



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: November 19, 2002
File: DP 02-202398
Re: **Application by Costco Wholesale Corporation for a Development Permit at
9151 Bridgeport Road**

Manager's Recommendation

That a Development Permit be issued for 9151 Bridgeport Road on a site zoned Automobile-Oriented Commercial District (C6), which would allow a 1,451.8m² (15,627.556 ft²) addition to the existing Costco Wholesale Warehouse facility principally to accommodate a new bakery, deli and a receiving/loading dock area; and

Vary the provisions of Zoning and Development Bylaw 5300 as follows:

- a) Reduce the minimum road setback along Beckwith Road from 6.0m (19.865 ft.) to 3.962m (13 ft.) for an addition to the existing Costco Wholesale Warehouse building; and
- b) Reduce the minimum road setback along Gage Road from 6.0m (19.865 ft.) to 3.5m (11.483 ft.) for the new compactor and screen wall.

for Joe Erceg
Manager, Development Applications

JE:bfg
Att. 3

Staff Report

Origin

Costco Wholesale Corporation has applied to the City of Richmond for permission to expand their existing premises, which is currently zoned as Automobile-Oriented Commercial District (C6) at 9151 Bridgeport Road. The proposed addition of 1,451.8m² (15,627.556 ft²) would encompass a bakery with associated freezer and cooler, meat preparation area with associated cooler, slicing deli and chicken rotisserie, walk-in produce cooler, milk cooler, and loading/receiving area.

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

Development Information

Site Area:	34,879.999 m ² (8.619 acres)
Existing Building Area:	11,664.53 m ² (125,560.06 ft ²)
Proposed Building Area:	1,451.8 m ² (15,627.556 ft ²)
Site Coverage:	50 % Allowed 28 % Existing 31 % Proposed
F.A.R.:	0.50 Allowed 0.276 Existing 0.311 Proposed
Parking:	467 Spaces Required 749 Spaces Existing 678 Spaces Proposed (i.e. loss of 71 parking stalls)

Findings of Fact

Criteria and policies for the issuance of Development Permits appear in Schedule 1 of Bylaw 7100, the Official Community Plan (i.e. Section 9.4 – Commercial Development Permit Guidelines). The following relevant guidelines are followed by the applicant's response in ***bold italics***.

9.1.1 Adjacent Uses (Edge Conditions)

- a) New development must blend with the character and scale of the area to form a harmonious transition between the two areas; ***This is an addition to an existing commercial development and the applicant has increased the screening and buffering to the hotel development to the east of the subject site.***
- b) Design new commercial developments to mitigate the impact of traffic, noise, lighting, and other environmental conditions on adjacent residential areas; ***The older residential area to the north of the subject site is anticipated to be rezoned and redeveloped in the near future.***

- c) Screen parking from view from adjacent non-commercial lands; ***The applicant proposes a significant perimeter landscape screening and buffering between the subject site and surrounding uses. Since this development encompasses one whole city block, additional buffering for adjacent uses is provided by the front streets on all four sides of the site. (i.e. Bridgeport, Garden City, Beckwith and Gage Roads)***
- d) Provide strong linkages with neighbourhoods, adjacent areas, and complementary centres and uses. ***The applicant proposes a new walkway connection between the main entry of the Costco facility and the sidewalk along Bridgeport Road.***

9.1.2 Circulation System & Parking

9.1.2.A Access

- a) Access to off-street parking should typically be provided from secondary streets. In cases where access can only be provided from a fronting street, the vehicular entrance should be located and designed to minimize disruption of the pedestrian environment on the street; ***This is an existing development and no changes are proposed to site access.***
- b) Access from a main or fronting street should be designed as a single access point, or as a shared access with a neighbouring site. Multiple access points are discouraged; ***See above comment.***
- c) Internal vehicular connections between adjacent parking on neighbouring sites are encouraged, subject to addressing legal, management, and security issues; ***Not applicable.***
- d) A continuous street orientation of the development should be maintained; ***The built form of this existing development is setback from Bridgeport Road but backs onto Beckwith Road.***
- e) The design of facades facing lanes should incorporate quality finishes and materials complementary to overall project design. Garbage facilities and related uses should not be located adjacent to the public realm and should be screened and appropriately lighted. ***Complies.***

9.1.2.B Parking

- a) Parking should be located at the rear of buildings or in communal lots; ***The existing parking lot fronts three streets namely Bridgeport, Garden City and Gage Roads and no significant changes to this site plan configuration are proposed.***

Parking Structures - *Not applicable.*

Parking Lots

- b) Low dense landscaping comprised of a combination of well-spaced trees, shrubs, and ornamental plants shall be planted and maintained around the perimeter of parking lots to screen the cars from public streets; ***The existing development generally complies and the applicant proposes to increase buffering along Gage Road and to supplement landscape screening along Garden City Road.***
- c) In addition to perimeter landscaping, major trees of a minimum 7.6cm (3 in.) caliper, shall be inter-planted within the parking lot. ***There is existing tree planting within the parking lot and provision of additional trees would reduce parking.***
- d) Non-glare lighting shall be provided in the parking area for safety and convenience; ***There is existing area lighting in the parking lot.***

- e) Parking lot lighting shall be oriented directly into the parking lot and away from residential areas to avoid visual intrusion into the adjacent residential areas. The lighting should be directed so that there is a maximum of 3 foot-candles at the property lines. ***Complies.***

9.1.3 Public Realm

- a) Pedestrian connections to the adjacent properties are encouraged. There should be at least one pedestrian connection through the main block of buildings; ***Complies.***
- b) Pedestrian access areas (sidewalks) between parking lots and store entrances should be a minimum of 3m (9.8 ft.) wide. Pedestrian amenities should be provided at regular intervals; ***The proposed sidewalk connection between the commercial/retail entry and the street is 1.5m (4.9 ft.) wide. Additional sidewalk width would reduce parking.***
- c) Pedestrian access to main buildings should be a minimum 1.5m (4.9 ft.) wide sidewalk; ***Complies.***
- d) All walkways should be accessible to disabled persons; ***Existing and proposed walkways have curb drops appropriately located at the interface with parking areas and roadways.***
- e) At least one lighted shelter should be provided for people waiting for buses; ***There is an existing bus stop along Bridgeport Road.***
- f) Consider providing outdoor space adjacent to building fronts to allow use or activity in the building to be extended onto the sidewalk without obstructing pedestrian circulation. Examples are outdoor seating areas for restaurants, display areas for retail stores, and display/sales areas for produce and flowers. ***There is a small outdoor space adjacent to the existing commercial/retail entry but outdoor displays are not programmed for this area.***

9.1.4 Building Scale & Form

9.1.4.A Streetscape

- a) Street-oriented development is encouraged. Small-scale retail fronts that provide visual diversity, reinforce a human scale, and enhance pedestrian interest are preferred; ***This is a large existing building with significant setbacks from three street fronts (i.e. Bridgeport, Garden City and Gage Roads) and backing onto Beckwith Road. The building is internally oriented with strong corporate identity signage and little attention to detailed façade design. The primary impact of the addition will be on Gage Road; in order to mitigate this impact the project is providing a new 3m (10 ft.) high concrete masonry unit (CMU) wall with a 1.5m (5 ft.) high berm and dense landscaping along the street. The functional use of this warehouse building does not support the inclusion of large areas of glazing. Rather than address the street front with building façade detailing, the project provides visual diversity reinforcing the human scale and enhancing the pedestrian interest with perimeter landscaping on all sides.***
- b) Developments should have a strong and continuous street edge definition, with small shops, "anchor" stores, community services, and significant public uses at grade; ***Does not comply, see above comment.***
- c) Developments on corner sites should maintain a presence on both streets with particular emphasis on a design that addresses the corner. Massing should help to define the intersection by providing an "edge" to the street. Consider architectural elements that create a landmark or reference point for motorists and pedestrians. Doors and windows should front both streets, particularly near the corner; ***Does not comply, see above comment.***

- d) Visual continuity along the street should be maintained by complementing the design features of adjacent and neighbouring developments, and/or by enclosing and screening unbuilt portions of the site fronting the street with architectural and landscaping features; ***Does not comply, see above comment.***
- e) Buildings should be designed to avoid blank walls, particularly on the first two storeys of a building that faces a street or pedestrian pathway. Provide entrances and windows facing streets and pedestrian pathways wherever possible. Where solid walls are unavoidable, use building mass, variation of the facade, textured surfaces, architectural detailing, or graphics and colours to reduce the impact of any solid wall; ***Does not comply, see above comment.***
- f) Provide commercial facade treatments that are inviting to pedestrians and avoid the impersonal look typically associated with the use of large expanses of glass, mirrored surfaces, and blank walls. Avoid using materials on the ground floor that may impede visual connection between the interior of the building and the street; ***Does not comply, see above comment.***
- g) Interior sidewalls, created as a result of construction/redevelopment phasing, should be designed to complement the overall appearance of the development, and should not appear temporary or unfinished; ***Not applicable.***
- h) Large facades should be broken down into smaller elements to create an appearance of a series of smaller buildings; ***Does not comply, see above comment.***
- i) Small, individual store fronts should predominate, having an average width of 7.6m (25 ft.) and a maximum width of 15.2m (50 ft.); ***Not applicable.***
- j) Where a large tenancy is planned, its retail frontage should be limited, as for smaller shops, and its additional area should be concealed behind smaller retail frontages; ***Not applicable.***
- k) Where pedestrian amenities such as a courtyard, covered entry area, resting place, or other features of pedestrian interest are provided, the maximum frontage width may be relaxed; ***Not applicable.***
- l) Display windows and individualized tenancy design should be used to enhance pedestrian interest; ***Does not comply, see above comment.***
- m) Buildings which front onto public streets should have display windows or glass doors for a minimum of 60% of the building edge. These areas should be paved for a minimum of 2m (6.6 ft.) in front of the windows or doors; ***Does not comply, see above comment.***
- n) Shopfronts should have a minimum of 40% glazing; ***Does not comply, see above comment.***
- o) Main entries to shops and building lobbies should open directly onto sidewalks and/or public open space areas. Where entries are set back from the sidewalk, they should be highly visible, clear-glazed, and easily recognizable and accessible from the street. ***Does not comply, see above comment.***

9.1.4.B Indoor Retail Malls - *Not applicable.*

9.1.4.C Neighbourhood Service Centres - *Not applicable.*

9.1.4.D Retail Development on Major Streets - *Not applicable.*

9.1.4.E Landscaping

- a) Identify and protect, as far as possible, existing mature trees. Provide measures for their preservation and long-term maintenance; ***The most significant existing tree planting consists of pervious street tree planting around the perimeter of the site and these street trees will be retained.***
- b) Landscaping should be used to create a predominant green aspect of the site and also to soften the presence of large numbers of vehicles, both in the parking lot and on the surrounding streets. Screen commercial uses with a buffer composed of a tall evergreen hedge with a dense under storey of shrubs; ***The landscape design strategy includes significant perimeter screening and buffering with tree and shrub planting. The landscape treatment of the interior of the site primarily consists of tree and shrub planting that reinforces the vehicular circulation and parking pattern.***
- c) Plant a double row of trees around the perimeter of the site and on main entry driveways to form a canopy over the sidewalks and driveways; ***The revised perimeter landscape treatment along Gage Road proposes significant tree and shrub screening including formally aligned deciduous street trees and informally arranged coniferous and deciduous screening trees behind. Dense shrub planting is proposed on the ground plane.***
- d) Plant "groves" of trees and shrubs in the parking lot so that, approximately 10 years after planting, at least 50% of the parking lot will be covered by a canopy of leaves in the summer; ***The original landscape design and tree planting for the interior of this existing parking lot does not comply with this guideline and the provision of additional tree planting will result in a further loss of parking. Parking demand for this facility is high and it is not recommended to remove further off-street parking for canopy tree planting in the parking lot.***
- e) Create a change of grade at the edge of the parking lot and plant low shrubs so that, without compromising visibility and surveillance, parked cars are screened from the road; ***Complies with a landscaped berm around the perimeter of the site.***
- f) Provide landscaping between residential/open space sites and commercial sites. ***Complies with significant perimeter landscape planting on the south of Beckwith Road across from older single family residential development. Furthermore, the older single family residential area on the north side of Beckwith Road is in gradual transition to higher density development and it is anticipated to redevelop in the near future.***

9.1.5 Amenities

- a) Developments over 2,000m² (21,529 ft²) should provide amenity spaces within the project; ***This project provides 112.4m² (1,210 ft²) of employee amenity spaces and 62.06m² (668 ft²) public amenity spaces.***
- b) Amenity spaces should be provided at a minimum ratio of 1m² (10.8 ft²) per 100m² (1,076.41 ft²) of gross leasable building area; ***Employee amenity spaces include a first aid room, accessible staff rest room, employee lounge with lockers and adjunct smoking room plus an accessible rest room in the new receiving area. Public amenity spaces are men's and women's rest rooms. In addition to the above, there is an indoor public seating area of 103.68m² (1,116 ft²).***

- c) Amenity space may consist of social, recreational, educational, or cultural facilities, either indoor or outdoor. Consolidate in one location, either dedicated to a single use or adaptable to multiple uses; ***Complies.***
- d) On-site employee or public amenities should include change rooms, showers, lockers, a lounge, and a covered outdoor seating area; ***The Costco facility does not comply with this guideline but the current situation was negotiated as part of the original development permit in 1990.***
- e) Ensure the shape of the facility, the configuration of spaces within the facility, and the location of the facility are tailored to its intended use(s); ***Complies.***
- f) Situate the facility to encourage public use and provide for convenient public access, i.e. in a highly-visible, grade-level location fronting a pedestrian-oriented street or open space; ***Not applicable.***
- g) Wherever possible, provide direct public access from the facility to the outdoors, and convenient access to bicycle parking, vehicle parking, and passenger drop-off areas. Ensure that barrier-free access is provided to and throughout the facility; ***Complies.***
- h) Wherever possible, provide access to outdoor open space for use by facility users; ***Not applicable.***
- i) Ensure that exterior windows extend for a length equal to, or greater than, 20% of the perimeter of the facility. ***The functional use of this warehouse building does not support the inclusion of large areas of perimeter glazing. Natural light is brought into the interior through large skylights.***

9.1.6 Signage

- a) Signs should be integrated with the architecture and compatible with adjacent residential areas; ***The proposed sign on the east building elevation reflects the new corporate identity signage and is a painted graphic on the concrete wall. The painted graphic over the main entry will be repainted to match, updating the corporate logo using the same size letters as existing. No other changes are proposed to existing store signage.***
- b) Ensure that signage is low and grouped so as to be unobtrusive. ***See above comment.***

9.1.7 Garbage and Recycling Facilities

- a) Garbage, recycling, and pick-up should be situated in areas which do not conflict with pedestrian traffic, and should either be fully enclosed or screened with solid walls higher than the bins; ***Complies.***
- b) Provide lighting which is unobtrusive and in scale with its surroundings. ***Complies.***

Development surrounding the subject site is as follows:

To the north, across Beckwith Road are older single family residential dwellings;

To the east, across Gage Road is the Holiday Inn Express Hotel;

To the south, across Bridgeport Road is the Best Western Abercorn Inn, the vacant, former Ritchie Bros Auction House plus a City of Richmond Fire Station; and

To the west, across Garden City Road is a BC Hydro right-of-way and industrial land uses beyond.

Staff Comments

Staff comments are followed by the applicant's response in ***bold italics***.

Development Coordinator Comments

1. It would be helpful to have an existing site plan to see where the 71 lost parking spaces are located. ***Applicant has complied.***
2. A parking and traffic study necessary to demonstrate that this loss of parking is acceptable. ***The applicant has complied and Transportation staff have reviewed and provided input to the Parking and Traffic Impact Study, dated October 2002.***
3. Consider the need for road dedication and/or construction requirements along Bridgeport Road. ***There are no road dedication or construction requirements along Bridgeport Road.***

Building and Zoning Comments

1. Provide a preliminary code analysis addressing classification of exiting, fire fighting access, disabled accessibility, etc. ***See Preliminary Code Analysis prepared by Locke MacKinnon Domingo Gibson and Associates Ltd. Please note that exiting issues are acknowledged and will be addressed prior to Building Permit submission.***

Fire and Emergency Access Comments

No comments

Urban Design Comments

1. Provide a 'Context Plan' that indicates the existing conditions on the adjacent sites around the entire perimeter of the property. An aerial photo at an appropriate scale with proper annotations to describe the existing conditions of adjacency would be sufficient. ***See Sheet TS1.1-01 Site Context Plan.***
2. Provide a site plan to indicate the current configuration of on-site circulation and parking. Indicate where the reductions in parking will occur and identify the specific parking spaces to be eliminated. ***See Sheets EX1.01 and DD1.01.***
3. Provide a walkway connection from Bridgeport Road to the building entry that will serve the bus stop along Bridgeport Road. ***The applicant complies see Sheet L1.00.***
4. Provide details regarding any changes or revisions to existing signage, plus detailed information regarding any proposed site signage. ***See Sheet A3.01. Note: Parking stalls reserved for employees and for employee carpools per the TDM measures outlined in the Parking and Traffic Impact Study to be identified by stencilled paint markings on the pavement or by signs similar to the ADA Accessible Parking Design illustrated on 5/DD.01.***
5. Provide conceptual site grading information. ***The applicant has complied. See Civil Drawing 02021-1.***
6. As previously discussed, the management of the hotel on the east side of Gage Road (i.e. Holiday Inn Express) has indicated concern regarding noise related to truck deliveries for this site. In this regard, it is reported that truck deliveries can sometimes begin as early as 4:00 a.m. It is recommended that Costco consider implementing guidelines regarding the timing of truck deliveries with the objective to reduce or eliminate truck deliveries to this

site prior to 6:00 a.m. *Costco will explore possible means of limiting truck deliveries before 6 a.m. Please also note that the relocated truck loading area as well as the relocated compactor and baler, will be no closer to and in some cases, further from the Holiday Inn Express than they presently are. See Sheet TS1.1-01 Site Context Plan for the relationship of the Holiday Inn Express in relation to the Costco site. With the addition of the screen wall, the berm, and the additional landscaping, the noise impact on the hotel should be significantly reduced over the current level. See Sheet L1.01.*

7. Finally, given the large flat roof and the location of this site under the flight path for the Vancouver International Airport, it is suggested that consideration be given to creating a graphic design or visual treatment on the roof top. For example, other recent developments along the flight path to the airport have included corporate identification and logos on their roof tops. Any roof top enhancement proposals that you may have are encouraged and will be welcome. *Costco will explore the possibility of creating a graphic design or other visual treatment on the roof. Please note that this might be challenging due to the large number of existing skylights and mechanical equipment located on the roof. See Sheet TS1.1-01 Site Context Plan.*
8. Update the site statistics for your project to include an assessment of required/requested variances. In this regard, please see the attached C6 zoning description that applies to this site and the relevant off street parking and loading requirements. *This project is zoned Automobile-Oriented Commercial District (C6). This proposal provides more than the required amount of on-site parking (i.e. 4 spaces per 100 m² of gross floor area of the building required versus 5.2 spaces per 100 m² provided). This project contains four (4) loading spaces in addition to one (1) bread ramp and loading door which meets the zoning requirements. This project proposes a continuation of the existing road setback variance along Beckwith Road and also requests a new road setback variance along Gage Road for a compactor and screen wall.*

Transportation Comments

1. A revised 'Costco Wholesale Richmond Parking and Traffic Impact Study', dated October 2002, has been received and reviewed by Transportation staff. The following is a brief summary of the Richmond Transportation staff assessment of the above captioned report:
 - a) There was conflicting information regarding the existing number of parking stalls on site (i.e. 714 versus 746). It was assumed that there are 746 existing parking stalls. Please clarify. *The applicant indicates that after careful scrutiny of the aerial photograph, it has been determined that there are 749 existing parking stalls. There will be 678 parking stalls after the proposed remodel, for a net loss of 71 spaces. See Sheets EX1.01 and DD1.01.*
 - b) The two site access points along Gage Road should be designed and constructed as driveway crossings (i.e. of a continuous sidewalk) and not as part of the road (i.e. with curb returns and a discontinuous sidewalk). *The current sidewalks on Gage Street are constructed as driveway crossings. The more northerly entry drive will be revised in the course of the remodel in order to better accommodate trucks. The sidewalk will be rebuilt as a driveway crossing similar to the existing one. The new sidewalk connecting Bridgeport Road to the building will also be constructed as a driveway crossing where it first crosses the drive aisle. See Civil Drawing 02021-1.*

- c) Transportation staff have agreed to the value of \$60,000.00 (CAD) for the roadway improvements along the Garden City Road frontage of the subject site. It is assumed that the owner will make a cash contribution that would be utilized by the City to extend the road construction contract for the contemplated Garden City Road improvements immediately to the south of the subject site. This contribution will be identified as a 'prior to' condition for final approval of the development permit for the subject site.

Final approval of the development permit application by Richmond Council is contingent on the applicant's agreement to provide a \$60,000.00 contribution for improvements to Garden City Road. The applicant has recently received memorandum, dated November 14, 2002, from the City of Richmond Transportation Department clarifying the conditions of the proposed roadway improvement contributions for Garden City Road. Since then, the architect has verbally communicated that Costco will comply with this request.

- d) Transportation staff have also identified the need for a small land dedication at the northwest corner of the subject site in order to create a 'T' intersection of Beckwith and Garden City Roads as a result of the future Richmond to Vancouver rapid transit line. This land dedication will be identified as a 'prior to' condition for final approval of the development permit for the subject site. ***Final approval of the development permit application by Richmond Council is contingent on the applicant's agreement to provide a land dedication to facilitate the possible reconfiguration of the Garden City Road and Beckwith Road intersection. The applicant has recently received a memorandum, dated November 14, 2002, from the City of Richmond Transportation Department clarifying the conditions of the proposed 271m² land dedication at the intersection of Beckwith and Garden City Roads. More recently the architect has verbally indicated that Costco will comply with this request.***

- e) It is understood that a parking variance is not required as a result of reducing the number of existing on-site parking spaces. However, Transport staff disagree with the assessment of the Creative Transportation Solutions Inc. that the parking lot does not reach maximum capacity. In order to address this concern, Transportation staff require confirmation that the five-part transportation demand management measures outlined in the Parking and Traffic Impact Study will be implemented including the following:

- Construct a new sidewalk from Bridgeport Road to the building alongside the existing vehicular entrance. This new pedestrian access will provide better linkage to the bus stop on Bridgeport Road.
- Provide secure on-site bicycle storage for the public and Costco Wholesale employees to encourage bicycling to the store.
- Provide staffing to oversee a program where all staff working late, and who do not use a private automobile to commute to work, will be guaranteed a ride home.
- Designate and sign an employee parking area, with the best stalls reserved for carpools.
- Designate a staff member to be the on-site TDM manager to coordinate and maintain carpools and to arrange for rides home for staff working late, as per above.

Costco will implement the five TDM measures recommended in the revised Parking and Traffic Impact Study, and listed above.

Engineering and Public Works Comments

1. Leave the existing sidewalk at the curb line along Bridgeport, Garden City, Beckwith Road and Gage Roads in order create minimal disturbance to the existing landscape and to maximize both the short and long-term screening of the large perimeter surface parking lot. ***Existing sidewalks will be left at curb lines. See Sheets EX1.01, DD1.01 and Civil Drawing 02021-1.***
2. The boulevard treatment along Gage Road should include a 1.5m (5 ft.) high berm, complete with a retaining wall along the west side of this landscape buffer, complete with significant coniferous tree planting (i.e. minimum 3m height) and dense broad-leaved evergreen shrub planting to ensure a solid screen of the proposed loading bays from the hotel development on the east side of Gage Road. In addition, the landscape treatment along Gage Road should include continuous deciduous street tree planting (i.e. minimum 10 cm caliper size and approximate 7m spacing) along the west side of the sidewalk on Gage Road. ***The applicant complies. See Sheets L1.00 and L1.01.***
3. Provide continuous, broad-leaved evergreen shrub planting on the berm along Garden City Road to ensure a solid and dense mass planting of broad-leaved evergreen shrubs for the entire area between the back of the sidewalk and the parking lot curb and pavement. ***The applicant complies; see Sheet L1.00.***
4. Continue the existing boulevard landscape treatment adjacent to the Costco building along Beckwith Road to ensure a solid screen of the proposed building addition on Beckwith Road. ***The applicant complies; see Sheet L1.01.***

Refuse and Recycling Comments

1. Consider alternate strategies to minimize the impacts of the cardboard baler and compactor. ***The applicant proposes to relocate the existing cardboard baler and the compactor within the immediate vicinity of the new receiving and loading docks. A screen wall and a landscape berm with significant tree planting have been incorporated into the design to mitigate the impacts of the baler and compactor. The proposed relocation of the baler and compactor are no closer to the hotel across Gage Road than the previous locations. Roof enclosures were considered for both the baler and compactor, but are not feasible.***

Design Panel Comments

This project did not require a presentation to the Richmond Advisory Design Panel.

Analysis**Conditions of Adjacency**

The proposed addition to the Costco Wholesale Warehouse represents a 12.4 % increase in the total area of the existing facility (i.e. 15,627 ft² ÷ 125,557 ft²). The addition would be added to the east end of the existing store and will result in a reconfiguration of the service area/parking lot, including a relocation of the loading dock, the cardboard baler and compactor. The impact of this proposed addition is anticipated to be most evident for the existing hotel development

(i.e. Holiday Inn Express) at 9351 Bridgeport Road. This hotel development extends to the north along the east side of Gage Road. However, the Costco Wholesale Warehouse development permit of 1990 predates the Holiday Inn Express development permit of 1996 and the existing service yard uses of the Costco facility are not proposed to be changed substantially. The south end of the contemplated building addition is proposed to extend approximately 12.192m (40 ft.) closer to Gage Road, while the north end of the building is intended to project approximately 33.528m (110 ft.) closer to Gage Road. However, from the Sheet TS1.1-01 and the Site Context Plan, it can be seen that the relocated loading dock, cardboard baler and compactor will not be located any closer to the existing hotel building. In addition, the applicant proposes extensive buffering in the form of a concrete masonry unit (CMU) screen wall and a 1.5m (4.921 ft.) high berm complete with intensive tree and shrub planting.

Richmond planning staff contacted a representative of the Holiday Inn Express to discuss the proposed addition to the Costco Wholesale Warehouse and the principal concern expressed related to the marshalling of truck traffic. It was reported that trucks begin arriving at the Costco facility as early as 4:00 a.m. The hotel management indicated that it would be appreciated if Costco would consider restricting the arrival of truck traffic until after 6:00 a.m. The applicant has been asked to consider this request and has indicated that Costco will explore possible means of limiting truck deliveries before 6 a.m. However, Costco has indicated that Costco vehicles do not make the deliveries and that Costco is limited in its ability to influence the scheduling of truck deliveries by other companies. The building addition will extend the existing fronting condition along the south side of Beckwith Road that will have some impacts on the older residential dwellings along the north side of Beckwith Road. The applicant proposes to extend the existing landscape screening and buffer that currently exists between the building face and the street. It is recognized and considered that the West Bridgeport Sub-Area is currently undergoing significant redevelopment pressure that is anticipated to continue. The older residential dwellings are gradually being replaced by more intensive redevelopment projects with a new mix of uses and this trend is expected to accelerate in the future. While the proposed addition to the Costco Wholesale Warehouse will require extending an existing road setback variance along Beckwith Road, the proposed landscape treatment will significantly mitigate the scale and negative visual impact of the proposed blank building façade along the south side of the street. Richmond staff support the mitigation measures proposed by the applicant to address the potential impacts along both Gage Road and Beckwith Road.

Architectural and Urban Design

The proposed building addition is relatively small and the proposed building design and façade treatment is consistent with the original building architecture. While staff would prefer a more street friendly building façade, the proposed building design is consistent with the existing building design.

Site Planning

The proposed Costco Wholesale Warehouse addition and reconfiguration of the service area and parking lot will result in a loss of 71 parking spaces but there will remain significantly more parking than required (i.e. 467 parking spaces required versus 678 parking stalls proposed). While the proposed store addition will result in a loss of 71 parking stalls, the applicant has undertaken a parking and traffic impact study, which has been reviewed and accepted by Richmond Transportation staff. Prior to the final City of Richmond Council approval of this development permit, the applicant will be required to provide a contribution of \$60,000.00 for

improvements to Garden City Road. In addition, the applicant will be required to make a land dedication which will permit the future realignment of the Garden City and Beckwith Roads intersection in order to create a properly aligned 'T' intersection. Furthermore, the applicant has agreed to a series of five traffic demand management measures that are intended to counteract the proposed loss of parking. These measures include the following:

- Construct a new sidewalk from Bridgeport Road to the building alongside the existing vehicular entrance. This new pedestrian access will provide better linkage to the bus stop on Bridgeport Road;
- Provide secure on-site bicycle storage for the public and Costco Wholesale employees to encourage bicycling to the store;
- Provide staffing to oversee a program where all staff working late and who do not use a private automobile to commute to work will be guaranteed a ride home;
- Designate and sign an employee parking area with the best stalls reserved for carpools; and
- Designate a staff member to be the on-site TDM manager to coordinate and maintain carpools and to arrange for rides home for staff working late.

Staff support the proposed revisions to the site plan.

Landscape Design

The applicant proposes a significant landscape buffer and screen along the east property line of the site in order to mitigate the impacts of the proposed development on the existing hotel development (i.e. Holiday Inn Express) at 9351 Bridgeport Road. The proposed perimeter landscape treatment along Gage Road consists of significant new tree planting, including eleven columnar red maple street trees at 10 cm (4") caliper; five European Hornbeam at 10 cm (4") caliper and forty-four Leyland Cypress at 3m height. This proposed tree planting is supplemented with a dense under story of broadleaved evergreen shrub planting. Staff support the proposed perimeter landscape treatment.

Variances

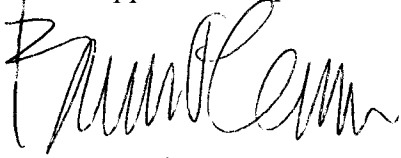
The applicant has requested two variances to Zoning and Development Bylaw 5300 as follows:

- a) Reduce the minimum road setback along Beckwith Road from 6.0m (19.865 ft.) to 3.962m (13 ft.) for an addition to the existing Costco Wholesale Warehouse building; and
- b) Reduce the minimum road setback along Gage Road from 6.0m (19.865 ft.) to 3.5m (11.883 ft.) for the new compactor and screen wall.

The applicant proposes significant landscape buffering and screening on both Beckwith and Gage Roads. The relocated loading dock, compactor and baler are no closer to the hotel development on the east side of Gage Road and it is anticipated that the older residential dwellings along the north side of Beckwith Road will redevelop in the not too distant future, partly in response to the expected Rapid Transit service for both the Richmond City Centre and the Vancouver International Airport. Staff support the requested variances.

Conclusions

Staff support this application and recommend approval.



Brian Guzzi,
Landscape Architect/Urban Planner

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 \$31,256.00 ($\pm 15,628 \text{ ft}^2 \times \$40.00/\text{ft}^2 \times 5\%$).
2. A contribution of \$60,000.00 for roadway improvements to Garden City Road.
3. A 271 m^2 property dedication at the northwest corner of the subject site to facilitate a reconfigured 'T' intersection at Garden City and Beckwith Roads.



Development Applications Department

6911 No. 3 Road
Richmond, BC V6Y 2C1

City of Richmond

Main (604) 276-4000 Fax (604) 276-4177

DEVELOPMENT APPLICATION

Please submit this completed form to the Zoning, Land Use Planning and Development Applications Centre for each application (ie. rezoning; subdivision; development permit, etc.). All materials submitted to the City for a development application become public property, and therefore, available for public inquiry.

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

Type of Application: Development Permit
Property Address(es): 9151 Bridgeport Road, Richmond, BC V6X 3L9
Legal Description(s): _____

Applicant: Costco Wholesale Corporation

Correspondence/Calls to be directed to:

Name: Jessica Higa
Address: 1110 112th Avenue NE, Suite 500
Bellevue, WA 98004
Tel. No.: 425-463-1302 - 425-463-2033
Business Residence Fax

Property Owner(s) Signature(s): _____

or

Authorized Agent's Signature: _____

Attach Letter of Authorization

Please print name

Ronald Maddox
Please print name

FOR OFFICE USE

Date Received: March 4/02 Application Fee: \$1,680.00
File No.: 02-202398 DP Receipt No.: 04-0077069
Only assign if application is complete

ENTERED



City of Richmond
Urban Development Division

Development Permit

No. DP 02-202398

To the Holder: **COSTCO WHOLESALE CORPORATION**

Property Address: **9151 BRIDGEPORT ROAD**

Address: **C/O MITCHELL C. SMITH ARCHITECT
1110 – 112TH AVENUE NE, SUITE 500
BELLEVUE, WASHINGTON, USA 98004**

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans #1 and #2 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plans #3 and #4 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plan #2 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #6 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.

No. DP 02-202398

To the Holder: COSTCO WHOLESALE CORPORATION
Property Address: 9151 BRIDGEPORT ROAD
Address: C/O MITCHELL C. SMITH ARCHITECT
1110 – 112TH AVENUE NE, SUITE 500
BELLEVUE, WASHINGTON, USA 98004

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$31,256.00.

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

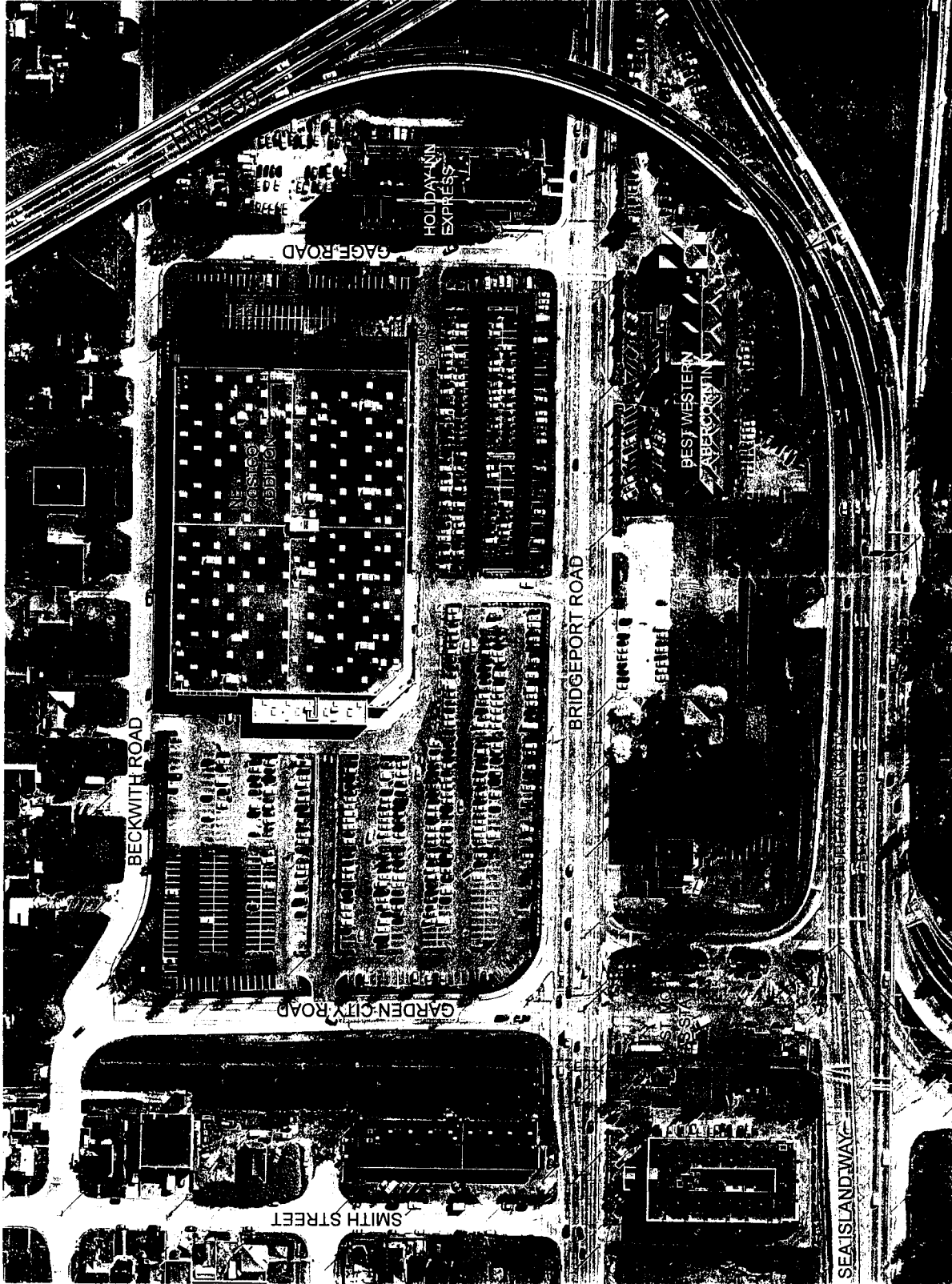
DELIVERED THIS DAY OF , .

MAYOR



Revision Date:

Note: Dimensions are in METRES



#0.1

NOV 14 2002

DP 02-2023 S 8



COSTCO
WHOLESALE
RICHMOND, B.C.
B54

8151 BRIDGEPORT ROAD
RICHMOND, B.C. V6X 3E9

MICHELL'S ENGINEERING
1140 LITTLEPIKE AVE. SUITE 104
RICHMOND, B.C. V6X 3E9
TEL: 604-271-1100 FAX: 604-271-1101

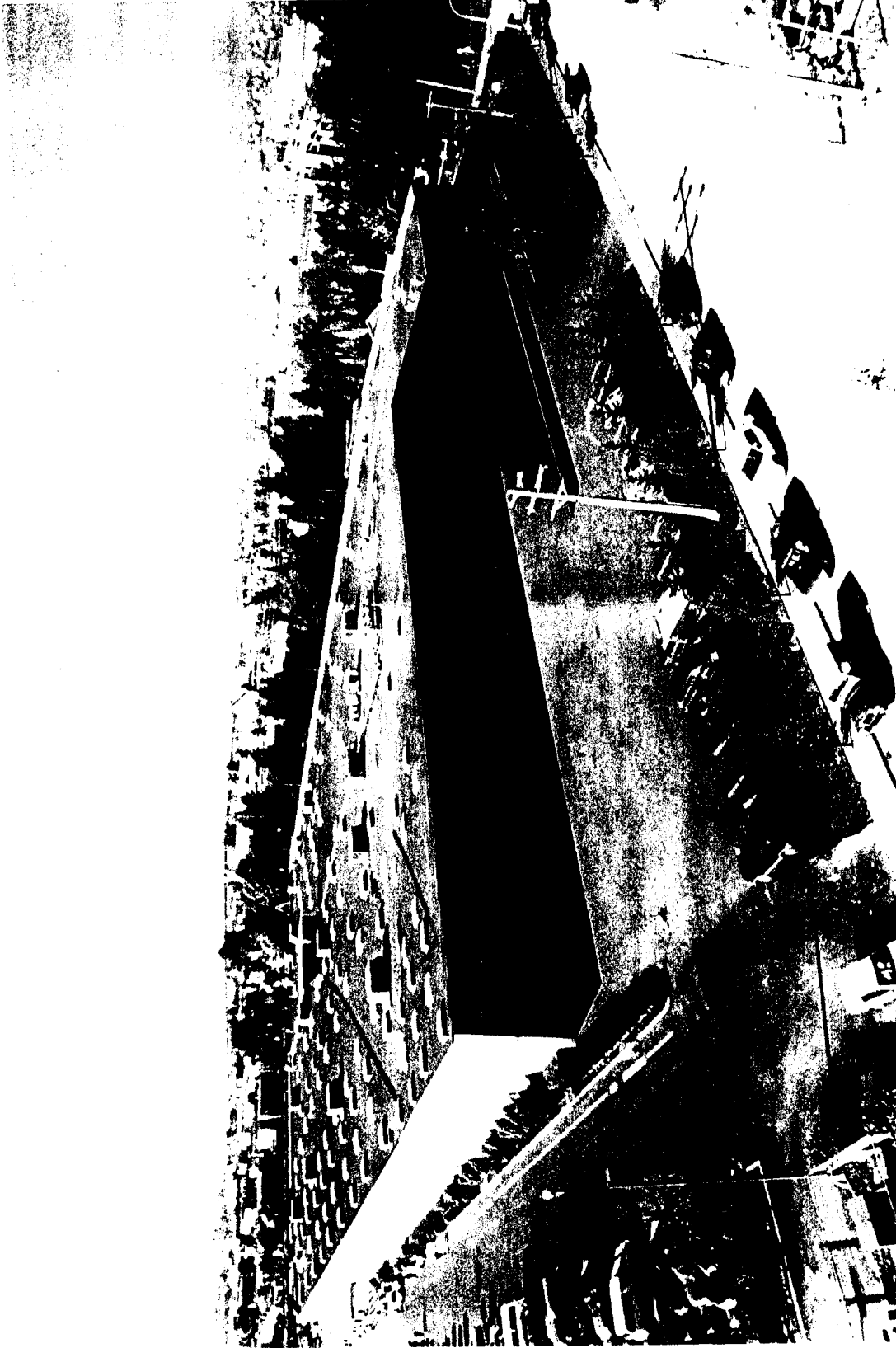
03/02/01
NOVEMBER 5, 2002
SITE CONTEXT PLAN

TS1.1-01

SITE CONTEXT PLAN

COSTCO WHOLESALE

RICHMOND, B.C.
NOVEMBER 5, 2002



#0.2

NOV 14 2002

DP 02-202358

Costco
WHOLESALE

RICHMOND, BC
#54
151 BRIDGEPORT ROAD
RICHMOND, BC V6V 3L8

MICHELLE W. SMITH

1175-1175 PLANE 401, SUITE 100
VICTORIA, BC V8N 1A1
(250) 383-1111

November 11, 2002

93.0220.1
NOVEMBER 11, 2002

PERSPECTIVE VIEW

NOVEMBER 11, 2002

COSTCO WHOLESale

RICHMOND, BC

PROJECT DATA

CLIENT: COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT: 9151 BRIDGEPORT ROAD
ADDRESS: RICHMOND, BC V6X 3L9
SITE AREA: 10.43 ACRES (454,115 S.F.)
(454,115 S.F. / 42,208.71 M²)

BOUNDARIES: THIS PLAN HAS BEEN PREPARED
BY USING LAND SURVEY
INFORMATION: PREPARED BY MATSON PECK &
TOPLESS SURVEYORS &
ENGINEERS, OCTOBER 2001.

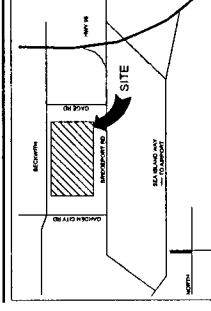
ZONING: C-4 (AUTOMOBILE-ORIENTED COMMERCIAL
DISTRICT)

BUILDING DATA: 120,372 S.F. 11,182.82 M²
EXIST. FIRE CENTER 5,184 S.F. 481.61 M²
TOTAL EXIST'G BUILDING 125,556 S.F. 11,664.43 M²

PARKING DATA:
EXISTING PARKING:
151 STALLS
8'-6" (2.59 M) WIDE STALLS 577 STALLS
9'-0" (2.74 M) WIDE STALLS 10 STALLS
9'-6" (2.89 M) WIDE STALLS 2 STALLS
10'-0" (3.05 M) WIDE STALLS 1 STALL
11'-0" (3.35 M) WIDE STALLS 8 STALLS
12'-0" (3.66 M) HANDICAP STALLS 8 STALLS
TOTAL EXISTING PARKING 749 STALLS
NO. OF STALLS PER 100 M² OF EXISTING BUILDING AREA 6.4

NOTES:
EXISTING CONDITIONS TO BE FIELD VERIFIED.
EDIBLE FOOD STORAGE AND DISPLAY AREA =
45,268 S.F. (13,797.89 M²)

VICINITY MAP



EXISTING SITE PLAN
SCALE 1"=40'



RICHMOND, B.C.
#54

101 BRIDGEPORT ROAD
RICHMOND, B.C. V6X 3L9

COSTCO
WHOLESALE
CORPORATION
999 LAKE DRIVE
ISSAQUAH, WA 98027
1-800-333-3330
costco.com

MITCHELL C. SMITH

1101 17TH AVE. S.E. SUITE 100
SEASIDE, WA 98148
1-206-463-2001 1-206-463-2002

DEVELOPMENT
PERMIT

#0.3

NOV 14 2002

DP 02-202398



MITCHELL C. SMITH ARCHITECT

1. PROJECT NAME	2. PROJECT NUMBER
3. PROJECT LOCATION	4. PROJECT DATE
5. PROJECT DESCRIPTION	6. PROJECT STATUS
7. PROJECT OWNER	8. PROJECT CONTACT
9. PROJECT ADDRESS	10. PROJECT PHONE
11. PROJECT FAX	12. PROJECT E-MAIL
13. PROJECT WEBSITE	14. PROJECT URL
15. PROJECT MAP	16. PROJECT PLAN
17. PROJECT DRAWING	18. PROJECT SCALE
19. PROJECT SHEET	20. PROJECT TOTAL

EXISTING
SITE PLAN
EX1.01

PROJECT DATA

CLIENT: COSTCO WHOLESALE
RICHMOND, B.C.
ISSAQUAH, WA 98027

PROJECT: 9151 BRIDGEPORT ROAD
ADDRESS: RICHMOND, BC V8X 3L9
SITE AREA: 10.43 ACRES
(454,115 S.F./42,208.71 M²)

BOUNDARIES: THIS PLAN HAS BEEN PREPARED
BY USING LAND SURVEY
INFORMATION: PREPARED BY MATSON PECK &
TOPLESS SURVEYORS &
ENGINEERS, OCTOBER 2001.



115 BRIDGEPORT ROAD
RICHMOND, B.C. V8X 3L9
T. 604.273.1100
F. 604.273.1101

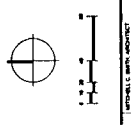
**COSTCO
WHOLESALE
CORPORATION**
115 BRIDGEPORT ROAD
RICHMOND, B.C. V8X 3L9
T. 604.273.1100
F. 604.273.1101

ZONING: C4 (AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT)	
BUILDING DATA:	
EXIST. BUILDING AREA	120,372 S.F. 11,182.92 M ²
EXIST. TIRE CENTER	5,184 S.F. 481.61 M ²
TOTAL EXIST'G BUILDING	125,556 S.F. 11,664.53 M ²
NEW BUILDING ADDITION	11,677 S.F. 1,084.83 M ²
NEW RECEIVING ADDITION	3,960 S.F. 366.97 M ²
TOTAL NEW BUILDING	141,183 S.F. 13,116.33 M ²
PARKING DATA:	
EXISTING PARKING:	749 STALLS
NO. OF STALLS PER 100 M ² OF EXIST. BUILDING AREA:	6.4 STALLS
REVISED PARKING:	
8'-6" (2.59 M) WIDE STALLS	86 STALLS
9'-0" (2.74 M) WIDE STALLS	557 STALLS
9'-6" (2.89 M) WIDE STALLS	10 STALLS
10'-0" (3.05 M) WIDE STALLS	10 STALLS
10'-6" (3.20 M) WIDE STALLS	1 STALL
12'-0" (3.66 M) WIDE STALLS	14 STALLS
12'-2" (3.7 M) HANDICAP STALLS	676 STALLS
TOTAL PARKING LOST:	71 STALLS
NO. OF STALLS PER 100 M ² OF NEW BUILDING AREA:	5.2 STALLS



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DP 02-202398



MATSON PECK & TOPLESS
ENGINEERS

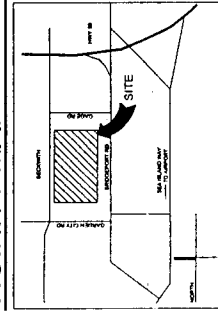
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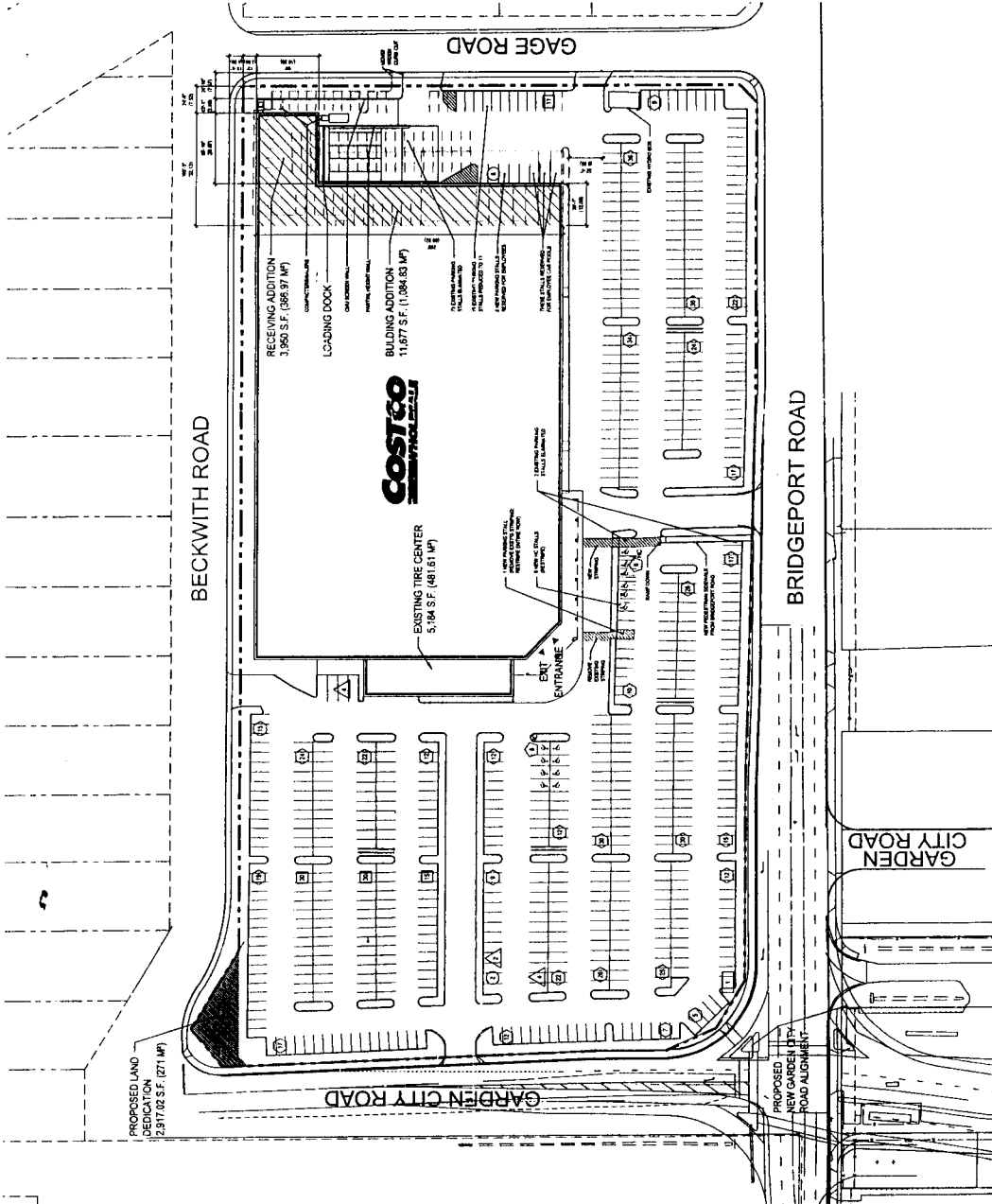
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VICINITY MAP



SITE PLAN
SCALE: 1"=40'





2#

DP 02-202398

1. ALL WORKS ON CITY RIGHT OF WAY TO BE IN ACCORDANCE WITH THE CITY OF BIRMINGHAM BLDG. AND DESIGN SPECIFICATIONS, BULK, SETBACK AND DESIGN SPECIFICATIONS, THE APPROVED EDITION OF THE MANSUR ENGINEERING CONSULTANTS (INCORPORATED) AND THE CITY OF BIRMINGHAM SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS.
2. ALL WORKS ON PRIVATE PROPERTY TO BE IN ACCORDANCE WITH THE CURRENT B.C. BUILDING CODE AND THE MACD.
3. SEE ARCHITECTURAL DRAWINGS FOR SITE LAYOUT, DRIVEWAY AND LANDSCAPE DRAWINGS FOR PLANT AND DETAILS.
4. SEE ARCHITECTURAL FOR PROPOSED PAVING, SEE CITY OF BIRMINGHAM (FOR STALLS TOTAL EXISTING CONDITIONS SUBJECT TO FIELD CONFIRMATION.

City of Richmond

COSTCO WHOLESALE CANADA LTD.
9151 BRIDGEPORT ROAD
PROPOSED SITE PLAN

NAME	JUL	02021-1
NAME	BLAT	
DATE	11	SCALE 1,000
		DATE JUL 7 6, 2022

CIVIC CONSULTANTS
105 - 2750 TRETHREW STREET
ABBOTSFORD, B.C. V2T 3R1
TEL (604) 832-4252 : FAX (604) 852-
EMAIL: civicconsultants@telus.net

BRIDGEFORK! ROAD

TOPOGRAPHY AS SURVEYED AND PLOTTED BY:
WATSON PECK & TOPUSS
SURVEYORS & ENGINEERS
 2210 - 8171 COOK ROAD, RICHMOND, B.C. V6Y 3T8
 TELEPHONE: 604-270-8331
 FAX: 604-270-4137
 email: wpe@wpe-lbc.ca

THE CITY OF RICHMOND ENGINEERING BENCHMARK SYSTEM
+000.000 TO ELEVATIONS TO CONVERT TO GEODETIC DATUM

COPYRIGHT RESERVED - THIS PLAN AND DESIGN IS THE EXCLUSIVE PROPERTY OF CHAC CONSULTANTS (CLEARMARK) LTD. AND CAN NOT BE REPRODUCED OR COPIED, IN WHOLE OR IN PART, WITHOUT THE WRITTEN PERMISSION OF CHAC COMPANY.

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NAME _____
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CITY _____
STATE _____
ZIP _____
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FAX _____
E-MAIL _____
DATE _____

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#3
NOV 14 2002
DP 02-202398

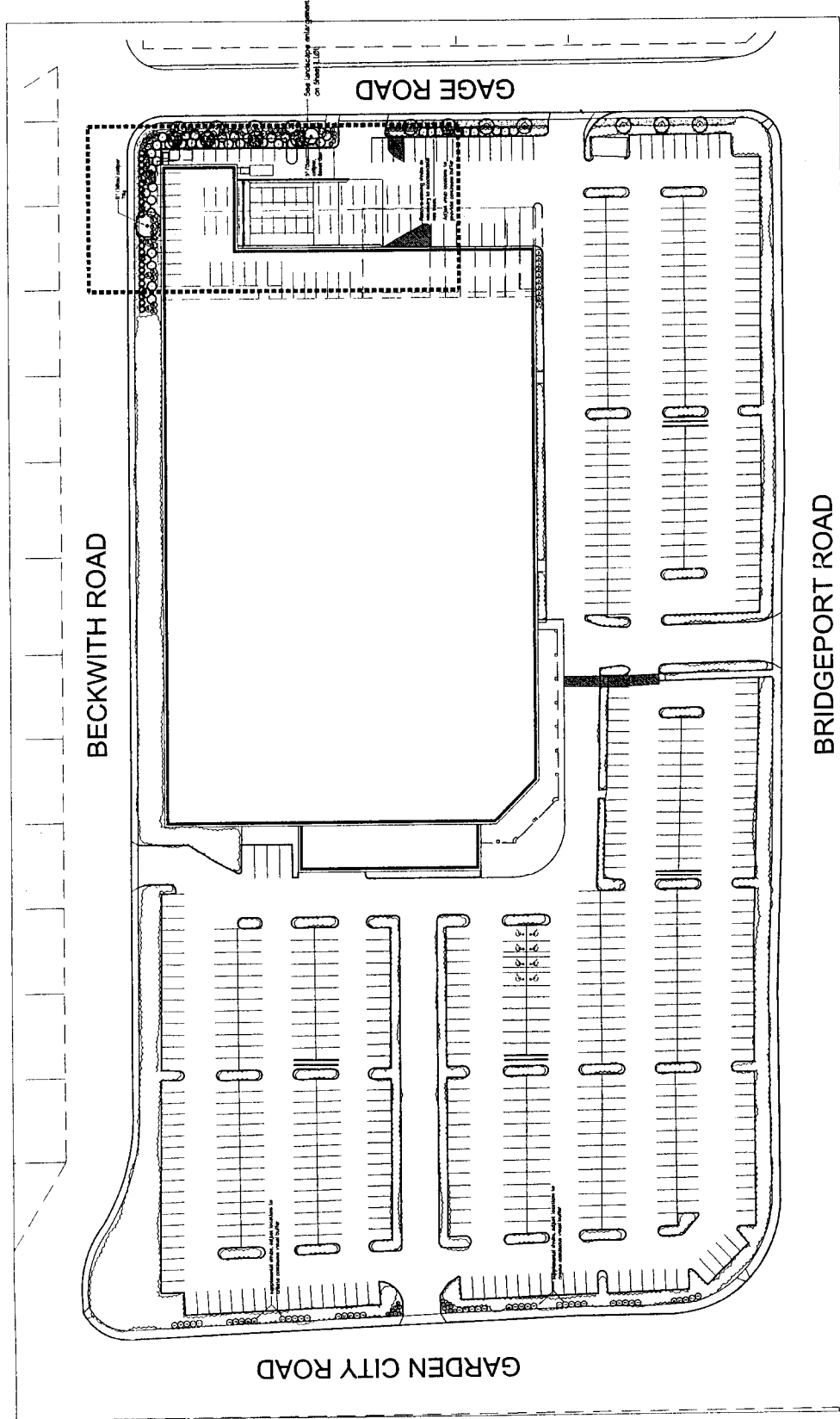


1" = 30'-0" (1:360)

COSTCO
WHOLESALE

MICHELLE C. SMITH
LANDSCAPE ARCHITECT
1180 LITTLE LANE, SUITE 100
VANCOUVER, BC V6E 1A1
TEL: 604-271-1111
FAX: 604-271-1112

02-0221 A
NOVEMBER 11, 2002
SITE
LANDSCAPE PLAN
L 1.00



1" = 30'-0" (1:360)



Planting Schedule

Symbol	Plant Name	Quantity	Notes
1	Carroll's Redwood	10	Plant along Beckwith Road
2	Carroll's Redwood	10	Plant along Gage Road
3	Carroll's Redwood	10	Plant along Bridgeport Road
4	Carroll's Redwood	10	Plant along Beckwith Road
5	Carroll's Redwood	10	Plant along Gage Road
6	Carroll's Redwood	10	Plant along Bridgeport Road
7	Carroll's Redwood	10	Plant along Beckwith Road
8	Carroll's Redwood	10	Plant along Gage Road
9	Carroll's Redwood	10	Plant along Bridgeport Road
10	Carroll's Redwood	10	Plant along Beckwith Road

Planting Schedule

Symbol	Plant Name	Quantity	Notes
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10	Carroll's Redwood	10	Plant along Beckwith Road

Planting Schedule

Symbol	Plant Name	Quantity	Notes
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10	Carroll's Redwood	10	Plant along Beckwith Road

Planting Schedule

Symbol	Plant Name	Quantity	Notes
1	Carroll's Redwood	10	Plant along Beckwith Road
2	Carroll's Redwood	10	Plant along Gage Road
3	Carroll's Redwood	10	Plant along Bridgeport Road
4	Carroll's Redwood	10	Plant along Beckwith Road
5	Carroll's Redwood	10	Plant along Gage Road
6	Carroll's Redwood	10	Plant along Bridgeport Road
7	Carroll's Redwood	10	Plant along Beckwith Road
8	Carroll's Redwood	10	Plant along Gage Road
9	Carroll's Redwood	10	Plant along Bridgeport Road
10	Carroll's Redwood	10	Plant along Beckwith Road

Planting Schedule

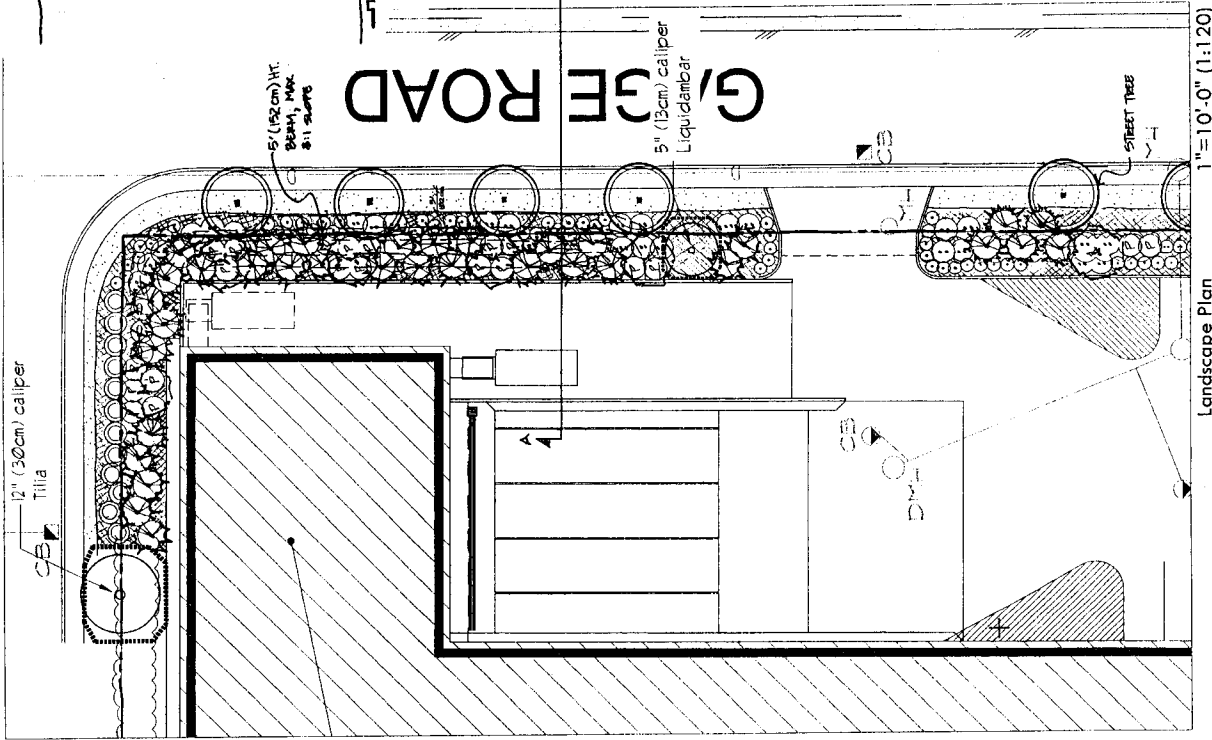
Symbol	Plant Name	Quantity	Notes
1	Carroll's Redwood	10	Plant along Beckwith Road
2	Carroll's Redwood	10	Plant along Gage Road
3	Carroll's Redwood	10	Plant along Bridgeport Road
4	Carroll's Redwood	10	Plant along Beckwith Road
5	Carroll's Redwood	10	Plant along Gage Road
6	Carroll's Redwood	10	Plant along Bridgeport Road
7	Carroll's Redwood	10	Plant along Beckwith Road
8	Carroll's Redwood	10	Plant along Gage Road
9	Carroll's Redwood	10	Plant along Bridgeport Road
10	Carroll's Redwood	10	Plant along Beckwith Road

SITE LANDSCAPE PLAN

NOVEMBER 11, 2002

COSTCO WHOLESALE

RICHMOND, B.C.



COSTCO WHOLESale

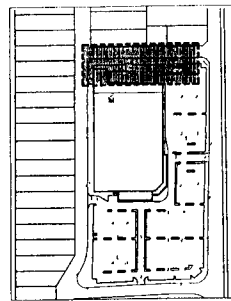
RICHMOND, B.C.

Landscape Plan
1"=10'-0" (1:120)

LANDSCAPE ENLARGEMENT

NOVEMBER 11, 2002

Key Map



93-0221 A
NOVEMBER 11, 2002
LANDSCAPE
PLAN
L 1.01

COSTCO
WHOLESALE

NOV 14 2002
DP 02-202398

#4

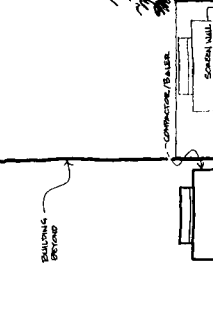
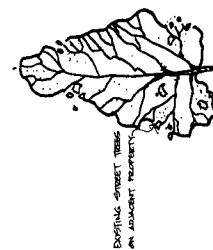
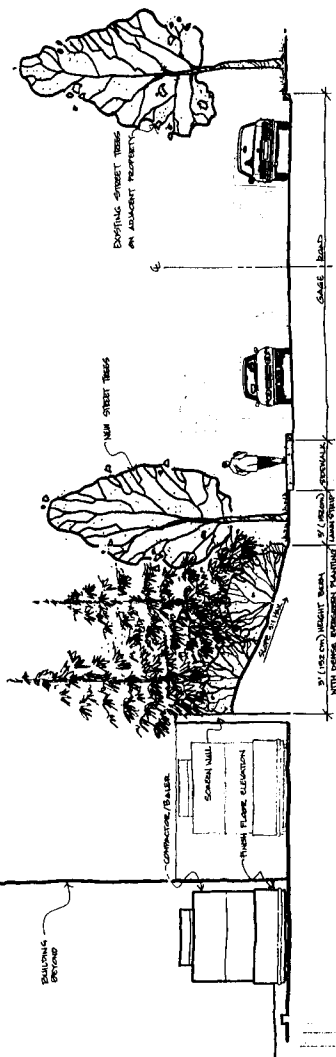


1"=10'-0"

Section A-A' 1/4"=1'-0" (1:48)

Planting Schedule (for quantities see Sheet L1.00)

SYMBOL	BOTANICAL / COMMON NAME	SIZE / CONDITION / REMARKS
	Carpinus betulus / European Hornbeam	4" (10 cm) cal., full and bushy, B/B
	Acer rubrum / American Red Maple	4" (10 cm) cal., full and bushy, B/B
	Cornus alternifolia / Alternate-leaf Dogwood	8" (9 cm) height, full and bushy, B/B
	Prunella L. / Blackberry / Blackberry Laurel	24-36" (60-75 cm) height and spread, full and bushy, B/B or container
	Phytolacca fraxinifolia / Phytolacca	24-36" (60-75 cm) height and spread, full and bushy, B/B or container
	Viburnum cinnamomifolium / Viburnum	24-36" (60-75 cm) height and spread, full and bushy, B/B or container
	Pieris japonica / Japanese Pieris	8-12" (20-30 cm) height and spread, full and bushy, B/B or container, replace in container, where plants are damaged by construction, replace in container
	Viburnum davidii / David's Viburnum	10-12" (25-30 cm) height, full and bushy, B/B or container
	Existing vegetation to remain	No disturbance to grade is permitted when digging.
	Tree protection fencing	Shall be installed or as approved by City of Richmond, B.C. and kept in place. RETENTION AREA - KEEP OUT.



Costco
WHOLESALE

RICHMOND, S.C.
#24

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MITCHELL C. SMITH

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DEVELOPMENT
PERMIT

#5

NOV 14 2002

DP 02-202398

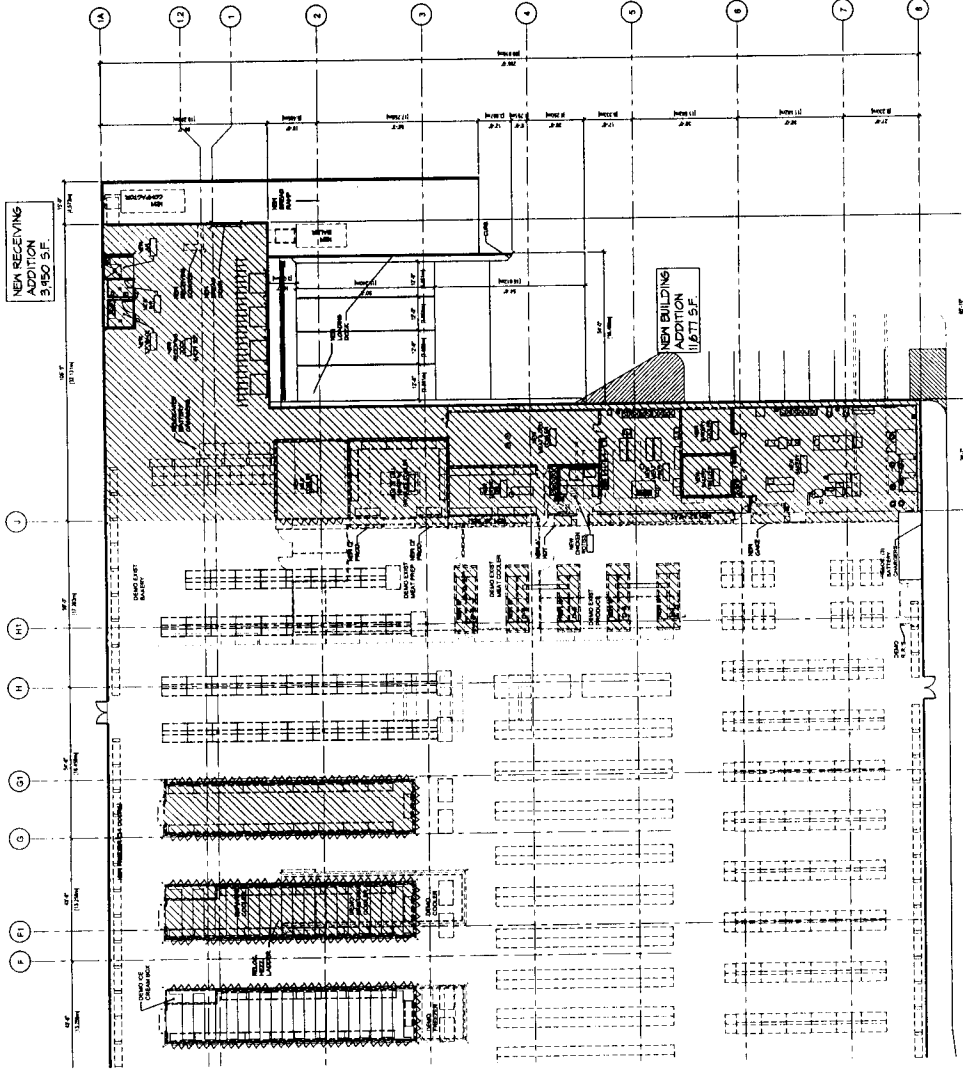


MITCHELL C. SMITH ARCHITECTS
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NO.	DATE	DESCRIPTION
1	11/14/02	PLANNING REVIEW
2	11/14/02	ENVIRONMENTAL REVIEW
3	11/14/02	ARCHITECTURAL REVIEW
4	11/14/02	CONSTRUCTION RELEASE
5	11/14/02	PERMIT ISSUANCE

ENLARGED FLOOR PLAN
SCALE: 1/8" = 1'-0"

ENLARGED
FLOOR PLAN
DD1.02



4 SOUTH ELEVATION
SCALE: 1" = 20'-0"