




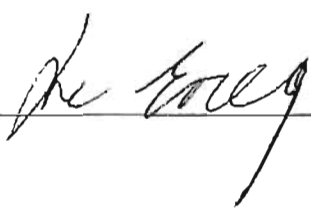

To:	Planning Committee	Date:	November 29, 2012
From:	Wayne Craig, Director of Development	File:	RZ 10-528877
Re:	Application by First Richmond North Shopping Centres Ltd., for Rezoning at 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)"		

Staff Recommendations

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11A of West Cambie Area Plan (WCAP) as shown on the proposed amendment plan to:
 - a) reduce the minimum density permitted from 1.25 to 0.60 FAR in the Mixed Use Area A;
 - b) adjust the alignment of May Drive within the development lands; and
 - c) reduce the "Park" designation over portions of 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
3. That Bylaw 8865 and Bylaw 8973, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program; and
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
4. That Bylaw 8865 and Bylaw 8973 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.
5. That Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8864 to create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)", be introduced and given first reading.

6. That the notification area for the Public Hearing be expanded to include the following properties, 4320, 4360, 4380, 4400, 4420, 4440, 4460, 4480, 4500, 4520, 4540, 4542, 4560 and 4562 Garden City Road and 9060, 9080, 9086, 9100 and 9180 Odlin Road as shown in **Attachment 11.**


Wayne Craig,
Director of Development
WC:bg
Att. 9

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Real Estate Services	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
		REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

First Richmond North Shopping Centres Ltd., (SmartCentres) has applied to the City of Richmond to rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road (**Attachment 1**) from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)" in order to develop a shopping centre with a gross floor area of 36,018 m² (387,692 ft²) and a gross leasable floor area of 34,575 m² (372,162 ft²) and a small lot to be transferred to the City for "Park" purposes, see **Attachment 2**. This proposed development is intended to become the urban village centre for the West Cambie Area (WCA).

This proposal would consolidate 20 lots creating two (2) development parcels approximately 7¼ acres each, separated by a new north-south road (High Street) linking Alderbridge Way and Alexandra Road. A small lot at the southeast corner of the Alexandra Road and May Drive intersection will be transferred to the City for "Park" purposes. In addition, May Drive would be extended along the east side of the proposed development connecting Alexandra Road to Alderbridge Way.

West Development Parcel with approximately 18 to 52 Commercial Retail Units (CRUs's):

- Building A, along Garden City Road is a 2-storey building and would contain an anchor tenant for the development on the ground floor.
- Building B, along Alexandra Road is a 4-storey retail/parkade structure
- The remaining 5 buildings (Buildings C, D, E H and L) are 1-storey buildings.

East Development Parcel including a Walmart Store with approximately 8 to 22 CRU's:

- The proposed Walmart Store along Alderbridge Way includes approximately 14,975 m² (161,188 ft²) of floor space and would be the single largest CRU within this proposed overall development.
- As the anchor tenant on the east side of the development site, the Walmart Store is proposed as a 3-storey building (i.e., lobby, main floor and mezzanine,
- The main entry lobby for the Walmart Store would be located along Alderbridge Way but the retail floor area would be above the surrounding road elevations, over a portion of the proposed surface parking lot but would be generally situated behind and above the smaller CRU's along both Alderbridge Way and the High Street.
- The footprint of the proposed Walmart Store is approximately 9,290 m² (100,000 ft²) with the remaining floor area either in the lobby at-grade or on the mezzanine level.
- The proposed Walmart Store is roughly the same footprint size as the existing Walmart Store on Grandview Highway in Vancouver and approximately the same overall floor area as the Walmart Store in New Westminster.
- As a comparison, the Walmart Store in south Surrey is approximately 19,974 m² (215,000 ft²) and is the largest in the Lower Mainland.
- The remaining 4 building (Buildings J, K, M and N) are 1-storey buildings fronting either Alderbridge Way or the High Street.

The following table provides a statistical summary of the overall proposed development (see also **Attachment 3 – Development Application Data Sheet**).

Category	Proposed West Parcel	Proposed East Parcel	Totals
Gross Site Area - before dedications	-	-	67,891 m ² (730,772 ft ²) 16.8 ac.
Net Site Area - after dedications	29,362 m ² (316,049 ft ²) 7.26 ac.	29,243 m ² (314,769 ft ²) 7.22 ac.	58,605 m ² (630,818 ft ²) 14.48 ac.
Gross Floor Area	18,325 m ² (197,248 ft ²)	17,693 m ² (190,444 ft ²)	36,018 m ² (387,692 ft ²)
Gross Leasable Area	17,173 m ² (184,849 ft ²)	17,402 m ² (187,313 ft ²)	34,575 m ² (372,162 ft ²)
Major Anchors	8,883 m ² (95,616 ft ²)	14,975 m ² (161,188 ft ²)	23,858 m ² (256,805 ft ²)
Proposed FAR	0.62 FAR	0.61 FAR	0.62 FAR
Parkade Parking	411	-	1,153 stalls
Parking Under	-	314 under structures	
Parking On-Grade	175	253 open to the sky	
Total Parking	586	567	1,153 stalls

This proposal originated in 2003 (RZ 03-235259) and triggered the West Cambie Area Plan (WCAP) update, which was adopted on July 24, 2006. SmartCentres participated in this process and the proposed development is subject to the policies and design direction of the adopted WCAP - Alexandra Neighbourhood Land Use Plan (see Attachment 6A for the existing Alexandra Neighbourhood Land Use Map).

Findings of Fact

See **Attachment 1** for the Location Plans and **Attachment 2** for the Concept Design Drawings. Refer to **Attachment 3** for the Development Application Data Sheet. The Alexandra/Leslie Connector Road funding strategy is outlined in **Attachment 4**. The West Cambie Natural Park and Environmentally Sensitive Area (ESA) area adjustments are described in **Attachment 5**. The existing and proposed changes to the West Cambie Neighbourhood Land Map are included in **Attachment 6**. A Servicing Agreement will be required for this proposed rezoning application and SmartCentres has agreed to the associated frontage improvements and site servicing requirements, which are outlined in the rezoning considerations (see **Attachment 7** for details). **Attachment 8** outlines the Alexandra/Leslie Connector Road Reimbursement Process. A comment letter has been received from Polygon Homes Ltd., a neighbouring developer (see **Attachment 9**). The Advisory Design Panel comments and applicant responses are included in **Attachment 10**.

Surrounding Development

To the North: across Alexandra Road is an area of older single-family residential lots some occupied and others vacant that are zoned "Single Detached (RS1/F)" and "Two Unit Dwellings (RD1)" plus one mixed-use (residential/commercial) development site recently rezoned to "Residential/Limited Commercial (ZMU16)" and one property zoned "School and Institutional Use (SI)". The WCAP - Alexandra Neighbourhood Land Use Map calls for 3 different land

uses on the north side of Alexandra Road along the frontage of the proposed development site, as follows:

- west portion: Business/Office: office over retail with a maximum 1.25 FAR.
- central area: Mixed-Use: abutting the High Street medium density residential over retail and not abutting the High Street, medium density residential.
- east portion: Residential Area 1: with a base 1.5 FAR (maximum 1.70 FAR with density bonusing for affordable housing) for townhouses and low-rise apartments (4-storey typical).

There are currently 3 rezoning applications involving 11 properties on the north side of Alexandra Road (opposite the proposed development) consisting of several 4 to 6-storey mixed-use (residential/commercial) and residential buildings with approximately 954 housing units.

To the East: across the proposed extension of May Drive is another area of older single-family residential lots either occupied or vacant that are zoned "Single Detached (RS1/F)" and recently designated in the WCAP as Residential Area 2 for 2 and 3-storey townhouse development with 0.65 base FAR (maximum 0.75 FAR with density bonusing for affordable housing).

To the South: across Alderbridge Way is vacant City owned Garden City Lands within the Agricultural Land Reserve (ALR) and zoned "Agriculture (AG1)".

To the West: across Garden City Road is an area of retail/commercial land uses zoned "Auto-Oriented Commercial (CA)" and "Gas & Service Station (CG1)".

Related Policies & Studies

The following WCAP policy and guideline matters are noted and addressed in the following text:

1. West Cambie Natural Park – Designation to Townhouse Residential;
 2. West Cambie Area Referral;
 3. Aircraft Noise Policy;
 4. Flood Plain Management Policy;
 5. Alexandra/Leslie Connector Road Realignment;
 6. Environmentally Sensitive Area (ESA) and West Cambie Natural Park Adjustments;
 7. Alexandra Neighbourhood Mixed-Use Area A - Reduction of Minimum Density;
 8. Alexandra Area Plan Amenity Charges;
 9. Alexandra Neighbourhood Development Agreement;
 10. Local Area Development Cost Charges (Alexandra DCC's); and
 11. Urban Design Improvements and Compliance with the Design Guidelines.
1. West Cambie Natural Park – Designation to Townhouse Residential: The properties on the south side of Alexandra Road and east of the proposed May Drive extension were previously designated in the WCAP as park area within the West Cambie Natural Park. However, a recent amendment to the WCAP has re-designated the majority of these properties to Residential Area 2 for 2 and 3-storey townhouse development with base 0.65 FAR (maximum 0.75 FAR with density bonusing for affordable housing) similar to the properties on the north side of Alexandra Road. The park designation is retained on 9540 Alexandra Way so that the north-south trail connection through the area is maintained. The proposed development complements this new land use.

2. West Cambie Area Referral: Planning Committee made the following referral to staff on September 18, 2012 “That staff explore the best use of the land that is bounded by Alexandra Road to the south; Garden City Road to the west; Cambie Road to the north; and Dubbert Street to the east, and report back to the Planning Committee.” Staff anticipate bringing a report back to Planning Committee to address the referral in February, 2013.
3. Aircraft Noise Policy: The proposed development is located in Area 1A of the Aircraft Noise Sensitive Development Map, which restricts any new developments that contain aircraft noise sensitive uses such as residential, school, daycare and hospital uses. The proposed development does not include any aircraft noise sensitive uses and registration of a restrictive noise covenant and SRW in favour of YVR will be required as part of the rezoning considerations.
4. Flood Plain Management Policy: The Flood Construction Level (FCL) is 2.6m GSC in the WCA. The proposed development is designed to 2.6m GSC with the exception of the proposed Walmart lobby and Buildings M and N along Alderbridge Way. SmartCentres will be required to submit a survey of Alderbridge Way (May Drive to High Street), set these finished floor elevations as high as possible and provide a supportable rationale, which are all subject to the satisfaction of the Senior Manager of Buildings and the Director of Engineering. A floodplain covenant will also be secured as a condition of rezoning.
5. Alexandra/Leslie Connector Road Realignment: City staff have determined that the Alexandra/Leslie connector road as envisioned in the WCAP – Alexandra Neighbourhood Land Use Plan, is a critical component of this development, particularly taking into account that this is the single largest anticipated redevelopment within the immediate vicinity of the road realignment. Accordingly, City staff have requested that SmartCentres acquire, design and construct the Alexandra/Leslie connector road. SmartCentres have been unsuccessful at acquiring any of the required properties. City staff have realigned the connector road to reduce the number of properties required and at the request of SmartCentres have considered and are recommending a proportional share approach for funding the connector road realignment. According to the currently proposed proportional share approach, SmartCentres would contribute 59% or \$5,564,286.00 including \$3,745,058.00 as a cash contribution for land and \$1,819,228.00 as a letter of credit for construction of the road all prior to final adoption of the rezoning. (see **Attachment 4** for details). The remaining 41% of the connector road total costs would be funded by other owners/developers within the defined catchment area. See the Transportation and Traffic section below for a detailed discussion of the Alexandra/Leslie connector road realignment.
6. West Cambie Natural Park and Environmentally Sensitive Area (ESA) - Reductions: SmartCentres proposes the re-alignment of May Drive reducing the West Cambie Natural Park Area and overlapped with ESA by approximately 7,643 m² (1.89 ac) requiring an OCP amendment (see **Attachment 5 – Proposed Park/ESA Reductions**). In this regard the following points are noted:
 - a. Approximately 8,297 m² (2.05 ac) at the east end of the proposed development site are currently designated as part of the West Cambie Natural Park, which is overlapped by the ESA. However, SmartCentres has agreed to transfer ‘Area J’ to the City at nominal cost. ‘Area J’ is approximately 654 m² located at the northeast corner of the proposed development site (on the east side of the proposed realignment of the May Drive extension) and is (0.16 ac) within the existing “Park” designated lands overlapped with

ESA. 'Area J' is intended to remain with "Park" designation overlapped with ESA. Therefore the proposed reduction in area of the West Cambie Natural Park overlapped with ESA is approximately 7,643 m² (1.89 ac).

- b. SmartCentres proposes the following compensation for the redesignation of the approximately 1.89 acres of West Cambie Natural Park:

Provision of the following areas as land transfers to the City and Statutory Rights of Way (SRW's), which total approximately 4,357 m² (1.1 ac).

- Fee Simple Transfer of 'Area J' to the City consisting of approximately 654 m² (0.16 ac) at the northeast corner of the subject development site, on the east side of the proposed May Drive realignment. Area J would retain "Park" and ESA designations to be incorporated into the neighbourhood pathway network; and
- Registration of a SRW approximately 3,703 m² (0.9 ac) for public pedestrian access and use on the proposed elevated landscape deck over a portion of the east parcel parking lot including the transition areas between the elevated deck and the fronting roads (Alexandra Road and May Drive). The design of the elevated deck will be part of the Development Permit process, which will be maintained by the developer/owner. This PROP-SRW would encompass Area E totalling approximately 344 m². See the proposed site plans in **Attachment 2** for the location and areas of Areas E and J.

Provision of the following sustainability and environmental design features:

- Participation in the Alexandra District Energy Utility (ADEU);
- LEED Silver equivalency for the project;
- Compact development with the majority of stalls in 3 covered/structured parking areas;
- Improved on-site pedestrian circulation (Development Permit refinements required);
- Reduced stormwater discharge through rooftop detention, permeable paving, bio-swales and the stormwater discharge treatment through oil and water separators;
- Water efficient plumbing fixtures and drought tolerant planting; and
- Reduced energy consumption and attention paid to the efficiency of the building envelope and HVAC systems plus high-efficiency night-sky friendly lighting.

In summary, an OCP amendment can be supported since SmartCentres proposes approximately 4,357 m² (1.1 ac) of land transfer and publicly accessible open space over the parking area to the City at nominal cost (\$10.00) together with the sustainability features identified above as compensation for the proposed reduction of approximately 7,643 m² (1.89 ac) in Park/ESA.

7. Alexandra Neighbourhood Mixed-Use Area A – Proposed Reduction of Minimum Density: The WCAP Alexandra Neighbourhood Land Use Plan, Mixed-Use Area A specifies a minimum 1.25 FAR and a maximum of 2.0 FAR (ie. proposed west development parcel).

The intent of the minimum 1.25 FAR for Mixed-Use Area A was established to ensure that "Development along Alderbridge must be a compact, urban form and meet high standards of site planning and urban design" and "... all development must demonstrate an appropriate site, building and landscaping response as an integral component of a 'complete and balanced' community." Mixed-Use Area A is intended as a vibrant, pedestrian-friendly urban village centre for the WCA. SmartCentres currently proposes a 0.62 FAR, which is

approximately half of the minimum 1.25 FAR in the WCAP. An OCP amendment is required to the WCAP since SmartCentres proposes to reduce the minimum density in the Alexandra Neighbourhood Mixed-Use Area A from 1.25 to 0.60 FAR, see **Attachment 6**. In this regard the following points are noted:

- The proposal provides for buildings along all frontages and the majority of parking areas are concealed or screened from views along fronting streets;
- If the proposed parking structures consisting of approximately 15,938 m² (171,561 ft²) were included in the FAR calculation the proposed floor area ratio would be 0.86; and
- SmartCentres has committed to further enhance and activate the pedestrian realm along the Alexandra Way pedestrian corridor and the High Street during the Development Permit stage (see **Attachment 7 – Rezoning Considerations**).

In summary, a WCAP amendment can be supported since SmartCentres has agreed to further enhance and activate the pedestrian realm during the Development Permit process.

8. Alexandra Area Plan Amenity Charges: SmartCentres must contribute the following prior to final adoption of the rezoning in keeping with the West Cambie – Alexandra Interim Amenity Guidelines:
 - City Beautification amenity charges of \$232,615.20 (387,692 ft² x \$0.60/ft²) for construction of the Alexandra Way pedestrian corridor, however credits will be applied to the Alexandra Interim Amenity Charges for the design and construction costs related to the Alexandra Way pedestrian corridor; and
 - Community planning and engineering planning charges of \$27,138.44 (387,692 ft² x \$0.07/ft²).
9. Alexandra Neighbourhood Development Agreement: Council, on June 25, 2007 authorized the execution of the "Alexandra Neighbourhood Development Agreement" for the provision of required off-site sanitary and storm sewer utility works. The subject development is required to provide their proportionate share of the costs associated with the execution of the "Alexandra Neighbourhood Development Agreement" prior to connecting the utility works covered by this agreement. The required payment will be calculated and collected prior to issuance of a building permit for the subject development and will include current interest charges as defined by the agreement. SmartCentres must contribute \$480,738.08 (387,692 ft² x \$1.24/ft²) indexed at the applicable rate, in accordance with the Alexandra Neighbourhood Development Agreement for previously constructed infrastructure improvements in the Alexandra Neighbourhood, prior to issuance of a Building Permit.
10. Local Area Development Cost Charges (Alexandra DCC's): In addition to City-wide Development Cost Charges (DCCs), the applicant is required to pay a Supplementary Local Area DCC for the Alexandra Neighbourhood, to fund local north-south roads (including associated infrastructure), supplemental funding for the High Street, to achieve standards over and above the City standard, and the acquisition and development of lands for the Alexandra Neighbourhood Park.
11. Urban Design Improvements and Compliance with the Design Guidelines: Proposed deviations from WCAP design guidelines can be dealt with at the Development Permit stage. Urban design improvements required at the Development Permit stage include:

- Advance the concept design and submit more detailed design drawings to ensure the establishment of a compact, vibrant, pedestrian oriented, urban village centre that will become the retail/commercial heart of the Alexandra Neighbourhood.
- Advance the design concept and submit more detailed design drawings to ensure an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out to the back of sidewalk including numerous small shops plus an interesting mix and variety of retail shopping opportunities along the High Street.
- Improve the concept design and submit more detailed design drawings to ensure the continuation of the Alexandra Way pedestrian corridor through the proposed development with high-quality pedestrian enhancements, punctuated with periodic pedestrian plaza areas, activated to attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and opportunities to encourage pedestrians to sit/linger and incorporating other features such as public art and focal elements that add interest and variety to the pedestrian experience.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District. This application involves no multiple-family housing units. As a courtesy however, this application will be forwarded to School District No. 38 (Richmond), for information purposes only if the bylaws are given first reading by Council.

Public Input

Development signs have been posted as notification of the intent to rezone these 20 properties that constitute the proposed development site. A letter was received from Polygon Homes Ltd., dated June 2, 2011 (see **Attachment 8**) expressing concern regarding the proposed frontage conditions along the south side of Alexandra Road with specific reference to the easterly service and loading area. Polygon has recently acquired several properties on the north side of Alexandra Road including 9393, 9431, 9451, 9471, 9491, 9511 and 9531 Alexandra Road and these 7 properties are on the opposite (north) side of Alexandra Road from the proposed service/loading area of the proposed Walmart store. These Polygon lots are envisioned primarily as 5 to 6-storey residential projects.

The east development parcel of the SmartCentres proposal has been modified in the following ways to address the Polygon concerns. The Walmart Store service and loading area has been blocked from the majority of views along Alexandra Road by a solid screen wall and overhead by an open trellis structure to carry a vine planting. In addition the surface parking lot has been largely screened from views by an elevated and landscaped deck. While the design improvements will limit the impact of the loading/service area across from the residential uses, relocating the loading function within the site would represent a substantial design improvement and will be further investigated at the Development Permit stage.

The current rezoning application that includes a proposed Walmart Store was preceded by an earlier rezoning application (RZ 03-235259) that also included a proposed Walmart Store. The

applicant of this previous rezoning application (FirstPro Shopping Centres) hosted a public open house on May 12, 2003 that was attended by 147 parties (approximately 200 individuals) consisting of mainly Richmond residents. The attendees completed 51 comment forms with 71% in favour of the previously proposed development, 8% indicating that they were not in favour and 21% did not offer an opinion while some of these respondents suggested changes.

Staff Comments

Analysis

Conditions of Adjacency

North Edge: The future Alexandra/Leslie connector road will ultimately result in 1 consolidated lot between the connector road and the SmartCentres proposed development site (west development parcel). The City has on file a schematic concept for the redevelopment of this future consolidated lot submitted by SmartCentres and they propose various screening techniques along the south side of Alexandra Road to address the buffering of the 2 proposed service/loading areas, open parking areas and the parkade. The west loading/service area along Alexandra Road includes proposed architectural and landscape screening and will be set back from the road when the future Alexandra/Leslie connector road is constructed. The east loading/service area incorporates more elaborate screening that includes a proposed building wall extension and overhead trellis system with vine planting together with a dense landscape planting scheme along the boulevard. The open parking area within the east development parcel is screened along Alexandra Road with a proposed elevated landscape deck. The proposed parkade screening on the west parcel includes a multi-layered, mature landscape planting treatment consisting of coniferous and deciduous trees and dense shrub planting.

East Edge: The proposed open parking area within the east parcel is screened along May Drive with dense evergreen shrub plantings on the ground plane plus an over-storey of canopy trees.

South Edge: The proposed open parking area within the east parcel is screened with dense shrub planting and a double row of trees while buildings block views of parking areas in the west parcel. There is an off-street combined pedestrian/bicycle greenway on the boulevard and continuous landscape planting within setback zones at the base fronting buildings, where appropriate. The WCAP does not require any additional ALR setback requirements and none have been included in the proposed zoning district "Neighbourhood Commercial (ZC32) – West Cambie Area".

West Edge: The west edge of the development site includes the required greenway treatment on the boulevard along Garden City Road and provides an appropriate, dense, evergreen foundation planting in combination with a double row of street trees to the proposed buildings along this frontage.

Legal Agreements & Land Requirements

Land dedications are required for road purposes along Alderbridge Way, Garden City Road, May Drive and High Street. Area J at the northeast corner of the proposed development site is required to be transferred to the City as a fee simple lot for uses to be determined by the City and to the satisfaction of the Manager of Real Estate Services and the Director of Development. SRW's are required for the proposed Alexandra Way pedestrian corridor and elevated landscaped deck over a portion of the surface parking area on the east development parcel. In addition, various legal agreements will be required. See **Attachment 7 - Rezoning Considerations**.

Transportation & Traffic

1. Alexandra/Leslie Connector Road Realignment:

- a) The 2003 SmartCentres rezoning application (RZ 02-235259) was one of the principal reasons to initiate the WCAP update. SmartCentres participated in the area planning process and as such they were aware of the area plan goals and objectives. The West Cambie Area Plan was adopted on July 24, 2006 and the Alexandra/Leslie connector road realignment was identified as a key component in the area plan.
- b) From the outset through discussions as early as 2006, City staff had initially required that SmartCentre acquire all the necessary land and construct the Alexandra/Leslie connector road at the sole cost of SmartCentres, as this re-aligned street was deemed an essential part of the area plan, which could most appropriately be achieved through development requirements with complete certainty through their project.
- c) The SmartCentres proposal represents the single largest land assembly anticipated within the Alexandra Neighbourhood, which would create the most traffic impacts and benefit most significantly from the Alexandra/Leslie connector road realignment. Accordingly, staff believed that the SmartCentres proposed development was the most appropriate project to address the connector road realignment.
- d) In June 2011, after SmartCentres expressed concerns to staff regarding their ability to acquire the affected parcels for this road re-alignment, the WCAP was amended by Council to reflect staff's subsequent adjustment to the original road design of the Alexandra/Leslie connector road to minimize the cost and number of parcels required for the realignment for SmartCentres. This road design adjustment involved utilizing the existing Alexandra Road right-of-way as much as functionally possible which has now led to the current proposed design. The proposed road alignment also more accurately considers the existing lot geometrics and reduced the land requirements to portions of 5 properties.
- e) City staff then explored with SmartCentres the option of implementing the Alexandra/Leslie connector road on the basis of a late-comers agreement whereby SmartCentres would pay for the full cost of the road realignment (land and construction) but recover the proportionate share of the total cost from subsequent redevelopment within the surrounding area based on projected traffic use.
- f) SmartCentres, however, reiterated their inability to secure any of the 5 properties and continued to express concerns regarding having to finance the entire cost of the road realignment and requested that the City consider a proportional cost share approach to implement the Alexandra/Leslie Connector Road.
- g) As an alternative developed jointly by SmartCentres and staff, staff are recommending support for a proportional cost share approach based on projected traffic use, while requiring SmartCentres to implement additional interim transportation improvements that would accommodate development traffic based on a 10-year time frame, given that the Alexandra/Leslie Connector Road would not be implemented by SmartCentres on opening day of the proposed development as first envisioned.

- h) Specifically, the additional interim transportation improvements are proposed at the Garden City Road/Alderbridge Way intersection with the provision of dual left-turn lanes on the westbound, northbound and southbound approaches and a dedicated right-turn lane on westbound approach. With these interim intersection improvements, the implementation of the Alexandra/Leslie connector road can then be deferred by up to ten years based on traffic projections, at which time the City would be responsible for its implementation to be funded by subsequent developers' contribution from developments with the defined catchment area as described below.
- i) Some properties within the catchment area have been excluded from contributing to the road realignment costs, since these properties were already in process with pre-existing redevelopment proposals/applications or because they would generate no future traffic use for the road realignment. See **Attachment 4** for the catchment area boundaries. The properties excluded from contributing to the connector road realignment costs include:
- Properties fronting the north side of Alexandra Road opposite the proposed development site that have been previously rezoned or are in-process with a current development application including:

Addresses	Application No	Applicant / Owner	No. of Units Storeys	Site Area	Floor Area	Proposed FAR
9251 & 9291 Alexandra Road	DP 12-613923 RZ 10-534751	Fred Adab Architects Jingon Dev. Group	132 Units 4-storeys	7,572.8 m ²	11,702.4 m ²	1.54
9311, 9331, 9393, 9431, 9451 & 9471 Alexandra Road	RZ 12-598503	R. Ciccozzi Architect Polygon	542 Units 5-6 storeys	25,060.8 m ²	43,938.5 m ²	1.87
9491, 9511 & 9531 Alexandra Road	RZ 12-598506	GBL Architects Polygon	280 Units 4-storeys	13,727 m ²	22,421 m ²	1.63
11 properties	3 applications	2 developers	954	46,360.6 m ²	78,061.9 m ²	-

- Properties fronting the north and south side of Alexandra Road east of the proposed development site, since these properties will not have direct access to Alexandra Road west of May Drive and will not contribute any future traffic use to the realigned Alexandra/Leslie connector road.
 - Properties between Odlin Road on the north, Tomicki Avenue on the south, Dubbert Street on the west and May Drive to the east, as these properties have been previously rezoned for redevelopment.
 - With the recommended approach, the timing of implementing the re-aligned Alexandra/Leslie connector road would be dependent upon the pace of development of the above affected properties and collection of full funding for the necessary land acquisition and road construction.
- m) Alexandra/Leslie Connector Road Proportional Cost Sharing Approach: This proposed approach involves the following aspects, which have been agreed to by SmartCentres:
- establishment of the catchment area based on anticipated traffic projections,
 - exclusion of properties previously rezoned or in-process with a development application,

- iii. determination that SmartCentre proportional share contribution for land and construction costs should be 59% of the total cost for the Alexandra/Leslie connector road based on their share of projected future traffic use,
 - iv. current valuation of the 5 properties at approximately \$4.7M based on a jointly commissioned land appraisal including limited inducement and demolition allowances,
 - v. recognition that it may take up to 10 years in order to complete the Alexandra/Leslie connector road and projecting the future value of the 5 properties using the Housing Price Index based on 20-year average rates (\$8,205,030) with SmartCentres 59% contribution equivalent to \$4,840,968 but with a present value of \$3,745,058 after reducing the value by an average annual interest rate of 2.6%,
 - vi. determination of future construction costs (within 10 years) for the Alexandra/Leslie Connector Road using a 4% inflation factor (\$3,083,437) with SmartCentres contribution equivalent to \$1,819,228,
 - vii. establishment of the payment method for SmartCentres \$5,564,286 contribution (i.e., \$3,745,058 as cash prior to rezoning to allow the City to begin land acquisition in the short term and \$1,819,228 as a letter of credit, which would be cashed to construct the road after all the land acquisition has occurred), and
 - viii. with any funds recovered from the sale of residual lands used first to implement the Alexandra/Leslie connector road and only after completion of the road realignment, would there be any possible reimbursement to SmartCentres based on the area not required and/or used for the road realignment (53.8% of the 5 subject properties) but according to SmartCentres proportional share contribution of 59%.
- n) Alexandra/Leslie Connector Road - Reimbursement Process: Contributors to the assembly of lands required for the Alexandra/Leslie connector road would be reimbursed with residual funds from the disposal of residual lands, after the completion of the connector road and following payment to the City of any and all costs associated with the lands assembly and disposal process on a priority basis related to their respective proportional share contribution, see **Attachment 8**.
- o) Alexandra/Leslie Connector Road Assessment: The following provides a summary of the pro's and con's regarding the proposed connector road assessment.
- i. Pro's:
 - Funding strategy enables the proposed development to proceed with traffic improvements to the City's road network that address the 10-year traffic projections;
 - Addresses the current inability to acquire the required road parcels; and
 - Spreads land acquisition and construction costs across the development lands that will benefit from the road realignment.
 - ii. Con's:
 - No guarantee properties required will be readily available for sale;
 - Land values may increase at a higher rate than anticipated resulting in a funding shortfall;
 - No guarantee that other properties identified in the catchment area will redevelop and contribute to the road realignment resulting in a possible funding shortfall;

- If the road realignment is not implemented within 10 years, the road network level of service and traffic delays would gradually deteriorate to result in extreme congestion, drivers' frustration, and potentially traffic safety issues at which time other traffic measures and improvements may have to be sought;
- Defers costs onto smaller development sites, which in combination with other works and development charges may adversely affect the feasibility of redeveloping these sites.

2. Other Road Improvements and Land Dedications are required along:

- a) Alderbridge Way to ensure the required road widening and provision of a minimum 4.8 m wide shared pedestrian/cyclist path and boulevard on the north side of the road from the back of curb;
- b) Garden City Road to ensure the required road widening and the provision of a minimum 7.77 m wide shared pedestrian/cyclist greenway and boulevard on the east side of the road from the back of curb;
- c) Alexandra Road to ensure the required road widening and provision of a minimum 3.65 m wide boulevard/sidewalk on the south side of the road plus allowances for a 9 m wide driving/parking surface and 1.0 m wide shoulder within the road dedication;
- d) May Drive to ensure the provision of a minimum 20 m wide north-south road extension connecting Alexandra Road and Alderbridge Way;
- e) High Street to ensure the provision of a minimum 22.7 m wide new north-south road connecting Alexandra Road and Alderbridge Way;
- f) Various road improvements at the following intersections: Alderbridge Way/May Drive; Alderbridge Way/High Street; Alderbridge Way/Garden City Road and Garden City Road/Alexandra Road plus special crosswalks on the High Street at the proposed access to the site and at Alexandra Road including Alexandra Road at the High Street; and
- g) The exact width of all required road/intersection improvements and the associated land dedications are to be based on functional road designs, subject to the approval of the Director of Transportation and to be confirmed by survey plans.

3. Parking: The required parking rate for this proposed development is 3.0 spaces per 100 m² the first 350 m² of floor area and 4.0 spaces per 100 m² of floor area for the remaining floor area. The proposed parking is less than the Zoning Bylaw by 16% (1,382 required versus 1,153 proposed) but the WCAP includes the allowance for a 20% reduction in parking subject to a Transportation Impact Study and acceptable Transportation Demand Management (TDM) measures. SmartCentres has proposed the provision of the following TDM measures:

- a) Bicycle storage (25% in addition to the bylaw requirements);
- b) Two (2) end-of-trip cycling facilities with a total three (3) water closets per gender, 2 wash basins per gender and 3 showers per gender with 1 end-of-trip cycling facility on the west development parcel and 1 end-of-trip cycling facility on the east development parcel;
- c) Three (3) bus stop upgrades (bus shelters and accessible bus landing pads for each) within the vicinity of the site; and
- d) Ten percent (10%) of the total parking spaces pre-ducted for electrical vehicle (EV) plug-ins plus a minimum of 4 EV parking stalls (i.e., 2 on the west development parcel and 2 on the east development parcel) be equipped with charging stations (240V).

4. Loading and Bike Parking: are provided according to the minimum requirements of the bylaw.
5. Summary: From the adoption of the WCAP in 2006 and the initial stages of this SmartCentres rezoning application, City staff have consistently taken the position that SmartCentres should acquire all necessary land and construct the Alexandra/Leslie connector road realignment.

During the rezoning application review process, City staff have revised the design of the realigned Alexandra/Leslie connector road to reduce the number of properties required. However, SmartCentres could not conclude the purchase of these properties. Subsequently, at the request of SmartCentres, City staff agreed to consider an alternative approach based on proportional cost sharing for the Alexandra/Leslie connector road realignment. Using this approach, the City has considered using the 20-year average rate in determining the land values. City staff have proposed and SmartCentres has now agreed that their proportional share for the Alexandra/Leslie connector road would be 59% of the total road realignment costs or \$5,564,286.00 including \$3,745,058.00 as a cash contribution for land and \$1,819,228.00 as a letter of credit for construction of the road. See the table below for a summary of the Alexandra/Leslie connector road total costs and the SmartCentres proportional share. However, the proportional share approach requires other developers within the defined catchment area to contribute 41% of Alexandra/Leslie connector road costs.

Alexandra/Leslie Connector Road - SmartCentres Proportional Cost Share (based on 59%)	Total Connector Road Costs	Initial SmartCentres Contribution	Net SmartCentres Contribution
Land Costs (by cash)	\$8,205,030.00	Note 1 \$3,745,058.00	Note 3 \$1,730,217.00
Construction Costs (by Letter of Credit)	\$3,083,437.00	Note 2 \$1,819,228.00	Note 2 \$1,819,228.00
Total	\$11,288,467.00	\$5,564,286.00	\$3,549,445.00

Notes Specific to Proportional Cost Share Approach

- Note 1: After sale of the remnant portions of the 5 properties (53.8% of the total area not required for the realignment of Alexandra Road), SmartCentres would be eligible for future reimbursement of up to the lesser of:
- a) 59% of the net proceeds from selling the remnant of the 5 properties less any of the proceeds used to acquire the 5 properties (as the proceeds from the sale of the remnant portions of the 5 properties would be used first towards any premiums necessary to acquire the 5 properties).
 - b) 53.8% (\$2,014,841.00) of the SmartCentres original contribution towards the land purchase (\$3,745,058.00).
- Note 2: Under a separate process, SmartCentres would be eligible for up to \$113,723.00 (based on traffic usage of 59% of the total \$192,750.00) as Roads DCC credits towards the Garden City Road/Leslie Road traffic signal at the time of issuance of a Building Permit.
- Note 3: Exact SmartCentres net contribution on land would be subject to the amount of proceeds from selling the remnant portion of the 5 properties less any of the proceeds used to acquire the 5 properties (as noted in Note 1).

Engineering & Servicing

1. Storm Sewer: All site storm drainage must be directed to Alexandra Road except for road run-off from the south half of High Street and May Drive that may be drained to Alderbridge Way. The storm sewer along the Alexandra Road must be upgraded to a minimum 600mm diameter pipe including a new connection across Garden City Road to the existing 1200mm diameter storm drain.
2. Sanitary Sewer: Sanitary analysis is required to the Odlin West sanitary pump station. Sanitary sewer improvements are required on Alexandra Road, May Drive and High Street. A 6.0 m wide Statutory Right of Way (SRW) for utility purposes is required for the proposed sanitary sewer within the future May Drive connecting Alexandra Road and Tomicki Avenue. The required SRW is located within 9451 and 9471 Alexandra Road and is to be measured 6.0 m from the east property lines of these 2 properties.
3. Water Service: A new watermain is required on Alexandra Road, High Street and May Drive and asbestos-cement (AC) watermain replacement is required along Garden City Road.
4. Hydro/Telephone: Pre-ducting works are required on the following proposed roads subject to confirmation from BC Hydro and telecom providers:
 - a) proposed May Drive (from Alderbridge Way to Alexandra Road), and
 - b) proposed High Street (from Alderbridge way to Alexandra Road).The removal of existing power poles and installation of underground pre-ducting along the east side of Garden City Road and along the north side of Alexandra Road will be at the discretion of BC Hydro.
5. Summary: The City has defined the scope of work description for required frontage improvements and site servicing for the Servicing Agreement in the Rezoning Considerations (see **Attachment 7**). All servicing infrastructure works shall be as per City requirements and to final approval by the Director of Engineering and the Director of Transportation.

Site Planning & Urban Design

1. Pedestrian-Oriented Village Centre: The WCAP envisions a compact, urban, pedestrian friendly village centre for the Alexandra Neighbourhood – Area A (proposed west parcel). There are enhanced pedestrian environments within the development that include wider sidewalks, raised pedestrian crossings, permanent and seasonal plaza areas and a moderate level of pedestrian enhancements. Further design development is required at the Development Permit stage to ensure a high quality design with an appropriate level of pedestrian amenities.
2. Streetscape Design: The proposed streetscape design responds to the various edge conditions surrounding the site including the 2 greenways (along Alderbridge Way and Garden City Road). However, further design development is required through the Development Permit stage to ensure effective screening of parking areas, adequate buffering of the parkade and loading/service areas, building façade enhancements and boulevard treatments, the elimination of stairs in the public realm and high quality streetscape design. The High Street is an important urban design component of the Alexandra neighbourhood village centre concept that should be designed to generate and attract pedestrian activity with retail uses, appealing streetfront architectural façades, variety in streetscape design and high quality

pedestrian amenities. While the proposed site plan allows for adequate space, careful attention to detailed design at a larger scale is required during the Development Permit stage to ensure the WCAP vision is achieved with an appropriate level of activation for this important pedestrian retail street.

3. Design Development: Further design development at the Development Permit stage is a requirement of the rezoning considerations, see **Attachment 7**.

Architectural Form & Character

Street Fronting Building Façades: The proposed building façades include design variety and visual interest that break long retail frontages into smaller CRU's. The streetfront façade design also attempts to replicate retail storefronts, along streets with rear facing buildings however, further design development is required at the Development Permit stage to ensure there is:

- correlation between storefront façade design and proposed CRU floor areas;
- appropriately scaled building streetwalls with a visual appearance taller than 1-storey;
- sufficient architectural variety with appropriate design commonalities;
- incorporation of high quality building materials with abundant storefront transparency;
- a complementary mix of retail uses and an integrated streetscape design;
- acceptable pedestrian activation with potential for retail uses expanding onto the boulevard;
- adequate streetscape improvements with appropriate pedestrian comforts and amenities;
- creation of a vibrant, attractive and pedestrian friendly retail/commercial street; and
- a coordinated streetscape design with ample visual interest and pedestrian scaled signage.

Existing Trees, Landscape & Open Space Design

Existing Trees:

1. Tree Survey & Compensation: SmartCentres has provided a tree survey and indicated that all site trees will be removed due to raising the site grade to achieve the required Flood Construction Level (FCL) of 2.6m GSC. SmartCentres will provide 344 replacement trees as part of the landscape plan and/or cash-in-lieu if the total number of replacement trees cannot be located on-site. The existing site trees can be removed following the Public Hearing with the appropriate tree removal permit and bonding for replacement trees on a 2 for 1 basis.
2. Significant/High Value Trees & Compensation: There are 3 significant trees and 1 high value tree (ie. 1-80cm caliper Douglas Fir, 1-111cm caliper Douglas Fir, 1-100cm Linden and 35cm Balsam Fir), which SmartCentres proposes to remove. SmartCentres proposes to plant 4 specimen replacement coniferous trees (minimum 5 m high) and this will be addressed at the Development Permit stage.

Landscape & Open Space Design:

1. Alexandra Way Pedestrian Corridor: This important neighbourhood pedestrian corridor is proposed to extend along the both sides (east and west boulevards) of the High Street north block with a connection between the east and west development parcels at the both ends of

the High Street north block. This pedestrian corridor continues through the west development parcel, eventually connecting with the northeast corner of the Garden City Road and Alderbridge Way intersection. The proposed design allows for a minimum 3.5m wide pedestrian walkway including the following features, decorative paving, lighting, banners, hanging baskets, street furniture, wayfinding signage, weather-protection, tree, shrub and floral plantings, seasonal displays and public art.

Further design development is required during the Servicing Agreement and Development Permit stages to ensure a high quality design with a full range of pedestrian amenities and comforts. A SRW will be required over this area to ensure public pedestrian access and maintenance of this pedestrian corridor will be the responsibility of the SmartCentres.

2. **Boulevard Design:** Both Alderbridge Way and Garden City Road are designated greenways with boulevard planting strips, minimum 2 rows of street trees and off-street bike lanes. The design proposes a shared pedestrian/bike path along Alderbridge Way and a separated pedestrian sidewalk and bike lane along Garden City Road. The proposed landscape design behind the sidewalk (within the building setback) includes a zone of tree and shrub planting that varies in width along the fronting roads in order to enhance the rear building facades. Along Alexandra Road, the Building A (west parcel) loading area would be screened by a minimum 2m wide landscape strip between the sidewalk and the screen wall while the Walmart loading area (east parcel) would be screened by a minimum 4.0 m wide landscape strip between the sidewalk and the screen wall including an overhead trellis for additional screening from above. The proposed High Street design features wider sidewalks (min. 4.5m wide) for cafes and retail activities to expand onto the boulevard, with street trees and median plantings to add variety and seasonal interest to the streetscape design. May Drive is proposed as a standard City street with typical sidewalk and boulevard plantings. More design development of these street frontages is required through the Servicing Agreement and Development Permit stages to ensure high quality streetscapes.
3. **Raised Landscape Deck:** The design proposal includes an elevated landscape deck at the northeast corner of the site to screen open parking areas and add usable green space. The grade transition from Alexandra Road onto the landscape deck has been reduced to a maximum slope of 3:1. The proposed deck design incorporates multiple pedestrian entry points including a stair connection to the parking area below. The proposed design character is informal and predominately green incorporating passive recreation opportunities with numerous seating areas adjacent to the pathway system. The pathway system includes minimum 2.0 m wide sidewalks and pedestrian scale lighting for safety. The proposed planting includes abundant tree and evergreen shrub planting complete with an automatic irrigation system. Further design development will be necessary to ensure a high quality design and appropriate crime prevention measures are incorporated and maintenance of this SRW area will be the responsibility of the developer/owner.

Alexandra District Energy Utility (ADEU), Sustainability & Environmental Design

1. **Alexandra District Energy Utility (ADEU):** SmartCentres has agreed that 63% to 69% of the proposed floor area or approximately 70% of the total annual heating and cooling energy demand will be serviced by the ADEU but this is subject to Council approval of amendments to the ADEU bylaw to allow less than 70% participation. Furthermore, obligations to connect to the ADEU will be subject to Council's future approval of capital funding for the expansion of ADEU infrastructure necessary to service the development. The participation

of this development proposal in the ADEU will be limited to the large format tenants (Buildings A and the East Anchor Building – Walmart Store). More detailed energy modelling will be required to establish the extent of the energy demand represented by those tenants. SmartCentres will be required to coordinate with Engineering staff to determine this demand as part of the Servicing Agreement process.

2. Other Sustainability & Environmental Design: SmartCentres has agreed to provide the following environmental and sustainability features:

- LEED Silver equivalency for the project;
- Compact development with the majority of parking in 3 structured parking areas;
- Improved on-site pedestrian circulation;
- Water efficient plumbing fixtures and drought tolerant planting;
- Reduced stormwater discharge through permeable paving, rooftop detention, bio-swales and oil-water separators; and
- Reduced energy consumption and light pollution and efficiencies due to the building envelope and HVAC systems plus high-efficiency night-sky friendly lighting.

Public Art & Crime Prevention Through Environmental Design (CPTED)

1. Public Art: SmartCentres will either provide public art on-site along the Alexandra Way pedestrian corridor in accordance with the City's Public Art Policy or provide cash-in-lieu to the City Public Art fund, which is currently estimated to be approximately \$155,077.00 (387,692 ft² x \$0.40/ft²).
2. CPTED: The inside of the parkade (walls, columns and ceilings) will be painted with reflective white paint with lighting levels as required by the BC Building Code. The open parking areas will be well lit with fixtures providing good colour rendition. A complete and comprehensive list of CPTED enhancements will be provided during the Development Permit stage.

Refuse & Recycling

Refuse/recycling facilities will be provided in each garbage room, including grease bins for restaurants, if appropriate. Garbage rooms will be provided with 2 large containers (for garbage and cardboard) and separate carts for food scraps, paper, glass and plastics (4 carts in total). Plans will be provided at the Development Permit stage with the layout and location of all facilities.

Richmond Advisory Design Panel (ADP)

This rezoning application was presented to the ADP on December 8th, 2011. See **Attachment 10** for ADP comments followed by SmartCentres responses in *bold italics*. The ADP expressed concerns regarding the form and character of the SmartCentres proposal, which are summarized in the following statements:

- Project would benefit from increased density to reflect a more urban 'Village' character;
- More storefronts and retail development that front onto the surrounding perimeter roads;

- Improved architectural retail streetfront design to create an improved 'Gateway' experience;
- More intense urban design required to create a more sophisticated urban character;
- A stronger architectural expression is required to balance the size and scale of Walmart store;
- High Street requires more vertical definition and should be the retail heart of the project;
- A hierarchy of linked outdoor rooms is required along the Alexandra Way pedestrian corridor;
- Pedestrian improvements are needed at entries and crossings plus continuous rain protection;
- The elevated landscape deck should expand the variety of uses and improve linkage to the site;
- More attention to CPTED issues is required under the elevated landscape deck; and
- Inadequate screening of the loading areas.

Financial Impact or Economic Impact

The proportional share approach is recommended, as SmartCentres was unable to acquire the properties required for the Alexandra/Leslie connector road and by default, this is the only available option. It also distributes the road realignment costs proportionately to the properties within the catchment area that will ultimately benefit from the connector road assuming that 10 years is a reasonable timeframe to complete the land assembly process and construct the connector road. However, the proportional share approach requires the City to accept some uncertainty (see Transportation & Traffic Section above) associated with the Alexandra/Leslie connector road that increase with time. If the Alexandra/Leslie connector road is not completed within 10 years the City may be confronted with the following decisions:

- Extend the timeframe for completing the connector road accepting that some escalation costs may accrue to the City with the possible need to find a supplemental funding source; or
- Accelerate the timeframe for completing the connector road through land expropriation; or
- Potentially encounter a gradually decreasing level of service and increasing traffic congestion in the immediate area resulting in the need for the City to seek other alternative traffic improvement measures.

SmartCentres must contribute \$5,564,286.00 for the future Alexandra/Leslie Connector Road, \$3,745,058.00 as a cash contribution for land and \$1,819,228.00 as a letter of credit for construction of the road, prior to final adoption of the rezoning. The proportionate contribution (59%) by SmartCentres for the Alexandra/Leslie connector road is based on assumptions concerning future acquisition and construction costs; therefore there are some risks that the City is assuming. The remaining 41% of the connector road total costs would be funded by other owners/developers within the defined catchment area.

Conclusion

Contingent on the acceptability of a proportional cost share approach and the risks to the City as described above, staff recommend support for the proposed shopping centre development by SmartCentres referred to as Central at Garden City and furthermore that this rezoning application proceed to Public Hearing.



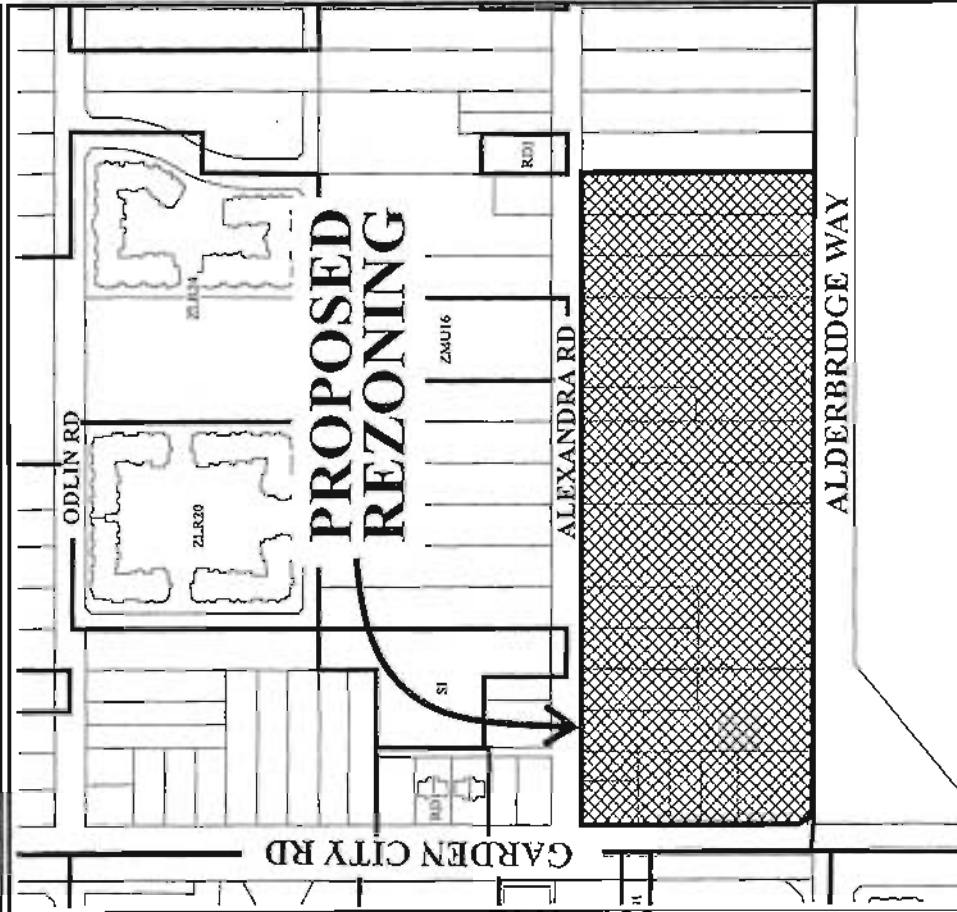
Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

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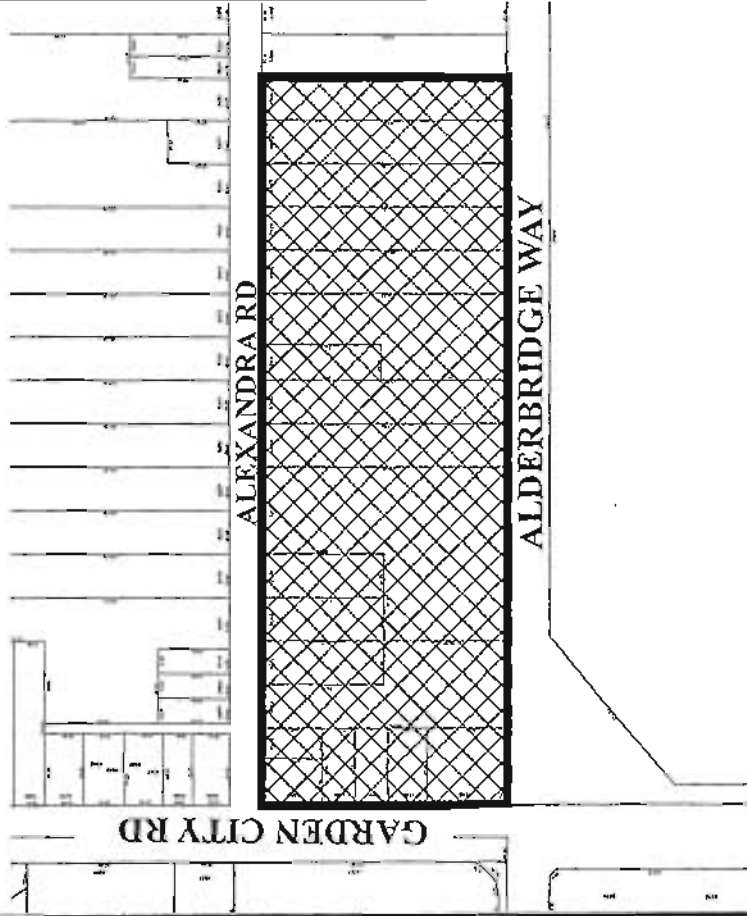
- Attachment 1: Location Plan and Aerial Photo
- Attachment 2: Concept Design Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Alexandra/Leslie Connector Road - Proportional Cost Share - SmartCentres
- Attachment 5: Environmental Sensitive Area (ESA) and Natural Park Area Reductions
- Attachment 6: Alexandra Neighbourhood Land Use Map – WCAP (existing and proposed)
- Attachment 7: Rezoning Considerations
- Attachment 8: Letter from Polygon Homes Ltd., dated June 2, 2011
- Attachment 9: Alexandra/Leslie Connector Road – Reimbursement Process
- Attachment 10: Advisory Design Panel Comments and Applicant Responses
- Attachment 11: Expanded Public Hearing Notice Area



City of Richmond



PLN - 166



RZ 10-528877

Attachment 1: Location Plan

Original Date: 05/10/10

Revision Date: 02/23/12

Note: Dimensions are in METRES



Attachment 1: Aerial Photo

RZ 10-528877

Original Date: 05/10/10

Amended Date:

Note: Dimensions are in METRES

- 2.5 m WIDE ALEXANDRA WAY SW

- GREEN DECK SAW

NOV 14 2012

RZ-10528877

2.

SETBACK PLAN

CENTRAL AT GARDEN CITY

RICHMOND, BC

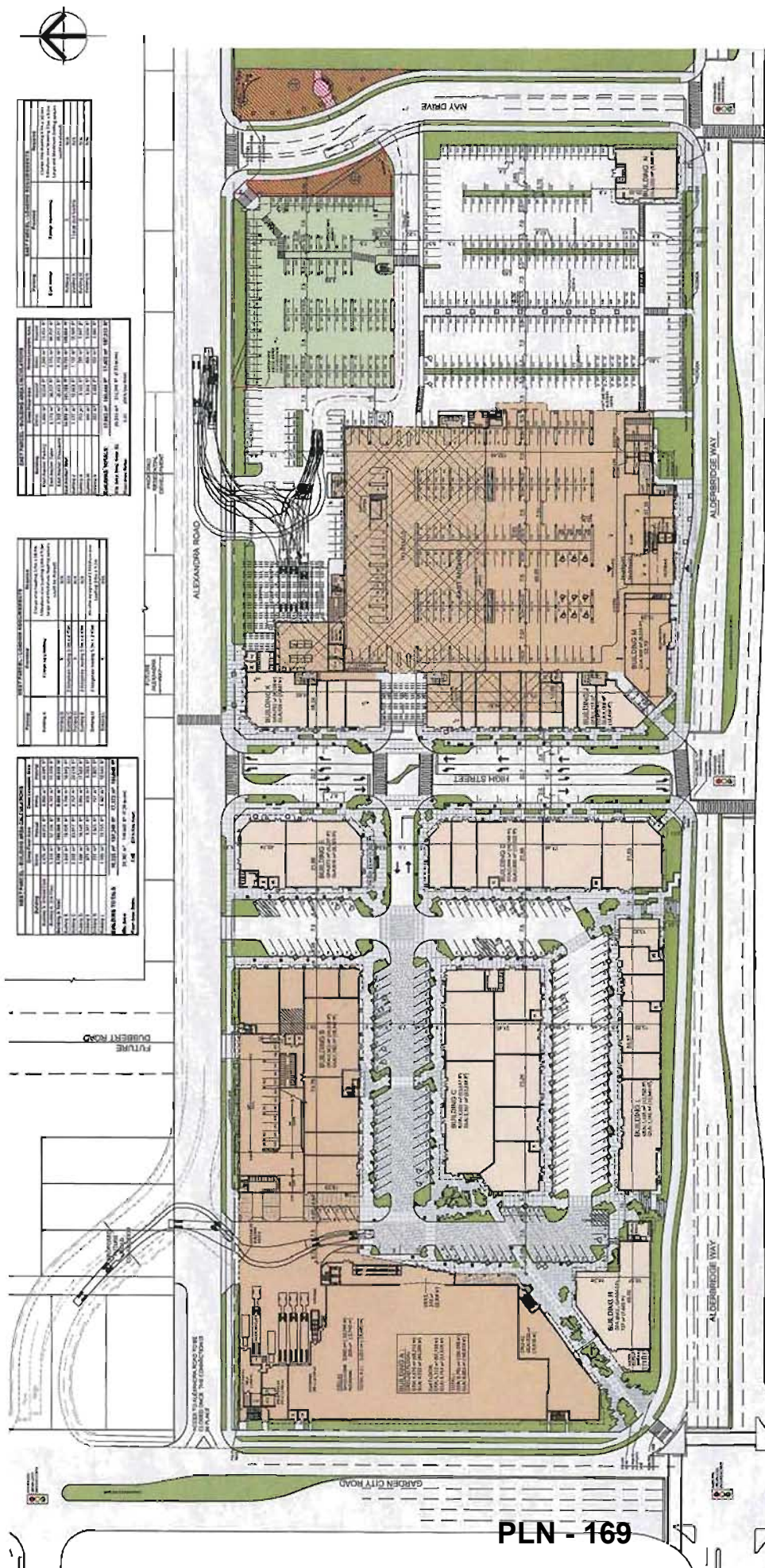
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PLN - 169



LIFE STATISTICS	
EXTINGUISH AREA:	87,801 SQ. M. (21,772 SQ. FT.) (16.77 ACRES)
ROAD DEDICATION - HIGH STREET:	3,303 SQ. M. (81,209 SQ. FT.) (0.3 ACRES)
ROAD DEDICATION - MAY DRIVE:	2,145 SQ. M. (53,637 SQ. FT.) (0.7 ACRES)
ROAD DEDICATION - ALUMBERIDGE ROAD:	2,744 SQ. M. (23,078 SQ. FT.) (0.33 ACRES)
TOTAL ROAD DEDICATION:	8,192 SQ. M. (20,915 SQ. FT.) (2.3 ACRES)
PART PARCEL B3A AREA 2:	554 SQ. M. (1,359 SQ. FT.) (0.16 ACRES)
TOTAL SITE AREA WITHOUT ROAD DEDICATION & B3A AREA 2:	18,095 SQ. M. (44,317 SQ. FT.) (2.6 ACRES)

WEST PARCEL

29,302 BM - 216,049 SF (7.26 ACRES)
AREA:
14,335 BM - 197,540 SF
17,173 BM - 168,049 SF
0.22
16,103 BM - 173,331 SF (54.8IN)
884 CARS (3,080,100 BM - 3,711,000 SF)

EAST PARKER	
SITE AREA (TOTAL ASBA E)	20,243 SQ. FT. 237 ACRES
PARKING LEVEL AREA:	1,600 SQ. FT. 16,038 SF
SALES FLOOR AREA:	9,170 SQ. FT. 9,170 SF
MEZZANINE AREA:	4,312 SQ. FT. 46,413 SF
TOTAL EAST PARKER AREA:	14,972 SQ. FT. 161,118 SF
GRADE LEVEL BUILDING (S&B) AREA:	2,718 SQ. FT. 29,293 SF
GPA (TOTAL GRADE FLOOR AREA):	17,690 SQ. FT. 190,444 SF
GIA (TOTAL GROSS LEASABLE AREA):	17,602 SQ. FT. 189,217 SF

EAST PARK AREA		EAST PARCEL:	3	4
		AREA E:	6	
		AREA F:	8	
		GREEN DECK:	3	
		TOTAL:		4

Selling company's business requirements		Buyer's business requirements	
Supplier	Buyer	Supplier	Buyer
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[illegible]

Question	Answer	Points
1. Which of the following is a characteristic of a good research question?	It is specific and measurable.	1
2. What is the primary purpose of a research question?	To guide the research process.	1
3. Which of the following is a common mistake when formulating a research question?	Being too broad or too narrow.	1
4. What is the relationship between a research question and a hypothesis?	A hypothesis is a specific prediction derived from a research question.	1
5. Which of the following is a characteristic of a good research question?	It is relevant to the field of study.	1
6. What is the primary purpose of a research question?	To guide the research process.	1
7. Which of the following is a common mistake when formulating a research question?	Being too broad or too narrow.	1
8. What is the relationship between a research question and a hypothesis?	A hypothesis is a specific prediction derived from a research question.	1
9. Which of the following is a characteristic of a good research question?	It is relevant to the field of study.	1
10. What is the primary purpose of a research question?	To guide the research process.	1

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FINISH LEGEND AND COLOUR SCHEDULE:

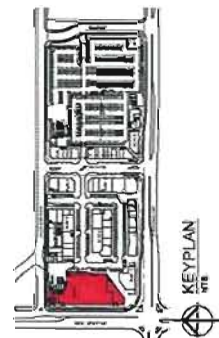
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2	• BRICK VENEER	8	• CANVAS LINING	10	• METAL DOOR
3	• CORRUGATED METAL	7	• METAL & GLASS CANOPY	11	• CONCRETE LIPSTAND
4	• METAL PANELS	8	• GLAZING IN BRICKSHEP	12	• PLYFINISHED WOOD PANELS

PROPOSED:	1.3 to 1.2	1.8 to 1.6
STORAGE 1	1.3 to 1.2	1.8 to 1.6
STORAGE 2	1.3 to 1.2	1.8 to 1.6
STORAGE 3	1.3 to 1.2	1.8 to 1.6
STORAGE 4	1.3 to 1.2	1.8 to 1.6
STORAGE 5	1.3 to 1.2	1.8 to 1.6
STORAGE 6	1.3 to 1.2	1.8 to 1.6
STORAGE 7	1.3 to 1.2	1.8 to 1.6
STORAGE 8	1.3 to 1.2	1.8 to 1.6
STORAGE 9	1.3 to 1.2	1.8 to 1.6
STORAGE 10	1.3 to 1.2	1.8 to 1.6
TOTAL	1.3 to 1.2	1.8 to 1.6

NOV 14 2012

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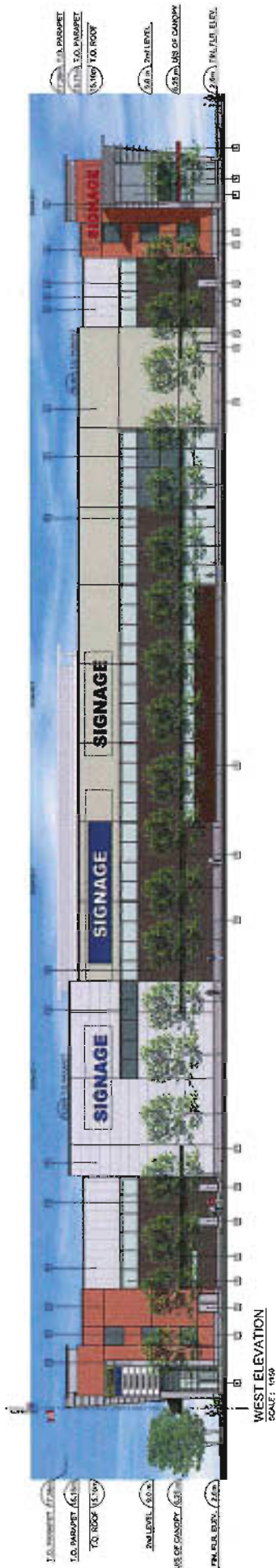
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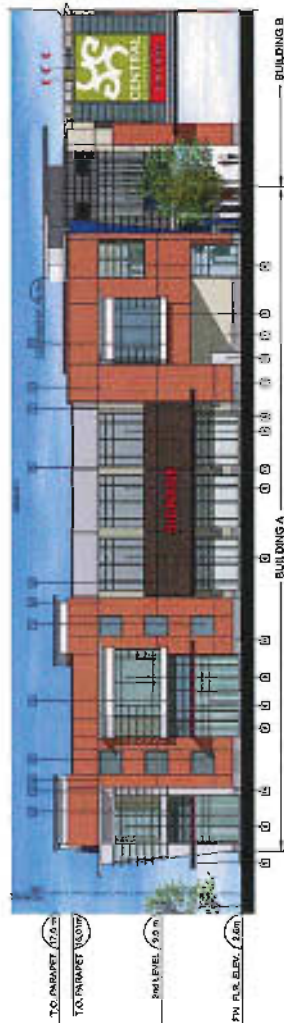
BUILDING A PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC



WEST ELEVATION
SCALE: 1:150



SOUTH ELEVATION
SCALE: 1:150

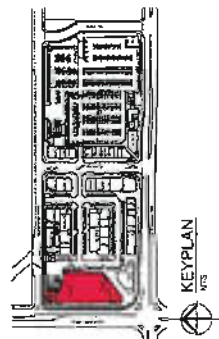
FINISH LEGEND AND COLOUR SCHEDULE:

- | | | | |
|----------------------|---------------------------|--------------------------------------|-------------------------------------|
| 1 - BRICK | 2 - METAL CANOPY | 3 - METAL GLASS IN ALUMINUM FRAME | 4 - METAL DOOR |
| 5 - BRICK VENTILATOR | 6 - CANVAS AWNING | 7 - METAL & GLASS CANOPY | 8 - GLASS IN BRUSSED ALUMINUM FRAME |
| 9 - CORRUGATED METAL | 10 - METAL & GLASS CANOPY | 11 - CONCRETE CURB AND | 12 - PREFINISHED WOOD PANELS |
| 13 - METAL PASTELS | 14 - METAL PASTELS | 15 - GLASS IN BRUSSED ALUMINUM FRAME | 16 - PREFINISHED WOOD PANELS |

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION		SOUTH ELEVATION	
PROPOSED	REQUIRED	PROPOSED	REQUIRED
SIGNAGE 1: 2.5 x 10	TOTAL SIGN AREA PERMITTED: 10.53 m²	SIGNAGE 1: 1.5 x 9.2	TOTAL SIGN AREA PERMITTED: 10.53 m²
SIGNAGE 2: 2.5 x 15.4		SIGNAGE 2: 1.5 x 9.2	
SIGNAGE 3: 1.5 x 10		SIGNAGE 3: 1.5 x 9.2	
SIGNAGE 4: 1.5 x 10		SIGNAGE 4: 1.5 x 9.2	
TOTAL: 10.53 m²		TOTAL: 10.53 m²	

2.4

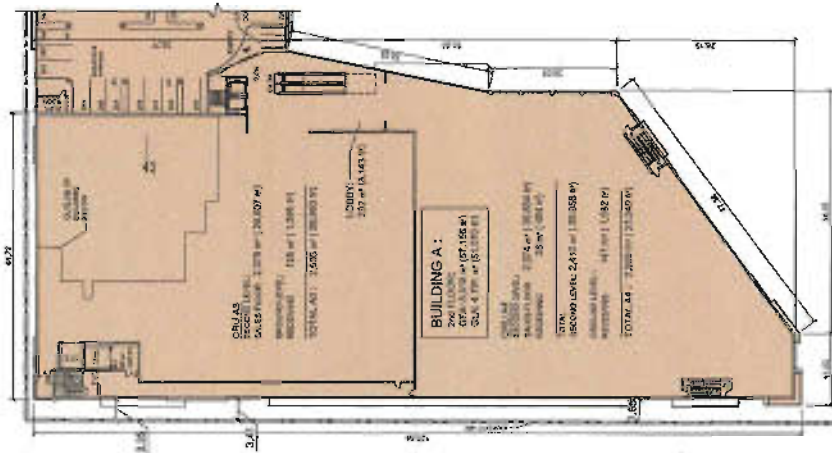


NOV 1 & 2012
RZ-10528877

BUILDING A PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC



SECOND FLOOR PLAN
SCALE: 1:500



NOVEMBER 13, 2012
AS NOTED
A-3.2

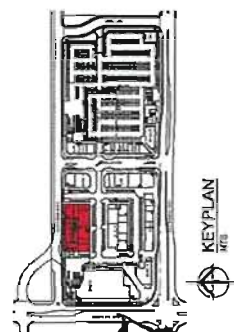


FINISH LEGEND AND COLOUR SCHEDULE:

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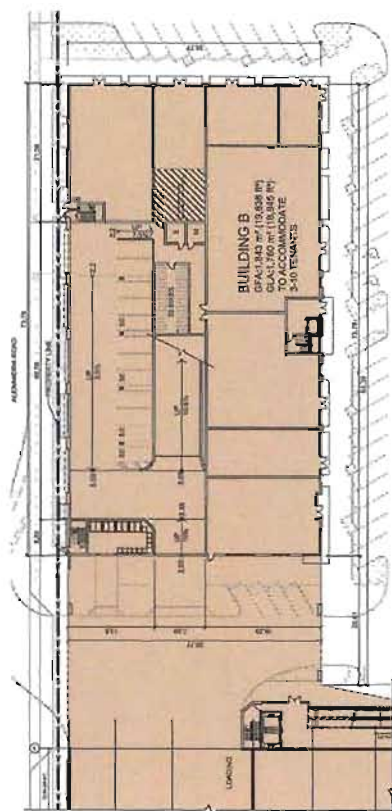
PRELIMINARY SIGNAGE ANALYSIS

REQUIRED		PROPOSED	
PERMITTED BLOOD 34.28 m	TOTAL BION AREA 94.39 m ²	BIOWASH 1 1.9 x 3.0	3.0 m ²
		BIOWASH 2 1.0 x 5.5	5.5 m ²
		BIOWASH 3 1.0 x 5.5	5.5 m ²
		BIOWASH 4 1.0 x 5.5	5.5 m ²
		BIOWASH 5 1.0 x 5.5	5.5 m ²
		TOTAL	30.5 m ²



NOV 14 2012

RF-1052887



GROUND LEVEL PLAN
SCALE 1:300

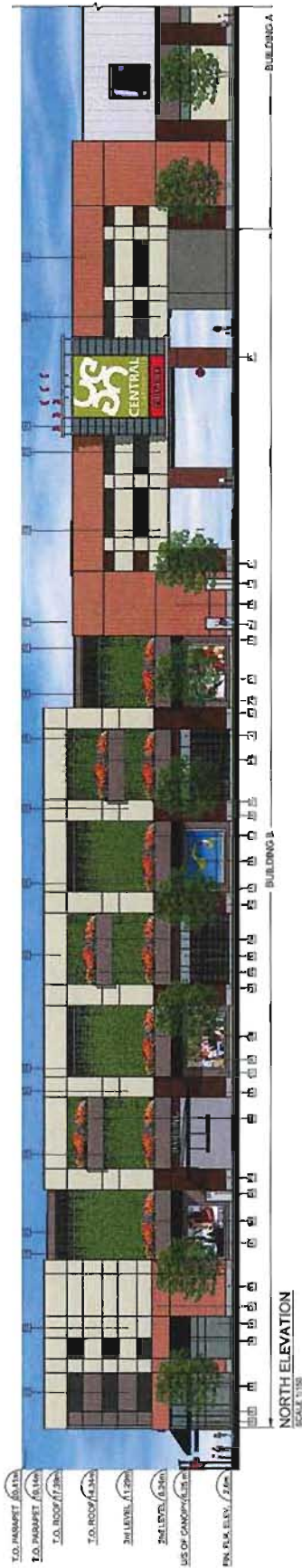
BUILDING B PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

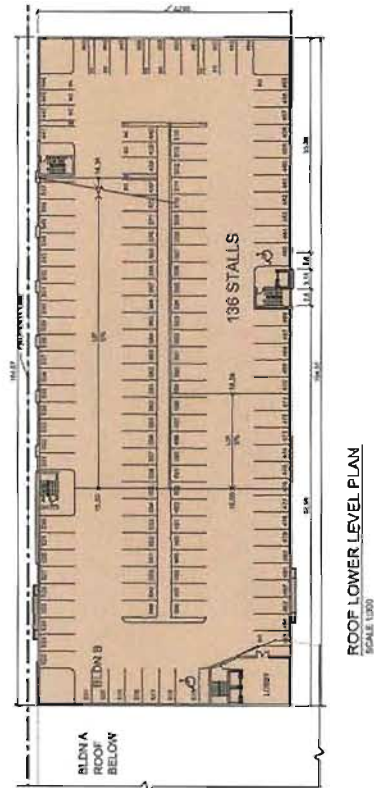
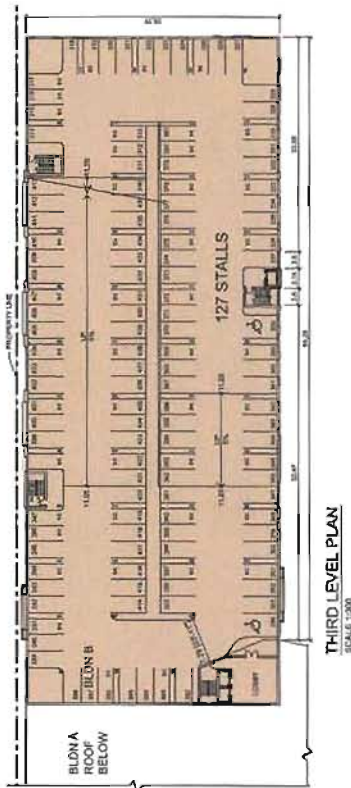
DATE: NOVEMBER 13, 2012
SCALE: AS NOTED
PROJECT #: 4029

A-3.3



FINISH LEGEND AND COLOUR SCHEDULE:

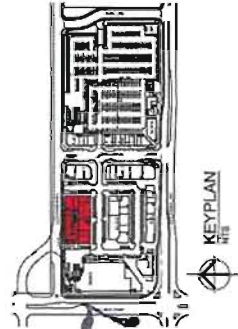
1	-EPS	8	-METAL CANOPY	9	-SPANDREL GLASS IN ALUMINUM FRAME	13	-PAINTED CONCRETE
2	-BRICK VENEER	9	-CONCRETE FINISH	10	-METAL DOOR	14	-METAL SCREEN
3	-CORRUGATED METAL	7	-METAL & GLASS CANOPY	11	-CONCRETE UPTAKE	15	-METAL PLASTER
4	-METAL PANELS	8	-GLAZING IN FINISHED ALUMINUM FRAMES	12	-PRE-FINISHED WOOD PANELS		



NOV 14 2012

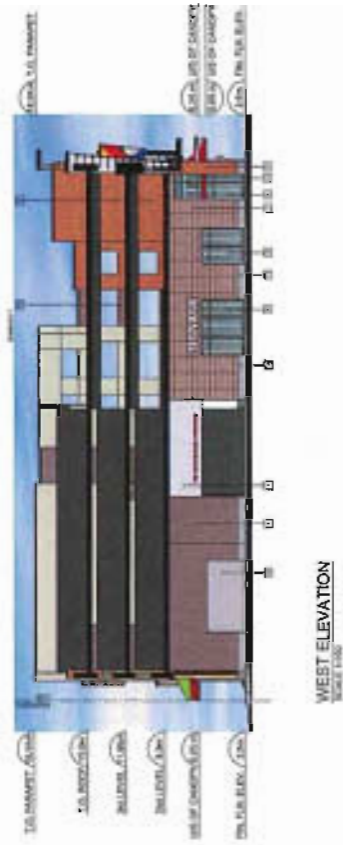
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RZ.1052887

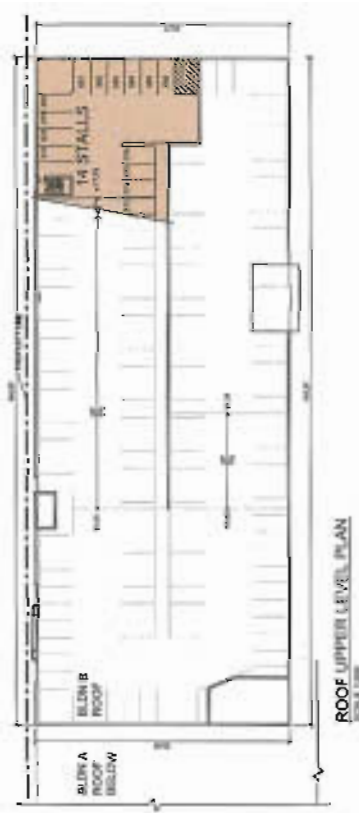




EAST ELEVATION
SCALE 1/8" = 1'-0"



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



ROOF UPPER LEVEL PLAN
SCALE 1/8" = 1'-0"

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EPS	5 - METAL CANOPY	9 - MARBLE GLASS IN ALUMINUM FRAME	13 - PARTIAL CONCRETE
2 - BRICK VENEER	6 - CLAYED JACOBI	10 - METAL SOOF	14 - METAL SCREEN
3 - CONCRETE METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE LITE AND	15 - METAL PLASTER
4 - METAL PANELS	8 - CLAYED IN BRICKED ALUMINUM FRAME	12 - POLYMER WOOD	

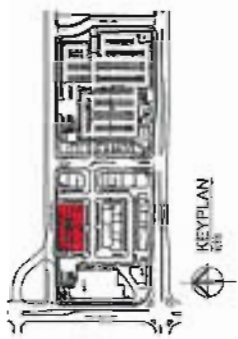
PRELIMINARY SIGNAGE ANALYSIS

EXIST. ELEVATION	EXIST. ELEVATION	EXIST. ELEVATION	EXIST. ELEVATION
PERMITTED TOTAL SIGN AREA 14,400 sq ft	PERMITTED TOTAL SIGN AREA 14,400 sq ft	PERMITTED TOTAL SIGN AREA 14,400 sq ft	PERMITTED TOTAL SIGN AREA 14,400 sq ft
EXIST. SIGN AREA 14,400 sq ft	EXIST. SIGN AREA 14,400 sq ft	EXIST. SIGN AREA 14,400 sq ft	EXIST. SIGN AREA 14,400 sq ft
PERMITTED TOTAL SIGN AREA 14,400 sq ft	PERMITTED TOTAL SIGN AREA 14,400 sq ft	PERMITTED TOTAL SIGN AREA 14,400 sq ft	PERMITTED TOTAL SIGN AREA 14,400 sq ft

2.7

NOV 14 2012

RZ 10528877



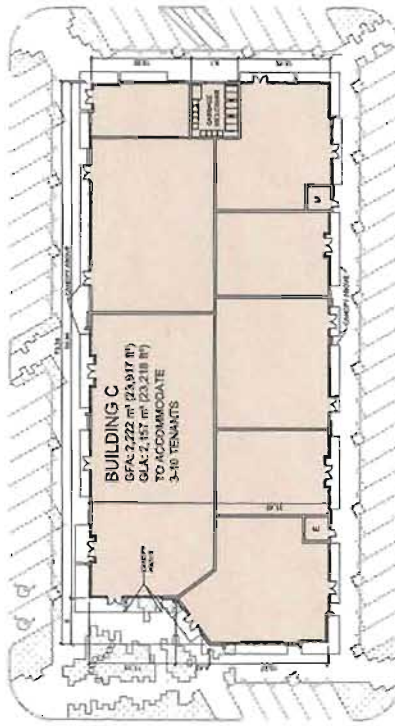
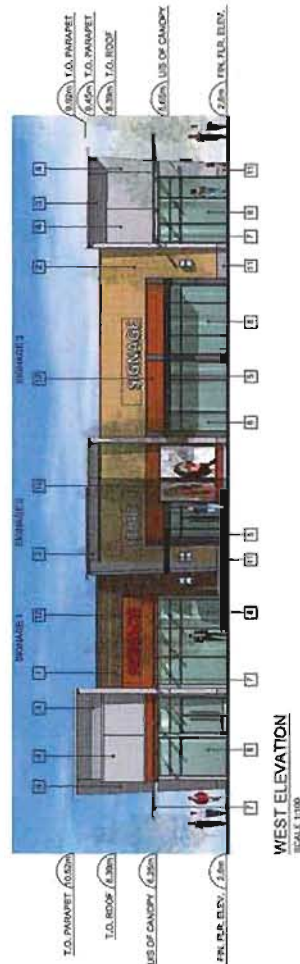
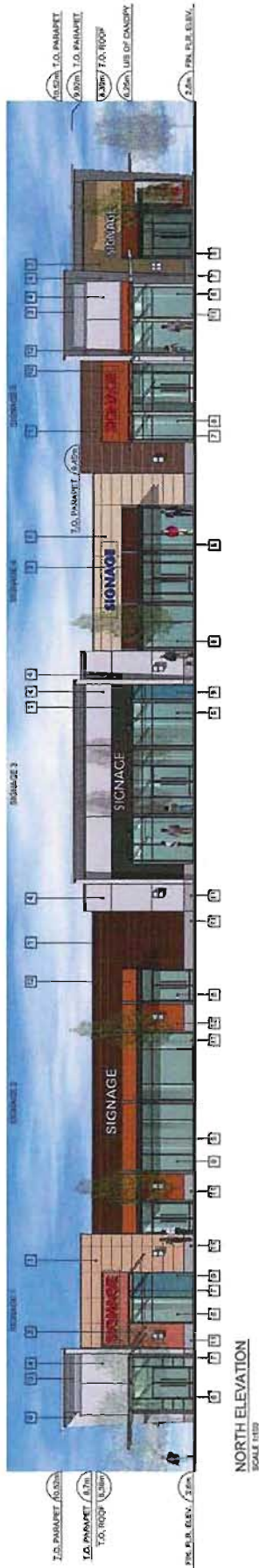
KEY PLAN
SCALE 1/8" = 1'-0"

BUILDING B PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



SmartCentres
100-1100 14th Avenue
Richmond, BC V6X 1A7
Tel: 604-271-1100
Fax: 604-271-1101
www.smartcentres.com

PROJECT: 10528877
DATE: NOVEMBER 13, 2012
DRAWN BY: A-3.5
CHECKED BY: A-3.5



FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EIFS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - SIGNAGE PLACES IN ALUMINUM FRAME
- 6 - METAL CANOPY
- 7 - CANVAS AWNING
- 8 - METAL DOOR
- 9 - CONCRETE UPSTAIRS
- 10 - GLAZING IN BRUSHED ALUMINUM FRAME
- 11 - PREFABRICATED WOOD PANELS

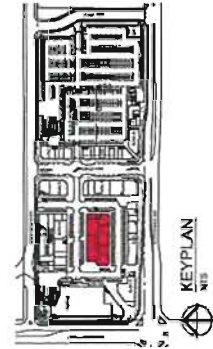
NOV 14 2012

R2: 10528877

PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION			
REQUIRED	PROPOSED	PERMITTED	PERMITTED
BLDG. LENGTH	73.28 m	73.28 m	73.28 m
BLDG. WIDTH	1.1 m	1.1 m	1.1 m
TOTAL SIGN AREA	73.28 m ²	73.28 m ²	73.28 m ²
PERMITTED SIGN AREA	73.28 m ²	73.28 m ²	73.28 m ²
TOTAL SIGN AREA	73.28 m ²	73.28 m ²	73.28 m ²
PERMITTED SIGN AREA	73.28 m ²	73.28 m ²	73.28 m ²
TOTAL SIGN AREA	73.28 m ²	73.28 m ²	73.28 m ²
PERMITTED SIGN AREA	73.28 m ²	73.28 m ²	73.28 m ²
TOTAL SIGN AREA	73.28 m ²	73.28 m ²	73.28 m ²

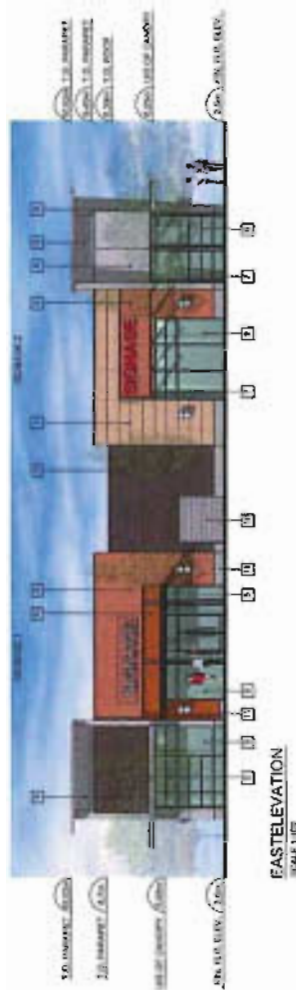
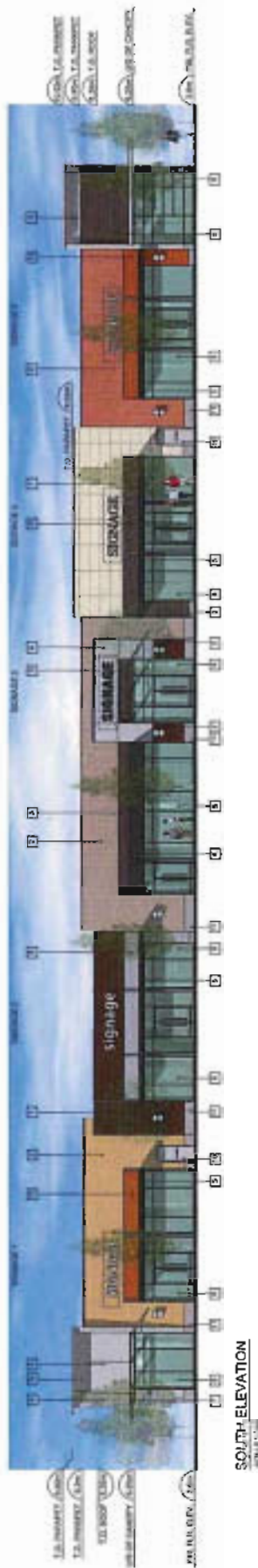
BUILDING C - FLOOR PLAN



2.9

BUILDING C PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC





PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION		FAST ELEVATION	
REQUIREMENT	PROPOSED	REQUIREMENT	PROPOSED
AREA	14.45	AREA	14.45
PERCENTAGE	14.45	PERCENTAGE	14.45
PERCENTAGE	14.45	PERCENTAGE	14.45
PERCENTAGE	14.45	PERCENTAGE	14.45
TOTAL	14.45	TOTAL	14.45

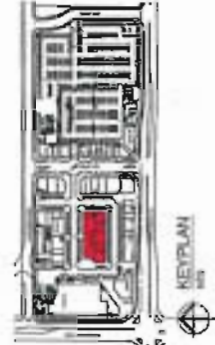
2.9

FINISH LEGEND AND COLOUR SCHEDULE:

1 - IP-10	2 - METAL CLADDING	3 - METAL CLADDING	4 - METAL CLADDING
5 - METAL CLADDING	6 - METAL CLADDING	7 - METAL CLADDING	8 - METAL CLADDING
9 - METAL CLADDING	10 - METAL CLADDING	11 - METAL CLADDING	12 - METAL CLADDING
13 - METAL CLADDING	14 - METAL CLADDING	15 - METAL CLADDING	16 - METAL CLADDING

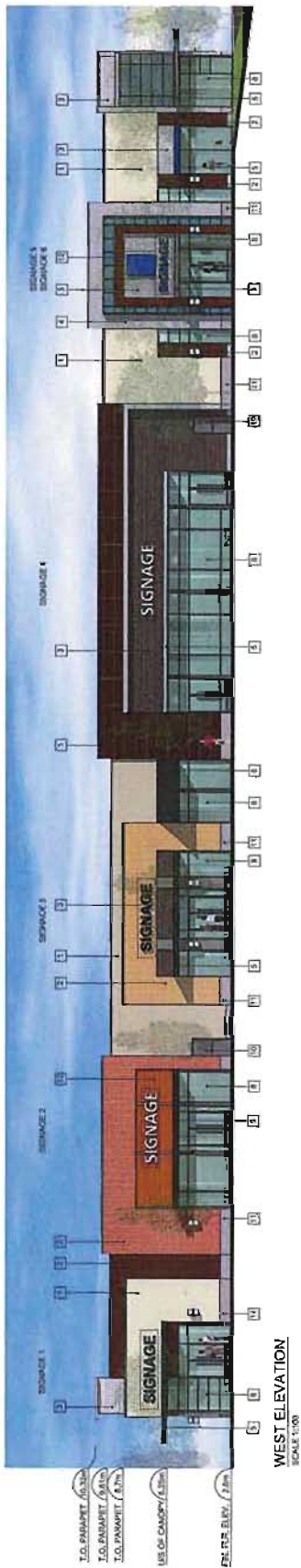
NOV 14 2012

RZ-10528877



BUILDING C PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC





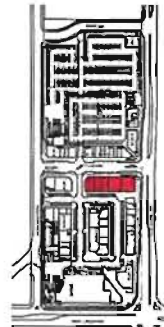
WEST ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

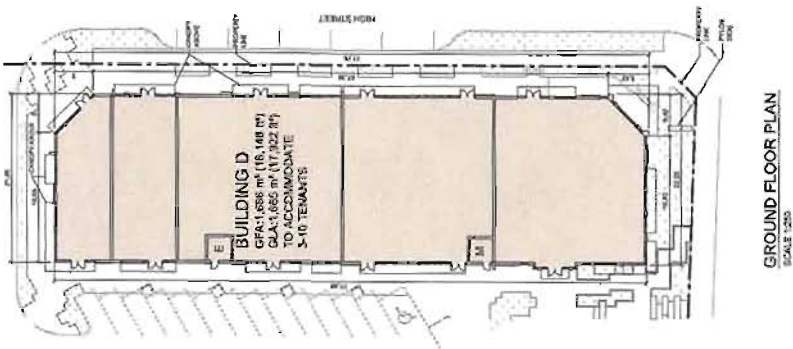
- | | | |
|----------------------|--------------------------------------|--------------------------------------|
| 1 - EPS | 5 - METAL CANOPY | 9 - SPANDREL GLASS IN ALUMINUM FRAME |
| 2 - BRICK VENEER | 6 - CANVAS SKINING | 10 - METAL DOOR |
| 3 - CORRUGATED METAL | 7 - METAL & GLASS CANOPY | 11 - CONCRETE UPSTAIR |
| 4 - METAL PANELS | 8 - GLAZING IN BUSHED ALUMINUM FRAME | 12 - FINISHED WOOD PANELS |



KEYPLAN

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION			SOUTH ELEVATION		
REQUIRE	REQUIRED SIGN AREA / LENGTH	TOTAL SIGN AREA / PERMITTED	REQUIRE	REQUIRED SIGN AREA / LENGTH	TOTAL SIGN AREA / PERMITTED
BLVD	17.88 m	1 m²	BLVD	22.38 m	1 m²
PROPOSED:			PROPOSED:		
SIGNAGE 1	11.45	4.5 m²	SIGNAGE 1	15.6 x 1.8	28 m²
SIGNAGE 2	11.45	4.5 m²	SIGNAGE 2	11.4 x 5	43 m²
SIGNAGE 3	11.45	4.5 m²	TOTAL		71 m²
SIGNAGE 4	11.45	4.5 m²			
SIGNAGE 5	11.45	4.5 m²			
SIGNAGE 6	11.45	4.5 m²			
SIGNAGE 7	11.45	4.5 m²			
SIGNAGE 8	11.45	4.5 m²			
TOTAL		36 m²			



GROUND FLOOR PLAN
SCALE 1:200

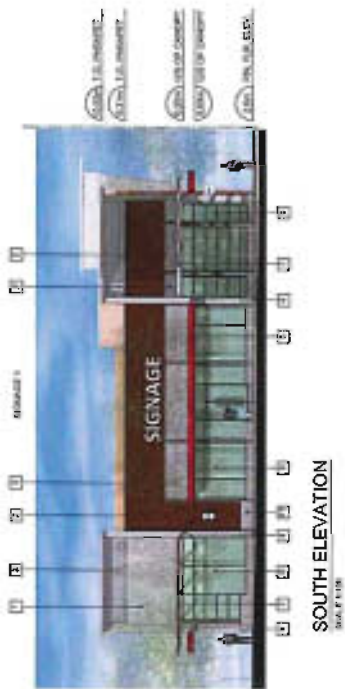
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NOV 14 2012

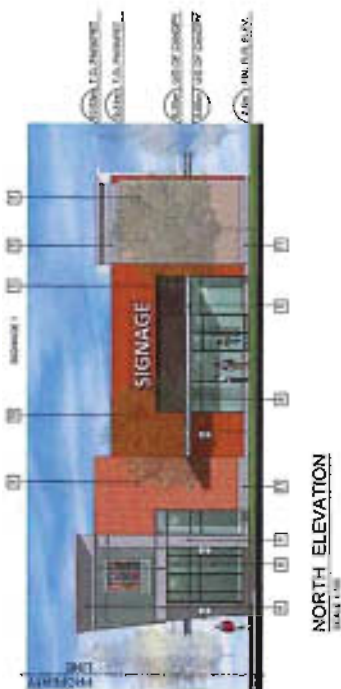
RZ-10528877

BUILDING D PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC





SOUTH ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100

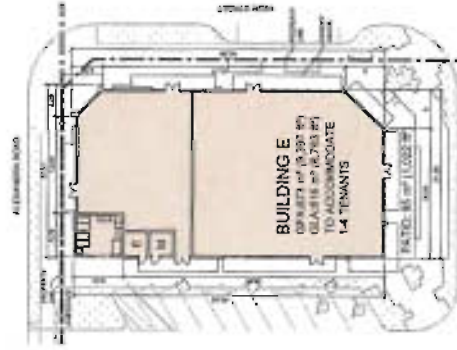


EAST ELEVATION
SCALE 1:100

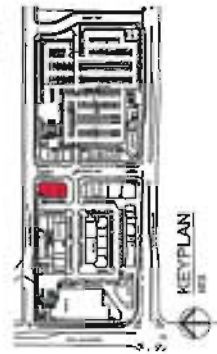
- FINISH LEGEND AND COLOUR SCHEDULE:**
- 1 - BRICK VENEER
 - 2 - CORRUGATED METAL
 - 3 - METAL PANELS
 - 4 - METAL CANOPY
 - 5 - CANVAS AWNING
 - 6 - METAL & GLASS CANOPY
 - 7 - CONCRETE UPSTAIRS
 - 8 - CONCRETE IN BUILDING
 - 9 - ALUMINUM FINISH
 - 10 - PREPARED WOOD FINISH
 - 11 - METAL GLASS IN ALUMINUM FRAME
 - 12 - METAL DOOR

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION			
REQUIREMENTS	PROPOSED	PERMITTED	PERMITTED
AREA	27.00 m ²	27.00 m ²	27.00 m ²
PERCENTAGE	1.4%	1.4%	1.4%
TOTAL			
AREA	27.00 m ²	27.00 m ²	27.00 m ²
PERCENTAGE	1.4%	1.4%	1.4%
TOTAL			
AREA	27.00 m ²	27.00 m ²	27.00 m ²
PERCENTAGE	1.4%	1.4%	1.4%
TOTAL			
AREA	27.00 m ²	27.00 m ²	27.00 m ²
PERCENTAGE	1.4%	1.4%	1.4%
TOTAL			



GROUND FLOOR PLAN
SCALE 1:100



NOV 14 2012

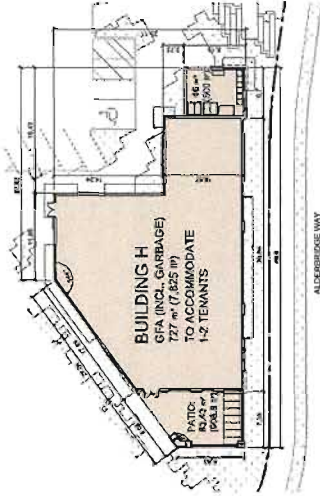
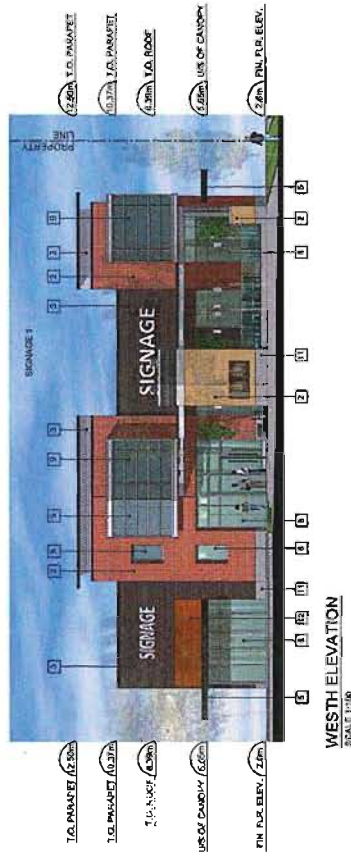
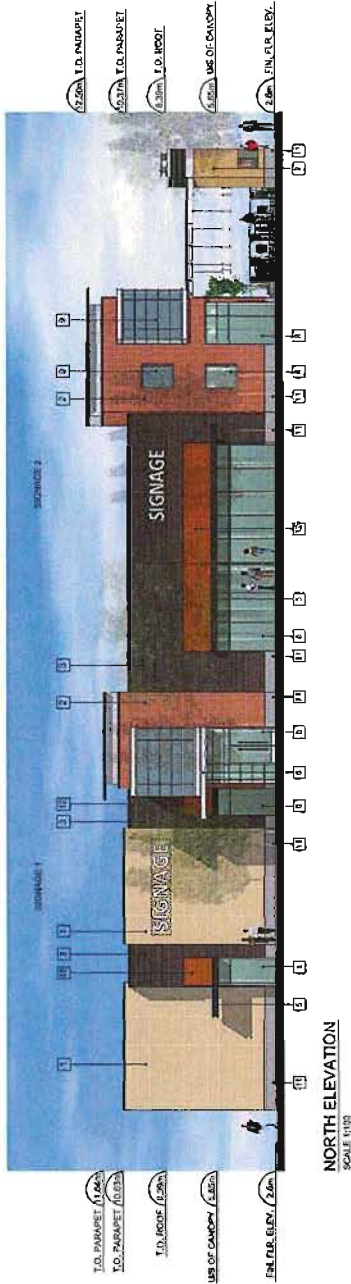
BUILDING E PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



NORTH ELEVATION

PROPOSED	SIGNAGE 1	3 x 5	5 m²
	SIGNAGE 2	1 x 5	5 m²
	TOTAL		10 m²

REQUIRED:		
BLOOD LENGTH	PERMITTED NEW AREA / LINEAR FOOTAGE	TOTAL SIGN AREA PERMITTED
52.00 m	1 m ²	54.00 m ²



NOV 14 2012

10528877

2.13

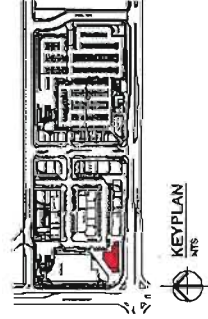
PRELIMINARY SIGNAGE ANALYSIS

NEEDED ELEVATION		PROPOSED:	
REQUIRED:		STORAGE 1	5 m ³
		TOTAL	5 m ³

REQUIRE	PERMITTED SIGN AREA / LINEAR FOOTAGE	TOTAL SIGN AREA PERMITTED
BLDG. WIDTH		

FINISH LEGEND AND COLOUR SCHEDULE:

1	• EPS	8	• METAL CHAIRS	9	• BRANCOLE GLASS IN ALUMINUM FRAME
2	• LOCK UTILITY	9	• CANVAS FINING	10	• METAL DOOR
3	• CORRUGATED METAL	7	• METAL GLASS CHAIRS	11	• CONCRETE UPS AND
4	• METAL PANELS	8	• GLASSING IN BRUSHED	12	• PREFINISHED WOOD PANELS



**Chandler Associates
Architects Inc.**

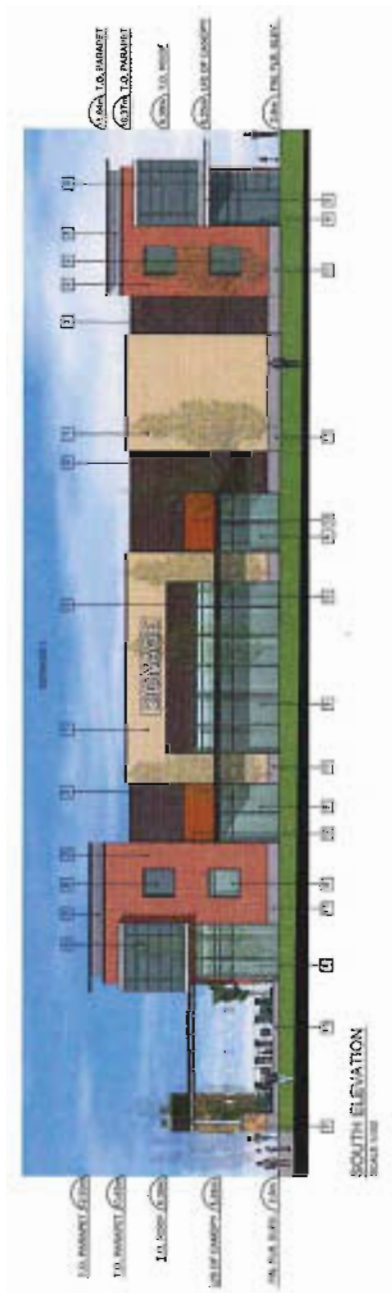
The Studio
270 • 601 W. Conkey St.
Marquette MI 49855
Tel 604 687 2000
Fax 604 687 3325
office@jane-architect.com

DATE: NOVEMBER 13, 2012
SCALE: AS NOTED
PROJECT #: 4029

A-3.11

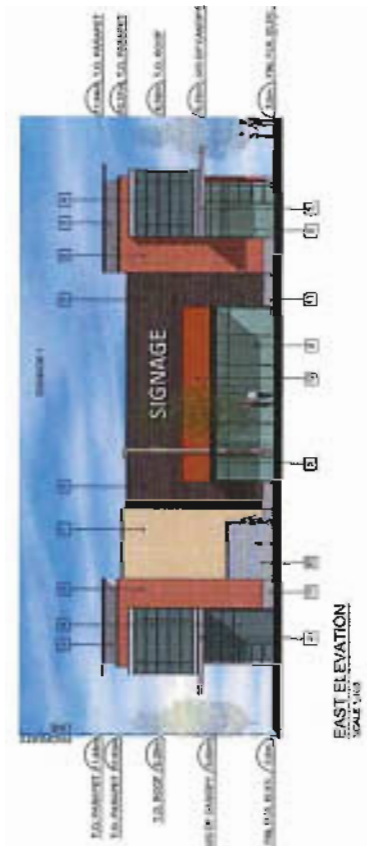
BUILDING H PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC

At Smart! Centres



SIGNAGE ANALYSIS

ITEM	QUANTITY	UNIT	AREA	PERCENTAGE
BRICK	100	SQ. FT.	100	100%
STONE	100	SQ. FT.	100	100%
GLASS	100	SQ. FT.	100	100%
TOTAL	300	SQ. FT.	300	300%



PRELIMINARY SIGNAGE ANALYSIS

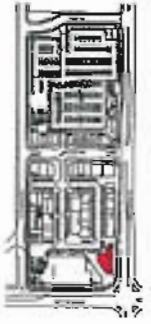
ITEM	QUANTITY	UNIT	AREA	PERCENTAGE
BRICK	100	SQ. FT.	100	100%
STONE	100	SQ. FT.	100	100%
GLASS	100	SQ. FT.	100	100%
TOTAL	300	SQ. FT.	300	300%

NOV 14 2012

R2-10528877
2.14

FINISH LEGEND AND COLOUR SCHEDULE:

- 1. BRICK
- 2. STONE
- 3. GLASS
- 4. METAL PANELS
- 5. METAL CLADDING
- 6. METAL CLADDING
- 7. METAL CLADDING
- 8. METAL CLADDING
- 9. METAL CLADDING
- 10. METAL CLADDING
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- 95. METAL CLADDING
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- 97. METAL CLADDING
- 98. METAL CLADDING
- 99. METAL CLADDING
- 100. METAL CLADDING



KEY PLAN

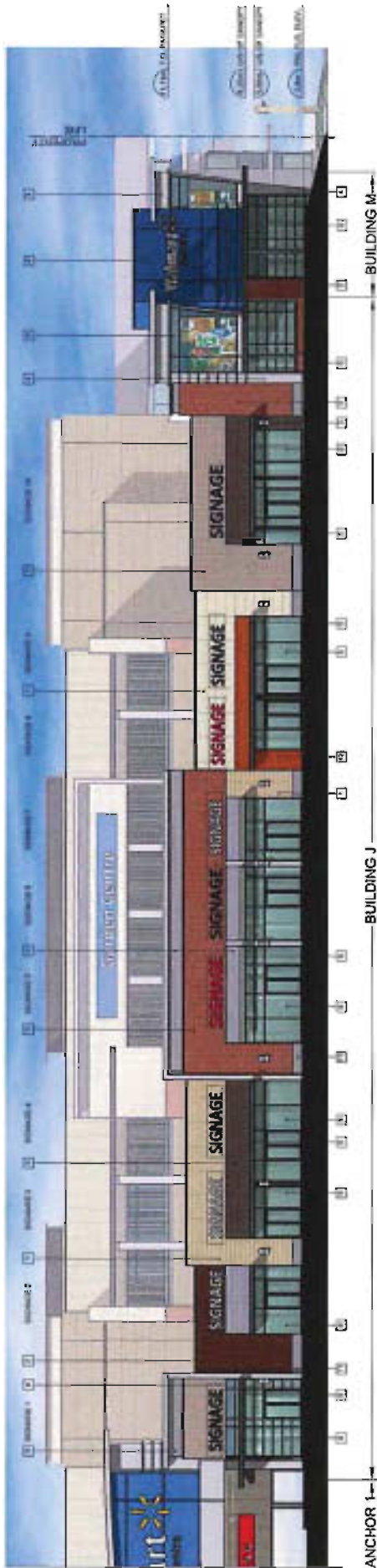
BUILDING H PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, SC



NOV 14 2012
A-3.12



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

FINISH LEGEND AND COLOUR SCHEDULE:

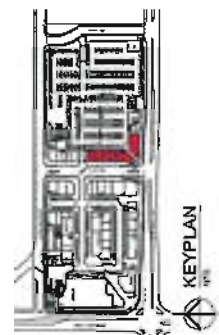
- | | | | | | |
|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| 1 - CORE | 2 - METAL CLADDING | 3 - BRICKWORK | 4 - CHALKBOARD | 5 - BRICKWORK | 6 - BRICKWORK |
| 7 - CONCRETE | 8 - METAL CLADDING | 9 - METAL CLADDING | 10 - METAL CLADDING | 11 - METAL CLADDING | 12 - METAL CLADDING |
| 13 - METAL CLADDING | 14 - METAL CLADDING | 15 - METAL CLADDING | 16 - METAL CLADDING | 17 - METAL CLADDING | 18 - METAL CLADDING |

PRELIMINARY SIGNAGE ANALYSIS

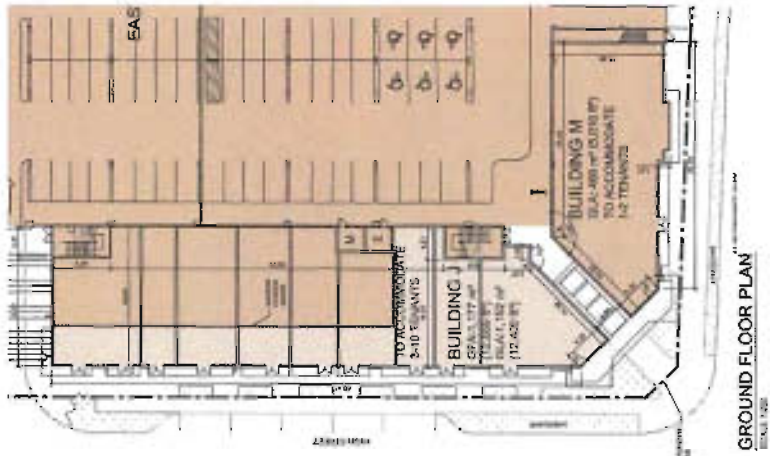
SIGNAGE ANALYSIS		TOTAL SIGNAGE AREA	
TYPE	AREA (SQ. FT.)	TYPE	AREA (SQ. FT.)
1 - CORE	14.4	1 - CORE	14.4
2 - METAL CLADDING	14.4	2 - METAL CLADDING	14.4
3 - BRICKWORK	14.4	3 - BRICKWORK	14.4
4 - CHALKBOARD	14.4	4 - CHALKBOARD	14.4
5 - BRICKWORK	14.4	5 - BRICKWORK	14.4
6 - BRICKWORK	14.4	6 - BRICKWORK	14.4
7 - CONCRETE	14.4	7 - CONCRETE	14.4
8 - METAL CLADDING	14.4	8 - METAL CLADDING	14.4
9 - METAL CLADDING	14.4	9 - METAL CLADDING	14.4
10 - METAL CLADDING	14.4	10 - METAL CLADDING	14.4
TOTAL	144.0	TOTAL	144.0

2.15

NOV 14 2012
RZ-10528877



KEY PLAN
SCALE 1/8" = 1'-0"



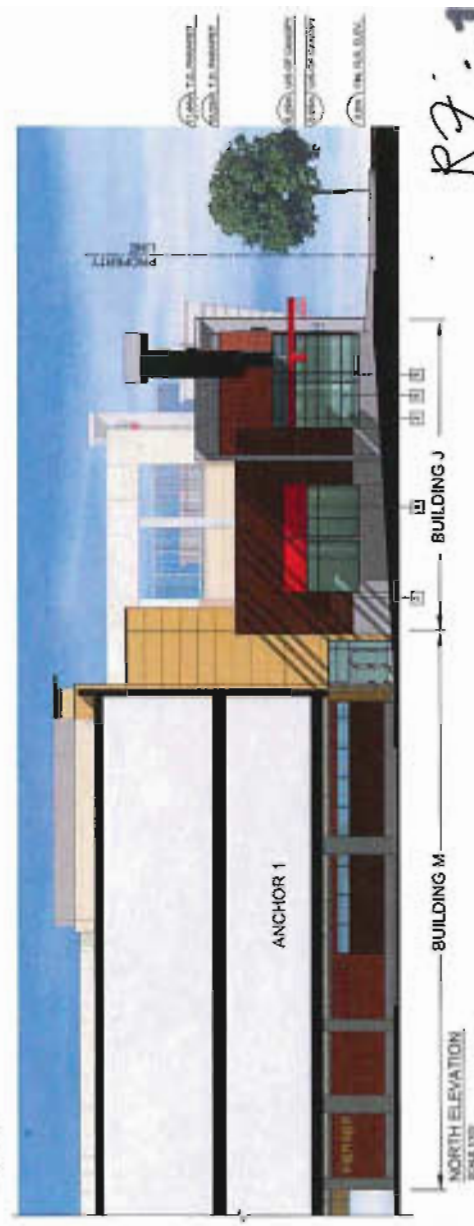
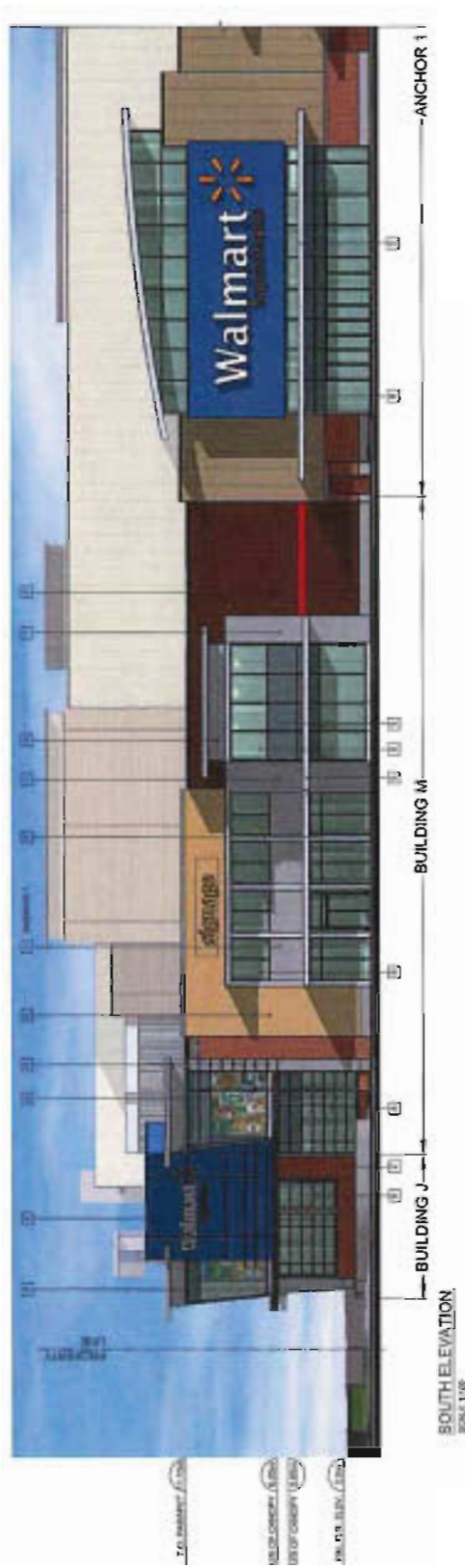
GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"

BUILDING J & M PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, SC



ARCHITECT
NOV 14 2012
RZ-10528877

A-3.13



2.16

NOV 14 2012

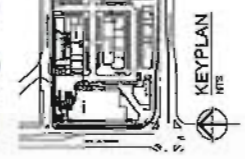
RZ-10528877

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION		NORTH ELEVATION	
EXISTING SIGNAGE	PROPOSED SIGNAGE	EXISTING SIGNAGE	PROPOSED SIGNAGE
1. 10' x 10' SIGN	1. 10' x 10' SIGN	1. 10' x 10' SIGN	1. 10' x 10' SIGN
2. 10' x 10' SIGN	2. 10' x 10' SIGN	2. 10' x 10' SIGN	2. 10' x 10' SIGN
3. 10' x 10' SIGN	3. 10' x 10' SIGN	3. 10' x 10' SIGN	3. 10' x 10' SIGN
4. 10' x 10' SIGN	4. 10' x 10' SIGN	4. 10' x 10' SIGN	4. 10' x 10' SIGN
5. 10' x 10' SIGN	5. 10' x 10' SIGN	5. 10' x 10' SIGN	5. 10' x 10' SIGN
6. 10' x 10' SIGN	6. 10' x 10' SIGN	6. 10' x 10' SIGN	6. 10' x 10' SIGN
7. 10' x 10' SIGN	7. 10' x 10' SIGN	7. 10' x 10' SIGN	7. 10' x 10' SIGN
8. 10' x 10' SIGN	8. 10' x 10' SIGN	8. 10' x 10' SIGN	8. 10' x 10' SIGN
9. 10' x 10' SIGN	9. 10' x 10' SIGN	9. 10' x 10' SIGN	9. 10' x 10' SIGN
10. 10' x 10' SIGN	10. 10' x 10' SIGN	10. 10' x 10' SIGN	10. 10' x 10' SIGN

FINISH LEGEND AND COLOUR SCHEDULE:

- 1. BRICK
- 2. METAL CLADDING
- 3. BRICK CLADDING
- 4. METAL CLADDING
- 5. BRICK CLADDING
- 6. METAL CLADDING
- 7. BRICK CLADDING
- 8. METAL CLADDING
- 9. BRICK CLADDING
- 10. METAL CLADDING
- 11. BRICK CLADDING
- 12. METAL CLADDING
- 13. BRICK CLADDING
- 14. METAL CLADDING
- 15. BRICK CLADDING
- 16. METAL CLADDING
- 17. BRICK CLADDING
- 18. METAL CLADDING
- 19. BRICK CLADDING
- 20. METAL CLADDING

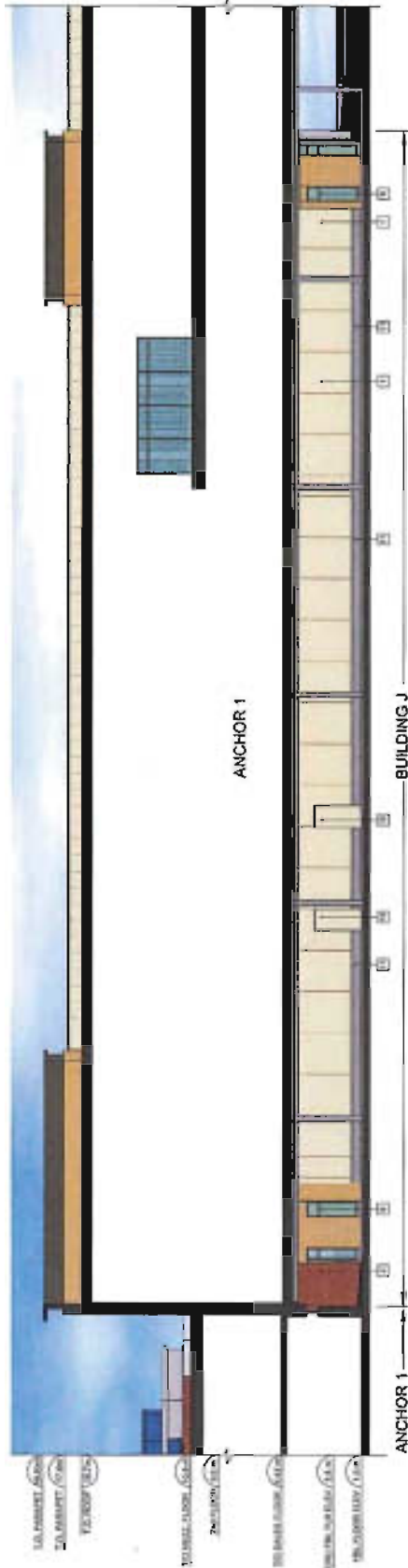


Walmart
2000 N. 10th St.
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BUILDING J & M PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



A-3.14



EAST ELEVATION
SCALE 1/80

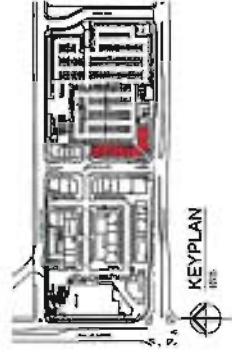
FINISH LEGEND AND COLOUR SCHEDULE:

1	DOOR	2	WALL CLADDING	3	SPANNING GLASS RE ALUMINIUM FRAME
4	WIND BREAKER	5	CONCRETE MASONRY	6	CONCRETE UPSTAND
7	WIND BREAKER	8	CLADDING MATERIALS ALUMINIUM FRAME	9	PERMANENT WOOD PANELS

2.17

NOV 14 2012

RZ.10528877



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info@chandlerassociates.com

BUILDING J & M PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC

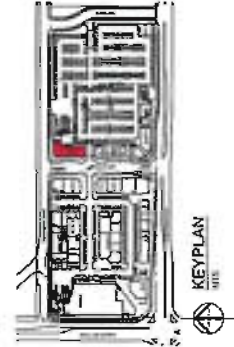
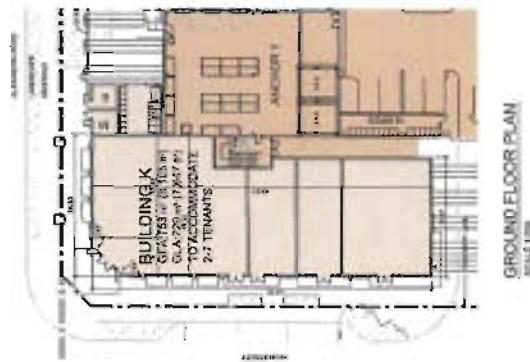


A-3.15



PRELIMINARY SIGNAGE ANALYSIS

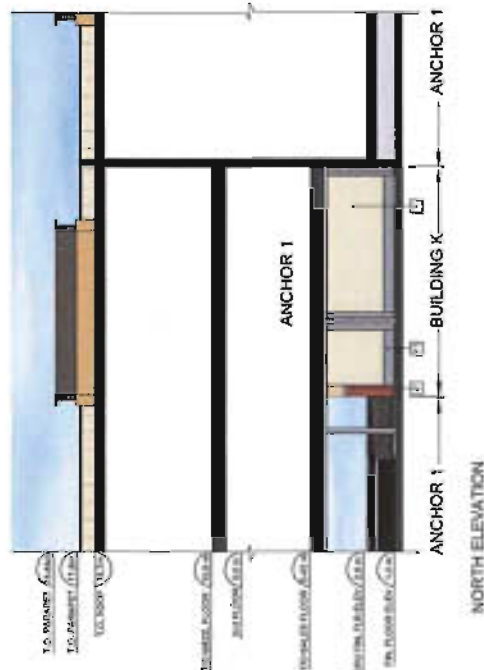
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WQ	WQ	WQ	WQ
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2.0	2.0	2.0	2.0
3.0	3.0	3.0	3.0
4.0	4.0	4.0	4.0
5.0	5.0	5.0	5.0
6.0	6.0	6.0	6.0
7.0	7.0	7.0	7.0
8.0	8.0	8.0	8.0
9.0	9.0	9.0	9.0
10.0	10.0	10.0	10.0
11.0	11.0	11.0	11.0
12.0	12.0	12.0	12.0
13.0	13.0	13.0	13.0
14.0	14.0	14.0	14.0
15.0	15.0	15.0	15.0
16.0	16.0	16.0	16.0
17.0	17.0	17.0	17.0
18.0	18.0	18.0	18.0
19.0	19.0	19.0	19.0
20.0	20.0	20.0	20.0
21.0	21.0	21.0	21.0
22.0	22.0	22.0	22.0
23.0	23.0	23.0	23.0
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96.0	96.0	96.0	96.0
97.0	97.0	97.0	97.0
98.0	98.0	98.0	98.0
99.0	99.0	99.0	99.0
100.0	100.0	100.0	100.0



2.19

NOV 14 2012

RZ. 10528877



FINISH LEGEND AND COLOUR SCHEDULE:

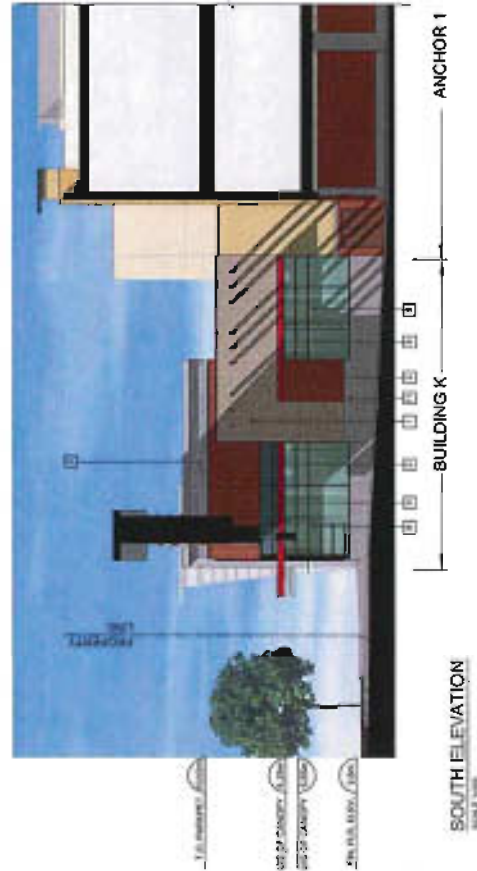
[illegible]

BUILDING K PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



PRELIMINARY STORAGE ANALYSIS

RESERVED			
PERMITTED	EXISTING	PERMITTED	EXISTING
STORAGE	STORAGE	STORAGE	STORAGE
10,000	1,000	10,000	1,000
TOTAL			
10,000	1,000	10,000	1,000

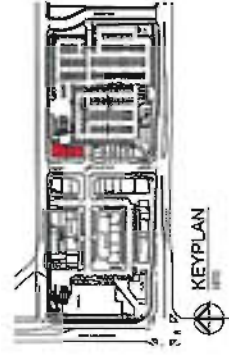


FINISH LEGEND AND COLOUR SCHEDULE

- 1 - BRICK
- 2 - BRICK VENEER
- 3 - CONCRETE
- 4 - METAL
- 5 - METAL ROOF
- 6 - METAL ROOF
- 7 - METAL ROOF
- 8 - METAL ROOF
- 9 - METAL ROOF
- 10 - METAL ROOF
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- 100 - METAL ROOF

2.19

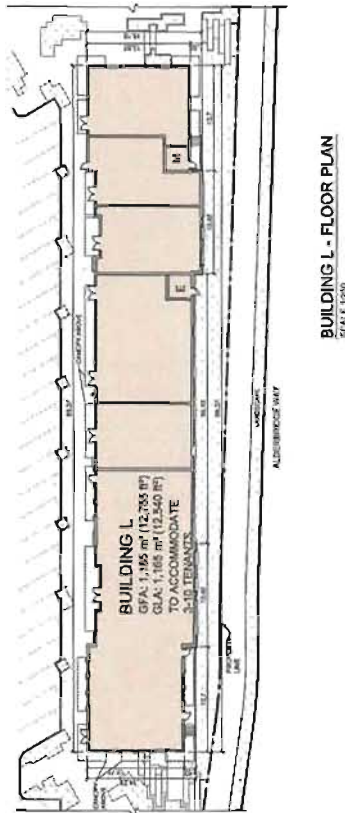
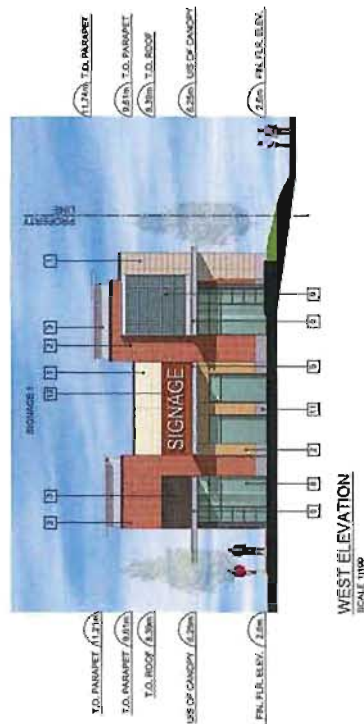
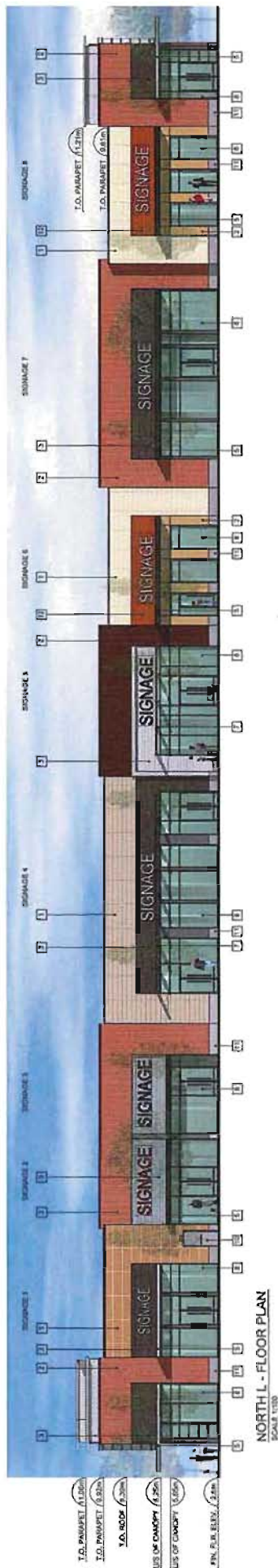
NOV 14 2012
R2-10528877



BUILDING K PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



A-3.17



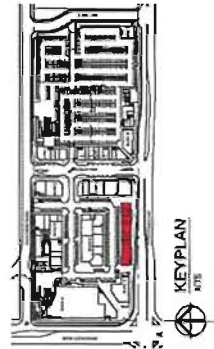
FINISH LEGEND AND COLOUR SCHEDULE:

1	EPS	8	METAL CANOPY	9	SPANDREL GLASS IN ALUMINUM FRAME
2	BRICK VENEER	6	CANVAs AWNING	10	METAL DOOR
3	COMPOSITED METAL	7	METAL & GLASS CANOPY	11	CONCRETE LIFTS/AND
4	METAL PANELS	8	GLAZING IN BRUSHED	12	PREFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

[illegible]

WEST ELEVATION	
REQUIRED:	
BLDG. WIDTH	TOTAL BDN AREA
PERMITTED LINEAR FRONTAGE	PERMITTED FRONTAGE
8.4, 50' ±	8.4, 50' ±
PROPOSED:	
SIDEWALK 1	4.5 m'
TOTAL	4.5 m'



NOV 14 2012

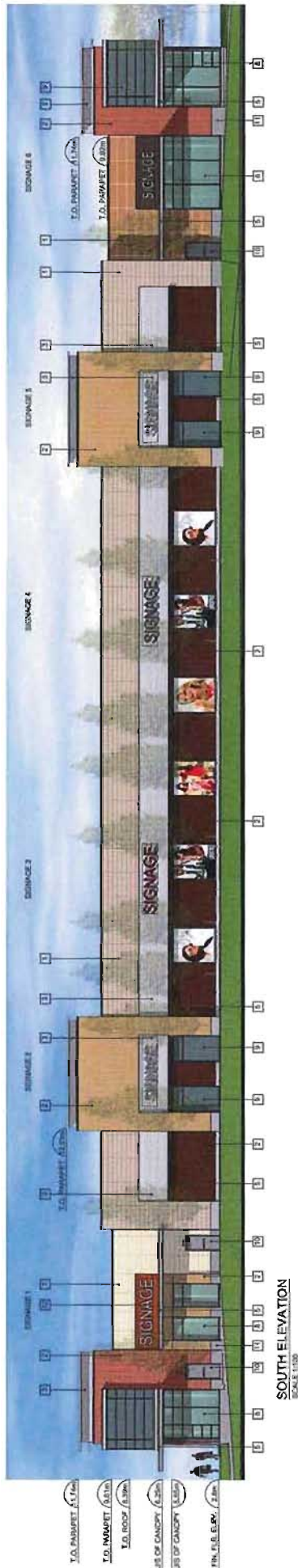
RZ-10528877

2.20



DATE: NOVEMBER 8, 2012
SCALE: AS NOTED
PROJECT #: 6079

BUILDING L PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



SOUTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

- | | | |
|----------------------|--|-------------------------------------|
| 1 - EPK | 8 - METAL CANOPY | 4 - SPARKLE GLASS IN ALUMINUM FRAME |
| 2 - BRICK VENEER | 9 - CANVAS AWNING | 10 - METAL DOOR |
| 3 - CORRUGATED METAL | 11 - METAL & GLASS CANOPY | 12 - CONCRETE UPSTAND |
| 4 - METAL PANELS | 13 - GLAZING IN BRUSHED ALUMINUM FRAME | 14 - PRE-FINISHED WOOD PANELS |

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION

REQUIREMENTS	PROPOSED	TOTAL SIGN AREA
HEIGHT	14.45	4.5 m ²
LENGTH	14.45	4.5 m ²
WIDTH	14.45	4.5 m ²
FRONTAGE	14.45	4.5 m ²
TOTAL		27 m ²

EAST ELEVATION

REQUIREMENTS	PROPOSED	TOTAL SIGN AREA
HEIGHT	14.45	4.5 m ²
LENGTH	14.45	4.5 m ²
WIDTH	14.45	4.5 m ²
FRONTAGE	14.45	4.5 m ²
TOTAL		4.5 m ²

2.21

NOV 14 2012

RZ-10528877



KEY PLAN
N

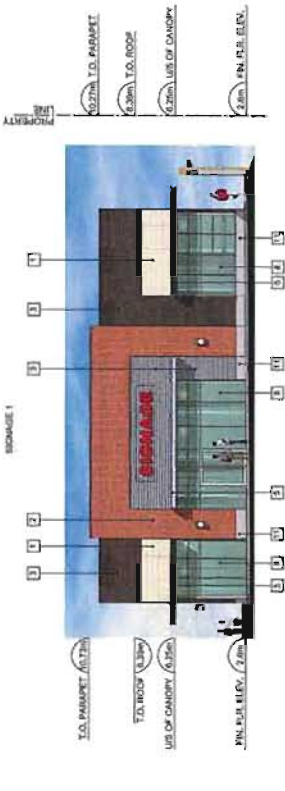
BUILDING L PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



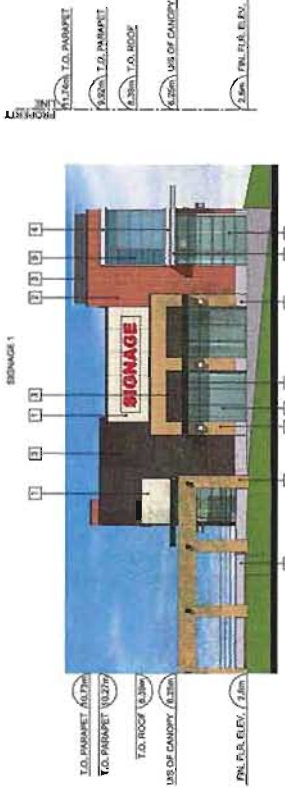
Chandler Associates
Architectural Inc.
The Studio
1000-1000-1000
Vancouver BC V6B 1G7
Tel: 604 687 3300
Fax: 604 687 3305
info@chandlerassociates.com

DATE: NOVEMBER 9, 2012
PROJECT: A-3.19

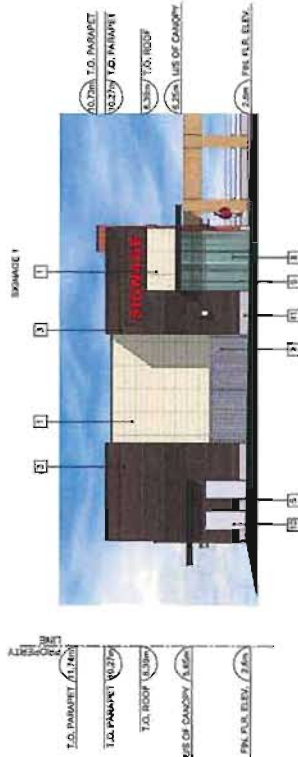
AS NOTED
PROJECT F



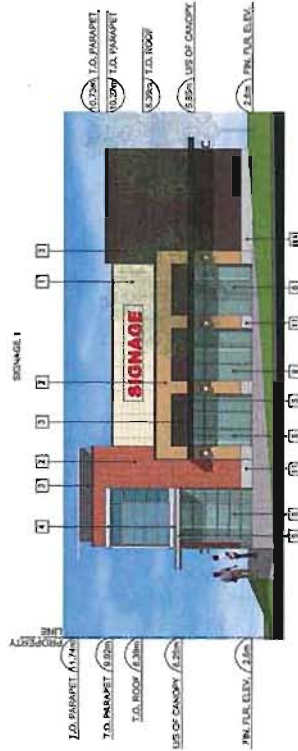
WEST ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

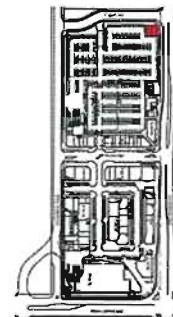
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FINISH LEGEND AND COLOUR SCHEDULE:

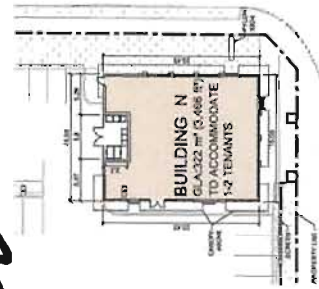
- | | | |
|----------------------|--|---------------------------------------|
| 1 - EPS | 5 - METAL CANOPY | 9 - SPANDREL GLASS IN ALUMINIUM FRAME |
| 2 - BRICK VENEER | 6 - CANVAS AWNING | 10 - METAL DOOR |
| 3 - CORRUGATED METAL | 7 - METAL & GLASS CANOPY | 11 - CONCRETE UPSTAIR |
| 4 - METAL PANELS | 8 - GLAZING IN BRUSHED ALUMINIUM FRAME | 12 - PREFINISHED WOOD PANELS |

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION			SOUTH ELEVATION			EAST ELEVATION			NORTH ELEVATION		
REQUIRED:	PERMITTED:	TOTAL SIGN AREA / PERMITTED FRONTAGE	REQUIRED:	PERMITTED:	TOTAL SIGN AREA / PERMITTED FRONTAGE	REQUIRED:	PERMITTED:	TOTAL SIGN AREA / PERMITTED FRONTAGE	REQUIRED:	PERMITTED:	TOTAL SIGN AREA / PERMITTED FRONTAGE
BLDG. LENGTH 20.45 m	BLDG. WIDTH 1.45 m	20.45 m ²	BLDG. LENGTH 16.58 m	BLDG. WIDTH 1.45 m	16.58 m ²	BLDG. LENGTH 20.45 m	BLDG. WIDTH 1.45 m	20.45 m ²	BLDG. LENGTH 16.58 m	BLDG. WIDTH 1.45 m	16.58 m ²
PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:	PROPOSED:
SIGNAGE 1 1.45	SIGNAGE 1 1.45	1.45 m ²	SIGNAGE 1 1.45	SIGNAGE 1 1.45	1.45 m ²	SIGNAGE 1 1.45	SIGNAGE 1 1.45	1.45 m ²	SIGNAGE 1 1.45	SIGNAGE 1 1.45	1.45 m ²
TOTAL	TOTAL	1.45 m ²	TOTAL	TOTAL	1.45 m ²	TOTAL	TOTAL	1.45 m ²	TOTAL	TOTAL	1.45 m ²



KEYPLAN
NITE



BUILDING N - FLOOR PLAN
SCALE 1:200

RZ-10528877

NOV 14 2012

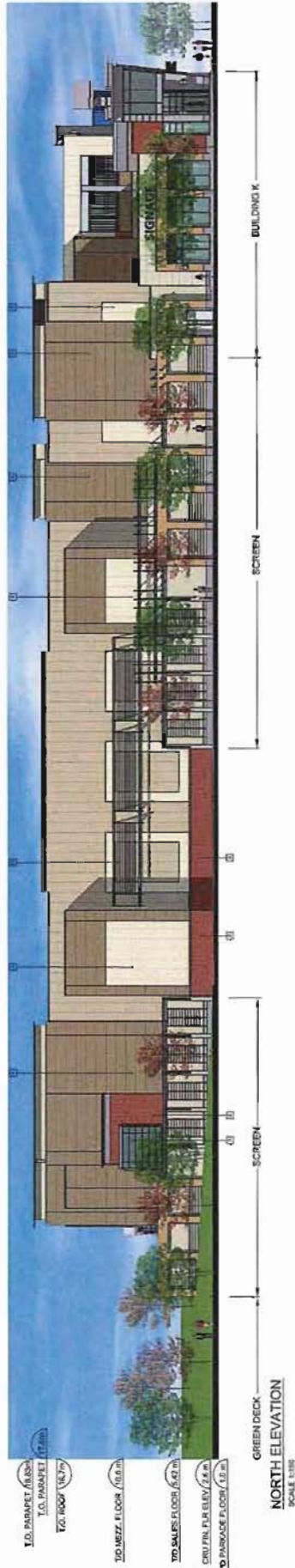
BUILDING N PLANS AND ELEVATIONS CENTRAL AT GARDEN CITY

RICHMOND, BC





EAST ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100

PLN - 191

FINISH LEGEND AND COLOUR SCHEDULE:

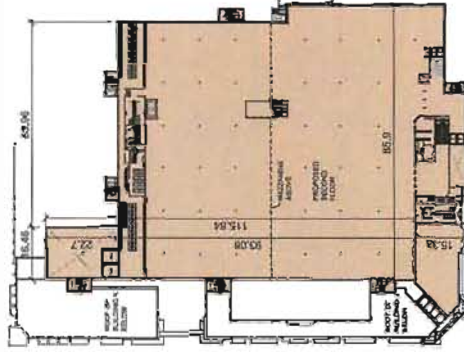
1	EPS	5	METAL CANOPY	9	SPANDREL GLASS IN ALUMINUM FRAME	13	PAINTED CONCRETE
2	SEMI VENEER	6	SHINGLED AVENING	10	METAL DOORS	14	METAL SCREEN
3	CORRUGATED METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPSTAND	15	METAL PLANTER
4	METAL PANELS	8	GLASSING IN BRUSHED ALUMINUM FRAME	12	PRE-FINISHED WOOD PANELS		

PRELIMINARY SIGNAGE ANALYSIS

REQUIRED		PROPOSED	
LENGTH	110.0 m	LENGTH	110.0 m
HEIGHT	1.2 m	HEIGHT	1.2 m
AREA	132.0 m ²	AREA	132.0 m ²
PERCENTAGE	1.2%	PERCENTAGE	1.2%



KEY PLAN
SCALE 1:100



SALES LEVEL PLAN
SCALE 1:100

2.24 RZ-10528877

NOV 14 2012

EAST ANCHOR PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC



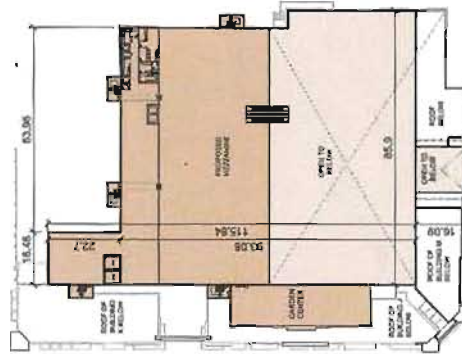
NORTH INTERNAL ELEVATION
SCALE 1/160

FINISH LEGEND AND COLOUR SCHEDULE:

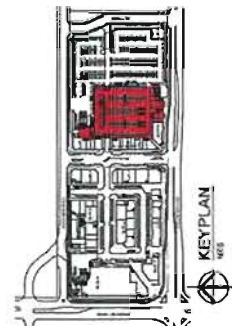
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|---|--------------------|----|--|----|------------------------------------|
| 1 | • EPS | 9 | • METAL CANOPY | 12 | • PAINTED CONCRETE |
| 2 | • BRICK VENEER | 10 | • CAVITY FINISH | 13 | • SPANDREL GLASS IN ALUMINUM FRAME |
| 3 | • CORRUGATED METAL | 11 | • METAL & GLASS CANOPY | 14 | • METAL SCREEN |
| 4 | • METAL PANELS | 12 | • GLAZING IN REINFORCED ALUMINUM SHOUS | 15 | • METAL PLASTER |

PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION	
REQUIREMENTS	
PERMITTED BLDG. LENGTH	TOTAL SIGN AREA PERMITTED
118.8 m	118.8 m ²
PHOTOS: 1 SIGNAGE 1 SIGNAGE 2 SIGNAGE 3 TOTAL	
4.5 x 2.0 1.0 x 1.0 1.0 x 1.0	18.0 m ² 3.0 m ² 3.0 m ² 24.0 m ²



MEZZANINE LEVEL PLAN
SCALE 1/4"=1'-0"



KEY PLAN

2.25

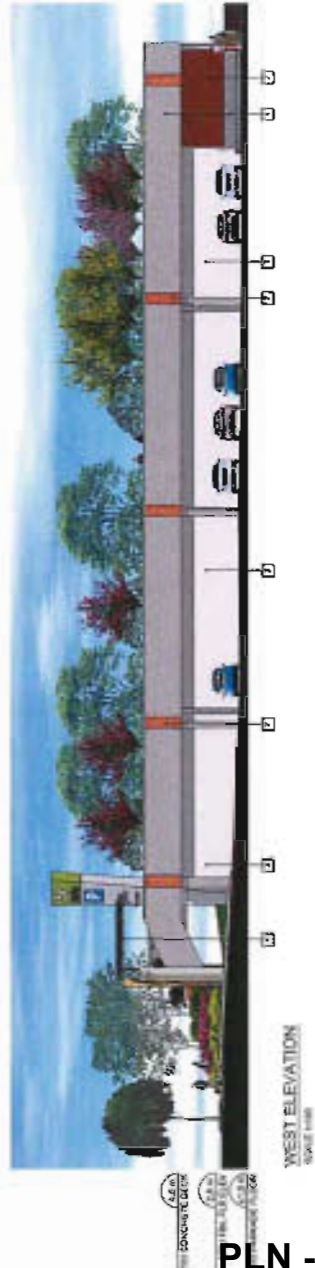
NOV 14 2012

RZ. 1052877

EAST ANCHOR PLANS AND ELEVATIONS

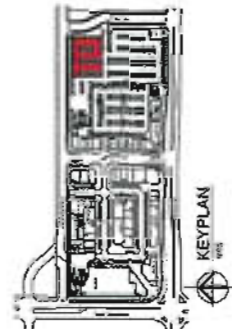
CENTRAL AT GARDEN CITY

RICHMOND, BC



FINISH LEGEND AND COLOUR SCHEDULE

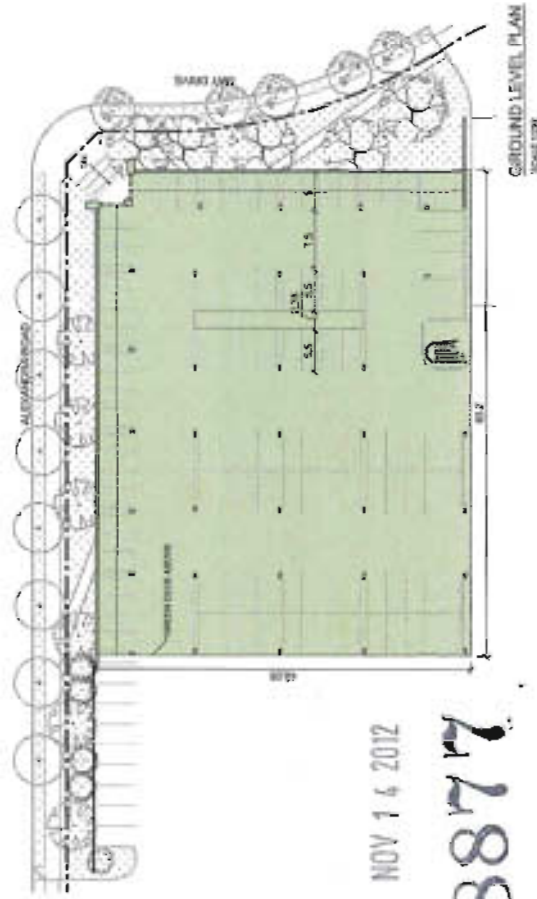
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| 4. EXTERIOR CONCRETE | 5. EXTERIOR CONCRETE | 6. EXTERIOR CONCRETE |
| 7. EXTERIOR CONCRETE | 8. EXTERIOR CONCRETE | 9. EXTERIOR CONCRETE |
| 10. EXTERIOR CONCRETE | 11. EXTERIOR CONCRETE | 12. EXTERIOR CONCRETE |



NOV 14 2012

2.26

RZ-10528877



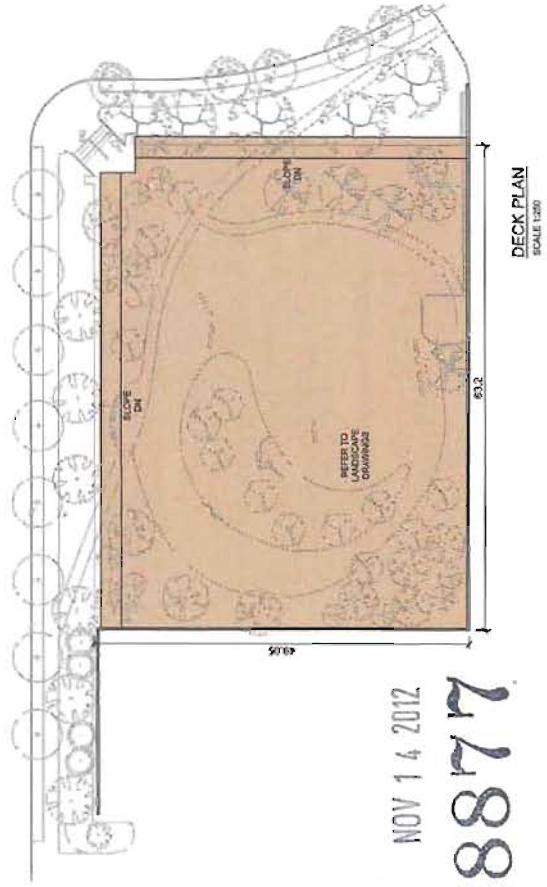
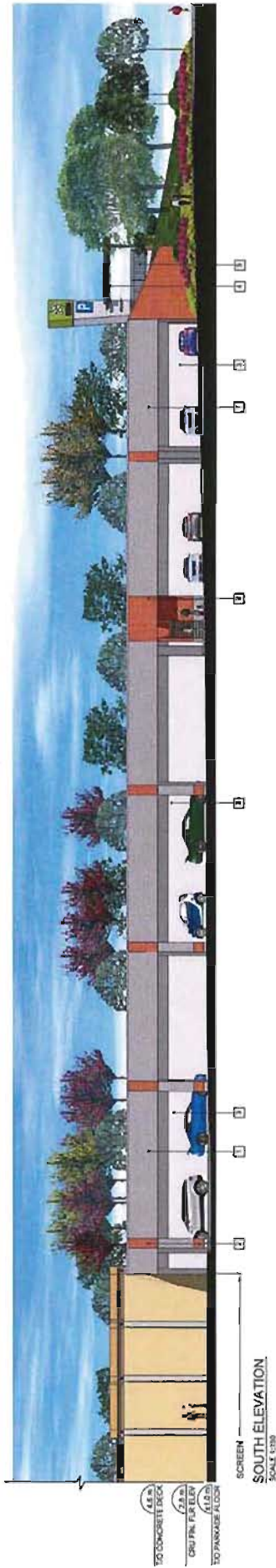
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Project:
Address:
Phone:
Fax:
Email:
Website:
Project:
Date:
Scale:
Sheet:
A-3.24

EAST ANCHOR PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

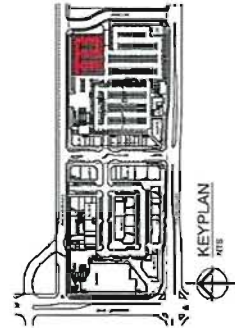
RICHMOND, BC





FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - PAINTED CONCRETE
- 2 - BRICK VENEER
- 3 - PAINTED CONCRETE WHITE
- 4 - METAL GUARDRAIL
- 5 - METAL TRELLIS



2.27
NOV 14 2012
RZ-10528877

EAST ANCHOR PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC





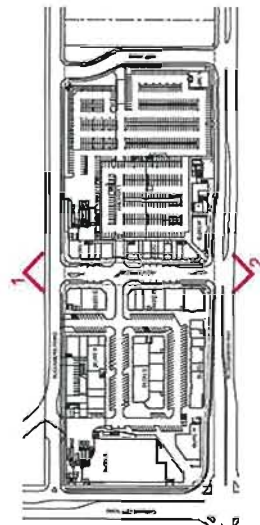
1 - STREET ELEVATIONS ALONG ALEXANDRA ROAD LOOKING SOUTH

PLN - 195



2 - STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH

2.28



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

Chandler Associates
Architects Inc.
The Studio
2775 - 461 W. Columbia St.
Vancouver BC V6B 1G1
Tel: 604 687 7332
Fax: 604 687 7332
info@chandlerassociates.com

NOV 14 2012

RZ- 10528877

STREET ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

SmartCentres

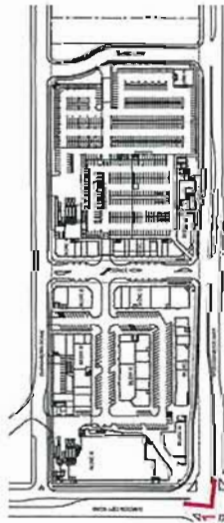
DATE: NOVEMBER 13, 2012
PROJECT: 10528877
PROJECT #: 4029
A-3.26



PERSPECTIVE 1 - VIEW FROM GARDEN CITY ROAD @ ALDERBRIDGE WAY LOOKING NORTH-EAST.

PLN - 196

2.29



KEY PLAN
SCALE: 1:1000

SmartCentres

CENTRAL AT GARDEN CITY
RICHMOND, BC

SITE PERSPECTIVE

NOV 14 2012

RZ-10528877

CHANDLER ASSOCIATES

CHANDLER ASSOCIATES
ARCHITECTS INC.
2775-1611 PM, Coquitlam, BC
V3R 5K6
Tel: 604-681-7325
Fax: 604-681-7325
chandler@chandler-assoc.com

DATE: NOVEMBER 13, 2012
PROJECT: RZ-10528877
PROJECT #:

A-4.1



PERSPECTIVE 1 - ALEXANDRA ROAD @ HIGH STREET LOOKING SOUTH - WEST

PLN - 197



PERSPECTIVE 2 - ALDERBRIDGE WAY @ MAY DRIVE LOOKING NORTH - WEST



Chandler Associates
 Architectural Firm
 275 - 101st Ave. Suite 101
 Richmond, BC V6V 1G1
 Tel: 604.273.1011
 Fax: 604.273.1012
 www.chandlerassociates.com



SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

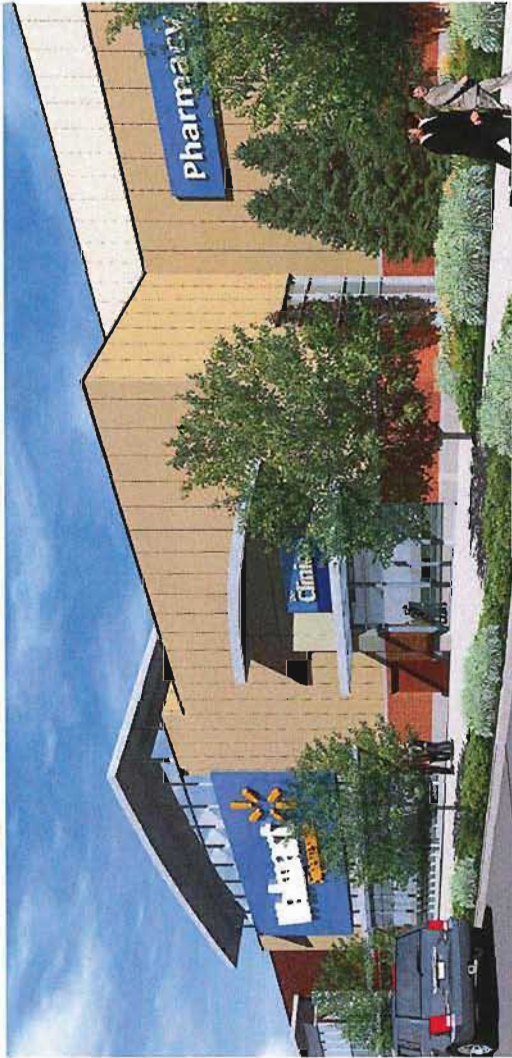
RICHMOND, BC

DATE: NOVEMBER 13, 2012
 PROJECT # 4029

A-4.2

2.30 RZ-10528877
 NOV 14 2012



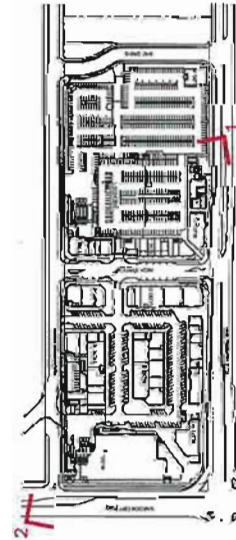


PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING WEST-NORTH

PLN - 198



PERSPECTIVE 2 - GARDEN CITY ROAD @ ALEXANDRA ROAD LOOKING SOUTH - EAST



KEY PLAN
CONTENTS

Chandler Associates
270 - 101 W. 10th Ave. Suite 200
V6C 2E8
Tel: 604.687.2000
Fax: 604.687.2001
www.chandlerassociates.com



RZ-10528877

2.31

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SITE PERSPECTIVES



CENTRAL AT GARDEN CITY

RICHMOND, BC

2012 NOVEMBER 13 2012
SCALE
PROJECT #

A-4.3



PERSPECTIVE 1 - BUILDING D LOOKING NORTH-WEST

PLN - 199



PERSPECTIVE 2 - LOOKING NORTH



2.32 RZ-10528877
NOV 14 2012

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC



DATE: NOVEMBER 13, 2012
PROJECT: A-4.4
PROJECT: A-4.4

A-4.4



PERSPECTIVE 1 - BUILDING 1 - ALDERBRIDGE WAY LOOKING NORTH - EAST

PLN - 200



PERSPECTIVE 2 - BUILDING 2 - HIGH STREET LOOKING NORTH - WEST



2.33

NOV 14, 2012

RZ-10528877

SITE PERSPECTIVES



CENTRAL AT GARDEN CITY
RICHMOND, BC



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Vancouver, BC V6P 6E6
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chandlerassociates.com

A-4.5



PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING NORTH - EAST

PLN - 201



PERSPECTIVE 2 - BUILDING A - LOOKING WEST-NORTH



KEY PLAN
SCALE

2.34

NOV 14 2012

RZ-10528877

SITE PERSPECTIVES

SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

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270-401 W. Columbia St.
Vancouver, BC V6C 3K1
Tel: 604 687 3333
Fax: 604 687 3333
chandlerassociates.com

DATE: NOVEMBER 13, 2012
PROJECT: A-4.6

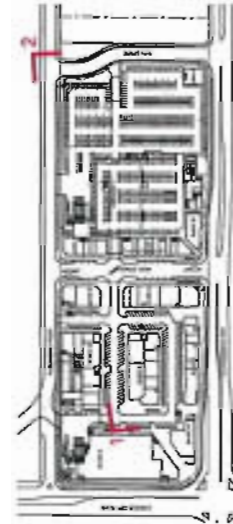


PERSPECTIVE 1 - BUILDING C - LOOKING SOUTHEAST

PLN - 202



PERSPECTIVE 2 - ALEXANDRIA ROAD @ MAY DRIVE LOOKING SOUTHWEST



2.35

NOV 14 2012

RZ-10528877

SITE PERSPECTIVES



CENTRAL AT GARDEN CITY
RICHMOND, BC



DATE: NOVEMBER 13, 2012
PROJECT: A-4.7



PERSPECTIVE 1 - HIGH STREET LOOKING SOUTH-EAST

PLN - 203



PERSPECTIVE 2 - ALEXANDRA ROAD @ HIGH STREET LOOKING EAST-SOUTH



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 375 - 421 W. Graham St.
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 Tel: 604 687 3321
 Fax: 604 687 3323
 info@chandler-associates.com



RZ-10528877

2.3b

NOV 14 2012



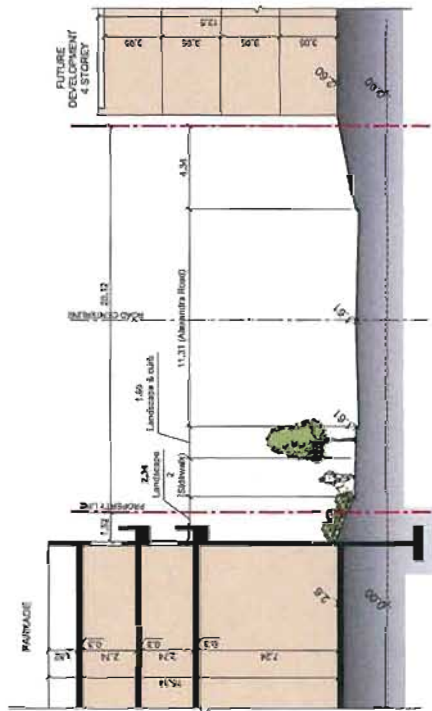
SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

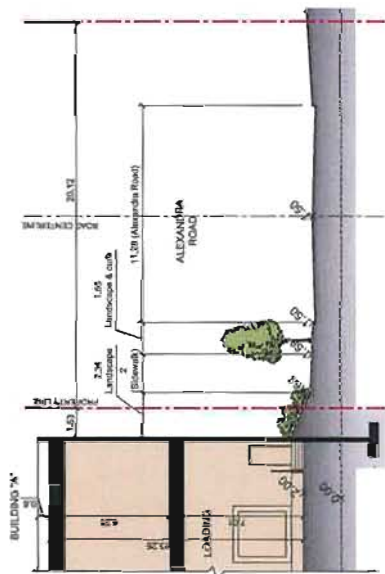
RICHMOND, BC



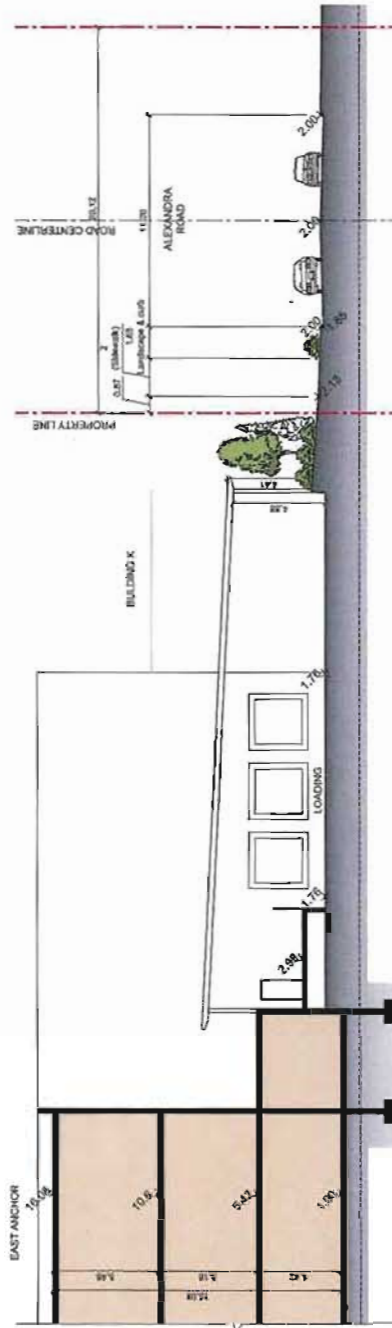
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 DRAWING NO: 1000
 PROJECT #:
A-4.8



SECTION B-B
SCALE 1/8"



SECTION A-A
SCALE 1/8"



SECTION C-C
SCALE 1/8"



KEY PLAN
SCALE 1/8"

2.37

RZ 10528877

NOV 14 2012

SITE SECTIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

SmartCentres

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Architects Inc.
The Studio
270-601 W. Cordova St.
Vancouver, BC V6C 2K7
Tel: 604 687 1200
Fax: 604 687 1201
www.chandlerassociates.com

DATE: NOVEMBER 13, 2012
SCALE: 1/8"
PROJECT #:

A-5.1



SECTION F-F
SCALE 1/8" = 1'-0"

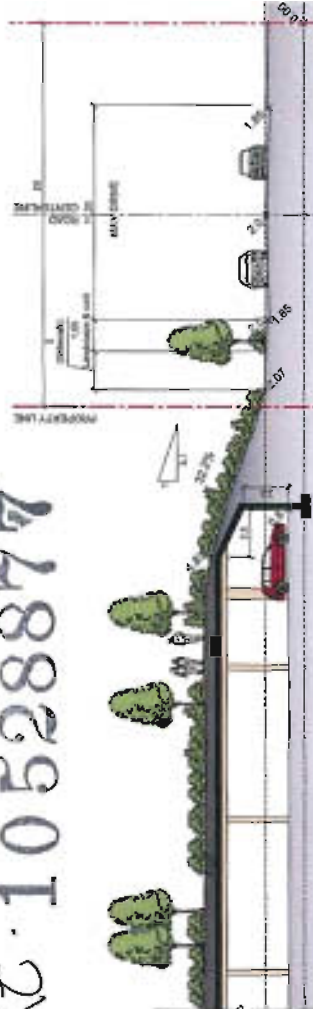


SECTION D-D
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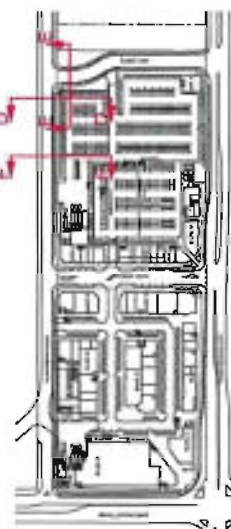
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NOV 14 2012

2.39



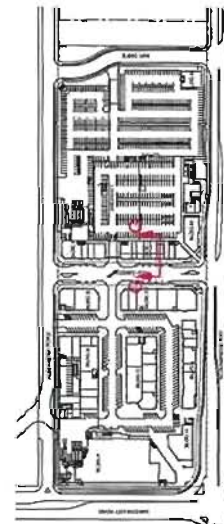
SECTION E-E
SCALE 1/8" = 1'-0"



KEY PLAN
SCALE 1/8" = 1'-0"



PLN - 206



2.39

NOV 14 2012

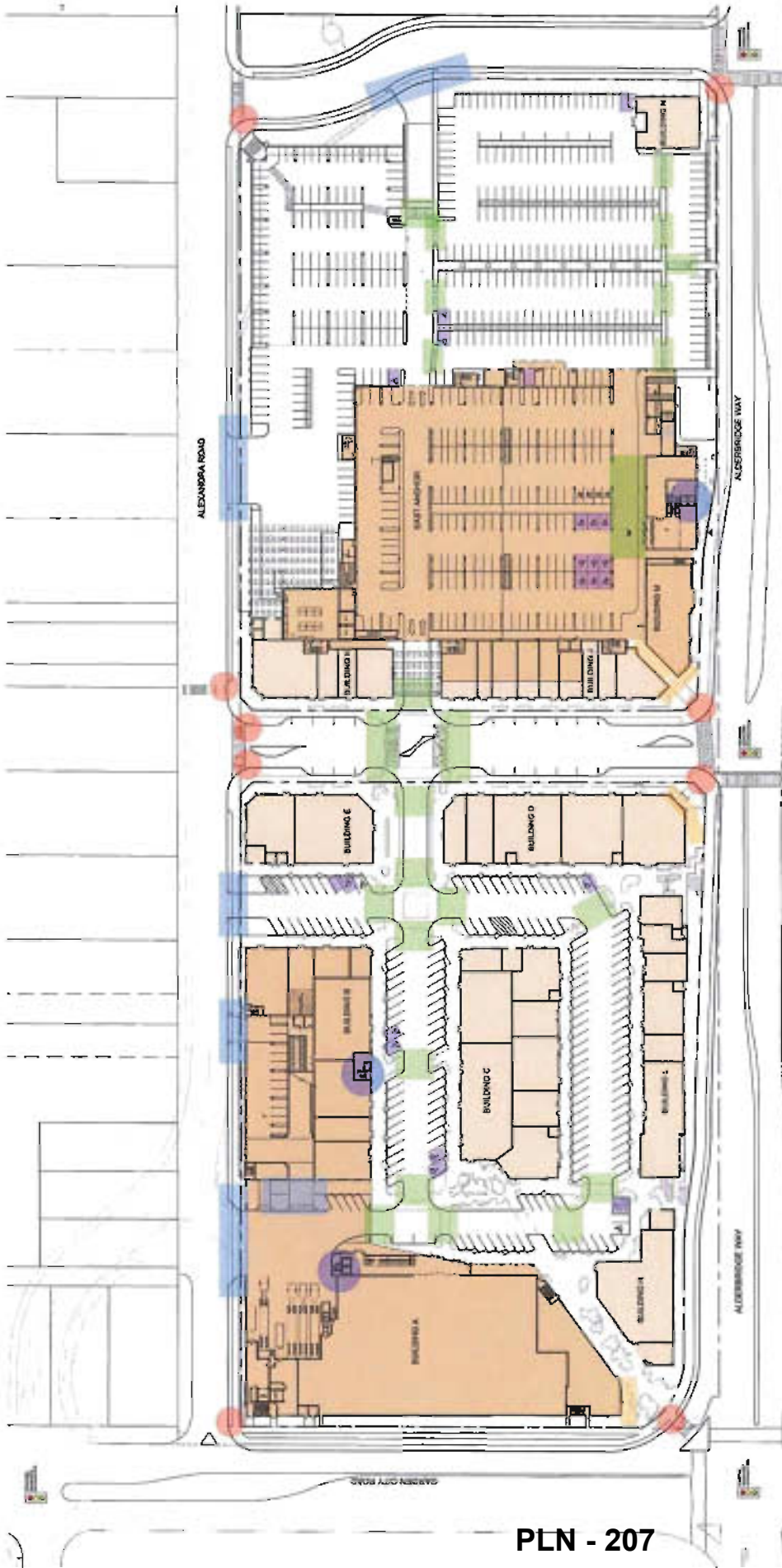
RZ-10528877

Chandler Associates
 275 - 401 W. Cordova St.
 Vancouver BC V6B 1G1
 Tel: 604-681-3305
 info@chandlerassociates.com

SITE SECTIONS

CENTRAL AT GARDEN CITY
 RICHMOND, BC

DATE: NOVEMBER 13, 2012
 PROJECT NO: AS 240210
 PROJECT: A-5.3



CENTRAL AT GARDEN CITY - ACCESSIBLE DESIGN SITE PLAN

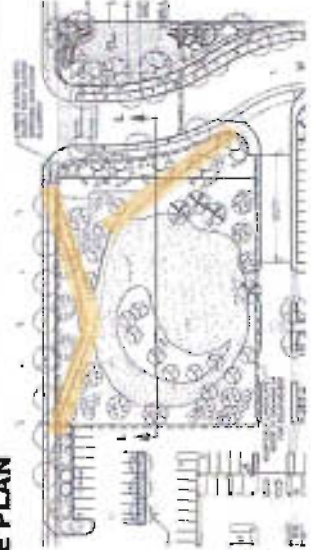
ACCESSIBLE DESIGN LEGEND

- CURB LETDOWN AT CROSSWALKS
- RAISED "TABLE" CROSSWALKS
- RAMPS
- CONTINUOUS SIDEWALK WITH VEHICLE LETDOWN ACCESS
- H/C STALLS
- ELEVATORS

2.40

NOV 14 2012

RZ. 10528872



LANDSCAPED DECK AREA



CENTRAL AT GARDEN CITY

RICHMOND, BC

ACCESSIBLE DESIGN SITE PLAN

A-3.1





WAYFINDING LEGEND

- 1. PYLON SIGN
- 2. DIRECTORY PANEL
- 3. DIRECTIONAL SIGN

NOV 14 2012

2.41 RZ-10528877





PERSPECTIVE VIEW - WAYFINDING SIGNAGE: PYLON, DIRECTORY AND DIRECTIONAL

2.92 NOV 14 2012 RZ-10528877

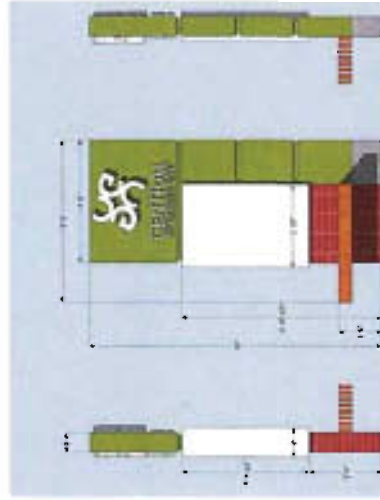


CENTRAL AT GARDEN CITY

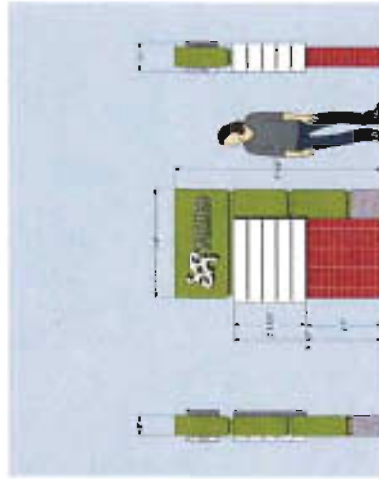
RICHMOND, BC



ELEVATIONS - WAYFINDING SIGNAGE: PYLON

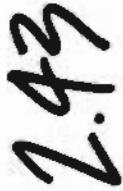


ELEVATIONS - WAYFINDING SIGNAGE: DIRECTORY



ELEVATIONS - WAYFINDING SIGNAGE: DIRECTIONAL

TYPICAL WAYFINDING SIGNAGE

[illegible]

PLN - 210

Overall Landscape theme is to merge the contemporary architecture with Richmond's natural surroundings, the River's edge. Shoreline grasses, indigenous trees and shrubs found along the River's edge along with wood/dolphin piles, driftwood logs and boulders have been implemented to soften building edges and recognize Richmond's natural landscape.

RZ-10528877



'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

OVERALL LANDSCAPE PLAN

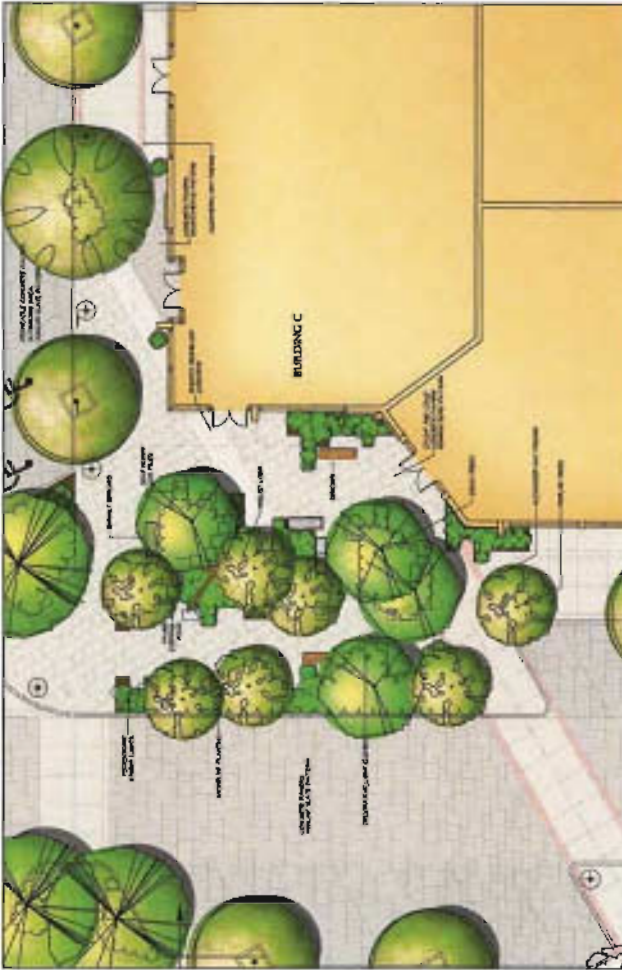
11



PLAZA AREA WITH SEATING AREAS FOR GATHERING, CANOPY SHADE TREES AND BOLT TURNSTILES



CANOPY TREES FOR SHADE



BASALT BENCHES SITUATED IN PLANTING AREA



BENCHES FOR SEATING



BENCH SEATING



LOOK FOR CLIMBING, SWIMMING OR SITTING



CHILDREN'S PLAY AREA



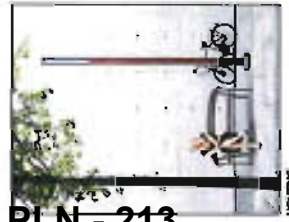
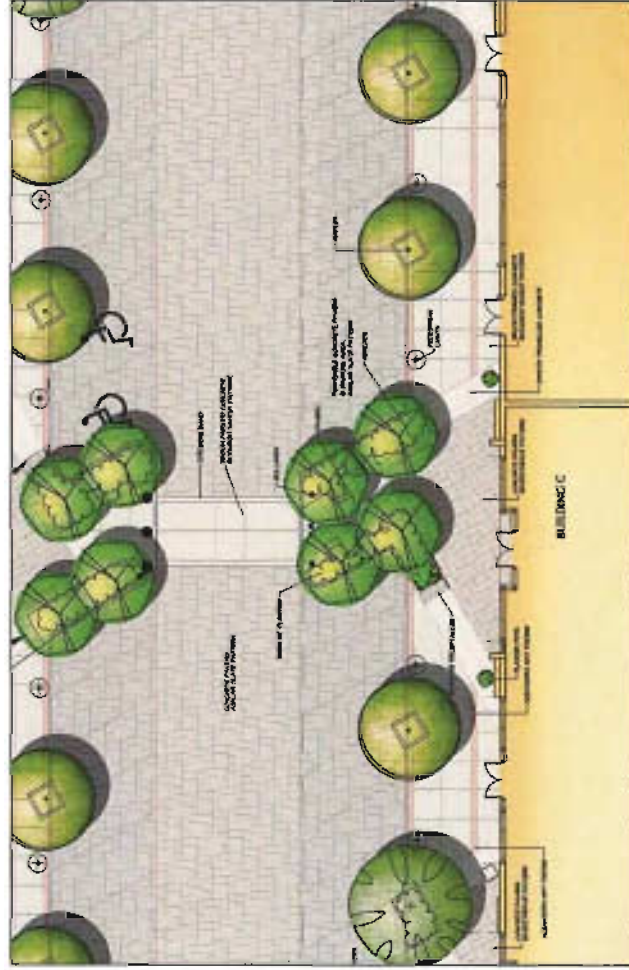
SITE LOCATION

A large central gathering area is created for pedestrians to socialize in a meeting place. Large tree groupings are introduced for shade. Seating areas including modern furniture or basalt benches allow for social interaction. Logs and boulders provide opportunities of play for children.

2.45

RZ-10528877

NOV 14 2012



Safe pedestrian crossings are located at "mid block" and intersections. The crossing are raised to establish priority for pedestrian circulation and sidewalks. Throughout the development, secondary plazas are generated to break up the long sidewalks offer nodes of greenery and seating areas. The incorporation of the Alexandra Way signature paving pattern and wayfinding signage along with the special paving in the vehicular plaza areas create an identifiable link through the site along Alexandra Way to the West Cambie area.

2.46

RZ - 10528877

NOV 14 2012

SmartCentres

pmg LANDSCAPE ARCHITECTS

'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

ALEXANDRA WAY
AND PEDESTRIAN CROSSINGS

L4

DATE: 10/11/12
DRAWN BY: J. H. H.
CHECKED BY: J. H. H.
PROJECT NUMBER: 10528877



OUTDOOR AMENITY AREAS FOR SEATING AND SOCIALIZING



PLANTING AREAS TO SOFTEN OUTDOOR SPACES



TRASH RECEPTACLE



PLANTER POTS



BIKE RACK



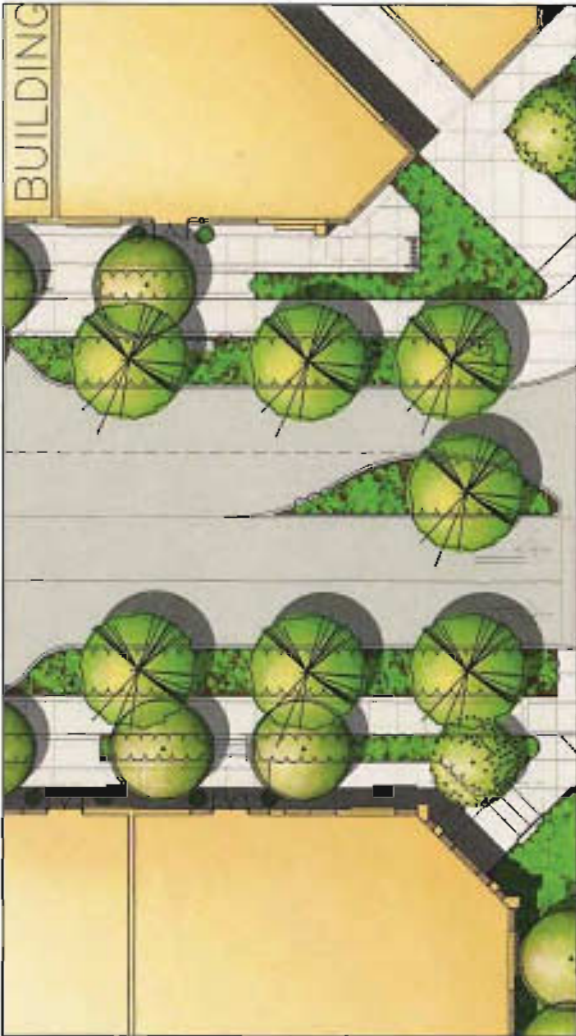
SITE LOCATOR

Secondary entrances are offered into the development from Alderbridge Way connecting the street edge into the site. The site is opened up in these locations with wide, shallow, generous steps or ramps that are used to ease entry into the Village. The site edges are layered with a tight spacing of street trees transitioning into an more natural planting of native trees, shrubs and ornamental grasses to soften the perspective from the street.

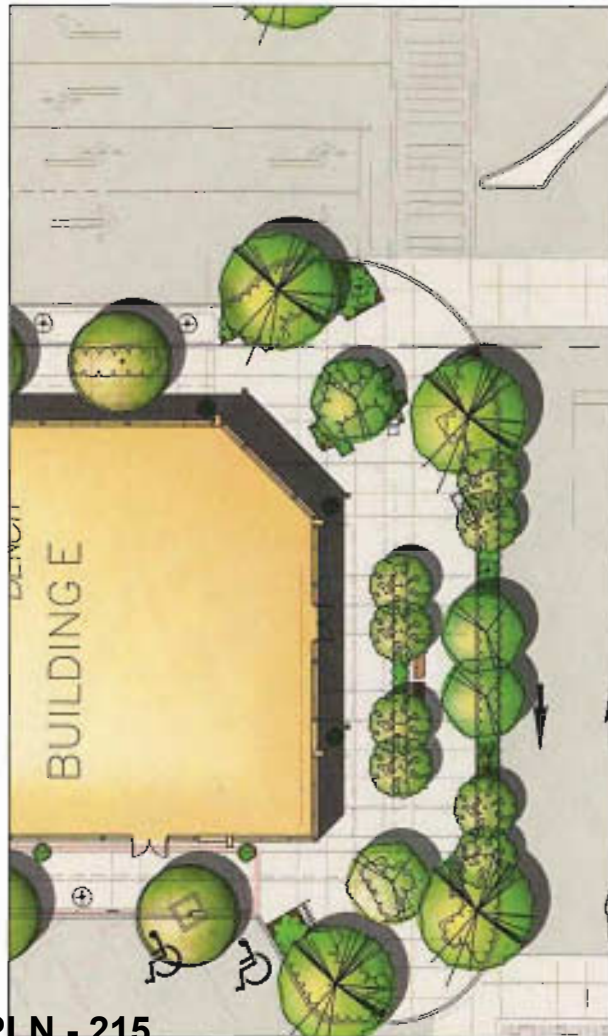
NOV 14, 2012

RZ-10528877

2.49



PLN - 215



NOV 14 2012



OUTDOOR PATIO

High Street lined with large scale canopy trees to create a pedestrian friendly environment. Pedestrians are brought away from the street edge to allow for more intimate interaction with the CRU's allowing for seating and outdoor patio areas for coffee shops and restaurants.

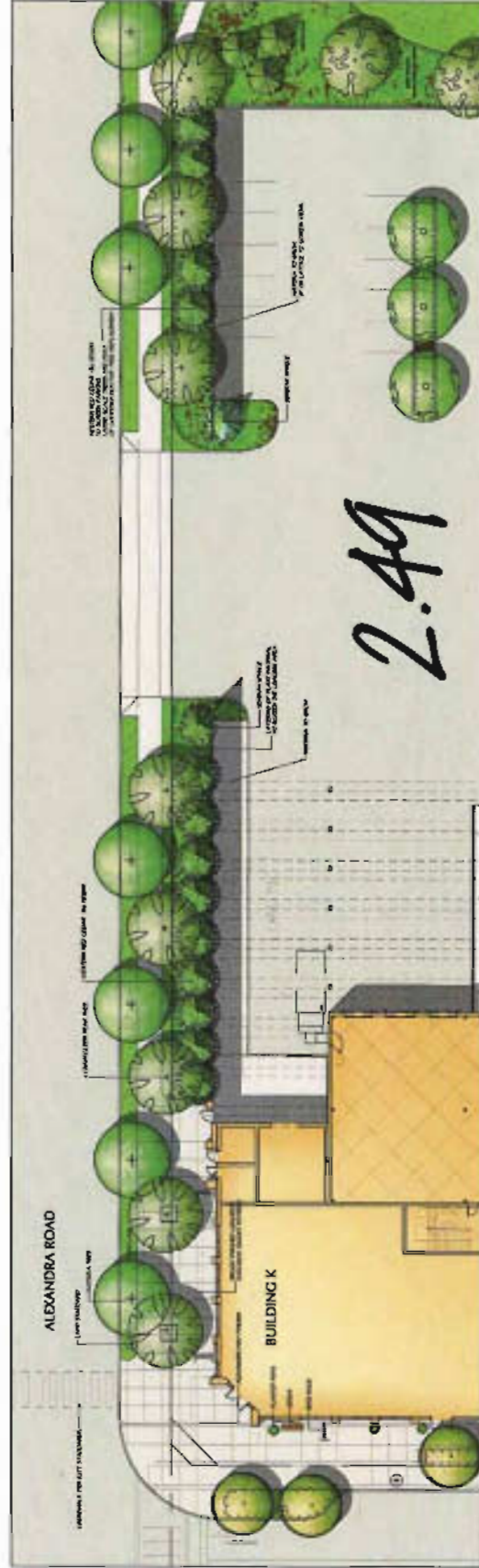




LARGE SCALE TREES AND SHRUBS TO ADDRESS LANDSCAPING AREA AND PROVIDE A GREEN STREET EDGE
 EVROCH TO BE 5M TALL AND DECIDUOUS TREES TO BE 10CM CALIPER AT JUNCT.



WISTERIA VINES OVER TRELLIS STRUCTURE



NOV 1 & 2012 RZ-10528877

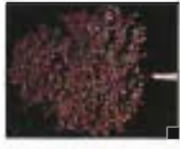
Along the north edge of the site, several layers of landscaping buffer the development from the street and residential neighbourhood to the north. Full height screen walls with overhead trellis planted with vines have been implemented to screen service areas. The screen trellis provides architectural continuity and combined with multiple layers of vegetation, provide an effective screen of the parking and service areas. The plantings consist of Wisteria vines, Cedar trees, large scale Pyrus and Kaisura trees, broadleaf evergreen hedges and ornamental grasses to offer multiple layers of colour and texture.



SITE LOCATION



EVROCH HEDGES



LARGE SCALE TREES



L7

NORTH EDGE BUFFERING

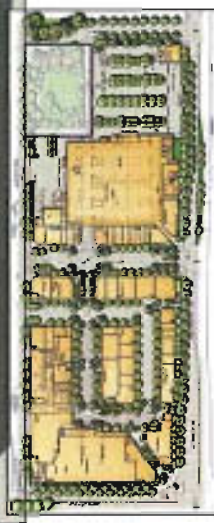
'CENTRAL' AT GARDEN CITY
 GARDEN CITY ROAD AND ALDERBRIDGE WAY
 RICHMOND, BC



2.50



A 38,360 sq. ft. public green space has been created on top of a portion of the eastern parking area to provide public recreation opportunities as well as a green buffer from the future residential neighbours to the north. This deck covers 103 parking spaces while offering a publicly accessible Green Park space. Currently, the design consists of pedestrian paths and seating areas to provide passive recreation use. The planting would be integrated with the native palette within the retail village. Final programming of the green deck space will be completed in conjunction with the City of Richmond Parks Dept.



SITE LOCATION



SHRUBS AND GROUNDCOVER



NATIVE TREES



EXISTING SITE CONDITIONS

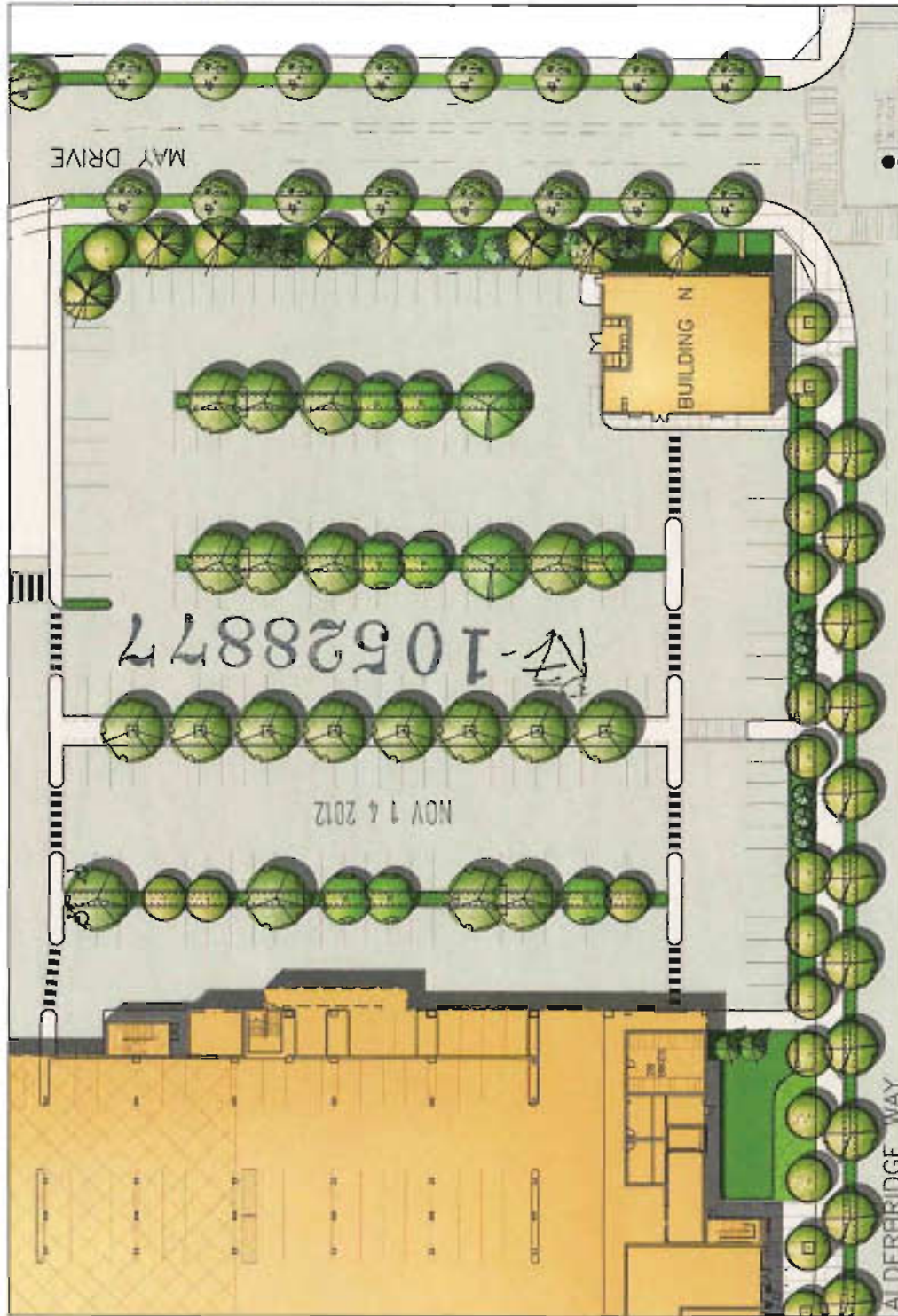
RZ 10528877

NOV 14 2012

<p>L8</p>	<p>GREEN DECK</p>	<p>'CENTRAL' AT GARDEN CITY GARDEN CITY ROAD AND ALDERBRIDGE WAY RICHMOND, BC</p>	<p>omg LANDSCAPE ARCHITECTS SmartCentres</p>
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PLN - 217

2.51



Surface parking areas have been minimized and is buffered from adjacent streets with a setback of several layers of planting consisting of an outer row of street trees, an inner row of deciduous and coniferous trees, planting beds of shrubs and ornamental grasses and perennials to provide seasonal interest. The parking areas are finished with bioswales to mitigate the stormwater prior to reaching the storm system. The plantings within the bioswales consists of canopy trees for moisture transpiration and shade to reduce heat island effect, shrubs and ornamental grasses to help clean and reduce the water charging into the storm system.



AIR LOCATOR



RELANDING PLANTS AT BUILDING FOUNDATION



PARKING LOT GRASSES



RELANDING PLANTS AT BUILDING FOUNDATION



RELANDING PLANTS TO SCREEN PARKING AREAS



City of Richmond

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

Development Application Data Sheet

RZ 10-528877

Attachment 3

4660, 4680, 4700, 4720, 4740 Garden City Road and
9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480,
Addresses: 9500 Alexandra Road

Applicant: First Richmond North Shopping Centres Ltd.

Planning Area(s): West Cambie Area – Alexandra Neighbourhood

	Existing	Proposed	Variance
Owner:	First Richmond North Shopping Centres Ltd.		-
Site Size (m2):	67,891 m ² (16.8 ac.)	58,631 m ² (14.5 ac.)	-
Land Dedications:			
High Street:	N/A	3,363 m ² (36,200 ft ²)	-
May Drive:	N/A	3,125 m ² (33,637 ft ²)	
Alderbridge Way:	N/A	2,144 m ² (23,078 ft ²)	
Area J:	N/A	654 m ² (7,039 ft ²)	
Land Uses:	Vacant	Mixed Use: Retail/Commercial	-
OCP Designation:	Commercial	Commercial	-
Area Plan Designation:	Mixed Use: Retail/Commercial	Mixed Use: Retail/Commercial	-
Zoning:	Single Detached (RS1/F)	Neighbourhood Commercial (ZC32) – West Cambie Area	
Gross Floor Area:	none	36,018 m ² (387,692 ft ²)	-
Leasable Floor Area:	none	34,575 m ² (372,162 ft ²)	-
Other Designations:	Partial ESA Designation	Elimination of ESA Designation	OCP amendment
Floor Area Ratio:	Area A - Min. 1.25 to Max. 2.0 FAR	Area A - 0.62 FAR	OCP amendment
	Area B – Max. 1.0 FAR	Area B - 0.61 FAR	none
Building Lot Coverage (Max. 55%)	0%	Area A - 54.8%	none
	0%	Area B - 53.2% (with deck)	none

Table continued on next page

	On Future Subdivided Lots Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	2 ha (4.94 ac.)	West Parcel - 29,362 m ² (316,049 ft ²) or 7.26 ac. East Parcel - 29,243 m ² (314,769 ft ²) or 7.22 ac.	none
Road Setbacks – Alderbridge Way: Garden City Road: Alexandra Road: High Street: May Drive:	Min. 2.0 m Min. 3.0 m Min. 1.0 m Min. 3.0 m Min. 5.0 m	Min. 2.0 m Min. 3.0 m Min. 1.0 m Min. 3.6 m Min. 5.0 m	none
Height (m):	Area A - Max. 20 m	Area A - 17.81 m	none
	Area B - Max. 20 m	Area B - 16.23 m	
Off-street Parking: Regular (R), Small (S), Accessible (A):	3 stall per 100 m ² (R), Max. 50% (S) allowed, Min. 2% (A) required, Required Total = 1,382 With TDM Package = 1,153	840 (R), 288 (S), 25 (A) Total = 1,153	none
Parking Rate	3 stalls/100m ² (first 350 m ²) 4.0 stalls/100m ² (remainder)	3.33 stalls/100m ²	none
Loading Spaces:	5 large (WB-17) spaces & 7 medium (SU9) spaces	8 large (WB-17) spaces & 6 temporary small (5.5 m x 2.65 m)	none
Bicycle Parking: Class 1 (Long Term), Class 2 (Short Term)	Class 1 - 94 Class 2 - 138	Class 1 - 119 Class 2 - 172	none

Other: Tree replacement compensation required for loss of 172 existing/former site trees (on 2 for 1 basis at \$500.00 per tree) plus 3 existing significant trees and 1 existing high value tree (on a 1 for 1 basis at \$5,000.00 per tree).

Attachment 4: – Alexandra/Leslie Connector Road Proportional Cost Sharing

Smart Centre- Alexandra Road Realignment Land and Construction Contributions

Land				Construction		
Calendar Year	Land Value	Demo / Hazard. Mat.	Annual HPI ^{Note 1}	Adjusted Value	Calendar Year	Construction Costs
2012	\$4,600,000	Plus	\$100,000	5.73%	2012	\$2,083,039
2022				5.73%	2022	
Smart Centre Share (based on Traffic Usage):				59.00%		\$1,819,228

Future Value (in 10 years) of Smart Centre Share on Land: \$4,840,968
Present Value Factor (based on City's Annual Interest Rate): 2.60%
Discount Period (years): 10
Present Value of Smart Centre Share on Land: \$3,745,058

Smart Centre Initial Contribution:		Net Contribution:	
Land (by Cash) ^{Note 1} :	\$3,745,058	Land (by Cash) ^{Note 1} :	\$1,730,217
Construction (by LC) ^{Note 2} :	\$1,819,228	Construction (by LC) ^{Note 2} :	\$1,819,228
Total:		Total:	

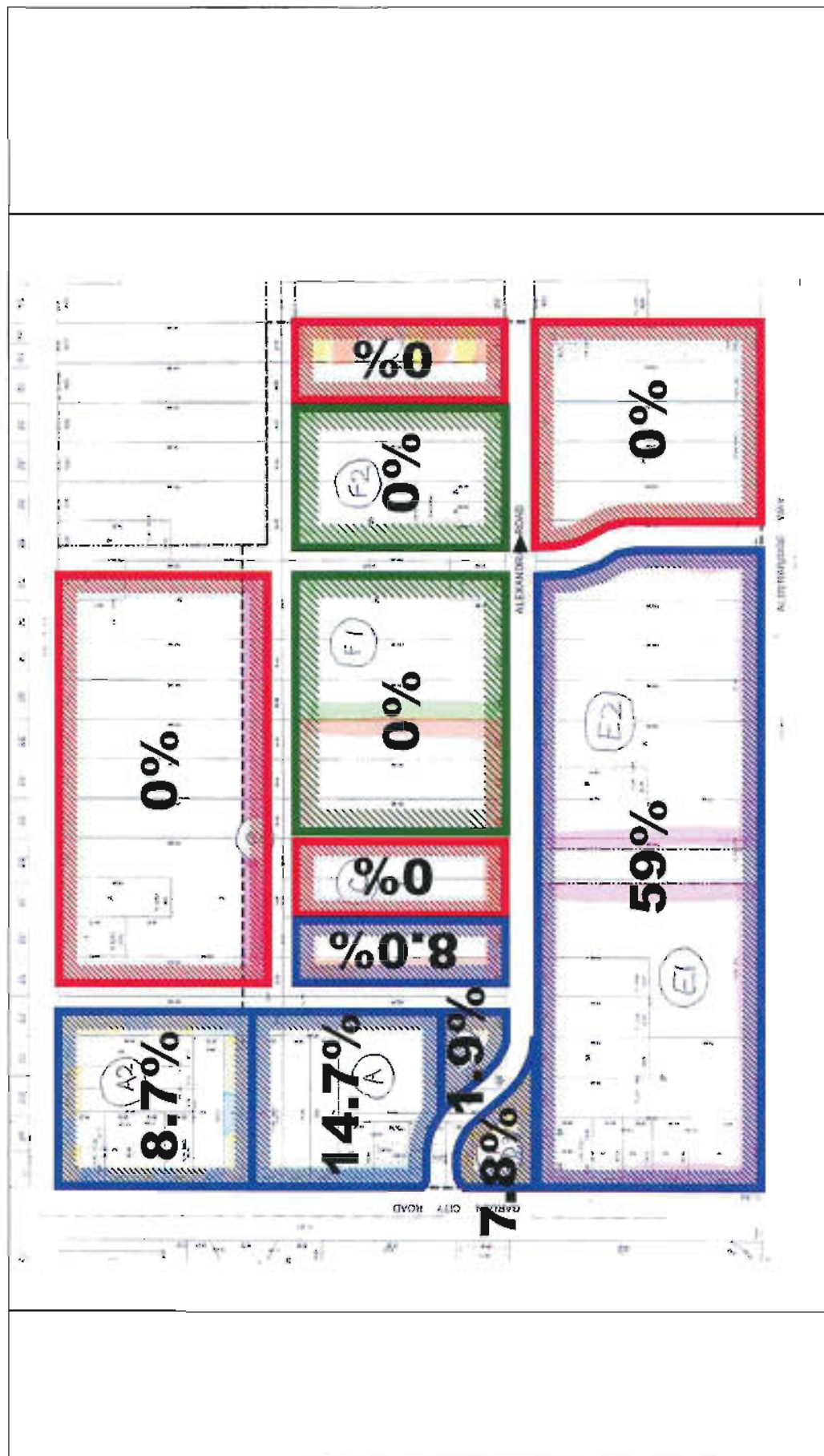
Note 1: After the sale of the remnant of the five properties (53.8% of the total area not required for the realigned Alexandra Road), SmartCentre would be eligible, for future reimbursement of, up to the lesser of:

- a) 59% of the proceeds from selling the remnant of the five properties less any of the proceeds used to acquire the five properties (as the proceeds from the sale of the remnant of the five properties would be used first towards any premiums necessary to acquire the five properties).
- b) 53.8% (\$2,014,841) of Smart Centre's original contribution towards the land purchase (i.e., \$3,745,058)

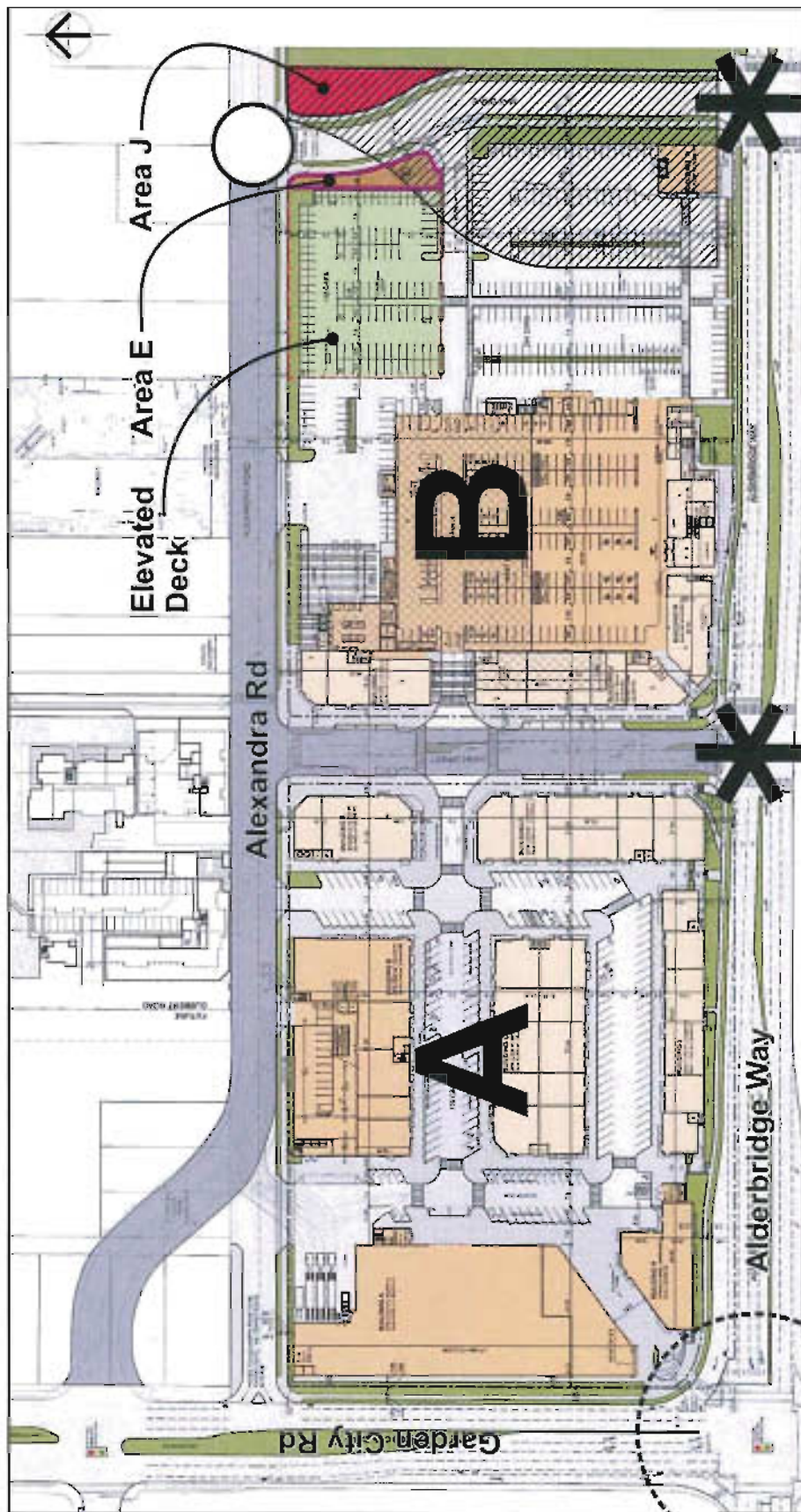
Note 2: a) Under a separate process, Smart Centre would be eligible up to \$113,723 (based on traffic usage of 59% of the total \$192,750) as Roads DCC credits towards the Garden City Road/Leslie Road Traffic Signal at the time of issuance of building permit
b) The letter of credit will be replaced with a cash payment from Smart Centre at the time of construction in an amount based on a 4% annual inflation rate calculated from 2012 to the year of construction, up to a maximum of 10 years.

Note 3: Housing Price Index Based on 20-Year Average Rates

Note 4: Exact SmartCentre's net contribution on land would be subject to the amount of the proceeds from selling the remnant of the five properties less any of the proceeds used to acquire the five properties (as noted in Note 1).



Attachment 5: ESA / Natural Park Proposed Reductions



Legend



ESA & West Cambie Natural Park on proposed development site approx. 8,297 sq meters (2.05 ac)

Applicant proposed Area J Land Transfer approx. 654 sq meters (0.16 ac)

Applicant proposed Elevated Deck as PROP-SRW approx. 3,359 sq meters (0.83 ac)

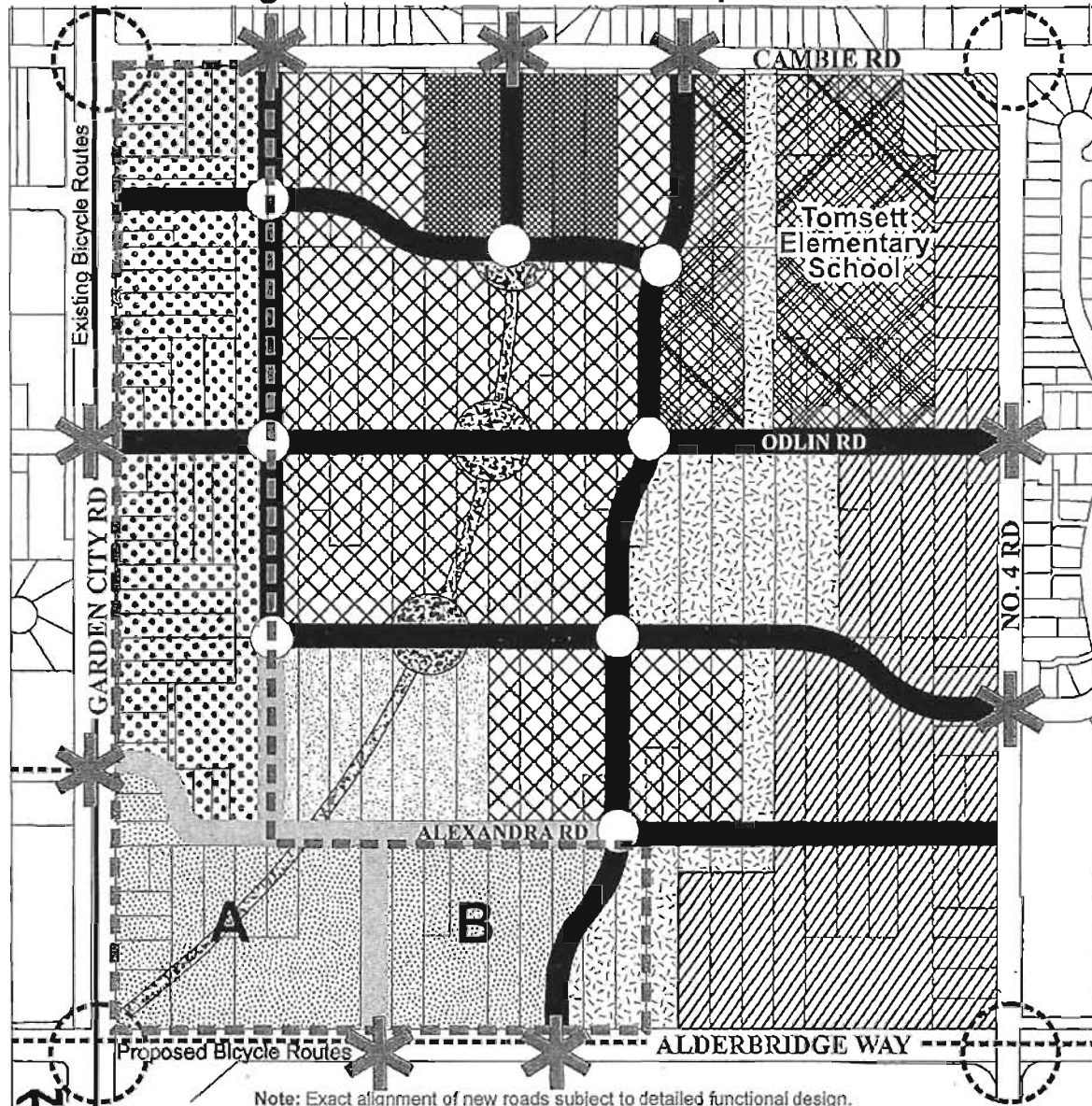
Application proposed Area E as PROP-SRW approx. 344 sq meters (0.09 ac)

November 14, 2012

City of Richmond

Alexandra Neighbourhood Land Use Map

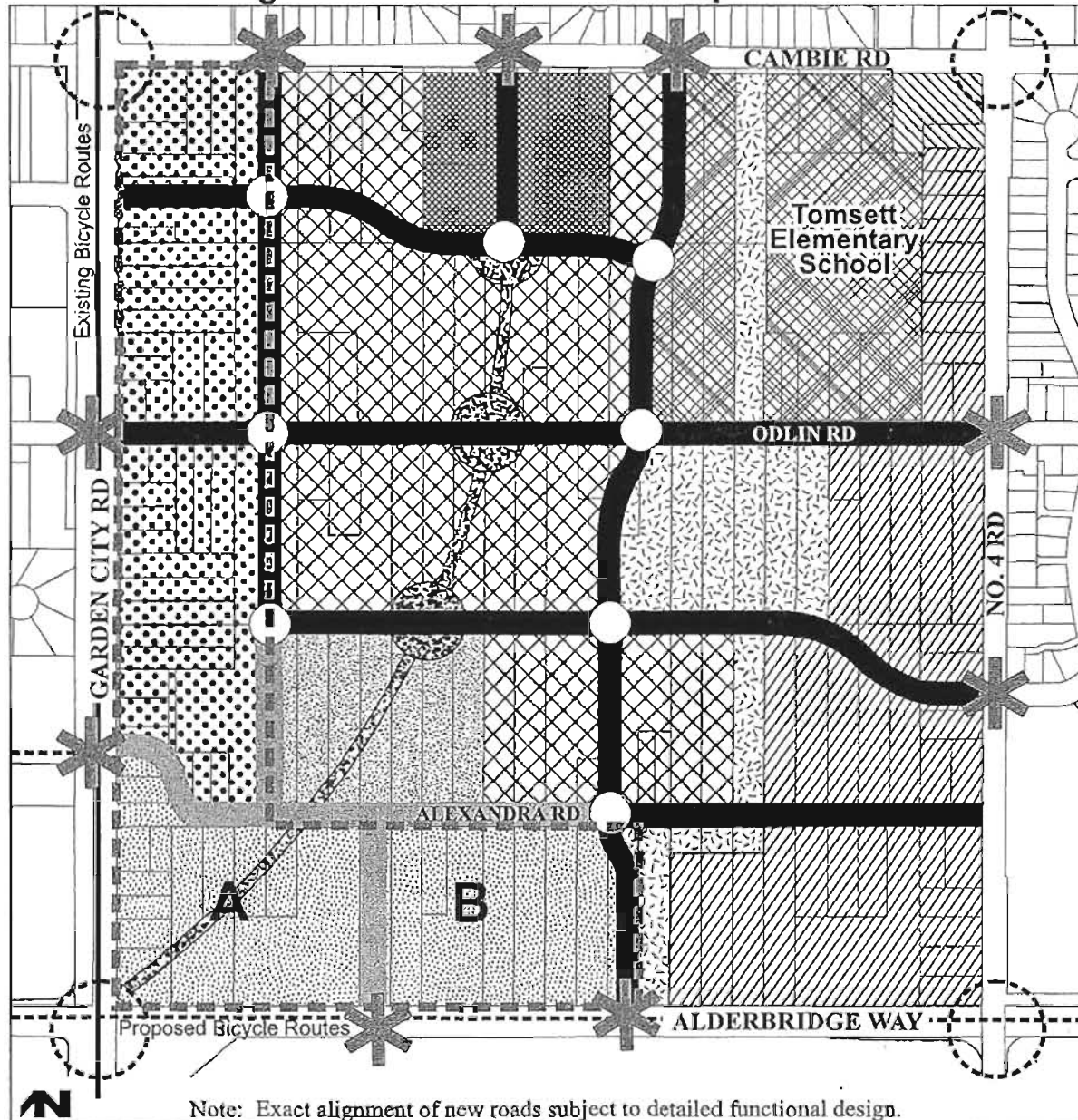
Bylaw 8945
2012/10/15



	Area of No Housing Affected by Aircraft Noise		Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.		Park: North Park Way, Central Park, South Park Way
	Business/Office – office over retail FAR up to 1.25		Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area B: Large and small floor plate up to 1.0 FAR.		Alexandra Way (Public Rights of Passage Right-of-way)
	Convenience Commercial		Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).		Proposed Roadways
	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical).		Community Institutional		High Street
	Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).				New Traffic Signals
					Feature Intersections – details to be developed
					Feature Landmarks in combination with Traffic Calming Measures

Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

Alexandra Neighbourhood Land Use Map



<p> Area of No Housing Affected by Aircraft Noise Business/Office - office over retail FAR up to 1.25</p> <p> Convenience Commercial</p> <p> Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)</p> <p> Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, Low-rise Apts. (5-storey maximum).</p> <p> Community Institutional</p>	<p> Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.</p> <p> Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR</p> <p> Mixed Use: - abutting the High Street, medium density residential over retail; - not abutting the High Street, medium density residential. 1.25 base FAR, Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).</p>	<p> Park: North Park Way, Central Park, South Park Way</p> <p> Alexandra Way (Public Rights of Passage Right-of-way)</p> <p> Proposed Roadways</p> <p> High Street</p> <p> New Traffic Signals</p> <p> Feature Intersections - details to be developed</p> <p> Feature Landmarks in Combination with Traffic Calming Measures</p>
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Rezoning Considerations

4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road

RZ 10-528877

Prior to issuance of a tree cutting permit after Public Hearing, the developer is required to complete the following:

Provision of a letter of credit acceptable to the City in the amount of \$192,000.00 (i.e., 344 replacement tree x \$500.00 each plus 3 significant trees and 1 high value tree x \$5,000.00 each) as security for replacement trees.

Prior to final adoption of Zoning Amendment Bylaw 8864, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaws 8865 and 8973.
2. Required Road/Utility Dedications:
 - a) Alderbridge Way: Road dedication required to accommodate the frontage improvements noted in Servicing Agreement Items 16 below to the back of the 3.3m wide shared pedestrian/cyclist path on the north side of the road. Exact dedication to be determined through a road functional design drawing to be prepared by SmartCentres and to the satisfaction of the Director of Transportation and the Director of Engineering.
 - b) Garden City Road: Road dedication required to accommodate the frontage improvements noted in Servicing Agreement Items 16 below to the back of the 2.0 wide sidewalk on the east side of the road. Exact dedication to be determined through a road functional design drawing to be prepared by SmartCentres and to the satisfaction of the Director of Transportation and the Director of Engineering.
 - c) May Drive: A minimum 20m wide road dedication required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the satisfaction of the Director of Transportation and the Director of Engineering.
 - d) High Street: A minimum 22.7m wide road dedication required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the satisfaction of the Director of Transportation and the Director of Engineering.
 - e) Provision of minimum 4m x 4m corner cuts (as dedication) required at all intersections where public roads intersect and approved by the Director of Transportation and the Director of Engineering except in locations where the proposed road geometry requires additional land dedication to ensure that the travel portion of the road and the adjacent sidewalks are within the road right of way to the satisfaction of the Director of Development and the Director of Transportation. The corner cuts to be measured from the “new” property lines.

- f) Provision of a minimum 6.0 m wide utility SRW is required for the proposed sanitary sewer at future May Drive between Alexandra Road and Tomicki Avenue. The required SROW is to be located either within 9451 and 9471 Alexandra Road and measured 6.0 m from the east property lines of these 2 properties or located on 9491 Alexandra Road and measured 6.0 m from the west property line.
 - g) Final determination of the exact road dedications and construction requirements are subject to minor revisions as determined by the functional road design and to the satisfaction of the Director of Transportation and Director of Development.
3. Required land transfers:
- a) Area J: approximately 654 m² of land on the east side of the realigned May Drive extension, located at the northeast corner of the development site (to be confirmed by legal survey) is to be transferred to the City as a fee simple lot as "Park" overlapped with Environmentally Sensitive Area (ESA) designation at nominal cost (i.e., \$10.00) and to the satisfaction of the Manager of Real Estate Services and the Director of Development. A separate purchase and sale agreement will be required for this land transfer, see Site Plan dated November 13, 2012.
 - b) Final determination of the exact land transfer area is subject to minor revisions as determined by the functional road design, to be confirmed by survey plans and to the satisfaction of the Director of Transportation and Director of Development.
4. Required Statutory Rights of Way (SRW's):
- a) Granting of a variable width Statutory Right of Way (SRW) for sidewalk purposes that connects the northeast corner of the Alexandra Road/High Street intersection with the northeast corner of the Alexandra Way/Garden City Road intersection through the west development parcel for the purposes of establishing a public pedestrian walkway referred to as the 'Alexandra Way' pedestrian corridor in the WCAP. This SRW should include the following:
 - i. A minimum 3.5 m wide sidewalk, within the building setback between the property line and the proposed building façades on both sides of the High Street within the north block,
 - ii. A minimum 3.5 m wide sidewalk, within the west development parcel along the north side of the northerly east-west drive aisle including all necessary and associated pedestrian crossings that traverse parking lot drive aisles;
 - iii. A pedestrian plaza within the west development parcel at the west end of the northerly east-west drive aisle as shown on the Site Plan dated November 13, 2012 including all necessary and associated pedestrian crossings that traverse parking lot drive aisles;
 - iv. A minimum 3.5 m wide sidewalk on the east side of the westerly north-south drive aisle including all necessary and associated pedestrian crossings that traverse parking lot drive aisles within the west development parcel;
 - v. A minimum 3.5 m wide diagonal sidewalk connecting the west development parcel with the Alderbridge Way/Garden City Road intersection including the corner pedestrian plaza; and
 - vi. A reference plan is required with the appropriate area shaded to identify this proposed SRW to be confirmed by survey plan and a legal plan for registration in the land title office.
- The design of Alexandra Way public pedestrian corridor requires further design development through the Development Permit process. This pedestrian corridor shall include decorative pedestrian and vehicle paving, decorative street lighting and banners, high quality retail signage, street furniture and continuous weather protection, street trees, shrub planting, decorative accent floral planting, high-quality public open spaces along the corridor and

periodic focal elements such as public art, special effect night lighting, outdoor cafes/eating areas and/or other attractors and generator of pedestrian traffic and all to the satisfaction of the Director of Development. The construction and maintenance of including liability for the Alexandra Way public pedestrian corridor shall be the responsibility of SmartCentres.

- b) Granting of an approximately 52.88 m wide (ie. length varies from approximately 68.19 m to 78.99 m) Statutory Right of Way (SRW) along Alexandra Road and the northeast corner of the proposed east development parcel (including Area E) for the purposes of establishing a passive recreation, public open space located on an elevated deck (ie. above vehicle parking) including the transition areas to the fronting streets (Alexandra Road and May Drive). A reference plan is required with the appropriate area shaded to identify this proposed SRW to be confirmed by volumetric survey plan and a legal plan to the satisfaction of the Director of Development prior to registration in the land title office. The design of this elevated landscape deck and transition areas requires further design development through the Development Permit process but is intended to be an important feature of the site design including barrier free pedestrian access, multiple entry points including a stair connection to the surface parking lot below, decorative pedestrian paving, lighting, street furniture, numerous seating opportunities with abundant trees, shrub, groundcover and sodded grass planting, an all to the satisfaction of the Director of Development. The construction and maintenance of including liability for the elevated landscape deck and transition areas shall be the responsibility of SmartCentres.
 - c) Final determination of the exact PROP-SRW's and construction requirements are subject to minor revisions as determined by the functional road design and to the satisfaction of the Director of Transportation, Director of Engineering and Director of Development.
5. Consolidation of the following 20 lots in order to create two (2) development parcels (east and west) plus Area J (i.e., the existing dwellings have already been demolished). See the table below.

Address	PID	Legal Address	Zoning	Owner
4660 Garden City Road	003-491-986	Lot 53 Section 34 Block 5 North Range 6 West New Westminster District Plan 41957	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4680 Garden City Road	003-522-725	Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4700 Garden City Road	001-985-281	Lot 2 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4720 Garden City Road	003-640-043	Lot 3 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4740 Garden City Road	008-141-525	Lot 4 Except: Firstly, Parcel A (Bylaw Plan 73626), Secondly, Part on Plan LMP41468 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9040 Alexandra Road	003-514-889	Lot 54 Section 34 Block 5 North Range 6 West New Westminster District Plan 41957	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9060 Alexandra Road	007-133-138	Lot 37 Section 34 Block 5 North Range 6 West New Westminster District Plan 34867	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9080 Alexandra Road	004-192-141	Lot 38 Section 34 Block 5 North Range 6 West New Westminster District Plan 34867	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

9180 Alexandra Road	012-032-476	North 249.3 Feet Lot 3 Except: Parcel "A" (Explanatory Plan 8738), Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9200 Alexandra Road	003-498-433	Parcel "A" (Explanatory Plan 8738), Lot 3 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9260 Alexandra Road	012-032-522	Parcel "One" (Explanatory Plan 9711) Lots 3 and 4 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9280 Alexandra Road	012-032-557	West Half Lot 5 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9320 Alexandra Road	004-079-124	East Half Lot 5 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9340 Alexandra Road	000-868-655	Lot "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 11945	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9360 Alexandra Road	000-556-939	Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 11945	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9400 Alexandra Road	012-032-573	West Half Lot 7 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9420 Alexandra Road	004-204-662	East Half Lot 7 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9440 Alexandra Road	012-032-581	West Half Lot 8 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9480 Alexandra Road	001-084-372	East Half Lot 8 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9500 Alexandra Road	008-130-990	West Half Lot 9 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

6. Registration of an aircraft noise indemnity covenant for non-sensitive uses on title.
7. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC. The proposed development is designed to 2.6m GSC with the exception of the proposed Walmart loading dock/service area, main lobby including the proposed clinic area and Buildings M and N along Alderbridge Way. SmartCentres will be required to submit a survey of Alderbridge Way (May Drive to High Street), set these finished floor elevations as high as possible and provide a supportable rational, which are all subject to the satisfaction of the Manager of Buildings and the Director of Engineering.
8. Registration of a legal agreement on title ensuring that the only means of vehicle access is to Alexandra Road, the proposed High Street and the proposed extension of May Drive and that there be no access to Alderbridge Way or Garden City Road and to the satisfaction of the Director of Development.
9. SmartCentres has voluntarily agreed to incorporate on-site public art installation(s) along the Alexandra Way public pedestrian corridor in accordance with the City's Public Art Policy with an approximate value of \$155,077.00 (387,692 ft² x \$0.40/ft²) and to the satisfaction of the Director of Development. A letter of credit in the amount of \$155,077.00 (387,692 ft² x \$0.40/ft²) is a requirement as security for public art to be installed on-site. If SmartCentres elects not to install on-site public art, then SmartCentres must agree to voluntarily contribute \$0.40 per buildable square foot or \$155,077.00 (387,692 ft² x \$0.40/ft²) to the City's public art fund.

10. City acceptance of SmartCentres offer to voluntarily contribute \$0.60 per buildable square foot for City Beautification or \$232,615.00 (ie. 387,692 ft² x \$0.60/ft²) as part of the City's West Cambie Area – Alexandra Interim Amenity Charges. A reduction to this contribution for the design and construction costs related to the Alexandra Way pedestrian corridor if any, is to be determined by the Director of Development.
11. City acceptance of SmartCentres offer to voluntarily contribute \$0.07 per buildable square foot for Community and Engineering Planning or \$27,138.44 (ie. 387,692 ft² x \$0.07/ft²) as part of the City's West Cambie – Alexandra Interim Amenity Charges.
12. City acceptance of SmartCentres offer to voluntarily contribute \$90,000.00 for 3 bus shelters (\$25,000 each for the bus shelter plus \$5,000 for the bus landing pad) at each of the following locations, if SmartCentres does not upgrade these bus stop locations and to the satisfaction of the Director of Transportation:
 - a) north of Alexandra Road on the west side of Garden City Road,
 - b) south of Alderbridge Way on the west side of Garden City Road, and
 - c) south of Odlin Road on the west side of Garden City Road or along Alderbridge Way if TransLink and Coast Mountain Bus Company agree to the necessary bus route revisions.
13. Registration of a legal agreement(s) regarding SmartCentres commitment to connect to the Alexandra District Energy Utility (ADEU), including the operation of and use of the ADEU and all associated obligations and agreement as determined by the Director of Engineering. SmartCentres has committed that between 63-69% of the proposed floor area or approximately 70% of the total annual heating and cooling energy demand will be serviced by the ADEU but this is subject to Council approval of amendments to the ADEU bylaw to allow less than 70% participation. However, participation in the ADEU will be limited to the large format tenants (Buildings A and the East Anchor Building – Walmart Store). More detailed energy modeling will be required to establish the extent of the energy demand represented by those tenants. SmartCentres will coordinate with Engineering staff to determine this demand as part of the Servicing Agreement process.
14. Ultimate Alexandra/Leslie Connector Road: The SmartCentres is required to make contributions totalling \$5,564,286.00 including (ie. \$3,745,058.00 as a cash contribution for land, which will allow the City to begin the land acquisition process and \$1,819,228.00 as a letter of credit for construction of the road) all prior to final adoption of the rezoning. After the sale of the remnant portions of the 5 properties (53.8% of the total area not required for the realignment of Alexandra Road), SmartCentres would be eligible for future reimbursement of, up to the lesser of:
 - a) 59% of the net proceeds from selling the remnant of the 5 properties less any of the proceeds used to acquire the 5 properties (as the proceeds from the sale of the remnant portions of the 5 properties would be used first towards any premiums necessary to acquire the 5 properties); or
 - b) 53.8% (\$2,014,841.00) of the SmartCentres original contribution towards the land purchase (\$3,745,058.00); and
 - c) A legal agreement for a term not exceeding 99 years to formalize the reimbursement process, once the Alexandra/Leslie connector road has been constructed is subject to the Council approval and Elector Approval/Alternative Approval Process requirements.

- d) Alexandra/Leslie Connector Road - Reimbursement Process: Contributors to the assembly of lands required for the Alexandra/Leslie connector road would be reimbursed with residual funds from the disposal of residual lands, after the completion of the connector road and following payment to the City of any and all costs associated with the lands assembly and disposal process on a priority basis related to their respective proportional share contribution, assuming the following definitions:
- i. Alexandra/Leslie connector road: The proposed realignment of Alexandra Road east of Garden City Road as generally indicated on the Alexandra Neighbourhood Land Use Map within the West Cambie Area in order to intersect with Leslie Road on the west side of Garden City Road including all land and construction costs.
 - ii. Catchment Area: Properties within a defined area in the West Cambie Area that are projected to generate traffic volume/use along the proposed Alexandra/Leslie connector road realignment. See Attachment 4 - Alexandra/Leslie Connector Road - Proportional Cost Share for SmartCentres
 - iii. Contributors: Owners/developers of property in the West Cambie Area within the defined catchment area, not exempt from contributing to the total cost (land and construction) of the Alexandra/Leslie connector road. If new and separate development applications for a different design are received for any currently exempt properties with in-stream applications, then these properties would then become liable to contributions for the Alexandra/Leslie connector road. The City remains totally exempt from contributing to the Alexandra/Leslie connector road.
 - iv. Net Present Value: = current land value escalated at 5.73% over 10 years then discounted back to the present value at 2.6%. Using the land appraisal agreed on by SmartCentres and the City for the 5 subject properties, the net present value is used to determine the total value of the land component required for the road realignment.
 - v. Priority Basis: Repayment of residual funds to catchment area contributors based on a 'first contributed, first reimbursed' approach based on the proportional share contribution from the contributor following the reimbursement of the City for all cost associated with land assembly and disposal process for the Alexandra/Leslie connector road including but not limited to legal fees, mortgage fees, land title fees, moving costs, property transfer fees, motivational factors (as an incentive to sell, if necessary), disturbance factors, demolition costs, hazardous material handling and disposal costs, maintenance costs, survey cost and any other costs associated with the purchase, assembly, establishment of the road right of way and disposal of the surplus lands.
 - vi. Proportional Share Basis: The determination of costs associated with the realignment of the Alexandra/Leslie connector road (land and construction) based on the projected traffic volume/use resulting from the development of properties within the defined catchment area that are not exempt from contributing. For example, SmartCentres proportional share contribution has been determined to be 59% or \$5,564,286.00 for both land (\$3,745,058.00) and construction costs (\$1,819,228.00). Future land use designations from the current Area Plan have been used to estimate traffic generation however, if land uses within the catchment area are adjusted in the future, then traffic generation estimates will be adjusted accordingly, which in turn will shift the proportional share contributions for the remaining properties that are required to contribute the outstanding costs at such time.

With the proposed SmartCentres proposal, 41% of the total Alexandra/Leslie connector road cost would be outstanding.

- vii. Residual Funds: Remaining funds if any, from the sale of residual lands, net of all land assembly and disposal costs that accrue to the City.
 - viii. Residual Lands: Approximately 53.8% of the 5 lots (i.e., 4560/4562 and 4580 Garden City Road plus 9071, 9091 and 9111 Alexandra Road) not required for the realignment of the Alexandra/Leslie connector road. Residual lands exclude any City land ultimately abandoned including roads or lanes such as the eastern portion of the existing Alexandra Road alignment intersecting with Garden City Road and the existing perpendicular lane. It is currently estimated that approximately 46.2% of the above 5 lots are required for the road realignment, would leave approximately 53.8% of these 5 lots as residual land.
15. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
16. Enter into a Servicing Agreement* for the design and construction of road improvements and site servicing. Works include, but may not be limited to the following:

A. Transportation & Traffic Requirements

- 1. Applicant responsible for the design and construction of the following frontage improvements and transition between those improvements and the existing condition outside the development site frontage (at a minimum 30:1 taper rate for Alderbridge Way and Garden City Road, and a minimum 20:1 taper rate for all internal roads) to the satisfaction of the City. Please refer to Item 2 for additional frontage improvements at intersections. Note that while Servicing Agreement Items A1 and A2 provide a general description of the minimum frontage work requirements, the exact details and scope of the frontage works to be completed by SmartCentres would be confirmed via a functional road design to be prepared by SmartCentres and to the satisfaction of the Director of Development, the Director of Transportation and the Director of Engineering.
 - a) Alderbridge Way, from Garden City Road to May Drive (from south to north):
 - enhance existing medians with decorative/gateway treatments, including but not limited to banners, landscaping, trees, hard landscaping, street lighting, etc.;
 - maintain two existing westbound traffic lanes;
 - maintain existing curb/gutter on the north side;
 - 1.5 m wide treed boulevard; and
 - 3.3 m wide shared pedestrian/cyclist path.
 - b) Garden City Road, from Alderbridge Way to Alexandra Road (from west to east):
 - enhance existing medians with decorative/gateway treatments, including but not limited to banners, landscaping, trees, hard landscaping, street lighting, etc.;
 - maintain two existing northbound traffic lanes;
 - shift the existing northbound bicycle lane allowance onto the east boulevard;
 - 0.15 m wide curb/gutter;
 - 1.85 m wide treed boulevard;
 - 2.0 m wide bike lane;
 - 1.77 m wide grass buffer strip to separate sidewalk and bike lane;
 - 2.0 m wide sidewalk at property line; and

- minimum 3.0 m wide building setback from property line (west to east) sloped and landscaped with dense plant material to the proposed building wall with perpendicular walkway connections to the public sidewalk including stairs or ramps from the required emergency exit doors along the back of the building as required by code; and
- c) Alexandra Road, from Garden City Road to eastern limit of the development site (from south to north):
- 2.0 m wide sidewalk;
 - 1.5 m wide boulevard;
 - 0.15 m wide curb;
 - minimum 9 m wide vehicular driving/parking surface (this pavement may be reduced to min. 6.2 m at mid-block locations where feasible); and
 - minimum 1.0 m wide shoulder.
- d) May Drive, from Alderbridge Way to Alexandra Road (from west to east):
- 2.0 m wide sidewalk;
 - 1.5 m wide boulevard;
 - 0.15 m wide curb;
 - 12.7 m wide vehicular driving/parking surface;
 - 0.15 m wide curb,
 - 1.5 m wide boulevard; and
 - 2.0 m wide sidewalk.
- e) High Street, from Alderbridge Way to Alexandra Road (from west to east):
- 2.0 m wide sidewalk;
 - 0.15 m wide curb;
 - 18.4 m wide vehicular driving/parking surface (i.e., 2 x 2.5 m wide parking lane or landscaped boulevard near intersections, 4 x 3.35 m wide traffic lanes);
 - 0.15 m wide curb; and
 - 2.0m wide sidewalk.
2. In addition to the frontage improvements noted in Item 1, SmartCentres is responsible for the design and construction of the following intersection improvements and to the satisfaction of the Director of Transportation and the Director of Engineering.
- a) Alderbridge Way / May Drive
- Installation of a new traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole **and** street light fixture), detection, conduits (electrical **and** communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
 - Installation of an eastbound to northbound left-turn lane, with a minimum storage length of 60 m. Please note that while a portion of the left-turn lane may be accommodated within existing median, a minimum 1.2m wide median should be maintained.
- b) Alderbridge Way / High Street
- Installation of a new traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street

light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

- Installation of an eastbound to northbound left-turn lane, with a minimum storage length of 60 m. Please note that while a portion of the left-turn lane may be accommodated within the existing median, a minimum 1.2 m wide median should be maintained.
- Installation of a westbound to northbound right-turn lane, with a minimum storage length of 50 m, while maintaining the two westbound through lanes as noted in Item A1a) above.

c) Alderbridge Way / Garden City Road

- Upgrade of the existing traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
- Installation of dual left-turn lanes on the southbound (a minimum total storage length of 200 m), northbound (a minimum total storage length of 200 m) and westbound approaches (a minimum total storage length of 190 m), while maintaining all other existing traffic lanes. Please note that while a portion of the left-turn lanes may be accommodated within existing medians, a minimum 1.2 m wide median should be maintained on all intersection approaches.
- Installation of a westbound to northbound right-turn lane, with a minimum storage length of 50 m, while maintaining the two westbound through lanes as noted in Item A1a) above.
- Provision of an acceptable transition between the above noted intersection improvements, the proposed boulevard treatment and the building setback landscape design (at a minimum 30:1 taper rate for Alderbridge Way and Garden City Road) to the satisfaction of the Director of Development and the Director of Transportation.
- Installation of an accessible bus shelter and landing pad (9 m x 3 m) on the east side of Garden City Road, just north of Alderbridge Way.

d) Garden City Road / Alexandra Road

- Closure of existing median opening with curb/gutter and decorative median treatments.
- e) Installation of special crosswalks with downward lighting and associated equipments at the following locations:
- High Street, at the proposed access to the development site;
 - High Street, at Alexandra Road; and
 - Alexandra Road, at High Street.
- f) Construction Timing: all frontage improvements should be completed prior to opening of development.

3. Vehicle parking complies with the parking requirements of Richmond Zoning Bylaw 8500 Amendment Bylaw 8864 (ie. "Neighbourhood Commercial (ZC32) – West Cambie Area") including the TDM measures, subject to the approval of the Director of Transportation. Bicycle parking and loading to comply with the Zoning Bylaw requirements and to the satisfaction of the Director of Transportation:
 - a) Vehicle Parking:
 - Number of spaces as per of Richmond Zoning Bylaw 8500 Amendment Bylaw 8864 (ie. "Neighbourhood Commercial (ZC32) – West Cambie Area");
 - Accessible stalls - minimum 2% of the total number of parking spaces;
 - Small stalls - up to 50% of the total number of parking spaces; and
 - Minimum size of parking stalls and width of parking aisles to comply with the Parking Bylaw (ie. no building columns within parking stalls).
 - b) Vehicle Loading:
 - Number and size of spaces as per the Zoning Bylaw; and
 - Provide turning templates of appropriate loading vehicles from abutting public roads to the loading spaces and vice versa.
 - c) Bicycle Parking:
 - Number of spaces (both classes 1 and 2 as per the Zoning Bylaw;
 - Model type and size/dimensions of the bicycle spaces; and
 - Show clearly on the site plan drawings where the bicycle spaces are located.
 - d) Confirmation that the width of all internal drive aisles is no less than 7.5m.
 - e) SmartCentres is required to provide the following Transportation Demand Management (TDM) measures in consideration for the reduced on-site parking:
 - Bicycle storage (in addition to the bylaw requirements): SmartCentres to provide a 25% increase in the total number of Class 1 and Class 2 bicycle spaces (i.e. an additional 25 Class 1 stalls and an additional 33 Class 2 stalls);
 - Two (2) separate end-of-trip bicycle facilities: SmartCentres to provide facilities consisting of three (3) water closets per gender, 2 wash basins per gender and 3 showers per gender. Based on the layout of the development, these facilities should be spread out between the western and eastern portions of the site;
 - Three (3) bus stop upgrades: SmartCentres to provide an accessible landing pad (if not to existing standard) and provide a standard bus shelter at the following locations. Alternatively, at each of the three locations identified, SmartCentres may provide a voluntary cash contribution towards the construction in an amount of \$25,000 per bus shelter and \$5,000 per accessible bus landing pad:
 - north of Alexandra Road on the west side of Garden City Road;
 - south of Alderbridge Way on the west side of Garden City Road; and
 - south of Odlin Road on the west side of Garden City Road or along Alderbridge Way if TransLink and Coast Mountain Bus Company agree to the necessary bus route revisions.

- Electric Vehicle (EV) Plug-ins: SmartCentres to provide pre-ducting to 10% of the total number of parking stalls provided on-site for future installation of charging stations and designated as such. In addition, and as part of the proposed development, equip a minimum of four (4) parking stalls (i.e., 2 parking stalls on the west development parcel and 2 parking stalls on the east development parcel near the proposed Walmart Store) with EV charging stations (240V).
4. All Transportation requirements shall be as per City requirements and approved by the Director of Transportation.

B. Site Servicing & Connection Requirements

1. Storm: Required storm sewer improvements include the following:
- a) All storm drainage must be directed to Alexandra Road and west to Garden City Road except for road run-off from the south half of High Street and May Drive that may be drained to Alderbridge Way;
 - b) Provide a 600mm diameter storm sewer from existing manhole (manhole D26 in the analysis) located at the intersection of Alderbridge Way and future May Drive to proposed manhole D4 located at the intersection of Alexandra Road and future May Drive with an approximate length of 170m;
 - c) Provide a 600mm diameter storm sewer from existing manhole (manhole D29 in the analysis) located at the intersection of Alderbridge Way and future High Street to proposed manhole D6+ located at the intersection of Alexandra Road and future High Street with an approximate length of 170m;
 - d) Upgrade the existing ditch at Alexandra Road to a 600mm diameter storm main from intersection of Alexandra Road and future May Drive (manhole D4 in the analysis) west to manhole D5 with an approximate length of 100m;
 - e) Upgrade the existing ditch at Alexandra Road to a 900mm diameter storm main from manhole D5 west to manhole D6 with an approximate length of 100m;
 - f) Upgrade the existing ditch at Alexandra Road to a 900mm diameter storm main from manhole D6 west to manhole D8 with an approximate length of 50m;
 - g) Upgrade the existing ditch at Alexandra Road to a 1050mm diameter storm main from manhole D8 west to manhole D15 with an approximate length of 95m;
 - h) Upgrade the existing ditch at Alexandra Road to a 1050mm diameter storm main from manhole D15 west to manhole D16 with an approximate length of 80m; and
 - i) A new tie-in will be required to convey flow from the proposed drainage system in Alexandra Road to the existing 1200mm diameter storm sewer located at the west side of Garden City. Details and location of the new crossing/tie-in will be determined via the Servicing Agreement and to the satisfaction of the Director of Engineering.
2. Sanitary: Required sanitary sewer improvements include the following:
- a) Alexandra Road: Construct a 250mm diameter sanitary sewer from the proposed transition point (west of Dubbert Street) to May Drive;
 - b) May Drive (future road extension): Construct a 375mm diameter sanitary sewer from Alexandra Rd to Tomicki Ave and connect to the existing system. If a road dedication does not exist, then a minimum 6.0 m wide right-of-way will be required. The pipe sizes may be revised at the Servicing Agreement stage as additional information

becomes available for the servicing requirements of the proposed adjacent developments; and

- c) High Street: Construct a 200mm diameter sanitary sewer and connect to the system on Alexandra Road. The upstream end of the sanitary sewer will be determined by the location of the service connection for this development.
3. Water: Required water service improvements include the following:
- a) Using the OCP 2021 Maximum Day Model, there is 717.10 L/s available at 20 psi residual at 4740 Garden City Road, 529.40 L/s at 20 psi residual at 4600 Garden City Road and 220.50 L/s at 20 psi residual at 9411 Alexandra Road;
 - b) Based on the proposed rezoning, the site requires a minimum fire flow of 200 L/s;
 - c) Water analysis is not required to determine upgrades to achieve minimum requirements;
 - d) Once the building design is confirmed at the Building Permit stage, SmartCentres is required to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO Standards to confirm that there is adequate available flow;
 - e) A new watermain is required on Alexandra Road, High Street and May Drive along the development frontages (design to be via the servicing agreement); and
 - f) Via the Servicing Agreement the City will review the impact of the proposed works on the existing 300mm diameter asbestos-cement (AC) watermain on Garden City Road. The City will work with SmartCentres to coordinate the replacement/relocation of the AC watermain, if required.
4. Hydro/Telephone: Pre-ducting works are required on the following proposed roads subject to confirmation from BC Hydro and telecom providers:
- c) proposed May Drive (from Alderbridge Way to Alexandra Road); and
 - d) proposed High Street (from Alderbridge way to Alexandra Road).
- The removal of existing power poles and installation of underground pre-duct along the east side of Garden City Road and along the north side of Alexandra Road will be at the discretion of BC Hydro.
5. All servicing infrastructure works shall be as per City requirements and to the satisfaction of the Director of Engineering.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

- 1. Advance the concept design and submit more detailed design drawings at the Development Permit stage to ensure the establishment of a compact, vibrant, pedestrian oriented, urban village centre that will become the retail/commercial heart of the Alexandra Neighbourhood and to the satisfaction of the Director of Development.
- 2. Expand the design concept and submit more detailed design drawings at the Development Permit stage to ensure the creation of an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out toward the back of sidewalk including numerous small shops plus

an interesting mix and variety of retail shopping opportunities along the High Street and to the satisfaction of the Director of Development.

3. Improve the concept design and submit more detailed design drawings at the Development Permit stage to ensure the continuation of the Alexandra Way pedestrian corridor through the proposed development with high-quality pedestrian enhancements, punctuated with periodic pedestrian plaza areas, activated to attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and opportunities to encourage pedestrians to sit/linger and incorporating other features such as public art and focal elements that add interest and variety to the pedestrian experience and to the satisfaction of the Director of Development.
4. Address any non-compliance with all relevant design guidelines.
5. Provision of adequate and appropriate refuse and recycling facilities for each building to and to the satisfaction of the Director of Development and the Director of Public Works.
6. CPTED: All parkade areas (walls, columns and ceiling) to be painted with reflective white paint and come with lighting levels as required by the BC Building Code. The open parking areas will be well lit with fixtures providing good colour rendition. A complete and comprehensive CPTED review of the development will be provided with the Development Permit submission.
7. Submission of a landscape plan prepared by a registered landscape architect to the satisfaction of the Director of Development including the deposit of a landscape security based on 100% of the cost estimate provided by the landscape architect. The Landscape Plan should:
 - comply with the OCP guidelines regarding Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - provide 4 large specimen trees on the planting plan to replace the existing 3 significant trees plus 1 high value tree proposed for removal; and
 - include the 344 (172 x 2) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
344	10 cm caliper		3.5 m height

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required or \$5,000.00 each for significant or high value trees.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 and approved by of the Director of Transportation.
2. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
3. Payment of the \$480,738.08 (387,692 ft² x \$1.24/ft²) indexed at the applicable rate, in accordance with the Alexandra Neighbourhood Development Agreement.

4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[Signed original on file]

Signed _____

Date _____



June 2, 2011

City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Attention: Brian Jackson
Director of Development,
Development Applications Division

Dear Brian,

Re: Proposed SmartCentres West Cambie Project

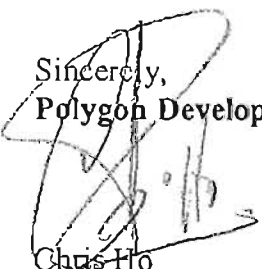
This letter is to confirm our concern regarding the current design of the proposed SmartCentres project located between Garden City and May Drive and, Alderbridge Way and Alexandra Road.

As neighbors on Alexandra Road, we have appreciated the effort that SmartCentres has put into the current design to create internally pedestrian friendly neighborhood streetscapes, resulting in a vast improvement over the typical suburban big box power centre. Unfortunately, this responsible and pedestrian friendly planning has not been applied externally to their frontage along Alexandra Road.

Alexandra Road is an important neighborhood street that has existing and future residential front doors and living areas. Design detailing and care is required to create a friendly streetscape that allows for the transition between retail and residential. Alexandra Road is not and can not become a service alley. Commercial 24 hour loading docks simply can not front directly on neighborhood streets such as Alexandra Road. We have raised this legitimate planning concern to SmartCentres. However, no proposed resolution to this has been presented to us.

In the spirit of cooperation, we are willing to work and contribute our time in developing an acceptable and proper design solution with both SmartCentres and the City of Richmond. Our goal is to create a vibrant and pedestrian friendly neighborhood for the existing and future residents of the West Cambie neighborhood.

Sincerely,
Polygon Development 269 Ltd.


Chris Ho
Vice President, Development
/ch

PLN - 240

Alexandra/Leslie Connector Road - Reimbursement Process

Contributors to the assembly of lands required for the Alexandra/Leslie connector road would be reimbursed with residual funds from the disposal of residual lands, after the completion of the connector road and following payment to the City of any and all costs associated with the lands assembly and disposal process on a priority basis related to their respective proportional share contribution, assuming the following definitions:

1. Alexandra/Leslie connector road: The proposed realignment of Alexandra Road east of Garden City Road as generally indicated on the Alexandra Neighbourhood Land Use Map within the West Cambie Area in order to intersect with Leslie Road on the west side of Garden City Road including all land and construction costs.
2. Catchment Area: Properties within a defined area in the West Cambie Area that are projected to generate traffic volume/use along the proposed Alexandra/Leslie connector road realignment. See Attachment 8.
3. Contributors: Owners/developers of property in the West Cambie Area within the defined catchment area, not exempt from contributing to the total cost (land and construction) of the Alexandra/Leslie connector road. If new and separate development applications for a different design are received for any currently exempt properties with in-stream applications, then these properties would then become liable to contributions for the Alexandra/Leslie connector road. The City remains totally exempt from contributing to the Alexandra/Leslie connector road.
4. Net Present Value: = current land value escalated at 5.73% over 10 years then discounted back to the present value at 2.6%. Using the land appraisal agreed on by SmartCentres and the City for the 5 subject properties, the net present value is used to determine the total value of the land component required for the road realignment.
5. Priority Basis: Repayment of residual funds to catchment area contributors based on a 'first contributed, first reimbursed' approach based on the proportional share contribution from the contributor following the reimbursement of the City for all cost associated with land assembly and disposal process for the Alexandra/Leslie connector road including but not limited to legal fees, mortgage fees, land title fees, moving costs, property transfer fees, motivational factors (as an incentive to sell, if necessary), disturbance factors, demolition costs, hazardous material handling and disposal costs, maintenance costs, survey cost and any other costs associated with the purchase, assembly, establishment of the road right of way and disposal of the surplus lands.
6. Proportional Share Basis: The determination of costs associated with the realignment of the Alexandra/Leslie connector road (land and construction) based on the projected traffic volume/use resulting from the development of properties within the defined catchment area that are not exempt from contributing. For example, SmartCentres proportional share contribution has been determined to be 59% or \$5,564,286.00 for both land (\$3,745,058.00) and construction costs (\$1,819,228.00). Future land use designations from the current Area Plan have been used to estimate traffic generation however, if land uses within the catchment area are adjusted in the future, then traffic generation estimates will be adjusted accordingly, which in turn will shift the proportional share contributions for the remaining properties that are required to contribute the outstanding costs at such time. With the proposed SmartCentres proposal, 41% of the total Alexandra/Leslie connector road cost would be outstanding.

7. Residual Funds: Remaining funds if any, from the sale of residual lands, net of all land assembly and disposal costs that accrue to the City.0
8. Residual Lands: Approximately 53.8% of the 5 lots (i.e., 4540/4542 and 4560/4562 Garden City Road plus 9071, 9091 and 9111 Alexandra Road) not required for the realignment of the Alexandra/Leslie connector road. Residual lands exclude any City land ultimately abandoned including roads or lanes such as the eastern portion of the existing Alexandra Road alignment intersecting with Garden City Road and the existing perpendicular lane. It is currently estimated that approximately 46.2% of the above 5 lots are required for the road realignment, would leave approximately 53.8% of these 5 lots as residual land.

Advisory Design Panel (ADP) Comments

(Excerpted from ADP Minutes of December 8th, 2011)

- Item 3. RZ 10-528877 – Major low-rise commercial development approximately 30,569 m² (330,000 ft²) with 10 one-storey buildings, 1 two-storey building, and 1 three-level parking structure including a Walmart Store.

Architect: Chandler Associates Architecture Inc.

Property Location: 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road

Panel Discussion

Advisory Design Panel comments are followed by SmartCentres response in *bold italics*:

- very large and challenging project; has many interior and perimeter edges; ***Agreed.***
- screening of loading bays along Alexandra Road is inadequate; needs more work as loading bays remain exposed and trucks would still be visible but the western loading/service area is more successful; applicant also needs to address overlook issues; ***The eastern loading bay is screened by a 14' high screen wall, with dense planting which includes numerous mature trees. The loading bay is further screened from above by the incorporation of a metal trellis structure, which will be covered with vines, thus addressing the overlook issues. The western loading bay is entirely encapsulated by solid walls on three sides, limiting any views into the loading bay except for only west bound traffic along Alexandra Road (at less than a 30 degree cone of vision). Overlook at the west loading bay is not an issue.***
- higher density two-storey buildings are more appropriate to achieve streetscape continuity; one-storey buildings on the perimeter of the site are far less successful; sameness of expression and slight height variations do not interrupt or establish strong punctuations; ***Two storey spaces will be integrated where feasible.***
- replicating retail streetfronts is complicated and more work is required such as changes in materiality; simplify and use high quality materials; increase the amount of vision glass around the perimeter of the site; this applies to a large proportion of the proposed design; ***Changes in materials, simplification of design and integration of more vision glass will be expressed in our Development Permit submission.***
- internal elevations appear flat and box-like; design development is needed to reflect a village character; massing needs to be broken down and further articulated to provide visual interest to pedestrians; introduce structures to draw pedestrians to the site; using high quality materials is appropriate for a new shopping center; ***Increased articulation to the internal facades will be introduced in our Development Permit submission.***
- one-storey buildings need substantial design development; consider layering of design elements to achieve a more pedestrian-friendly environment; ***As noted in previous items, further design development of the facades will be pursued with our Development Permit submission.***
- transition in the architectural character from the outside to the inside of the site should be significant and shocking; the design quality of the interior should be sensational and dramatically different from the exterior; ***As per panel notes above, the exterior facades will be further developed to create larger areas of quality materials to relate better to the automobile oriented traffic along the***

perimeter, and the internal facades will be further articulated to add visual interest, creating a striking difference in expression between "inside" and "outside".

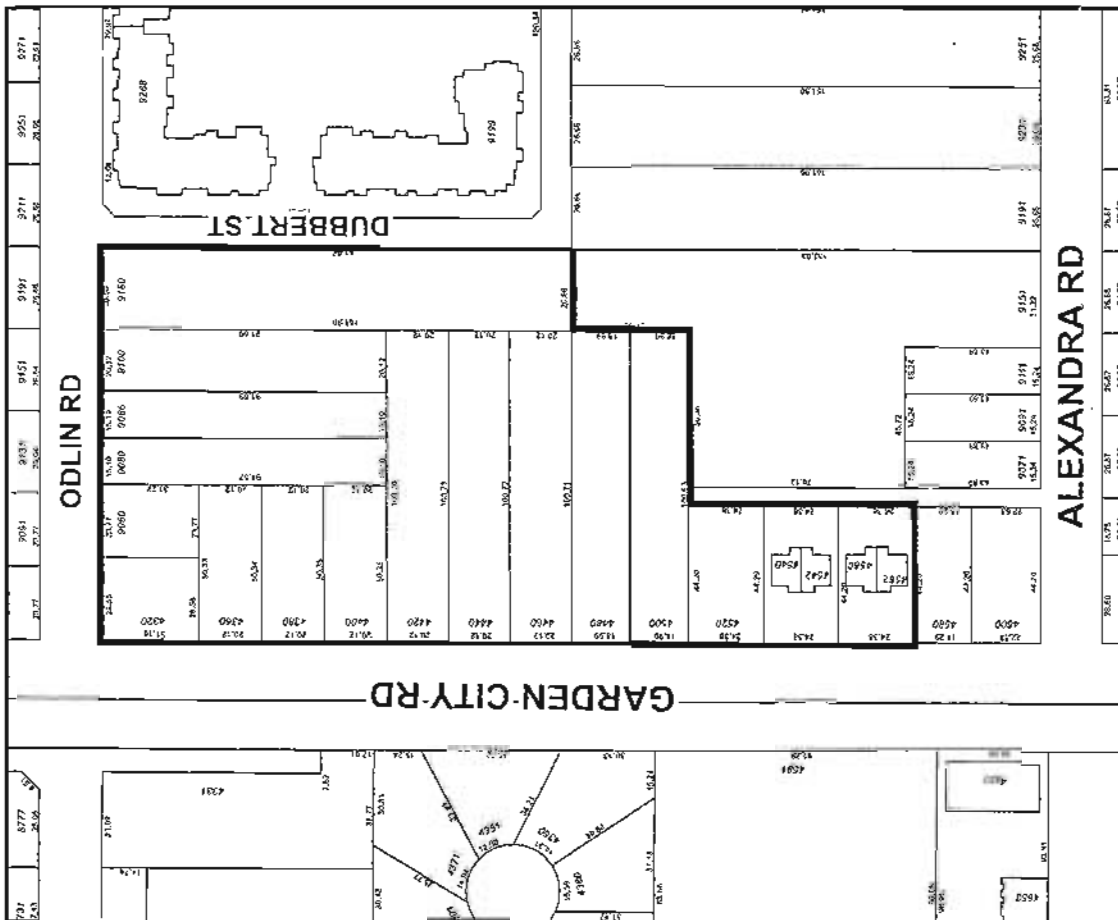
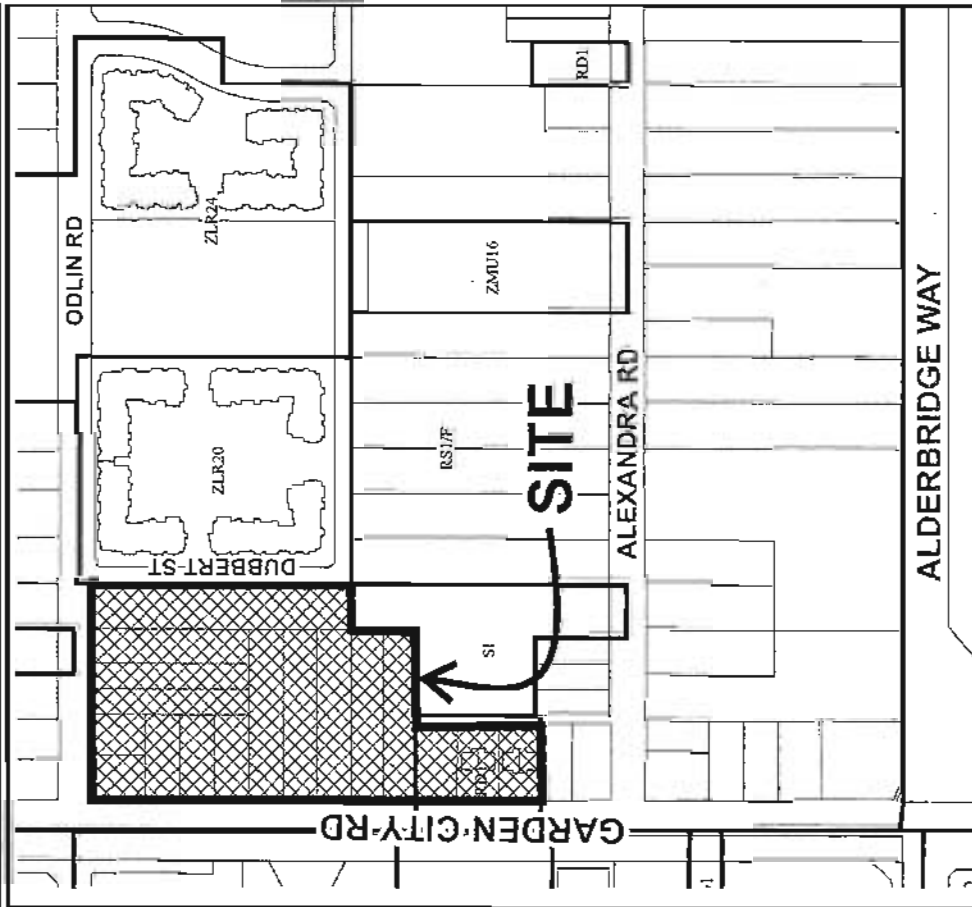
- landscaped deck works well when viewed from the outside; however, it looks disconnected from the rest of the project when viewed from the inside; appears like a floating mass; poses a CPTED challenge underneath; connect the landscaped deck into the project; *The deck will receive a stair on the south side, connecting the podium to the pedestrian walkway in the at grade parking area. The north-east corner will be opened up to the street to allow visual connection and surveillance from Alexandra Road/May Drive into the covered parking area. The covered parkade area walls, ceiling and columns will be painted white and will include bright lighting levels.*
- Garden City Road and Alderbridge Way portal is weak; Building H is small and low in relation to the other buildings; portal should be more powerful at this important gateway to the City Centre; *The entry way will be further developed, with a more powerful expression of Building H.*
- Building N appears lost and disconnected from the rest of the project; does not provide continuity to what is happening along the street; *Building N will be integrated into the development through creating a connection with the remainder of the development with architectural screening landscape elements (similar to Alexandra Road).*
- project has a lot of challenges; relationship between the outside and inside edges needs to be improved; project is intended to create the 'Village' centre for the West Cambie Area and should reflect a more urban and commercial character; *As noted in previous items, the outside facades will be treated differently from the inside facades (larger areas of materials with a reduced material palette versus more finer articulation). A "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements along the Alexandra Way through the site.*
- a challenging commercial project; project needs a more consistent and intense urban design response to fit with the emerging more sophisticated urban character of Richmond; *This will be achieved through the changes to the building facades and massing as noted previously, and through the enhancement of Alexandra Way through the development.*
- landscape needs to have a sense of hierarchy and one dominant theme to unify spaces; needs anchor points or nodes that attract pedestrians and encourage them to linger, e.g. water elements or public art; *Public nodes are being integrated along Alexandra Way to encourage people to linger along the way. The nodes will be connected through the use of consistent elements and materials and will be further highlighted as "special" areas through the integration of public art elements.*
- the project's high street does not read as a retail/commercial heart of the project; built form on the west side of high street (1-storey buildings) is weak; high street should have a stronger sense of enclosure and a more intense urban design response, continuous streetfront retail with high quality paving including furnishings and appointments that increase visual interest and enhance pedestrian comfort; should serve as the principal organizing spine; *High Street will be further developed with the enhancement of the landscape treatment including special paving, planting and furnishings. The building along the west side of High Street will be designed with two-storey loft-style elements along the street façade in order to increase its visual and physical presence.*
- a model would be helpful in future assessment of this design proposal; *We will present a series of large scale models to demonstrate the detailing and articulation of architectural and landscape elements that have been integrated into our design. A 3-d "fly-thru" of the overall project has also been produced to further explain the overall project.*
- Alexandra Way as the primary pedestrian linkage through the site should encompass more than just decorative paving but a series of outdoor pedestrian-scaled rooms with a hierarchy and a central 'Village Green'; *As noted in previous items, we will present a detailed investigation of Alexandra Way with our Development Permit submission that will include a series of pedestrian nodes through the length of Alexandra Way*

- landscaped roof deck needs programming (is it ESA compensation or active use area); roof deck elements should be carried through the development (linked in some way with the design of other on-site pedestrian open space areas); should have linkage with Walmart; needs a more urban response; can introduce native plantings and stormwater elements; seating and amenities should be located adjacent to paved areas; consider the landscape deck as the 'Garden Centre'; ***We are awaiting direction from the City to determine the character of the landscaped deck. We will provide a stair access from the deck to the at grade parking to the south.***
- consider May Drive as a 'sustainable' street, particularly adjacent to the designated park and ESA area on the east site of May Drive; ***City engineering requirements won't allow for sustainable street design.***
- consider stronger pedestrian crossing elements at intersections with the vehicle circulation system throughout the site, not just painted stripes; ***All pedestrian crossings within the site are raised platforms to meet the adjacent sidewalk grades.***
- grade differences should be handled with ramps (rather than stairs) at the entrances to the site; integrate with other elements; ***Ramped sidewalks will be the primary accesses to the site. Any stairs used to access the site will be secondary to the ramped sidewalks.***
- pedestrian scale signage is all right but pylon type signs need further design development; integrate signage with public art; ***The pylon sign designs will receive additional design development. Their design will work in conjunction to the public art rather than being integrated with it.***
- architecture is too busy; suggest one linking and dominant material, preferably brick, that is carried through the entire project and combined with other elements; ***As noted in previous items, the exterior façade design will be refined with larger areas of materials used.***
- rain protection needs to be continuous through the project along pedestrian routes; could be at different levels; could be a combination of awnings and canopies; ***Agreed. Rain protection is applied along Alexandra Way and along the sidewalks adjacent to the retail buildings. We will use a combination of awnings and canopies as suggested.***
- a very complex project; intent of creating an urban village is more successful internally; ***Agreed***
- life-style center concept is not achieved in the project; landscape elements, e.g. art elements, seating opportunities, and plazas are missing; consider recessing some of the street fronting buildings to create space for seating areas; ***As noted in previous items, the landscape design will be further developed in our Development Permit submission, Integrating plazas, pedestrian nodes, furnishings, public art etc.***
- urban village character is not achieved on the Alderbridge Way, Garden City Road and Alexandra Road elevations; broken-down mass is not appropriate externally as these streets are vehicle and not pedestrian-oriented; street elevations do not achieve the objective of becoming a landmark; external elevations need more work; ***As noted in previous items, the exterior elevations will be refined to suit the vehicular oriented nature of the facades.***
- character of external and internal elevations should be different; internal elevations are like a suburban mall but should be more organized and urban; need to be consistent in order to achieve an urban village character; ***As per panel notes above, the exterior facades will be redeveloped to reflect a more urbane nature through the use of larger areas of materials with the internal facades being further articulated to add visual interest, creating a striking difference in expression between "inside" and "outside". A "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements along the Alexandra Way through the site.***
- a very challenging project; one of the most complex projects considered by the Panel; ***Agreed***
- project does not look like a village; appears like a shopping centre precinct; does not have the tactility and texture of a village; ***The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced***

through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.

- consider a diagonal cut-thru for pedestrians at the corner of Alderbridge Way and Garden City Road; could become the high street; will link Alexandra neighbourhood to downtown Richmond neighbourhood; *We have created a diagonal "cut-thru" at the south-west corner of the site which will connect Alexandra Way from the residential area to the north of our site, down and through the site to connect with the Richmond downtown neighbourhood.*
- project is pedestrian in nature; heavy pedestrian movement is expected in the neighbourhood; design narrative is needed for the project to achieve a pedestrian and village character; proposed project needs to be defined; does not have the feel of quality; signage works well but disappears in other parts of the development; *The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.*
- introduce glazing at the backs of buildings adjacent to pedestrian walkways; look at Aberdeen Center as precedent; *All buildings will have vision glass oriented to the pedestrian walkways within the site. Vision glass will be integrated into the external facades, adjacent to sidewalks where feasible. Much of the vision glass in the above noted project is obscured by tenant posters etc., or is open to inactive exit stair corridors. Our intent is to locate vision glass where it will have a positive contribution to interact with adjacent sidewalks.*
- link landscaped deck to Walmart; *We will link the landscaped deck to the at grade parking area. Linking it to the store will create security issues.*
- articulation of buildings looks flat; needs visual clarity defined by the project's design narrative; look at Park Royal as precedent for a pedestrian-friendly project; *As noted in previous items, the internal facades will be further articulated to add visual interest and be integrated with landscaping elements such as seating, planting, paving etc.*
- proposed development is a huge project in Richmond; Planning is requested to assist applicant in defining Richmond character; project has to serve pedestrians; *We have been working closely with the Planning Department to define the development's character and create a richer pedestrian experience through articulation of the building facades and integration of landscape elements throughout the site.*
- with the exception of various stair locations, grade changes are handled well; introduce nodes in the project; further design development of the landscaped deck will encourage pedestrians to pause; benches and picnic tables need to be connected to impermeable surface; *Grade changes are being redesigned to be accessible primarily by ramped sidewalks with stairs being used secondarily. Pedestrian nodes and plazas are being integrated throughout the site, and primarily along Alexandra Way.*
- continuous rain protection will encourage pedestrians to stay on the site; *As noted in previous items, continuous rain protection is provided through a combination of awnings and canopies.*
- project has the potential and should become a major gateway to Richmond's city center; project as presented is not successful as major entry point or gateway to the city centre; *The design development of the project as described in the items above will establish this project as a major and successful gateway to the City Centre.*
- project design needs to evolve and not just mirror Lansdowne (suburban shopping centre design approach is no longer appropriate particularly adjacent to the city centre); *The design development of the project as described in the items above will create a project that does not mirror the above cited development.*
- project needs to have an iconic element; should stand out to differentiate it from other Walmart projects; *We will work to find an acceptable solution.*

- project is a different interpretation of the village character for the Alexandra Neighbourhood as described in the Alexandra Neighbourhood design guidelines for this area; scale of the project should set the tone for the neighbourhood; *The design development and integration of the architectural and landscape treatments and elements listed in the responses above will create a development that is more in keeping with the Alexandra Neighbourhood guidelines.*
- project should accommodate the inclusion of Walmart but not let Walmart dictate the design character; *The design of the Walmart store has strayed substantially from the prototypical design. The store has been integrated into the retail store designs along High Street and Alderbridge Way, and where exposed along the north and east facades, have been enriched with articulation of the facades and have incorporated material used throughout the rest of the development.*
- ESA area in the project could be spread out rather than concentrated on the corner; *In order for the ESA to have any significance for the integration of natural habitat, the area must be consolidated into one single area, rather than being diluted and lessen its value by spreading the area throughout the site.*
- the 'Village' character unifying design narrative is missing in the project; needed to anchor the design concept of the project; *The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.*



Expanded Public Hearing Notice Area

Original Date: 11/27/12
Revision Date:
Note: Dimensions are in METRES



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 8973 (10-528877)
9440, 9480 and 9500 Alexandra Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing **“Environmentally Sensitive Area (ESA)”** designation in Attachment 2 to Schedule 1 from 9440, 9480 and 9500 Alexandra Road with the following legal addresses:

P.I.D. 012-032-581

West Half Lot 8 Block “C” Section 34 Block 5 North Range 6 West New Westminster
District Plan 1224

P.I.D. 001-084-372

East Half of Lot 8 Block “C” Section 34 Block 5 North Range 6 West New Westminster
District Plan 1224

P.I.D. 008-130-990

West Half Lot 9 Block “C” Section 34 Block 5 North Range 6 West New Westminster
District Plan 1224

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8973”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 



Richmond Official Community Plan Bylaw 7100

Amendment Bylaw 8865 (RZ 10-528877)

**4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080,
9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500
Alexandra Road**

The Council of the City of Richmond enacts as follows:

1. That Richmond Official Community Plan Bylaw 7100 is amended by repealing the area bounded by Alderbridge Road, Garden City Road, Alexandra Road and the proposed May Drive Extension on the existing Alexandra Neighbourhood Land Use Map in the Richmond Official Plan Bylaw 7100, Schedule 2.11A - West Cambie Area Plan and replacing it with the attached Schedule A to Amendment Bylaw 8865, in order to:
 - a) reduce the minimum density permitted from 1.25 to 0.60 FAR in the Mixed Use Area A on 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320 Alexandra Road;
 - b) adjust the alignment of May Drive within the development lands over portions of 9440, 9480 and 9500 Alexandra Road; and
 - c) reduce the "Park" designation over portions of 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
2. This Bylaw is cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8865"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

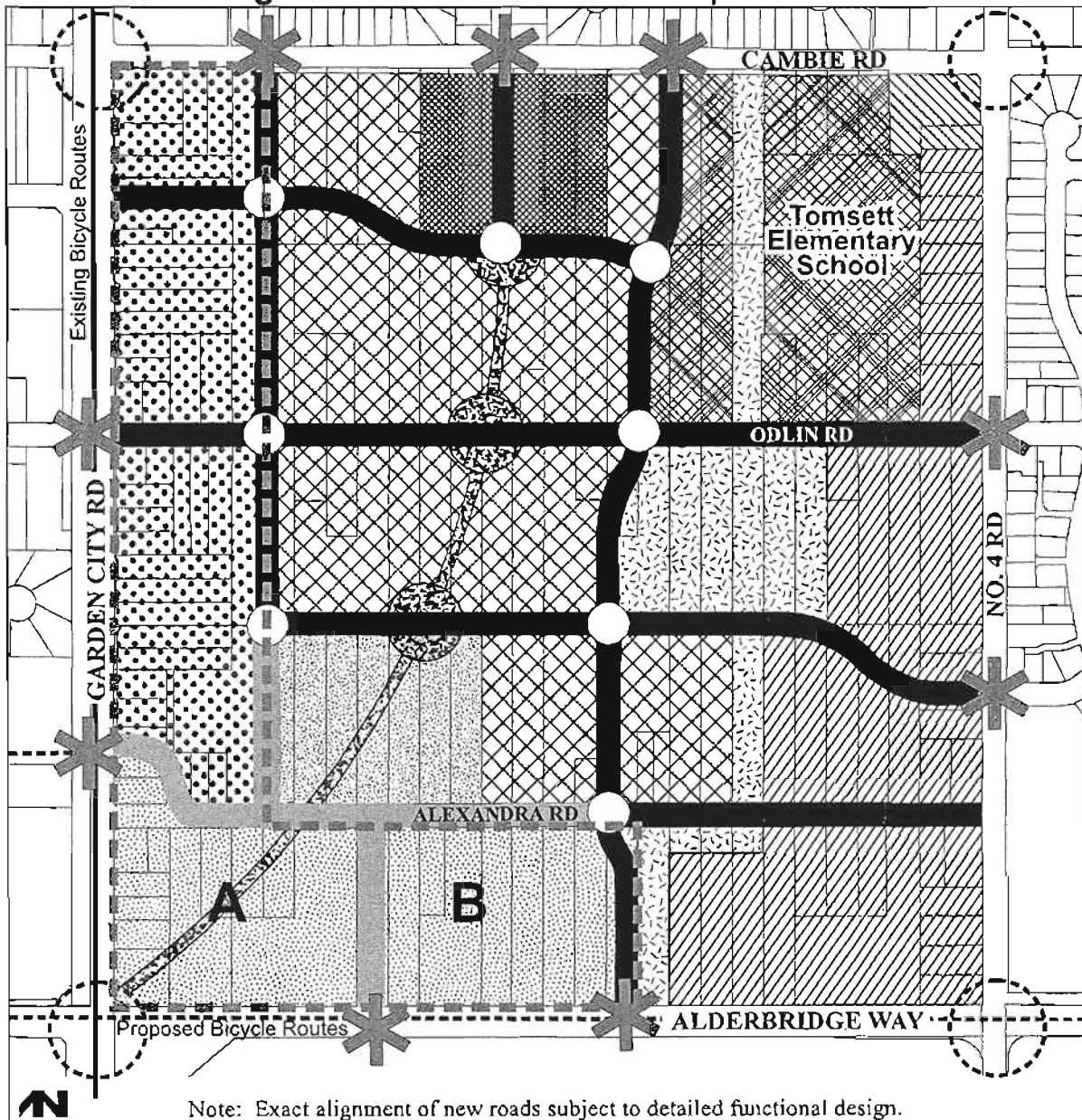
ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER

Alexandra Neighbourhood Land Use Map



	Area of No Housing Affected by Aircraft Noise		Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.		Park: North Park Way, Central Park, South Park Way
	Business/Office - office over retail FAR up to 1.25		Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR		Alexandra Way (Public Rights of Passage Right-of-way)
	Convenience Commercial		Mixed Use: - abutting the High Street, medium density residential over retail; - not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).		Proposed Roadways
	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)		High Street		New Traffic Signals
	Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, Low-rise Apts. (6-storey maximum).		Feature Intersections - details to be developed		Feature Landmarks in Combination with Traffic Calming Measures
	Community Institutional				



**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8864 (RZ 10-528877)
4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080,
9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500
Alexandra Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 32.0 thereof the following:

“32.0 Neighbourhood Commercial (ZC32) – West Cambie Area

32.1 Purpose

The zone provides for a mix of commercial and related uses oriented to vehicular access.

32.2 Permitted Uses

- amusement centre
- animal grooming
- building or garden supply
- broadcasting studio
- child care
- education, commercial
- education, university
- entertainment, spectator
- government service
- greenhouse & plant nursery
- health service, minor
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- recycling depot
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio

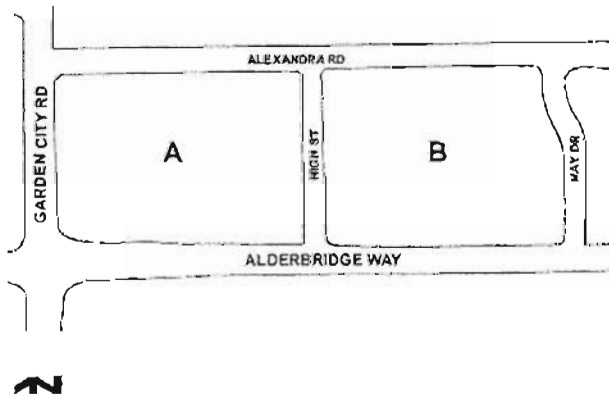
32.3 Secondary Uses

- amenity space, community

32.2 Permitted Uses

- veterinary service
- vehicle repair

Diagram 1



32.3 Secondary Uses

32.4 Permitted Density

1. The maximum **floor area ratio** is 2.0 FAR for the area identified as "A" in Diagram 1, Section 32.2.
2. The minimum **floor area ratio** is 0.60 for the area identified as "A" in Diagram 1, Section 32.2.
3. The maximum **floor area ratio** is 1.0 FAR for the area identified as "B" in Diagram 1, Section 32.2.

32.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.

32.6 Yards & Setbacks

1. The minimum **setbacks** to a public road shall be:
 - a. 2.0 m for Alderbridge Way;
 - b. 3.0 m for Garden City Road;
 - c. 1.0 m for Alexandra Road;
 - d. 5.0 m for May Drive; and
 - e. 3.0 m for High Street.

32.7 Permitted Heights

1. The maximum **height** for all **buildings** is 22.0 m.
2. The maximum **height** for **accessory structures** is 12.0 m.

32.8 Subdivision Provisions/Minimum Lot Size

1. The minimum lot area is 2 ha (4.94 ac.).

32.9 Landscaping & Screening

1. Landscaping and screening shall be provided according to the provisions of Section 6.0.

32.10 On-Site Parking and Loading

1. On-site vehicle loading and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a. On-site vehicle parking shall be provided at a minimum rate of 3.0 parking stalls per 100 m² of gross leasable floor area of a building in the areas identified as "A" and "B" separately, in Diagram 1, Section 32.2.

32.11 Other Regulations

1. The maximum gross leasable floor area for each individual business shall not exceed:
 - a. 9,900 m² for the area identified as "A" in Diagram 1, Section 32.2; and
 - b. 15,100 m² for the area identified as "B" in Diagram 1, Section 32.2.
2. Telecommunication antenna must be located a minimum of 20.0 m above the ground (i.e. on a roof of a building).
3. The overnight parking of recreational vehicles is prohibited.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation and by designating it "**Neighbourhood Commercial (ZC32) - West Cambie Area**":

That area shown as Area 'A' on "Schedule A attached to and forming Part of Bylaw 8864"
3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation and by designating it "**School & Institutional (SI)**":

That area shown as Area 'B' on "Schedule A attached to and forming Part of Bylaw 8864"



4. This Bylaw is cited as “**Richmond Zoning Bylaw 8500 Amendment Bylaw 8864**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>BC</i>
APPROVED for legality by Solicitor <i>il</i>

MAYOR

CORPORATE OFFICER