



City of Richmond
Urban Development Division

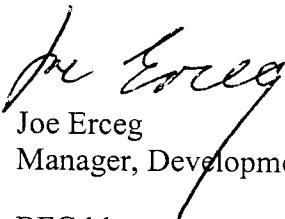
**Report to
Development Permit Panel**

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: July 10, 2003
File: DP 03-230076
Re: **Application by Killick Metz Bowen Rose Architects & Planners Inc. for a
Development Permit at 12231, 12233, 12237 and 12239 Easthope Avenue**

Manager's Recommendation

That a Development Permit be issued for 12231, 12233, 12237 and 12239 Easthope Avenue on a site zoned Comprehensive Development District (CD/100), which would allow the development of 235 multiple family residential units containing a total floor area of 25,483.491 m² (274,311 ft²); and vary the provisions of Zoning and Development Bylaw 5300 to permit the following:

- a) To reduce the road setback along Easthope Avenue from 4.3 m (14.108 ft.) to 3.124 m (10.25 ft.) for balconies and to 2.819 m (9.25 ft.) for roof overhangs;
- b) To increase the maximum allowable height from 15 m (49.212 ft.) to 18.681 m (61.291 ft.) for the cupolas on Buildings C and D;
- c) To reduce the aisle width in the underground parking structure for 90 degree parking stalls and two-way traffic from 7.5 m (24.606 ft.) to 6.705 m (22 ft.) for access aisles;
- d) To reduce the length of small parking stalls from 5 m (16.404 ft.) to 4.902 m (16.083 ft.);
- e) To reduce the width of parking stalls from 2.65 m (8.694 ft.) to 2.64 m (8.667 ft.) for column encroachments which are setback 0.61 m (2 ft.) from the maneuvering aisle;
- f) To reduce the road setback along Moncton Street from 6 m (19.685 ft.) to 1 m (3.28 ft.) for a pedestrian gatehouse and trellis structure; and
- g) To reduce the road setback along Bayview Street from 4.3 m (14.108 ft.) to 1 m (3.28 ft.) for a pedestrian gatehouse and trellis structure.



Joe Erceg
Manager, Development Applications

BFG:blg
Att.

Staff Report

Origin

Killick Metz Bowen Rose Architects & Planners Inc. have applied to the City of Richmond for permission to develop four multiple family residential buildings containing approximately 235 suites at 12231, 12233, 12237 and 12239 Easthope Avenue.

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

Development Information

| | |
|----------------|--|
| Site Area: | 16,988.994 m ² (182,874 ft ²) |
| Building Area: | 25,483.491 m ² (274,311 ft ²) |
| Density: | 138 du per ha 56 du per ac. |
| Site Coverage: | 40 % Allowed 40 % Proposed |
| F.A.R.: | 1.5 Allowed 1.5 Proposed |
| Parking: | 400 Spaces Required (353 unit stalls and 47 visitor stalls) 403 Spaces Provided (356 unit stalls and 47 visitor stalls) |

Development surrounding the subject site is as follows:

- To the north, across Moncton Street is Steveston Park and Community Centre;
- To the east, across Easthope Avenue is a vacant Community Use Site and another vacant lot that has recently received development approval for a 45 unit townhouse complex at 12333 English Avenue designed as four-storey (i.e. 3½ storey) wood frame structures;
- To the south, across Bayview Street is another vacant lot referred to as the Maritime Mixed-Use (MMU) Area with Comprehensive Development District (CD/104) and Comprehensive Development District (CD/105) zoning that permits mixed-use industrial and residential development consisting of ±3,716 m² (40,000 ft²) fishing related uses and ±40 residential units; and
- To the west, is another vacant lot with Comprehensive Development District (CD/99) zoning that permits mixed-use commercial and residential development consisting of ±1,115 m² (12,000 ft²) of commercial floor space fronting on No. 1 Road and 39 residential units. Further west across No. 1 Road are smaller commercial buildings in Steveston Village.

Findings of Fact

Criteria and policies for the issuance of Development Permits appear in Schedule 2.4, the Steveston Area Plan of Bylaw 7100, the Official Community Plan. See Appendix A for a detailed assessment of the relevant Development Permit Guidelines.

Staff Comments

Following each City of Richmond staff comment is the applicant's response indicated in '***bold italics***'.

Development Coordinator Comments

1. It is assumed that this site will not be subdivided into three (3) lots (i.e. Lots 28, 29 and 30). Please clarify. ***Lots 27, 28, 29, and 30 will be consolidated and registered as one (1) lot, the owner will have the necessary survey documents prepared prior to issuance of a Building Permit. The new title documents propose to include a phased strata plan that establishes strata areas particular to each individual building, common property, easements and other shared interests. The zoning boundary between lots 27 and 30 will remain as is; this boundary is relevant only to the existing Zoning Bylaws. Parking allocation to each of the three (3) buildings would form part of the strata documents.***
2. Visitor parking spaces need to be identified. ***Complies; plans have been revised.***
3. Ensure pedestrian walkway along western property line and between Buildings A and B is wide enough and adequately designed. ***Complies; plans have been revised.***

Fire Department Comments

1. No comments received to date. Please initiate contact with the Richmond Fire Department and solicit their input regarding this project. ***The architect indicates that the Richmond Fire Department has been consulted and there are no emergency fire access issues. A preliminary code analysis will be submitted prior to the Development Permit Panel Meeting.***

Building Department Comments

1. A detailed code analysis is required addressing: (i.e. building classification, construction type, number of stories, streets, fire fighting accessibility, etc.) ***The architect indicates that the building conforms to the BC Building Code and a preliminary code analysis will be submitted prior to the Development Permit Panel Meeting.***
2. Maintain minimum floodplain elevation requirements for habitable/useable floor areas other than for parking. ***Complies.***
3. The building is not permitted to cross a property line. ***Refer to item 1 under Development Coordinator Comments above.***
4. Review the street elevation in relation to the minimum floodplain requirement. ***Complies; front entries along the Moncton Street (i.e. Buildings A and B) have non-habitable entry below the flood plain, which is a permitted use and the main floor elevation for Buildings A and B is above the flood plain.***

Zoning Department Comments

1. Identify all zoning setback and height requirements complete with the appropriate dimensions as minimum on all relevant drawings. ***Complies; plans have been revised.***
2. List the requested variances in the project statistics summary and identify all variances clearly on the appropriate drawings complete with dimensions. ***Complies; plans have been revised.***
3. Confirm the requested variances, as listed below:
 - a) To reduce the road setback along Easthope Avenue from 4.3 m (14.108 ft.) to 3.124 m (10.25 ft.) for balconies and to 2.819 m (9.25 ft.) for roof overhangs. ***Confirmed.***
 - b) To increase the maximum allowable height from 15 m (49.212 ft.) to 18.681 m (61.291 ft.) for the cupolas on Buildings C and D. ***Confirmed.***
 - c) To reduce the aisle width in the underground parking structure for 90 degree parking stalls and two-way traffic from 7.5 m (24.606 ft.) to 6.705 m (22 ft.) for access aisles. ***Confirmed.***
 - d) To reduce the length of small parking stalls from 5 m (16.404 ft.) to 4.902 m (16.083 ft.). ***Confirmed.***
 - e) To reduce the width of parking stalls from 2.65 m (8.694 ft.) to 2.64 m (8.667 ft.) for column encroachments which are setback 0.61 m (2 ft.) from the maneuvering aisle.
 - f) To reduce the road setback along Moncton Street from 6 m (19.685 ft.) to 1 m (3.28 ft.) for a pedestrian gatehouse and trellis structure. ***Confirmed.***
 - g) To reduce the road setback along Bayview Street from 4.3 m (14.108 ft.) to 1 m (3.28 ft.) for a pedestrian gatehouse and trellis structure. ***Confirmed.***

Area Planner Comments

No concerns with the number of units or form of development. This proposal seems to comply with the original vision for this site in the Steveston Area Plan. ***Acknowledged.***

Transportation Department Comments

1. This development should have a maximum of two (2) access points to the underground parking structure from Easthope Avenue, which are to be located approximately midway between the curb extensions on Easthope Avenue and the intersections with Moncton and Bayview Streets. ***Complies; reduced to one (1) access point from Easthope Avenue.***
2. Vehicle access to building entries in the internal courtyard on the roof of the underground parking structure should be combined with the design of the mid-block curb extensions. If the surface entry road is also a fire lane, sufficient clearance and loading provisions are required for fire trucks. Incorporate appropriate sweep paths on the site plan to demonstrate accessibility and provide confirmation that the structural loading of the parking structure roof is sufficient to support the appropriate fire vehicles. ***Complies; access to building entries from Moncton Street and Bayview Street.***
3. The size of loading bays must be sufficient to accommodate trucks. ***Not applicable since loading will occur from curb side parking spaces along the fronting streets of Moncton Street, Easthope Avenue and Bayview Street.***
4. The two (2) access points to the underground parking should be connected and traffic circulation between the two (2) access points should not be interrupted by security gates. ***The site plan has been revised and the number of vehicle access points along***

- Easthope Avenue has been reduced from two (2) to one (1). Visitor parking will be located underground but outside the security gates for resident parking.***
5. The internal surface road should provide for circulation, loading bays and structural support for moving trucks including moving trucks and semi trailers. Incorporate appropriate sweep paths on the site plan to demonstrate accessibility, parking and provide confirmation that the structural loading of the parking structure roof is sufficient to support any moving trucks or semi trailers. ***Not applicable since the site plan has been revised and there is no requirement for vehicle access into the interior courtyard.***
 6. No loading zones are supported on any fronting public streets. This site should have four (4) loading bays including one to accommodate semi-trailers. ***This issue has been revisited with City of Richmond Transportation staff and loading for the residential suites in this complex will be permitted to occur in available parking spaces on the fronting streets of Moncton Street, Easthope Avenue and Bayview Street.***
 7. Private garbage pick up is required to be made on-site (Bylaw 6803, part 8) without interfering with the flow of traffic (i.e. no backing into public roads). Demonstrate how refuse and recycling pick-up will occur without disrupting traffic on the adjacent streets. ***Complies; refuse and recycling is contained within the underground parking area with separate areas for each building; plans have been revised.***
 8. Dimension the layout for all vehicle circulation on the site plan (i.e. throat width, aisle width, stalls, etc.) ***Complies; plans have been revised.***
 9. Identify the number and location of visitor parking stalls on the drawings and ensure that no visitor parking stalls are not located inside security gates. ***Complies; plans have been revised.***

Urban Design Comments

1. If the proposed design does not comply with any relevant Development Permit Guidelines, please provide a rationale. The relevant Development Permit Guidelines include the following:
Schedule 2 of Bylaw No. 7100 (Official Community Plan) ***Complies.***
 - 2.4 Steveston Area Plan ***Complies.***
 - 2.4.8 General Development Permit Guidelines ***Complies; with noted exceptions, see Appendix A.***
 - 8.3 Steveston Character Area Guidelines ***Complies; with noted exceptions, see Appendix A.***
 - 8.3.1 Area A: Steveston Village ***Complies.***
 - 8.3.1.2.A. Moncton Street: Sub-Area Guidelines ***Complies.***
 - 8.3.1.2.B. Bayview Street and BC Packers Riverfront: Sub-Area Guidelines ***Complies.***
 - 8.3.2. Area B: BC Packers Residential Neighbourhood: Sub-Area Guidelines ***Complies.***
2. Please ensure that the context plan shows existing development surrounding the site. ***Complies; plans have been revised.***

3. Much of the ring road in the interior courtyard seems unnecessary and consumes potential open green space. Consider a combined entry gatehouse for Buildings A and B on Moncton Street leading to individual entry lobbies for each building located in the gap between Buildings A and B. Consider either a combined entry gatehouse for Buildings C and D on Bayview Street leading to individual entry lobbies for each building facing Bayview Street or individual building lobbies for both Buildings C and D with direct pedestrian access from Bayview Street. Consider eliminating the two (2) access points into the underground parking structure from Easthope Avenue and alternatively consider an entry ramp or multiple entry ramps to the underground parking structure in the space between Building B and C. Consider using curbside parking areas along Moncton Street, Easthope Avenue and Bayview Street as loading areas for moving trucks/vans. Return the majority of the inner courtyard to open green space. ***The design and site organization has been revised to comply with these suggested site planning changes and the drawings have been revised.***
4. Depress the parking structure further underground to reduce the grade difference between the top of the parking structure and the surrounding roadways and boulevards. ***Complies; plans have been revised and the Moncton Street building elevation has been lowered by 0.61 m (2 ft.)***
5. In order to create more variety in the four-storey façade design of the proposed four (4) apartment buildings, please consider the following. Buildings A and B fronting on Moncton Street should relate more to the heritage commercial character of Steveston Village. Provide an architectural precedents study for commercial buildings in Steveston Village and ensure that the proposed buildings along Moncton Street relate to the existing scale and historic character of buildings in Steveston Village. Present a logical rationale for the proposed built form along Moncton Street and demonstrate how these proposed buildings relate to the architecture of commercial buildings in the Village. The Hepworth Building is the principal heritage landmark along Moncton Street in Steveston Village and consists of a two-storey brick building with a flat roof. Consider a flat roof for Buildings A and B fronting on Moncton Street in order to reduce the scale of these buildings and better relate to the smaller size of buildings in the Village. Consider incorporating a significant amount of real brick cladding for Buildings A and B in order to create more architectural variety, visual interest and to better relate with the Hepworth landmark commercial building in Steveston Village. ***Complies; the roof and façade designs of Buildings A and B have been revised to comply with these suggested revisions. The architectural plans have been revised and the requested design rationale will be submitted by the architect prior to the Development Permit Panel Meeting to the satisfaction of City of Richmond staff.***
6. Buildings C and D fronting on Bayview Street should relate more to the marine industrial character of the former cannery buildings. The existing and former cannery buildings are the heritage signature of built form along the Steveston waterfront. Provide an architectural precedents study for Steveston waterfront buildings and ensure that the proposed buildings along Bayview Street relate to the existing scale, character, materials and detailing of the former cannery buildings along the Steveston waterfront. ***Complies; plans have been revised to incorporate metal siding, shingles, metal roofing, dormers, heavy timber construction elements. The architectural plans have been revised and the requested design rationale will be submitted by the architect prior to the Development Permit Panel Meeting to the satisfaction of City of Richmond staff..***

7. Provide a series of pedestrian gatehouses entries to this project on fronting roads including Moncton Street, Easthope Avenue, Bayview Street and No. 1 Road. Establish a logical hierarchy in the scale and design of pedestrian gate elements from the surrounding streets. ***Complies; plans have been revised.***
8. The gap between Buildings A and B is narrow and the applicant should consider widening this corridor to create a stronger pedestrian connection from Moncton Street to the inner courtyard. Similarly, the applicant should consider reducing the corner massing of Buildings A and B where they abut to improve the pedestrian corridor between the buildings and to address the large, box-like massing of the proposed built form. ***Complies; plans have been revised to incorporate a gatehouse and trellis system to serve as the main entry to Buildings A and B.***
9. There is a concern regarding the privacy and separation of patios at grade between Buildings C and D as well as Buildings D and E. Provide more details to better define the proposed landscape treatment of these areas. ***Complies; the plans indicate extensive fencing and planting to provide adequate privacy and separation.***
10. Ensure appropriate separation between the private patios adjacent to public boulevards. The applicant is encouraged to incorporate low brick or stone retaining walls. ***Retaining walls will be brick.***
11. The applicant should consider aligning the axis of the entry drive from Easthope Avenue to the interior courtyard with the amenity building (i.e. make Building C longer and Building B shorter along Easthope Avenue). Alternatively, consider widening the gap between Buildings B and C as well as the scale and prominence of the porte cochere for Buildings C and D. ***Not applicable since the site plan has been revised and there is no requirement for vehicle access into the interior courtyard.***
12. Ensure Buildings C and D address Bayview Street and incorporate appropriately scaled pedestrian entries for each building along the street (i.e. develop the south elevations as front elevations not side elevations). Formalize the treatment of Buildings C and D along Bayview Street by incorporation pedestrian entries, reinforcing or delineating the street edge and activating the street. Incorporate a sequence of pedestrian entry and arrival for Buildings C and D from Bayview Street. Consider either individual pedestrian gatehouses for each building or a shared pedestrian gatehouse with connecting trellis or roof elements to each building entry. ***Complies; plans have been revised to incorporate individual pedestrian gatehouses for each building and a shared pedestrian gatehouse with connecting trellis elements to each building entry.***
13. The model demonstrates how much the detailing contributes to the design. The scale of the proposed built form is massive and box-like. Consider more significant articulation of the building massing generally and in particular at corners and gables. The introduction of pedestrian entry lobbies on the fronting street(s) will also break down the building massing and add more visual interest to the street façades of these buildings. ***Complies; plans have been revised to introduce additional heavy timber components and varying of balcony forms. There are limitations with respect to distribution of floor space area and the current massing provides the maximum open green space available for the project. The roof forms on Buildings A and B have been changed to flat roofs resulting in a substantially reduced building mass. Pedestrian entry lobbies on the fronting streets have been introduced, which relate to a pedestrian scale and activate the public realm along the Moncton Street.***

14. The vocabulary of heavy timber construction is weak on Buildings C and D and limited to the top floor and under eave details. Consider incorporating the architectural expression heavy timber frame construction more significantly in the façade design of these buildings. ***Complies; plans have been revised.***
15. While access to the residential units is universally accessible the layout of the units are not universally accessible and the future adaptability of the units could be improved with minor modifications to organization of internal space. The applicant should consider meeting with the Richmond Disabilities Committee to better understand concerns regarding universal access and incorporate appropriate revisions wherever possible. ***The architect has met with the Richmond Disabilities Committee and discussed appropriate and feasible solutions, a mutually agreed upon list of modifications has been provided.***
16. Consider a steeper roof pitch (i.e. 8 in 12) on the amenity building. ***Not applicable since the amenity space has now been incorporated into the lobby design of Buildings A and B.***
17. The multi-pane window pattern on Buildings A and B relates to the commercial buildings in Steveston Village. Consider a simpler window fenestration pattern for Buildings D and E that relates better to marine industrial buildings in Steveston. ***Complies; plans have been revised.***
18. The applicant should consider reducing the number of battered pillars and express or emphasis the heavy timber post and beam construction in façade design of Buildings C and D. ***Complies; plans have been revised.***
19. Submit design studies to explore and address the above comments, continue to work with City of Richmond staff to achieve a mutually acceptable design response, then revise the Development Permit design drawings. ***The applicant has complied.***
20. For the Development Permit Panel Meeting, the applicant should prepare a complete and comprehensive design presentation that incorporates colour renderings, historic and current design precedents as well as a complete and accurately detailed model. ***Acknowledged.***

Refuse and Recycling Comments

1. There should be an area for refuse and recycling containers to be placed for loading on collection day. The refuse and recycling room/area for each building should accommodate 2 refuse containers, 1 cardboard recycling container and 7 to 8 recycling carts. These rooms/areas should be close to the respective elevators. The refuse containers and cardboard recycling container should be on wheels. The provisions of refuse and recycling collection are subject to final approval by the appropriate City of Richmond staff. If the proposed system of refuse and recycling collection is unacceptable for City service, then the applicant will require private refuse and recycling pick-up. For container measurement, please check our website www.city.richmond.bc.ca/recycle. ***Complies; plans have been revised.***

Public Art Comments

1. DP 03-230076: It is recommended that the applicant contribute \$164,000 (\$60 x 274,302) to Public Art. Like Project 1, the suggested donation is toward the above noted Steveston Fishermen's Statue by Norm Williams. The applicant can also consider other Public Art project options, contributions, locations, etc. It is recommended that the applicant meet with the Public Art Coordinator, at their earliest convenience. ***To be negotiated by the Developer/Owner. The City of Richmond has yet to receive a reply or an alternative proposal. The applicant will reply prior to the Development Permit Panel Meeting.***

Design Panel Comments

Following each Advisory Design Panel comment is the applicant response indicated in '***bold italics***'.

Killick Metz Bowen Rose Architects
DP 03-230076 and DP 03-230077
Imperial Landing
(Formal Presentations)

The comments of the Panel were as follows:

- The narrowness of the entrance from Moncton Street was of concern. The interior pathway lacked public invite; the landscape plan was wonderfully accomplished; the privacy between buildings C and D, and D and E, was questioned and a suggestion for hedges was made. ***The gap between Buildings A and B has been widened. The pedestrian entry and arrival sequence now begins on Moncton Street. The landscape courtyard between Buildings C and D plus D and E has significant landscape planting a trellis screening.***
- A handsome project; the amount of open space dedicated by the whole project was sufficient; the blank wall on Building E was of concern. ***The amount of limited common open space has been increased significantly and there is an elaborate landscape courtyard treatment is now proposed for the interface of this project with Building E at 4111 Bayview Street (i.e. DP 03-230077).***
- A complete model would have been helpful. The axial entrance is far off the amenity area and could be moved in a bit more in order to increase the visibility of the central elements to those passing by. The gap between Buildings A and B was not as wide as could be. The ends of Buildings C and D could look more like street fronts than building blocks. Building E had overstated the challenge of getting to the Commercial units - the corner did not work/was not strong enough. The general vocabulary was good – the pylon forms that hold up the balconies could be carried across. The roof of building A as flat and B as sloped could be explored. The corner balconies of building A could break down more as the building becomes flatter and setback variances are achieved to then build up again on the next building. Roof E was of concern as it misses a link to downtown Steveston. It was questioned whether the number of pathways would be utilized - or if the space would be better as green space. ***Pedestrian entry gates have been incorporated for each building on the respective fronting streets. The current design incorporates a flat roof for Buildings A and B and the number of battered columns on Buildings C and D have been reduced. Issues related to Building E will be addressed as part of DP 03-230077 located at 4111 Bayview Street.***
- Lot 27 - the east entries to the commercial units on No. 1 Road appear to be concealed by large amount of vegetation. The proximity of the ponds to the play space was of concern. ***Issues related to Building E will be addressed as part of DP 03-230077.***

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

- The implementation of universal design features would be appreciated. It was agreed that the design team would meet with the Richmond Disabilities Committee to discuss this. *The architect has met with the Richmond Disabilities Committee and has submitted the information. "As agreed at the Wednesday June 18th meeting of the Advisory Design Panel, the design team for the proposed residential 4 story Condominium development on lots 27, 28, 29 and 30 at Imperial Landing at Steveston, B C met with the Richmond Committee on Disability (RCD) to discuss increased implementation of Universal Design features. This meeting involving Mr. John Clark, Senior Project Designer with Killick Metz Bowen Rose Architects, and RCD board members and staff occurred on Thursday July 3rd with the following points being agreed upon:*
 1. *That an alternate ensuite bathroom plan, balcony access, and wider doors, be prepared to indicate measures that could make this bathroom and other areas readily adaptable to meet the needs of people with disabilities (It is understood that these units would typically be comprised of the two bedroom or corner units);*
 2. *That backing boards will be installed in the wall along the side of toilets and in the walls surrounding tubs and showers to facilitate installation of grab bars if needed at a latter date;*
 3. *That toilets will have seats of medium height – 400 mm to 460 mm;*
 4. *That entry and interior doors in all units will be 2'10" with lever-style locksets;*
 5. *That where ever possible and appropriate pocket doors will be used rather than hinged doors;*
 6. *That on a free-standing island in the kitchen an electrical receptacle will be installed on the island's side;*
 7. *That an alternative threshold for decks which a wheelchair can easily pass over will be proposed;*
 8. *That the use of 7 ft sliding glass doors for access to decks will be considered and ensure that at least 1 main patio sliding door be a minimum of 6 ft.;*
 9. *That the use of magnetic latches to hold fire doors open will be considered; and*
 10. *That requests for any special features (such as a request by a purchaser for an accessible suite design) at the time of construction will be accommodated at the time of construction."*
- Accessibility issues aside the project is on the right track. A number of different references needed to be addressed. A complete model and details would have been beneficial. Pedestrian scale and landscape issues existed. The pedestrian boulevard along Bayview Street required something more formalized – such as trellising and a low fence to reinforce the edge. The amenity building could have a steeper roof. The multi-paned windows could be more simplistic. Battered pillars could be combined with different treatment on the ground floor. *The design has been revised and the amount of open green space has been increased significantly. The model will be revised and updated for the Development Permit Panel Meeting. Pedestrian entry gates, trellis structures and building lobbies have been incorporated in the design for each building and relate more directly to the respective fronting streets. The amenity building has been incorporated into the building and lobby design of Buildings A and B. The suggested building façade revisions have been incorporated into the design.*

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

Analysis

Conditions of Adjacency

The architect has been very responsive to City of Richmond staff suggestions and requests regarding revisions to the design of the buildings and the proposed site planning to better respect and relate to the existing context of this project. In this regard, the architect has made several important revisions to the design of this project including, but not limited to the following:

1. The architect has agreed to submit architectural precedent studies and design rationales that demonstrate this project relates to the surrounding context. This information will be submitted prior to the Development Permit Panel Meeting. The objective of these studies is to demonstrate that:
 - Buildings A and B relate to the existing commercial buildings along Moncton Street in Steveston Village; and
 - Buildings C and D reflect the character of marine industrial cannery buildings along the Steveston waterfront.
2. The parking structure has been lower by 0.914 m (3 ft.) reducing the height of Buildings A and B, which now have flat roofs and are significantly lower than the allowable height along Moncton Street.
3. The façade materials relate more appropriately to the surrounding context (i.e. brick on Buildings A and B along Moncton Street plus wood, metal and timber on Buildings C and D along Bayview Street and the waterfront).
4. Pedestrian gatehouses, trellis structures and entry lobbies have been incorporated into each building and relate better to a pedestrian scale streetscape and further activate the pedestrian experience along the fronting streets.
5. The architect has eliminated one entry to the underground garage, which improves the streetscape along Easthope Avenue.

Richmond staff continue to have concerns regarding the built form massing along Moncton Street. In order to reduce the building mass along Moncton Street the architect has recently agreed to shift the location of Buildings A and B an additional 0.914m (3 ft.) further south and away from Moncton Street. The minimum road setback along Moncton Street is 6m (19.685 ft.) The revised building location results in an actual building setback that varies from 7.62 m (25 ft.) at the east property line to 8.534 m (28 ft.) at the west property line. This additional building setback will allow for a 0.914m (3 ft.) level grass boulevard on the south side of the public sidewalk along Moncton Street. Furthermore, the architect has agreed to plant a double row of street trees flanking both sides of the public sidewalk on Moncton Street. In addition, the architect has recently agreed to reduce the building mass of both Buildings A and B along Moncton Street by eliminating the 3rd and 4th floor bedrooms at all corners of Buildings A and B along Moncton Street. This F.A.R. from Buildings A and B will be transferred to Building D, which will extend this building approximately 6m (19.685 ft.) to the north into the central open space. These changes will further improve the Moncton streetscape design by reducing the building massing but these changes are not reflected on the current development permit drawings. The architect has agreed to make these design changes and submit revised architectural and landscape architectural drawings complete with a thorough presentation to identify recently negotiated changes at the Development Permit Panel Meeting.

In addition, the architect has recently agreed to register Public Rights of Passage Rights of Way that permit public pedestrian access across the subject site in both the north-south and east-west directions, through the central open green space. These right of ways will be established to permit public pedestrian access but ensure that these pathways are maintained to allow accessible, safe, continuous, 1.524m (5 ft.) clear pedestrian access in the north-south and east-west directions, through the central open green space. This will permit public pedestrian access across this site.

The architect has worked cooperatively with City of Richmond staff and revised the design to better reflect the surrounding character of Steveston. It is the assessment of City staff that the current design respects the character of Steveston given the permitted uses and density allowed in the approved zoning.

Urban Design and Site Planning

The building layout creates a south facing landscape courtyard on the roof of the parking structure with strong pedestrian connections to Bayview Street and maximizes the view from upper level suites to the Fraser River in the south. The site planning has evolved significantly through the Development Permit review process and the current design is radically different than the original proposal. Previously, the interior courtyard was dominated by service and passenger vehicle access, parking and loading functions. In the current plan, passenger drop-off and pick-up, plus moving truck/van loading activities occur around the outside perimeter of the project in available parking spaces along the fronting streets (i.e. no designated or restricted loading areas). All commercial refuse and recycling loading plus all resident and visitor parking occurs in the underground parking structure. In the current design, the entire interior courtyard is proposed as open green space. City staff support the current site organization and layout subject to the recently negotiated revisions with the understanding that the architectural and landscape architectural drawings will be revised satisfactory to the City of Richmond and resubmitted prior to the Development Permit Panel Meeting.

Architectural Form and Character

The architect has developed the design of the buildings to achieve the following objectives:

1. Create visual interest in the design of the four (4) large four-storey apartment buildings incorporating appropriate architectural variety in the building façades and the use of materials;
2. Buildings A and B respect the character and scale of typical commercial buildings in Steveston Village along Moncton Street;
3. Buildings C and D reflect the character and scale of typical marine industrial buildings along the Steveston waterfront;
4. Relate each building to the respective fronting street through the use combined pedestrian entry gate houses, trellis structures and lobbies for each building which create a transition in the massing of the four-storey building to the street and contribute to activating the pedestrian realm on the fronting streets.

The Richmond Advisory Design Panel and Richmond Planning staff support the proposed building form and character subject to the recently negotiated revisions with the understanding that the architectural drawings will be revised satisfactory to the City of Richmond and resubmitted prior to the Development Permit Panel Meeting.

Landscape Design and Detailing

The landscape design features the following key achievements:

1. Creation of a large, south facing interior courtyard that is well landscaped.
2. Strong connection of the central open green space with Bayview Street and the riverfront.
3. Incorporation of pedestrian connections from the interior courtyard to all surrounding streets including Moncton Street, Easthope Avenue, Bayview Street and No. 1 Road.
4. Appropriate landscape treatment along the fronting streets provides appropriate separation, buffering and screening between the private patios and the public sidewalks.

City of Richmond staff support the proposed landscape design subject to the recently negotiated revisions with the understanding that the landscape architectural drawings will be revised satisfactory to the City of Richmond and resubmitted prior to the Development Permit Panel Meeting.

Variances

The applicant has requested the following variances. Following each requested variance is the rationale of the applicant indicated in '**bold italics**'.

- a) To reduce the road setback along Easthope Avenue from 4.3 m (14.108 ft.) to 3.124 m (10.25 ft.) for balconies and to 2.819 m (9.25 ft.) for roof overhangs.
This requested variance will improve the building façade and streetscape design along Bayview Street.
- b) To increase the maximum allowable height from 15 m (49.212 ft.) to 18.681 m (61.291 ft.) for the cupolas on Buildings C and D.
These roof elements relate to the character of marine industrial buildings along the Steveston waterfront and increase visual interest to the roofscape of the project.
- c) To reduce the aisle width in the underground parking structure for 90 degree parking stalls and two-way traffic from 7.5 m (24.606 ft.) to 6.705 m (22 ft.) for access aisles. ***Requested for the efficient spacing of structural columns and is consistent with parking provisions in other Lower Mainland municipal jurisdictions.***
- d) To reduce the length of small parking stalls from 5 m (16.404 ft.) to 4.902 m (16.083 ft.). ***Requested for limiting distance constraints. This requested variance is consistent with parking provisions in other Lower Mainland municipal jurisdictions.***
- e) To reduce the width of parking stalls from 2.65 m (8.694 ft.) to 2.64 m (8.667 ft.) for column encroachments which are setback 0.61 m (2 ft.) from the maneuvering aisle. ***Requested for limiting distance constraints. This requested is consistent with parking provisions in other Lower Mainland municipal jurisdictions.***
- f) To reduce the road setback along Moncton Street from 6 m (19.685 ft.) to 1 m (3.28 ft.) for a pedestrian gatehouse and trellis structure.
This will improve the streetscape along Moncton Street and further animate the public realm along the Municipal sidewalk
- g) To reduce the road setback along Bayview Street from 4.3 m (14.108 ft.) to 1 m (3.28 ft.) for a pedestrian gatehouse and trellis structure.
This will improve the streetscape along Moncton Street and further animate the public realm along the municipal sidewalk.

Richmond Planning staff support the requested variances, subject to the recently negotiated revisions with the understanding that the architectural drawings will be revised satisfactory to the City of Richmond and resubmitted prior to the Development Permit Panel Meeting.

Conclusions

The architect and owner have worked very cooperatively with City of Richmond staff to improve the design of this project. City staff support this proposal and recommend approval of this Development Permit application subject to the recently negotiated revisions with the understanding that both the architectural and landscape architectural drawings will be revised satisfactory to the City of Richmond and resubmitted prior to the Development Permit Panel Meeting.



Brian Guzzi, MCIP, MCSLA, MASLA

Registered Planner/Landscape Architect
(Local 4393)

BG:blg

The following is a list of requirements prior to the Development Permit Panel Meeting:

1. Submission of a preliminary Building Code analysis prior to the Development Permit Panel Meeting;
2. Submission of a reply from the Owner/Developer regarding the requested Public Art contribution of \$164,000 (\$60 x 274,302) or an alternative proposal satisfactory to the City of Richmond.
3. Submission of revised architectural and landscape architectural drawings that reduce the built form massing along Moncton Street and reduce the variances satisfactory to the City of Richmond prior to the Development Permit Panel Meeting.
4. These revisions will include but not be limited to the following:
 - a) Shifting the location of the Buildings A and B an additional 0.914m (3 ft.) further south;
 - b) Establishment of a 0.914m (3 ft.) level grass boulevard on the south side of the public sidewalk on Moncton Street complete with a second row of street trees; and
 - c) Reduction of the building massing of Buildings A and B along Moncton Street by eliminating the 3rd and 4th floor bedrooms at all corners of Buildings A and B along Moncton Street and shifting this F.A.R. to Building D.
5. Submission of an architectural precedents study for commercial buildings in Steveston Village and ensure that the proposed buildings along Moncton Street relate to the existing scale and historic character of buildings in Steveston Village. Present a logical rationale for the proposed built form along Moncton Street and demonstrate how these proposed buildings relate to the architecture of commercial buildings in the Village prior to the Development Permit Panel Meeting; and
6. Submission an architectural precedents study for Steveston waterfront buildings and ensure that the proposed buildings along Bayview Street relate to the existing scale, character, materials and detailing of the former cannery buildings along the Steveston waterfront. Present a logical rationale for the proposed built form along Bayview Street demonstrating how they relate to the marine heritage in Steveston prior to the Development Permit Panel Meeting.

The following is a list of requirements prior to final Council adoption of the Development Permit:

1. Provision of a landscape Letter of Credit acceptable to the City of Richmond in the amount of \$548,622.00 prior to final Council adoption of the Development Permit.

The following is a list of requirements prior to issuance of the Building Permit:

1. Registration of a Public Rights of Passage Rights of Way that permit public pedestrian access across the subject site in both the north-south and east-west directions, through the central open green space prior to issuance of the Building Permit. These right of ways will be established to permit public pedestrian access through the subject site and ensure that these pathways are maintained to permit safe, accessible, continuous, uninterrupted, 1.524m (5 ft.) clear pedestrian access in the north-south and east-west directions, across the site and through the central open green space.

Appendix A: Assessment of Relevant Development Permit Guidelines

Criteria and policies for the issuance of Development Permits appear in Schedule 2.4, the Steveston Area Plan of Bylaw 7100, the Official Community Plan. The relevant Development Permit Guidelines include the following:

Schedule 2 of Bylaw No. 7100 (Official Community Plan)

- 2.4 Steveston Area Plan
 - 2.4.8.2 General Development Permit Guidelines
 - 8.3 Steveston Character Area Guidelines
 - 8.3.1 Area A: Steveston Village
 - 8.3.1.2.A. Moncton Street: Sub-Area Guidelines
 - 8.3.1.2.B. Bayview Street and BC Packers Riverfront: Sub-Area Guidelines
 - 8.3.2. Area B: BC Packers Residential Neighbourhood: Sub-Area Guidelines
- 8.0 Development Permit Guidelines. **Complies (with some minor deviations).**
- 8.2 General Development Permit Guidelines for Steveston. **Complies.**
- 8.2.1. Settlement Patterns: The Steveston area has developed over an extended period of time, and the community's resulting settlement patterns are reflective of its transformation from an isolated fishing village, to a single-family suburb, and, more recently, to a centre for single- and multiple-family residential infill. As a result, an examination of Steveston reveals it is composed of a number of distinct 'neighbourhoods' defined by their common characteristics (i.e. street and lot layout, relationship to specific park/school sites or roads, proximity to the water or a commercial centre, etc.) As Steveston continues to evolve and densify, new development should respect and enrich the community's existing settlement patterns.
1. Cohesive Environment: Integrate private and public road/pathways. Avoid 'insular neighbourhoods' and respect site context. Provide public waterfront views and access. **Complies.**
 2. Pedestrian Oriented Development: Establish small blocks easy to walk, a cohesive public trail network, built form at a human scale plus improved access to local services and amenities. **Complies.**
 3. Neighbourhood Identity: Enhance features such as edges, focal points, and nodes that make neighbourhoods distinct and improve linkages. Build on local character attributes and define links between neighbourhoods. **Complies.**
 4. Views: Provide views to the river and Sturgeon Bank. Incorporate views of Steveston Village from the river and contribute to attractive public streets and public spaces. **Complies.**
 5. Natural, Built, and Human Heritage: Retain, respect, reuse, and enhance public enjoyment of historic structures, sites and their contexts. Protect and enhance significant landscape features. Provide complementary amenities such as trails. Celebrate the heritage of Steveston through public art and other means. **Complies, owner will install heritage artefacts in designated public areas.**
- 8.2.2. Massing and Height: Steveston has traditionally been characterized by its single-family dwellings on smaller lots, the modest scale and varied forms of the commercial buildings in its historic village centre, and the massive fishing industry buildings that once dominated its riverfront. Recently, distinctive new images have been introduced in Steveston community. The form of new development should be firmly rooted in this vocabulary, and seek to refine and enrich it.

1. Cohesive Character Areas: The form of new development should be guided by that of adjacent existing development, even where new uses are being introduced. For example, multiple-family residential or commercial uses introduced adjacent to single-family homes should adopt a scale and character similar to those existing dwellings, while the same uses introduced along the riverfront would be better to adopt a scale and form reflective of the area's historic cannery buildings. **Complies.**
2. Shifts in Scale: Steveston is typically characterized by two-storey buildings, except along the riverfront where some cannery buildings stand as high as 18.3 m (60 ft.). While this change in scale is significant, the transition is typically softened by intervening service yards, smaller industrial buildings, park, or road. New development should:
 1. Generally ensure that a gradual transition in scale is maintained between larger riverfront structures and existing low-rise residential buildings. **Complies, there is one existing low-rise building adjacent to this project, the proposed new building steps back at the third floor and respects the need for a height and massing transition.**
 2. Ensure that larger structures do not unnecessarily block views from or impact the privacy of smaller ones. **Complies, there are no smaller two-storey buildings beside this development.**
 3. Utilize changes in scale to reinforce the role or significance of specific areas or focal points. (For example, although it may be appropriate that a local commercial development adopt the scale and character of its low-rise residential neighbours, a taller element could be introduced as a focal point and landmark.) **Complies.**
- 8.2.3. Architectural Elements: The maritime heritage and historic buildings of Steveston combine to create a powerful image of pitched roofs, false-fronted commercial buildings, porches, picket fences, clapboard, bay windows, docks, boardwalks, and fishing boats. While this image is not found throughout Steveston, references to it and a love of it seem to exist everywhere, along with a distinctly human scale of development. New development should similarly be of a human scale, and demonstrate keen attention to detail and respect for local vernaculars.
 1. Animated streetscapes provide visual diversity, human scale, and pedestrian orientation. Use architectural elements and special treatments to enhance special areas and distinguish public to private transitions.
 1. In retail areas including shopping centres: **Not applicable.**
 2. In residential neighbourhoods including areas of townhouses, detached dwellings and/or apartments:
 1. Where properties abut public roads, developments must provide grade-oriented units with individual front doors (directly accessible and visible from the City sidewalk) and windows onto habitable rooms. **Complies; units at Moncton Street and Bayview Street have grade-orientated individual front doors.**
 2. Where no public road exists, developments should provide grade-oriented units with individual front doors and windows opening onto internal 'streets' (or where appropriate, public trails) designed to function and appear as an extension of City systems. **Not Applicable.**
 3. New development should promote publicly-accessible streets as the primary pedestrian space and 'front door' on the community. Off-street trails and paths should only take on this role when this will not diminish the role of the street system, and off-street routes extend no further than 76 m (249.3 ft.) before being intercepted by a publicly-accessible street, and no further than 36 m (118.1 ft.) before being intercepted by an alternative pedestrian route (i.e. accessible trail, lane, or driveway). **Complies.**
 3. At industrial sites: **Not applicable.**
 4. At marinas: **Not applicable.**
 2. Roofscapes: The Steveston roofscape is a key element affecting not only the area's character, but its livability. New development should show an awareness of this by attending to the following:

1. Employ roof forms consistent with the traditional character of Steveston, including pitched roofs with gable ends and slopes of 8 in 12 or greater. ***Complies with respect to roof detailing, however limitations with the height and massing for large four-storey buildings makes it difficult to achieve a 8:12 pitch, 6:12 is being used***
2. Flat or other roof forms (i.e. dormers, turrets, etc.) may be used selectively in combination with simple pitched roofs to provide diversity and visual interest, where traditional character references can be demonstrated. ***Complies.***
3. Roofing materials should be selected on the basis of consistency with the area's local vernacular. ***Complies.***
4. Mechanical equipment must be concealed from view, and antennae, dishes, vents, etc. should be situated where least visible from public areas. ***Complies.***
5. Special attention should be paid to the position of vents from restaurants and other food preparation uses to avoid negative impacts on adjacent pedestrian areas and residential uses. ***Not applicable.***
3. Exterior Walls and Finishes: The form and finish of a building are key to determining not only the quality of that building, but the quality of the public realm it touches. The historic buildings of Steveston were typically simple structures whose beauty came from their natural materials, craftsmanship, human scale, and attention to detail. New development should demonstrate a similar understanding and respect for these qualities, as follows:
 1. Front facades of buildings should employ projecting and/or recessed features to better integrate structures with their landscapes/streetscapes, and to provide visual interest and clues to passers-by with regard to the uses contained within. For this reason, bay windows, recessed and projecting porches, and similar features are encouraged. ***Complies.***
 2. Materials should be of high quality, natural, and durable, and should avoid artificial 'heritage' looks (i.e. brick with excessive efflorescence) and misappropriated images (i.e. river rock facade treatments). The preferred material is wood in the form of narrow-board lap siding, board and batten, and shingles. Non-patterned stucco (e.g. preferably with a heavy texture, such as 'slop-dash') is an acceptable alternative to wood, while brick is suitable in the historic commercial centre and corrugated metal siding is appropriate in the 'maritime mixed use' and industrial areas. Typically, combinations of two or more materials on a single building should be avoided. ***Complies.***
 3. Trim, including cornices, corner boards, windows, doors, window boxes, brackets, exposed rafters ends, etc., should be simple and designed to enrich the architectural character of the structures and enhance appreciation of their materials. ***Complies.***
 4. Building colours should be compatible with traditional character of Steveston. Strong, but muted, colours produced as a 'heritage series' by a number of commercial paint manufacturers are typically preferred. Typically, bright colours should be reserved for accent and trim applications and large expanses of white and pastel colours should be avoided. ***Complies.***
 5. Exposed end/party walls, along with rear facades in areas of high pedestrian activity, should be treated in a manner which is consistent with the level of finish and materials employed on each building's front facade. Cornices, recesses, signage, planters, trellises, decorative trim, climbing vines, and tall trees may all be employed to enhance party walls and rear facades. Painted or raw concrete block should typically be avoided, and contemporary materials, such as split-face concrete block, are discouraged in favour of brick, wood, and heavy stucco finishes (i.e. 'slop-dash'). ***Complies.***
4. Weather Protection: Attractive, durable pedestrian weather protection along publicly-accessible frontages is key to enhancing the relationship of buildings with adjacent streets. New development should provide weather protection where:
 1. Retail uses are encouraged at grade. ***Not applicable.***
 2. Shared residential building entries front public sidewalks or open spaces. ***Not applicable.***
 3. Pedestrian activity and local character is enhanced. ***Complies.***

4. Transit stops exist or are contemplated. **Complies.**
 5. Buildings are set far back from the public sidewalk. **Complies.**
 6. Places of public gathering exist or are nearby. **Complies.**
 7. Or a 'gap' in the continuity of existing weather protection can be filled. **Not applicable.**
- 8.2.4. Landscape Elements: Situated at the mouth of the Fraser River, the Steveston coastline is characterized by Garry Point Park's windswept meadows, inter-tidal marshes of Sturgeon Banks, the south dyke with its view of Steveston Island, the fishing boats moored near the village, and boats plying the waters of the channel. Tucked away from the wind and the river, manicured gardens abound with flowers. New development should seek to reinforce the importance of the public realm in Steveston and enhance it as a green and pedestrian-oriented environment reflective of both its riverfront setting and garden traditions.
1. Public Open Spaces: To be invaluable to a community, public open spaces must go beyond supporting specific activities; they must be integrated with the activity of everyday life. In Steveston, parks and trails should adopt a character which reflects the diversity of landscape and built form in the area and be integrated visually and physically with adjacent development. For new development, this means it should:
 1. Facilitate the physical and visual continuity of the City's open space network, especially as it applies to trails and the provision of continuous public access along the water's edge. **Complies.**
 2. Provide a varied open space environment along the riverfront reflective of existing and/or historic site features (i.e. piers, boardwalks, natural areas, etc.). **Complies.**
 3. Wherever possible, seek to enhance the physical and visual openness of City open spaces onto public roads. **Complies.**
 4. Provide privately-owned/publicly-accessible open spaces where they will serve recognized needs, and/or enhance the physical and/or social relationship of the development with its neighbours. **Complies.**
 5. Open onto parks and trails with pedestrian-friendly edge treatments, 'front doors', 'front yards' (e.g. with low fences and gates), windows, pathways, etc. designed to enhance the safety, surveillance, accessibility, and usefulness of the open space. **Complies.**
 6. Be designed to complement the intended activities, landscape character, etc. of the adjacent open space, whether it is a lighted sports field, a 'naturalized' trail, or a noisy playground. **Complies.**
 2. Street Edges: New development should contribute to a strongly public streetscape that is comfortable and attractive to pedestrians through:
 1. Provision of high quality, coordinated street improvements (i.e. finishes, landscaping, and furnishings) designed to complement local activities and character. **Complies.**
 2. Restriction of driveway crossings at sidewalks and, where crossings are needed, use of measures designed to ensure that such crossings do not inconvenience/endanger pedestrians, nor compromise street landscaping and furnishings. **Complies.**
 3. Concealment of utility wires and related equipment (e.g. underground) where the City has determined these elements are unsightly or undesirable. **Complies.**
 4. Creation of 'display gardens' adjacent to uses which are either inaccessible or require privacy, incorporating a variety of indigenous and other plant materials designed to provide a year-round buffer and visual amenity for the street. **Complies.**
 5. Provision of public art. **To be determined by City and Owner.**
 3. Private Open Spaces: Outdoor spaces intended for the private or shared use of tenants in a development should be designed to enhance the use, comfort, and enjoyment of associated indoor spaces, and to integrate the development with its environment. New development should:
 1. Design decks, patios, and other outdoor spaces as natural extensions of indoor spaces. **Complies.**

2. Ensure that a grade difference of no more than one half-storey exists between usable outdoor spaces and associated primary indoor living areas. **Complies.**
3. Along publicly-accessible streets and rights-of-ways, provide usable front yards, defined not by high fences, but by any combination of changes in grade, vegetation, and low, decorative fences/walls which serve to:
 1. Accommodate an area of privacy for residents. **Complies.**
 2. Maintain some view to and from the street. **Complies.**
 3. Create a series of landscape 'layers' between the street and the building. **Complies.**
4. Ensure that where a unit's main living level is above the grade of the adjacent publicly-accessible sidewalk or path, the difference in elevation is no greater than 1.2 m (3.9 ft.), or where the grade difference is greater than 1.2 m (3.9 ft.), the yard between the sidewalk/path and the building should be raised to an elevation equal to approximately half the total difference in grade. Under no circumstance should a unit's main living level be more than 2.4 m (7.9 ft.) above the grade of the adjacent publicly-accessible sidewalk/path. Furthermore, the ratio of total grade change to building setback from the sidewalk/path should typically be no steeper than 1 in 3. **Complies.**
5. Explore opportunities to cluster shared open spaces with public trails, parks, and/or the shared open space of neighbouring development(s) to provide a larger, more usable and accessible space, and a focus for local neighbourhood activities. **Complies.**
4. Trees and Vegetation: New development should contribute to the image of a mature landscape tied to its unique setting and the traditions of its residents by:
 1. Maintaining and incorporating existing trees and mature vegetation wherever possible. **Complies.**
 2. Tailoring the placement and selection of trees to enhance specific neighbourhood characteristics, focal points, features, etc. **Complies.**
 3. Avoiding the consistent planting of street trees in even rows in favour of tree planting patterns which are more sensitive to the area's distinct neighbourhoods. **Complies.**
 4. Where possible, advocating the nurturing and refinement of the natural flora rather, than replacing it with typically suburban vegetation. **Complies.**
 5. Incorporating planters, window boxes, and container gardens (rendered in materials complementary to the local built form) as a key way to introduce seasonal colour and interest. **Complies.**
- 8.2.5. Parking: While the original Steveston townsite was laid out as a regular series of blocks with lanes, outside the commercial area, many of these lanes were never opened. Subsequent single-family and townhouse developments followed the conventions of the day and adopted curvilinear road patterns without a secondary lane system. As a result, garage doors and parking are dominant images in many parts of Steveston. New development should seek to minimize disruptions to the safety and attractiveness of the public realm caused by on-site parking and related services.
 1. Lanes: New development should retain or expand the existing lane system and, where appropriate, create new lanes to facilitate service functions. Where implementation of service lanes is not practical, parking/service functions should typically be internalized within the proposed development, and:
 1. Access should typically be from secondary streets. **Complies.**
 2. Driveway crossings of pedestrian routes should be minimized. **Complies.**
 3. Parking and service entrances should be consolidated and integrated into the development's building/landscape design. **Complies.**
 2. Visual Impact: New development should minimize the visual impact of parking on the public realm and, where possible, mitigate the impact of existing facilities, as follows:

1. Parking structures should be fully concealed from public streets and open spaces by non-parking uses, or with landscaping and special architectural treatments where the resulting building is consistent with and complementary to the character of adjacent development and uses. **Complies.**
2. Surface parking lots should be: **Not Applicable.**
3. In residential situations, especially townhouses and detached dwellings:
 1. Garage entries should not be located on the front facades of units (e.g. the same facade as the 'front door') especially where this situation is repeated on adjacent units. **Does not comply but is acceptable.**
 2. Garage entries should receive special architectural and landscape treatments to enhance their appearance (i.e. decorative doors, narrow door widths, overhead trellises with climbing plants, trees and planting between the garage and adjacent uses, decorative paving, and where no solid door is installed, the extension of the building's exterior materials and level of finish into the areas of the garage visible to the public).
 3. Driveways and private roads should not be gated. **Complies.**
 4. Driveways and private roads should be kept as narrow as possible, paved and landscaped to enhance the appearance of the overall development, and designed to safely accommodate a variety of activities (i.e. basketball, road hockey, car washing, etc.) **Complies.**
 5. In the case of townhouse and detached units, where a unit's garage door is not adjacent to its front door, a 'back door' should be provided so that residents may access the unit's interior without using the garage door. **Complies.**

8.3 Steveston Character Area Guidelines:

The Steveston Area contains a number of 'character areas' or neighbourhoods which impart to the community a sense of time, place, diversity, and individuality. The purpose of these guidelines is to provide supplemental guidance to the development of those areas whose form and character are considered key to the identity of Steveston. The Character Area Key Map on the next page shows the boundaries of each character area to which additional guidelines apply.

8.3.1 Area A: Steveston Village

The 'Steveston Village Character Area' encompasses the community's original commercial centre and the historic focus of its fishing industry. The area is made up of a number of distinct sub-areas which exhibit many unique, yet complementary, characteristics and opportunities. The Area A: Steveston Village Character Area Map shows the approximate boundaries of Area A – Steveston Village.

Due to the importance of Steveston Village's form and character to its roles as a home port, a tourist destination, and a focus for the community, the 'General Development Permit Guidelines' for the Steveston area are not considered to be adequate to direct its development. Additional Development Permit Guidelines are provided here to address issues specific to this location. The guidelines are given in two parts: 'General Guidelines' applicable to the entire character area; and, 'Sub-Area Guidelines' applicable only to specified locations.

8.3.1.1 General Guidelines

1. Architectural Elements: Given the heritage of Steveston and the community appreciation of that architectural asset, it is tempting for new development to simply mimic the area's historic structures. Steveston has however, never been frozen in time. Whether as a result of fire, economic conditions or shifting values, Steveston has changed and so have its buildings. As Steveston continues to change, its architecture while rooted in the past, needs to keep pace.
 1. Roofscapes, Exterior Walls, and Finishes: The Village's historic buildings are humble structures. They are not characterized by ornate gingerbread details or grand architectural gestures, but by natural materials used in a simple, straight forward way. New development should aim to complement, rather than copy, the style of the Village's historic buildings by:

1. Designing buildings that have clearly articulated bases, middle sections, and tops. **Complies.**
2. Employing forms such as pitched roofs (with slopes of 8 in 12 or greater) with gable ends and false fronts, and flat or other roof forms where traditional character references can be demonstrated. **Complies with respect to roof detailing, however limitations with the height and massing for large four-storey buildings makes it difficult to achieve a 8:12 pitch, 6:12 is being used.**
3. Ensuring that the first storey reads on the outside of the building as approximately 5 m (16.4 ft.) high and provides continuity with adjacent buildings. **Complies.**
4. Providing first floor interiors which are generally high, airy volumes with large windows onto the street. **Complies 9 ft. ceilings.**
5. Typically using windows and doors with heavy wooden frames/sills and interesting door designs, and avoiding use of windows with imitation divided lights. **Complies.**
6. Providing larger windows on the ground floor than on the floors above, and not extending windows to floor level. **Windows do not extend to the floor level.**
7. Recessing building entries at least 1 m (3.3 ft.). **Complies on Moncton and Bayview St. and building "E".**
8. Designing buildings which focus attention on their high quality of materials and craftsmanship. **Complies.**
9. Using wood and brick as the Village's primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco, and metal siding, along with timber and metal structural elements and details. **Complies; no brick used.**
10. Employing construction methods that complement the material used and are consistent with past practices in Steveston, such as 'punched' window openings and heavy timber, post and beam construction. **Complies.**
11. 'Personalizing' buildings with special architectural features and finishes (i.e. inseting building/business names, addresses, etc. into entry floors in ceramic tiles, pebbles, cut stone, brass characters, etc.). **Complies.**
2. Weather Protection: Traditional methods of weather protection in Steveston were canopies supported on posts and projecting canvas awnings. To enhance the character of the Village area, new development should continue this tradition, and ensure that: **Complies.**
 1. Awnings and canopies are typically simple, flat planes (e.g. not curves, vaults, domes, etc.), with a slope of 6 in 12 or less (though a maximum slope of 12 in 12 is acceptable), and little or no valance (i.e. 0.15m maximum). **Complies.**
 2. Awnings, whether retractable or fixed, are made of durable fabric (not vinyl or plastic). **Not yet determined.**
 3. Canopies are designed as permanent structures, exhibiting the same character and level of finish as the buildings which support them. **Complies.**
 4. Where canopies are supported on posts, such posts are situated on private property and a clearance of at least 2.7 m (9 ft.) is maintained to the underside of the canopy. **Complies.**
 5. Any weather protection typically has a minimum clear depth of 1.2 m (3.9 ft.)
 6. Weather protection maintains minimum clearances to:
 1. Adjacent street curbs (measured horizontally): 0.6 m (2 ft.). **Complies.**
 2. Utility poles: 1 m (3.3 ft.). **Complies.**
 3. Utility wires: 2.1 m (6.9 ft.). **Complies.**
3. Signage: Signs for the identification of businesses or activities should be in keeping with the historic nature of the town. Signs in the early 1900's were usually painted on wood, either directly on buildings or on boards fastened flush to the fascia ('fascia signs') or suspended beneath canopies ('marquee signs'). Occasionally, larger establishments displayed roof signs. New development should ensure signage is:

1. An integral part of the building/landscape design, and that its form, materials, and the character of its copy complement the types of activities being advertised. **Complies.**
2. Wood (painted, stained, sand blasted, or carved), metal (cast, painted, embossed, or enamelled), fabric, or painted/etched on windows or glazed door panels. **Complies.**
3. Not plastic, internally illuminated, back-lit awnings/canopies, electronic or moving signs or messages, or neon. **Complies.**
4. Primarily oriented to pedestrians along the sidewalk. **Complies.**
5. Not a navigational hazard when seen from the river. **Complies.**
6. Illuminated externally by concealed, incandescent fixtures or fixtures with a nautical or industrial character. **Complies.**
7. In compliance with the City of Richmond bylaws controlling signage, and with the following:
 1. Marquee (Under Canopy) Signs:
 1. 2.4 m (7.9 ft.) minimum clear distance above grade. **Complies.**
 2. 0.74 m² (8.0 ft²) maximum sign area per business. **Complies.**
 3. 0.15 m (0.5 ft.) maximum height of letters. **Complies.**
 2. Fascia, Canopy, and Awning Signs:
 1. 0.14 m² (1.5 ft²) maximum sign area per linear metre of building frontage. **Complies.**
 3. Projecting Signs:
 1. 3.2 m (10.5 ft.) minimum clear distance above grade. **Complies.**
 2. 0.28 m² (3 ft²) maximum sign area per linear metre of building frontage. **Complies.**
 4. Free Standing Signs:
 1. Limited to sandwich boards or the equivalent. **Complies.**
2. Landscape Elements: The juxtaposition of the working waterfront in Steveston adjacent to the Village Centre greatly enriches its character. More than a 'small town', Steveston is a port. It is comfortable, but 'gritty'. It is urban, but not refined. It is old, but evolving. It is both intimate and open. To enhance this situation, the landscape of the 'Village' must strike a balance between 'small town Steveston' and 'working waterfront Steveston'. To accomplish this, new development should:
 1. Keep sidewalks narrow. **Complies.**
 2. Where possible, employ timber planks for walkways/sidewalks (especially near the waterfront), and planks, gravel or other special paving treatments for parking areas, rather than asphalt. **Complies.**
 3. Provide planters, window boxes and/or other types of container gardens to provide an abundance of year-round seasonal colour. **Complies.**
 4. Typically avoid manicured planting schemes and lawns in favour of wild flowers and indigenous vegetation. **Complies.**
 5. Selectively plant/retain a limited number of trees near the riverfront and from there increase the amount of tree planting towards the north culminating in significant tree planting along Chatham Street and Moncton Street east of No. 1 Road.
 6. Plant trees in surface parking lots: **Not Applicable.**
 7. At a ratio of 1 tree for every 3 stalls. **Not Applicable.**
 8. At the sides, not the heads, of stalls. **Not Applicable.**
 9. Protect them with guards designed to take a high level of abuse. **Not Applicable.**
 10. Wherever possible, incorporate industrial equipment and features (i.e. rail tracks) found on site, especially those of a large scale (i.e. cranes). **Complies.**

11. Provide furnishings and finishes (i.e. seating, bike racks, drinking fountains, walkway/sidewalk paving, etc.) as specified under City standards for the 'Village' along major public routes (i.e. streets and the waterfront walkway), and provide coordinated furnishings and finishes expressive of individual businesses and developments along lanes, pedestrian arcades, and similar publicly-accessible spaces. **Complies.**

8.3.1.2.A. Moncton Street: Sub-Area Guidelines

'Moncton Street' is the heart of the 'Steveston Village' area, attracting tourists, residents, and fishermen to eat, shop, and stroll. Historic buildings, like the Hepworth Block and the Post Office, allude to the way the area once looked, but the passing of time has resulted in vacant and underdeveloped sites which detract from the area's appearance and vitality. New development should seek to sensitively infill the 'Moncton Street' area with pedestrian-oriented projects which respect the area's architectural heritage.

1. Settlement Patterns: To take advantage of the area's regular pattern of small blocks, and support a rich and vibrant pedestrian environment, new development should:
 1. Typically reinforce the image of a continuous street wall, built at or close to the property line, along all street frontages. **Complies.**
 2. Limit significant interruptions in the street wall to those places where it will enable preservation of a valued historic structure or tree(s), or provide a special public open space opportunity. **Complies.**
 3. Develop lands abutting lanes, particularly south of Moncton Street, to accommodate pedestrian-oriented open spaces and a mix of retail, restaurant, artisan, custom workshop, and industrial uses. **Complies.**
 4. Vary building setbacks along lanes to create interesting pedestrian spaces. **Complies.**
 5. Create a network of narrow, open-air, pedestrian arcades and courtyards linking public streets and lanes, as well as providing access to residential and non-residential uses situated above grade. **Complies.**
2. Massing and Height: To maintain the intimate, pedestrian scale of the 'Moncton Street' area, new development should:
 1. Typically be two-storeys and 8 – 9 m (26.2 – 29.5 ft.) in height along Moncton Street; **Bylaw allows for four-storey.**
 2. Situate those buildings or portions of buildings which are taller than 9 m (29.5 ft.), at least 10 m (32.8 ft.) back from Moncton Street. **Complies.**
 3. Limit the length of building frontages to a maximum of 20 m (65.6 ft.). **Limitations in available site coverage result in larger building frontages.**
 4. Employ open-air pedestrian arcades and similar features, along with changes in architectural massing, detail, colour, and/or materials, to break large frontages into smaller building blocks. **Complies.**
 5. Vary building heights and forms along lanes to create a more informal, intimate, and complex environment than is intended along the street. **Not Applicable.**
 6. Enhance public use of pedestrian arcades and courtyards by massing development to allow direct sunlight access where possible. **Complies.**
3. Architectural Elements: To enhance the commercial vitality of the 'Moncton Street' area, new development should:
 1. Provide continuity of retail, commercial, restaurant, and other uses of public interest at grade along all street frontages, especially south of Moncton Street. **Complies.**
 2. Discourage business and service uses at grade along street frontages south of Moncton Street which are characterized by blank walls, windows onto private office, and other features which do not contribute to the animation of the streetscape. **Complies.**

3. Along lanes, provide variety in the architectural form, details, materials, and colours, and incorporate special features which enable buildings/businesses to open up physically and visually (i.e. garage doors with glazed panels). **Not Applicable.**
4. Provide pedestrian arcades which are typically:
 1. Lined with shops, cafes, etc. and provide access to upper storey businesses and residences. **Complies and upper storey businesses not applicable.**
 2. 3 m (9.8 ft.) in width, and no wider than 5 m (16.4 ft.), except where necessary to accommodate any of the following:
 1. Feature tree, public art, stair/elevator to upper storey(s), sunny dining court, etc. **Complies.**
 2. Residential courtyard providing access to individual units. **Complies.**
 3. Pedestrian route serving a large scale activity generator. **Complies.**
 3. Designed to provide visual surveillance and personal safety; **Complies**
 4. Open-air (e.g. enclosed arcades, or malls, are typically discouraged) and open to the public around the clock. **Not applicable.**
 5. Covered or open to the sky. **Not applicable.**
 6. Situated at grade, except that where it is desirable to provide a parking structure at grade, a pedestrian arcade may be introduced to provide public access up and over it (e.g. to a maximum of one-storey above grade) and provide access to above grade, non-retail uses (i.e. residential, office, or community uses).
4. Landscape Elements: To enhance the 'Moncton Street' area as a comfortable, green, pedestrian-oriented environment, while respecting characteristics of its existing landscape/streetscape, new development should:
 1. Limit tree planting along street frontages to special locations where interruption of the street wall is warranted, such as sunny courtyards and entries to pedestrian arcades. **Not applicable.**
 2. Plant a variety of large growing tree species to the rear of buildings to provide a backdrop to the area's buildings as seen from the street, and to enhance the use and appearance of the lanes. **Not applicable.**
 3. Enhance lanes and pedestrian arcades (not just street frontages) with an abundance of flowers and plant material in planters and window boxes, as well as climbing vines; and
 4. Situate garbage uses to the rear of buildings, a minimum of 15 m (49.2 ft.) from a public street, and ensure garbage containers are fully housed within the principle building or a structure which enhances the appearance/character of the area. **Refuse in underground parking.**
5. Parking and Services: To support pedestrian activity in the 'Moncton Street' area, new development should:
 1. Situate surface parking lots and loading uses to the rear of buildings and screen them from view of adjacent public streets. **Not applicable; parking underground.**
 2. Support the primary use of the lane system south of Moncton Street and west of No. 1 Road for non-parking uses. **Complies.**
 3. Focus parkade development north of Moncton Street and ensure that it is fully concealed by non-parking uses along all public streets and open space frontages. **Not applicable.**

8.3.1.2.B. Bayview Street and BC Packers Riverfront: Sub-Area Guidelines

Once a veritable wall of cannery structures defining the water's edge, the 'Riverfront' uplands have become a gap-toothed collection of gravel parking lots, fuel facilities, trailers, moorage access, visitor attractions, and derelict industrial buildings. New development should seek to reanimate the 'Riverfront' by integrating new and revitalized maritime-oriented industries and activities within an unconventional, pedestrian-friendly, mixed-use environment.

1. Settlement Patterns: To integrate the 'Riverfront' with the 'Village' and 'BC Packers Residential Neighbourhood' areas, and reinforce it as a special place, new development should:
 1. Be characterized by images consistent with the area's historic cannery buildings. **Complies.**
 2. Strongly define the water's edge and the alignment of the dyke. **Complies.**
 3. Front both the upland development on its north and the river. **Complies.**
 4. Extend south over the water with finger piers and floating docks, both with and without buildings or structures on them, as was characteristic of the area in the past. **Not applicable.**
 5. Provide a pattern of seemingly random openings, courtyards, and pedestrian arcades of varying scales:
 1. Offering direct and indirect physical access between the water and the 'Village' and 'BC Packers Residential Neighbourhood' (especially near north-south street ends). **Complies.**
 2. Framing special near and distant views. **Complies.**
 3. Providing pedestrian access to a continuous waterfront walkway. **Complies.**
 4. Accommodating vehicular access and service functions in a shared pedestrian/vehicular environment. **Complies.**
 6. Ensure that street ends are focal points providing views to:
 1. The river. **Complies.**
 2. Active uses situated on public or private piers/open spaces. **Complies.**
 3. Special architectural, public art, or heritage elements. **Complies.**
 7. Define the street edge along the:
 1. South side of Bayview Street with buildings built at or close to the property line. **Complies.**
 2. North side of Bayview Street with buildings following a 'build-to-line' approximately 5 m (16.4 ft.) back from the property line (respecting the alignment of an existing storm water culvert). **Complies.**
 3. South side of the Bayview extension (east of No. 1 Road) with an 'undulating street wall' incorporating regular setbacks and/or breaks in the building mass and associated variations in roof form to complement the scale and rhythm of neighbouring dwellings in the 'BC Packers Residential Neighbourhood'. **Complies.**
 8. Where possible, avoid segregating residential uses from non-residential uses, in favour of an approach which sees the two uses share a common character and features. **Complies.**
2. Massing and Height: To establish the 'Riverfront' as an unconventional environment where viable industrial uses and public activities are juxtaposed to create exciting spaces and opportunities, new development should:
 1. Typically be simple building blocks with pitched roofs. **Complies.**
 2. Be of a scale and form to:
 1. Create a dramatic and varied edge as seen from the river. **Complies.**
 2. Provide a backdrop to the 'Village' and 'BC Packers Residential Neighbourhood'. **Complies**

3. With regard to building height:
 1. Typically vary from one to three-storeys and 6 – 12 m (19.7 - 39.4 ft.), with feature buildings being as tall as approximately 18.3 m (60 ft.). **Not Applicable.**
 2. Typically orient buildings or portions of buildings that are taller than 12 m (39.4 ft.) such that their 'spines' run north-south and their narrow ends face the 'Village' and the 'BC Packers Residential Neighbourhood'. **Complies.**
 3. Provide abrupt transitions in height with neighbouring buildings and open spaces. **Complies.**
4. Architectural Elements: To impart a human-scale and build on the distinctive character of the historic waterfront buildings in Steveston, new development should:
 1. Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with more limited use of flat, symmetrical hip, and feature roofs. **Complies.**
 2. Ensure that windows, doors, and other features are used graphically/boldly to enhance a building's simple shape and accentuate the scale of these elements versus that of the overall building mass. **Complies.**
 3. Provide contrasting areas where architectural elements (i.e. windows, doors, etc.) are concentrated, versus areas where large simple wall surfaces focus attention on materials, colour, and the overall building scale and shape. **Complies.**
 4. Typically, focus architectural details near a building's first floor to impart a human-scale to adjacent public streets and pedestrian areas, particularly in areas of highest public pedestrian use and adjacent to/facing residential development in neighbouring character areas. **Complies.**
 5. Employ architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses where generous roof decks, french balconies, and similar features are strongly encouraged. **Complies.**
 6. In the case of residential uses, be designed to create a unique housing environment which takes advantage of the area's industrial vernacular in the form of:
 1. Large, lofty, bright interior spaces. **Complies.**
 2. Single and multi-storey units, some with mezzanines. **Not Applicable.**
 3. Large windows oriented to the view and sun. **Complies.**
 4. Small unit clusters, typically with individual or shared exterior stair access to grade (rather than indoor elevator access). **Complies.**
 5. Weather protection over unit entries and used as special features (i.e. sun shades on windows or privacy screens on roof decks). **Complies.**
 6. Planters, window boxes, and other types of container gardens which impart a very 'green' image to individual dwellings. **Complies.**
 7. Special exterior lighting which enhances personal security and the identity of individual units. **Complies.**
 7. Use durable materials, finishes, and details throughout the area which are characteristic of maritime/industrial activities (i.e. metal, timber, or concrete guards and bollards near building corners where they may come in contact with vehicles or equipment). **Complies.**
 8. Use changes in colour and materials to make individual buildings distinct and create a more visually interesting environment. **Complies.**
 9. Situate garbage away from public view and residential uses and, where necessary to accomplish this, house garbage containers fully within the principle building or a structure which enhances the appearance/character of the area. **Complies.**

5. Landscape Elements: To create a pedestrian-centred environment, new development should:
 1. Ensure that continuous public pedestrian circulation is provided along the waterfront with frequent and convenient access to public upland areas (i.e. streets). **Complies.**
 2. Ensure that where maritime/industrial activities result in any interruption in grade-level public access along the waterfront, an alternative handicapped accessible public route is provided and designed to bring people as close to the water as possible (i.e. via elevated walkways, floating docks, pier structures, etc.) **Complies.**
 3. Where open areas exist along the waterfront (including parking lots), typically provide surface treatments consistent with that of adjacent piers and boardwalks (i.e. heavy timber planks). **Complies.**
 4. Support development of Bayview Street in a manner which will calm traffic, encourage safe, shared pedestrian/vehicular use of the roadway, and enhance use of some portions of it for special events (i.e. festivals, markets, temporary fishing industry-related activities, etc.) **Complies.**
 5. Utilize the required 5 m (16.4 ft.) setback along the south side of Bayview Street to provide special landscape features which:
 1. Encourage more active use of this area. **Complies.**
 2. Support adjacent businesses/activities. **Complies.**
 3. Provide visual interest. **Complies.**
 4. Help to 'knit' the waterfront into the 'Moncton Street' area;
 6. Limit tree planting along street frontages to special locations where interruption of the street wall is warranted, such as sunny courtyards and entries to pedestrian arcades, except along the Bayview extension east of No. 1 Road, across from the 'BC Packers Residential Neighbourhood', which should:
 1. Be defined by a double row of trees lining a broad pedestrian walkway leading from No. 1 Road to the area around Phoenix Pond. **Complies.**
 2. Incorporate gardens, planters, and other landscape features designed to enhance the relationship of the area with the 'Packers Neighbourhood'. **Complies.**
 7. Plant large growing, deciduous trees away from public streets as special landscape features to be seen as 'backdrops' to the streetscape. **Complies.**
 8. Seek to enrich its setting and increase public awareness of the area's heritage by placing special emphasis on its incorporation of public art and features or artefacts related to the area's history of maritime/industrial activities. **Complies.**
6. Parking and Services: To support pedestrian activity along the 'Riverfront' and provide for the needs of industrial and maritime service uses, new development should:
 1. For lands north of Bayview Street, situate parking and loading to the rear of buildings with vehicular access from north-south roads and lanes. **Complies.**
 2. For lands south of Bayview Street and the Bayview extension east of No. 1 Road, either screen parking and loading from view from key pedestrian areas (i.e. the waterfront walkway) or:
 1. Design loading to the same level of finish as other public areas and integrate it with the overall building design (or even make it a feature). **Complies.**
 2. Provide non-residential and visitor parking in small lots (0.04 ha/0.1 ac. maximum), designed as attractive, hard-surfaced open spaces which visually complement the waterfront (i.e. paved with heavy timber planks and landscaped with trees and furnishings), and planned as possible multi-purpose areas. **Complies.**
 3. Provide residential parking in private or small, shared garages, the entries to which are oriented away from highly visible public area or are designed to complement overall building design/streetscape and ensure pedestrian safety. **Complies.**
 4. Investigate opportunities to coordinate development with increased on-street parking. **Complies.**

8.3.2. Area B: BC Packers Residential Neighbourhood: Sub-Area Guidelines

The 'BC Packers Residential Neighbourhood Character Area' is a new housing area on lands formerly used for BC Packers' operations. To the south, it is bounded by the riverfront and other Packers lands which will be redeveloped and incorporated into the 'Bayview Street and BC Packers Riverfront' sub-area of the 'Steveston Village Character Area'. West of 'Packers Neighbourhood' is the 'Village's' 'Moncton Street' mixed-use sub-area. North of 'Packers Neighbourhood' is Moncton Street and Steveston Park with its extensive community facilities. East of 'Packers Neighbourhood' are existing areas of single-family homes and townhouses, beyond which lies the Britannia Heritage Shipyard.

The location of 'Packers Neighbourhood' implies the need to help link Steveston Park and existing residential development to the various recreational and maritime activities found along the riverfront and provide a transition between the area's lower density residential neighbours and 'Steveston Village'. General Development Permit Guidelines for the Steveston area are not adequate to meet this challenge. Additional Development Permit Guidelines are provided here to address issues specific to this location.

1. Settlement Patterns: To support establishment of 'Packers Neighbourhood' as an unique housing area which combines and reinterprets elements of built form and landscape in Steveston to create a fine grained, pedestrian-oriented, and 'green' residential environment, new development should:
 1. Conform to a grid system based on 'Steveston Village's' pattern of small blocks and rear lanes, providing: **Complies.**
 1. North-south streets and trails, designed as 'green' pedestrian routes, linking Steveston Park with a continuous public trail along the waterfront. **Complies.**
 2. East-west streets and/or pedestrian routes linking areas east of 'Packers Neighbourhood' with the 'Village' and the waterfront, without directing fast moving traffic through existing residential neighbourhoods. **Complies.**
 3. Along all publicly accessible streets and trails, continuous residential frontages and entrances to individual grade-oriented dwelling units, or in the case of non-residential uses (i.e. library, community policing station, etc.), frontages which are predominantly devoted to windows (providing interesting views to the uses within), public entries, and other features which contribute to an animated, attractive streetscape. **Complies.**
 4. All parking access via rear (public or private) lanes or, in the case of the area's apartment projects, a limited number of garage entrances designed and situated to minimize visual impact and disruption to pedestrian activity. **Complies.**
 5. Special opportunities for innovative dwelling types where appropriate in rear yards (i.e. coach houses, front-back duplex units, triplex and four-plex dwellings, stacked townhouses, etc.). **Complies.**
 2. Contribute to the image of a 'fine grained urban fabric' composed of many 'small' buildings set close to each other along continuous 'build-to' lines, (versus the image of a continuous 'street wall' as in the 'Moncton Street' area of the 'Village'). **Complies.**
 3. Set back buildings from front yard property lines or trail/right-of-way boundaries as follows:
 1. Along Moncton Street, 6m (19.7 ft.) to align with existing homes to the east and provide adequate landscaped front yard space to contribute to Moncton Street's development as a broad 'green' avenue. **Complies.**
 2. East of Phoenix Pond (for all buildings and projections, such as porches, bay windows, chimneys, etc.), a minimum of 6 m (19.7 ft.) onto Westwater Drive, 9 m (29.5 ft.) onto the riverfront trail and any associated public open space/natural areas, and 18 m (59.1 ft.) between buildings where a publicly-accessible trail designated under the area plan intervenes. **Not Applicable.**
 3. Elsewhere, typically 4.3 m (14.1 ft.) in order to create an intimate, human-scale streetscape, and accommodate private yards, public gardens and seating areas (e.g. in association with public uses) and some building projections (i.e. porches). **Complies.**

2. Massing and Height: To create a neighbourhood characterized by an intimate, human scale and respect the scale of neighbouring development, new development should:
 1. With regard to building height in the area north and west of Phoenix Pond, generally increase it from 2½ storeys and 9 m (29.5 ft.) on the east to four to five-storeys and 15 m (49.2 ft.) on the west and: **Not Applicable**
 1. Along Moncton Street, typically be two to three-storeys and a maximum of 9 m (29.4 ft.) with taller buildings of up to five-storeys and 15 m (49.2 ft.) set a minimum of 10 m (32.8 ft.) south of the Moncton Street right-of-way. **Complies.**
 2. Within 30m (98.4 ft.) of lower density residential properties situated east of 'Packers Neighbourhood', typically be no more than 2½ storeys and 9 m (29.5 ft.) including any sloped roof, and within 60 m (196.9 ft.) typically be no more than 3 ½ storeys and 12 m (39.4 ft.) including any sloped roof. **Complies.**
 3. Elsewhere in 'Packers Neighbourhood', vary building heights such that lower buildings or portions of buildings (e.g. up to 9 m /29.5 ft. including any sloped roofs) are typically set closer to publicly-accessible streets and trails, while taller buildings or portions are set back, except where a taller structure near a street will provide a desirable visual landmark or enhance the overall character of the neighbourhood. **Complies.**
 2. With regard to building height in the area east of Phoenix Pond, limit it to four-storeys over one-storey of parking with:
 1. A significant amount of any parking storey being situated below the elevation of the crest of the dyke. **Complies.**
 2. Any parking structure being blended seamlessly into the topography (i.e. the dyke) or concealed by non-parking uses. **Complies.**
 3. Lower building elements being situated along Westwater Drive and the riverfront trail having a maximum height of 9 m (29.5 ft.) as measured from the crest of the road and the elevation of the trail respectively. **Complies.**
 3. Limit the length of building frontages to a maximum of 20.0 m (65.6 ft.), and where the length of a building frontage exceeds 12.0 m (39.4 ft.) employ measures to 'break' the facade into two parts (i.e. changing the plane of the facade, creating a deep recess in the facade, pulling the roof line down, changing building height, and/or changing materials/colours). **Complies.**
 4. Enhance the use of trails and courtyards by massing development to allow direct sunlight access wherever possible. **Complies.**
3. Architectural Elements: To create an uniquely livable residential neighbourhood, that complements the intended character and vitality of the 'Village' area, new development should:
 1. Create roofscapes typically characterized by:
 1. Steeply sloped principle roofs combined with more gently sloped secondary roofs. **Complies partially, limitations with the height and massing for large four-storey buildings makes it difficult to achieve a 8:12 pitch, slightly less pitch is combined with secondary roofs.**
 2. Flat roofs used as habitable decks. **Complies.**
 3. A limited number of special roof features (across the neighbourhood) designed to provide a desirable landmark or enhance overall character. **Complies.**
 4. Roof cladding of wood (i.e. shake or shingle) or metal sheet (i.e. corrugated, standing seam, or V-crimp). **Complies.**
 2. Create residential streetscapes characterized by features which expand/enhance usable residential space, strengthen relationships with the public realm, and contribute to a distinctive character, including:
 1. Generous, useable entry porches (e.g. extending across roughly half of each grade level unit's front facade with a minimum depth of approximately 2.4 m (7.9 ft.) and projecting up to 1 m/3.3 ft. into front yard setbacks in the area north and west of Phoenix Pond. **Complies.**

2. Balconies, decks, terraces, and roof decks designed to provide usable private outdoor space, and enhance access to views and sun. **Complies.**
3. Bay windows, french balconies, window boxes, etc. which enhance both the interior living space and the personality of a dwelling as seen from a street, trail, or open space; **Complies.**
4. Front doors opening onto well designed/functional entry areas (i.e. not sliding patio doors onto the street or front doors opening directly onto living rooms without benefit of an entry area, closet, etc.). **Complies.**
5. Garages which are designed to the same level of quality as the principle buildings including, in the case of parkades, the interior area visible from the street. **Complies.**
6. Variations in building form to acknowledge special places or 'gateways', or to provide visual interest and more dynamic living spaces (i.e. a structure's top storey may project through the main roof as a turret, dormers, etc.). **Complies.**
3. Create non-residential streetscapes characterized by the same features common to the area's residential development, with the addition of features common to 'Steveston Village' as described under this bylaw as Section 8.3.1, Area A: Steveston Village, General Guidelines, Architectural Elements. **Complies.**
4. With regard to materials, promote building designs which:
 1. Focus attention on their high quality of materials and craftsmanship, and their 'fit' with the 'Village' and the waterfront. **Complies.**
 2. Avoid materials having artificial 'heritage' looks. **Complies.**
 3. Avoid materials/elements which do not reinforce the area's intended character. **Complies**
 4. Especially in the case of non-residential uses, 'personalize' buildings with special architectural features (i.e. public art) and finishes. **Complies.**
4. Landscape Elements: To create a lush, intimate, garden-like landscape aimed at enhancing the scale and character of the area's built form and, in effect, extending Steveston Park toward the waterfront and the natural area around Phoenix Pond, new development should:
 1. North and west of Phoenix Pond, contribute to the image of narrow, pedestrian-friendly streets and trails by:
 1. Typically keeping street right-of-way widths to a minimum and providing narrow sidewalks. **Complies.**
 2. Incorporating special paving and landscaping treatments into roadway, sidewalk, and driveway surfaces. **Complies.**
 3. Providing small gardens fronting onto streets and trails and defining those gardens with low, open fences (i.e. picket) a maximum of 1 m (3.3 ft.) high along street front and trail front property/right-of-way lines, except along Moncton Street and adjacent to non-residential uses where no fences should be provided. **Complies.**
 4. Landscaping of those gardens primarily with a combination of trees and shrubs, accented by paths, small areas of decorative paving, seating, and/or garden structures (i.e. trellises), and providing little or no lawn area, except along Moncton Street where the image of open lawns with foundation planting is more in keeping with local character. **Complies.**
 5. Providing planters, window boxes and/or other types of container gardens to provide an abundance of seasonal colour (especially adjacent to non-residential uses). **Complies.**
 2. East of Phoenix Pond, expand on the character and form of the natural area adjacent to the Pond through the use of berms and extensive planting of indigenous trees, shrubs, and flowering and/or fruit bearing plants designed to conceal any parking structures, enhance residential privacy, and mitigate the scale and visibility of residential buildings as experienced along the waterfront trail. **Not Applicable.**
 3. Support development of recreational trails, greenways, and similar public open spaces, including:



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

Development Permit Application
Development Applications Department

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

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

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

Property Address(es): 4020 VANDER ST
IMPERIAL LANDINGS - LOTS # 28, 29, 30 (PARCEL C
(12331, 12333, 12337 & 12339 EASTHOPE AVENUE)
Legal Description(s): 12231, 12233, 12237 & 12239 EASTHOPE AVENUE

Applicant: KILWICK METZ BOWEN ROSE ARCHITECTS PLANNERS INC.

Correspondence/Calls to be directed to:

Name: ARVIN MARTIN

Address: #1788 WEST 8TH AVENUE

VANCOUVER B.C. V6J 1V6
Postal Code

Te. No.: 604 732 3361
Business
Residence
E-mail: AMARTIN@KMBR.COM 604 732 1828
Fax

Property Owner(s) Signature(s): _____

or

Authorized Agent's Signature: [Signature]
Attach Letter of Authorization

Please print name

ARVIN MARTIN
Please print name

For Office Use

Date Received: MAY 7/03
File No.: 03-230076
Only assign if application is complete

Application Fee: 15,800 -
Receipt No.: 13-0020792



City of Richmond
Urban Development Division

Development Permit

No. DP 03-230076

To the Holder: KILLICK METZ BOWEN ROSE ARCHITECTS & PLANNERS INC.

Property Address: 12231, 12233, 12237 AND 12239 EASTHOPE AVENUE

Address: c/o ALVIN MARTIN
#1788 WEST 8TH AVENUE
VANCOUVER, BC V6J 1V6

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans #1 and #2 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #2 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1 and #2 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #4 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.

Development Permit

No. DP 03-230076

To the Holder: KILLICK METZ BOWEN ROSE ARCHITECTS & PLANNERS INC.

Property Address: 12231, 12233, 12237 AND 12239 EASTHOPE AVENUE

Address: c/o ALVIN MARTIN
#1788 WEST 8TH AVENUE
VANCOUVER, BC V6J 1V6

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$548,622.00.

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.

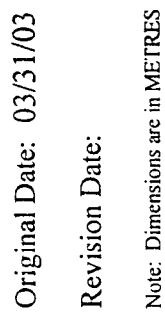
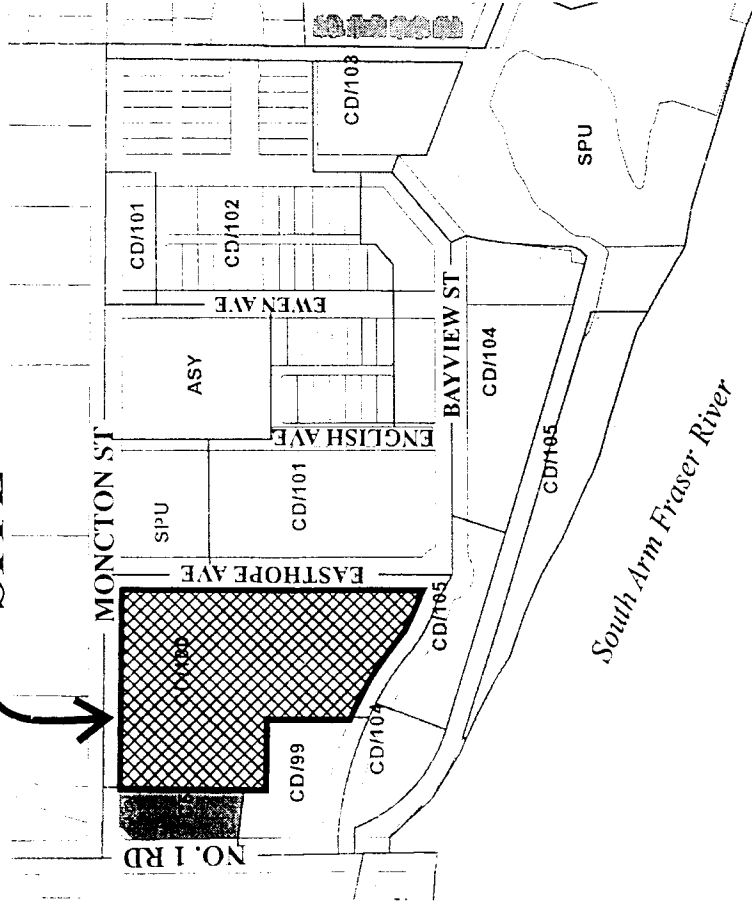
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

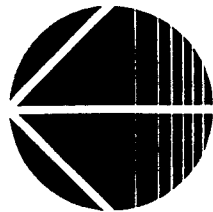
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



DP 03-230076
SCHEDULE "A"



CONTRACT NUMBER
 PROJECT NAME
 DATE
 DRAWN BY
 CHECKED BY
 DATE
 SCALE
 SHEET NO.

KILICK
MENZ
BRIDGE
 ARCHITECTS PLANNERS INC.
 1000 N. 10TH ST. SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1100
 FAX: 303.733.1101
 WWW.KILICKMENZBRIDGE.COM

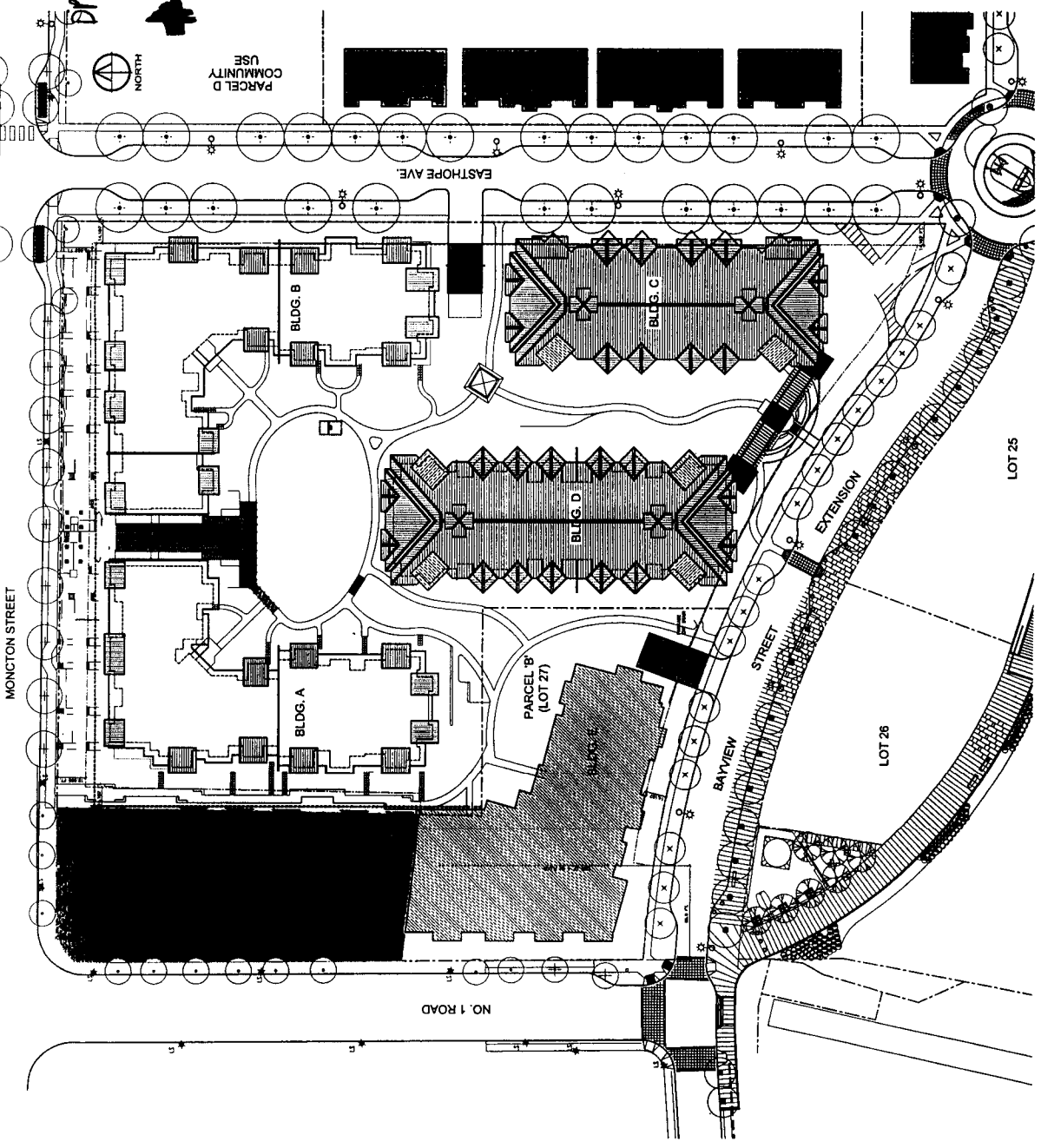
PROJECT FILE
 PROJECT NAME
 PROJECT NUMBER
 PROJECT LOCATION
 PROJECT DATE
 PROJECT STATUS
 PROJECT OWNER
 PROJECT ARCHITECT
 PROJECT ENGINEER
 PROJECT LANDSCAPE ARCHITECT
 PROJECT CIVIL ENGINEER
 PROJECT ELECTRICAL ENGINEER
 PROJECT MECHANICAL ENGINEER
 PROJECT SITE & LANDSCAPE

SHEET NO. **A101**
 TOTAL SHEETS **10**
 SCALE **1/8" = 1'-0"**

JUL 24 2003

DP 03-230076

16.



**KILLICK
METZ
BOWEN
ROSE**

PROJECT FILE
STEVENS
INTERNAL LANS
FOR
CASE DEVELOPMENT
CAPITAL CORPORATION

NAME FILE
LOT 111-20
GENERAL INSTRUCTIONS

| | |
|----------------|------------|
| PROJECT NUMBER | SCALE |
| CONCRETE | 1/2"=1'-0" |
| DATE | REVISIONS |

A103

| RESIDENTIAL PARKINGS REQUIRED | |
|---|--------------------|
| ALL SITES | 13 SPACES PER HOME |
| 1/2 AC SITES | 14 SPACES |
| 1/4 AC SITES | 14 SPACES |
| 1/8 AC SITES | 14 SPACES |
| 1/16 AC SITES | 14 SPACES |
| 1/32 AC SITES | 14 SPACES |
| 1/64 AC SITES | 14 SPACES |
| 1/128 AC SITES | 14 SPACES |
| 1/256 AC SITES | 14 SPACES |
| 1/512 AC SITES | 14 SPACES |
| 1/1024 AC SITES | 14 SPACES |
| 1/2048 AC SITES | 14 SPACES |
| 1/4096 AC SITES | 14 SPACES |
| 1/8192 AC SITES | 14 SPACES |
| 1/16384 AC SITES | 14 SPACES |
| 1/32768 AC SITES | 14 SPACES |
| 1/65536 AC SITES | 14 SPACES |
| 1/131072 AC SITES | 14 SPACES |
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| 1/1048576 AC SITES | 14 SPACES |
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| 1/8388608 AC SITES | 14 SPACES |
| 1/16777216 AC SITES | 14 SPACES |
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| 1/3 | |

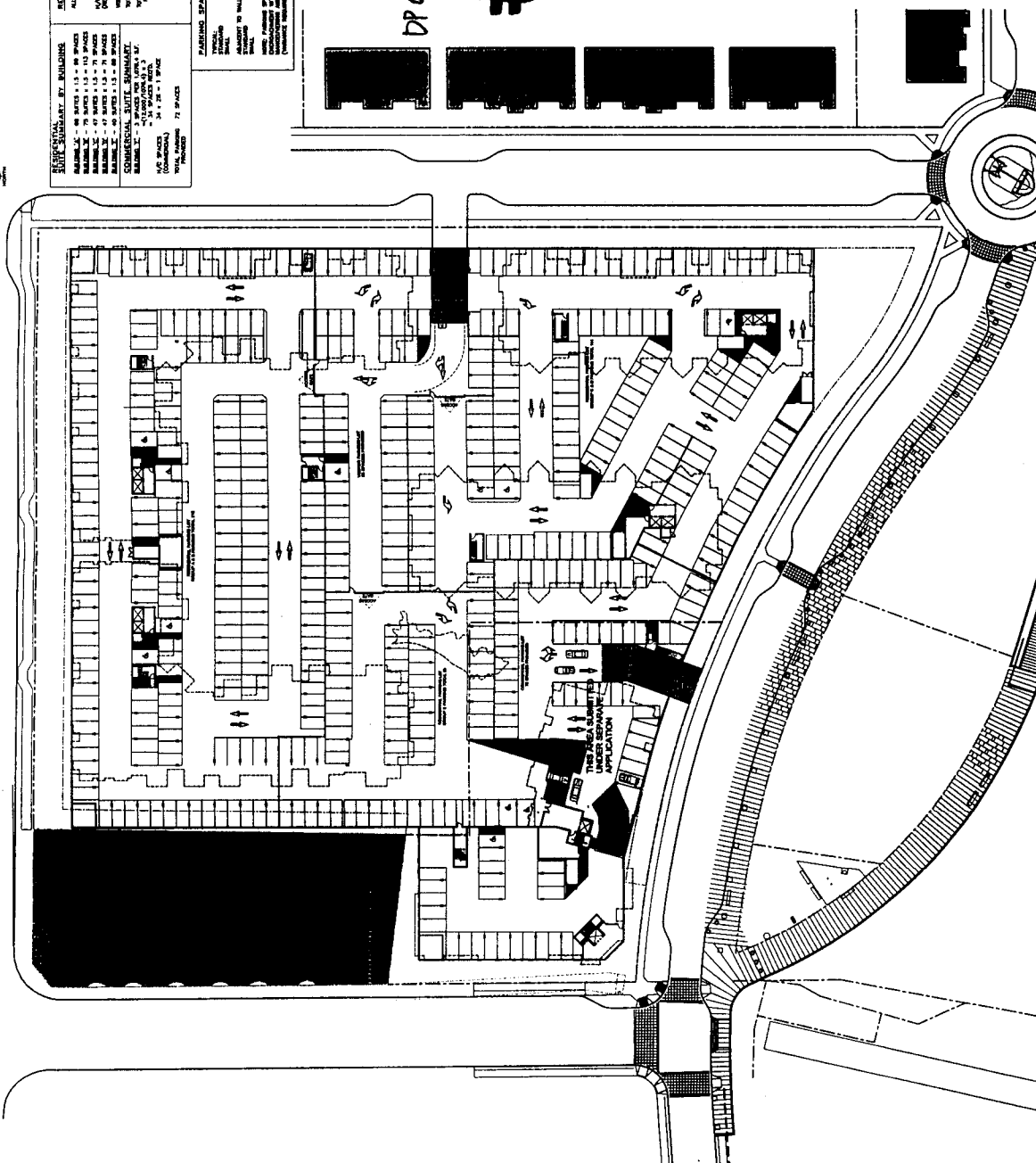
| PARKING SPACE SIZE | |
|---------------------------------------|---|
| TYPICAL STANDARD SMALL | $\begin{array}{c} 9' \\ 7'-11'' \end{array} \times \begin{array}{c} 16'-0'' \\ 16'-0'' \end{array}$ |
| ADJUNCT TO BUILD STANDARD SMALL | $\begin{array}{c} 9' \\ 6'-11'' \end{array} \times \begin{array}{c} 16'-0'' \\ 16'-0'' \end{array}$ |

NOTE: PARKING SPACES ARE MEASURED WITH 1" MARKERS (2" MARKER EXCHANGEABLE WITH COLLARS WITH BACK 2" FROM A 32" x 32" x 1/2" MARKER). MEASUREMENTS ARE BASED ON CITY OF MOBILE STANDARDS (VARIANCE REQUIRED.)

JUL 24 2003

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23 00 76

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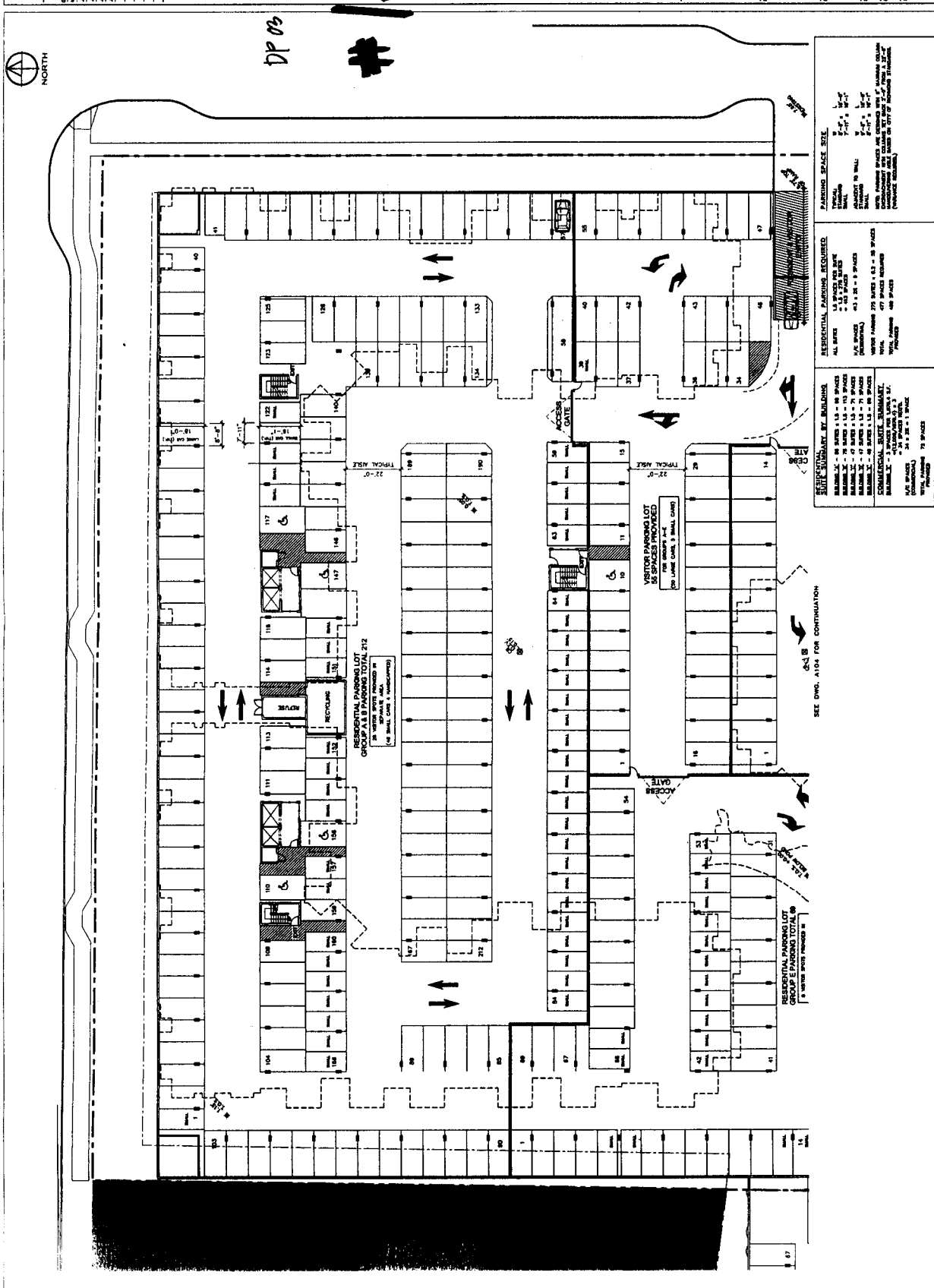
**KILICK
METZ
BOWEN
ROSE**
ARCHITECTS PLANNERS INC.
1780 WEST 81st AVENUE
VANCOUVER, B.C. V6J 1Y8
(604) 732-3308 (F) 604 732-1428
info@kilick.com
www.kilick.com

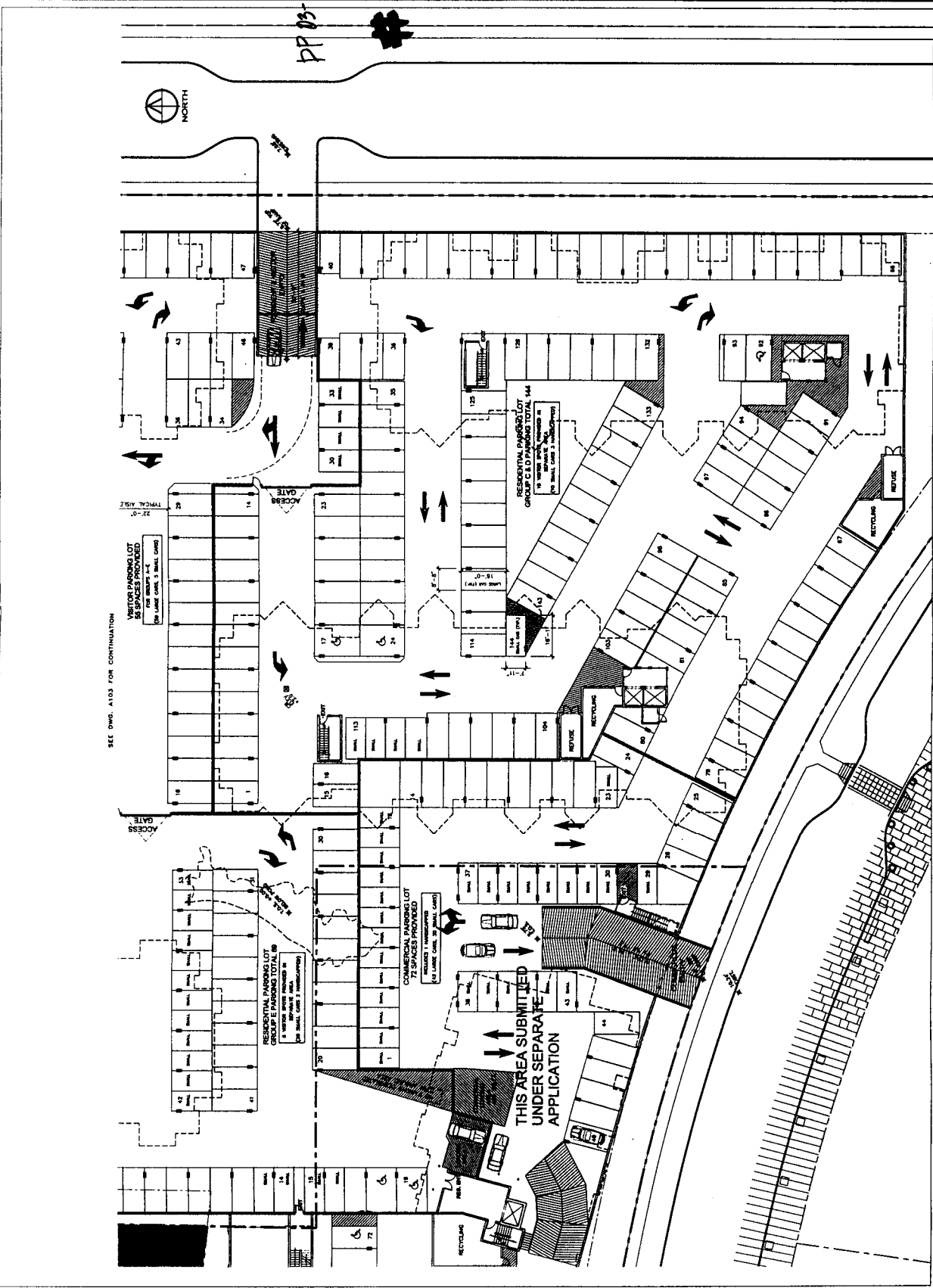
FOR
CONVENTION
HALLS
775A 1270A

CAPITAL CORPORATION
DRIVING TRUCK
UNDERGROUND
PARKING PLAN
NORTH

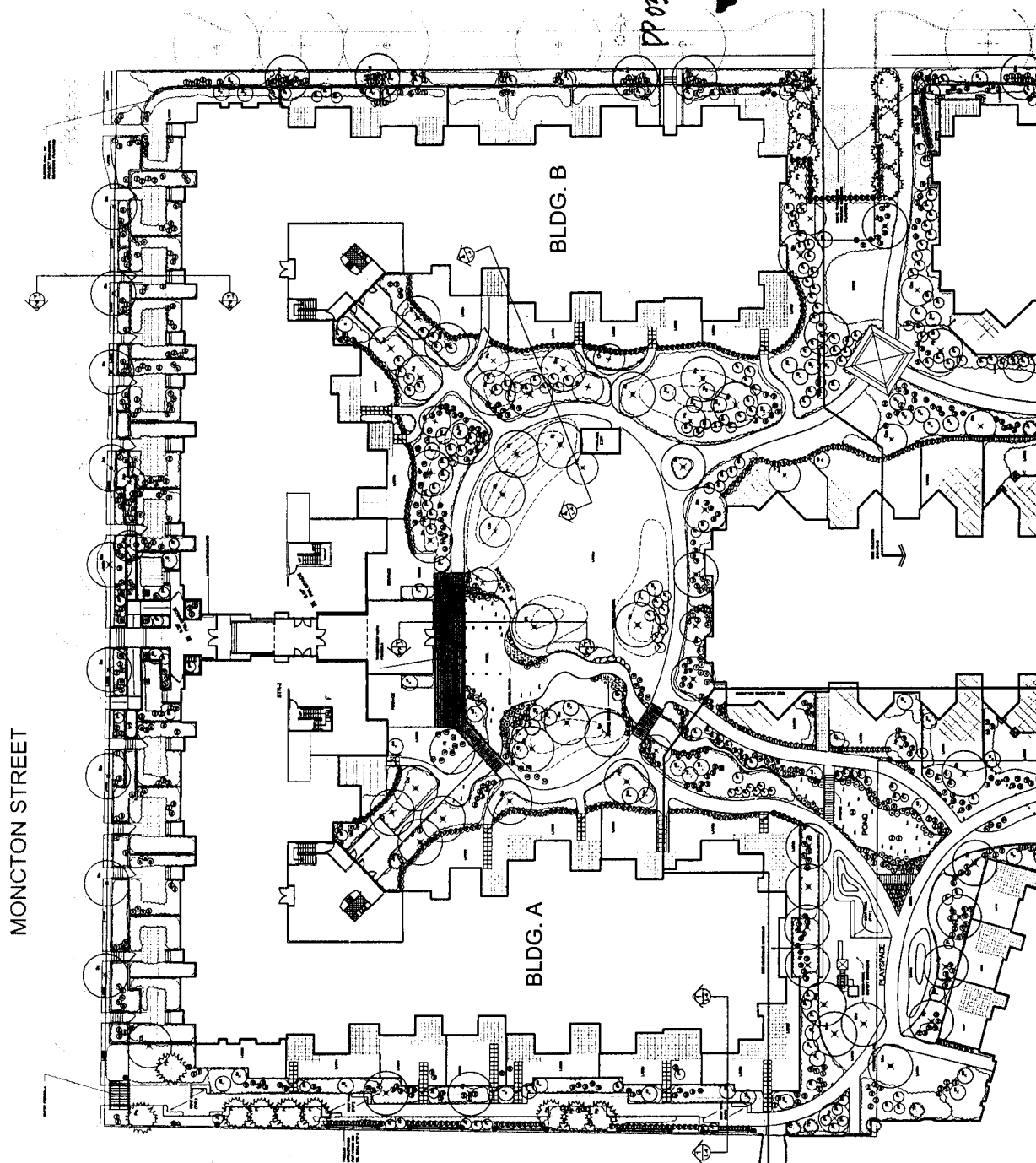
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| PROJECT NUMBER | SCALE | DATE | NAME |
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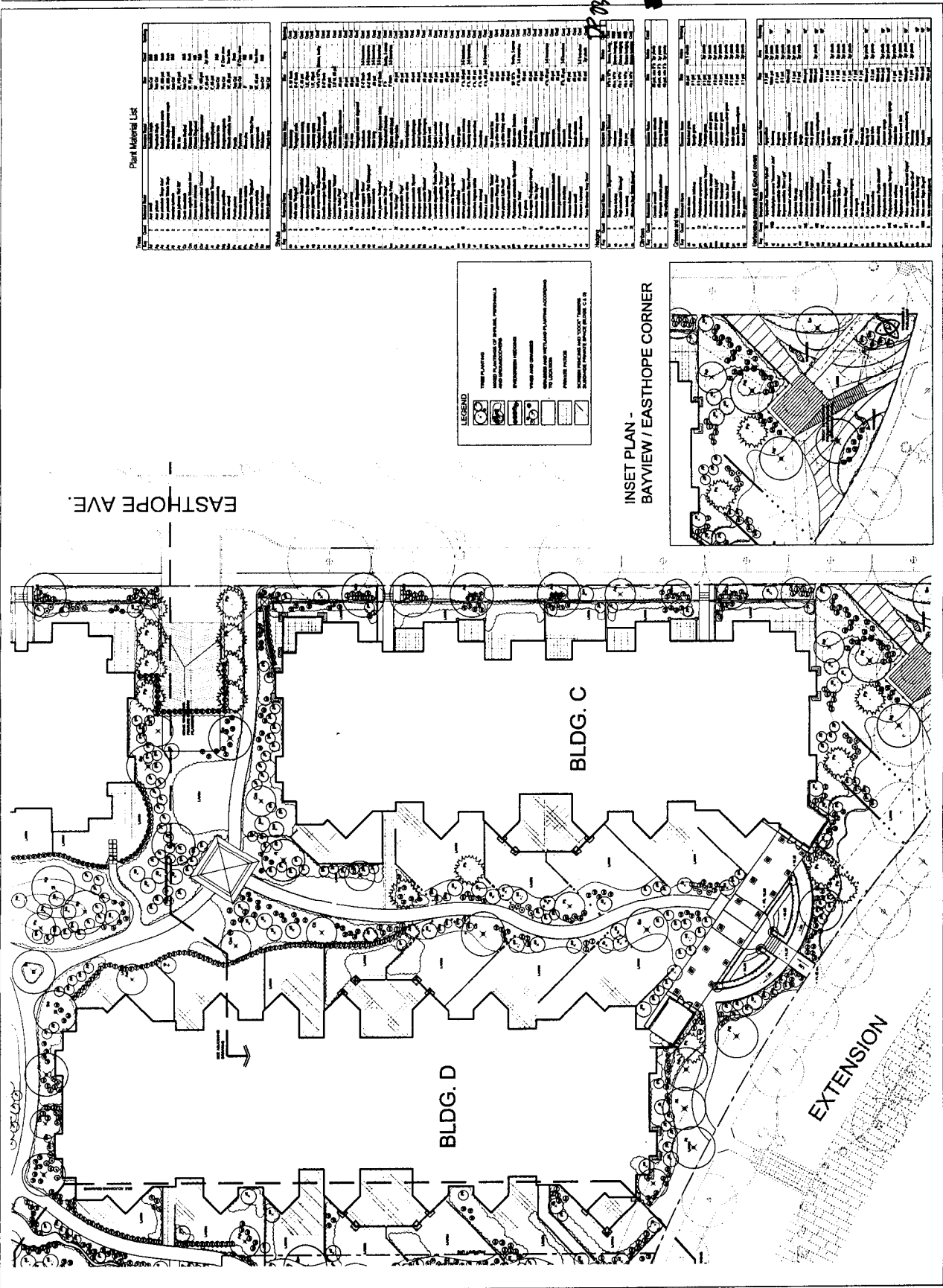
A104

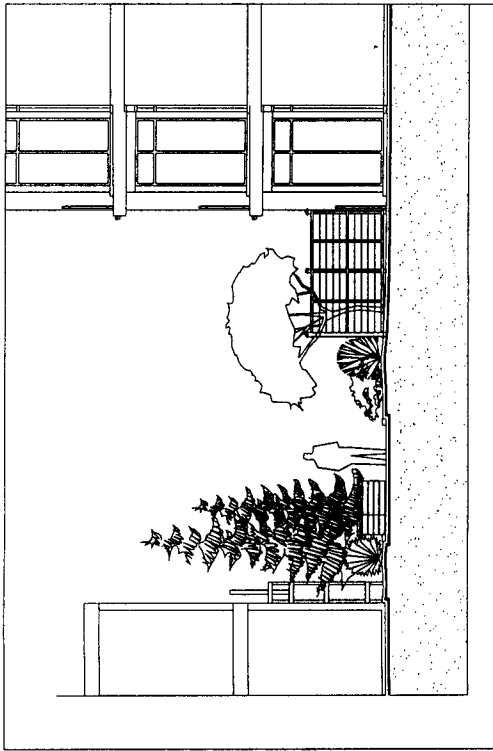




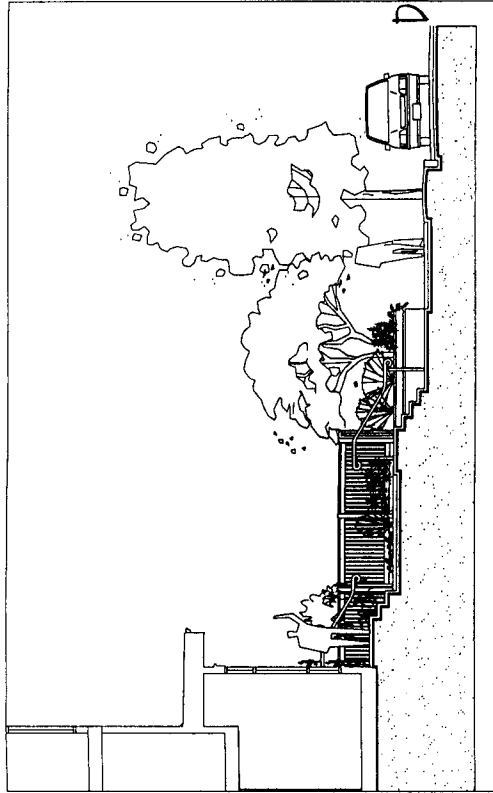
SEE DWG. A103 FOR CONTINUATION

[illegible]

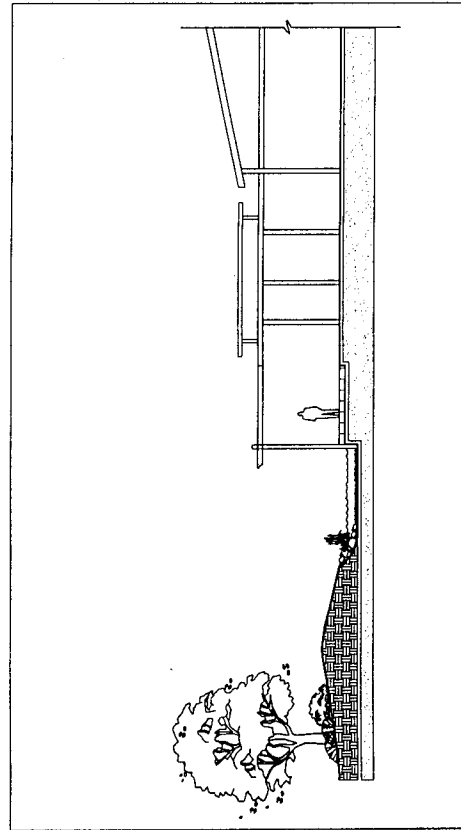




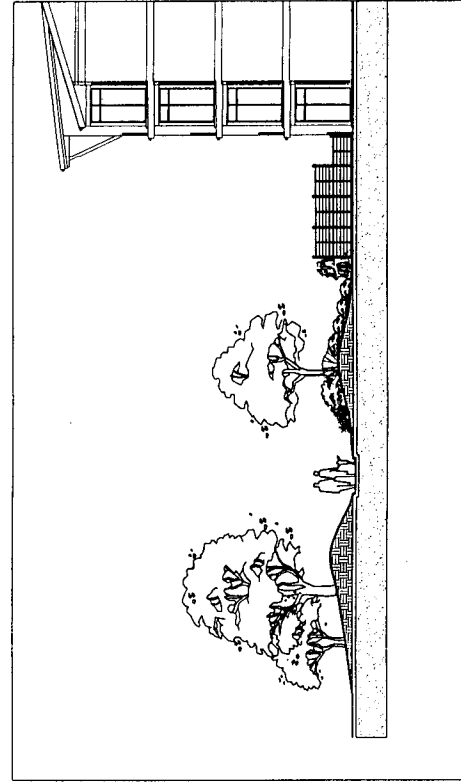
1. WEST OF BUILDING 'A'
SECTION



2. TYPICAL ENTRY - MONCTON STREET FRONTAGE
SECTION

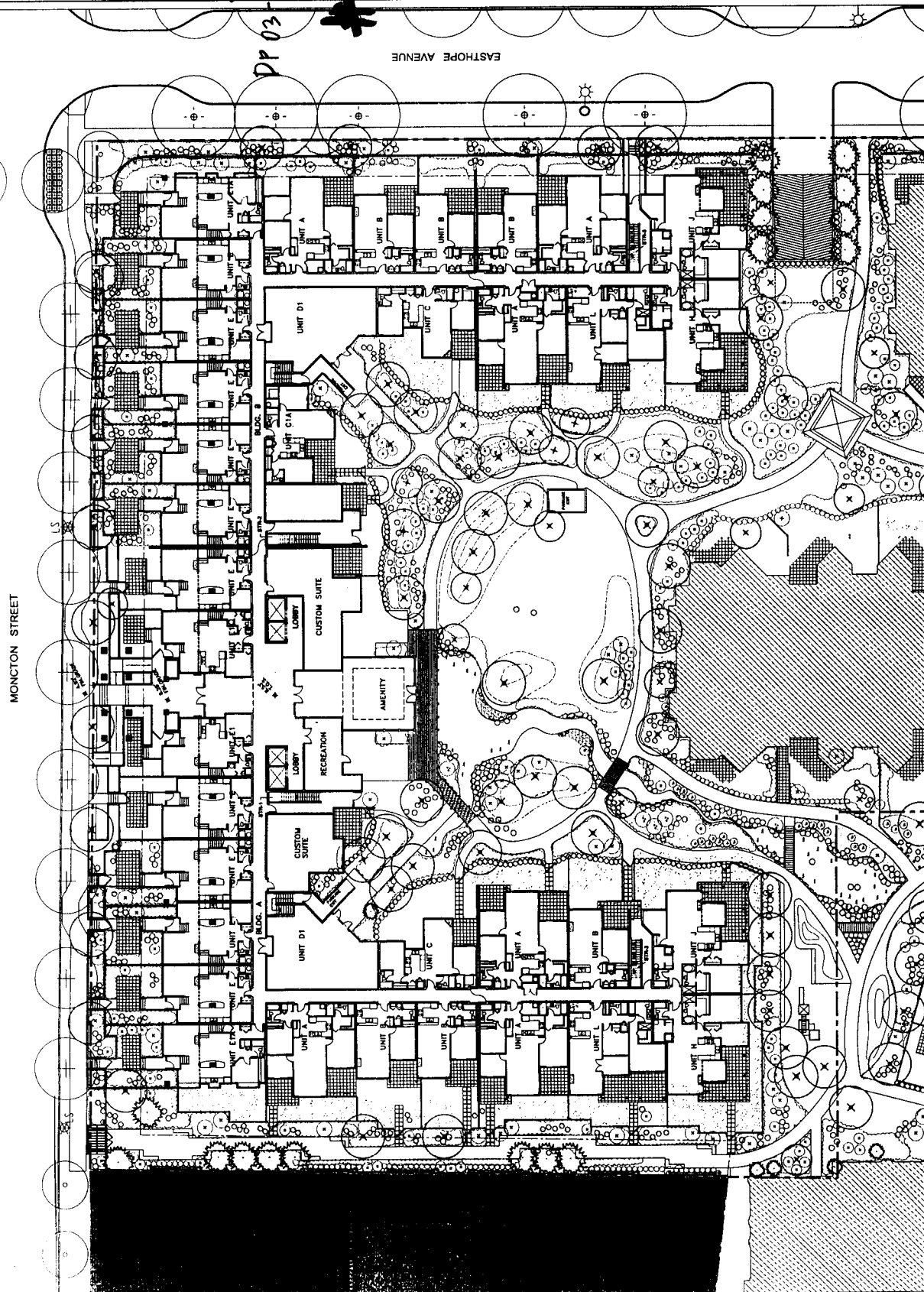


3. BERM - POND - DECK - AMENITY SPACE
DETAIL SECTION



4. TYPICAL ARRANGEMENT OF LANDSCAPE FEATURES
DETAIL SECTION

| | | | | | |
|--|--|---|--|---|--|
| COMPANY: KILICK KLEWZE ROOSE ARCHITECTS PLANNERS INC. 1000 AVENUE 100, SUITE 100 VANCOUVER, B.C. V6P 6M6 TEL: 604-275-2000 FAX: 604-275-2001 PROJECT FILE: | | CLIENT: PD GROUP 1000 AVENUE 100, SUITE 100 VANCOUVER, B.C. V6P 6M6 TEL: 604-275-2000 FAX: 604-275-2001 | | DATE: JUL 24 2003 DRAWING NO: 2300 78 PROJECT NO: 2300 78 | |
| DRAWING TITLE: SECTION DETAILS BUILDINGS A & B, LOT 26, 29 | | PROJECT NUMBER: 032208 (POC 0228) DRAWING: 1/4" = 1'-0" DRAWING NUMBER: L-4 | | PROJECT FILE: | |



COMPANY: KILICK
 PROJECT: METZ
 DRAWING: A107
 DATE: JUL 24 2003
 SCALE: 1/8" = 1'-0"
 SHEET: 1 OF 1
 PROJECT NO: 03-23007-S
 CLIENT: METZ
 ARCHITECT: KILICK
 ENGINEER: KILICK
 DESIGNER: KILICK
 CHECKER: KILICK
 APPROVER: KILICK
 PROJECT NO: 03-23007-S
 CLIENT: METZ
 ARCHITECT: KILICK
 ENGINEER: KILICK
 DESIGNER: KILICK
 CHECKER: KILICK
 APPROVER: KILICK

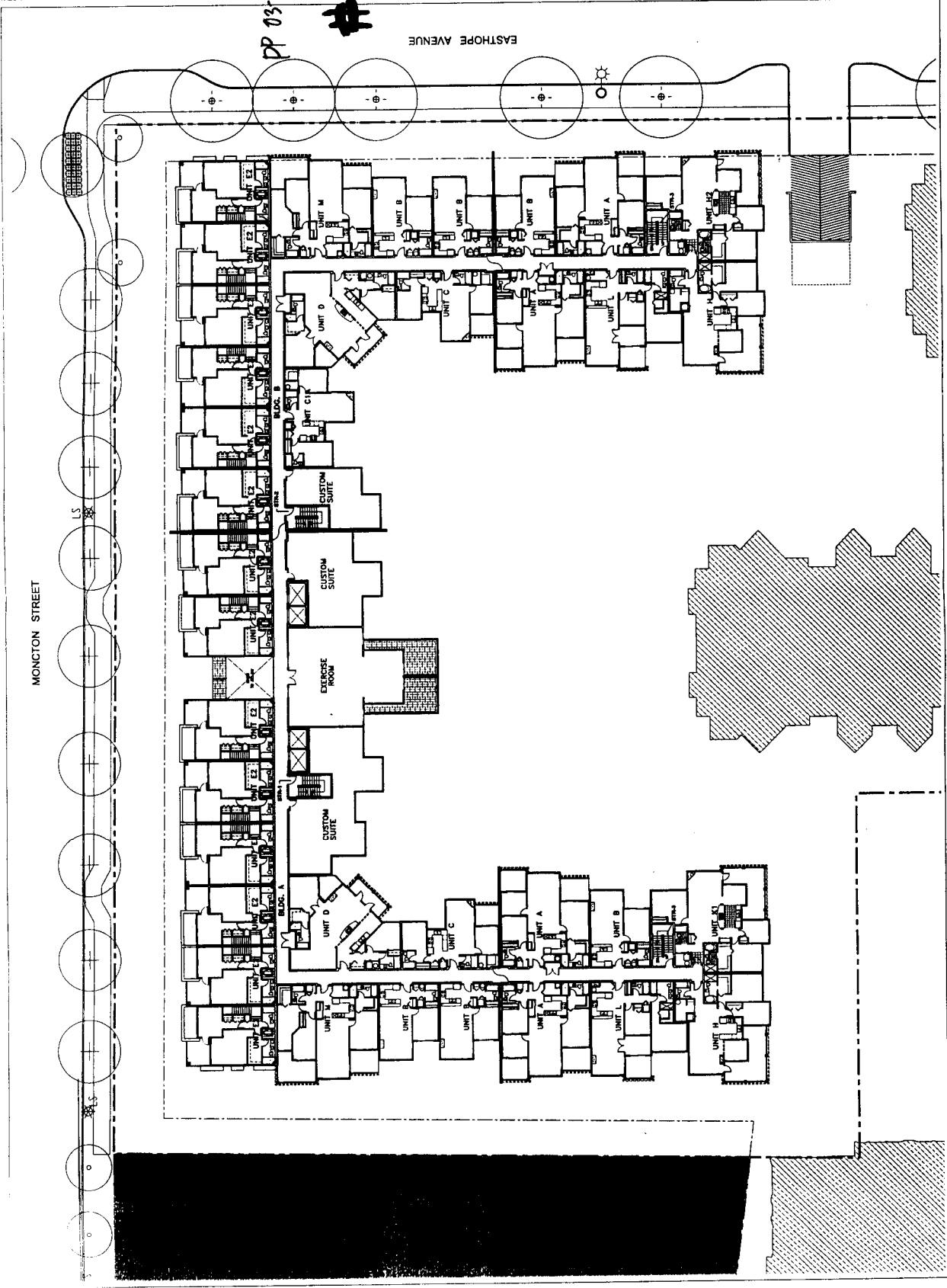
JUL 24 2003

PP 03-23007-S

#36.

KILICK
 METZ
 BOWEN
 ROBE
 ARCHITECTS PLANNERS INC.
 1000 AVENUE D
 SUITE 100
 WILMINGTON, DE 19801
 TEL: 302-441-1111
 FAX: 302-441-1112
 PROJECT NO: 03-23007-S
 CLIENT: METZ
 ARCHITECT: KILICK
 ENGINEER: KILICK
 DESIGNER: KILICK
 CHECKER: KILICK
 APPROVER: KILICK
 PROJECT NO: 03-23007-S
 CLIENT: METZ
 ARCHITECT: KILICK
 ENGINEER: KILICK
 DESIGNER: KILICK
 CHECKER: KILICK
 APPROVER: KILICK

A107

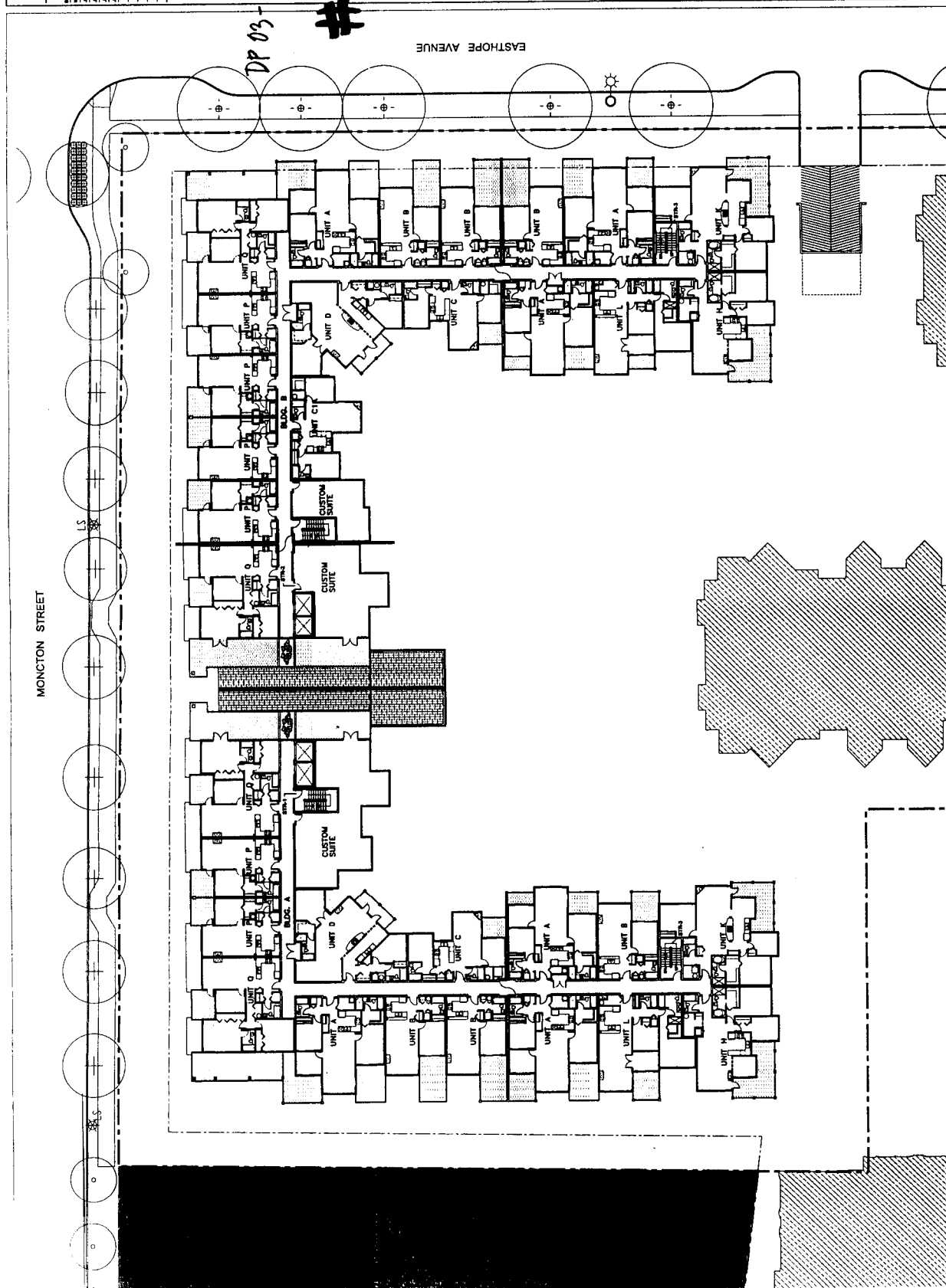


#30

**KILICK
METZ
BOWEN
ROSE**
ARCHITECTS PLANNERS INC.
1788 WEST 8TH AVENUE
VANCOUVER, B.C. V6J 1V8
(604) 732-3381 (F) (604) 732-4888
info@kilick.com www.kilick.com

PROJECT FILE
INVESTMENT
INFRASTRUCTURE
FOR
ON-SITE DEVELOPMENT
CAPITAL CORPORATION
DRAWING FILE
3RD FLOOR PLANS
BUILDINGS A & B

| | |
|----------------|------------|
| PROJECT NUMBER | 00000000 |
| SCALE | 1/8"=1'-0" |
| DATE | 10/10/00 |
| DESIGN NUMBER | A108 |



PROPOSED DEVELOPMENT
 THIS PLAN AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND ARE NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|----------|-------------------|
| 1 | 07/24/03 | ISSUED FOR PERMIT |
| 2 | 07/24/03 | ISSUED FOR PERMIT |
| 3 | 07/24/03 | ISSUED FOR PERMIT |
| 4 | 07/24/03 | ISSUED FOR PERMIT |
| 5 | 07/24/03 | ISSUED FOR PERMIT |
| 6 | 07/24/03 | ISSUED FOR PERMIT |
| 7 | 07/24/03 | ISSUED FOR PERMIT |
| 8 | 07/24/03 | ISSUED FOR PERMIT |
| 9 | 07/24/03 | ISSUED FOR PERMIT |
| 10 | 07/24/03 | ISSUED FOR PERMIT |

JUL 24 2003

DP 03-23007S

#3d.

**KILLICK
METZ
BOWEN
ROBE**

1700 WEST 10TH AVENUE
 SUITE 200
 DENVER, CO 80202
 PHONE: 303.733.1100
 FAX: 303.733.1101
 WWW.KMBR.COM

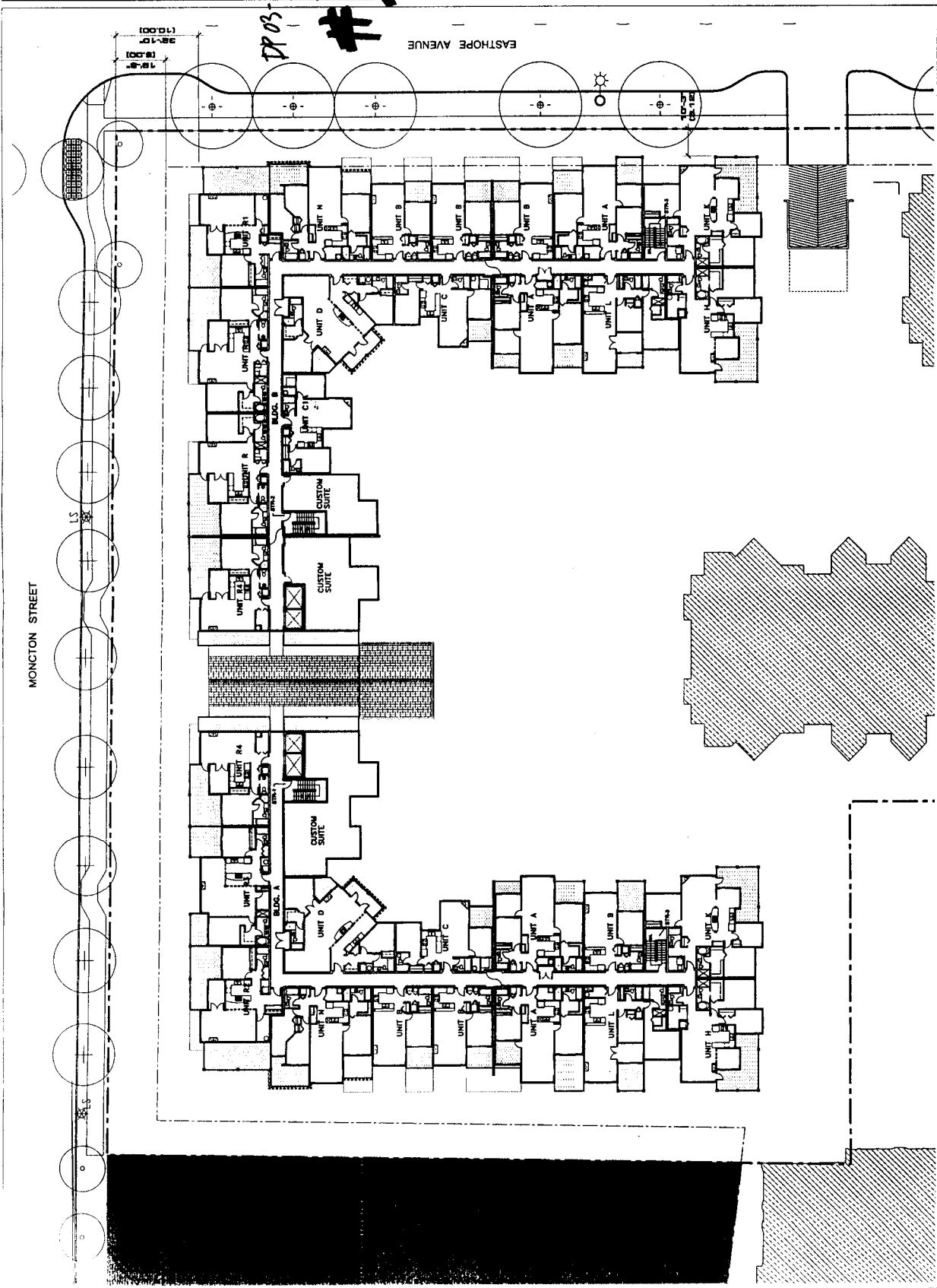
INTERIOR ARCHITECTS
 1700 WEST 10TH AVENUE
 SUITE 200
 DENVER, CO 80202
 PHONE: 303.733.1100
 FAX: 303.733.1101
 WWW.KMBR.COM

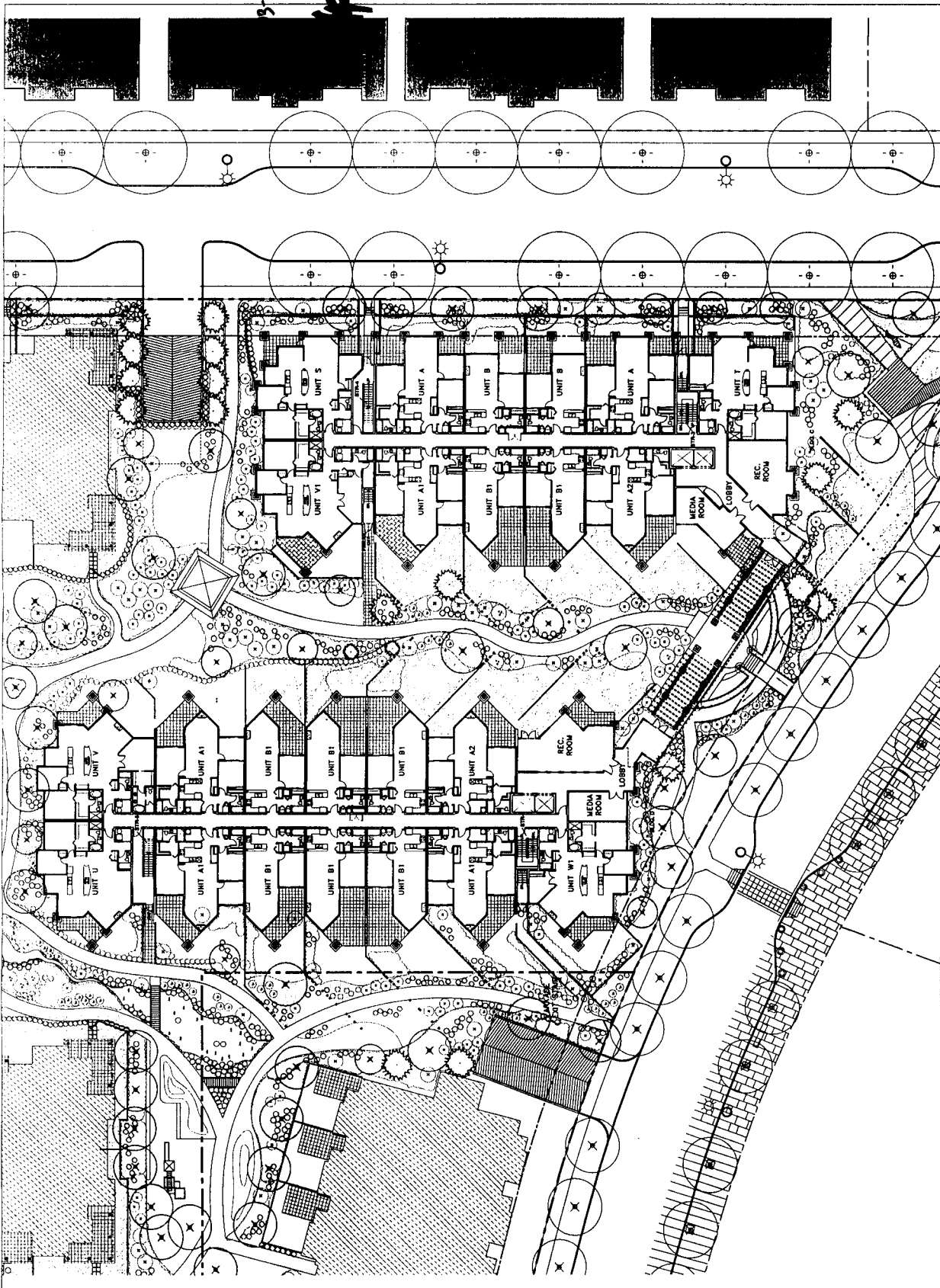
OWNER
 CAPITAL CORPORATION
 1700 WEST 10TH AVENUE
 SUITE 200
 DENVER, CO 80202
 PHONE: 303.733.1100
 FAX: 303.733.1101
 WWW.KMBR.COM

PROJECT NAME
 BUILDINGS A & B

SCALE
 1/8" = 1'-0"

SHEET NUMBER
 A109





CONTRACT INFORMATION

DATE: JUL 24 2003

PROJECT: 230078

CLIENT INFORMATION

NAME: KILLICK BOWEN BROS

ADDRESS: 1000 15TH AVE SW

CITY: SEASIDE, CA 94132

STATE: CA

COUNTRY: USA

PROJECT TITLE

KILLICK BOWEN BROS

ARCHITECT PLANNERS INC

ARCHITECT PLANNERS INC

1000 15TH AVE SW

SEASIDE, CA 94132

PHONE: (415) 754-1111

FAX: (415) 754-1112

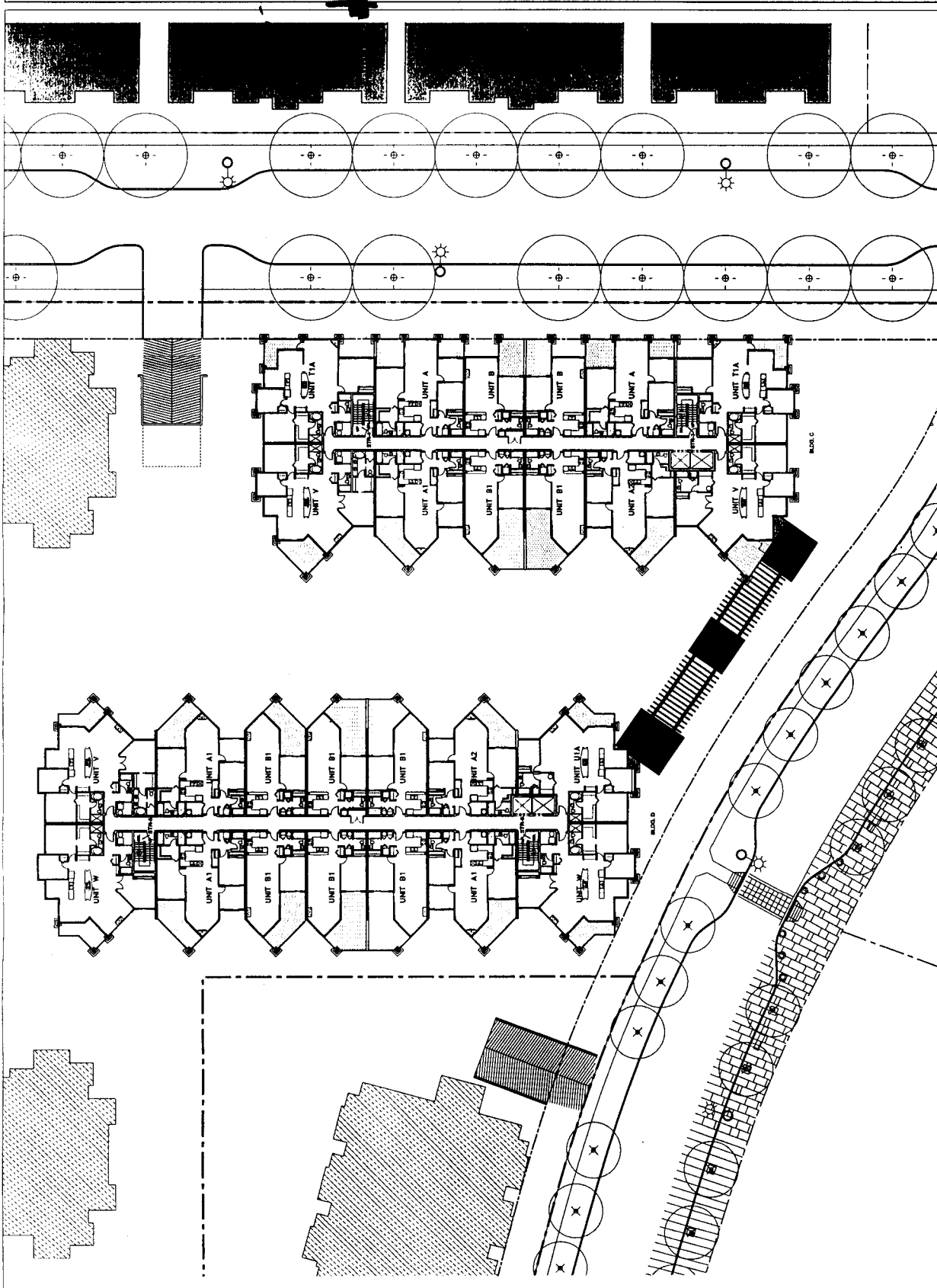
EMAIL: info@killickbowl.com

PROJECT TYPE: COMMERCIAL

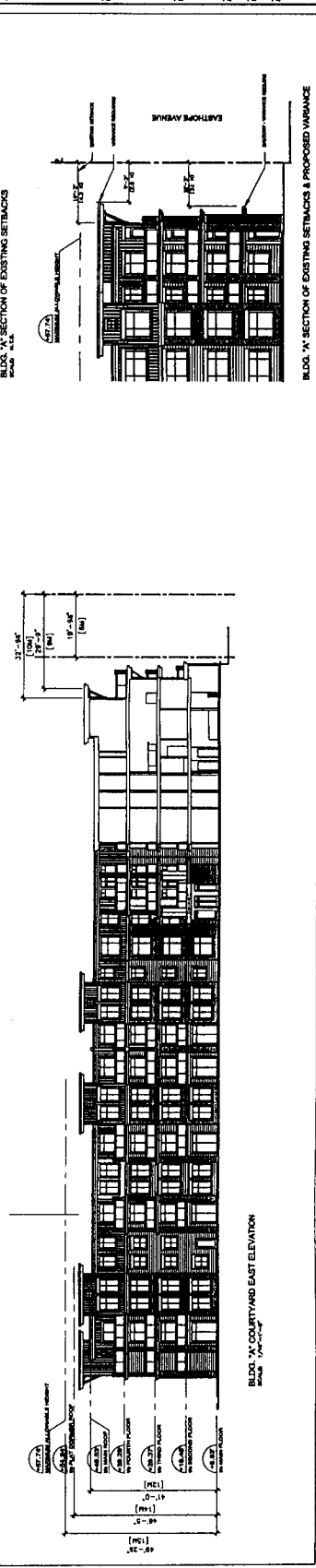
PHASE: PRELIMINARY

DATE: JUL 24 2003

PROJECT NUMBER: A111



| | | | | | | | | | | |
|--|--|--|---------|--|----------------------------|----------------|------|-------|----------|-------------|
| KILLICK WETZ BROWN ROBE | ARCHITECTS PLANNERS INC. | | STATION | INTERNAL LANDING FOR CIVIL DEVELOPMENT CAPITAL CONSTRUCTION | BUILDING / A ELEVATIONS | PROJECT NUMBER | DATE | SCALE | AS NOTED | A200 |
| | 740 WEST 100 AVENUE SUITE 200 DENVER, CO 80202-3238 (303) 733-2244 (F) 733-7582 | | | | | | | | | |

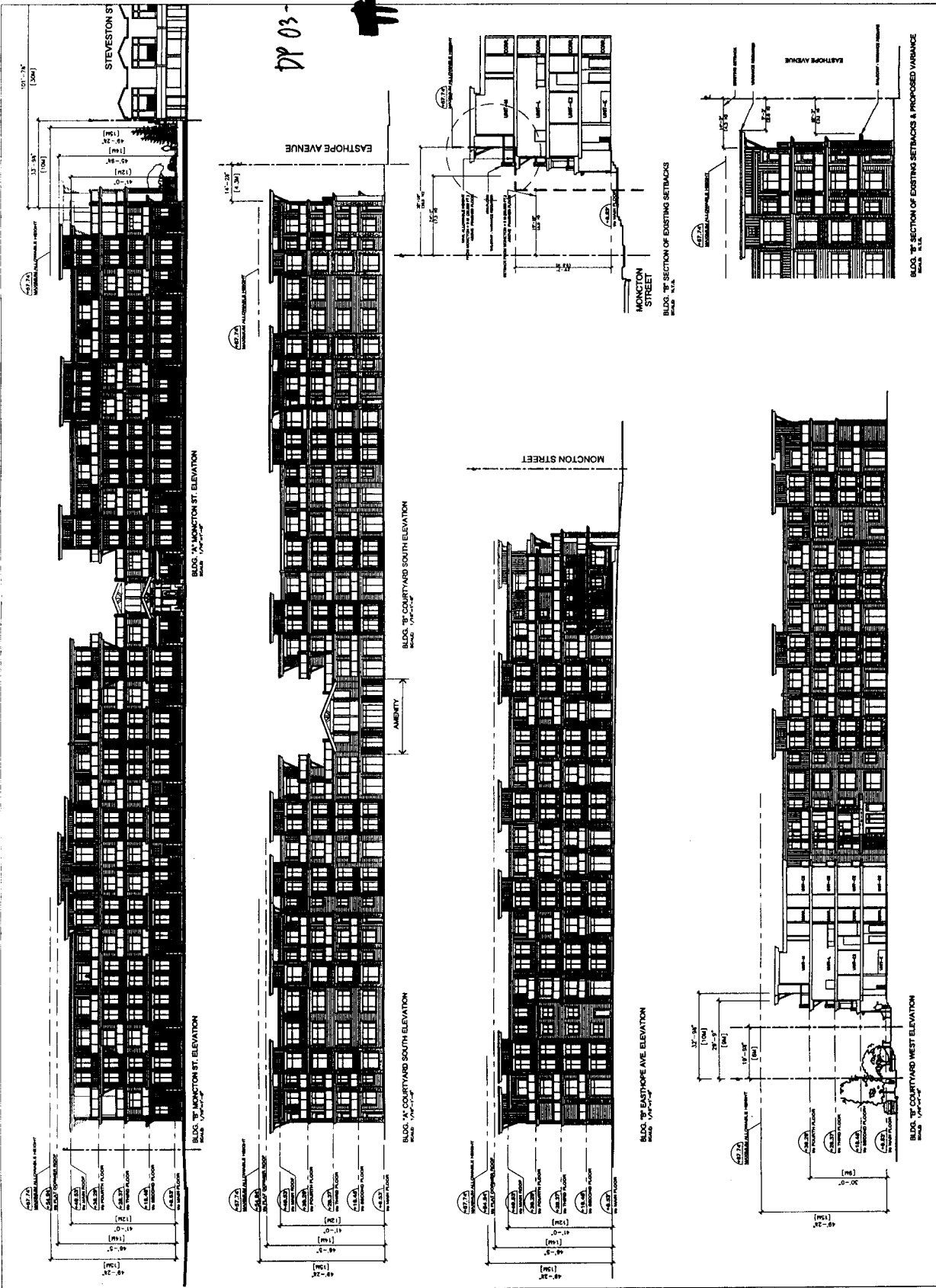


JUL 24 2003

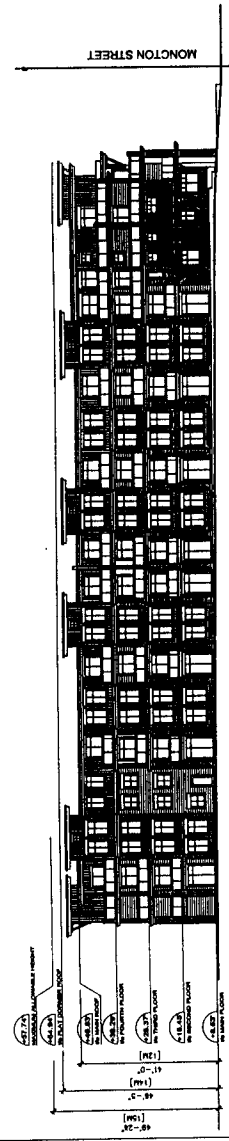
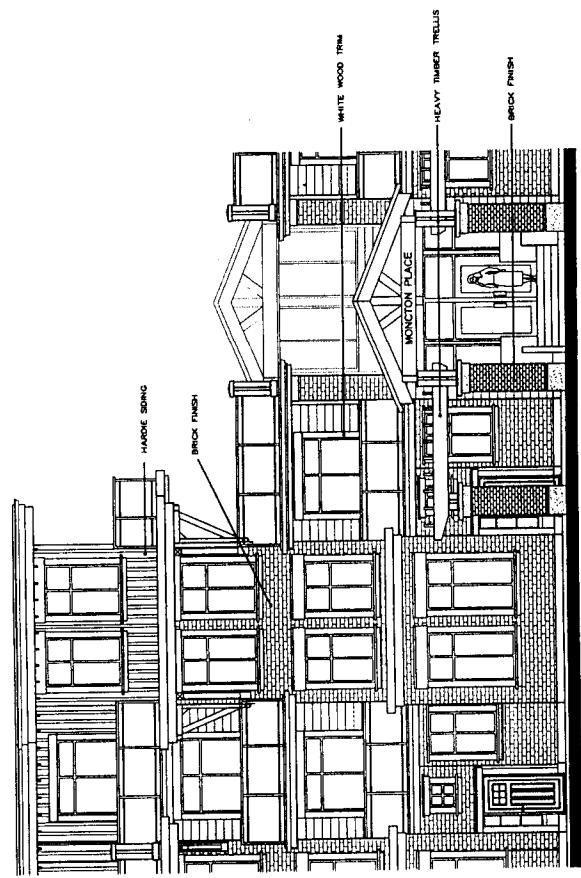
230076

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| KILLICK METZ BOWEN ROSE ARCHITECTS ASSOCIATES INC. 1700A WEST 8TH AVE. SUITE 200 DENVER, CO 80202 (303) 733-1300 (303) 733-1309 (303) 733-1310 (303) 733-1311 (303) 733-1312 (303) 733-1313 (303) 733-1314 (303) 733-1315 (303) 733-1316 (303) 733-1317 (303) 733-1318 (303) 733-1319 (303) 733-1320 (303) 733-1321 (303) 733-1322 (303) 733-1323 (303) 733-1324 (303) 733-1325 (303) 733-1326 (303) 733-1327 (303) 733-1328 (303) 733-1329 (303) 733-1330 (303) 733-1331 (303) 733-1332 (303) 733-1333 (303) 733-1334 (303) 733-1335 (303) 733-1336 (303) 733-1337 (303) 733-1338 (303) 733-1339 (303) 733-1340 (303) 733-1341 (303) 733-1342 (303) 733-1343 (303) 733-1344 (303) 733-1345 (303) 733-1346 (303) 733-1347 (303) 733-1348 (303) 733-1349 (303) 733-1350 (303) 733-1351 (303) 733-1352 (303) 733-1353 (303) 733-1354 (303) 733-1355 (303) 733-1356 (303) 733-1357 (303) 733-1358 (303) 733-1359 (303) 733-1360 (303) 733-1361 (303) 733-1362 (303) 733-1363 (303) 733-1364 (303) 733-1365 (303) 733-1366 (303) 733-1367 (303) 733-1368 (303) 733-1369 (303) 733-1370 (303) 733-1371 (303) 733-1372 (303) 733-1373 (303) 733-1374 (303) 733-1375 (303) 733-1376 (303) 733-1377 (303) 733-1378 (303) 733-1379 (303) 733-1380 (303) 733-1381 (303) 733-1382 (303) 733-1383 (303) 733-1384 (303) 733-1385 (303) 733-1386 (303) 733-1387 (303) 733-1388 (303) 733-1389 (303) 733-1390 (303) 733-1391 (303) 733-1392 (303) 733-1393 (303) 733-1394 (303) 733-1395 (303) 733-1396 (303) 733-1397 (303) 733-1398 (303) 733-1399 (303) 733-1400 (303) 733-1401 (303) 733-1402 (303) 733-1403 (303) 733-1404 (303) 733-1405 (303) 733-1406 (303) 733-1407 (303) 733-1408 (303) 733-1409 (303) 733-1410 (303) 733-1411 (303) 733-1412 (303) 733-1413 (303) 733-1414 (303) 733-1415 (303) 733-1416 (303) 733-1417 (303) 733-1418 (303) 733-1419 (303) 733-1420 (303) 733-1421 (303) 733-1422 (303) 733-1423 (303) 733-1424 (303) 733-1425 (303) 733-1426 (303) 733-1427 (303) 733-1428 (303) 733-1429 (303) 733-1430 (303) 733-1431 (303) 733-1432 (303) 733-1433 (303) 733-1434 (303) 733-1435 (303) 733-1436 (303) 733-1437 (303) 733-1438 (303) 733-1439 (303) 733-1440 (303) 733-1441 (303) 733-1442 (303) 733-1443 (303) 733-1444 (303) 733-1445 (303) 733-1446 (303) 733-1447 (303) 733-1448 (303) 733-1449 (303) 733-1450 (303) 733-1451 (303) 733-1452 (303) 733-1453 (303) 733-1454 (303) 733-1455 (303) 733-1456 (303) 733-1457 (303) 733-1458 (303) 733-1459 (303) 733-1460 (303) 733-1461 (303) 733-1462 (303) 733-1463 (303) 733-1464 (303) 733-1465 (303) 733-1466 (303) 733-1467 (303) 733-1468 (303) 733-1469 (303) 733-1470 (303) 733-1471 (303) 733-1472 (303) 733-1473 (303) 733-1474 (303) 733-1475 (303) 733-1476 (303) 733-1477 (303) 733-1478 (303) 733-1479 (303) 733-1480 (303) 733-1481 (303) 733-1482 (303) 733-1483 (303) 733-1484 (303) 733-1485 (303) 733-1486 (303) 733-1487 (303) 733-1488 (303) 733-1489 (303) 733-1490 (303) 733-1491 (303) 733-1492 (303) 733-1493 (303) 733-1494 (303) 733-1495 (303) 733-1496 (303) 733-1497 (303) 733-1498 (303) 733-1499 (303) 733-1500 (303) 733-1501 (303) 733-1502 (303) 733-1503 (303) 733-1504 (303) 733-1505 (303) 733-1506 (303) 733-1507 (303) 733-1508 (303) 733-1509 (303) 733-1510 (303) 733-1511 (303) 733-1512 (303) 733-1513 (303) 733-1514 (303) 733-1515 (303) 733-1516 (303) 733-1517 (303) 733-1518 (303) 733-1519 (303) 733-1520 (303) 733-1521 (303) 733-1522 (303) 733-1523 (303) 733-1524 (303) 733-1525 (303) 733-1526 (303) 733-1527 (303) 733-1528 (303) 733-1529 (303) 7 |
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| PROJECT: BUILDING 'B' ELEVATIONS & MATERIALS DATE: JUL 24 2003 DRAWING NO: 230076 | | KILLICK METZ BOWEN ROSE ARCHITECTS PLANNERS INC. 1000 AVENUE OF THE STARS SUITE 1000 WASHINGTON, DC 20004 TEL: 202-331-1000 FAX: 202-331-1001 WWW.KMR-ARCHITECTS.COM |
| PROJECT NO: 03-000000 PROJECT NAME: BUILDING 'B' ELEVATIONS & MATERIALS PROJECT LOCATION: 1000 AVENUE OF THE STARS PROJECT OWNER: CAPITAL CORPORATION PROJECT ARCHITECT: KILLICK METZ BOWEN ROSE PROJECT ENGINEER: KILLICK METZ BOWEN ROSE PROJECT DATE: JUL 24 2003 | | |
| PROJECT NO: 03-000000 PROJECT NAME: BUILDING 'B' ELEVATIONS & MATERIALS PROJECT LOCATION: 1000 AVENUE OF THE STARS PROJECT OWNER: CAPITAL CORPORATION PROJECT ARCHITECT: KILLICK METZ BOWEN ROSE PROJECT ENGINEER: KILLICK METZ BOWEN ROSE PROJECT DATE: JUL 24 2003 | | PROJECT NO: 03-000000 PROJECT NAME: BUILDING 'B' ELEVATIONS & MATERIALS PROJECT LOCATION: 1000 AVENUE OF THE STARS PROJECT OWNER: CAPITAL CORPORATION PROJECT ARCHITECT: KILLICK METZ BOWEN ROSE PROJECT ENGINEER: KILLICK METZ BOWEN ROSE PROJECT DATE: JUL 24 2003 |

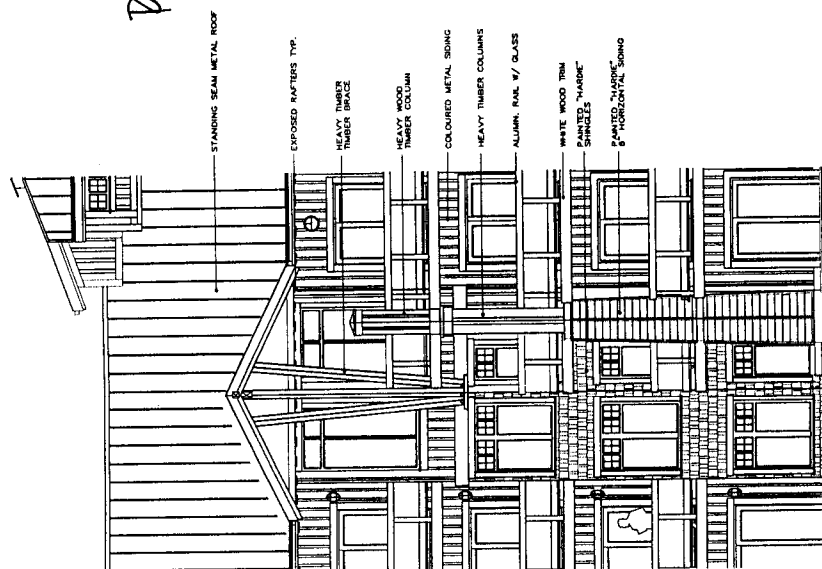


BUILDING 'B' ELEVATIONS & MATERIALS

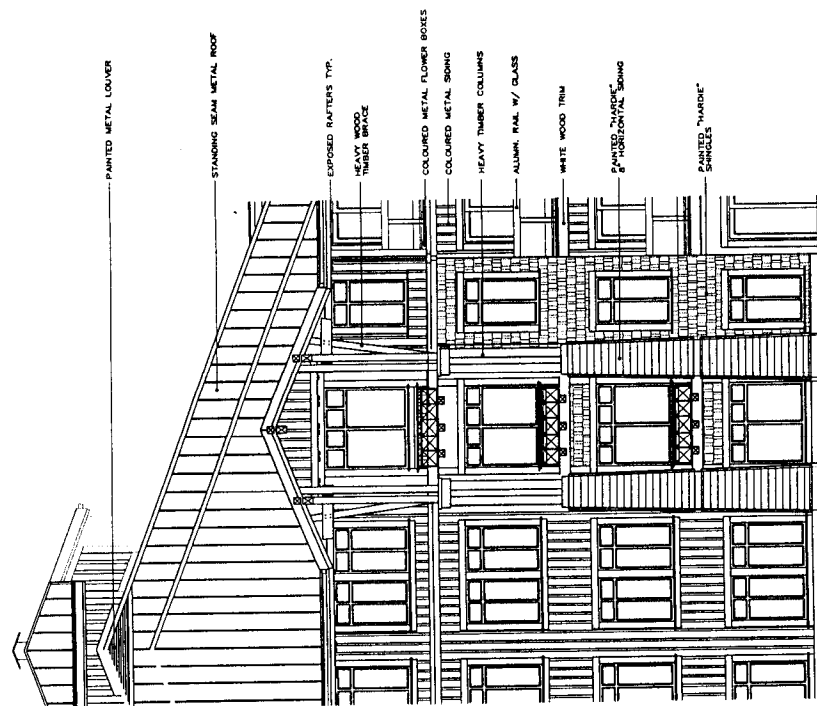
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BUILDING 'C' ELEVATION & MATERIALS



BUILDING 'C' ELEVATION & MATERIALS

CONTRACTOR'S REPRESENTATIVE
 NAME, ADDRESS AND PHONE NO. OF THE
 ARCHITECTS PLANNERS INC.
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, B.C. V6H 3G5
 TEL: 604-681-1111 FAX: 604-681-1112
 PROJECT TITLE: STATIONER BUILDING FOR
 CAPITAL DEVELOPMENT
 DRAWING NO. A203
 DATE: JUL 08 2003
 DRAWN BY: J. ROSE
 CHECKED BY: J. ROSE
 PROJECT NO. 230076

JUL 08 2003
 230076

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KILLICK
 METZ
 BOWEN
 ROSE
 ARCHITECTS PLANNERS INC.
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, B.C. V6H 3G5
 TEL: 604-681-1111 FAX: 604-681-1112
 PROJECT TITLE: STATIONER BUILDING FOR
 CAPITAL DEVELOPMENT
 DRAWING NO. A203
 DATE: JUL 08 2003
 DRAWN BY: J. ROSE
 CHECKED BY: J. ROSE
 PROJECT NO. 230076

