



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Holger Burke
Acting Director of Development

Date: October 26, 2005
File: DP 04-279174

RE: Application by Oris Development (London Landing) Corp. for a Development Permit at 6111, 6225 and 6233 London Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a mixed-use building with approximately 870 m² of ground floor commercial/light industrial space, 74 dwelling units, a one-bedroom guest suite on the second floor, and an underground parking structure at 6111, 6225 and 6233 London Road on a site zoned Comprehensive Development District (CD/83); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the drive aisle width in the parking garage from 7.5 m to 6.7 m.

Holger Burke
Acting Director of Development

CA:blg
Att.

Staff Report

Origin

Oris Development (London Landing) Corp. has applied to the City of Richmond for permission to develop a mixed-use building with approximately 870 m² of ground floor commercial/light industrial space, 74 dwelling units, a one-bedroom guest suite on the second floor, and an underground parking structure at 6111, 6225 and 6233 London Road. The site is presently vacant.

The site is being rezoned from Light Industrial District (I2) to Comprehensive Development District (CD/83) for this project under Bylaw 7912. Rezoning Application RZ 03-246394 is currently at third reading pending final approval.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, is the former CN Rail right-of-way (now City-owned), industrial development zoned Light Industrial District (I2) and agricultural land zoned Agricultural District (AG1);
- To the east, is the former CN Rail right-of-way and detached townhouses zoned Comprehensive Development District (CD/115); and
- To the south and west, are industrial buildings zoned Light Industrial District (I2).

Rezoning and Public Hearing Results

No specific design issues have been identified during the rezoning process to be resolved at the Development Permit stage.

A Public Hearing for the rezoning of this site was held on May 17, 2004. As the applicant had made assumptions about areas that were excluded from floor area ratio and site coverage calculations, which did not affect the form and character of the proposed development, but were not fully disclosed or clarified at the time of rezoning, a new Zoning Amendment Bylaw (No. 7912) had to be prepared to address these issues. The Public Hearing for this new bylaw was held on April 18, 2005.

At both Public Hearings, no written or verbal submissions were made to express any comments or concerns.

No issues have been identified at the Public Hearings that need to be addressed as part of the Development Permit Application.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the London's Landing Development Permit Guidelines in the Steveston Area Plan except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in **bold**)

The applicant requests to vary the provisions of the Zoning and Development Bylaw No. 5300 to:

- 1) Reduce the manoeuvring aisle width in parking garage from 7.5 m to 6.7 m.

(Staff supports the proposed variance as the reduced manoeuvring aisle is only for a small portion of the parkade. The reduced aisle width would not create negative impact on vehicular manoeuvring. Transportation Department has reviewed the plans and has no objection to the variance).

Advisory Design Panel Comments

The Advisory Design Panel was very supportive of the proposed development and decided to move the application forward subject to some minor design refinements to enhance the architectural details and textures of the building and landscaping. A copy of the relevant excerpt from the Advisory Design Panel Minutes from April 6, 2005 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold italics**'.

Analysis

Conditions of Adjacency

- This is an area in transition with new developments that have introduced more urban densities and building forms into the neighbourhood. The west side of No. 2 Road has been developed with new four-storey multi-family residential buildings with underground parking structures. The London-Princess Neighbourhood, at the south end of No. 2 Road to the west side of Princess Street, is an existing light industrial district which is transitioning into a mixed-use area of light industrial, commercial, condominiums and residential neighbourhood with stacked townhouses, detached townhouses and single-family homes. The proposed development fits well into this context.
- This triangular site is bordered by a green way to the north and London Road to the south. The proposed development would enhance the interface with the greenway and provide an animated street edge along London Road by introducing some commercial units along London Road west of Dyke Road, and ground oriented residential units between Dyke Road and Princess Street.
- The neighbouring sites to the west are light industrial uses expected to be redeveloped in the near future. As a result, the developer has agreed to register a cross-access easement agreement with the existing site to the west at 13060 No. 2 Road to allow for future access when that site is redeveloped.

Urban Design and Site Planning

- Innovative edge treatment of the site including a combination of sensitive landscaping design to enhance connectivity with the existing greenway network, Public Art elements, and context appropriate building form and character, have satisfactorily addressed the design guidelines for this area.
- The applicant is working with the City's Public Art Coordinator under the Public Art process to develop a Public Art project (Tower element to house various sculptural artifacts to reflect the history of the London Landing area) to be located in the corner plaza.
- The proposed development utilizes old cannery building forms and materials, and presents a strong interface with the streetscape by standing proud on the London Street property line and extending the arcade into the sidewalk. In addition, the broom-finished concrete with boardwalk scoring is proposed to be extended from within the site (interior court yards/parking) to the sidewalk. These design devices are used to commemorate its historic past and to clearly define the intention to blend the public and private to draw activities on the street onto the storefronts and vice versa to create street animation in the tradition of "Granville Island". This "pilot project" blurring the boundaries of publicly and privately-owned properties by extending the "public" activities onto the "private" domain may set interesting precedence of streetscape treatment for the future.
- The proposed mixed-use development is a bold design statement to commemorate Steveston's historic past in its architectural form while providing a diversity of commercial, light industrial and housing opportunities.
- The development includes a diversity of dwelling unit types from apartments, stacked townhouses and lofts to address the housing needs of a broad spectrum of residents.
- Most of the two-bedroom units on the ground floor of Building B can be easily converted to accommodate full wheelchair accessibility. These units have been designed with wider doorways and corridor widths to accommodate wheelchair turning radius. An alternate floor plan for wheelchair accessible units (Unit Type SK-1) has been provided to demonstrate how these units can be easily converted to full wheelchair accessible units.
- In addition, the applicant will be incorporating enhanced universal accessibility features such as lever handles on all doors and faucets, and providing backing blocks in all the bathtubs in all the units to facilitate improved mobility and aging in place.
- There are two (2) parking areas on this site. The at grade parking is located in the "courtyard" with access between Building A and Building B in line with Dyke Road to serve the commercial uses and a "underground" parkade with vehicular access at the eastern end of the site (at the terminus of Princess Street) for the residents.
- BC Hydro kiosk will be located at the eastern tip of the site. The location and landscape screening will be finalized as part of the Servicing Agreement.
- Commercial garbage and recycling will be done by a private service. The residential part of this development will be on City's blue carts recycling. A garbage and recycling room is located adjacent to the entrance ramp to the parkade and brought out to curb on collection day and place on a holding area.

Architectural Form and Character

- The proposed development concept is based on the large simple forms typical of cannery buildings with respect to height, massing, material and finishing materials and is generally in compliance with the applicable design guidelines.

- The proposed architectural materials are predominantly metal including roof, trusses, siding, gutter, decorative grills, brackets, and accented with heavy timber posts and brackets, aluminium window and glass balcony panels in grey/silver tones.
- The Public Art elements include a water tower integrated into the southeast corner of Building B and interpretive signage.
- The signage for the commercial units will be designed to integrate architecturally with the proposed buildings.

Landscape Design and Open Space Design

- This development was conceived as part of a “neighbourhood” linked by greenway sharing various amenities including children’s play structures and interconnected trails. The central play area is located on a neighbouring site approved under a separate Development Permit (DP 03-254721).
- Lighting has been incorporated into the facades of the building to enhance the architectural details of the building and bollard lighting will provide illumination along London Road. Applicant will incorporate lighting into the landscape design to ensure adequate level of lighting for safety of use at night. Electrical drawings will be submitted as part of the Building Permit and the Servicing Agreement to incorporate the outdoor lighting into the outdoor landscaped areas.
- The site is currently vacant without any existing trees to be considered. 62 new trees are proposed to be planted on site in addition to a wide range of native and ornamental shrubs, ground covers, perennials and annuals plants. Street trees, to be coordinated under the Servicing Agreement, will be planted on the boulevard.
- The applicant has proposed a guest suite (approximately 70 m²) on the second floor (Unit 211) for the use of the guests of all the residents from time to time as indoor amenity for the development. Instead of the registration of a restrictive covenant, the use of the suite will be secured as “common property” when the development is stratified to ensure its existence and availability in perpetuity.
- Generous private open spaces are provided for all the units, including large balconies, some of which are covered, and roof decks.

Crime Prevention Through Environmental Design

- Adequate Crime Prevention Through Environmental Design (CPTED) measures such as the use of anti-graffiti, high quality paint and materials on parkade walls, adequate level of parkade and outdoor lighting, security gates separating residential and visitor’s parking, etc., have been incorporated to promote a safe environment.

Conclusions

Staff recommend approval of this Development Permit application. This mixed-use development will contribute to the liveability of this emerging neighbourhood and add diversity to the housing mix and demographics towards building a complete community.



Cecilia Achiam MCIP, BCSLA
Urban Design Planner
(Local 4122)

CA:blg

The following conditions are required to be met prior to forwarding this application to Council for approval:

- Adoption of the rezoning (RZ 03-246394); and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$200,402 (based on total floor area of 100,201 ft²).



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

**Development Application
Data Sheet**
Development Applications Department

DP 04-279174

Attachment 1

Address: 6111, 6225 and 6233 London Road

Applicant/ Owner: Oris Development (London Landing) Corp.

Planning Area(s): Steveston

Floor Area Gross: 14,794 m² Net: 9,289 m²

	Existing	Proposed
Site Area	6,420 m ²	6,420 m ²
Land Uses	Industrial	Commercial, Light Industrial, Multi-Family Residential
OCP Designation	Mixed Use	Mixed Use and Residential
Zoning:	I2	CD/83
Number of Units	0	74

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.45	1.45	none permitted
Lot Coverage:	Max. 52 %	52%	none
Setback – Public Road:	Min. 0 m	0 m	none
Setback – Side Yard:	Min. 3 m	3 m	none
Setback – Rear Yard:	Min. 3 m	3 m	none
Height (m):	Max. 23 m	21.7 m	none
Off-street Parking Spaces – Resident/Commercial:	163	190	none
Off-street Parking Spaces – Accessible:	4	4	none
Off-street Parking Spaces – Total:	163	190	none
Manoeuvring Aisle Width:	7.5 m	6.7 m	Variance
Outdoor Amenity Space:	Min. 444 m ²	557 m ²	none

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

**Wednesday, April 6, 20005 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

3. **Mixed Use – Commercial/Residential**

Dana Westermarck

DP 04-279174

6111,6211,6233 London Road
(Formal)

Ms. Janet Lee, Planner, reviewed the staff comments that were provided for the application, a copy of which are attached as Schedule 1 and form a part of these minutes.

Mr. Patrick Cotter, architect, spoke about the history of the area and the occupation of the waterfront between Steveston and London Landing by fishing related buildings, and the review of Granville Island that had been undertaken in terms of its materials/functions and connections etc. A sheet of photographs was distributed that showed the essence of that character determination. Mr. Cotter then reviewed the project, with the aid of models and various material boards, and the attention given to massing, a sense of permanence, the major views, the strong materials; and the definition of the corner.

Mr. Masa Ito, landscape architect, reviewed the landscape plan.

General questions from the Panel included -

- what the master plan for the space to the north included. ***The industrial building at present is built tight to the property line but at the time of redevelopment if the site had 1 layer of underground parking the site could develop along the courtyard and interface with it .***
- what constraints are there to planting along the drive aisle.

The comments of the Panel were as follows:

- the disabled parking should be relocated adjacent to the elevator. A good mix of units that are adaptable.
- an exceptional scheme that captures the flavour of the industrial buildings – the lost sheds along the waterfront. The architect was commended. The flavour and texture could be pushed over the edge by making the lantern element along the street more powerful. Look at the lighting – especially that on the building.
- a really good scheme. The raised intersection at the plaza was liked, as were the hard and soft sides, the bigness of the buildings and the tough materials.

- an exciting project that makes sense of all the levels. Liked the idea of creating the courtyard and the parking court, but could it be played up more in terms of the material i.e. do the whole surface in texture or colour combinations. A nice cohesiveness in draping the whole complex in a similar material – but explore subtle differences in tone. The vertical feature of the element in the courtyard could play into the form of the courtyard.
- the entrance into the underground parking and the alignment to Princess Street could conflict with traffic on London Lane. Perhaps should move location of underground parking access to avoid conflict altogether, or find a better alignment to Princess Street.
- a great scheme, with totally appropriate architecture – gives the feeling of the structure having been there a long time. Would be great if the trees were in the ground, especially in the grove at the back. Trees could be provided at the entry, with a preference for in the ground. The pursuit of a 0 curb was applauded.
- benches could be added along the streetscape, in the planters. Tinted concrete could be used along the boardwalk. Trees could be introduced within the entry.

Mr. Masa Ito, in response to some comments, said that there was an intent for a seamless flow into the passive area. The play area in an adjacent development will be enlarged and improved.

Mr. Fry suggested that if the area at the rear was passive, a semi-private zone could be established to separate it from the public realm.

It was moved and seconded

That DP 04-279174 move forward subject to the incorporation of the following:

- relocation of the handicapped parking adjacent to the elevator;

(The applicant has relocated handicap parking adjacent to the elevator.)

- design the lantern/lighthouse/water tower element to be more integral with the building form, the river side context; and/or the courtyard;

(The applicant has redesigned the water tower element in conjunction with minor changes to the building elevations to better integrate the architectural elements and improve the relationship of the water tower to the courtyard. The selection of the water tower element is an appropriate response to the heritage cannery town and riverside context.)

- design lighting to enhance the architectural details on the building facades;

(The applicant has incorporated architectural lighting elements to enhance the building facades and to highlight architectural details on the building..)

- a further exploration of the texture and materials of the courtyard;

(The applicant considered introducing paving instead of broom finished concrete in the courtyard but opted to retain the broom finished concrete for easy of maintenance and the fact that there will be no improvement on pervious surface.)

- an exploration of a subtle differential in building materials and colours;

(The applicant has provided more variety in the use of the material to create subtle differentiation between material.)

- making the trees and tree wells appear to be coming from the ground as opposed to the use of planters;

(The applicant is unable to accommodate this request for structural reasons because the trees are located above the parkade. This is acceptable given the structural limitations.)

- the addition of benches in the interior streetscape and courtyard;

(The applicant has incorporated additional timber benches in the internal courtyard and introduced a grass mound for additional informal seating.)

- the use of a warm tone of pavement in the courtyard;

(The applicant has considered this suggestion, but opted to retain the proposed asphalt as there is an underground parkade below the courtyard and the installation of paving would not significantly increase infiltration of rain/stormwater or would it be a significant aesthetic improvement as the courtyard is not in a prominent location, such as along the street frontage.)

- the exploration of increasing the number of trees; and,

(The applicant has incorporate additional trees along both sided of the driveway entrance to the parking court..)

- the establishment of a separation between the private and semi-private spaces.

(The applicant has provided private patios and privacy screening for all the at grad units to provide some separation between private and semi-private (common green) spaces. The transition from the common green to the public green way was designed to visually blend into each other and to be physically connected via pedestrian pathways.)

CARRIED



City of Richmond
Urban Development Division

Development Permit

No. DP 04-279174

To the Holder: ORIS DEVELOPMENT (LONDON LANDING) CORP.

Property Address: 6111, 6225 AND 6233 LONDON ROAD

Address: C/O MR. DANA WESTERMARK
13333 PRINCESS STREET
RICHMOND, BC V7E 3S1

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 to:
 - a) Reduce the drive aisle width in the parking garage from 7.5 m to 6.7 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #21 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$200,402. 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. 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.
7. 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.

Development Permit

No. DP 04-279174

To the Holder: ORIS DEVELOPMENT (LONDON LANDING) CORP.

Property Address: 6111, 6225 AND 6233 LONDON ROAD

Address: C/O MR. DANA WESTERMARK
13333 PRINCESS STREET
RICHMOND, BC V7E 3S1

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

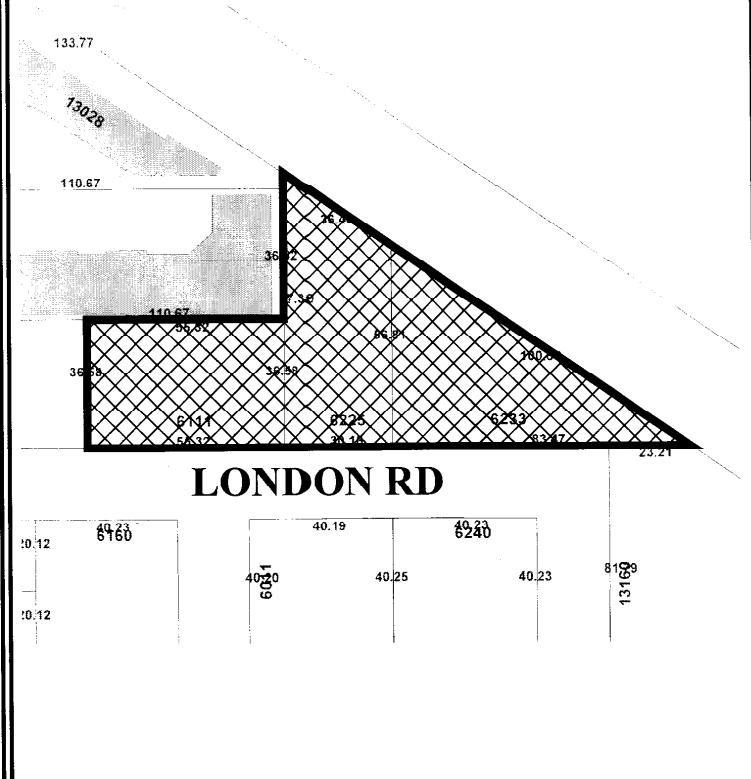
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



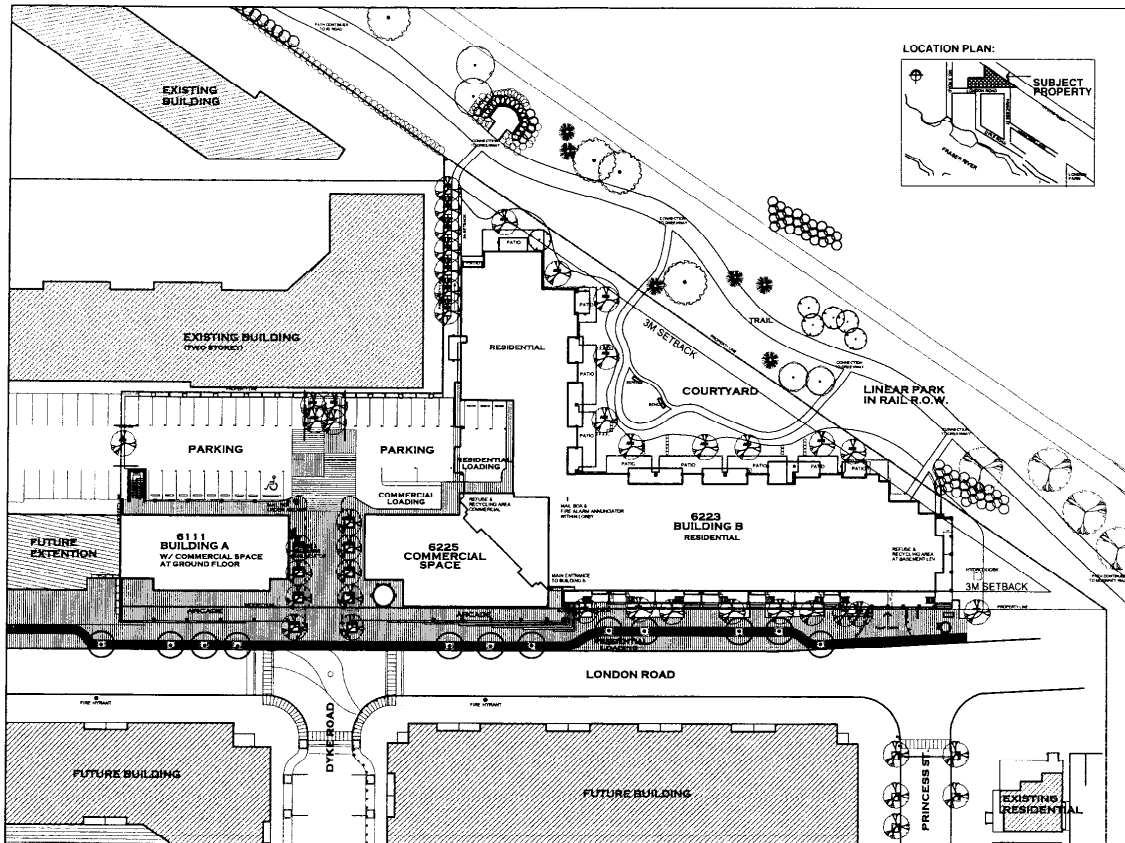
DP 04-279174
SCHEDULE "A"

Original Date: 11/09/04

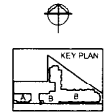
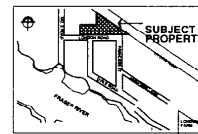
Revision Date: 11/01/05

Note: Dimensions are in METRES





LOCATION PLAN:



LEGEND

[Symbol]	SEWER CONNECTION
[Symbol]	FIRE ALARM REACTOR
[Symbol]	RAIL VEHICLE

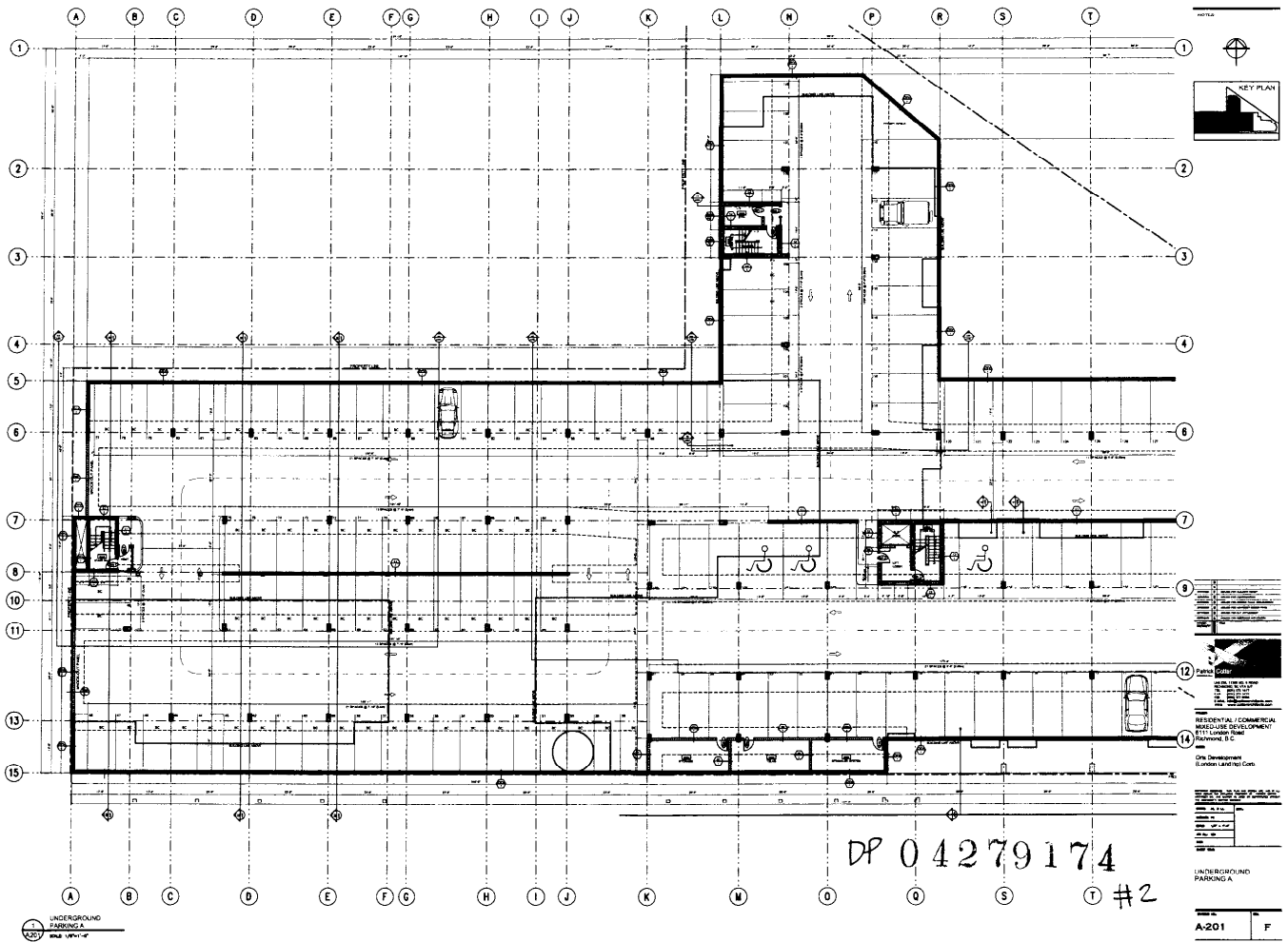
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6225 COMMERCIAL SPACE	6225 COMMERCIAL SPACE
6223 BUILDING B	6223 BUILDING B
EXISTING BUILDING	EXISTING BUILDING
FUTURE BUILDING	FUTURE BUILDING
PARKING	PARKING
COURTYARD	COURTYARD
LINEAR PARK	LINEAR PARK
RAIL VEHICLE	RAIL VEHICLE
SEWER CONNECTION	SEWER CONNECTION
FIRE ALARM REACTOR	FIRE ALARM REACTOR
RAIL VEHICLE	RAIL VEHICLE

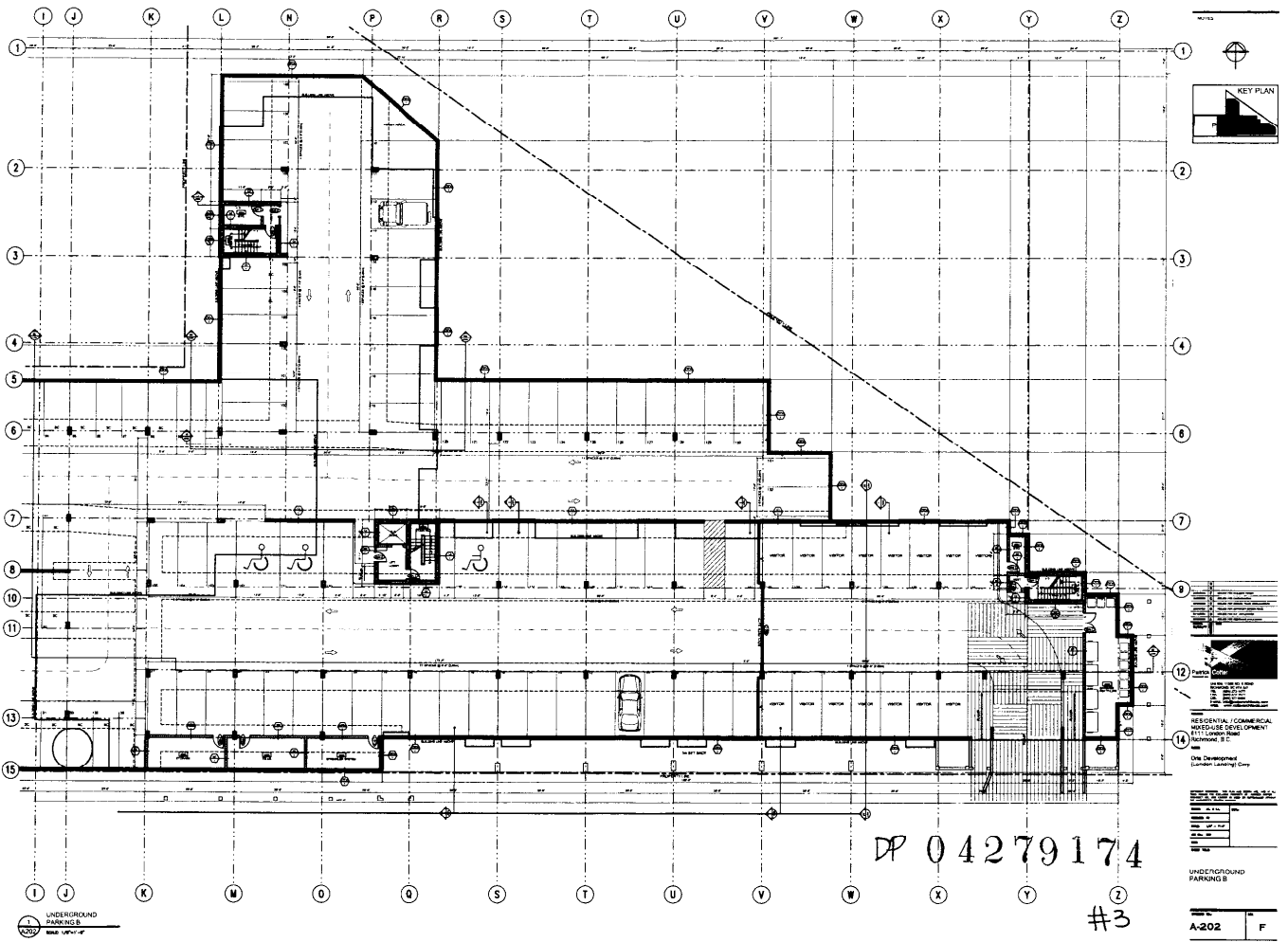
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DATE: 10/10/17

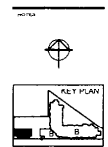
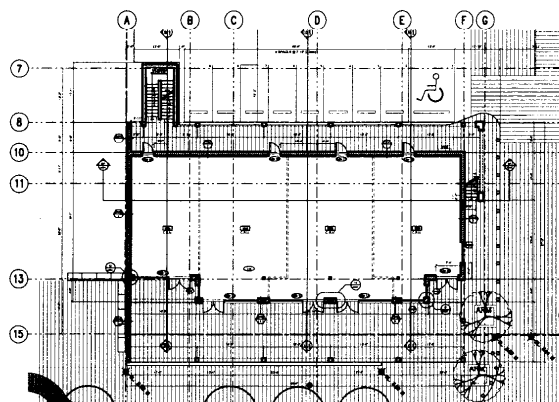
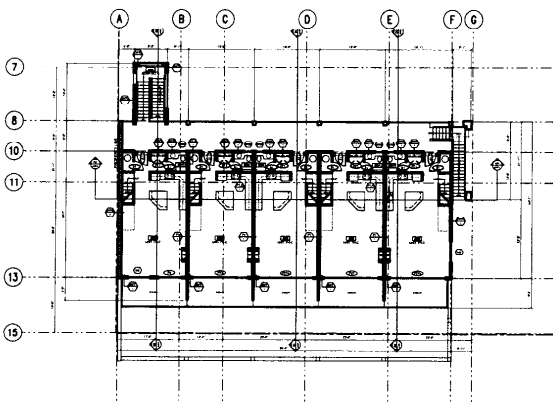
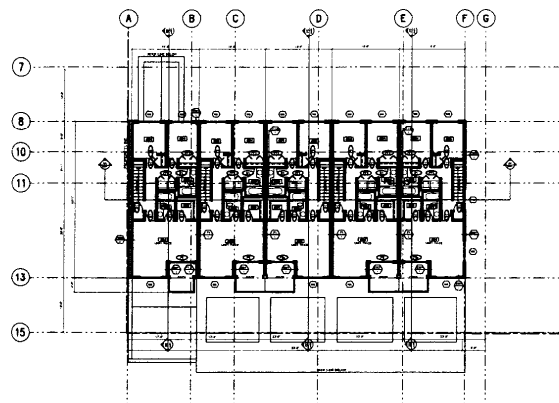
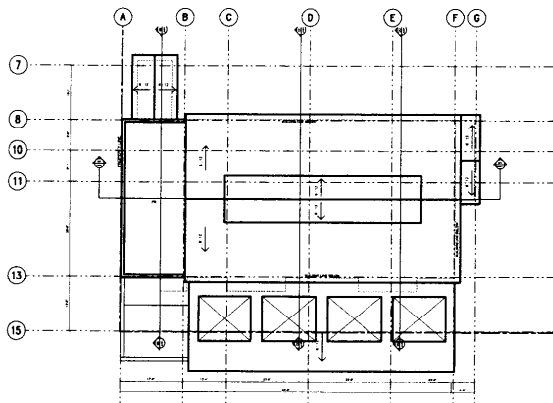
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SITE PLAN

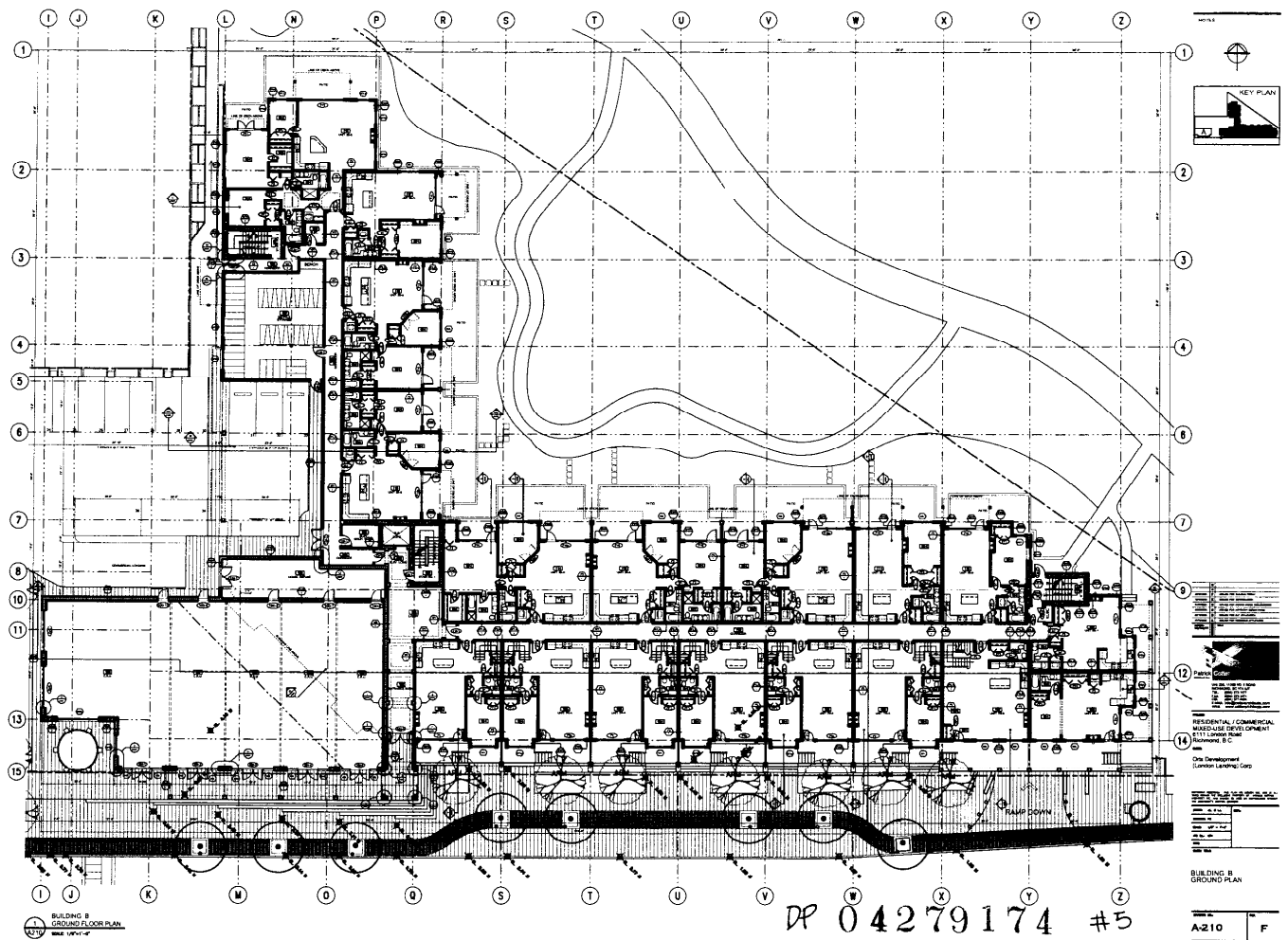
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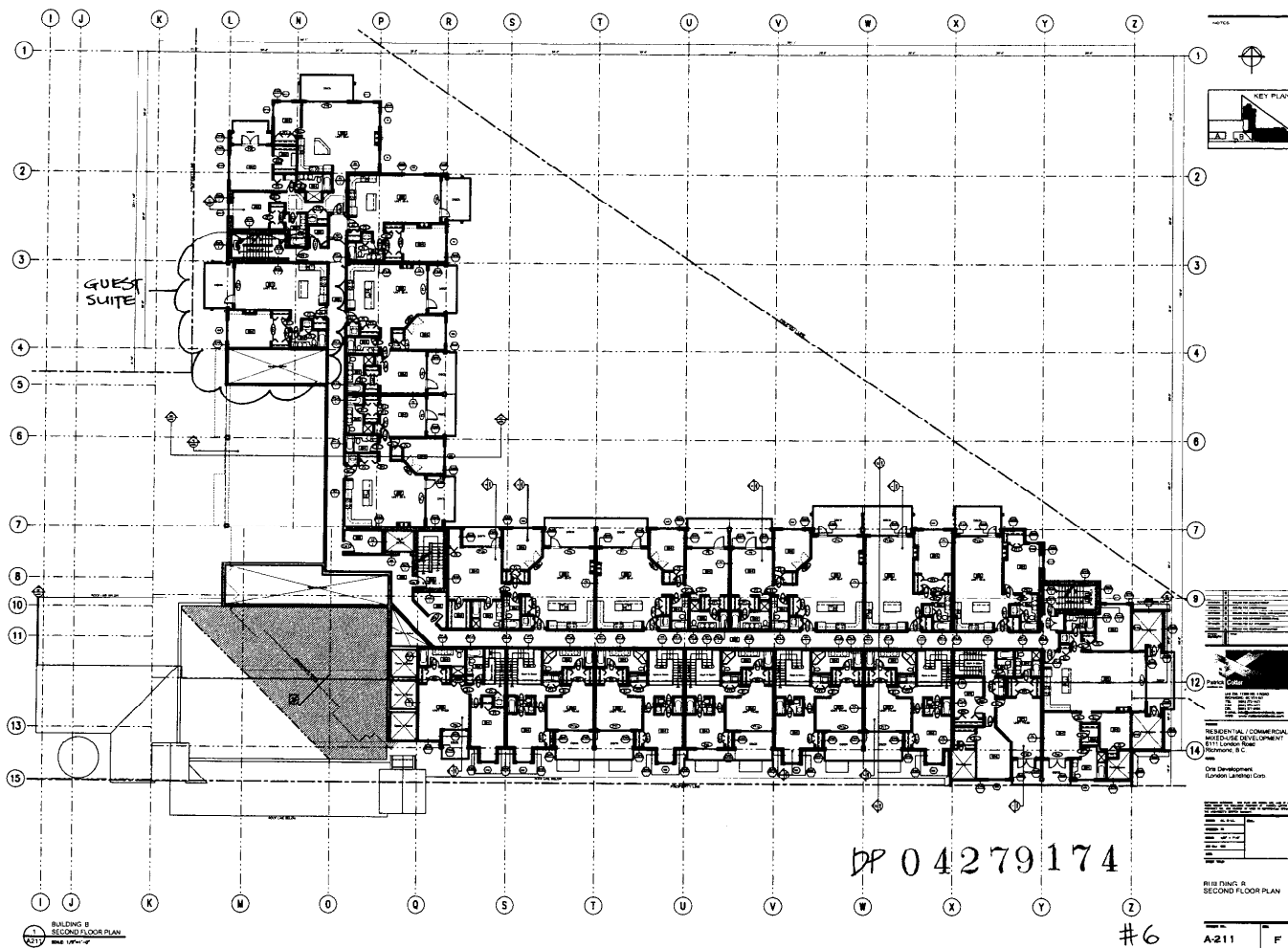


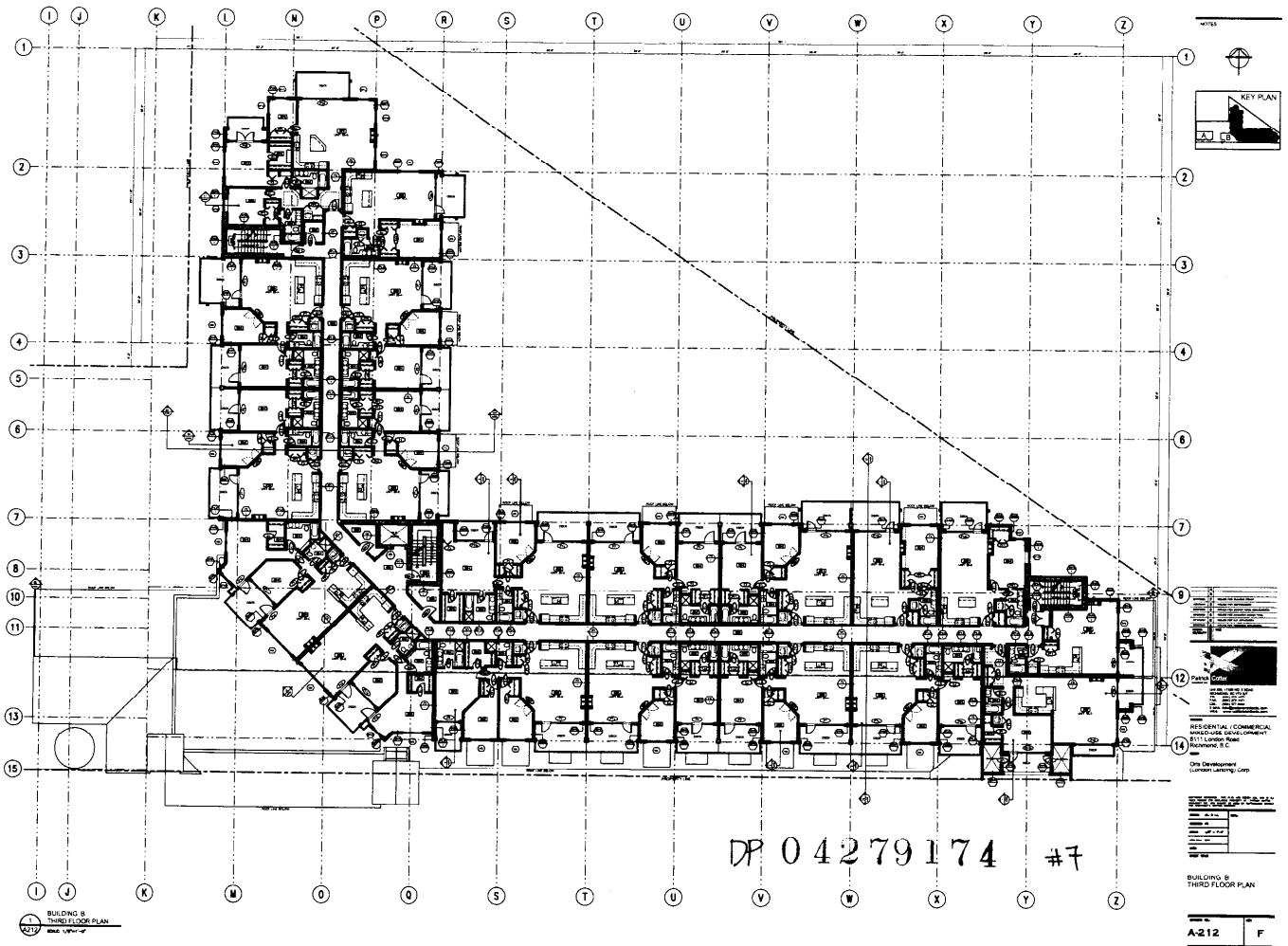


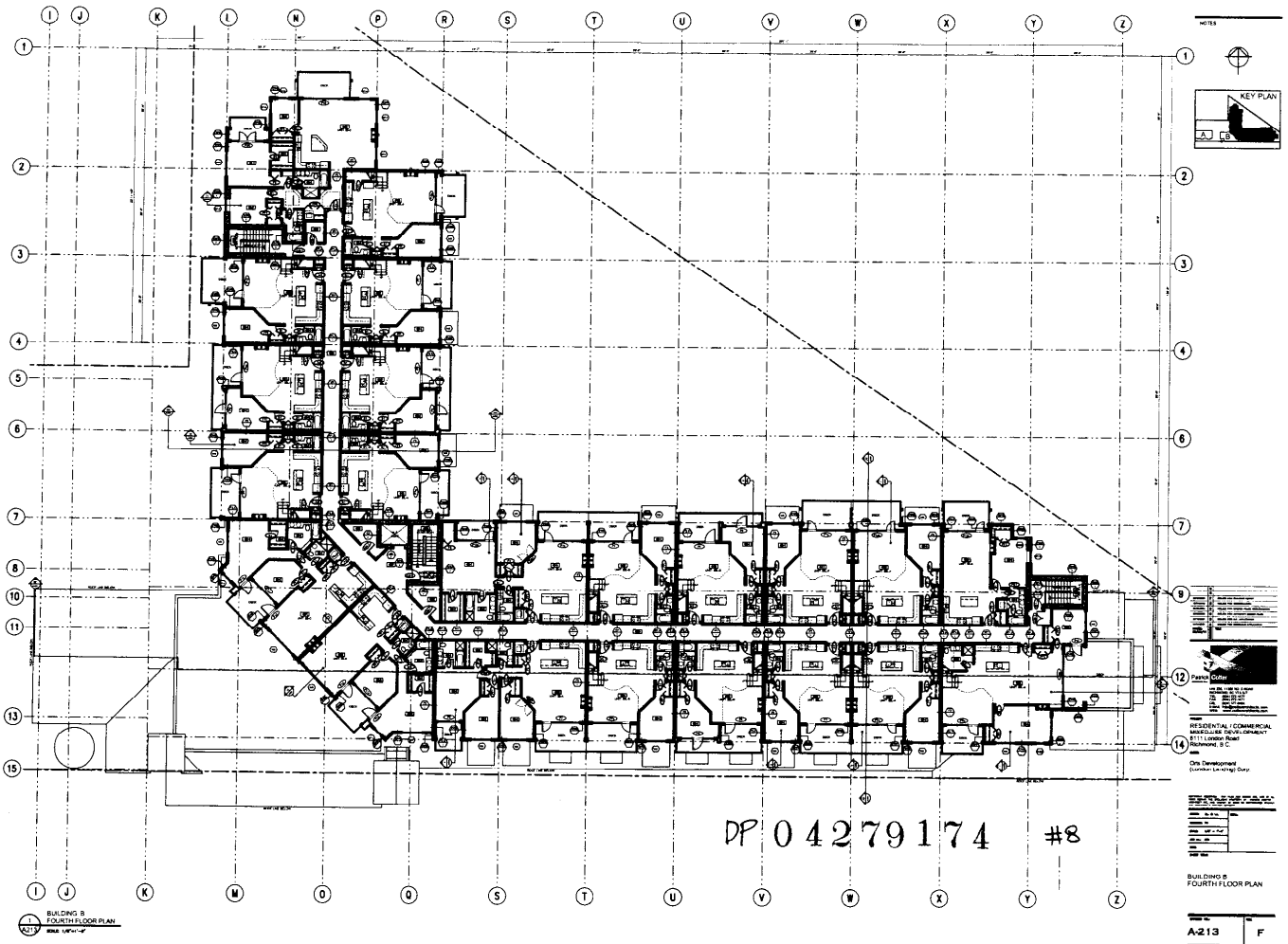
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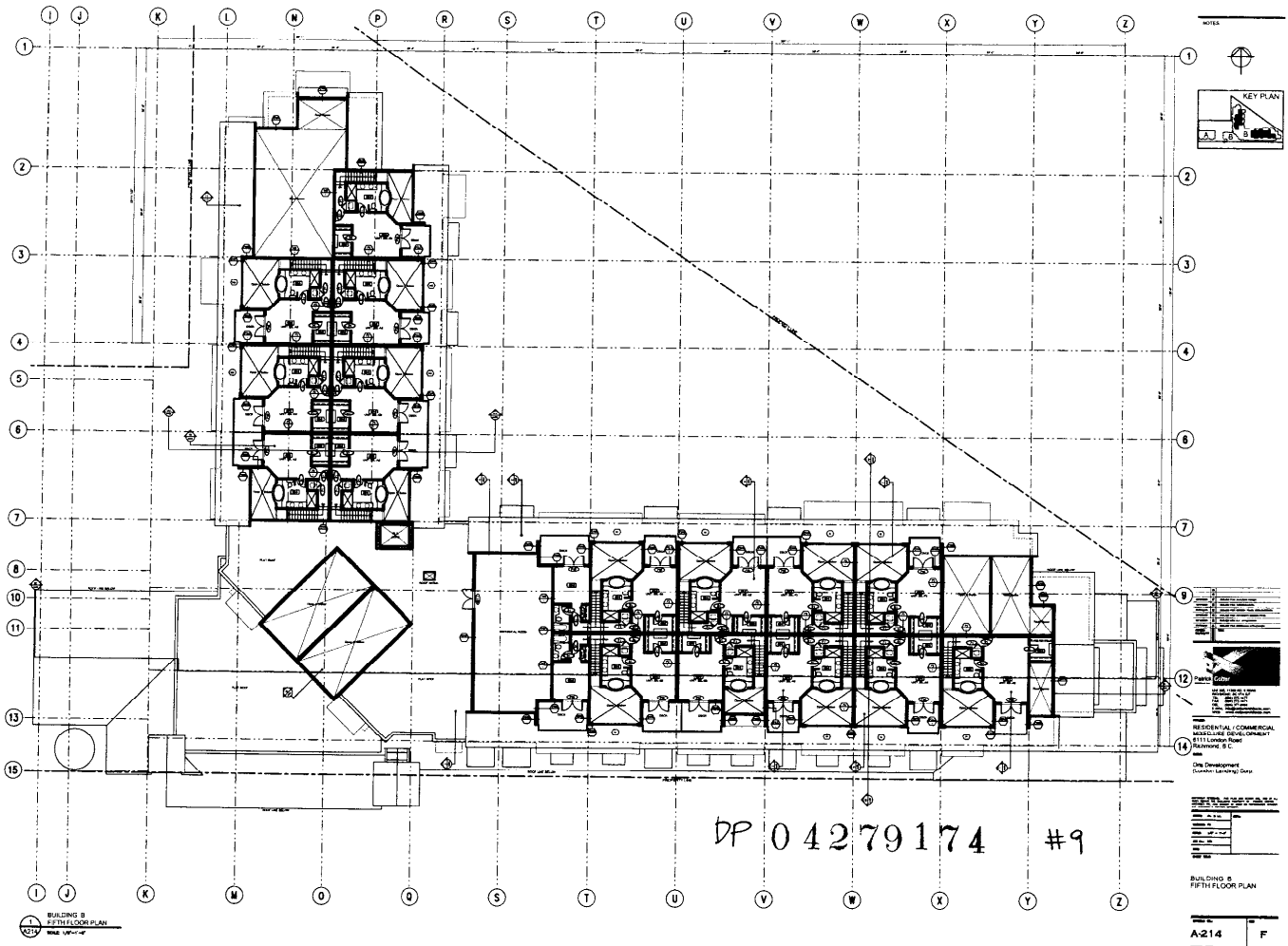
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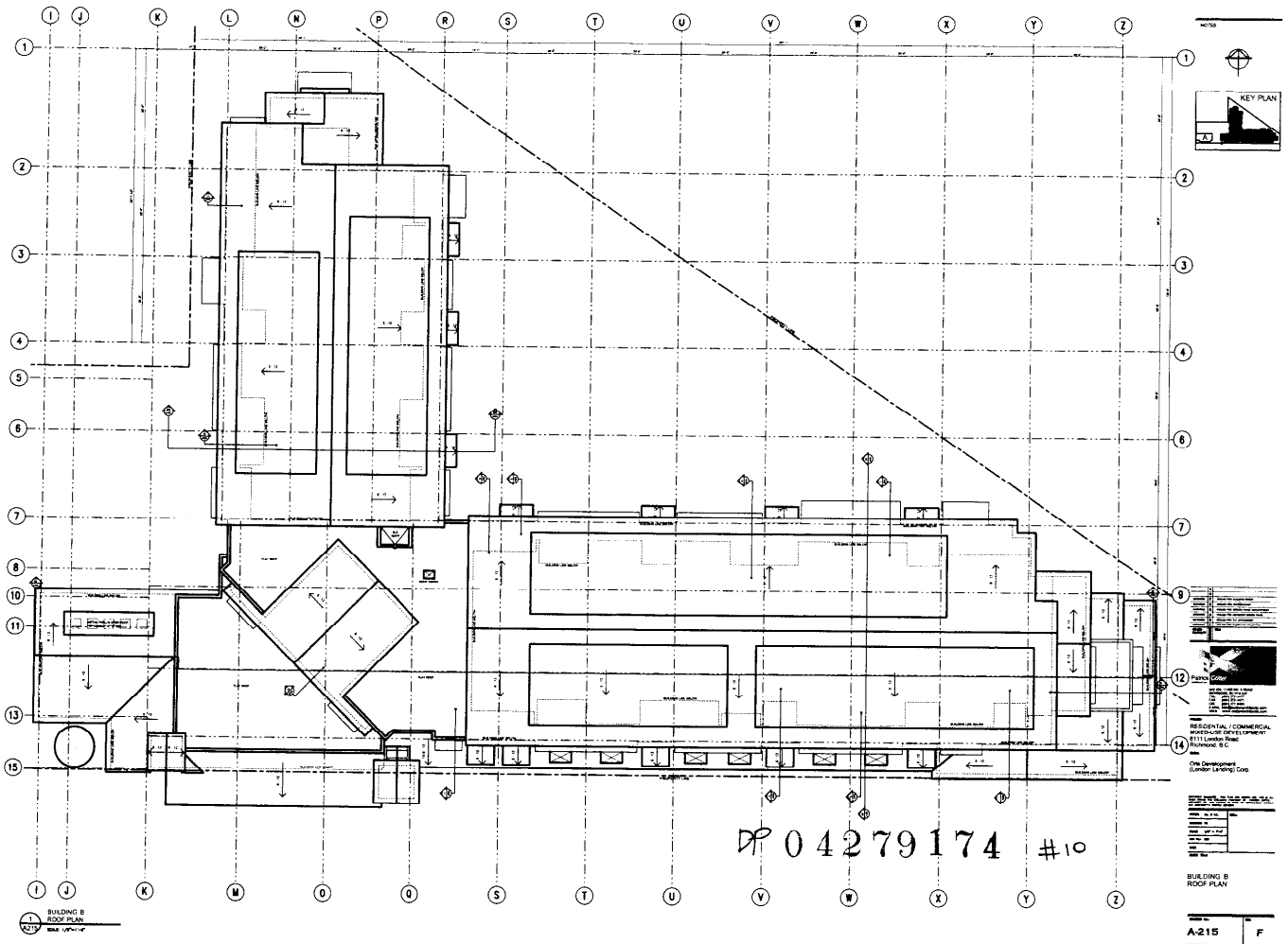


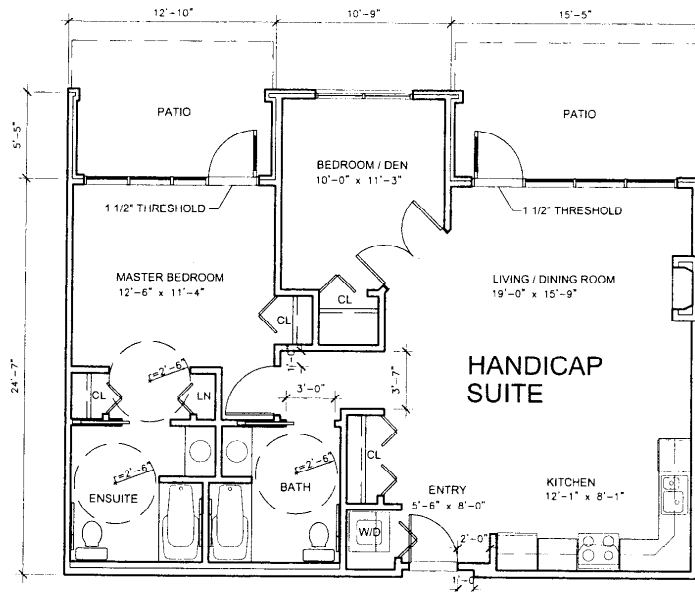








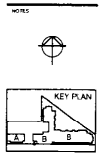
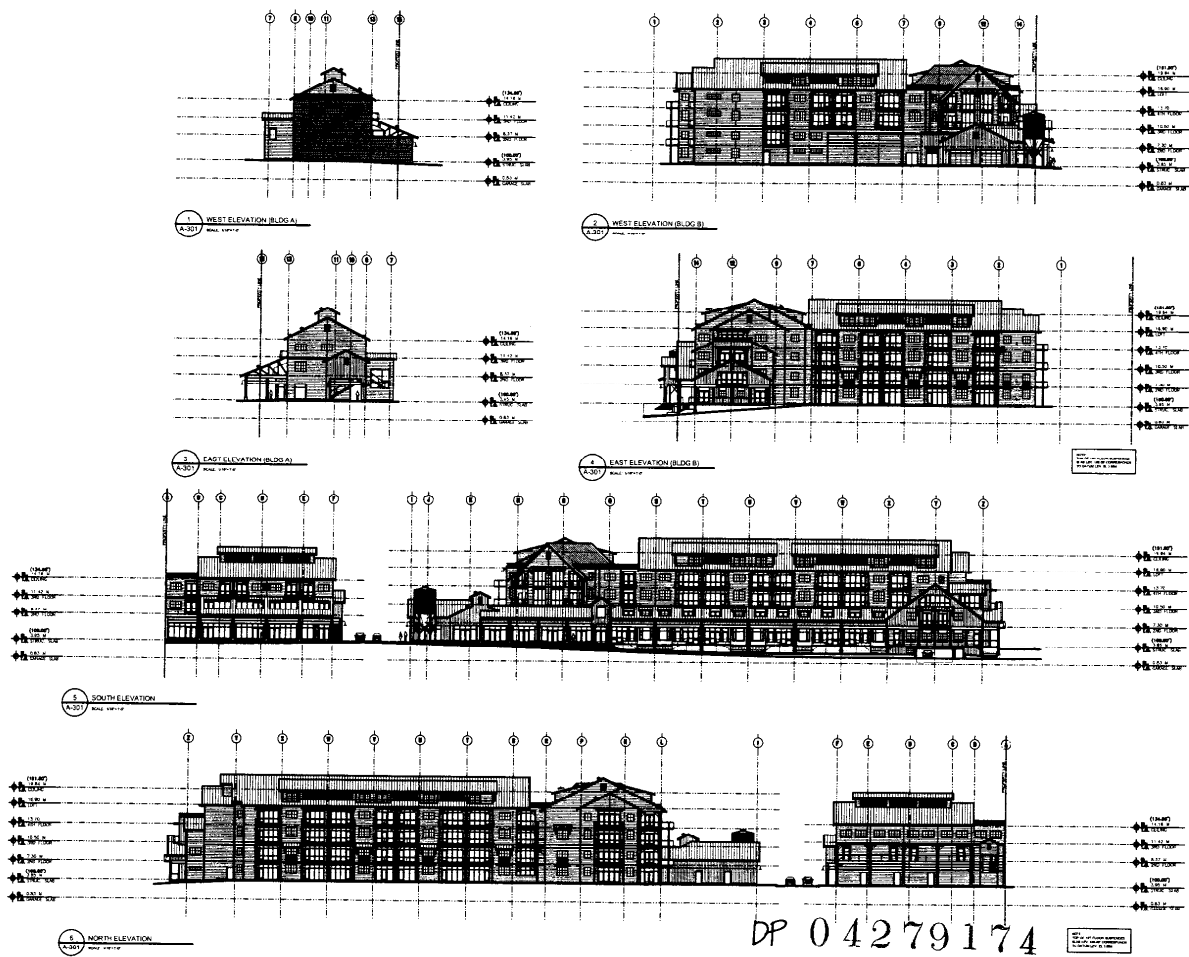




Unit 235, 11300 NO. 5 ROAD
RICHMOND, BC V7A 5J7
TEL: (604) 272-1477
FAX: (604) 272-1471
CEL: (604) 377-9454
E MAIL: info@cotterarchitects.com
WEB: www.cotterarchitects.com

PROJECT	LDN LONDON STATION	DATE	05-09-19
DWG TITLE	ACCESSABLE UNIT (REVISED)	DRAWING NO	SK-3
		CAD FILE NAME CAD FILE NAME	

DP 04279174 #11



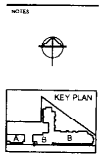
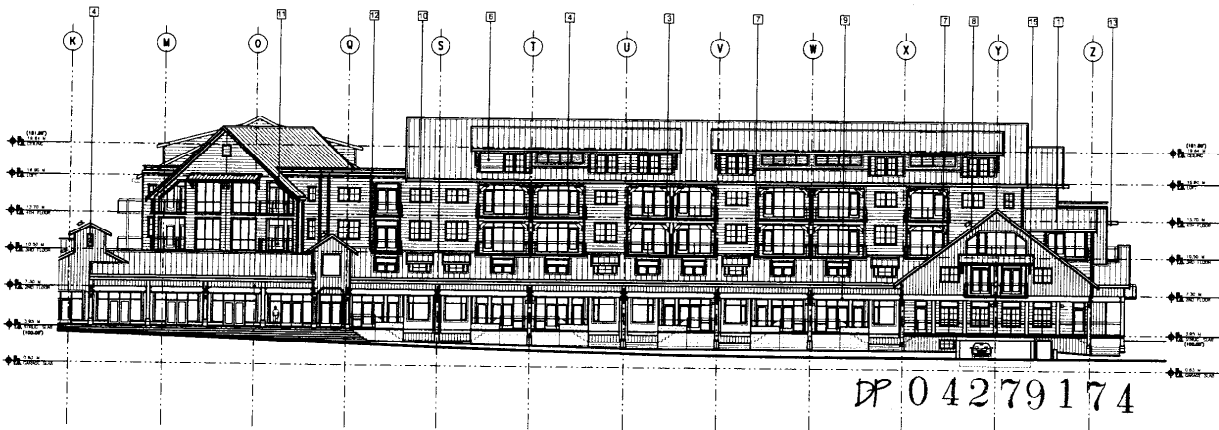
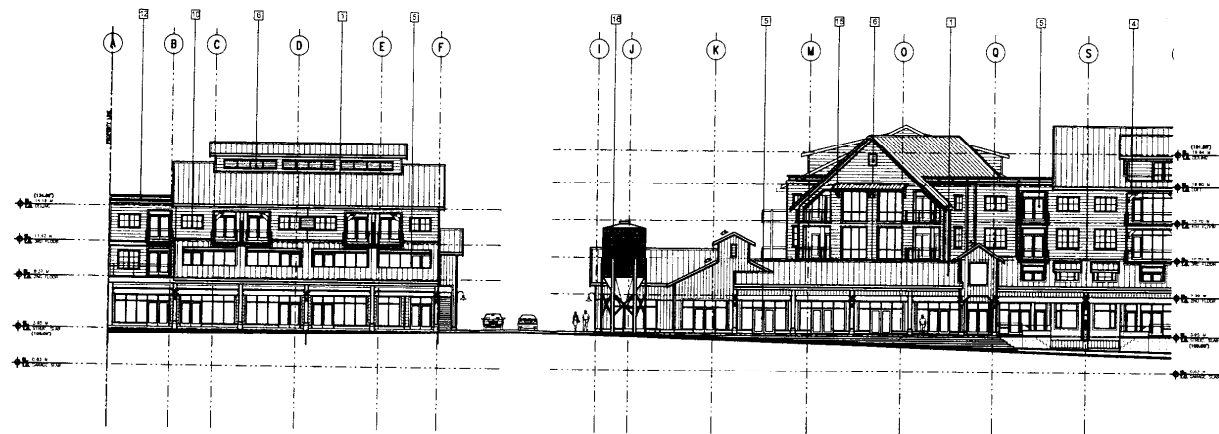
NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	01/11/11
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PROJECT: RESIDENTIAL / COMMERCIAL
 DEVELOPER: ...
 ARCHITECT: ...
 DATE: ...

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	01/11/11
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STREET ELEVATIONS	
A-301	F

DP 04279174 #12



- MATERIAL LIST**
- 1 METAL ROOF
 - 2 METAL TRUSS
 - 3 METAL CLADDING
 - 4 METAL GUTTER
 - 5 GLAZING IN ALUMINUM FRAME
 - 6 DECORATIVE METAL GRILL
 - 7 METAL BRACKET
 - 8 ALUMINUM FASCIA ON PINE WOOD SHOOKING
 - 9 HEAVY TIMBER
 - 10 ALUMINUM WINDOW
 - 11 GLASS BALCONY
 - 12 METAL DETAIL FOR PARAPET
 - 13 METAL CANOPY
 - 14 METAL TRIM BOARD
 - 15 WOOD BRACKET
 - 16 METAL TANK
 - 17 SPLIT-FACE CONC. BLOCK



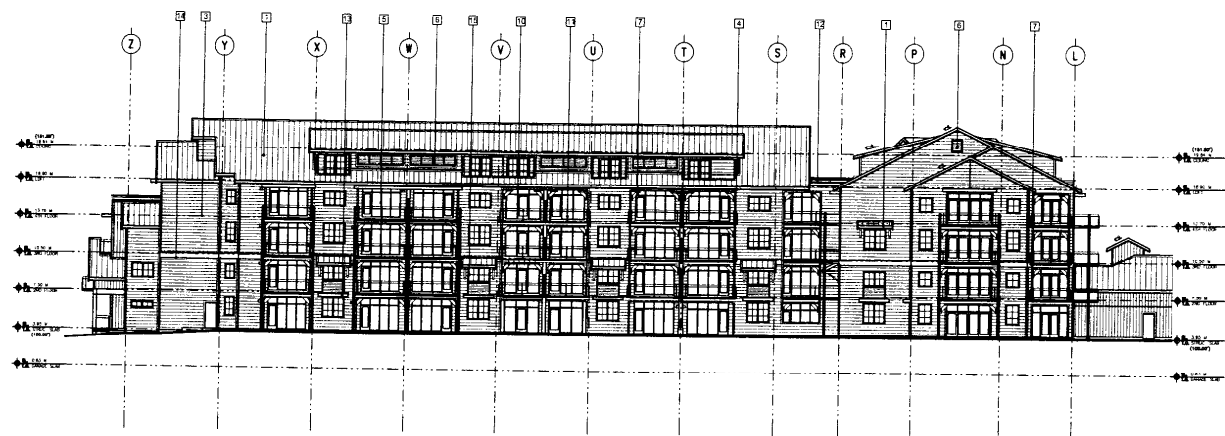
RESIDENTIAL COMMERCIAL
WATER-USE DEVELOPMENT
1111 LINDEN STREET
RICHMOND, B.C.
V6X 1A1
ONE DEVELOPMENT
(LONDON LIVING) CORP.

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/1/00
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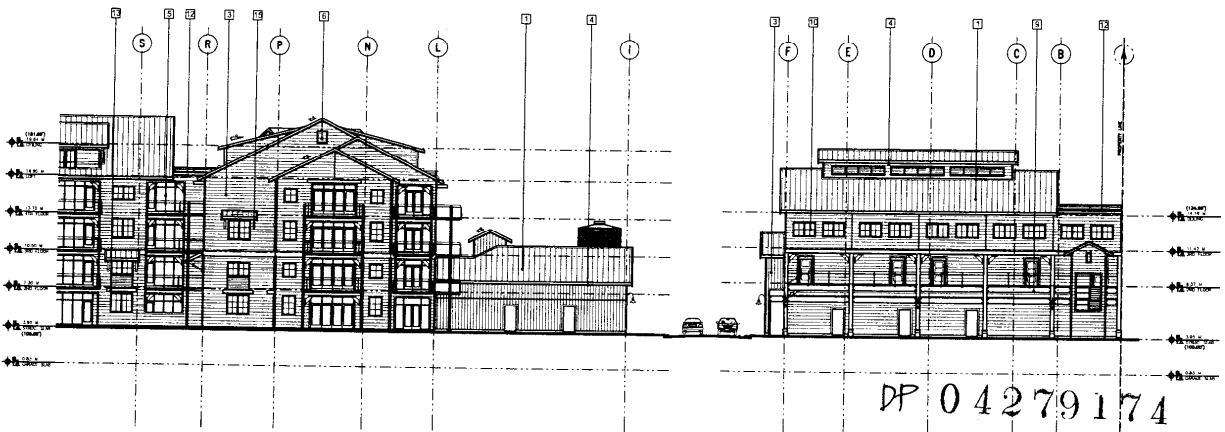
ELEVATIONS

A-302 F

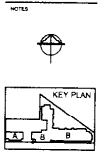
DP 04279174 #13



1 NORTH ELEVATION
A-303



2 NORTH ELEVATION
A-303



- MATERIAL LIST**
- 1 METAL ROOF
 - 2 METAL TRUSS
 - 3 METAL CLADDING
 - 4 METAL GUTTER
 - 5 GLAZING IN ALUMINUM FRAME
 - 6 DECORATIVE METAL GRILL
 - 7 METAL BRACKET
 - 8 ALUMINUM FASCIA ON PLY WOOD BACKING
 - 9 HEAVY TIMBER
 - 10 ALUMINUM WINDOW
 - 11 GLASS BALCONY
 - 12 METAL DETAIL FOR PARAPET
 - 13 METAL CANOPY
 - 14 METAL TRIM BOARD
 - 15 WOOD BRACKET
 - 16 METAL TANK
 - 17 SPLIT-FACE CONC. BLOCK



PROJECT DATA

PROJECT: RESIDENTIAL COMMERCIAL MIXED-USE DEVELOPMENT
 6111 JONES BLVD
 PORTLAND, O.R.
 OWNER: CHS Development (Lumber Landing) Corp.

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5	REVISION	

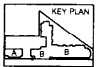
ELEVATIONS

A-303 F

DP 04279174

#14

NOTES



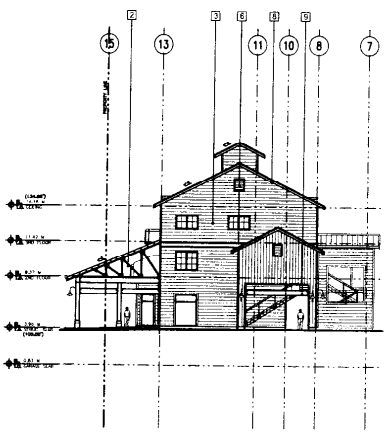
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 - 6 DECORATIVE METAL GRILL
 - 7 METAL BRACKET
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 - 15 WOOD BRACKET
 - 16 METAL TANK
 - 17 SPLIT-FACE CONC. BLOCK

REVISIONS

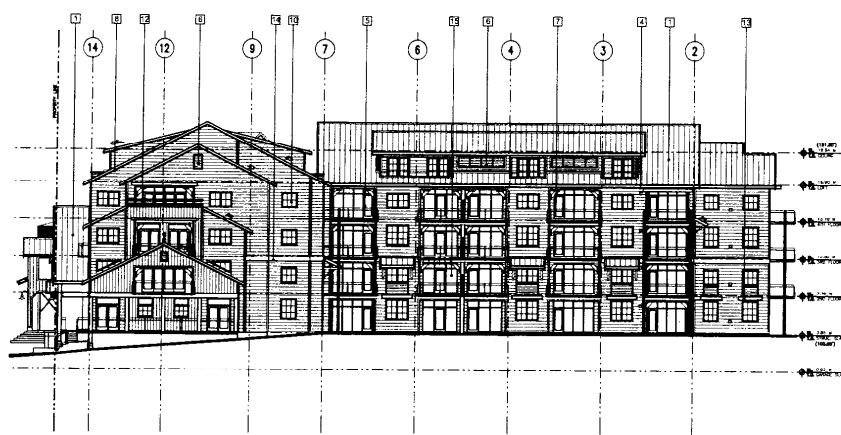
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ELEVATIONS

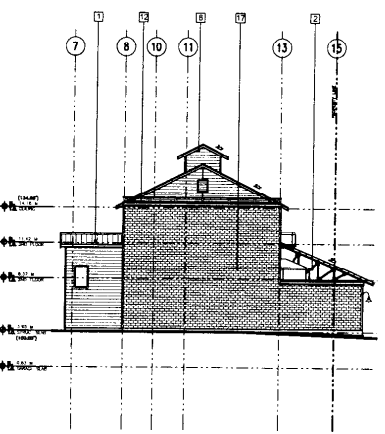
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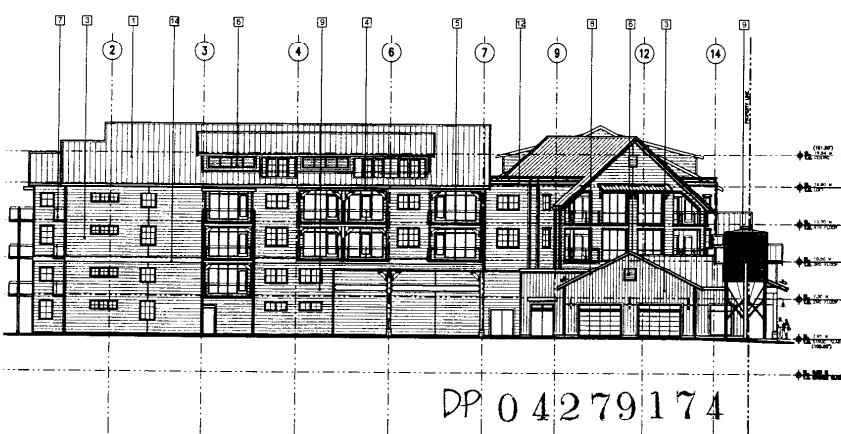
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A-304



2 EAST ELEVATION (BLDG B)
A-304



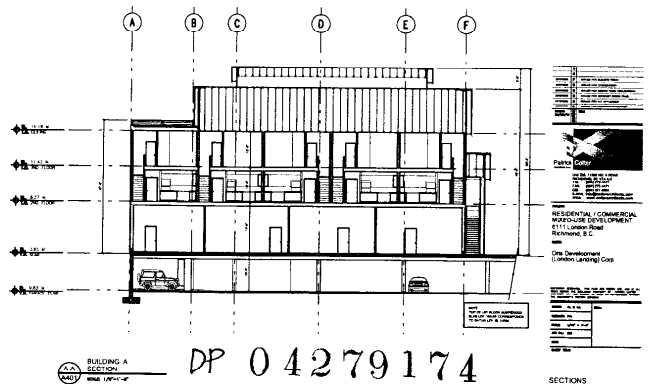
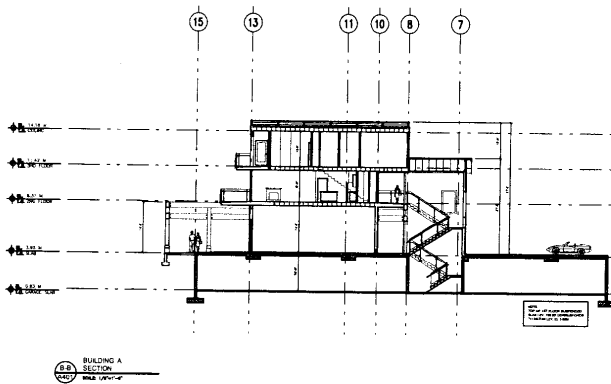
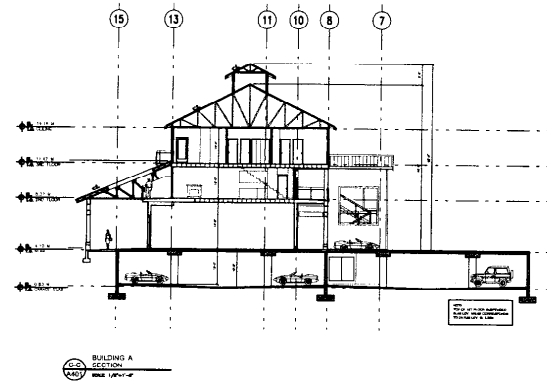
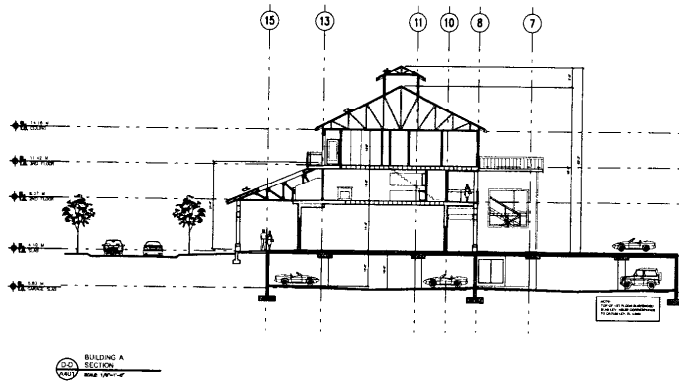
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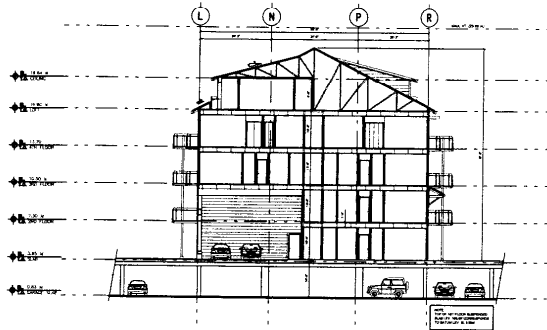


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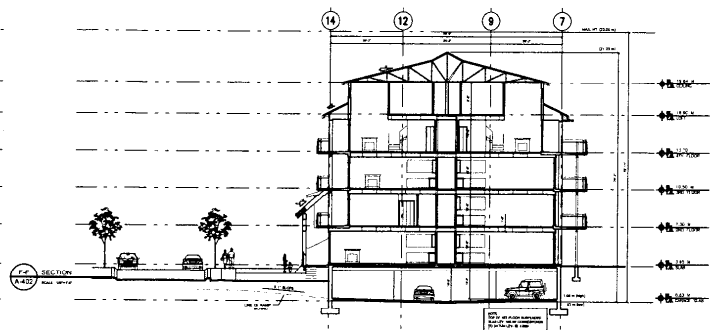
DP 04279174

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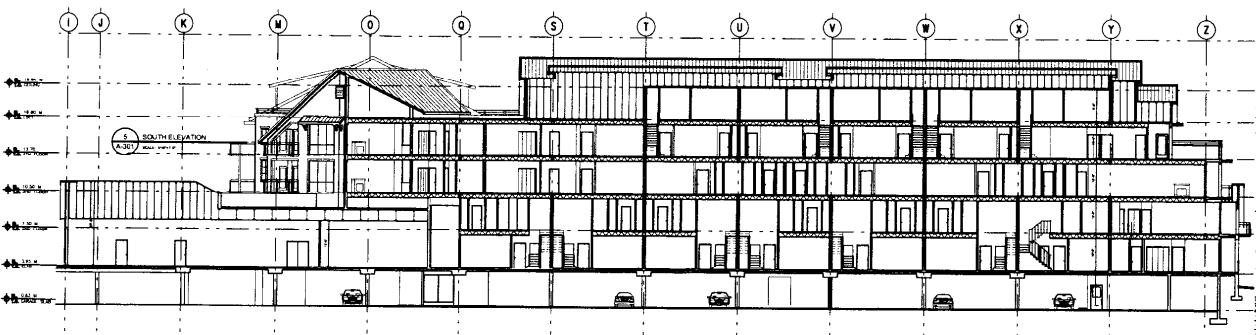




BUILDING B
SECTION
A-402



BUILDING B
SECTION
A-402



BUILDING B
SECTION
A-402



RESIDENTIAL / COMMERCIAL
MIXED-USE DEVELOPMENT
8111 Louisa Road
Richmond, B.C.
DPA Development
(Lumpsum Leasing) Ltd.

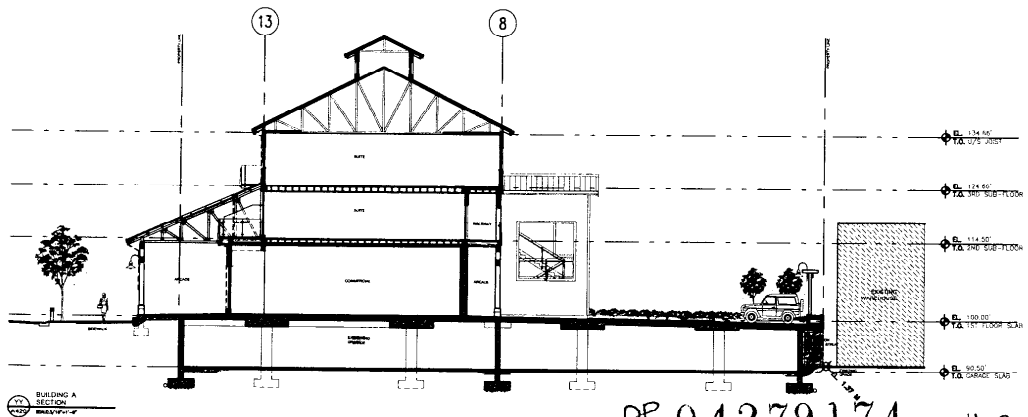
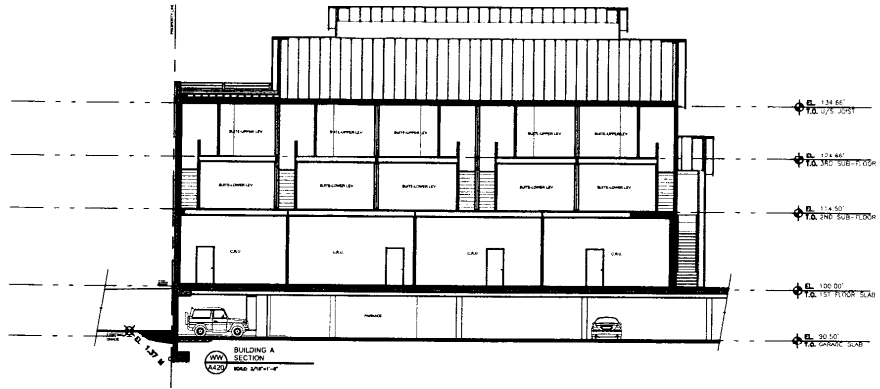
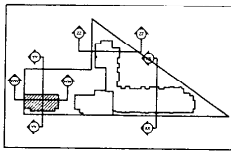
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DP 04279174

SECTIONS

#17

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#18

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 2. **Ziele**
 3. **Methodik**
 4. **Ergebnisse**
 5. **Diskussion**
 6. **Fazit**
 7. **Literaturverzeichnis**
 8. **Anhang**
 9. **Index**
 10. **Abkürzungen**
 11. **Formeln**
 12. **Diagramme**
 13. **Tabelle**
 14. **Figuren**
 15. **Quellenangaben**
 16. **Verweise**
 17. **Notizen**
 18. **Footnote**
 19. **Bibliographie**
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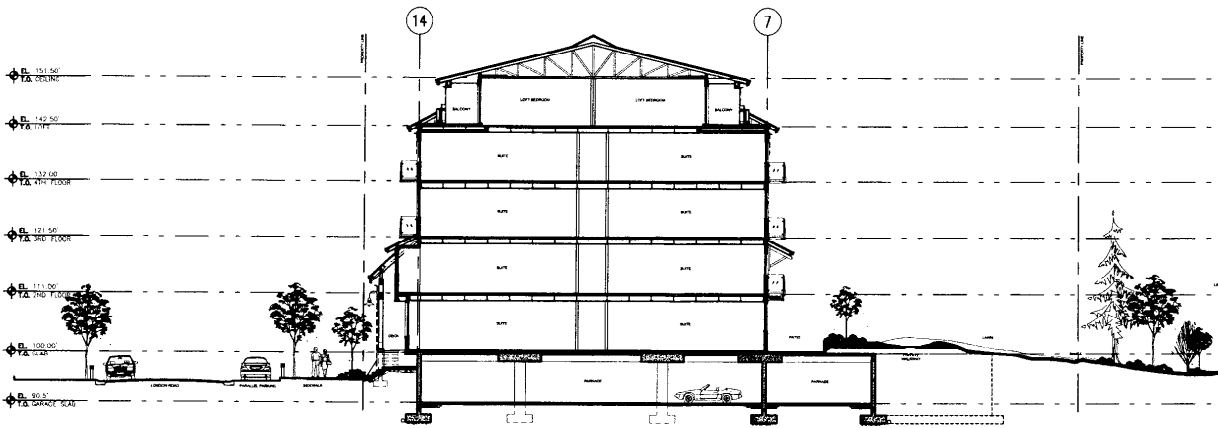
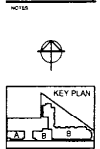
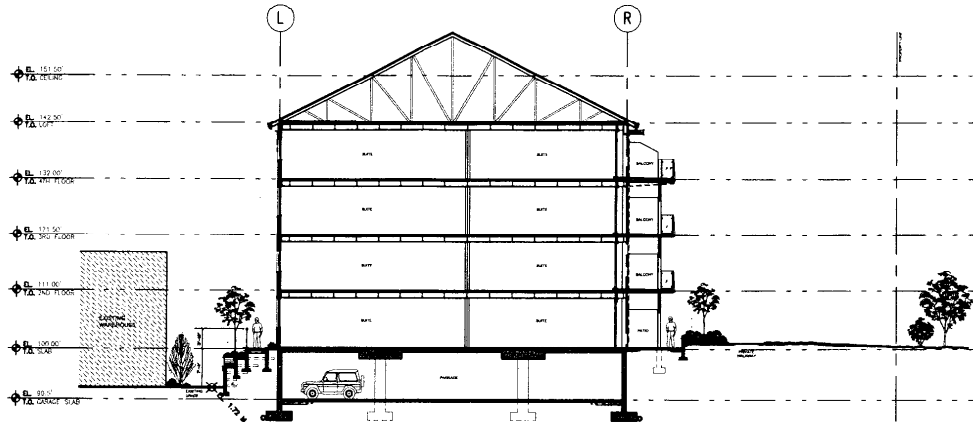
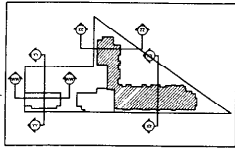
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MIXED-USE DEVELOPMENT**
6111 London Road
Richmond, B.C.

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SITE SECTIONS

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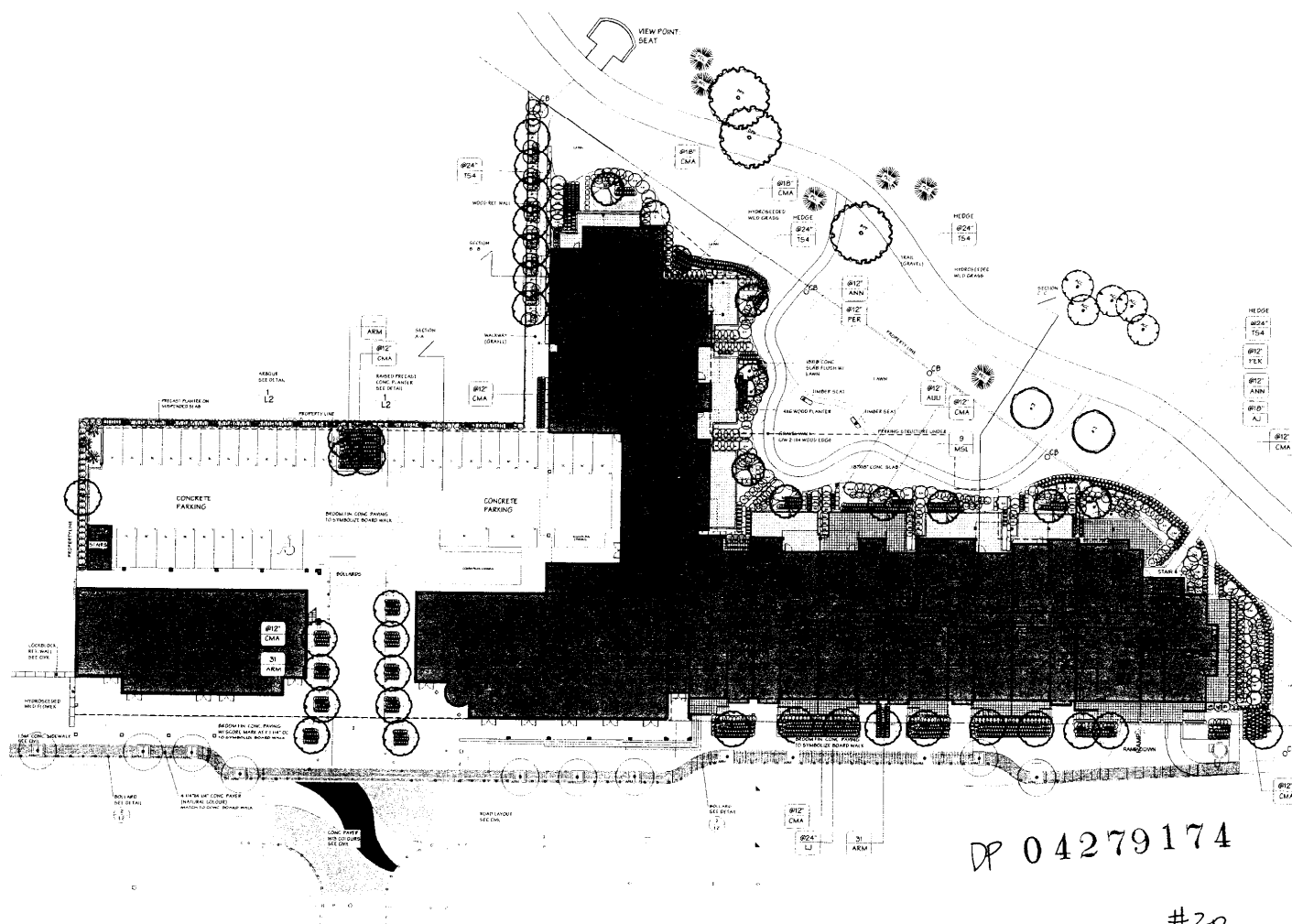
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DESIGN: PINE CITY COMMERCIAL
DEVELOPMENT
1111 LINDEN BLVD
RICHMOND, B.C.
DATE: 03/17/14
DRAWN: [Name]
CHECKED: [Name]
APPROVED: [Name]

SITE SECTIONS
A-421 F

DP 04279174 #19



Oct 26, 2005
 This issue is not for
 inclusion in DP

July 29, 2005
 (Issued for DP)
 Please Landscape oriented
 Project photos, articles
 related for DP

May 26, 2005
 Request for DP

Dec 14, 2004
 Request for DP's review

REVIEWS/ISSUES

LTC
 & ASSOCIATES
 Landscape Architects
 3160 Hunt Street
 Richmond, BC V6E 2L4
 Voice: (604) 275 2012
 Facsimile: (604) 275 4636
 e-mail: info@ltd.ca

