



**City of Richmond**  
Urban Development Division

**Report to  
Development Permit Panel**

**To:** Development Permit Panel

**Date:** May 3, 2004

**From:** Raul Allueva  
Director of Development

**File:** DP 03-230077

**Re:** **Application by Killick Metz Bowen Rose Architects Planners Inc. for a  
Development Permit at 4111 Bayview Street**

**Staff Recommendation**

That a Development Permit be issued that would:

1. Permit a mixed-use development with both commercial retail space and 34 multiple family residential units at the corner of No. 1 Road and Bayview Street on a site zoned Comprehensive Development District (CD/99); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:
  - Allow a portion of the fourth storey to encroach within 3.2 m (10.5 ft.) of the required 20 m (64.6 ft.) setback (on the fourth floor only) along a property line abutting No. 1 Road. (The minimum proposed building setback on the fourth storey from No. 1 Road is 16.8 m (55.0 ft.));
  - Allow a portion of the ground floor along the Bayview Street frontage to have a setback of 3.6 m (12 ft.) instead of the minimum required 4.3 m (14.1 ft.)
  - Allow a portion of the veranda on the ground floor along the Bayview Street frontage to have a setback of 2.1 m (7 ft.) instead of the minimum required 3 m (9.8 ft.)
  - Allow the manoeuvring aisle width in the underground parkade to be reduced from 7.5 m (24.6 ft.) to 6.7 m (22 ft.).

  
Raul Allueva  
Director of Development

CA:blg  
Att.

## Staff Report

### Origin

Onni proposes to develop a mixed-use development with commercial on a portion of the ground floor fronting No. 1 Road, and 27 dwelling units on the remainder of the ground, second, third and fourth floors.

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

### Development Information

Site Area:	3,470 m <sup>2</sup> (37, 352 sq. ft.)	
F.A.R.:	1.6/5,551.98 m <sup>2</sup> (59,763 sq.ft.) Total (including max. .35 for non-residential uses) Allowed 1.6/5,551.98 m <sup>2</sup> (59,763 sq. ft.) Total (including max. .35 for non-residential uses) Proposed	
Setbacks:	North:	minimum required: none specified  minimum provided at grade: 4.749 m (15.7 ft.) 2 <sup>nd</sup> -3 <sup>rd</sup> floors: 5.282 m (17.3 ft.) 4 <sup>th</sup> floor: 6.7 m (22. 0 ft.)
	Bayview Street: (South)	minimum required: 4.3 m (14.1 ft.), and for veranda, min3.0 m (9.8 ft.) minimum provided: 3.6 m (12 ft.) and for veranda, 2.1 m (7 ft.)*
	East:	minimum required: none specified minimum provided: 5.486 m (18.0 ft.)
	No. 1 Road: (West)	minimum required: 4.3 m (14.1 ft.) minimum provided: 5.486 m (18.0 ft.)\
	*Only for a small portion of the building around the commercial service elevator.	
Height:	15 m (49.2 ft.) & 4 storeys** Permitted 15 m (49.2 ft.) & 4 storeys Proposed	

\*\* Except that within 20 m (65.6 ft.) of No. 1 Road, a building shall be a maximum of 12 m (39.4 ft.) but containing not more than three (3) storeys.

Parking: 83 Spaces Required (25 commercial + 51 residents' + 7 visitors)  
116 Spaces Proposed (58 commercial + 51 residents' + 7 visitors)

(Note: The residential parkade entrance is off Easthope Avenue. The vehicular entrance serving the proposed commercial units are off Bayview Street.

## Background

The proposed development site is located at the northeast corner of No. 1 Road and Bayview Street and is the only site within the Imperial Landing development that permits a broad range of retail/commercial uses (rather than Maritime Mix Uses). When completed, it will become an integral part of the emerging Imperial Landing precinct and the gateway into this new neighbourhood from the existing Steveston Village. The construction of this building will complete the development block bordered by Moncton Street, Easthope Avenue, Bayview Street and No. 1 Road. The parking for the residential units in this project is located in a shared underground parkade with vehicular access from Easthope Avenue. The underground parkade that services the parking and loading needs of the proposed commercial units fronting No. 1 Road is accessed from Bayview Street.

Development surrounding the subject site is as follows:

- To the north, existing three-storey mixed-use development (retail on main and residential above), zoned Steveston Commercial (Three-Storey) District (C5) at the corner of Moncton Street and No. 1 Road, and multiple-family residential development for 233 condominium units, zoned Comprehensive Development District (CD/100) under construction;
- To the east, multiple-family residential development for 233 condominium units, zoned Comprehensive Development District (CD/100) under construction;
- To the south, vacant site zoned for maritime mixed-use (maritime related business on the ground floor and residential above), zoned Comprehensive Development District (CD/104) and Comprehensive Development District (CD/105) with a Development Permit application currently under review; and
- To the west, No. 1 Road and Steveston Village commercial area beyond comprised on mainly one (1) and two-storey buildings zoned Steveston Commercial (Two-Storey) District (C4).
- This site was rezoned to CD/99 in May 2001.

## Staff Comments

The proposed revised scheme attached to this report has satisfactorily addressed all the significant urban design concerns and other staff issues related to the application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Comprehensive Development District (CD/99) District Schedule except for the zoning variance described below.

**Zoning Compliance/Variances** (staff comments in ***bold***)

The applicant requests variances to the provision of Sections 291.99.3 (Minimum Setbacks) and 291.99.4 (Maximum Heights) of the CD.99 District Schedule and Section 405.04 in the Off-Street Parking and Loading section of the Zoning and Development Bylaw No. 5300 to:

1. Allow a portion of the fourth floor to have a setback of 16.8 m (55.0 ft.) from the property line abutting No. 1 Road.

*(Staff support the proposed variance as it is only used to accommodate architectural appurtenances to articulate the top floor of the proposed building. The main building face of the fourth floor is setback to the required 20m (65.6 ft.). The living room “bays” project 3.2 m (10 ft.) into the 20 m setback. The most northerly “bay” projection occurs approximately 15.5 m (51 ft.) away from the north property line. In addition, the “bays” are oriented in a way that would not create overlook or privacy issues for the existing residential units to the north of the proposed development as the roof level of the existing development is used for parking purposes only. The applicant has modified the site plan to address street interface issues by increasing the setback at the ground floor, thereby creating a public plaza on the west and north sides of the building. These design improvements are important and significant, and compensate for the minor changes to the fourth floor setback proposed.)*

2. Allow a portion of the ground floor have a minimum 3.6 m (12 ft.) setback instead of the minimum required 4.3m (14.1 ft.).

*(Staff support the proposed variance. The building façade is well articulated and the majority of the building provides setback in excess of the minimum required. Only a small portion of this ground floor around the commercial elevator requires this variance.)*

3. Allow a portion of the veranda to have a minimum 2.1 m (7 ft.) setback instead of 3 m (9.8 ft.) from Bayview Street.

*(The covered veranda provides weather protection for pedestrians and a visual separation of the outdoor commercial area (for outdoor seating and display) from the street level without creating any negative impact on the adjacent developments.)*

4. Permit a 6.7 m (22 ft.) manoeuvring aisle in the underground parkade instead of the minimum 7.5 m (24.6 ft.) required.

*(Staff support the proposed variance. The proposed aisle width is adequate for the manoeuvring needs for the amount of vehicular activity in this parkade.)*

**Advisory Design Panel Comments**

The Advisory Design Panel supported the project to move forward subject to the applicant working with staff to address the Panel’s design comments. A copy of the Advisory Design Panel Minutes from June 18, 2003 is attached for reference (**Attachment I**).

**Analysis**

Criteria and policies for the issuance of Development Permits appear in Schedule 1, Section 9.3 Multiple-Family Residential Development Permit Guidelines (Apartments); and Schedule 2, Sections 2.4 Steveston Area Plan (Bylaw 7100) of the Official Community Plan.

**Adjacency:**

- The proposed development is sited to maximize privacy separation to the existing and new (under construction) mixed-use and multiple-family residential developments on adjacent lots. In addition, the building is well articulated and the massing of the proposed building steps back on the fourth floor along No. 1 Road to provide a gradual transition to the predominantly one and two-storey buildings across No. 1 Road.

**Urban Design and Site Planning**

- The proposed commercial uses on the ground floor along No. 1 Road compliments the existing retail uses in Steveston Town Centre.
- The proposed arcade provides a sheltered pedestrian area and opportunities for future activities, such as cafes, to spill out and further animate the street without impacting the function of the sidewalk.
- Pedestrian linkages are provided to permit easy access from the internal courtyards of the residential developments (under construction) to the east to No. 1 Road along the north side of the proposed development and to Bayview Street along the east side of the proposed development.
- The proposed development generally complies with good Crime Prevention Through Environmental Design (CPTED) principles with respect to ease of surveillance and having “eyes on the street”.

**Architectural Form and Character**

- The proposed finishing materials include brick cladding, hardiplank and substantial wood mouldings and brackets contribute to a high quality design. The use of brick also picks up on the features of some of the heritage buildings in Steveston to reinforce a consistent design element to tie the new to the existing.
- The building facades are generally well articulated and consistent with the form and character of the existing developments in the emerging Imperial Landing neighbourhood.
- The fourth floor is setback from No. 1 Road to provide a gradual height transition.

**Landscaping and Open Space Design**

- There are no significant trees on site. No tree retention is proposed.
- The proposed development includes a well-landscaped common outdoor area at grade, with paths, seating areas, ponds and informal planting scheme along the east side and the internal courtyard along the north side of the residential portion of the building. The design of this open space is well coordinated and integrated with the landscape design on the west side of the residential development on the adjacent site, and with the development to the north. The projects share a common landscape design theme, including amenity features such as a children’s play area in the north courtyard and an interconnected walkway system.

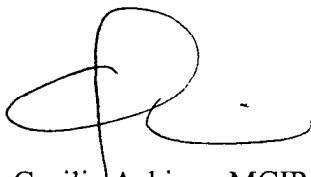
- The private open spaces for individual units are provided in the form of generously sized roof decks above the first floor and balconies.
- The consolidated common landscape areas along the northern and eastern portions of the site provide spatial separation, visual relief as well as open space amenity to the surrounding developments.

### **Resolution of Other Departmental Comments**

Detailed comments were received from the Development Applications-Engineering; Building; Transportation; and Garbage Collection and Recycling Departments as per shown on Attachment II. These have been satisfactorily resolved as noted on Attachment II.

### **Conclusions**

Staff support this application. The proposed mixed-used development has incorporated high quality material and strong urban design principles that will enhance the emerging Imperial Landing neighbourhood.



Cecilia Achiam, MCIP  
Urban Design Planner

CA:blg

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

- A Letter of Credit for \$119,526 landscaping will be required.
- Submission of a subdivision/consolidation plan to clarify intent for subdivision to the satisfaction of the Approving Officer.

Prior to issuance of the Building Permit:

- Applicant to submit construction details and a geotechnical report, to the satisfaction of the Director of Engineering, which will identify what impacts (if any) the parking structure will have on the box culvert. A right-of-way will also be required for the box culvert.

**MINUTES FROM THE DESIGN PANEL MEETING**

**Wednesday, June 18<sup>th</sup>, 2003 – 4:00 p.m.**

**Rm. 1.002**

**RICHMOND CITY HALL**

Attendance:

Members: Mr. Ken Chow - Chair  
Cst. Julie Powroznik – Items 1 – 2 only  
Mr. Arlen Johnson  
Ms. Alina Maness  
Mr. Bruce Knapp – 4:15 p.m.  
Mr. David Lee – Item 5 only  
Ms. Olga Ilich – Items 1 – 4 only

Staff: Mr. Alex Jamieson  
Mr. Brian Guzzi

Recording Secretary: Ms. Deb MacLennan

Representatives: **Item 2 DP 02-221626**  
Mr. Peter Eng  
Mr. Mathew Cheng  
Ms. Jenny Liu

**Item 3 DP 03-230076**  
Mr. John Clark  
Mr. Eric Stacies  
Mr. David Rose

**Item 4 DP 03-230077**  
Mr. John Clark  
Mr. Eric Stacies  
Mr. David Rose

**Item 5 DP 03-231373**  
Mr. Julio Gomberoff  
Mr. David Mitchell

The meeting was called to order at 4:00 p.m.

At this point the order of the agenda was varied in order that Item 1 be dealt with last.

3. & 4. 2003-21

Townhouses

*Killick Metz Bowen Rose Architects*  
Imperial Landing  
(Formal)

DP 03-230076/230077

Mr. Brian Guzzi distributed, and then reviewed, staff comments on the two projects, which are attached as Schedules 1 & 2 and form a part of



Minutes of Design Panel Meeting  
Wednesday, June 18<sup>th</sup>, 2003  
Meeting Room 1.003, 1<sup>st</sup> Floor, Richmond City Hall

ITEM	MINUTE	SUBJECT	FILE
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these minutes. In addition, Mr. Guzzi asked the Panel to consider (i) whether more brick, such as in the case of the Hepworth building, would better relate to the commercial buildings in the area, (ii) whether the roofs should be pitched or flat, (iii) whether a pedestrian gate would be well placed between the two projects, and, (iv) the relationship of the project to the downtown of Steveston village. Mr. Guzzi also said that (i) the appropriate and required setbacks for a public rights of Passage right-of-way over the southwest corner of the site were being clarified and (ii) that the landscape plans did not contain plan quantities.

Mr. John Clark described the iterative design process of this project and the positive public comment that had been received on the project to date, the community impacts and the Steveston impacts. The principal design intent was to maximize views from the residential suites in the various buildings.

Mr. Clark then, with the aid of a site plan, elevations, an artists' renderings, and a model, reviewed the project, including:

- the attempt to incorporate certain historic elements into the massive roofs;
- how the transition to the commercial uses could be best achieved;
- a request for comment on the extent of trellising work/sense of entry that would be appropriate;
- the attempt to vary the streetscape by changing roofs;
- the bracketing and heavy timber elements that tie the project to the village;
- the Easthope elevation: the primary entry for the development – services from one spine – a centrally located amenity – flared columns, and heavy timbering with smaller elements such as window boxes – the attempt to emulate a pier and a dock at the corner;
- the Bayview elevation: the possible type of future development was considered – a major tourist route connecting the marine activity with the development – the concerted effort to not bring traffic to the commercial area;
- Building E – the face of the building was pulled back to accommodate a culvert that ties into the pump station; the provision of 2 handicapped access points; the louvers that concealed the venting; flexible options for signage; a flat roof – with white guard rails, heavy timber and big braces.

Mr. David Rose, PD Group Landscape Architecture, provided a summary of the landscape plan for the projects as follows:

- the framework of the existing trees was the starting point of the plan;

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- a secondary row of trees within the perimeter was suggested – although too much shade on the north side of Moncton was not desired;
- the ground cover and shrubs planted on the north side would carry thru the rest of the project;
- the existing grade change on Moncton Street;
- the 1.5 to 2 storey wall between the existing commercial building and Building A would be treated with tree plantings to break up the wall;
- the central space had fairly small yards around the edge which would be contained by hedging. The hedging would also frame the centre court with clear links to the amenity space in the centre;
- a water feature on the south side of the amenity building;
- Buildings C and D have backs treated with maritime estuarian form with areas of gravel and plantings contained in the gravel and dividing walls that are similar to breakwaters found on the beach. This theme was also picked up for the public space at the Easthope/Bayview corner.

Constable Powroznik, having submitted written comments which are attached as Schedule 3 and form a part of these minutes – left the meeting during the above presentation – 5:00 p.m.

In response to a Panel question regarding the completeness of the presentation material, Mr. Guzzi said that the applicant had been very cooperative in their dealings with staff and were working diligently to respond to issues such as the roof form. Mr. Guzzi requested that the Panel comment on the appropriateness of the two roof forms presented.

Olga Ilich left the meeting during the above presentation.

The comments of the Panel were as follows:

- the narrowness of the site entrance from Moncton St. was of concern. The interior pathway lacked public invite; the landscape plan was wonderfully accomplished; the privacy between buildings C & D, and D & E, was questioned and a suggestion for hedges was made.
- a handsome project; the amount of open space dedicated by the whole project was sufficient; the blank wall on Building E was of concern.
- a complete model would have been helpful. The axial entrance is far off the amenity area and could be moved in a bit more in order to increase the visibility of the central elements to those passing by. The gap between Buildings A & B was not as wide as could be. The ends of Buildings C & D could look more like street fronts than building blocks. Building E had overstated the challenge of getting to the Commercial

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units - the corner didn't work/was not strong enough. The general vocabulary was good – the pylon forms that hold up the balconies could be carried across. The roof of building A as flat and B as sloped could be explored. The corner balconies of building A could break down more as the building becomes flatter and setback variances are achieved to then build up again on the next building. Roof E was of concern as it misses a link to downtown Steveston. It was questioned whether the number of pathways would be utilized - or if the space would be better as green space.

- Lot 27 - the east entries to the commercial units on No. 1 Road appear to be concealed by large amount of vegetation. The proximity of the ponds to the play space was of concern.

Lot 28 – the elevator lobbies at the parkade level should be visible from the parking space. In addition, walls and doors should be equipped with windows so that users can see into the parkade or the lobby before entering the area. All stairwell doors should be equipped with windows. The stair wells should be well lit, have windows on the doors and should not be concealed in any way i.e. the stair well to the east of the amenity building was of concern because it is covered by a trellis.

- the implementation of universal design features would be appreciated. It was agreed that the design team would meet with the Richmond Committee on Disability to discuss this.

- accessibility issues aside the project is on the right track. A number of different references needed to be addressed. A complete model and details would have been beneficial. The pedestrian scale and landscape were the most significant issues. The pedestrian boulevard along Bayview Street required something more formalized – such as trellising and a low fence to reinforce the edge. The amenity building could have a steeper roof. The multi-paned windows could be more simplistic. Battered pillars could be combined with different treatment on the ground floor. Roof forms were appropriate as is.

Ms. Ilich left the meeting during the above discussion.

The decision of the Panel was that the project move forward subject to the applicants' ability to work with staff to achieve the comments noted above.

David Lee joined the meeting.

5.	2003-22	<u>Townhouses</u> <i>Gomberoff Bell Lyon Architects</i> 7491 #4 Road (Formal)	DP 03-231373
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# DEPARTMENTAL COMMENTS

## ATTACHMENT II

### Engineering Servicing Requirement:

This project can be serviced with all the relevant utilities. The existing storm sewer box culvert on No. 1 Road encroaches onto the property close to the underground parking. Prior to the issuance of a building permit we require construction details and a geotechnical report which will identify what impacts (if any) the parking structure will have on the box culvert. A right-of-way will also be required for the box culvert.

### Building Department Comments:

The following comments are to be addressed by the Building Permit application:

1. A detailed code analysis is required-addressing: building classification, construction type, number of stories, streets, fire-fighting accessibility, etc.).
2. Maintain minimum floodplain elevation requirements for habitable/useable floor areas other than for parking.
3. The building is not permitted to cross a property line.
4. Review the street elevation in relation to the minimum floodplain requirement.

### Transportation Department (Applicant's Response in *bold italics*):

- Staff have identified the following issues:
  - Discouragement of loading off No. 1 Road and Bayview Streets.  
*(The applicant has committed to taking appropriate action in the leasing, programming, or marketing of the space to notify perspective tenant of this requirement).*
  - Provision of adequate vertical clearance and manoeuvring for commercial delivery truck in the underground parkade.  
*(The applicant has designed project to contain several small commercial units and has designed the loading area appropriately to accommodate small delivery trucks to serve these commercial units.)*
  - Availability of surplus commercial parking to the public.  
*(The applicant is open to making available "surplus parking" (after tenants' parking requirements are met) for public use as pay parking. The applicant is unable to specify the number of "surplus" parking at this point as commercial space has not been fully leased, and parking availability is not yet known.)*
  - Clarification of proposed commercial use to ensure that applicant has taken into consideration high parking generation uses such as restaurants.  
*(The applicant wishes to maintain flexibility for marketing and not designate specific uses beyond the current "CRU" (Commercial/Retail Units) designation.)*

**Garbage Collection and Recycling (Applicant's Response in *bold italics*):**

- The garbage and recycling on this site is serviced by private pick-up services. Applicant is to confirm that the proposed garbage storage and recycling room in the underground parking should be big enough for 1 6-cu. yd. garbage container, 1 4-cu. yd. cardboard recycling container and four (4) recycling carts.

*(Applicant has redesigned garbage storage and recycling room in the underground parkade to meet the above noted requirements.)*



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

Development Permit Application  
Development Applications Department

(604) 276-4000 Fax (604) 276-4052

Please submit this completed form to the Zoning counter located at City Hall. All materials submitted to the City for a *Development Permit Application* become public property, and therefore, available for public inquiry.

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

Property Address(es): 4111 Bayview St (4020 Moncton Street) IMPERIAL LANDING - LOT #27 (PARCEL B)

Legal Description(s): \_\_\_\_\_

Applicant: KILICK METZ BOWEN ROSE ARCHITECTS PLANNERS INC.

Correspondence/Calls to be directed to:

Name: ALVIN MARTIN

Address: #1788 WEST 8TH AVENUE

VANCOUVER B.C. V6J 1V6  
Postal Code

Te. No.: 604 732 3361

Business

AMARTIN@KMBR.COM.

E-mail

Residence

604 732 ~~7321~~ 1828

Fax

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

or

Authorized Agent's Signature: \_\_\_\_\_

Attach Letter of Authorization

Please print name

Alvin Martin

(ALVIN MARTIN)

Please print name

For Office Use

Date Received: MARCH 7, 2003

File No.: DP 03-230077

Only assign if application is complete

Application Fee: \$7800

Receipt No.: 13-0020792



**City of Richmond**  
Urban Development Division

## Development Permit

**No. DP 03-230077**

To the Holder: KILLICK METZ BOWEN ROSE ARCHITECTS PLANNERS INC.  
Property Address: 4111 BAYVIEW STREET  
Address: C/O ALVIN MARTIN  
#1788 WEST 8<sup>TH</sup> AVENUE  
VANCOUVER, BC V6J 1V6

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 #1a-c attached hereto.
  - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plan #2 attached hereto.
  - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #3 attached hereto.
  - d) Roads and parking areas shall be paved in accordance with the standards shown on Plan #1c and 2 attached hereto.
  - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
  - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #4 to #5 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that landscaping 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.

# Development Permit

No. DP 03-230077

To the Holder: KILLICK METZ BOWEN ROSE ARCHITECTS PLANNERS INC.  
Property Address: 4111 BAYVIEW STREET  
Address: C/O ALVIN MARTIN  
#1788 WEST 8<sup>TH</sup> AVENUE  
VANCOUVER, BC V6J 1V6

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There is filed accordingly:

An Irrevocable Letter of Credit for landscaping in the amount of \$119,526.

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 , .

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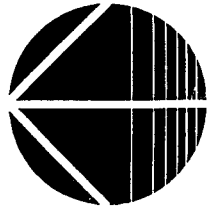
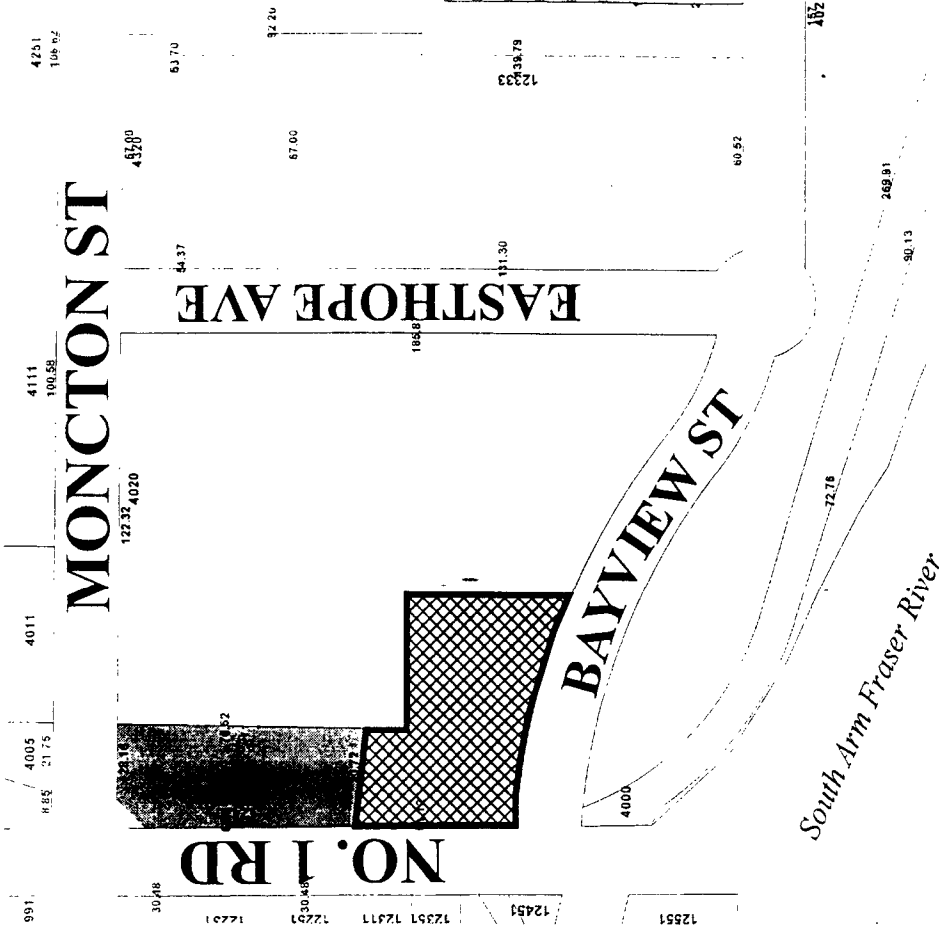
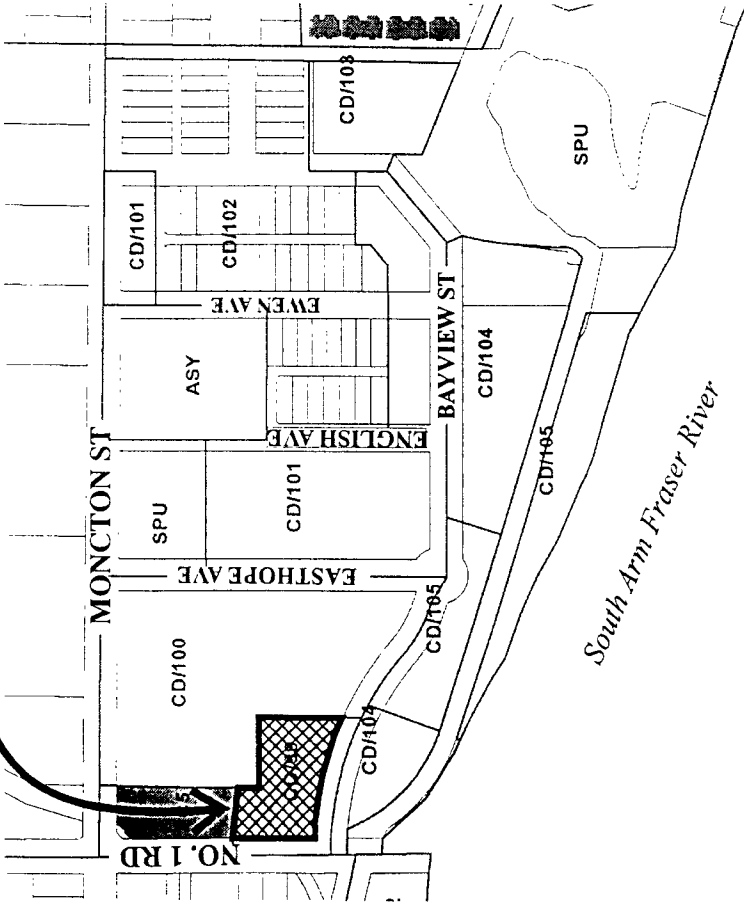
MAYOR





City of Richmond

SITE



DP 03-230077  
SCHEDULE "A"

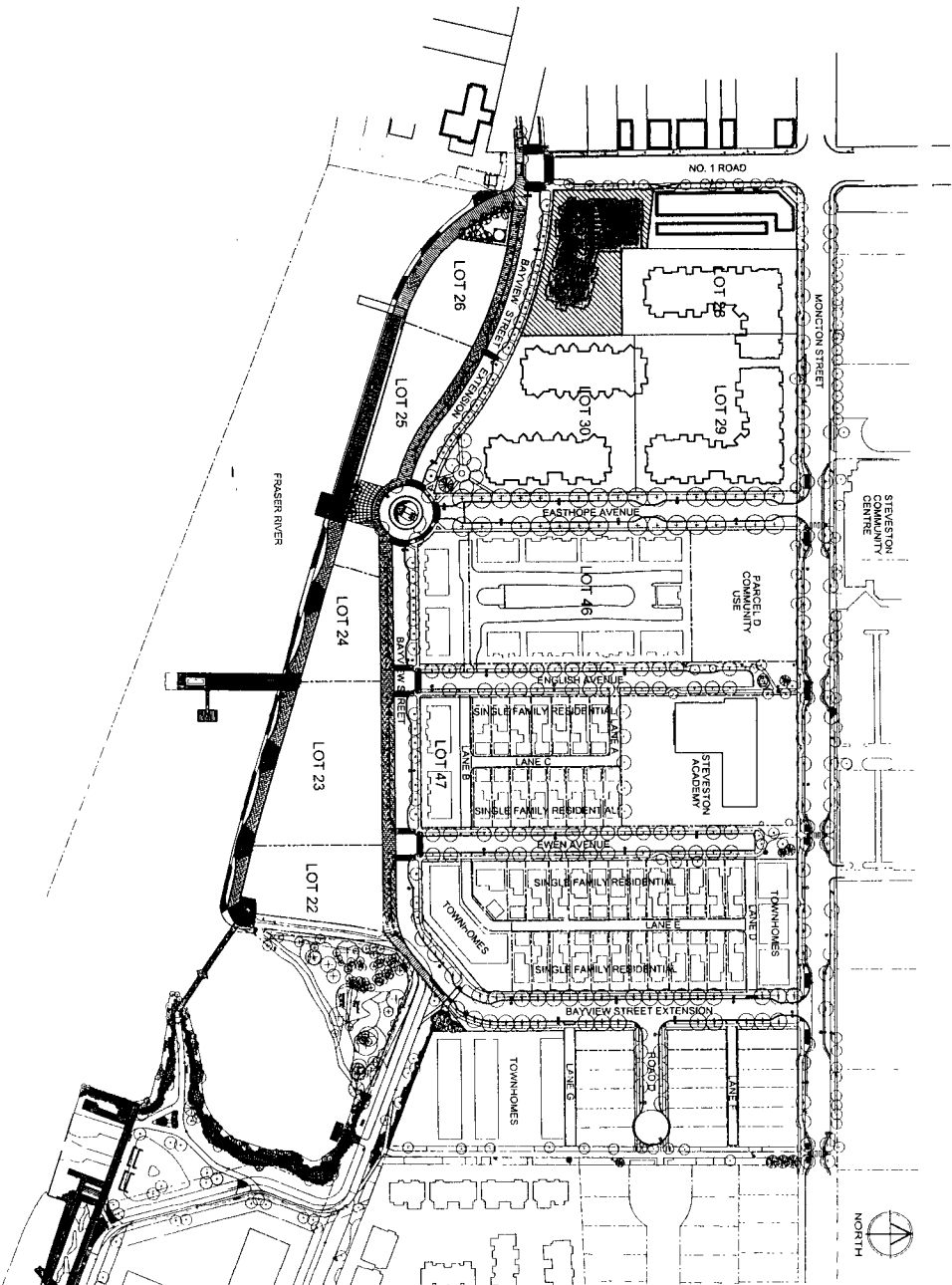
Original Date: 03/31/03

Revision Date:

Note: Dimensions are in METRES

# IMPERIAL LANDING at STEVESTON, B.C.

## LOT # 27



### SITE & PROJECT STATISTICS

LEGAL DESCRIPTION:  
 LOT 27 OF LALC 4467  
 SECTION 11, BLOCK 5 NORTH RANGE 7 WEST  
 NEW WESTMINSTER DISTRICT, GROUP 1  
 STREET ADDRESS:  
 4111 BAYVIEW STREET  
 ZONING:  
 COMPREHENSIVE DEVELOPMENT DISTRICT - CD99  
 SITE AREA:  
 LOT 27 = 3470m<sup>2</sup> (37,352 s.f.)

MAY 26 2004

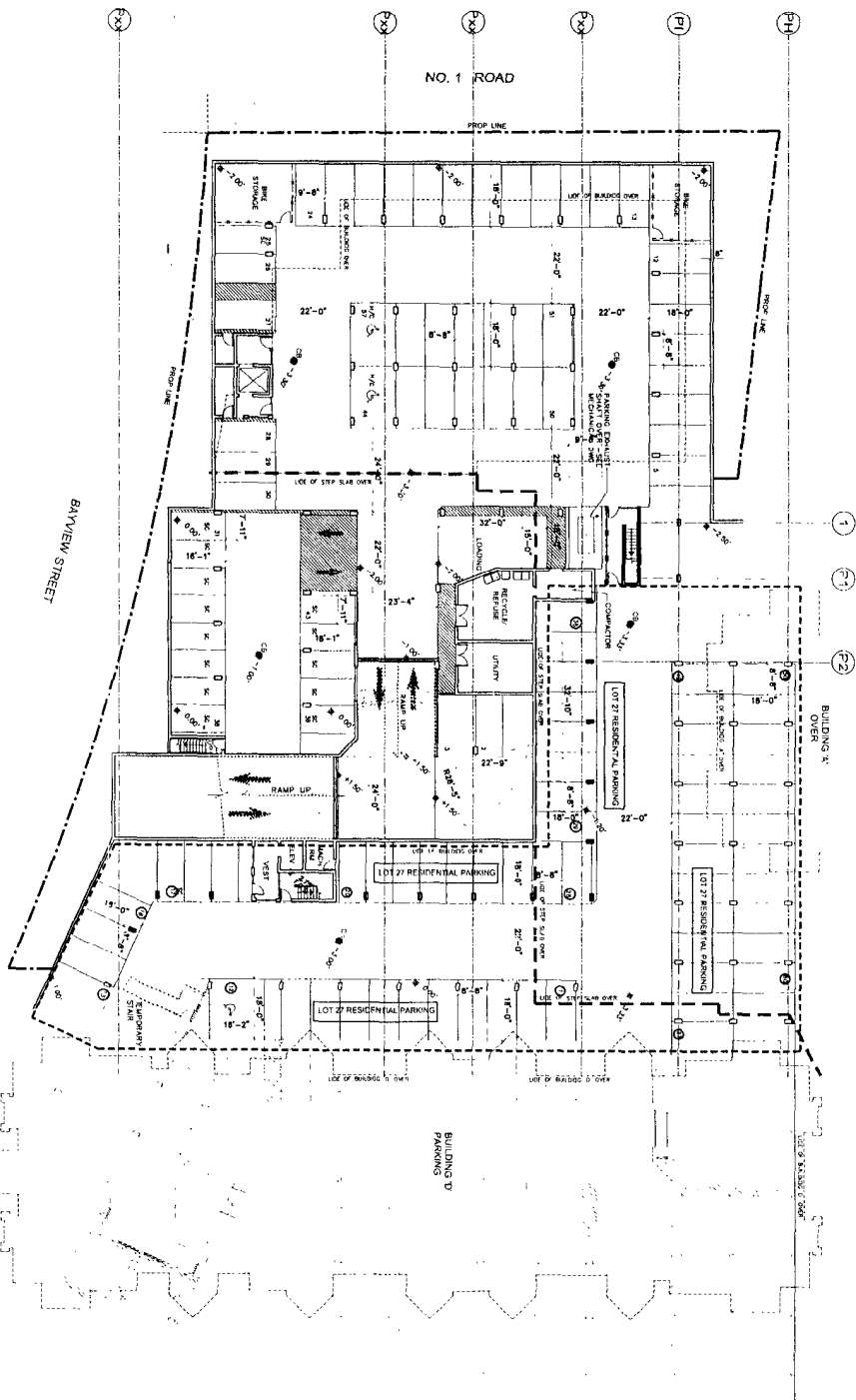
03230077

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RECEIVED  
 APR 29 2004

B.Y. ....

<b>KLECK</b> <b>MEYER</b> <b>BOYEN</b> <b>ROSE</b> ARCHITECTS INC.		1788 WEST BR. AVE. #2 VANCOUVER, B.C. V6L 1W6 TEL: (604) 276-1111 FAX: (604) 276-1112 WWW.KLECKMEYERBOYENROSE.COM
PROJECT TITLE: THE VILLAGE, LOT 27 IMPERIAL LANDING STEVESTON, B.C.	CLIENT: CH2M DEVELOPMENT CAPITAL CORPORATION	DRAWING TITLE: LOT 27 OVERALL SITE CONTEXT PLAN
PROJECT NUMBER: 03230077	DRAWING NUMBER: A100	SCALE: 1" = 15'



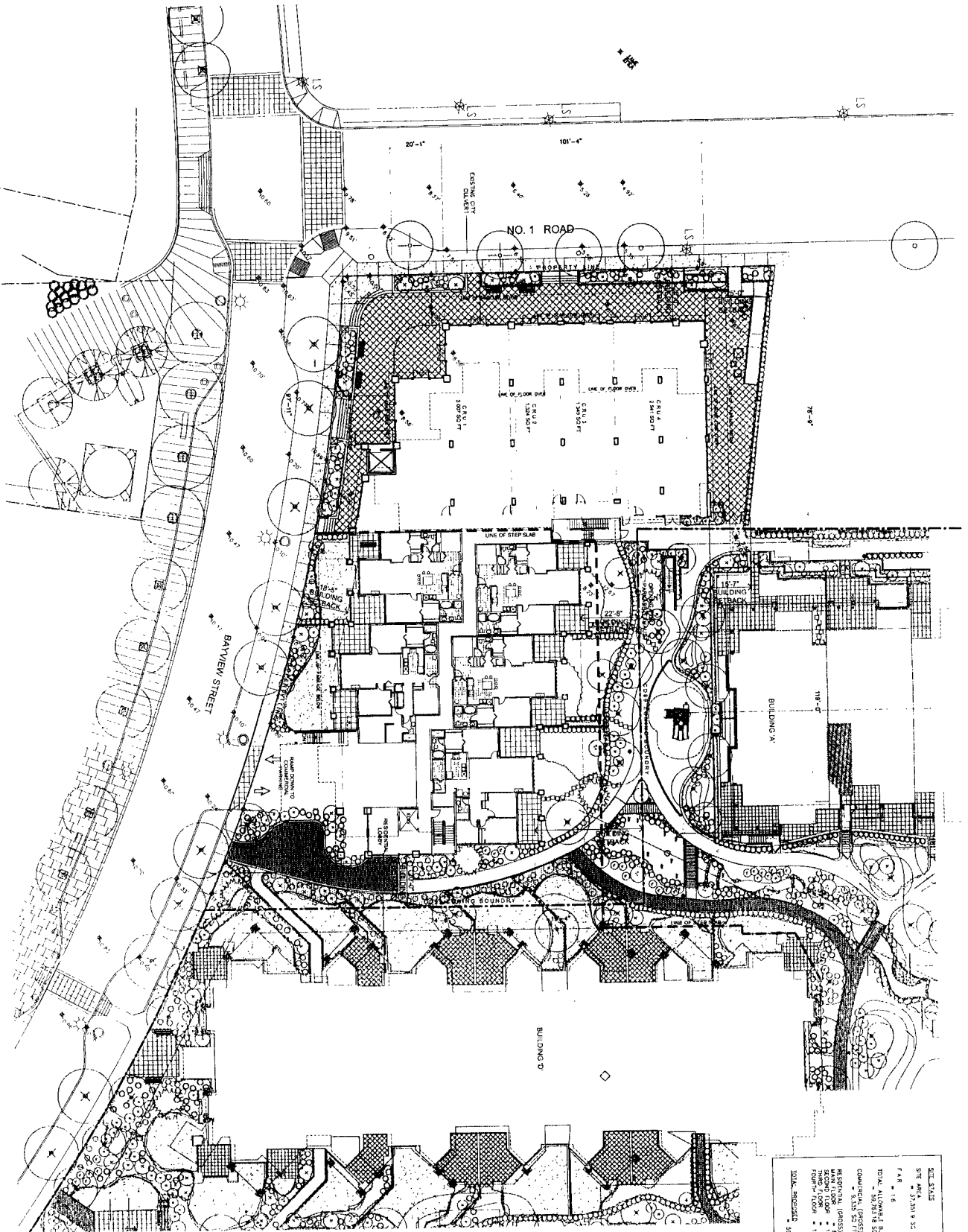
MAY 26 2004  
03230077

#2



PROJECT TITLE	THE VILLAGE, LOT 27
CLIENT	IMPERIAL LANDING STEVENSON, LLC
OWNER	DAVE DEVELOPMENT CAPITAL CORPORATION
PROJECT TYPE	UNDERGROUND PARKING PLAN
DATE	05/26/04
SCALE	1/8" = 1'-0"
SHEET NUMBER	A105

DATE	05/26/04
BY	DAVE DEVELOPMENT
CHECKED BY	DAVE DEVELOPMENT
APPROVED BY	DAVE DEVELOPMENT
DATE	05/26/04
BY	DAVE DEVELOPMENT
CHECKED BY	DAVE DEVELOPMENT
APPROVED BY	DAVE DEVELOPMENT
DATE	05/26/04
BY	DAVE DEVELOPMENT
CHECKED BY	DAVE DEVELOPMENT
APPROVED BY	DAVE DEVELOPMENT



SITE DATA  
 SITE AREA: 9.52 FT  
 F.A.R. = 1.6  
 TOTAL ALLOWED BUILDING  
 COVERABLE (GROSS)  
 = 50,718 SQ FT  
 BUILDING AREA (GROSS)  
 = 4,103 SQ FT  
 MAIN FLOOR  
 = 4,103 SQ FT  
 SECOND FLOOR  
 = 4,103 SQ FT  
 TOTAL FLOOR = 8,206 SQ FT  
 TOTAL PERMITTED  
 = 50,718 SQ FT

PROJECT TITLE  
 THE VILLAGE, LOT 27  
 IMPERIAL LANDING  
 STEVENSON, B.C.  
 CLIENT  
 CHANDE BOWEN  
 CAPITAL CORPORATION  
 DRAWING TITLE  
 GROUND  
 FLOOR  
 PLAN  
 DRAWING NUMBER  
 088282  
 SCALE  
 1/8" = 1'-0"  
 DATE  
 MAY 26, 2004  
 A106

MAY 26 2004

03230077

**KILLICK**  
**METCALF**  
**BOWEN**  
**ROSE**  
 ARCHITECTS

1788 WEST 87 AVENUE  
 VANCOUVER, B.C. V6L 1A6  
 TEL: (604) 681-1111  
 FAX: (604) 681-1112  
 WWW.KILLICKMETCALFBOWENROSE.COM

DATE: MAY 26, 2004  
 DRAWN BY: J. KILLICK  
 CHECKED BY: J. KILLICK  
 1. MAY 26, 2004: INITIAL DESIGN  
 2. MAY 26, 2004: PRELIMINARY DESIGN  
 3. MAY 26, 2004: PRELIMINARY DESIGN  
 4. MAY 26, 2004: PRELIMINARY DESIGN





**KILLICK  
MAYNARD  
BOWEN  
ROBERTS, P.C.**

1728 WEST 9TH AVENUE  
SUITE 200  
DENVER, CO 80202  
PHONE 322-2381 FAX 322-7829  
E-MAIL: KILLICK@MAYNARD-BOWEN-ROBERTS.COM

THE FIRM HAS 420 ATTORNEYS IN  
DENVER, CO AND 100 IN  
CHICAGO, IL. THE FIRM HAS  
OFFICES IN 10 CITIES  
AND 100 COUNTRIES.

DATE: 01/27/2004  
OFFICE: 00000000

LINE	DATE	DESCRIPTION	AMOUNT	PAID	DATE	DESCRIPTION	AMOUNT	PAID
1	JAN 21, 2004	RECEIVED FROM	1000.00					
2	MAR 02, 2004	RECEIVED FROM	1000.00					
3	MAY 18, 2004	RECEIVED FROM	1000.00					
4	JUN 28, 2004	RECEIVED FROM	1000.00					

CLIENT	DNA DEVELOPMENT CAPITAL CORPORATION
PROJECT TITLE	THE VILLAGE, LOT 2 IMPERIAL LANDING STEVENSON, B.C.
DRAWING TITLE	FOURTH FLOOR PLAN
PROJECT NUMBER	02022E
DRAWN BY	SCALE
DRAWING NUMBER	1/8" = 1'-0"
A108	

2022年 5月11日 星期四 14:50:30

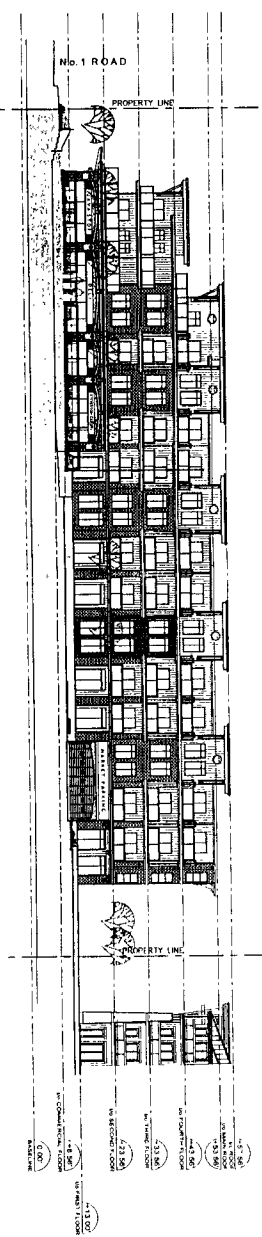


THE VILLAGE AT  
IMPERIAL LANDING  
STEVENSON, B.C.  
OWNER: DOW DEVELOPMENT  
CAPITAL CORPORATION  
PROJECT NAME:  
ELEVATIONS  
SCALE: 1/8" = 1'-0"  
DATE: 05/02/04  
DRAWN BY: J. B. AYLWARD  
CHECKED BY: J. B. AYLWARD  
PROJECT NO.: 03230077  
SHEET NO.: 4 OF 4

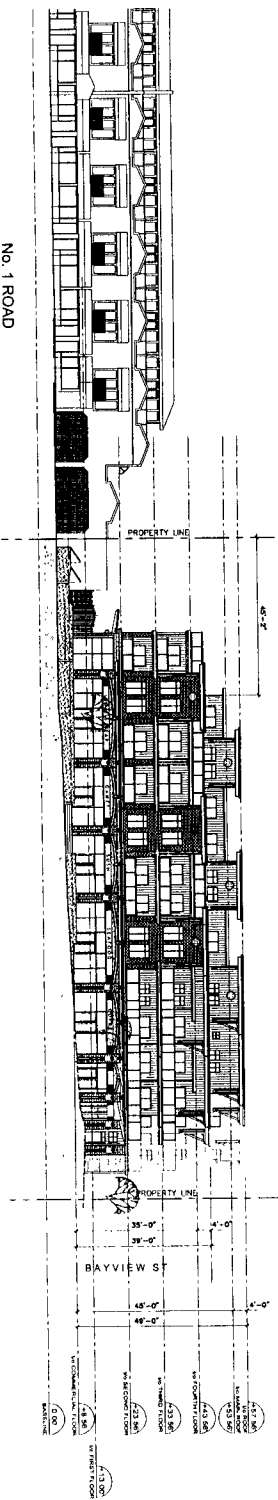
MAY 26 2004

03230077

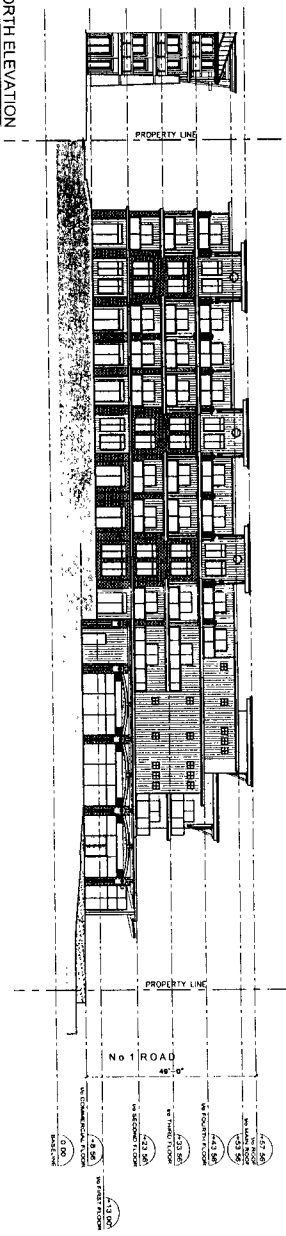
BAYVIEW STREET ELEVATION  
SCALE: 1/8" = 1'-0"



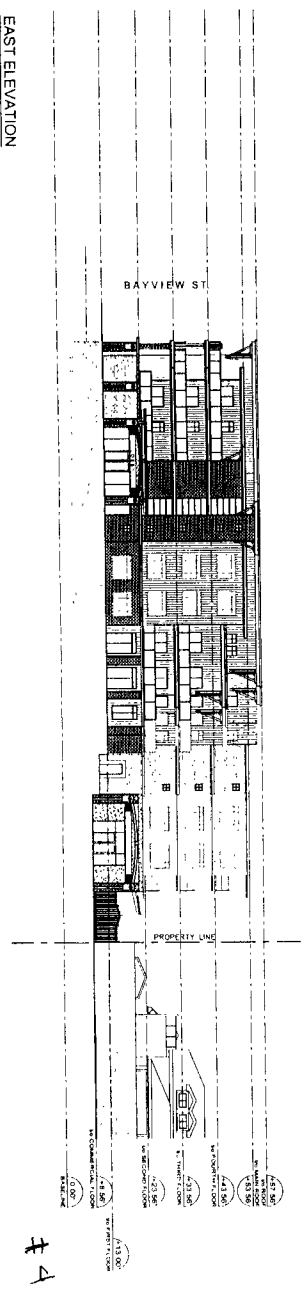
No. 1 ROAD  
SCALE: 1/8" = 1'-0"



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



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

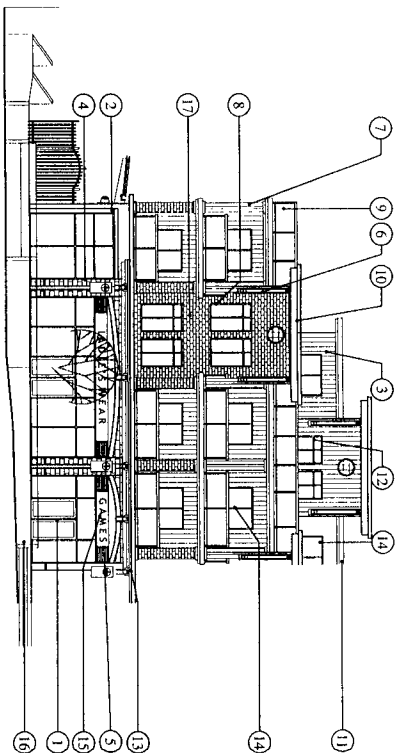


#4

PROJECT TITLE	THE VILLAGE AT IMPERIAL LANDING STEVENSON, B.C.
CLIENT	DOW DEVELOPMENT CAPITAL CORPORATION
DRAWING TITLE	ELEVATIONS
PROJECT NUMBER	
DRAWN BY	J. B. AYLWARD
CHECKED BY	J. B. AYLWARD
DATE	05/02/04
SCALE	1/8" = 1'-0"
DRAWING NUMBER	A200







2 ELEVATION & MATERIALS - NO. 1 ROAD ELEVATION  
SCALE: 1/8" = 1'-0"

FINISH SCHEDULE		4111 BAYVIEW ST.
MATERIALS		COLOUR SCHEME
1. MAIN ENTRY DOOR	ALUMINUM STONE BLOCK	
2. BRICKWORK	BRICKWORK	
3. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
4. BRICK COLUMNS	BRICK COLUMNS	
5. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
6. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
7. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
8. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
9. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
10. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
11. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
12. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
13. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
14. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
15. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
16. PAINTED WOOD TRIMMING	PAINTED WOOD TRIMMING	
17. BRICK	BRICK	



7700 WEST BAY AVENUE  
VANCOUVER, B.C. V6S 1V5  
TEL: 604-271-1234 FAX: 604-271-1235  
WWW.KIERCK.COM

CONTRACT NO. 1000000000  
PROJECT NO. 1000000000  
DATE: 10/10/2000  
BY: [Signature]

DATE: 10/10/2000  
BY: [Signature]

DATE: 10/10/2000  
BY: [Signature]

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BY: [Signature]

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BY: [Signature]

PROJECT TITLE  
THE VILLAGE LUTHER  
IMPERIAL LANDING  
STEVENSON, B.C.  
CLIENT  
OWN DEVELOPMENT  
CAPITAL CORPORATION  
DRAWING TITLE  
MATERIALS  
PROJECT NUMBER  
DRAWING NUMBER  
SCALE  
1/8" = 1'-0"  
DRAWING NUMBER  
A201

#5

MAY 26 2004

03230077