

Broadmoor Neighbourhood Service Centre Master Plan



Possible view looking southeast at Dunoon Drive from Williams



Possible view looking southwest from Williams and No. 3 Road

Prepared for the City of Richmond by Brook + Associates Inc., April 7, 2010

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1. Purpose and Planning Horizon

The Broadmoor Neighbourhood Service Centre (also referred to as the Broadmoor Shopping Centre) Master Plan area is defined in Richmond’s Official Community Plan (OCP) as a Neighbourhood Service Centre. The OCP defines a Neighbourhood Service Centre as “those areas of the City which are intended to accommodate the shopping, personal service, business, entertainment, recreational, and community facility and service needs of area residents, and may include residential uses”. The purpose of the Broadmoor Neighbourhood Service Centre Master Plan is to provide the City with a long term vision and planning framework that reflects community preferences for the Neighbourhood Service Centre. The City will use the Master Plan to establish effective OCP policies which in turn can be used to guide the redevelopment of the Neighbourhood Service Centre. Developers and/or applicants will use the framework to formulate future redevelopment applications for the Centre.

The Broadmoor Neighbourhood Service Centre Master Plan provides an opportunity to reinforce and strengthen the Broadmoor community identity and to provide a “heart” for Broadmoor. Sustainability has been integral to the development of the Master Plan vision and guiding principles and will further reinforce a ‘healthy’ heart in Broadmoor.

First Capital Realty (FCR) prepared the Master Plan at the City’s direction and in consultation with the Master Plan area property owners and the broader community, as a prerequisite to the City’s review of future Zoning and Development Permit applications. Several discussions with the Master Plan area property owners have taken place over the course of the planning process and where possible, key feedback has been carefully integrated to balance both the objectives of the City and property owners. The build out of the Broadmoor Neighbourhood Service Centre Master Plan is market driven and is estimated to occur over the longer term (e.g., 2041).

2. Site Information and Key Data

The Broadmoor Neighbourhood Service Centre is located on the southwest corner of the intersection at No. 3 Road and Williams Road. It is comprised of six parcels with four property owners:

- First Capital Realty: Broadmoor Mall and two lots to the west of the mall
- Richlea: Richlea Square includes Safeway and smaller retail/office units
- Petro Canada: Gas station including a convenience store
- City of Richmond: Laneway

The following table provides detailed information about the parcels:

Property	Address	Gross Lease Area (sqm)	Site Area (sqm)	Zoning	Services
Broadmoor Mall	7820 Williams Rd.	3,939	11,269	Community Commercial (CC) Pub and Sales (CP1;CP2)	2 Banks Pub and Liquor Retail 4 Restaurants/Fast Food Dry Cleaner Tailor Barber Grocery (baker, fruits/veg) Pet Retail Mobility Retailer
Richlea Square	10151 No 3 Rd.	6,250.5	16,969	LUC 022	Safeway 4 Restaurants/Cafes Bank Insurance Broker

Property	Address	Gross Lease Area (sqm)	Site Area (sqm)	Zoning	Services
					3 Dental Clinics 2 Medical Clinic Pharmacy Dry Cleaner 2 Estheticians Travel Agent Animal Clinic Other service retail
Petro Canada	7980 Williams Rd.	12 fuelling positions	2,490	Gas Station Commercial (ZC15)	Gas Station Convenience Store
Lot	10060 Dunoon Dr.	N/A	1,202	Community Commercial (CC)	Vacant Residential Building
Lot	10020 Dunoon Dr.	N/A	1,113	Community Commercial (CC)	Parking Lot
Lane	N/A	N/A	581.5	N/A	Service Lane
Total Area			33,624.5		

3. Neighbourhood Characteristics

The Broadmoor Master Plan area is one of eight OCP designated Neighbourhood Service Centres in the City. The population of the broader Broadmoor community (bound by Gilbert, Steveston Highway, Francis Road and Garden City Road) is approximately 22,350 people, which is approximately 13% of Richmond's total population. The following demographic information is taken from the 2006 Census Canada data. This information provides a snapshot of the Broadmoor community and has been integrated into the Master Plan's considerations.

- The Broadmoor community is aging. The census data indicates that relative to the rest of Richmond there are more residents that are aged 24 to 75+ and fewer people under the age of 24 in Broadmoor.
- Broadmoor is also a more stable population when compared to the rest of Richmond. Close to 90% of the residents have not moved in the last year and almost 60% have not moved in five years.
- The average household size is approximately 3 people per household and compares with Richmond, although more lone-parent families with 2 children live in Broadmoor than in the rest of Richmond.
- Approximately 35% of the population state English as their mother tongue whereas approximately 40% state Cantonese, Mandarin or Chinese.
- The majority of residents are employed in trades (~10%), management (~12%), business, finance and administration (~20%), and sales and service (~30%) occupations.
- Most of the workforce uses a car to get to work (over 80% either as driver or passenger).
- Broadmoor residential building form is comprised of approximately 55% single family, 30% row house or apartments under five storeys, and the remainder in semi-detached or duplex housing.

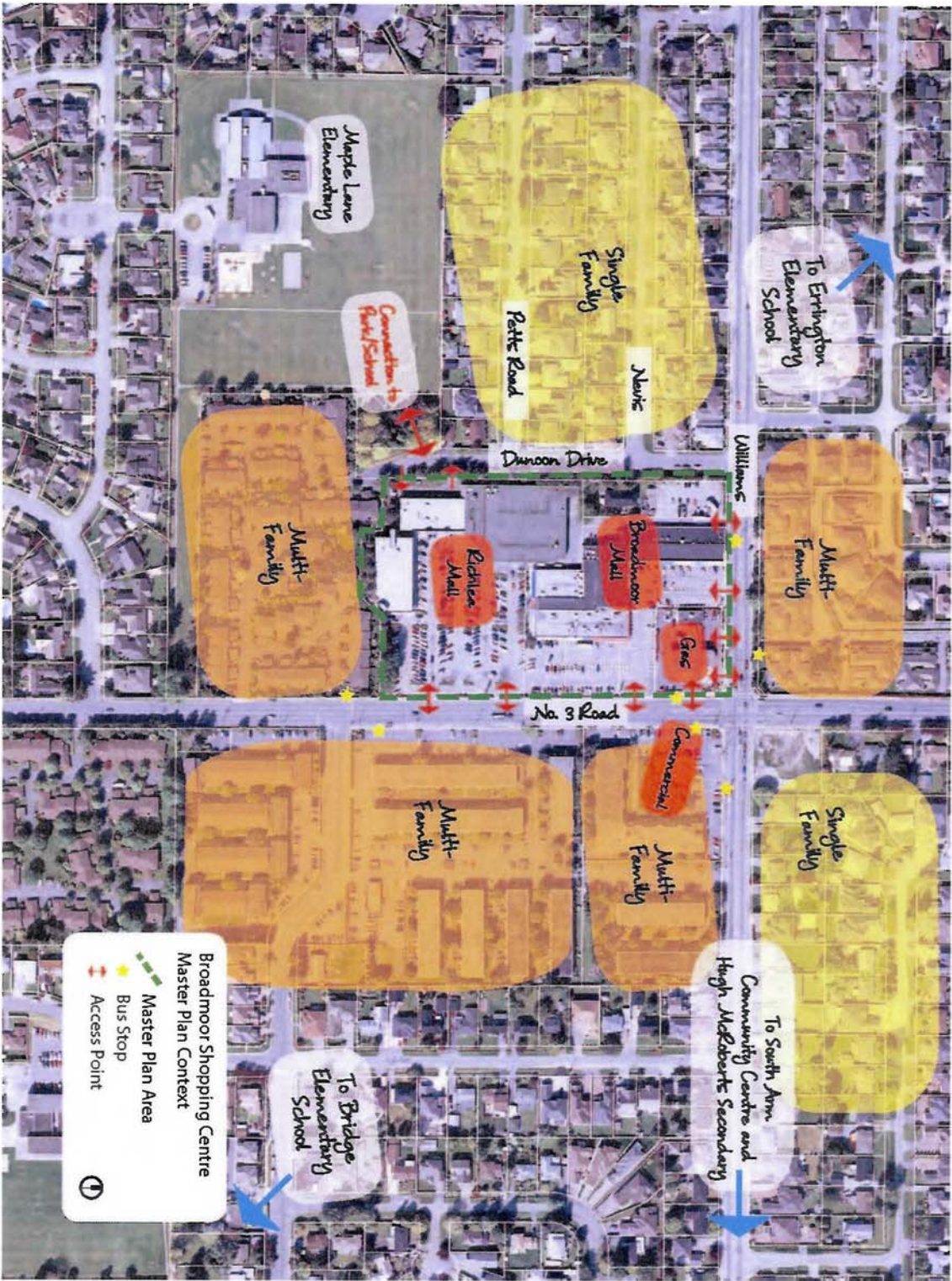
- A greater proportion of residents own (80%) their dwelling than rent (20%) and this proportion is also greater than that typically found in Richmond (approximately 75:25). Rents and housing prices are also nominally higher on average when compared to Richmond.

4. Land Use Context & Adjacencies

The Broadmoor community is comprised of a secondary school, 4 elementary schools, smaller commercial spaces, places of worship, South Arm (a major City park with community facilities), in addition to the variety of low to medium density residential developments noted above.

An important consideration in preparing the Master Plan was to ensure that the Neighbourhood Centre integrates well with the site's neighbouring land uses and built form. As noted earlier, the Broadmoor Shopping Center Master Plan area is located at the intersection of Williams and Number 3 Road. To the north and across Williams Road there is a townhouse development, single family residences to the west along Dunoon Drive, and the Maple Village townhouse development is located directly to the south. No. 3 Road has a mixed-use character near Williams, with commercial services and low-rise apartment buildings. The following figure provides a visual depiction of the land use context around the Broadmoor Service Centre.

Figure: Site Context and Land Use Adjacencies



Broadmoor Neighbourhood Service Centre Master Plan

The following table provides an overview of the existing OCP designations of the Master Plan area and existing policies that apply to the Neighbourhood Service Centre, and provides the zoning context for lands immediately adjacent to the Centre.

Broadmoor Neighbourhood Service Centre							
OCP	<p>The OCP designates the Broadmoor Neighbourhood Service Centre as Neighbourhood Service Commercial (NSC).</p> <p><u>In 2.4 Commercial on page 2-16, Schedule 1:</u></p> <p>Enhance neighbourhood shopping centres by:</p> <ul style="list-style-type: none"> • supporting their development and use as neighbourhood service centres by encouraging neighbourhood service centres and amenities to cluster in their vicinity; • improving the pedestrian, bike, wheelchair and scoot-friendliness of these centres, to achieve a “main street” gathering place for the surrounding neighbourhood; <p>Encourage the development of small, pedestrian-friendly, street front convenience and personal service facilities on major roads to complement neighbourhood service centres and meet the needs of surrounding residents.</p> <p><u>In 3.1 Neighbourhood and Sense of Community, on page 3-4:</u></p> <p>Encourage local transit service to connect to the local gathering places, for example, along Williams Road to the South Arm Community Centre and Broadmoor Neighbourhood Service Centre.</p> <p>Establish strong community identity through co-ordinated pedestrian-scale development at the intersection of No. 3 Road and Williams and northward along No. 3 Road would help to provide a “heart” for Broadmoor.</p> <p><u>In 4.1 Road Network, on page 4-3:</u></p> <p>Provide distinctive design features in the road network to complement neighbourhood character and to emphasize landmark locations. (Identifies Williams and No. 3 Road as a “Priority Area” and “Neighbourhood Service Centre” where distinctive road design and pedestrian improvements will complement neighbourhood character).</p>						
Direction	Adjacent to the Broadmoor Neighbourhood Service Centre						
	<table border="1"> <thead> <tr> <th>Existing OCP</th> <th>Zoning Bylaw</th> </tr> </thead> <tbody> <tr> <td>NORTH</td> <td> <ul style="list-style-type: none"> • Williams Road, a minor arterial with some transit service. Designated as a transit corridor and on-road bike route in the OCP. • Across Williams Road - low-medium density residential designated as multiple family residential. </td> </tr> <tr> <td>EAST</td> <td> <ul style="list-style-type: none"> • Low Density Townhouses (RTL1) <ul style="list-style-type: none"> - a 6-unit townhome development that fronts onto Greenlees Road, and - 29-unit townhome development at the intersection of No. 3 Rd and Williams. • Local Commercial District (CL) and Medium Density Low Rise Apartments (RAM-1): <ul style="list-style-type: none"> - an existing 3-unit commercial property and a 100 unit three-storey apartment building fronting onto both Williams Road and No. 3 Road, respectively. • Low Density Low Rise Apartments (RAL-1): <ul style="list-style-type: none"> - a 308-unit three-storey apartment complex fronting onto both No. 3 Road and Ryan Road. </td> </tr> </tbody> </table>	Existing OCP	Zoning Bylaw	NORTH	<ul style="list-style-type: none"> • Williams Road, a minor arterial with some transit service. Designated as a transit corridor and on-road bike route in the OCP. • Across Williams Road - low-medium density residential designated as multiple family residential. 	EAST	<ul style="list-style-type: none"> • Low Density Townhouses (RTL1) <ul style="list-style-type: none"> - a 6-unit townhome development that fronts onto Greenlees Road, and - 29-unit townhome development at the intersection of No. 3 Rd and Williams. • Local Commercial District (CL) and Medium Density Low Rise Apartments (RAM-1): <ul style="list-style-type: none"> - an existing 3-unit commercial property and a 100 unit three-storey apartment building fronting onto both Williams Road and No. 3 Road, respectively. • Low Density Low Rise Apartments (RAL-1): <ul style="list-style-type: none"> - a 308-unit three-storey apartment complex fronting onto both No. 3 Road and Ryan Road.
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SOUTH	<ul style="list-style-type: none"> Maple Village strata designated as multiple family residential. 	<ul style="list-style-type: none"> “Land Use Contract 022”: <ul style="list-style-type: none"> - an 87 unit townhouse development.
WEST	<ul style="list-style-type: none"> Designated as single family residential and park/school. The City owned park is located east of Maple Lane Elementary School and fronts onto Dunoon Drive and No. 3 Road. 	<ul style="list-style-type: none"> Single Attached (RS 1/E). “Comprehensive Development District (CD/124)”: <ul style="list-style-type: none"> - single-family homes fronting onto Williams Road, Dunoon Drive, Petts Road and Nevis Drive. “Land Use Contract 022” and “School and Public Use District (SPU)”: <ul style="list-style-type: none"> - A shared park-school site.

5. Public Consultation

Comprehensive public consultation has been undertaken and was an integral component in developing the Master Plan. A variety of strategies have been used to engage the public in the discussion about the Broadmoor Neighbourhood Service Centre, including creation of a project web page; a targeted telephone survey; neighbourhood distribution of a newsletter that provided information about the First Capital Realty development application, notification about the Master Plan Open House and a survey to inform the Master Plan process; City-wide notification about the Open Houses in local newspapers; presentations and meetings with local stakeholder groups; and two Open Houses. The Master Plan open house materials and newsletter with survey are included in the appendix.

Over the course of the consultation, SUCCESS, a not-for-profit immigrant and English as a Second Language service organization, was engaged to encourage Broadmoor community members to receive important information and provide feedback in their mother tongue. This included the translation of key print information, face-to-face interpretation services with Dunoon Drive neighbours and for participants at the Open Houses, and telephone support for any residents with comments or questions.

Stakeholder groups that have been contacted and provided the opportunity to review the redevelopment plans for Broadmoor Mall and the Broadmoor Neighbourhood Service Centre Master Plan include:

- Maple Lane Elementary School
- William Bridge Elementary School
- Hugh McRoberts Secondary School
- Steveston-London Secondary School
- South Arm Community Association
- Richlea Square and Broadmoor Mall tenants
- Dunoon Drive single family residents
- Maple Village townhouse residents
- Richmond Centre for Disability

Presentations were made to William Bridge and Maple Lane Elementary Schools, the South Arm Community Association executive, and the Maple Village townhouse residents. Members of the Richmond Centre for Disability approached the project team at the Open House and in e-mail to provide feedback about the site’s accessibility. Feedback from these stakeholders has been generally supportive of the shopping centre’s redevelopment.

The Master Plan newsletter was mailed to 4,005 residents in the Broadmoor community. The newsletter included an invite to the September 29 Open House and a neighbourhood survey. The Richmond Review and Richmond News were also used to advertise the September 29 Open House event City-wide. The Open House provided information about the Master Plan process, introduced the draft vision, guiding principles and objectives, and presented two land use options. The Open House also provided an opportunity for residents to return and/or complete the neighbourhood survey. Forty-four surveys were returned. In addition, a comment form was available at the Open

House and 10 were submitted at that time. The questions and results from the survey are included below for reference. A public consultation report was submitted to the City October 9, 2009 and is available under separate cover.

Survey Responses (44 responses received)

1. Please indicate your interest(s) in the Broadmoor Neighbourhood Service Centre Master Plan process: (52 responses – multiple answers allowed)

The majority of respondents (37) checked the box indicating that they are a resident of the Broadmoor Area.

- Resident of the Broadmoor Area 71 %
- Land owner in the Broadmoor Area 26%
- Business owner at the Broadmoor Neighbourhood Service Centre 2%

2. What do you like most about the Broadmoor Neighbourhood Service Centre (e.g., range of shopping options, close to home, access to transit)?(40 responses)

The majority of respondents (30 responses – 75%) noted the proximity of the mall to their home as their main reason for liking the Broadmoor Neighbourhood Service Centre.

- Close to home 75%
- Range of shopping options 42%
- Safeway/Grocery store 42%
- Access to transit 23%
- Bakery 18%

3. What types of stores/services would you like to see (e.g., beauty salon, photo finishing, other retail, restaurants, bookstore)? (42 comments)

Many comments focused around various types of grocery stores. Respondents' top request was for a produce market (19) with many comments referencing Kin's Grocery Store specifically. Twelve (12) respondents indicated a desire for a bakery and 11 for a butcher/fish store. Aside from these grocery requests, 15 respondents addressed a desire for restaurants. Comments also referenced a need for a beauty salon (13 comments).

- Produce Market/Kin's Grocery Store 45%
- Beauty salon 31%
- Bakery 28%
- Butcher/Fish store 26%
- Dollar store 24%
- Hardware Store 24%
- Drugstore 21%
- Restaurants 21%
 - Upscale (44%)
 - Family (22%)
 - Remainder with no preference for type
- Banks 14%
- Bookstore 12%

4. What are your top three issues with the Broadmoor Neighbourhood Service Centre (e.g., accessibility, services, etc.)? (37 responses)

The top issue raised by respondents was parking restrictions within the mall surface lot (e.g., ticketing of customers who used services of one mall but were parked in adjacent property) (10), followed closely by comments concerning the mall's appearance (8), and comments that the mall is not pedestrian friendly (6).

- Parking restrictions 27%
- Mall is unattractive, uninviting, outdated 22%
- Not pedestrian friendly 16%
- Lack of services 14%
- Larger grocery store needed 14%
- Mall entrance: locations/upkeep/signage 8%
- Mall vacancies 8%
- More washrooms are needed 5%
- Better restaurants are needed 5%
- Little green space/recycling 5%

5. What are your top three suggestions for improving the Centre? (34 Responses)

Responses to this question varied greatly, however, all pointed to general upgrades to the Centre. Eight comments were directed specifically toward improving the buildings appearance, while 5 were directed toward access and 6 toward improved parking. Eight of the comments referenced the quality and variety of stores and 5 requested better/more restaurants.

- Improve appearance 24%
- Improve parking 18%
- Greater variety of stores/services 15%
- Better/more restaurants 15%
- Improve access 15%
 - Vehicle (2 comments)
 - General comment (3 comments)
- Bigger grocery store 9%
- No residential 6%
- More washrooms 6%
- Bike facilities 3%
- Community centre 3%
- Improved safety 3%

6. What types of businesses and residences could you see integrated into the Shopping Centre? Please check all that apply: (44 Responses)

Retail development garnered the most support (27), followed closely by mixed-use development (21). While 12 respondents indicated a need for office space, 8 of these individuals specified medical office space. As for the building style and height, 14 respondents indicated that they would feel most comfortable with 6 storeys or less while 7 respondents felt townhouses would be most appropriate.

- Retail – 61%
 - 11% of whom noted specifically a Dollar store

Broadmoor Neighbourhood Service Centre Master Plan

- Mixed-use (e.g., commercial at grade with apartment/condos above) – 48%
- Low rise apartment (6 storeys or less) – 32%
- Office – 27%
 - 66% of which noted a specific office type to be doctor, dental, medicare
- Townhouses - 16%
- Mid-rise apartments/condos (e.g., greater than 4 storeys) - 2%
- Other:
 - No residential 11 %

7. Are there any transportation improvements you feel would benefit the Broadmoor Neighbourhood Service Centre (e.g., mid-block crossing, bike paths, better transit service, etc.)? (29 responses)

Respondents indicated that bike paths (8) would benefit the Shopping centre.

- Bike paths 28%
- None 14%
- Better bus facilities 10%
- Mid block crossing 10%
- Vehicle access 10%
- Better parking 3%
- Pedestrian access 3%

8. What community amenity improvements do you feel would benefit the Broadmoor Centre (e.g., child care space, library, community centre space, arts and culture space, seniors programs, etc.)? (33 responses)

Respondents indicated that they would like to see a library (16) and senior services in the Broadmoor Centre. Eight respondents indicated more broadly that they would like a community centre within Broadmoor.

- Library 48%
- Community centre 24%
- Seniors services 30%
- Child care 18%

9. What is your long-term vision for the Broadmoor Neighbourhood Service Centre? (35 responses)

The largest proportion of responses (15 respondents or 43%) indicated their long term vision for Broadmoor to be a centre with diverse retail stores, services and uses to meet the needs of the surrounding community. Other comments focused on parking, connectivity, types of stores, housing and community services, neighbourhood character and timing of development.

Public consultation has provided helpful insight to shape the Master Plan for the Broadmoor Neighbourhood Service Centre and in the design of individual buildings. Specific topics of attention were identified throughout the consultation:

- Parking and accessibility (includes pedestrians, people with disabilities, cyclists, automobiles);
- The range of services and stores (focus daily needs, services, lifestyle/medical office);
- The appearance (modernization and more appropriate 'welcome'); and
- Community amenities (community services for seniors, childcare, library, and bike facilities).

The majority of respondents to the survey and all comments reviewed on the Comment Form were in favour of redevelopment. In general, consultation with the broader community has confirmed that they would like to see the Broadmoor Neighbourhood Service Centre revitalized sooner than later.

The Community Long Term Vision

The consultation with the community has indicated their long-term vision for Broadmoor Neighbourhood Service Centre as a centre with diverse retail stores, services and uses to meet the needs of the community. The community also identified a preference for retail and mixed use buildings under 6 storeys in height with an architectural style that is modern and up-to-date.

6. Broadmoor Neighbourhood Service Centre Vision - A Sustainable Neighbourhood Hub

The Broadmoor Neighbourhood Service Centre is envisioned as vibrant, accessible and sustainable hub where people will be able to live, work, and meet their daily needs. The character of the Neighbourhood Centre will reflect the principles of sustainability and use a contemporary design that integrates durable and natural materials.

This vision will help establish a strong community identity and reinforce this area as the 'heart' of Broadmoor; this will be achieved with the following Guiding Principles:

Guiding Principles

1. Healthy places and socially integrated.
2. Reduced demand for energy and resources.
3. Interconnected circulation network.
4. Alternative modes of transportation.
5. Vital economy.
6. Compact community and human scale.

Each of the Guiding Principles proposes a number of policy objectives and strategies that will encourage the Broadmoor Neighbourhood Service Centre to redevelop in a way which meets the Vision for the Broadmoor 'heart'. The following framework provides an overview of the Guiding Principles, Objectives and Strategies which were well received throughout the community consultation; some aspects have been updated to reflect additional feedback from the community. Implementation considerations and tools such as the Official Community Plan, Zoning, Development Permit Guidelines have been noted and are further discussed in the Amenity, Infrastructure or Implementation sections of the Master Plan.

7. Guiding Principles & Policy Objectives

Guiding Principles	Policy Objectives & Strategies	Implementation Considerations
<p>1. Healthy Places and Socially Integrated.</p>	<p>The Broadmoor Neighbourhood Service Centre will provide for healthy places that encourage social interaction and promote a sense of community and belonging with a mix of uses.</p>	
	<ul style="list-style-type: none"> • Diversify the neighbourhood centre by encouraging a mix of uses in the centre and/or in a building. • Integrate commercial uses such as cafés and restaurants, to create important social spaces and street life that enhance social gathering opportunities. • Encourage a mix of housing types including market condominiums, smaller sized affordable units, and family oriented apartments. • Offer a range of unit sizes for different household types and incomes. • Encourage on-site daycare in new mixed use or residential buildings OR a cash-in-lieu payment to see the development of child care in a location nearby. • Provide the opportunity for a healthcare component to be integrated on site (e.g., Doctor’s office, pharmacy). 	<p>OCP Neighbourhood Centres policy</p> <p>Zoning to allow a wide variety of uses including residential, childcare, office, medical/pharmacy, restaurants, pubs, retail, and institutional uses.</p> <p>Implementation (see section 12)</p>
	<ul style="list-style-type: none"> • Create a vibrant commercial mixed use centre by encouraging more dense development. 	<p>OCP Neighbourhood Centres policy - Base FAR of 0.5 with additional density up to a maximum of 1.5 allowed with the provision of community amenities.</p>
	<ul style="list-style-type: none"> • Integrate Crime Prevention through Environmental Design (CPTED) principles to improve personal safety and security and ensure a safer neighbourhood, such as improved lighting and ‘eyes on the street’. 	<p>Development Permit Guidelines</p>
	<ul style="list-style-type: none"> • Ensure minimum universal accessibility standards to allow people to access the Broadmoor Neighbourhood Service Centre and to age in place. 	<p>Development Permit Guidelines</p>
	<ul style="list-style-type: none"> • Support the development of publicly accessible outdoor and indoor spaces, such as landscape nodes, outdoor green areas, plazas, path linkages and indoor meeting space, for residents and visitors. • Encourage the neighbourhood centre to support food security (e.g., Farmer’s Market, community gardens in public or semi-private areas, food stores). • Encourage increased cultural accessibility to support active participation in community life. 	<p>OCP Neighbourhood Centres policy & Zoning to identify appropriate semi-private indoor amenity area, exemptions and uses.</p> <p>Urban Design (section 11) and Amenity considerations (section 9)</p>

Guiding Principles	Policy Objectives & Strategies	Implementation Considerations
<p>2. Reduce the demand for energy and resources.</p>	<p>The Broadmoor Neighbourhood Service Centre will incorporate a wide range of green building strategies that support community and regional sustainability objectives.</p>	
	<p>Energy</p> <ul style="list-style-type: none"> Promote the development of a neighbourhood centre district heating system or micro-utility if feasible. 	<p>Ensure that required infrastructure upgrades /tie ins for individual buildings are located in accessible locations.</p>
	<ul style="list-style-type: none"> Design all buildings to take advantage of passive solar design including: building self-shading, external solar shading devices, and high-efficiency windows. Promote natural ventilation in building design. Encourage the use of solar photovoltaics, solar hot-water heating, wind power, and/or geo-exchange heating and cooling in individual building design. Ensure optimal wall to window ratio in buildings to reduce energy requirements. Design all buildings to take advantage of high thermal mass, super-insulated walls, radiant heating & cooling, and heat recovery ventilators. 	<p>OCP Neighbourhood Centres policy to mandate green building strategies and incorporate LEED* principles.</p> <p>Development Permit Guidelines require new construction to achieve a LEED Silver equivalency.</p>
	<p>Education</p> <ul style="list-style-type: none"> Provide programmable thermostats for all commercial and residential uses and ensure individual metering for all utilities. 	<p>*LEED is an acronym for Leadership in Energy and Environmental Design and is a green building standard overseen by the Canadian Green Building Council.</p>
	<ul style="list-style-type: none"> Have a commissioning agent on all projects to ensure systems (building envelope, mechanical) are working efficiently. 	
	<p>Materials</p>	
	<ul style="list-style-type: none"> Enhance healthy indoor air quality by using adhesives, sealants, paint, and floor coverings with low emission ratings. 	
	<ul style="list-style-type: none"> Encourage use of recycled, recyclable and/or, regionally sourced building materials and certified wood products. 	
	<ul style="list-style-type: none"> Use effective construction and permanent waste diversion strategies to reduce the load on local landfills. 	
	<ul style="list-style-type: none"> Integrate recycling capabilities into trash receptacle areas (commercial, residential and public realm). 	
<p>Water</p> <ul style="list-style-type: none"> Integrate water conservation measures in site and building design to reduce indoor water consumption. (e.g., water meters, low flow toilets and fixtures, rain capture for irrigation). 	<p>Development Permit Guidelines</p>	
<p>Landscaping</p>	<p>Development Permit Guidelines.</p>	

Guiding Principles	Policy Objectives & Strategies	Implementation Considerations
	<ul style="list-style-type: none"> • Enhance landscaping features with natural habitat pockets by using native planting species where possible that mimic local habitat. • Minimize heat island effect in parking lots by planting shade trees. • Plant podium roofs with gardens and natural habitat. • Reduce irrigation needs by using plants that require little or no water. <p>Stormwater and Climate Change</p> <ul style="list-style-type: none"> • Manage stormwater quality and quantity to lessen the impact on the City’s system. • Promote sustainable infrastructure (e.g., mark all sewer grates with reminder “Leads to fish habitat”). • Maximize the effectiveness of permeable areas to reduce runoff and increase infiltration. • Use bio-swales, where feasible, for treatment of parking lot stormwater run-off. 	<p>LEED Heat Island Effect - Roof Credit</p> <hr/> <p>OCP Policy and Development Permit Guidelines.</p> <p>LEED Stormwater management Credit</p> <p>Flood Construction Levels for residential habitable floor elevation at 2.9 m and commercial areas at 0.3 m above the crown of the fronting street (all elevations are geodetic).</p>
<p>3. Interconnected circulation network.</p>	<p>An interconnected circulation network will reduce distances between homes, work, and shopping and provide more intuitive connections to alternative modes of transportation thus encouraging less reliance on private automobiles.</p> <ul style="list-style-type: none"> • Reduce the need to use the private automobile for daily needs by providing an environment for local residents to walk, bike or take transit to a range of amenities and services. • Enhance pedestrian connectivity both within the site and to the adjacent neighbourhood. • Improve the connectivity of the Centre to the broader community by providing direct linkages to Maple Lane Park, Dunoon Drive, No. 3 Road and Williams. • Provide an enhanced connection from No. 3 Road to Dunoon Drive and Maple Lane Elementary School. • Improve connectivity of the site for transit and bicycle routes through appropriate design. • Create a hierarchy of access routes and pathways to accommodate a variety of transportation modes. • Ensure that vehicle access is direct and intuitive to the site. • Ensure universal access throughout the site (e.g., curb cuts and level entryways). 	<p>OCP Neighbourhood Service Centre policy</p> <p>Urban Design considerations (see section 11)</p>

Guiding Principles	Policy Objectives & Strategies	Implementation Considerations
	<ul style="list-style-type: none"> Encourage long-term large truck access from arterials. 	<p>OCP Policy for transportation networks near Neighbourhood Centres.</p> <p>Good Neighbour Pledge-Agreement.</p>
<p>4. Alternative modes of transportation.</p>	<p>Transportation Demand Management (TDM) strategies will encourage more innovative and efficient use of transportation resources and reduce greenhouse gas emissions.</p>	
	<ul style="list-style-type: none"> Encourage pedestrian-oriented and bicycle friendly design to support active lifestyles and provide residents with alternatives to the private automobile. Encourage streetscape improvements that create more accessible, efficient and liveable urban street design. 	<p>Urban Design consideration (see section 11)</p> <p>Infrastructure (see section 10)</p>
	<ul style="list-style-type: none"> Encourage shared transportation infrastructure for the neighbourhood by providing car share parking spaces (e.g., Cooperative Auto Network or Zipcar). 	<p>Zoning consideration - allow 1 car share space replace 6 residential or commercial stalls.</p>
	<ul style="list-style-type: none"> Incorporate strategies for reduced or more efficient parking requirements to minimize parking infrastructure costs and provide an incentive for people to use alternative modes of transportation (e.g., shared use of parking). Identify appropriate mechanism to guarantee shared use parking stalls are maintained (e.g., Land Title, signage). 	<p>Development Permit Guidelines to allow shared parking spaces between residential visitor parking and commercial stalls.</p> <p>Infrastructure (see section 10)</p> <p>Implementation (see section 12)</p>
	<ul style="list-style-type: none"> Encourage the provision of frequent transit by locating higher density development along transportation corridors. Design unique transit stops along Williams and No. 3 Road (e.g., integrated into building design with ample overhangs/awnings). 	<p>OCP Neighbourhood Centres and Transportation guidance - arterial roads policy.</p> <p>Development Permit Guidelines for transit shelter design.</p>
	<ul style="list-style-type: none"> Increase options for bicycle transport on site and within buildings by integrating bicycle racks, lockers, changing facilities, bike maintenance (air/water). 	<p>OCP Neighbourhood Centres and Transportation policy.</p> <p>Zoning consideration to permit private bike lockers and public bike racks.</p> <p>Development Permit Guidelines encourage changing facilities in commercial developments.</p> <p>Amenities (see section 9)</p>

Guiding Principles	Policy Objectives & Strategies	Implementation Considerations
	<ul style="list-style-type: none"> • Provide the infrastructure to encourage the use of alternative energy sources (e.g., metered electrical plug-ins for electric cars). 	Development Permit Guidelines ensure that required infrastructure upgrades /tie ins are located in accessible locations.
5. Vital economy.	An important component of a healthy community is the establishment of a vital economy over the long term. The Broadmoor Neighbourhood Service Centre redevelopment will play an important role in contributing to a healthy local economy.	
	<ul style="list-style-type: none"> • Support opportunities for a range of both permanent and temporary jobs by allowing a variety of retail, office, construction and other commercial service businesses. • Support neighbourhood daily needs by providing a mix of stores and services in a variety of store sizes. 	Zoning Considerations see Guiding Principle # 1.
	<ul style="list-style-type: none"> • Encourage the development of live/work units. 	Zoning to permit limited live/work uses.
	<ul style="list-style-type: none"> • Support the prosperity of commercial areas by integrating local residential units (and future customers or tenants) into the Centre. • Provide a range of dwelling unit sizes, including those that address the needs of local service workers in the community. 	OCP Policy guidance Neighbourhood Centres.
	<ul style="list-style-type: none"> • Discourage the development of large big box stores that could reduce the feasibility of smaller retailers 	Zoning and/or OCP policy consideration to identify maximum floor area allowable
	<ul style="list-style-type: none"> • Encourage the use of construction materials and development services from local suppliers and trades. 	See Guiding Principle #2.
	<ul style="list-style-type: none"> • Reduce site servicing costs and long term infrastructure maintenance by encouraging compact development. 	Infrastructure (see section 10).
6. Compact Community & Human Scale.	The Broadmoor Neighbourhood Service Centre will contribute to creating a complete community with a compact mixed use character that is human scale.	
	<ul style="list-style-type: none"> • Utilize developable land more efficiently by encouraging infill development at the Centre rather than creating a dispersed pattern of low density urban sprawl. 	OCP Policy
	<ul style="list-style-type: none"> • Create of a vibrant, mixed use, residential and commercial development with a range of amenities and services. • Favour pedestrians over cars in site planning and design. 	OCP Policy for Neighbourhood Centres and Zoning considerations - see Guiding Principle #1. Development Permit Guidelines
	<ul style="list-style-type: none"> • Increase density along Williams and No. 3 Road transportation corridors, making the existing neighbourhood more viable and thriving. 	OCP Policy- Neighbourhood Centres.

Guiding Principles	Policy Objectives & Strategies	Implementation Considerations
	<ul style="list-style-type: none"> • Elevate pedestrian corridors above driving lanes where feasible. • Promote above ground structured parking that is integrated into building design to get cars off of the pedestrian plane. • Provide pedestrian weather protection. • Provide outdoor lighting for pedestrian movement and not just parking lots. • Provide benches at gathering areas and along walking routes. • Divide large parking lots into smaller areas using landscaping beds to promote human scale. 	<p>Infrastructure & Urban Design (section 10 and 11, respectively)</p>
	<ul style="list-style-type: none"> • Provide public art that people can interact with. • Promote podium rooftop gardens in the overall design of individual buildings. 	<p>Amenity & Implementation considerations (section 9 and 12 respectively)</p>

8. Land Use Types and Densities

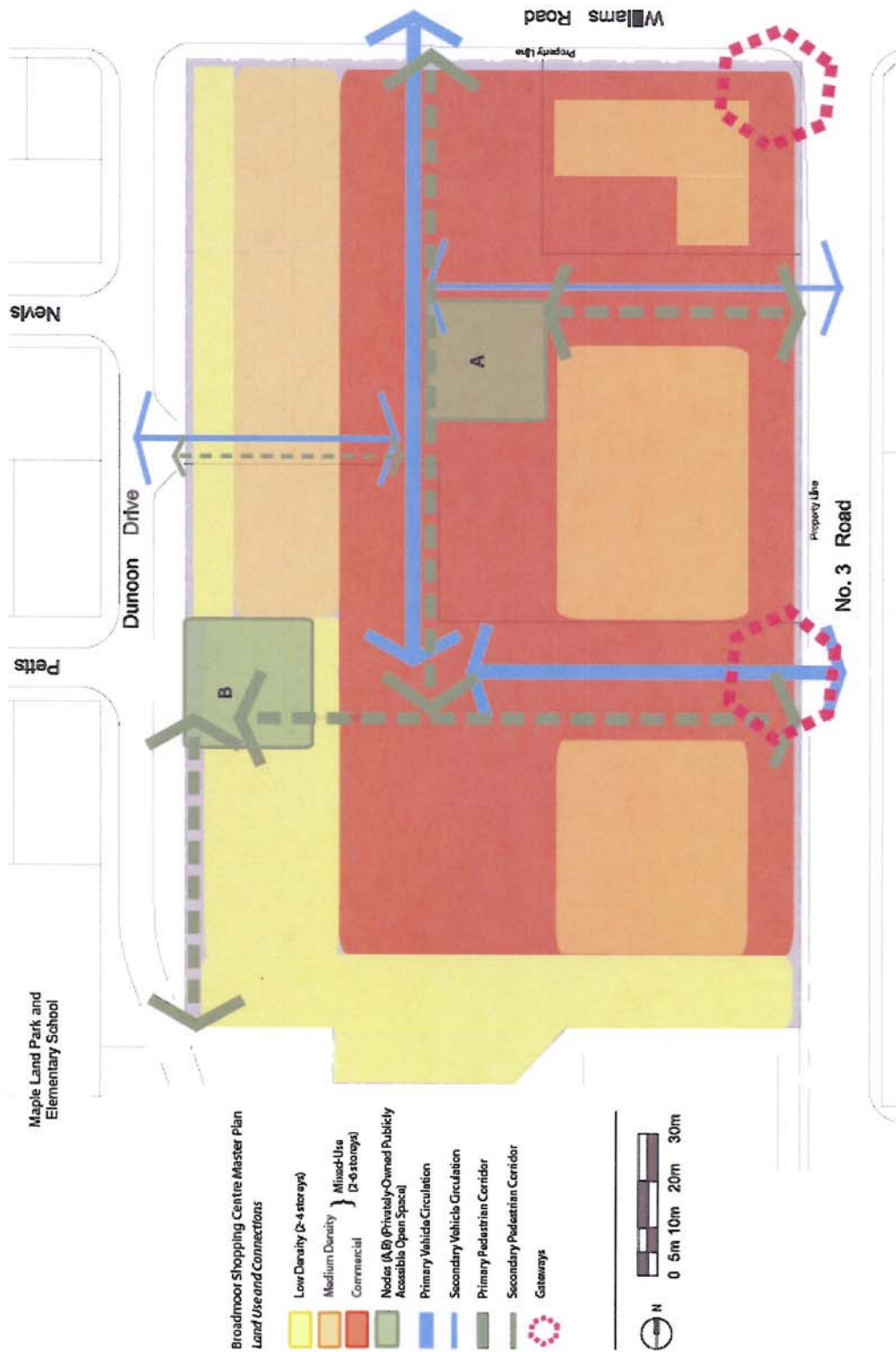
The Master Plan land use concept responds to the existing land use context of the surrounding neighbourhood, feedback received throughout the public consultation and the principles of sustainability. The Master Plan introduces new land uses and building forms to achieve the vision and guiding principles. The Master Plan land use concept includes commercial, residential and open space. This mixture of uses is envisioned to contribute to the creation of a vibrant neighbourhood core with opportunities to live, work and play. The number of dwelling units and population data presented below are approximate and have been used to provide guidance to the planning process. The numbers below are also to be applied relatively to each individual site within the Service Centre to ensure feasible redevelopment proposals.

Plan Specifications

Master Plan Site Area:	33,624.5m ²
Proportion Residential - exclusive of parking	60%
Proportion Commercial - exclusive of parking	40%
Floor Area Ratio:	0.5 base 1.5 maximum (with the provision of amenities)
Number of Dwelling Units:	Approximately 200-225 units
Additional Population	500 - 675 (range between 2.5 - 3.0 persons / household)
Privately Owned Open Space	0.16 ha (0.39 ac)
Heights Varied:	2 - 6 storeys (maximum 24.4m (80ft))
Residential Flood Level:	2.9m elevation
Commercial Flood Level:	0.3m above crown of fronting street

Land Use Plan

Broadmoor Neighbourhood Service Centre Land Use Concept



9. Amenities

There are four schools and a major city park within 800m of the development. South Arm Park has a number of playing fields, courts, walking trails, an outdoor swimming pool, and community centre. The Community Centre provides a number of programs and services, including a dedicated seniors' lounge and activity room, daycare room, gym and fitness areas, meeting and multi-purpose rooms, community policing and health department office. The Shopping Centre Master Plan should complement and not duplicate existing services or amenities in the Broadmoor community.

A review of the Census Canada demographic information suggests that the Broadmoor community is an aging population that is ethnically diverse. The Master Plan will integrate a variety of housing types and sizes to further encourage the diversification of the community. The housing would allow homes for aging residents wishing to downsize. Opportunities for affordable housing will be provided either on site or developed off site by meeting the City's Affordable Housing Strategy.

Although there is a larger aging population, the number of children in the Broadmoor neighbourhood is still expected to increase slowly. Broadmoor appears to have a shortage of out of school care spaces and group care for children under 3. The Broadmoor area will benefit from additional out of school care spaces.

In order to not duplicate existing community facilities, dedicated community space is not proposed directly in the Neighbourhood Service Centre. **Opportunities to enhance existing amenities will be encouraged through the expansion of existing City space and features.** The programming of this space will be determined through consultation with the neighbourhood and the City of Richmond. Consultation to date has identified the following amenity preferences: play ground equipment, child care, library, flexible meeting space, senior services, and better connectivity for pedestrians and bicyclists.

Maple Lane Elementary School, playground and park are adjacent to the Master Plan area within a 50-metre distance. An existing pathway connects the school grounds to Dunoon Drive. In general, the park, Broadmoor Neighbourhood Service Centre and residential areas can be better connected. To better connect the community with the neighbourhood 'heart', the pedestrian corridor along Dunoon will connect Maple Lane Park to an open space gateway and node aligned with Petts fronting on Dunoon. This green area provides for informal leisure for existing and future residents, visitors and employees, and a transition zone between the residential neighbourhood and the mixed-use character of the centre. This open space node is connected to another green open space gateway and node internal to the site that provides a central focus and gathering area via the development of a pedestrian spine between Dunoon and No 3 Road and internal to the site. The open spaces will be privately owned and publicly accessible 24 hours per day.

A secondary pedestrian route has been identified and along with upgrades to City sidewalks, will help connect the Broadmoor Neighbourhood Service Centre with the adjacent community. These routes run along the perimeter of the Master Plan area and one is internal to the site. Four gateways and nodes have been identified at prominent corners, at access points or internal to the site and are connected with pedestrian corridors to create a unifying and interconnected Centre.

10. Infrastructure

Transportation Related Aspects

The proposed Master Plan envisages a redevelopment of the site to be market driven in multiple phases over an approximate 30-year period and transforms the Broadmoor Neighbourhood Service Centre to a mixed-use environment including commercial and residential uses. The proposed commercial use will retain the existing function

as a Neighbourhood Service Centre serving the Broadmoor area, consistent with the existing OCP policy for this location.

The plan proposes that forty percent of the future developable floor area will remain commercial, and this value is expected to be nominally more than the existing commercial floor area of 10,189.5 m². Since commercial and residential traffic generally do not peak in the same time period, the addition of residential use onto a commercial development will provide many advantages including a more efficient use of the available transportation infrastructure and eliminating some of the vehicular trips which would otherwise travel on the surrounding road network due to internalization of trip movements between the residential and commercial components on the site.

The Service Centre Master Plan is intended to encourage more trips made by non-auto modes through the guiding principles built into the Master Plan, for example #3 Interconnected circulation network and #4 Alternative modes of transportation.

The proposed Master Plan specifically addresses pedestrian and bicycle connections, transit facilities, access, parking requirements and transportation demand management strategies with the intent to improve the transportation mode choices to and from the site, and achieve a better balance in the long term.

Pedestrian and Bicycle Connections

At present, pedestrian connections between the shopping centre and the residential neighbourhood to the west are not strong - a lack of permeability combined with incomplete sidewalks around the shopping centre contributes to an inconvenient pedestrian environment. Bicycle facilities are virtually non-existent, with the exception of compressed air available at the Petro Canada gas station. The redevelopment of the site also encourages significant improvements in the provision of on-site bicycle facilities to meet or exceed the bylaw requirement.

The Master Plan will redefine the connections, nodes and gateways through the site and form an integral part of the entire development concept. The design of the pedestrian and bicycle paths within and to/from the development site should be as direct as possible and generally meet the desired lines of travel. A warrant analysis was conducted for the existing pedestrian crosswalk on Williams Road near Dunoon Drive. The analysis confirms that an upgrade to a Special Crosswalk is warranted based on the observed traffic and pedestrian volumes, however upgrade to Pedestrian Signal is not warranted.

Transit Facilities

The Centre is well served by public transit with 3 bus stops near the corner of No.3 Road (northbound and southbound) and Williams Road (westbound), and 1 stop at Williams Road (eastbound) close to Dunoon Drive. Currently, there are 3 bus routes serving the location:

- Route 403 & 480 with 10-15 minutes frequency that go along No.3 Road connecting Steveston and Richmond City Centre (onward connection to Canada Line stations to Downtown Vancouver and YVR);
- Route C93 connecting Steveston and Riverport with 30 minutes frequency.

Additional transit service along Williams Road has been identified as an opportunity to link the community with the South Arm Community Centre. It is recommended that the existing transit services in the adjacent area be further reviewed as and when necessary to reflect the changes in travel patterns.

The site is well connected to regional transit systems. The connecting bus routes to the Canada Line stations will benefit from the new on-site population resulting in an increase in ridership. Opportunities also exist for bus shelters to be integrated with the building design.

Access

Site accesses on No. 3 Road, Williams Road and Dunoon Drive will be consolidated through the implementation of the Master Plan. Commercial traffic should ultimately access the site via the arterial streets (No. 3 Road and Williams Road) where, as illustrated in the Master Plan, two all-movement located on No. 3 Road and 1 all-movement access on Williams Road. These accesses will accommodate all traffic including servicing trucks to/from the site. An alternative arrangement was evaluated to install traffic signals at the south access on No. 3 Road and have the north access restricted to right-in/right-out only. This alternative arrangement including a warrant analysis should be reviewed at later phases (i.e., Phase 3) for the long-term 2031 horizon when reviewing the site access design on No. 3 Road. Note that the Ryan Road intersection is about 100m south of the development's south access on No. 3 Road. As such, the selection of intersection control methods should also consider the requirement of traffic progression along No. 3 Road and traffic interaction between intersections.

At present, servicing of the Broadmoor mall and Richlea sites occurs via the City owned lane between Dunoon and No 3 Road. First Capital Realty is proposing to consolidate the two residential parcels along Dunoon, the Mall and the City - owned lane into a larger development parcel that is more appropriate for redevelopment. This will require First Capital Realty to follow the City's Road Closure and Sale procedure. If approved, the lane will be closed and the existing service that the lane currently provides needs to be accommodated elsewhere and is proposed to be from Dunoon.

This proposal will ensure that the existing service level that was once provided by the lane remains in such a way that ensures the Service Centre is well integrated with the neighbourhood. A new access from Dunoon Drive between Petts and Nevis provides this integration and maintains a sufficient level of access points from and to the neighbourhood.

On-site circulation involves the consideration of efficient and safe access to/from the site by all modes, including bicycles, pedestrians, transit and vehicular traffic to on-site parking and loading facilities. Site generated traffic will be well distributed so that there will be no concentration of traffic movements at critical locations.

The internal circulation network will define a pedestrian route network to minimize potential conflicts with vehicular traffic. Internal pedestrian routes will generally follow commercial frontages and provide clear connections within and through the site. Bicycles will access the site directly from Williams, as well as Dunoon Drive, and will be integrated with the Williams Road bike route.

Vehicle Parking

Parking issues have arisen in the past at the Broadmoor Neighbourhood Service Centre Master Plan. Customers do not recognize the different ownership between sites and this has led to conflicts between customers, staff and shop owners. This conflict also creates inefficient use of on-site parking supply (i.e. parking spaces not being able to be shared by all customers).

The Master Plan proposes a common pool of on-site parking for commercial use. The concept of 'shared' parking also allows flexibility in meeting the parking requirement particularly during the various construction phases, though parking supply for each building phase should preferably be self-sufficient in order to maintain appropriate parking supply/demand balance in each commercial. Parking for residential use should be provided separately in secured parking areas, but residential visitor parking spaces can be shared with the commercial parking supply in mixed-use development. This is a common approach as in other mixed-use projects.

The Master Plan commercial parking requirements were analyzed using the City's current bylaw requirements. At Phase 2, the total commercial parking supply in the Master Plan area is 418 stalls whereas the requirement based on

current bylaw is 425 stalls. The second phase proposes significant Transportation Demand Management (TDM) strategies to mitigate the reduced parking supply associated with that phase (see TDM below). In the longer term, when Phase 3 is developed, the total parking supply is 5% more than the current bylaw requirement. It is anticipated that parking demand for residential and commercial uses will decrease over time as alternative transportation modes are developed further and become more acceptable for day-to-day commutes. The proposed parking supply/requirement balance should be reviewed again when development of this phase proceeds.

The residential parking bylaw requirement is 1.5 stalls per dwelling unit plus 0.2 stall per unit for visitor parking¹. The actual peak parking demand is anticipated to be lower than the bylaw requirement due to (1) the mixed-use effect of the project which generally reduces travel demand, (2) the proposed transportation demand management measures to be implemented with the Master Plan (see further below), and (3) the parking requirement can be anticipated to decrease over time as the area continues to develop and regional and local transit services improve.

The Master Plan approach to residential parking proposes a requirement that reflects the size of the dwelling units or the numbers of bedrooms, as these parameters are found to be more closely correlated to the actual parking demand and affordability. The following minimum parking rates are proposed and to be reviewed in conjunction with the development applications:

- Studio 0.5 stall per unit
- One Bedroom 1 stall per unit
- Two Bedrooms 1.5 stalls per unit
- Three Bedrooms or more 2 stalls per unit
- (Rates inclusive of 0.1 stall per unit for visitor parking)

These rates are considered too low for redevelopment that is anticipated to occur in the short term (i.e. Phase 2) and the existing parking bylaw requirement will be applied in concert with adequate Transportation Demand Management strategies to reduce the required parking by 10%. See Appendix for Bunt and Associates Traffic Impact Assessment parking details.

Bicycle Parking

To encourage the use of alternative modes of transportation and to support the proposed residential parking rates, an adequate supply of bicycle parking spaces should be provided. These will be provided in combination with other strategies such as ease of access and direct connectivity through the site and to/from the external areas. Bicycle parking requirements are based on the current bylaw and should be reviewed, as and when necessary, in light of the overall planning objectives. See Appendix for Bunt and Associates Traffic Impact Assessment bicycle parking details.

Transportation Demand Management

General principles for the Transportation Demand Management (TDM) strategy for the site are provided below. These should be monitored throughout the implementation of the Master Plan so that the transportation planning objectives of the overall Master Plan can be maintained at all times. The following themes cover the general principles for the TDM plan to support the proposed mixed-use development applications at the Service Centre:

1. *Shared Parking*

- Shared parking exists virtually in all mixed-use environments where the overall parking demand is 'dampened' due to the fact that the peak parking demands from individual uses do not occur at the same

¹ As noted earlier, residential visitor parking can be mixed with commercial parking, as in other mixed-use projects, due to their temporal variations in parking demand.

time. As such, provision for lowering the required parking bylaw requirement would not cause any undesirable impact;

- An example of shared parking is residential visitor parking to be mixed with commercial parking, since these uses peak at different times and hence no separate residential visitor parking spaces are required in practice;
- Where feasible, develop an easement agreement among the owners of the properties within the Master Plan area, i.e. Broadmoor, Richlea and Petro Canada, to allow commercial parking spaces to be shared among all individual commercial tenants and customers.

2. *Car-Sharing*

- Car sharing has become more popular in Metro Vancouver, for example those operated by Zipcar and Co-operative Auto Network;
- Provide spaces for car-sharing parking located in the ground level commercial parking area; this allows 24/7 access;
- Where appropriate, developers will contribute to the purchase of car-sharing vehicle(s) located on the site. These may be used by residents on the site, commercial employees and the general public.
- In consultation with Car co-op service providers, vehicle(s) will be purchased by the developer or applicant and be available for the residents of the Master Plan area. Parking spaces for car sharing vehicles will be provided close to a residential unit.

3. *Bicycles and Pedestrians*

- Provide enhanced end-of-trip bicycle facilities on-site including Class 1 bike storage within the mixed-use buildings and Class 2 bike racks installed near building entrances;
- Enhanced end-of-trip bicycle facilities will be provided for each development phase within each of the buildings. They will be located close to the bicycle storage rooms and bike racks. These facilities include showers and changing rooms. Direct and safe bicycle paths to/from the future bicycle storage rooms and the existing Williams Road on-street bicycle lanes will be provided.
- Provide clear and safe pedestrian paths to/from and within the Site, including an upgrade of the Dunoon and Williams pedestrian crossing to a Special Crosswalk (upgrade to Pedestrian Signal is not warranted).
- Provide signed bicycle/pedestrian network to/from the site.

4. *Transit*

- Integrate shelters for bus stops fronting the site, included with transit system maps and related travel information and other facilities which can help promoting the use of transit services;
- Bus shelter(s) along No. 3 Road and/or Williams Road will be integrated into the design of redeveloped buildings at the developer's/applicant's cost. The applicant will consult with TransLink and Coast Mountain Bus Company as to the best location for the shelters and way to promote bus services in the area.
- For ultimate build-out, a mini transit plaza should be considered along No. 3 Road to accommodate existing and future bus stops and lay-bys.
- Where appropriate, consider providing subsidized transit passes, e.g. commercial employees and residents.

Neighbourhood Traffic Calming & Additional Transportation Study

The proposed on-site traffic circulation and site access arrangement seeks to direct large truck commercial traffic via the arterial streets (No. 3 Road and Williams Road) in the long term. However as the number of access points to the site will be reduced by more than 50% over the long term redevelopment of the Service Centre, remaining accesses need to be carefully considered throughout an individual site's redevelopment proposal.

To further mitigate any undesirable impact, traffic calming measures should be considered and implemented, as required, in consultation with the stakeholders including nearby residents, schools, etc. In subsequent phases of the site's redevelopment (Phase 3 -5), a traffic calming study should be conducted to understand the local residents' concerns, to identify any change in the number of on-street parking spaces and to assess whether traffic calming measures are warranted. Traffic calming measures will be at the developer's cost and may include:

- Corner bulges on Dunoon Drive to narrow traffic lane width, shorten crosswalk distance and reduce vehicle speed; this would be desirable at later redevelopment phases (i.e. Phase 3 -5);
- Marked crosswalk at Dunoon Drive south of Petts Road with a 30 km/h sign approaching the park/playground; and
- Speed humps on Nevis Drive and Petts Road.

At present, an existing marked pedestrian crosswalk is located west of Dunoon Drive on Williams Road. As noted earlier, this crosswalk will be upgraded to a "Special Crosswalk", but not to "Pedestrian Signal" (as determined in a Warrant Analysis prepared by Bunt & associates available under separate cover).

Additional transportation studies will be required for each rezoning application in subsequent phases (i.e., Phases 3-5) to assess:

- parking demand;
- current best practices of Transportation Demand Measures; and
- the need for off-site transportation improvements for pedestrians, cyclists and vehicles.

Utilities and Servicing the Master Plan Area

The City is committed to constantly maintaining and upgrading its public works infrastructure and service. The City schedules and budgets for infrastructure projects through the Capital Program and requires developers to provide and/or cost share the provision and maintenance of utilities. The OCP policy also prioritizes older areas of the City as well as areas earmarked for new development for sewer infrastructure and service upgrades.

At a neighbourhood level, the centres are intended to meet community-wide needs. Future planning associated with the Capital Program should integrate essential servicing requirements for the Neighbourhood Centres.

The Broadmoor Neighbourhood Service Centre Master Plan will integrate additional land uses (i.e., residential) into a predominantly commercial service centre. Adding a residential land use involved the re-evaluation of servicing needs as there will be additional and different demand or use of utilities.

Water

The Shopping Centre is well served by domestic/fire water. The minimum available flow from the existing watermain system along the Williams and No 3 Road development frontages is 426 L/s at 20 psi and significantly exceeds the anticipated maximum site domestic/fire water demand. The maximum site domestic/fire water demand will not exceed 250 L/s. therefore the existing public watermain system will accommodate future redevelopment as proposed in the Master Plan.

Storm

Stormwater management is an important consideration in the redevelopment of the Neighbourhood Service Centre. The storm sewer must have adequate capacity to accommodate design storm events (i.e., 1 in 10 year return). The existing storm sewer along First Capital Realty's (FCR) site frontages (Dunoon Drive and south side of Williams Road) are not adequately sized to serve the proposed redevelopment of the northwest area of the Shopping Centre.

An analysis of the future redevelopment of adjacent sites (Petro Canada and Richlea) within the proposed Master Plan concludes that the ultimate upgrade scope remains the same as that required by upgrading the FCR frontage.

Storm sewer upgrade along development site frontages are typically a development requirement and applicants will be expected to upgrade the storm services along their frontage. For more details about the First Capital Realty sewer upgrade requirement please see the Storm Analysis prepared by MPT Engineering available under separate cover). Future redevelopment applications will also be encouraged to reduce impervious surfaces and hence water run-off by using a variety of mechanisms, as identified in the Guiding Principles in the Master Plan.

Sanitary

The current City Standards require sanitary sewer to be a minimum size of 200mm or greater in order to adequately accommodate the First Capital Realty Phase 2 development proposal. The First Capital Realty proposal also requires the relocation of sanitary services from a lane and utility ROW to accommodate the new development fronting Dunoon and Williams as well as upgrading the existing 150mm sewers on the east side of Dunoon and south side of Williams. The redevelopment of all properties in the Master Plan area has been considered in the sanitary analysis. The ultimate upgrade scope remains the same with the exception of one pipe segment in which the ultimate upgrade increases by 50mm for a specific portion of sanitary sewer. See the Sanitary Analysis prepared by MPT Engineering for detailed information - available under separate cover.

Energy and Communications

In order to meet the energy requirements of the future redevelopment proposals, future redevelopment should consider the opportunity to integrate alternative energy supply into building design and mechanical systems, as outlined in the Guiding Principles of the Master Plan.

To the extent possible energy and communication services should be located underground. BC Hydro, Telus and Shaw have identified new utility pole requirements and underground servicing ducts to service the First Capital Realty site. These utilities will be under a Municipal Access Agreement and/or in a ROW registered by the utility company.

11. Urban Design

The Broadmoor Neighbourhood Service Centre is envisioned as a compact mixed used hub with a mix of housing, shops and services. The centre will be the 'heart' of Broadmoor where people will be able to live, work, and meet their daily needs. The character will reflect a contemporary design that integrates durable and natural materials. The Centre will be pedestrian oriented with public spaces where people can meet and pedestrian paths that link to adjacent neighbourhoods and parks. The following guidelines will contribute to the creation of a compact, mixed use community that meets the vision established for the Neighbourhood Centre:

The Broadmoor Neighbourhood Centre is envisioned as vibrant, accessible and sustainable hub where people will be able to live, work, and meet their daily needs. The character of the Neighbourhood Service Centre will reflect the principles of sustainability with a contemporary design and use of durable and natural materials.

Form and Character

In the Master Plan concept, buildings are arranged to create a functional commercial node with a more urban character and respond appropriately to the adjacent neighbourhood context. Buildings vary in height from two to six storeys and contain a variety of commercial spaces and residential units.

- the Master Plan area exemplifies a sustainable, durable and contemporary design character;
- buildings are placed along the perimeter of the site, close to the property line along No. 3 Road and Williams Road to reinforce building frontage continuity, especially along No. 3 Road;

- large open surface parking areas to be partially screened from direct views from the street (using a combination of landscaping and lattice/arbours structures);
- building frontage building heights vary between 2 and 6 storeys;
- density is greatest along the main arterial of No. 3 Road and the northeast corner of the site at Williams and No. 3 Road, where a public urban space and architectural features would establish a landmark at this neighbourhood intersection and key gateway;
- residential units are located above commercial uses and townhouse forms are at ground level when adjacent to existing residential areas;
- residential units above commercial uses along No. 3 Road and Williams Road to be setback from the edge of the commercial/parking floors so that the streetwall is perceived to be not higher than 4-storeys;
- buildings of various heights and massing create identifiable nodes and interest, particularly along No. 3 and Williams;
- commercial retail units (CRU's) at ground floor to have direct pedestrian access from the public sidewalk;
- decorative pavement to extend from public sidewalk to the building face where there is no substantial grade difference;
- building facades are animated by views into active retail space;
- if no fenestrations provided, housing forms wrap around otherwise blank edges of internally oriented commercially space;
- an identifiable mass and/or landscaping feature will be created at the entrance to Dunoon by incorporating a feature "ending" to the last and northerly townhouse block on the Williams Road portion;
- there will be residential units suitable for all family types, including opportunities for ground-oriented housing, and upper level apartment/condominiums with access to useable roof space;
- where the street frontage is comprised of residential development at grade (e.g. along Dunoon), buildings will:
 - have their major entries onto Dunoon or the perimeter of a privately-owned publicly accessible areas;
 - be developed with entry transitions and semi-private outdoor spaces; and
 - will include steps and changes in grade, fences, gates, low walls, hedges and other plantings.
- where buildings are located immediately adjacent to existing residential areas, upper storeys are stepped back to reduce overlook concerns and minimize massing;
- residential windows and balconies overlook common areas and public streets, providing "eyes on the street";
- ground-oriented commercial units front internal surface parking areas, front No. 3 Road and portions of Williams Road providing an active streetscape with direct pedestrian access from the street sidewalk;
- large buildings blocks are architecturally broken down into an expression of smaller street-fronting retail with varied frontages;
- building and landscape design at the corner of Williams and No. 3 Road is distinctive and welcoming;
- continuous weather protection is provided along commercial building frontages in the form of relatively continuous canopies and awnings;
- commercial units provide proportional and abundant glazing at street level to contribute to an active and interesting streetscape;
- there will be no extensive blank walls or obscured windows along the street frontage, at grade or on upper levels;
- streetscapes (defined by building heights and setbacks, sidewalk and landscaping) are consistent with a more urban overall character and compatible with the general character of the master plan area, and are complementary to the existing neighbourhood context;
- terracing and building setbacks on upper levels of taller (over 4 storeys) street-wall buildings are employed to create interest, improve access to light and to reduce bulk;
- height and massing are varied on street buildings to create a diverse and well-articulated shopping area;
- building articulation, glazing and a variety of materials are used to prevent long, featureless facades;
- awnings and overhangs provide shade in the summer and weather protection along pedestrian routes, at the entrances of shops and residences;

Broadmoor Neighbourhood Service Centre Master Plan

- materials, colours and elements such as light standards, benches, fences and trash receptacles, contribute to a sustainable, durable, contemporary design character;
- local and sustainable products are used wherever possible (e.g., wood, recycled or renewable materials).

Flood Plain Construction Levels

- protruding retaining walls necessary to meet flood elevation levels are screened from view with landscape planting or banks (Note: for direction on treatment of road frontages, Section 2.10.2 (a) "Attractive, Accessible Street Frontages, pages 2-116 and 2-117 of the City Centre Master Plan (CCAP) will be referred to. See pages 3-29 and 3-30 of the CCAP for direction on concealing parking below grade).

Key Gateways, Neighbourhood Nodes and Pedestrian Corridors

To create a Neighbourhood Service Centre that invites and welcomes the community, a series of pedestrian connections, neighbourhood nodes and gateways have been defined. As shown on the Broadmoor Master Plan Concept, two landmark gateways are identified: one at the key access to the commercial centre from No 3 Road and the second anchoring the corner at the intersection of Williams Road and No. 3 Road. One neighbourhood node (A) provides an internal gathering and heart for the Service Centre and a second neighbourhood node (B) serves as the key pedestrian access from Dunoon.

The neighbourhood node (A) internal to the site is situated near the centre of Master Plan area. The node is well connected by pedestrian corridors to help to achieve seamless integration with the adjacent neighbourhood. The central node also serves to organize the interior parking area into two smaller parking clusters and is large enough that it could include a light retail/structure (e.g., coffee, convenience kiosk, floral cart)

Four vehicle entries and various pedestrian corridors are identified in the Master Plan. Pedestrian routes run through the site and become an extension of the adjacent neighbourhood circulation network through the Neighbourhood Service Centre and link to the city sidewalks along its periphery.

General Principles

- the Master Plan area is permeable, safe, welcoming and accessible to people of all ages and abilities;
- prominent corners and entry points are designed as gateways that identify access points to the commercial area and routes into the neighbourhood;
- a neighbourhood node internal to the site is designed as a place to gather and interact with residents and visitors;
- the Broadmoor Master Plan identifies primary and secondary pedestrian corridors through the site and into the neighbourhood to connect to the surrounding neighbourhoods and Maple Lane Park;
- the pedestrian routes are direct, universally accessible and can accommodate a range of uses (e.g., wheelchairs and strollers).
- sidewalks and pedestrian corridors are well-defined through a combination of surfaces, landscape features and human-scale lighting;
- transit stops are visible and easily accessible by pedestrians and cyclists;
- buildings adjacent to transit stops integrate transit shelters into building and/or urban design with weather protection (e.g., awnings, overhangs and spaces for waiting);
- stairs and ramps are provided to access above grade entrances to residential and commercial units from the public realm;
- elements such as lamp standards, benches, fences and trash receptacles within the public realm are consistent in design and contribute to a sustainable, durable, contemporary design character;
- trees and other landscape features contribute to an attractive and comfortable public realm;

- trees, shrubs and appropriate landscaping frame pedestrian routes, reinforce the alignment of the pedestrian corridors through the site and add colour, texture and interest around the site;
- seating (seating walls or benches integrated to planters, or other) are provided along all pedestrian routes and in the central neighbourhood node;
- primary pedestrian corridor routes through the Master Plan area will be identifiable by pavement colour and texture, and will be separated, where feasible, from parking areas, and driveways;
- public art will contribute to the overall character and vibrancy of the service centre.

Gateways & Neighbourhood Nodes

There are two landmark gateways and two neighbourhood nodes envisioned for the Master Plan area. These serve as a welcome to the service centre and provide an opportunity for social interaction or seating. They are envisioned to enhance the quality of the urban environment for the benefit of land owners, tenants and residents. Key features of each gateway and node are identified below.

Williams and No. 3 Road Gateway

- the gateway at Williams and No. 3 Road will integrate an identifiable landmark feature consistent with the general character of the Master Plan, which could include a unique building design or landscape feature;
- the gateway will integrate site signage that identifies the service centre and provides directional information to key focal points in the community or at the service centre;
- the gateway functions as the welcome to the 'heart' of Broadmoor;

No 3 Road (south) Gateway

- this gateway provides the primary vehicle access and pedestrian corridor to the service centre from No. 3 Road; the primary pedestrian corridor extends further to the east and provides access to the adjacent neighbourhood from No. 3 Road;
- this gateway will be designed to open up the entrance to the shopping area (to views) from No. 3 Road and highlight the beginning of the main pedestrian route and connection to Dunoon Drive and Petts through the neighbourhood center;
- integration of all modes of transportation, safe and accessible design are the primary organizing principles for the design of this gateway;
- the gateway will be predominantly hardscape complimented by vegetation and corner architectural feature on adjacent buildings;
- opportunities for gathering and informal interaction through the integration of landscape or architectural elements should be explored;
- the gateway will integrate site signage that provides directional information to key focal points at the service centre;

Central Plaza Node (A)

- at the centre of the service centre this node is also an anchor associated with the neighbourhood and is 800 m² in size;
- is internal to the site and it is the organizing space within the central surface parking area;
- provides a central space/structure as a node in the middle of the central parking area to break the extent of paved parking surfaces into two smaller, friendlier parking clusters and organizes the parking area vehicular circulation;
- contains a distinguishable feature such as a light structure retail/kiosk and associated plaza with seating, designed to facilitate gathering as well as green landscaped areas to create a buffer to the surrounding parking areas and vehicular circulation;
- will include benches, waste receptacles and could be the place for a public art piece as a tall vertical element that serves as a landmark that identifies the service centre.

Dunoon Drive Node (B)

- located along Dunoon Drive across from Petts Drive, this space identifies the western entrance to the Primary Pedestrian Corridor to No. 3 Road through the neighbourhood service centre;
- encourages pedestrian connectivity between Maple Lane Park and the service centre, and offers a key connection between park/neighbourhood and No. 3 Road;
- establish a break along the continuous built frontage along Dunoon Drive and is 800 m² in size;
- adjacent buildings will be designed to ensure good access to sunlight and will front onto this area;
- reinforce safety by implementing “eyes on the street” principles with clear overlook from any adjacent commercial or residential buildings, with individual residential units oriented towards and having direct access to the open space; where possible individual front doors should open along the gateway edge sidewalks;
- signage provides directional information and identifies the service centre;
- benches, lighting and waste receptacles are provided.

Primary Pedestrian Corridors

No. 3 Road to Dunoon Drive E-W Pedestrian Corridor

- a centrally located, landscaped pedestrian spine that extends parallel to the vehicular access route and provides a direct connection from No 3 Road to Dunoon Drive and Petts;
- includes decorative pavement and a double row of trees to highlight the east-west primary pedestrian corridors through the Master Plan area;
- will include a 2.5 m wide paved path with a 1.5 m wide boulevard for tree, shrubs or other vegetation on each side;
- integrate coloured pavement (contrasting with asphalt on parking/drive aisles) and pedestrian scale lighting;
- integrate paved bump-outs with landscape features and seating areas along the drive aisle of this corridor, if feasible integrate parallel parking or another design solution to ensure pedestrian feel protected from the drive aisle at this edge;
- ensure a vertical element (signage, gateway feature) is provided at the termini (No 3 Road (south) and Gateway B discussed above) to draw people through the corridor;
- should be designed to be durable and include shade trees.

E-W Access Pedestrian Corridor

- this is a primary pedestrian corridor to the internal neighbourhood node (A) from the northern access on No. 3 Road, and links to the internal north-south pedestrian corridor network;
- the corridor will be a paved 2.5 metre wide sidewalk allowing a 1.5 metre wide boulevard for trees, trees grates and seating along the edge of the commercial parking areas;
- the corridor will extend along the internal storefronts or active building facades and will include raised crossings where vehicles cross its path.

N-S Internal Pedestrian Corridor

- provides a direct internal corridor between Williams and the two main E-W Primary Pedestrian Corridors connecting through the site with the internal commercial services;
- includes decorative or coloured pavement and a row of trees to highlight the north-south primary pedestrian corridors through the Master Plan area;
- is located along commercial frontages to the east of the development, where possible, and connects Williams to the internal node and the two east-west pedestrian corridors;
- facilitates the integration of the service centre with the pedestrian network and connecting to surrounding residential areas;
- provides pedestrian scale lighting, signage, waste receptacles and seating along the pathway.

N-S Pedestrian Corridor on Dunoon from Petts to Maple Lane Park

- a enhanced pedestrian realm is desirable to extend along Dunoon from the Dunoon Drive node at Petts to the south portion of the master plan area to highlight and reinforce the linkage to Maple Lane Park;
- integrates with Maple Lane Park by incorporating strong and well identifiable public use pedestrian corridor along Dunoon, toward Maple Lane Park;
- encourage linkages to Maple Lane Park and Petts Roads so that residents can easily access the service centre via pedestrian friendly corridors rather than through parking and loading driveways, or by using the car;
- facilitate and allow views to the site that can be seen from Maple Lane Park; therefore providing a highly integrated pedestrian corridor connected with two gateways to access the shopping area, from Dunoon and the southern portion of the site.

Secondary Pedestrian Corridors

- these corridors are extensions of the Primary Pedestrian Corridors and complete the pedestrian circulation network. They extend along the internal and external frontage of the residential and commercial buildings and include City sidewalks along the periphery if not identified on the Master Plan concept.
- pedestrian crossings will be enhanced to be safe and highly visible at No. 3 Road and Williams Road to facilitate strong linkages to the Service Centre and to the surrounding neighbourhood to the north and east.

Parking, Loading and Access

Surface parking is limited to convenience parking for retail shops, while most commercial and residential parking is located within the building envelope on the first or second level.

The Broadmoor Neighbourhood Service Centre will:

- provide parking organized in small clusters, contain the parking areas within the centre of the site and minimize the amount of exposed surface parking;
- surface parking exposed to views along Williams Road frontage will be partially screened from views (incorporating a combination of landscaping, low lattice fence (4 ft.) and trellis/arbour structure);
- provide a balanced supply of parking that meets the residential and commercial needs of the development, while supporting and encouraging alternative modes of transportation;
- provide ways for commercial loading and service vehicles to enter and exit the shopping area from No. 3 Road and Williams Road and ultimately not from Dunoon;
- utilize trees and landscaping to separate sidewalks from parking areas to protect people from vehicle traffic and create a pleasant pedestrian zone;
- provide clusters of small car parking spaces combined with full size parking spaces to introduce landscaping islands with trees and other appropriate vegetation to facilitate natural drainage in the parking area, and to provide shade and visual relief of the parking surface;
- bicycle parking facilities are provided at all residential and commercial building entrances;
- when vehicle parking is located within a building, the parking structure will be screened from view, either by wrapping the parking with residential or commercial units, or through the use of architectural features such as louvers;
- loading areas integrated as part of the building(s) provided with appropriate visual screens and/or gates;
- parking lots and structures are well lit and designed according to CPTED principles;
- surface parking lots are landscaped with trees; and
- parking areas, building entrances, sidewalks and public spaces are designed to be safe and accessible to people of all ages and abilities.

Green Buildings and Sustainable Infrastructure

The Broadmoor Service Centre developments will incorporate innovative approaches for green infrastructure and green buildings. Developments will flexibly achieve comprehensive green building and infrastructure strategies that

address on-site rainwater management, energy efficiency and renewable energy production, potable water conservation and waste minimization.

At the minimum, the buildings in the development will meet By-law No. 8385, "Green Roofs and Other Options Involving Industrial and Office Buildings Outside the City Centre". Other approaches to green buildings will be considered such as those required in the City Centre Area Plan (e.g., LEED rating system and credits), or LEED Silver Certification or equivalency.

The Broadmoor Service Centre will design buildings and site infrastructure that:

- minimize the use of energy and reduce Greenhouse Gas Emissions;
- use less potable water;
- use resources efficiently and incorporate sustainable building materials;
- mitigate, manage, and clean as much rainwater onsite as possible;
- reduce the generation of waste through careful design and construction practices;
- incorporate ways to improve indoor air quality, noise, noxious emissions and dust; and
- consider opportunities for urban agriculture on the site.

12. Implementation

Development Parcels & Phasing

The City has started using an Implementation Strategy approach in other area plan processes to define how development will pay for the community amenities, servicing and infrastructure elements envisioned for that area (e.g., City Centre Area Plan; West Cambie Area Alexandra Implementation Strategy). The existing examples of implementation strategies address places much larger in area, for example West Cambie is approximately 655 acres in size. The Broadmoor Neighbourhood Service Centre is 8.3 acres in size and realistic expectations of future redevelopment applicants should encourage quality development that contributes to the 'heart' of the community rather than discourage redevelopment with unrealistic amenity expectations.

The proposed Master was developed in consultation with the community and City staff and reflects a thorough analysis of land uses, density, urban design guidance, amenities and infrastructure. It promotes a mixed-use environment with residential uses well integrated within the neighbourhood service centre. As in other similar large scale redevelopment and in light of the leasing agreements with the existing tenants on the site, the implementation of the Master Plan is anticipated to occur in phases. The actual implementation dates may vary and are subject to the market condition and other factors which may influence the implementation considerations. As such, it should be noted that the labelling and timing of the future phases (3 to 5) is To Be Determined (TBD).

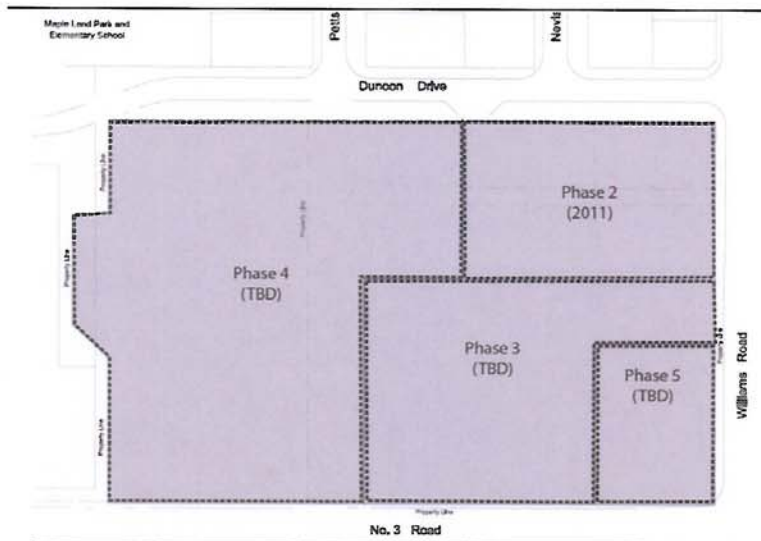
Phase 1 (2010):	Commercial renovation of part of the existing east area of Broadmoor Mall; Development Permit has been issued
Phase 2 (2011):	Commercial-residential redevelopment - northwest corner of site; Rezoning and Development Permit applications have been submitted concurrently with the OCP amendment for the overall Master Plan area
Phase 3 (TBD):	Demolish Phase 1 and build mixed-use development along No. 3 Road between Petro Canada and Richlea Square
Phase 4 (TBD):	Redevelop Richlea Square
Phase 5 (TBD)	Petro Canada site redevelopment

It can be seen that Phases 1 and 2 are expected to be completed within the next two years, while the subsequent phases (3 to 5) are anticipated to occur over a longer time frame (approximately 15- 20 years). The following figure is provided for illustrative purposes only and the Proposed Master Plan as presented below is to be used for conceptual phasing purposes only.

Proposed Phasing by Parcel



Existing Layout



The following chart identifies four development parcels (based on existing private land ownership and phasing) and the relevant residential and commercial development targets, amenities and additional considerations that will be reviewed on future submissions of development applications. The approximate development capacity of each phase is provided below; it should be noted that these values have been considered in the preparation of the Master Plan and are provided for guidance, but that individual redevelopment applications for each parcel may vary slightly. The approximate development capacities are based on a development concept that was developed to help plan the site and are exclusive of parking areas. These areas are provided arbitrarily, as individual site densities and developable areas will be determined in context, when future development applications are received and considered by the City. What is paramount for future redevelopment applications is the ability of the site to remain a commercial hub while integrating residential uses on site; hence the split between commercial (40%) and residential (60%) gross floor area (as identified in the Plan Specifications) will be considered when future redevelopment applications are submitted.

Development Parcel	Approximate Development Capacity	Amenities	Additional Considerations
Phase 2 Commercial Residential Redevelopment -northwest corner of First Capital Realty property	- 66 dwelling units Residential: 6,173 m ² Commercial: 2,093 m ²	- Contribution to Amenity Fund adjusted for Master Plan preparation - Voluntary Contribution and/or provision of onsite Public Art	- Lane Purchase - Green Building features
Phase 3 Mixed use Redevelopment (mid block No. 3 Road) - east area of First Capital Realty property	- 20 dwelling units Residential: 1,944 m ² Commercial: 2,273 m ²	- Contribution to Amenity Fund - Provision of onsite Public Art	- Green Building features - Internal Node/Plaza/Kiosk Privately Owned Publicly Accessible Open space (800 m ²) - N/S Pedestrian Corridor development
Phase 4 Mixed Use Anchor Redevelopment (south and mid block Dunoon) - existing Richlea Square	- 86 dwelling units Residential: 10,210 m ² Commercial: 5,906 m ²	- Contribution to Amenity Fund - Provision of onsite Public Art	- Green Building features - Gateway and Node development (Public Art Opportunity) - Privately Owned Publicly Accessible Open space (800 m ²) - E/W Pedestrian Corridor development - Possible integration of transit shelter on No 3 Road
Phase 5 Mixed use Redevelopment (northeast corner) -existing Petro Canada	- 28 dwelling units Residential: 2,661 m ² Commercial: 1,402 m ²	- Contribution to Amenity Fund - Provision of onsite Public Art	- Green Building features - Gateway and Node development with Public Art opportunity - Possible integration of transit shelter on Williams or No 3 Road - Bike amenities (e.g., compressed air)

Amenities

The following table identifies various mechanisms available to the City to encourage redevelopment of the Broadmoor Neighbourhood Service Centre. The amenity contributions have been defined with input received in consultation with the community and City (as noted in previous sections) and in research undertaken throughout the Master Plan process. Affordable housing contributions are not included in the table below, but future applicants are expected to contribute using the guidelines set out in the City's Affordable Housing Strategy.

Mechanisms	Broadmoor Neighbourhood Service Centre Services and Amenities
Standard Works & Services Agreements	For construction of sewerage, water, and drainage upgrades for roads fronting a development site to service the development
DCC Credits	DCC creditable projects to be confirmed: Upgrades to pedestrian crossings, sewers, other services are reviewed for possible integration into the DCC project list.
Latecomers Agreement	Servicing Study identify requirements for over sizing one pipe segment by 50mm - Cost of pipe over sizing
Community Amenities	The Broadmoor Master Plan has identified a need for community amenities. These will be primarily financed by developers, and include density bonusing and other mechanisms (e.g., service agreements, latecomers charges, phased development agreements).
	Density Bonusing (development above 0.5 FAR) may be allowed where developers meet the following:
	\$1.00/sq.ft: childcare addition to existing facility (South Arm CC or Maple Lane School) Costs to cover 50% of the additional capacity
	\$0.75/sq.ft: Broadmoor Neighbourhood Center Beautification (e.g., public realm, street furniture, plaza, feature landscaping, distinctive pavement)
	\$0.25/ sq.ft: Master Plan planning services
Affordable Housing	As per the Richmond Affordable Housing Strategy
Public Art	Public Art (\$0.60/sq.ft)

In order to allow the Broadmoor Neighbourhood Service Centre redevelopment, sites will require rezoning and development permit applications that consider the following:

Rezoning	Density: 30 UPA MAXIMUM FAR: 1.5 Mixed Use Limited Live/Work
Development Permit	CPTED Universal Design Transportation Demand Management Strategies Green Building Consider exemption(s) from the semi-private outdoor and indoor amenity requirements as a result of community amenity contributions

APPENDICES:

Public Consultation – Open House Information Panels, Newsletter and Survey

WELCOME!

Broadmoor Shopping Centre Master Plan Open House

This Open House marks the launch of the Broadmoor Shopping Centre Master Plan process. First Capital Realty, owner of the Broadmoor Mall, is facilitating this process and the Project Team is here to answer your questions.

- The purpose of today's Open House is to:**
- Update you on the research our Project Team has undertaken in preparation for the Master Plan launch;
 - Share with you a draft vision and guiding principles that will guide the long term redevelopment for the site;
 - Introduce two preliminary concept plan options; and
 - Gather your feedback on the vision, planning principles and concept options.



We want to know what you think! Please take a moment to fill out a comment form.

Broadmoor Shopping Centre Master Plan Open House

Meet Our Project Team



First Capital Realty is Canada's leading owner, developer and operator of supermarket and drug store anchored neighbourhood and community shopping centres, located predominantly in growing metropolitan areas. We are managed by experienced real estate professionals who have the objective of creating long-term neighbourhood centres. As the owner of its commercial projects, First Capital becomes a member of the community in which we invest. First Capital currently owns interests in 175 properties, and growing, with approximately 19.4 million square feet of gross leasable area. Some of our BC projects

- Include:
- Terra Nova Shopping Centre, Richmond
 - Pemberton Plaza, North Vancouver
 - Harbour Front Centre, North Vancouver
 - Langley Crossing Shopping Centre, Langley
 - West Oaks Shopping Centre, Abbotsford
 - Scott 72 Shopping Centre, Delta



Brook + Associates (Brook) is a leading urban planning consulting firm, specializing in complex development projects. Brook has stewarded over 600 projects in 36 jurisdictions over the past two decades and is a well-known firm specializing in policy and development planning and public consultation.



Kasian Architecture Interior Design and Planning Ltd (Kasian) is an integrated team of professionals committed to achieving excellence in design consulting services for our clients. One of the largest integrated design firms in Canada, Kasian has more than 300 team members located in Calgary, Edmonton, Kitchener-Waterloo, Shanghai, Mumbai, Dubai, Toronto, and Vancouver. Kasian has the resources and expertise to deliver planning and design projects effectively and efficiently throughout Canada, and select locations worldwide.



Bunt & Associates Engineering Ltd. is an established Canadian company providing consulting engineering services in Transportation Planning and Engineering. The company's expertise is with the planning, conceptual design, and engineering of mainly urban transportation systems. The range of our experience extends from traffic analysis of road networks to the planning and design of bicycle systems, from airports and university campuses to shopping centres and office developments, and from planning of public transit systems to the design of parking facilities.

The Broadmoor Community

Please place a pin where you live or work.



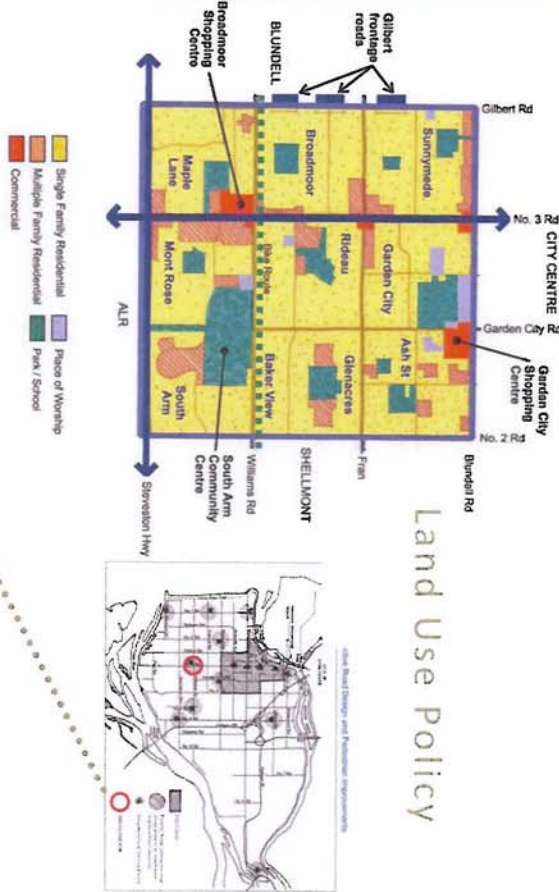
Aerial map of the Broadmoor Community

Location + Land Use Policy



Location

The Broadmoor shopping centre is located at the busy intersection of Williams and No. 3 Road in Richmond, BC. Neighbourhood-serving commercial exists to the south (Richlea Mall) and east (across No. 3 Road). Single-family duplexes and multi-family residential neighbourhoods with parks and schools surround the commercial area.

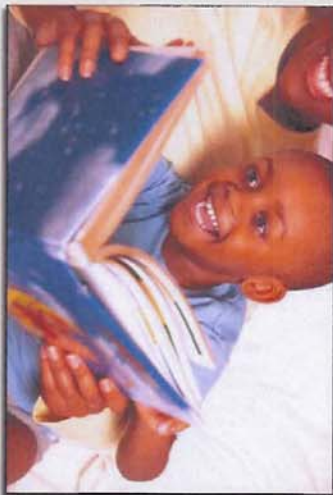


Williams and No. 3 Road is designated as a 'Priority Area' and the Official Community Plan encourages the development of Broadmoor's community "heart". The Broadmoor Shopping Centre redevelopment is envisioned to integrate with the existing scale of the neighbourhood service centre and complement and enhance the community character.

Role of Neighbourhood Centres

Neighbourhood Centres are specific places that:

- Strengthen the 'Heart Of The Community' - where residents can find a wide variety of stores, services, commercial uses, jobs, housing, amenities and public places to meet with neighbours and join in community life.
- Enhance the Quality Of Life – with a wider range of uses and amenities.
- Improve pedestrian and transit oriented uses:
 - reduce dependency on the car (e.g., improve transit, bus, bicycling, walking); and,
 - improve vehicular access.
- Promote sustainability (e.g., reduce storm water runoff & energy consumption).
- Encourage a greater variety of housing forms and choices.
- Provide community amenities and benefits:
 - Increase built amenities (e.g., child care, community meeting rooms); and
 - Improve parks and trails.
- Allow greater densities than the surrounding single family areas, in order to create more vibrant communities, accommodate limited growth and provide more amenities at no cost to the City.



What is a Master Plan?

The Broadmoor Shopping Centre Master Plan will be a document that provides the City and developers with a planning framework. The Master Plan will reflect community preferences and can be used to assess future redevelopment applications for the Shopping Centre.

A Master Plan provides an overall vision and planning principles to help guide redevelopment of an area. Additional considerations include:

Land Uses - An appropriate mix of residential, commercial and community uses.



Built Form - A variety in building forms, low - mid rise buildings, with a maximum building height defined.



Density - Floor Area Ratio* and opportunities about when bonus density may be achieved.



[*A numeric value that relates the total built floor area to the total parcel area]

Urban Design Guidance - Focus on the public realm including the streetscape, community focal points, and public safety - including flood protection guidance.



Amenities - Gaps in community amenities are identified and opportunities where these could be located are defined (e.g., affordable housing, childcare, parks, plazas).



Infrastructure - Identification of existing and proposed improvements to water, sanitary sewer and storm drainage capacities.



What Guides the Plan?

SITE & NEIGHBOURHOOD LAND USES

- The site is currently home to businesses that offer goods and services, including groceries, restaurants, personal services, banks, and a gas station.
- There are 4 schools (one secondary and three primary) in the neighbourhood.
- Broadmoor is comprised of mostly single family, duplex and townhomes, mid-rise apartment located along arterial roads.
- Close to the site South Arm Park has a number of playing fields, courts, walking trails, residential with community centre and outdoor swimming pool.

TRANSPORTATION

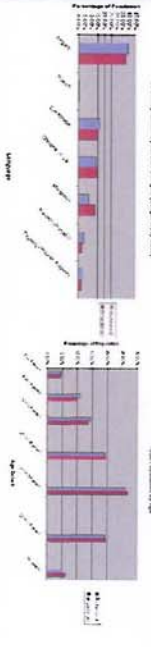
- Important transportation networks exist and additional considerations will be explored.
- Stats Canada data reports that close to 80% of Broadmoor residents use an automobile to get to work.
- Williams Road is a minor arterial with a bike lane and some transit service - the City has noted that this street is in need of more transit service.
- No. 3 Road is a major arterial and transit route.
- Dunmoor Drive is a collector road that provides access to truck deliveries/service use to Richman Mall.

SUSTAINABILITY

- Considering the social, environmental and economic needs of current and future residents and businesses will be fundamental to the sustainability of the Centre.

COMMUNITY

- Broadmoor is a diverse community.
- Fewer people in Broadmoor have moved in the last five years (compared to Richmond) - suggesting a more stable population base.
- Close to 80% of Broadmoor residents own their dwelling and 20% rent.

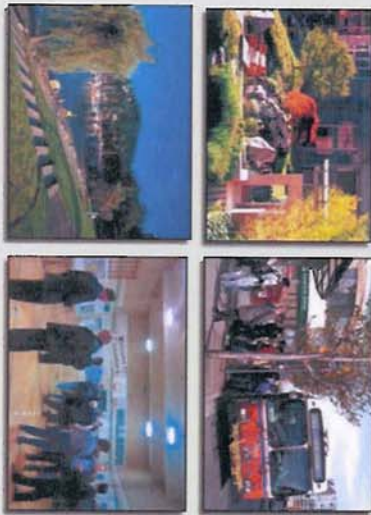


Draft Vision & Guiding Principles

VISION: The Broadmoor Shopping Centre is envisioned as a sustainable hub for residents and businesses. People will be able live, work and meet their daily needs without having to use a car to do so. Public spaces will encourage gathering and accessibility for people.

Guiding Principles

1. A socially and environmentally sustainable neighborhood centre.
2. Reduce the demand for energy and resources.
3. Provide an interconnected circulation network.
4. Encourage the use of alternative modes of transportation.
5. Contribute to a healthy economy.
6. Achieve a compact community.
7. Encourage human scale in form and character.



Guiding Principle

A socially and environmentally sustainable neighbourhood centre.

The Broadmoor Shopping Centre will provide for interaction and low-impact development strategies to support social and environmental sustainability objectives and promote a sense of community/belonging.

Healthy Places & Socially Integrated

- Diversify the neighbourhood centre by encouraging a mix of uses in the centre and/or in a building.
- Create a vibrant commercial and a mixed use centre by allowing more dense development.
- Integrate commercial uses such as cafés and restaurants, to create important social spaces and street life that enhance social gathering opportunities.
- Encourage a mix of housing types including market condominiums, smaller sized affordable units, and family-oriented apartments.



- Encourage on-site daycare in new mixed use or residential buildings.
- Provide the opportunity for a healthcare component to be integrated on site (e.g., Doctor's office, pharmacy).
- Create publicly accessible indoor and outdoor spaces, such as landscape nodes, outdoor green space, plazas, path linkages and indoor meeting space, for residents and visitors.
- Integrate Crime Prevention through Environmental Design principles into the site design to ensure a safer neighbourhood.
- Ensure minimum universal accessibility standards to allow people to access the Broadmoor Shopping Centre and to age in place.

Guiding Principle

A socially and environmentally sustainable neighbourhood centre (cont'd)

Low Impact Development Environmental Design

Water

- Integrate water conservation measures in site and building design to reduce indoor water consumption. (e.g., water meters, low flow toilets and fixtures, rain capture for irrigation).

- Reduce irrigation needs by using plants that require little or no water.

Landscaping

- Preserve and enhance natural habitat pockets by using native planting species where possible that mimic local habitat.
- Minimize heat island effect in parking lots by planting shade trees.
- Plant podium roofs with gardens and natural habitat.
- Use natural pest control methods to discourage over fertilization of planted areas.



Stormwater

- Manage stormwater quality and quantity to lessen the impact on the City's system.

- Mark all sewer grates with reminder "Leads to fish habitat".

- Maximize permeable ground to reduce runoff and increase infiltration.

- Use bio-swales for treatment of parking lot stormwater run-off.



Shaping for Everyday Life

Broadmoor Neighbourhood Service Centre Master Plan

Guiding Principle

Reduce the demand for energy and resources by using green building strategies.

The Broadmoor Shopping Centre will incorporate a wide range of green building features that support community and regional sustainability objectives. Green Building Strategies will incorporate LEED principles and new construction will target a LEED Silver equivalency.

Energy

- Promote the development of a neighbourhood centre district heating system or micro-utility if feasible.
- Design all buildings to take advantage of passive solar design including: building self-shading, external solar shading devices, and high-efficiency windows
- Promote natural ventilation in building design.
- Encourage the use of solar photovoltaics, solar hot-water heating, wind power, geo-exchange heating and cooling.
- Ensure optimal wall to window ration in buildings to reduce energy requirements.
- Design all buildings to take advantage of high thermal mass, super-insulated walls, radiant heating & cooling, and heat recovery ventilators

What is Leadership in Energy and Environmental Design (LEED)?

LEED is a third party certification program that promotes a whole building approach to sustainability. Five key areas of human and environmental health are used to define various criteria to achieve a more sustainable built form. Visit www.usgbc.org for more information.

Education

- Provide programmable thermostats for all commercial and residential units and ensure individual metering for all utilities.

Materials

- Have a commissioning agent on all projects to ensure systems (building envelope, mechanical) are working efficiently.
- Encourage use of recycled, recyclable and/or, regionally sourced building materials and certified wood products.
- Use effective construction and permanent waste diversion strategies to reduce the load on local landfills (e.g., recycling collection and provision for future organics collection).

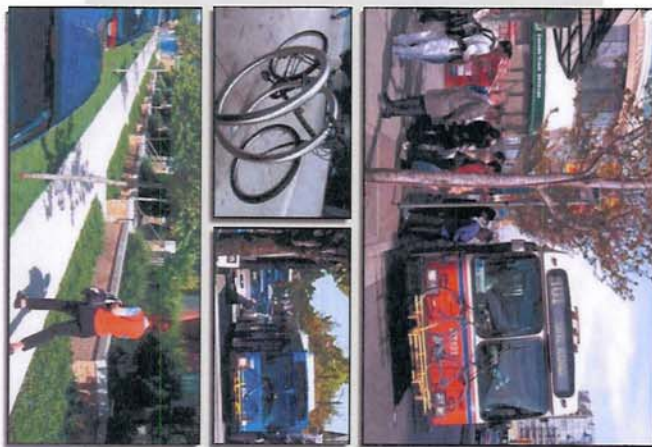


Guiding Principle

Provide an interconnected circulation network

The current transportation conditions have been carefully examined. An environmentally and community-friendly interconnected circulation network will be fundamental to the Broadmoor Shopping Centre. Improved connectivity and reduced distances between homes, work and shopping will encourage less reliance on private automobiles.

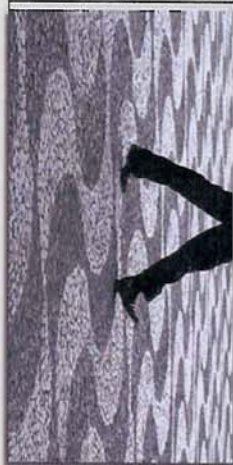
- Create a hierarchy of access routes and pathways to accommodate a variety of transportation modes.
- Improve the connectivity of the Centre to the broader community by providing direct linkages to Maple Lane Park, Dunoon Drive, No. 3 Road and Williams.
- Ensure vehicle access is direct and intuitive to the site.
- Encourage 'green' links both within the site and to the adjacent neighbourhood.
- Provide an enhanced connection from No. 3 Road to Maple Lane Elementary School complete with fitness path.
- Allow temporary truck access from Dunoon Drive to encourage the future redevelopment of the centre.
- Encourage long-term truck access from arterials.
- Ensure universal access throughout the site (e.g., curb cuts and level entryways).
- Improve connectivity of the site for transit and bicycle routes through appropriate design.



Guiding Principle

Encourage the use of alternative modes of transportation

What is Transportation Demand Management (TDM)?
A: Management and design principles that provide for a range of transportation options as an alternative to the private vehicle.



Transportation Demand Management Strategies that result in more innovative and efficient use of transportation resources typically include:

- Encourage pedestrian-oriented and bicycle friendly design to support active lifestyles and provide residents with alternatives to the private automobile.
- Encourage streetscape improvements that create more accessible, efficient and livable urban street design.
- Encourage shared transportation infrastructure for the neighbourhood by providing car share parking spaces (e.g., Cooperative Auto Network or Zip-car).
- Incorporate strategies for reduced or more efficient parking requirements to minimize parking infrastructure costs and provide an incentive for people to use alternative modes of transportation (e.g., shared use of parking).
- Encourage the provision of frequent transit by locating higher density development along transportation corridors.
- Increase options for bicycle transport on site and within buildings by integrating bicycle racks, lockers, changing facilities, bike maintenance (air/water).
- Provide the infrastructure for alternative fuels (e.g., metered electrical plug-ins for electric cars).



Broadmoor Shopping Centre Master Plan

Guiding Principle

Contribute to a healthy economy

An important component of a healthy community is the establishment of a robust economy over the long term. The proposed Broadmoor Shopping Centre redevelopment will play an important role in contributing to a healthy local economy.



Key Economic Strategies:

- Provide opportunities for a range of both permanent and temporary jobs in a variety of retail, office, construction and other commercial service businesses.
- Support neighbourhood daily needs by providing a mix of stores and services in a variety of store sizes.
- Encourage the development of live/work units.
- Support the prosperity of commercial areas by integrating local residents (and possible customers) into the Centre.
- Provide a range of dwelling unit sizes, including those that address the needs of local service workers in the community.
- Discourage the development of large big box stores that could reduce the feasibility of smaller retailers
- Encourage the use of construction materials and development services from local suppliers and trades.
- Reduce site servicing costs and long term infrastructure maintenance by encouraging compact development.

Guiding Principle

Achieve a compact community

The Broadmoor Shopping Centre development will contribute to creating a complete community.

Compact Mixed Use Development

- Utilize developable land more efficiently, rather than creating a dispersed pattern of low density urban sprawl, by encouraging infill development at this location.
- Create of a vibrant, mixed use, residential and commercial development.
- Increase density along transportation corridor, making the existing neighbourhood more viable and prosperous.
- Offer a range of unit sizes for different household types and incomes
- Provide opportunities for local residents to walk to a range of amenities and services, such as shops, employment and recreation.
- Reduce the need to use the private automobile for daily needs.
- Integrate strategies that improve personal safety and security, such as improved lighting and eyes on the street.

Example Projects: Metro Vancouver leads the way when it comes to successful, mixed-use developments. Here are two prominent examples:

Newport Village

- Bosa Development Corporation
- Mixed-use development
- High-rise and low-rise residential
- Commercial (retail/office/institutional) uses
- Well served by transit
- Unique mix of retail shops and services
- Underground and surface parking
- Curvilinear development



Arbutus Village

- Variety of development
- Mixed-use development
- High-rise and low-rise residential
- Commercial (retail/office/institutional) uses
- Well served by transit
- Unique mix of retail shops and services
- Underground and surface parking



Guiding Principle

Encourage human scale for the form and character of the Centre

- Favour pedestrians over cars in site planning and design.
- Elevate pedestrians slightly above cars and promote above ground structured parking that is integrated into building design to get cars off of the pedestrian plane.
- Provide pedestrian weather protection.
- Provide outdoor lighting for pedestrians and not just parking lots.
- Provide benches at gathering areas and along walking routes.
- Provide public art that people can interact with.
- Divide large parking lots into smaller areas using landscaping beds to promote human scale.
- Promote the inclusion in the overall design of rooftop gardens complete with views.
- Preserve and ensure people's daylight rights.



Land Use Concept 1

People will be able to live, work and meet their daily needs without having to use a car to do so. Public spaces will encourage gathering and accessibility for all people.

Key Elements

Key elements of the plan are designed to:

- Revitalize the existing shopping area and provide additional shopping options
- Pedestrian improvements to the streetscape both internally and to the surrounding site and numerous green connections through the site.
- Enhance the economic viability of the mall and individual tenants
- Provide additional housing options in the Broadmoor community
- Residential Interface Integrates with adjacent Dunoon and Maple Village residential areas.
- Residential densities increase as approach No. 3 Road and Williams
- Most commercial uses oriented internal to the Centre to create an intimate shopping experience.
- Centralized larger community space to meet additional residential need with adjacent pocket park and green connections.
- Direct linkage with Maple Lane neighbourhood park
- Primary access to the site off Williams and No. 3 Road - secondary accesses for service and residential uses.



Land Use Concept 2

People will be able to live, work and meet their daily needs without having to use a car to do so. Public spaces will encourage gathering and accessibility for all people.

Key Elements

- Key elements of the plan are designed to:
- Revitalize the existing shopping area and provide additional shopping options.
 - Enhance the economic viability of the mall and individual tenants
 - Highest residential uses located at corner of No 3 Road and Williams.
 - Lower residential density integrates with adjacent Dunoon residential.
 - Majority of land remains commercial.
 - Green pocket park centralized.
 - Less community space as in less demand with lower residential densities.
 - Community space is located close to residential uses.
 - Green connections surround the Centre whereas vehicle access is internalized.



Shopping for Everyday Life Broadmoor Shopping Centre Master Plan

Thank you !

Thank you for participating in tonight's Open House!

First Capital Realty and the Project Team appreciate your participation in the Broadmoor Shopping Centre Master Plan process. Please take a moment to provide detailed comments and feedback on the comment forms provided.

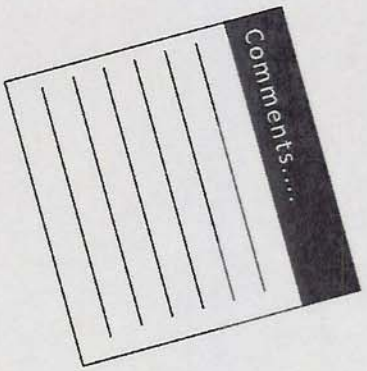
Next Steps

The Project Team and First Capital Realty will consider the community's comments carefully and submit a Public Consultation Report to the City for review. Next steps include:

- Submission of a Public Consultation Report to the City
- Present the Master Plan to the City of Richmond Planning Committee

Planning + Public Consultation Process

- October 2009 - Summarize Survey and Public Open House feedback
- Fall 2009 - City of Richmond Staff Report About the Master Plan- Planning Committee Meeting
- Fall 2009 - Council Approval of the Master Plan
- Fall/Winter 2010 - Rezoning and Development Permit Applications



If at any time you wish to find out more about the application - Please contact:
Brook + Associates t. (604) 731-9053 f. (604) 731-9075



Broadmoor Redevelopment Update

Volume 1 - Summer 2009

Broadmoor Shopping Centre Master Plan

Last May, First Capital Realty (FCR) approached the City to redevelop their property at Broadmoor Shopping Centre. The City advised First Capital to undertake a planning process and prepare a Master Plan for the entire shopping centre site and involve the three property owners within the shopping mall complex: Broadmoor Mall (owned by FCR), Richlea Mall (Safeway and other businesses) and Petro Canada. The master plan process will help define a long term vision and will be used as a guide for the Centre's long-term redevelopment.

This fall will mark the launch of the Master Plan process by First Capital Realty. At public open houses, through newsletters and surveys such as this one, First Capital will be engaging the business owners and nearby Broadmoor residents to define a long term vision for the Shopping Centre. The community will have input into the overall vision, character, housing forms and concepts.



What is a Neighbourhood Centre?

Neighbourhood centres are places within a community that serve as its "heart" – where local residents can find a wide variety of stores, services, amenities and public places to meet their every day needs. It's a place to meet with neighbours, do their shopping, have a coffee and join in community life – all within walking distance of most residents in the area. There is generally an appropriate concentration of higher density housing, parks and amenities near the centres. Depending on a number of factors, development may take 10 to 30 years to be completed.

The Broadmoor Shopping Centre is defined in Richmond's Official Community Plan as a Neighbourhood Service Center and the "heart" of the Broadmoor community.

Look Inside!

IMPORTANT SURVEY ENCLOSED!

To help us better understand your concerns and to hear about your ideas, please complete the enclosed survey and

- fax or mail it back to us (see reverse cover for details) OR
- complete the survey and send via e-mail to bchisholm@brookdev.com OR
- you can **drop it off** at our open house on **September 29, 2009**

Access the survey online:

www.brookdev.com/resources/public_consultation/

User Name: brook

Password: dev

Broodmoor Mall Renovation & Open House Summary

First Capital Realty hosted an open house last January to solicit the community's feedback on their renovation plans. It was a big success with more than 80 per cent of attendees supporting FCR's Broadmoor Mall proposal. More than 150 community members learned about the renovation plans for the Mall and provided feedback about the proposal. Many viewed the proposal as an opportunity to bring more retail options and vitality back to the area and this information will inform the Master Plan process.

Renovation Update

City Council endorsed First Capital Realty's Broadmoor Mall renovation development permit application at the July 27th Council meeting. The Development Permit is for the southeast portion of the Mall (Phase 1) and includes pedestrian improvements, a new facade and additional landscaping. The Broadmoor Mall renovation is an important immediate investment in the Broadmoor Shopping Centre area. A big thank you to the community for supporting FCR's first phase of their revitalization plans!

For more information about the proposed renovation, please visit our website for project images and the City of Richmond staff report.

http://brookdev.com/resources/public_consultation/

What we Heard:

- the need for enhanced accessibility and parking layout
- the opportunity to integrate gathering places that would help bring people to the area
- to ensure that the Mall would feel safe and have an updated design



PHASE 1

Maple Lane Elementary School Playground Grows!

Throughout our ongoing consultation with the community, we heard that the Maple Lane Elementary School was looking to upgrade their school ground with new play equipment for the neighbourhood.



The Maple Lane school ground is the closest park to the Mall and provides recreation and play spaces for the entire neighbourhood. First Capital Realty supported the playground expansion by donating \$50,000 to purchase new playground equipment. The new equipment will provide hours of recreational entertainment for students and neighbourhood children. Students reviewed and voted on new playground equipment in June and we expect to hear about the winning selection this Fall.



Broadmoor Shopping Centre Master Plan Neighbourhood Survey

The Broadmoor Shopping Centre at Williams and No. 3 Road is designated a Neighbourhood Service Centre - and considered the 'Heart of the Community'. The Master Plan process will help define vision and be used as a guide for the Centre's long term redevelopment. Please take a few minutes to fill out the survey below.

位於 Williams 街與 3 號路交界的 Broadmoor 商場被劃定為鄰里服務中心，是“社區的心曠地帶”。在這個秋季，First Capital Realty 房地產公司將會開展總體規劃進程 (Master Plan Process)，透過開放日、定期通訊和像這次一樣的調查，讓 Broadmoor 社區充份參與，共同訂立遠景，作為 Broadmoor 商場長遠發展的依據。假如閣下喜歡用廣東話或國語/普通話來完成調查，請聯絡中僑互助會翻譯部，要求 Broadmoor 項目翻譯服務(電話:604-408-7274 內線 2044)。同時，請蒞臨參加 9 月 29 日下午 4 時至 7 時在 Broadmoor 商場舉行的開放日。

1. Please indicate your interest(s) in the Broadmoor Shopping Centre Master Plan process:

- Resident of the Broadmoor Area
- Land owner in the Broadmoor Area
- Business owner in the Broadmoor Area
- Business owner at the Broadmoor Shopping Centre
- Work in the Broadmoor Area
- Other. Please define: _____

2. What do you like most about the Broadmoor Shopping Centre (e.g., range of shopping options, close to home, access to transit)?

3. What type of stores/services would you like to see (e.g., beauty salon, photo finishing, other retail, restaurants, bookstore)?

4. What are your top three issues with the Broadmoor Shopping Centre (e.g., accessibility, services, etc.)?

5. What are your top 3 suggestions for improving the Broadmoor Neighbourhood Service Centre?

6. What types of uses could you see integrated into the Shopping Centre. Please check all that apply:

- Office, please specify _____
- Retail, please specify _____
- Mixed-use (e.g., commercial at grade with apartments/condos above)
- Low-rise apartments/condos (e.g., four-storeys)
- Mid-rise apartments/condos (e.g., greater than 4 storeys)
- Townhouses
- Other. Please specify: _____

7. Are there any transportation improvements you feel would benefit the Broadmoor Shopping Centre (e.g., mid-block crossing, bike paths, better transit service, etc.)?

8. What community amenity improvements do you feel would benefit the Broadmoor Centre (e.g., child care space, library, community centre space, arts and culture space, seniors programs, etc.)?

9. What is your long-term vision for the Broadmoor Neighbourhood Service Centre?



Broadmoor Shopping Centre Master Plan Open House

Come to the Open House on September 29, 2009

Join First Capital Realty at the Broadmoor Mall
(look for signage around the Mall to direct you to the Open House).
At the Open House we will unveil a draft vision of the master plan, planning principles, and introduce some preliminary concept plan options.

We want your feedback and look forward to sharing ideas.

What: Broadmoor Shopping Centre Master Plan Open House
When: September 29, 2009 between 4:00 PM – 7:00 PM
Where: Broadmoor Mall

What's Next?

- Community completion of survey.
- September 29 Public Open House.
- Feedback from the Survey and Open House will be analyzed and integrated into the Master Plan.
- The Master Plan options will be refined and the draft vision and guiding principles revised.
- Master Plan update to the City's Planning Committee and review by Council.

Keep Up to Date

If you have any questions, ideas or concerns, please feel free to contact:

Blaire Chisholm, Brook + Associates

Tel: 604-731-9053 x104

Mail: #410-535 Thurlow Street, Vancouver, BC V6E 3L2

Fax: 604-731-9075

E-mail: bchisholm@brookdev.com

Visit our website

We have created a web page where project information, drawings, news and events will be posted.

www.brookdev.com/resources/public_consultation/

User Name: brook

Password: dev



APPENDICES:

Transportation Analysis & TDM Supporting Materials

Parking

The analysis for commercial and residential parking has been combined to reflect the mixed use effect of the Master Plan area. The following table provides a summary of the parking supply/requirement balance to highlight the anticipated conditions.

Combined Parking Requirement/Supply Balance

	2011 (Phase 2)		2024 (Phase 3)		2027 (Phase 4)		2031+ (Phase 5)	
	Required	Provided	Required	Provided	Required	Provided	Required	Provided
Commercial	425	418	384	403	382	323	422	323
Residential	96 ⁽¹⁾	75	126 ⁽¹⁾	125	239 ⁽¹⁾	218	281 ⁽¹⁾	262
Total	521	493	510	528	621	541	703	585
% Bylaw Requirement		95%		104%		87%		83%

Note: (1) Exclude the 0.2 stall per unit for visitor parking for shared parking

Bicycle Parking Spaces Required

Use	Size	Zoning Bylaw Rates	
		Class 1	Class 2
Retail Trade & Services; Food Catering Establishment		0.27 spaces per each 100 m ² (1,076 ft ²) of gross leasable floor area greater than 100 m ² (1,076 ft ²)	0.4 spaces per each 100 m ² (1,076 ft ²) of gross leasable floor area greater than 100 m ² (1,076 ft ²)
Residential		1.25 spaces per dwelling unit	0.2 spaces per dwelling unit

Requirement at each phase	Phase	Use	# Bicycle Spaces			
			Commercial	Residential	Commercial	Residential
	Phase 2	Commercial	6	80	8	13
		Residential				
	Phase 3	Commercial	6	25	8	4
		Residential				
	Phase 4	Commercial	15	94	22	15
		Residential				
	Phase 5	Commercial	4	35	5	6
		Residential				
			COM: 31 RES:234	COM:43 RES:38		

Commercial Loading Requirements

Phase	Floor Area m ² GLA	Bylaw Requirements			# Spaces Shown in Master Plan
		Medium Size Spaces	Large Size Spaces	Minimum # Spaces	
2	2,071	On-site designated: 1 space, plus 1 space for each additional 5,000m ² over 1,860m ²	On-site designated: 1 space for each 5,000m ² over 1,860m ²	2 medium size	1 medium size
3	2,053			2 medium size	1 medium size
4	1,028	On-site designated: 1 space	N/A	1 medium size	1 medium size
4	4,486	On-site designated: 1 space, plus 1 space for each additional 5,000m ² over 1,860m ²	On-site designated: 1 space for each 5,000m ² over 1,860m ²	2 medium size	1 medium size; 1 large size
5	1,262	On-site designated: 1 space	N/A	1 medium size	1 medium size

Residential Parking and Car-Sharing

Overview of Parking Standards for Urban Centres

Understanding the parking standard approaches adopted in other cities and municipalities for compact pedestrian/transit-orientated communities provides the basis for assessing the requirement for Broadmoor. Parking standards for multi-family units are presented for a selected number of municipalities and cities within Metro Vancouver

Parking Standards for Urban Centres

City	Bylaw Parking Rate (absolute minimums)
Burnaby P11e (UniverCity at SFU)	1 stall per unit for 1-bedroom unit + 0.1 stall for each additional bedroom; visitor parking 0.1 stall per unit
City of Vancouver (Non-downtown)	0.5 stall per unit up to 50 m ² ; and after that 0.6 stall per unit + A / 200 m ² GFA up to a maximum of 1.5 stalls per unit; inclusive of visitor parking
City of New Westminster (under review)	1.0 – 2.0 stalls per unit; including visitors (relaxations allowed)
City of North Vancouver	1.2 stalls per unit; inclusive of 0.2 for visitors

Evidently, parking rates in these municipalities are starting to approach the 1 stall per unit level. Also, New Westminster is currently reviewing their parking by-law and in the interim they are accepting relaxations at around 1.2 stalls per unit in certain locations (inclusive of visitor parking).

Car-Sharing Schemes

Car-Sharing Schemes are also becoming more popular and put in use more often. The following examines the planning context in North America for incorporating car-sharing schemes within bylaws for new developments. This table summarizes the cities where car-sharing schemes are established or where the city has or is planning to amend their planning code to encourage participation in such schemes.

Parking Status for Developments with Car-Sharing Schemes

Location	Planning Status
Arlington County, VA	Parking reductions are negotiated as part of the overall TDM package. Arlington prefers credits for tenants instead of dedicating car-sharing vehicles, and this allows vehicles to be located on-street or in other 'communal' off-street parking locations.
Austin, TX	The proposed code amendment recommends that 1 car-sharing vehicle be allowed to replace 20 parking spaces for projects with at least 100 residential units.
Vancouver, BC	The City allows a reduction of three parking spaces per car-sharing vehicle (net reduction of 2) for every 60 units. The vehicle must be provided by the developer and is subject to the filing of a satisfactory agreement between the developer and the car-sharing operator.
San Francisco, CA	Permits 1 car-sharing vehicle to be provided for every 200 units with parking reductions determined on a case-by-case basis.
Seattle, WA	The City has no specific standards for parking space reduction through the introduction of car-sharing vehicles. This is due, in part, to the City having low parking standards.
Portland, OR	As Seattle

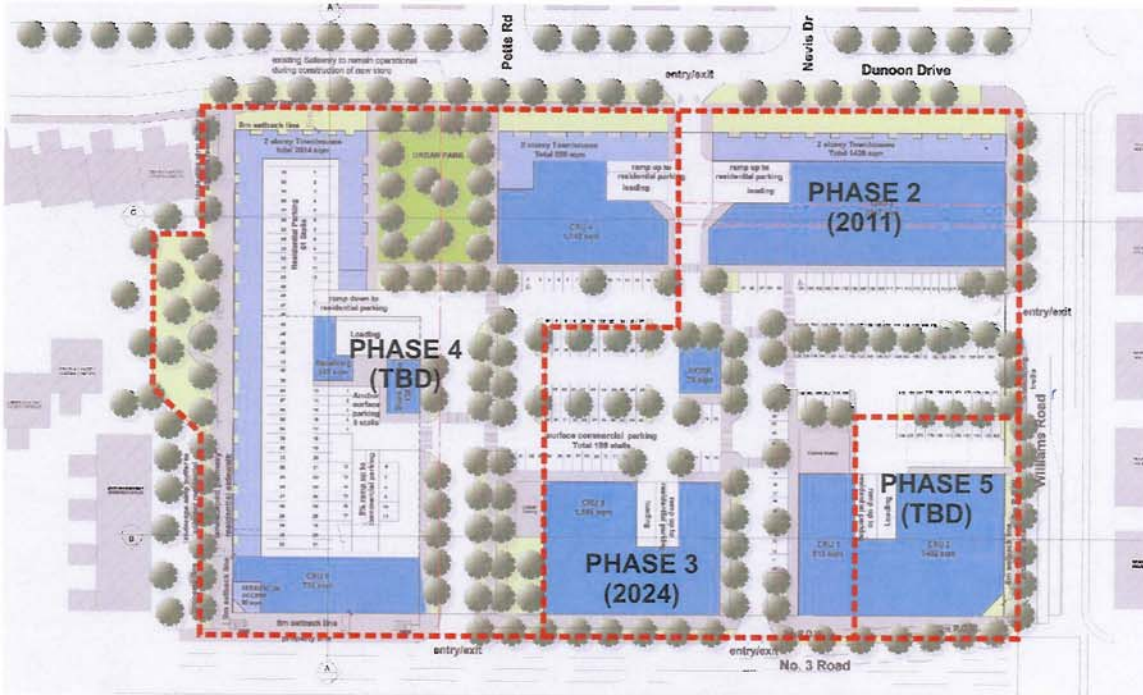
The proposal for the Broadmoor Neighbourhood Service Centre allows 1 car share vehicle located in a publicly accessible location. As the other parcels redevelop, the number of car share stalls should be re-evaluated to encourage additional participation in a car share scheme.



Existing Layout



Proposed Master Plan



N.T.S. 4493-14



Phasing Diagrams
Broadmoor MP Transportation Study, Richmond, BC

Exhibit
2.3a