



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: April 4, 2003
File: DP 02-212896
Re: **Application by D.M.H. Equities Ltd. for a Development Permit at
4591 Garden City Road**

Manager's Recommendation

That a Development Permit be issued for a property at 4591 Garden City Road that would:

1. Allow the construction of a two-storey commercial building on a site zoned Comprehensive Development District (CD/117); and
2. Vary the regulations in the Zoning and Development Bylaw to increase the number of small car parking spaces from 31 to 36.

H. Bueloe

for Joe Erceg
Manager, Development Applications

JE:blg
Att.

Staff Report

Origin

J. R. Smith has applied, on behalf of D.M.H. Equities Ltd., for a Development Permit for "Fabricana" at the south-west corner of the Leslie Road extension and Garden City Road. The property is in the process of rezoning to Comprehensive Development District (CD/117) and is to be scheduled for final reading on April 28 or May 12, 2003. As part of the conditions for rezoning, the applicant will be dedicating Leslie Road and extending it to Garden City Road.

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

Development Information

Site Area:	6,312.1 m ² (67,945 ft ²)
Building Area:	3,805.6 m ² (40,964.477 ft ²)
Site Coverage:	60% Allowed 40.8% Proposed
F.A.R.:	1.0 Allowed 0.6 Proposed
Parking:	106 Spaces Required 109 Spaces Proposed

Findings of Fact

Criteria and policies for the issuance of Development Permits appear in Schedule 1.10. of Bylaw 7100, the *City Centre Area Plan*, part of the Official Community Plan.

Staff Comments

The following are staff comments, with the applicants response in *bold italics*.

Urban Development - Design

The adjacent residential property should be better screened. There should be more trees in the parking lot and this should be accomplished within the limitations of the parking requirement in the Zoning Bylaw. (We may consider relaxing the aisle-widths to 22 ft.). In addition, see "Analysis of City Centre Guidelines". Existing trees should be fenced immediately since heavy equipment is already on the site. The City will require a Letter of Credit for landscaping prior to forwarding this application to Council. The Letter of Credit will also provide remedy should any of the existing trees be damaged. The drawings should be stamped by a registered architect.

The applicants have increased the landscaping around the perimeter, which now consists of a 5 ft. cedar fence, a Portugese Laurel hedge, and Beech trees. There are now 13 trees proposed in the parking lot.

We support the Design Panel comments regarding the architecture. The building design should be further refined to add better details and better quality finish materials. It still looks more like a warehouse than an urban retail building. We are concerned that the main building entrance is poorly located for pedestrian/transit access.

Provide a roof plan with locations of rooftop HVAC equipment, and show how it will be hidden by the architecture (parapets, screens, etc.). The hiding-place "nook" should be eliminated from the covered parking area. The argument that the door swing is preventing elimination of this nook is not valid. The electrical/sprinkler room should be relocated so that there can be openings onto the parking area for surveillance. ***The "nook" has been eliminated, but the electrical room has not been relocated.***

The planting beds along the building walls on Leslie Road and on Garden City Road should be moved away from the building so that people can walk under the canopies and look in the windows. At the same time, take care that canopies and trees do not conflict (for example, make adjustments such as moving or "jogging" the canopies). The canopy projecting over the property line on Leslie Road will require an indemnity agreement. Please contact the City's Law Department prior to the Building Permit. ***The applicants have adjusted the plans to allow for the trees and pedestrian access to display windows/canopies.***

Urban Development - Utilities

At rezoning, requiring a 1.4 m public right-of-passage (PROP) right-of-way (ROW) along the entire Garden City right-of-way (ROW) was overlooked. This is to create a 1.5 m grass and treed boulevard behind the existing curb, with a 2 m wide concrete sidewalk behind that which will take it to the back of the 1.4 m right-of-way (ROW). As it was not a condition of rezoning, it must be shown on the Development Permit landscaping plan, and it is recommended the developer grant us the public right-of-passage (PROP) to absolve themselves of public liability.

All other Development Application issues are either being resolved via the rezoning, or will be dealt with at the Building Permit stage. No other Development Permit concerns.

Urban Development - Transportation

The driveway crossing should be lined up with the west drive-aisle. ***The applicants claim that to do so would cause extra turning movements for the trucks at the loading bay.***

Building Approvals

Provide a code analysis. The mezzanine may not be in conformance with the Code. Assure that there are wheelchair let-downs from the handicap parking to the front door. ***The applicants have discussed the Building Code issues with the Building Department and are confident that the issues can be resolved at the Building Permit stage. The handicap let-downs have been added.***

Fire Prevention, Detection and Protection

No comments received.

Development Coordinator

1. Subject to RZ 00-175928 (rezoning conditions include 20 m public right-of-passage for Leslie Road and corner cut at Garden City Road; covenants to limit access to Leslie Road only, construction of Leslie Road and Garden City Road frontage at Building Permit stage and restricting restaurant uses).
2. Does this Development Permit exceed the 0.25 FAR allowed for retail trade and services? ***The architect indicates that there will be 0.24 FAR retail use.***
3. Plans are not the greatest quality (i.e. do not indicate materials and are hard to read) and no reference is made to if an architect (or engineer) has prepared them. ***The applicants have retained an architect.***
4. Garden City Road elevation not the most "street friendly". Rendering assumes Garden City Road access to parking. ***The applicants have added canopies, a second row of trees, and a store front entry on Garden City Road. The rendering showing car access to Garden City Road is out-of-date.***

Public Art

We recommend a contribution of \$24,500 to the Richmond Public Art Program. Please contact the City's Public Art Liaison, Kari Huhtala, to discuss how the program works, the selection process, proposed site, etc. ***The applicants have declined, siting costs of dedicating/constructing Leslie Road.***

Advisory Design Panel

The comments of the Advisory Design Panel (*on March 5, 2003,*) were as follows:

- "the covered parking area was still of concern. The entry door to the building from the covered parking area should be flush if possible. ***The entry door is now flush.***
- the previous comments of the Panel were adequately addressed.
- the project had improved considerably. Pedestrian access through the planting beds to the entry should be provided. The location of the garbage enclosure was questioned. ***The pedestrian access has been improved by removing a 5 ft. section of planting bed. The garbage container is now located in the north-west corner of the parking, with a screen.***
- the improvements to the accessible washroom and shower facility were appreciated. A passage directly out of the front door, including a curb cut, would be appreciated. ***A curb cut has been added.***

- the entryway should receive more attention. The rear location of the garbage container was questioned and a suggestion was made for a relocation to the west side of the Leslie Road entrance. A disciplined approach to the building detail, i.e. the lack of reveal lines and differing parapet heights, was lacking, as was the urban character as prescribed by the City Centre Guidelines, i.e.. a well defined cornice and articulation. Also noted to be lacking was a pedestrian character.

The Chair suggested, as the only architect present on the Panel, that the project should not move forward until the urban and pedestrian character was more evident, however, the decision of the Panel was the project proceed subject to the above-noted comments.

Mr. Jamieson supported the comments of Chair, and said that staff would work to address the comments prior to the application proceeding to the Development Permit Panel. Mr. Jamieson expressed his disappointment in the removal of the two Chestnut trees subsequent to the initial presentation.”

Analysis of the City Centre Guidelines

The following is a summary of the guidelines with areas of compliance indicated with a , and staff comments in **bold type**.

4.3 General Design Considerations

4.3.1 Public Amenity: Contribute to the establishment of a “complete community”.

- Mix of uses, and their distribution, should serve to strengthen neighbourhoods.
- Promote streets for pedestrian activity and make them the focus of public life. **There should be doors and canopies on both streets, and especially, there should be an entrance to the main use (Fabricana). All new developments in the City Centre should recognize that there is a trend to more people arriving on foot, by bicycle and by public transit. Doors and canopies have been added but the main entry to Fabricana is still via the parking lot.**
- Social and cultural features should be made plentiful, accessible, and of higher quality.
- Natural, built, and human heritage should be retained, enhanced, and celebrated. **Provide tree-protection fencing immediately. Show tree-protection measures on the landscape plans. An arbourist should be retained to monitor the existing trees during construction. The applicants removed all of the trees on the site prior to pre-loading, except for a Pine tree and the Oak trees on the Leslie Road. Replacement trees at 10 cm caliper are shown on the landscape plan.**
- Safety in design should provide for surveillance, territoriality, effective lighting, and increased security around potential crime targets. **Doors onto the street would increase surveillance and safety. Doors and canopies have been added.**

4.3.2 Environmental Factors: Enhance liveability of the public and private realms.

- Sun and shade, influenced by massing and siting, should ensure the liveability of:

- a) Public Realm - Around noon, 3-5 hours, minimum, of sunlight to streets subject to sunlight standards (Fig.2), and outdoor spaces in general. (Mar 2 - Sept 21)
 - b) Semi-Private Open Spaces - Maximize direct sunlight between 10am and 2pm for all uses, plus 4pm to early evening for residential uses.
 - c) Private Residential Open Space - Ensure direct sun to at least 75% of dwelling units and their open spaces. (May require shadow study of subject site and neighbours.)
- Weather protection should be designed to enhance pedestrian comfort and activity: **See previous comments.**
- a) Throughout City Centre - It is promoted adjacent to public uses, transit, building entries, across barriers (i.e. parking lots), and where a “gap” can be filled.
 - b) Special Pedestrian Area - Its provision and continuity are directed as per Fig.3.
 - c) Types - In higher-density and mixed-use areas, canopies (1.8 m deep x 2.74 m high, min.) and arcades (2.5 m deep x 4.2 m high, min.) are preferred over fabric awnings.
- Wind and pedestrian comfort - Protect pedestrian areas, in general, and high-activity pedestrian areas, in particular, from the negative effects of the prevailing easterly wind, local wind conditions, and site-generated wind conditions.
- Noise - North of Granville Avenue, a registered acoustics professional must verify residential development, subject to rezoning or subdivision, meets CMHC standards. **n/a.**
- Public views and vistas, including the skyline, should be preserved and enhanced.
- 4.3.3 Streetscapes: Promote a green and pedestrian-oriented environment.
- Pedestrian amenities, including high-quality, coordinated street improvements (i.e. underground utilities and restricted driveways at sidewalks), building design features (i.e. vent fumes away from public areas), and furnishings, should be provided to distinguish the public realm, enhance pedestrian comfort, and strengthen local character. **Reduce width of crossing. Add amenities/street furniture. *The crossing has been reduced to 24 ft. 8 in. and a bike rack has been added.***
- Universal accessibility should be provided to both buildings and sites, and use of ramps and segregation of mobility-impaired and “primary” circulation/uses must be minimized. **Provide details. *Ramps have been added.***
- Publicly-accessible open space treatment should provide for:
- a) Edges - Edges should be well defined and animated by public/residential uses.
 - b) Preferred Orientation - South.
 - c) Openness - Ensure at least 50% of frontage is open to the sidewalk.
 - d) Grade Elevation - Within 1 m of the nearest curb, unless the space is 1000 m² or more, conveniently links public streets, or accesses key destinations.
 - e) Mobility Impaired - Provide a travel route, 1.5 m wide minimum, to key features.
 - f) Overhead Obstructions - None, except trees, “park” features, and temporary structures (including “kiosks” no larger than 14 m² and one-storey).
 - g) Open Space Links – 12 m minimum width where two public streets are linked.
 - h) Perimeter Walls - Walls that extend for 30 m or more, shall be a maximum of 11 m high, above which such walls must step back not less than 4.5 m.
 - i) Dining - Any restaurant use must be unenclosed (except for temporary cover), and occupy no more than 30% of the total open space.
- Streetscape treatment should include:
- a) Building Setbacks from Public Streets:

- “Recreational” streets, 6 m, trail/promenade and green landscaping.
 - High-density residential streets, 3.5-6 m, “display gardens”, semi-private outdoor spaces, and unit/building entries.
 - Lower-density residential streets, 6 m, landscaped gardens.
 - High-density and pedestrian-oriented retail streets, 3 m, enhanced walkway and/or seating/dining/display area.
- b) “Display garden” - Provide adjacent to high-density, grade-level residential and “inaccessible” uses (i.e. banks), defined by low walls, 0.15-0.45 m high, and possible fences, totalling no higher than 1 m from grade).
- c) Street Edge Treatments - Features should complement City treatments, including:
- Boulevards - Grass in low-density and low pedestrian-volume areas, and pavers in high-density and high pedestrian-volume areas:
 - Street Trees - Columnar in high-density and retail areas, and broader, spreading shapes elsewhere.
 - Street Tree Spacing – 9 m, planted in a single row along the curb except, where indicated in Fig.5, a second parallel row should be planted on private property. **Garden City Road is shown in Fig. 5 as having a double row of street trees. The double row of trees is shown on the plans.**

4.3.4 Urban Form: Develop a human-scaled, pedestrian- and transit-oriented environment.

- City form should enhance local character and human-scale with smaller blocks, lanes, pedestrian links, infill, and more intense land use near transit and valued amenities.
- Bulk and height should be liveable, cohesive, and support varied uses/roles, through:
 - a) Low-Rise - Both independent and “podium” buildings should predominate.
 - b) Taller Buildings - Selective use, where densification, views, open space, or skyline definition is important and can be better achieved.
 - c) Towers:
 - Staggered spacing of 24 m minimum.
 - 600 m² max. floorplates above 21 m elevation, especially for residential.
 - 4.5m minimum setback from the face of “podium” base-buildings.
 - Terracing of lower tower floors where appropriate.
- Architectural elements should promote human comfort and urban amenity, through:
 - a) Roofs - Taller buildings and roofs should enhance the skyline, while lower roofs should be visually attractive and, where practical, designed as usable open space. **Show screening of mechanical equipment on rooftops.**
 - b) Entrances - Building entries should open directly onto and animate the street, distinguish clearly between uses, and be highly visible, accessible, and safe. **See previous comments about entries.**
 - c) Exterior Walls - Walls, glazing, details, materials, lighting, and related landscaping should contribute to a high-quality, human-scaled image at the street, lane, and interior sidewalls, and should enhance the relationship between the pedestrian realm and upper storeys.

4.4 Land Use-Specific Design Considerations

4.4.1 Residential: n/a.

4.4.2 Retail: Encourage retail development to enhance liveability and pedestrianization.

- Important pedestrian retail areas should anchor mixed-use areas, and include:

- a) Outdoor-Seating/Display/Dining - Within 2 m of the related retail/restaurant frontage, space permitting, and open to the sidewalk, except in the case of restaurant use which may erect a temporary barrier up to 1m high.
 - b) Lighting - Pedestrian-oriented, enhancing local character, festivity, and safety.
 - c) Retail Frontages - Average frontage of 7.6 m and a maximum of 15.2 m, except where interrupted by pedestrian amenities, such as courtyards. **n/a.**
- Indoor retail pedestrian systems must complement the outdoor, street-oriented system: **n/a.**
 - Neighbourhood “main streets” **n/a.**
 - Local commercial needs of residential neighbourhoods may be accommodated through the spot development of no more than 375 m² of local commercial uses per development, and 1200 m² aggregate total development, designed to enhance local character, diversity, and adjacent community uses/activities. **n/a.**
- 4.4.3 Amenity Space: Enhance access to high-quality, usable, indoor amenity spaces.
- Public space provided by new development, as defined under Bylaw 5300, should be tailored to one or more uses determined by the City, provide barrier-free public access, be convenient to outdoor space and parking, and ensure that exterior windows extend for a length equal to at least 20% of the perimeter of the facility.
 - Semi-Private Space, for the common use of residents or non-residential tenants, should:
 - a) Phasing - Adequately serve each phase of development.
 - b) Design and Operation - Be tailored to site-specific tenant needs.
 - c) Minimum Ratio - For residential, 2 m²/bedroom (plus 4 m²/bedroom of outdoor space), and for other uses, 1 m²/100 m² of gross leaseable building area.
Show calculations: (lunch room, etc.)
 - d) Tenants - Meet the on-site needs of children, youth, adults, and seniors.
- 4.4.4 Parking and Loading: Improve the safety/appearance/effectiveness of these uses.
- Lane system should be retained and expanded to enhance access, emergency service, and back-of-house operations wherever practical. Elsewhere:
 - a) Access - Typically from secondary streets.
 - b) Driveways - Consolidate to minimize pedestrian interruption and duplication of vehicular routes, and to provide a more coherent circulation system.
 - c) Car/Service Entrances - Minimize impact on pedestrians and the streetscape.
 - Visual impact of new and existing parking lots/structures should be minimized by:
 - a) Multi-Level Structures - No grade-level street frontage permitted, and screening with non-parking uses and special facade treatments required above-grade.
 - b) Surface Lots - Must be situated to the rear of buildings, except in Aberdeen’s low-density (0.5 FAR) automobile-oriented, non-residential areas where:
 - Maximum building setback is 40 m.
 - Pedestrian weather protection links the building with the street.
 - Minimum of 1 tree is provided for each 2 parking spaces.
 - Special paving/landscaping enhances the pedestrian experience.
 - c) Surface Lot Landscaping - Enhance streetscape appearance, continuity, and safety.
 - d) Tree Coverage:
 - Surface Lots - Trees must be provided such that, within 10 years of development, 70% of the lot is shaded in summer. **More trees are required, along with the calculation.**
More trees were provided.

- Rooftop Parking - Trees and overhead planting must be provided such that, within 5 years, 70% of the surface is shaded in summer and 50% is concealed from view year-round.
- e) Maximum Area - Any single surface lot, or the aggregate total of adjacent surface lots, shall not exceed 0.25 ha, except in the case of Aberdeen's Automobile-Oriented Commercial and Industrial uses where it shall not exceed 1.21 ha.
- Parking reduction opportunities should be sought through the sharing of parking facilities and coordination with the off-site opportunities. **No parking reduction opportunities indicated. The Zoning and Development Bylaw does not encourage it in this location.**
- Bicycle parking and end-of-trip facilities must be provided:
 - a) CLASS 1 Parking - Secured, long-term, at-grade parking in lockers or rooms.
 - b) CLASS 2 Parking - Unsecured, short-term, at-grade parking in racks within 15 m of principle building entries.
 - c) Parking Spaces Required (per 100 m² gross leaseable space, except for residential):
 - Residential, 1.5 CLASS 1/dwelling unit, and 0.2 CLASS 2/dwelling unit.
 - Food catering establishment, retail, and neighbourhood pub, 0.8 CLASS 1, and 0.8 CLASS 2.
 - Office, 0.27 CLASS 1, and 0.27 CLASS 2.
 - d) End-of-Trip Facilities - Shall be provided in association with CLASS 1 parking serving non-residential uses, and shall include showers, toilets, grooming stations, and clothing lockers (as described in the Area Plan's Development Permit Guidelines). **No bicycle facilities shown. A shower has been added, and there are lockers in the lunch room.**
- Loading, garbage, and recycling facilities/operations should not impair lane, road, or sidewalk activities or appearance; and, should either be fully enclosed within a building, or open to a lane and screened with appropriate roofs and walls to minimize noise and visual impact. **Loading does not work and is not screened sufficiently. The loading has been improved, and there are now two areas for loading**

Analysis

This project, which enhances the City Centre's road access by extending Leslie Road, is fairly utilitarian in concept. It is a tilt-up building housing a traditional bulk-goods establishment and the proponents wish to keep it heavily automobile-oriented. As such, it is difficult to obtain the kind of high quality urban design which the City Centre Guidelines strive for. The project meets some, but not all, of the guidelines as noted above, and the project's approval at the second trip to the Advisory Design Panel was not unanimous.

The fact that some existing trees were removed during the pre-loading process has negated one opportunity to give the building some instant mature landscape screening. Instead, the plans call for fourteen (14) 10 cm replacement trees, and other landscaping which will help to soften the appearance of the building.

Conclusions

D.M.H. Equities Ltd. has applied for a Development Permit for a two-storey retail/warehouse facility (Fabricana) on Garden City Road. The project would facilitate the extension of Leslie Road to Garden City Road. The design meets the developer's objectives, but falls short of the City Centre Guidelines for good quality urban design and pedestrian access.



Alex Jamieson
Planner 2 - Urban Design
4122

AJ:blg

There are some conditions to be met:

Prior to the application being forwarded to Council, a Letter of Credit is required for landscaping; and

Prior to a Building Permit being issued, an indemnity agreement is required for a canopy over the sidewalk on Leslie Road.



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): 4591 GARDEN CITY RD RICHMOND

Legal Description(s): PARCEL ONE (REF PL. 9728) OF PARCEL H (REF PLAN 1587) SEC 33 & 34 BSM R6W NWD.

Applicant: D.M.H. EQUITIES LTD

Correspondence/Calls to be directed to:

Name: J.R. SMITH. C/O Fabricana

Address: 4811 HAZELBRIDGE RICHMOND

Postal Code: V6X-3F7

Tel. No.: 276-9302.
Business

Residence

E-mail

276-0074
Fax

Property Owner(s) Signature(s):

[Signature]
STEPHANO MECRIAN.
Please print name

or

Authorized Agent's Signature:

Attach Letter of Authorization

[Signature]
J.R. SMITH
Please print name

For Office Use

Date Received: July 30/02

Application Fee: \$4,620.00

File No.: 02-212896 DP

Receipt No.: 15-0004542

Only assign if application is complete

ENTERED



City of Richmond
Urban Development Division

Development Permit

No. DP 02-212896

To the Holder: D.M.H. EQUITIES LTD.
Property Address: 4591 Garden City Road
Address: C/O J.R. SMITH, FABRICANA
4811 HAZELBRIDGE WAY
RICHMOND, BC V6X 3F7

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 Plan #1 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #2 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plan #1 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, street trees, boulevards 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 Plan #3 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. In addition to other remedies, if existing trees which are to be retained die or are damaged because of construction, the City may cash the letter-of-credit in an amount equal to the value of the trees.

To the Holder: D.M.H. EQUITIES LTD.
Property Address: 4591 Garden City Road
Address: C/O J.R. SMITH, FABRICANA
4811 HAZELBRIDGE WAY
RICHMOND, BC V6X 3F7

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$81,928.

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.

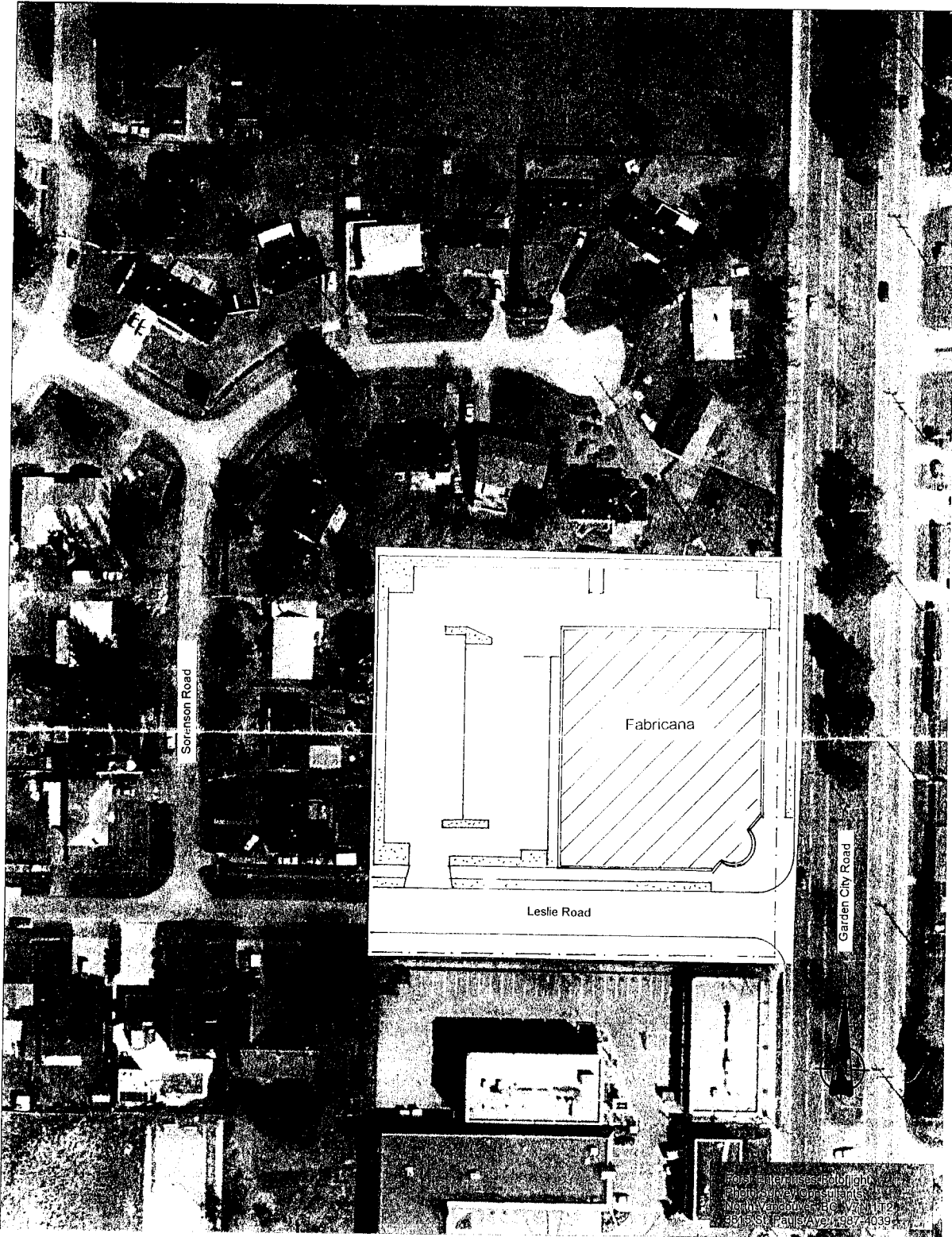
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. _____
DAY OF _____, _____.

ISSUED BY THE COUNCIL THE

DELIVERED THIS _____ DAY OF _____, _____.

MAYOR



APR 23 2003

DP 02-212895

Real Estate Photographs
Photo Survey Consultants
North Vancouver, BC, V7N 1T9
3818 St. Pauls Ave, 497-4039

LEGAL DESCRIPTION:
 PARCEL ONE (REF. PL. 4128) OF
 PARCEL # (REF. PL. 1567)
 SECTION 3939 & 34 BL 5 NR 6 N. WND.
 ADDRESS:
 4591 GARDEN CITY ROAD,
 RICHMOND, B.C.

SITE AREA: 87,110 S.F. (6,048.2 S.M.)
 SITE AREA DEDICATED TO ROADWAY:
 19,710 S.F. (1,418.0 S.M.)
 NET SITE AREA: 67,400 S.F. (6,932.1 S.M.)
 ZONING: CD117
 BUILDING AREA (FOOTPRINT): 277,497 S.F. (25,774 S.M.)
 SITE COVERAGE ALLOWED: 60 %
 SITE COVERAGE PROPOSED: 40.8 % (NET AREA)
 MAX. BLDG. HT. ALLOWED: 34.24 FT.
 BLDG. HT. PROPOSED: 34.24 FT.
 FLOOR AREAS:

GROUND FLOOR - WAREHOUSE 2,474.0 S.F.
 RETAIL 15,704.2 S.F.
 RETAIL (P.U.T.) 3,429.0 S.F.
 TOTAL 24,110.0 S.F. (2,340.6 S.M.)

SECOND FLOOR - WAREHOUSE 4,521.0 S.F.
 OFFICE 5,875.5 S.F.
 WORKSHOP 9,220.5 S.F.
 STORAGE 4,819.0 S.F.
 TOTAL 16,245.6 S.F. (1,565.0 S.M.)

RETAIL P.A.R.: 21,893.2 / 87,110 = 24
 WAREHOUSE WORKSHOP P.A.R.: 15,449.4 / 87,110 = 18
 OFFICE P.A.R.: 5,875.5 / 87,110 = 0.5

PARKING PROVIDED: 106
 SMALL CARS: 36
 HANDICAPPED PARKING: 02
 STANDARD CARS: 71
 LOADING BAYS: 02

BUILDING DESCRIPTION:
 FACING TWO STREETS, TWO STOREY,
 SPRINKLERED

ENGINE CONSULTANT

JJK ARCHITECTURE INC.
 705 WEST BAY STREET, SUITE 104
 RICHMOND, B.C. V6V 2G9
 PHONE: (604) 273-1111
 FAX: (604) 273-1112
 E-MAIL: JJK@JJKARCH.COM

PROJECT:
 NEW WAREHOUSE &
 OFFICES FOR
 FABRICIANA IMPORTS

LOCATION:
 4591 GARDEN CITY ROAD
 RICHMOND B.C.

TITLE:
 SITE PLAN

DRAWN:
 J.K.

CHECKED:

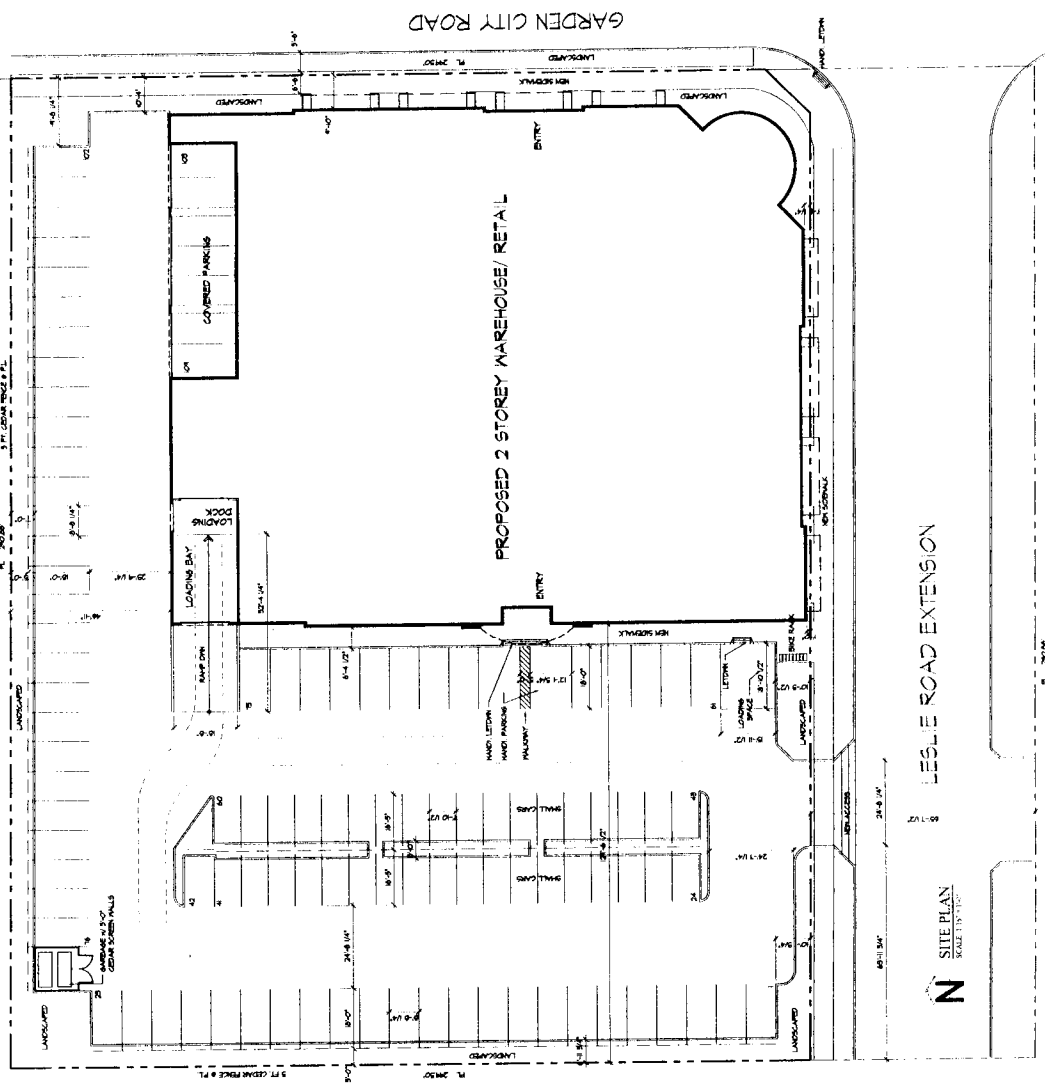
SCALE:
 1/8" = 1'-0"

DATE:
 FEB. 24TH 2003

FILE NO.:

SHEET NO. **A-1**

1
 APR 23 2003
 DP 02-212896

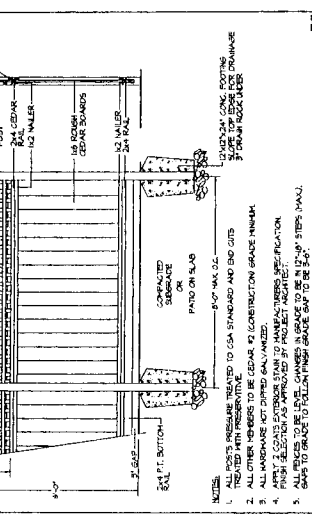


SITE PLAN
 SCALE 1/8" = 1'-0"

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PLANT SCHEDULE	COMMON NAME	DRAWING NUMBER	DATE
1	AMERICAN BIRCH	DP02-212896	APR 25 2003
2	AMERICAN DOGWOOD	DP02-212896	APR 25 2003
3	AMERICAN HEMLOCK	DP02-212896	APR 25 2003
4	AMERICAN LARCH	DP02-212896	APR 25 2003
5	AMERICAN SYPHIX	DP02-212896	APR 25 2003
6	AMERICAN YEW	DP02-212896	APR 25 2003
7	AMERICAN WHITE PINE	DP02-212896	APR 25 2003
8	AMERICAN WHITE SPRUCE	DP02-212896	APR 25 2003
9	AMERICAN WHITE FIR	DP02-212896	APR 25 2003
10	AMERICAN RED CEDAR	DP02-212896	APR 25 2003
11	AMERICAN RED PINE	DP02-212896	APR 25 2003
12	AMERICAN SHORT LEAF PINE	DP02-212896	APR 25 2003
13	AMERICAN WHITE OAK	DP02-212896	APR 25 2003
14	AMERICAN RED OAK	DP02-212896	APR 25 2003
15	AMERICAN BLACK OAK	DP02-212896	APR 25 2003
16	AMERICAN WHITE BIRCH	DP02-212896	APR 25 2003
17	AMERICAN DOGWOOD	DP02-212896	APR 25 2003
18	AMERICAN HEMLOCK	DP02-212896	APR 25 2003
19	AMERICAN LARCH	DP02-212896	APR 25 2003
20	AMERICAN SYPHIX	DP02-212896	APR 25 2003
21	AMERICAN YEW	DP02-212896	APR 25 2003
22	AMERICAN WHITE PINE	DP02-212896	APR 25 2003
23	AMERICAN WHITE SPRUCE	DP02-212896	APR 25 2003
24	AMERICAN WHITE FIR	DP02-212896	APR 25 2003
25	AMERICAN RED CEDAR	DP02-212896	APR 25 2003
26	AMERICAN RED PINE	DP02-212896	APR 25 2003
27	AMERICAN SHORT LEAF PINE	DP02-212896	APR 25 2003
28	AMERICAN WHITE OAK	DP02-212896	APR 25 2003
29	AMERICAN RED OAK	DP02-212896	APR 25 2003
30	AMERICAN BLACK OAK	DP02-212896	APR 25 2003
31	AMERICAN WHITE BIRCH	DP02-212896	APR 25 2003
32	AMERICAN DOGWOOD	DP02-212896	APR 25 2003
33	AMERICAN HEMLOCK	DP02-212896	APR 25 2003
34	AMERICAN LARCH	DP02-212896	APR 25 2003
35	AMERICAN SYPHIX	DP02-212896	APR 25 2003
36	AMERICAN YEW	DP02-212896	APR 25 2003
37	AMERICAN WHITE PINE	DP02-212896	APR 25 2003
38	AMERICAN WHITE SPRUCE	DP02-212896	APR 25 2003
39	AMERICAN WHITE FIR	DP02-212896	APR 25 2003
40	AMERICAN RED CEDAR	DP02-212896	APR 25 2003
41	AMERICAN RED PINE	DP02-212896	APR 25 2003
42	AMERICAN SHORT LEAF PINE	DP02-212896	APR 25 2003
43	AMERICAN WHITE OAK	DP02-212896	APR 25 2003
44	AMERICAN RED OAK	DP02-212896	APR 25 2003
45	AMERICAN BLACK OAK	DP02-212896	APR 25 2003
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47	AMERICAN DOGWOOD	DP02-212896	APR 25 2003
48	AMERICAN HEMLOCK	DP02-212896	APR 25 2003
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73	AMERICAN WHITE OAK	DP02-212896	APR 25 2003
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99	AMERICAN WHITE FIR	DP02-212896	APR 25 2003
100	AMERICAN RED CEDAR	DP02-212896	APR 25 2003

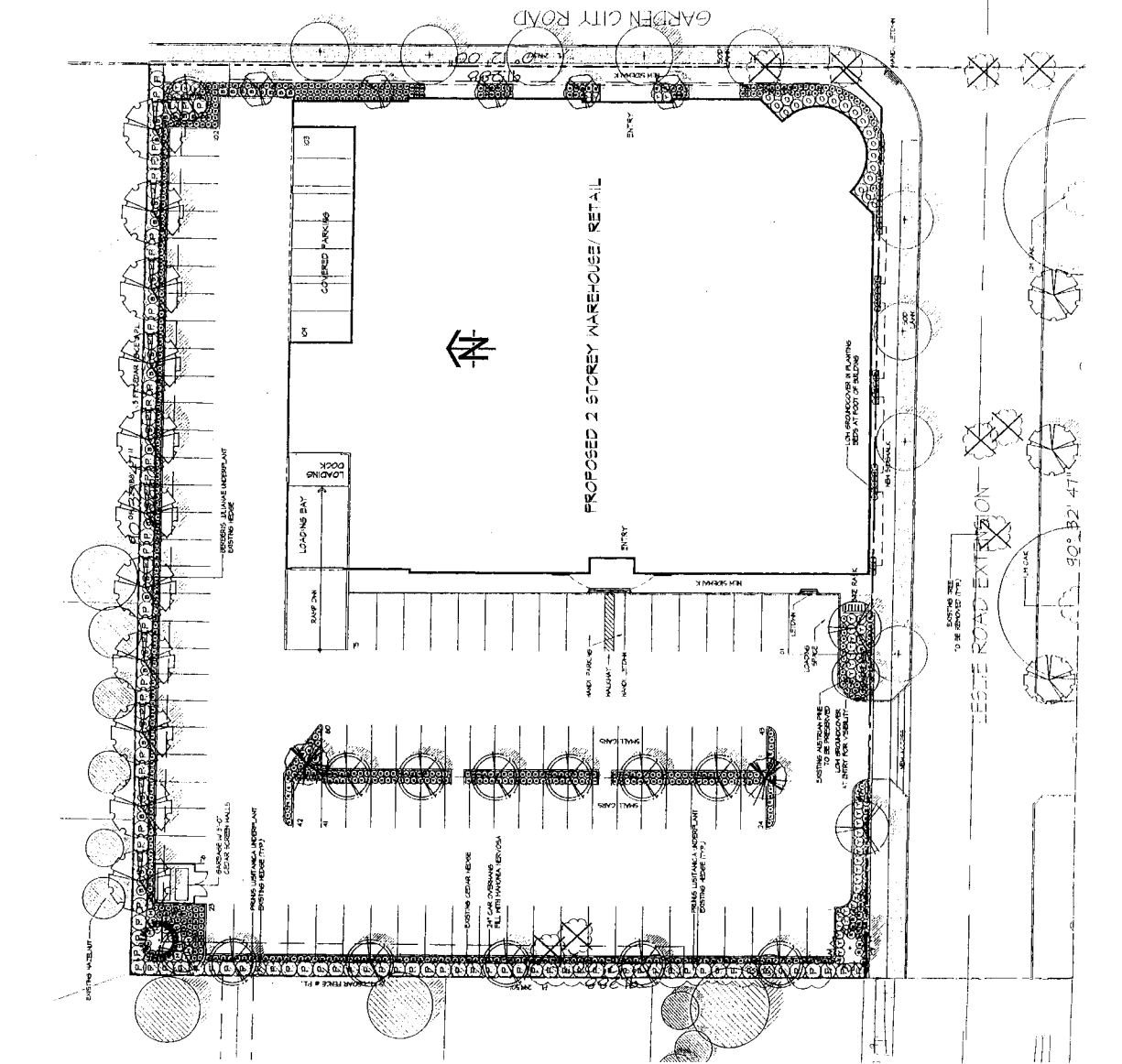
1. 6 FT. HEIGHT SOLID FENCE WITH LATTICE
 1.27 x 1.50"



NOTES:
 1. POSTS SHALL BE TREATED WITH PRESERVATIVE.
 2. ALL OTHER NOTES TO BE GENERAL TO CONSTRUCTION GRADE FINISH.
 3. FINISH SELECTED AS APPROVED BY PROJECT ARCHITECT.
 4. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.

1. 6 FT. HEIGHT SOLID FENCE WITH LATTICE
 1.27 x 1.50"

APR 25 2003
 DP02-212896



DMG
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 Fax: 604-273-8889

FABRICANA CENTRE
 LESLIE RD. & GARDEN CIT
 RICHMOND, BC

LANDSCAPE
 PLAN

DATE: 04/25/03
 SCALE: 1/8" = 1'-0"
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

DRAWING NUMBER
 L1

