City of Richmond

Agenda

Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, June 11, 2014
3:30 p.m.

1. Minutes

Motion to adopt the minutes of the Development Permit Panel meeting held on Wednesday, May 14, 2014.

2. Development Permit 13-650988
(REDMS No. 4144693)

APPLICANT:	First Richmond North Shopping Centres Ltd., (SmartCentres)
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

Director's Recommendations

That a Development Permit be issued which would:

1. ***Permit the construction of a neighbourhood commercial centre 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 on a site zoned "Neighbourhood Commercial (ZC32) – West Cambie Area"; and***
2. ***Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the building setback for Building N on May Drive from 5.0 m to 1.5 m.***

ITEM

3. Development Variance 14-657986

(REDMS No. 4231371)

APPLICANT: Clive Alladin

PROPERTY LOCATION: 3800 Georgia Street

Director's Recommendations

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum exterior setback for a principal dwelling (Zoning Bylaw Section 8.1.6.4) from 3.0 m to 1.2m and reduce the minimum setback for a detached accessory building (Zoning Bylaw Section 8.1.6.8) from 3.0 m to 2.4 m.

4. New Business

5. Date of Next Meeting: Wednesday, June 25, 2014

6. Adjournment

City of Richmond

Minutes

Development Permit Panel
Wednesday, May 14, 2014

Time:	3:30 p.m.
Place:	Council Chambers Richmond City Hall
Present:	Joe Erceg, Chair Robert Gonzalez, General Manager, Engineering and Public Works Dave Semple, General Manager, Community Services

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

1. Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on Wednesday, April 30, 2014, be adopted.

CARRIED

2. Development Permit 13-645579
(File Ref. No.: DP 13-645579) (REDMS No. 4089087)

APPLICANT:	NSDA Architects on behalf of the Pacific Autism Family Centre Foundation
PROPERTY LOCATION:	1001 Hudson Avenue (formerly part of 3600 Lysander Lane)

INTENT OF PERMIT:

1. Permit the construction of a 5,553 m² building for treatment of, and education about, Autism Spectrum Disorder at 1001 Hudson Avenue on a site zoned "Auto-Oriented Commercial (ZC10)) – Airport and Aberdeen Village"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum commercial parking spaces setback (Zoning Bylaw s 7.5.17) from 1.5 metres to zero metres along the northern lot line.

Applicant's Comments

Larry Adams, Principal, NSDA Architects, accompanied by Garth Ramsey, Project Manager, NSDA Architects, provided background information regarding the form and character of the proposed development and highlighted the following:

- it is a multi-use community-based project which is intended to bring together the autism community in British Columbia principally through knowledge dissemination, research and assessment;
- the proposed building is envisioned to become a provincial centre connected to a series of satellite facilities and services across the province;
- the project is located on a piece of subdivided land with an area of approximately 54,000 square feet and is currently used as a parking lot;
- the triangle-shaped, long and linear building has a series of courtyards on the east side facing the dike and the Fraser River;
- the courtyards facing the Fraser River include a passive courtyard for family contemplation and two outdoor play areas for children ages 3-5 and ages 5-10, respectively;
- major funding for the project comes from the Province and the three-storey building will need to comply with the requirements of the Province's Wood First program;
- the project has addressed the traffic and aircraft noise concerns;
- the building is intended to be transparent and will maximize the use of glazing;
- daylighting is introduced as much as possible in the interior of the building as it is beneficial to children living with autism;
- building entrance is at the northwest corner;
- significant sustainability features will be incorporated and the building is proposed to meet LEED Silver equivalent standards;
- the major components of the simple building exterior include a mixture of wood panels and wood cladding;
- sunscreening is introduced particularly at the west and south sides of the building; and
- metal louvers are used to screen rooftop mechanical structures.

In addition, Mr. Adams reviewed the project's site context.

Panel Discussion

Discussion ensued regarding the status of foreshore trees along the east side of the proposed development facing the Fraser River. In response to a query from the Panel, Mr. Adams advised that the trees are located on an Environmentally Sensitive Area (ESA) which is not part of the subject property. In response to the same query, Barry Konkin, Program Coordinator-Development, commented that a separate ESA Development Permit approved by Council has addressed the impacts to the foreshore trees related to the proposed dike construction along the foreshore area. In addition, Mr. Konkin noted that compensation planting in the foreshore area has been negotiated with City staff.

Discussion ensued regarding public access to the dike. In response to a query from the Panel, Mr. Adams and Mr. Ramsey reviewed the pedestrian routes within the proposed development leading to the dike, noting that the main floor of the proposed building will be raised to the level of the dike.

In response to queries from the Panel, Mr. Konkin provided the following information:

- the existing grade of the site will be raised to 4.7 meter GSC, higher than the required 4.35 meter GSC, to provide better transition between the proposed building grade and the dike grade;
- the subdivision of the subject site from the parent property secured a statutory right of way for public access to the dike; and
- proposed dike improvements and upgrades have been secured through the subdivision servicing and ESA Development Permit applications.

The Panel noted that the proposed sustainability measures are significant and substantial, which would possibly exceed the project's LEED Silver equivalency goal.

Staff Comments

Mr. Konkin commented that the project is a significant one and has potential to contribute to the City and the Province's autism community. He noted that the project has secured approximately 28 million dollars in public and private funding.

Also, Mr. Konkin noted the following major sustainability measures being proposed by the applicant:

- the building to be built according to LEED Silver equivalent standards;
- a high-performance building envelope will be constructed to achieve energy efficiency;
- provision of 120-volt electric vehicle charging plug-ins for five parking stalls;
- introduction of drought resistant planting in landscaped areas; and
- planting of 52 bylaw sized trees to compensate for the 26 bylaw sized trees to be removed from the subject site.

Discussion ensued regarding the siting of outdoor parking spaces on the required setback from the northern lot line. In response to a query from the Panel, David Brownlee, Planner 2, advised that the proposed outdoor parking area at the northern edge of the site is located on a shared drive aisle with the adjacent property to the north which provides public access to the dike. Also, Mr. Konkin mentioned that the rationale for the requested variance to the minimum commercial spaces parking setback is to allow the shifting of the proposed building to the north to accommodate the City's request for dike improvements.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed its support for the project and commended the applicant for (i) the significant sustainability measures to be incorporated, (ii) the proposed project design, (iii) the materials palette, and (iv) the landscaping scheme. Also, the Panel noted the detailed work done on the playgrounds which provide a tranquil environment conducive to children with autism.

Panel Decision

It was moved and seconded

That Development Permit be issued which would:

1. ***Permit the construction of a 5,553 m² building for treatment of, and education about, Autism Spectrum Disorder at 1001 Hudson Avenue on a site zoned "Auto-Oriented Commercial (ZC10)) – Airport and Aberdeen Village"; and***

2. ***Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum commercial parking spaces setback (Zoning Bylaw s 7.5.17) from 1.5 metres to zero metres along the northern lot line.***

CARRIED

3. New Business

It was moved and seconded
That the Development Permit Panel meeting tentatively scheduled for Wednesday, May 28, 2014, be cancelled.

CARRIED

4. Date Of Next Meeting: Wednesday, June 11, 2014

5. Adjournment

It was moved and seconded
That the meeting be adjourned at 3:50 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, May 14, 2014.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk

City of Richmond

Report to Development Permit Panel

To:	Development Permit Panel	**Date:**	June 11, 2014
From:	Wayne Craig Director of Development	**File:**	DP 13-650988
Re:	**Application by First Richmond North Shopping Centres Ltd., (SmartCentres) for a Development Permit 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**		

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a neighbourhood commercial centre 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 on a site zoned "Neighbourhood Commercial (ZC32) – West Cambie Area"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the building setback for Building N on May Drive from 5.0 m to 1.5 m.

Wayne Craig
Director of Development

WC:bg

Staff Report

Origin

First Shopping Centre North Ltd., (SmartCentres) has applied to the City of Richmond for permission to develop a neighbourhood commercial centre 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 on a site zoned "Neighbourhood Commercial (ZC32) – West Cambie Area". The site is currently vacant and has recently been cleared of vegetation (see Attachment 1 - Location Plan.

The site is being rezoned from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" for this project under Bylaw 8864 (RZ 10-528877).

The following bylaws received third reading at the Public Hearing on November 18, 2013:

- Official Community Plan Bylaw 7100, Amendment Bylaw 8865;
- Official Community Plan Bylaw 9000, Amendment Bylaw 8973; and
- Richmond Zoning Bylaw 8500, Amendment Bylaw 8864.

The following table provides a brief statistical summary of the proposed development.

Category	Proposed West Parcel (A)	Proposed East Parcel (B)	Totals
Gross Site Area - before dedications	-	-	67,891 m² (730,772 ft²) 16.77 ac.
Net Site Area - after dedications	29,362 m² (316,049 ft²) 7.26 ac.	28,649 m² (308,380 ft²) 7.08 ac.	58,012 m² (624,429 ft²) 14.48 ac.
Gross Floor Area	18,325 m² (197,248 ft²)	17,473 m² (188,080 ft²)	35,798 m² (385,328 ft²)
Gross Leasable Area	17,191 m² (185,042 ft²)	17,424 m² (187,553 ft²)	34,615 m² (372,595 ft²)
Major Anchors	8,883 m² (95,616 ft²)	14,725 m² (158,501 ft²)	23,608 m² (254,117 ft²)
Proposed FAR	0.62 FAR	0.62 FAR	0.62 FAR (overall)
Parkade Parking	411	-	1,153 spaces
Parking Under	-	314 under structures	
Parking On-Grade	175	253 open to the sky	
Total Parking	586	567	1,153 spaces

The applicant has agreed to the frontage improvements and site servicing requirements contained in the rezoning considerations.

Development Information

Please refer to attached Development Application Data Sheet (Attachment 2) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

To the north, across 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 development site recently rezoned to "Residential/Limited Commercial (ZMU16)" (see rezoning file RZ 12-598503) and one property zoned "School and Institutional Use (SI)". The Alexandra Neighbourhood Land Use Map calls for 3 different land uses along the north side of Alexandra Road opposite the proposed development site:

- West end: 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 end: 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 (4-6 storeys).

There are currently 3 development applications on the north side of Alexandra Road (opposite the proposed development) including:

- RZ 14-656219 at 9191 and 9231 Alexandra Road for 49 townhouse units;
- DP 12-613923 at 9251 and 9291 Alexandra Road for 132 apartment units and ground floor commercial in 4 - 6 storey mixed-use (residential/commercial) buildings; and
- RZ 12-598503 at 9311 Alexandra Road (a consolidation involving 6 former properties) for 546 apartment units in 4 - 6 storey mixed-use (residential/commercial) buildings.

To the east, across the proposed May Drive extension, the adjacent lot (9540 Alexandra Road) is designated "Park" and beyond is an area of older single-family residential lots, 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 and maximum 0.75 FAR with density bonus for affordable housing. Currently there are 2 development applications along the south side of Alexandra Road, east of the future May Drive including:

- RZ 13-649999 located at 9580, 9600, 9620/9626, 9660 and 9680 Alexandra Road for 107 townhouse units; and
- RZ 13-649641 at 9700 and 9740 Alexandra Road for 65 townhouse units; and

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 (CG1)".

Rezoning and Public Hearing Results

During the rezoning process, staff identified that further design development was required regarding the following aspects of the development proposal, at the Development Permit stage. ***Staff have worked with the applicant to address the above issues in the following ways:***

1. Improved architectural facade design treatments at key corner locations;

   The architect has developed a hierarchy of 'lantern-like' architectural corner treatments for the built form at various key corner locations around the perimeter of the overall site.

The architect has increased the number of corner locations around the exterior of the proposed development with this 'lantern' corner treatment. In addition, the architect has increased the amount of higher quality (brick) cladding that wraps the corners of the buildings onto fronting streets around the exterior of the proposed development.

2. Pedestrian upgrades to create a more pedestrian-friendly retail/commercial environment;

   In addition to the commercial-retail units (CRU's) along both sides of the High Street that wrap around the corners along Alderbridge Way, the architect proposes additional building articulations and facade material improvements around the perimeter of the proposed development while the landscape architect proposes enhanced perimeter boulevard landscape planting to improve the pedestrian experience.

3. Improvements to the Alexandra Way pedestrian corridor in the west development parcel;

   The landscape architect has increased the amount of decorative paving along the Alexandra Way pedestrian corridor from building face to building face within the west development parcel. The central plaza area has been improved with the addition of a public art installation (i.e. detailed design to the approval of the City) and the inclusion of minor pedestrian nodes along this important pedestrian route through the west development parcel.

4. Design modifications to ensure compliance with the relevant urban design guidelines;

   The applicant has submitted a revised urban design rationale that demonstrates that the proposed development will comply with the urban design guidelines and would adequately serve as the retail-commercial heart for the West Cambie Area (see Attachment 3 – Urban Design Rationale).

5. Provision of adequate refuse and recycling facilities for each building;

   The applicant has provided garbage and recycling rooms throughout the development, which are indicated on the site plan and the respective building floor plans.

6. A comprehensive Crime Prevention Through Environmental Design (CPTED) review; and

   The applicant has conducted a Crime Prevention Through Environmental Design (CPTED) review of the proposed development and submitted a comprehensive list of proposed CPTED features. CPTED principles are integrated into the design on all levels of the development from site layout, landscape, lighting and building design (see the CPTED section of this report and Attachment 8 – CPTED Features for a detailed list of the proposed CPTED enhancements incorporated into this proposed development.

7. Landscape design improvements to the Alexandra Way pedestrian corridor and the perimeter landscape treatment plus the provision of a landscape cost estimate including a 10% contingency.

   The landscape architect has submitted revised, large scale landscape plans with sufficient detail (1:250m) that demonstrate the enhanced landscape treatment of the Alexandra Way pedestrian corridor including the decorative paving, lighting, planting, street furnishings and appointments that would contribute to the creation of a pedestrian friendly route as well as a comprehensive landscape screening strategy along the appropriate street frontages around the perimeter of the proposed development site.

The Public Hearing for the rezoning of this site was held on November 18, 2013. Concerns were expressed regarding the buffering and screening of the proposed development site for the benefit of the Garden City Lands to the south. As a result, Council made the following referral to staff:

"That staff explore the potential for the provision of an agricultural buffer along Alderbridge Way and report back."

Staff have worked with the applicant to ensure there is an effective landscape treatment and visual screen of the proposed development site from the Garden City Lands on the south side of Alderbridge Way that incorporates native and native-like plantings and minimizes wind-blown seed contamination from the development site to adjacent properties. Staff can also report that the applicant has proposed a multi-layered landscape strategy to screen views of the proposed development from the Garden City Lands that consists of 3 separate rows of street trees (i.e. in the centre median, in the boulevard strip on the north side of Alderbridge Way and in the building setback area on-site along Alderbridge Way). The proposed plant materials rely primarily on native cultivars to be more visually compatible with the natural landscape character of the Garden City Lands. In addition, native cultivars typically produce fewer seeds than native species and therefore should reduce wind-blown seed infestation from the proposed development lands to nearby sites and in particular the Garden City Lands.

Staff Comments

1. The proposed development scheme has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of this Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the relevant urban design guidelines with the exception of the zoning variance noted below. The urban design guidelines for this site within the West Cambie Area Plan and Character Area 2 – Mixed-Use (Retail-Office-Hotel) encompass the following considerations:
   - General Design Guidelines (i.e. overall character, pattern of development, landscape design, built form massing and height as well as architectural character); and
   - Character Area Design Guidelines (i.e. minimum lot size, orphan parcels, land uses, floor area ratio, floor plate size for retail, frontage conditions, build-to-lines, setbacks, site coverage, parking, site access, additional site considerations, architectural and landscape design).
   - A copy of the applicant's Urban Design Guidelines Checklist is located in the Development Permit file.

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

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the building setback for Building N on May Drive from 5.0 m to 1.5 m.

The applicant requests a 3.5 m reduction in the building setback along May Drive (i.e. from 5.0 m to 1.5 m) specifically for Building N but proposes to increase the overall width of the Area J land transfer to the City at the east end of the development site. The proposed increase to the width of Area J along the east side of the future May Drive extension is approximately 5.9 m. Staff supports the proposed variance to reduce the building setback along the west side of the future May Drive for Building N since the applicant has agreed to provide a wider land transfer to the City along the east side of May Drive for future park purposes, bringing the

building closer to the corner is consistent with the urban design objectives and the proposed design provides a pedestrian scale character along May Drive.

Advisory Design Panel Comments

The Advisory Design Panel (ADP) was supportive of this Development Permit application subject to satisfactorily addressing the comments of the ADP. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, March 5, 2014 is attached for reference (Attachment 4 – Urban Design Panel Comments and Applicant Responses). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

1. To the North:

   a) The applicant has proposed a comprehensive architectural and landscape architectural screening strategy along the south side of Alexandra Road that provides buffering of the 2 loading/service areas and precludes views into the parking structure from future development on the north side of Alexandra Road. The main portion of the Walmart store is setback approximately 35 m from the property line on the south side of Alexandra Road and incorporates a free standing vertical screen wall, a horizontal trellis and vines over the loading/service area, building facade articulations and upgrades to facade materials including more brick, flat and corrugated metal panels, Exterior Insulation Finishing System (EIFS) cladding plus metal screens with vine plantings. These proposed cladding materials in combination with the use of colour are intended to reduce the apparent visual scale of this large building facade and would create acceptable views from future residential development on the north side of Alexandra Road. The proposed architectural improvements are further enhanced by the proposed landscape screen along Alexandra Road including 2 rows of trees with a dense under-storey of shrub plantings.

   b) There is an outstanding staff referral to consider residential land use in this area from Planning Committee on April 23, 2014 with the following wording:

      "That the staff report titled, West Cambie: Alexandra Neighbourhood Business/Office Area Review, dated April 4, 2014 be referred back to staff so that it may be:

      1. *deferred to a subsequent Planning Committee meeting to receive comment from the City's economic land consultant regarding the land use proposals; and*
      2. *referred to the Economic Advisory Committee for feedback."*

      Staff continue to work on this Planning Committee referral and will report out shortly.

3. To the East: While the proposed width of the boulevard on the west side of May Drive has decreased due to the additional land transfer to the City for park purposes on the east side of May Drive, the applicant has compensated for this adjustment with the proposed inclusion of an architectural trellis with shrub and vine plantings to screen views of the open parking area from the future park area on the opposite site of May Drive. Additional screening to the Walmart store is also provided by street tree planting on the both sides of May Drive and the

applicant has also contributed $52,125 for supplemental planting within the proposed land transfer area (Area J), which is intended for future park use.

4. To the South:

   a) The applicant has proposed a multi-layered, landscape design to screen views of the proposed development from the Garden City Lands that consists of 3 separate rows of street trees (i.e. in the Alderbridge Way centre median, in the boulevard strip on the north side of Alderbridge Way and in the building setback zone along Alderbridge Way). The landscape proposal was reviewed in consultation with Parks, Engineering and Transportation staff. For more detailed information regarding the 'agricultural buffer/screen' see the Landscape and Open Space section below.

   b) Parks staff presented the Garden City Lands Legacy Landscape Plan to the Parks, Recreation and Cultural Services Committee on March 25, 2014. This plan proposes a dense tree buffer and screen along the south side of Alderbridge Way together with a network of perimeter trails that parallel the north side of the Garden City Lands but are set back from the road generally on the south side of the tree screen. This proposed perimeter landscape treatment along the north side of the Garden City Lands would further reinforce the screening strategies proposed as part of the SmartCentres development. See also the following website http://creategardencitylands.ca.

5. To the West: The screening and buffering strategy along the west side of the proposed development consists of 4 rows of street trees (i.e. 1 row in the Garden City Road centre median, 2 rows on the Garden City Road east boulevard and 1 row on-site). There are overhead BC Hydro electrical lines within the boulevard therefore proposed trees under the wires will be relatively small magnolia trees. The proposed tree screen is reinforced by a dense planting of shrubs and groundcovers within the building setback area.

6. Canopies Projections: The applicant also proposes the following canopy projections into the building setbacks beyond the allowable limits permitted in Richmond Zoning Bylaw 8500:

   - Building B canopies to a maximum of 0.95 m into the 1.0 m Alexandra Road setback;
   - Building J canopies to a maximum of 1.52 m into the 3.0 m High Street setback;
   - Building M canopies to a maximum of 1.87 m into the 2.0 m Alderbridge Way setback;
   - Building N canopies to a maximum of 0.77 m into the 1.5 m May Drive setback; and
   - East Anchor canopies to a maximum of 1.44 m into the 2.0 m Alderbridge Way setback.

   However, the Richmond Zoning Bylaw 8500 (i.e. section 4.12.8) allows canopies to project up to the lot line where greater projection is required for weather protection and the lot projection is approved by Development Permit. Staff supports the proposed canopy projections into the various road setbacks around the perimeter of the proposed development since they provide greater weather protection and comfort for pedestrians, they do not impede vehicle circulation and they should enhance the character of the proposed built form.

Transportation and Traffic

1. All Transportation requirements were identified in the rezoning considerations. These requirements are currently being addressed through the Servicing Agreement application process and include the following key components:

a) Dedication of all required land for roads (i.e. Alexandra/Leslie Connector Road, High Street, May Drive extension and Alderbridge Way right turn/deceleration lanes);

b) Restricting vehicle access to the site from Alderbridge Way and Garden City Road but allowing adequate site access with 4 driveways along Alexandra Road, 1 driveway along May Drive and 2 vehicle access points along the High Street.

c) Provision of Transportation Demand Management (TDM) measures including a 25% increase in bike parking and storage, 2 separate end-of-trip bike facilities, parking spaces equipped with electric vehicle plug-ins and 10% of parking spaces pre-ducted for future electric vehicle plug-ins;

d) A $90,000 cash contributions for 3 bus shelters and bus pads;

e) A combined 3.3 m wide shared pedestrian sidewalk and off-street bike lane along Alderbridge Way and a separated sidewalk and bike lane along Garden City Road;

f) The extension of the Alexandra Way pedestrian corridor through the west development parcel connecting the pedestrian plaza at the northeast corner of Alderbridge Way and Garden City Road with the West Cambie Area to the north;

g) Submission of $3.45 million cash contribution for the City acquisition of 2 properties (4560/62 and 4580 Garden City Road) required for the Alexandra/Leslie Connector Road including the submission a letter of credit in the amount of $3.206,774 for construction of the Alexandra/Leslie Connector Road by the City in 2023;

h) Provision of the required on-site parking spaces (1,153) and loading spaces (8 large and 6 small); and

i) Construction of all required new roads and frontage improvements (i.e. High Street and May Drive) and frontage upgrades along Alderbridge Way, Garden City Road and Alexandra Road.

Urban Design and Site Planning

1. The applicant has provided a comprehensive urban design rationale (see Attachment 3) that identifies the key site planning principles as summarized below.

   a) Creation of a pedestrian friendly retail-commercial 'High Street' that bisects the site;

   b) Provision of substantial floor area as small CRU's 12,160 m² (130,888 ft²) that range in size from 186 to 372 m² (2,000 to 4,000 ft²) that would create approximately 45 to 50 individual CRU's providing a variety of small stores and offices including retail shops for fashion, shoes, house wares, electronics and cosmetics, restaurants, personal and professional services such as hair salons, optical and medical offices as well as financial services. These small CRU's would offer a variety of retail sales and services that have the potential to function as the retail-commercial heart of the West Cambie Area;

   c) Two large CRU's (Building A and the Walmart store) connected within the site at either end of the principle on-site, east-west vehicle and pedestrian axis as serving as the respective anchors for the west and east development parcels;

   d) A site access strategy and signage hierarchy with a highly legible sequence of site entry and arrival for both vehicles and pedestrians;

e) Provision on an elevated and landscape deck partially covering the open parking area in the east development parcel to screen views of this surface parking area from future residential development on the north side of Alexandra Road;

f) Establishment of an internal circulation system providing all CRU's with vehicle access;

g) The large building mass of the Walmart store setback from fronting streets and significantly separated from the land transfer for park use at the east end of the development site;

h) An enhanced pedestrian environment for the continuation of the Alexandra Way pedestrian corridor through the west development parcel;

i) A strong visual connection between the east and west development parcels across the High Street;

j) No direct vehicle access from adjacent major (collector) roads; and

k) Parking generally provided behind, within or under buildings/structures or well screened from the perimeter of the site.

2. The applicant has demonstrated that the proposed development responses to the key urban design principles in the West Cambie Area Plan as summarized below.

a) Overall Character and Pattern of Development: The High Street is roughly aligned with Alexandra Way pedestrian corridor on the north side of Alexandra Road. This pedestrian corridor continues through the west development parcel with a series of plaza areas and secondary nodes including higher quality pedestrian enhancements. The elevated deck provides additional screening and buffering from the future residential development on the north side of Alexandra Road, the land transfer of Area J will contribute to the creation of a north-south ecological corridor through the West Cambie Area and the Walmart store is well set back (approximately 80 m) and sufficiently screened from the future park corridor on the east side of May Drive.

b) Building Massing: Despite the relatively low proposed site density, the proposed development presents a generally compact arrangement of smaller buildings that contain many small CRU's with a transition of building heights across the site from 2 to 4 storey building heights at the west end of the site, to predominantly 1-storey buildings in the central portion of the site including the High Street, then stepping up in height on the east development parcel with the Walmart store consisting of 2-storeys over parking. This variety in building heights helps create visual interest and presents a built form massing that is pedestrian in scale.

c) Architectural Elements: The interior site building facades form a series of carefully coordinated building fronting CRU's. Where CRU's do not wrap around from the interior of the site onto perimeter streets, the facade design of these buildings feature a variety of cladding materials and colours, breaks in building height including subtle streetwall articulations and modulated with gaps for pedestrian access to the surrounding streets in order to replicate the appearance of store fronting retail-commercial buildings.

d) Landscape Elements: The landscape design presents a coherent and varied response to the variety of existing and anticipated future edge conditions. Careful attention has been directed to the creation of an effective visual screen from the Garden City Lands to the

proposed development consisting of 3 different strategies along Alderbridge Way. See the Landscape and Open Space section below for a more detailed description of the proposed agricultural screening strategy.

e) Build-to Line and Setbacks: In general, the proposed buildings are located along setback lines to create continuous building streetwalls, which avoids open parking areas adjacent to perimeter streets. The applicant has requested a building setback variance for Building N, which results from an increase in the width of the proposed land transfer (Area J) to the City for an ecological corridor along the east side of May Drive, which is supported by staff.

f) Parking and Access: The majority (683 of 1,153) of parking stalls are to be provided as 'structured' parking (i.e. in the parkade, under the Walmart store or the landscaped deck) and open parking areas are adequately screened along fronting streets with a combination of trees, shrubs, groundcovers and vines in combination with architecturally designed trellis structures. Vehicle access to the proposed development lands has been restricted from both Alderbridge Way and Garden City Road.

g) Additional Site and Landscape Considerations: A variety of landscape screening strategies have been incorporated into the design of the Alexandra Road and Alderbridge Way streetscapes including:

- Multiple rows of street trees, dense foundation plantings of shrubs and groundcovers in the building setbacks;
- Trellis structures, metal screens and free standing architectural screen walls at various locations;
- The elevated landscape deck and public green space with a more porous streetscape to permit views from the future residential development on the north side of Alexandra Road; and
- A landscape design along Alderbridge Way that includes a rain garden and bio-swale boulevard treatments together with trellis and vine screening of open parking areas.

h) Additional Building Design Considerations: SmartCentres has incrementally introduced design improvements to the building facades through the application review process including the following:

- Addition or elaboration of the architectural 'lantern' elements at strategic corner locations;
- Incorporation of more brick cladding wrapping around building corners onto perimeter fronting streets and on the 1st storey of the larger anchor buildings;
- Refinements to screen walls and trellis structures;
- Introduction of trellis screens around the open parking areas that front street; and
- Incorporation of tinted and spandrel glass panels to building facades along Alexandra Road.

i) The 'High Street': The High Street which bisects the development site and connects with the Alexandra Way pedestrian corridor and the West Cambie Area to the north of Alexandra Road extends for 2 blocks and consists of small CRU's on both sides of the street together with approximately 8.0 m wide boulevards (curb to building face) including discontinuous landscape planting strips and enhanced pedestrian amenities.

3. Notwithstanding that the site plan in general orients the buildings to face internally, all exterior edges of the proposed development with frontages along the surrounding network of perimeter street incorporate a 'stage-set' architectural design approach that specifically addresses the varied site edge conditions, which is complemented by an elaborate landscape screening and buffering strategy that creates a dense and lush perimeter landscape treatment.

Architectural Form and Character

1. SmartCentres has progressively improved the quality of the architectural expression around the perimeter of the development site and in particular designed the building facades that front onto the surrounding streets. Specific improvements have been made to address the primary audiences that will view these various edges of the proposed development. The proposed architectural design responds to the various edge conditions in the following ways:

   a) The High Street is a pedestrian scale street with smaller scale, 1-storey buildings and considerable variety in the façade design. The proposed changes in façade materials, slight variations in building height and the variety in colour and signage reinforce the notion of many CRU's along both sides of the High Street and should contribute to an attractive pedestrian shopping environment.

   b) The Alderbridge Way and the Garden City Road frontages are major road corridors and the architectural design of the proposed built form along these streets responds to the higher speed of traffic along these roads. The large scale building facades of the Walmart store and Building A have been partitioned into small panels of differing building materials and with varying colours. In a few location the architect proposes minor facade articulations to visually suggest smaller CRU's and reflect the internal use of the buildings on the exterior facades. The result is the creation of a more modern and streamlined architectural expression for these building facades, which will be primarily viewed by motorists along these busy corridors.

   c) The Alexandra Road frontage incorporates various techniques to screen the loading/service areas and parkade structure. Both loading/service areas are screened from view by building or screen walls in combination with vertical and overhead trellis structures. Elimination of night time deliveries would further reduce acoustical annoyance for the future residential development on the north side of Alexandra Road but SmartCentres indicates there are commercial requirements that preclude these restrictions. The applicant has improved the facade design of the parkade with a combination of tinted glazing or vine covered metal screens to preclude views to the interior of the parking structure from the street or the future residential development on the north side Alexandra Road. The elevated landscape deck design has been refined to address CPTED concerns by permitting more visibility into this area as well as the introduction of a new stairway entry at the northeast corner of the site.

   d) Along May Drive the Walmart store would be set back approximately 80 m from the street and the future park on the east side of May Drive. The building facade has been visually partitioned to reduce the apparent scale of the building by the introduction of articulations, cladding material and colour changes.

2. The applicant has reduced the number of free standing pylon signs, notable at the corner of Garden City Road and Alexandra Road and has better reflected the design of the 'lantern' elements at building corners into the pylon designs.
3. The number of individual CRU's within the proposed development is anticipated to range from 51 to 74 individual retail spaces depending on negotiations with prospective retailers with the majority or approximately 38 of the CRU's to be smaller or less than 372 m^2 (4,000 ft^2).

Engineering and Servicing

1. All Engineering and Servicing requirements were identified in the rezoning considerations and agreed to by SmartCentres. At the time of writing this report these requirements are being addressed through the Servicing Agreement and District Energy Utility review process and include the following key components:
   a) Minimum 70% participation in the Alexandra District Energy Utility (ADEU);
   b) Submission of cash contributions for City Beautification (minus upgrades to the Alexandra Way pedestrian corridor) and Community and Engineering Planning;
   c) A Letter of Credit for the construction of the Connector Road by the City;
   d) Construction of all required off-site infrastructure upgrades, site servicing and connections including storm drains, sanitary sewers, watermains, ADEU infrastructure, and outside agency utility requirements including BC Hydro and telecom pre-ducting and allowances for kiosks; and
   e) Construction of all required frontage improvements around the perimeter of the site.
2. SmartCentres has requested an exemption from the Flood Plain Designation and Protection Bylaw 8204 (2008) since several buildings are proposed below 2.6 m geodetic GSC (i.e. Building M and the Walmart vestibule including the Medical Clinic at 1.35 m and Building N at 1.6 m). The applicant requests this exemption for the following reasons:
   - The existing elevation of Alderbrdge Way is approximately 1.0 m geodetic GSC and the City prefers to have street fronting retail as much as possible along Alderbridge Way; and
   - Locating the Walmart vestibule at the lower elevation has the added benefit of reducing the overall height of the Walmart store along Alderbridge Way while also providing a relatively flat pedestrian connection between the parking area under the building and vestibule area.

   The proposed floor levels would be approximately 0.23 m and 0.4 m higher than the highest road crown of Alderbridge Way between May Drive and the High Street. The Director of Engineering and the Senior Manager, Building Approvals have reviewed and support SmartCentres request for this flood plain bylaw exemption.
3. All fire prevention, detection and protection issues will be addressed during the Building Permit application review process.

Landscape and Open Space Design

1. Agricultural Screen: In response to the referral from Public Hearing, the applicant proposes an agricultural buffer along Alderbridge Way to screen views of the proposed development from the Garden City Lands that consists of 3 different strategy areas, specifically:
   a) May Drive to Walmart Store: This portion of the agricultural screen consists of:
      - On-Site: An 11 m wide rain garden below the Walmart store roof connected to a 3 m wide bio-swale and associated wetland plantings along Alderbridge Way with a 3 m high architectural trellis screen and vine planting along the open parking area as part of the roof/site drainage system;
      - Boulevard: A formal row of medium-sized, pyramidal, deciduous street trees (Sweetgum) and grass under the trees in the 1.5 m wide boulevard strip for streetscape continuity, screening purposes and ease of maintenance; and
      - Median: A minimum 1.7 m wide centre median with formal row of large, columnar deciduous street trees (Red Maples) and grass under the trees for streetscape continuity, screening purposes and ease of maintenance.
   b) Walmart Store to High Street: This portion of the agricultural screen consists of:
      - On-Site: Street fronting commercial-retail units including the Walmart store entry visually open to the street in order to better activate the street with large, columnar deciduous street trees in grates;
      - Boulevard: A formal row of medium-sized, pyramidal, deciduous street trees (Sweetgum) and grass under the trees in the 1.5 m wide boulevard strip for streetscape continuity, screening purposes and ease of maintenance; and
      - Median: A wider (minimum 4.5 m) centre median with an infill of the medium-sized coniferous trees to supplement the existing mature coniferous trees where space permits and grass under the trees for streetscape variety, screening purposes and ease of maintenance.
   c) High Street to Garden City Road: This portion of the agricultural screen consists of:
      - On-site: An informal planting of native cultivar trees (Pine, fir, spruce, ornamental pear, and large and small maple trees) with an under storey consisting of 6 to 10 rows of broad-leafed, evergreen shrubs on the 1.5 m high sloping bank within the building setback for visual interest and screening purposes;
      - Boulevard: A formal row of medium-sized, pyramidal, deciduous street trees (Sweetgum) and grass under the trees in the 1.5 m wide boulevard strip for streetscape continuity, screening purposes and ease of maintenance;
      - Median: A minimum1.7 m wide centre median with formal row of large, columnar deciduous street trees (Red Maples) and grass under the trees for streetscape continuity and screening purposes and ease of maintenance.
   d) See also Attachment 5 – Agricultural Buffer/Screen along Alderbridge Way.
2. Rain Garden and Bio-swale System: The rain garden/bio-swale system has been sized to capture the first flush (initial 35mm) of rainfall and also storms (up to 70mm per day). In order to accommodate this amount of rainfall the rain garden will have a 86.8 cu.m capacity and will be able to capture and infiltrate 99% of storm events. The civil engineering

indicates that given the underlying soil conditions, approximately 13% of the stormwater collected on the roof of the Walmart store roof (1,240 m²) can be directed through the rain garden. The rain garden/bio-swale system includes catch basins to allow for major storm events with the rim elevations set lower than the adjacent sidewalks. These catch basins are connected to the Alexandra Road storm sewer along the north side of the development site. Due to the site grading it is not possible to connect the rain garden/bio-swales and the parking lot bio-swales without pumping. The bio-swales in the parking lot drain the open air portion of the surface parking lots on the east development parcel with an overflow connection to the underground storm drain system The plant materials used for the rain garden and bio-swales include Bull-rush, Beatles Sedge, Coralberry, Oregon Grape and Willow. The rain garden and bio-swales are secured through a separate legal agreement.

3. Perimeter Landscape: The agricultural screen along Alderbridge Way is complemented by a similar landscape screening design around the entire site perimeter consisting of multiple rows of trees and a dense foundation of shrub planting at the base of buildings. The majority of proposed tree plantings are specified at larger than the minimum required sizes. All grass areas are proposed to be No. 1 fine turf sod and the applicant proposes an automatic irrigation system with rain sensors in all perimeter building setback areas with landscape planting as well as on the elevated deck.

4. Elevated Deck: The landscaped design of this public open space has been modified to:
   a) Improve pedestrian access into this public open space from the northeast corner with the introduction of a stairway that creates a more direct and inviting entry to this informal park-like public use area;
   b) Address potential CPTED concerns by the inclusion of night lighting, the addition of seating and picnic tables and benches to encourage use and providing improved visibility and informal surveillance; and
   c) Introduce greater variety of public uses by the inclusion of a flat and flexible central grass area while still creating an attractive landscaped area and providing visual relief from the surface parking lot for the future residential development on the north side of Alexandra Road;

5. Alexandra Way Pedestrian Corridor: The design of this pedestrian corridor through the west development parcel has been enhanced by:
   a) Increasing the width of the SRW area to include the sidewalks on both sides of the High Street and both sides of the respective on-site vehicle traffic aisles within the west development parcel;
   b) Providing more decorative paving (i.e. from building face to building face) on-site;
   c) Improving the integration of the various types of decorative paving materials to punctuate this pedestrian route with larger plaza areas and smaller seating nodes;
   d) Raising the elevation of the on-site pedestrian crossings of the vehicle traffic aisles;
   e) Extending the decorative paving of the east-west vehicle traffic aisle to connect with the High Street;
   f) Inclusion of a comprehensive and coordinated suite of street furnishings and appointments including benches, litter receptacles, bollards, lighting (i.e., pedestrian

lights, parking lot lighting, street lighting), bike racks, paper boxes, railings, planter boxes and pots, hanging baskets and banners; and

g) Increasing the weather protection along this pedestrian corridor with primarily glass and metal canopies rather than canvas awnings for improved aesthetics and better durability.

6. Plant Material Selection: The landscape architect proposes a natural character compatible with Richmond's riverine setting utilizing both native and native cultivar plant materials that will tolerate urban conditions. Some ornamental planting is used to highlight landscape areas that will be subject to closer visual scrutiny. The landscape design along Alderbridge Way relies more heavily on native wetland plant materials (i.e. Bull-rush, Beatles Sedge, Coralberry, Oregon Grape and Willow) that would be more compatible with the existing lowland bog landscape typical of the Garden City Lands. In general there is a heavier reliance on native cultivars, which typically do not propagate by reseeding to avoid the wind-blown seed infestation/contamination of adjacent sites as opposed to native species. The list of proposed native cultivar trees include Pine, Cedar, Fir, Spruce, Cypress, Alder, Aspen, various Maples, Oak, Serviceberry, Redbud trees. The proposed native and native cultivar shrubs include, Bull-rush, Coralberry, Coneflower, Wild Lilac, Arbutus, Dogwood, Honeysuckle, Huckleberry, Holly, Oregon Grape, Spirea, various Roses, Snowberry, Salal, Kinnickinnick, Sedges, Swordfern, Viburnum, Willow, and Wild Strawberry. The proposed site will be raised approximately 2.6 m above existing grade, the growing medium will be nutrient enriched, free draining soil and plants will need to withstand constrained locations, foot traffic, urban pollution, full sun, re-radiated heat from buildings and desiccating winds in summer as well as exposure to more extreme cold in winter. Therefore native wetland (bog-type) plant materials are not appropriate for this site. For more information regarding plant material selection and the full list of proposed plant materials see Attachment 6 – Plant Material Selection Criteria and Attachment 7 – List of Proposed Plant Materials.

7. A total of 612 trees (421 on-site plus 191 off-site) and 12,182 shrubs (11,519 on-site plus 663 off-site) are proposed as part of the overall landscape design. The site has recently been cleared including the removal of 172 bylaw size trees. The proposed tree planting represents a replacement tree planting ratio of 1:3.5 (i.e. 3.5 replacements trees for each existing bylaw size tree removal). As compensation for the recent removal of four (4) large on-site trees (i.e. 1-80 cm caliper Douglas Fir, 1-111 cm caliper Douglas Fir, 1-100 cm Linden and 1-35 cm Balsam Fir) the applicant proposes six (6) 5 m high Fir trees along Alderbridge Way between High Street and Garden City Road and fourteen (14) 5 m high Cedars along Alexandra Road between High Street and May Drive. In addition, the applicant has agreed to contribute $52,125 for enhancement planting in Area J and $186,151 for enhancement planting within the West Cambie Park to establish a north-south ecological corridor through the West Cambie Area. The applicant has also submitted a detailed cost estimate prepared by a BC registered landscape architect for all on-site hard and soft landscape construction in the amount of $924,782.65 including a 10% contingency.

Crime Prevention Through Environmental Design (CPTED) and Sustainability

1. SmartCentres has conducted a thorough CPTED assessment of the proposed development and proposes to integrate 17 CPTED principles into the design on all levels of the development from site layout, landscape design, lighting and individual building design including appropriate visibility and transparency, informal surveillance, security night

lighting around buildings and in public open space areas, provision of pedestrian amenities in secure locations with ample informal surveillance, comprehensive parkade security features, impact resistant cladding materials on buildings particularly at-grade and the use of glazing to increase visibility to deter crime. See Attachment 8 for a complete list of CPTED features incorporated into the design of this proposed development.

2. SmartCentres has submitted a comprehensive list of 24 sustainability features incorporated into the design of this proposed development most significantly a minimum of 70% participation in the Alexandra District Energy Utility, incorporation of an integrated on-site storm drainage management system including rooftop rainwater detention connected to a rain garden and bio-swales with permeable site paving and a green roof over a portion of the parking area. See Attachment 9 for a complete list of sustainability features and Attachment 10 for a general description of the stormwater management system and the role of the proposed rain garden and bio-swales.

Public Art

SmartCentres has agreed to incorporate an on-site public art installation along the Alexandra Way public pedestrian corridor in accordance with the City's Public Art Policy with an approximate value of $155,077.00 (387,692 ft² x $0.40/ft²) and to the approval of the Director of Development. A letter of credit in the amount of $155,077 for public art is a requirement as well as a public art covenant as security for the completion of the public art installation.

Conclusions

The SmartCentres proposed development as currently envisioned represents a marked improvement from the original development proposal and has adequately addressed the significant urban design challenges. It complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the relevant urban design guidelines for this site within the West Cambie Area Plan. Staff recommends support for this Development Permit application.

Brian Guzzi, MCIP, MCSLA
Senior Planner/Urban Design

BG:cs

Attachment 1: Location Plan
Attachment 2: Development Applications Data Sheet
Attachment 3: Urban Design Rationale
Attachment 4: Advisory Design Panel Comments and Applicant Responses
Attachment 5: Agricultural Buffer/Screen along Alderbridge Way
Attachment 6: Plant Material Selection Criteria
Attachment 7: List of Proposed Plant Materials
Attachment 8: List of Proposed Crime Prevention Through Environmental Design Features
Attachment 9: List of Proposed Sustainability Measures
Attachment 10: Stormwater Management (Rain Garden and Bio-swales)

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

1. The granting of a 1.5 wide statutory public right of passage right-of-way along both (east and west) sides of the High Street property lines for road, utility and sidewalk purposes. The exact configuration of this SRW area is to be determined by the Road Functional Plan to the approval of the Director of Transportation and the Director of Engineering. The owner/developer would be responsible for any landscape and sidewalk maintenance while the City would be responsible for any utility maintenance after final acceptance by the City. The City would assume liability for this SRW area following final acceptance by the City.
2. Receipt of a Letter of Credit for landscaping in the amount of $924,782.65 (based on a landscape cost estimate prepared by a BC registered landscape architect including a 10% contingency).
3. Registration of a legal agreement on title to ensure that landscape planting along all fronting perimeter streets including Alderbridge Way, Garden City Road, Alexandra Road, the future High Street and the future May Drive extension is maintained and will not be abandoned or removed.

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.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. The applicant is required to submit detailed site and landscape grading plans including detailed landscape irrigation plans as part of the Building Permit drawings.
4. The applicant is required to submit more detailed supplemental stormwater management information and calculations from the Civil Engineer to better explain how the discharge of rooftop rainwater detention will be controlled to match the capacity of the associated rain garden and bio-swale system along the Lansdowne Road frontage.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

* This requires a separate application.

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

  All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

  The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by

the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

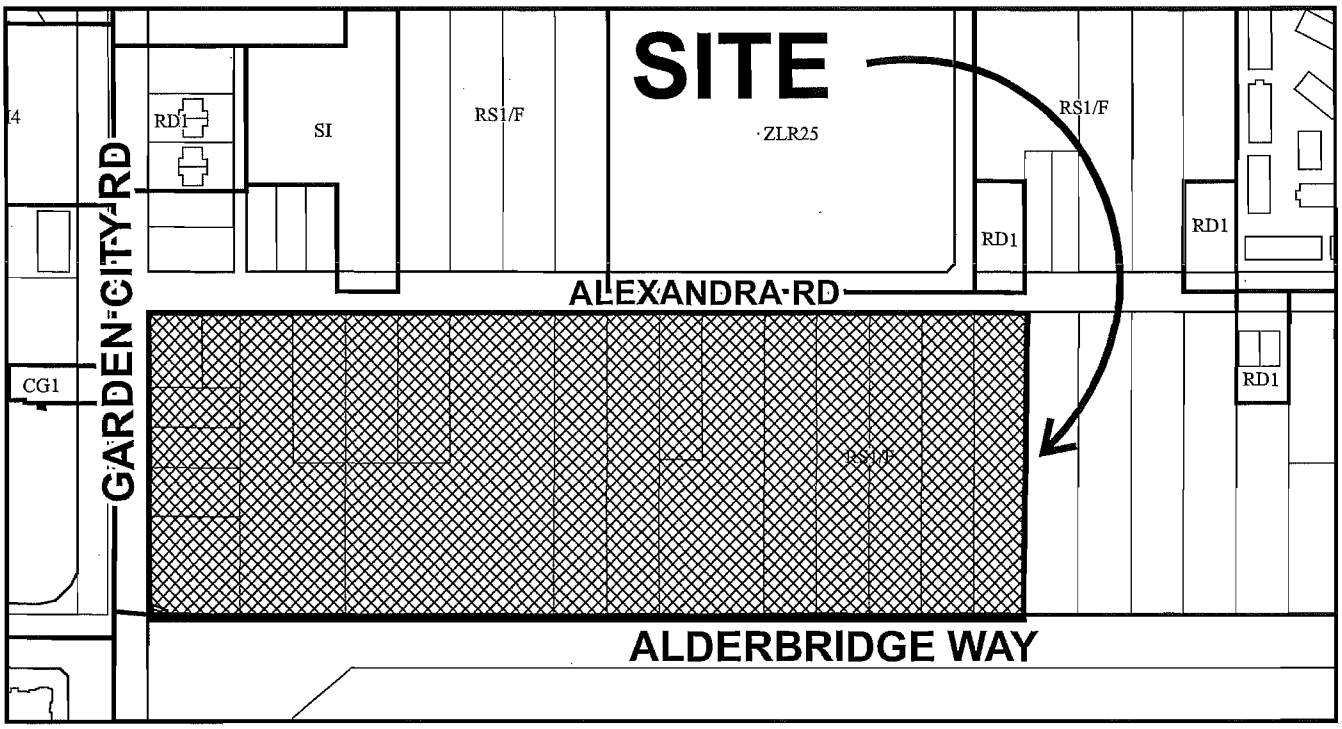
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation,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

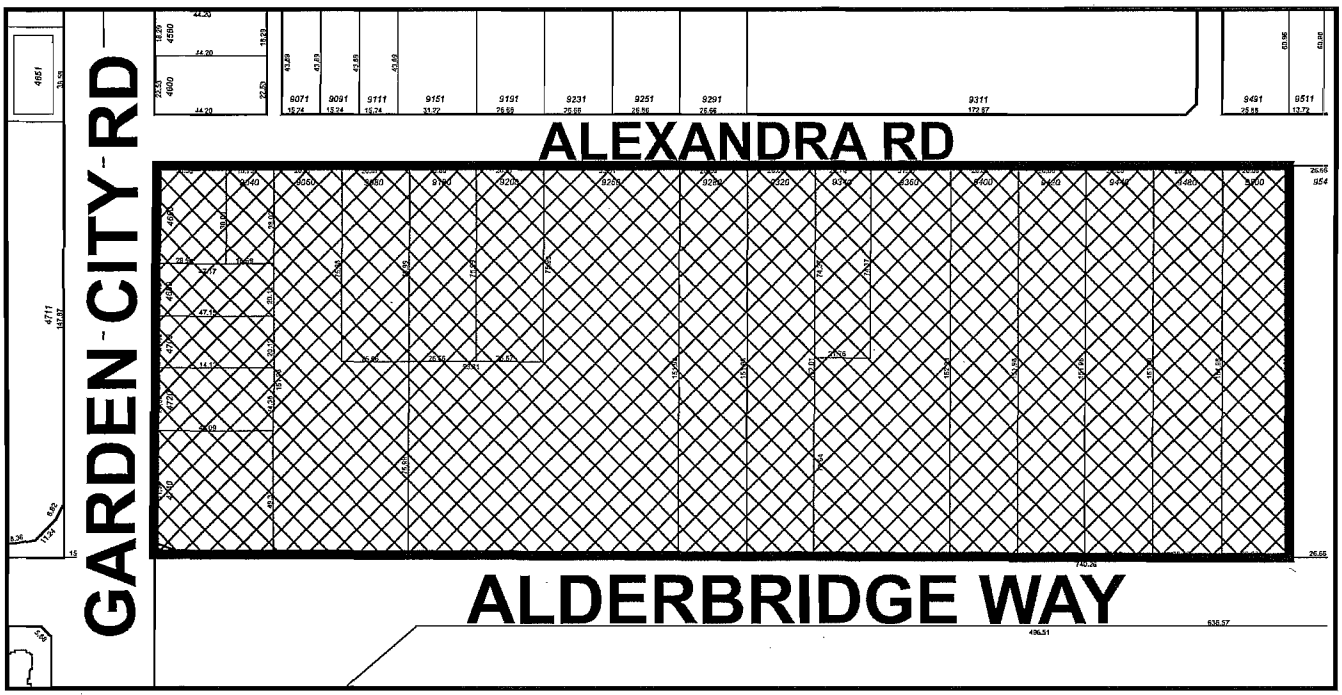
An executed copy of the DP Considerations is in the DP file.

Signed Date

City of Richmond

Attachment 1





DP 13-650988

Original Date: 04/01/14

Revision Date:

Note: Dimensions are in METRES

City of Richmond

Development Application Data Sheet

Development Applications Division

DP 13-650988 **Attachment 2**

Addresses:	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
Applicant:	First Richmond North Shopping Centres Ltd., (SmartCentres)
Owner:	same
Planning Area(s):	West Cambie Area – Alexandra Neighbourhood Land Use Plan
Floor Area:	Gross: 35,708 m² (384,356 ft²) Net (Leasable): 34,525 m² (371,623 ft²)

	Existing	Proposed
Site Area	67,891 m² (730,772 ft² or 16.77 ac.)	58,012 m² (624,429 ft² or 14.48 ac.)
Land Uses	Vacant	Commercial (Retail)
OCP Designation	Commercial / ESA	Commercial / OCP Amendment
Zoning:	Single Detached (RS1/F)	Neighbourhood Commercial (ZC32) – West Cambie Area

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Area A: 1.25 to 2.0 FAR Area B: Max. 1.0 FAR	Area A - 0.62 FAR Area B - 0.62 FAR	Zoning Amendment
Lot Coverage	Max. 55%	Area A - 54.8% Area B – 54.3%	none
Setback – Alexandra Road	Min. 1.0 m	Min. 1.0 m	none
Setback – May Drive	Min. 5.0 m	Min. 1.5 m	Variance
Setback – Alderbridge Way	Min. 2.0 m	Min. 2.0 m	none
Setback – Garden City Road	Min. 3.0 m	Min. 3.0 m	none
Setback – High Street	Min. 3.0 m	Min. 3.5 m	none
Height (m)	Max. 22 m geodetic	Area A max. 18 m Area B max. 19 m	none
Off-Street Parking Spaces	3 stall per 100 m² Max. 50% Small Min. 2% Accessible Required Area A = 684 Required Area B = 690 Required Total = 1,374 with TDM Package = 1,153	832 Regular 288 Small 25 Accessible Provided in Area A = 586 Provided in Area B = 567 Total Provided Spaces = 1,153	none
Loading Spaces	5 large (WB-17) spaces & 7 medium (SU9) spaces	8 large (WB-17) spaces & 6 small (5.5 m x 2.65 m)	none
Bike Parking – Class 1	Required in Area A = 47 Required in Area B = 47 Total Required = 94	Provided in Area A = 50 Provided in Area B = 69 Total Provided = 119	none
Bike Parking – Class 2	Required in Area A = 69 Required in Area B = 69 Total Required = 138	Provided in Area A = 86 Provided in Area B = 86 Total Provided = 172	none

URBAN DESIGN RATIONALE

Introduction

Central at Garden City ("Central") is a 17 acre development site located in the south-westernmost corner of the West Cambie Area plan at the corner of Garden City Road and Alderbridge Way. Bounded to the north by Alexandra Road in the Alexandra Neighbourhood, this development is in a transitional area between the City Centre to the west and the lower density residential areas to the east.

Central falls within two of the five character areas developed in the West Cambie Area Plan: Character Area 2 – Mixed-Use (Retail-Office-Hotel) and Character Area 3 – The High Street. The commercial character of this area plays a key part in attaining the goals set out in the Area Plan of supporting uses that create a sustainable community, development of a variety of land uses, taking advantage of location with good access to the major highway system, encouraging a range of transportation modes and promoting opportunities for open space, recreation and heritage preservation.

This development will be the catalyst for enhancing transportation routes throughout the area, from pedestrian pathways and bicycle routes to the creation of the new central High Street. The creation of the High Street and the adjacent land areas of the site will encourage the development of a retail and social destination, meeting the community gathering place needs of the West Cambie residents, as well as attracting people from other parts of Richmond and Greater Vancouver.

Access to the site is allowed only from collector roads that are connected to the major arterial roads. All parking and loading will be accommodated directly on-site. Bus stops on the perimeter roads will be improved and cycling and pedestrian infrastructure will be created, providing alternate access to Central.

The High Street will feature street parking, encouraging short-term stays, civic beautification elements such as landscaping, street trees and decorative pedestrian paving and lighting. Automobile circulation within the site will feature similar treatments, ensuring direct connections between the on-site and public realms.

Parking within the development will be screened from the perimeter streets, as well as from High Street through extensive landscaping, strategically located buildings and a 36,000 square foot landscaped public space constructed overtop of 107 parking stalls in the north-east corner of the site. The landscaped greenspace will help to further buffer residential uses to the north and provide additional structured parking on-site. Parking will be accommodated in a number of different ways. Cars will be encouraged to take advantage of short-term angled parking in front of the individual stores, or within one of the three structured parking areas. By placing a significant portion of the parking within structured parking areas, the at-grade surface parking area has been reduced by upwards of 5 acres. Bio-swales and permeable paving will be incorporated into the surface parking area to treat and re-infiltrate stormwater flows and to introduce vegetation into the parking area.

A continuous pedestrian walkway has been established throughout the proposed development, connecting the corner of Garden City Road and Alderbridge Way to the future Alexandra Way north of Alexandra Road. The continuous pathway will facilitate walking and cycling throughout the site and beyond in the West Cambie Area.

Central will be made up of a number of active open spaces throughout the site that will encourage visitors to linger, meet and socialize in structured hard-surfaced areas featuring benches and landscaping amenities. Along the eastern edge of the property, an area of 0.32 acre, is dedicated to the City as Park/Environmentally Sensitive Area and will be improved to enhance and augment habitat for urban wildlife. An additional 0.92 acre will be provided as publicly accessible green space within the site.

This development will bring with it improvements and upgrades to services such as sanitary sewers, storm sewers, water, sidewalks, streets and street lighting. The site itself, including the internal road network will be raised to meet the newly established Flood Construction Levels.

This corner site is situated in an important gateway location to Richmond's City Centre, as well as to the West Cambie Area. As such, Central will feature modern, urban architecture with structures ranging from one storey to four storeys in height. A gateway feature has been created at the corner of Alderbridge Way and Garden City Road, featuring a well programmed urban plaza back dropped by two signature buildings with a central opening, welcoming pedestrians and cyclists into the pedestrian oriented open shopping district.

The individual buildings will be designed in a way that reinforces the outward-looking, pedestrian-oriented character of the area. A variety of building materials will be used, including brick, metal, stucco, glass and wood, all to reflect a warm and modern urban character. Roof forms will generally be flat, with variations in individual roof heights throughout the development.

The buildings will generally be pushed out to the build-to lines suggested in the guidelines and will be oriented to the public open space walkways within the site. Building footprints west of High Street will range from 800 sq.m. to 3,000 sq.m. and east of high Street will range from 300 sq.m. to 9,300 sq.m.

4144693

June 11, 2014

DP 13-650988

1.0 Boundary Conditions

1.1 Adjacent Land Uses

Central is located in the south-westernmost corner of the Alexandra Neighbourhood at the corner of Garden City Road and Alexandra Way. Adjacent uses and planning areas include;

- City Centre Area – Aberdeen Village sub area of the City Centre Area is located directly adjacent to the west edge of the site, across Garden City Road, with the Lansdowne Village sub area to the south-west of the site. Uses primarily include general commercial, retail, office & hotel, light industrial and entertainment, with residential also being allowed in the Lansdowne Village sub area. The Garden City Lands adjacent to the south are currently under review.
- The Oaks – sub area to the north consisting of an older, established neighbourhood with primarily low-scale residential housing.
- Odlinwood – sub area to the north-east with a more recently established neighbourhood consisting of slightly higher density residential housing.

Adjacent land uses are indicated on Figure 1.1-1

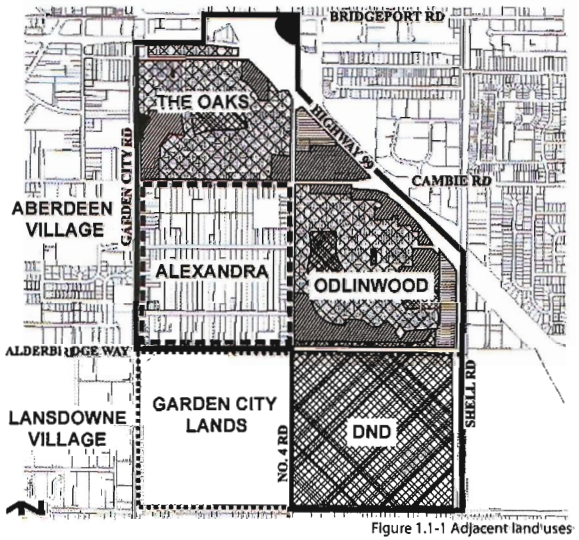


Figure 1.1-1 Adjacent land uses

More immediate proposed and developed land uses within the Alexandra sub area consist of:

- Business/Office – north along Garden City Road
- Mixed-Use – hotel, office and retail commercial north of High Street
- Residential – low-rise and townhouse development north of Alexandra Road. Much of this development is underway with over 300 homes built and 1,150 units in the approval process.
- Park – area dedicated immediately east of May Drive, and beyond that townhouse residential.

Alexandra Neighbourhood land uses are indicated on Figure 1.1-2

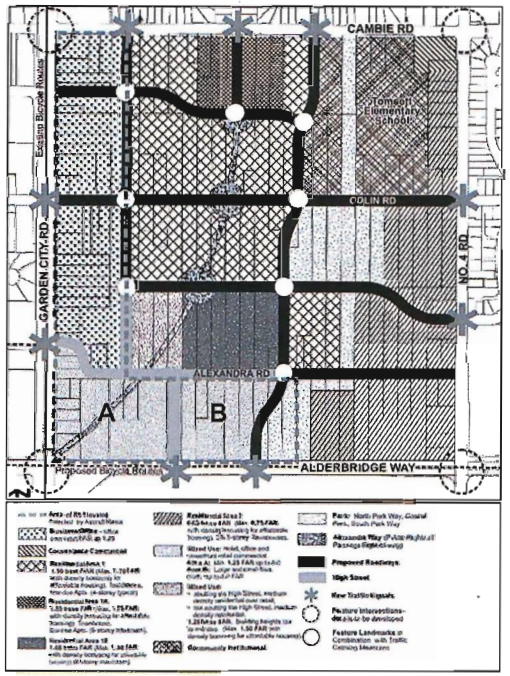


Figure 1.1-2 Alexandra Neighbourhood land uses

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1.2 Roads & Access / Transportation

Significant upgrades to the existing road system and the creation of new roads and infrastructure in the network will occur in conjunction with this development.

The development will create and enhance various transportation routes and modes throughout the site. Road systems with distinctive design features will compliment the character of the West Cambie neighbourhood, emphasizing landmark locations. Pedestrian sidewalks and walkways will be provided around and through the site, creating critical connections to adjacent neighbourhood areas, bus stops and recreational destinations. Cycling will also be promoted through the establishment of cycling routes along the perimeter of the site, and encouraging bicyclists to park their bikes on site at any number of locations with bike racks.
Municipal road upgrades include:

- Creation of the new High Street – the main municipal street feature through the development.
- A new signalized intersection at High Street and Alderbridge Way
- Implementation of the pedestrian walkway – Alexandra Way
- Upgrading of existing Alexandra Road
- Creation of May Drive on the east side of the development
- A new signalized intersection at May Drive and Alderbridge Way
- Upgrades and creation of sidewalks along existing roads
- Creation of a new combined sidewalk / bike path along Alderbridge Way
- All new development infrastructure meets the new Flood Control Level (FCL) for Richmond.
- Contributions toward Alexandra Road / Leslie Street connection & realignment
- Creation of new separated bike path and sidewalk on Garden City

The proposed road planning will support future completion of High Street connection to Garden City through adjacent land holdings.
Municipal road upgrades are indicated on Figure 1.2-1

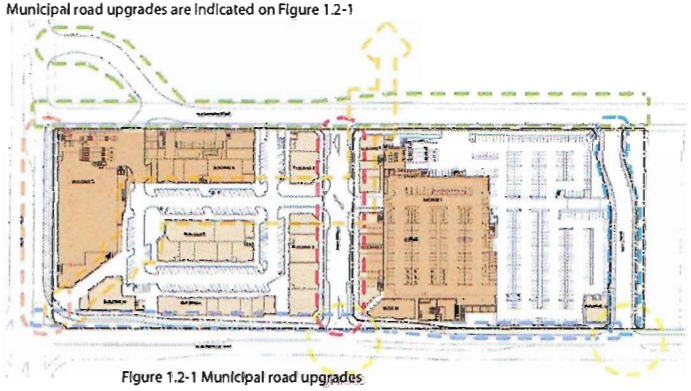


Figure 1.2-1 Municipal road upgrades

2.0 Site Planning

2.1 Site Planning Principles

The site planning for this development incorporates fundamental qualities and characteristics required for a successful, high end retail development, along with an appropriate response to the existing conditions and constraints.

Larger retail anchors are positioned to create a natural flow, drawing patrons across the development, inviting movement past medium and smaller stores infilling between the anchors. Larger floor plate retail meets the requirements of the West Cambie Area Plan in the east parcel by designing the building within a 9,290 sq.m. footprint and accommodating the remaining area as mezzanine space within the building. Where larger floor plate retail anchors in the west parcel exceed 2,322 sq.m., the space is designed and integrated into adjacent retail space as described in the guidelines.

With an understanding of the existing and planned municipal roads, signalized intersections, road access points, edge buffer conditions and site topography, the following principles have been considered in developing the site concept plan.

- Creation of an internal Main Street oriented to the pedestrian, and connected through the site from the gateway intersection of Garden City Road and Alderbridge Way through to the continuation of Alexandra Way to the north.
- A localized internal vehicle circulation route provides access to all retail storefronts while remaining secondary to pedestrian routes.
- Creation of iconic gateway elements identifying the main pedestrian entry at Garden City Road and Alderbridge Way and signaling the main auto entry at the intersection of High Street and Alderbridge Way, both key in creating a sense of place, identification, and the procession of arrival. (Figure 2.1-1)
- Large format retail is connected, but distinct in its site planning location. Entry to anchor store is constructed as extension of High Street streetfront and facing Alderbridge Way to create active streetfront.
- Location of retail development is consciously separated from ESA & park area
- Connections through site are created by the placement of plazas and rest areas throughout the site in opportune areas (Figure 2.1-1)
- Strong visual connections between East parcel anchor & West parcel anchor promote shoppers circulating through the site. (Figure 2.1-1)
- Minimizing car oriented connections to the arterial road network ensures controlled automobile flow and predictable interaction with pedestrian and cyclist pathways.
- Parking areas planned to be positioned behind buildings, screened by ample landscape buffers or located within parking structures integrated with retail storefronts to limit the amount of at-grade, surface parking.
- Strong commitment to creating distinct streetfronts throughout the site as opposed to individual buildings in a sea of parking, resulting in upwards of 5 acres of at-grade, surface parking being contained within 3 structured parking areas..
- High Street retail is created with street facing storefronts, building massing oriented to the sidewalks and curb-side parallel parking.

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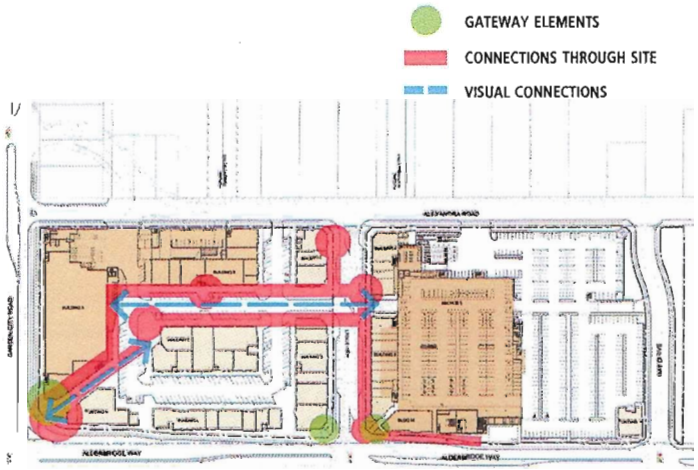


Figure 2.1-1 Connections through site

2.2 Perimeter Edge Conditions

The edge condition around the perimeter of the project will be designed to respond to a number of different conditions throughout the site.

The following describes the various edge conditions around the site:

- Public Sidewalk / Raised Building Face; This edge condition is relatively typical around the site due to the filling of the site to conform to the FCL. In general the perimeter public sidewalk is anywhere from approximately 1.8m to .9m lower than the floor of the adjacent building and is offset from the building face from 1.7m to 4.5m. Landscaping will be bermed up towards the building with planting and retaining walls implemented as required. See Figures 2.2-1 to 2.2-17
- Pedestrian Connections to Site; The main pedestrian connection to the site is at the corner of Garden City Road and Alderbridge Way. This pedestrian access to the site will be treated with decorative paving and will be gently sloped to accommodate the grade difference from the public sidewalk to the raised site.

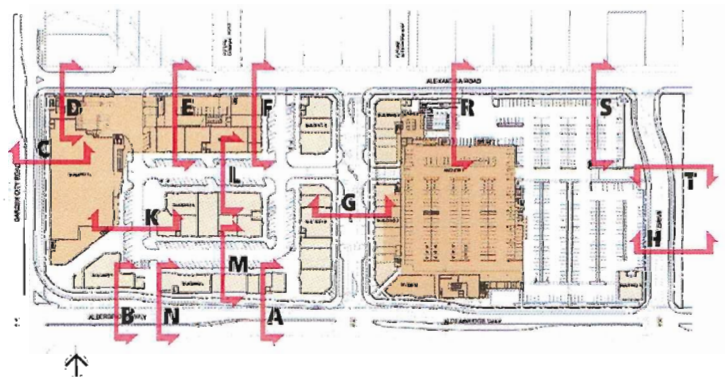


Figure 2.2-1 Edge condition around the site

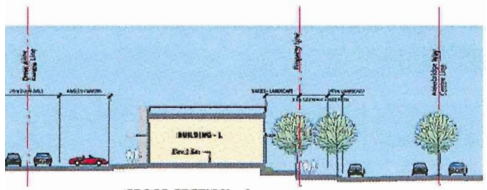


Figure 2.2-2

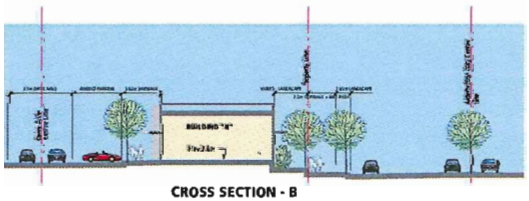
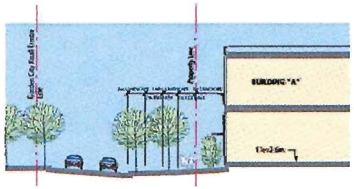


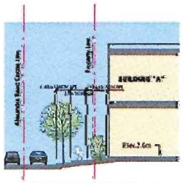
Figure 2.2-3

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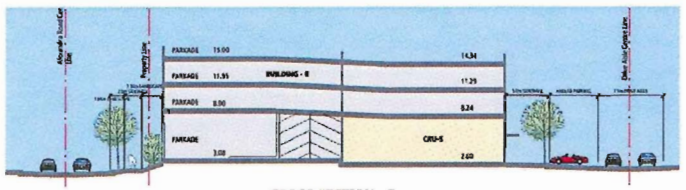
CROSS SECTION - C

Figure 2.2-4



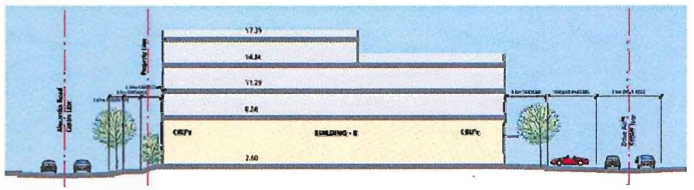
CROSS SECTION - D

Figure 2.2-5



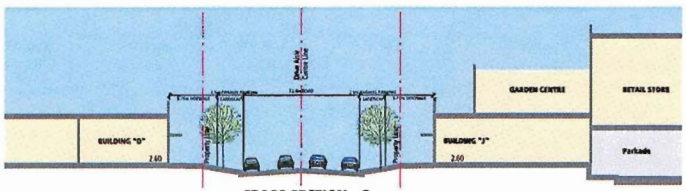
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Figure 2.2-6



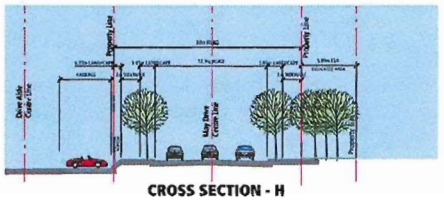
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Figure 2.2-7



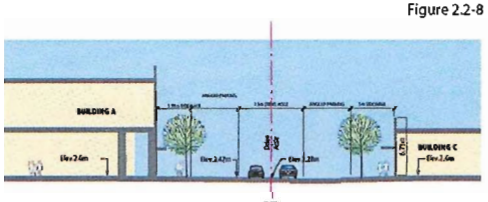
CROSS SECTION - G

Figure 2.2-8



CROSS SECTION - H

Figure 2.2-9



CROSS SECTION - K

Figure 2.2-10

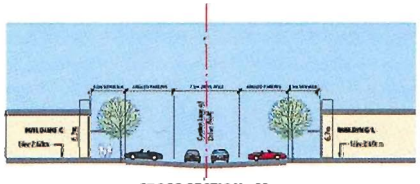


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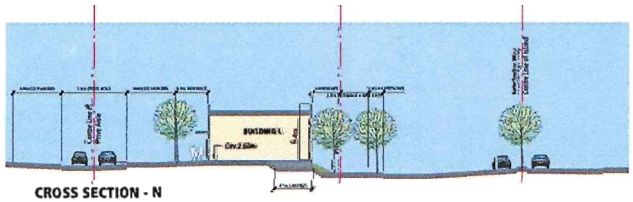
Figure 2.2-11

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Figure 2.2-12



CROSS SECTION - M



CROSS SECTION - N

Figure 2.2-13

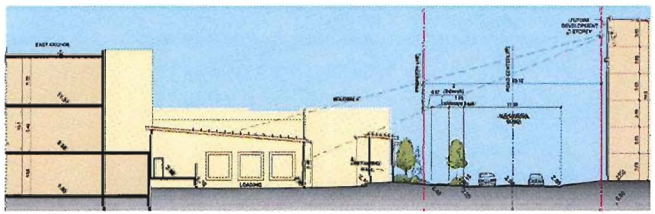
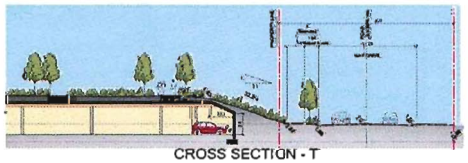


Figure 2.2-14



CROSS SECTION - S

Figure 2.2-15



CROSS SECTION - T

Figure 2.2-16

The second pedestrian connection condition consists of stairs broken by an intermediate landing connecting the public sidewalk to the site. The landing is 4.5m deep and will accommodate a public gathering space. See Figure 2.2-13.

- Landscaping at Parking Area; The public sidewalk condition along May Drive is adjacent to an open parking area. To mitigate the open views to the parking area, a screen buffer has been established with vines and other climbing planting. Planting is also provided within the parking area in the bioswales. See Figure 2.2-9. Along the northern end of May Drive, over 3,300 square metres of open parking area has been covered with a fully accessible landscaped structured deck, effectively landscaping a full 1/3 of the parking area.
- Loading Bay condition; The eastern anchor's loading area is visually screened from the adjacent pedestrian sidewalk through the planting of mature landscaping along its edge as well as the implementation of a screen wall. It is further screened from adjacent future multi-storied residential development through the addition of sloped planted trellis elements over the loading area. See Figure 2.2-14.
- Along the south edge of the site toward the Alderbridge Way, the surface parking areas have been safely buffered from adjacent street with several layers of planting including an outer row of street trees, an inner row of deciduous and coniferous trees, as well as planting beds of shrubs, ornamental grasses and perennials, and screened with an architectural screen with vines and other climbing planting that will provide seasonal interest.

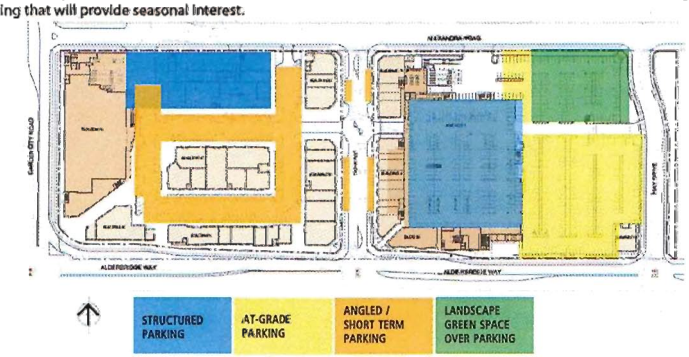


Figure 2.3-1 Modes of parking

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2.3 Parking Areas

Parking within the development will be screened from the perimeter streets, as well as from High Street. Extensive landscaping and street oriented buildings will mitigate the visual impact of the parking from the public roads. The total number of parking stalls on the site has been reduced by approximately 650 stalls from traditional commercial requirements with a parking ratio of approximately 3.1 cars/1,000 square feet of retail area (versus 5.0 cars/1,000 sf), representing a reduction of over 30% in required parking. As well, within these reduced numbers, 60% of the cars will be accommodated within structured parking representing a reduction of upwards of 5 acres of at grade, surface parking. The remaining surface parking areas will also feature various storm water re-infiltration treatments from permeable paving to bioswales.

Parking will be accommodated on site in one of four different modes. See Figure 2.3-1

- Structured Parking: Parking will be accommodated in one of three structured parking areas. A 4 level parkade will be located in Building B, adjacent to Alexandra Road and will provide a rooftop parking level in order to reduce the overall building height. The second structured parking garage is located under the major retail store on the East parcel and the third parking structure is in the northeast corner of the site.
- Street Parking; will be accommodated primarily in the western parcel, and along High Street. This mode of parking reflects the short-term, storefront nature required for the smaller sized, individual retailers located in this precinct.
- Surface Parking Field; the portion of the parking required to accommodate the major retail store's clientele which cannot be located under the building is located east of the building, away from the main pedestrian oriented areas of the site. The parking area will be well screened from the adjacent streets by a landscaped buffer and landscaped screen, and will feature planted bio-swales which will further filter views through the area.
- Landscaped Parking Structure; a full 1/3 of the of the eastern open parking area, encompassing a total of 107 parking stalls, is covered by a landscaped structured deck that is fully accessible to the public

2.4 Unifying Elements

Common thematic design elements will be incorporated throughout the development to reinforce a consistent experience for the pedestrian and drivers. The features will be integrated into three levels of pedestrian activity. Beginning with the public plaza spaces which create connected meeting areas from Garden City Road and Alderbridge Way, through the site to Alexandra Way; the public sidewalks which connect the plaza spaces; and the roads and parking areas will accommodate tertiary elements common throughout the site.

Plaza Elements:
- Decorative paving
- Benches
- Pedestrian lighting
- Landscaping
- Bike racks
- Wayfinding signage
- Planters
- Tree grates

Sidewalk Elements:
- Decorative paving
- Benches
- Pedestrian lighting
- Garbage cans
- Street trees
- Tree grates
- Hard and soft landscaping elements

Parking Area Elements:
- Landscaping
- Lighting
- Designated pedestrian connections/walkways

Internal Road Elements:
- Permeable paving
- Raised pedestrian crossing areas

3.0 Road Network

3.1 Alexandra Road

The edge along Alexandra Road will be completed in an interim Condition, over the short term, and in a Ultimate Condition when future development completes the connection of Alexandra Road to Leslie Street.

The Interim Condition of Alexandra Road from Garden City Road to High Street will encompass a widening of the existing street to municipal standards and raising the road to the new FCL standards, though existing grade elevations will be maintained at the intersection with Garden City. From High Street to May Drive, Alexandra Road will be raised and filled to the FCL elevations and widened to municipal standards on the South side. See Figure 3.1-1.

The Ultimate Condition will see the abandonment of the western end of Alexandra Road for the development of the new Alexandra connection to Leslie Road. The remaining property parcel will be developed independently from this project. See Figure 3.1-1

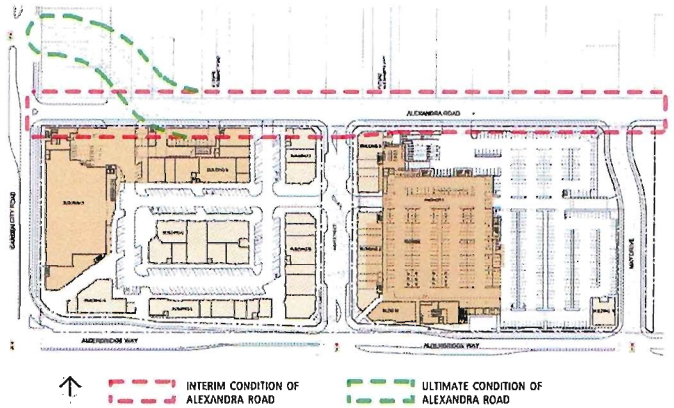


Figure 3.1-1 Interim and Ultimate condition of Alexandra Road

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3.2 May Drive

May Drive will be completed to match the appropriate grades of Alderbridge Way, Alexandra Road and the FCL, and will be designed to municipal standards. The configuration of May Drive has come through meeting the goals of the Alexandra Area as set out in the West Cambie Area Plan, such as the creation of High Street retail, reducing parking requirements and area, introducing structured parking, reducing the major retail footprint to 9,290 s.m., and the construction of a 3,300 square metre landscaped parking deck. The remaining site area accommodates the gently curving May Drive.
By reconfiguring May Drive, the overall ESA area as set out in the West Cambie Area Plan has been reduced. However, this shortfall has been met through provision of funding for ESA/Park enhancement within the Alexandra neighbourhood, enhancement at Area J which is being dedicated to the City, the addition of the proposed landscape public space, area's E and J noted on the site plan, and other environmental considerations as outlined in Cobalt Engineering's Report 'Central at Garden City: Sustainability'. Please find attached.

3.3 Alderbridge Way

Alderbridge Way will be upgraded to accommodate new traffic lanes and new combined sidewalk / bike path. New traffic signals will also be implemented at the intersections of High Street and May Drive.

3.4 High Street

High Street will be designed to meet the grades of Alderbridge Way, Alexandra Road and the FCL elevations, and will integrate into Alexandra Road's new design grades. The street will be designed to municipal standards and will include four traffic lanes at the southern end, with accommodations for parallel parking on both sides of the street. Closer to the intersection with Alderbridge Way, the parking stalls will be replaced with planted boulevard areas.

The street front retail along High Street is pushed to the edge of the public sidewalk, which has been designed to match the standard sidewalk width throughout the site of 5.5 metres. This width will accommodate street furniture, trees and street lamps.

3.5 Garden City

Garden City Road will be benefit from bus stop upgrades and will be upgraded with new sidewalks, bike lanes and landscaped boulevards.

3.6 Alderbridge / Garden City Intersection

The intersection of Alderbridge Way and Garden City Road will be upgraded with new right turn lane on Alderbridge, new double left turn lanes on North, South and East legs of the intersection and protected left turn signalization.

4.0 Architecture

4.1 Building Massing & Height

Following the West Cambie Area Plan guidelines, this development has adopted a compact urban form, creating buildings that are multi-storeyed and visually hug the edge of the property lines along the perimeter streets. Building massing and height are intensified at the perimeter edge and at the key intersections along Alderbridge Way.

The building massing is most intense at the key intersection of Garden City Road & Alderbridge Way, presenting full-height two storey retail buildings (+/- 13m) along the western edge of the development along Garden City Road.

Similarly, at the intersection of High Street and Alderbridge Way, the buildings' massing and height intensify again, recognizing the importance of this intersection. The eastern major retail store building acknowledges the compact urban form model by integrating structured parking below the building and limiting the floor plate size by creating an internal mezzanine level. The main building height (+/- 15m) and mass is set back from the street and is tempered by surrounding the building's street sides with +/- 10m high retail buildings that both mitigate the mass of the store behind, and create a height and mass along High Street, appropriate to the stature required by the importance of the street, while maintaining a pedestrian scale. See Figure 4.1-1

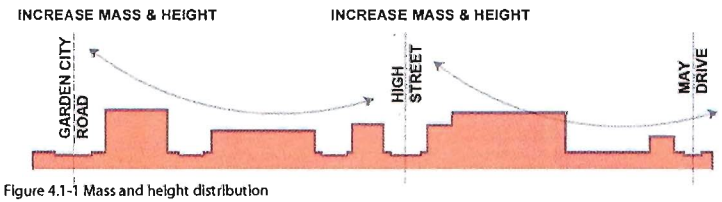


Figure 4.1-1 Mass and height distribution

The roof forms in this development will generally be flat with varied heights throughout the site. The variation in the roof heights will be integral in creating the differentiation and identity of the individual retail units. Additional emphasis on significant elements will be carried out by creating raised roof elements at these locations.

Roof systems will include elements to mitigate heat island effect, promote energy efficiency and manage stormwater runoff. The roof system on the east parcel will be designed as an integral part of the storm water management of the site, being designed as a holding area for initial rainfall before being discharged directly back into the ground. Vegetated roofs are not considered appropriate due to the increased building structure (and carbon footprint) required to support their weight, increased maintenance requirements and cost.

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4.2 Architectural Elements

The overall architectural character of Central will portray a modern, urban style using sleek materials (glass and metal) tempered by natural materials (brick and wood). The following architectural elements will be integrated into the buildings to enhance the pedestrian oriented character that this development requires.

- Articulated building facades to reduce scale and add visual interest.
- A high degree of transparency at the pedestrian level is created.
- Animated design features incorporated, such as windows, entrances, projections/recesses and changes in materials all add up to highly animated facades.
- Weather protection in the form of canopies and awnings incorporated throughout the site.
- Lighting on buildings will be integrated into the building and will compliment adjacent site lighting creating a unified lighting design.
- A variety of materials are used to create interest at the pedestrian level. Use of integral colour and texture with natural materials such as brick and wood, augmented with metal panels, glass, steel and stucco.
- Generally incorporating a warm colour palette derived from natural materials.

4.3 Building Relationships with Streets

Given the urban character of Central and its location being integrated within the urban fabric of the Alexandra Sub-Area, there are no rear facades in this project. The internal building facades are directly oriented to the pedestrian walkways that weave throughout the site through the direct relationship between the individual retail units and the pedestrians.

The internal streets at the west parcel are designed with sidewalks which are typically of two different widths. The main pedestrian walkways, which tie in with Alexandra Way, are designed to a 5.5m width, with the remaining secondary walkways designed to a 4.0m width. Both widths allow for appropriate pedestrian movement, store displays and street furniture.

The major retail anchor at the east parcel is oriented with its main entrance towards Alderbridge Way. Pedestrian access to the East Anchor is encouraged by continuing the High Street character from Alexandra Way to the north, along High Street and along Alderbridge Way to the front door. Storefront retail uses have been integrated along High Street and around the corner on to the entrance, along with decorative paving and unifying design elements to create a continuous High Street experience terminating at the East Anchor's front doors. The front entrance location is further enhanced by providing an open public rain garden at the front area. Similarly, from the structured parking area under the building, a central pedestrian spine directs shoppers to the front vestibule area. The open parking area is also oriented to direct shoppers and pedestrians along Alexandra Road through to Alderbridge Way and to the front entrance.

At the external perimeter facades, the setbacks from the public sidewalks to the building are dealt with through well designed landscape buffer zones. Beyond that, the facades themselves are designed with a street fronting commercial character through the integration of particular architectural elements which include the following:

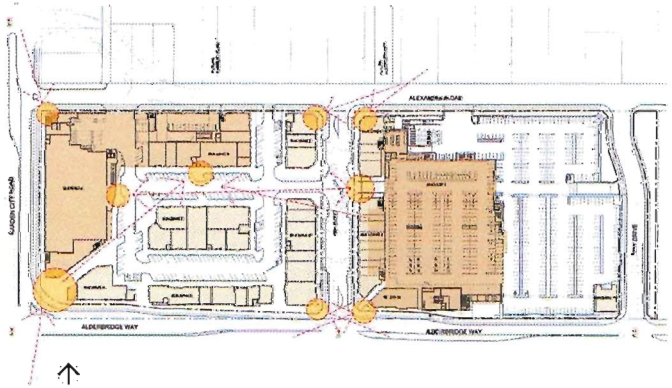


Figure 4.4-1 Visual landmark elements

- Canvas awnings
- Metal and glass canopies
- Textured brick and metal panels at grade level
- Glazing at key corners
- Windows where appropriate into the commercial units

4.4 Gateway / Landmark Elements

Iconic visual references along the perimeter are critical in establishing this development as a "place maker" for the Alexandra Sub-Area of the West Cambie Area. Significant "gateway" elements have been created at key locations to create ordered visual landmarks signifying the main entrances to the development. Gateway elements have been integrated into the architecture at the corner of garden City road and Alderbridge Way to announce the main pedestrian access to the development. Similarly, at the intersection of High Street and Alderbridge Way, the buildings' corner treatments announce the entrance to High Street – a significant street in the Alexandra Sub Area. See Figure 4.4-1.

Visual landmarks within the development, expressed through significant architectural treatments, will help identify and frame natural endings to view corridors from public roads when approaching the site and looking into the east and west commercial nodes. See Figure 4.4-1.

5.0 Sustainable Design

5.1 Sustainability Strategy

Green building design principles are inherently incorporated in the project design, balancing environmental responsiveness, resource efficiency and community sensitivity. The proposed commercial project follows the principles of sustainable development consistent with the City of Surrey's three-tiered approach for a sustainable community, as outlined below:

5.2 Economic Considerations

- Direct benefits in the form of employment opportunities through the design and construction of the project - in the order of 150,000 man-hours of employment.
- Post-construction employment opportunities with newly established retail and service businesses.
- Diversification and creative use of an underutilized site.
- Retail / commercial is a key component of the "complete and balanced" community that is being encouraged in the area.
- Contribution to significant infrastructure, road works, payment of levies.

5.3 Environmental Considerations

Site Planning:

- An erosion and sedimentation control plan will be provided for all construction activities at the Building Permit submission.
- Permeable paving surfaces have been integrated into the site along parking areas, increasing the direct groundwater recharge rate over conventional parking areas.
- Stormwater is treated and flows are mitigated through the incorporation of bio-swales and permeable paving surfaces within the parking areas. Roof areas are also designed as stormwater retention reservoirs, thus reducing stormwater peak flows.
- Structured parking areas reduce heat island effect of at grade parking.
- Site and building lighting is designed to reduce light pollution to neighbouring sites.
- Recycling facilities for commercial occupancies are provided.
- Project is located adjacent to major transit routes, minimizing dependence on cars.
- Location of development near residential minimizes travel and is beneficial in the creation of a complete neighbourhood.
- Densification of the site over typical retail design by incorporating two story buildings.
- Pedestrian oriented site design encourages walking and cycling.
- Landscaped green space above parking adds habitat area, reduces heat island effect, provides additional buffering for residential uses to the north and adds local amenity space to the neighbourhood.
- Reduced parking demand (from 5/1,000sf to 3.1/1,000sf) and incorporation of three structured parking areas reduces overall site area dedicated to parking.
- High density development makes maximum use of land resource.

Water Efficiency:

- Native drought resistant planting will be selected to reduce need for irrigation.
- Dual flush toilets will be encouraged in all commercial retail unit fit-outs.

Energy and Atmosphere:

- Non-CFC refrigerants will be used in HVAC equipment.
- Sunshading devices are designed to minimize heat gain in commercial units.
- High albedo roof membrane to reduce heat island effect.
- Connection to the new District Energy Utility

Materials and Resources:

- A construction waste management plan will be implemented to divert construction and clearing debris from landfill sites.
- Incorporation of locally manufactured building products and materials.
- Use of high quality, durable & long-lasting materials.

Indoor Environmental Quality:

- Specify low emitting materials where possible.

Additional sustainable design initiatives beyond those noted above are being undertaken by the east parcel anchor store;

- energy efficient lighting - lower light levels, more efficient bulbs, cutting energy electrical use by 20%
- flooring is finished concrete, eliminating the need for production of vinyl flooring, adhesives and chemical cleaning
- air ventilation is controlled by sensors rather than being on continuous air flow.
- energy recovery ventilators and CO2 sensors - tempered air is used to heat/cool incoming air
- recapturing heat from refrigeration equipment to heat the store
- Environmentally preferable glycol refrigerant on the medium temperature loop (GHG benefit).
- Energy savings via LED lights in refrigerated cases with doors and night curtains on cases without doors.
- High efficiency refrigerated display cases.
- LED lights in various applications like store-front signs that use 90% less energy.
- Low wattage parking lot lights.
- Low-flow washroom fixtures.
- Increased roof insulation to reduce heat and cooling loss.

5.4 Social Considerations

- Opportunities for local employment through construction process and for longer term retail employment.
- Opportunities for local businesses to locate within the development.
- The development is fully accessible.
- Located along major bus routes & connected to established bike routes & new pedestrian routes.
- Creation of High Street as a "community focal area" is significant part of development of vibrant neighbourhood.

6.0 Community Access and Safety

6.1 Crime Prevention Through Environmental Design

CPTED principles are integrated into the design on all levels of the development from site layout, landscaping, lighting and individual building design. Considerations incorporated into the conceptual design include:

- View corridors throughout the development present long uninterrupted vistas
- Natural surveillance is maximized through visual connections to streets along the perimeter and through the development.
- Pathways with integrated landscaping will come with low plantings and high canopies to provide view corridors with no areas of concealment.
- Buffer plantings will include a number of thorny plants to discourage traffic through the buffer areas.
- Lighting levels will be appropriate, balancing security with comfort and ambience.
- Landscaping used to screen the parking areas will be designed to allow visibility from the streets offering a good level of surveillance for cars and pedestrians.
- Exterior building materials will be impact resistant and come with graffiti resistant finishes (texturing and coating)
- Low shrubs will be located at building perimeters to discourage opportunities for graffiti on the walls.
- Extensive glazing provides visibility and transparency and opportunities for "eyes on the street".

Within the parking structures on both parcels, these additional features will be implemented;

- Walls and columns will be painted white
- Glazed lobbies at stairwells and elevators will be installed to permit visual surveillance.
- Vision panels will be provided at all public doors.
- Appropriate lighting levels will be provided.

6.2 Accessibility

Safe and convenient access for disabled persons will be provided throughout the development;

- Raised pedestrian crossings will be provided at all internal intersections.
- Curb letdowns will be provided adjacent to disabled parking locations as required.
- Sidewalks throughout the development will be designed to be wider than municipal standards.
- Disabled parking will be provided near building entrances.
- Power entry doors will be provided as required by the BC Building Code.
- All washrooms provided in Base Buildings will be designed to accessibility standards.

7.0 Landscaping

7.1 Overview

Central is a vibrant, urban node that enlivens and excites an expanding neighborhood through modernization and refined architecture along with engaging landscape spaces, gateways and streetscapes. The landscape at Central has been designed to emphasize this development as a prominent community node and reinforce one's sense of place in the city. The design of the public realm has been a careful process, taking into consideration major existing natural features, pedestrian circulation and safety, and urban design aesthetics.

This type of development is becoming increasingly desirable in the Lower Mainland, as there is a demand for pedestrian-friendly, dynamic urban living, which includes amenities such as shops and outdoor amenity areas for recreational opportunities. The public realm has been designed to engage the public with the landscape, and encourage interaction between area residents, shoppers and visitors through an enhanced public realm.

The overall landscape theme at Central is to merge the contemporary building architecture with Richmond's natural surroundings, most notably the River's edge. The landscape design reflects the river's edge with shoreline grasses, indigenous trees and shrubs, wood dolphin piles, driftwood logs and boulders. These elements have been implemented to soften building edges and recognize Richmond's natural landscape.

7.2 Hard Landscaping and Site Furnishings

Users of all ages and ability are accommodated through easy, straightforward access to the major amenities. Areas with high pedestrian traffic have wide walkways, a range of resting options and places for meeting and gathering.

The paving patterns are a key feature in these areas, providing universal accessibility through delineation of vehicular and pedestrian routes, in addition to helping establish site character, define public space and help to visually tie together architecture and landscape. A combination of unit pavers and scored concrete comprise the pedestrian areas of the public realm. Crosswalks are raised and use special paving to increase safety and delineate the pedestrian spaces. Every effort has been made to ensure that there is seamless transition for pedestrians across the site, with frequent, safe and accessible routes between all amenities.

Site furnishings are selected from a contemporary family, and grouped on site to further accentuate public gathering areas. Both backless and backed benches have been selected for visual variety and improved accessibility. The material vocabulary of the basalt sitting stones, tree grates, modern planter pots and the geometric ground plane reinforce the connection to the overall design aesthetic. Logs and boulders are also included to reflect Richmond's natural landscape and to provide informal play elements for children.
Trash and recycling receptacles are proposed in specific locations throughout the site, and are of the same contemporary style as the other site furnishings Lighting will include street lighting and pedestrian scale along the internal pedestrian routes, with additional lighting at building entries to act as a means of way-finding.

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7.3 Soft Landscaping and Screening

Careful thought has been given to the soft landscape choices. Tree species have been selected to provide both summer and winter interest, to help give soft form to some of the spaces and enhance the urban landscape. Although some existing trees on the site are to be removed, the proposed tree plan provides nearly four times the quantity of the existing trees on the site. Additionally, trees have been used to provide a pedestrian scale landscape along the internal pedestrian routes. Tree and shrub species within the planter pots along Alexandra Way have been selected to provide strong architectural forms and provide additional colour and interest along the pedestrian route.

Placement of trees has been undertaken with care in order to incorporate the need for rhythm in and delineation of the public realm, but also to accommodate key sight lines for retailers and accommodate lighting and other services. Some flowering species have been included for seasonal interest, and a variety of planting conditions including planted islands, tree grates, and prefabricated planters, ensures that there is further definition and visual interest within the public realm.

Shrub planting has been used to define and enhance some of the key nodes and focal points. Care has been taken to ensure the plant palette provides a timeless and neutral backdrop. Planters and seasonal displays are used to complement areas of interest and punctuate main entry points. Planting at the perimeter of the parking areas has been designed to help screen parked cars from view, but maintain sightlines to retail fronts.

Along the north edge of the site, several layers of landscape buffer the development from the street and residential neighbourhood to the north. Full height screen walls with overhead trellises planted with vines have been implemented to screen service areas. The screen trellis provides architectural continuity, and combined with multiple layers of vegetation, provides 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.

High Street is 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.

Surface parking areas have been safely screened with landscape buffers from adjacent streets. This landscape setback is comprised of several layers of planting including an outer row of street trees, an inner row of deciduous and coniferous trees, as well as planting beds of shrubs, ornamental grasses and perennials to provide seasonal interest. The parking areas are finished with bioswales to mitigate stormwater runoff prior to reaching the storm system. The plantings within the bioswales consist of canopy trees for moisture transpiration and shade to reduce the heat island effect, as well as shrubs and ornamental grasses to help clean and reduce the water entering the storm system.

Funding will be provided to the City of Richmond to restore the planting in the landscape buffer east of May Drive. This Environmentally Sensitive Area will be planted with native species to increase biodiversity and provide food and cover for local birds and wildlife.

7.4 Landscape Areas

A.Entry Gateway Northwest:

The Northwest entry gateway functions both as an entry "foyer" to the development, where first impressions of the development are made, and as a "hallway" which provides the transition from the older, tired part of urban developed Richmond into the new, refreshed Greener Neighbourhood. 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.

B. North-East Entry Public Plaza Landscape:

The northeast entry public plaza acts as both an entry to the development and a community amenity space for the surrounding residential projects. PMG will work with the Richmond Parks department to finalize the layout and programming of this plaza.

Pathways, seating areas and open lawns, along with a combination of native and non-native plantings will encourage the use of the space and provide increased biodiversity in the area. It is envisioned that the community can utilize the space for passive leisure. Landscape mounds will be incorporated to provide visual interest and highlight the strong sight lines to the northwest. The change of elevation of the landscaped green deck will help to provide further screening of the on-site parking area adjacent to the east anchor store and create a larger buffer between the residential and commercial land uses.

At the corner of the development on May Drive and Alexandra Road, elements incorporated include geometric paving, boulevard plantings, and stone benches for seating and spatial delineation.

On the east side of the entry, the focus is on leisure. A curving lawn area will be carved out of the planting bands with colourful, modern outdoor furniture that encourages people to come in, sit down, and relax. A unique and artistic metal backdrop will wind around the lawn area, providing an interesting backdrop to the lawn area and a source of conversation and interest. Simple plantings in the front and back of the backdrop would visually set this sculpture apart. The path of this line would lead a visitor into a seating area and hard landscape that serve as a portal to the future park next door, and serve as the pedestrian connection to the development.

C. Intersection Entrance Spaces and Streetscape

The goal of the design at the intersection of Alderbridge Way and Garden City is to create a gateway feature into the development that will help to establish its identity in the neighborhood through repeating elements of stone and modern plantings on a geometric ground plane, creating a sense of energy and excitement. This energy will be created by using the large expansive stairs and colourful trees to create an area for people to rest, to socialize and to buzz.
Safe pedestrian crossings are located at the midpoint of internal blocks and at intersections. The crossings 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.

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.

An internal flowing streetscape is provided to make the transition into the development from the intersection. At the exterior end of the streetscape, a small plaza with colourful randomly placed seating blocks are like functional art. Throughout the streetscape there are stone blocks arranged as seating or planters, which will help steer the flow of foot traffic and break up the linearity of the space. At the interior end of the streetscape, we propose a specially paved area with colourful flexible cafe seating, with swathes of modern planting and an overhead canopy of airy foliage creating a soft room effect.

Between proposed buildings along Alderbridge Way, we propose that these spaces not be thought of so much as passages, but as antechambers. These small spaces are entries to the interior of the development, and act as places where one might find a place to sit and enjoy a garden's restorative effects. Added to that we include modern furniture to create a small living room, where one can read a paper, drink a coffee, and visit a friend. This space functions as a small yet dense dose of nature in an otherwise urban setting. We want to entice people, pull people into the site with interesting, fun, modern elements, and encourage them to stay by creating spaces for convergence.

7.5 Landscape Sustainability Features

Environmental Sustainability

One of the main features of the sustainable design are the vegetated bioswales in the parking areas which will allow for storm water infiltration and filter the water before being discharged into the ground. Native sedges and grasses add a visual cue to the inclusion of natural infiltration in the vehicle areas. As well, the plant palette for the rest of the site includes native species, which offer food and cover for wildlife species, mainly birds, bees and butterflies. The proposed plant palette encourages biodiversity on the site. Large trees are also used throughout the site to shade hard surface areas to reduce the urban heat island effect on site.

Social Sustainability

CPTED principles have been implemented to ensure an enjoyable and safe experience for the community. Seating is encouraged near building entries and in main pedestrian routes, but opportunities for seating are limited in areas that are off the beaten path and may attract undesirables. Around the site perimeter, shrub planting is low, and tree canopies high to allow for clear sightlines throughout the site. Where planting is adjacent to buildings or where there is limited surveillance, thorny plant species have been used to discourage undesirable behavior (tagging, transient occupation). Universal accessibility is at the forefront, with clear, wide walking routes, ample pedestrian scale lighting and raised pedestrian crosswalks internally.

Economic Sustainability

An ongoing evolution of the site through the selection of materials and furnishings has been integrated into the design. The neutral backdrop of soft landscape and long-wearing hard surface will stand the test of time. As areas evolve and tastes change, the groupings of site furnishings allow portions of the site to be updated without requiring a wholesale re-design, making good economic sense over time.

8.0 Sustainability

Please refer to the attached report completed by Cobalt Engineering - "Central at Garden City: Sustainability" for an overview of the proposed sustainability strategies for the development site.

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CENTRAL
AT GARDEN CITY
SUSTAINABILITY
RICHMOND NORTH SHOPPING CENTRE



SUSTAINABILITY

CENTRAL AT GARDEN CITY

Development of land to accommodate growth and evolving population needs, as a matter of course, influences the land base. This influence has typically been detrimental and has seen depletion of our natural environment, overconsumption of water and pollution are contributing to climate change as is our dependency on fossil fuels. However, this does not have to be the case and further development of our built environment, through careful and thoughtful growth strategies can see benefits for the surrounding environment, the development itself and residing population base.

Sustainability Strategies for Central at Garden City ("Central"):

- District Energy Utility (page 8)

  Central is proposing to connect to the City of Richmond's District Energy Utility for the bulk of the heating and cooling requirements. Additional measures, such as 'net metering' for users that can discharge energy into the system at times when it can be used, and individual metering to minimize overall energy demand and encourage efficient usage are currently being proposed and discussed with City Staff.

- LEED and Sustainable Construction Initiatives (page 2)

  Committed to pursuing valuable sustainability measures, where both environmental and economic benefits are gained, buildings at Central will be designed with sustainability and efficiency as priorities. While the base design level inherently incorporates sustainable and efficient design and equipment specifications, in the interests of pursuing an even higher standard for this project, Central is proposing to incorporate a number of innovations. Examples include energy savings via the District Energy Utility, an extensive stormwater management system, low flow plumbing fixtures, and high efficiency mechanical systems.

  Additionally, during construction itself, Central is proposing to follow LEED initiatives through the implementation of construction management plans to manage waste, incorporate recycled content, and set minimum targets for incorporation of regional materials.

  The result of these significant environmental enhancements is that the project will achieve LEED Silver equivalency.

- Vegetated "Green" Roof Equivalency (page 2)

  The City of Richmond has identified the benefits of certain roof technologies in mitigating heat island effects, managing storm water runoff, and providing insulation, and has encouraged the use of these technologies on industrial and office buildings outside the City Centre through the adoption of its green roof bylaw (Bylaw 8385). At Central, incorporation of environmental technologies into the buildings ensures that even though the bylaw does not apply to this development, the project meets or exceeds the standards set out in Bylaw 8385.

- Urban Densification (page 3)

  Well designed space reduces the size of the built environment, increases opportunities for efficiency and reduces the burden on the natural environment. Central has been designed to a dense urban format. Typical retail commercial developments are 0.25 FAR. Central at Garden City has a proposed FAR of 0.62. By reducing parking ratios, locating the majority of parking within three on-site structured parking garages, and designing multi-level commercial buildings, at-grade surface parking has been reduced by almost 5 acres!

- Multi-Modal Access (page 3)

  Well-situated developments, such as Central, reduce the distance to our built environment from the community and reduce the amount of vehicles on the road. The proposed development is located within central Richmond and is conveniently located on 4 bus routes along Garden City Road. The site is also in close proximity to hundreds of units of new multi-family residential housing in the West Cambie area and other existing multi-unit residential projects in the area.

- Walkability (page 4)

  Reducing the dependency on vehicles relieves traffic congestion, air pollution and promotes social interaction. Central is within walking distance of the existing multi-family residential projects to the southwest of the site and the developing West Cambie Area Plan to the north of the site.

- Landscaping

  Optimizing the inclusion of site structures and strategic planting both promote the usability, attraction and even safety within the development. Landscaping at Central incorporates plazas, plantings, parkland, and onsite bioswales to ensure a usable, attractive, and environmentally enhanced development.

- Water use (page 6)

  At Central, water efficient plumbing fixtures along with native landscaping will reduce the amount of water used and reduce energy consumption.

- Stormwater management (page 5)

  Reducing stormwater quantities alleviates the burden on the stormwater infrastructure, reducing related energy demand and costs. Central incorporates measures such as permeable surfaces, bioswales, rooftop stormwater detention, and engineered oil-water separators to reduce and treat the volume of stormwater coming from the site.

- Lighting energy (page 7)

  Strategic lighting at Central will avoid redundancy and over lighting as well as alleviating light pollution into neighboring areas and the night sky. Efficient lighting technology also helps further these energy load savings.

- Building energy (page 7)

  Thoughtful design reduces the amount of energy required to heat or cool a building and, therefore, reduces the demand on the valuable supply fuel resources. Buildings at Central achieve these savings with careful attention paid to the efficiency of the envelope, HVAC system and even water fixtures.



LEED TARGETS

Sustainably designed projects are beneficial to the environment but also make good business sense. SmartCentres and their tenants have been incorporating sustainable principles in their base designs as a matter of course.

One measure of sustainably designed projects is through the LEED scoring system. In this regard, Central at Garden City at its base design level inherently incorporates sustainable and efficient design and equipment specifications.

In the interests of pursuing a higher standard for this project, Central at Garden City is proposing to incorporate a number of additional sustainable design and construction measures. Design measures encompass both the site and building and will achieve improvements in sustainable sites, water efficiency, materials and resources with specific items including but not limited to, advanced stormwater management techniques, low-flow plumbing fixtures, and several energy savings measures, such as DEU connection, and highly reflective roofing among others. Construction measures encompass following LEED initiatives through the implementation of construction management plans to manage waste, incorporate recycled content, and set minimum targets for incorporation of regional materials. The result of these additional strategies pursued at Central at Garden City will allow the development to achieve a significantly enhanced LEED Silver equivalency. (LEED Scorecards: See Appendix A)

VEGETATED "GREEN" ROOF EQUIVALENCE

The City has adopted a Green Roof Bylaw (Bylaw 8385), which sets environmental standards for roof construction for industrial and office buildings outside the City Centre. Although Central is not covered by the Bylaw, in recognition of the importance of these standards to the City, the environmental features designed into the project ensure that Central achieves the standards of the bylaw. Based on the LEED Silver equivalency and the site stormwater runoff reduction measures being proposed, Central scores a minimum of 100 points, thus exceeding the bylaw standards. A statement of compliance is provided within the appendices. (See Appendix B)

In addition, specific benefits often gained from green roofs will also be achieved in the project design through the following measures:

- Urban heat island effect will be addressed through the use of high albedo (reflectivity) roofing materials on the anchor buildings
- Stormwater management will be addressed through the use of stormwater detention storage, infiltration via bioswales and permeable pavement and absorbent landscaping, and treatment via bioswales and engineered oil/water separator technologies
- Roof insulation will be addressed by incorporation of enhanced high performance roof insulation on the anchor buildings

REGIONAL CONTEXT

Through the environmental design of the project, Central at Garden City helps reduce impacts of development on GHG emissions, both from transportation and building operation, thus contributing to both the City of Richmond and the Province of British Columbia meeting GHG reduction targets.

At 56.2% transportation plays a large role and produces nearly double the amount of GHG gas emissions as buildings; however, these two emissions are closely connected and an integrated approach, as implemented at Central, is needed to be able to provide an effective and lasting solution.[1] By creating a compact and diverse development within an existing urban infrastructure with enhanced transportation alternatives, Central enables the public to benefit from the added resources and multiple benefits of a walkable community. Where 95.7% of Richmond's major GHG emissions come from transportation and buildings combined, addressing both in an integrated approach to reach larger reductions, the development at Central translates as having a significant beneficial impact.[1]



GREENHOUSE GAS EMISSIONS SOURCES (1)

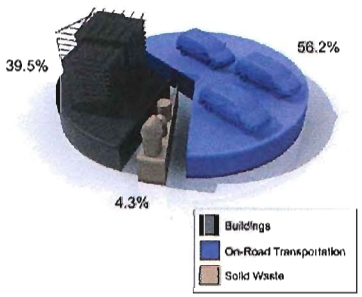


Image Courtesy Cobalt Engineering LLP



DEVELOPMENT



SITE ACCESS

URBAN DENSIFICATION

Well-designed, compact projects like Central allow for residents to live, work, shop and have recreation opportunities within close proximity, contributing to the overall densification of the existing urban landscape, and reducing urban sprawl. People in the community spend less time driving, have easy access to basic services, increased opportunity for daily activities and social interactions, transit becomes more viable, and local businesses are supported. A more connected community is not only a more cohesive but productive and stable community.

By redeveloping and densifying existing low density residential lands, Central at Garden City protects the natural surrounds, and reduces development pressure on agricultural lands. A secure and productive land base, such as BC's Agricultural Land Reserve, provides food security, employment, and habitat.

Economic benefits are also achieved as there is less need for new infrastructure, roads, utilities, transportation services, for example. Less dependence on vehicle use, therefore, reduces vehicle related infrastructure and space intensive parking demands.

Specific to densification strategies, where conventional suburban shopping centres are designed around large building floor plates and at-grade parking, Central has been designed in a more compact, urban format. This initiative is evident in the following design elements:

- Efficient building layouts and implementation of two storey buildings increase development density from a typical commercial FAR of 0.25 to the proposed FAR of 0.62
- Reduction in parking ratios from 5.0/1,000sf of space to 3.1/1,000sf. This results in the reduction of approximately 700 stalls, thus resulting in a 30% decrease in parking area
- Locating over half of total parking in parking structures, rather than in at-grade parking lots

The cumulative effects of the above design elements creates a dense urban commercial development and reduces the area of surface parking by approximately 4.8 acres as compared to typical commercial developments.

FACILITATING ALTERNATIVES

Reduction in Single Person Vehicle Use.
Of the major energy consumers, transportation represents 56.2% of the greenhouse gas emissions in the Richmond area.[1] Facilitating a variety of transportation alternatives such as, public transportation, cycling and walking help support a healthier community.
These alternative forms of transportation allow for:

- Increased opportunity for exercise to and within the site
- Increased opportunity for social interaction
- A greater range of ages, abilities and geographic location from site to access the site amenities

- Vehicles

Traditionally, shopping centre developments were diffuse in layout and required patrons to even drive between stores. At Central, the more dense and pedestrian friendly environment will allow the public to park their vehicles and walk from store to store.
Access to the site is allowed only from collector roads that are connected to major arterial roads. All parking and loading will be accommodated directly on-site. Parking within the development will be accommodated on site in one of three different modes:

- Structured Parking:

  Parking will be accommodated in one of three structural parking garages. A 4-level parkade will be located in Building 8, adjacent to Alexandra Road. The second structured parking garage will be located under the major retail store on the East parcel. The third is located in the north-east corner of the site.

- Street Parking:

  Parking will be accommodated primarily in the western parcel and along High Street. This mode of parking reflects the short-term, storefront nature required for the smaller sized, individual retailers located in this precinct.

- Surface Parking Field:

  The portion of the parking required to accommodate the major retail store's clientele which cannot be located under the building is located to the east of the building, away from the main pedestrian oriented areas of the site. The parking area will be well screened from the adjacent streets by a 5m landscape buffer and screening and will feature bioswales, which will further filter views through the area. 1/3 of this area will be covered with a landscaped deck.

- Buses

There are four bus routes immediately adjacent to the site on the west side and include routes are 405, 407, 480 and C96. An additional bus stop will be proposed immediately to the South of the site on Alderbridge Way for the existing east-west 301 route. With every 1% increase in growth of the transit service level, transit ridership increases 0.5%.[2] The proposed service stop to this site would provide a valuable increase in alternative transportation opportunities and increased access within the community.





- **Bikes / Pedestrians**

Cycling and pedestrian access will also be promoted through the establishment of cycling routes along the perimeter of the site, and encouraging bicyclists to park their bikes on site at any number of locations.

- 291 bike stalls will be readily accessible and distributed throughout the site. 119 of those stalls are designed to be covered and secure bike lockers.
- Pedestrian sidewalks and walkways will be provided around and through the site, creating critical connections to adjacent neighbourhood areas, bus stops and recreational destinations. This includes a new bike lane along Alderbridge Way.
- Existing sidewalks along existing roads will be upgraded and new walkways created where needed. Implementation of a pedestrian walkway will be located at Alexandra Way.

Walkability is important in promoting the health and productivity of the community fabric. Where the average car makes 2000 trips of 3km or less a year and 1/3 of work trips in Metropolitan Vancouver are less than 5km[3], and a large percentage of the average household income is required for the car, the importance of providing alternative transportation is even more pronounced in promoting a healthy, balanced community. [3]

Central has provided a continuous pedestrian pathway throughout the proposed development, connecting the corner of Garden City Road and Alderbridge Way to the future Alexandra Way north of the site. The continuous pathway will facilitate walking and cycling throughout the site and beyond in the West Cambie Area.

Central will also be made up a number of active open spaces throughout the site that will encourage visitors to linger, meet, and socialize in structured hard-surfaced areas featuring benches and landscaping amenities.

SITE AMENITIES

The landscape at Central has been designed to emphasize the site as a prominent community node and reinforce a "sense of place". It is pedestrian-friendly, with dynamic urban living, and includes amenities such as shops and recreational opportunities. The public realm has been designed to engage the public with the landscape, and encourage interaction between area residents, shoppers and visitors through an enhanced public realm.

- **Water and local habitat preservation**
  - Native, drought resistant planting reduce water demand and create a healthy and supportive environment for local species
  - Bioswales throughout the parking areas will provide catchment areas where stormwater can be treated and infiltrated directly
  - Trees are designed throughout the site to help mitigate the Urban Heat Island Effect
- **Facilitate community and socialization**
  - Wide sidewalks to accommodate traffic flow and furnishings
  - A significant landscaped public park area in the east parcel along with plazas, benches and bike racks throughout the development enhance the public realm and facilitate public interaction
  - View corridors through the development to provide long uninterrupted vistas and create sense of place
- **Comfort and human enjoyment of space/encourage socialization with:**
  - Screened parking with a landscape buffer as well as planted bioswales but also planned with low and medium height deciduous and coniferous planting to maintain appropriate visibility to provide safety
  - Bermed planting areas next to buildings to help integrate into the environment



WATER

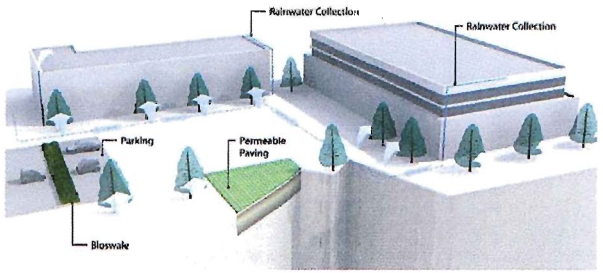
STORM WATER MANAGEMENT

Impacts related to water use extend beyond the typical linear approach and its flow affects not only building dynamics, but site and the surrounding watershed. Water is a resource we rely on heavily and is ubiquitous in reach. Although BC has an abundance of water compared to other areas of the world, freshwater supplies are increasingly under pressure from population growth and related activities. 53 of the Province's aquifers have been recorded as having quality concerns involving salt, nitrates and arsenic and 28 are rated as being highly vulnerable. [4] In BC, groundwater consumption is primarily related to agriculture, industry and municipal activities; municipalities accounting for roughly 20% of this. Rather than exporting, treating and releasing water in concentration off site, the ability to recharge ground water supply, especially in situ, is valuable in maintaining a more natural hydrological cycle[4]

Given the compact nature of the site, measures have been taken to optimize preservation of water quality and increase the natural cycle through extensive water retention, treatment and on-site infiltration measures in a two stage treatment train process.

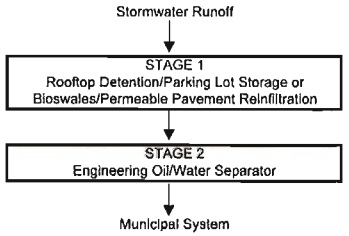
- Bio-swales in the east site and permeable paving in strategic areas in the west site over a gravel filtration lens system will be incorporated into the surface parking area. Absorbent landscaping with thicker topsoil beds will also provide further benefit. These systems will provide peak stormwater attenuation and treat and re-infiltrate stormwater as groundwater recharge.

- Peak stormwater will also be attenuated by stormwater detention and storage provided on the rooftops of the anchor buildings on the east and west sites as well as parking lot ponding.

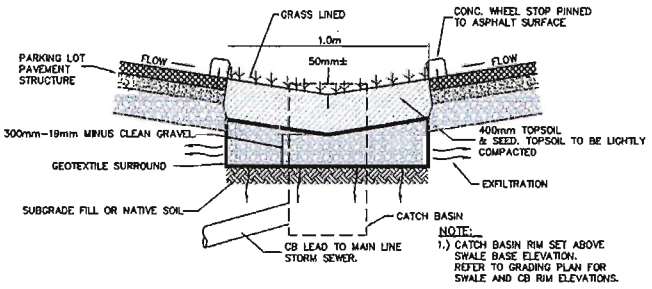


- For major storm events where the attenuation and infiltration rates are exceeded, peak flows are directed to an engineered oil/grit separator such as Vortechnics or Stormceptor units. These engineered structures provide for greater than 80% removal efficiency for sediment and oil.

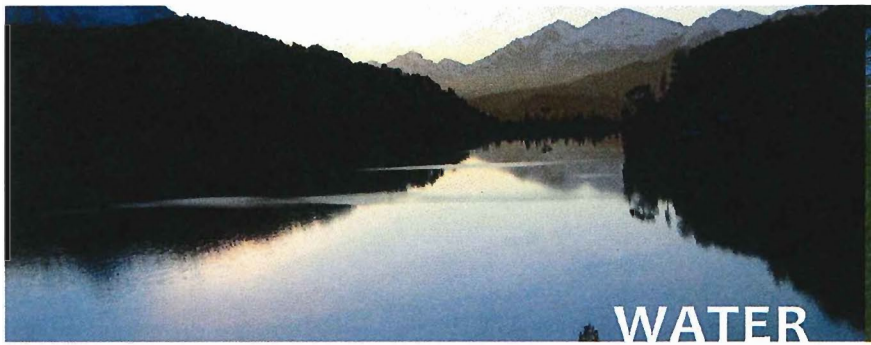
A thorough system to manage and treat stormwater was prioritized.



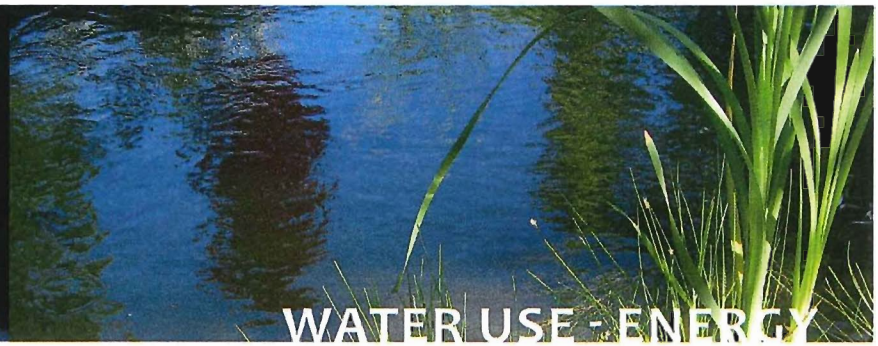
TWO STAGE STORMWATER TREATMENT TRAIN



SECTION A-A BIOSWALE X-SECTION
N.T.S.



WATER



WATER USE - ENERGY

WATER CONSERVATION

BC residents on average use 1.3 times the amount of water as other Canadians; the result is tangible, within the last 10 years a marked decrease in water ground levels has been recorded and attributed to human use.[5]

In acknowledgement of the increased pressure on the quality and supply of natural water sources, Central is pursuing a substantial reduction in water use. Measures for water conservation are largely within the buildings themselves and also on site. Strategies include:

Water conserving plumbing fixtures, as implemented for the anchor buildings and encouraged in all other tenant fit outs; fixtures include items such as low-flow lavatories and low-flow urinals. With full fit-out of water conservation fixtures, based on standard LEED water use reduction calculations, water reductions are anticipated to reach more than 30%. To put that into context, water savings of 30% translate as: 3, 014cu.m/yr saved in the east anchor building and, where all tenants deliver a similar fit out, would see 7,718 cu.m saved site wide. (See Appendix C, for all calculations).

- Also, across the site, native and drought tolerant vegetation has been designed. In addition to providing valuable ecosystem support, the vegetation was selected because of it requires low to no supplemental irrigation. This site, via it's extensive stormwater infiltration design, also provides a natural irrigation supply of water throughout the site and, thus, mirroring a more natural flow of water and minimal human intervention.

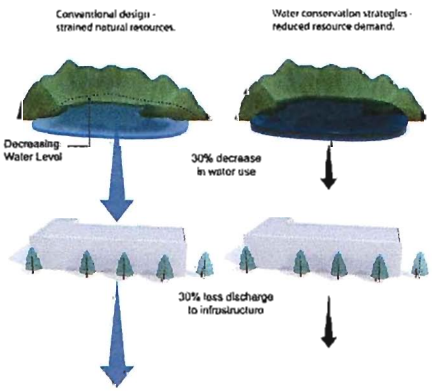
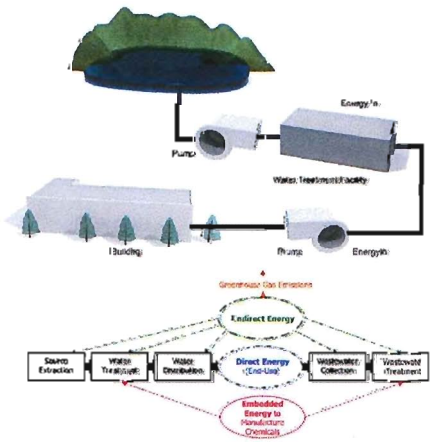


Image Courtesy Cobalt Engineering LLP

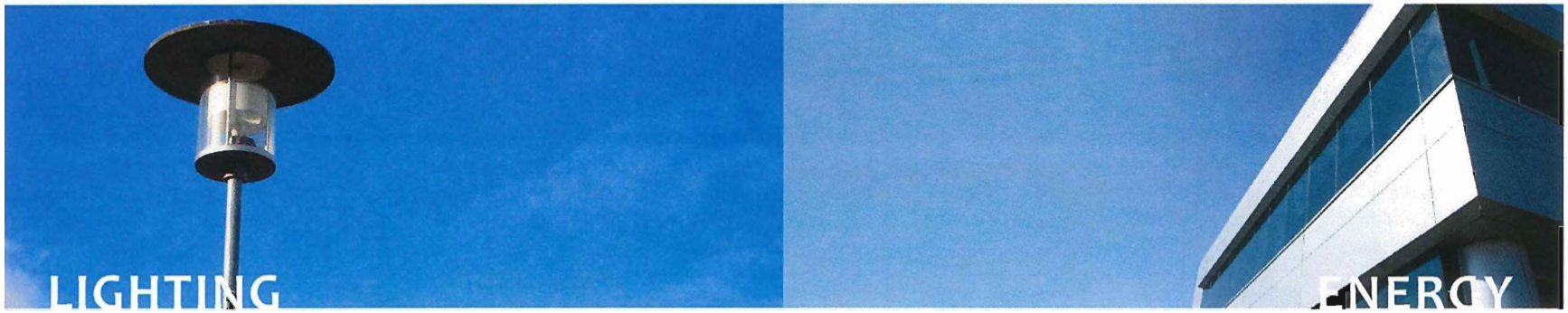
HIDDEN BENEFITS TO WATER REDUCTION

In addition to decreased pressure on natural water supplies, and decreased vulnerability to water scarcity issues, water reduction is also beneficial in regards to pumping, treatment and distribution investments. The energy from these processes are already embodied when the water reaches site and also required when leaving site. This embodied energy can easily go unrecognized. Water on site requires further distribution and heating to satisfy the multiple requirements on site.

In optimizing plumbing fixture efficiency at Central, large water savings are realized, less energy is required and fewer green house gas emissions are produced. With water efficient plumbing fixtures installed in the East Anchor building alone, the resulting 30% water savings,equates to 3,014 cu.m in water savings. This volume in savings, based on Natural Resources Canada Secondary Energy Use and GHG Emissions calculations for Commercial/Institutional Sector in BC, translates to 135,250 kWh of energy saved from water heating alone. Savings also translate beyond site activities and the 30% decrease in water consumption and, based on Polis Project on Ecological Governance results found to equate in 2,683 kWh energy savings in municipal pumping. Where the whole site adheres to a 30% reduction energy savings would reach 6,869 kWh.



Not only is water is reduced through fixture efficiency at Central, but further savings are also realized by addressing the potential irrigation demands of the landscaping. Thus, alleviating strain on municipal infrastructure.



LIGHTING EFFICIENCY

BC Hydro forecasts the province's electricity demand will increase by up to 40% over the next two decades.[6] Existing infrastructure will be put under increasing strain and GHG emissions will increase further. In both reducing the amount of lighting required and further increasing the efficiency these lighting fixtures, the strain on energy use, infrastructure and related production and emission implications will be decreased. Central addresses lighting reduction and increased efficiency both within the buildings themselves as well as site wide.

- Light pollution of surrounding communities is reduced and also that of the night sky. The design includes low wattage parking lot lights and reduced but effective overall site and building lighting.
- The site will utilize site lighting with full cutoff lenses to control urban light pollution.
- The implementation of LED lights in selective applications will allow for 90% energy use reduction in these applications; LED lighting will be implemented in places such as interior lighting, refrigeration cases and store signage.

Lighting energy savings can be achieved via lighting selection, such as LED, but also through lighting controls, such as occupancy and daylight sensors. As based on Natural Resources Canada Secondary Energy Use and GHG Emissions calculations for Commercial/Institutional Sector in BC, where, for example, all tenants project wide, employ strategies reaching a conservative level of lighting energy savings of 20%, the site would see 98.6 MJ saved per year.

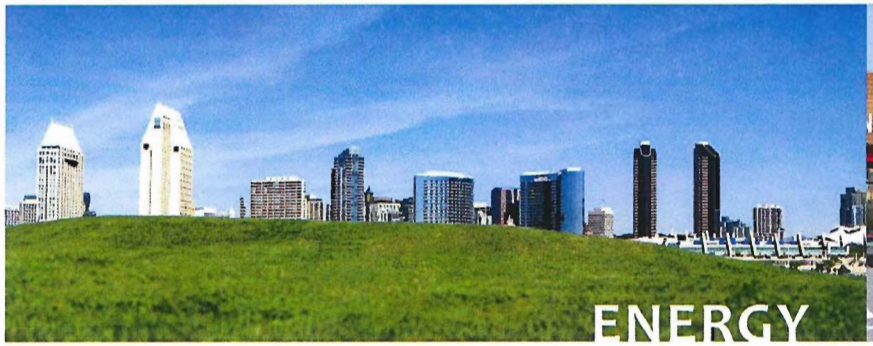


BUILDING ENERGY – HEATING/ COOLING

Similar in weighting to the average Canadian city, the three major energy consumption sources in Richmond are transportation, buildings and waste. The energy consumed by Richmond's building stock represents 39.5% carbon emissions produced and half of that is from the commercial building stock alone.[1] Building energy demands for heating and cooling is sizable and adds strain to municipal energy infrastructure and produces substantial carbon emissions.

Addressing energy consumption holistically will ultimately lead to building carbon emissions reductions as well. At Central, this holistic approach is taken by focusing on the architectural and energy intensive elements together. Elements include:

- Sunshading devices and subsequent cooling requirements have been limited through the use of reflective roofing membrane and solar shading elements. This plays a significant role in reducing peak electric loading, an important priority for BC Hydro.
- Where individual metering is in place, energy use summaries are readily available for each end user and is specific to their individual operations. With increased opportunity on energy use awareness and responsible to their own net use, development of energy conservation strategies and resulting reduced bills is an inherent motivator
- Water efficient fixtures limit the required volume of water and, therefore, associated pumping and heating energy
- Lighting efficient fixtures and optimal placement within buildings and on site
- Further energy savings are realized through design elements of the site's anchor building:
- Additional roof insulation reduces heating and cooling loads
- Waste heat from refrigeration equipment and exhaust vents is recovered and utilized for space heating
- CO2 sensors integrated into the air ventilation system eliminate the need for continuous flow but rather on-demand ventilation, limiting energy loads
- High efficiency refrigeration cases are designed along with 'night curtains' to cover the equipment to optimize energy conservation
- Energy efficient lighting of the stores and low wattage parking lot lights

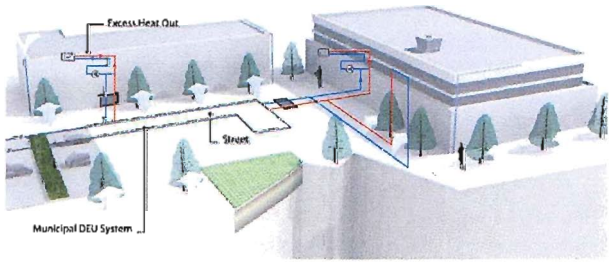




BUILDING ENERGY - DISTRICT ENERGY SYSTEM

The City has proposed a District Energy Utility ("DEU") per Bylaw 8641. Central proposes to connect to the Alexandra District Energy Utility to provide the bulk of its space heating and cooling requirements. Central will strategically select mechanical equipment to allow for optimized compatibility and efficiency with the DEU.
For further efficiencies of the system, Central currently has proposed and is in discussions with City staff on the following:

- Some Central tenants are expected to have consistent excess energy which can be returned to the City DEU system as usable energy through net-metering. Conservation of energy through the effective use of excess energy, lowers net energy consumption, costs, and environmental impacts.
- Tenant energy needs for space heating and cooling vary substantially among retail uses. For example a fashion retailer's needs are vastly lower than that of a food service provider with intensive cooking and refrigeration requirements. Having access to their own energy use and also being accountable for it, allows tenants to understand implications of their activities and behaviour patterns via a user pay system rather than a flat rate system. This increased understanding via their monitored energy usage then naturally trends towards further energy savings. On the basis of equity and encouraging efficiency of usage and behavior, Central is proposing that the City provide separately metered DEU connections to individual retail tenants.

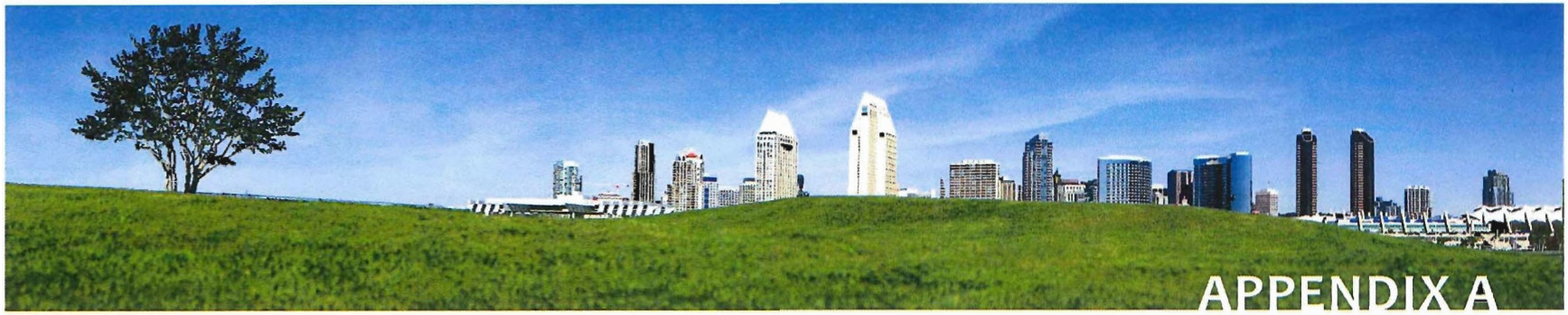


SUSTAINABLE PRACTICES

Site development can readily have negative implications on site and the surrounding environment. Two aspects of site development pose different sets of related considerations; one, implications from and during the construction itself, and two, the ongoing implications of the constructed environment in its materials and user behavior. Both aspects can be easily overlooked as their impacts are less direct and quantifiable.

- Careful development of an Erosion and Sedimentation Control plan reduces pollution from construction activities by protecting the site from soil erosion, waterway sedimentation and airborne dust generation.
- Similarly the development of a Construction Waste Management plan diverts valuable construction and land clearing debris from becoming landfill and instead makes it available for reuse. Strain on landfills is reduced and less native material needs to be procured, saving energy and costs.
- Incorporation of locally manufactured building products and materials stimulates the local economy and reduces travel distances and, therefore, costs and impact on the environment.
- High quality, durable and long lasting building materials improve project longevity and minimize the future consumption of materials and related maintenance work.
- Selecting materials with no to low off-gassing qualities introduces less toxins into the environment during manufacture but also optimizing the indoor environment improving occupant comfort and health.
- As pursued, at minimum, by the anchor building mitigates detrimental impacts from refrigerants with the implementation of non-CFC based refrigerants.

With 32% of solid waste generated in the GVRD coming from demolition, land-clearing and construction waste the value in a CWM plan, as pursued by Garden City, diverting at a minimum 75% of the project's waste will make a large impact.[7]



LEED Canada-CS 2009 Project Checklist

Richmond North- Smart Centres Commercial Development

Design Strategy	
Typical	Actual
32	60

Project Totals (pre-certification estimates) 110 Points

10	15	**Sustainable Sites**	26 Points
✓	✓	Prereq 1 Construction Activity Pollution Prevention	Required
		Credit 1 Site Selection	1
2	2	Credit 2 Development Density and Community Connectivity	2, 5
		Credit 3 Brownfield Redevelopment	1
4	4	Credit 4.1 Alternative Transportation: Public Transportation Access	2, 3
		Credit 4.2 Alternative Transportation: Bicycle Storage & Changing Rooms	2
		Credit 4.3 Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles	3
		Credit 4.4 Alternative Transportation: Parking Capacity	2
		Credit 5.1 Site Development: Protect and Restore Habitat	1
		Credit 5.2 Site Development: Maximize Open Space	1
-	1	Credit 6.1 Stormwater Design: Quantity Control	1
-	1	Credit 6.2 Stormwater Design: Quality Control	1
1	1	Credit 7.1 Heat Island Effect: Non-Roof	1
-	1	Credit 7.2 Heat Island Effect: Roof	1
-	1	Credit 8 Light Pollution Reduction	1
-	1	Credit 9 Tenant Design and Construction Guidelines	1

2	4	**Water Efficiency**	10 Points
		Prereq 1 Water Use Reduction	Required
2	2	Credit 1 Water Efficient Landscaping	2, 4
		Credit 2 Innovative Wastewater Technologies	2
-	2	Credit 3 Water Use Reduction	2 - 4

11	10	**Energy & Atmosphere**	35 Points
✓	✓	Prereq 1 Fundamental Commissioning of Building Energy Systems	Required
✓	✓	Prereq 2 Minimum Energy Performance	Required
✓	✓	Prereq 3 Fundamental Refrigerant Management	Required
4	6	Credit 1 Optimize Energy Performance	2 - 20
		Credit 2 On-Site Renewable Energy	2, 4
2	2	Credit 3 Enhanced Commissioning	2
2	2	Credit 4 Enhanced Refrigerant Management	2
3	3	Credit 5.1 Measurement and Verification: Base Building	3
-	3	Credit 5.2 Measurement and Verification: Tenant Submetering	3
		Credit 6 Green Power	2

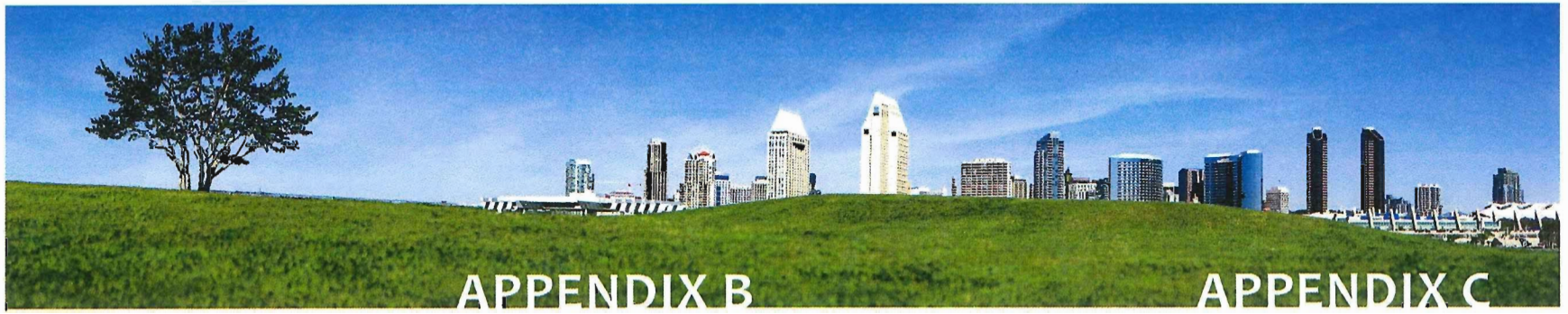
Certified Silver

2	5	**Materials & Resources**	13 Points
✓	✓	Prereq 1 Storage and Collection of Recyclables	Required
		Credit 1 Building Reuse: Maintain Existing Walls, Floors, and Roof	1 - 3
-	2	Credit 2 Construction Waste Management	1 - 2
		Credit 3 Materials Reuse	1
1	2	Credit 4 Recycled Content	1 - 2
1	1	Credit 5 Regional Materials	1 - 2
		Credit 6 Certified Wood	1

7	7	**Indoor Environmental Quality**	15 Points
✓	✓	Prereq 1 Minimum Indoor Air Quality Performance	Required
✓	✓	Prereq 2 Environmental Tobacco Smoke (ETS) Control	Required
1	1	Credit 1 Outdoor Air Delivery Monitoring	1
		Credit 2 Increased Ventilation	1
1	1	Credit 3 Construction IAQ Management Plan: During Construction	1
1	1	Credit 4.1 Low-Emitting Materials: Adhesives and Sealants	1
1	1	Credit 4.2 Low-Emitting Materials: Paints and Coatings	1
1	1	Credit 4.3 Low-Emitting Materials: Flooring Systems	1
1	1	Credit 4.4 Low-Emitting Materials: Composite Wood and Agrifibre Products	1
		Credit 5 Indoor Chemical and Pollutant Source Control	1
		Credit 6 Controllability of Systems: Thermal Comfort	1
1	1	Credit 7 Thermal Comfort: Design	1
		Credit 8.1 Daylight and Views: Daylight	1
		Credit 8.2 Daylight and Views: Views	1

0	2	**Innovation in Design**	6 Points
-	1	Credit 1.1 Exemplary performance: Stormwater Rate and Quantity	1
		Credit 1.2 Innovation in Design: Green Education	1
		Credit 1.3 Innovation in Design	1
		Credit 1.4 Innovation in Design	1
		Credit 1.5 Innovation in Design	1
-	1	Credit 2 LEED® Accredited Professional	1

0	1	**Regional Priority**	4 Points
		Credit 1.1 Durable Building	1
-	1	Credit 2.1 Exemplary performance: Stormwater Rate and Quantity	1
		Credit 2.2 Exemplary performance: Stormwater Quality	1
		Credit 2.3 Regional Priority Credit	1



APPENDIX B

APPENDIX C

CITY OF RICHMOND BYLAW 8385, CENTRAL AT GARDEN CITY STATEMENT OF COMPLIANCE

Appendix B – City of Richmond Bylaw 8385, Central at Garden City statement of compliance

Green Roof and Other Options Involving Industrial and Office Buildings Outside the City Centre Bylaw 8706 POINT SYSTEM: 100 POINTS MINIMUM REQUIRED		
Mandatory Objective: Minimum reduction in the total annual volume of storm water runoff from the building site, equivalent to 20% of the building roof runoff (Must Be Met) by means of conventionally designed and constructed roof grades conducting storm water runoff (not to a locally impermeable roof or equal area.		
Option (Must choose at least one)	Methods	Total Number of Points
1. Green Roof covering at least 75 % of the roof area	a) Extensive green roof or b) Intensive green roof, which could be used for local food production or outdoor amenity space.	100 points
2. Build to LEED	a) Minimum LEED Silver certification or equivalency and meet the LEED Storm Water Management Credit b) Other LEED Credits that are encouraged but not required to be met include the LEED Renewable Energy Credit, LEED Green Power Credit and LEED Optimize Energy Performance Credit	100 points
3. Reduce runoff by any one or combination of methods below: 1. Green Roof or 2. Build to LEED	a) Rainwater and detention cistern b) Permeable pavers or asphalt in the parking areas as manoeuvring aisles, not loading bays or drive aisles used by truck traffic c) Bioswale; d) Partial green roof that does not address mandatory objective by itself e) Covered ballast and other innovative roof structure f) Other methods:	70 points
Secondary Objective: Minimum double the amount of landscaping required in the Zoning and Development Bylaw		
Option (May Chose one or both)	Methods	Total Number of Points
1. Rooftop Parking	a) Parking on the roof and equivalent area of intensive landscaping at grade	50 points
2. Enhanced Landscaping by any one or combination of a) to e) methods	a) Area is used for local food production, outdoor amenity space and/or as environmentally sensitive area	10 points
	b) Vertical landscaping on at least 50 % of the length of the east, west, north and south walls (which could, but doesn't need to be used for local food production).	70 points
	c) Trees in the staff and visitor parking area to provide 50 % canopy cover in 10 years	
	d) Other methods	
	e) Intensive landscaping including native species in the rainwater and detention cistern, bioswale or other methods used for runoff control and storm water management.	10 points
Bonus/Optional Objective: Encourage green building initiatives		
Non-Mandatory Option (May chose more than one)	Methods	Total Number of Points
1. Energy & Atmosphere LEED Credit	a) LEED Renewable Energy Credit – supply at least 20% of the building's total energy use (as expressed as a fraction of annual energy cost) through the use of on-site renewable energy sources b) LEED Green Power Credit – provide at least 50% of the building's regulated electricity from renewable sources by engaging in at least a 2 year renewable energy contract c) LEED Optimize Energy Performance Credit – reduce building design energy cost compared to the energy cost of the reference building for the energy systems regulated by standards listed in LEED	30 points

CALCULATIONS

1. Estimated Water Savings via Water Efficient Fixtures– Based on LEED Parameters[8]
2. Estimated Water Heating Energy Reduction[9]
3. Estimated Water Pumping Energy Reduction[10]
4. Estimated Energy savings via 20% lighting reduction[11]

Note: all calculations herein are estimations based on most current values and quantities known at the time. Pending updates occurring hereafter, such as but not limited to, changes in project areas and quantities, results may vary.

1. – Estimated Water Savings via Water Efficient Fixtur es– Based on LEED Parameters [8]

Anchor Building and Total Building water saving calculations, respectively.

(See following pages)



LEED Canada for New Construction and Major Renovations 2009

Project Number

WE Prerequisite 1 & WE Credit 3: WATER USE REDUCTION

Please select only ONE of the following options:

☐ **Standard Compliance Path: Water Use Reduction 30%**
WE Prerequisite: Water Use Reduction 20%
WE Credit: Water Use Reduction 30% - 2 Points
WE Credit: Water Use Reduction 35% - 3 Points
WE Credit: Water Use Reduction 40% - 4 Points

☐ **Special Circumstances or Alternative Compliance Path**

Standard Compliance Path: Water Use Reduction 30% (2 Points)

Provide the following to support the WE Prerequisite 1:

☐ A narrative briefly describing the content in the tables.
(Narrative should specifically address any usage pattern assumptions or custom calculations.)

☐ Approved shop drawings of all water consuming fixtures and water meter(s)

☐ Custom performance calculations (if applicable)

Table: Flow Fixture Chart

Flow Fixture Type	Water Use (L/Min)	Duration (Sec)
Commercial Lavatory (Private)	8.3	15
Commercial Lavatory (Public)	1.9	15
Commercial Lavatory (metering)	0.25	60
Kitchen Sink (Non-residential)	8.3	15
Commercial Shower	9.5	300
Residential Lavatory	8.3	60
Residential Kitchen Sink	8.3	60
Residential Shower	9.5	480
Low-flow Commercial Shower	5.7	300
Low-flow Residential Shower	5.7	480
Low-flow Residential Lavatory	1.9	60
service	1.9	15
Other (user defined)		
Other (user defined)		
Other (user defined)		
Other (user defined)		
Other (user defined)		

Table: Flush Fixture Chart

Flush Fixture Type	Water Use (LPF)
Commercial / Residential Toilet	6
Dual-flush Water Closet	13.2
Low Flow Water Closet	4.2
Ultra Low-Flow Water Closet	3
Composting Toilet	0
Commercial Urinal	3.8
Low-Flow Urinal	1.9
Waterless Urinal	0
Dual Low Flush	3
Dual full Flush	6
Other (user defined)	
Other (user defined)	
Other (user defined)	
Other (user defined)	
Other (user defined)	

* User defined fixture to be addressed in Narrative

Table: Design Case

Flush Fixture	Daily Uses	Flow Rate (L/Sec)	Duration (Flush)	Occupant Loads	Sewage Generation (L/day)
Dual Low Flush					
Male	2	3	1	600	0
Female	2	3	1	600	3564
Dual full Flush					
Male	1	6	1	600	3564
Female	1	6	1	600	3564
Low Flow Urinal					
Male	2	1.9	1	600	2314.2
Female	0	1.9	1	600	0
Male	0	0	1	0	0
Female	0	0	1	0	0
Male	0	0	1	0	0
Female	0	0	1	0	0

Flow Fixture	Daily Uses	Flow Rate (L/Sec)	Duration (Sec)	Occupant Loads	Sewage Generation (L/day)
Service	3	1.9	15	1218	1756.86
Low-flow Commercial Shower	0.1	5.7	300	1218	3471.3
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
				Total uses by all occupants	7,430
				Total Daily Volume (L)	18,613
				Annual Work Days	364
				Annual Volume (L)	6,727,891
				Greywater or Stormwater Reuse Volume (L)	0
				Total Annual Volume (L)	6,727,891

Table: Baseline Case

Flush Fixture	Daily Uses	Flow Rate (L/Sec)	Duration (Flush)	Occupant Loads	Sewage Generation (L/day)
Commercial / Residential Toilet					
Male	1	6	1	609	3,654
Female	3	6	1	609	10,962
Commercial Urinal					
Male	2	3.8	1	609	4,628
Female	0	3.8	1	609	0

Male	0	0	1	0	0
Female	0	0	1	0	0

Male	0	0	1	0	0
Female	0	0	1	0	0

Flow Fixture	Daily Uses	Flow Rate (L/Sec)	Duration (Sec)	Occupant Loads	Sewage Generation (L/day)
Commercial Lavatory (Public)	3	1.9	15	1218	1,736
Commercial Shower	0.1	9.5	300	1218	5,780
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
				Total uses by all occupants	7,430
				Total Daily Volume (L)	20,706
				Annual Work Days	364
				Total Annual Volume (L)	9,742,680
				Water Use Reduction	30.94%

Special Circumstances or Alternative Compliance Path (3 Points)

Special circumstances preclude documentation of credit compliance with the submittal requirements outlined in this form or the project team is using an alternative compliance path in lieu of standard submittal paths

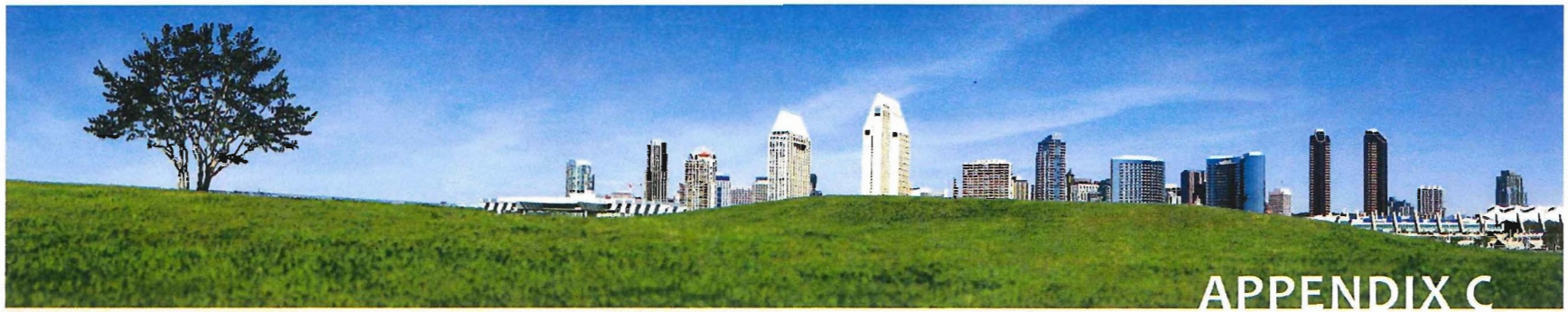
Provide the following to support the selected option:

☐ A narrative describing the special circumstances or alternative compliance path and any supporting alternate documentation
(The narrative must include justification that the credit intent and requirements are met and reference the alternate documentation provided. Non-standard documentation will be considered upon its merits.)

Credit Interpretation Request (CIR) applied to credit:

WE Prerequisite 1: Water Use Reduction	Prerequisite Documented
Standard Compliance Path: Water Use Reduction 20%	NO
Special Circumstances or Alternative Compliance Path	NO
WE Credit 3: Water Use Reduction	**Points Documented**
Standard Compliance Path: Water Use Reduction 30% (2 Points)	0
Special Circumstances or Alternative Compliance Path (3 points)	0

The signature below constitutes a declaration that the project meets the credit intent and the requirements of the option selected above and that



LEED Canada for New Construction and Major Renovations 2009

Project number:

WE Prerequisite 1 & WE Credit 3: WATER USE REDUCTION

Please select only ONE of the following options:

☐ **Standard Compliance Path: Water Use Reduction 30%**
WE Prerequisite: Water Use Reduction 20%
WE Credit: Water Use Reduction 30% - 2 Points
WE Credit: Water Use Reduction 35% - 3 Points
WE Credit: Water Use Reduction 40% - 4 Points

☐ **Special Circumstances or Alternative Compliance Path**

Standard Compliance Path: Water Use Reduction 30% (2 Points)

Provide the following to support the WE Prerequisite 1:

☐ A narrative briefly describing the content in the table. (narrative should specifically address any usage pattern assumptions or system calculations.)

☐ Approved shop drawings of all water consuming fixtures and water meter(s)

☐ Design compliance calculations (if available)

Table: Flow Fixture Chart

Flow Fixture Type	Water Use (L/unit)	Duration (sec)
Commercial Lavatory (Private)	8.3	15
Commercial Lavatory (Public)	1.9	15
Conventional Lavatory (Metering)	0.95	60
Kitchen Sink (Non-residential)	8.3	15
Commercial Shower	9.5	Max
Residential Lavatory	8.3	60
Residential Kitchen Sink	8.3	60
Residential Shower	9.5	4.80
Low-flow Commercial Shower	7.6	240
Low-flow Residential Shower	7.6	4.80
Low-flow Residential Lavatory	1.89	60
Aerator	4.80	15
Other (user defined)		
Other (user defined)		
Other (user defined)		
Other (user defined)		
Other (user defined)		

Table: Flush Fixture Chart

Flush Fixture Type	Water Use (L/flush)
Conventional / Residential Toilet	6
Residential Water Closet	13.2
Low Flow Water Closet	4.8
Ultra Low Flow Water Closet	3
Conventional Toilet	6
Conventional Urinal	3.8
Low Flow Urinal	1.9
Waterless Urinal	0
Dual Low Flush	3
Dual Hi Flush	6
Child Sized Fixtures	
Other (user defined)	
Other (user defined)	
Other (user defined)	
Other (user defined)	

* User defined values to be addressed in narrative

Table: Baseline Case

Flush Fixture	Daily Users	Flow Rate (L/pf)	Duration (sec/flush)	Occupant users	Sewage Generation (L/day)
Commercial / Residential Toilet					
Male	1	6.0	1	1666	9,996
Female	1	6.0	1	1666	9,996
Commercial Urinal					
Male	2	3.8	1	1666	11,943
Female	0	3.8	1	1666	0

Male	0	0	1	0	0
Female	0	0	1	0	0

Male	0	0	1	0	0
Female	0	0	1	0	0

Male	0	0	1	0	0
Female	0	0	1	0	0

Flow Fixture	Daily Users	Flow Rate (L/pf)	Duration (sec/flush)	Occupant users	Sewage Generation (L/day)
Commercial Lavatory (Private)	1	1.9	15	33.33	4443.33
Commercial Shower	0.1	4.1	300	3.33	819.3
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0
---	0	0	0	0	0

Total users by all occupants	19,029
Total Daily Volume [L]	47,318
Annual Work Days	364
Annual Volume [L]	17,222,937
Greywater or Stormwater Reuse Volume [L]	0
Total Annual Volume [L]	17,222,937

Total users by all occupants	19,029
Total Daily Volume [L]	69,516
Annual Work Days	364
Total Annual Volume [L]	24,845,670
Water Use Reduction	30.94%

Special Circumstances or Alternative Compliance Path (3 Points)

Special circumstances preclude documentation of credit compliance with the submittal requirements outlined in this form or the project team is using an alternative compliance path on top of standard submittal paths.

Provide the following to support the selected option:

☐ A narrative describing the special circumstances or alternative compliance path and any supporting alternate documentation. (The narrative must include justification that the credit intent and requirements are met and reference the alternate documentation provided. Non-standard documentation will be considered upon its merits.)

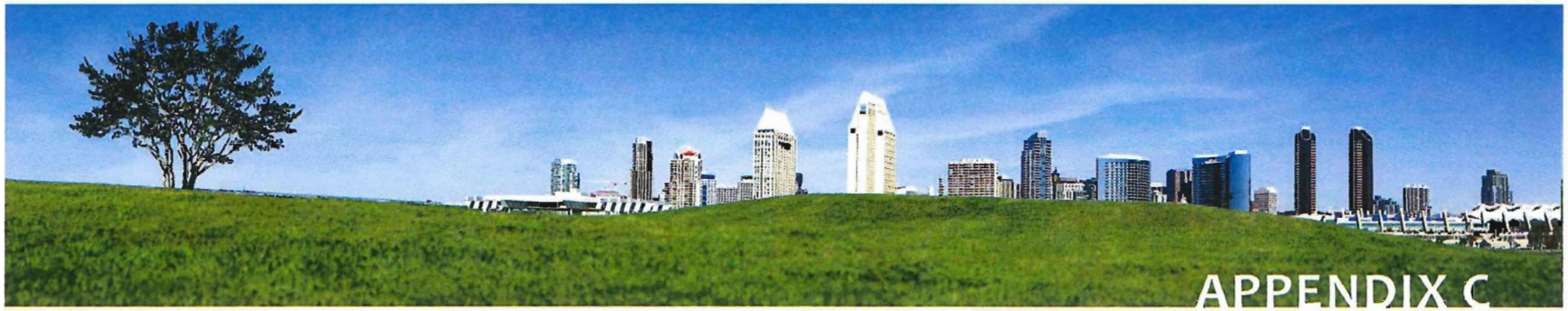
Credit Interpretation Request (CIR) applied to credit:

WE Prerequisite 1: Water Use Reduction	Prerequisite Documented
Standard Compliance Path: Water Use Reduction 20%	NO
Special Circumstances or Alternative Compliance Path	NO
WE Credit 3: Water Use Reduction	**Points Documented**
Standard Compliance Path: Water Use Reduction 30% (2 Points)	0
Special Circumstances or Alternative Compliance Path (3 points)	0

The signature below constitutes a declaration that the project meets the credit intent and the requirements of the option indicated above and that

LEED Canada NC and CS 2009 LEED Letter Templates, Version 2009a August 2010

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2 –

Estimated Water Heating Energy Reduction

As per

Natural Resources Canada - Office of Energy Efficiency

Commercial/Institutional Sector
British Columbia and Territories

Table 2: Secondary Energy Use and GHG Emissions by End-Use - 2008		
Total Energy Use (PJ)		120.6
Energy Use by End-Use (PJ)		
Water Heating		9.7
Total Floor Space (million m²)		98.7
Energy Density (GJ/sq.m)		0.098

Central at Garden City

	Anchor Building*	All Buildings*
Building Area (sq.m)	14,604	32,654
Lighting Energy (GJ/sq.m)	0.098	0.098
Total (GJ)	1431.192	3200.092
Savings - energy GJ/yr @ 30% reduction	429	960

Savings - Water Heating energy kWh/yr @ 30% reduction	119,167	266,667

*Reductions as committed to by the East Anchor Building; savings also calculated for all buildings on site, showing full savings potential

Reference [9]

3 -

Estimated Water Pumping Energy Reduction - Municipal

As per

POLIS PROJECT ON ECOLOGICAL GOVERNANCE

Table 2 - Summary of Water Conservation Energy Intensities

Energy Inputs into Water Use	Energy Intensity (equiv. kWh/cu.m water)
Indirect Energy (Municipal Pumping)	0.68-1.1

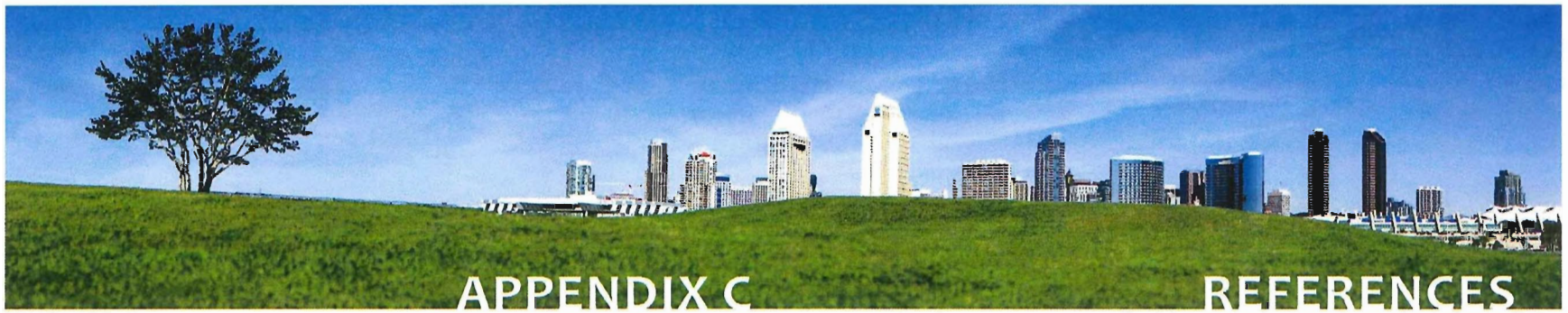
Central at Garden City

	Anchor Building*	All Buildings*
Water saved cu.m	3,014	7,718
Indirect Energy average kWh/cu.m	0.89	0.89
Electricity rate ($/kW)	0.04	0.04

Savings - Municipal Water Pumping energy kWh/yr @ 30% reduction	**2,662**	**6,869**

*Reductions as committed to by the East Anchor Building; savings also calculated for all buildings on site, showing full savings potential

Reference [10]



APPENDIX C REFERENCES

4 -

Estimated Energy Savings with 20% Lighting reduction

As per:
Natural Resources Canada - Office of Energy Efficiency

Commercial/Institutional Sector
British Columbia and Territories1

Table 2: Secondary Energy Use and GHG Emissions by End-Use - 2008		
Total Energy Use (PJ)		120.6
Energy Use by End-Use (PJ)		
Lighting		14.5
Total Floor Space (million m²)		98.7
Energy Density (GJ/sq.m)		0.147

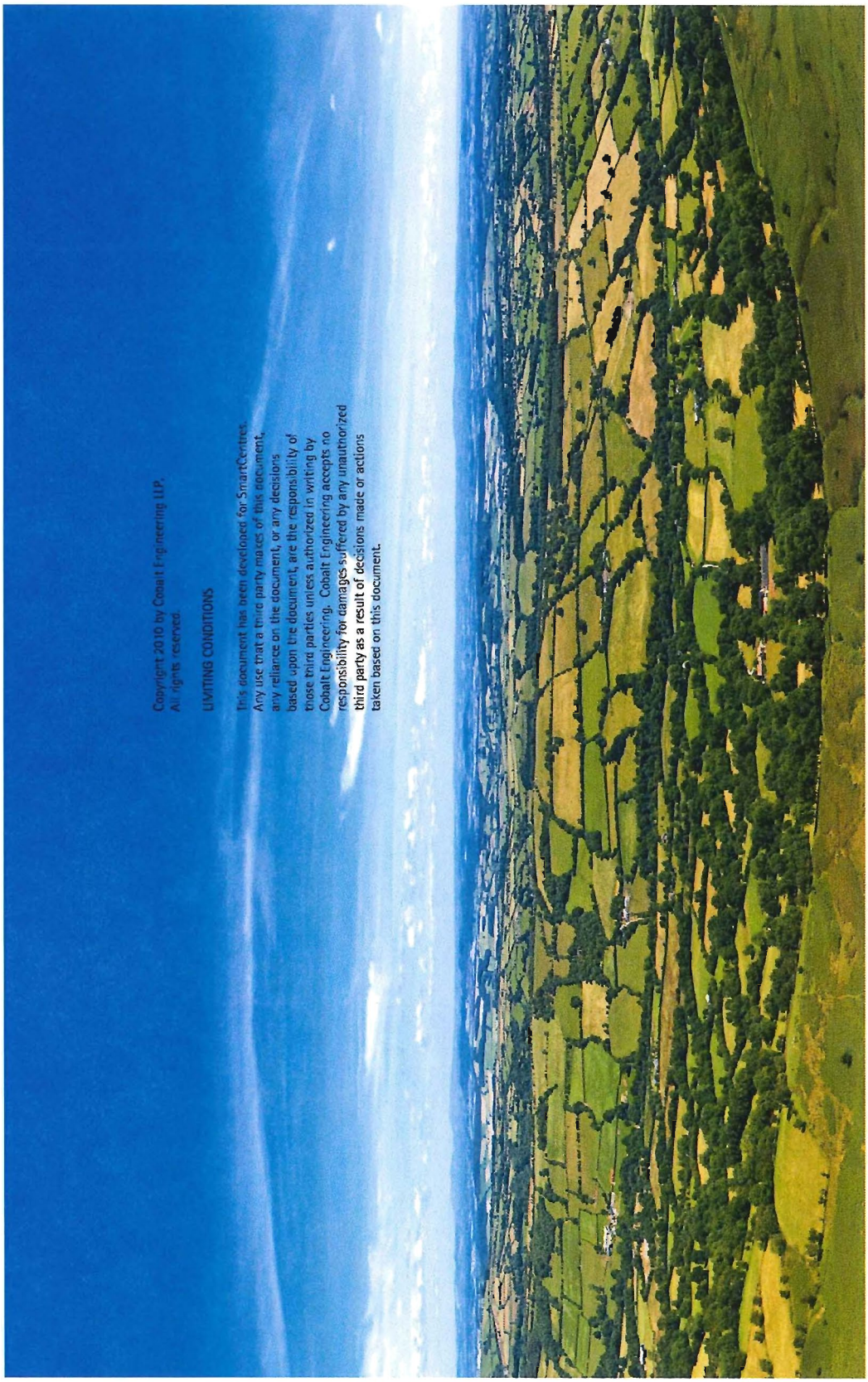
Central at Garden City

	Anchor Building*	All Buildings*
Building Area (sq.m)	14,604	32,654
Lighting Energy (GJ/sq.m)	0.147	0.147
Total Energy (GJ)	2146.788	4800.138
Savings - energy GJ/yr @ 20% reduction	429	960
Savings - Lighting energy kWh/yr @ 20% reduction	**119,167**	**266,667**

*Reductions as commited to by the East Anchor Building; savings also calculated for all buildings on site, showing full savings potential

Reference [11]

1. Reference Richmond City Updated 2007 Community Energy and Emissions Inventory www.env.gov.bc.ca/cas/mitigation/ceei/index.html)
2. Errata Sheet. LEED for Core and Shell Version 2.0 First Edition, Reference Guide June 2006. U.S. Green Building Council.
3. Translink Regional Bicycle Plan. Urban Systems, May 2000
4. http://www.env.gov.bc.ca/soe/et07/03_fresh_water/overview.html
5. http://www.env.gov.bc.ca/soe/et07/03_fresh_water/technical_paper/fresh_water.pdf
6. http://www.bchydro.com/planning_regulatory/meeting_demand_growth.html
7. http://www.gvrd.bc.ca/services/garbage/index.html
8. CaGBC LEED Canada NC-CS 2009 LEED Letter Templates vA
9. http://oee.nrcan.gc.ca/corporate/statistics
10. http://poliswaterproject.org/sites/default/files/maas_ghg_.pdf
11. http://oee.nrcan.gc.ca/corporate/statistics


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Attachment 4

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, March 5, 2014 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

DP 13-650988 – PROPOSED SMARTCENTRES (WALMART) RETAIL/COMMERCIAL (SHOPPING CENTRE-TYPE DEVELOPMENT)

APPLICANT: Chandler Associates Architecture Inc.

PROPERTY LOCATION: 20 properties (corner of Alderbridge Way and Garden City Road)

Applicant's Presentation

Architect Christopher Block, Chandler Associates Architecture Inc., and Landscape Architect Mary Chan Yip, PMG Landscape Architects, presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- commend the project team for a detailed and understandable presentation; ***Acknowledged.***
- good project; appreciate the applicant for addressing the sustainability aspects of the proposed development, e.g. energy transfer from one side to the other; ***Acknowledged.***
- concern on possible significant heat gain at the southwest corner of building A adjacent to the pedestrian arrival plaza; consider further design development, e.g. incorporate natural ventilation;

  The glazing in this area will be treated to allow minimal heat gain. The overall energy performance of this building will be subject to energy modeling in conjunction with the District Energy Utility connection.
- the proposed development appears internally faced, i.e. it is turning its back on the streets, except at the High Street; would like to see more porosity in street-fronting buildings in other parts of the development;

  Significant attention has been given to the expression along the street fronting buildings. Each building along Alderbridge Way incorporates considerable vision glass in the elevation as well as lantern elements and associated materials at the corners which wrap around and extend the "internal" expressions to the exterior. The internal expression is further expressed at the corners by creating seating plazas that extend toward the street which will be areas of activity that will be directly visible from the street. The buildings have also been moved forward to the perimeter of the

site to engage the street. The buildings along Alderbridge at the east side of the site are an extension of the High Street and share the same architectural expression as High Street and also have a number of storefront entrances directly facing Alderbridge.

- applicant made a highly detailed presentation; the architecture is "stage set"; not personally preferred but generally appreciated by the public as is the case with Park Royal Shopping Centre;

  Acknowledged.

- appearance of the proposed development has improved compared to the previous preliminary presentation to the Panel; appears to be a "series of factory outlets" but the architectural character have been improved ; however, the proposed development still appears like a jig-saw puzzle of dis-associated pieces due to the abrupt transition from one store front to the next;

  The storefront design of the overall development has been designed with the principals of High Street. A number of different materials and design elements have been incorporated into the elevations to create distinct storefront expressions, yet remain tied in with an overriding design theme.

- appreciate the Alexandra Way pedestrian corridor going through the project; however, consider enlarging the large central gathering area for pedestrians adjacent to the northwest corner of Building C to accommodate more people for future social events; applicant could utilize the adjacent space allotted for parking stalls which could be relocated elsewhere in the project; consider the Ladner Village Market precedent;

  The central plaza and the area around it has been designed to accommodate the possibility of creating a larger area for public gatherings. By treating the drive aisle paving in a similar material and colour as the plaza area, the distinction between sidewalk and driveway have been deliberately blurred. Our design anticipates the possibility of blocking off the driveway directly west of the central plaza, thereby creating a very large open area that spills on to the driveway and across to the sidewalk & plaza area in front of and adjacent to Building A. Also, while the Alexandra Way SRW will vary in width from 3.5m to more, the actual public space area is much wider, encompassing a variety of plazas and wider sidewalks.

- the applicant has invested a huge amount of work and effort into the project; very well resolved;

  Acknowledged.

- appreciate the edge treatments; proposed screening is supported;

  Acknowledged.

- appreciated the 3D video presentation which effectively showcased the project; applicant should have referenced the video presentation more than the model in the presentation of the project to the Panel;

  Acknowledged.

- east corners of the Walmart store anchor building appear flat, unresolved and treated as boxes; "stage-set" treatment of lanterns appear excessive;

  We have redesigned the corner lantern element to be a more visually prominent element that is also functional in its placement at an important corner as well as creating a covered, direct connection from Alderbridge Way sidewalk to the covered parking area.

- Consider accentuating the expression of the exterior staircases on the outside of the building to be more visible from the street; lost opportunity to highlight and make visible from the streetthe vertical circulation within the building;

  We have accentuated the expression of the stairs along the west elevation of Building A through changes in the wall treatment and enhancing the glazing at the stairs. Please note that these stairs are only emergency exit stairs and will not be used by the public or store staff on a day to day basis.

- commend the applicant for the video presentation which effectively presented the proposed plant materials; however, the model reflects more accurately the expected planting conditions based on the choice of plant materials; planting as shown in the model responds better to CPTED issues, e.g. surveillance;

  As it is difficult to accurately depict planting in both graphic and physical model formats, some discrepancies are inevitable. The planting has been designed to allow for distant views through providing low dense planting at grade and trees with higher canopies.

- applicant has given careful consideration to the proposed edge treatments, e.g. planting of rows of trees;

  Acknowledged.

- the proposed rain garden has aesthetic value; however, the size of the catchment area is not commensurate to the size of the rain garden; the applicant should give further consideration to civil and geotechnical inputs;

  Please refer to attached letter from Aplin Martin describing the function of the roof-top rain water detention, rain garden and bioswales.

- applicant needs to carefully provide more soil volume in planting areas particularly for trees planted in paved areas to ensure long-term plant health and a vigorous appearance, which will have an impact on the customer experience;

  Structural soil will be used for trees in tree grate conditions to meet soil volume requirements.

- examine on-site irrigation to ensure survivability of plants in small planted areas and on the park;

  We will review the respective conditions and provide irrigation accordingly.

- grade change at the park appear to have a negative impact on the pedestrian experience; consider further design development to the park, e.g. adding vertical elements to provide visual interest and attract pedestrians to the park; also, a staircase or broad stairway may provide a more gracious and formal park entry that could be integrated with the corner stairway to the parking below and provide alternate access into the park;

  We have met with Parks Dept and are relooking at the Green Space to generate a more appropriate entrance to attract pedestrians. In order for a more distinct arrival, the northeast corner has been opened for better visibility and a better connection between the Green Space and the street edge. The main entrance to this Green Space will be very generous with a series of seating/interaction opportunities with terraced plantings. Due to the grade transition, stairs are required; however, the stairs will be generous shallow steps. The inner row of trees along the sidewalk has been eliminated to allow for a better connection between the street edge and the Green Space. In opening up the Green Space with the intersection, the connection to the parking area below has been relocated off of May Dr. In a similar design manner, the connection to the parking areas has been opened up for visibility and to allow more natural light into the parking area. The steps will be generous and shallow with terraced plantings along the edges.

- park edges are not sufficiently activated and may pose CPTED and surveillance challenges; consider connecting the park's access into the shopping center side, e.g. by providing pedestrian pathways to the park;

  In reviewing with Parks Dept, we are adjusting the design to generate more nodes for interaction. The seating and picnic areas have been grouped to generate several seating nodes. We are eliminating the inner row of street trees and maintaining the shrub planting low to allow for better surveillance and connection to the street. In addition, a generous entrance is being integrated into the Park at the intersection to allow for better interaction and surveillance from the street. There is currently a connection to the parking area from the South edge of the Green Space.

- park geometry needs more logic; should be given the same level of attention to detail as in the rest of the landscaping on site; and

  The program and general concept was requested by Parks Dept., however with the opening up of the NE corner, we will integrate better detail elements.

- applicant has done a good job in greening and screening the loading area; however, the potential acoustic issue needs to be addressed.

  Consideration has been given to acoustic mitigation in the design and operation of the building, and additional acoustic measures have been taken including the following:

  - ***Providing a second solid construction screen wall directly adjacent to the Walmart loading bay area. The wall will be approximately 5m high. This is in addition to the existing solid screen wall that is at the north edge of the loading area.***
  - ***The Walmart loading area is set back greater than 30m from the property***

line of the development across Alexandra Road.

- ***There is dense landscaping provided adjacent to the loading area, including continuous evergreen tree planting, which in addition to providing visual screening will provide some acoustic mitigation.***

In terms of operational practices, we offer the following comments:

- ***Walmart advises that they typically will have approximately 14 truck deliveries per week, or two per day.***
- ***Unloading activities take place only once the delivery trucks have docked against the foam seals around each loading bay, thus ensuring all loading activities occur within the enclosed receiving area. No unloading activities take place outside the enclosed receiving area.***
- ***Trailers are unloaded within the enclosed receiving area by pallet jacks and by hand. No motorized forklifts are used.***
- ***Refrigerated trailers are unloaded immediately, and so do not sit in the loading area with equipment running.***

It is worth noting that all the adjacent residential development will be built to aircraft noise standards which include increased exterior wall build-up, enhanced window acoustics, additional density roof ballast and air conditioning provided through the DEU, which allows windows to be closed even in the summer.

Panel Decision

It was moved and seconded
That 13-650988 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

(At this point, John Saliken returned to the Panel)

Agricultural Buffer/Screen on Alderbridge Way — Attachment 5

The Public Hearing for the rezoning of this site was held on November 18, 2013. At the Public Hearing, the following concerns about rezoning the property were expressed:

"That staff explore the potential for the provision of an agricultural buffer along Alderbridge Way and report back."

The proposed agricultural buffer is intended to screen views from the Garden City Lands on the south side of Alderbridge Way to the development site on the north side of Alderbridge Way and consists of three (3) different landscape treatment zones.

Agricultural Screen Zone 1 - May Drive to Walmart Store

1. Concept: The design of this portion of the agricultural screen includes an 11 m wide rain garden below the Walmart store roof connected to a 3 m wide bio-swale and associated wetland plantings along Alderbridge Way with an architectural trellis screen and vine planting behind in combination with larger canopy deciduous street trees and grass under in the 1.5 m wide boulevard strip plus a wider (1.7 m) centre median with columnar deciduous street trees and grass under.
2. Proposed Plant Material Types:
   a) Centre Median: Large columnar deciduous street trees (Red Maples) with grass under.
   b) Boulevard Strip: Medium pyramidal deciduous street trees (Sweetgum) with grass under.
   c) Building Setback Zone (Bio-swale): Spruce and trembling aspen trees with an under-storey consisting of 4 rows of shrubs including willow, 3 types of sedges (i.e. Beatles, Bath and Drooping), bull rushes and snowberry.
   d) Building Setback Zone (Rain Garden): Fir and trembling aspen trees with an under-storey of sedges, bull rushes and snowberry.
3. Rationale for Plant Selection: This portion of the agricultural screen proposes that the street fronting commercial-retail units including the Walmart store entry to be open to the street for better pedestrian activation with columnar deciduous street trees (Red Maples) in grates on-site together with larger canopy deciduous street trees (Sweetgum) and grass under in the 1.5 m wide boulevard strip and a wider (4.5 m) centre median with an infill of the existing large coniferous trees (Pines) to supplement the existing Pine trees where space permits and grass under for reduced maintenance and streetscape continuity.

Agricultural Screen Zone 2 - Walmart Store to High Street

1. Concept: Street fronting commercial-retail units open to the street in combination with on-site, boulevard and centre median street trees consisting primarily of coniferous tree planting where the centre median is wider and space permits.
2. Proposed Plant Material Types:
   a) Centre Median: Pine trees infill with grass on the ground plain.
   b) Boulevard Strips: Medium pyramidal deciduous street trees (Sweetgum) with grass under.
   c) Building Setback Zone (in front of the Walmart Store): Large columnar deciduous street trees (Red Maples) in tree grates within a paved entry plaza area to the storefront.
3. Rationale for Plant Selection: In the wider centre median, medium coniferous trees (Pines) to infill the existing pine trees for screening and grass under for reduced maintenance. In the boulevard strip, a medium pyramidal deciduous street trees (Sweetgum) for screening with grass under. Immediately in front of the Walmart store, large columnar deciduous street trees(Red Maples) for screening and an open plaza under for pedestrian circulation.

Agricultural Screen Zone 3 - High Street to Garden City Road

1. Concept: Along this portion the landscape screen would involve dense random and irregular spacing of native cultivar trees (Pine, fir, spruce, ornamental pear, and large and small maple trees) with an under storey consisting of 6 to 10 rows of broad-leafed, evergreen shrubs on the 1.5 m high sloping bank within the building setback on-site in combination with medium deciduous canopy street trees (Sweetgum) and grass under in the 1.5 m wide boulevard strip and a wider (1.7 m) centre median with large columnar deciduous street trees (Red Maples) and grass under.
2. Proposed Plant Material Types:
   a) Centre Median: Columnar red maples (Armstrong) with grass under.
   b) Boulevard Strips: Columnar maples trees (Autumn Blaze) with ornamental grasses (maiden grass and blue oat grass) plus beach strawberry as a groundcover.
   c) Building Setback Zone (sloping bank): Pine, fir, spruce, ornamental pear, and large and small maple trees with an under-storey of oregon grape, snowberry, spiraea, laurel, carpet and mediland rose in combination with 7 types of ornamental grasses (i.e. blue oat grass, maiden grass, silver grass, flame grass, fountain grass, moor grass and feather grass).
3. Rationale for Plant Selection: In the narrow centre median, large columnar trees and grass under for reduced maintenance. In the boulevard strip, a formal row of columnar maples for screening with drought tolerant ornamental grasses on the ground plain for streetscape continuity. In the building setback an informal planting mix of coniferous and deciduous native cultivar trees and shrubs with more variety for screening, visual interest and forage.

Note: Trees and shrub selections for this buffer are a combination of native, native cultivar and ornamental species, which are drought and pollution tolerant and will reduce wind-blown seed contamination of adjacent or nearby sites.

Plant Material Selection Criteria — Attachment 6

The plant material selection for the proposed SmartCentres development consists of native, native cultivars and ornamental plantings. The key objectives of the plant material selection include the following:

- Create a compatible landscape character in response the surrounding context including both existing and anticipated future development as well as natural landscape character areas;
- Complement the contemporary architectural character of the proposed buildings on-site;
- Incorporate an effective landscape buffer strategy that will screen views of the proposed SmartCentres development from the Garden City Lands;
- Propose streetscape landscape designs for the surrounding roads that is compatible with the landscape character of fronting streets beyond the development site and results in a coordinated streetscape treatment;
- Select a wide variety of plant material types to increase the site bio-diversity and the habitat value of the landscape and also reduce the potential impact of disease infestations;
- Incorporate rain gardens and bio-swales into the landscape design where possible to complement other stormwater management strategies to reduce storm drain discharge from the development site and reduce the reliance on the automatic irrigation system;
- Select appropriate native plant material and native cultivars to create a landscape character that is compatible with the natural character of the adjacent Garden City Lands and to minimize wind-blown seed infestation of neighbouring properties; and
- Selective use of ornamental plantings for seasonal variety and visual interest;

Plant species have been selected to fulfil the above objectives including the incorporation of native plant materials as much as possible but since many native plants propagate by multiple and effective reseeding strategies, the proposed selection of plant materials and the planting plan design relies more on native cultivars to avoid wind-blown seed infestation, yet provide an appropriate natural character.

The proposed native or native cultivar species include:

- Native or Native Cultivar Trees: Pines, Cedars, Firs, Spruce, Cypress, Maples, Alder, Aspen, various Maples, Oak, Serviceberry and Redbud trees; and
- Native or Native Cultivar Shrubs: Coralberry, Arbutus, Dogwood, Honeysuckle, Huckleberry, Hydrangea, Holly, Oregon Grape, Lilac, Spirea, various Roses, various Rushes, Snowberry, Salal, Kinnickinnick, various Sedges, Swordfern and Willow. These species will provide buffering yet, not impact neighbouring developments with wind blown seed infestation onto the Garden City Lands.

Ornamental plantings have also been selected. These include street trees and on-site locations where native species are not able to offer the same buffering/screening qualities. Along Alderbridge Way, Garden City, High Street, May Drive and Alexander Road, large scale ornamental street trees have been selected. These species offer dense canopies for screening, are tolerant of urban pollution and do not generate seeds, which can infect neighbouring properties. Native tree species are generally not able to fulfil these requirements and typically are not available in large sizes. Ornamental grasses have been selected and these plants offer bio-filtration capabilities and are drought tolerant as well as tolerant to urban pollution and do not generate wind-blown seed infestations. Some ornamental shrubs and vines such as Hydrangea, Euonymus, Wisteria, Lonicera and Parthenocissus have also been selected as there are no native species which exhibit the same characteristics as these shrubs including vigorous growth for screening, tolerant of urban pollutions, drought tolerant and generally not propagating by wind blown seeds.

List of Proposed Plant Materials

Attachment 7

CENTRAL AT GARDEN CITY – ONSITE PLANT LIST			
NO	BOTANICAL NAME	COMMON NAME	PLANTED SIZE/REMARKS
22	ABIES FRASERI	FRASER FIR	3.5M HT; B&B
6	ABIES FRASERI (BIG)	FRASER FIR	5M HT; B&B
3	ACER CIRCINATUM	VINE MAPLE	3.5M HT; B&B; 3 STEM CLUMP
8	ACER GINNALA 'RED NOVEMBER'	RED NOVEMBER MAPLE	6CM CAL; 1.8M STD; B&B
44	ACER RUBRUM 'ARMSTRONG'	RED MAPLE	8CM CAL; 2M STD;
24	ACER TRUNCATUM 'PACIFIC SUNSET'	PACIFIC SUNSET MAPLE	B&B 6CM CAL; 2M STD;
6	AMELANCHIER x GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	B&B 6CM CAL; B&B
24	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	10CM CAL; 2.0M STD; B&B
11	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	6CM CAL., 1.8M STD.
14	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEEPING NOOTKA CYPRESS –	4M HT; B&B
14	PARROTIA PERSICA 'RUBY VASE'	RUBY VASE PERSIAN IRONWOOD	7CM CAL; 1.5M STD; B&B
7	PICEA ABIES	NORWAY SPRUCE	3.5M HT; B&B
28	PICEA OMORIKA	SERBIAN SPRUCE	3.5M HT.; B&B
26	PINUS NIGRA	AUSTRIAN BLACK PINE	3.5M HT; B&B
104	POPULUS TREMULOIDES 'ERECTA'	TREMBLING ASPEN	10CM CAL; 2M STD; B&B
4	PYRUS CALLERYANA 'CAPITAL'	CAPITAL ORNAMENTAL PEAR	8CM CAL; 1.5M STD; B&B
14	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	8CM CAL; 1.8M STD; B&B
33	QUERCUS PALUSTRIS 'GREEN PILLAR'	GREEN PILLAR PIN OAK	10CM CAL; 2.0M STD; B&B
15	ROBINIA PSEUDOACACIA 'FRISIA'	GOLDEN LOCUST	8CM CAL; 2.0M STD; B&B
14	THUJA PLICATA 'EXCELSA' BIG	WESTERN RED CEDAR	5M HT; B&B
421	**On-Site Trees Sub-Total**		
13	AZALEA JAPONICA 'HINO CRIMSON'	AZALEA; SINGLE DEEP CRIMSON	#2 POT; 25CM
24	CEANOTHUS THYRSIFLORUS 'VICTORIA'	CALIFORNIA LILAC	#3 POT; 50CM/#5 POT
242	CORNUS SERICEA 'KELSEYI'	KELSEY DOGWOOD	#2 POT; 50CM
72	EUONYMUS ALATA COMPACTUS	WINGED BURNING BUSH	#3 POT; 50CM /#5 POT
21	HYDRANGEA MACROPHYLLA 'RAMARS' PP310906	CITYLINE PARIS HYDRANGEA	#3 POT; 60CM /#5 POT
17	HYDRANGEA QUERCIFOLIA 'SNOW QUEEN'	OAK LEAF HYDRANGEA	#3 POT; 80CM /#5 POT
470	MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	#3 POT; 50CM /#5 POT
264	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE HOLLY	#3 POT; 40CM /#5 POT
195	NANDINA DOMESTICA 'MOONBAY'	DWARF HEAVENLY BAMBOO	#3 POT; 50CM /#5 POT
7	OSMANTHUS X BURKWOODII	BURKWOOD OSMANTHUS	#3 POT; 50CM /#5 POT
118	PRUNUS LAUROCERASUS 'MT. VERNON'	MT. VERNON LAUREL	#3 POT; 50CM /#5 POT
42	RHODODENDRON 'PESTE'S FIRE LIGHT'	RHODODENDRON; APRICOT	#3 POT; 50CM /#5 POT
55	ROSA 'NOARE'	CARPET ROSE; RED	#2 POT; 40CM

45	ROSA 'NOARTRAUM'	CARPET ROSE; PINK	#2 POT; 40CM
18	ROSA EXPLORER 'CHAMPLAIN'	CHAMPLAIN ROSE; DARK RED	#2 POT; 40CM
114	ROSA MEIDELAND 'BONICA'	MEIDILAND ROSE; PINK	#2 POT; 40CM
53	SALIX PURPUREA 'NANA'	BLUE LEAF ARCTIC WILLOW	#3 POT; 60CM /#5 POT
724	SPIRAEA JAPONICA 'LITTLE PRINCESS'	SPIRAEA VAR.	#2 POT; 50CM
368	SYMPHORICARPOS DOORENBOSII 'KORDES'	AMETHYST CORAL BERRY	#3 POT; 45CM /#5 POT
57	VACCINIUM CORYMBOSUM 'BLUECROP'	HUCKLEBERRY	#3 POT; 60CM /#5 POT
20	VIBURNUM P.T. 'SUMMER SNOWFLAKE'	SUMMER SNOWFLAKE VIBURNUM	#3 POT; 60CM /#5 POT
215	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#1 POT
651	CAREX CARYOPHYLLEA THE BEATLES	BEATLES SEDGE	#1 POT
892	CAREX DAVALLIANA	BATH SEDGE	#1 POT
136	CAREX PENDULA HAKONECHLOA MACRA	DROOPING SEDGE	#1 POT
155	HAKONECHLORA MACRA	JAPANESE FOREST GRASS	#1 POT
1002	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
1334	JUNCUS EFFUSUS	COMMON RUSH	#1 POT
195	MISCANTHUS SINENSIS 'ADAGIO'	MAIDEN GRASS	#1 POT
259	MISCANTHUS SINENSIS 'YAKU JIMA'	YAKU JIMA JAP. SILVER GRASS	#1 POT
367	MISCANTHUS SINENSIS `PURPURASCENS'	FLAME GRASS	#1 POT
27	PANICUM VIRGATUM 'ROTSTRAHLBUSCH'	RED SWITCH GRASS	#1 POT
1030	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
445	SESLERIA HEUFLERIANA	BLUE-GREEN MOOR GRASS	#1 POT
575	STIPA TENUISSIMA	MEXICAN FEATHER GRASS	#1 POT
18	CAMPANULA POSCHARSKYANA	BELL FLOWER	#2 POT; 80CM; STAKED
8	LONICERA JAPONICA 'PURPUREA'	PURPLE-LEAF HONEYSUCKLE	#2 POT; 75CM; STAKED
18	LONICERA x BROWNII 'DROPMORE SCARLET'	SCARLET TRUMPET HONEYSUCKLE	#2 POT; 75CM; STAKED
30	PARTHENOCISSUS QUINQUEFOLIA 'ENGELMANNII'	ENGELMANNII VIRGINIA CREEPER	#2 POT; 60CM; STAKED
47	WISTERIA MACROSTACHYA 'BLUE MOON'	KENTUCKY WISTERIA; LILAC-BLUE	#2 POT; 75CM; STAKED
29	ECHINACEA PURPUREA KNIPHOFIA x 'FLAMENCO'	PURPLE CONEFLOWER	#1 POT
36	KNIPHOFIAXFLAMENCO	RED HOT POKER	#1 POT
15	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	#1 POT
33	RUDBECKIA FULGIDA VAR SULLIVANTII `GOLDSTURM'	RUDBECKIA; YELLOW	#1 POT
107	SAGINA SUBULATA	IRISHMOSS	#1 POT
28	THYMUS PSEUDOLANUGINOSUS	WOOLY THYME	#1 POT
527	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	#1 POT
262	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM
139	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT; 25CM
11,519	**On-Site Shrubs Sub-Total**		

CENTRAL AT GARDEN CITY OFF-SITE PLANT LIST			
NO	BOTANTICAL NAME	COMMON NAME	PLANTED SIZE
44	ACER RUBRUM 'ARMSTRONG'	RED MAPLE	8CM CAL; 2M STD; B&B
25	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	10CM CAL; 2M STD; B&B
26	ALNUS RUBRA	RED ALDER	8CM CAL., 2.0M STD.; B&B
42	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	10CM CAL; 2.0M STD; B&B
23	MAGNOLIA x 'GALAXY'	MAGNOLIA	7CM CAL., 1.8M STD
14	PINUS NIGRA	AUSTRIAN BLACK PINE	3.5M HT; B&B
13	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	8CM CAL; 1.8M STD; B&B
4	QUERCUS COCCINEA	SCARLET OAK	7CM CAL; 1.8M STD; B&B
191	**Off-Site Trees Sub-Total**		
16	ROSA 'NOARTRAUM'	CARPET ROSE; PINK	#2 POT; 40CM
20	ROSA MEIDELAND 'BONICA'	MEIDILAND ROSE;	#2 POT; 40CM
124	SPIRAEA JAPONICA 'LITTLE PRINCESS'	PINK SPIRAEA VAR.	#2 POT; 50CM
275	CAREX CARYOPHYLLEA THE BEATLES	BEATLES SEDGE	#1 POT
126	HAKONECHLOA MACRA	JAPANESE FOREST GRASS	#1 POT
317	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
54	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
31	STIPA TENUISSIMA	MEXICAN FEATHER GRASS	#1 POT
663	**Off-Site Shrubs Sub-Total**		

Crime Prevention Through Environmental Design Features — Attachment 8

Crime Prevention Through Environmental Design (CPTED) principles are integrated into the proposed design on all levels of the development from site layout, landscaping, lighting and individual building design.

1. View corridors throughout the development present long uninterrupted vistas
2. Natural surveillance is maximized through visual connections to streets along the perimeter and through the development.
3. Pathways with integrated landscaping will come with low plantings and high canopies to provide view corridors with no areas of concealment.
4. Buffer plantings will include densely planted greenery to discourage traffic through the buffer areas.
5. Lighting levels will be appropriate, balancing security with comfort and ambience.
6. Landscaping used to screen the parking areas will be designed to allow visibility from the streets offering a good level of surveillance for cars and pedestrians.
7. Exterior building materials will be impact resistant and come with graffiti resistant finishes (texturing and coating)
8. Service doors will be provided with full length astragals and no-pull hardware.
9. Low shrubs will be located at building perimeters to discourage opportunities for graffiti on the walls.
10. Extensive glazing provides visibility and transparency and opportunities for "eyes on the street".
11. Within the parking structures on both parcels, these additional features will be implemented;
12. Walls and columns will be painted white
13. Glazed lobbies at stairwells and elevators will be installed to permit visual surveillance.
14. Vision panels will be provided at all public doors.
15. Appropriate lighting levels will be provided.
16. Multiple exits will be provided on all levels for clear routes of escape.
17. All spaces will be visually open to provide distant views through the parking areas.

Sustainability Features — Attachment 9

SmartCentres has submitted a comprehensive list of sustainability features incorporated into the design of this proposed development including:

1. Agreement 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 Alexandra District Energy Utility (ADEU);
2. Thoughtful building design to reduce the amount of energy required for heating and cooling with attention paid to the efficiency of the building envelope and HVAC systems;
3. Overall project design to achieve LEED Silver equivalency;
4. Green roof over a portion of the parking area on the east development parcel;
5. Roof top rainwater detention (Walmart store) with reduced storm water discharge;
6. Rain garden and bio-swale system connected to roof top rainwater detention;
7. Incorporation of large permeable paving areas in the west development parcel;
8. Compact development with reduced parking with multi-modal site access;
9. Providing the majority of parking stalls (683 of 1,152) as 'structured' parking (i.e. in the parkade, under the Walmart store or under the elevated/landscape deck reducing the heat island effect;
10. Electric vehicle stalls with plug-in charging equipment;
11. End-of-Trip bicycle facilities within the 2 anchor CRU's;
12. Alexandra Way connectivity to the West Cambie Area together with pedestrian environment enhancements will encourage walking and fewer vehicle trips;
13. Reduced storm water discharge through rooftop detention, permeable paving, a rain garden, bio-swales
14. Storm water discharge treatment through oil and water separators;
15. Water efficient plumbing fixtures and energy efficient electrical appliances and equipment;
16. Utilization of high-efficiency LED and night-sky friendly lighting.
17. Selection of plant material that is vigorous, hardy, drought tolerant, native-like in character and non-seed propagating varieties that will not contaminate adjacent site such as the Garden City Lands;
18. Incorporation of 'continuous trench' planting technique within all narrow planting strips on-site, along boulevards and within centre median strips to provide additional soil volume to ensure vigorous plant growth in the long term;
19. Provision of larger than minimum sized plant materials to ensure a lush landscape character from opening day;
20. Inclusion of an automatic irrigation system with rain sensors within all on-site perimeter landscape areas;
21. Incorporation of erosion control and dust control measures to prevent sediment discharge onto City roads, into City storm drains and into the atmosphere;
22. Optimized construction waste management to reduce landfill material;
23. Use of locally manufactured building materials to stimulate the economy and reduce transportation costs;
24. Incorporation of high quality, durable building materials with low off-gassing qualities that improve project longevity and future maintenance; and
25. Inclusion of appropriate refuse and recycling facilities on-site.

APLIN & MARTIN CONSULTANTS LTD

March 25, 2014

Our File: 20174

Smart Centres
#201 – 11120 Horseshoe Way
Richmond, BC V7A 5H7

Attention: Eric Galt

Dear Sir:

Re: Stormwater Management for the
East Parcel, Central at Garden City Commercial Development

As requested, we are providing a brief description of the best management practices (BMP's) that will be incorporated into the Stormwater Management Plan for the East Parcel of the Central at Garden City commercial development.

The East Parcel is bordered by High Street on the west, Alexandra Road on the north, May Drive on the east and Alderbridge Way on the south.

The groundwater table is quite high in this area, approximately 1.0m below existing ground. This varies seasonally, with the water table being highest in the spring. This condition affects how we have designed our BMPs.

We will be installing a rain garden/bioswale to allow infiltration of rainwater collected on the roof of the east anchor. The rainwater will be collected on the roof and released into the rain garden at a reduced rate to more closely mimic the natural flow of stormwater. The rainwater will then infiltrate back into the ground through a layer of absorbent topsoil.

Using BMP's the rain garden has been sized to capture the first flush (initial 35mm of rainfall) and also Tier B storms (up to 70mm per day). By sizing for these events the rain garden will have a capacity of 86.8 cu.m and will be able to capture and infiltrate 99% of storm events. To allow for major storm events we will include catch basins set below the grade of the sidewalk to keep the rain garden from overflowing onto the sidewalk.

Given the underlying soil, available space and groundwater conditions, we are able to direct approximately 13% of the stormwater collected on the Wal-Mart roof (1,240 sq.m) through the rain garden.

Parking lot drainage is captured by bioswales which are designed to allow the stormwater to infiltrate back into the ground during the more frequent low intensity storms. During major storm events, where the infiltration capacity of the bioswale is exceeded, the stormwater will be caught by catch basins that are installed below the edge of the pavement to avoid ponding in the parking lot.

Due to the grades of the site, we are unable to connect the rain garden/bioswale to the bioswales within the parking lot.

In addition, the parking area in the north-east corner of the East Parcel will be covered with a concrete structure which, in turn, will be covered with topsoil and plants. This also acts as a BMP for quality and quantity control.

All drainage from this parcel that is not infiltrated back into the ground is to be directed into the proposed 900mm diameter storm sewer on Alexandra Road, in accordance with the stormwater catchment plan.

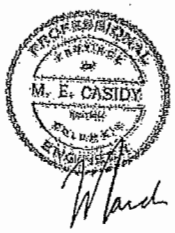
We trust this is the information you require. If you require any clarifications, please contact the undersigned.

Yours truly,

APLIN & MARTIN CONSULTANTS LTD.

Mark Casidy

Mark Casidy, PEng
Senior Project Engineer



March 25, 2014

MEC:jv

Enclosure

20174mecl10008

City of Richmond

Development Permit

No. DP 13-650988

To the Holder:	First Richmond North Shopping Centres Ltd., (SmartCentres)
Property Address:	**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**
Address:	201-11120 Horseshoe Way, Richmond, BC V7Z 5H7

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the building setback for Building N on May Drive from 5.0 m to 1.5 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #79 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of $924,782.65 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 13-650988

To the Holder:	First Richmond North Shopping Centres Ltd., (SmartCentres)
Property Address:	**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**
Address:	201-11120 Horseshoe Way, Richmond, BC V7Z 5H7

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

   This Permit is not a Building Permit.

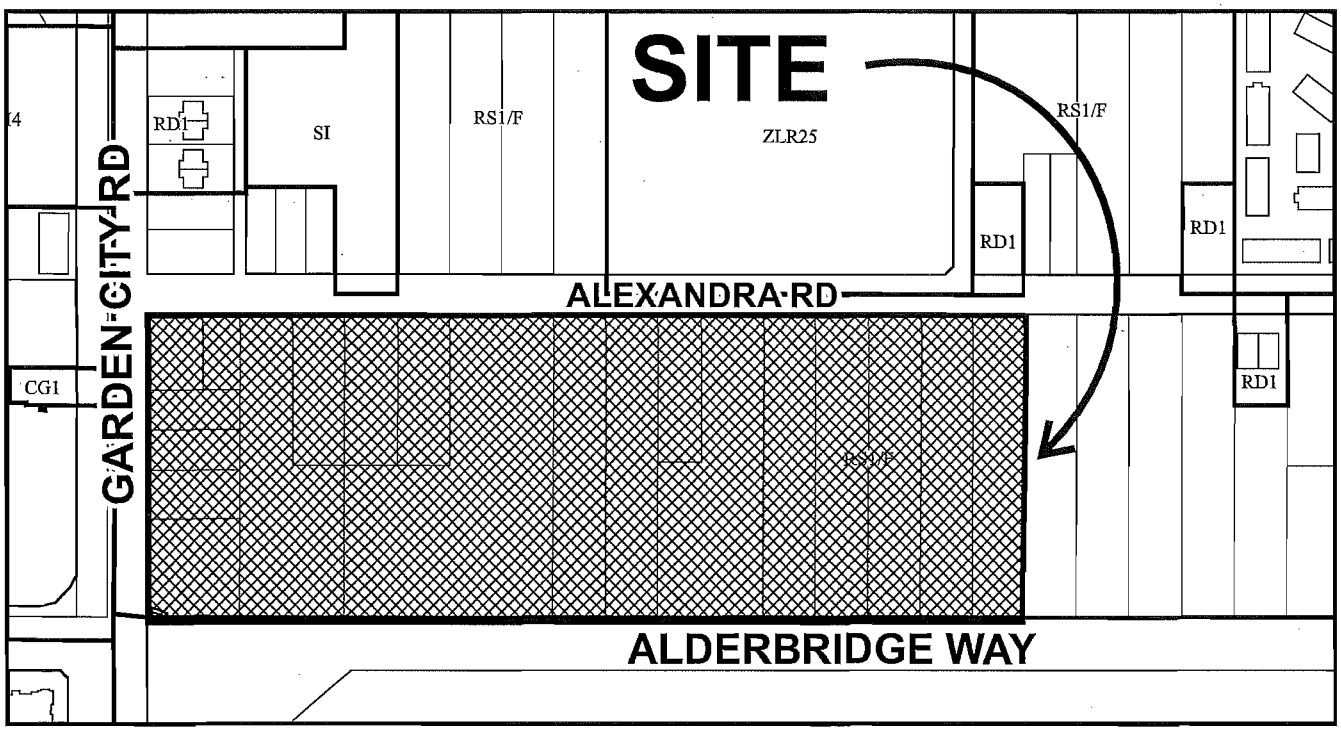
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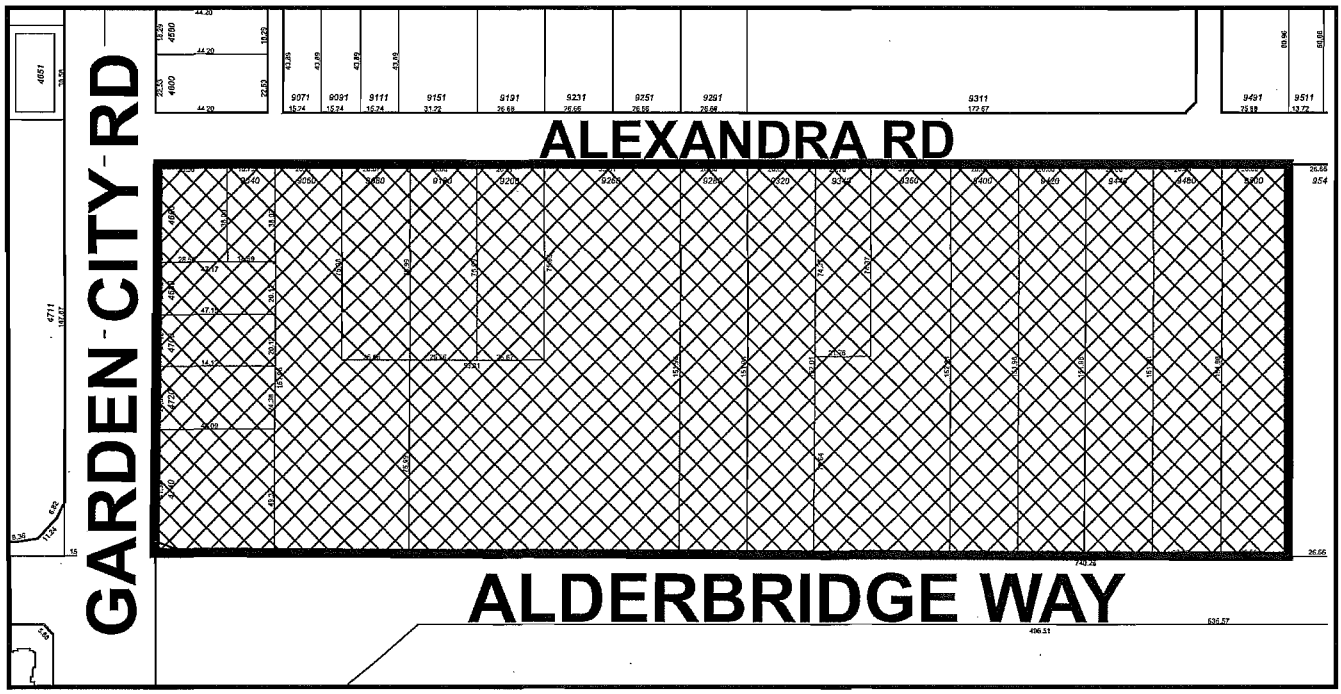
DELIVERED THIS DAY OF , .

_____

MAYOR

City of
Richmond





DP 13-650988
SCHEDULE "A"

Original Date: 04/01/14

Revision Date:

Note: Dimensions are in METRES



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Chandler Associates
Architecture Inc.

The Station
270 - 501 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

Chandler Associates

COVER PAGE

SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

REISSUED FOR DEVELOPMENT PERMIT MARCH 24, 2014

DATE: MARCH 24, 2014
SCALE: NTS
PROJECT #: 4029

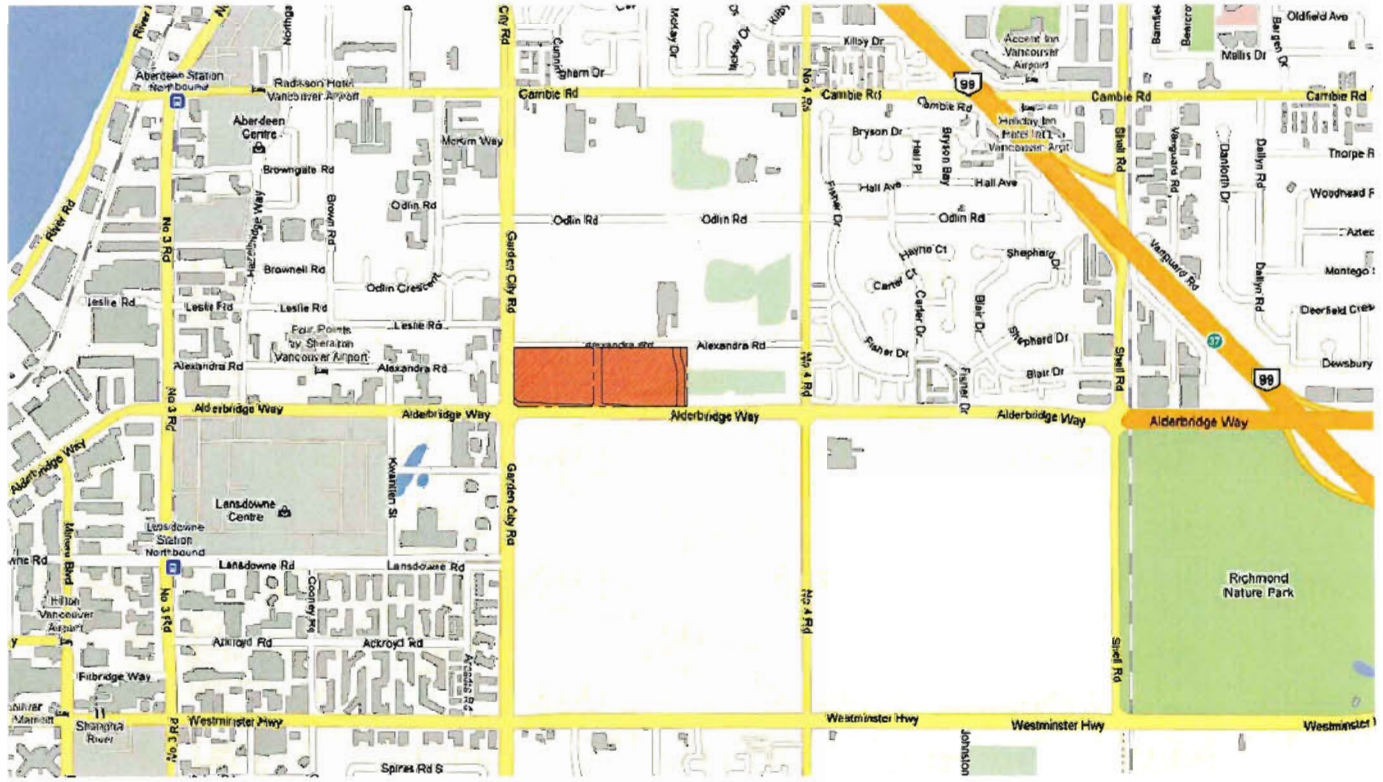
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Sheet No. 1
March 24, 2014
DP 13-650988



CONTEXT PLAN - AERIAL VIEW

SCALE: 1:3000



CONTEXT PLAN

SCALE: 1:7000

CONTEXT PLAN

SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

Chandler Associates Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@cea-architecture.com

Chandler Associates

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

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Sheet No. 2
March 24, 2014
DP 13-650988



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

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@cea-architecture.com

Chandler Associates

CONTEXT PHOTOGRAPHS

DATE: MARCH 24, 2014
SCALE: NTS
PROJECT #: 4029

A-1.2

Sheet No. 3
March 24, 2014
DP 13-650988

SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

PLAN 36265

49

56 57 58 59

A
PLAN 69562

ALEXANDRA ROAD

53 54
PLAN 41957

1
PLAN 15498

38
PLAN 34867

N 240.3ft
PLAN 1224

A
PLAN 8738

E 1/2 5
B
PLAN 11945

E 1/2 7

E 1/2 8

W 1/2 5

W 1/2 7

W 1/2 8

E 1/2 9

W 1/2 9

GARDEN CITY ROAD

37

S 1/2 3
PLAN 9711

PLAN 1224
A

PLAN

REM. 4

ALDERBRIDGE WAY

+/-25m

+/- 39m

+/-23m

+/-2m

+/-1m

+/-8m

800mm lindon

600mm lindon

1200mm fir

20 10 0 10 30 50

ALL DISTANCES ARE IN METRES

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@csa-architecture.com

Chandler Associates

SURVEY

DATE: MARCH 24, 2014
SCALE: 1:500
PROJECT #: 4029

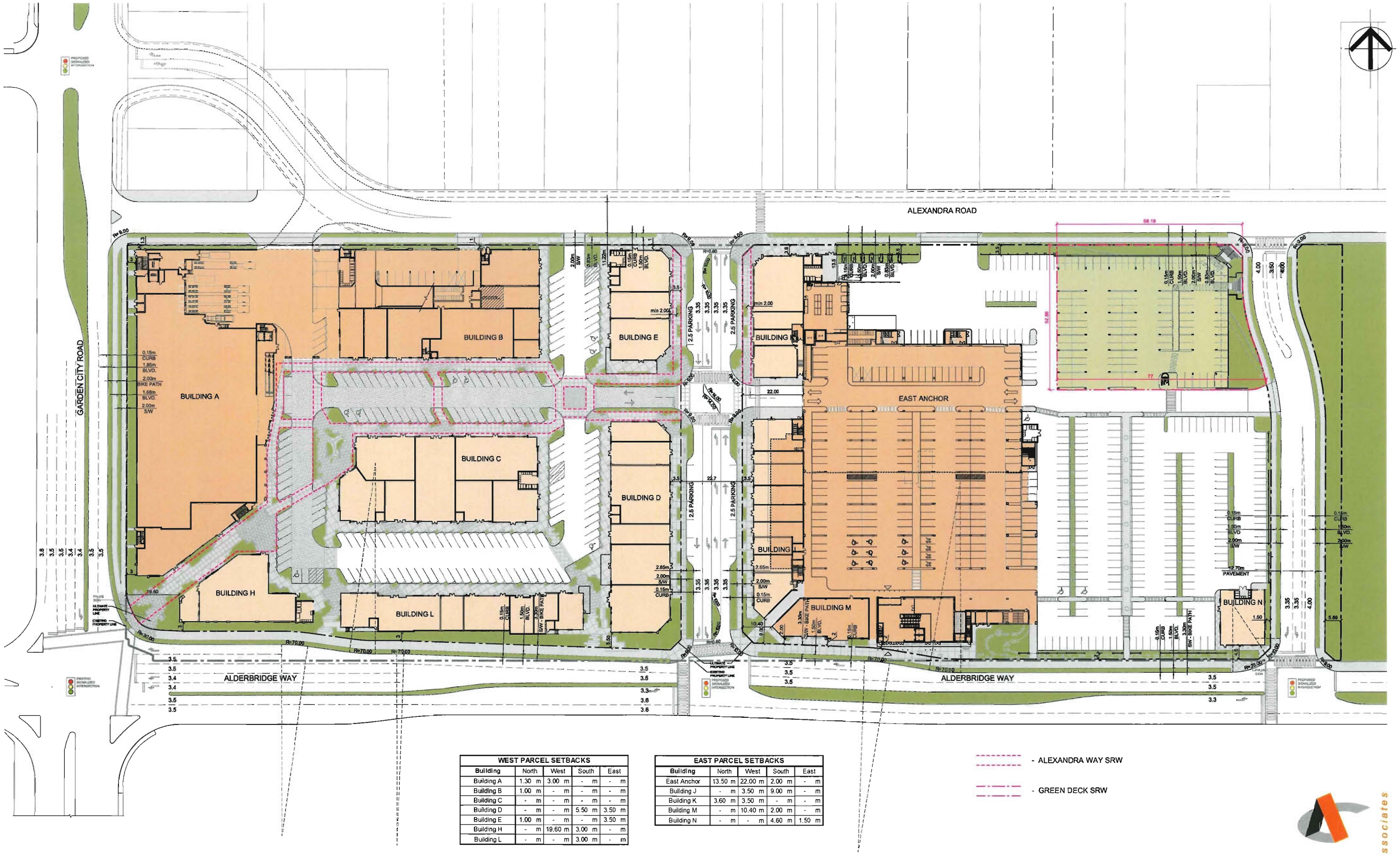
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Sheet No. 4
March 24, 2014
DP 13-650988

SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC



WEST PARCEL SETBACKS								
Building	North		West		South		East	
Building A	1.30	m	3.00	m	-	m	-	m
Building B	1.00	m	-	m	-	m	-	m
Building C	-	m	-	m	-	m	-	m
Building D	-	m	-	m	5.50	m	3.50	m
Building E	1.00	m	-	m	-	m	3.50	m
Building H	-	m	19.60	m	3.00	m	-	m
Building L	-	m	-	m	3.00	m	-	m

EAST PARCEL SETBACKS								
Building	North		West		South		East	
East Anchor	13.50	m	22.00	m	2.00	m	-	m
Building J	-	m	3.50	m	9.00	m	-	m
Building K	3.60	m	3.50	m	-	m	-	m
Building M	-	m	10.40	m	2.00	m	-	m
Building N	-	m	-	m	4.60	m	1.50	m

- ALEXANDRA WAY SRW

- GREEN DECK SRW

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@cae-architecture.com

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SETBACK PLAN

DATE: MARCH 24, 2014
SCALE: 1:500
PROJECT #: 4029

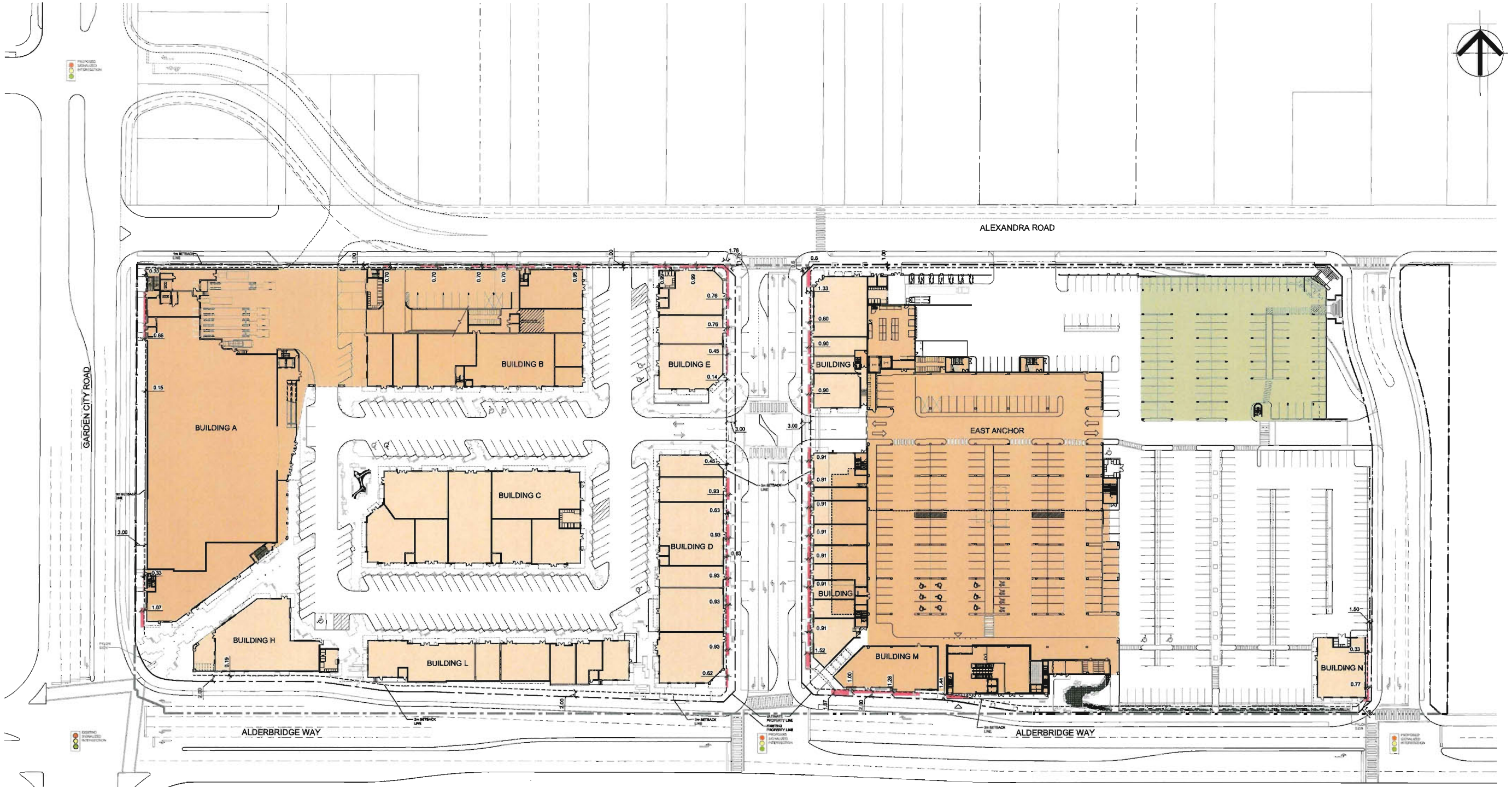
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CENTRAL AT GARDEN CITY

RICHMOND, BC



CANOPIES AND PROJECTIONS OVER THE SET BACK AREAS

SETBACKS:

ALDERBRIDGE WAY	2m
GARDEN CITY ROAD	3m
HIGH STREET	3m
MAY DRIVE	1.5m
ALEXANDRA ROAD	1m

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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CANOPIES PROJECTIONS OVER THE SETBACK - PLAN

DATE: MARCH 24, 2014
SCALE: 1:500
PROJECT #: 4029

A-2.0.b

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CENTRAL AT GARDEN CITY

RICHMOND, BC

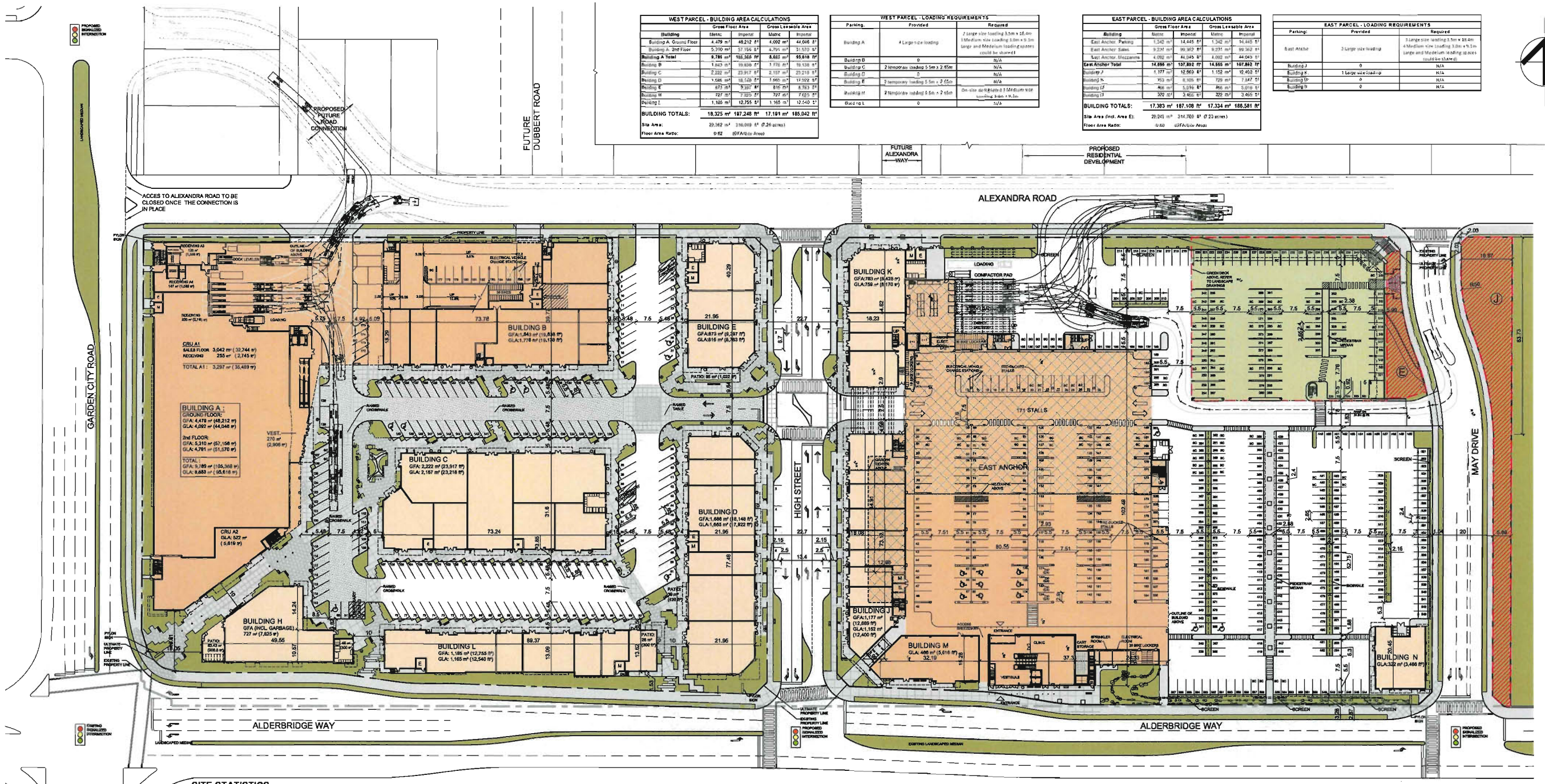
Sheet No. 6
March 24, 2014
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WEST PARCEL - BUILDING AREA CALCULATIONS				
	Gross Floor Area		Gross Leasable Area	
Building	Metric	Imperial	Metric	Imperial
Building A: Ground Floor	4,479 m²	48,212 ft²	4,092 m²	44,046 ft²
Building A: 2nd Floor	5,310 m²	57,156 ft²	4,791 m²	51,570 ft²
Building A Total	**9,789 m²**	**105,368 ft²**	**8,883 m²**	**95,616 ft²**
Building B	1,843 m²	19,836 ft²	1,776 m²	19,118 ft²
Building C	2,222 m²	23,917 ft²	2,157 m²	23,218 ft²
Building D	1,586 m²	18,126 ft²	1,560 m²	17,092 ft²
Building E	873 m²	9,397 ft²	816 m²	8,783 ft²
Building H	727 m²	7,825 ft²	727 m²	7,825 ft²
Building L	1,165 m²	12,755 ft²	1,165 m²	12,540 ft²
BUILDING TOTALS:	**18,325 m²**	**197,248 ft²**	**17,191 m²**	**185,042 ft²**
Site Area:	29,362 m²	316,049 ft² (7.26 acres)		
Floor Area Ratio:	0.62	(GFA/Site Area)		

WEST PARCEL - LOADING REQUIREMENTS		
Parking:	Provided	Required
Building A	4 Large size loading	2 Large size loading 3.5m x 18.4m 1 Medium size loading 3.0m x 9.2m Large and Medium loading spaces could be shared
Building B	0	N/A
Building C	2 temporary loading 3.5m x 9.45m	N/A
Building D	0	N/A
Building E	2 temporary loading 3.5m x 9.45m	N/A
Building H	2 temporary loading 3.5m x 9.45m	On site during 3.5 Medium size loading 3.0m x 9.2m
Building L	0	N/A

EAST PARCEL - BUILDING AREA CALCULATIONS				
	Gross Floor Area		Gross Leasable Area	
Building	Metric	Imperial	Metric	Imperial
East Anchor: Parking	1,342 m²	14,445 ft²	1,342 m²	14,445 ft²
East Anchor: Sales	9,247 m²	99,562 ft²	9,251 m²	99,562 ft²
East Anchor: Mezzanine	4,092 m²	44,045 ft²	4,092 m²	44,045 ft²
East Anchor Total	**14,666 m²**	**157,892 ft²**	**14,665 m²**	**157,892 ft²**
Building J	1,177 m²	12,669 ft²	1,152 m²	12,400 ft²
Building K	783 m²	8,305 ft²	729 m²	7,847 ft²
Building M	466 m²	5,016 ft²	466 m²	5,016 ft²
Building N	322 m²	3,466 ft²	322 m²	3,466 ft²
BUILDING TOTALS:	**17,393 m²**	**187,108 ft²**	**17,334 m²**	**186,581 ft²**
Site Area (incl. Area E):	29,045 m²	312,700 ft² (7.23 acres)		
Floor Area Ratio:	0.60	(GFA/Site Area)		

EAST PARCEL - LOADING REQUIREMENTS		
Parking:	Provided	Required
East Anchor	3 Large size loading	3 Large size loading 3.5m x 18.4m 4 Medium size loading 3.0m x 9.2m Large and Medium loading spaces could be shared
Building J	0	N/A
Building K	1 Large size loading	N/A
Building M	0	N/A
Building N	0	N/A



SITE STATISTICS

EXITING SITE AREA :	67,891 SM - 730,772 SF (16.77 ACRES)
ROAD DEDICATION - HIGH STREET:	3,363 SM - 36,200 SF (0.83 ACRES)
ROAD DEDICATION - MAY DRIVE:	3,093 SM - 33,299 SF (0.76 ACRES)
ROAD DEDICATION - ALDERBRIDGE ROAD:	2,143 SM - 23,065 SF (0.52 ACRES)
TOTAL ROAD DEDICATION :	8,599 SM - 92,564 SF (2.11 ACRES)
EAST PARCEL ESA AREA J:	1,280 SM - 13,779 SF (0.32 ACRES)
TOTAL SITE AREA WITHOUT ROAD DEDICATION & ESA AREA J:	58,012 SM - 824,429 SF (14.34 ACRES)

ELECTRICAL VEHICLE CHARGE STATIONS :

WEST PARCEL

PARKADE LEVEL 1: 2 STALLS
PARKADE LEVEL 2 AND 3: 59 PRE-DUCTED STALLS (10%)

EAST PARCEL

EAST ANCHOR PARKADE: 2 STALLS
56 PRE-DUCTED STALLS (10%)

WEST PARCEL

SITE AREA :	29,362 SM - 316,049 SF (7.26 ACRES)
GFA (GROSS FLOOR AREA):	18,325 SM - 197,248 SF
GLA (GROSS LEASABLE AREA):	17,191 SM - 185,042 SF
FLOOR AREA RATIO:	0.62
LOT COVERAGE :	16,103 SM - 173,331 SF (54.8%)
PARKING REQUIRED:	684 CARS (3.98/100 SM - 3.7/1,000 SF)
PARKADE:	
LEVEL 1	12 CARS
LEVEL 2	122 CARS
LEVEL 3	127 CARS
ROOF	150 CARS
ON GRADE PARKING	175 CARS
TOTAL PARKING PROVIDED	586 CARS (3.41/100 SM - 3.17/1,000 SF)
WHERE :	
REGULAR STALLS:	541 CARS
STALLS FOR HANDICAP:	13 CARS (2.2%) - REQUIRED 2%
SMALL CAR STALLS:	32 CARS (5.5%) - ALLOWED 50%
BICYCLE PARKING:	
LONG TERM:	
REQUIRED 47	PROPOSED 50
SHORT TERM:	
REQUIRED 69	PROPOSED 86

EAST PARCEL

SITE AREA (INCL. AREA E):	28,650 SM - 308,380 SF (7.08 ACRES)
PARKING LEVEL AREA:	1,335 SM - 14,370 SF
SALES FLOOR AREA:	9,240 SM - 99,461 SF
MEZZANINE AREA:	4,150 SM - 44,670 SF
TOTAL EAST ANCHOR AREA:	14,725 SM - 158,501 SF
GRADE LEVEL BUILDING (CRU) AREA:	2,748 SM 29,579 SF
GFA (TOTAL GROSS FLOOR AREA) :	17,473 SM - 188,080 SF
GLA (TOTAL GROSS LEASABLE AREA):	17,424 SM - 187,553 SF
FLOOR AREA RATIO:	0.62
LOT COVERAGE :	15,566 SM - 167,551 SF (54.3%)
PARKING REQUIRED:	690 CARS (3.98/100 SM - 3.7/1,000 SF)
TOTAL PARKING PROVIDED:	567 CARS (3.25/100 SM - 3.02/1000 SF)
WHERE:	
REGULAR STALLS :	397 CARS
STALLS FOR HANDICAP:	12 CARS (2.1 %) - REQUIRED 2%
SMALL CAR STALLS :	158 CARS (27.9 %) - ALLOWED 50%
BICYCLE PARKING:	
LONG TERM:	
REQUIRED 47	PROPOSED 69
SHORT TERM:	
REQUIRED 69	PROPOSED 86

ESA/PARK AREA

EAST PARCEL:

AREA E:	335 SM - 3,605 SF
AREA J:	1,280 SM - 13,779 SF
GREEN DECK:	3,378 SM - 36,360 SF
TOTAL:	4,993 SM - 53,744 SF (1.23 ACRES)

10 5 0 10 20 30
METRES

NOTE :

END OF TRIP SHOWER AND CHANGE FACILITIES LOCATED IN TENANT SPACE OF BUILDING A AND EAST ANCHOR TO ZONING REQUIREMENTS

SITE PLAN

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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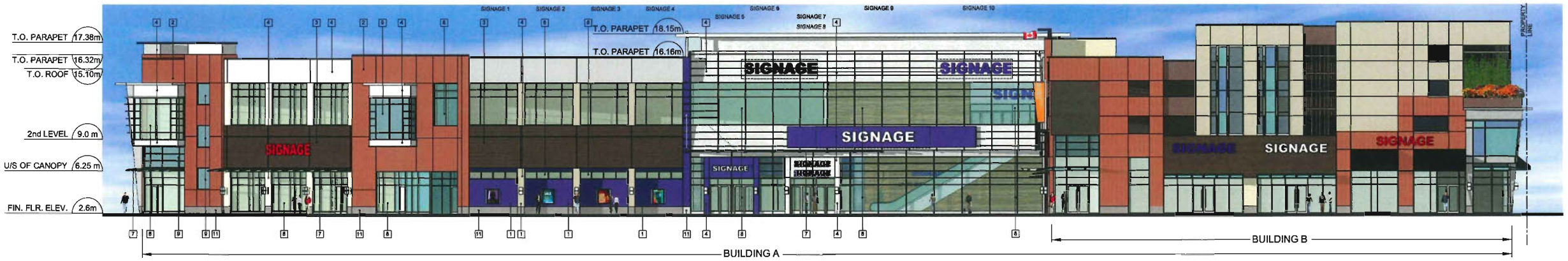
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CENTRAL AT GARDEN CITY

RICHMOND, BC

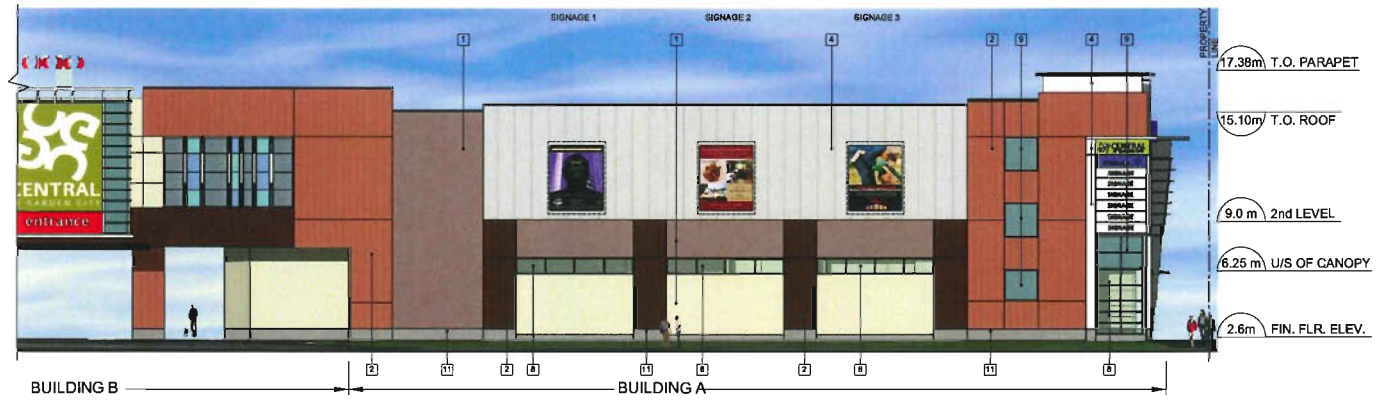
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PROJECT #: 4029

A-2.1



EAST ELEVATION

SCALE : 1:150



NORTH ELEVATION

SCALE : 1:150

FINISH LEGEND AND COLOUR SCHEDULE:

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

PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION

REQUIRED:

ELEV. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
52.28 m	1 m²	52.28 m²

PROPOSED :

SIGNAGE 1	1.3 x 1.2	1.6 m²
SIGNAGE 2	1.3 x 1.2	1.6 m²
SIGNAGE 3	1.3 x 1.2	1.6 m²
SIGNAGE 4	1.3 x 1.2	1.6 m²
SIGNAGE 5	0.9 x 2.2	1.98 m²
SIGNAGE 6	1.6 x 6.6	10.6 m²
SIGNAGE 7	0.6 x 2.2	1.3 m²
SIGNAGE 8	0.6 x 2.2	1.3 m²
SIGNAGE 9	1.9 x 10	19.0 m²
SIGNAGE 10	1.6 x 6.6	10.6 m²
TOTAL		51.2 m²

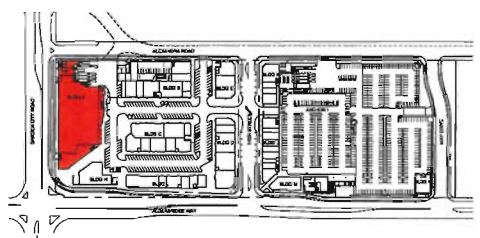
NORTH ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
44.72 m	1 m²	44.72 m²

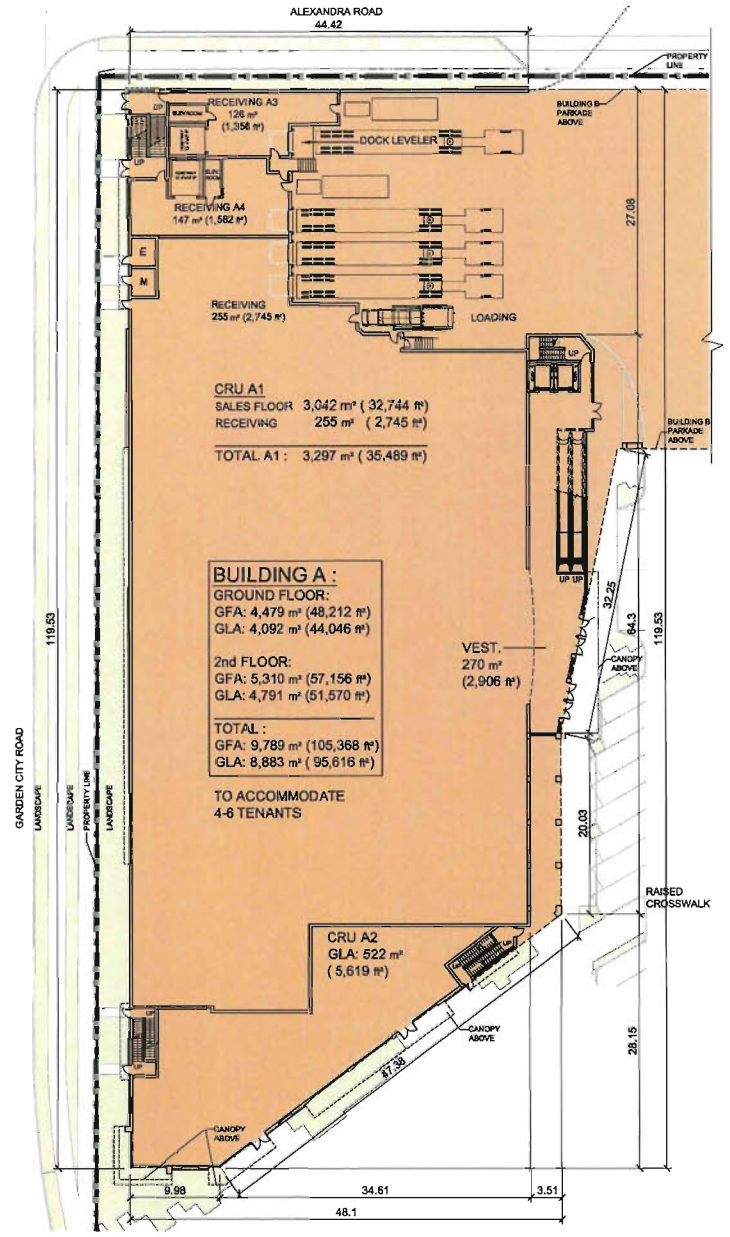
PROPOSED :

SIGNAGE 1	3.2 x 4.0	12.8 m²
SIGNAGE 2	3.2 x 4.0	12.8 m²
SIGNAGE 3	3.2 x 4.0	12.8 m²
TOTAL		38.4 m²



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GROUND FLOOR PLAN

SCALE : 1:300

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@cae-architecture.com

Chandler Associates

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BUILDING A PLANS AND ELEVATIONS

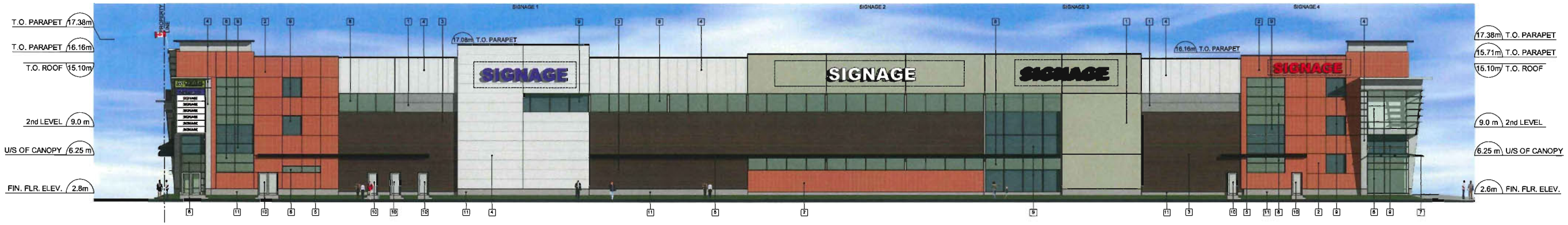
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CENTRAL AT GARDEN CITY

RICHMOND, BC

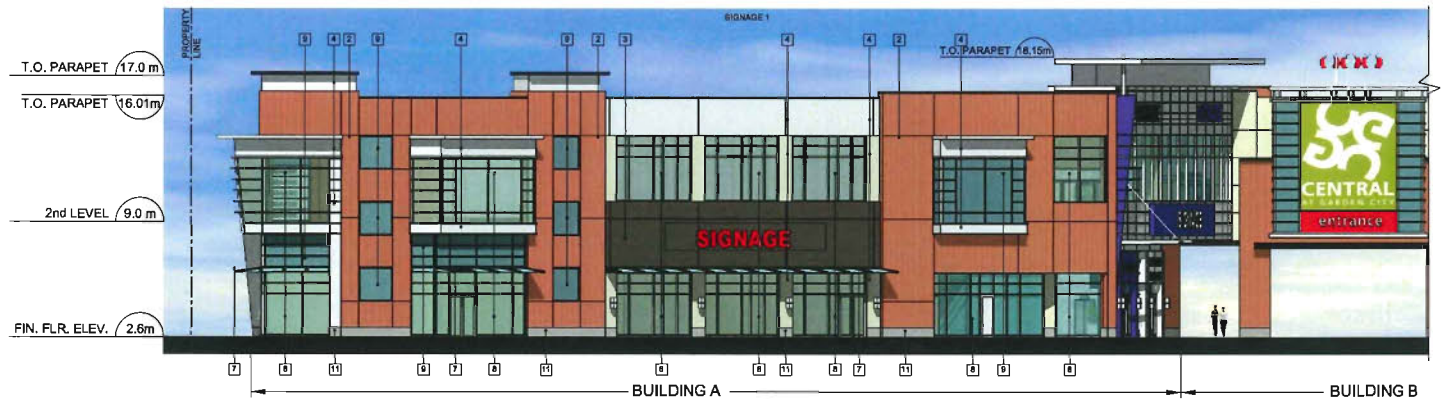
DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.1



WEST ELEVATION

SCALE : 1:150



SOUTH ELEVATION

SCALE : 1:150

FINISH LEGEND AND COLOUR SCHEDULE:

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

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
119.53 m	1 m²	119.53 m²

PROPOSED :

SIGNAGE 1	2.5 x 10	25 m²
SIGNAGE 2	2.5 x 18.4	46 m²
SIGNAGE 3	2.5 x 10	25 m²
SIGNAGE 4	1.5 x 8.0	12 m²
TOTAL		108 m²

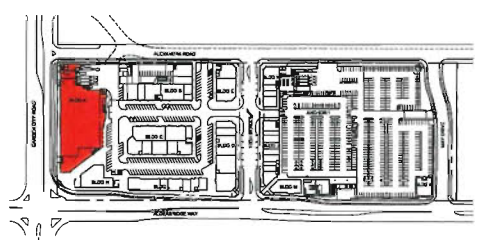
SOUTH ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
47.38 m	1 m²	47.38 m²

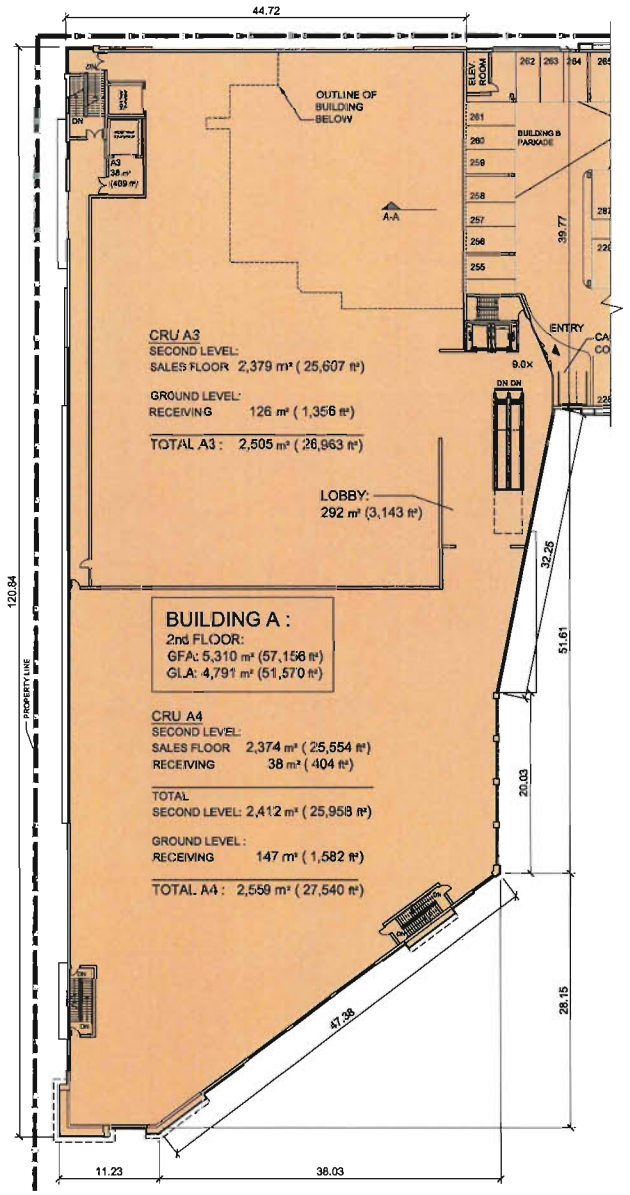
PROPOSED :

SIGNAGE 1	1.5 x 9.0	13.5 m²
TOTAL		13.5 m²



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SECOND FOOR PLAN

SCALE : 1:300

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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BUILDING A PLANS AND ELEVATIONS

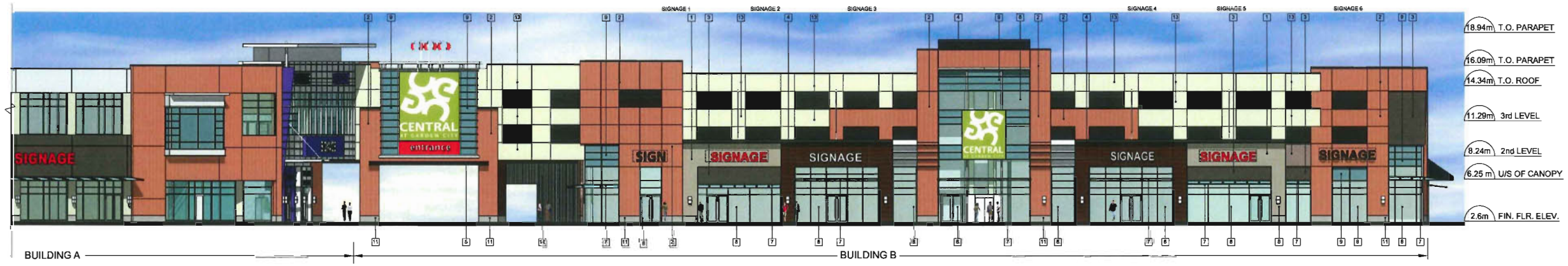
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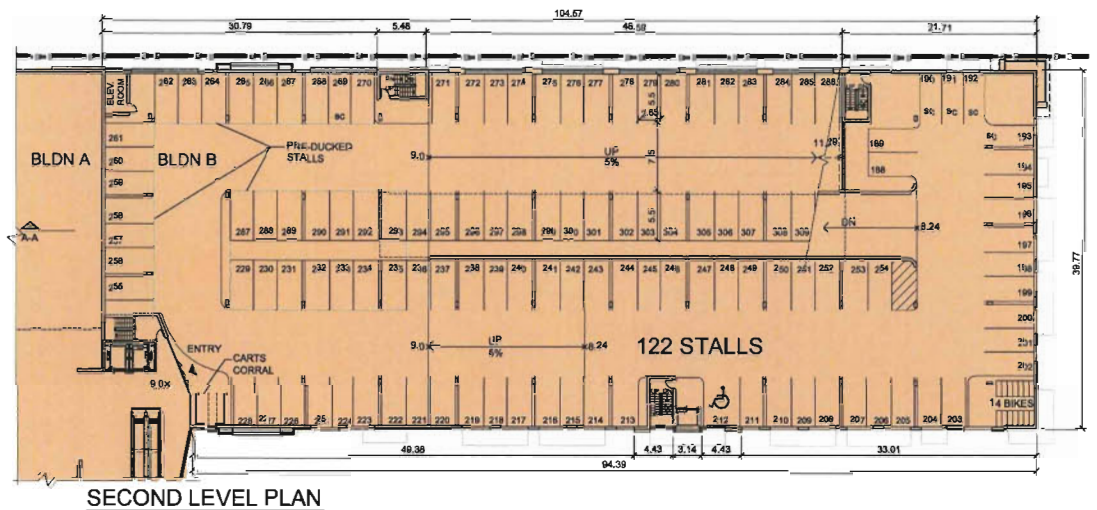
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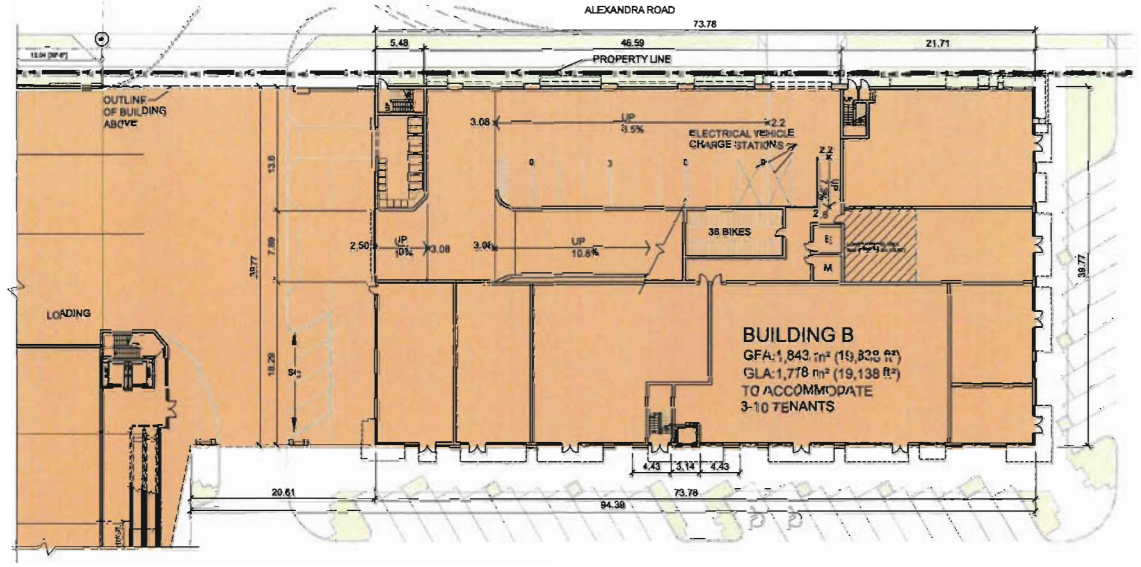
A-3.2



SOUTH ELEVATION
SCALE 1:150



SECOND LEVEL PLAN
SCALE 1:300



GROUND LEVEL PLAN
SCALE 1:300

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL EYEBROW	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - PAINTED CONCRETE
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR	14 - METAL SCREEN
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	15 - METAL PLANTER
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	16 - TINTED GLASS / PERFORATED MESH DECORATIVE SCREEN
			17 - PERFORATED MESH SCREEN

PRELIMINARY SIGNAGE ANALYSIS

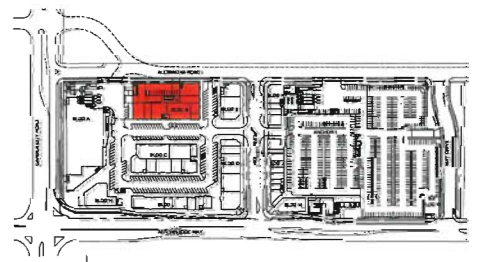
SOUTH ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
94.39 m	1 m²	94.39 m²

PROPOSED :

SIGNAGE 1	1.0 x 3.0	3.0 m²
SIGNAGE 2	1.0 x 5.5	5.5 m²
SIGNAGE 3	1.0 x 5.5	5.5 m²
SIGNAGE 4	1.0 x 5.5	5.5 m²
SIGNAGE 5	1.0 x 5.5	5.5 m²
SIGNAGE 6	1.0 x 5.5	5.5 m²
TOTAL		30.5 m²



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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BUILDING B PLANS AND ELEVATIONS

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CENTRAL AT GARDEN CITY

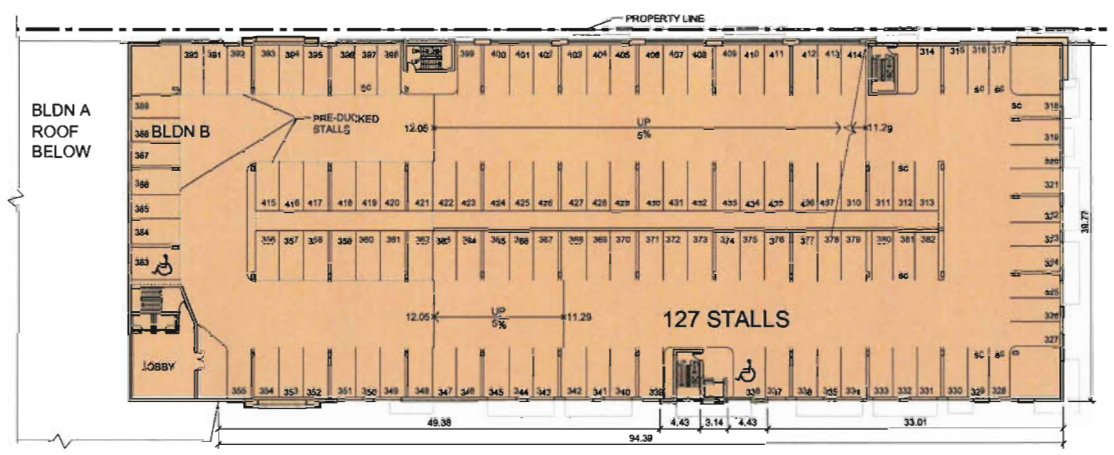
RICHMOND, BC

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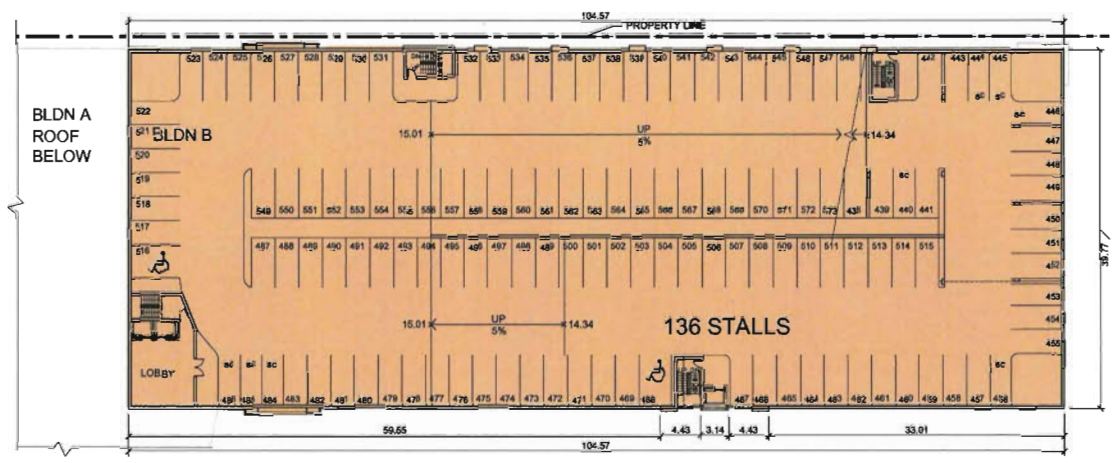
A-3.3



NORTH ELEVATION
SCALE 1:150



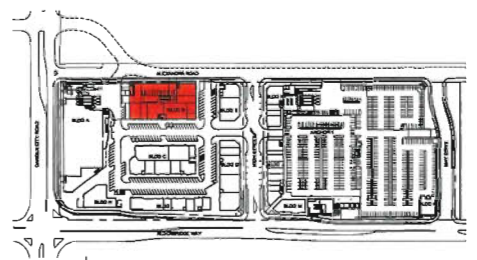
THIRD LEVEL PLAN
SCALE 1:300



ROOF LOWER LEVEL PLAN
SCALE 1:300

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL EYEBROW	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - PAINTED CONCRETE
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR	14 - METAL SCREEN
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	15 - METAL PLANTER
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	16 - TINTED GLASS / PERFORATED MESH DECORATIVE SCREEN
			17 - PERFORATED MESH SCREEN



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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BUILDING B PLANS AND ELEVATIONS

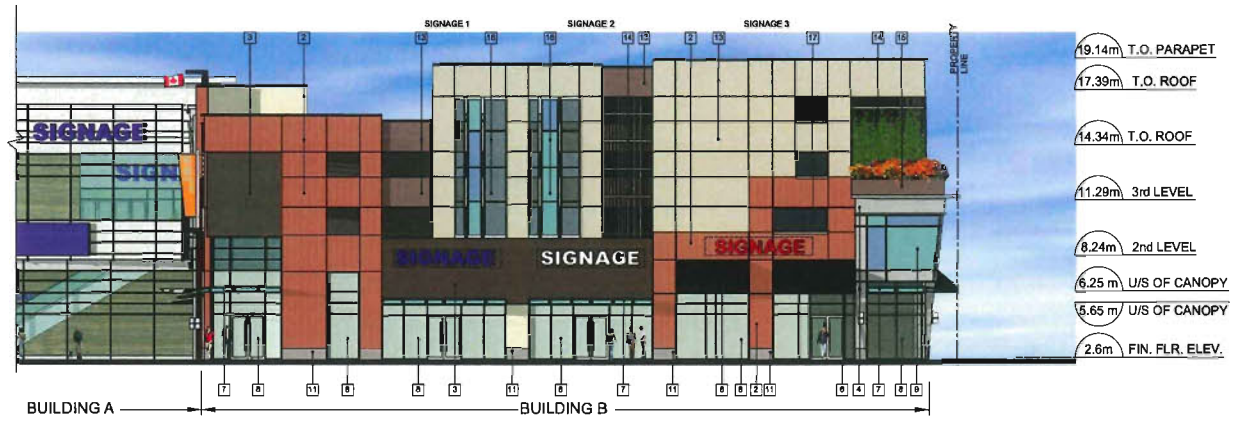
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CENTRAL AT GARDEN CITY

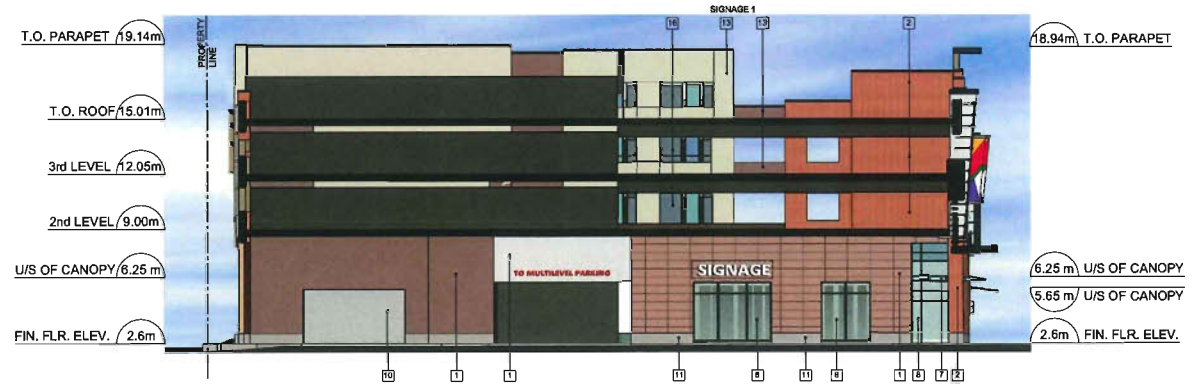
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SCALE: AS NOTED
PROJECT #: 4029

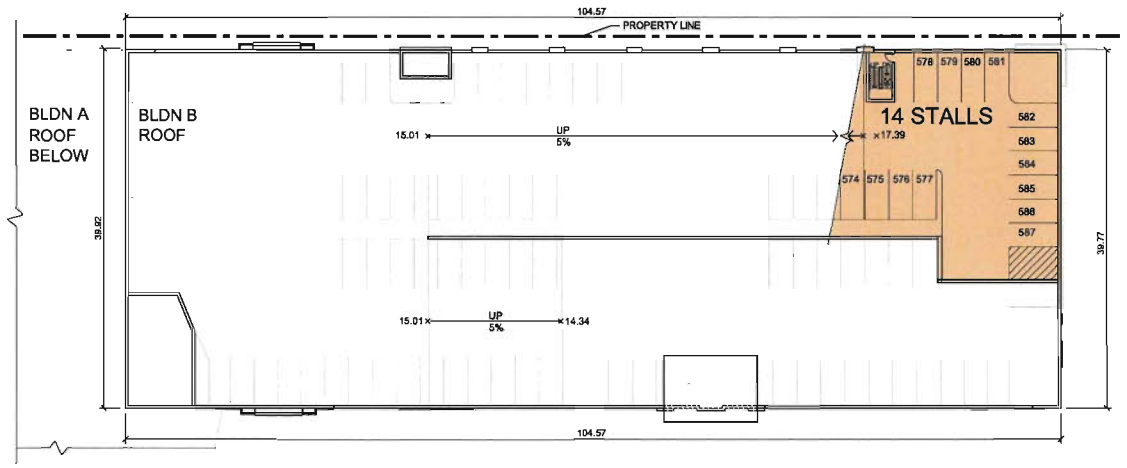
A-3.4



EAST ELEVATION
SCALE 1:150



WEST ELEVATION
SCALE 1:150



ROOF UPPER LEVEL PLAN
SCALE 1:300

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL EYEBROW	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - PAINTED CONCRETE
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR	14 - METAL SCREEN
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	15 - METAL PLANTER
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	16 - TINTED GLASS / PERFORATED MES DECORATIVE SCREEN
			17 - PERFORATED MESH SCREEN

PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
39.77 m	1 m²	39.77 m²

PROPOSED :

SIGNAGE 1	1.0 x 6.0	6.0 m²
SIGNAGE 2	1.0 x 6.0	6.0 m²
SIGNAGE 3	1.0 x 6.0	6.0 m²
TOTAL		18.0 m²

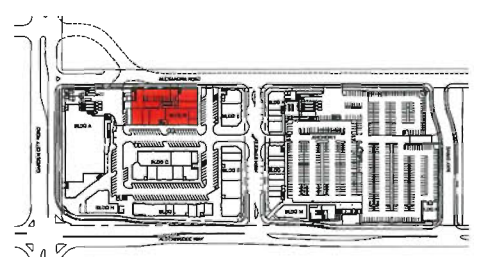
WEST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
39.77 m	1 m²	39.77 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
TOTAL		4.5 m²



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NTS

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 667 3390
Fax 604 667 3325
office@cea-architecture.com

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BUILDING B PLANS AND ELEVATIONS

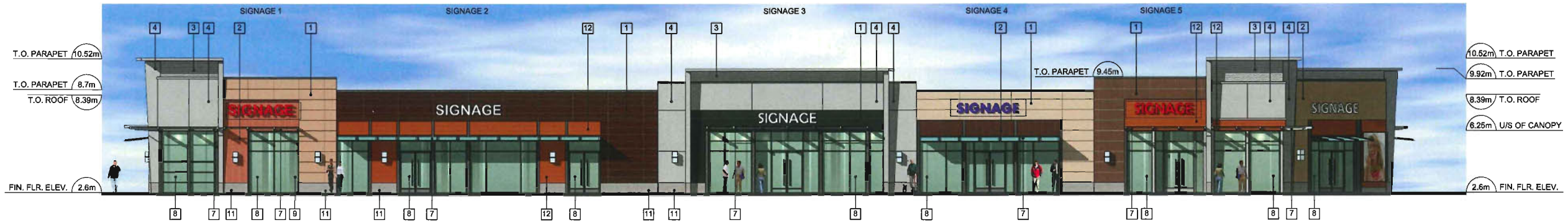
SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

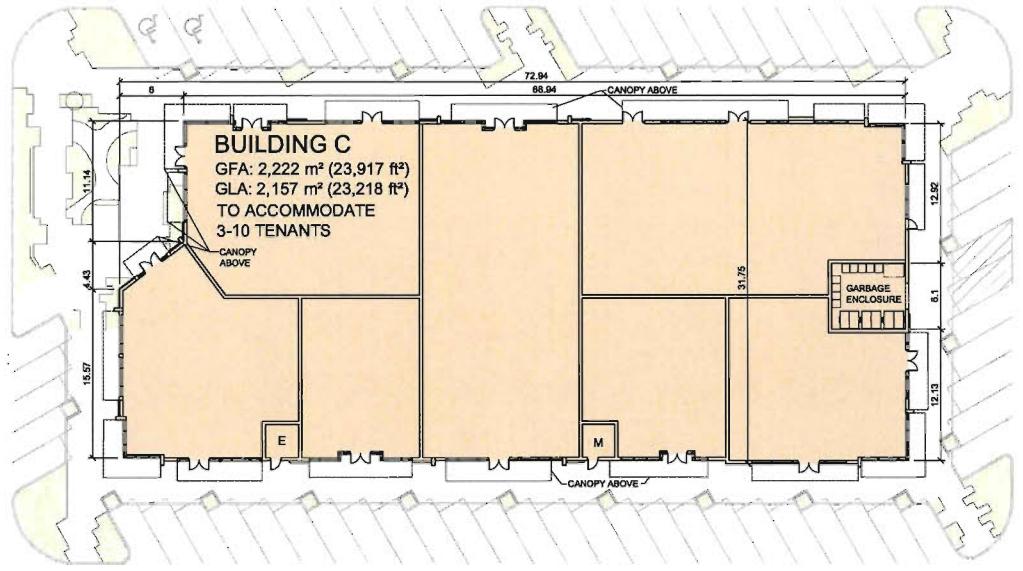
A-3.5



NORTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



BUILDING C - FLOOR PLAN
SCALE 1:250

FINISH LEGEND AND COLOUR SCHEDULE:

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

PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
73.24 m	1 m²	73.24 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
SIGNAGE 4	1 x 4.5	4.5 m²
SIGNAGE 5	1 x 4.5	4.5 m²
TOTAL		22.5 m²

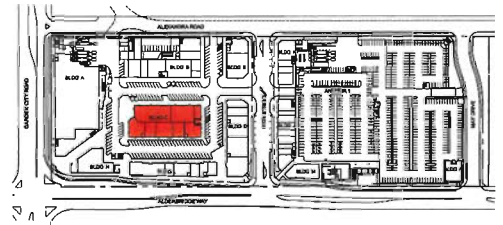
WEST ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
31.45 m	1 m²	31.45 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
TOTAL		13.5 m²



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NTS

Chandler Associates
Architecture Inc.

The Station
270 - 801 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@cea-architecture.com

Chandler Associates

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BUILDING C PLANS AND ELEVATIONS

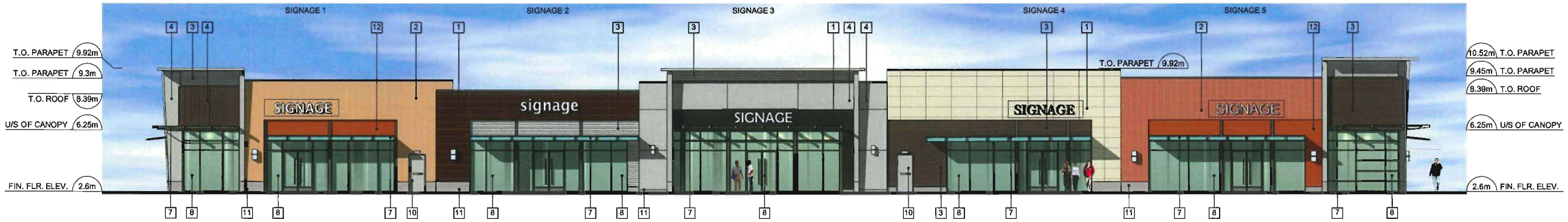
SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.6



SOUTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
73.24 m	1 m²	73.24 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
SIGNAGE 4	1 x 4.5	4.5 m²
SIGNAGE 5	1 x 4.5	4.5 m²
TOTAL		22.5 m²

EAST ELEVATION

REQUIRED:

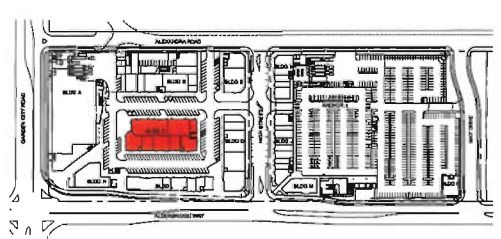
BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
31.75 m	1 m²	31.75 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
TOTAL		9.0 m²

FINISH LEGEND AND COLOUR SCHEDULE:

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



KEYPLAN
NTS

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@cae-architecture.com

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CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.7



WEST ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
77.48 m	1 m²	77.48 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
SIGNAGE 4	1 x 4.5	4.5 m²
SIGNAGE 5	1.6 x 1.8	2.9 m²
SIGNAGE 6	0.9 x 3.4	3.1 m²
TOTAL		24 m²

SOUTH ELEVATION

REQUIRED:

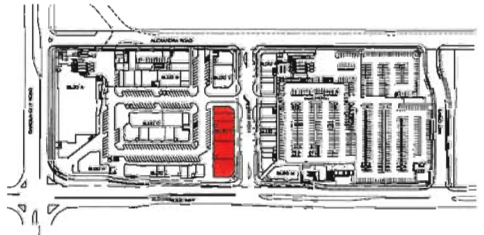
BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
22.25 m	1 m²	22.25 m²

PROPOSED :

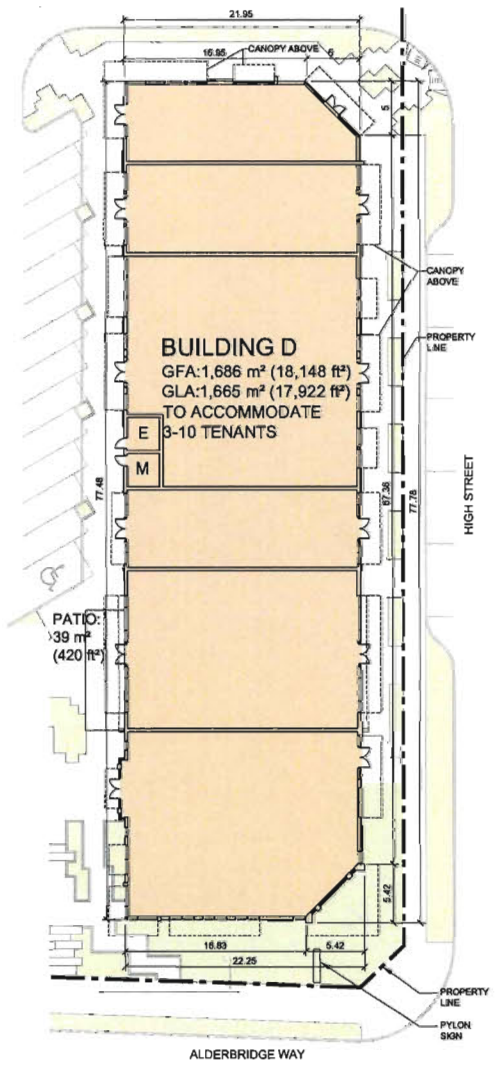
SIGNAGE 1	1.8 x 1.8	2.9 m²
SIGNAGE 2	1 x 4.5	4.5 m²
TOTAL		7.4 m²

FINISH LEGEND AND COLOUR SCHEDULE:

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



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GROUND FLOOR PLAN
SCALE 1:250

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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BUILDING D PLANS AND ELEVATIONS

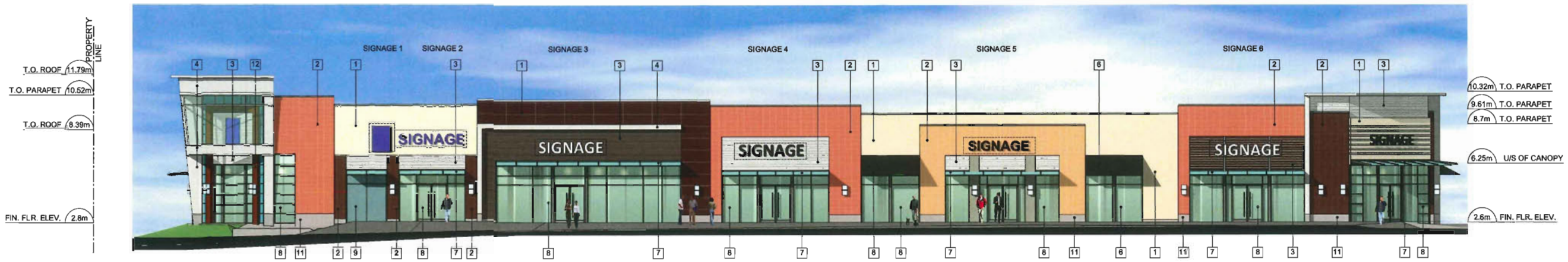
SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

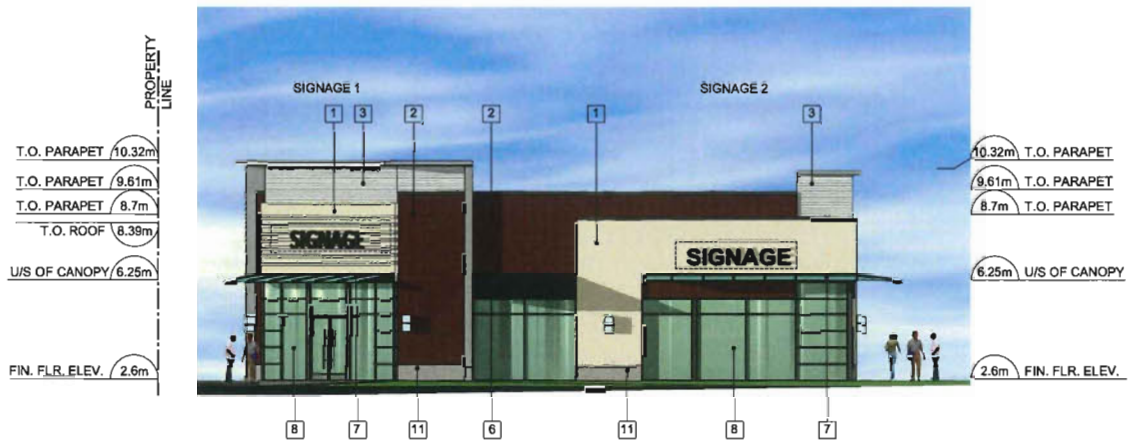
DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.8



EAST ELEVATION

SCALE 1:100



NORTH ELEVATION

SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
77.78 m	1 m²	77.78 m²

PROPOSED :

SIGNAGE 1	1.6 x 1.6	2.9 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
SIGNAGE 4	1 x 4.5	4.5 m²
SIGNAGE 5	1 x 4.5	4.5 m²
SIGNAGE 6	1 x 4.5	4.5 m²
TOTAL		25.4 m²

SOUTH ELEVATION

REQUIRED:

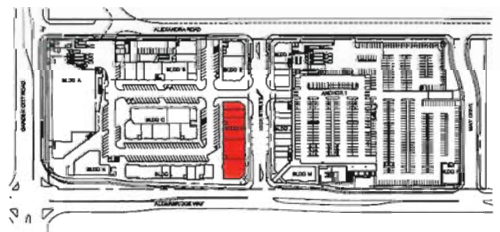
BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
21.95 m	1 m²	21.95 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
TOTAL		9 m²

FINISH LEGEND AND COLOUR SCHEDULE:

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



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NTS

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@cae-architecture.com

Chandler Associates

BUILDING D PLANS AND ELEVATIONS

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CENTRAL AT GARDEN CITY

RICHMOND, BC

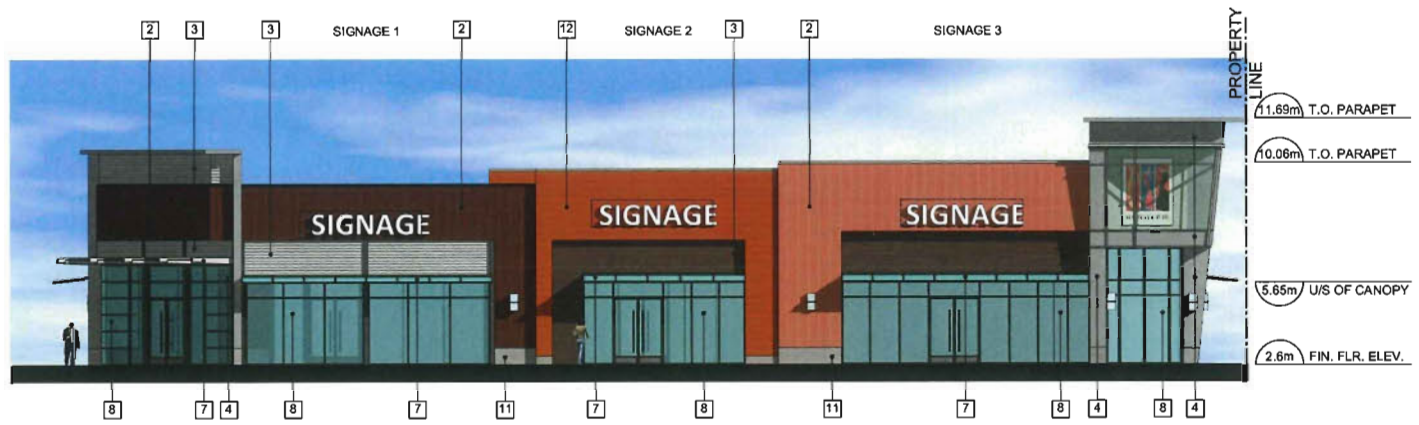
DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.9

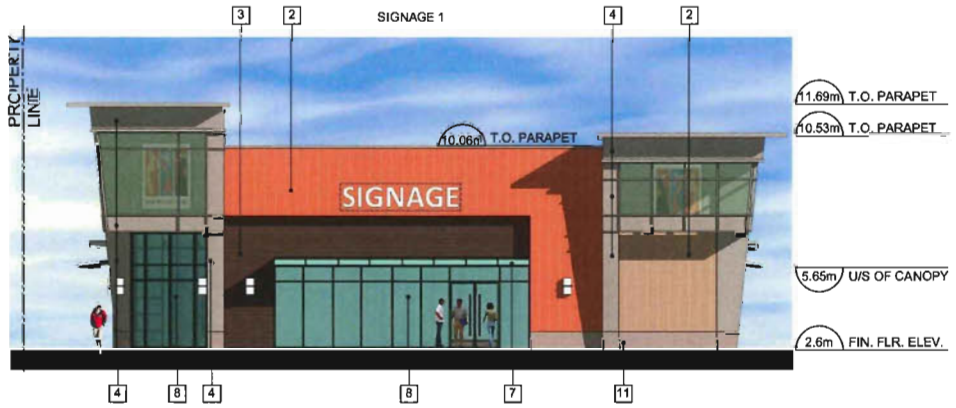
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SOUTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL CANOPY	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - METAL EYEBROW
2 - BRICK VENEER	8 - CANVAS AWNING	10 - METAL DOOR	
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
21.95 m	1 m²	21.95 m²

PROPOSED:

SIGNAGE 1	1 x 4.5	4.5 m²
TOTAL		4.5 m²

EAST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
40.86 m	1 m²	40.86 m²

PROPOSED:

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
TOTAL		13.5 m²

NORTH ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
21.51 m	1 m²	21.51 m²

PROPOSED:

SIGNAGE 1	1 x 4.5	4.5 m²
TOTAL		4.5 m²

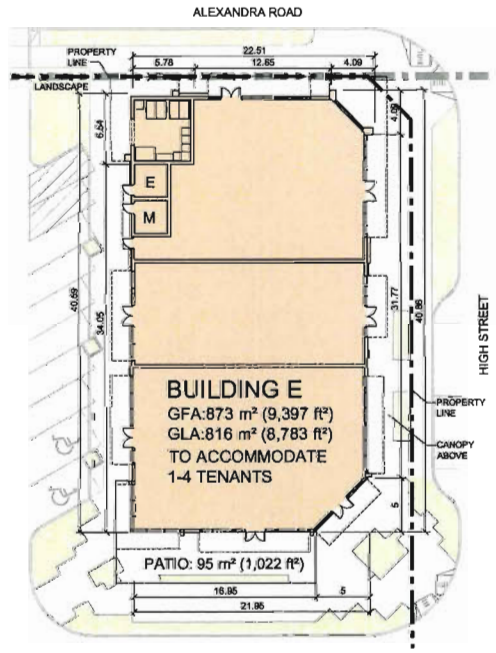
WEST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
40.59 m	1 m²	40.59 m²

PROPOSED:

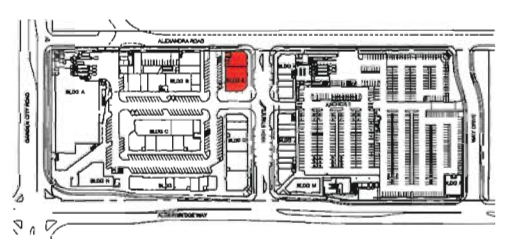
SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
TOTAL		13.5 m²



GROUND FLOOR PLAN
SCALE 1:250



WEST ELEVATION
SCALE 1:100



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NTS

Chandler Associates
Architecture Inc.

The Station
270 - 801 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 887 3390
Fax 604 887 3325
office@caa-architecture.com

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CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.10



NORTH ELEVATION
SCALE 1:100

SIGNAGE ANALYSIS

NORTH ELEVATION

REQUIRED:

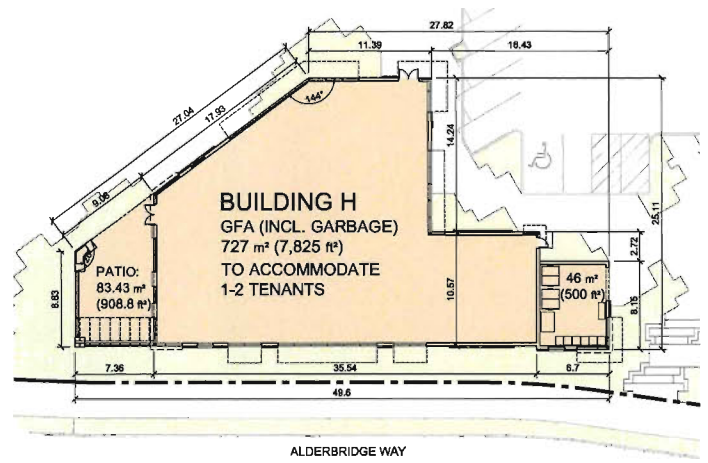
BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
54.86 m	1 m²	54.86 m²

PROPOSED :

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



WEST ELEVATION
SCALE 1:100



GROUND FLOOR PLAN
SCALE 1:250

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL CANOPY	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - METAL EYEBROW
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR	
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	

PRELIMINARY SIGNAGE ANALYSIS

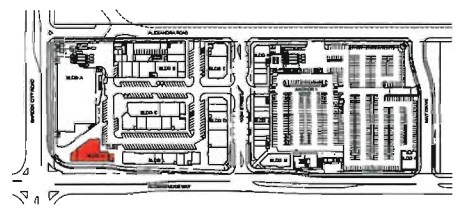
WEST ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
8.83 m	1 m²	8.83 m²

PROPOSED :

SIGNAGE 1	1 x 5	5 m²
TOTAL		5 m²



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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BUILDING H PLANS AND ELEVATIONS

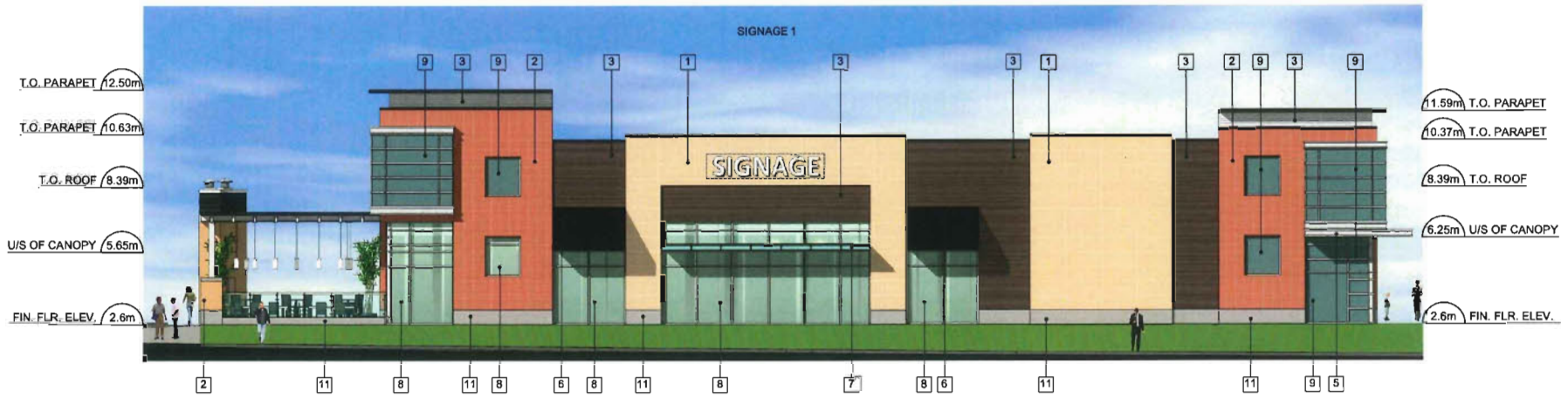
SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.11



SOUTH ELEVATION

SCALE 1:100

SIGNAGE ANALYSIS

SOUTH ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
49.6 m	1 m²	49.6 m²

PROPOSED:

SIGNAGE 1	1 x 5	5 m²
TOTAL		5 m²



EAST ELEVATION

SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION

REQUIRED:

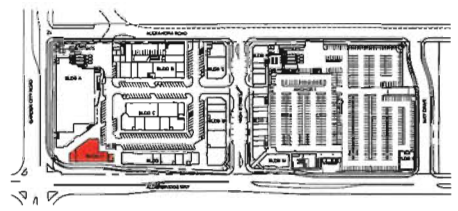
BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
25.11 m	1 m²	25.11 m²

PROPOSED:

SIGNAGE 1	1 x 5	5 m²
TOTAL		5 m²

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL CANOPY	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - METAL EYEBROW
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR	
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@csa-architecture.com

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BUILDING H PLANS AND ELEVATIONS

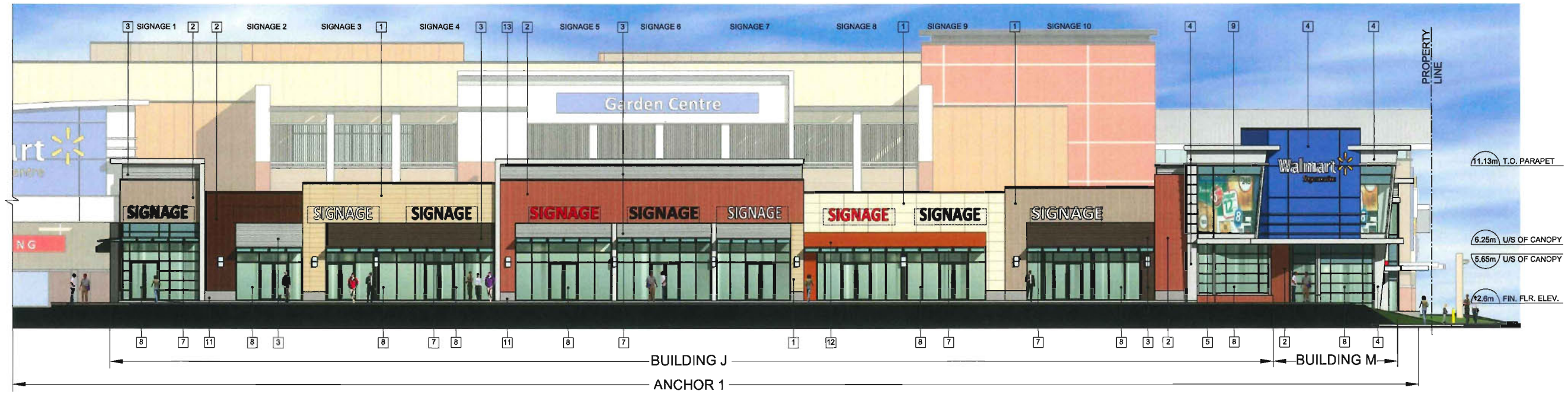
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CENTRAL AT GARDEN CITY

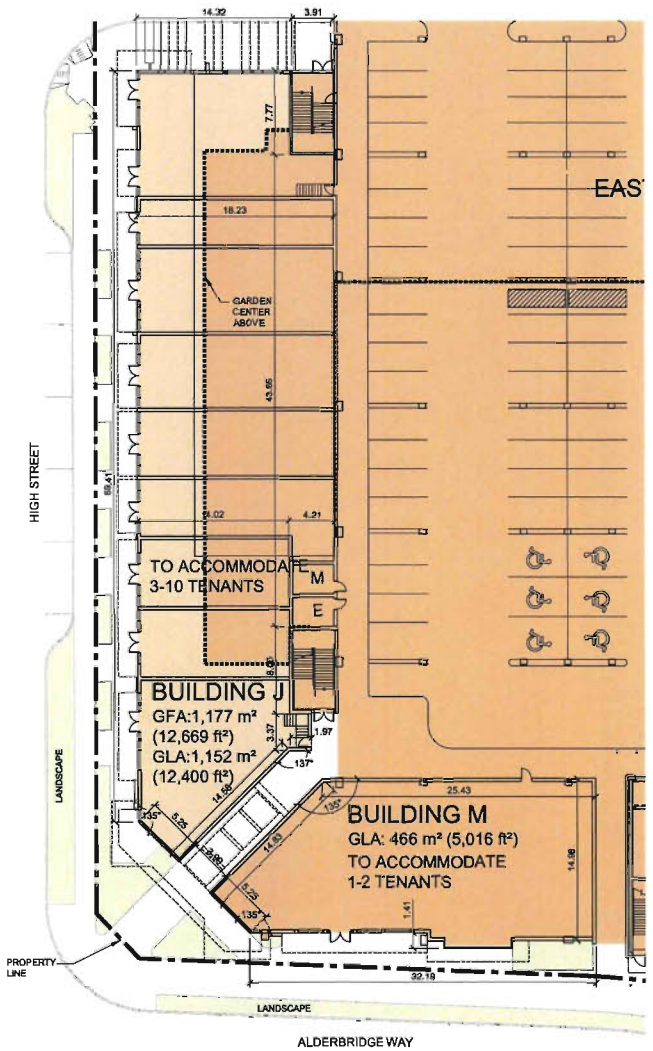
RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.12



WEST ELEVATION
SCALE 1:100



GROUND FLOOR PLAN
SCALE 1:250

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL CANOPY	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - METAL EYEBROW
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR	
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	

PRELIMINARY SIGNAGE ANALYSIS

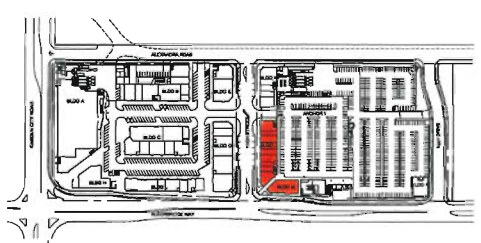
WEST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
69.41 m	1 m²	69.41 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
SIGNAGE 4	1 x 4.5	4.5 m²
SIGNAGE 5	1 x 4.5	4.5 m²
SIGNAGE 6	1 x 4.5	4.5 m²
SIGNAGE 7	1 x 4.5	4.5 m²
SIGNAGE 8	1 x 4.5	4.5 m²
SIGNAGE 9	1 x 4.5	4.5 m²
SIGNAGE 10	1 x 4.5	4.5 m²
TOTAL		45.0 m²



KEYPLAN
NTS

BUILDING J & M PLANS AND ELEVATIONS

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CENTRAL AT GARDEN CITY

RICHMOND, BC

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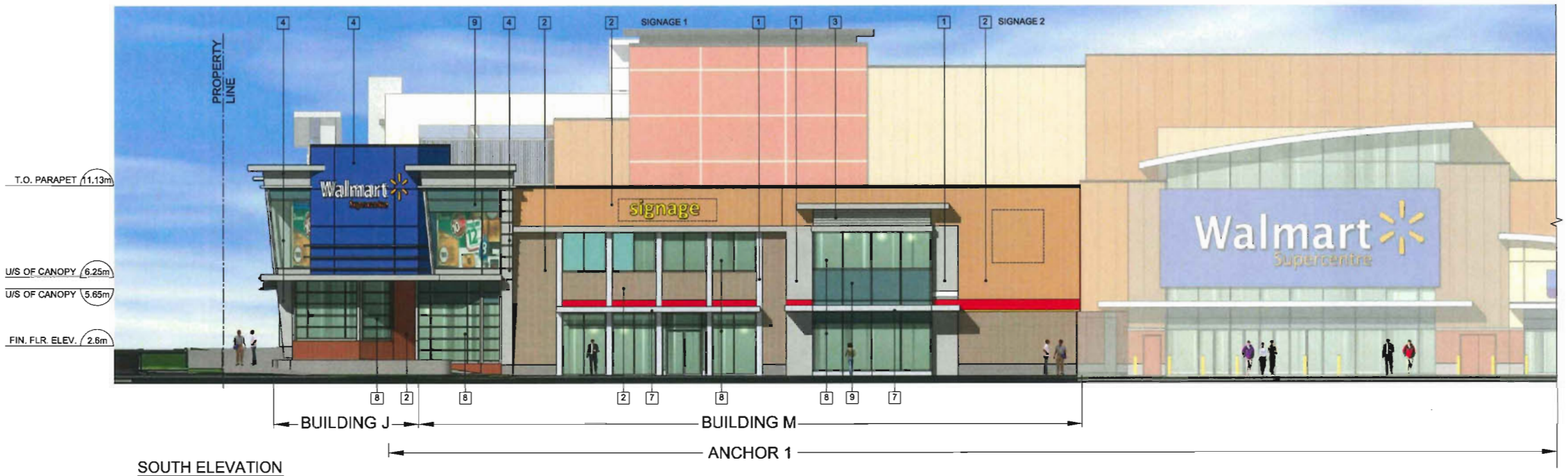
The Station
270 - 901 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

Chandler Associates

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.13

Sheet No. 20
March 24, 2014
DP 13-650988



SOUTH ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL CANOPY	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - METAL EYEBROW
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR	
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	

PRELIMINARY SIGNAGE ANALYSIS

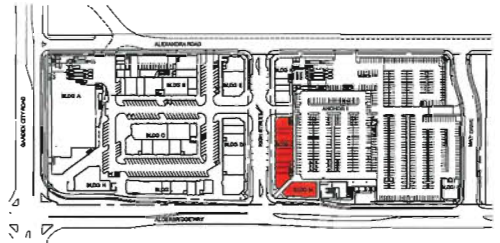
SOUTH ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
32.19 m	1 m²	32.19 m²

PROPOSED :

SIGNAGE 1	5.5 x 1.2	6.6 m²
SIGNAGE 2	2.8 x 2.8	7.8 m²
TOTAL		14.4 m²



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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Sheet No. 21
March 24, 2014
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BUILDING J & M PLANS AND ELEVATIONS

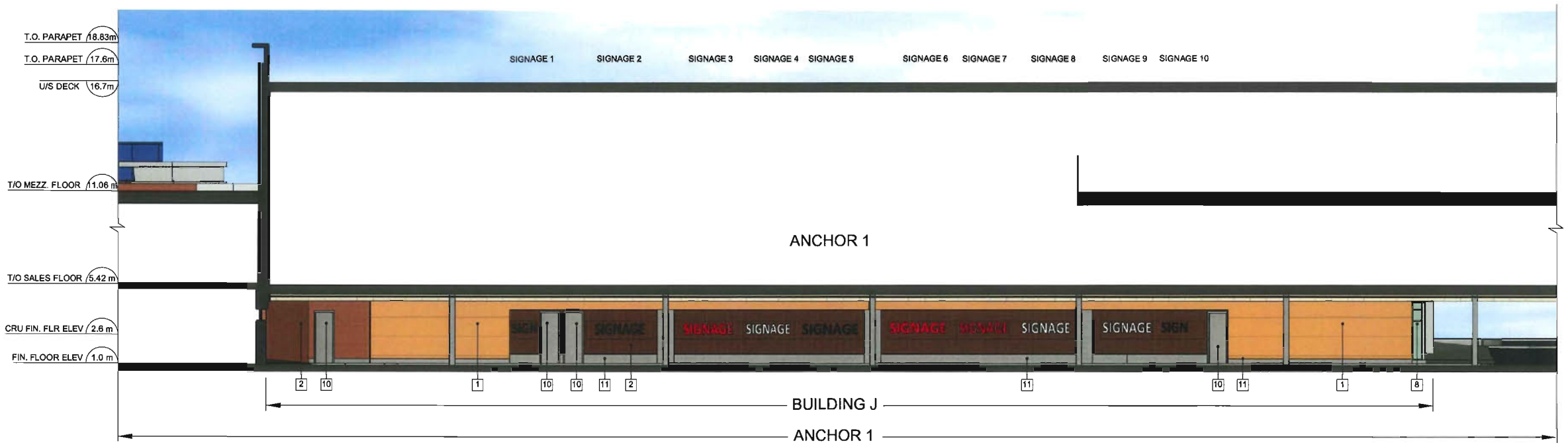
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CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.14



EAST ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

1	- EIFS	5	- METAL CANOPY	9	- SPANDREL GLASS IN ALUMINUM FRAME	13	- METAL EYEBROW
2	- BRICK VENEER	6	- CANVAS AWNING	10	- METAL DOOR		
3	- CORRUGATED METAL	7	- METAL & GLASS CANOPY	11	- CONCRETE UPSTAND		
4	- METAL PANELS	8	- GLAZING IN BRUSHED ALUMINUM FRAME	12	- PREFINISHED WOOD PANELS		

PRELIMINARY SIGNAGE ANALYSIS

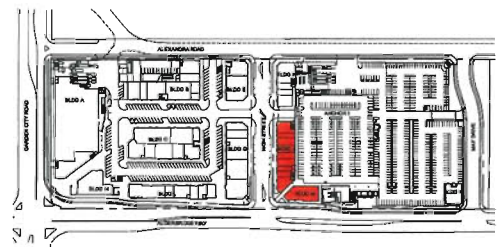
EAST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
59.48 m	1 m²	59.48 m²

PROPOSED :

SIGNAGE 1	1 x 1.5	1.5 m²
SIGNAGE 2	1 x 4	4.0 m²
SIGNAGE 3	1 x 4	4.0 m²
SIGNAGE 4	1 x 3	3.0 m²
SIGNAGE 5	1 x 4	4.0 m²
SIGNAGE 6	1 x 4	4.0 m²
SIGNAGE 7	1 x 3	3.0 m²
SIGNAGE 8	1 x 4	4.0 m²
SIGNAGE 9	1 x 3	3.0 m²
SIGNAGE 10	1 x 3	3.0 m²
TOTAL		33.5 m²



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3326
office@caa-architecture.com

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BUILDING J & M PLANS AND ELEVATIONS

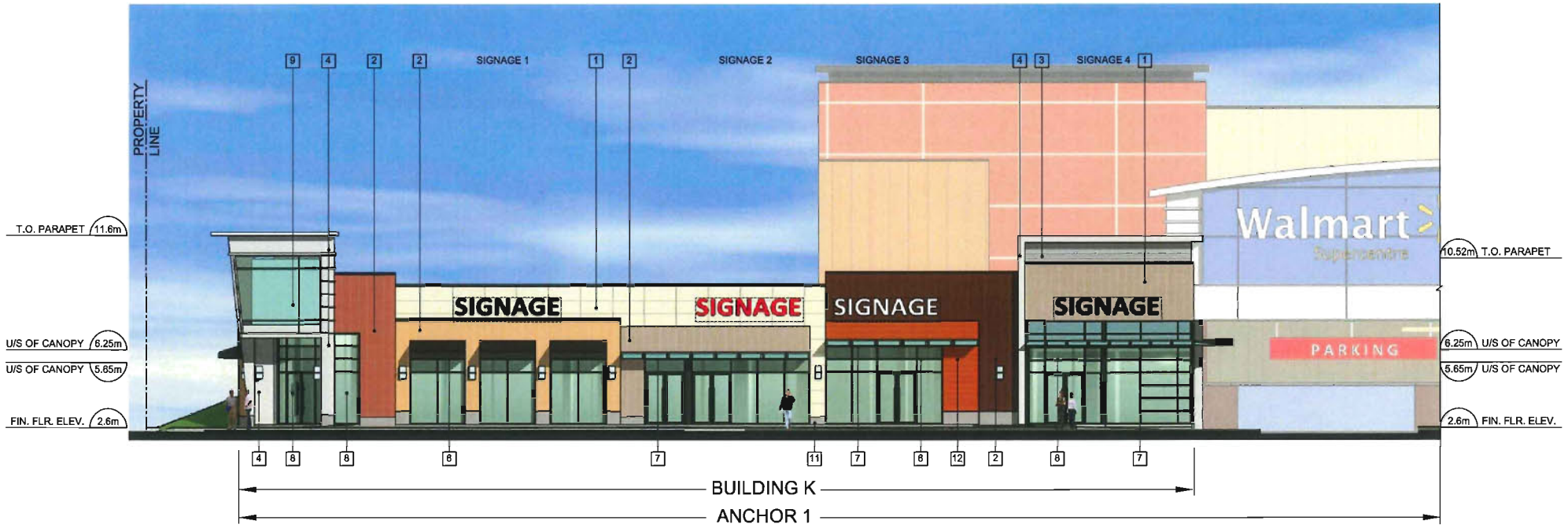
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CENTRAL AT GARDEN CITY

RICHMOND, BC

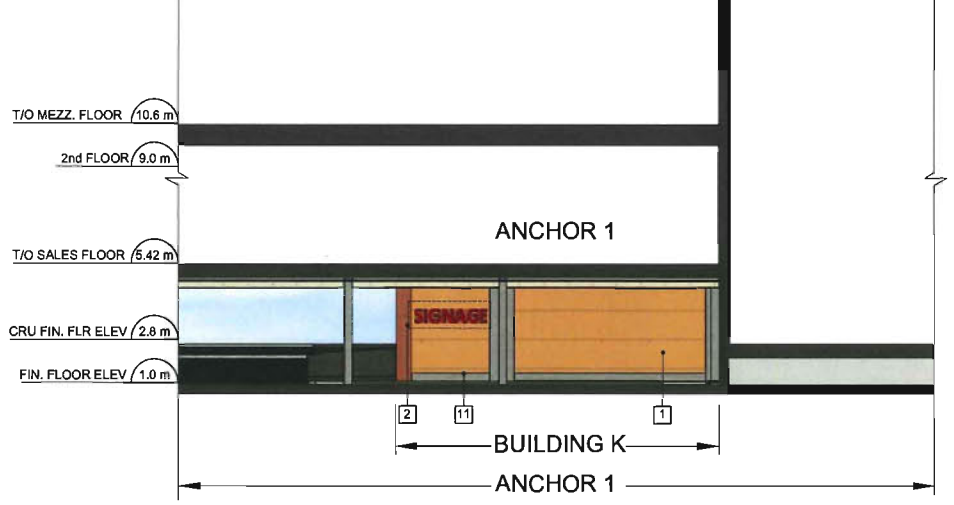
DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.15



WEST ELEVATION

SCALE 1:100



EAST ELEVATION

SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
44.5 m	1 m²	44.5 m²

PROPOSED :

SIGNAGE 1	5.0 x 1.2	6.0 m²
SIGNAGE 2	5.0 x 1.2	6.0 m²
SIGNAGE 3	5.0 x 1.2	6.0 m²
SIGNAGE 4	5.0 x 1.2	6.0 m²
TOTAL		24.0 m²

PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION

REQUIRED:

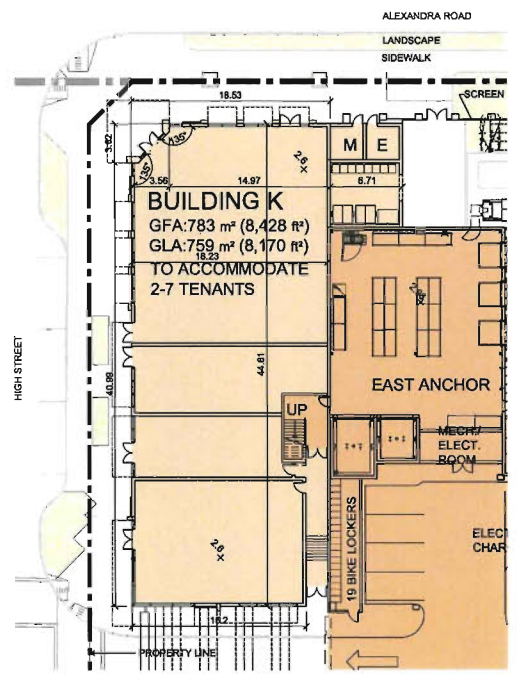
BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
11.94 m	1 m²	11.94 m²

PROPOSED :

SIGNAGE 1	3.0 x 1.0	3.0 m²
TOTAL		3.0 m²

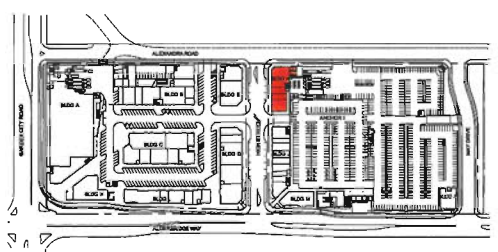
FINISH LEGEND AND COLOUR SCHEDULE:

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



GROUND FLOOR PLAN

SCALE 1:250



KEYPLAN

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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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March 24, 2014
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BUILDING K PLANS AND ELEVATIONS

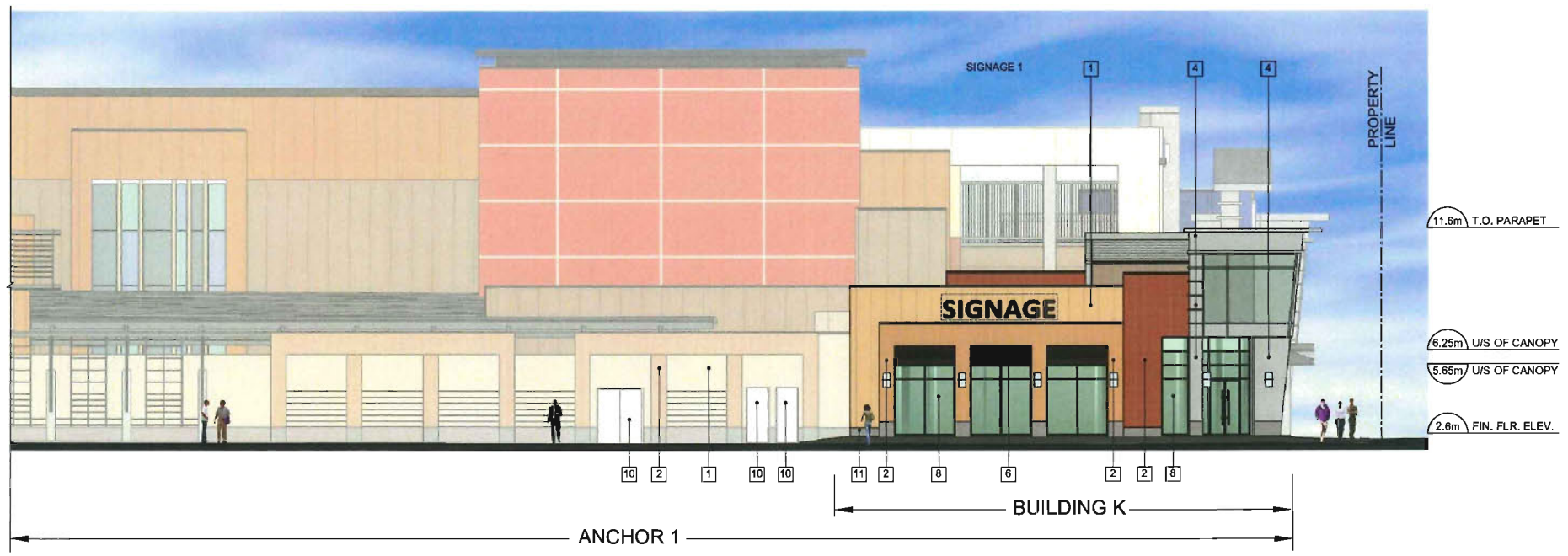
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CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.16



NORTH ELEVATION
SCALE 1:100

PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION

REQUIRED:

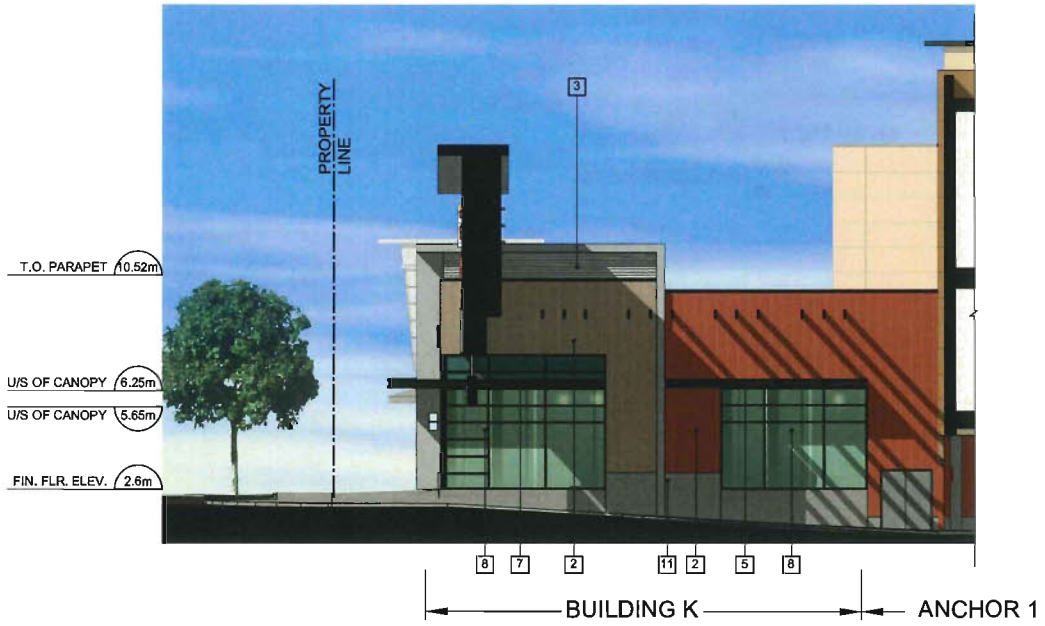
BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
18.5 m	1 m²	18.5 m²

PROPOSED :

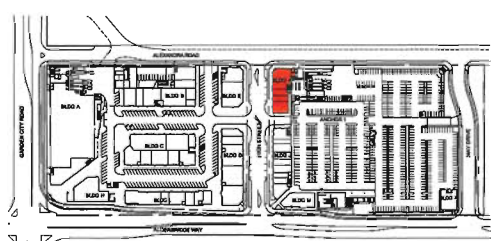
SIGNAGE 1	5.0 x 1.2	6.0 m²
TOTAL		6.0 m²

FINISH LEGEND AND COLOUR SCHEDULE:

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



SOUTH ELEVATION
SCALE 1:100



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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BUILDING K PLANS AND ELEVATIONS

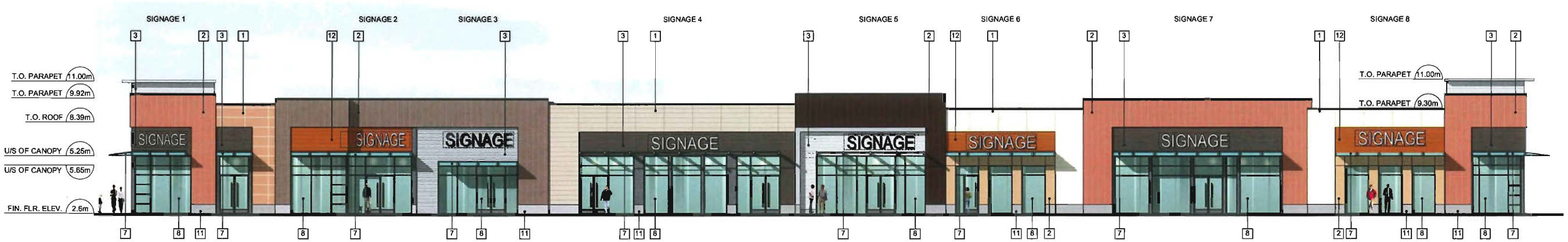
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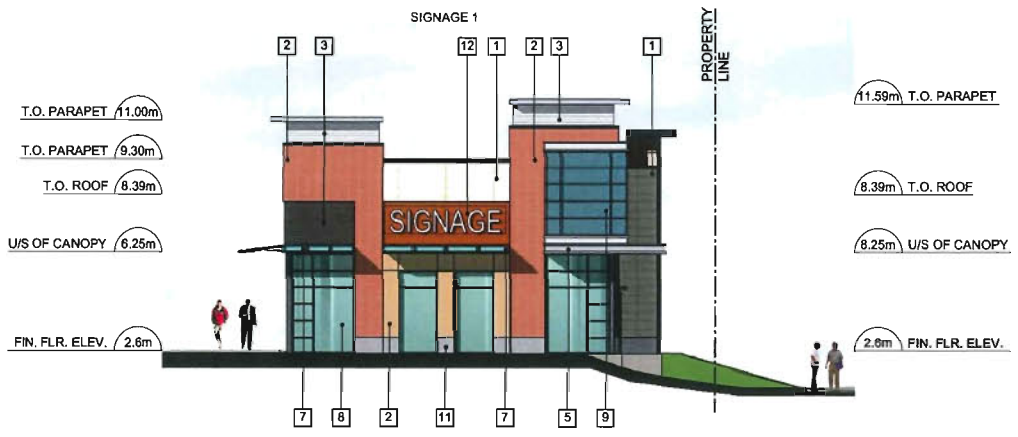
RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

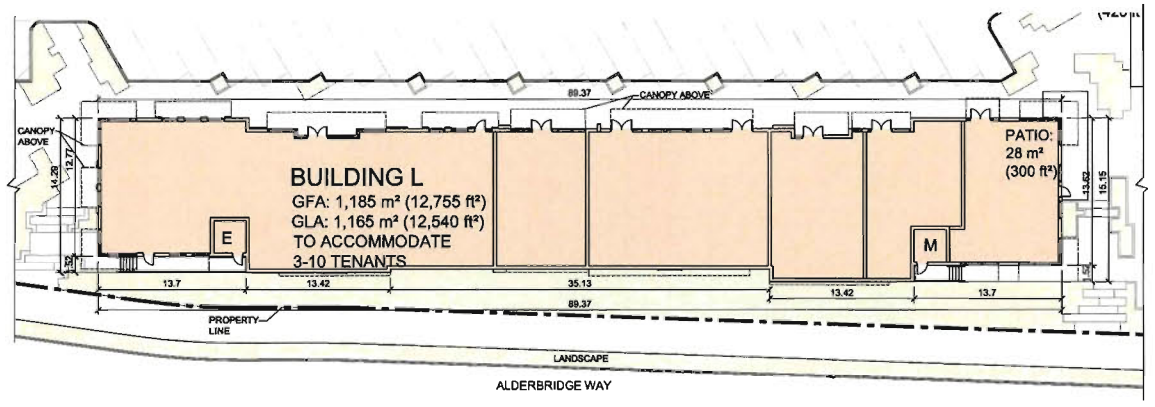
A-3.17



NORTH L - FLOOR PLAN
SCALE 1:100



WEST ELEVATION
SCALE 1:100



BUILDING L - FLOOR PLAN
SCALE 1:250

FINISH LEGEND AND COLOUR SCHEDULE:

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

PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
89.37 m	1 m²	89.37 m²

PROPOSED:

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
SIGNAGE 4	1 x 4.5	4.5 m²
SIGNAGE 5	1 x 4.5	4.5 m²
SIGNAGE 6	1 x 4.5	4.5 m²
SIGNAGE 7	1 x 4.5	4.5 m²
SIGNAGE 8	1 x 4.5	4.5 m²
TOTAL		36 m²

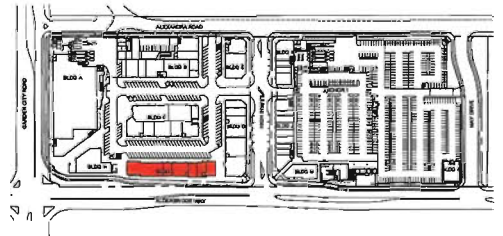
WEST ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
14.29 m	1 m²	14.29 m²

PROPOSED:

SIGNAGE 1	1 x 4.5	4.5 m²
TOTAL		4.5 m²



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 887 3390
Fax 604 887 3325
office@caa-architecture.com

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BUILDING L PLANS AND ELEVATIONS

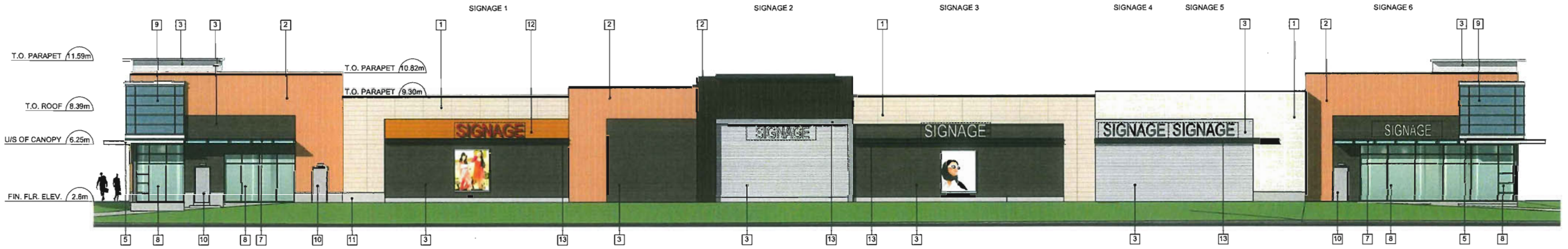
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CENTRAL AT GARDEN CITY

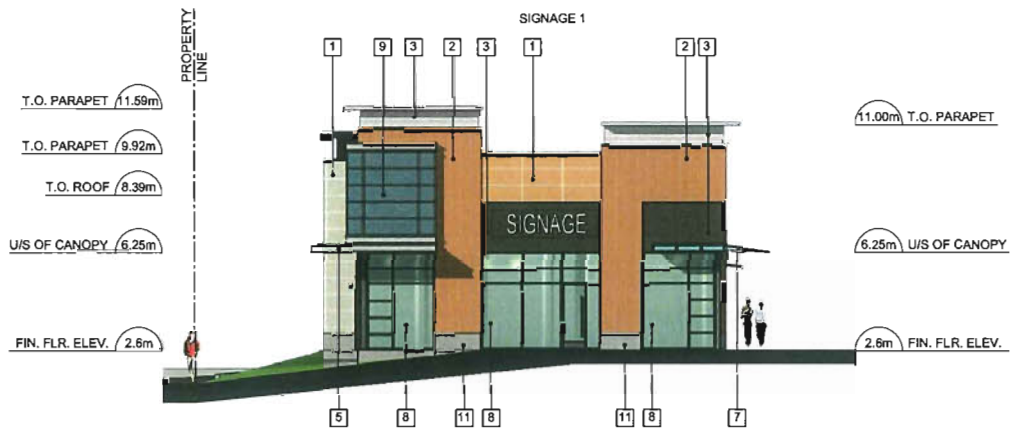
RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.18



SOUTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

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

PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
89.37 m	1 m²	89.37 m²

PROPOSED :

SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²
SIGNAGE 4	1 x 4.5	4.5 m²
SIGNAGE 5	1 x 4.5	4.5 m²
SIGNAGE 6	1 x 4.5	4.5 m²
TOTAL		27 m²

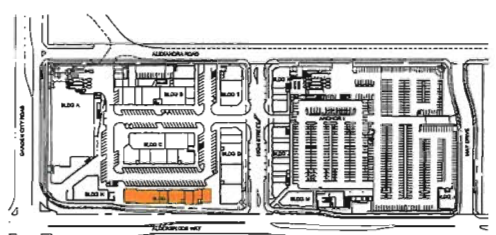
EAST ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
15.15 m	1 m²	15.15 m²

PROPOSED :

SIGNAGE 1	1 x 4.0	4.0 m²
TOTAL		4.0 m²



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Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@cas-architecture.com

Chandler Associates

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BUILDING L PLANS AND ELEVATIONS

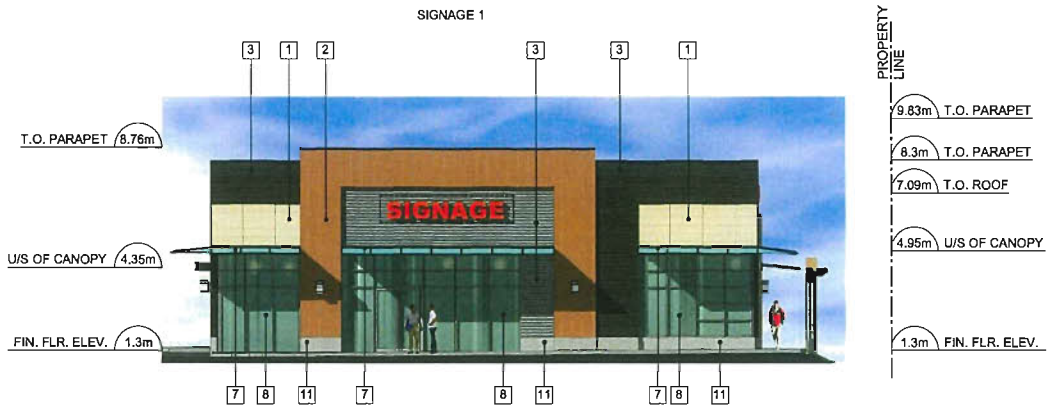
SmartCentres

CENTRAL AT GARDEN CITY

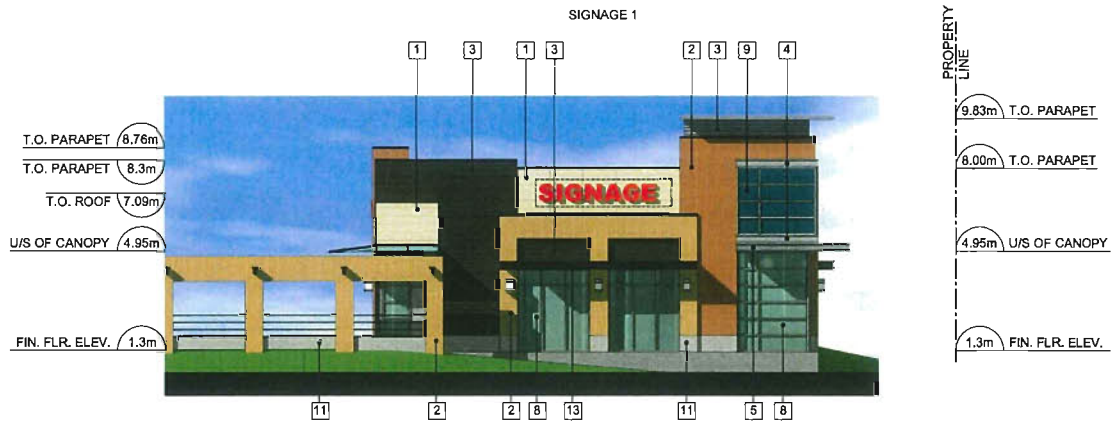
RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

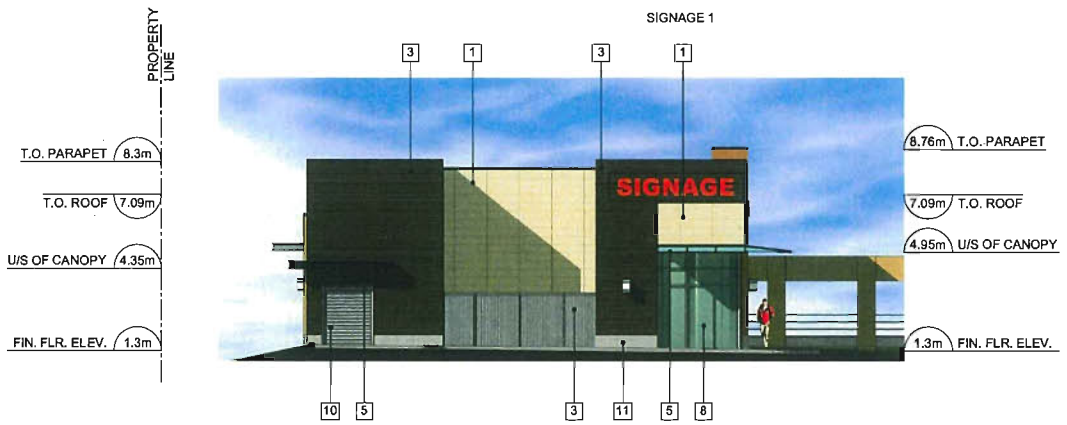
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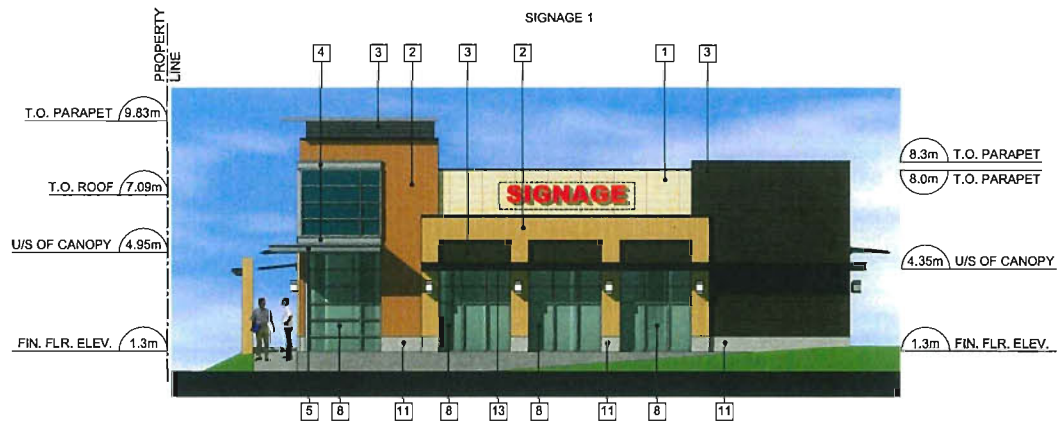
WEST ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100



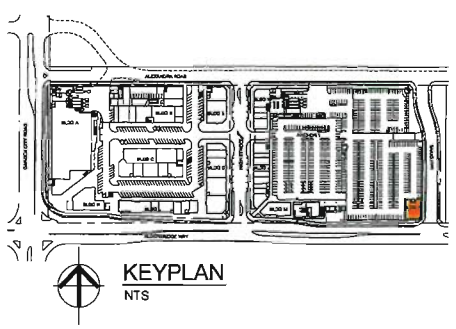
NORTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

1	- EIFS	5	- METAL CANOPY	9	- SPANDREL GLASS IN ALUMINUM FRAME	13	- METAL EYEBROW
2	- BRICK VENEER	6	- CANVAS AWNING	10	- METAL DOOR		
3	- CORRUGATED METAL	7	- METAL & GLASS CANOPY	11	- CONCRETE UPSTAND		
4	- METAL PANELS	8	- GLAZING IN BRUSHED ALUMINUM FRAME	12	- PREFINISHED WOOD PANELS		



PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION

REQUIRED: BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
20.45 m	1 m²	20.45 m²

PROPOSED:		
SIGNAGE 1	1 x 5	5 m²
TOTAL		5 m²

SOUTH ELEVATION

REQUIRED: BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
18.56 m	1 m²	16.56 m²

PROPOSED:		
SIGNAGE 1	1 x 5	5 m²
TOTAL		5 m²

NORTH ELEVATION

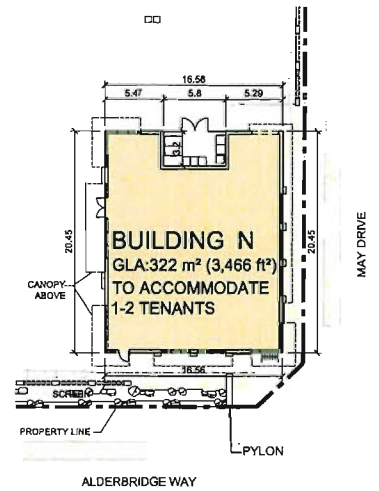
REQUIRED: BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
16.56 m	1 m²	16.56 m²

PROPOSED:		
SIGNAGE 1	1 x 5	5 m²
TOTAL		5 m²

EAST ELEVATION

REQUIRED: BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
20.45 m	1 m²	20.45 m²

PROPOSED:		
SIGNAGE 1	1 x 5	5 m²
TOTAL		5 m²



BUILDING N - FLOOR PLAN
SCALE 1:250

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Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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BUILDING N PLANS AND ELEVATIONS

SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
SCALE: AS NOTED
PROJECT #: 4029

A-3.20



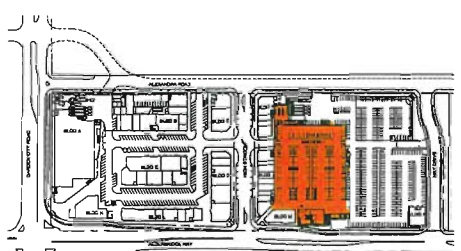
WEST ELEVATION
SCALE 1:150



SOUTH ELEVATION
SCALE 1:150

FINISH LEGEND AND COLOUR SCHEDULE:

1	- EIFS	5	- METAL EYEBROW	9	- SPANDREL GLASS IN ALUMINUM FRAME	13	- PAINTED CONCRETE
2	- BRICK VENEER	6	- CANVAS AWNING	10	- METAL DOOR	14	- METAL SCREEN
3	- CORRUGATED METAL	7	- METAL & GLASS CANOPY	11	- CONCRETE UPSTAND	15	- METAL PLANTER
4	- METAL PANELS	8	- GLAZING IN BRUSHED ALUMINUM FRAME	12	- PREFINISHED WOOD PANELS	16	- METAL SPANDREL



KEYPLAN
NTS

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
115.8 m	1 m²	115.8 m²

PROPOSED :

SIGNAGE 1	11.0 x 3.7	40.7 m²
SIGNAGE 2	8.0 x 1.2	9.6 m²
TOTAL		50.3 m²

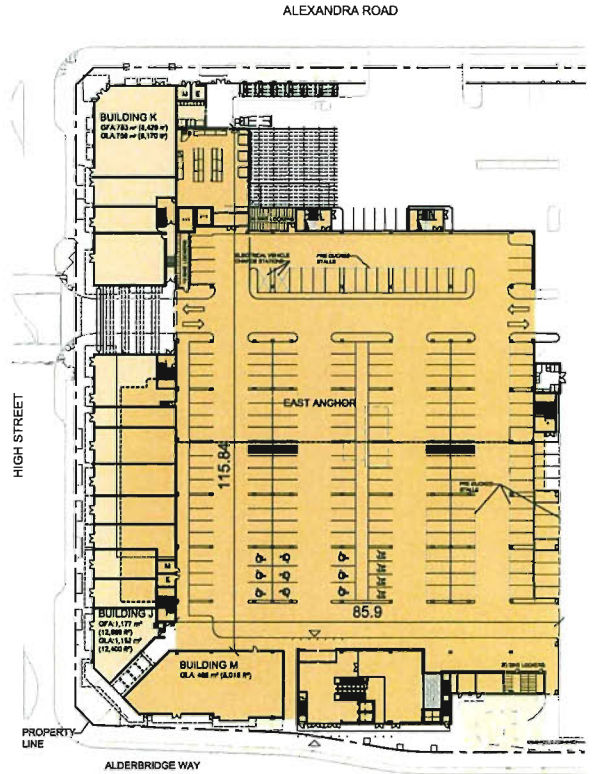
SOUTH ELEVATION

REQUIRED:

BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
85.9 m	1 m²	85.9 m²

PROPOSED :

SIGNAGE 1	12.6 x 4.0	50.4 m²
SIGNAGE 2	5.0 x 1.5	7.5 m²
SIGNAGE 3	5.0 x 1.5	7.5 m²
TOTAL		65.4 m²



PARKING LEVEL PLAN
SCALE 1:600

EAST ANCHOR PLANS AND ELEVATIONS

SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

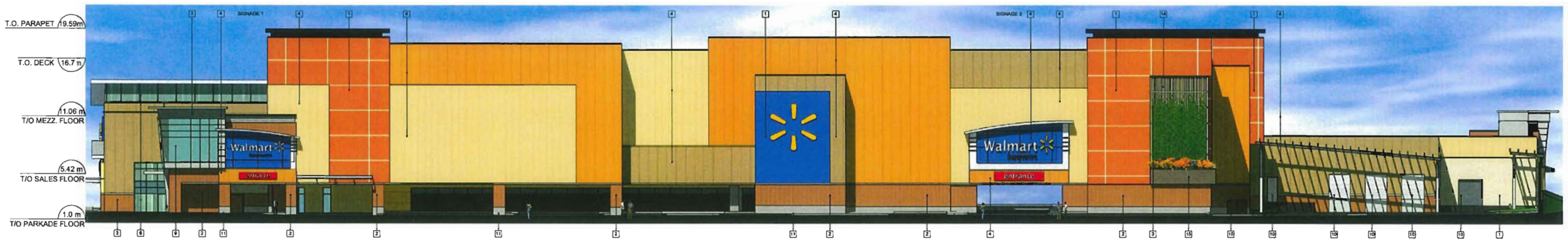
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The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

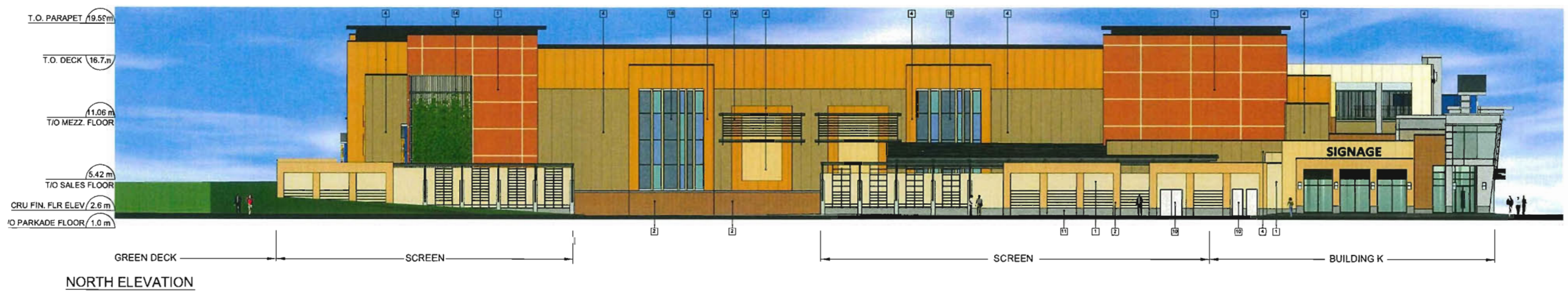
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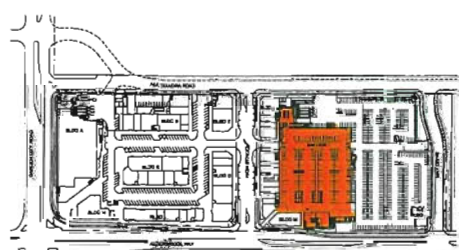
EAST ELEVATION
SCALE 1:150



NORTH ELEVATION
SCALE 1:150

FINISH LEGEND AND COLOUR SCHEDULE:

1	- EIFS	5	- METAL EYEBROW	9	- SPANDREL GLASS IN ALUMINUM FRAME	13	- PAINTED CONCRETE
2	- BRICK VENEER	6	- CANVAS AWNING	10	- METAL DOOR	14	- METAL SCREEN
3	- CORRUGATED METAL	7	- METAL & GLASS CANOPY	11	- CONCRETE UPSTAND	15	- METAL PLANTER
4	- METAL PANELS	8	- GLAZING IN BRUSHED ALUMINUM FRAME	12	- PREFINISHED WOOD PANELS	16	- METAL SPANDREL



KEYPLAN
NTS

PRELIMINARY SIGNAGE ANALYSIS

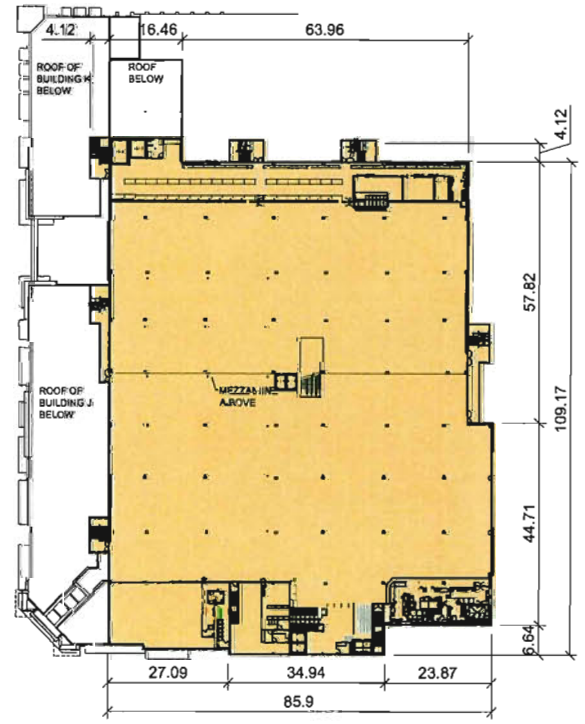
EAST ELEVATION

REQUIRED:

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
115.8 m	1 m²	115.8 m²

PROPOSED:

SIGNAGE 1	7.5 x 2.5	18.8 m²
SIGNAGE 2	7.5 x 2.5	18.8 m²
TOTAL		37.6 m²



SALES LEVEL PLAN
SCALE 1:600

EAST ANCHOR PLANS AND ELEVATIONS

SmartCentres

CENTRAL AT GARDEN CITY

RICHMOND, BC

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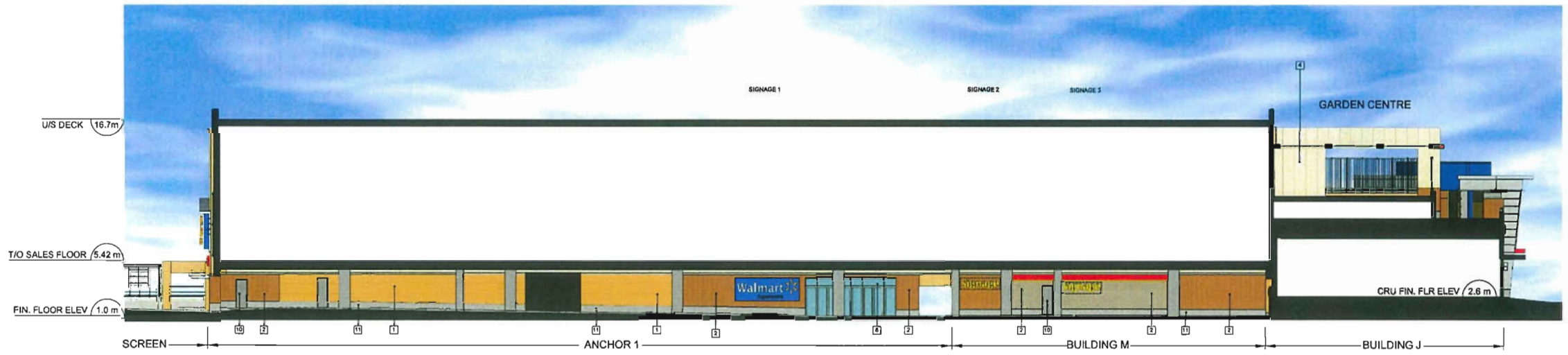
The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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NORTH INTERNAL ELEVATION
SCALE 1:150

FINISH LEGEND AND COLOUR SCHEDULE:

1 - EIFS	5 - METAL EYEBROW	9 - SPANDREL GLASS IN ALUMINUM FRAME	13 - PAINTED CONCRETE
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR	14 - METAL SCREEN
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAND	15 - METAL PLANTER
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS	16 - METAL SPANDREL

PRELIMINARY SIGNAGE ANALYSIS

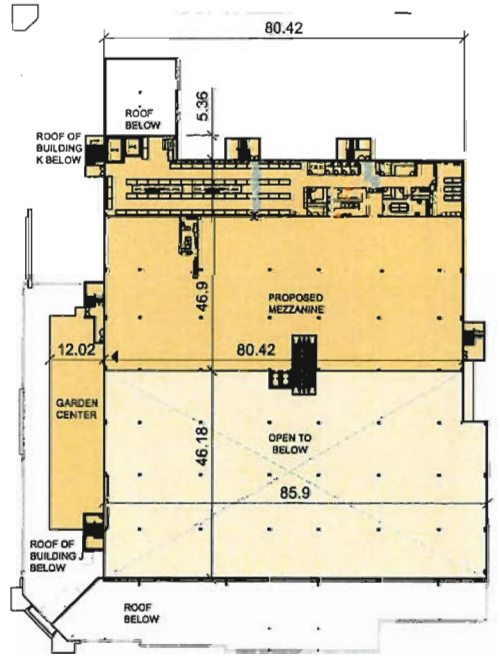
NORTH ELEVATION

REQUIRED:

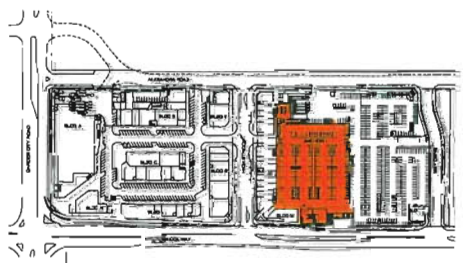
BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
115.8 m	1 m²	115.8 m²

PROPOSED :

SIGNAGE 1	5.0 x 2.0	10.0 m²
SIGNAGE 2	1.0 x 3.0	3.0 m²
SIGNAGE 3	1.0 x 3.0	3.0 m²
TOTAL		16.0 m²



MEZZANINE LEVEL PLAN
SCALE 1:600



KEYPLAN
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EAST ANCHOR PLANS AND ELEVATIONS

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Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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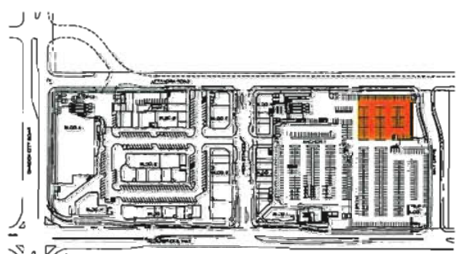
NORTH ELEVATION
SCALE 1:150



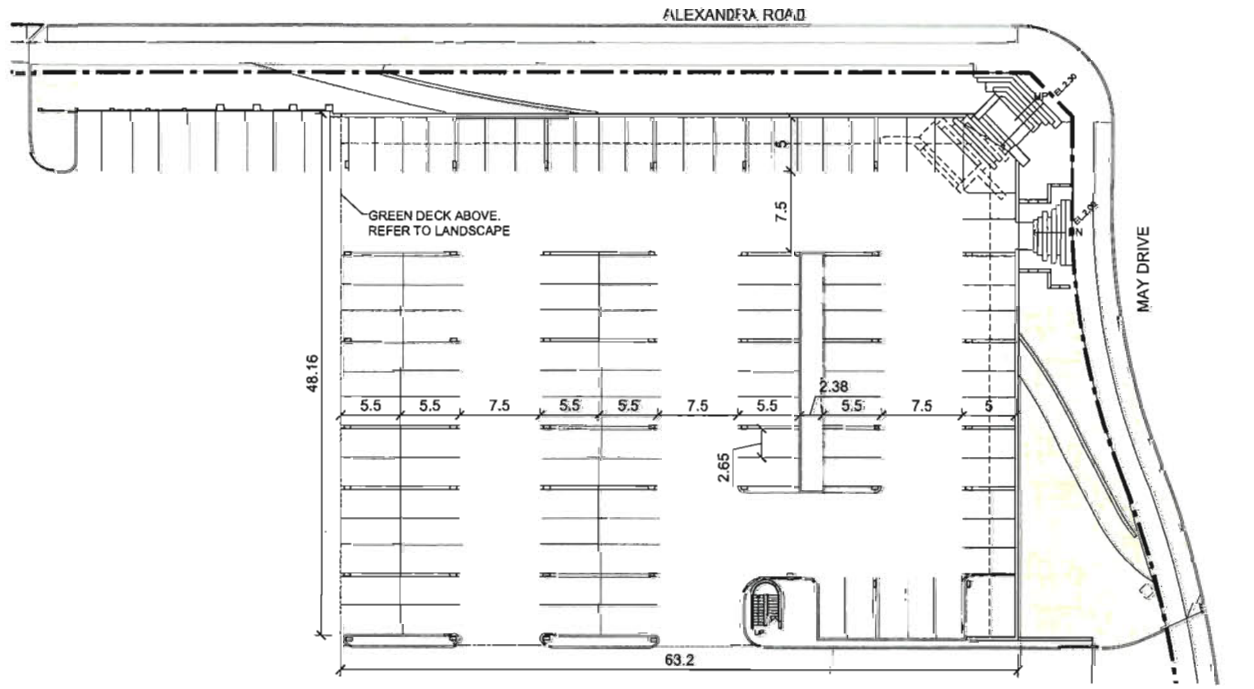
WEST ELEVATION
SCALE 1:150

FINISH LEGEND AND COLOUR SCHEDULE:

1	- PAINTED CONCRETE	4	- METAL GUARDRAIL
2	- BRICK VENEER	5	- CONCRETE STEPS
3	- PAINTED CONCRETE WHITE	6	- METAL SCREEN



KEYPLAN
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GROUND LEVEL PLAN
SCALE 1:250

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The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
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EAST ANCHOR PLANS AND ELEVATIONS

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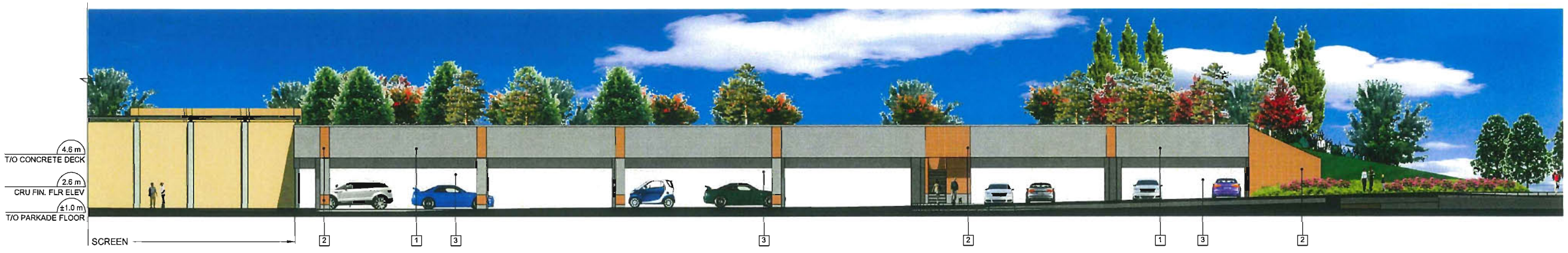
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PROJECT #: 4029

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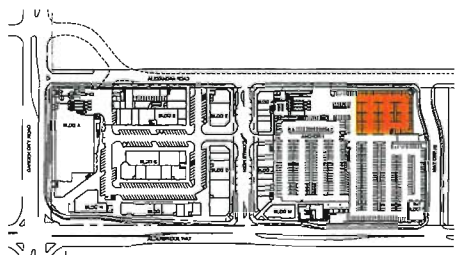
SOUTH ELEVATION
SCALE 1:150



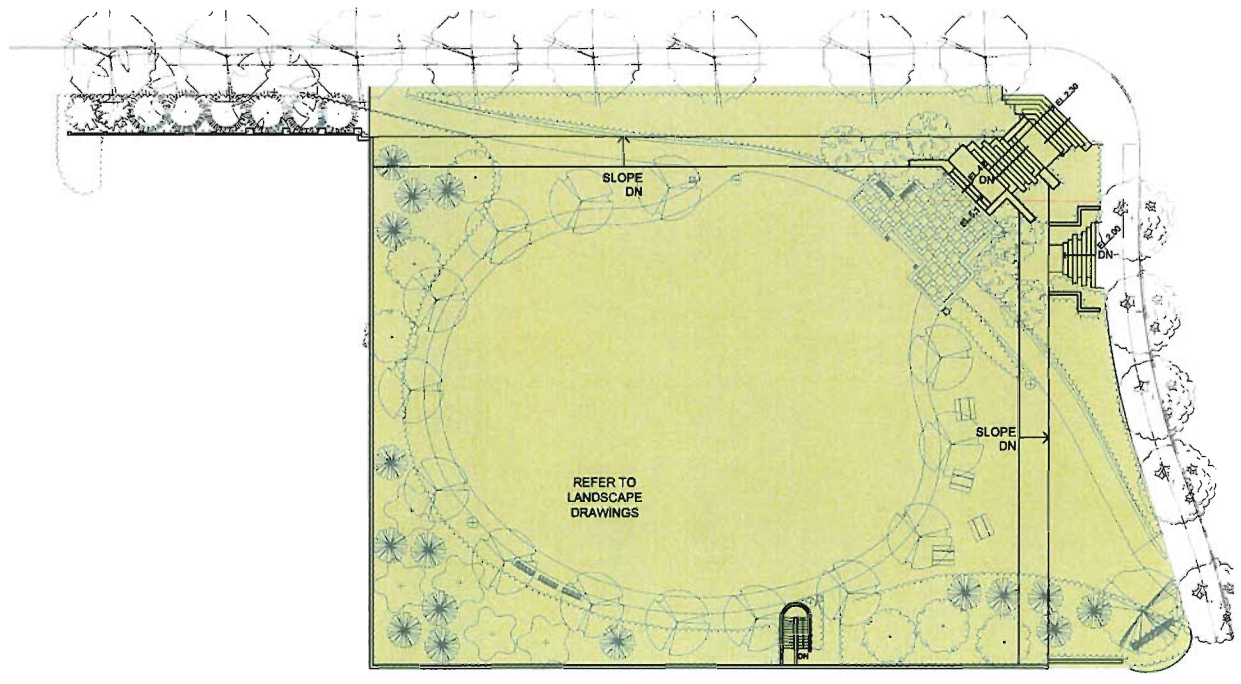
EAST ELEVATION
SCALE 1:150

FINISH LEGEND AND COLOUR SCHEDULE:

1	- PAINTED CONCRETE	4	- METAL GUARDRAIL
2	- BRICK VENEER	5	- CONCRETE STEPS
3	- PAINTED CONCRETE WHITE	6	- METAL SCREEN



KEYPLAN
NTS



DECK PLAN
SCALE 1:250

EAST ANCHOR PLANS AND ELEVATIONS

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The Station
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Vancouver BC V6B 1G1
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Fax 604 687 3325
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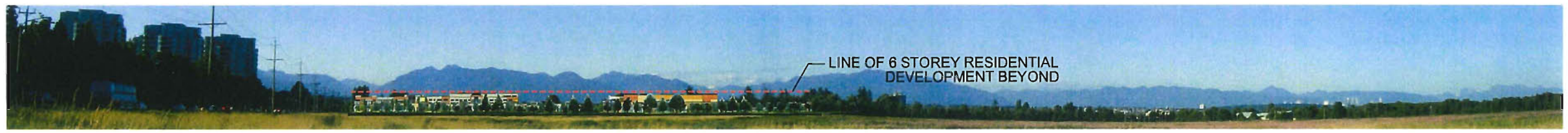
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A-3.25

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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



KEY PLAN
SCALE: NTS

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ALDERBRIDGE WAY STREET ELEVATIONS

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Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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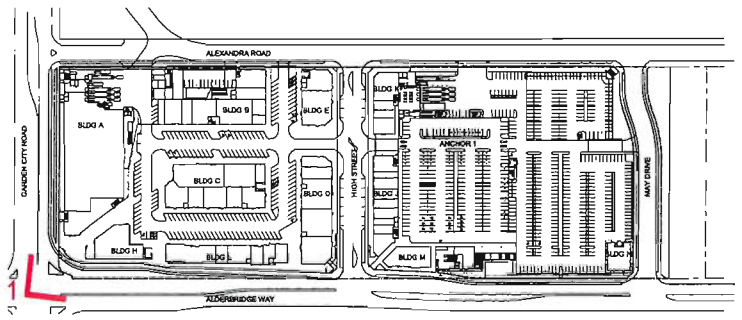
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PROJECT #: 4029

A-3.26

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



KEY PLAN
SCALE: NTS

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Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

PERSPECTIVES

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CENTRAL AT GARDEN CITY

RICHMOND, BC

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PROJECT #: 4029

A-4.1

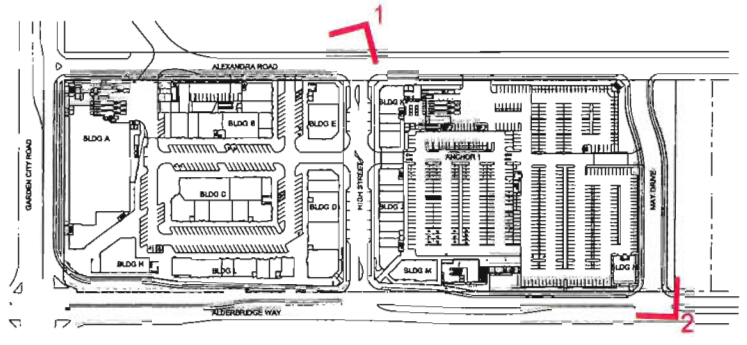
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PERSPECTIVE 1 - ALEXANDRA ROAD @ HIGH STREET LOOKING SOUTH - WEST



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



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY

RICHMOND, BC

SITE PERSPECTIVES

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Vancouver BC V6B 1G1
Tel 604 687 3390
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PROJECT #: 4029

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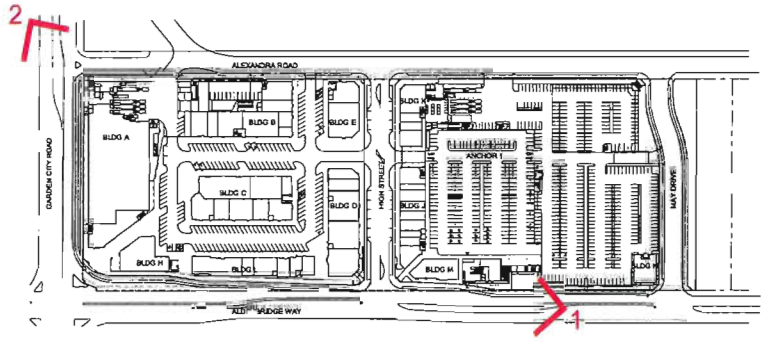
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PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING WEST



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



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY

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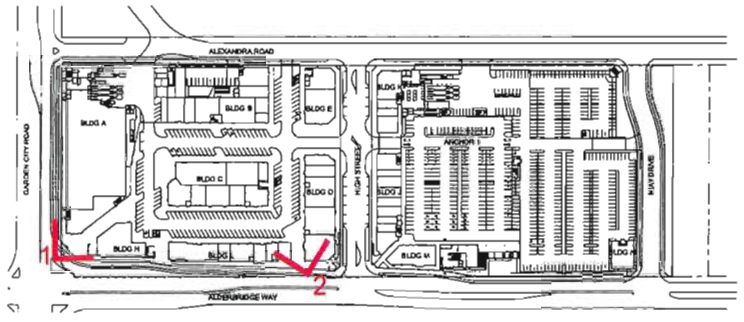
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PERSPECTIVE 1 - GARDEN CITY ROAD & ALDERBRIDGE WAY LOOKING NORTH -EAST



PERSPECTIVE 2 - LOOKING NORTH INTO SITE FROM ALDERBRIDGE WAY



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY

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Tel 604 687 3390
Fax 604 687 3325
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A-4.4

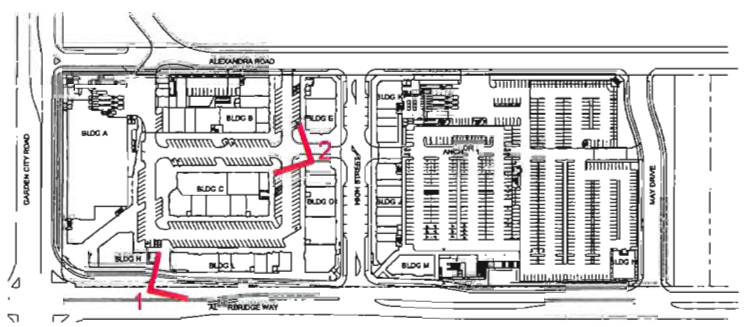
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PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING NORTH-EAST



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



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY

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Architecture Inc.

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Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@casa-architecture.com

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PROJECT #: 4029

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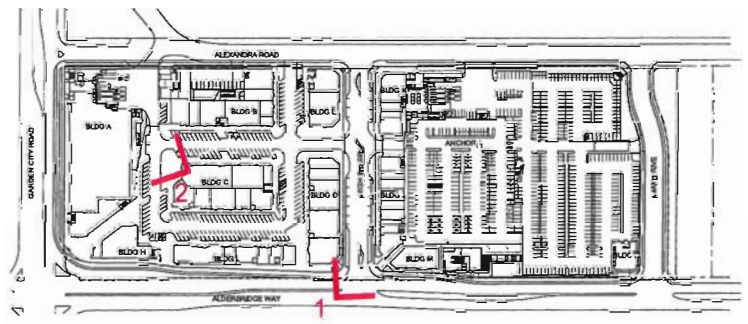
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PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING NORTH -EAST



PERSPECTIVE 2 - BUILDING A - LOOKING NORTH-WEST



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY

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SITE PERSPECTIVES

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Architecture Inc.

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270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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A-4.6

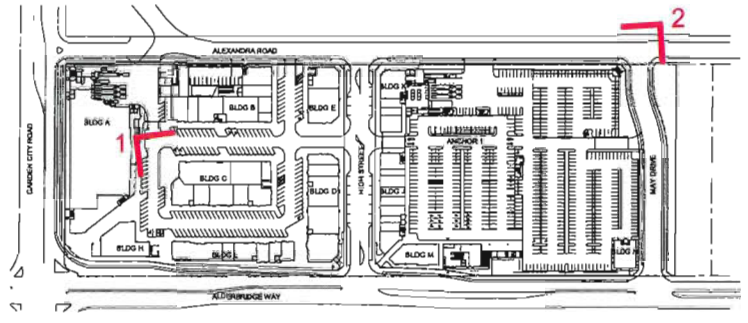
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PERSPECTIVE 1 - BUILDING C - LOOKING SOUTH-EAST



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



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY

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Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
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A-4.7

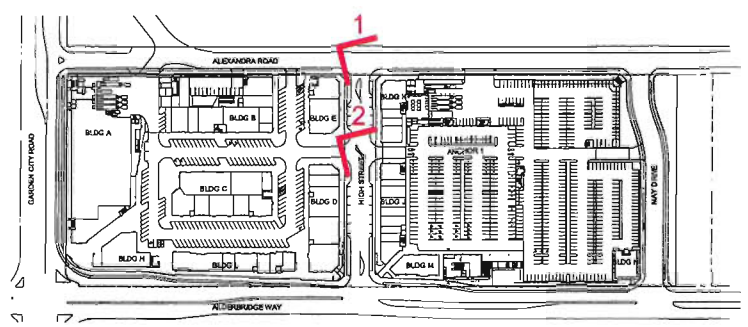
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PERSPECTIVE 1 - ALEXANDRA ROAD @ HIGH STREET LOOKING EAST-SOUTH



PERSPECTIVE 2 - HIGH STREET LOOKING SOUTH -EAST



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY

RICHMOND, BC

SITE PERSPECTIVES

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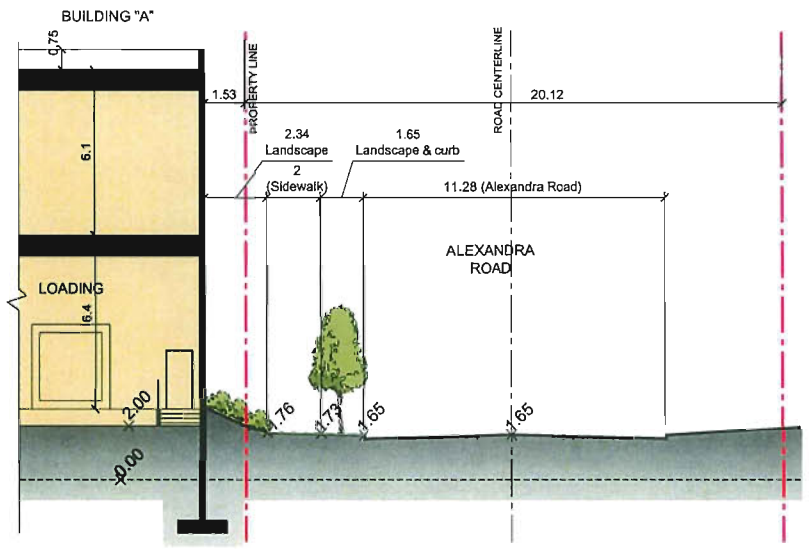
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Tel 604 687 3390
Fax 604 687 3325
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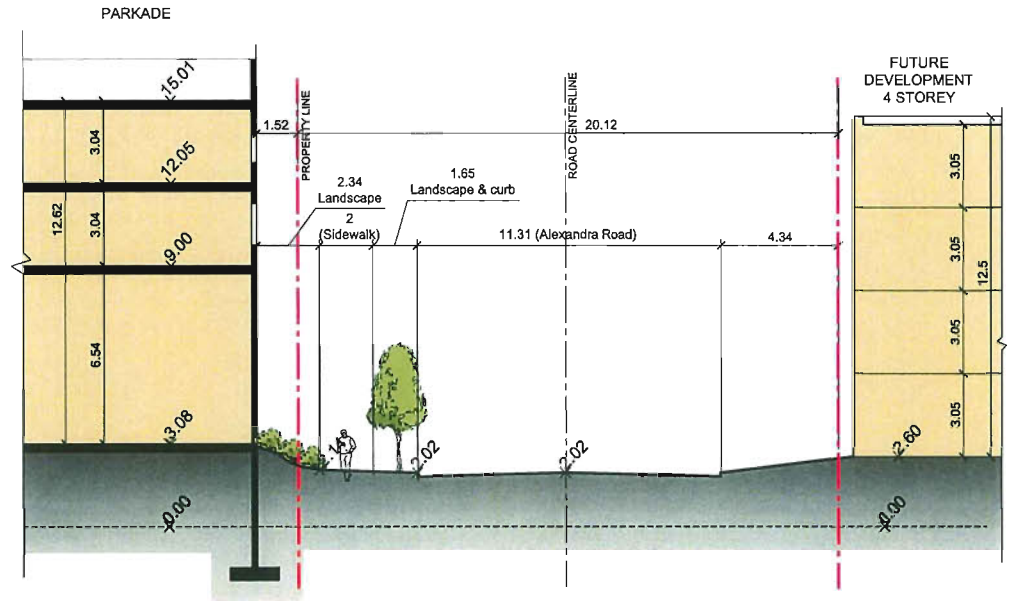
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PROJECT #: 4029

A-4.8

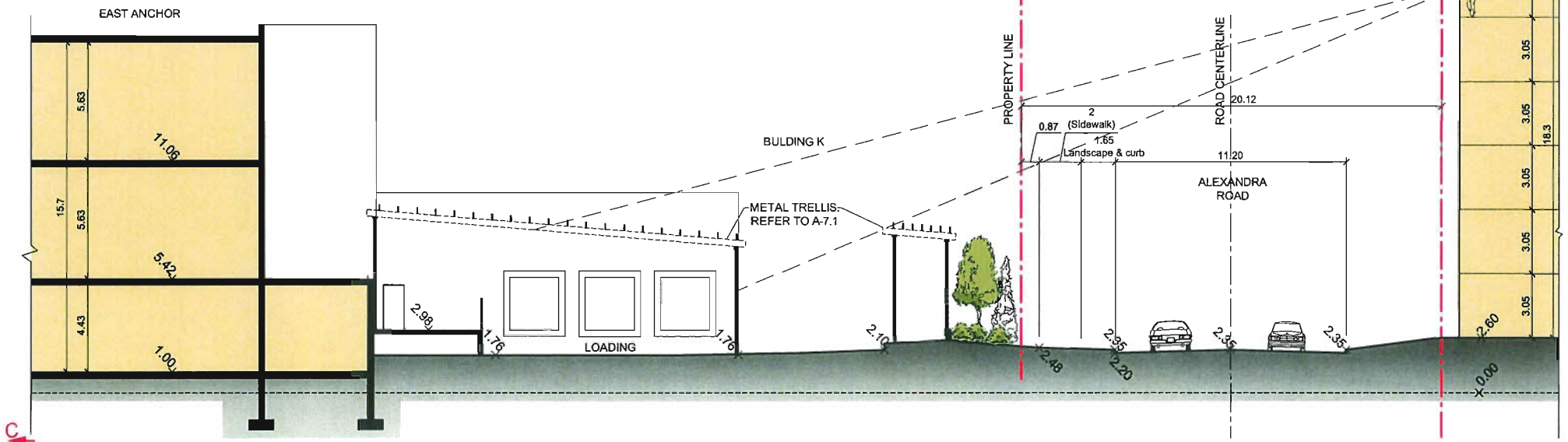
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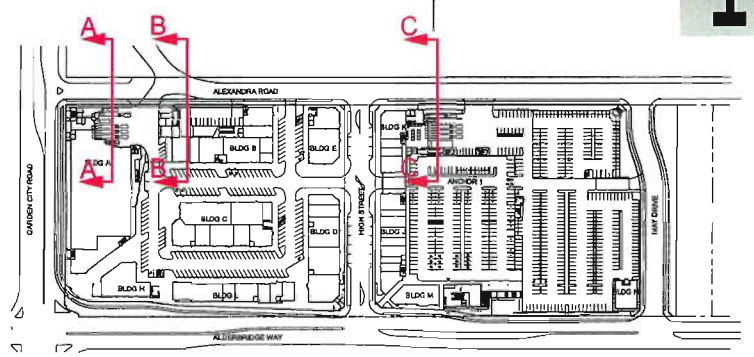
SECTION A-A
SCALE 1:100



SECTION B-B
SCALE 1:100



SECTION C-C
SCALE 1:100



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY
RICHMOND, BC

SITE SECTIONS

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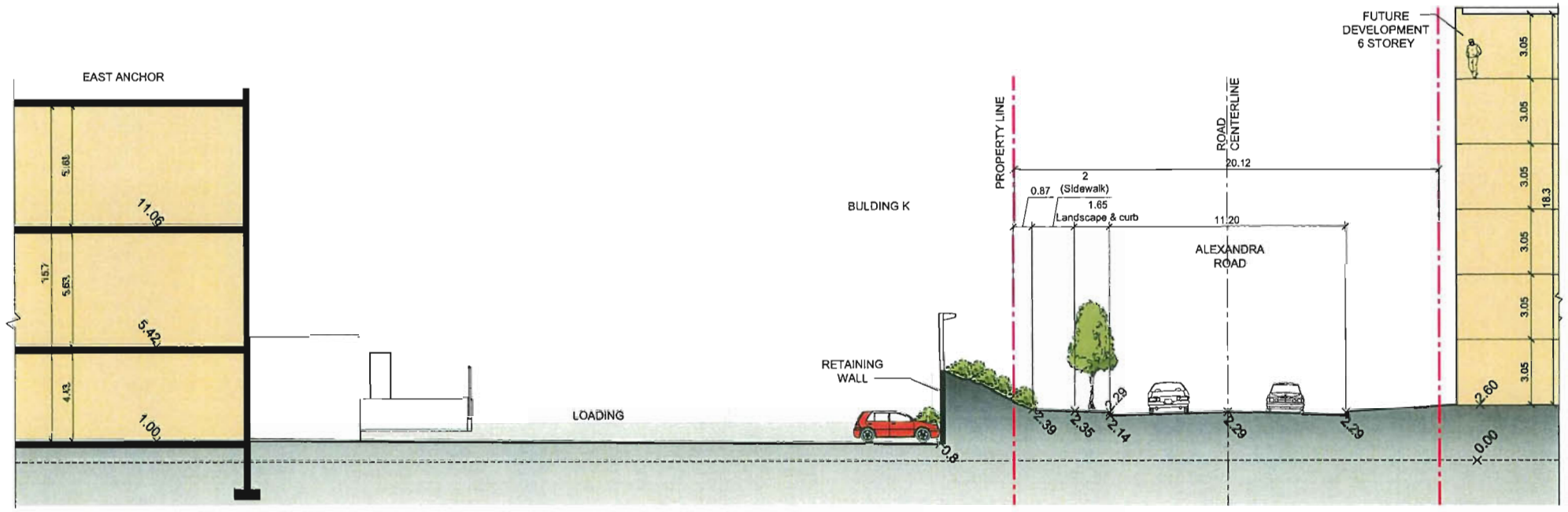
The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
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PROJECT #: 4029

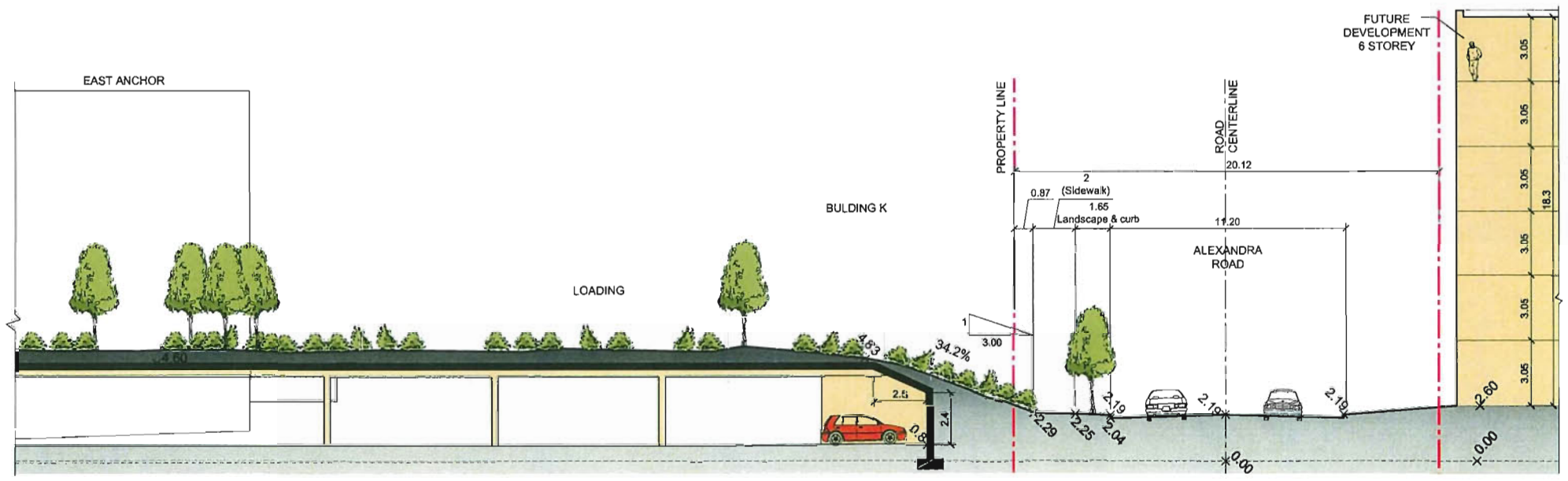
A-5.1

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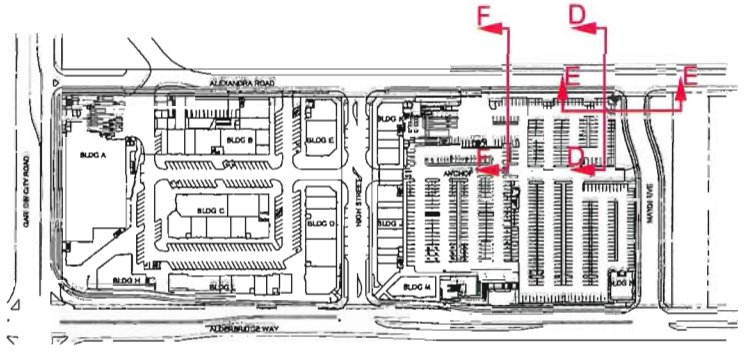
SECTION F-F

SCALE 1:100



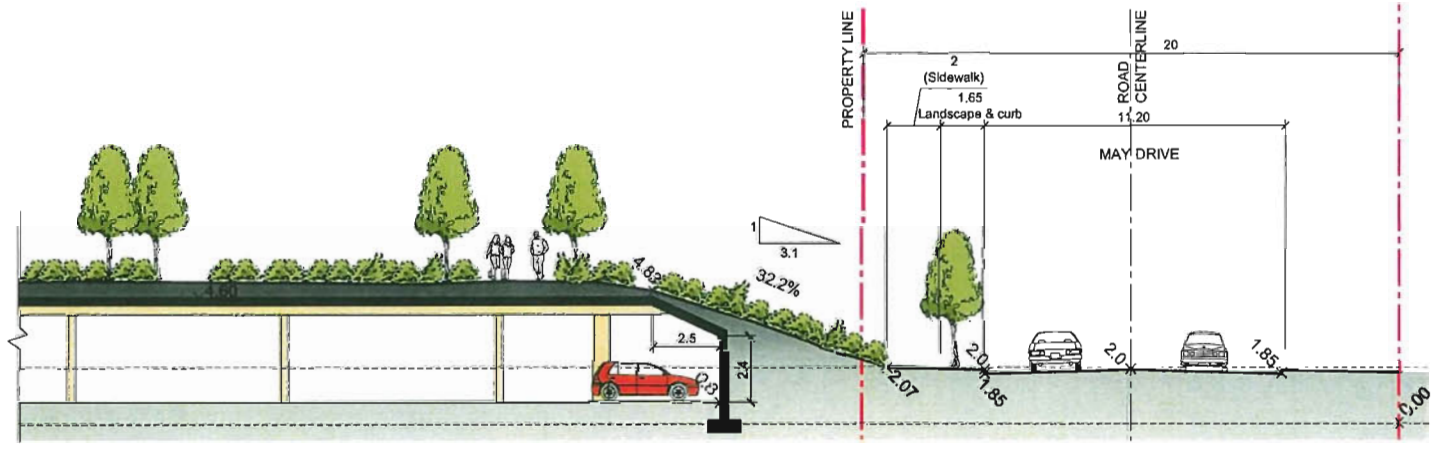
SECTION D-D

SCALE 1:100



KEY PLAN

SCALE: NTS



SECTION E-E

SCALE 1:100

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Architecture Inc.

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270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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CENTRAL AT GARDEN CITY

RICHMOND, BC

SITE SECTIONS

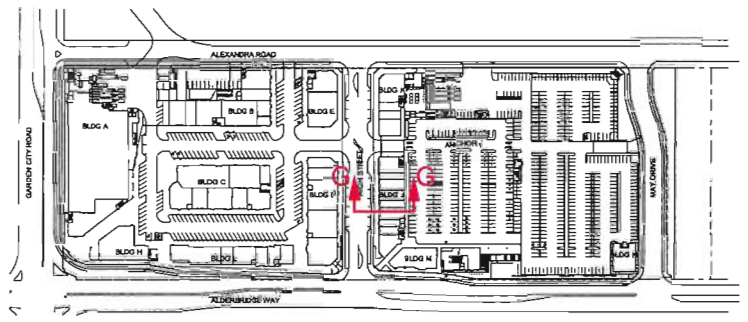
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PROJECT #: 4029

A-5.2

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SECTION G-G
SCALE 1:50



KEY PLAN
SCALE: NTS

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CENTRAL AT GARDEN CITY

RICHMOND, BC

SITE SECTIONS

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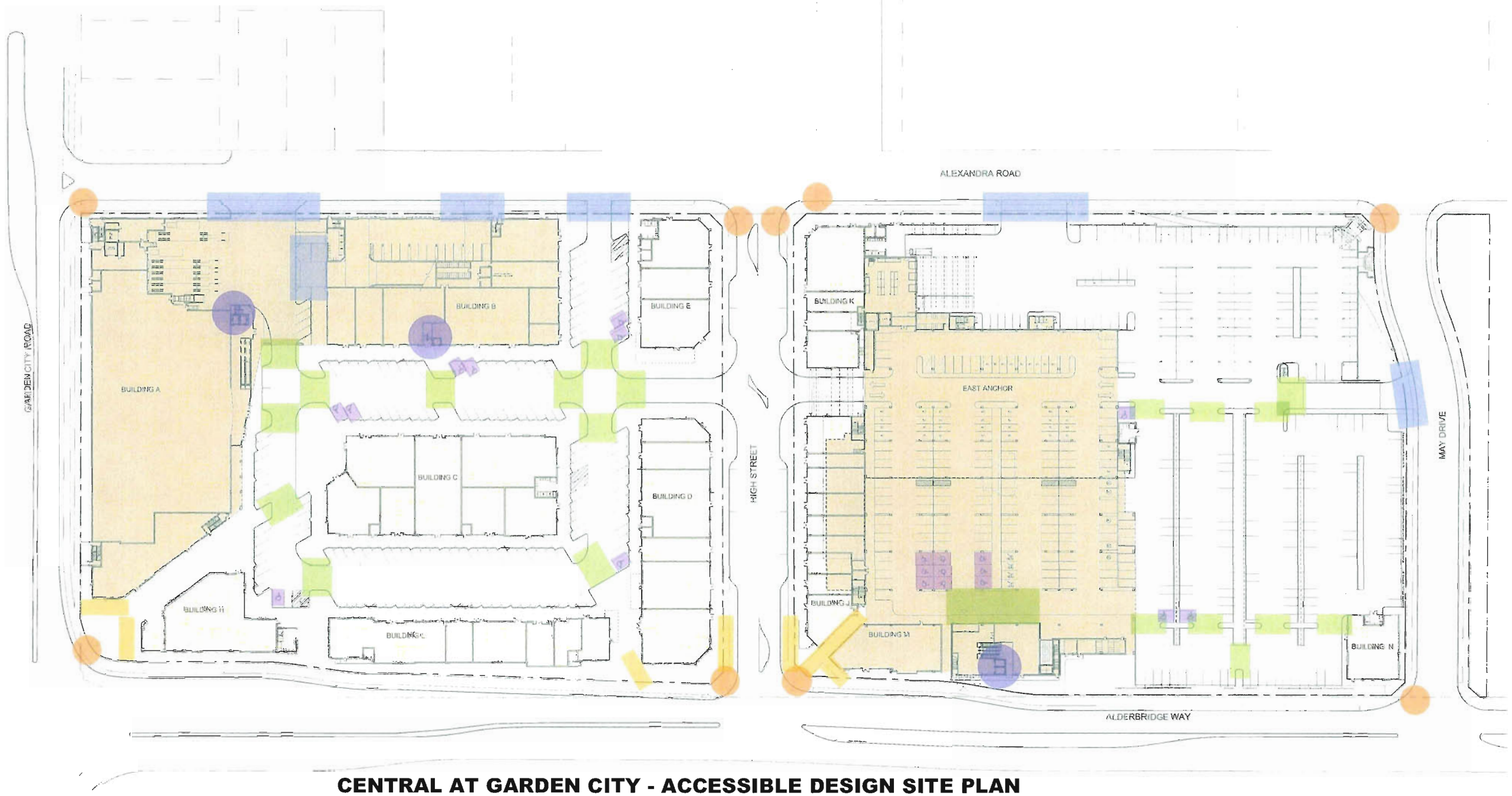
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Vancouver BC V6B 1G1
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A-5.3

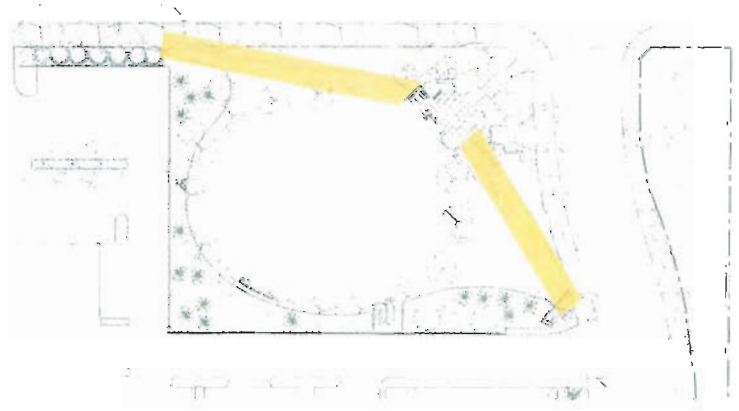
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CENTRAL AT GARDEN CITY - ACCESSIBLE DESIGN SITE PLAN

ACCESSIBLE DESIGN LEGEND

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



LANDSCAPED DECK AREA

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
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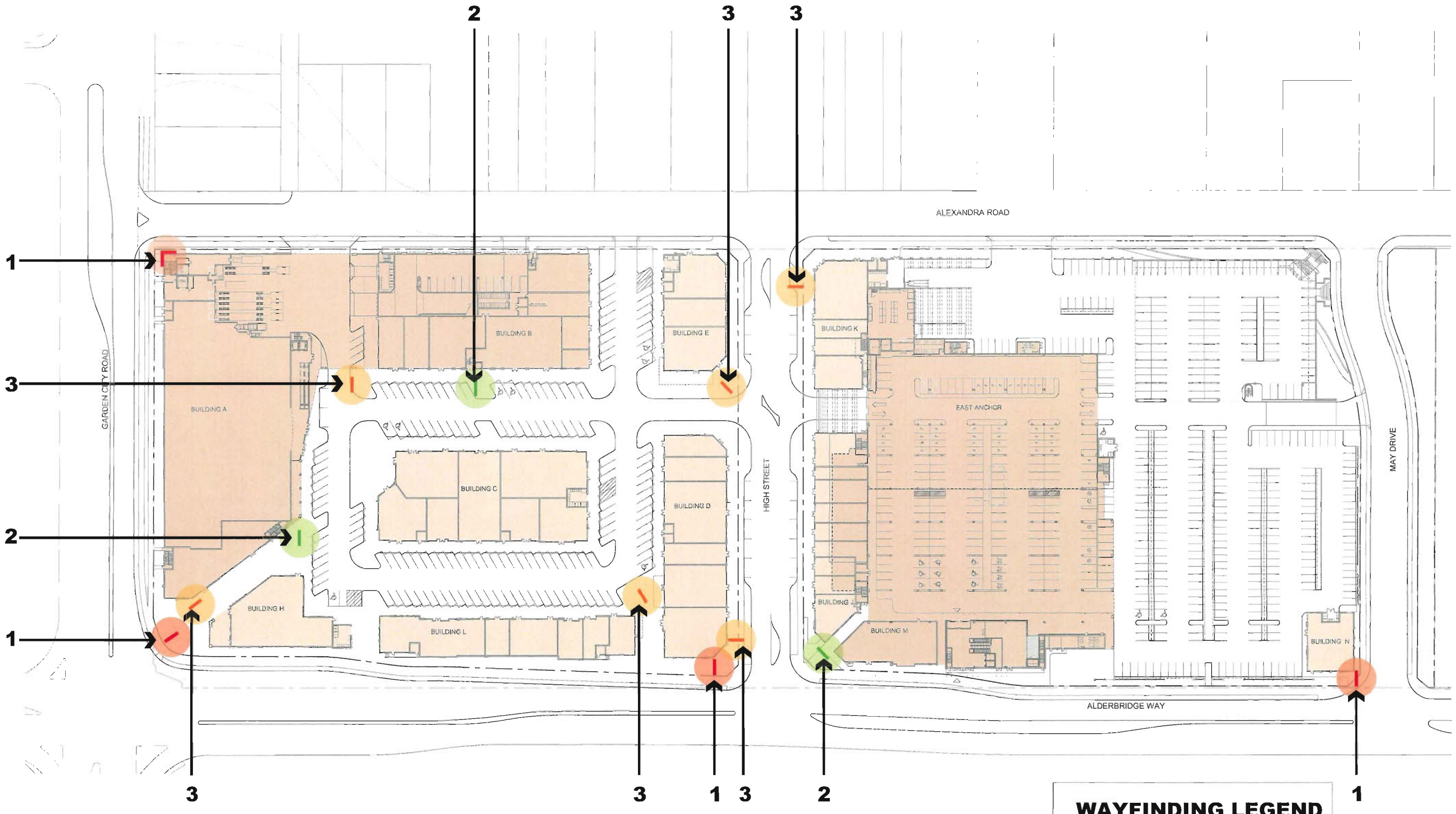
CENTRAL AT GARDEN CITY

RICHMOND, BC

ACCESSIBLE DESIGN SITE PLAN

DATE: MARCH 2014
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A-6.1



WAYFINDING LEGEND

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

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The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
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CENTRAL AT GARDEN CITY

RICHMOND, BC

WAYFINDING SITE PLAN

DATE: MARCH 2014
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PROJECT #: 4029

A-6.2



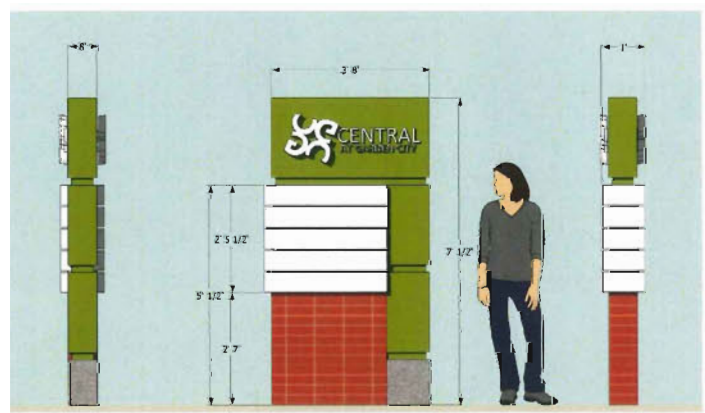
PERSPECTIVE VIEW - WAYFINDING SIGNAGE: PYLON, DIRECTORY AND DIRECTIONAL



ELEVATIONS - WAYFINDING SIGNAGE: PYLON



ELEVATIONS - WAYFINDING SIGNAGE: DIRECTORY



ELEVATIONS - WAYFINDING SIGNAGE: DIRECTIONAL

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Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
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A-6.3

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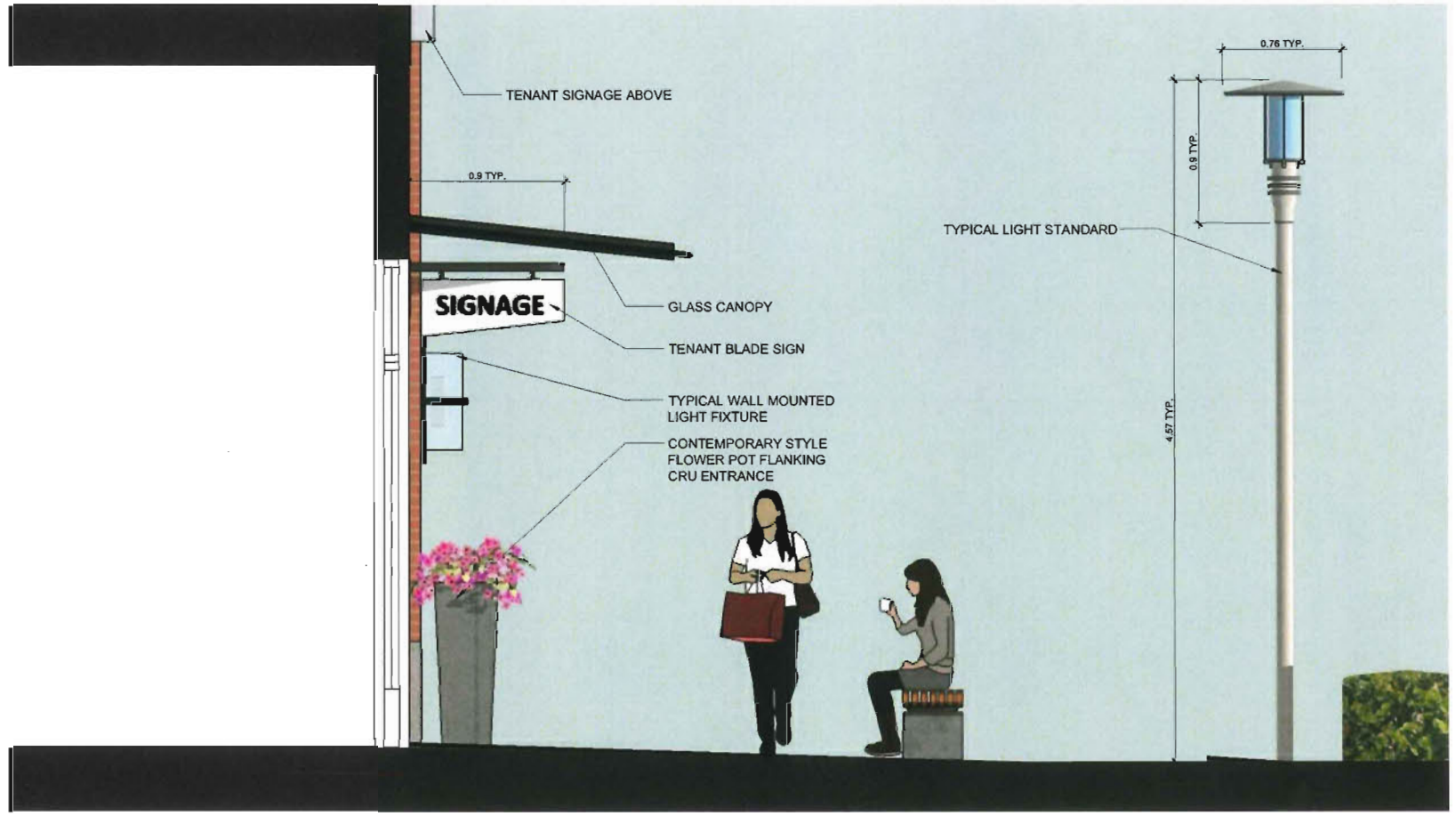
CENTRAL AT GARDEN CITY

RICHMOND, BC

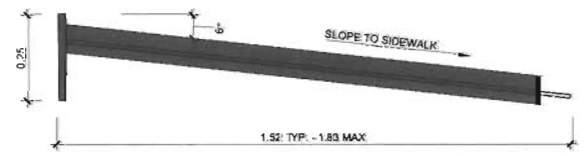
TYPICAL WAYFINDING SIGNAGE



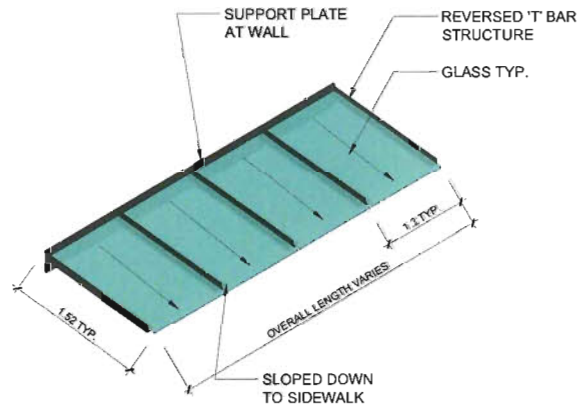
TYPICAL STOREFRONT PERSPECTIVE
(NTS)



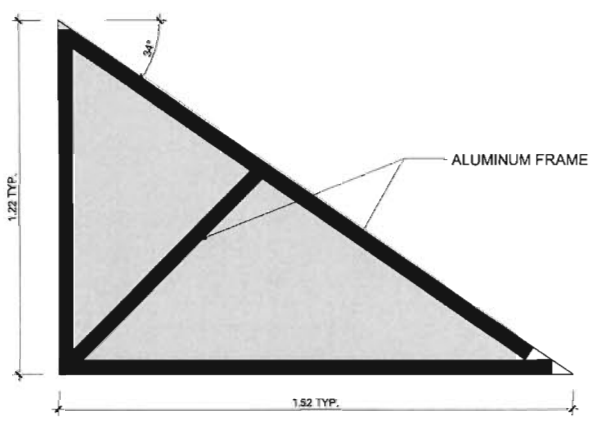
TYPICAL STOREFRONT SECTION
SCALE 1:16



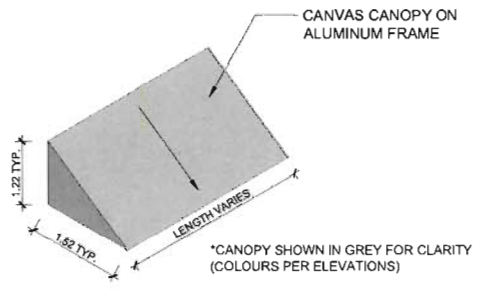
TYPICAL CANOPY SECTION
SCALE 1:8



TYPICAL CANOPY PERSPECTIVE
(NTS)



TYPICAL AWNING SECTION
SCALE 1:8



*CANOPY SHOWN IN GREY FOR CLARITY (COLOURS PER ELEVATIONS)

TYPICAL AWNING PERSPECTIVE
(NTS)

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC. V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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CANOPY ELEVATIONS, PERSPECTIVES AND DETAILS

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CENTRAL AT GARDEN CITY

RICHMOND, BC

DATE: MARCH 24, 2014
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PROJECT #: 4029

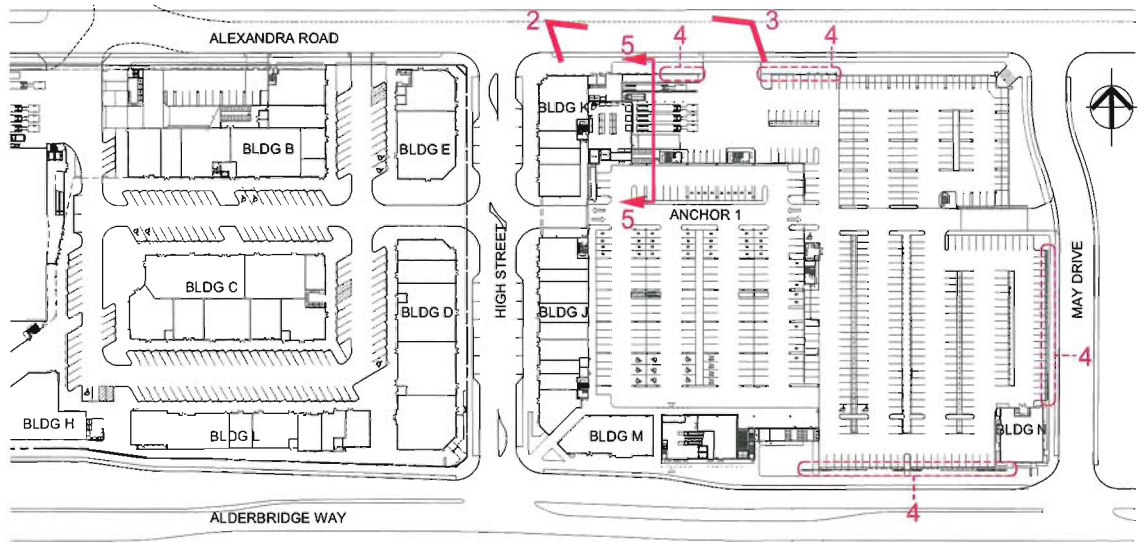
A-7.0



3 - PARKADE SCREENS
(NTS)



2 - PARKADE SCREENS
(NTS)



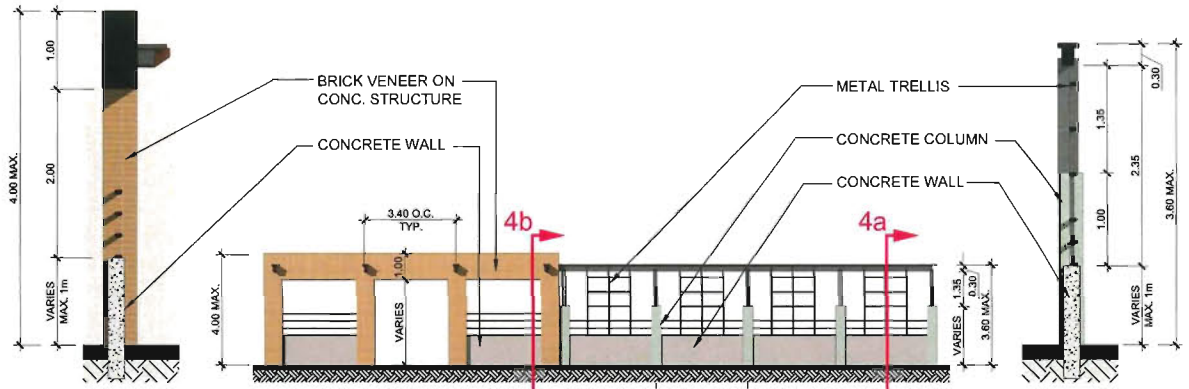
1 - KEY PLAN
(NTS)



4b - WALL TRELLIS - 3D VIEW
(NTS)



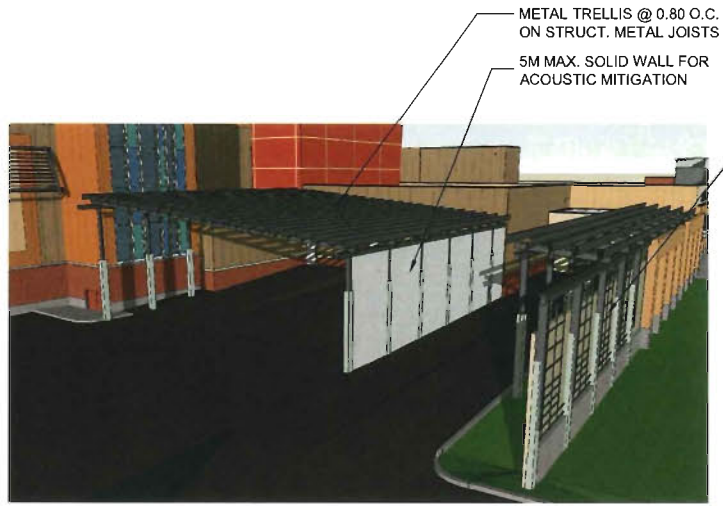
4a - WALL TRELLIS - 3D VIEW
(NTS)



4b - SECTION
(NTS)

4 - WALL TRELLIS
(NTS)

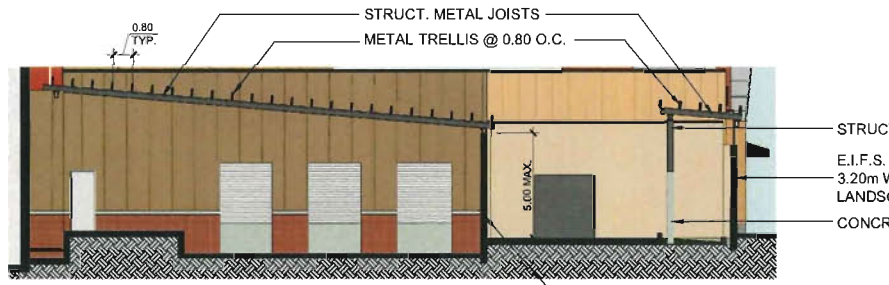
4a - SECTION
(NTS)



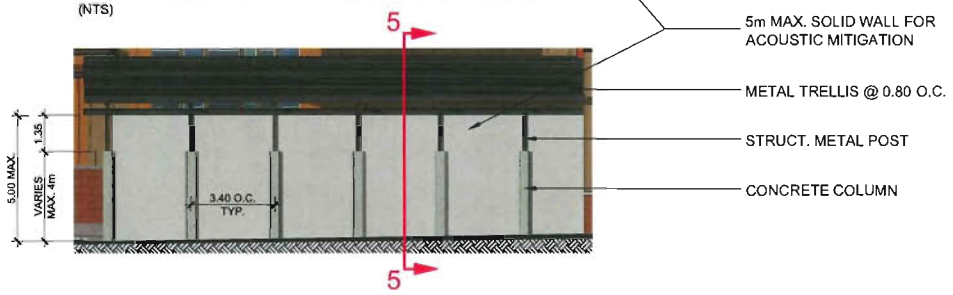
5c - TRELLIS AT LOADING DOCK - 3D VIEW
(NTS)



5b - TRELLIS AT LOADING DOCK - 3D VIEW
(NTS)



5 - TRELLIS AT LOADING DOCK - SECTION
(NTS)



5a - TRELLIS AT LOADING DOCK - ELEVATION
(NTS)

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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TRELLIS ELEVATIONS, PERSPECTIVES AND DETAILS

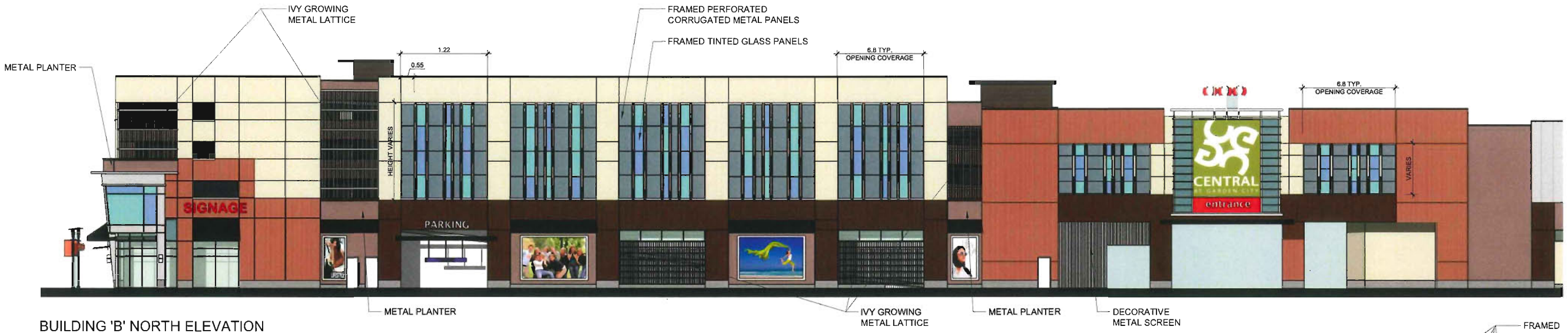
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CENTRAL AT GARDEN CITY

RICHMOND, BC

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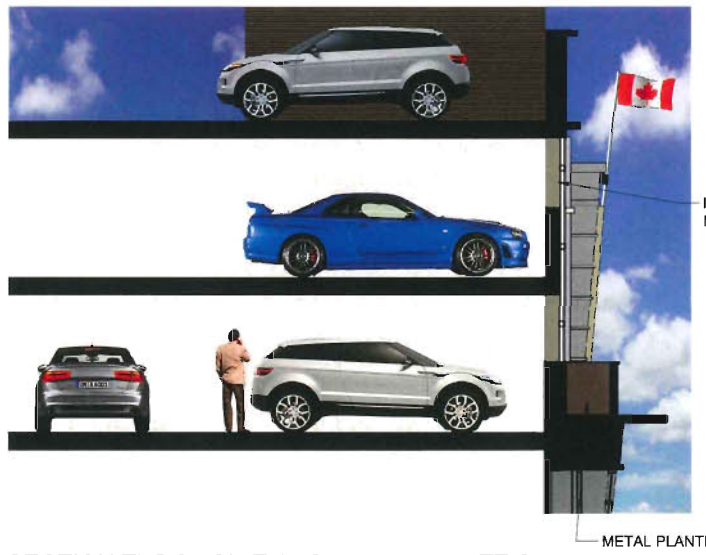
BUILDING 'B' NORTH ELEVATION

SCALE 1:125



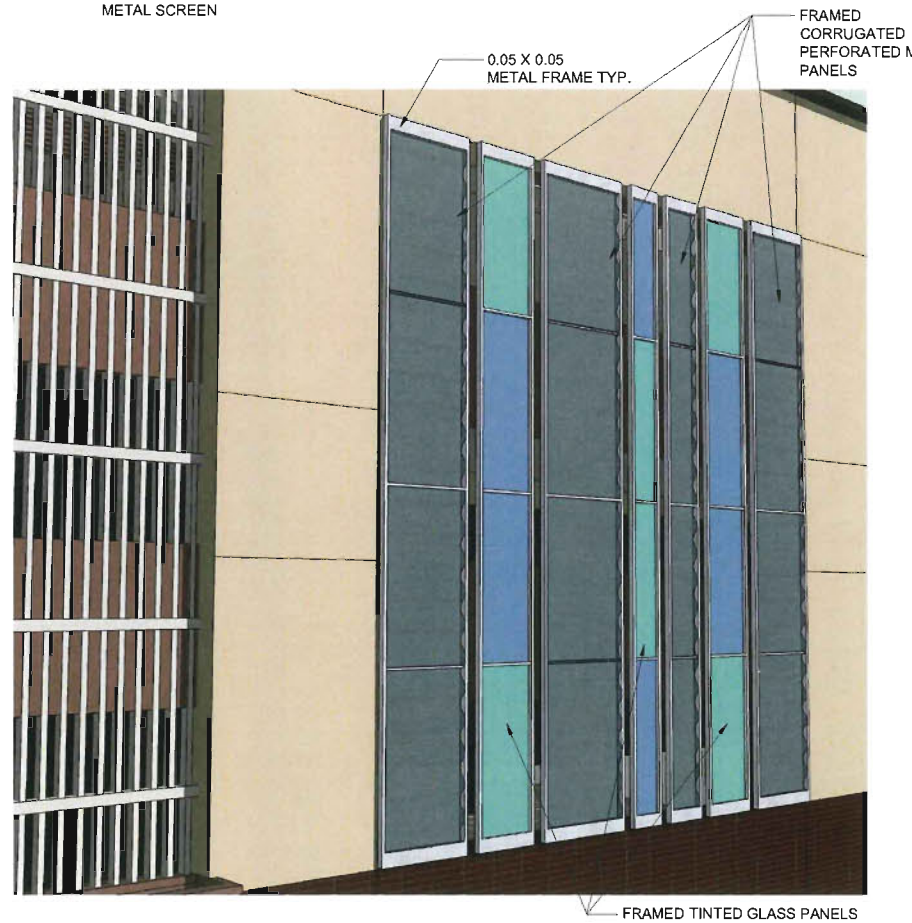
PERSPECTIVE AT TYPICAL METAL LATTICE (PARKADE SCREEN)

SCALE 1:125



SECTION THROUGH TYPICAL METAL LATTICE

SCALE 1:125



TYPICAL DECORATIVE PARKADE SCREENS

SCALE 1:125

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Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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PARKADE SCREEN ELEVATIONS, PERSPECTIVES AND DETAILS

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CENTRAL AT GARDEN CITY

RICHMOND, BC

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ALL TENANT SIGNAGE MUST FULLY COMPLY WITH LOCAL SIGN BYLAW NO. 5560, AND HAVE A FULLY APPROVED MUNICIPAL SIGN PERMIT AND LANDLORD APPROVAL. RETAIL TENANTS MAY CHOOSE WHERE APPLICABLE FROM ANY OF THE 4 TYPES OF SIGNS: CANOPY, FASCIA, MARQUEE, AND AWNING.

SIGNAGE TYPES

TENANTS WILL SELECT FROM ONE OR MORE OF THE FOLLOWING SIGN TYPES TO BOTH SUIT THE ARCHITECTURAL DESIGN AND BEST REPRESENT THEIR BRAND. ALL SIGNS SHALL BE SITUATED UPON THE SITE OF THE STRUCTURE TO WHICH THEY REFER.

CANOPY INCLUDES MARQUEE, AWNING OR ANY OTHER STRUCTURE OR CONTRIVANCE, WHETHER FIXED OR RETRACTABLE, WHICH PROJECTS OR IS INTENDED TO PROJECT FROM THE FACE OF A BUILDING FOR THE PURPOSE OF AFFORDING PROTECTION OR SHELTER FROM THE WEATHER.

CANOPY SIGN MEANS A SIGN ATTACHED TO A CANOPY AND ENTIRELY SUPPORTED BY THE CANOPY, BUT DOES NOT INCLUDE A SUSPENDED SIGN.

FASCIA SIGN MEANS ANY FLAT SIGN, ILLUMINATED OR PLAIN, RUNNING FOR ITS WHOLE LENGTH APPROXIMATELY PARALLEL TO THE FACE OF THE WALL OF THE STRUCTURE TO WHICH IT IS ATTACHED, AND PROJECTING NOT MORE THAN 30 CM (11.81 IN.) FROM THE FACE OF SUCH WALL.

MARQUEE SIGN MEANS A SIGN INTENDED SOLELY FOR THE IDENTIFICATION OF A PLACE OF BUSINESS AND AFFIXED WHOLLY BENEATH A PERMANENT CANOPY, MARQUEE OR WALKWAY COVERING, AND SITUATED PERPENDICULAR TO THE FACE OF THE BUILDING OF WHICH SAID CANOPY, MARQUEE OR WALKWAY COVERING IS A PART.

AWNING SIGN IN ANY INSTANCE WHERE AN AWNING IS IN PLACE OF A CANOPY.

BYLAW 5560 EXCERPTS

CANOPY AND FASCIA:

A CANOPY SIGN SHALL NOT PROJECT MORE THAN 30 CM (11.8 IN) BEYOND THE EDGE OF THE CANOPY TO WHICH IT IS ATTACHED.

A CANOPY SIGN OR FASCIA SIGN SHALL NOT BE CLOSER AT ANY POINT TO THE FINISHED GRADE OF THE SITE UPON WHICH IT IS SITUATED THAN 2.4 M (7.9 FT).

A CANOPY SIGN SHALL NOT PROJECT BELOW THE LOWER EDGE OF THE CANOP.

NO PART OF A CANOPY SIGN OR A FASCIA SIGN SHALL BE HIGHER THAN THE TOP OF THE WALL TO WHICH IT IS AFFIXED.

A CANOPY SIGN SHALL NOT PROJECT MORE THAN 1.2 (3.9 FT) ABOVE THE LOWER EDGE OF THE CANOPY

MARQUEE
A MARQUEE SIGN SHALL BE IN AREA (INCLUDING ALL SIDES OF THE DEVICE USED AS A SIGN) NO GREATER THAN .75 M2 (8.1 FT 2). SUSPENDED FROM A PERMANENT MARQUEE OR WALKWAY COVERING AT A POINT OPPOSITE TO A MAIN ENTRANCE, AND PERPENDICULAR TO THE FACADE OF THE BUILDING.

A MARQUEE SIGN SHALL NOT BE CLOSER AT ANY POINT TO THE FINISHED GRADE OF THE SITE UPON WHICH IT IS SITUATED THAN 2.4 M (7.9 FT).

TENANTS ARE ENCOURAGED TO DEVELOP INNOVATIVE AND TASTEFUL SIGNS, SUBJECT TO THE APPROVAL OF THE LANDLORD, TO FURTHER ENHANCE THE OVERALL CONCEPT AND ATMOSPHERE OF THE SHOPPING CENTRE, REGARDLESS OF REGISTERED TRADEMARKS. THE TEXT OF THE TENANT SIGN IS LIMITED TO STORE NAME AND OR LOGO AS PERMITTED AND APPROVED BY THE LANDLORD. NO ADVERTISING OR SLOGAN IS PERMITTED. NO PAINTED SIGNS ON STOREFRONTS OR SHOW WINDOWS WILL BE PERMITTED. PAPER SIGNS, STICKERS, TEMPORARY BANNERS OR FLAGS ARE PROHIBITED.

NO EXPOSED RACEWAYS, BALLAST BOXES OR ELECTRICAL TRANSFORMERS WILL BE PERMITTED EXCEPT AS REQUIRED BY CODE.

SIGNS MUST BE AUTO-ILLUMINATED.

ALL ILLUMINATED SIGNS OR GRAPHICS ON THE STOREFRONT WILL BE ON SEPARATE TIME CLOCKS CONNECTED TO THE TENANTS DISTRIBUTION PANEL. HOURS FOR OPERATION TO BE DETERMINED BY THE LANDLORD.

ALL SIGN LETTER FASTENING DEVICES, MOUNTING CLIPS, SIGN COMPANY NAME, AND IDENTIFICATION LABELS MUST BE COMPLETELY CONCEALED OR REMOVED.

SIGN MATERIALS AND ILLUMINATION

PERMITTED
- INDIVIDUAL ILLUMINATED OR NON ILLUMINATED LETTERS
- INDIVIDUAL METAL LETTERS REVERSE CHANNEL - HALO ILLUMINATED
- INDIVIDUAL METAL CHANNEL LETTERS - ACRYLIC FACE, INTERNAL ILLUMINATION
- PAINTED RAISED LETTERS ON COLOURED BOARD FASCIA SIGNS - METAL, WOOD, OR STONE - ILLUMINATED OR NON-ILLUMINATED LETTERS.
- RECESSED OR INTEGRATED INTERNALLY ILLUMINATED, OPAQUE ALUMINUM FACE WITH PUSH THROUGH ACRYLIC LETTERS.
- HIGH QUALITY ADHESIVE - ON INSIDE OF STOREFRONT GLAZING (SECONDARY SIGNS ONLY)
- LIGHTING OF SIGNAGE WITH OUTRIGGER OR GOOSENECK TYPES FIXTURES
- SIGNAGE TYPES, MATERIALS AND COLOURS THAT ARE COMPATIBLE WITH MATERIALS AND COLOURS OF THE BUILDING UPON WHICH THEY ARE PLACED

PROHIBITED
- BLINKING, FLASHING, ANIMATED, OR AUDIBLE SIGNS
- SIGNS WITH MOVING ELEMENTS OR MOVING LIGHTS
- EXPOSED NEON SIGNS
FORMED PLASTIC, INJECTION MOLDED PLASTIC, VACUUM FORMED PLASTIC LETTERS
- EXPOSED INTERNALLY ILLUMINATED BOX SIGNS WITH LIT BACKGROUND FACES
- EXPOSED OR SURFACE MOUNTED BOX OR CABINET TYPE SIGNS
- VINYL LETTERING AS PRIMARY SIGN
SIGNS WITH FOAM, CLOTH, PAPER CARDBOARD, OR GATORBOARD.



INDIVIDUAL METAL CHANNEL
ACRYLIC FACE ILLUMINATED LETTERS



PAINTED RAISED LETTERS ON COLOURED BOARD FASCIA METAL WOOD AND OR STONE ILLUMINATED OR NON -ILLUMINATED



INDIVIDUAL PAINTED METAL LETTERS
NON ILLUMINATED



RECESSED OR INTEGRATED, INTERNALLY ILLUMINATED, OPAQUE ALUMINUM FACE WITH PUSH THROUGH ACRYLIC LETTERS.



INDIVIDUAL METAL LETTERS
REVERSE CHANNEL - HALO ILLUMINATED



INDIVIDUAL METAL LETTERS WITH OUTRIGGER OR GOOSENECK LIGHTING



INDIVIDUAL METAL LETTERS
PIN MOUNTED AT CANOPY EDGE



HIGH QUALITY FABRIC AWNING
WITH PRINTED LETTERING



HIGH QUALITY
MARQUEE SIGN WITH AWNING

INDIVIDUAL METAL LETTERS
MOUNTED ON METAL CANOPY FACSIA



HIGH QUALITY FABRIC AWNING
WITH PRINTED LETTERING



HIGH QUALITY
MARQUEE SIGN WITH CANOPY

INDIVIDUAL METAL CHANNEL LETTERS
ACRYLIC FACE - INTERNAL ILLUMINATION
MOUNTED ON TOP OF CANOPY



HIGH QUALITY ADHESIVE VINYL
ON INSIDE OF STOREFRONT GLASS

ILLUSTRATED PERMITTED
SIGN EXAMPLES

TENANT SIGNAGE CRITERIA

Chandler Associates
Architecture Inc.

The Station
270 - 601 W. Cordova St.
Vancouver BC V6B 1G1
Tel 604 687 3390
Fax 604 687 3325
office@caa-architecture.com

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CENTRAL AT GARDEN CITY

RICHMOND, BC

PLANT SCHEDULE

PMG PROJECT NUMBER: 13-117

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREES				
	29	ABIES FRASERI	FRASER FIR	3.5M HT; B&B
	6	ABIES FRASERI (BIG)	FRASER FIR	5M HT; B&B
	3	ACER CIRCINATUM	VINE MAPLE	3.5M HT; B&B; 3 STEM CLUMP
	8	ACER GINNALA 'RED NOVEMBER'	RED NOVEMBER MAPLE	6CM CAL; 1.5M STD; B&B
	88	ACER RUBRUM 'ARMSTRONG'	RED MAPLE	6M CAL; 2M STD; B&B
	24	ACER TRUNCATUM 'PACIFIC SUNSET'	PACIFIC SUNSET MAPLE	6CM CAL; 2M STD; B&B
	25	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	10CM CAL; 2M STD; B&B
	36	ALNUS RUBRA	RED ALDER	8CM CAL; 2M STD; B&B
	5	AMELANCHIER x GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	4CM CAL; B&B
	24	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	10CM CAL; 2.0M STD; B&B
	11	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	6CM CAL.; 1.8M STD.
	14	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEEPING NOOTKA CYPRESS	4+HT; B&B
	42	LIQUIDAMBAR STYRACIFLUA	SWEETGUM	10CM CAL; 2.0M STD; B&B
	23	MAGNOLIA x 'GALAXY'	MAGNOLIA	7CM CAL.; 1.8M STD
	14	PARROTIA PERSICA 'RUBY VASE'	RUBY VASE PERSIAN IRONWOOD	7CM CAL; 1.5M STD; B&B
	7	PICEA ABIES	NORWAY SPRUCE	3.5M HT; B&B
	28	PICEA OMORIKA	SERBIAN SPRUCE	3.5M HT; B&B
	40	PINUS NIGRA	AUSTRIAN BLACK PINE	3.5M HT; B&B
	104	POPULUS TREMULOIDES 'ERECTA'	TREMBLING ASPEN	10CM CAL; 2M STD; B&B
	4	PYRUS CALLERYANA 'CAPITAL'	CAPITAL ORNAMENTAL PEAR	8CM CAL; 1.5M STD; B&B
	27	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	8CM CAL; 1.5M STD; B&B
	4	QUERCUS COCCINEA	SCARLET OAK	7CM CAL; 1.8M STD; B&B
	33	QUERCUS PALUSTRIS 'GREEN PILLAR'	GREEN PILLAR PIN OAK	10CM CAL; 2.0M STD; B&B
	15	ROBINIA PSEUDOACACIA 'FRISIA'	GOLDEN LOCUST	8CM CAL; 2.0M STD; B&B
	14	THUJA PLICATA 'EXCELSA' BIG	WESTERN RED CEDAR	5M HT; B&B

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

PLANT SCHEDULE SHRUBS

PMG PROJECT NUMBER: 13-117

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
	13	AZALEA JAPONICA 'HINO CRIMSON'	AZALEA, SINGLE SEEP CRIMSON	#2 POT; 25CM
	24	CEANOTHUS THYRSIFLORUS VICTORIA'	CALIFORNIA LILAC	#3 POT; #5 POT; 50CM
	242	CORNUS SERICEA 'KELSEY'	KELSEY DOGWOOD	#2 POT; 60CM
	72	EUONYMUS ALATA 'COMPACTUS'	WINGED BURNING BUSH	#3 POT/#5 POT; 50CM
	21	HYDRANGEA MACROPHYLLA 'RAMARIS' PP30906	CITYLINE PARIS HYDRANGEA	#3 POT/#5 POT; 60CM
	17	HYDRANGEA QUERCIFOLIA 'SNOW CRSBN'	OAK LEAF HYDRANGEA	#3 POT/#5 POT; 60CM
	470	MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	#3 POT/#5 POT; 50CM
	264	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE HOLLY	#3 POT/#5 POT; 40CM
	195	NANDINA DOMESTICA 'MOBRAY'	DWARF HEAVENLY BAMBOO	#3 POT/#5 POT; 50CM
	7	OSMANTHUS X BURKWOODII	BURKWOOD OSMANTHUS	#3 POT/#5 POT; 50CM
	118	PRUNUS LAUROCERASUS 'MT. VERNON'	MT. VERNON LAUREL	#3 POT/#5 POT; 50CM
	195	WEIGELA FLORIDA 'PISTES'	WEIGELA/PISTON APRICOT	#3 POT/#5 POT; 50CM
	55	ROSA 'KORIFE'	CARPET ROSE; RED	#2 POT; 40CM
	61	ROSA 'KORTRALM'	CARPET ROSE; PINK	#2 POT; 40CM
	18	ROSA EXPLORER 'CHAMPLAIN'	CHAMPLAIN ROSE; DARK RED	#2 POT; 40CM
	104	ROSA 'MEIDELAND' BONICA'	MEIDILAND ROSE; PINK	#2 POT; 40CM
	53	SALIX PURPUREA 'NANA'	BLUE LEAF ARCTIC WILLOW	#3 POT/#5 POT; 60CM
	848	SPIRAEA JAPONICA 'LITTLE PRINCESS'	SPIRAEA VAR.	#2 POT; 10CM
	288	SYMPHORICARPOS DOORENBOSII 'KORDES'	AMETHYST CORAL BERRY	#3 POT/#5 POT; 45CM
	57	VACCINIUM CORYMBOSUM	HIGHBUSH BLUEBERRY	#3 POT/#5 POT; 60CM
	20	VIBURNUM P.T. 'SUMMER SNOWFLAKE'	SUMMER SNOWFLAKE VIBURNUM	#3 POT/#5 POT; 60CM

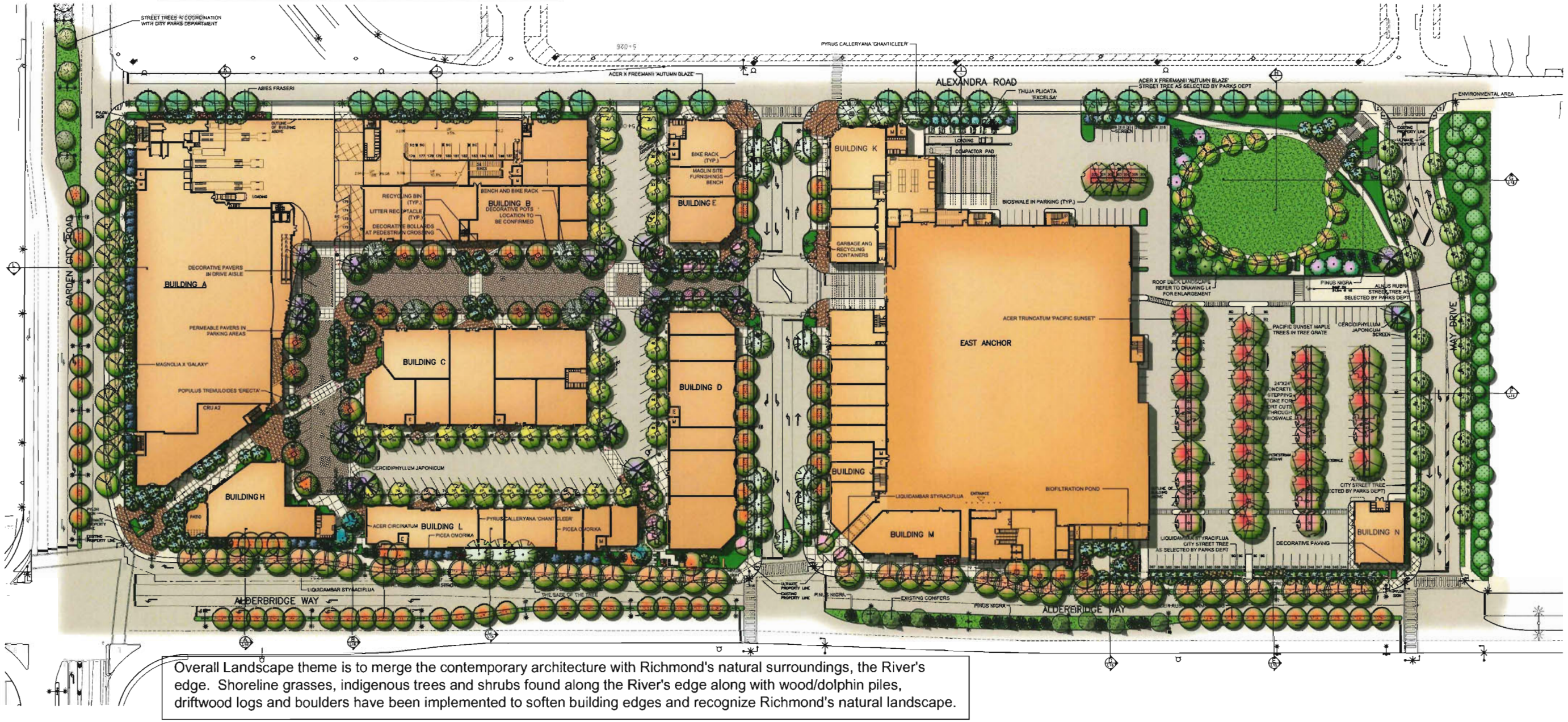
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NOTE:
ALL SOFT SURFACED LANDSCAPE AREAS TO BE IRRIGATED BY AUTOMATIC IRRIGATION SYSTEM COMPLETE WITH RAIN SENSOR.

PLANT SCHEDULE SHRUBS CONT.

PMG PROJECT NUMBER: 13-117

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
GRASS				
	215	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#1 POT
	926	CAREX CARYOPHYLLEA 'THE BEATLES'	BEATLES SEDGE	#1 POT
	892	CAREX DAVALLIANA	BATH SEDGE	#2 POT; 60CM
	136	CAREX PENDULA	DROOPING SEDGE	#1 POT
	281	HAKONECHLOA MACRA	JAPANESE FOREST GRASS	#1 POT
	1319	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
	1334	JUNCUS EFFUSUS	COMMON RUSH	#1 POT
	195	MISCANTHUS SINENSIS 'ADAGIO'	MAIDEN GRASS	#1 POT
	259	MISCANTHUS SINENSIS 'YAKU JIMA'	YAKU JIMA JAP. SILVER GRASS	#1 POT
	367	MISCANTHUS SINENSIS 'PURPURASCENS'	FLAME GRASS	#1 POT
	27	PANICUM VIRGATUM 'ROTSTRAHLBUSCH'	RED SWITCH GRASS	#1 POT
	1024	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
	445	SESLERIA HEUFLERIANA	BLUE-GREEN MOOR GRASS	#1 POT
	606	STIPA TENUISSIMA	MEXICAN FEATHER GRASS	#1 POT
VINE				
	18	CAMPANULA POSCHARSKYANA	BELL FLOWER	#2 POT; 60CM; STAKED
	8	LONICERA JAPONICA 'PURPUREA'	PURPLE-LEAF HONEYSUCKLE	#2 POT; 75CM; STAKED
	18	LONICERA x BROWNII 'DROPMORE SCARLET'	SCARLET TRUMPET HONEYSUCKLE	#2 POT; 75CM; STAKED
	20	PARTHENOCISSUS QUINQUEFOLIA 'ENGELMANNII'	ENGELMANNII VIRGINIA CREEPER	#2 POT; 60CM; STAKED
	47	WISTERIA MACROSTACHYA 'BLUE MOON'	KENTUCKY WISTERIA; LILAC-BLUE	#2 POT; 75CM; STAKED
PERENNIAL				
	29	ECHINACEA PURPUREA	PURPLE CONEFLOWER	#1 POT
	36	KNIPHOFIA x 'FLAMENCO'	RED HOT POKER	15CM POT
	15	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	#1 POT
	33	RUDBECKIA FULGIDA VAR SULLIVANTII 'GOLDSTURM'	RUDBECKIA; YELLOW	15CM POT
	107	SAGINA SUBULATA	IRISH MOSS	9CM POT
	28	THYMUS PSEUDOLANUGINOSUS	WOOLY THYME	9 CM POT
	527	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	9CM POT
	262	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM
	139	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT; 25CM



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.

pmg LANDSCAPE ARCHITECTS

SmartCentres

'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

OVERALL LANDSCAPE PLAN

L1

DATE: 14.MAR.24
SCALE: 1:500
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pmg LANDSCAPE ARCHITECTS

SmartCentres

'CENTRAL' AT GARDEN CITY

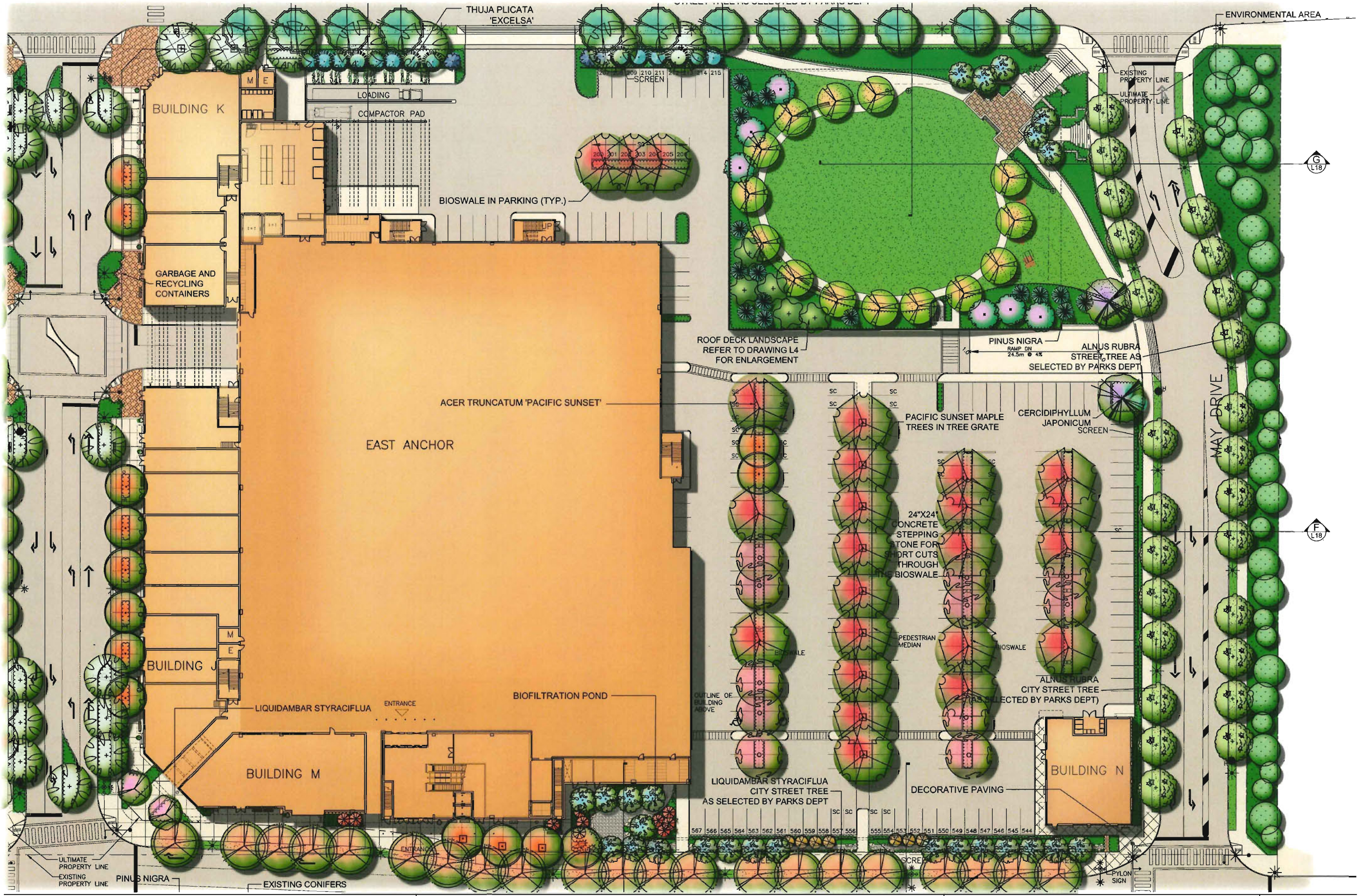
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

WEST LANDSCAPE PLAN

L1A

DATE: 14.MAR.24
SCALE: 1:250
PMG PROJECT NUMBER: 13-117
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pmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

EAST LANDSCAPE PLAN

L1B

DATE: 14.MAR.24
SCALE: 1:250
PMG PROJECT NUMBER: 13-117

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SHORELINE PLANTING





BIRCH AND POPLAR TREES ANCHOR THE SITE TO THE REGION

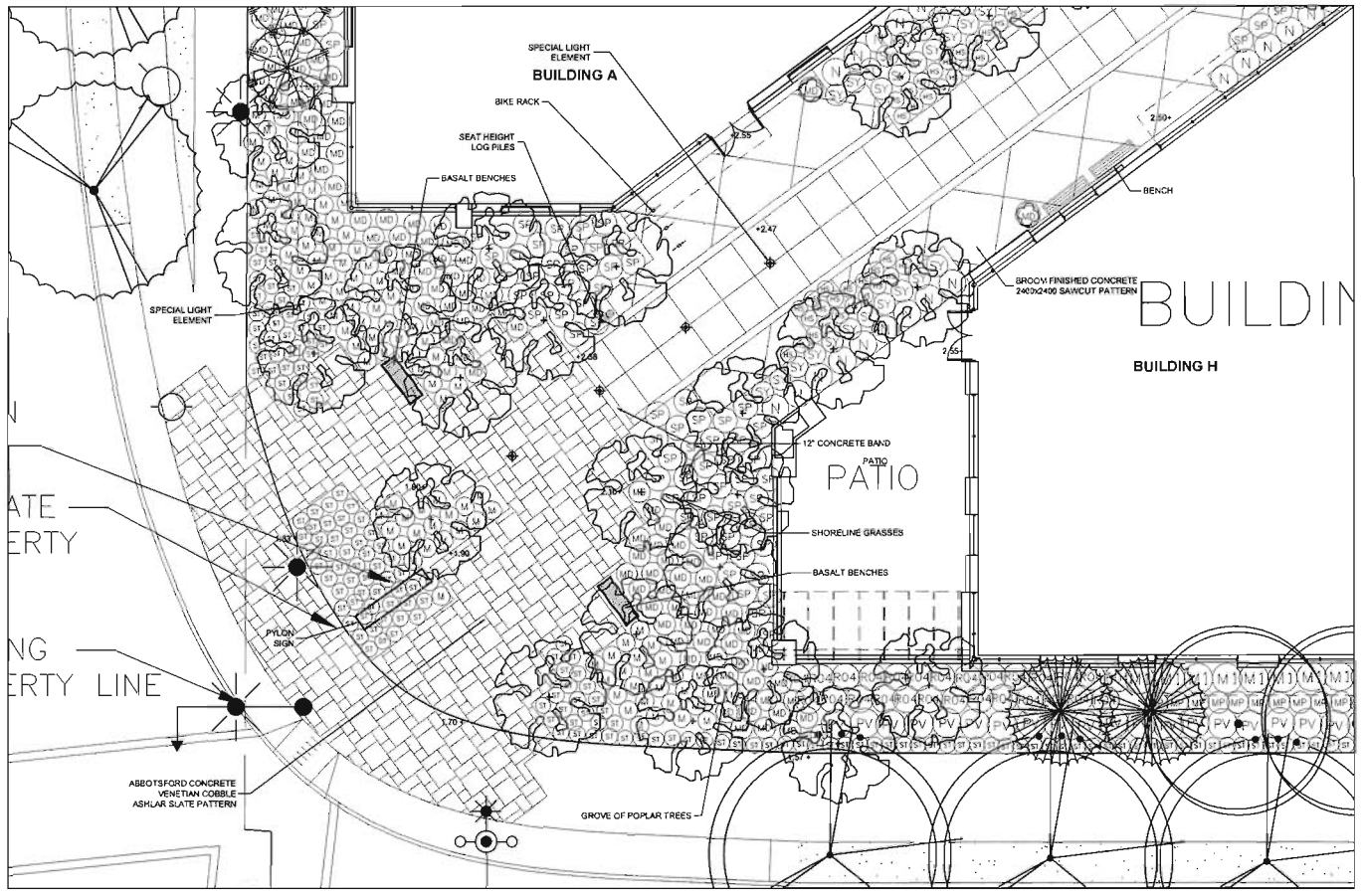


SHORELINE GRASSES PLANTINGS





PEELED LOGS AND LOG PILINGS SERVE AS SEATING ELEMENTS AND ARE EMBEDDED IN PLANTING AREAS





PROPOSAL OF PLANTING AREA AND CONNECTION TO THE PAVED AREAS



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

pmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

SW ENTRY PLAZA

L2

DATE: 14.MAR.24
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PMG PROJECT NUMBER: 13-117

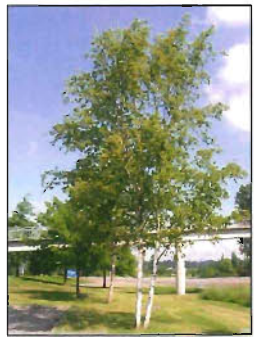
13117-9.ZIP

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







CANOPY TREES FOR SHADE



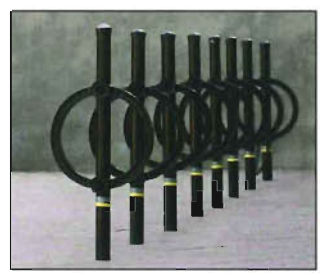
PLAZA SEATING



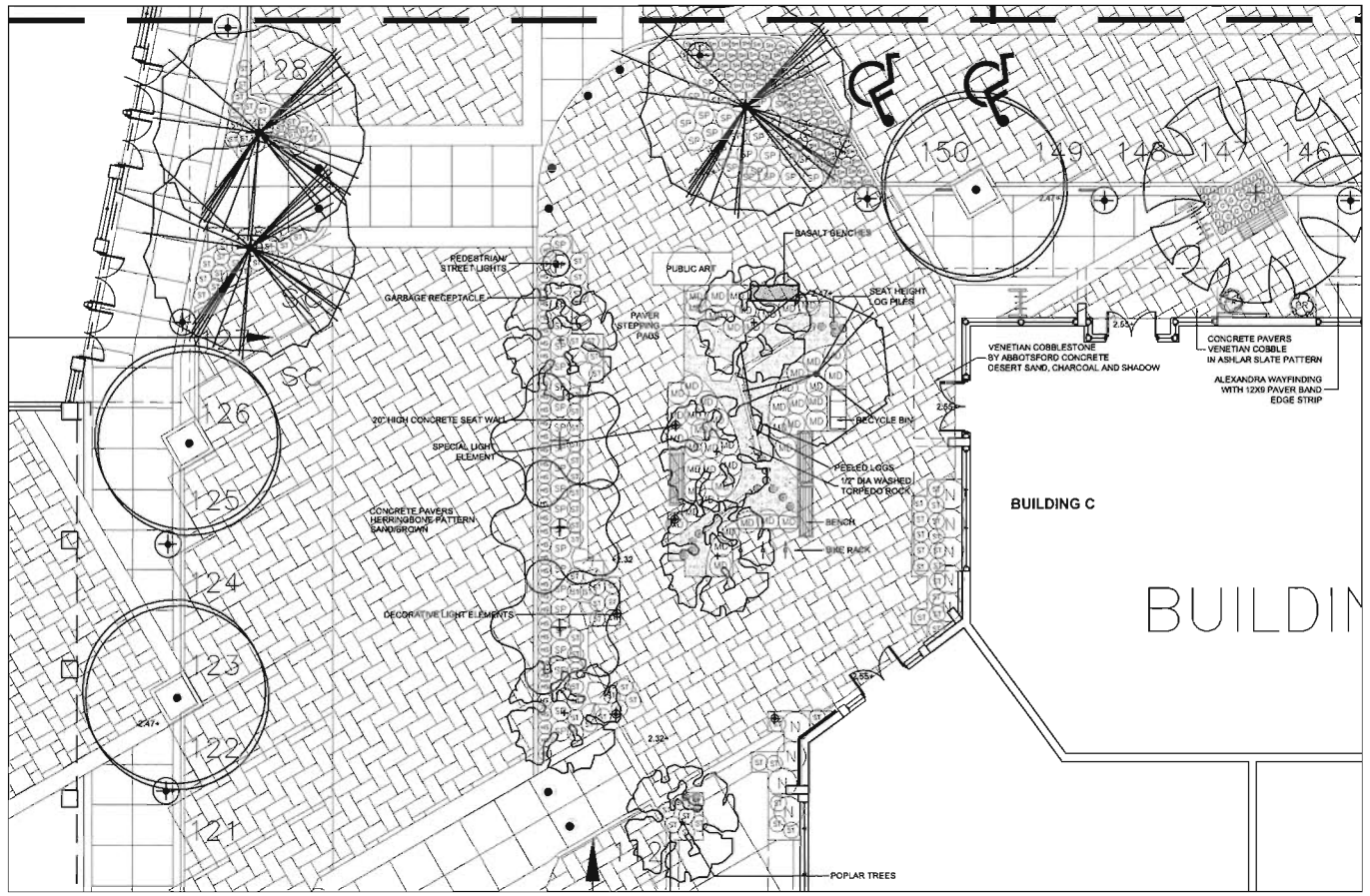
BASALT BENCHES EMBEDDED IN PLANTING AREA



BENCHES FOR SEATING - MAGLIN BENCH



BIKE RACK - MAGLIN





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.



LOGS FOR CLIMBING, BALANCING OR SITTING





CHILDREN'S PLAY AREA



CONCRETE BENCH/WALL

pmg LANDSCAPE ARCHITECTS

SmartCentres

'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

CENTRAL PLAZA

L3

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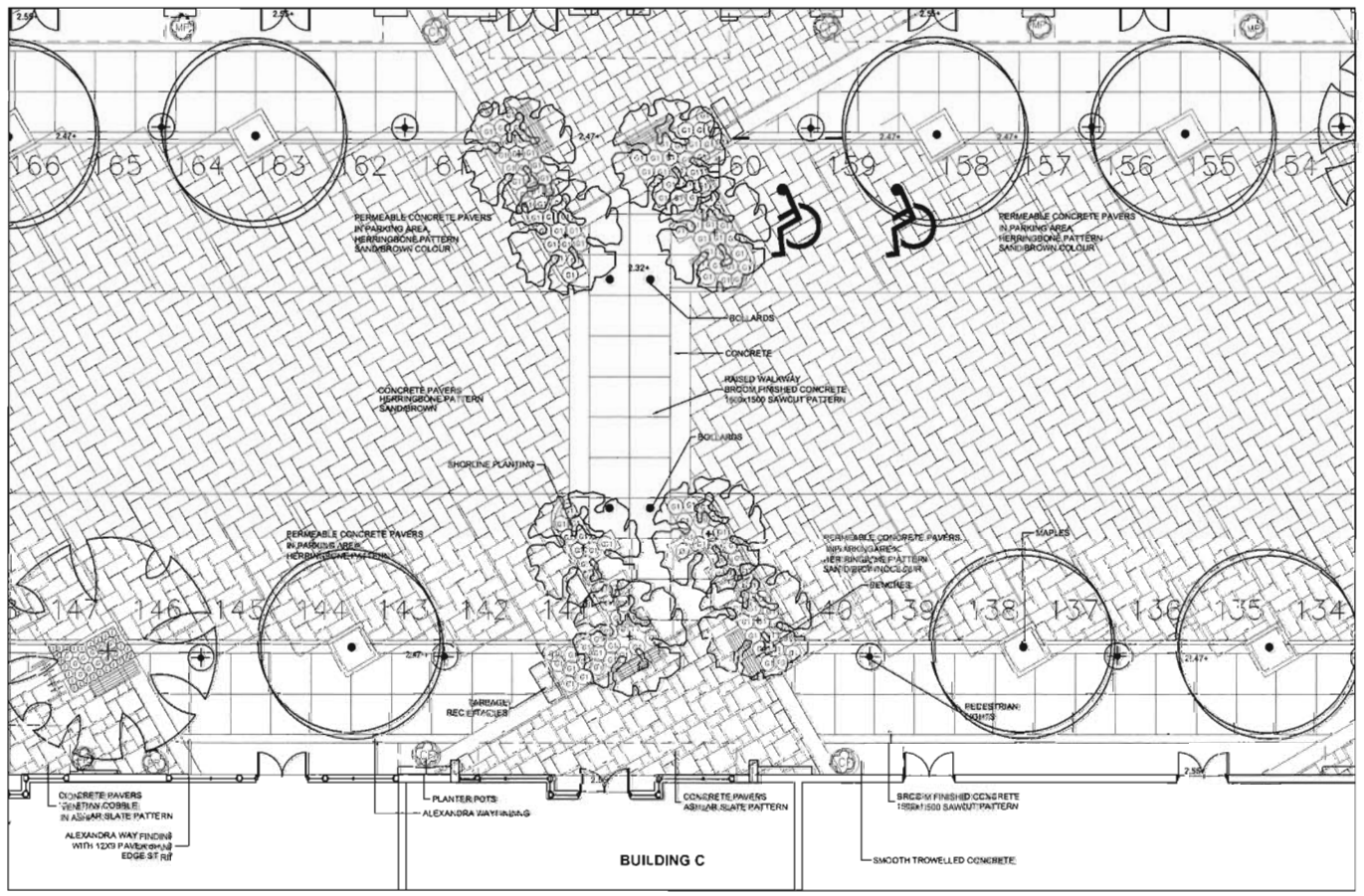
SEATING NODES



SEATING NODES



DEFINED PEDESTRIAN CROSSING





FAIRWEATHER BOLLARD



LIGHTING







SITE LOCATOR

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.



DEFINED PEDESTRIAN PAVING

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

ALEXANDRA WAY AND PEDESTRIAN CROSSINGS

L4

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SCALE: 1:100
PMG PROJECT NUMBER: 13-117

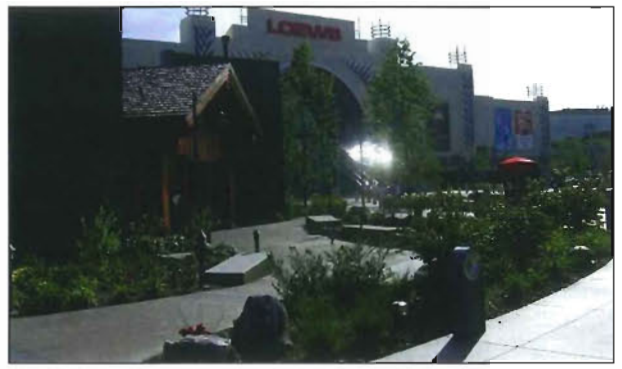
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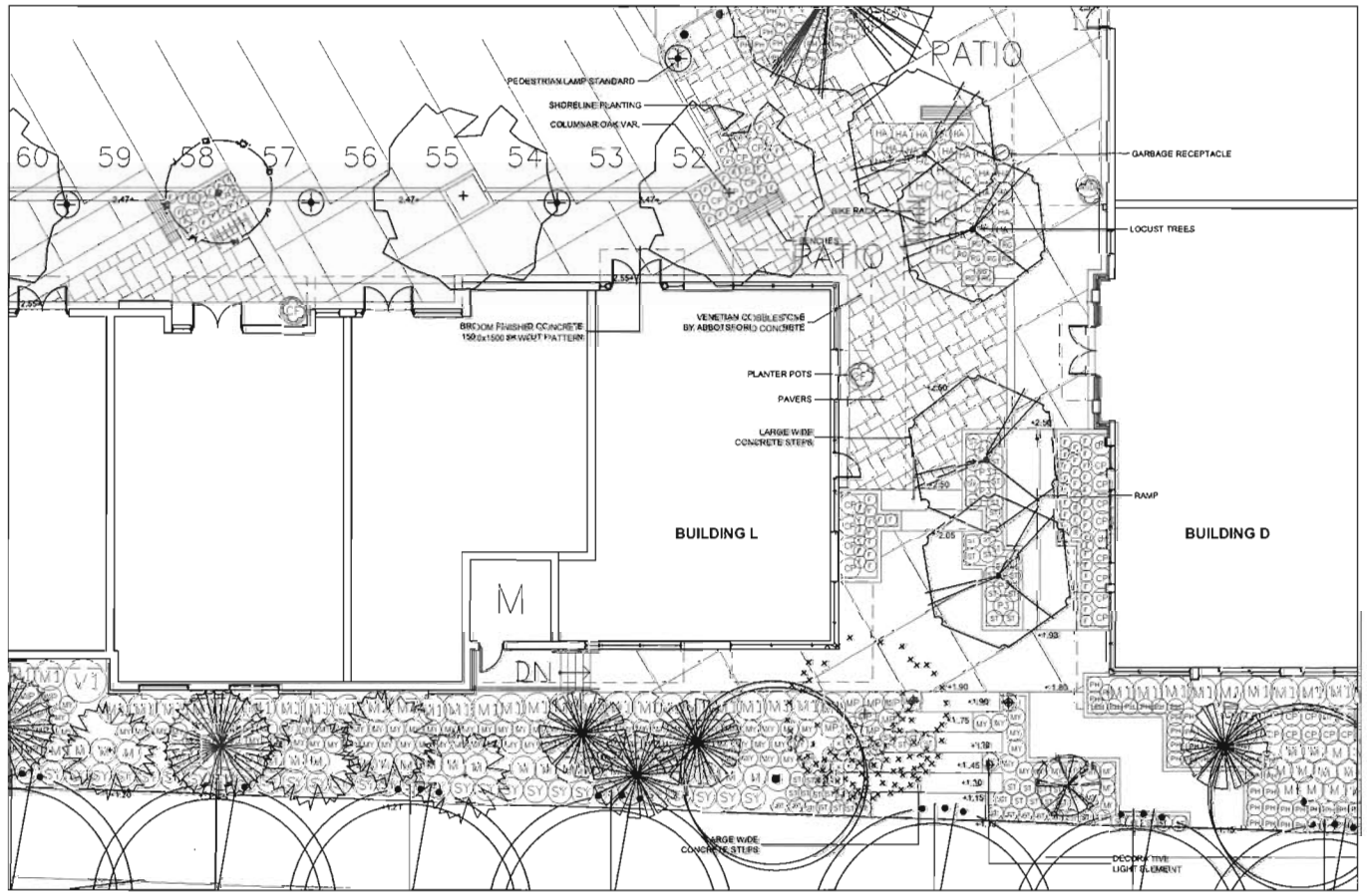




OUTDOOR AMENITY AREAS FOR SEATING AND SOCIALIZING



PLANTING AREAS TO SOFTEN OUTDOOR SPACES





RECYCLE BIN



MADISON PLANTER POTS



SITE LOCATOR

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



CORA BIKE RACK

pmg LANDSCAPE ARCHITECTS

SmartCentres

'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

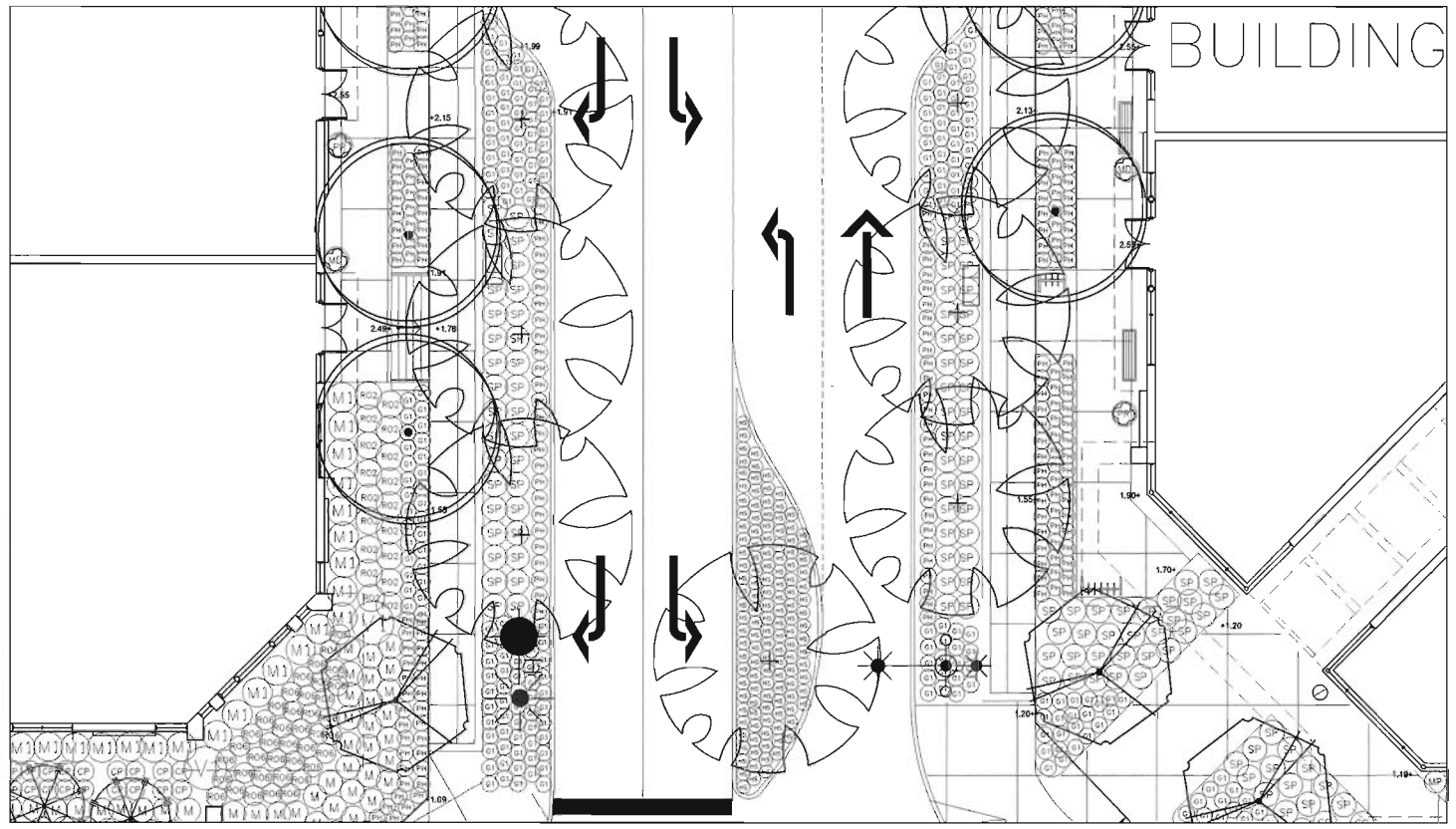
BUILDING L S.E. CORNER

L5

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SCALE: 1:100
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TWO LAYERS OF OUTDOOR SPACES



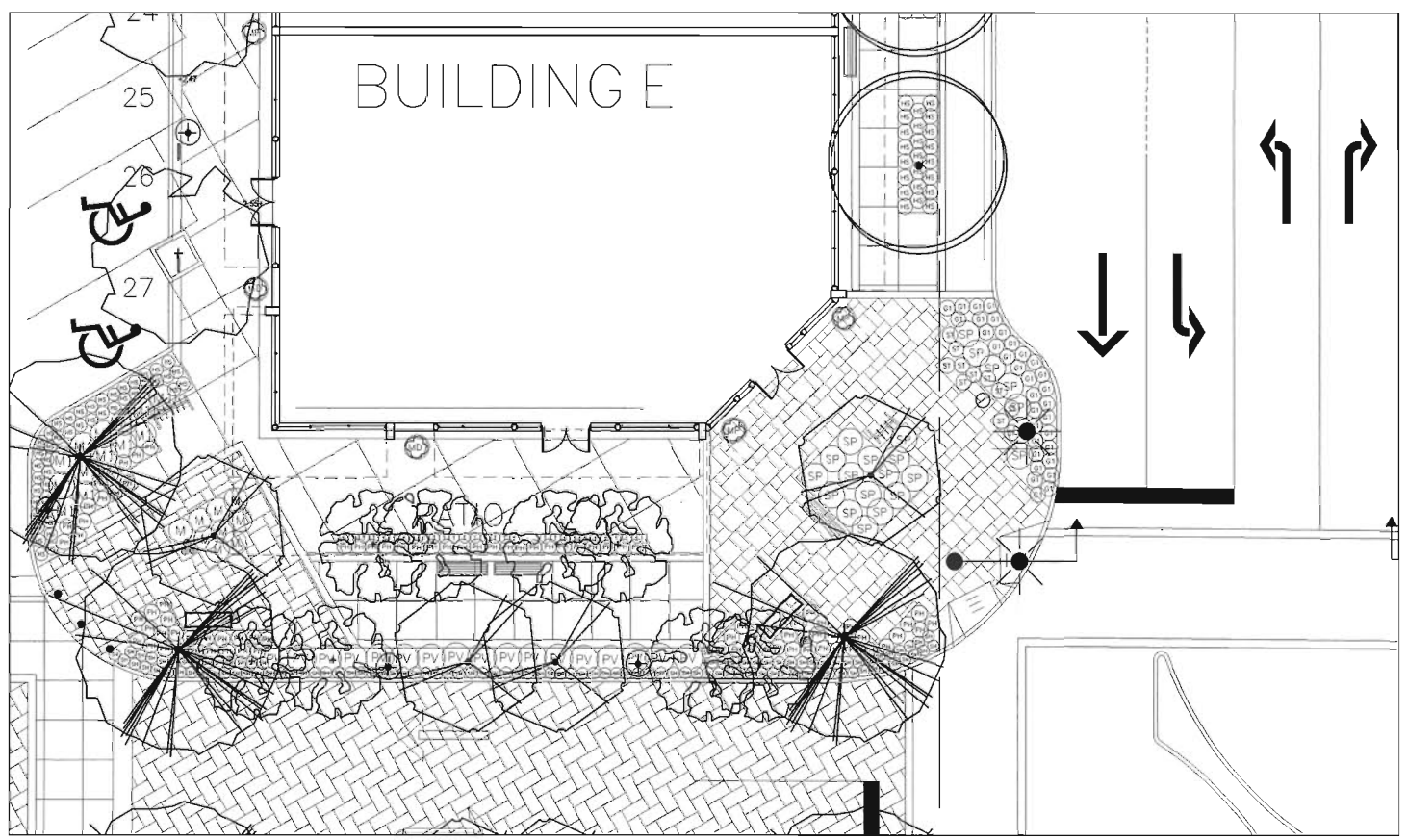
PEDESTRIAN AREAS PULLED BACK FROM PARKING



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 LOCATOR

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

STREETSCAPES

L6

DATE: 14.MAR.24
SCALE: 1:100
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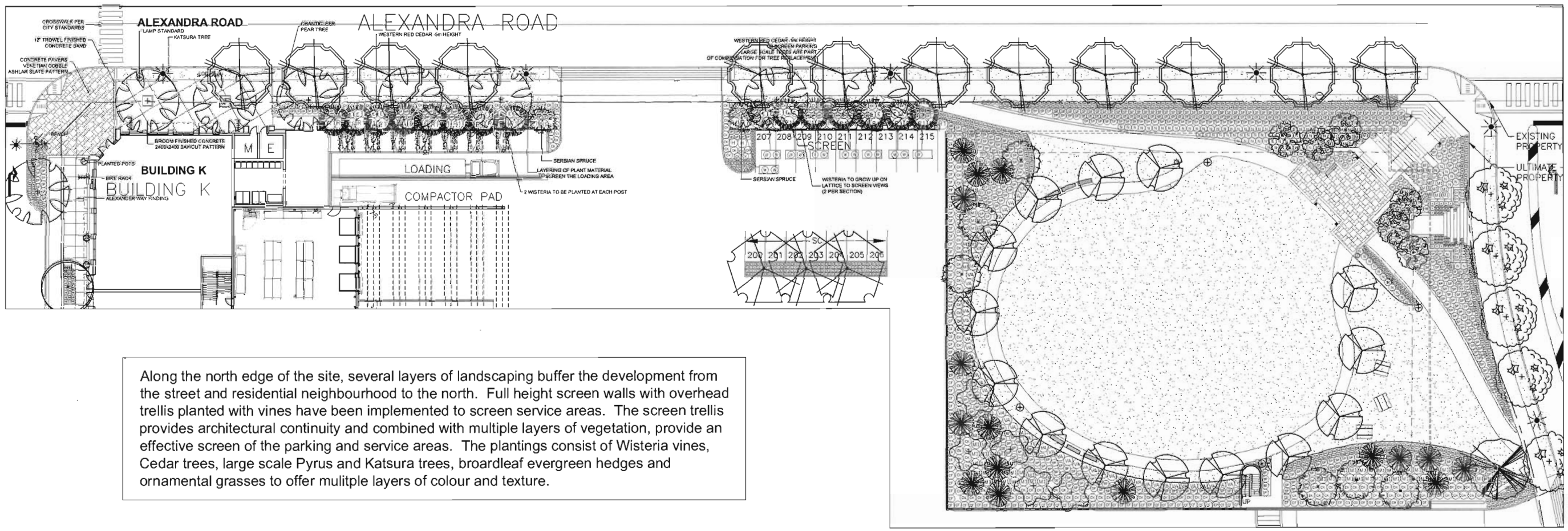


WISTERIA VINES OVER TRELLIS STRUCTURE





LARGE SCALE TREES AND SHRUBS TO SCREEN LOADING AREA AND PROVIDE A GREEN STREET EDGE
EVERGREENS TO BE 5M TALL AND DECIDOUS TREES TO BE 10CM CALIPER AT INITIAL PLANTING



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, broardleaf evergreen hedges and ornamental grasses to offer mulitple layers of colour and texture.



SITE LOCATOR

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.

pmg LANDSCAPE ARCHITECTS

SmartCentres

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

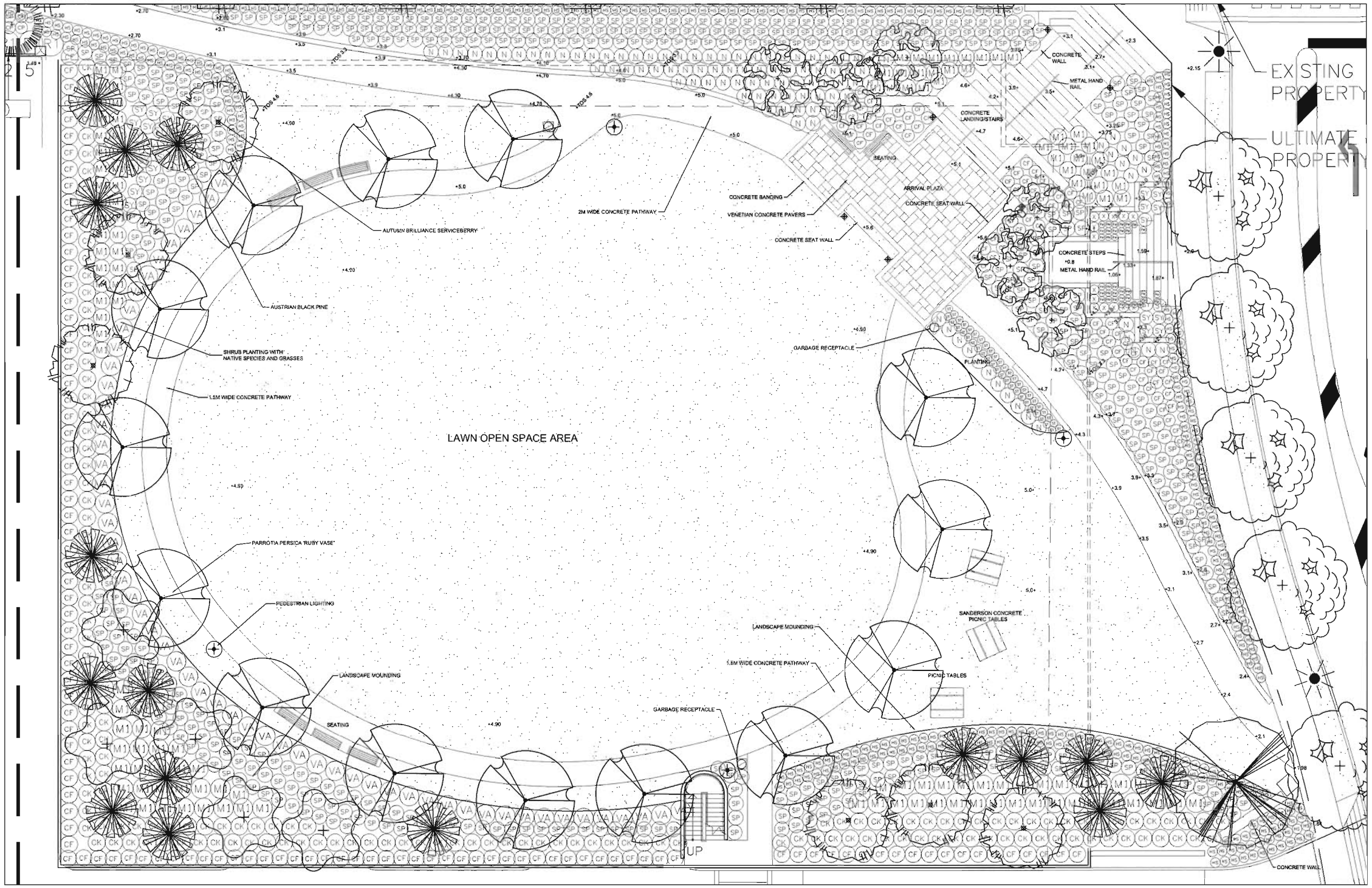
NORTH EDGE BUFFERING

L7

DATE: 14.MAR.24
SCALE: 1:200
PMG PROJECT NUMBER: 13-117

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SHRUBS AND GROUNDCOVER

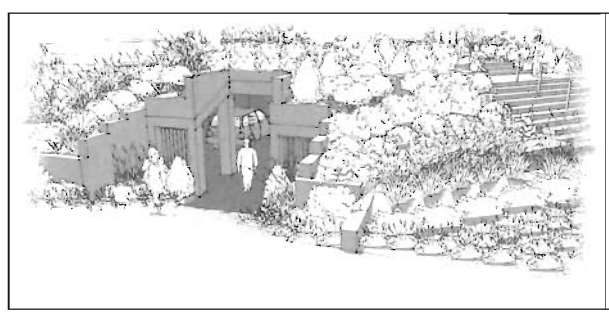




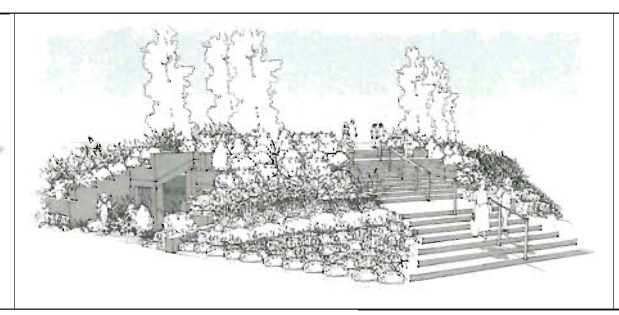
NATIVE TREES



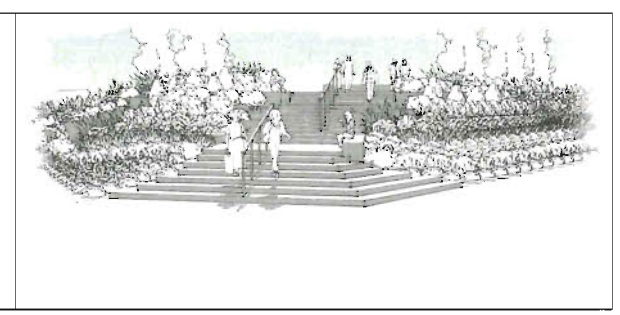
SITE LOCATOR



PARKING AREA ACCESS



ACCESS POINTS TO GREEN SPACE AND PARKING



ACCESS POINTS TO GREEN SPACE

pmg LANDSCAPE ARCHITECTS

SmartCentres

'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

GREEN DECK

L8

DATE: 14 MAR 24
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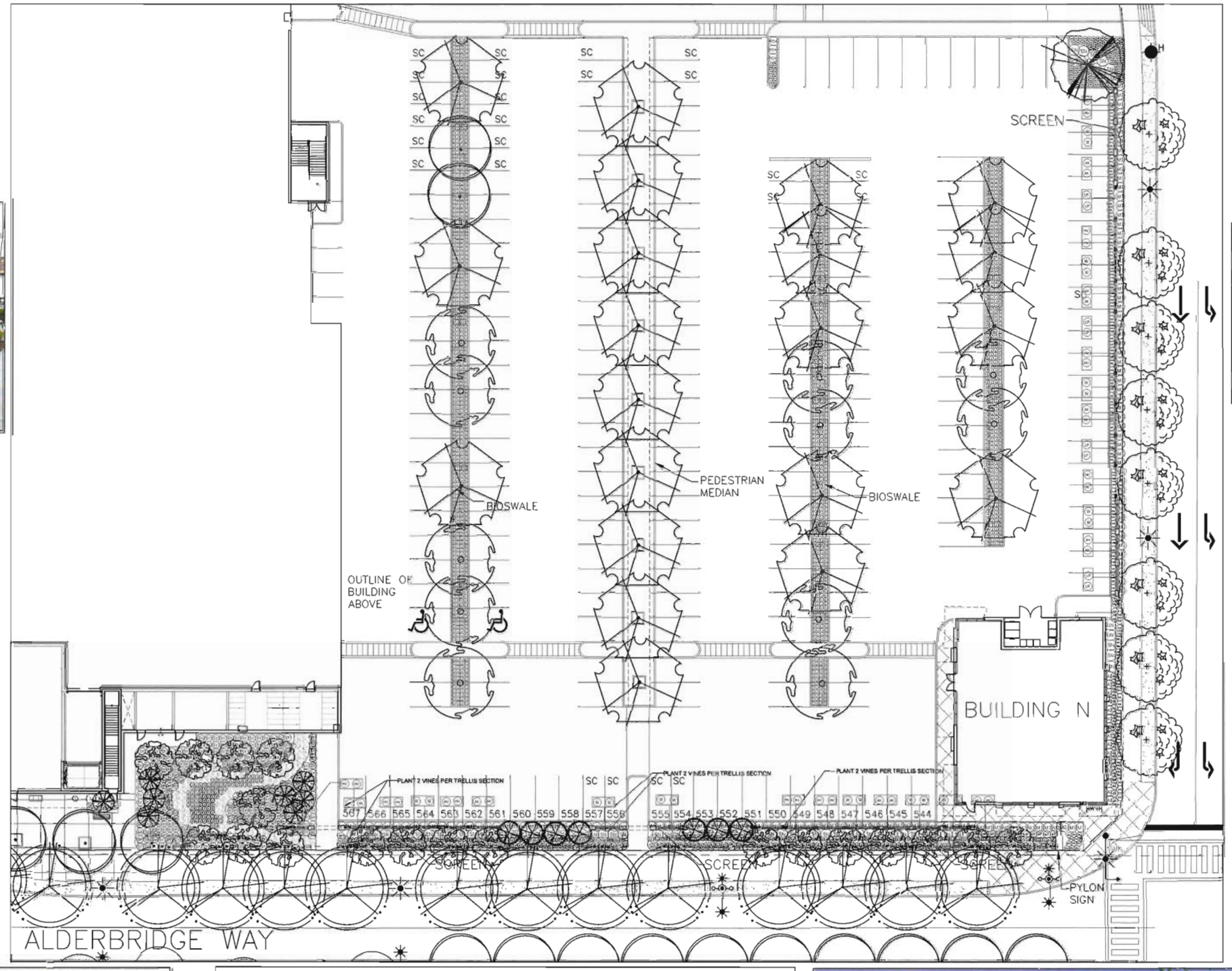
BIOFILTRATION POND



BIOFILTRATION SWALE



VINES ON TRELLIS SCREEN







BIOSWALES TO MITIGATE STORMWATER

PARKING LOT ISLANDS



SITE LOCATOR

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



BOULEVARD PLANTINGS TO SCREEN PARKING AREAS

pmg LANDSCAPE ARCHITECTS

SmartCentres

'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

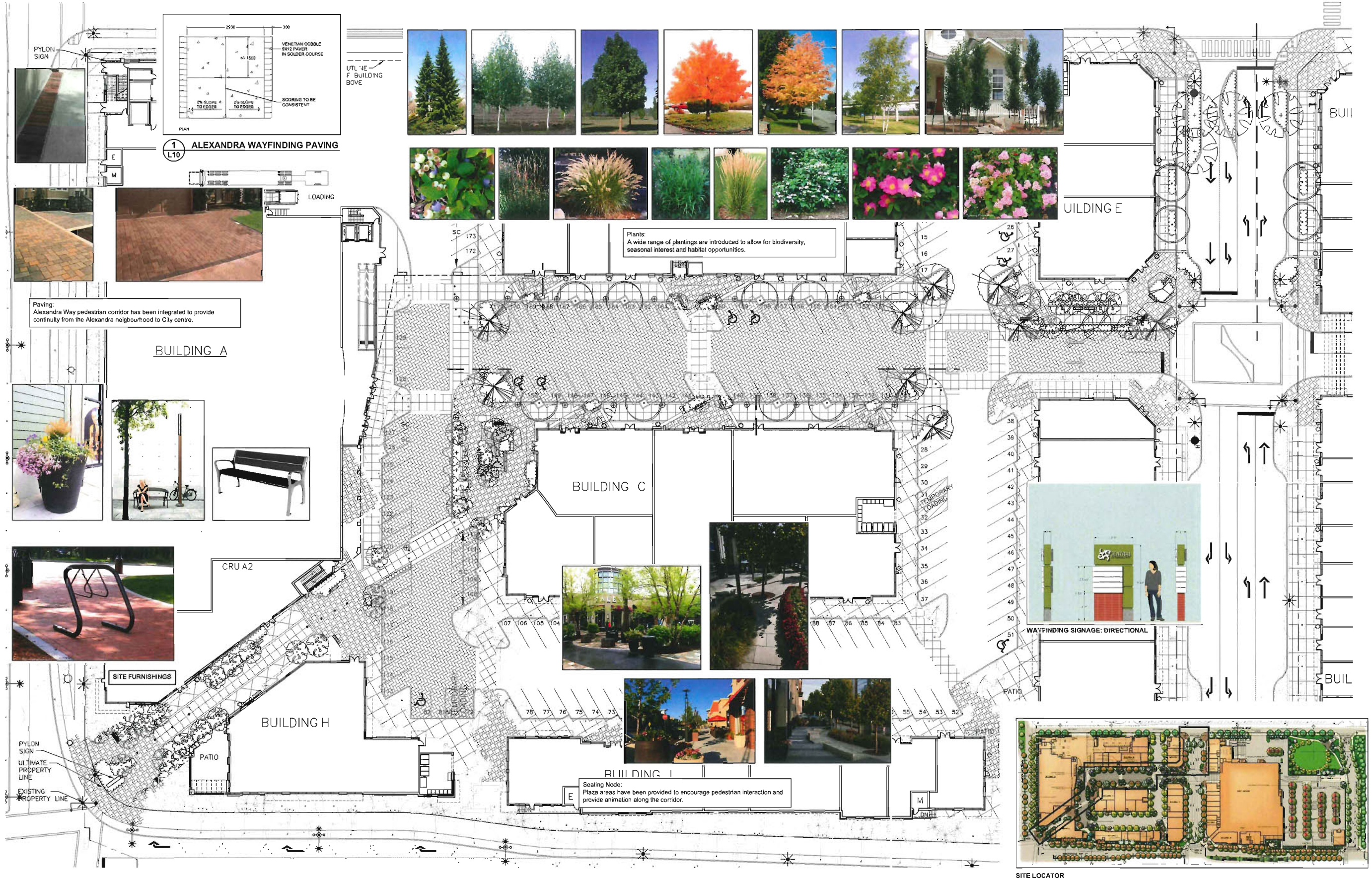
EAST PARKING & BIOFILTRATION

L9

DATE: 14.MAR.24
SCALE: 1:200
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

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pmg LANDSCAPE ARCHITECTS

SmartCentres

'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

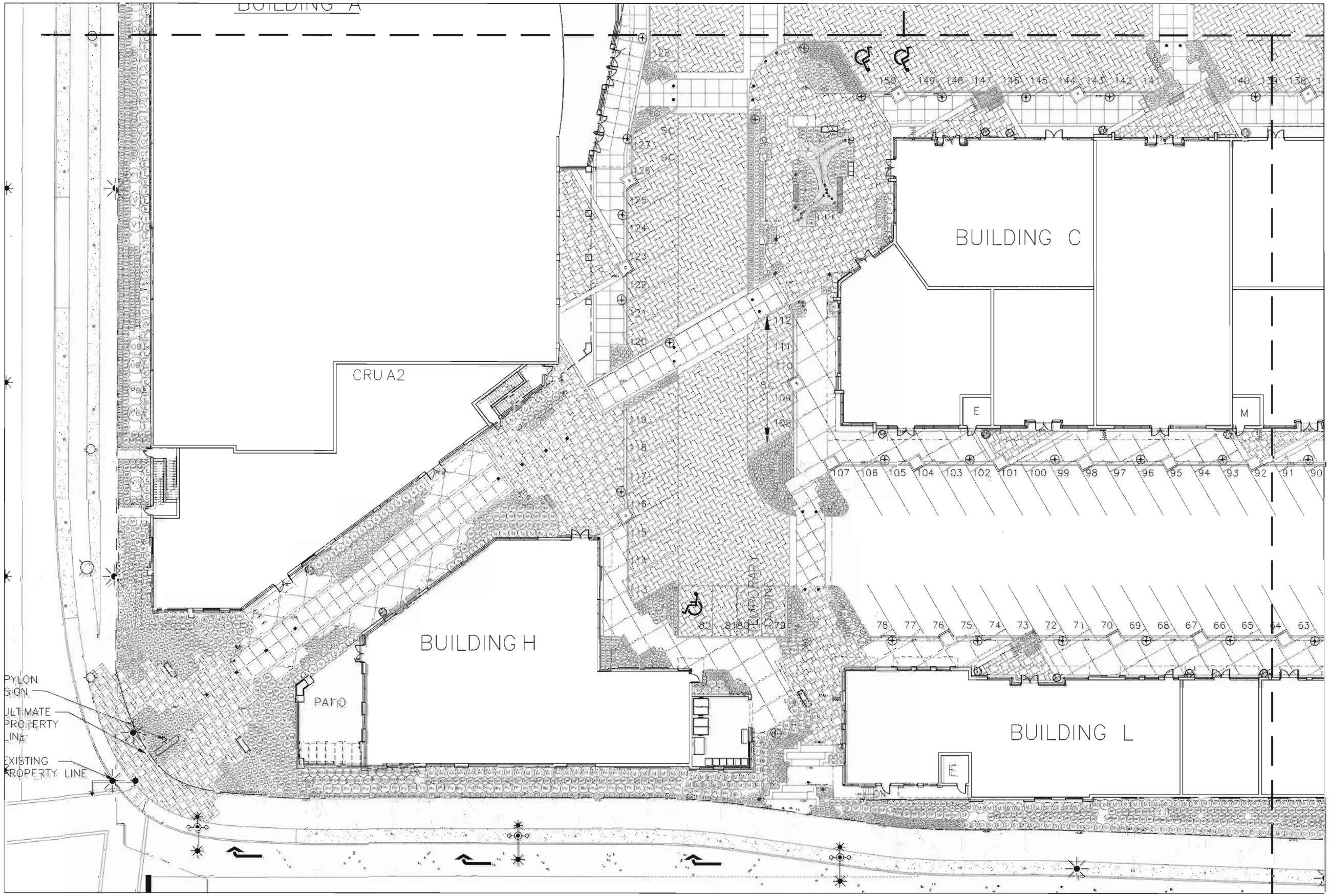
ALEXANDRA WAY PEDESTRIAN CORRIDOOR

L10

DATE: 14.MAR.24
SCALE: 1:250
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

Sheet No. 63
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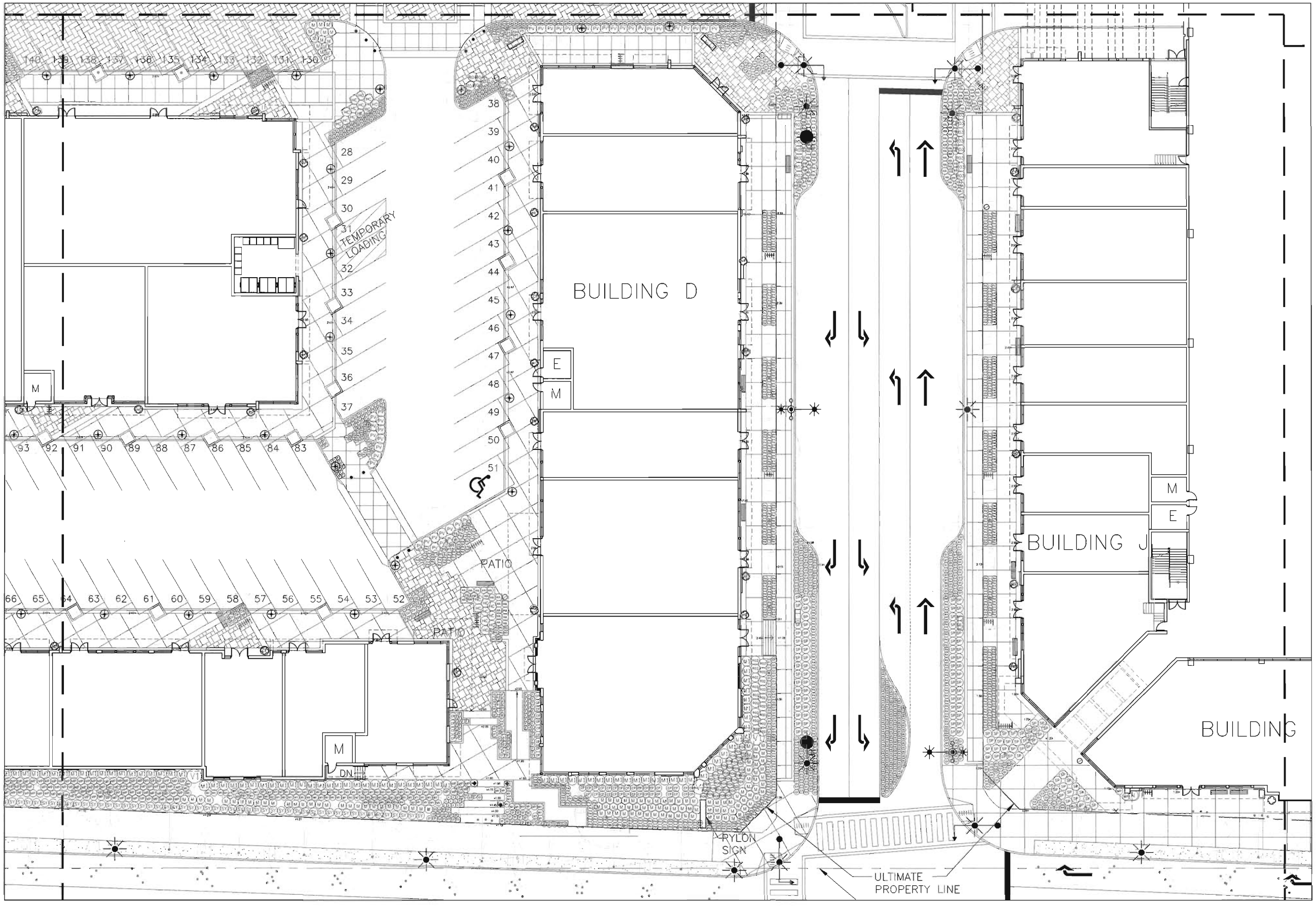
'CENTRAL' AT GARDEN CITY
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

SHRUB PLANTING

L11

DATE: 14.MAR.24
SCALE: 1:150
PMG PROJECT NUMBER: 13-117
12117-9.ZIP

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pmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

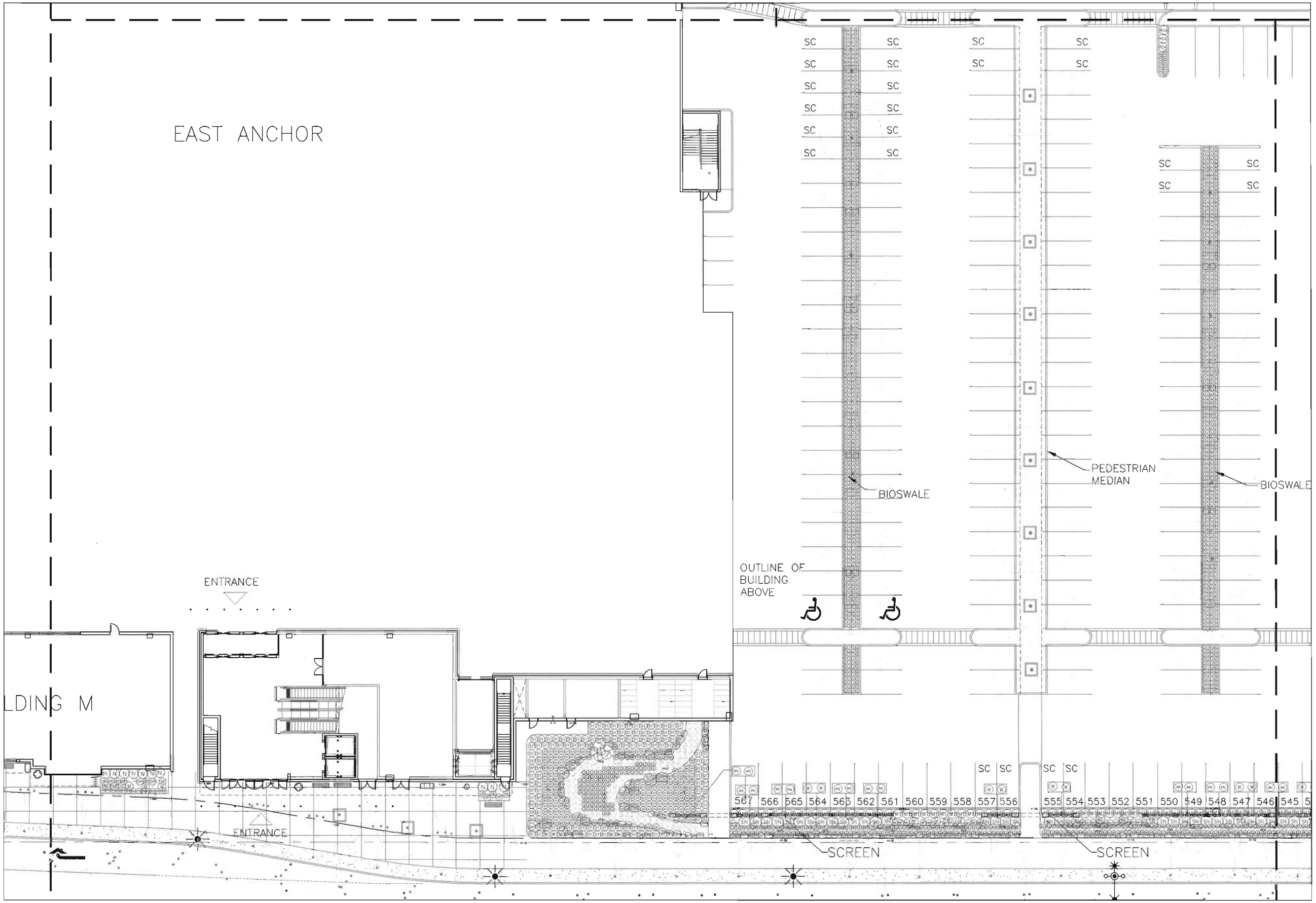
SHRUB PLANTING

L12

DATE: 14.MAR.24
SCALE: 1:150
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

Sheet No. 65
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pmg LANDSCAPE ARCHITECTS

SmartCentres

'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

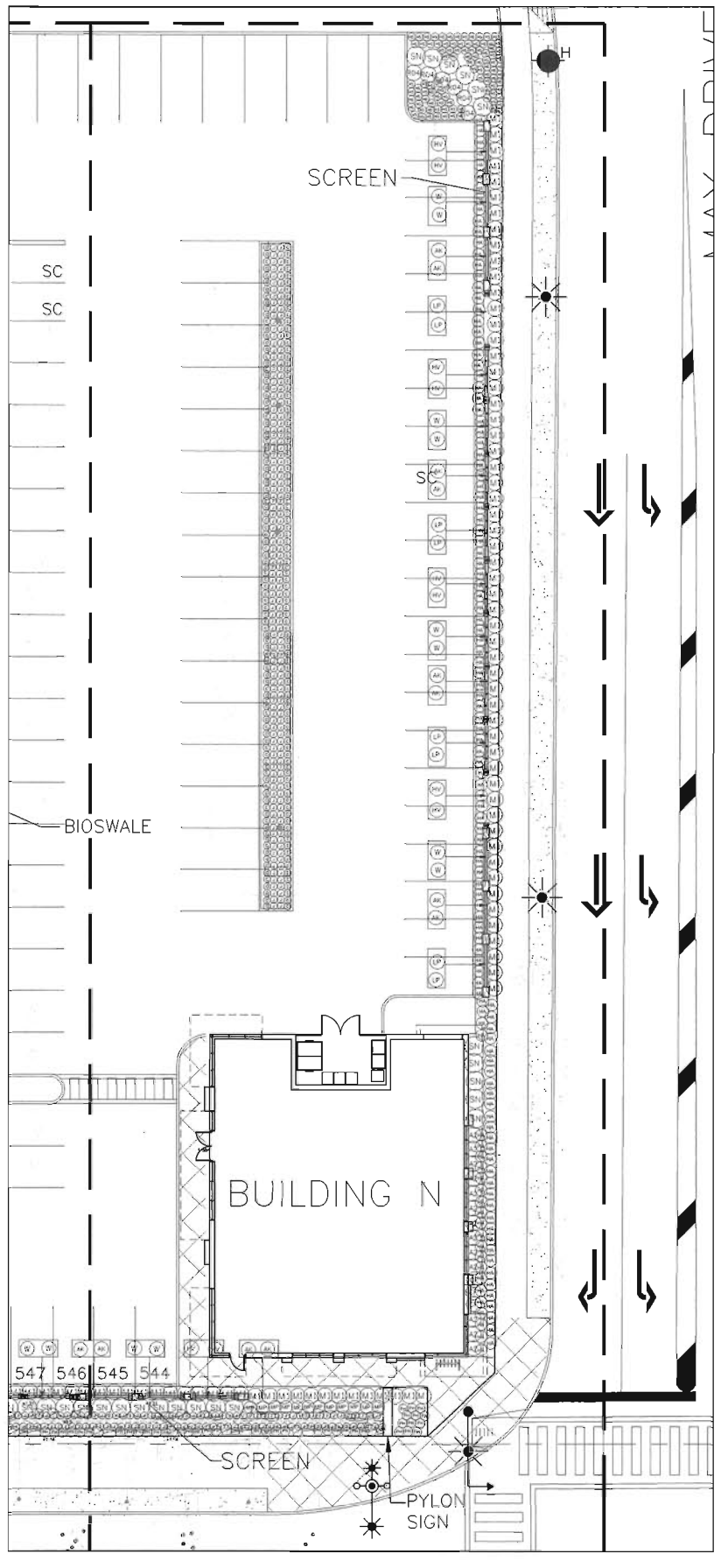
SHRUB PLANTING

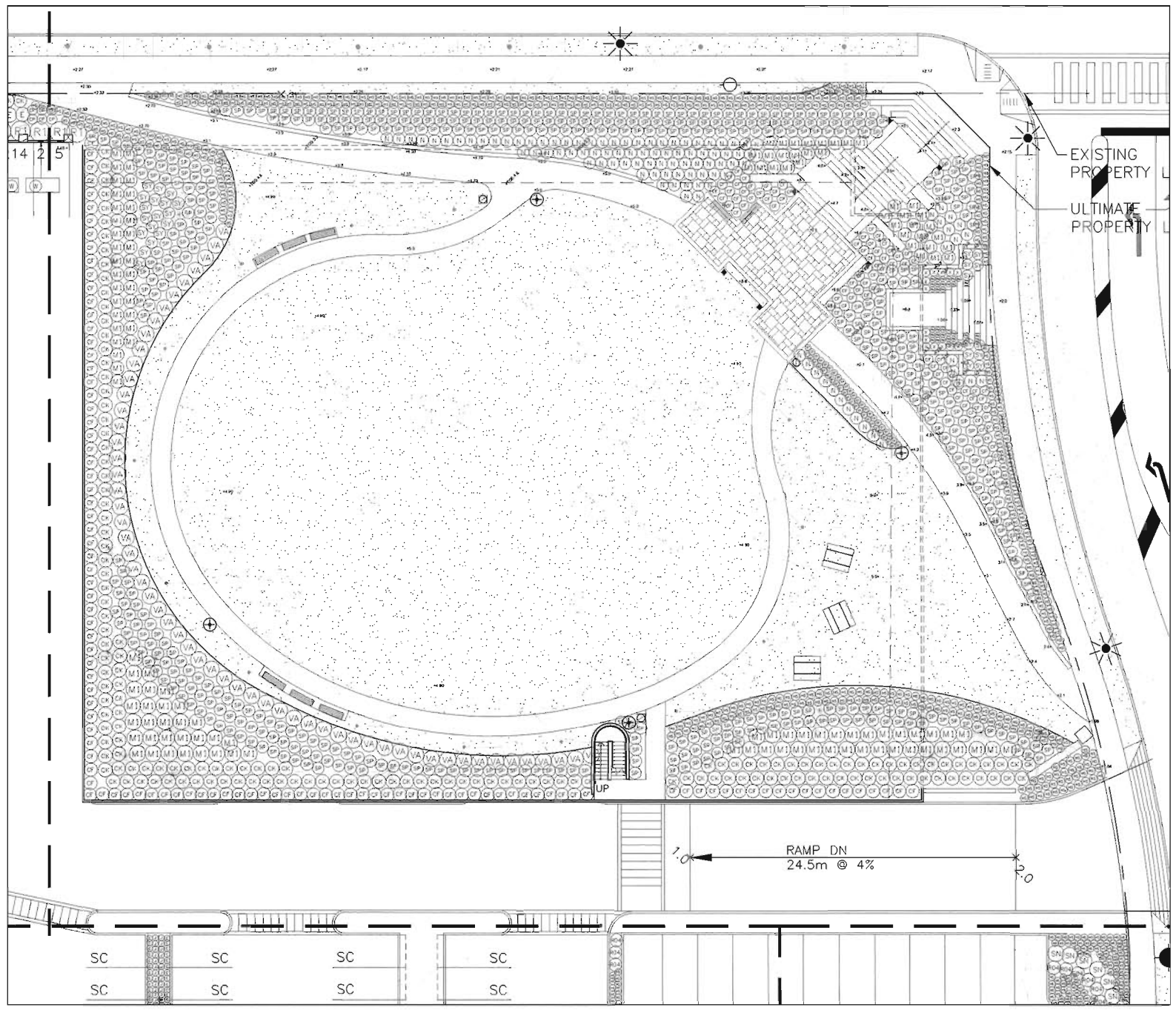
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DATE: 14.MAR.24
SCALE: 1:150
PMG PROJECT NUMBER: 13-117

13117-S.ZIP

Sheet No. 66
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pmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

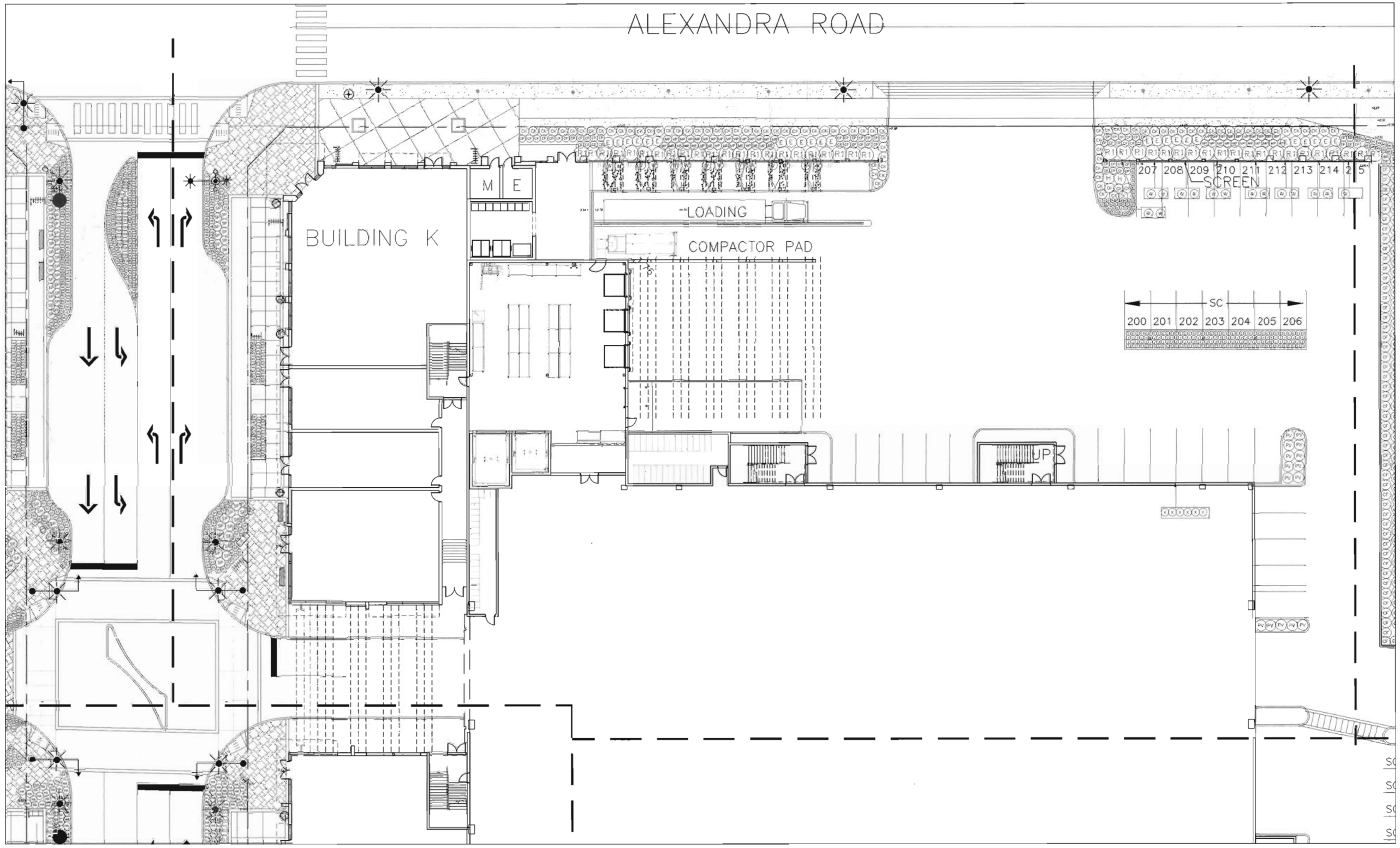
SHRUB PLANTING

L14

DATE: 14.MAR.24
SCALE: 1:150
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

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pmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

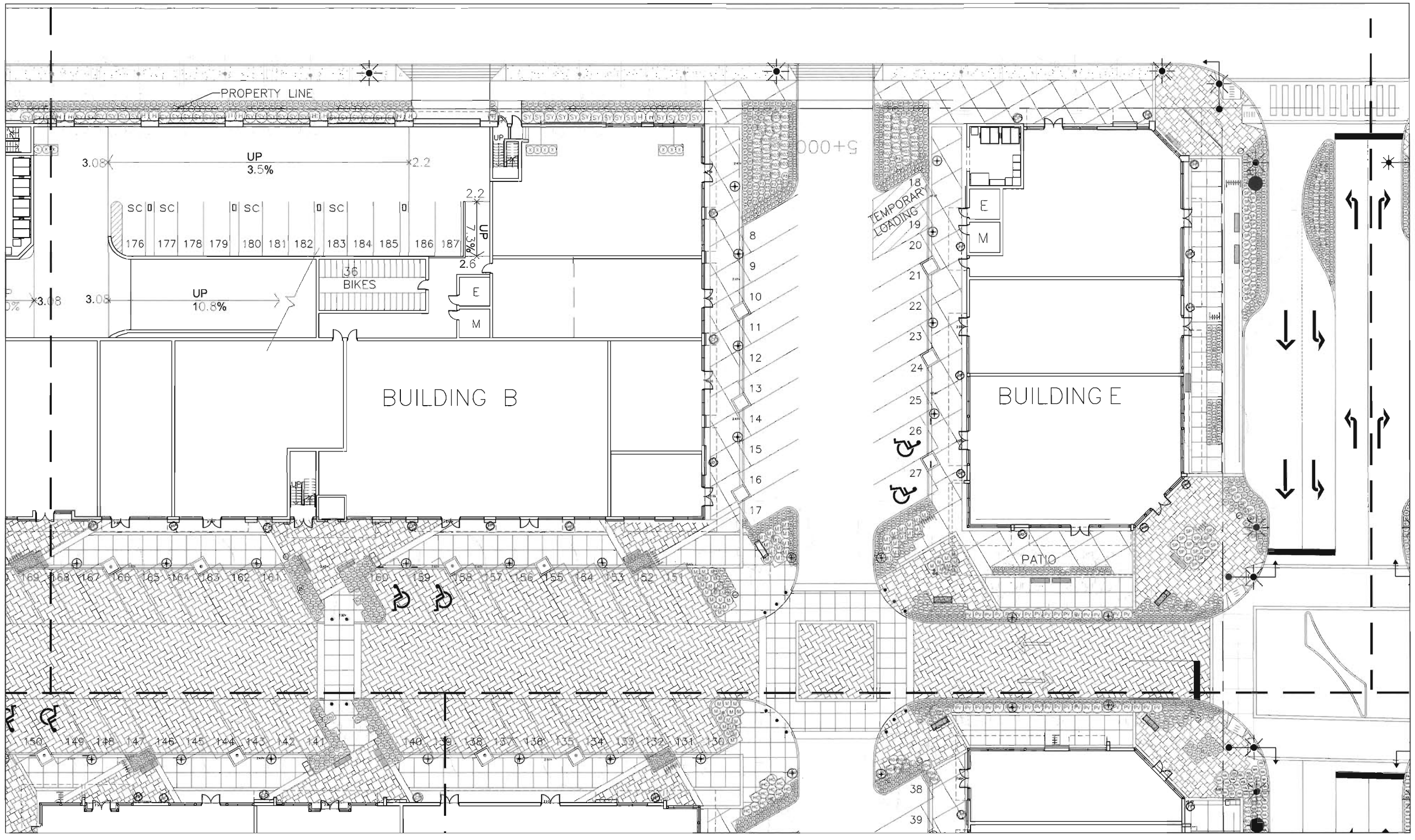
GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

SHRUB PLANTING

L15

DATE: 14.MAR.24
SCALE: 1:150
PMG PROJECT NUMBER: 13-117
13117-9.ZIP

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DP 13-650988



pmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

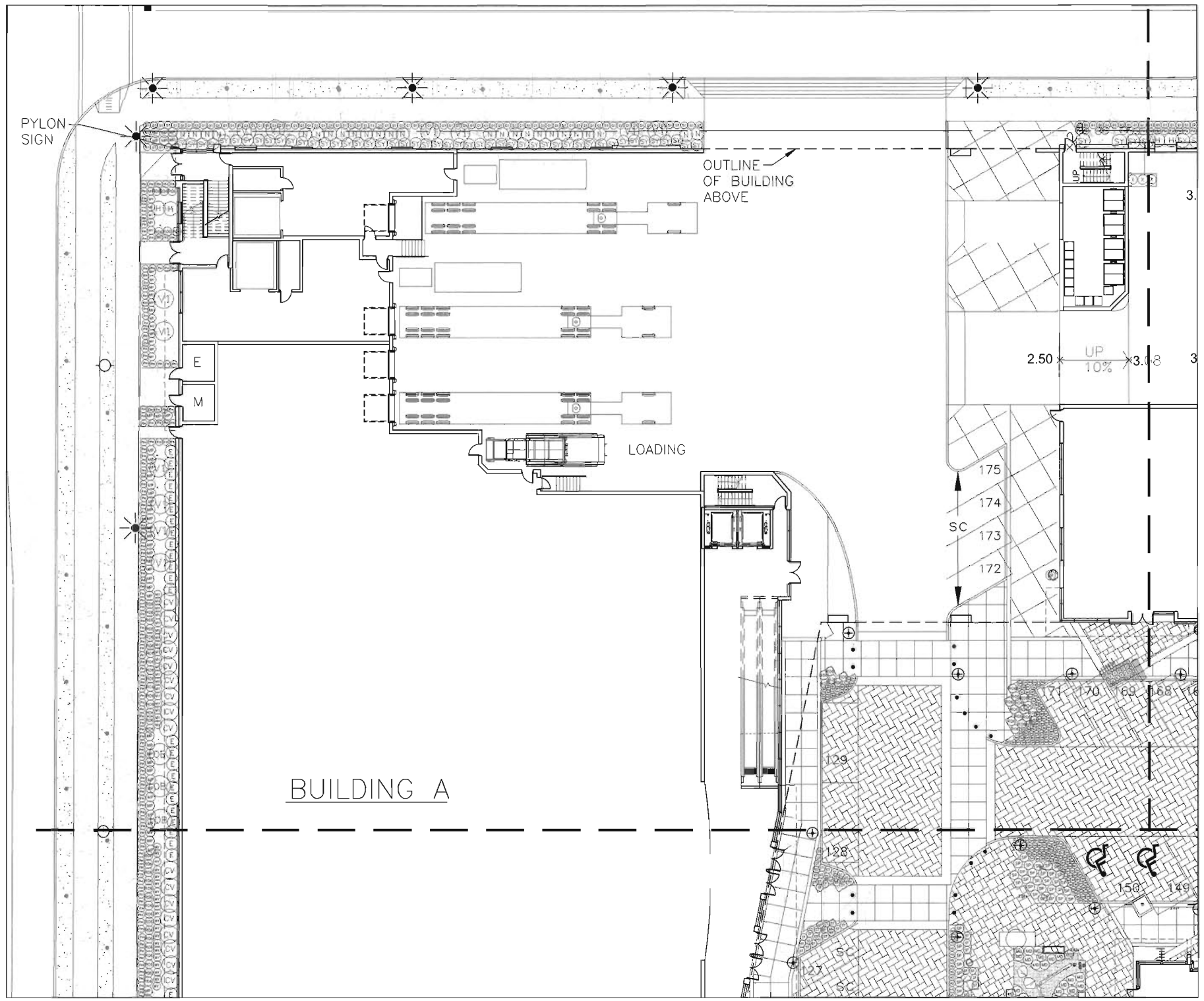
SHRUB PLANTING

L16

DATE: 14.MAR.24
SCALE: 1:150
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

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PLANT SCHEDULE

PMG PROJECT NUMBER: 13-117

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
AZJ	13	AZALEA JAPONICA 'HINO CRIMSON'	AZALEA; SINGLE DEEP CRIMSON	#2 POT; 25CM
CEA	24	CEANOTHUS THYRSIFLORUS 'VICTORIA'	CALIFORNIA LILAC	#3 POT; 55CM
COS	242	CORNUS SERICEA 'KELSEYI'	KELSEY DOGWOOD	#2 POT; 55CM
EUA	72	EUONYMUS ALATA COMPACTUS	WINGED BURNING BUSH	#3 POT/#5 POT; 50CM
HYD	21	HYDRANGEA MACROPHYLLA 'RAHARS' PP31906	CITYLINE PARIS HYDRANGEA	#3 POT/#5 POT; 60CM
HYQ	17	HYDRANGEA QUERCIFOLIA 'SNOW QUEEN'	OAK LEAF HYDRANGEA	#3 POT/#5 POT; 80CM
MAA	470	MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	#3 POT/#5 POT; 50CM
MAC	264	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE HOLLY	#3 POT/#5 POT; 40CM
NAN	195	NANDINA DOMESTICA 'MOONBAY'	DWARF HEAVENLY BAMBOO	#3 POT/#5 POT; 50CM
OSB	7	OSMANTHUS X BURKWOODII	BURKWOOD OSMANTHUS	#3 POT/#5 POT; 50CM
PLV	118	PRUNUS LAUROCERASUS 'MT. VERNON'	MT. VERNON LAUREL	#3 POT/#5 POT; 50CM
RHF	42	RHODODENDRON 'PESTE'S FIRE LIGHT'	RHODODENDRON; APRICOT	#3 POT/#5 POT; 50CM
ROA	55	ROSA 'NOARE'	CARPET ROSE; RED	#2 POT; 40CM
ROC	61	ROSA 'NCARTRAUU'	CARPET ROSE; PINK	#2 POT; 40CM
ROE	18	ROSA EXPLORER 'CHAMPLAIN'	CHAMPLAIN ROSE; DARK RED	#2 POT; 40CM
ROM	134	ROSA MEIDELAND 'BONICA'	MEIDILAND ROSE; PINK	#2 POT; 40CM
SAP	63	SALIX PURPUREA 'NANA'	BLUE LEAF ARCTIC WILLOW	#3 POT/#5 POT; 60CM
SPJ	848	SPIRAEA JAPONICA 'LITTLE PRINCESS'	SPIRAEA VAR.	#2 POT; 50CM
SYD	368	SYMPHORICARPOS DOORENBOSII 'KORDES'	AMETHYST CORAL BERRY	#3 POT/#5 POT; 45CM
VAC	57	VACCINIUM CORYMBOSUM	HUCKLEBERRY	#3 POT/#5 POT; 60CM
VIB	20	VIBURNUM P.T. 'SUMMER SNOWFLAKE'	SUMMER SNOWFLAKE VIBURNUM	#3 POT/#5 POT; 60CM
GRASS				
CAA	215	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#1 POT
CAO	926	CAREX CARYOPHYLLEA THE BEATLES	BEATLES SEDGE	#1 POT
CAV	852	CAREX DAVALLIANA	BATH SEDGE	#1 POT
CAP	135	CAREX PENDULA	DROOPING SEDGE	#1 POT
HAM	281	HAKONECHLOA MACRA	JAPANESE FOREST GRASS	#1 POT
HES	2642	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
JUE	1334	JUNCUS EFFUSUS	COMMON RUSH	#1 POT
MIA	614	MISCANTHUS SINENSIS 'ADAGIO'	MAIDEN GRASS	#1 POT
MIY	259	MISCANTHUS SINENSIS 'YAKU JIMA'	YAKU JIMA JAP. SILVER GRASS	#1 POT
MIP	367	MISCANTHUS SINENSIS 'PURPURASCENS'	FLAME GRASS	#1 POT
PAV	27	PANICUM VIRGATUM 'ROTSTRAHLBUSCH'	RED SWITCH GRASS	#1 POT
PEA	1084	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
SEH	445	SESLERIA HEUFLERIANA	BLUE-GREEN MOOR GRASS	#1 POT
STT	606	STIPA TENUISSIMA	MEXICAN FEATHER GRASS	#1 POT
VINE				
CAP	18	CAMPANULA POSCHARSKYANA	BELL FLOWER	#2 POT; 80CM; STAKED
LOJ	8	LONICERA JAPONICA 'PURPUREA'	PURPLE-LEAF HONEYSUCKLE	#2 POT; 75CM; STAKED
LOS	18	LONICERA x BROWNII 'DROPMORE SCARLET'	SCARLET TRUMPET HONEYSUCKLE	#2 POT; 75CM; STAKED
PAQ	30	PARTHENOCISSUS QUINQUEFOLIA 'ENGELMANNII'	ENGELMANNII VIRGINIA CREEPER	#2 POT; 85CM; STAKED
WIM	47	WISTERIA MACROSTACHYA 'BLUE MOON'	KENTUCKY WISTERIA; LILAC-BLUE	#2 POT; 75CM; STAKED
PERENNIAL				
ECP	29	ECHINACEA PURPUREA	PURPLE CONEFLOWER	#1 POT
KNT	36	KNIPHOFIA x 'FLAMENCO'	RED HOT POKER	15CM POT
PEA	15	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	#1 POT
RUF	33	RUDBECKIA FULGIDA VAR SULLIVANTII 'GOLDSTURM'	RUDBECKIA; YELLOW	15CM POT
SAB	187	SAGINA SUBULATA	IRISH MOSS	9CM POT
THP	28	THYMUS PSEUDOLANUGINOSUS	WOOLY THYME	9 CM POT
GC				
FRC	749	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	9CM POT
GAS	262	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM
POM	139	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT; 25CM

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

pmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

SHRUB PLANTING

L17

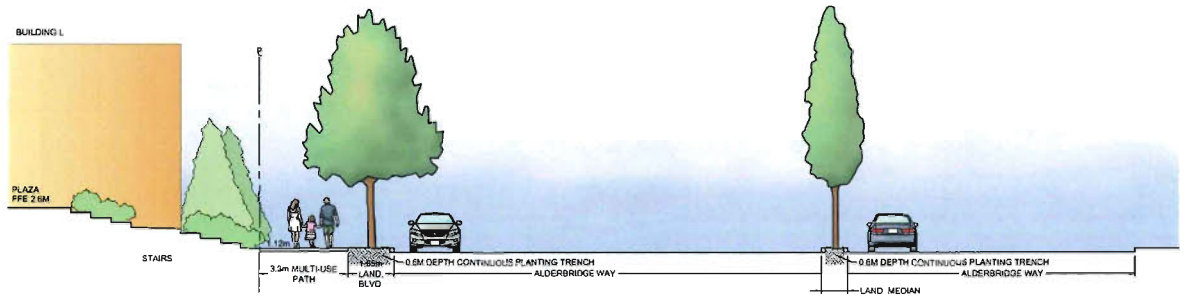
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SCALE: 1:150
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

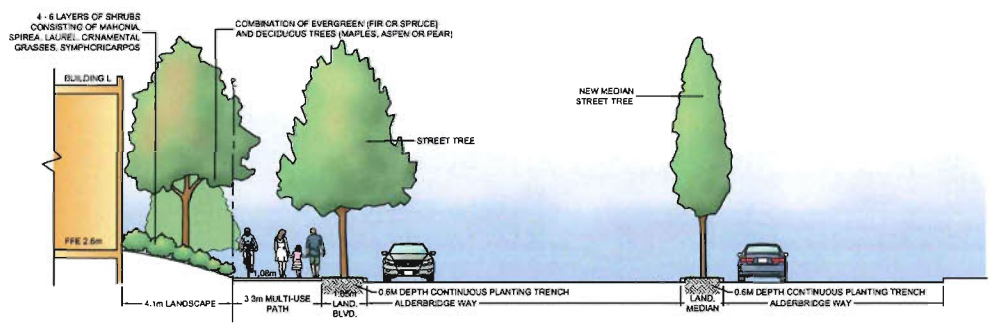
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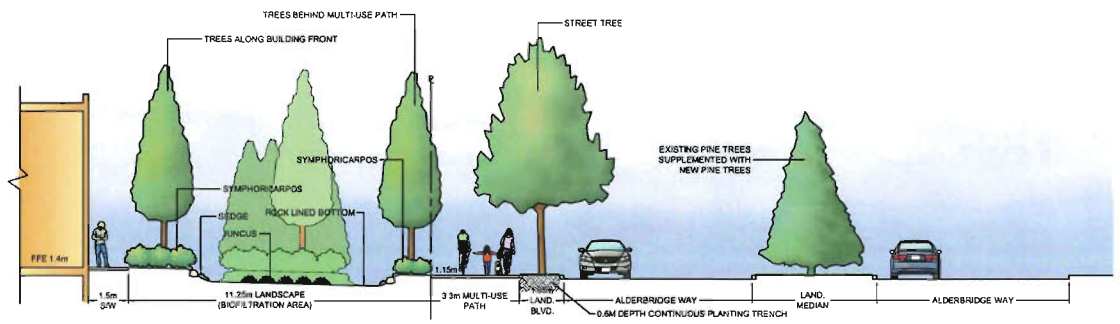
ALDERBRIDGE WAY - SECTION A
1:100



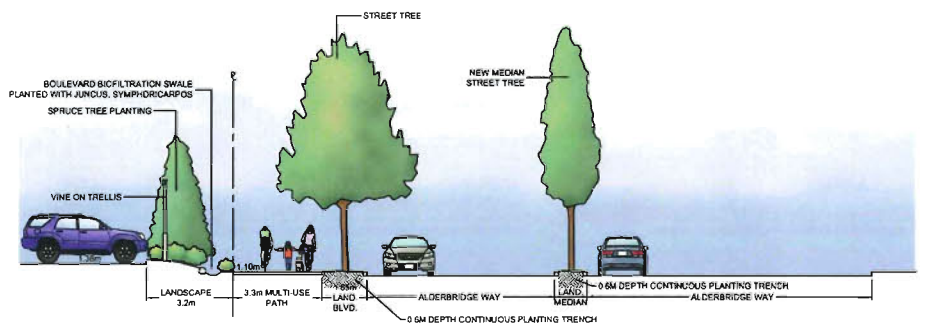
ALDERBRIDGE WAY - SECTION B
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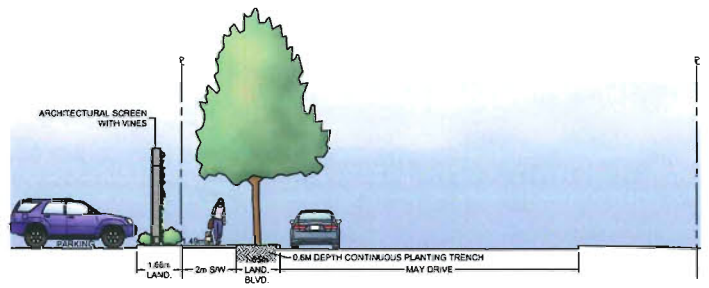
ALDERBRIDGE WAY - SECTION C
1:100



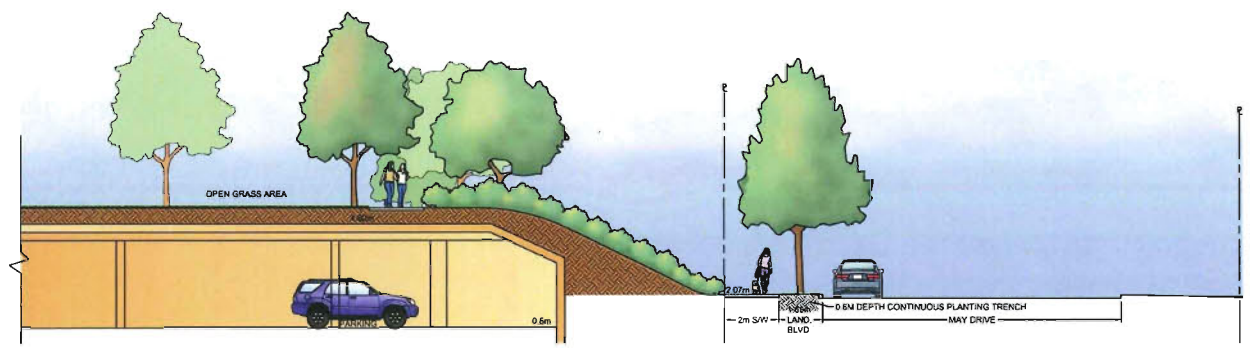
ALDERBRIDGE WAY - SECTION D - THROUGH BIOPOND
1:100



ALDERBRIDGE WAY - SECTION E - BOULEVARD BIOSWALE
1:100



MAY DRIVE - SECTION F
1:100



MAY DRIVE - SECTION G
1:100



SITE LOCATOR

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

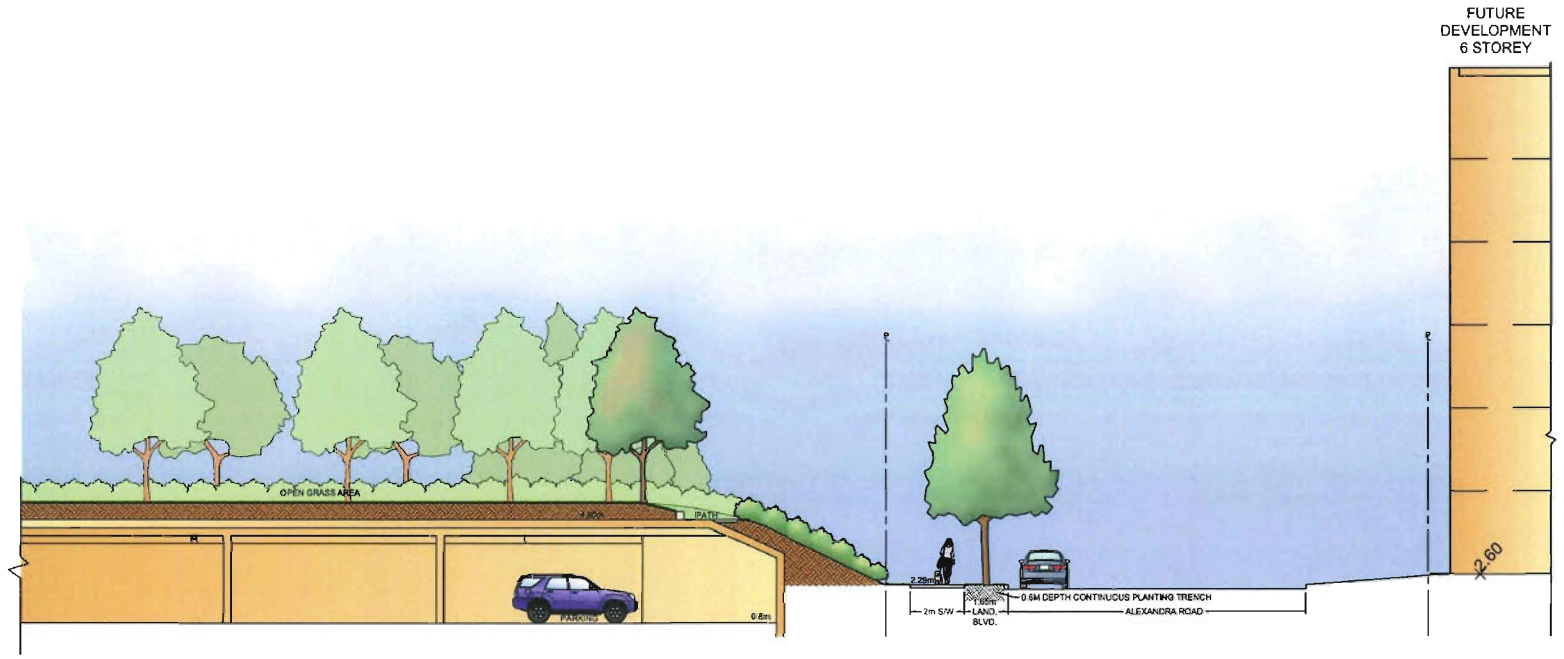
SECTIONS
ALDERBRIDGE WAY & MAY DRIVE

L18

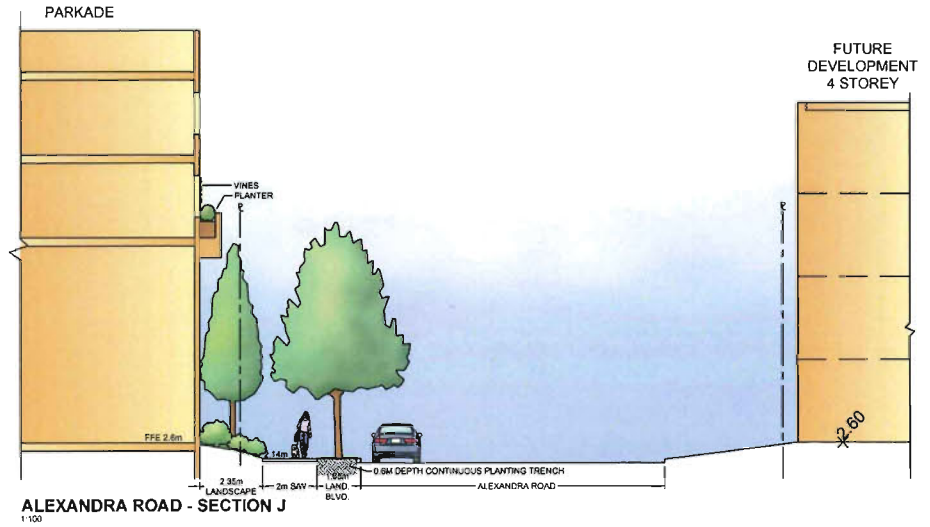
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PMG PROJECT NUMBER: 13-117

13117-9.ZIP

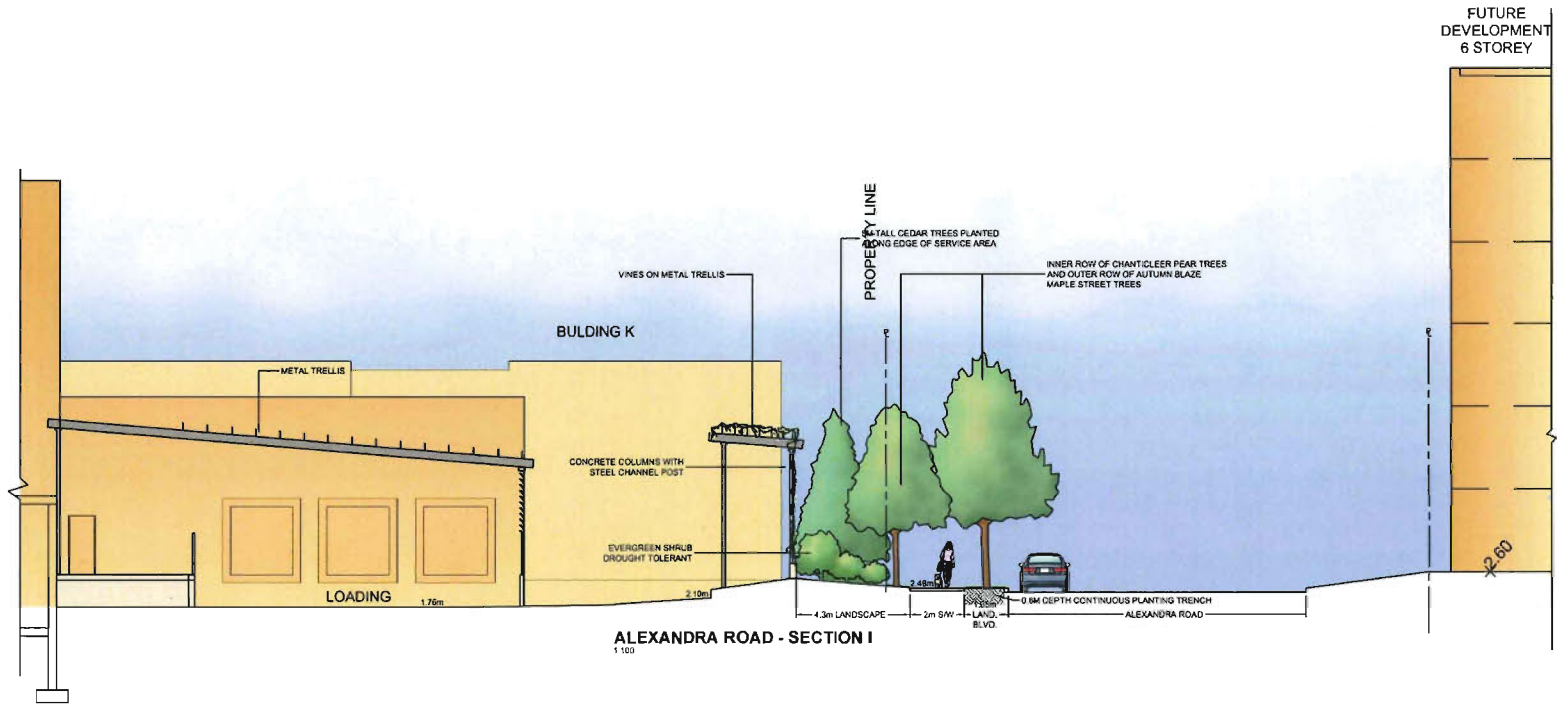
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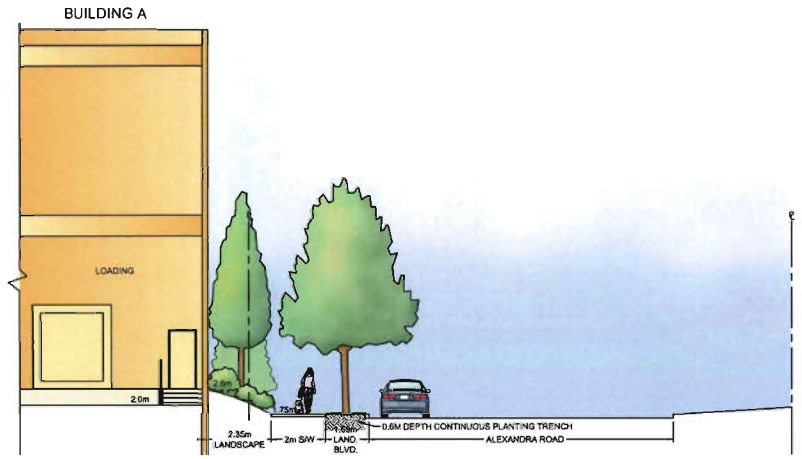
ALEXANDRA ROAD - SECTION H
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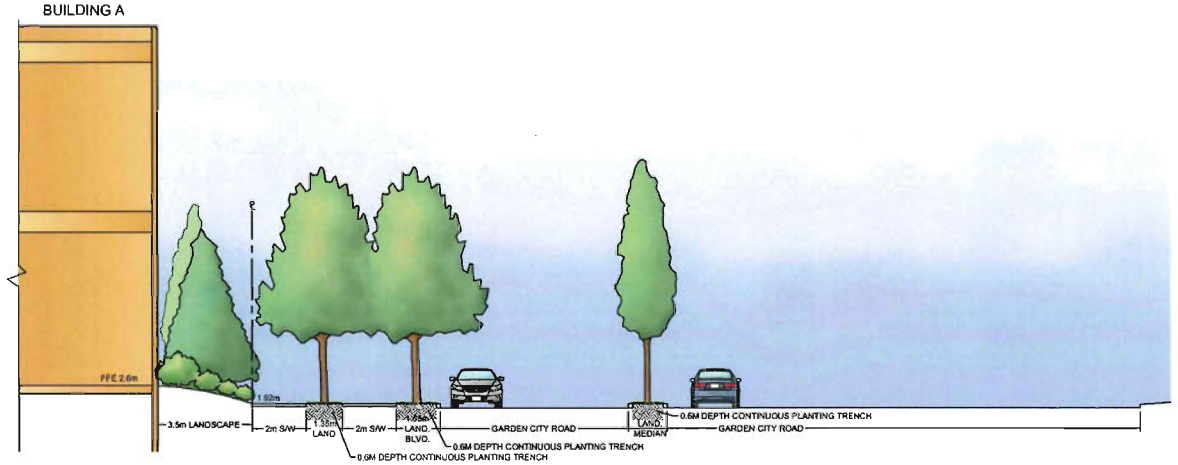
ALEXANDRA ROAD - SECTION J
1:100



ALEXANDRA ROAD - SECTION I
1:100



ALEXANDRA ROAD - SECTION K
1:100



GARDEN CITY ROAD - SECTION L
1:100



SITE LOCATOR

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

SECTIONS
ALEXANDRA ROAD & GARDEN CITY ROAD

L19

DATE: 14.MAR.24
SCALE: 1:100
PMG PROJECT NUMBER: 13-117

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PROPOSED PLANTINGS


FIR


SPRUCE


PINE


CEDAR


MAPLE


MAPLE


ASPEN


BIRCH


VINE MAPLE


MAHONIA


SHRUB ROSE


SPIREA


WILLOW


SNOWBERRY


VIBURNUM


FRAGARIA

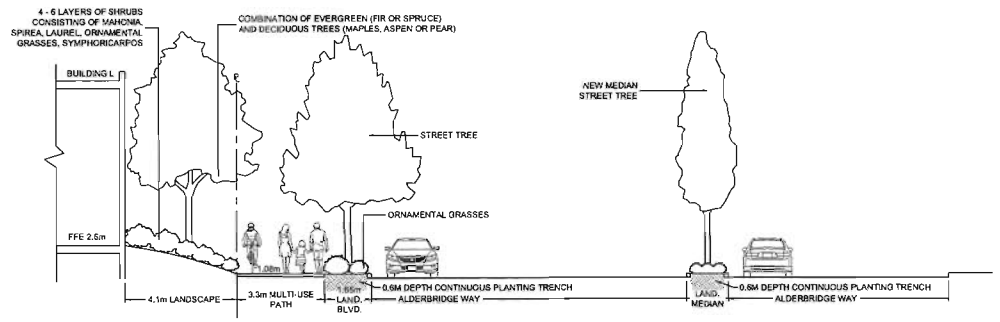

SYMPHORICARPOS


FEATHER REED GRASS


BLUE OAT GRASS


MISCANTHUS


FEATHER GRASS

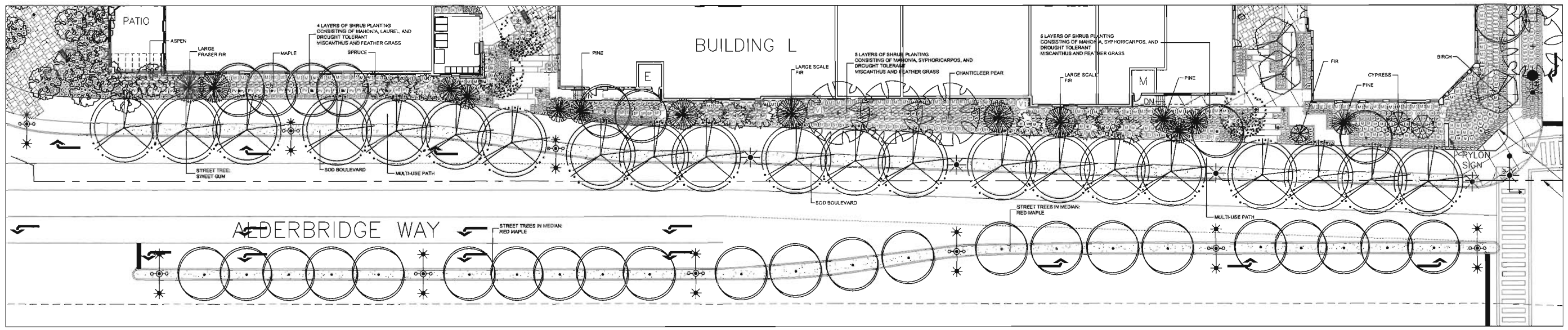


ALDERBRIDGE WAY - SECTION C
1:100

PLANT SCHEDULE ALDERBRIDGE WAY WEST

PMG PROJECT NUMBER: 13-117

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
		ABIES FRASERI	FRASER FIR	3.5M HT; B&B
		ABIES FRASERI (BIG)	FRASER FIR	5M HT; B&B
		ACER CIRCINATUM	VINE MAPLE	3.5M HT; B&B; 3 STEM CLUMP
		ACER RUBRUM 'ARMSTRONG'	RED MAPLE	6M CAL; 2M STD; B&B
		CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEEPING NOOTKA CYPRESS	4M HT; B&B
		LIQUIDAMBAR STYRACIFLUA	SWEET GUM	10CM CAL; 2.0M STD; B&B
		PICEA OMORIKA	SERBIAN SPRUCE	3.5M HT.; B&B
		PINUS NIGRA	AUSTRIAN BLACK PINE	3.5M HT; B&B
		POPULUS TREMULOIDES 'ERECTA'	TREMBLING ASPEN	10CM CAL; 2M STD; B&B
		PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	8CM CAL; 1.8M STD; B&B
SHRUB				
		MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	#3 POT/#5 POT; 50CM
		MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE HOLLY	#3 POT/#5 POT; 40CM
		PRUNUS LAUROCERASUS 'MT. VERNON'	MT. VERNON LAUREL	#3 POT/#5 POT; 50CM
		ROSA 'NOARE'	CARPET ROSE; RED	#2 POT; 40CM
		ROSA MEIDELAND 'SONICA'	MEIDILAND ROSE; PINK	#2 POT; 40CM
		SPIRAEA JAPONICA 'LITTLE PRINCESS'	SPIRAEA VAR.	#2 POT; 50CM
		SYMPHORICARPOS DOORENBOSII 'KORDES'	AMETHYST CORAL BERRY	#3 POT/#5 POT; 45CM
		VIBURNUM P.T. 'SUMMER SNOWFLAKE'	SUMMER SNOWFLAKE VIBURNUM	#3 POT/#5 POT; 60CM
GRASS				
		CAREX CARYOPHYLLEA THE BEATLES	BEATLES SEDGE	#1 POT
		CAREX PENDULA	DROOPING SEDGE	#1 POT
		HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
		MISCANTHUS SINENSIS 'ADAGIO'	MAIDEN GRASS	#1 POT
		MISCANTHUS SINENSIS 'YAKU JIMA'	YAKU JIMA JAP. SILVER GRASS	#1 POT
		MISCANTHUS SINENSIS 'PURPURASCENS'	FLAME GRASS	#1 POT
		PENNISETUM ALOPECUROIDES 'HAMELN'	DWARF FOUNTAIN GRASS	#1 POT
		SESLERIA HEUFLERIANA	BLUE-GREEN MOOR GRASS	#1 POT
		STIPA TENUISSIMA	MEXICAN FEATHER GRASS	#1 POT
PERENNIAL				
		KNIPHOFIA x 'FLAMENCO'	RED HOT POKER	#1 POT
		RUDBECKIA FULGIDA VAR SULLIVANTII 'GOLDSTURM'	RUDBECKIA; YELLOW	#1 POT
GC				
		FRAGARIA CHILOENSIS	BEACH STRAWBERRY	#1 POT



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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

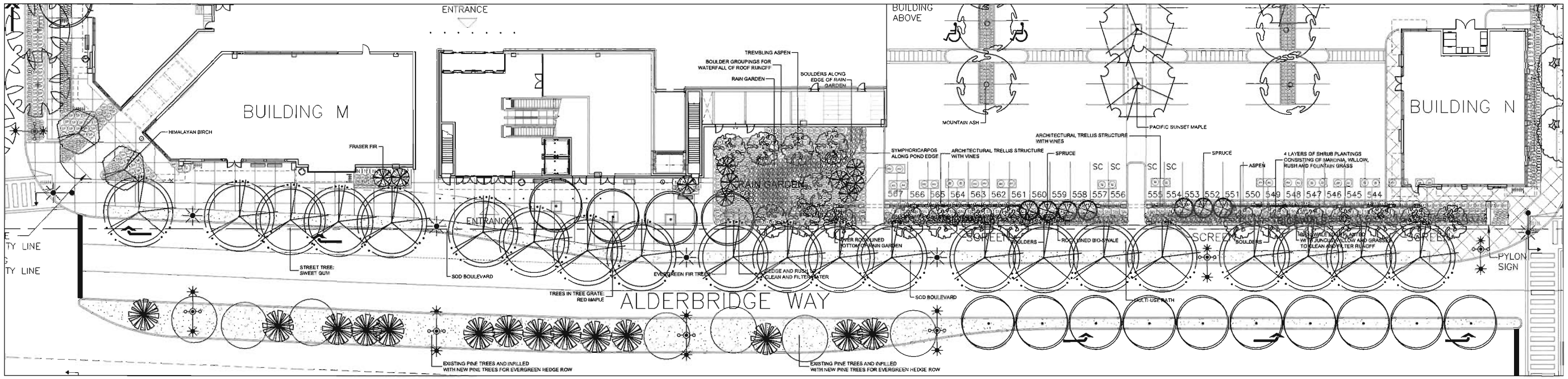
ALDERBRIDGE WAY WEST - BUFFERING

L20

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ALDERBRIDGE WAY - EAST SIDE

PROPOSED PLANTINGS


FIR

SPRUCE

PINE

CEDAR


MAPLE


MAPLE


ASPEN


BIRCH


MOUNTAIN ASH


MAHONIA


SHRUB ROSE


SPIREA


WILLOW


SNOWBERRY




HONEYSUCKLE VINE


SEDGE

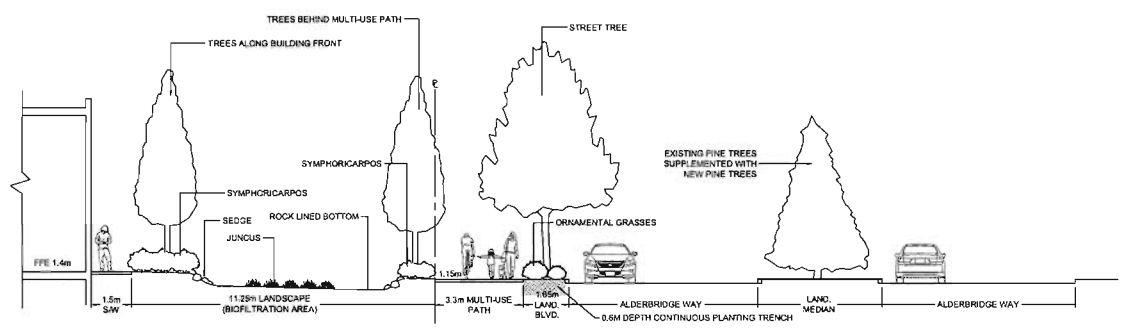

JUNCUS


FEATHER REED GRASS


BLUE OAT GRASS


MISCANTHUS

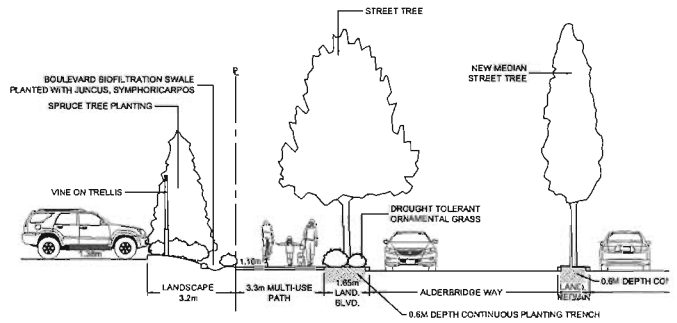

FEATHER GRASS



ALDERBRIDGE WAY - SECTION D - THROUGH BIOPOND
1:100

PLANT SCHEDULE ALDERBRIDGE WAY EAST — PMG PROJECT NUMBER: 13-117

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
		ABIES FRASERI	FRASER FIR	3.5M HT; B&B
		ACER RUBRUM 'ARMSTRONG'	RED MAPLE	6M CAL; 2M STD; B&B
		LIQUIDAMBAR STYRACIFLUA	SWEET GUM	10CM CAL; 2.5M STD; B&B
		PICEA ABIES	NORWAY SPRUCE	3.5M HT; B&B
		POPULUS TREMULOIDES 'ERECTA'	TREMBLING ASPEN	10CM CAL; 2M STD; B&B
		ROBINIA PSEUDOACACIA 'FRISIA'	GOLDEN LOCUST	8CM CAL; 2.0M STD; B&B
SHRUB				
		AZALEA JAPONICA 'KING CRIMSON'	AZALEA; SINGLE DEEP CRIMSON	#2 POT; 25CM
		MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	#3 POT; 65 POT; 50CM
		MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE HOLLY	#3 POT; 65 POT; 40CM
		NANDINA DOMESTICA 'MOONBAY'	DWARF HEAVENLY BAMBOO	#3 POT; 65 POT; 50CM
		SALIX PURPUREA 'NANA'	BLUE LEAF ARCTIC WILLOW	#3 POT; 65 POT; 60CM
		SPIRAEA JAPONICA 'LITTLE PRINCESS'	SPIRAEA VAR.	#2 POT; 50CM
		SYMPHORICARPOS DOORENBOSII 'KORIDES'	AMETHYST CORAL BERRY	#3 POT; 65 POT; 45CM
GRASS				
		CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#1 POT
		CAREX CARYOPHYLLEA 'THE BEATLES'	BEATLES SEDGE	#1 POT
		CAREX PENDULA	DROOPING SEDGE	#1 POT
		HAKONECHLOA MACRA	JAPANESE FOREST GRASS	#1 POT
		HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
		JUNCUS EFFUSUS	COMMON RUSH	#1 POT
		MISCANTHUS SINENSIS 'ADAGIO'	MAIDEN GRASS	#1 POT
		MISCANTHUS SINENSIS 'YAKU JIMA'	YAKU JIMA JAP. SILVER GRASS	#1 POT
		MISCANTHUS SINENSIS 'PURPURASCENS'	FLAME GRASS	#1 POT
		PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
VINE				
		CAMPANULA POSCHARSKYANA	BELL FLOWER	#2 POT; 60CM; STAKED
		LONICERA x BROWNII 'DROPMORE SCARLET'	SCARLET TRUMPET HONEYSUCKLE	#2 POT; 75CM; STAKED
		WISTERIA MACROSTACHYA 'BLUE MOON'	KENTUCKY WISTERIA; LILAC-BLUE	#2 POT; 75CM; STAKED
GC				
		FRAGARIA CHILOENSIS	BEACH STRAWBERRY	#1 POT



ALDERBRIDGE WAY - SECTION E - BOULEVARD BIOSWALE
1:100

PMG LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

ALDERBRIDGE WAY EAST - BUFFERING

L21

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RAIN GARDEN AND BIOSWALE ALONG ALDERBRIDGE WAY



RAIN GARDEN AT SE CORNER OF WALMART



BIOSWALE AND BUFFER PLANTING AT SE CORNER OF WALMART AND SOUTH OF PARKING AREA

BIOFILTRATION ELEMENTS



ROCK AND BOULDER LINED SWALE



PARKING AREA BIOSWALE

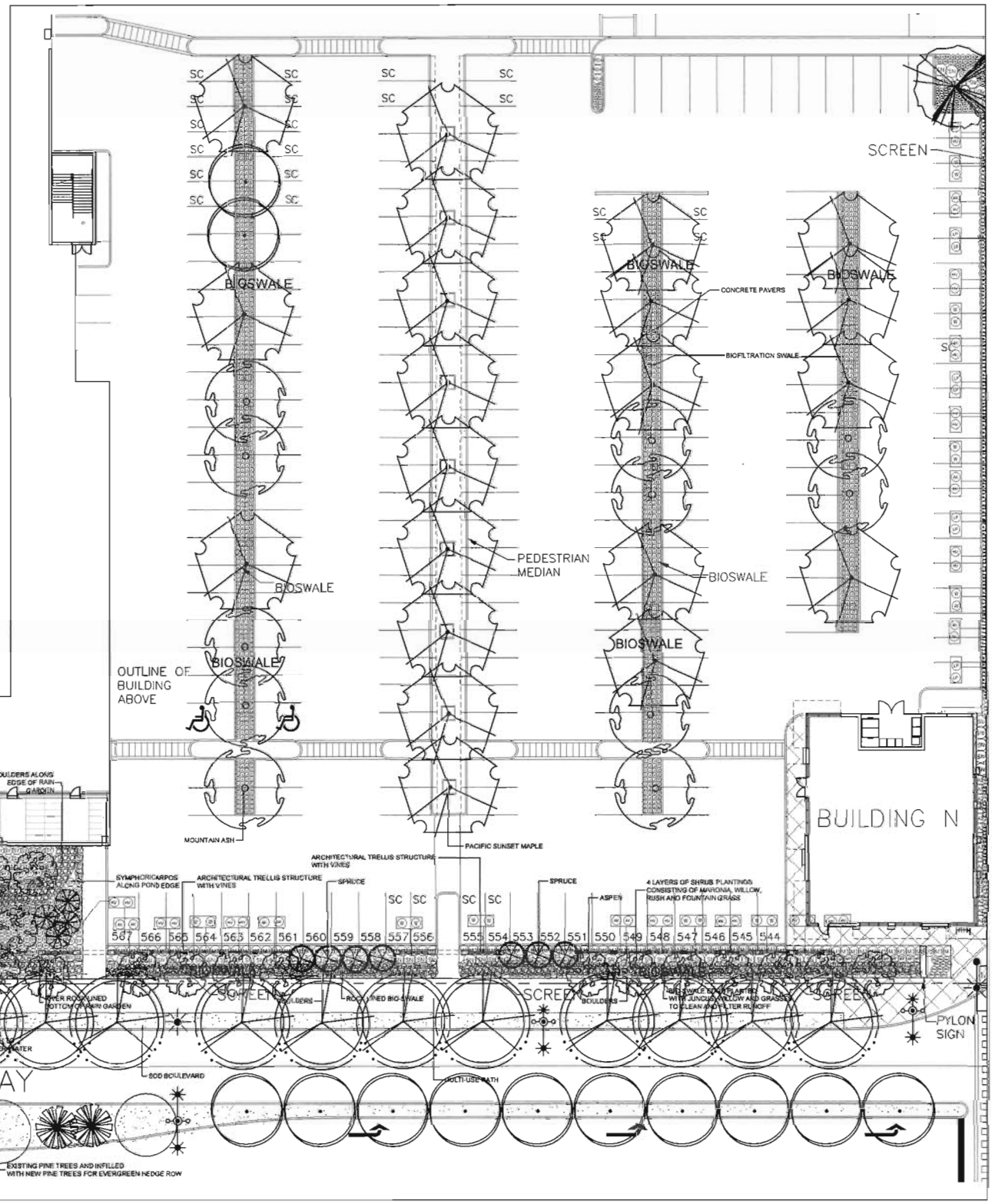


RAIN GARDEN TO CAPTURE ROOF WATER

STREET FRONT TRELLIS SCREEN



EAST PARCEL STREET FRONT TRELLIS



EAST PARCEL

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

EAST PARCEL BUFFER AND BIOFILTRATION

L22

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ALEXANDRA ROAD EAST LOAD AREA SCREENING ADJACENT TO WALMART





ALEXANDRA ROAD STREETSCAPE OF LOADING AREA - VIEW FROM 6TH FLOOR ACROSS THE STREET

PLANT SCHEDULE ALEXANDRA ROAD

KEY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE			
	CERCIDIPHYLLUM JAPONICUM (LARGE)	KATSURA TREE	16CM CAL; 1.8M STD; B&B
	PICEA OMORIKA	SERBIAN SPRUCE	3.5M HT.; B&B
	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	8CM CAL; 1.8M STD; B&B
	THUJA PLICATA 'EXCELSA' BIG	WESTERN RED CEDAR	5M HT; B&B
SHRUB			
(D)	CORNUS SERICEA 'KELSEYI'	KELSEY DOGWOOD	#2 POT; 50CM
(EC)	EUONYMUS ALATA COMPACTUS	WINGED BURNING BUSH	#3 POT; 50CM
(R)	RHODODENDRON 'PESTE'S FIRE LIGHT'	RHODODENDRON; APRICOT	#3 POT; 50CM
GRASS			
(CP)	CAREX PENDULA	DROOPING SEDGE	#1 POT
(M)	MISCANTHUS SINENSIS 'PURPURASCENS'	FLAME GRASS	#1 POT
VINE			
(W)	WISTERIA MACROSTACHYA 'BLUE MOON'	KENTUCKY WISTERIA; LILAC-BLUE	#3 POT; 75CM; STAKED

PROPOSED PLANTINGS ALONG LOADING STREET EDGE


SPRUCE


CEDAR


KATSURA TREE

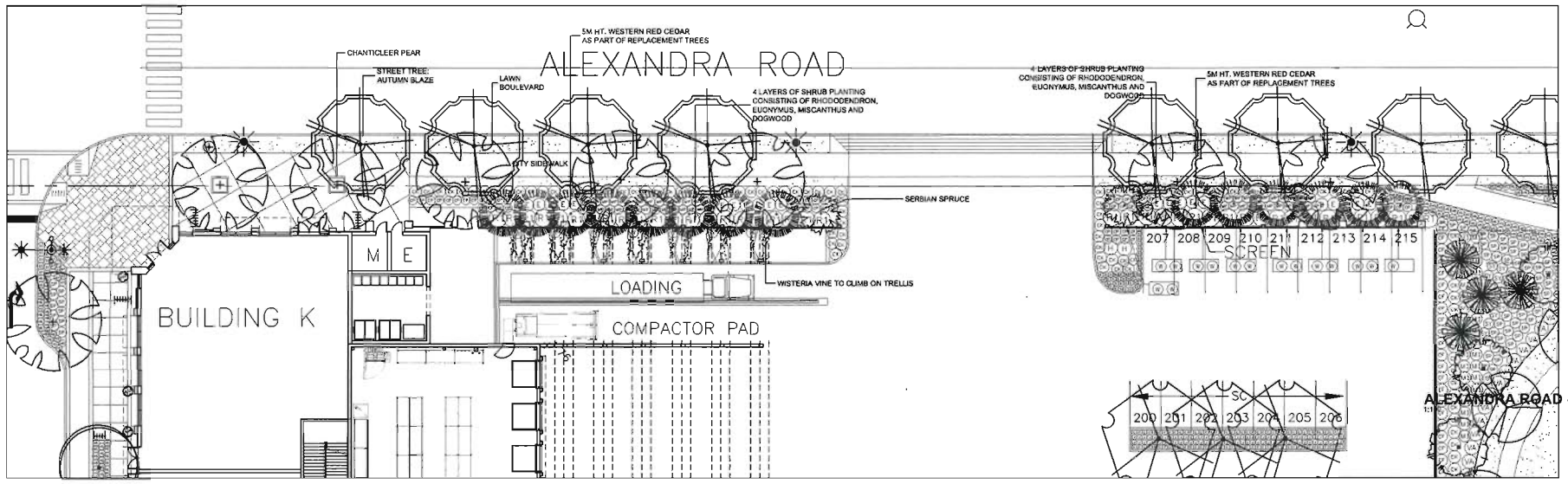

FLOWERING PEAR


RHODODENDRON


MISCANTHUS


WISTERIA VINE


CAREX

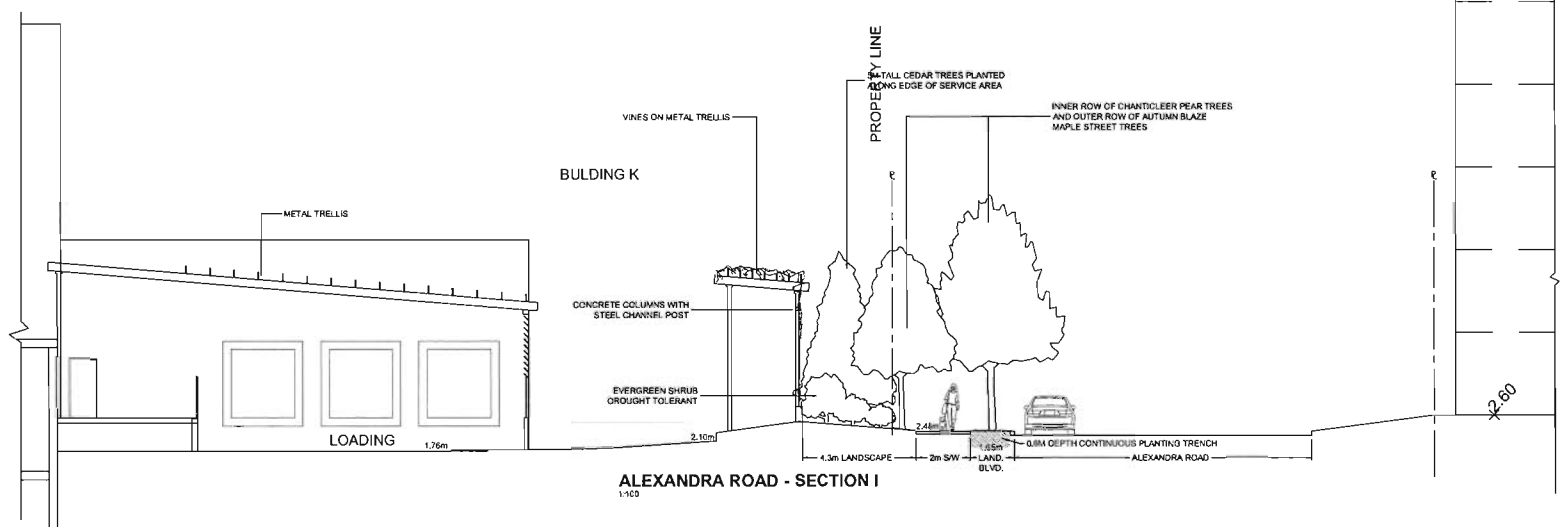


ALEXANDRA ROAD - SECTION H

ALEXANDRA ROAD EAST LOADING AND SERVICE AREA WILL BE SCREENED WITH A COMBINATION OF 5M TALL EVERGREEN CEDAR TREES AND AN INNER AND OUTER ROW OF LARGE SCALE STREET TREES AND UNDERSTOREY SHRUB PLANTINGS IN FRONT OF A BRICK ARCADE AND STUCCO WALL INTEGRATED WITH A METAL TRELLIS ROOF. WISTERIA VINES HAVE BEEN PLANTED TO PROVIDE GREENERY OVER THE METAL TRELLIS ROOF



EAST PARCEL LOADING AREA SCREENING



ALEXANDRA ROAD - SECTION I

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

ALEXANDRA ROAD BUFFERING

L23

DATE: 14.MAR.24
SCALE: 1:200
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SITE FURNISHINGS

KEY	QTY	TYPE	MANUFACTURER	MODEL
	48	BENCH	MAGLIN	MLB970
	9	BASALT BENCH	NORTHWEST LANDSCAPE SUPPLY	BASALT BLOCK BENCH
	8	RECYCLING CONTAINER	MAGLIN	MRC253
	15	GARBAGE CONTAINER	MAGLIN	MLWR250-32
	33/166	BIKE RACK	CORA	EXPO
	6/12	BIKE RACK	MAGLIN	MRB200
	65	DECORATIVE PLANTER POT	NORTHWEST LANDSCAPE SUPPLY	MADISON 34" DIAMETER
	42	DECORATIVE BOLLARD	FAIRWEATHER	B-4-SB2
	18	SPECIAL LIGHT ELEMENT	PHILLIPS/LUMEC - OR EQUAL	SOLECITY / VERTICAL PROJECTION LED
	74	PEDESTRIAN STREET LIGHT	SELUX - OR EQUAL	SATURN


MAGLIN BENCH


BASALT BENCH


MADISON PLANTER POT


MAGLIN RECYCLING CONTAINER


MAGLIN GARBAGE CONTAINER


PEDESTRIAN STREET LIGHT


CORA BIKE RACK


MAGLIN BIKE RACK


FAIRWEATHER BOLLARD


PHILLIPS LIGHT



pmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

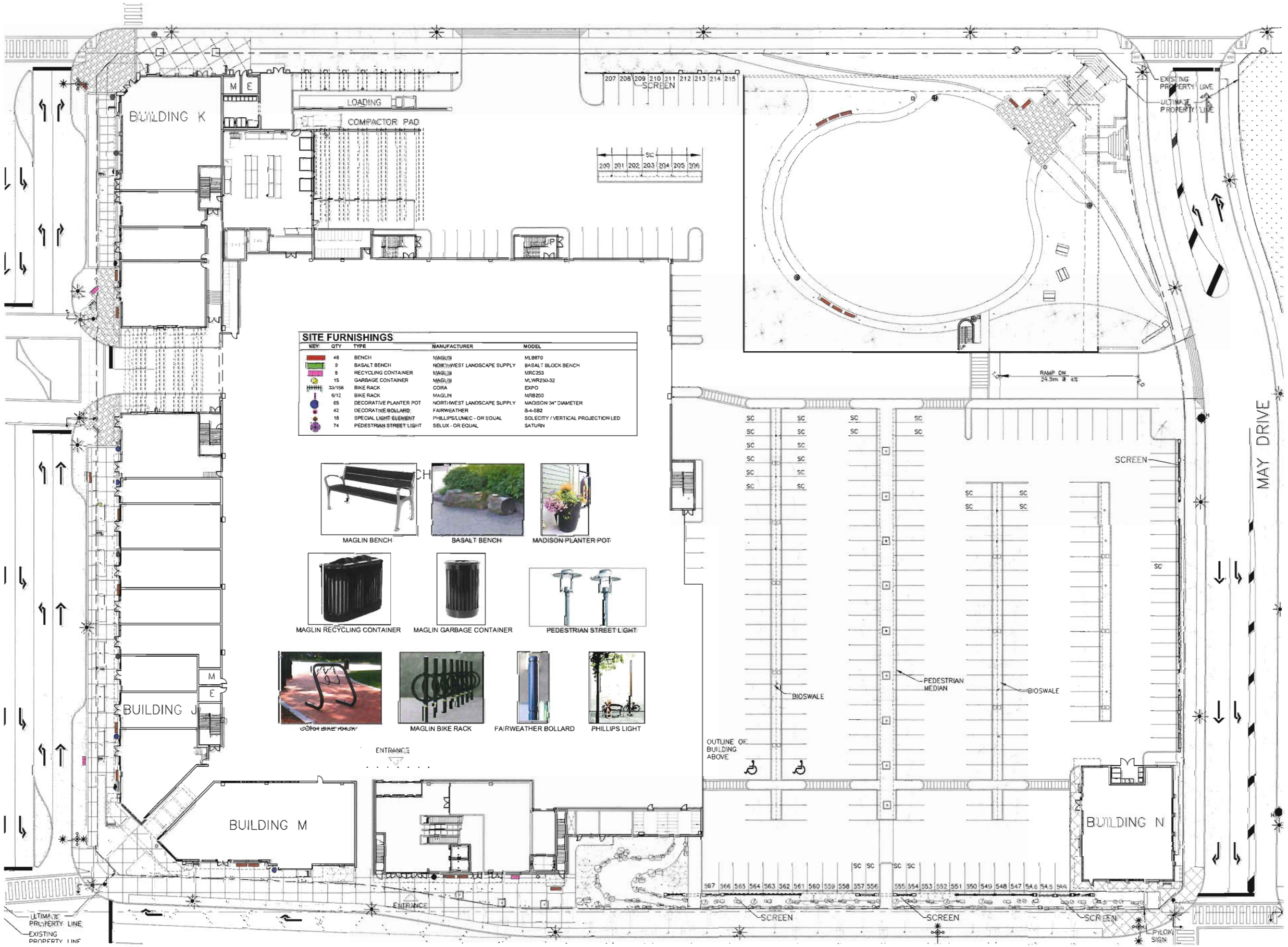
SITE FURNISHINGS

L24

DATE: 14.MAR.24
SCALE: 1:250
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

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SITE FURNISHINGS

KEY	QTY	TYPE	MANUFACTURER	MODEL
	46	BENCH	MAGLIN	ML8870
	9	BASALT BENCH	NORTHWEST LANDSCAPE SUPPLY	BASALT BLOCK BENCH
	5	RECYCLING CONTAINER	MAGLIN	MRC253
	15	GARBAGE CONTAINER	MAGLIN	MLWR250-32
	33/156	BIKE RACK	CORA	EXPO
	6/12	BIKE RACK	MAGLIN	MRB200
	65	DECORATIVE PLANTER POT	NORTHWEST LANDSCAPE SUPPLY	MADISON 34" DIAMETER
	42	DECORATIVE BOLLARD	FAIRWEATHER	8-4-5B2
	18	SPECIAL LIGHT ELEMENT	PHILLIPS/LUMEC - OR EQUAL	SOLECITY / VERTICAL PROJECTION LED
	74	PEDESTRIAN STREET LIGHT	SELUX - OR EQUAL	SATURN

prmg LANDSCAPE ARCHITECTS

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'CENTRAL' AT GARDEN CITY

GARDEN CITY ROAD AND ALDERBRIDGE WAY
RICHMOND, BC

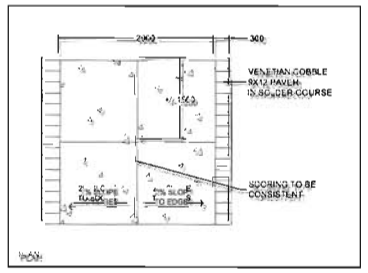
SITE FURNISHINGS

L25

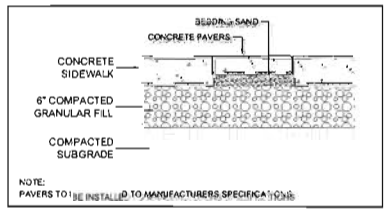
DATE: 14.MAR.24
SCALE: 1:250
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

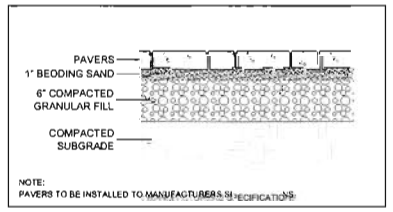
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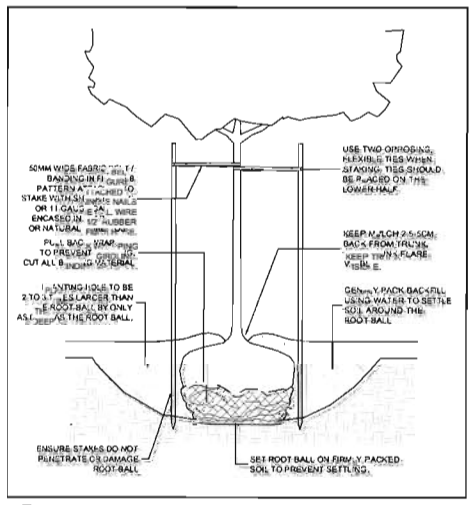
1 / L26 **ALEXANDRA WAYFINDING PAVING** 1:50



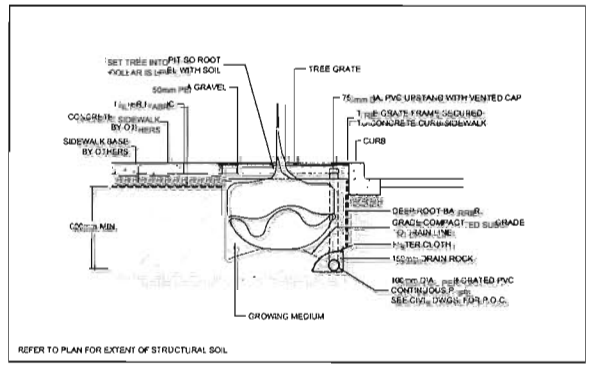
2 / L26 **ALEXANDRA WAYFINDING PAVING** 1:10



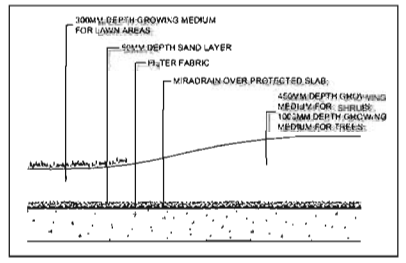
3 / L26 **PAVERS ON GRADE** 1:10



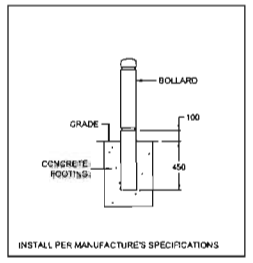
4 / L26 **TREE PLANTING DETAIL** 1:25



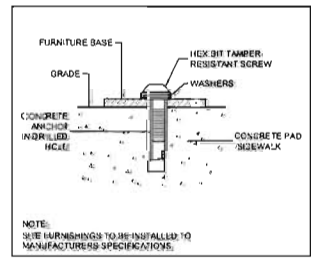
5 / L26 **TREE IN SIDEWALK** 1:25



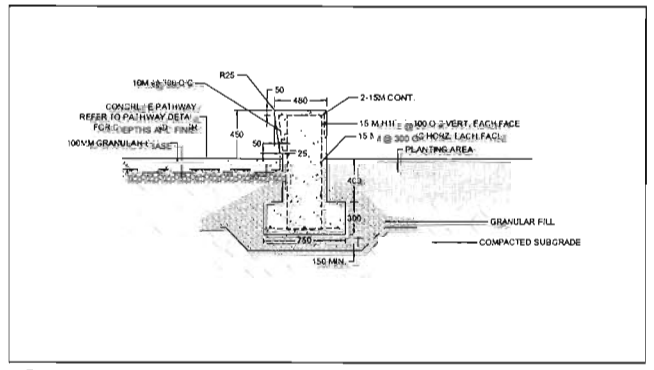
6 / L26 **PLANTING ON SLAB** 1:25



7 / L26 **BOLLARD MOUNTING** 1:25



8 / L26 **SITE FURNITURE MOUNTING** 1:2



8 / L26 **CONCRETE SEAT WALL** 1:25

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

LANDSCAPE
DETAILS

L26

DATE: 14.MAR.24
SCALE: AS SHOWN
PMG PROJECT NUMBER: 13-117

13117-9.ZIP

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March 24, 2014
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City of Richmond

Report to Development Permit Panel

To:	Development Permit Panel	**Date:**	May 20, 2014
From:	Wayne Craig Director of Development	**File:**	DV 14-657986
Re:	**Application by Clive Alladin for a Development Variance Permit at 3800 Georgia Street**		

Staff Recommendation

That a Development Variance Permit be issued which would:

1. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum exterior setback for a principal dwelling (Zoning Bylaw Section 8.1.6.4) from 3.0 m to 1.2 and reduce the minimum setback for a detached accessory building (Zoning Bylaw Section 8.1.6.8) from 3.0 m to 2.4 m.

Wayne Craig
Director of Development

WC:jh

Staff Report

Origin

Clive Alladin applied to the City of Richmond to vary the required minimum exterior setback under the "Single Detached (RS1/A)" zone from 3.0 m (10 ft) to 1.2 m (4 ft) to develop a new two-storey single detached dwelling at 3800 Georgia Street. Further, the applicant has applied to vary the required minimum setback for a detached accessory building from the lot line abutting a public road from 3.0 m (10 ft) to 2.4 m (8 ft) for a new detached two-car garage. We note for the Development Permit Panel that the public road in question is unconstructed.

Related Policies

2041 Official Community Plan Designation
The 2041 OCP's Land Use Designation for the subject site is "Neighbourhood Residential". This proposal is consistent with this land use designation.

Steveston Area Plan Designation
The Steveston Area Plan's Land Use Designation for the subject site is "Single-Family". This proposal is consistent with this land use designation.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the north is Lord Byng Elementary School which is zoned "School and Institutional Use (S1)" and designated "School" in the Official Community Plan and "Public Open Space" in the Steveston Area Plan;
- To the east and south, across from a dedicated lane, are single detached dwellings which are zoned "Single Detached (RS1/A)", and designated "Neighbourhood Residential" in the Official Community Plan and "Single Family" in the Steveston Area Plan; and
- To the west are single detached dwellings, including a newly constructed single detached dwelling at 3780 Georgia Street, which are zoned "Single Detached (RS1/A)", and designated "Neighbourhood Residential" in the Official Community Plan and "Single Family" in the Steveston Area Plan.

Development Information

This site is located along the south side of Georgia Street directly across from Lord Byng Elementary School and flanks 1st Avenue which is a dedicated roadway, but used for lane access. This section of 1st Avenue does not continue south to Garry Street (Attachment 1).

A single detached dwelling was demolished in January 2014 on the subject property in anticipation of constructing a new single detached dwelling and detached garage later in the year. The owner applied for a building permit, but during the plan review it was discovered that the proposed design did not conform to the minimum required exterior side yard setback provisions of Section 8.1.6 of Richmond Zoning Bylaw for both the proposed dwelling and the proposed detached rear garage.

The owner has applied to reduce the required minimum exterior setback for both the proposed dwelling and detached garage as the existing narrow lot width of 10 m (33ft) and the required setbacks to the un-constructed public road would reduce the width and buildable floor area of proposed dwelling and detached garage. The width of the flanking street along the east side of the subject property provides adequate separation to justify the requested variances and mitigate any impacts on adjacent properties. In addition, comments from the Transportation Division and Real Estate Services as described below provide additional support for the requested variances.

Please refer to attached Development Application Data Sheet (Attachment 2) for a comparison of the proposed development data with the relevant Bylaw requirements.

Staff Comments

This development proposal complies with the applicable policies contained within the Official Community Plan (OCP) and is generally in compliance with the "Single Detached (RS1/A)" zone, with the exception of the minimum exterior setback for both the proposed dwelling and detached garage. The proposed siting and design are provided in the proposed Development Variance Permit attached to this report.

Staff in the Transportation Division have reviewed the requested variances, and confirm that there are no plans to improve the road allowance, and that the road is not required to provide access to the lots in the block. In the opinion of the Transportation division, the road is not required for access in this block, and could be disposed of, subject to the adoption of the appropriate road closure bylaw, and a formal purchase and sale agreement. It is noted for the Development Permit Panel that because the house to the east of the site (at 3900 Georgia Street) is currently using the un-constructed road for access to the lot, a road closure could only be considered when the house at 3900 is demolished and that site is ready for re-development.

Staff in Real Estate Services have advised staff that they are not currently working on a road closure in this area. Real Estate Services has confirmed that a road closure bylaw and a purchase and sale agreement would be required to close and dispose of the road. The purchase and sale agreement would be based on a property assessment to ensure that fair market value is paid for the road area closed.

The proposed variances were referred to the Building Approvals Division, who has commented that there are no concerns with the requested variances, and that the house will be required to meet the current requirements of the BC Building Code. The house design included in the Development Variance Permit attached to this report indicates windows and a door on the east wall of the proposed house. If the lane were closed, and subdivided into two new single family lots, a dwelling unit on the lot to the east of the subject site could have a setback of 1.2 m from the common property line. The house proposed for the subject lot would meet the BC Building Code requirements for spatial separation to a house constructed at 1.2 m (total spacing between buildings of 2.4 m).

Proposed Zoning Variances

The applicant has requested to vary the following sections in Richmond Zoning Bylaw No. 8500:

1. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum exterior setback for a principal dwelling (Zoning Bylaw Section 8.1.6.4) from 3.0 m to 1.2 and reduce the minimum setback for a detached accessory building (Zoning Bylaw Section 8.1.6.8) from 3.0 m to 2.4 m.

Staff recommends support for the proposed variance to Section 8.1.6.4 of Richmond Zoning Bylaw 8500 to reduce the minimum exterior setback from 3.0 m (10 ft) to 1.2 m (4 ft) for the following reasons:

- ***a) As the width of the lot is 10.0 m (33 ft), the reduction in the exterior side setback allows for greater design flexibility in the dwelling and site.***
- ***b) Transportation staff have indicated that there is no plan to construct a road in this location, and that the road could be closed and sold for development in the future, although issuance of the requested variances does not necessitate this occurring: allowing a reduced exterior setback would result in a consistent streetscape upon redevelopment of the un-constructed road.***
- ***c) Staff have worked with the applicant to achieve architectural and landscape designs that respond to the objectives contained within the OCP and also mitigate the impact of the reduced exterior side yard setback. The proposed design features details on the east facade of the building sufficient to break up the wall face, and landscaping and fencing will be provided along the east property line, to further mitigate any potential visual impacts of the proposed variances.***
- ***d) The reduced setbacks proposed will not have a material impact on the City's ability to sell the un-constructed road in the future, should Council decide to do so.***

Staff recommends support for the proposed variance to Section 8.1.6.8 of Richmond Zoning Bylaw 8500 to reduce the minimum setback for a detached accessory building from a lot line abutting a public road from 3.0 m (10 ft) to 2.4 m (8 ft) for the following reasons:

- ***a) The variance would allow construction of a two-car garage with a width of 6.4 m (21 ft) rather than a single-car garage and an outdoor parking pad.***
- ***b) The variance is less than the variance for the dwelling, and with the width of the lane dedication to the east being 20.0m (66 ft), the impact of the reduced setback should not be significant.***

Analysis

Conditions of Adjacency

- The subject site is bordered to the east and south by a lane. The road dedication along the eastern property line measures 20.0 m (66 ft) wide, and 6.0 m (20 ft) wide along the southern property line. The width of the existing unconstructed road to the east and the lane to the south should provide an adequate separation between the proposed dwelling and the properties to the east and south.

- The site is bordered to the west by a recently constructed single detached house with a detached garage accessed from the lane which has a 1.2 m (4 ft) interior side yard setback to the subject site. The proposed dwelling and detached garage at the subject site would provide for a 1.2 m (4 ft) interior side yard setback, consistent with the Richmond Zoning Bylaw. An existing cedar fence, which is 1.2 m (4 ft) high from the front property line to the front elevation of the house, and 1.8 m (6 ft) high along the remainder of the shared property line, would be retained, and should ensure privacy between the two properties.
- The proposed design of the dwelling contains limited window openings on the second floor of the south elevation, which minimizes overlook onto the adjacent property.

Site Planning, Urban Design, and Architectural Form & Character

- The siting of the proposed dwelling and detached garage complies with the minimum setbacks under the "Single Detached (RS1/A)" zone with the exception of the exterior side yard setback (east) for both structures.
- The proposed vehicle access to the subject site is from the adjacent lane to a detached two-car garage.
- The proposed design includes facade articulation, a clearly defined base, middle, and top, as well as a variety of exterior cladding materials (e.g., hardiplank panels, and shingles) and window openings to provide for visual interest and to maintain a pedestrian scale.
- The proposed design of the dwelling and detached garage would be consistent with the character of new dwellings being constructed in the neighbourhood.

Tree Preservation & Landscaping

- The City's Parks Department have authorized removal of 12 off-site trees which are located along the lane dedication to the immediate east of the subject site. The trees are considered to be in poor condition. They will also be affected by construction impacts including adjacent ditch infill and grade elevation changes to meet flood proofing requirements.
- Total compensation required is $12,350.00 which has already been paid by the owner. The City's Parks Department will use this compensation to plant new trees along city frontages, space permitting, upon project completion.
- Two (2) off-site trees (Tree #561 & Tree #598) located on City property will be retained. The owner will be required to install tree protection fencing to City standards around Tree #561 and Tree #598 in accordance with the City's tree protection information bulletin (TREE-03). Tree protection fencing must remain in place until construction and landscaping of the proposed dwelling on the subject site is completed.
- To ensure survival of the off-site trees to be protected (Trees #561 and 598), the applicant must submit the following items prior to this application being forwarded to Council for approval:
    - A contract with a Certified Arborist for supervision of any on-site works to be conducted within tree protection zones. The contract must include the scope of work to be undertaken, including the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to prepare a post construction impact assessment report to the City for review.
    - A survival security in the amount of $2,000. The City will release 50% of the security after the proposed construction and landscaping on the subject site is

completed to the satisfaction of the City and the required post-construction impact assessment report documenting tree survival has been submitted by the Arborist to the City for review. The City will release the remaining 50% of the security one year later if the trees have survived.

- One on-site bylaw sized tree was removed with a valid tree cutting permit at the time of demolition in January 2014.
- The applicant has provided a landscape plan which is included in the Development Variance Permit attached to this report. The plan indicates that a total of 3 new trees will be planted on the property, as well as shrubs and low ground cover. A cedar fence will be installed, which will have a maximum height of 1.2 for the north 6 m of the required front yard setback, which will step up the 2 m along the balance of the property line. The proposed fencing will provide screening of the house and privacy for the residents, and is consistent with the fencing regulations in Richmond Zoning Bylaw 8500.

Conclusion

The applicant has applied to the City of Richmond for permission to vary Section 8.1.6.4 in Richmond Zoning Bylaw 8500 to reduce the required minimum exterior setback from 3.0 m (10 ft) to 1.2 m (4 ft) to permit construction of a new two-storey single detached dwelling at 3800 Georgia Street. Further, the applicant has applied for permission to vary Section 8.1.6.8 in Richmond Zoning Bylaw 8500 to reduce the required minimum setback for a detached accessory building from a lot line abutting a public road from 3.0 m (10 ft) to 2.4 m (8 ft) to permit construction of a new detached two-car garage.

The proposed development complies with applicable policies contained within the OCP and Area Plan, and would comply with all other aspects of the Richmond Zoning Bylaw 8500, with the exception of the variances discussed.

The applicant has addressed the planning and urban design issues and other staff comments identified as part of the application review, and staff feel that the proposal is in character with surrounding single detached dwellings in the immediate surrounding neighbourhood.
On this basis, staff recommends support for the application.

Per: John Hopkins
Senior Planner

JH:cas

Att. 1: Location Map
Att. 2: Development Application Data Sheet

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

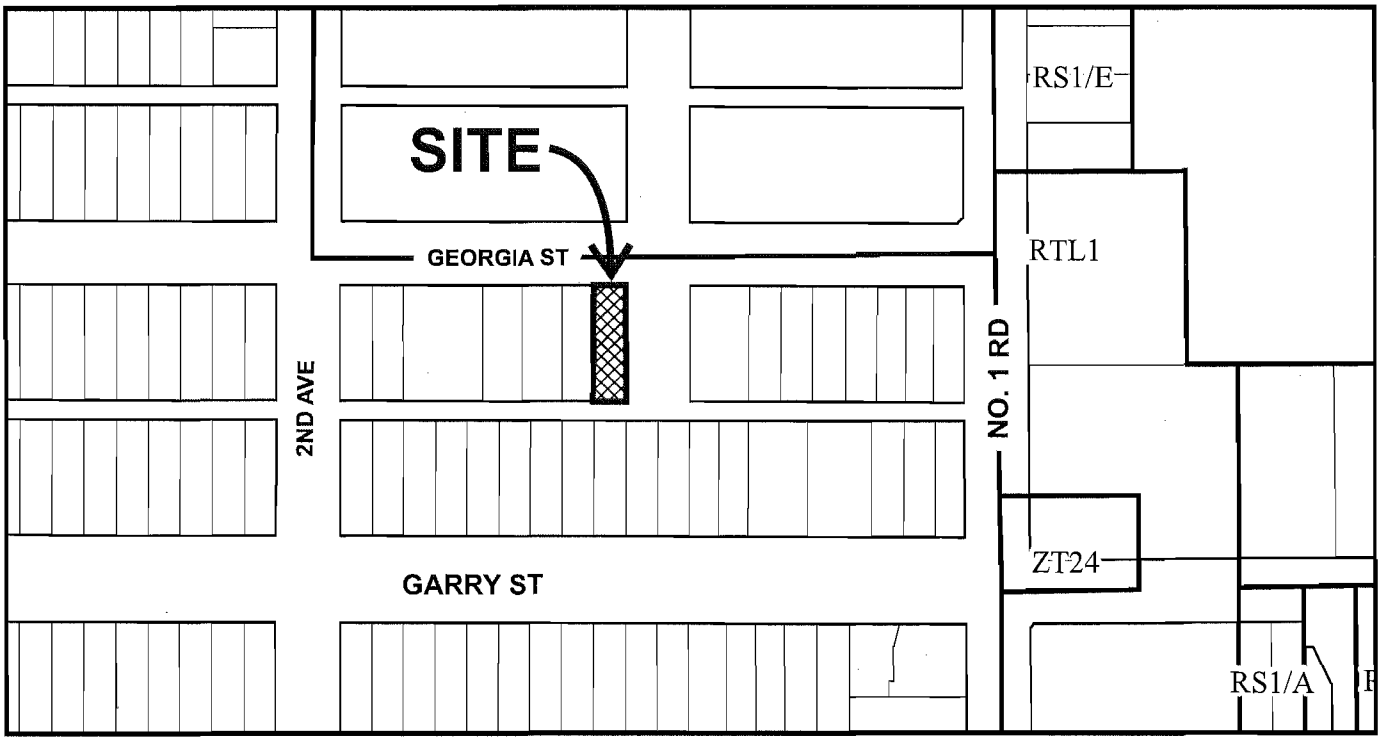
- Receipt of a Letter-of-Credit for landscaping in the amount of $2,500.
- Receipt of a Letter-of-Credit for off-site tree survival in the amount of $2,000.
  NOTE: Staff to ensure that landscape estimates include a 10% contingency cost.

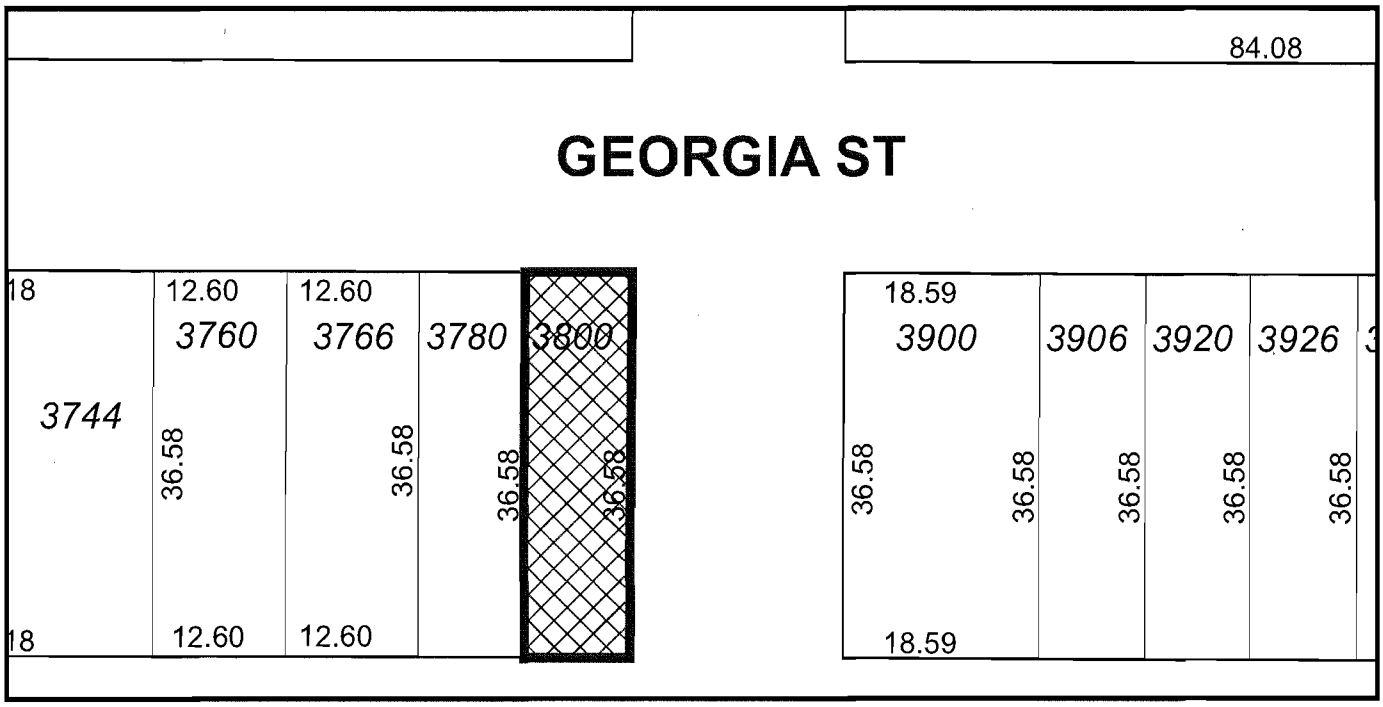
Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (http://www.richmond.ca/services/ttp/special.htm).

ATTACHMENT 1

City of Richmond





DV 14-657986

Original Date: 03/17/14

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 2

City of Richmond

Development Application Data Sheet

Development Applications Division

DV 14-657986 **Attachment 2**

Address: 3800 Georgia Street

Applicant: Clive Alladin Owner: Clive Alladin (Balandra Development Inc.)

Planning Area: Steveston

Floor Area Gross: 201.6 m^2 (2,170 ft^2) plus 42 m^2 (452 ft^2) garage

	Existing	Proposed
Site Area:	368 m^2 (3,961 ft^2)	No change
Land Uses:	Vacant	Single Detached Dwelling
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/A)	No change
Number of Units:	0	1

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.55	0.55	none permitted
Lot Coverage:	Max. 45%	45%	none permitted
Setback – Front Yard:	Min. 6.0 m	6.0 m	none permitted
Setback – Interior Side Yard:	Min. 1.2 m	1.2 m	none permitted
Setback – Exterior Side Yard (principal building):	Min. 3.0 m	1.2 m	variance required
Setback – Rear Yard:	Min. 6.0 m	12.8 m	none permitted
Setback – Lot Line Abutting a Public Road (detached accessory structure):	Min. 3.0 m	2.4 m (exterior lot line only)	variance required
Height (m) – Dwelling:	Max. 9.0 m	8.63 m	none permitted
Height (m) – Detached Accessory Structure:	Max. 5.0 m	5.0 m	none permitted
Total off-street Spaces:	2	2	none permitted

City of Richmond

Development Variance Permit

No. DV 14-657986

To the Holder:	Clive Alladin
Property Address:	3800 Georgia Street
Address:	PO Box 26529, Blundell P.O. Richmond, BC V7C 5M9

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied as follows:

   Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum exterior setback for a principal dwelling (Zoning Bylaw Section 8.1.6.4) from 3.0 m to 1.2 and reduce the minimum setback for a detached accessory building (Zoning Bylaw Section 8.1.6.8) from 3.0 m to 2.4 m.

   The dimension and siting of buildings and structures on the land, and landscaping shall be as shown on Schedule "B" attached hereto.
4. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of $2,500.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

Development Variance Permit
No. DV 14-657986

To the Holder:	Balandra Development Inc
Property Address:	3800 Georgia Street
Address:	PO Box 26529, Blundell P.O.

6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse.

   This Permit is not a Building Permit.

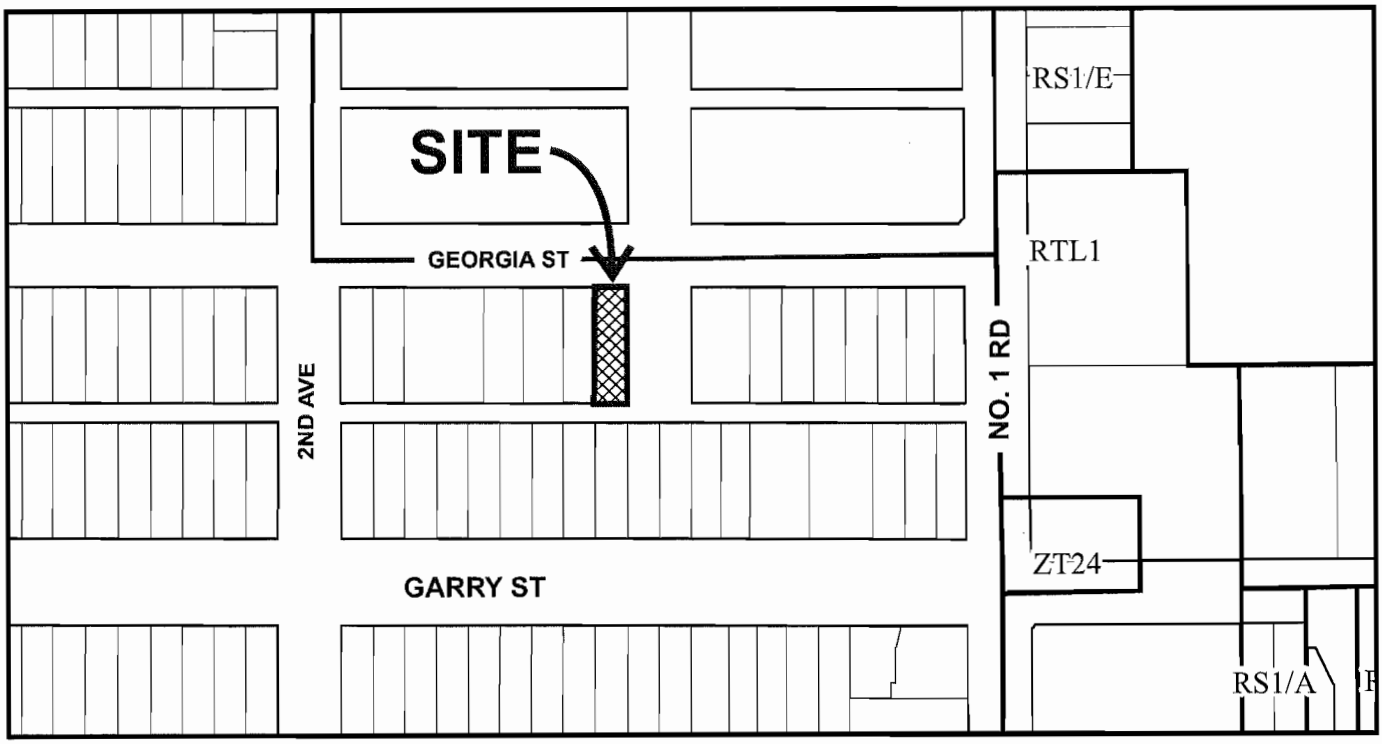
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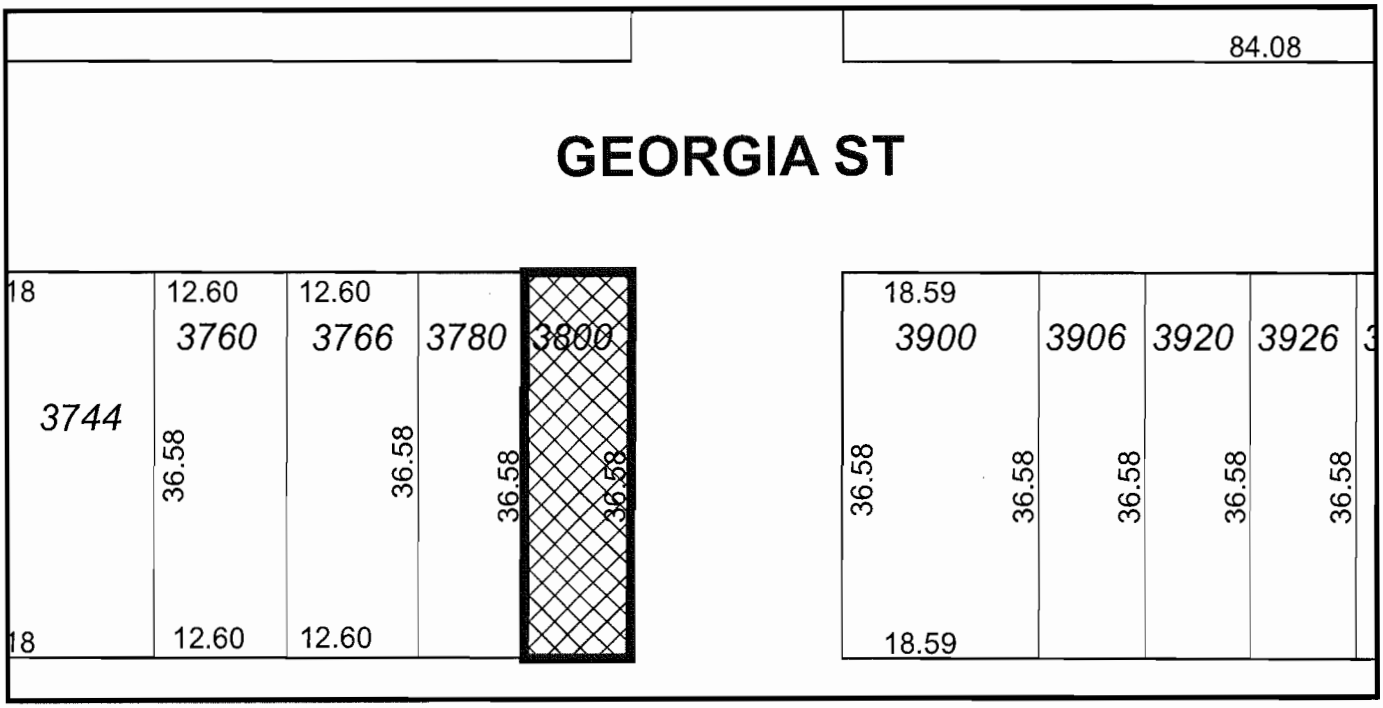
DELIVERED THIS DAY OF , .

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MAYOR

City of Richmond





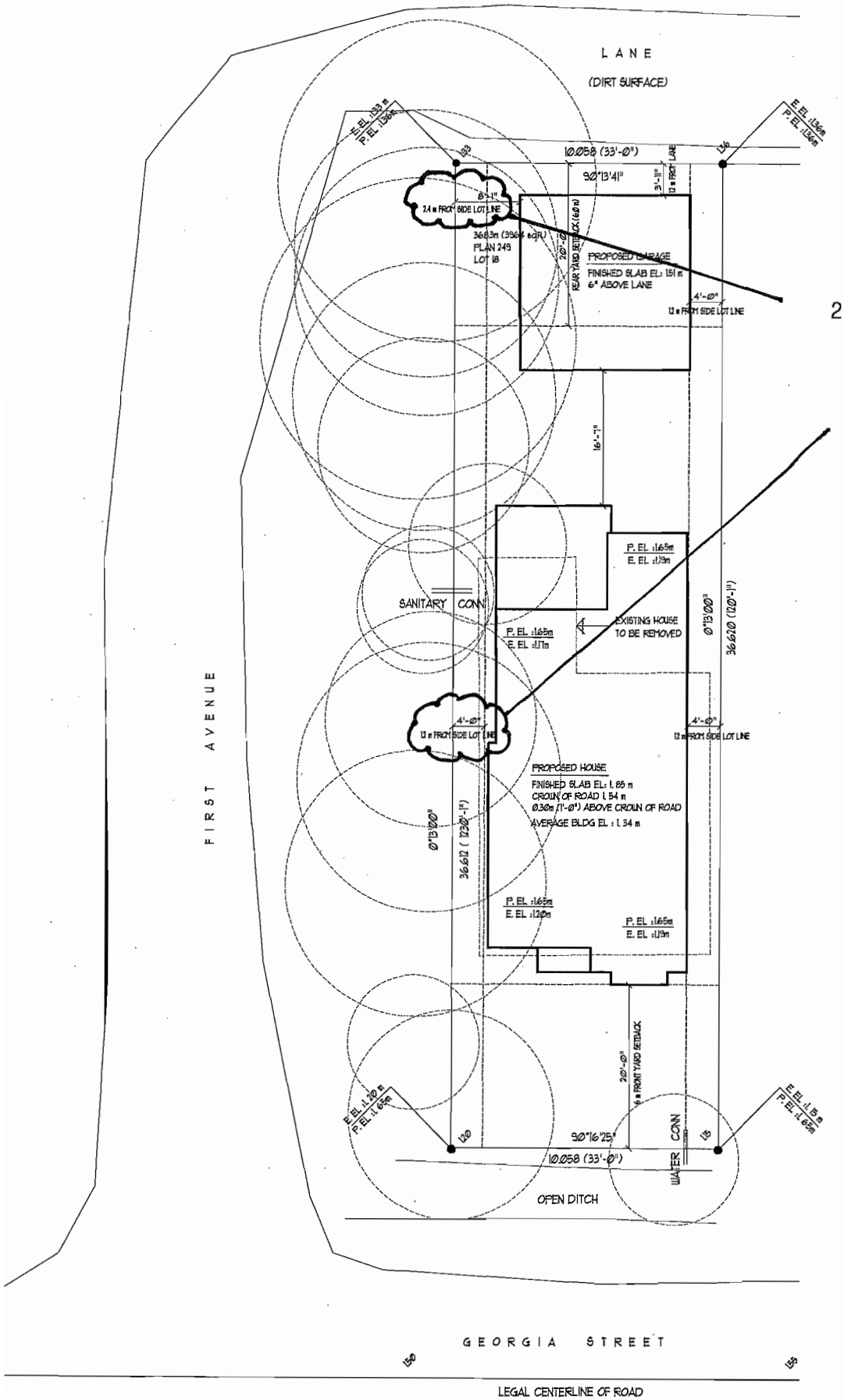
DV 14-657986
SCHEDULE "A"

Original Date: 03/17/14

Revision Date:

Note: Dimensions are in METRES

SCHEDULE B



Setbacks to be varied

2.4 m to detached garage

1.2 m to dwelling

LOT CALCULATIONS

FLOOR AREA RATIO
LOT AREA 368 SQ.M. (3961 SQFT.)
PROPOSED ZONE R1-A
MAX ALLOWABLE FLOOR AREA 55 X 3964 SQ.FT = 2178 SQ.FT.

MAIN FLOOR	1135 SQFT
SECOND FLOOR	1035 SQFT
TOTAL	2170 SQFT
GARAGE	452 SQFT

SITE COVERAGE

MAX ALLOWED @ 45% = 1783 SQ.FT
PROPOSED 1770 SQ.FT

ALLOWED PORCH AREA 10% = 218 SQFT
PROPOSED PORCH AREA 115 + 40 = 215 SQFT

GLENWOOD HOME DESIGNS ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THESE PLANS. IT IS THE SOLE RESPONSIBILITY OF THE BUILDER AND OWNER TO REVIEW AND VERIFY ELEVATION DATA, DIMENSIONS AND STRUCTURAL ADEQUACIES PRIOR TO CONSTRUCTION

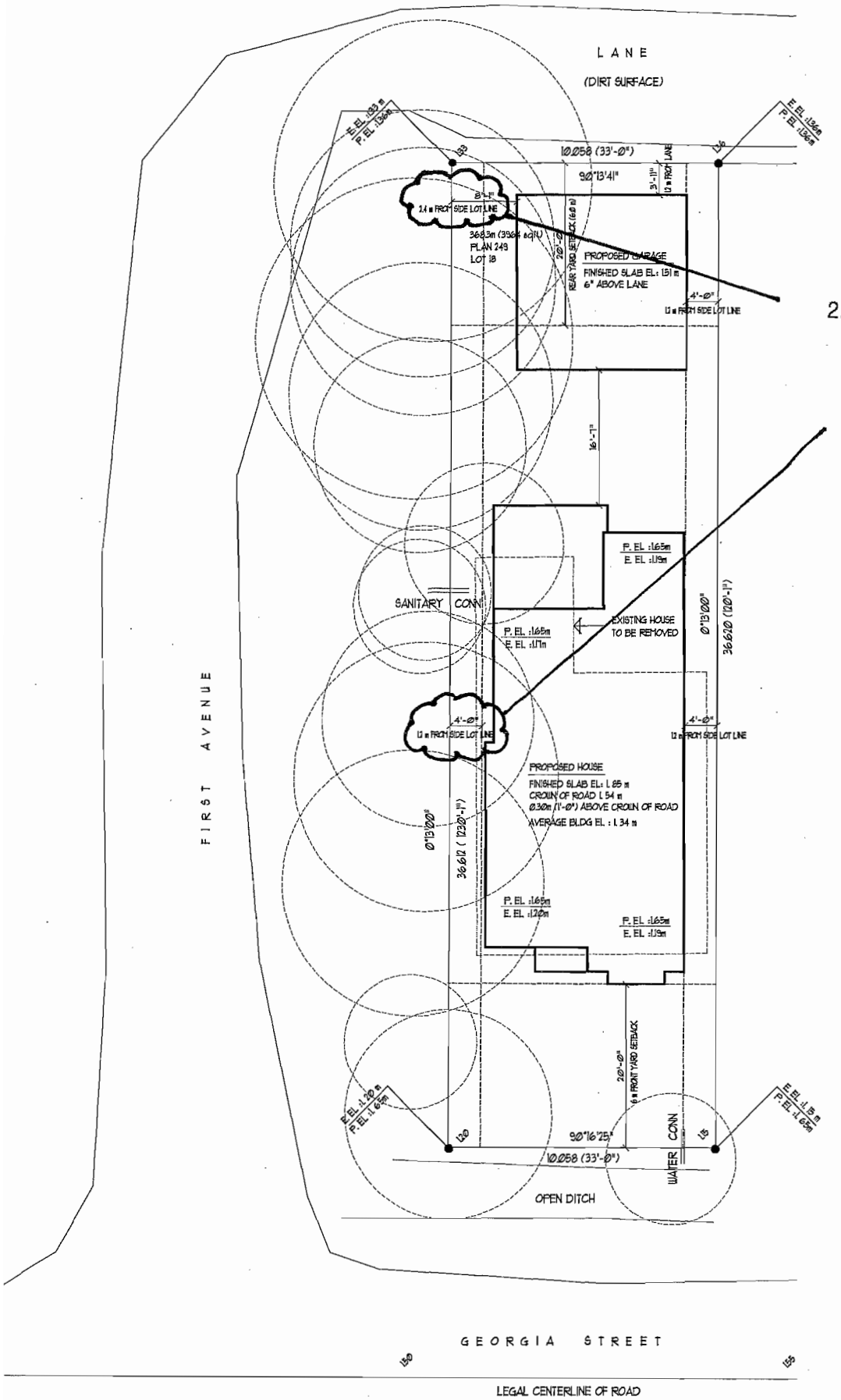
AVERAGE BLDG EL : 1.34 m

$$\frac{1.65 + 1.65 + 1.36 + 1.36}{8} \quad \frac{1.20 + 1.19 + 1.19 + 1.17}{8}$$

NORTH

SITE PLAN

SCALE 1/8":1'-Ø"



Setbacks to be varied

2.4 m to detached garage

1.2 m to dwelling

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LOT AREA 368 SQ.M. (3961 SQ.FT.)
PROPOSED ZONE R1-A
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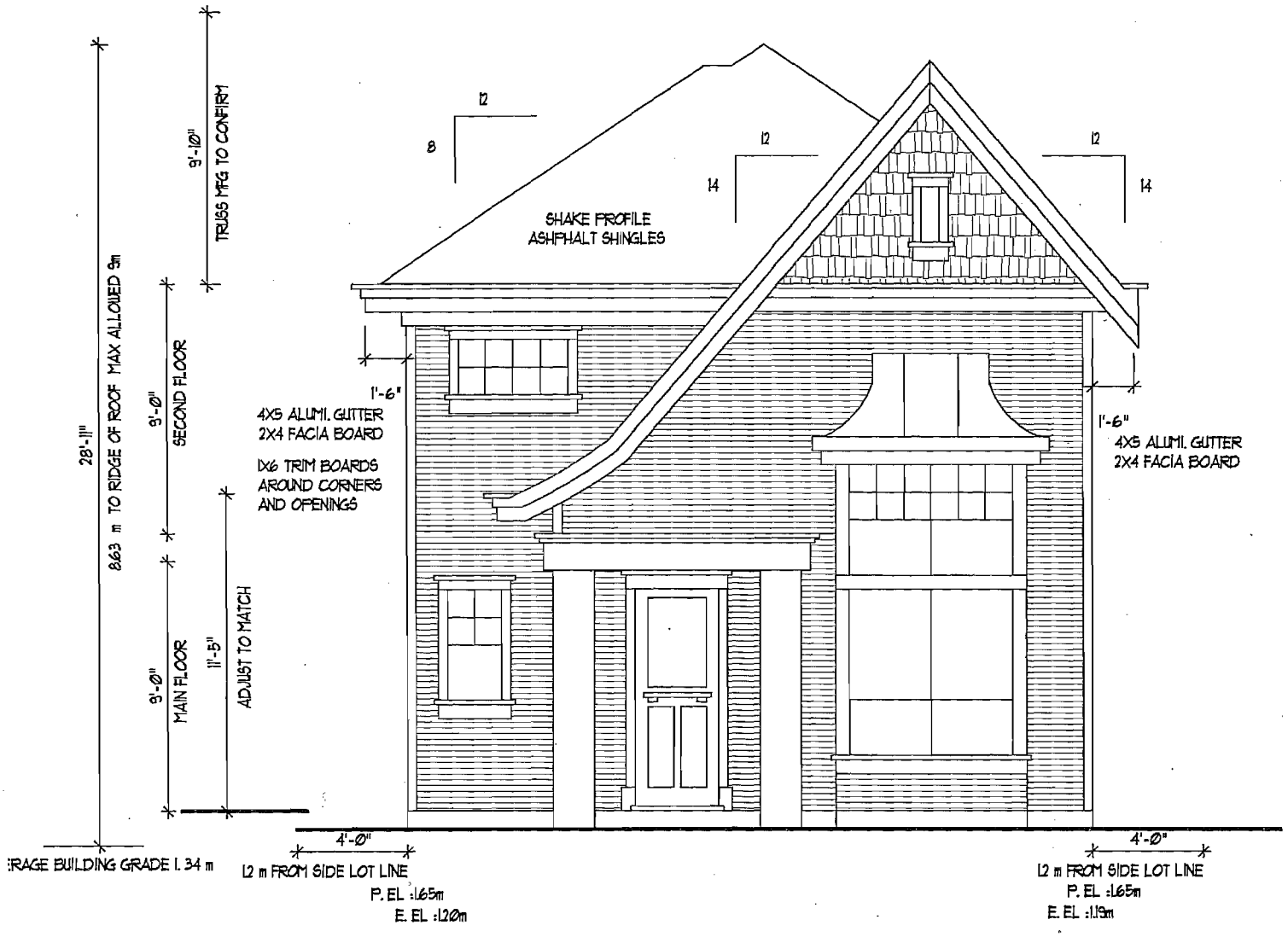
AVERAGE BLDG EL : 1.34 m

$$\frac{1.65 + 1.65 + 1.36 + 1.36}{8} \quad \frac{1.20 + 1.19 + 1.19 + 1.17}{8}$$

NORTH

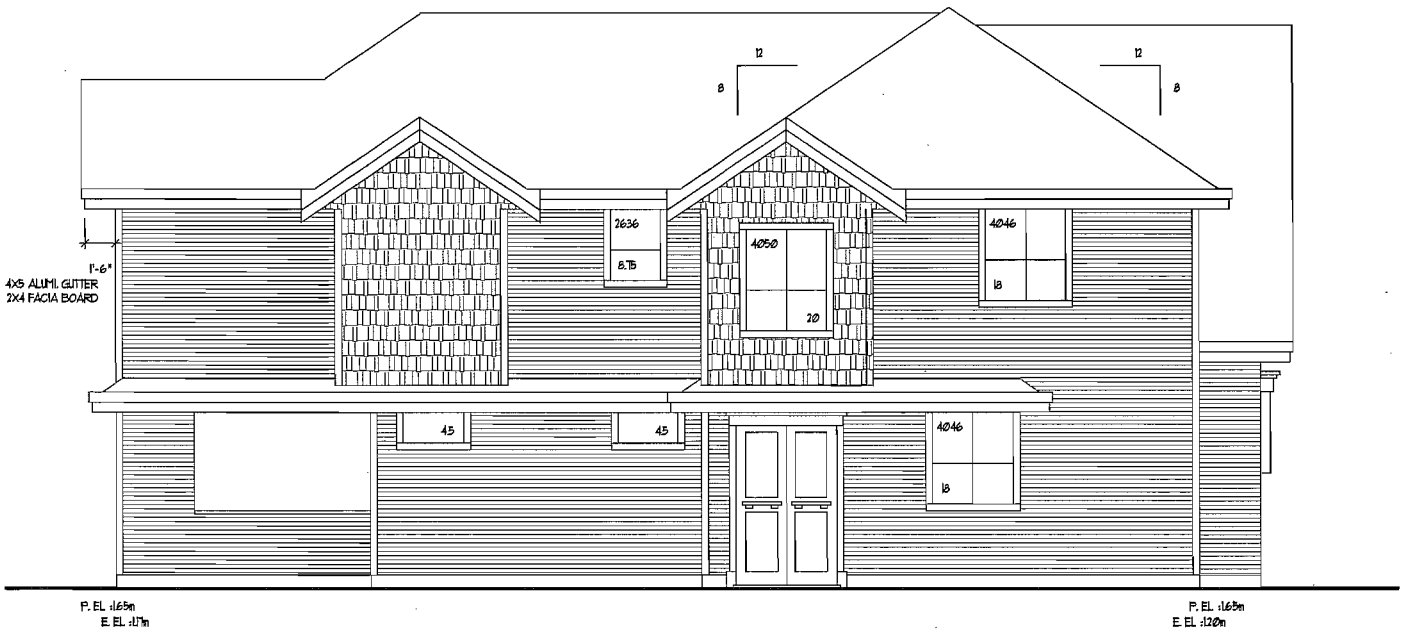
SITE PLAN

SCALE 1/8"=1'-0"



FRONT ELEVATION (North)

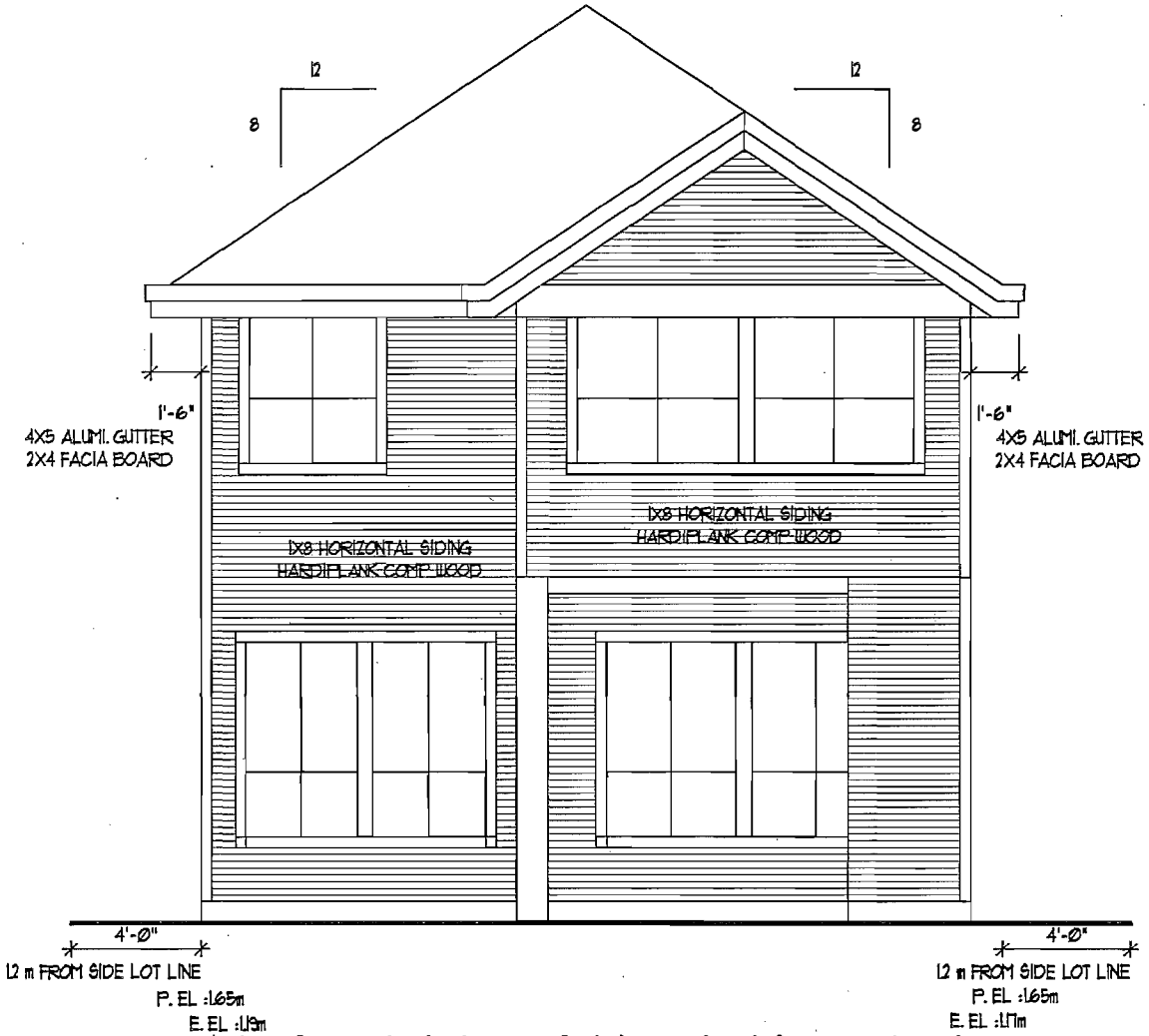
SCALE 1/4" 1'-0"



LEFT ELEVATION (East)

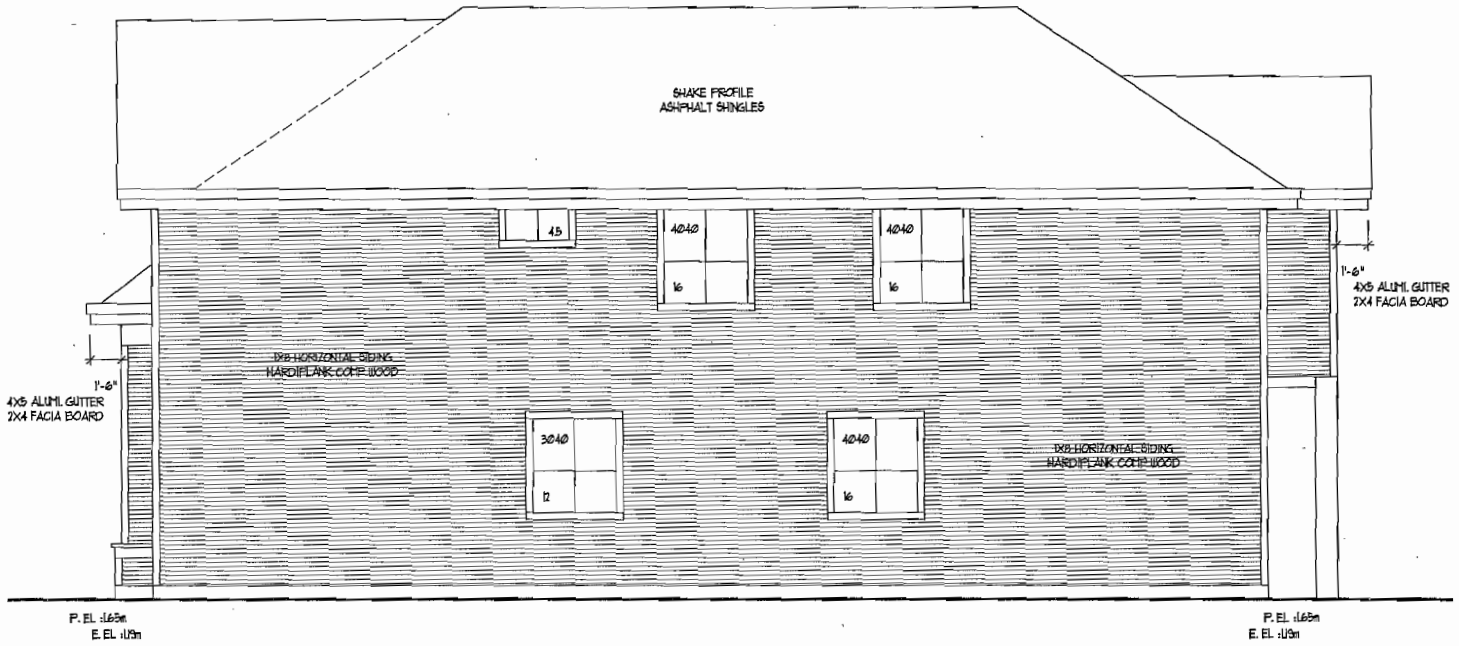
SCALE 1/4" 1'-0"

SPATIAL SEPERATION CALCULATIONS
WALL AREA= 1098 SQFT
LIMITING DISTANCE 4'-0" (1.2m)
MAX ALLOWABLE UNPROTECTED OPENINGS AT 1% = 16 SQFT
PROPOSED UNPROTECTED OPENINGS = 14 SQFT



REAR ELEVATION (South)

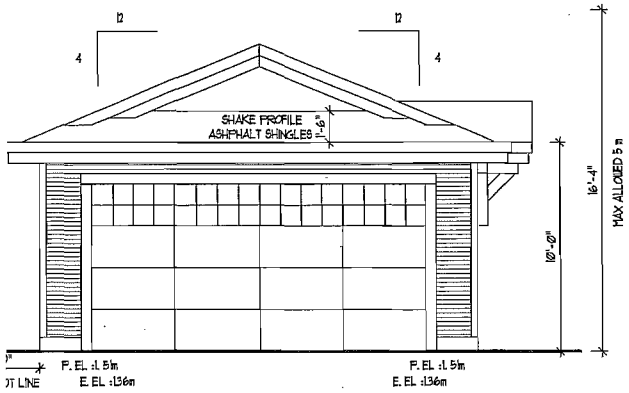
SCALE 1/4" 1'-0"



RIGHT ELEVATION (West)

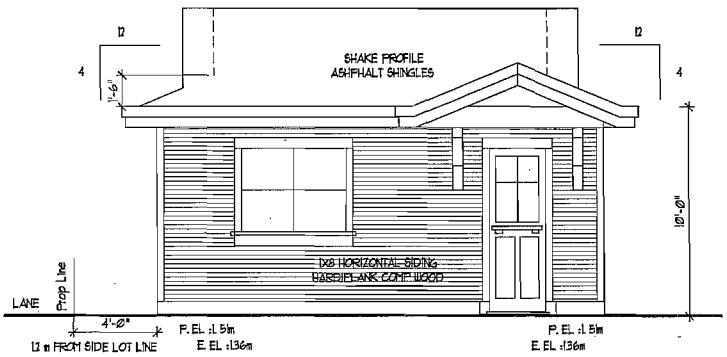
SCALE 1/4" 1'-0"

SPATIAL SEPERATION CALCULATIONS
WALL AREA= 92.1 SQFT
LIMITING DISTANCE 4'-0" (1.2m)
MAX ALLOWABLE UNPROTECTED OPENINGS AT 7% = 6.5 SQFT
PROPOSED UNPROTECTED OPENINGS = 6.4.5 SQFT



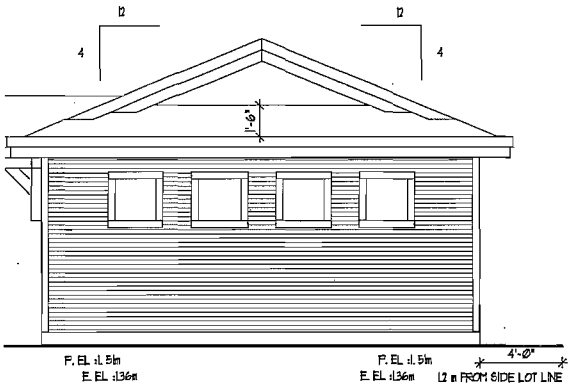
FRONT ELEVATION

SCALE 1/4" 1'-0"



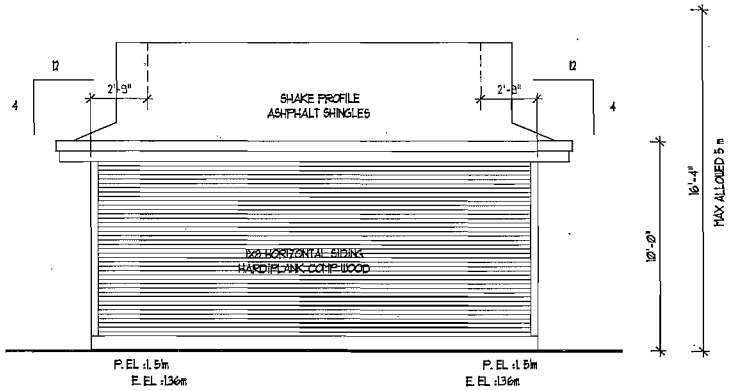
RIGHT ELEVATION

SCALE 1/4" 1'-0"



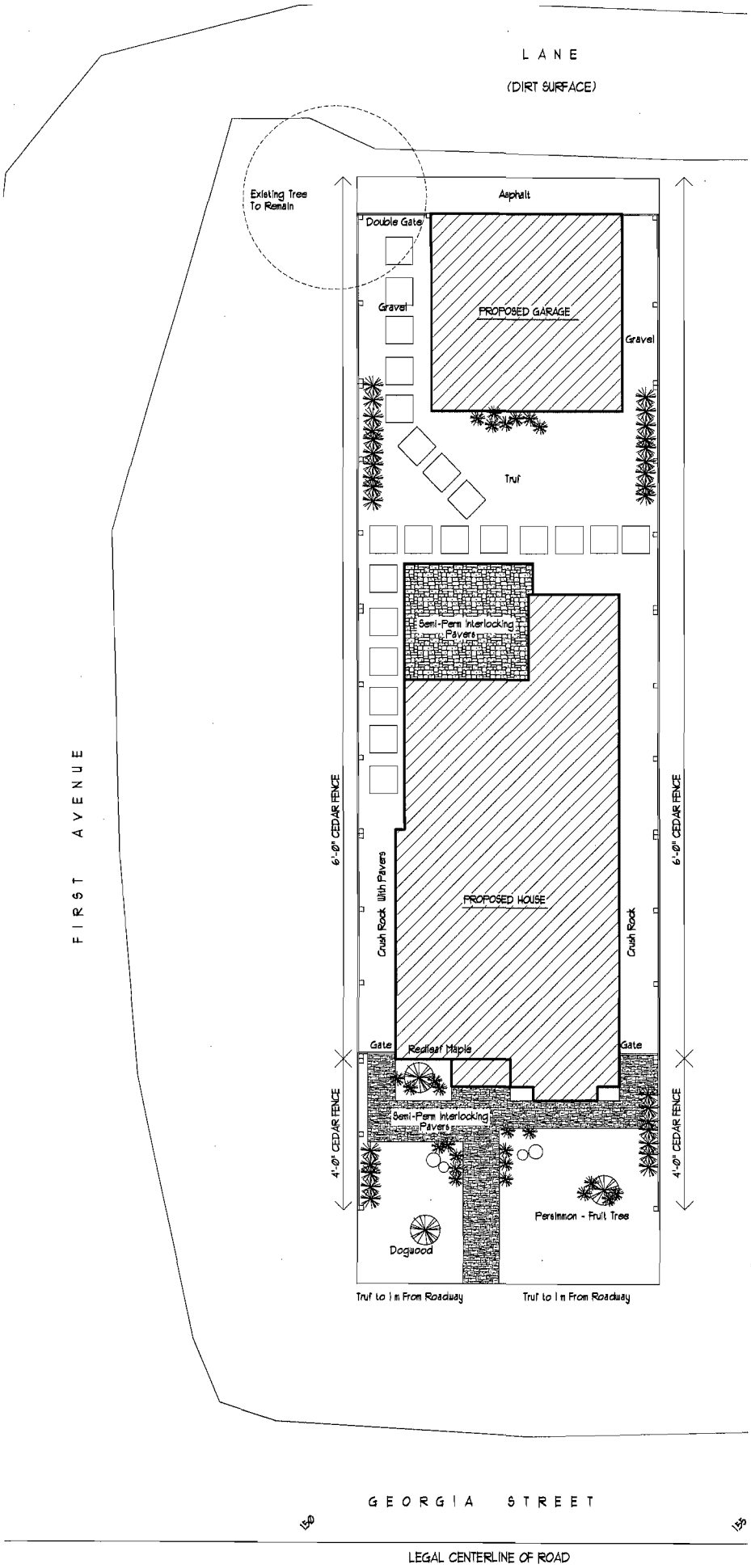
REAR ELEVATION

SCALE 1/4" 1'-0"



LEFT ELEVATION

SCALE 1/4" 1'-0"



LANDSCAPE PLAN

SCALE 1/8":1'-0"