



**City of Richmond**  
Urban Development Division

**Report to  
Development Permit Panel**

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**To:** Development Permit Panel

**Date:** April 4, 2005

**From:** Raul Allueva  
Director of Development

**File:** DP 04-279295

**Re:** **Application by UBC Properties Trust for a Development Permit at  
7277 River Road**

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**Staff Recommendation**

That a Development Permit be issued which would permit the construction of two (2) interconnected two-storey floating structures to be used as the UBC Thunderbird Rowing Club House and associated public facilities on the water lot at 7277 River Road zoned School and Public Use District (SPU), and designated as a Environmentally Sensitively Area (ESA).

Raul Allueva  
Director of Development

CA:blg  
Att.

## **Staff Report**

### **Origin**

UBC Properties Trust has applied to the City of Richmond for permission of two (2) interconnected two-storey floating structures to be used as the UBC Thunderbird Rowing Club House and associated public facilities on the water lot at 7277 River Road zoned School and Public Use District (SPU), and designated as an Environmentally Sensitive Area (ESA).

### **Development Information**

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

### **Background**

Development surrounding the subject site is as follows:

- To the north, Public Parking lot (35 parking spaces will be for the use of the M.S. Lecky UBC Boathouse) and Navy League dock and buildings beyond.
- To the east, existing Navy League zoned School and Public Use (SPU);
- To the south, River Road and existing industrial uses south of River Road zoned Business Park Industrial (I3); and
- To the west, Fraser River (Middle Arm).

### **Rezoning and Public Hearing Results**

The site is owned by the City of Richmond and is designated for Public and Open Space use in the Richmond Official Community Plan (OCP) and already zoned School and Public Use District (SPU).

### **Staff Comments**

In December 2004, Council approved a lease agreement between the City and the UBC Rowing Club for a rowing club at this location. This Development Permit is required to implement the previous approvals by Council.

The proposed UBC Rowing Club and associated facilities along with the existing Navy League represent the beginning of the implementation of the City's long term vision to see the Middle Arm become the non-motorized watercraft and water sport centre, and will also support the athletic legacy of the 2010 Olympic Winter and Paralympic Winter Games. It is envisioned that non-motorized water recreational and elite sports activities, including rowing and dragon boat races, will take place along the Moray Channel between the Olympic Oval site and this location in the future.

The facilities are intended to serve as home base for the UBC Rowing Club as well as provide opportunities for the Richmond residents and the public to participate in water-based sports. The banquet facilities will also be available for public booking.

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable

sections of the Official Community Plan (OCP) and is generally unaffected by the requirements in the School and Public Use District (SPU) because the development largely take place on the River and not on the upland property.

### **Environmental Considerations**

The proposed boathouse float structure is located along the Middle Arm portion of the Fraser River. This area is noted on the Fraser River Estuary Management Program (FREMP) mapping as a transitional area between green and yellow coding that indicates that a transition from a foreshore area with moderate productivity to low productivity. As such, the application has to be reviewed by FREMP agencies for ecological implications.

The proposed development addresses the required environmental assessment processes as follows:

1. Shoreline Designation Statement of Intent (SOI)

The City has requested that this site designation in the SOI agreement developed by FREMP partner agencies and the City of Richmond be amended from the current shoreline designation of “Water Oriented Residential/Commercial” (W) to add “Recreation/Park” in order to facilitate the proposed UBC rowing facility in the Middle Arm.

The FREMP Water and Land Use Committee and the Burrard Inlet Environmental Action Program (BIEAP) Management Committee have completed this component of FREMP approvals. A copy of the letter from FREMP verifying this is included in this report (**Attachment 3**).

2. FREMP Environmental Review

This development has received preliminary review by the FREMP Environmental Review Committee (ERC). The ERC found that the potential adverse impact to fish, wildlife and their habitat associated with the work proposed by UBC at this location could be mitigated through the application of appropriate action. The applicant is working towards obtaining final FREMP approval (**Attachment 4**). Staff will ensure that FREMP approval is achieved prior to this Development Permit being referred to Council for final approval.

### **Zoning Compliance/Variations**

The proposed development complies with the bylaw requirements in the School and Public Use District (SPU).

### **Advisory Design Panel Comments**

The Advisory Design Panel (ADP) Meeting was February 9, 2005 and a copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Advisory Design Panel comments and is identified in ‘*bold italics*’.

That Advisory Design Panel supported the project subject to the incorporation of the Panel’s comments, including:

- Improved accessibility for wheelchairs including a lift along the gangway and within the building.  
*(The applicant has explored options to incorporate a gangway lift system. However, there is none available on the market that could operate within the slope changes caused by the tidal variance of the Fraser River that can enable full wheelchair accessibility. The design has been developed to the maximum extent practical to improve accessibility and wheelchair accessibility on site and within the building. The applicant has made provisions, to the satisfaction of the Building Department with respect to accessibility, including the installation of a washroom on the lower deck level for use of wheelchair bound rowing program participants who would be accompanied by attendants).*
- The design of the out buildings to reflect the articulation of the main buildings.  
*(The applicant has incorporated architectural expression and material of the main buildings in the design of the out buildings through the use of similar cladding and related forms).*
- Accentuating the ‘publicness’ of the facility by:
  - Increasing the translucency of the bottom floor to increase the viewing opportunities.  
*(The design has been modified to incorporate cladding panels that are much more translucent (Rodeca panels) on the lower floor to make the activities more visible. In addition, the proposed garage doors have been specified as fully glazed).*
  - Consideration of widening the garage doors.  
*(The applicant has considered widening the garage doors, but has determined that this would not be feasible due to structural requirements for lateral force resistance and storage requirements inside the building).*
  - Giving careful design consideration to the elements that separate the public element.  
*(The elements that separate the public from the club areas have been developed to incorporate visual transparency).*
  - Reviewing the extent and design of the plaza on the lower float to increase the (area for) public use.  
*(The extent and design of the lower float has been reviewed and improvements have been made to minimize physical and visual barriers and to increase public access including the removal of the gate at dock level to remove visual impediments to public views of the building, the river and dock from the dyke. A new gate, in the same architectural style of the building, has been incorporated on the float to address security and safety issues. It was determined that the float area cannot be expanded for more viewing and activity area at this time due to budgetary constraints).*

## Analysis

### Conditions of Adjacency

- The proposal is located near the “terminus” of the future Minoru Road extension. Parks Department has completed a draft Parks Master Plan for the Middle Arm to create significant public amenities along this portion of the Middle Arm. The Parks Department will upgrade the dyke and public amenities along the dyke at the implementation of the Park Master Plan.

***Urban Design and Site Planning***

- Design development has been incorporated to improve public access to the boathouse and improve viewing opportunities of the rowing activities and of the river to accentuate the “publicness” of the facilities.
- The parking needs can be accommodated within the existing City parking lot (35 stalls) and in the form of existing on-street parking on River Road.

***Architectural Form and Character***

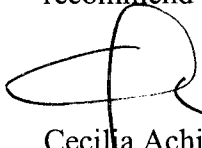
- The design of the buildings, which is inspired by the cross-section of the rowing shell (upper storey) floating in the water (lower floor as a translucent podium), is an appropriate form for the proposed use.

***Landscape Design and Open Space Design***

- UBC will be providing minimal interim upgrade along the dyke between the parking lot and the entry to improve wheelchair access from the City-owned parking lot to the east. In addition, an interim fire-fighting access from River Road will be provided. The ultimate improvements to the dyke public realm will be completed by the Parks Department.
- Parks Department will design and construct the ultimate open space amenities in the future when the Middle Arm Master Plan is being implemented.

**Conclusions**

The proposed UBC Rowing facility will provide the catalyst to develop the envisioned non-motorized water recreational and elite sport training facilities along the Middle Arm. The proposed development will create a significant public benefit, enliven this portion of the Middle Arm, and provide a world class rowing training facility for both elite athletics and the public as envisioned by the City for the long-term development of the Middle Arm. As such, staff recommend approval of the proposed clubhouse and associated facilities.



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:

- FREMP approval is required prior to this Development Permit being referred to Council for final approval.

Attachment 1: Data Sheet

Attachment 2: FREMP Approval of Designation Amendment

Attachment 3: Preliminary FREMP Environmental Review Letter

Attachment 4: Advisory Design Panel Minutes



## City of Richmond

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
(604) 276-4000

# Development Application Data Sheet

## Development Applications Department

**DP 04-279295**

**Attachment 1**

Address: 7277 River Road

Applicant: UBC Properties Trust

Owner: City of Richmond

Planning Area(s): 2.10 City Centre

Floor Area Gross: 1,256 m<sup>2</sup>

Floor Area Net: 1,175 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	Water Lot (not applicable)	n/a
<b>Land Uses:</b>	Park	Recreational Facility
<b>OCP Designation:</b>	Park/Recreational Water Area	Park/Recreational Water Area
<b>Zoning:</b>	SPU	SPU

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	N/A	.2	Complies
Lot Coverage:	N/A	8.7%	Complies
Setback – Front Yard:	6 m	N/A	Complies
Setback – Side Yard:	Min. 3 m	N/A	Complies
Setback – Side Yard:	Min. 3 m	N/A	Complies
Setback – Rear Yard:	Min. 3 m	N/A	Complies
Height (m):	N/A	8 m	Complies
Lot Size:	N/A	6,060 m <sup>2</sup>	Complies
Off-street Parking Spaces – Regular/Commercial:	Up to 90 stalls	Up to 90 stalls available	Complies
Off-street Parking Spaces – Accessible:	1	1	Complies

\* Parking will be accommodated in City-owned parking lot (35 stalls) and on-street parking along River Road.

Excerpt from the Minutes from  
**The Design Panel Meeting**

Wednesday, February 9th, 2005 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall

2. UBC Boathouse  
*Larry McFarland Architect*  
7277 River Road  
(Formal)

DP 04-279295

Mr. McFarland provided an extensive PowerPoint presentation of the project, numerous board materials, and two models.

In addition, Mr. Pierce, Head Rowing Coach of the University of British Columbia (UBC), noted the incredible natural features of the proposed site that were perfect for rowing and paddling activities, and said that such opportunities were virtually non-existent.

General questions were put forth from the Panel and responses provided as follows:

- the bottom portion of the buildings had a warehouse look, and the box shape of the bottom and the top shape were different. How could they be blended into a more similar shape? *A watery look was given to the bottom floor creating the effect of the top floor pavilion floating on a bottom floor that melts into the water. A reliance on the materials is required to achieve this. The boat image of the top floor, floating on the water, created the abstraction of a boat in motion.*
- will the translucency work in real light. *Photos of other projects indicate that it does.*
- is the banquet facility available to the public. *It is leasable, revenue generating space which can be booked for receptions, meetings, conferences etc. Mike Redpath also indicated that the City had a preferential access agreement for a specific number of days each year.*
- how is the public controlled from the deck area. *A 3 ft. fence was envisioned.*
- how are the boats taken out of the sheds and launched. *The boat bays are 80 ft. long, and the longest shell is 56 ft. The shells are stacked 7 high on racks, and are taken out one at a time, carried by the rowers, and then launched. For a regatta, boats would use the access ramps from the dyke.*
- where is the end destination point of the circuit on the river. *There is 5.5 kilometres of water from the Moray Swing Bridge to the junction of the river and the strait. A circuit for novice rowers would extend to the No. 2 Road bridge.*

- how is garbage and kitchen refuse disposed of and what are the two sheds on the end. *The two sheds comprise a storage shed for coach boats, and a safety shed for life jackets etc. which are transported by the coach boats. The garbage, recycling area was identified.*
- how do emergency vehicles access the pier head. *The ambulance could pull to the access, plus the whole dyke is driveable. The dyke trail to the pier can also be accessed.*
- when are the improvements to the dyke trail anticipated. *The vision plan for the dyke trail began pre-oval. Once the design of the Olympic riverfront plaza is landed on and the material choices determined for the hard surfaces, the theme would be continued through the middle arm. The timing is uncertain, but assurance was given that the two sites would have a link.*
- where is the connection to occur within the precinct i.e. waterbus or water taxi. *At the city centre road ends. The plan to redevelop the waterfront is a 10 year plan which will include the connection of the city centre to the waterfront. The end Leslie Road was envisioned for the pier, with different sizes of piers and outlooks located at the other road ends. Water tax envisioned to end at the water piers at one end and at the end of Cambie at the other end.*
- should the model not reflect a stair access. *Yes. A gate will be located at the top of the stairs, and a swing arm at the bottom of the stairs.*
- how is the pedestrian lighting treated from the parking area to the banquet hall. *The parking and the upland lighting has not yet been determined. The upland lighting would be determined in cooperation with the Parks Department.*
- what is the timing for completion of the project. *The UBC Boathouse will be in place by year end – and the oval by 2007/2008. The lighting of the upland areas would occur at a later date.*

The comments of the Panel were as follows:

- the rise and fall of the tide will affect the gradient of the gangways which was of issue for wheelchair access, as was the accessibility between the floors of the buildings, and between the buildings themselves. Stair lifts should be included.
- great to see a good presentation – the conceptual framework of the development of the scheme was also appreciated. The saw tooth orientation of the buildings was of concern, and it was suggested that the buildings be aligned to the shore to increase visibility of the public space and for coaches to see the full circuit. An elegant scheme. How the control of the separation of the private to public zone would occur was of concern – the design of the gates and fence was important – ensure they integrate with the buildings. The design of the motor shed and the life jacket shed, and also the garbage area, should have the same sensitivity of the coach's shed – articulate the flavour and essence into the outbuildings. Increase the public plaza at the bottom and use the floats as glue between the buildings. A larger gangway/landing between the two buildings was suggested. A well-executed scheme overall, the lantern, translucent quality was liked, although it could be better if the public could actually look into the building. To achieve this it was suggested



that transparency be mixed with translucency, which would also create a further separation of building and shed.

- it was questioned why the position of the facility was where it was in relation to Minoru Blvd.; and whether the facility would be strong if floated downriver to avoid the access – let the space float by and have the facility on the edge of the space instead of ending with the building. If the building were re-oriented the challenge of more length of façade curtailing direct views from the dyke would be incurred. Transition between the buildings – joining of the two.
- drive thru access to the ramp needed to be addressed as it was an important element of safety.
  - a great presentation. A thorough rationale to the building design. The orientation of the structure and docks as presented was appreciated. Will contribute to the animation of the water, lots of power to floating up and down and the notion of integrating art with dynamic elements. In terms of urban design it was encourage to see access but the more thought was needed as to how the blueway connection to the dock could be better integrated with the facility. Where will the jetty actually go? The orientation was interesting but if it were drawn across the dyke trail it would further that interest. Distinct character should be defined at this note with distinct lines drawn off the design – define a place to stop. This could also be done with the materials at the thresholds going onto the dock. The design was interesting and the translucency compelling. Wider garage doors were suggested. Consideration could be given to the visibility of this façade from the bridge.

Mr. McFarland offered the following in response to the comments of the Panel:

- adding a lift to the stairs and entry ramps has been looked at and an investigation of a lift that could travel along the gangway.

- all alignments for the orientation of the building had been reviewed. The proposed orientation was chosen in part due to the possibility of the addition of future models. Traditionally boathouses are aligned perpendicular to the water – the canted concept was as close as possible to the traditional model. Also the circulation of boathouse and regatta traffic was best addressed by this concept.
- in terms of separating the two floors of the building a thickening of the separation was being looked at.
- a new product was being looked at for the translucent panels that would provide more transparency.
- on ambulance access – one or two ambulances are on site for each large event.

Discussion then ensued that resulted in the following motion:

It was moved and seconded

***That DP 04-279295 move forward subject to the incorporation of the Panel's comments, including –***

- ***improved accessibility for wheelchairs including a lift along the gangway and within the building;***
- ***the design of the outbuildings to reflect the articulation of the main buildings;***
- ***accentuating the 'publicness' of the facility by:***
  - ***increasing the translucency of the bottom floor to increase the viewing opportunities;***
  - ***consideration of widening the garage doors;***
  - ***giving careful design consideration to the elements that separate the public element;***
  - ***reviewing the extent and design of the plaza on the lower float to increase the public use.***

**CARRIED  
Unanimous**

1. It was moved and seconded

***That the minutes of the Advisory Design Panel meeting held on Wednesday, January 5<sup>th</sup>, 2005, be adopted.***

**CARRIED**

February 1, 2005

ATTACHMENT 3

Ms. Cecilia Achiam  
Urban Design Planner  
City of Richmond  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1

Dear Cecilia:

**Re: Request to add "Recreation/Park" (R) Designation to 7277 River Road (UBC Boathouse)**

I am following up on your letter of November 17, 2004 requesting a revision to the Richmond Area Designation Statement of Intent (SOI).

An agreement developed by FREMP partner agencies and the City of Richmond, the SOI was signed on July 24, 1991 and modified in 1995 and again in 2000. Currently, the shoreline designation for the area in question is "Water Oriented Residential/Commercial" (W). You requested that this designation be amended to add "Recreation/Park" (R) in order to facilitate the proposed UBC rowing facility in the Middle Arm.

Your request was reviewed by the Richmond Area Designation Task Group last fall, who proposed that "Recreation" be added as a secondary designation to this shoreline segment, Management Unit VI-5. This proposal was approved by the FREMP Water and Land Use Committee in November 2004 and subsequently, by the BIEAP-FREMP Management Committee at their meeting on January 18, 2005.

David Brownlee of the City of Richmond has agreed with my proposal that we hold off on the one-page formal SOI amendment and any map revisions until later in 2005, as other minor revisions may be considered during the year. However please take this letter as confirmation that a secondary designation of "Recreation/Park" will be added to this shoreline segment in the SOI.

If you have further questions, please call me at 604-775-5755.

Sincerely,



Anna Mathewson  
Manager/Policy Coordinator

cc: Richmond Area Designation Working Group

RECEIVED  
FEB 08 2005

BY: .....

Burrard Inlet  
Environmental  
Action  
Program

BIEAP



Fraser River  
Estuary  
Management  
Program

ATTACHMENT 4

**FAXED**  
March 31, 2005

North Fraser Port Authority  
7911 Grauer Road  
Richmond, BC V7B 1N4

Facs: 604-273-3772

Attn: Valeric Jones, Vice-President, Corporate Services &amp; Corporate Secretary

Re: **FREMP CPR# 0502F018; The University of British Columbia -  
Application to Construct John M.S. Lecky UBC Boathouse for Self-Propelled Watercraft,  
Richmond, BC - Fraser River Middle Arm**

### PROJECT REVIEW

Reference is made to the above subject application submitted by the University of British Columbia Department of Athletics and Recreation (UBC) and forwarded by North Fraser Port Authority to the Fraser River Estuary Management Program (FREMP) Environmental Review Committee (ERC) for a coordinated environmental review.

From the information provided, the FREMP ERC understands that UBC is proposing to construct the John M.S. Lecky UBC Boathouse recreational facility for self-propelled watercraft (c.g. for rowing, canoeing and kayaking) in Richmond, BC and in the Fraser River North Arm. The facility will consist of pile-support piers, floating buildings, ramps, and floating docks.

The FREMP ERC notes that the Fraser River shoreline at the subject site is designated as "yellow" colour coded (i.e. areas with habitat features that are of moderate value in structure and diversity) according to FREMP Habitat Classification Mapping. However, it appears that the subject works can be conducted in a manner that avoids significant disturbance to habitat features at the site.

On the understanding that the foregoing points accurately reflect the subject proposal, it is the opinion of the FREMP ERC that the potential adverse impacts to fish, wildlife and their habitats associated with the proposed works to construct the John M.S. Lecky UBC Boathouse recreational facility for self-propelled watercraft in Richmond, BC and in the Fraser River North Arm can be mitigated through the application of appropriate criteria. In addition to those measures set out in the information provided, the following measures are intended to prevent or avoid any potentially harmful effects to fish, wildlife and their habitats:

1. UBC acknowledges that all plans and specifications relating to this project have been duly prepared and reviewed by appropriate professionals working on its behalf. UBC further acknowledges that it is solely responsible for all design, safety and workmanship aspects of all of the works associated with this project.
2. The works shall be as described above and as described and shown in the following documents:

NFPA  
FREMP ERC CPR#0502F018  
March 31, 2005; Page 2 of 2

- a) The FREMP application forwarded to FREMP by Larry McFarland Architects Ltd. on behalf of UBC Rowing, Department of Athletics and UBC Properties Trust.
  - b) The Larry McFarland Architects Ltd. Project Title "John M.S. Lecky UBC Boathouse 7277 River Road, Richmond, B.C." Project Phase "Construction Documents":
    - i. Drawing No. A0.00 Drawing Title "Cover Sheet" Issue/Revision No. 1 dated 02.04.05.
    - ii. Drawing No. A0.01 Drawing Title "Site Context" Issue/Revision No. 1 dated 02.04.05.
    - iii. Drawing No. A0.02 Drawing Title "Site Plan" Issue/Revision No. 1 dated 02.04.05.
    - iv. Drawing No. A1.01 Drawing Title "Plan - Main Floor" Issue/Revision No. 1 dated 02.04.05.
    - v. Drawing No. A1.02 Drawing Title "Plan - Second Floor" Issue/Revision No. 1 dated 02.04.05.
    - vi. Drawing No. A1.03 Drawing Title "Plan - Roof" Issue/Revision No. 1 dated 02.04.05.
    - vii. Drawing No. A2.01 Drawing Title "Elevations" Issue/Revision No. 1 dated 02.04.05.
    - viii. Drawing No. A2.02 Drawing Title "Elevations" Issue/Revision No. 1 dated 02.04.05.
    - ix. Drawing No. A2.03 Drawing Title "Elevations" Issue/Revision No. 1 dated 02.04.05.
    - x. Drawing No. A3.01 Drawing Title "Building Sections" Issue/Revision No. 1 dated 02.04.05.
    - xi. Drawing No. A3.02 Drawing Title "Building Sections" Issue/Revision No. 1 dated 02.04.05.
  - c) The All-Span Engineering & Construction Ltd. Client "International Marine Floatation Systems" Project "The John M.S. Lecky UBC Boathouse" Drawing No. 1 Drawing Title "General Arrangement, Section & Legal Description" Rev. A dated 03/02/05.
3. UBC shall ensure that all work associated with the subject project complies with the requirements of the *Fisheries Act*, and all other applicable legislation, guidelines, and best management practices.
  4. There shall be no disturbance to riparian tree or shrub vegetation on the riverbank of, or adjacent to, the Fraser River.
  5. There shall be no disturbance to intertidal vegetation on the riverbank or in the Fraser River.
  6. UBC shall ensure that the buildings, docks or other structures as well as vessels moored at the facility are not permitted to ground on the foreshore or riverbed. In this regard, UBC shall ensure that the floating buildings, floating docks and vessels are located in water deep enough to prevent, even at low tide, any grounding of such structures or vessels moored at the dock onto the riverbed.
  7. All water-based machinery or equipment (e.g. boat, barge, etc.) used shall be firmly moored in deep water, far enough offshore to prevent any grounding onto the intertidal foreshore or riverbed of the Fraser River. The only exception to this condition is that use may be made of vertical spuds or other anchors to hold the water-based machinery or equipment in place.
  8. All land-based equipment or machinery must operate from the upland above the higher high water mark.

NFPA  
FREMP ERC CPR#0502F018  
March 31, 2005; Page 3 of 3

9. Any steel pipe piles or other open-ended piles must be capped to prevent entry of wildlife. Experience has shown very high bird mortality associated with entrapment within open-ended piles.
10. If treated piles are to be used, all applicable legislation, guidelines, and best management practices shall be followed with respect to the application of wood preservatives or any other paints or coatings. Any timber preservatives used are to be applied upland in the dry prior to installation to allow the preservative to completely absorb and prevent leaching into the aquatic environment. A minimum of 45 days is generally required to satisfy this criteria. This condition applies to initial construction and to subsequent maintenance. The applicant may wish to refer to the Fisheries and Oceans Canada "*Guidelines to Protect Fish and Fish Habitat from Treated Wood Used in Aquatic Environments in the Pacific Region*" (Hutton, K.E. and S.C. Samis. 2000. Can. Tech. Rep. Fish. Aquat. Sci. 2314: vi + 34 p).
11. All works must be carried out in a manner that minimizes the direct or indirect release of sediment or sediment laden water onto the intertidal foreshore of or into the waters of the Fraser River. In this regard, reference should be made to the water quality criteria for particulate matter as described in the *British Columbia Water Quality Guidelines (Criteria): 1998 Edition* produced by BC Ministry of Water, Land and Air Protection.
12. All works must be completed in a manner that prevents the release of construction waste, excavation waste, overburden, soil, concrete, concrete-laden water, oil, grease or any other substance deleterious to fish or other aquatic life into any water course or water body as is consistent with section 36.3 of the federal *Fisheries Act*.
13. Although dredging is not indicated as a component of this project, the proponent should be aware that any future dredging required for the continued operation of the facility will require a permit pursuant to the ocean disposal regulations of the *Canadian Environmental Protection Act* for the disposal of the dredgeate at sea. If required, Dixie Sullivan of the Disposal at Sea Program of Environment Canada at 604 666-2730 can be contacted for further information in this regard.
14. All works involving the use of concrete, cement, mortars, and other Portland cement or lime-containing construction materials shall be conducted so as to ensure that sediments, debris, concrete, and concrete fines are not deposited, either directly or indirectly into the Fraser River. Wherever necessary to seal uncured concrete from the Fraser River, following placement of concrete it shall be covered with an appropriate material (e.g., plastic sheeting) until the concrete is significantly cured. Any water contacting uncured or partly cured concrete or Portland cement or lime-containing construction materials, such as the water that may be used for exposed aggregate wash-off, wet curing, equipment washing, etc., shall be prevented from entering, directly or indirectly, the Fraser River unless this water has been tested (to an accuracy of within +/- 0.2 pH units) and found to have a pH of between 6.5 and 9.0 pH units, and a turbidity of less than 25 nephelometric turbidity units (NTU) (to an accuracy of within +/- 2 NTU).
15. The disposal of sewage and solid waste is to be accommodated through the use of existing municipal services. There is to be no direct discharge of sewerage or other wastes to the waters of the Fraser River.
16. There should be no fuelling or storage of petroleum products on or adjacent to the foreshore associated with the proposed works. All petroleum products (e.g., fuel, oil, lubricants), used in association with the construction of the subject works should be stored and handled at an

NFPA  
FREMP ERC CPR#0502F018/  
March 31, 2005; Page 4 of 5

appropriate upland location and in compliance with all applicable legislation, guidelines, and Best Management Practices.

17. An appropriate spill prevention, containment, and clean up contingency plan for hydrocarbon products (e.g., fuel, oil, hydraulic fluid, etc.), and other deleterious substances, and contaminants should be put in place prior to work commencing, and appropriate spill containment and cleanup supplies should be kept available onsite throughout the course of the construction of the subject works.
18. All work is to be carried out in such a manner as to avoid any adverse impact on fish or fish habitat. If such impact occurs, Fisheries and Oceans Canada reserves the right to immediately suspend or alter operations and the proponent shall undertake, at their own expense, any compensatory and/or remedial works deemed necessary by Fisheries and Oceans Canada to ensure that there is "no net loss" in the productive capacity of local fish habitat.
19. UBC should be reminded of its obligation to comply at all times with Section 36 of the *Fisheries Act*, which specifically prohibits the deposit of a deleterious substance into fish-bearing waters. Due diligence is required at all times to prevent such a deposit, and adherence to the terms and conditions of this letter does not in itself relieve the applicant of this ongoing obligation.
20. The Fisheries & Oceans Canada Conservation & Protection Field Supervisor in Steveston, BC (Ph: (604) 664-9250 / Facs. (604) 664-9255) is to be notified at least five (5) days prior to the commencement of works. Notifications may be sent by fax.
21. It should be noted that this proposal submitted to the FREMP ERC for environmental comment is also reviewed by Transport Canada to determine navigational issues pursuant to the *Navigable Waters Protection Act* (NWPA). If additional information is required to complete the navigation impact assessment, the area officer may contact the proponent directly. If the proponent has any questions regarding navigational issues, he/she should contact John Mackie at Transport Canada's Navigable Waters Protection Division (604-775-8890) directly.
22. A copy of this letter must be forwarded to the contractor(s) and must be kept on-site during construction.
23. It is understood that by proceeding with the subject works, UBC and/or its agents and/or contractors shall have indicated that they understand and have agreed to the foregoing conditions. In this regard, a copy of the FREMP ERC letter regarding this project is to be provided to any contractor(s) prior to work commencing. In addition, a copy of the FREMP ERC letter is to be retained on site at all times when the subject works are underway.
24. It is recommended that the proponent and/or their representatives determine if the proposed activities conflict with sites protected under the *Heritage Conservation Act*. Project representatives may make a data request for site information to the Provincial government using the following link: <http://srnwww.gov.bc.ca/arch/forms/datarequest.htm>. Responses to data requests take approximately 30 days. Should you require a more immediate response, a qualified professional archaeologist may be engaged to determine if recorded, protected archaeological sites are located within your application area. Listings of consulting archaeologists are found through the BC Association of Professional Consulting Archaeologists website at <http://www.bcapca.bc.ca>.

NFPA  
FREMP ERC CPR#0502F018  
March 31, 2005; Page 5 of 5

This letter of advice is valid until May 01, 2006. After this time, if the subject works have not been completed, this letter will be void. This will ensure that the proposed works will conform to current habitat management policy, guidelines, and legislation.

If any of the above points are inaccurate or misleading, please advise at your earliest convenience as the FREMP ERC may wish to modify the comments herein.

Please note that this letter of advice should not be taken to imply approval of the subject works in accordance with the habitat protection provisions of the *Fisheries Act* or any other federal or provincial legislation. If harmful alteration, disruption or destruction of fish habitat occurs as a result of a change in the plans for the subject proposed works, or failure to implement the additional measures specified above, contravention of subsection 35(1) of the *Fisheries Act* could occur.

The above comments and recommendations are based solely upon consideration by the FREMP ERC member environmental agencies of the potential environmental issues associated with this project. It is possible that the FREMP ERC may subsequently be made aware of legitimate environmental or other concerns held by others. Any such additional comments that may be received will be forwarded to you for your appropriate consideration. All non-environmental issues must be addressed directly with the responsible authorities. In particular, proponents are advised to make relevant municipalities aware of their projects prior to commencing works as these municipalities may have concerns and/or requirements on such matters as planning, zoning, roadway and services access, and parks and recreation.

Should you have any questions or require further information, please do not hesitate to contact me at 604.775.5195.

Sincerely,

**FREMP Environmental Review Committee**



Per: Leslie Beckmann  
A/Project Review Coordinator

cc: B. Naito, Fisheries and Oceans Canada  
M. Willcox, BC MWLAP Surrey  
J. Smith, Environment Canada  
J. Mackie, Transport Canada NWPD

✓ DFO C&P Field Supervisor Richmond/Delta, Steveston (fax: 604-664-9255)  
C. Duffield, Larry McFarland Architects Ltd (fax: 604-733-9345)  
C. Haryet, UBC Properties Trust (fax: 604-731-2130)





**City of Richmond**  
Urban Development Division

**Development Permit**

**No. DP 04-279295**

To the Holder: UBC PROPERTIES TRUST

Property Address: 7277 RIVER ROAD

Address: C/O DAVID ROCHE AND/OR CRYSTAL HARYETT  
#101 - 555 GREAT NORTHERN WAY  
VANCOUVER, BC V5T 1E2

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. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #18 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. 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.
6. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

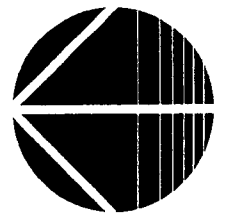
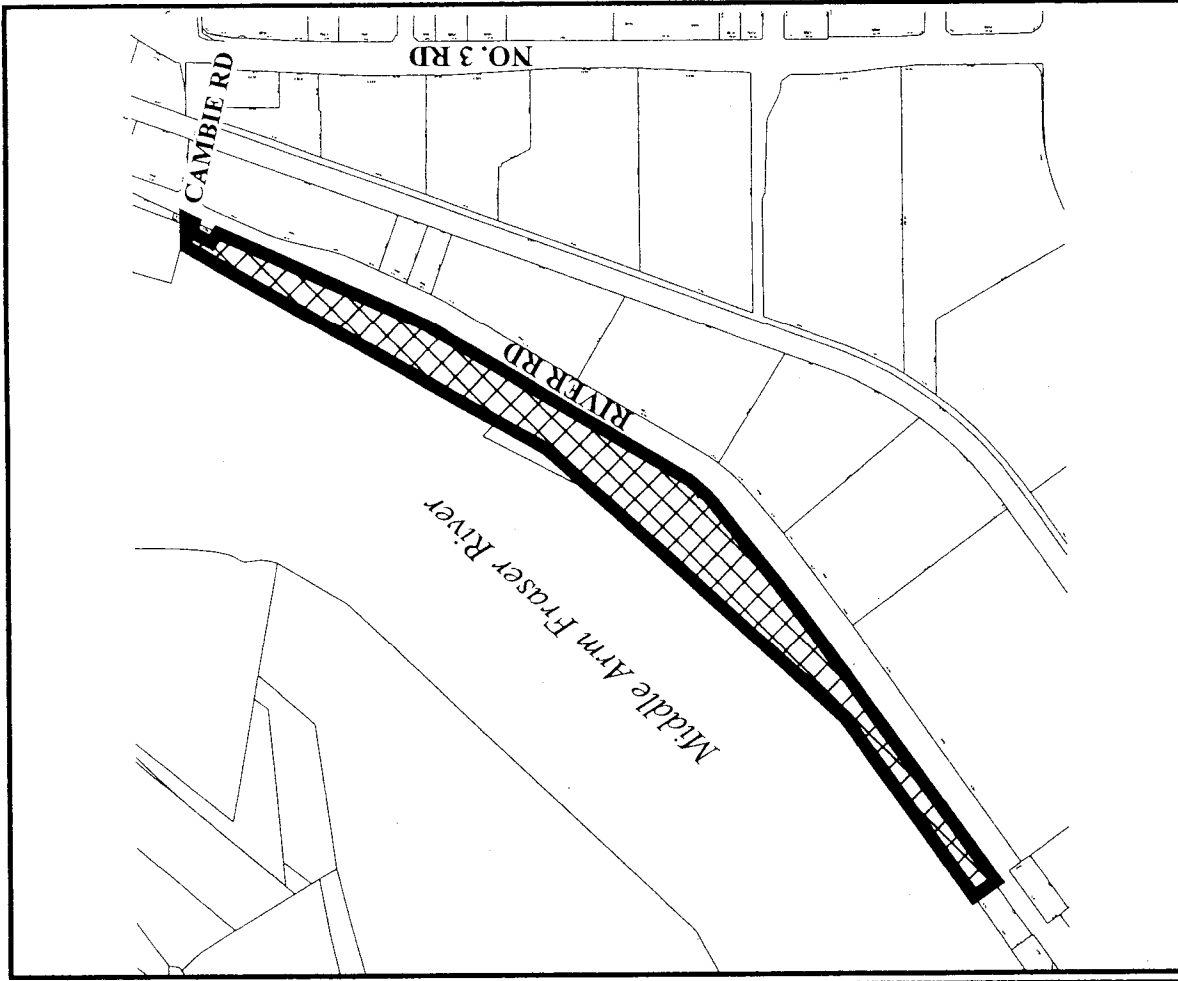
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR



City of Richmond

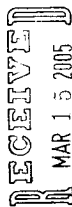


# DP 04-279295 SCHEDULE "A"

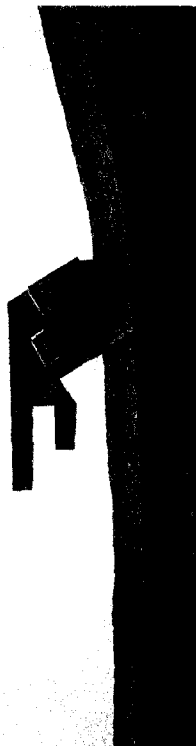
Original Date: 11/03/04

Revision Date:

Note: Dimensions are in METRES



BY: -



## PROJECT DESCRIPTION

The proposed development contains a floating building and a small storage shed surrounded by floating docks. All will float on the Middle Arm of the Fraser River along River Road. The floating structures and the docks will be retained in the Fraser River by small piles. The building and docks will be connected to the existing dike by three aluminum girders, two girders connected to two small piles, one for public access and the other for boat loading access. The floating building comprises a two-storey wood frame and a heavy timber structure constructed on a floating concrete platform. The first storey contains office storage areas. The second storey of the building is a large open space with a large open patio area. The second storey of the building will contain a offices, washrooms, a kitchen, a lounge, a storage area, and a parking area. The second storey of the building will be suspended below the first storey. The architectural systems are intended to incorporate local and BC construction technology and practices.

## Development Permit Documents

## ARCHITECTURAL

**COVER SHEET**

**TO RENDERING IMAGES**

**WHITE CONTEXT PLAN #0**

**WHITE SITE PLAN #1**

**WHITE SITE PLAN #2 (PARKING PLAN)**

**WHITE SITE PLAN #3 (ENTRANCE PIER PLANS & ELEVATIONS)**

**WHITE SITE PLAN #4 (DOCK ENTRY PIER PLANS & ELEVATIONS)**

**WHITE SITE PLAN #5 (MAIN ENTRY PIER PLANS & ELEVATIONS)**

**WHITE SITE PLAN #6 (OUTBUILDINGS PLANS & ELEVATIONS)**

**TRIEB ELEVATION PLAN #7**

**SOUTH ELEVATIONS PLAN #8**

**NORTH ELEVATIONS PLAN #9**

**WEST - EAST ELEVATIONS PLAN #6**

**SECOND FLOOR PLAN**

**ROOF PLAN**

**ELEVATIONS X,X,Y**

**BUILDING SECTION Z,Z**

**WALL SECTIONS 1,3**

**SECTION 4,7**

**MODEL PHOTOS**

## OTHER DOCUMENTS

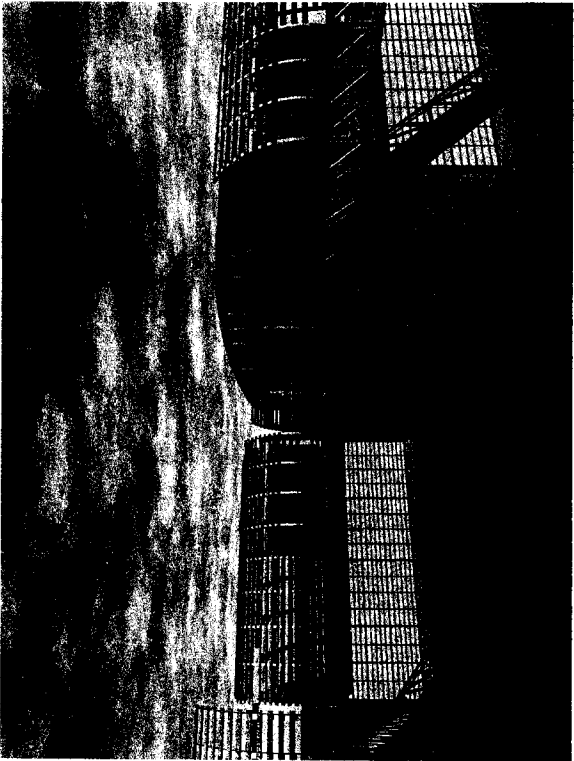
## Summary of Exterior Construction Materials

REFERENCE

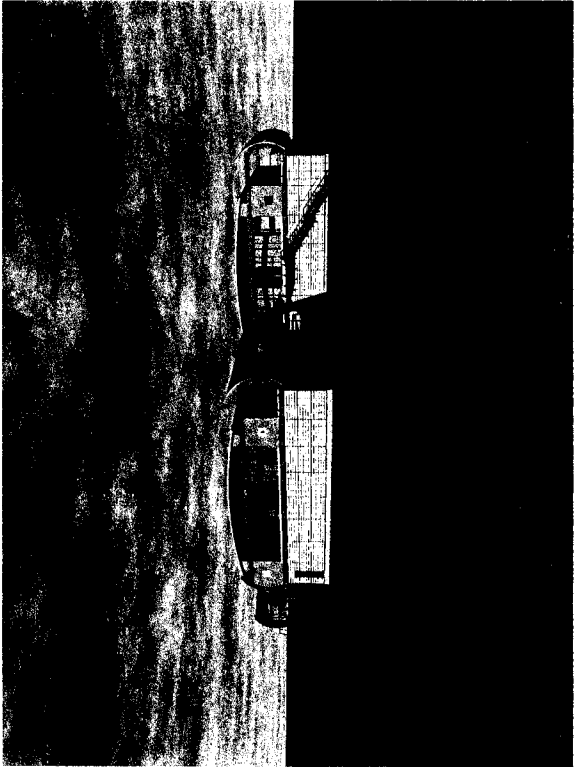
**The John M.S. Lecky UBC Boathouse**  
Richmond, B.C.

**DP 04-279295**  
Larry McFarland Architects Ltd.

2005 03 10



RENDERING OF WEST ELEVATION AND MAIN ENTRY



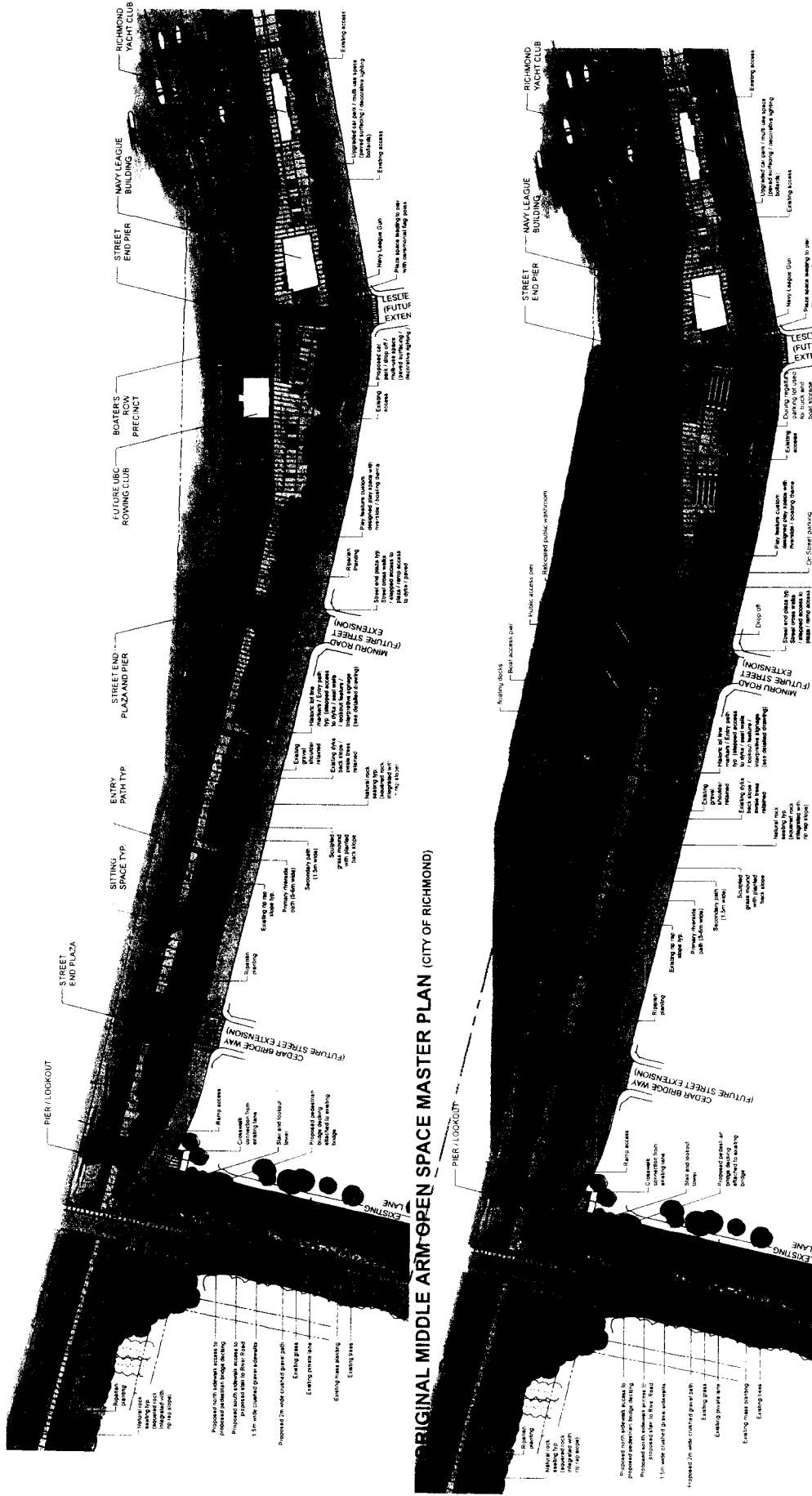
RENDERING OF NORTH ELEVATION

2005.03.10



Site Context Plan

REFERENCE  
0 m 25 50  
11000  
Preliminary - Not For Construction  
NORTH



PROPOSED NEW LOCATION OF UBC BOATHOUSE

UBC Boathouse Plan overlaid onto City of Richmond  
Waterfront Development Master Plan prepared by  
PWL Partnership Inc.  
Don Woon Design Consultant  
Dense Cook Design & Planning  
Pottinger: Gairly Environmental

REFERENCE

Preliminary - Not For Construction 1:100 0 m 25 m 50 m

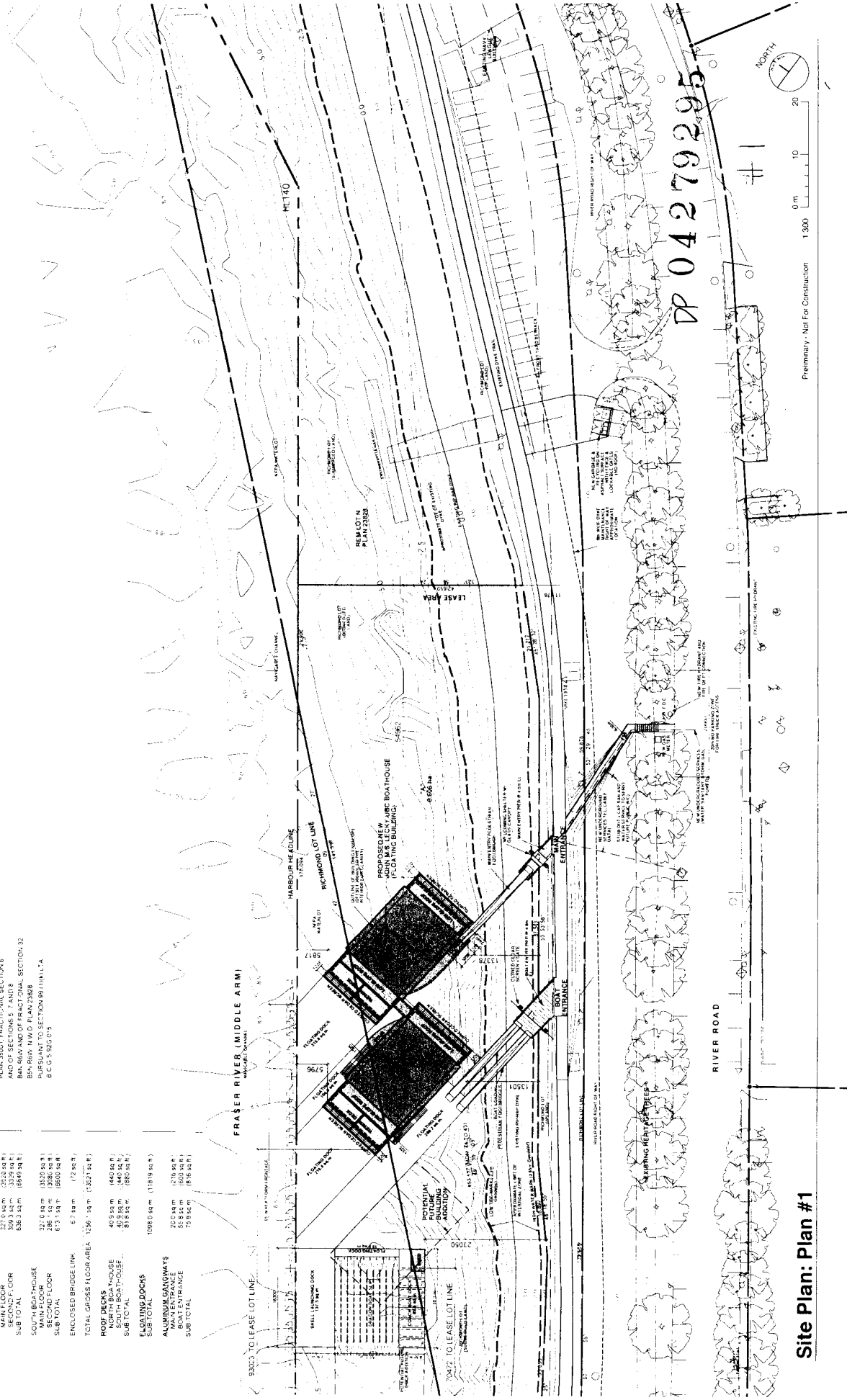
# The John M.S. Lecky UBC Boathouse Richmond, B.C.

## AREA SUMMARY

BUILDING		
NORTH BOATHOUSE	327.0 sq m	(3520 sq ft)
MAIN FLOOR	327.0 sq m	(3520 sq ft)
SUB TOTAL	327.0 sq m	(3520 sq ft)
SOUTH BOATHOUSE	327.0 sq m	(3520 sq ft)
MAIN FLOOR	327.0 sq m	(3520 sq ft)
SECOND FLOOR	286.1 sq m	(3086 sq ft)
SUB TOTAL	613.1 sq m	(6606 sq ft)
ENCLOSED BRIDGE LINK	6.7 sq m	(72 sq ft)
TOTAL GROSS FLOOR AREA	1256.1 sq m	(13627 sq ft)
ROOF DECKS		
NORTH BOATHOUSE	46.9 sq m	(505 sq ft)
SOUTH BOATHOUSE	45.9 sq m	(495 sq ft)
SUB TOTAL	92.8 sq m	(1000 sq ft)
FLOATING DOCKS		
SUB TOTAL	1098.0 sq m	(11819 sq ft)
ALUMINUM GANGWAYS		
ROOF ENTRANCE	70.0 sq m	(753 sq ft)
BOAT ENTRANCE	55.0 sq m	(593 sq ft)
SUB TOTAL	125.0 sq m	(1346 sq ft)

**LEGAL DESCRIPTION**  
LEASE AREA "A" (6508.73) OVER PORTION OF LOT "N"  
EXCEPT PART SUBDIVIDED BY  
PLAN 35001 FRACTIONAL SECTION 6  
SECTION 8, T-12 S, R-12 E, S-12 E  
B.C. CO. DISTRICT OF FRASER, SECTION 32  
B.C. CO. DISTRICT OF FRASER, SECTION 32  
PURSUANT TO SECTION 89(1) N.L.A.  
B.C. CO. S. 920.0'S

DP 04-279295  
Larry McFarland Architects Ltd.  
2005.03.10



Site Plan: Plan #1

Preliminary Not For Construction

1:300

0 m 10 20



2005.03.10  
DP 04-279295  
Larry McFarland Architects Ltd.

**PARKING**  
BY AGREEMENT WITH THE CITY OF RICHMOND

REQUIRED	PROVIDED
25	35
455	55
455	455

**FRASER RIVER (MIDDLE ARM)**  
NATURAL CHANNEL

**PROPOSED NEW JOHN M.S. LECKY MHC BOATHOUSE (PLEASANT BUILDINGS)**

**RICHMOND LOT LINE**

**HARBOUR VIEW DRIVE**

**RIVER ROAD**

**DP 04279245**

**#2**

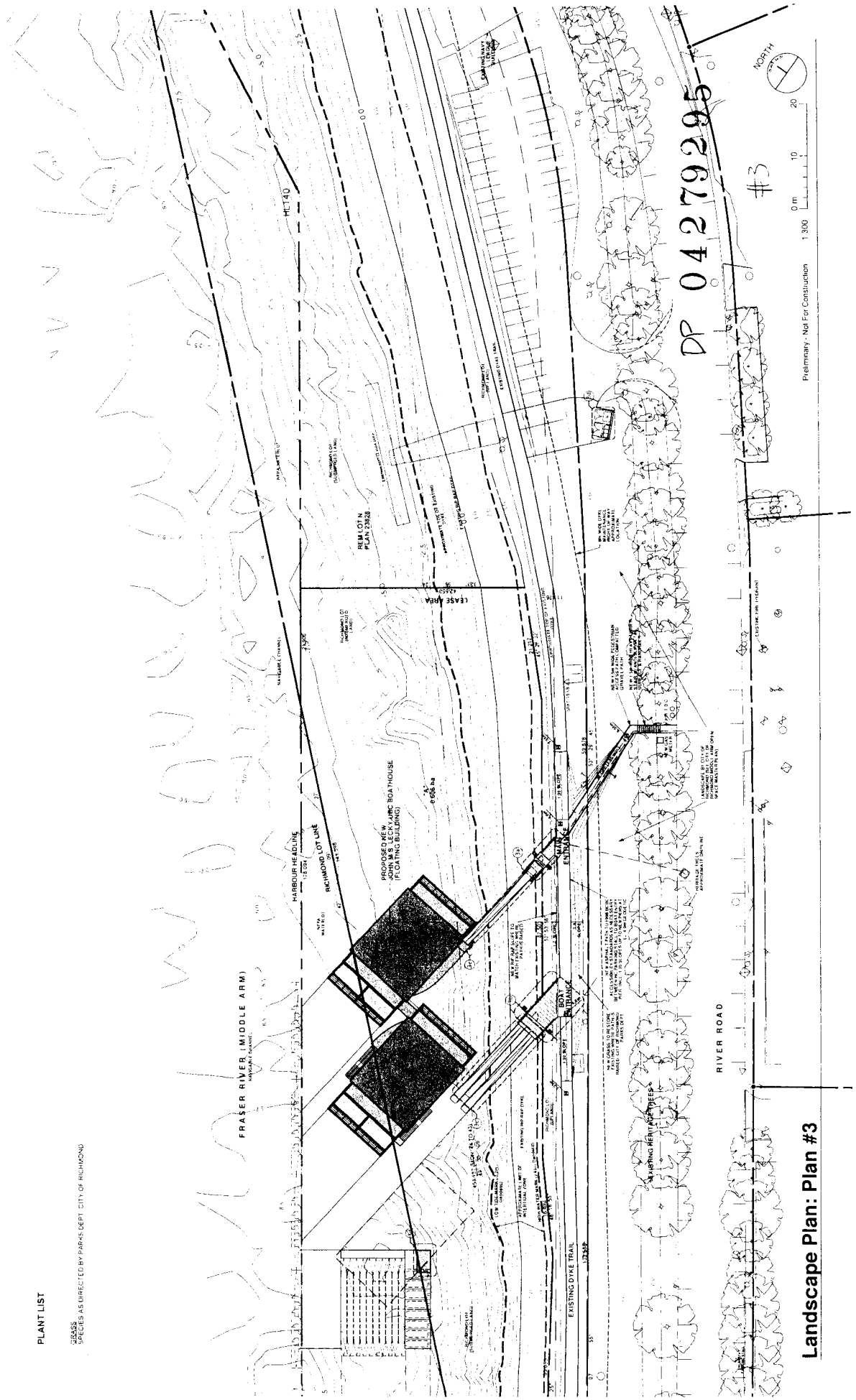
**Parking Plan: Plan #2**

## Parking Plan: Plan #2

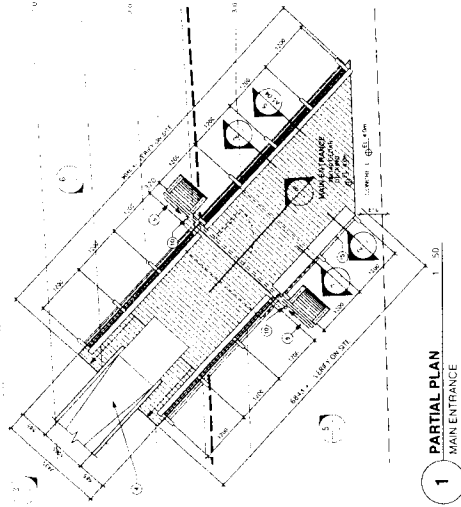


PLANT LIST

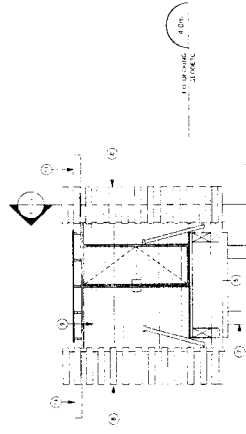
SEASIS  
SPECIES AS DIRECTED BY PARKS DEPT CITY OF RICHMOND



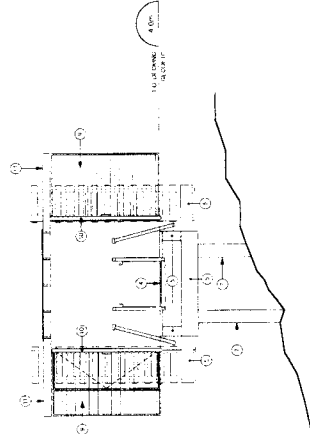
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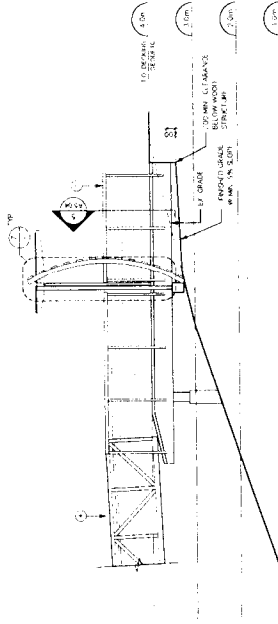
1 PARTIAL PLAN  
MAIN ENTRANCE



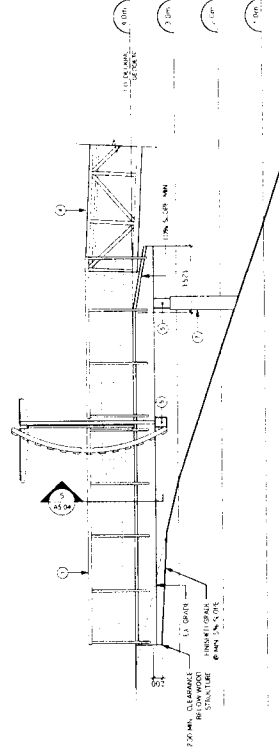
2 SECTION/ELEVATION - EAST  
MAIN ENTRANCE



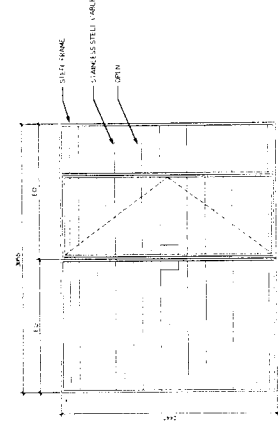
3 ELEVATION - WEST  
MAIN ENTRANCE



5 ELEVATION - SOUTH  
MAIN ENTRANCE



6 ELEVATION - NORTH  
MAIN ENTRANCE



6 DETAIL - GATE  
MAIN ENTRANCE

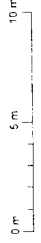
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  - 99. 1/8" DIA. STEEL
  - 100. 1/4" DIA. STEEL

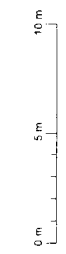
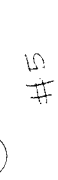
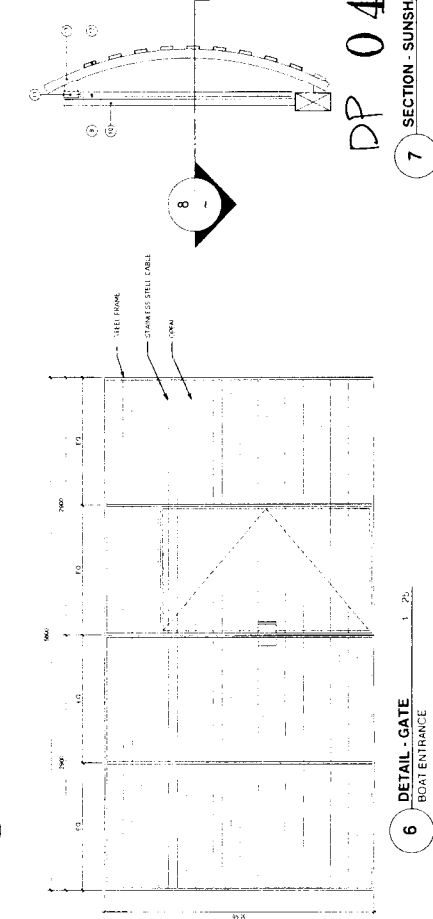
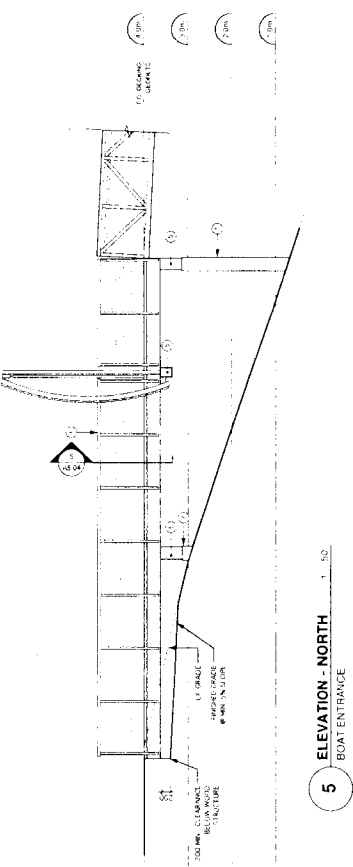
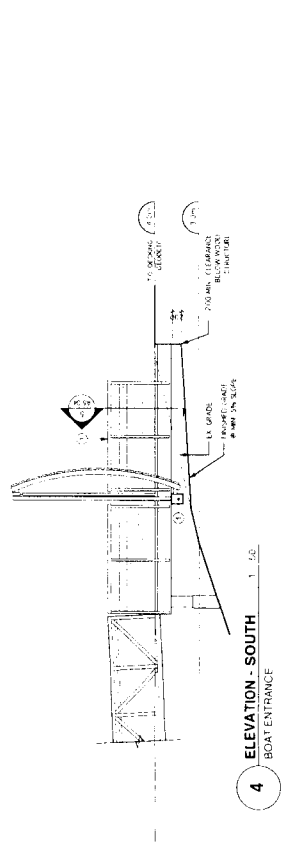
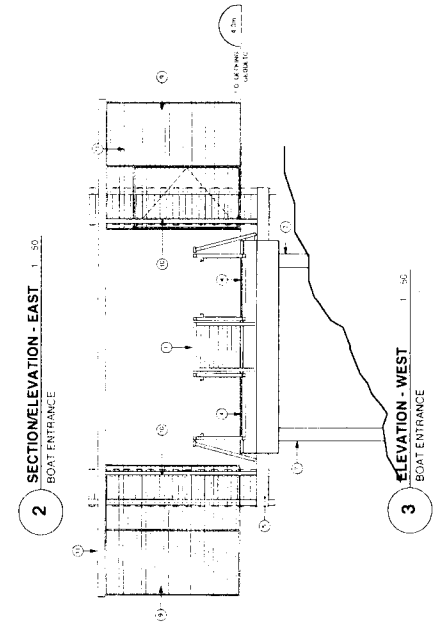
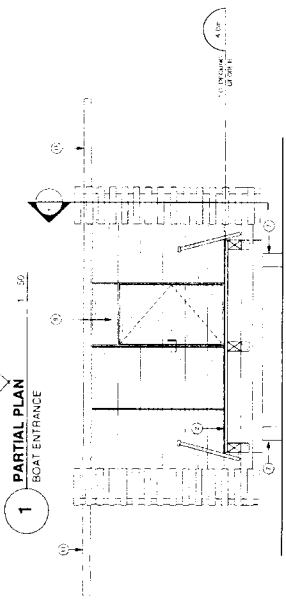
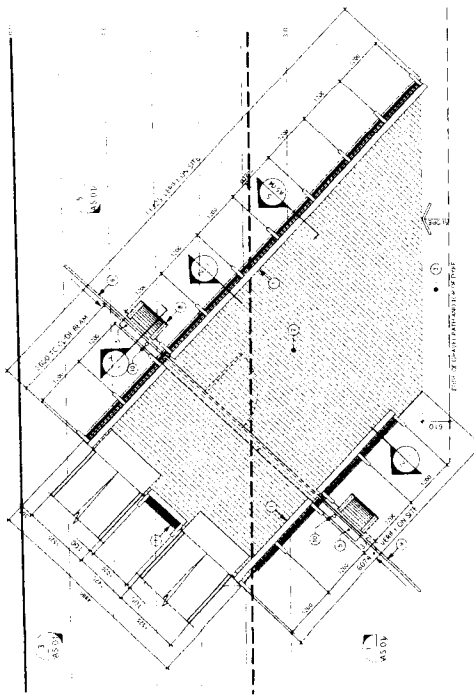
DP 04279295

#4

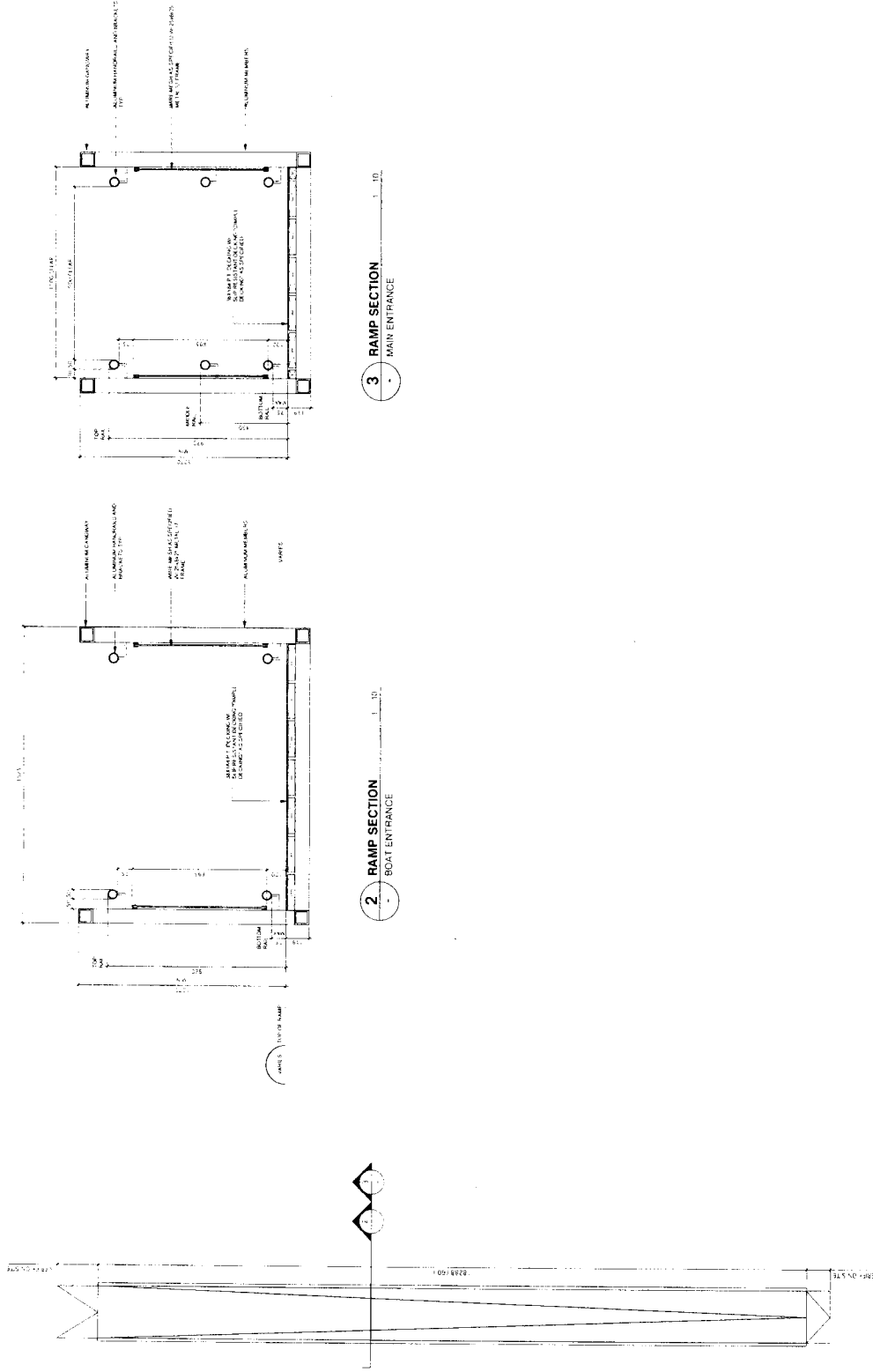
SITE PLAN #3a: PIER AND GATE DETAILS

Preliminary - Not For Construction





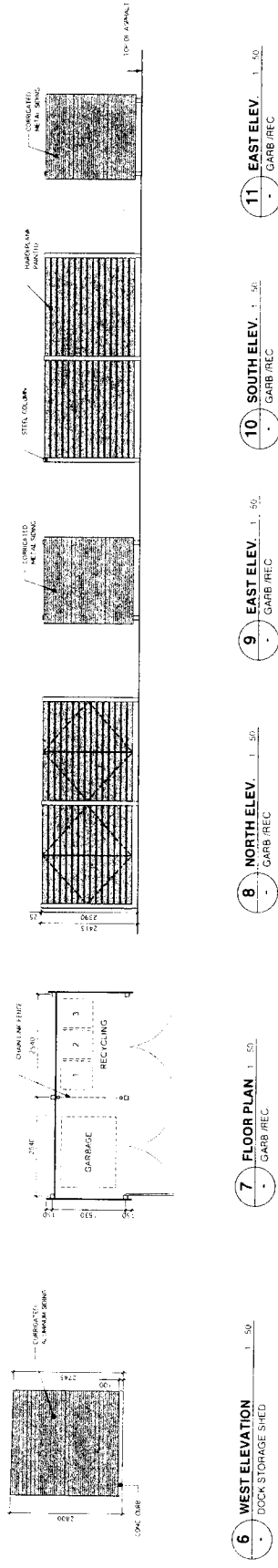
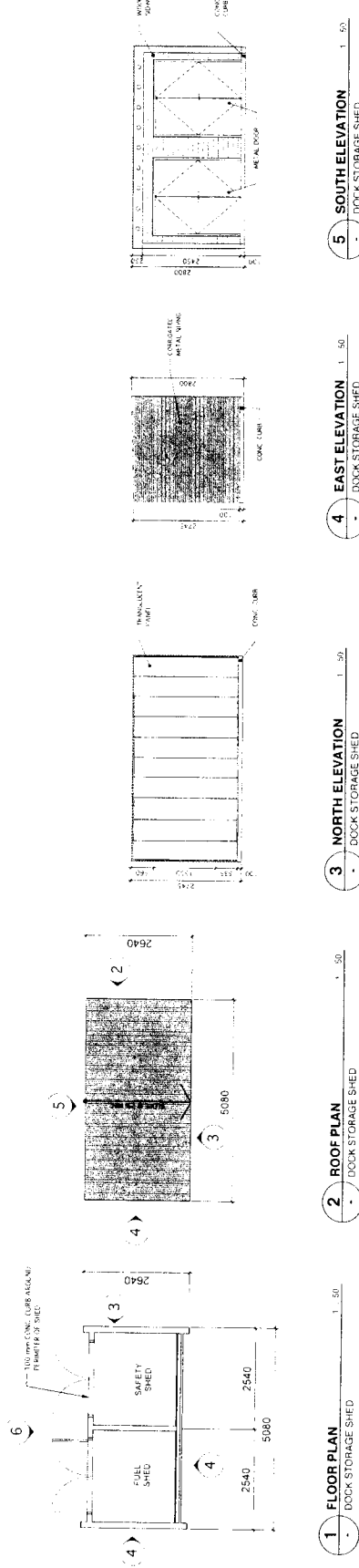
2005.03.10



1 PLAN - EXTERIOR RAMP 1/50

DP 04279295

#6

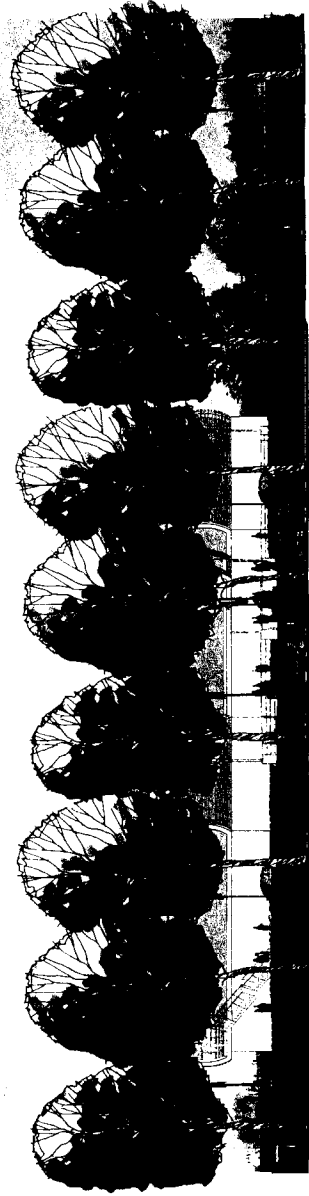


DP 04279295

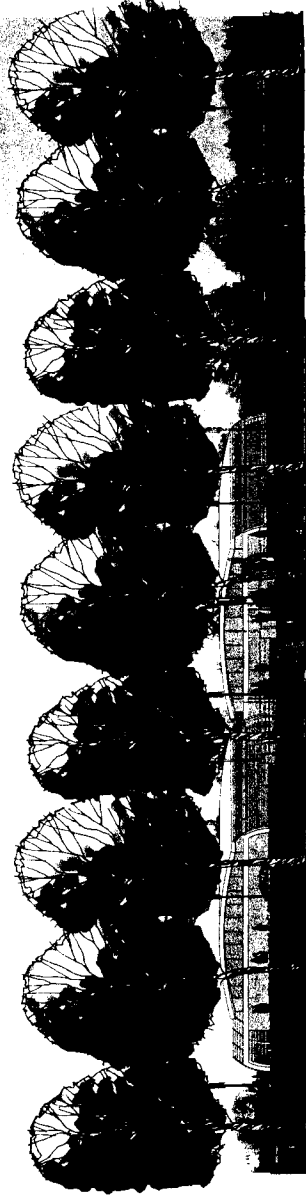
#7



2005.03.10



STREET ELEVATION - Extreme high tide



STREET ELEVATION - Extreme low tide

Public entry path +  
fire access

Future Minoru Road  
street and plaza

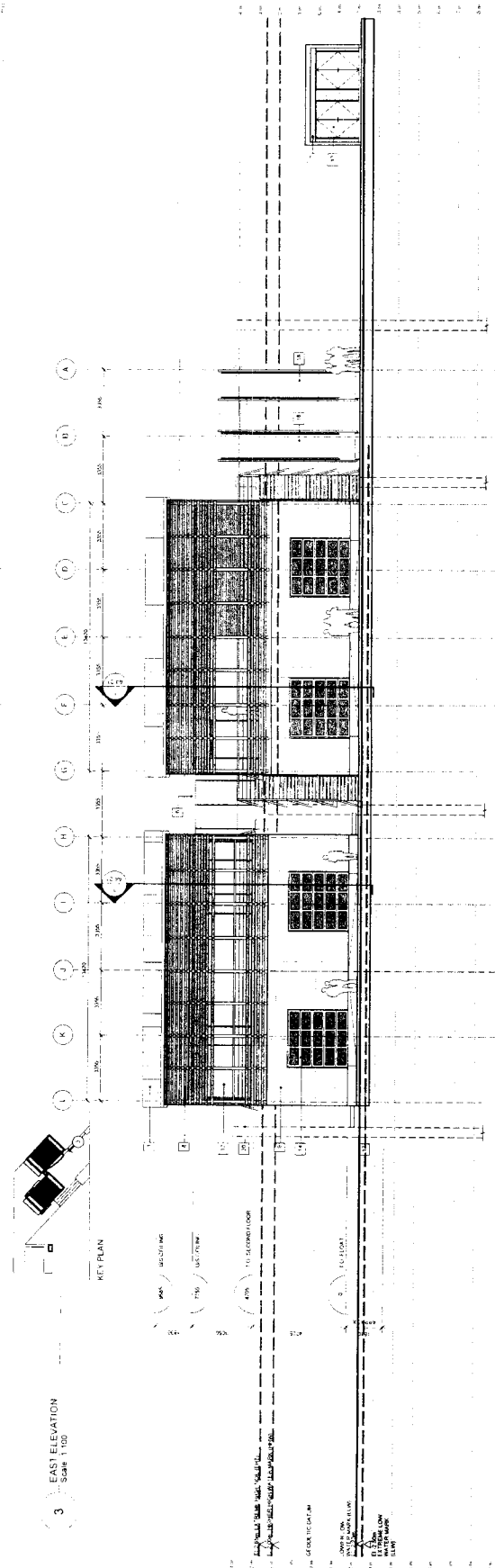
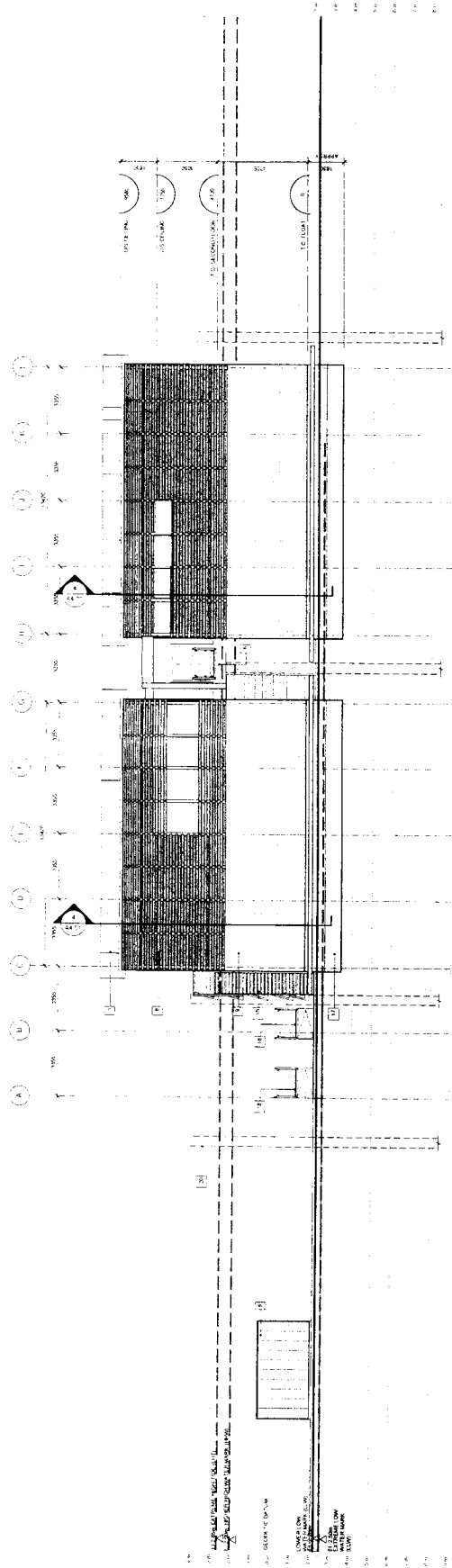
#2

Preliminary - Not For Construction

UBC Boathouse overlaid onto City of Richmond  
Middle Arm Open Space Master Plan prepared by  
PWL Partnership Inc.  
City of Richmond  
Denise Cook Design & Planning  
Pottinger Gaherty Environmental

DP 04279295

2005 03 10



DP 04279295 #9

ELEVATIONS: PLAN #4

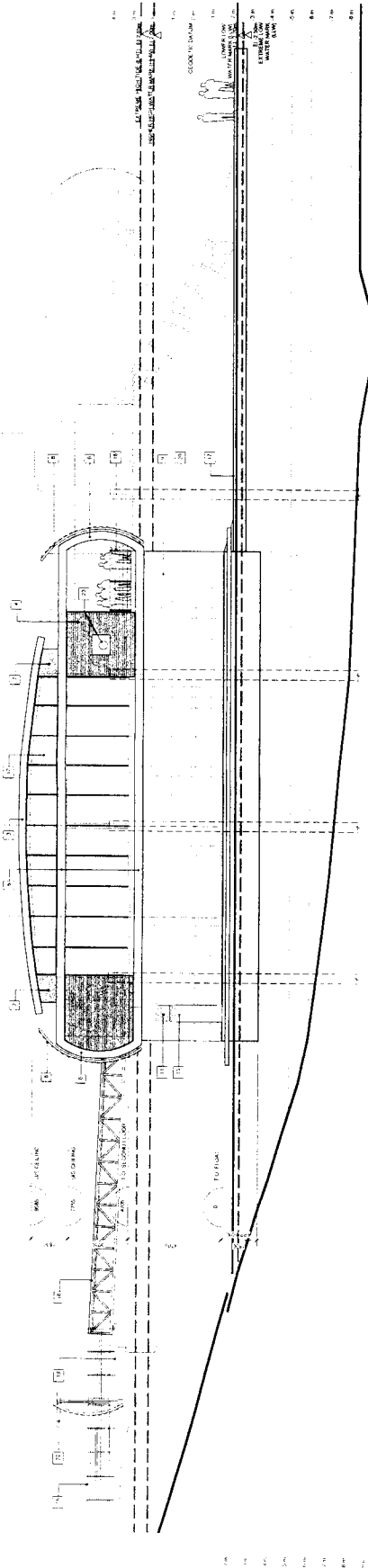
Preliminary - Not For Construction 1 100 0 m 5 m 10 m

- LEGEND
- 1. EXTERIOR WALL
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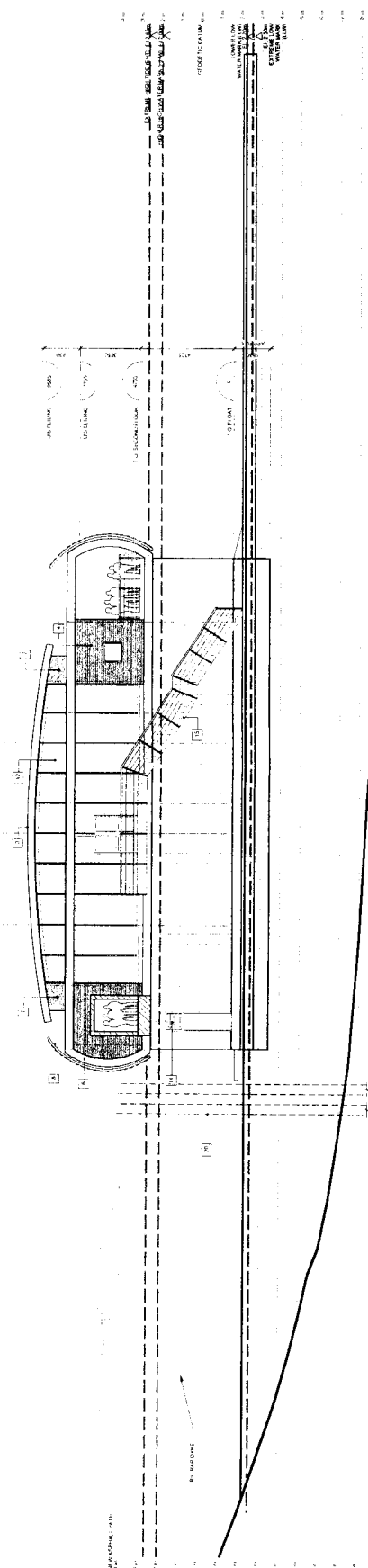
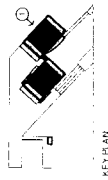
2005.03.10

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

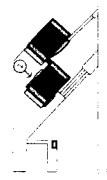
- LEGEND
- 1. EXTERIOR WALL
  - 2. EXTERIOR ROOF
  - 3. EXTERIOR FLOOR
  - 4. EXTERIOR WALL WITH GLAZING
  - 5. EXTERIOR WALL WITH WALL PANEL
  - 6. EXTERIOR WALL WITH WALL PANEL
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  - 17. EXTERIOR WALL WITH WALL PANEL



1 NORTH ELEVATION  
Scale 1:100



2 NORTH ELEVATION  
Scale 1:100



ELEVATIONS: PLAN #5

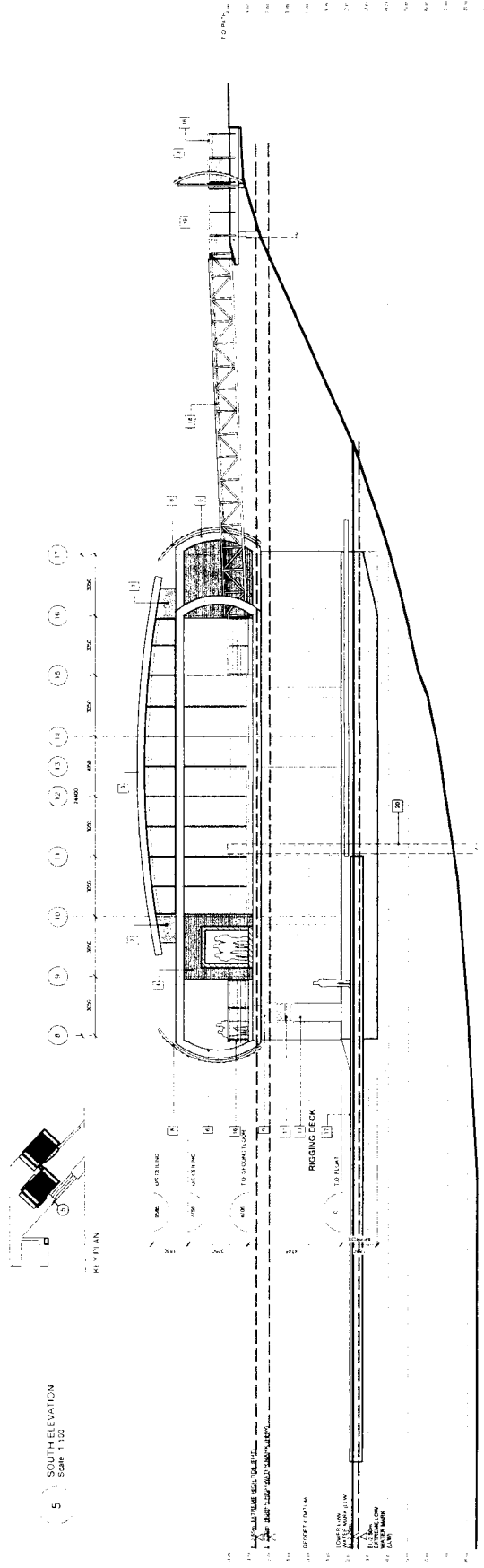
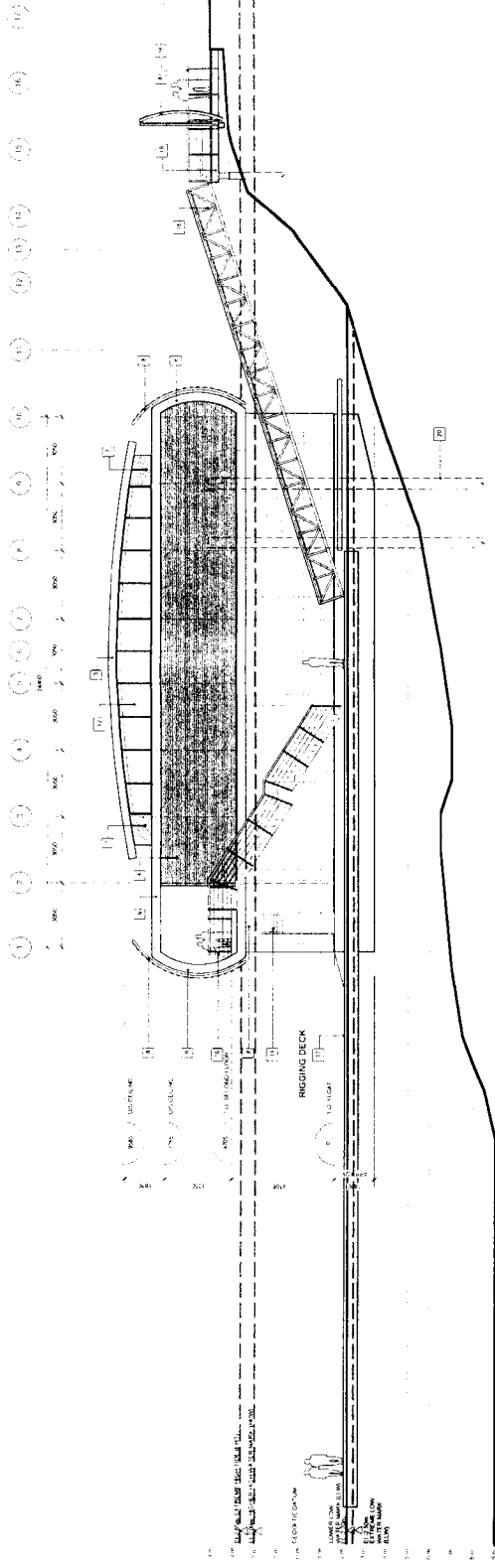
DP 04279295

#10

Preliminary Not For Construction 1:100 0 m 5 m 10 m

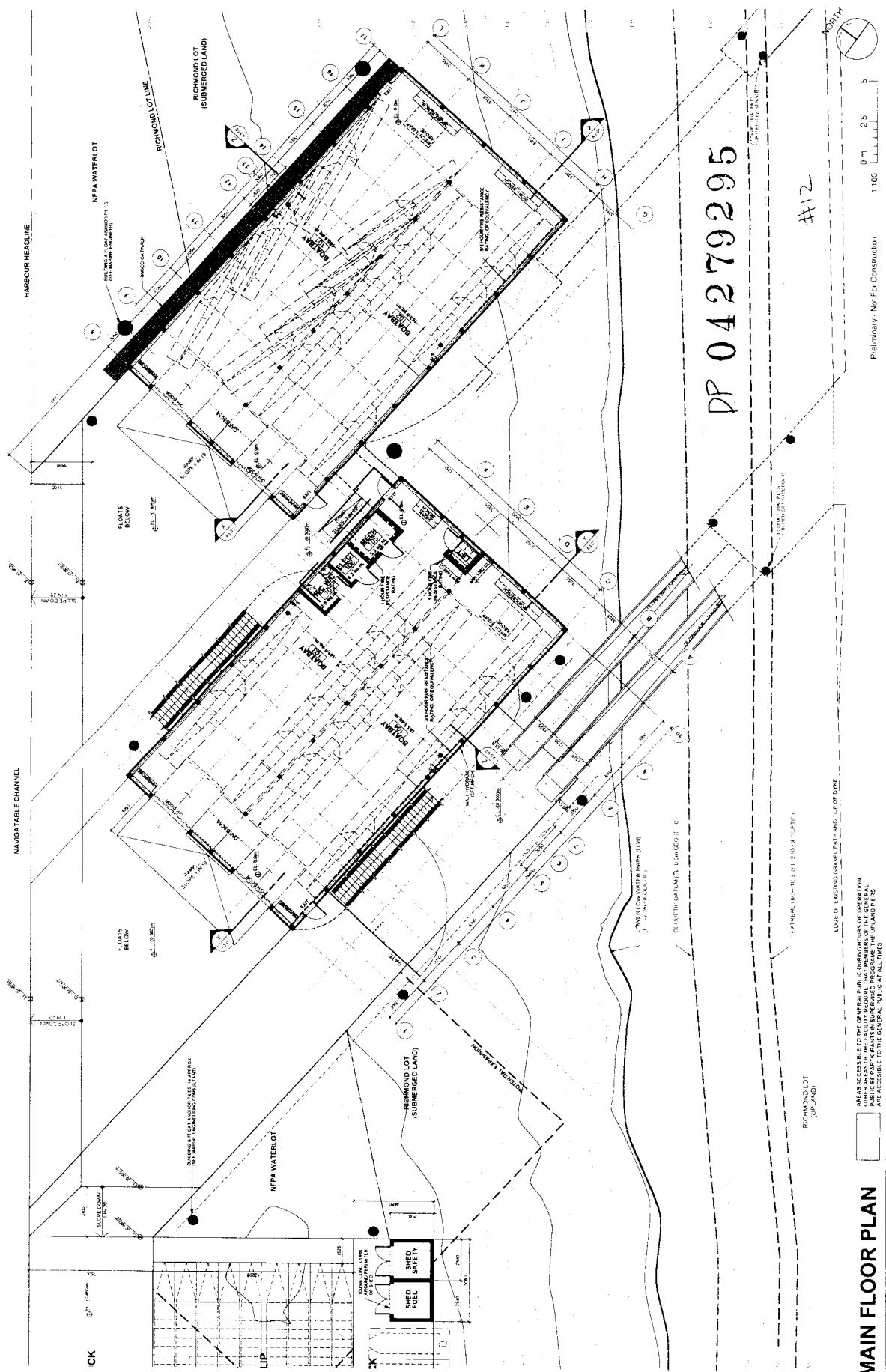


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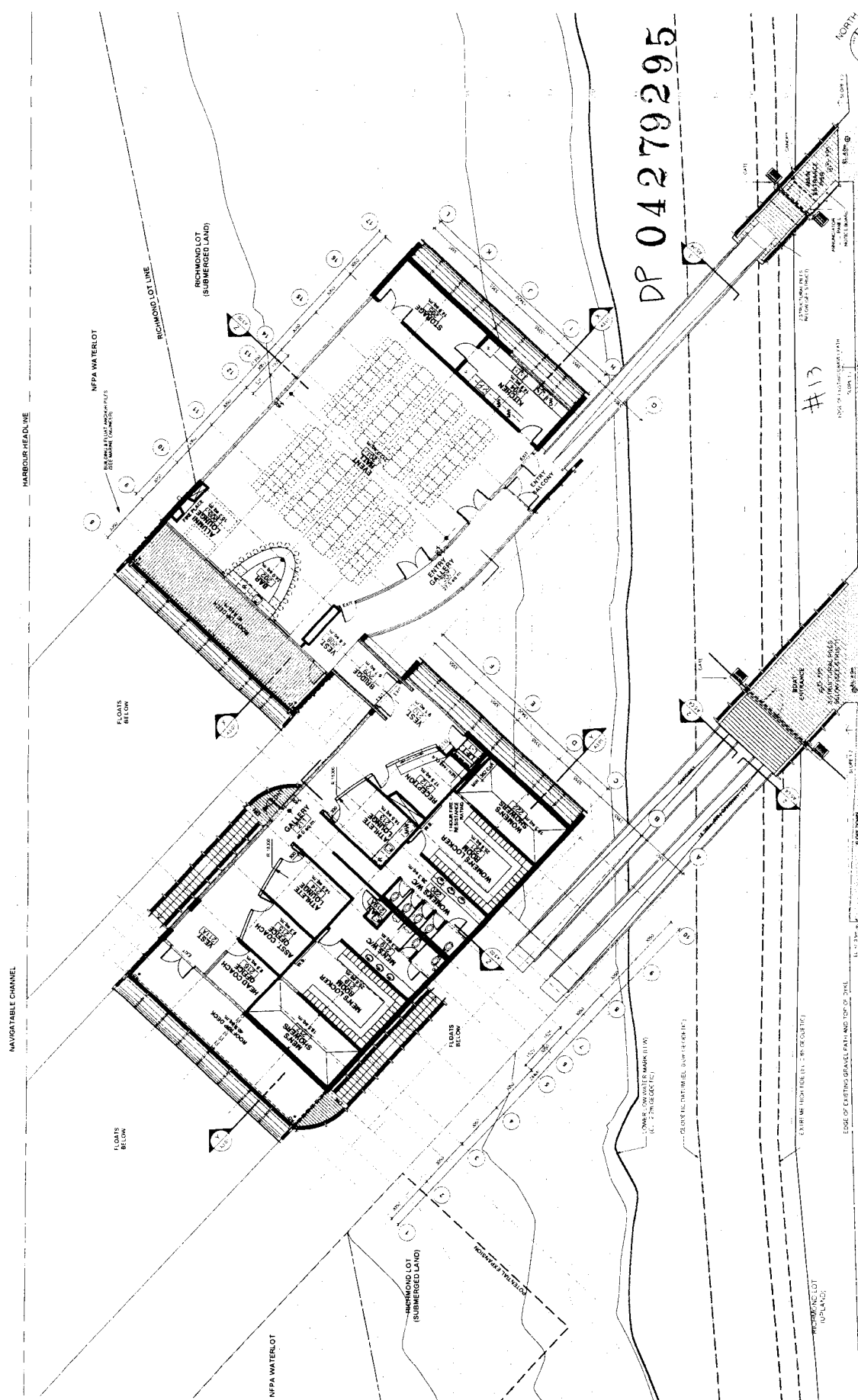


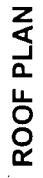
## SECOND FLOOR PLAN

AREAS ACCESSIBLE TO THE GENERAL PUBLIC DURING HOURS OF OPERATION  
OTHER AREAS OF THE FACILITY REQUIRE THAT MEMBERS OF THE GENERAL  
PUBLIC BE PARTICIPANTS IN SUPERVISED PROGRAMS. THE UPLAND PIERS  
ARE ACCESSIBLE TO THE GENERAL PUBLIC AT ALL TIMES.

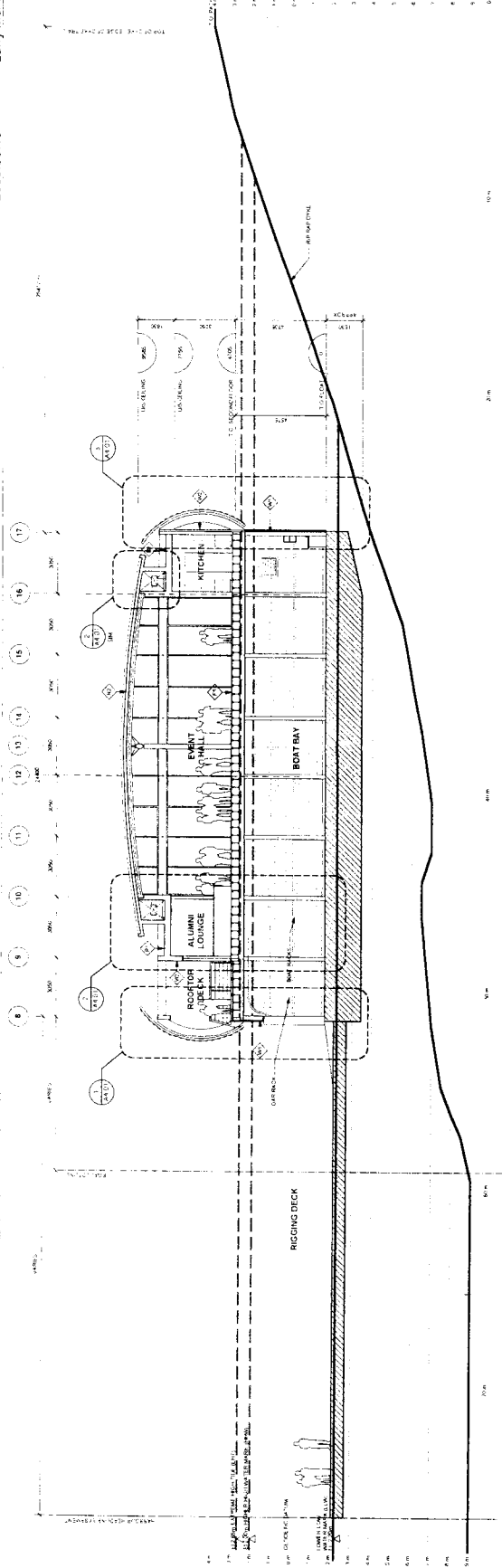
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10C

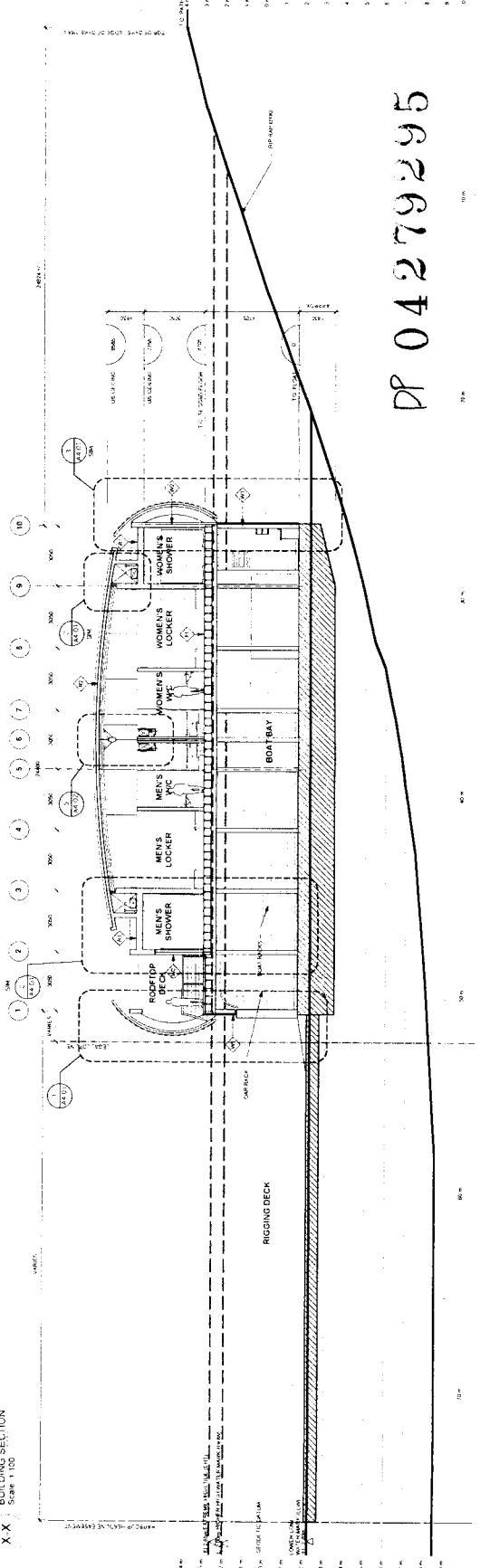




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X-X BUILDING SECTION  
Scale 1/100



Y-Y BUILDING SECTION  
Scale 1/100

DP 04279295

#15

LEGEND

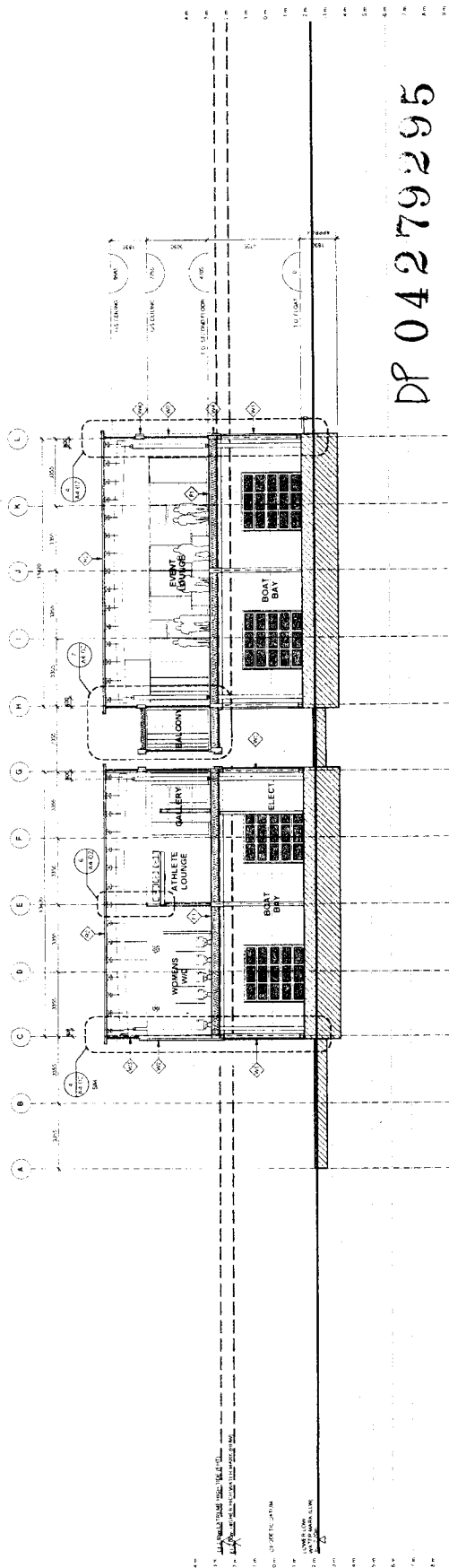
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2. EXTERIOR WALL CLADDING
3. EXTERIOR WALL INSULATION
4. EXTERIOR WALL FINISH
5. EXTERIOR WALL JOINT
6. EXTERIOR WALL CORNER
7. EXTERIOR WALL FLASHING
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ROOF LEGEND

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4. ROOF CORNER
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99. ROOF ACCESS
100. ROOF FINISH

FLOOR LEGEND

1. FLOOR INSULATION
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#16

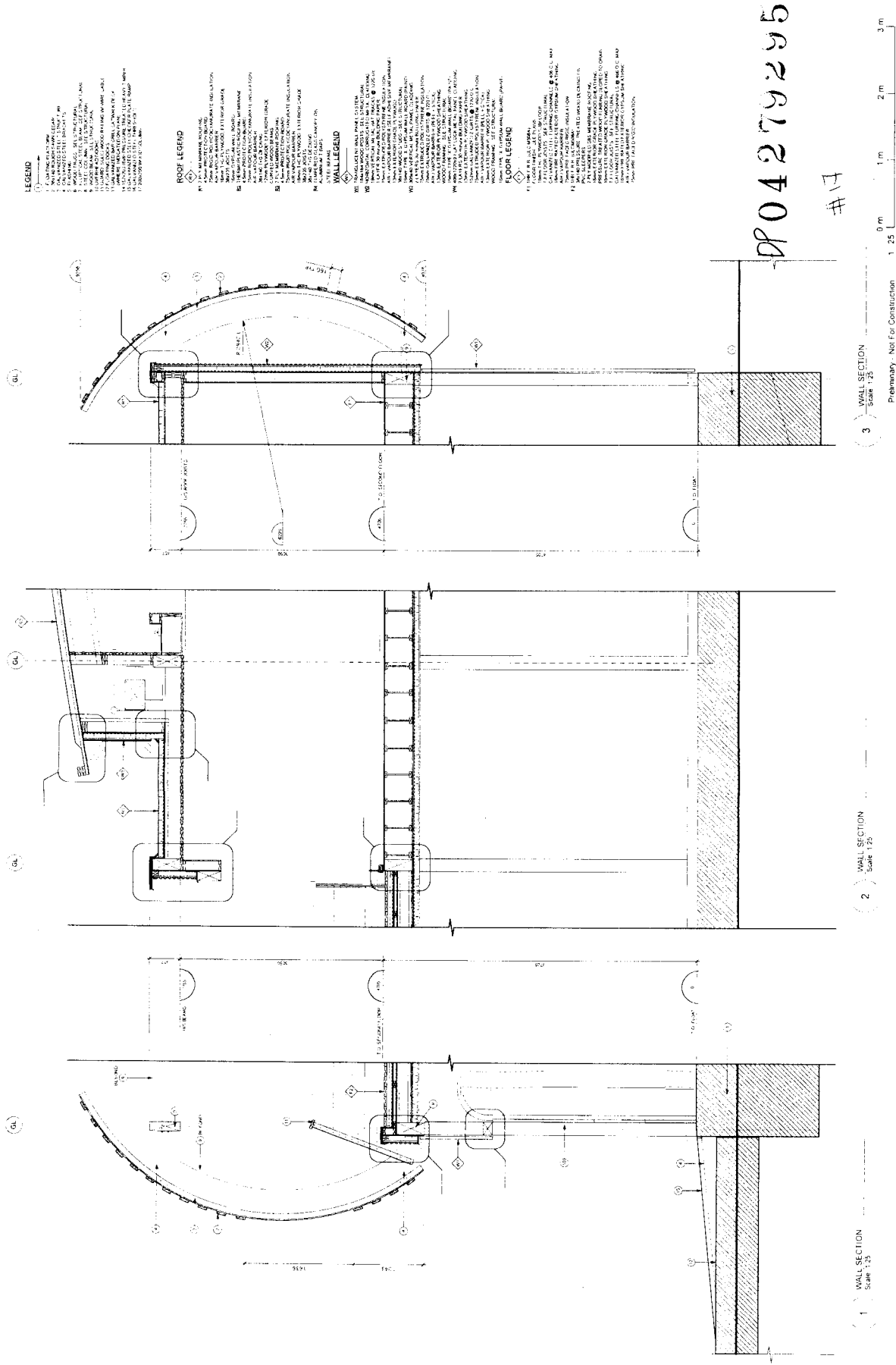
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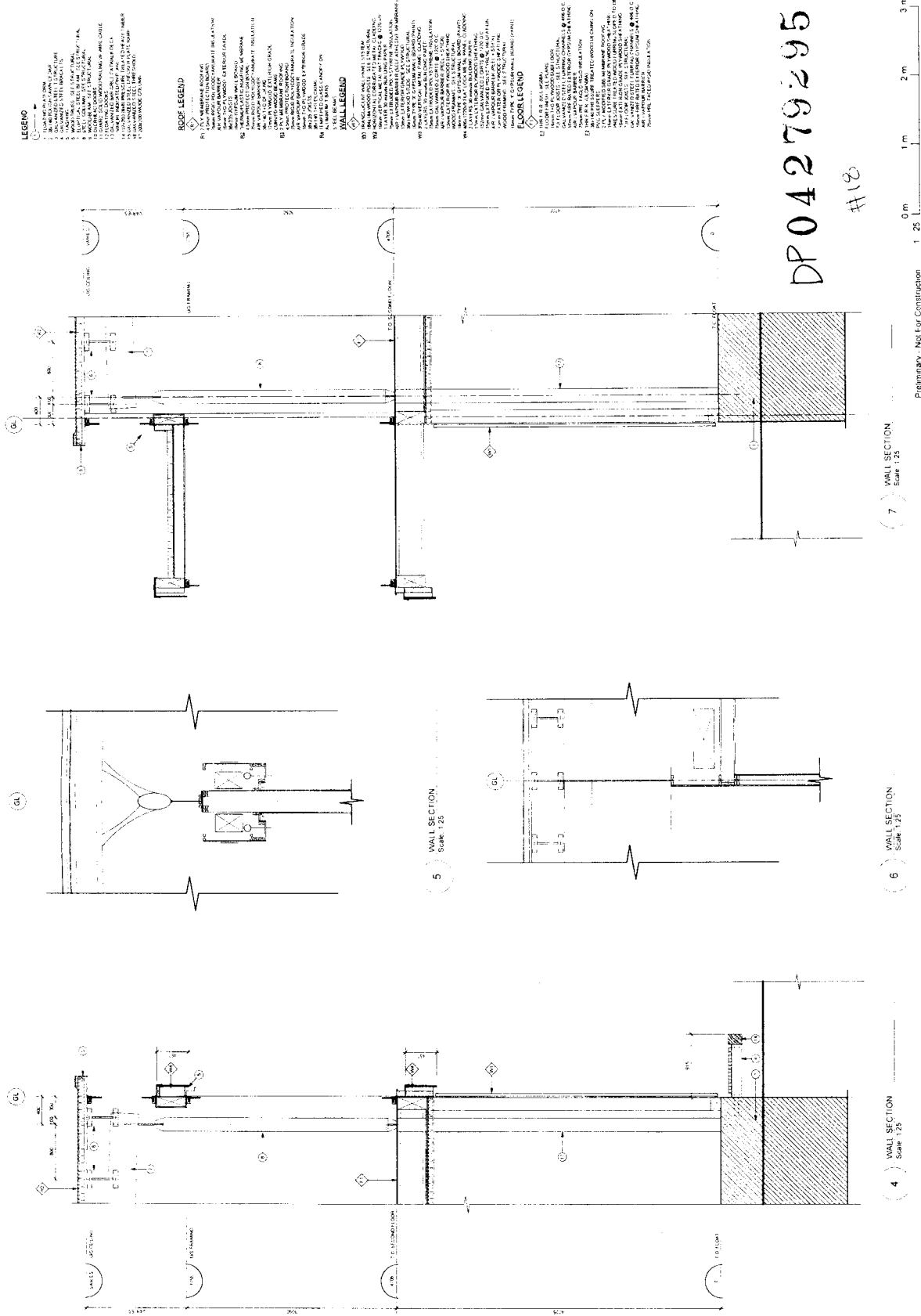
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**The John M.S. Lecky UBC Boathouse**  
Richmond, B.C.

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Larry McFatland Architects Ltd.

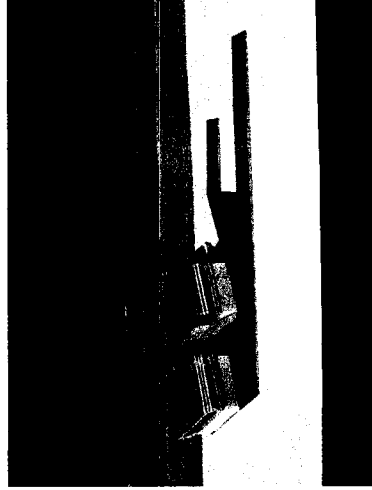
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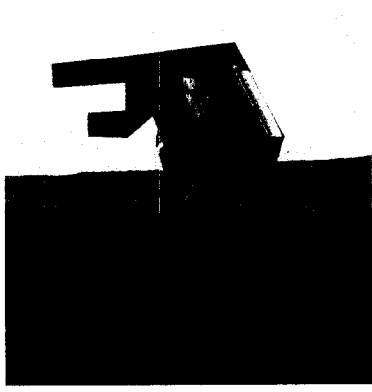
View Looking North West



View Looking North East



View Looking South East



View Looking South West

**Model Photos**

REFERENCE