |
| DESIGNED FOR OTHER PERMIT             | MAY 17, 2002 |
| DATE                                  | 5-17-02      |

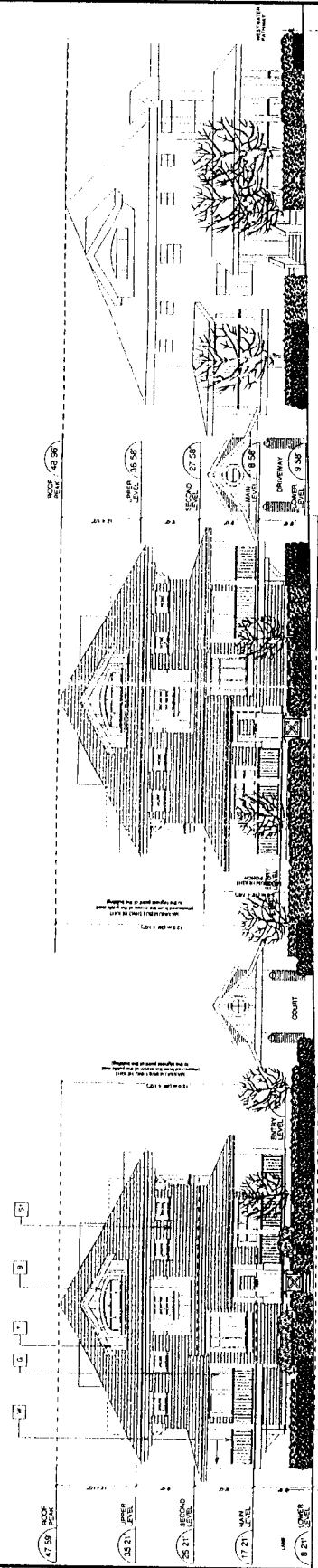
**Perkins & Company**  
 Architecture and Urban Design Inc.  
 1000 ...  
 1000 ...  
 1000 ...  
 1000 ...

**IMPERIAL LANDING AT STEVESTON**

**PARCELS ELEVATION 2 / SECTIONS**

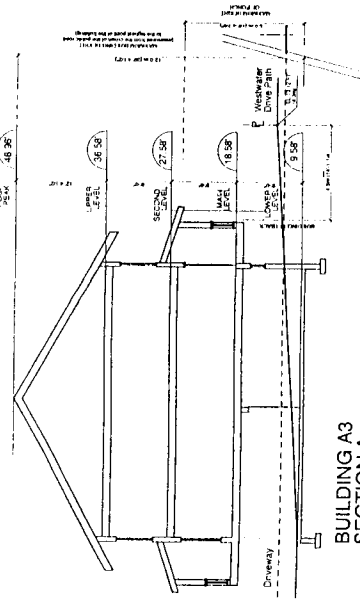
PROJECT NO: 2188  
 SHEET NO: 11  
 DATE: 5-17-02

4



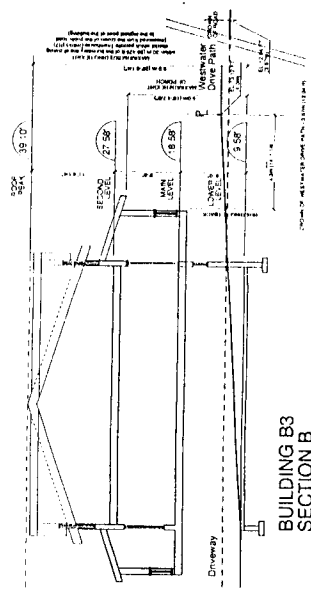
WEST ELEVATION - Bayview Street

0 5' 10' 20'



BUILDING A3  
 SECTION A  
 (buildings A1 & A2 similar)

0 5' 10' 20'



BUILDING B3  
 SECTION B  
 (buildings B1 & B2 similar)

0 5' 10' 20'

- 1. SINGLE CORE:
- 2. DOUBLE CORE:
- 3. TYPICAL WINDOW:
- 4. TYPICAL DOOR:
- 5. TYPICAL PORCH:
- 6. TYPICAL PATIO:
- 7. TYPICAL TERRACE:
- 8. TYPICAL BALCONY:
- 9. TYPICAL STAIR:
- 10. TYPICAL ELEVATION:
- 11. TYPICAL SECTION:
- 12. TYPICAL DETAIL:
- 13. TYPICAL FINISH:
- 14. TYPICAL MATERIAL:
- 15. TYPICAL COLOR:
- 16. TYPICAL SYMBOL:
- 17. TYPICAL LINE:
- 18. TYPICAL SHADING:
- 19. TYPICAL HATCH:
- 20. TYPICAL DIMENSION:
- 21. TYPICAL NOTE:
- 22. TYPICAL REFERENCE:
- 23. TYPICAL SCALE:
- 24. TYPICAL ORIENTATION:
- 25. TYPICAL ANGLE:
- 26. TYPICAL CURVATURE:
- 27. TYPICAL TOLERANCE:
- 28. TYPICAL FINISH CODE:
- 29. TYPICAL MATERIAL CODE:
- 30. TYPICAL COLOR CODE:

MAY 28 2002  
 DP 01-198 041

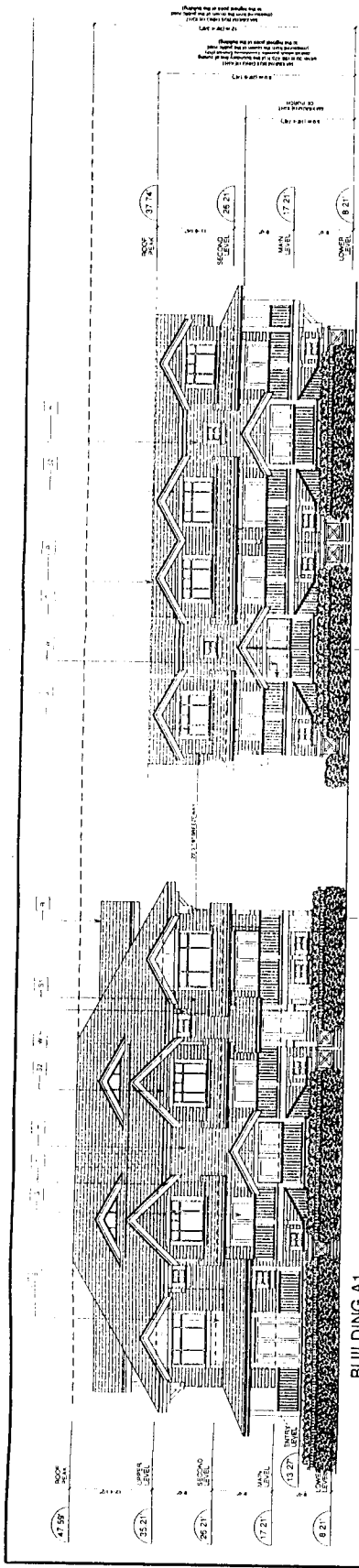
#8

|             |                   |
|-------------|-------------------|
| DESIGNED BY | PERKINS & COMPANY |
| PROJECT NO. | 2198              |
| DATE        | 05/28/02          |
| DRAWN BY    | J. HARRIS         |
| CHECKED BY  | J. HARRIS         |
| SCALE       | AS SHOWN          |
| DATE        | 05/28/02          |

Perkins & Company  
 Architecture and Urban Design Inc.  
 1440 West 7th Ave.  
 Vancouver, BC V6H 2T6  
 Phone: (604) 681-1100  
 Fax: (604) 681-1101  
 www.perkinsandcompany.com

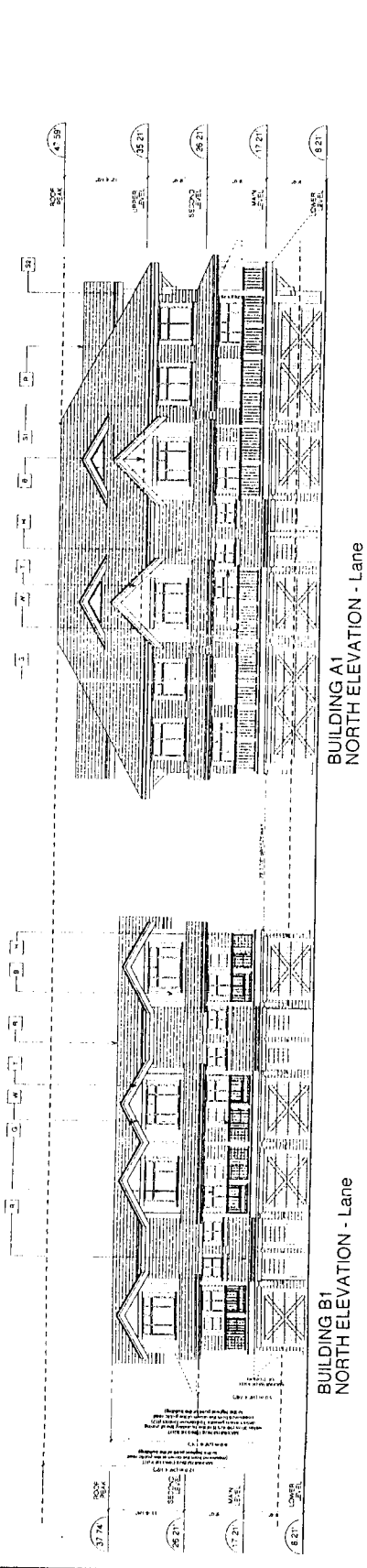
PROJECT TITLE  
 IMPERIAL LANDING  
 AT STEVESTON

|                     |           |
|---------------------|-----------|
| PARCEL ELEVATIONS 3 |           |
| PROJECT NO.         | 2198      |
| DATE                | 05/28/02  |
| SCALE               | AS SHOWN  |
| DRAWN BY            | J. HARRIS |
| CHECKED BY          | J. HARRIS |
| SCALE               | AS SHOWN  |
| DATE                | 05/28/02  |
| 5                   |           |



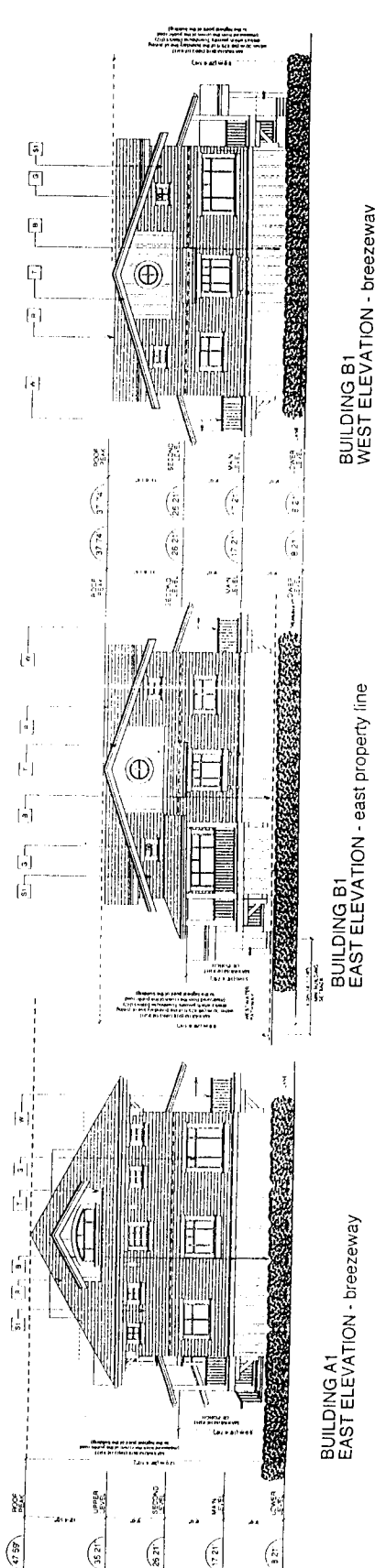
BUILDING A1  
 SOUTH ELEVATION - Court

BUILDING B1  
 SOUTH ELEVATION - Court



BUILDING B1  
 NORTH ELEVATION - Lane

BUILDING A1  
 NORTH ELEVATION - Lane



BUILDING A1  
 EAST ELEVATION - breezeway

BUILDING B1  
 EAST ELEVATION - east property line

BUILDING B1  
 WEST ELEVATION - breezeway

EXTERIOR FINISH MATERIAL LEGEND

- 1 BRICK
- 2 SHINGLE SIDING
- 3 HORIZONTAL SIDING
- 4 VERTICAL SIDING
- 5 WOOD SHAKES
- 6 WOOD SHAKES
- 7 WOOD SHAKES
- 8 WOOD SHAKES
- 9 WOOD SHAKES
- 10 WOOD SHAKES

MAY 28 2002  
 DP 01-198041

#9

|          |                   |
|----------|-------------------|
| DATE     | DESCRIPTION       |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |
| 05/28/02 | ISSUED FOR PERMIT |

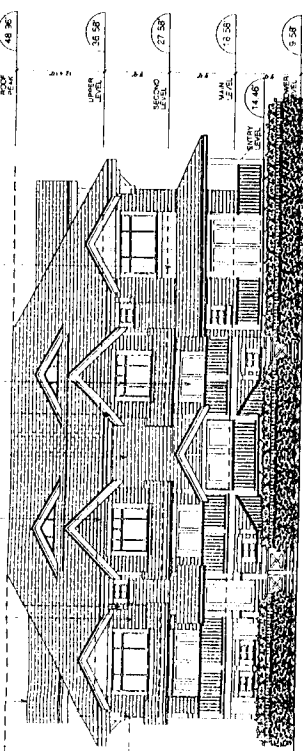
Perkins & Company  
 Architecture and Urban Design, Inc.  
 11111 Highway 101, Suite 100  
 San Diego, CA 92126  
 (619) 451-1111  
 FAX: (619) 451-1112  
 WWW.P&CARCH.COM

PROJECT TITLE  
 IMPERIAL LANDING  
 AT STEVESTON

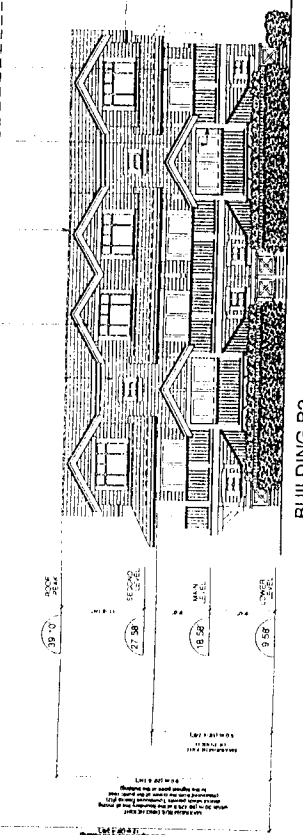
PARCEL I  
 ELEVATIONS 4

|          |     |         |              |
|----------|-----|---------|--------------|
| DATE     | BY  | CHECKED | SCALE        |
| 05/28/02 | JPL | JPL     | 1/8" = 1'-0" |

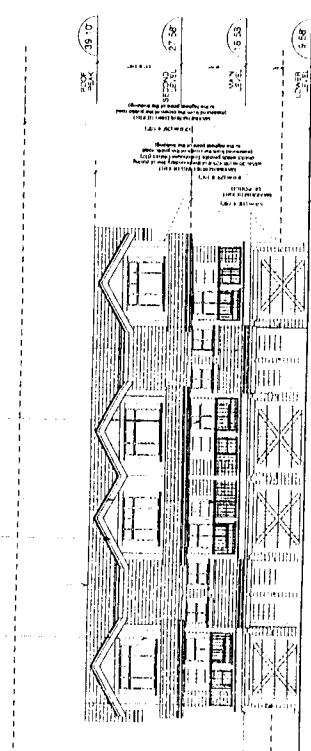
6



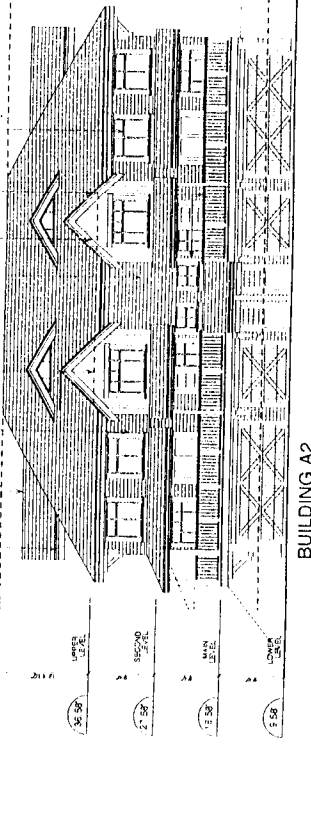
BUILDING B2  
 NORTH ELEVATION - Court



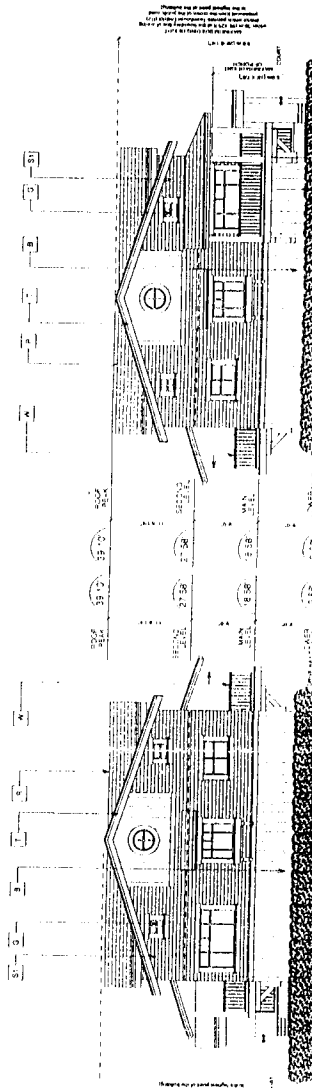
BUILDING B2  
 NORTH ELEVATION - Court



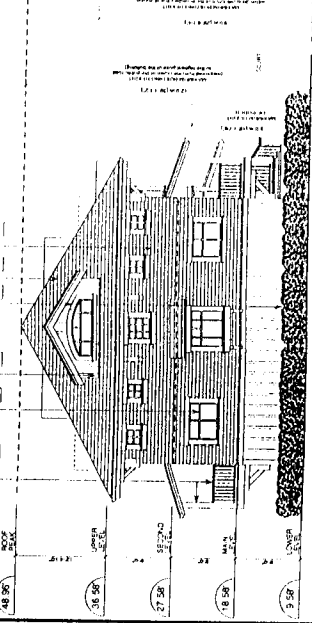
BUILDING B2  
 SOUTH ELEVATION - Driveway



BUILDING A2  
 NORTH ELEVATION - Driveway



BUILDING B2  
 WEST ELEVATION - breezeway



BUILDING A2  
 EAST ELEVATION - breezeway



BUILDING B2  
 EAST ELEVATION - east property line

MAY 28 2002

PP 01-198 041

#10

ISSUED FOR EXAMINATION OF PERMIT MAY 28 2002  
SCALE 1/4" = 1'-0"

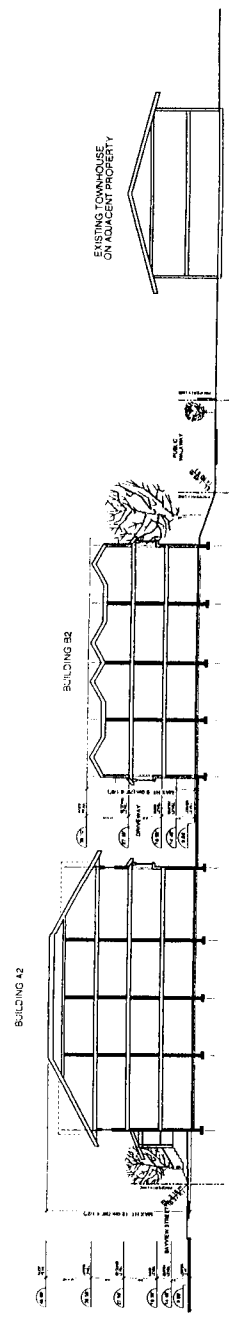
Perkins & Company  
Architecture and Urban Design, Inc.  
1000 15th Street, Suite 100  
Berkeley, CA 94710  
Tel: 415.863.1100  
Fax: 415.863.1101  
www.perkinsandcompany.com

PROJECT TITLE  
IMPERIAL LANDING  
AT STEVESTON

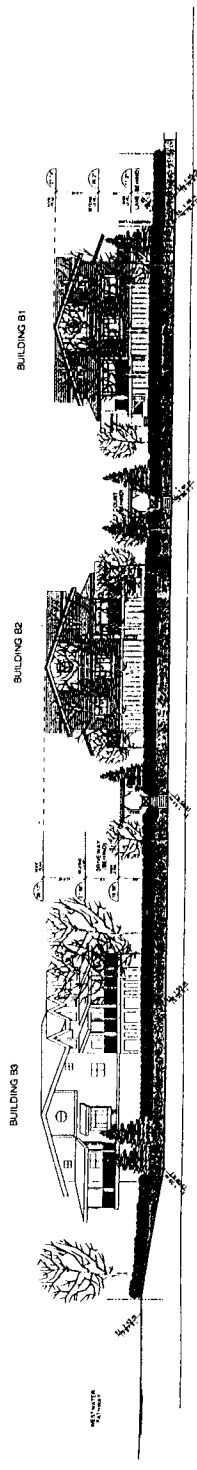
CLIENT  
ELEVATION 5 / SECTIONS

DATE 2/18/02  
2188 Parker Street S 052234

SCALE 1/4" = 1'-0"  
JOB NO. 02-0011  
DRAWING NO. 7



SITE SECTION 'C' - thru Bldgs A2 & B2 Looking North



EAST ELEVATION - East Property Line Walkway



MAY 28 2002

PP 01-198 0 4 1

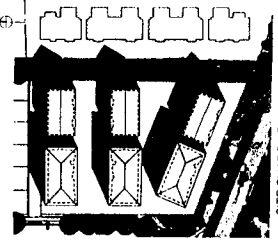
# 11

|                                     |        |
|-------------------------------------|--------|
| NO. SHEETS FOR THIS PROJECT (TOTAL) | NO. 29 |
| NO. SHEETS FOR DEVELOPMENT (TOTAL)  | NO. 4  |
| SHEET NO.                           | 2 OF 4 |

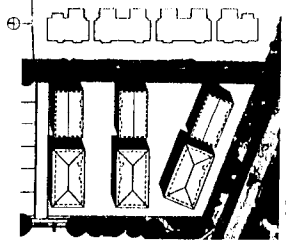
**Perkins & Company**  
 Architecture and Urban Design Inc.  
 1000 15th Street, N.W.  
 Washington, D.C. 20004  
 Phone: (202) 462-7000  
 Fax: (202) 462-7001  
 E-Mail: info@perkins.com

|                  |                               |
|------------------|-------------------------------|
| PROJECT TITLE    | IMPERIAL LANDING AT STEVESTON |
| SUBJECT TO TITLE | PARCEL PLAN & SITE SHADOWS    |
| PROJECT NO.      | 2-98                          |
| DATE             | 11.11.01                      |
| SCALE            | 1/8" = 1'-0"                  |
| DRWING           | PHI                           |
| BY               | BS                            |
| CHECKED          | BS                            |
| DATE             | 11.11.01                      |
| PROJECT NO.      | 2-98                          |
| DATE             | 11.11.01                      |
| SCALE            | 1/8" = 1'-0"                  |
| DRWING           | PHI                           |
| BY               | BS                            |
| CHECKED          | BS                            |
| DATE             | 11.11.01                      |

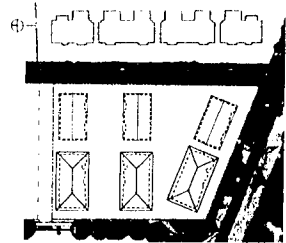
SD



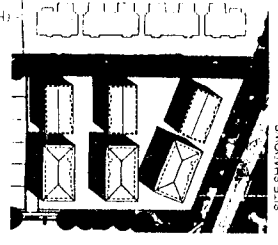
SITE SHADOWS  
VERNAL - 4 PM



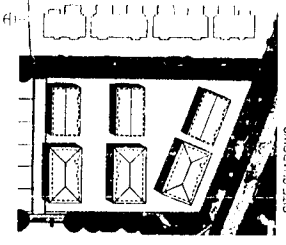
SITE SHADOWS  
SUMMER - 4 PM



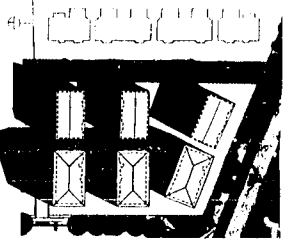
SITE SHADOWS  
WINTER - 4 PM



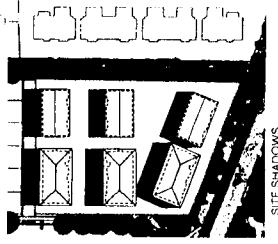
SITE SHADOWS  
VERNAL - 2 PM



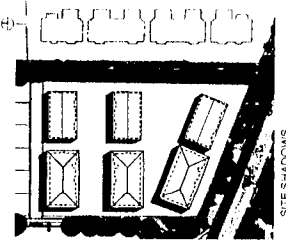
SITE SHADOWS  
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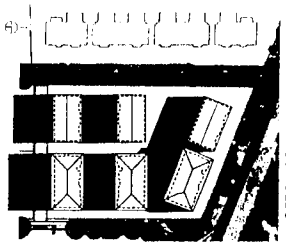
SITE SHADOWS  
WINTER - 2 PM



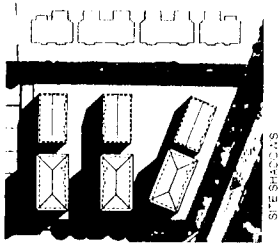
SITE SHADOWS  
VERNAL - 12 PM



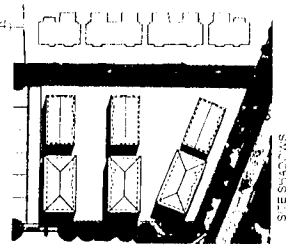
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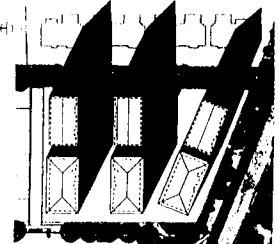
SITE SHADOWS  
WINTER - 12 PM



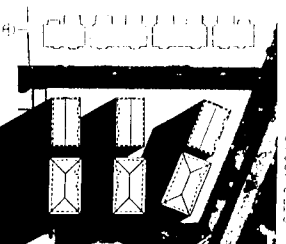
SITE SHADOWS  
VERNAL - 10 AM



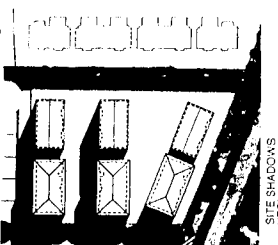
SITE SHADOWS  
SUMMER - 10 AM



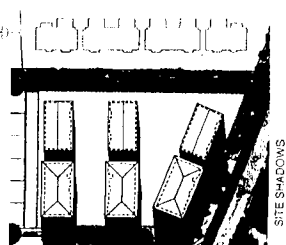
SITE SHADOWS  
SUMMER - 8 PM



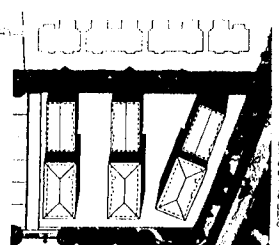
SITE SHADOWS  
WINTER - 8 PM



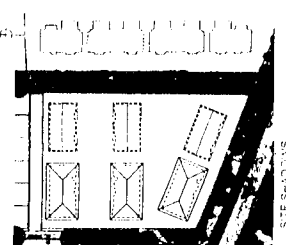
SITE SHADOWS  
VERNAL - 8 AM



SITE SHADOWS  
SUMMER - 8 AM



SITE SHADOWS  
SUMMER - 6 PM



SITE SHADOWS  
WINTER - 6 PM