



REFERRED BACK TO STAFF - Sept 17/13

Report to Committee
Planning and Development Department

TO OPEN PLN - SEP. 17/2013

To: Planning Committee
From: Wayne Craig
Director of Development

Date: September 5, 2013
File: RZ 10-528877
12-8060-20-8865/8973/8864

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 Recommendation

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11.A 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 Mixed Use Area A;
 - b. adjust the proposed 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 "2041 OCP ESA Map" to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
3. That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and Official Community Plan Bylaw 9000 Amendment Bylaw 8973, having been considered in conjunction with:
 - a. the City's Financial Plan and Capital Program; and
 - b. 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 Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and OCP Bylaw 9000 Amendment 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 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.

Wayne Craig
 Wayne Craig,
 Director of Development
 WC:bg

Att. 11

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

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 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. 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 (i.e., the "High Street") linking Alderbridge Way and Alexandra Road. The east development parcel includes a proposed Walmart Store consisting of approximately 14,975 m² (161,188 ft²) of floor space. The following table provides an overview statistical summary of the overall proposed development.

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 (overall)
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

A staff report regarding the SmartCentres rezoning application was presented to Planning Committee on December 18, 2012 and was subsequently referred back to staff in order to address the following three main issues:

- J. *Review arrangement for payment of cost for immediate construction of the road and any possible distribution of cost between developments.*

Staff can advise Committee that:

- In response to Council direction, SmartCentres has now agreed to pay the entire estimated land costs for the Connector Road. This is a significant improvement over the proposal presented to Planning Committee on December 18, 2012.
- The City would have to acquire the remaining 2 properties (4560/62 and 4580 Garden City Road) required for the Connector Road using the funding provided by

SmartCentres, which City staff estimate is sufficient to acquire these 2 remaining properties at a reasonable purchase price.

- SmartCentres has also agreed to pay the entire construction cost for the Connector Road via a Letter of Credit (LOC) based on construction costs in 2023 to allow the construction any time between now and 2023.
 - No Connector Road costs would be deferred to other development sites in the WCA.
2. *Look at the potential arrangement to purchase residences on the road pathway and other further alternatives if any.*

Staff can advise Committee that:

- SmartCentres will acquire 3 of the 5 properties (9071, 9091 and 9111 Alexandra Road) required for the Connector Road and dedicate to the City the required right-of-way across these properties.
 - SmartCentres has agreed to provide a cash contribution to the City in order to fund the City acquisition of the remaining 2 properties (4560 4562 and 4580 Garden City Road).
3. *Review alternatives to the proposed May Drive alignment and the proposed structure with the green space.*

Staff can advise Committee that:

- The Official Community Plan (OCP) designated Environmentally Sensitive Area (ESA) on the development site has been assessed by SmartCentres environmental consultant and supported by City's environmental consultant that the size of the designated "ESA" within the proposed development site should be reduced by approximately 1 acre from 2.57 to 1.57 acres (ac) due to human disturbance and the presence of invasive species;
- The designated "Park" area on the proposed development lands is approximately 1.51 ac and SmartCentres proposes the provision of 1.08 ac compensation (0.16 ac as dedication and 0.92 ac as SRW). It is also noted that the existing designated "Park" is compromised by human disturbance, invasive species and the recently reduced size of the "Park" beyond the boundaries of the site diminishes the ecological value of the "Park" area.
- The additional development land resulting from the SmartCentres proposed realignment of May Drive would be used primarily for parking that supports the proposed retail/commercial uses.
- This proposal has been reviewed by Parks staff and the reduction in the "Park" area is acceptable as alternative publicly accessible area is being provided on-site.

The following is a report that brings forward the SmartCentres rezoning application and responds to the Planning Committee referral.

Findings of Fact

See **Attachment 1** - Location Map and **Attachment 2** - Air Photo. See **Attachment 3** for the Development Application Data Sheet. **Attachment 4** illustrates the SmartCentres Concept Site Plan. All the Conceptual Design Drawings are attached at the end of this document (see **Drawing Sheets 1 to 60**).

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 5** for details). A signed copy of the Rezoning Considerations is located in the rezoning file.

Surrounding Development

To the North: across Alexandra Road is an area of older single-family residential lots - some occupied and others vacant - 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)" (see rezoning file RZ 12-598503) and one property zoned "School and Institutional Use (S1)". The 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:

- west portion: Business/Office with office over retail at a maximum 1.25 FAR.
- central area: Mixed-Uses abutting the High Street at medium density residential over retail and for the lands 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 active 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 950 housing units:

To the East: across the proposed extension of May Drive the adjacent lot (9540 Alexandra Road) is designated "Park" and beyond is an area of older single-family residential lots - either occupied or vacant zoned - "Single Detached (RS1/F)" and recently designated in the WCAP as Residential Area 2 for townhouse development with 0.65 base FAR at a maximum 0.75 FAR with density bonusing for affordable housing;

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

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

Related Policies & Studies

1. West Cambie Area Plan 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."

A staff report regarding the West Cambie – Alexandra Neighbourhood – Business/Office Area dated June 24, 2013 was presented to Council on July 8, 2013 but this report was subsequently referred back to staff “to further consider mixed use including commercial, residential and office use and the appropriate proportion and numbers of units for each use”. Policy Planning staff are reviewing this area and a separate report to Planning Committee on the land use referral will be presented for consideration at a later date. Staff believe that this application can proceed at this time, without any impact on the referral.

2. West Cambie 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 Park. However, a recent amendment to the WCAP has re-designated the majority of these properties to “Residential Area 2” for townhouse development with base 0.65 FAR (maximum 0.75 FAR with density bonus 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 SmartCentres development would be compatible with these recent nearby land designations.
3. Connector Road Alignment: City staff have determined that the Connector Road as envisioned in the WCAP – Alexandra Neighbourhood is a critical component of this development since this is the single largest anticipated redevelopment within the immediate vicinity of the Connector Road. The Connector Road has been realigned to reduce the impact on nearby development sites, which has also reduced the number of properties required for the road realignment. However the road realignment still impacts 5 properties, specifically: 9071, 9091 and 9111 Alexandra Road and 4560/62 and 4580 Garden City Road. See **Attachment 6** for the Connector Road realignment land requirements.
4. Connector Road Funding Strategy: City staff previously recommended that SmartCentres acquire the necessary property for the Connector Road and pay for all construction costs. SmartCentres has now agreed to acquire 3 of the 5 properties (9071, 9091 and 9111 Alexandra Road) and dedicate the required road right-of-way (ROW) for the Connector Road and voluntarily contribute approximately \$3,450,000 to the City for the estimated acquisition of the remaining 2 properties (4560/62 and 4580 Garden City Road). The proposed contribution amount is estimated to enable the City to acquire these properties including all associated costs such as land, legal and demolition costs. The City will reimburse SmartCentres with any surplus funds from their contribution for these 2 properties if there is any residual funding for these lots after all City costs have been paid. SmartCentres has also agreed to pay for the entire construction cost of the Connector Road.
5. West Cambie Park and Environmentally Sensitive Area (ESA): The SmartCentres proposed alignment of May Drive would reduce the “Park” designated in the WCAP (see **Attachment 7**).
 - a. The existing OCP “ESA” designation consists of approximately 2.57 ac.
 - b. The Developer’s environmental consultant (Stantec Consultants Ltd.) has conducted a detailed assessment of the designated “ESA” and suggests that the designated “ESA” be reduced by approximately 1.0 ac, which is also supported by the City’s external environmental consultant.

- c. Both the OCP designated “ESA” and the suggested reduction of the designated “ESA” proposed by Stantec includes the area required for the May Drive extension as identified in the WCAP.
 - d. The designated “Park” area on the development lands is approximately 1.51 ac.
 - e. As a result of the Developer’s proposal the City would receive
 - 0.16 ac as “Area J” for “Park” purposes, which is also designated “ESA”; and
 - 0.92 ac in SRW’s over the proposed elevated landscaped deck and transition areas.
 - 1.08 ac total of publicly accessible open space for the loss of approximately 1.51 ac of “Park”.
 - The reduced compensation for “Park” is acceptable since the designated “Park” area, which is overlapped by “ESA” is compromised by invasive species and the relatively small size of this area diminishes the ecological value of the “Park” area.
 - Sustainability initiatives proposed by the Developer include participation in the Alexandra District Energy Utility, provision of electric vehicle stall with plug-in charging equipment, storm water management measures, additional bus stops and shelters, end-of-trip bicycle facilities with additional bike parking and storage plus the incorporation of native trees and plantings wherever possible. These initiatives in combination with the proposed land dedication and SRW’s further enhance the environmental sustainability of this proposed development.
6. Alexandra Mixed-Use Area A – Proposed Reduction of Minimum Density: The WCAP Alexandra Neighbourhood Land Use Plan, for “Mixed-Use Area A” specifies a minimum 1.25 FAR and a maximum of 2.0 FAR (i.e., the proposed west side of the development site). The intent of the minimum 1.25 FAR for “Mixed-Use Area A” was established to require 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.” This area is intended as a vibrant, pedestrian-friendly urban village centre for the WCA. SmartCentres proposes a 0.62 FAR, which is approximately half of the minimum 1.25 FAR in the WCAP which requires an OCP amendment. See **Attachment 8** for the existing Alexandra Neighbourhood Land Use Map and **Attachment 9** for the proposed changes to the Alexandra Neighbourhood Land Use Map. The following points are noted:
- The proposal provides for buildings along all frontages and the majority of parking areas are concealed or screened behind buildings 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 density would be 0.86 FAR and if the parking area under the building was included in the calculation the FAR would be even higher; 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 as indicated in the Rezoning Considerations.

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

7. Alexandra Neighbourhood 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). Credits will be applied to the Alexandra Interim Amenity Charges City Beautification 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).
8. 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.
9. Local Area Development Cost Charges (Alexandra DCC's): In addition to City-wide Development Cost Charges (DCCs) applicable to the application, the applicant is required to pay the 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.
10. Aircraft Noise Policy: The proposed development is located in Area 1A of the Aircraft Noise Sensitive Development Map, which prohibits any new developments that contain aircraft noise sensitive uses such as residential, school, daycare and hospital uses. The proposed development does not include any such uses but registration of a restrictive noise indemnity covenant for non-noise sensitive development and SRW in favour of the Vancouver International Airport (YVR) is required as part of the rezoning considerations. Provision of an acoustic report will be required as part of the Development Permit process.
11. Flood Plain Management Policy: The Flood Construction Level (FCL) for the site is 2.6m GSC in the WCAP. 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 for the lower elevation to the satisfaction of the Senior Manager - Buildings and the Director of Engineering. A floodplain covenant will be secured as a condition of rezoning.
12. Neighbourhood Plan, Design Guidelines Compliance and Urban Design Improvements: Proposed deviations from WCAP neighbourhood structure and design guidelines can be dealt with at the Development Permit stage. Urban design improvements required at the Development Permit stage include advancing the concept design and resubmission of more detailed design drawings to ensure:

- the establishment of a compact, vibrant, pedestrian oriented, urban village centre that is integral part of the neighbourhood and will become the retail/commercial heart of the Alexandra Neighbourhood;
- 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 neighbourhood scale character shops plus an interesting mix and variety of retail shopping opportunities along the High Street;
- a higher quality architectural expression around the entire perimeter of the development site by extending the signature corner treatments (e.g., Alderbridge Way and Garden City Road) further along the building faces on all perimeter building facades including greater horizontal articulation and permeability of perimeter building facades to add more visual interest through enhanced architectural character and an appropriate proportion of transparent and opaque combination of surfaces for the proposed buildings that face the perimeter streets around the exterior of the proposed development;
- the strong presence and continuation of the Alexandra Way pedestrian corridor, and neighbourhood pedestrian spine, through the proposed development with high-quality pavements and contrasting colours that identify the direction of Alexandra Way to and from the neighbourhood to the urban plaza at the corner of Garden City Road and Alderbridge Way. The Alexandra Way pedestrian corridor should be punctuated with periodic pedestrian plaza areas and pedestrian amenities to activate and attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and focused on creating opportunities to encourage pedestrians to sit and linger. The plaza spaces should incorporate other features such as public art and focal elements that add interest and variety to the pedestrian experience. The ground plane paving treatment along the Alexandra Way pedestrian corridor through the proposed development site should include a distinctive and continuous decorative paving treatment extending from building face to building face (along this route through the proposed development) with significant differentiation between the Alexandra Way corridor and other the other internal streets and sidewalks within the overall development;
- a reduction in the amount of signage that is coordinated with the proposed floor plans including the better integration or elimination of redundant signage such as the proposed “Directional Signage” pylons and stronger coordination with the enhanced architectural character of proposed buildings at corner locations;
- safe and efficient pedestrian movement that reflects the direction of the pedestrian traffic toward the Walmart store within the parking area including consideration of east-west oriented parking aisles within the open parking area on the east development parcel with wider bio-swales;
- improved coordination between the landscape and architectural design, including a stronger reliance on the informal clustering of large coniferous tree planting around the perimeter of the proposed development site to enhance the massing and materials articulation/treatment of the building facades, particularly along the Alderbridge Way frontage that is visible from the Garden City Lands to the south; and
- acceptable resolution of any non-compliance with all relevant design guidelines.

Consultation

Public Input

Development signs have been posted as notification of the intent to rezone these 20 properties.

Prior to the initial presentation of this rezoning proposal to Planning Committee on December 18, 2012, a letter was received from Polygon Homes Ltd., dated June 2, 2011 expressing concern regarding the SmartCentres 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. In general, Polygon proposes 5 to 6-storey residential development on the north side of Alexandra Road. 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 for public use and enjoyment. 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.

Since the Planning Committee referral of December 18, 2012, the City has received 2 additional letters and 22 emails from individuals regarding the SmartCentres rezoning application. In general, these comments can be summarized as follows:

- Expressions of concern and opposition to the SmartCentres rezoning application;
- The majority of correspondence regarding this rezoning application express appreciation and support for the adjacent Garden City Land to be retained within the Agricultural Land Reserve (ALR) and designed to accommodate compatible uses such as for wildlife, farming, garden plots and recreation;
- Concerns expressed regarding the impact of the SmartCentres proposed development on the Garden City Lands and in particular the views to the north from the Garden City Lands;
- Requests for the retention of the existing native vegetation along the north side of Alderbridge Way on the south side of the SmartCentres (Walmart) site; and
- See **Attachment 10** for all public correspondence received to date since June, 2011 regarding this rezoning application.

In response it is noted that the SmartCentres proposed commercial development is located within the Alexandra area of the WCAP, which allows for substantial commercial development including large floor plate retail stores and general merchandise retailers such as the proposed Walmart store. The initial SmartCentres rezoning application in 2003 triggered the referral from Planning Committee to update the WCAP, which was formulated by staff and consultants and approved by Council in 2006 after a lengthy process that involved substantial public consultation.

The Alexandra Neighbourhood Land Use Plan establishes the vision of a complete and balanced community within for the area bounded by Garden City Road, No. 4 Rd, Alderbridge Way and Cambie Road. The proposed development site is separated from the Garden City Lands by Alderbridge Way and the proposed development would not encroach into the ALR. In order

address public concerns regarding the loss of existing native vegetation along the north side of Alderbridge Way on the development site and the anticipated visual impact of the proposed development on views to the north from the Garden City Lands, SmartCentres has proposed a planting strategy along the north side of Alderbridge Way that includes a combination of native coniferous and deciduous tree planting. SmartCentres drawings include simulated views of the proposed development from the Garden City Lands, which demonstrate that the proposed informal, native planting along Alderbridge Way, in combination with the relatively low proposed building heights would not block skyline or profile views of the north shore mountains from the south or central portions of the Garden City Lands.

Staff Comments

Analysis

Conditions of Adjacency

North Edge: The future 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 loading/service area for the west side of the development site along Alexandra Road includes proposed architectural and landscape screening and will be set back from the road when the future Connector Road is constructed. The Walmart 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 would be 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. The planting strategy along the north side of Alderbridge Way would consist of a formal arrangement of native street trees together with informal groupings of native coniferous trees within the building setback zones in combination with dense native shrub plantings. 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.

Legal Agreements & Land Requirements

Land dedications are required for road purposes along Alderbridge Way, Garden City Road, May Drive, High Street and the Alexandra Road realignment. "Area J" as shown on **Attachment 4** 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. Statutory Right-of-Ways (SRW's) are required for "Area E" and the elevated landscaped deck over a portion of the surface parking area on the east development parcel as shown on **Attachment 4** plus the proposed Alexandra Way pedestrian corridor, which would connect the Alexandra Road/High Street intersection to the southwest corner of the site, through the proposed west development parcel. In addition, various other legal agreements will be required. See **Attachment 5 - Rezoning Considerations**.

Transportation & Traffic

1. Connector Road Realignment:

- a) The 2003 SmartCentres rezoning application (RZ 02-235259) was one of the principal reasons to initiate the West Cambie Area Plan (WCAP) update. SmartCentres participated in the area planning process and as such they were aware of the area plan goals and objectives. The WCAP was adopted on July 24, 2006 and the Connector Road realignment was identified as a key component in the area plan. See **Attachment 6** for road realignment land requirements.
- b) In June 2011, the City adjusted the alignment of the Connector Road as part of a development application (RZ 10-534751 and DP 12-613923) for a mixed-use development consisting of 132 residential units including a small commercial-retail unit fronting the north side of Alexandra Road located at 9251 and 9291 Alexandra Road. The Connector Road realignment involved utilizing the existing Alexandra Road right-of-way as much as possible, which had the added benefit of reducing the land requirements and the construction costs for the Connector Road realignment.

2. Connector Road Funding Strategy:

- a) The Developer has now agreed to pay for all the estimated costs associated with the Connector Road (land and construction) and will provide:
 - the required road dedication needed to facilitate the Connector Road realignment from 9071, 9091 and 9111 Alexandra Road;
 - a cash contribution of \$3,450,000 for the future acquisition by the City of the remaining lands required (4560/62 and 4580 Garden City Road) at a reasonable cost; and
 - LOC for the estimated construction cost of the Connector Road realignment. The City will utilize the LOC to fund road construction after all required property has been acquired.
- b) The current funding strategy for the Connector Road significantly reduces the risk to the City and defers no costs to other development sites within the catchment area.

3. Summary Assessment: The following provides a summary of the current Connector Road proposed funding strategy:

a. Pros:

- Comparing with the previous proposal presented to Planning Committee, the current proposal from SmartCentres significantly reduces the risk to the City for implementing the Connector Road.
- The other road improvements proposed by SmartCentres will ensure acceptable performance of the existing road network for up to 10 years, which allows time to acquire the remaining properties and construct the Connector Road.
- This approach provides the City with the ability to acquire the 2 remaining properties and build the Connector Road realignment without seeking additional funding from other development based on the currently estimated acquisition cost.
- The City could process the construction of the Connector Road once all the property is secured since the City would have SmartCentres LOC for the full cost of construction costs based on the 2023 estimated construction value.

b. Cons:

- The City will need to negotiate the purchase of the remaining 2 properties (4560/62 and 4580 Garden City Road).
- Over time, if property values escalate at a significant rate, the contribution provided may not be sufficient. Staff would begin property negotiations shortly after the funding contribution has been provided to the City.

4. Other Improvements & Land Dedications: Since the Connector Road will not be constructed by the opening day of the proposed development, the following road improvements are required along the following streets:

- 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 the full road width or a minimum 20 m wide north-south road extension connecting Alexandra Road and Alderbridge Way;
- e. High Street to ensure the provision of the full road width or 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 based on functional road designs, subject to the approval of the Director of Transportation and to be confirmed by survey plans.

5. Parking & Loading:

- a. 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:
 - Bicycle storage (25% more than the bylaw requirements);
 - 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 to be provided on the west development parcel and 1 on the east development parcel;
 - Three (3) bus stop upgrades (bus shelters and accessible bus landing pads for each) within the vicinity of the site; and
 - 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).

6. Summary:

- a. The currently proposed funding strategy for the Connector Road assumes that the Developer will pay for the entire cost of the Connector Road (land and construction) with no costs deferred to other development sites within the catchment area.
- b. Compared with the previous proposal presented to Planning Committee, SmartCentres has agreed to pay for the 41% of the Connector Road costs that would have been contributed by other development sites within the catchment area.

Engineering & Servicing

1. Storm Sewer: All site storm drainage must be directed to Alexandra Road except for road runoff 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 for 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 Tonicki 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 5). 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 pedestrian circulation 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 of the architectural facade designs, site planning and landscape design are a required at the Development Permit stage as indicated above and in the rezoning considerations (see Attachment 5).

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.

See also Design Guidelines Compliance above and Rezoning Conditions - **Attachment 5**.

Landscape & Open Space Design

1. Existing Trees:

- a. SmartCentres has provided a tree survey and arborist report with an assessment of all on-site trees.
- b. Staff and the proponent investigated the retention of significant and high quality trees but tree retention could not be achieved due to road improvements, grade changes and the form of development.
- c. SmartCentres proposes the removal of all site trees but 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 Tree Preservation Coordinator agrees with the proposed tree removal. 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.
- d. There are 3 significant trees and 1 high value tree (i.e. 1-80cm caliper Douglas Fir, 1-111cm caliper Douglas Fir, 1-100cm Linden and 1-35cm Balsam Fir), which SmartCentres proposes to remove. SmartCentres proposes to plant 4 specimen replacement coniferous trees (minimum 5 m high or 20cm caliper for deciduous trees) and this will be addressed at the Development Permit stage.
- e. Through the Development Permit process, staff will ensure the landscape plan includes native tree species diversity to provide increased bio-diversity plus year round screening and visual interest.

2. Landscape & Open Space Design:

- a. 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.

- b. 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. Maintenance of this pedestrian corridor will be the responsibility of SmartCentres.
- c. 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.
- d. 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 for the future adjacent higher density residential projects and the general public. 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. Maintenance of this SRW area will be the responsibility of SmartCentres.
- e. See also Design Guidelines Compliance above and Rezoning Conditions - **Attachment 5**.

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

1. Alexandra District Energy Utility (ADEU):

- a. 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. Upon Council's support for this rezoning, staff will

bring forward expansion options for consideration. 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. 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 stalls in 3 covered/structured parking areas;
 - Electric vehicle stalls with plug-in charging equipment;
 - Improved on-site pedestrian circulation (Development Permit refinements required);
 - Reduced storm water discharge through rooftop detention, permeable paving, bio-swales and the storm water 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.

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 (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

The proposed refuse/recycling facilities meet the City minimum requirements. Each separate building will have a designed refuse/recycling 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 11 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;
- 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;
- Hierarchy of linked outdoor rooms is required on the Alexandra Way pedestrian corridor;
- Pedestrian improvements are needed at entries/crossings plus continuous rain protection;
- The elevated landscape deck should expand the variety of uses and improve linkages;
- More attention to CPTED issues is required under the elevated landscape deck; and
- Inadequate screening of the loading areas.

The Development Permit process will include a more detailed presentation to the ADP.

Financial Impact

The financial implications to the City are as follows:

1. It is estimated that the SmartCentres current proposal includes sufficient funding to acquire all the land at a reasonable cost and construct the Connector Road as soon as all the land has been acquired. Effectively, SmartCentres is offering to pay for the entire cost of the Connector Road (land and construction).
2. Under the SmartCentres proposal the City would have to acquire the remaining 2 properties (4560/62 and 4580 Garden City Road). The total estimated value to acquire these 2 properties is estimated to be approximately \$3,450,000 (land, legal and demolition costs) in 2013 taking into consideration SmartCentres accepted offers for the other 3 properties. SmartCentres has agreed to voluntarily cash contribute to the City of \$3,450,000 for the acquisition of these 2 properties. After all City costs related to the acquisition of these properties then any residual funding would be reimbursed to the Developer. This cash contribution should be sufficient funding to acquire all the land.
3. The Connector Road is not required to be constructed for 10 years based on the other transportation and traffic improvements to the surrounding road network that SmartCentres has agreed to install. SmartCentres will provide a LOC for the construction amount, which will enable the City to construct the Connector Road at any time between now and 2023.

Conclusion

SmartCentres has now agreed to pay for the entire Connector Road costs (land and construction). This is a significant concession in excess of the previous proposal and would defer no Connector Road costs to other development sites within the catchment area. The proposed project design responds positively to the Area Plan urban design objectives and provides for substantial commercial development in keeping with the WCAP.

Therefore, it is recommended that the following bylaws be introduced, given first reading and forwarded to Public Hearing:

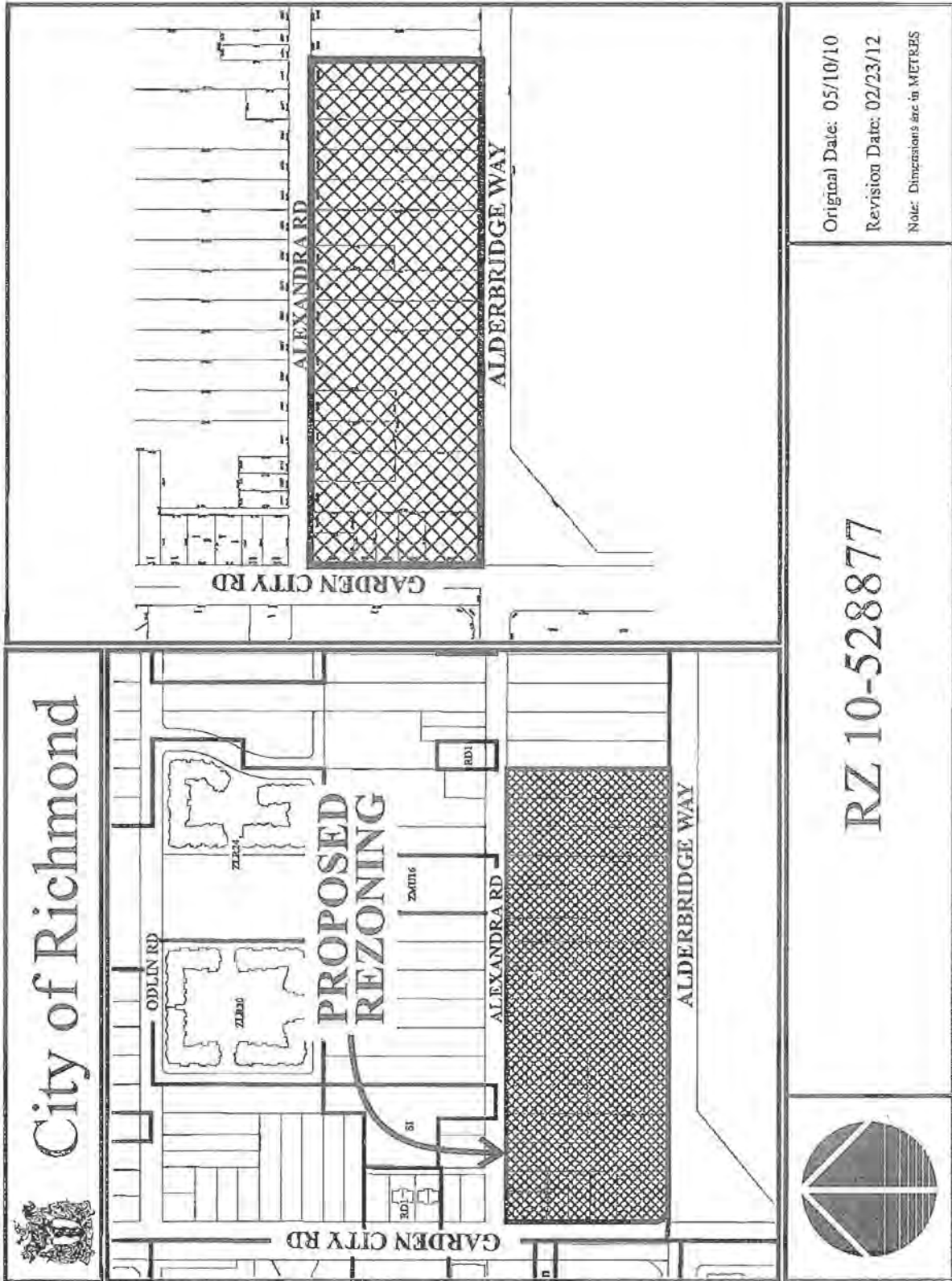
- Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11.A of West Cambie Area Plan (WCAP);
- Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan "2041 OCP ESA Map" to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road; and
- Richmond Zoning Bylaw 8500, Amendment Bylaw 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)".



Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan
- Attachment 2: Aerial Photo
- Attachment 3: Development Application Data Sheet
- Attachment 4: Concept Site Plan
- Attachment 5: Rezoning Considerations
- Attachment 6: Connector Road Realignment & Land Requirements
- Attachment 7: Park & Environmental Sensitive Area (ESA) – Proposed Adjustments
- Attachment 8: Alexandra Neighbourhood Land Use Map – WCAP (existing)
- Attachment 9: Alexandra Neighbourhood Land Use Map – WCAP (proposed)
- Attachment 10: Public Input Summary
- Attachment 11: Advisory Design Panel Comments and Applicant Responses



Air Photo



	<p>RZ 10-528877</p>	<p>Original Date: 05/10/10</p>
		<p>Amended Date:</p>
		<p>Note: Dimensions are in METRES</p>



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

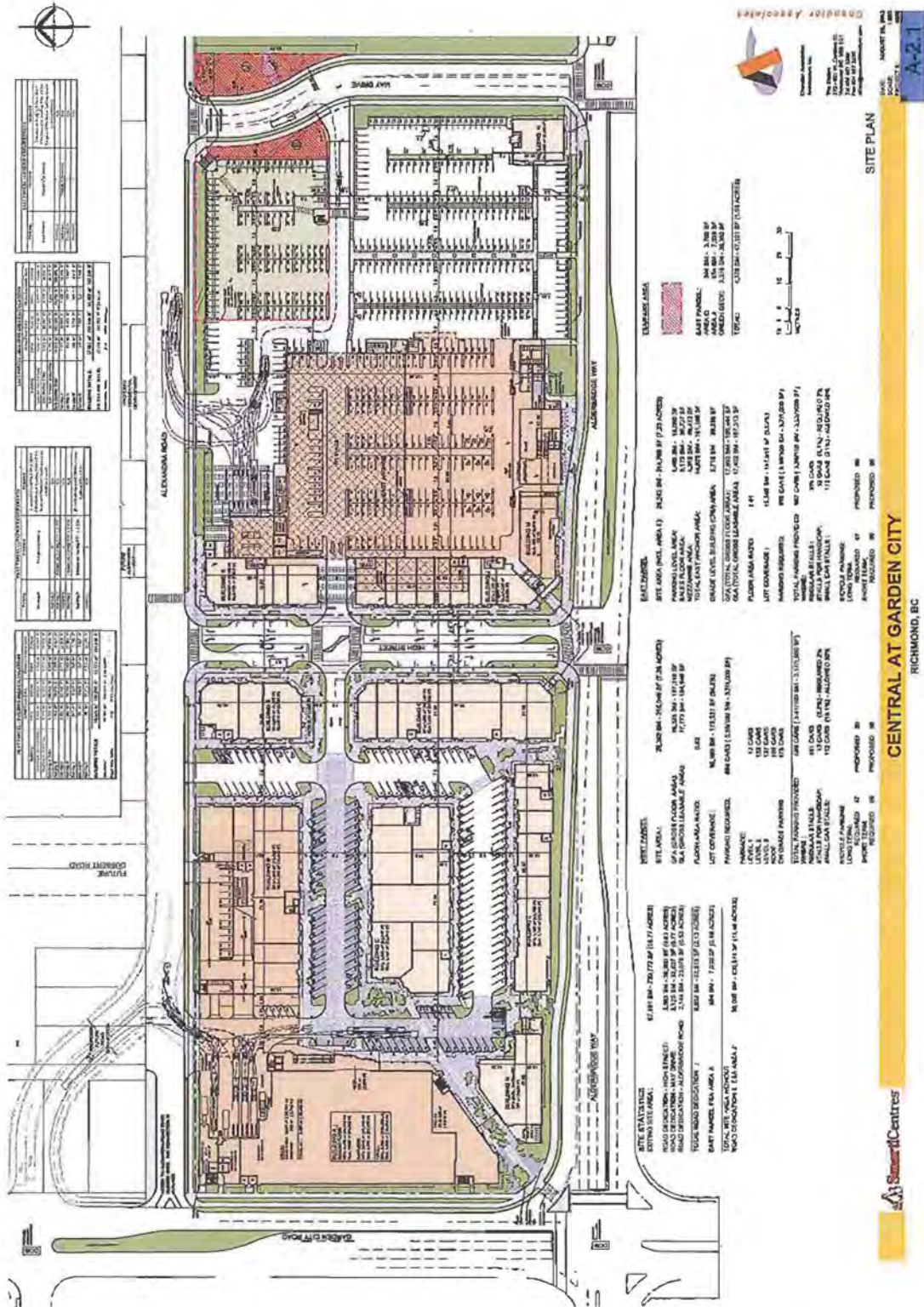
	Existing	Proposed	Variance
Owner:	First Richmond North Shopping Centres Ltd.		-
Site Size (m2):	67,891 m ² (16.8 ac.)	58,631 m ² (14.5 ac.)	-
Land Dedications:			
High Street:	N/A	3,363 m ² (36,200 ft ²)	-
May Drive:	N/A	3,125 m ² (33,637 ft ²)	
Alderbridge Way:	N/A	2,144 m ² (23,078 ft ²)	
Area J:	N/A	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 stalls/100m ² (first 350 m ²) 4.0 stalls/100m ² (remainder)	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 per tree) plus 3 existing significant trees and 1 existing high value tree (on a 1 for 1 basis at \$5,000 per tree).

Concept Site Plan



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 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) Alexandra/Leslie (Connector Road): Road dedication is required from 9071, 9091 and 9111 Alexandra Road in accordance with **Attachment 6**. The exact dedication is to be as per an acceptable functional design approved by the Director of Transportation.
 - b) Alderbridge Way: Road dedication is 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 the Developer and to the approval of the Director of Transportation and the Director of Engineering.
 - c) Garden City Road: Road dedication is required to accommodate the frontage improvements noted in Servicing Agreement Item 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 the Developer and to the approval of the Director of Transportation and the Director of Engineering.
 - d) May Drive: A minimum 20m wide road dedication is required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the approval of the Director of Transportation and the Director of Engineering.
 - e) High Street: A minimum 22.7m wide road dedication is required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the approval of the Director of Transportation and the Director of Engineering.
 - f) 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 approval of the Director of Development and the Director of Transportation. The corner cuts to be measured from the "new" property lines.
 - 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 approval of the Director of Transportation and Director of Development.

3. Required land transfers:

- a) A land transfer of proposed "Area J" consisting of approximately 654 m² is required from the Developer to the City as a fee simple lot for park purposes at a nominal cost (i.e., \$10) to the approval of the Manager of Real Estate Services, Director of Transportation and the Director of Development. "Area J" is located at the northeast corner of the development site on the east side of the proposed May Drive alignment (see **Attachment 4**). 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 approval of the Director of Transportation and Director of Development. A legal agreement will be required for this land transfer.

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:
 - 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 August 29, 2013 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 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 approval of the Director of Development. The construction and maintenance of including liability for the Alexandra Way public pedestrian corridor shall be the responsibility of the Developer.

including liability for the Alexandra Way public pedestrian corridor shall be the responsibility of the Developer.

- b) Granting of an approximately 344 m² Statutory Right of Way over proposed “Area E” for the purposes of establishing a passive recreation, public open space as a transition to the proposed elevated landscape deck (see item c. below). “Area E” is located at the northeast corner of the development site on the west side of May Drive (see **Attachment 4**). The design of this transition area requires further design development through the Development Permit process. The construction and maintenance costs including the on-going liability for this landscape transition area to the elevated landscape deck shall be the responsibility of the Developer.
 - c) Granting of an approximately 3,378 m² (52 m x 64.9 m) Statutory Right of Way (SRW) over the proposed elevated landscape deck for the purposes of establishing a passive recreation, public open space including the transition areas to the fronting streets (Alexandra Road and May Drive). The elevated landscape deck is located along Alexandra Road at the northeast corner of the proposed development site excluding “Area E” (see **Attachment 4**). A reference plan is required with the appropriate area shaded to identify this proposed SRW to be confirmed by survey plan and a volumetric legal plan to the approval 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 approval of the Director of Development. The construction and maintenance cost including the on-going liability for the elevated landscape deck shall be the responsibility of the Developer.
 - d) 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 approval of the Director of Transportation, Director of Engineering and Director of Development.
5. Consolidation of the following 20 lots (the table below) in order to create two (2) development parcels (east development parcel and west development parcel) plus “Area J” as identified in **Attachment 4**. The existing dwellings have already been demolished.

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.

Address	PID	Legal Address	Zoning	Owner
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.

Address	PID	Legal Address	Zoning	Owner
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. The Developer 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 approval 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 direct vehicle access to Alderbridge Way or Garden City Road and to the approval of the Director of Development.
9. Registration of a legal agreement that ensures the provision of the following required Transportation Demand Management (TDM) measures to the approval of the Director of Transportation including:
 - a. Bicycle storage (in addition to the bylaw requirements): The Developer 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);
 - b. Two (2) separate end-of-trip bicycle facilities: The Developer 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; and
 - c. Electric Vehicle (EV) Plug-ins: The Developer 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).
10. Submission of a voluntary cash contribution of \$3,450,000 to the City for acquisition of 4560/62 and 4580 Garden City Road. This is to be accompanied with a legal agreement, which indicates that the City is not obliged to acquire these properties by any specific date. The City will reimburse the Developer with any surplus funds from their \$3,450,000 contribution for these 2 properties, if there is any residual funding for these lots after all City costs have been paid.
11. Submission of a Letter of Credit (LOC) acceptable to the City, in the amount of for the construction of the Connector Road. The LOC is to be replaced with a cash contribution based on the construction value in the year that the City constructs the Connector Road. The estimated construction value in 2013 is \$2,166,382, which has been escalated by an assumed 4% annual inflation factor to arrive at the estimated construction value of \$3,206,774 in

2023. The LOC is to be accompanied with a legal agreement enabling the City to use the LOC for road construction.

a. Alexandria/Leslie Connector Road Construction Cost Forecasts are as follows:

Estimated 2012 Construction Cost = \$ 2,083,059
Forecasted Annual Inflation = 4%
Forecasted 2013 Construction Cost = \$ 2,166,381
Forecasted 2023 Construction Cost = \$ 3,206,774

Year	Forecasted Construction Cost	Annual Inflation
2013	\$ 2,166,381	4%
2014	\$ 2,253,037	4%
2015	\$ 2,343,158	4%
2016	\$ 2,436,884	4%
2017	\$ 2,534,360	4%
2018	\$ 2,635,734	4%
2019	\$ 2,741,164	4%
2020	\$ 2,850,810	4%
2021	\$ 2,964,842	4%
2022	\$ 3,083,436	4%
2023	\$ 3,206,774	4%

12. The Developer has voluntarily agreed to incorporate on-site public art installation(s) along the Alexandria Way public pedestrian corridor in accordance with the City's Public Art Policy with an approximate value of \$155,077 (387,692 ft² x \$0.40/ft²) and to the approval of the Director of Development. A letter of credit in the amount of \$155,077 (387,692 ft² x \$0.40/ft²) is a requirement as security for public art to be installed on-site. If the Developer elects not to install on-site public art, then the Developer must agree to voluntarily contribute \$0.40 per buildable square foot or \$155,077 (387,692 ft² x \$0.40/ft²) to the City's public art fund.
13. City acceptance of the Developer's offer to voluntarily contribute \$0.60 per buildable square foot for City Beautification or \$232,615 (i.e. 387,692 ft² x \$0.60/ft²) as part of the City's West Cambie Area – Alexandria Interim Amenity Charges. A reduction to this contribution for the design and construction costs related to the Alexandria Way pedestrian corridor if any is to be determined by the Director of Development.
14. City acceptance of the Developer's offer to voluntarily contribute \$0.07 per buildable square foot for Community and Engineering Planning or \$27,138.44 (i.e. 387,692 ft² x \$0.07/ft²) as part of the City's West Cambie – Alexandria Interim Amenity Charges.
15. City acceptance of the Developer's offer to voluntarily contribute \$90,000 for 3 bus shelters (\$25,000 each for the bus shelter plus \$5,000 each for the bus landing pad) proposed at each of the following locations, if the Developer does not upgrade these bus stop locations through the Servicing Agreement and to the approval of the Director of Transportation:
 - a) north of Alexandria 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. In the event that the necessary bus route revisions are not made by Translink and Coast Mountain Bus company, the location for the bus shelter and landing pad will be pursued elsewhere near the vicinity of the subject site
16. Registration of a legal agreement(s) regarding the Developer's 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. The Developer 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. The Developer will coordinate with Engineering staff to determine this demand as part of the Servicing Agreement process.
17. Processing of a Development Permit advanced to a sufficient level of detailed design and to the approval of the Director of Development.
18. 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 approval 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 the Developer would be confirmed via a functional road design to be prepared by the Developer and to the approval 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 freed 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, the Developer is responsible for the design and construction of the following intersection improvements and to the approval 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 approval 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. 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 approval 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.
 - d) Provision of a minimum 6.0 m wide utility Statutory Right-of-Way (SRW) is required for the proposed sanitary sewer at future May Drive between Alexandra Road and Tomicki Avenue. The location of the required SRW is to be determined later 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.
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, the Developer 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 the Developer 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 approval of the Director of Engineering.
6. The Developer is required to contact private utility companies to learn of their requirements; the developer must provide rights-of-ways to accommodate their equipment (kiosks, vista, transformers, etc.) on the development site (i.e. not within City road dedication or right-of-way), subject to concurrence from the private utility companies.

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

1. Prior to issuance of a tree cutting permit after Public Hearing, the developer is required to submit a letter of credit acceptable to the City in the amount of \$192,000 (i.e., 344 replacement trees x \$500 each plus 3 significant trees and 1 high value tree x \$5,000 each) as security for replacement trees.
2. Further design development of the architectural facade designs, site planning and landscape design are a required at the Development Permit stage. 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 and to the approval of the Director of Development.
3. Expand the design concept and submit more detailed design drawings 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 approval of the Director of Development.
4. 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 and to the approval of the Director of Development.
5. Neighbourhood Plan, Design Guidelines Compliance and Urban Design Improvements: Proposed deviations from WCAP neighbourhood structure and design guidelines can be dealt with at the Development Permit stage. Urban design improvements required at the Development Permit stage include advancing the concept design and resubmission of more detailed design drawings to ensure:
 - the establishment of a compact, vibrant, pedestrian oriented, urban village centre that is integral part of the neighbourhood and will become the retail/commercial heart of the Alexandra Neighbourhood;
 - 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

neighbourhood scale character shops plus an interesting mix and variety of retail shopping opportunities along the High Street;

- a higher quality architectural expression around the entire perimeter of the development site by extending the signature corner treatments (e.g. Alderbridge Way and Garden City Road) further along the building faces on all perimeter building facades including greater horizontal articulation and permeability of perimeter building facades to add more visual interest through enhanced architectural character and an appropriate proportion of transparent and opaque combination of surfaces for the proposed buildings that face the perimeter streets around the exterior of the proposed development;
 - the strong presence and continuation of the Alexandra Way pedestrian corridor, and neighbourhood pedestrian spine, through the proposed development with high-quality pavements and contrasting colours that identify the direction of Alexandra Way to and from the neighbourhood to the urban plaza at the corner of Garden City Road and Alderbridge Way. The Alexandra Way pedestrian corridor should be punctuated with periodic pedestrian plaza areas and pedestrian amenities to activate and attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and focused on creating opportunities to encourage pedestrians to sit and linger. The plaza spaces should incorporate other features such as public art and focal elements that add interest and variety to the pedestrian experience. The ground plane paving treatment along the Alexandra Way pedestrian corridor through the proposed development site should include a distinctive and continuous decorative paving treatment extending from building face to building face (along this route through the proposed development) with significant differentiation between the Alexandra Way corridor and other the other internal streets and sidewalks within the overall development;
 - a reduction in the amount of signage that is coordinated with the proposed floor plans including the better integration or elimination of redundant signage such as the proposed “Directional Signage” pylons and stronger coordination with the enhanced architectural character of proposed buildings at corner locations;
 - safe and efficient pedestrian movement that reflects the direction of the pedestrian traffic toward the Walmart store within the parking area including consideration of east-west oriented parking aisles within the open parking area on the east development parcel with wider bio-swales;
 - better coordination between the landscape and architectural design, including a stronger reliance on the informal clustering of large coniferous tree planting around the perimeter of the proposed development site to enhance the massing and materials articulation/treatment of the building facades, particularly along the Alderbridge Way frontage that is visible from the Garden City Lands to the south; and
 - acceptable resolution of any non-compliance with all relevant design guidelines.
6. Provision of adequate and appropriate refuse and recycling facilities for each building to and to the approval of the Director of Development and the Director of Public Works.
 7. 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.

8. Submission of a landscape plan prepared by a BCSLA registered landscape architect to the approval 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 each for significant or high value trees not provided on site.

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.

Notes:

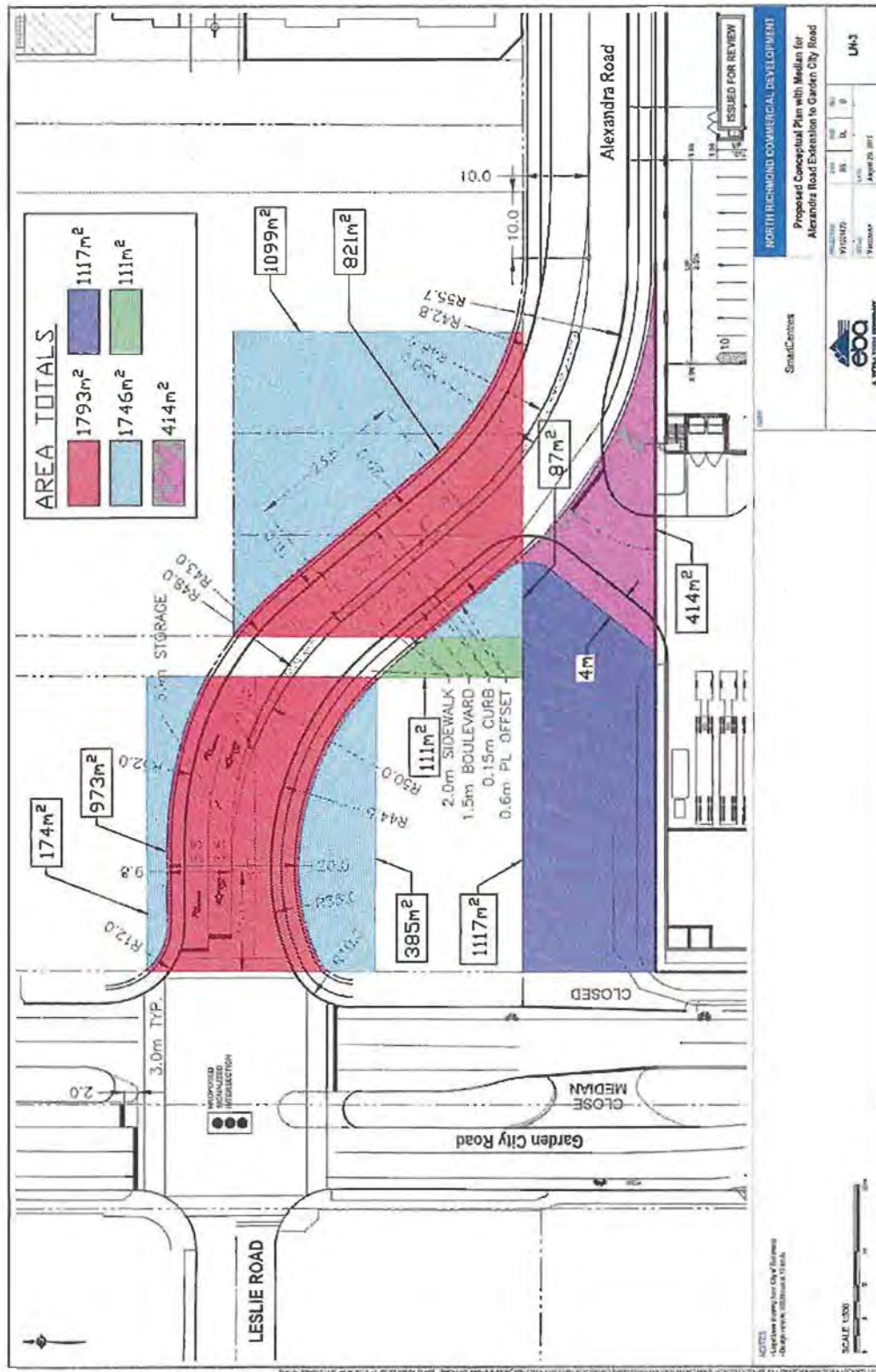
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the 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 approval 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]

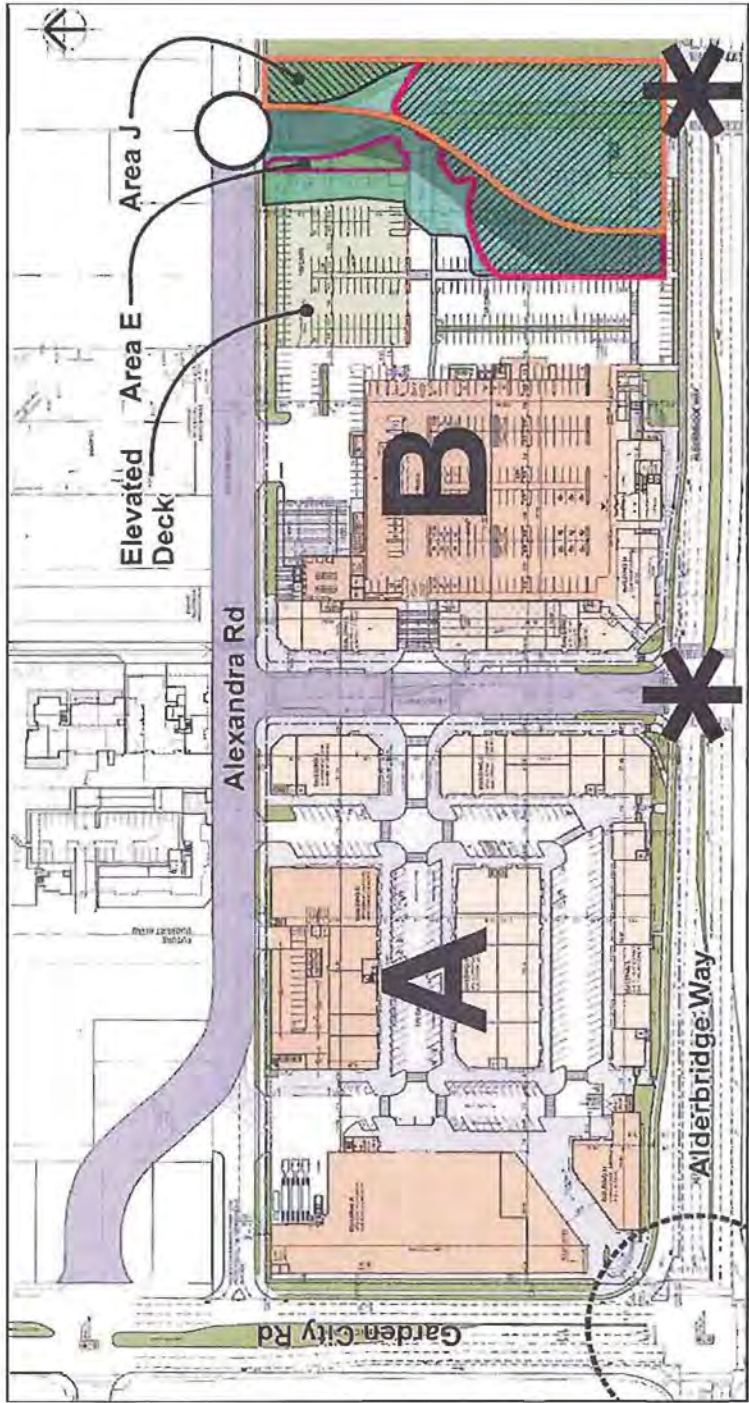
Signed

Date

Alexandra/Leslie Connector Road Realignment & Land Requirements



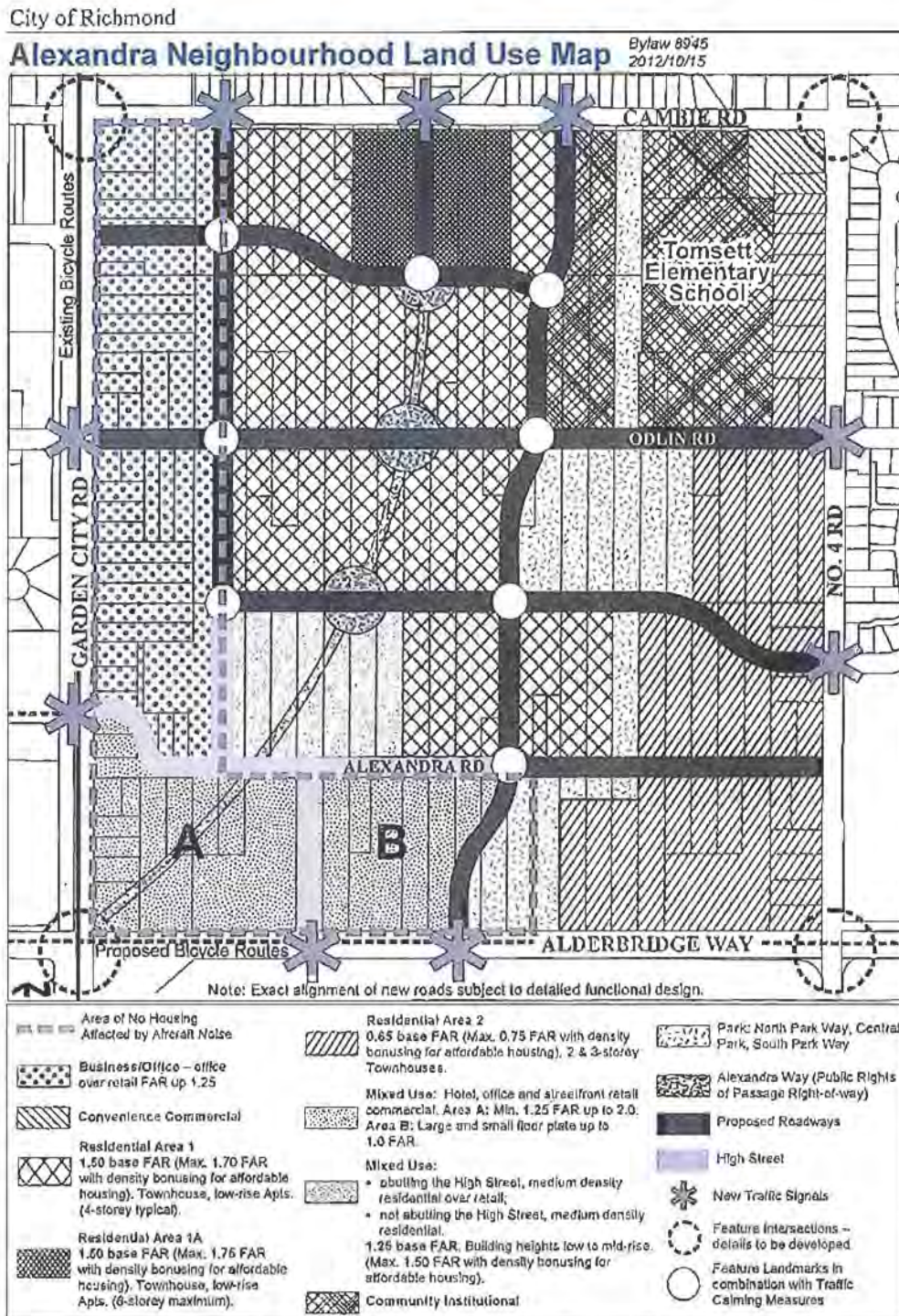
West Cambie Park & Environmentally Sensitive Area – Proposed Adjustments



July 25, 2012

- Legend**
- ESA & West Cambie Natural Park on proposed development site approx. 6,116.80 sq meters (1.51 ac)
 - Existing ESA (Based on OCP) on proposed development site approx. 10,400 sq meters (2.57 ac)
 - Proposed ESA (Based on detailed field investigation) approx. 6,354 sq meters (1.57 ac)
 - Applicant proposed Area J Land Transfer approx. 654 sq meters (0.16 ac)
 - Applicant proposed Elevated Deck as PROP-SRW approx. 3,378 sq meters (0.83 ac)
 - Application proposed Area E as PROP-SRW approx. 344 sq meters (0.09 ac)

West Cambie Alexandra Neighbourhood Land Use Map (existing)



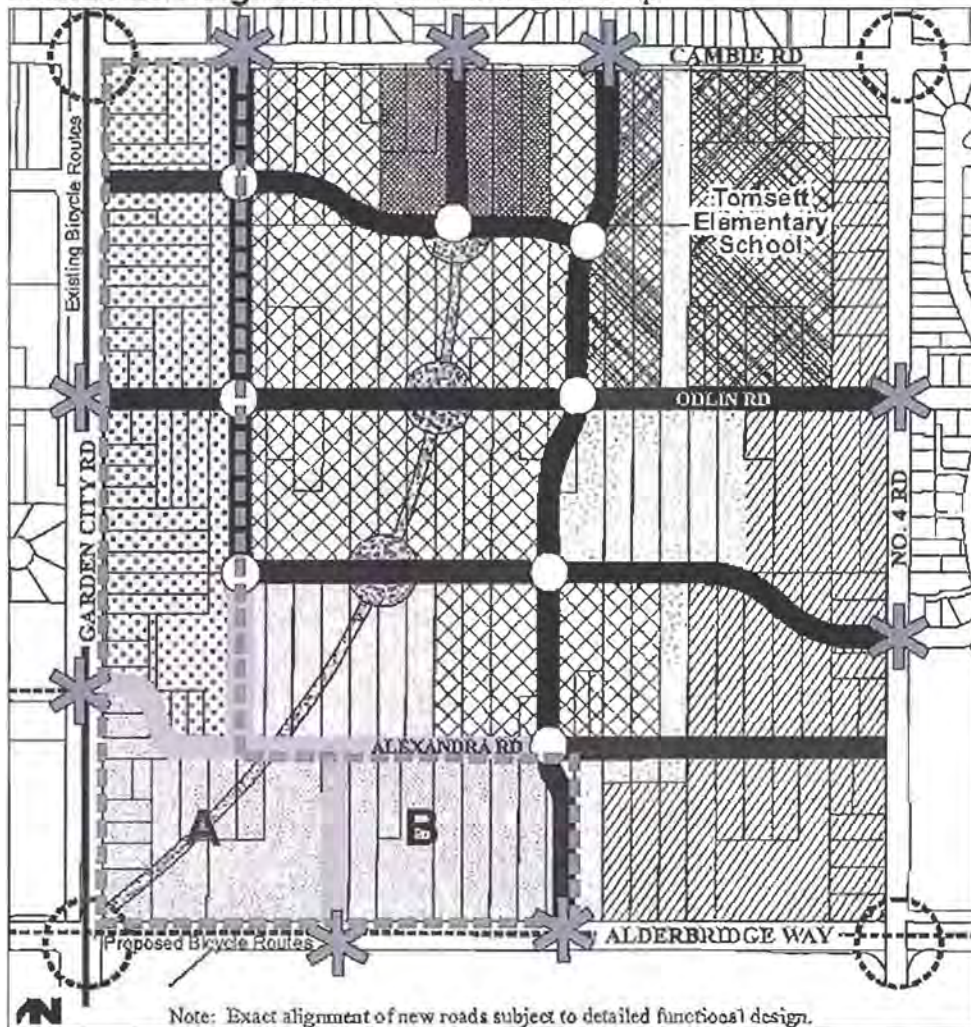
Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

West Cambie Alexandra Neighbourhood Land Use Map (Proposed)

City of Richmond

Schedule A attached to and forming part of Bylaw 8865

Alexandra Neighbourhood Land Use Map



Note: Exact alignment of new roads subject to detailed functional design.

Area of No Housing Affected by Aircraft Noise Business/Office - office over retail FAR up to 1.25	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
Convenience Commercial	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)
Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing) Townhouse, low-rise Apts. (4-storey typical)	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 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing) Townhouse, Low-rise Apts. (8-storey maximum).	Community Institutional	High Street
Community Institutional		New Traffic Signals
		Feature Intersections - details to be developed
		Feature Landmarks in Combination with Traffic Calming Measures

West Cambie Area Plan

Summary of Public Comments & Correspondence

The following is a chronological listing of public correspondence received by the City regarding this rezoning application since June 2011

Date	Sender	Type
June 2, 2011	Polygon	Letter
Dec. 19, 2012	S. Sangha	Email
Dec. 24, 2012	M. Woodward	Email
Dec. 26, 2012	L. Jones	Email
Dec. 28, 2012	A. Gauld	Email
Dec. 29, 2012	J. Cross	Email
Jan. 2, 2013	R. Mathias	Email
Jan. 5, 2013	D. Burgess	Email
Jan. 21, 2013	D. Loveland	Email
Jan. 21, 2013	R. Vetter	Email
Feb. 25, 2013	C. May	Email
Mar. 8, 2013	D. Whalen	Letter
Mar. 17, 2013	O. Tkatcheva	Email
Mar. 17, 2013	B. Mathias	Email
Mar. 17, 2013	R. Mathias	Email
Mar. 18/22, 2013	K. Eliot	Email
Mar. 18, 2013	W. So	Email
Mar. 18, 2013	P. Pnce	Email
Mar. 18, 2013	A May	Email
Mar. 18/22, 2013	B. & N. Houle	Email
Mar. 18, 2013	J. Terborg	Email
Mar. 18, 2013	R. Xavier	Email
Mar. 19, 2013	R. MacCallion	Email
Mar. 20, 2013	D. Whalen	Email
April 9, 2013	C. Day	Letter

Note: There were articles or letters to the editor in the local newspapers on the following dates January 11 and 23, 2013, March 15 and 27, 2013 that appear to coincide with the timing of the majority of correspondence from the general public on this rezoning application.

The follow pages of this attachment contain copies of the actual public correspondence.



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

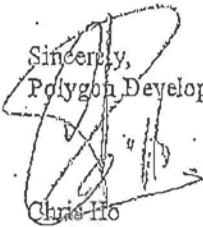
This letter is to confirm our concern regarding the current design of the proposed SmartCentres project located between Garden City and May Drive and, Alderbridge Way and Alexandra Road.

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

From: steve sangha [mailto:stevesangha@shaw.ca]
Sent: Wednesday, 19 December 2012 7:23 PM
To: MayorandCouncillors
Subject: Re Walmart development Attn Bill McNulty
Importance: High

Our family has owned properties 4560/4562 Garden City Road for over 40 years. It is directly across from Leslie Road. Over the past few years realtors (which I believe act on behalf of smart centres) have offered real estate contracts which we have signed over the past 3 years. The contract expires then they want us to sign again for another period of time – never actually following through with the purchase. After being tirelessly led on with these real estate contracts that never get fulfilled or expire without purchaser fulfilling their commitment, my family is sick of being uses as a pawn to extract money or use us as a leverage to get money from the city. Smart centres should buy the property and build the road it was intended from the beginning. There is huge traffic congestion already having Alexandra/ Garden City Road intersection so close to Alderbridge Way/Garden City Road – throw in a new development without figuring the road accessibility would be ludicrous.

The worst thing about this is that Smart Centres has totally ruined a neighbourhood I grew up as a child. Many houses are boarded up. Vagrants and homeless people wander and search for things to sell or pawn. Our tenants (one which lived there for 14 years) moved because of theft and break ins. We had nice families leave because the children no longer felt safe. It has been especially bad since last two years. A house actually exploded after a homeless person tried to make a fire or steal metal from a gas line. It has been over ten years and smart Centres bought house for \$200,000 and now they want City to pay for land acquisition costs for a road. Another disturbing aspect is how the City of Richmond planners agreed to even consider the proposal of splitting the costs of land acquisition. Smart Centres has already leased out the entire commercial project to other tenants at a substantial profit.

If they have made their final offer then let it be. Don't hold the neighborhood hostage for another 5 years. Let them sell it to another developer or scrap the entire project and bring back single family homes. But the idea that the properties are not obtainable is totally false. We have real estate contracts and correspondence to prove otherwise.

S. Sangha

778-228-6872

From: Meredith Woodward [mailto:mlbw09@gmail.com]
Sent: Monday, 24 December 2012 8:23 AM
To: MayorandCouncillors
Subject: Re: Walmart Proposal

Dear Mayor and Councillors

I am writing to voice opposition to the proposal to build a Walmart in Richmond. We do not need another big box store. We have enough. Walmart's profits are derived from cheap goods being manufactured offshore in unacceptable working conditions. Ultimately this model is bad news for Canadian manufacturing and retail businesses. Let's draw the line here.

Council has a good track record for making responsible decisions around controversial issues, decisions that have a rational human basis, rather than a solely economic one. Taking a stand against a Walmart invasion would be courageous, forward-thinking and supportive of the local and Canadian economy.

With this in mind, I would also support the retaining and resoration of the lands along the north side of Alderbridge Way from Garden City to No. 4 Road. The events of the last few years underlines that we need to take better care of our environment. This would be one small step in that direction.

Thank you all for your service to this community.

Sincerely,
Meredith Woodward



422-4500 Westwater Drive, Richmond, BC V7E 6S1
604-274-7601
www.mytripjournal.com/rmsw

From: ly.jones@telus.net [mailto:ly.jones@telus.net]
Sent: Wednesday, 26 December 2012 1:17 PM
To: MayorandCouncilors
Subject: walmart land use

to whom it may concern, the use of the walmart land must include taking care of the wooded area left. The digging and earth movement has disturbed the ground and drainage, causing flooding of trees, flora and fauna and destruction. There are coyotes, owls, hawks and many other smaller species that call this place home.

A few weeks ago I watched as the last two beautiful mature trees in all their fall colour, on the construction site on Minoru blvd. across from the mall, as they were torn down branch by branch with a digger. They stood for at least 30 to 40 years with many others keeping our air clean providing shade for us, and home to many song birds and squirrels. I stood alone in the cool morning sunshine, helpless to stop it not a tree or a blade of grass was left just waste and barren. My heart still aches to have witness that total disregard to living earth. What we are doing to this once lovely quiet healthy city? Please do something to save what little is left at walmart land where the coyote, owls and hawks live, and garden city land where they hunt. We are soon going to head more than higher dykes to save us from ourselves. We are caretakers of this earth not owners. What are we leaving for our children and grandchildren? thank you for your help, caring resident Linda Jones.



From: Angela Gauld [mailto:angelag@shaw.ca]
Sent: Friday, 28 December 2012 11:08 AM
To: MayorandCouncillors
Subject: Proposed Walmart Mall

Dear Mr. Brodie and Councillors

It now seems that Richmond residents are to have another Walmart, in spite of that company's well-known dubious business practices, and their tolerance of dangerous working conditions in third world countries. And, what is to happen to Lansdowne when we will have yet another mall selling cheap imported goods? Shall we have a giant white elephant on our hands?

If this new mall is a *fait accompli*, then please at least ensure that the mixed urban forest along the north side of Alderbridge Way from Garden City Road to No. 4 Road is retained and restored. This is an important wildlife corridor and provides a natural viewscape, a commodity fast disappearing in our city. Please also insist upon retaining as much natural park as possible in the Alexandra area around the proposed Walmart Mall. Part of the fast-diminishing pleasure of being a Richmond resident is the enjoyment of what little wildlife is left to us. Natural viewsapes and abundant green spaces and wildlife are a major part of what makes any city "appealing and liveable".

Finally, because I live close to Garden City Road, the effect of another major mall on local traffic greatly concerns me, and if this project must go ahead, I hope that it will not be built until appropriate measures are already well-established to cope with the inevitable increase in traffic; such measures being a crucial element of "well-managed community".

Respectfully
Angela Gauld



om: Joseph Cross [<mailto:josephcrossart@me.com>]
Sent: Saturday, 29 December 2012 3:40 PM
To: MayorandCouncillors
Subject: Walmart Mall

Dear Mayor & members of Council,

At a time of shifts and changes to municipal landscapes due to extreme weather conditions and climate weirding, it puzzles me as to why Richmond Council would even consider building a huge box store (one with a dubious corporate reputation at that), near the Garden City Lands.

Parks and green spaces are necessary for the health and wellbeing of residents, for diversity of wildlife, for the mitigation of flooding, recharging aquifers, and for cooling and cleansing the air in summer. Priceless.

The Garden City Lands serve an important ecological balance to the commercial landscape that has swallowed up valuable green spaces, and impacted our infrastructure. Municipalities are rethinking the amount of green space versus hard surfaces in their boundaries, and I would encourage you to reconsider this plan.

Looking forward to a forward thinking approach to land use.



Regards,

Joseph & Sharon Cross

-----Original Message-----

From: Mathias, Richard [mailto:richard.mathias@ubc.ca]
Sent: Sunday, 23 December 2012 9:48 PM
To: MayorandCouncillors
Subject: Walmart Site

We need to do much better in order to live up to our motto than to destroy the wild (undeveloped) lands proposed for the Walmart site.

Please reconsider this unnecessary project and protect our City by Nature.

Richard Mathias
6280 Doulton Ave
Richmond



From: DON BURGESS [mailto:dondoc13@hotmail.com]
Sent: Saturday, 05 January 2013 10:19 AM
To: Mayor and Councillors; gardencitylands@shaw.ca
Subject: Garden City lands and Walmart proposal

Dear Mayor and Councillors,

I have been following the proposals for the Wal-mart development. I would like to request that the Council ask that Wal-mart create as much green space and trees as possible if it builds, and that the council be resolute to enforce this condition. Richmond is already becoming a high-rise asphalt jungle, and this is a tragedy in a new city with the possibility of a good living environment.

I would also propose that the City retain a green corridor in the area north of Alderbridge Way from Garden City Rd across to Number 4 road.

Minoru Park remains the only good parkland area in central Richmond, and we need more.

I thank you for your attention,

Yours sincerely,

Donald Burgess
10857 Canso Crescent
Richmond BC
V6E 5B6.

PHOTOCOPIED

JAN 8/2013

& DISTRIBUTED



From: Damien Loveland [<mailto:dee10101@yahoo.ca>]
Sent: Monday, 21 January 2013 11:54 AM
To: Mayor and Councillors
Subject: Walmart - Garden City

Dear Mayor and Councillors:

With respect to the Walmart proposal, I'd like to put in a request for Richmond to retain and restore the mixed urban forest along the north side of Alderbridge Way from Garden City Rd to No. 4 Rd (as a wildlife corridor and an important part of the natural viewscape as seen from Garden City Rd, the Garden City Lands, Westminster Hwy, etc.) and retain as much natural park as possible in the Alexandra Area around the Walmart mall (if it is built).

Best Regards,

Damien Loveland

PHOTOCOPIED

J. 23/2013

RECEIVED



From: Richard Vetter [mailto:Richard.Vetter@manulifesecurities.ca]
Sent: Monday, 21 January 2013 9:17 PM
To: MayorandCouncilors
Subject: FW: Wildlife corridor / mixed urban forest

JAN 23/2013

W

& DISTRIBUTED

Dear mayor and councilors:

First off, I have to admit, my involvement in our community isn't a shadow of what you and many others have and I am very grateful for what you do. I also know that you make decisions guided by the people who elect you into office and I'm going to give you my feelings on the Walmart shopping centre development and surrounding areas.

Long story short, you have the ability to mandate development guidance that could help preserve something human and peaceful in this corridor.

There's a page on Facebook called "You know you're from Richmond when..." Unfortunately, most of the posters are people who are glad they left. I'm one of the smaller group of people who are glad they stayed. I love living in and doing business in Richmond and rarely obsess about the past. My only desire is to see a sustainable and more human future.

Whatever happens to the Garden City Lands is still unknown at this stage. Whatever form it takes will either be beautifully framed or debauched by your decision on the wildlife corridor.

I would ask you to choose wisely and support those who are recommending a more sensitive solution than the path that unimpeded development will invariably take.

Thanks once again,

Richard Vetter

Richard Vetter, BA, CFP, CLU | WealthSmart Financial Group | Manulife Securities Incorporated | 3251 Chatham Street,
Richmond, BC V7E 6B8
Phone 604.241.4357 | Fax 604.676.2288 | www.wealthsmart.ca

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-----Original Message-----

From: Curtis May [mailto:c_may@shaw.ca]

Sent: Friday, 22 February 2013 4:38 PM

To: MayorandCouncillors

Subject: Walmart Development on Garden City

To whom it may concern of the Richmond Municipality,

It has come to my attention that a likely deal with Walmart developers to build a Walmart and other shops at Garden City and Alderbridge will happen in the near future.

I'd just like to know what you think are the benefits of allowing a Walmart to be placed in West Richmond? Are there any other options? Are we considering the consequences of allowing the development of a super centre that has been known to shut down small businesses, care little of the environment, and contribute to the population poor quality food, among other things?

I apologize if my question is open and I know little of the decision making process at this time or of potential public involvement,

I'd appreciate a response,
Thank you,

Curtis, Richmond Resident.

Mayor and Councillors

From: De Whalen [de_whalen@hotmail.com]
Sent: Friday, 08 March 2013 10:12 PM
To: Mayor and Councillors; Carlile, Cathryn; Semple, Dave
Cc: Margaret Hewlett; John Roeder; Alex Nixon RFB; Lynda Brummitt
Subject: Richmond Poverty Response Committee Letter re: Garden City Lands
Attachments: Mar 2013 PRC Letter on GCL to Mayor & Council.doc; City of Richmond Plan Committee Mins Feb, 6 07.doc

Categories: 06-2280-20-142 - Garden City Lands - Management

March 8, 2013

Greetings:
Mayor and Council,
Cathy Carlile,
Dave Semple

Please see attached, a letter and request from the Richmond Poverty Response Committee regarding the Garden City Lands Study. I will hand deliver a hard-copy to City Hall c/o Mayor and Council on March 11, 2013.

I look forward to your response.

Sincerely,

Whalen
Chair, Richmond PRC
cc. PRC Exec Committee

C 604.230.3158

"Food is the moral right of all who are born into this world." Norman Borlaug, Agronomist, Nobel Laureate.

"Anyone who has ever struggled with poverty knows how extremely expensive it is to be poor." James Baldwin

"Once you see it, you can't un-see it. And once you've seen it, keeping quiet, saying nothing, becomes as political an act as speaking out. There's no innocence. Either way, you're accountable." Arundhati Roy

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE



March 8, 2013

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

PHOTOCOPIED
MAR 11 2013
& DISTRIBUTED



Dear Mayor & Councillors:

Re: Garden City Lands
Richmond Poverty Response Committee's Report on Sustainable Food Systems

On behalf of the Richmond Poverty Response Committee (PRC) I am writing to request the City of Richmond and the Parks & Recreation Department review a 2006 report on Urban Agriculture from the Richmond Food Security Task Force (a subcommittee of the Richmond PRC).

This request is in light of the 2041 Official Community Plan which requires the City to consult with stakeholders in areas such as "Park and Open Space Strategy" and "Agriculture and Food." We are particularly interested in the city's future plans for the Garden City Lands.

Entitled "*Richmond Food System Assessment*," our report and recommendations introduced a vision for a local food system initiative that would see an increase in community gardens/farms and sustainable economic enterprises on the Garden City Lands. A link to the report is at:
http://www.vch.ca/media/CPAL_Full_Richmond.pdf.

In the minutes of a Feb 6, 2007 City Planning Committee meeting (enclosed), the following motion was passed: "That the Richmond Poverty Response Committee and the Richmond Food Security Task Force be included on any stakeholders list for the Garden City Lands Study."

The Richmond PRC has a solid track record of work in food security. We established the Food Security Task Force (which has since become the Richmond Food Security Society) "to promote the understanding of food security, which means: when all people in the community, at all times, have access to nutritious, safe, personally acceptable and culturally appropriate foods, produced in ways that are environmentally sound and socially just."

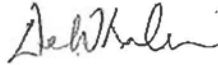
We completed the Richmond Food Security Assessment in 2006, sponsored the Garden City Lands Town Hall in 2007, and held the Food for All Conference in 2008, producing a dialogue report of the conference. A pocket market was also launched in 2008 as well a Local Food Guide to make locally grown produce more accessible.

c/o Richmond Food Bank Society, #100-5800 Cedarbridge Way, Richmond, BC V6X 2A7
Tel 604-205-4700 www.richmondrcs.ca

We ask that the City honour its resolution to include the Richmond PRC in any community consultations related to the Garden City Lands Study.

Thank you for your attention to this matter. Should you have questions or comments, please do not hesitate to contact the undersigned at de_whalen@hotmail.com or at 604.230.3158.

Yours Truly,



De Whalen
Chair, Richmond PRC

Enclosed: City of Richmond Planning Committee minutes Feb 6, 07

Cc . PRC Executive Committee
Cathy Carlile, Manager Community Services (by email)
Dave Semple, Manager Parks & Recreation (by email)

2007 AGENDAS & MINUTES
February 6, 2007 - Minutes



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

Minutes

Planning Committee

Date: Tuesday, February 6, 2007
Place: Anderson Room
Richmond City Hall
Present: Councillor Harold Steves, Chair
Councillor Bill McNulty, Vice-Chair
Councillor Linda Barnes
Councillor Sue Halsey-Brandt
Councillor Rob Howard
Mayor Malcolm Brodie

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

Error!
Bookmark
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defined.. It was moved and seconded.

That the minutes of the meeting of the Planning Committee held on Tuesday, January 16, 2007, be adopted as circulated.

CARRIED

The Chair advised that the Food Security Task Force delegation would be removed from Item 7 and would be heard before Committee addressed Item 3.

NEXT COMMITTEE MEETING DATE

- 2. The next meeting of the Committee will be held on Tuesday, February 20th, 2007, at 4:00 p.m. in the Anderson Room.

DELEGATION

Ms. Arzeena Hamir spoke on behalf of The Richmond Food Security Task Force (RFSTF) and was accompanied by Mary Gazetas, Jason O'Brien and David Reay.

Ms. Hamir advised that the RFSTF was introducing a vision for a local food system initiative, and she distributed a Proposal for a Sustainable Food Systems Centre/Park, Garden City Lands, Richmond, B.C. and a Richmond Food System Assessment Report. (A copy of the proposal and a copy of the report are on file in the City Clerk's Office.)

The RFSTF defines food security as: "Being assured when all people in the community, at all times, have access to nutritious, safe, personally acceptable and culturally appropriate foods, produced in ways that are environmentally sound and socially just."

Ms. Hamir made the point that in order to ensure that Richmond has food security, the RFSTF supports food production locally.

To ensure local food production, the RFSTF proposed a Sustainable Food Systems Centre on the Garden City Lands. The Centre would promote sustainable agriculture, would include: space for growing native edible plants on land reserved for organic farming; a restaurant featuring locally grown food; and a teaching kitchen, and would have Community Supported Agriculture. In addition, the Centre would house a new Food Bank with garden plots accessible to clients, and would also provide space for cooking clubs and other activities that support food access and security, while fostering self-reliance and a sense of belonging and community.

Ms. Hamir concluded the presentation by stating that the plan is an innovative use of space and that a Food Systems Centre of the kind proposed would encourage young people to go into farming.

In response to inquiries the RFSTF representatives advised:

- the proposal for the Food Systems Centre does not include a formula for economic benefit, but the commercial production of food at the Centre would create some economic benefit;
- the Garden City lands are desirable for the proposed Centre because the concept is to practise urban agriculture in an urban area, not agriculture in a rural area; bearing in mind that the City does not own the Garden City Lands, the RFSTF would work with City staff if other arable lands were available;
- the Farmers' Institute and local farmers were consulted during research for the Richmond Food System Assessment Report;
- the Richmond Food System Assessment Report, funded by a grant from the Province of BC's "Act Now - Smart Fund", and administered through the Vancouver Coastal Health Authority, was completed in 2006, and in 2007 the RFSTF will work on a 10-month action plan;
- the RFSTF envisions the Centre as fully accessible by both the general public and by those in the farming business.

Joe Erceg, General Manager, Planning and Development, advised that the Garden City Lands' Memorandum of Understanding was issued to the City of Richmond and its two partners, the Canada Lands Company and the Musqueam First Nation. Any discussion of uses of the Garden City Lands in terms of the Richmond Food Security Task Force, would be problematic without consultation with other interested parties. Mr. Erceg advised that the Garden City Lands Master Plan process would be an open public process.

It was moved and seconded

That the urban agriculture proposal be received for information.

CARRIED

It was moved and seconded

That the Richmond Poverty Response Committee and the Richmond Food Security Task Force be included on any stakeholders list for the Garden City Lands Study.

CARRIED
Opposed: Cllr. Howard

It was moved and seconded

That both the Richmond Food System Assessment report and the Proposal for a Sustainable Food Systems Centre/Park be received for information, and that staff be directed to review and gather comments, including possible locations and community partners, and that City staff report to a future Planning Committee meeting on the outcome.

CARRIED

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

MayorandCouncillors

From: Olga [olga.tkatcheva@gmail.com]
Sent: Sunday, 17 March 2013 11:58 PM
To: MayorandCouncillors
Cc: gardencitylands@shaw.ca
Subject: Walmart site planning in connection with Garden City Lands
Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Dear Council members,

I am respectfully asking you to disapprove of the plan that destroys the views from the Garden City Lands, and allow the Walmart mall to be built exposed to the GCL side with a row of stores. Leaving a green belt between the Walmart complex and the Garden City Lands would make it more delicate and less intrusive.

Please make a conscious effort to keep in harmony the future site of the community parks and gardens with the commercial and residential areas surrounding it. The Garden City Lands has an enormous potential to become a jewel, a focal point of our town, an envy for all municipalities that did not pay attention and failed to preserve the natural areas of the same significance in its center, but it needs a bit of special attitude in planning to realize its potential in a best possible way. Right now the view from the Garden City Lands to the mountains is the best one in the city, please, keep it!

with best regards,
proud member of the Garden City Lands coalition, Olga Tkatcheva Richmond, BC.

PHOTOCOPIED

MAR 18 2013

& DISTRIBUTED



TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

MayorandCouncillors

From: Barbara Mathias [barbmathias@telus.net]
Sent: Sunday, 17 March 2013 7:50 PM
To: MayorandCouncillors
Subject: Views in Richmond

Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

Precious. Special. Let's preserve them. I'm writing about the views to the north.
Specifically from West Hwy across the open lands.
The plan for the shopping centre looks reasonable. If we give them that, we can insist that
the trees and corridor remain as a natural and existing blind.
So they lose some square footage. Really, we can look at what they get.
And, what we preserve. That is your job, and our mindfulness as this city grows.
I ask this of you, my representatives for my home.
Thank you.
Barbara Mathias
Richmond.

PHOTOCOPIED *Lo*

MAR 18 2013

& DISTRIBUTED



TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: Richard Mathias [richard.mathias@ubc.ca]
Sent: Sunday, 17 March 2013 7:34 PM
To: Mayor and Councillors
Subject: Alderbridge Corridor
Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

Mayor Brodie and Councillors

Although I do not believe that Richmond needs another big box store for any reason, this message is more about the sustainability of a healthy community through conservation. The Alderbridge corridor is another unique Richmond feature that could be preserved or sacrificed depending on your responses to Walmart's blandishments. Their position is one of profit not liveability. I urge you to consider our generation who have already seen much of what was sacrificed to profit and our future generations who will never be able to see what we did. Sustaining our community is in your hands. I understand that resistance is difficult and under very persuasive threat from those who see only their own motives. I also understand that resistance must be maintained, as once a decision is made to allow this corridor to be removed, it can never be reconstituted. As one developer said, the regulatory authority can refuse many times; but once agreement to develop is given, it cannot be revoked as development is not reversible. Please resist another degradation of our environment through unwise and unnecessary development.

Thank you

Richard Mathias
Professor of Public Health, UBC
Richmond Resident since 1988

PHOTOCOPIED

MAR 18 2013

& DISTRIBUTED



TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: Katie Elliot [kellot@langara.bc.ca]
Sent: Monday, 18 March 2013 11:14 AM
To: Mayor and Councillors
Cc: gardencitylands@shaw.ca
Subject: Garden City Lands Preservation

Categories: 06-2280-20-142 - Garden City Lands - Management

Dear Mayor and Councillors,

You have acted steadfastly in the past to protect the integrity of the Garden City Lands. This area has so much potential and value to its citizens, mainly as an accessible natural landscape.

The bog drains so much rain which is particularly important, vital- in Richmond. All over Richmond, so many yards and fields keep being cemented over -- to have a large area with good drainage, especially around the concrete jungle city centre, is obviously necessary!

Planners and developers may wave around cash and say they can fix any problems they create. (But they won't want to talk about all those tidal-wash wet parking garages in Steveston, for example.) We know that nothing can replace the no-charge, free and efficient action of nature at work.

Please keep this area for urban gardens, a wildlife corridor, and other priceless assets that enhance civic wellbeing. This will be a legacy to be proud of.

Thank you,
Katie Elliot

--
Katie Elliot
Division Assistant
Creative Arts & Humanities
(604) 323-5005

Langara College
100 West 49th Avenue, Vancouver, BC, V5Y 2Z6

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MAR 18 2013
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Guzzi, Brian

From: Katie-Eliot [kellot@langara.bc.ca]
Sent: Friday, 22 March 2013 10:12
To: Guzzi, Brian
Subject: Re: RZ 10-528877 - Katie Eliot email re Proposed SmartCentres/Walmart Rezoning Application

Thanks, Brian.

I think the main point is not encroachment on the ALR but (1) the unnecessary and potentially harmful increase of traffic, (2) additional unnecessary stores, and (3) paving of natural drainage areas.

Thank you for emphasizing these points.

Sincerely,

Katie

Katie Eliot
Division Assistant
Creative Arts & Humanities
(604) 323-5005

Langara College
100 West 49th Avenue, Vancouver, BC, V5Y 2Z6

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: Winnie [so.winnie@gmail.com]
Sent: Monday, 18 March 2013 10:43 AM
To: Mayor and Councillors
Cc: Garden City News
Subject: Large plan on the north side of Garden City Lands
Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Dear Mayor and Councillors,

I recently read about and saw the video of the presentation video of "Garden City Smart Centres". It was shocking to see this destruction.

http://www.youtube.com/watch?v=R_UoH-lwdfk

I can't describe how upset I am with this plan to destroy our beautiful neighbourhood. Does Richmond need such a large big box ugly outlet style mall so close to our city centre? Why would the developers be allowed to cut down so many trees and destroy the habitat of wildlife in Richmond. This will also change the viewscape of the Lands and worsen the already bad traffic along Garden City road. It may be alright to have a Walmart store in Richmond (which I am not really happy with) but we DO NOT need an extension of box stores for the cost of destroying the important wildlife corridor along Alderbridge way.

As a resident of Richmond for more than 10 years, I would urge all councillors and the mayor to stop and reconsider this development and protect the viewscape and this important wildlife corridor.

If this ever will happen, I would have left no choice but to move out of this city.

Sincerely,
Resident of Richmond
Winnie W. Y. So
1105 - 6233 Katsura Street,
Richmond, BC

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TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

MayorandCouncillors

From: Pam Price [pamofgwent@shaw.ca]
Sent: Monday, 18 March 2013 10:00 AM
To: MayorandCouncillors
Cc: gardencitylands@shaw
Subject: garden city lands

Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

To the Mayor and Council:

Please think twice about "boxing" in the area around the Garden City Lands and ruining the view from that area. It seems like it is a constant fight to keep green space in Richmond.

It started years ago with the attempt by developers to build on Garry Park. Another was the big fight over Terra Noya, and yet another over building right to the dyke on Bayview in Steveston.

That is just on the West side of Richmond!

Now that Richmond is building skywards with all the architecturally-devoid glass towers, (and god knows what is going to be built on the Russ Baker Way property,) it is time to call a halt and start doing something to make this city one with which we can be proud.

I fear that once the Garden City Lands get boxed in it will be an excuse to build on the Lands themselves.

Sincerely,

Pam Price

Steveston

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TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

MayorandCouncillors

From: Andrea May [ajmay2003@hotmail.com]
Sent: Monday, 18 March 2013 3:08 AM
To: MayorandCouncillors
Cc: GardenCityLands@shaw.ca; audrey hall
Subject: Protecting the Integrity of the Garden City Lands Park

Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

Honourable Leaders,

A majority of citizens want to keep spectacular views from the city centre to the North Shore Mountains. Certainly, we do NOT want a row of hundreds of metres of boxy stores with big signs ruining that view for everyone, on, or near, the Garden City Lands park.

Many, many people have kept up the efforts to safeguard the Garden City Lands in the A&R to conserve, not waste. We would appreciate a confident stand in this matter, in your present directions to respect our perspective for the future enjoyment of all.

Thank you,
Andrea May

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TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: normah@telus.net
Sent: Monday, 18 March 2013 12:04 PM
To: Mayor and Councillors
Cc: GardenCityLands@shaw.ca
Subject: Proposed development encroaching Garden City Lands
Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

To Richmond Mayor and Councillors:

We were dismayed to hear of the proposed Walmart development to go along the perimeter of the Garden City Lands. We have fought to keep this parcel in the ALR and, as such, thought it was a protected corridor. The Garden City Lands area is a small space and the idea of a development of the magnitude of the one including Walmart would be an encroachment that would not only dwarf the site but might also be the 'leading edge of the wedge' that would determine, disqualify or limit plans for future use. We do not have a scarcity of land set aside for mall use. Number 3 Road has several malls to choose from and the Costco development is only a short distance away. In addition, East Richmond already has a huge Walmart Mall along with the congestion of traffic that goes along with it. However, we do have a very limited amount of land within the ALR. That land is always under pressure of development and, while the development proposed at the present time is not actually using the land site known as the Garden City Lands it will affect it and the future use of it. We do not have the power to stop this development but we can appeal to our elected representatives, which we are doing. Please remember that you are the custodians for this land and act accordingly.

Arnie & Norma Houle
17291 Westminster Hwy.
Richmond, B.C.
V6V 1A9

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MAR 18 2013

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Guzzi, Brian

From: normah@telus.net
Sent: Friday, 22 March 2013 11:16
To: Guzzi, Brian
Subject: Re: RZ 12-528877 - SmartCentres/Walmart Proposed Rezoning

With respect Mr Guzzi, I'm sure we have both seen, over the years, developments which were legal and within zoning development by-laws but which were not well thought out in terms of the future. An example of this is when residential development is allowed to locate right up to farm use land and "all of a sudden" harvesters at night are too noisy and over-head spraying is unthinkable, not to mention the difficulty of moving farm equipment around: or a small Church in East Richmond which is quietly allowed to become a school and "all of a sudden" council wakes up and wonders "when did that happen?" There cannot be a school of children surrounded by farm land and, consequently, land is removed from the ALR and a corridor - now occupied by commercial interests, is established. Perhaps you can understand a citizen wondering if there is someone at the helm or even someone who understands what long-term planning means.

I am not questioning the present zoning of the land in question and I realize it is not within the ALR. I worry that the proposed development will affect or limit the proposals for the Garden City Lands. Once this development is established, there is nothing stopping any one of the retailers from going to council to ask for permission to add extra stories onto their buildings. Increased height of buildings is happening all over Richmond. If traffic congestion became an issue, it is not too hard to imagine needing to widen some roads.

Where might that land come from? The worries are real.

Thank you for your considerate response.

Norma and Bernie Houle

TO: MAYOR & EACH
COUNCILLOR
CITY CLERK'S OFFICE

MayorandCouncillors

From: John terborg [john_terborg@hotmail.com]
Sent: Monday, 18 March 2013 7:53 PM
To: MayorandCouncillors
Subject: Alderbridge Way - Conserve Viewscapes
Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Richmond City Council Members,

Please conserve the legacy views when you are making decisions regarding the Walmart proposal.

Development is currently buffered by the environmentally sensitive areas along Alderbridge Way which have been described for decades by the City's ESA maps. Prior to the Walmart proposal and prior to the land being purchased.

The Garden City Lands have the opportunity to be a destination for community health and wellness and this potential will be impacted by large box stores and commercial development that will take away from the natural scenes.

The community's experience of the natural, farming, and recreational uses on the Garden City park lands will be impacted by the neighbouring viewscapes.

Please retain the natural views.

Thank you,

John ter Borg

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Mayor and Councillors

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

From: Rick Xavier [whisper@xworks.ca]
Sent: Monday, 18 March 2013 6:23 PM
To: Mayor and Councillors
Subject: Garden City Lands

Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Dear Councillors,

So I hear city council is debating whether to approve development of a Walmart store, and possibly a strip mall, along Alderbridge across from the Garden City lands. We have plenty of opportunity to admire large scale urban architecture in Richmond, must we have a large view-dominating eyesore next to this natural space? My opinion as a Richmond resident, for what it's worth, is no. Big box stores so close to central Richmond seem a little out of place - in fact a waste of opportunity for urban coolness. Please use the Lands for more natural purposes on a more natural scale.

Rick Xavier

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MAR 19 2013

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From: rick [mailto:ricardo@resist.ca]
Sent: Tuesday, 19 March 2013 04:11 PM
To: DevApps
Subject: smartcentres development application "12 627046 000 00 SA"

Hi

I live at 9420 Alexandra Road. After being issued an eviction notice by SmartCentres for development purposes, i phoned Rob Campbell at their offices in Edmonton and was told the permit had been denied and that i should continue bringing rent cheques.

Would you please tell me the reason for withholding the permit and anything you can tell me about steps they will need to follow to get approval. Also what might be the time window for the approval.

Thanks very much.

Rick McCallion
9420 alexandra road, richmond

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: De Whalen [de_whalen@hotmail.com]
Sent: Wednesday, 20 March 2013 10:41 PM
To: Bhreandain Clugston; Mayor and Councillors
Subject: Letter to the Editor

Categories: 06-2280-20-142 - Garden City Lands - Management

March 20, 2013

Bhreandain Clugston
Richmond Review

Letter to the Editor

Re: "Respect the people, nature and legacies"

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Re

MAR 21 2013

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I enjoyed reading Jim Wright's column on March 15th about the Garden City Lands. As a member of the Richmond Poverty Response Committee I can confirm the group discussed the future viewscapes and some even toured the land one weekend in the rain.

I consider it an absolute disgrace for the City to propose building a Walmart right next door to this pristine environment. They have already allowed the developer to dump fill on the so-called "environmentally sensitive area" parallel to Alderbridge and kill all the trees that would have hidden the concrete backside of Walmart-to-

What would I rather see? I'd like to see the City invite all Richmondites to participate in the planning of the Garden City Lands and the Alderbridge corridor.

I can envision hundreds of community garden plots as well as incubator farms for new young farmers and larger test plots for established farmers to grow organic produce. The Garden City Lands could be a centre for neighbouring Kwantlen Polytechnic University's Urban Agriculture program. Young urban farmers could rent land and employ new practices that produce more per acre than traditional practices as well as supply some of Richmond's food needs.

It could also be a tourist attraction. The land already has the catchy title of the "Garden City." Visitors wouldn't need much convincing to come and experience the view, natural environment and food production methods. Local restaurants would be a market for fresh organic produce, especially considering we are next to the third largest city in Canada with the most food conscious residents and the best restaurants in the land.

And let's not forget that the land includes delta bog with rare bog plant species and unique animals. Raised walkways, seating and educational signposts similar to the Nature Park could meander through the area and allow families to relax, rejuvenate and learn to respect this land.

Come on Mayor and Council, Richmondites deserve to be involved in planning the future of the Garden City Lands and environs. Don't leave us out of the viewscapes!

De Whalen

C 604.230.3158

"Food is the moral right of all who are born into this world." Norman Borlaug, Agronomist, Nobel Laureate

"Anyone who has ever struggled with poverty knows how extremely expensive it is to be poor." James Baldwin

"Once you see it, you can't un-see it. And once you've seen it, keeping quiet, saying nothing, becomes as political an act as speaking out. There's no innocence. Either way, you're accountable." Arundhati Roy

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

MayorandCouncillors

From: Carol Day [carol@catsigns.ca]
Sent: Tuesday, 09 April 2013 2:30 PM
To: MayorandCouncillors
Subject: Walmart proposal
Attachments: Walmart To City Council April 8, 2013.docx
Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

To Mayor and Council

Please see my letter attached.

Thanks

Carol Day

T 604.240.1986
F 604.271.5535
carol@catsigns.ca
www.catsigns.ca

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APR 9 2013

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To Mayor and Council City of Richmond

April 9th, 2013

Re : Walmart application

As a founding member of the Garden City Lands Coalition I am very proud of the hard work we all put in to save the Garden City lands from the proposed high-density residential development. It is with great sadness I view the plans for a massive shopping center to include Walmart on the north side of the Garden City Lands. Today you can look north and see the pristine snow-capped Coast Mountains, but if the proposed plan is approved by Richmond City Council then that will be changed forever.

The green space and trees could be saved if the development was scaled back. The views of the mountains could be completely saved too. The neighborhood could be improved if city council would listen to our concerns.

We have very little open green space left in the concrete jungle we call Richmond City Centre. We do however have a massive amount of shopping and a massive amount of concrete towers. Today's council will determine forever how that changes for future generations.

We can do better than this. Please direct the developer and the planning staff to try a little harder and come up with a less imposing plan for the land north of the Garden City Lands.

Carol Day

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 loff-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.*



Sheet No. 1
September 5, 2013
RZ 10-528877



CENTRAL AT GARDEN CITY

RICHMOND, BC

AUGUST 29, 2013 REZONING APPLICATION #RZ10-528877

COVER PAGE

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- A-2.11 BUILDING F, PLANS AND ELEVATIONS
- A-2.12 BUILDING F, PLANS AND ELEVATIONS
- A-2.13 BUILDING J & K, PLANS AND ELEVATIONS
- A-2.14 BUILDING J & K, PLANS AND ELEVATIONS

- A-3.15 BUILDING J & K, PLANS AND ELEVATIONS
- A-3.16 BUILDING K, PLANS AND ELEVATIONS
- A-3.17 BUILDING L, PLANS AND ELEVATIONS
- A-3.18 BUILDING L, PLANS AND ELEVATIONS
- A-3.19 BUILDING M, PLANS AND ELEVATIONS
- A-3.20 BUILDING M, PLANS AND ELEVATIONS
- A-3.21 EAST ANCHOR, PLAN AND ELEVATIONS
- A-3.22 EAST ANCHOR, PLAN AND ELEVATIONS
- A-3.23 EAST ANCHOR, PLAN AND ELEVATIONS
- A-3.24 GREEN DECK, PLAN AND ELEVATIONS
- A-3.25 GREEN DECK, PLAN AND ELEVATIONS
- A-3.26 GREEN DECK, PLAN AND ELEVATIONS
- A-3.27 STREET ELEVATIONS WITHOUT LANDSCAPE
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- A-3.29 LANDSCAPE GROWTH WITHIN 8 YEARS
- A-3.30 ELEVATIONS WITHOUT LANDSCAPE
- A-3.31 LANDSCAPE GROWTH WITHOUT LANDSCAPE
- A-3.32 ELEVATIONS WITHOUT LANDSCAPE
- A-3.33 ELEVATIONS WITHOUT LANDSCAPE

- A-4.1 PERSPECTIVES
- A-4.2 PERSPECTIVES
- A-4.3 PERSPECTIVES
- A-4.4 PERSPECTIVES
- A-4.5 PERSPECTIVES
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- A-4.99 PERSPECTIVES
- A-4.100 PERSPECTIVES

LANDSCAPE:

- L-1 OVERALL LANDSCAPE PLAN
- L-2 OVERALL LANDSCAPE PLAN
- L-3 OVERALL LANDSCAPE PLAN
- L-4 CENTRAL PLAZA
- L-5 ALEXANDRIA WAY AND PEDESTRIAN CROSSING
- L-6 BUILDING L SOUTH + EAST CORNER
- L-7 BUILDING M SOUTH + EAST CORNER
- L-8 NORTH EDGE BUFFERING
- L-9 GREEN DECK
- L-10 EAST PARKING AREA
- L-11 EAST PARKING AREA
- L-12 ALEXANDRIA WATERING
- L-13 ALEXANDRIA WATERING
- L-14 ALEXANDRIA WATERING
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 1000 West Broadway
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 Tel: 604-681-1234
 Fax: 604-681-1235
 www.chandlerassociates.com

DATE: AUGUST 29, 2013
 SCALE: 1/8"=1'-0"
 DRAWING: A-0



CONTEXT PLAN - AERIAL VIEW
SCALE: 1:5000



CONTEXT PLAN
SCALE: 1:5000

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The Studio, 4000
Vancouver, BC V6J 1A1
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Fax: (604) 271-2201
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DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT #: 4229



CONTEXT PLAN

CENTRAL AT GARDEN CITY

RICHMOND, BC

Sheet No. 2
September 5, 2013
RZ 10-528877





SITE ALONG ALDERBRIDGE WAY



SITE ALONG GARDEN CITY ROAD



GARDEN CITY ROAD & ALEXANDRA ROAD
LOOKING SOUTH - EAST



SITE ALONG ALEXANDRA ROAD



GARDEN CITY ROAD & ALDERBRIDGE ROAD
LOOKING NORTH - EAST



GARDEN CITY ROAD
LOOKING NORTH - WEST



ALDERBRIDGE ROAD
LOOKING EAST



ALEXANDRA STREET
LOOKING EAST

Sheet No. 3
September 5, 2013
RZ 10-528877



CENTRAL AT GARDEN CITY

RICHMOND, BC

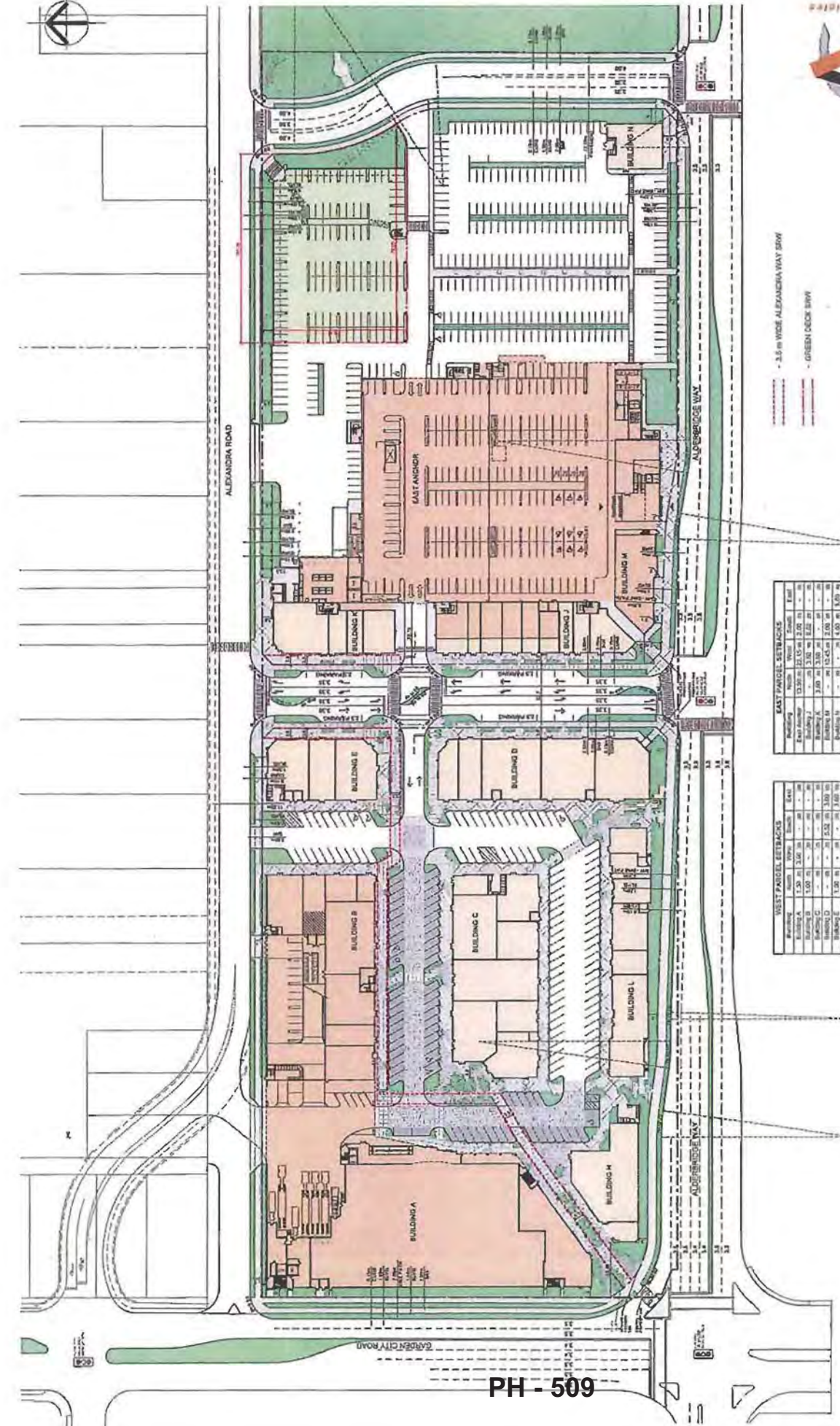
CONTEXT PHOTOGRAPHS

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14800 80th Street
Richmond BC V6V 1G2
Tel: 604 273 3300
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DATE: AUGUST 19, 2013
METS: 4022
SCALE: AS SHOWN
PROJECT #:

A-1.2



Chandler Associates
 1700
 The Station, 1700
 Parkway, Richmond, BC V6V 1A1
 Phone: 604-273-3333
 Fax: 604-273-3334
 www.chandlerassociates.com

DATE: AUGUST 29, 2013
 SCALE: 1/8" = 1'-0"
 PROJECT #:
 103

SETBACK PLAN

3.5' WIDE ALEXANDRIA WAY SWW

GREEN COCKE SWW

EAST PARCEL SETBACKS

Building	North	West	South	East
Building A	12.00	12.00	12.00	12.00
Building B	12.00	12.00	12.00	12.00
Building C	12.00	12.00	12.00	12.00
Building D	12.00	12.00	12.00	12.00
Building E	12.00	12.00	12.00	12.00
Building F	12.00	12.00	12.00	12.00
Building G	12.00	12.00	12.00	12.00
Building H	12.00	12.00	12.00	12.00
Building I	12.00	12.00	12.00	12.00
Building J	12.00	12.00	12.00	12.00
Building K	12.00	12.00	12.00	12.00
Building L	12.00	12.00	12.00	12.00
Building M	12.00	12.00	12.00	12.00
Building N	12.00	12.00	12.00	12.00
Parking	12.00	12.00	12.00	12.00

WEST PARCEL SETBACKS

Building	North	West	South	East
Building A	12.00	12.00	12.00	12.00
Building B	12.00	12.00	12.00	12.00
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Building E	12.00	12.00	12.00	12.00
Building F	12.00	12.00	12.00	12.00
Building G	12.00	12.00	12.00	12.00
Building H	12.00	12.00	12.00	12.00
Building I	12.00	12.00	12.00	12.00
Building J	12.00	12.00	12.00	12.00
Building K	12.00	12.00	12.00	12.00
Building L	12.00	12.00	12.00	12.00
Building M	12.00	12.00	12.00	12.00
Building N	12.00	12.00	12.00	12.00
Parking	12.00	12.00	12.00	12.00

Sheet No. 4
 September 5, 2013
 RZ.10-528877

CENTRAL AT GARDEN CITY
 RICHMOND, BC



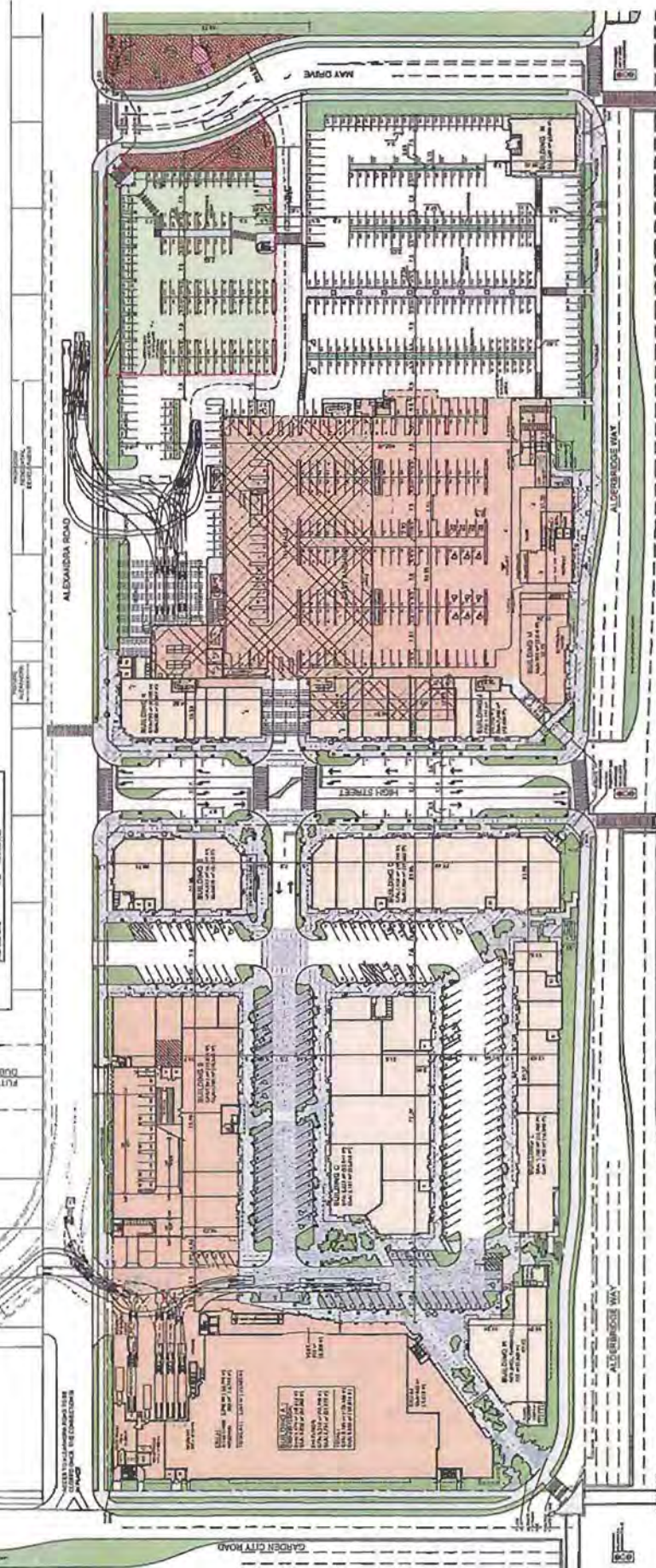
PH - 509



WEST PAVEMENT AREA CALCULATIONS	
Area	Value
Asphalt	10,000
Concrete	5,000
Gravel	2,000
Grass	1,000
Other	500
TOTAL	18,500

WEST SIDEWALK CALCULATIONS	
Area	Value
Asphalt	1,000
Concrete	500
Gravel	200
Grass	100
Other	50
TOTAL	1,850

WEST TOTAL CALCULATIONS	
Area	Value
Asphalt	11,000
Concrete	5,500
Gravel	2,200
Grass	1,100
Other	550
TOTAL	20,350



SITE STATISTICS

EXISTING SITE AREA: 87,891 SM - 770,772 SF (18.77 ACRES)

ROAD DESIGNATION - HIGH STREET: 3,303 SM - 36,300 SF (0.82 ACRES)

ROAD DESIGNATION - MAY DRIVE: 2,175 SM - 23,837 SF (0.57 ACRES)

ROAD DESIGNATION - ALDENBRIDGE ROAD: 2,145 SM - 23,676 SF (0.53 ACRES)

TOTAL ROAD DESIGNATION: 7,623 SM - 83,813 SF (2.13 ACRES)

EAST PAVEMENT AREA: 69 SM - 743 SF (0.16 ACRES)

ROAD DESIGNATION & EISA AREA: 86,800 SM - 806,959 SF (19.69 ACRES)

WEST PARCEL

SITE AREA: 26,362 SM - 316,049 SF (7.28 ACRES)

GFA (GROSS FLOOR AREA): 19,330 SM - 197,298 SF

GFA (GROSS LEASABLE AREA): 17,713 SM - 184,899 SF

FLOOR AREA RATIO: 0.82

LOT COVERAGE: 46,199 SM - 173,331 SF (64.5%)

PARKING REQUIRED: 84 CARS (3,891 SQ SM - 3.71 ACRES)

PARKING PROVIDED: 12 CARS

REGULAR STALLS: 127 CARS

SMALL CAR SPACES: 178 CARS

TOTAL PARKING PROVIDED: 305 CARS (3,417 SQ SM - 3.07 ACRES)

WHERE: 401 CARS (2,201) - REQUIRED 20%

112 CARS (167) - ALLOWED 2%

SMALL CAR SPACES: 178 CARS (167) - ALLOWED 2%

BIKE PARKING: 10 CARS

LONG TERM: 10 CARS

SHORT TERM: 10 CARS

REQUIRED: 47

PROPOSED: 30

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WEST PARCEL

SITE AREA (GFA): 29,243 SM - 314,799 SF (7.27 ACRES)

PARKING LEVEL AREA: 1,680 SM - 18,038 SF

SALES FLOOR AREA: 3,170 SM - 34,237 SF

OFFICE FLOOR AREA: 1,435 SM - 15,583 SF

TOTAL WEST PARCEL AREA: 6,285 SM - 67,858 SF

GRADE LEVEL BUILDING (GFA): 2,715 SM - 29,038 SF

GFA TOTAL GROSS FLOOR AREA: 17,633 SM - 190,448 SF

GFA TOTAL GROSS LEASABLE AREA: 17,402 SM - 187,713 SF

FLOOR AREA RATIO: 0.81

LOT COVERAGE: 16,008 SM - 167,351 SF (64.2%)

PARKING REQUIRED: 89 CARS (3,891 SQ SM - 3.71 ACRES)

PARKING PROVIDED: 378 CARS

WHERE: 12 CARS (174) - REQUIRED 2%

178 CARS (174) - ALLOWED 2%

BIKE PARKING: 10 CARS

LONG TERM: 10 CARS

SHORT TERM: 10 CARS

REQUIRED: 47

PROPOSED: 69

EAST PARCEL

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FLOOR AREA RATIO: 0.81

LOT COVERAGE: 16,008 SM - 167,351 SF (64.2%)

PARKING REQUIRED: 89 CARS (3,891 SQ SM - 3.71 ACRES)

PARKING PROVIDED: 378 CARS

WHERE: 12 CARS (174) - REQUIRED 2%

178 CARS (174) - ALLOWED 2%

BIKE PARKING: 10 CARS

LONG TERM: 10 CARS

SHORT TERM: 10 CARS

REQUIRED: 47

PROPOSED: 69

EAST PARCEL

SITE AREA (GFA): 29,243 SM - 314,799 SF (7.27 ACRES)

PARKING LEVEL AREA: 1,680 SM - 18,038 SF

SALES FLOOR AREA: 3,170 SM - 34,237 SF

OFFICE FLOOR AREA: 1,435 SM - 15,583 SF

TOTAL EAST PARCEL AREA: 6,285 SM - 67,858 SF

GRADE LEVEL BUILDING (GFA): 2,715 SM - 29,038 SF

GFA TOTAL GROSS FLOOR AREA: 17,633 SM - 190,448 SF

GFA TOTAL GROSS LEASABLE AREA: 17,402 SM - 187,713 SF

FLOOR AREA RATIO: 0.81

LOT COVERAGE: 16,008 SM - 167,351 SF (64.2%)

PARKING REQUIRED: 89 CARS (3,891 SQ SM - 3.71 ACRES)

PARKING PROVIDED: 378 CARS

WHERE: 12 CARS (174) - REQUIRED 2%

178 CARS (174) - ALLOWED 2%

BIKE PARKING: 10 CARS

LONG TERM: 10 CARS

SHORT TERM: 10 CARS

REQUIRED: 47

PROPOSED: 69

Chandler Associates Architects Inc.

The Studio: 270-481 W. Centre St., Vancouver, BC V6B 5K1
 Tel: 604-681-7300
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 chandlerassociates.com

DATE: AUGUST 21, 2013
 SCALE: 1/8" = 1'-0"
 PROJECT NO: PH-510

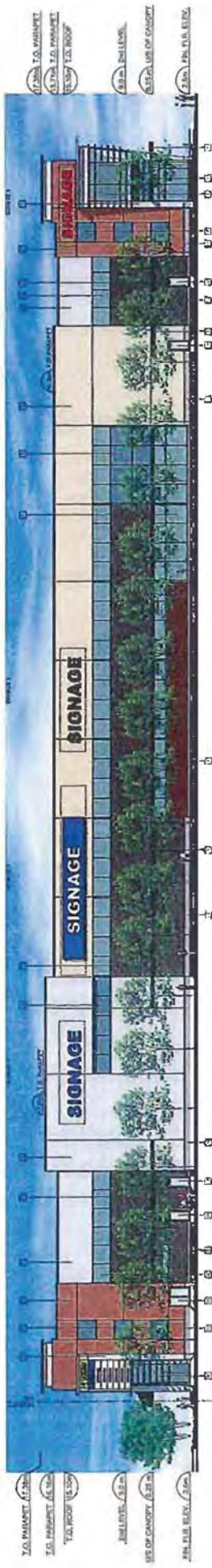
SITE PLAN

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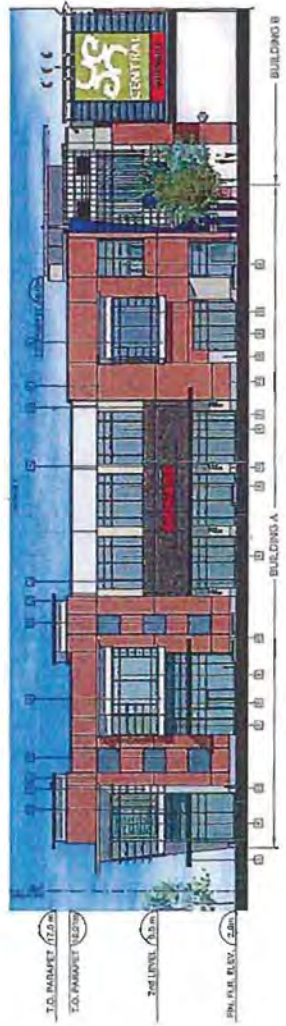
CENTRAL AT GARDEN CITY

RICHMOND, BC

Sheet No. 5
 September 5, 2013
 RZ-10-528877



WEST ELEVATION
SCALE: 1:100



SOUTH ELEVATION
SCALE: 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - STPS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CANVAS AWNING
- 7 - METAL & GLASS CANOPY
- 8 - GLAZING IN BRUSHED ALUMINUM FRAME
- 9 - SPANDREL GLASS W/ ALUMINUM FRAME
- 10 - METAL DOOR
- 11 - CONCRETE UPSTAND
- 12 - PREFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

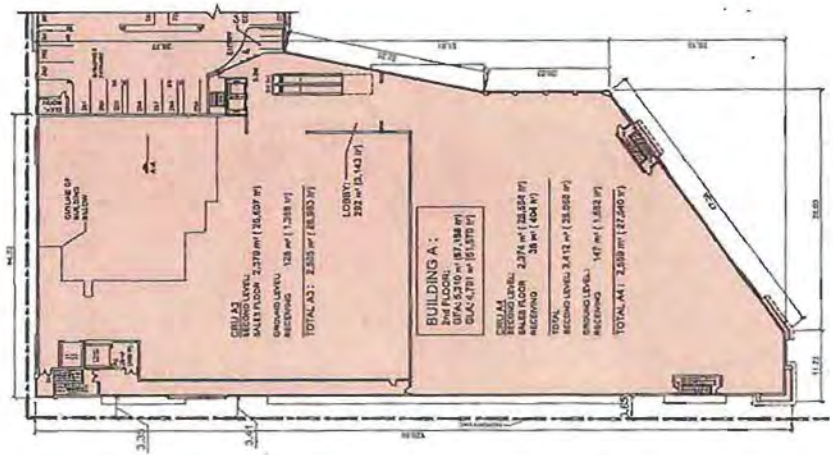
WEST ELEVATION		SOUTH ELEVATION	
REQUIRED	PROPOSED	REQUIRED	PROPOSED
SIGNAGE 1	2.8 x 10	SIGNAGE 1	1.5 x 10
SIGNAGE 2	2.8 x 10	SIGNAGE 2	1.5 x 10
SIGNAGE 3	2.8 x 10	SIGNAGE 3	1.5 x 10
SIGNAGE 4	1.5 x 6.0	SIGNAGE 4	1.5 x 6.0
TOTAL	113.50 SF	TOTAL	47.50 SF



Sheet No. 7
September 5, 2013
RZ 10-528877



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



SECOND FLOOR PLAN
SCALE: 1:200

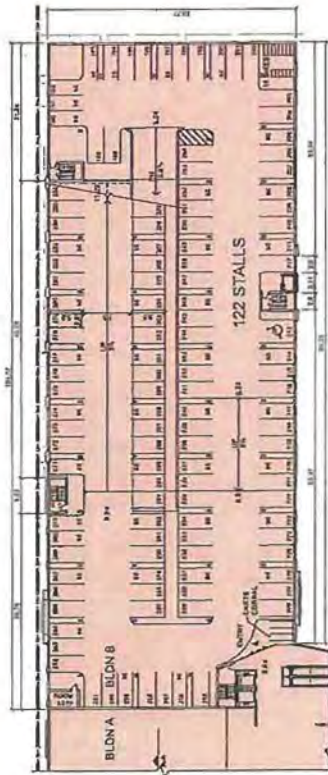


CHENDER ASSOCIATES
ARCHITECTS INC.
275-407 W. Columbia St.
Vancouver, BC V6B 1G7
Tel: 604 687 3370
info@chender.com

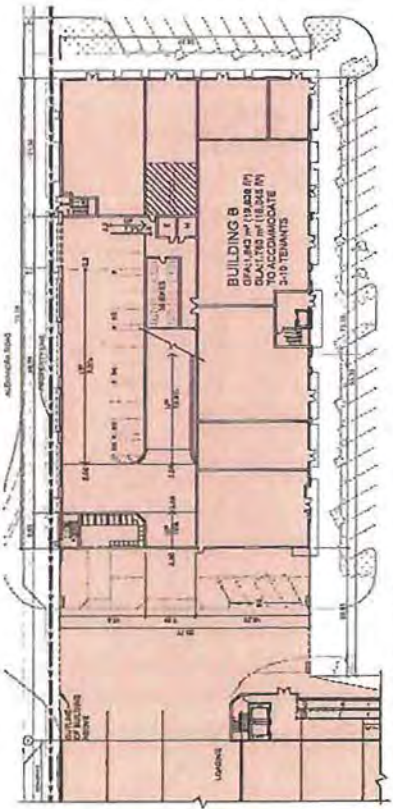
DATE: AUGUST 20, 2013
SCALE: AS NOTED
PROJECT #: A-9.2



SOUTH ELEVATION
SCALE 1:100



SECOND LEVEL PLAN
SCALE 1:300



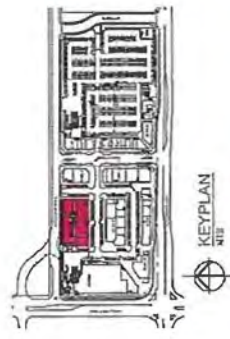
GROUND LEVEL PLAN
SCALE 1:300

FINISH LEGEND AND COLOUR SCHEDULE:

- | | | | |
|---------------------|---------------------------------------|------------------------------------|-----------------------|
| 1 - BRK | 5 - METAL CANOPY | 8 - SPACED GLASS IN ALUMINUM FRAME | 13 - PAINTED CONCRETE |
| 2 - BRICK VENEER | 6 - CANVAS AWNING | 9 - METAL DOOR | 14 - METAL SCREEN |
| 3 - OBERGATED METAL | 7 - METAL & GLASS CANOPY | 10 - CONCRETE UPSTAND | 15 - METAL PLANTER |
| 4 - METAL PANELS | 8 - GLAZING IN BRUSHED ALUMINUM FRAME | 11 - PREFINISHED WOOD PANELS | |

PRELIMINARY SIGNAGE ANALYSIS

REQUIRED		PROPOSED	
BLKS.	LINEAR LENGTH	BLKS.	LINEAR LENGTH
24.33 m	1.0 m	1.5	1.5 m
		2.5	2.5 m
		3.5	3.5 m
		4.5	4.5 m
		5.5	5.5 m
		6.5	6.5 m
		7.5	7.5 m
		8.5	8.5 m
		9.5	9.5 m
		10.5	10.5 m
		11.5	11.5 m
		12.5	12.5 m
		13.5	13.5 m
		14.5	14.5 m
		15.5	15.5 m
		16.5	16.5 m
		17.5	17.5 m
		18.5	18.5 m
		19.5	19.5 m
		20.5	20.5 m
		21.5	21.5 m
		22.5	22.5 m
		23.5	23.5 m
		24.5	24.5 m
		25.5	25.5 m
		26.5	26.5 m
		27.5	27.5 m
		28.5	28.5 m
		29.5	29.5 m
		30.5	30.5 m
		31.5	31.5 m
		32.5	32.5 m
		33.5	33.5 m
		34.5	34.5 m
		35.5	35.5 m
		36.5	36.5 m
		37.5	37.5 m
		38.5	38.5 m
		39.5	39.5 m
		40.5	40.5 m
		41.5	41.5 m
		42.5	42.5 m
		43.5	43.5 m
		44.5	44.5 m
		45.5	45.5 m
		46.5	46.5 m
		47.5	47.5 m
		48.5	48.5 m
		49.5	49.5 m
		50.5	50.5 m
		51.5	51.5 m
		52.5	52.5 m
		53.5	53.5 m
		54.5	54.5 m
		55.5	55.5 m
		56.5	56.5 m
		57.5	57.5 m
		58.5	58.5 m
		59.5	59.5 m
		60.5	60.5 m
		61.5	61.5 m
		62.5	62.5 m
		63.5	63.5 m
		64.5	64.5 m
		65.5	65.5 m
		66.5	66.5 m
		67.5	67.5 m
		68.5	68.5 m
		69.5	69.5 m
		70.5	70.5 m
		71.5	71.5 m
		72.5	72.5 m
		73.5	73.5 m
		74.5	74.5 m
		75.5	75.5 m
		76.5	76.5 m
		77.5	77.5 m
		78.5	78.5 m
		79.5	79.5 m
		80.5	80.5 m
		81.5	81.5 m
		82.5	82.5 m
		83.5	83.5 m
		84.5	84.5 m
		85.5	85.5 m
		86.5	86.5 m
		87.5	87.5 m
		88.5	88.5 m
		89.5	89.5 m
		90.5	90.5 m
		91.5	91.5 m
		92.5	92.5 m
		93.5	93.5 m
		94.5	94.5 m
		95.5	95.5 m
		96.5	96.5 m
		97.5	97.5 m
		98.5	98.5 m
		99.5	99.5 m
		100.5	100.5 m



KEY PLAN
N

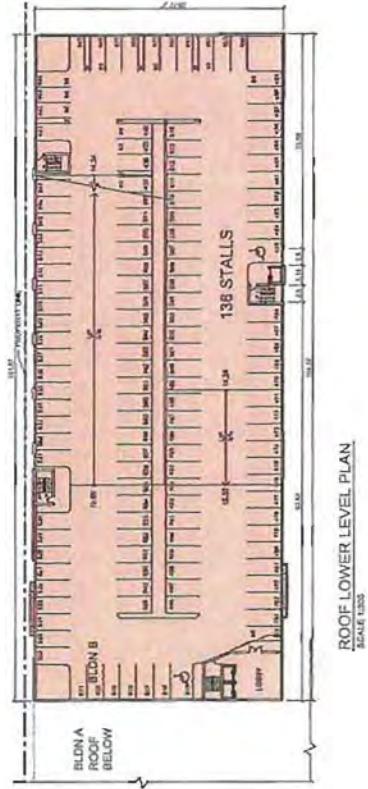
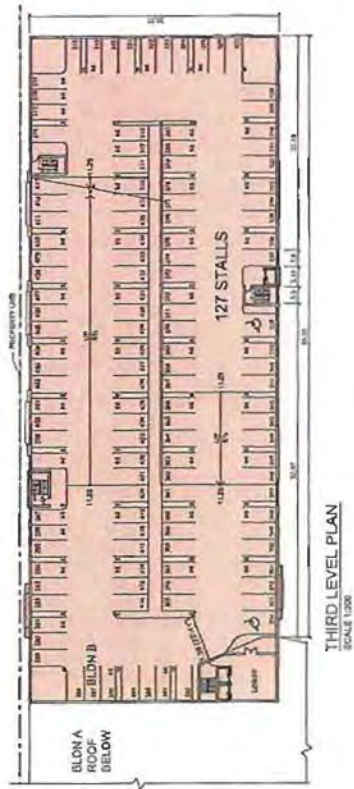
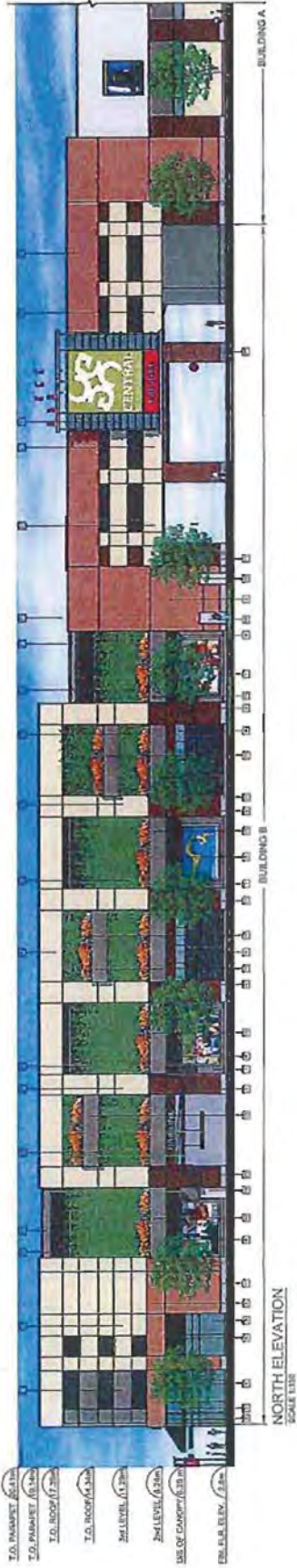
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The Glen
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www.chandler-associates.com

DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT: A-3-3

Sheet No. 8
September 5, 2013
RZ-10-528877

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





FINISH LEGEND AND COLOUR SCHEDULE:

- | | | | | | |
|---|--------------------|---|--------------------------------------|---|------------------------------------|
| 1 | • EIFS | 3 | • METAL CANOPY | 4 | • FINISHED CONCRETE |
| 2 | • BRICK VENEER | 4 | • CANOPY AWNING | 5 | • GRANITE GLASS IN ALUMINIUM FRAME |
| 3 | • CORRUGATED METAL | 5 | • METAL & GLASS CANOPY | 6 | • METAL DOOR |
| 4 | • METAL PANELS | 6 | • GLAZING IN BRUSHED ALUMINIUM FRAME | 7 | • CONCRETE UPSTAND PANELS |
| | | 7 | • METAL PLANTER | 8 | • PRE-FINISHED WOOD PANELS |
| | | 8 | • METAL SCREEN | | |
| | | 9 | • METAL PLANTER | | |



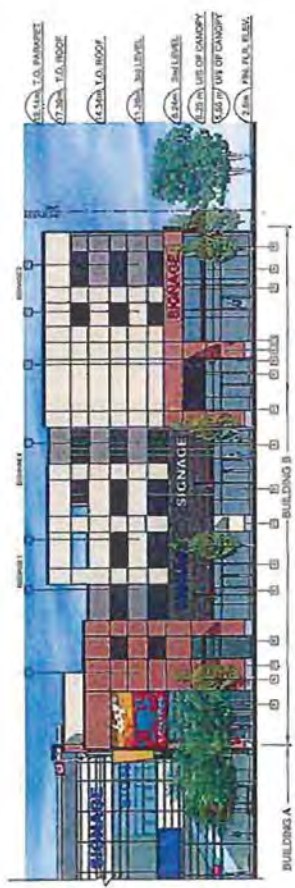
Chandler Associates
 Architectural Inc.
 The Station
 270-101 W. Columbia St.
 1st Floor
 14100 887 2000
 14100 887 2000
 416-949-2000
 www.chandlerassociates.com

DATE: AUGUST 29, 2013
 SCALE: AS NOTED
 PROJECT: A-34

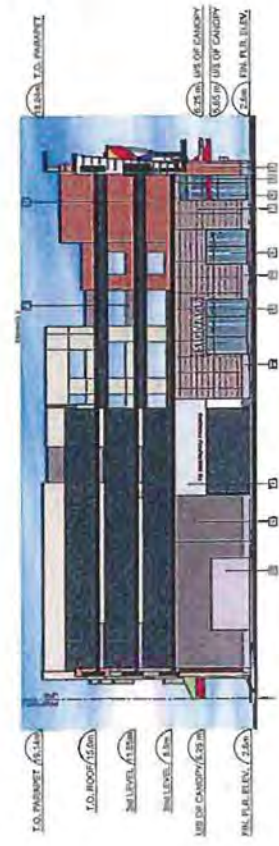
Sheet No. 9
 September 5, 2013
 RZ 10-528877

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

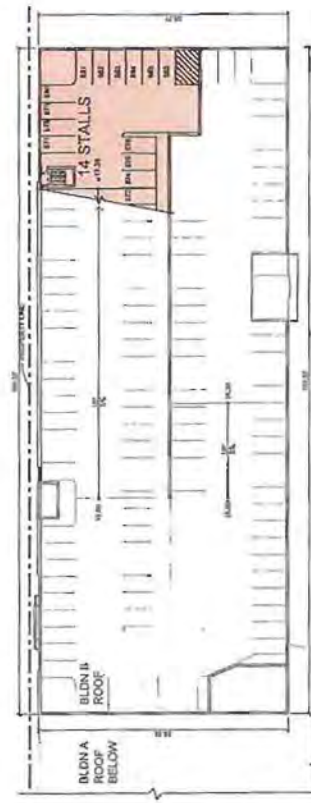




EAST ELEVATION
SCALE 1/16"



WEST ELEVATION
SCALE 1/16"



ROOF UPPER LEVEL PLAN
SCALE 1/32"

- FINISH LEGEND AND COLOUR SCHEDULE:**
- 1 - BRICK
 - 2 - BRICK VENEER
 - 3 - CORRUGATED METAL
 - 4 - METAL PANELS
 - 5 - METAL CANOPY
 - 6 - CANALS ANCHORS
 - 7 - METAL & GLASS CANOPY
 - 8 - CLADDING IN ENCLOSED ALUMINIUM FRAME
 - 9 - SPANREL GLASS IN ALUMINIUM FRAME
 - 10 - METAL DOOR
 - 11 - CONCRETE UPSTAND
 - 12 - PAINTED CONCRETE
 - 13 - METAL SCREEN
 - 14 - METAL PLANTER
 - 15 - PAINTED WOOD

PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION		WEST ELEVATION	
REQUIRED	PROPOSED	REQUIRED	PROPOSED
PERMITTED SIGN AREA / FRONTAGE	1.0 x 6.5	PERMITTED SIGN AREA / FRONTAGE	1.0 x 6.5
BUILDING WIDTH	6.0 m	BUILDING LENGTH	1.0 m
TOTAL	6.0 m ²	TOTAL SIGN AREA / FRONTAGE	38.77 m ²
	1.0 m ²		38.77 m ²

Sheet No. 10
September 5, 2013
RZ. 10-528877

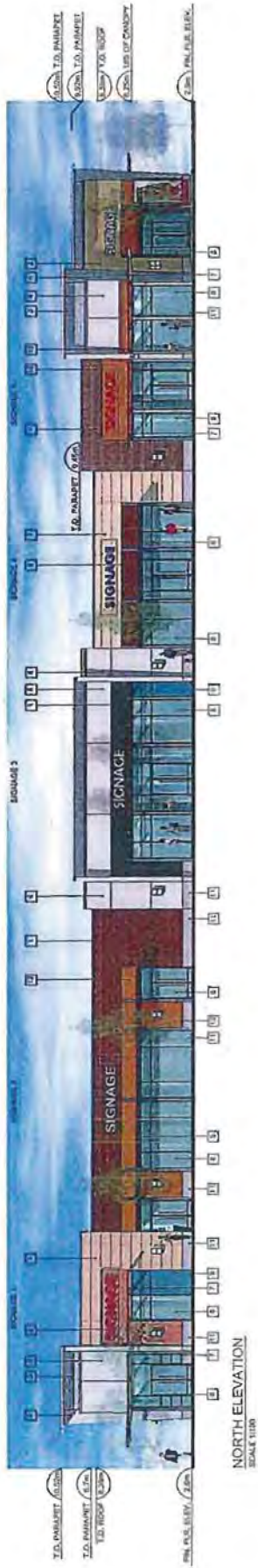
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DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT: A-3.5

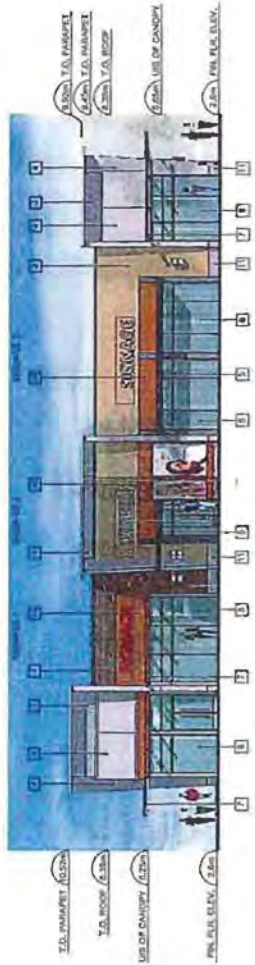
KEY PLAN
N

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

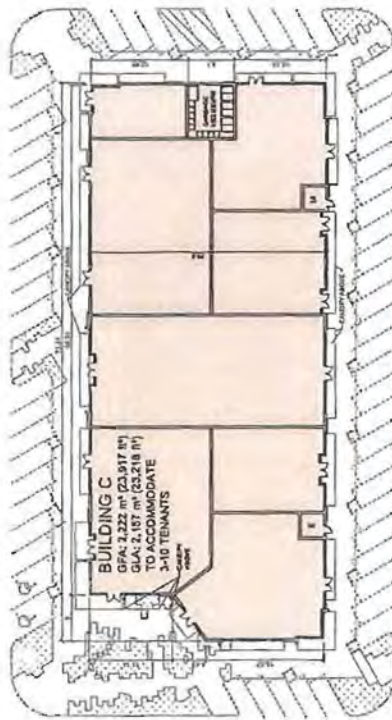




NORTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



BUILDING C - FLOOR PLAN
SCALE 1:200

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CHAIRS FINISH
- 7 - METAL & GLASS CANOPY
- 8 - GLASS IN BUSHES ALUMINIUM FINISH
- 9 - SPANDREL GLAZE IN ALUMINIUM FRAME
- 10 - METAL DOOR
- 11 - CONCRETE UPSTAND
- 12 - PREFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION		PROPOSED:	
REQUIRED:	PERMITTED SIGN AREA / SIGNAGE FRONTAGE:	SIGNAGE 1	SIGNAGE 2
73.21 m	1 m ²	114.5	4.5 m ²
		114.5	4.5 m ²
		114.5	4.5 m ²
		114.5	4.5 m ²
		TOTAL	202.8 m²

WEST ELEVATION		PROPOSED:	
REQUIRED:	PERMITTED SIGN AREA / SIGNAGE FRONTAGE:	SIGNAGE 1	SIGNAGE 2
31.45 m	1 m ²	114.5	4.5 m ²
		114.5	4.5 m ²
		114.5	4.5 m ²
		TOTAL	132.0 m²



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DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT: 10-528877

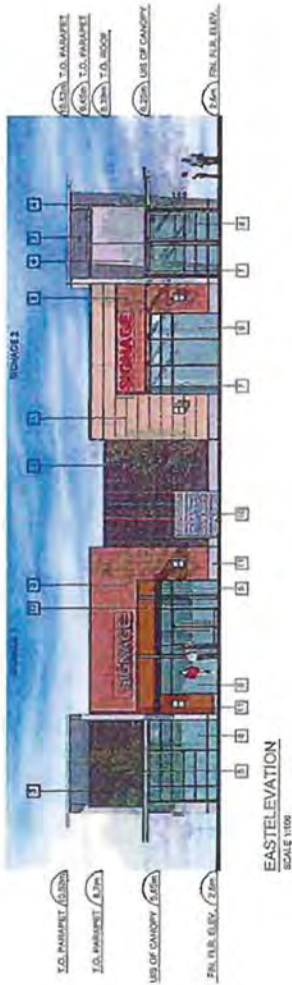
BUILDING C PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC

Sheet No. 11
September 5, 2013
RZ 10-528877





SOUTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION		EAST ELEVATION	
REQUIRED	PROPOSED	REQUIRED	PROPOSED
PERMITTED SIGN AREA	114.65	PERMITTED SIGN AREA	114.65
BLANK LENGTH	114.65	BLANK LENGTH	114.65
PERMITTED PERCENTAGE	4.5	PERMITTED PERCENTAGE	4.5
TOTAL SIGN AREA	515.93	TOTAL SIGN AREA	515.93
PERMITTED PERCENTAGE	4.5	PERMITTED PERCENTAGE	4.5
TOTAL SIGN AREA	232.5	TOTAL SIGN AREA	232.5

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK WORKER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - SPUNNER GLASS IN ALUMINIUM FRAME
- 7 - CANVAS AWNING
- 8 - METAL DOOR
- 9 - METAL & GLASS CANOPY
- 10 - CONCRETE UPSTAND
- 11 - GLAZING IN BRICKWORK ALUMINIUM FRAME
- 12 - PREFINISHED WOOD PANELS

Sheet No. 12
September 5, 2013
RZ 10-528877



KEY PLAN
SCALE 1:100



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



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

FINISH LEGEND AND COLOUR SCHEDULE:

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

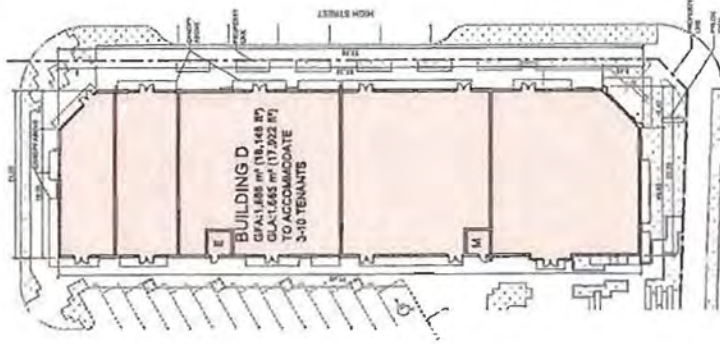


KEY PLAN

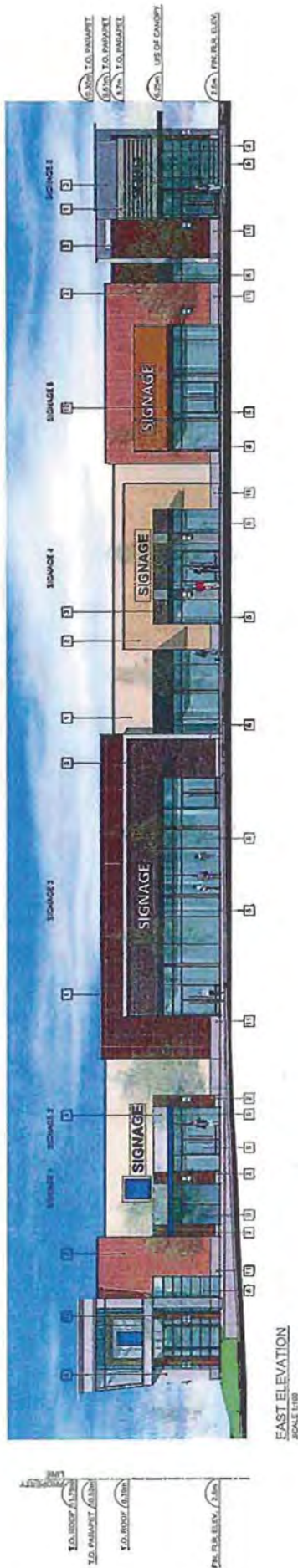
Sheet No. 13
September 5, 2013
RZ 10-528877

PRELIMINARY SIGNAGE ANALYSIS

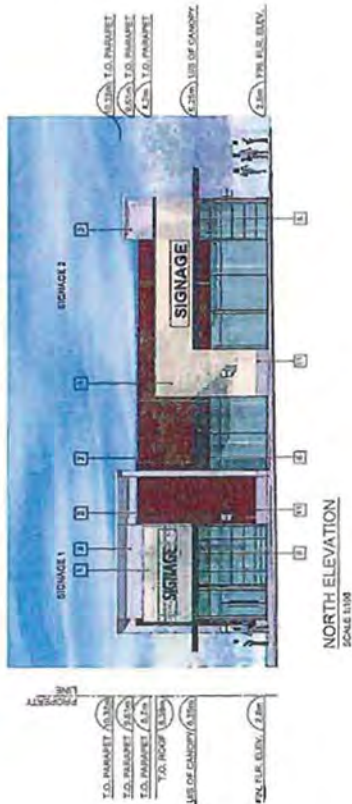
WEST ELEVATION		SOUTH ELEVATION	
REQUIRED:	PROPOSED:	REQUIRED:	PROPOSED:
PERMITTED SIGN AREA	114.43	PERMITTED SIGN AREA	184.14
PERMITTED FRONTAGE	42.94'	PERMITTED FRONTAGE	23.23'
TOTAL SIGN AREA	114.43	TOTAL SIGN AREA	184.14
TOTAL SIGN FRONTAGE	42.94'	TOTAL SIGN FRONTAGE	23.23'
PERMITTED SIGN AREA	114.43	PERMITTED SIGN AREA	184.14
PERMITTED FRONTAGE	42.94'	PERMITTED FRONTAGE	23.23'
TOTAL SIGN AREA	114.43	TOTAL SIGN AREA	184.14
TOTAL SIGN FRONTAGE	42.94'	TOTAL SIGN FRONTAGE	23.23'
PERMITTED SIGN AREA	114.43	PERMITTED SIGN AREA	184.14
PERMITTED FRONTAGE	42.94'	PERMITTED FRONTAGE	23.23'
TOTAL SIGN AREA	114.43	TOTAL SIGN AREA	184.14
TOTAL SIGN FRONTAGE	42.94'	TOTAL SIGN FRONTAGE	23.23'



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



EAST ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION		SOUTH ELEVATION	
REQUIRED:	TOTAL SIGN PERMITTED	REQUIRED:	TOTAL SIGN PERMITTED
18.65 sqm	17.39 sqm	21.86 sqm	21.35 sqm
11.23 m	11.23 m	21.86 m	21.35 m
1.00 m	1.00 m	1.00 m	1.00 m
PROPOSED:	TOTAL SIGN PERMITTED	PROPOSED:	TOTAL SIGN PERMITTED
SIGNAGE 1: 13.41 sqm	13.41 sqm	SIGNAGE 1: 14.45 sqm	14.45 sqm
SIGNAGE 2: 1.45 sqm	1.45 sqm	SIGNAGE 2: 1.45 sqm	1.45 sqm
SIGNAGE 3: 1.45 sqm	1.45 sqm	SIGNAGE 3: 1.45 sqm	1.45 sqm
SIGNAGE 4: 1.45 sqm	1.45 sqm	SIGNAGE 4: 1.45 sqm	1.45 sqm
SIGNAGE 5: 1.45 sqm	1.45 sqm	SIGNAGE 5: 1.45 sqm	1.45 sqm
TOTAL: 15.4 sqm	15.4 sqm	TOTAL: 9 sqm	9 sqm

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CANVAS AWNING
- 7 - CORRUGATED METAL
- 8 - METAL & GLASS CANOPY
- 9 - GLASSING IN BRUSHED ALUMINIUM FRAME
- 10 - STAINED GLASS IN ALUMINIUM FRAME
- 11 - METAL DOOR
- 12 - CONCRETE UPSTAND
- 13 - METAL & GLASS CANOPY
- 14 - PREFINISHED WOOD PANELS

Sheet No. 14
September 5, 2013
RZ 10-528877



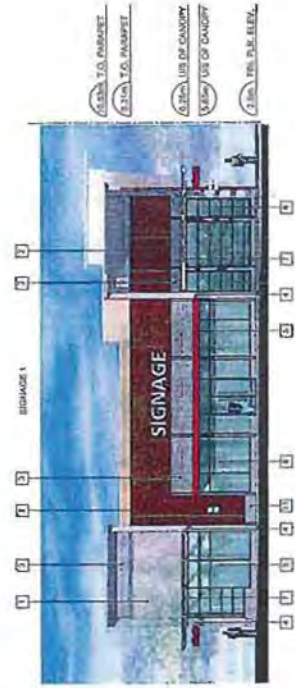
KEY PLAN
1:50

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Richmond BC V6V 2G7
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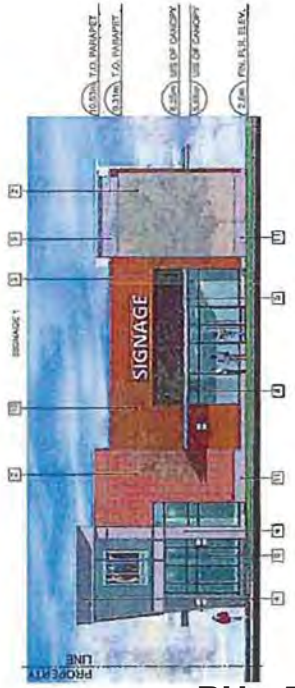
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PROJECT #:
A-3-9

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

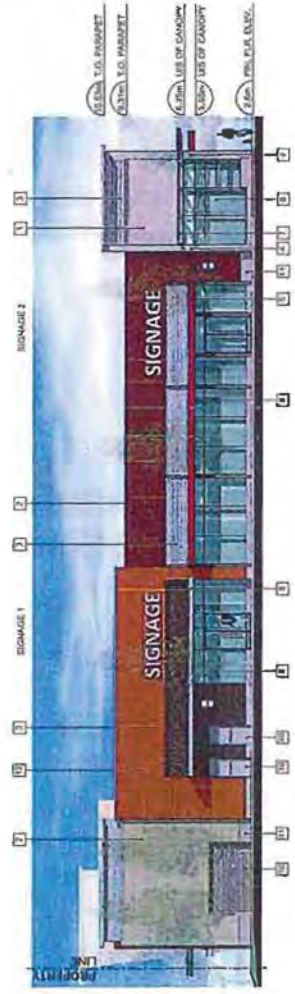




SOUTH ELEVATION
SCALE 1/100



NORTH ELEVATION
SCALE 1/100



WEST ELEVATION
SCALE 1/100

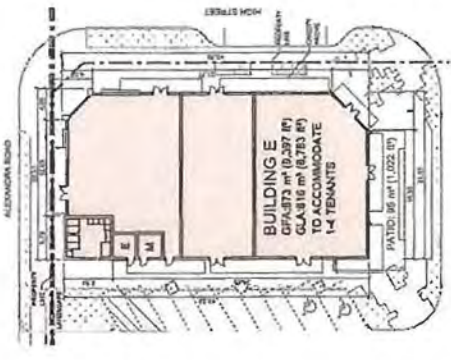


EAST ELEVATION
SCALE 1/100

- FINISH LEGEND AND COLOUR SCHEDULE:**
- 1 - EIFS
 - 2 - BRICK VENEER
 - 3 - CORRUGATED METAL
 - 4 - METAL PANELS
 - 5 - METAL CANOPY
 - 6 - PAINTED GLASS IN ALUMINUM FRAME
 - 7 - CHAWING AWNINGS
 - 8 - METAL & GLASS CANOPY
 - 9 - GLAZING IN ENCLOSED ALUMINUM FRAME
 - 10 - METAL DOOR
 - 11 - CONCRETE LEFT/PAINT
 - 12 - PREFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION		EAST ELEVATION		NORTH ELEVATION		WEST ELEVATION	
REQUIRED	PROPOSED	REQUIRED	PROPOSED	REQUIRED	PROPOSED	REQUIRED	PROPOSED
PERMITTED TOTAL SIGN AREA	11 x 4.5 = 49.5 m ²	PERMITTED TOTAL SIGN AREA	11 x 4.5 = 49.5 m ²	PERMITTED TOTAL SIGN AREA	11 x 4.5 = 49.5 m ²	PERMITTED TOTAL SIGN AREA	11 x 4.5 = 49.5 m ²
PERMITTED LINEAR FRONTAGE	21.58 m	PERMITTED LINEAR FRONTAGE	40.26 m	PERMITTED LINEAR FRONTAGE	21.53 m	PERMITTED LINEAR FRONTAGE	40.26 m
PERMITTED SIGN WIDTH	2.31 m	PERMITTED SIGN WIDTH	4.02 m	PERMITTED SIGN WIDTH	2.31 m	PERMITTED SIGN WIDTH	4.02 m



GROUND FLOOR PLAN
SCALE 1/200



KEY PLAN
NOTE

Chandler Associates
 220 - 1011 ILC Centre Rd.
 Richmond, BC V6V 1A1
 Tel: 604-273-2200
 Fax: 604-273-2201
 www.chandlerassociates.com

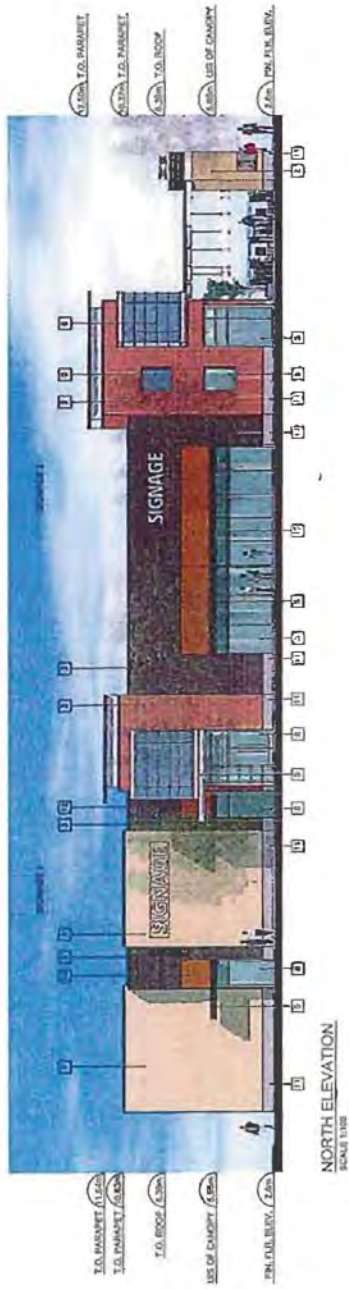
DATE: AUGUST 29, 2013
 SCALE: AS NOTED
 PROJECT: PH - 520
 SHEET: A-3.10

**BUILDING E PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY**

RICHMOND, BC

Sheet No. 15
 September 5, 2013
 RZ 10-528877

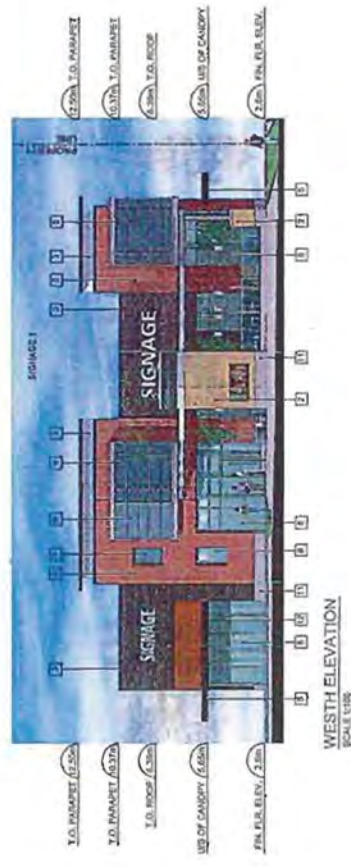




SIGNAGE ANALYSIS

NORTH ELEVATION

REQUIRED:	PROPOSED:
PERMITTED SIGNAGE AREA / FRONTAGE	SIGNAGE 1: 14.5
PERMITTED SIGNAGE AREA / FRONTAGE	SIGNAGE 2: 8.5
PERMITTED SIGNAGE AREA / FRONTAGE	TOTAL: 23.0



FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EIFS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CANVAS AWNING
- 7 - METAL & GLASS CANOPY
- 8 - GLAZING IN BRUSHED ALUMINUM FRAME
- 9 - BRUSHED METAL IN BRUSHED ALUMINUM FRAME
- 10 - METAL DOOR
- 11 - CONCRETE UPSTAMP
- 12 - PRESERVE WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION

REQUIRED:	PROPOSED:
PERMITTED SIGNAGE AREA / FRONTAGE	SIGNAGE 1: 14.5
PERMITTED SIGNAGE AREA / FRONTAGE	SIGNAGE 2: 8.5
PERMITTED SIGNAGE AREA / FRONTAGE	TOTAL: 23.0



GROUND FLOOR PLAN
SCALE 1:500



KEYPLAN
N

Chandler Associates
Chartered Architects
Affiliation No. 10000
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275-1001 V.E. Collins Rd.
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Fax: 604-591-2201
www.chandlerassociates.com

DATE: AUGUST 10, 2013
SCALE: AS NOTED
PROJECT: A-3-11

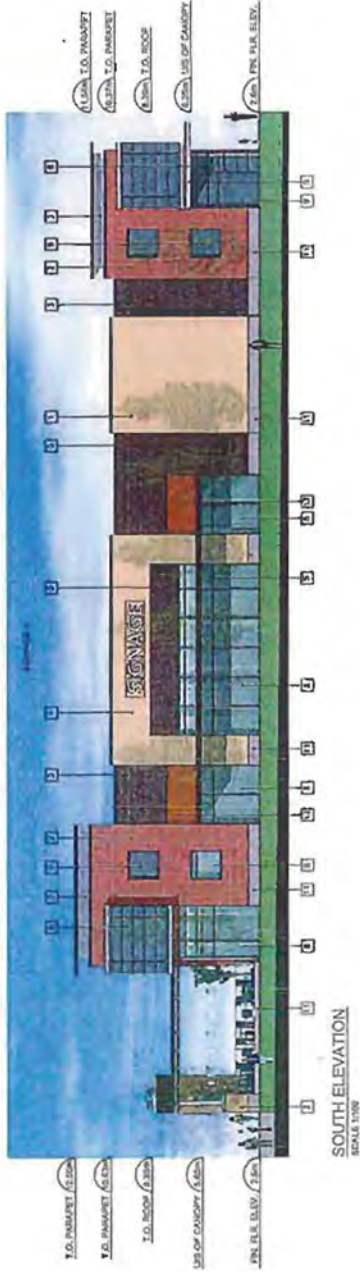
BUILDING H PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

Sheet No. 16
September 5, 2013
RZ 10-528877

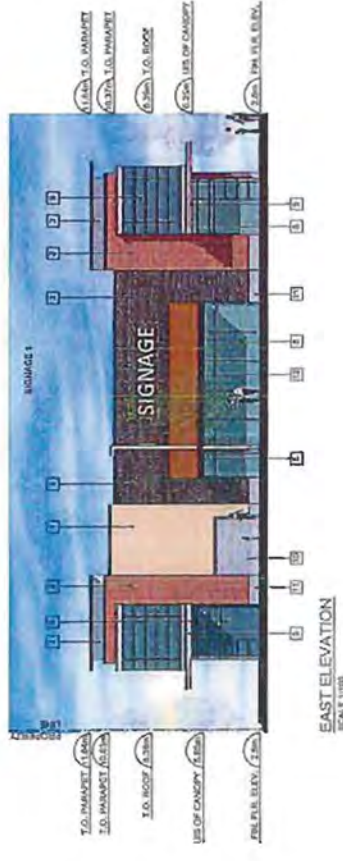




SIGNAGE ANALYSIS

SOUTH ELEVATION REQUIRED:	
BUILD. LENGTH	48.5 m
PERMITTED SIGN AREA / PROPORTAGE	1 m ²
TOTAL SIGN AREA / PERMITTED PROPORTAGE	48.5 m ²

PROPOSED:	
SIGNAGE 1	1 x 5
TOTAL	9 m ²



PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION REQUIRED:	
BUILD. WIDTH	26.11 m
PERMITTED SIGN AREA / PROPORTAGE	1 m ²
TOTAL SIGN AREA / PERMITTED PROPORTAGE	26.11 m ²

PROPOSED:	
SIGNAGE 1	1 x 5
TOTAL	9 m ²

FINISH LEGEND AND COLOUR SCHEDULE:

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

Sheet No. 17
September 5, 2013
RZ 10-528877



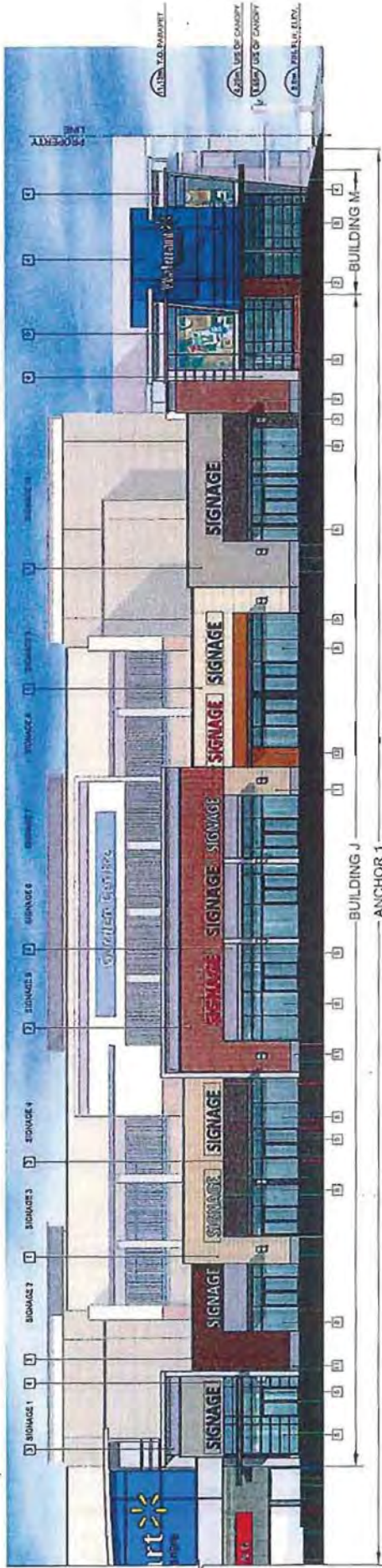
Chandler Associates
Architectural Inc.
The Studio
370-691 VC, Downs St.
14 004 007 2000
Richmond, BC V6V 2G7
info@chandlerassoc.com

DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT #:

A-3-12

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





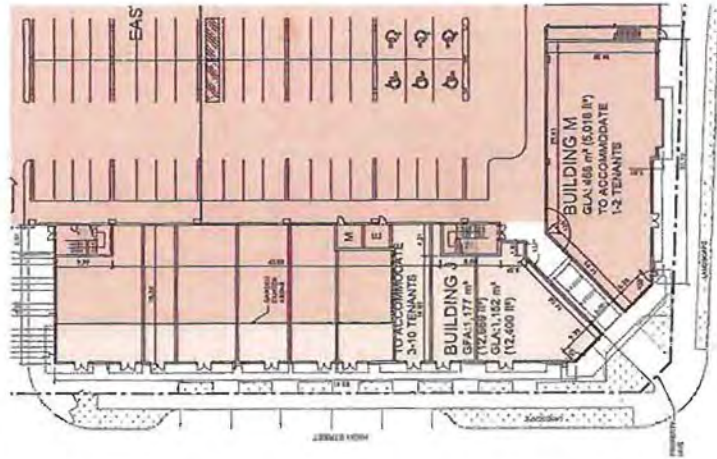
WEST ELEVATION
SCALE 1/100

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CHAMEL AVENUE
- 7 - METAL & GLASS CANOPY
- 8 - METAL PANELS
- 9 - METAL GLASS IN ALUMINIUM FRAME
- 10 - METAL DOOR
- 11 - CONCRETE UPSTAIRS
- 12 - PREFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION		TOTAL SIGN AREA	
REQUIREMENT	QUANTITY	PERMITTED	PERMITTED
BLDG. LENGTH	11.4.5	11.4.5	11.4.5
BLDG. HEIGHT	1.5	1.5	1.5
TOTAL SIGN AREA	171.75	171.75	171.75
PERMITTED SIGN AREA	171.75	171.75	171.75
REMAINING SIGN AREA	0	0	0
TOTAL	171.75	171.75	171.75



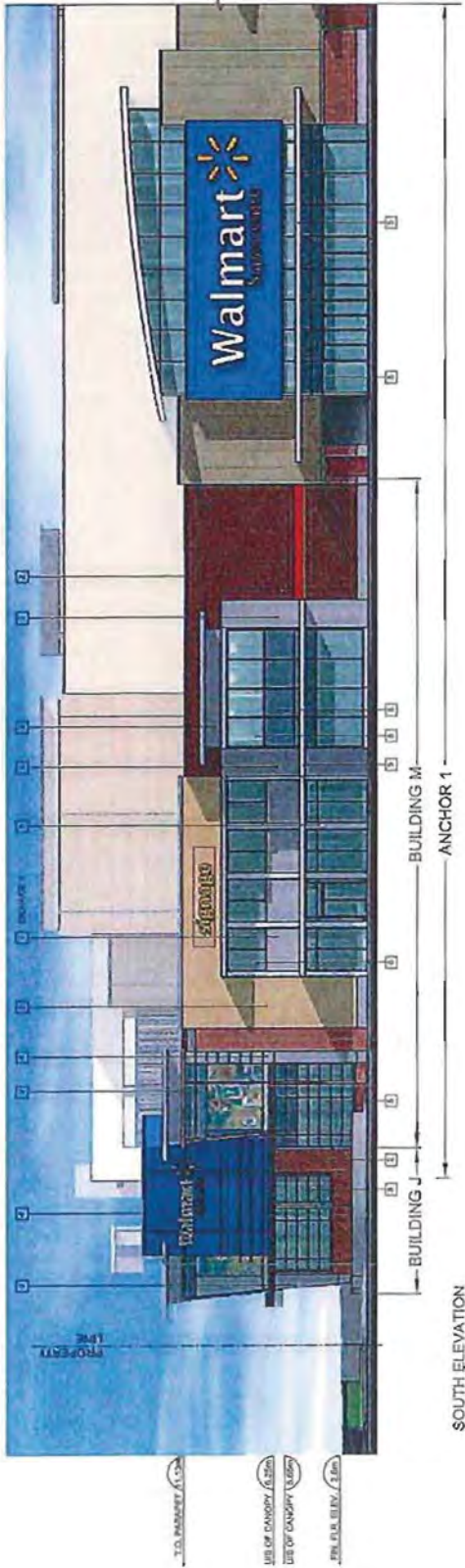
GROUND FLOOR PLAN
SCALE 1/200



Sheet No. 18
September 5, 2013
RZ. 10-528877



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



Sheet No. 19
September 5, 2013
RZ 10-528877



PRELIMINARY SIGNAGE ANALYSIS

REQUIRED		PROPOSED	
PERMITTED SIGN LENGTH	PERMITTED SIGN AREA	SIGNAGE 1	TOTAL
32.0m	1.0m ²	5.3 x 3.2	5.8 m ²
			5.8 m ²
			32.0 m ²

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CANVAS AWNING
- 7 - METAL & GLASS CANOPY
- 8 - METAL PANELS
- 9 - SPANREL GLASS IN ALUMINUM FRAME
- 10 - METAL DOOR
- 11 - CONCRETE UPTIANG
- 12 - CLAZING IN REDUCED ALUMINUM FRAME
- 13 - PREFINISHED WOOD PANELS

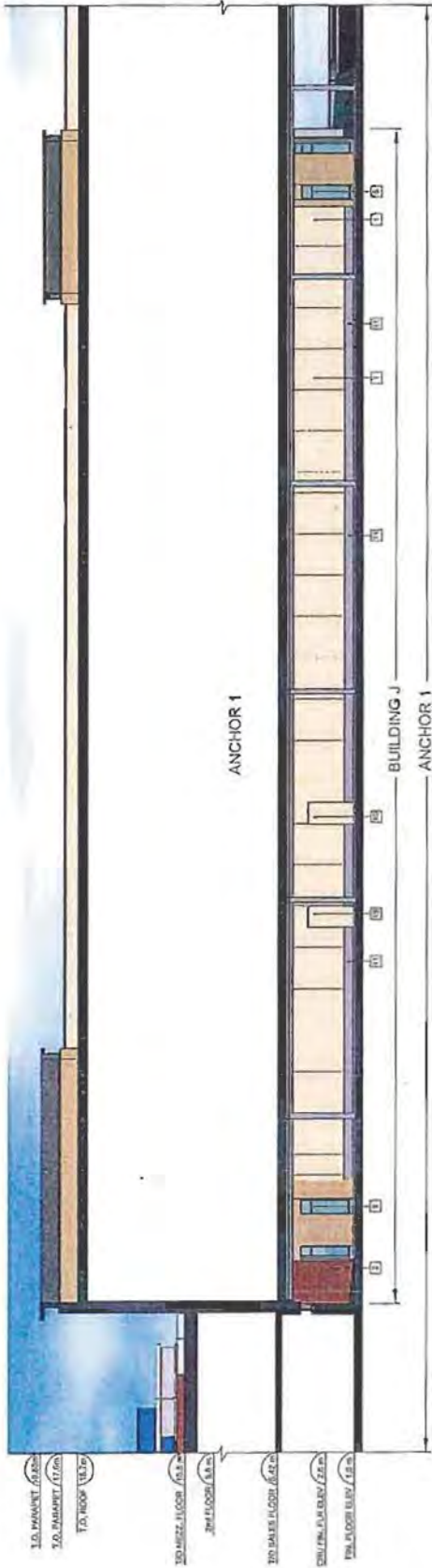
BUILDING J & M PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



Chandler Associates
The British Columbia
Professional Association
of Architects
400-681-1100
400-681-1100
400-681-1100
400-681-1100

DATE: AUGUST 28, 2013
SCALE: AS NOTED
PROJECT: PH - 524

A-3.14



EAST ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

- | | | | | | |
|---|--------------------|---|--------------------------------------|----|------------------------------------|
| 1 | - BRKS | 5 | - METAL CANOPY | 8 | - SPANDREL GLASS IN ALUMINUM FRAME |
| 2 | - BRICK VENEER | 6 | - CANVAS AVENUE | 9 | - METAL DOOR |
| 3 | - CORRUGATED METAL | 7 | - METAL & GLASS CANOPY | 10 | - CONCRETE (PST/STAG) |
| 4 | - METAL PANELS | 8 | - GLAZING IN HUNGWOOD ALUMINUM FRAME | 11 | - PREFINISHED WOOD PANELS |



Sheet No. 20
September 5, 2013
RZ 10-528877



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

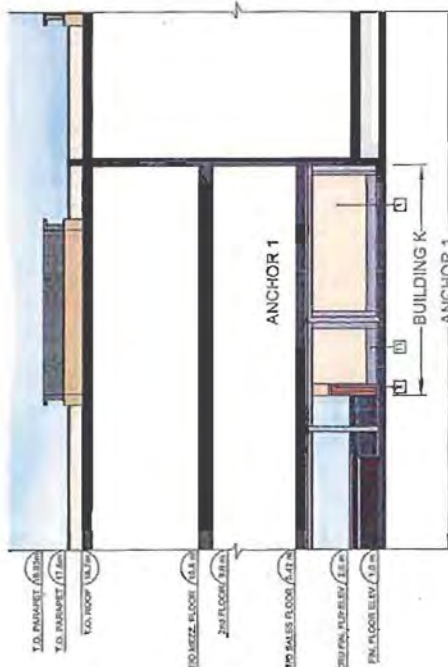
Chandler Associates
Architects Inc.
7700 Westside
2700-8011 W. Columbia St.
Vancouver BC V6B 1K1
Tel: 604-887-3328
Fax: 604-887-3328
http://www.chandlerassociates.com

DATE: AUGUST 29, 2013
AS SHOWN
PROJECT #:

A-315



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



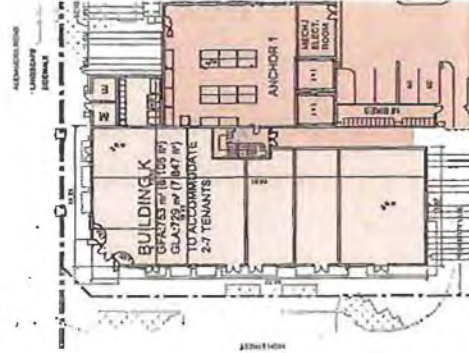
EAST ELEVATION
SCALE 1/8" = 1'-0"

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CANVAS AWNING
- 7 - METAL & GLASS CANOPY
- 8 - GLASS IN RECESSED ALUMINUM FRAME
- 9 - EXPANDED GLASS IN ALUMINUM FRAME
- 10 - METAL FLOOR
- 11 - CONCRETE UPSTAND
- 12 - PREFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

REQUIRED:		PROPOSED:	
BUILDING LENGTH	PERMITTED SIGNAGE AREA PERCENTAGE	PERMITTED SIGNAGE AREA PERCENTAGE	TOTAL SIGNAGE AREA
442.0'	1.0%	44.20'	4.420%
		44.20'	4.420%
			8.840%



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



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



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DATE: AUGUST 23, 2013
SCALE: AS NOTED
PROJECT: 10-528877

A-3-16

BUILDING K PLANS AND ELEVATIONS

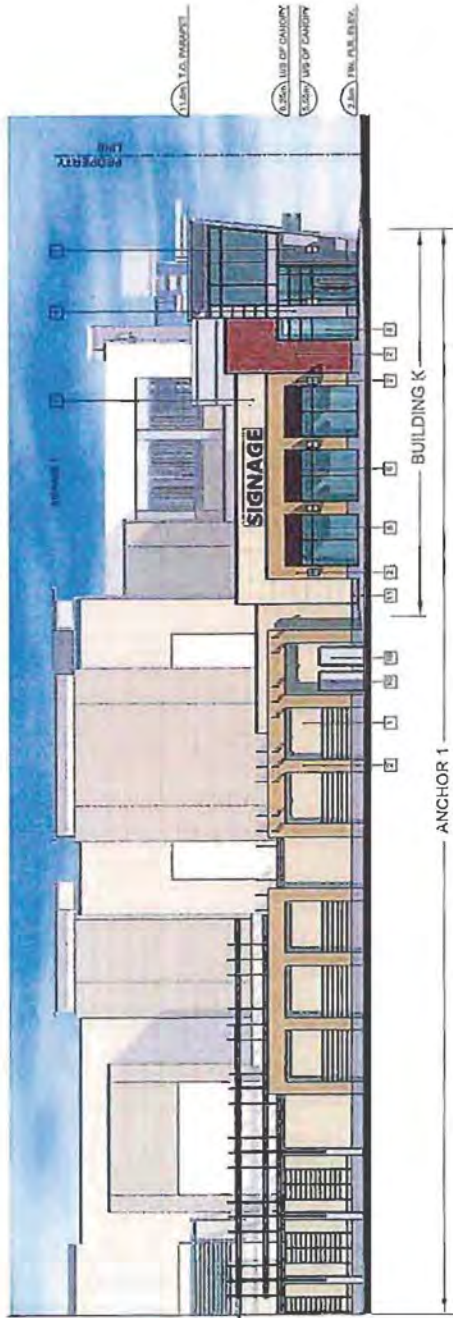
CENTRAL AT GARDEN CITY

RICHMOND, BC



PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION	
PERMITTED SIGN AREA / SIGNAGE	TOTAL SIGN AREA / PERMITTED SIGNAGE
BLOCK WIDTH: 143.0m	143.0m
PERMITTED SIGNAGE: 1.0m ²	PERMITTED SIGNAGE: 143.0m ²
TOTAL SIGNAGE: 1.0m ² / 143.0m ²	

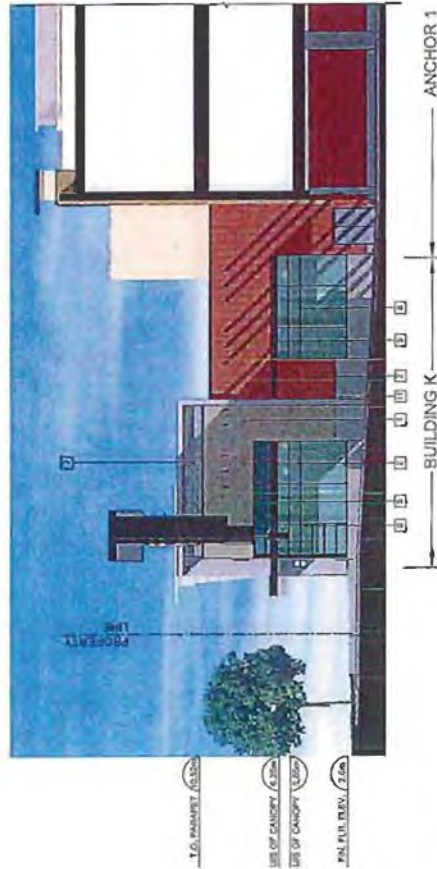


NORTH ELEVATION
SCALE 1:100

PH - 527

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - BRICK
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - SPANDREL GLASS IN ALUMINUM FINISH
- 7 - METAL & GLASS CANOPY
- 8 - GLAZING IN BUSHED ALUMINUM FINISH
- 9 - CONCRETE UPSTAND
- 10 - PREFINISHED WOOD PANELS
- 11 - CANVAS AWNING
- 12 - METAL DOOR



SOUTH ELEVATION
SCALE 1:100

Sheet No. 22
September 5, 2013
RZ 10-528877



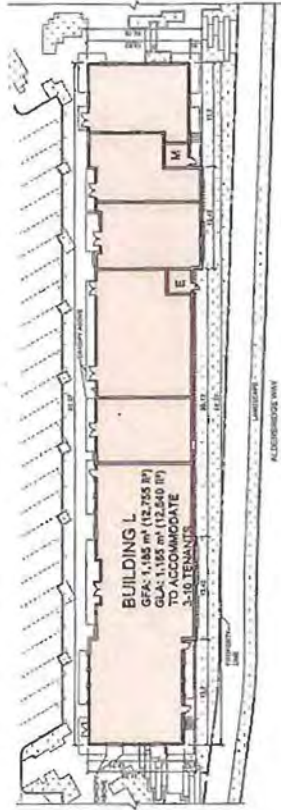
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Architects Inc.
The 23rd Floor, Commerce Centre
Vancouver, BC V6B 4K7
Tel: (604) 681-3300
Fax: (604) 681-3305
chandler@chandlerassociates.com

DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT #:

A-3.17

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





BUILDING L - FLOOR PLAN
SCALE 1:200

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CANVAS AWNING
- 7 - METAL & GLASS CANOPY
- 8 - ALUMINUM CLADDING ALUMINUM PANEL
- 9 - SPANZIEL GLASS IN ALUMINUM FRAME
- 10 - METAL DOOR
- 11 - CONCRETE UPSTAND
- 12 - PREFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION		WEST ELEVATION	
REQUIRED	PROPOSED	REQUIRED	PROPOSED
BUILDING SIGN AREA	114.45	BUILDING SIGN AREA	114.45
PERMITTED SIGN AREA	114.45	PERMITTED SIGN AREA	114.45
PERMITTED LINEAR FRONTAGE	114.45	PERMITTED LINEAR FRONTAGE	114.45
TOTAL SIGN AREA	228.90	TOTAL SIGN AREA	228.90
PERMITTED SIGN AREA	114.45	PERMITTED SIGN AREA	114.45
PERMITTED LINEAR FRONTAGE	114.45	PERMITTED LINEAR FRONTAGE	114.45
TOTAL SIGN AREA	228.90	TOTAL SIGN AREA	228.90

Sheet No. 23
September 5, 2013
RZ 10-528877

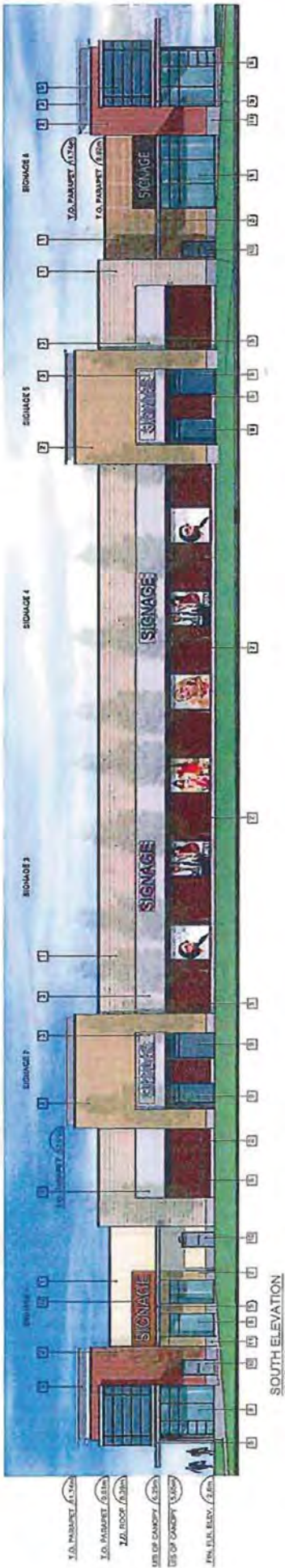


BUILDING L PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY
RICHMOND, BC



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DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT: A-3-18



SOUTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION REQUIREMENTS		PROPOSED	
PERMITTED LINEAR LENGTH	88.37 m	SIGNAGE 1	11.45
PERMITTED FRONTAGE	11 m	SIGNAGE 2	4.5 m
		SIGNAGE 3	11.45
		SIGNAGE 4	11.45
		SIGNAGE 5	4.5 m
		SIGNAGE 6	11.45
		TOTAL	51.15 m

EAST ELEVATION REQUIREMENTS		PROPOSED	
PERMITTED SIGN AREA	15.18 m ²	SIGNAGE 1	11.45
PERMITTED LINEAR LENGTH	1.1 m	TOTAL	4.5 m

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - BRICK
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - SPANDREL GLASS IN ALUMINUM FRAME
- 6 - CANVAS AWNING
- 7 - METAL & GLASS CANOPY
- 8 - GLASS IN REINFORCED ALUMINUM FRAME
- 9 - METAL DOOR
- 10 - CONCRETE UPSTAND
- 11 - PREFINISHED WOOD PANELS

Sheet No. 24
September 5, 2013
RZ 10-528877

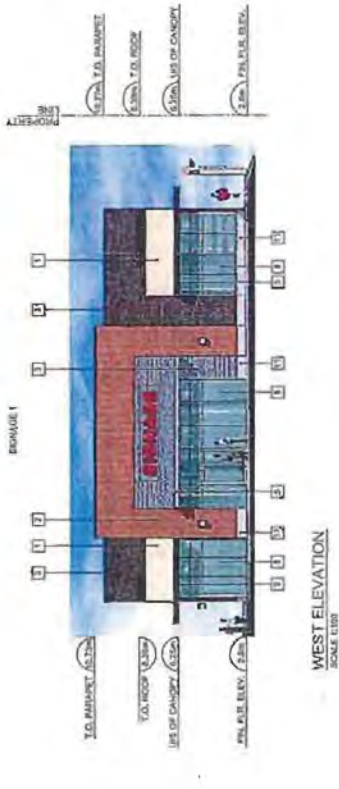


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2701 - 65th Ave. Suite 101
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DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT #: 10-528877
A-3.19

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

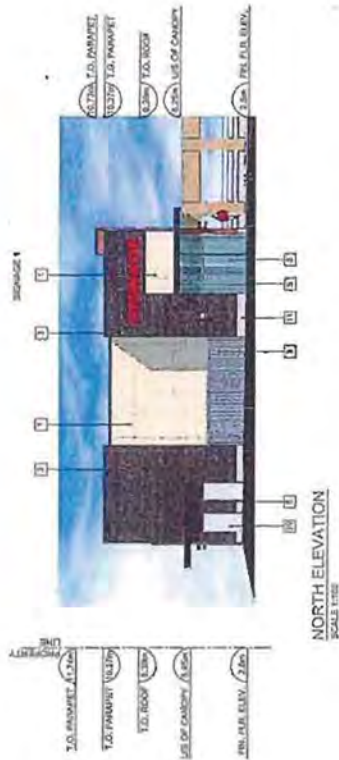




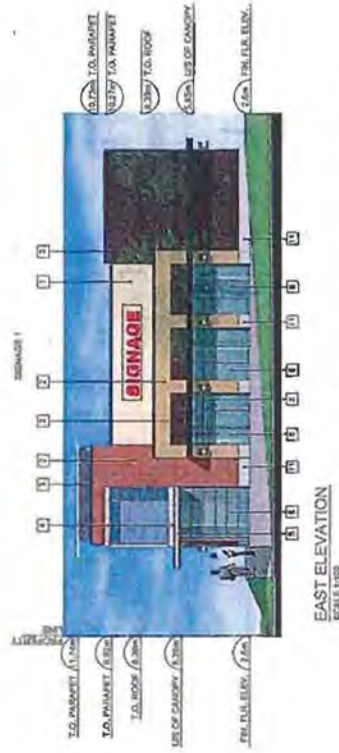
WEST ELEVATION
SCALE 1/100



SOUTH ELEVATION
SCALE 1/100



NORTH ELEVATION
SCALE 1/100



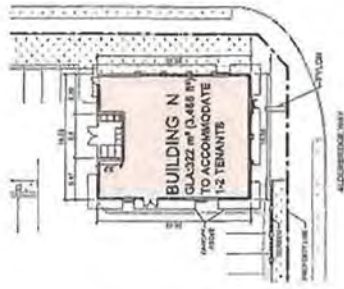
EAST ELEVATION
SCALE 1/100

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK VENEER
- 3 - CERAMICATED METAL
- 4 - METAL PANELS
- 5 - METAL CANOPY
- 6 - CANVAS AWNING
- 7 - METAL GLASS CANOPY
- 8 - SPANREL GLASS IN ALUMINUM FRAME
- 9 - METAL DOOR
- 10 - CONCRETE DISTING
- 11 - GLAZING IN BEHELD ALUMINUM FRAME
- 12 - REFINISHED WOOD PANELS

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION		NORTH ELEVATION	
REQUIRED	PROPOSED	REQUIRED	PROPOSED
BLDG. LENGTH	11.8	BLDG. LENGTH	11.8
FRONTAGE	8.0	FRONTAGE	8.0
TOTAL SIGN PERMITTED	20.16 SF	TOTAL SIGN PERMITTED	20.16 SF
TOTAL SIGN PROPOSED	8.0 SF	TOTAL SIGN PROPOSED	8.0 SF



BUILDING N - FLOOR PLAN
SCALE 1/200

Sheet No. 25
September 5, 2013
RZ 10-528877

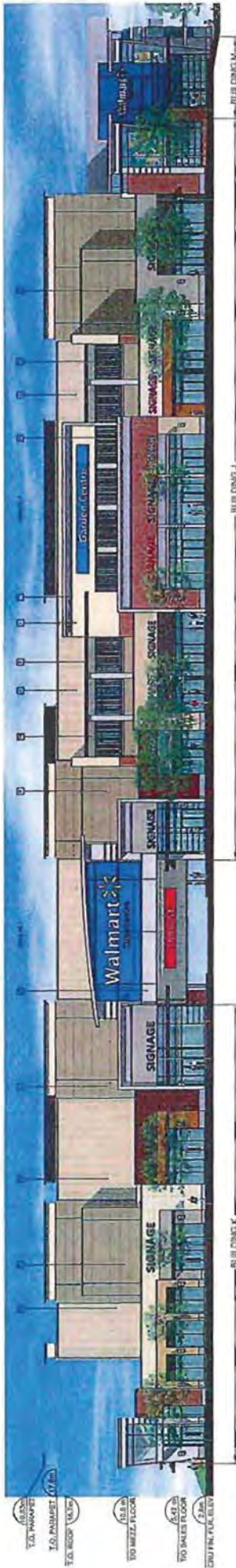
BUILDING N PLANS AND ELEVATIONS
CENTRAL AT GARDEN CITY

RICHMOND, BC



CHENDLER ASSOCIATES
ARCHITECTS INC.
270-401 W. CEDAR ST.
VANCOUVER, BC V6C 1K7
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DATE: AUGUST 26, 2013
SCALE: AS NOTED
PROJECT #: A-3-20



WEST ELEVATION
SCALE 1/8\"/>



SOUTH ELEVATION
SCALE 1/8\"/>

FINISH LEGEND AND COLOUR SCHEDULE:

- 1 - EPS
- 2 - BRICK VENEER
- 3 - CORRUGATED METAL
- 4 - METAL PANELS
- 5 - METAL CAVITY
- 6 - CANVAS AWNING
- 7 - METAL & GLASS CANOPY
- 8 - SPANDREL GLASS IN ALUMINUM FRAME
- 9 - METAL DOOR
- 10 - CONCRETE LIFT/SLAB
- 11 - GLASSING IN BRUSHED ALUMINUM FRAME
- 12 - PAINTED CONCRETE
- 13 - METAL SCREEN
- 14 - METAL FLUTER
- 15 - PREFINISHED WOOD PANELS



PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION		TOTAL SIGN AREA		TOTAL SIGN AREA PERMITTED	
REQUIRED	PROPOSED	PERMITTED SIGNAGE 1	PERMITTED SIGNAGE 2	PERMITTED SIGNAGE 3	TOTAL
AREA	113.8 sq. ft.	113.8 sq. ft.	0.0 sq. ft.	0.0 sq. ft.	113.8 sq. ft.
LENGTH	113.8 ft.	113.8 ft.	0.0 ft.	0.0 ft.	113.8 ft.
FRONTAGE	113.8 ft.	113.8 ft.	0.0 ft.	0.0 ft.	113.8 ft.
TOTAL	113.8 sq. ft.	113.8 sq. ft.	0.0 sq. ft.	0.0 sq. ft.	113.8 sq. ft.

SOUTH ELEVATION		TOTAL SIGN AREA		TOTAL SIGN AREA PERMITTED	
REQUIRED	PROPOSED	PERMITTED SIGNAGE 1	PERMITTED SIGNAGE 2	PERMITTED SIGNAGE 3	TOTAL
AREA	113.8 sq. ft.	113.8 sq. ft.	0.0 sq. ft.	0.0 sq. ft.	113.8 sq. ft.
LENGTH	113.8 ft.	113.8 ft.	0.0 ft.	0.0 ft.	113.8 ft.
FRONTAGE	113.8 ft.	113.8 ft.	0.0 ft.	0.0 ft.	113.8 ft.
TOTAL	113.8 sq. ft.	113.8 sq. ft.	0.0 sq. ft.	0.0 sq. ft.	113.8 sq. ft.

Sheet No. 26
September 5, 2013
RZ 10-528877

PARKING LEVEL PLAN
SCALE 1/8\"/>



EAST ANCHOR PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

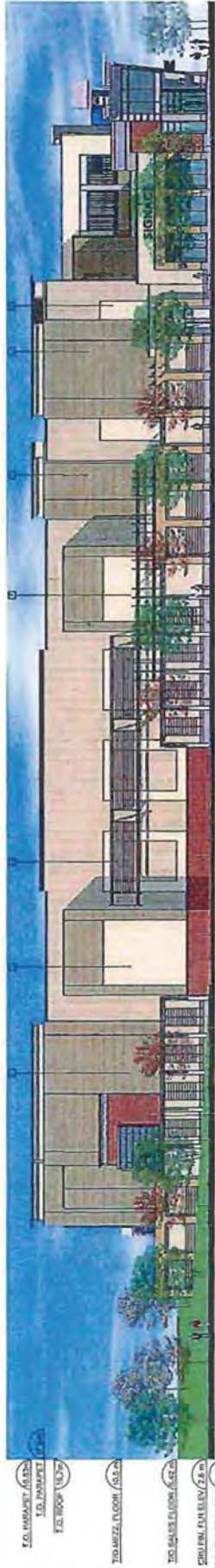


DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT: 10-528877

A-3.21



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



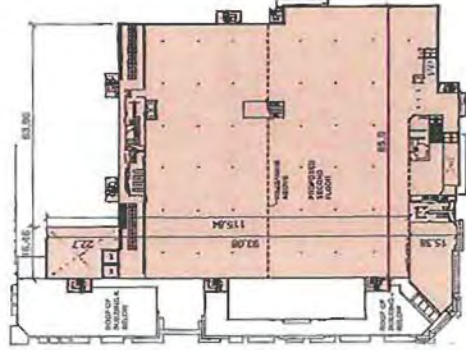
NORTH ELEVATION
SCALE 1/8"=1'-0"

FINISH LEGEND AND COLOUR SCHEDULE:

- | | | | | | |
|----|------------------|----|------------------------------------|----|-----------------------------------|
| 1 | EIFS | 4 | METAL CANOPY | 8 | SPANDREL GLASS IN ALUMINIUM FRAME |
| 2 | BRICK VENEER | 5 | CANVALE AWNING | 9 | METAL DOOR |
| 3 | CORRUGATED METAL | 6 | METAL & GLASS CANOPY | 10 | CONCRETE WETLAND |
| 4 | METAL PANELS | 7 | GLAZING IN BRUSHED ALUMINIUM FRAME | 11 | PREFINISHED WOOD PANELS |
| 12 | PAINTED CONCRETE | 13 | METAL SCREEN | 14 | METAL PLASTER |

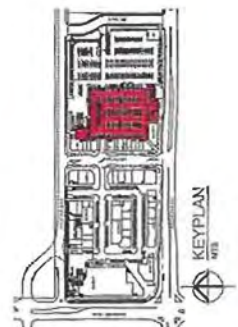
PRELIMINARY SIGNAGE ANALYSIS

ACCOMMODATED		UNACCOMMODATED		TOTAL SIGN	
WIDTH	LENGTH	WIDTH	LENGTH	AREA	PERMITTED
118.8 ft	1' 0"	25.4 ft	15.0 ft	118.8 sq ft	118.8 sq ft
		12.5 ft	2.5 ft	31.2 sq ft	31.2 sq ft
				150.0 sq ft	150.0 sq ft
				179.8 sq ft	179.8 sq ft



SALES LEVEL PLAN
SCALE 1/8"=1'-0"

Sheet No. 27
September 5, 2013
RZ 10-528877



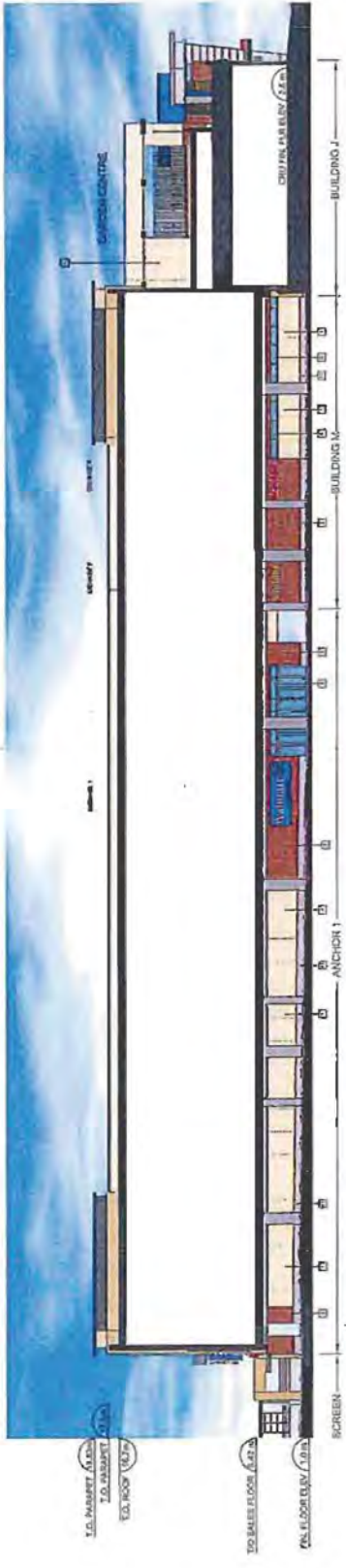
KEY PLAN
SCALE 1/8"=1'-0"

Chandler Associates
Architects Inc.
The Block, 1000
Vancouver, BC V6B 1B7
Tel: (604) 681-3333
www.chandlerassociates.com

DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT #: A-3-22

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





NORTH INTERNAL ELEVATION
SCALE 1/8" = 1'-0"

FINISH LEGEND AND COLOUR SCHEDULE:

- | | | | | | |
|---|--------------------|----|-------------------------------------|----|--------------------|
| 1 | - BRICK | 8 | - SPANDREL GLASS IN ALUMINIUM FRAME | 10 | - PAINTED CONCRETE |
| 2 | - BRICK VENEER | 9 | - CANVAS AWNING | 11 | - METAL SCREEN |
| 3 | - CORRUGATED METAL | 10 | - METAL DOOR | 12 | - METAL PAINTER |
| 4 | - METAL PANELS | 11 | - METAL & GLASS CANNOPY | 13 | - METAL PAINTER |
| | | 12 | - CONCRETE UPRISTAND | 14 | - METAL PAINTER |
| | | 13 | - GLASS IN BRICKED ALUMINIUM FRAME | 15 | - METAL PAINTER |
| | | 14 | - PRESERVED WOOD PANELS | | |

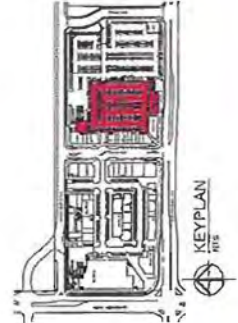
PRELIMINARY SIGNAGE ANALYSIS

REQUIRED		PROPOSED	
NO. OF SIGNS	LINEAR FOOTAGE	NO. OF SIGNS	LINEAR FOOTAGE
1	15.0	1	15.0
2	10.0	2	20.0
3	10.0	3	30.0
TOTAL	35.0	TOTAL	65.0



MEZZANINE LEVEL PLAN
SCALE 1:500

Sheet No. 28
September 5, 2013
RZ 10-528877



SummitCentres

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

Chandler Associates
The Office
1000 West 10th Street
Vancouver BC V6B 1G1
Tel: 604 687 3300
info@chandlerassociates.com

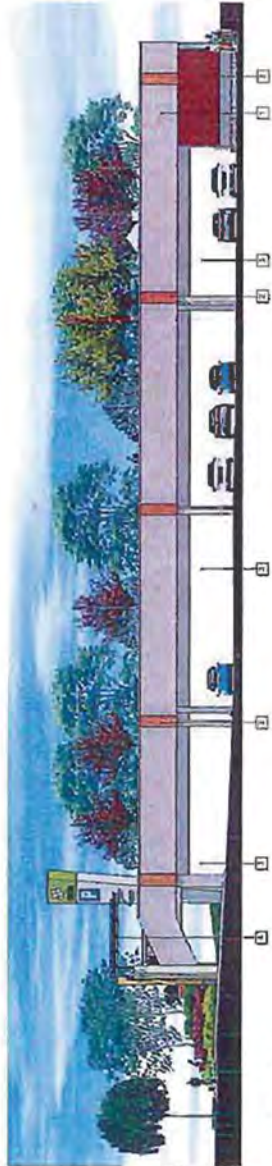
DATE: AUGUST 27, 2013
PROJECT: AS HOPPED
PROJECT #:

A-9-23



NORTH ELEVATION
SCALE 1/16"

TO CONCRETE DECK
TO FINISH FLOOR
TO PARAPET TOP



WEST ELEVATION
SCALE 1/16"

TO CONCRETE DECK
TO FINISH FLOOR
TO PARAPET TOP

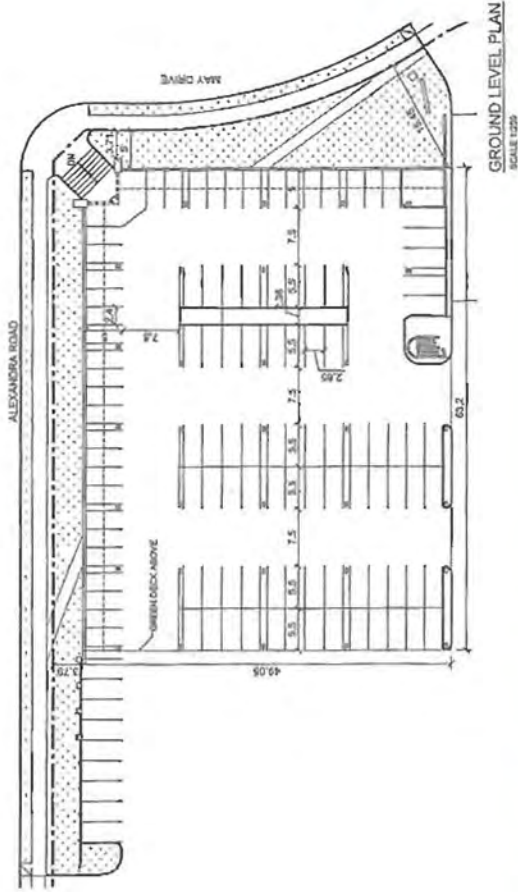
FINISH LEGEND AND COLOUR SCHEDULE:

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



KEY PLAN
SCALE 1/8"

Sheet No. 29
September 5, 2013
RZ 10-528877



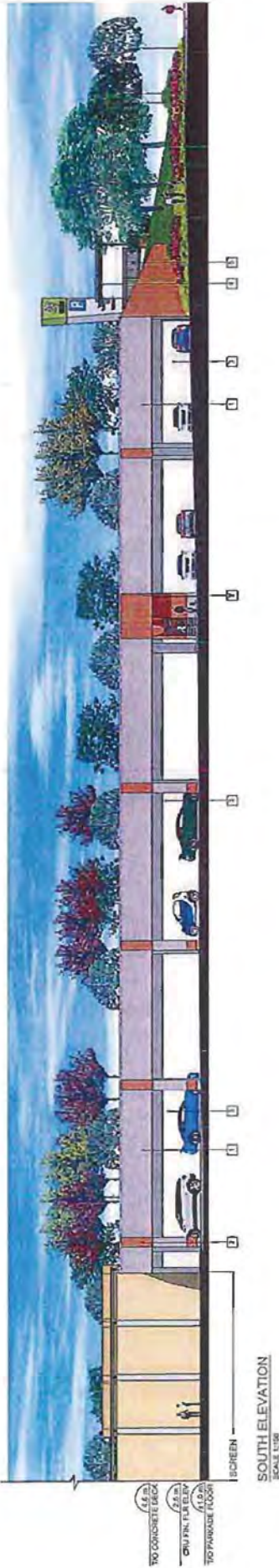
GROUND LEVEL PLAN
SCALE 1/8"

Chandler Associates
Architects Inc.
The Studio
270-501 W. Chester St.
Richmond, BC V6V 1G1
Tel: 604-887-2000
Fax: 604-887-2005
http://www.chandlerassociates.com

DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT: A-3-24

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





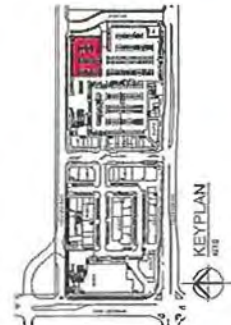
SOUTH ELEVATION
SCALE 1:200



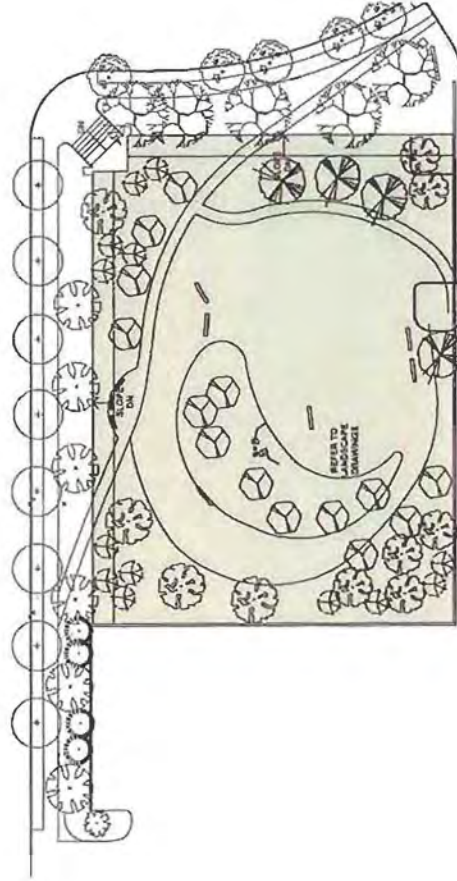
EAST ELEVATION
SCALE 1:200

FINISH LEGEND AND COLOUR SCHEDULE:

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



Sheet No. 30
September 5, 2013
RZ 10-528877



DECK PLAN
SCALE 1:200

Chandler Associates
The Studio
100-10110 University Blvd.
Richmond, BC V6V 1G9
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Fax: (604) 273-2301
www.chandlerassociates.com

DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT #: A-3-25

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





1 - STREET ELEVATIONS ALONG ALEXANDRA ROAD LOOKING SOUTH



2 - STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



KEY PLAN
SCALE 1:100

Sheet No. 31
September 5, 2013
RZ 10-528877



CENTRAL AT GARDEN CITY
RICHMOND, BC

STREET ELEVATIONS WITHOUT LANDSCAPE



Chandler Associates
Architectural Inc.
3000 15th St., Cranbrook, BC, V1C 1G7
Tel: (250) 837-3300
http://www.chandlerassociates.com

DATE: AUGUST 29, 2013
PROJECT: PH - 536

A-3.26



VIEW 1 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 1 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 2 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 2 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 3 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 3 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



Sheet No. 32
September 5, 2013
RZ 10-528877.

GARDEN CITY AND ALDERBRIDGE WAY
INTERSECTION LOOKING NORTH

ALDERBRIDGE STREET ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC



Chandler Associates
Architectural Inc.
The Studio, Centre St.
Vancouver, BC V6B 1G1
Phone: 604 687 1000
Fax: 604 687 1005
info@chandlerassociates.com

DATE: SEPTEMBER 5, 2013
SCALE: AS SHOWN
PROJECT NO.:

A-3-27



BUILDING A WEST ELEVATION ALONG GARDEN CITY ROAD
SCALE: 1/8"=1'-0"

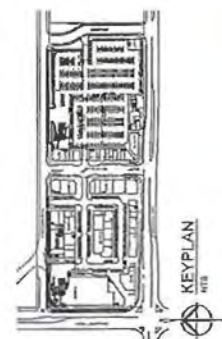


BUILDING H AND L SOUTH ELEVATIONS ALONG ALDERBRIDGE ROAD
SCALE: 1/8"=1'-0"

PH + 538



ANCHOR 1 SOUTH ELEVATION ALONG ALDERBRIDGE ROAD
SCALE: 1/8"=1'-0"



KEYPLAN
N



BUILDING N SOUTH ELEVATION
SCALE: 1/8"=1'-0"

Sheet No. 33
September 5, 2013
RZ 10-528877

LANDSCAPE GROWTH WITHIN 10 YEARS

CENTRAL AT GARDEN CITY

RICHMOND, BC



Chandler Associates
270 - 401 W. Cordova St.
Vancouver, BC V6C 2K1
Tel: 604 683 2000
Fax: 604 683 2001
http://www.chandlerassociates.com

DATE: AUGUST 28, 2013
SCALE: AS NOTED
PROJECT #:
A-3-2B



BUILDING A WEST ELEVATION
SCALE: 1/100

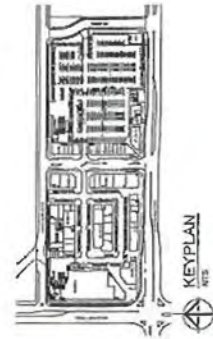


BUILDING H AND L SOUTH ELEVATIONS
SCALE: 1/100

PH 539



ANCHOR 1 SOUTH ELEVATION
SCALE: 1/100



KEY PLAN
1/100



BUILDING N SOUTH ELEVATION
SCALE: 1/100

Chandler Associates
 CHANDLER ASSOCIATES
 ARCHITECTURE INC.
 THE BUNKS
 270 - 101st St., Downsview, ON
 M3H 5K2
 TEL: 416 887 2200
 FAX: 416 887 2222
 www.chandlerassociates.com

DATE: AUGUST 29, 2013
 SCALE: AS NOTED
 PROJECT #:
 000

A-3.29

Sheet No. 34
 September 5, 2013
 RZ 10-528877

STREET ELEVATIONS WITHOUT LANDSCAPE
CENTRAL AT GARDEN CITY
 RICHMOND, BC



SmartCentres



EAST ANCHOR NORTH ELEVATION
SCALE: 1/8"



BUILDING B PARTIAL NORTH ELEVATION
SCALE: 1/8"



BUILDING E NORTH ELEVATION
SCALE: 1/8"



BUILDING B PARTIAL NORTH ELEVATION AND BUILDING A NORTH ELEVATION
SCALE: 1/8"



KEYPLAN
SCALE: 1/8"

Sheet No. 35
September 5, 2013
RZ 10-528877

LANDSCAPE GROWTH WITHIN 10 YEARS ALONG ALEXANDRA ROAD
CENTRAL AT GARDEN CITY
RICHMOND, BC

Chandler Associates
Landscape Architects
210-4671 W. Columbia St.
Vancouver, BC V6L 1G1
Tel: 604-687-7338
Fax: 604-687-7339
info@chandlerassociates.com

DATE: AUGUST 29, 2013
SCALE: AS SHOWN
PROJECT: A-3-30



EAST ANCHOR NORTH ELEVATION
SCALE: 1:500



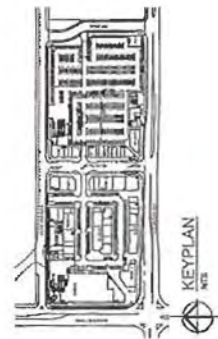
BUILDING B PARTIAL NORTH ELEVATION
SCALE: 1:500



BUILDING E NORTH ELEVATION
SCALE: 1:500



BUILDING B PARTIAL NORTH ELEVATION AND BUILDING A NORTH ELEVATION
SCALE: 1:500



Sheet No. 36
September 5, 2013
RZ 10-528877

ELEVATIONS WITHOUT LANDSCAPE ALONG ALEXANDRA ROAD

CENTRAL AT GARDEN CITY

RICHMOND, BC



Chandler Associates
Architectural Inc.
The Station
2700 - 48th Ave. Unit 100
Richmond BC V6X 2C5
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Fax: 604-273-2301
www.chandlerassociates.com

DATE: AUGUST 29, 2013
SCALE: AS NOTED
PROJECT #: 457

A-3.37



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



Sheet No. 37
 September 5, 2013
 RZ 10-528877

KEY PLAN
 SCALE: NTS

Chandler Associates
 CHANDLER ASSOCIATES
 ARCHITECTS INC.
 The Station
 220 - 501 W.C. Mackenzie St.
 Richmond, BC V6V 1K7
 TEL: 604 273 2200
 FAX: 604 273 2201
 info@chandlerassociates.com

DATE: AUGUST 29, 2013
 SCALE: NTS
 PROJECT #: 4229

A-4.1

PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC





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



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

Sheet No. 38
 September 5, 2013
 RZ 10-528877



KEY PLAN
 SCALE: 1:100

Chandler Associates
 1100 West Broadway
 Vancouver, BC V6H 1B1
 Tel: 604 681 3300
 Fax: 604 681 3305
 Email: info@chandlerassociates.com

DATE: AUGUST 29, 2013
 SCALE: 1:100
 PROJECT #:

A-4.2

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC





PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING WEST-NORTH



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

Sheet No. 39
 September 5, 2013
 RZ 10-528877



KEY PLAN
 SCALE: NTS

Chandler Associates
 Architects Inc.
 The Office
 2790 - 801 St., Coquitlam, BC
 V3K 6W7
 Tel: 604 947 7300
 Fax: 604 947 7301
 www.chandlerassociates.com

DATE: AUGUST 29, 2013
 SCALE: 1/8" = 1'-0"
 PROJECT #: A-4-3

SITE PERSPECTIVES

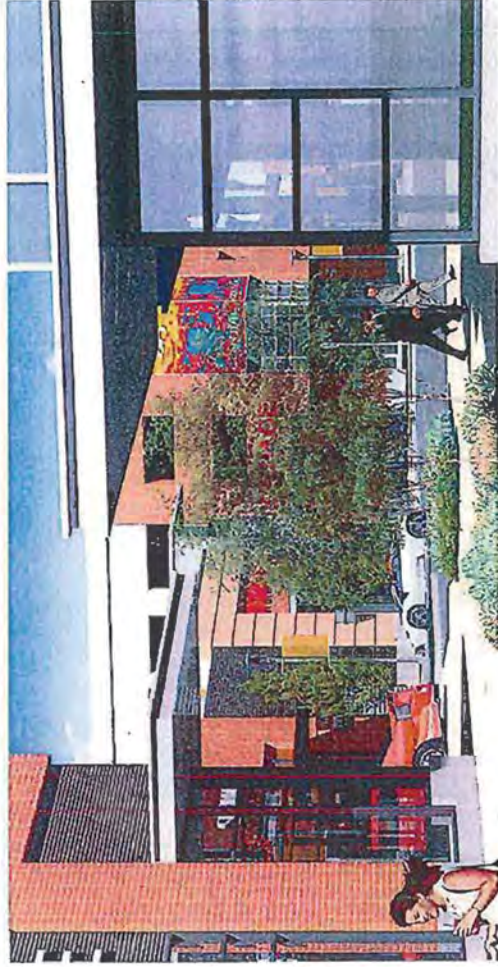
CENTRAL AT GARDEN CITY
 RICHMOND, BC





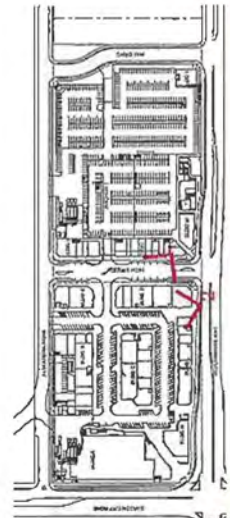
PERSPECTIVE 1 - BUILDING D LOOKING NORTH-WEST.

PH - 545



PERSPECTIVE 2 - LOOKING NORTH

Sheet No. 40
September 5, 2013
RZ 10-528877



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

Chandler Associates
Architects
1750 West Broadway
Suite 1000
Vancouver, BC V6J 1G1
Tel: 604 681 2000
Fax: 604 681 2001
www.chandlerassociates.com

DATE: AUGUST 29, 2013
SCALE: 1/8" = 1'-0"
PROJECT: A-4-4

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY
RICHMOND, BC





PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING NORTH-EAST

PH - 546



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

Sheet No. 41
 September 5, 2013
 RZ 10-528877



KEY PLAN
 SCALE: 1/8"

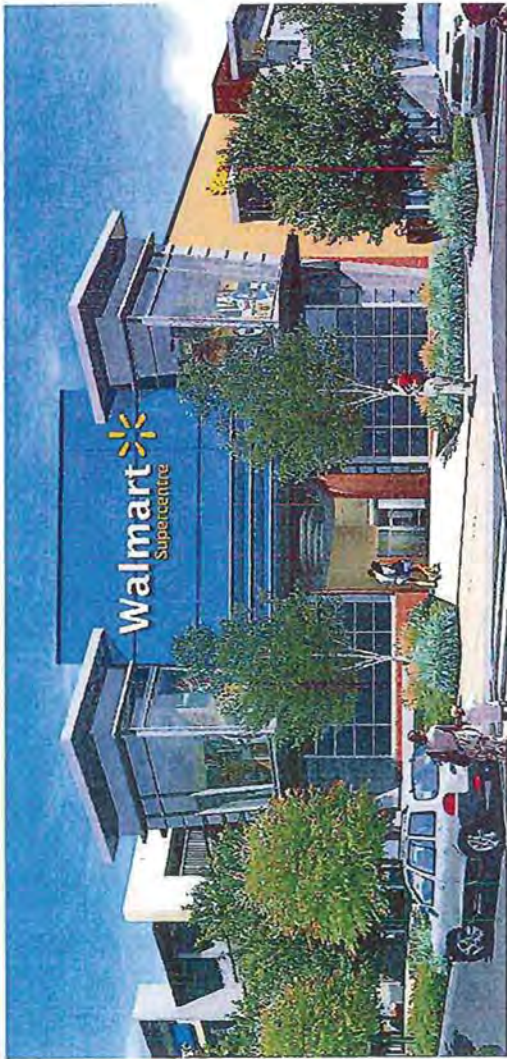
Chandler Associates
 Architectural Firm
 2700 - 15th St. W. Suite 100
 Richmond, BC V6V 2G6
 Tel: (604) 273-2300
 Fax: (604) 273-2301
 www.chandlerassociates.com

DATE: AUGUST 28, 2013
 SCALE: 1/8"
 PROJECT #: **A-4.5**

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY
 RICHMOND, BC





PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING NORTH-EAST



PERSPECTIVE 2 - BUILDING A - LOOKING WEST-NORTH



Sheet No. 42
 September 5, 2013
 RZ 10-528877

Chandler Associates
 Architects Inc.
 The Station, Oakridge
 Vancouver BC V6R 1A7
 Tel: 604 273 2300
 Fax: 604 273 2305
 info@chandlerassociates.com

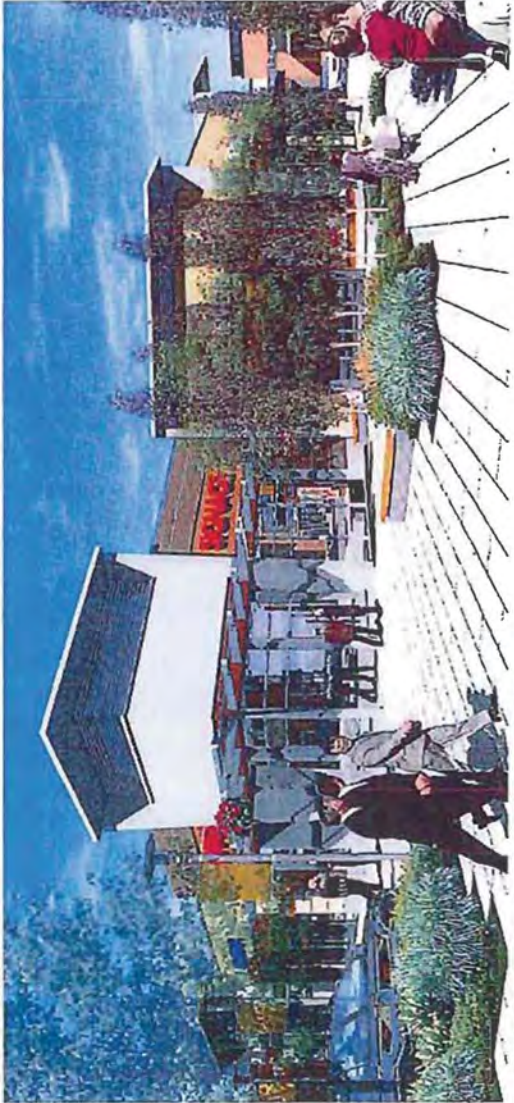
DATE: AUGUST 26, 2013
 SCALE: 1:100
 PROJECT #: A-4.6

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC





PERSPECTIVE 1 - BUILDING C - LOOKING SOUTH-EAST

PH - 548



PERSPECTIVE 2 - ALEXANDRA ROAD @ MAY DRIVE LOOKING SOUTH-WEST

Sheet No. 43
September 5, 2013
RZ 10-528877



KEY PLAN
SCALE: NTS

Chandler Associates
 Designer/Architect
 275 - 401 PKE, Coquitlam, BC
 Tel: 604-887-2330 Fax: 604-887-2333
 www.chandlerassociates.com

DATE: AUGUST 19, 2013
 SCALE: 1/3200
 PROJECT #:
 A-4.7

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY
 RICHMOND, BC





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



PERSPECTIVE 2 - HIGH STREET LOOKING SOUTH -EAST

Sheet No. 44
 September 5, 2013
 RZ 10-528877



KEY PLAN
 SCALE: NTS



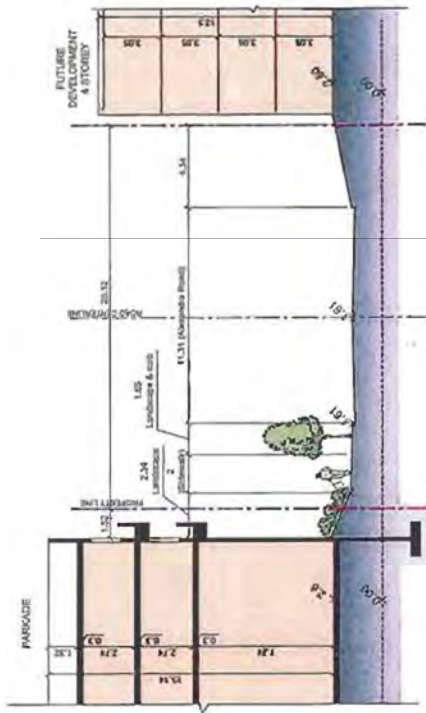
CENTRAL AT GARDEN CITY
 RICHMOND, BC

SITE PERSPECTIVES

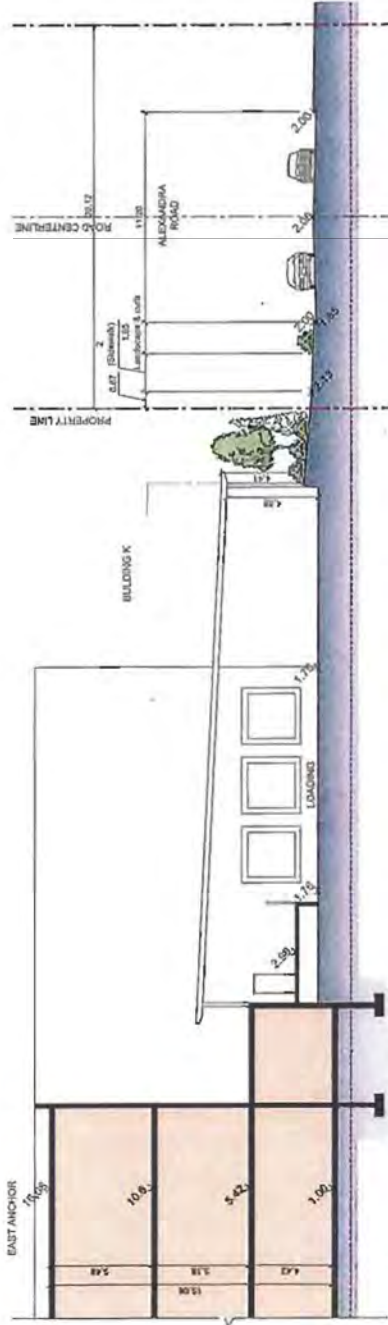
Chandler Associates
 Architects Inc.
 The Bldg. - 6000 St. Johns St.
 Vancouver BC V6B 1A7
 Tel: 604 687 3300
 Fax: 604 687 3305
 chandler@chandlerassociates.com



DATE: AUGUST 28, 2013
 SCALE: AS SHOWN
 PROJECT #:
A-4.8



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



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



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

Chandler Associates
 270-4811 W. Oakes St.
 Vancouver BC, V6B 1G1
 Tel: 604 681 3333
 info@chandlerassociates.com

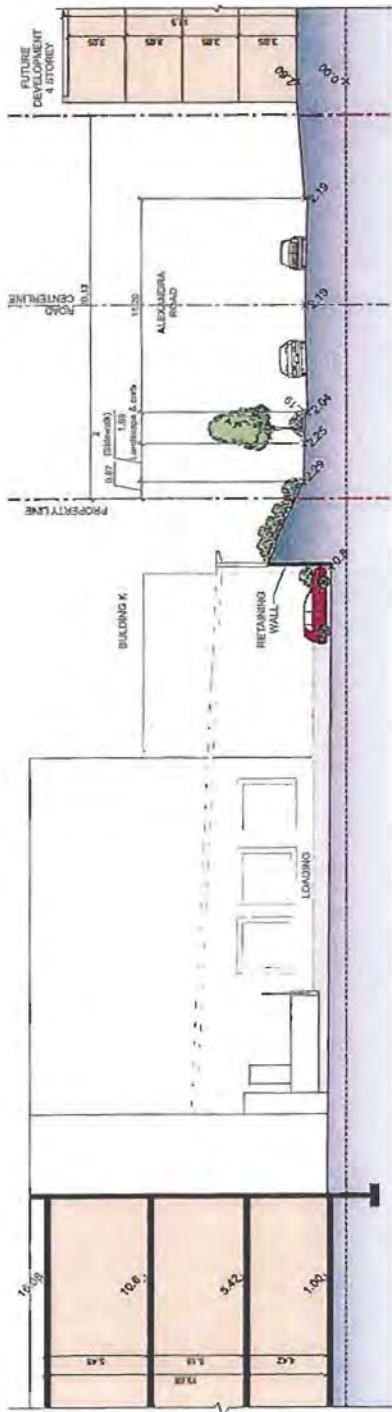
DATE: AUGUST 23, 2010
 PROJECT: PH - 550
 SHEET: A-5.1

Sheet No. 45
 September 5, 2013
 RZ 10-528877

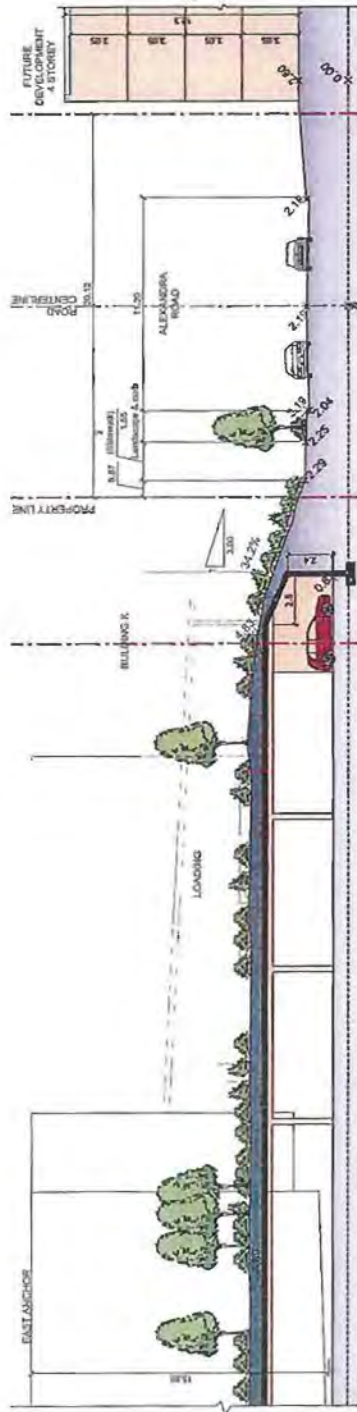
SITE SECTIONS

CENTRAL AT GARDEN CITY
 RICHMOND, BC

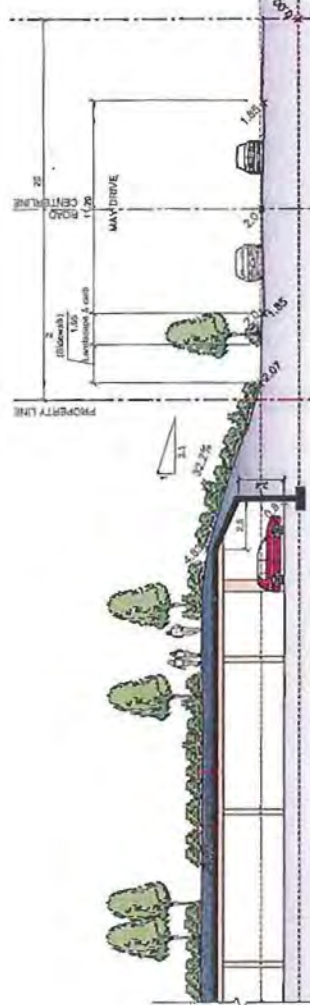




SECTION F-F
SCALE 1/8"=1'-0"



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



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



Sheet No. 46
September 5, 2013
RZ 10-528877



CENTRAL AT GARDEN CITY
RICHMOND, BC

SITE SECTIONS

Chandler Associates
Architects Inc.
700 South Columbia St.
Vancouver BC V6B 1G1
Tel: 604.687.3300
Fax: 604.687.3302
info@chandlerassoc.com

DATE: AUGUST 24, 2013
SCALE: 1/8"=1'-0"
PROJECT #:

A-5.2



SECTION G-G
SCALE 1/8"



KEY PLAN
SCALE 1/8"

Sheet No. 47
September 5, 2013
RZ 10-528877

CENTRAL AT GARDEN CITY
RICHMOND, BC

SITE SECTIONS

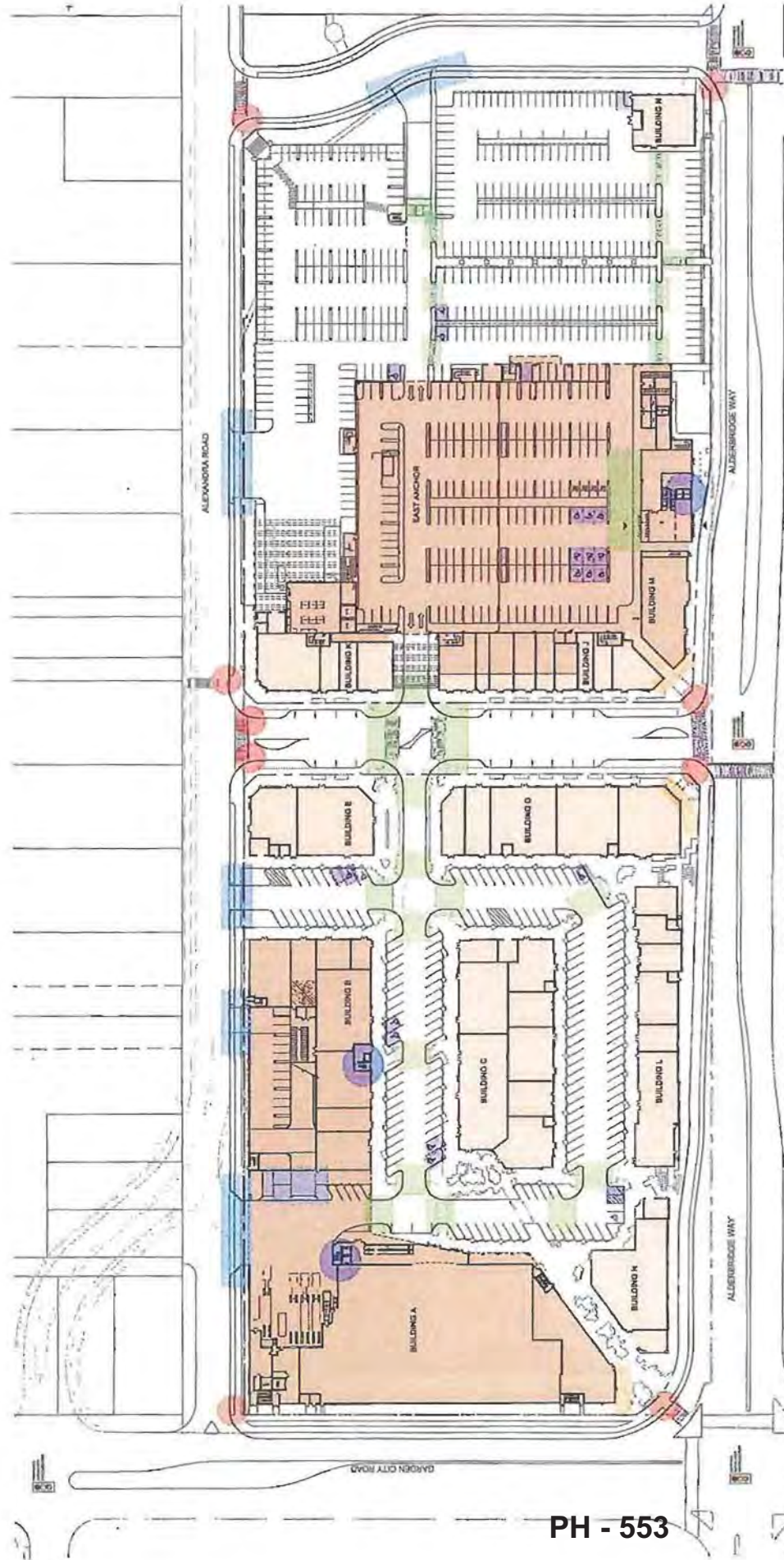
DATE: AUGUST 28, 2013
SCALE: AS NOTED
PROJECT #: 10377

A-5.3



Chandler Associates
Architects Inc.

The BUREAU
270 - 601 W. Columbia St.
Vancouver, BC V6C 3K8
Tel: 604 687 2300
Fax: 604 687 2309
http://www.chandlerassociates.com

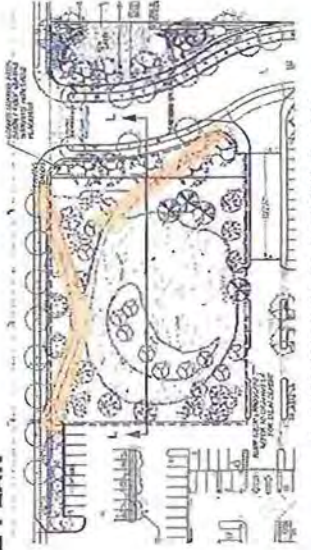


CENTRAL AT GARDEN CITY - ACCESSIBLE DESIGN SITE PLAN

ACCESSIBLE DESIGN LEGEND

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

Sheet No. 48
 September 5, 2013
 RZ 10-528877



LANDSCAPED DECK AREA



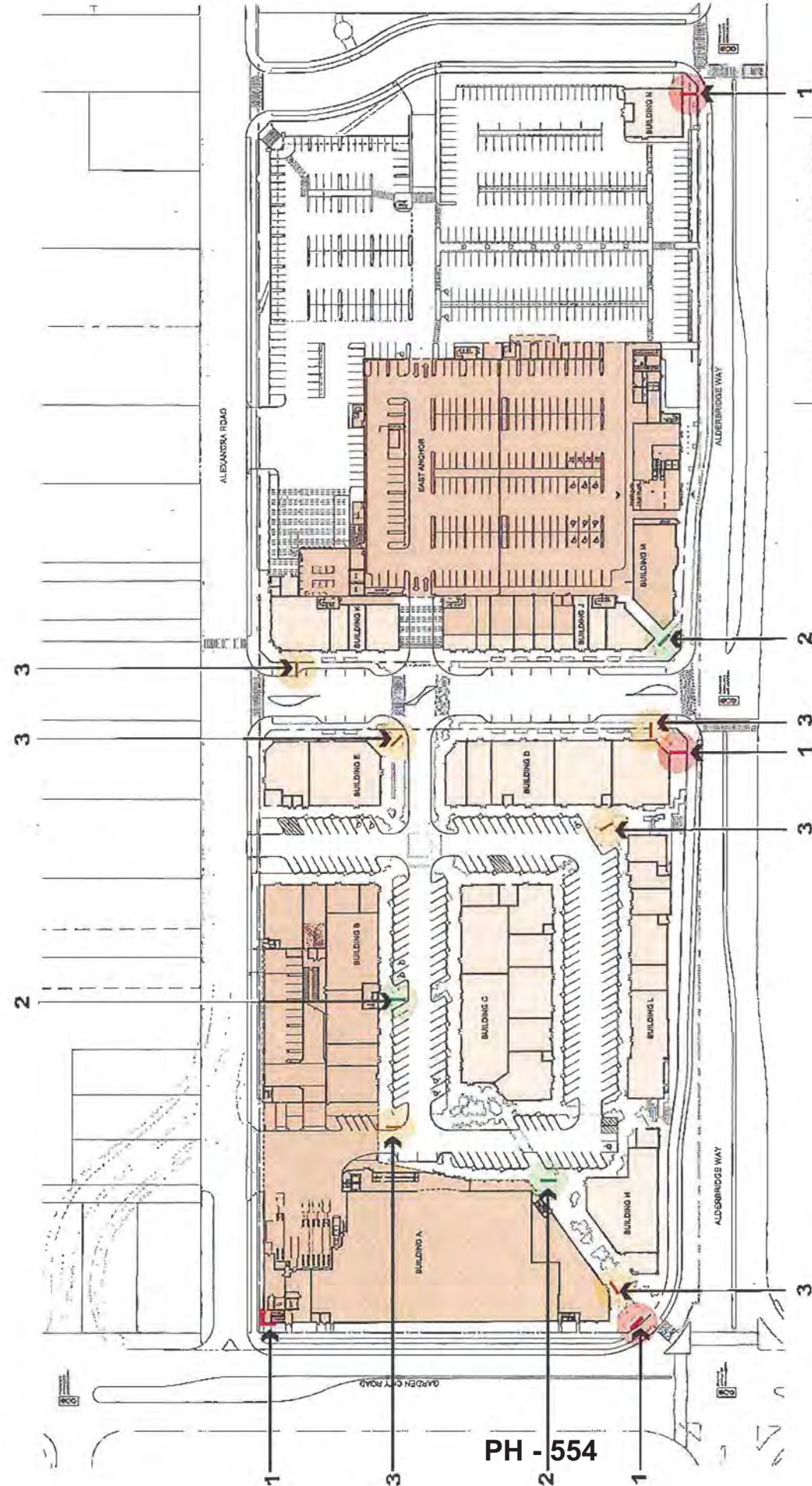
CENTRAL AT GARDEN CITY
 RICHMOND, BC

ACCESSIBLE DESIGN SITE PLAN

DATE: NOVEMBER 2013
 PROJECT: A-6



Chandler Associates
 Architects Inc.
 The Stone W. Collins Bldg.
 Vancouver BC V6B 1G1
 Tel: 604.681.3322
 info@chandlerassociates.com



PH - 554

WAYFINDING LEGEND

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

Chandler Associates
Architectural Inc.

The Studio
770-691-1111
770-691-1112
770-691-1113
770-691-1114
770-691-1115
770-691-1116
770-691-1117
770-691-1118
770-691-1119
770-691-1120
770-691-1121
770-691-1122
770-691-1123
770-691-1124
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770-691-1126
770-691-1127
770-691-1128
770-691-1129
770-691-1130

DATE: NOVEMBER 2012
SCALE: AS SHOWN
SOURCE: A-5.2

Sheet No. 49
September 5, 2013
RZ 10-528877



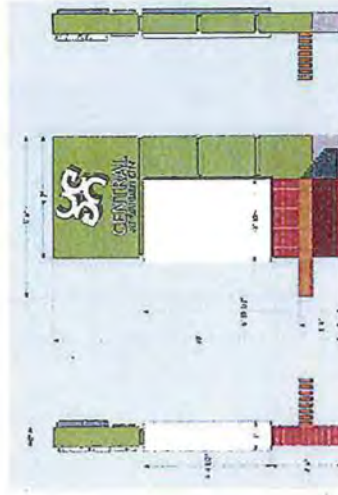
PERSPECTIVE VIEW - WAYFINDING SIGNAGE: PYLON, DIRECTORY AND DIRECTIONAL

Sheet No. 50
 September 5, 2013
 RZ 10-528877

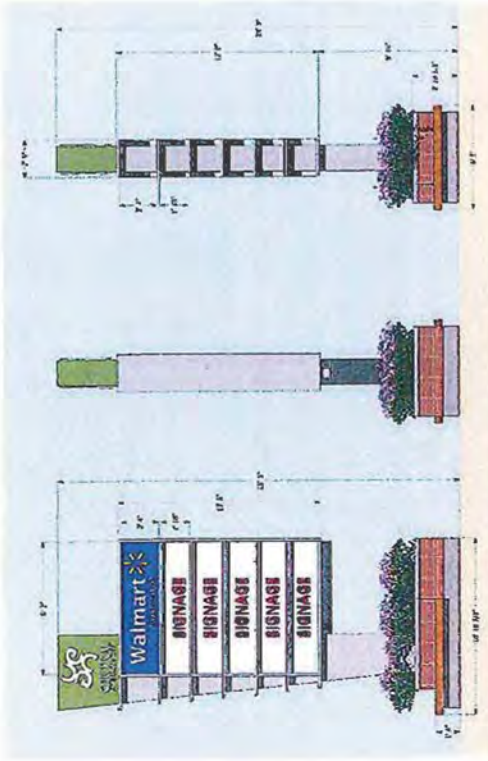


CENTRAL AT GARDEN CITY
 RICHMOND, BC

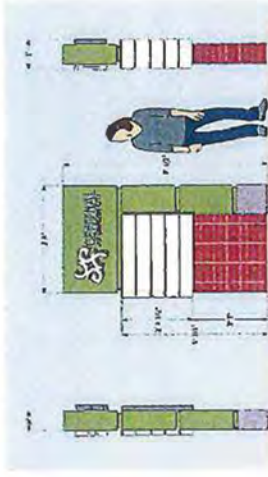
ELEVATIONS - WAYFINDING SIGNAGE: DIRECTORY



ELEVATIONS - WAYFINDING SIGNAGE: PYLON



ELEVATIONS - WAYFINDING SIGNAGE: DIRECTIONAL



ELEVATIONS - WAYFINDING SIGNAGE: TYPICAL WAYFINDING SIGNAGE

PLANT SCHEDULE - TREES

NO.	SYMBOL	DESCRIPTION	QUANTITY
1	(Symbol)
2	(Symbol)
3	(Symbol)
4	(Symbol)
5	(Symbol)
6	(Symbol)
7	(Symbol)
8	(Symbol)
9	(Symbol)
10	(Symbol)
11	(Symbol)
12	(Symbol)
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PLANT SCHEDULE - SHRUBS

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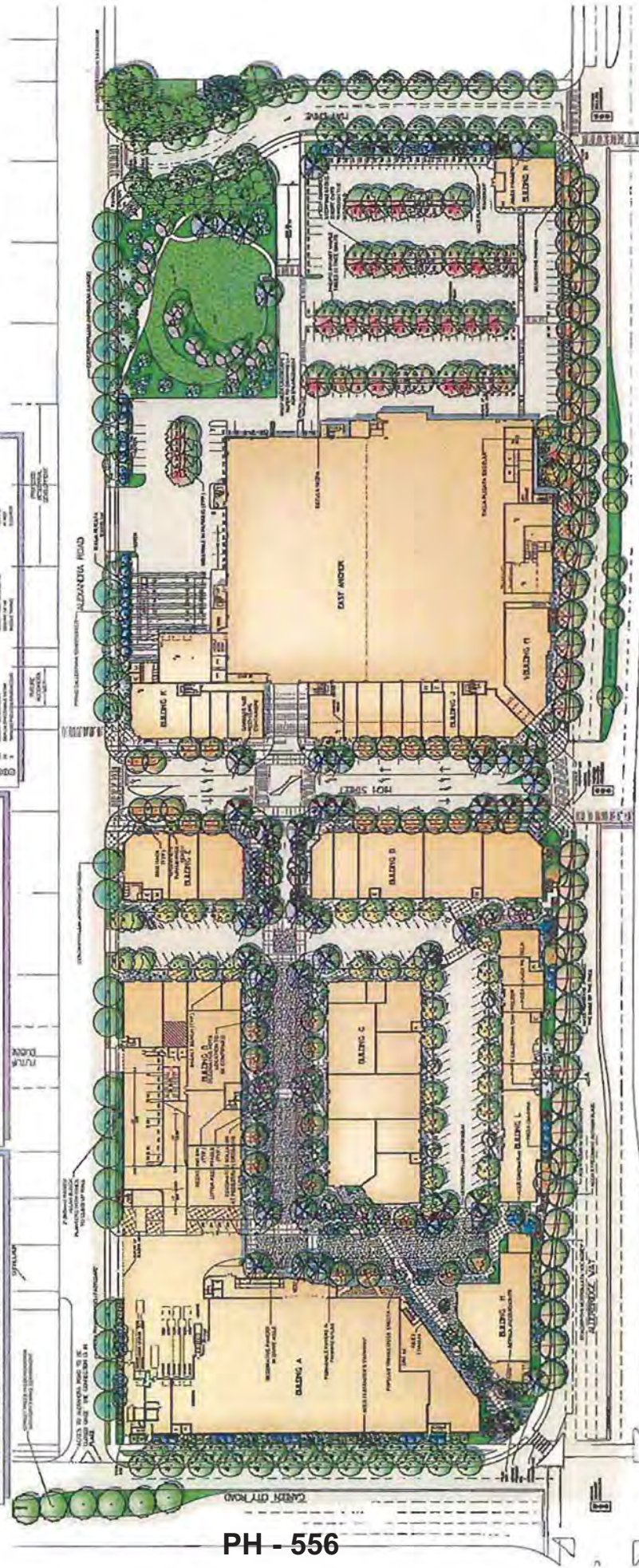
PLANT SCHEDULE - GRASSES, WILDS AND PERENNIALS

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PLANT SCHEDULE - GROUNDCOVERS

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Sheet No. 51
September 5, 2013
RZ 10-528877



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.





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

OVERALL LANDSCAPE PLAN

L1



SHORELINE PLANTING



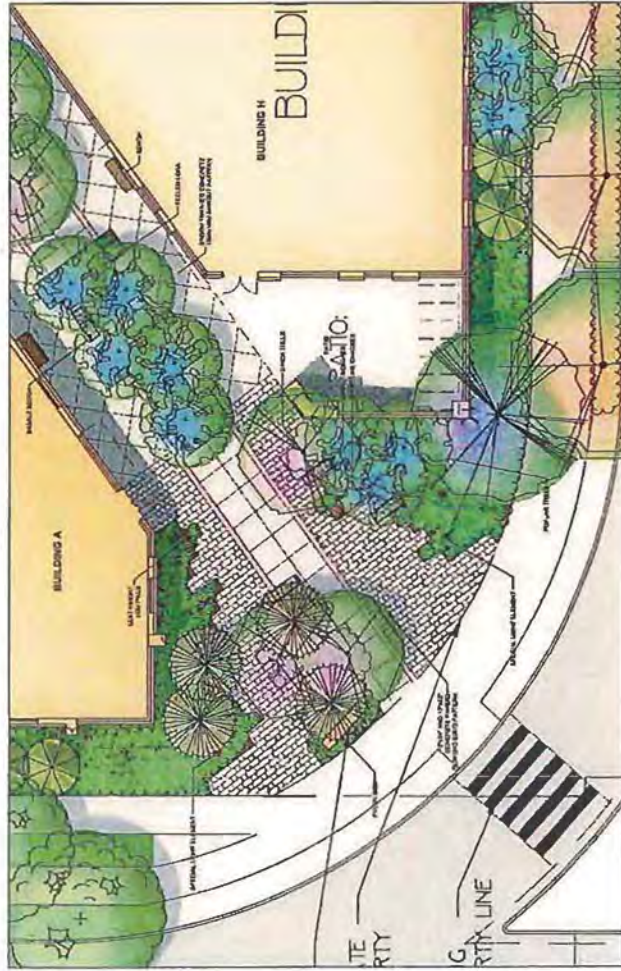
BIRCH AND POPLAR TREES ANCHOR THE SITE TO THE INTERIOR



DOGWOOD SHRUBS PLANTINGS



SEATING ELEMENTS AND BENCHES ARE INTEGRATED INTO PLANTING AREAS



PROPOSAL OF PLANTING AREA AND CONNECTION TO THE PAVED AREAS

Sheet No. 52
September 5, 2013
RZ 10-528877



SITE LOCATOR

The pedestrian arrival plaza anchors the site while offering a sense of arrival. People are drawn inward by the openness of this space along with the native shoreline landscaping, and commencement of the Alexandra Wayfinding element. Travelling through the Village, one begins to experience the hierarchy of plaza spaces along the frontages of the shops, restaurants and services.



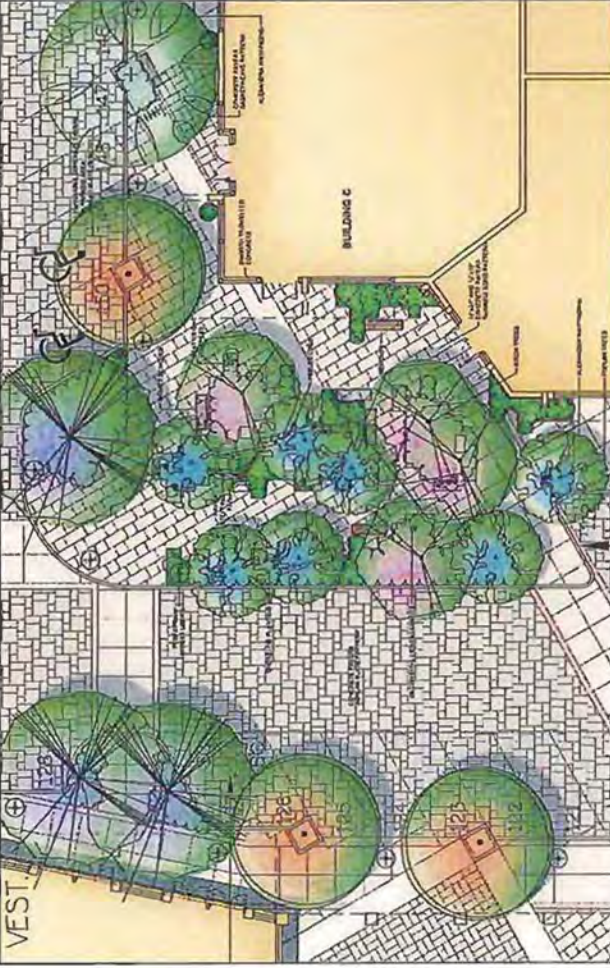
RENDERING LOOKING AT SW CORNER



PLAZA AREA WITH SEATING AREAS FOR GATHERING, CANOPY SHADE TREES AND SITE FURNITURE



CANOPY TREES FOR SHADE



DARK LOGS EMBEDDED IN PLANTING AREA



BENCHES FOR SEATING



BENCH



SITE LOCATOR

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.

Sheet No. 53
September 5, 2013
RZ 10-528877

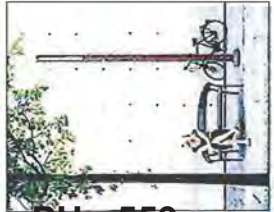


'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

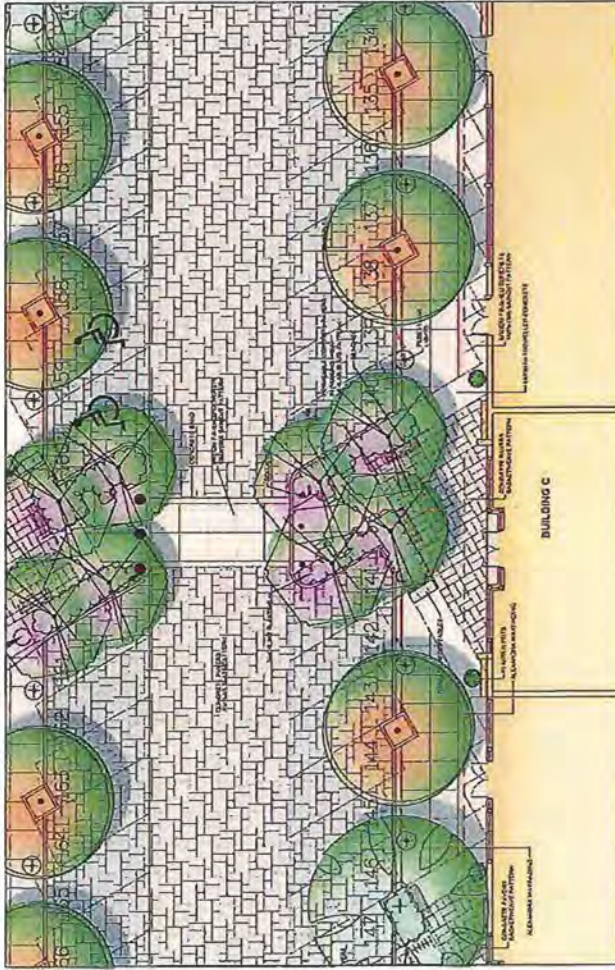
CENTRAL PLAZA

L3

DATE: 09/05/13
SCALE: 1:100
PROJECT NUMBER: 10-528877



PH - 559



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.



SITE LOCATOR

Sheet No. 54
September 5, 2013
RZ 10-528877



SPECIAL PAVING

ALEXANDRA WAY
AND PEDESTRIAN CROSSINGS

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





OUTDOOR AMENITY AREAS FOR SEATING AND SOCIALIZING



PLANTING AREA TO SOFTEN OUTDOOR SPACES

Sheet No. 55
September 5, 2013
RZ 10-528877



SITE LOCATOR



TRASH RECEPTACLE



PLANTER POTS



BICYCLE

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 a more natural planting of native trees, shrubs and ornamental grasses to soften the perspective from the street.

PH - 560

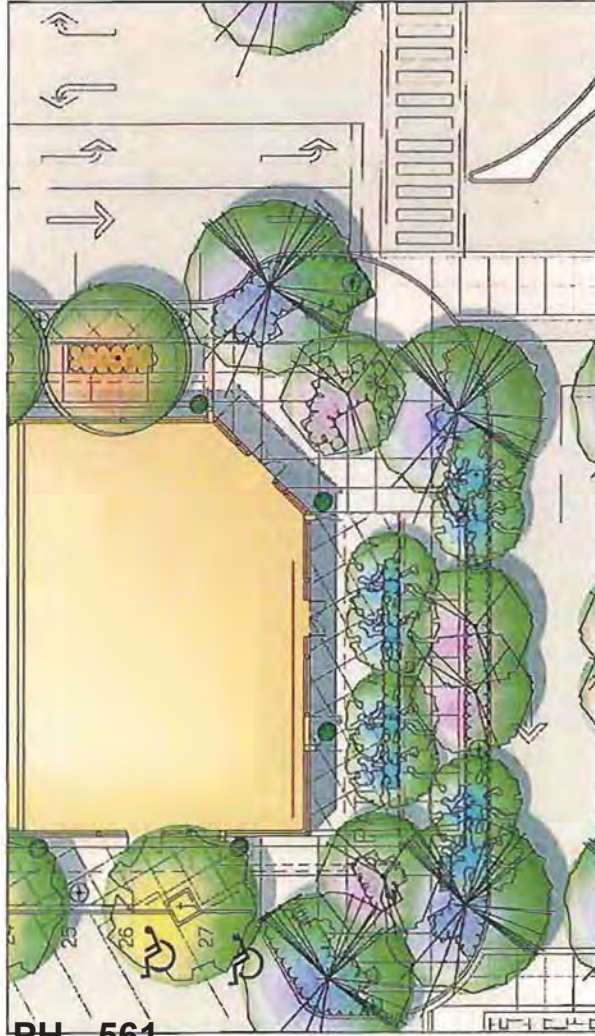
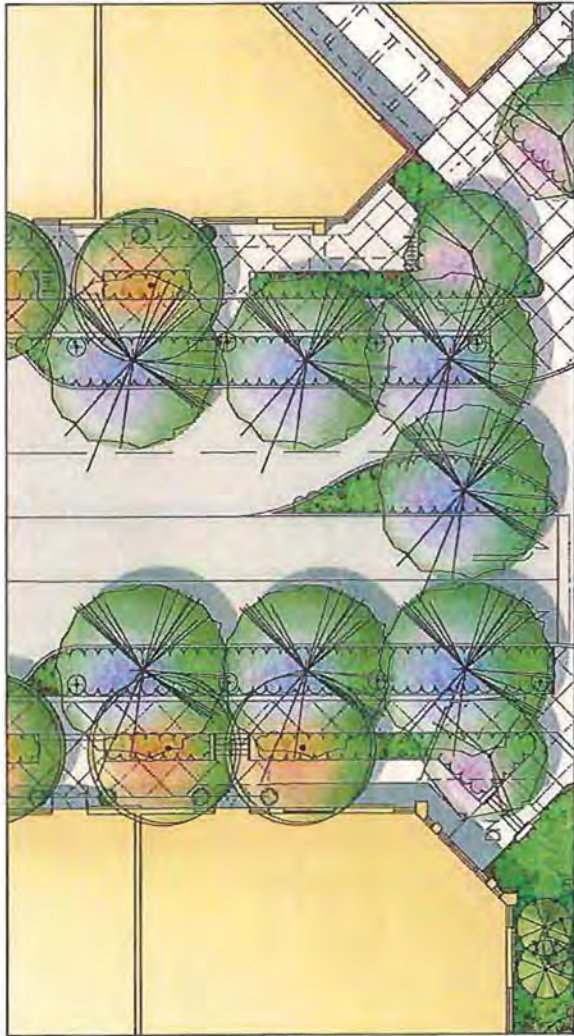


'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

BUILDING L S.E. CORNER

L5

SCALE
DATE
PROJECT NUMBER
SHEET NO.



PH - 561



TWO LANDS OF OUTDOOR SPACES



PEDESTRIAN AREAS PULLED BACK FROM PARKING



PEDESTRIAN AREAS PULLED BACK FROM STREETS



OUTDOOR PATIOS

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.



SITE LOCATION

Sheet No. 56
September 5, 2013
RZ 10-528877

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



STREETSCAPES

L6

DATE: 09/05/13
SCALE: 1:100
DRAWN BY: J. SMITH
CHECKED BY: M. SMITH
PROJECT NUMBER: 10-528877



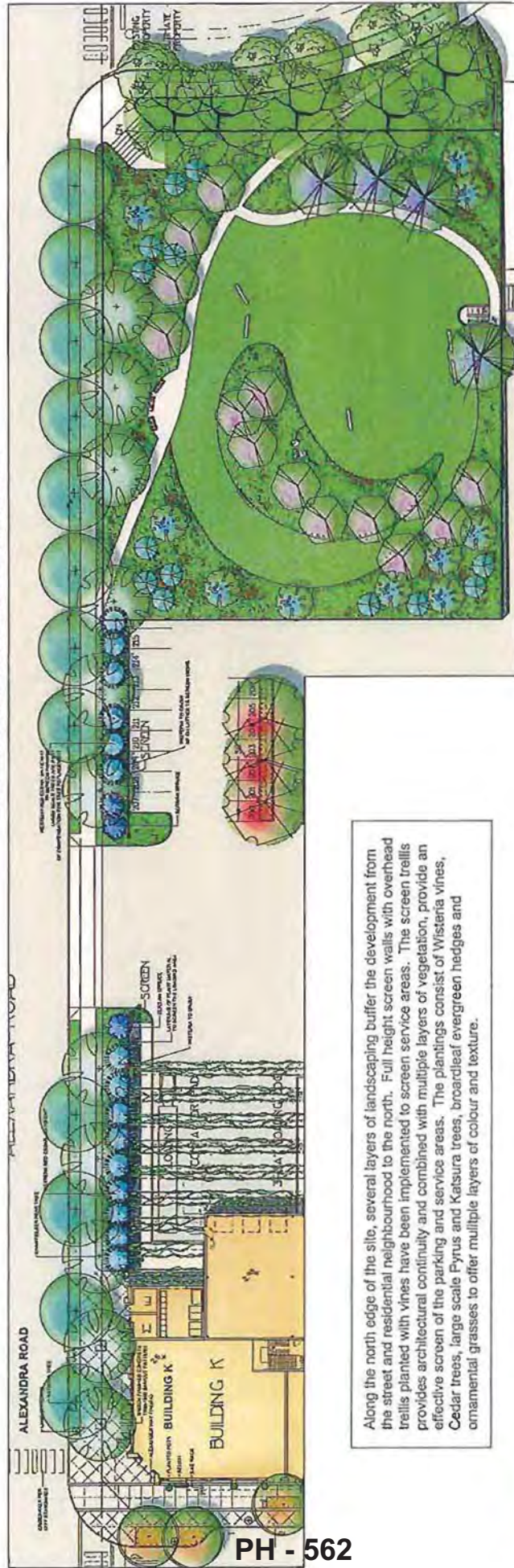
WISTERIA VINES OVER TRELLIS STRUCTURE



LARGE SCALE TREES AND SHRUBS TO SCREEN LOADING AREA AND PROVIDE A GREEN STREET EDGE



GREEN STREET EDGE

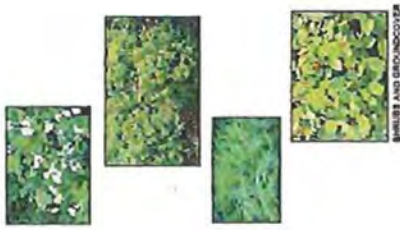
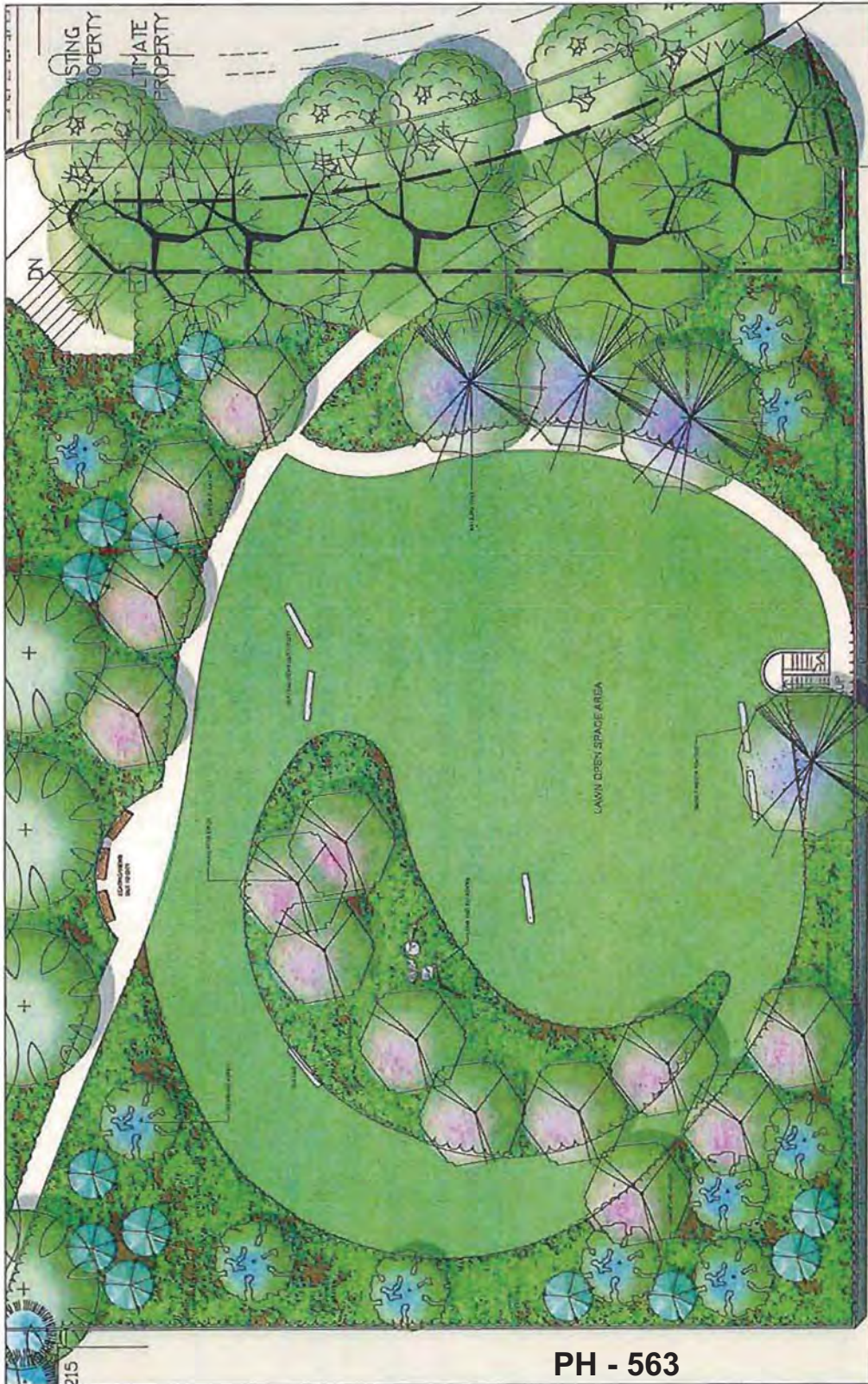


Along the north edge of the site, several layers of landscaping buffer the development from the street and residential neighbourhood to the north. Full height screen walls with overhead trellis planted with vines have been implemented to screen service areas. The screen trellis provides architectural 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 Katsura trees, broadleaf evergreen hedges and ornamental grasses to offer multiple layers of colour and texture.

A 36,360 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.



Sheet No. 57
September 5, 2013
RZ 10-528877



Sheet No. 58
September 5, 2013
RZ 10-528877



A 36,360 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.

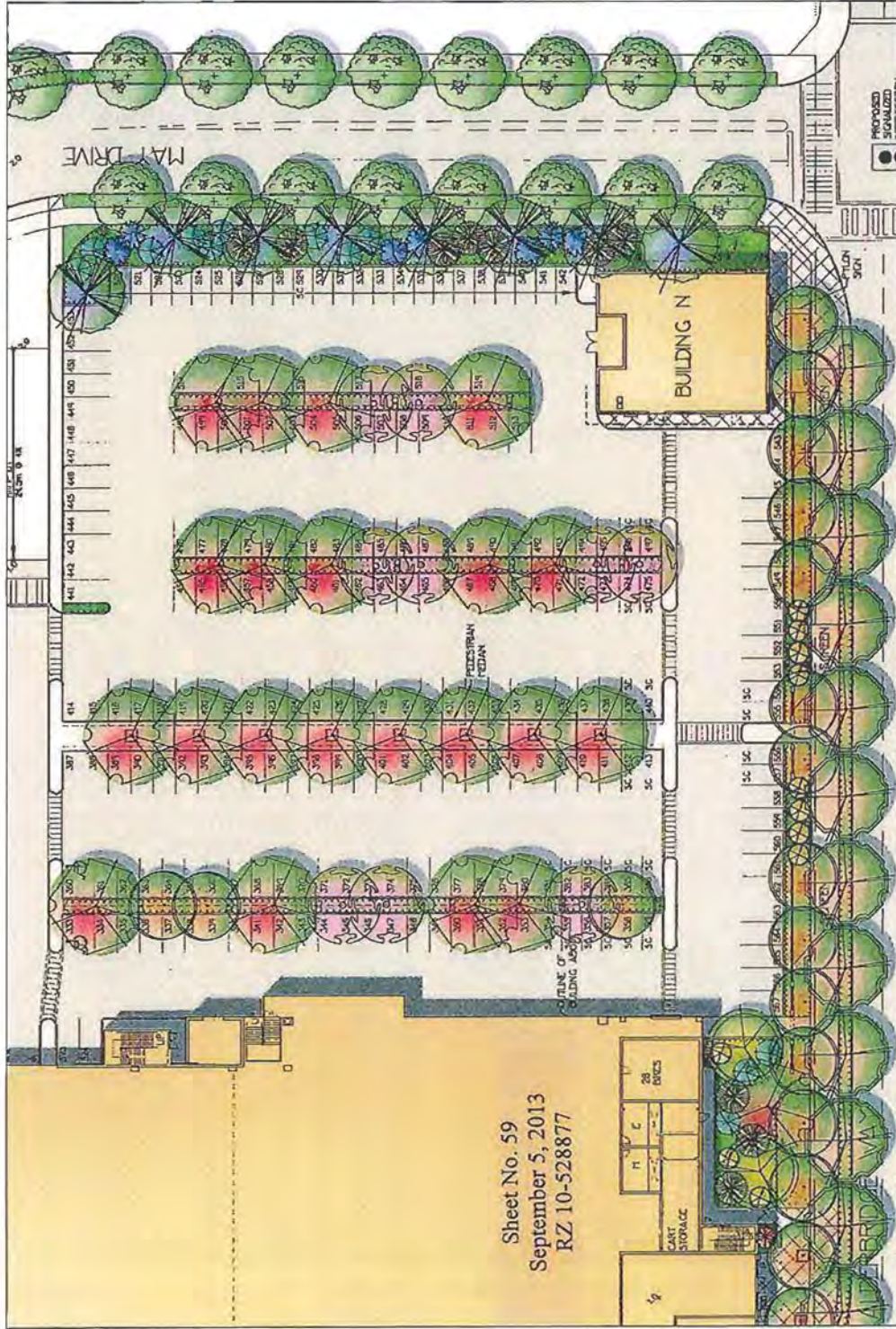


'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC



L8

DATE: 09/05/13
SCALE: 1/8" = 1'-0"
PROJECT NAME: PH - 563

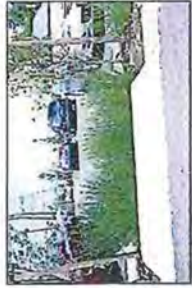


Sheet No. 59
 September 5, 2013
 RZ 10-528877

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 consist 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.



SITE LOCATOR



BIOSWALES TO MITIGATE STORMWATER



PARKING LOT ISLANDS



BOULEVARD PLANTING AT BUILDING FOUNDATION



BOULEVARD PLANTINGS TO SCREEN PARKING AREAS



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

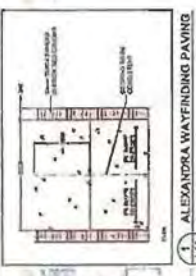
EAST PARKING

L9

DATE: 09/05/13
 SCALE: 1/8" = 1'-0"
 PROJECT: 'CENTRAL' AT GARDEN CITY



Sheet No. 60
September 5, 2013
RZ 10-528877



ALEXANDRA WAYFINDING PAVING



PHOTO: Aerial view of the project site showing the building footprint and surrounding context.



PHOTO: Close-up of paving materials and landscaping details.



SITE FURNISHINGS

PH - 565



SITE LOCATION

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



L10

DATE: 09/05/13
SCALE: 1:100
DRAWN BY: [Name]
CHECKED BY: [Name]



**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

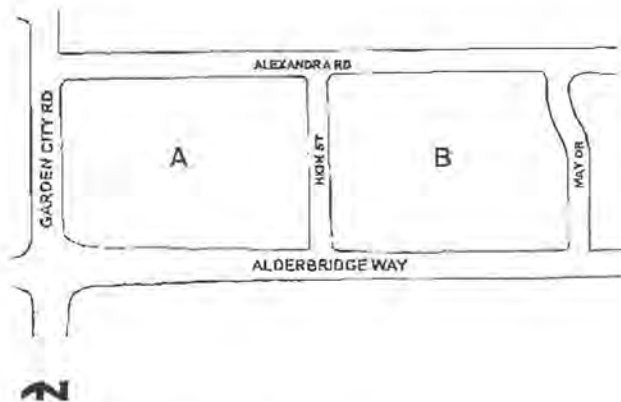
- amenity space, community

32.2 Permitted Uses

- veterinary service
- vehicle repair

32.3 Secondary Uses

Diagram 1



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

OCT 15 2013

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

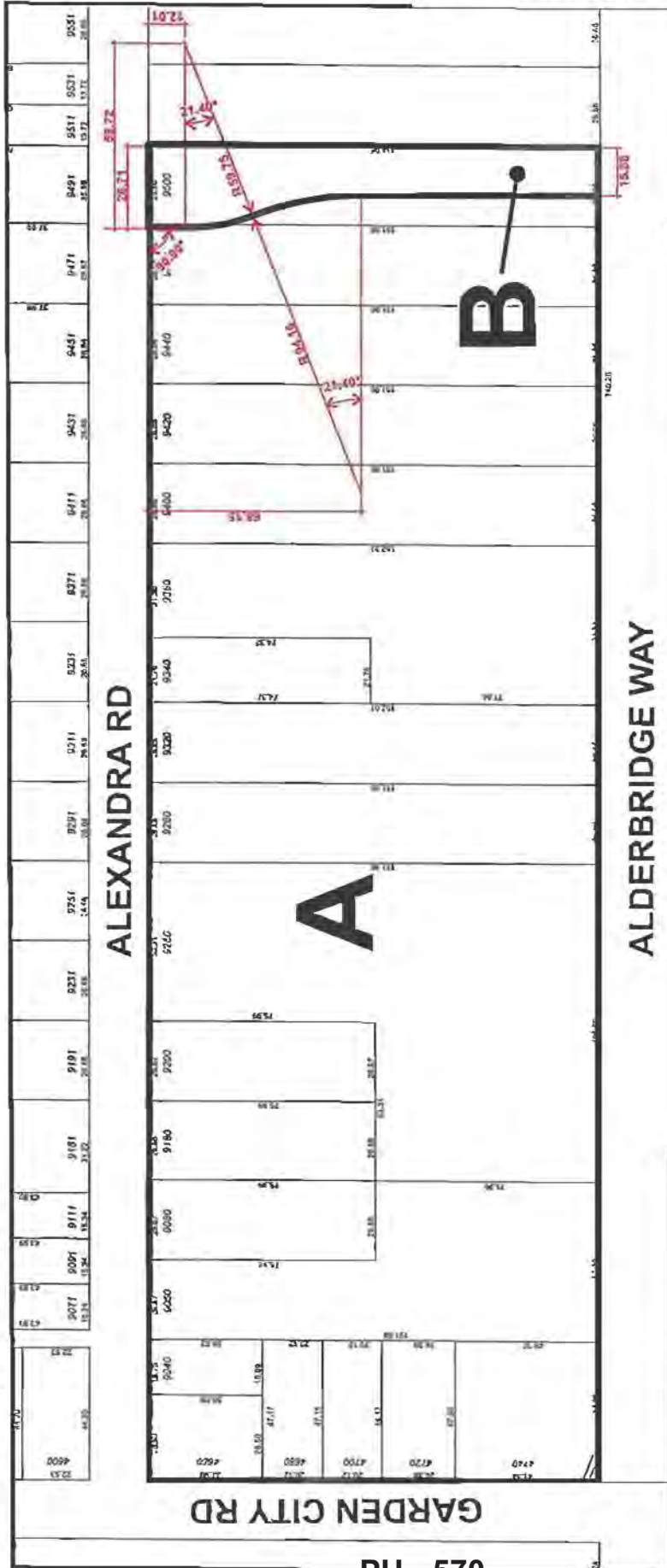
OTHER REQUIREMENTS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER



PH - 570

LEGEND
 Area A to be rezoned to ZC32
 Area B to be rezoned to SI



RZ 10-528877

Original Date: 11/27/12
 Revision Date: 10/10/13
 Note: Dimensions are in METRES



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

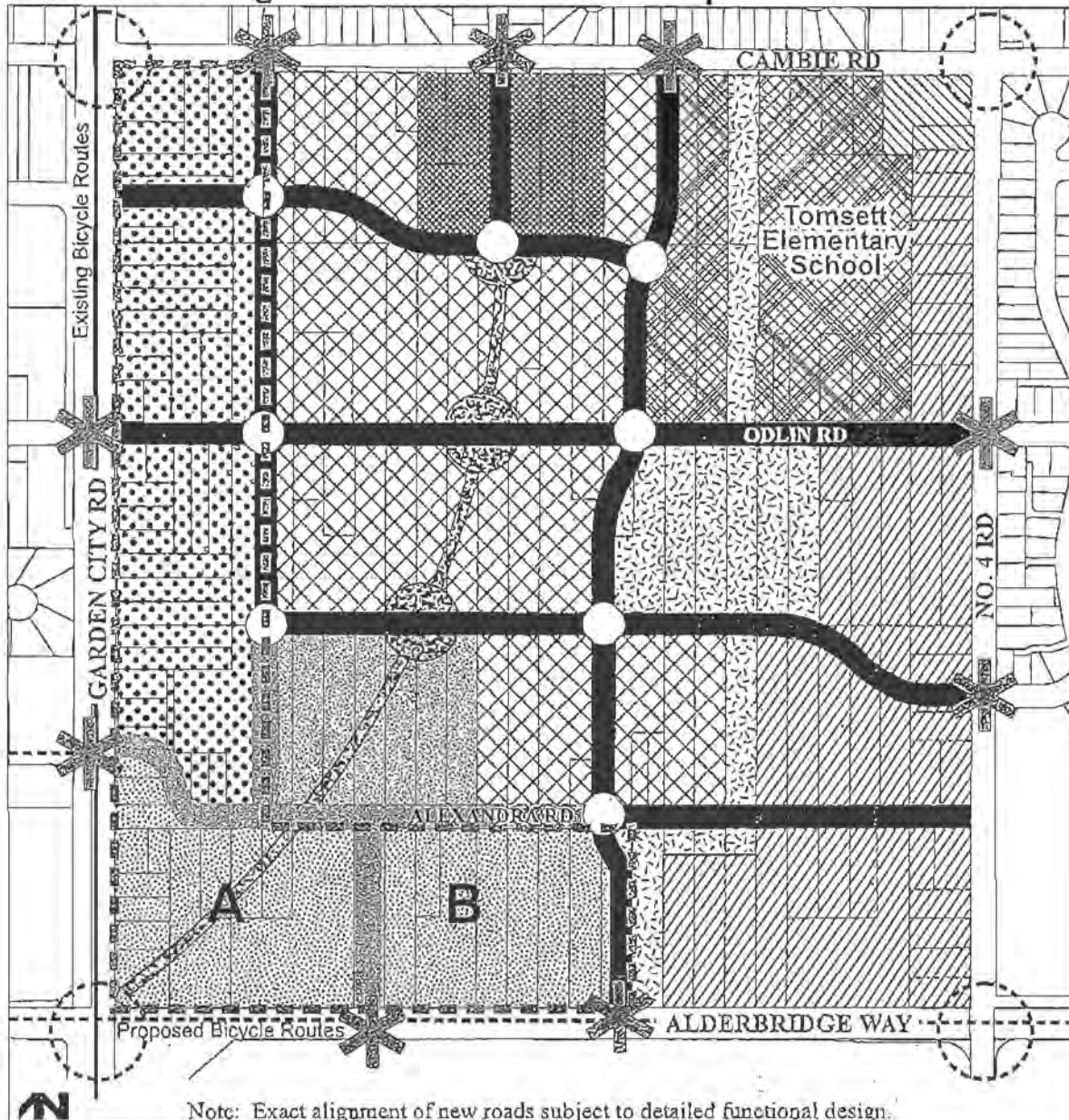
OCT 15 2013

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

Alexandra Neighbourhood Land Use Map



	Area of No Housing Affected by Aircraft Noise Business/Office - office over retail FAR up to 1.25		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
	Convenience Commercial		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)
	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		Proposed Roadways
	Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, Low-rise Apts. (8-storey maximum).		New Traffic Signals		Feature Intersections - details to be developed
	Community Institutional		Feature Landmarks in Combination with Traffic Calming Measures		



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

OCT 15 2013

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER