City of Richmond

Minutes

Development Permit Panel
Wednesday, February 12, 2025

Time: 3:30 p.m.

Place: Remote (Zoom) Meeting

Present: Wayne Craig, General Manager, Planning and Development, Chair
Roeland Zwaag, General Manager, Engineering and Public Works
Marie Fenwick, Director, Arts, Culture and Heritage

The meeting was called to order at 3:30 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on January 29, 2025 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 22-023533
(REDMS No. 7795715)

APPLICANT: Lakeshore Group

PROPERTY LOCATION: 3320 Jacombs Road

INTENT OF PERMIT:

1. Permit the construction of a 15,413 m^2 addition to the existing building at 3320 Jacombs Road on a site zoned "Industrial Retail (IR1)".
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
   (a) increase the maximum building height from 16.0 m to 21.6 m.
   (b) reduce the minimum medium on-site loading spaces from 12 to four.

Applicant's Comments

Rick Pennycooke, Lakeshore Planning Group, introduced the project and Rafael Santa Ana, of Rafael Santa Ana Architecture Workshop (RSAAW), with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the proposed development, highlighting the following:

- the project is an addition to the existing IKEA building and provides additional warehouse space;
- the proposed two-storey building will be located immediately south of the existing IKEA building and includes additional loading docks for delivery and expansion for curbside pick up;
- the proposed building has been designed to achieve LEED V4 certification for building design and construction;
- the proposed exterior cladding materials and colours for the proposed building are consistent with the existing IKEA building;
- glazing is introduced at strategic locations on the building faces to allow natural light into the proposed building; and
- a berm surrounding the east and south perimeter of the site and a surge tank at the southeast corner screened by landscape are proposed to manage and mitigate a 1 in 100-year storm events.

Emilio Lara, of LARA Landscape Architecture, briefed the Panel on the main landscape features of the project, noting that (i) 37 replacement trees are proposed to be planted on the subject site, (ii) all existing City trees around the site will be retained and protected, (iii) the perimeter berm proposed for on-site stormwater management will also help delineate public and private spaces without fencing and provides clear sightlines from and to the subject site, (iv) lighting is proposed in key building locations, (v) bollards and step lights are proposed along pedestrian pathways and stairs, (vi) a landscape barrier is proposed at the southeast of the truck loading zone to minimize views from Knight Street, (vii) lawn areas are minimized as much as possible, (viii) native and drought tolerant planting is proposed, and (ix) the plant species proposed to be installed on the site will provide habitat for pollinators and ensure seasonal interest.

Staff Comments

Joshua Reis, Director, Development noted that (i) the proposed variances for building height and minimum medium on-site loading spaces have been reviewed and supported by staff as they are technical in nature and the proposed increase in building height is consistent with a similar variance granted to the existing IKEA building, (ii) the proposed ground floor elevation of the proposed building allow for truck clearance and operational movements of goods, (iii) the project will provide three Level 3 direct fast charging stations and 13 energized outlets for electric vehicles, and (iv) the signage associated with the project will be reviewed through a separate sign permit process and is not part of the development permit application for the project.

Panel Discussion

In reply to queries from the Panel, the applicant noted that (i) the proposed surge tank would mitigate a significant flooding event and will be located completely underground, (ii) the owner is responsible for the maintenance of the surge tank, (iii) the applicant could explore more opportunities for the proposed landscaped area at the southeast corner to enhance the pedestrian experience in the subject site, (iv) the proposed landscaping for the project is a significant enhancement to the existing landscape condition in the subject site, and (v) the proposed EV charging stations for the project would be in addition to the existing EV charging stations in the existing IKEA development,

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed support for project, noting the project's attention to detail and the applicant's efforts to achieve LEED certification for the project.

With regard to the proposed landscaping for the project, the Panel directed staff to work with the applicant prior to the application moving forward to Council for consideration in order to (i) explore opportunities to provide additional amenities, e.g. seating areas, in the landscaped area at the southeast corner of the subject site and provide additional pedestrian linkages in this area, and (ii) investigate opportunities to install additional street trees along the western half of the boulevard along Maninni Way in coordination with the City's Parks Department.

Panel Decision

It was moved and seconded
That a Development Permit be issued which would:

1. *permit the construction of a 15,413 m^2 addition to the existing building at 3320 Jacombs Road on a site zoned "Industrial Retail (IR1)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
   (a) increase the maximum building height from 16.0 m to 21.6 m.
   (b) reduce the minimum medium on-site loading spaces from 12 to four.

CARRIED

2. DEVELOPMENT PERMIT 23-018521

(REDMS No. 7926530)

APPLICANT: Fougere Architecture Inc.

PROPERTY LOCATION: 7491 No. 1 Road

INTENT OF PERMIT:

1. Permit the construction of 110 townhouse units at 7491 No. 1 Road on a site zoned "Low Density Townhouses (RTL1)".
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum building height from 9.0 m to 9.25 m.

Applicant's Comments

Wayne Fougere, of Fougere Architecture Inc., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 2), provided background information on the proposed development, highlighting the following:

- the project consists of 110 townhouse units and one stand-alone amenity building;
- the project surrounds a small townhouse development at 7471 No. 1 Road;
- the project is proposed to be developed in five phases and part of the indoor amenity building will function as an interim sales centre until the completion of Phase Three;
- on-site pedestrian pathways are proposed to facilitate pedestrian circulation from the units to the common indoor and outdoor amenity areas as well as to provide direct connection to the sidewalks along No. 1 Road and Moresby Drive;
- shared drive aisles for pedestrian and vehicles use have different paving treatments to enhance pedestrian safety;

- the project includes 11 convertible units designed to accommodate a future elevator for each unit;
- seven accessible parking spaces will be provided throughout the site;
- majority of the existing grade of the site will be maintained as much as possible to allow the retention of as many on-site trees as possible;
- the proposed site grading has been designed to manage on-site stormwater and direct stormwater runoff to Moresby Drive;
- stone cladding is proposed only for the indoor amenity building;
- retained trees are incorporated into the common outdoor amenity space which includes, among others, walking paths, seating and children's play area with play structures for different age groups; and
- the project will incorporate a number of environmental sustainability features and has been designed to achieve BC Energy Step Code Level 3 and Emissions Level 4 in the Zero Carbon Step Code.

Micole Wu, of van der Zalm + Associates, briefed the Panel on the main landscape features of the project, noting that (i) the intention to retain as many existing on-site trees as possible is a major consideration for the proposed site layout and landscape design, (ii) the project provides significant green spaces and outdoor amenity areas located throughout the subject site, (iii) the proposed central park includes, among others, a play area and woodland, (iv) the proposed lighting for the subject site includes wall-mounted lights, step lights, bollard lights and light poles, (v) tiered retaining walls with lush planting are proposed, (vi) durable landscape materials are proposed to reduce the environmental impact to the project, and (vii) native planting is proposed to enhance biodiversity and create habitats for birds, pollinators and wildlife in the neigbourhood.

Staff Comments

Mr. Reis noted that (i) there is no rezoning application associated with the project and that the project is being developed in accordance with existing zoning entitlements, (ii) the proposed minor building height variance has been reviewed and supported by staff as the shadow study indicates minimal impact on adjacent properties, (iii) the proposed development provides 11 convertible units designed to provide for future installation of an elevator, (iv) all townhouse units will incorporate aging-in-place features, (v) the proposed internal drive aisle network on the site has been designed to provide access to adjacent properties at 7471 and 7531 No. 1 Road should they redevelop in the future, (vi) the proposed shared access to adjacent properties will be secured through an SRW over a portion of the drive aisle, (vii) signage is required to be posted on-site to indicate future connection to and shared access with adjacent developments, and (vii) there is a Servicing Agreement associated with the project that includes the removal of existing on-site water and sanitary services, installation and connection of new on-site water and sanitary services, frontage improvements along Moresby Drive and No. 1 Road, and upgrade of existing traffic signals at Moresby Drive and No. 1 Road.

In addition, Mr. Reis noted that (i) the project's site plan and landscape plan have been carefully designed to retain as many existing trees as possible on the site, (ii) a majority of the site's existing grade will be maintained to maximize tree retention, (iii) the project arborist has identified 172 existing bylaw-sized trees on-site, 28 percent of which have been identified for retention, with the remaining trees to be removed as they are either in poor health, or are in good condition but would be in conflict with the required demolition works and the construction of the proposed development, (iv) 165 new trees are proposed to be planted on-site, and (v) the applicant will provide a voluntary contribution to the City's Tree Compensation Fund in lieu of the remaining replacement trees that cannot be accommodated on the subject site.

Mr. Reis also added that Development Permit Consideration No. 1 has been amended to include the requirement that the SRW area along No. 1 Road be dedicated to the City prior to any stratification of the subject lands. This amendment has been agreed to by the applicant with a signed copy on file.

Panel Discussion

In reply to queries from the Panel, the applicant noted that (i) the proposed indoor amenity building includes, among others, an entertainment room, a kitchenette, a lounge area, a library, and a gym, (ii) a covered outdoor patio space will be provided adjacent to the outdoor amenity building, (iii) a temporary sales centre will be located in a portion of the amenity building and will be renovated to include a library and gym when there is no longer a need for the interim sales centre after the third phase of the project, (iv) the proposed surface paving treatment for the internal drive aisles has been designed for the shared use of vehicles and pedestrians and to enhance pedestrian safety, (v) the building height difference between the subject development and the adjacent development to the east would not be significant, (vi) there is no direct pedestrian connection from the subject site to the school and park site to the west, and (vii) the proposed ground source heat pumps will be located inside the building on the ground floor.

Correspondence

None.

Gallery Comments

Larry Yelland, 55-3851 Blundell Road, queried whether the proposed development will install a new fence along its common property line with the adjacent development to the south (3851 Blundell Road), noting that there is an existing wood fence in good condition along this property line. He noted that neighbouring properties to the west of their development had installed fences approximately two feet away from their perimeter fence resulting in the accumulation of debris in the space between the two fences which eventually caused damage to both fences. In addition, he also queried whether the proposed lighting along the internal drive aisles of the proposed development would not spillover into adjacent developments.

In reply to the query regarding fencing along the proposed development's common property line with the adjacent development to the south, the applicant noted that they will conduct discussions with the strata of 3851 Blundell Road throughout the construction process and will not install new fencing along the common property line if desired by the strata.

With regard to the query regarding lighting along the internal drive aisles, the applicant noted that the proposed lighting would be low level and downward focused to avoid light spillover into adjacent developments.

Charles Gibson, 33-3851 Blundell Road, queried about the impact of the installation of a new watermain in the proposed development on the adjacent development to the south (3851 Blundell Road) and sought clarification regarding the easement registered on Title in favour of the strata to the south to access and maintain a water line on the subject site and the potential discharge from Title of the easement.

In reply to Mr. Gibson, the applicant and staff confirmed that (i) upgrades to the existing watermain through the subject site and a portion of the adjacent property to the south (3851 Blundell Road) are part of the Servicing Agreement associated with the proposed development, (ii) the developer of the proposed development will coordinate and notify the strata of 3851 Blundell Road regarding the planned upgrades and their schedule to minimize disruption of services to the residents, and (iii) the developer is responsible for obtaining approval from the strata of 3851 Blundell Road should the developer wish to discharge the easement on Title of 7491 No. 1 Road.

Ben Soronow, 7471 No. 1 Road, queried about the project's tree retention plan for trees adjacent to their property at 7471 No. 1 Road, noting that there are leaves falling into their property from trees outside of their perimeter fence.

In reply, staff and the applicant noted that (i) the existing trees along the south property line of 7471 No. 1 Road will be retained and protected and will be pruned as part of the construction of the proposed development, and (ii) there are some trees along the north and west property line of 7471 No. 1 Road that will be removed.

A Richmond resident queried about (i) the proposed mitigation measures for stormwater runoff from the proposed development into Moresby Drive which is prone to water pooling and flooding, (ii) the total number of parking stalls proposed for the project, and (iii) the proposed mitigation measures for the anticipated increase in traffic along Moresby Drive which is currently experiencing traffic congestion and lack of space for on-street parking especially during school days.

In reply to the above queries, staff noted that (i) in addition to the existing storm drainage system on Moresby Drive, the project includes site servicing works such as the installation of underground catch basins to manage on-site stormwater, (ii) there are two vehicle access points for the proposed development that utilize the existing driveways from Moresby Drive and No. 1 Road which will be improved, (iii) the No. 1 Road driveway will be restricted to right-in- right-out movements only, (iv) the proposed development will provide 220 resident parking spaces and 28 visitor parking spaces, which is consistent with the City's Zoning Bylaw requirements, and (v) the project's Traffic Study has been reviewed and supported by the City's Transportation Department.

In reply to further queries, staff noted that the proposed development will provide more residential units than previously existed on the subject site, resulting in an increase of on-site parking stalls in accordance with the City's zoning bylaw.

Subhasa Mukhopadyay, 7432 Anvil Crescent, queried about the location of the driveways in the proposed development relative to their property.

In reply, the applicant noted that (i) the location of the two existing driveways in the proposed development will be retained and improved with minor shifts, and (ii) the proposed development will not impact existing neighbouring developments.

Panel Discussion

The Panel expressed support for the project, noting (i) the applicant's efforts to design the project around the existing vegetation on the site, and (i) the retention of a significant number of existing trees on the site.

In addition, the Panel advised that the applicant will need to work with residents of adjacent developments to manage construction impacts and address their adjacency concerns.

Panel Decision

It was moved and seconded
That a Development Permit be issued which would:

1. *permit the construction of 110 townhouse units at 7491 No. 1 Road on a site zoned "Low Density Townhouses (RTL1)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum building height from 9.0 m to 9.25 m.*

CARRIED

3. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled on Wednesday, February 26, 2025 be cancelled.

CARRIED

4. Date of Next Meeting: March 12, 2025

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:44 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, February 12, 2025.

Wayne Craig
Chair

Rustico Agawin
Committee Clerk

RSA
AW

IKEA.R RICHMOND EXPANSION
Development Permit Panel Booklet | February 2025

Project overview - IKEA Store Warehouse Expansion

The proposed new warehouse addition will add a 2-storey extension to the existing IKEA retail showroom, comprised of an expanded covered loading area, retail pick-up area, and upper level warehouse.
Access to parking and loading on the site will remain as existing

The project is registered under the LEED® for Building Design and Construction:
Warehouses and Distribution Centers, green building program, and upon completion, will apply to become LEED ® certified. The considered points are as follows:

Site Sustainability
- Erosion and sedimentation control measures will be implemented and monitored during construction to protect waterways from sediment.
- Reducing local heat island effect by utilizing a light roof and green areas alongside the building.
- Lighting and signage are designed to prevent light pollution through downlighting of flood lights to reduced light trespass beyond project boundary.

Health and Wellness
- Improved indoor air quality using MERV 13 filters.
- No smoking allowed inside the building.

Energy+GHG Emissions
- Whole building energy model for the project is currently well above 50% improvement in energy savings performance compared to a baseline. Below are some of the energy improvement measures:
- The mechanical system comprises of Air-Source Heat Pumps (ASHPs) with electric resistance heating as backup.
- The project will primarily be 100% electric.
- Double-glazed windows and high-performing thermal envelope.
- Energy-efficient interior lighting system.
- Energy metering for performance monitoring.
- Building commissioning via a commissioning authority
- The expansion can achieve the ASHRAE 90.1-2016 performance targets. Moreover the building will also be designed to achieve LEED V4 for "BD+C: New Construction: Warehouse".

Water
- Water use in the expansion is limited to 4 washrooms, drip irrigation and 1 janitor closet.
- Indoor water consumption will be reduced by incorporating water-efficient fixtures and fittings throughout the entire development.
- Water meters installed to track potable water-use.

Waste
- Waste will be diverted from landfill, targeting beyond 50% diversion where possible.
- The project will also track the amount of waste (lbs) per square foot, seeking to reduce the total amount of waste by 10lbs/sq.ft.
- Use of the existing building's dedicated areas for the collection and storage of materials for re-

VALUE OF EXPANSION

This new warehouse addition will achieve a positive monetary impact to the City of Richmond, and a significant reflection of strong investment.
The value and improvements that will be made are as follows:

- A new Click & Collect, comprehending lockers for pick up from online purchase, a customer service space and a Holding area .
- The Click & Collect will be served by 2 exit corridors for safety matters.
- Loading Bay is added and destined for 9 new large loading spaces.
- The new Loading Bay connects with the Existing Loading Area per a new connection ramp.
- Inclusion of a Handover and Staging Area plus a Conveyor Area based on the warehouse logistics .
- New Landscape Improvement along all 3 facades to animate and enhance the project feels & looks. Plus new window openings.
- There will be 3 New Areas intended for Warehouse and Conveyor System on Level 2 considering an opening to the existing one for access.
- There will be 3 connecting new stair cores for exiting Level 2 to street level (one being enclosed and 2 more outdoors as per the existing conditions).

Proposed Flood Control Measures

Based on model results performed by the civil consultant (Binnie & Associates LTD.) on site, the 10-year storm event is expected to remain fully within the on-site pipes ,and no surcharging or overland flooding is expected.
For the 100-year storm event, water levels on-site are expected to match the downstream water level in both the historic and climate change design scenarios. It is estimated the water level on site during a 100-year storm event to not exceed 1.59 m, which allows for approximately 110 mm of freeboard to the finished floor elevation
The mitigation measures are as follows:

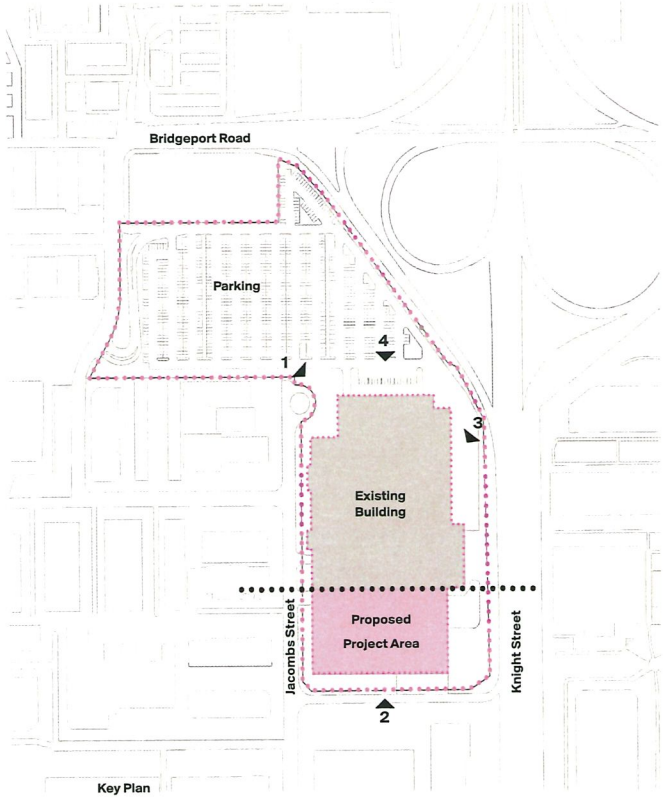
- Surge tank capable of capturing the 10-year 1 hour storm to offset a portion of excess runoff.
- Establish a berm around the south and east sides of the site to a height of 300mm above top of adjacent roadway crown.
- Alarm System in Loading Bay and Surge Tank to notify in case of flooding to begin evacuation and close the click & collect.
- Mechanical & Electrical rooms located above city FCL of 2.9m
- Emergency Signs to direct to safe exits above FCL (Flood Control Level)
- Emergeny Response Plan developed by IKEA and flood specific training for all employees at location prior to operations.
- Check valves installed to prevent backwatering and flooding of site.

The application of the proposed mitigation measures above will allow the site to operate safely with an MBE of 1.70 m

LOCATION, ZONING + SITE AREA

1.0 Site details

Project civic addres:	3320 Jacombs Rd, Richmond BC V6V 1Z6
Legal description:	South Portion of Lot 1, Sections 29 and 30, Block 5, North Range 5 West, NWD Plan BCP 49535
Zoning	IR1
Site area	79931.00 sqm (19.75 acres)
Land Use	Retail Showroom + Warehouse



Key Plan

1 Existing Entry View (Photos taken from Google Earth)

2 Existing South View (Photos taken from Google Earth)

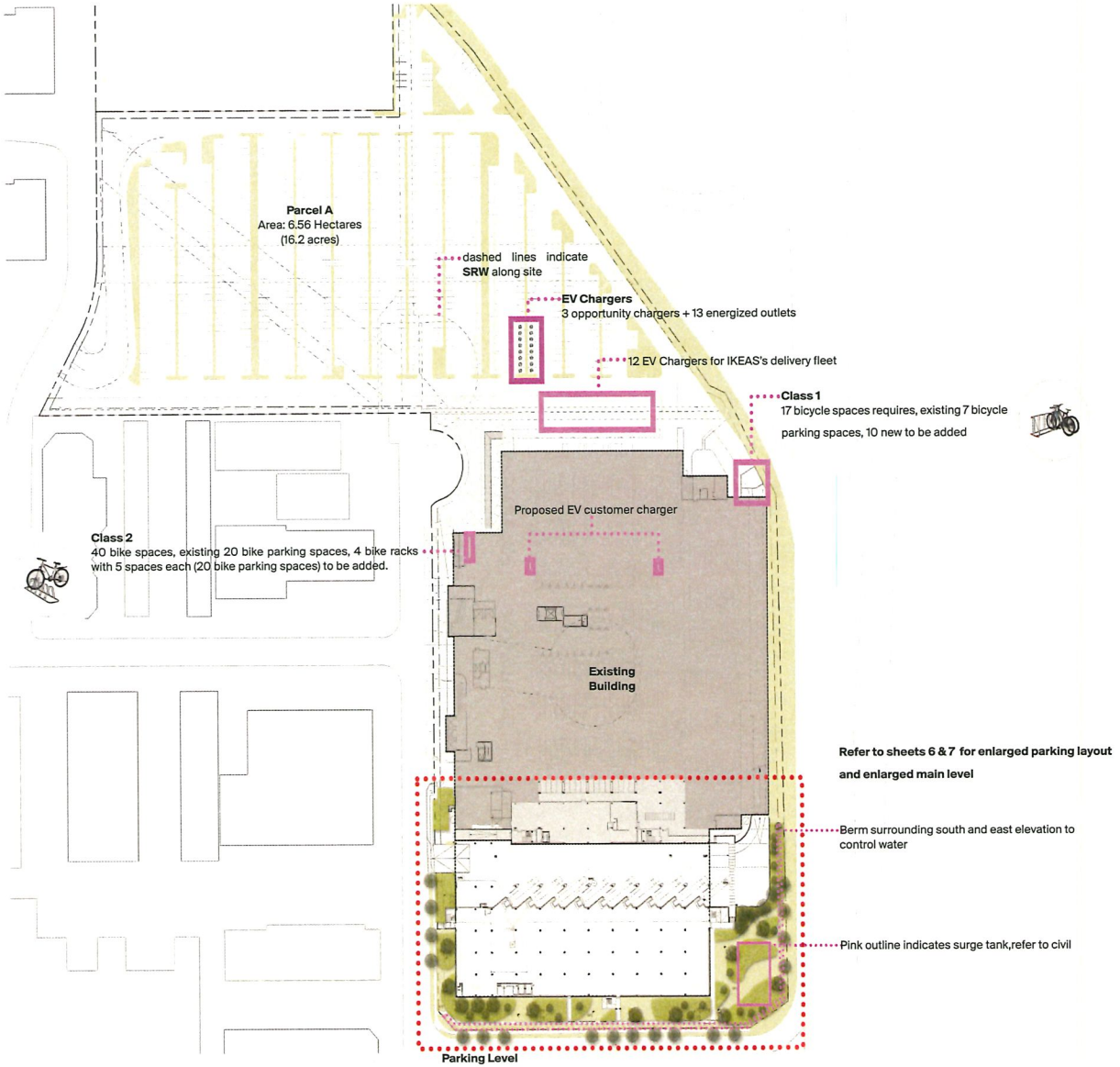

3 Existing West Loading Area View (Photos taken from Google Earth)

4 Existing North Exterior Parking View (Photos taken from Google Earth)

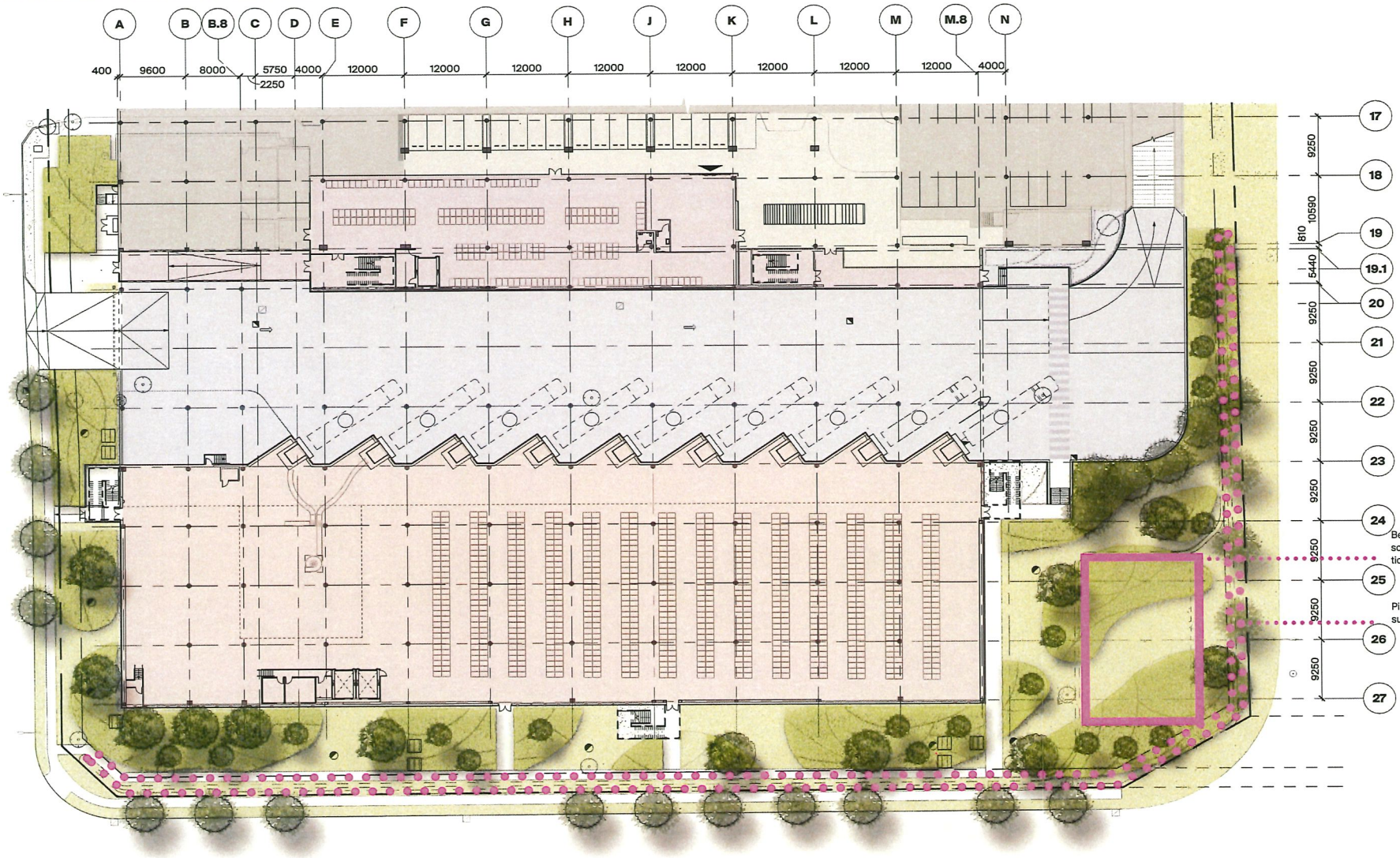
PROJECT STATISTICS

1.0 Building Height	required	proposed
	16.00m	21.60m
2.0 Lot Coverage	**Max. Bylaw**	**proposed**
	75%	36% (29160.00)m2
3.0 Setbacks	**required**	**proposed**
Front setback	3.00m	3.00m
Side setback (south)	3.00m	3.00m
Side setback (north)	3.00m	3.00m
Rear setback (east)	3.00m	3.00m

4.0 Parking	required	proposed
Parking Stalls	748	1311
Accessible Spaces	15	27
Loading		
Medium Size	12	4
Large Size	10	13
Bicycle Stalls		
Class 1	42	17
Class 2	62	40

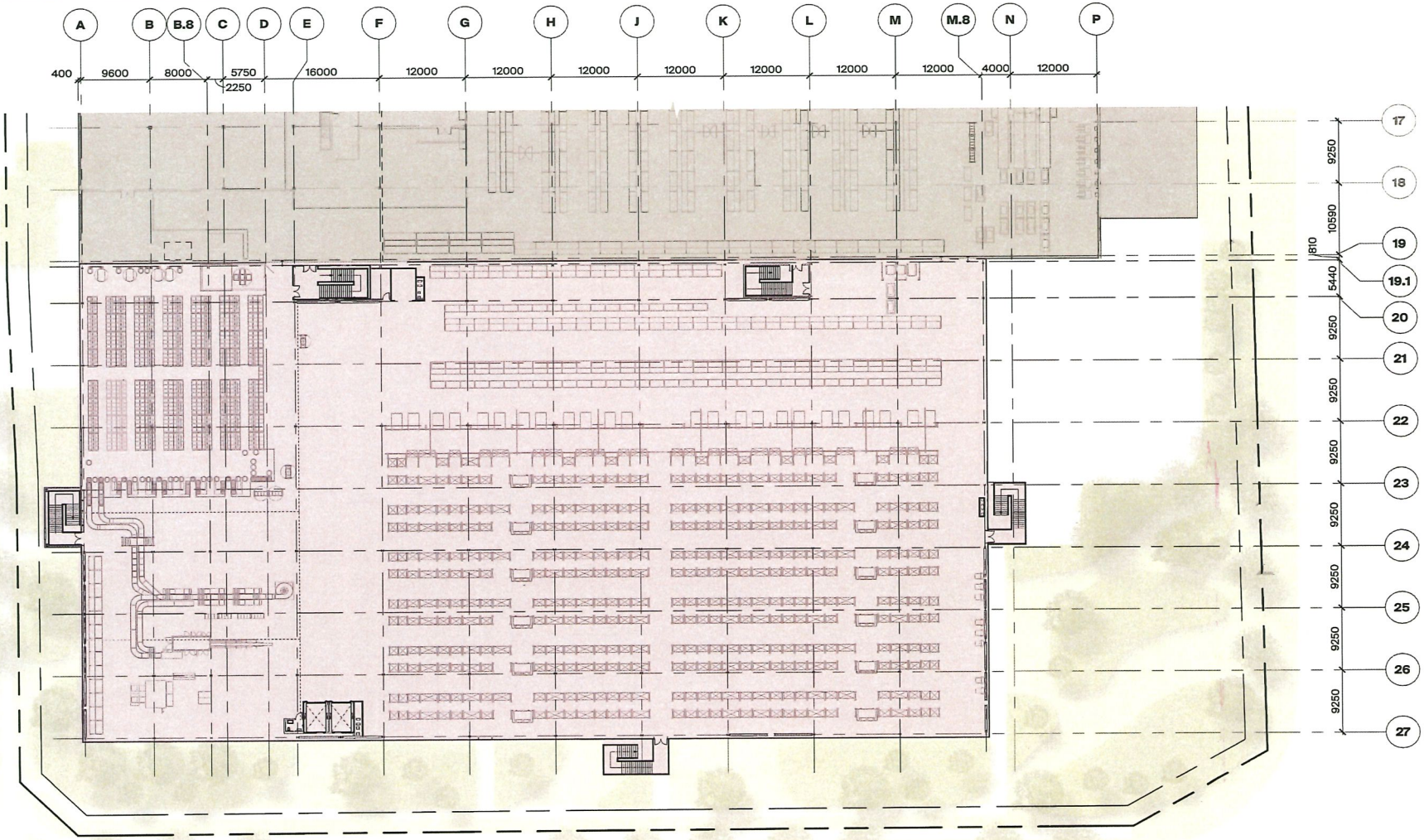


ENLARGED PARKING LEVEL

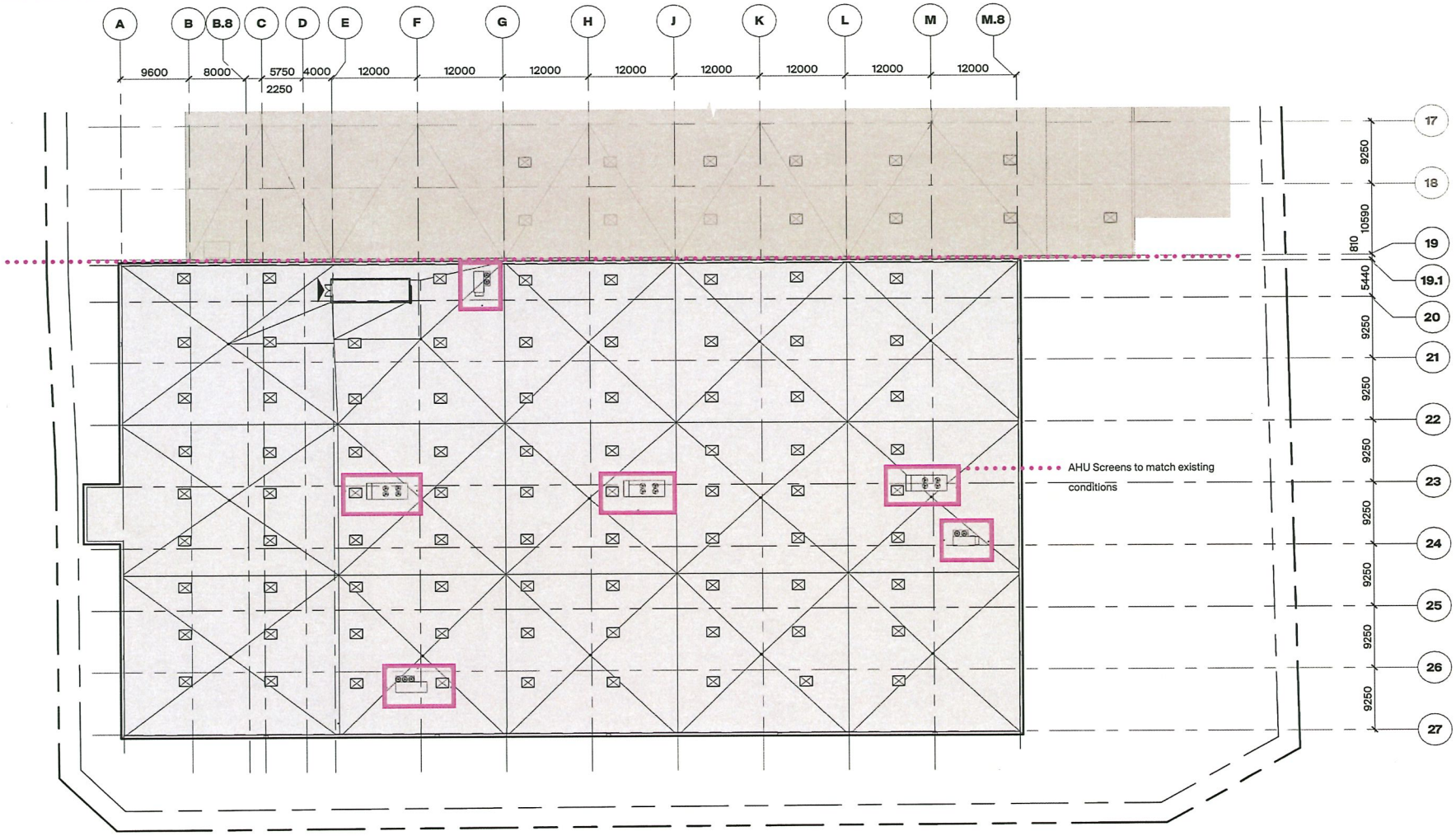


New Warehouse

ENLARGED MAIN LEVEL



ROOF LEVEL


Roof Area
A
B
B.8
C
D
E
F
G
H
J
K
L
M
M.8
9600
8000
5750
2250
4000
12000
12000
12000
12000
12000
12000
12000
12000
17
18
19
19.1
20
21
22
23
24
25
26
27
9250
10590
810
5440
9250
9250
9250
9250
9250
9250
9250
AHU Screens to match existing conditions

ELEVATIONS-MATERIALS

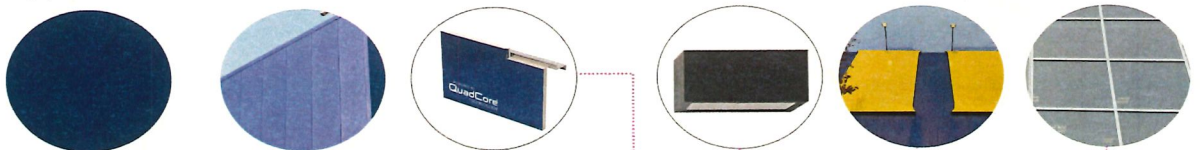
Color
IKEA Blue NCS
S4550-R80B
Coil Coating by SW

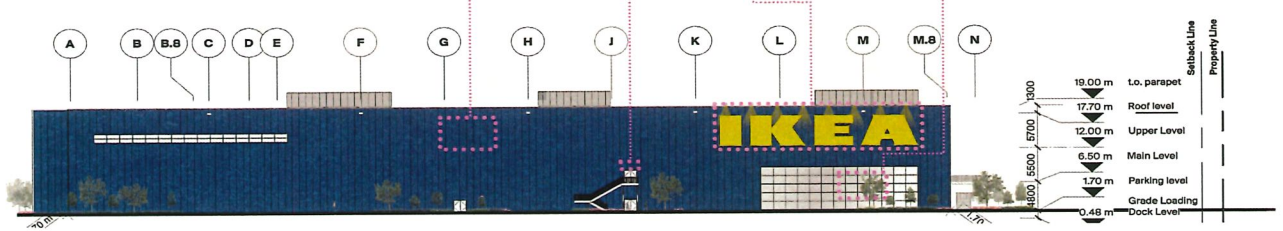
Core
Kingspan Quadcore Insulated Panel
Vertical - Blue (match IKEA blue) - Micro-rib

Wall Light distributed on each stair core for proper ilumination

IKEA sign ilumination to be handled by spot-lights above, similar to existing conditions

Glazing proposed below IKEA sign to align with design intetion and proper animation of the facade.





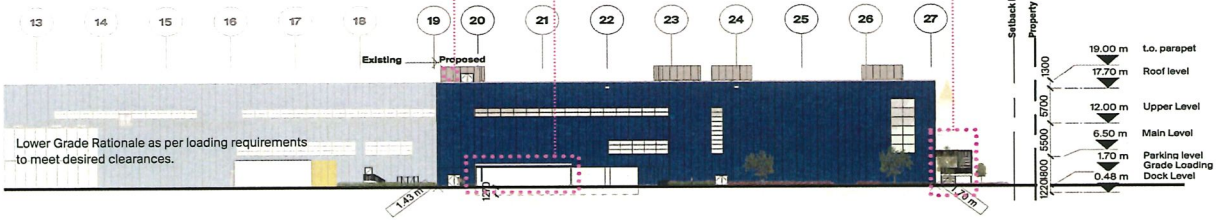
South Elevation

Color
IKEA Medium Grey
Superpaint Exterior Satin
SW Custom Manual Match

Core
Kingspan Quadcore Insulated Panel
Vertical - Grey (match IKEA medium grey)
Micro-rib

Steel Guard to Control Vehicle Height

Galvanized Steel Frame for Stair Cores



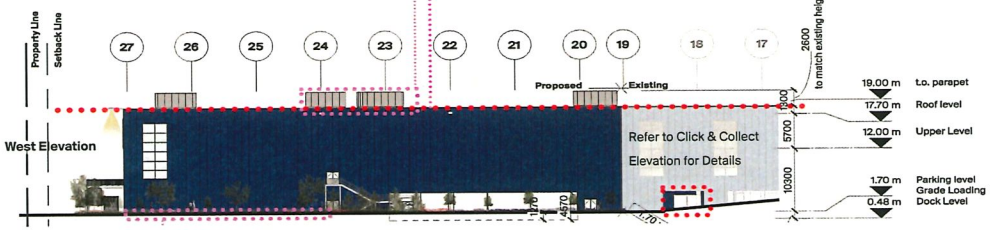
West Elevation

ELEVATIONS-MATERIALS

Horizontal Corrugated Metal for AHU screens
to match existing conditions

Red line indicates indicates max height proposed of building, similar to existing building height

Concrete Curb below Insulated Panels



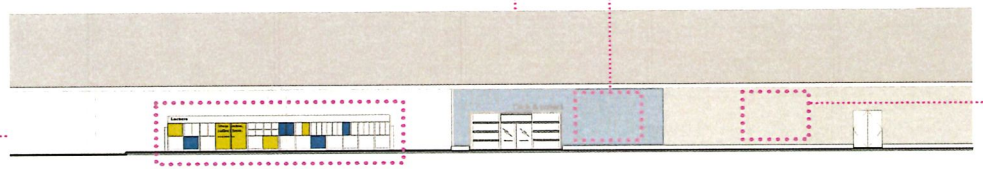
East Elevation

Automatic Sliding, Glazed Aluminum Doors

Color
IKEA Blue NCS
S4550-R80B
Coil Coating by SW

Core
Kingspan Quadcore Insulated Panel
Vertical - Blue (match IKEA blue) - Micro-rib

Custom Click & Collect
IKEA Lockers

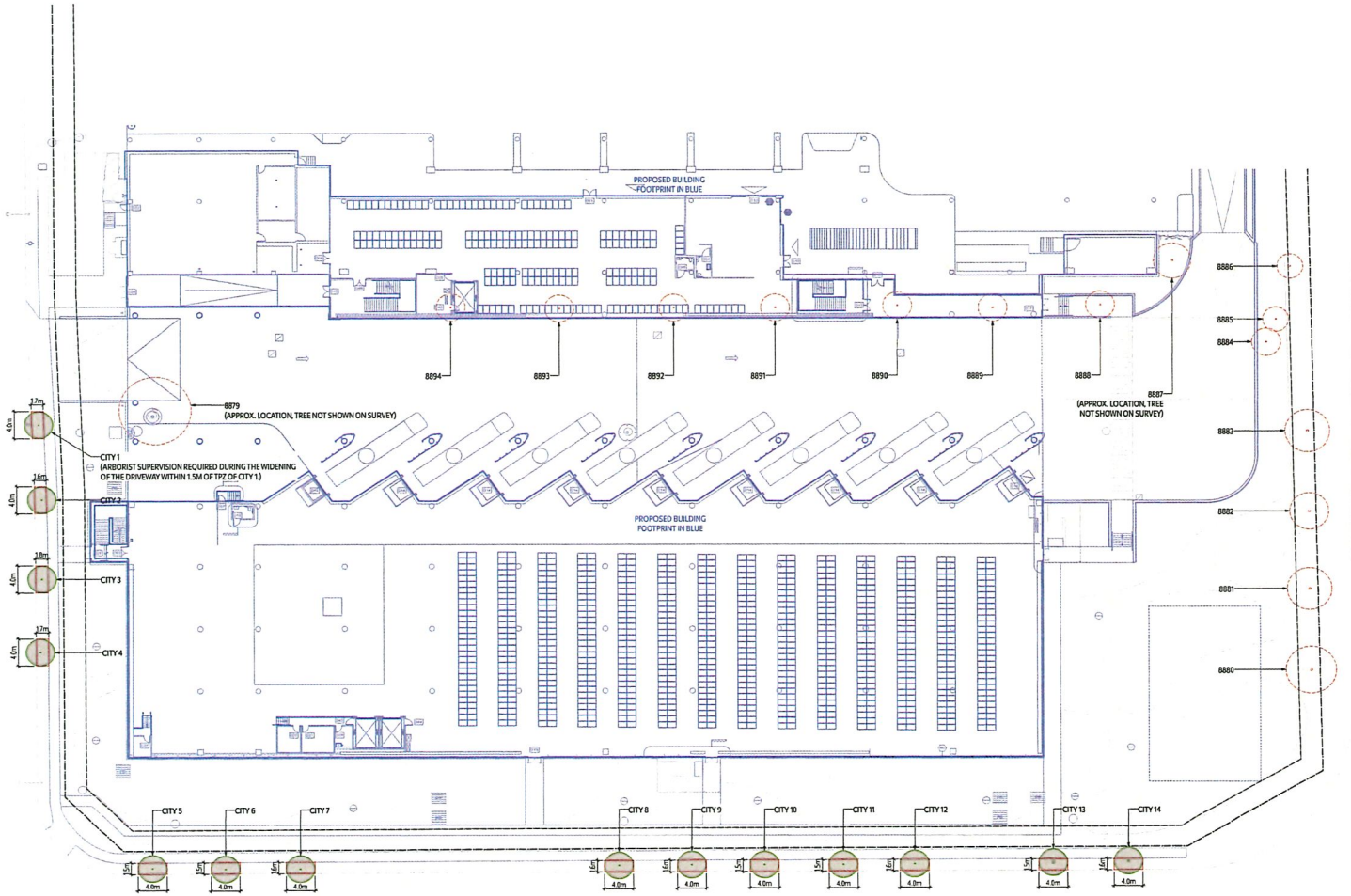


Click & Collect Elevation

LANDSCAPE PLANS

Tree Symbols Legend

- Existing Conifer Tree
- Existing Deciduous Tree
- Tree to be removed
- Proposed Deciduous Tree
- Proposed Conifer Tree
- Planting
- Lawn
- Tree Protection Fencing

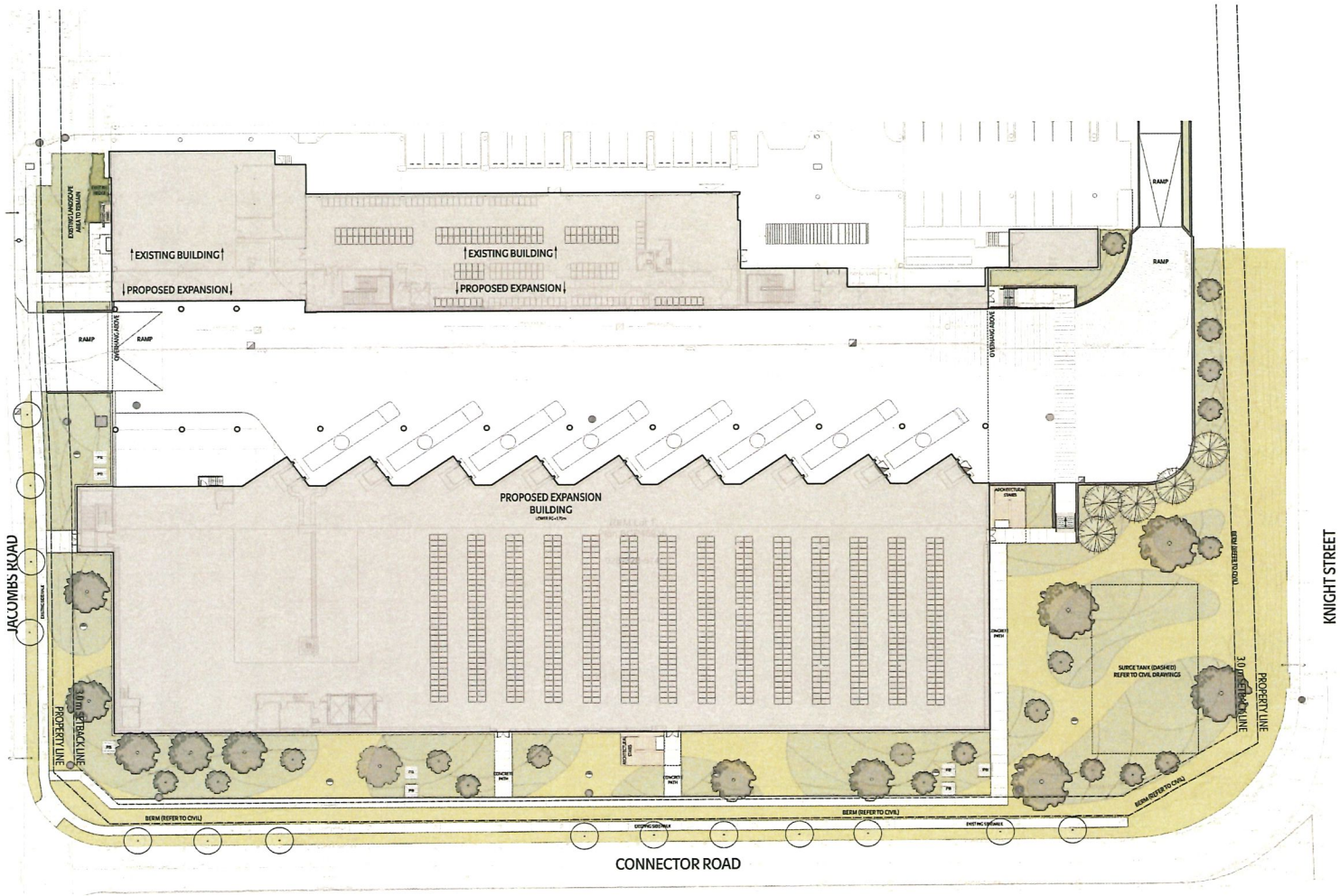


Tree Management Plan

LANDSCAPE PLANS

Tree Symbols Legend

- Existing Conifer Tree
- Existing Deciduous Tree
- Tree to be removed
- Proposed Deciduous Tree
- Proposed Conifer Tree
- Planting
- Lawn
- Tree Protection Fencing

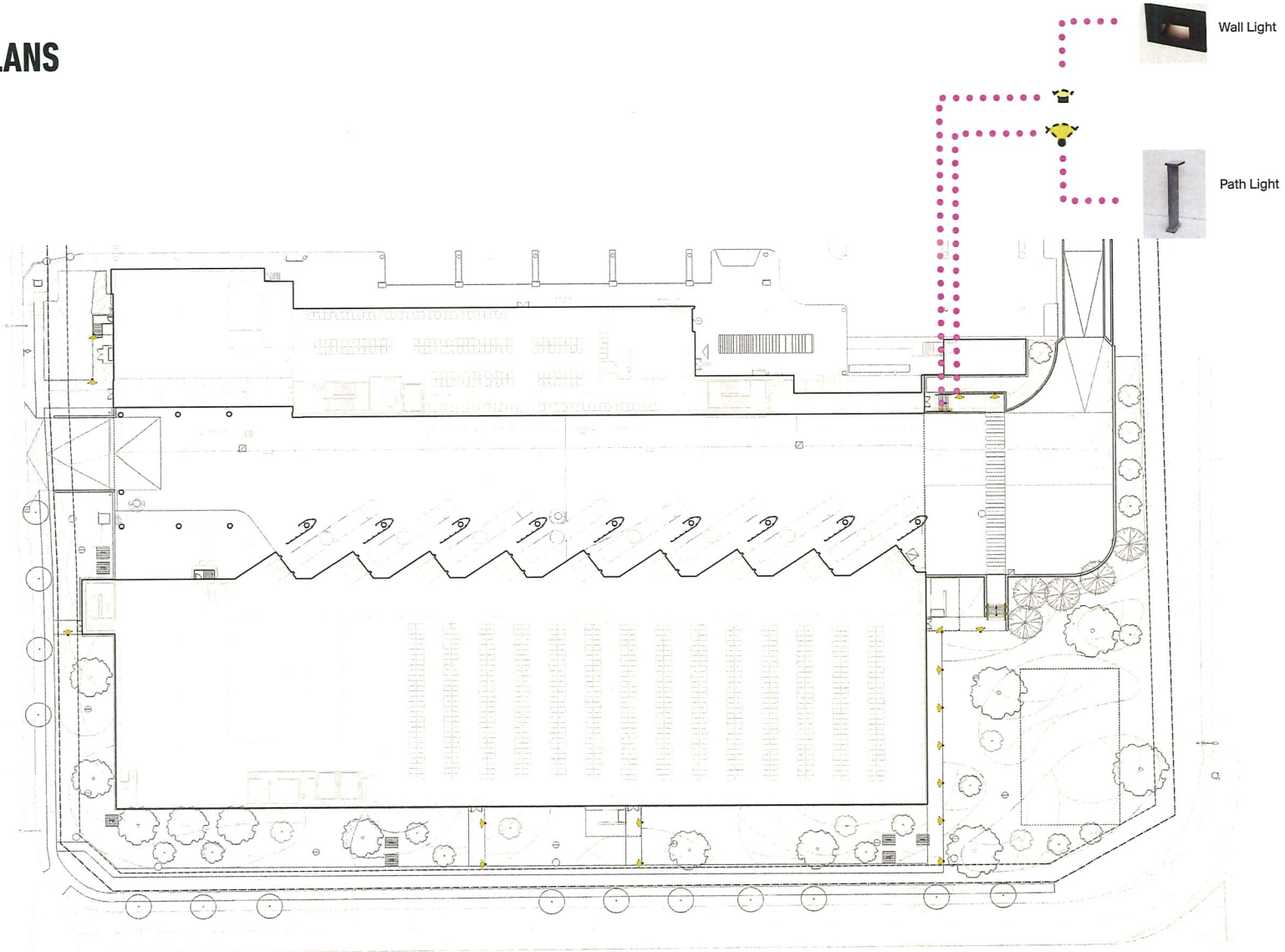


Landscape Master Plan

LANDSCAPE PLANS

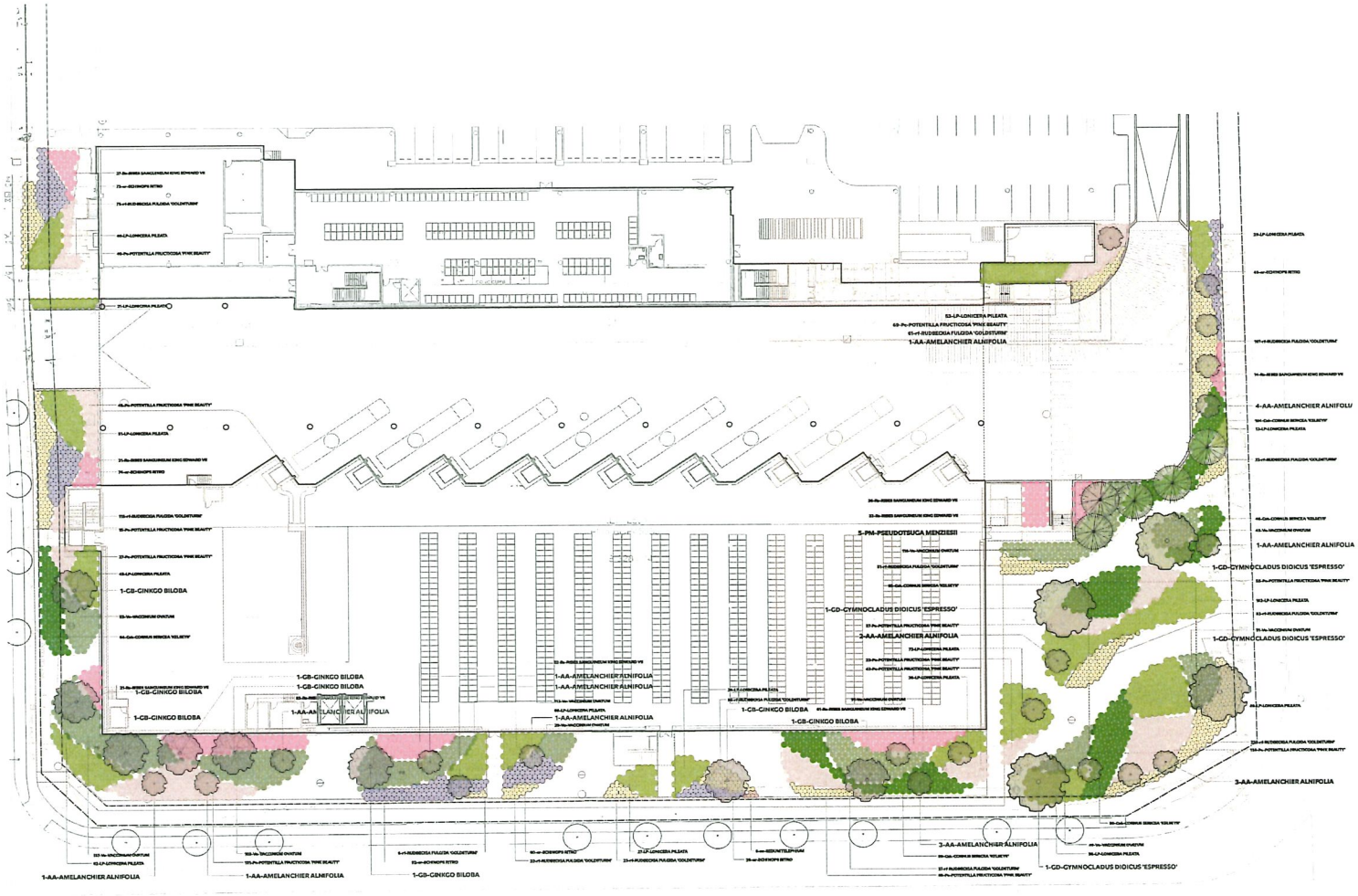
Tree Symbols Legend

- Existing Conifer Tree
- Existing Deciduous Tree
- Tree to be removed
- Proposed Deciduous Tree
- Proposed Conifer Tree
- Planting
- Lawn
- Tree Protection Fencing



Landscape Lighting Plan

LANDSCAPE PLANS

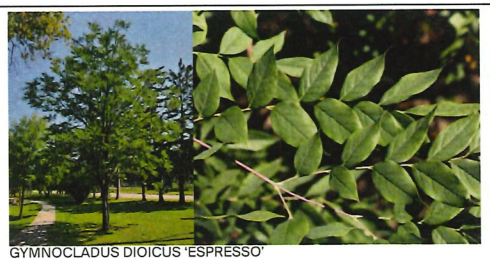


Tree and Planting Plan

TREES


AMELANCHIER ALNIFOLIA


GINKGO BILOBA


GYMNOCLADUS DIOICUS 'ESPRESSO'

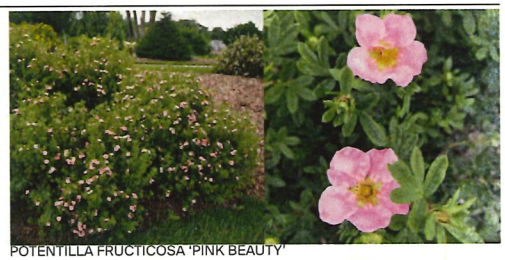

PSEUDOTSUGA MENZIESII

SHRUBS, GROUND COVERS, AND PERENNIALS


CORNUS SERICEA 'KELSEYII'


ECHINOPS RITRO


LONICERA PILEATA


POTENTILLA FRUTICOSA 'PINK BEAUTY'


RIBES SANGUINEUM KING EDWARD VII


RUDBECKIA FULGIDA 'GOLDSTURM'


SEDUM TELEPHIUM


VACCINIUM OVATUM

PLANTING DESIGN RATIONALE

The proposed planting palette is selected to satisfy the CPTED requirements, include native plants, and thrive under a low maintenance regime, while being resilient to climate extremes.
All species will thrive with low amounts of water, and survive extreme cold periods in winter, while being incorporated into a design that is simple and distinctive.
Native trees include Amelanchier (Serviceberry) and Pseudotsuga (Douglas fir), both of which will thrive in dry compacted soils and full sun.
An eastern native, Gymnocladus dioicus is also proposed, as it is known to need little water in summer but will over time develop a broad canopy, providing shade and cooling the surrounding area. Ginkgo biloba is also proposed for its tolerance of many different environmental conditions, and its ability to be long-lived and slowly grow to a large size.

An emphasis has been put on selecting trees that can grow to a large mature size. It is increasingly uncommon to plant big trees in urban parts of the Lower Mainland, as space is rarely available with most types of developments. Therefore, as there is an opportunity to do so in this landscape, large trees are proposed for their ability to sequester carbon, provide habitat, and contribute to heat island cooling.

The shrub layer includes two species that are tough cultivars of native plants: Potentilla (Cinquefoil) and Cornus (Kelsey Dogwood). Both have been selected because they are quick to establish and have demonstrated hardiness in challenging conditions and because they are low-growing to satisfy CPTED requirements while providing year-round interest. The other two species are Rudbeckia 'Goldsturm' (Black - Eyed Susan) which has a very long blooming period and is liked by pollinators, and Lonicera (Box Honeysuckle) which is extremely durable and provides year-round interest and ease of maintenance.
All the above considerations have been incorporated into a design which is playful and graphic to reflect Ikea's design sensibility, while being easy to maintain over the long term.

CPTED PRINCIPLES IN PLANTING

The following points from section 14.2.11 in the COR OCP were found to be relevant to this development:

a) Distinguish public and semi-public spaces from private spaces and design symbolic barriers through building siting, design and landscape such as changes in paving, vegetation, grade or through architectural features (e.g., low wall, bollards, raised planters, rather than continuous solid fences or walls).
-A grouping of large native trees, Douglas firs (Pseudotsuga menziesii) is used to delineate publicly accessible space from the truck parking, while providing a moderate amount of screening for the parking lot. It should be noted as well that Douglas fir develops a naturally tall standard over time, which will open up visual access.

b) Make all exterior public or semi-public spaces visible and defensible, so that residents can control their own surroundings.
-Clear visual access is provided to all building entrances, with lighting and planting to emphasize pedestrian entrances.
-Eliminate entrapment spots, and incorporate barriers that permit visual access without loss of privacy, (e.g., glazing in lobby doors and stair-wells).
-Open sightlines have been incorporated into the design to ensure clear visual access to all building entrances and visual access to from building entrances to the the sidewalk.

p) Carefully select the types and locations of planting to maintain visibility and surveillance and minimize opportunities for intruders to hide.
-All shrubs and perennials are selected to be less than 30" tall at maturity. Small trees (Amelanchier) are specified with a minimum 6'-0" standard, and larger trees (Ginkgo and Gymnocladus) are specified with an 8'-0" tall standard to allow clear sightlines throughout the landscape.

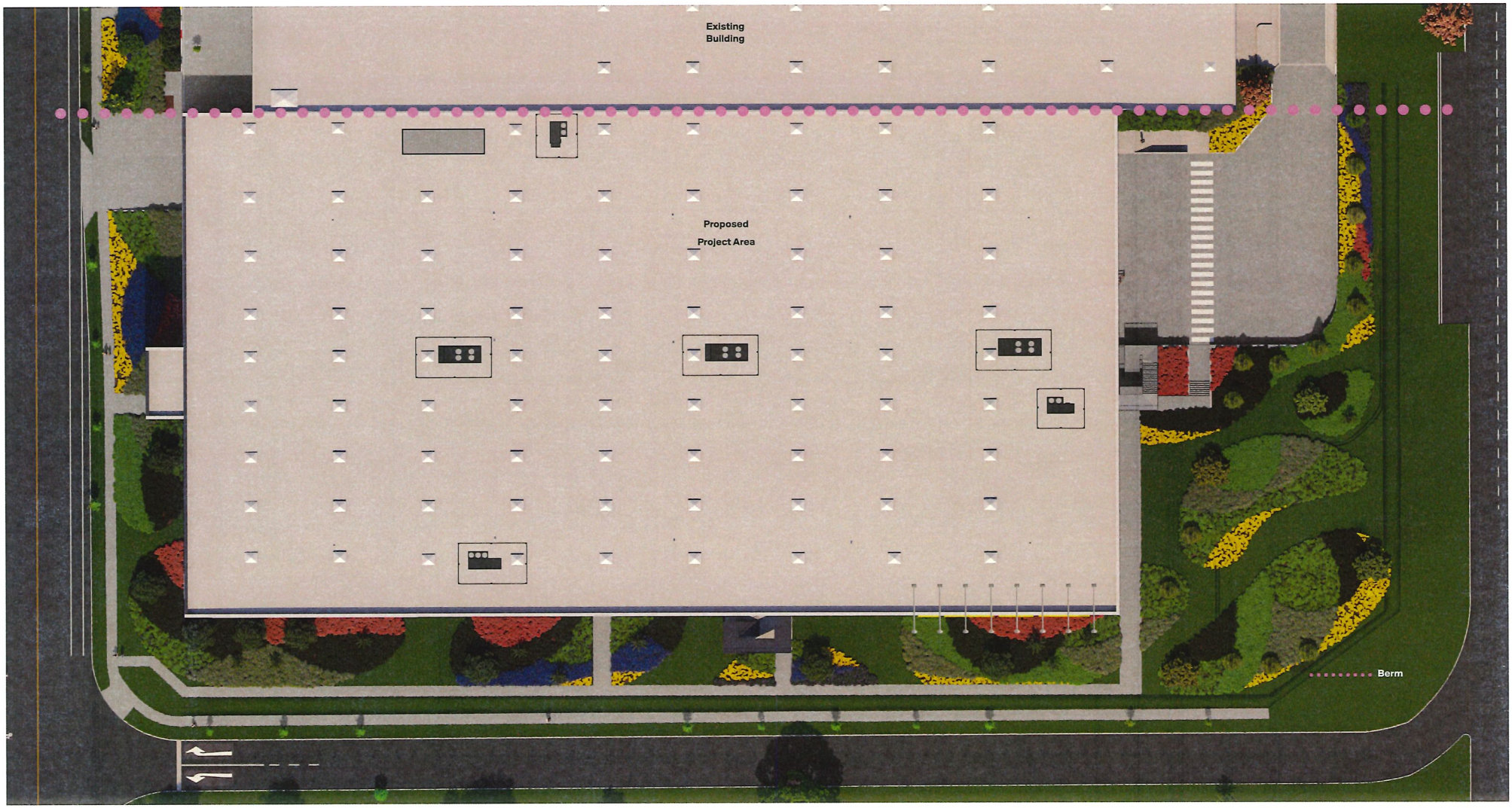
RENDERS (LOADING BAY EAST VIEW)

RENDERS (SOUTH EAST VIEW)

RENDERS (ZOOM IN SOUTH VIEW)

RENDERS (SOUTH-WEST VIEW)

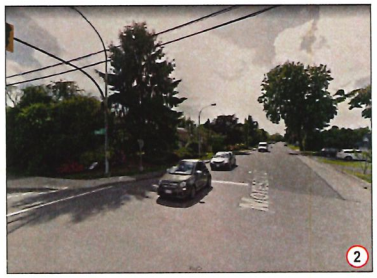
RENDERS (ROOF AERIAL VIEW)

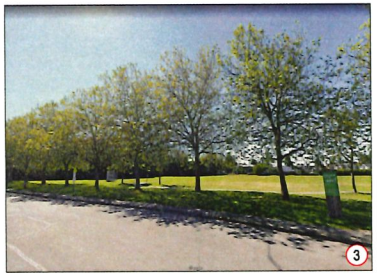


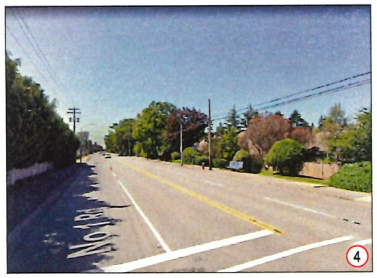
Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, February 12, 2025

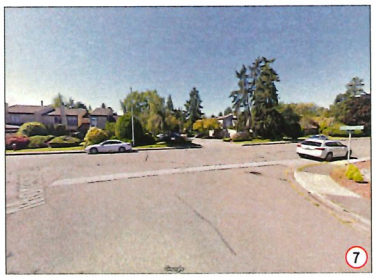
QUILCHENA PARK ESTATES **for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates**

SITE CONTEXT





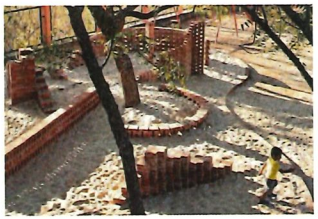


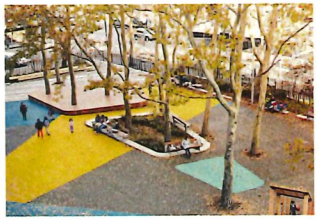


QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

LANDSCAPE DESIGN PRINCIPLES

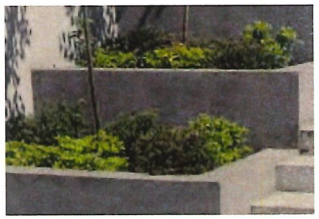
Courtyards & Outdoor Amenity

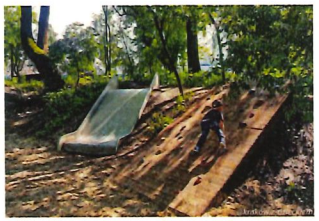



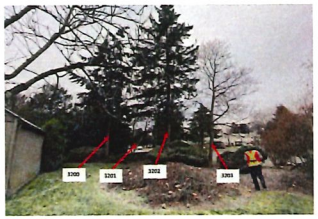
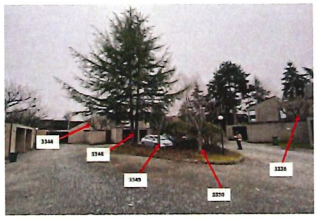
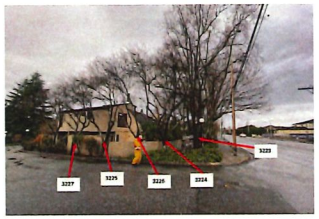

Grade Change

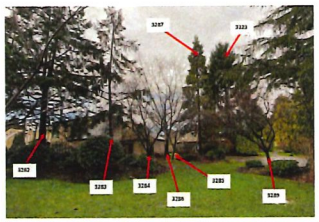




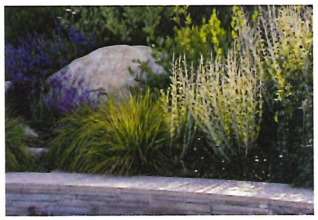
Existing Trees - *Images from Arborist Report*

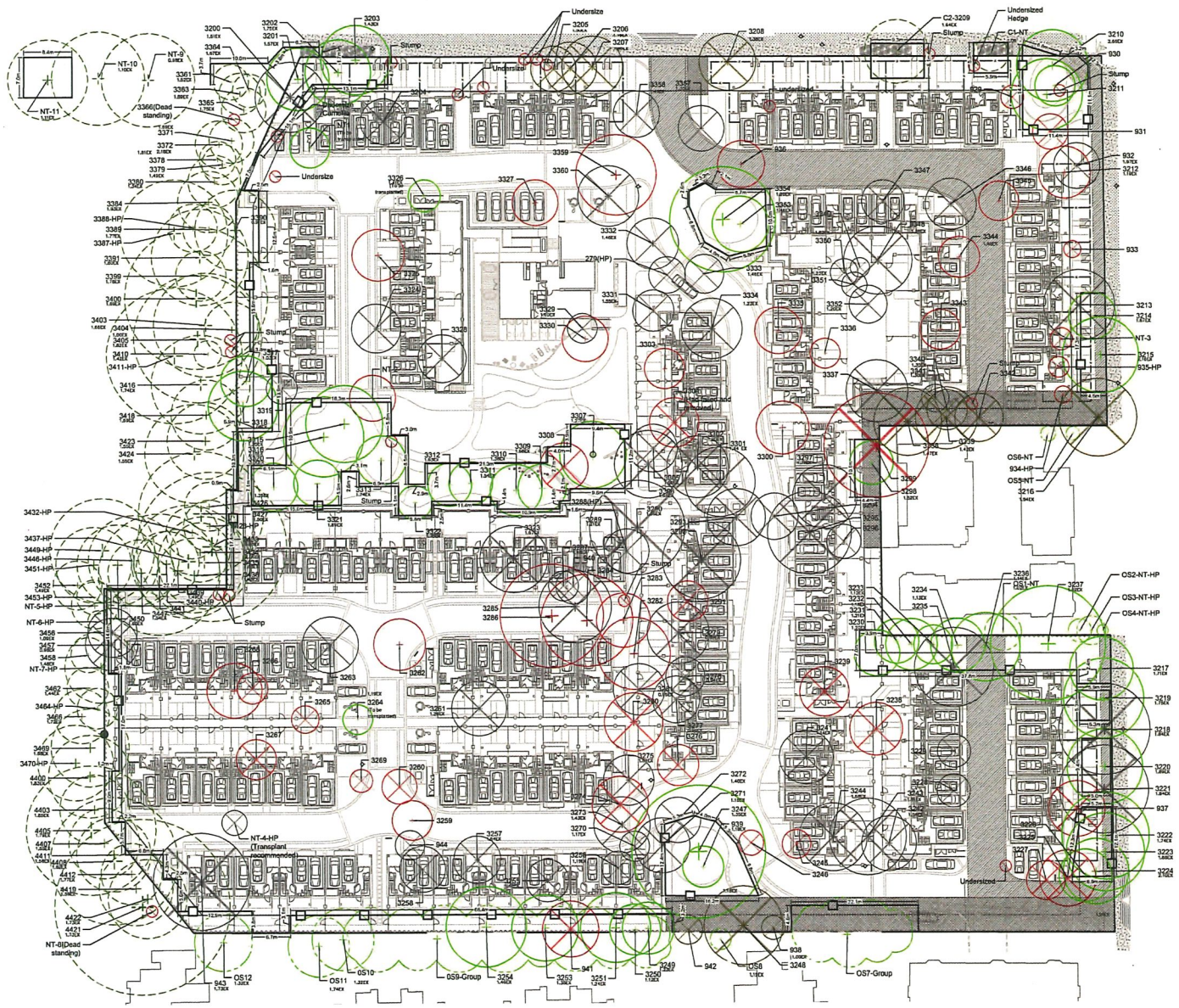
Sustainability & Resilience






QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

TREE PLAN



Legend

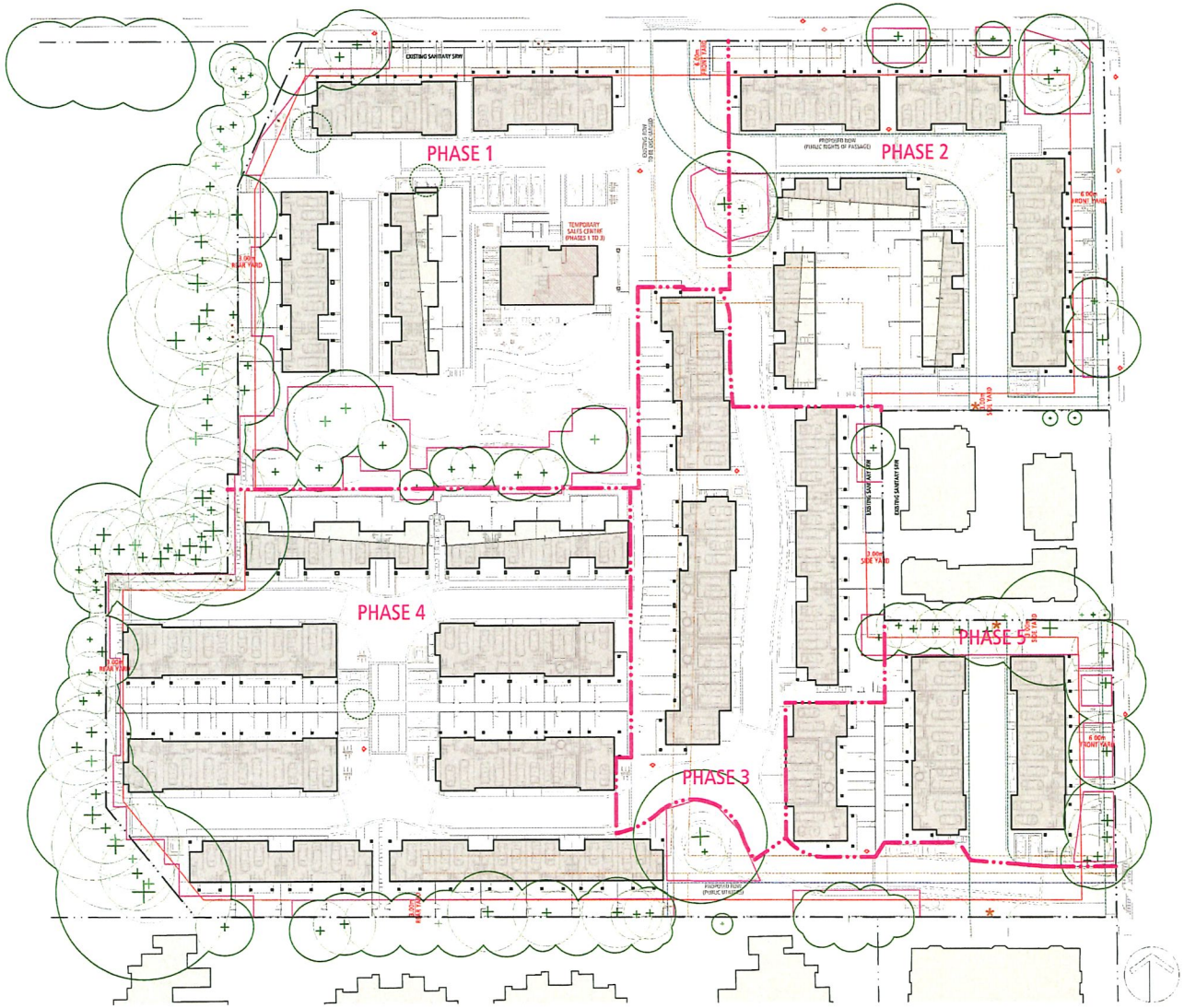
Tag #	Existing onsite tree to be retained
	Existing city tree to be retained
	Existing offsite tree to be retained
	Existing tree in conflict with demolition and machinery access to be removed (unlikely to survive after demolition)
	Existing tree in conflict with SRW
	Existing tree in conflict with construction to be removed
	Existing tree in poor condition to be removed
	Existing dead tree or stump
	Tree protection fencing

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

SITE PLAN CONCEPT

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

SITE PLAN

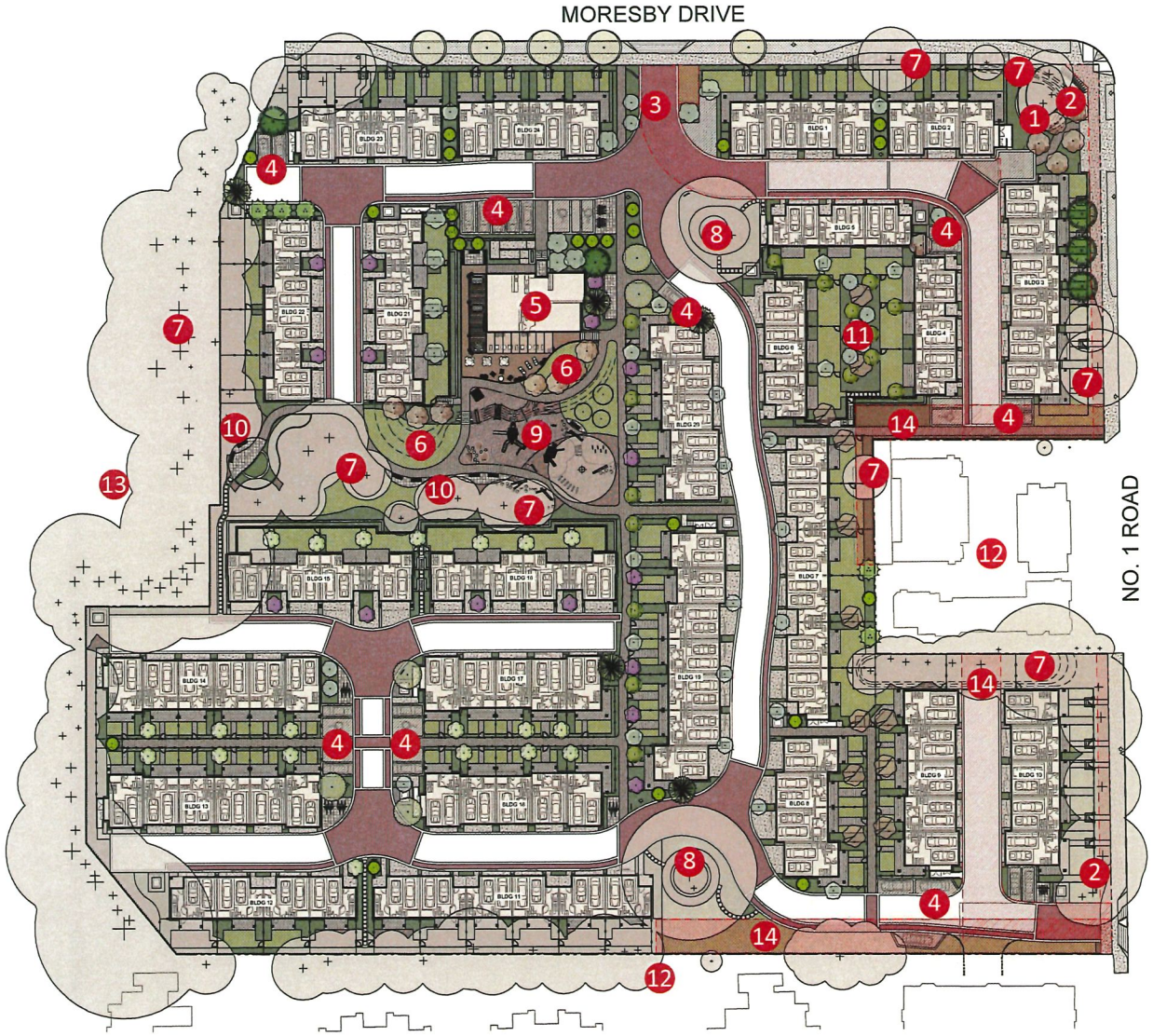


LEGEND

- TREES RETAINED
- TREES TRANSPLANTED
- PROPOSED RIGHT OF WAY (PUBLIC UTILITIES)
- EXISTING ROW AND EASEMENT (TO BE DISCHARGED)
- PROPOSED RIGHT OF WAY (PUBLIC RIGHTS OF PASSAGE)
- TREE PROTECTION FENCE
- * SIGNAGE LOCATIONS
  Signage reads "This is a shared driveway and is planned to be used to provide vehicle access to future developments."
- PHASING BOUNDARIES

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

LANDSCAPE PLAN

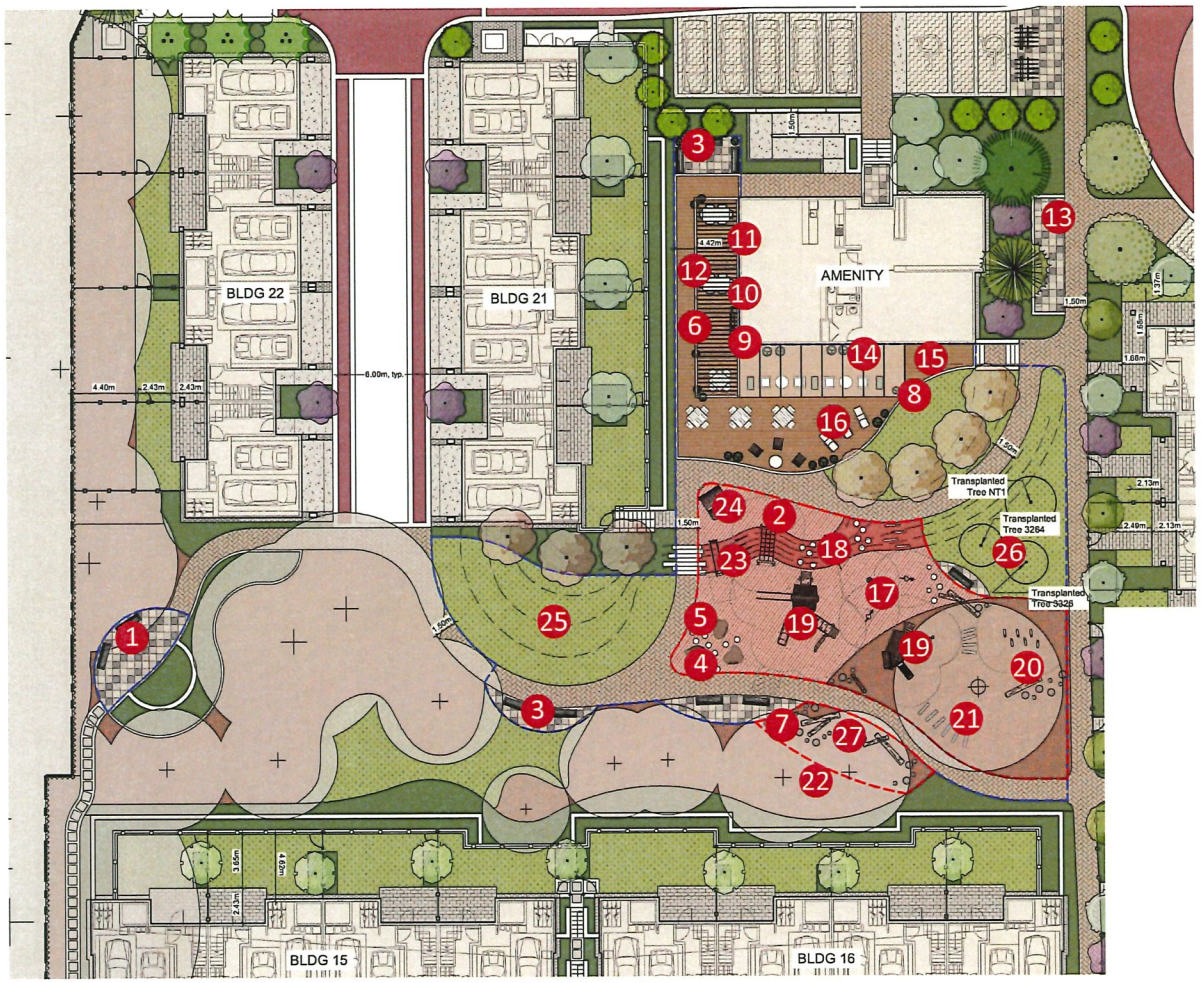


1. Corner park
2. Project signage
3. Main entry
4. Visitor parking
5. Amenity building
6. Lawn
7. Existing trees
8. Significant retained tree with Seating
9. Play area
10. Seating node
11. Pocket garden
12. Neighbouring Property
13. Quilchena School Park
14. SRW

10m 30m

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

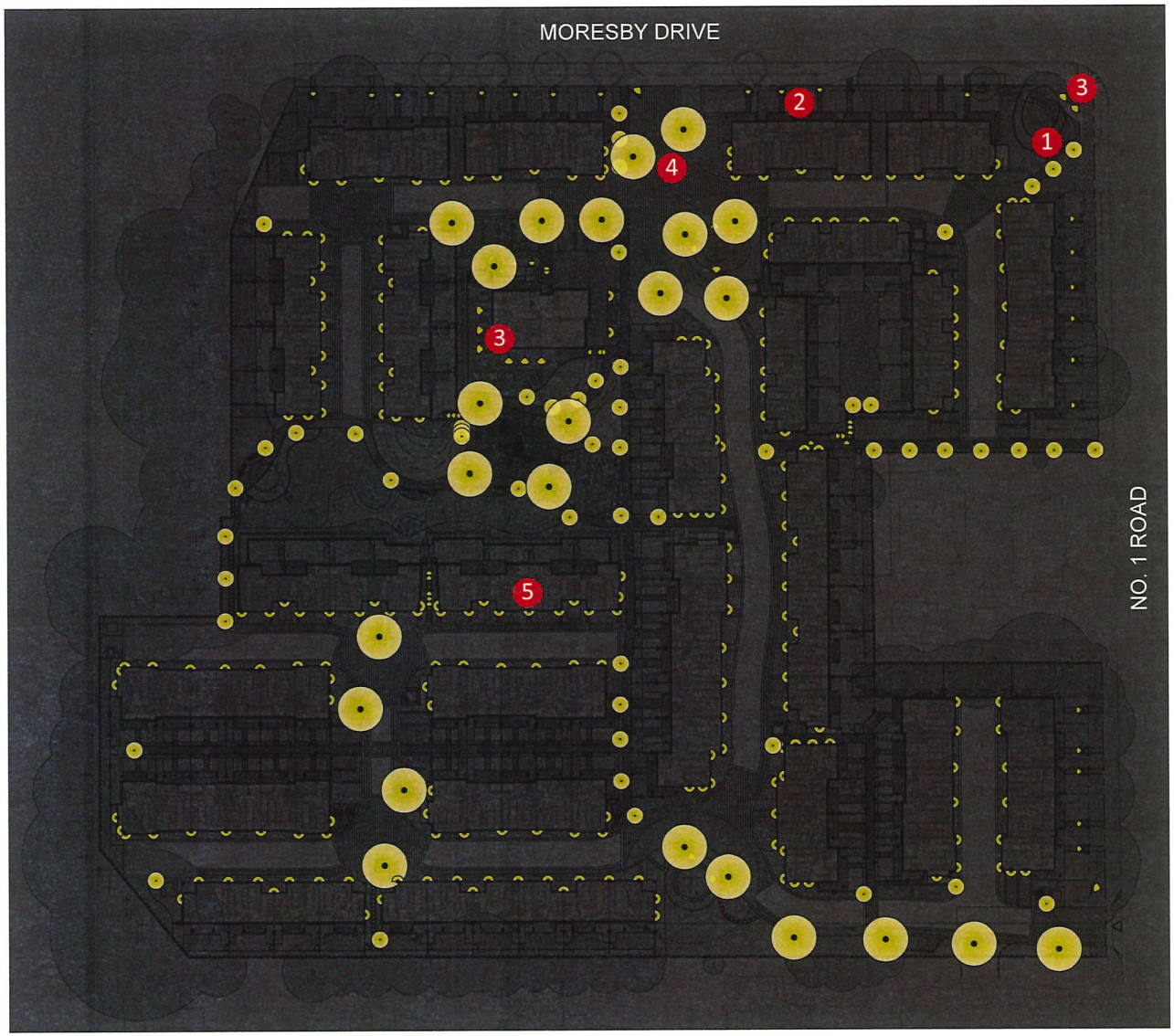
AMENITY AREA



1. Amenity space: 25m²
2. Play area: 320m²
3. Seating area
4. Boulder
5. Rubber holds
6. Amenity space: 985m²
7. Play area 28m²
8. Moveable planter
9. Lounge seating
10. Outdoor BBQ
11. Outdoor dining
12. Overhead trellis
13. Mailbox
14. Rain cover
15. Wood decking
16. Sun bathing lounger
17. Spring toys
18. Rubber slope play
19. Nature play structures
20. Climbing logs
21. Engineered wood fibre
22. Existing trees to remain
23. Slides
24. Play house
25. Lawn
26. Existing trees to relocate
27. Wood log/stepping stump

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

LIGHTING PLAN



1 Bollard Light

2 Step/Wall Light

3 Up/Down Light

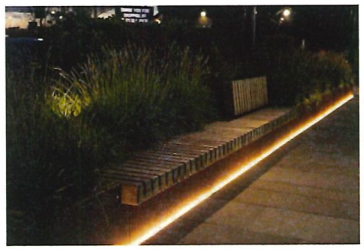
4 Pole Light

5 Building Exterior Light

10m 30m

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

PRECEDENT IMAGES


Strip lighting


Overhead lighting


Bollard lighting


Paving pattern


Patio/backyard


Allan block retainning wall


Retaining walls/planting


Planting beds


Lounge seating


Bench


Outdoor kitchen


Outdoor seating


Covered seating


Lawn space


Sloped play area


Wooden play structures


Nature play


Interactive elements


Naturalistic elements

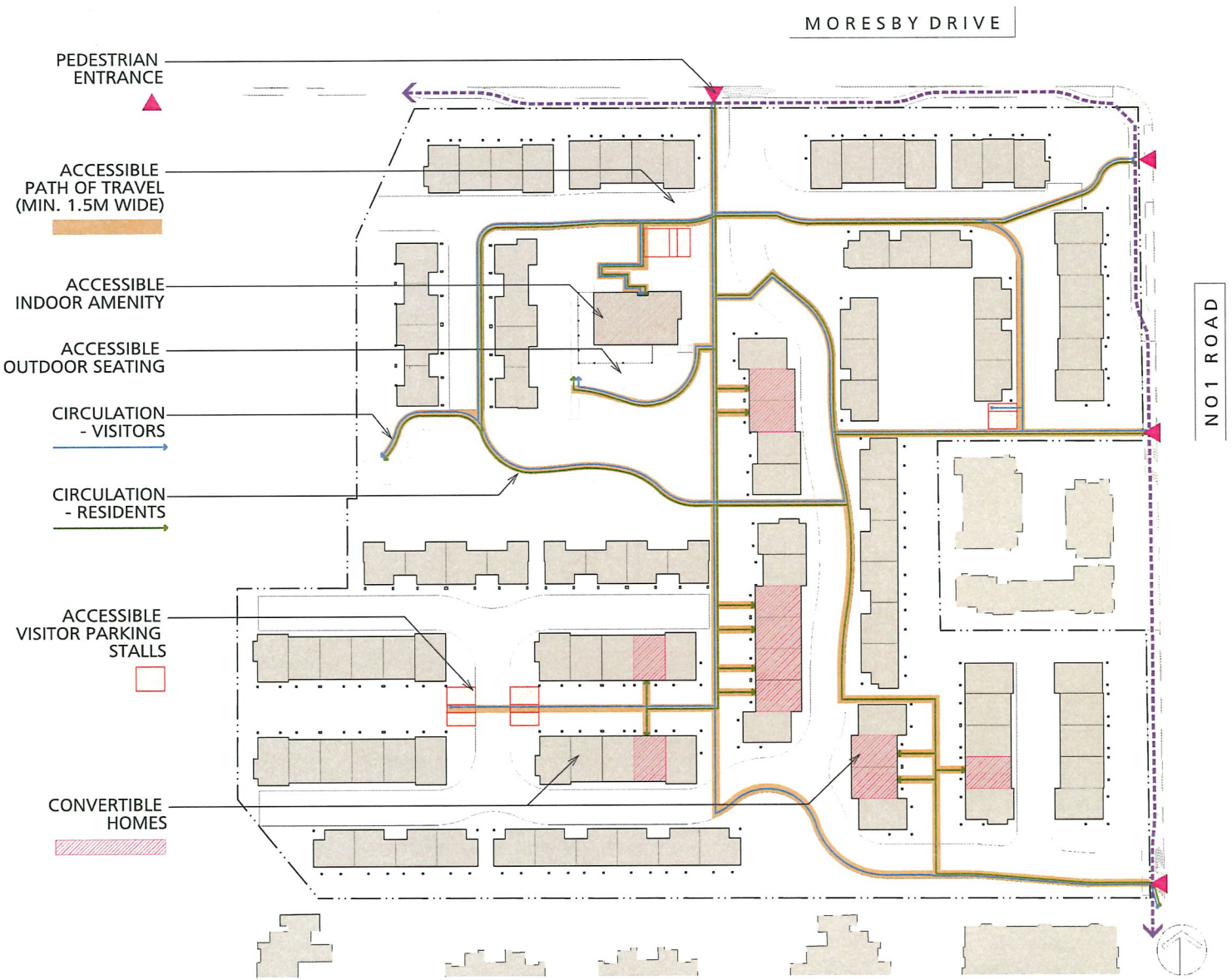

Tree preservation

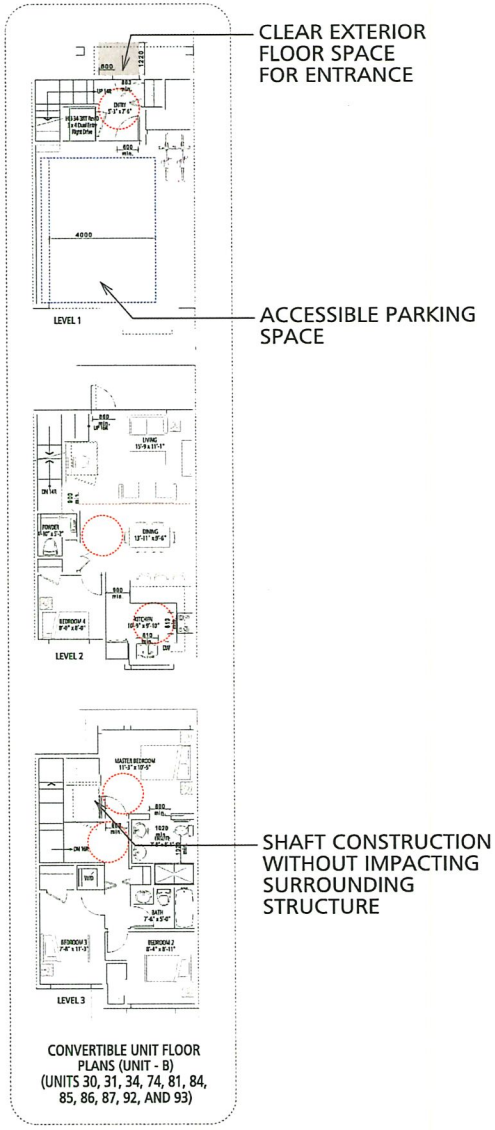
QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

PUBLIC REALM & SITE CIRCULATION

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

ACCESSIBILITY STRATEGY



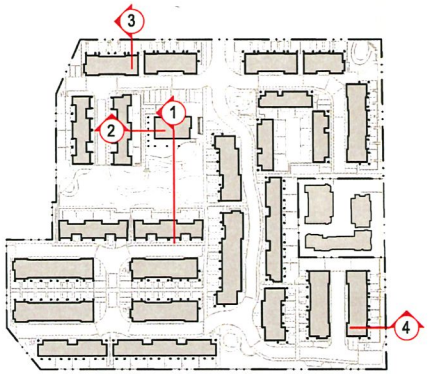


CONVERTIBLE UNIT FLOOR PLANS (UNIT - B)
(UNITS 30, 31, 34, 74, 81, 84, 85, 86, 87, 92, AND 93)

QUILCHENA PARK ESTATES

for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

SITE GRADING , CPTED



SECTION 1 - THROUGH CENTRAL OPEN SPACE

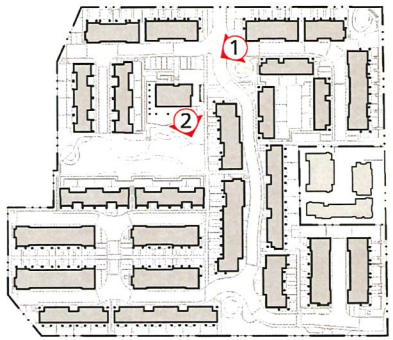
SECTION 2 - THROUGH RAISED YARDS

SECTION 3 - THROUGH MORESBY DRIVE

SECTION 4 - THROUGH NO.1 ROAD

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

PERSPECTIVES

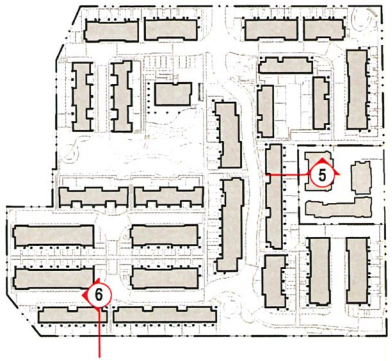


① AMENITY BUILDING

② COMMON OUTDOOR OPENSPACE

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

SITE INTERFACES

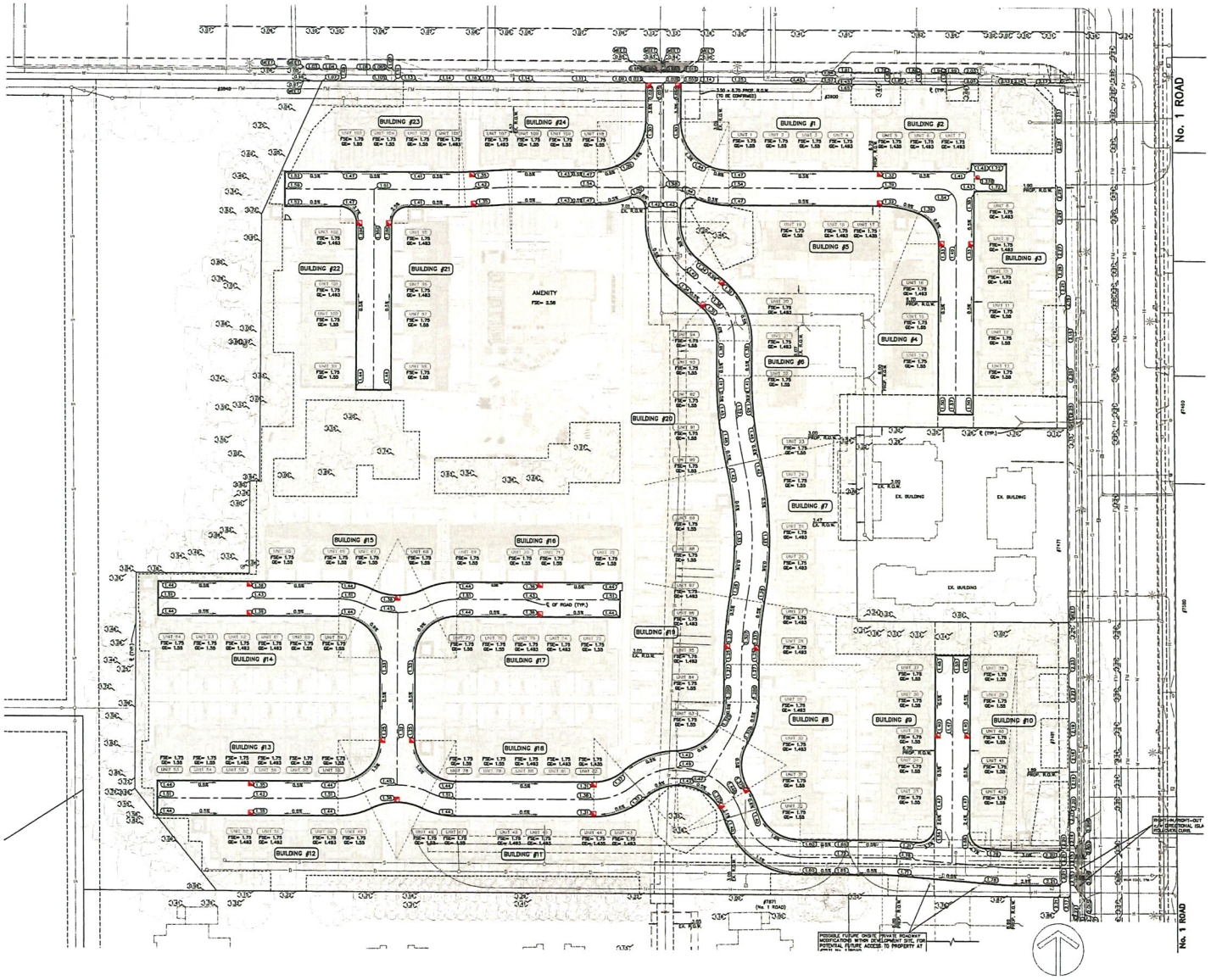


SECTION 5

SECTION 6

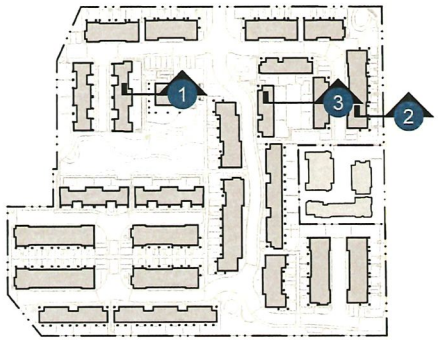
QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

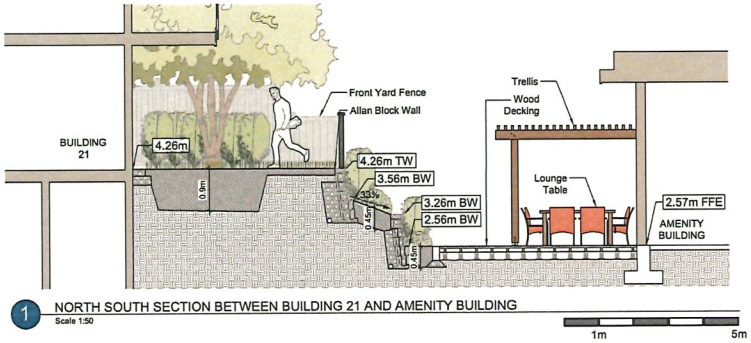
SITE GRADING



QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

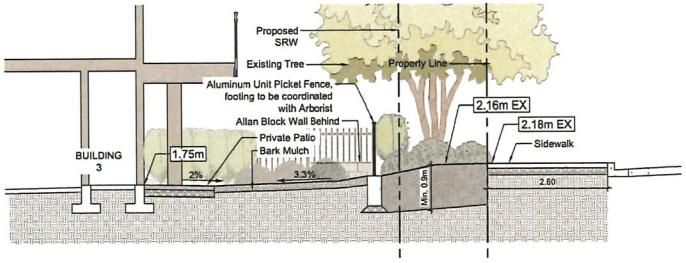
SECTIONS





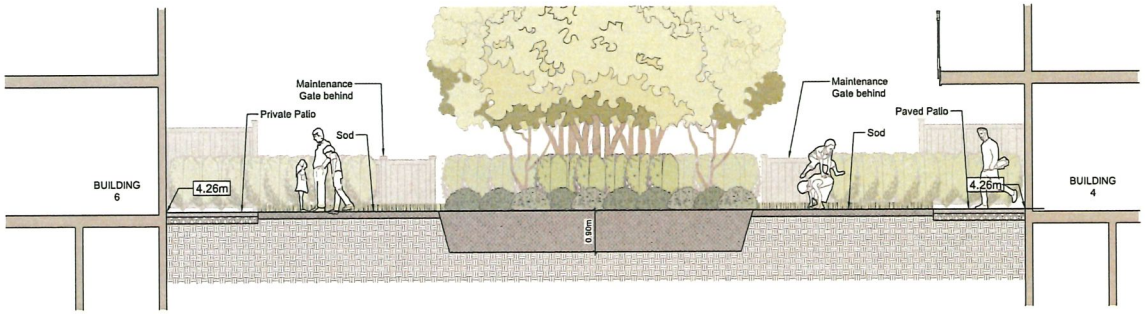
1 NORTH SOUTH SECTION BETWEEN BUILDING 21 AND AMENITY BUILDING
Scale 1:50

1m 5m



2 EAST WEST SECTION THROUGH BUILDING 3 FRONT YARD
Scale 1:50

1m 5m

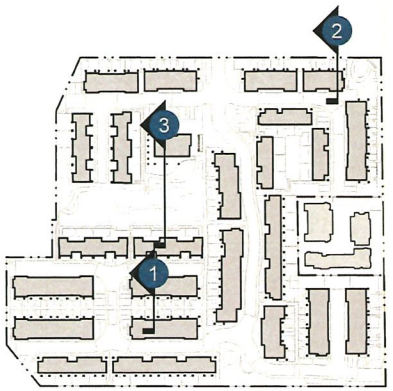


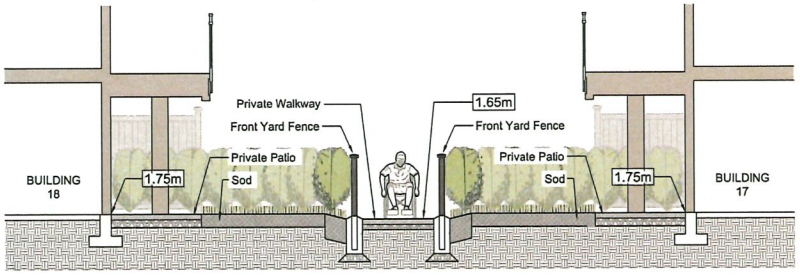
3 EAST WEST SECTION BETWEEN BUILDING 6 AND BUILDING 4
Scale 1:50

1m 5m

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

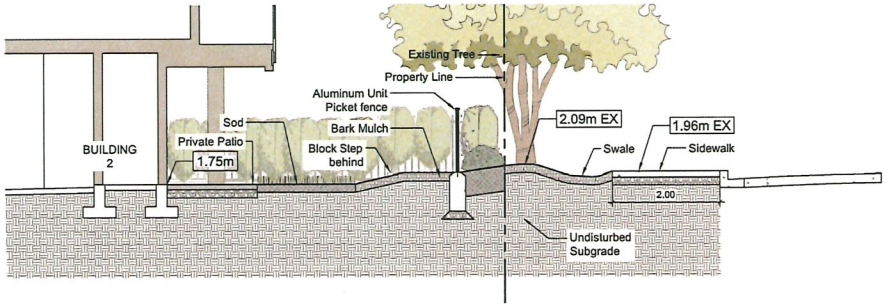
SECTIONS





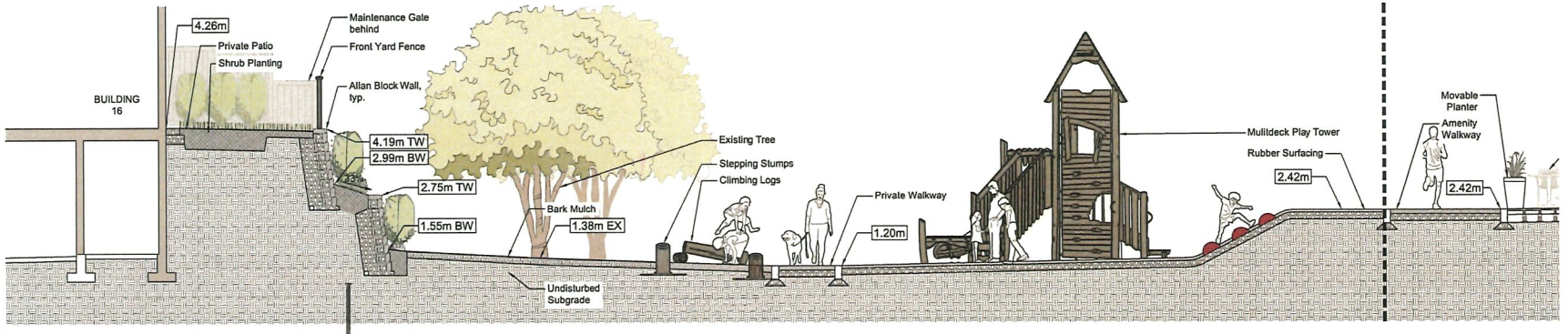
1 NORTH SOUTH SECTION BETWEEN BUILDIN 22 AND BUILDING 21
Scale 1:50

1m 5m



2 NORTH SOUTH SECTION THROUGH BUILDING 2 FRONT YARD
Scale 1:50

1m 5m



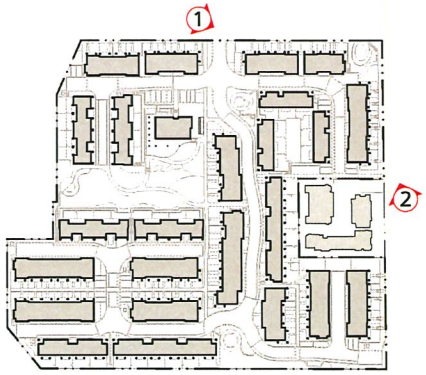
3 NORTH SOUTH SECTION THROUGH OUTDOOR AMENITY SPACE
Scale 1:50

1m 5m

QUILCHENA PARK ESTATES

for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

STREETSCAPE

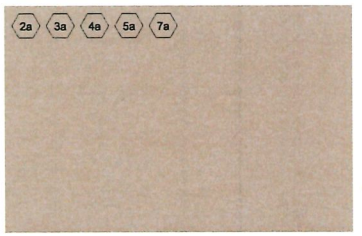


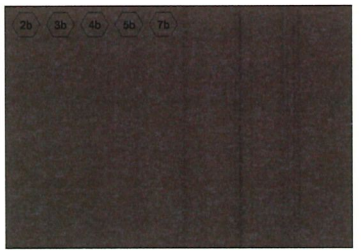
① VIEW FROM MORESBY DRIVE

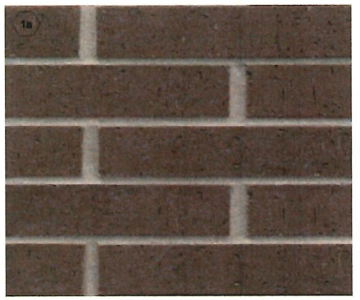
② VIEW FROM NO.1 ROAD

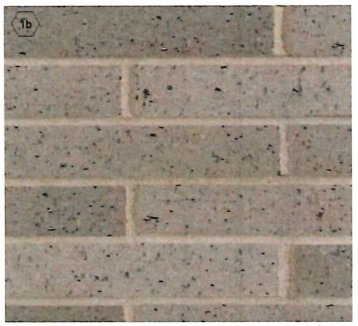
QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

BUILDING MASSING & MATERIALS









AMENITY BUILDING

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

ENERGY AND SUSTAINABILITY

- DEVELOPMENT WILL MEET ENERGY TARGET STEP 3 + EL4.
- GROUND SOURCE HEAT PUMPS FOR SPACE HEATING AND COOLING.
- HIGH EFFICIENCY ENERGY RECOVERY VENTILATORS (ERV'S) FOR FRESH AIR DISTRIBUTION.
- HIGH EFFICIENCY ELECTRIC WATER HEATERS.
- HIGH EFFICIENCY DOUBLE GLAZED PVC WINDOWS AND DOORS.
- HIGH THERMAL RESISTANCE INSULATION
  R-24 EXTERIOR WALL INSULATION.
  R-50 ATTIC INSULATION
  R-15 SLAB-ON-GRADE INSULATION
- HIGH EFFICIENT LED LIGHTING THROUGHOUT.
- HIGH QUALITY AIR BARRIER CONSTRUCTION AND QUALITY CONTROL MEASURES.
- HIGH EFFICIENCY IRRIGATION SYSTEM.
- LEVEL 2 EV CHARGING PLUG-INS FOR ALL RESIDENTIAL CAR STALLS.

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

PLANTING & MATERIALS PALETTE


Azalea 'Kirin'


Hebe pinguifolia 'Sutherlandii'


Lonicera acuminata


Corylopsis pauciflora


Cornus sericea


Sedum 'Autumn Joy'

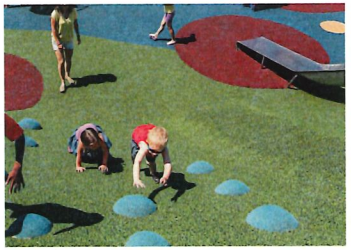

Astrantia major


Escallonia 'Newport Dwarf'


Stipa tenuissima

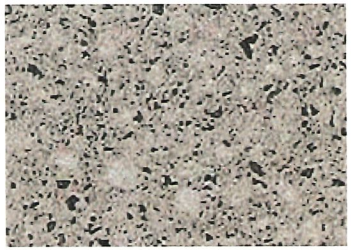

Echinacea purpurea


Clematis armandii


Rubber Surfacing


Wood Fibar


Stamped Asphalt


Concrete


Wood Decking


Stepping Stumps


Slab Path


Permeable Pavers


Unit Pavers

QUILCHENA PARK ESTATES for Western Construction and Citimark by Fougere Architecture Inc. and VDZ + Associates

TREE PALETTE


Acer griseum


Acer japonicum


Arbutus unedo 'Compacta'


Cedrus deodara


Cercis canadensis 'RNI-RCC3'


Chamaecyparis obtusa 'Gracilis'


Cornus nuttallii


Cornus kousa 'Satomi'


Davidia involucrata


Fraxinus americana 'Junginger'


Magnolia kobus stellata


Picea pungens 'Hoopsii'


Pinus contorta


Prunus Serrulata 'Kwanzan'


Styrax japonicus 'JFS-D'

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QUILCHENA PARK ESTATES

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