

Staff Report

Origin

Brook & Associates Inc., on behalf of IKEA Properties Limited, has applied to the City of Richmond for permission to relocate / construct a new IKEA Store with a total floor area of 32,036 m² (344,832 ft²) located at 3200 Sweden Way, 13091, 13131, 13080, 13120 Bathgate Place and the northern 1.66 hectares (4.1 acres) of 3810 Jacombs Road (addressed as 3760 and 3820 Jacombs Road), the existing Bathgate Place surplus City Road Right-of-Way and portions of the existing Jacombs Road surplus City Road Right-of-Way on a site zoned Industrial Retail (IR1). The proposed site consolidation includes the existing IKEA Store and 6 other existing warehouse buildings.

The proposed IKEA redevelopment is a phased project and includes the following:

- Warehouse 11,520 m² (124,000 ft²) or (36%) of the total floor area.
- Retail 14,340 m² (154,354 ft²) or (44%) of the total floor area.
- Other 6,176 m² (66,478 ft²) or (20%) of the total floor area.
- Total (gross) 32,036 m² (344,832 ft²) or (100%) of the total floor area.
- Parking 1,400 total parking stalls with approximately 450 stalls located under the building.

The partial rezoning of this site from Industrial Business Park (IB1) to Industrial Retail (IR1) according to Bylaw 8607 (RZ 09-497385) is concurrent with the Development Permit application.

A Servicing Agreement is a requirement of rezoning for design and construction of improvements to Sweden Way, Bridgeport Road, the Sweden Way and Bridgeport Road intersection, Knight Street, Jacombs Road, the new one-way westbound Public Road connecting Knight Street to Jacombs Way, including water, storm drain and sanitary sewer upgrades, plus site service connections.

Findings Of Fact

See the Development Application Data Sheet (**Attachment 1**), which provides a statistical summary regarding the development proposal including a comparison of the proposed development data with the relevant Bylaw requirements. See **Attachment 2** for the Richmond Design Panel comments and applicant responses as well as a statement of compliance with the relevant development permit guidelines. See **Plan 1** for the architectural site plan, **Plans 2a and 2b** for on-site parking, **Plans 3a through 3h** for landscape plans and supplemental landscape information, **Plans 4a through 4C** for architectural building elevations, and **Plans 5 through 27** supplemental architectural plans, sections, renderings, perspectives and other miscellaneous project design information.

Background

Development surrounding the subject site is as follows:

To the north, across Bridgeport Road, is Industrial Retail (IR1) zoned land with retail businesses that sell home furnishings, general merchandise, building materials, office supplies and electronics;

To the east, across Knight Street, is Industrial Business Park (IB1) zoned land with several medium sized business parks typically with large multi-tenant buildings of tilt-up concrete construction;

To the south, is the residual portion of 3810 Jacombs Road, with Industrial Business Park (IB1) zoned land including such businesses as marine supply and furniture suppliers; and

To the west, across Sweden Way and Jacombs Road, is a combination of Industrial Retail (IR1) and Industrial Business Park (IB1) zoned land typically with a mix of retail and industrial businesses in small to medium sized concrete pad construction buildings.

Rezoning and Public Hearing Results

During the rezoning process, the following issues were identified for resolution at the Development Permit stage:

1. Retention of Existing Trees along Knight Street: All existing trees are retained along the entire east property line with Knight Street. Supplemental large tree planting is provided along the entire east property line with Knight Street to screen the east elevation of the building including the loading ramp and the parking area on the north side of the proposed IKEA Store. The existing untidy landscape along the entire property line with Knight Street will be replaced with new trees, shrubs and groundcovers consistent with the quality of the proposed landscape around the remainder of the site. A green screen or trellis and planter for vines will be provided along the entire elevated loading dock to provide additional screening.
2. Further clarification regarding the proposed transportation improvements (ie. safety, back-ups on Knight Street or weaving problems on Bridgeport Road): The new connector road between Knight Street and Jacombs Road is intended to reduce the majority of IKEA traffic from Vancouver using Bridgeport Road. The new one-way westbound public connector road will reduce the level of traffic currently, and in the future, using the left-turn lane on Bridgeport Road to Sweden Way and will improve safety by reduced weaving movements and provision of additional capacity at this intersection.
3. Clarify the Building Height: The total building height to the top of the general wall parapet is 17.30 m and 20.30 m to the top of the feature wall parapet. The additional building height can be supported since there is parking under building, the interior warehouse portion of the building is taller creating more storage space and the increased building height also adds variety and more visual interest to the exterior appearance of the proposed building. The additional building height is appropriate for the development by increasing the parking spaces and warehouse storage space without any impact on surrounding properties.
4. Lower the Proposed Height of the Navigation Sign: The 'Navigational Sign' is an integral part of IKEA's wayfinding system but in response to the concerns, IKEA has reduced the proposed height of the navigation sign from 40 m to 35 m. It is important to note that IKEA also intends to use the tower for rainwater storage to supplement the irrigation system and also as a support system for solar panels, which will supplement pedestrian-oriented lighting in the parking areas below.
5. Finalize IKEA's Sustainability Features: The proposed 'blue roof' is an integral part of the sustainable building programme. The roof has a high insulation value and an Energy Star rating. The proposed development conforms to the Richmond 'Green Roof' Bylaw No. 8385 with a 20% reduction of overall site storm water discharge. The 'Blue Roof' will store 150 to 200mm (6" to 8") of rainwater and the balance of the diverted rainwater will be used for irrigation, WC/urinal use and through percolation and/or diversion across the site. A small roof garden is now proposed at the second floor level adjacent to the administration offices on the southwest side of the building. This will accommodate planter boxes for trees and shrubs. In addition, it is intended to incorporate a small edible garden of sustainable herbs such as rosemary, thyme and lavender, which will be harvested for use by staff. Finally, IKEA will incorporate 'geo-thermal heating and cooling' into the building design.

The Public Hearing for the rezoning of this site was held on June 21, 2010. At the Public Hearing, the following concerns regarding the proposed rezoning of the property were expressed:

1. Impact on Jacombs Road curbside parking: The owner and tenant of 3331 Jacombs Road expressed concerns regarding the reduction of curbside parking on Jacombs Road in the immediate vicinity of this property.
2. Connection between proposed Jacombs Road cul-de-sac and the IKEA parking lot: The owner and tenant of 3331 Jacombs Road requested the provision of a driveway connection from the proposed Jacombs Road cul-de-sac and the IKEA parking lot.
3. Impact on access and parking along Jacombs Road during construction: The owner and tenant of 3331 Jacombs Road expressed concerns regarding the impacts of access and curbside parking during the construction of the new IKEA Store.
4. Shared parking / pedestrian access between 3331 Jacombs Road and the IKEA parking lot: The owner and tenant of 3331 Jacombs Road requested the removal of a chain link fence separating 3331 Jacombs Road with the IKEA parking lot and the provision of a short walkway connection between their store entry and the IKEA parking lot.

Staff worked with the applicant to address these issues in the following ways:

1. Impact on Jacombs Road curb side parking: Currently there are no curb side parking restrictions on Jacombs Road, north of Bathgate Way however, existing driveways, fire hydrants and the requirements for emergency vehicle turning (ie. in the cul-de-sac) limit the amount of curb side parking to 14 spaces in this block (ie. 5 on the west side and 9 on the eastside). The proposed IKEA Store will eliminate 9 curb side parking spaces on the eastside of Jacombs Road north of Bathgate Way, which will leave 5 curb side parking spaces on the west side of Jacombs Road.
2. Connection between proposed Jacombs Road cul-de-sac and the IKEA parking lot: There is an existing IKEA driveway at the north end of Jacombs Road cul-de-sac that results in short-cutting/rat-running through the IKEA parking lot. This access driveway will be eliminated in the proposed relocation and redevelopment of the IKEA Store to prevent these unsafe vehicle movements. However there will be an emergency vehicle access to the IKEA parking lot from the realigned Jacombs Road cul-de-sac.
3. Impact on access and parking along Jacombs Road during construction: Prior to Building Permit issuance, IKEA will be required to submit a Construction Parking and Traffic Management Plan to the satisfaction of Richmond Transportation staff. The Management Plan shall include the location of parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Shared parking / pedestrian access between 3331 Jacombs Road and the IKEA parking lot: IKEA has agreed to the partial removal of the chain link fence as well as the hedge separating the 2 properties and will also provide a short sidewalk connection between the 3331 Jacombs Road store entry and the IKEA parking lot. Any shared parking between 3331 Jacombs Road and the IKEA site is the subject of a separate commercial negotiation between the 2 adjacent property owners and typically the City does not intercede in these private negotiations. IKEA has also agreed to a follow-up meeting with the owner and tenant of 3331 Jacombs Road on July 14, 2010 to explain these proposed concessions.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review related to this Development Permit application. In addition, this Development Permit application is in compliance with Richmond Zoning Bylaw No. 8500 with the exception of the requested zoning variances as noted below.

Zoning Compliance/Variances (staff comments in bold)

The applicant requests the following variances:

1. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum building height from 12 m to 20.30 m.

Height Variances: The increased height of the proposed IKEA store/warehouse can be supported because this proposal is be considered to be an 'intensified industrial site' with parking under the building and increased interior warehouse storage space. In addition, the increased building height adds variety and visual interest to the exterior views of the building. The total height of the general parapet wall is 17.30 m (ie. blue walls) on the north, east, south and west sides of building while the total height of the feature walls is 20.30 m (ie. yellow walls) on the north and west sides of the building. There are no open spaces, residences or agricultural areas in the vicinity. The increased building height does not create any objectionable conditions of adjacency. The Employment Lands Strategy (ELS) currently under way, will also include a review of 'intensified industrial' development and building heights in industrial areas. Staff supports this requested variance.

2. Vary the provision of the Richmond Sign Bylaw 5560 as follows:
 - .1 Increase the maximum allowable area for fascia signs from 526.5m² to 755m²;
 - .2 Increase the maximum allowable number of free standing signs from 3 to 13 as identified in the Development Permit package;
 - .3 Increase the maximum allowable area for an electronic message board from 29.4 m² to 88.2 m²; and
 - .4 Increase the maximum allowable height of the free standing navigation sign from 12 m to 35 m.

Sign Variances: The fascia signs include 1 'electronic message board' sign, 2 'banner' signs and 4 'IKEA' name signs, along the north, east, south and west building walls but exclude signs under the building. The fascia signs represent 8.1% of the total wall area for the new IKEA store (ie. $755 \text{ m}^2 \div 9310 \text{ m}^2 \times 100$) and this is a reasonable proportion since the size of the building is large. The majority of the freestanding signs are flags, site wayfinding signs, courtesy signs or signs under the building that are not visible from the street and these signs area not counted in the assessment of the sign bylaw. The requested quantity of 13 free standing signs (ie. 12 small billboard signs and 1 navigation sign) is reasonable given the 21 acre size of the site. The large electronic message board sign is well setback from the centre line of any fronting street (ie. approximately 150 m from Knight Street and approximately 250 m from Bridgeport Road). Similarly, the navigation sign is well setback from fronting streets (ie. approximately 135 m from Knight Street and approximately 135 m from Bridgeport Road). Staff supports these requested variances.

Advisory Design Panel Comments

The Advisory Design Panel was supportive of the proposed IKEA Store redevelopment. A copy of the relevant excerpt from the Advisory Design Panel Minutes from January 20, 2010 is attached for reference (**Attachment 2.1**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

The proposed development conforms to the relevant development permit guidelines (**Attachment 2.2**) for General Guidelines (OCP Schedule 1 – Sub-Section 9.2), Commercial Guidelines (OCP Schedule 1 – Sub-Section 9.4) and Industrial Guidelines (OCP Schedule 1 – Sub-Section 9.5).

Analysis

Conditions of Adjacency

1. The applicant met with the owners/tenants of 3331 Jacombs Road on June 4, 2010. This lot is immediately west of the proposed realignment of the Jacombs Road cul-de-sac. The reconfiguration of the Jacombs Road cul-de-sac will not impact vehicle access to 3331 Jacombs Road.
2. The consolidated IKEA property is separated from neighbouring properties by public roads along all frontages except along the south property line west of Jacombs Road. At the request of the owner / tenant of 3331 Jacombs Road, IKEA has offered to partially remove the fence and hedge plus install a short sidewalk connecting this property with the IKEA parking lot. The surrounding properties are all service, retail or industrial businesses, all with adequate separation and streetscape buffering from the proposed development site. There are no open spaces, residences or agricultural areas in the immediate vicinity of the IKEA site.
3. After the new store is open and the existing store is demolished, IKEA proposes to create a 2-acre lot (Parcel B) at the southeast corner of Sweden Way and Bridgeport Road. The future development of this lot would be subject to a separate development permit. IKEA is currently in negotiations with prospective developers and this future development site will share vehicle access and egress with the IKEA site but there is no proposal or anticipated need for shared parking between these 2 sites. Any required cross access or shared parking agreement will be secured as part of this future development permit application.
4. In the future, after the new IKEA store is open, IKEA proposes to construct a warehouse that would be located south of the new IKEA store (ie. between the new IKEA store and the new one-way westbound public road connecting Knight Street and Jacombs Road) on Parcel C. The future warehouse would be subject to a separate development permit. There is no timeline for the construction of the IKEA warehouse however the new public road is required to be constructed by April 2013 or no later than 1 year following the opening of the new IKEA Store.
5. The applicant has provided typical landscape cross-sections for all site frontages onto public roads including Sweden Way, Jacombs Road, the new one-way westbound public road connection Knight Street with Jacombs Road, Knight Street and Bridgeport Road that illustrate there will be appropriate streetscape treatments surrounding the development site.
6. In addition, the applicant has provided a landscape cross-sections of the proposed edge condition along the east side of the proposed new store extending to Knight Street including the retention of all existing trees, new supplemental large tree planting, dense shrub planting and a green screen wall to further screen the elevated loading deck from Knight Street.

Urban Design and Site Planning

1. The proposed new store is located south of the existing parking lot between Knight Street and Jacombs Road. This allows the existing store to continue operating while the new store is being constructed. Raising the store on columns will permit parking under the building and a more compact form of site development.
2. The new store locates loading facilities adjacent to Knight Street (ie. a high speed limited access vehicle corridor) but considerable effort has been expended to adequately screen views to the loading activity along this side of the building. In addition, the applicant has incorporated architectural elements to the building such as a large canopy, a green screen wall and additional glazing, which contribute to increased visual interest or enhanced screening of the east wall.
3. Views to the south side of the new store will soon be blocked by a new warehouse, which will be the subject of a separate development permit application.
4. The main address for the new store is located at the northwest corner of the proposed building, which provides more variety and visual interest in the building at this location with greater attention to architectural detailing. In addition, the applicant proposes a plaza space adjacent to the store entry, which further enhances views from the west (ie. Jacombs Road) and from the north (ie. the parking lot and Bridgeport Road).
5. The parking lot is bisected with 2 north-south pedestrian spines that channel foot traffic to an east-west pedestrian spine along the south side of the parking lot and also to the store entry. These pedestrian spines have adequate clearances to permit wheelchair or cart access and passage.
6. The parking lot is also covered with a canopy of trees spaced at 7.5 m along the parking aisles. All proposed trees will be larger than usual (ie. typically 10cm caliper minimum for deciduous and 4m high for coniferous). Trees proposed under the existing BC Hydro transmission lines, due to BC Hydro requirements, will be smaller in ultimate height but will also be larger at the time of planting than typical of small tree plantings. All trees in the parking lot will be planted in tree vaults utilizing a relatively new technique that employs a product called 'silva cells' that provides support for the pavement structure above and prevents compaction of the growing medium below.
7. A total of 536 new trees are proposed. The canopy of trees in the parking lot will make a significant contribution to views of the site from the north, east and west but will also reduce the 'heat island effect' of the a large parking lot.
8. The applicant considered 'bio-swales' within the parking lot but indicates that water infiltration into the granular materials under pavement would eventually heave the asphalt surface causing long term maintenance concerns and additional costs.
9. Following the lot consolidation, the applicant indicates that IKEA's ultimate objective is to create two (2) separate development parcels as follows:
 - .1 A 2.0-acre legal parcel fronting Bridgeport Road (Parcel B). This property is intended to accommodate future development by Madison Pacific Properties and does not form part of the current development permit application proposal. Madison Pacific / Jordan's Carpets in the process of preparing proposals for the 2-acre site. Shared parking is not anticipated and will not be encouraged. The 2 acre parcel will be developed independently of the IKEA lands with the exception of a shared/common access road off Sweden Way and shared truck access through the IKEA truck route on the south and east sides. Easement documents will be prepared/agreed between IKEA/Madison at the appropriate time.

- .2 A 21.3-acre legal parcel to accommodate a current IKEA store, future warehouse and required parking (covered and uncovered). IKEA intends to submit a separate development permit application for the 4.1-acre future warehouse, which does not form part of the current development permit application.
10. IKEA has provided the following summary of the project phasing (see also **Plan 14**).

Project Phase	Start Date	Finish Date	Approx. Duration
Phase 1: Demolition and Site Prep for New IKEA Store	Nov 2010	Mar 2011	5 months
Phase 2: New IKEA Store Construction Complete	Jan 2011	Apr 2012	16 months
Phase 3: Demolish Existing/Commence NW Parking Area	Jun 2012	Nov 2012	6 months
Phase 4: North Parking Area / Offsite Road Works (Bridgeport Road, Sweden Way, Knight Street, Jacombs Road and the new Jacombs Road cul-de-sac Complete	Feb 2013	Sept 2013	8 months
Phase 5: Future Warehouse Site - Interim Landscape Treatment and Knight St Connector Complete	Dec 2012	Apr 2013	5 months

The expansion of the warehouse will depend on business volume and once developed, it will be of similar character and height as the new IKEA store but would be the subject of a separate development permit application.

Architectural Form and Character

1. The proposed architectural character is modern and European in expression.
2. The building massing is large scale and rectilinear but visual interest is introduced by stepping building walls forward and back, through variation in the height of building walls, the use of bold colours as well as the introduction of glazing and roof decks (ie. along the west elevation) plus the addition of large scale attachments to the building such as canopies and signage.
3. For the new IKEA store proposed architectural site plan see **Plan 1**.
4. For the new IKEA store proposed building elevations see **Attachment s 4a through 4c**.
5. For urban design information regarding the scale and massing of the proposed new store including various bird's eye and ground level perspectives see all sketches in **Attachments 15 through 27**.
6. The applicant has refined and adjusted the east elevation (ie. facing Knight Street) through the addition of contrasting metal panels at the loading docks, the steel canopy, hangers and connectors and the addition of glazing on the southeast side of the façade. The addition of these architectural details will add more visual interest to this prominent view of the building. In addition, IKEA has incorporated a combination green screen wall and planter along the outside edge of the elevated truck loading facility to an approximate height of 5 m above the loading area floor elevation.

Landscape Design and Open Space Design

1. Proposed Landscape Treatment

- .1 The applicant has provided adequate on-site landscape improvements for the proposed parking lot with a canopy of trees that are planted 7.5 m on-centre along the parking aisles. Unit paving bands (1.2 m wide) are provided in the parking lot primarily as visual relief for the large surface area of asphalt paving.

- .2 The site perimeter landscape treatment is designed appropriately for the various fronting conditions. Both Sweden Way and Bridgeport Road will have a double row of street trees in combination with a grass boulevard and low shrub planting to partial screen the parking lot. The frontage portion of Jacombs Road along the new IKEA Store consists of a plaza space lined with trees including a seat wall and decorative paving. South of the plaza, there is a double row of street trees in tree grates with a wide sidewalk and a grass boulevard to permit light and views into the parking area under the building. The remainder of the Jacombs Road frontage, south of the new IKEA Store will retain existing street trees in a wide grass boulevard. The Knight Street frontage retains all existing trees, which are supplemented with new large tree plantings and dense, informal shrubs screening. For detailed landscape design information regarding the proposed new IKEA see all landscape drawings in **Plans 3a to 3h**.
 - .3 A plaza space has been provided at the northwest corner of the building on Jacombs Road and the proposed tree planting in the parking lot will create a canopy of trees reducing the 'heat island effect' of the large asphalt parking lot.
 - .4 The applicant has provided a dense landscape visual screen to the new IKEA Store and parking lot along the east side of the site from Knight Street including a landscape cross-section that illustrates the landscape design intent (ie. retention of 28 existing large trees and 57 new large tree plantings).
 - .5 Interim landscape treatments have been provided for Parcel B (future Madison-Pacific property - 2 acres) and Parcel C (future IKEA warehouse - 4.1 acres) of the consolidated site, in case these areas are not developed within one (1) year of the store opening. Automatic irrigation plans and landscape specification will be provided as part of the Building Permit submission.
2. Existing Tree Retention, Transplanting, Removals and New Tree Planting
- .1 There are 183 existing site trees including 10 that are less than 20 cm in caliper dbh. IKEA proposes to transplant 25 trees (ie. to King George Park), retain 46 trees and remove 112 trees. There are 28 existing trees to be retained along Knight Street. There are 50 proposed tree removals in direct conflict with the proposed building (ie. 2 in poor health or diseased, 14 topped by BC Hydro and 34 that are too large or inappropriate to move. There are 62 proposed tree removals in conflict with parking lot reconfiguration (ie. 4 in poor health or diseased or 9 topped by BC Hydro and 49 that are too large or inappropriate to transplant. It was demonstrated that alternative site planning layouts would result in fewer parking stalls. IKEA has also agreed to provide 536 replacement trees and all the replacement trees will be larger than the minimum replacement tree size required.
 - .2 There has been coordination with Richmond Parks staff and the applicant has provided tree relocation plans and details for the proposed transplanting of 25 trees from the IKEA site to the King George Park located near Jacombs Road and Cambie Road.

Crime Prevention Through Environmental Design

1. Lighting in open parking area and under building parking will comply with the Illuminating Engineering Society (IES) lighting standards however, the BC Building Code will take precedence over IES standards. A higher level of illumination will be used at the access points under the building to ensure glare is reduced. It is proposed to use a reflective ceiling finish in the under-building area for both aesthetics and improved lighting. The ceiling soffits will be a minimum of 3.050 m (10'-0"), clear from lighting/services.

2. Over 110 security cameras are placed in and around the building. Surveillance cameras will be placed on the building perimeter at parapet level to cover exterior security across the open car park and adjacent building areas. Security monitoring is conducted on-site with trained loss prevention and security personnel normally during store opening hours only. Cameras are motion sensitive and operate 24 hours a day. Cameras operate 24 hours/day with DVD material stored on IKEA's server for 90 days. IKEA cooperate strongly with local law enforcement and will provide access to DVD records.
3. IKEA have 'coded' alert messages, which are broadcast across the public address system that deal with events like building evacuation due to fire or other events, theft, lost child, customer emergency assistance, power failure. Staff are trained to deal with such events and proper procedures ensures public safety. Panic buttons are located across from the car park, in washrooms and in the children's play area. Poorly lit and concealed areas are avoided in the design to ensure proper security surveillance and customer safety.
4. The children's play area is a drop-off zone and children are signed in and under constant adult supervision. A ratio of 1 adult to 6 children ensures proper supervision. Length of stay is normally limited to 1-1/2 hours. Staff are fully trained to deal with accidents or emergencies. In the event of a building evacuation children are dressed with safety vests and evacuated through a children only fire exit stairs which discharges at grade to the open air, to a dedicated safe zone, where the children remain under the care of the IKEA child supervisors. Blankets and coats are available in a predetermined storage area adjacent the safe zone.

Sustainable and Environmental Design

1. The open parking area will incorporate energy efficient, dark sky lighting and pedestrian scale lighting fixtures will be provided along main pedestrian spines and in public open space areas. All lighting will comply with the BC Building Code.
2. The following is a summary list of the sustainable design features for the proposed IKEA Store.
 - .1 The proposed IKEA Store will comply with Richmond's 'Green Roof' Bylaw No. 8385.
 - .2 The roof has a high insulation value and an Energy Star rating;
 - .3 The 'blue roof' is also a water retention pond that will store and divert 150 to 200 mm (6" to 8") of rainwater for evaporation. This accounts for 4.9% of the annual rainfall on the site, part of the overall 20% reduction as mandated; the balance of which is being diverted by the use of rainwater for irrigation, WC/urinal use and percolation and diversion across the site.
 - .4 A roof garden is proposed on the second floor adjacent to the administration offices and co-worker restaurant on the southwest side of the building. The landscape treatment will consist of paving slabs and planter boxes for trees and shrubs plus gravel ballast. A herb garden will be incorporated into the roof deck planters and the patio roof will be accessible to staff.

Transportation and Traffic

1. Bridgeport Road: There will be lane lines adjustment along Bridgeport Road but no road widening. However, a continuous 3 m wide dedication will be provided for boulevard improvements.
2. Sweden Way: There will be adjustments to lane lines, the addition of north and southbound bike lanes plus an additional northbound traffic lane together with the associated improvements at the intersection with Bridgeport Road. A road dedication that varies in width to a maximum of 9 m will be provided along Sweden Way.

3. Knight Street (New Connector Road / Bridgeport Road Off-Ramp): IKEA will provide an additional lane along Knight Street, south of the Bridgeport Road overpass to the new one-way public connector road but no additional road dedications are required along Knight Street.
4. New One-Way Westbound Connector Road (East-West Section): There will be 2 westbound lanes with a design speed will be 30km/hr. A 21.2 m wide road dedication will be provided for this new road including 2 corner cut dedications (ie. Knight Street and Jacombs Road). The intersection with Jacombs Road will include pre-ducting for future traffic signals, if required.
5. Jacombs Road: There will be adjustments to lane lines, the addition of north and southbound bike lanes plus a reduction of 15 curb side parking spaces along the entire IKEA frontage on Jacombs Road (ie. 9 north of Bathgate Way). No road dedications are required along Jacombs Road.
6. In the parking areas, pedestrian spines have been designed to provide 1.5 m clearance of vehicle overhangs and trees as well as pedestrian-friendly driveway letdowns at all vehicle entries.
7. The detailed design of all frontage road improvements are as required and requested by Transportation staff.
8. IKEA has agreed to the following TDM measures prior to issuance of a Development Permit:
 - .1 Parking stalls designated for car co-op cars, family vehicles, hybrid/electric vehicles and carpooling near the store entrances;
 - .2 End-of-trip bicycle facilities, including changing rooms with showers; and
 - .3 Direct pedestrian linkage to the existing sidewalks in the area.
9. The existing sidewalk from the Sweden Way / Bridgeport Road intersection to the Bridgeport Road bus stop will be maintained but other Bridgeport Road boulevard improvements will be provided as part of the separate development permit for the future 2 acre parcel fronting Bridgeport Road.
10. No on-street parking and/or loading activities are allowed on the entire site frontage and no on-street taxi zone or commercial loading zone is permitted.
11. IKEA's parking lot provides 1267 standard and 10 small vehicle parking stalls, 24 accessible and 46 family parking stalls, 53 customer loading stalls for a total of 1,400 spaces as well as 8 truck loading stalls, 6 garbage/recycling staging/parking plus 78 class 1 and 43 class 2 bike parking.
12. IKEA has provided a comprehensive signing plan and typical pavement marking details.
13. The Transportation Functional Plan illustrating the proposed traffic and transportation improvements is attached for information (see **Plan 25**).

Engineering

1. IKEA will provide letters confirming agreement to the proposed IKEA Store redevelopment from both BC Hydro (ie. power transmission line) and Kinder Morgan (ie. jet fuel line).
2. IKEA is required to provide a letter of assurance that any contamination / environmental issues associated with any proposed road dedications / SRW's will be remediated to the satisfaction of the BC Ministry of Environment (BCMoE) and at no cost to the City, prior to Council adoption of the rezoning. IKEA is also required to provide confirmation that all site contamination / environmental issues have been dealt with to the satisfaction of BCMoE, prior to occupancy of the new IKEA Store.

3. Any necessary adjustments or improvements to street lighting along Jacombs/Sweden Way will be provided with the offsite improvement drawings that will form the basis of the Servicing Agreement. Geo-thermal heating/cooling will be incorporated into the design.
4. All engineering components of the proposed development will be addressed via the rezoning and/or the Servicing Agreement. There are no outstanding engineering issues.

Fire Prevention, Detection and Protection

1. IKEA has provided a one-way egress into the site for emergency vehicle access from north end of Jacombs Road cul-de-sac directly to the north and the IKEA open parking lot area with adequate turning radius to exit via the proposed truck only egress onto Sweden Way.
2. IKEA has provided a one-way egress into the site for emergency vehicles from the Sweden Way main entry directly linking with the east-west vehicle aisle on the south side of the open parking lot with adequate turning radius to exit via the proposed truck only egress onto Sweden Way.

Garbage & Recycling

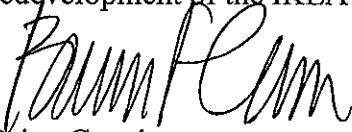
1. IKEA has a comprehensive recycling programme that encompasses facilities for garbage and corrugated cardboard recycling, wood pallet recycling, wood scraps, newsprint, paper products and containers, grease and cooking oil recycling including batteries, light bulbs and fluorescent tube recycling.
2. The entire recycling area is located on the northeast side of the loading forecourt with suitable means of access for collection. Materials for recycling which are held in the interior goods unloading area are stored in containers which are then wheeled out prior to collection from the exterior recycling area.
3. The recycling area is used to sort materials into containers prior to disposal into open bins located externally off a loading platform. Recycling containers are wheeled through adjacent double doors. Collections are regular to avoid a build up materials in the loading area.
4. IKEA will enter into a contract at the appropriate time with a waste collection agency. In the meantime be advised that the forecourt has been structurally designed to accommodate heavy loads including fire trucks and goods container vehicles. Suitable turning radii accommodate delivery and waste collection vehicle movements.
5. Screening of the loading area is provided by retention of existing trees and supplemental large tree planting along Knight Street in addition to a planter and green screen wall with associated shrub and vine planting.

Amenities

1. IKEA is providing a Public Art contribution of \$132,799.00 as per the rezoning considerations.
2. IKEA will provide other amenities such as an outdoor plaza (1,575m²), a public cafeteria, a staff lunchroom and end of trip bike facilities including change rooms and showers.

Conclusions

The subject proposal complies with the relevant development permit guidelines and is compatible with adjacent industrial and retail development. The proposed IKEA Store will be an important business and employment catalyst to anchor the Bridgeport Road Corridor, will improve traffic flows on neighbouring roads and will help set a new standard for future development along both Bridgeport Road and Knight Street. On this basis, the development permit application for the relocation and redevelopment of the IKEA Store warrants favourable consideration.



Brian Guzzi, CSLA / CIP
Urban Design Coordinator
(4393)
BG:bg

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

- Receipt of a Letter-of-Credit for landscape in the amount of \$1,126,054.00 (based on the landscape cost estimate).
- The Applicant is required to provide letters of acceptance for the proposed IKEA Store relocation and redevelopment from both BC Hydro (ie. power transmission line) and Kinder Morgan (ie. jet fuel line) prior to Council adoption of the rezoning.
- IKEA is required to provide a letter of assurance that any contamination / environmental issues associated with any proposed road dedications/SRW's will be remediated to the satisfaction of the BC Ministry of Environment (BCMoE) and at no cost to the City, prior to Council adoption of the rezoning. IKEA is also required to provide confirmation that all site contamination / environmental issues have been dealt with to the satisfaction of BCMoE, prior to occupancy of the new IKEA Store.

Prior to future Building Permit issuance, the developer is required to complete the following:

- Payment of the appropriate Development Cost Charges (DCC's) for the proposed development.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

**Development Application
 Data Sheet**
 Development Applications Division

DP 10-525175 **Attachment 1**

Address: 13091, 13131, 13080, 13120 Bathgate Place; 3760 / 3820 Jacombs Road; and 3200 Sweden Way

Applicant: Brook + Associates Inc. Owner: IKEA Properties Limited

Planning Area(s): East Cambie Planning Area and Bridgeport Planning Area

Floor Area Gross: 32,036 m² (344,832 ft²) Floor Area Net: n/a

	Existing	Proposed
Site Area:	44,045m ²	94,189 m ² · Lot Consolidation
Land Uses:	Business Park Industrial Uses	Retail Sale of Household Furnishings & Appliances
OCP Designation:	Industrial	Industrial
Zoning:	Industrial Business Park (IB1)	Industrial Retail (IR1)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.0	0.38	none permitted
Lot Coverage:	60% max	27%	
Setback – Front Yard:	Min. 3 m	approx. 6 m	
Setback – Side Yard (South):	Min. 3 m	approx. 7.4 m	
Setback – Side Yard (North):	Min. 3 m	approx. 99.0 m	
Setback – Rear Yard:	Min. 3 m	approx. 4 m	
Height (m):	Max. 12 m (Buildings) Max. 20 m (Structures)	20.3 m 35 m	yes yes
Lot Size:	No min requirements	84,834 m ² Ultimate Lot Size (minus future 2.0 acres Madison-Pacific Ltd.)	
Off-street Parking Spaces – Regular/Commercial:	7	8	
Off-street Parking Spaces – Accessible:	22	24	
Total off-street Spaces:	1085	1400	
Tandem Parking Spaces	not permitted	0	
Amenity Space – Indoor:	N/A	200 m ² (Smaland kid's play area)	
Amenity Space – Outdoor:	N/A	1575 m ² (plaza)	

Attachment 2.1

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

**Wednesday, January 20, 2010 – 4:00 p.m.
Chinese Bunkhouse – Britannia Heritage Shipyard, Richmond**

Comments and recommendations from the Richmond Advisory Design Panel of January 20, 2010 together with the Applicant responses in **bold** are listed below.

1. Consider refinement of the east elevation and further screening of loading bay area to cover the exposed concrete ramp;
Response: A continuous canopy type structure has been added over the loading dock doors. Landscaping has been increased along the building frontage and a planter has been added to the edge of the ramp, which will be used to conceal the exposed concrete edge of the ramp structure.
2. Consider natural light in the retail areas;
Response: The number of skylights to the retail warehouse has been increased. IKEA avoids delighting to their Showroom and Markethall retail areas due to the difficulties of merchandising around permanent glazing features. All other public areas have adequate delighting.
3. Consider the roof treatment and green roof on the building;
Response: Given that upper roof area exceeds 20,000 square metres it is economically non-viable to incorporate a green roof concept over such a large area. Lower level roofs visible to customers and staff will be planted. The roof will have an Energy Star Rating and will also act as a rainwater retention system with the use of slow release rainwater outlets.
4. Consider temporarily closing or gating the intersection of Jacombs Road and Bathgate Way during special pedestrian-oriented events at the plaza area subject to Transportation staff support;
Response: Given that Jacombs Road serves properties and is a Municipal street access must be maintained. Transportation staff will not support such a road closure. Also, to clarify, the Entry Plaza is of a size that will adequately serve the needs of any gatherings.
5. Consider reconfiguring/redesigning the Sweden Way entrance to improve the sight lines for exiting vehicles; also consider special landscape treatment to mark it as an entry point
Response: The location of the Sweden Way entrance has been moved north thus improving sight lines, which are to Municipal design standards. The entry area has special landscape treatment including flagpole ornamentation, ground cover treatment and pedestrian walkways all of which highlight the importance of the entrance.
6. Consider the relationship of Jacombs Road entry with Bathgate Way in terms of pedestrian and vehicular movements and provide improved vehicular access from Jacombs Way
Response: Added new lane markings will provide controlled manoeuvres from Bathgate Way to Jacombs Road and under the building. Restrictions on street parking adjacent the development will allow free flow of traffic along Jacombs Road.
7. Consider measures to avoid confusion between the main entry and truck access which, are located in close proximity along Jacombs Road;
Response: Proper signage and road markings will alert drivers to the differences between trucks only and the main entrance for customers and their cars. A texture change at the junction of the Municipal road and the truck route will further define the different functions of the roads.
8. Consider a thorough sustainability plan for the building and the site;
Response: Please refer to details above under the heading "Sustainability and Environmental Design".

9. Consider retaining as much mature landscape as possible along the Knight Street corridor and not removing trees to increase the visibility of the building given its scale;
Response: It is proposed to maintain all the existing landscaping along the Knight Street corridor. Furthermore it is proposed to add additional landscaping and trees within the property located in the landscape buffer, and in particular along the loading/ramp façade. This will act as a screen to the loading area.
10. Consider enhancing the architectural richness of the buildings along the streetscapes and consider a wider landscape buffer along the south side of the open parking lot with the adjacent large blank building wall;
Response: A 7.20 metre wide pedestrian landscaped boulevard is proposed along the south side of the open parking lot. The existing cedar hedging will be maintained and a double row of trees is proposed. Seating will be provided to create a pedestrian friendly link from the parking lot to the main entrance. The Municipal sidewalks along Jacombs Road are integrated with the hard landscaping treatment at the IKEA building to create a seamless transition between the public/private realm.
11. Consider improving wayfinding through inclusion of landscape elements in addition to signage;
Response: A comprehensive wayfinding programme will be installed to ensure pedestrians, cyclists and drivers can navigate around the site. Pedestrian oriented links are provided in two north south spines and a collector link is provided along the south side of the open parking lot.
12. Consider integrating the big box façade into the existing scale of development as experienced from the street level;
Response: The use of pedestrian scale canopies, storefront entrances, street level structural elements, benches, signage, bike stalls and landscaping all contribute to creating an active street level experience. Given that the building is raised on structural columns, building users do not experience blank street level walls, which are sometimes typical of big box retail units.
13. Provide details, plans and cross-sections to describe the landscape treatment in the public realm and its interface with the site through the development permit process;
Response: Refer to Landscape Architect's Drawings for details of landscape features, including edge conditions, section details and site features.
14. Consider carrying the modern architectural treatment into the landscape and plaza areas;
Response: Steel canopy structures are carried through the plaza activity area and along the north façade. These create a sense of scale for the building user as well as weather protection. Raised sidewalks with landscaping features extend north-south into the open area parking lot. A landscaped east-west boulevard with benches and low-level lighting creates a pedestrian link along the south side of the open parking lot.
15. Provide pedestrian routes through and on the edges of the site (east-west, north-south and the streetscapes); ensure that the pedestrian routes are strong, clear, and have adequate width; consider hierarchy of pedestrian routes, which is also expressed in the landscape treatment.
Response: Public pedestrian sidewalks are provided around the perimeter of the site. These public sidewalks are connected to internal north-south and east-west pedestrian links, which ultimately connect to the entry plaza and entrances. The pedestrian links are identified with tree species that are different to the 'field' parking lot, and provide safe pedestrian scale routes through the site
16. Consider providing dark sky lighting;
Response: Lighting to the exterior parking lot and other exterior areas will have downward reflectors to minimize light spill and the impact of nocturnal activities. Details are indicated on the submitted drawings.
17. Ensure that the canopies are integrated into the architecture;
Response: Exterior canopies will be integrated in design detail with the look and style of the building.

18. Consider increasing permeability in the outdoor parking area;

Response: We are currently undertaking percolation tests on site to establish the viability and extent of opportunities for water run off from the car park and other hard surfaced areas. We are obliged under Bylaw No. 8385, Storm Water Management Section, to divert a minimum of 20% of the area of the roof away from the City storm sewers. Our optimum goal is to achieve this by the use of permeable surfaces. Our fall back position is that rainwater will be collected, treated and used as 'grey water' for WCs and urinals.

19. Consider extending a consistent treatment from the entry plaza to the elevator area, both inside and outside;

Response: the material treatment at the entry plaza has been carried under the building. We intend to use a consistent coloured concrete with saw cut patterns radiating from the geometry of the cul-de-sac at Jacombs Road.

20. Provide plaza programming; consider seating and food service in the plaza area.

Response: It is proposed to provide seating to the plaza area to allow people the opportunity to rest and interact. IKEA will explore the opportunity of some form of food service, which would be weather dependent. The intention is to create a vibrant public space as opposed to a transitional area.

Attachment 2.2**Statement of Compliance with Richmond Development Guidelines**

The Applicant has provided the following summary of compliance with the various City of Richmond development guidelines.

Views:

The store has been relocated from the existing property line along Bridgeport Road to a parcel of land between Jacombs Road and Knight Street south of the BC Hydro easement, into an area, which currently contains industrial, office and warehouse uses. It is proposed to heavily screen the landscape setback adjacent to Knight Street and the boundary along the on ramp from Bridgeport and Sweden Way has also been enhanced with additional tree planting landscape. Views north/south along Jacombs Road remain largely unchanged. Views looking eastwards along Bathgate Place will be impacted for motorists but this alteration has little impact on adjacent properties.

Public Realm/Pedestrian Amenity:

Walkways are provided in two (2) north-south spines, one (1) opposite the entrance plaza and one (1) on the west side of the site. A walkway on the south side of the open parking area connects to the public sidewalk along Sweden Way. Pedestrian access will be provided at the northwest side of the site. These walkways direct pedestrians to an open plaza activity area, which will be used for seasonal activities such as special displays. Benches will be provided. The sidewalks along Jacombs Road and Sweden Way will be integrated with the on-site walkways.

Landscape:

The landscape treatment consists of increased tree and shrub planting at the property boundaries and throughout the open parking lot. Boulevard treatments will be a combination of sod and a double row of trees. Surface parking areas will be a combination of asphalt and pervious pavements, which will be used to mitigate water runoff to City storm drains. Sidewalks and plaza areas will be broom finished concrete with saw cut patterns. Weather protection canopies will be used as arbours for vine plantings. There will be an emphasis on the use of native plants, which require minimum irrigation. A 'green-screen' wall is proposed along the loading dock edge on the east side of the building, which in combination with other tree planting will screen view from Knight Street.

Circulation and Parking:

IKEA is unique in that shopping habits of customers are different in comparison to typical shopping centre or supermarket environments. Customers generally stay considerably longer at IKEA stores. As a result, adequate parking must be provided. Access into and around the site is critical. Customers are directed to the outer edges or a ring road system and subsequently filter toward the entrance. Vehicular circulation around the pedestrian oriented entrance plaza is avoided or minimized.

Two (2) vehicle access points are planned, one along Sweden Way (near the existing site access) and another on Jacombs Road. A new one-way westbound access road connecting Knight Street to Jacombs Road will be constructed. A dedicated truck access for deliveries is planned on Jacombs Road with egress via a dedicated and controlled right out only exit onto Sweden Way. Vehicle access and egress for a future 2-acre parcel along Bridgeport Road will be shared with the IKEA site. Vehicular circulation routes within the site will follow a legible pattern with well defined signage and with clear links between the under building parking and the north open parking lot. Priority parking is proposed for disabled persons, family parking and hybrid/cooperative cars. The cul-de-sac on the north side of Jacombs Road has been shifted south and realignment including the elimination of the link to the IKEA parking lot in this location to reduce vehicular traffic around the pedestrian oriented entrance plaza.

Attachment 2.2

(continued)

Building Form and Scale

The building footprint is approximately 23,000 sq. m and has been raised to make provisions for parking, with the added benefit of the weather protection. The building consists of warehouse, retail warehouse with ancillary activities such as administrative offices and service areas. The west façade along Jacombs has been articulated with varying planes, canopies and colour. The north south and east facades have been broken up by the use of exit staircases with static sign panels and the IKEA word mark signage. Rooftop penthouse/mechanical equipment will be well set back from the perimeter. The building height is consistent with its functions. Given that the building is well separated from neighbouring properties it is consistent with neighbourhood form and character.

Safety and Security

Parking areas will be well lit at night and security cameras around the building offer added security for both patrons and property. Dark or obstructed areas have been avoided.

Refuse, Recycling and Service Areas

Refuse, recycling and service areas are located on the east side of the building along Knight Street and at truck forecourt elevation. This area will be heavily screened with landscaping. The restaurant/bistro service and deliveries is located on the west side of Jacombs. Goods deliveries and refuse is normally early a.m. before store opening, which avoids conflict with customer activities.

The store will be equipped with facilities, equipment and procedures to allow the store to achieve IKEA's goal of diverting 90% of the solid waste from the building away from landfills.

Public Art

IKEA intends to make a contribution to the City of Richmond for the procurement of public art, which subsequently will be located off-site at the discretion of the City.

Flood Proofing

Given that the building is raised, only subsidiary activities such as entrance/air locks are located at grade. All mechanical/electrical rooms will be located above the flood plane elevation.

Adjacent Uses

Adjacent uses consist of industrial warehousing, retail warehouse and office park activities, which are consistent with an IKEA store, reinforcing neighbourhood economic vibrancy and viability.

Amenities

The following is a list of some amenities for employees and customers both in the building and around the site:

- Family parking, priority parking for hybrid and co-operative cars;
- Outside seating areas;
- Bicycle storage and stands;
- Bicycle routes which link to the City of Richmond's active transportation route;
- Dedicated customer loading areas;
- Taxi and short term parking facilities;
- Staff changing rooms with showers;
- Children's play area; and
- Restaurants and support facilities.



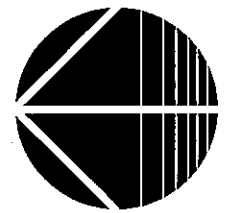
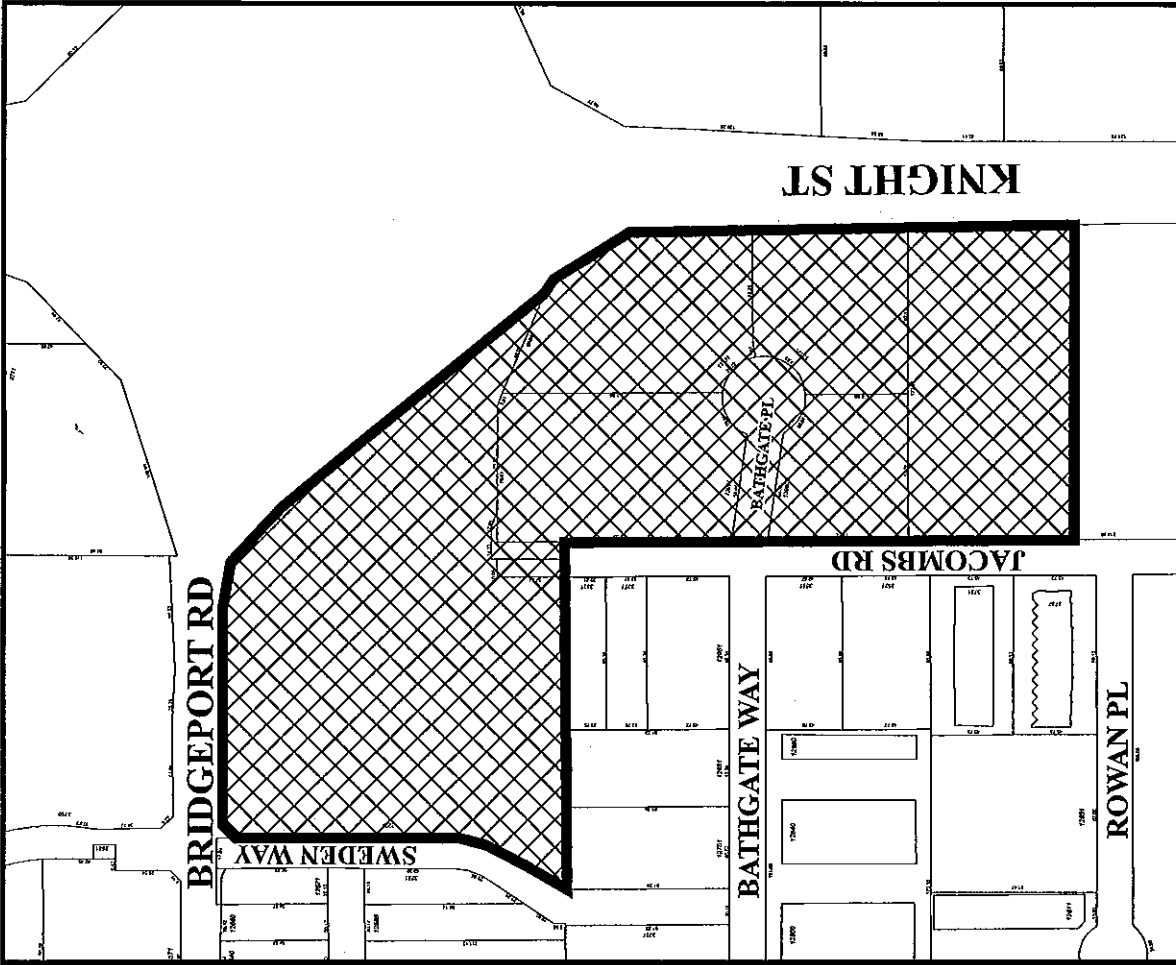
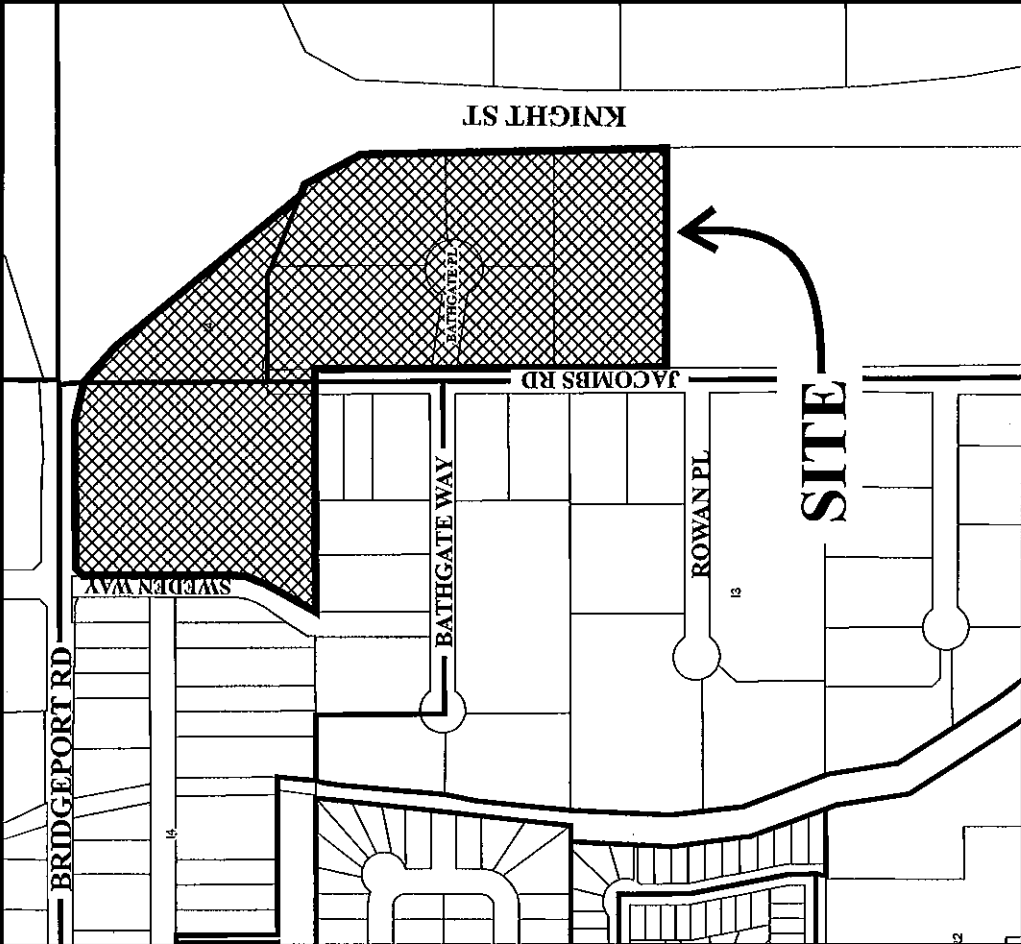
No. DP 10-525175

To the Holder: BROOK + ASSOCIATES INC. on behalf of IKEA PROPERTIES LIMITED
Property Address: 3200 Sweden Way, 13091, 13131, 13080, 13120 Bathgate Place and the
 northern 1.66 hectares (4.1 acres) of 3810 Jacombs Road (addressed as 3760
 and 3820 Jacombs Road), the existing Bathgate Place surplus City Road Right-
 of-Way and portions of the existing Jacombs Road surplus City Road Right-of-
 Way
Address: Suite 410, 535 Thurlow Street, Vancouver, BC V6E 3L2

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 Schedule "B" plus any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to increase the maximum building height from 12 m to 20.30 m.
4. The "Richmond Sign Bylaw 5560" is hereby varied to:
 - .1 Increase the maximum allowable area for fascia signs from 526.5m² to 755m²;
 - .2 Increase the maximum allowable number of free standing signs from 3 to 13 as identified in the Development Permit package;
 - .3 Increase the maximum allowable area for an electronic message board from 29.4 m² to 88.2 m²; and
 - .4 Increase the maximum allowable height of the navigation sign from 12 m to 35 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 #27 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 \$1,126,054.00 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.



City of Richmond



DP 10-525175
 SCHEDULE "A"

Original Date: 06/30/10

Revision Date:

Note: Dimensions are in METRES

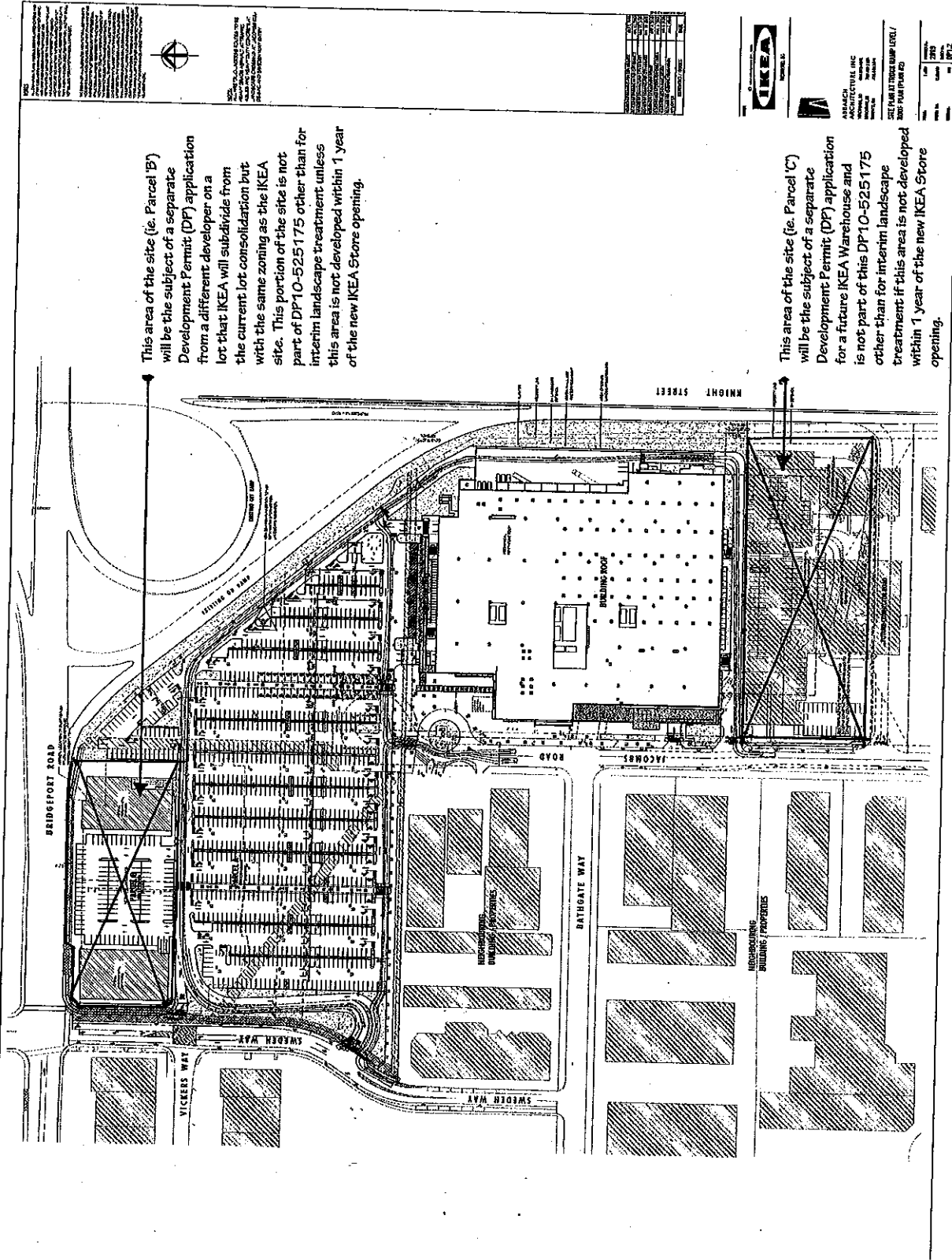
July 2, 2010

DP 10-525175

Plan 1 - Architectural Site Plan

PROPOSED VARIANCES:

1. PROPOSED BUILDING HEIGHT = 20.3m
(ALLOWED BUILDING HEIGHT = 12m)
See Plan 4c
2. PROPOSED 35m HIGH NAVIGATION TOWER
See Plan 8
3. PROPOSED SIGNAGE VARIANCE. SEE SITE SIGNAGE PLAN AND SIGNAGE ELEVATIONS.
See Plan 8 & 9



This area of the site (ie. Parcel 'B') will be the subject of a separate Development Permit (DP) application from a different developer on a lot that IKEA will subdivide from the current lot consolidation but with the same zoning as the IKEA site. This portion of the site is not part of DP10-525175 other than for interim landscape treatment unless this area is not developed within 1 year of the new IKEA Store opening.

This area of the site (ie. Parcel 'C') will be the subject of a separate Development Permit (DP) application for a future IKEA Warehouse and is not part of this DP10-525175 other than for interim landscape treatment if this area is not developed within 1 year of the new IKEA Store opening.

NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. THE DEVELOPER SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY AND THE RELEVANT AGENCIES.
3. THE DEVELOPER SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
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SCALE: 1:1000

DATE: 2010/07/02

PROJECT: DP10-525175

SHEET: 1 OF 1

IKEDA

ARCHITECTURAL INC.

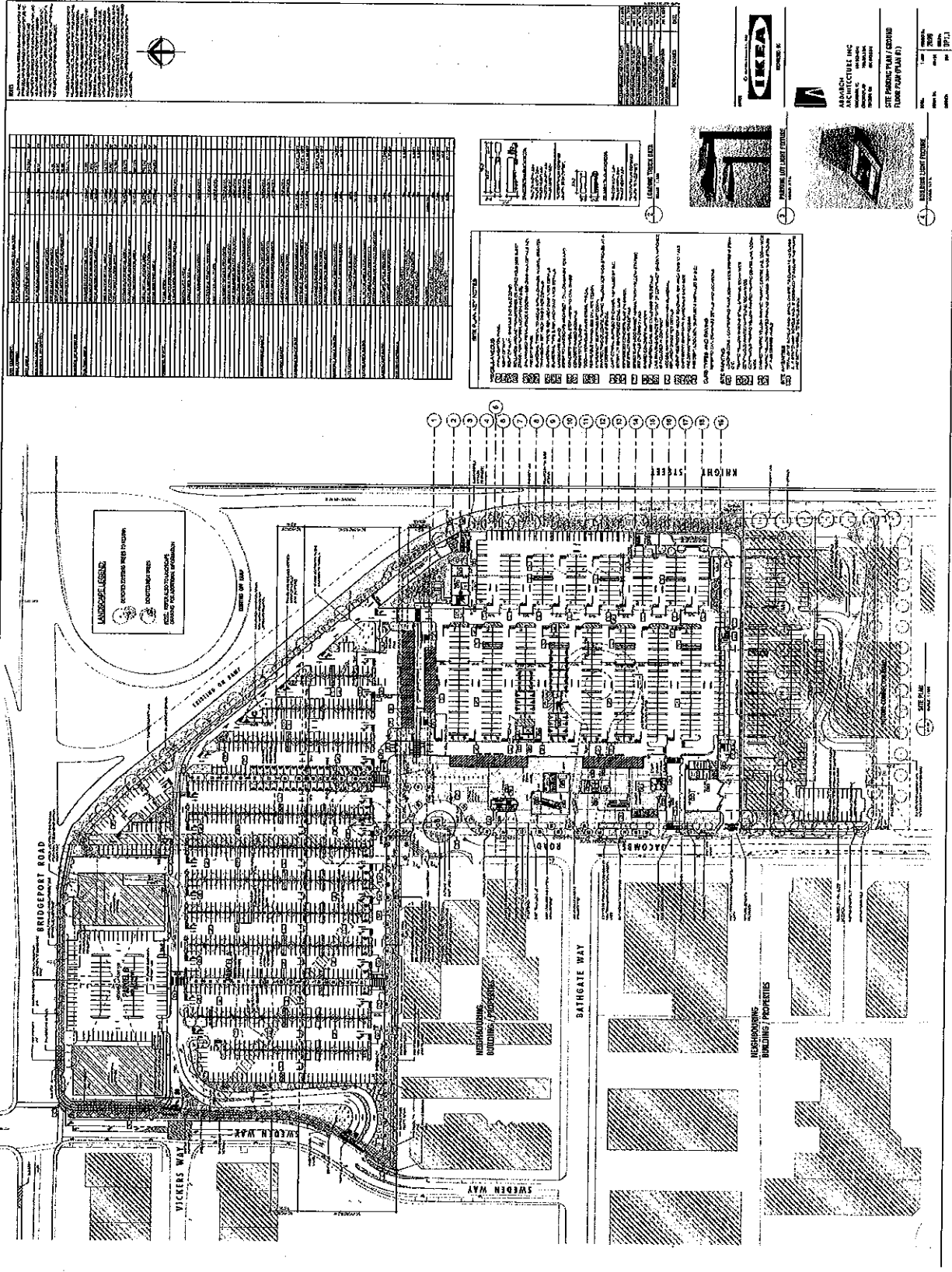
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SUITE 100
BRIDGEPORT, ONTARIO
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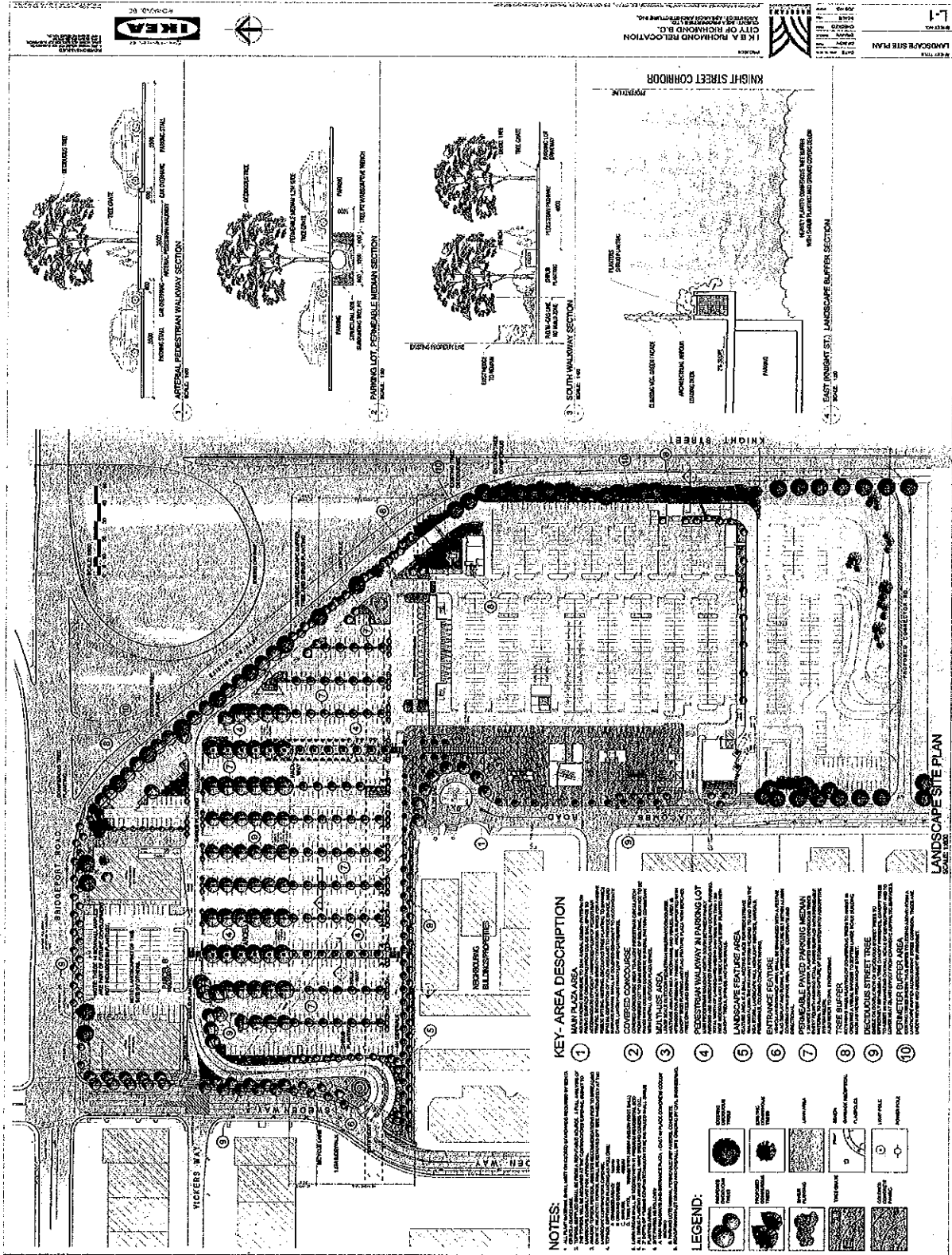
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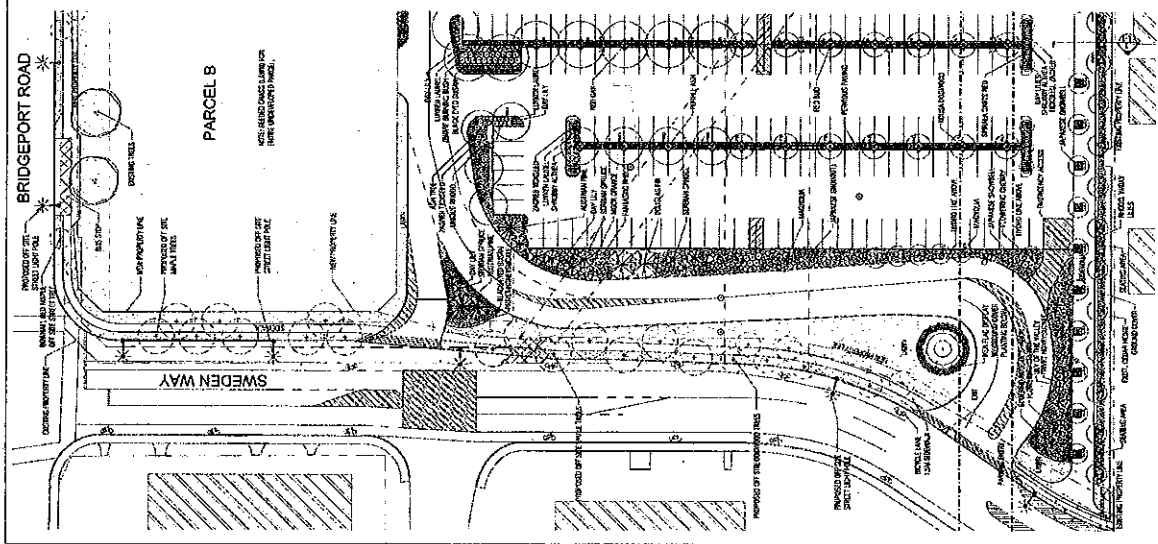
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PROJECT: DP10-525175

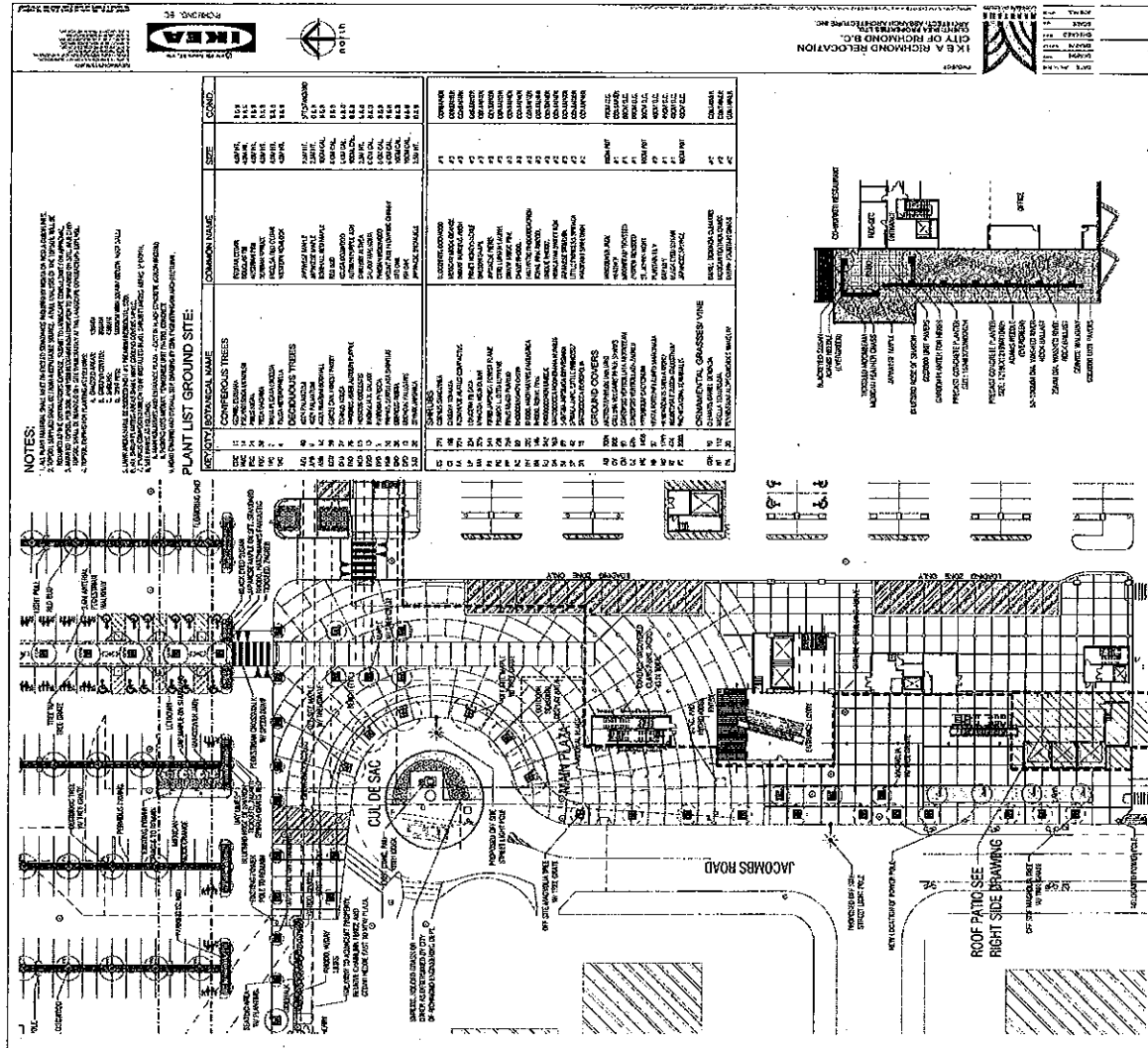
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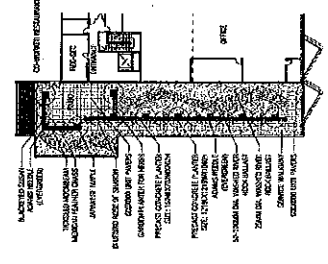
ENLARGEMENT OF SWEDEN WAY ROAD FRONTAGE
SCALE: 1/8" = 1'-0"



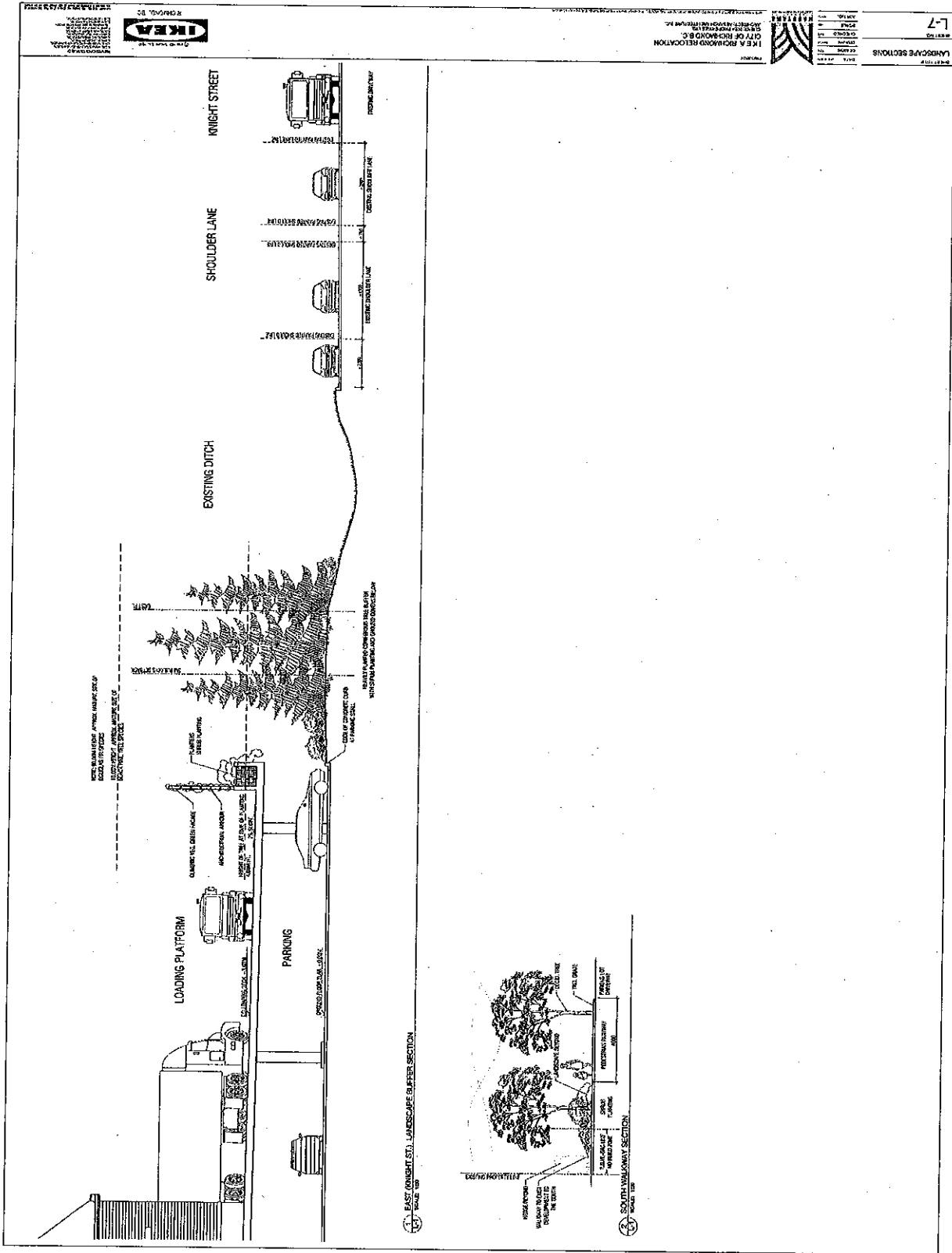
ENLARGEMENT OF JACOMBS ROAD FRONTAGE & IKEA ENTRANCE PLAZA
SCALE: 1/8" = 1'-0"

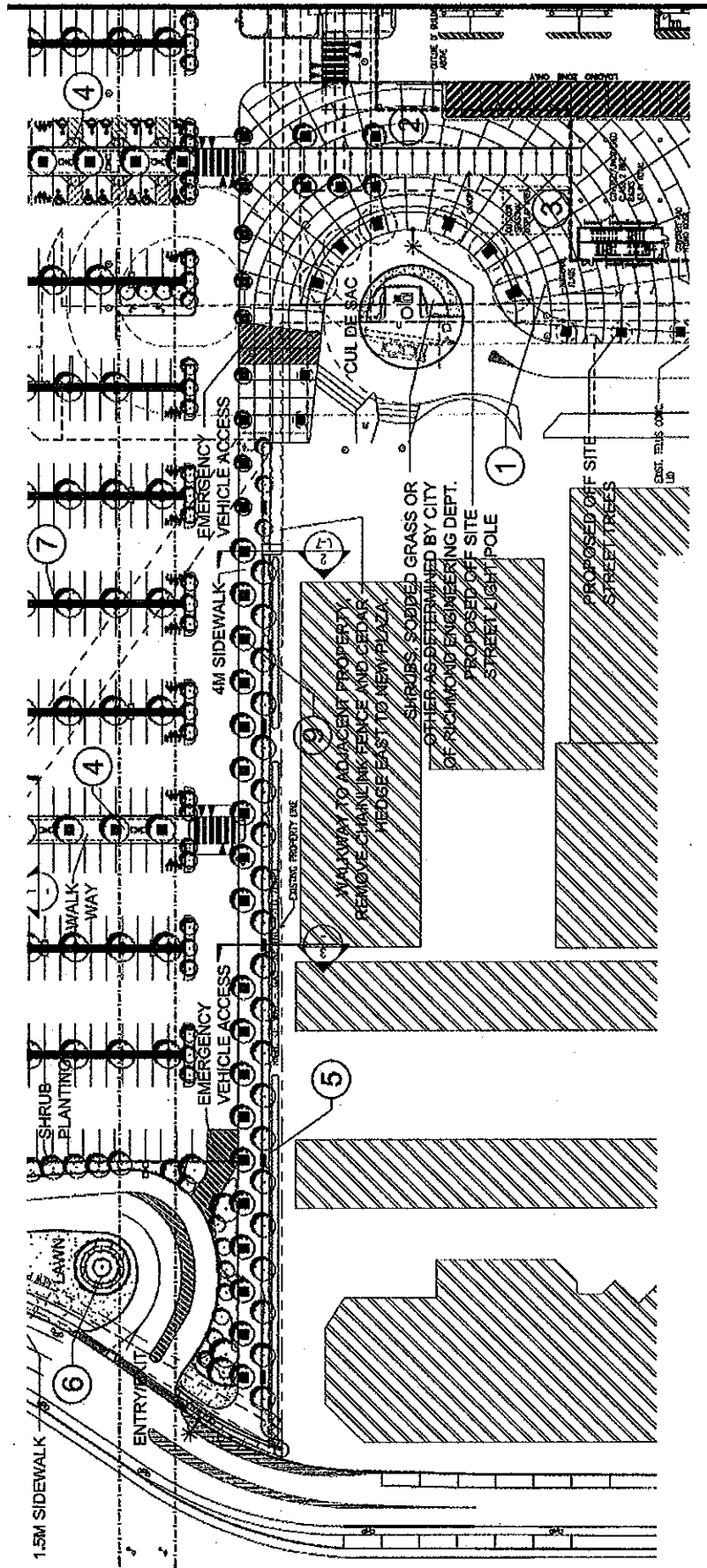
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 CITY OF RICHMOND, VA

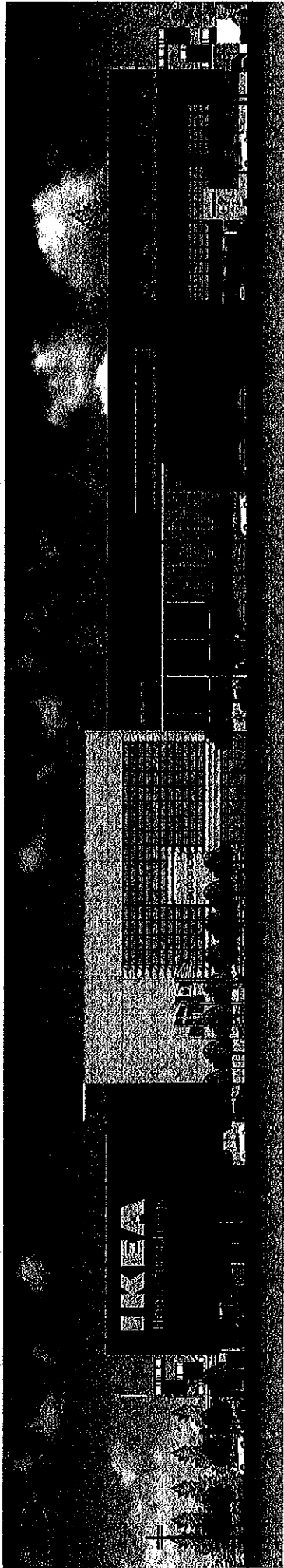
SYMBOL	SYMBOLICAL NAME	COMMON NAME	SIZE	COND.
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2	CONIFEROUS TREES	SPRUCE	12"	1
3	CONIFEROUS TREES	DOUGLASS FIR	12"	1
4	CONIFEROUS TREES	WESTERN RED CEDAR	12"	1
5	CONIFEROUS TREES	PORTLAND CEDAR	12"	1
6	CONIFEROUS TREES	SPRING GREEN	12"	1
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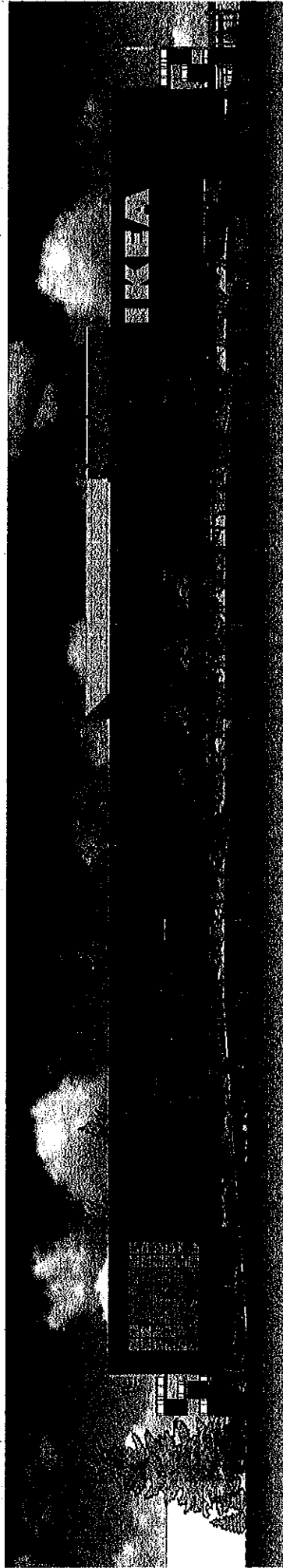
SECOND LEVEL PATIO, ROOF LANDSCAPING
SCALE: 1/8" = 1'-0"







West Elevation
Scale: 1:500



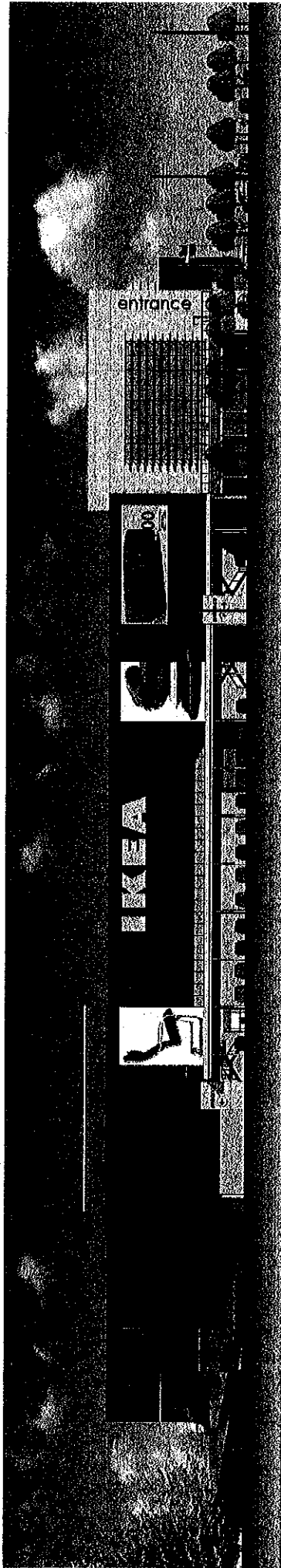
East Elevation
Scale: 1:500



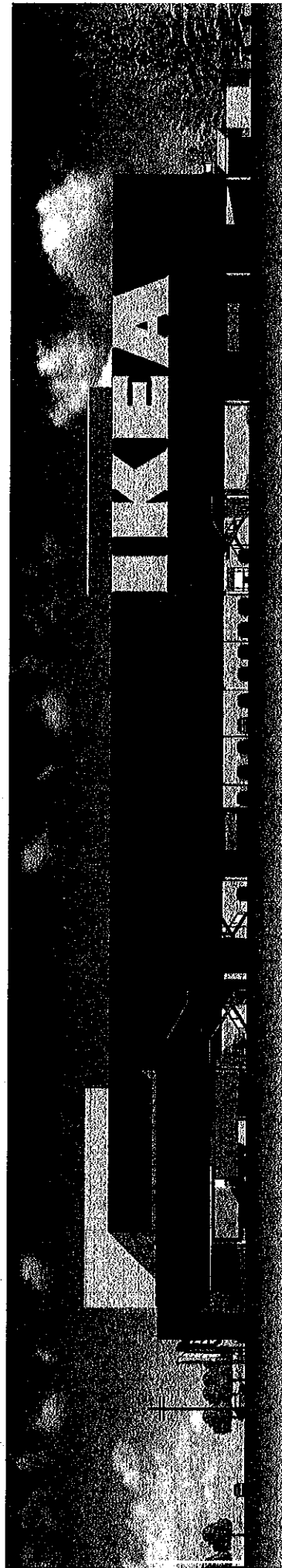
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Richmond, BC

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North Elevation
Scale: 1:500

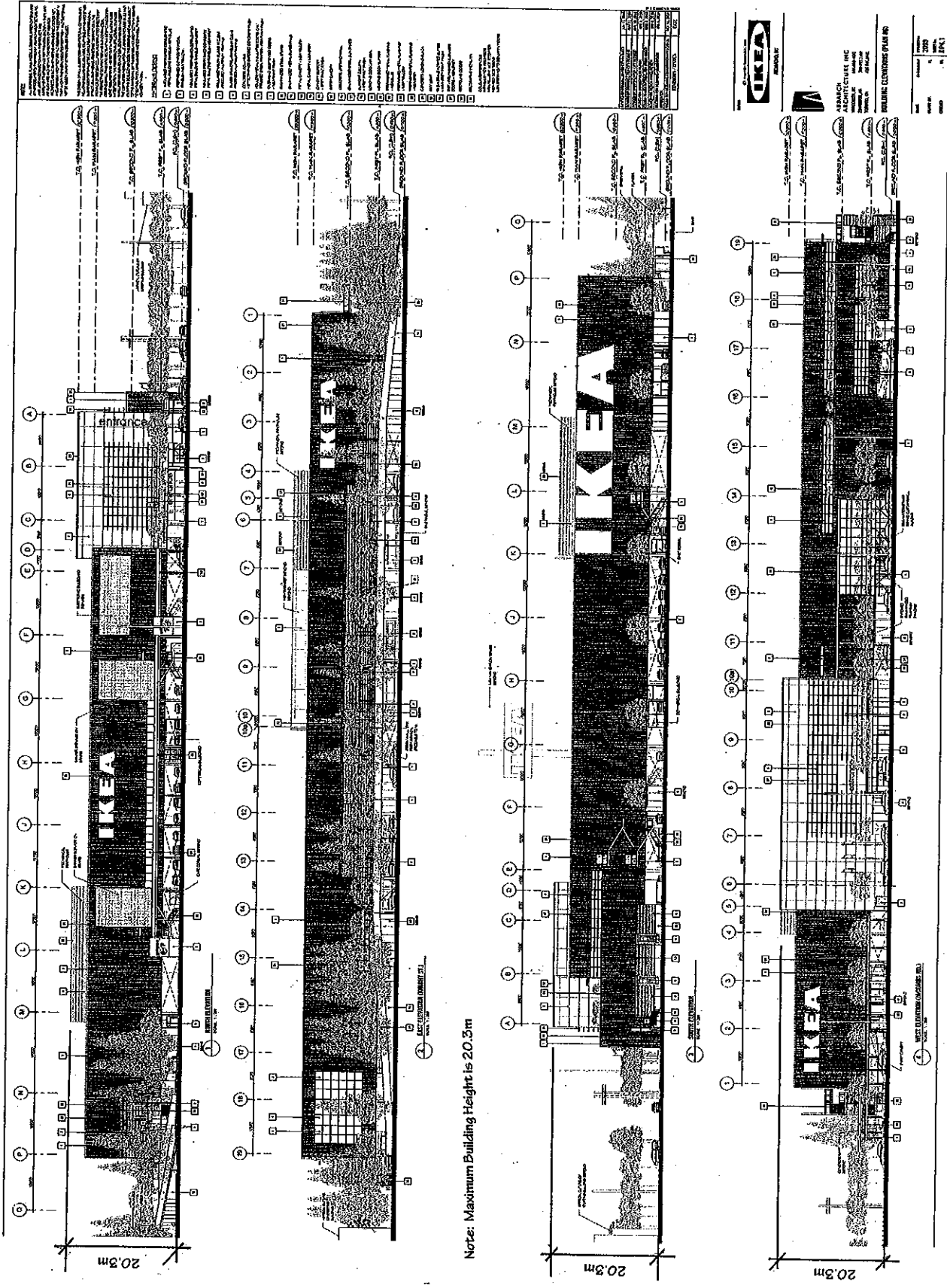


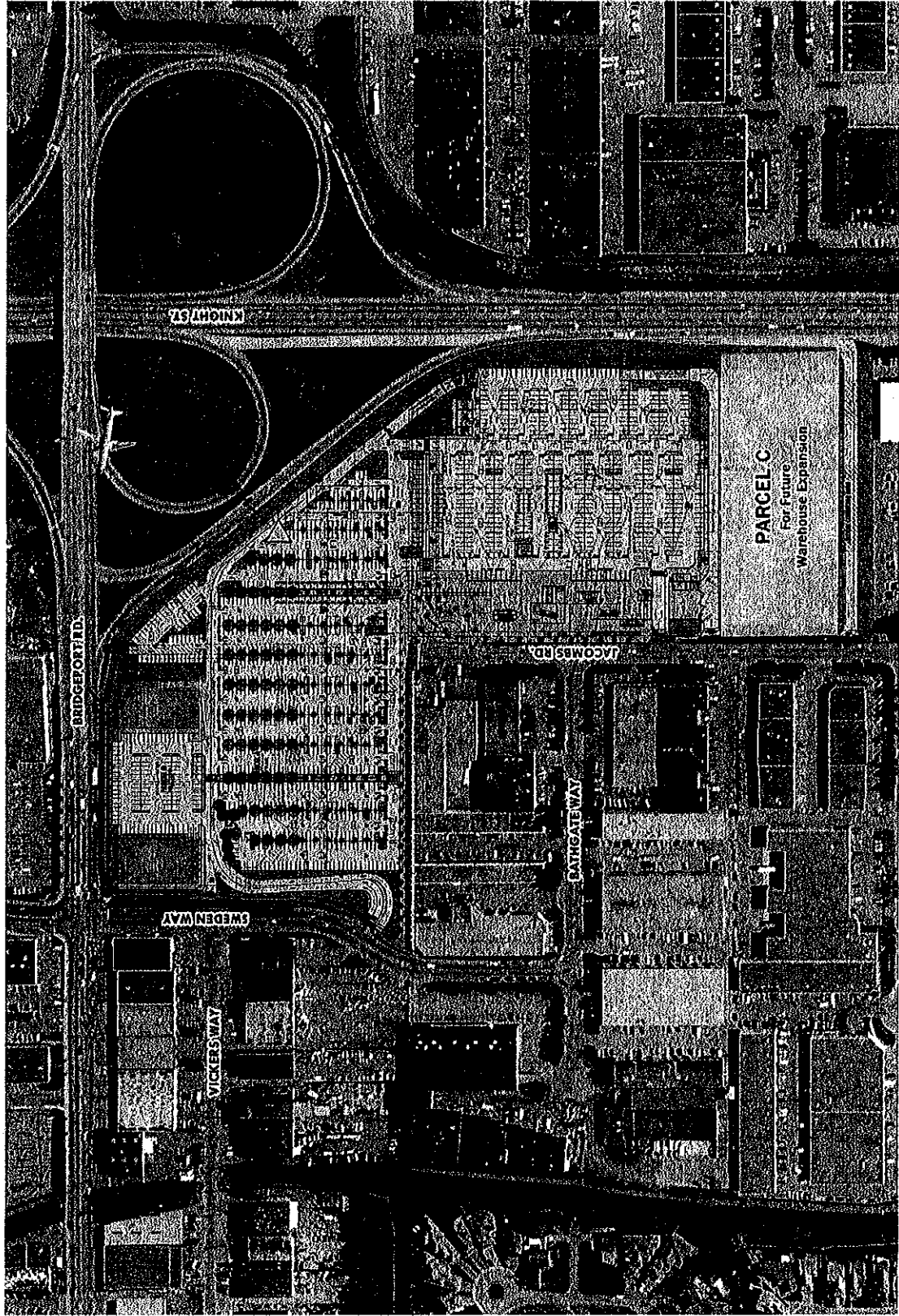
South Elevation
Scale: 1:500



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Scale: 1:2500

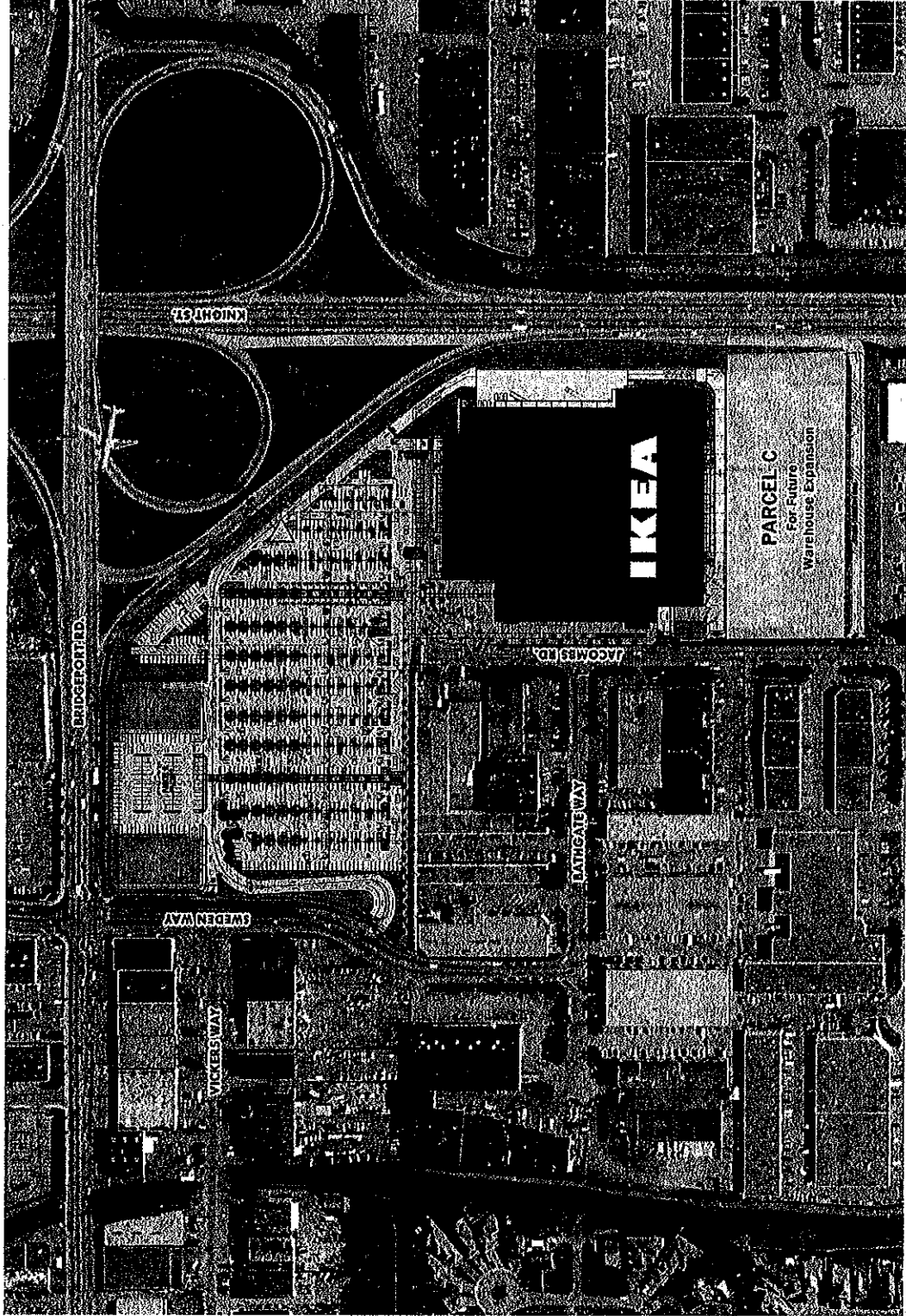


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Site Plan (Showing Parking Below) 5





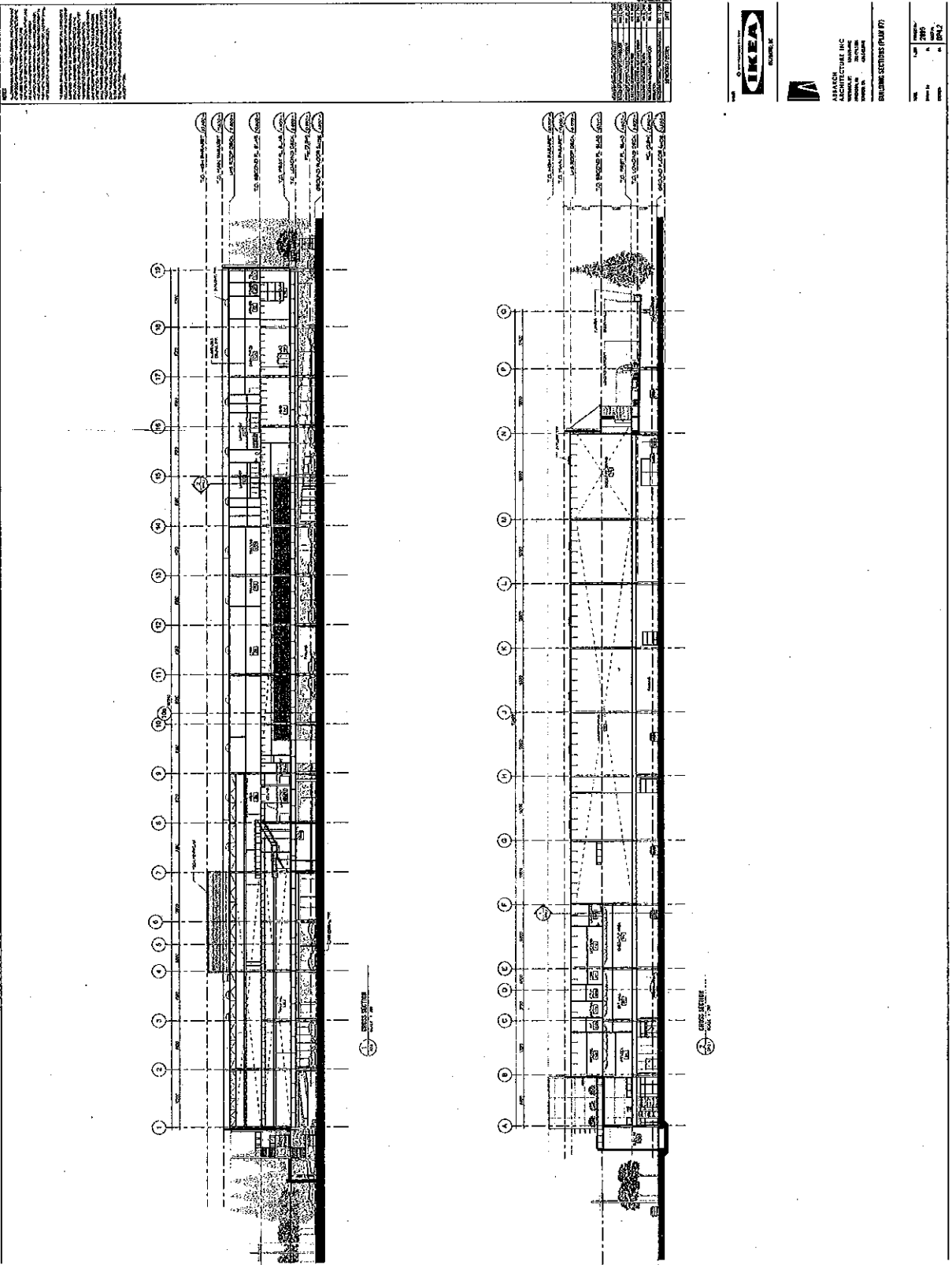
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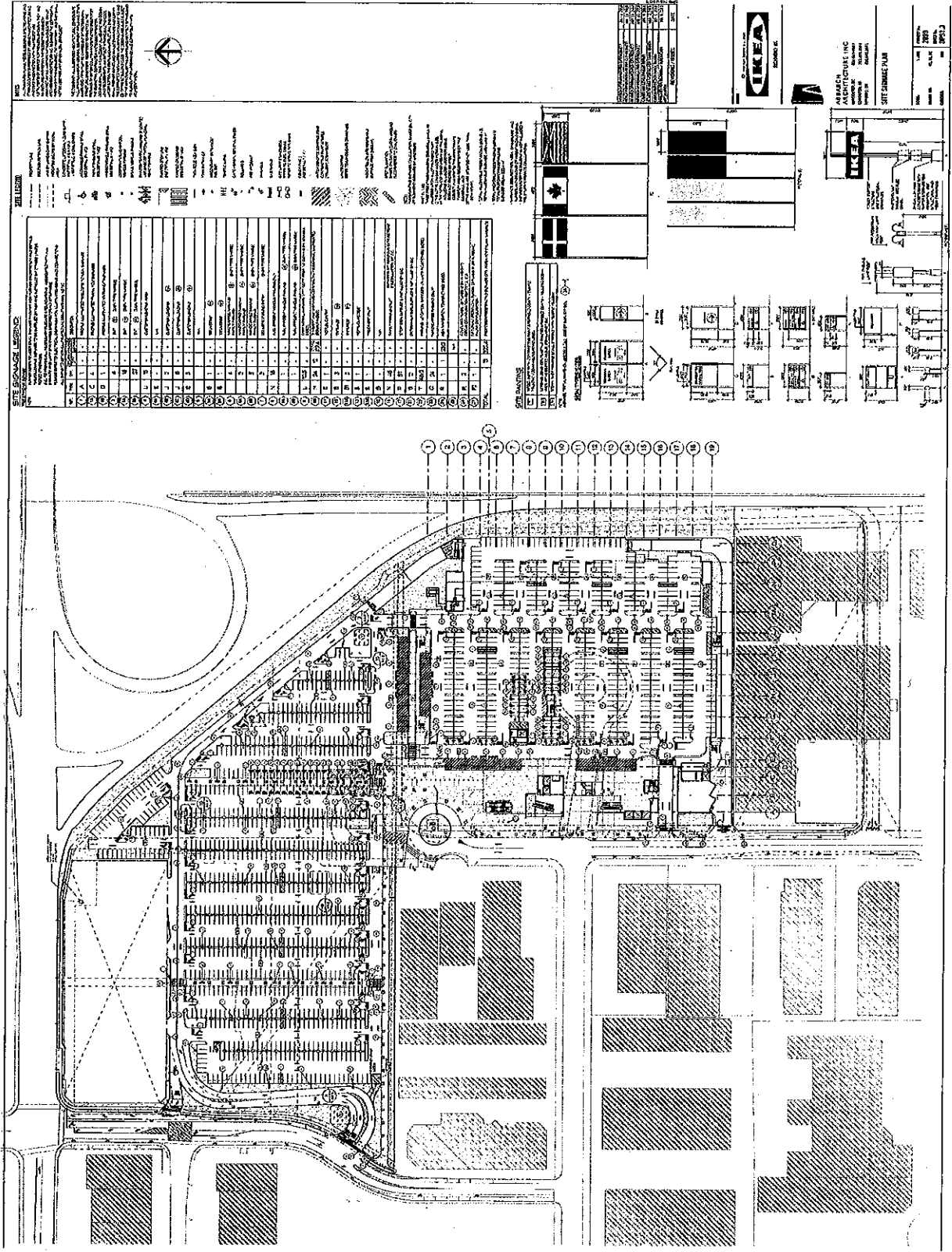


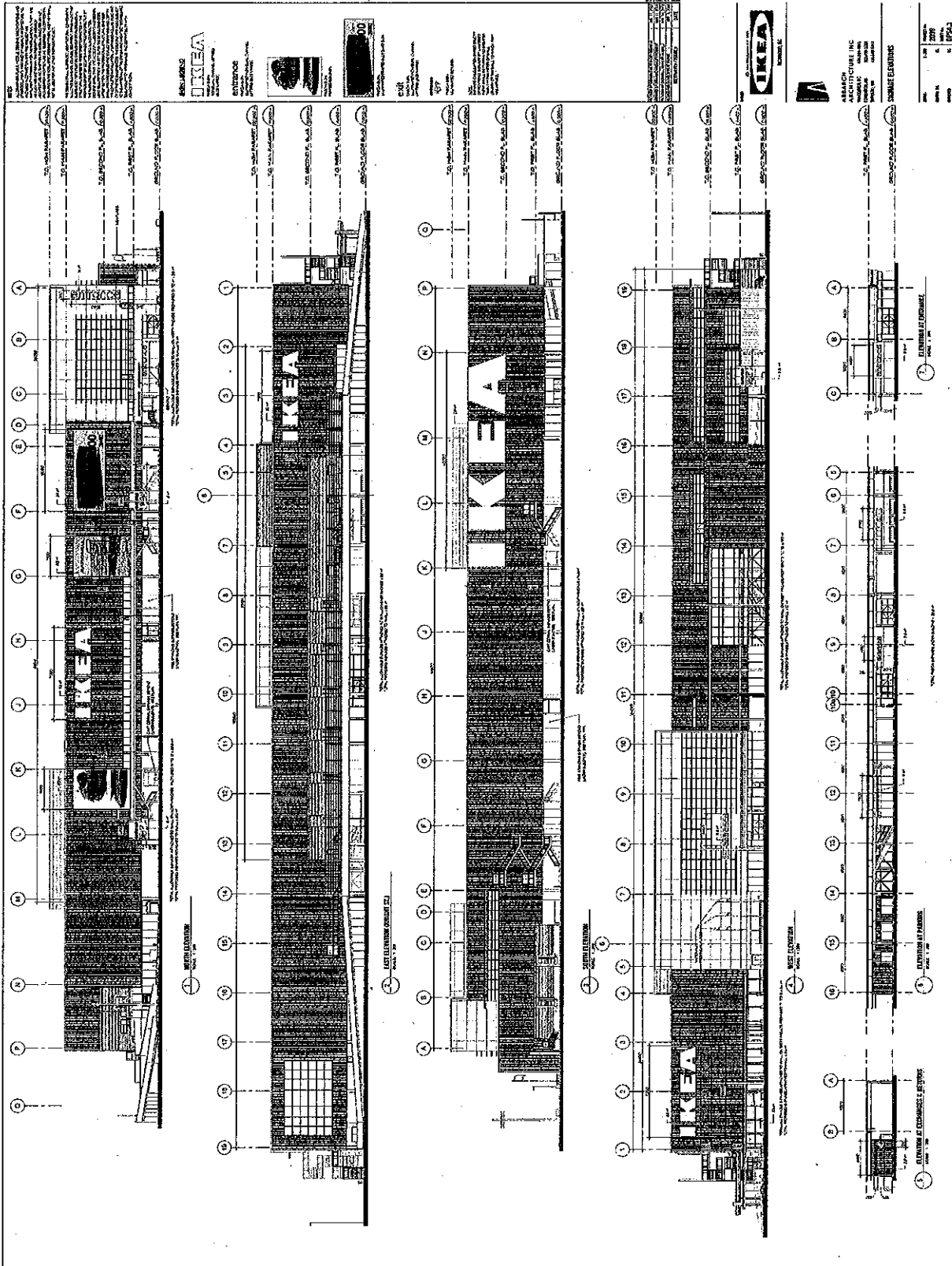
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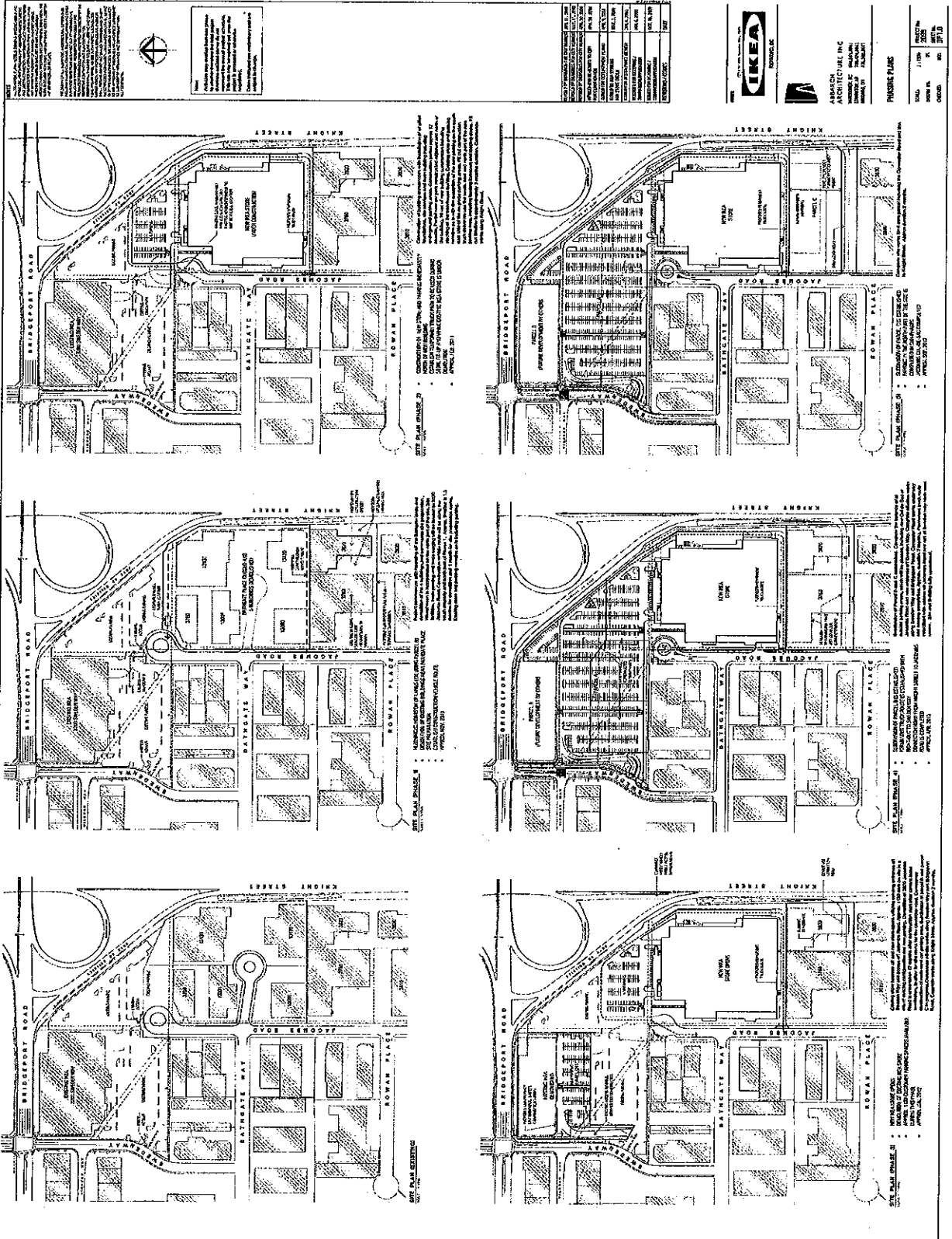
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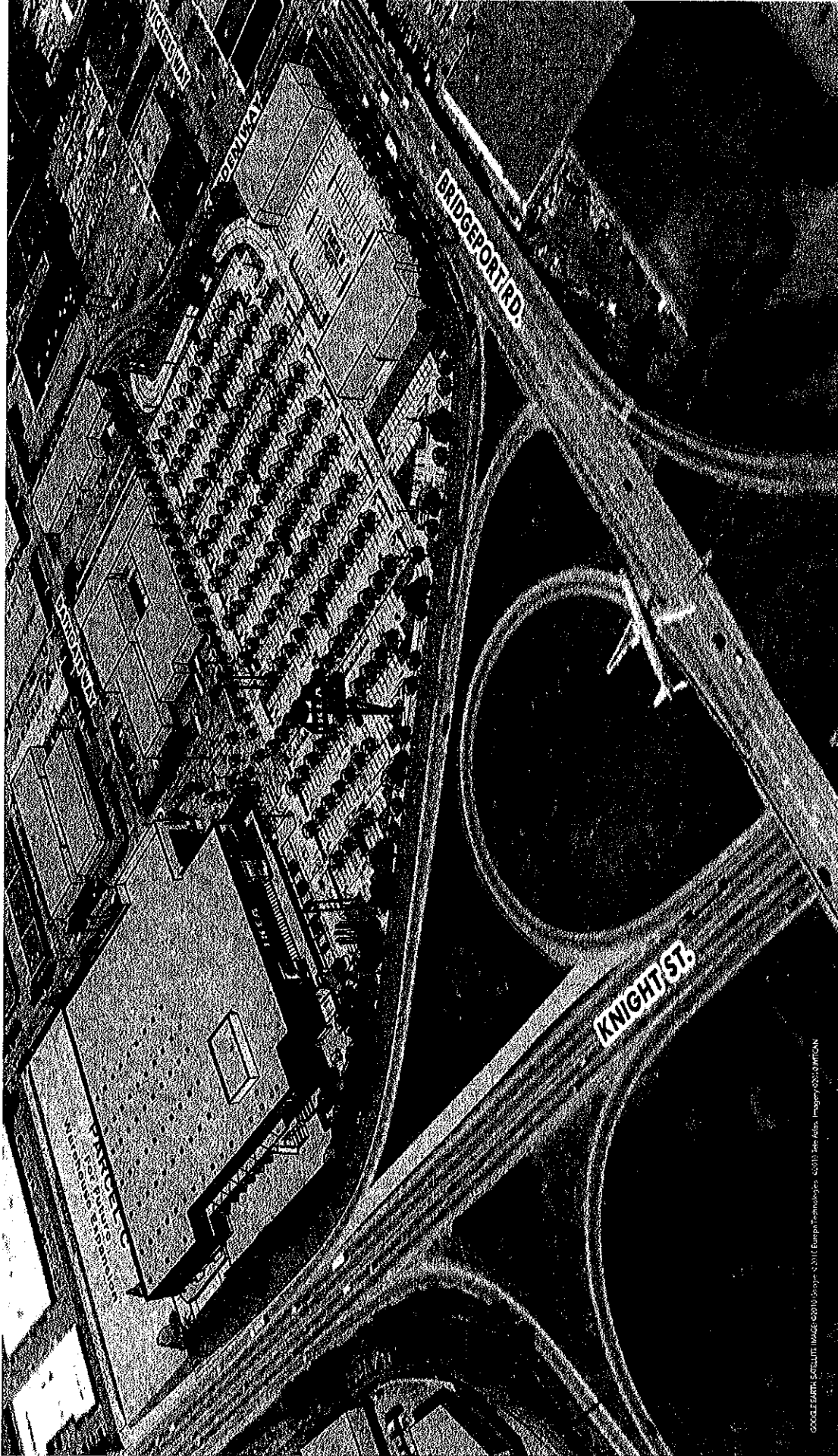










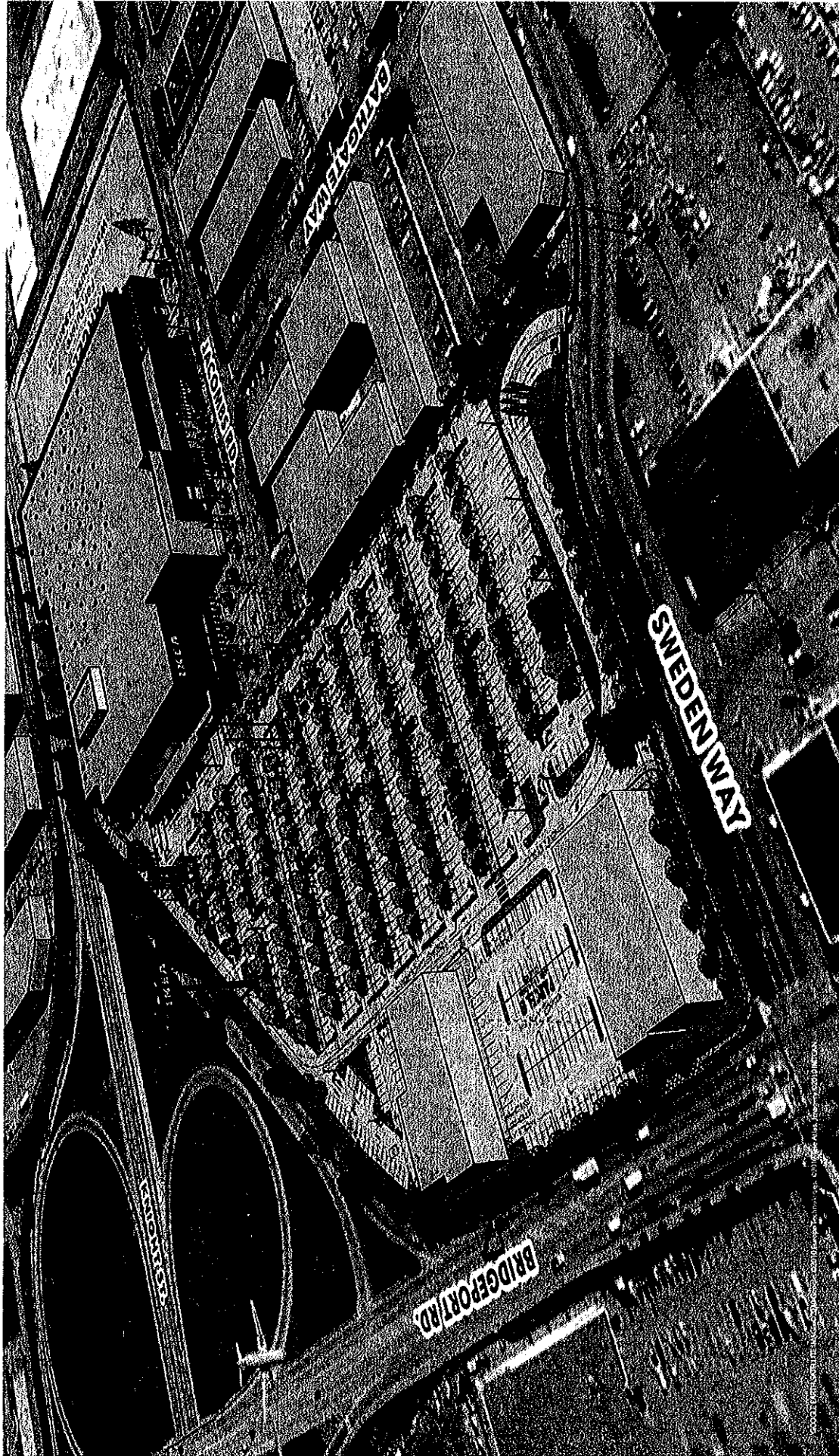


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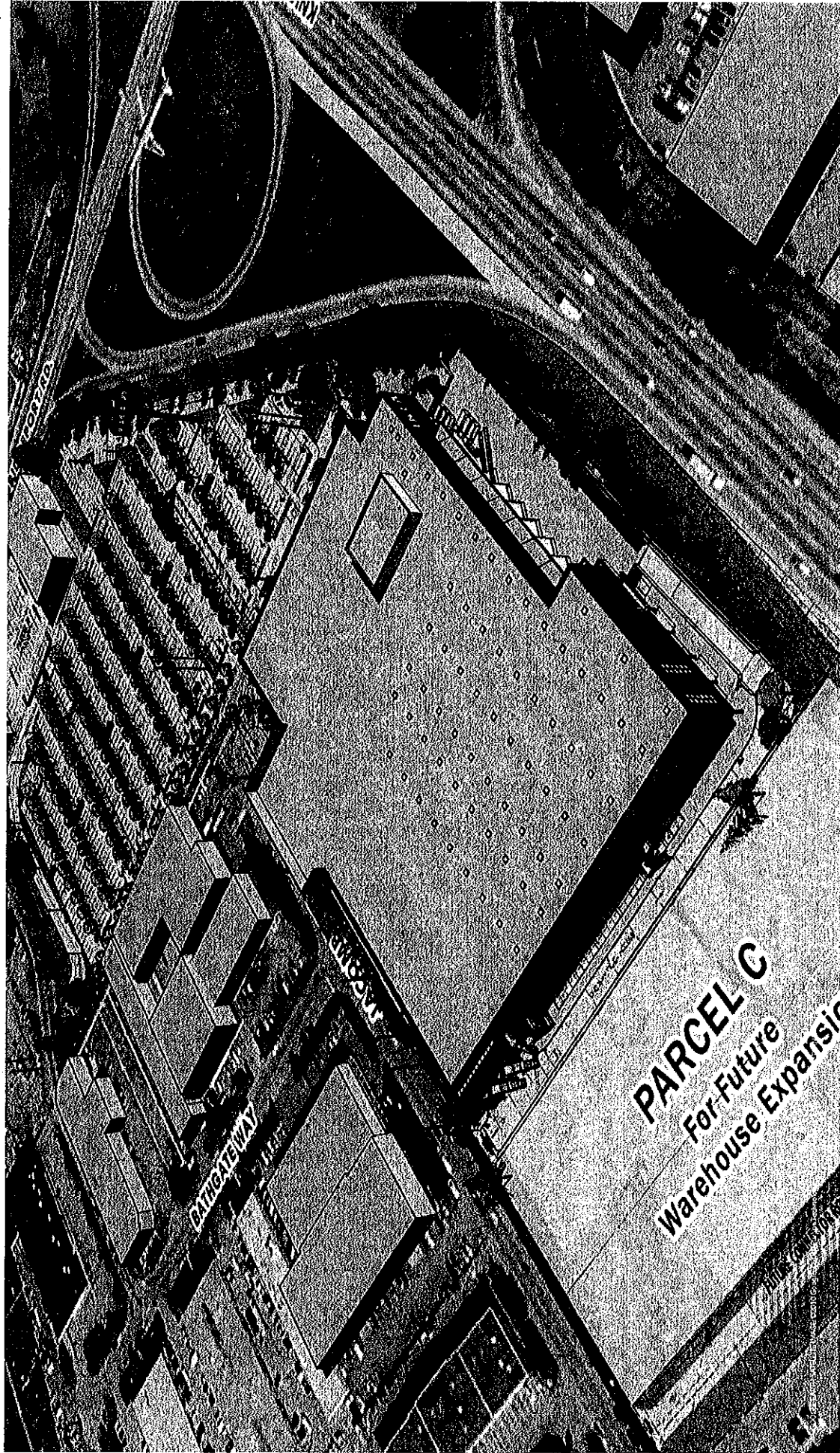


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Bird's Eye Massing View from Northwest 10

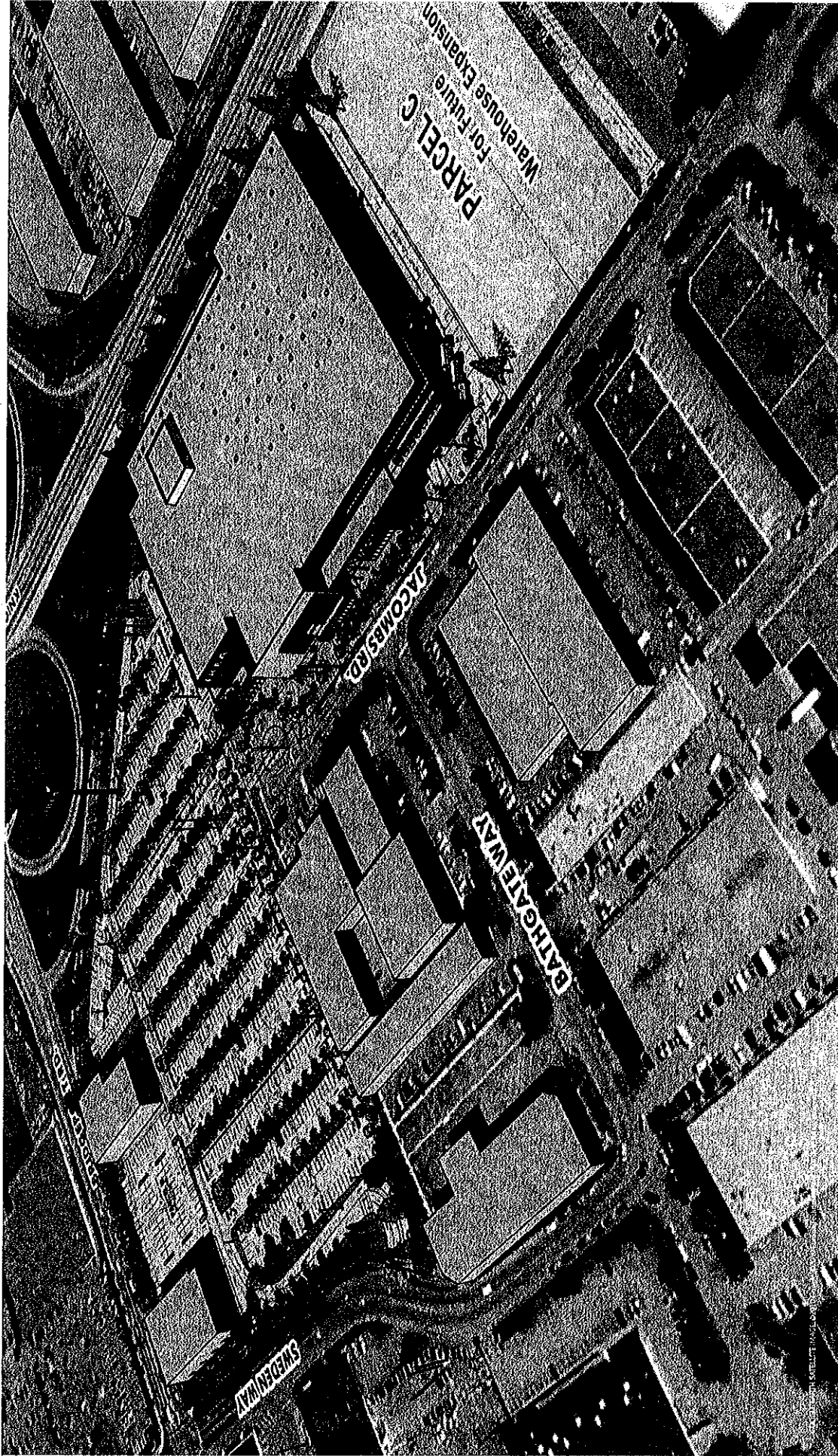


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Bird's Eye Massing View from Southeast 1 1



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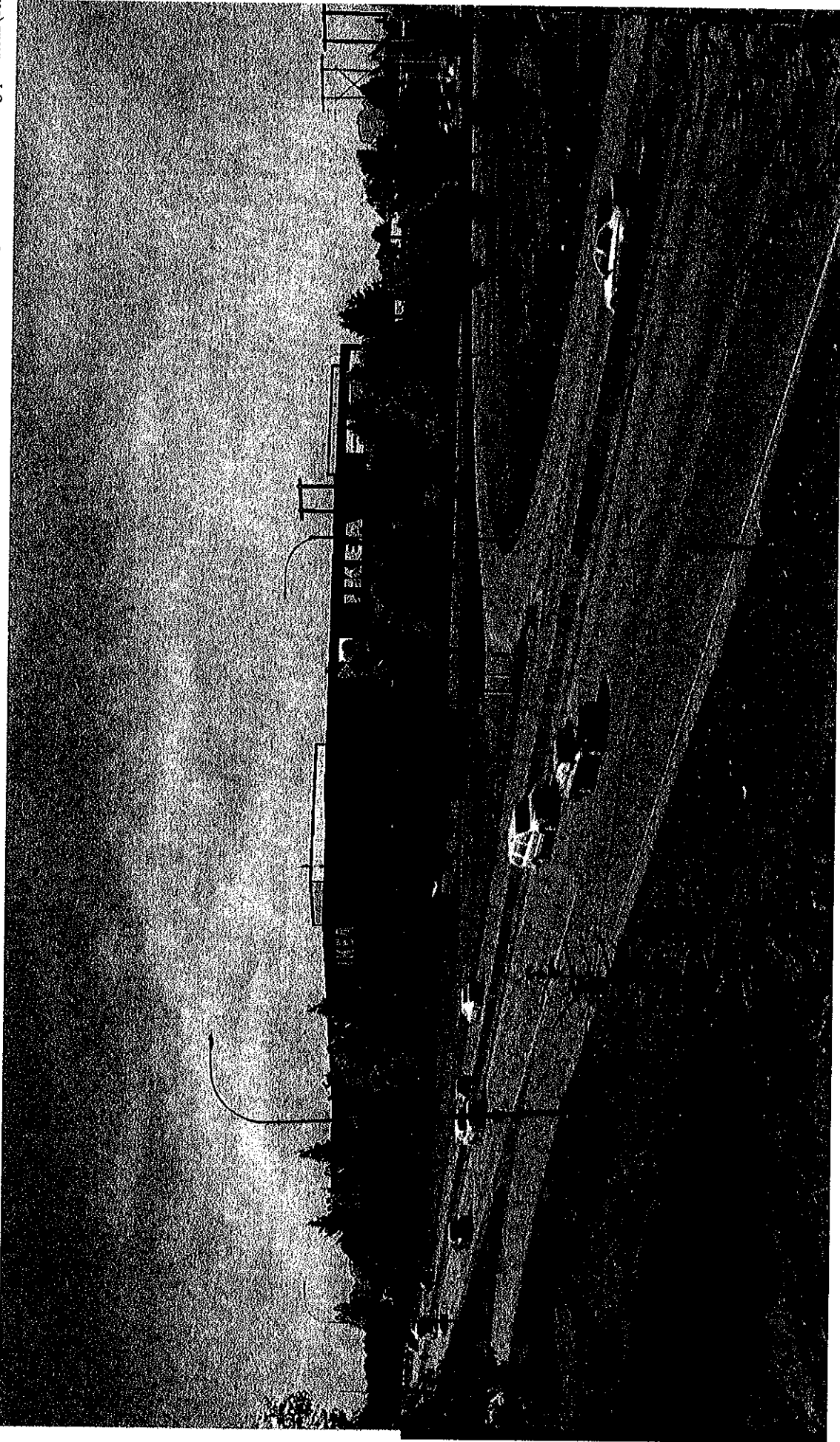
Bird's Eye Massing View from Southwest 12



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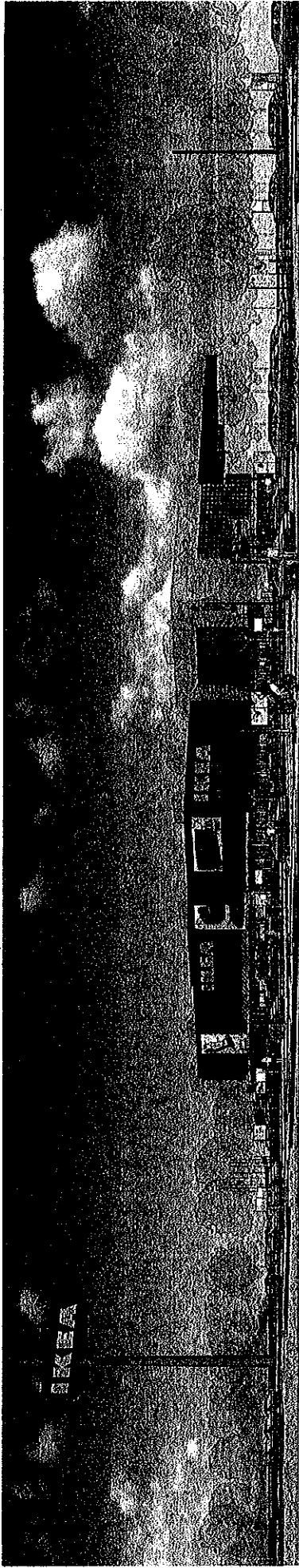


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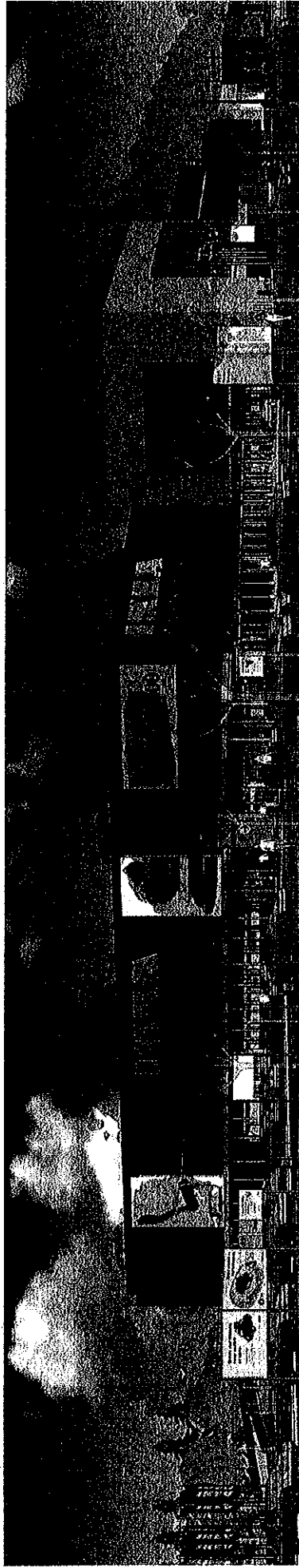


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View along Knight St from Bridgeport Rd (from North) 14



Perspective View Across Parking Lot



Perspective - North Side



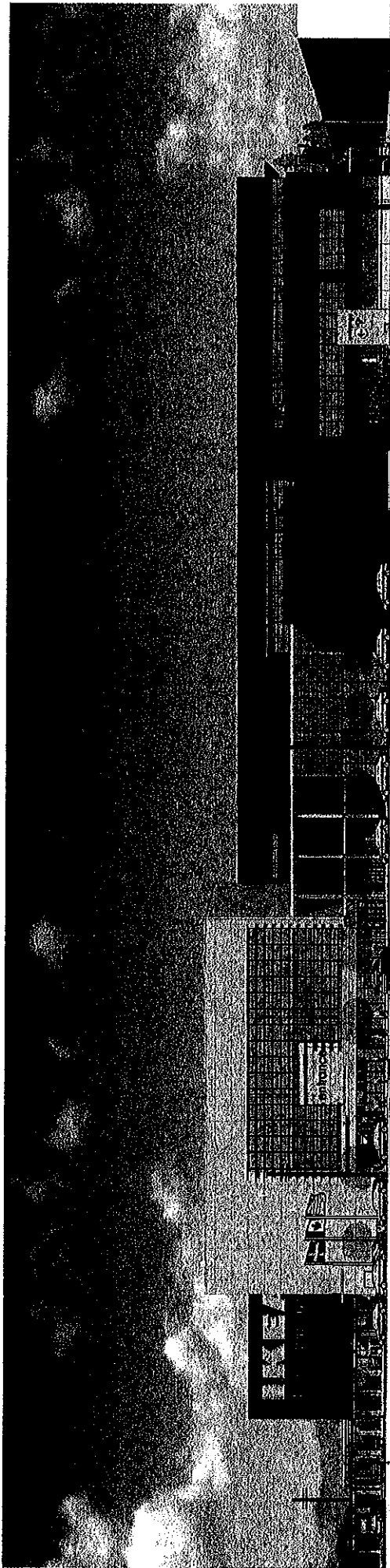
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July 2, 2010

DP 10-525175

Plan 18 - Architectural Plans - Perspective View from Bathgate Way (colour)

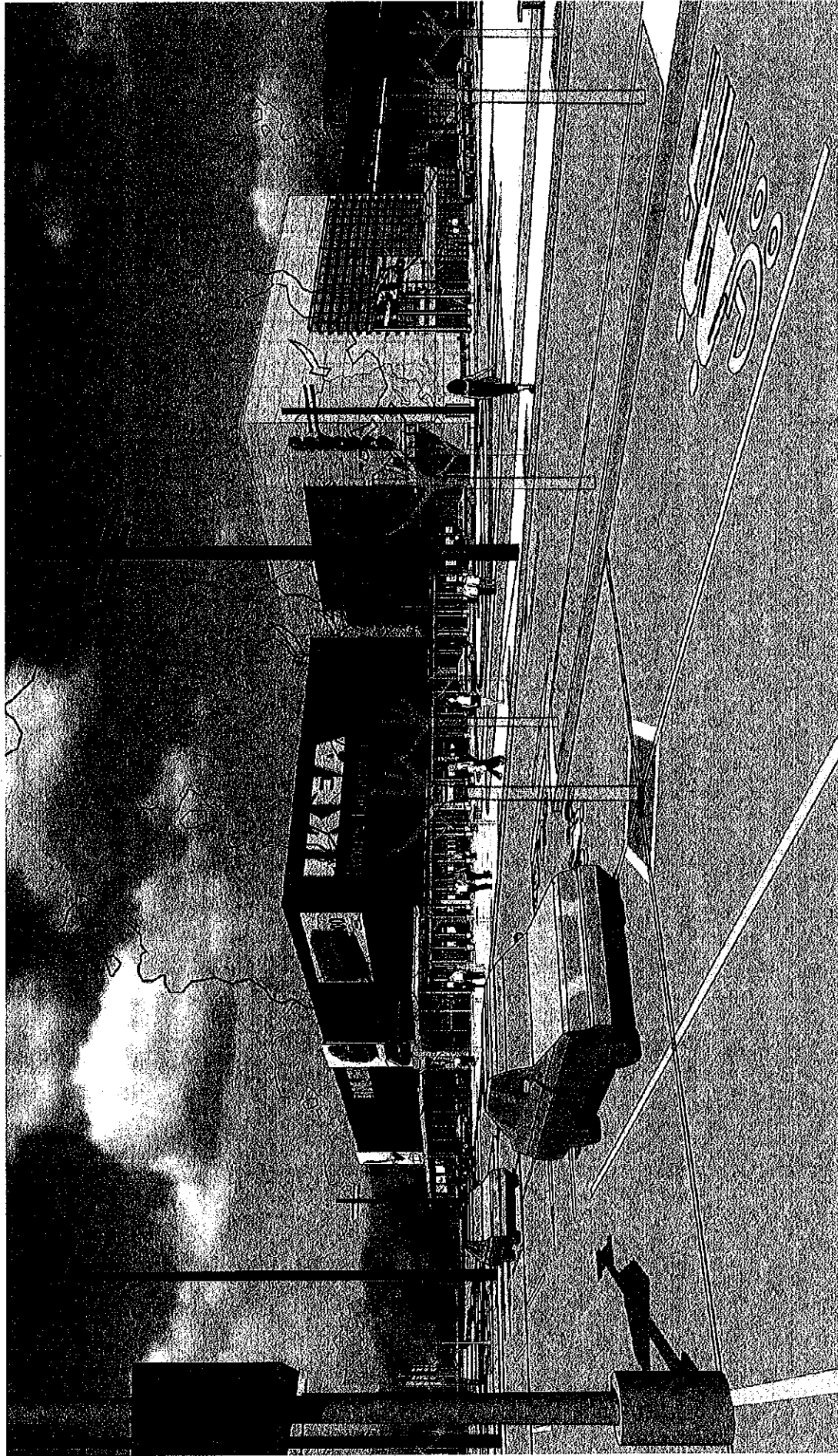


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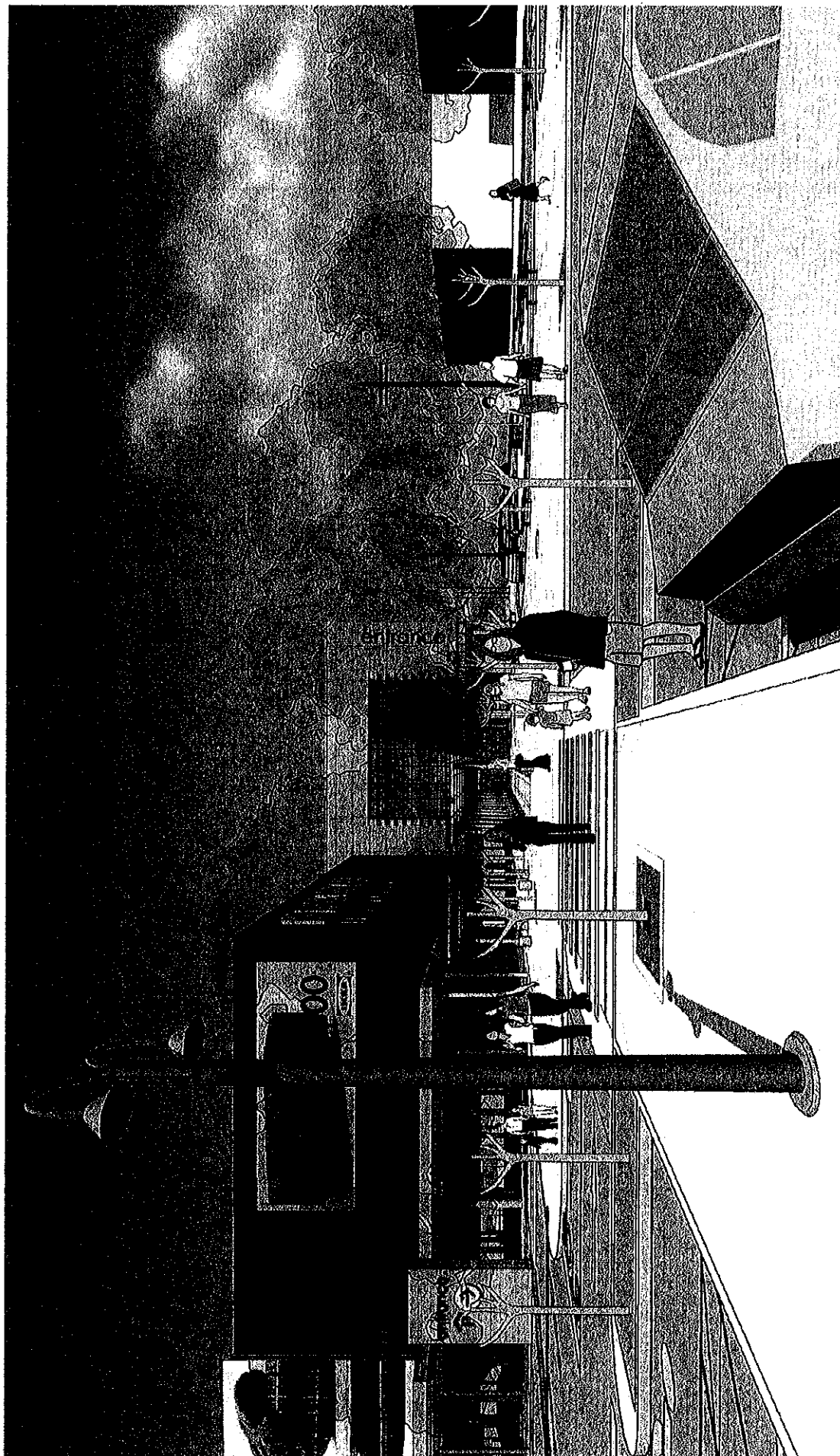
Perspective - West Side 22



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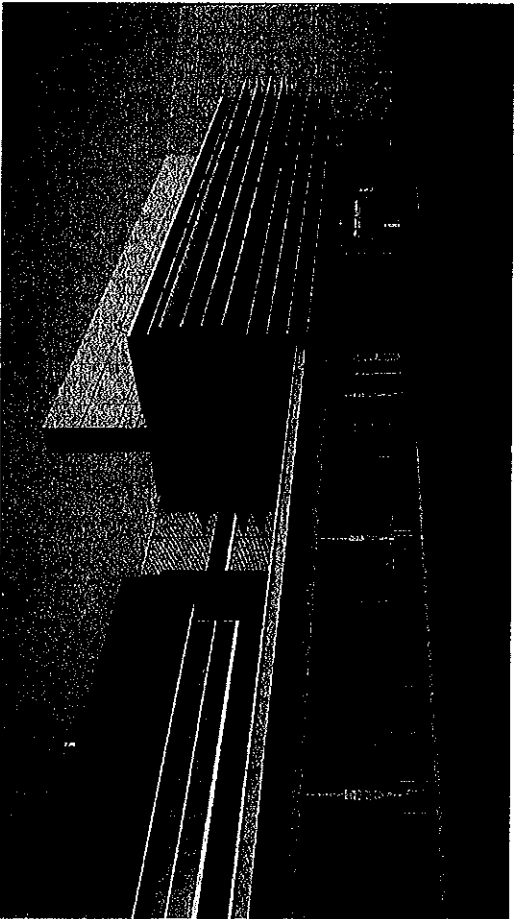
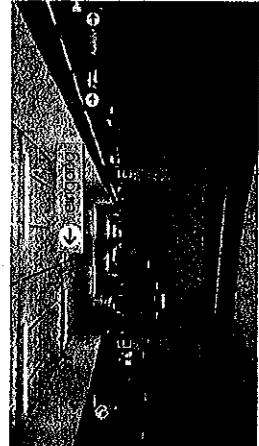
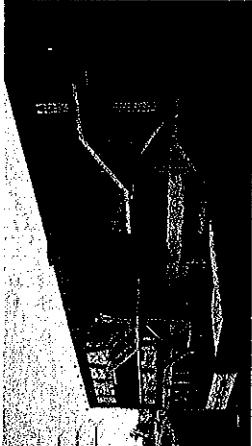
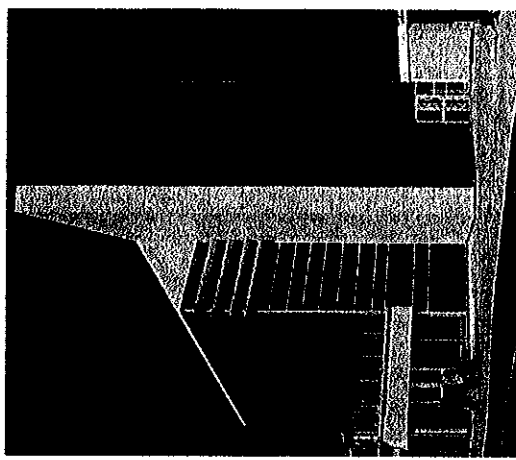
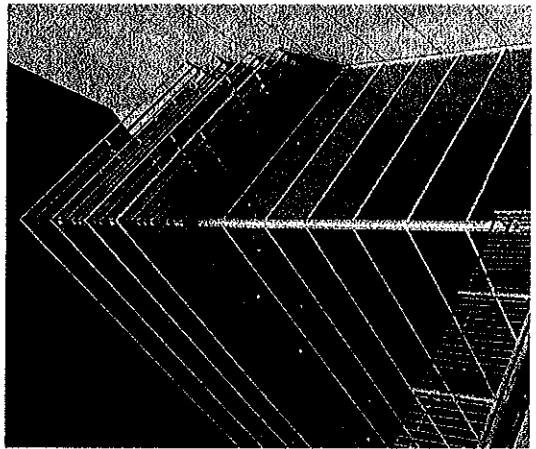
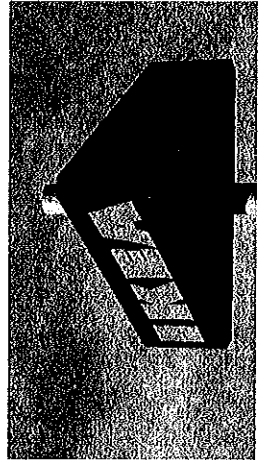
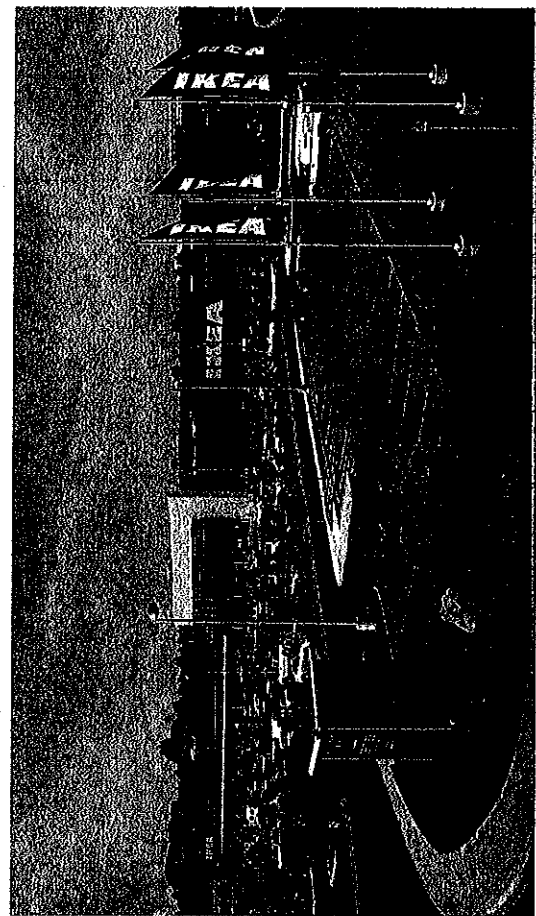




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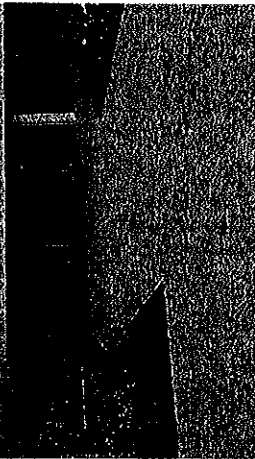
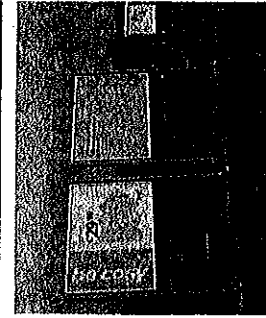
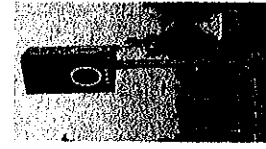
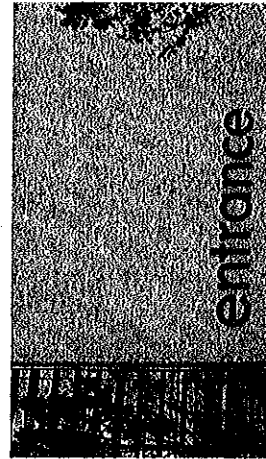
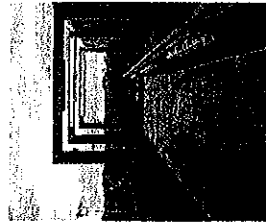
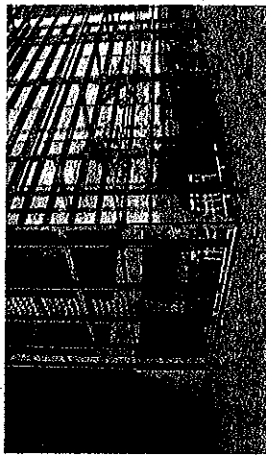
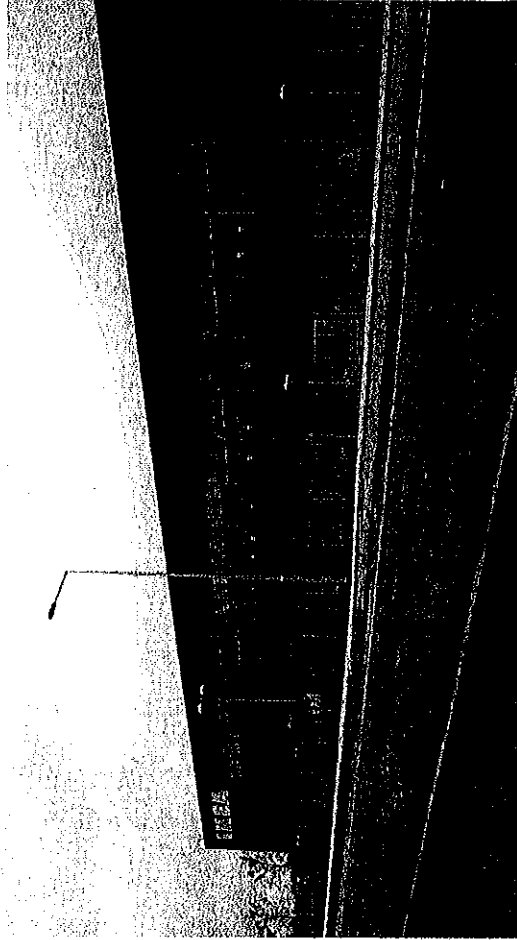
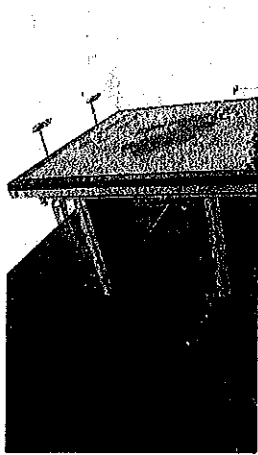


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Scale: 1:2500

Cyclist Routes

Transit Routes

Pedestrian Access Routes

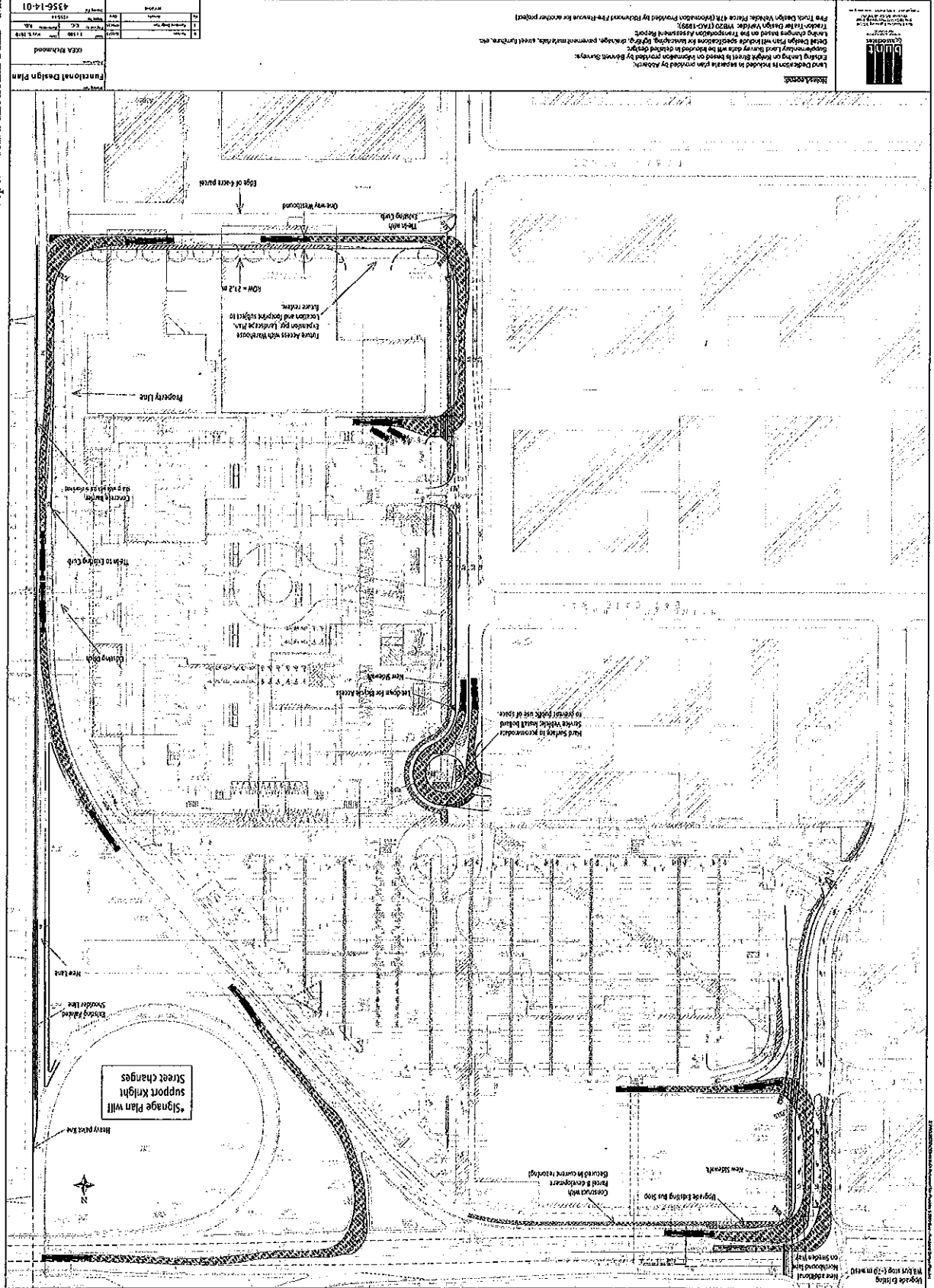
Canada Line



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Pedestrian Circulation Network Plan / Access Routes 6



Project	4356-14-01
Client	IDEA Richmond
Scale	1:100
Author	W.S. NIS
Checked	CC
Drawn	CC
Date	05/05/10
Sheet	01

Notes:
 1. This drawing is included in a separate plan provided by another project.
 2. The design is based on the information provided by the client.
 3. The design is based on the information provided by the client.
 4. The design is based on the information provided by the client.
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