



Development Permit Panel
Wednesday, December 11, 2024

Time: 3:30 p.m.
Place: Remote (Zoom) Meeting
Present: Wayne Craig, General Manager, Planning and Development, Chair
Roeland Zwaag, General Manager, Engineering and Public Works
Milton Chan, Director, Engineering

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

MINUTES

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on November 27, 2024 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 23-018128
(REDMS No. 7788454)

APPLICANT: Pacific Land Group

PROPERTY LOCATION: 9100 Cambie Road

INTENT OF PERMIT:

To permit the construction of a single-storey building with convenience store and restaurant uses at 9100 Cambie Road on a site zoned "Gas Station Commercial (ZC50) – West Cambie"

Applicant's Comments

Laura Jones, Pacific Land Group, with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the proposed development, highlighting the following:

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- the project includes a new building with convenience store and quick service restaurant in addition to the existing gas station;
- the project has been designed to provide accessible pedestrian circulation on the site and accommodates cyclists, electric and regular vehicles;
- the development includes parking stalls for regular, accessible and electric vehicles, and electric vehicle (EV) charging infrastructure;
- bicycle parking is proposed near the quick service restaurant;
- additional landscaping is proposed along the perimeter of the subject site;
- partially underground Molok bins are proposed to enhance the appearance of the development's garbage and recycling area;
- weather protection for pedestrians is incorporated into the commercial building design;
- the convenience store and quick service restaurant are differentiated through variation in the colour scheme;
- a variety of high quality exterior cladding materials are proposed for the building; and
- the roof of the commercial building has been designed to provide visual interest in consideration of the potential midrise building that may be developed in the future on the adjacent property to the east.

Patricia Campbell, PMG Landscape Architects, briefed the Panel on the proposed landscaping for the project, noting that (i) tree planting and landscaping are proposed along both street frontages and along the south and east property lines, (ii) layered planting is proposed at the corners and along the edges of the subject site, (iii) the existing trees on the adjacent property along the east property line will be retained, and (iv) the walkway along the south property line provides pedestrian access to the proposed commercial building.

Staff Comments

Joshua Reis, Director, Development noted that (i) vehicle access to the site is provided from both street frontages, i.e. from Cambie Road and Garden City Road, (ii) two existing vehicle accesses are being removed to improve the condition of the development's street frontage, (iii) pedestrian access is provided from both street frontages from the City's sidewalk to the entrances of the building through a 1.5-metre wide accessible path, (iv) there is a Servicing Agreement associated with the project which includes the installation of new sidewalk, grassed/treed boulevard, and new raised centre median along Cambie Road and new sidewalk, grass/treed boulevard, pedestrian lighting, bicycle path and new water main along Garden City Road, and (v) staff have worked with the project's Landscape Architect to install 10 additional replacement trees on the subject site.

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Panel Discussion

In reply to queries from the Panel, the applicant noted that (i) the proposed lighting for the site is directed to and contained within the subject site to avoid light pollution onto adjacent residential properties, (ii) there is an existing fence along the south and east property lines which will be retained, (iii) opaque spandrel glass is proposed to be installed along the east side of the commercial building, (iv) there is no direct pedestrian access to the back (east side) of the building and security cameras will be installed throughout the site including at the back of the building, (v) access controls to the rear of the building could be integrated into the landscaping if required in the future, (vi) the fuel tank vent stacks are proposed to be located in the new landscaped area along the south side of the property and are fully screened by landscaping, (vii) the rooftop ventilation system includes scrubbers that mitigate odour from restaurant operations, and (viii) the enclosures for the rooftop mechanical equipment and venting will have a custom design.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed support for the project, noting (i) the closure of two of the four existing driveways would significantly reduce potential conflict between pedestrians and vehicles, (ii) the applicant's efforts to address concerns raised on the proposed development since rezoning, (iii) the applicant's efforts to address potential adjacency issues, and (iv) the provision of electric vehicle (EV) charging stations in the proposed commercial development.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a single-storey building with convenience store and restaurant uses at 9100 Cambie Road on a site zoned "Gas Station Commercial (ZC50) – West Cambie".

CARRIED

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2. DEVELOPMENT PERMIT 23-011558

(REDMS No. 7739527)

APPLICANT: Lansdowne Phase 1 Limited Partnership

PROPERTY LOCATION: 5300 No. 3 Road

INTENT OF PERMIT:

To permit the construction of a mid-rise to high-rise mixed-use development with 1,075 residential dwelling units, including 141 Low End Market Rental (LEMR) housing units and 160 market rental housing units at 5300 No. 3 Road on a site zoned "Residential/Limited Commercial (ZMU55) - Lansdowne Village (City Centre)".

Applicant's Comments

Jesse Galicz and Dan Guenter, representing Vanprop Investments Ltd., introduced the project and Marianne Kwok, representing KPF, with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 2), provided background information on the proposed development, highlighting the following:

- the proposed development is the first phase (Phase 1A) of the multi-phase Lansdowne redevelopment project;
Phase 1 includes the development of three parcels, i.e. Parcel 2 which provides a mix of market strata residential housing units and commercial retail units (CRUs),
- Parcel 5 which provides market strata housing units, and Parcel 8 which provides Low-End-of-Market housing units and Market Rental housing units;
- the project's "first 40 feet" approach includes the use of light-coloured brick at the base of the building blocks along Alderbridge Way to help create a human scaled and pedestrian-centric design along this frontage;
- the proposed development includes a number of publicly accessible and landscaped pedestrian pathways along the perimeter of the subject site and in between the building blocks; and
- the project's proposed building design and sustainability features including the provision of an on-site Low-Carbon Energy Plant will enable the project to not only meet but exceed the sustainability requirements for the project.

In addition, with the aid of a video presentation (copy on file, City Clerk's Office), Ms. Kwok provided further information on the main features of the proposed development including, among others, the project's site context, history of the site, the buildings' architectural form and character, building elevations, landscaping, and proposed locations for on-site public art.

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Nastaran Moradinejad, representing PFS Studio, briefed the Panel on the main landscape features of the project, noting that (i) street frontages will be landscaped to provide a soft edge to the subject site, including the installation of stepped and layered planting to provide buffers along the streetscape, (ii) two existing significant trees will be retained to highlight the entrance to the North-South Greenway on Alderbridge Way that will ultimately connect to the future Lansdowne Park, (iii) 253 new trees are proposed to be planted on the site at-grade and on the outdoor amenity areas exceeding requirements, (iv) a multi-use path will be installed along the Alderbridge Way frontage, (v) the East-West Mews along the south side of the subject site is envisioned and designed to prioritize pedestrians and cyclists with limited portions providing vehicle access to the underground parkade, and (vi) common outdoor amenity spaces are proposed on lower and upper levels of the buildings on the three parcels.

Staff Comments

Mr. Reis noted that (i) the proposed development is Phase 1A of the multi-phase Lansdowne redevelopment project, (ii) the development will provide 141 Low-End-of-Market Rental (LEMR) housing units and 160 market rental housing units as part of the first phase of the development which must be completed prior to occupancy of any of the market strata housing units that will also be provided in the development, (iii) the LEMR and market rental housing units will be accommodated in a standalone building on Parcel 8 and will be managed by a non-profit operator, (iv) there is an agreement in place between the developer and the non-profit operator for the ongoing operation and maintenance of the rental units, and (v) the development will provide 409 Basic Universal Housing (BUHJ) units, including 94 percent of the LEMR units and 100 percent of the market rental housing units.

In addition, Mr. Reis stated that (i) there are a number of Transportation Demand Management (TDM) measures that were secured through the rezoning process including, among others, a Transit Pass Program, car-share vehicles and parking spaces and car-share memberships for LEMR and Market Rental housing units, and (ii) there is an extensive Servicing Agreement associated with the proposed development, including, among others, the installation of standard utilities and frontage improvements along the subject site, the design and construction of the North-South Greenway, the East-West Mews, the area along Kwantlen Street, the multi-use path along Alderbridge Way and other proposed publicly accessible pedestrian walkways on the subject site, and upgrades of all intersections along the development frontages including the installation of new left turn lanes on Alderbridge and new traffic signal devices.

Mr. Reis further noted that the Servicing Agreement includes the proposed Lansdowne Linear Park along Lansdowne Road which will be designed in phases and stages as it is implemented.

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Panel Discussion

In reply to queries and comments from the Panel, the applicant noted that (i) the location of the BC Hydro infrastructure at the southeast corner of Parcel 8 meets the BC Hydro requirements in terms of size and accessibility, (ii) there are a variety of proposed materials and colours in the internal courtyard area of the Parcel 8 building, (iii) the proposed use of light coloured brick at the base of the building on Parcel 8 and on Parcels 2 and 5 is intended to maintain the continuity of materiality for all buildings in Phase 1, and (iv) the applicant is considering using textured concrete for the portions where concrete walls of buildings are at street level to provide visual interest and appropriate plant species will be installed to ensure the long-term maintenance of plantings to screen the concrete walls.

In reply to queries from the Panel regarding the Tree Management Plan for the subject site, the applicant noted that (i) in addition to the two on-site existing trees within Phase 1A, a number of existing trees on the north and south sections of Phase 1A will be retained, (ii) a total of 72 existing on-site trees were identified for removal with 253 trees proposed for planting, (iii) 11 existing City trees along the central boulevard along Alderbridge Way will be removed to accommodate left hand turning bays, and (iv) the replacement trees to be planted on the site would be as large/mature as possible.

In reply to queries from the Panel regarding the proposed Low-Carbon Energy Plant (LCEP) on the roof of the Parcel 5 building, the applicant noted that (i) the plant will be two storeys high and enclosed in a perforated metal screen, (ii) the plant will be designed and constructed at the sole cost of the developer and will be turned over at occupancy to the Lulu Island Energy Company for ownership and maintenance, and (iii) the applicant is working with their acoustic consultant to ensure that the City's required noise mitigation standards to mitigate impact on surrounding residential units will be achieved and the City's Noise Bylaw will be complied with.

In reply to queries from the Panel regarding the installation of public art in Phase 1A, the applicant noted that (i) public art is proposed to be located along the East-West Mews, in particular at the southeast corner of Parcel 2, on the southern facades of Parcels 2 and 5 between the brick colonnades and bays, and on the underside of the bridge that connects the Parcel 2 and Parcel 5 buildings, (ii) other details of the project's Public Art Plan will be determined through a separate public art process, and (iii) the applicant is working on the legal agreement with the future stratas to secure the ongoing maintenance of public art.

It was noted that upon completion of the separate public art process, a General Compliance application could be expected from the applicant to integrate public art in the building design.

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In reply to queries from the Panel regarding the interim and ultimate condition of the East-West Mews, the applicant noted that in the interim condition of the Mews along the south side of Parcels 2 and 5, there will be full vehicular access through the Mews while the existing mall to the south is still functional to maintain its operational needs. In its ultimate condition, the majority of the Mews will be fully pedestrianized with limited portions of the Mews allowing access to emergency vehicles and vehicles accessing the underground parkades.

With regard to the Mews along the south side of Parcel 8, the applicant noted that in its ultimate condition, a significant portion of the Mews will become a pedestrian zone only and the rest of the Mews providing shared vehicular and pedestrian access.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Discussion ensued regarding (i) the treatment to the façades of the three buildings, with the Parcel 8 building façade having less variety of materiality and colour in comparison to the building façades on Parcels 2 and 5, and (ii) the need to provide more visual interest to the Parcel 8 building façade.

As a result of the discussion, staff were directed to work with the applicant prior to the application moving forward to Council to investigate opportunities to enhance the treatment to the Parcel 8 building facade in terms of materiality and colour to provide more visual interest.

The Panel then expressed support for the project, noting (i) the applicant's attention to various details in the project, (ii) efforts to design a pedestrian-friendly mixed-use development from an existing auto-oriented commercial development, and (iii) the sustainability initiatives and Transportation Demand Management (TDM) measures associated with the development.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of mid-rise to high-rise mixed-use development with 1,075 residential dwelling units, including 141 Low End Market Rental (LEMR) housing units and 160 market rental housing units at 5300 No. 3 Road on a site zoned "Residential/Limited Commercial (ZMU55) - Lansdowne Village (City Centre)".

CARRIED

3. New Business

None.

4. Date of Next Meeting: January 15, 2025

ADJOURNMENT

It was moved and seconded

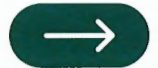
That the meeting adjourn (4:47 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, December 11, 2024.

Wayne Craig
Chair

Rustico Agawin
Committee Clerk



9100 CAMBIE ROAD, RICHMOND

● DEVELOPMENT PERMIT PANEL PRESENTATION

December 11, 2024

City of Richmond File: DP 23-018128

PLG File: 19-1831



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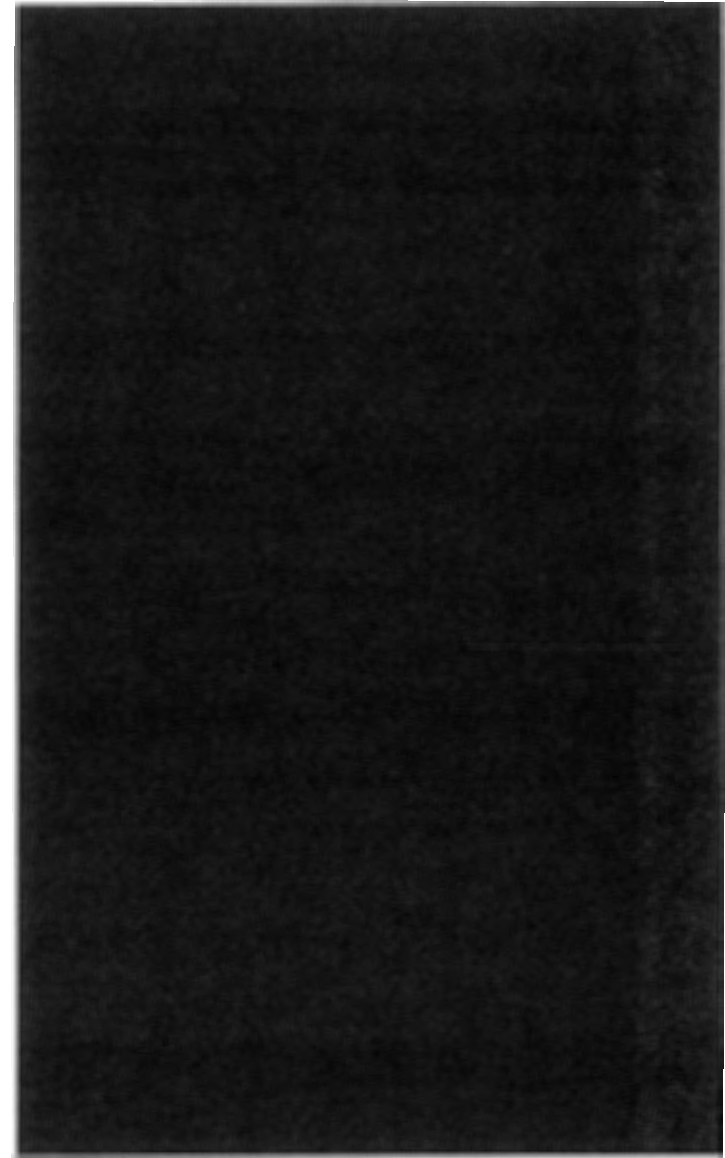
04 PROPOSED SITE PLAN & KEY FEATURES

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DEVELOPMENT PROPOSAL

The proposal is to renovate the existing Gas Station. The proposed upgrades include constructing a new 3,264 sq ft building with a 2,004 sq ft convenience store and a 1,260 sq ft quick service restaurant, while retaining the existing gas pumps and adding a new diesel tank area. The proposed site design, covering 12% of the lot, is thoughtfully configured to accommodate pedestrians, cyclists, accessible vehicles, electric vehicles, and traditional gasoline and diesel vehicles.

Zoning

- Existing: CG2 Zone
- Proposed: ZC50 West Cambie Zone

Official Community Plan Designation

- Mixed Use

Lot Area

- Existing: 2758.80 sq m (0.68 acres)
- Proposed: 2532.70 sq m (0.63 acres)

Proposed Gross Floor Area

- Convenience Store: 2,004 sq ft
- Quick Service Restaurant: 1,260 sq ft
- Total Building GFA: 3,264 sq ft

Proposed Parking

- Total Stalls : 16
 - Restaurant: 10
 - Convenience Store: 6

Bicycle Parking

- Class 1 (long-term): 1
- Class 2 (short-term): 3



A STREET VIEW (INTERSECTION OF CAMBIE RD AND GARDEN CITY RD)
As-Built SCALE: NTS



B NORTH EAST VIEW (CAMBIE RD)
As-Built SCALE: NTS



C SOUTH WEST VIEW (GARDEN CITY RD)
As-Built SCALE: NTS



D WEST VIEW (GARDEN CITY RD)
As-Built SCALE: NTS

EXISTING SITE CONDITIONS



A STREET VIEW (INTERSECTION OF CAMBIE RD AND GARDEN CITY RD)
AD-02 SCALE:1/15



B NORTH EAST VIEW (CAMBIE RD)
AD-02 SCALE:1/15

PROPOSED SITE RENDERINGS



C SOUTH WEST VIEW (GARDEN CITY RD)
AD-02 SCALE:1/15



D WEST VIEW (GARDEN CITY RD)
AD-02 SCALE:1/15

KEY FEATURES

EV Charging Stations

Molok Bin Garbage and Recycling

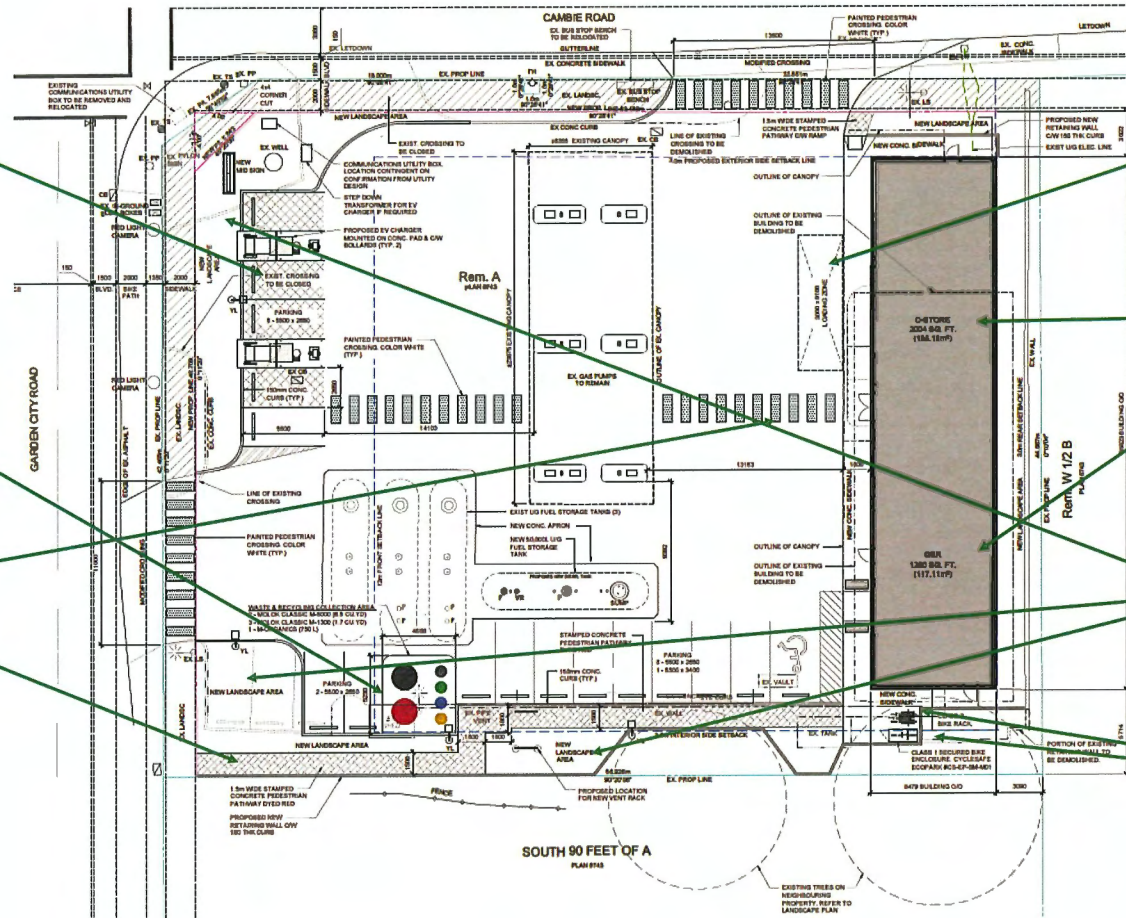
Added Pedestrian Connectivity

Loading Zone

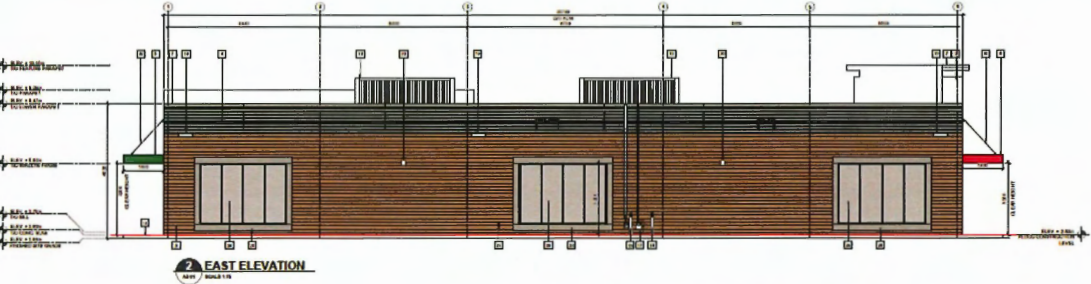
Convenience Store & Restaurant

Landscaping

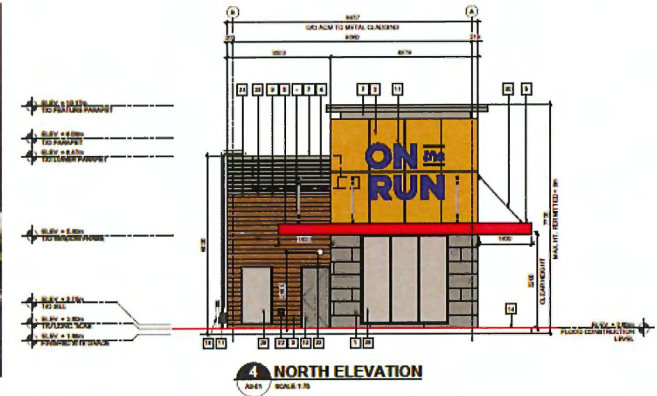
Bicycle Parking



WEST AND EAST ELEVATIONS



NORTH AND SOUTH ELEVATIONS



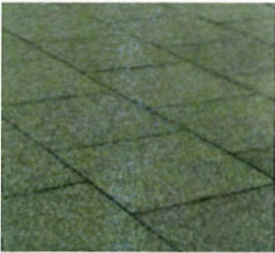


AERIAL RENDERING

PROPOSED ROOF PLAN



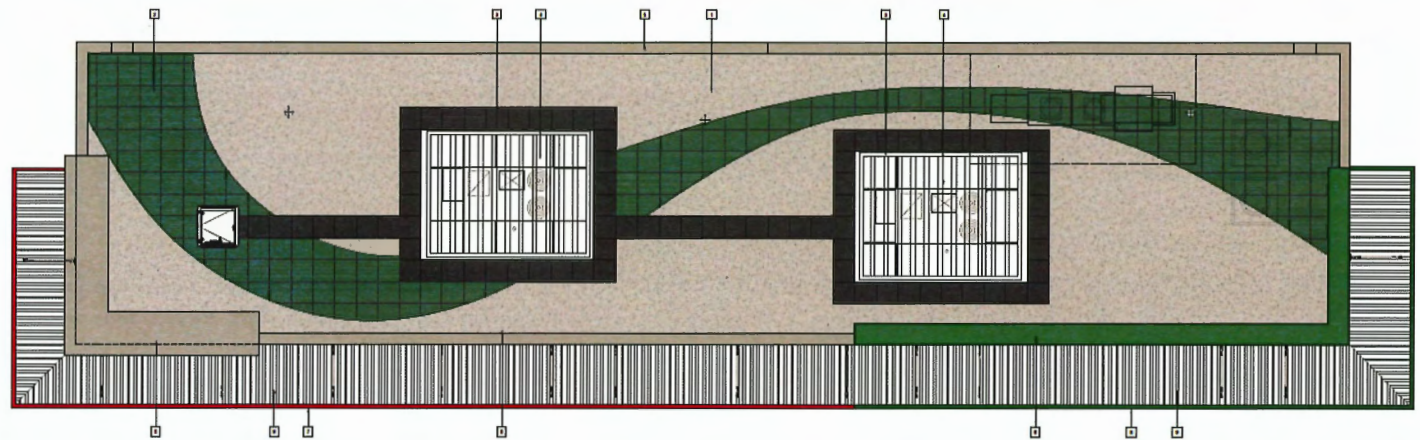
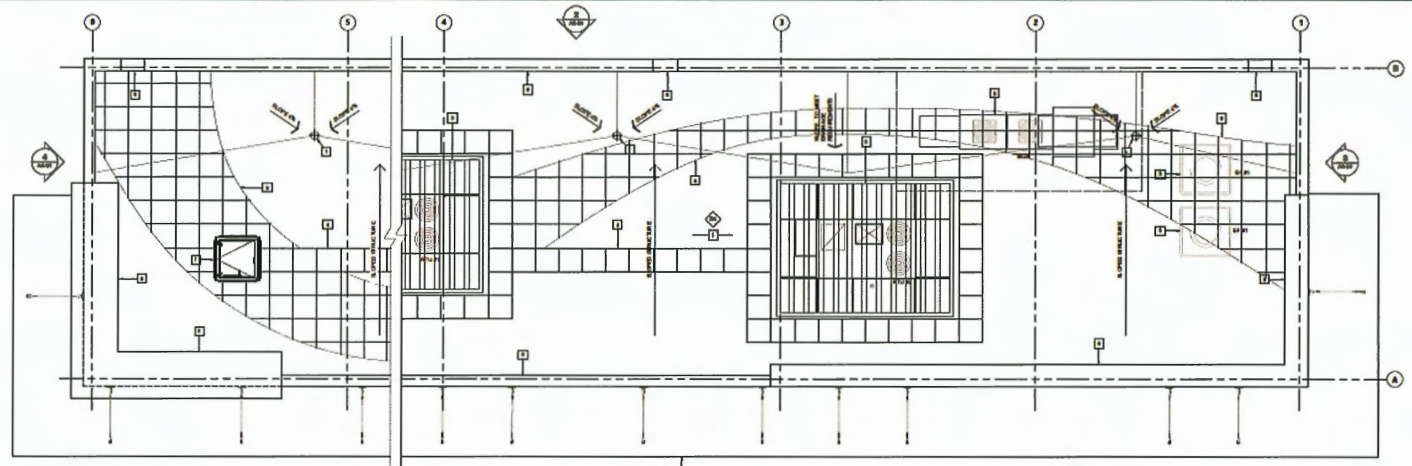
EPDM ROOF MEMBRANE ROCK BALLAST



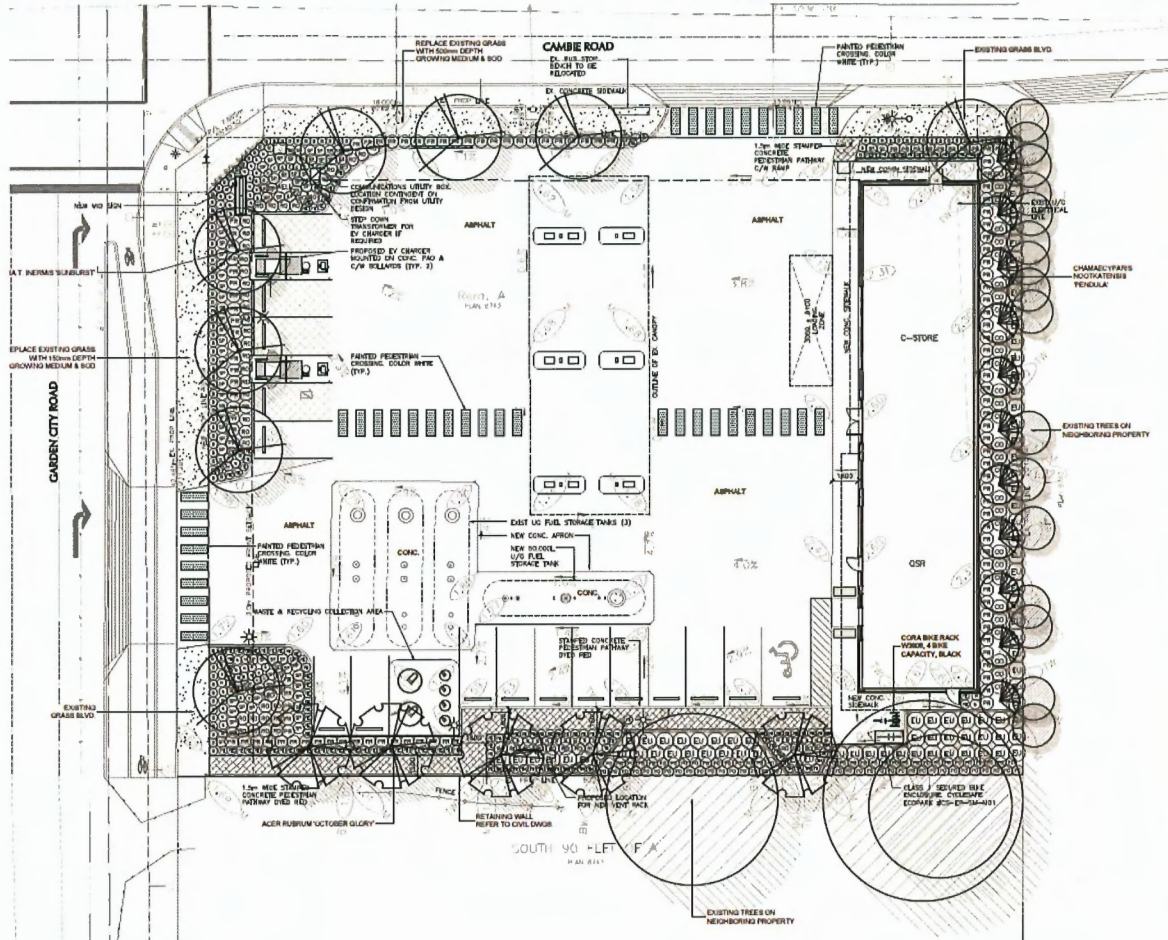
INTERLOCKING RUBBER TILES - COLOR FOREST GREEN



RUBBER TILE WALKWAY - COLOR BLACK



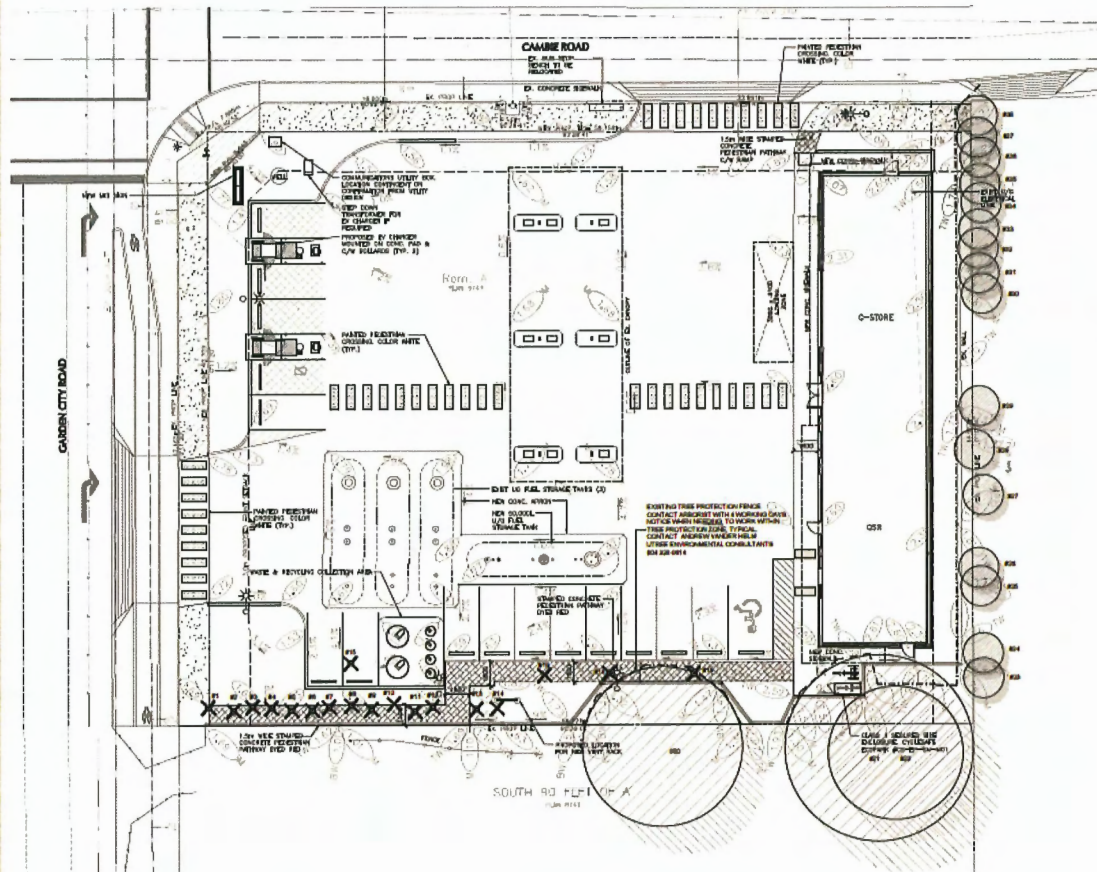
LANDSCAPE PLAN



PLANT SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME
TREE			
(AG)	5	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY MAPLE
(BU)	11	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEeping NOOTKA CYPRESS
(GL)	8	GLEDITSIA T. INERMIS 'SUNBURST'	SUNBURST HONEY LOCUST
SHRUB			
(CO)	30	CORNUS SERICEA KELSEYII	DWARF REDTWIG DOGWOOD
(EU)	86	EUONYMUS ALATA 'COMPACTUS'	COMPACT WINGED BURNING BUSH
(LU)	117	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL
(ME)	57	ROSA MEIDLAND 'RED'	MEIDLAND ROSE; RED; 0.9M MATURE HT
(SP)	81	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA; PINK
(TH)	30	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR
GRASS			
(CA)	19	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS
(PE)	110	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS
PERENNIAL			
(BE)	92	BERGENIA CORDIFOLIA	HEARTLEAF BERGENIA; ROSE PINK
(NE)	67	NEPETA x JR WALKER	DWARF BLUE CATMINT
GC			
(PO)	70	POLYSTICHUM MUNITUM	WESTERN SWORD FERN

Tree Management Plan



- X EXISTING TREE TO BE REMOVED
 - EXISTING TREE TO BE RETAINED
 - - - TREE PROTECTION FENCE
- REFER TO ARBORIST REPORT



TABLE G3 - TREE PROTECTION DISTANCES

Trunk Diameter		Minimum Protection Required Around Trees
Centimetres	Inches	Distance from Trunk
20	8	1.2 metres
25	10	1.5 metres
30	12	1.8 metres
35	14	2.1 metres
40	16	2.4 metres
45	18	2.7 metres
50	20	3.0 metres
55	22	3.3 metres
60	24	3.6 metres
75	30	4.5 metres
90	36	5.0 metres
100	40	6.0 metres



B1004-01

THANK YOU

● 9100 CAMBIE ROAD, RICHMOND

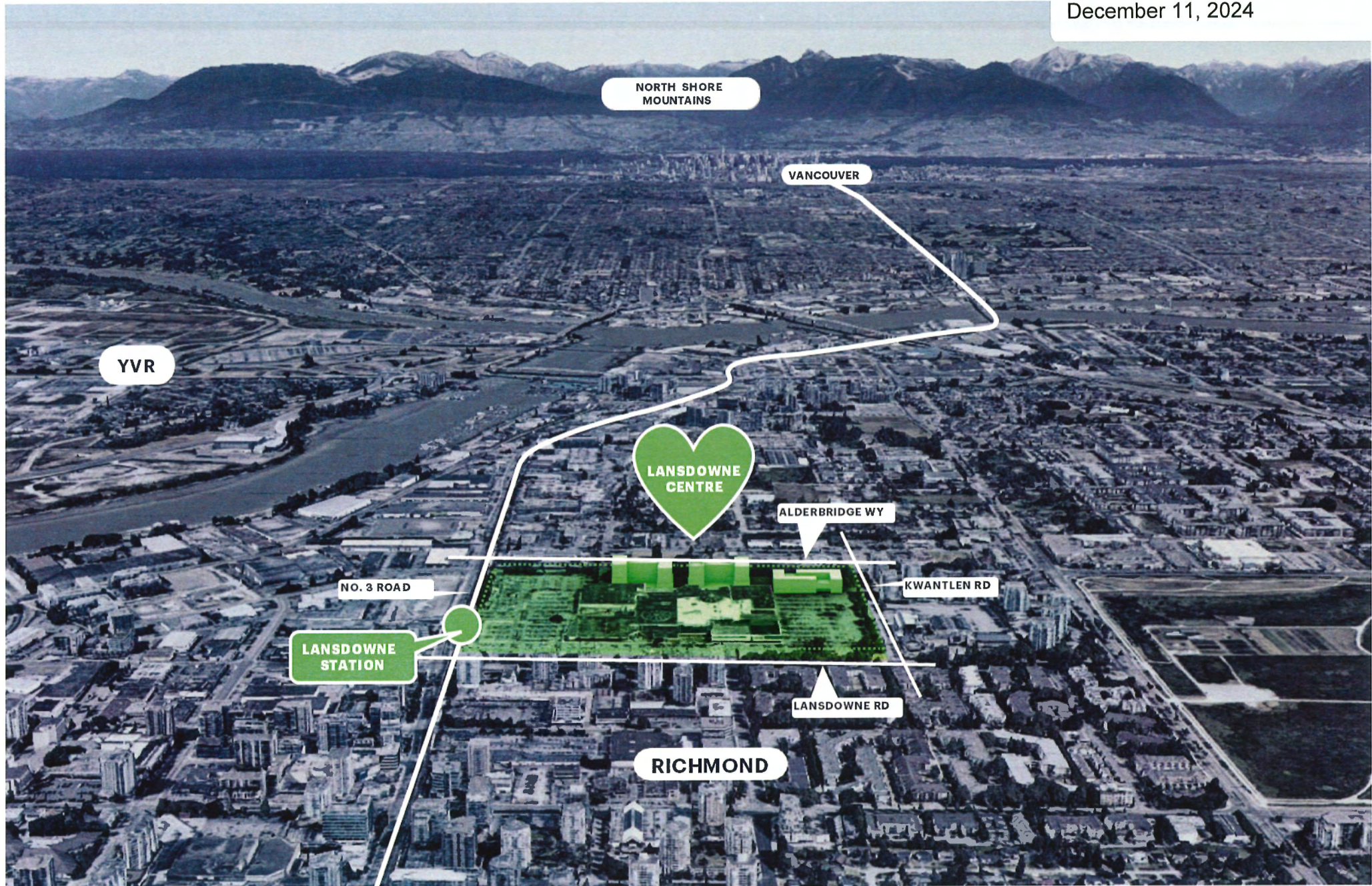
December 11, 2024

City of Richmond File: DP 23-018128

PLG File: 19-1831

 **PACIFIC LAND GROUP**
Land use, Development & Environmental Strategists

 **ctm**
Design Services Ltd



Context & Development



RACETRACK

1924 - 1958



SHOPPING CENTRE

1977...



URBAN VILLAGE

2024...

Rural

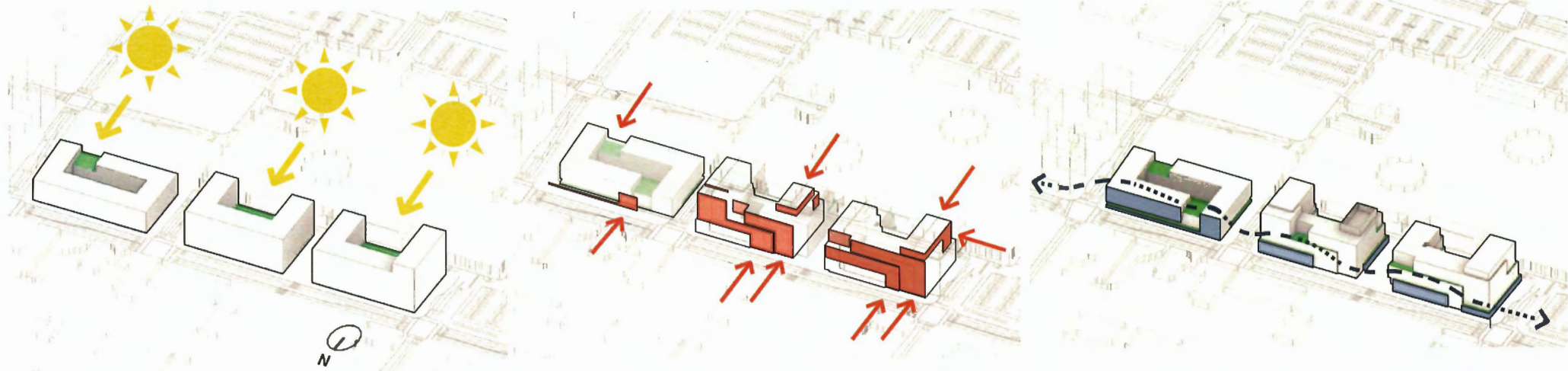


Asphalt Surface Parking



Green, Sustainable, Urban Neighborhood

Breaking Down the Scale



Step 1. **CARVE**

- Southern Solar Exposure for Courtyards and Community Spaces
- Mews with a Lower Podium for Pedestrian Comfort

Step 2. **PUSH**

- Alderbridge Frontage Scaled Down with Setbacks
- Setbacks at Varied Heights with Planted Edges

Step 3. **"FIRST 40 FEET"**

- "First 40 Feet" for Human Scale and Pedestrian Centric Design
- Introduce Special Textural Materials at the Pedestrian Level (Brick, Plants, Lighting, Etc.)

3 Blocks / Public Realm



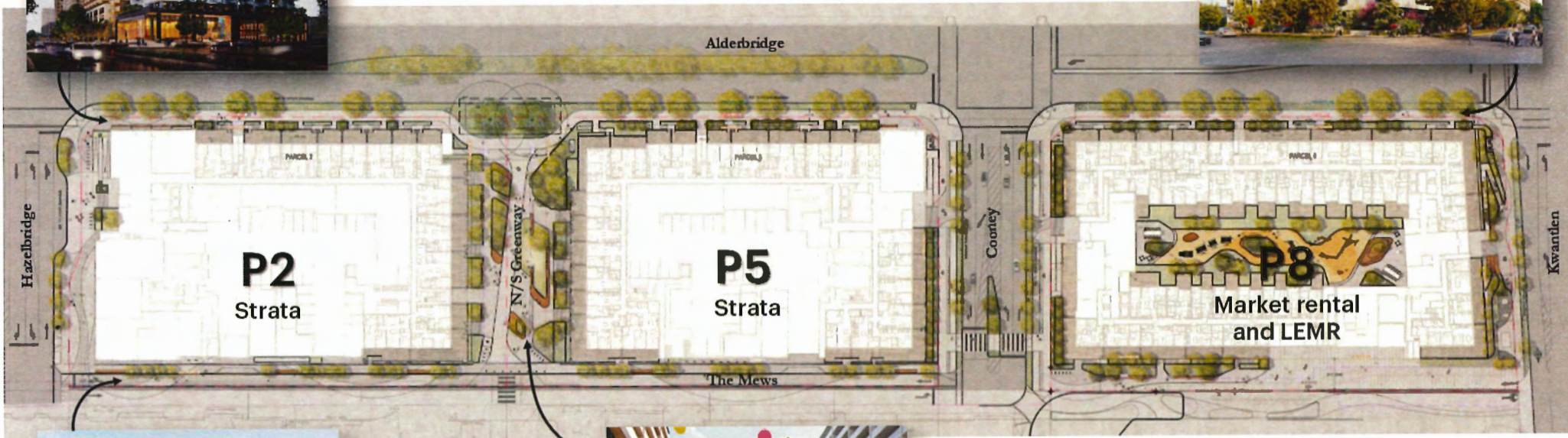
Alderbridge

- Urban Multimodal
- Active
- First 40 Feet



Kwantlen

- Abundant Planting for Green Pedestrian Experience



The Mews

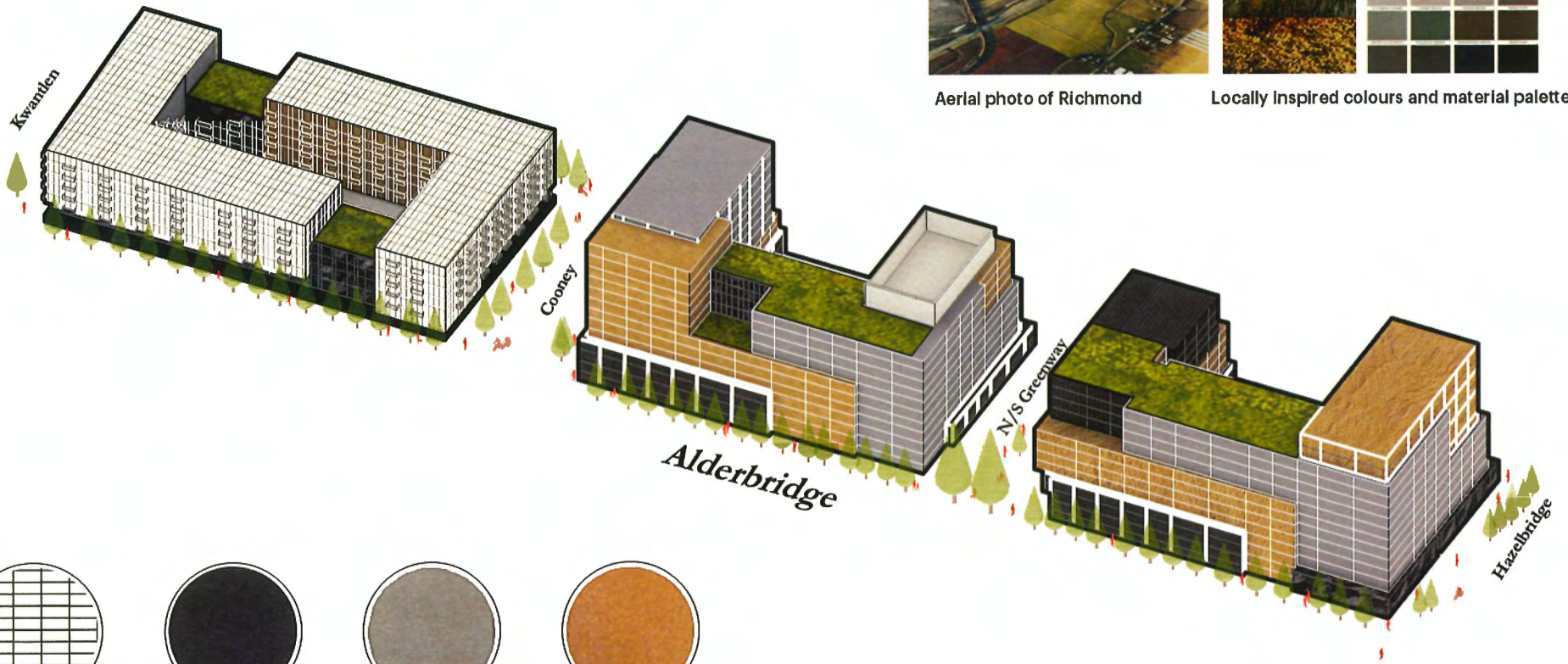
- Pedestrian Centric
- Human Scaled



The Greenway

- Community Plaza
- Heritage Pin Oaks
- Brick Colonnade
- Art Bridge

Materiality



Aerial photo of Richmond



Locally inspired colours and material palette



First 40 Feet
White Brick



Reveals / Recess
Charcoal



Volumes A
Concrete Grey



Volumes B
Warm Amber

Alderbridge
Parcel 2 Looking East

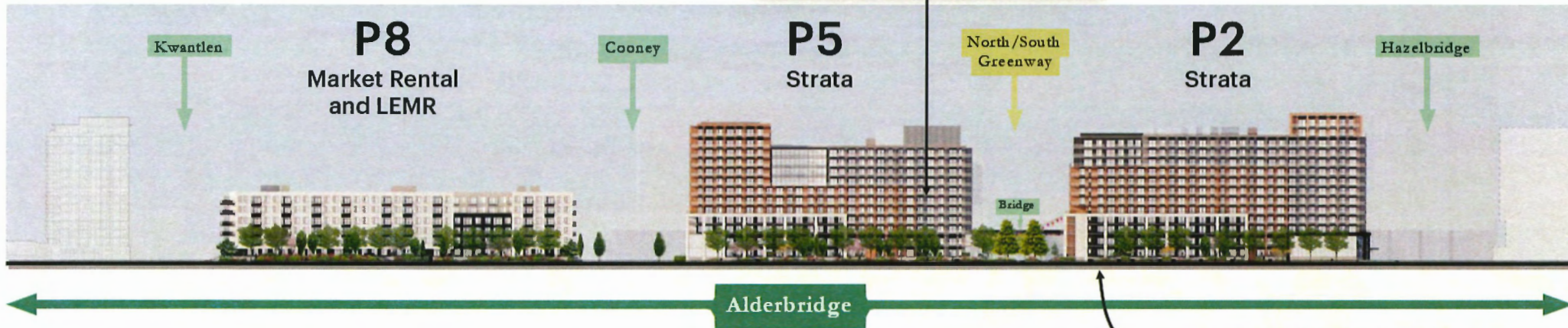


Alderbridge Elevation



Setbacks

- Accentuate the Different Volumes to Break up Scale
- Articulated with Different Colours and Railing Details



"First 40 Feet"

- Brick Volumes
- Detailed with Depth and Layering

The Mews

Parcel 2 Looking East



Nature Oriented Community



Site Scale
Pedestrian Green Links



Building Scale
Lush Courtyards



Unit Scale
Planted Balconies

N/S Greenway

P2

P5

P8

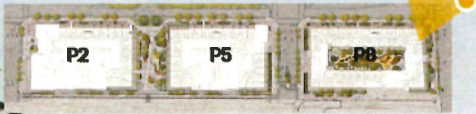


Kwantlen Parcel 8 Looking North



Kwantlen & Alderbridge

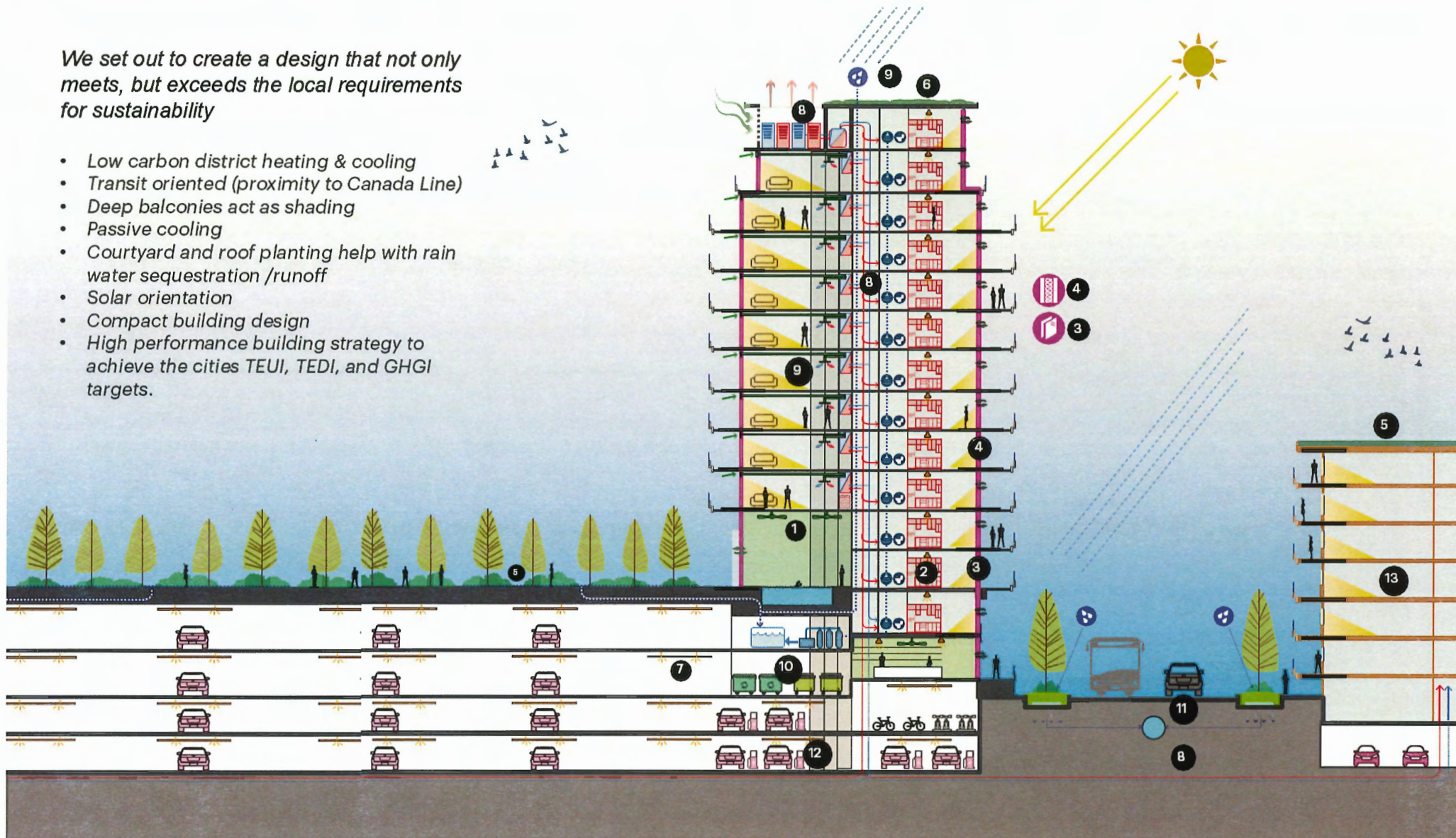
Parcel 8 Looking West



Sustainability

We set out to create a design that not only meets, but exceeds the local requirements for sustainability

- Low carbon district heating & cooling
- Transit oriented (proximity to Canada Line)
- Deep balconies act as shading
- Passive cooling
- Courtyard and roof planting help with rain water sequestration /runoff
- Solar orientation
- Compact building design
- High performance building strategy to achieve the cities TEUI, TEDI, and GHGI targets.

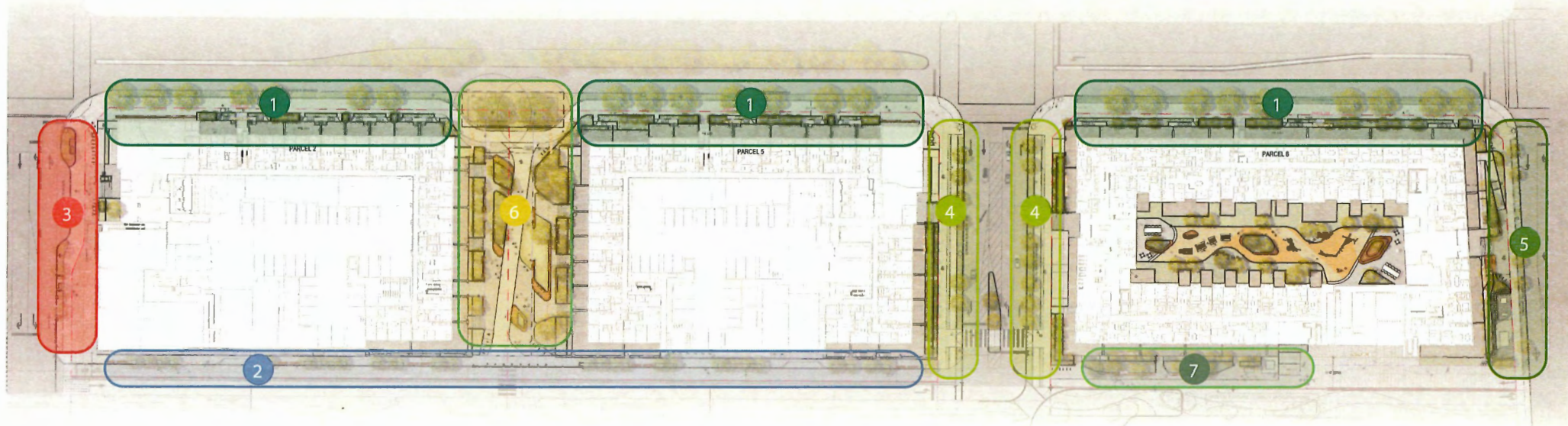




Pedestrian Experience

Planting Design

- 1 Alderbridge Way:**
A row of formal street trees defines the street edge, while shade-tolerant smaller or columnar trees, shrubs, and groundcovers create a green screen along the north-facing multi-use path.
- 2 East-west Mews:**
The mews feature street trees forming an urban canopy, transitioning from planted boulevards to tree grates near intersections.
- 3 Hazelbridge Way:**
Generous boulevard with lush planting and seating edges to activate retail frontage.
- 4 Conney Road:**
Tiered planters, a formal tree row, and columnar trees enhance the pedestrian and cyclist experience along Cooney Road.
- 5 Kwantlen Street/Minor North South Green Link:**
Diverse plants create a lush, informal frame for the tiered seating and steps.
- 6 North South Greenway:**
This zone features diverse diverse native plants, reflecting the site's slough ecology.
- 7 East West Green Link at Parcel 8:**
A layered approach to planting functions as both a screen and pedestrian amenity.

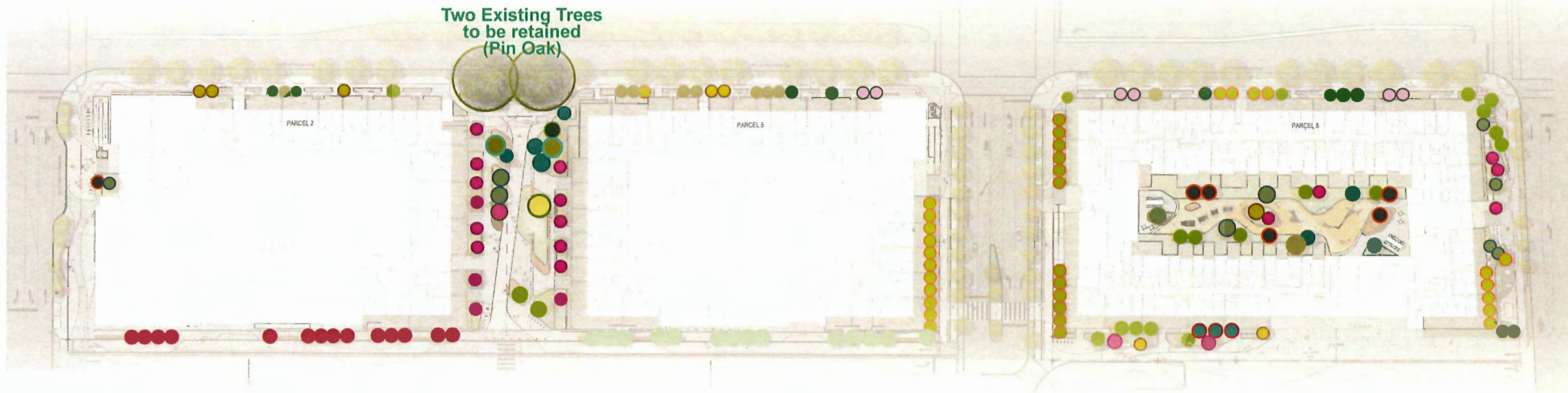


Pedestrian Experience

Planting Design

- Green corridors with a diverse plant palette promote vibrancy and biodiversity.
- Plant material selection is based on criteria such as:
 - Site suitability
 - Seasonality
 - Functionality (e.g., screening and privacy)
 - Aesthetics
- A mix of evergreen and deciduous plants provides seasonal and year-round interest.
- Formal street tree rows frame the site, while trees and shrubs near the building and roof terraces adopt a more informal, organic character.
- Planting character areas enhance sensory complexity and legibility within public realm components.
- Each planting zone features carefully selected plants tailored to its specific conditions.

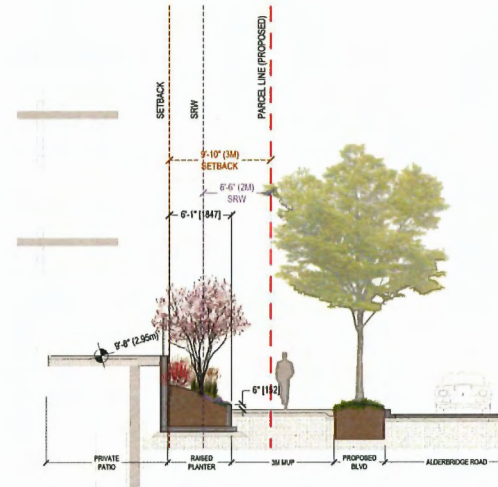
- RED SUNSET RED MAPLE / ARMSTRONG RED MAPLE
- RIVER BIRCH
- CHINESE / STELLER PINK FLOWERING / PACIFIC DOGWOOD
- DAWYCK GREEN BEECH
- ARNOLD PROMISE WITCH HAZEL
- SLENDER SILHOUETTE SWEETGUM
- BLACK TULIP MAGNOLIA
- PERSIAN IRONWOOD
- YOSHINO CHERRY
- GREEN PILLAR OAK
- AMUR MAACKIA
- CATALPA
- OREGON ASH
- VINE MAPLE
- PALISADE AMERICAN HORNBEEAM
- EASTERN REDBUD
- NOOTKA CYPRESS



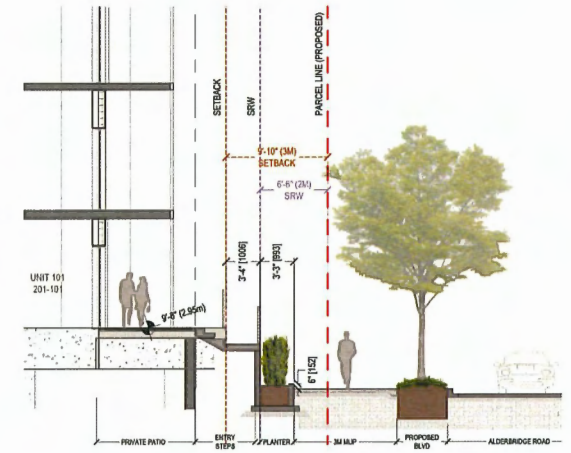
Streets

Alderbridge

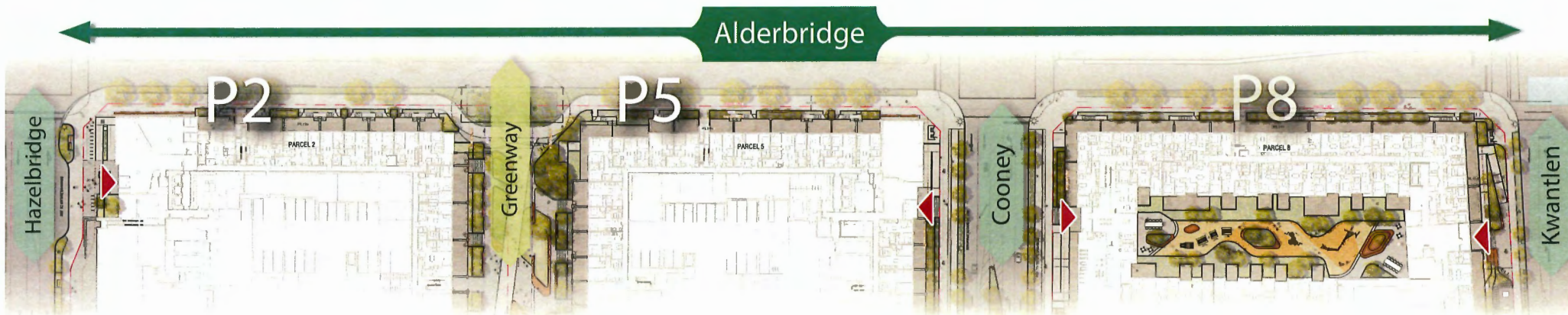
- Key gateway corners feature architectural elements that create inviting, recognizable moments.
- Activity, landscape, and street furniture emphasize and highlight focal points and gateways into the site through greenways and green links..
- Architecture and landscape design contribute to wayfinding, mark important corners, and add skyline interest.



Alderbridge Section @ Parcel 5



Alderbridge Section @ Parcel 2

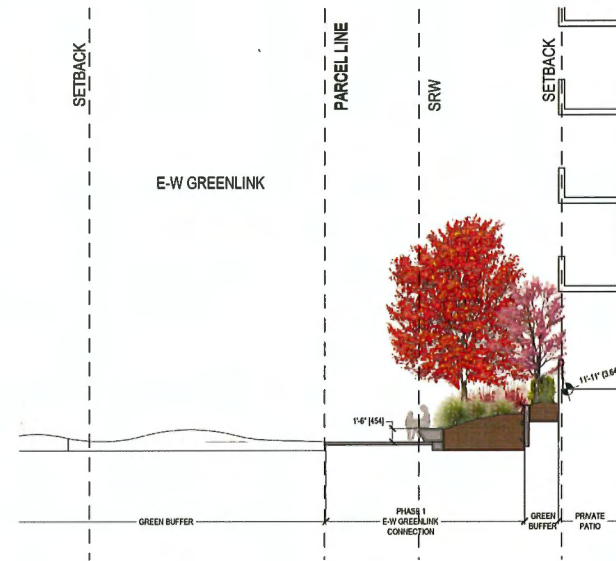




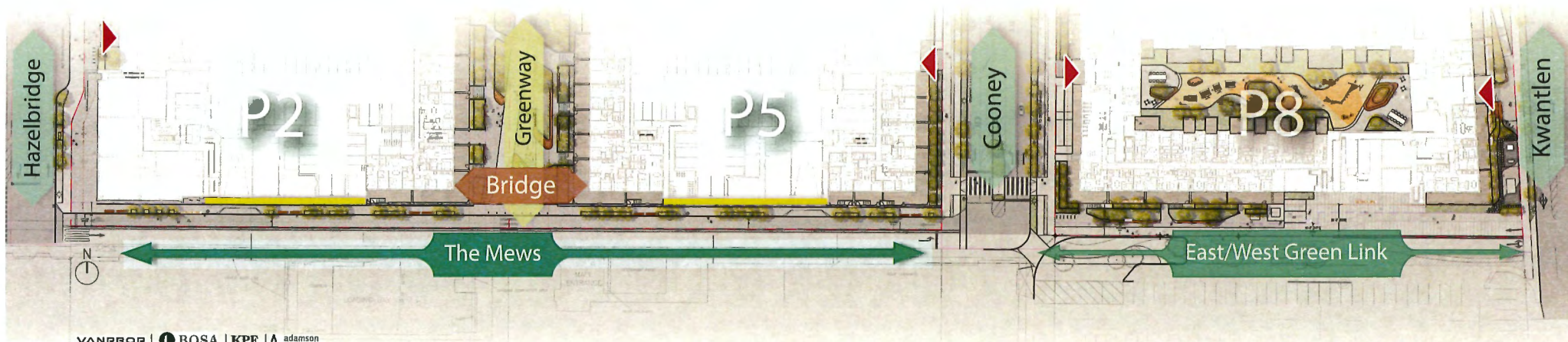
Streets

East-West Mews

- The Mews are located south of P2 and P5, designed as pedestrian-priority zones with limited traffic for parkade access.
- They facilitate loading, vehicular, and bike parking access
- P2 and P5 open to the south with a raised 3rd-floor courtyard above recessed parking and loading areas.
- The south-facing Mews feature residential corners with stoops, parkade and service entrances, and colorful public art mural walls.



East West Green Link

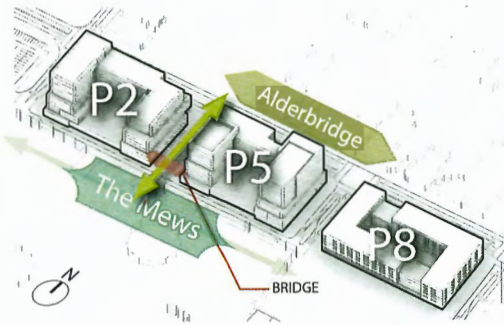
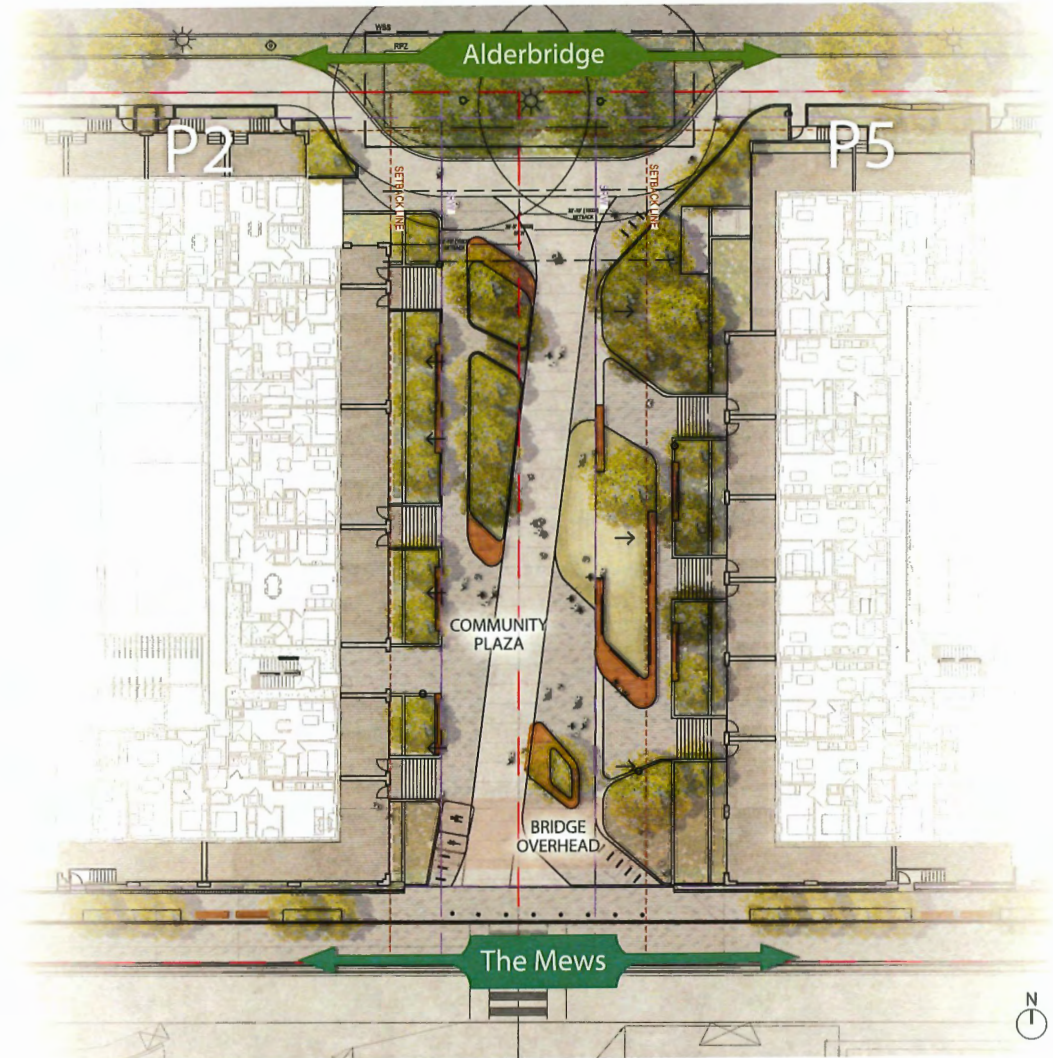




Streets

Parcel 2 & 5 North-South Greenway

- The Greenway between P5 and P2, as the main pedestrian gateway into the site, connects Alderbridge south to the future park, focusing on landscape design.
- Spaces for sitting and small group gatherings create a community oriented activated space.
- Public and private areas are clearly delineated through changes in materiality and form.
- Catenary lighting enhances the plaza and supports art installations.
- The Greenway's northern end is marked by two large existing trees, which have been carefully retained and accommodated.



North-South Greenway

Landscape Design - Streetscape

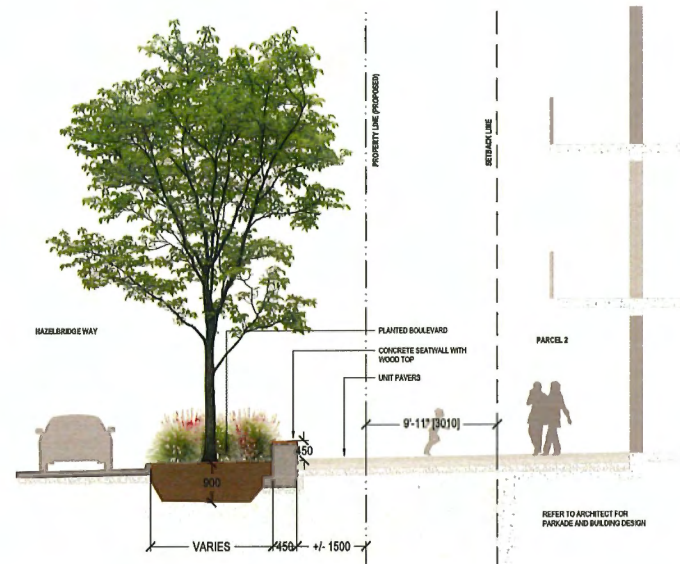
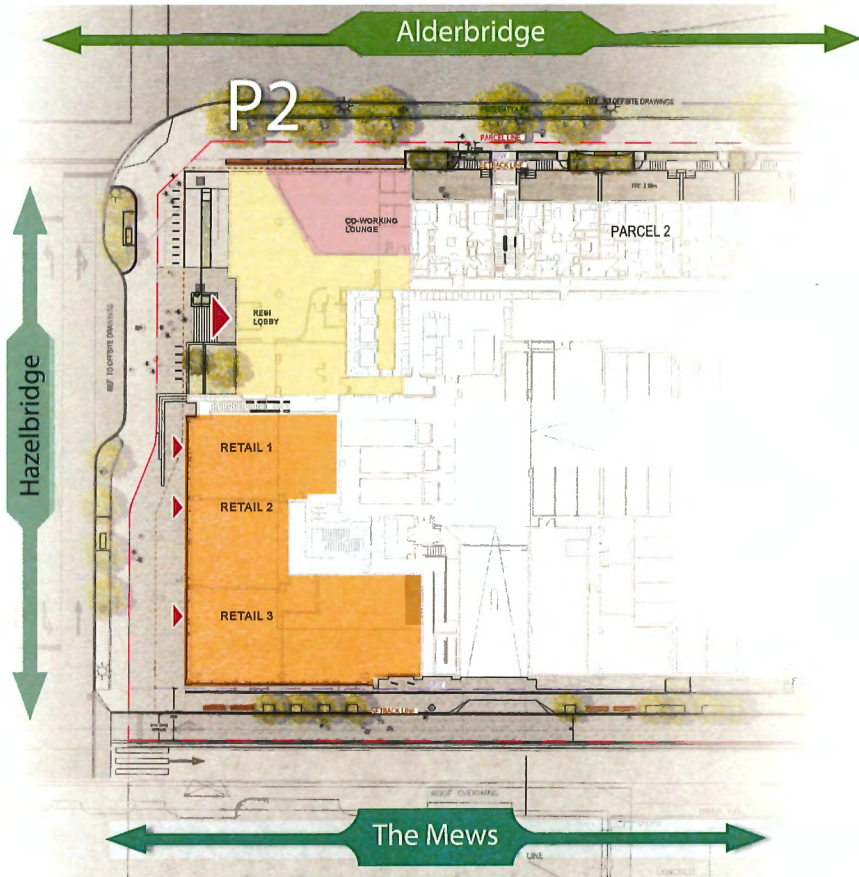


Greenway Section



Streets

Hazelbridge Gateway

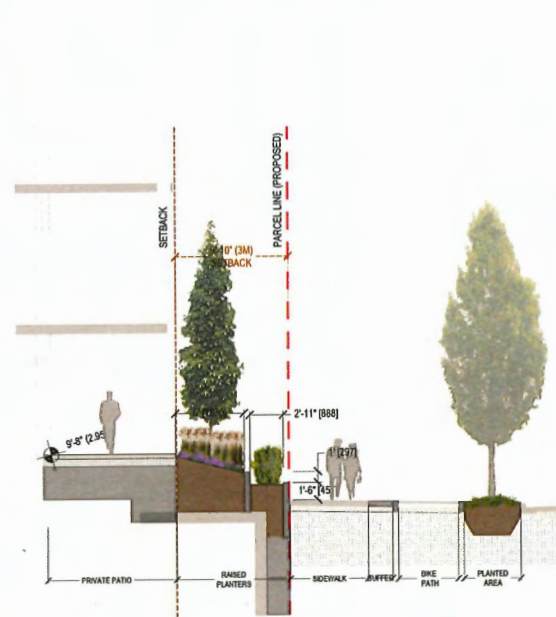
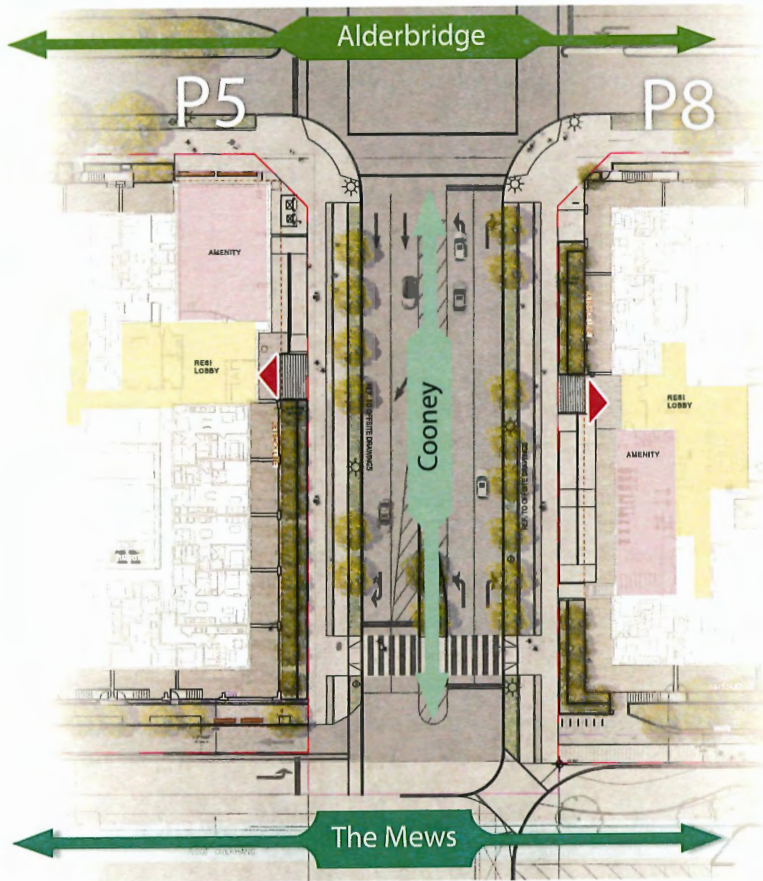


Hazelbridge Section

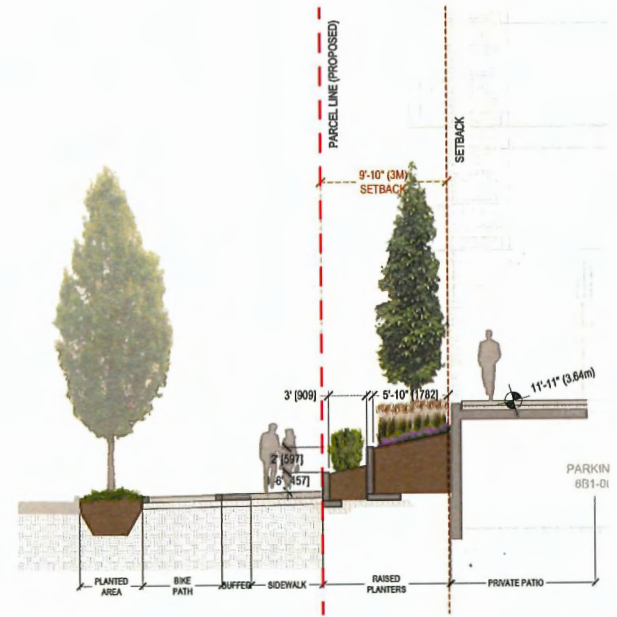


Streets

Cooney Gateway



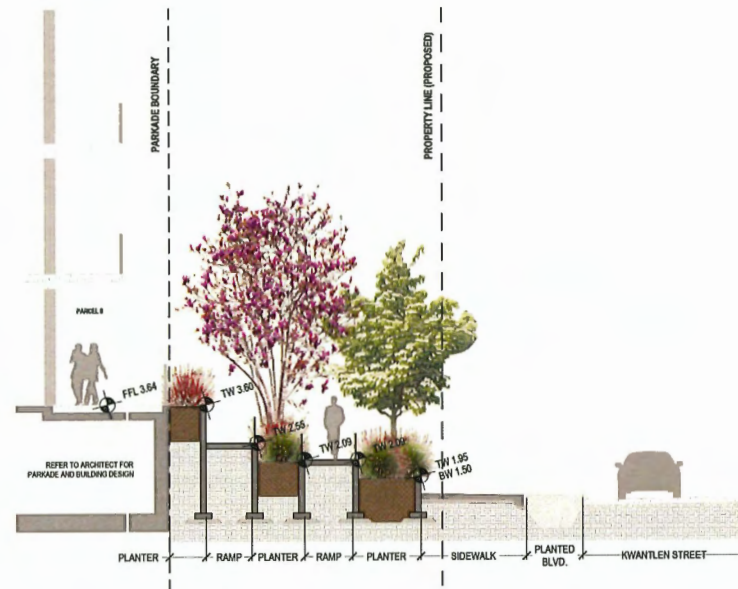
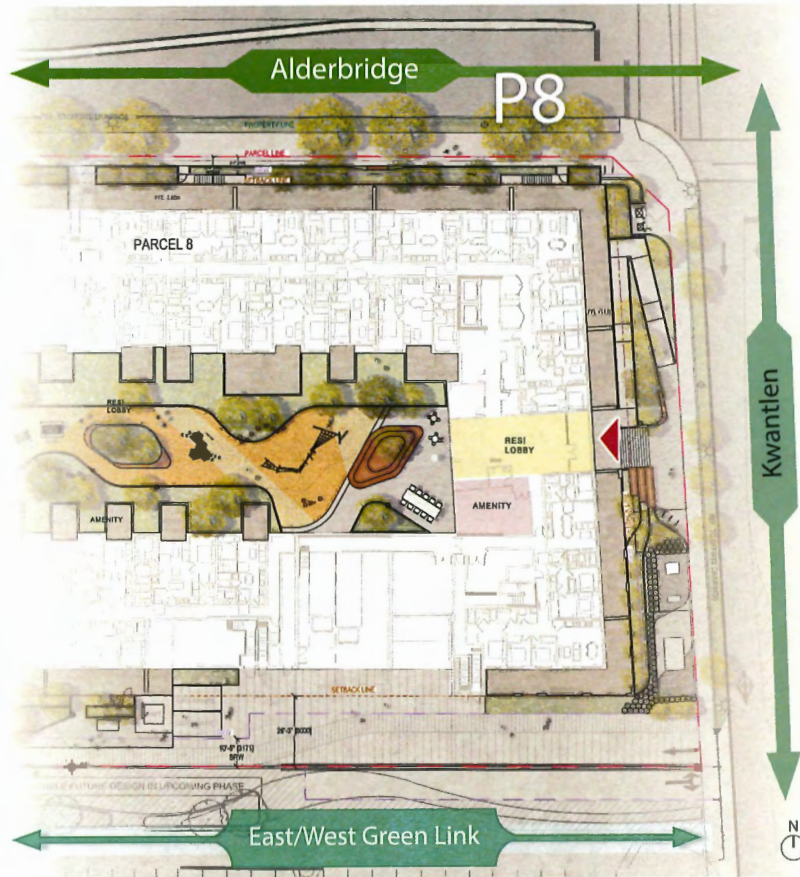
Cooney Road Section



Cooney Road Section

Streets

Kwantlen Connection



Kwantlen Street Section



Parcel 8

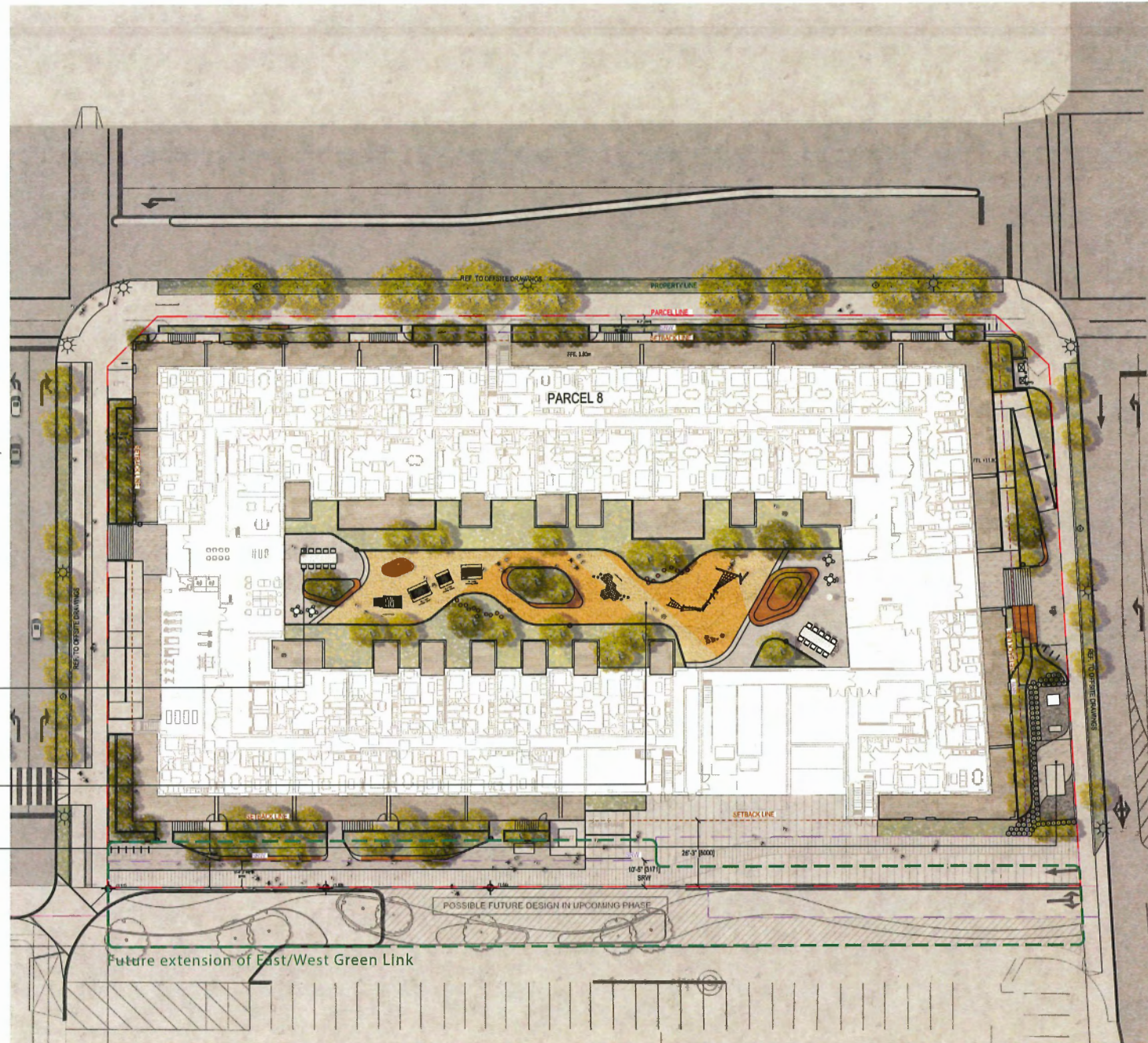
Landscape Program

- Landscape design of Parcel 8 aligns with the condition across the street to the east along Alderbridge.
- It creates a pedestrian-friendly green route down Kwantlen, connecting to the E-W Green Link and extending to KPU.
- Stoops, patio access, linear seating along Alderbridge, and seating terraces on Kwantlen enhance pedestrian comfort and gathering opportunities.

RESIDENTIAL COURTYARD
Community gathering area/
Outdoor dining

Play area

NORTH-SOUTH GREEN LINK
• organic shaped planting areas
• seating terraces
• special paving pattern



Parcel 8

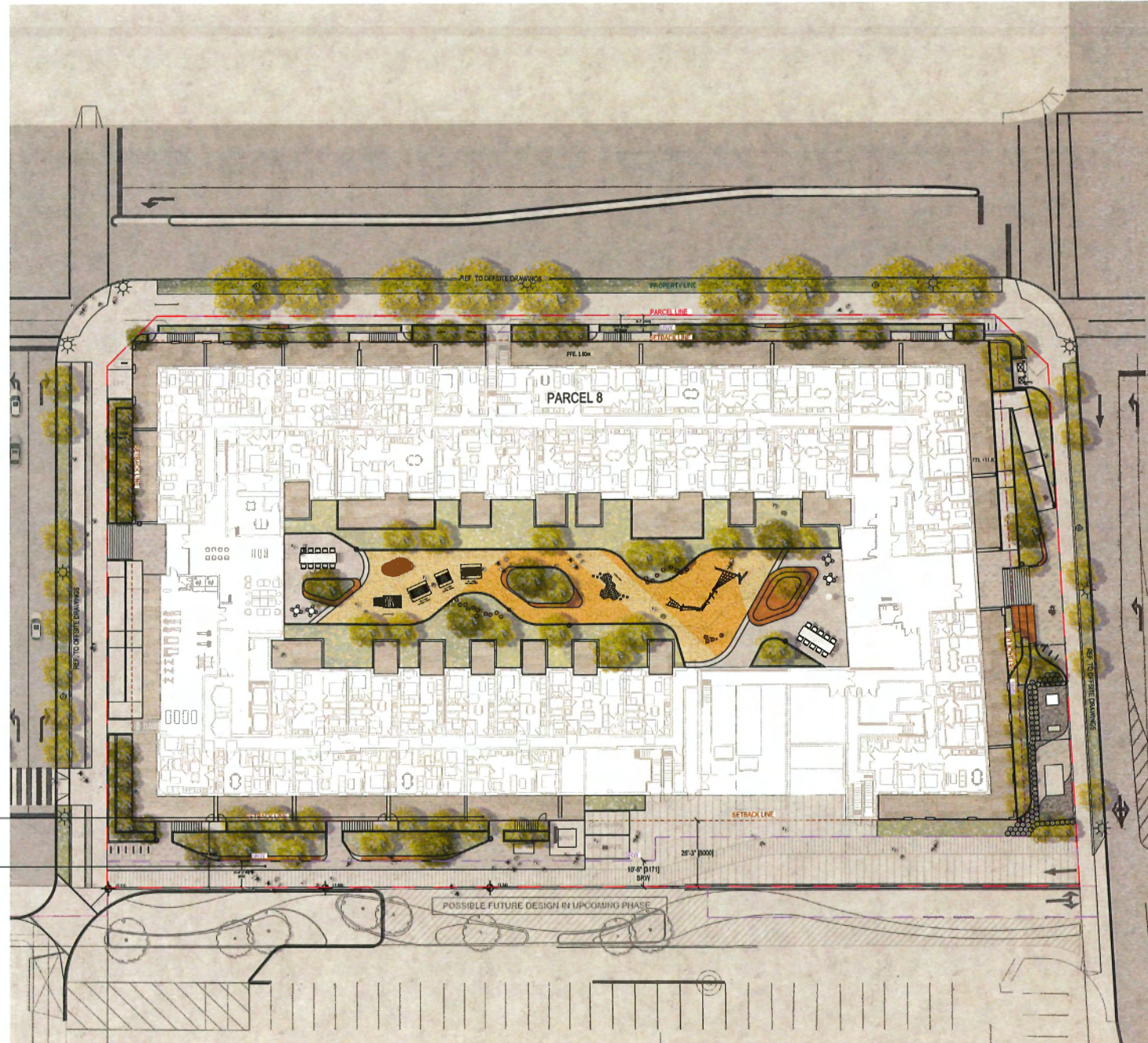
Landscape Program

- The east-west Green Link south of the parcel features a sinuous, elegant design for the shared space with Parcel 9.
- It creates a green corridor with numerous seating and pause opportunities.
- The design carefully considers the functionality of vehicular access to the underground parkade.

Private Patios

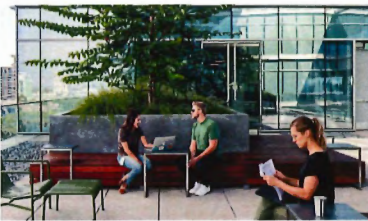
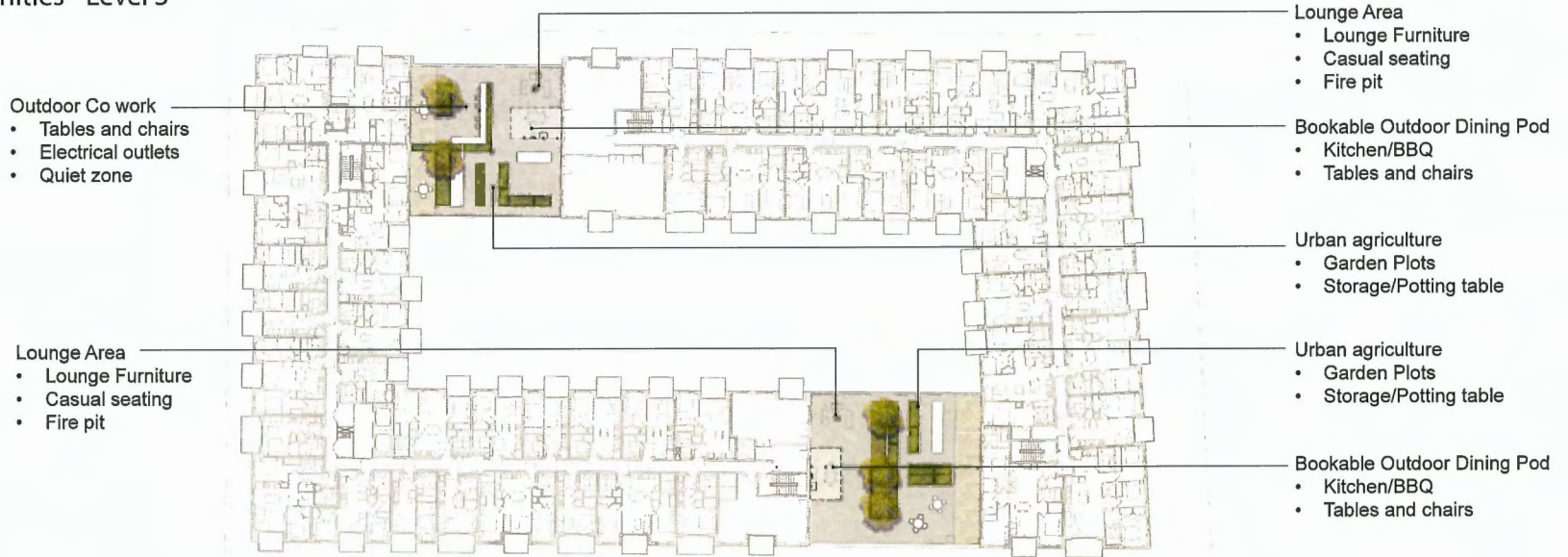
EAST -WEST GREEN LINK

- organic shaped planting areas
- seating edges
- continuous pedestrian pathway w/ special paving pattern



Parcel 8

Outdoor Amenities - Level 5



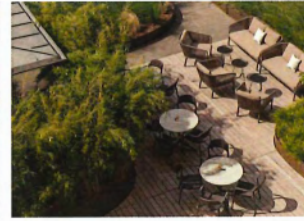
Outdoor Co work space



Lounge Area



Outdoor Dining



Movable Furnishing



Urban Agriculture

Parcel 5

Landscape Program

- The public realm around the parcel creates a comfortable buffer to streetscapes and architecture, providing ample space for pedestrians and cyclists.
- Patio and stoop access is designed to maximize planted areas and enhance the green experience along the multi-use path.
- The laneway south of Parcels 5 and 2 is a pedestrian-priority shared road, marked by a row of trees and seating elements.

Multi Use Pathway

GREENWAY

- organic shaped planting areas
- seating edges
- special paving pattern

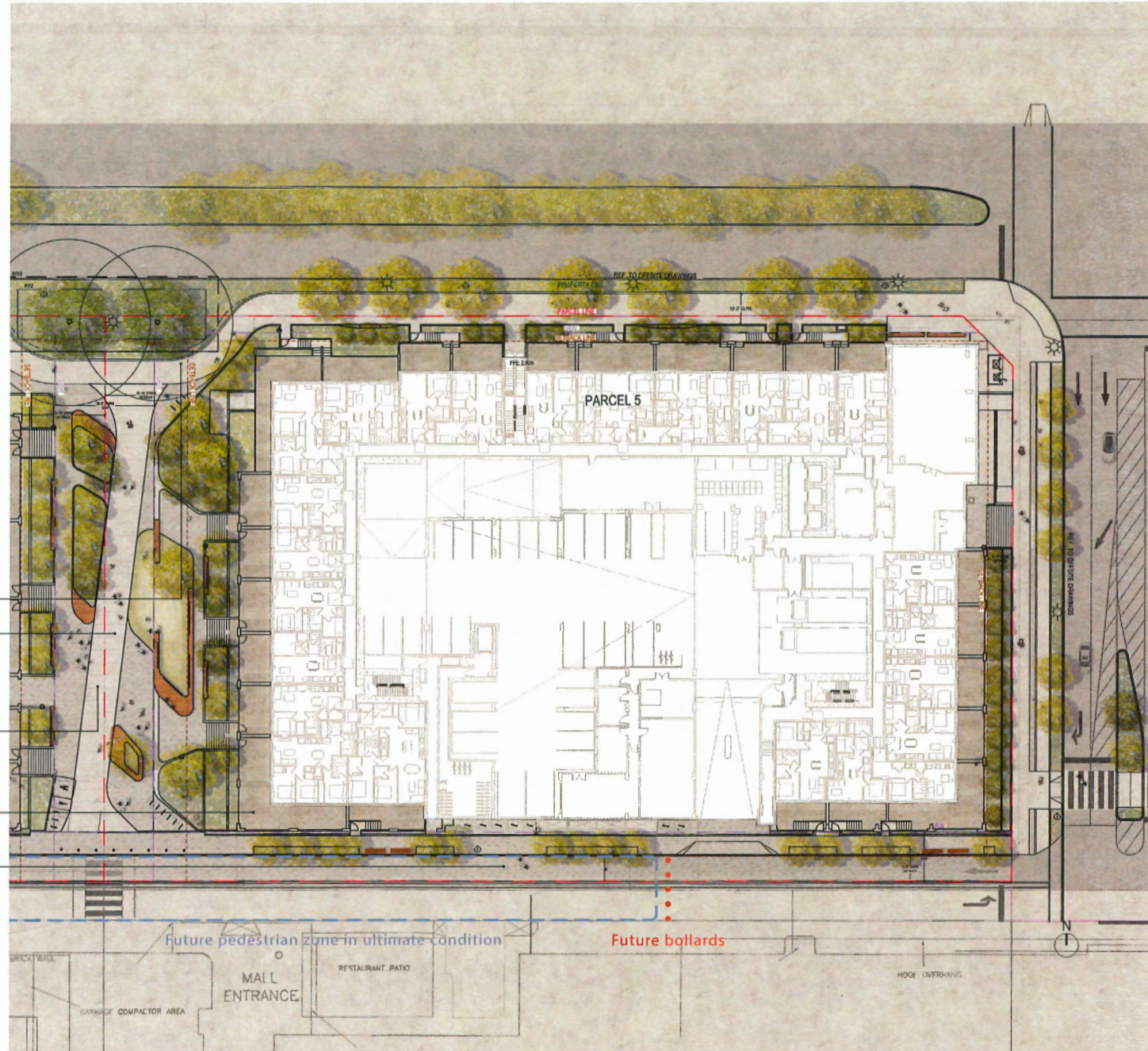
Community Gathering Space

Private Patios

Mews

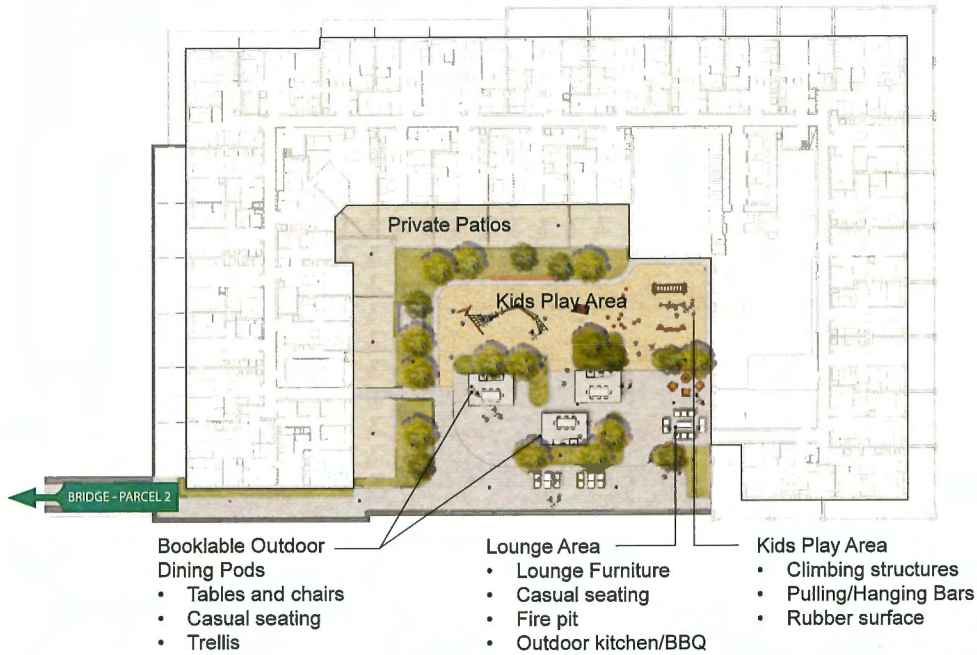
- pedestrian connection
- seating
- special paving pattern

Level 1

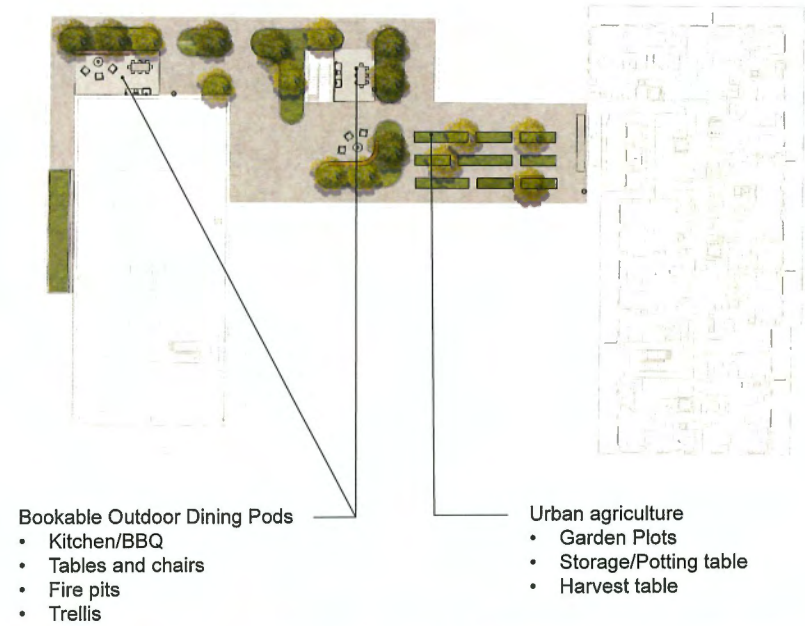


Parcel 5

Outdoor Amenities - Level 3



Outdoor Amenities - Level 12



Flexible Lounge Area



Kids Play



Climbing Structure



Integrated Planters with Seating



Outdoor Dining



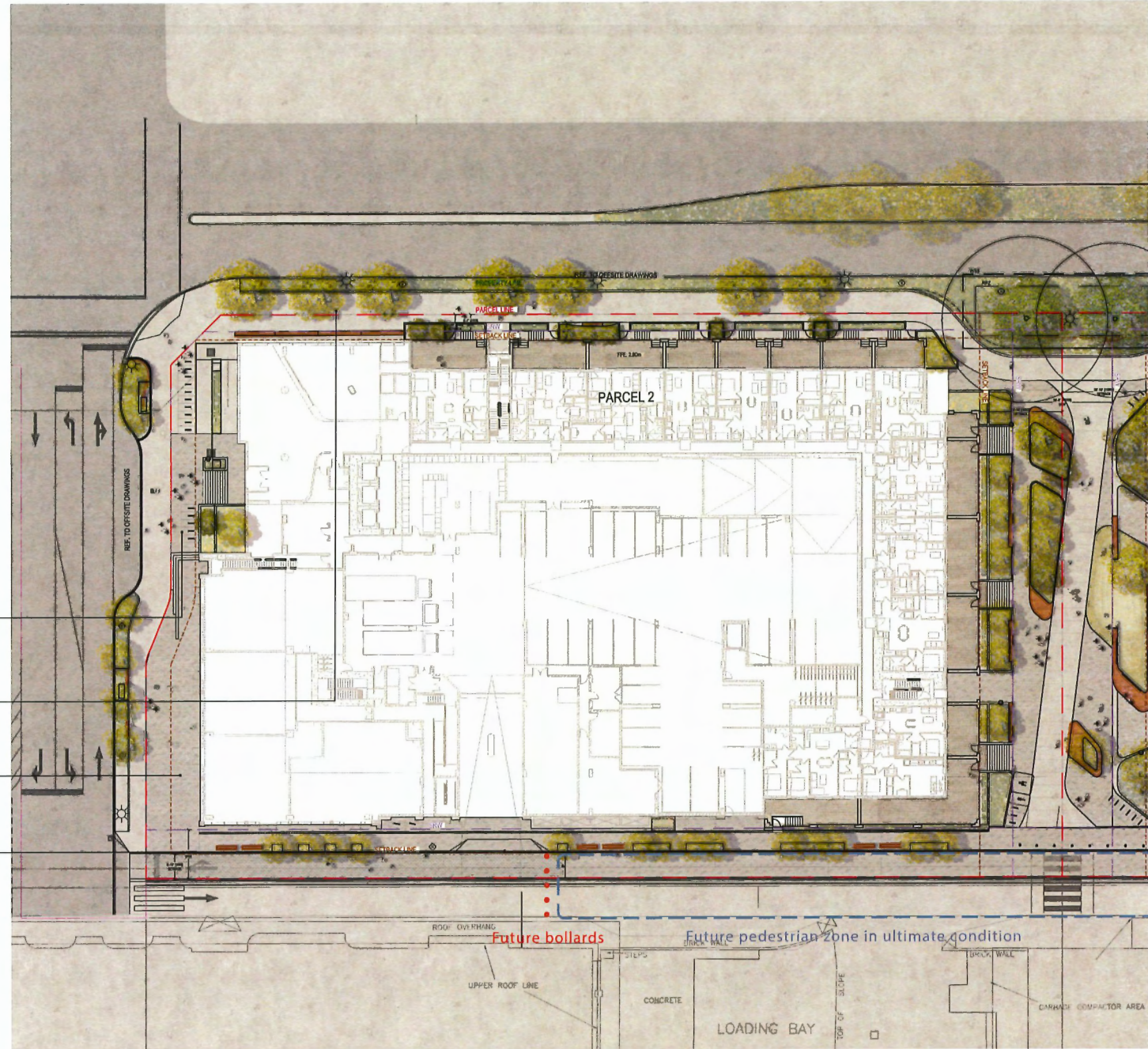
Urban Agriculture

Parcel 2

Landscape Program

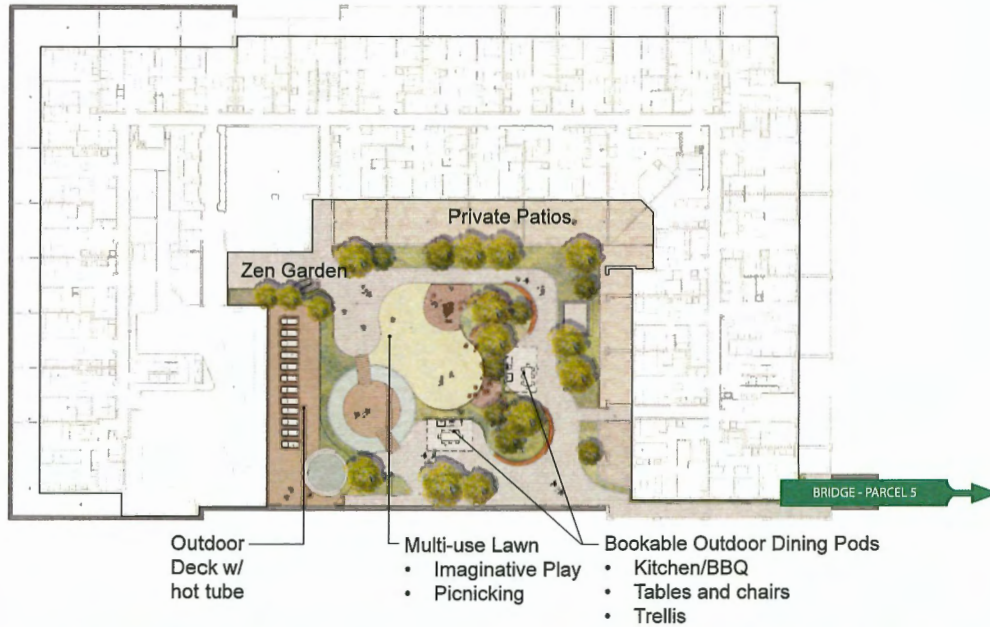
- Landscape design at Parcel 2 collaborates with architecture to create a welcoming environment and site entry.
- The retail frontage enhances the urban vitality of Hazelbridge, while the N/S Green Link connects pedestrians to the future Major Park.
- Lobby entry and retail space with amenities such as seating, create an urban gateways into this phase of development.

- Lobby Entrance**
 - bike racks
 - terraced planters
- Multi Use Pathway**
 - 3m multi use pathway
 - seating edges
- Retail Frontage**
 - movable tables and chair
 - special paving pattern
- Mews**
 - pedestrian connection
 - seating
 - special paving pattern

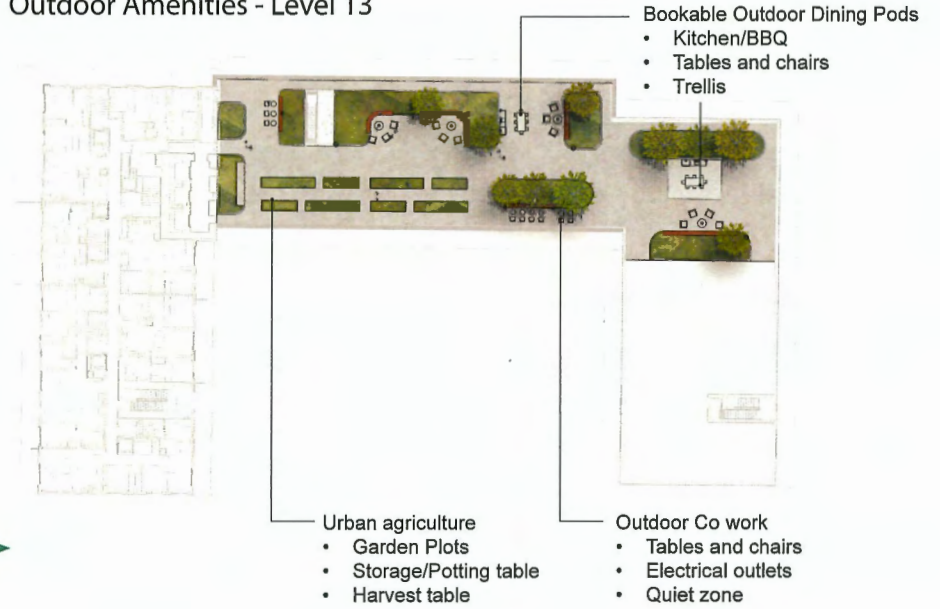


Parcel 2

Outdoor Amenities - Level 3



Outdoor Amenities - Level 13



Planting Beds



Use of Natural Stone



Imaginative Play



Multi-Use Lawn



Outdoor Dining



Integrated Planters with Seating



Urban Agriculture