



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: April 2, 2003
File: DP 02-212758
Re: **Application by London Landing Development Corp. for a Development Permit at 6400, 6420 Princess Lane and 6411, 6431 Dyke Road**

Manager's Recommendation

That a Development Permit be issued for 6400, 6420 Princess Lane and 6411, 6431 Dyke Road on a site zoned Comprehensive Development District (CD/115), which would allow the development of eleven (11) detached townhouse units containing a total floor area of 1,816 m² (19,548.0 ft²).

A handwritten signature in cursive script, appearing to read "Joe Erceg".

Joe Erceg
Manager, Development Applications
(4138)

BFG:blg

Att.

Staff Report

Origin

London Landing Development Corp. has applied to the City of Richmond for permission to develop eleven (11) detached townhouse units containing a total floor area of 1,816.009 m² (19,548.0 ft²) at 6400, 6420 Princess Lane and 6411, 6431 Dyke Road on a site zoned Comprehensive Development District (CD/115).

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

Development Information

Site Area:	3,165.688 m ² (34,076.3 ft ²)
Building Area:	1,816 m ² (19,548.0 ft ²)
Density:	14 du per ac. 34 du per ha
Site Coverage:	30.0 % Allowed 30.0 % Proposed
F.A.R.:	0.57 Allowed 0.57 Proposed
Parking:	22 unit stalls plus 3 visitor stalls Required 22 unit stalls plus 3 visitor stalls Proposed

Findings of Fact

Criteria and policies for the issuance of Development Permits appear in Schedule 1 and 2 of Bylaw No. 7100, the Official Community Plan. The following relevant guidelines are followed by the applicant's response in *bold italics*.

Schedule 1 of Bylaw No. 7100, the Official Community Plan

9.3 General Multiple-Family Development Permit Guidelines

9.3.1.B Fire Access

Fire hydrant within 90 m (295 ft.) of the front door of each dwelling and a paved area of width 7.3 m (24 ft.) for fire truck set up within 45 m (150 ft.) of all dwellings. ***Complies.***

9.3.2 Scale and Form

Minimum of 75% of dwellings and their private open spaces receive direct sunlight every day of the year. ***Complies.***

9.3.2.A Neighbourhood Organization

Townhouses should be designed in clusters of 25 units or less and defined by publicly accessible open spaces and roadways. *Complies.*

Maximum number of townhouses in a row is six units, increased to eight if adjacent rows are separated by broader open areas. *Complies.*

9.3.2.B Scale and Form

Townhouses to be compatible in scale and form with surrounding area. *Complies.*

Maximum transition height gradient of 26 degrees between townhouse development and property lines. *Does not comply. Transition gradients exceed 26 degrees in some locations in order to maintain the heritage appearance and to extend the traditional neighbourhood form and massing.*

Articulate building façade with projections, recesses, solids and voids, chimneys and multi-paned windows. *Complies.*

9.3.3 Streetscapes

Vehicle and pedestrian access should be specifically marked or separated from each other and appropriately located. *Complies.*

Individual front doors to grade level units along public streets. *Complies.*

9.3.3.A Pedestrian Pathways

Pathways should be treated with decorative surfaces and landscaped. *Complies.*

Orientate windows, entries and balconies on adjacent buildings towards paths to maximize visibility. *Complies.*

9.3.5.B Entrances

New developments should promote the provision of individual grade-level entries to units wherever possible. *Complies.*

Porches and covered stairs for weather protection at the entry should be at least 2.5 m (8.2 ft.) deep and should be designed into the façade, rather than appear 'tacked-on'. *Does not comply. Due to the smaller scale of these buildings, some of the porches or entry features are less than 2.5 m deep, however, all units have entries protected from the weather.*

Townhouses fronting residential streets should have their main pedestrian entrances on the street side. *Complies.*

Incorporate human-scale elements (windows, doors, roof elements, trellises etc) into the building façade visible from the street. *Complies.*

Main entrances to units should not be adjacent to, or on the same façade as garage doors. *Complies.*

9.3.5.C Garages

Garage doors to occupy no more than 60% of the building width as seen from the internal road. *Does not comply. Due to the small scale of many of these units, the garage door occupies more than 60% of the building face. A minimum width of 16 ft. is required to adequately serve a side-by-side parking configuration.*

Garage doors to be a maximum width of 4.9 m and maximum height of 2.1 m. *Complies.*

Incorporate decorative architectural treatments that are complimentary to unit finishes, such as windows, on and above garage doors. *Raised panel doors are to be used. Complies.*

9.3.8.D Private Open Space

Townhouse units require a minimum private outdoor space of 37 m² (398.3 ft²) in area and 9 m (29.5 ft.) in depth, which may be reduced to 5.3 m (17.2 ft.) where adequate privacy screening is provided. *Complies.*

9.3.9.A Indoor Amenity Space

Provided at a minimum rate of 2 m² (6.6 ft²) per bedroom and 70 m² per development and shall include a multi-purpose facility. *Does not comply. Payment of \$11,000.00 (i.e. \$1,000.00 per unit) in lieu is to be provided until such time as an amenity building is complete.*

9.3.9.B Outdoor Amenity Space

Provided at a minimum rate of 4 m² per bedroom, in addition to indoor amenity space, consolidated in one compact area and located to take advantage of sunlight and natural shelter. *Does not comply. Outdoor amenity space is to be provided in the next phase of development.*

9.3.10 Parking

Resident parking should be in small, defensible open parking lots or should be located in locked, defensible garages screened from view from the road. Visitor parking should be in public view and easily accessible near the main entry. Parking lots should have landscaping to separate every fourth parking space. *Complies.*

9.3.12 Services

Provision should be made for emergency vehicles, moving vans, and service vehicles. *Complies.*

Erect a gated and covered structure to contain residents' garbage and recycling materials, with landscaping to screen it. The enclosure should be in a central location, but away from communal amenity space and designed to complement the unit design. *Complies.*

9.3.13 Security

Developments should provide for both internal unit privacy and passive surveillance of internal roadways and communal amenity areas to enhance safety and security for residents. *Complies.*

9.3.15 Equitable Access

Units should be designed to be universally accessible in all multiple family developments, or be adaptable for conversion. *These are three-storey units and this guideline is not applicable.*

**Schedule 2 of Bylaw No. 7100, the Official Community Plan
Steveston Area Plan – Development Permit Guidelines**

6.2 General Development Permit Guidelines

.1 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.*

.2 Bulk and Height

- .1 Cohesive Character Areas: Respect adjacent existing development. *Complies.*
- .2 Shifts in Scale: Ensure gradual transition between larger riverfront structures and existing low-rise residential buildings. Use changes in scale to reinforce significant areas. *Complies.*

.3 Architectural Elements

- .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. *Complies.*
 - .1 Retail Shops: *Not applicable.*
 - .2 Residential neighbourhoods should:
 - .1 Provide grade-oriented units with individual front doors adjacent to public roads or along internal streets. *Complies.*
 - .2 Promote public accessibility, off-street routes should extend no further than 76 m before being intercepted by a publicly accessible street and no further than 36 m before being intercepted by an alternative pedestrian route (i.e. trail, lane, or driveway). *Complies.*
 - .3 Industrial development: *Not applicable.*
 - .4 Marinas: *Not applicable.*
- .2 Roofscape
 - .1 Roofing forms and materials should be consistent with the traditional character of Steveston. *Complies.*
 - .2 Mechanical equipment must be concealed from view. *Complies.*

- .3 Vents must be positioned to avoid negative impact on adjacent residential uses. *Complies.*
- .3 Exterior Walls and Finishes
 - .1 Front facades should incorporate projecting and/or recessed features. *Complies.*
 - .2 Use high quality building materials that are natural, durable and preferably wood or non-patterned stucco. *Complies. Exterior finishes will match 13400 Princess Street.*
 - .3 Trim should be simple and designed to enrich the architectural character of the structure. *Complies.*
 - .4 Building colours should be compatible with the traditional character of Steveston. *Complies.*
 - .5 Exposed end or party walls should be finished consistent with the front façade of the building. *Complies.*
- .4 Weather Protection
 - .1 Weather protection shall be provided for retail areas at grade, shared residential building entries, transit stops, buildings set far back from sidewalks, places of public gathering and anywhere a gap of existing weather protection can be filled. *Complies.*
- .4 Landscape Elements
 - .1 Public Open Spaces
 - .1 Facilitate the physical and visual continuity of the open space network in Steveston. Provide open space along the riverfront in the form of boardwalks and natural areas. *Complies.*
 - .2 Enhance the openness of public spaces onto roads. *Complies.*
 - .3 Incorporate privately owned publicly accessible open spaces where they enhance the relationship of the development with neighbouring uses. *Does not comply. Future development to address the relationship between the public- owned, publicly accessible (P.O.P.A.) open space and neighbouring uses.*
 - .4 Open onto parks and trails creating pedestrian friendly edge treatments designed to enhance safety, surveillance, accessibility, etc. *Complies.*
 - .5 Complement the intended activities of any adjacent open space. *Complies.*
 - .2 Street Edges
 - .1 Provide high quality, co-ordinated street improvements. *Complies.*
 - .2 Restrict driveway entries along sidewalks and provide safe, pedestrian friendly crossings. *Complies.*
 - .3 Conceal utility wires and related equipment. *Complies.*
 - .4 Create “display gardens” and provide public art. *Does not comply. Public Art is not included in this phase.*
 - .3 Private Open Spaces
 - .1 Deck and patio design should be a natural extension of indoor spaces.
 - .2 Designed with a maximum of a half-storey difference between usable outdoor space and the primary indoor area. *Complies.*
 - .3 Usable front yards that maintain some view of the street with no high fences provide privacy for residents; create layers of transition between the street and the building. *Complies.*

- .4 Main living level should be no greater than 1.2 m difference in elevation from the sidewalk. Where the grade is greater, the yard should be raised to an elevation equal to half the total difference in grade. Total grade change should be no steeper than one in three. ***Does not comply. Grade changes have been minimized, but remain at 1.5 m for the units facing Princess Street.***
- .5 Consider clustering shared open space. ***Complies.***
- .4 Trees and Vegetation
 - .1 Maintain and incorporate existing trees and mature vegetation. ***Complies. Virtually no vegetation exists.***
 - .2 Site and select trees to enhance the existing neighbourhood features. ***Complies.***
 - .3 Avoid consistent planting of street trees in even rows. ***Does not comply. The traditional neighbourhood concept, coupled with the narrow streets suggests straight rows of street trees.***
 - .4 Plant native species rather than ornamental vegetation. ***Complies.***
 - .5 Incorporate planters, window boxes and container garden for interest and colour. ***Complies.***
- .5 Parking
 - .1 Lanes
 - .1 Access lanes from secondary streets. ***Complies.***
 - .2 Minimize driveway crossings of pedestrian routes. ***Complies.***
 - .3 Consolidate parking and service entrances. ***Complies.***
 - .2 Minimize the visual impact of parking by:
 - .1 Concealment of parking structures. ***Complies.***
 - .2 Surface parking lots located at the rear of buildings should be limited in size to 0.13 ha. ***Not Applicable.***
 - .3 Landscape or fence the perimeter with trees and ensure that 70% of any parking lot is shaded. ***Not Applicable.***
 - .4 Ensure parking surface materials complement the treatment of adjacent pedestrian areas. ***Complies.***
 - .3 Residential Areas
 - .1 Garage entries should not be located in the front facades. ***Complies.***
 - .2 Garage entries should receive special architectural and landscape treatments. ***Complies.***
 - .3 Driveways are not to be gated and kept as narrow as possible. ***Complies.***
 - .4 Where the garage door of a unit is not adjacent to its front door, then a back door should be provided to gain access to the unit interior. ***Complies.***

Schedule 2 of Bylaw No. 7100, the Official Community Plan**6.3.6 Additional Development Permit Guidelines: Character Area Guidelines****Area C: London's Landing****.1 Settlement Pattern**

- .1 Project a "small town" scale and ambience. *Complies.*
- .2 Fronting Dyke Road in the "Heritage Residential" area, support large homes on wide lots. *Complies.*
- .3 In the residential area, distinct clusters of single- and/or multiple-family residential units oriented around streets or auto courts and defined by semi-rural landscaped areas to resemble traditional groupings of farm buildings. *Complies.*
- .4 Site buildings to take advantage of views to river, harbour, and farmland, proximity to the trail system, pedestrian routes and local landscape features. *Complies.*
- .5 In the residential areas create innovative lot layouts to reinforce the semi-rural character. *Complies.*
- .6 Improve ease of vehicular movement through the mixed use area by setting obstructions away from areas where large vehicles manoeuvre, providing special curb and surface treatments at street corners and driveway entrances, and installing protective measures (bollards, trees, pedestrian paths etc.).
- .7 Link publicly oriented and residential uses via informal networks of pedestrian routes, connections between adjacent parking areas, etc. *Complies.*
- .8 Avoid segregating residential uses from non-residential uses with a common architectural scale, characteristics and features, uniting them around special landscape features, and co-ordinating them through sensitive orientations, architectural elements and landscaping. *Complies. An exhaustive review of the heritage character regarding modest homes in Steveston from the turn of the century was completed for the London Landing townhouse complex at 13400 Princess Street. This development is modelled on the previous project. Further research and analysis of the character defining elements of the grand homes in Richmond for the period from the 1885 to 1910 is to be undertaken to assist in the detailed design of the larger buildings for subsequent applications on the north side of this site and at the east end of Dyke Road.*

.2 Bulk and Heights

- .1 Simple structures. *Complies.*
- .2 Principal buildings typically two-storeys and 9 m in height except where additional height is desirable to contribute to a dynamic streetscape, landmark features, accommodate larger historic structures, complement adjacent structures, enhance residential development opportunities, liveability and character, or avoid significant landfill. *Complies.*
- .3 Typically limit building frontages to a maximum of 20 m except along the Dyke Road frontage of the "Heritage Residential" area. *Complies.*

.3 Architectural Elements

- .1 Mixed-Use Area: Employ varied roofscapes through the use of forms such as symmetrical hip and gable forms. Blend elements of residential and non-residential, ensure that visible accessory buildings exhibit the same level of finish as principle buildings, provide pedestrian weather protection, employ durable materials, and use colour to complement the area's "Heritage Residential" neighbours. *Not Applicable.*
- .2 Heritage Residential: Exhibit similar scale, form, similar to London Farm and McKinney House. *Complies.*
- .3 Residential Area: Ensure steeply sloped roofs, roof cladding to be wood or metal, entry porches to be 2.4 m deep and 1 m high, windows should enhance interior living space, garages at the same level as buildings and use of high quality materials/craftsmanship. *Does not comply however there were extensive discussions with the applicant regarding the materials palette at an earlier phase of the overall development and the proposed cladding materials will be the same as for the previously approved residential units at 13400 Princess Street.*

.4 Landscape Elements should enhance the semi-rural landscape and be pedestrian-friendly.

- .1 Employ four types of publicly accessible open spaces, including small open spaces, quiet landscaped pockets, a "town square" and linear open spaces. *Complies.*
- .2 Landscape buffer for properties facing farmland (hedgerow 1.9 m high). *Not Applicable.*
- .3 Landscape buffer for properties facing "heritage residential" (lawn/trees 6 m setback). *Complies.*
- .4 Keep sidewalks narrow with special tree planting, seating or other features. *Complies.*

.5 Parking & Loading: Provide convenient parking without compromising safety.

- .1 Mixed-Use Area north of London Road or east of Dyke Road: Parking/loading at rear of buildings with shared driveways. *Not Applicable.*
- .2 South of London Road or west of Dyke Road – parking in small lots away from pedestrian areas or streets, with appropriate landscape buffer. *Not Applicable.*
- .3 Heritage Residential and Residential Areas should resemble historic models. *Complies.*

Development surrounding the subject site is as follows:

To the north, across Princess Lane is an existing industrial property that is anticipated as future residential development;

To the east, immediately adjacent to the site is a single lot with an older residential building that is anticipated to remain as residential use and across a proposed lane and pedestrian connection to Dyke Road is an existing industrial development that is anticipated as future residential development;

To the south, across Dyke Road is the main arm of the Fraser River; and

To the west, are new residential units of similar character that were part of a recent development approval for 13400 Princess Street.

Staff Comments

The following relevant staff comments are followed by the applicant's response in *bold italics*.

Development Coordinator Comments

1. A landscape Letter of Credit in the amount of \$39,096.00 ($\pm 19,548 \text{ ft}^2 \times \$40.00/\text{ft}^2 \times 5\%$) is required prior to Council consideration. *Acknowledged by the applicant.*
2. Provide architectural building elevations of the entire site along each property line. Perspective renderings or a model would be acceptable for this project. *The applicant has complied.*
3. Submit a review of the relevant Development Permit Guidelines. *The applicant has complied.*
4. This project is subject to rezoning conditions as identified in the rezoning report (Richmond rezoning file RZ 02-202859). The following is a list of requirements to be dealt with prior to final adoption of the rezoning application which have been taken from the rezoning staff report:

Development requirements, specifically:

1. Lot consolidation.
2. Land dedication of approximately 36.2 m^2 (390 ft^2) along east property line of the site for lane widening.
3. Completion of a road exchange and/or land dedication for Princess Lane.
The lot consolidation, land dedication and road exchange are underway and scheduled for completion prior to final adoption of the rezoning.
4. A Development Permit, processed to the satisfaction of the Manager, Development Applications.
The Development Permit has been sufficiently advanced to the satisfaction of the Manager, Development Applications.
5. Submission of a Letter of Credit for \$11,000 in lieu of provision of indoor amenity space at this site. This Letter of Credit will be released when the indoor amenity space is provided in a future phase of development on nearby properties.
The Letter of Credit in lieu an indoor amenity space in the amount of \$11,000.00 (11 units x \$1,000.00/unit) will be collected prior to final adoption of the rezoning.
6. A Servicing Agreement for:
 - a) The design and construction of Princess Lane;
 - b) The design and construction of the lane to the east of the site; and
 - c) The design and construction of the pedestrian trail connection from the lane to Dyke Road.*Richmond staff has agreed to accept a preliminary Servicing Agreement as fulfilment of this rezoning requirement. The engineering consultant (i.e. H.Y. Engineering Ltd.) to London Landing Development Corporation (LLDC) has proposed a series of five (5) alternative designs for the laneway along the east side of the subject site complete with*

cross sections. Richmond staff met with all stakeholders (i.e. property owners with frontage along this laneway) on February 5, 2003. The purpose of the lane is to provide vehicle access from Princess Lane for the two (2) lots with frontage on Dyke Road as well as to provide a second or emergency access to Princess Lane from Dyke Road. Option 3 proposes the construction of a 4.5 m wide lane, on a temporary basis with minimal impact on 6451 Princess Lane, which is owned by Curtis Eyestone. This proposal includes the construction of a lock-block wall within the lane to support the pavement along the property line with 6451 Princess Lane. Upon redevelopment of 6451 Princess Lane, the developer of that property would be required to remove the wall, extend the pavement width which is dependent on the type of proposed development (i.e. single-family versus multi-family residential) complete with a new concrete curb and gutter, a 1.5 m wide landscape boulevard and a 1.5 m wide sidewalk. The subject property for this Development Permit application does not require direct emergency access from the lane. LLDC has agreed to dedicate 1.5 m along the east side of the subject property for the lane and to construct the temporary lane as outlined in Option 3 above.

Rezoning and Community Planning Comments

1. It is assumed that as the applicant is continuing with this project and that the earlier heritage studies for 13400 Princess Street (i.e. existing project to the west of the subject site) will be used and that the new development will be consistent and very similar with the earlier project. In particular, check the spacing between buildings, the massing, the orientation and the finishes. *The form and character of the proposed residential buildings within this project are very similar to the previously approved residential units at 13400 Princess Street.*
2. The issue of the lane on the east side of the property will need to be resolved, possibly in consultation with the neighbour to the southeast (6433 Dyke Road) which is currently under a rezoning application. The lane should be improved to accommodate pedestrian linkage to the pedestrian trail out to Dyke Road. *The laneway design has been discussed with all relevant stakeholders and resolved to the satisfaction of Richmond staff in both the short and long terms.*
3. Ground floor of the houses are to have crawl spaces only, in addition to the garage and entry foyer. At the rezoning stage, developer had agreed to raise the foundation floor of the storage area on the ground floor of the building in order to create a crawl space instead of a full-height room that could be converted to habitable space. *The applicant has complied.*
4. The landscape treatment along the south side of the ditch that is parallel to the north side of Dyke Road should be similar to the landscape frontage treatment for 13400 Princess Street. *The applicant has complied.*
5. This applicant should make a brief presentation to the Heritage Commission for their approval. *A presentation has been made however; a quorum was not available at the meeting. The informal commentary from this meeting indicated support for the proposal.*

Building and Zoning Comments

1. The site statistics should reference Comprehensive Development District (CD/115). *The applicant has complied.*
2. The zoning check indicated that the maximum floor area ratio is exceeded, that the building envelope does not match Comprehensive Development District (CD/115), that portions of the principal building and covered decks encroach into the setbacks, that the covered decks appear to be not counted in the floor area ratio or site coverage, and that height of the crawl space should be indicated to ensure that it is not habitable space. *The applicant has verified that the total covered outdoor living area is less than 10% of the total floor area. The building layout and site planning is specifically defined by a detailed footprint for each building in Comprehensive Development District (CD/115) and all decks and porches are contained with the building footprints.*
3. If decks are to be permitted into required setbacks, the projection should be clearly indicated on the drawings in metric and (imperial). If the proposal deviates from the provisions of Comprehensive Development District (CD/115), then a revision to the rezoning will be required. *The building layout and site planning is specifically defined by a detailed footprint for each building in Comprehensive Development District (CD/115). All decks and porches are contained with the building footprints.*

Urban Design Comments

1. A more detailed overall master plan for the London-Princess area should be developed and submitted as part of this application in order to determine how this proposal fits into the site context. *The applicant maintains that the complicated ownership in this area has frustrated attempts to complete a comprehensive area master plan but this has been an ongoing request of Richmond staff. The applicant provided an informal update regarding proposed plans for 13160 Princess Street and 6431 Princess Lane on February 5, 2003. This update deviated from previous conceptual plans and approval of this development application does not imply support for re-development of adjacent properties. The future development of adjacent lands will continue to evolve through subsequent rezoning and Development Permit applications. The current level of neighbourhood master planning is sufficient for this development application to proceed. Richmond staff reiterate the need for the following information as part of any subsequent rezoning approval in the immediate vicinity of the subject site:*
 - *A comprehensive master plan for the neighbourhood bounded by No. 2 Road on the west; London Farm on the east; Dyke Road on the south and the boundary of the Agricultural Land Reserve to the north. The master plan should address proposed land use, density, the proposed number of residential units, vehicle circulation, access and parking plus the form and character of any proposed residential/commercial built form to the satisfaction of Richmond Planning staff.*
 - *The interim and ultimate layout of all public roads (i.e. curbs alignments, boulevards and walkways within this neighbourhood, including the connection to No. 2 Road complete with a phased implementation to the satisfaction of Richmond Transportation and Engineering staff).*

- *A comprehensive public, semi-public and private open space strategy, including a shared or common indoor amenity space and the re-development of the park/trail corridor (former CNR right-of-way) along the north edge of the neighbourhood with all trails development and provisions for the potential extension of the Steveston Tram Line to the satisfaction of Richmond Parks staff.*
 - *The applicant indicates that options have been secured on several adjacent properties (i.e. along London Road) however the master planning for the neighbourhood is only partially complete. Richmond staff has indicated to the applicant that a comprehensive neighbourhood master plan including all contemplated development parcels within the immediate vicinity will be required as part of any subsequent rezoning and Development Permit applications.*
2. The site planning of units in this complex is awkward and inefficient. In particular, the location of the 4-E unit in the centre the complex impacts the liveability of this unit and the privacy of other nearby units. Consider alternative site planning arrangements that mitigate the negative impacts of this central unit. Consider the following options:
- Eliminate the 4-E unit and reassign the floor space to the remaining units;
 - A narrower one-way loop to serve all units within the development while maintaining a wider road for the future connection to 13400 Princess Street;
 - Duplex units along the south property line, which should eliminate the need for Unit 4-E in the centre of this development;
 - Attached the internal two (2) townhouse units and shift their location away from the centre of the site (i.e. Units 3-D and 4-E).
- The applicant has rejected these suggestions indicating the higher financial returns can be achieved from detached units and therefore prefers the site plan as previously proposed (i.e. two (2) units in the centre of the site with no substantive change to the proposed private roadway configuration.*
3. The proposal should encompass acoustic measures to address noise attenuation that could become an issue with adjacent industrial properties. Please submit the details of acoustical measures incorporated into the design of the project. *The units will incorporate an STC 50 wall assembly comprised of fibre-cement siding, rain screen strapping, 7/16 in. OSB sheathing, R14 insulation and 5/8 in. ULC rated GWB. This assembly has been very successful in locations influenced by traffic noise, as well as those impacted by industrial noise. It should be noted that the applicant is re-developing the properties with the greatest potential to impact this site.*
4. Provide a series of continuous sectional elevations across the site to illustrate the relationship of built form to circulation, open space and proposed grading. *The applicant has complied and the sectional elevation drawings are attached.*
5. Provide a series of continuous architectural elevations around the entire perimeter of the site. *The applicant has complied and the sectional elevation drawings are attached.*
6. The issue of exterior materials has already been addressed during the related Development Permit application for 13400 Princess Street (i.e. DP 00-174507). The use of 'hardi-plank' siding with wood trim is supported. Clarify if the proposed roofing materials for the subject development vary from the existing development at 13400 Princess Street (i.e. Phase 1 of

- the London Landing Development). *The roofing materials will remain the same as 13400 Princess Street (i.e. high profile asphalt shingles).*
7. Provide a Letter of Credit in the amount of \$11,000.00 (11 units x \$1,000.00 per unit) in lieu of an indoor amenities space.
 8. Illustrate the proposed landscape treatment of all open space including public roadway boulevards, private roads, road ends, the fire lane on the east side of the subject side as well as all private outdoor spaces. *The landscape treatment of all on-site open space is provided on the attached drawings. The site Servicing Agreement drawings will detail the proposed improvements for off site works. The Development Permit drawings indicate the conceptual approach to off-site improvements.*
 9. Use a variety of landscape treatments to create a layered frontage that defines the private and public realms but still retains a strong pedestrian connection between the unit entries and the street. In this regard, consider perimeter fencing, entry gates and overhead trellis structures. Design any perimeter railings and fences with jogs that incorporate opportunities for tree and shrub planting. *The design intent is to replicate the form and character of the existing development to the west. This includes the landscape treatment, which is similar to the landscape design for the recently constructed townhouse project to the west known as London Landing. The landscape treatment includes native shrub and grass planting on the south bank of the ditch along Dyke Road. The existing boulevard treatment along Princess Lane would be extended across the frontage of this site and include a grass boulevard with street trees. The design of the lane along the east property line has been determined through consultation with neighbouring property owners and as part of the Servicing Agreement.*
 10. Provide conceptual site grades and spot elevations at key locations to better illustrate the proposed site development strategy. Consider terracing or sloping the grade transitions wherever possible. *All grade transitions of less than 2 ft. will be sloped. All transitions of more than 2 ft. will be stepped in increments not greater than 2 ft.*
 11. Define the paving materials for garage aprons. *Exposed aggregate.*
 12. Identify the location and height of all proposed fencing on the site plan or landscape plan. Provide a design detail for all proposed fencing. *The applicant has complied.*
 13. Consider installing pedestrian scale, heritage lamp posts and light fixtures along the laneway. *The applicant has agreed, the preliminary Servicing Agreement drawings indicate pedestrian lighting locations and illustrate a heritage light fixture.*
 14. Define how entry signage the mail kiosk will be accommodated in the short and long term and provide details. *Project identification signage is proposed at the vehicle entry and generally detailed on the attached drawings. The intent is to connect the internal lane with the adjoining project to the west and to utilize the same mail kiosk in the first phase of the London Landing townhouse complex at 13400 Princess Street.*
 15. Indicate any existing trees that will be retained, transplanted or removed. Provide compensation for any existing site trees proposed for removal. Identify any significant existing vegetation immediately adjacent to the subject site. If five (5) fir and hemlock trees are proposed for removal, then provide ten (10) street trees along the Princess Lane and emergency access laneway frontages. The minimum size of this replacement tree planting should be 10 cm (4 in.) caliper. Space these street trees along the laneway approximately 7 m to 10 m apart, depending on site conditions and conflicts with utilities. *The two (2)*

significant fir trees indicated on the drawings are to be retained. The five (5) smaller fir and hemlock trees are to be removed. The planting of ten (10) street trees at 10 cm (4 in.) in caliper along Princess Lane and the laneway are intended to provide compensation for the five (5) fir and hemlock trees which have been removed. Note that the four (4) 10 cm (4 in.) caliper trees proposed along the lane do not appear on the development permit drawings but are shown on the Servicing Agreement drawings.

16. In order to ensure the long term retention of the two (2) existing Douglas Fir trees along the east property line, engage an arborist or a landscape architect to submit a tree retention strategy that addresses conditions during and after construction. Ensure that preload material is kept back of the drip line and that tree protection fencing is installed immediately. *The applicant has been advised to protect these existing trees from the site pre-loading operation. No change in the location of preload material has been observed.*
17. Consider raised panel garage door units or upper level glazing in the double garage doors. *Raised panel doors are to be provided.*

Engineering and Public Works Comments

1. Prior to this Development Permit application proceeding to the Development Permit Panel, ensure the completion of the City of Richmond, Urban Development Division requirements noted in the rezoning (RZ 02-202859) staff report to Council dated July 5, 2002. *The lot consolidation and the land dedication for the lane widening are complete. The road exchange for Princess Lane is complete and the preliminary Servicing Agreement is sufficiently advanced to the satisfaction of Richmond staff.*
2. Maintenance for the north side slope of the ditch along Dyke Road is assumed to be the responsibility of the Owner/Strata Council in perpetuity. Maintenance for the south side slope of the ditch along Dyke Road is assumed to be the responsibility of the City of Richmond. *Acknowledged by the applicant.*
3. The above comments are subject to revision based on up coming meetings with the applicant. *Richmond staff has now met with all stakeholders in the immediate vicinity of the lane and the preliminary Servicing Agreement for the lane is sufficiently advanced to the satisfaction of Richmond staff.*

Transportation Comments

1. Revise the curb alignment at the Princess Lane vehicle entry for this project to include a driveway crossing rather than curb returns. *This issue is understood by the applicant and will be addressed as part of the off site design in the Servicing Agreement.*
2. Provide dimensions for the layout of private roadways. *The applicant has complied, please see the attached drawings.*
3. Visitor parking spaces need to be identified and designated as such. *The applicant has complied, please see the attached drawings.*
4. Ensure that the slope of the visitor parking areas does not exceed 5%. *Acknowledged by the applicant.*
5. Ensure a consistent roadway treatment with the existing townhouse development west of the subject site (i.e. 13400 Princess Street). *The applicant has complied.*
6. Provide a status report on making an internal road connection between the subject site and 13400 Princess Street and address the possibility that agreement is not achieved with the strata corporation for 13400 Princess Street. *The applicant will provide a cross-access agreement regarding the subject site for the benefit of the existing townhouse*

development to the west (i.e. 13400 Princess Street). Approval of a reciprocal cross-access for the benefit of subject site from 13400 Princess Street will have to wait until the next annual general meeting of this strata corporation. In the event that an agreement is not approved, no changes are required to the subject site. If the vote for a reciprocal cross-access agreement is defeated by the strata corporation of 13400 Princess Street, the applicant will be required to construct a fence and appropriate landscape screening between the subject site and 13400 Princess Street.

7. Improve vehicle egress and turn around for Unit 7-C. *The applicant has made minor improvements to the configuration of the private road, please see the attached drawings.*
8. Transportation Department staff require the following minimum road right-of-way and pavement widths:

Princess Lane:	17.0 m right-of-way width
	8.5 m pavement width
Princess Street:	20.0 m right-of-way width
	11.5 m ultimate pavement width (8.5 m interim pavement width).

Acknowledged by the applicant.

9. The proposed design of the laneway should include consultation with all fronting properties. The City of Richmond Transportation staff requirements for the laneway design have been incorporated into the alternative lane designs presented to all stakeholders. *Richmond staff have now met with all stakeholders in the immediate vicinity of the lane and the preliminary Servicing Agreement for the lane is sufficiently advanced to the satisfaction of Richmond staff.*

Parks Department Comments

1. As part of the overall master plan, indicate all proposed public and limited public open space as well as all proposed pedestrian connections. In general, describe the proposed landscape treatment for the entire neighbourhood open space network. Submit an itemized construction estimate for the value of public open space amenities yet to be installed. *A meeting with Parks Department staff was held on September 24, 2002. The applicant will consult with Parks staff regarding the future design development of public open space including the trails corridor along the former CNR right-of-way. The preliminary area master plan was discussed and the applicant will be required to complete the detailed design of all public open space as part of the next development approval in this neighbourhood. The applicant has yet to provide the comprehensive, neighbourhood master plan to the satisfaction of Parks staff however, it is understood that this requirement will continue to be negotiated during subsequent development applications.*
2. Provide specific and detailed proposals for the fire lane connection to Dyke Road and the former rail corridor. *The preliminary Servicing Agreement for the lane is now sufficiently advanced to the satisfaction of Richmond staff.*

Refuse and Recycling Comments

1. This development qualifies for individual unit refuse collection provided that adequate service vehicle access can be provided. Submit a drawing with the appropriate turning radius superimposed on the site plan to demonstrate how the vehicles can use the internal private road. A refuse and recycling enclosure should be constructed near the entrance to this complex. The enclosure should be large enough to accommodate garbage bags or cans and blue boxes or three (3) blue multi-family recycling carts. For containers measurements,

check the Waste Management Guidelines available on the City's website www.city.richmond.bc.ca/recycle. *The applicant has not demonstrated that there is adequate manoeuvring space for service vehicles in the interim, therefore the applicant will need to provide for private refuse/recycling collection or locate a communal refuse/recycling enclosure to accommodate four (4) multi-family recycling carts and a three (3) cubic yard cardboard recycling container at the vehicle entry to the site. If the future completion of the laneway system permits adequate service vehicle access to the interior of the site as determined by Richmond staff, then the strata corporation can apply for individual collection of refuse and/or recycling and eliminate the communal refuse/recycling enclosure only with City of Richmond approval.*

Design Panel Comments

This development proposal was presented to the Advisory Design Panel on September 4, 2002. The comments of the Panel are identified below and followed by the response of the applicant in *bold italics*:

Critique and Decision

- Although the projects received positive comments, numerous strong concerns were expressed that a master plan that provided a consistent level of detail was not available. *Due to constraints on London Landing Development Corporation in regard to the acquisition of land, a master plan has been an evolutionary process. Therefore, the vision expressed in the master plan presented to the Design Panel reflected an interim master plan. The applicant indicated, "As we have now consolidated our site, future design development will incorporate all the lands to the east of Princess Street, and include potential development to the west."*
- More waterfront character could have been provided on the waterfront side. *This project is intended to extend the existing development to the west onto this site.*
- More variety was required. *In attempting to develop a neighbourhood that reflects the way Steveston might have looked at the turn of the last century, we are focusing on varying the size, roof forms, trim details, colours and entry features of these homes within a specific design vocabulary. The streetscape will provide great variety, while remaining consistent with the appearance of a neighbourhood developed all at the same time, with the same general public taste of the period applied. Historic neighbourhoods tend to be of homogenous material types, similar building styles, and share some common features. At the same time, budgets dictated the building size, personal taste, the colour and family needs the design. This neighbourhood seeks to reflect not only the architectural diversity of the time, but the socio-economic diversity as well.*
- The design of the edge around the future amenity area was too regular and too hard. *Noted.*
- The manner in which the front elements have been moved and shifted was appreciated although it would have been nice to not have the street as a straight line. *Noted.*
- A new neighbourhood should have surprises – pocket parks, some commercial (perhaps a neighbourhood store) to break the monotony of regular blocks, or perhaps a more playful siting of buildings. *Noted.*

It was the unanimous consensus of the Panel that the project move forward subject to the noted comments.

Analysis

Assessment of the Conditions of Adjacency

South Side of the Subject Site: To the south, across a large ditch is Dyke Road and beyond the main arm of the Fraser River. The north bank of this ditch is the responsibility of the owner and/or the strata corporation in perpetuity while the maintenance along the south bank of the ditch will continue to be the responsibility of the City. The conditions of adjacency to the south of the subject site are not problematic.

West Side of the Subject Site: Across Princess Lane is the recently constructed townhouse residential development known as London Landing at 13400 Princess Street. The proposed built form on the subject site closely resembles the existing character of this earlier detached townhouse complex. The applicant is currently in negotiations with the strata corporation of 13400 Princess Street to permit a laneway connection between the subject site and this earlier phase of the London Landing townhouse development. The applicant has agreed to provide the appropriate cross-access agreements for the subject site regarding shared vehicular and pedestrian access for 13400 Princess Street and 6433 Dyke Road.. The strata corporation of 13400 Princess Street has agreed to put this issue to a vote of the strata members at the next annual general meeting. If the strata corporation of 13400 Princess Street defeats this vote, the applicant will be required to construct a fence and appropriate landscape screening between the subject site and 13400 Princess Street.

North Side of the Subject Site: Across Princess Lane is an existing industrial property and the applicant has an option to develop this existing industrial property as a future residential development with detached townhouses fronting onto Princess Lane. A rezoning application for this existing industrial property has now been initiated with the City of Richmond. Princess Lane will have a pavement width of 8.5 m within the existing 20 m road right-of-way. There will be a boulevard grass strip with street trees including a 1.5 m wide sidewalk on both sides along this section of Princess Lane.

East Side of the Subject Site: Immediately adjacent to the southern portion of the site along the east property line is a single-family residential lot with an older residential building that is anticipated to remain as residential use but renovated or reconstructed. There are two (2) large, existing trees to be retained along the east property line. Across a proposed lane and pedestrian connection to Dyke Road, is an existing industrial development that is anticipated for rezoning as a future residential development, however the timing for this re-development remains unknown at present. Richmond staff have now met with all stakeholders in the immediate vicinity of the lane and the preliminary Servicing Agreement for the lane is sufficiently advanced to the satisfaction of Richmond staff.

Assessment of the Site Planning and Urban Design

The site planning for the development maximizes the financial return by incorporating detached units and optimizing the views for the majority of units. However, this approach results in a less than satisfactory arrangement of open space and privacy for the detached townhouses. Richmond staff would prefer a site planning arrangement that incorporates four (4) duplex units along the south edge of the subject site. This would eliminate the isolated small Unit 4-E in the centre of the site and consequently create more open space and privacy for all units however the applicant prefers the currently proposed site planning arrangement and indicates that this approach maximizes revenue from the redevelopment of this property. Staff remain unconvinced that this arrangement provides the most beneficial site planning approach. The

applicant has addressed the interim and long-term development of the laneway, which is acceptable to Richmond staff.

Assessment of the Architectural Design

There were extensive discussions regarding the form and character of built form during the development approval process for the London Landing heritage residential development at 13400 Princess Street. The existing London Landing development has established an important precedent for the character of future residential development in this area. The proposed built form and architectural character is consistent with the existing London Landing heritage residential detached townhouse development to the west of the subject site.

Assessment of the Landscape Design

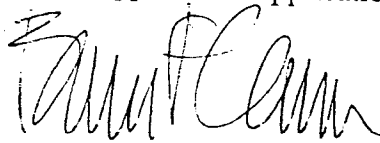
The inefficient site planning approach, which opts for detached townhouses at the expense of common open space, largely determines the landscape and open space design for this project. This approach results in narrow, under-utilized, side yards, which further fractures the common open space of this site. The landscape design of this parcel is also driven by the requirement to establish the habitable portions of the residential units at the British Columbia provincial flood proof elevation of 2.6 m geodetic. Given this constraint, it has been helpful that the elevation of Princess Lane was raised to approximate 2.0 m geodetic. This has the effect of reducing the grade change between the main floor of these units and the elevation of fronting street boulevard. Final site planning adjustments have allowed the applicant to create a larger central open space and to gradually grade the elevation of the open green area from higher at the perimeter to lower in the centre.

Assessment of the Requested Variances

The applicant has not requested any variances for the subject site.

Conclusions

Staff supports this application and recommends approval.



Brian Guzzi, Landscape Architect
Development Planner - Urban Design
(4393)

BFG:blg

Prior to final approval of the Development Permit, the applicant is required to provide the following:

1. An Irrevocable Letter of Credit for landscape construction in the amount of \$39,096.00 ($\pm 19,548 \text{ ft}^2 \times \$40.00/\text{ft}^2 \times 5\%$).
2. Provision of cross access agreements for 13400 Princess Street and 6433 Dyke Road as a condition of issuance for the Building Permit.

ENTERED



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): 6400 & 6420 Princess Lane, 6411, 6431 Dyke Road

Legal Description(s): Lot 25, Section 18 Block 3 NR7 West NWD Plan 60124

Lot 3 Section 18 Block 3 NR7 West NWD Plan 44643, Lot 1,2,3 Section 18

Block 3 NR7 West NWD Plan 44643

Applicant: LONDON LANDING DEVELOPMENT CORP.

Correspondence/Calls to be directed to:

Name: DANA WESTERMARK

Address: #21-4111 GARRY ST.

RICHMOND

Tel. No.: 604-618-2225
Business

V7A 2T9
Postal Code
604-241-4697
Residence

E-mail

Fax

Property Owner(s) Signature(s): [Signature]

DANA WESTERMARK
Please print name

NORMAN PERRUSAN

OR

Authorized Agent's Signature: _____
Attach Letter of Authorization

Please print name

For Office Use	
Date Received: <u>July 26/02</u>	Application Fee: <u>1575⁰⁰</u>
File No.: <u>024210750</u>	Receipt No.: <u>15-0004377</u>
Only assign if application is complete	



No. DP 02-212758

To the Holder: LONDON LANDING DEVELOPMENT CORP.
Property Address: 6400, 6420 PRINCESS LANE AND 6411, 6431 DYKE ROAD
Address: C/O MR. DANA WESTERMARK
#21 – 4111 GARRY STREET
RICHMOND, BC V7A 2T9

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.

To the Holder: LONDON LANDING DEVELOPMENT CORP.
Property Address: 6400, 6420 PRINCESS LANE AND 6411, 6431 DYKE ROAD
Address: C/O MR. DANA WESTERMARK
#21 - 4111 GARRY STREET
RICHMOND, BC V7A 2T9

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$39,096.00.

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

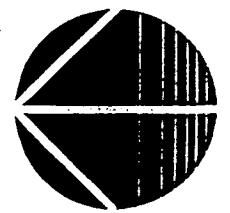
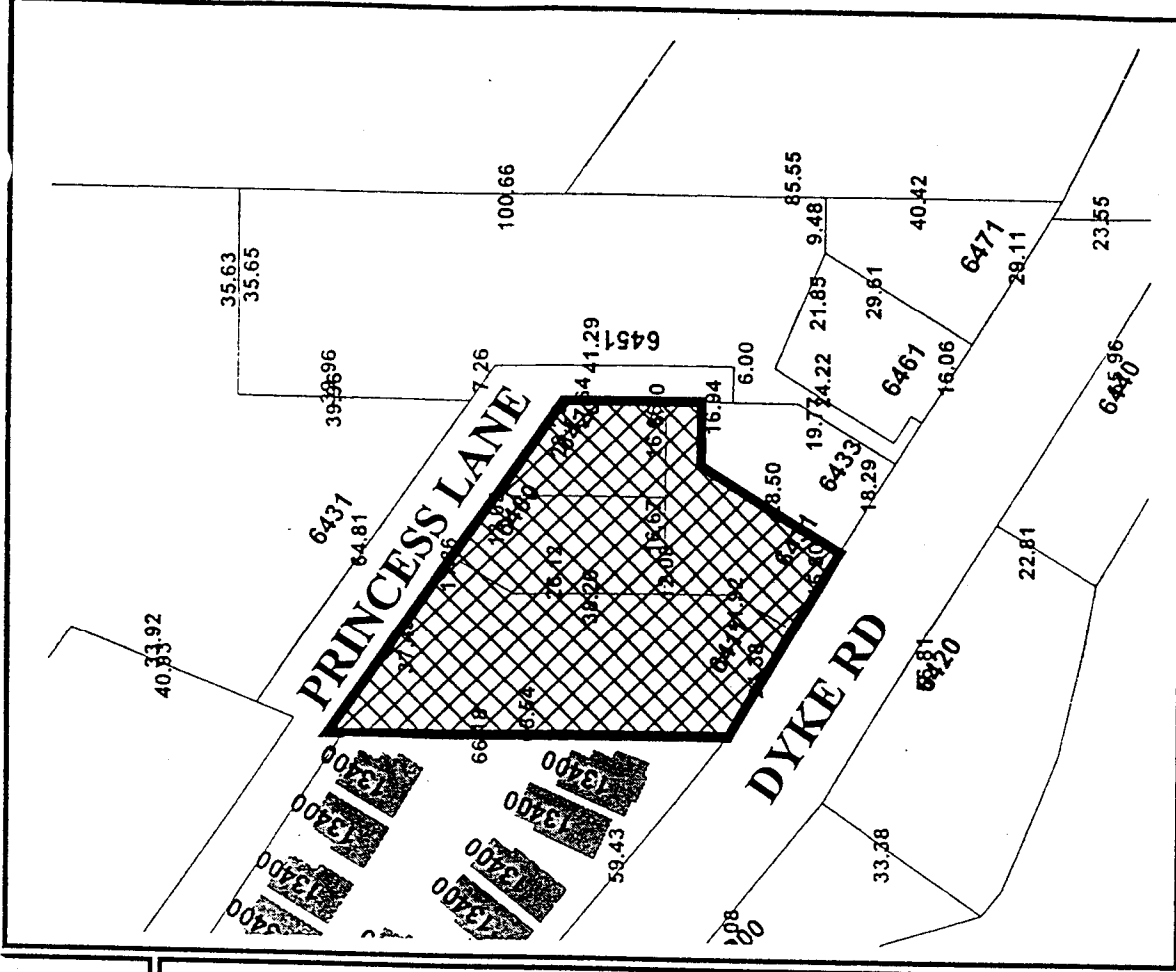
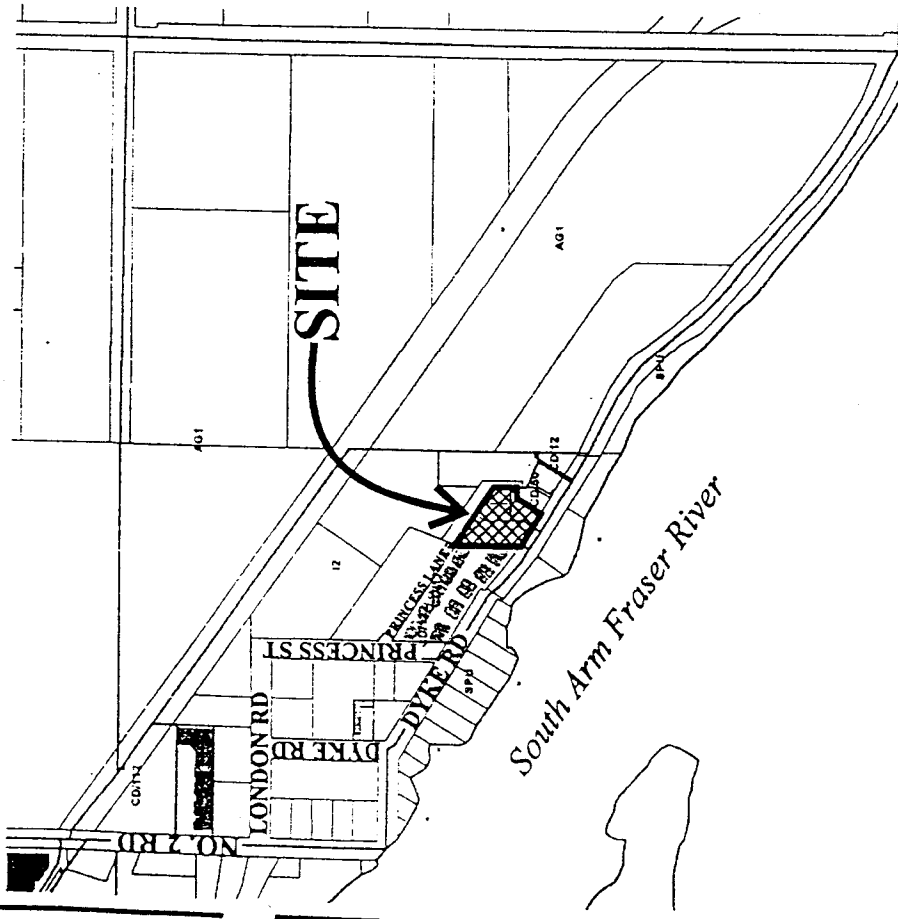
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 02-212758 SCHEDULE "A"

Original Date: 08/20/02

Revision Date:

Note: Dimensions are in METRES

CONSULTANT: CALL LYON GROUP OF ARCHITECTS INC.

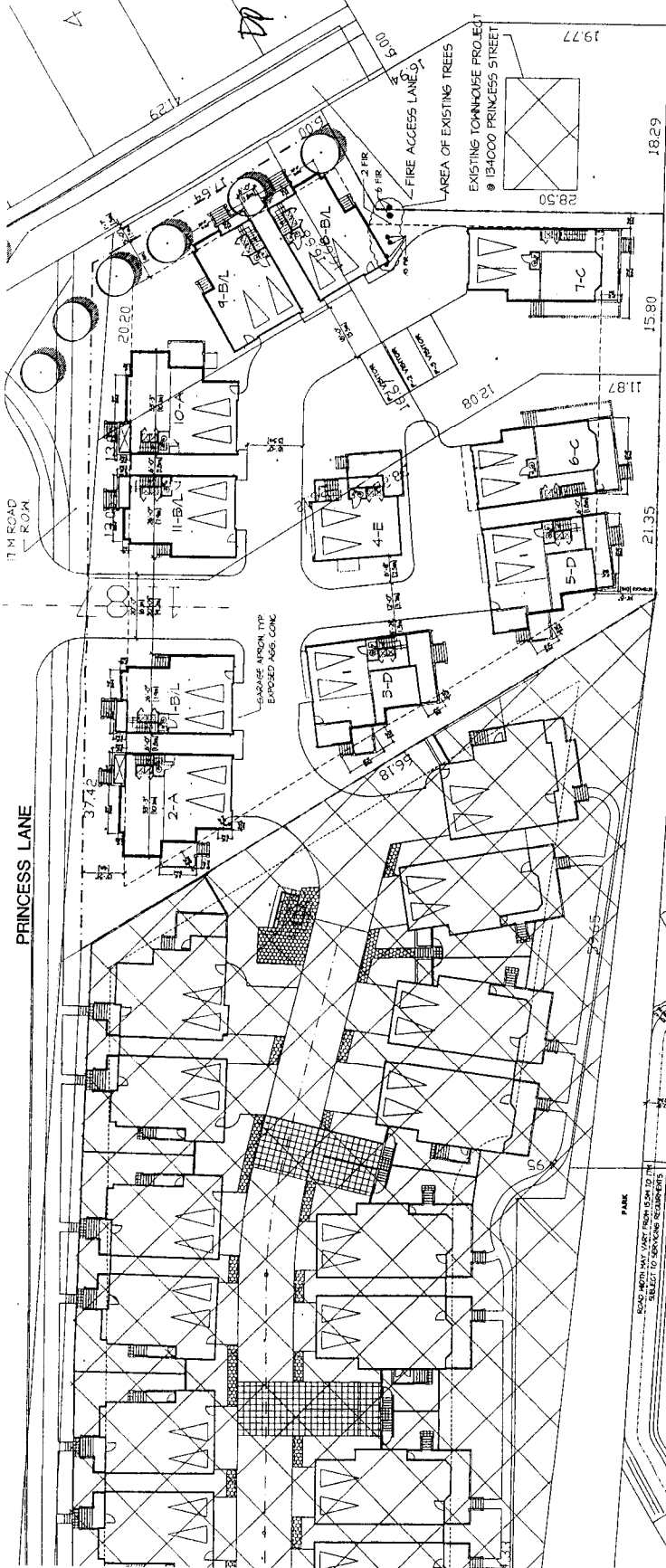
115-11512 MIDLAND AVENUE
 RICHMOND, BC V6V 1A7
 TEL: 604-273-1379
 FAX: 604-273-1378

APR 07 2003

02-212758

#1

REVISIONS:
 1. INITIAL DESIGN
 2. REVISED DESIGN
 3. REVISED DESIGN
 4. REVISED DESIGN
 5. REVISED DESIGN



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

2 SITE DATA
 SCALE: 1/8" = 1'-0"

PRINCESS LANE - MAY 8, 2002
 CIVIL ADDRESS: 6400 & 6420 PRINCESS LANE
 6411, 6431 DYKE ROAD
 LEGAL ADDRESS: Lot 25, Section 18 Block 3, 1887 West N.W.D. Plan 00124
 Lot 1, 2, 3, Section 18 Block 3, 1887 West N.W.D. Plan 04603

ZONING: CD11S
 SITE AREA: 34,076.3 SF (79,165.89 SQ. FT. AC.)
 DENSITY CALCULATION:
 F.S.R. AREA: 19,548 S.F.
 TOTAL F.S.R. AREA: 19,548 S.F.
 LOT COVERAGE:
 MAX ALLOWED: 0.57
 PROPOSED: 0.57

SETBACKS:
 FRONT: 4M
 SIDE: 13.12 FT
 REAR: 5M
 PROPOSED: 4M, 13.12 FT, 5M

PARKING CALCULATION:
 REQUIRED: 22
 PROVIDED: 22
 TOTAL PARKING PROVIDED: 22

NO.	TYPE	SIZE	UNIT AREA	TOTAL AREA	COVERAGE TOTAL COV.
1	A	200	1,584.0	1,584.0	8.0
2	B	200	1,584.0	1,584.0	8.0
3	C	200	1,584.0	1,584.0	8.0
4	D	200	1,584.0	1,584.0	8.0
5	E	200	1,584.0	1,584.0	8.0
6	F	200	1,584.0	1,584.0	8.0
7	G	200	1,584.0	1,584.0	8.0
8	H	200	1,584.0	1,584.0	8.0
9	I	200	1,584.0	1,584.0	8.0
10	J	200	1,584.0	1,584.0	8.0
11	K	200	1,584.0	1,584.0	8.0

3 LIST OF DRAWINGS

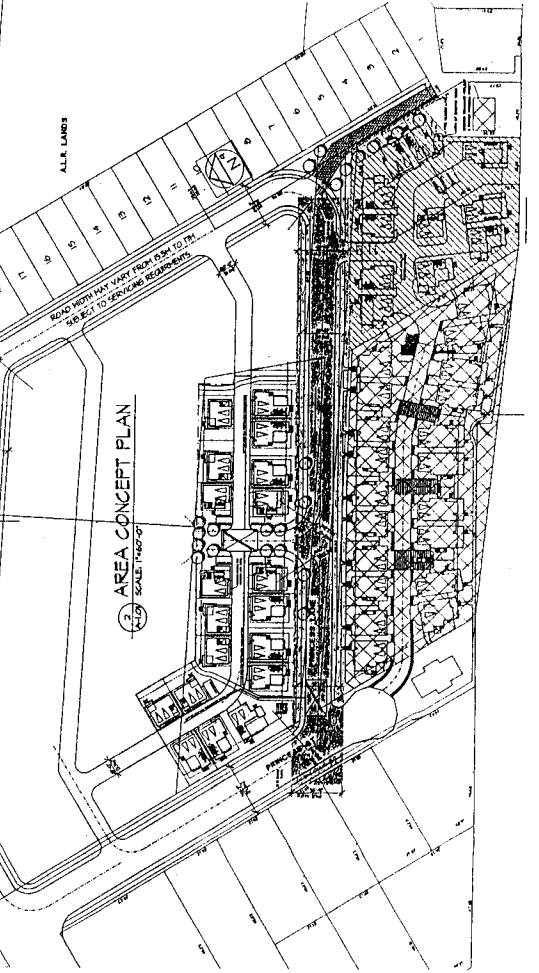
SHEET NO.	DRAWING NAME	SCALE
A-10	SITE PLAN (REVISED DATA)	1/8" = 1'-0"
A-102	50% SITESCAPE	1/8" = 1'-0"
A-21	FLOOR PLANS - UNIT A	1/4" = 1'-0"
A-22	FLOOR PLANS - UNIT B	1/4" = 1'-0"
A-23	FLOOR PLANS - UNIT C	1/4" = 1'-0"
A-24	FLOOR PLANS - UNIT D	1/4" = 1'-0"
A-25	FLOOR PLANS - UNIT E	1/4" = 1'-0"
A-26	FLOOR PLANS - UNIT F	1/4" = 1'-0"
A-27	FLOOR PLANS - UNIT G	1/4" = 1'-0"
A-28	FLOOR PLANS - UNIT H	1/4" = 1'-0"
A-29	FLOOR PLANS - UNIT I	1/4" = 1'-0"
A-30	FLOOR PLANS - UNIT J	1/4" = 1'-0"
A-31	ELEVATIONS - UNIT A, C, E, G, I, J	1/8" = 1'-0"
A-32	ELEVATIONS - UNIT B, D, F, H	1/8" = 1'-0"

6400 BL. PRINCESS LANE
 RICHMOND, BC
 11 UNITS
 FOR LONDON LANDING
 DEVELOPMENT CORP.

SITE PLAN

DATE: MAY 2003
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]
 DATE FILED: [Date]
 JOB NUMBER: 0205

A-1.1



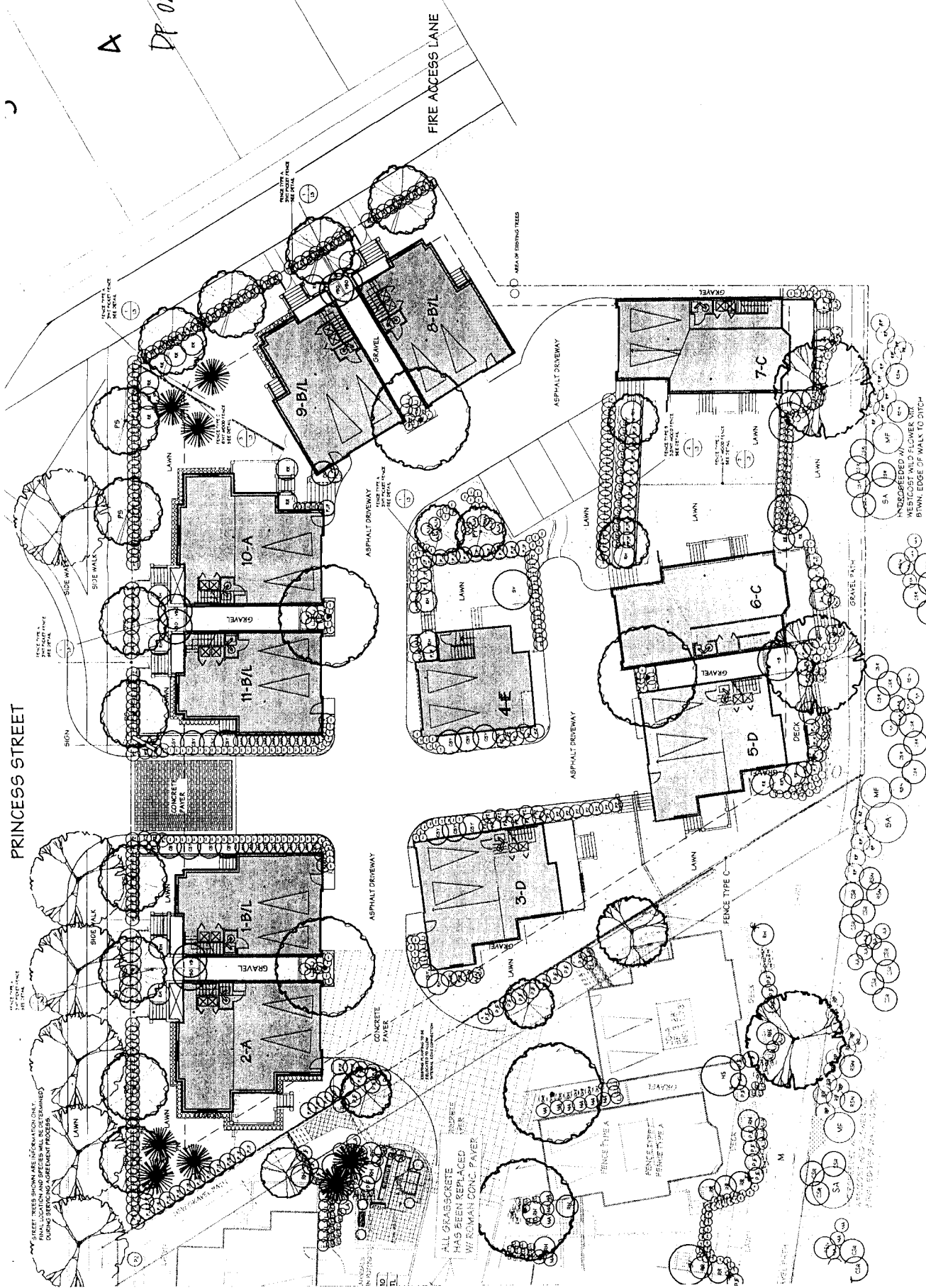
4 AREA CONCEPT PLAN
 SCALE: 1/8" = 1'-0"

APR 07 2007
 DP 02-2127 58
 3#2a

PROJECT: MCKINNIE WA (11 UNITS)
 ADDRESS: 6400 BL. Lake Richmond, B.C.
 DRAWING NO: LANDSCAPE PLAN

DATE: 04.07.2007
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

L1 of 2



PRINCESS STREET

FIRE ACCESS LANE

ALL GRASS/CONCRETE
 HAS BEEN REPLACED
 WITH ROMAN CONC. PAVEMENT

STREET TREES FROM ARE...
 FINAL LOCATION AND SPECIES WILL BE DETERMINED
 DURING SERVING AGREEMENT PROCESS

WESTCOAST WILD FLOWER MIX
 BURN, EDGE OF WALK TO DITCH

PLANT LIST

PROJECT ADDRESS

APR 07 2002

PP 02- 212758

#26.

KEY BOTANICAL NAME COMMON NAME SIZE / COMMENT

- ACN 2 Acer macrocarpum BIG LEAF MAPLE
- PN 6 Prunus nigra AUSTRIAN PINE
- PN 12 Prunus serrulata 'Kwanan' FLOWERING CHERRY
- PF 4 Prunus yedoensis 'Meidoni' DAYBREAK CHERRY
- TE 4 Tilia euchlora CRIMSON UNDER

4 CM CAL LEM STD BAB
3M HT BAB
6CM CAL LEM STD BAB
6CM CAL LEM STD BAB
6CM CAL LEM STD BAB

- SASATOON BERRY
- ANDREA JAPANESE AZALEA
- RED OSHI DOGWOOD
- YELLOW PINK DOGWOOD
- WINTER WAX JASMINE
- OMYF AIRLINDA BUSH
- ROSE OF SHARON
- JAPANESE PRIVET
- OREGON GRAPE
- LILY OF THE VALLEY
- ZABEL'S LAUREL
- PHODODENDRON
- FLOWERING CURLENT
- KUSCAG ROSE
- LUKAC
- DAWN VIRGINIA

2.0M HT BAB
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
#2 POT
2.0M HT BAB

SHRUBS

- AA 5 Amelanchier alnifolia
- AJA 33 Azalea japonica 'Amereu'
- CSR 16 Cornus stolonifera
- EST 15 Eubankia salis 'Compacta'
- EA 6 Eubankia salis 'Compacta'
- HS 1 Hibiscus syriacus 'Blue Bird'
- LJ 19 Ligustrum japonicum 'Teianum'
- MA 30 Mahonia aquifolium
- PJF 70 Prunus japonica 'Toresii Flame'
- PJF 87 Prunus laurocerasus 'Zabelianu'
- PH 15 Phododendron
- SH 15 Shadblow
- SK 18 Rosa rugosa
- SV 3 Syringa villosa
- YRD 6 Viburnum x bodnantense 'Dawn'

GROUND COVERS

- AU 80 Aetostaphylos uva-ursi
- KINNIKINNICK
- DECIDUOUS CLEMATIS VARIETY **

10 CM POT
#1 POT STAKED
#1 POT
#2 POT

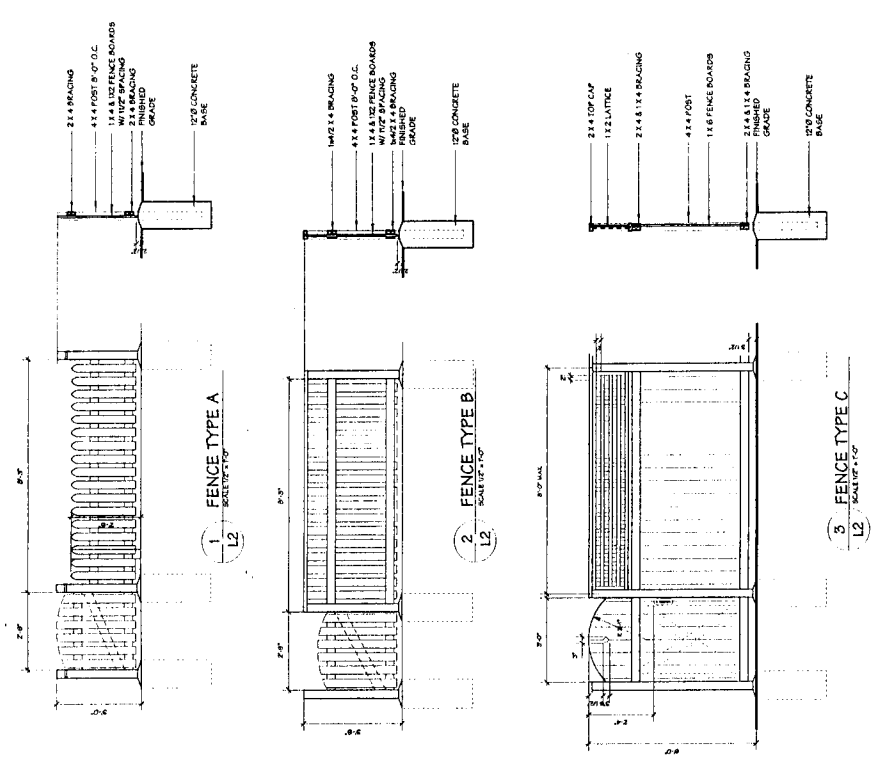
VINES

- CY 1 Clematis
- PERENNIALS/ANNUALS/FERNS/GRASSES/AGUATE PLANTS
- CMA 107 Carex microcarpa 'Albes-Viregata'
- LVA 70 Lappula angustifolia
- FER 06 Ferns

10 CM POT

NOTES

** DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT.
ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT BRITISH COLUMBIA LANDSCAPE STANDARDS.
PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE DATA STANDARDS FOR NURSERY STOCK AND THE DATA STANDARDS FOR CONTAINER GROWN PLANTS.
ALL PLANT QUANTITY DIFFERENCES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS.
ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER THE DATE OF SUBSTANTIAL PERFORMANCE. SUBSTANTIAL PERFORMANCE SHALL OCCUR WHEN BIDS OF THE CONTRACT HAS BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.
THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE STANDARDS UNTIL THE WORK IS FINISHED OVER TO THE OWNER.



DATE	DESCRIPTION
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT
2002.04.07	ISSUED FOR PERMIT

L2 of 2

LANDSCAPE PLAN

MCKINNIE W.F. (11 UNITS)

4400 BL... Richmond, B.C.

LANDSCAPE ARCHITECTS

100-1100... Richmond, B.C. V6X 1A4

Phone: (604) 273-2812

Facsimile: (604) 273-8838

Email: info@l2.ca

Project

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Phone: (604) 273-2812

Facsimile: (604) 273-8838

APR 07 2003
DP 02 - 212758

- REVISIONS
- 1. DATE: 04/07/03
 - 2. BY: [Signature]
 - 3. DESCRIPTION: [Signature]
 - 4. APPROVED: [Signature]
 - 5. CHECKED: [Signature]
 - 6. DRAWN: [Signature]
 - 7. ALLOCATED: [Signature]

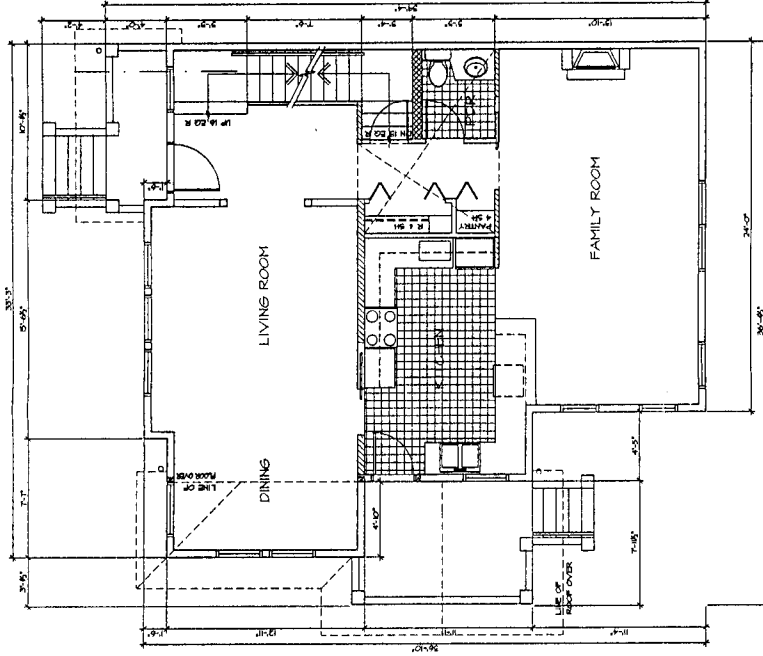
#3A.

8400 BL. PRINCESS LANE
RICHMOND, BC
11 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

FLOOR PLAN
UNIT A

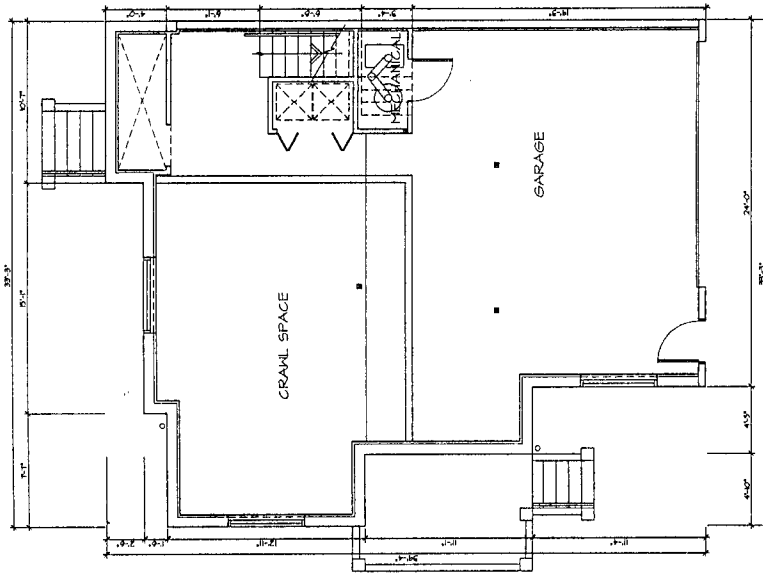
DATE	04/07/03
DRAWN BY	[Signature]
CHECKED BY	[Signature]
SCALE	AS SHOWN
UNITED	INCHES
DATE	04/07/03
JOB NUMBER	0205

A-2.01



2. MAIN FLOOR
SCALE: 1/4"=1'-0"
1040 SQ.F.

TOTAL AREA - 1,972 SQ.F.



1. GARAGE LEVEL
SCALE: 1/4"=1'-0"

APR 07 2003
DP 02- 2127 5 8

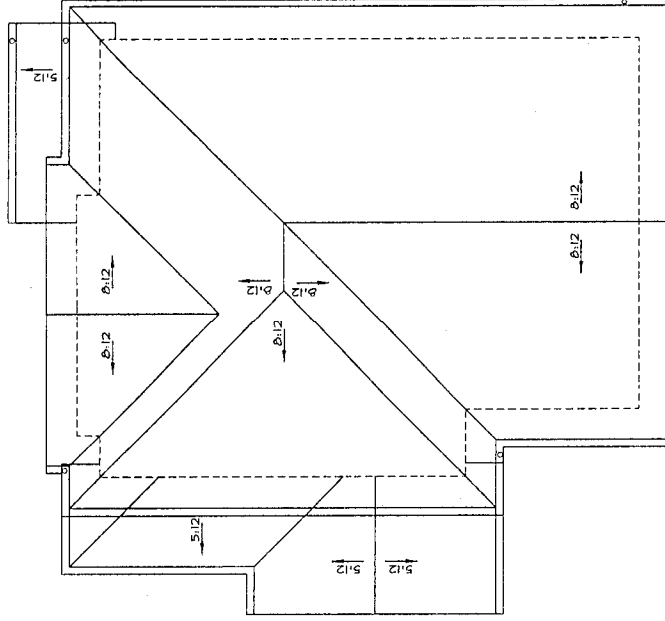
- REVISIONS**
- 1. DATE
 - 2. DESCRIPTION
 - 3. DRAWN BY
 - 4. CHECKED BY
 - 5. APPROVED BY
 - 6. APPROVED BY
 - 7. APPROVED BY

#36.

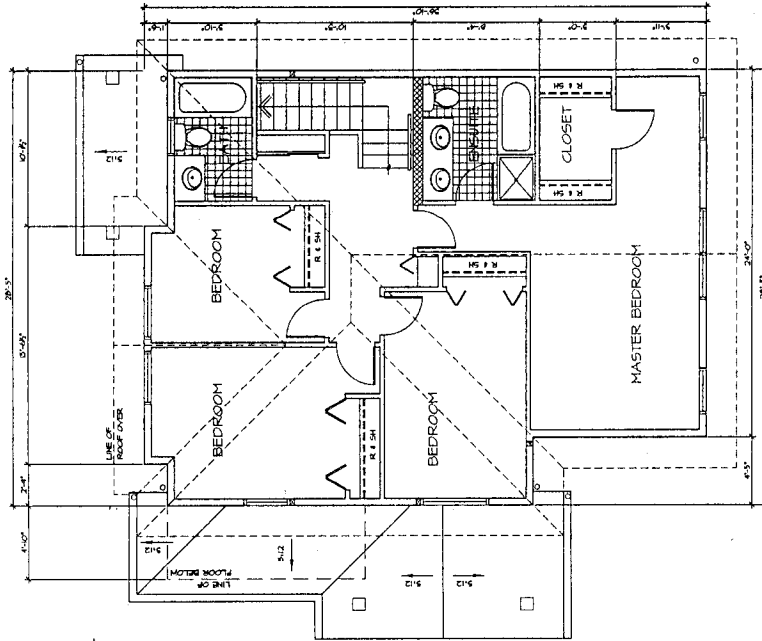
6400 BL. PRINCESS LANE
RICHMOND, BC
11 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP
FLOOR & ROOF PLAT
UNIT A

DATE: 04/07/03
DRAWN BY: J.S.
CHECKED BY: J.S.
SCALE: AS SHOWN
PROJECT: LONDON LANDING
DATE: 04/07/03
JOB NUMBER: 0205

A-2.02



ROOF PLAN
SCALE: 1/4"=1'-0"



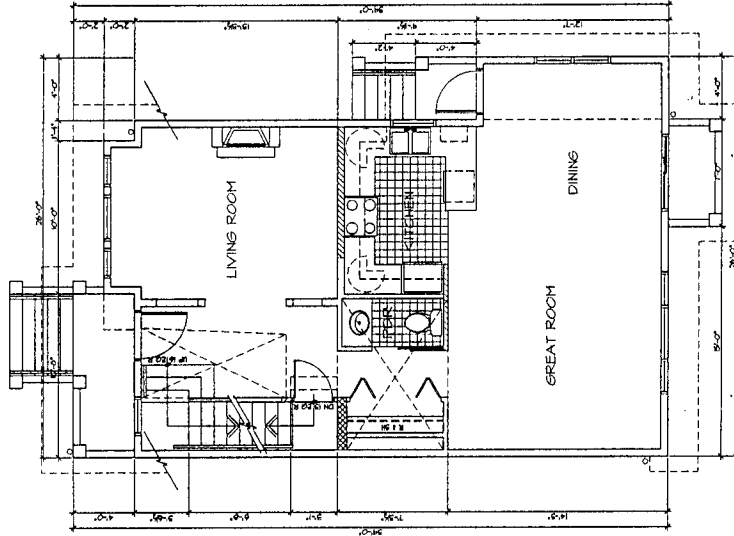
UPPER FLOOR
SCALE: 1/4"=1'-0"
982 SQ.F.

APR 07 2003

DP 02-212758

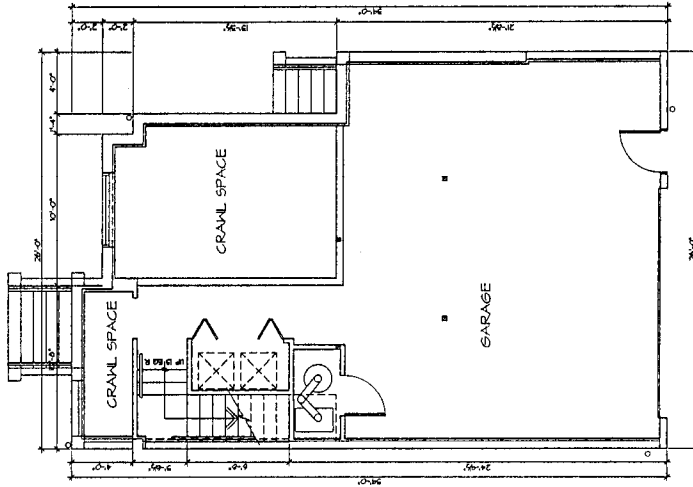
- REVISIONS
- | NO. | DATE | DESCRIPTION |
|-----|----------|----------------------|
| 1 | 11/11/02 | ISSUED FOR PERMIT |
| 2 | 11/11/02 | REVISED PER COMMENTS |
| 3 | 11/11/02 | REVISED PER COMMENTS |
| 4 | 11/11/02 | REVISED PER COMMENTS |
| 5 | 11/11/02 | REVISED PER COMMENTS |

#30.



② MAIN FLOOR
840 SQ.F.
SCALE: 1/4"=1'-0"

TOTAL AREA - 1534 SQ.F.



① GARAGE LEVEL
SCALE: 1/4"=1'-0"

6400 BL. PRINCESS LANE
RICHMOND, BC

11 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

FLOOR PLAN
UNIT B

DATE	ISSUED
DRAWN BY	OC
CHECKED BY	TR
SCALE	AS SHOWN
PLOTTED	UC/MLP/MLG
DATE	02/05
JOB NUMBER	0205

A-2.3

APR 07 2003
DP 02-2127 5 8

NO.	DATE	DESCRIPTION
1		PRELIMINARY DESIGN
2		REVISIONS
3		REVISIONS
4		REVISIONS
5		REVISIONS

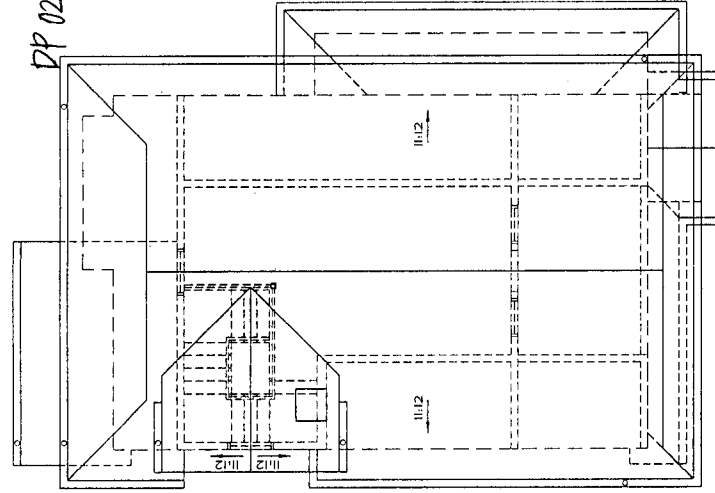
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6400 BL PRINCESS LANE
RICHMOND, BC
11 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

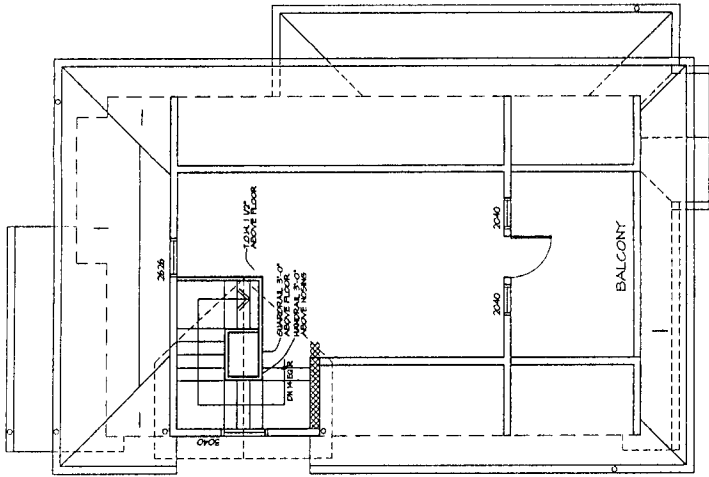
FLOOR PLAN
UNIT B

DATE	JANUARY
DRAWN BY	DC
CHECKED BY	TR
DESIGNED BY	UJ/COM
NOTED	
DATE	ILLUSTRATING
JOB NUMBER	0205

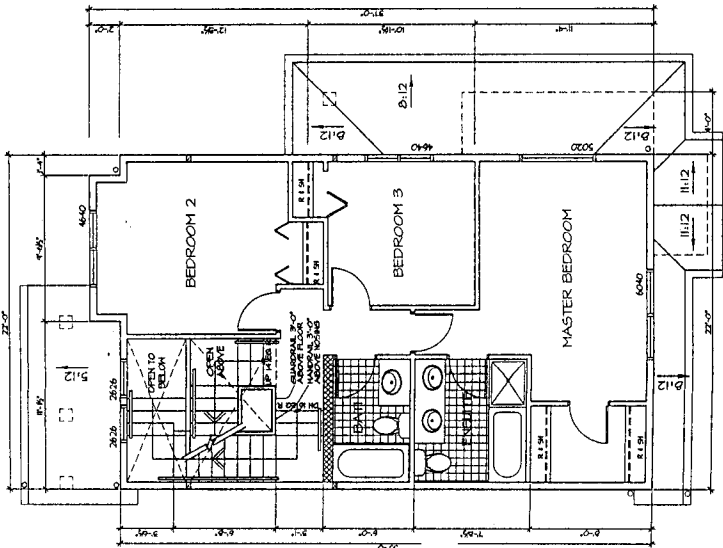
A-2.4



3 ROOF PLAN
A-2.4



2 LOFT PLAN
A-2.4



1 UPPER FLOOR
A-2.4
SCALE: 1/4"=1'-0"

APR 07 2003
 DP 02-212758

REVISIONS

NO.	DATE	DESCRIPTION
1		ISSUED FOR PERMITS
2		ISSUED FOR PERMITS
3		ISSUED FOR PERMITS
4		ISSUED FOR PERMITS
5		ISSUED FOR PERMITS

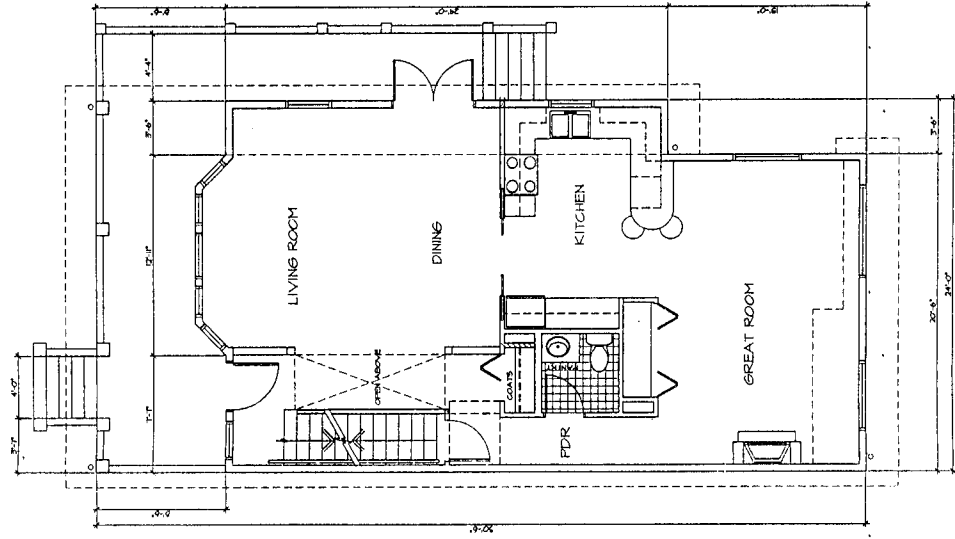
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6400 BL PRINCESS LANE
 RICHMOND, BC
 T1 UNITS
 FOR LONDON LANDING
 DEVELOPMENT CORP.

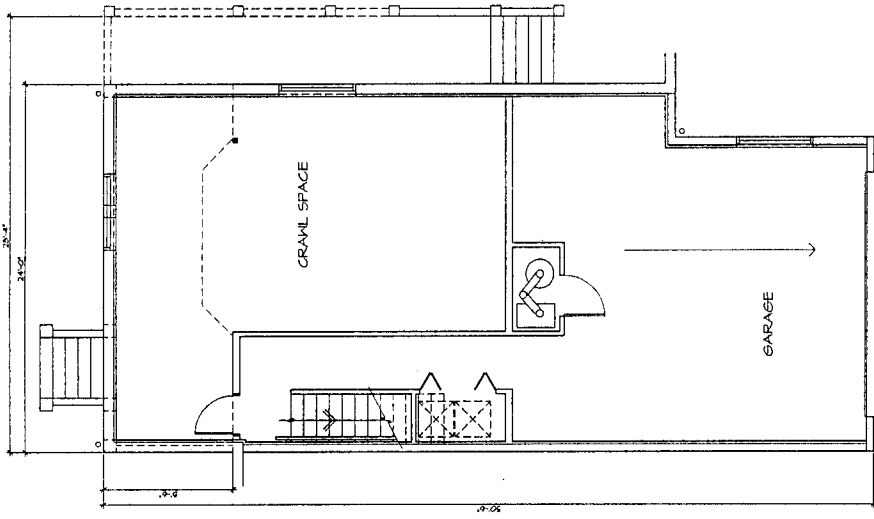
FLOOR PLAN
 UNIT C

DATE	JAN 02
DESIGNED BY	DC
DRAWN BY	TR
SCALE	1/4" = 1'-0"
CAD FILE	U3-UNIT2.DWG
JOB NUMBER	0205

A-25



1 MAIN FLOOR
 SCALE: 1/4" = 1'-0"
 984 SQ.F.



2 GARAGE LEVEL
 SCALE: 1/4" = 1'-0"

APR 07 2003

DP 02-212758

- REVISIONS**
- 1. DATE: 04/07/03
 - 2. DESCRIPTION: REVISIONS TO UNIT C
 - 3. DRAWN BY: J. W. WILSON
 - 4. CHECKED BY: J. W. WILSON
 - 5. APPROVED BY: J. W. WILSON
 - 6. DATE: 04/07/03

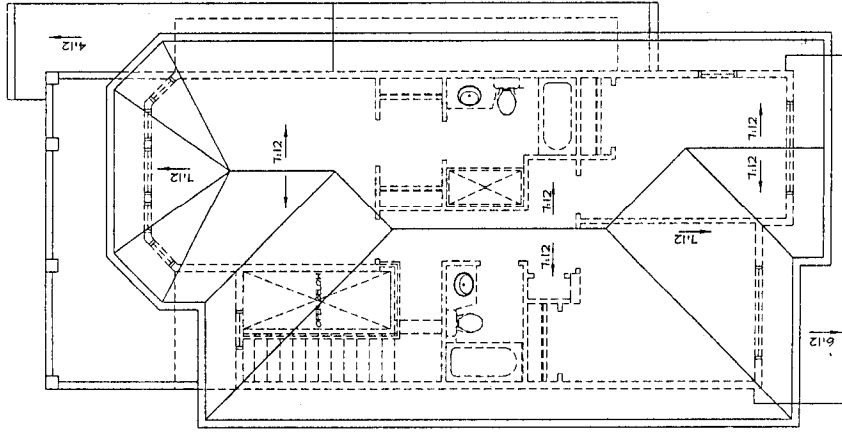
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6400 BL. PRINCESS LANE
 RICHMOND, BC
 T1 UNITS
 FOR LONDON LANDING
 DEVELOPMENT CORP.

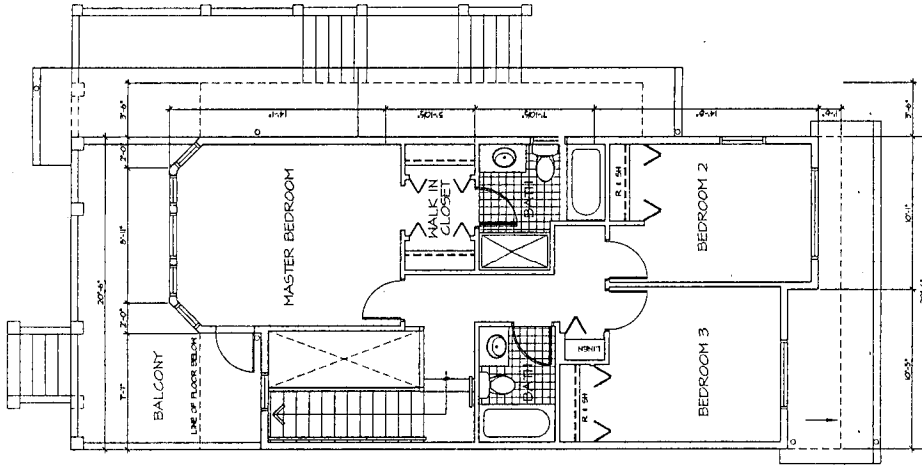
**FLOOR PLAN
 UNIT C**

DATE	JAN 02
DRAWN BY	DC
CHECKED BY	W. WILSON
PLOTTED	W. WILSON
CAD FILE	U3-UNITC.DWG
JOB NUMBER	0205

A-26



3 ROOF PLAN
 SCALE: 1/4"=1'-0"
 105 SQ.F.

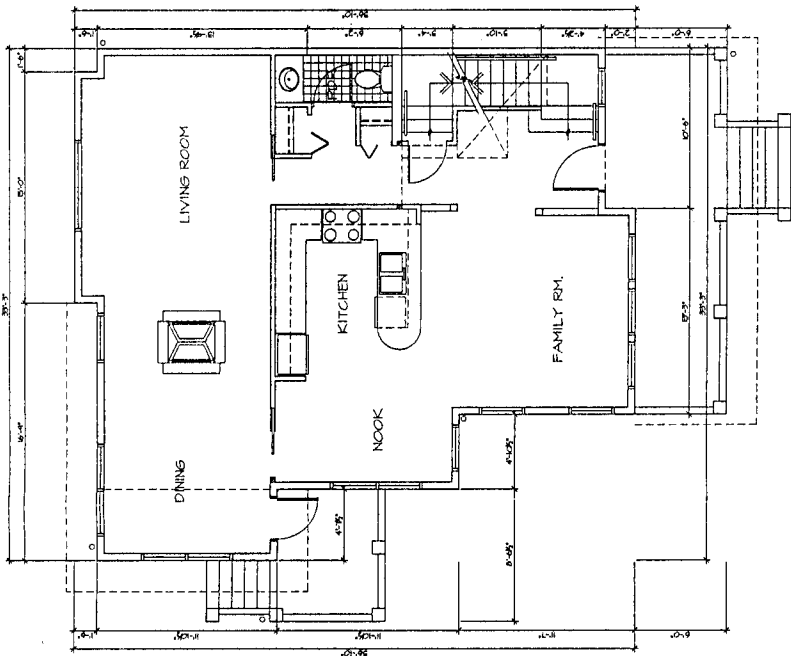


2 UPPER FLOOR
 SCALE: 1/4"=1'-0"
 105 SQ.F.

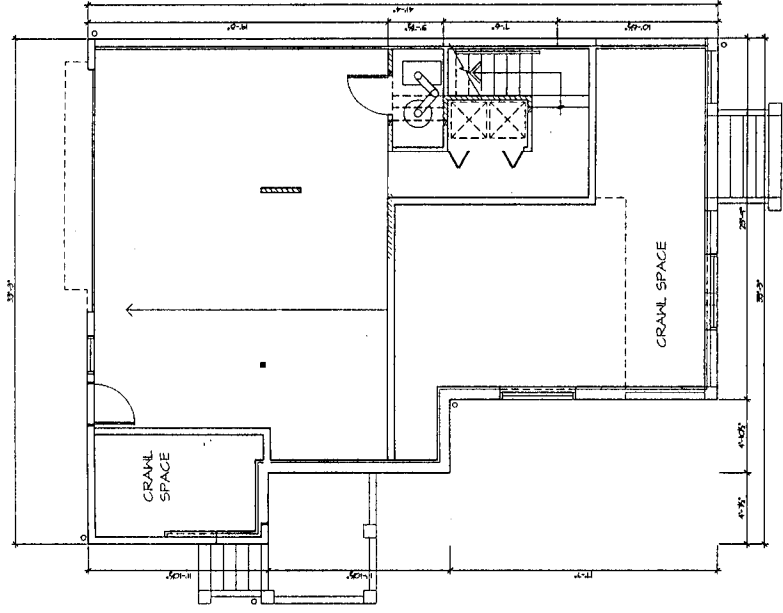
APR 07 2003
DP 02- 2127 5 8

NO.	DATE	DESCRIPTION
1		ISSUED FOR PERMITS
2		ISSUED FOR PERMITS
3		ISSUED FOR PERMITS
4		ISSUED FOR PERMITS
5		ISSUED FOR PERMITS

#39.



③ MAIN FLOOR
SCALE: 1/4"=1'-0"
1004 SQ.F.



① GARAGE LEVEL
SCALE: 1/4"=1'-0"

6400 BL PRINCESS LANE
RICHMOND, BC
11 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

FLOOR PLAN
UNIT D

DATE	DESIGNED BY	DATE	JOB NUMBER
JAN 2003	TR		0205
	AL SHOWN		
	LLH/MD/DWG		

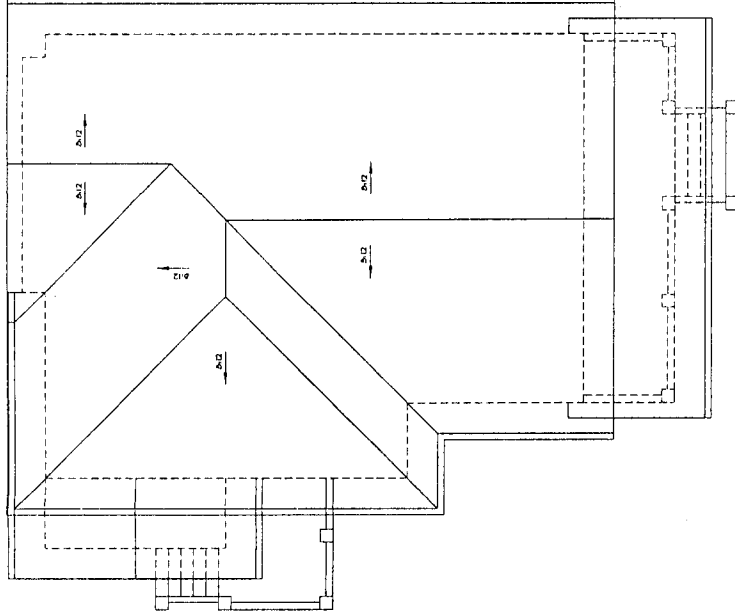
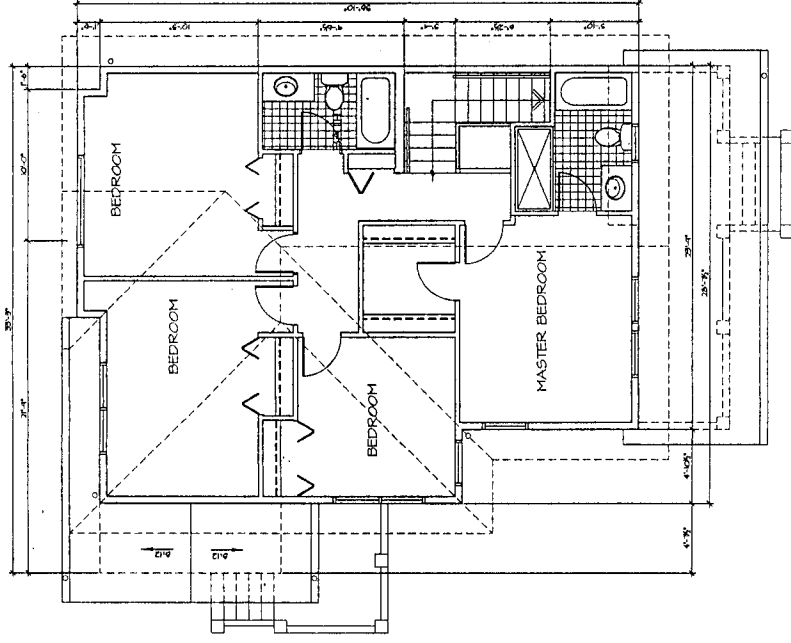
A-2.7

APR 07 2003

DP 02-212758

NO.	DATE	DESCRIPTION
1		PROVIDE WALL-BOUNT SYSTEM
2		PROVIDE WALL-BOUNT SYSTEM
3		PROVIDE WALL-BOUNT SYSTEM
4		PROVIDE WALL-BOUNT SYSTEM
5		PROVIDE WALL-BOUNT SYSTEM
6		PROVIDE WALL-BOUNT SYSTEM
7		PROVIDE WALL-BOUNT SYSTEM
8		PROVIDE WALL-BOUNT SYSTEM
9		PROVIDE WALL-BOUNT SYSTEM
10		PROVIDE WALL-BOUNT SYSTEM

#3h.



6400 BL PRINCESS LANE
RICHMOND, BC
11 UNITS
FOR LONDON LANEING
DEVELOPMENT CORP.

FLOOR PLAN
UNIT D

DATE	DATE
JANUARY	0205
BY	
SCALE	
PLOTTED	
CAD FILE	
JOB NUMBER	

A-2.8

GOLDENROOF BELL LYONH
GROUP OF ARCHITECTS P.A.

100 AVENUE M, SUITE 100
RICHMOND, BC V6V 1K6
TEL: (604) 271-1188
WWW.GOLDENROOFBELLLYONH.COM

APR 07 2003

DP 02- 2 127 5 8

- REVISIONS
- 1. APPROVALS
 - 2. REVISIONS
 - 3. APPROVALS
 - 4. REVISIONS
 - 5. APPROVALS
 - 6. REVISIONS

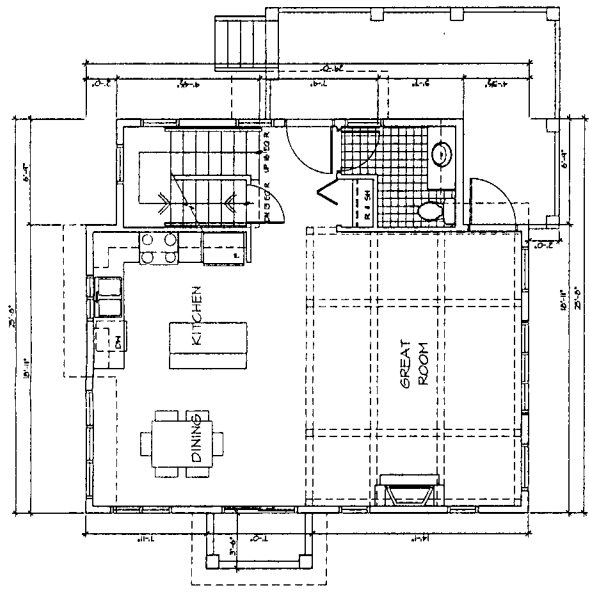
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6400 BL. PRINCESS LANE
RICHMOND, BC
11 UNITS
FLOWERBUSH LANDING
DEVELOPMENT CORP.

FLOOR PLANS
UNIT E

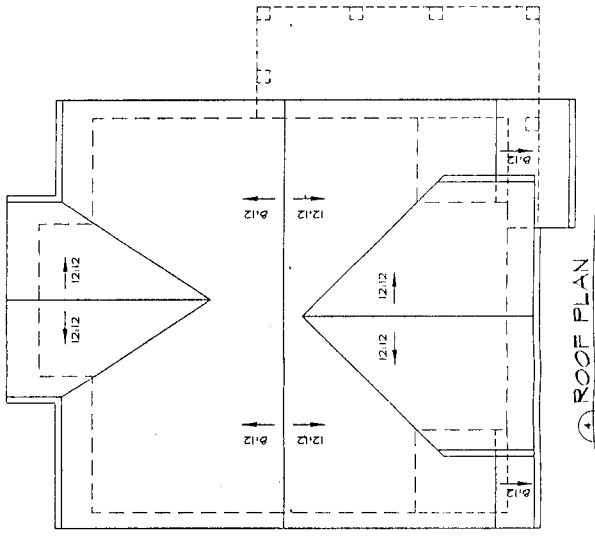
DATE: JAN/2002
DRAWN BY: BC
CHECKED BY: BC
SCALE: 1/4" = 1'-0"
PLOTTER: -
CAD FILE: ILS-UNIT1.DWG
JOB NUMBER: 0205

A-2.9

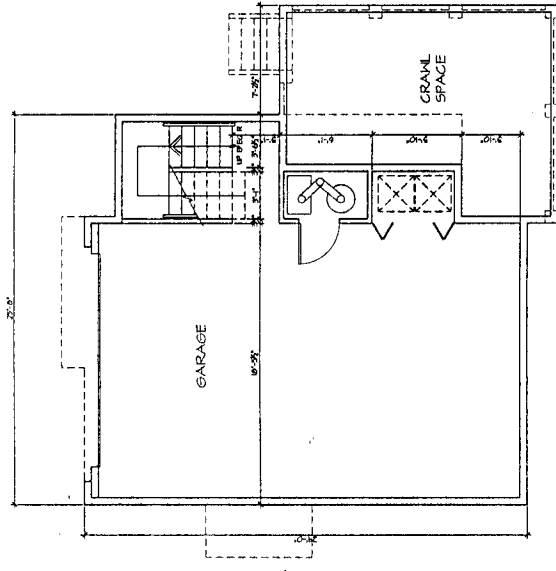


1 MAIN FLOOR
102 SQ.F.

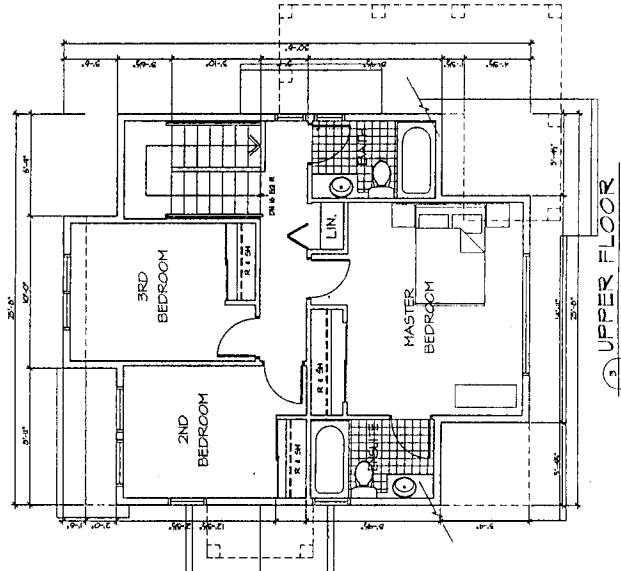
TOTAL AREA - 1306.0 SQ.F.



2 ROOF PLAN



3 GARAGE LEVEL

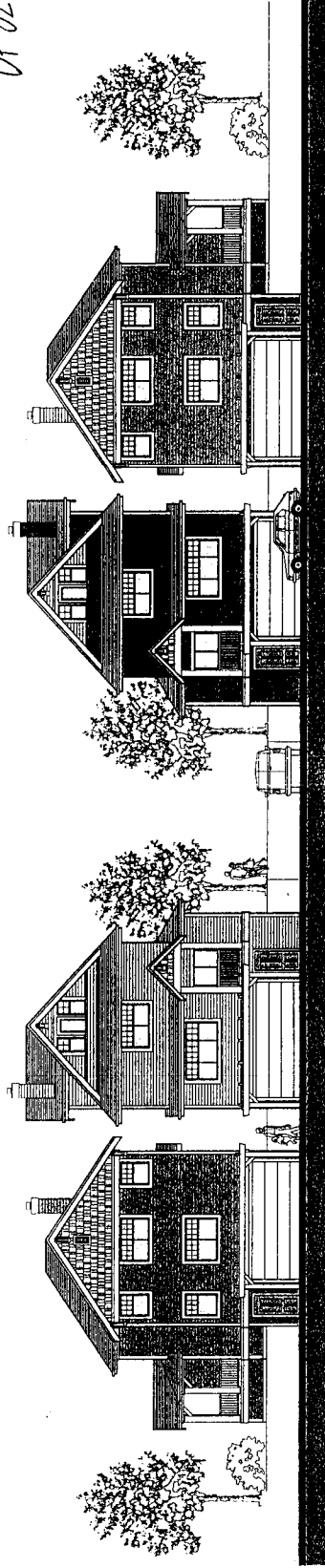


4 UPPER FLOOR

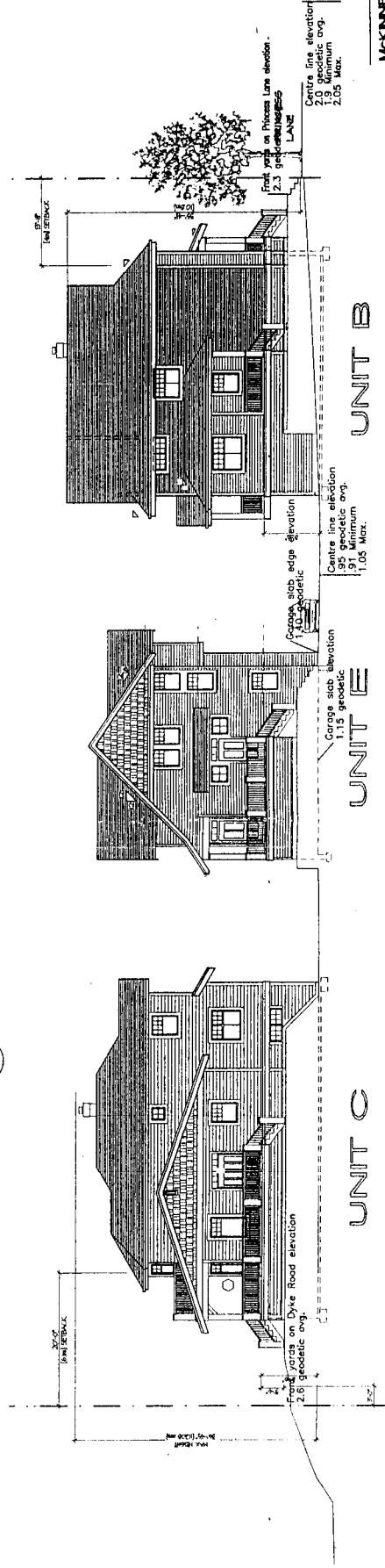
APR 07 2003

DP 02 - 2127 58

#4a.



1 ALONG INTERNAL ROAD
LOOKING NORTH



2 SECTION THROUGH SITE
LOOKING WEST

MCKINNEY W:
640 BL. PRINCES
RICHMOND, BC
11 UNITS
FOR LANDSCAPE
DEVELOPMENT &
STREETSCAPE

0205
A 1

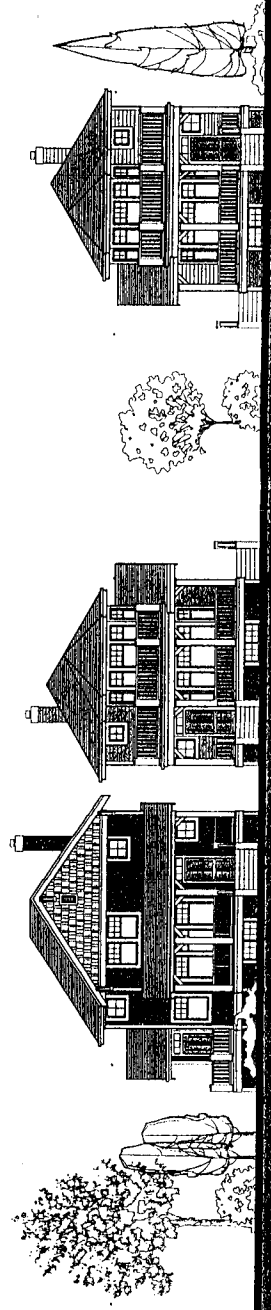
APR 07 2003

DP 02-212758

#4b.



1 ALONG PRINCESS LANE
LOOKING SOUTH



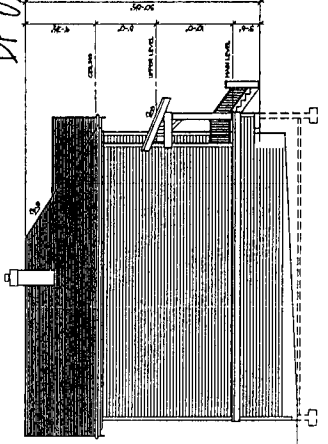
2 ALONG DYKE ROAD
LOOKING NORTH

APR 07 2003
 DP 02 - 2127 58

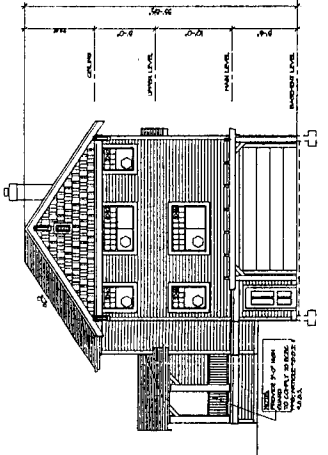
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REVISIONS

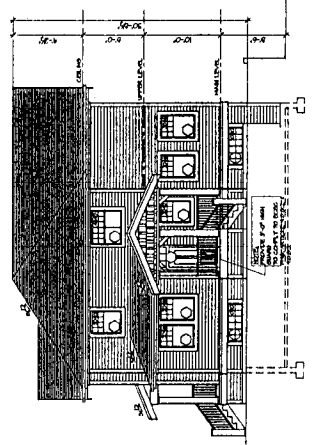
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2		ISSUED FOR PERMIT
3		ISSUED FOR PERMIT
4		ISSUED FOR PERMIT



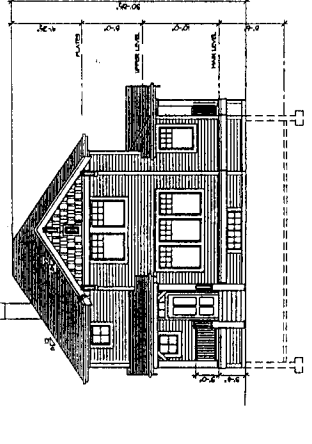
SIDE ELEVATION - UNIT A
 SCALE: 1/8" = 1'-0"



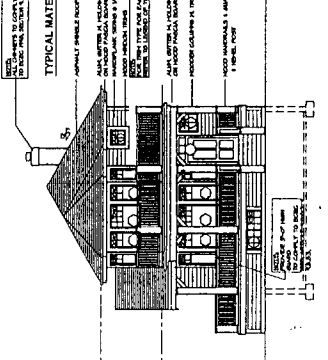
REAR ELEVATION - UNIT A
 SCALE: 1/8" = 1'-0"



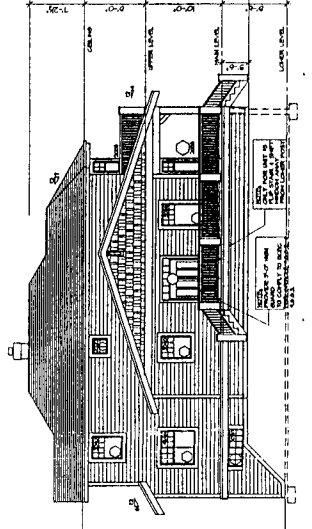
SIDE ELEVATION - UNIT A
 SCALE: 1/8" = 1'-0"



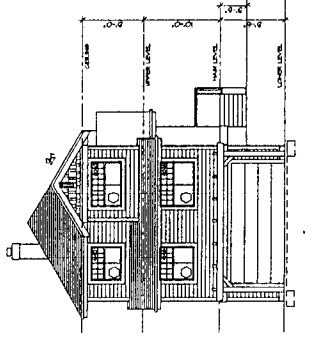
FRONT ELEVATION - UNIT A
 SCALE: 1/8" = 1'-0"



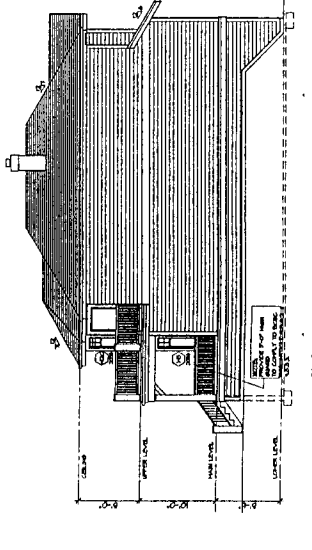
FRONT ELEVATION - UNIT C
 SCALE: 1/8" = 1'-0"



SIDE ELEVATION - UNIT C
 SCALE: 1/8" = 1'-0"



REAR ELEVATION - UNIT C
 SCALE: 1/8" = 1'-0"



SIDE ELEVATION - UNIT C
 SCALE: 1/8" = 1'-0"

6400 BL. FRANCES
 RICHMOND, BC
 11 UNITS
 FOR LONDON LANT
 DEVELOPMENT C

ELEVATIONS
 UNIT A & C

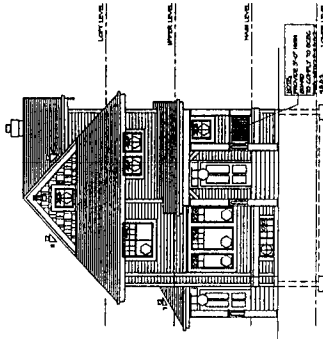
DATE	DATE
DATE	DATE
DRAWN BY	DRAWN BY
CHECKED BY	CHECKED BY
PLOTTED	PLOTTED
DATE FILE	DATE FILE
JOB NUMBER	JOB NUMBER

APR 07 2003

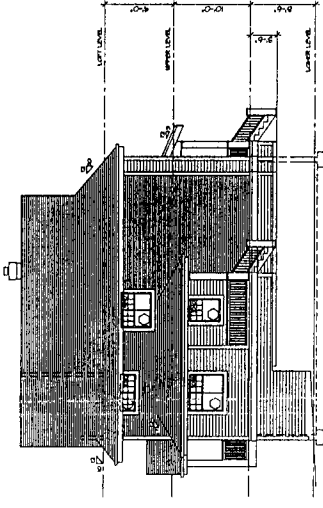
DP 02- 2127 58

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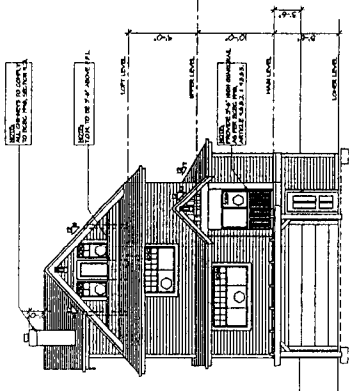
- REVISIONS**
- 1. DATE: 04/07/03
 - 2. REVISION: 1.0
 - 3. REVISION: 2.0
 - 4. REVISION: 3.0
 - 5. REVISION: 4.0



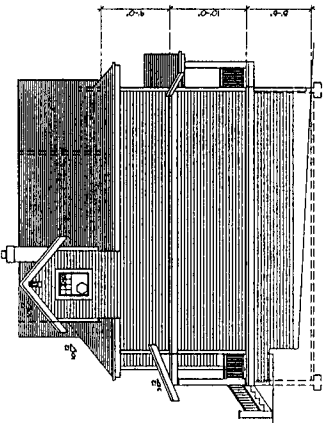
FRONT ELEVATION - UNIT B-LOFT



SIDE ELEVATION - UNIT B-LOFT

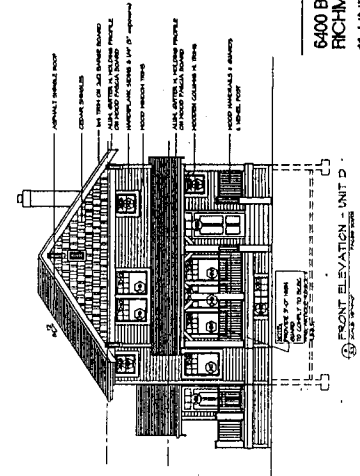


REAR ELEVATION - UNIT B-LOFT

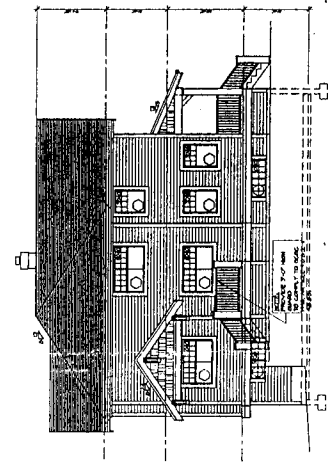


SIDE ELEVATION - UNIT B-LOFT

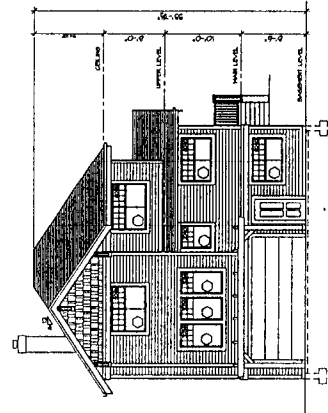
TYPICAL MATERIALS:



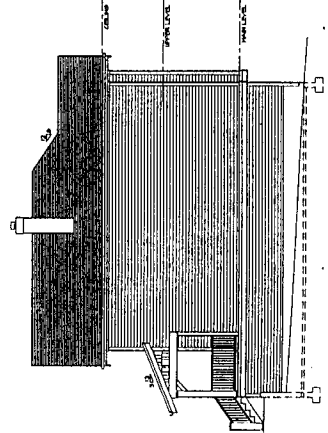
FRONT ELEVATION - UNIT D



SIDE ELEVATION - UNIT D



REAR ELEVATION - UNIT D



SIDE ELEVATION - UNIT D

6400 BL PRINCESS LA
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 11 UNITS
 FOR LONDON LANDON
 DEVELOPMENT CO

**ELEVATIONS
 UNIT D**

DATE:	JAN/02
DRAWN BY:	TR
CHECKED BY:	AS BROWN
SCALE:	1/4" = 1'-0"
PLOTTED:	11/14/02
CAD FILE:	0205
JOB NUMBER:	0205

CONCRETE BUILDING GROUP OF AMERICA INC.

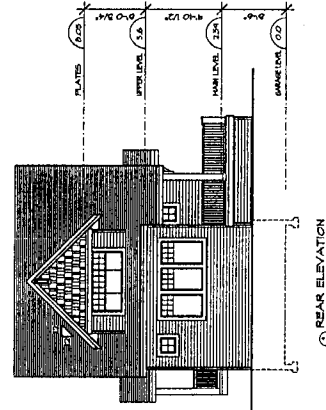
1500 WEST 10TH AVENUE
 SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1100
 FAX: 303.733.1101
 WWW.CONCRETEBUILDINGGROUP.COM

APR 07 2003

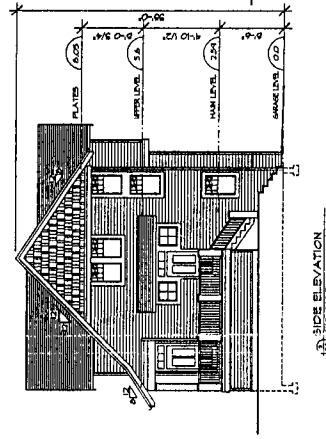
PP 02 - 212758

- REVISIONS
- 1. REVISED PER ARCHITECT
 - 2. REVISED PER ARCHITECT
 - 3. REVISED PER ARCHITECT
 - 4. REVISED PER ARCHITECT
 - 5. REVISED PER ARCHITECT

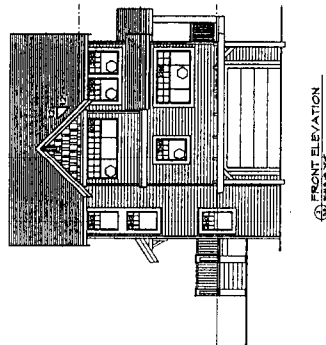
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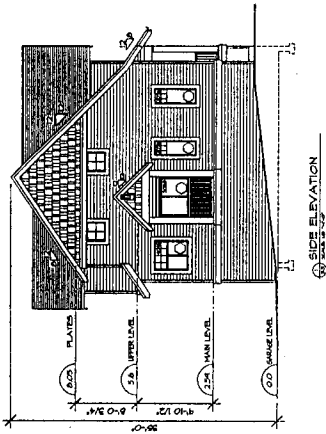
REAR ELEVATION



SIDE ELEVATION



FRONT ELEVATION



SIDE ELEVATION

6400 BL PRINCESS LANE
 RICHMOND, BC
 11 UNITS
 FOR LONDON LANDING
 DEVELOPMENT CORP.

ELEVATIONS
 UNIT E

DATE	JAN/2002
DRAWN BY	DC
CHECKED BY	TB
SCALE	1/8" = 1'-0"
PLOTTED	11/14/02
DATE	11/14/02
JOB NUMBER	0205

A-3.3