



City of Richmond

Report to Committee

To: Planning Committee

Date: May 12, 2010

From: Brian J. Jackson, MCIP
Director of Development

File: 08-4105-20-AMANDA
#/2010-Vol 01

Re: Application by Brook & Associates Inc. on behalf of IKEA Properties Limited to Rezone 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 from Industrial Business Park (IB1) to Industrial Retail (IR1)

Staff Recommendation

That Bylaw No. 8607, to rezone 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 from Industrial Business Park (IB1) to Industrial Retail (IR1), be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

BG:blg
Att. 14

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:

Policy Planning
Engineering
Real Estate Services

CONCURRENCE

Y ☒ N ☐
Y ☒ N ☐
Y ☒ N ☐

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Brook & Associates Inc., on behalf of IKEA Properties Limited, has applied to the City of Richmond, in the East Cambie Area, to rezone 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 from “Industrial Business Park (IB1) (formerly Business Park Industrial District (I3))” to “Industrial Retail (IR1) (formerly Limited Industrial Retail District (I4))”.

The East Cambie Area Plan does not require amendment.

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 6,530 m² (70,283 ft²) or (20%) of the total floor area.
- Total (gross) 32,390 m² (348,643 ft²) or (100%) of the total floor area.

See **Attachment 1** for the Location Plan, Context Plan and Lot Consolidation Plan.

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, water, storm drain and sanitary sewer upgrades, plus site service connections (**Attachment 7**).

Findings Of Fact

See the Development Application Data Sheet (**Attachment 2**) providing details about the development proposal.

Surrounding Development

Development surrounding the site includes:

- To the north, across Bridgeport Road, is Industrial Retail (IR1) zoned land with retail businesses that sell home furnishings, general merchandize, 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.

Analysis

Related Policies and Studies:

Official Community Plan: In the OCP, the IKEA site is designated “Business and Industry”, which accommodates the production or distribution of goods and services. An OCP amendment is not required.

Area Plan Designations: The proposed IKEA site spans two Area Plans and totals 23 acres as follows:

- A portion of the site is in the Bridgeport Area Plan and totals 9.86 acres or 43% of the total site area.
- The remaining portion of the site is in the East Cambie Area Plan and totals 13.14 acres or 57% of the total site area.

The Bridgeport Area Plan (43% of the total site area)

Proposed Use (by IKEA and Others)	Area Plan Designation	Comments
Warehouse 0.0 m ² (0.0 acres)	<ul style="list-style-type: none"> ▪ Commercial/Industrial ▪ Industrial (includes warehouse and retail) 	<ul style="list-style-type: none"> ▪ The existing IKEA store is to be demolished. ▪ 2 acres will be sold to others (eg. Madison Pacific Properties Inc.) for future retail / commercial use and 7.86 acres will be used for IKEA parking. ▪ The Area Plan does not require amendment because the Industrial designation allows warehouse and retail uses.
Future Retail (by others) 8,094 m ² (2.0 acres)		
IKEA Parking 31,808 m ² (7.86 acres)		
Total 39,902 m ² (9.86 acres)		

The East Cambie Area Plan (57% of the total site area)

Proposed IKEA Use	Area Plan Designation	Comments
Warehouse 11,520 m ² (124,000 ft ²)	Industrial (includes warehouse and retail)	<ul style="list-style-type: none"> ▪ The IKEA proposal includes 36% of the building floor area to be industrial use (ie. warehouse). ▪ The IKEA proposal includes 44% of the building floor area to be retail use. ▪ The Area Plan does not require amendment because the Industrial designation allows warehouse and retail uses.
Retail 14,340 m ² (154,354 ft ²)		
Other 6,530 m ² (70,283 ft ²)		
Total 32,390 m ² (348,643 ft ²)		

Comments: The East Cambie Area Plan includes an Industrial designation, which allows industrial and retail uses. This policy was previously established in December 1988 (eg. REZ 88-475) when similar sites were rezoned in the immediate area. A similar policy applies in the Bridgeport Area Plan.

Existing and Proposed Zoning:

The existing and proposed zoning is as follows:

The Bridgeport Area Plan

Proposed Use (by IKEA and Others)	Bridgeport Area Plan Designation	Existing Zoning	Proposed Zoning
Warehouse 0.0 m ² (0.0 acres)	<ul style="list-style-type: none"> ▪ Commercial/Industrial ▪ Industrial (includes warehouse and retail) 	Industrial Retail (IR1)	remains the same
Future Retail (by others) 8,094 m ² (2.0 acres)			
IKEA Parking 31,808 m ² (7.86 acres)			
Total 39,902 m ² (9.86 acres)			

The East Cambie Area Plan

Proposed IKEA Use		East Cambie Area Plan Designation	Existing Zoning	Proposed Zoning
Warehouse	11,520 m ² (124,000 ft ²)	Industrial (includes warehouse and retail)	Industrial Business Park (IB1) - does not allow retail uses	Industrial Retail (IR1) - allows retail uses
Retail	14,340 m ² (154,354 ft ²)			
Other	6,530 m ² (70,283 ft ²)			
Total	32,390 m ² (348,643 ft ²)			

Comments: The East Cambie Area Plan Industrial designation allows the rezoning from Industrial Business Park (IB1) to Industrial Retail (IR1).

Land Use Implications:

IKEA's redevelopment of the Richmond store has been anticipated for approximately 10 years. IKEA submitted a formal rezoning application in 2001 (RZ 01-190935), followed by a Development Permit application in 2002 (DP 02-203859), but these applications were withdrawn in 2002 prior to the rezoning application advancing to Planning Committee, citing prohibitive off-site improvement costs. The current proposal is comparable in size to the previous proposal.

The proposed development involves the conversion of approximately 1.66 hectares (4.1 acres) of land from one type of industrial land use to another (ie. industrial business park to industrial/retail).

As part of the current Official Community Plan (OCP) update, the City is underway with an Employment Lands Strategy (ELS), to be completed in 2010, which will inform the OCP. It is anticipated that the ELS will identify long-term employment land needs, types and appropriate priorities, including additional lands for long term industrial development that will offset the approximately 1.66 hectares (4.1 acres), which is proposed for conversion by IKEA from Industrial Business Park (IB1) to Industrial Retail (IR1).

In the long-term, economic viability of Richmond will be supported by IKEA's planned store expansion as follows:

- Currently, IKEA employs 463 persons in retail and warehouse positions. The proposed IKEA redevelopment will increase employment by 72 permanent retail and warehouse positions for a total employment of 535;
- There will be significant Development Cost Charge (DCC) contributions;
- Construction activity will generate approximately 150 jobs;
- Significant municipal property tax revenues will be added annually; and
- The new store will act as an even greater economic stimulus to the Bridgeport Road Corridor, a major commercial/industrial/employment sub-area.

IKEA has also confirmed that it has no intention to rezone the residual 5.22 hectares (12.9 acres) or the southern portion of 3810 Jacombs Road, currently zoned as Industrial Business Park (IB1).

In summary, the rezoning is supported because the proposed rezoning is consistent with both the East Cambie and Bridgeport Area Plans, IKEA's formal long time redevelopment intentions, the significant benefits that will accrue to the City and as the conversion of industrial business park lands associated with this redevelopment will be taken into consideration during Employment Lands Strategy current underway as part of the OCP review (**Attachments 3A and 3B**)

Building Height and Signage Variances:

The subject lands are proposed to be zoned Industrial Retail (IR1). Building height and signage variances to the proposed zoning designation have been identified in the rezoning application.

1. IKEA will be requesting a height variance for the proposed building from 12 m to 20.3 m as part of the Development Permit application. The scale of the proposed building is large but it is well set back from Bridgeport Road and surrounded by industrial buildings that typically have an interior looking focus. The proposed IKEA store will be set back approximately 106 m from the new south property line. In the short term, (approximately 2 years) the new IKEA store will be buffered to the south by two (2) existing industrial buildings (3760 and 3820 Jacombs Road). The requested building height variance can be considered since the new IKEA store is proposed to be elevated or raised-up on columns to permit parking underneath.
2. In addition to other signage variances, IKEA will be requesting a variance for a proposed pylon/navigation sign from the allowed 12 m to 40 m, as part of the future Development Permit application. Staff consider that such an increase in height is excessive and recommend that it not be supported. Instead, staff will work with IKEA to establish a more acceptable height.

Public Input

A development sign has been posted on-site as public notification of the intent to rezone these properties. No concerns have been received regarding the rezoning.

Staff Comments

Preliminary site plan, building elevations and landscape plans are enclosed for reference (**Attachments 4, 5 and 6**). Separate from the rezoning process, the applicant is required to submit separate applications for Subdivision/Consolidation, Development Permit, Servicing Agreement and Building Permit.

Land Transfers and Legal Agreements

1. IKEA proposes consolidation of the following: 13091, 13131, 13080, 13120 Bathgate Place, the northern 1.62 hectares (4 acre) portion of 3810 Jacombs Road (i.e. two (2) warehouse buildings 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 and 3200 Sweden Way.
2. IKEA has agreed to provide the following legal agreements prior to consideration for rezoning:
 - .1 Aircraft Noise Indemnity Use Covenant and Floodplain Covenant.
 - .2 Subdivision application to consolidate the following lots: 13091, 13131, 13080, 13120 Bathgate Place, the northern 1.62 hectares (4 acre) portion of 3810 Jacombs Road (addressed as 3760 and 3820 Jacombs Road), the existing Bathgate Place surplus City Road Right-of-Way, portions of the existing Jacombs Road surplus City Road Right-of-Way and 3200 Sweden Way.
 - .3 Section 219 Covenant and blanket Statutory Right-of-Way (SRW) over the entire consolidated development site to ensure the demolition of the existing IKEA store and the two (2) existing industrial buildings currently on the northern portion of 3810 Jacombs Road and addressed as 3760 and 3820 Jacombs Road including the provision of a Demolish Bond.
 - .4 All road dedications or agreements securing Statutory Right-of-Ways (SRW) for all required road widening and new road construction including Bridgeport Road, Sweden Way, Jacombs Road and the new one-way westbound public road connecting Knight Street with Jacombs Road.

- .5 Road closure and purchase of the Jacombs Road cul-de-sac relocation and realignment plus the Bathgate Place road closure and purchase. These road closures and purchases are the subject of a separate Road Closure Report.
- .6 The result of land transactions for the Jacombs Road cul-de-sac relocation and realignment plus the Bathgate Place cul-de-sac closure including the dedication of the new one-way westbound public road connecting Knight Street with Jacombs Road is a net zero financial transaction.
- .7 Entering into a Servicing Agreement, provision of a voluntary Public Art contribution and submission of a Development Permit Application. See **Attachment 7** for a detailed list of rezoning considerations.

Transportation and Traffic

1. Transportation staff are in agreement with the transportation and traffic improvements as identified in the Rezoning Considerations (**Attachment 7**) and also described on the Functional Design Plan dated April 7, 2010 (**Attachment 8**). The following is a general description of transportation and traffic requirements.
 - .1 Bridgeport Road Improvements: Road dedications (approximately 3 m) along the entire frontage, as well as the design and construction of improvements to road pavement markings, road signs, sidewalks, boulevard landscape, street lighting and bike connections as identified in the Rezoning Considerations (**Attachment 7**), plus any other improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Transportation.
 - .2 Sweden Way Improvements: Road dedications that vary in width from approximately 6 m to 9 m and widening of the road cross-section, including the design and construction of all improvements encompassing new road pavement, concrete curb and gutter realignment, pavement markings, road signs, sidewalks, boulevard landscape, street lighting, driveway and bike lane improvements as identified in the Rezoning Considerations (**Attachment 7**), plus any other improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Transportation.
 - .3 Jacombs Road Improvements: Road dedications (approximately 1 m) and widening of the road cross-section, including the design and construction of all improvements encompassing new road pavement, concrete curb and gutter realignment, pavement markings, road signs, sidewalks including the extension of the east boulevard sidewalk south to Cambie Road, boulevard landscape, street lighting, driveway and bike lane improvements, as well as relocation of the overhead BC Hydro, Telus and Shaw overhead pole line and pre-ducting for future underground relocation of these overhead pole lines as identified in the Rezoning Considerations (**Attachment 7**), plus any other improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Transportation.
 - .4 One-Way Westbound New Public Road Improvements: Road dedications (approximately 21.2 m), including the design and construction of the new one-way westbound new public road connecting Knight Street to Jacombs Way to be built within 1 year of the new store occupancy (ie. by November 30, 2013) encompassing new road pavement, concrete curb and gutter realignment, pavement markings, road signs, sidewalks, boulevard landscape, street lighting and driveway as identified in the Rezoning Considerations (**Attachment 7**), plus any other improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Transportation.

- .5 New Connector Lane along Knight Street Improvements: New connector lane improvements including the design and construction of one (1) new southbound traffic lane, concrete barriers, pavement markings, road signs, road verge and ditch improvements as identified in the Rezoning Considerations (**Attachment 7**), plus any other improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Transportation.
- .6 Sweden Way and Bridgeport Road Intersection Improvements: Traffic signal improvements and/or the design and construction of any other intersection improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Transportation as per **Attachment 7**.
- .7 Jacombs Road and Bathgate Way Intersection Improvements: The design and construction of any intersection improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Transportation.
- .8 Transportation Demand Management (TDM) Measures: The following TDM measures are required, including the design and construction of two (2) new bus shelters (or cash in lieu), parking stalls designated for car co-op cars, family vehicles, hybrid/electric vehicles and carpooling near the store entrances and end-of-trip bicycle facilities (i.e. changing rooms with showers), plus safe and direct pedestrian linkages to the existing and planned sidewalks in the area.

Engineering

1. Engineering and servicing requirements have been included in the Servicing Agreement requirements for the design and construction of all works required by the City to the satisfaction of the Director of Transportation and the Director of Engineering, but are not limited to the requirements as identified in the Rezoning Considerations (**Attachment 7**).
2. Engineering staff are in agreement with the servicing and off-site improvements proposed by IKEA. The following is a description of servicing and off-site improvements required (**Attachment 7**). The engineering and servicing requirements include, but are not limited to the following:
 - .1 Storm Drainage: Design and construction of upgrades to the existing 300 mm, 375 mm, 450 mm and 525 mm storm sewers on Jacombs Road (ie. existing manhole to manhole) must be upgraded to the larger of 600 mm minimum or OCP size by the developer, as per City requirements. The developer is also required to upgrade and replace the existing 300 mm storm sewer with 2 – 375 mm (subject to confirmation in the Servicing Agreement design) at the east end of Clarke Place connecting to Jacombs Road. Additionally, the developer must install a new 600 mm storm sewer to connect the east end of Rowan Place to Jacombs Road. The City requires that this design and related calculations are included on the Servicing Agreement design drawings.
 - .2 Sanitary Sewer: Design and construction of sanitary sewer improvements, including the upgrade of the existing sanitary sewer from 200 to 300 mm diameter extending along the development frontage on Jacombs Road from existing manhole SMH 5265 located at the southeast corner of Rowan Place and Jacombs Road to SMH 6064 located approximately 120 m north of SMH 5265. The City requires that this design and related calculations are included on the Servicing Agreement design drawings. The existing sanitary sewer downstream to the Jacombs Road pump station has adequate capacity. The above required sanitary sewer improvements are to be provided to the satisfaction of the Director of Engineering, as per City requirements, standards and specifications.

- .3 Water: Water capacity analysis is not required. The Applicant is required to confirm the building design at the Building Permit stage and must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.
- .4 Frontage Improvements: Design and construction of all frontage improvements, to City standards including sidewalks, driveways, street lighting, boulevard landscape and irrigation, plus any other frontage improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Engineering, the Director of Transportation and the Director of Development. (**Attachment 7**).

Statutory Rights-of-Way (SRW)

1. There are a number of existing statutory rights-of-way in favour of the City registered on the subject property. Some of these SRWS will need to be modified or discharged and replaced with new SRWs prior to rezoning adoption. Specifically SRWs (ie. SRW RD50089 and SRW RD50090) for public rights of passage and utilities along Jacombs Way and Bathgate Place will need to be modified prior to RZ adoption. The revised/new SRWs will need to ensure all City and any third party utilities located within this area are protected by appropriate SRWs as determined by the Director of Engineering
2. There are existing City and foreign utilities (ie. Trans Mountain pipeline, BC Hydro, etc.) located in the portions of Jacombs Way and Bathgate Place proposed to be closed and consolidated with the subject property. Prior to completion of the road closure process, any of these utilities that are intended to remain must be protected by new SRWs as determine by the Director of Engineering and Manager Real Estate Services.

Building Code

The applicant has submitted preliminary Building Code information, which is satisfactory to City Building Approvals staff for rezoning purposes, however a separate issuable Building Permit submission is required prior to September 15, 2010, for the existing Development Cost Charge (DCC) fees to apply.

Site Planning

1. There is a BC Hydro easement for electrical transmission lines that traverse the site as well as an easement for a jet fuel line (Kinder Morgan) that feeds the Vancouver International Airport.
 - .1 BC Hydro: IKEA has agreed to the following site planning design clarifications:
 - .1 Hydro poles at both vehicular entrances to the site along Jacombs Road will be moved north to avoid the driveways.
 - .2 All BC Hydro kiosks identified on the site plan drawing are to remain with the exception of the kiosk adjacent the main entrance on Jacombs Road, which will become obsolete and will be removed during demolition.
 - .3 Guy wires for Telus lines along Jacombs will need to be adjusted in two (2) locations as identified on the site plan drawing.
 - .4 Trees in the 30 m (100 ft.) wide east-west Hydro easement to be restricted to 6 m in height at maturity.
 - .5 Trees under the BC Hydro and Telus lines at the south side of the surface parking to be restricted to 3.50 m in height at maturity.
 - .6 Existing BC Hydro poles adjacent to parking and roads shall have new bollard protection.

- .7 All underground services under the BC Hydro easements to be reviewed and approved by BC Hydro.
- .8 Trees under the BC Hydro and Telus lines along Jacombs to be restricted in height to 3.50 m at maturity.
- .2 Kinder Morgan (Jet Fuel Line): The matters of settlement and the impact of adjacent construction works and structure have been under design review and are ongoing. It is required that IKEA and Kinder Morgan agree on a design methodology, data in support of settlement and vibrations due to construction activities and IKEA is required to submit proper notification to the City regarding Kinder Morgan's agreement with the proposed IKEA redevelopment prior to rezoning approval. It is noted that Kinder Morgan prohibits all planting of either trees or shrubs on the easement and the landscape design accounts for this restriction (**Attachment 6**).
- 2. The proposed redevelopment will ultimately require the demolition of eight (8) existing buildings. The new IKEA store will be located south of the BC Hydro and jet fuel line easements with sufficient space for a future warehouse to the south. The proposed store is elevated, or raised-up on columns, with parking underneath. The proposed store address and main pedestrian entry will face Jacombs Road.
- 3. The existing IKEA site (3200 Sweden Way) will redevelop as follows:
 - IKEA proposes to subdivide the northern 0.81 hectares (2 acres) of the consolidated redevelopment site to create a new lot that will be sold as a separate retail/commercial development with the same zoning, but with access via the IKEA site. This future subdivided lot and development proposal will require a separate Development Permit application.
 - The remaining 7.86 acres will be used by IKEA for parking with vehicle access via driveway entries from both Jacombs Road and Sweden Way, with a separate truck access from Jacombs Road and separate truck egress onto Sweden Way.
- 4. A new one-way westbound public road is proposed to connect Knight Street with Jacombs Road.
- 5. IKEA has submitted a redevelopment phasing strategy (Attachments 9A and 9B). The proposed sequence of construction will include completion of all frontage road improvements not currently encumbered by existing buildings and all servicing upgrades, interim modifications to the existing parking lot, construction of the new store, demolition of the old store and the two (2) existing buildings on the northern 1.62 hectares of 3810 Jacombs Way, reconfiguration of the parking lot, completion of all remaining frontage improvements including the new one-lane westbound public road connecting Knight Street with Jacombs Road all within 1 year of the new store occupancy (ie. by November 30, 2013).
- 6. In the future, IKEA proposes to construct a new warehouse facility to the south of the new IKEA store. This future warehouse is solely intended to serve the new IKEA store and would require a separate Development Permit.

Architectural Form and Character

- 1. The proposed building is a large, elevated generally rectilinear structure, typical of the new generation IKEA stores, similar to the recently constructed facility in Coquitlam and having a strong IKEA corporate identity folded into the design primarily through the use of colour (i.e. IKEA yellow and IKEA blue) and the 'IKEA' work mark. The building materials are high quality and durable including insulated pre-finished corrugated metal panels (i.e. yellow and blue), aluminum curtain wall, insulated vision glass in clear anodized aluminum panels, glass spandrel panels in clear anodized aluminum panels, galvanized steel sun shades, decorative metal fins, galvanized steel stairs, galvanized metal railings, concrete columns and concrete up-stand walls.

2. The building facades are a large-scale expression of the IKEA corporate identity mainly through the use of colour and signage. The principal façade faces Jacombs Road and is the most articulated, presenting the most interesting mix of architectural design, use of materials and incorporation of building details such as glass spandrel panels, metal canopies, sunshades, and decorative fins. The secondary façade faces Bridgeport Road, with some building wall articulation but less building detail, plus 1 electronic message centre and 2 static sign panels. The east and south facades have the least building articulation and detail, but also present large-scale expressions of the IKEA corporate identity through the use of colour and the 'IKEA' word mark. The scale of the proposed building will dwarf neighbouring buildings but will not create privacy issues, as these industrial-retail buildings generally have little exterior glazing and/or typically have an interior focus. The proposed screening for the rooftop mechanical penthouse is designed as part of the overall façade treatment of the building and will be grey metal cladding.

Urban Design

1. The proposed development complies with City of Richmond development guidelines, including consideration for views, conditions of adjacency, the provision of public realm/pedestrian amenities, landscape, circulation, parking and accessibility, building form and scale safety and security, refuse, recycling and service area design (**Attachment 10**).
2. The building is well set back from Bridgeport Road, but is prominently visible from Knight Street. The elevated loading facility faces Knight Street, but incorporates a trellis or 'green-screen' wall and the existing large tree planting along Knight Street will be retained. In addition, new tree planting is proposed along Knight Street to better screen the truck loading facility.
3. The proposed pedestrian entry plaza will be on Jacombs Road, with a large multi-use area designed to accommodate seasonal furniture and garden displays, as well as periodic IKEA celebrations and events. Pedestrian amenities in the vicinity of the entry plaza include a covered canopy, decorative paving, tree planting, flags/banners, seat wall, shrub planting and bike parking.
4. The proposed parking area incorporates an interconnected network of pedestrian walkways that provide access to the store from the perimeters of the site. Walkways include amenities such as benches and lighting. The proposed layout of the parking lot incorporates bands of permeable paving between adjacent rows of parking stalls, which will benefit proposed tree planting and help to reduce irrigation demand.
5. IKEA proposes a legible, hierarchy of streetscape treatments surrounding this site that meet City standards including sidewalks, double rows of formal street trees and grass boulevards on urban streets and an informal mix of screening coniferous and deciduous trees along Knight Street.
6. IKEA proposes to make a voluntary Public Art Contribution, to a maximum of \$50,000.00 less the value of transplanting 24 trees from the existing IKEA site to the Bridgeport Road and Knight Street interchange. This public art contribution is to be used for a public art installation elsewhere in the City, in high pedestrian area of the City Centre as determined by and to the satisfaction of the Public Art Coordinator. (See **Attachment 7**).

Landscape and Open Space Design

1. A tree survey and an arborist report of all existing site trees have been provided. IKEA proposes to remove 118 of the 182 existing site trees. At the City's request, IKEA has agreed to transplant 24 trees from the site to the Knight Street and Bridgeport Road interchange at no cost to the City and to work with Parks staff on a tree relocation strategy. IKEA proposes the retention of 40 trees and City staff agrees with this position. IKEA proposes to plant 536 new trees. See **Attachment 6** for

proposed landscape plans and **Attachments 11A and 11B** for a summary of existing tree relocations, retentions and removals.

2. Richmond development guidelines require 1 tree for every 2 parking stalls in parking lots fronting streets and 1 tree for every 4 parking stalls in parking lots behind buildings. The proposed open parking lot has road frontage on two (2) sides, and is behind buildings on two (2) frontages. IKEA proposes over 400 trees in and around the 801-stall open parking lot for a ratio of 2 trees for every 2 parking stalls and this proposed strategy is supported. The proposed conceptual planting plan will provide a canopy of trees in the open parking lot to reduce the 'heat island effect' and generally complies with the Richmond landscape guidelines for surface parking lots. Tree pits with surrounding structural soil will be provided for all trees in the surface parking lot to ensure long-term survival and vigour.
3. The height of half the proposed trees in the open parking lot is restricted by BC Hydro and to compensate, IKEA has agreed to provide additional tree planting in the parking lot by decreasing tree spacing from 10 m to 7.5 m.
4. Given the scale of the proposed IKEA redevelopment, IKEA has also agreed to increase the size of proposed tree and shrub planting. All small deciduous trees will be a minimum 6 cm in caliper and all large deciduous trees will be a minimum 10 cm caliper. All large coniferous trees will be a minimum 4 m in height, all shrubs will be #3 pots sizes, and all groundcovers will be #1 pot sizes. The above proposed plant material sizes at the time of planting are supported.
5. IKEA has provided conceptual planting plans prepared by a registered landscape architect that including a plant schedule, key area plan enlargements and typical cross-sections. The landscape conceptual planting plans indicate the general intent of the landscape design, which will receive further design development through the Development Permit application process, including the provision of supplemental planting if requested, grading plans, complete landscape details, specifications for proposed site furnishings and automatic irrigation plans.
6. IKEA proposes enhanced landscape treatments at key entry points, including increased planting, flagpoles and lighting. Low berms are proposed around the perimeter of the parking area complete with dense shrub planting, together with a double row of street trees. Complete details will be provided through the Development Permit process.
7. IKEA proposes perimeter sidewalks to City standards and an on-site pedestrian circulation network that provides safe, convenient and comfortable access for pedestrians from the farthest corners of the parking lot to the building entry with connections to surrounding neighbourhood. Main pedestrian spines are typically 3.6 m wide, sufficient to accommodate two-way pedestrian traffic with carts and a row of trees. IKEA has provided site signage plans (**Attachments 5E and 5F**). Details of the pedestrian scale lighting, seating, bike racks, litter receptacles, flag poles, canopies at the entrance area and the customer loading areas will be provided with the Development Permit application.
8. IKEA will provide a dense landscape treatment along the Knight Street frontage including retention of all significant existing trees complete with significant supplemental coniferous tree and Evergreen shrub screening to ensure that the loading area and truck traffic are well screened from Knight Street views. A 'green-screen wall' or metal trellis will be provided along the edge of the loading dock. Details will be developed as part of the final landscape design.

Crime Prevention Through Environmental Design (CPTED)

1. The open parking lot will incorporate energy efficient, dark sky lighting and pedestrian scale poles and fixtures for walkways. Parking areas are proposed to have security cameras and full time surveillance during store opening hours, which assists in the event of an emergency.
2. IKEA proposes a highly reflective ceiling to the covered parking area with metal halide lighting.
3. In addition, security cameras are proposed to provide full-time surveillance of the store entrance and exit areas during store opening hours. The space between entry and second floor is interconnected and will provide enhanced surveillance to the entrance lobby at ground level.

Sustainability and Environmental Design

1. IKEA has submitted a comprehensive, sustainable re-development strategy to accompany the re-zoning application that addresses energy efficiency, water management, site considerations, building design and operating practices. See **Attachment 12** for specific details.
2. The proposed IKEA store (not the future warehouse) will be equivalent to a LEED® Certified Silver building and consideration will be given to ground source geo-thermal heat. The final determination regarding geo-thermal heat will be made at the time of the Building Permit submission and end of trip bicycle facilities (staff change rooms and showers) will be included to encourage cycling.
3. The Green Roofs and Other Options Involving Industrial and Office Buildings Outside the City Centre - Bylaw No. 8385 does not apply to the proposed building since this is a retail building however, IKEA indicates that the proposed building design will meet the criteria set out in Bylaw 8385 since the redevelopment achieves a minimum 100 points (see **Attachment 13A**). IKEA has also provided the LEED Canada Scorecard that verifies the proposed IKEA store will achieve LEED® Silver certification (see **Attachment 13B**). The roof area is larger than 20,000 m² and IKEA indicates that it is financially impractical to incorporate a green roof. However, the lower level roof of staff offices and canteen, which are both visible, will be planted. A 'green-screen wall' will be incorporated into the edge of the loading forecourt, which provides both screening and a significant green component to the redevelopment.
4. IKEA indicates that the proposed site design will incorporate ground water infiltration mechanisms, native drought tolerant plantings, preferred parking for hybrid and co-operative auto network members, families and persons with disabilities, bike parking areas. Management and store operation practices include diverting 75 to 90% of solid waste to landfill, annual tree planting in association with Tree Canada, Big Brother programs, eco-friendly lighting, painting and cleaning products.
5. For the future warehouse, sustainability and environmental design matters will be addressed at the Development Permit stage.

Richmond Advisory Design Panel

1. The proposed IKEA redevelopment proposal was presented to the Richmond Advisory Design Panel on January 20, 2010. The Panel was generally positive and supportive regarding the design proposal but provided 20 comments/suggestions to the applicant for further consideration. The applicant has now agreed to the following:
 - .1 Increase the height of the 'green-screen wall' and provide a continuous canopy along the loading facility;
 - .2 Increase the number of the skylights to the retail warehouse;
 - .3 Shift the location of the Sweden Way vehicle entry north to improve sight lines;
 - .4 Add lane markings on Bathgate Way and Jacombs Road to better control vehicle manoeuvres at the Jacombs Road vehicle entry;
 - .5 Better differentiate the truck access only with signage and road markings;
 - .6 Provide a comprehensive, sustainable re-development strategy;
 - .7 Retain all existing trees along Knight Street and supplement with additional tree planting;
 - .8 Increase the width of the landscaped pedestrian spine along the south property line to 7.2 m;
 - .9 Provide a comprehensive vehicle and pedestrian way-finding system for the site;
 - .10 Increase the level design detailing including pedestrian scale canopies, design street level structural elements, benches, signage, bike racks and landscape;
 - .11 Provide more detailed landscape conceptual plans, cross-sections and details;
 - .12 Carry the modern architectural expression of the building into the landscape with steel canopy structures;
 - .13 Better differentiate the pedestrian spines through the site linked to sidewalks around the perimeter of the site;
 - .14 Provide 'dark-sky' lighting in the open parking lot;
 - .15 Ensure that the design of exterior canopies are coordinated with the building design;
 - .16 Increase the amount of permeable paving if required to divert a minimum of 20% of the roof away from City storm drains. Alternatively, rainwater will be collected, treated and used as 'grey-water' for toilets and urinals;
 - .17 Extend a consistent coloured concrete with radial saw-cut pattern from the Jacombs Road cul-de-sac under the building to the store entry; and
 - .18 Provide seating and to explore provision of some food service in the entry plaza, which would be weather dependent.
2. The applicant has not agreed to the following:
 - .1 Provide a green roof for the IKEA store, since the 20,000 m² size of the roof is cost prohibitive for a 2 hectare (4.94 acre) roof but IKEA will landscape the lower level roofs visible to customers and the roof will have an 'Energy Star' rating; and
 - .2 Consider temporary closure of the Jacombs Road cul-de-sac, as this is a municipal street and this is not an issue for Transportation staff.
3. For the detailed Advisory Design Panel comments and more detailed Applicant responses see **Attachment 14.**

Financial Impact

Development Cost Charge (DCC) credits are available for some of the road improvements. Exact DCC credit amounts will be determined through the Servicing Agreement approval.

Conclusion

The subject proposal complies with the East Cambie Area Plan and is compatible with adjacent industrial and retail development. The proposed development will be an important employment catalyst to anchor the east end of the Bridgeport Road Corridor, will improve traffic flows on neighbouring roads and will help set a new standard for future development along the Bridgeport Road Corridor. On this basis, staff recommend the rezoning application and request that it be forward to Council for Public Hearing consideration.



Brian Guzzi, MCIP, MCSLA
Urban Design Coordinator
(604-276-4393)

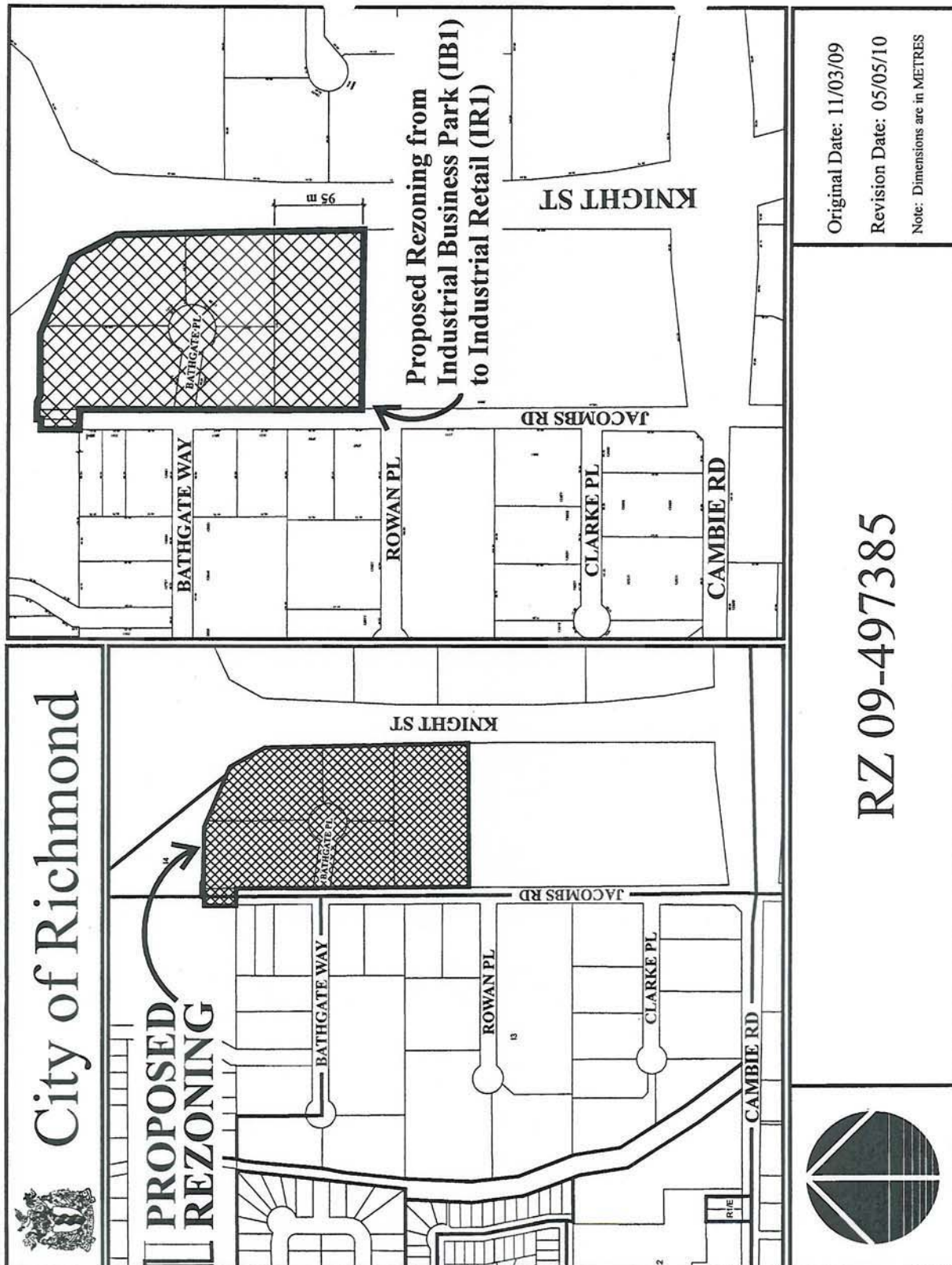
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ATTACHMENTS

- Attachment 1: Proposed Consolidation, Location Map and Site Context – GIS 2007 aerial photo
- Attachment 2: Development Application Data Sheet
- Attachment 3A: Statement of Compliance with Area Plan Policies & Objectives
- Attachment 3B: Proposed Redevelopment – Land Use and Zoning Summary
- Attachment 4: Site Plans - Ground Floor, Roof Plan, Ground Floor Parking & Context Plan
- Attachment 5: Architectural Floor Plans, Building Elevations, Sections, Signage & Perspectives
- Attachment 6: Landscape Planting Plan & Plan Enlargements
- Attachment 7: Rezoning Considerations
- Attachment 8: Functional Design Plan
- Attachment 9A: Redevelopment Phasing Strategy – Table
- Attachment 9B: Redevelopment Phasing Strategy – Plans
- Attachment 10: Statement of Compliance with Richmond Development Guidelines
- Attachment 11: Summary Table of Existing Trees, Proposed Tree Retention, Relocations, Removals & New Tree Planting
- Attachment 12: Sustainability & Environmental Design Provisions
- Attachment 13: Statement of Compliance with Green Roofs Bylaw No. 8385
- Attachment 14: Richmond Advisory Design Panel Comments & Applicant Responses

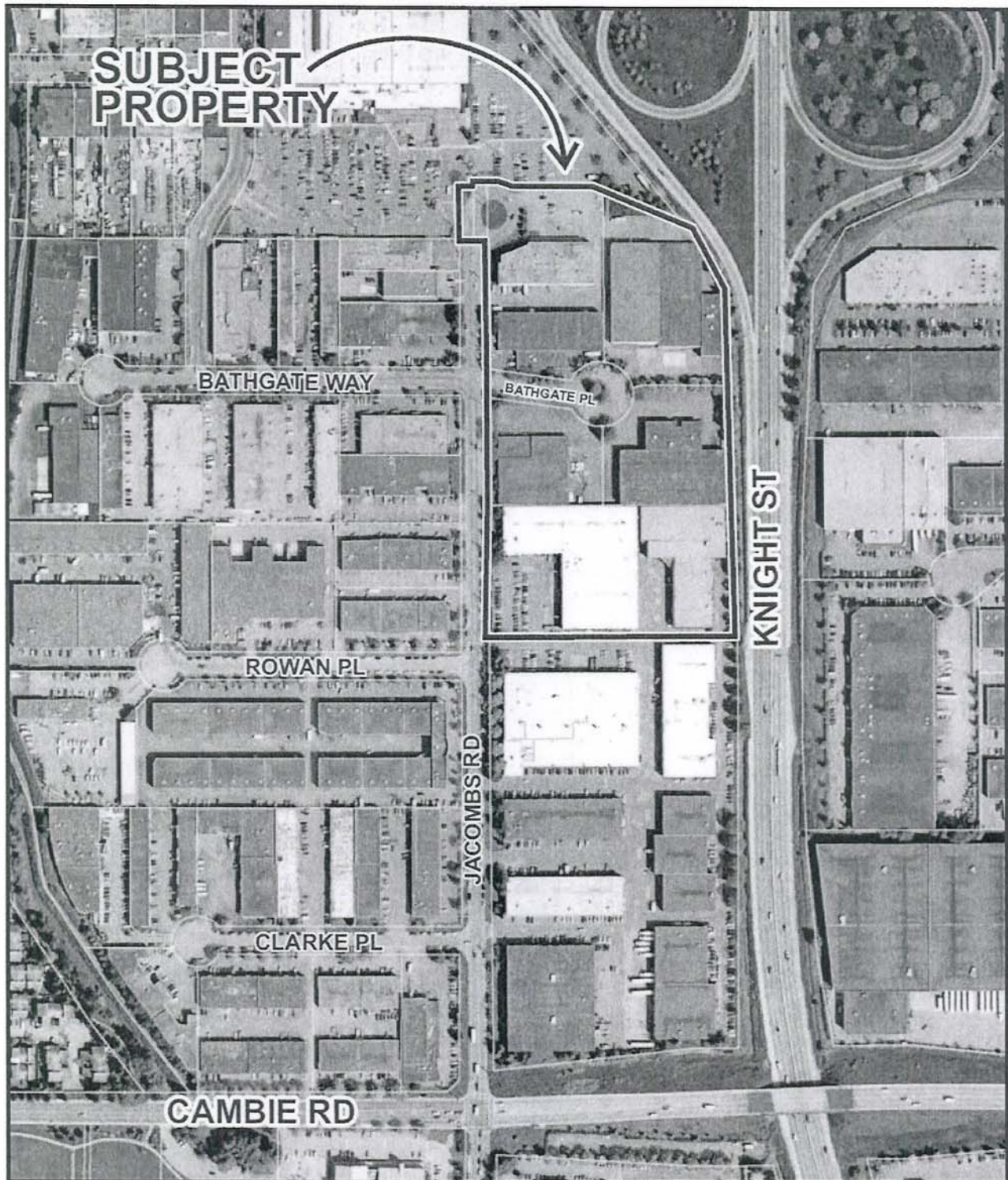
Location Plan

ATTACHMENT 1A



Context Plan

ATTACHMENT 1B



RZ 09-497385

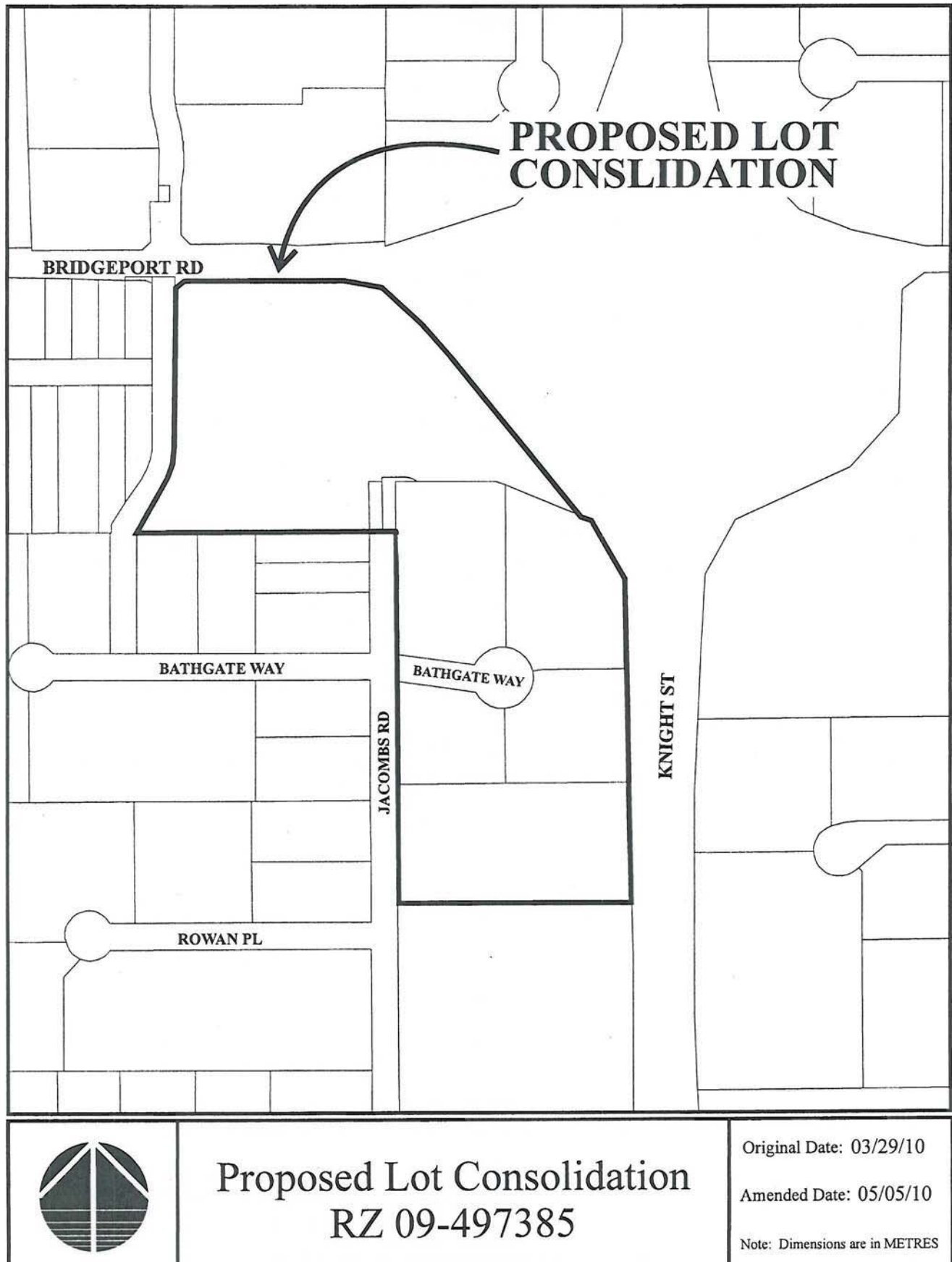
Original Date: 11/03/09

Amended Date: 05/05/10

Note: Dimensions are in METRES

Proposed Lot Consolidation Plan

ATTACHMENT 1C



ATTACHMENT 2**City of Richmond**

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca

**Development Application
Data Sheet**
Development Applications Division

RZ 09-497385**Attachment 2**

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: 32,390m² Net: n/a

	Existing	Proposed
Site Area	39,902 m ² 9.86 (acres)	93,078 m ² 23 (acres)
Land Uses	Business Park Industrial Uses	Retail / Industrial Uses
OCP Designation	Business and Industrial	Business and Industrial
Bridgeport Area Plan	Industry	Industry
East Cambie Area Plan	Industry	Industry
Zoning:	Industrial Business Park (IB1)	Industrial Retail (IR1) Limited

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (F.A.R.):	1.0	0.47	none permitted
Interim Floor Area Ratio (F.A.R.):	1.0	0.64	
Lot Coverage:	N/A	30.2%	
Setback–Front Yard (west):	Min. 3 m	approximately 6 m	
Setback–Side Yard (south):	Min. 3 m	approximately 7.4 m	
Setback–Side Yard (north):	Min. 3 m	n/a	
Setback–Rear Yard (east):	Min. 3 m	approximately 4 m	
Height (m):	Max. 12 m (Buildings) Max. 12 m (Freestanding Sign)	20.3 m 40 m	requested requested
Lot Size:	39,902 m ² 9.86 (acres)	93,078 m ² 23 (acres)	
Off-street Parking Spaces – Commercial:	7	8	
Off-street Parking Spaces – Accessible:	22	49	
Off-street Parking Spaces – Total:	1095	1404	
Tandem Parking Spaces:	not permitted	0	
Indoor Amenity Space:	N/A	199 m ² Kid Play Area	
Outdoor Amenity Space:	N/A	1,575 m ² Plaza	

Statement of Compliance with the Area Plans**ATTACHMENT 3A**

The proposed IKEA redevelopment proposal is consistent with the general land use designations, objectives and policy direction of both the Bridgeport Area Plan and the East Cambie Area Plan, as indicated below:

BRIDGEPORT AREA PLAN (SCHEDULE 2.12)	Redevelopment Proposal
<p>Plan Vision:</p> <ul style="list-style-type: none"> ▪ "Automobile-oriented commercial development will continue to be located along portions of Bridgeport Road." ▪ The major arterial roads will continue to have heavy traffic volumes, but mobility will be enhanced through improvements to the roads, transit, bicycle and pedestrian movement system. 	<ul style="list-style-type: none"> ▪ The proposed land uses are consistent with this vision. ▪ Transportation strategies are being planned with the objective of reducing vehicle impacts and creating an accessible development for pedestrians, cyclists and transit users. The new one-way westbound public road connecting Knight Street with Jacombs Road will help relieve traffic volumes at the Bridgeport Road and Sweden Way intersection
<p>2.2 Bridgeport Road - Objective 2:</p> <ul style="list-style-type: none"> ▪ To maintain the corridor as an automobile-oriented commercial area. 	<ul style="list-style-type: none"> ▪ The proposed land uses are consistent with this objective by creation of future lots for retail / industrial uses along Bridgeport Road.
<p>2.2 Bridgeport Road - Objective 3 – Policies:</p> <ul style="list-style-type: none"> b) Deny direct access to Bridgeport Road where alternative local roads or lanes are available or can be created; c) Encourage businesses and developers to reduce direct accesses to Bridgeport Road, to locate parking areas behind buildings and promote their location and routing through advertisements and good signage; d) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road. 	<ul style="list-style-type: none"> ▪ The proposed IKEA redevelopment does not required access or egress from Bridgeport Road and provides an alternate site access off Knight Street that will help alleviate traffic in the surrounding area. ▪ IKEA's proposed parking areas will be behind future commercial – industrial development fronting Bridgeport Road. IKEA's new building location, signage and access ramp off Knight Street will divert much of the existing traffic from Vancouver over the Knight Street Bridge away from Bridgeport Road. ▪ No IKEA site access or egress is proposed along Bridgeport and other transportation improvements will help reduce traffic weaving on Bridgeport Road and vehicle queues at the Sweden Way intersection.
<p>2.2 Bridgeport Road - Objective 4:</p> <ul style="list-style-type: none"> ▪ To improve the visual appearance of Bridgeport Road and <u>improve traffic capacity and reduce accidents along Bridgeport Road.</u> 	<ul style="list-style-type: none"> ▪ Capacity at the Sweden Way / Bridgeport Road will be improved with an additional lane on Sweden Way. Weaving (and accident-related issues) between the Knight Street off-ramp (south to west) and Sweden Way will be mitigated with a new connector lane from Knight Street. Sweden Way / Bridgeport Road intersection enhancements will be provided to crosswalks, bus stops and other improvements as required or deemed necessary by the City.
<p>5.0 Natural and Human Environment – Objective 2 – Policies:</p> <ul style="list-style-type: none"> a) Ensure that the character and scale of all new development is compatible with the surrounding land uses; b) Prepare plans and landscape/fence the residential buffers where necessary. 	<ul style="list-style-type: none"> ▪ The building type complements the surrounding industrial/retail/office uses. The scale is broken up by raising the building on columns to provide for covered parking. The scope is further reduced by the use of structural canopies, yellow wordmark lettering, exit staircases and contrasting coloured and varying planes. ▪ The east façade along Knight Street will have significant landscape screening both adjacent the on-ramp and adjacent the loading forecourt. Interface with City boulevards will be tree lined. Upon future completion of the IKEA Warehouse expansion, the buffer zone between the building and existing adjacent properties to the south will be 60 metres and landscaped thus softening the difference in heights between the new and existing developments.

ATTACHMENT 3A
(continued)

<p>5.0 Natural and Human Environment – Objective 3 – Policies:</p> <ul style="list-style-type: none"> c) Encourage preservation of heritage trees during the subdivision and development process... 	<ul style="list-style-type: none"> There are no heritage trees. Existing high value trees along the perimeter of the site will be maintained and supplemented with additional tree planting. IKEA will retain 40 trees, transplant 24 and remove 118 trees but proposes to plant 536 new trees.
<p>6.0 Community Facilities and Services – Objective 1 – Policies:</p> <ul style="list-style-type: none"> c) Encourage the establishment of social, recreational and other programs in the Bridgeport Planning Area to serve a growing population; 	<ul style="list-style-type: none"> On-site and off site pedestrian and bicycle pathways will be provided including end of trip bike facilities (showers and change rooms for staff). IKEA's cafeteria will continue to be a popular local restaurant
<p>7.0 City Infrastructure – Objective 1 – Policies:</p> <ul style="list-style-type: none"> c) Improve the quality of roads and utilities, such as storm sewers and sidewalks, in older subdivisions... 	<ul style="list-style-type: none"> Sidewalks will be upgraded and introduced around the perimeter of the site as required by the City. Utility upgrades as required in the Servicing Agreement will be provided together with required roadwork upgrades.
EAST CAMBIE AREA PLAN (SCHEDULE 2.11B)	Redevelopment Proposal
<p>1.3 Goals:</p> <ul style="list-style-type: none"> 4. To accommodate land uses that are highly automobile-oriented and can benefit from direct access to the major highway system. 	<ul style="list-style-type: none"> The proposed land uses are consistent with this goal. Alternative site access will be provided with the objective of reducing impacts and creating a more sustainable development.
<p>2.0 Jobs and Business – Objective 3:</p> <ul style="list-style-type: none"> To attempt to increase industrial job opportunities in designated industrial areas in the East Cambie planning area. 	<ul style="list-style-type: none"> The proposed industrial related retail/warehouse uses will result in a net increase of approximately 72 permanent positions for a total of approximately 535 jobs. Additional industrial jobs will be created if when IKEA proceeds with the future warehouse facility.
<p>2.0 Jobs and Business – Objective 3 - Policies:</p> <ul style="list-style-type: none"> a) Allow the development of industrial areas as shown on the Land Use Map; 	<ul style="list-style-type: none"> The proposed industrial related uses complement the industrial character of the surrounding area.
<p>4.0 Transportation – Objective 1 - Policies:</p> <ul style="list-style-type: none"> a) Provide safe and convenient pedestrian movements across major arterial roads and along all newly-constructed or upgraded roads; b) Develop, maintain and improve a hierarchical network of all classes of roads to provide efficient and direct vehicular access to and from the East Cambie Planning Area, and to ensure good circulation within the East Cambie Planning Area; d) Accommodate smooth traffic flows on arterial streets by improving arterial capacities wherever possible; e) Ensure that all commercial and industrial developments have adequate parking, traffic circulation and access routes; h) Increase the availability of bicycling paths through the East Cambie Area; 	<ul style="list-style-type: none"> IKEA will provide new sidewalks along the development frontage on Jacombs Road, Sweden Way and Bridgeport Road. IKEA will maintain the integrity of the existing street network and help alleviate local area traffic with the new connector lane off Knight Street connecting to a new one-way (westbound) public road linking with Jacombs Road plus site access from Sweden Way and Jacombs Road. A dedicated truck-only access (at Jacombs Road) and egress (at Sweden Way), which will help to dilute truck vehicle movements on the street network. IKEA proposes 1404 parking stalls which exceeds the City's requirements and will provide a coordinate system on site signage to orient and direct vehicle traffic efficiently. IKEA will provide bike lanes along the Jacombs Road and Sweden Way frontages.

Proposed Redevelopment – Land Use & Zoning Summary**ATTACHMENT 3B**

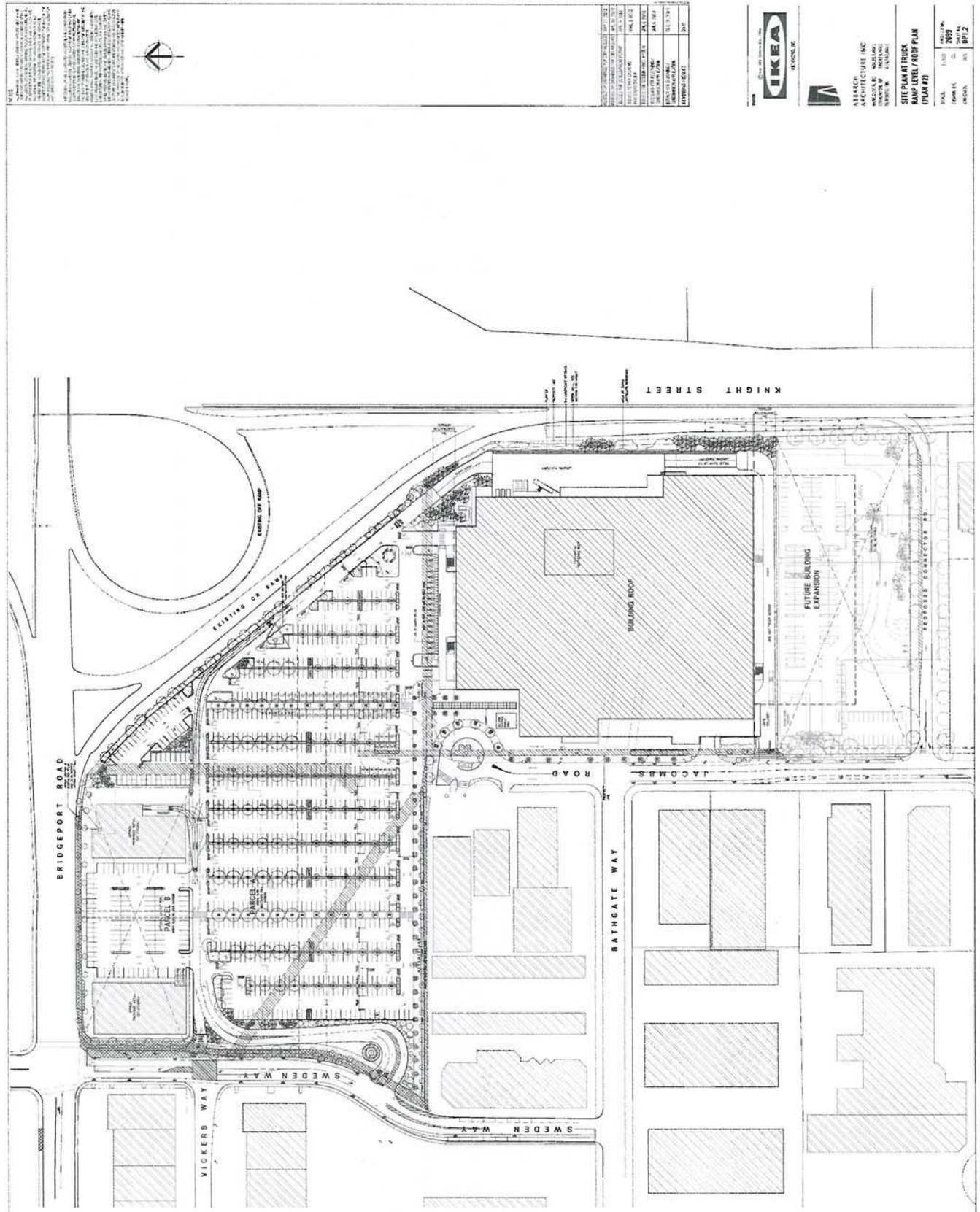
Item	Existing	Proposed
Owner	IKEA Properties Limited	IKEA Properties Limited
Applicant	Brook + Associates Inc.	
Site Size	<ul style="list-style-type: none"> Existing IKEA site is 9.86 acres 	<ul style="list-style-type: none"> IKEA Store and Warehouse site = 23.0 acres
Land Uses	<ul style="list-style-type: none"> 3200 Sweden Way: Existing IKEA Store – retail 13091, 13131, 13080, 13120 Bathgate Place: business park industrial 3760 and 3820 Jacombs Road (i.e.: north 4-acre portion of 3810 Jacombs Rd): business park industrial South Portion of 3810 Jacombs Road (13-acres): business park industrial 	<ul style="list-style-type: none"> 3200 Sweden Way (2-acre parcel along Bridgeport) – remains retail (no change) <u>13091, 13131, 13080, 13120 Bathgate Place: New IKEA Store – proposed retail</u> <u>3760 and 3820 Jacombs Road (i.e.: north 4-acre portion of 3810 Jacombs Rd): – proposed industrial (ie. warehouse use)</u> South Portion of 3810 Jacombs Road (13-acres): remains industrial (no change)
OCP Designation	<ul style="list-style-type: none"> Business and Industry 	<ul style="list-style-type: none"> Business and Industry
Bridgeport Area Plan Designations	<ul style="list-style-type: none"> 3200 Sweden Way: designated Commercial/Industrial and for area that falls within Bridgeport Road Corridor. Remainder (3200 Sweden Way) designated Industrial IKEA parking. 	<ul style="list-style-type: none"> No change proposed
East Cambie Area Plan Designation	<ul style="list-style-type: none"> 13091, 13131, 13080, 13120 Bathgate Place, and 3810 Jacombs Road designated industrial. 	<ul style="list-style-type: none"> No change proposed
Zoning	<ul style="list-style-type: none"> 3200 Sweden Way: Industrial Retail (IR1) 13091, 13131, 13080, 13120 Bathgate Place, 3760 and 3820 Jacombs Road (i.e.: north 4.1-acre portion of 3810 Jacombs Rd): Industrial Business Park (IB1) South Portion of 3810 Jacombs Rd (13-acres): Industrial Business Park (IB1) 	<ul style="list-style-type: none"> 3200 Sweden Way: remains Industrial Retail (IR1)– no change <u>13091, 13131, 13080, 13120 Bathgate Place, 3760 and 3820 Jacombs Road (i.e.: north 4.1-acre portion of 3810 Jacombs Rd): rezone to Industrial Retail (IR1)</u> South Portion of 3810 Jacombs Rd (13-acres): Industrial Business Park (IB1) – no change
Parking Required	n/a	1116
Parking Actual	681	1404
NEF	n/a	n/a
ESA Designation	n/a	n/a

ATTACHMENT 4A



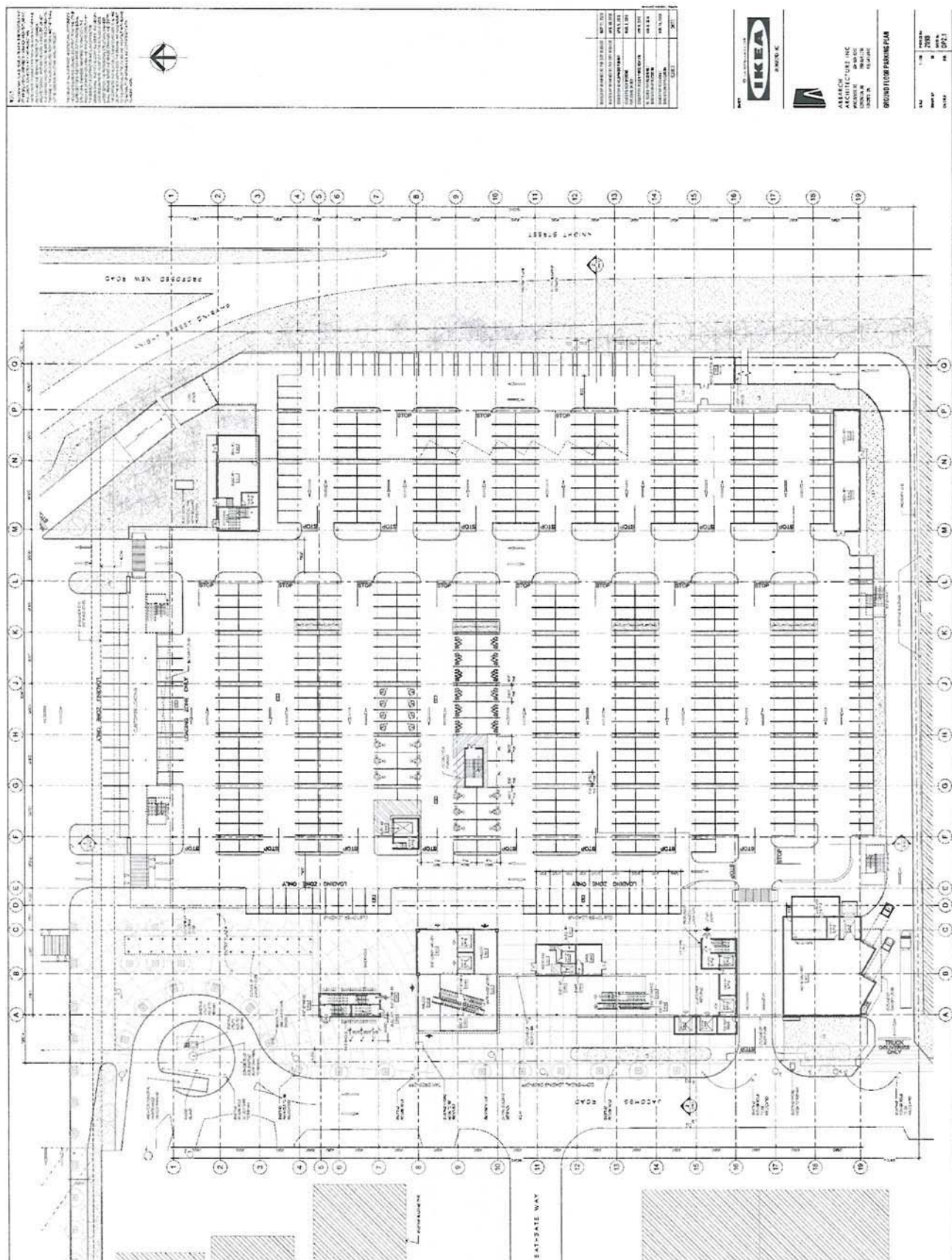
Site Plan – Roof Plan

ATTACHMENT 4B



Site Plan – Ground Floor Parking Plan

ATTACHMENT 4C



ATTACHMENT 4D

PLN - 75

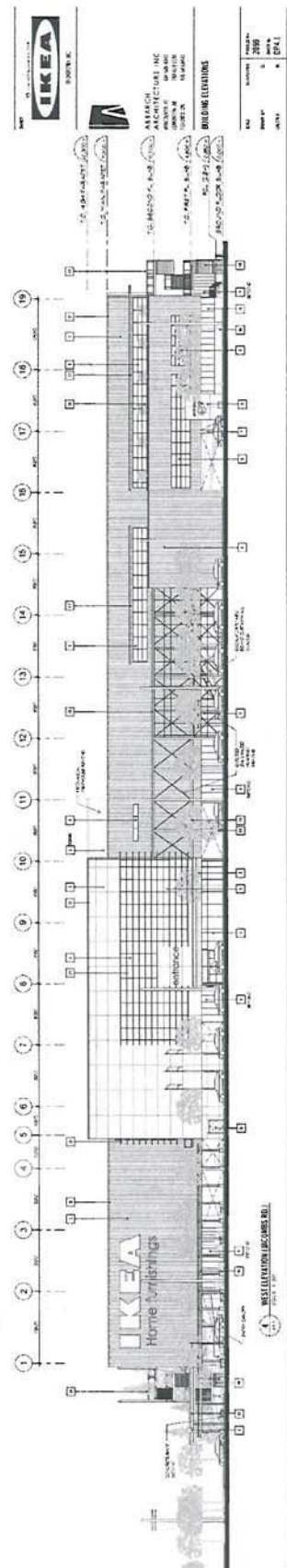
ATTACHMENT 5A



ATTACHMENT 5B



ATTACHMENT 5C



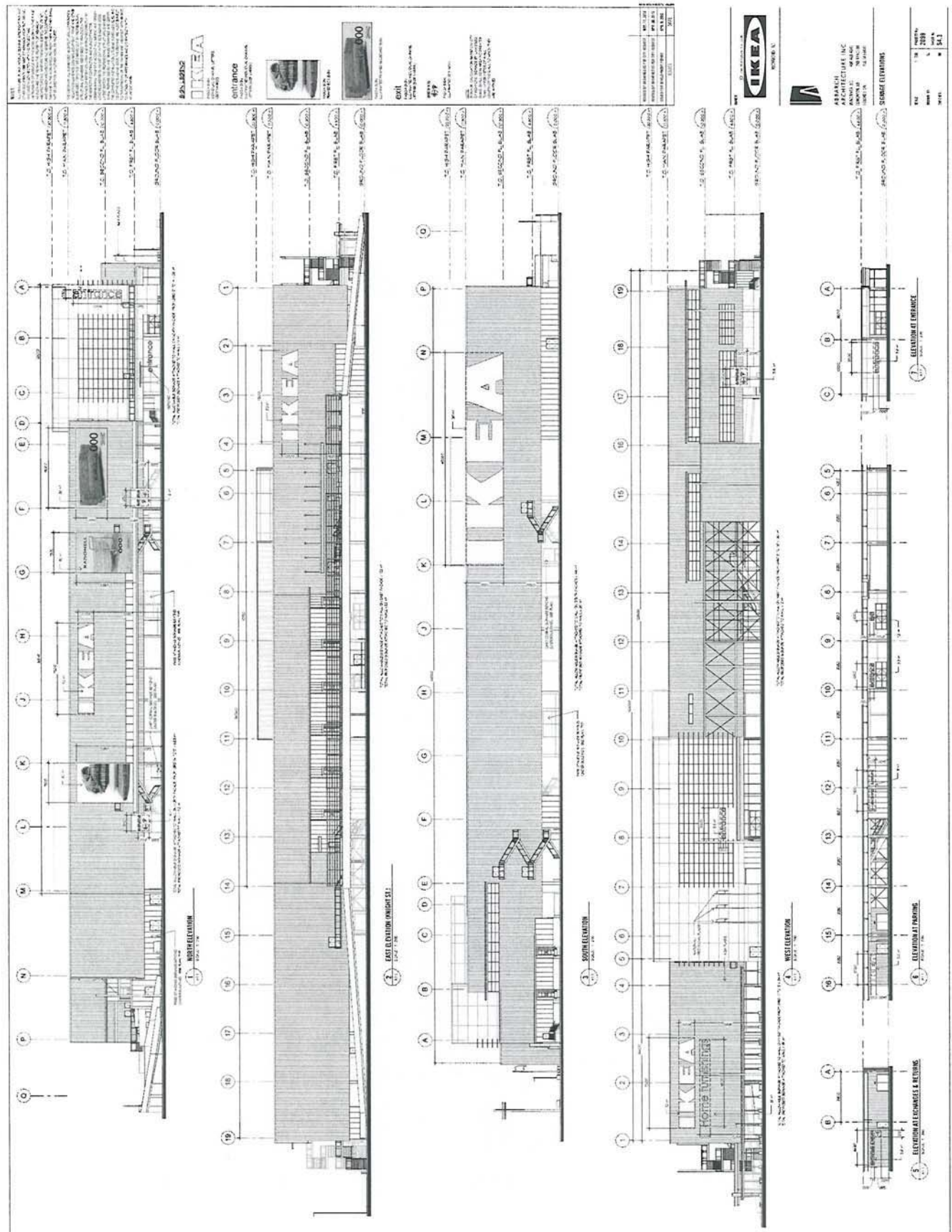
ATTACHMENT 5D



ATTACHMENT 5E

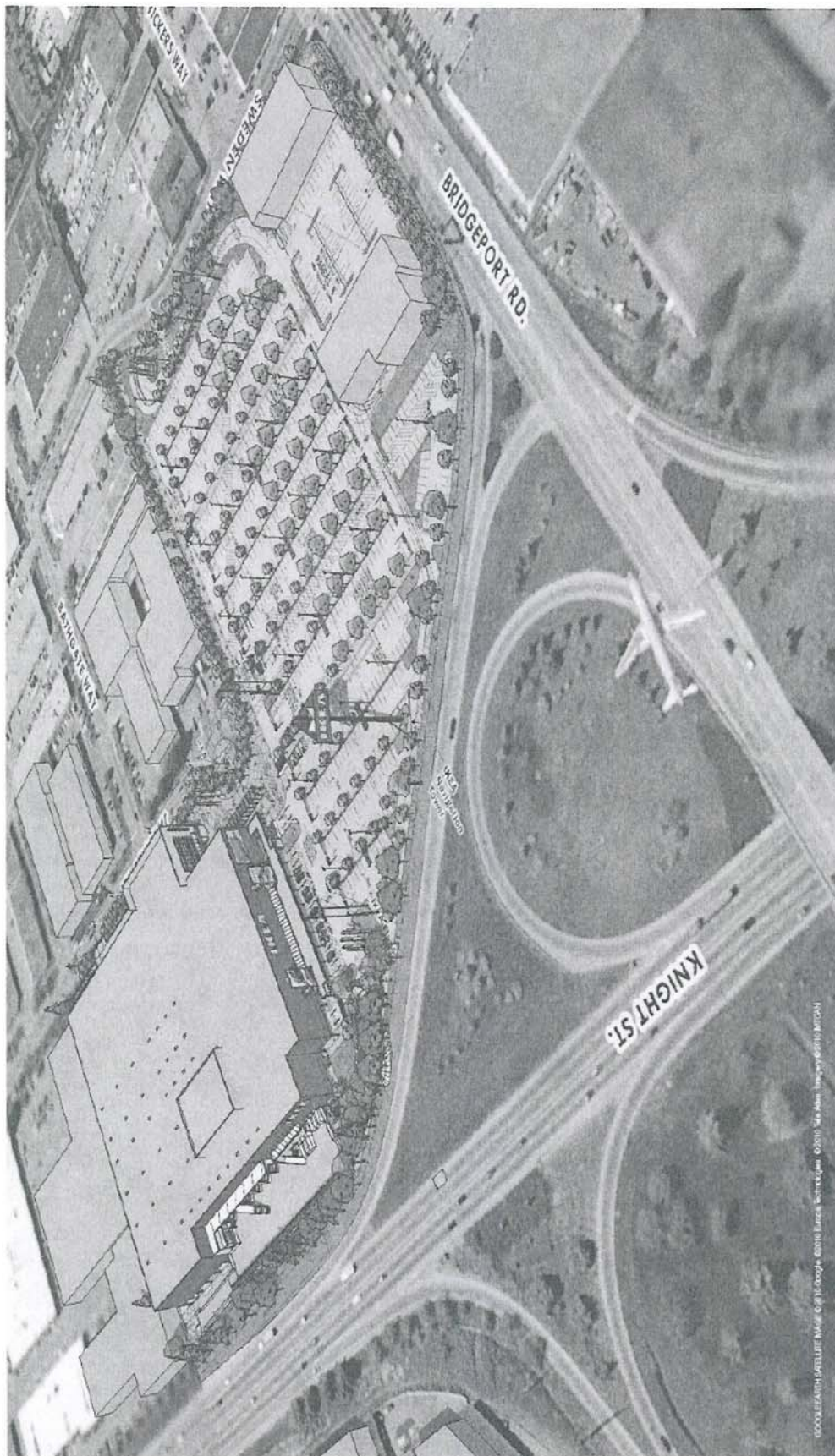
Architectural Plan – Site Signage 2

ATTACHMENT 5F



Architectural Plan – Perspective 1

ATTACHMENT 5G



Bird's Eye Massing View from Northeast

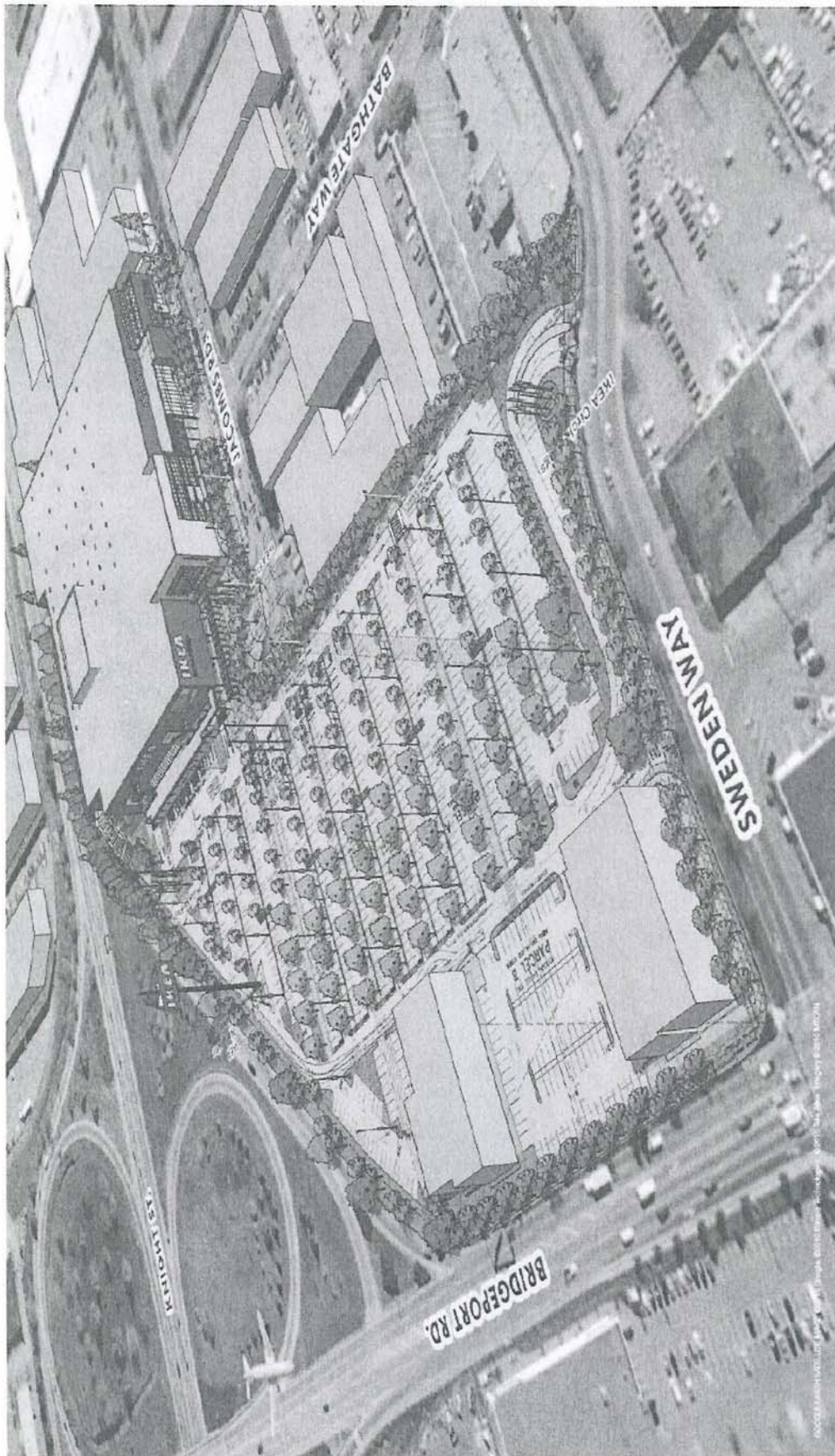
Supplemental DP Info as Requested by City
May 11, 2010

IEA Store Relocation
3200 Sweden Way
Richmond, BC



Architectural Plan – Perspective 2

ATTACHMENT 51



Bird's Eye Massing View from Northwest

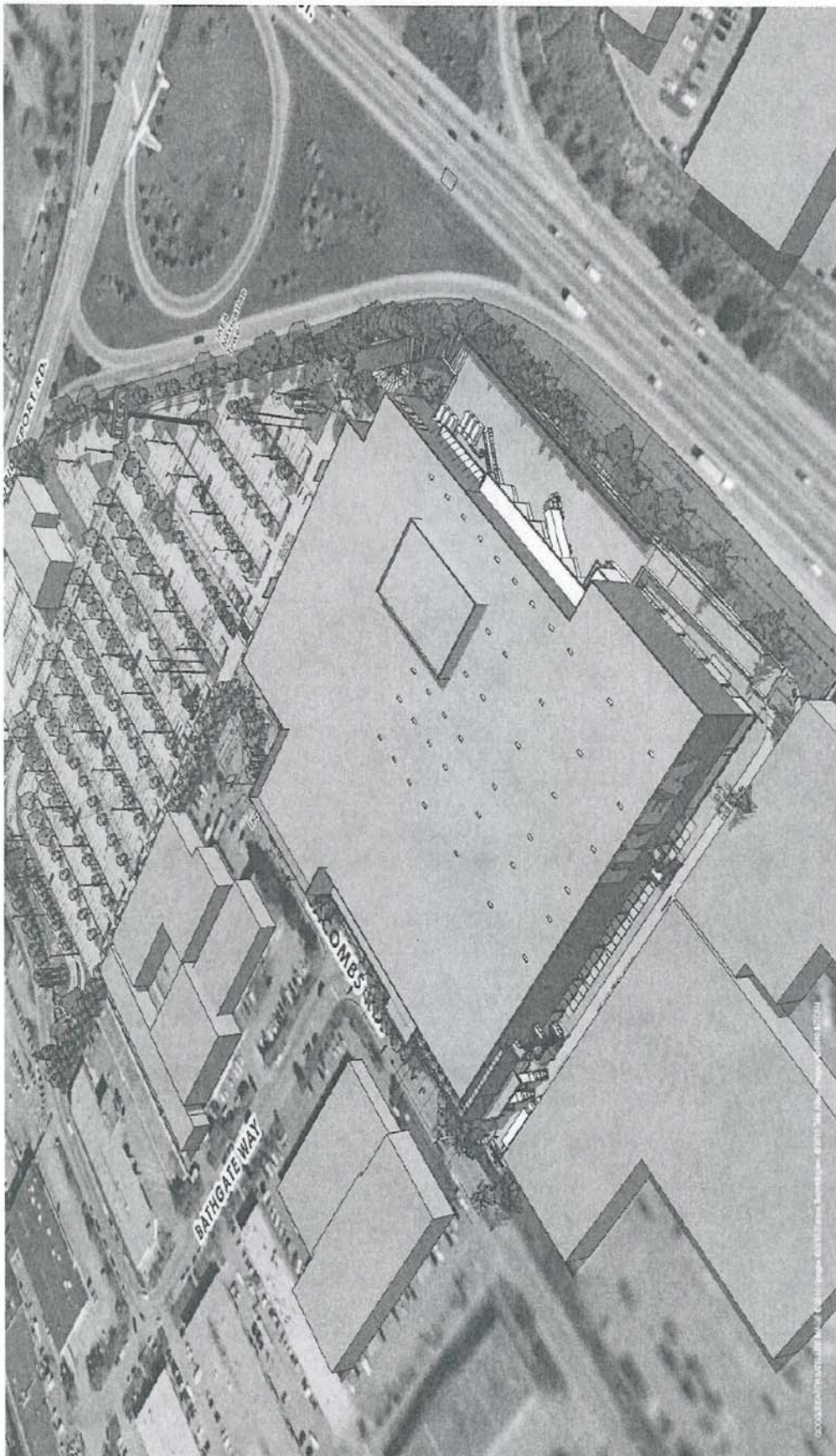
Supplemental DP Info as Requested by City
May 11, 2010

IKEA Store Relocation
3200 Sweden Way
Richmond, BC



Architectural Plan – Perspective 3

ATTACHMENT 5J



Bird's Eye Massing View from Southeast

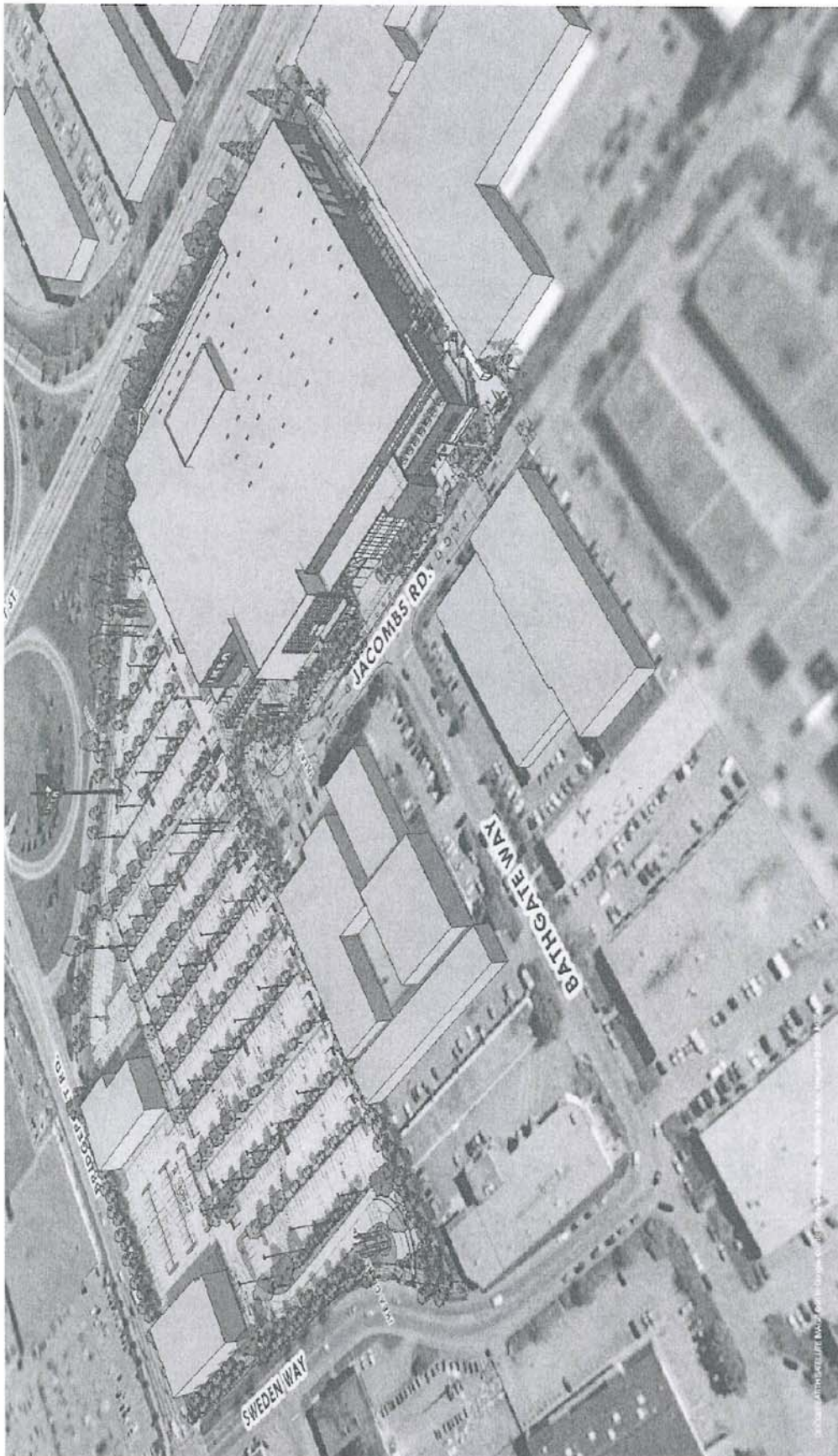
Supplemental DP info as Requested by City
May 11, 2010

IKEA Store Relocation
3200 Sweden Way
Richmond, BC



Architectural Plan – Perspective 4

ATTACHMENT 5K



Bird's Eye Massing View from Southwest

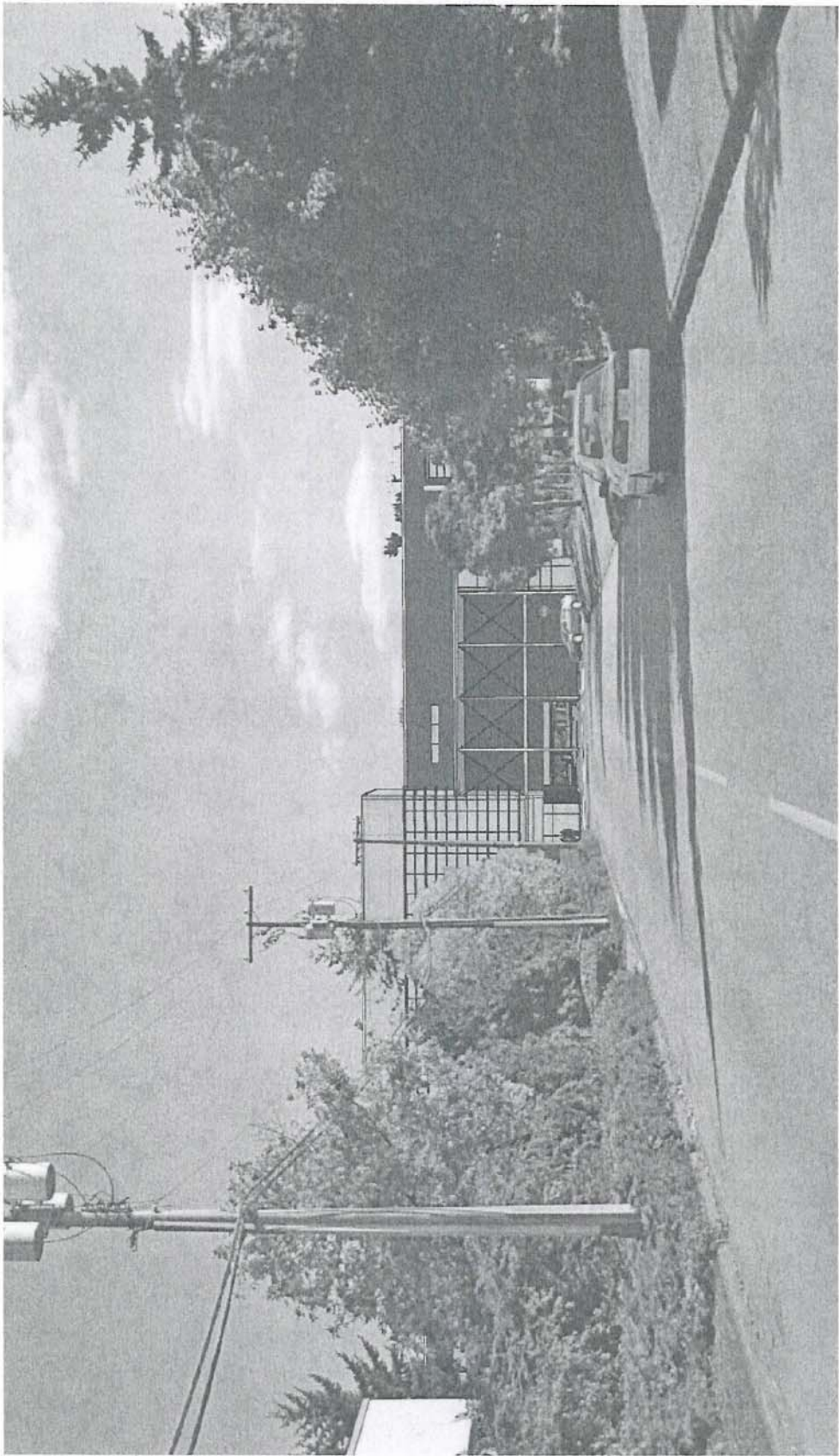
IKEA Store Relocation
2200 Sweden Way
Richmond, BC



Supplemental DP Info as Requested by City
May 11, 2010

Architectural Plan – Perspective 5

ATTACHMENT 5L



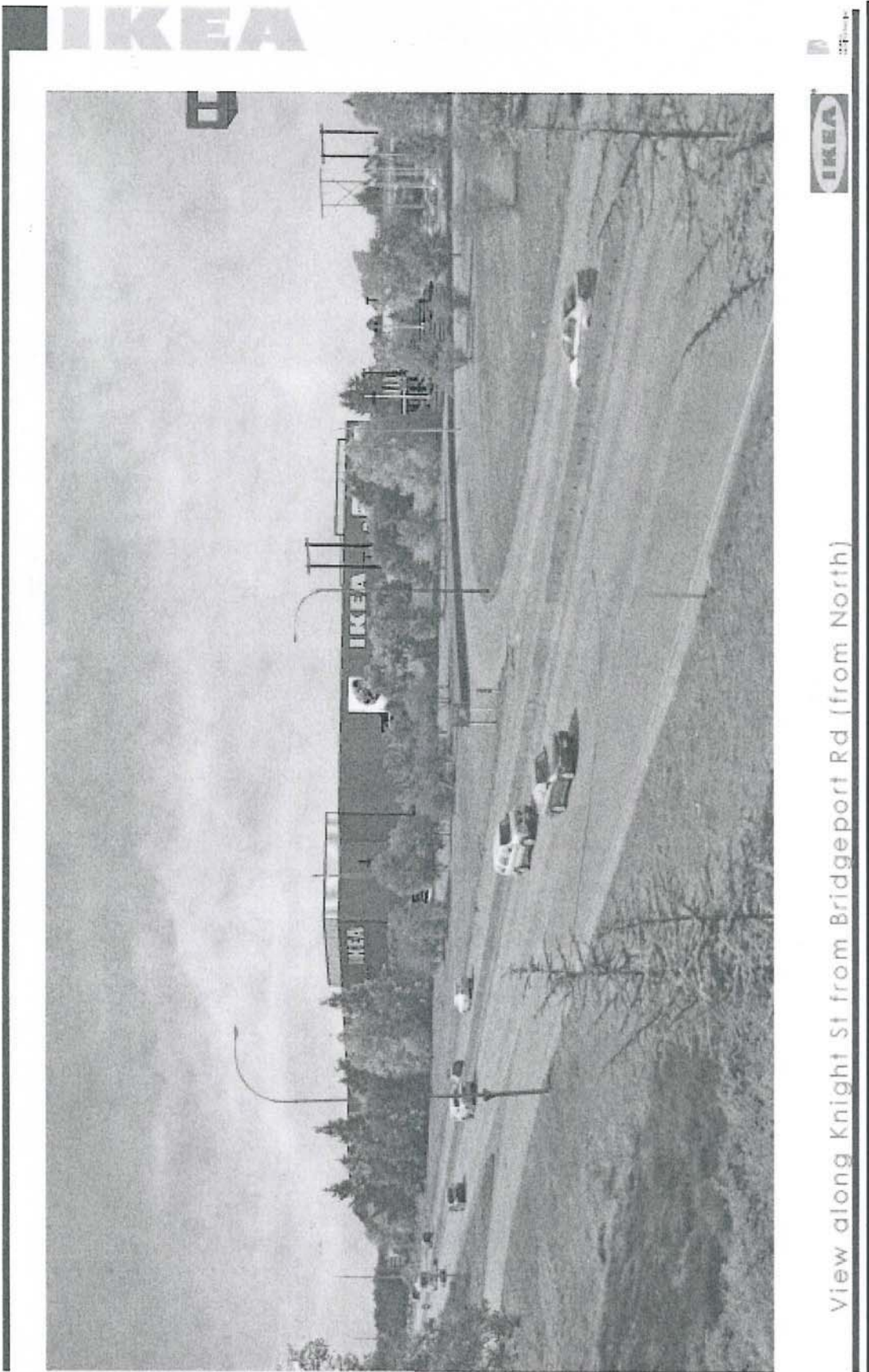
Perspective View from Bathgate Way

IKEA Store Relocation
3200 Sweden Way
Richmond, BC
Supplemental DP info as Requested by City
May 11, 2010



Architectural Plan – Perspective 5

ATTACHMENT 5M



Architectural Plan – Perspective 5

ATTACHMENT 5N



Perspective View from Northwest

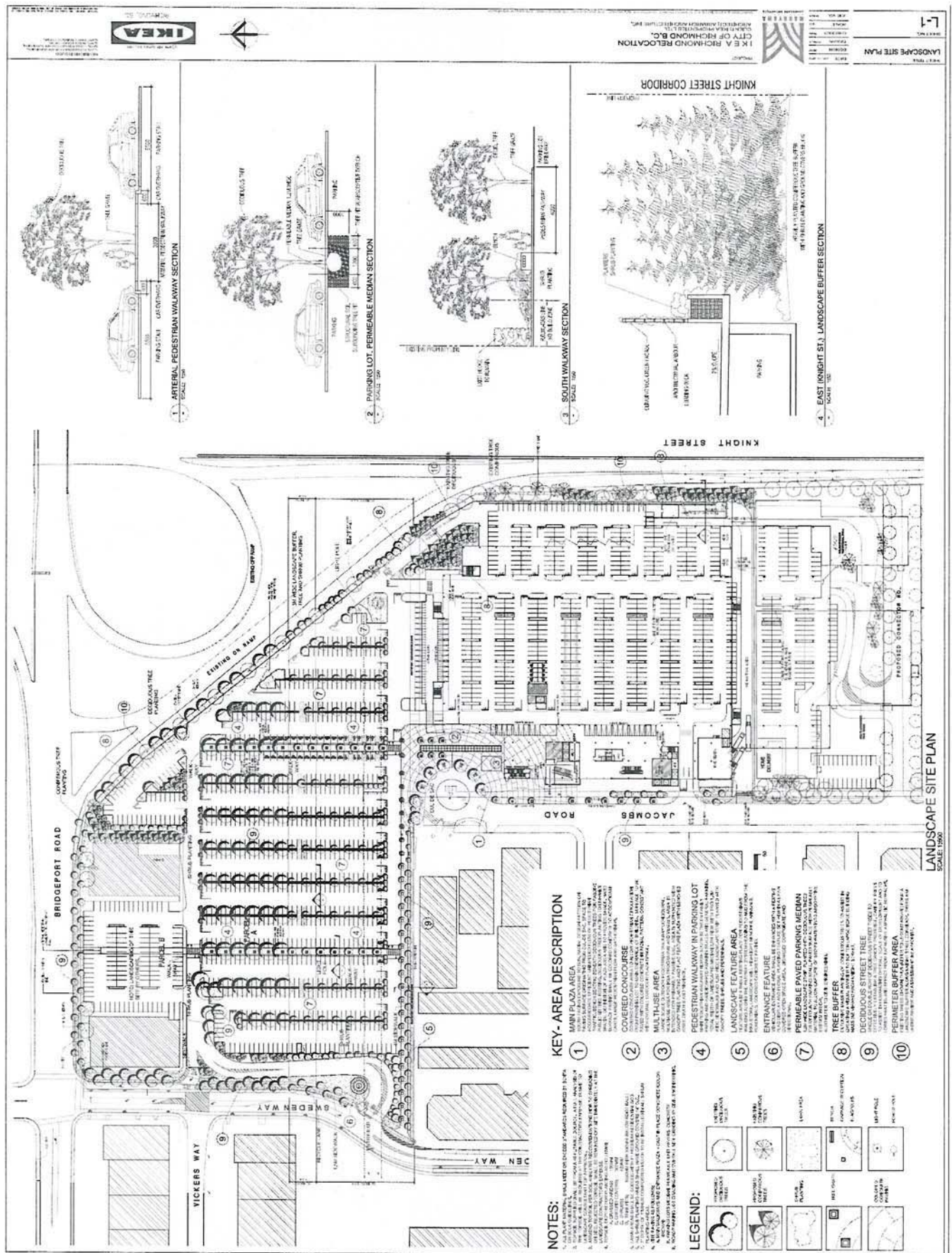
IKEA Store Relocation
3200 Sweden Way
Richmond, BC

Supplemental DP Info as Requested by City
May 11, 2010



Landscape Planting Plan

ATTACHMENT 6A

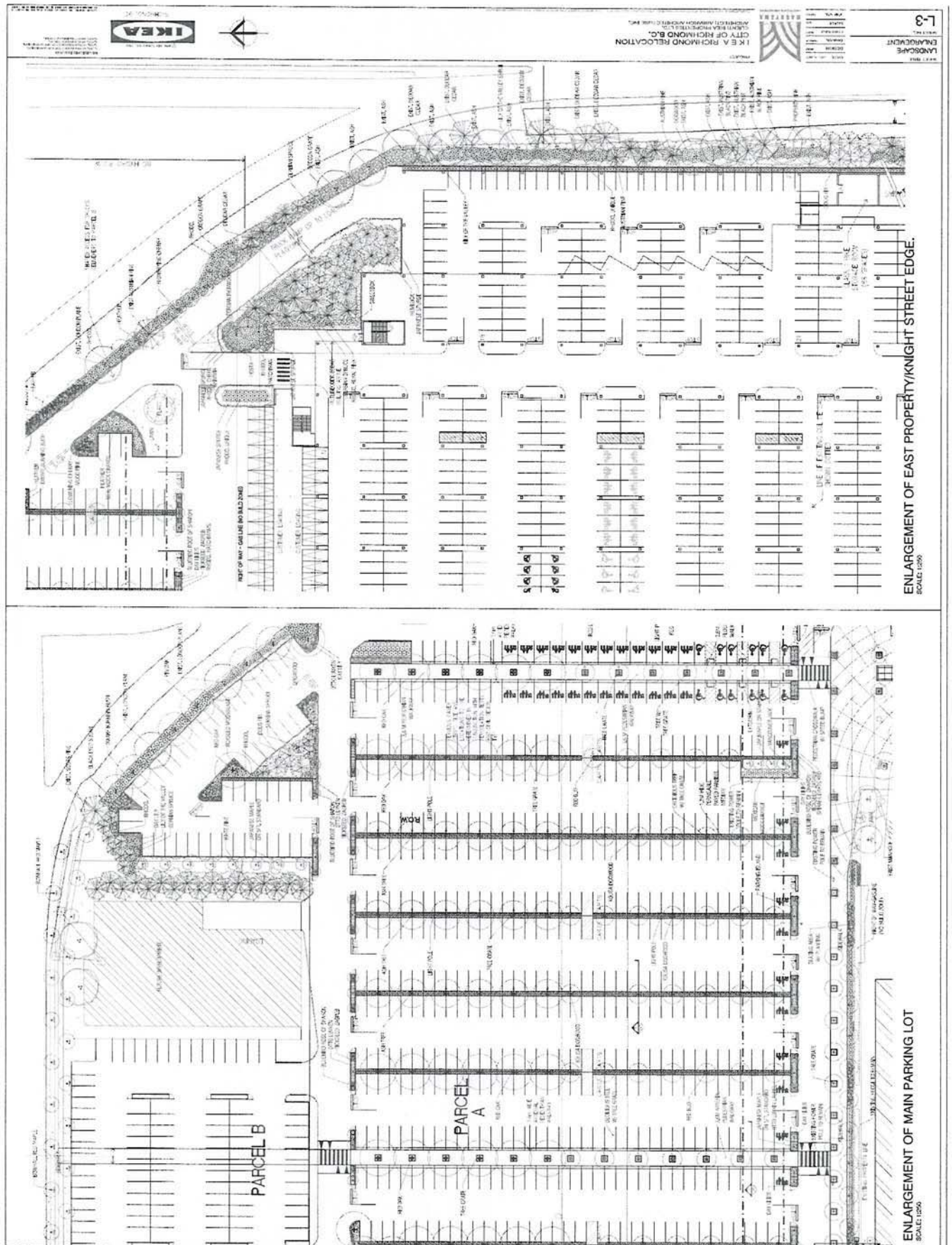


ATTACHMENT 6B



Landscape Plan Enlargement 2

ATTACHMENT 6C



2868048

PLN - 91

ATTACHMENT 7**Rezoning Considerations**

13091, 13131, 13080, 13120 Bathgate Place and the northern 1.62 hectares (4 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 ("the lands")

RZ 09-497385

Prior to final adoption of Zoning Amendment Bylaw 8607, the developer is required to complete the following:

1. Registration of an Aircraft Noise Indemnity Covenant on title.
2. Registration of a Floodplain Covenant on title with a minimum 2.9m GSC Flood Control Level (FCL).
3. Provision of legal plans for the proposed Bathgate Place road closure with all required information as determined by the Manager of Real Estate Services and agreement by IKEA to purchase these lands at the value determined through a land appraisal process as determined by and to the satisfaction of the Manager of Real Estate Services. The City has agreed to a 'net land exchange' for the Bathgate Place cul-de-sac (ie. the net difference between the proposed Bathgate Place road closure and the new road dedication for the new one-way westbound public road connecting Knight Street to Jacombs Road to be used as the area for the road closure and land transfer agreement). Any new or additional land required to provide the new one-way westbound public road connecting Knight Street to Jacombs Road as determined by the Director of Transportation will be provided as road dedication by IKEA at no cost to the City. Any City or foreign utilities located in the area of Bathgate Place that are proposed to be closed and consolidated with the subject property must be protected by registered SRWs prior to the completion of the transfer of the surplus road area as determined by the Manager of Real Estate Services. The cost of the land appraisal and preparing the required SRWs shall be the sole responsibility of the applicant.
4. Provision of legal plans for the proposed Jacombs Road end closure with all required information as determined by the Manager of Real Estate Services and agreement by IKEA to purchase these lands at the value determined through a land appraisal process as determined by and to the satisfaction of the Manager of Real Estate Services. The City has agreed to a 'net land exchange' for the Jacombs Road cul-de-sac (ie. the net difference between the proposed Jacombs Road closure and the new Jacombs Road dedication to be used as the area for the road closure and land transfer agreement). Any new or additional land required to provide the new Jacombs Road cul-de-sac as determined by the Director of Transportation will be provided as road dedication by IKEA at no cost to the City. Any City or foreign utilities located in the area of Jacombs Road that are proposed to be closed and consolidated with the subject property must be protected by a registered SRW prior to the completion of the transfer of the surplus road area as determined by the Manager of Real Estate Services. The cost of the land appraisal and preparing the required SRWs shall be the sole responsibility of the applicant.
5. Consolidation of lots 13091, 13131, 13080, 13120 Bathgate Place, the northern 4-acre portion of 3810 Jacombs Road, the Bathgate Place road closure, the Jacombs Road closure/reconfiguration and 3200 Sweden Way.
6. Registration of a Section 219 covenant and blanket Statutory Right-of-Way (SRW) over the entire consolidated development site to ensure the demolition of the existing IKEA Store located at 3200 Sweden Way plus the 2 existing industrial buildings currently on the northern portion of 3810 Jacombs Road addressed as 3760 and 3820 Jacombs Road at the sole cost of IKEA by November 30, 2013 but no later than 1 year following the demolition of the 3 existing buildings on the consolidated development site which will be secured with a demolition bond. If IKEA does not demolish the above buildings according to the provisions of this agreement, this covenant will allow the City to enter the property and demolish these 3 buildings.
7. Provision of a Building Demolition Bond for the existing IKEA Store (3200 Sweden Way) as well as the 2 existing industrial buildings currently on the northern portion of 3810 Jacombs Road addressed as 3760 and 3820 Jacombs Road. The value of Building Demolition Bond will be \$1,000,000.00 as has been determined by the Richmond Building Department.
8. Provision of all road dedications or appropriate legal agreements to secure future road dedications, at the City's determination that are possible at the time of rezoning, given the location of the existing IKEA Store located at 3200 Sweden Way and the 2 existing buildings on the northern 4-acre portion of 3810 Jacombs Road addressed as 3760 and 3820 Jacombs Road for future road widening and improvements along Bridgeport Road (land dedication and off-street bike path) Sweden Way (widening and pavement markings) and future new road construction between Knight Street and Jacombs Road. See Item 11 below.

ATTACHMENT 7
(continued)

9. Agreements securing Statutory Right-of-Way (SRW) or road dedications for the remaining portions for future road improvements to occur after the demolition of the 3 existing buildings on the consolidated development site (ie. the existing IKEA Store located at 3200 Sweden Way plus the 2 existing industrial buildings currently on the northern portion of 3810 Jacombs Road and addressed as 3760 and 3820 Jacombs Road) provided that these remnant portions can be legally surveyed (ie. through existing buildings). If road dedications cannot be provided through existing buildings then the Statutory Right-of-Way (SRW) for these remaining portions of future road dedications will include the option for the City to dedicate these statutory right-of-ways following the demolition of the 3 existing buildings above. See Item 11 below.
10. Provision of a legal agreement that requires the installation of a controlled and limited truck egress from the development site onto Sweden Way (ie. one-way westbound) including the design, construction and maintenance of this controlled and limited truck egress at no cost to the City, which is subject to the approval of the Director of Transportation.
11. Enter into the City's standard Servicing Agreement (SA) for the design and construction of all works required by the City according to City standards and approved to the satisfaction of the Director of Transportation the Director of Engineering and the Director of Development including but not limited to following:
 - .1 Bridgeport Road Improvements
 - .1 Road dedication (approximately 3 m) including the design and construction of road improvements to City standards are required for pavement markings as required by the City to the satisfaction of the Director of Transportation, including markings at the merging section between the Knight Street Bridge southbound off-ramp and Bridgeport Road westbound plus road signs. For the south side of Bridgeport Road, provision of a 1.5 m wide landscaped boulevard between the existing south curb alignment and a new 1.5 m wide concrete sidewalk from the Bridgeport Road and Sweden Way intersection to the bus stop, street lighting adjustments plus any other improvements deemed appropriate and necessary by the City are required and subject to final approval by the Director of Transportation.
 - .2 Sweden Way Improvements
 - .1 From Bridgeport Road to the New Truck Egress Driveway Letdown: Road dedications (approximately 9 m) and widening of the road cross section are required to City standards as measured from the west curb face to the following minimum dimensions (ie. 1 southbound bike lane 1.8 m wide, 1 southbound lane 3.5 m wide, 1 northbound left turn lane 3.0 m wide, 1 northbound through lane 3.5 m wide and 1 northbound right-turn lane 3.5 m wide, 1 northbound bike lane 1.8 m wide, allowance for curb 0.15 m wide, 1.5 m landscaped boulevard and 1.5 m sidewalk). Required work includes the design and construction of all improvements encompassing new pavement widening, new curb and gutter realignment, pavement markings, road signs, sidewalks, boulevard landscape, street lighting adjustments, driveway and bike lane improvements plus any other improvements deemed appropriate and necessary by the City and subject to final approval by the Director of Transportation.
 - .2 From New Truck Egress Driveway to the New IKEA Driveway Letdown Entrance/Egress: Road dedication (approximately 6 m) and widening of the road cross section are required to City standards as measured from the west curb face to the following minimum dimensions (ie. 1 southbound bike lane 1.8 m wide; 1 southbound lane 3.5 m wide; 1 north/south left turn lane 3.0 m wide; 1 northbound through lane varying between 3.5 m and 5.0 m wide; 1 northbound bike lane 1.8 m wide, curb allowance 0.15 m wide, landscape boulevard 1.5 m wide and sidewalk 1.5 m wide). Required work includes the design and construction of all improvements encompassing new pavement widening, new curb and gutter realignment, pavement markings, road signs, sidewalks, boulevard landscape, street lighting adjustments, driveway and bike lane improvements plus any other improvements deemed appropriate and necessary by the City and subject to final approval by the Director of Transportation.

ATTACHMENT 7 (continued)

- .3 From New IKEA Driveway Letdown Entrance/Egress to the South Property Line: Road dedication (approximately 6 m) and widening of the road cross section are required to City standards as measured from the west curb face to the following minimum dimensions (ie. 1 southbound bike lane 1.8 m wide; 1 southbound lane 3.5 m wide; centre median raised or painted varying between 1.5 to 3.0 m wide; 1 northbound through lane 3.5 m wide, 1 northbound bike lane 1.8 m wide, allowance for curb 0.15 m wide, 1.5 m landscaped boulevard and 1.5 m sidewalk). Required work includes the design and construction of all improvements encompassing new pavement widening, new curb and gutter realignment, pavement markings, road signs, sidewalks, boulevard landscape, street lighting adjustments, driveway and bike lane improvements plus any other improvements deemed appropriate and necessary by the City and subject to final approval by the Director of Transportation.
- .3 Jacombs Road Improvements
 - .1 Road cross section are required to City standards as measured from the west curb face to the following minimum dimensions:
 - .1 Between the proposed letdown for bicycle access and Bathgate Way provide 1 parking lane 2.5m wide, 1 southbound lane 4.3 m wide, 1 northbound lane 5.3m wide, road curb 0.15 m wide, landscaped boulevard 1.5 m wide and sidewalk 1.5 m wide.
 - .2 Between Bathgate Way and the general vehicle access provide 1 southbound bike lane 1.8 m wide, 1 southbound lane 5.0 m wide, 1 northbound lane 3.5 m wide, 1 northbound bike lane 1.8 m wide, road curb 0.15 m wide, landscaped boulevard 1.5 m wide and sidewalk 1.5 m wide.
 - .3 Between the general vehicle access and the future one-way westbound public road provide 1 parking lane 2.5 m wide, 1 southbound bike lane 1.8 m wide, 1 southbound lane 3.5 m wide, 1 northbound lane 3.5 m wide, 1 northbound bike lane 1.8 m wide, road curb 0.15 m wide, landscaped boulevard 1.5 m wide and sidewalk 1.5 m wide. Confirm truck turning movements into new truck entrance off Jacombs Road do not encroach over centre line.
 - .2 Required work includes the design and construction of all improvements to City standards encompassing new pavement widening, new curb and gutter realignment, pavement markings, road signs, sidewalks including the extension of the east boulevard sidewalk south to Cambie Road, boulevard landscape, street lighting adjustments, driveway and bike lane improvements, the relocation of the BC Hydro, Telus and Shaw Cable overhead pole line along the east boulevard to permit road dedications and road widening, the pre-ducting for future underground relocation of the BC Hydro, Telus and Shaw Cable overhead pole line on the east boulevard for the entire development frontage along Jacombs Road plus any other improvements deemed appropriate and necessary by the City and subject to final approval by the Director of Transportation.
 - .3 Design and construction of all vehicle access points to the site (general vehicle access and loading truck ingress) as driveway letdown configurations, not roadway curb returns, except the future westbound one-way public road.
 - .4 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.
- .4 New One-Way Westbound Public Road Improvements (connecting Knight Street to Jacombs Road)
 - .1 Road dedications (approximately 21.2 m) plus new road design and construction are required to City standards for a new public roadway cross section as measured from the south property line (ie. 1 landscape boulevard 10.6 m wide, curb allowance 0.15 m wide, 1 westbound lane 7.0 m wide, curb allowance 0.15 m wide, 1 landscaped boulevard 1.5 m wide and 1 sidewalk 1.5 m wide. Required work includes the design and construction of all improvements encompassing new pavement, new curb and gutter, pavement markings, road signs, sidewalks, boulevard landscape, street lighting, underground and overhead services plus any other improvements deemed appropriate and necessary by the City and subject to final approval by the Director of Transportation.

ATTACHMENT 7
(continued)

- .5 New Connector Improvements along Knight Street Improvements:
- .1 Road widening is required including 1 new southbound lane 3.6 m wide with a posted maximum speed of 60 kilometres per hour and a concrete barrier 1 m wide with 0.6 m offset distances on either side as approved by the City. Required work includes the design and construction of all road widening related improvements to city standards encompassing new pavement widening, road verge, ditch and landscape improvements, pavement markings, road signs, and street lighting plus any other improvements deemed appropriate and necessary by the City and subject to final approval by the Director of Transportation.
 - .2 Analyze the merging performance for the Bridgeport Road on-ramp traffic to Knight Street southbound in order to determine whether the existing ramps can accommodate the future queue lengths including any modifications to road markings and signage as deemed to be required by the City. The traffic analysis should include the potential re-routed traffic using the new connector to Jacombs Road southbound instead of using Bridgeport Road westbound and then Sweden Way and No. 5 Road southbound.
- .6 Sweden Way and Bridgeport Road Intersection Improvements: IKEA's Transportation consultant will provide a supporting letter and analysis, subject to the approval of the Director of Transportation, to demonstrate how vehicle queue lengths and wait times can be better managed at this intersection (for all approaches). It will include recommendations on signal timings and suggest possible changes to pavement markings (if necessary).
- .7 Jacombs Road and Bathgate Way Intersection Improvements: IKEA's Transportation consultant will provide a supporting letter and analysis, subject to the approval of the Director of Transportation, to demonstrate how vehicle queue lengths and wait times can be better managed at this intersection (for all approaches).
- .8 TDM Measures: IKEA is required to provide of 2 new bus shelters on Bridgeport Road (or cash in lieu) prior to rezoning approval.
- .9 Frontage Improvements: Design and construction of all frontage improvements to City standards including sidewalks, driveways, street lighting, boulevard landscape and irrigation improvements plus any other improvements deemed appropriate and necessary by the City and subject to final approval by the Director of Transportation and the Director of Engineering.
- .10 Storm Drainage: Design and construction of upgrades to the existing 300 mm, 375 mm, 450 mm and 525 mm storm sewers on Jacombs Road (ie. existing manhole to manhole) must be upgraded to the larger of 600 mm minimum or OCP size by the developer, as per City requirements. The developer is also required to upgrade and replace the existing 300 mm storm sewer with 2 – 375 mm (subject to confirmation in the Servicing Agreement design) at the east end of Clarke Place connecting to Jacombs Road. Additionally, the developer must install a new 600 mm storm sewer, subject to confirmation in the Servicing Agreement design, to connect the east end of Rowan Place to Jacombs Road. The City requires that this design and related calculations are included on the Servicing Agreement design drawings.
- .11 Sanitary Sewer: Design and construction of sanitary sewer improvements including the upgrade of the existing sanitary sewer from 200 to 300 mm diameter extending along the development frontage on Jacombs Road from existing manhole SMH 5265 located at the southeast corner of Rowan Place and Jacombs Road to SMH 6064 located approximately 120 meters north of SMH 5265. The City requires that this design and related calculations are included on the Servicing Agreement design drawings. The existing sanitary sewer downstream to the Jacombs Road pump station has adequate capacity. The above required sanitary sewer improvements are to be provided to the satisfaction of the Director of Engineering, as per City requirements, standards and specifications.
- .12 Water: Using the OCP 2021 Maximum Day Model, there is 521 L/s available at 20 psi residual at 13120 Bathgate Place and 761 L/s available at 20 psi residual at 12951 Bathgate Way (off Jacombs Road). Both mains are 300 mm AC. Based on the proposed rezoning, the IKEA site requires a minimum fire flow of 250 L/s. Water capacity analysis is not required. Once IKEA has confirmed the building design at the Building Permit stage, IKEA must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.

ATTACHMENT 7
(continued)

- .13 Utilities: Any City utilities located in the area of Jacombs Road and Bathgate Place that are proposed to be closed and consolidated with the subject property must be protected by a registered SRW prior to the completion of the transfer of the surplus road area as determined by the Director of Engineering. The cost of preparing the required SRWs shall be the sole responsibility of the applicant.
 - .14 Additional Property Dedications: Any additional property dedications or rights-of-way as deemed necessary by the approved Servicing Agreement design as determined by the Director of Engineering, Director of Transportation and the Director of Development shall be provided.
 - .15 Consultation: The Applicant is required to consult with the owner and tenant of 3331 Jacombs Road regarding the proposed Jacombs Road relocated and modified cul-de-sac regarding any potential impacts prior to rezoning.
12. Completion of a Development Permit* to a satisfactory level of detail for the proposed development of the new IKEA Store, as determined by and to the satisfaction of the Director of Development.
 13. Provision of a \$50,000.00 voluntary contribution for other off-site (ie. beyond the frontage of the proposed re-development site) bike lane improvements to be used by the City at the sole discretion of the Director of Transportation to improve City wide bike facilities.

All legal agreements are to be to the satisfaction of the City Solicitor, and may be in association with a section 219 Covenant. Where applicable, all legal agreements are to be fully registered on title prior to the final adoption of the Rezoning Bylaw

Note

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

Signed _____

Date _____

(over)

ATTACHMENT 7
(continued)

Provision of the following TDM measures will be required and approved to the satisfaction of the Director of Transportation prior to issuance of a Development Permit*:

- Parking stalls designated for car co-op cars, family vehicles, hybrid/electric vehicles and carpooling near the store entrances;
- End-of-trip bicycle facilities, such as changing rooms with showers and safe; and
- Direct pedestrian linkage to the existing sidewalks in the area

Provision of a voluntary Public Art Contribution, to a maximum of \$50,000.00 less the value of transplanting 24 trees from the existing IKEA site to the Bridgeport Road and Knight Street interchange is required prior to issuance of a Development Permit*. This public art contribution is to be used for a public art installation elsewhere in the City, in high pedestrian area of the City Centre as determined by and to the satisfaction of the Public Art Coordinator.

Provision of the following TDM measures will be required and approved to the satisfaction of the Director of Transportation prior to issuance of a Development Permit*:

- Parking stalls designated for car co-op cars, family vehicles, hybrid/electric vehicles and carpooling near the store entrances;
- End-of-trip bicycle facilities, such as changing rooms with showers and safe; and
- Direct pedestrian linkage to the existing sidewalks in the area.

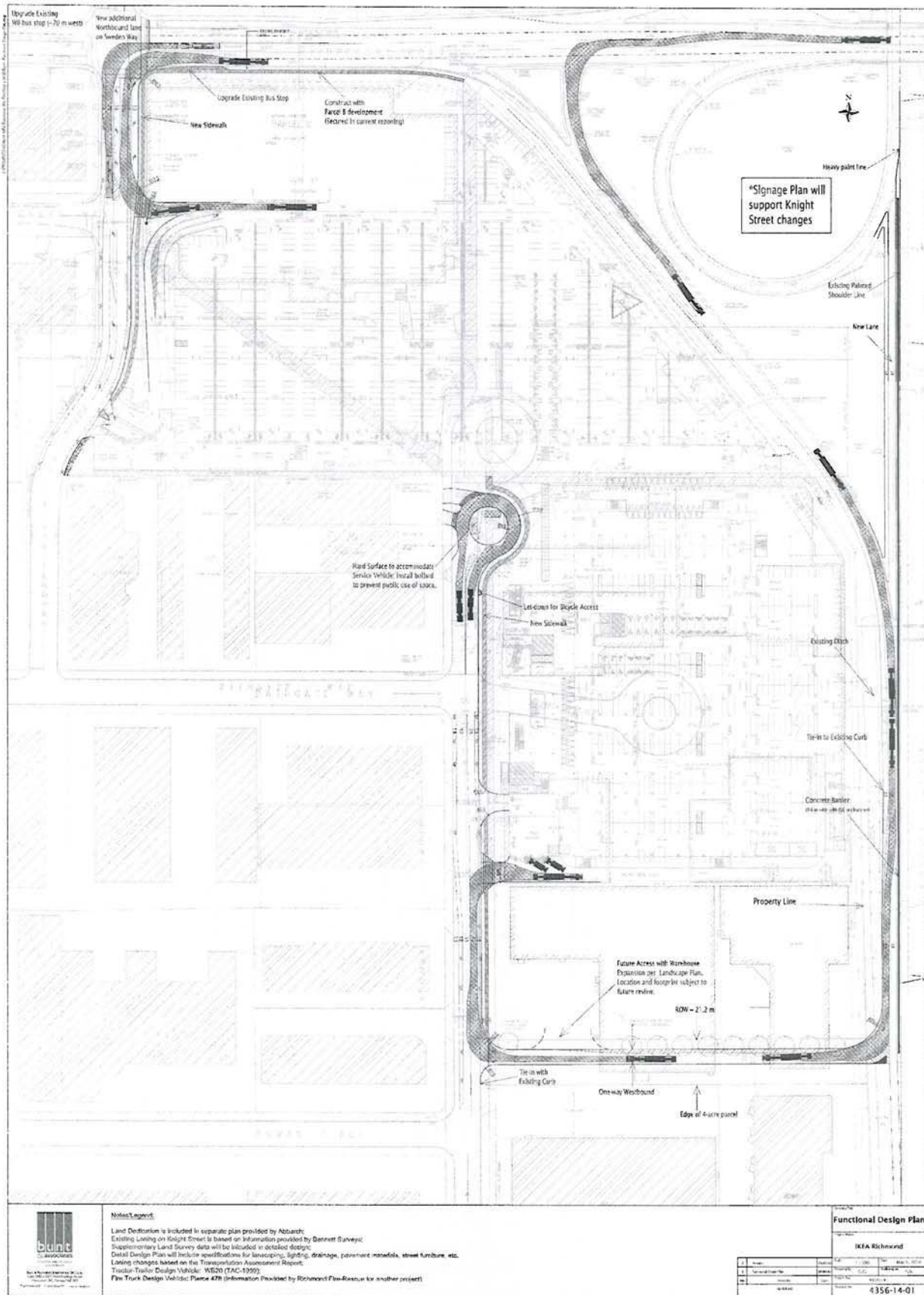
Provision of a voluntary Public Art Contribution, to a maximum of \$50,000.00 less the value of transplanting 24 trees from the existing IKEA site to the Bridgeport Road and Knight Street interchange is required prior to issuance of a Development Permit*. This public art contribution is to be used for a public art installation elsewhere in the City, in high pedestrian area of the City Centre as determined by and to the satisfaction of the Public Art Coordinator.

Provision of a Construction Parking and Traffic Management Plan is required and approved to the satisfaction of the Director of Transportation prior to issuance of a Building Permit*. 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.

Provision of a continuous 1.5 m wide landscape boulevard and a continuous 1.5 m wide concrete sidewalk along the remaining portion of the Bridgeport Road frontage (ie. from the Bridgeport Road bus stop to the Knight Street on-ramp) to the satisfaction of the Director of Transportation will be a requirement of a separate Development Permit for the future 2 acre parcel along Bridgeport Road, anticipated from Madison Pacific Properties Inc.

Functional Design Plan

ATTACHMENT 8



IKEA Redevelopment Phasing Strategy - Table**ATTACHMENT 9A**

PHASE	DESCRIPTION
Phase 1 (2.5 months)	<ul style="list-style-type: none"> - Hoarding off the Bathgate lands - Demolition of the 4 buildings (1.5 months). - Commence site preparation (1 month). - Wheel wash is incorporated on the north part of the site. - Site facilities, trade parking and trade staging will be located in 3820 Jacombs Road. - Construction vehicle route will be along the south property and north part of Phase 1. - Existing store and parking remains as is including parking.
PHASE 2 (15 months)	<ul style="list-style-type: none"> - Construction of building commences (installation of piled foundations, site services and main building including underground parking areas). - Partial new car park constructed adjacent and north of the building. - Construction period approx 12 months. - Fit out of new building commences including stocking of the warehouse building. - Existing store and parking remains as is with the exception of the new parking on the south east side of the on grade parking areas. - Fit out construction truck deliveries use of the south, east and north part of the new parking area, including loading forecourt and loading docks. - Fit out timeline is approximately 3 months duration. - Commence works along Knight Street.
PHASE 3 (2 months)	<ul style="list-style-type: none"> - Existing store hoarded off and new store opens utilizing existing entrance off Sweden Way and access off Jacombs Road. - Approx 1130 cars on site in a mix of existing configuration and new parking. - Demolition of 3820 Jacombs Road is undertaken 12 months after construction start (upon current lease termination), to allow for site works for the connector road. - Commence construction of Northwest car parking area. - Subdivision of parcel B and parcel C in progress. - Commence off-site works along Sweden Way and Bridgeport Road. - Complete works along Knight Street.
PHASE 4 (2 months)	<ul style="list-style-type: none"> - Subdivision of Parcel B and C established. - Complete the balance of all outside parking areas, which will be phased, including new cul-de-sac at Jacombs Road and new entrance off Sweden Way. - Complete off-sites works along Sweden Way and Bridgeport Road. - Connector Road works underway and nearing completion. - Permanent truck route established with access off Jacombs Road and exit at Sweden way Northwest corner of site. - Building fully operational.
PHASE 5 (2 months)	<ul style="list-style-type: none"> - Complete site works for 4-acre parcel including the Connector Road and link to Knight Street.

ATTACHMENT 9B



Statement of Compliance with Richmond Development Guidelines**ATTACHMENT 10**

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 north-south spines, one opposite the entrance plaza and one 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 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 10
(continued)Building Form and Scale

The building footprint is approximately 23,000 sq. m and has been raised to make provision 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.

Existing Tree Retention, Relocation, Removal & New Tree Planting ATTACHMENT 11A

RZ 09-497385 – IKEA Rezoning Summary Table of Existing Trees, Proposed Retentions, Relocations, Removals and New Tree Planting - April 21, 2010

Tree Categories	Existing Trees	Requested to be Relocated	Proposed to be Relocated	Requested to be Retained	Proposed to be Retained	Proposed to be Removed	Proposed New Trees	Reason for Proposed Tree Removal	Comments
On-site trees (>200mm in caliper)	173	15	15*	61	40	118			
On-site trees (100 to 200mm in caliper)	9	9	9	N/A	N/A	0		N/A	9 Fagus sylvatica trees will be relocated into the Bridgeport Rd & Knight St interchange. Plan and strategy to be determined with City Park staff*
Trees to be Relocated/Removed (Bridgeport Road & Knight Street interchange)		15	15*	N/A	N/A	0		N/A	Tree tag #'s 1, 3, 5, 7, 8, 9, 13, 14, 34, 35, 36, 37, 38, 87, 143. Plan and strategy to be determined with City Park staff*
Trees to be Retained/Removed (along east property line)				26	26	0		N/A	Requested and Proposed Retentions - Tree tag #'s 25, 101, 102, 103, 105, 106, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 133, 142, 144, 146, 148, 150, 152 and 153.
Trees to be Retained/Removed (adjacent to 13091 Jacombs Rd)				6	0	6		6 Ash trees have been heavily pruned for BC Hydro clearance. (See Figure 26 on Appendix "A" Photo Documentation and Tree Inventory for each tree description and overall condition)	Requested Retentions - Tree tag #'s 39, 41, 43, 46, 47 and 48. Proposed Removals - Tree tag #'s 39, 41, 43, 46, 47 and 48.
Trees to be Retained/Removed (adjacent to 13080 Jacombs Rd)				2	0	2		2 Ash trees falls within building envelope, conflict with new site grading and new landscaping.	Requested Retentions - Tree tag #'s 72 and 73. Proposed Removals - Tree #'s 72 & 73.
Trees to be Retained/Removed (adjacent to 3760 Jacombs Rd)				7	7	0		N/A	Proposed and Proposed Retentions - Tree tag #'s 76, 78, 82, 85, 88, 89, 90.
Trees to be Retained/Removed (adjacent to 3820 Jacombs Rd)				8	5	3		Tree #'s 94 & 95 will be impacted by proposed development of access road from Knight St. Tree tag # 96 has been rated as Poor condition due to large decay on the trunk of tree.	Requested Retentions - Tree tag #'s 93, 97, 98, 99 and 100. Proposed Removals - Tree tag #'s 94, 95 & 96 (Appendix "A" Photo Documentation and Tree Inventory for each tree description and overall condition).
Trees to be Retained/Removed (cluster of pine trees)				12	0	12		12 Pine trees fall within to building envelope. Relocation of trees is not feasible due to their size and proximity to Transmission wires (See Figure 71 on Appendix "A" Photo Documentation and Tree Inventory for each tree description and overall condition).	Requested Retentions - Tree tag #'s 129, 134, 130, 131, 132, 135, 136, 137, 138, 139, 140 and 141. Proposed Removals - Tree tag #'s 129, 134, 130, 131, 132, 135, 136, 137, 138, 139, 140 and 141.
Totals	173 + 9 = 182	24	24	61	38 + 2 ** = 40	118	536	** 2 Additional trees Barlett recommended for retention.	*Some tree/trees may not be suitable or reasonable (more than \$2000 each) for relocation after further planning with City Park staff

ATTACHMENT 11B



IKEA Sustainability & Environmental Design Provisions**ATTACHMENT 12**

The Applicant has provided the following commitments regarding 'Sustainability and Environmental Design':

IKEA is committed globally in their pursuit of sustainability, in both construction practices and building operations. Their goal for their new store in Richmond, BC will be to deliver a building that exceeds the National Energy Code by a minimum of 30% which in effect will be equivalent to a LEED® Certified Silver Building. The store design will meet the criteria as set out in the City of Richmond Bylaw 8385 and will achieve and likely exceed the minimum criteria of 100 points.

Outlined below is a list of sustainable features, which will be developed in detail during the working drawing phase of the project. IKEA and their Consultant Team are confident of delivering a modern and sustainable building and will be in a position of signing off the building as complying with the criteria set out in Bylaw 8385.

Site Considerations

1. For on-site landscaped areas, IKEA prefers the use of native plants, which can survive the conditions of a local area without excessive irrigation, chemical treatments, and replacements.
2. New buildings will incorporate storm water management measures to ensure that the quality and quantity of storm water leaving the site is maintained at By-law compliant levels. Water storage for irrigation will be incorporated into the navigational tower, 'Grey Water' use and pervious materials will contribute to the 20% reduction of storm water leaving the site.
3. IKEA will provide designated, preferred parking for families and persons with disabilities, and also for people driving fuel efficient vehicles.

Building Design

1. Building Automation Systems will be comprehensive and integrated with all building systems (Lighting, Heating, Cooling, Ventilation) to allow better control and adaptability. The systems will respond to the building, level of occupancy, outdoor conditions, schedules and other inputs to optimize energy conservation while maintaining the building comfort at the best level.
2. Central Heating and Cooling Plants – By using centrally produced heated and chilled water to warm and cool the buildings energy will be conserved when compared to the more common practice of using many smaller air handling units with heating and cooling in each unit.
3. The building will use energy efficient light sources for retail and non-retail spaces. These lighting technologies will include Fluorescent (T5, T8 and compact Fluorescent), High Intensity Discharge Lighting for retail spotlights, and LED fixtures.
4. All roofing will have high reflectivity to reduce solar heating during summer months. All of the more recent IKEA buildings have Energy Star rated roofing systems. The roof will also be used to store rainwater by the use of slow release rainwater outlets.
5. The walls and roofs of the building will have increased insulation to better retain heat and cooling within the building envelope.
6. Skylights will be used to introduce more natural light into the store. Lighting in areas with skylights will have daylight harvesting to reduce the amount of lighting provided by the fixtures based on the amount of light received through the skylight.
7. Meeting rooms and other areas not continuously in use will be equipped with occupancy sensors to reduce the lighting to a minimum level when the room is unoccupied.
8. Exterior rooms and areas with windows will have daylight harvesting.

ATTACHMENT 12
(continued)

9. Water conserving plumbing fixtures will be used and installed to operate automatically to reduce water usage. 'Grey Water' is proposed for WCs and urinals so as to divert rainwater from City storm water systems.
10. IKEA uses only non-ozone-depleting refrigerants (no CFCs or HCFC refrigerants) in their equipment.
11. Areas with windows are limited to reduce heat gains and heat losses. Windows are installed where they can be of the most use to people and low emissive window units and window shading to reduce heat gains and losses are proposed.
12. The building envelope is designed and installed to reduce air leakage and thermal bridging to an absolute minimum.
13. IKEA buildings contain very few "custom" materials, preferring to use prefabricated, simple materials and finishes to reduce waste and which have better overall quality.
14. IKEA will install sub-metering equipment to monitor the energy use in the building based on the requirements of the National Energy Code.
15. Buildings are designed to be fully accessible to persons with disabilities and are designed to be wheelchair accessible, and measures are taken to ensure the safety of people with visual or hearing disabilities.
16. IKEA prefers the use of non-solvent paint wherever possible.

Practices

1. All new stores will be equipped with facilities and equipment to allow the store to achieve IKEA's goal of diverting 90% of the solid waste from the building from the landfill.
2. IKEA will work with local authorities to provide good access to and from their stores by public transit.
3. Safe and secure parking for bicycles will be provided, as well as showers for IKEA's staff.
4. IKEA asks contractors to conform to a high standard of environmental responsibility during the construction of their buildings. This is a requirement of the specifications and contract.
5. Removal of plastic bags from all Canadian stores. Low cost reusable bags will be on offer.
6. Employer Pass Program through BC Transit will be offered to all staff members. Application fee will be paid by the store. Actions to improve transit convenience to customers, including maps, schedules, low delivery costs and close proximity of bus stop.
7. Yearly tree planting, in association with Tree Canada. All stores participate in planting trees locally.
8. Big Brothers programs and offers – bringing back old furniture and clothing for donation and in exchange for coupons.
9. Staff training and active participation in environmental practices in-store and overall IKEA efforts and policy. Monthly meetings will be held for committee participants.
10. Preferred parking for Hybrid and Co-operative Auto Network members.
11. Use of environmentally friendly cleaning products and water based paints within the store.
12. Practices related to landscaping contracts prohibit the use of chemicals, and require organic solutions, low watering, etc.

Statement of Compliance with Green Roofs Bylaw No. 8385

ATTACHMENT 13A

IKEA has provided the following statement of compliance regarding the "Green Roofs and Other Options Involving Industrial and Office Buildings Outside the City Centre - Bylaw No. 8385".

Attachment 2

Green Roof and Other Options Involving Industrial and Office Buildings Outside the City Centre Bylaw 8385

POINT SYSTEM – 100 POINTS MINIMUM REQUIRED

Mandatory Objective: Minimum reduction in the total annual volume of storm water runoff from the building site, equivalent to 20% of the building roof runoff (Must Be Met) by means of conventionally designed and constructed roof drains conducting storm water runoff from a totally impermeable roof of equal area

Option (Must chose at least one)	Methods	Total Number of Points
1. Green Roof covering at least 75% of the roof area	a) Extensive green roof or	100 points
2. Build to LEED	a) Intensive green roof, which could be used for local food production or outdoor amenity space	100 points
3. Reduce Runoff by any one or combination of methods besides	a) Minimum LEED Silver certification or equivalency and meet the LEED Storm Water Management Credit	70 points
1. Green Roof or	b) Other LEED Credits that are encouraged but not required to be met include the LEED Renewable Energy Credit, LEED Green Power Credit and LEED Optimize Energy Performance Credit	
2. Build to LEED	a) Rainwater and detention cistern	
	b) Permeable pavers or asphalt in the parking areas and manoeuvring aisles, not loading bays or drive aisles used by truck traffic	
	c) Bioswale	
	d) Partial green roof that does not address mandatory objective by itself	
	e) Gravel ballast and other innovative roof structures	
	f) Other methods	

Secondary Objective: Minimum double the amount of landscaping required in the Zoning and Development Bylaw

Option (May chose one or both)	Methods	Total Number of Points
1. Rooftop Parking	a) Parking on the roof and equivalent area of intensive landscaping at grade	50 points
2. Enhanced Landscaping by any one or combination of a) to e) methods	a) Area is used for local food production, outdoor amenity space and/or as an environmentally sensitive area	50 points
	b) Vertical landscaping on at least 50% of the length of the walls visible from any highway, public trail or natural watercourse (which could, but doesn't need to be used for local food production)	30 points
	c) Trees in the staff and visitor parking area to provide 50% canopy cover in 10 years	
	d) Other methods	
	e) Intensive landscaping including native species in the rainwater and detention cistern, bioswale or other methods used for runoff control and storm water management	15 points

Bonus/Optional Objective: Encourage green building initiatives

Non-Mandatory Option (May chose more than one)	Methods	Total Number of Points
1. Energy & Atmosphere LEED Credits	a) LEED Renewable Energy Credit – supply at least 20% of the building's total energy use (as expressed as a fraction of annual energy cost) through the use of on-site renewable energy sources	30 points
	b) LEED Green Power Credit – provide at least 50% of the building's regulated electricity from renewable sources by engaging in at least a 2-year renewable energy contract	
	c) LEED Optimize Energy Performance Credit – reduce building design energy cost compared to the energy cost of the reference building for energy systems regulated by standards stated in LEED	

The applicant may comply with the objectives of Bylaw 8385 and other additional objectives by means not specified above.
The point system will be reviewed as other green building initiatives are developed.

Statement of Compliance with Green Roofs Bylaw No. 8385

ATTACHMENT 13B

(LEED Canada Scorecard)

LEED™ Scorecard of 2007-02-12

LEED Canada Scorecard.XLS

3 B		Total Project Score		Certified 26 to 32 points		Silver 33 to 38 points		Gold 39 to 51 points		Platinum 52 or more points		Possible Points 69	
Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
Erosion & Sedimentation Control													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Development Density													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Redevelopment of Contaminated Sites													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Alternative Transportation, Public Transportation Access													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Alternative Transportation, Bicycle Storage & Changing Rooms													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Alternative Transportation, Alternative Fuel Refueling Stations													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Alternative Transportation, Parking Capacity													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Reduced Site Disturbance, Protect or Restore Open Space													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Reduced Site Disturbance, Development Footprint													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Stormwater Management, Rate and Quantity													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6		Credit 1.6	
Credit 1.7	✓	Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7		Credit 1.7	
Credit 1.8	✓	Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8		Credit 1.8	
Stormwater Management, Treatment													
Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1		Prereq 1	
Credit 1.1	✓	Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1		Credit 1.1	
Credit 1.2	✓	Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2		Credit 1.2	
Credit 1.3	✓	Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3		Credit 1.3	
Credit 1.4	✓	Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4		Credit 1.4	
Credit 1.5	✓	Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5		Credit 1.5	
Credit 1.6	✓	Credit 1.6											

Richmond Advisory Panel Comments & Applicant Responses**ATTACHMENT 14**

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 daylighting to their Showroom and Markethall retail areas due to the difficulties of merchandising around permanent glazing features. All other public areas have adequate daylighting.
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.

ATTACHMENT 14**(continued)**

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.

ATTACHMENT 14

(continued)

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.



**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8607 (RZ09-497385)**

13091, 13131, 13080, 13120 Bathgate Place, 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

The Council of the City of Richmond enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of the Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designations of the following area and by designating it **Industrial Retail (IR1)**.

That area shown cross-hatched and labelled as "Schedule A attached to and forming part of Bylaw No. 8607".

2. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8607**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor 

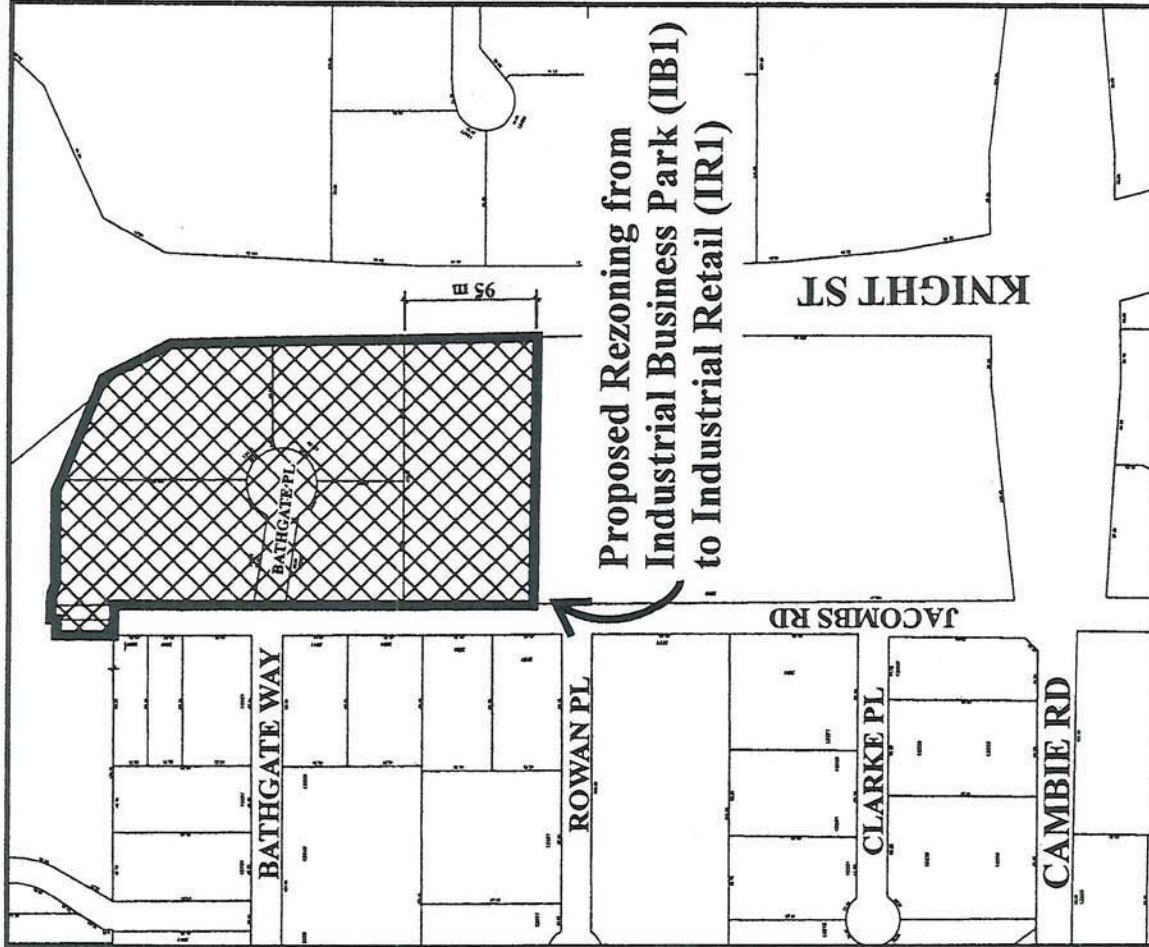
MAYOR

CORPORATE OFFICER



City of Richmond

PROPOSED REZONING



Proposed Rezoning from
Industrial Business Park (IB1)
to Industrial Retail (IR1)



Schedule A attached to and forming part of Bylaw No. 8607

RZ 09-497385

Original Date: 11/03/09

Revision Date: 05/05/10

Note: Dimensions are in METRES