



Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, November 12, 2014
3:30 p.m.

Minutes

*Motion to adopt the **minutes** of the Development Permit Panel meeting held on Wednesday, October 15, 2014.*



1. **Development Permit 13-652010**
(REDMS No. 4308100)

APPLICANT: Zhao XD Architect Ltd.

PROPERTY LOCATION: 8400 General Currie Road and 7411/7431 St. Albans Road

Director's Recommendations

That a Development Permit be issued which would:

1. *permit the construction of 12 three-storey townhouse units at 8400 General Currie Road and 7411/7431 St. Albans Road on a site zoned "High Density Townhouses (RTH2)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units.*



2. **Development Permit 14-663402**
(REDMS No. 4371832)

APPLICANT: Christopher Bozyk Architects Ltd.

Development Permit Panel – Wednesday, November 12, 2014

ITEM

PROPERTY LOCATION: 3200 Sweden Way

Director's Recommendations

That a Development Permit be issued which would:

1. *permit the construction of 1,765.16 m² (19,000 ft²) one-storey building consisting of one (1) commercial retail unit (CRU) for a furniture showroom located at 3200 Sweden Way on a site zoned Industrial Retail (IR1); and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the required number of parking spaces from 61 to 46.*



3. **Development Permit 14-666057** (REDMS No. 4376137)

APPLICANT: Madison Pacific Properties Inc.

PROPERTY LOCATION: 3200 Sweden Way

Director's Recommendations

That a Development Permit be issued which would permit the construction of 866 m² (9,320 ft²) gross leasable floor space in a 1-storey building consisting of three (3) commercial retail units (CRU) including a White Spot restaurant located at 3200 Sweden Way on a site zoned Industrial Retail (IR1).



4. New Business

5. Date of Next Meeting: Wednesday, November 26, 2014

6. Adjournment



**Development Permit Panel
Wednesday, October 15, 2014**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
John Irving, Director, Engineering

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, September 24, 2014, be adopted.

CARRIED

2. Development Permit 14-667441

(File Ref. No.: DP 14-667441) (REDMS No. 4315296)

APPLICANT: Polygon Jayden Mews Homes Ltd.

PROPERTY LOCATION: 9700 and 9740 Alexandra Road

INTENT OF PERMIT:

1. Permit the construction of 64 townhouses at 9700 and 9740 Alexandra Road on a site zoned "Town Housing (ZT71) – Alexandra Neighbourhood (West Cambie)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum percentage of enclosed vehicle parking spaces provided in a tandem arrangement to 57%.

Development Permit Panel

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Applicant's Comments

Jim Bussey, Formwerks Architectural Inc. gave a brief overview of the proposed application regarding (i) urban design, (ii) architectural form and character, (iii) landscape and open space design, and (iv) sustainability features.

Mr. Bussey advised that the proposed development will incorporate energy efficient features such as Energy Star appliances, Low-E glazing on all windows and use low VOC paints. He added that the green space will incorporate owl habitats as part of a public art offering.

Cheryl Bouwmeester, ETA Landscape Architecture, commented on the proposed development's landscaping and open space design under the Environmentally Sensitive Area (ESA) and noted the following:

- a three metre-wide landscape buffer will run along the eastern and western edges of the site;
- a minimum of fifty percent of the plants used for landscaping will be native species;
- the plants used in the landscaping is expected to attract songbirds;
- there will be greenspace that will open up to Alderbridge Way;
- a douglas fir tree near the centre of the development is proposed for retention;
- a tree well installed with retaining walls and a raised wooden seating area will be constructed to maintain the existing grade around the douglas fir tree;
- meandering pathways is proposed to provide pedestrian access through the site; and
- a proposed vegetative wall along the eastern portion of the proposed development will separate the site from neighbouring properties.

Panel Discussion

Chris Ho, Polygon and Ms. Bouwmeester, advised that there will be three habitat boxes for owls on-site. Ms. Bouwmeester added that the habitat boxes will be surrounded by willow trees and will be elevated to approximately nine to sixteen feet to provide clearance for the owl nest. Also, Ms. Bouwmeester noted that the owls will have a temporary habitat while the site is under construction.

Discussion ensued regarding the outdoor play elements and in reply to queries from the Panel, Mr. Ho noted that that play elements will include a spinning dish, climbing logs and boulders, and a flat surface for chalk drawings.

In reply to queries from the Panel, Mr. Ho advised that the pathway on-site will be accessible for pedestrians. Wayne Craig, Director, Development, added that the access to pathway will be for residents but will not be gated.

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Discussion then ensued with respect to the exposure of proposed development's frontage. Mr. Craig advised that landscaped buffer along Alderbridge Way would be a continuation of the vegetative buffer treatment that will be installed on adjacent developments to the west. He added that the servicing agreement will include additional planting on the centre median along Alderbridge Way.

Staff Comments

Mr. Craig commented on the proposed development noting that:

- a servicing agreement will address frontage improvements along Alexandra Road and Alderbridge Way;
- the proposed development will be designed to achieve an EnerGuide rating of 82 or better;
- the proposed development will be designed to achieve the City's aircraft noise mitigation standards; and
- 14 convertible units will be included in the development.

In reply to queries from the Panel, Mr. Craig noted the planting within the City boulevards will be part of the servicing agreement and staff will determine the appropriate plant species used.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Discussion ensued with regard to the proposed development's architectural form and character and sustainability features.

Development Permit Panel
Wednesday, October 15, 2014

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of 64 townhouses at 9700 and 9740 Alexandra Road on a site zoned "Town Housing (ZT71) – Alexandra Neighbourhood (West Cambie)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum percentage of enclosed vehicle parking spaces provided in a tandem arrangement to 57%.*

CARRIED

3. New Business

It was moved and seconded

That the Wednesday, October 29, 2014 meeting of the Development Permit Panel be cancelled due to lack of agenda items.

CARRIED

4. Date Of Next Meeting: Wednesday, November 12, 2014

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:46 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, October 15, 2014.

Joe Erceg
Chair

Evangel Biason
Auxiliary Committee Clerk



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: November 4, 2014

From: Wayne Craig
Director of Development


File: DP 13-652010

Re: Application by Zhao XD Architect Ltd. for a Development Permit at 8400 General Currie Road and 7411/7431 St. Albans Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 12 three-storey townhouse units at 8400 General Currie Road and 7411/7431 St. Albans Road on a site zoned "High Density Townhouses (RTH2)".
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units.


Wayne Craig
Director of Development

WG:el
Att.

Staff Report

Origin

Zhao XD Architect Ltd. has applied to the City of Richmond for permission to develop 12 three-storey townhouse units at 8400 General Currie Road and 7411/7431 St. Albans Road. The site is being rezoned from “Single Detached (RS1/E)” to “High Density Townhouses (RTH2)” for this project under Bylaw 9111 (RZ 13-643346), which received Third Reading following the Public Hearing on April 22, 2014. The site currently contains a single-family home on one lot and a duplex on another lot, both of which will be demolished.

Frontage improvements were secured through the rezoning process and will be constructed through a separate Servicing Agreement (SA 13- 651696), which must be entered into prior to final adoption of the rezoning bylaw. Works include, but are not limited to: removal of the existing sidewalk on both frontages, construction of a new 1.5 m wide sidewalk at property line and a grass and treed boulevard between the new sidewalk and the existing curb along both frontages, removal of an existing power pole on General Currie Road, and upgrade of the storm main along the General Currie Road frontage to a minimum of 600mm.

Development Information

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

To the north, across General Currie Road, a four-storey apartment building on a lot zoned “Medium Density Low Rise Apartments (RAM1)”;

To the south, a 7-unit townhouse development on a lot zoned “Medium Density Low Rise Apartments (RAM1)” ;

To the east, across St. Albans Road, a four-storey condominium (three-storeys over parking) on a lot zoned “Medium Density Low Rise Apartments (RAM1)” ; and

To the west, a four-storey condominium on a lot zoned “Medium Density Low Rise Apartments (RAM1)”.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on April 22, 2014. No concerns regarding the rezoning were expressed at the Public Hearing.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the “High Density Townhouses (RTH2)” zone except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in **bold**)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units;

(Based on the City Centre location, 17 residential parking spaces are required for this 12-unit development, with a maximum of 8 parking spaces permitted in a tandem arrangement. By permitting an extra two (2) residential parking spaces as tandem parking spaces, the applicant is able to provide seven (7) extra residential parking spaces on-site.

Tandem parking is generally supported as it can reduce pavement area on-site and facilitate a more flexible site layout. With the extra residential parking spaces provided on site and on-street parking available on both sides of both General Currie Road and St. Albans Road, staff do not envision any noticeable impact to parking in the immediate neighbourhood due to the proposed tandem parking variance.

This variance was identified in the Report to Committee and a restrictive covenant to prohibit the conversion of the tandem garage area into habitable space has been secured at the Rezoning stage.)

Advisory Design Panel Comments

The Advisory Design Panel supported the design of the project and the Design Panel's suggested design changes have been incorporated in the proposal. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, May 7, 2014 is attached for reference (Attachment 2). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis***Conditions of Adjacency***

- The proposed height, siting and orientation of the buildings respect the massing of the surrounding residential developments and would be consistent with the form and character of existing multiple residential projects in the area.
- While no tree planting is permitted within the SRW along the west property line, various shrubs are proposed along the west property line to form a landscape buffer; a row of cedar hedge and 1.8 m solid wood fence are also proposed to increase privacy of the adjacent apartment units to the west as well as privacy in the yard spaces of the proposed development.
- A natural screen with a mix of hedging materials and Aspen trees, and a 6 ft. wood fence is proposed between the subject site and adjacent townhouse development to the south for added privacy on both sites.

Urban Design and Site Planning

- The proposed site layout includes 12 townhouses in three (3) townhouse clusters. Nine (9) units have direct access from the street and three (3) units have access from the internal drive aisle.

- Vehicular access is from General Currie Road. A pedestrian walkway is provided to St. Albans Road to the east.
- All units have two (2) vehicle parking spaces. Tandem parking spaces are proposed in eight (8) of the twelve units only. A Restrictive Covenant prohibiting the conversion of tandem parking area into habitable area has been secured at rezoning.
- A total of three (3) visitor parking spaces, including one (1) accessible visitor parking space, are provided at the entrance of the site. The number of visitor parking spaces proposed complies with the bylaw requirement. Bicycle parking is provided and is also in compliance with the zoning bylaw requirements.
- All units have private outdoor spaces consisting of front or rear yard and balconies on the second and third floors. All private outdoor space can be accessed directly from the main living space.
- Outdoor amenity space is proposed at the entrance of the site. The size and location of the outdoor amenity space is appropriate in providing open landscape and amenity convenient to all of the units. The central location provides for casual surveillance opportunity from most units.
- A covered mailbox kiosk is provided adjacent to the outdoor amenity area.
- The garbage, recycling and organic storage enclosures have been incorporated into the design of Building 3 to minimize their visual impact.

Architectural Form and Character

- A pedestrian scale is generally achieved along the public streets and internal drive aisle through the inclusion of variation in building projections, recesses, entry porches, varying material/colour combinations, landscape features, and the use of individual unit entrances.
- The existing site context has a variety of architectural massing and styles. The architectural language used for the design is generally reflective of the traditional residential building styles found in the surrounding neighbourhood. Architectural elements proposed in this project (such as pitched roof, staggered massing, framed windows and doors, canopies and balconies, materials and colour mix, etc.) are intended to adopt the characters found in the immediate neighbourhood.
- The impact of blank garage doors has been mitigated with panel patterned doors, transom windows, main/secondary unit entrances, and planting islands/window planters along the internal drive aisle.
- Natural colours have been used for all siding materials to fit with the context of the neighbourhood. Strong contrasting colours and culture stone veneer are used on the accent walls to provide visual interest.
- The proposed building materials (asphalt roof shingles, hardi panel/board/siding, wood trim/column/canopy, culture stone veneer, solid core wood doors, and metal guard rail) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with the existing character of the neighbourhood.

Landscape Design and Open Space Design

- Tree preservation was reviewed at rezoning stage and all three (3) bylaw-sized trees noted on-site were identified for removal due to general poor condition; six (6) replacement trees are required.

- The applicant is proposing to plant 19 replacement trees on-site, including 4 conifers and 15 deciduous trees. Hedges, an assortment of shrubs and ground covers, and perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- The street side landscape defines the private yard boundaries with low fences along the back of sidewalk and low hedges inside the yards. The front yards are internally separated by fencing and hedging to create privacy.
- Each street fronting unit will have a private yard with a shade tree, shrub/groundcover planting, patio, and lawn area.
- A children's play area designed for children aged 2 to 5 years old is proposed for the outdoor amenity area. The play equipment includes a curved slide, a tree climber, and a steering wheel for pretend plan; it was chosen to fit into the provided space and to allow multiple children to play at the same time. The equipment provides different play opportunities such as social, imagination, balance, and motor skills.
- A bench is also provided for caregivers.
- Feature paving will highlight road transitions at the site entrance and the drive aisle ends, as well as at the intersection of the internal drive aisle. Permeable pavers will be used to identify a pedestrian route from the site entrance to the internal units, and to provide a break in the asphalt internal driveway.
- In order to ensure that the proposed landscaping works are completed, the applicant is required to provide a landscape security of \$78,253.89 in association with the Development Permit.
- Indoor amenity space is not proposed on-site. A \$12,000 cash-in-lieu contribution has been secured as a condition of rezoning approval, consistent with the OCP.

Crime Prevention Through Environmental Design

- The applicant advises that the following design principles are incorporated into the development:
 - Real or perceived barriers created by landscape design;
 - Clearly-defined pedestrian entries;
 - Edges and corners with low landscaping and low permeable fencing;
 - Visual access without loss of privacy;
 - Semi-private open spaces designed to maximize resident access and enhance neighbour-to-neighbour surveillance;
 - Natural Surveillance opportunities for easy viewing activities around of public and semi-private spaces;
 - "Eyes on the street" with windows, front doors, playgrounds and seating, visible from street and not hidden by vegetation; and
 - Lighting will be installed at main entry for each unit as well as the secondary entry at the internal driveway.

Sustainability

- At rezoning stage, the applicant committed to achieving an EnerGuide rating of 82 for the proposed town houses and to pre-ducting all units for solar hot water heating.

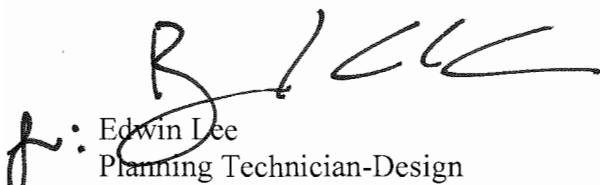
- A Certified Energy Advisor has confirmed that the proposed townhouse units will be designed to achieve an EnerGuide rating of 82. The report prepared by the Energy Advisor is on file and will be utilized through the Building Permit review process to ensure these measures are incorporated in the permit drawings.
- A legal agreement is required to be registered on-title prior to issuance of the Development Permit to ensure that all units are designed to achieve an EnerGuide rating of 82 (as detailed by the Certified Energy Advisor), and to include pre-ducting for solar hot water heating.
- The developer also advises that the following sustainability features will be incorporated into the development:
 - Energy efficient lighting;
 - Plumbing fixtures that conserve water;
 - High efficiency irrigation and drought tolerant plants for landscape areas;
 - Permeable paver for patios and driveway allows maximum storm water infiltration potential;
 - Sustainable materials such as Hardie sidings as primary cladding material for buildings which contain post-industrial or pre-consumer recycled content and provide longer lasting and lower maintenance and repair cost;
 - Planting are generally selected for lower water usage and year-round interest.
 - The construction techniques will encourage sub-trades to use recycled materials such as recycled steel, concrete, and other materials, wherever feasible.

Accessible Housing

- The proposed development includes one (1) convertible unit that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of this unit will require installation of a vertical lift in the stacked storage space (which has been dimensioned to allow for this in Unit F) in the future, if desired.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
 - stairwell hand rails;
 - lever-type handles for plumbing fixtures and door handles; and
 - solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. On this basis, staff recommend support of this Development Permit application.


Edwin Lee
Planning Technician-Design
EL:cas

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$78,253.89; and
- Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.

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

- Submission of fire flow calculations signed and sealed by a professional engineer, based on the Fire Underwriters Survey to confirm that there is adequate available water flow.
- Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for 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.
- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.



DP 13-652010

Attachment 1

Address: 8400 General Currie Road and 7411/7431 St. Albans Road

Applicant: Zhao XD Architect Ltd. Owner: Benest Real Estate Development Ltd.

Planning Area(s): City Centre

Floor Area Gross: 2,298.8 m² Floor Area Net: 1,530.6 m²

	Existing	Proposed
Site Area:	1,953 m ²	1,946.1 m ²
Land Uses:	Single-Family Residential & Duplex	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Zoning:	Single Detached (RS1/E)	High Density Townhouses (RTH2)
Number of Units:	3	12

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.80	0.79	none permitted
Lot Coverage – Building:	Max. 45%	43.3%	none
Lot Coverage – Non-porous Surfaces:	Max. 70%	69.2%	none
Lot Coverage – Landscaping:	Min. 20%	23.6%	none
Setback – Front Yard (North) (m):	Min. 4.5 m	4.50 m	none
Setback – Exterior Side Yard (East) (m):	Min. 2.0 m	4.50 m	none
Setback – West Side Yard (m):	Min. 2.0 m	3.00 m	none
Setback – Rear Yard (South) (m):	Min. 2.0 m	2.00 m	none
Height (m):	12.0 m (3-storeys)	12.0 m (3-storeys)	none
Lot Size:	600 m ² (min. 20 m wide x 30 m deep)	1,946.1 m ² (37.97 m wide x 51.06 m deep)	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2.0 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	20	27	none

Tandem Parking Spaces:	Max. 50% of proposed residential spaces (24 x Max. 50% = 12)	16	Variance Requested
Small Car Parking Spaces	None on the required parking stalls (when fewer than 31 spaces are provided on site)	2 (parking stalls provided in excess of bylaw requirement may be small car parking stalls)	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 12 units = 72 m ²	72 m ²	none

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

**Wednesday, May 7, 2014 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

Panel Discussion

Comments from the Panel were as follows:

- balconies in the model appear bigger than what is presented in the floor plan submitted by the applicant, i.e. as per Plan A-3; consider reducing the size of the nook on the second floor and bedroom number 3 above it to increase the size of the balconies;

Balconies in model are in scale that is consistent to the drawings. The size of the nook is reduced for balcony size increase (see drawings A-3 to A-8).

- agree with staff comment regarding the visitor parking stall (Stall V1) along the south property line; consider relocating to the visitor parking area near the driveway entrance; consider reducing the size of the adjacent landscaped area to the north and the outdoor amenity area to the south to provide additional parking space; north-south drive aisle need not extend up to the south property line; consider planting a large tree at the end of the drive aisle;

The suggestions are taken to relocate visitor parking stall (V1) to the other visitor parking area near the driveway entrance by shifting Building 1 southward. The drive aisle can also be shortened to leave more space for landscaping (see site plan on drawing A-1).

- there is a huge piece of asphalt at the driveway intersection in the middle of project; consider introducing another tree/landscaping;

Due to requirements for minimum drive aisle width and maneuvering space for truck, extra landscaping appears not possible at the intersection. Feature paving is proposed at the intersection of internal drive aisle.

- bay window on the turrets appear awkward; consider further design development;

The design of turrets has been improved, which are closer and more integrated to the principal building massing (see revised drawings A-3, A-11 & 12 and perspectives).

- consider introducing permeable pavers on the driveway intersection and maintain the continuity of the asphalt area elsewhere in the project as it could function as children's outdoor play area;

See updated site plan (A-1) and landscape architectural plans. An introduction of permeable area also enriches surface pattern of the ground.

- site is very tight; nice curve on the street;
- agree with the proposed location of the balconies; however, consider increasing their size to make them more usable;

The balcony/deck design has been revised. The balcony/deck depth has been increased to be 1.8m (5'-11") (see Drawing A-3 to A-8).

- turrets appear awkward but can add a “fun” character to the proposed development;
- bay windows on the turret are projecting out too much; large amount of glazing on the bay windows is the weak spot on the thermal performance of the building; ensure good quality thermally broken windows and reduce the thermal massing on the windows;

One window panel on turret in Building 1 is removed by shifting the turret more into the building. Turrets in Building 2 & 3 have been also revised with the amount of glazing areas reduced as suggested (see drawings A-3).

- turrets are not an uncommon feature in the Craftsman style homes in Richmond; support the feature as it will add interest to the proposed development;
- the proposed convertible unit is well designed; consider a sliding door in the powder room on the main floor to provide more usable space for residents;

Sliding door is introduced to powder room replacing the swing door (see drawings A-3 & A-8).

- garbage and recycling area is located adjacent to the convertible unit; relocate garbage and recycling to another area to ensure the marketability of the convertible unit;

The garbage and recycling closet is physically near the convertible unit for convenient use for the unit while it is visually still quite separated from the unit.

- overall planning of the small and tight site is appropriate and workable;
- concern on the location, safety and manoeuvrability of the visitor parking stall adjacent to the neighbouring property to the south; might become a parking stall for the adjacent townhouse unit; support the proposal to relocate the visitor parking stall close to the driveway entrance;

The visitor parking (V1) has been relocated (See drawing A-1).

- review the size and shape of the balconies facing the street to improve their functionality; concern the space will become an outdoor storage space;

The balconies are redesigned (see drawings A-3 to A-8).

- concern on the architectural character of the proposed development; a lot of things happening in the proposal, e.g. turrets, gables, hip roofs, etc.; turret form appears disconnected with the other elements of the project; review and simplify the character of the proposal;

The turrets have been redesigned with consideration of more integration to the building massing. One turret is shifted more into the main building for Building 1. The turrets on Building 2 & 3 are also redesigned to be more merged into other parts of the building (see drawings A-3, A-10 to A-12 and perspectives). Hip roof is introduced to south portion of Building 1 for more balanced cross-references of different compositional elements within the same building and also to the same in other buildings. Communication utility closet for Building 1 has relocated in to the building south end to simplify the north façade facing the driveway entrance.

- agree with the comment to introduce permeable paving on the internal driveway intersection to break up the huge area of asphalt;

See updated site plan (A-1) and landscape architectural plans as mentioned earlier. An introduction of permeable area also enriches surface pattern of the ground.

- agree with the proposal to relocate the visitor parking stall at the south end of the property;

The stall is relocated as mentioned above.

- concern on the dark space that might be created underneath the L-shaped balconies and the overlook on neighbouring developments; and

The porch is open and an ideal private outdoor area in raining seasons. As shown on Context Plan in drawing A-1, overlook on neighboring residential units would not be an issue. An existing emergency vehicle route on west of the west property line and a drive way on south of the south property line.

- consider further design development to the turrets to integrate them better with other elements in the project.

As mentioned earlier, the turrets have been redesigned with consideration of more integration to the building massing. One turret is shifted more into the main building for Building 1. The turrets on Building 2 & 3 are also redesigned to be more merged into other parts of the building (see drawings A-3, A-10 to A-12 and perspectives).

Panel Decision

It was moved and seconded

That DP 13-652010 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



No. DP 13-652010

To the Holder: Zhao XD Architect Ltd.

Property Address: 8400 General Currie Road and 7411/7431 St. Albans Road

Address: 255 - 11181 Voyager Way
Richmond, BC V6X 3N9

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to 8500 to increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$78,253.89 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 13-652010

To the Holder: Zhao XD Architect Ltd.
Property Address: 8400 General Currie Road and 7411/7431 St. Albans Road
Address: 255 - 11181 Voyageur Way
Richmond, BC V6X 3N9

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

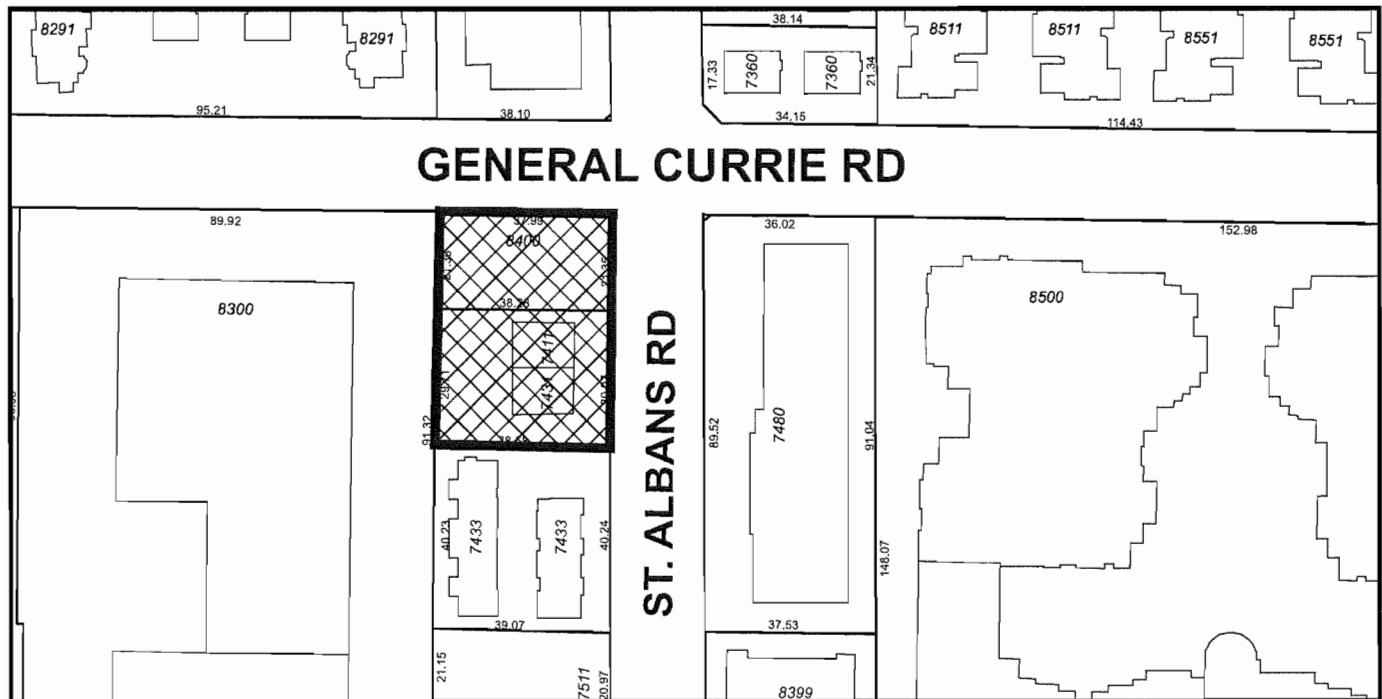
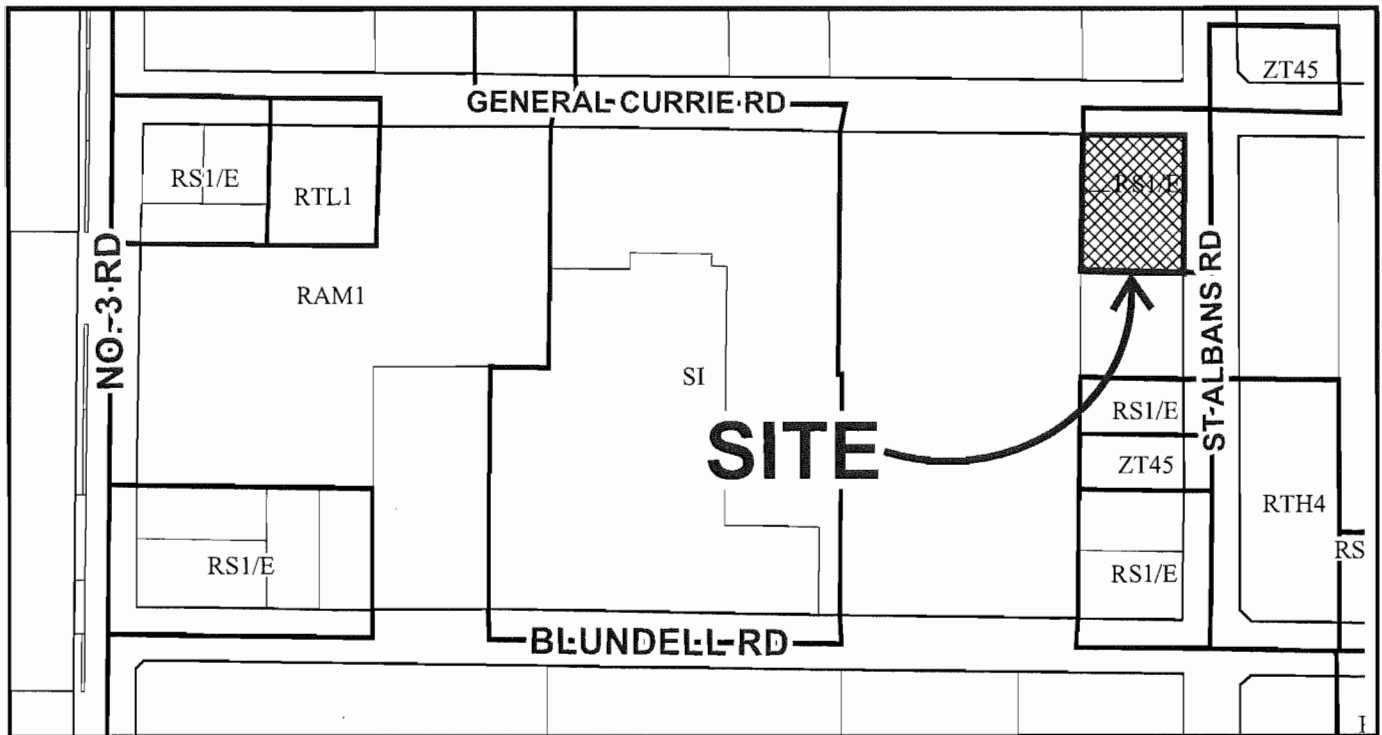
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



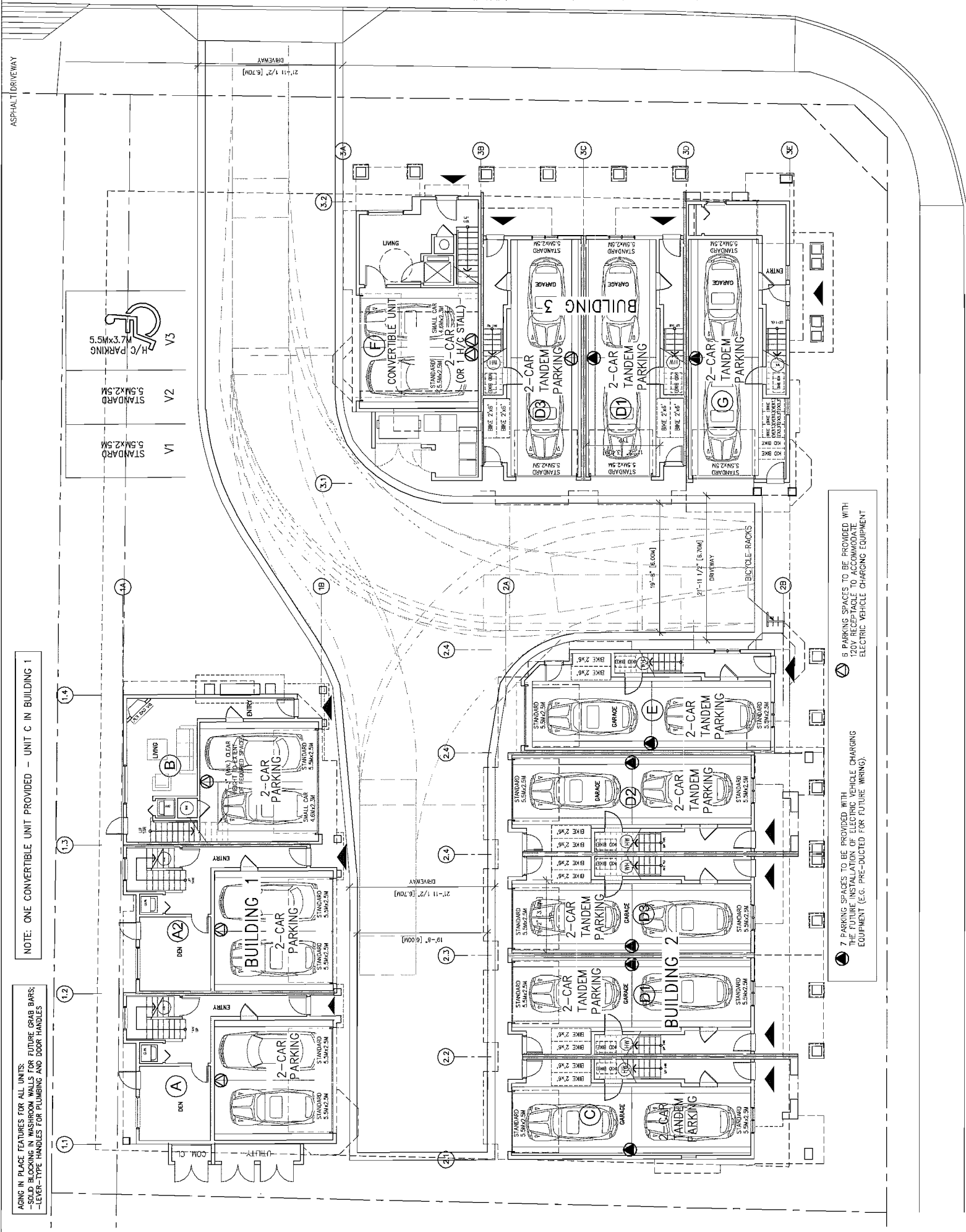


ZHAO XD

ARCHITECT

LTD.

#255-11181 Yongeur Way,
Richmond, BC V6X 3N9
Tel: (604) 275-8882
Fax: (604) 909-1736
Email: info@zhaoarch.com
Web: zhaoarch.com



This drawing shall not be used for construction unless it is countersigned by the CONSULTANT.

14JUN21

CITY ADP COMMENTS

14APR23

ADP

13DEC10

DP

Date:

Issued For:

A

A DETAIL NUMBER

B

B LOCATION SHEET

C

C DETAIL SHEET

All drawings, specifications, and other related documents shall be read in conjunction with the CONSULTANT's written permission of the CONSULTANT. Reproduction of drawings and related documents without the written permission of the CONSULTANT is prohibited. The contractor shall check and verify all dimensions and quantities shown on the drawings and specifications before proceeding with the work.

Project:

12 UNITS TOWNHOUSE DEVELOPMENT

8400 GENERAL CURRIE RD.,
7411, 7431 ST ALBANS RD,
RICHMOND, BC

Drawing Title:

PARKING PLAN/
GROUND FLOOR &
CONTEXT PLAN

Date:

Scale:

A5 SHOWN

Drawn By:

Checked By:

Project No.:

Drawing No.:

A-2

CONTEXT PLAN
SCALE: 1"=60'-0"



1.33
HIGHEST POINT
ELEVATION OF
THE CROWN
OF THE ROAD
(ALSO SEE SURVEY PLAN)

	BYLAW REQUIREMENT	PROPOSED	VARIANCE
RESIDENTIAL PARKING SPACES:	1.4 SPACES/ UNIT	24 SPACES	
VISITOR PARKING SPACES:	0.2 SPACES/ UNIT	3 SPACES	
OFF-STREET PARKING SPACES-TOTAL:	20	27 (INCL 2 SMALL-CAR)	
TANDEM PARKING SPACES:	MIN. 50% OF 17 STALLS	9	VARIANCE REQ'D
BICYCLE PARKING SPACE-CLASS-1:	1.25 SPACES PER UNIT	17 SPACES (1.42 PER UNIT)	
BICYCLE PARKING SPACE-CLASS-2:	0.2 SPACES PER UNIT	3 SPACES	

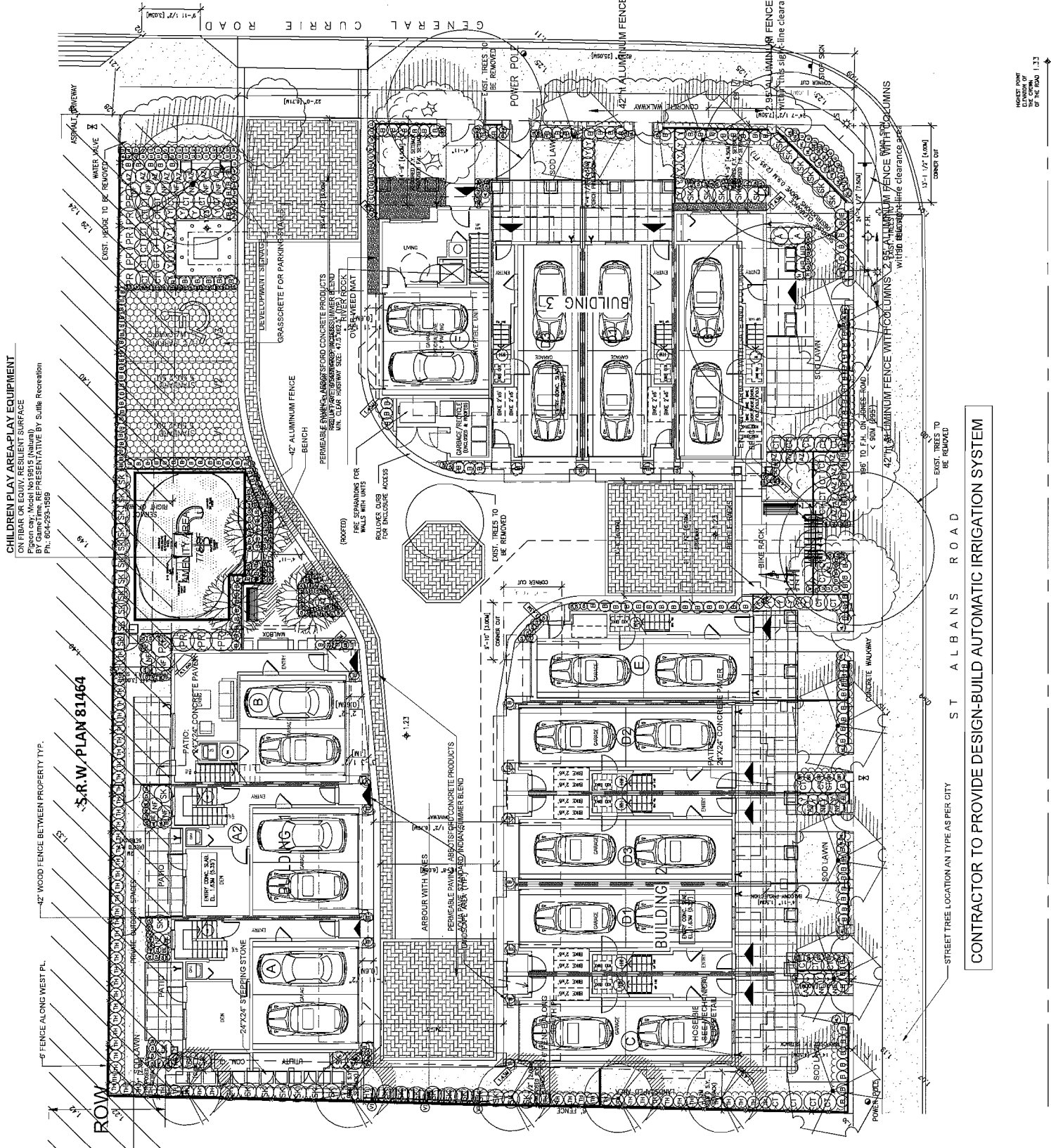


PARKING PLAN

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

PLAN #2

PLAN #2



PLANT SCHEDULE			COMMON NAME	PLANTED SIZE	REMARKS
QTY	TREE	ACER			
3	1	3	ADLER GRISELV	8CM CAL, 1.2M STD, BAB	
7	7	7	CERVIS CANADENSIS FOREST PANSY	5CM CAL, BAB	
3	7	3	MAGNOLIA ROBIS STELLATA PINK STAR	4M HT, BAB	
1	1	1	MAGNOLIA SOULANGENA	4M HT, BAB, 2M STD	
5	5	5	POPULUS TREMIULA TETICA	5CM CAL, BAB	
21	21	21	ABELIA EDWARD GOUCHER	#3 POT, 50CM	
21	21	21	ABELIA APONICA BLUE DUNIB	#2 POT, 50CM	
7	7	7	BERRIES THUBERGII 'AUREA NANA'	#2 POT, 30CM	
197	197	197	BUXUS MICROPHYLLA 'WINTER GEM'	#3 POT, 40CM	
39	39	39	CHORYS TERNATA SUNDANCE	#2 POT, 50CM	
2	2	2	HEBE CALEDONIA	#3 POT	
17	17	17	IRISIDA 'SNOWFLAKE'	#2 POT, 50CM	
17	17	17	MONA DOMESTICA TREFOWER	#2 POT, 50CM	
9	9	9	PRUNUS LUSTANICA	1M BAB	
47	47	47	SKIMMIA CHAMELON	#3 POT	
35	35	35	TAXUS X MEDIA 'HICKSI'	#3 POT, 50CM	
69	69	69	THUJA OCCIDENTALIS 'SMARAGD'	1.2M HT, BAB	
101	101	101	CAREX PRADICE FIRE	#1 POT	
101	101	101	HILLOTICRICHN SEMPER VIENS	#1 POT	
78	78	78	LYRICE MUSCARI	#1 POT	
12	12	12	CLEMATIS ARVANDII	#2 POT, 60CM, 1 STAKED	
10	10	10	BRUNERA JACK FROST	#1 POT	
2	2	2	HEMICALLIS YELLOW STONE	#2 POT, 33 PAN	
8	8	8	SEDUM AUTUMN JOY	#1 POT	
89	89	89	EPHEMEL X RUBRUM	#1 POT, 50CM	

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD. LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER ONTA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MATERIALS, OTHER PLANT SIZE AND MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN WRITTEN REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD. LATEST EDITION. CONDITIONS OF AVAILABILITY. ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD. LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY

NO.	DATE	REVISION DESCRIPTION	BY
1	13.OCT.05	NEW SITE PLAN	RH
2	13.OCT.12	NEW SITE PLAN	RH
3	14.AUG.27	NEW SITE PLAN/CITY COMMENTS	DD
4	16.FEB.6	THREE MANAGEMENT PLAN	DD
5	14.JUL.09	NEW SITE PLAN	DD
6	16.AUG.20	NEW SITE PLAN/CITY COMMENTS	DD
7	14.AUG.26	REV. PER CITY COMMENTS/NEW SITE	RA

CLIENT:

PROJECT:

**14 UNIT CONDOMINIUM
DEVELOPMENT
8400 GENERAL CURRIE ROAD
RICHMOND**

DATE: 13 JUNE 20

SCALE: $1''=10^1-0^3$

DEADEN- RH

DESIGN:	RH
CHK'D:	PC

PMG PROJECT NUMBER:

[illegible]

PROJECT:
**14 UNIT CONDOMINIUM
DEVELOPMENT**
8400 GENERAL CURRIE ROAD
RICHMOND

DRAWING TITLE:
**TREE MANAGEMENT
PLAN**

DATE:	13 JUNE 26	DRAWING NUMBER:	
SCALE:	1"=10'-0"	L2	
DRAWN:	RH		
DESIGN:	RH		
CHK'D:	PC		OF 4

PMG PROJECT NUMBER: 13-096

254



Table of Trees				
Tree No.	Species		DBH(cm)	CRZ radius (m)
	Common Name	Botanical Name		
No.1	Birch	Betula sp.	49	2.5
No.2	Cherry	Prunus sp.	34	2.1
No.3	Birch	Betula sp.	32	2.0
No.4	Plum	Prunus sp.	50	2.5
No.5	Spruce	Picea sp.	27	1.6

Suitable Replacement Trees	
Species	
Common Name	Botanical Name
ACER GRiseum	PAPERBARK MAPLE
CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD
MAGNOLIA SOULANGEANA	SAUCER MAGNOLIA (PINK)
POPULUS TREMULA 'ERECTA'	SWEDISH COLUMNAR ASPEN

13096-8.ZIP

NOV 04 2014

13-096

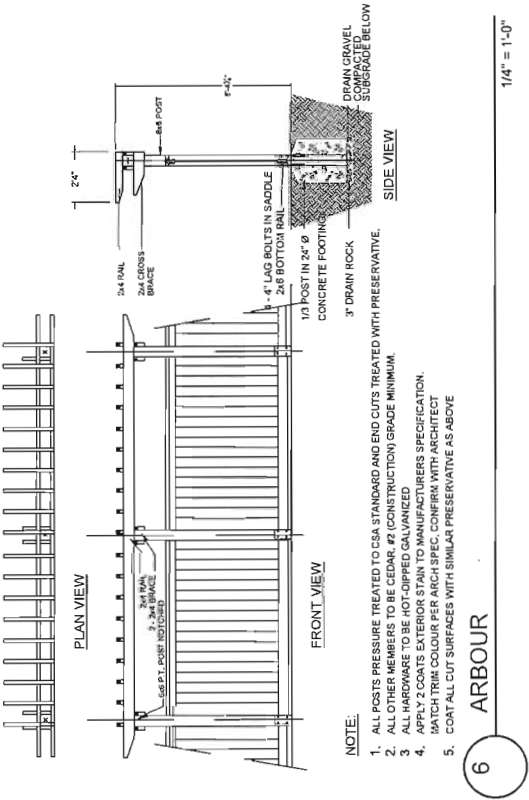
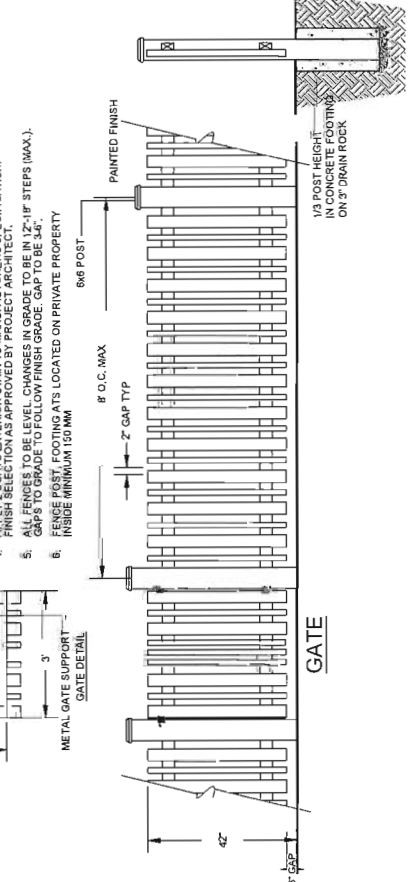
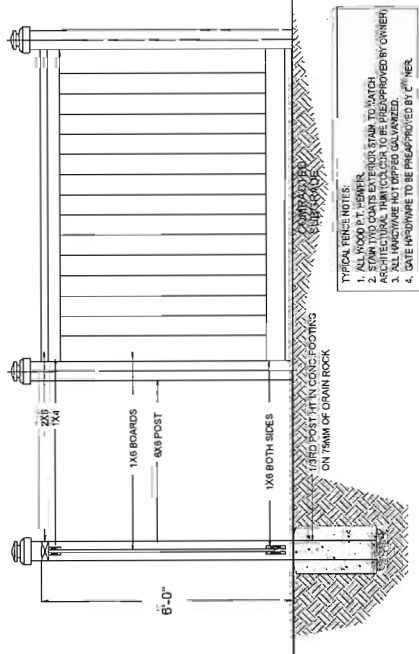
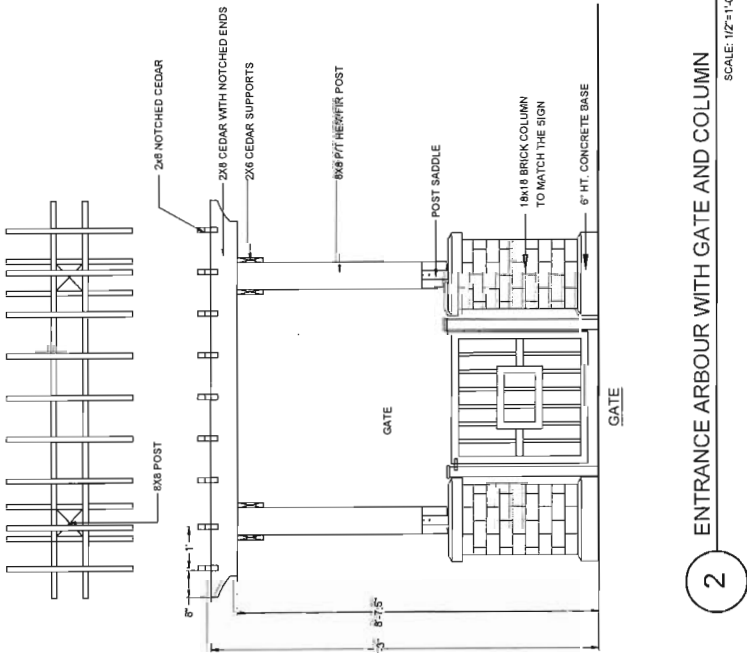
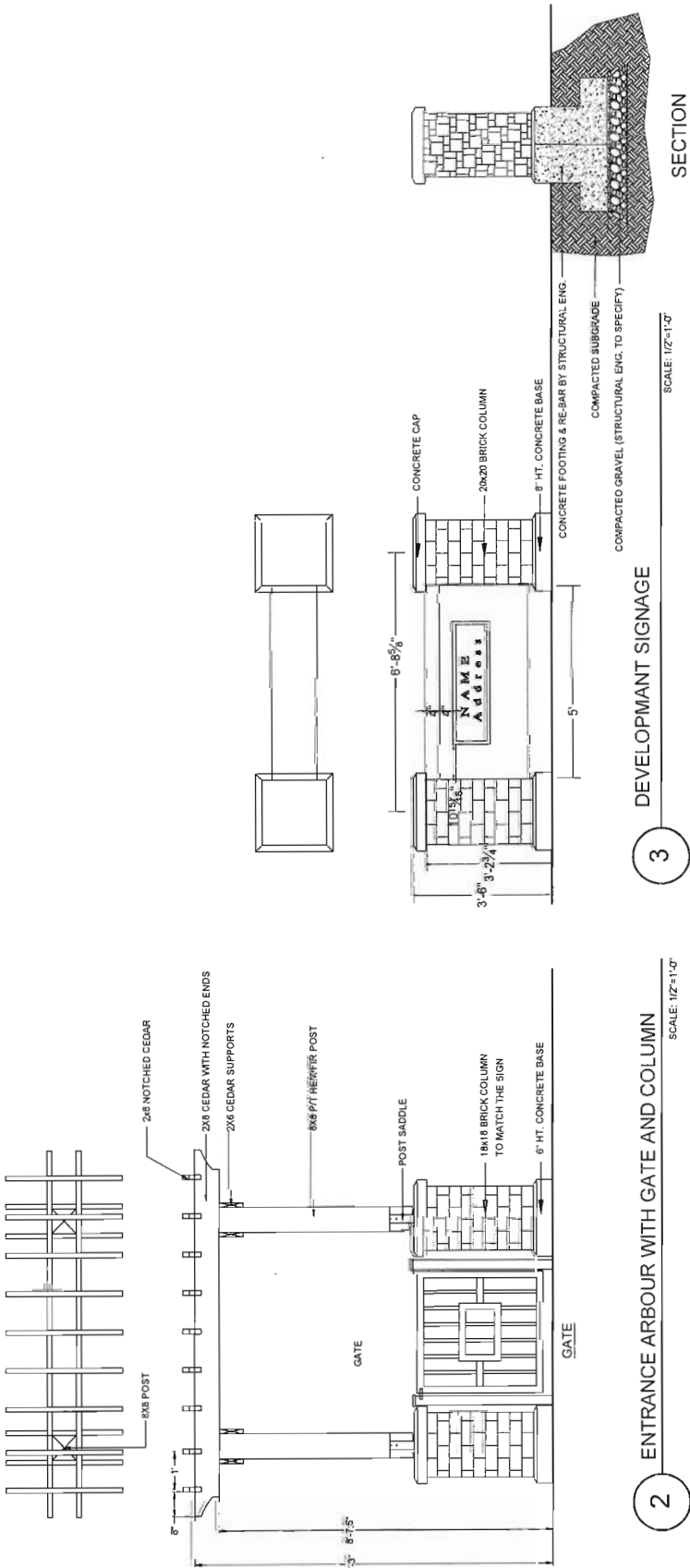
SEAL:

DRAWING TITLE:
**LANDSCAPE
DETAILS**

DATE: 13 JUNE 28 DRAWING NUMBER:
SCALE: RH **L3**
DESIGN: RH
CHK'D: PC OF 4

PMG PROJECT NUMBER: 13-096

PLAN # 3B



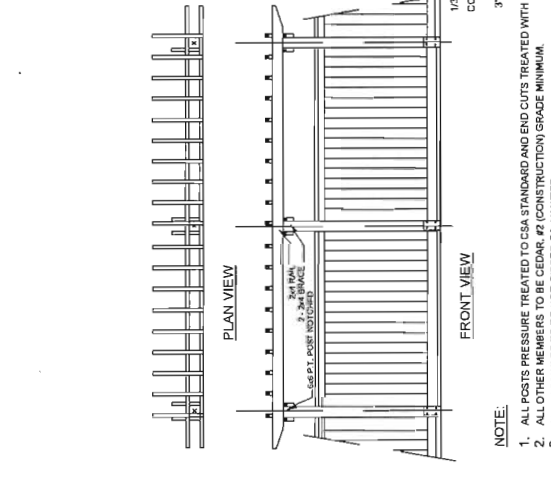
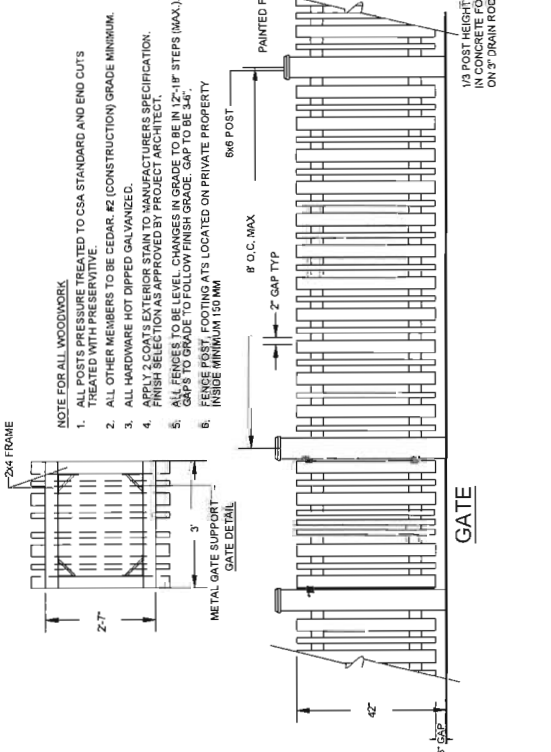
Whisbone BIKE RACK
Mountain Classic Park Bench;
Model: MCB-5
BLACK COLOUR;
Ultraplast™ Recycled Plastic Slats



Pigeon cay, Model No19615 (Natural)
BY GameTime, REPRESENTATIVE BY Suttle Recreation
Ph.: 604-668-5221



Whisbone BIKE RACK
SFBR-3 MODEL for 3 bikes;
BLACK COLOUR; 14" L x 38.5" H
Ph.: 604 626 0476



NO.	DATE	REVISION DESCRIPTION	DR.
1	13 JUNE 28	NEW SITE PLAN	BA
2	13 JUNE 28	NEW SITE PLAN	CO
3	13 JUNE 28	NEW SITE PLAN	CO
4	13 JUNE 28	NEW SITE PLAN	CO
5	13 JUNE 28	NEW SITE PLAN	CO
6	13 JUNE 28	NEW SITE PLAN	CO
7	13 JUNE 28	NEW SITE PLAN	CO

CLIENT:

PROJECT:
**14 UNIT CONDOMINIUM
DEVELOPMENT**
8400 GENERAL CURRIE ROAD
RICHMOND

13096-2 ZIP

NOV 0 4 2014 **DP 13-652010**

SCALE: 1/2"=1'-0"



Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6S9
p: 604 294-0011 ; f: 604 294-0022

SEAL:

LANDSCAPE SPECIFICATION DETAILS

DATE: 13.JUNE.26 DRAWING NUMBER:

SCALE:

DRAWN:

DESIGN

CHK'D:

[illegible][illegible][illegible][illegible]



ZHAO XD ARCHITECT LTD.

www.zhaoarch.com tel: 604 275-8882

12 UNITS TOWNHOUSE DEVELOPMENT

8400 General Currie Road & 7411-7431 St. Albans Road, Richmond, BC



PLAN #4

DP 13-652010

NOV 04 2014



ZHAO XD
ARCHITECT
LTD.

#255-11181 Voyager Way,
Richmond, BC V6X 3N9
Tel: (604) 275-8882
Fax: (604) 909-1736
Email: info@zhaoxd.com
Web: zhaoxd.com

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14JUN21 CITY ADP COMMENTS
14APR23 ADP
13DEC10 DP
Date: Issued For:

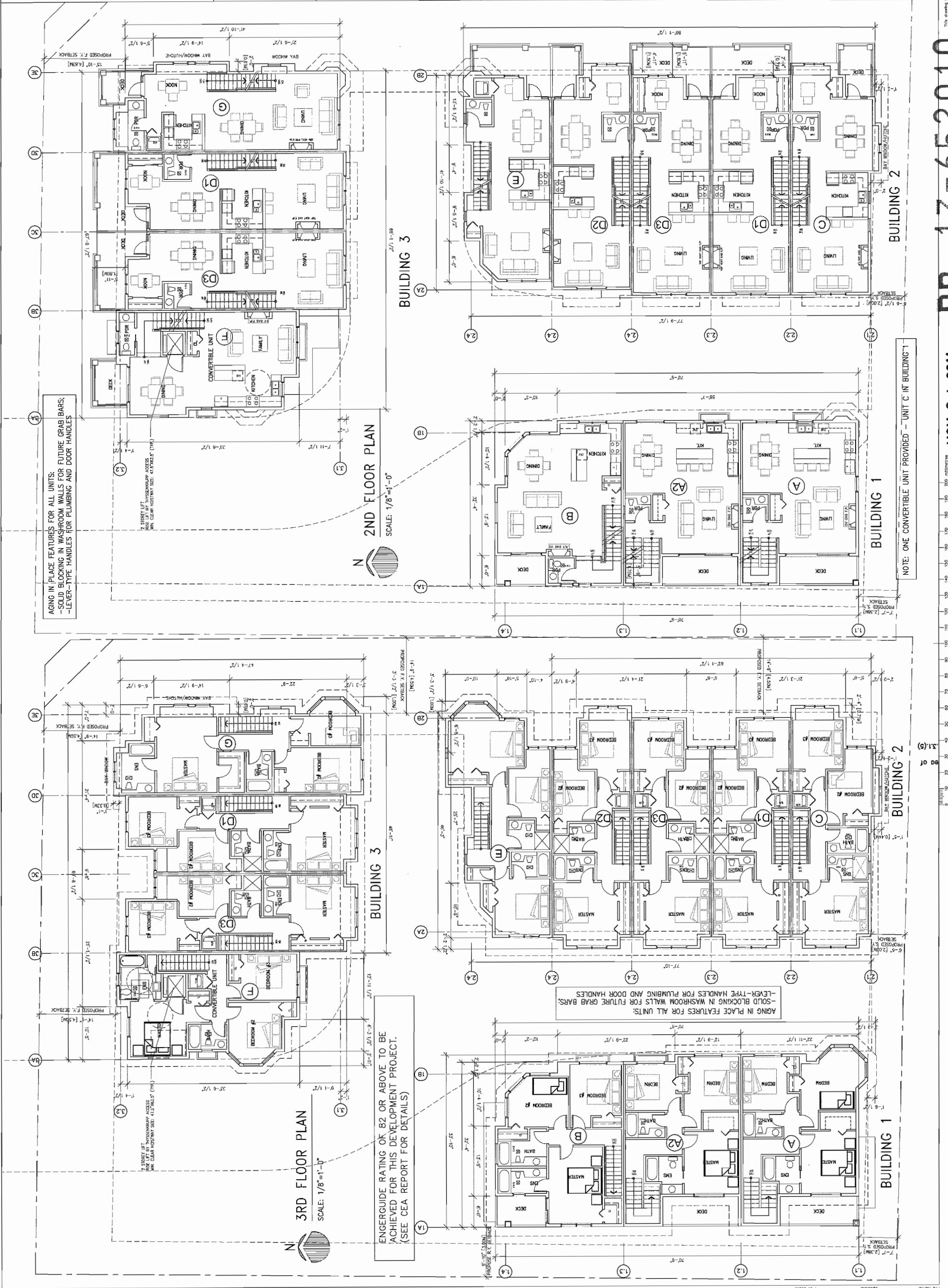
A A DETAIL NUMBER
B C LOCATION SHEET
C DETAIL SHEET

12 UNITS
TOWNHOUSE
DEVELOPMENT

8400 GENERAL CURRIE RD.,
7411, 7437 ST ALBANS RD.,
RICHMOND, BC

FLOOR PLANS

Date: AS SHOWN
Scale: Drawn By:
Checked By:
Project No.:
Drawing No.: A-3



File Name: Updated: Plot Scale: 1/8"=1'-0"

NOV 0 4 2014

DP 13-652010

REFERENCE PLAN



City of
Richmond

Report to Development Permit Panel

To: Development Permit Panel
From: Wayne Craig
Director of Development
Date: October 15, 2014
File: DP 14-663402
Re: Application by Christopher Bozyk Architects Ltd. for a Development Permit at
3200 Sweden Way

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 1,765.16 m² (19,000 ft²) one-storey building consisting of one (1) commercial retail unit (CRU) for a furniture showroom located at 3200 Sweden Way on a site zoned Industrial Retail (IR1).
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the required number of parking spaces from 61 to 46.


Wayne Craig
Director of Development

WC:bg
Att.

Staff Report

Origin

Christopher Bozyk Architects Ltd., has applied to the City of Richmond for permission to construct a 1,765.16 m² (19,000 ft²) one-storey building consisting of one (1) commercial retail unit (CRU) for a furniture showroom located at 3200 Sweden Way on a site zoned Industrial Retail (IR1).

The existing approximately two-acre site is currently vacant and being subdivided to create two (2) approximately 1-acre lots. The owner of the subject site (i.e. proposed west lot) is Jordans Rugs Ltd., while the proposed east lot is owned by Madison Pacific Properties Inc., and the subject of a separate Development Permit application (DP 14-666057).

No rezoning is required but a Servicing Agreement is a requirement prior to the issuance of a Building Permit for utility upgrades, site servicing and frontage improvements. The owner has agreed with the Development Permit considerations and a signed copy of the considerations is in the file.

Development Information

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

To the north, across Bridgeport Road is an existing one-storey building with a surface parking lot fronting Bridgeport Road located at 2760 Sweden Way, zoned Industrial Retail (IR1) for a McDonalds Restaurant. There is a large pylon sign at the northeast corner of Bridgeport Road and Sweden Way. Beyond is a large surface parking lot associated with the existing Home Depot store further north located at 2700 Sweden Way and zoned Industrial Retail (IR1);

To the east, immediately adjacent to the subject site is vacant land proposed for subdivision to create a similar approximately one-acre lot located at 3200 Sweden Way, zoned Industrial Retail (IR1). The owner Madison Pacific Properties Inc., proposes a one-storey multi-tenant commercial building to contain a White Spot Restaurant (DP 14-666057) and beyond is the Knight Street corridor;

To the south, across a Statutory Right of Way (SRW) for road purposes is a large surface parking lot associated with the existing IKEA store, which is situated further to the southeast and located at 3320 Jacombs Road zoned Industrial Retail (IR1). Directly south of the IKEA parking lot is an existing one-storey building located at 3388 Sweden Way zoned Industrial Retail (IR) currently undergoing renovations to create a three-storey building for a Trail Appliances outlet; and

To the west, across Sweden Way is an older two-storey building located at 12671 Vickers Way zoned Industrial Retail (IR1) currently occupied by a furniture store (Mod-GSI) with two (2) small surface parking lots fronting both Bridgeport Road and Vickers Way. Beyond is a series of similar-sized, older one and two-storey commercial and industrial buildings along Bridgeport

Road typically with surface parking lots fronting the street including large pylon signs in the front yards.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review for this Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the Industrial Retail (IR1) zoning except for a zoning variance to.

- Reduce the required number of parking spaces from 61 to 46.

Zoning Compliance/Variances (staff comments in **bold**)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- Reduce the required number of parking spaces from 61 to 46.

Staff supports the proposed variance as requested. Transportation staff requested that the applicant engage a transportation engineer to conduct a parking study accordingly to the terms of reference approved by staff. Bunt and Associates submitted a parking study dated July 3, 2014 that recommended the parking rate for a furniture showroom should be 3 parking spaces per 100 m² of gross leasable floor area not the "Warehouse Sales" parking rate of 3 spaces per 100 m² of gross leasable floor area up to 350 m² plus 4 spaces for each additional 100 m² of gross leasable floor area. Using the "Warehouse Sales" would result in a requirement for 61 parking spaces for this development proposal while the parking study rate would result in a requirement for 49 parking spaces. Transportation staff accept the recommended parking rate of 3 spaces per 100 m² of gross leasable floor area according to the parking study by Bunt and Associates. The applicant has also requested a further reduction of 3 parking spaces, which is supported by Transportation staff based on the applicants proposed package of Transportation Demand Management measures that include:

- *painting the existing bike lanes on Sweden Way from Bridgeport Road to Bathgate Way according to City standards;*
- *provision of an additional bench at the bus stop along Bridgeport Road; and*
- *provision of an end-of-trip bicycle facility within the building.*

Land and Legal Requirements

Prior to approval of the Development Permit, the developer is required to:

1. Subdivide the existing 2-acre site to create two 1-acre parcels;
2. Provide a 6.0 m wide Statutory Right-of-Way (SRW) for utility purposes along the entire south property line;
3. Provide a 3.0 m wide Statutory Right-of-Way (SRW) for sidewalk and utility purposes straddling the entire east property line;

4. Provide a (width yet to be determined via a Functional Plan approved by the Director of Transportation) Statutory Right-of-Way (SRW) for two-way emergency vehicle access through the existing one-way, truck-only truck egress onto Sweden Way;
5. Register a legal agreement on title ensuring no direct access/egress to/from Bridgeport Road;
6. Register a legal agreement on title ensuring specific access/egress limitations to the site for general traffic, large trucks (WB-17 vehicles) and emergency vehicles (see Development Permit Considerations for details). This agreement would also restrict WB-17 vehicle access/egress to non-business hours (10 p.m. to 10 a.m.);
7. Register an aircraft noise indemnity covenant on title;
8. Register a flood plain covenant on title; and
9. Register a legal agreement on title ensuring the provision of an end-of-trip bicycle facility within the building.

Advisory Design Panel Comments

The Advisory Design Panel (ADP) recommended conditional support for this Development Permit application subject to consideration of the ADP comments. A copy of the relevant excerpt from the ADP Minutes from Wednesday, September 17, 2014 is attached for reference (**Attachment 2**). The design responses from the applicant have been included immediately following the specific ADP comments and are identified in '*bold italics*'.

Analysis

Conditions of Adjacency

1. This is a prominent site located at the southeast corner of the Bridgeport Road and Sweden Way intersection. Bridgeport Road is a busy collector road and an important gateway to the City. Existing development along the Bridgeport Road corridor generally consists of older one (1) and two-storey retail/commercial/industrial buildings with small surface parking areas and large pylon signs adjacent to the street. An important City objective is to improve the streetscape character of this significant gateway into Richmond. The proposed building fronts Bridgeport Road and the design is characterized by a hierarchy of full height building volumes that step back from the street features large panes of vision glass and in combination with the proposed totem pole along Bridgeport Road create an attractive and appropriate design response to this gateway location.
2. The proposed development site edge conditions include:
 - To the North (along Bridgeport Road boulevard): An existing 1.5 m wide landscape strip with 2 existing and 6 proposed 10 cm caliper columnar street trees (Bowhall Maples) and grass below together with an existing 1.8 m wide City standard concrete sidewalk including an existing bus stop and bus shelter.
 - To the East: A proposed 1.2 m wide sidewalk in combination with a 1.8 m wide sidewalk on the adjacent lot are intended to create a minimum 3.0 m wide walkway along the future shared property line including trees in grates and double davit pedestrian lights to be secured via a Statutory Right of Way (SRW).

- To the South: A 1.5 m wide landscape planting strip with trees and shrubs to partially screen the proposed on-site parking in combination with an existing 1.8 m wide concrete sidewalk along the north side of the IKEA shared-use road; and
- To the West (along Sweden Way boulevard): An existing 1.5 m wide landscape strip with existing 10 cm caliper street trees and grass below together with an existing 1.8 m wide City standard concrete sidewalk.

Urban Design and Site Planning

1. Urban Design: The proposed development includes 2 separate building entries: a formal entry on the north side of the building in combination with a public art installation (totem) and water feature along Bridgeport Road; and a second pedestrian entry on the south side of the building oriented to the parking area. The north entry would improve the streetscape character of Bridgeport Road and enhance the pedestrian experience on Bridgeport Road. The applicant does not propose a pylon sign for the building but instead proposes a 6.8 m (22.5 ft) high totem pole as a distinctive vertical site identifier and wayfinding element along Bridgeport that would add interest to the streetscape character. While the totem is proposed within the road setback it is considered a landscape structure and does not require a setback variance. The water feature has been redesigned to incorporate a waterfall facing the street.
2. Site Planning: The proposed building has been situated at the corner of the intersection, which maximizes its exposure and visual presence along the Bridgeport Road corridor and also screens the majority of the proposed parking lot on the south side of the lot. The portion of the parking lot adjacent to Bridgeport Road will be screened with a double row of proposed street trees, shrubs and groundcovers.

Transportation

1. Vehicle Access: General vehicle access for passenger cars and light trucks would be provided from the existing IKEA shared-use road parallel to the south property line of the subject site with access and egress from the existing IKEA driveway on Sweden Way. There would be no direct vehicle access from Bridgeport Road.
2. Truck Access: Access for large trucks (WB-17 vehicles) would be via the existing IKEA shared-use road parallel to the south property line of the subject site with access from the existing IKEA driveway on Jacombs Road along the one-way truck route through the IKEA site and with egress from the existing IKEA one-way, truck-only, gated driveway onto Sweden Way. Large truck access would be restricted to non-business hours and secured by a separate legal agreement.
3. Emergency Vehicle Access: Emergency vehicle access to the site will be via the existing one-way, shared-use, truck access route on the IKEA site with an entrance from Jacombs Road or from the north end of Jacombs Road via an emergency vehicle only access driveway through the IKEA parking lot. The Fire Department staff indicated that these routes are circuitous and subject to traffic conflicts on the IKEA site. The applicant therefore proposes an alternate emergency vehicle access/egress route via the existing IKEA one-way, truck-only, gated egress driveway onto Sweden Way at the northwest corner of the IKEA site. The Fire Department staff supported this proposed alternative route, which will require curb re-alignment and driveway let-down adjustments along

Sweden Way plus the introduction of “No Stopping” signs. The applicant has submitted a letter from IKEA indicating that this arrangement is acceptable to IKEA.

4. Bike Parking: This proposal would comply with the required number of bike parking spaces by providing five (5) Class 1 secure spaces within the building and eight (8) Class 2 temporary spaces in exterior bike racks on the south side of the building.

Architectural Form and Character

1. Built Form Massing: The proposed built form massing is based on a simple hierarchy of full-height building volumes that step back from the perimeters of the site to create a bold architectural statement that responds well to the higher speed visual experience of passing motorists while providing finer grained architectural details, most notable the large panels of glazing and the totem along Bridgeport Road. The main pedestrian entry on the south facade will be strongly announced with a large archway element and reflected on the north facade with a large scale arch that frames the back drop for the totem.
2. Architectural Design and Character: The large panels of vision glass complement the clean and contemporary architectural character and would add visual interest and vitality to the streetscape experience during the day and night. The proposed monochromatic, dark grey exterior colour of the building would be distinctive and create an architectural statement near the east end of Bridgeport Road. The large expanse of vision glass along the north elevation of the building and at the northeast and northwest corners would also contribute to the streetscape experience along Bridgeport Road. The proposed horizontal pop-out window on the south side of the building adds a unique architectural element to this facade, which enhances the approach to the building from the south via the IKEA driveway entrance.

Landscape Design and Open Space Design

1. Frontage Improvements: The existing public sidewalk and boulevard planting strip along Bridgeport Road would be completed by planting a double row of large, columnar (minimum 10 cm caliper) street trees (Bowhall Maples) on opposite sides of the existing sidewalk in a triangular pattern with grass below. The existing Sweden Way boulevard treatment including the recently constructed sidewalk and boulevard plantings would be protected and retained.
2. Pedestrian Access: The proposed site plan includes pedestrian sidewalks along all four (4) sides of the site with connections to the proposed building entries from both fronting streets. This proposal would contribute to the extension of the existing north-south sidewalk through the IKEA parking lot connecting to Bridgeport Road. This proposed sidewalk extension would provide an alternate pedestrian route to the bus stop along the south side of Bridgeport Road. The landscape plan also proposes a minimum 1.5 m wide on-site east-west walkway from the south building entry to the proposed north-south walkway along the east property line. There is also an existing east-west walkway on the IKEA site adjacent to the south property line of the subject site.
3. Art Installation: The proposed art installation consisting of a totem pole, reflecting pool, waterfall and the associated formal pedestrian entry to the building on Bridgeport Road would incrementally contribute to the improvement of the Bridgeport Road streetscape character. Master-Carver Tom D. Hunt of the Kwakwaka'wakw Nation has been

commissioned to carve the totem pole. It is a private commission and the piece would remain the property of the developer. The totem would be carved in cedar and would be approximately 6.8 m (22.5 ft) in height when complete. It would be secured as a free standing element in the water feature according structural engineering details and would be installed with no guy-wires.

4. General Landscape Design: The landscape design of the sloping areas at the base of the building down to Bridgeport Road and Sweden Way would create a low green pediment to complement the simple bold lines of the architectural design. A landscape letter of credit (LOC) in the amount of \$77,709.00 will be provided to ensure that the landscape will be installed according to the proposed design.
5. Garbage and Recycling: All garbage and recycling would be stored within the building and not in a separate site compound, which would result in a cleaner appearance to the on-site parking area and perimeter landscape areas.

Sustainability

1. The proposed development would incorporate the following sustainability features.
 - a) Redevelopment of a brown field site would reduce the overall environmental impact of the proposed development.
 - b) Compliance with ASHRAE 90.1.2010 standards would result in a more energy efficient building with improved insulation, building envelope, solar gain controls and HVAC equipment.
 - c) Daytime lighting and associated lighting controls would be incorporated, thereby lowering the energy and electrical loads for the proposed building.
 - d) The building design proposes ceiling mounted lights and ample glazing to reduce the need for artificial lighting, thereby lowering energy usage and improving the quality of the human environment within the building.
 - e) The site is located adjacent to an existing bus stop on Bridgeport Road and there are existing bike lanes on Sweden Way to encourage alternate modes of transportation to this site.
 - f) Landscape areas would reduce stormwater runoff with rainwater infiltration areas.
 - g) The on-site landscape areas would include an automatic irrigation system and plants are selected for their ability to survive and flourish in a harsh urban environment.

Crime Prevention Through Environmental Design

1. The proposed development has been designed to keep the building, site and all users protected from crime and antisocial behaviour including the following features.
 - a) The proposed building massing would allow good visibility into the site from the fronting streets and the adjacent IKEA parking lot/shared-use road with limited opportunities for anti-social behavior.
 - b) No tall landscape screening or hedging is proposed around the perimeter of the site that would block views into the site.

- c) The informal surveillance from the busy fronting streets and the provisions for pedestrian access around all four (4) sides of the site would discourage vandalism and undesirable activity on this site.
- d) The building and sidewalks would be lit at night by pole mounted luminaires.
- e) All proposed sidewalks are open to view from surrounding areas, short in length and straight in alignment, which should contribute to a safer pedestrian environment.

Conclusions

This proposed development would continue the revitalization of industrial buildings in the Bridgeport Area and the precinct surrounding the new IKEA development. The proposed architectural design would create a landmark building at the east end of Bridgeport Road, which is an important gateway to Richmond.

Staff supports this proposed development as currently proposed and recommends that the Development Permit application be forward to Council for issuance consideration.



Brian Guzzi, RPP, BCSLA
Senior Planner/Urban Design

BG:rg

Attachment 1: Development Application Data Sheet

Attachment 2: Advisory Design Panel Comments and Applicant Responses

Prior to approval of the Development Permit, the developer is required to complete the following:

1. Subdivision of the existing 2-acre parcel in order to create two 1-acre parcels.
2. Provision of a minimum 6.0 m wide Statutory Right of Way (SRW) for utility purposes along the entire south property line of the subject site and extending a minimum of 3 m beyond the east property line of the subject site to service the proposed lot immediately east of the subject site (DP 14-666057 – White Spot restaurant proposed by Madison Pacific Properties Inc.) The design and construction of this SRW for utility purposes shall be the responsibility of Madison Pacific Properties Inc., subject to the approval of Richmond's Director of Engineering and the maintenance responsibility for this utility SRW shall be the responsibility of the City following final acceptance by the Director of Engineering.
3. Provision of a minimum 3.0 m wide Statutory Right of Way (SRW) for sidewalk and utility purposes intended to straddle the proposed shared property line between the proposed west lot (i.e., the subject site to be owned by Jordans Rugs Ltd.) and the proposed east lot (i.e., owned by Madison Pacific Properties Inc., and the proposed site of a White Spot restaurant via DP 14-666057). The portion of this SRW on the subject site (Jordans) shall be approximately 1.2 m wide while the portion on the proposed east lot (Madison Pacific) shall be approximately 1.8 m wide. The design, construction and maintenance of this sidewalk and utility SRW shall be the responsibility of Madison Pacific Properties Inc., subject to the approval of the Director of Development. The costs associated with the maintenance of this sidewalk and utility SRW will be equally shared by the respective two property owners (i.e., Madison Pacific and Jordans), which will be the subject of a separate agreement

evidenced by a letter of undertaking from Madison Pacific Properties Inc., dated October 6, 2014 (see copy in the DP file).

4. Securing a Statutory Right of Way (SRW) for two-way emergency vehicle access/egress purposes between Sweden Way (width to be determined by a Functional Plan approved by the Director of Transportation) and the subject site by either:
 - a) Amendment of existing title charges CA3544686, CA3544687, BB1696228 and BB1696229 as modified by CA3544692; or
 - b) Registration of a new Statutory Right of Way (SRW) for two-way emergency vehicle access and egress purposes between Sweden Way and the subject site via the existing IKEA one-way westbound, gated truck egress only driveway to Sweden Way from the IKEA site, provided that Richmond Fire Rescue is supplied with the access code for the gate. The design and any required modifications to the existing IKEA one-way westbound, gated truck egress only driveway to Sweden Way shall be the responsibility of Madison Pacific Properties Inc., (property owner of for DP 14-663402 located at 3200 Sweden Way) but subject to the approval of both the Chief Fire Prevention Officer and the Director of Transportation. Maintenance of the existing IKEA one-way westbound, gated truck egress only driveway to Sweden Way shall remain the responsibility of IKEA.
5. Registration of a legal agreement (restrictive covenant) on title ensuring no direct access/egress to/from Bridgeport Road. A legal review of title charge CA3544690 is required to determine if this satisfies the above legal requirement.
6. Registration of a legal agreement on title ensuring that:
 - a) The only means of access/egress to the subject site for general purpose traffic including passenger cars and medium size trucks (SU9 vehicles) shall be from the IKEA, shared-use, driveway to/from Sweden Way through the IKEA site to the south property line of the subject site.
 - b) The only means of access to the subject site for large trucks (WB-17 vehicles) shall be from the shared use IKEA one-way, truck access route from Jacombs Road through the IKEA site to the south property line of the subject. The only means of egress from the subject site for large trucks (WB-17 vehicles) shall be via the IKEA shared use, one-way westbound, gated truck egress-only driveway connection to Sweden Way but restricted to non-business hours only (10 p.m. to 10 a.m); and
 - c) Emergency vehicle access/egress to the subject site shall be via three (3) alternative routes:
 - Access via the existing IKEA shared-use, one-way truck route through the IKEA site with entry from the truck only driveway on Jacombs Road to the south property line of the subject site and egress via the truck-only, one-way westbound, gated driveway onto Sweden Way; or
 - Access via the existing emergency vehicle only driveway at the north end of Jacombs Road through the IKEA parking lot to the south property line of the subject site and egress via the truck-only, one-way westbound, gated driveway onto Sweden Way; or
 - Access via the existing IKEA, truck-only, one-way westbound, gated truck egress connection onto Sweden Way to the south property line of the subject site and egress via the same route.

A review of title charges CA3544686, CA3544687, BB1696228 and BB1696229 as modified by CA3544692 is necessary to determine if these agreements require amendment or if a new legal agreement is required.
7. Registration of an aircraft noise indemnity covenant on title. Note: A legal review of existing title charge BB1696219 is required to determine if this satisfies the above aircraft noise indemnity covenant requirement.

8. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC. Note: A legal review of title charge BB1696216 is required to determine if this satisfies the above flood plain covenant requirement.
9. Registration of a legal agreement on title in the Land Title Office ensuring the provision of end-of-trip bicycle facilities within the proposed building to consist of a shared washroom including a change area and shower and 2 lockers). The provision of end-of-trip bicycle facilities is part of the Transportation Demand Management measure package in consideration for a parking reduction.
10. Receipt of a landscape Letter of Credit (LOC) in the amount of (\$77,709.00) for on-site landscape improvements including all material and labour costs for all hard and soft landscape improvements with a cost allowance for an on-site automatic irrigation system complete with an overall 10% landscape contingency allowance. The value of the landscape Letter of Credit is based on the landscape cost estimate prepared by a BC registered landscape architect and shall include a 10% construction contingency subject to the approval of the Richmond's Director of Development.

Prior to Building Permit Issuance, the developer must complete the following requirements:

Enter into a Servicing Agreement* for the design and construction of utility upgrades and frontage improvements. Works include, but may not be limited to the following:

A. Transportation requirements:

1. Complete the frontage improvements along Bridgeport Road (from the back of curb to the property line including the provision of a double row of street trees at a minimum 10 cm caliper in size at the time of planting at approximately 9.0 m spacing on the opposite sides of the boulevard sidewalk with a triangular spacing pattern and sodded grass on the boulevard ground plane.
2. The proposed 46 parking spaces is supported by Transportation staff in consideration for the following package of Transportation Demand Management (TDM) measures:
 - Painting the bike lane along Sweden Way from Bridgeport Road to Bathgate Way according to the City standards, subject to the approval of the Director of Transportation; and
 - Provision of 1 bench in the vicinity of the bus stop.

B. Engineering requirements:

1. Water Works Servicing:
 - a) Using the OCP Model, there is 342 L/s available at 20 psi residual at the hydrant located at the frontage of 3200 Sweden Way. Based on your proposed development, your site requires a minimum fire flow of 200 L/s. No water analysis required. However, once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
 - b) The proposed site shall be serviced from the existing water main at Sweden Way frontage.
2. Drainage Works Servicing:
 - a) Storm sewer capacity analysis is not required.
 - b) The proposed site shall be serviced from the existing storm sewer connection at its Bridgeport Road frontage.
3. Sanitary Works Servicing:
 - a) Sanitary sewer analysis is not required.

- b) The required sanitary sewer works shall include but not limited to the following:
- Replace the existing inspection chamber located on City side at Sweden Way frontage approximately 3.5m north of the proposed site's south property line with an appropriately sized manhole.
 - Provide a 200mm diameter sanitary main from the new manhole identified in item 2a to approximately 1 meter beyond the east property line of the proposed site. The approximate length of the required sanitary main is 73m. An appropriately sized manhole is required at the east end of the required sanitary main.
 - The required sanitary main shall be contained in a 6 meter wide utility SRW which shall be measured from the south property line of the proposed site. The required utility SRW shall run across the entire south property line and extend 3 meters beyond the proposed site's east property line into the neighbouring property. It is the developer's responsibility to obtain the required utility SRW from the lot located east of the proposed site.
 - The required sanitary service connection to the proposed site shall be detailed via the servicing agreement design.
4. Private Utility Works Servicing:
- a) The developer shall provide private utility companies with the required rights-of-ways for their equipment (e.g. Vista, PMT, LPT, telephone and cable kiosks, etc.). This equipment must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. The developer is responsible for coordination with private utility companies.
- b) A proposed on-site location for a pad mounted transformer (PMT) is shown on the proposed site plan. It is recommended that the proposed PMT location, grade and access be confirmed by the developer with BC Hydro to confirm that these meet BC Hydro's standards.
- c) The existing BC Hydro pole lines are located on the north side of Bridgeport Road and there are no existing BC Hydro lines on Sweden Way. If service will be from the north side of Bridgeport Road, this may bring challenges to the private utility servicing (e.g., BC Hydro, Telus and Shaw) because the private utility service connections to service the proposed site may have to cross Bridgeport Road from the pole lines at the north side. It is recommended that the private utility servicing be coordinated and confirmed with BC Hydro (at this stage) because the required private utility service connections may not have enough cover when they cross the existing 525 sanitary trunk line, 650mm watermain and BC Hydro duct bank and primary lines at Bridgeport Road.
- d) If it is determined at this stage that the proposed site will be serviced from the pole lines along the north side of Bridgeport Road, adequate vertical separation (i.e., 300mm per City specs) between the existing City utilities (e.g., 525 sanitary trunk line, 650mm diameter watermain, 300mm AC watermain, etc.) and the required private utility ducts will be required. Staff recommend the following:
- The actual cover on top of the existing utilities along Bridgeport Road frontage be confirmed (i.e., conduct utility locates) at this stage of the development application. A utility locate permit is required prior to start of the locate works.
 - Confirm with BC Hydro (in writing) whether the potential depth of cover (base on the utility locates and the required 300mm vertical separation) over the required underground ducts that will cross Bridgeport Road to service the proposed site is acceptable to BC Hydro.

5. General:

- a) Underground utilities are located on or adjacent to this site that may be impacted by on-site development works (e.g., pre-load, excavation, dewatering, etc.). The Engineering Department requires the following:
- An assessment, signed and sealed by a Professional Engineer or Geoscientist, to identify and mitigate the impact of on-site development works on adjacent roads, underground utilities and adjacent properties.
 - Pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - Pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
- b) Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

C. Supplemental Building Requirements

1. Prior to future Building Permit issuance, the developer is required to complete the following:
- Installation of appropriate tree protection fencing around all on and off-site trees to be retained as part of the development prior to any construction activities occurring on-site.
 - The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
 - Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).

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.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of

Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

An executed copy of the DP Considerations is located in the Development Permit file

Signed

Date


DP 14-663402
Attachment 1

Address: 3200 Sweden Way

Applicant: Christopher Bozyk Architects Ltd.

Owner: Jordans Rugs Ltd. (0979448 BC. Ltd.)

Planning Area(s): Bridgeport Area Plan

Floor Area: Gross: 1,765.16 m² (19,000 ft²) Gross Leasable: 1,765.16 m² (19,000 ft²)

Category	Existing/Required	Proposed	Variance
Proposed Site Area	7,843.1 m ² (84,422.4 ft ² or 1.93 ac)	3,920.8 m ² (42,203.1 ft ² or 0.97 ac)	None
Land Uses	Vacant	no change	None
OCP Designation	Mixed Employment (ME)	no change	None
Zoning:	Industrial Retail (IR1)	no change	None
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. 1.0 FAR	0.45 FAR	None
Lot Coverage	Max. 60%	45%	None
Setback – Bridgeport Road (north)	Min. 3.0 m	3.0 m	None
Setback – Sweden Way (west)	Min. 3.0 m	3.0 m	None
Setback – Rear Yard (south)	Min. 0.0 m	15.4 m (50.6 ft)	None
Setback – Exterior Side Yard (east)	Min. 3.0 m	13.4 m 45 ft)	None
Height (m)	Max. 12 m (39.37ft)	8.84m (29 ft)	None
Off-street Parking Spaces	Bylaw Requirement 61 Based on Parking Study 49 Based on TDM Package 46	Provided 46	Variance plus acceptable TDM package
Small Car Parking Spaces	Max. 50%	22 (48%)	
Accessible Parking Spaces	Min. 1	Provided 1	None
Loading Spaces	1 large size (WB-17)	1 SU9 (business hours) 1 WB-17 (non-business hours)	No Variance w/ Restricted Hours
Bike Parking Spaces – Class 1 & 2	Class 1 spaces 5 Class 2 spaces 7 Total 12	Class 1 spaces 5 Class 2 spaces 8 Total 13	None
Tandem Parking Spaces	Not Permitted	None proposed	None
Indoor Amenity Space	End-of-Trip Bike Facility required as part of TDM package	Combined Staff Room & End-of-Trip Bike Facility 17m ² (180 ft ²)	None
Outdoor Amenity Space	None required but encouraged	N-S Walkway 88 m ² (945 ft ²)	None

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, September 17, 2014 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

This Development Permit application was presented to the Advisory Design Panel (ADP) on Wednesday, September 17, 2014. The Advisory Design Panel indicated conditional support for this Development Permit application subject to the applicant giving consideration to the ADP comments. The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

DP 14-663402 – 1,929.13 SQ.M. (20,765 SQ.FT.) INDUSTRIAL RETAIL BUILDING - JORDANS FURNITURE SHOWROOM & COMMERCIAL/RETAIL UNIT

Applicant: Christopher Bozyk Architects

Property Location: 3200 Sweden Way

Applicant's Presentation

Architect Christopher Bozyk, Christopher Bozyk Architects Ltd., and Landscape Architect Al Tanzer, LandSpace Design Inc., presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- appreciate the single box form broken down into three components; consider integrating green roof; also appreciate the location of the mechanical system inside the building; *It is not the intention to include a green roof as part of this development, instead ground level landscaping will be used to encourage rainwater infiltration, provide attractive green areas for people passing and provide a habitat for insects.*
- consider a colour combination for the building, not just pure charcoal grey to mitigate the darkness of the proposed building colour which will impact the streetscape along Bridgeport Road; *We feel the proposed use of a single colour adds to the strength of the simple architectural design. The use of glazing and colourful landscaping will mitigate the impact of the darkness of the colour.*

- appreciate the proposed public art; however, it is suggested that the totem pole be moved to the corner; the applicant is encouraged to consult with the public art planner regarding the requirements for public art; *The totem pole is located in order to give maximum benefit to the people both inside and outside of the building. In its central location it acts as an axis for the interior floor plan drawing the eye out towards the Bridgeport road. It is also easily visible from the Bridgeport road without impacting any traffic site lines or causing undue distraction to motorists.*
- the totem pole is in dissonance with the grand Greek staircase; consider a gentle grade pedestrian access on the north side with landscaping to provide a beach-like feel and a distinctive art quality; would enhance the streetscape along Bridgeport Road; *The Greek staircase has been replaced with stepped planters and a water feature. A ramp has been incorporated into the design to give access to the building.*
- like the location and size of the accessible parking stall; however, other regular parking stalls appear small; consider consolidating two smaller stalls near the main entrance and provide a pedestrian walkway; *All parking stalls indicated are in compliance with the Richmond City Bylaw.*
- the north façade of the building along Bridgeport Road could work if the pedestrian access will be an active entry point into the building; *There is now a ramp incorporated into the design to give access to an entry point to the North façade of the building. In reality this will not be a main entry point to the building as customers, employees and visitors will likely access the building through the main entrance on the South façade.*
- the central spine is a strong move architecturally; announces the entry on either side of the building; appreciate how the building form cascades from the central spine; *Acknowledged.*
- applicant addressed well the corner of Bridgeport Road and Sweden Way with transparent materials; edges are broken down nicely; *Acknowledged.*
- pop-out element on the south façade works very well to break down the massing; *Acknowledged.*
- interesting project on a prominent corner; proposed single palette, i.e., dark grey building colour is preferable to pure white in view of maintenance issues; *Agreed dark grey is a preferable colour to a bright white in view of maintenance and longevity of service issues.*
- like the big move and grand gesture; building looks fantastic from outside and inside; *Acknowledged.*
- scale and detailing of the building are appropriate for its location; *Acknowledged.*
- agree with the proposed dark grey building colour; white colour on concrete will deteriorate over time; *Acknowledged.*
- also appreciate the big architectural gesture; however, look at (i) the hierarchy of paving materials on the ground plane at the south side, and (ii) how the bus stop along Bridgeport Road relates to the proposed secondary pedestrian access on the north side of the building; *The landscaping around the bus stop has been reconfigured to provide a seating area for people waiting at the bus stop along Bridgeport Road.*

- choice of plant materials are appropriate; supports the architectural moves by the applicant; *Acknowledged.*
- appreciate the glazing system on the building; glazing opens up the corner of Bridgeport Road and Sweden Way; could use similar approach to open up the opposite corner; *Acknowledged.*
- proposed secondary pedestrian entry on the north side of the building need not necessarily be an active entry as most customers are expected to arrive by car on the south side; could be treated just as a nice big place, e.g. could add more glazing to the north side; *The secondary entry has been reconfigured with this in mind. It is now a stepped landscaping feature with waterfall and benching. A ramp is incorporated to allow use of the secondary entrance but it is not anticipated that this entry will be in regular use.*
- consider introducing a ramp to tie in with the bus stop which is a potential location for public art; *We have included a ramp and reconfigured the landscaping to better consider people using the bus stop.*
- the proposed project has strength and boldness to provide a gateway feel; *Acknowledged.*
- applicant needs to further address the sense of arrival on the north side of the proposed development as many customers are expected to take the bus and walk from neighbouring developments to the north; proposed secondary pedestrian access should have a front door feel; consider adding a ramp access, possibly at the northwest corner to provide universal access point for people coming from the north side; *There is now a ramp incorporated into the design to give access to an entry point in the North façade of the building. In reality this will not be a main entry point to the building as customers, employees and visitors will likely access the building through the main entrance on the South façade.*
- building architecture is well resolved; and *Acknowledged.*
- appreciate the pop-up element. *Acknowledged.*

Panel Decision

It was moved and seconded

That DP 14-663402 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



No. DP 14-663402

To the Holder: CHRISTOPHER BOZYK ARCHITECTS LTD.

Property Address: 3200 SWEDEN WAY

Address: 414 - 611 ALEXANDER STREET,
VANCOUVER, BC V6A 1E1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Reduce the required number of parking spaces from 61 to 46.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #8 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$77,709.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 14-663402

To the Holder: CHRISTOPHER BOZYK ARCHITECTS LTD.

Property Address: 3200 SWEDEN WAY

Address: 414 - 611 ALEXANDER STREET,
VANCOUVER, BC V6A 1E1

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

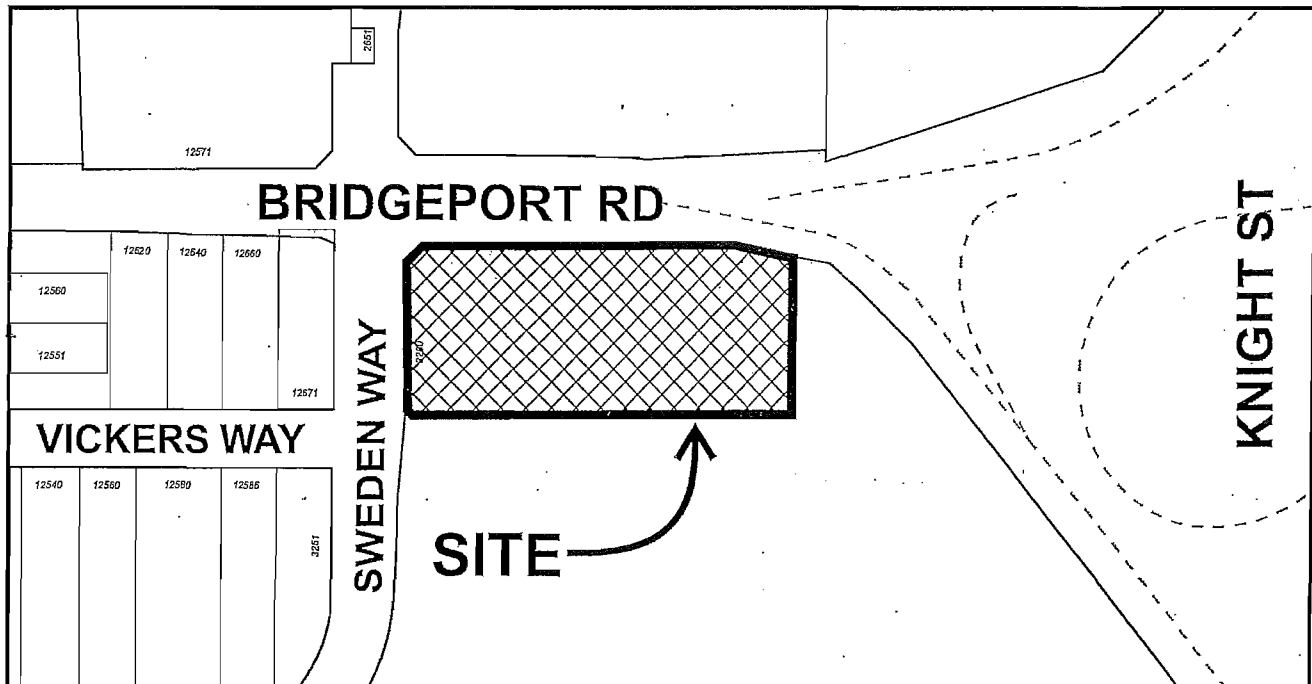
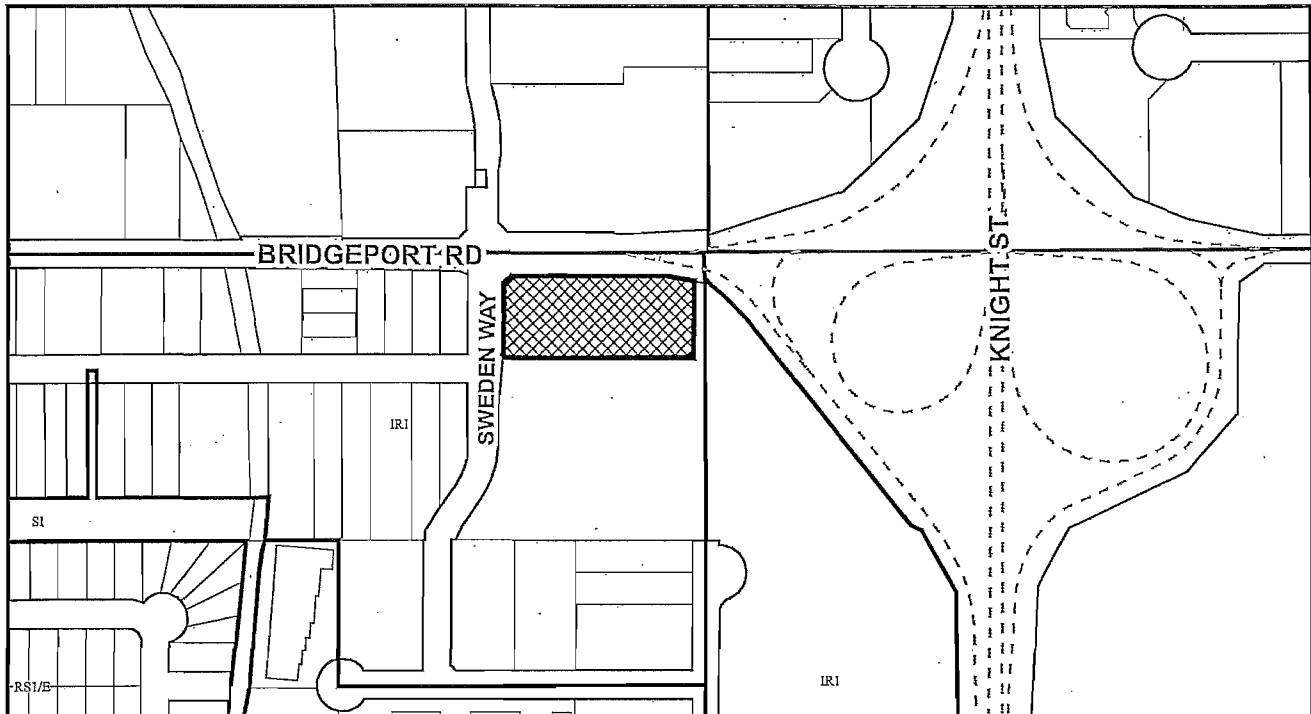
DELIVERED THIS DAY OF , .

MAYOR



City of
Richmond

Schedule A



DP 14-663402

Original Date: 05/30/14

Revision Date:

Note: Dimensions are in METRES

3200 Sweden Way, City of Richmond, BC

CHRISTOPHER
BOZYK ARCHITECTS LTD

415-871 WILKINSON STREET, VANCOUVER BC V6A 1E1
PHONE: (604) 251-1348 FAX: (604) 251-1348

LEGAL ADDRESS:

LOT A, SECTION 30, BLOCK 5, NORTH RANGE WEST,
NEW WESTMINSTER DISTRICT, PLAN EPP26688
PID: 029-253-721

CIVIC ADDRESS:
3200 SWEDEN WAY, RICHMOND, BC V6V 2A5



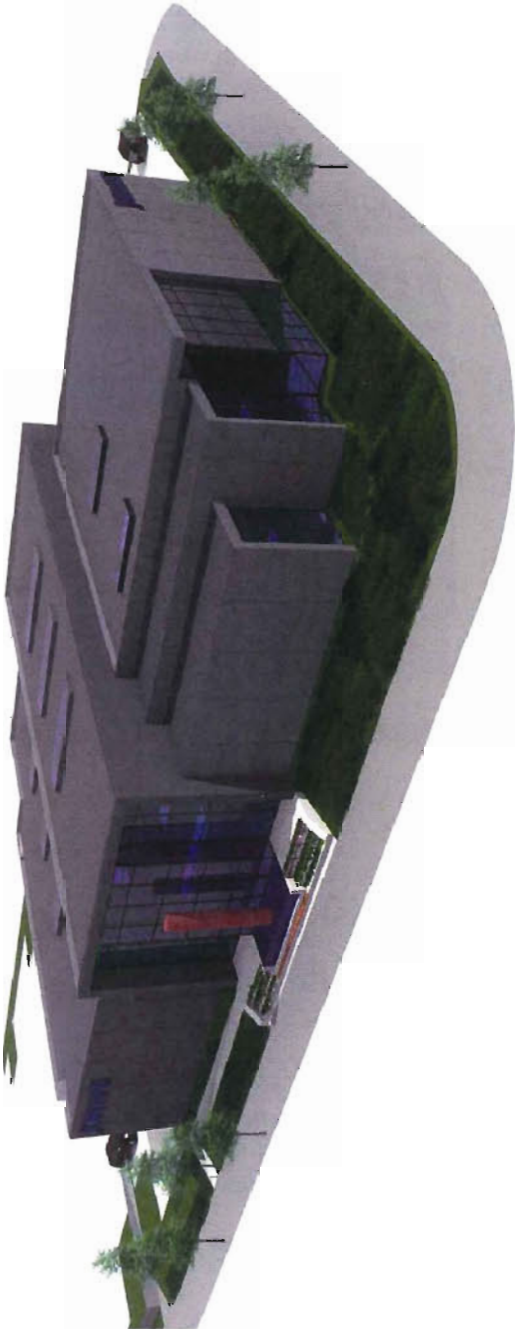
1 NORTHWEST CONTEXT BIRDSEYE VIEW



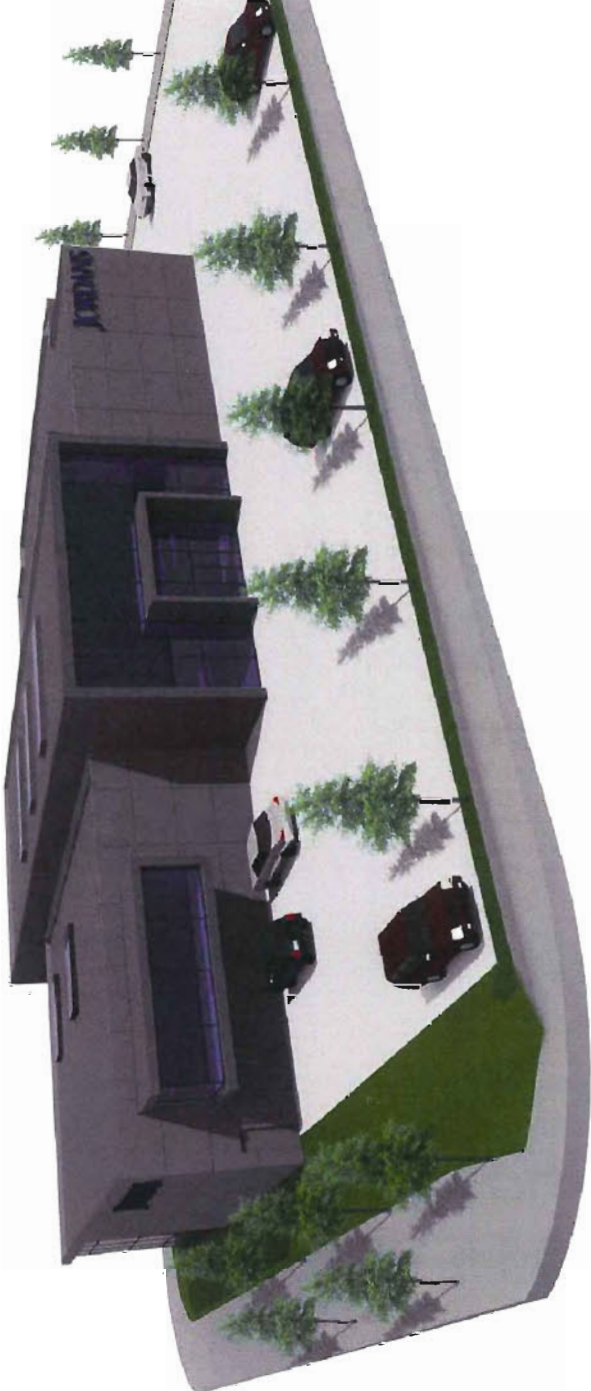
2 NORTHEAST CONTEXT BIRDSEYE VIEW



3 NORTH CONTEXT BIRDSEYE VIEW



4 NORTHWEST AERIAL VIEW



5 SOUTHWEST VIEW

Sheet No. 1
Oct. 15, 2014
DP 14-663402

05	28 SEP 2014	RE-ISSUED FOR DEVELOPMENT PERMIT
04	07 SEP 2014	ISSUED FOR ADP
03	05 AUG 2014	ISSUED FOR CITY DISCUSSION
02	02 JULY 2014	RE-ISSUED FOR DEVELOPMENT PERMIT
01	26 JUNE 2014	ISSUED FOR REVIEW
00	10 MAY 2014	ISSUED FOR DEVELOPMENT PERMIT
REV	DATE	DESCRIPTION

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1. While a developer shall have precedence over scaled elevations, Contractors shall verify and be responsible for all dimensions and conditions on the job. They shall request clarification of any drawings, specifications, or conditions that are unclear or inconsistent with the documents. Failure to obtain such clarification renders the Contractor responsible for any resulting misinterpretation and the cost of rectification.

3200 SWEDEN WAY
NEW JORDANS BUILDING

PERSPECTIVES

SCALE: AS SHOWN START DATE: JAN 2014 DRAWN: SH
PROJECT NUMBER: 211025

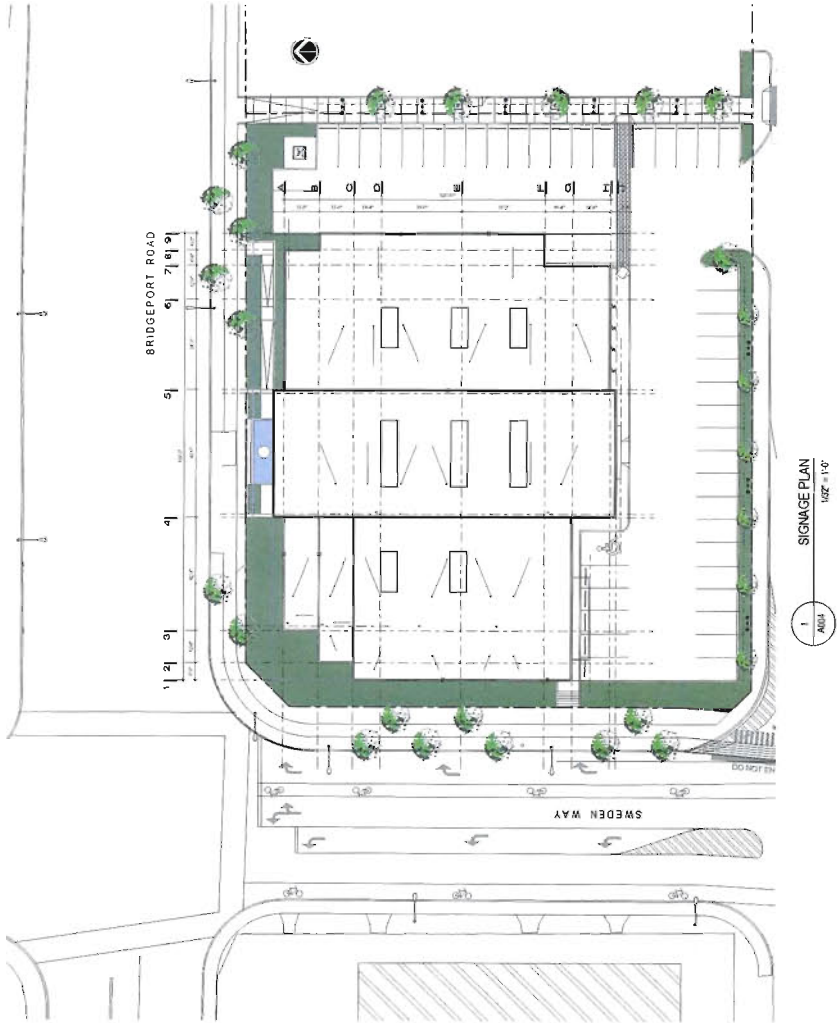
A001

While a developer shall have precedence over scaled elevations, Contractors shall verify all dimensions and conditions on the job. They shall request clarification of any drawings, specifications, or conditions that are unclear or inconsistent with the documents. Failure to obtain such clarification renders the Contractor responsible for any resulting misinterpretation and the cost of rectification.

LEGAL ADDRESS:
LOT A, SECTION 30, BLOCK 5, NORTH RANGE WEST,
NEW WESTMINSTER DISTRICT, PLAN EPP26669
PID: 029-253721
CIVIC ADDRESS:
3200 SWEDEN WAY, RICHMOND, BC V6V 2A5

BUILDING SIGNAGE

ALL SIGNAGE MUST COMPLY WITH THE CITY OF RICHMOND SIGN BYLAW 5560.
SIGN PERMITS ISSUED BY THE CITY OF RICHMOND ARE REQUIRED FOR ALL
SIGNS PRIOR TO INSTALLATION.
THE TYPE FACE AND COLOUR WILL ADHERE TO JORDANS CORPORATE SCHEME.

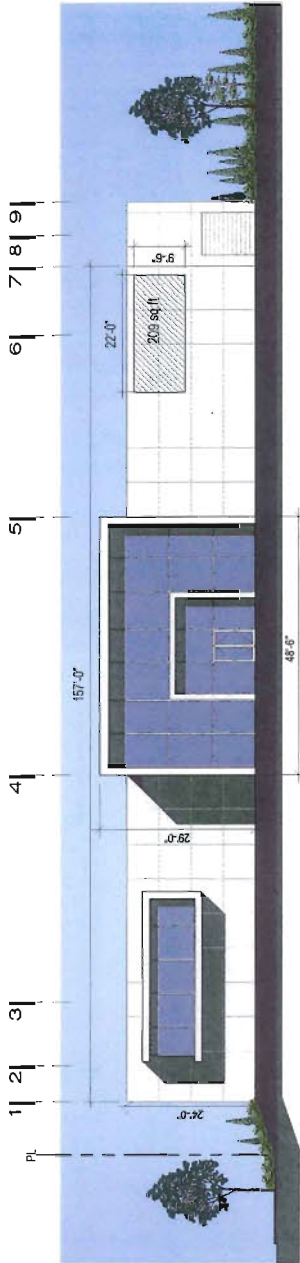


FACADE SIGNAGE

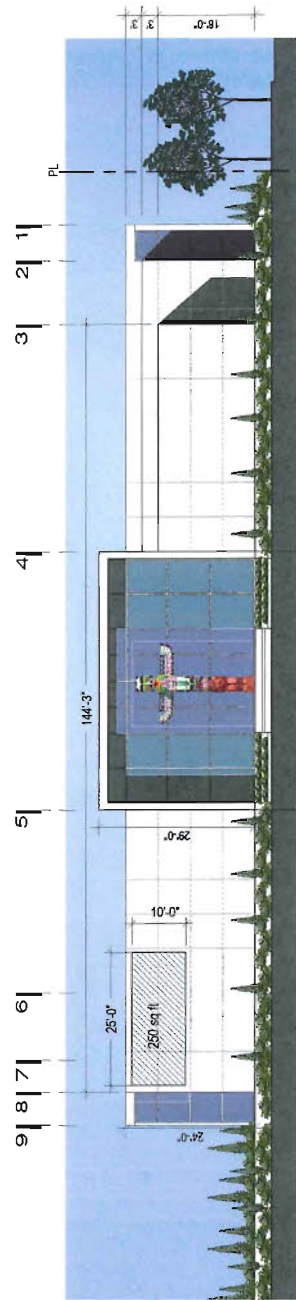
**JORDANS
HOME**

SIGNS WILL BE INDIVIDUAL CHANNEL LETTERS IN JORDANS CORPORATE FONT AND COLOUR FIXED TO THE FACADE IN THE AREAS SHOWN.

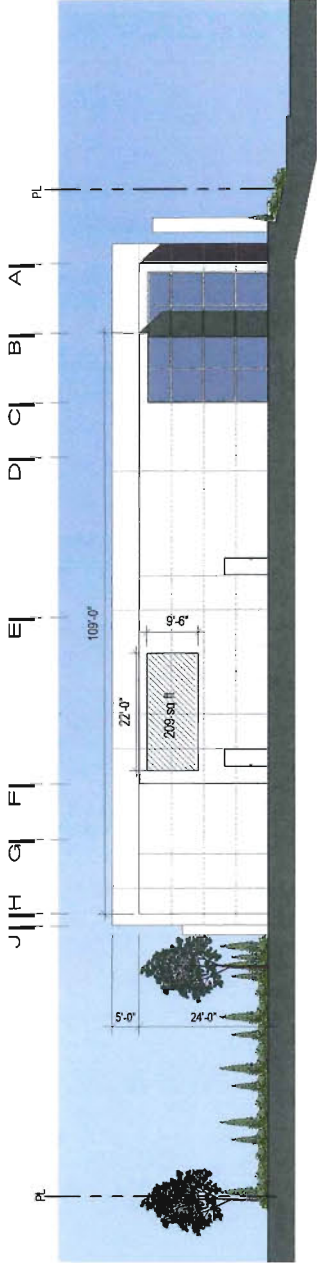
NO PART OF A SIGN WILL EXTEND MORE THAN 11.8" OVER PUBLIC PROPERTY.



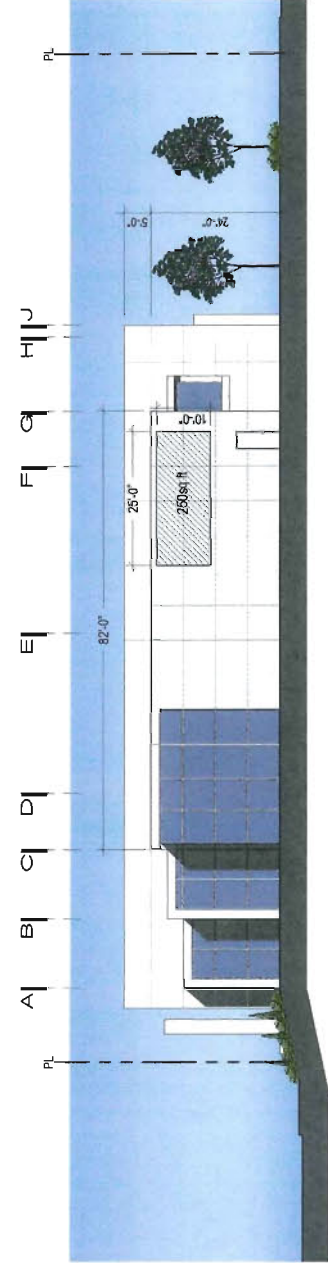
2 SOUTH ELEVATION
1/8" = 1'-0"



3 NORTH ELEVATION
1/8" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"



5 WEST ELEVATION
1/8" = 1'-0"

Sheet No. 3
Oct. 15, 2014
DP 14-663402

04	30 SEP 2014	RE-ISSUED FOR DEVELOPMENT PERMIT
03	02 SEP 2014	ISSUED FOR ADP
02	06 AUG 2014	ISSUED FOR CITY DISCUSSION
01	02 JULY 2014	ISSUED FOR DEVELOPMENT PERMIT
00	28 JUNE 2014	ISSUED FOR REVIEW
REV	DATE	DESCRIPTION

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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and request clarification for all dimensions and conditions on the job. All request clarification of errors, discrepancies, or omissions in writing prior to construction. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of rectification.

**3200 SWEDEN WAY
PROPOSED WAREHOUSE SALES
DEVELOPMENT**

SIGNAGE PLAN

LEGAL ADDRESS:
LOT A, SECTION 30, BLOCK 5, NORTH RANGE WEST,
NEW WESTMINSTER DISTRICT, PLAN EPP26668
PID: 029-253-721

CIVIC ADDRESS:
3200 SWEDEN WAY, RICHMOND, BC V6V 2A5

SURVEY INFORMATION:
STEPHEND MILNER
102-5007 47A AVENUE, DELTA BC V4K 1T9
DATE: MAY 14, 2014

GENERAL NOTES:

- PROPOSED DEVELOPMENT TO COMPLY WITH CITY OF RICHMOND OFFICIAL COMMUNITY PLAN, APPLICABLE ZONING AND BUILDING BYLAWS AND BC BUILDING CODE 2012
- LANDSCAPE DESIGN - SEE LANDSCAPE DRAWINGS
- EXTERNAL GRADES TO SLOPE AWAY FROM BUILDING 2% RECOMMENDED
- CONC PADSPAVING 4" THICK TYP EXIT DOOR PAD 48"x48" MOVEMENTS JOINTS @ MAX 7'-0" O.C.
- PATTERNS T.B.C. BY ARCHITECT. FINISH: BROOM TEXTURED W/SMOOTH ROUNDED EDGING
- GAS METER: CONC SLAB, FENCE ENCLOSURE & PROTECTION BOLLARDS AS APPLICABLE
- TRANSFORMER CONC SLAB & PROTECTION BOLLARDS TO BC HYDRO SPECIFICATIONS.
- ALL PARKING LINES TO BE PAINTED AS SHOWN. SPACES FOR THE DISABLED TO BE CLEARLY MARKED BY A PAINTED WHEELCHAIR SYMBOL & COMPLIANT SIGN
- NEW CONC DRIVEWAY CROSSINGS AND CURB RAMPS TO SECTION 3 BCBC 2012 AND CITY STANDARDS

Sheet No. 4
Oct. 15, 2014
DP 14-663402

REV	DATE	DESCRIPTION
01	01 OCT 2014	ISSUED FOR DEVELOPMENT PERMIT
02	18 SEP 2014	RE-ISSUED FOR DEVELOPMENT PERMIT
03	01 SEP 2014	ISSUED FOR #1/F
04	05 AUG 2014	ISSUED FOR CITY DISCUSSION
05	02 JULY 2014	RE-ISSUED FOR DEVELOPMENT PERMIT
06	28 JUNE 2014	ISSUED FOR #1/F
07	15 MAY 2014	ISSUED FOR DEVELOPMENT PERMIT

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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. All dimensions shall be taken from the centerline of the building unless otherwise specified. The Contractor is responsible for any resulting landscape work and the cost of re-creation.

3200 SWEDEN WAY
NEW JORDANS BUILDING

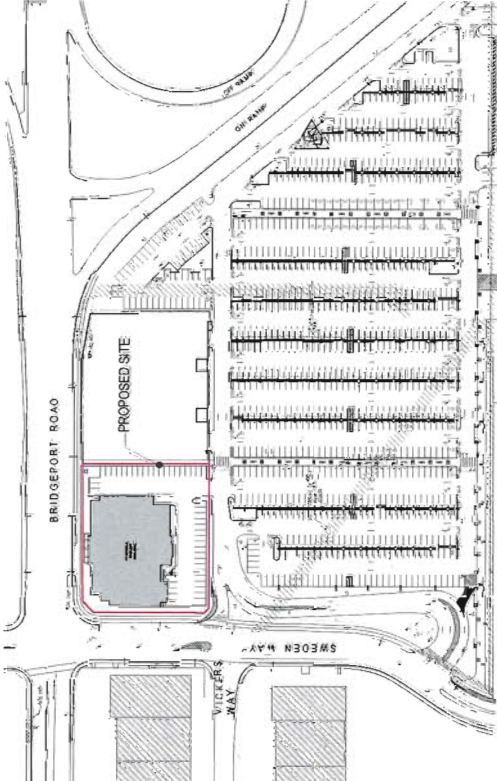
SITE PLAN

SCALE: As Indicated
START DATE: JAN/2014
DRAWN: SH
PROJECT NUMBER: 211028

A100



AERIAL PLAN
1 A100



SITE LOCATION PLAN
1/16" = 1'-0"
2 A100

- EXISTING GRADE
- PROPOSED GRADE
- FIRE HYDRANT
- SI: SIAMSE CONNECTION
- K: ANNUNCIATOR PANEL
- SC: SMALL CAR SPACE
- LA: LAI STANDARD



LEGAL ADDRESS:

LOT A, SECTION 30, BLOCK 5, NORTH RANGE WEST,
NEW WESTMINSTER DISTRICT, PLAN EPP26688
PID: 029-253-721

CIVIC ADDRESS:

3200 SWEDEN WAY, RICHMOND, BC V6V 2A5

CONSTRUCTION NOTES:

- EXTERIOR WALLS:
GENERAL: TILT-UP CONCRETE PANELS
- EXTERIOR WINDOWS:
CURTAIN WALL: SELF SUPPORTING, DOUBLE
GLAZING.
- ROOF:
SLOPING METAL DECK W/ RIGID INSULATION,
EPDM & BALAST
- INTERIOR WALLS GENERAL: GWB UNED STEEL
STUDS
- FIRE RATINGS & SEPARATIONS AS REQUIRED PER
CODE

Sheet No. 5
Oct. 15, 2014
DP 14-663402

07	07 OCT 2014	RE-ISSUED FOR DEVELOPMENT PERMIT
08	30 SEP 2014	RE-ISSUED FOR DEVELOPMENT PERMIT
05	02 SEP 2014	ISSUED FOR ADP
04	05 AUG 2014	ISSUED FOR CITY DISCUSSION
03	02 JULY 2014	RE-ISSUED FOR DEVELOPMENT PERMIT
02	26 JUNE 2014	ISSUED FOR REVIEW
01	18 JUNE 2014	ISSUED FOR SANITARY LINES DEVELOPMENT
00	15 MAY 2014	ISSUED FOR DEVELOPMENT PERMIT
REV	DATE	DESCRIPTION

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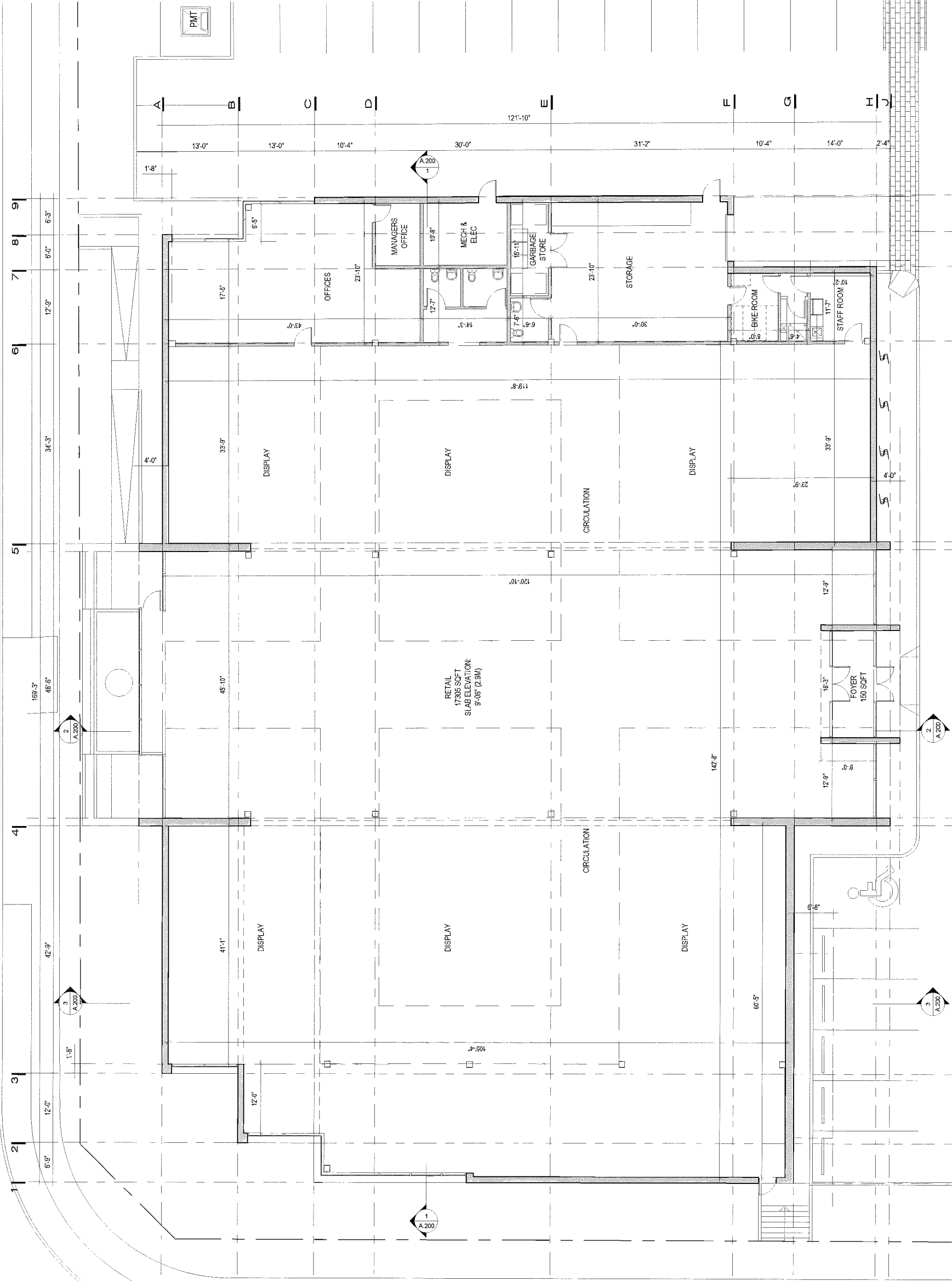
Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. All request certification of work, materials, and methods. Contractors shall be responsible for obtaining all necessary permits and documents. Failure to obtain such certification renders the Contractor responsible for any resulting improper work and the cost of rectification.

3200 SWEDEN WAY
NEW JORDANS BUILDING

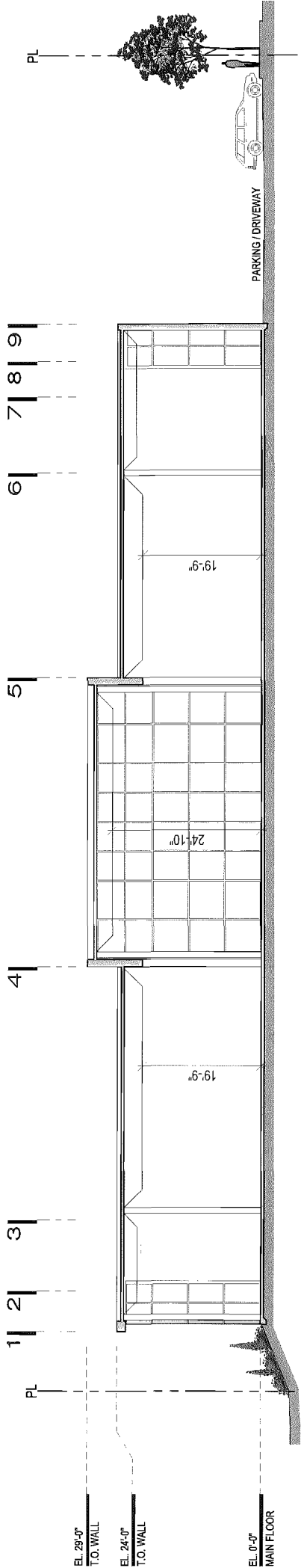
MAIN FLOOR PLAN

SCALE: As Indicated START DATE: JAN 2014 DRAWN: SH
PROJECT NUMBER: 21024

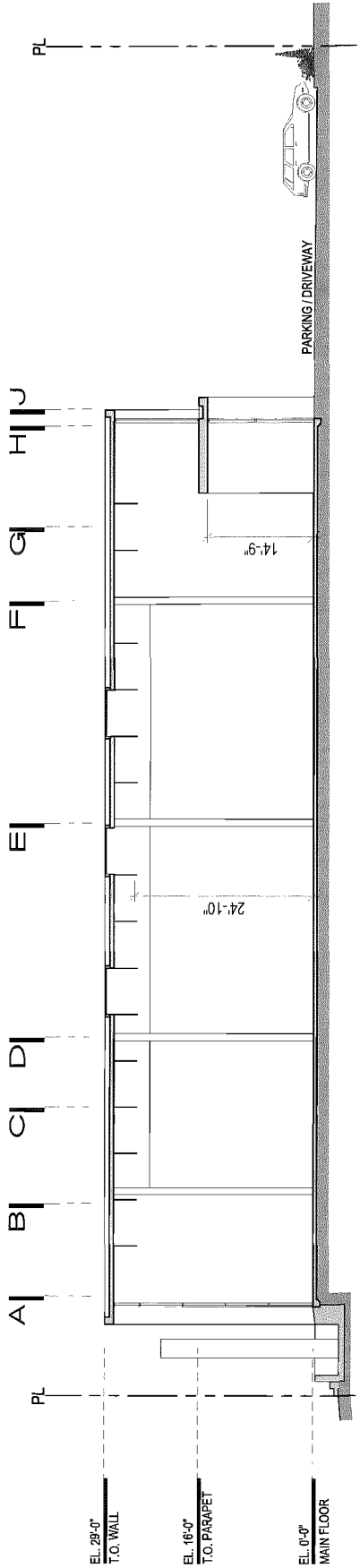
A101



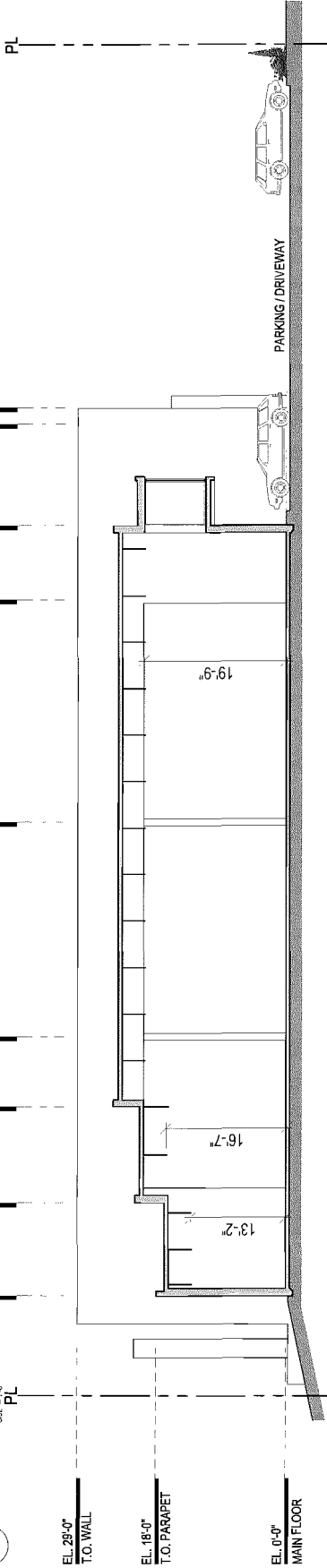
Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. All request certification of work, materials, and methods. Contractors shall be responsible for obtaining all necessary permits and documents. Failure to obtain such certification renders the Contractor responsible for any resulting improper work and the cost of rectification.



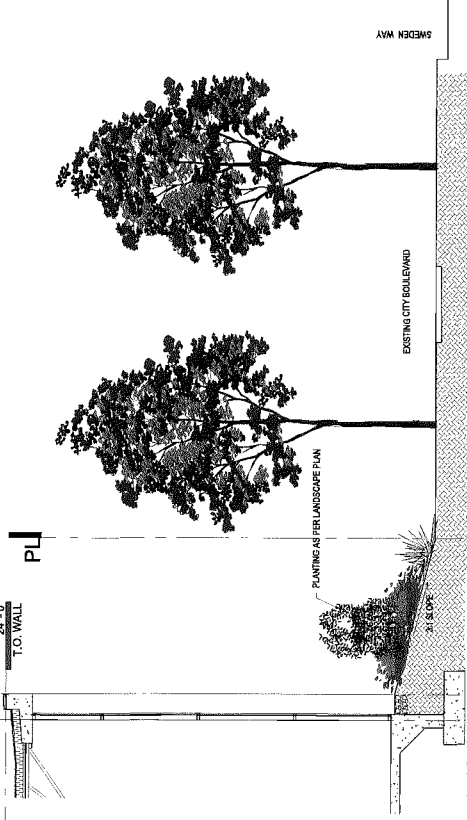
SECTION
302" x 1'-0"



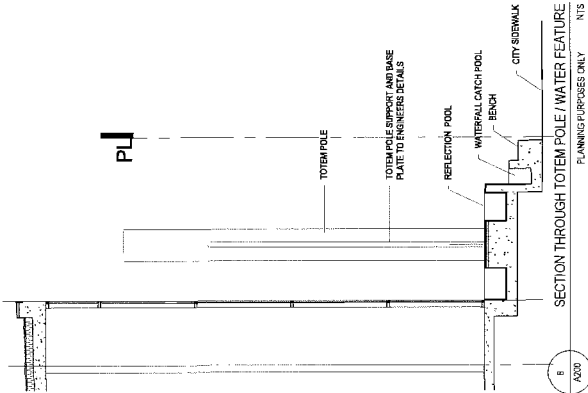
SECTION
302" x 1'-0"



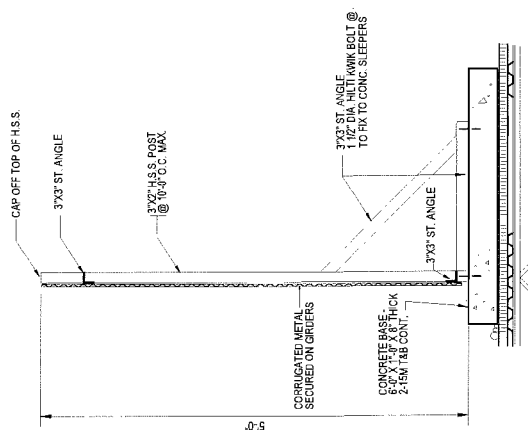
SECTION
302" x 1'-0"



When dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions, or scaled dimensions, or scaled information contained in contract drawings and documents. Failure to obtain such confirmation renders the Contractor responsible for any resulting improper work and the cost of rectification.



When dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions, or scaled dimensions, or scaled information contained in contract drawings and documents. Failure to obtain such confirmation renders the Contractor responsible for any resulting improper work and the cost of rectification.



4
A200
ROOFTOP SCREENING DETAIL
1" = 1'-0"



5
A200
CONCRETE REVEAL DETAIL
1" = 1'-0"

Sheet No. 7
Oct. 15, 2014
DP 14-663402

06	30 SEP 2014	RE ISSUED FOR DEVELOPMENT PERMIT
04	02 SEP 2014	ISSUED FOR ADP
03	05 JUL 2014	ISSUED FOR CITY DISCUSSION
02	02 JULY 2014	RE ISSUED FOR DEVELOPMENT PERMIT
01	26 JUNE 2014	ISSUED FOR REVIEW
00	15 MAY 2014	ISSUED FOR DEVELOPMENT PERMIT

REV	DATE	DESCRIPTION
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When dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and shall be responsible for any errors, omissions, or scaled information contained in contract drawings and documents. Failure to obtain such confirmation renders the Contractor responsible for any resulting improper work and the cost of rectification.

3200 SWEDEN WAY
NEW JORDANS BUILDING

SECTIONS

SCALE: As indicated
START DATE: JAN 2014
DRAWN: SH
PROJECT NUMBER: 211024

A200

- 1 TILT-UP CONCRETE PANELS WITH CAST-IN REVEALS PAINT FINISH - CHARCOAL GREY COLOUR
- 2 CURTAIN WALL - CLEAR ANODIZED ALUMINUM WITH CLEAR GLAZING SYSTEM
- 3 CAST-IN PLACE CONCRETE PAINT FINISH - CHARCOAL GREY COLOUR
- 4 SECTIONAL OIL METAL DOOR
- 5 METAL MAIN DOOR - PAINT FINISH - COLOUR TO MATCH TILT-UP PANELS
- 6 CURTAIN WALL - CLEAR ANODIZED ALUMINUM WITH UNITED GLAZING - LIGHT BLUE

Sheet No. 8
Oct. 15, 2014
DP 14-663402

06	30 SEP 2014	RE-ASSIGNED FOR DEVELOPMENT PERMIT
04	02 SEP 2014	ISSUED FOR ACP
03	05 AUG 2014	ISSUED FOR CITY DISCUSSION
02	02 JULY 2014	RE-ASSIGNED FOR DEVELOPMENT PERMIT
01	26 JUNE 2014	ISSUED FOR REVIEW
00	15 MAY 2014	ISSUED FOR DEVELOPMENT PERMIT
REV	DATE	DESCRIPTION

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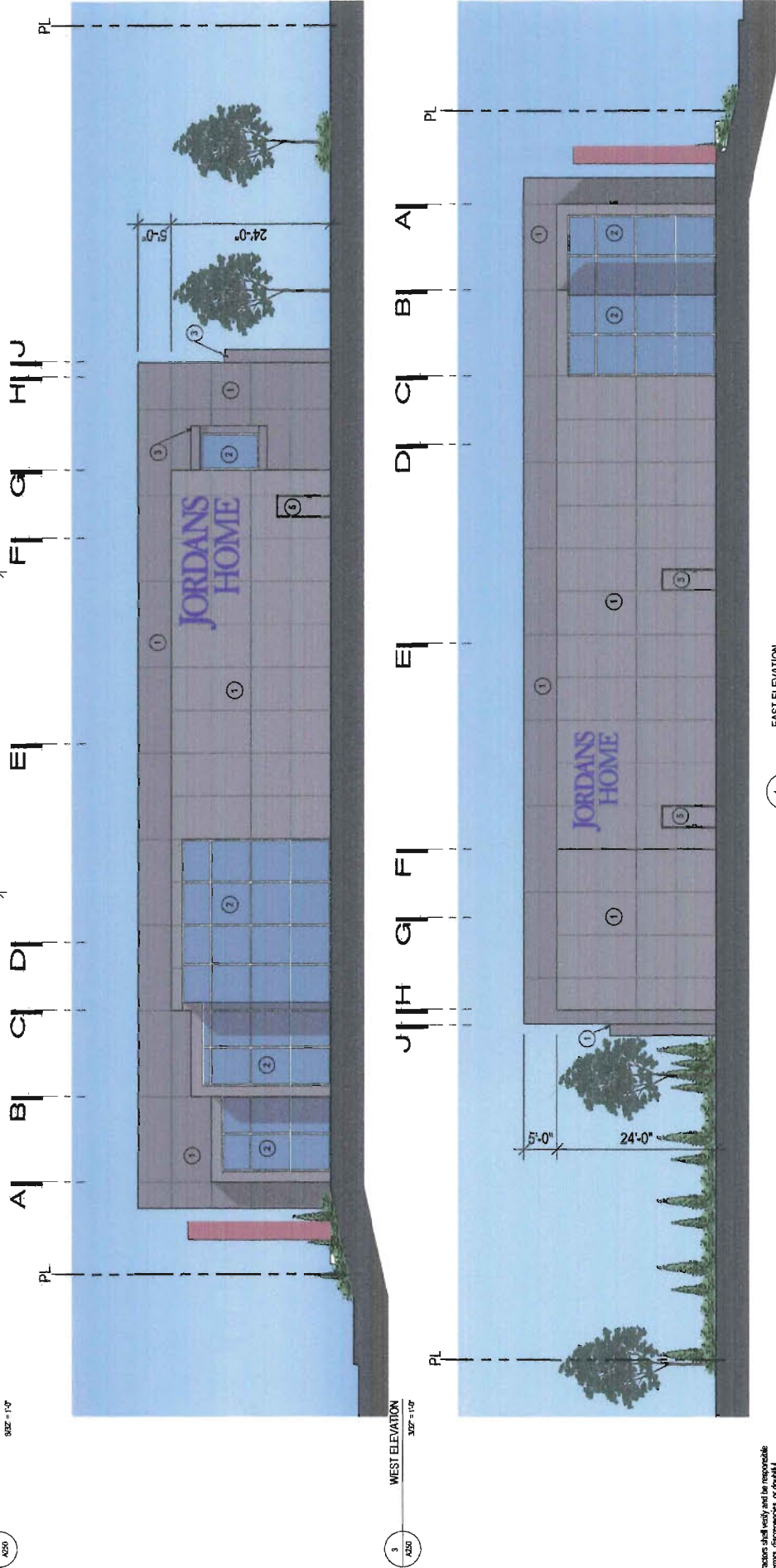
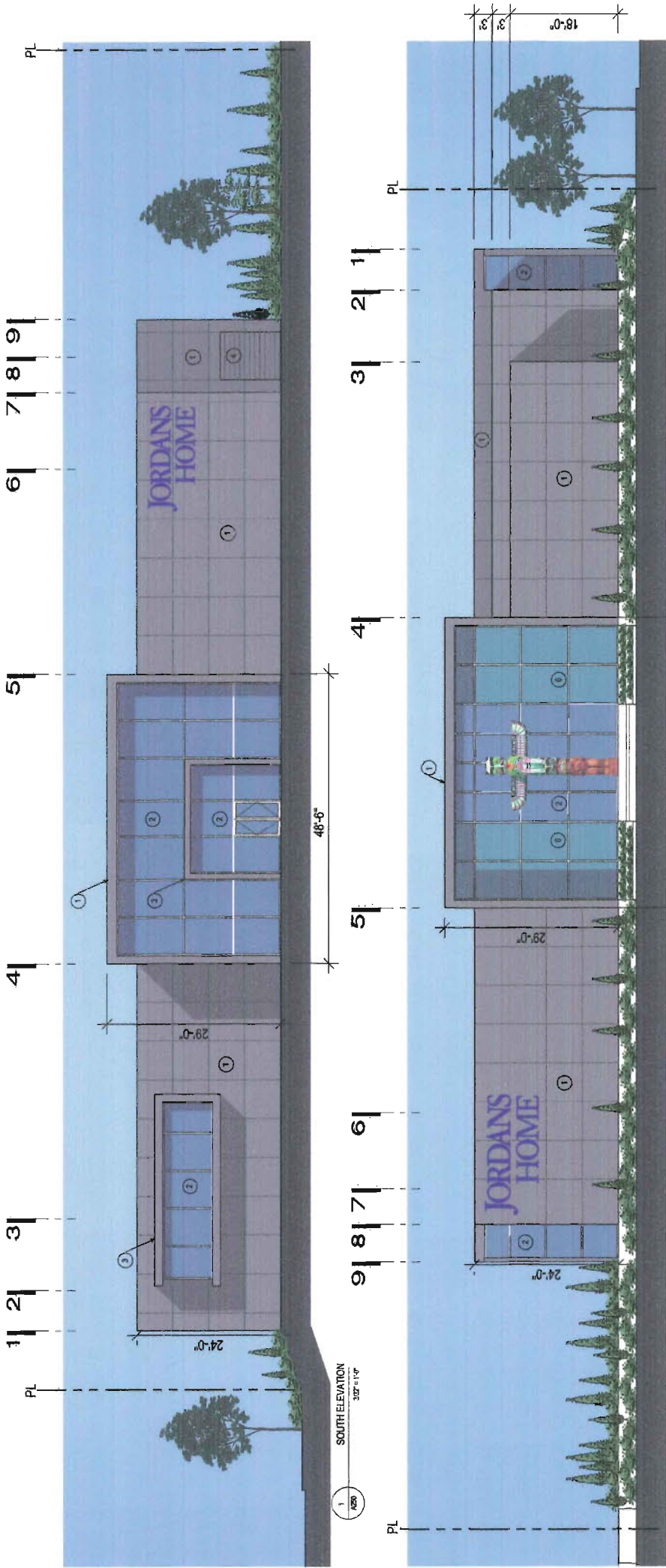
Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. All requests for clarification or change orders shall be submitted in writing and approved by the architect. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of rectification.

3200 SWEDEN WAY
NEW JORDANS BUILDING

ELEVATIONS

SCALE: AS INDICATED
START DATE: JUN 2014
DRAWN: SK
PROJECT NUMBER: 211024

A250



Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. All requests for clarification or change orders shall be submitted in writing and approved by the architect. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of rectification.



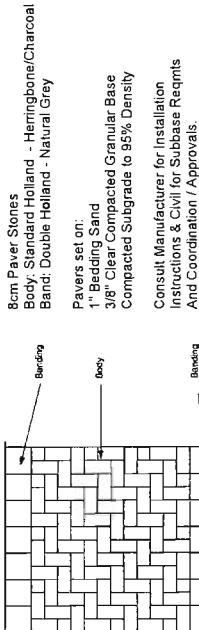
LANDSPACE ARCHITECT



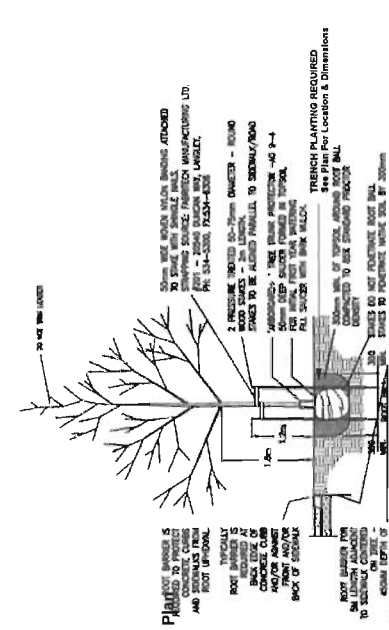
PLANT LIST

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
Trees				
	1	Acer palmatum 'Osakazuki'	Japanese Maple	3m Ht
	8	Acer rubrum 'Bowhall'	Columnar Maple Var.	10cm cal / 1.8m std
	1	Chamaecyparis nootkanensis	Nootka Cypress	3m Ht / as spr form
	1	Fraxinus latifolia	Oregon Ash	7cm cal / 1.8m std
	6	Hibiscus syriacus 'Bluebird'	Hardy Hibiscus	5cm cal / 1.5m std
Shrubs				
	285	Buxus sempervirens	Boxwood Hedge	#3 pot / clipped
	221	Festuca 'Elijah Blue'	Blue Fescue Var.	#1 pot
	5	Pennisetum alopecuroides	Fountain Grass	#2 pot
	24	Liriodie muscari 'Big Blue'	Lilly-turf Var.	#2 pot
	84	Prunus l. 'Otto Luyken'	Otto Luyken Laurel	#3 pot
	12	Rhododendron 'Unique'	Rhododendron (medium var.)	#3 pot
	1	Rhododendron 'Anah Kruschke'	Rhododendron (tall var.)	#7 pot
	18	Rosa medallard 'Sevillana'	Hardy French Rose var	#3 pot
	9	Spiraea x bumalda 'Iceberg'	Spiraea var.	#3 pot
	2	Pieris japonica 'Temple Bells'	Japanese Andromeda	#3 pot
	45	Taxus media 'Hicksii'	Yew Hedge	1.2m Ht / clipped
	13	Viburnum davidii	David's Viburnum	#2 pot
	2	Weigela 'Striata Ruby'	Weigela	#3 pot
Ground Covers				
	60	Arctostaphylos uva-ursi	Vancouver Jade	10cm pot / 45cm o.c.
	9	Erica x carnea 'Krummer's Red'	Winter Heather	#1 pot / 45cm o.c.

Notes:
1. Specification as per most recent BC Landscape Standards and LandSpace Design Inc. 'Spec. Notes'.
2. 2" PVC Pipe for all irrigation lines.
3. Landscape Areas Irrigated.



PAVER CROSSWALK DETAIL LAYOUT



- NOTES
- 1) BOUNDARY TO BE LOCATED AND SHOWN TO THE SURVEYOR AND APPROVED BY ALL.
 - 2) ALL TREES PLANTED TO BE TOP 1/3 OF
 - 3) ALL TREES SHALL BE SINGLE STEMMED.
 - 4) ALL TREES SHALL BE SINGLE STEMMED.
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 - 99) ALL TREES SHALL BE SINGLE STEMMED.
 - 100) ALL TREES SHALL BE SINGLE STEMMED.

TRENCH PLANTING FOR PROPOSED STREET TREES
100' Long x 5' & 3' Wide x 3' Deep
(As Shown Dashed & Dimensioned - Pocket Planting Is Not Acceptable)

SEE STREET TREE PLANTING DETAIL

BRIDGEPORT ROAD

EXISTING STREET TREES
(Bowhall Maple)

ORN. GRASS

BUS SHELTER

PROPERTY LINE

PROPOSED STREET TREES
10cm cal. @ 19m o.c.
(Bowhall Maple)

YEW HEDGE
SCREEN

RAMP

PROPERTY LINE

SC

SC

SC

SC

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PROPOSED BUILDING JORDANS

PROPOSED SHADE TREE
(To Match Ikea Plan
(Oregon Ash)

PROPOSED ORNAMENTAL TREES
(To Match Existing Ikea
(Hibiscus)

CONIFER

BOXWOOD HEDGE

BIKE RACKS
(See Detail Layout Info
See Also

HOLLAND PAVERS
(Charcoal Herringbone
Pattern)
See Detail Layout Info

CROSS WALK

BIKE RACKS
(See Detail Layout Info
See Also

EXISTING TREES
Per Maruyama Assoc Ikea Plan
(Oregon Ash)

EXISTING CONIFERS
Per Maruyama Assoc Ikea Plan
(Pine & Spruce Var's)

EXISTING TREES
Per Maruyama Assoc Ikea Plan
(Oregon Ash)

EXISTING TREES
Per Maruyama Assoc Ikea Plan
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(Oregon Ash)

EXISTING TREES
Per Maruyama Assoc Ikea Plan
(Oregon Ash)

Sheet No. 9
Oct. 15, 2014
DP 14-663402

JORDANS

3200 SWEDEN WAY, RICHMOND

LANDSCAPE PLAN

SCALE 1/8"=1'-0"
PLOT FEB 11, 2014
DRAWN: ACT
PROJECT
NUMBER
210024

L-1

STREET TREE PLANTING & TRENCH DETAIL



City of Richmond


Report to Development Permit Panel

To: Development Permit Panel
From: Wayne Craig
Director of Development
Date: October 15, 2014
File: DP 14-666057
Re: **Application by Madison Pacific Properties Inc. for a Development Permit at 3200 Sweden Way**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 866 m² (9,320 ft²) gross leasable floor space in a 1-storey building consisting of three (3) commercial retail units (CRU) including a White Spot restaurant located at 3200 Sweden Way on a site zoned Industrial Retail (IR1).


Wayne Craig
Director of Development

WC:bg
Att.

Staff Report

Origin

Madison Pacific Properties Inc. has applied to the City of Richmond for permission to construct a 866 m² (9,320 ft²) gross leasable floor space in a 1-storey building consisting of up to three (3) Commercial Retail Units (CRU's) including a White Spot restaurant located at 3200 Sweden Way on a site zoned Industrial Retail (IR1).

The existing approximately 2-acre lot is currently vacant and being subdivided to create two (2) approximately 1-acre lots. The owner of the subject site (i.e., proposed east lot) is Madison Pacific Properties Inc., while the proposed west lot is owned by Jordan Rugs Ltd., and the subject of a separate Development Permit application (DP 14-663402).

No rezoning is required but a Servicing Agreement is a requirement prior to the issuance of a Building Permit for utility upgrades, site servicing and frontage improvements. The owner has agreed with the Development Permit considerations and a signed copy of the considerations is in the file.

Development Information

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

To the north, across Bridgeport Road is a existing, 2-storey multi-tenant commercial building located at 2760 Sweden Way zoned Industrial Retail (IR1) for a Future Shop and a Staples store with a surface parking lot partially fronting Bridgeport Road. There is a tall pylon sign at the northeast corner of Bridgeport Road and Sweden Way. Further to the north is a large surface parking lot associated with the existing Home Depot store located at 2700 Sweden Way and zoned Industrial Retail (IR1);

To the east, immediately adjacent is a portion of the IKEA surface parking lot and beyond is the Knight Street corridor and the Bridgeport Road interchange. On the east side of Knight Street are 1 and 2-storey commercial/industrial buildings zoned Industrial Business Park (IB1);

To the south, across the IKEA share-use road on private land but secured via a Statutory Right of Way (SRW) as part of the IKEA rezoning (RZ 09-497385) is a large surface parking lot associated with the new IKEA store and further to the south is the new IKEA store located at 3320 Jacombs Road zoned Industrial Retail (IR1); and

To the west, immediately adjacent to the subject site is vacant land proposed for subdivision to create a similar approximately 1-acre lot zoned Industrial Retail (IR1). The owner Jordans Rugs Ltd., proposes as a 1-storey commercial building for a furniture showroom (DP 14-663402) and beyond is Sweden Way.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review for this Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the Industrial Retail (IR1) zoning.

Land and Legal Requirements

Prior to approval of the Development Permit, the developer is required to:

1. Subdivide the existing 2-acre site to create two 1-acre parcels;
2. Provide a 6.0 m wide Statutory Right-of-Way (SRW) for utility purposes along the entire south property line;
3. Provide a 3.0 m wide Statutory Right-of-Way (SRW) for sidewalk and utility purposes straddling the entire east property line;
4. Provide a (width yet to be determined via a Functional Plan approved by the Director of Transportation) Statutory Right-of-Way (SRW) for two-way emergency vehicle access through the existing one-way, truck-only truck egress onto Sweden Way;
5. Register a legal agreement on title ensuring no direct access/egress to/from Bridgeport Road;
6. Register a legal agreement on title ensuring specific access/egress limitations to the site for general traffic, large trucks (WB-17 vehicles) and emergency vehicles (see Development Permit Considerations for details). This agreement would also restrict WB-17 vehicle access/egress to non-business hours (10 p.m. to 10 a.m.);
7. Register an aircraft noise indemnity covenant on title; and
8. Register a flood plain covenant on title.

Advisory Design Panel Comments

The Advisory Design Panel (ADP) recommended conditional support for this Development Permit application subject to consideration of the ADP comments. A copy of the relevant excerpt from the ADP Minutes from Wednesday, September 17, 2014 is attached for reference (Attachment 2). The design responses from the applicant have been included immediately following the specific ADP comments and are identified in 'bold italics'.

Analysis***Conditions of Adjacency***

1. This is a prominent site located on the south side of the Bridgeport Road adjacent to the Knight Street interchange. Both Knight Street and Bridgeport Road are busy collector roads and important gateways to the City. Existing development along the Bridgeport Road corridor generally consists of older 1 and 2-storey retail/commercial/industrial buildings with small surface parking areas and large pylon signs adjacent to the street. An important City objective is to improve the streetscape character of this significant gateway into Richmond. The proposed building extends along Bridgeport Road concealing the majority of parking behind. The design consists of a long horizontal building with a series of sloping and pop-up

shed roof elements, which creates an interesting architectural response at this important City gateway location.

2. The proposed development site edge conditions include:

- To the North (along Bridgeport Road boulevard): An existing 1.5 m wide landscape strip with 15 proposed 10 cm caliper columnar street trees (Bowhall Maples) and grass below together with an existing 1.8 m wide City standard concrete sidewalk that terminates at Knight Street.
- To the East: A 1.8 m wide landscape planting strip with trees and shrubs to partially screen the proposed on-site parking and beyond is a portion of the IKEA surface parking lot including an approximately 3.0 m wide landscape planting strip adjacent to the east property complete with tree and shrub planting.
- To the South: A 1.5 m wide landscape planting strip with trees and shrubs to partially screen the proposed on-site parking and beyond is an existing 1.8 m wide concrete sidewalk along the north side of the IKEA shared-use road; and
- To the West: A proposed 1.8 m wide sidewalk in combination with a 1.2 m wide sidewalk on the adjacent lot are intended to create a minimum 3.0 m wide walkway along the future shared property line including trees in grates and double davit pedestrian lights to be secured via a Statutory Right of Way (SRW).

Urban Design and Site Planning

1. Urban Design:

- While the building has been sited along Bridgeport Road, the building entry is oriented internally to the site along the south side of the building. The applicant has proposed to extend the length of the building along Bridgeport Road to better screen the parking area. The applicant has proposed a large area of vision glass in the middle of the north facade providing visibility to the restaurant seating area inside the building from the street. Upper level transom windows are proposed along the north, east and west building elevations to provide partial daylight illumination of the kitchen area.
- The applicant proposes a 6.7 m high pylon sign along the Bridgeport Road frontage. While the Richmond Sign Bylaw allows pylon signs the proposed pylon sign will require a separate sign permit. Frontage improvements proposed by the applicant would complete the boulevard streetscape treatment along Bridgeport Road including a double row of minimum 10 cm caliper street trees (Bowhall Maples). The north, east, south and west property lines incorporate perimeter landscape strips including tree and shrub planting.

2. Site Planning:

- The building has been sited along the Bridgeport Road respecting the minimum 3.0 m setback with the majority of the parking located to the south of the building and generally screened from Bridgeport Road.
- The building has been aligned with the adjacent proposed future store development to the west along Bridgeport Road (Jordans DP 14-666057) and a minimum 3.0 m wide north-

south sidewalk with trees and pedestrian lighting is proposed to straddle the future west property line with the proposed Jordans development to the west.

- The surface parking lot incorporates perimeter landscape screening including tree, shrub and groundcover planting but the interior of the parking lot lacks canopy tree planting to accommodate the maneuvering space required for large delivery trucks. However, the applicant proposes decorative paving for the central east-west aisle of parking spaces to improve the visual appearance of the parking lot and address the lack of on-site tree planting.

Transportation and Parking

1. Vehicle Access: General vehicle access for passenger cars and light trucks would be provided from the existing IKEA shared-use road parallel to the south property line of the subject site with access and egress from the existing IKEA driveway on Sweden Way. There would be no direct vehicle access from Bridgeport Road.
2. Truck Access: Access for large trucks (WB-17 vehicles) would be via the existing IKEA shared-use road parallel to the south property line of the subject site with access from the existing IKEA driveway on Jacombs Road along the one-way truck route through the IKEA site and with egress from the existing IKEA one-way, truck-only, gated driveway onto Sweden Way. Large truck access would be restricted to non-business hours and secured by a separate legal agreement.
3. Emergency Vehicle Access: Emergency vehicle access to the site will be via the existing one-way, shared-use, truck access route on the IKEA site with an entrance from Jacombs Road or from the north end of Jacombs Road via an emergency vehicle only access driveway through the IKEA parking lot. The Fire Department staff indicated that these routes are circuitous and subject to traffic conflicts on the IKEA site. The applicant therefore proposes an alternate emergency vehicle access/egress route via the existing IKEA one-way, truck-only, gated egress driveway onto Sweden Way at the northwest corner of the IKEA site. The Fire Department staff supported this proposed alternative route, which will require curb re-alignment and driveway let-down adjustments along Sweden Way plus the introduction of "No Stopping" signs. The applicant has submitted a letter from IKEA indicating that this arrangement is acceptable to IKEA.
4. On-Site Parking: The Bylaw requires 73 parking spaces and the site plan proposes 73 parking spaces including 30 small car spaces and 2 wheelchair accessible parking spaces.
5. Bike Access and Parking: This proposal would comply with the required number of bike parking spaces by providing four (4) class 1 spaces in 2 lockers outside the building and five (5) class 2 spaces in a bike rack on the south side of the building.

Architectural Form and Character

1. Built Form Massing: The proposed rectangular building shape has been located along Bridgeport Road to contribute to the continuity of a building streetwall along the south side of the street and also to screen the parking area on the south side of the building. The horizontal parapet and projecting canopies extend the length of the building while the incorporation of the sloping and shed roof forms increase the apparent height of this 1-storey

building. These architectural design elements exaggerate the building height and presence along Bridgeport Road creating a stronger visual anchor at the east end of the street.

2. Architectural Form and Character: The architectural design features strong horizontal bands with the multiple shed roof levels and projecting horizontal canopies. The shed roof soffits would feature a natural cedar finish. Weather protection would be provided by steel canopies along the public pedestrian areas and similar steel outriggers proposed at other areas around the building to add façade articulation and design continuity. The exterior cladding includes anodized aluminum storefront glazing, pre-finished metal panels with a combination of longboard metal siding and external insulation façade system (EIFS) stucco. Sun shade louvers are proposed along the south and north elevations at key central locations to assist in managing solar heat gain and add articulation and another distinguishing element to the façade design.

Landscape Design and Open Space Design

1. Frontage Improvements: There is a new public sidewalk and boulevard planting strip along Bridgeport Road that would be completed by planting a double row of large (minimum 10 cm caliper) street trees on opposite sides of the sidewalk according to a triangular spacing pattern complete with sodded grass below.
2. Pedestrian Circulation: Pedestrian access to this site would be accommodated via a link to the proposed north-south sidewalk along the west property line. This north-south sidewalk would be secured by a minimum 3.0 m wide SRW allowing for a minimum 1.5 m wide accessible sidewalk together with canopy trees and pedestrian lighting. The applicant proposes an increased width for the north-south sidewalk (3.0 m) along the west property line and the east-west sidewalk (2.0) along the south side of the building to allow for the encroachment of vehicle overhangs from adjacent parking spaces but still providing continuous minimum 1.5 m wide wheelchair accessible pedestrian routes. While there is a walkway along north side of the proposed building this is intended as an emergency fire exit route as well as a delivery service corridor with no direct access to the boulevard sidewalk along Bridgeport Road.
3. General Landscape Design: The landscape design of the sloping areas at the base of the building along Bridgeport Road would create a low green pediment to complement the simple horizontal lines of the architectural design. A landscape letter of credit (LOC) in the amount of \$75,027.00 will be provided to ensure that the landscape will be installed according to the proposed design.
4. Garage and Recycling: All garbage and recycling would be stored within a separate compound on the site, which has been designed to reflect architectural aspects of the proposed building design. The size of the enclosure would allow for the number and type of garbage and recycling containers as requested by Environmental Services staff.

Sustainability

1. The proposed development would incorporate the following sustainability features.
 - a) High quality building materials with low maintenance are proposed to increase the life-cycle of the building and minimize the need for repair/additional construction work.

- b) The applicant indicates that the proposed building wall design would comply with the requirements of ASHRAE 90.1 2010 for energy efficiency.
- c) LED light-fixtures will be used to minimize both energy consumption and frequent replacement of the light fixtures.
- d) Low-flow plumbing fixtures and water wise landscaping is proposed in order to lower water consumption for this development.
- e) The landscape plan integrates the use of native plant material, drought tolerant plantings, plantings selected for their specific solar orientation, a high efficiency irrigation system, and locally available materials.
- f) A transit stop is located at the north side of the site along Bridgeport Road near Sweden Way and four class 1 bicycle lockers and a class 2 rack for 5 bicycles have been provided on site.

Crime Prevention Through Environmental Design (CPTED)

1. The following CPTED features would be incorporated into the design of this development.
 - a) Vision glass has been incorporated on the north façade where possible to enhance the interface with the streetscape presence with consideration to tenant needs and CPTED principles.
 - b) CPTED features have been considered and incorporated into the design with respect to safety, security, visibility and lighting.
 - c) The proposed plant material also incorporates CPTED principals by maintaining the shrubs and perennials with a maximum height of 3'-0" and the tree canopies with a minimum standard of 6'-6" at installation and allowing clear vision lines to the building, bicycle storage and pedestrian areas.

Conclusions

This development proposal continues the extension of a building streetwall along Bridgeport Road, screens the parking from the road and helps to the anchor the terminus of Bridgeport Road on the west side of Knight Street. Staff supports this proposed development as currently proposed and recommends that the Development Permit application be forward to Council for issuance consideration.



Brian Guzzi, RPP, BCSLA
Senior Planner/Urban Design

BG:cas

Attachment 1: Development Application Data Sheet

Attachment 2: Advisory Design Panel Comments and Applicant Responses

Prior to approval of the Development Permit, the developer is required to complete the following:

1. Subdivision of the existing 2-acre parcel in order to create two 1-acre parcels.

2. Provision of a 6.0 m wide Statutory Right of Way (SRW) for utility purposes across the adjacent proposed lot to the west extending along the entire south property line (i.e., proposed Jordans site) and extending 3.0 m into the subject site (i.e., proposed east lot for White Spot restaurant by Madison Pacific Properties Inc.) It is the developer's responsibility to obtain the required utility SRW from the lot located west of the proposed site. The design and construction of this SRW for utility purposes shall be the responsibility of Madison Pacific Properties Inc., subject to the approval of Richmond's Director of Engineering and the maintenance responsibility for this utility SRW shall be the responsibility of the City following final acceptance by the Director of Engineering.
3. Provision of a minimum 3.0 m wide Statutory Right of Way (SRW) for sidewalk and utility purposes intended to straddle the proposed shared property line between the proposed west lot (i.e., to be owned by Jordans Rugs Ltd., see DP 14-663402) and the subject site (i.e., proposed east lot owned by Madison Pacific Properties Inc.) for a proposed multi-tenant commercial building including a White Spot restaurant. The portion of this SRW on the proposed west lot (Jordans) shall be approximately 1.2 m wide while the portion on the proposed east lot (Madison Pacific) shall be approximately 1.8 m wide. The design, construction and maintenance of this sidewalk and utility SRW shall be the responsibility of Madison Pacific Properties Inc., subject to the approval of the Director of Development. The costs associated with the maintenance of this sidewalk and utility SRW will be equally shared by the respective two property owners (i.e., Madison Pacific and Jordans), which will be the subject of a separate agreement evidenced by a letter of undertaking from Madison Pacific Properties Inc., dated October 6, 2014 (see copy in the DP file).
4. Securing a Statutory Right of Way (SRW) for two-way emergency vehicle access/egress purposes between Sweden Way (width to be determined by a Functional Plan approved by the Director of Transportation) and the subject site by either:
 - a) Amendment of existing title charges CA3544686, CA3544687, BB1696228 and BB1696229 as modified by CA3544692; or
 - b) Registration of a new Statutory Right of Way (SRW) for two-way emergency vehicle access and egress purposes between Sweden Way and the subject site via the existing IKEA one-way westbound, gated truck egress only driveway to Sweden Way from the IKEA site, provided that Richmond Fire Rescue is supplied with the access code for the gate. The design and any required modifications to the existing IKEA one-way westbound, gated truck egress only driveway to Sweden Way shall be the responsibility of Madison Pacific Properties Inc., (property owner for DP 14-663402 located at 3200 Sweden Way) but subject to the approval of both the Chief Fire Prevention Officer and the Director of Transportation. Maintenance of the existing IKEA one-way westbound, gated truck egress only driveway to Sweden Way shall remain the responsibility of IKEA.
5. Registration of a legal agreement (restrictive covenant) on title ensuring no direct access/egress to/from Bridgeport Road. A legal review of title charge CA3544690 is required to determine if this satisfies the above legal requirement.
6. Registration of a legal agreement on title ensuring that:
 - a) The only means of access/egress to the subject site for general purpose traffic including passenger cars and medium size trucks (SU9 vehicles) shall be from the IKEA, shared-use, driveway to/from Sweden Way through the IKEA site to the south property line of the subject site.
 - b) The only means of access to the subject site for large trucks (WB-17 vehicles) shall be from the shared use IKEA one-way, truck access route from Jacombs Road through the IKEA site to the south property line of the subject. The only means of egress from the subject site for large trucks (WB-17 vehicles) shall be via the IKEA shared use, one-way westbound, gated truck egress-only driveway connection to Sweden Way but restricted to non-business hours only (10 p.m. to 10 a.m); and

- c) Emergency vehicle access/egress to the subject site shall be via three (3) alternative routes:
- Access via the existing IKEA shared-use, one-way truck route through the IKEA site with entry from the truck only driveway on Jacombs Road to the south property line of the subject site and egress via the truck-only, one-way westbound, gated driveway onto Sweden Way; or
 - Access via the existing emergency vehicle only driveway at the north end of Jacombs Road through the IKEA parking lot to the south property line of the subject site and egress via the truck-only, one-way westbound, gated driveway onto Sweden Way; or
 - Access via the existing IKEA, truck-only, one-way westbound, gated truck egress connection onto Sweden Way to the south property line of the subject site and egress via the same route.
- A review of title charges CA3544686, CA3544687, BB1696228 and BB1696229 as modified by CA3544692 is necessary to determine if these agreements require amendment or if a new legal agreement is required.
7. Registration of an aircraft noise indemnity covenant on title. Note: A legal review of title charge BB1696219 is required to determine if this satisfies the above aircraft noise indemnity covenant requirement.
8. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC. Note: A legal review of title charge BB1696216 is required to determine if this satisfies the above flood plain covenant requirement.
9. Receipt of a Letter of Credit in the amount of \$75,027.00 for on-site landscape improvements including all material and labour costs for all hard and soft landscape improvements with a cost allowance for an on-site automatic irrigation system complete with an overall 10% landscape contingency allowance. The value of the landscape Letter of Credit is based on the landscape cost estimate prepared by a BC registered landscape architect to the approval of the City of Richmond Director of Development.

Prior to Building Permit Issuance, the developer must complete the following requirements:

Enter into a Servicing Agreement* for the design and construction of utility upgrades and frontage improvements. Works include, but may not be limited to the following:

A. Transportation requirements:

1. Complete the agreed frontage improvements along Bridgeport Road (from the back of curb to the property line including the provision of a double row of street trees at a minimum 10 cm caliper in size at the time of planting at approximately 9.0 m spacing on the opposite sides of the boulevard sidewalk with a triangular spacing pattern and sodded grass on the boulevard ground plane.
2. Install a sign along the Bridgeport Road boulevard sidewalk at the north end of the north-south sidewalk along the proposed west property line indicating "sidewalk ends ahead".

B. Engineering requirements:

1. Water Works Servicing:
 - a) Using the OCP Model, there is 342 L/s available at 20 psi residual at the hydrant located at the frontage of 3200 Sweden Way. Based on your proposed development, your site requires a minimum fire flow of 200 L/s. No water analysis is required. However, once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
 - b) The proposed site shall be serviced from the existing watermain located at the northeast corner of the site.

2. Drainage Works Servicing:

- a) Storm sewer capacity analysis is not required.
- b) The proposed site shall be serviced from the existing storm sewer lead located at its Bridgeport Road frontage. Via the servicing agreement design, the existing lead shall be video inspected to check its condition and confirm if it is suitable for re-use. If the existing lead is not suitable for re-use, a new storm service connection shall be provided to service the proposed site.

3. Sanitary Works Servicing:

- a) Sanitary sewer capacity analysis is not required.
- b) The required sanitary sewer works shall include but not limited to the following:
 - Replace the existing inspection chamber located on City side at Sweden Way frontage approximately 3.5m north of the proposed site's south property line with an appropriately sized manhole.
 - Provide a 200mm diameter sanitary main from the new manhole identified in item 2a to approximately 1 meter beyond the west property line of the proposed site. The approximate length of the required sanitary main is 73m. An appropriately sized manhole is required at the east end of the required sanitary main.
 - The required sanitary main shall be contained in a 6 meter wide utility SRW which shall be measured from the south property line of the lot located west of the proposed site. The required 6 meter wide utility SRW shall run across the entire south property line of the lot located west of the proposed site and shall extend 3 meters east into the proposed site. It is the developer's responsibility to obtain the required utility SRW from the lot located west of the proposed site.
 - The required sanitary service connection to the proposed site shall be detailed via the servicing agreement design.
- c) The works indicated in items 3a and 3b above will be required if they are not built yet through DP14-663402 when this development (i.e., DP14-666057) proceeds

4. Private Utility Works Servicing:

- a) The developer shall provide private utility companies with the required rights-of-ways for their equipment (e.g. Vista, PMT, LPT, telephone and cable kiosks, etc.). This equipment must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. The developer is responsible for coordination with private utility companies.
- b) A proposed on-site location for a pad mounted transformer (PMT) is shown on the proposed site plan. It is recommended that the proposed PMT location, grade and access be confirmed by the developer with BC Hydro to confirm that these meet BC Hydro's standards.
- c) The existing BC Hydro pole lines are located on the north side of Bridgeport Road and there are no existing BC Hydro lines on Sweden Way. If service will be from the north side of Bridgeport Road, this may bring challenges to the private utility servicing (e.g., BC Hydro, Telus and Shaw) because the private utility service connections to service the proposed site may have to cross Bridgeport Road from the pole lines at the north side. It is recommended that the private utility servicing be coordinated and confirmed with BC Hydro (at this stage) because the required private utility service connections may not have enough cover when they cross the existing 525 sanitary trunk line, 650mm watermain and BC Hydro duct bank and primary lines at Bridgeport Road.

- d) If it is determined at this stage that the proposed site will be serviced from the pole lines along the north side of Bridgeport Road, adequate vertical separation (i.e., 300mm per City specs) between the existing City utilities (e.g., 525 sanitary trunk line, 650mm diameter watermain, 300mm AC watermain, etc.) and the required private utility ducts will be required. Staff recommend the following:
- The actual cover on top of the existing utilities along Bridgeport Road frontage be confirmed (i.e., conduct utility locates) prior to building permit issuance. A utility locate permit is required prior to start of the locate works.
 - Confirm with BC Hydro (in writing) whether the potential depth of cover (base on the utility locates and the required 300mm vertical separation) over the required underground ducts that will cross Bridgeport Road to service the proposed site is acceptable to BC Hydro.

5. General:

- a) Underground utilities are located on or adjacent to this site that may be impacted by on-site development works (e.g., pre-load, excavation, dewatering, etc.). The Engineering Department requires the following:
- An assessment, signed and sealed by a Professional Engineer or Geoscientist, to identify and mitigate the impact of on-site development works on adjacent roads, underground utilities and adjacent properties.
 - Pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - Pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
- b) Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

An executed copy of the DP Considerations is located in the Development Permit file

Signed

Date


DP 14-666057
Attachment 1

Address: 3200 Sweden Way

Applicant: Madison Pacific Properties Inc.

Architect: Urban Design Group Architects Ltd.

Owner: 0979448 B.C. Ltd./Madison Pacific Properties Inc.

Planning Area(s): Bridgeport Area Plan

Floor Area: Gross: 878 m² (9,448 ft²) Gross Leasable: 866 m² (9,320 ft²)

Category	Existing/Required	Proposed	Variance
Site Area	3,922.3 m ² (42,219.3 ft ² or 0.97 ac)	3,922.3 m ² (42,219.3 ft ² or 0.97 ac)	
Land Uses	Commercial (former IKEA site)	no change	
OCP Designation	Mixed Employment	no change	
Zoning:	Industrial Retail (IR1)	no change	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR)	Max. 1.0 FAR	0.23 FAR	None
Lot Coverage	Max. 60%	23%	None
Setback – Bridgeport Road (north)	Min. 3.0 m	3.0 m	None
Setback – Exterior Side Yard (east)	Min. 3.0 m	3.0 m	None
Setback – Interior Side Yard (west)	Min. 0.0 m	13.0 m	None
Setback – Rear Yard (south)	Min. 0.0 m	35.0 m	None
Height (m)	Max. 12 m (39.37ft)	7.32m (24 ft)	None
Off-street Parking Spaces	Bylaw Requirement 73	Proposed 73 spaces	None
Small Car Parking Spaces	Max. 50%	30 spaces	None
Parking Spaces – Accessible	Min. 1 space	2 spaces	None
Loading Spaces	1 large size truck (WB-17)	1 SU9 (business hours) 1 WB-17 (non-business hours)	No Variance w/ Restricted Hours
Bike Parking Spaces – Class 1 & 2	Class 1 spaces 3 Class 2 spaces 4 Total 7	Class 1 spaces 4 Class 2 spaces 5 Total 9	None
Tandem Parking Spaces	Not Permitted	None proposed	None
Indoor Amenity Space (Lunch Room)	None Required but Encouraged	None proposed	None
Outdoor Amenity Space	None Required but Encouraged	N-S Walkway 173 m ² (1,656 ft ²)	None

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, September 17, 2014 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

This Development Permit application was presented to the Advisory Design Panel (ADP) on Wednesday, September 17, 2014. The Advisory Design Panel indicated conditional support for this Development Permit application subject to the applicant giving consideration to the ADP comments. The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

**DP 14-666057– 865 SQ.M. (9,310 SQ.FT.) INDUSTRIAL RETAIL BUILDING -
WHITE SPOT RESTAURANT + 2 TAKE-OUT RESTAURANTS (YET TO BE
NAMED)**

APPLICANT: Urban Design Group Architects Ltd.

PROPERTY LOCATION: 3200 Sweden Way

Applicant's Presentation

Glen Bury, Senior Development Manager, Madison Pacific Properties Inc., Aaron Vornbrock, Senior Vice-President, Urban Design Group Architects Ltd. and Landscape Architect Cheryl Bouwmeester, ETA Landscape Architecture, presented the project and answered queries from the Panel on behalf of the applicant. .

Panel Discussion

Comments from the Panel were as follows:

- project is good and logical; applicant was able to explain the project well; *Agreed.*
- agree with the landscaped edge on the north side as pedestrians will not be coming from this direction; *Agreed.*
- appreciate the south-facing patios; however, would like to see some trees on the vast asphalt parking area to mitigate its harshness; City staff could work with the applicant to generate a three-foot wide strip with a row of trees in the middle of the parking area; *Landscaping is proposed along the south property line to avoid potential conflicts with WB 17 truck on site movements.*
- introduce columnar trees on the south-facing patios to add to the ambience of the patios; *Planters are proposed in each of the patios.*
- appreciate the trees in grates but look at proper soil volume; *Agreed.*

- the applicant needs to investigate how to manage vehicle over-hangs on the small stalls in the parking area facing the patios; look at impact to small stalls of big trucks manoeuvring in the loading area; ***Walkways (including any vehicle overhangs) are designed as a minimum of 1.5 m wide to accommodate the disabled.***
- pylon signs could be integrated into the landscaping rather than as a stand-alone piece; ***Landscaping has been incorporated around the pylon base.***
- no need for introducing benches along the north-south walkway along the west property line but consider appropriate treatment at its northern end; ***Agreed.***
- northern sidewalk leads to a dead end and is a significant CPTED issue; consider connecting to the IKEA parking lot; ***We are amenable to the City removing this portion of the redundant sidewalk recently installed on City property.***
- further examine the Bridgeport Road building elevation to enhance the streetscape; look for ways to further open it up; ***Vision glass and transom windows have been added where possible and varying cladding materials have been used to articulate and vary the building façade.***
- agree with the City staff's comment regarding non-support for the proposed pylon sign as it has limited functionality and will not enhance the streetscape along Bridgeport Road; signs at a lower level, i.e. at eye level and below the tree canopy would be appropriate for passing motorists; ***A pylon is permitted as per the City's bylaws. The pylon sign is integral to retail operations and is necessary for tenant advertising purposes and has been tastefully designed to complement the building's architectural elements.***
- scale is appropriate; appreciate the diversity of the building facades; ***Agreed.***
- further examine the functionality of the sidewalk in front of the site along Bridgeport Road leading to a dead end; ***Agreed as noted above.***
- consider opportunities to open up the north façade of the building in view of high volume of passing motorists along Bridgeport Road; look at further treatment and articulation of the northwest corner, e.g. provide more transparencies; ***Vision glass and transom windows have been added where possible to accommodate this request. More transparency for the west façade has been achieved.***
- examine whether the proposed pylon sign is necessary; ***As noted above.***
- further examine the proposed location of the garbage and recycling enclosure at the eastern edge of the site, e.g. look at CPTED issues and interface with the southeast corner; could be integrated with the building design; ***The current site plan complies with this request.***
- appreciate the intent of the south-facing patios for a friendly outdoor experience; consider a stronger connection to the north-south pedestrian walkway; ***The current site plan complies with this request.***

- provision for accessible parking is limited; in addition to the proposed accessible parking stalls, consider consolidating two small parking stalls to provide a bigger stall and consolidating three smaller parking stalls to create two bigger stalls with a walkway in between; could be located adjacent to the pedestrian crossing between the north-south pedestrian walkway and the proposed building; ***Besides the 2 accessible parking stalls provided, 2 more accessible parking stalls can be easily converted from the 2 parking stalls beside the crosswalk.***
- applicant is encouraged to consider public art; would be beneficial to the commercial and industrial area where the project is sited; ***We believe the building designs are unique in the local context and the Jordan's totem element will be an attractive addition to the streetscape.***
- agree with previous comments of the Panel regarding landscaping; also consider introducing small trees near the proposed building to animate the restaurant area; ***The current site plan complies with this request.***
- consider introducing paving patterns or painted pavers/asphalt to break down the vast paved parking area; ***Stamped asphalt has been used to the middle parking row to break down the vast paved parking area.***
- overall, the building is nicely designed; appreciate the provision for mechanical equipment screening; ***Agreed.***
- notice the large amount of glazing on the south façade; appreciate the provision of overhangs to minimize solar gain; and ***Agreed.***
- the proposed building has potential to be successful; good location for a restaurant. ***Agreed.***

Panel Decision

It was moved and seconded

That DP 14-666057 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



City of Richmond

Development Permit

No. DP 14-666057

To the Holder: Madison Pacific Properties Inc.

Property Address: 3200 Sweden Way

Address: 389 West 6th Avenue,
Vancouver, BC V5Y 1L1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #13 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$75,027.00. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 14-666057

To the Holder: Madison Pacific Properties Inc.
Property Address: 3200 Sweden Way
Address: 389 West 6th Avenue,
Vancouver, BC V5Y 1L1

-
7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

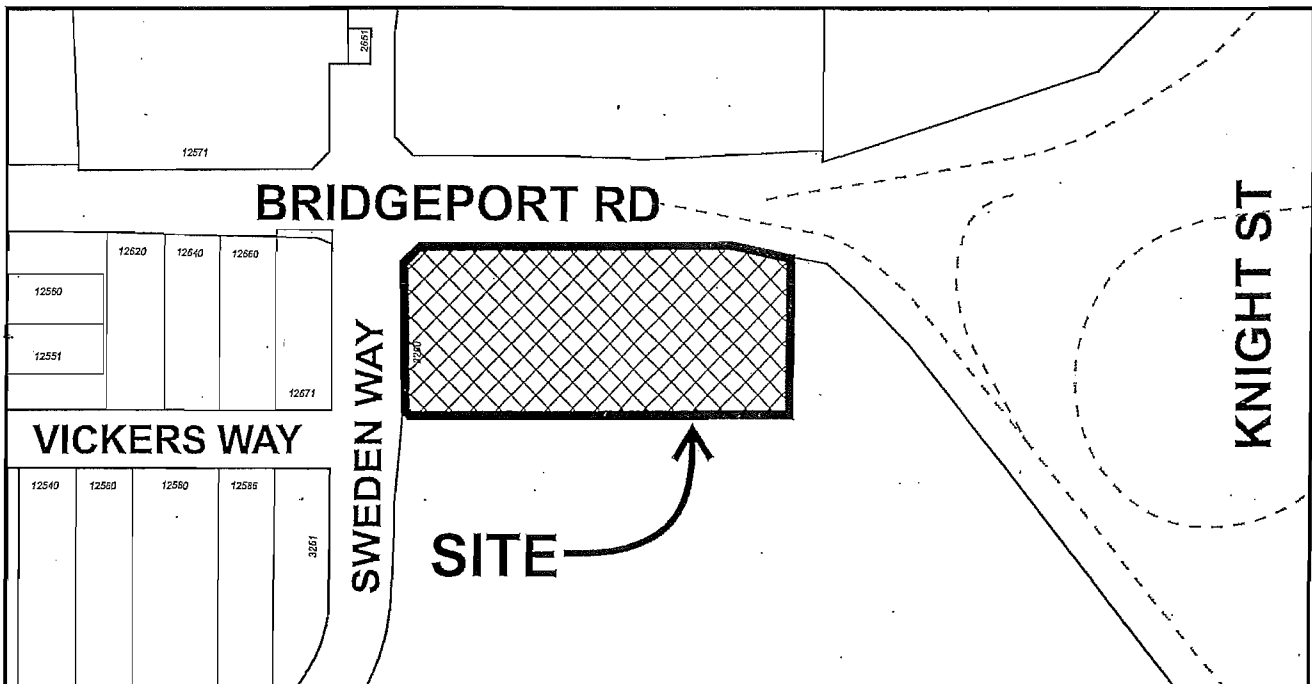
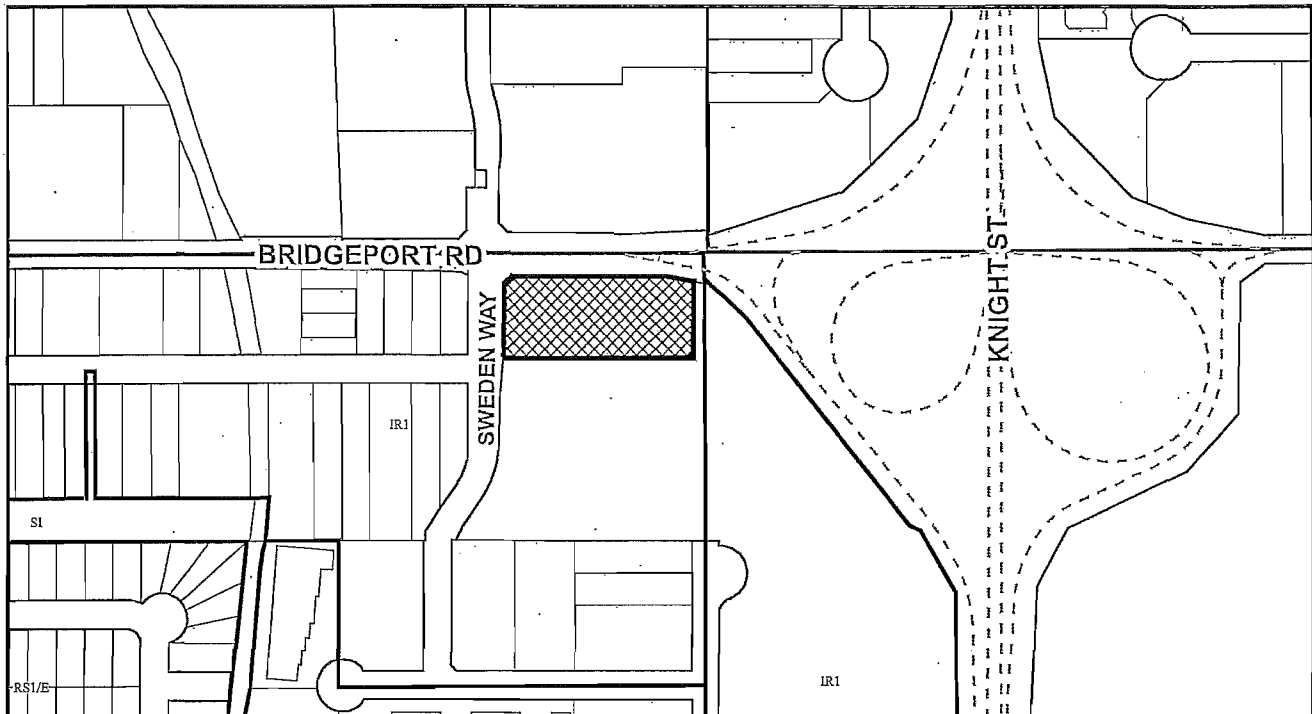
DELIVERED THIS DAY OF , .

MAYOR



City of
Richmond

Schedule A



DP 14-666057

Original Date: 05/30/14

Revision Date:

Note: Dimensions are in METRES

GENERAL NOTE:

BOUNDARIES & DIMENSIONS ARE DERIVED FROM
EXISTING RECORDS & MUST BE CONFIRMED BY THE
OWNER PRIOR TO THE COMMENCEMENT OF CONSTRUCTION
OR AREAS FOR DEVELOPMENT PURPOSES.

SITE INFORMATION:

LEGAL DESCRIPTION: LOT A, SECTION 30, BLOCK 5 NORTH,
RANGE 3 WEST, NEW WESTMINSTER
DISTRICT, PLAN EPP26865
CIVIC ADDRESS: 3200 SWEDEN WAY, RICHMOND, BC
ZONING: IR1 (INDUSTRIAL RETAIL)
OVERALL SITE AREA: 42,219 SF / 3922.3 SM (0.97 ACRES)
LOT COVERAGE: (9,448/42,219)x100 = 22.5%
BUILDING AREA: 9,448 SF

GROSS FLOOR AREAS FOR BUILDING A:

CRU 'A' (RESTAURANT)
CRU 'B'
CRU 'C'
SERVICE
TOTAL GROSS FLOOR AREAS
TOTAL LEASABLE FLOOR AREA

PARKING REQUIREMENTS:

CRU 'A' (RESTAURANT)
CRU 'B'
CRU 'C'
TOTAL PARKING REQUIRED:
TOTAL PARKING PROVIDED:
PARKING RATIO:
BICYCLE PARKING:

PERMITTED USES IN IR1 ZONE:

AUCTION, MINOR
BUILDING OR GARDEN SUPPLY
CHILD CARE
COMMERCIAL STORAGE
COMMERCIAL VEHICLE PARKING AND STORAGE
CONTRACTOR SERVICE
EDUCATION, COMMERCIAL
EQUIPMENT, MINOR
EMERGENCY SERVICE
GOVERNMENT SERVICE
GREENHOUSE AND PLANT NURSERY
HEALTH SERVICE, MINOR
INDUSTRIAL, GENERAL
LIBRARY AND EXHIBIT
MANUFACTURING, CUSTOM INDOOR
OFFICE
RECREATION, INDOOR

PARKING BYLAW REQUIREMENTS:

RESTAURANT = 8 SPACES PER 1,076 SF G.F.A. UP TO 3,766 SF;
PLUS 10 SPACES PER ADDITIONAL 1,076 SF G.F.A.
WAREHOUSE SALES = 3 SPACES PER 1,076 SF G.F.A. UP TO 3,766
SF; PLUS 4 SPACES PER ADDITIONAL 1,076 SF G.F.A.

PARKING SIZES:

REGULAR CAR STALL:
SMALL CAR STALL:
HANDICAP CAR STALL:
MANOEUVRING AISLE WIDTH (80'):
MANOEUVRING AISLE WIDTH (60'):
LOADING SPACE (MEDIUM SIZE):
LOADING SPACE (LARGE SIZE):

BRIDGEPORT ROAD

CRU
20,350 SF

SITE BY OTHERS

BUILDING A CRU 'A'
9,448 SF
5,556 SF

CRU 'B'
1,819 SF

CRU 'C'
1,945 SF

GENERAL NOTE:

BOUNDARIES SHOWN HEREON ARE DERIVED FROM EXISTING RECORDS AND MUST BE CONFIRMED BY SURVEY PRIOR TO THE DETERMINATION OF DIMENSIONS OR AREAS FOR DEVELOPMENT PURPOSES.

KEY NOTES:

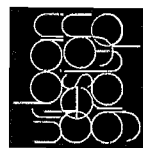
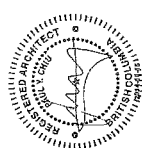
- 01 PROPOSED BC HYDRO PAD MOUNT Kiosk
- 02 PROPOSED Pylon Sign
- 03 SIGN CONNECTION
- 04 ANNUNCIATOR PANEL
- 05 2-SIDE WAVE SHIELD BLACK FLANGE POINT
- 06 2-SIDE LOCKERS (4 SIDES)
- 07 NEW FIRE HYDRANT
- 08 PEDESTRIAN LIGHTS ON WALKWAY, TOTAL 5
- 09 USE GATE LOCATION NOT TO INTERFERE WITH THE CLEAR WALKWAY WIDTH OF 10' MIN.
- 10 PEDESTRIAN WALKWAY
- 11 ART PINDER SIGN
- 12 PARKING LOT LIGHTS
- 13 PATIO PLANTERS
- 14 OFFITE SIGN - SIDEWALK SIGN AHEAD



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Sheet No. 2
Oct. 15, 2014
DP 14-666057

COMMERCIAL DEVELOPMENT
3200 SWEDEN WAY, RICHMOND
FOR MADISON PACIFIC PROPERTIES INC



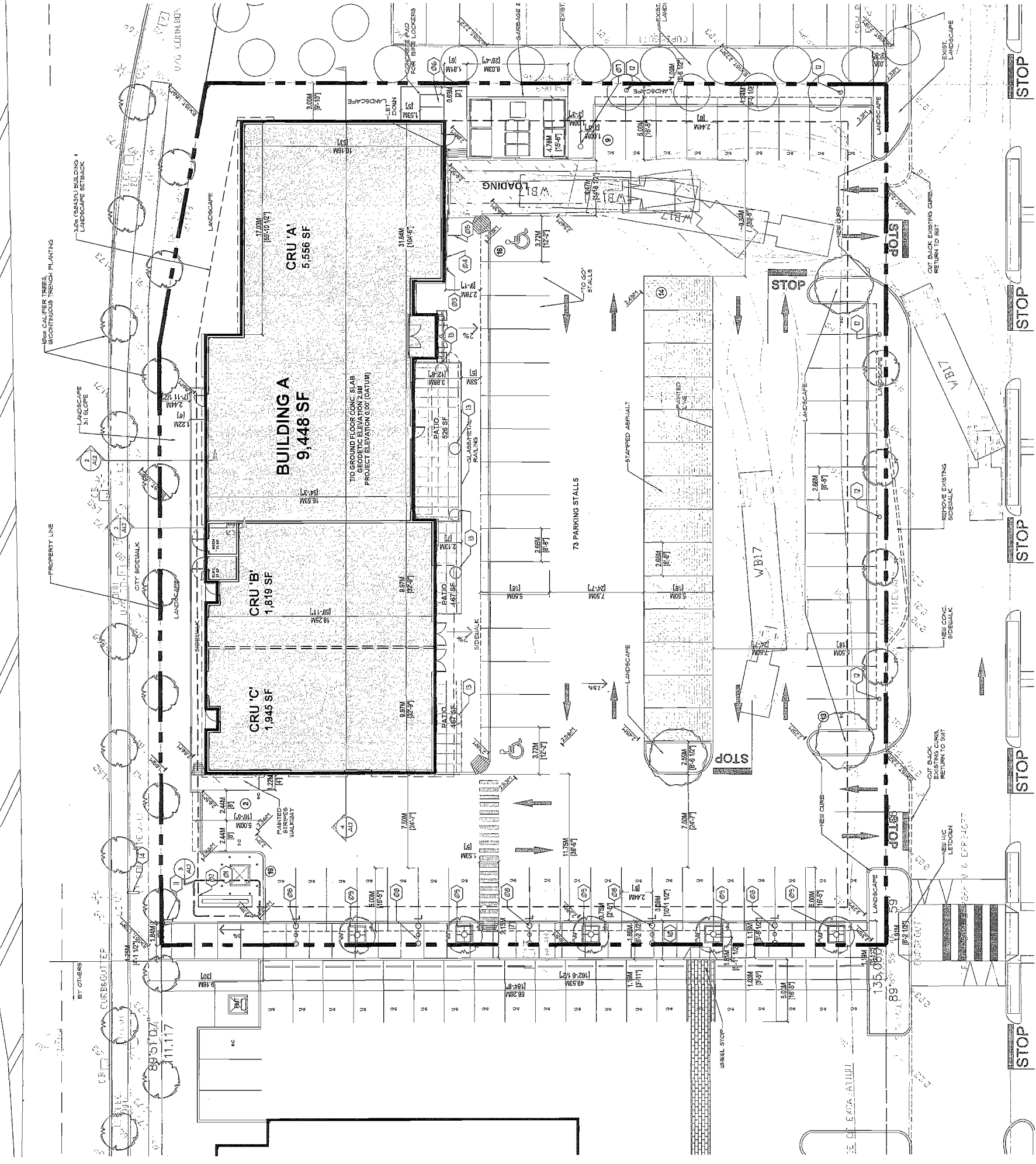
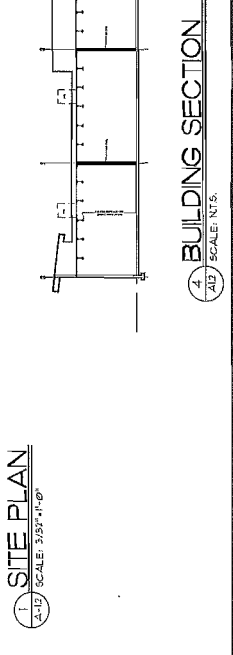
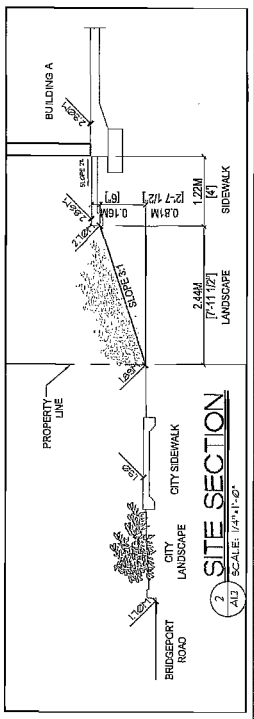
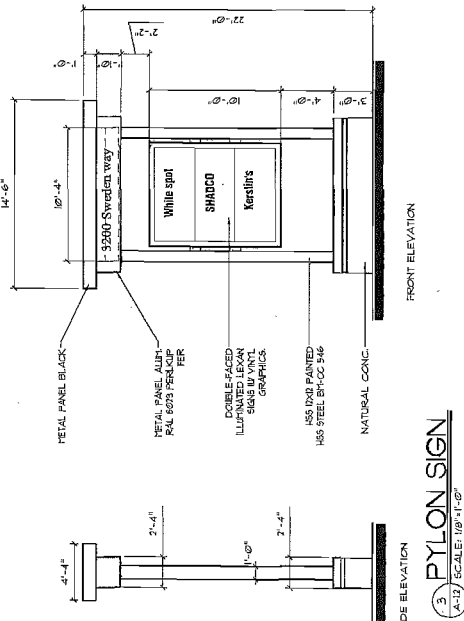
architects ltd
600-1140 WEST PRINCE
VANCOUVER, BC V6E 4C3
TELEPHONE 604-677-2334
FAX 604-688-7481

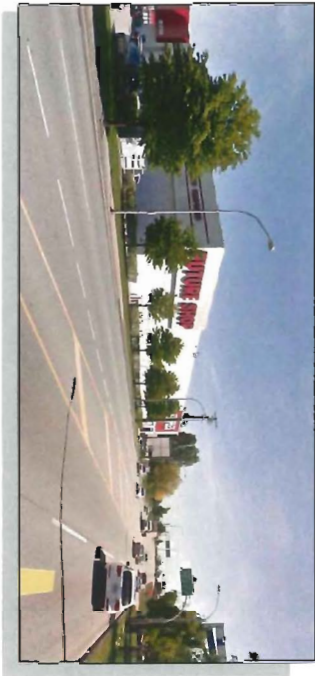
3535
PRINT NUMBER
DATE 08/

SITE PLAN

DATE 04/10/14
SCALE: 1/8"=1'-0"
SHEET NO. 17
PROJECT NO. 14-666057

Note: Pylon Sign requires separate Sign Permit





1



2



3



4



5



6



7



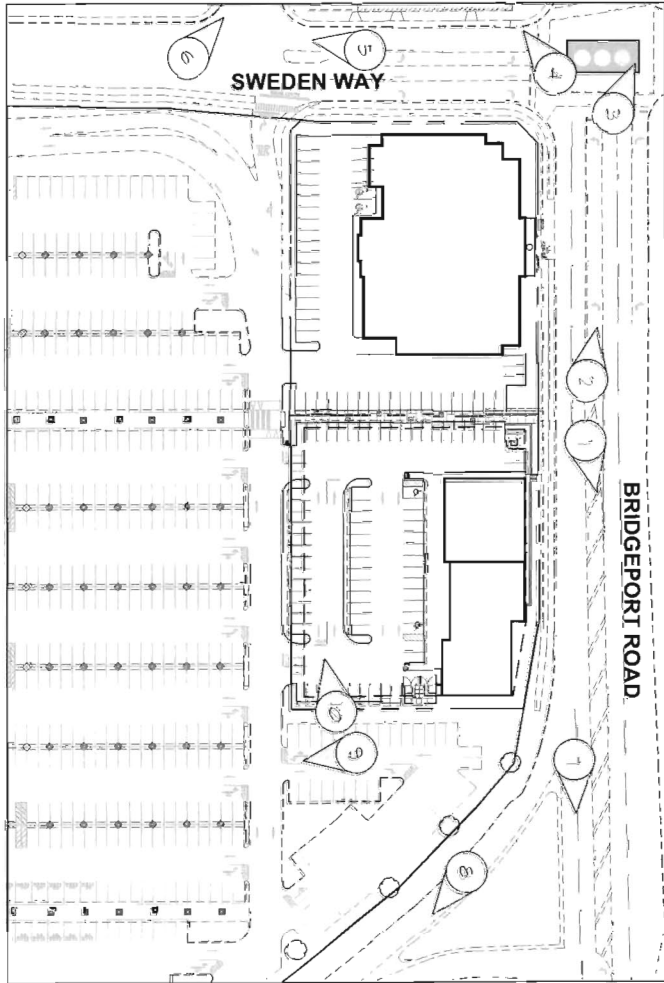
8



9



10

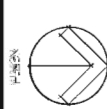


KEY SITE PLAN
1" = 50'



COMMERCIAL DEVELOPMENT
3200 SWEDEN WAY, RICHMOND
For MADISON PACIFIC PROPERTIES INC

Sheet No. 3
Oct. 15, 2014
DP 14-666057



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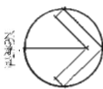
NO.	DATE	DESCRIPTION
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2	2014.10.15	ISSUED FOR PERMIT
3	2014.10.15	ISSUED FOR PERMIT
4	2014.10.15	ISSUED FOR PERMIT
5	2014.10.15	ISSUED FOR PERMIT
6	2014.10.15	ISSUED FOR PERMIT
7	2014.10.15	ISSUED FOR PERMIT
8	2014.10.15	ISSUED FOR PERMIT
9	2014.10.15	ISSUED FOR PERMIT
10	2014.10.15	ISSUED FOR PERMIT

architects ltd
600-1100 WEST BENCHER
VANCOUVER, BC V6K 3A3
TEL: (604) 683-2244
FAX: (604) 683-7741

CONTEXT PLAN
SCALE: 1" = 50'

DATE: 2014
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

NO. 14-666057
DATE: 2014.10.15
SHEET: 3 OF 3

[illegible]

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consultant

Sheet No. 5
Oct. 15, 2014
DP 14-666057

COMMERCIAL DEVELOPMENT
3200 SWEDEN WAY, RICHMOND
For **MADISON PACIFIC PROPERTIES INC**



architects to
600-1140 WEST PARKER
VANCOUVER, BC V6E 4C
TELEPHONE (604) 687-2333
FACSIMILE (604) 689-7488

category number: **3530**

Order Ref: **RENDERING**

date: www-xxx-xxx sheet number: A=1.5

scale: AS MORT

drawn: BY

checked: _____



VIEW #5



VIEW #6



VIEW #



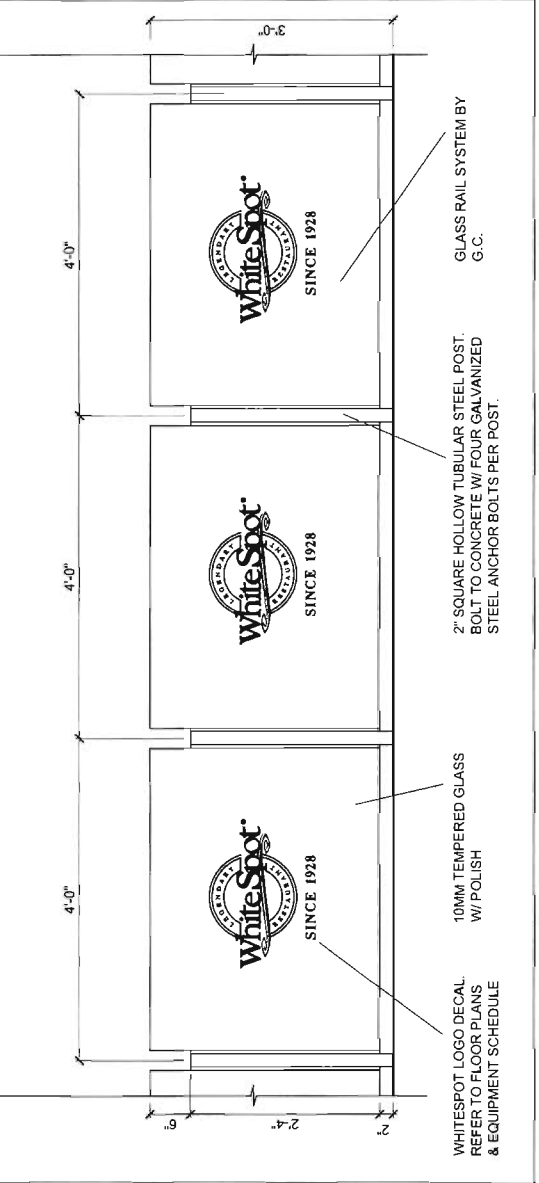
VIEW #

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date	2014-03-20	sheet number	A-2.1
topic	AS NOTED		
drawn by	LY		
checked	BS		



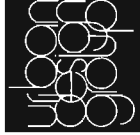
WHITESPOT GLASS PATIO SCREEN

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3200 SWEDEN WAY, RICHMOND
For MADISON PACIFIC PROPERTIES INC



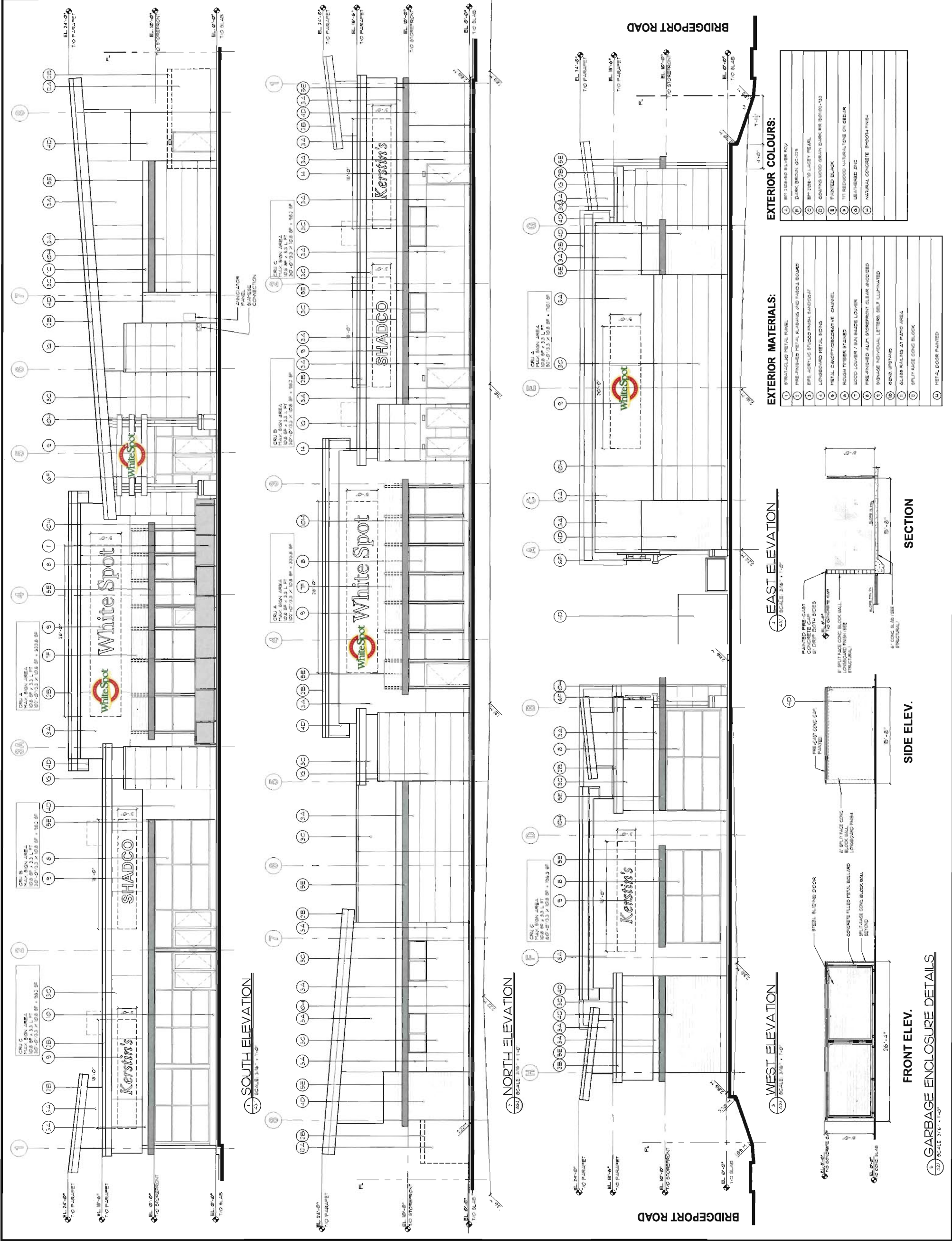
architects ltd
600-1140 WEST PENDEEN
VANCOUVER, BC V6E 4C3
TELEPHONE (604) 687-2333
FACSIMILE (604) 688-7488

0853

ELEVATIONS

DATE	10-11-11	BY	10/11/11
TIME	AS NOTED	LY/TC	—
FROM			
CLASS			

A-3.1



Revision Notes
Revised per City Comments,
September 25, 2014
Revised per City Comments,
October 7th, 2014

ISSUED FOR DEVELOPMENT

Sheet No. 9
Oct. 15, 2014
DP 14-66605

Professional Seal

etq
landscape architect

1690 West 2nd Avenue
Vancouver, BC, Canada V6J 1H4

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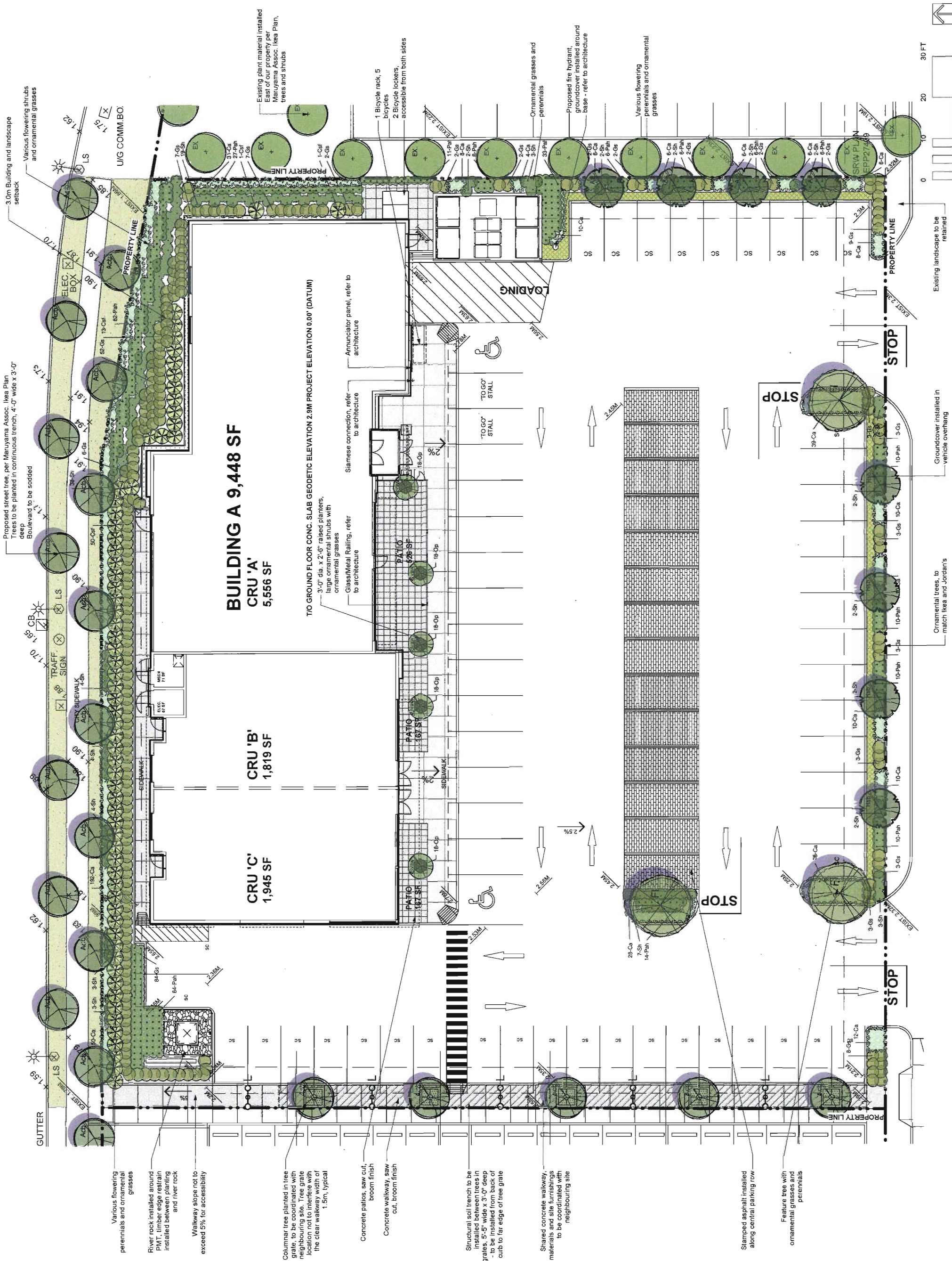
Project
COMMERCIAL
DEVELOPMENT
3200 Sweden Way, Richmond, BC

Drawing Title

Legal

Project Manager	Project ID	
CB	21430	
Drawn By	Scale	
MG	1" = 100'	
Reviewed By	Drawing No.	
Date		
14/06/11		

Plot Date:
10/15/14
21430_SwedenMay_M3gzei.vwx



SITE FURNISHINGS		SIZE	MODEL	MANUFACTURER	HIGHLIGHT	COLOUR	QTY
1	TREE GRATE	48" x 48" - 2 halves	sunburst	Sanderson Concrete	exposed aggregate		5
2	TREE GRATE FRAME	48" x 48" - 2 halves		Sanderson Concrete	plain finish concrete		5
3	BICYCLE LOCKER	82"L x 44"W x 55.25"H	Urban Bike Locker	Urban Racks		black	2
4	BICYCLE RACK	39"L x 36"H	R-3239	Reliance Foundry Co. Ltd.		black	1
	RAISED PLANTER	36"DIA. x 30"H	WS-3600	Tournesol Siteworks		pitch	5
MATERIALS							
ID	DESCRIPTION	SIZE	MODEL	MANUFACTURER	HIGHLIGHT	COLOUR	QTY
5	CONCRETE				saw cut, broom finished		
6	STAMPED ASPHALT				brick runningbond		
7	STRUCTURAL SOIL						
NOTE: CONCRETE WALKWAY AND TREE GRATES TO BE COORDINATED WITH NEIGHBOURING SITE							

PLANT LIST		LATIN NAME	COMMON NAME	SPACING	SCHEDULED SIZE	NOTES
STREET'S TREES						
Ac	15	Acer rubrum 'bowhall'	columnar maple var.	as shown	10cm cal/ B&B	1.8m standard
	0			as shown		
TREES						
Ac	4	Acer circinatum	wine maple	as shown	7cm cal/ B&B	1.8m standard
Ac	5	Acer rubrum 'bowhall'	columnar maple var.	as shown	10cm cal/ B&B	1.8m standard
Fl	3	Fraxinus latifolia	Oregon Ash	as shown	7cm cal/B&B	1.8m standard
Hsb	4	Hibiscus syriacus 'Bluebird'	hardy hibiscus	as shown	5cm cal/ B&B	1.5m standard
Swav	5	Syringa vulgaris 'Angel White'	Angel White Lilac	as shown	#10 cont.	full/ bushy plants
	0			as shown		
SHRUBS						
Ca	485	Carex albula	frosty curls sedge		1 1/2" #2 cont.	full, bushy plants
Csf	65	Cornus sericea 'Flaviramea'	yellow twig dogwood		30" #3 cont.	full, bushy plants
Gs	210	Gaultheria shallon	Salal		20" #2 cont.	full/ bushy plants
Op	90	Ophiopogon planiscapus 'Nigrescens'	Black Mondo Grass		8" #1 cont.	full/ bushy plants
Pah	301	Pennisetum alopecuroides 'Hameln'	dwarf fountain Grass		16" #1 cont.-heavy	full/ bushy plants
Sh	108	Sarcococca hookeriana	Sweet Box		26" #2 cont.	Full, bushy plants
	0				0"	
GROUNDCOVERS/ PERENNIALS						
	477	Waldsteinia fragarioides	Barren Strawberry		10" #1 cont.	full/ bushy plants

NOTE: ALL LANDSCAPE TO CONFORM TO THE CURRENT EDITION OF THE BC LANDSCAPE STANDARDS FOR LEVEL 2 'GROOMED' LANDSCAPE TREATMENT IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANT LIST AND THE PLANTING PLAN, THE PLANTING PLAN TAKES PRECEDENCE.

Professional Seal

Sheet No. 10
Oct. 15, 2014
DP 14-666057

Revision
No. Date
1 10/1/14
2 10/15/14

Revised per City Comments.
Revised per City Comments.
Revised per City Comments.

Issue No. Date Issue Notes
A 8/1/14 ISSUED FOR REVIEW
B 6/24/14 ISSUED FOR DEVELOPMENT
C 5/27/14 RE-ISSUED FOR DEVELOPMENT PERMIT
D 8/13/14 RE-ISSUED FOR DEVELOPMENT PERMIT
E 9/3/14 RE-ISSUED FOR DEVELOPMENT PERMIT
F 10/1/14 RE-ISSUED FOR DEVELOPMENT PERMIT
G 10/15/14 REVISED FOR DEVELOPMENT PERMIT

etor
landscape architecture

1650 West 2nd Avenue
Vancouver , BC , Canada V6J 1H4
1 604.593.1466
1 604.593.1469
41 NEW STATION

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Project
COMMERCIAL
DEVELOPMENT

3200 Sweden Way, Richmond, BC

Drawing Title

LANDSCAPE NOTES AND
SCHEDULES

Legal

Project Manager	Project ID
CB	21430
Drawn By	Scale
MG	AS SHOWN
Reviewed By	Drawing No
CB	L2.0
Drawn Date	Drawn By
14/03/11	y
	5

Plot Date
10/15/14
21430_SwedenWay_Master.docx

BEDS TO HAVE 2" MULCH LAYER (after setting) CONSISTING OF ORGANIC COMPOSTED BARK APPLIED.

PLANTED AREAS TO HAVE PERMANENT HIGH EFFICIENCY IRRIGATION SYSTEM - SHOP DRAWINGS ARE TO BE PREPARED BY AN IABC CERTIFIED DESIGNER AND APPROVED BY LANDSCAPE ARCHITECT.

CONTRACTOR TO PROVIDE MAINTENANCE FOR PERIOD OF 45 DAYS FOLLOWING SUBSTANTIAL COMPLETION.

CONTRACTOR TO PROVIDE WRITTEN 1 YEAR WARRANTY ON PLANT MATERIAL.

CONTRACTOR TO PROVIDE COPY OF SOIL TEST TO LANDSCAPE CONSULTANT 3 WEEKS PRIOR TO DELIVERY ON-SITE. TEST TO BE PERFORMED BY AN INDEPENDENT LAB AND IS TO INCLUDE RECOMMENDATIONS FOR BOTH LAWN AND PLANTING BEDS.

CONSULTANT TO APPROVE SOIL BEFORE INSTALLATION. THIS DOES NOT PRECLUDE THE CONSULTANT FROM PERFORMING AN INDEPENDENT SOIL ANALYSIS AT TIME OF SUBSTANTIAL COMPLETION. CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF SOIL THAT DOES NOT MEET SPECIFICATIONS AT NO EXTRA COST TO CLIENT.

CONTRACTOR TO PROVIDE WRITTEN 1 YEAR WARRANTY ON SOIL SPECIFICATIONS.

AN INDEPENDENT SOIL TEST TO BE PROVIDED 1 WEEK PRIOR TO END OF 1 YEAR WARRANTY PERIOD CONTRACTOR TO PROVIDE SOIL AMMENDMENTS TO BRING SOIL UP TO QUALITY RECOMMENDED IN SOILS REPORT.

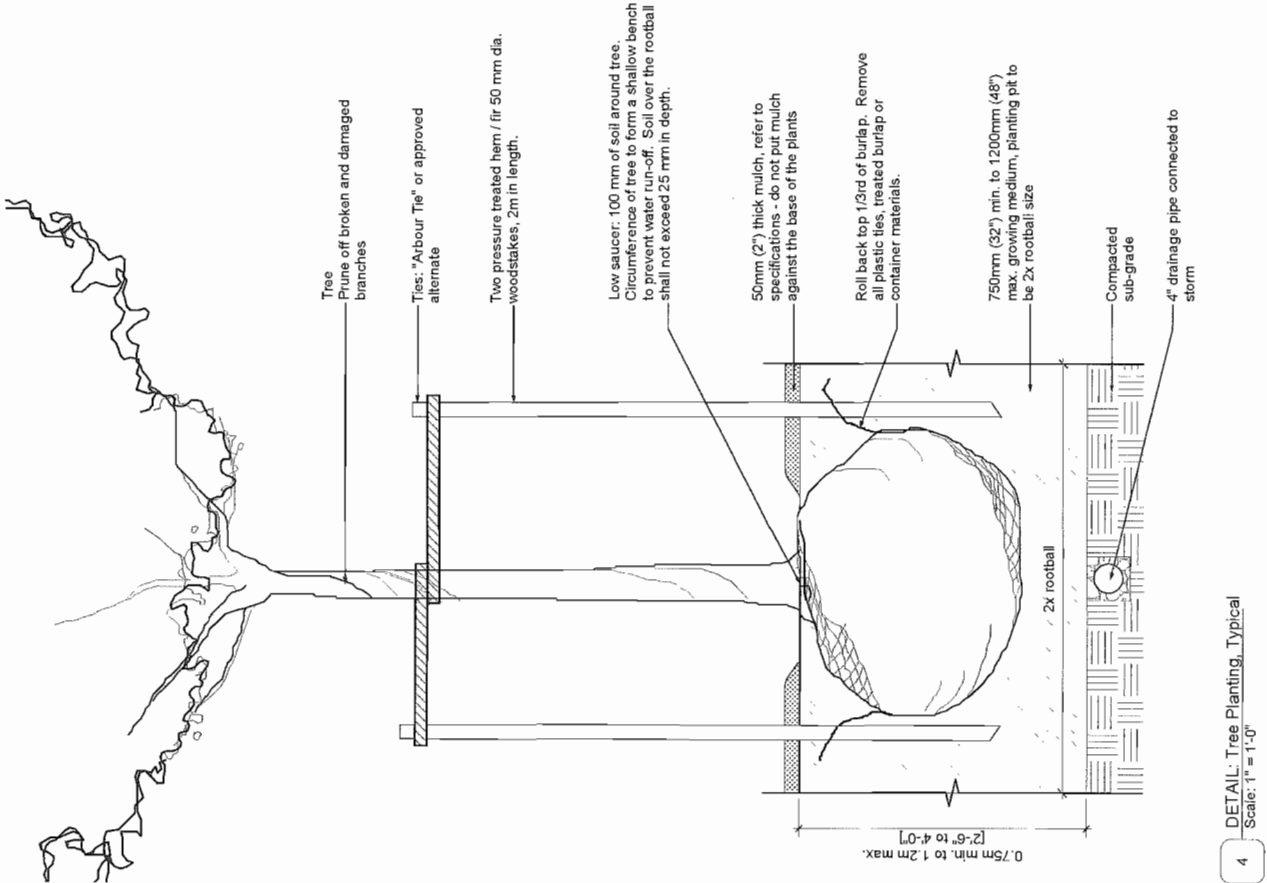
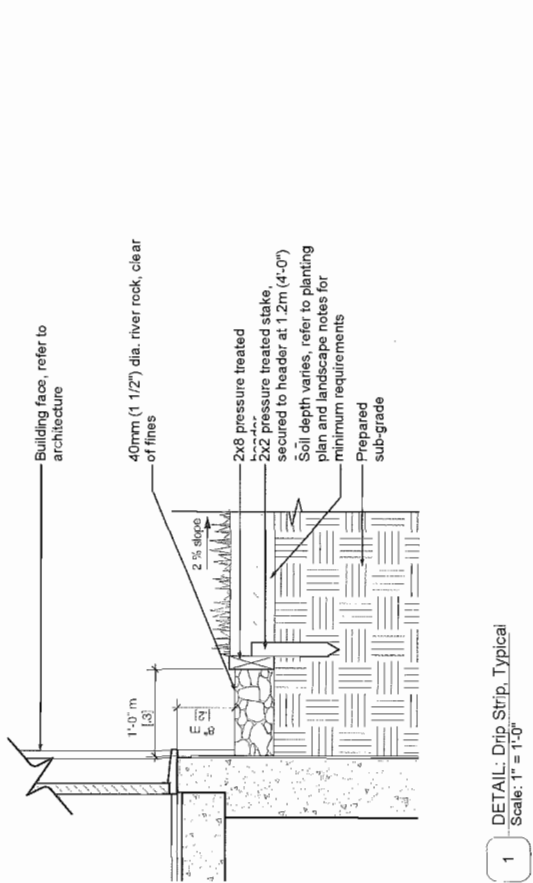
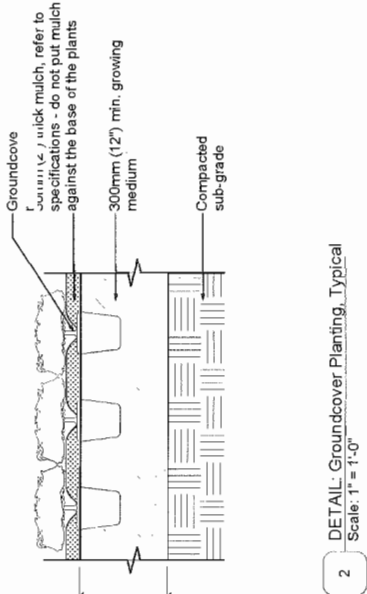
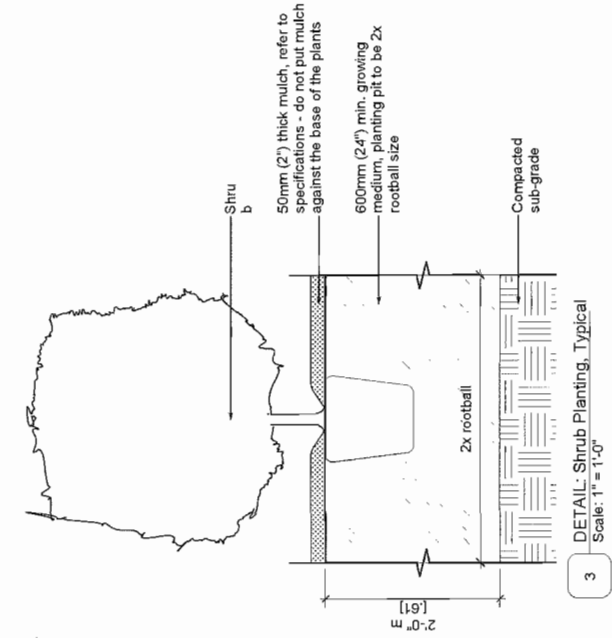
SITE INSPECTION
EXAMINE EXISTING SUBGRADE CONDITIONS AND SIGNIFY ACCEPTANCE IN WRITING TO THE CONSULTANT.

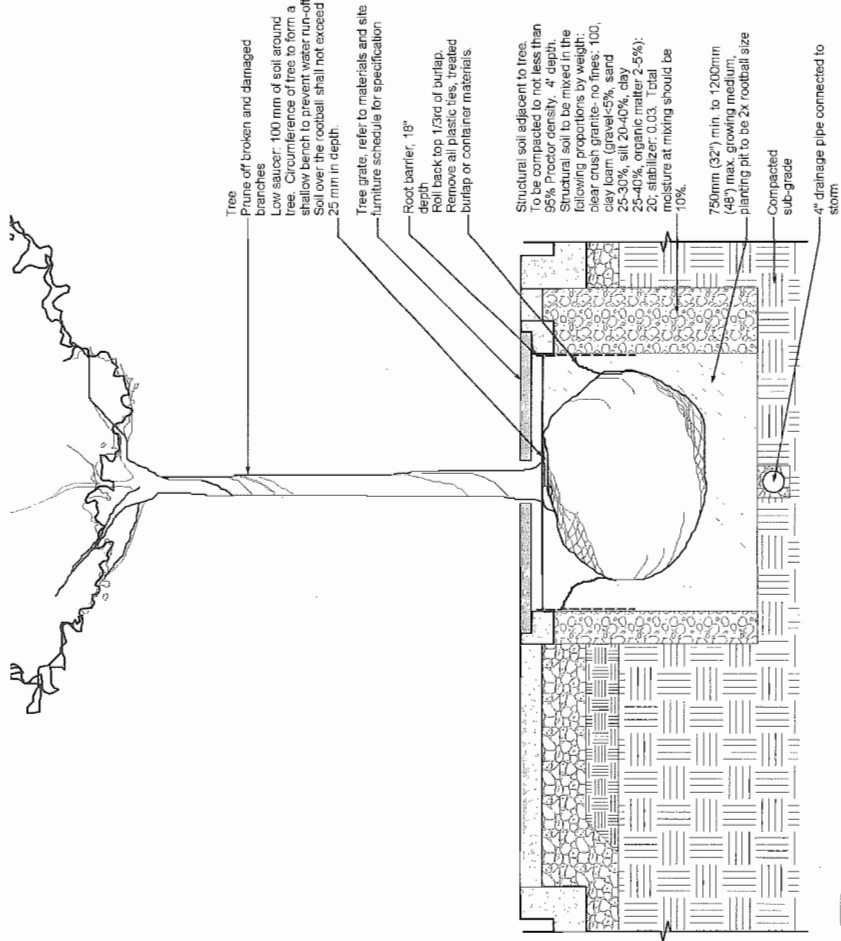
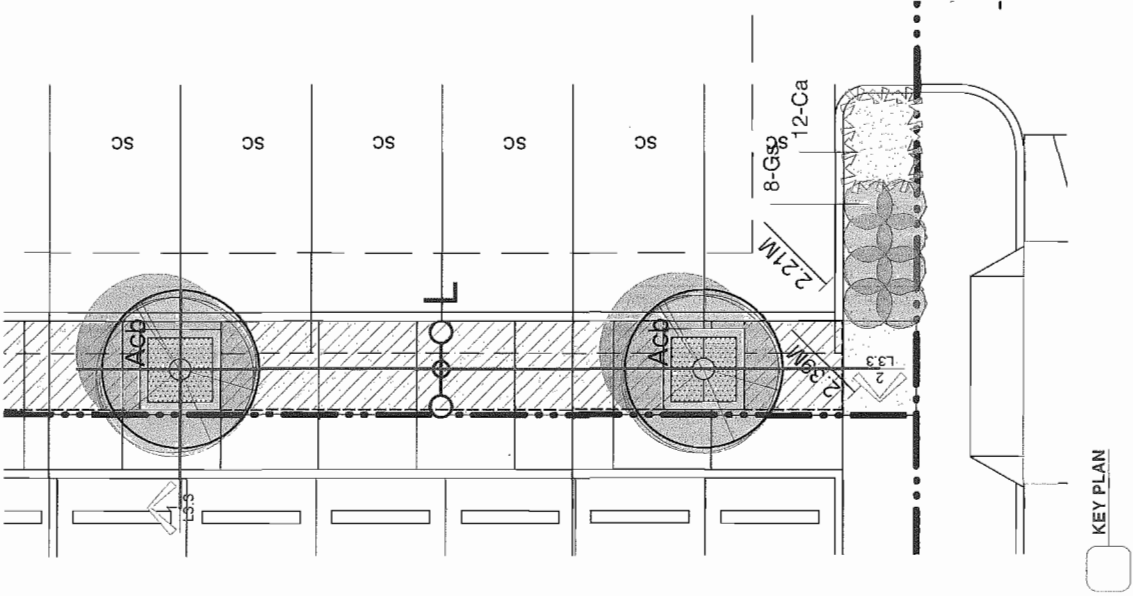
ASCERTAIN THE SIZE AND LOCATION OF ALL EXISTING SERVICES AND SUBGRADES PRIOR TO THE WORK.

IMMEDIATELY REPAIR DAMAGE RESULTING FROM FAILURE TO EXERCISE SUCH PRECAUTIONS AT NO COST TO THE OWNER.

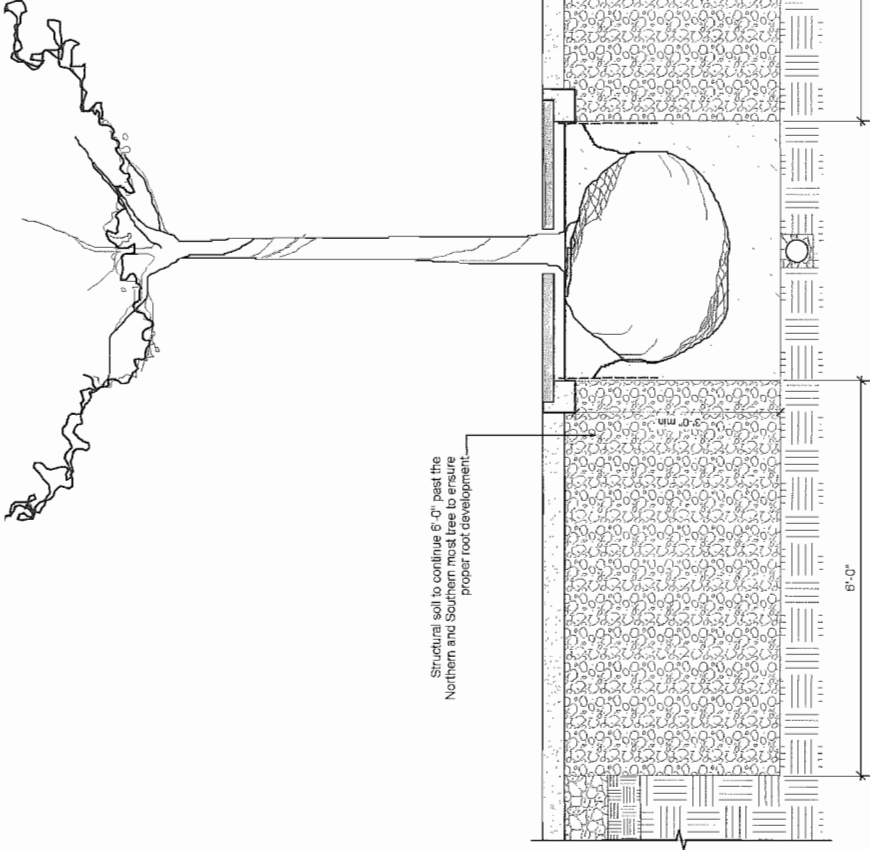
ALL PRUNING TO BE IN ACCORDANCE WITH THE BC LNA/BCSLA STANDARDS 2012 EDITION.

PLANT COUNTS
IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT. THE CONTRACTOR IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.

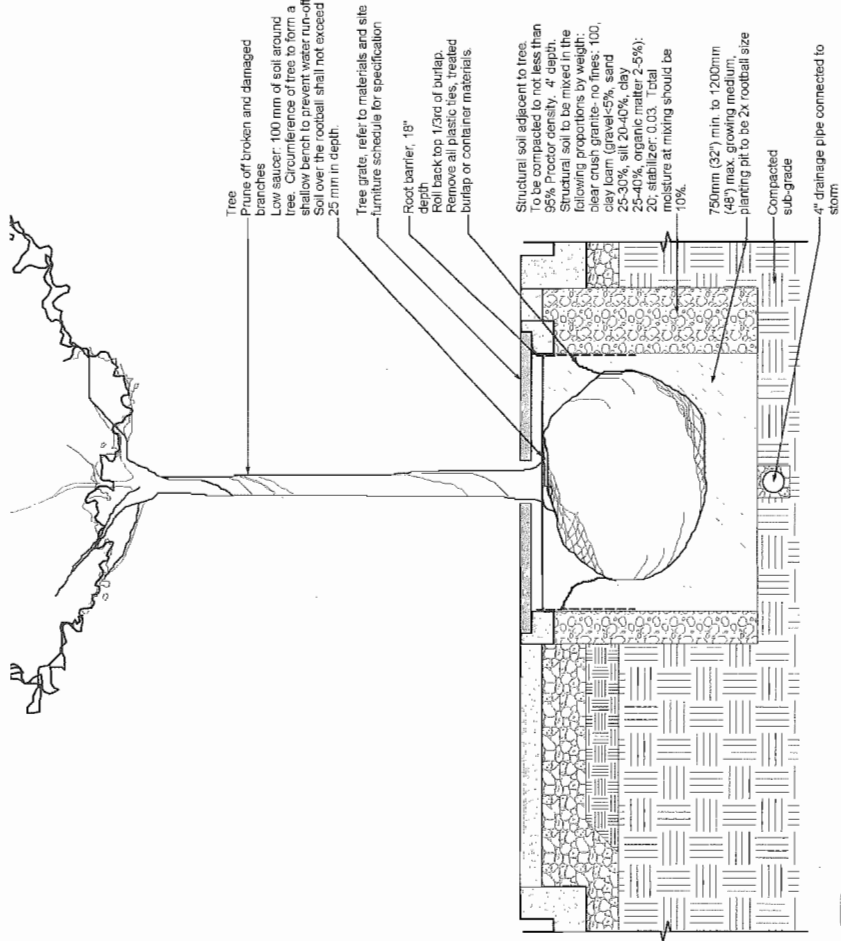




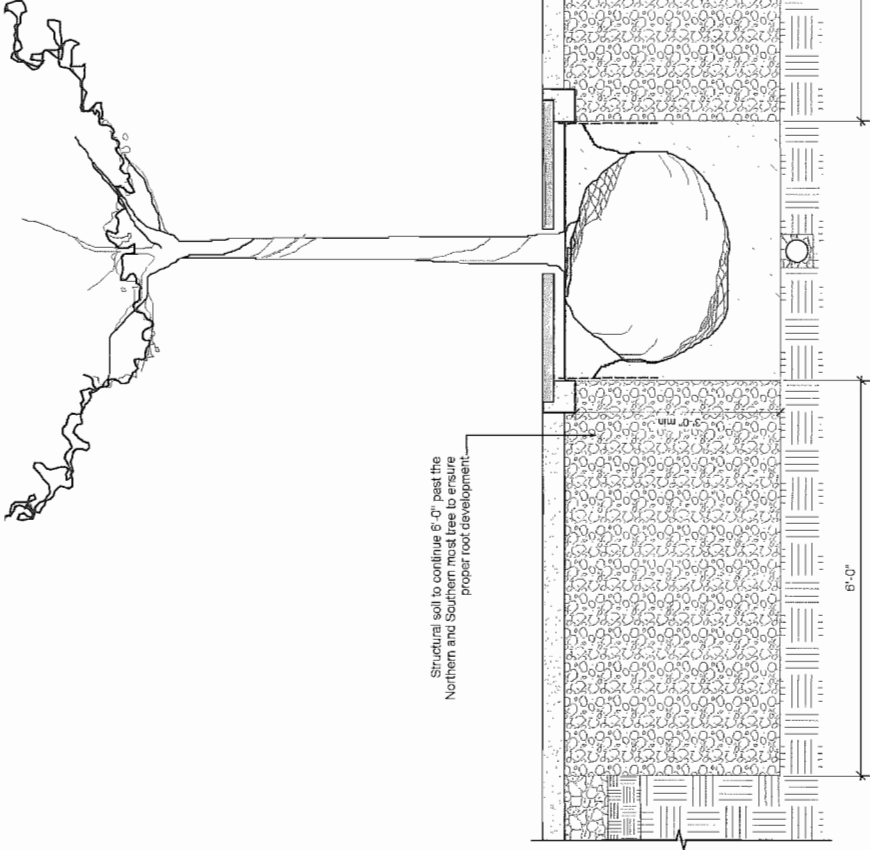
1 DETAIL: Tree Planting in Tree Grate with Structural Soil, Typical
Scale: 3/4" = 1'-0"



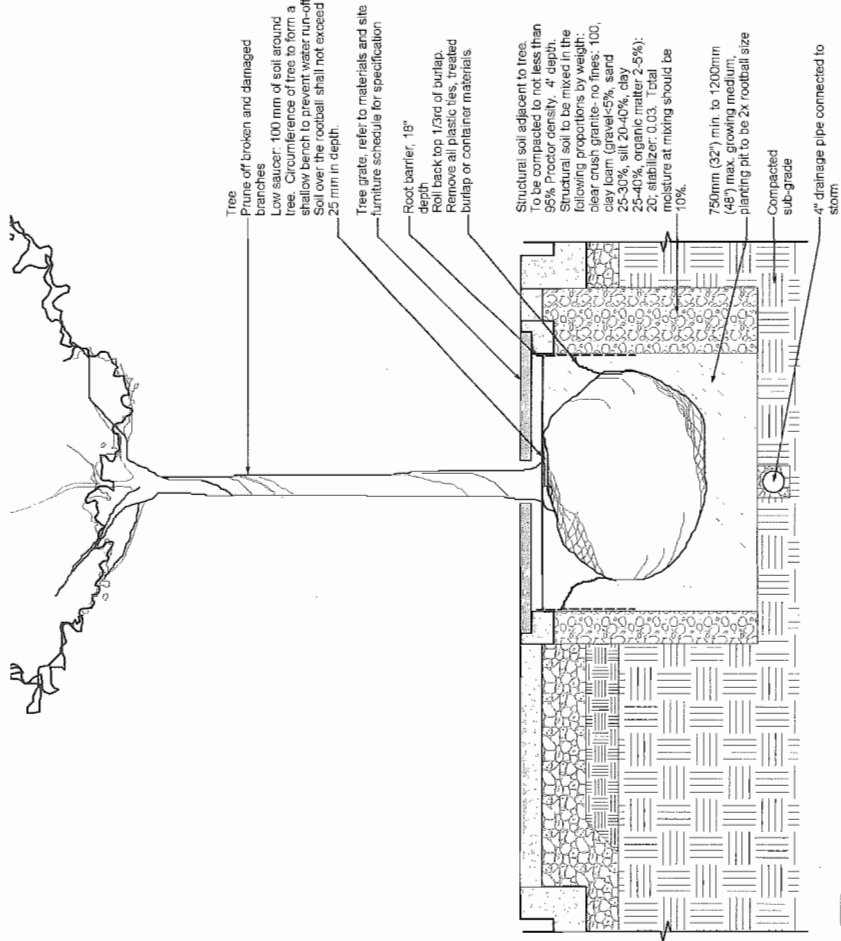
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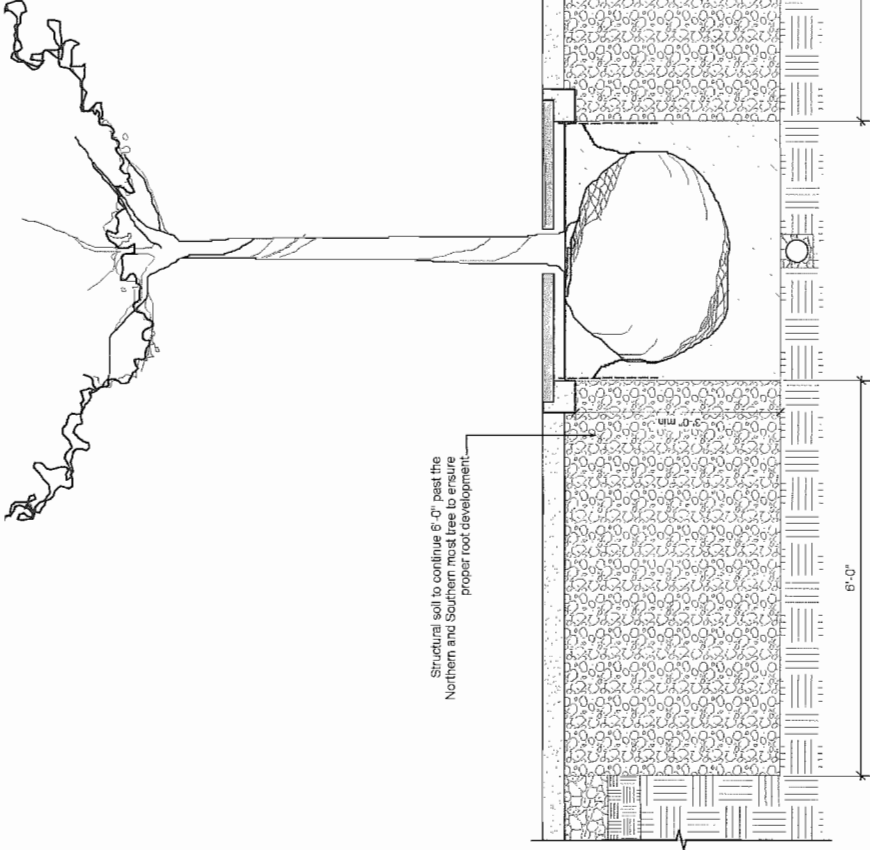
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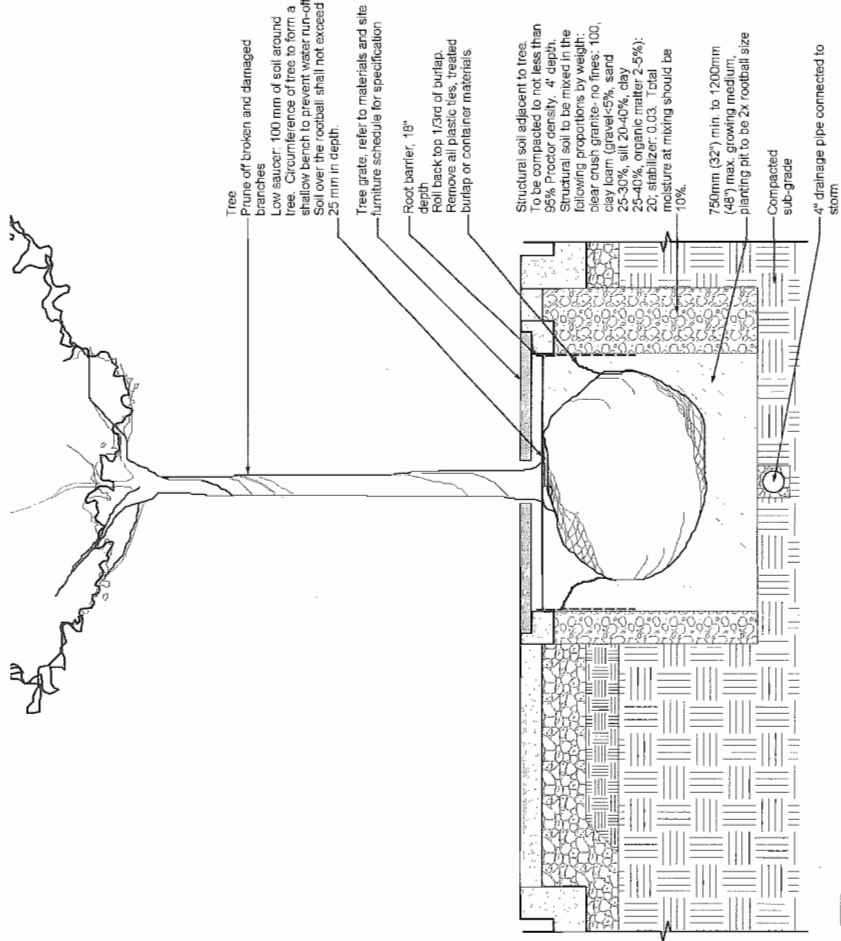
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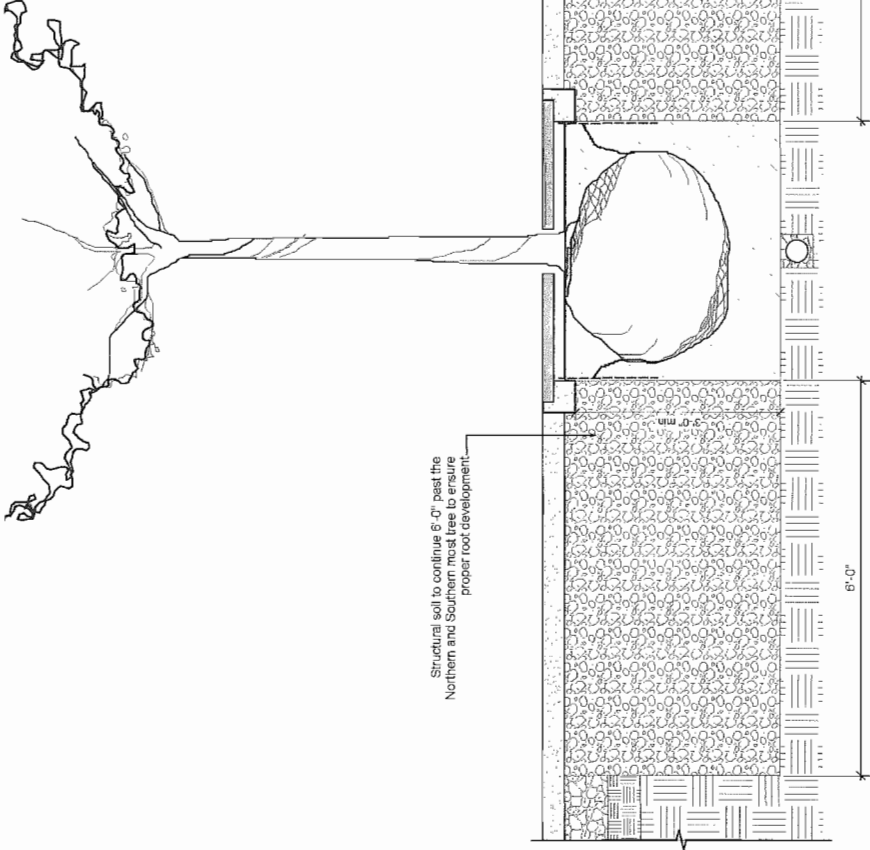
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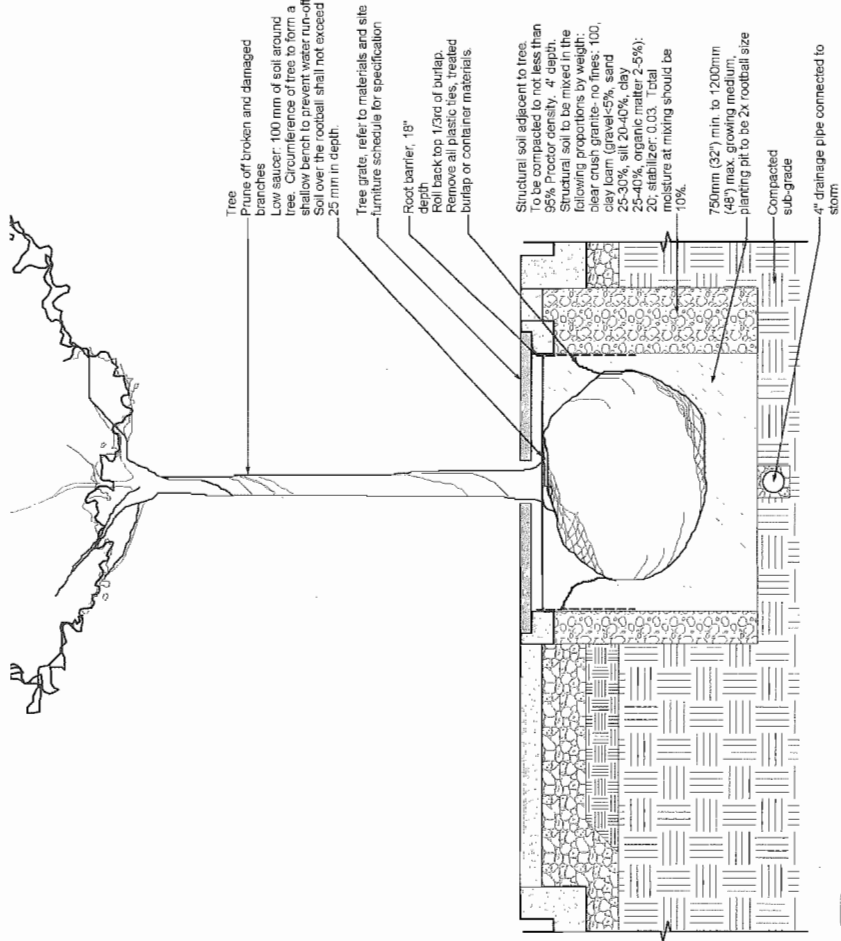
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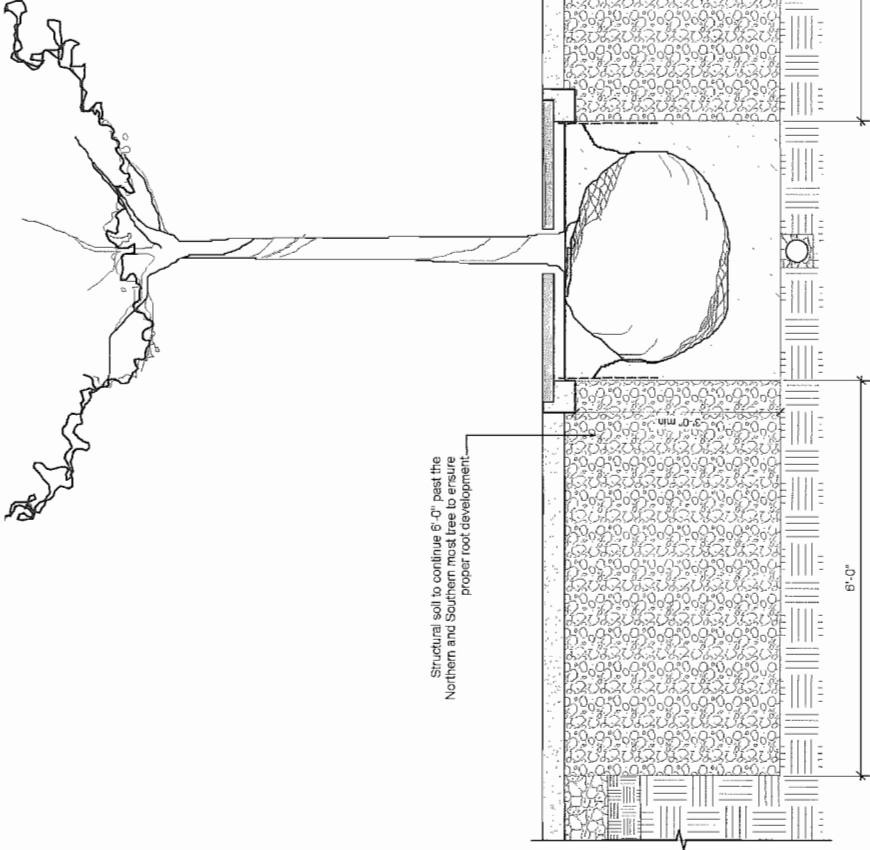
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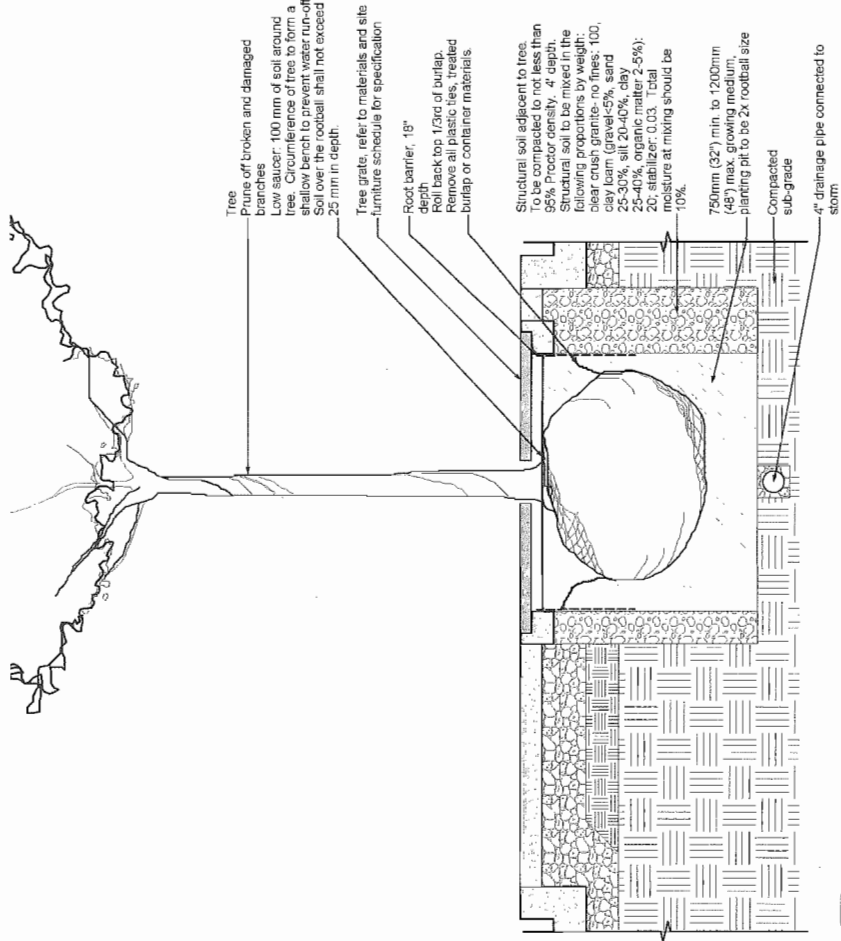
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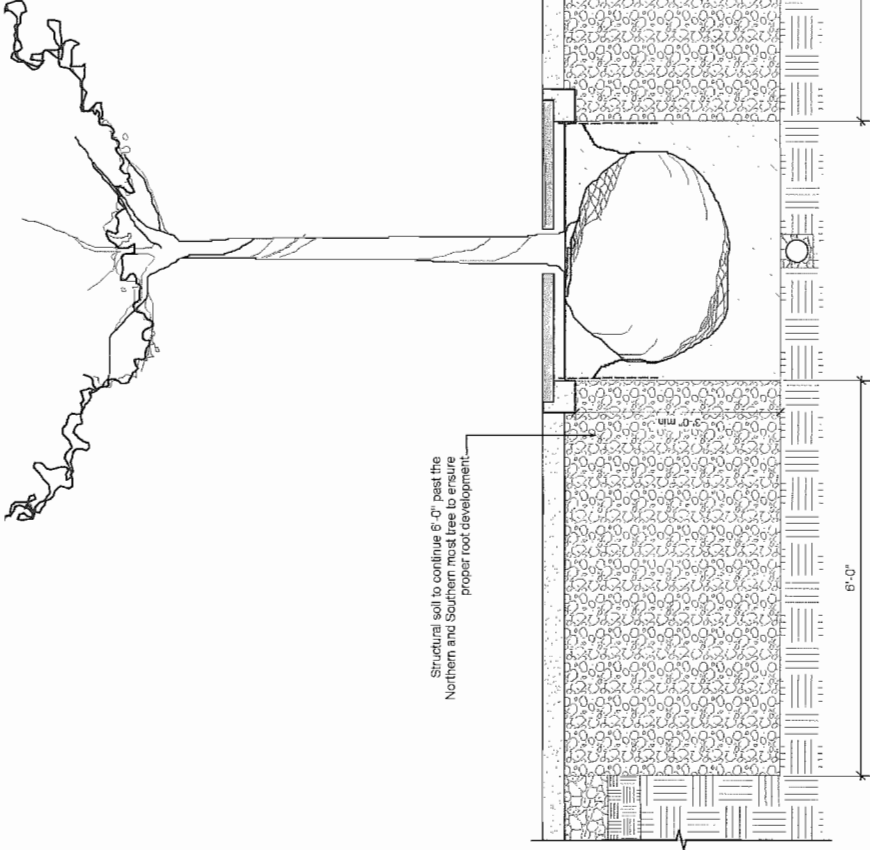
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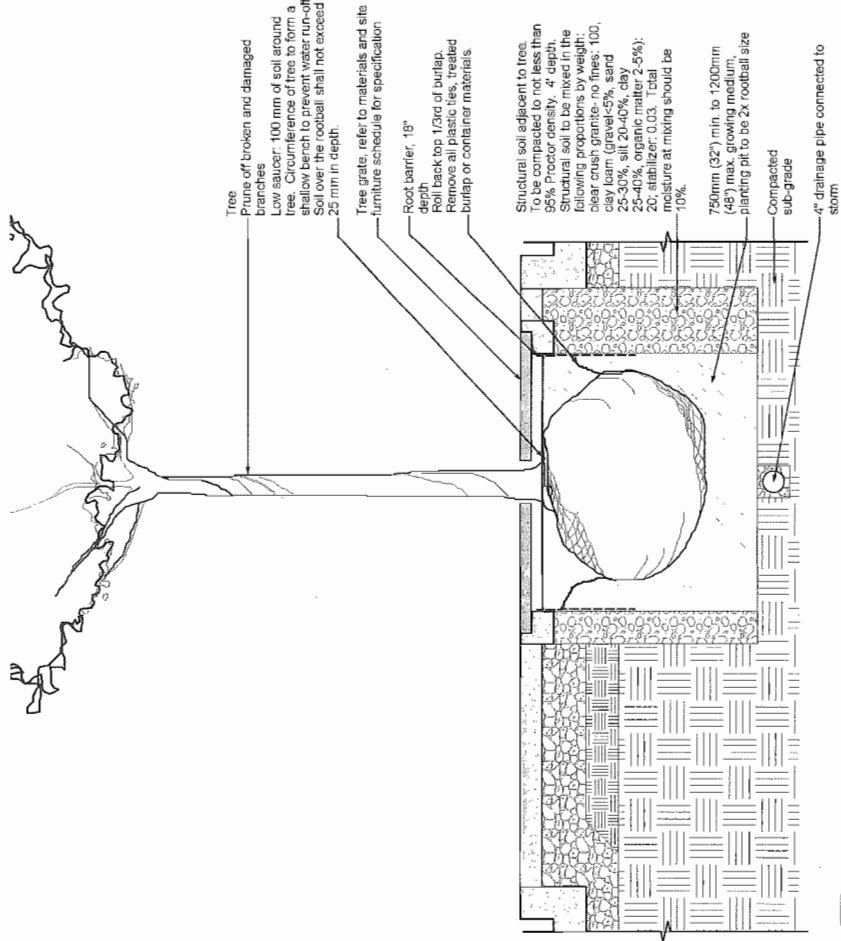
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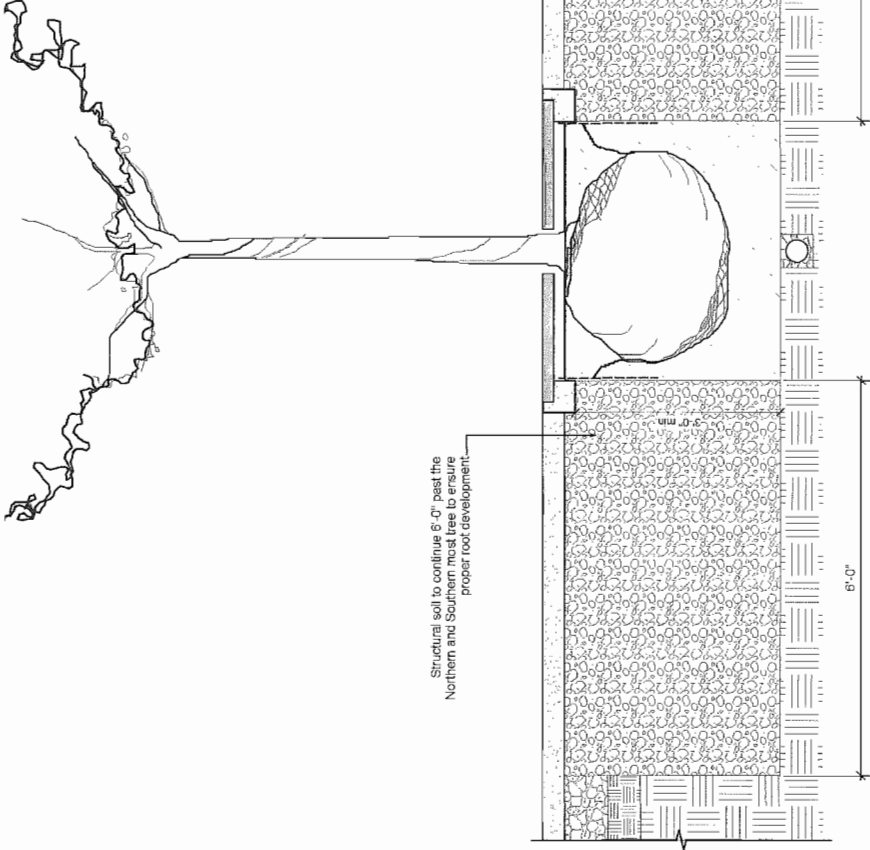
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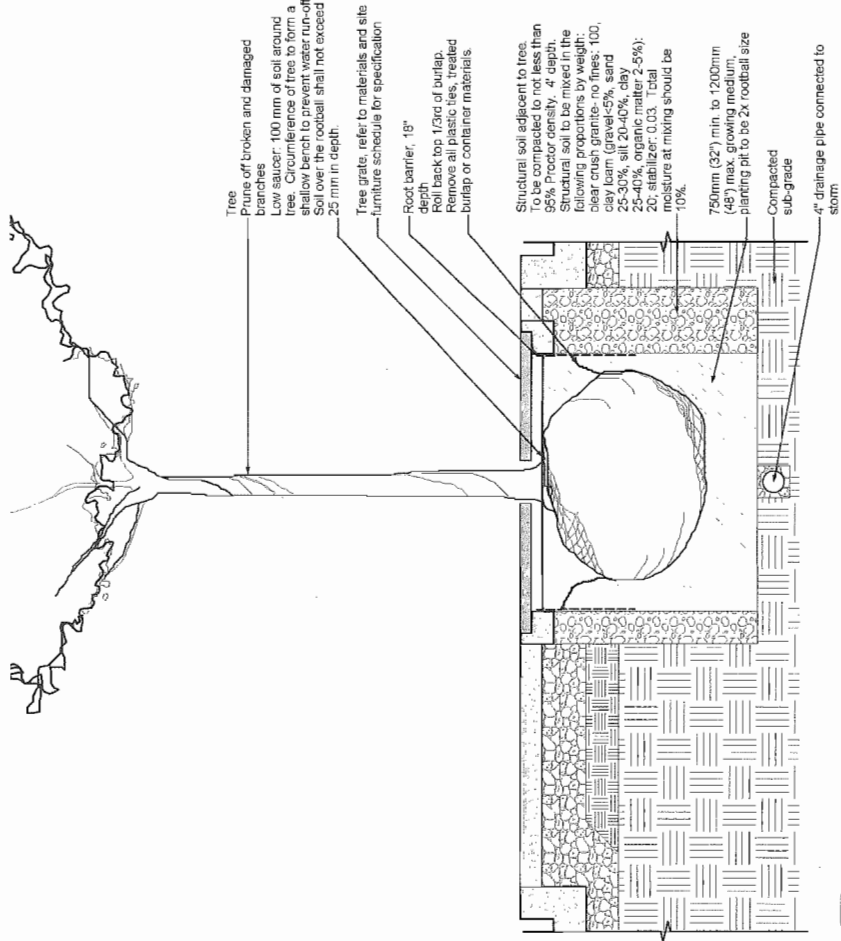
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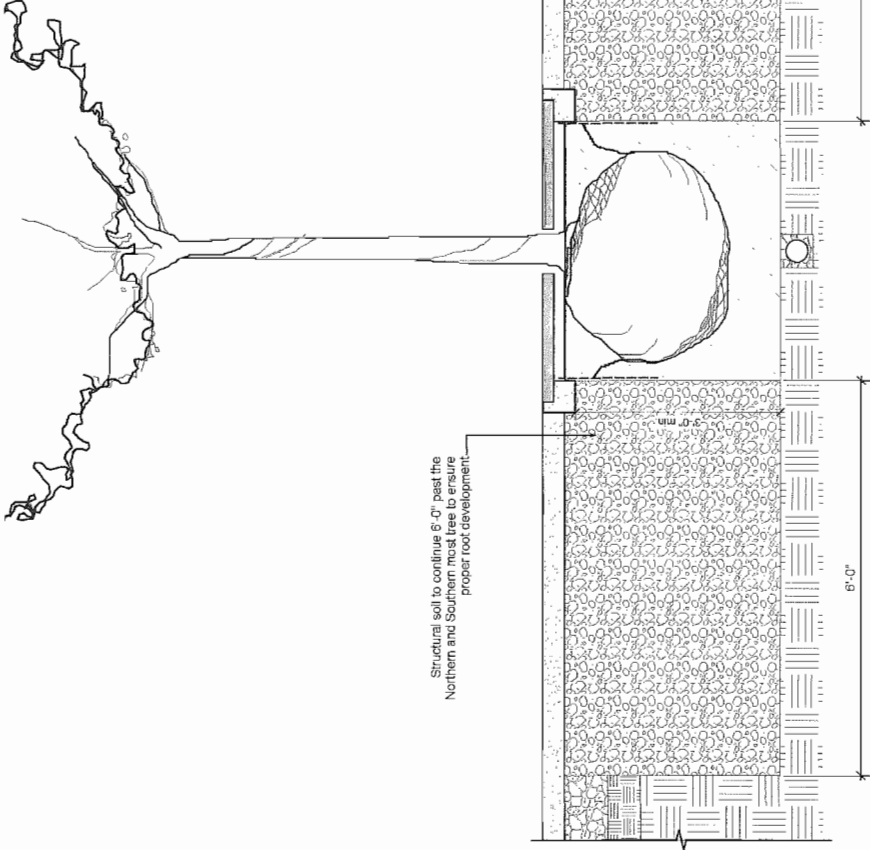
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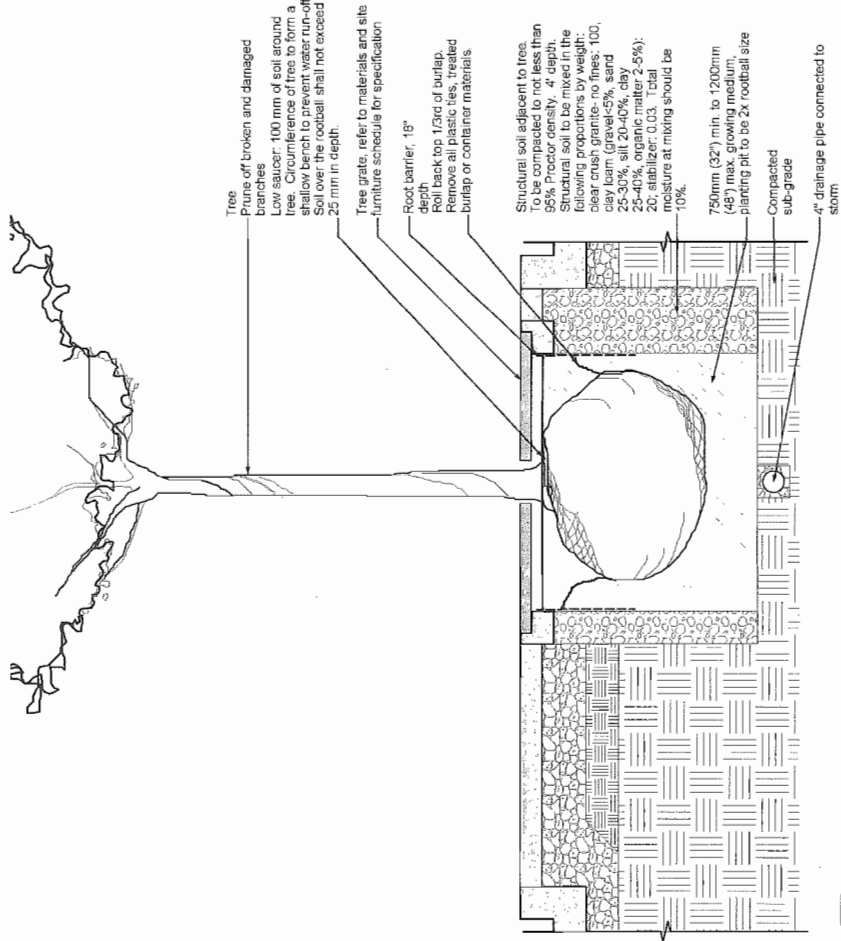
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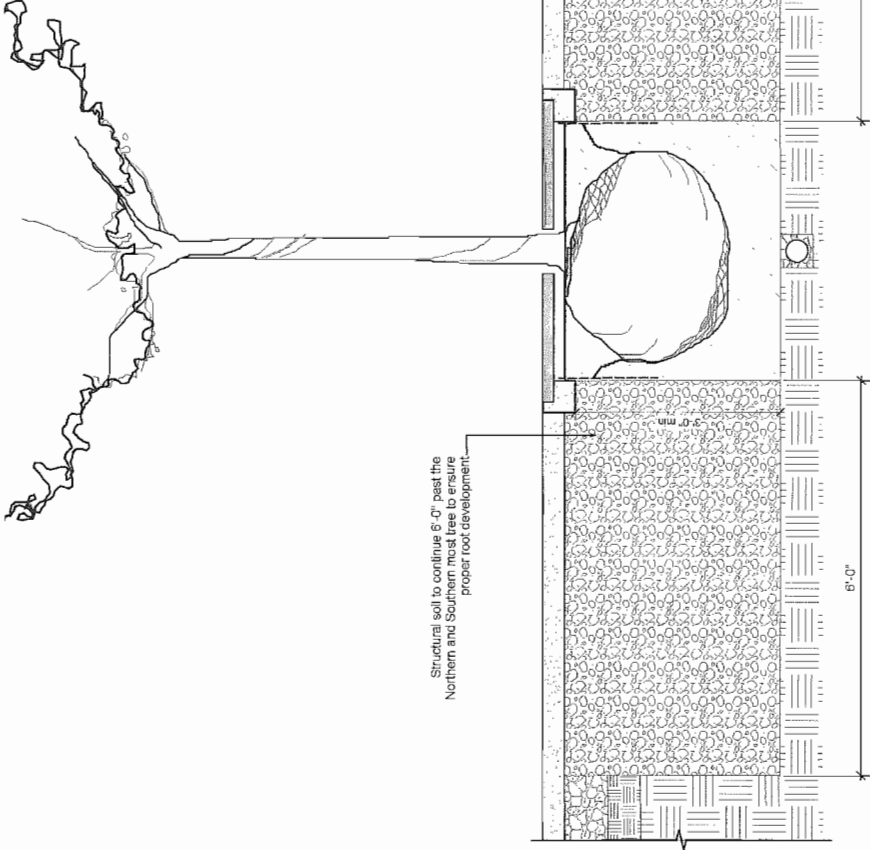
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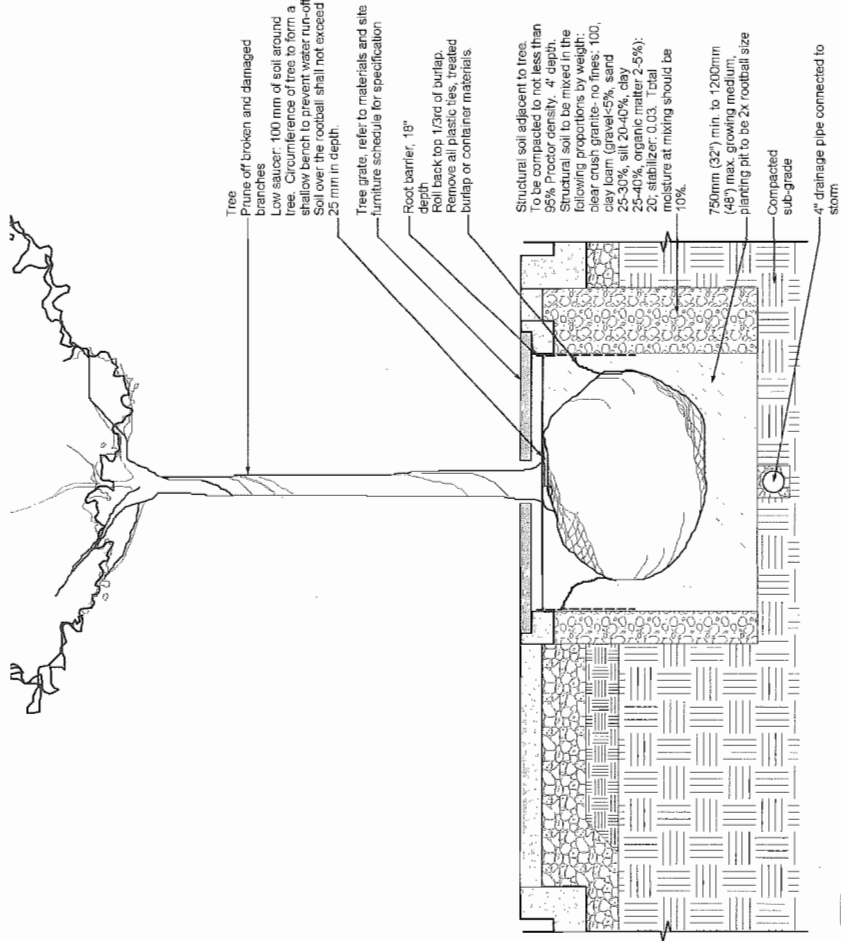
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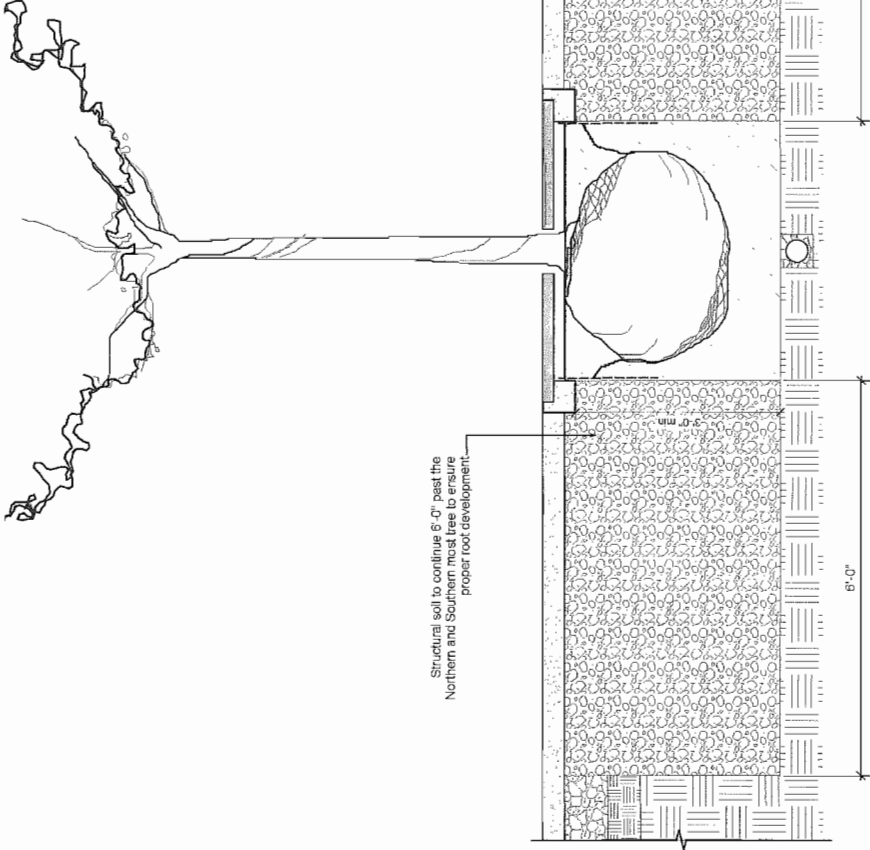
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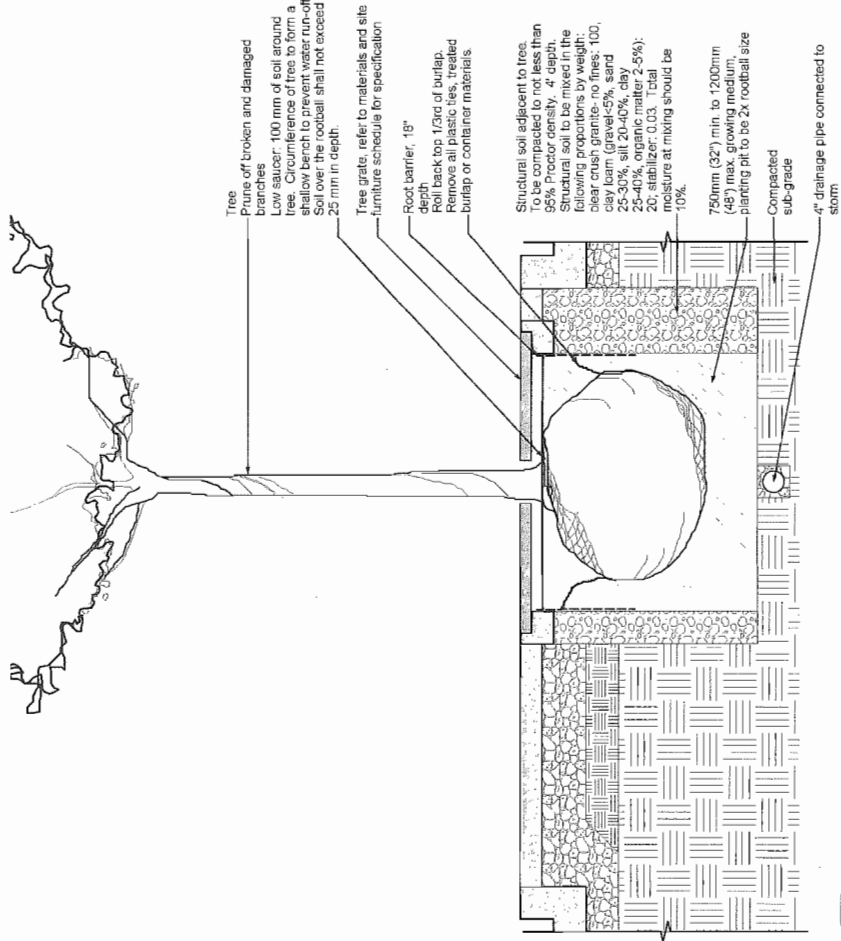
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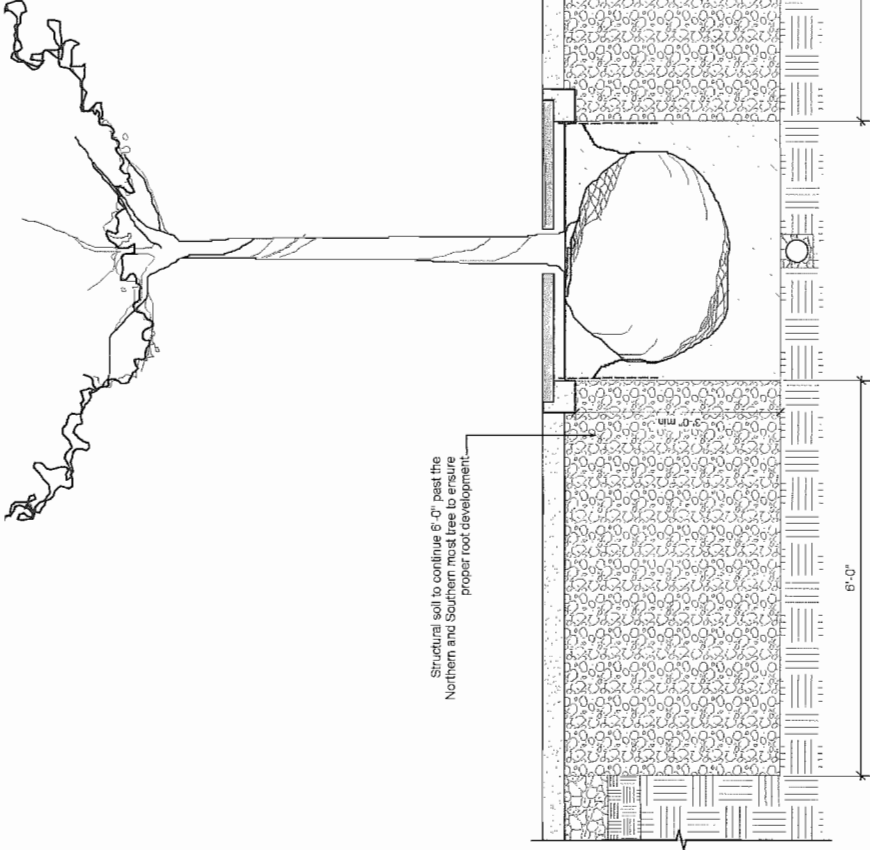
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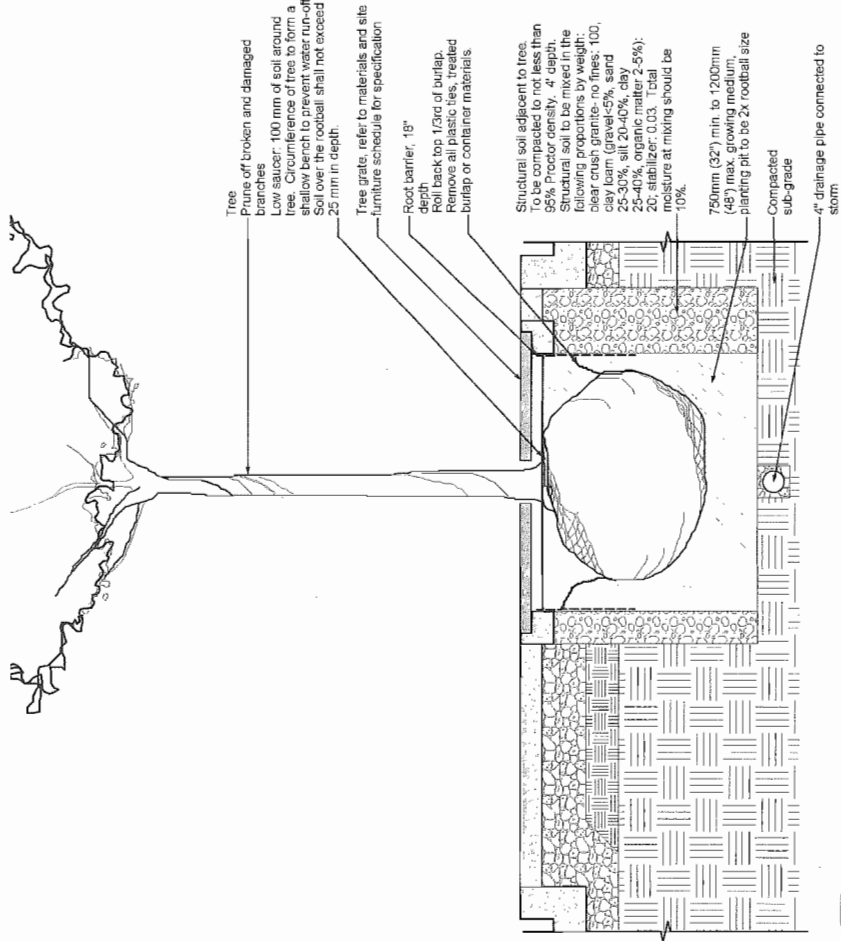
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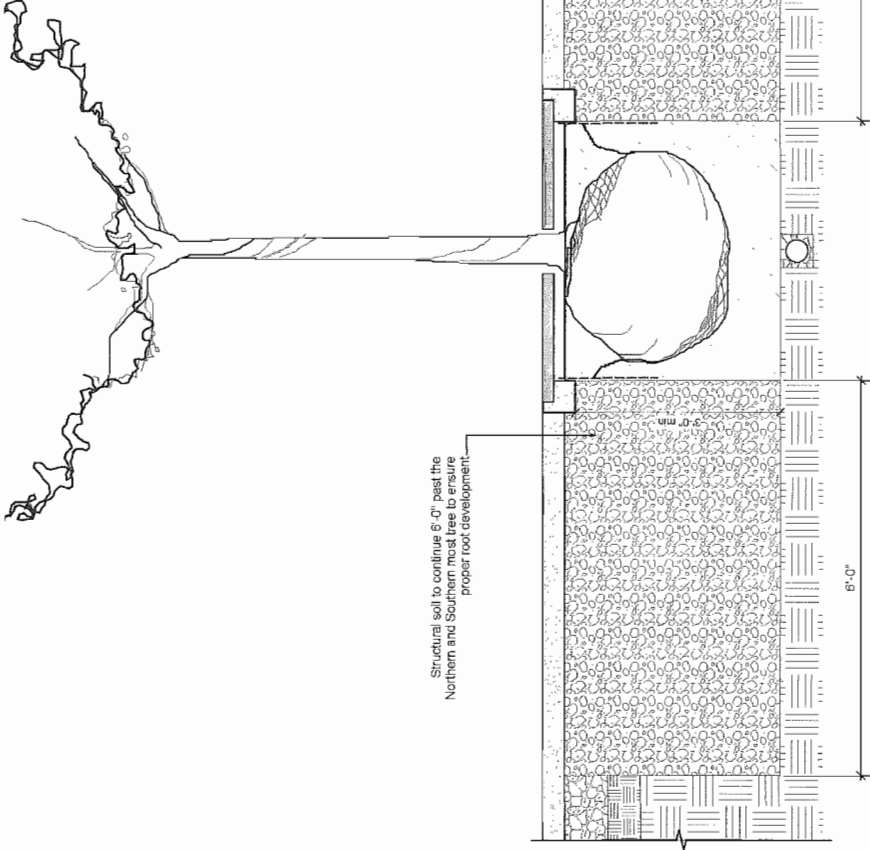
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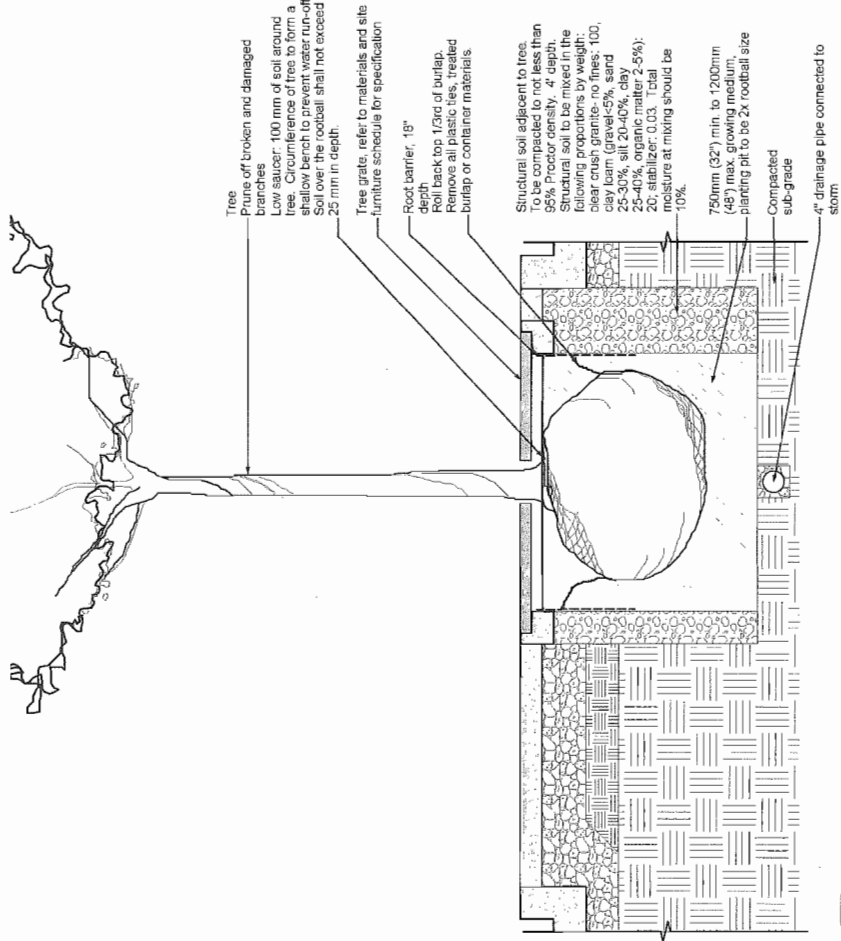
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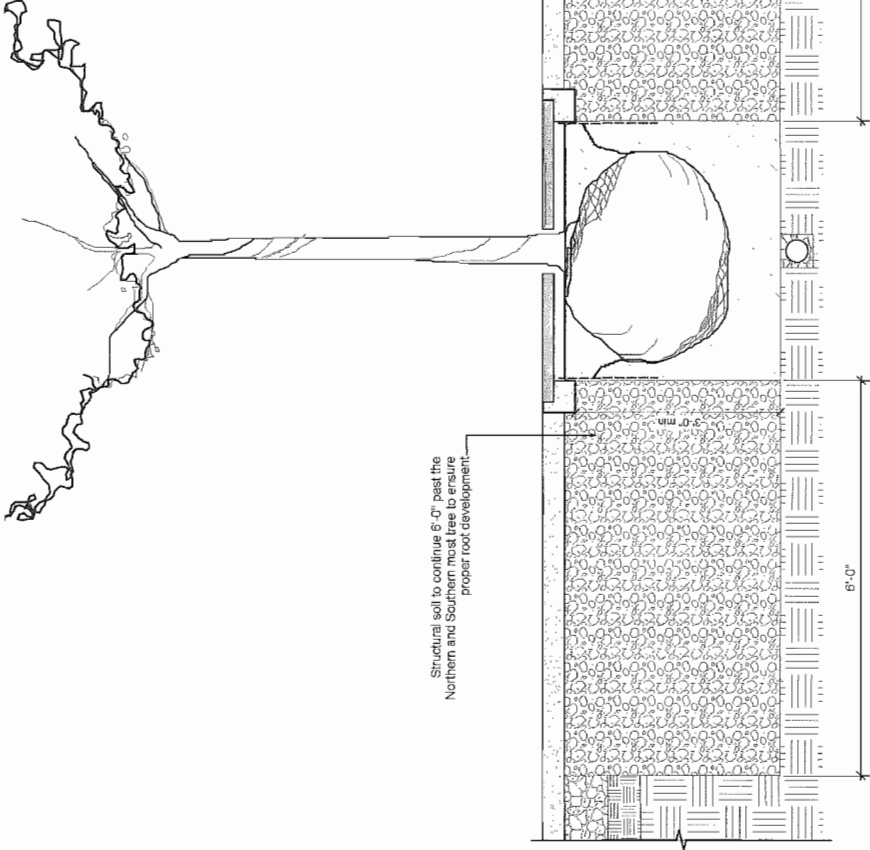
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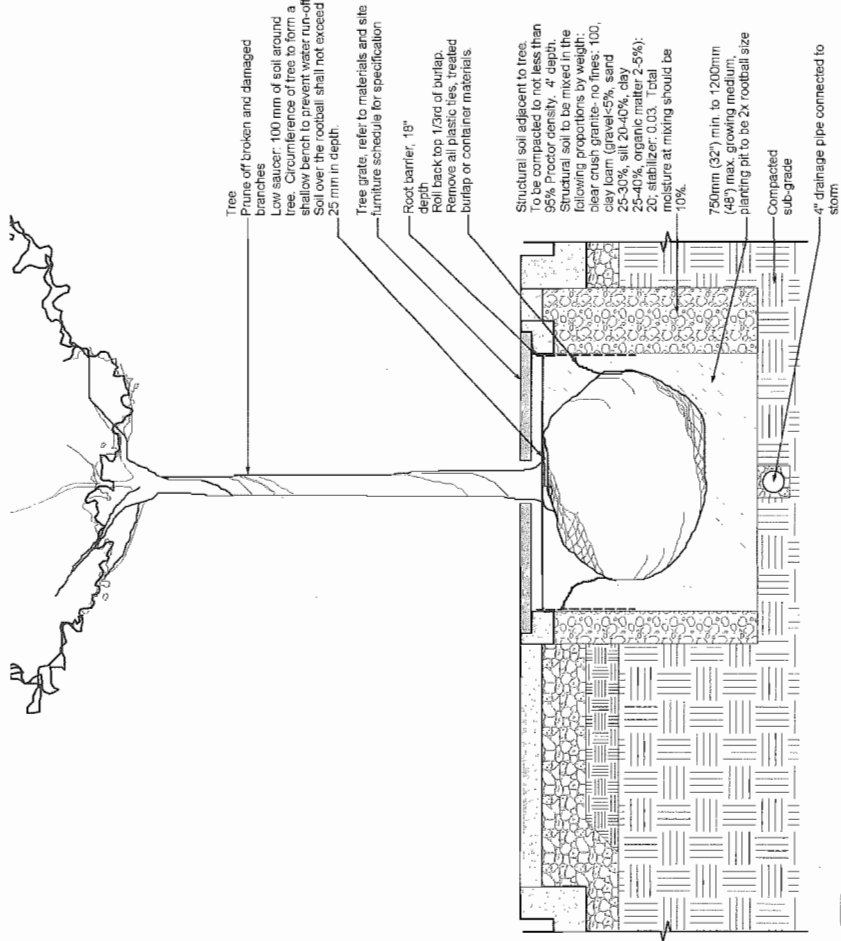
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2 DETAIL: Structural Soil Trench between Tree Grates, typical
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PLANT MATERIAL



Acer rubrum 'bowhall'



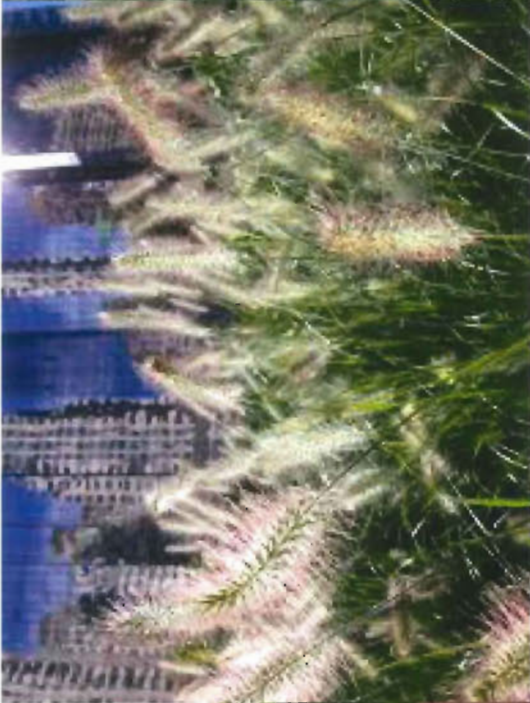
Cornus sericea 'Flaviramea'



Crataegus douglasii



Fraxinus latifolia



Pennisetum alopecuroides 'Hamelii'



Carex albaula



Gautheria shallon



Sarcococca hookeriana

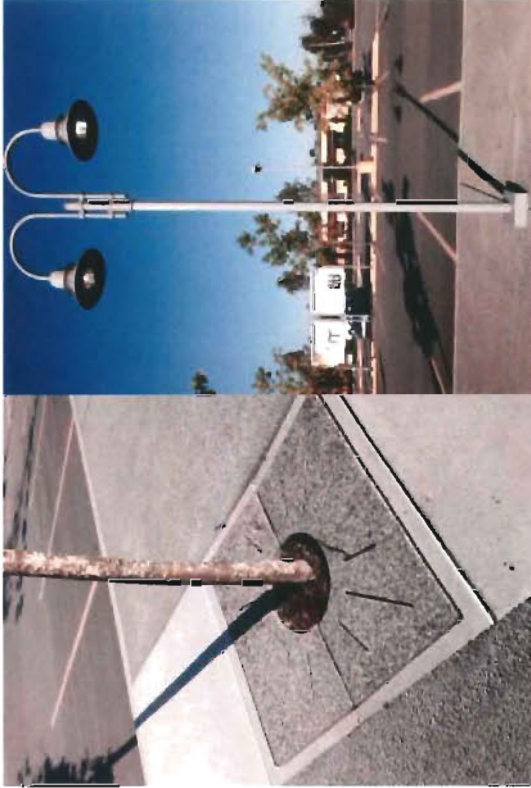
SITE FURNISHINGS



Bicycle Rack



Bicycle locker



Lighting along Pedestrian Walkway



Concrete Tree Grate



Pole Lights within Parking



Revision No.	Date	Revision Notes
1	10/1/14	Revised per City Comments, September 25, 2014.

Issue No.	Date	Issue Notes
A	6/11/14	ISSUED FOR REVIEW
B	6/24/14	ISSUED FOR DEVELOPMENT PERMIT
C	6/27/14	RE-ISSUED FOR DEVELOPMENT PERMIT
D	6/3/14	RE-ISSUED FOR DEVELOPMENT PERMIT
E	6/9/14	RE-ISSUED FOR DEVELOPMENT PERMIT
F	10/1/14	REVISED FOR DEVELOPMENT PERMIT

Professional Seal
Sheet No. 13
Oct. 15, 2014
DP 14-666057

eta

INCORPORATED

1620 West 202 Avenue
Vancouver, BC, Canada V6L 1Y4
Tel: (604) 683-1466
Fax: (604) 683-1468
www.eta.ca

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Project
COMMERCIAL DEVELOPMENT
3200 Sweden Way, Richmond, BC
Drawing Title
LANDSCAPE IMAGES

Project Manager	CS	Project ID	21430
Owner	MG	Scale	
Drawn By		Drawing No.	L4.0
Date	14/06/11		at 6
PLOT DATE: 14/06/11 PLOT FILE: 21430_SwedenWay_Matier.vsw			