



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: October 8, 2002
File: DP 02-212757
Re: **Application by London Landing Development Corp. for a Development Permit
at 13200 Princess Street**

Manager's Recommendation

That a Development Permit be issued for 13200 Princess Street on a site zoned Comprehensive Development District (CD/115), which would allow the development of 19 detached townhouse units containing a total floor area of 2,636.874 m² (28,384 ft²).

A handwritten signature in black ink that reads "Joe Erceg".

Joe Erceg
Manager, Development Applications
JE:bfg

Att. 3

Staff Report

Origin

London Landing Development Corporation has applied to the City of Richmond for permission to develop approximately 19 detached townhouses at 13200 Princess Street.

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

Development Information

Site Area:	4,649.273 m ² (50,046 ft ²)
Building Area:	2,636.874 m ² (28,384 ft ²)
Density:	40 du per ha 16 du per ac.
Site Coverage:	30.0 % Allowed 29.5 % Proposed
F.A.R.:	0.57 Allowed 0.57 Proposed
Parking:	38 unit stalls plus 4 visitor stalls Required 38 unit stalls plus 5 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.

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 90m (295 ft) of the front door of each dwelling and a paved area of width 7.3m (24 ft) for fire truck set up within 45m (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 Organisation

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 2.5m (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 meters 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 feet is required to adequately serve a side-by-side parking configuration.***

Garage doors to be a maximum width of 4.9m and maximum height of 2.1m. ***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 37m² (398.3 ft²) in area and 9m (29.5 ft) in depth, which may be reduced to 5.3m (17.2 ft) where adequate privacy screening is provided. ***Complies.***

9.3.9.A Indoor Amenity Space

Provided at a minimum rate of 2m² (6.6 ft²) per bedroom and 70m² per development and shall include a multi-purpose facility. ***Does not comply. Payment of \$19,000.00 (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 4m² 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

N/A Units should be designed to be universally accessible in all multiple family developments, or be adaptable for conversion.

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 76m before being intercepted by a publicly accessible street and no further than 36m 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 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 1.2m 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 indicates 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 subject 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 detailed design of the larger buildings for subsequent applications on the north side of the site and on the east end of Dyke Road.**
- .2 Bulk and Heights
 - .1 Simple structures. **Complies.**
 - .2 Principal buildings typically two storeys and 9m 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 20m 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 2.4m deep and 1m high, windows should enhance interior living space, garages at the same level as buildings and use of high quality materials/craftsmanship. **Complies.**
- .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 1.9m high). **Not Applicable.**
 - .3 Landscape buffer for properties facing “heritage residential” (lawn/trees 6m 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, existing industrial development that is anticipated as future residential development;

To the east, existing industrial development that is anticipated as future residential development;

To the south, across Princess Lane is an existing 3½ storey townhouse complex; and

To the west, across Princess Street are older, small lot industrial and residential buildings.

Staff Comments

Development Coordinator Comments

1. A landscape letter of credit in the amount of \$56,768.00 ($\pm 28,384 \text{ ft}^2 \times \$40.00/\text{ft}^2 \times 5\%$) 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 01-198754). 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:

Legal requirements, specifically:

1. Registration of cross-access agreements for drive aisles to allow them to extend and service neighbouring properties.
2. Registration of public rights-of-passage through centre north-south roadway and along all public trail connections.
3. Registration of an easement or right-of-way on the property line to the north for retention of soils and to ensure that no industrial building will be built along the adjacent property line.

Acknowledged by the applicant. Cross access agreements, public rights of passage and easements are in process and should be completed prior to final adoption of the rezoning, tentatively scheduled for October 28, 2002.

Development requirements, specifically:

1. Completion of subdivision to create the development site.
2. Road dedication of approximately 652.6m² (7,025 ft²) along Princess Lane.
3. A Development Permit, processed to a satisfactory level to the Manager, Development Applications.
4. Submission of a Letter of Credit for \$19,000 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 the adjacent properties.
5. Submission of an engineering report that reviews sight lines and geometry of London Road, west of Princess Street. The report is to include a cost estimate to improve current conditions.
6. Enter into a Servicing Agreement for:

- Full upgrading of Princess Street and Princess Lane along frontage of site.
- Pavement widening along Princess Street from property line to London Road.

Acknowledged by the applicant. The applicant's objective is to achieve final adoption of the rezoning tentatively scheduled for October 28th 2002 and appear at the Development Permit Panel on October 30th 2002.

- ***The subdivision and road dedication plans are in process and should be complete prior to final adoption of the rezoning tentatively scheduled for October 28th 2002.***
- ***The development permit has been sufficiently advanced to the satisfaction of the Manager, Development Applications.***
- ***The letter of credit in lieu an indoor amenity space in the amount of \$19,000.00 (19 units x \$1,000.00/unit) will be collected prior to final adoption of the rezoning tentatively scheduled for October 28th 2002.***

- ***The rezoning requirement regarding an engineering report that reviews sight lines and geometry of London Road, west of Princess Street including a cost estimate is underway and should be complete prior to adoption of the rezoning tentatively scheduled for October 28, 2002.***
- ***The applicant will not have sufficient time to complete a standard Service Agreement prior to adoption of the rezoning tentatively scheduled for October 28, 2002 however, Engineering staff are prepared to accept a Preliminary Servicing Agreement with 175% bonding of the anticipated infrastructure improvements.***

Community Planning Comments

1. Indoor and/or outdoor amenity areas should be more specifically determined for the area and where they should be located. If there is no opportunity to provide an indoor amenity spaces in this phase, then the project should provide a letter of credit in the amount of \$19,000.00 (\$1,000.00 per unit x 19 units) towards such uses for future phases. ***Acknowledged by the applicant.***
2. This is not in the area designated Heritage Residential, therefore, there is no need for a heritage review or to send this project to the Heritage Commission. ***Noted.***
3. The second row of units north of Princess Lane are set very close to the proposed north property line. ***This application anticipates the development of the lands to the north. An interim buffer of three meters is to be provided on the adjoining site.***

Building and Zoning Comments

1. The site statistics should reference Comprehensive Development District (CD/115). ***The applicant has complied.***
2. Zoning staff indicate that building envelope must match the Comprehensive Development District (CD/115) as amended, that setbacks and encroachments are to be confirmed and that height of the crawl space should be indicated to ensure that it is clearly not habitable space. ***The applicant has complied.***
3. The applicant has requested a text amendment to CD/115 that would provide an addition 10% of the total floor area for covered outdoor living spaces which are open on one or more sides. ***The applicant has verified that the total covered outdoor living area is less than 10% of the total floor area.***
4. Ensure that all decks, porches and are included within the proposed building envelopes. ***The applicant has complied.***
5. Show the setback requirements as minimum in metric and (imperial). ***The applicant has complied.***
6. 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 neighbourhood 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 submitted an interim neighbourhood master plan on September 24, 2002. This submission deviates from previous neighbourhood conceptual plans and approval of this development application does not imply support for the attached neighbourhood master plan. The future development of adjacent lands will continue to evolve through subsequent rezoning approvals. The applicant has another current development permit application for an additional eleven (11) units at 6400 Princess Lane (i.e. DP 02-212758) and 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 redevelopment 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.*
2. Consider some form of buffering between the residential units and the remaining industrial zoned properties. The proposal should address noise attenuation issues that could exist 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" OSB sheathing, R14 insulation and 5/8" ULC rated GWB. The applicant indicates that this assembly has been successful in locations influenced by traffic noise, as well as those impacted by industrial noise. It should be noted that the applicant proposes to redevelop the existing and adjacent industrial properties with the greatest potential to created noise impact for this site.*
3. 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.*
4. Provide a series of continuous sectional elevations across the site to illustrate the relationship of build form to circulation, open space and proposed grading. *The applicant has complied.*

5. Provide a series of continuous architectural elevations around the entire perimeter of the site. ***The applicant has complied.***
6. The issue of exterior materials have already been addressed during the related development permit application for 13400 Princess Street (i.e. see Richmond development permit file 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 are to be the same as 13400 Princess Street.***
7. Illustrate the proposed landscape treatment of all open space, including public roadway boulevards, private roads, road ends as well as all private outdoor spaces. ***The applicant indicates that options have been secured on several adjacent properties however the master planning for the neighbourhood is only partially complete. It is assumed that the site planning for adjacent development parcels will continue to evolve with subsequent rezoning and development permit applications.***
8. Use a variety of landscape treatments to create a layered frontage that defines private from public space but still retains a strong connection between the unit entries and the street. Consider a combination perimeter fence, entry gate and overhead trellis structure in this regard. Design the railings and fences with jogs that incorporate opportunities for tree and shrub planting. ***The applicant has complied. This site is intended to reflect the existing development to the south and to create a traditional streetscape with grass boulevards and street trees.***
9. Provide more boulevard street planting and utilize minimum 10 cm (4") caliper street trees. Space street trees approximately 7m to 10m apart depending on site conditions and conflicts with utilities. ***The applicant has complied.***
10. Provide conceptual site grades and spot elevations at key locations to better illustrate the proposed site development strategy. Demonstrate handicapped accessibility into the future amenity area to the north of the subject site. Consider terracing or sloping the grade transitions wherever possible. ***The applicant has complied. See attached drawings. All transitions greater than 0.609m (2 ft.) will be terraced, transitions less than 0.609m (2 ft.) will be sloped.***
11. Define the paving materials for garage aprons. ***The applicant has agreed to provide decorative paving at the garage aprons.***
12. Consider installing pedestrians scale, heritage lamp posts and light fixtures along the proposed pedestrian pathways. ***The applicant has agreed, the landscape plans indicate pedestrian lighting locations and a separate memo confirms these to be heritage pedestrian overhead lights.***
13. Consider an entry sign and appropriate landscape treatment in the vicinity of the main vehicle entry for the project. ***The applicant proposes an entry sign at the roadway entrance and a mail kiosk along Princess Lane at a pedestrian entry.***
14. 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. ***All significant trees or planting occur within the road right-of-way and the Service Agreement will address tree retention within the road right-of-way.***

15. The north side of the 'T' intersection on the internal private road is an opportunity to provide some limited outdoor amenity in this phase of the development. ***This location will be required to accommodate refuse and recycling in the short term. In the long term, if the City agrees to individual refuse and recycling pick up then this location can be returned to open space and amenity use.***
16. Can access be provided to the narrow side yards and could they be used for storage? ***The applicant has agreed to provide access for storage.***
17. Consider construction of the walkway on the adjoining property along the north property of the subject site as part of this development phase. ***The applicant has agreed.***
18. Consider raised panel garage door units or upper level glazing in the double garage doors. ***The applicant has agreed to up-grade the garage doors but this is not reflected on the building elevations.***
19. Address the interim screening and buffering of the industrial properties on west side of Princess Street from the proposed residential on the east side of Princess Street. ***The applicant has agreed to provide interim screening and buffering of the industrial properties along the west side of Princess Street. It is understood that this will be addressed as part of the Service Agreement.***

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 01-198754) staff report to Council dated July 4, 2002. ***Acknowledged by the applicant. The applicant's objective is to achieve final adoption of the rezoning tentatively scheduled for October 28th 2002 and appear at the Development Permit Panel on October 30th 2002.***
 - ***The cross access agreements, public rights of passage and easements are in process and should be completed prior to final adoption of the rezoning tentatively scheduled for October 28, 2002.***
 - ***The subdivision and road dedication plans are in process and should be complete prior to final adoption of the rezoning tentatively scheduled for October 28, 2002.***
 - ***The development permit has been sufficiently advanced to the satisfaction of the Manager, Development Applications.***
 - ***The letter of credit in lieu an indoor amenity space in the amount of \$19,000.00 (19 units x \$1,000.00/unit) will be collected prior to final adoption of the rezoning tentatively scheduled for October 28th 2002.***
 - ***The rezoning requirement regarding an engineering report that reviews sight lines and geometry of London Road, west of Princess Street including a cost estimate is underway and should be complete prior to adoption of the rezoning tentatively scheduled for October 28, 2002.***
 - ***The applicant will not have sufficient time to complete a standard Service Agreement prior to adoption of the rezoning tentatively scheduled for October 28, 2002 however, Engineering staff are prepared to accept a Preliminary Servicing Agreement with 175% bonding of the anticipated infrastructure improvements..***

Transportation Comments

1. Revise the curb alignment of the Princess Street cul-de-sac at the vehicle entry for this project to include a driveway crossing rather than curb returns. ***This applicant is understood by the applicant and will be addressed as part of the Service Agreement.***
2. Visitor parking spaces need to be identified and designated as such. ***The applicant has complied.***
3. Ensure that the slope of the visitor parking areas does not exceed 5%. ***The applicant has complied.***
4. Transportation's position on road design issues are as follows:
 - Princess Lane: 17.0m right-of-way width
8.5m pavement width
 - Princess Street: 20.0m right-of-way width
11.5m ultimate pavement width (8.5 m interim pavement width)
 - A civil engineer's report to assess London Road west of Princess Street, ensure that the sightlines and geometrics are acceptable, and provide an engineer's cost estimate of improvements.
 - Laneway: If the lane is to become a legal road, the right-of-way requirement is as per city standard for a local road. This right-of-way could be reduced depending on utilities, sidewalk requirements, etc. and requires Transportation and Engineering staff approval.
 - Driveway letdowns (not curb returns) for all private roads.
The applicant has acknowledged all of the above transportation requirements. The rezoning requirement regarding an engineering report that reviews sight lines and geometry of London Road, west of Princess Street including a cost estimate is underway and should be complete prior to adoption of the rezoning tentatively scheduled for October 28, 2002.

Parks Comments

1. As part of the overall master plan, indicate all proposed public and limited public open space as well as all proposed trail 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 September 24, 2002. Future design development of the public open space and trails will be coordinated with Parks staff to achieve a consistent look through out the area. Future neighbourhood open space and trails development have been discussed in general with Parks staff and the need for a comprehensive, neighbourhood master plan was recognized. 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.***

Garbage 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 18.288m (60 ft.) turning radius (i.e. wheel paths not centre lines) superimposed on the site plan to demonstrate how the vehicles can use the internal private road. Address the need for an interim service vehicle turn around. ***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 communal refuse collection and the applicant has included a combined refuse and recycling enclosure at the vehicle entry to the site. See comments below.***
2. The City of Richmond recycling vehicles cannot access this complex as currently designed. A recycling enclosure should be constructed near the entry of the project to accommodate four blue multi-family recycling carts and a three cubic yard cardboard recycling container. ***The applicant has accommodated communal collection of refuse and recycling at the entry of the project. If the future completion of the laneway system permits individual collection of refuse and/or recycling to the satisfaction of the City then the applicant may eliminate the refuse and recycling enclosure only after agreement with the City of Richmond.***

Design Panel Comments

- 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.***

Analysis

Assessment of the Conditions of Adjacency

South Side of the Subject Site – Across Princess Lane is the recently constructed townhouse residential development known as London Landing. Princess Lane road right of way will be 17 m wide with an 8.5 m pavement width. There will be a boulevard strip with street trees and grass complete with a 1.5 m wide sidewalk on both sides. The conditions of adjacency to the south of the subject site are not problematic.

North and East Sides of the Subject Site – There exists industrial property to the east and north of the subject site. The applicant has reportedly acquired an option on the properties to the east and north of the subject site. It is understood that the applicant intends to propose the extension of residential townhouses along Princess Lane to the east of subject site and stacked townhouses to the north of the subject site with an intervening semi-public open space that would also contain an indoor amenity space to be shared with all strata developments within the immediate neighbourhood. The current development permit proposes fencing, a walkway, slope stabilization and construction hoarding between the proposed townhouses of the subject site and the existing industrial properties to the east and north. The conditions of adjacency to the east and north appear acceptable given the understanding that the adjacent sites will be redeveloped for residential uses in the near future. Furthermore to the conditions of adjacency along the east and north sides of the subject site, it is anticipated that rezoning and development permit applications for residential uses on these adjacent sites will be made within one (1) year.

West Side of the Subject Site – There is older existing industrial development to the west of the subject site across Princess Street. Princess Street will ultimately have a pavement width of 11.5 m within the existing 20 m road right of way with an interim pavement width of 8.5 m. There will be a boulevard grass strip with street trees including a 1.5m wide sidewalk on both sides of Princess Street. There are issues of grading and transition from Princess Street into the industrial properties on the west side of the street, which will be addressed as part of the Service Agreement. Present condition of the existing industrial properties across Princess Street suggests the need for some interim landscape buffering and screening on the west side of Princess Street. The applicant has acknowledged this need and has agreed to provide buffering and screening to the satisfaction of Richmond staff as part of the Service Agreement.

Assessment of the Site Planning and Urban Design

The pedestrian entries of units along Princess Street/Lane address the roads and vehicle access is provided by a rear lane while the units along the north side of the internal lane are intended to have frontage along a future, linear open space. The site planning for the subject site is logical in the short term and it has been demonstrated how this proposal can fit within the framework of an overall neighbourhood redevelopment from industrial to residential land uses. However, the current site configuration creates certain limitations for service vehicle access and as currently designed the subject site will require communal not individual municipal refuse and recycling collection. The proposed pedestrian connections will function in the short term and ultimately will form part of a comprehensive system of public and semi-public open space. The future semi-public open space to the north of this site would include a central, detached indoor amenity building. It is anticipated the this central open space, complete with the indoor amenity space will be constructed as part of the next phase of the overall neighbourhood redevelopment.

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 south across Princess Lane.

Assessment of the Landscape Design

The landscape and site development of this parcel is largely driven by the requirement to establish the habitable portions of the residential units at the British Columbia provincial flood proof elevation of 2.6m geodetic. Given this constraint, the applicant has managed to minimize the apparent grade change between the unit entries and the elevation of fronting streets. Pedestrian access across the site is interrupted with stairways however the proposed walkway connection along the east property line will be an accessible pedestrian route between Princess Lane and the internal private road and ultimately to the future central open space to the north.

Assessment of the Requested Variances

No variances are requested or required.

Conclusions

Staff supports this application and recommends approval.



Brian Guzzi, Landscape Architect
Development Planner - Urban Design

BFG:bfg

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 \$56,768.00 ($\pm 28,384 \text{ ft}^2 \times \$40.00/\text{ft}^2 \times 5\%$).



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): 13200 Princess Street
 Legal Description(s): Lot 25 Lot 16 Block 3 North Range 6 West
NWD Plan 27461

Applicant: LONDON LANDING DEVELOPMENT CORP.

Correspondence/Calls to be directed to:

Name: DANA WESTERMARK

Address: #21-4111 GARRY ST.
RICHMOND

Tel. No.: 604-618-2265 Business V7A 2T9 Postal Code
604-241-4697 Residence

E-mail _____ Fax _____

Property Owner(s) Signature(s): _____
DANA WESTERMARK NORM FERGUSON
 Please print name

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>1155⁰⁰</u>
File No.: <u>021-215757</u>	Receipt No.: <u>15-0004377</u>
Only assign if application is complete	

ENTERED



No. DP 02-212757

To the Holder: LONDON LANDING DEVELOPMENT CORPORATION

Property Address: 13200 PRINCESS STREET

Address: C/O 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, #2 and #3 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plans #2, #3 and #4 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1, #2 and #3 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #19 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 CORPORATION
Property Address: 13200 PRINCESS STREET
Address: C/O DANA WESTERMARK
21 – 4111 GARRY STREET
RICHMOND, BC V7A 2T9

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$56,768.00.

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 , .

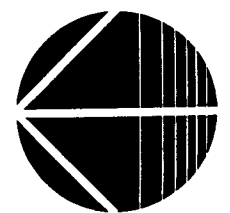
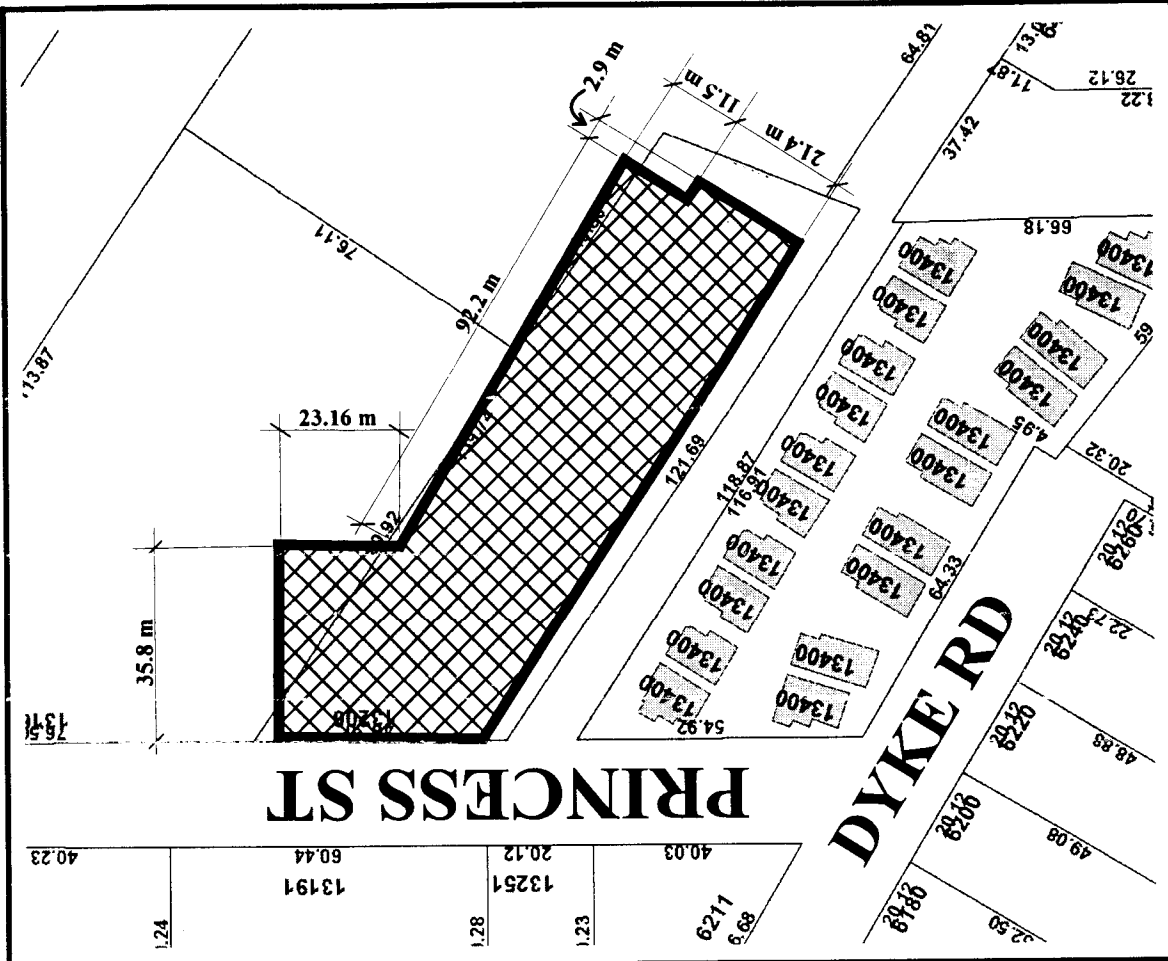
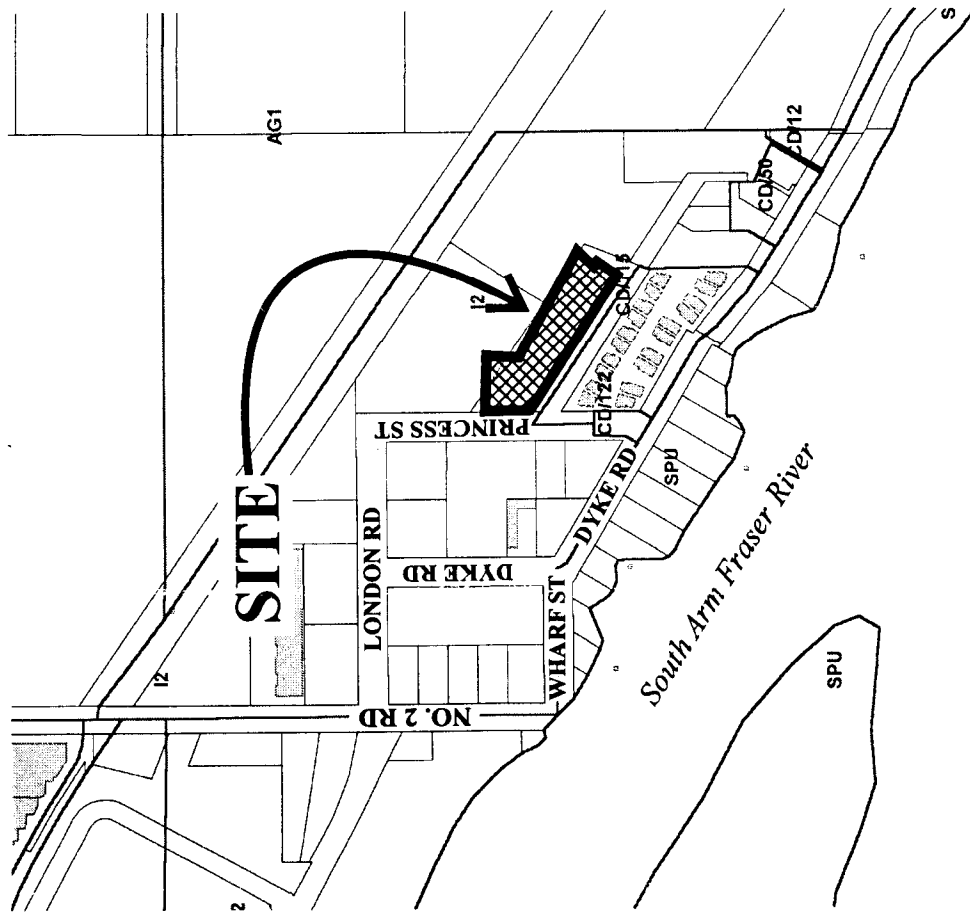
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 02-212757
 SCHEDULE "A"

Original Date: 08/21/02

Revision Date: 10/04/02

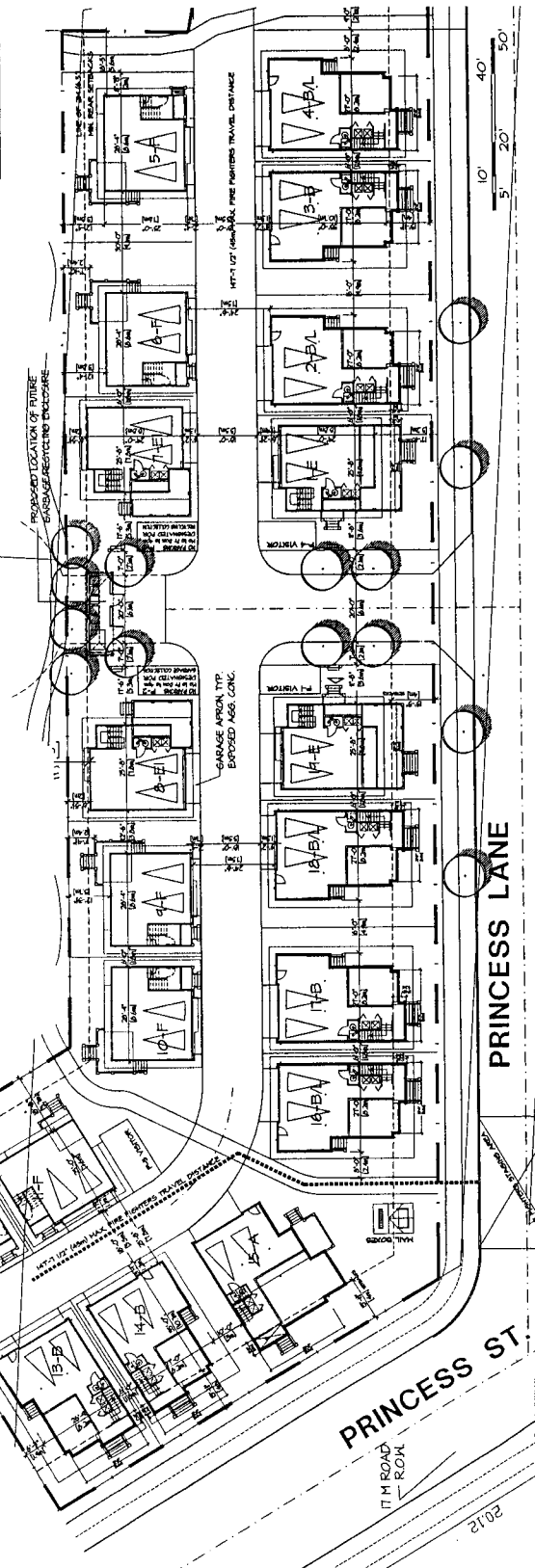
Note: Dimensions are in METRES

PP 02 - 2127 57

- REVISIONS**
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 - 2. [Description]
 - 3. [Description]
 - 4. [Description]
 - 5. [Description]
 - 6. [Description]
 - 7. [Description]
 - 8. [Description]
 - 9. [Description]
 - 10. [Description]

#1

NOTE: ROOFING MATERIAL TO BE HIGH PROFILE ASPHALT SHINGLES



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

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

13200 PRINCESS STREET - MAY 13, 2002
 ALL DIMENSIONS ARE APPROXIMATE
 CIVIL ADDRESS: 13200 PRINCESS STREET
 LEGAL ADDRESS: L# 23 LOT 18 BLOCK 3 NORTH RANGE 6 WEST
 ZONING: CD115
 SITE AREA: 50,046.0 SF (4,549.0 M², 1.15 AC)
 DENSITY CALCULATION: ALLOWED: 0.57 23,384 S#R
 PROPOSED: 0.57 23,384 S#R
 TOTAL F.S.R. AREA: 28,384 S#R
 MAX. ALLOWED: 0.40 20,018 S#R
 PROPOSED: 0.30 14,772 S#R
 SETBACKS: FRONT 13.12 FT
 SIDE/REAR 4M 11MVARIES 3.3 FT
 PROPOSED: 4M 11MVARIES 13.12 FT
 REAR 2MVARIES 6.5 FT
 PARKING CALCULATION: REQUIRED: 42 RES. VISITORS 20
 PROVIDED: 58 SPACES/UNIT 38 SPACES/UNIT
 TOTAL PARKING PROVIDED: 43

LIST OF DRAWINGS

SHEET NO.	DRAWING NAME	SCALE
A-11	SITE PLAN PROJECT DATA	1" = 8'
A-12	STREET SCAPING SECTION	1" = 8'
A-13	FLOOR PLANS - UNIT A	1/4" = 1'-0"
A-14	FLOOR PLANS - UNIT B	1/4" = 1'-0"
A-15	FLOOR PLANS - UNIT C	1/4" = 1'-0"
A-16	FLOOR PLANS - UNIT D	1/4" = 1'-0"
A-17	FLOOR PLANS - UNIT E	1/4" = 1'-0"
A-18	FLOOR PLANS - UNIT F	1/4" = 1'-0"
A-19	FLOOR PLANS - UNIT G	1/4" = 1'-0"
A-20	FLOOR PLANS - UNIT H	1/4" = 1'-0"
A-21	FLOOR PLANS - UNIT I	1/4" = 1'-0"
A-22	FLOOR PLANS - UNIT J	1/4" = 1'-0"
A-23	FLOOR PLANS - UNIT K	1/4" = 1'-0"
A-24	FLOOR PLANS - UNIT L	1/4" = 1'-0"
A-25	FLOOR PLANS - UNIT M	1/4" = 1'-0"
A-26	FLOOR PLANS - UNIT N	1/4" = 1'-0"
A-27	FLOOR PLANS - UNIT O	1/4" = 1'-0"
A-28	FLOOR PLANS - UNIT P	1/4" = 1'-0"
A-29	FLOOR PLANS - UNIT Q	1/4" = 1'-0"
A-30	FLOOR PLANS - UNIT R	1/4" = 1'-0"
A-31	ELEVATIONS - UNIT A F	1/8" = 1'-0"
A-32	ELEVATIONS - UNIT B F	1/8" = 1'-0"
A-33	ELEVATIONS - UNIT C F	1/8" = 1'-0"

UNIT NO.	TYPE	SIZE	UNIT AREA	TOTAL AREA	COVERAGE	TOTAL COV.	S#R
1	A	380	1,341.0	1,341.0	1.00	1,341.0	3,500
2	B	380	1,341.0	1,341.0	1.00	1,341.0	3,500
3	C	380	1,341.0	1,341.0	1.00	1,341.0	3,500
4	D	380	1,341.0	1,341.0	1.00	1,341.0	3,500
5	E	380	1,341.0	1,341.0	1.00	1,341.0	3,500
6	F	380	1,341.0	1,341.0	1.00	1,341.0	3,500
7	G	380	1,341.0	1,341.0	1.00	1,341.0	3,500
8	H	380	1,341.0	1,341.0	1.00	1,341.0	3,500
9	I	380	1,341.0	1,341.0	1.00	1,341.0	3,500
10	J	380	1,341.0	1,341.0	1.00	1,341.0	3,500
11	K	380	1,341.0	1,341.0	1.00	1,341.0	3,500
12	L	380	1,341.0	1,341.0	1.00	1,341.0	3,500
13	M	380	1,341.0	1,341.0	1.00	1,341.0	3,500
14	N	380	1,341.0	1,341.0	1.00	1,341.0	3,500
15	O	380	1,341.0	1,341.0	1.00	1,341.0	3,500
16	P	380	1,341.0	1,341.0	1.00	1,341.0	3,500
17	Q	380	1,341.0	1,341.0	1.00	1,341.0	3,500
18	R	380	1,341.0	1,341.0	1.00	1,341.0	3,500
19	S	380	1,341.0	1,341.0	1.00	1,341.0	3,500
20	T	380	1,341.0	1,341.0	1.00	1,341.0	3,500
21	U	380	1,341.0	1,341.0	1.00	1,341.0	3,500
22	V	380	1,341.0	1,341.0	1.00	1,341.0	3,500
23	W	380	1,341.0	1,341.0	1.00	1,341.0	3,500
24	X	380	1,341.0	1,341.0	1.00	1,341.0	3,500
25	Y	380	1,341.0	1,341.0	1.00	1,341.0	3,500
26	Z	380	1,341.0	1,341.0	1.00	1,341.0	3,500
27	AA	380	1,341.0	1,341.0	1.00	1,341.0	3,500
28	AB	380	1,341.0	1,341.0	1.00	1,341.0	3,500
29	AC	380	1,341.0	1,341.0	1.00	1,341.0	3,500
30	AD	380	1,341.0	1,341.0	1.00	1,341.0	3,500
31	AE	380	1,341.0	1,341.0	1.00	1,341.0	3,500
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35	AI	380	1,341.0	1,341.0	1.00	1,341.0	3,500
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45	AS	380	1,341.0	1,341.0	1.00	1,341.0	3,500
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47	AU	380	1,341.0	1,341.0	1.00	1,341.0	3,500
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49	AW	380	1,341.0	1,341.0	1.00	1,341.0	3,500
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52	AZ	380	1,341.0	1,341.0	1.00	1,341.0	3,500
53	BA	380	1,341.0	1,341.0	1.00	1,341.0	3,500
54	BB	380	1,341.0	1,341.0	1.00	1,341.0	3,500
55	BC	380	1,341.0	1,341.0	1.00	1,341.0	3,500
56	BD	380	1,341.0	1,341.0	1.00	1,341.0	3,500
57	BE	380	1,341.0	1,341.0	1.00	1,341.0	3,500
58	BF	380	1,341.0	1,341.0	1.00	1,341.0	3,500
59	BG	380	1,341.0	1,341.0	1.00	1,341.0	3,500
60	BH	380	1,341.0	1,341.0	1.00	1,341.0	3,500
61	BI	380	1,341.0	1,341.0	1.00	1,341.0	3,500
62	BJ	380	1,341.0	1,341.0	1.00	1,341.0	3,500
63	BK	380	1,341.0	1,341.0	1.00	1,341.0	3,500
64	BL	380	1,341.0	1,341.0	1.00	1,341.0	3,500
65	BM	380	1,341.0	1,341.0	1.00	1,341.0	3,500
66	BN	380					

OCT 08 2002

DP 02- 2127 57

#3

ON 24/2002
Landscape Architect
3180 Burg Street
Suite 200
Fremont, CA 94538
Phone: (925) 275-8800
Fax: (925) 275-8806
Email: floyd@iio.com

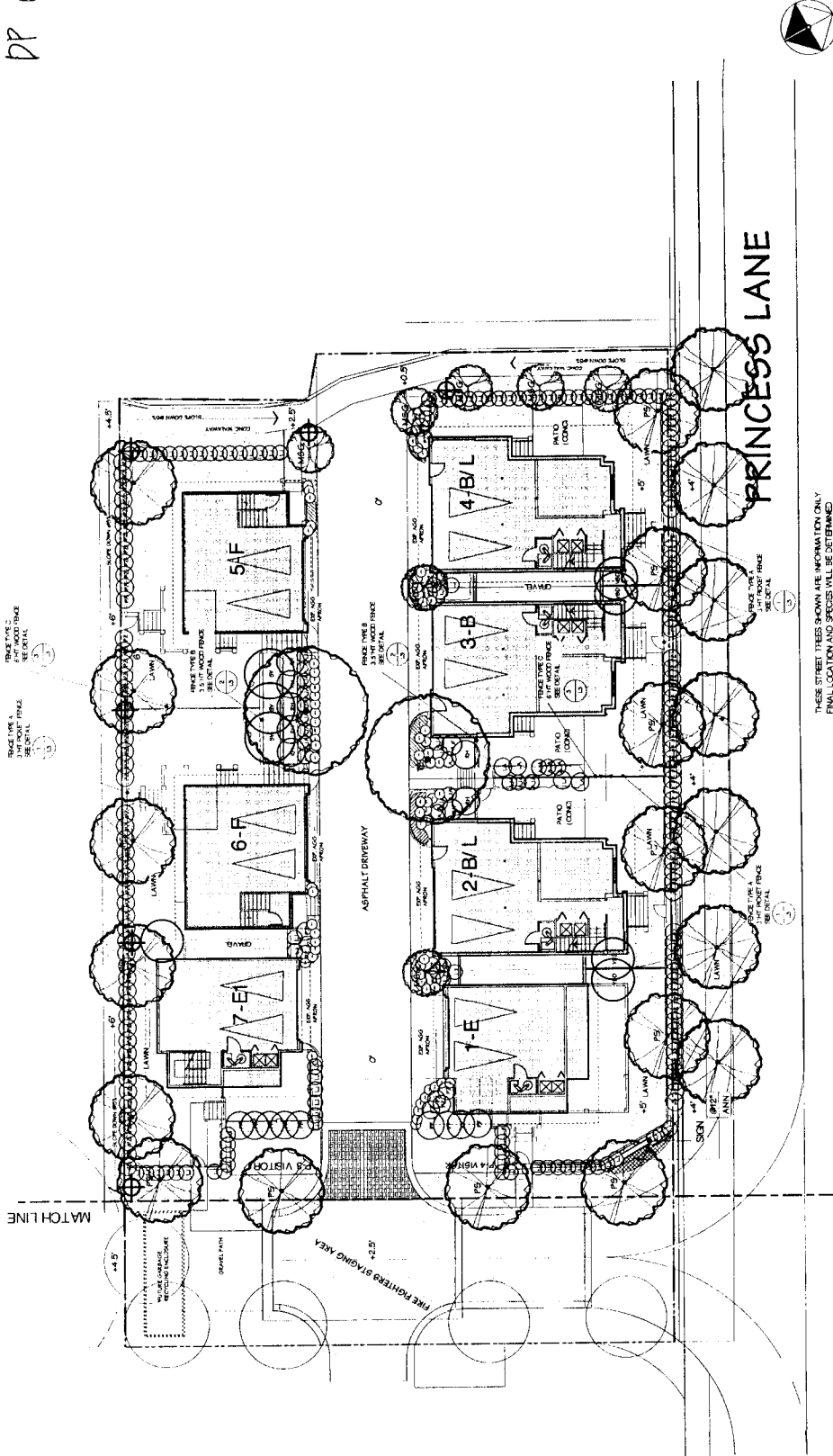


IIO ASSOCIATES
LANDSCAPE ARCHITECTS
3180 Burg Street
Suite 200
Fremont, CA 94538
Phone: (925) 275-8800
Fax: (925) 275-8806
Email: floyd@iio.com

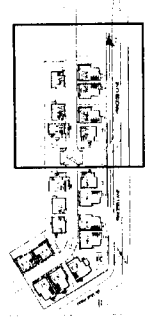
Project:
PRINCESS LANE
1300 PRINCESS STREET
Drawing Title:
LANDSCAPE PLAN

Scale:	1" = 10'
Author:	ML
Checked:	TL
Date:	Aug 28, 2002
Drawn:	ML
Sheet:	L2

L2 of 3



THESE STREET TREES SHOWN ARE INFORMATION ONLY
FINAL LOCATION AND SPECIES WILL BE DETERMINED
DURING SERVING AGREEMENT PROCESS



PLANT LIST

PROJECT ADDRESS

OCT 08 2002

DP 02- 2127 57

#4

City of Los Angeles
Department of Public Works
City Engineer's Office
100 South Los Angeles Street
Los Angeles, CA 90012



ITO & ASSOCIATES
LANDSCAPE ARCHITECTS
10000 WILSON BOULEVARD
SUITE 200
LOS ANGELES, CA 90024
PHONE: (818) 271-2812
FACSIMILE: (818) 272-4808
EMAIL: ITO@ITO.COM

Project:

PRINCESS LANE

13800 PRINCESS STREET

Drawing Title:

LANDSCAPE PLAN

Scale	1/8" = 1'-0"
Drawn	MA
Checked	TI
Date	August 2002
Job No.	2017
Sheet	

L3 of 3

KEY	CITY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
MSG	18	MANGROVIA S. SALICAT	GALANG MANGROVIA	6.0m x 8.0m STD. 8.0m
PA	3	PNUS NIGRA	AUSTRIAN PINE	3.0m HT. 8.0m
FB	33	PRUNUS SEROTINA KWANZAN	FLOWERING CHERRY	6.0m CAL. 8.0m 1.0m STD.
TE	5	TILIA EUCHLORA	DRIFBANK LINDEN	6.0m CAL. 8.0m 1.0m STD.
SHRUBS				
AJA	88	AZALEA JAPONICA 'ARDENA'	ARDENA JAPANESE AZALEA	#2 POT
LA	10	LEUCOPHORE WILLARIS	COAST LEUCOPHORE	#2 POT
LA	11	LEUCOPHORE WILLARIS	COAST LEUCOPHORE	#2 POT
LA	23	PISTIA STRIATA 'TEBANGUM'	PROTHIA	#2 POT
PJF	16	PIERIS JAPONICA FOREST FLAME	JULY OF THE VALLEY	#2 POT
PZ	370	PRUNUS LAUROCEPAGUS ZABELIANA	PRUNUS LAUREL	1.50m HT.
RA	30	ROSA MEDICANA	ROSE	#1 POT
RA	4	SPRINGA VULGARIS	MEDICINAL ROSE	1.50m HT.
VB	19	VIORNIUM ISONANTENSE 'DARBY'	DARBY VIORNIUM	2.00m HT.

GROUND COVERS

AU	535	ACTOSTAPHYLOS VIA URSI	TINKERBERRY
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VINES

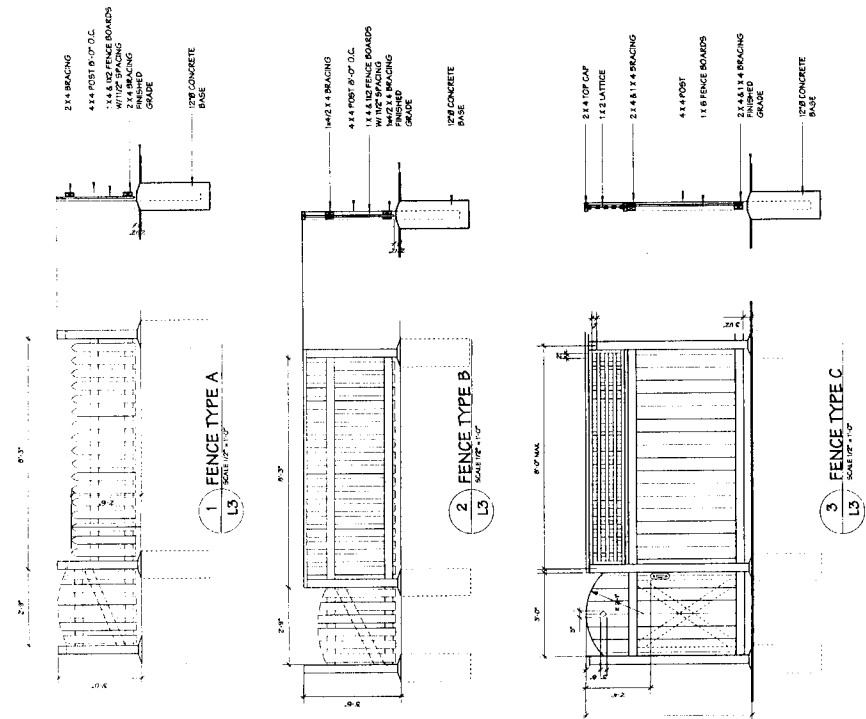
PER	130	PERENNIALS **
-----	-----	---------------

PERENNIALS/ANNUALS/PERENNIALS/GRASSES/AQUATIC PLANTS

CHA	168	CAREX MOOROVII 'AUREO-VIREGATA'	CAREX
ANN	50	ANNUALS **	
PER	130	PERENNIALS **	

NOTES

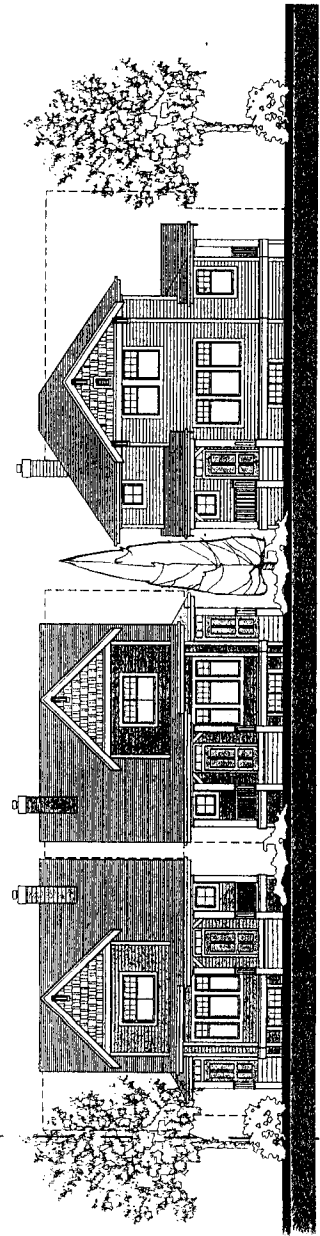
** DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT.
 ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT
 BRITISH COLUMBIA LANDSCAPE STANDARDS.
 PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CHITA STANDARDS
 FOR NURSERY STOCK AND THE CHITA STANDARDS FOR CONTAINER GROWN PLANTS.
 ALL PLANT QUANTITY REQUIREMENTS SHOWN IN THIS PLANT LIST SHALL BE
 REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING 90%
 ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL GROWING
 SEASON FROM THE DATE OF COMPLETION OF THE CONTRACT. THE CONTRACTOR
 SHALL OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO THE
 OF THE LANDSCAPE ARCHITECT.
 THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE LANDSCAPE
 STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER.



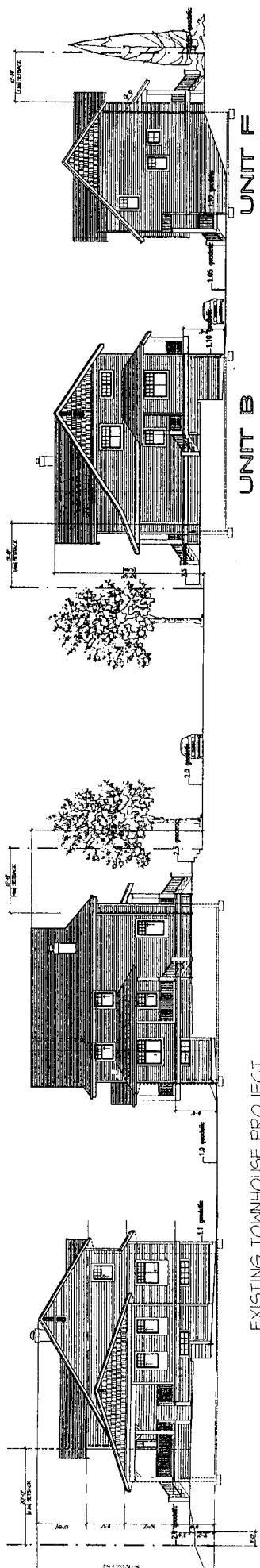
OCT 08 2002

DP 02- 2127 57

#5



1 ALONG PRINCESS STREET
LOOKING NORTH EAST



2 SECTION THROUGH SITE
LOOKING WEST

EXISTING TOWNHOUSE PROJECT
@ 134000 PRINCESS STREET

13200 PRINCESS ST.
RICHMOND, BC
19 UNITS
FOR LONDON L.A.
DEVELOPMENT C

STREETSCAPE

JOB NUMBER 0120

A1.

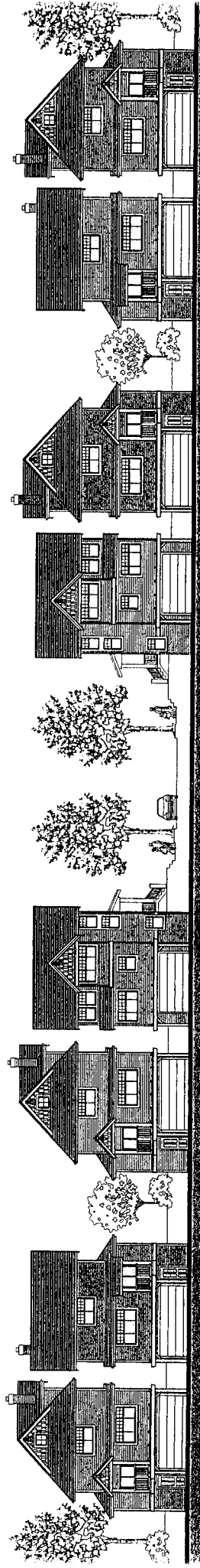
OCT 08 2000

DP 02 - 212757

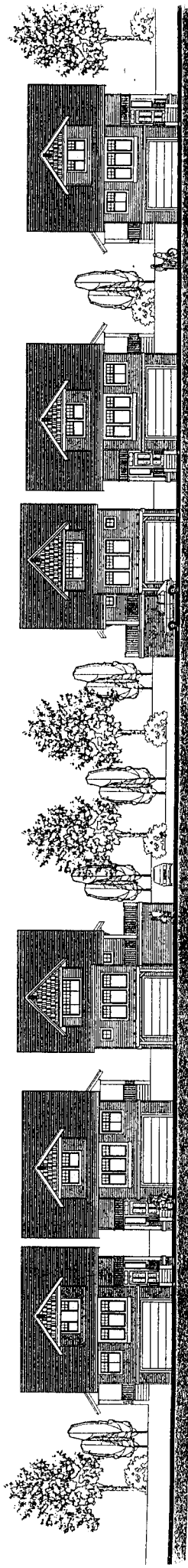
#6

CONSTRUCTION & REAL ESTATE GROUP OF ARCHITECTS

1000 PRINCES ST. #1000
PORT LOUISIANA, LA 70458
TEL: 504-885-1111
FAX: 504-885-1112
WWW: WWW.CONSTRUCTION-REALESTATE.COM



1 ALONG INTERNAL ROAD
LOOKING SOUTH



3 ALONG INTERNAL ROAD
LOOKING NORTH

1000 PRINCES ST. #1000
PORT LOUISIANA, LA 70458
TEL: 504-885-1111
FAX: 504-885-1112
WWW: WWW.CONSTRUCTION-REALESTATE.COM
STREETSCAPE
A1

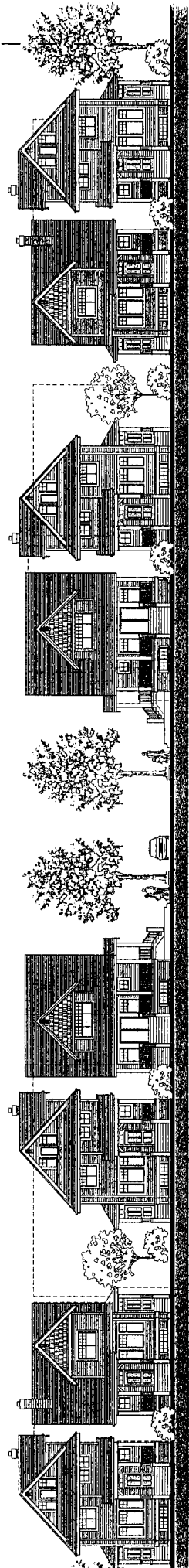
OCT 08 2002

DP 02-2127 57

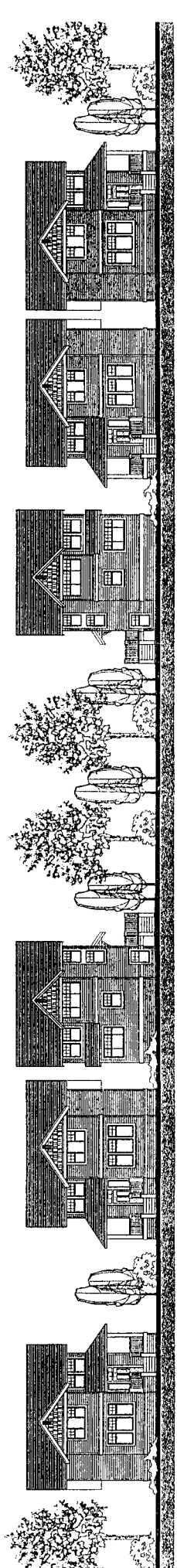
#7

COMBROFF BELL LTD.
ARCHITECTS

1000 PRINCESS ST. #200
RICHMOND, BC V6X 1A6
TEL: 604-273-1111
FAX: 604-273-1112
WWW.COMBROFFBELL.COM



1 ALONG PRINCESS LANE
LOOKING NORTH

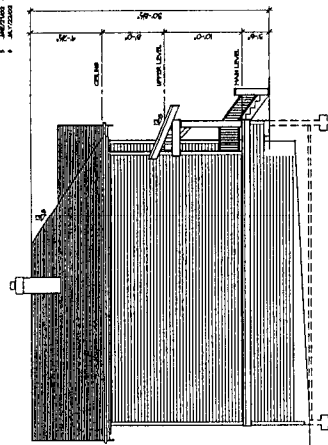


2 LOOKING SOUTH

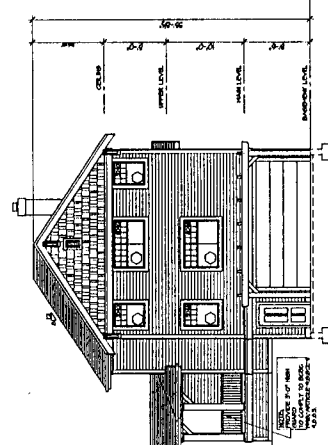
1000 PRINCESS ST. #200
RICHMOND, BC V6X 1A6
TEL: 604-273-1111
FAX: 604-273-1112
WWW.COMBROFFBELL.COM

REVISIONS

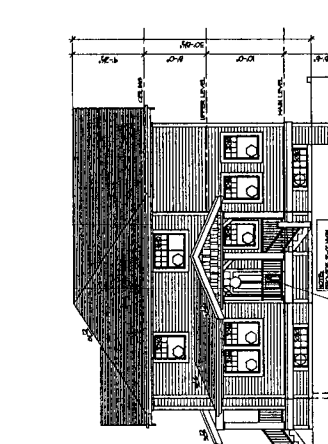
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3	03/20/02	REVISIONS TO PERMIT
4	04/10/02	REVISIONS TO PERMIT
5	05/01/02	REVISIONS TO PERMIT
6	05/15/02	REVISIONS TO PERMIT
7	06/01/02	REVISIONS TO PERMIT
8	06/15/02	REVISIONS TO PERMIT
9	07/01/02	REVISIONS TO PERMIT
10	07/15/02	REVISIONS TO PERMIT
11	08/01/02	REVISIONS TO PERMIT
12	08/15/02	REVISIONS TO PERMIT
13	09/01/02	REVISIONS TO PERMIT
14	09/15/02	REVISIONS TO PERMIT
15	10/01/02	REVISIONS TO PERMIT
16	10/15/02	REVISIONS TO PERMIT
17	11/01/02	REVISIONS TO PERMIT
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19	12/01/02	REVISIONS TO PERMIT
20	12/15/02	REVISIONS TO PERMIT



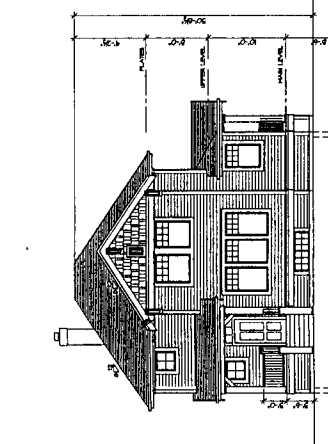
FRONT ELEVATION
SCALE 1/8"=1'-0"
UNIT A



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



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

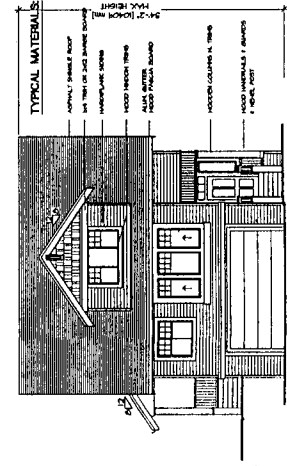


SIDE ELEVATION
SCALE 1/8"=1'-0"
UNIT A

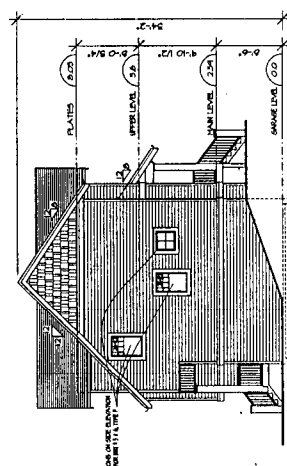
OCT 08 2002

DP-02-212757

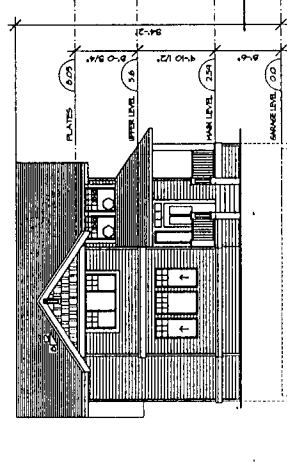
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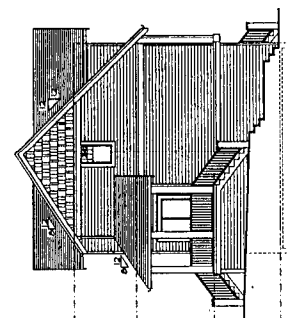
FRONT ELEVATION
SCALE 1/8"=1'-0"
UNIT F



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



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



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

13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP

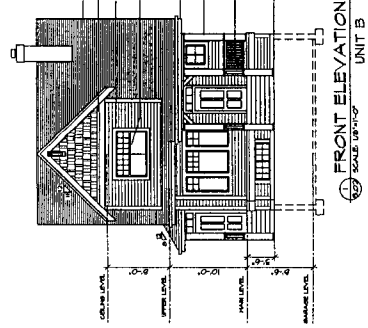
ELEVATIONS
UNIT A & F

DATE	JAN 2002
DRAWN BY	DC
CHECKED BY	TR
SCALE	1/8"=1'-0"
PLOTTED	12/14/02
DATE	12/14/02
JOB NUMBER	0120

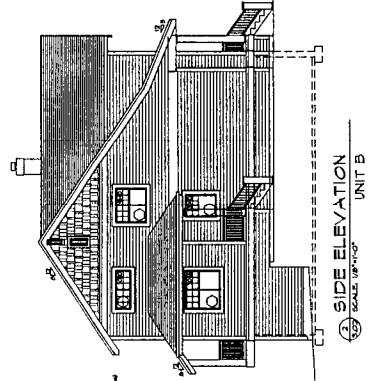
A-3.01

REVISIONS

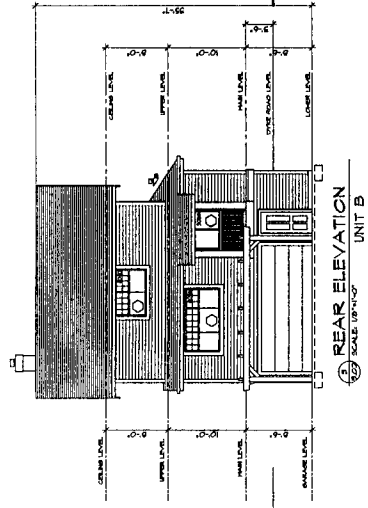
- 1. REVISED PER COMMENTS
- 2. REVISED PER COMMENTS
- 3. REVISED PER COMMENTS
- 4. REVISED PER COMMENTS
- 5. REVISED PER COMMENTS
- 6. REVISED PER COMMENTS



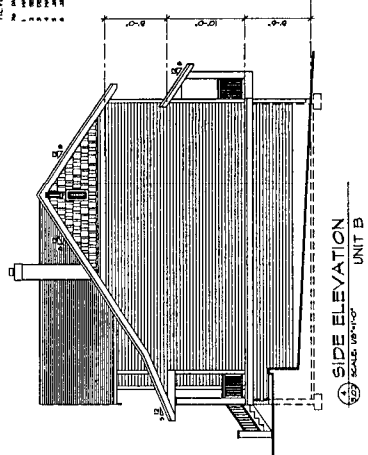
FRONT ELEVATION
SCALE: 1/8" = 1'-0"



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



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



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

OCT 8 2002

DP 02-212757

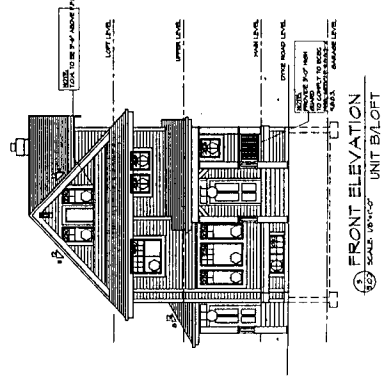
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13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

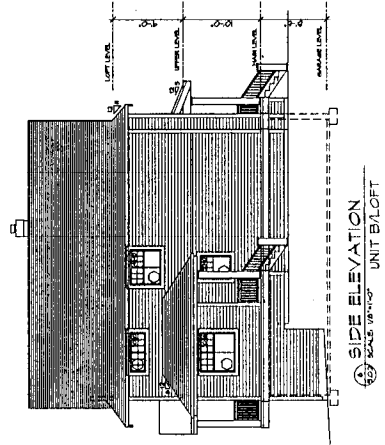
ELEVATIONS
UNIT B

DATE	DR	DC	JOB NUMBER
DRAWN BY	TS	TS	0120
CHECKED BY	TS	TS	
PLOTTED	TS	TS	
CAD FILE	13LW19B.DWG		

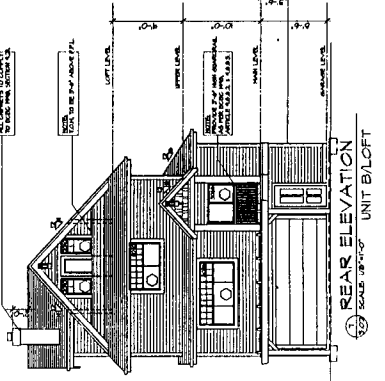
A-3.02



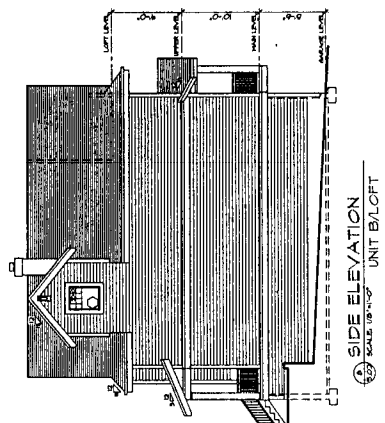
FRONT ELEVATION
SCALE: 1/8" = 1'-0"



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



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



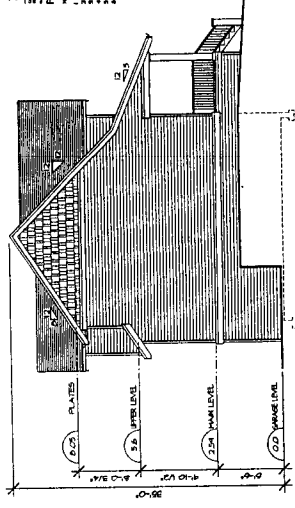
SIDE ELEVATION
SCALE: 1/8" = 1'-0"

111-405 AVENUE AVENUE TEL. 604.273.1111
VANCOUVER, B.C. V6V 1T1 FAX 604.273.1111
WWW.CONBEROFFBELLLYON.COM
REVISIONS
NO. DATE REVISIONS
1 10/10/02 REVISIONS FOR COMMENTS
2 10/10/02 REVISIONS FOR COMMENTS
3 10/10/02 REVISIONS FOR COMMENTS
4 10/10/02 REVISIONS FOR COMMENTS
5 10/10/02 REVISIONS FOR COMMENTS

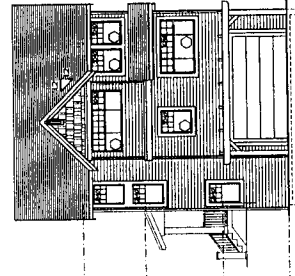
OCT 08 2002

DP 02 - 212.7 57

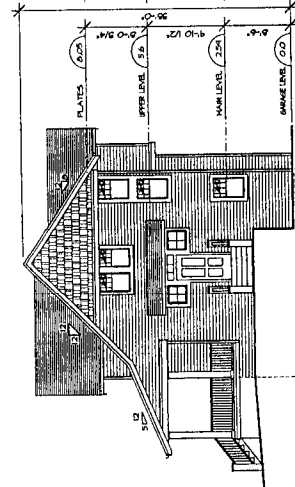
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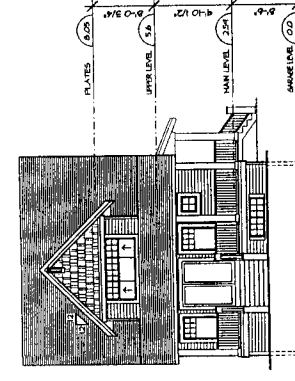
⑤ SIDE ELEVATION UNIT E



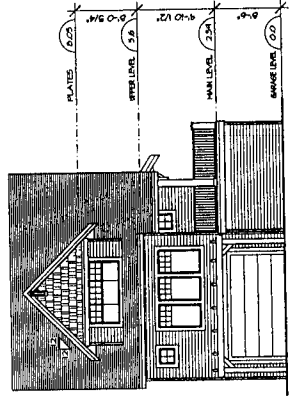
⑥ REAR ELEVATION UNIT E



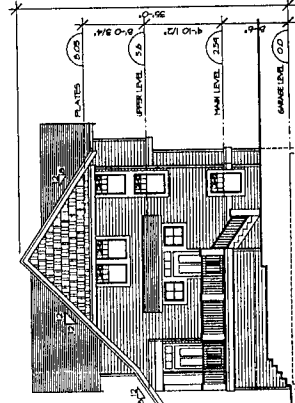
⑦ SIDE ELEVATION UNIT E



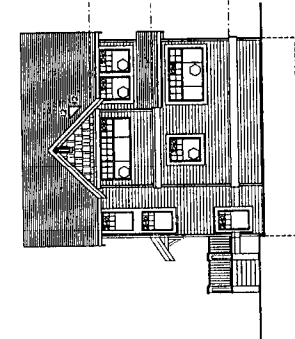
⑧ FRONT ELEVATION UNIT E



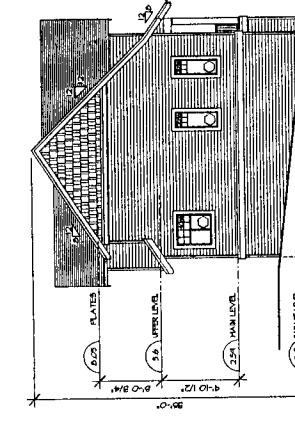
⑨ FRONT ELEVATION UNIT E



⑩ SIDE ELEVATION UNIT E



⑪ REAR ELEVATION UNIT E



⑫ SIDE ELEVATION UNIT E

13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

ELEVATIONS
UNIT E & E1

DATE: 04/7/2001
DRAWN BY: DC
CHECKED BY: AS SHORN
SCALE: 1/8"=1'-0"
JOB FILE: 130-LUNDELING
JOB NUMBER: 0120

A-3.3

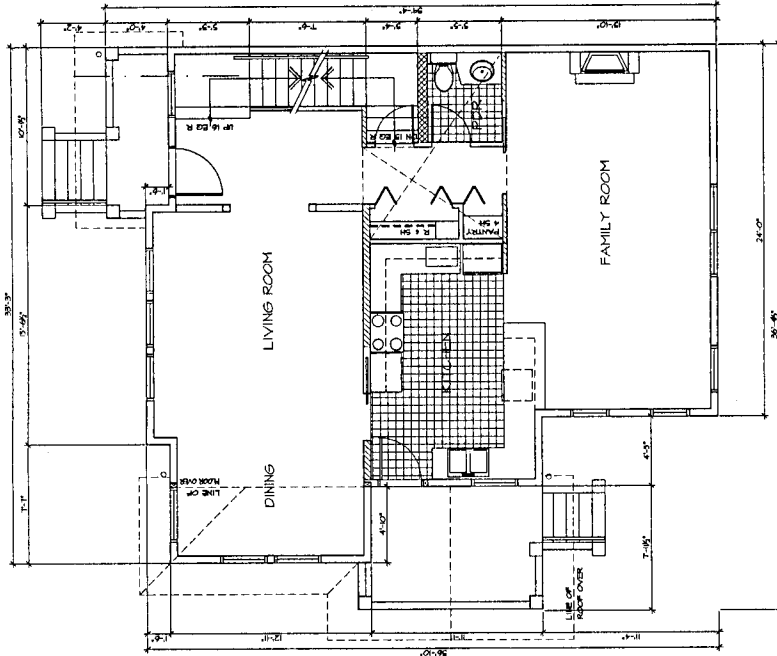
REVISIONS

- 1. PRELIMINARY DESIGN
- 2. PRELIMINARY DESIGN
- 3. PRELIMINARY DESIGN
- 4. PRELIMINARY DESIGN
- 5. PRELIMINARY DESIGN
- 6. PRELIMINARY DESIGN

OCT 08 2002

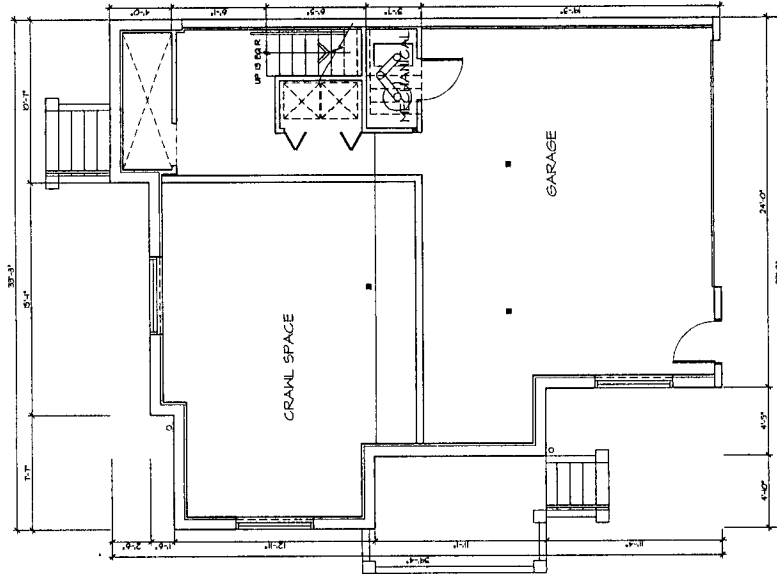
DP 02- 2127 57

#11



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

TOTAL AREA - 1972 SQ.F.



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

13200 PRINCESS STREET
RICHMOND, BC

19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

FLOOR PLAN
UNIT A

DATE	JULY 2001
DRAWN BY	AS SHOWN
CHECKED BY	AS SHOWN
SCALE	AS SHOWN
PLOTTED	01/08/02
DATE	12/01/01
JOB NUMBER	0120

A-2.01

REVISIONS

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

OCT 08 2002

DP 02 - 2127 57

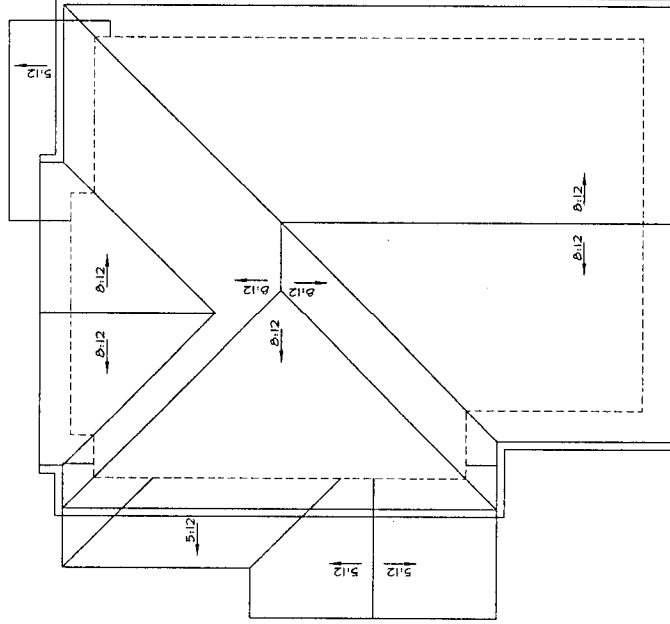
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13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP

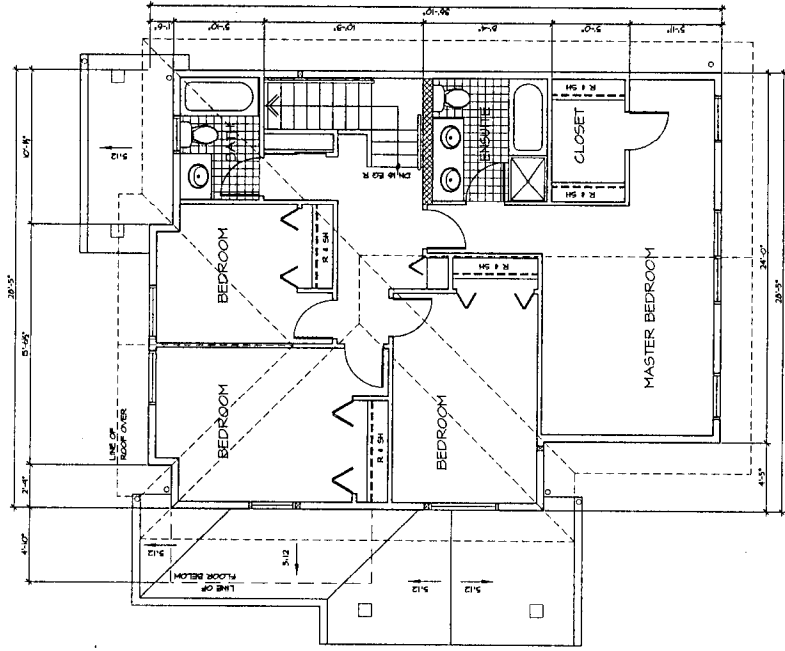
FLOOR & ROOF PLAN
UNIT A

DATE	10/08/02
DRAWN BY	
CHECKED BY	
SCALE	AS SHOWN
PLOTTED	10/08/02
CAD FILE	13200L.LONG
JOB NUMBER	0120

A-2.02



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



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

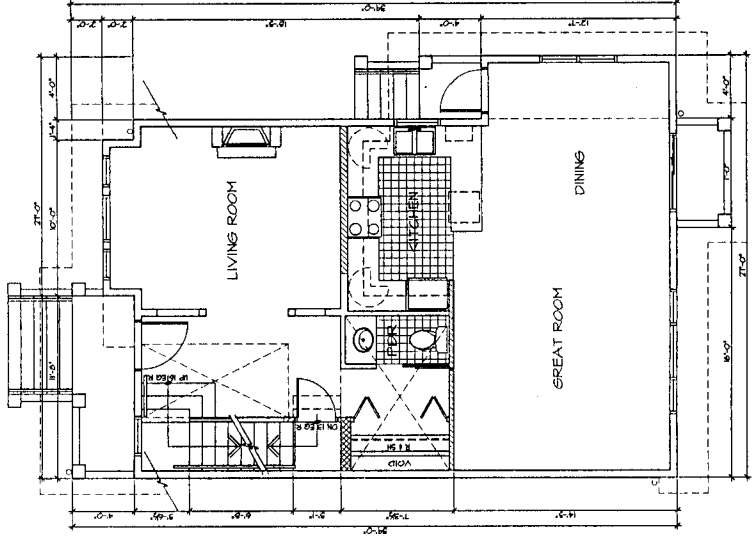
REVISIONS

NO.	DATE	DESCRIPTION
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OCT 08 2002

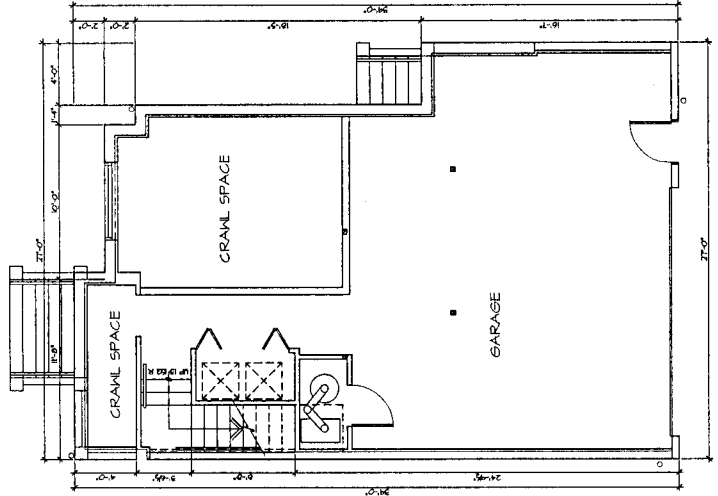
DP 02- 2127 57

#13



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

TOTAL AREA - 1547 SQ.F.



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

13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

FLOOR PLAN
UNIT B

DATE	DC	0120
DRAWN BY	TR	
CHECKED BY	AS	
PROJECT NO.	13200 LONDON	
CAD FILE	13200 UNIT B.DWG	
JOB NUMBER		0120

REVISIONS

NO.	DATE	DESCRIPTION
1	08/08/02	ISSUED FOR PERMITS
2	08/08/02	ISSUED FOR PERMITS
3	08/08/02	ISSUED FOR PERMITS
4	08/08/02	ISSUED FOR PERMITS
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6	08/08/02	ISSUED FOR PERMITS

OCT 08 2002

DP 02-212757

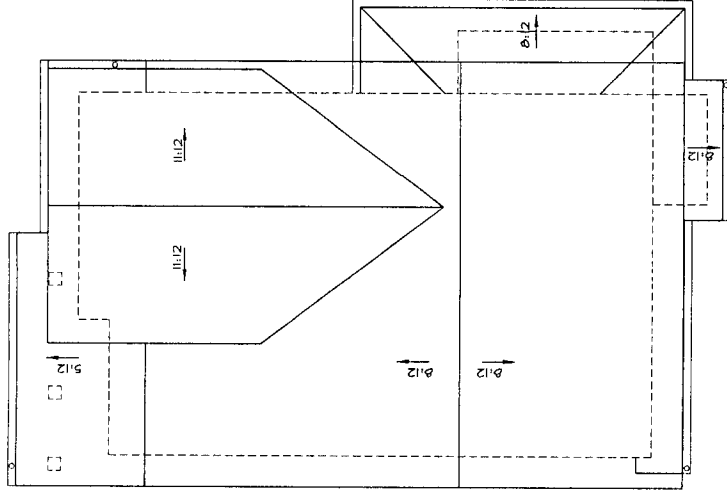
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13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LAND
DEVELOPMENT CORP

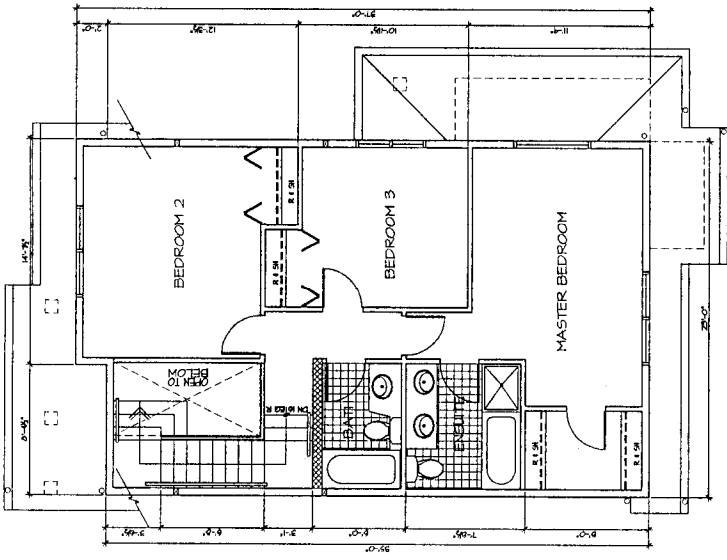
FLOOR PLAN
UNIT B

DATE	08/08/02
DRAWN BY	TR
CHECKED BY	AL/COM
PLOTTED	13/08/02.DWG
CAD FILE	13/08/02.DWG
JOB NUMBER	0120

A-2.0



1.2 ROOF PLAN
UNIT B WITHOUT A LOFT



1.1 UPPER FLOOR
UNIT B WITHOUT A LOFT
T22 SGL.F.
SCALE: 1/4"=1'-0"

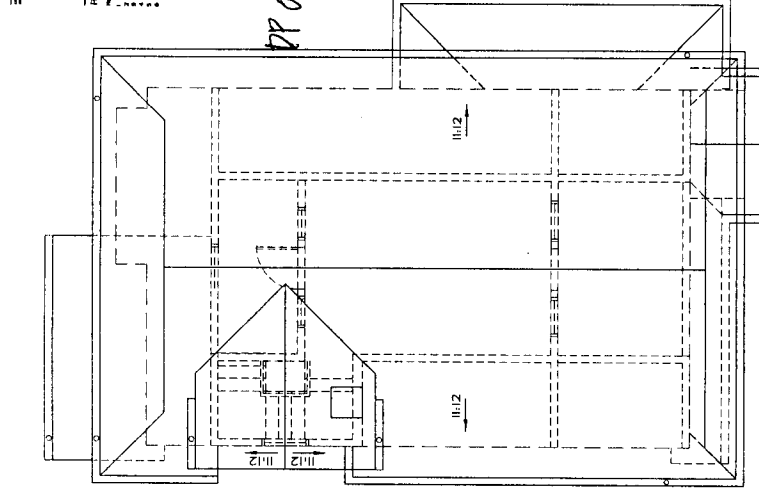
REVISIONS

NO.	DATE	DESCRIPTION
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2		REVISIONS FOR COMMENTS
3		REVISIONS FOR COMMENTS
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5		REVISIONS FOR COMMENTS
6		REVISIONS FOR COMMENTS

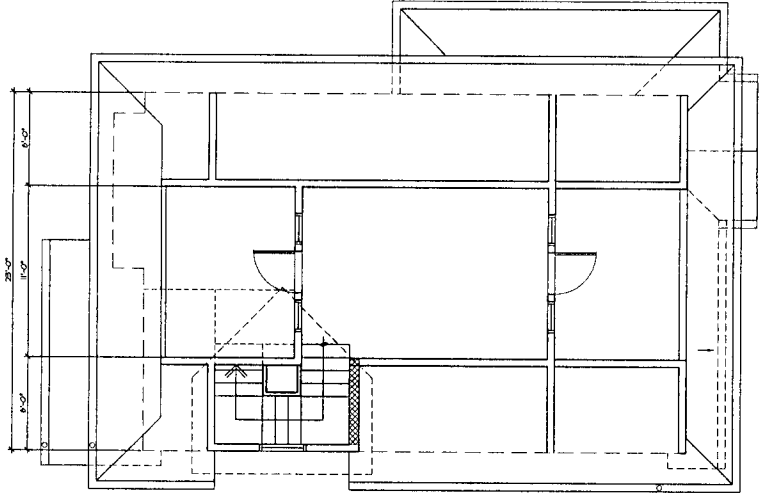
OCT 08 2002

DP 02-212757

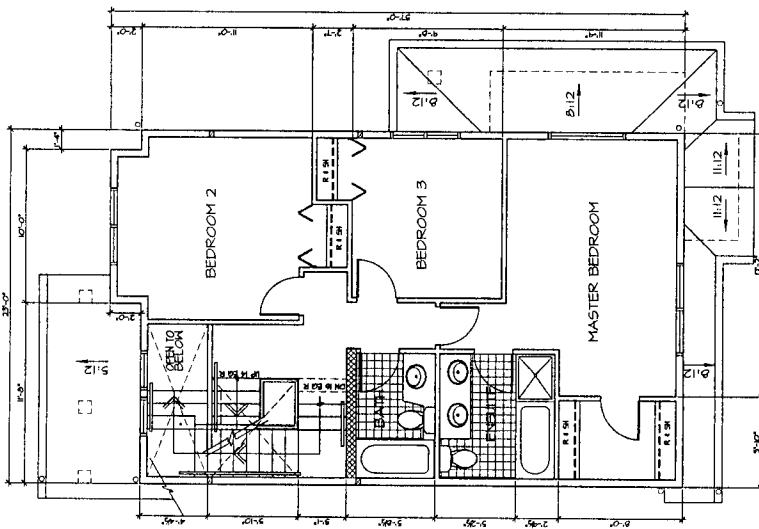
#15



2 ROOF PLAN
UNIT B WITH A LOFT



3 LOFT PLAN
UNIT B WITH A LOFT



1 UPPER FLOOR
UNIT B WITH A LOFT
122 SQ.F.
SCALE: 1/4"=1'-0"

13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

FLOOR PLAN
UNIT B/LOFT

DATE	DESIGNED BY	DC
	TR	
	AS SHOWN	
	PLOTTED	
	COPY FILE	
	DATE PLOTTED	
	JOB NUMBER	0120

A-2.05

CONTRACTOR: BELL LYNN GROUP OF RICHMOND INC.

100-1015 RICHMOND AVENUE, 7TH FLOOR, RICHMOND, BC V6X 1L6
 TEL: 604-273-1111
 FAX: 604-273-1112
 WWW.BELLYNN.COM

- NOTES:**
1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. FINISHES ARE AS SHOWN ON THE FINISH SCHEDULE.
 3. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF FINISHES.
 4. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF MATERIALS.
 5. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF EQUIPMENT.
 6. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF FIXTURES.
 7. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF ACCESSORIES.
 8. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF SPECIALTIES.
 9. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF OTHERS.
 10. REFER TO THE GENERAL NOTES FOR A COMPLETE LIST OF NOTES.

OCT 08 2002

DP 02-212757

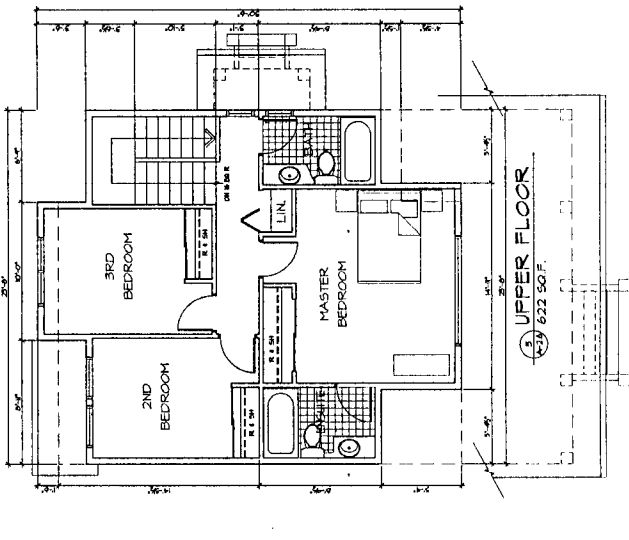
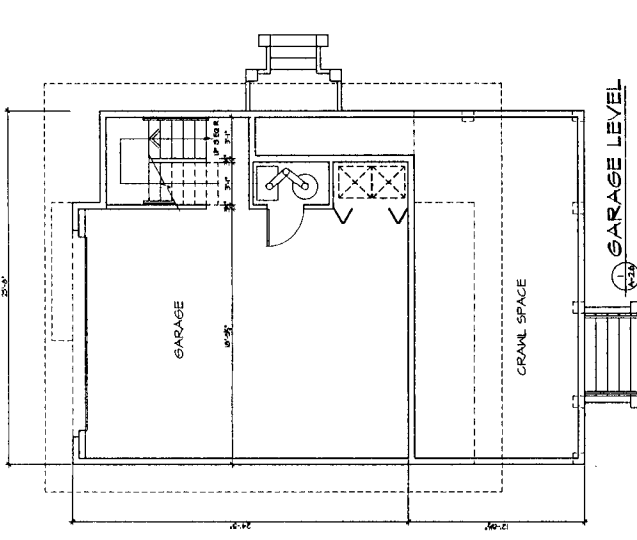
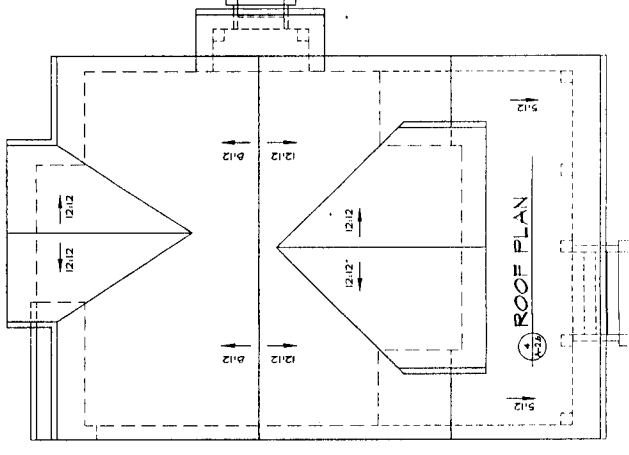
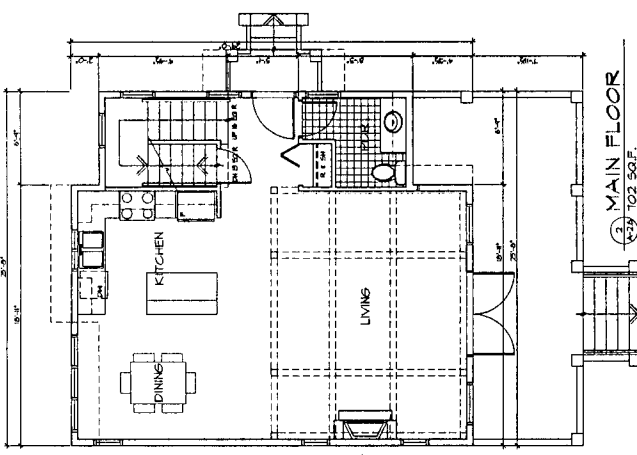
#16

13200 PRINCESS STREET
 RICHMOND, BC
 19 UNITS
 FOR LONDON LANDING
 DEVELOPMENT CORP.

FLOOR PLANS
 UNIT E

SITE: JULY 2001
 DRAWN BY: TR
 CHECKED BY: AS SHOWN
 SCALE: 1/8" = 1'-0"
 PLOTTED: 11-11-2002
 JOB NO.: 0120

A-2.6



CONSERVO BELL LYON
GROUP OF ARCHITECTS INC.

15-1075 MIDWAY AVENUE TEL: 804-724-1138
RICHMOND, VA 23229 FAX: 804-721-2178
WWW.CONSERVOBELL.COM
REVISIONS:
1. REVISED PER COMMENTS
2. REVISED PER COMMENTS
3. REVISED PER COMMENTS
4. REVISED PER COMMENTS
5. REVISED PER COMMENTS
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10. REVISED PER COMMENTS

OCT 08 2002
DP 02 - 2127 57

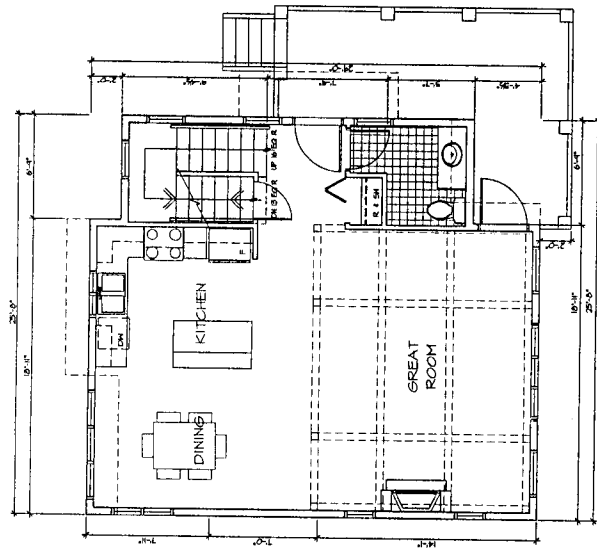
#17

13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

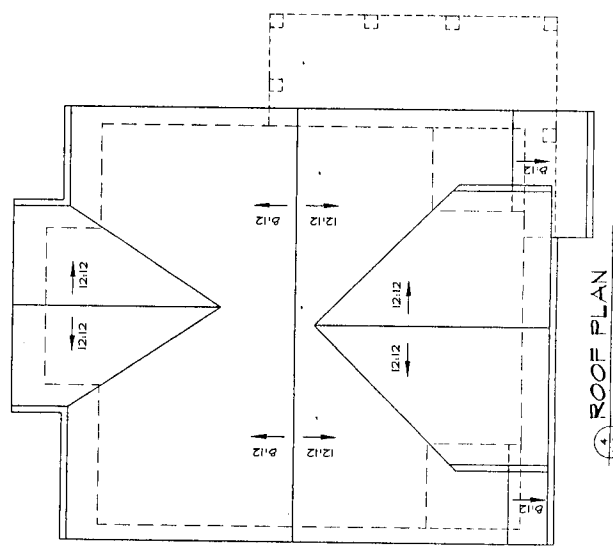
FLOOR PLANS
UNIT E1

DATE: JAN/2002
DRAWN BY: DC
CHECKED BY: TB
SCALE: 1/4" = 1'-0"
PLOTTED: []
DWG FILE: 199-UNIT1.DWG
JOB NUMBER: 0120

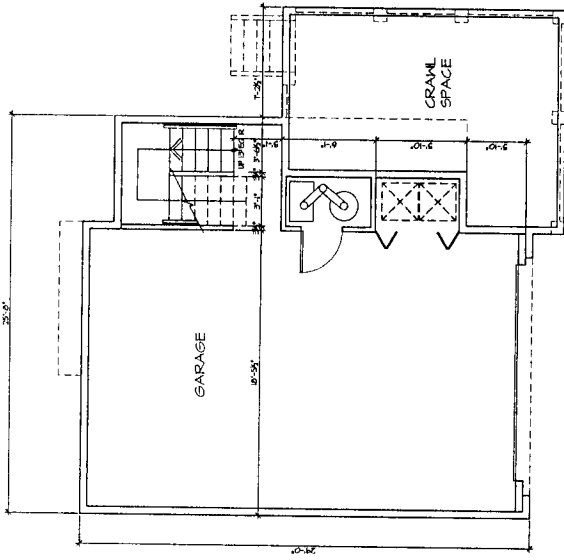
A-2.7



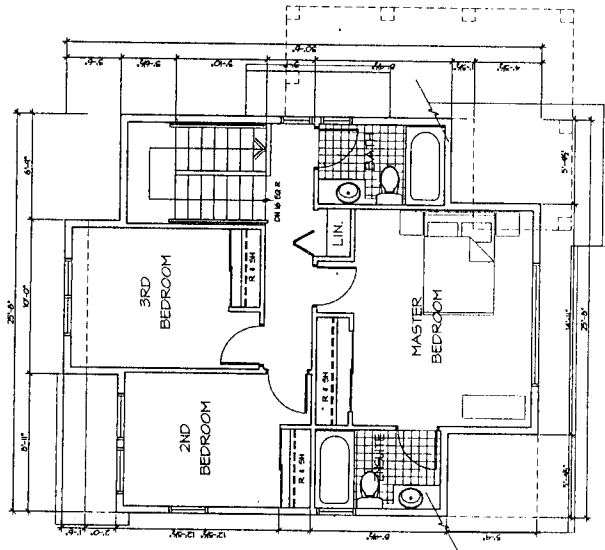
MAIN FLOOR
TOTAL AREA - 1,306.0 SQ.F.



ROOF PLAN



GARAGE LEVEL



UPPER FLOOR
TOTAL AREA - 1,306.0 SQ.F.

REVISIONS

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

OCT 08 2002

DP 02-212757

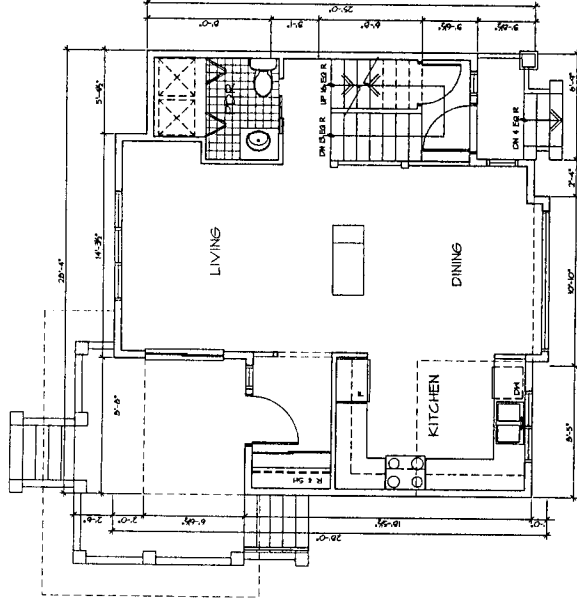
#19

13200 PRINCESS STREET
RICHMOND, BC
19 UNITS
FOR LONDON LANDING
DEVELOPMENT CORP.

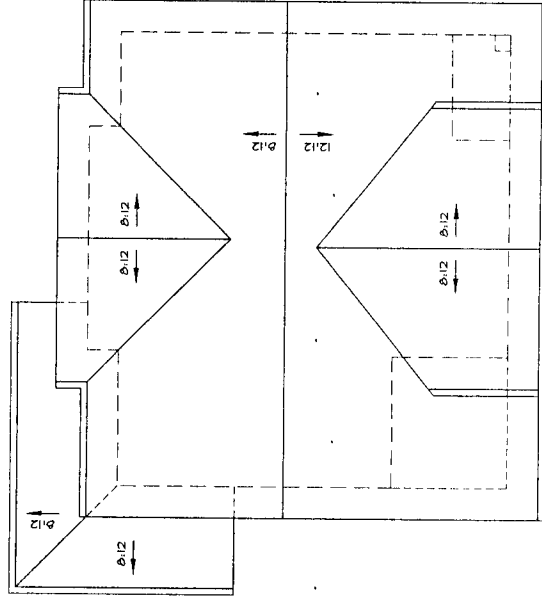
FLOOR PLANS
UNIT F

DATE	4/17/2001
DRAWN BY	DC
CHECKED BY	TS
SCALE	AS SHOWN
PLOTTED	170-DART/2MG
CAD FILE	
JOB NUMBER	0120

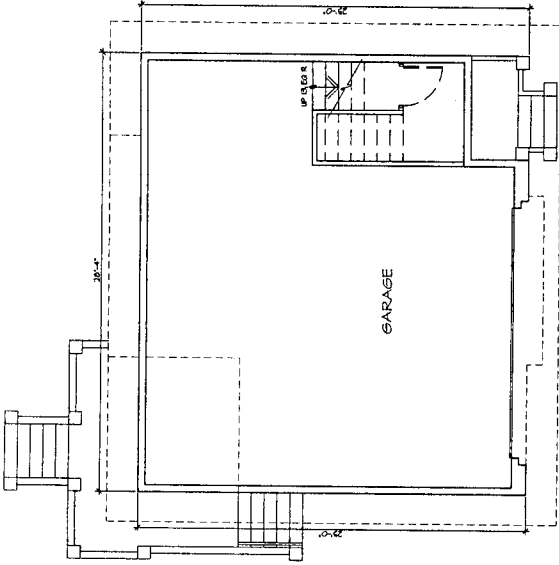
A-2.8



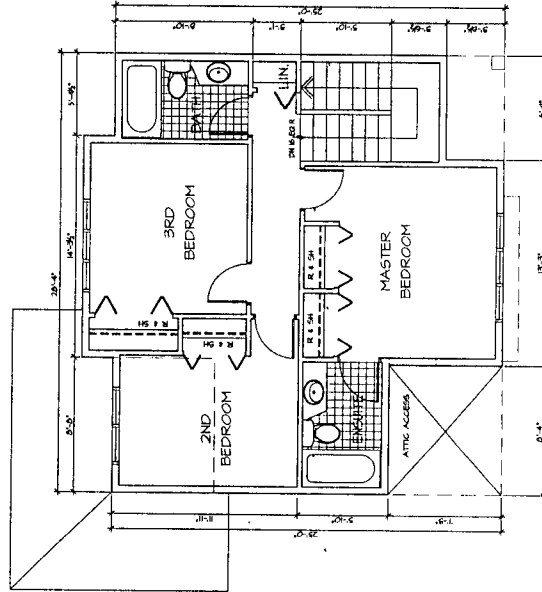
2 MAIN FLOOR
654 SQ.F.
TOTAL AREA - 1240.0 SQ.F.



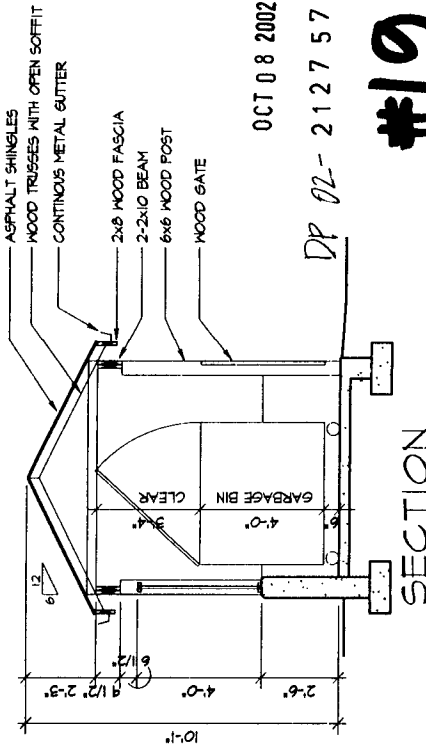
4 ROOF PLAN



1 GARAGE LEVEL



3 UPPER FLOOR
586 SQ.F.

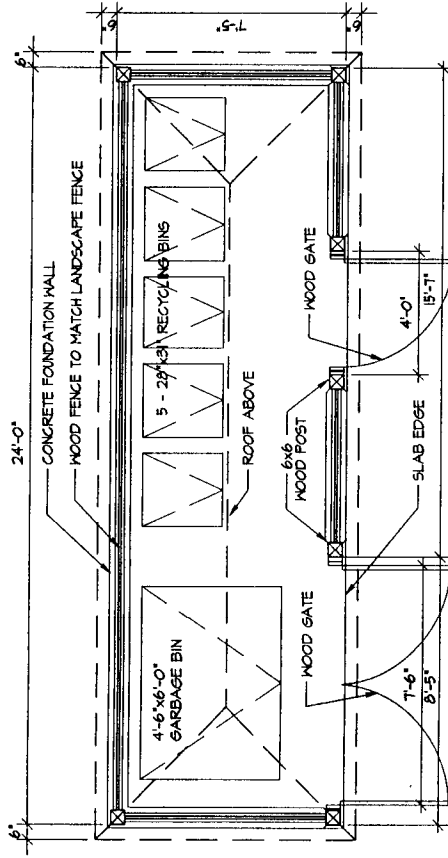


OCT 08 2002

DP 02-212757

#19

SECTION



FLOOR PLAN

GOMBEROFF-BELL-LYON GROUP OF ARCHITECTS INC.
 101-1012 Balfour Ave., Vancouver, B.C. V6H 1Y1
 Tel: 604-731-1156 Fax: 604-731-5279

TOWNHOUSE DEVELOPMENT FOR LONDON LANDING DEVELOPMENT CORP.
 13200 PRINCESS STREET, RICHMOND, BC

PROJ: 02-212757, 0120, DP: GARBAGE DING

REVISIONS	05	10	02
DC	DC	DC	DC

SHEET TITLE: GARBAGE/RECYCLING ELEVATIONS

DATE: OCT/03/02

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

SHEET No: 0120

D-2

Job No. 0120

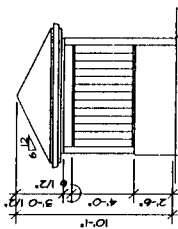
DP APPLICATION

DATE: OCT/03/02

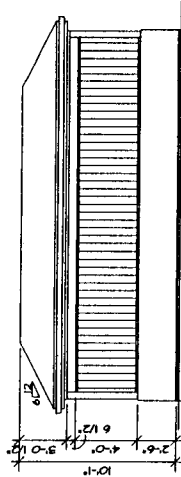
SCALE: 1/8" = 1'-0"

DC

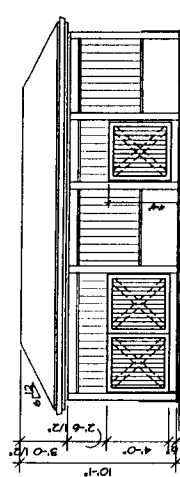
DO NOT SCALE DRAWING. THE EXISTENCE, POSITION, SIZE, HEIGHT, AND WEIGHT OF ANY OBJECTS SHOWN HEREIN ARE NOT TO BE USED OR REPRODUCED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.



SIDE ELEV.



REAR ELEVATION



FRONT ELEVATION

GOMBEROFF-BELL-LYON GROUP OF ARCHITECTS INC.
 101-1012 Balfour Ave., Vancouver, B.C. V6H 1Y1
 Tel: 604-731-1156 Fax: 604-731-5279

TOWNHOUSE DEVELOPMENT FOR LONDON LANDING DEVELOPMENT CORP.
 13200 PRINCESS STREET, RICHMOND, BC

PROJ: 02-212757, 0120, DP: GARBAGE DING

REVISIONS	05	10	02
DC	DC	DC	DC

SHEET TITLE: GARBAGE/RECYCLING FLOOR PLAN SECTION

DATE: OCT/03/02

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

SHEET No: 0120

D-1

Job No. 0120

DP APPLICATION

DATE: OCT/03/02

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

DC

DO NOT SCALE DRAWING. THE EXISTENCE, POSITION, SIZE, HEIGHT, AND WEIGHT OF ANY OBJECTS SHOWN HEREIN ARE NOT TO BE USED OR REPRODUCED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.