



City of Richmond
Urban Development Division

Memorandum

To: J. Richard McKenna
City Clerk

To: Council - June 24, 2002
Date: June 18, 2002

From: Joe Erceg
Manager, Development Applications

File: DP 01-198029

Re: **Application by – Perkins & Company Architecture and Urban Design Inc. at
4500 and 4600 Westwater Drive**

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

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

for Joe Erceg
Manager, Development Applications

JE:rs
Att.



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications

To Council - June 24, 2002
To DPP - June 12, 2002
Date: May 15, 2002

File: DP 01-198029

Re: **Application by Perkins & Company Architecture and Urban Design Inc. for a
Development Permit at
4500 and 4600 Westwater Drive**

Manager's Recommendation

That a Development Permit be issued for 4500 and 4600 Westwater Drive on a site zoned Comprehensive Development District (CD/106), which would allow the development of 188 residential apartment units on two (2) lots containing a total floor area of 18,904.221 m² (203,490 ft²); and

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

1. The projection of balconies and roof overhang to a maximum of 2.77 m (9.088 ft.) into the required 9 m (29.528 ft.) setback along Railway Avenue;
2. The projection of balconies and roof overhang to a maximum of 1.84 m (6.037 ft.) into the required 9 m (29.528 ft.) setback along the proposed dyke walkway along the riverfront;
3. The projection of balconies and roof overhang to a maximum of 1.2 m (3.937 ft.) into the required 6 m (29.528 ft.) setback along Westwater Drive;
4. The projection of the parking structure to a maximum of 4.267 m (14 ft.) into the required 9 m (29.528 ft.) setback along the proposed dyke walkway along the riverfront;
5. The projection of the parking structure to a maximum of 3.048 m (10 ft.) into the required 6 m (29.528 ft.) setback along Westwater Drive;
6. The projection of the roof ridgeline to a maximum of 1 m (3.28 ft.) above the maximum building height of 15 m (49.212 ft.);
7. The projection of the 14 cupolas along the roof ridgeline to a maximum of 3.048 m (10 ft.) above the maximum building height of 15 m (49.212 ft.), and;
8. The provision of six (6) tandem parking stalls which are surplus to the required amount of off street parking.


Joe Erceg
Manager, Development Applications

BFG:blg
Att.

Staff Report

Origin

Perkins & Company Architecture and Urban Design Inc. have applied to the City of Richmond for permission to develop 188 residential apartment units on two (2) lots containing a total floor area of 18,904.221 m² (203,490 ft²) and to vary the minimum setback and height requirements of Comprehensive Development District (CD/106).

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

Development Information

Site Area:	13,503 m ² (145,350 ft ²)
Building Area:	18,904.221 m ² (203,490 ft ²)
Density:	53 du per ha 139 du per ac.
Site Coverage:	40.0 % Allowed 35.5 % Proposed
F.A.R.:	1.4 Allowed with a bonus of 0.1 for indoor amenity space therefore the maximum bonus area would be 675.15 m ² (7,267.5 ft ²) 1.4 Proposed excluding a 235 m ² (2,534 ft ²) indoor amenity space
Parking:	160 Spaces Required (including 19 visitor spaces) per phase 161 Spaces Proposed (including 19 visitor spaces) per phase plus 3 tandem parking spaces per phase

Findings of Fact

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

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

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

1. Apartment buildings should contain no more than 75 units, or should be designed with less than 75 units sharing one entrance and should be designed so that residents can easily identify their own grouping of units. ***Project does not comply.***
2. Windows to habitable rooms in apartment buildings should have a minimum clear space of 9 m (29.53 ft.). ***Project complies.***
3. Townhouses and apartments adjacent to public roads should have their main front doors visible and accessible from that road, where practicable. ***Project complies.***

4. Apartments should have a maximum transitional height gradient of 45° to all property lines. These gradients may be varied provided privacy, sunlight, view and human scale criteria are met. ***This project does not comply along Westwater Drive or at the end of the various building wings.***
5. Buildings should have an apparent length of less than 70 m (229.66 ft.). ***This project nominally complies to this guideline. The length of the buildings along Westwater Drive is 67.589 m (221.75 ft.) however, the building is approximately 72.847 m (239 ft.) in length along the public rights-of-passage right-of-way between the buildings.***
6. Each dwelling unit should have a near view, an intermediate view and a distant view. Special views, such as of the mountains or waterfront, should be taken advantage of where possible. ***Project complies.***
7. Sunlight should not be blocked for a minimum of 75% of dwellings in each development on every day of the year. The minimum north-south spacing between residences to conserve available sunlight is determined by the sun angle of 17° at noon during the winter solstice. ***This project complies although the height of this building will overshadow the townhouses to the north across Westwater Drive at certain times of day during the winter months.***
8. Natural features should be retained and enhanced. Screening and landscaping, including street trees, should be provided in each multiple-family development. ***Project complies.***
9. Traffic noise should be screened from residential units in order to maintain a maximum ambient indoor sound level of 35 dBA. Where private outdoor space is adjacent to arterial roads, building should be set back an average of 12 m (39.37 ft.) in order to allow space for landscaping, fencing and berming. ***Project complies.***
10. Outdoor amenity space should average more than 2.0 m² (21.53 ft²) per each bedroom. Developments with more than 70 bedrooms should provide a minimum of 70 m² (753.50 ft²) of indoor amenity space. ***This project complies if water feature is included in the outdoor amenity calculation however there is no outdoor play area amenity included in the design. Both Onni Project Management Services Ltd. and the City of Richmond have agreed to a compromise compensation value for the lack of outdoor play area amenities regarding both development Parcels 'F5' and 'J' in the amount of \$60,000.00.***
11. Vehicle and pedestrian access should be separated from each other and appropriately located. ***Project complies.***
12. Resident parking should be in small, defensible open parking lots or should be located in locked, defensible garages screened from view from the road. Visitor parking should be in public view and easily accessible near the main entry. Parking lots should have landscaping to separate every fourth parking space. ***Project complies.***
13. Provision should be made for emergency vehicles, moving vans, and service vehicles. ***Project complies with a shared loading space provided within the public rights-of-passage right-of-way between the two (2) buildings from the cul-de-sac at the west end of Westwater Drive.***

3. Provide a detailed description of the proposed interim landscape treatment for the various public zones and private development parcels as development of the overall site proceeds. ***Private undeveloped land will be fenced to protect the developer's liability and as much as possible treated in a neat and tidy appearance in the interim, prior to any redevelopment activity.***
4. Provide an understanding of proposed public access through and around the site during construction time period of the entire development site. ***Construction of the riverfront park improvements are currently underway. The developer will open the riverfront pedestrian route as quickly as construction is complete which is anticipated in the Summer of 2002. In addition, the developer has assured the City that the riverfront park improvements will be open for the Tall Ships event during August of 2002. The developer has also indicated that the north-south walkway along the east property line will also be open for the Tall Ships event.***
5. Identify the revised total number of residential units for the overall development site (i.e. 750) that will result from the current proposal to redevelop the BC Packers head office building for the Steveston Academy. ***The developer has indicated that the total number of residential units will not change significantly from rezoning. Furthermore, the developer indicates that at this stage, the overall number of units will not exceed 750. Since the rezoning only regulates the amount of floor space and not the number of units, this is a moot discussion with the exception that any significantly larger number of units may impact servicing considerations and any significant deviation from the currently anticipated 750 residential units would trigger a reassessment of infrastructure requirements.***
6. Provide building elevations for every side of all proposed buildings. ***The applicant has complied.***
7. Use color to differentiate the various townhouse projects. ***The applicant has complied.***
8. Incorporate landscape details similar to the heavy timber character of furnishings and appointments that have been developed for public spaces (i.e. benches, etc.). Increase the dimensions of selected wood elements that form part of the landscape details (i.e. trellis structures, 6 ft high fences and benches). Consider the strategic use of rough sawn lumber where appropriate and specify the finishes for all proposed landscape furnishings and appointments. ***The applicant has complied.***
9. Provide more detailed information for the outdoor amenity spaces including the appropriate details. ***Both Onni Project Management Services Ltd. and the City of Richmond have agreed to a compromise compensation value for the lack of outdoor play area amenities regarding both development Parcels 'F5' and 'J' in the amount of \$60,000.00.***
10. No special heritage provisions were made for the individual development parcels through the rezoning of the site. All heritage interpretation in the public realm, except on the Community Use Site, will be executed along the waterfront and is required as part of the Servicing Agreement that establishes the approved park design. However, there is an opportunity, when designing the built form for each development parcel to reference the heavy timber character of former cannery structures. In addition, there are opportunities on each development parcel to incorporate landscape features that reflect the character of the former BC Packers site through the careful design of site furnishings and appointments. ***The architect and landscape architect have complied.***

11. On each individual development parcel, consider the inclusion of salvaged artifacts or Public Art that relates to the fishing history of Steveston and the former BC Packers site. *The applicant has selected several artifacts that will be incorporated into the landscape and open space design of Parcel 'J'. The list of artifacts to be incorporated into the design includes the following:*

- *A large winch to be located at the north end of the public rights-of-passage right-of-way between the two (2) buildings on Parcel 'J';*
- *A large pipe and valve assembly to be located at the north end of the public rights-of-passage right-of-way between the two buildings on Parcel 'J';*
- *Two small bollards or capstans to be located at the south end of the public rights-of-passage right-of-way between the two (2) buildings on Parcel 'J'; and*
- *One (1) small fairlead from the gunnel of a former fish boat to be located within a retaining wall extension at the south end of the public rights-of-passage right-of-way between the two (2) buildings on Parcel 'J'.*

These artifacts will be located on private property and the applicant will accept all liability associated with the placement of these artifacts.

Development Coordinator Comments

1. Confirm that the amount of bicycle storage meet Development Permit Guidelines. *Bicycle storage requirement is 0.27 spaces per 100 m² (1,076 ft²) of gross leaseable area (GLA). We have 101,745 ft² of GLA, which gives $(101,745/1,076.4) \times 0.27 = 25.5$, giving 26 spaces in each phase. At present, we are showing 55 spaces in each phase. This may be amended slightly to allow for the inclusion of a small mechanical pump room for the pond above.*

Rezoning Comments

No further comments. *Acknowledged by the applicant.*

Building and Zoning Comments

No further comments. *Acknowledged by the applicant.*

Fire Department Comments

No further comments. *Acknowledged by the applicant.*

Public Works and Engineering Comments

1. There are no servicing concerns as proposed off-site improvements are defined by existing and previously negotiated Servicing Agreements. *Acknowledged by the applicant.*

Built Form and Urban Design Comments

1. The higher pitched roof option is preferred from an urban design perspective. Staff will consider a minor height variance to support for the higher roof option for both wings of each building including higher dormer elements with steeper pitched roofs. However, this support is contingent on the provision of more detailed information. The applicant should consider reducing the 2.743 m (9 ft.) ceiling heights on each floor of both apartment buildings to 2.438 m (8 ft.). If the applicant reduces the floor to ceiling height by (1 ft.) then staff may reconsider the incorporation of habitable space (i.e. limited loft areas) within the roof volumes. In addition, please provide continuous cross-sections that relate and link the existing Britannia Apartment complex to the proposed Phase Two Building on Parcel 'J' in order to better understand the view blockage impacts of the various roof options.

It is important to ourselves and the developer that the 9 ft. 0 in. ceiling height is maintained. Internally, the size and quality of finish envisaged makes a higher ceiling appropriate. Externally, a lower floor to floor height coupled with a higher roof would give the buildings a dumpy appearance. A cross-section relating Phase 2 to the Britannia apartment complex is included in our submission.

2. Consider the addition of another cupola structure at the end of the roof ridge for the west wing of the phase one building and reconsider the spacing of secondary roof vent structures along the roof ridgeline. *An additional cupola has been added to the ridge of the west and east wings on each block. All cupolas have been amended to be glazed lanterns to reflect a more maritime image.*
3. Make the upper level dormer elements on the river or south side of the project more 'marine-like' in character and consider the inclusion of porthole window(s) in the dormers above the large field of glazing. *The applicant has reconfigured the windows in the dormer gables to show large porthole windows at high level and to give a more nautical appearance to the elevations.*
4. Provide additional architectural detailing for the structure of the balcony extensions at the south end of the 'L' shaped building wings. Consider the incorporation of heavy timber construction typical of the former cannery buildings and the use of timber framing complete with knee braces, metal brackets, connection plates and tie-rods. *The balconies will be detailed more fully at the working drawing stage. Rather than adding detail to the balconies, we have retained the simple metal railings and clear glass to reduce maintenance to these elements, ensure clear views across the Fraser River and to retain the elegant, clean lines of the design.*
5. Extend the hallway corridors/stairwells to the exterior of each building wing at all levels and provide glazing at these wing ends to increase light penetration and improve the hallway entry experience. *Plans for the apartment blocks have been carefully evolved and have been resolved for some time as regards to the balance between the units and the hallways. We feel that the units at the south end of each wing would be compromised by pushing the exit stair to the outside, for little benefit to the scheme.*
6. Consider architectural façade revisions to the end elevations of the south wings for the 'L' shaped buildings that are more 'lighthouse' or 'lantern-like' in character. *The units to the southern end of the building are key units that already incorporate a large area of glazing for a wood framed building and it would be difficult to amend the glazing any further without compromising the potential furniture layouts inside these units. The large wrap-around balconies also provide references to both maritime and river front properties.*
7. Consider exaggerating the under-eave rafters, bracing, planking and bracket detailing. Submit more detailed architectural drawings of the under-eave detailing. *The applicant has amended the west end of the Phase 1 block (and this is reflected in the east end of the Phase 2 block) to make better use of the space internally and provide a more interesting elevation. It also removes the setback variance for the balcony at these ends. The exit stair has been relocated so that it is internal to the Westwater elevation, allowing the two (2) end units to make full benefit of the view of the Phoenix Pond to the west and the river to the east. Larger scale elevation studies are included in our resubmission to show the extensive use of timber and craftsman style details.*

8. Concerns have been expressed about the use of 'cultured-stone', which is an artificial material. Substitute wood siding and consider rough-sawn lumber cladding either shiplap or board and batten siding in lieu of the proposed 'cultured-stone'. ***The applicant has replaced the cultured stone with panels and batten to the corner of the blocks and shingles in other places. On the Westwater elevation, we have incorporated red shingles to provide a base to the articulated bay elements along this elevation.***
9. It has been observed that the character of the entry canopies is 'foreign' to the architectural style of the buildings. The heavy timber character of the entry canopies seems particularly appropriate given the context of the Steveston waterfront. Consider extending elements typical of heavy timber construction to the façade design of these apartment buildings. ***The applicant has made the entry canopies tie in with the rest of the development by proposing that they are the same color as the rest of the wood trim and siding on the blocks. We have also used the same kind of detailing in their construction to reference the balconies.***
10. Demonstrate how various units can be adapted to accommodate universal accessibility. Consider reducing the storage areas adjacent to the some bathrooms and enlarging these bathrooms to accommodate person with disabilities. Consider incorporating pocket doors to further permit accessibility in designated units. Consider the provision of a minimum number of accessible units in each apartment building. In this specific situation, the minimum deemed acceptable by City of Richmond staff would be one (1) accessible unit per floor. Modify the parking layout to accommodate accessible vehicle parking stalls. ***The plans have now been amended to show one (1) unit per floor that is accessible. Accessible stalls are shown in the parking garage.***
11. Step the roof slab of the parking structure down at the 9 m setback line along the interface between the park and the landscape courtyards with the water features. Revise the landscape plans for the courtyards to reflect a more gradual transition from the courtyards to the park. In addition, step the water feature to creating a significant water element at or slightly below the elevation of the park. Ensure that there are several appropriately scaled, slot views from the 'Dyke Walk' to the water features in each courtyard. ***The head height in the bicycle storage areas has been reduced to allow for more movement of water in the pond.***
12. Provide revised sun/shade diagrams for the apartment building to illustrate the shading impacts on the existing units along the north side of Westwater Drive. ***Sun/shade diagrams are included in our resubmission.***

Site Planning and Landscape Comments

1. Create a more gradual transition between the landscape courtyards and the park. Propose larger water elements at the approximate grade of the park and incorporate appropriately scaled water terraces or cascades between the ponds in the courtyards and the ponds at the park grade. ***The landscape consultant has incorporated a more gradual transition between the landscape and the park.***
2. Provide wider slot views for pedestrians in the park on the 'Dyke Walk' into the landscape courtyards. ***Wider slot views for pedestrians have been provided by the landscape consultant.***
3. Provide appropriately scaled outdoor amenity spaces for each building or provide financial compensation for improvements to Steveston Park. ***Both Onni Project Management Services Ltd. and the City of Richmond have agreed to a compromise compensation value for the lack of outdoor play area amenities regarding both development Parcels 'F5' and 'J' in the amount of \$60,000.00.***

4. Improve and flare the transition points to the Dyke Walk at all pathway connections. ***Transition points have been flared.***
5. Remove the central planter and proposed planting from the pedestrian plaza on the Westwater Drive cul-de-sac. Demonstrate how this pedestrian courtyard can be utilized as a loading zone for both apartment buildings. ***The front courtyard has been widened so that service and loading vehicles can pull into the plaza. A line of heavy timber bollards prevents encroachment into the pedestrian realm and marks a line that allows for a 30 ft. 0 in. bay from the road. It is envisaged that this area will not be in constant use, but rather, it would provide an area that removal vans can park for a few hours and taxis can pull in without blocking the main access and turn-around to Westwater Drive.***
6. Ensure that the quality of all landscape detailing is consistent with the heavy-timber character that is typical of the landscape detailing for the waterfront park corridor. ***The landscape consultant has addressed this issue and general details are provided in the resubmission.***
7. All landscape furnishing and appointments should reflect the heavy timber character of the former cannery and industrial buildings along the Steveston waterfront including benches, arbours, fences, entry gate structures, trash receptacles, bike racks, bollards, pedestrian lights, boardwalk decking, retaining walls, etc.). ***The landscape consultant has addressed this issue and general details are provided in the resubmission.***
8. Provide more details regarding the water proofing for the ponds on the parking structure roof deck including all edge details. ***The applicant has engaged a building envelope specialist to address this and other potential water penetration concerns.***
9. Provide an additional landscape cross section similar to Section A-A, across Westwater Drive (i.e. further to the east of Section A-A and annotate all sections). Also show existing and proposed vegetation including existing vegetation to remain and to be removed. ***The landscape consultant has provided another cross-section across Westwater Drive, further to the east, and this is included in our resubmission.***

Parks Department Comments

1. Provide detailed landscape and civil engineering drawings for the proposed public walkway corridor between the two (2) apartment buildings. Submit the details for all paving, lighting and wall treatments within this proposed Public Right-of Passage right-of-way including all landscape furnishing and appointments. Ensure that the landscape detailing is consistent with the proposed park improvements. Based on a review of the requested information, staff will determine whether a separate Service Agreement will be required for the proposed public walkway corridor between the two (2) apartment buildings. ***The applicant has provided more detail on the landscape treatment of the public rights of passage right of way. Richmond Parks staff have determined that a separate service agreement for this the public rights of passage right of way between the two buildings will not be required. Therefore, the maintenance of the public walkway and the associated landscape will be the responsibility of the applicant and the associated strata corporations in the future.***

Transportation Department Comments

1. Identify any requested parking variances (i.e. tandem parking spaces). ***Parking variances are identified on the cover sheet of our resubmission.***
2. Provide an engineering cross-section of the entry ramp to the parking structure(s) and demonstrate that 'North American-size' vehicles will not contact or 'bottom-out' on the driveway during entry or egress. Provide the height of the overhead gates in the covered

- parking area and ensure adequate head room for typical 'sport utility vehicles'. *The applicant has provided a more detailed cross-section of the ramps to each parking garage.*
3. Demonstrate the multi-purpose role of the pedestrian plaza at the Westwater Drive cul-de-sac to serve as a loading stall for both apartment buildings. *The front courtyard has been widened so that service and loading vehicles can pull into the plaza. A line of heavy timber bollards prevents encroachment into the pedestrian realm and marks a line that allows for a 30 ft. 0 in. bay from the road. It is envisaged that this area will not be in constant use, but rather, it would provide an area that removal vans can park for a few hours and taxis can pull in without blocking the main access and turn-around to Westwater Drive.*
 4. Ensure that all visitor-parking stalls are marked as 'visitor' stalls. *All visitor stalls are marked as such.*
 5. The proposed "shared" width for handicapped parking stalls cannot be supported. Handicapped parking stalls should be 5.5 m x 3.7 m. *Accessible stalls are shown to the dimensions provided by the City.*

Heritage Comments

1. Ensure that the rezoning requirements for archaeological investigations such as test trenching are executed as proposed and in accordance with the 'Archaeological Work Plan' prepared by ARCAS Consulting Archaeologists Ltd. and dated December 9, 1998. Provide a status report and update on this issue. *The developer has recently submitted an update regarding the archaeological investigations which have been reviewed to the satisfaction of staff.*

Refuse and Recycling Comments

1. Access to the refuse area is too restricted. Provide a more open and direct route to the exterior. *Access to the garbage area has become restricted because the length of the ramp has increased due to the requirement to lower the parking garage. Subsequently, it is very difficult to provide direct access to the outside from this area. We have eased the access to this area to allow a motorized dolly to collect bins from each garbage room and take them to ground level where they can be wheeled to the hard standing.*
2. A 'no parking' or 'loading zone' near the entry to the parking structure for service vehicles is required. *Refer to comments regarding the front plaza above.*

Design Panel Comments

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

Advisory Design Panel Critique/Decision

The pitched roof was supported as opposed to the flat. A concern was expressed that the plans did not reflect any accessible units and that space to remedy this did not exist.

The entry of the Parcel 'I' townhouse blocks and the wrap around porches were appreciated, however, the four-storey height was not considered appropriate. The flat roof design for Parcel 'J' did not fit the maritime theme – a higher pitch addressed the rest of the site. The cultured stone also was not thought to fit into the maritime theme. The bracketing and bracing was great. In response to a question, Mr. Perkins said that this will be a continued maritime detail throughout the townhouses. The 'F5' site should work better with the rest of the development.

The north/south road through Parcel 'I' was questioned. In response, information was provided that the Transportation Department should be further encouraged to accept dual access for Parcel 'I'. It was thought that not enough time had been provided to cover the amount of material presented. In response to questions, information was provided that: i) the right-of-way through the apartment buildings is pedestrian only; ii) the parking areas for Parcel 'J' will not connect but will share a common wall; and iii) the water feature not only brings the water closer to the building but offers a security benefit. The raising of the front yards of Parcel 'F5' was considered appropriate.

The flat roof was considered appropriate for the more industrial, shed like structure. The articulation of the soffits and the bay windows to the roof make for a more seaside architecture which enhances the heavy, industrial shape. The lids on the bays could be more lantern like. The cultured stone was not considered to be the right material. A number of other materials could be used that would maintain or enhance the marine theme including zinc or galvanized aluminium. The corners of the building were not developed enough and were therefore weak. The garage accesses were not considered to be advantageously located. The entry canopies to the building look foreign or not foreign enough to the rest of the expression of the building. The character of the smaller buildings had been improved. The 'F5' project appeared as an orphan and it was not obvious as to how the density nets itself out. The meandering landscape was considered to be an improvement. It was hoped the single-family development would have a similar character to that presented for the townhouses.

The Acting Chair summarized the Panel's comments as follows:

1. The landscaping is more open and amenable to the public. *Acknowledged by the applicant.*
2. The treatments on the townhouses, especially the end units, were good. *Acknowledged by the applicant.*
3. A building up of grade change in front yards was not considered preferable. *Acknowledged by the applicant.*
4. With two exceptions, the pitched roof on Parcel 'J' was considered more appropriate. *The current application includes a 'pitched roof'.*
5. Parcel 'J' could address the universal accessibility request. *The applicant has included as a minimum one (1) accessible unit per floor in each of the two (2) phases for this project which will provide a minimum of eight (8) accessible units within this development parcel.*
6. Cultured stone was not considered appropriate for Parcel 'J'. *The applicant has eliminated the cultured-stone from the façade design of this project.*
7. The corners of the building on Parcel 'J' could be better developed. *The applicant has provided more design development of the deck projections and soffit detailing which will also apply to corner units.*

8. Entry canopies should be looked at. *The applicant has elaborated on the heavy timber character of the entry canopies and extending some of this detailing to other components of the building particularly the deck extensions.*

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

Analysis

Implications on the Overall Development Plan

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

- Coordination with the Tall Ships event;
- Discussions and negotiations regarding the future development of the water lots; and
- Final determination of the form and character of the Maritime Mixed-Use (MMU) District.

Given the exiting Comprehensive Development District (CD/106) residential zoning, staff supports the proposed form and character of this individual development parcel. Staff believes that this proposal respects the marine industrial heritage of the overall site and establishes an appropriate character for a riverfront residential community in the Village of Steveston.

Assessment of the Conditions of Adjacency

This site is a development parcel along the south side of the Westwater Drive and on the west of Railway Avenue. This subject site is surrounded to the north by two (2) townhouse developments that are approximately 1 m (3.28 ft.) lower than the ground plane of this proposed development. In addition, this development proposal is across Railway Avenue from the Britannia Apartments which typically consist of four (4) levels over parking with the parking level established roughly at grade. The height of this development combined with the lower finished floor elevations of the townhouses to the north will create certain overshadowing impacts for the existing townhouses at certain times of the day during the winter months as demonstrated in the sun shadow diagrams. In addition, this proposed development will restrict existing views from the Britannia Apartments toward the west. However, this development proposal is not significantly larger or more bulky than the development proposal at the rezoning stage. In fact, the applicant has agreed to depress the parking structure into the ground and reduce the overall height and mass of the proposed built form. Along the south-east and south-west edges of this proposed development site, this applicant proposes large water features. These two (2) ponds provide a visual garden for the adjacent four (4) levels of apartments above and they also orient to the public walkway corridor along the dyke creating slot views into these semi-private areas. The two (2) water features which are located on top of the roof for the parking structures will be visible from the riverfront pathways along the dyke since the parking level has been depressed into the ground. While there are minor balcony and roof encroachments into setback zones along Westwater Drive and Brunswick, these are assessed by staff to be minor. While the south wings of the two (2) buildings tend to crowd or pinch the riverfront walkway corridor along the dyke, the form and character of the proposed built form is an appropriate response to the marine industrial heritage of the former BC Packers site and should contribute to the experience along the riverfront walk.

Site Planning and Urban Design Evaluation

The applicant has cooperated with the major site planning comments from staff including the following:

- Depress the parking structure approximately 1.524 m (5 ft.);
- Partially orient the two (2) water features toward the public open space along the riverfront walkway corridor;
- Create a more publicly accessible landscape treatment along the public rights-of-passage right-of-way between the two apartment buildings;
- Step down the front yards of the ground level units along Westwater Drive to create a more friendly streetscape experience; and
- Provide an on-site loading zone area.

Staff support the currently proposed site plan configuration.

Assessment of the Architectural Form and Character

The architect has responded to the marine industrial heritage of the Steveston waterfront with the built form that is proposed on this site. The proposed built form represents an appropriate balance of old and new, industrial and residential, simple and complex. These buildings exhibit large scale built form typical of the former waterfront warehouses with a strong, heavy timber character that reflects the marine industrial quality of cannery buildings but appropriately detailed and decorated as a modern residential development. These two (2) apartment buildings incorporate building elements that are typical of the marine-industrial structures that formerly lined the waterfront including pitched metal roofs, wood and shingle cladding, entry canopies and balcony structures that reflect the character of heavy timber construction and architectural detailing that is consistent with the history of the site and the character of the former waterfront warehouses. However, the architectural design of these buildings also exhibits qualities that are typical of fined grained urban fabric including the combination of cladding materials, the articulation of the building envelope, the fenestration design, the open, under-eave detailing, and the incorporation of cupolas and ventilator-like roof elements. In the assessment of staff, there is sufficient diversity in the built form in combination with the use of color within this development parcel to create a discrete and unique identity. Staff supports the current design of built form including the use of materials and color.

Evaluation of the Landscape and Open Space Design

The landscape architect has partially oriented the proposed water features to the adjacent public walkway corridor. In addition, the proposed edge treatment creates slot views from the public realm along the riverfront walkway into the ponds. The perimeter treatment of the water features includes terraced ponds linked with water cascades complete with lush ground plane planting. This approach establishes a semi-transparent and friendlier edge along the majority of the interface between the waterfront walkway corridor and the development parcel. Lowering the parking level permits limited views of the large water features from the public realm and allows for an more accessible public corridor between the two (2) apartment buildings. The public rights-of-passage right-of-way between the two (2) buildings will is sufficiently wide to encourage public use and is appropriately landscaped to define public and private space. In addition, the applicant has agreed to incorporate several artefacts of the cannery history of the site along the public walkway between the two (2) buildings. The front yard of units along Westwater Drive are approximately 1.067 m (3.5 ft.) above the street which create a comfortable relationship between the public and private realms. These front yards are large enough to be useable and also contribute to the transition between the units and the street. The landscape detailing is consistent with the architectural expression and reflective of 'heavy-timber construction'. Finally, the applicant has agreed to contribute \$60,000.00 as compensation for the lack of outdoor play amenities on this site and Parcel 'F5'. Staff supports the landscape and open space design of this proposal.

Assessment of Requested Variances

The applicant requests a number of variances to the provisions of Zoning and Development Bylaw 5300 as follows:

1. The projection of balconies and roof overhang to a maximum of 2.77 m (9.088 ft.) into the required 9 m (29.528 ft.) setback along Railway Avenue;
2. The projection of balconies and roof overhang to a maximum of 1.84 m (6.037 ft.) into the required 9 m (29.528 ft.) setback along the proposed dyke walkway along the riverfront;

3. The projection of balconies and roof overhang to a maximum of 1.2 m (3.937 ft.) into the required 6 m (29.528 ft.) setback along Westwater Drive;
4. The projection of the parking structure to a maximum of 4.267 m (14 ft.) into the required 9 m (29.528 ft.) setback along the proposed dyke walkway along the riverfront;
5. The projection of the parking structure to a maximum of 3.048 m (10 ft.) into the required 6 m (29.528 ft.) setback along Westwater Drive;
6. The projection of the roof ridgeline to a maximum of 1 m (3.28 ft.) above the maximum building height of 15 m (49.212 ft.);
7. The projection of the fourteen (14) cupolas along the roof ridge line to a maximum of 3.048 m (10 ft.) above the maximum building height of 15 m (49.212 ft.), and;
8. The provision of six (6) tandem parking stalls.

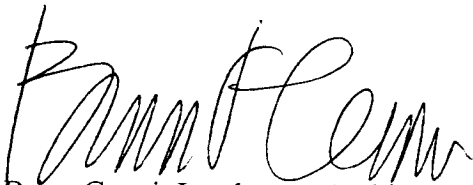
The majority of these variances deal with minor setback encroachments and the landscape edge treatments around the perimeter of the site compensate for this encroachment in the opinion of staff. The height variance is also assessed by staff to be minor and should have little impact on adjacent properties or the neighbouring waterfront public walkway corridor. The requested tandem parking stalls are surplus to the required amount of parking and there are precedents within the City of Richmond for tandem parking within residential parking structures. Staff supports these requested variances and recommends approval.

Conclusions

Staff believes this project:

- Provides an important precedent for future development parcels within the overall project;
- Will have minimal impact on the surrounding existing development;
- Establishes a logical pattern of organization and internal site planning;
- Defines an appropriate built form response to the marine industrial heritage for the site;
- Creates defensible private open space plus some opportunities for both public as well as semi-public open space; and
- Proposes minimal setback and height variances that can be supported.

Therefore, staff supports this Development Permit application.



Brian Guzzi, Landscape Architect
Development Planner - Urban Design

BFG:blg

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

1. Provide a landscape letter of credit to the City of Richmond in the amount of \$406,980.00, and;
2. Provide a cash contribution to the City of Richmond in the amount of \$55,000.00 as compensation for the lack of an outdoor children's play area.



City of Richmond
Urban Development Division

Development Permit

No. DP 01-198029

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

Property Address: 4500 AND 4600 WESTWATER DRIVE

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

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans #1, #2 and #3 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plans #2, #3 and #4 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1, #2 and #3 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #21 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

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

Property Address: 4500 AND 4600 WESTWATER DRIVE

Address: 1498 WEST FIFTH AVENUE
VANCOUVER, BC V6H 4G3

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$406,980.00.

5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

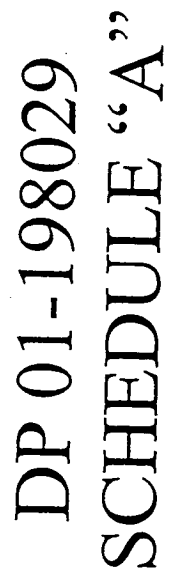
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

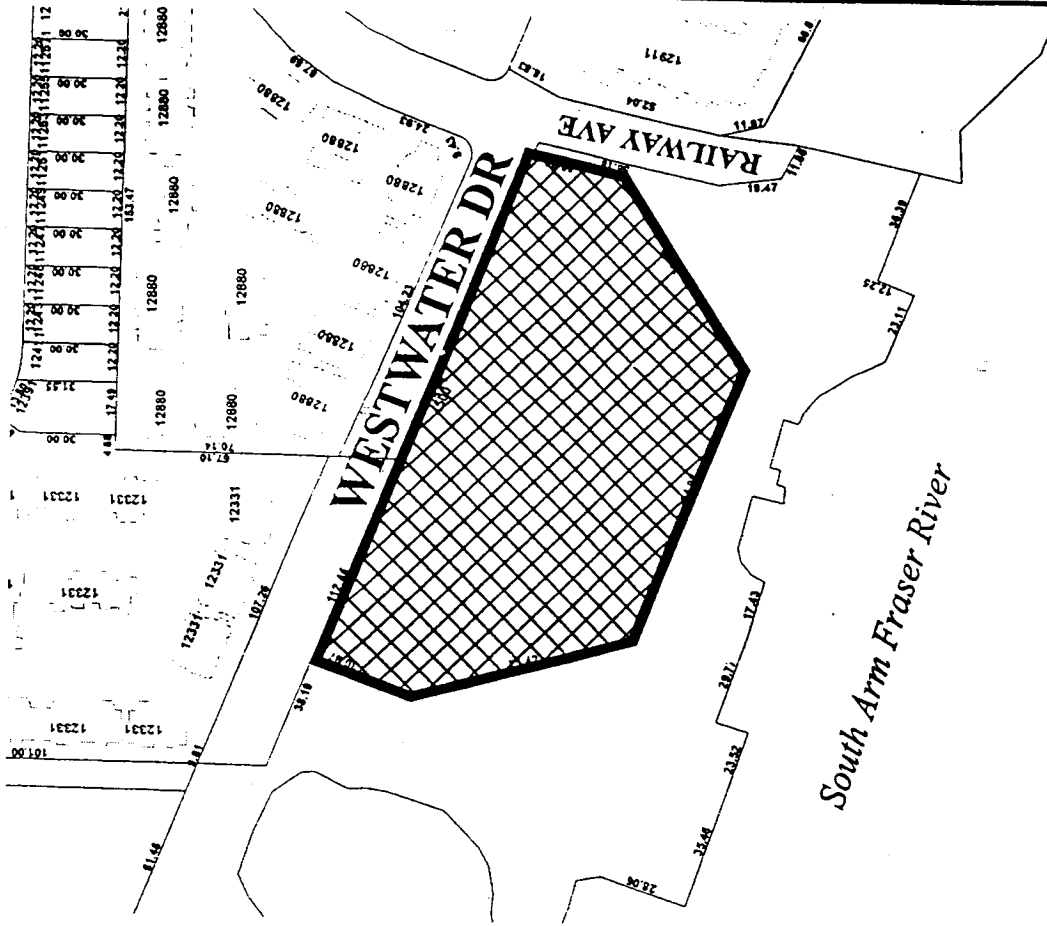
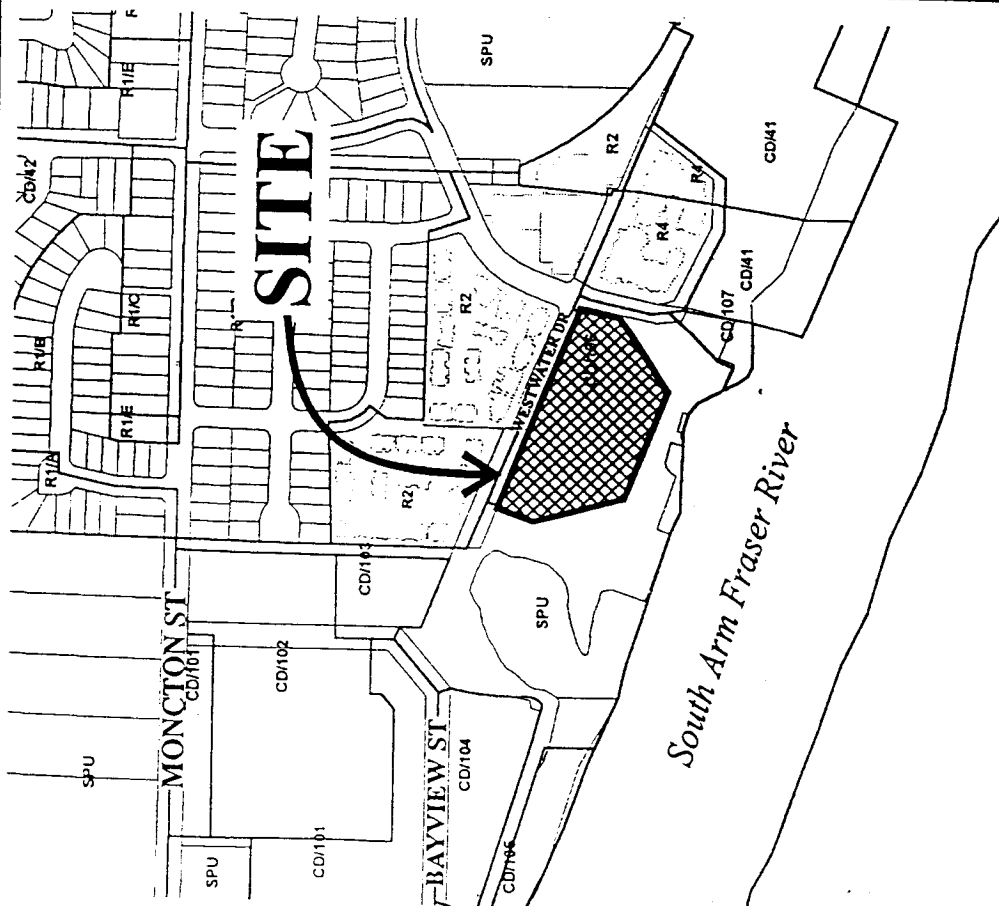
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



Note: Dimensions are in METRES



IMPERIAL LANDING AT STEVESTON - Parcel J

STATISTICS AND PROJECT DATA

PARCEL J ZONING REQUIREMENTS

ZONING: CDDM
MAXIMUM LOT COVERAGE: 14%
MAXIMUM BUILDING HEIGHT: 15 m (49.21 ft)
MAXIMUM BUILDING FOOTPRINT: 15 m (49.21 ft)

DEVELOPMENT PROGRAM

TOTAL SITE AREA: 10,124 sq m (25,000 sq ft)
TOTAL BUILDABLE AREA: 1,410 sq m (3,000 sq ft)
TOTAL BUILDABLE AREA PER PHASE:
6,751.5 sq m (14,442.1 sq m) (100% buildable)
AMENITY AREA (MAX.):
6,751.5 sq m (14,442.1 sq m) (100% buildable)

UNIT MIX / PHASE

6 x 1 BED UNITS @ 552 sq m
2 x 1 BED UNITS @ 720 sq m
1 x 1 BED UNIT @ 720 sq m
3 x 1 BED-OWN UNITS @ 718 sq m
2 x 1 BED-OWN UNITS @ 507 sq m
4 x 1 BED-OWN UNITS @ 545 sq m
4 x 2 BED UNITS @ 964 sq m
3 x 2 BED UNITS @ 1,020 sq m
8 x 2 BED UNITS @ 1,020 sq m
25 x 2 BED-OWN UNITS @ 1,068 sq m
4 x 2 BED-OWN UNITS @ 1,158 sq m
8 x 2 BED-OWN UNITS @ 1,508 sq m
TOTAL 1 BED-OWN UNITS: 10
TOTAL 2 BED-OWN UNITS: 24
TOTAL 3 BED-OWN UNITS: 43

TOTAL NUMBER OF UNITS - ALL PHASE

TOTAL BOTH PHASES, LINE UNITS
SITE COVERAGE: 35.53%
1ST FLOOR: 23,796 sq m
2ND FLOOR: 25,568 sq m
3RD FLOOR: 28,208 sq m
TOTAL AREA: 10,124 sq m / PHASE

PARKING PHASE 1

BEHINDING PARKING RESTRICTIONS & STATS

TOTAL NUMBER OF UNITS IN EACH PHASE: 94
1.5 PARKING STALLS REQUIRED PER UNIT *
0.2 VISITOR STALLS PER UNIT
94 UNITS x 1.5 = 141 RESIDENT STALLS REQ'D.
3 VISITOR STALLS PROVIDED
94 UNITS x 0.2 = 19 VISITOR STALLS REQ'D.
19 VISITOR STALLS PROVIDED
TOTAL NUMBER OF STALLS REQ'D: 160
160 STALLS PROVIDED

MAX. OF 30% SMALL CAR STALLS * 48
(17 SMALL CAR STALLS PROVIDED)
MIN. OF 2% ACCESSIBLE STALLS * 4
(4 ACCESSIBLE STALLS PROVIDED)
TOTAL NUMBER OF BIKE STORAGE: 55

PARKING PHASE 2

BEHINDING PARKING RESTRICTIONS & STATS

TOTAL NUMBER OF UNITS IN EACH PHASE: 94
1.5 PARKING STALLS REQUIRED PER UNIT *
0.2 VISITOR STALLS PER UNIT
94 UNITS x 1.5 = 141 RESIDENT STALLS REQ'D.
3 VISITOR STALLS PROVIDED
94 UNITS x 0.2 = 19 VISITOR STALLS REQ'D.
19 VISITOR STALLS PROVIDED
TOTAL NUMBER OF STALLS REQ'D: 160
160 STALLS PROVIDED

MAX. OF 30% SMALL CAR STALLS * 48
(17 SMALL CAR STALLS PROVIDED)
MIN. OF 2% ACCESSIBLE STALLS * 4
(4 ACCESSIBLE STALLS PROVIDED)
TOTAL NUMBER OF BIKE STORAGE: 55

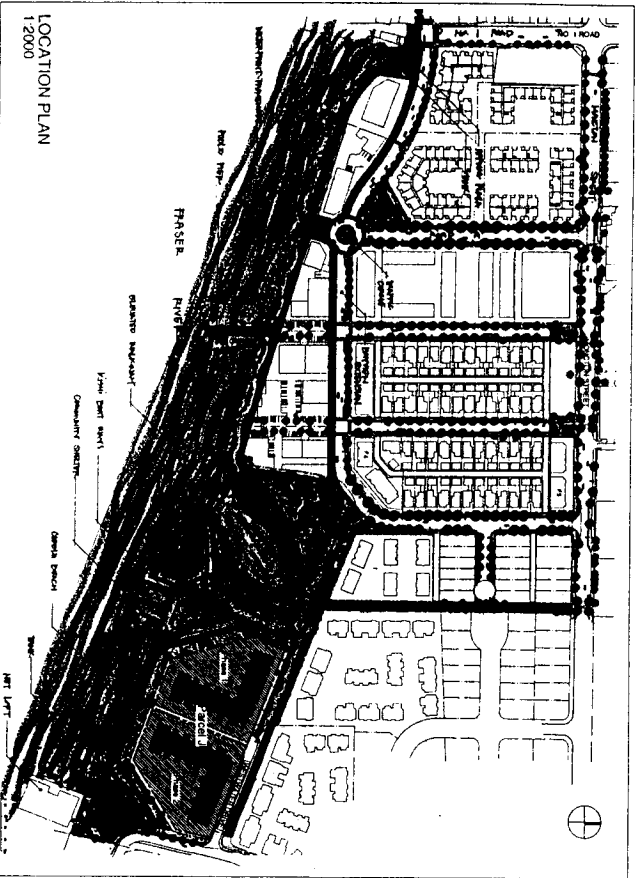


TABLE OF PARCEL J ZONING VARIANCES

1. The proposed height of the building is 15.0 m (49.21 ft) and the required height is 15.0 m (49.21 ft).
2. The proposed height of the building is 15.0 m (49.21 ft) and the required height is 15.0 m (49.21 ft).
3. The proposed height of the building is 15.0 m (49.21 ft) and the required height is 15.0 m (49.21 ft).
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5. The proposed height of the building is 15.0 m (49.21 ft) and the required height is 15.0 m (49.21 ft).
6. The proposed height of the building is 15.0 m (49.21 ft) and the required height is 15.0 m (49.21 ft).
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8. The proposed height of the building is 15.0 m (49.21 ft) and the required height is 15.0 m (49.21 ft).
9. The proposed height of the building is 15.0 m (49.21 ft) and the required height is 15.0 m (49.21 ft).

- DRAWING LIST - Parcel J**
1. LOCATION PLAN / STATISTICS / DRAWING LIST
 2. SITE PLAN / PARKING PLAN
 3. PHASE 1 1ST FLOOR PLAN
 4. PHASE 1 LOBBY LEVEL PLAN
 5. PHASE 1 2ND FLOOR PLAN
 6. PHASE 1 ROOF PLAN
 7. PHASE 2 PARKING PLAN
 8. PHASE 2 LOBBY LEVEL PLAN
 9. PHASE 2 1ST FLOOR PLAN
 10. PHASE 2 2ND FLOOR PLAN
 11. PHASE 2 ROOF PLAN
 12. ELEVATIONS
 13. SECTIONS
 14. SECTION COMPARISON WITH BRITANNIA BUILDING
 15. ANNOTATED PART ELEVATIONS
 16. SHADOW DIAGRAM

MAY 23 2002

DP01-198029

#0120

APPROVED FOR THE CITY OF VANCOUVER	DATE: 11/11/2002
APPROVED FOR THE CITY OF VANCOUVER	DATE: 11/11/2002
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APPROVED FOR THE CITY OF VANCOUVER	DATE: 11/11/2002

Perkins & Company
Architecture and Urban Design Inc.

IMPERIAL LANDING
AT STEVESTON

PROJECT NO.	2106
DATE	11/11/2002
BY	1
CHECKED BY	1
APPROVED BY	1
DATE	11/11/2002
PROJECT NO.	2106
DATE	11/11/2002
BY	1
CHECKED BY	1
APPROVED BY	1
DATE	11/11/2002

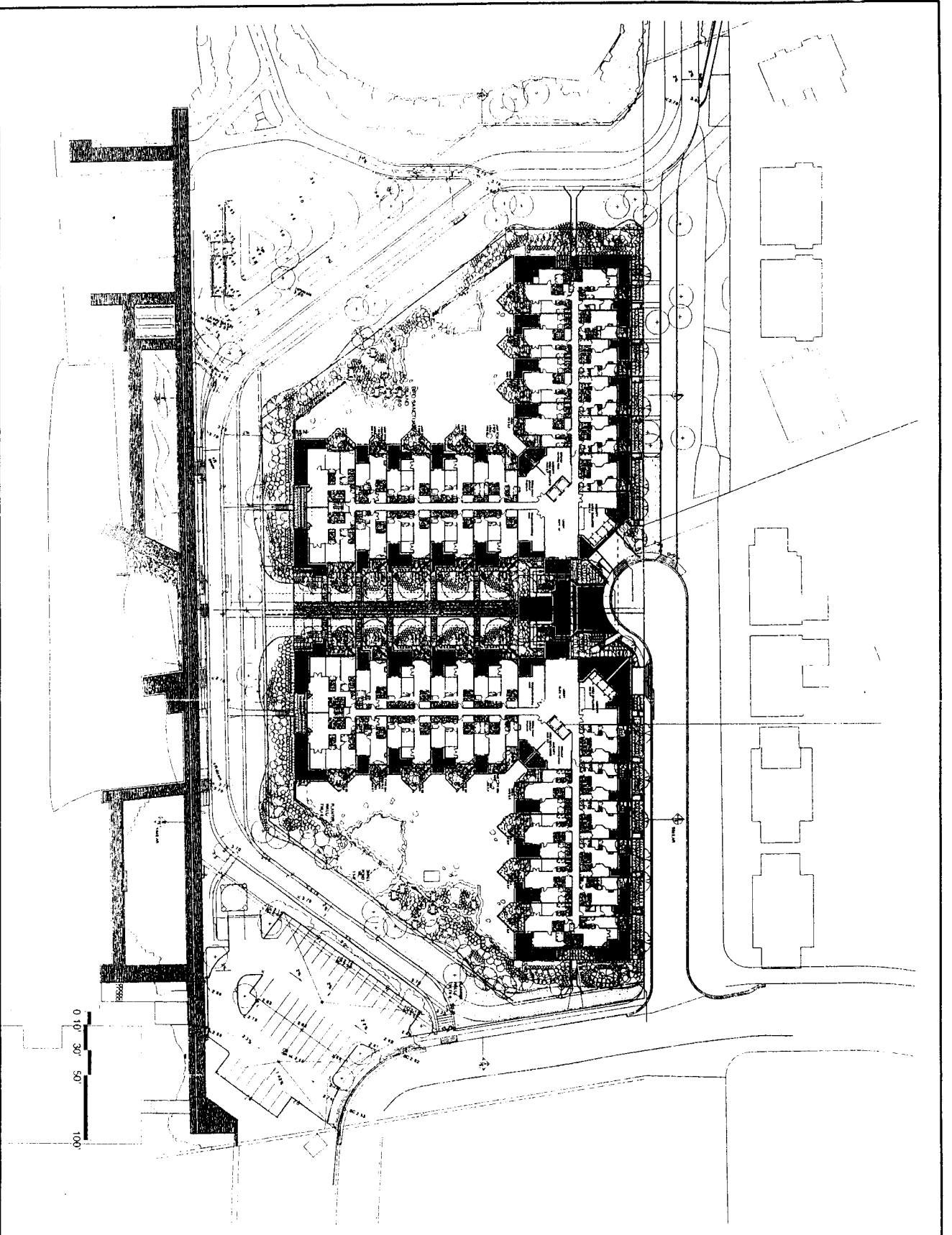
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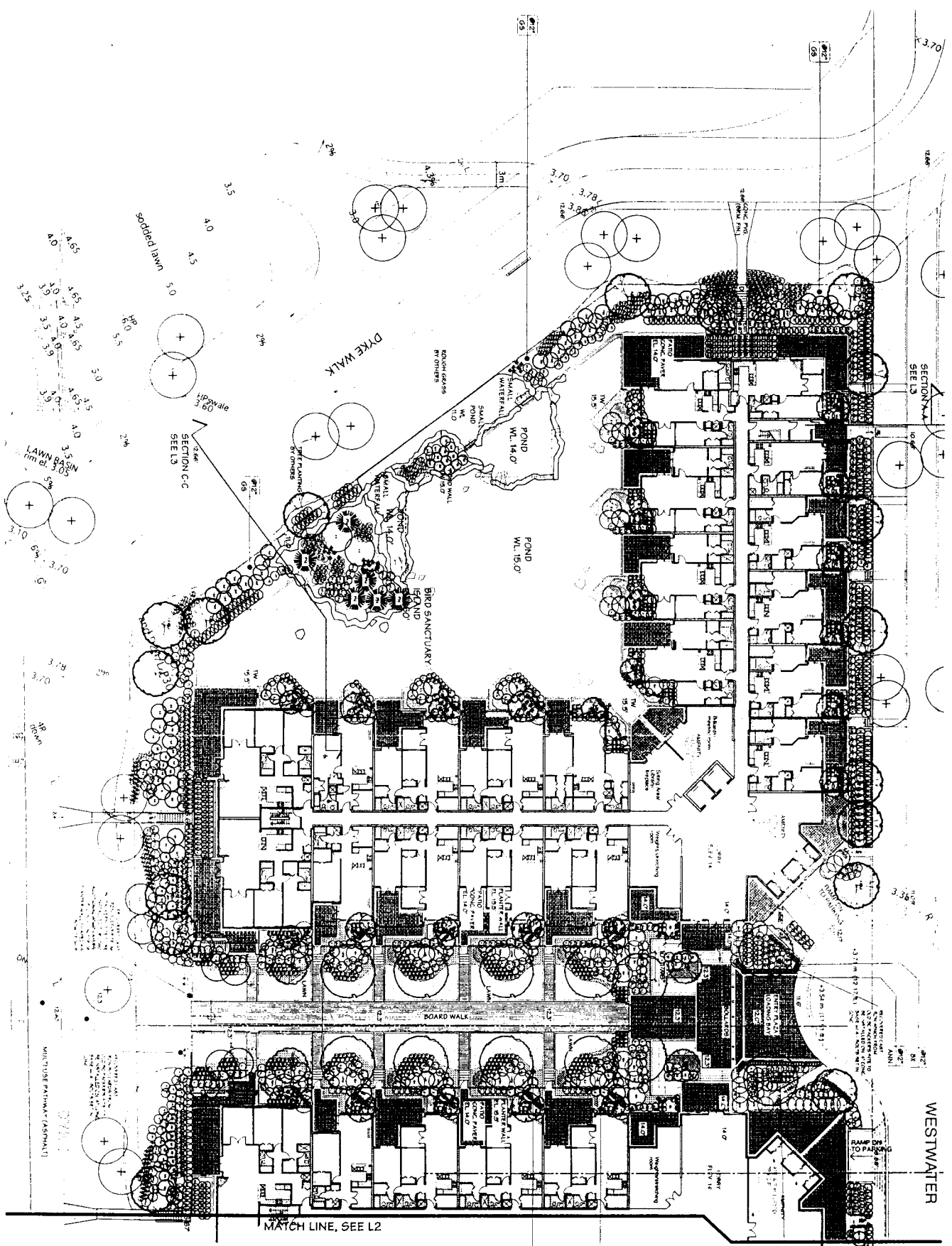
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How Green?

www.elsevier.com/locate/jmb

2169	Dried ES	2169 Perovskite + Soda glass Out
		MCAE $1/32^{\circ} = 1^{-\circ}$
		(Calculation) : 107
		2





023

DATE	10/1/01
BY	JL
CHECKED	JD
DATE	10/1/01
BY	JL
CHECKED	JD
DATE	10/1/01
BY	JL
CHECKED	JD

LANDSCAPE PLAN
IMPERIAL
LANDING
PARCEL J
RICHMOND B.C.

ITO
LANDSCAPE ARCHITECTS
3110 Main Street
Richmond B.C. V6V 2K4
Phone (604) 273-8812
Fax (604) 273-8813
Web: www.ito.ca

MAY 15 2002
#2
DR 01-198029

SECTION B-B
SEE 13

DP 01-198029



REVIEWS / ISSUES

RICHMOND B.C.

Drawing Time

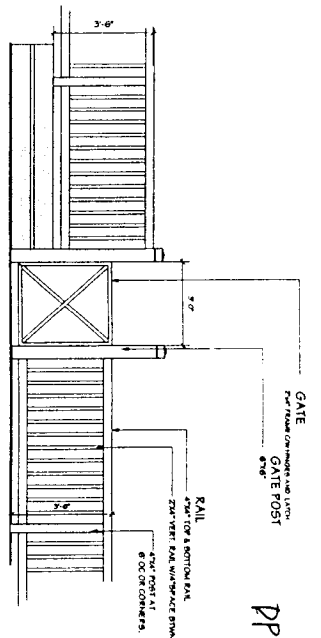
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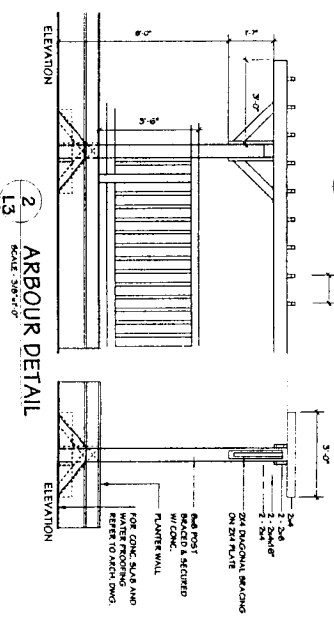
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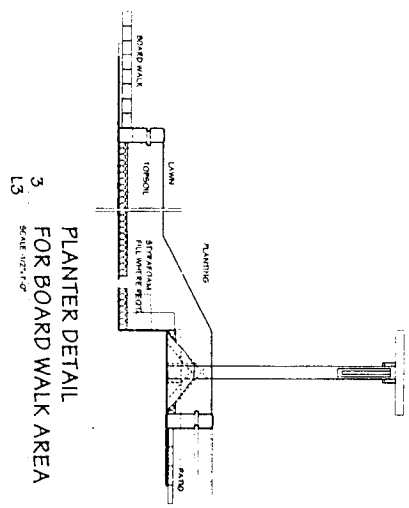
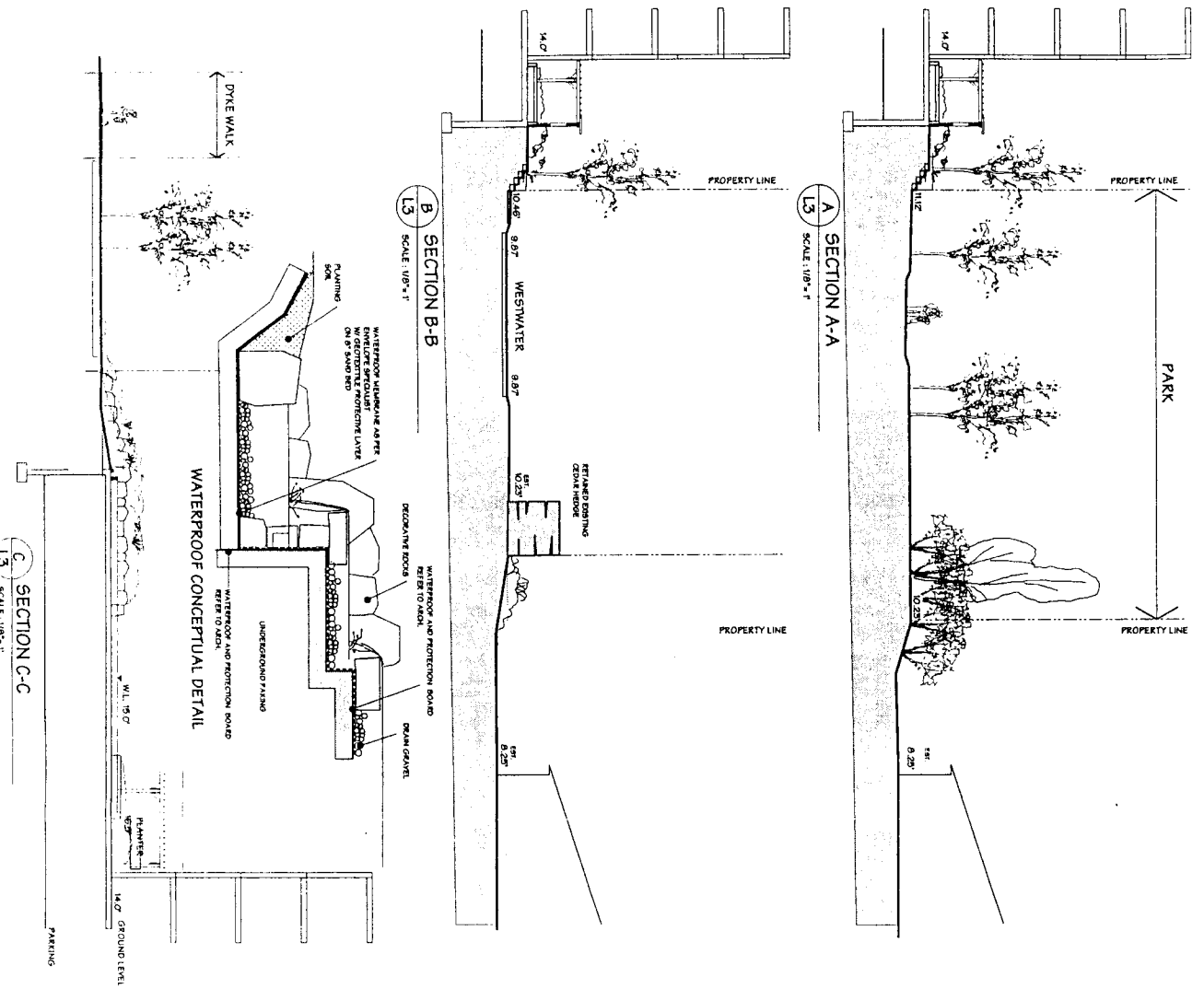
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1 FENCE DETAIL
SCALE: 3/8" = 1'-0"



2 ARBOUR DETAIL
SCALE: 3/8" = 1'-0"



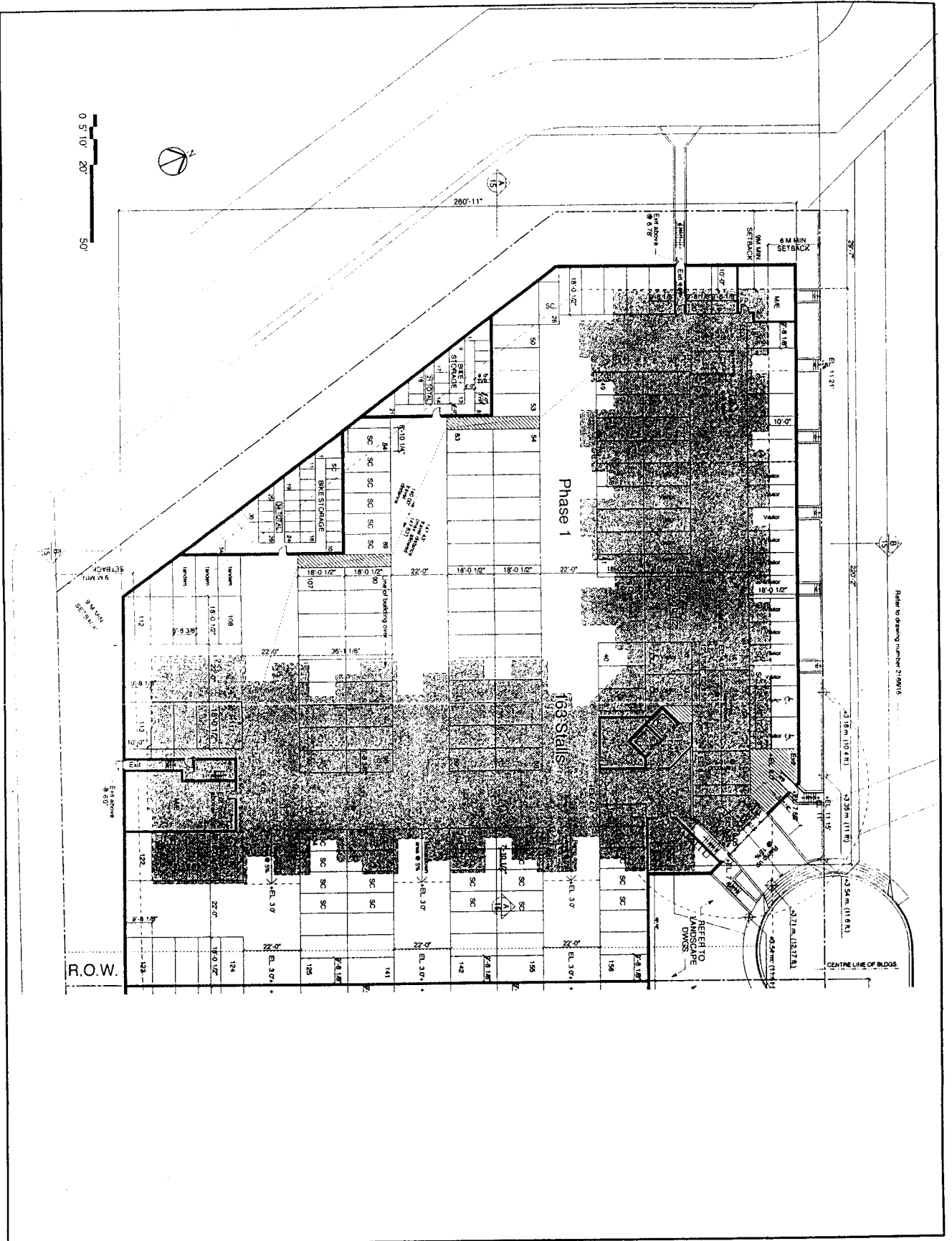
3 PLANTER DETAIL
FOR BOARD WALK AREA
SCALE: 1/2" = 1'-0"

L3

IMPERIAL
LANDING
PARCEL J
RICHMOND B.C.

Sections/
Details

Scale	1/2" = 1'-0"
Author	11
Checked	11
Date	11/17
Sheet	11/17



PERKINS & COMPANY ARCHITECTURE AND URBAN DESIGN INC. 1111 WEST 10TH AVENUE, SUITE 100 VANCOUVER, BC V6H 2B6 TEL: (604) 681-1111 FAX: (604) 681-1112 WWW.PKANDC.COM	
PROJECT NAME IMPERIAL LANDING AT STEVESTON	PROJECT NO. 2168
DATE 2168	SCALE 1/8" = 1'-0"
DRAWN BY JPB	CHECKED BY JPB
PROJECT NO. 2168	SHEET NO. 3

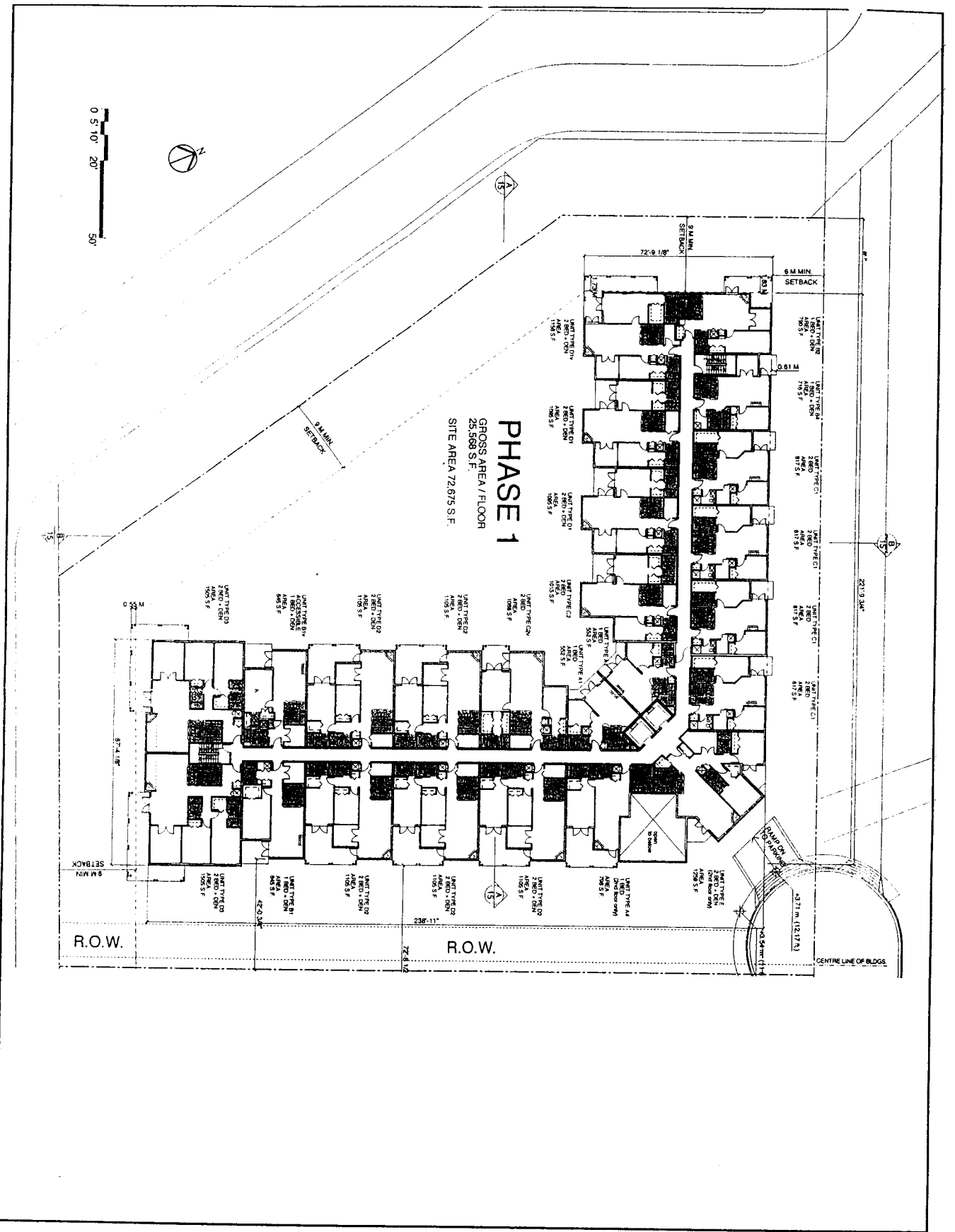
MAY 15 2002
 DP 01-198 02
 #5
 026

PERKINS & COMPANY
 ARCHITECTURE AND URBAN DESIGN INC.
 1111 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2B6
 TEL: (604) 681-1111
 FAX: (604) 681-1112
 WWW.PKANDC.COM

027

Perkins & Company
Architecture and Urban Design Inc.
1200 West 19th, A-1
Vancouver, B.C.
V6H 4G6
Telephone: (604) 685-5252
Fax: (604) 685-5253
E-Mail: info@perkinscompany.com
Web Page: www.perkinscompany.com

PROJECT TITLE		IMPERIAL LANDING AT STEVENSON	
DRAWING TITLE		PARCEL 1 LOBBY LEVEL PLAN PHASE 1	
PROJECT NO.	2100	DATE	2-16-2006
DESIGNER	CH2CD	SCALE	1/8" = 1'-0"
ISS.	JRM		
REVISIONS		DATE	
1. REVISED TO ADD REVISIONS TO CORRELATE WITH THE 2005 CITY OF LOS ANGELES BUILDING DEPARTMENT AND SCAFFOLDING PERMITS		11-1-2005	
DRAWING NO.	4		



PERKINS & COMPANY
Architect and Urban Designer Inc.
1000 West 10th Avenue, Suite 100
Vancouver, BC V6H 1A5
Tel: (604) 681-1234
Fax: (604) 681-1235
Web: www.perkinsandcompany.com

IMPERIAL LANDING
AT STEVESTON
PARCEL J 2ND FLOOR PLAN
PHASE 1

Project No.	2156	Project Title	Imperial Landing at Steveston
Client	City of Steveston	Scale	1/16" = 1'-0"
ES	08/11	Drawn by	5

REVISIONS

No.	Description	Date
1	Issued for construction	08/11

NOTES

- See site plan for location of building.
- See site plan for location of parking.
- See site plan for location of landscaping.
- See site plan for location of signage.
- See site plan for location of utility.

028

#7

MAY 15 2002
DP 01-198 025

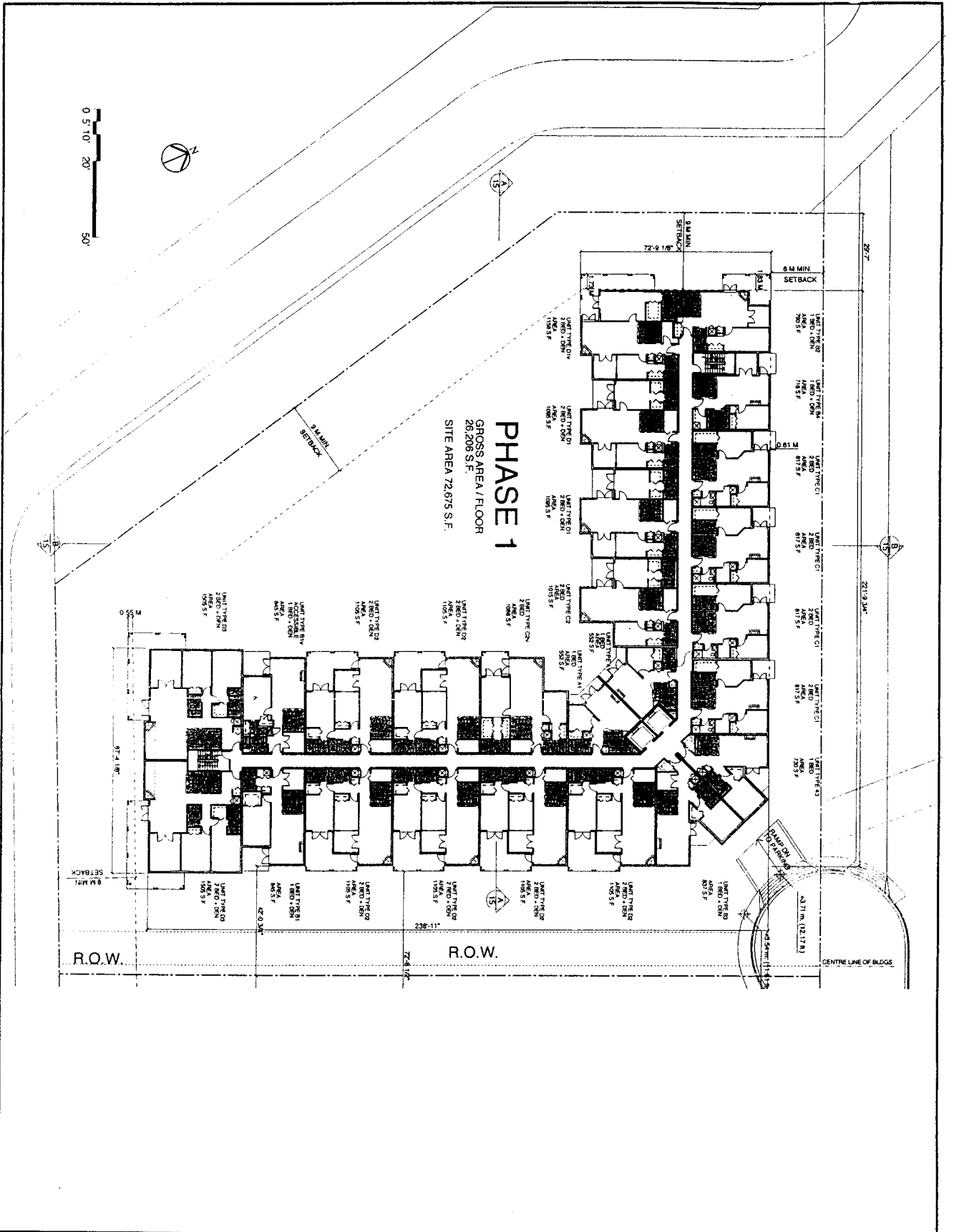
MAY 15 2002

DP 01-198 0 25

#8

029

PERKINS & COMPANY Architecture and Urban Design Inc. 1000 West Broadway Vancouver, B.C. V6H 2G6 Tel: (604) 681-1111 Fax: (604) 681-1112 www.perkinsandcompany.com		PROJECT NO. 2108 DATE: 05/15/02 DRAWN BY: JPH CHECKED BY: JPH SCALE: 1/8" = 1'-0"	
PROJECT NAME IMPERIAL LANDING AT STEVESTON		SHEET NO. 6	
PROJECT DESCRIPTION PARCEL J TYPICAL PLAN PHASE 1		SHEET TOTAL: 6	



DP 01-198025

#6

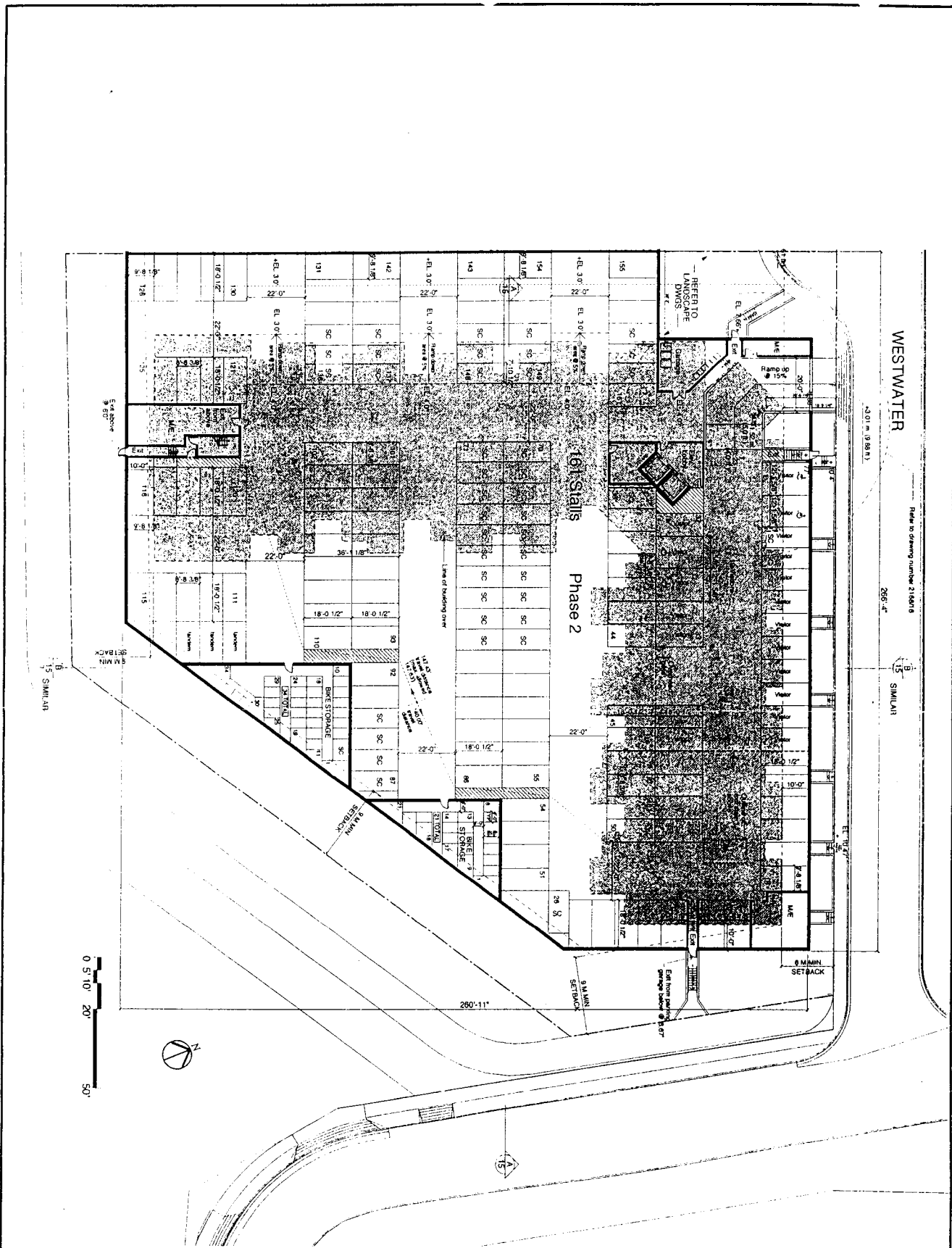
[illegible]Perkins & Company
Architecture and Urban Design Inc

Telephone • 800/485.1275
Fax • 800/485.1265
E-Mail • Mail@performance.com
Web Page • www.performance.com

PROJECT TITLE
IMPERIAL LANDING
AT STEVESTON

PARCEL J ROOF PLAN
PHASE 1

[illegible]



WESTWATER

Refer to drawing number 2160718

266'-0"

SIMILAR

0 5' 10' 20' 50'



PERKINS AND COMPANY Architecture and Urban Design Inc. 1000 15th Street, Suite 1000 San Francisco, CA 94103 Tel: 415.774.1000 Fax: 415.774.1001 Email: info@perkinsandcompany.com		IMPERIAL LANDING AT STEVESTON PARCEL J PARKING PLAN PHASE 2		Project No. 21106 Date: 05/15/2002 Scale: 1/8" = 1'-0" Drawing No. 8
PREPARED FOR THE CLIENT BY PERKINS AND COMPANY PREPARED BY PERKINS AND COMPANY CHECKED BY PERKINS AND COMPANY DESIGNED BY PERKINS AND COMPANY DRAWN BY PERKINS AND COMPANY PROJECT NO. 21106 DATE: 05/15/2002 SCALE: 1/8" = 1'-0" DRAWING NO. 8		PARCEL J PARKING PLAN PHASE 2		Project No. 21106 Date: 05/15/2002 Scale: 1/8" = 1'-0" Drawing No. 8

MAY 15 2002
 PP 01-198 0 2 9
 #10
 031

PERKINS AND COMPANY
 ARCHITECTURE AND URBAN DESIGN
 1000 15th Street, Suite 1000
 San Francisco, CA 94103
 Tel: 415.774.1000
 Fax: 415.774.1001
 Email: info@perkinsandcompany.com

TOTAL NUMBER OF STALLS PROVIDED: 118
 TOTAL NUMBER OF STALLS REQUIRED: 118
 TOTAL NUMBER OF STALLS PROVIDED: 118
 TOTAL NUMBER OF STALLS REQUIRED: 118

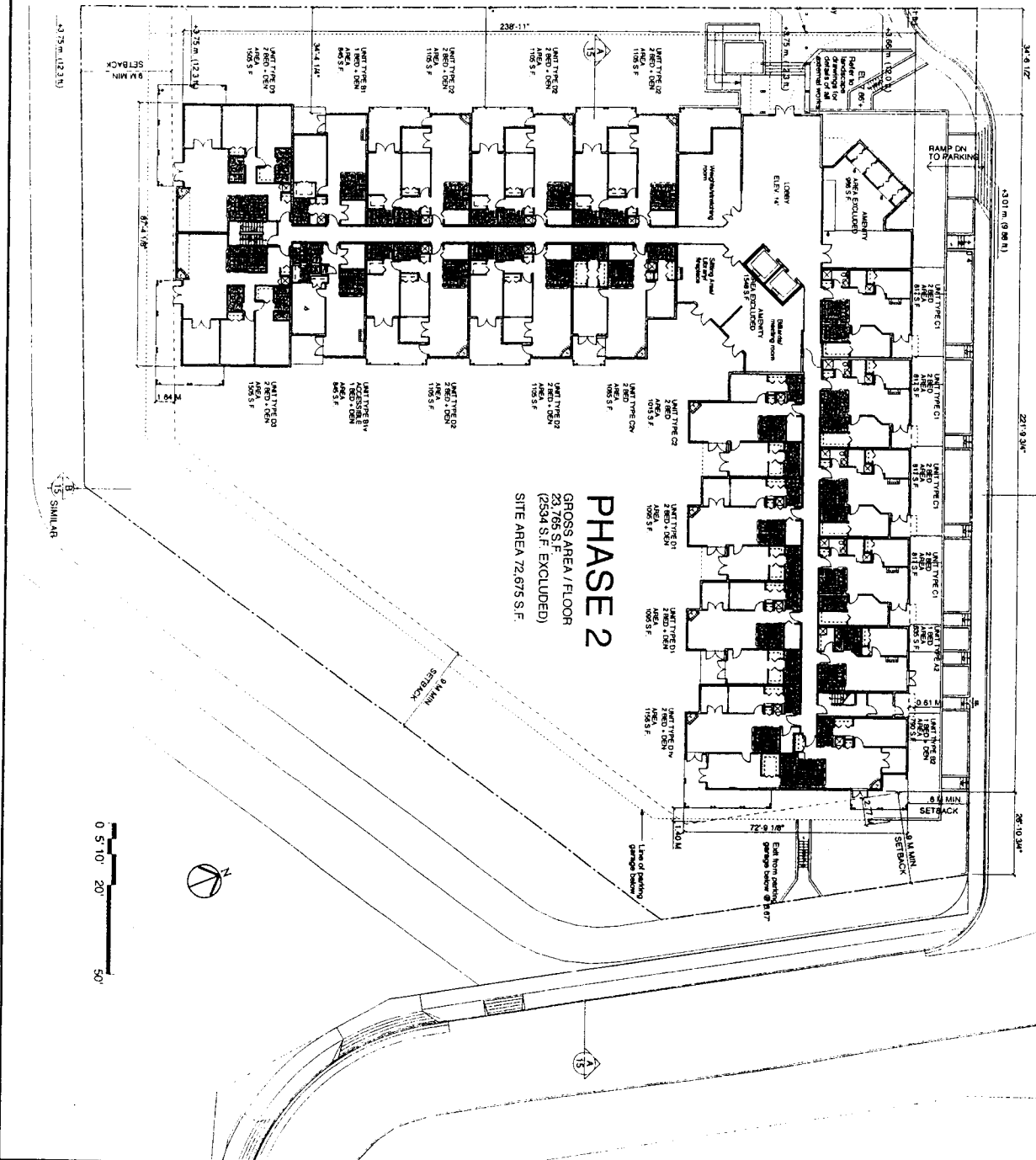
TOTAL NUMBER OF BIKES PROVIDED: 55
 TOTAL NUMBER OF BIKES REQUIRED: 55

MAX. OF 30% SMALL CAR STALLS = 48
 MAX. OF 2% ACCESSIBLE STALLS = 4
 MAX. OF 2% ACCESSIBLE STALLS = 4
 MAX. OF 2% ACCESSIBLE STALLS = 4

DP 01-198 025

#

032

[illegible]Perkins & Company
Architecture and Urban Design Inc.

IMPERIAL LANDING
AT STEVESTON

PARCEL J LOBBY LEVEL PLAN
PHASE 2

[illegible]

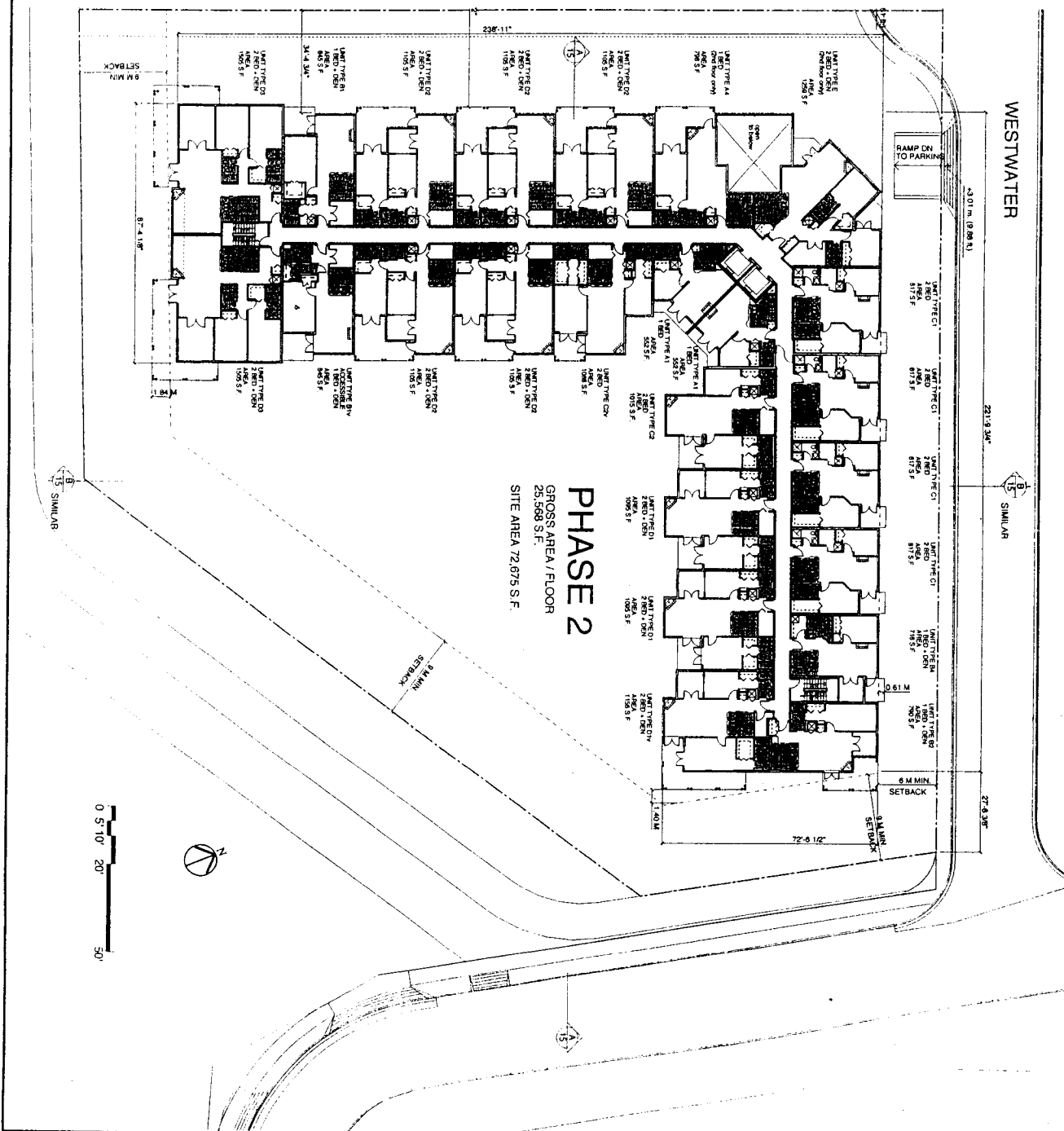
WESTWATER

SIMILAR

MAY 15 2002
DP 01-198 029

#12

033



<p>PERKINS & COMPANY Architectural and Urban Design Inc.</p>		<p>1000 West 10th Ave., Suite 100 Vancouver, B.C. V6H 3G9 Tel: (604) 681-1111 Fax: (604) 681-1112</p>	
<p>PROJECT NO. 2108</p>		<p>DATE: MAY 15, 2002</p>	
<p>CLIENT: IMPERIAL LANDING AT STEVENSON</p>		<p>PROJECT: PARCEL J2ND FLOOR PLAN PHASE 1</p>	
<p>DESIGNER: PERKINS & COMPANY</p>		<p>SCALE: 1/8" = 1'-0"</p>	
<p>DATE: MAY 15, 2002</p>		<p>10</p>	

WESTWATER

15' SIMILAR

20' 10' 3/4"

20' 11" (0.64 m)

22' 9' 3/4"

RAMP ON TO PARKING

UNIT TYPE A1
1 BED
AREA
720 S.F.

UNIT TYPE C1
2 BED
AREA
817 S.F.

UNIT TYPE C1
2 BED
AREA
817 S.F.

UNIT TYPE C1
2 BED
AREA
817 S.F.

UNIT TYPE C1
2 BED
AREA
817 S.F.

UNIT TYPE A4
1 BED + DEN
AREA
718 S.F.

UNIT TYPE B4
1 BED + DEN
AREA
760 S.F.

8' MIN SETBACK

9' MIN SETBACK

9' MIN SETBACK

9' MIN SETBACK

9' MIN SETBACK

9' MIN SETBACK

9' MIN SETBACK

PHASE 2

GROSS AREA / FLOOR
28,206 S.F.
SITE AREA 72,675 S.F.

0' 5' 10" 20' 50'



MAY 15 2002

DP 01-198 029

#13

034

Perkins & Company
Architecture and Urban Design, Inc.

IMPERIAL LANDING
AT STEVESTON

PARCEL J TYPICAL PLAN
PHASE 2

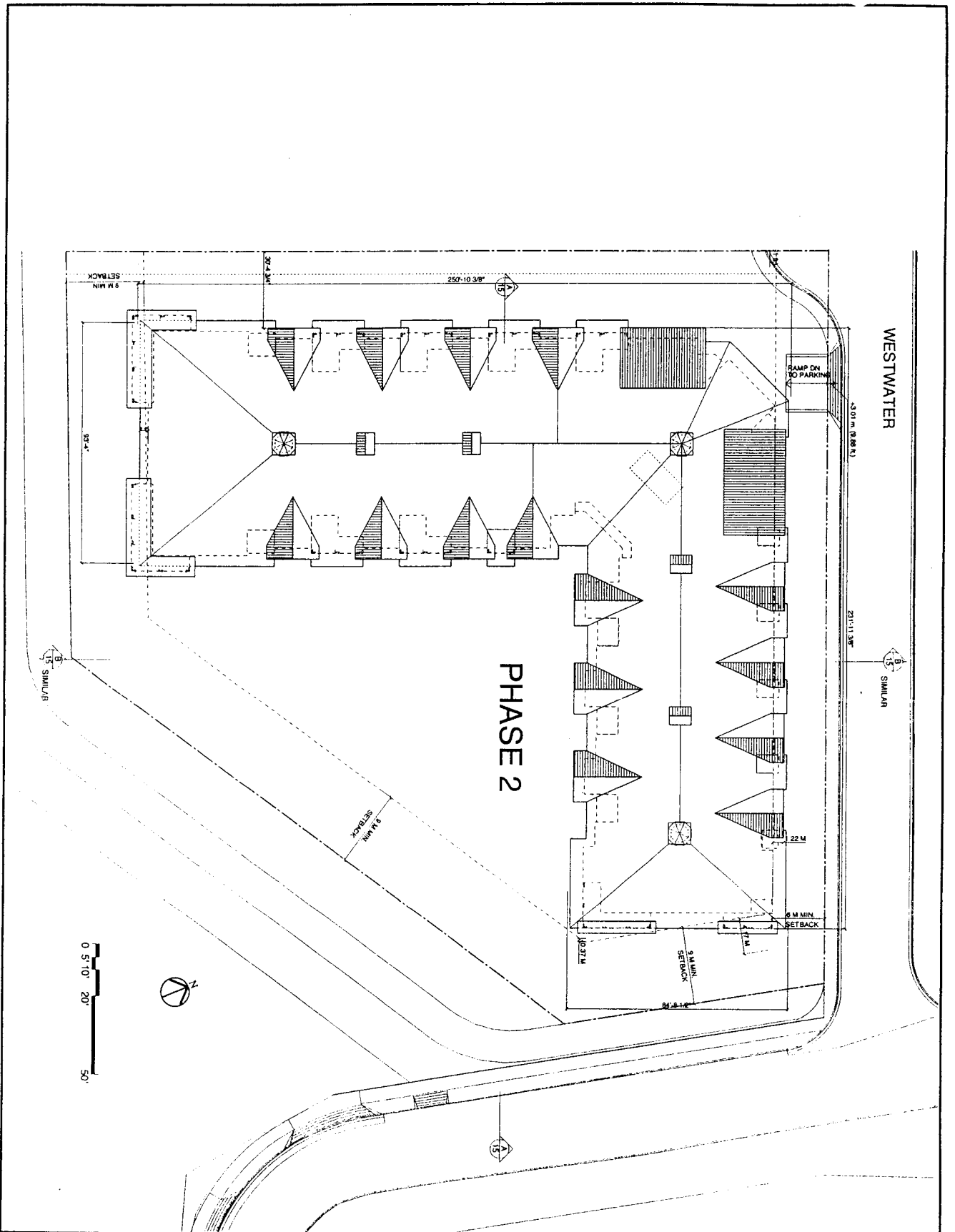
PROJECT NO.	2106	DATE	1/16/02
DESIGNED BY	CHS	SCALE	1/8" = 1'-0"
CHECKED BY	CHS	DATE	1/16/02
APPROVED BY	CHS	DATE	1/16/02
PROJECT NO.	2106	DATE	1/16/02
DESIGNED BY	CHS	SCALE	1/8" = 1'-0"
CHECKED BY	CHS	DATE	1/16/02
APPROVED BY	CHS	DATE	1/16/02

REVISIONS	DATE	DESCRIPTION
1	1/16/02	ISSUED FOR PERMIT
2	1/16/02	ISSUED FOR PERMIT
3	1/16/02	ISSUED FOR PERMIT
4	1/16/02	ISSUED FOR PERMIT
5	1/16/02	ISSUED FOR PERMIT
6	1/16/02	ISSUED FOR PERMIT
7	1/16/02	ISSUED FOR PERMIT
8	1/16/02	ISSUED FOR PERMIT
9	1/16/02	ISSUED FOR PERMIT
10	1/16/02	ISSUED FOR PERMIT

MAY 15 2002

#1

035

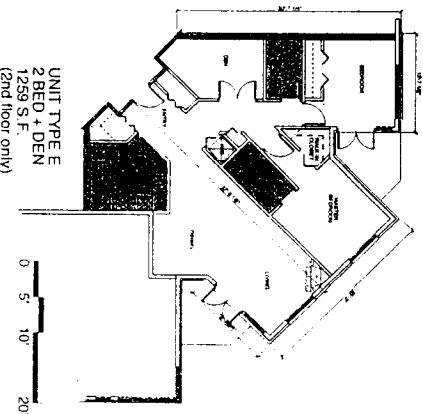
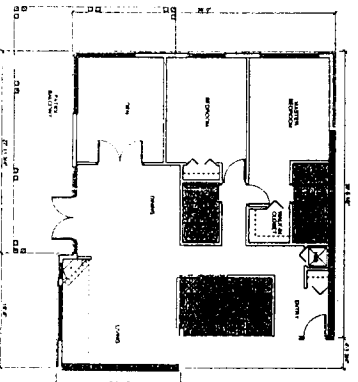
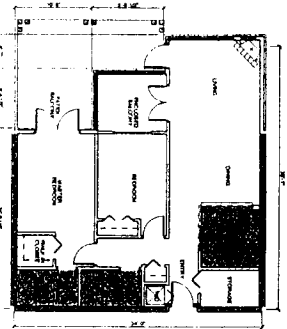
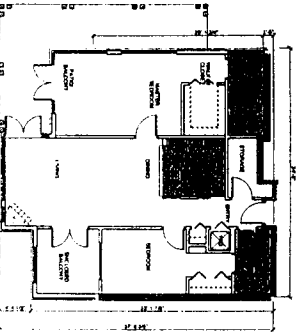
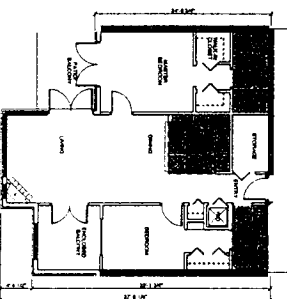
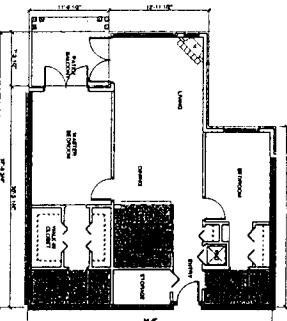
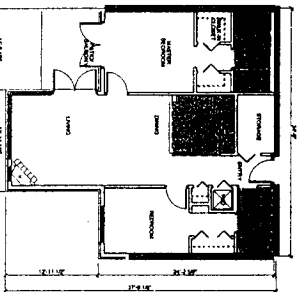
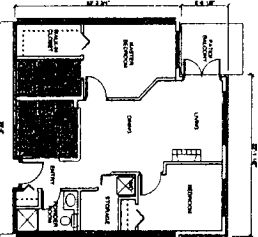
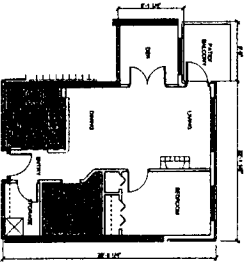
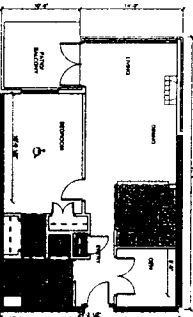
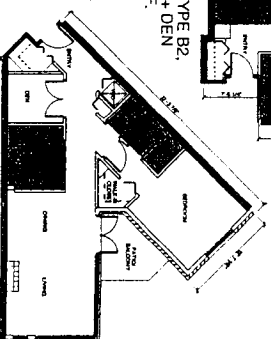
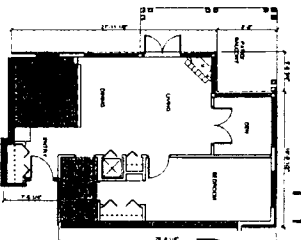
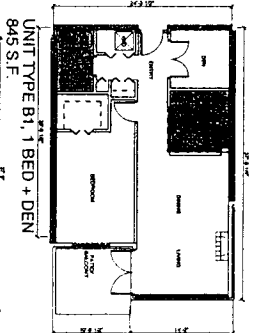
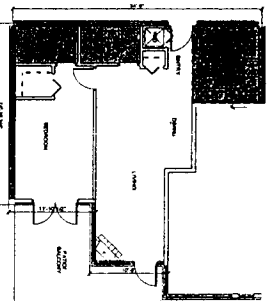
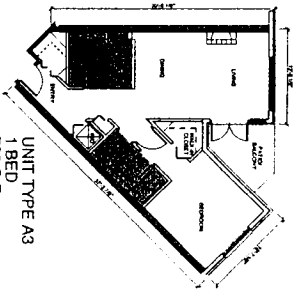
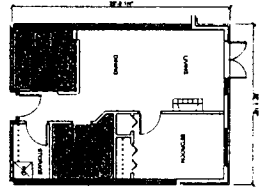
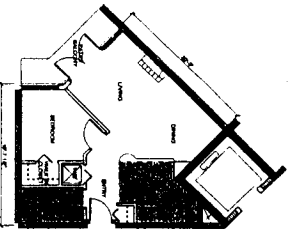


<p>PERKINS & COMPANY Architectural and Urban Design Inc. 1000 West 10th Avenue Suite 1000 Calgary, Alberta T2P 4K1 Tel: (403) 263-1000 Fax: (403) 263-1001 Web: www.perkinsandcompany.com</p>	
PROJECT TITLE	IMPERIAL LANDING AT STEVESTON
COLLUMS TITLE	PARCEL 2 ROOF PLAN
PROJECT NO.	2-188
DATE	2014.05.20
UNITS	IMPERIAL
SCALE	1/8" = 1'-0"
DESIGNED BY	12

MAY 15 2002

DP 01-198029

#15



0 5' 10' 20'

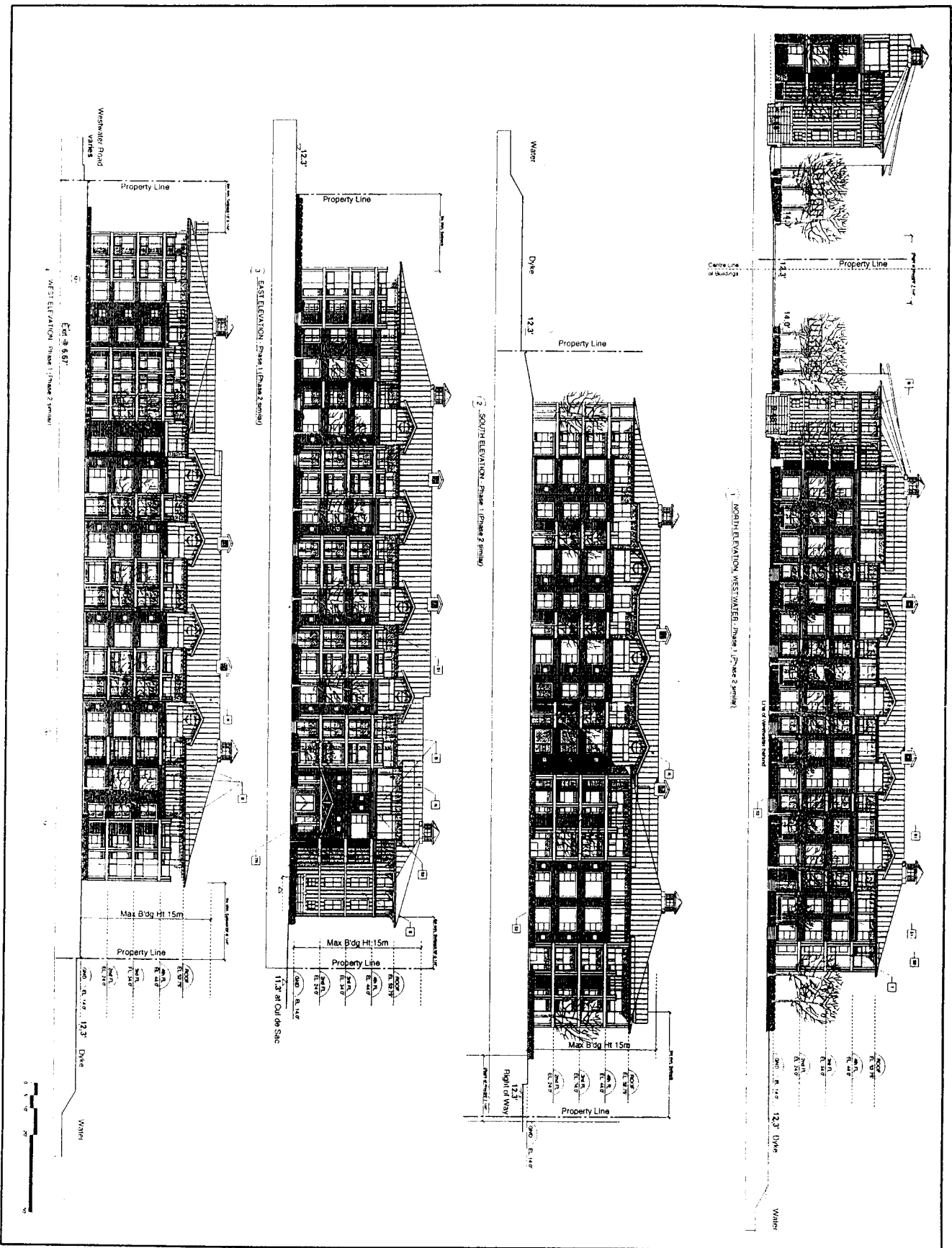
REVISIONS	DATE	DESCRIPTION
1	05/15/02	ISSUED FOR PERMITTING
2	05/15/02	ISSUED FOR PERMITTING
3	05/15/02	ISSUED FOR PERMITTING
4	05/15/02	ISSUED FOR PERMITTING
5	05/15/02	ISSUED FOR PERMITTING
6	05/15/02	ISSUED FOR PERMITTING
7	05/15/02	ISSUED FOR PERMITTING
8	05/15/02	ISSUED FOR PERMITTING
9	05/15/02	ISSUED FOR PERMITTING
10	05/15/02	ISSUED FOR PERMITTING

Perkins & Company
Architecture and Urban Design Inc.

IMPERIAL LANDING
AT STEVESTON

PARCEL J UNIT PLANS

PROJECT NO.	2100	DATE	05/15/02
CLIENT	JPH	SCALE	1/8" = 1'-0"
DESIGNER	JPH	DATE	05/15/02
REVISIONS	13	DATE	05/15/02



KEY PLAN

1

PERKINS & COMPANY
Architects and Urban Design, Inc.

2100
14

PARCEL ELEVATIONS
PHASE 1 (PHASE 2 SIMILAR)

14

PERKINS & COMPANY
Architects and Urban Design, Inc.

2100
14

PERKINS & COMPANY
Architects and Urban Design, Inc.

2100
14

PERKINS & COMPANY
Architects and Urban Design, Inc.

2100
14

DP 01-198 029

038

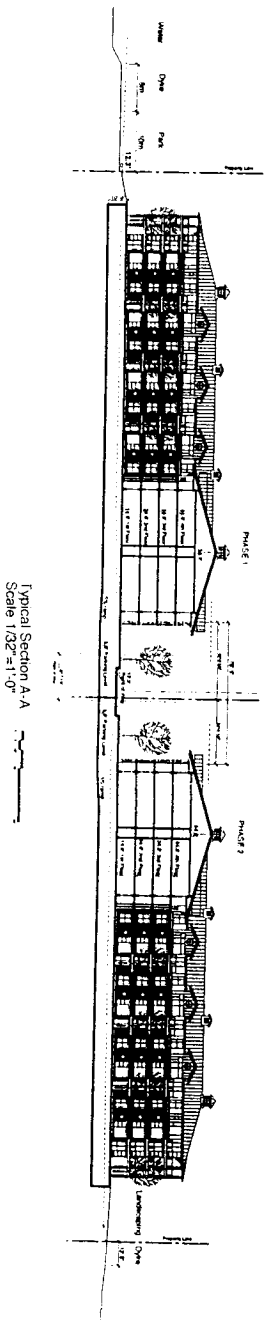
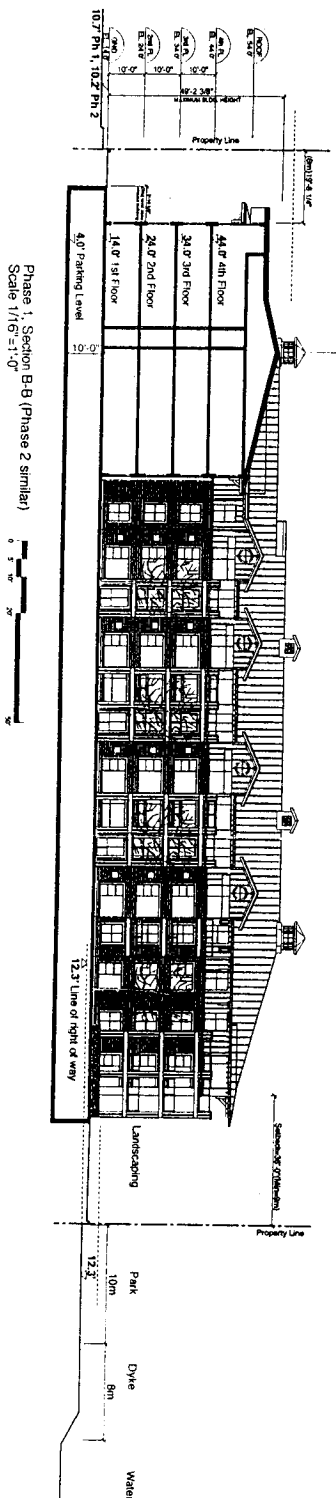
RECEIVED FROM DEBIT CARD WITH PAYMENT	APRIL 16, 2007
RECEIVED FROM DEBIT CARD WITH PAYMENT	MAY 18, 2007
DEPOSIT FROM PAYMENT	JUNE 19, 2007
DEPOSIT FROM DEBIT CARD WITH PAYMENT	JULY 27, 2007
DEPOSIT FROM DEBIT CARD WITH PAYMENT	AUGUST 14, 2007
DEPOSIT FROM DEBIT CARD WITH PAYMENT	SEPTEMBER 14, 2007
DEPOSIT FROM DEBIT CARD WITH PAYMENT	OCTOBER 14, 2007
DEPOSIT FROM DEBIT CARD WITH PAYMENT	NOVEMBER 14, 2007
DEPOSIT FROM DEBIT CARD WITH PAYMENT	DECEMBER 14, 2007
TOTAL	

For a full list of products visit our website at www.puritanbionics.com

Author's address:

PROJECT NO.

Product no.)	2168	VEE (day)
Dissolve	Control	2168 Period 1 (See A Data)
LiAlH ₄ /Al	PIII	As noted
<p>Preparation: 2168 and 2168-PIII were obtained by the same procedure as 2168, except that 100 ml of 10% LiAlH₄ solution was used in the reduction step.</p> <p>PCB Analysis: PCB ANALYST[®] Analytical and Control Groups Inc. (10000 140th Ave., Richmond, BC V6V 2G9, Canada) has analyzed 2168 and 2168-PIII.</p>	Product no.)	15

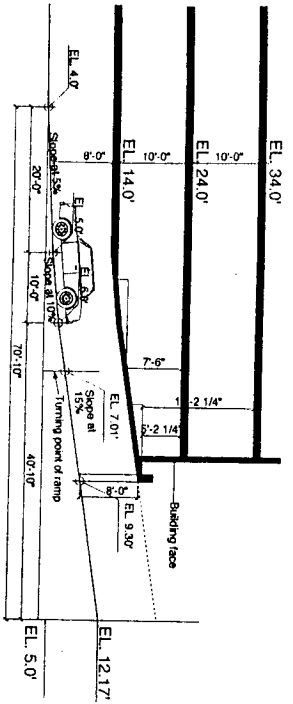


MAY 15 2002

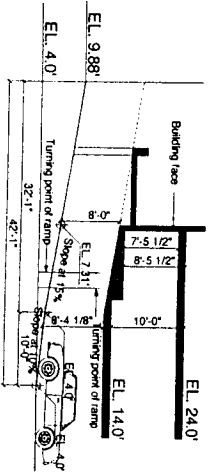
DP 01-19 8 0 2 9

#18

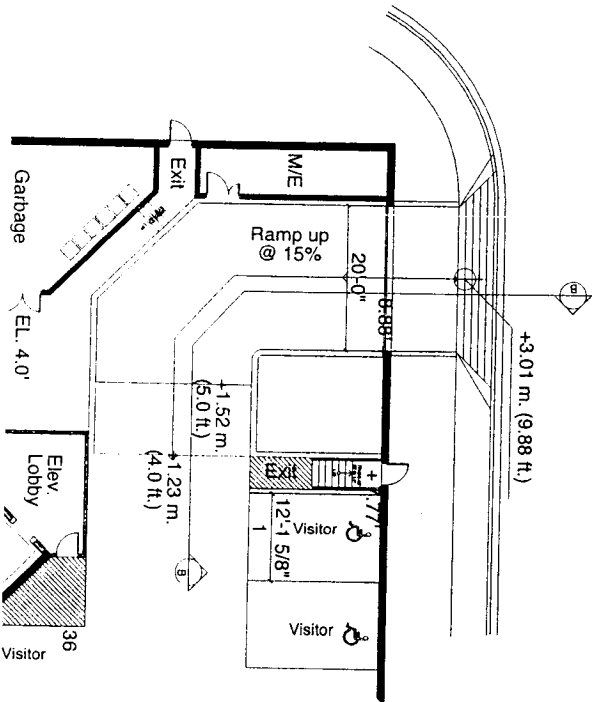
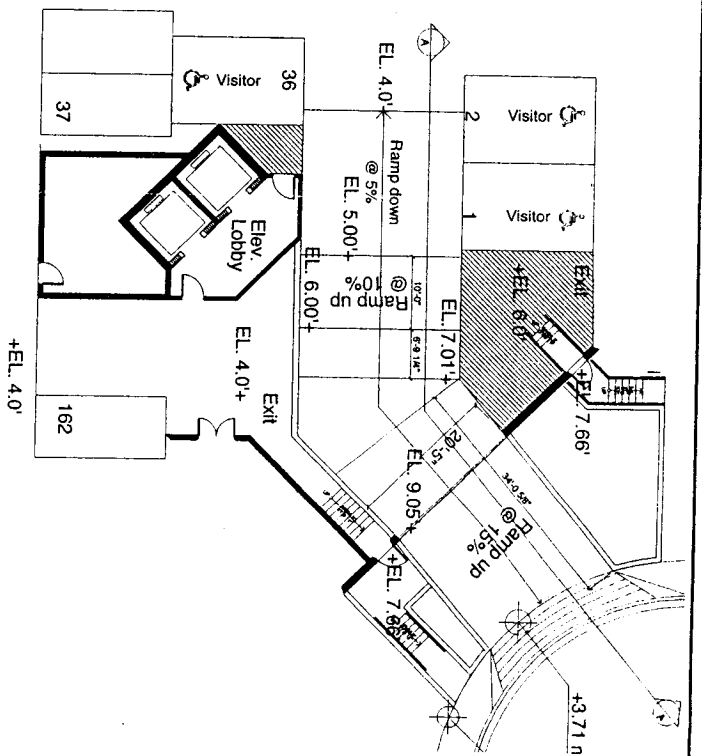
039



SECTION AA THROUGH PHASE 1 RAMP TO PARKING GARAGE



SECTION BB THROUGH PHASE 2 RAMP TO PARKING GARAGE



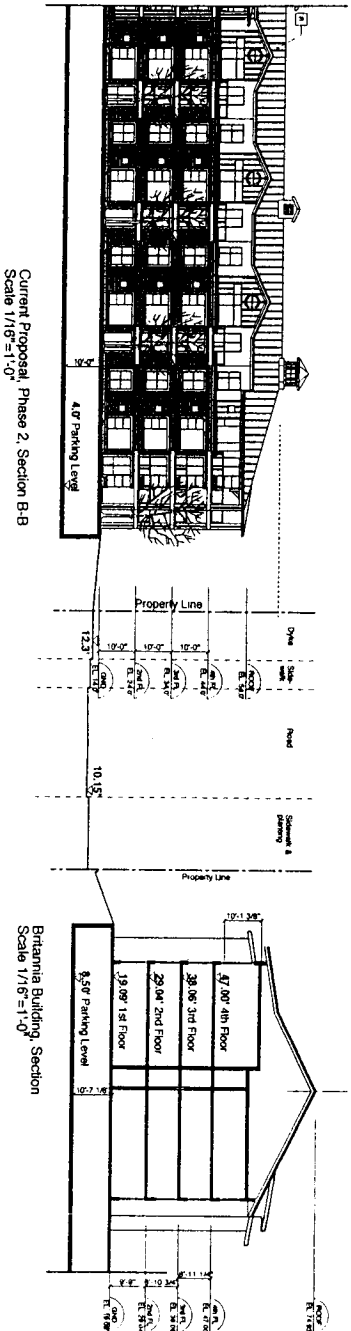
PROJECT TITLE		IMPERIAL LANDING AT STEVESTON	
CLIENT		Perkins & Company Architecture and Urban Design Inc.	
DESIGNER		Perkins & Company Architecture and Urban Design Inc.	
DATE		MAY 15 2002	
PROJECT NO.		2168	
DRAWING NO.		2168-1	
SCALE		1/8" = 1'-0"	
SHEET NO.		16	

MAY 15 2002

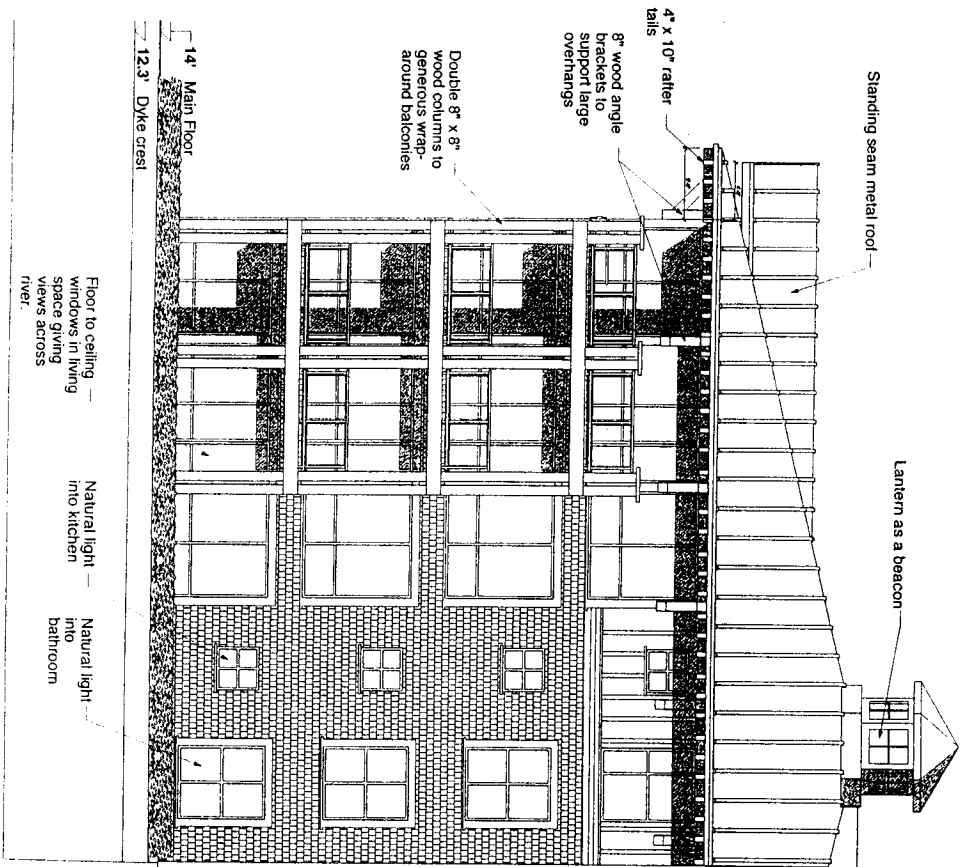
DP 01-19 8 0 2 9

#19

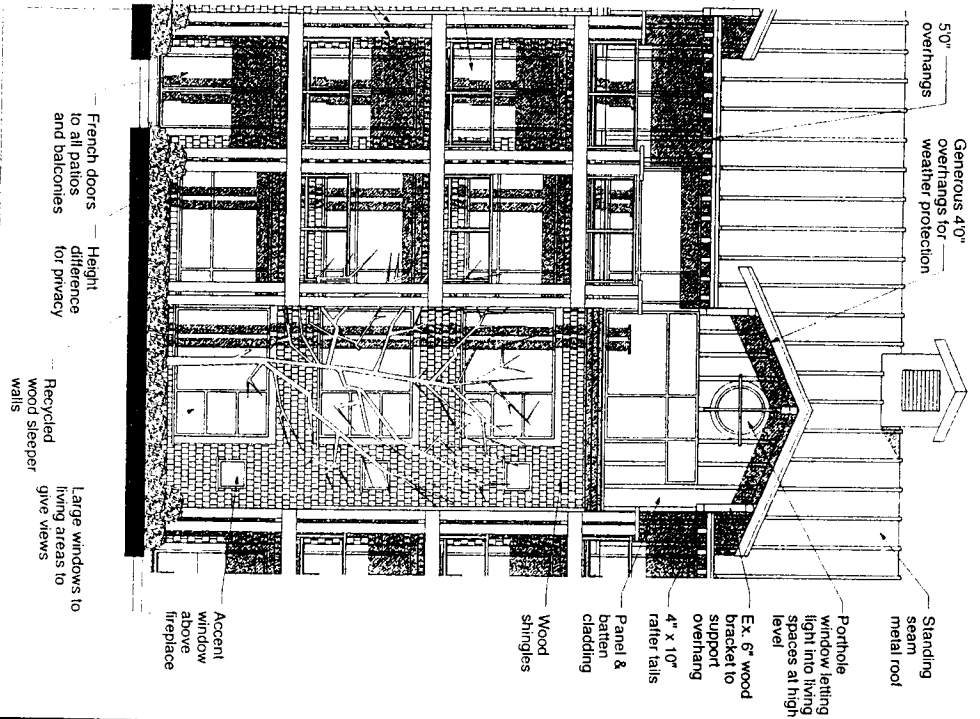
040



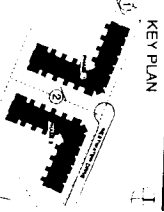
Perkins & Company Architecture and Urban Design, Inc. 1000 15th Street, Suite 1000 San Francisco, CA 94103 Tel: 415.774.2500 Fax: 415.774.2501 Web: www.perkinsandcompany.com	
PROJECT TITLE IMPERIAL LANDING AT STEVESTON	
PROJECT NO. 2165	
DATE 1/19/02	
SCALE 1/16" = 1'-0"	
SHEET NO. 17	



1 Typical Corner Section



2 Typical Articulated Bay



EXTERIOR FINISH MATERIALS LIST

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE
1	Standing Seam Metal Roof	1,000	SF	1.50
2	Wood Shingles	1,000	SF	1.00
3	Panel & Batten Cladding	1,000	SF	1.00
4	Wood Siding	1,000	SF	1.00
5	Wood Trim	1,000	SF	1.00
6	Wood Trim	1,000	SF	1.00
7	Wood Trim	1,000	SF	1.00
8	Wood Trim	1,000	SF	1.00
9	Wood Trim	1,000	SF	1.00
10	Wood Trim	1,000	SF	1.00

MAY 15 2002
DP-01-198 029

#26
041

Perkins & Company
Architecture and Urban Design, Inc.
1000 15th St., Suite 1000
San Francisco, CA 94103
Tel: 415.774.1000
Fax: 415.774.1001
www.perkinsandcompany.com

PARCEL J PART ELEVATIONS ANNOTATED
Imperial Landing at Stevenson
AT STEVENSON
Project No. 2188
Scale: 1/4" = 1'-0"
Date: 5/15/02
Drawn by: J. Smith
Checked by: J. Smith
Reviewed by: J. Smith
18

DP 01-198 029

#21

[illegible]

¹ $\Delta H_{\text{fusion}} = (100) \times 95.2 \text{ J/g}$
 $\Delta G = (100) \times 25.2 \text{ J/g}$
 $\Delta A_{\text{total}} = (100) \times 70.0 \text{ J/g}$
 $\Delta G_{\text{total}} = 0$ for equilibrium with

PARCEL J
CONTEXT PLAN &

<p>APR 1971 101</p> <p>2168</p> <p>1970 FMS</p> <p>1971 FMS</p>	<p>14.14</p> <p>7166 Period 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, </p>
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