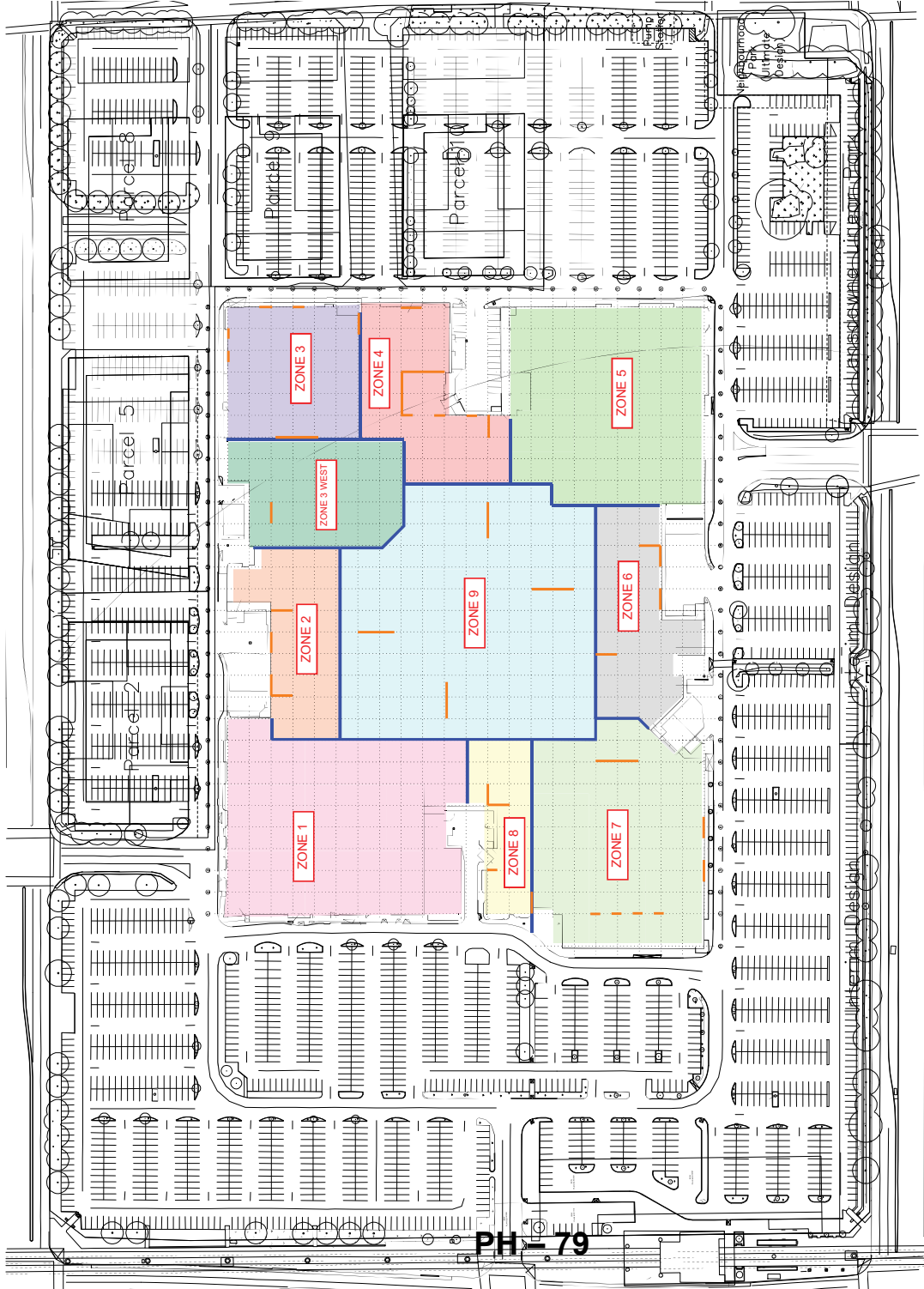


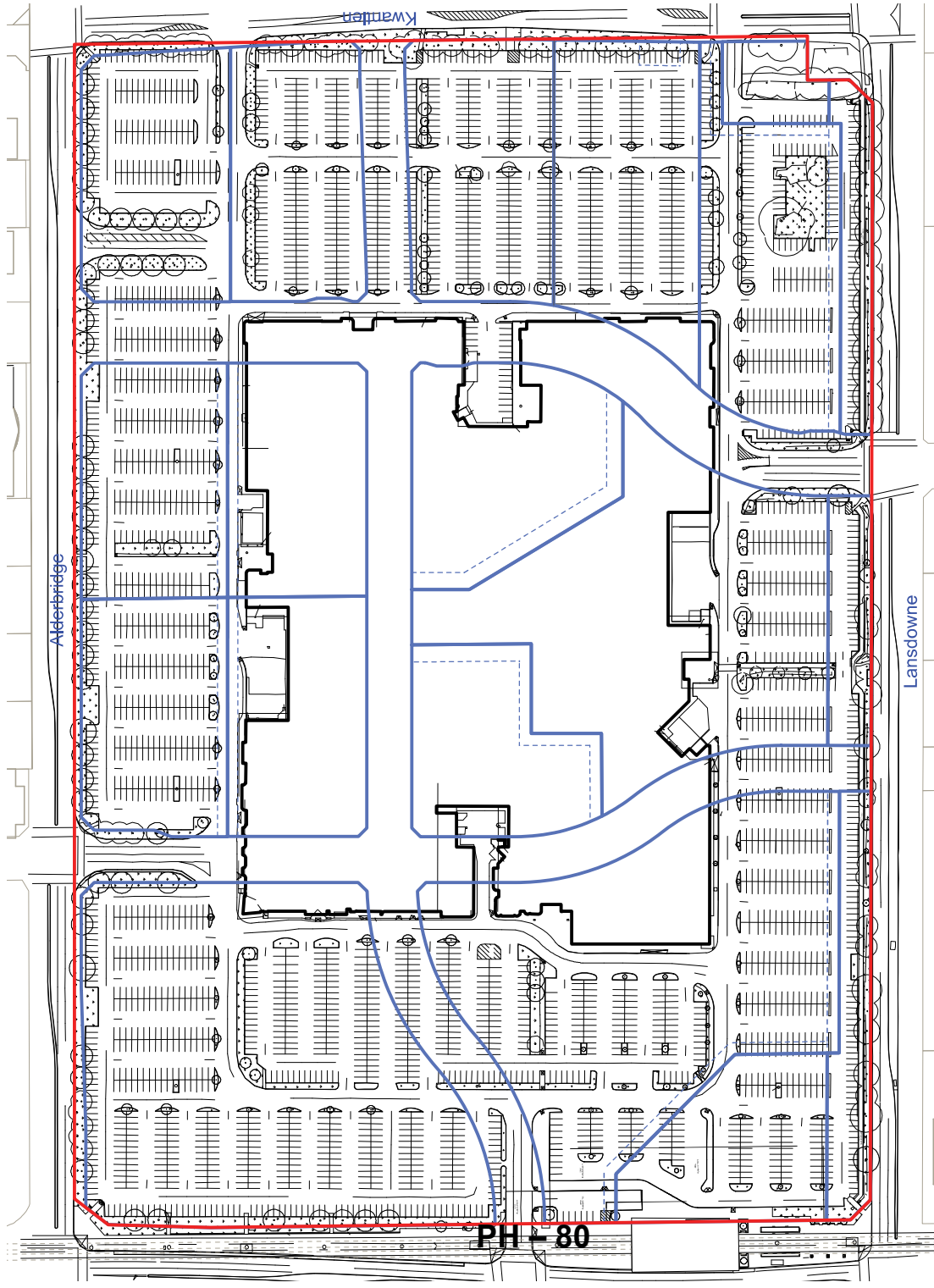
NOTE: Diagram shows final conditions. Refer to following pages for additional interim park space to be granted at each stage.



### ZONES OF THE EXISTING MALL

Zones of the existing mall are shown, based on current layout and structural grids. The first phase of the mall's demolition is denoted in the top left corner as 'Zone 1'.

From: 'Lansdowne Centre Phased Demo Report' by Irccdale Architecture.



**PARKING IMPACT BY PHASE  
(EXISTING PARKING W/ FUTURE PARCELS)**

As each phase is built out, there will impact to the current mall's parking lot. The diagram to the left shows how many parking stalls are supplied at the existing mall (i.e. 3,300 parking stalls).

Lansdowne is currently zoned CA (Auto-Oriented Commercial). The minimum number of parking spaces required to comply with Zoning Bylaw parking requirements may be calculated based on gross floor area or by commercial use.

Applying the General Retail parking requirement\* to the gross leasable floor area, which is currently 55,667 m<sup>2</sup> (599,195 ft<sup>2</sup>), Lansdowne Centre is required to provide a minimum 2,116 parking spaces for a fully operational and leased mall.

The parking requirement based on the commercial uses of tenants within the existing mall is approximately 2,154 parking spaces. Although tenants will change over time due to lease turnover, which may result in some changes in use, it is expected that the overall tenant mix and commercial uses will remain similar to the existing uses.

While some parking will be lost during early phases of development, the mall or portions of the mall will continue to operate while meeting the City's parking requirements until it is fully decommissioned in Phase 5. The development will introduce mobility hubs and other transportation demand management measures to reduce the parking requirement by 10% as permitted by the Zoning Bylaw. Also, the parking layout will be redesigned to be more efficient.

The following estimate summarizes the net parking requirements, based on gross leasable floor area, for early phases of development when the mall or portions of the mall remain operational. The estimates reflect updated parking layouts and references to operational mall floor area in parenthesis:

- Phase 1: 1,904 (for 55,667 m<sup>2</sup>)
- Phase 2: 1,616 (for 40,750 m<sup>2</sup>)
- Phase 3: 844 (for 25,112 m<sup>2</sup>)
- Phase 4: 844 (for 24,112 m<sup>2</sup>)
- Phase 5: Mall decommissioned

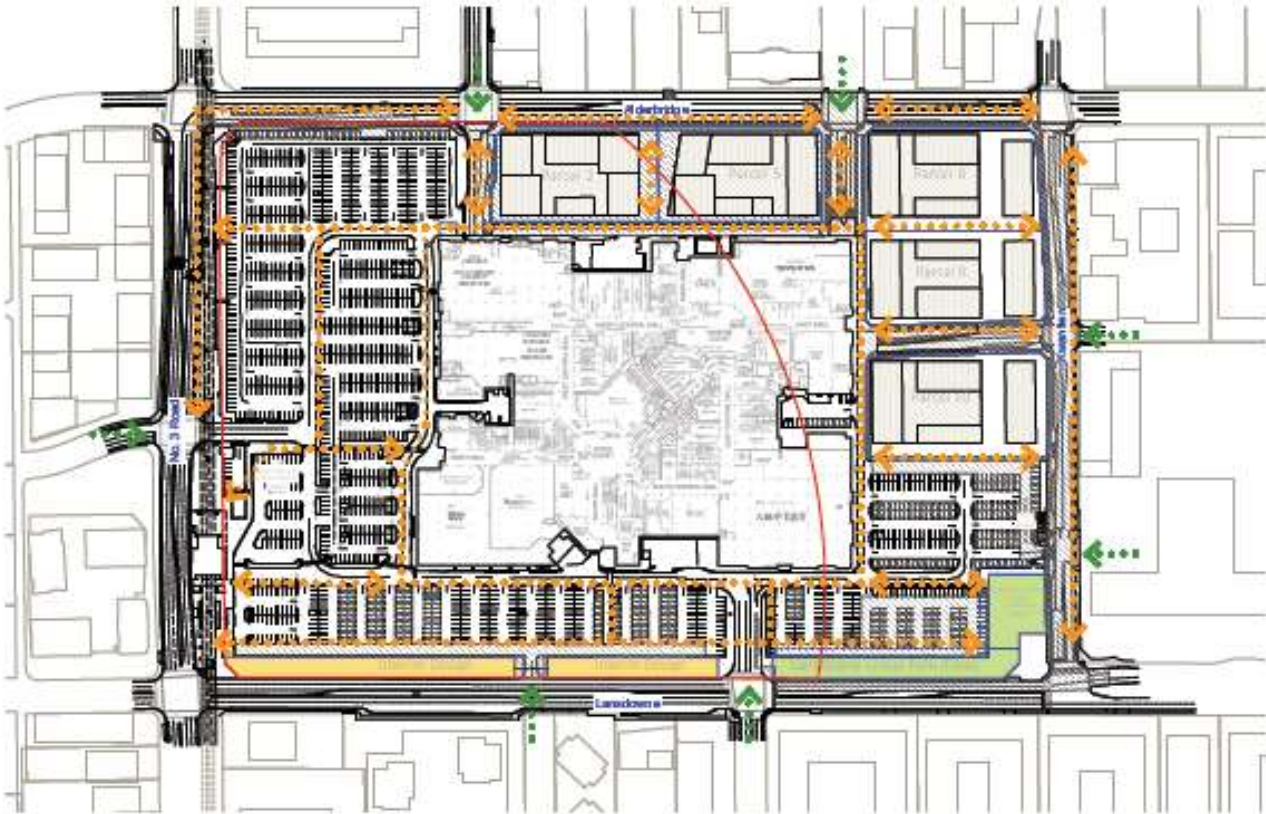
The parking requirement for each phase is summarized in a subsequent section of this document.

\* 3 spaces per 100 m<sup>2</sup> of gross leasable floor area up to 350 m<sup>2</sup>, plus 4 spaces for each additional 100 m<sup>2</sup> of gross leasable floor area.

**EXISTING PARKING WITH FUTURE PARCELS**  
APPROX. 1:2000



PHASE 1



Phase 1 can be accommodated with the existing mall, being mostly confined to the current parking lots. This phase would see the creation of Parcels 2, 5, 8, 9, and 10, along with the Neighbourhood Plaza and Eastern section of the Lansdowne Linear Park. Interim connector parks would be provided for the Western and Central portions of the Linear Park. Challenges associated with Phase 1 are mostly regarding grade changes from the new parcels to the existing mall. Entry roadway grades will not, however, exceed 5% slopes, and will start to address the grade differential between the ultimate site and the surrounding roadways. The interim mobility hub would be started in this phase, with initial program elements located adjacent to the Canada Line station. Ultimate road standards (excl. sidewalks and boulevards) on Alderbridge and Kwantlen would also be completed, as well as an additional driveway access on Lansdowne Road.

- PEDESTRIAN/CYCLIST CONNECTIONS
- MAJOR VEHICULAR ACCESS POINTS

**PARKING CALCULATIONS**  
 Number of Stalls Lost: 1,351  
 Number of Stalls Provided / Required: 1,949 / 1,904

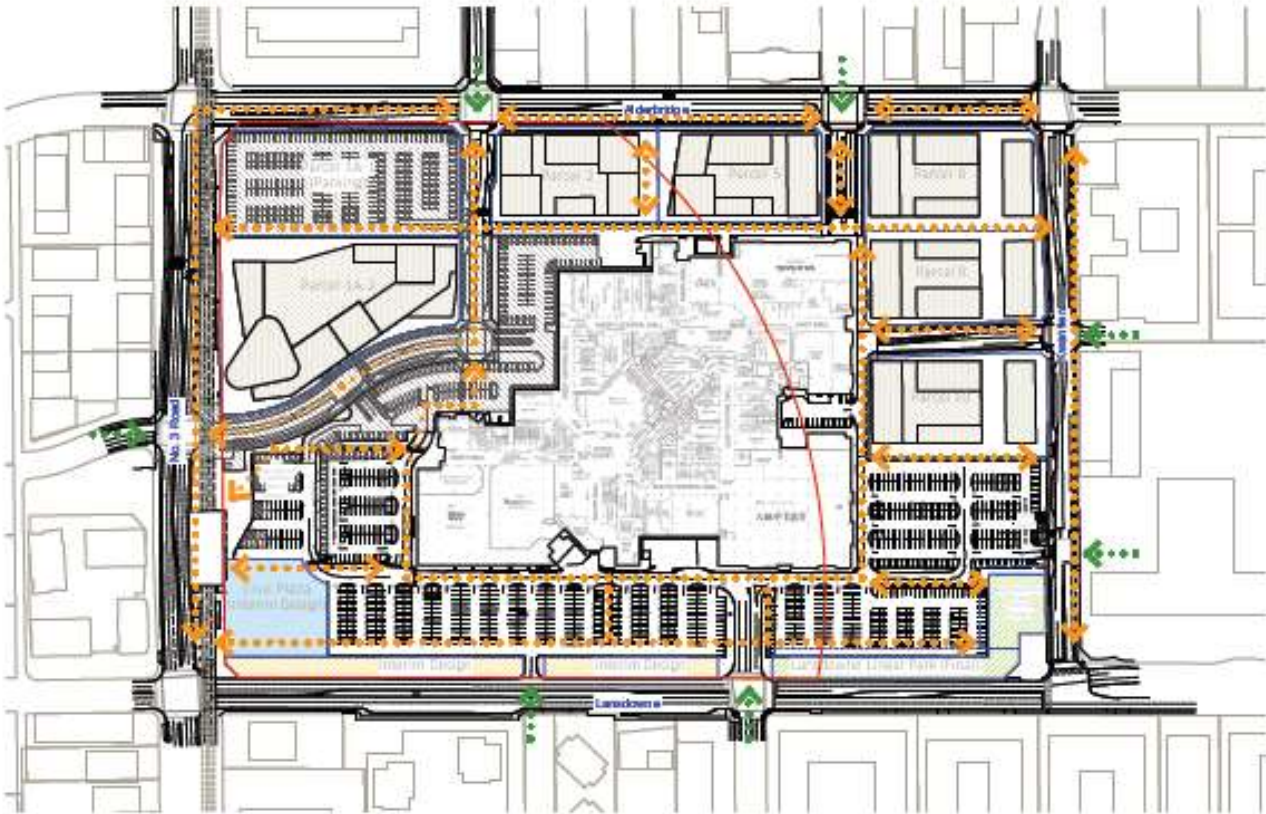
**SUB-PHASING**

The tentative order for Phase 1 would be to jointly target Parcel 8 and the parks spaces - the Neighbourhood Plaza, City Owned SE Corner, Eastern Linear Park, and Western/Central Interim Linear parks. The parcel order conjointly/after that would be Parcels 9, 5, 10, and 2.

- PARK PHASING LEGEND**
- Permanent Major Park [Fee Simple]
  - Permanent Park Frontage Enhancement Area (PFEA) (ROW)
  - Interim Major Park [Fee Simple]
  - Interim Major Park/PFEA (ROW)



## PHASE 2



Phase 2 includes the addition of the Southern half of Parcel 1 (site area 14,275m<sup>2</sup>), and the removal of the North-West corner of the mall; 'Zone 1' as identified in the *Lansdowne Centre Phase Demo Report* by Iredale Architecture. This Phase would also see the completion of portions of Hazelbridge and the East-West Road. Construction in the North West will be broken down into only completing Parcel 1A-2 as the initial mixed-use phase. An interim Civic Plaza park and completion of the interim Mobility Hub would also be provided at this time, along with No. 3 Road bike lane upgrades.

PEDESTRIAN/CYCLIST CONNECTIONS



MAJOR VEHICULAR ACCESS POINTS



PARKING CALCULATIONS

Number of Stalls Lost: 332

Number of Stalls Provided / Required: 1,617 / 1,616

PARK PHASING LEGEND

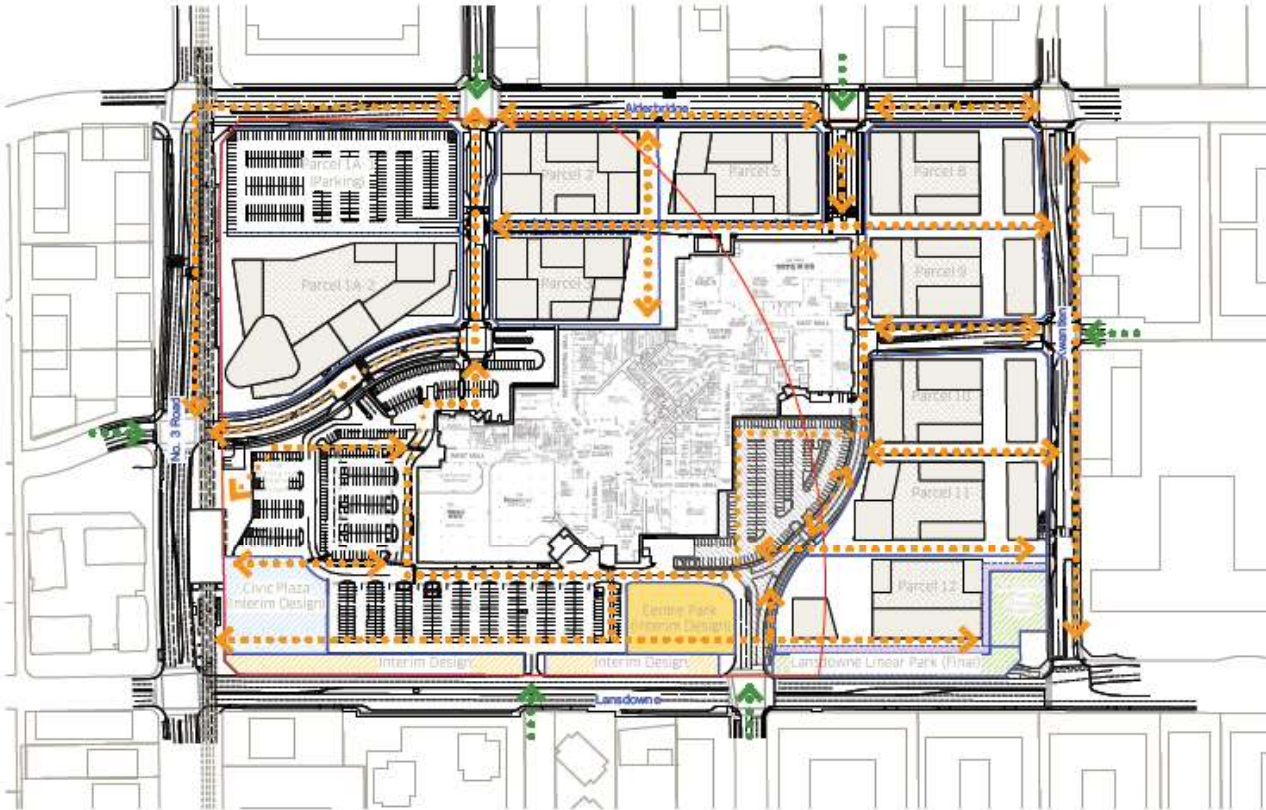
Permanent Major Park [Fee Simple]

Permanent Park Frontage Enhancement Area (PFEA) [ROW]

Interim Major Park [Fee Simple]

Interim Major Park/PFEA [ROW]

PHASE 3



Phase 3 would add Parcels 3, 11, 12. To accommodate the construction of Parcel 3, 'Zone 2' of the mall would need to be removed in the North-West. The mall entrance roughly aligned with the Southern half of Cooney Road could be reworked, with the removal of 'Zone 5' in the South-East of the mall. Further extensions of cycle/pedestrian connections to the mall and development would be provided at this time, with connections highlighted along Cooney between Alderbridge and Lansdowne. An interim road standard for the Southern leg of Cooney Road would be instated, including a sidewalk connection. An interim Centre Park is also included.

PEDESTRIAN/CYCLIST CONNECTIONS



MAJOR VEHICULAR ACCESS POINTS



PARKING CALCULATIONS

Number of Stalls Lost: 372

Number of Stalls Provided / Required: 1,139 / 844

PARK PHASING LEGEND

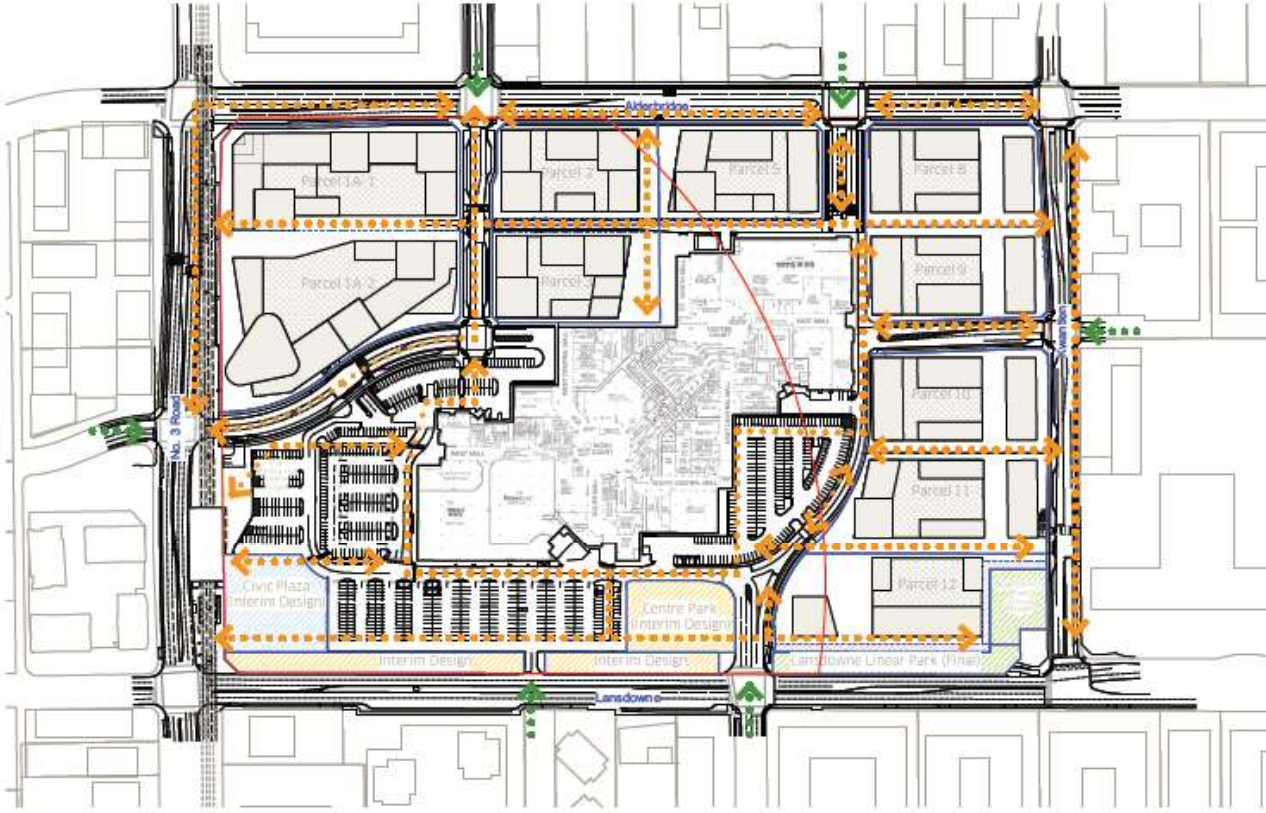
- Permanent Major Park [Fee Simple]
- Permanent Park Frontage Enhancement Area (PFEA) [ROW]
- Interim Major Park [Fee Simple]
- Interim Major Park/PFEA [ROW]

SUB-PHASING

The tentative order for Phase 3 would be to jointly target Parcel 3 and the interim Centre Park. The parcel order conjointly/after that would be Parcels 11 then 12. With Parcel 12 would come the Eastern Linear Park & Neighbourhood Plaza park frontage enhancement areas.



### PHASE 4



Phase 4 is largely a continuation of Phase 2, with the completion of Parcel 1A-1. The challenges associated with this phase would be concerned with parkades under Parcels 1A-1 & 1A-2.

PEDESTRIAN/CYCLIST CONNECTIONS



MAJOR VEHICULAR ACCESS POINTS



PARKING CALCULATIONS

Number of Stalls Lost: 340  
Number of Stalls Provided / Required: 799 / 844\*

\*NOTE: To address the deficit, the proponent will provide 45 additional stalls to make up the difference.

PARK PHASING LEGEND

- Permanent Major Park [Fee Simple]
- Permanent Park Frontage Enhancement Area (PFEA) [ROW]
- Interim Major Park [Fee Simple]
- Interim Major Park/PFEA [ROW]



PHASE 5



Phase 5 would be when the existing Lansdowne Mall was completely decommissioned, coming down to facilitate the construction of Parcels 4, 6, 7, the Centre Park, the Neighbourhood Mobility Hub, and the central portion of the Linear Park. Hazelbridge and Cooney would also be completed at this time, finalizing the provision of the ultimate civil road network.

- PEDESTRIAN/CYCLIST CONNECTIONS 
- MAJOR VEHICULAR ACCESS POINTS 

- PARKING CALCULATIONS
- With decommissioning of the mall, surface parking is no longer required.

SUB-PHASING

The tentative order for Phase 5 would be to jointly target Parcel 6 and the parks spaces - the Centre Park, Central Linear Park, and Centre Park's Park Frontage Enhancement Areas. The parcel order conjointly/after that would be Parcels 4 then 7.

- PARK PHASING LEGEND
-  Permanent Major Park [Fee Simple]
-  Permanent Park Frontage Enhancement Area (PFEA) [ROW]
-  Interim Major Park [Fee Simple]
-  Interim Major Park/PFEA [ROW]

### PHASE 6

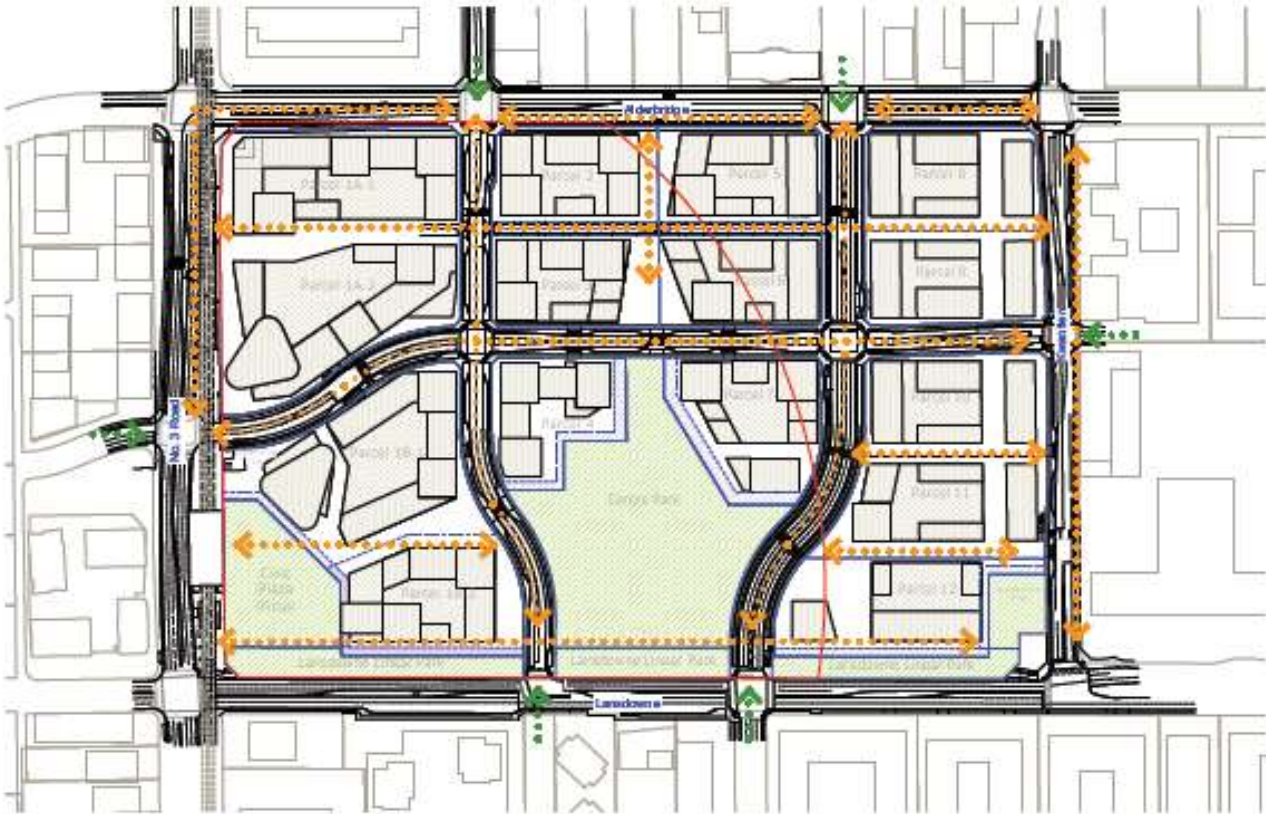


Phase 6 would entail the completion of Parcel 1B-1. The expanded Civic Plaza area would continue to feature an interim design at this time, and the ultimate City Mobility Hub would be completed. The Western portion of the Linear Park would be dedicated at this time, and completed to its final design in this phase or during Phase 7 (at the discretion of the City). Parcel 1B-1's PFEA to secured as a ROW.

- |                                       |  |   |
|---------------------------------------|--|---|
| <b>PEDESTRIAN/CYCLIST CONNECTIONS</b> |  | <b>PARK PHASING LEGEND</b>                            |
| <b>MAJOR VEHICULAR ACCESS POINTS</b>  |  | Permanent Major Park (Fee Simple)                     |
|                                       |  | Permanent Park Frontage Enhancement Area (PFEA) (ROW) |
|                                       |  | Interim Major Park (Fee Simple)                       |
|                                       |  | Interim Major Park/PFEA (ROW)                         |



### PHASE 7



Phase 7 would be the last stage, completing Parcel 1B-2 and the final design of the Civic Plaza & its PFEAs as the final elements (Parcel 1B-2's PFEA to secured as a ROW). Along with Phase 6, Phase 7 would involve the completion of the underground parkade under Phases 1B-1 & 1B-2.

PEDESTRIAN/CYCLIST CONNECTIONS



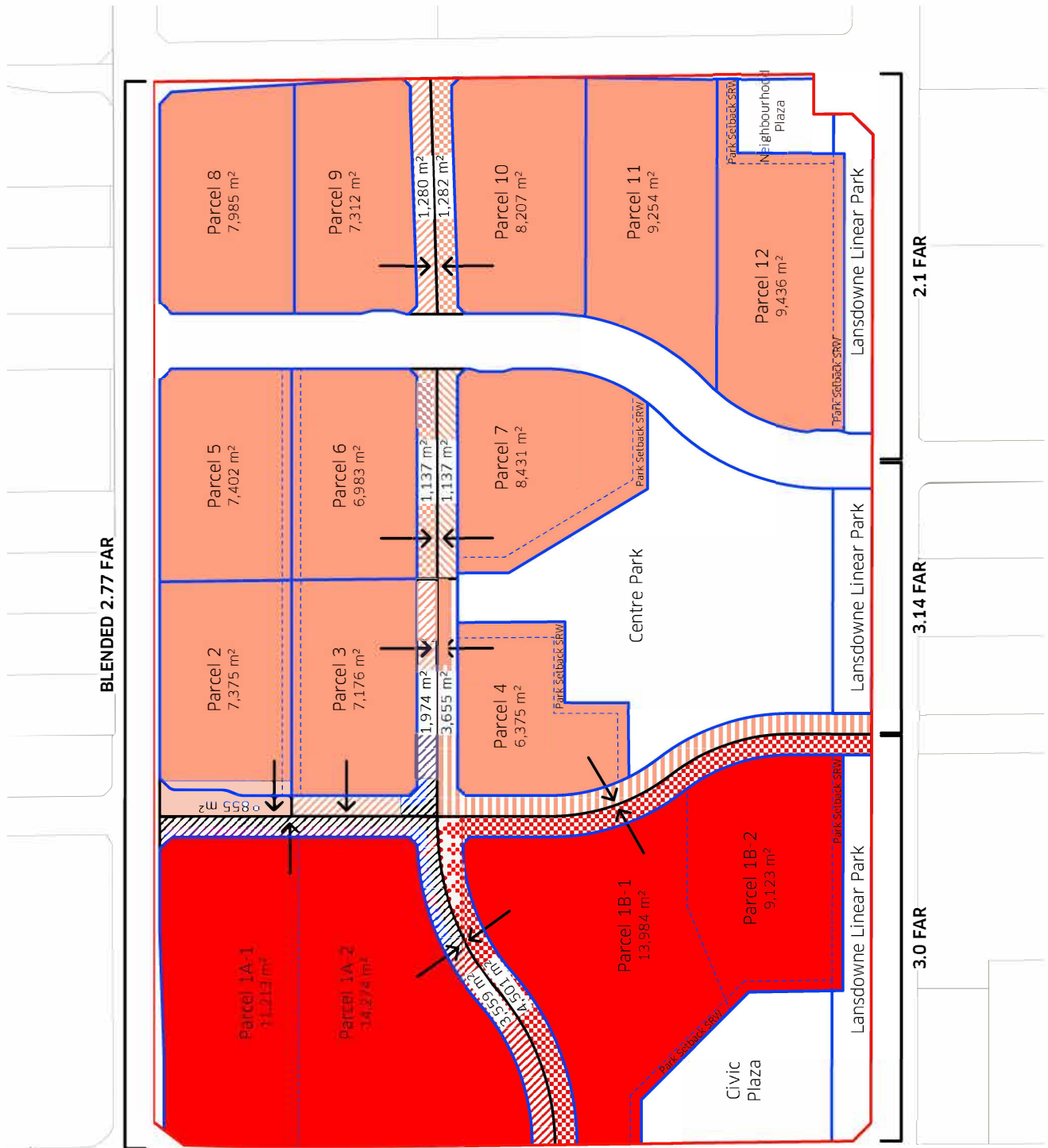
MAJOR VEHICULAR ACCESS POINTS

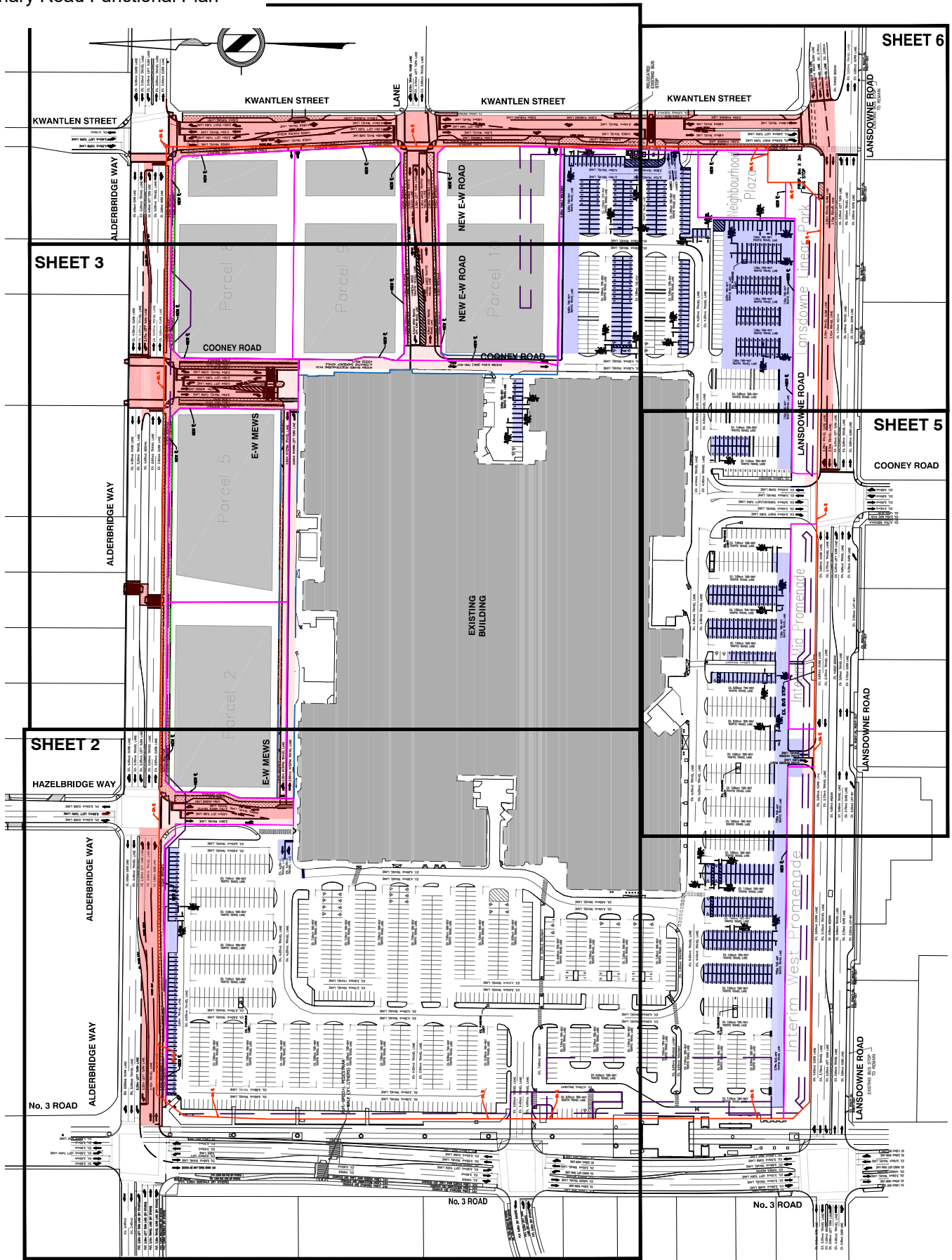


PARK PHASING LEGEND

- Permanent Major Park [Fee Simple]
- Permanent Park Frontage Enhancement Area (PFEA) [ROW]
- Interim Major Park [Fee Simple]
- Interim Major Park/PFEA [ROW]



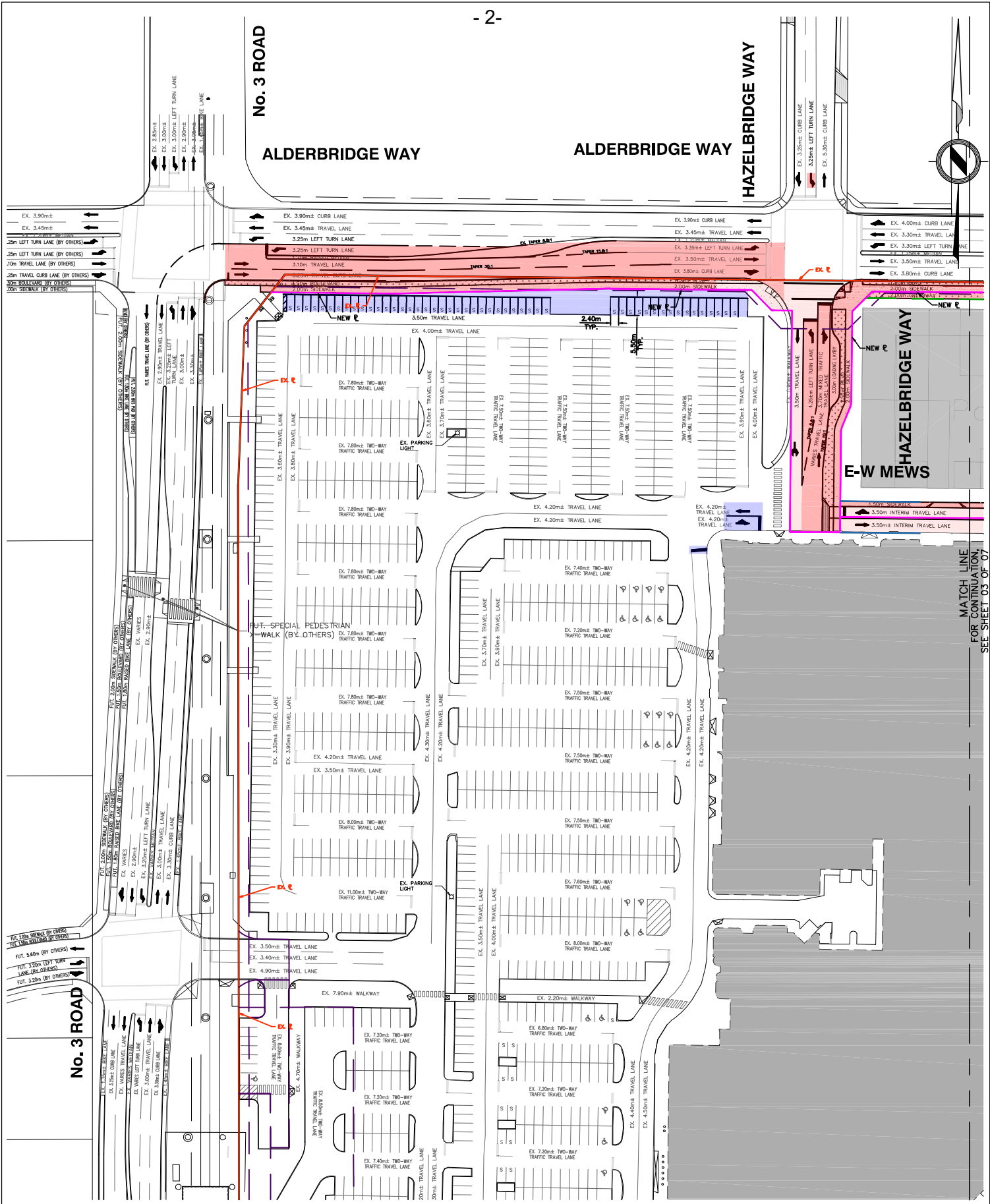




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CITY FILE #:		A&M PROJECT No:	
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TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 1</b>			
PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 1			
DESIGN: RM/MY	CHECK: RM	DATE: JAN/20	PROJECT ADDRESS: 5300 No. 3 RD
DRAWN: DI	APPR: MY	SCALE: 1:3000	SHEET No. 01 OF 07



MATCH LINE  
FOR CONTINUATION  
SEE SHEET 03 OF 07

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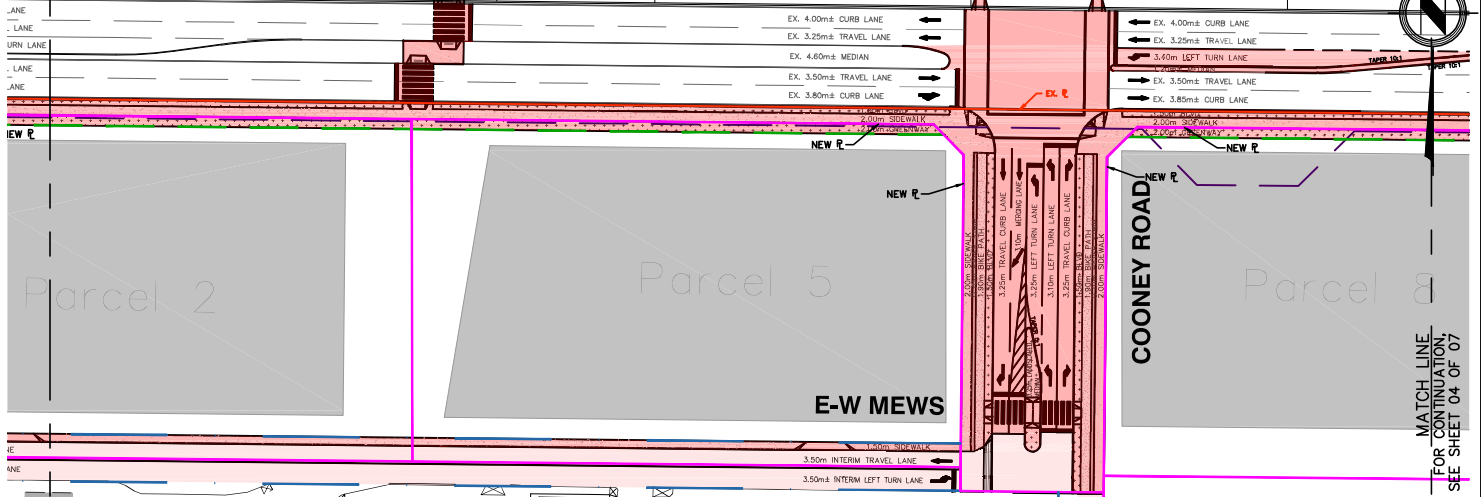
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SHEET No.			02 OF 07

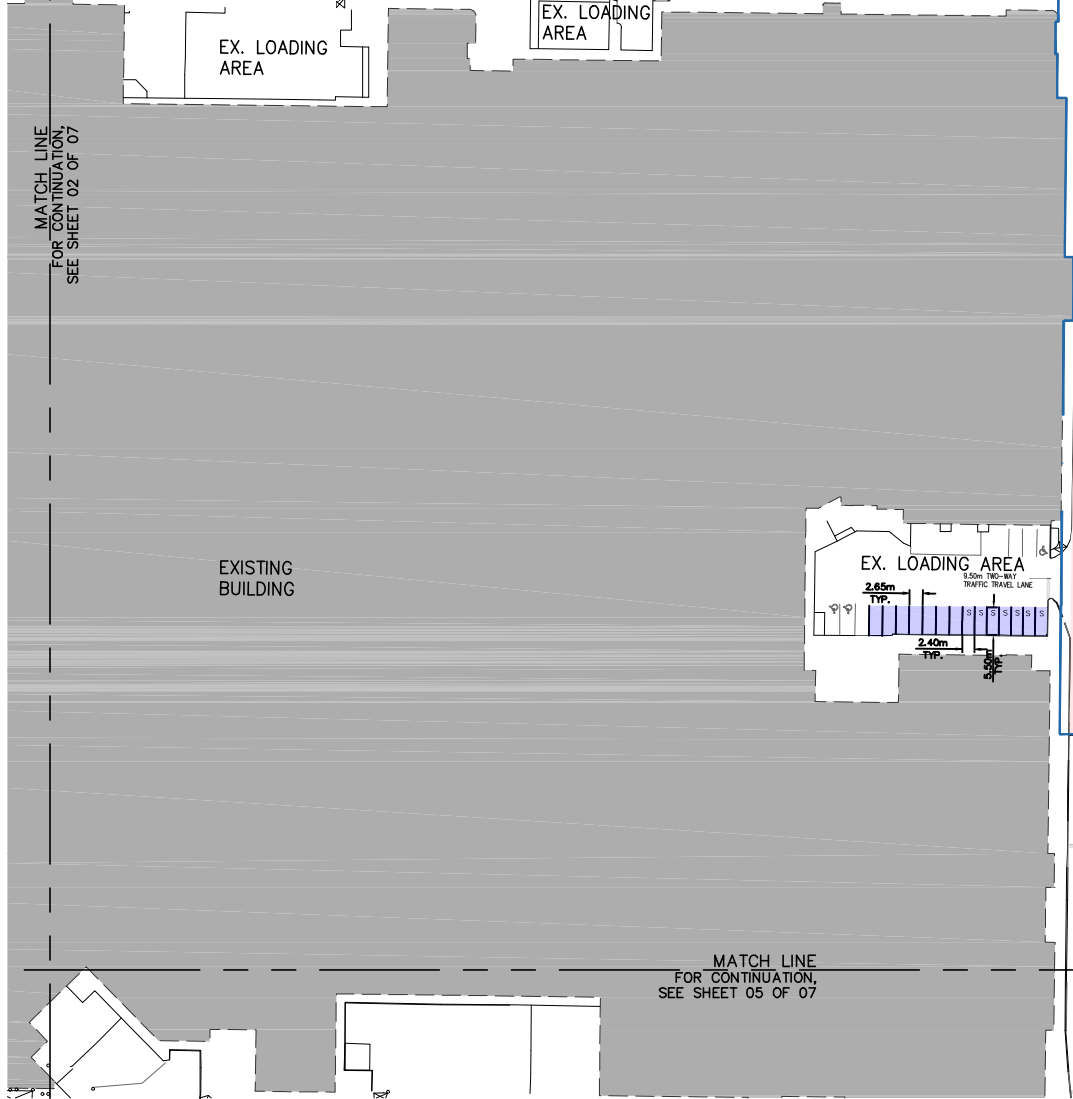


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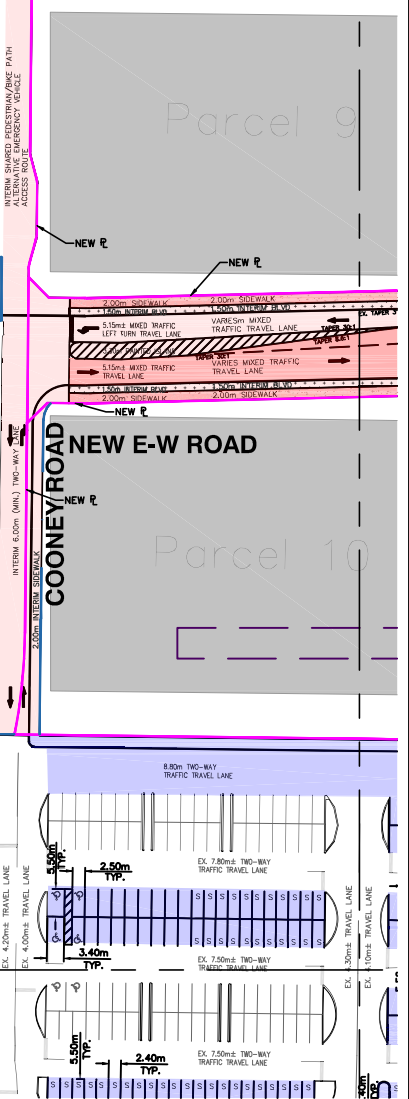
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MATCH LINE FOR CONTINUATION SEE SHEET 04 OF 07



MATCH LINE FOR CONTINUATION SEE SHEET 05 OF 07



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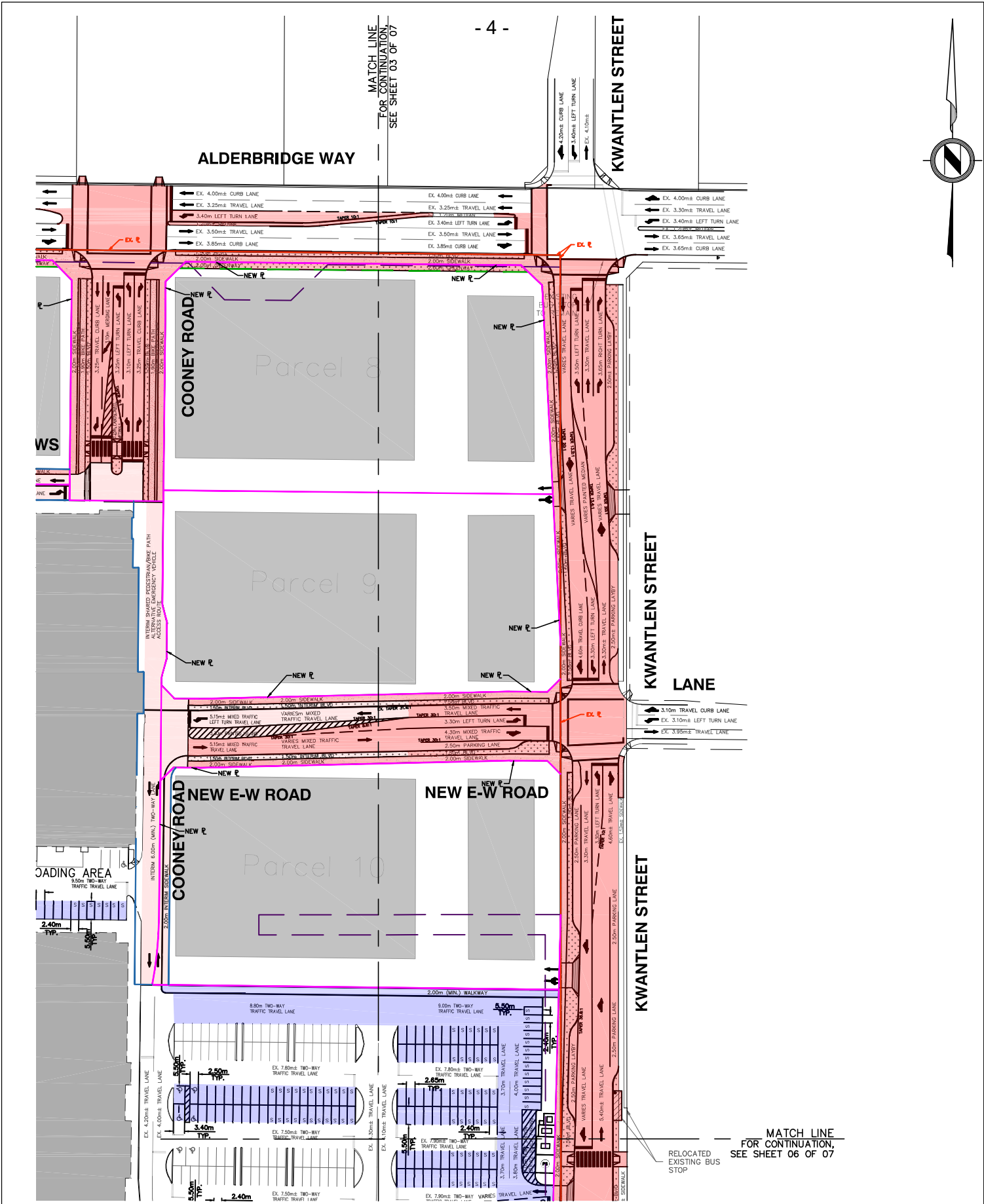
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TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 1</b> <b>PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 1</b>	
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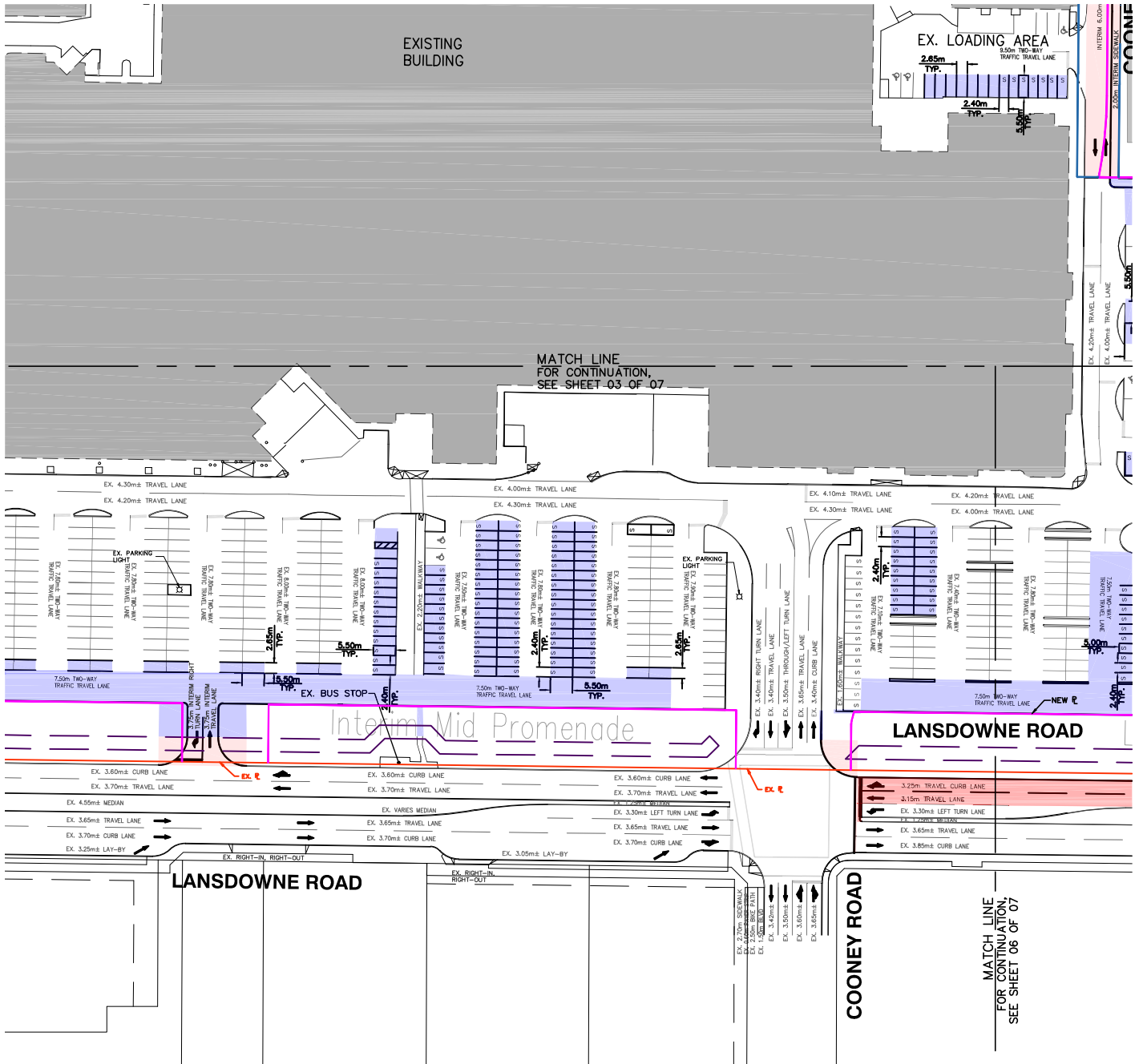
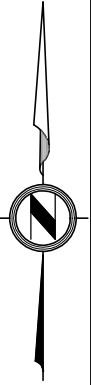
<b>City of Richmond</b> 6911 No. 3 Road Richmond B.C. V6Y 2C1				
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PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 1			
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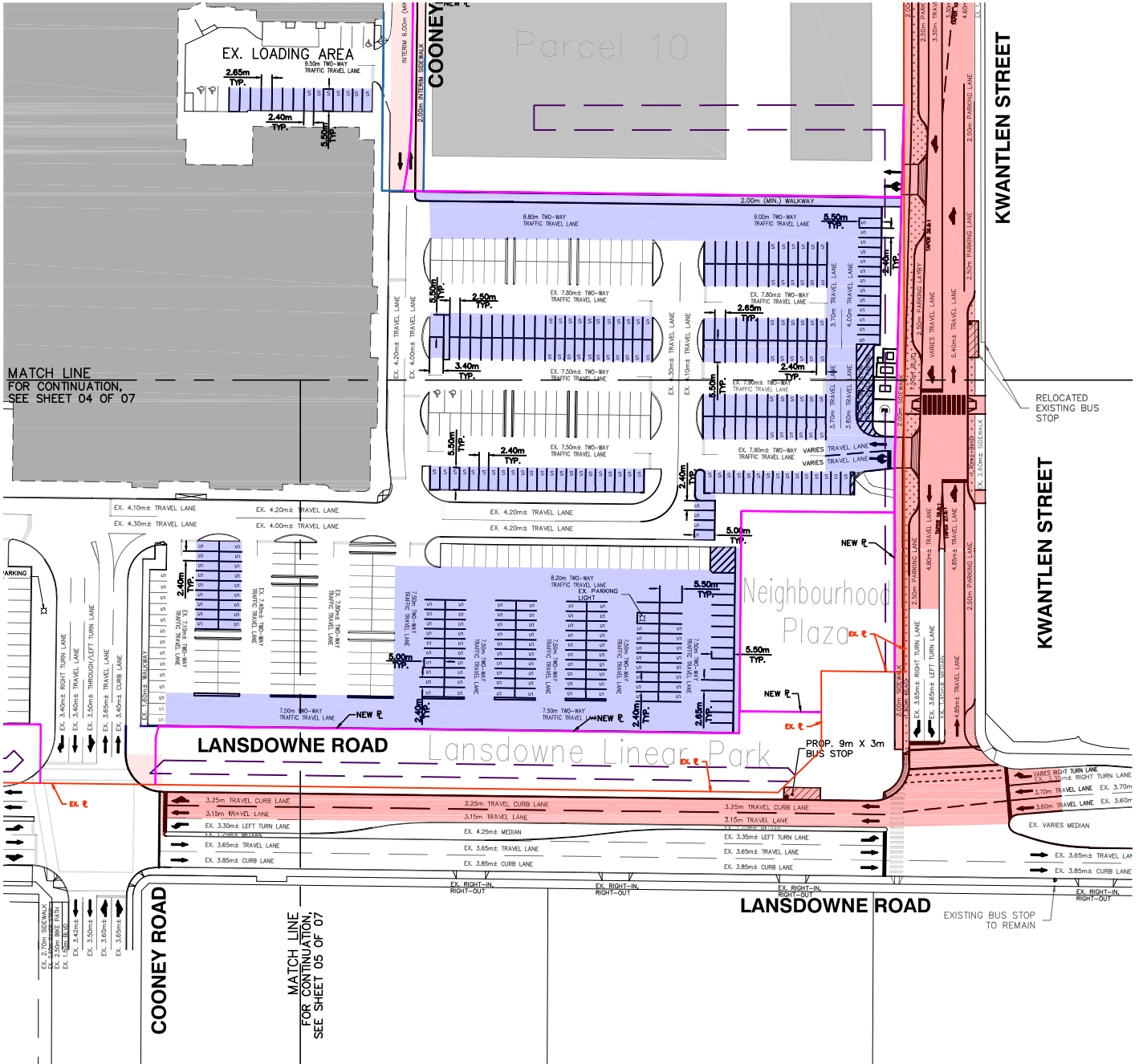
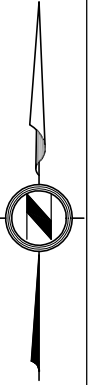


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TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 1</b> <b>PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 1</b>			
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DRAWN:DI	APPR: MY	SCALE: 1:1500	SHEET No. <b>05 OF 07</b>



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TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 1</b> <b>PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 1</b>			
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DRAWN:DI	APPR: MY	SCALE: 1:1500	SHEET No. <b>06 OF 07</b>




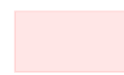
**GENERAL NOTES:**

1. ALL EXISTING ROAD DIMENSIONS ARE BASED ON G.I.S. MEASUREMENTS, AS-BUILT DRAWINGS, AND TOPOGRAPHIC SURVEY.
2. THE PROPOSED SURFACE WORKS ALIGNMENT TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS.
3. ENHANCED INTERSECTION AND MID-BLOCK X-WALK TREATMENTS (i.e. SPECIAL PAVING, COLOURED X-WALK, ETC.) AT ALL INTERSECTIONS ARE TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS.
4. THE RAISED INTERSECTION AND MID-BLOCK X-WALK AT ALL ROADS WITHIN DEVELOPMENT SITE ARE TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS.
5. PROP. BUS STOP TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS c/w CONSULTATION WITH COAST MOUNTAIN BUS COMPANY (CMBC).
6. CURB RETURN DESIGN CRITERIA AND CURB RETURNS SHOWN ON THIS PLAN MAY BE ADJUSTED VIA DETAILED DESIGN PROCESS - CITY REVIEW IN PROCESS.
7. ANTICIPATED ROAD GRADING TO BE AT 5% (MAX.) ALONG ALL ROADS - TO BE DESIGNED/ CONFIRMED VIA DETAILED DESIGN PROCESS.

**LEGEND:**

-  PROPOSED PROPERTY LINE (P)
-  PROPOSED STATUTORY RIGHTS-OF-WAY (S.R.W.)
-  PROPOSED PUBLIC-RIGHTS-OF-PASSAGE (P.R.O.P.)
-  EXISTING PROPERTY LINE
-  EXISTING STATUTORY RIGHTS-OF-WAY

PROPOSED PROPERTY LINES, S.R.W. & P.R.O.P. ARE PRELIMINARY AND SUBJECT TO CHANGE VIA DETAILED DESIGN PROCESS

-  ANTICIPATED OFFSITE ULTIMATE ROADWORKS
-  ANTICIPATED OFFSITE INTERIM ROADWORKS
-  ANTICIPATED ONSITE ROADWORKS

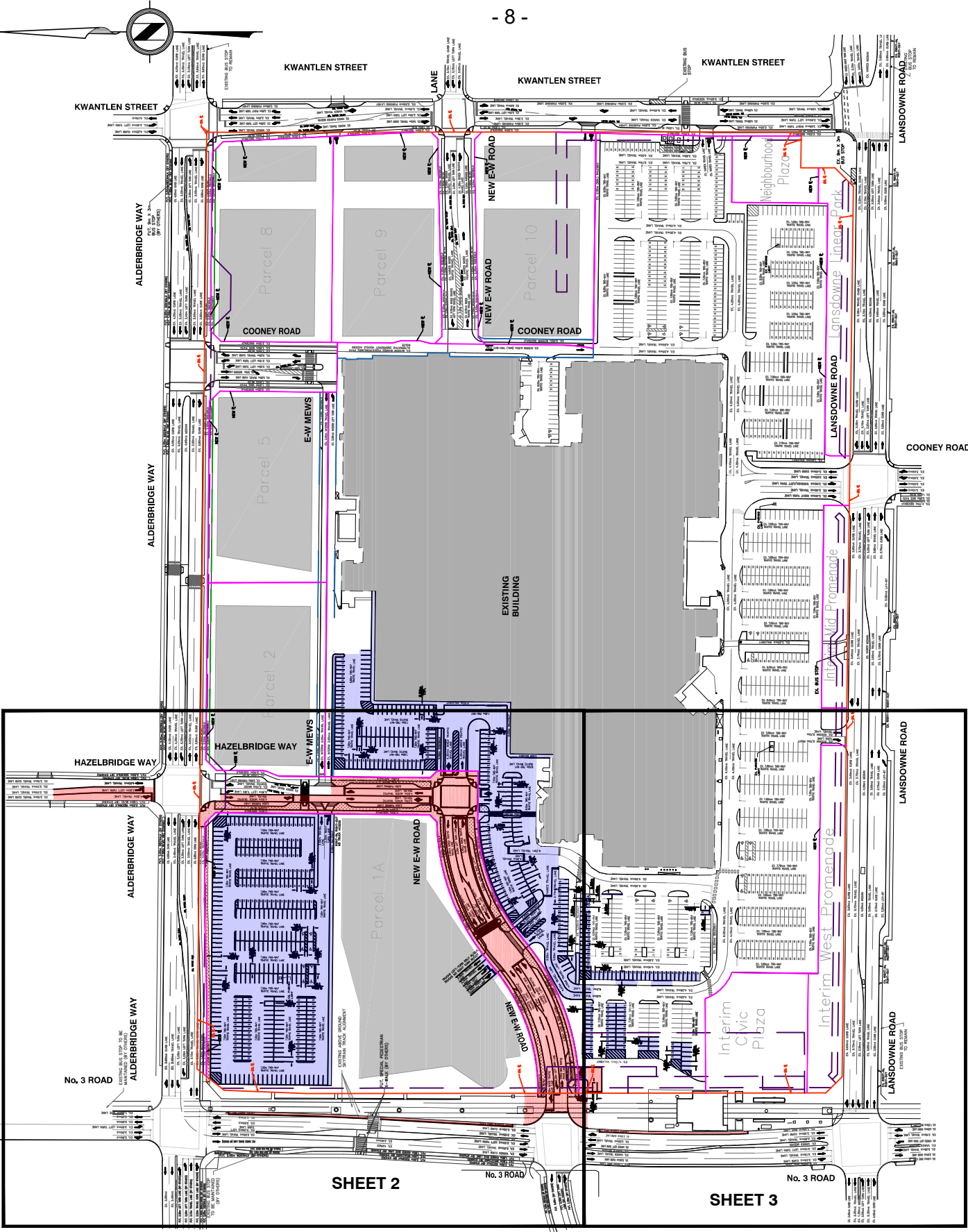
<b>City of Richmond</b> <small>6911 No. 3 Road Richmond B.C. V6Y 2C1</small>				
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CITY FILE #: ** **_*_*_*_*_*_*_*_*_*_*		A&M PROJECT No: 14-881A-FP-PH1	
TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 1</b> <b>PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 1</b>			
DESIGN: RM/MY	CHECK: RM	DATE: JAN/20	PROJECT ADDRESS: 5300 No. 3 RD
DRAWN: DI	APPR: MY	SCALE: N/A	SHEET No. <b>07 OF 07</b>



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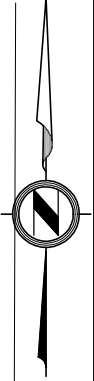
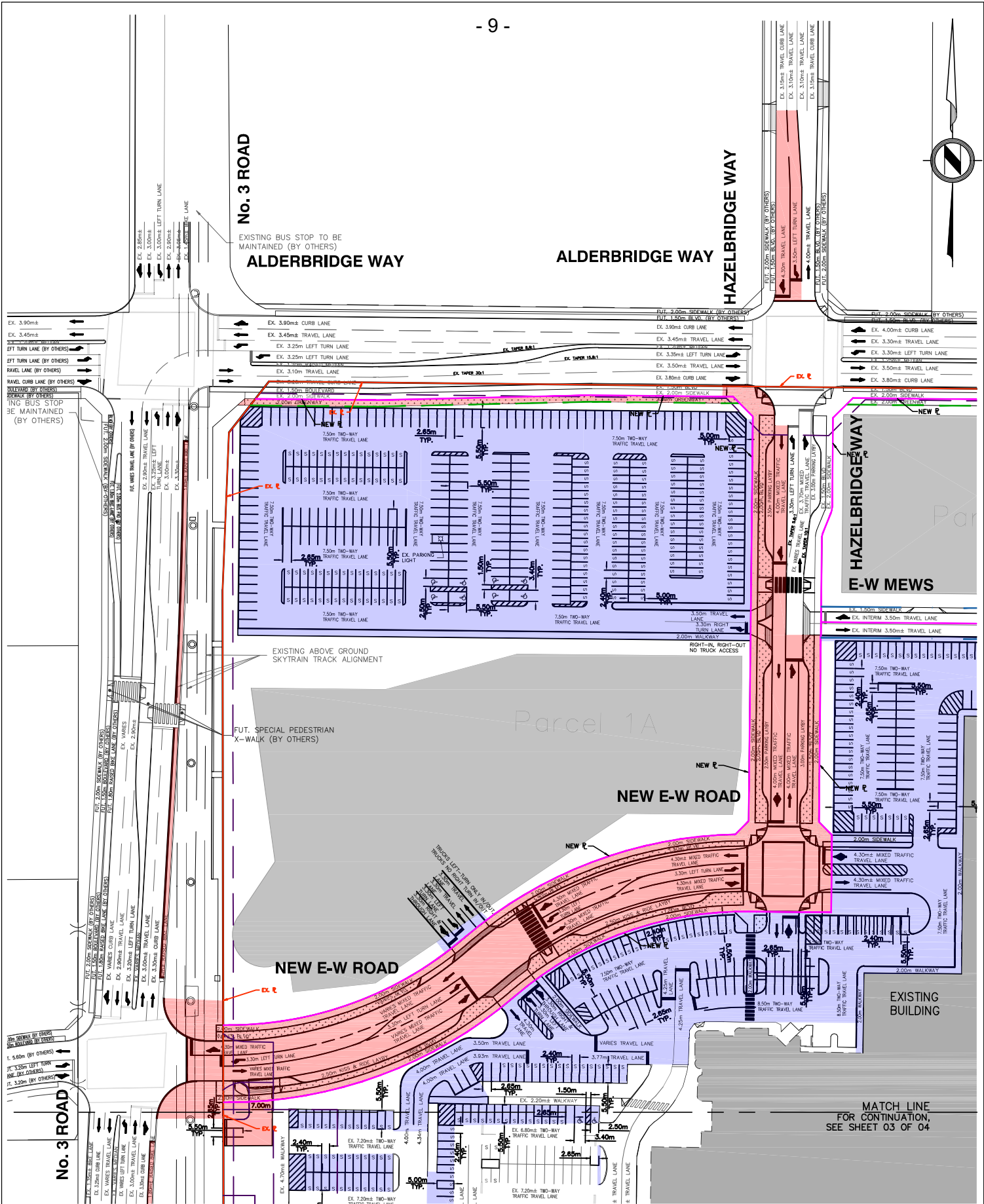
**APLIN MARTIN**  
ENGINEERING ARCHITECTURE PLANNING

**PH-196**

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CITY FILE #:	** ** - *****			A&M PROJECT No:	14-881A-FP-PH2	
TITLE:	<b>MASTER ROAD NETWORK PLAN - PHASE 2</b> <b>PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 2</b>					
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DRAWN:DI	APPR: MY	SCALE: 1:3000	5300 No. 3 RD	<b>01 OF 04</b>		



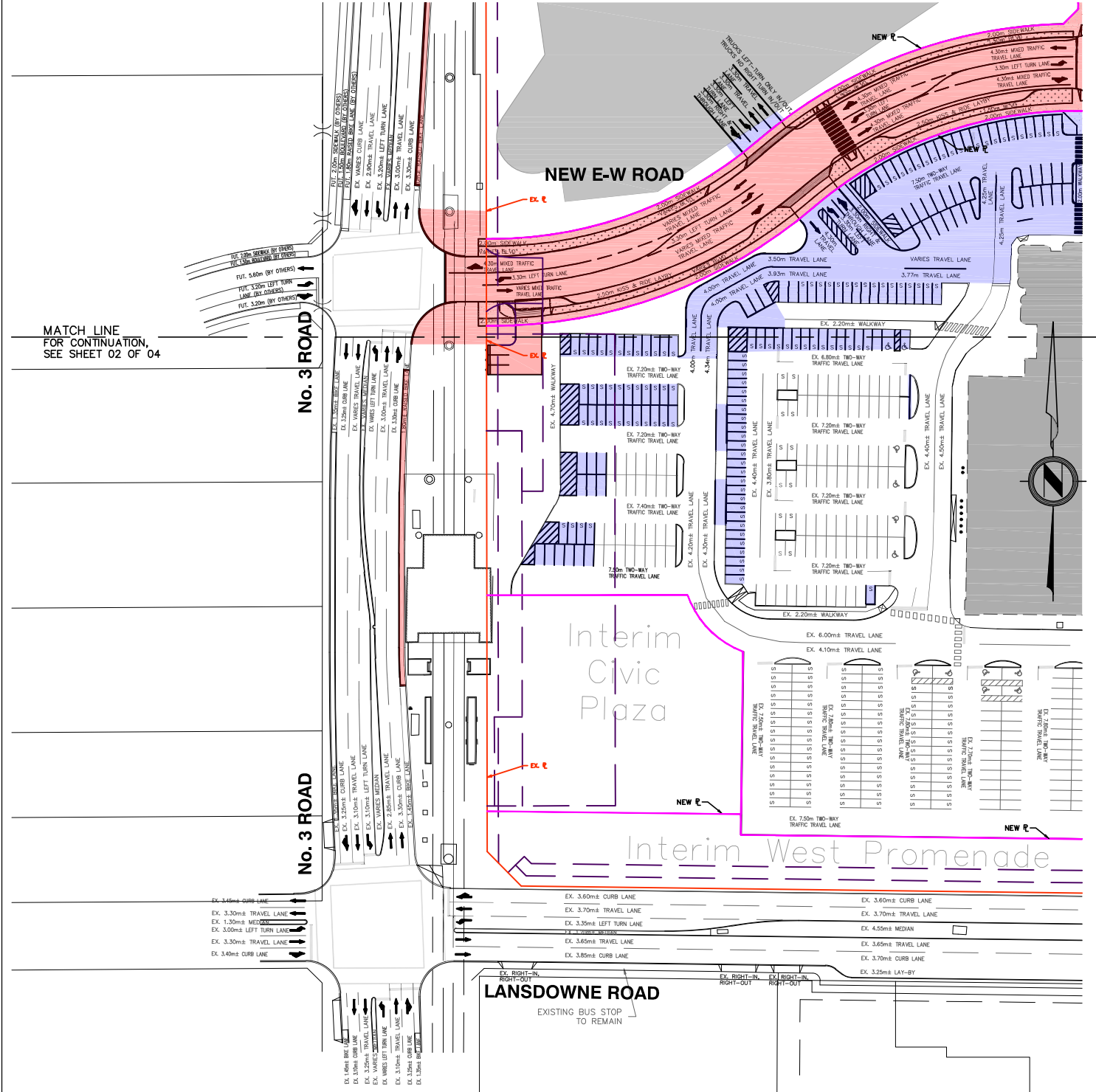


<b>City of Richmond</b> 6011 No. 3 Road Richmond B.C. V6Y 2C1				
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PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 2			
DESIGN: RM/MY	CHECK: RM	DATE: JAN/20	PROJECT ADDRESS:
DRAWN: DI	APPR: MY	SCALE: 1:1500	5300 No. 3 RD
			SHEET No. <b>02 OF 04</b>



MATCH LINE FOR CONTINUATION, SEE SHEET 02 OF 04

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 Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

CITY FILE #:		A&M PROJECT NO:	
** ** - *****		14-881A-FP-PH2	
TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 2</b>			
PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 2			
DESIGN: RM/MY	CHECK: RM	DATE: JAN/20	PROJECT ADDRESS: 5300 No. 3 RD
DRAWN: DI	APPR: MY	SCALE: 1:1500	SHEET No. <b>03 OF 04</b>



**GENERAL NOTES:**

1. ALL EXISTING ROAD DIMENSIONS ARE BASED ON G.I.S. MEASUREMENTS, AS-BUILT DRAWINGS, AND TOPOGRAPHIC SURVEY.
2. THE PROPOSED SURFACE WORKS ALIGNMENT TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS.
3. ENHANCED INTERSECTION AND MID-BLOCK X-WALK TREATMENTS (i.e. SPECIAL PAVING, COLOURED X-WALK, ETC.) AT ALL INTERSECTIONS ARE TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS.
4. THE RAISED INTERSECTION AND MID-BLOCK X-WALK AT ALL ROADS WITHIN DEVELOPMENT SITE ARE TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS.
5. PROP. BUS STOP TO BE DESIGNED/CONFIRMED VIA DETAILED DESIGN PROCESS c/w CONSULTATION WITH COAST MOUNTAIN BUS COMPANY (CMBC).
6. CURB RETURN DESIGN CRITERIA AND CURB RETURNS SHOWN ON THIS PLAN MAY BE ADJUSTED VIA DETAILED DESIGN PROCESS - CITY REVIEW IN PROCESS.
7. ANTICIPATED ROAD GRADING TO BE AT 5% (MAX.) ALONG ALL ROADS - TO BE DESIGNED/ CONFIRMED VIA DETAILED DESIGN PROCESS.

**LEGEND:**

-  PROPOSED PROPERTY LINE (P)
-  PROPOSED STATUTORY RIGHTS-OF-WAY (S.R.W.)
-  PROPOSED PUBLIC-RIGHTS-OF-PASSAGE (P.R.O.P.)
-  EXISTING PROPERTY LINE
-  EXISTING STATUTORY RIGHTS-OF-WAY

PROPOSED PROPERTY LINES, S.R.W. & P.R.O.P. ARE PRELIMINARY AND SUBJECT TO CHANGE VIA DETAILED DESIGN PROCESS

-  ANTICIPATED OFFSITE ULTIMATE ROADWORKS
-  ANTICIPATED ONSITE ROADWORKS

<b>City of Richmond</b> <small>6911 No. 3 Road Richmond B.C. V6Y 2C1</small>				
ISSUE	DESCRIPTION	DR	CH	DATE
A	ISSUED FOR OCP DOCUMENTS	DI/RM	MY	07 FEB/20



**APLIN MARTIN**  
 ENGINEERING ARCHITECTURE PLANNING & DESIGN

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 Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

CITY FILE #: ** **_*_*_*_*_*_*_*_*		A&M PROJECT No: 14-881A-FP-PH2	
TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 2</b> <b>PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 2</b>			
DESIGN: RM/MY	CHECK: RM	DATE: JAN/20	PROJECT ADDRESS: 5300 No. 3 RD
DRAWN: DI	APPR: MY	SCALE: N/A	SHEET No. <b>04 OF 04</b>



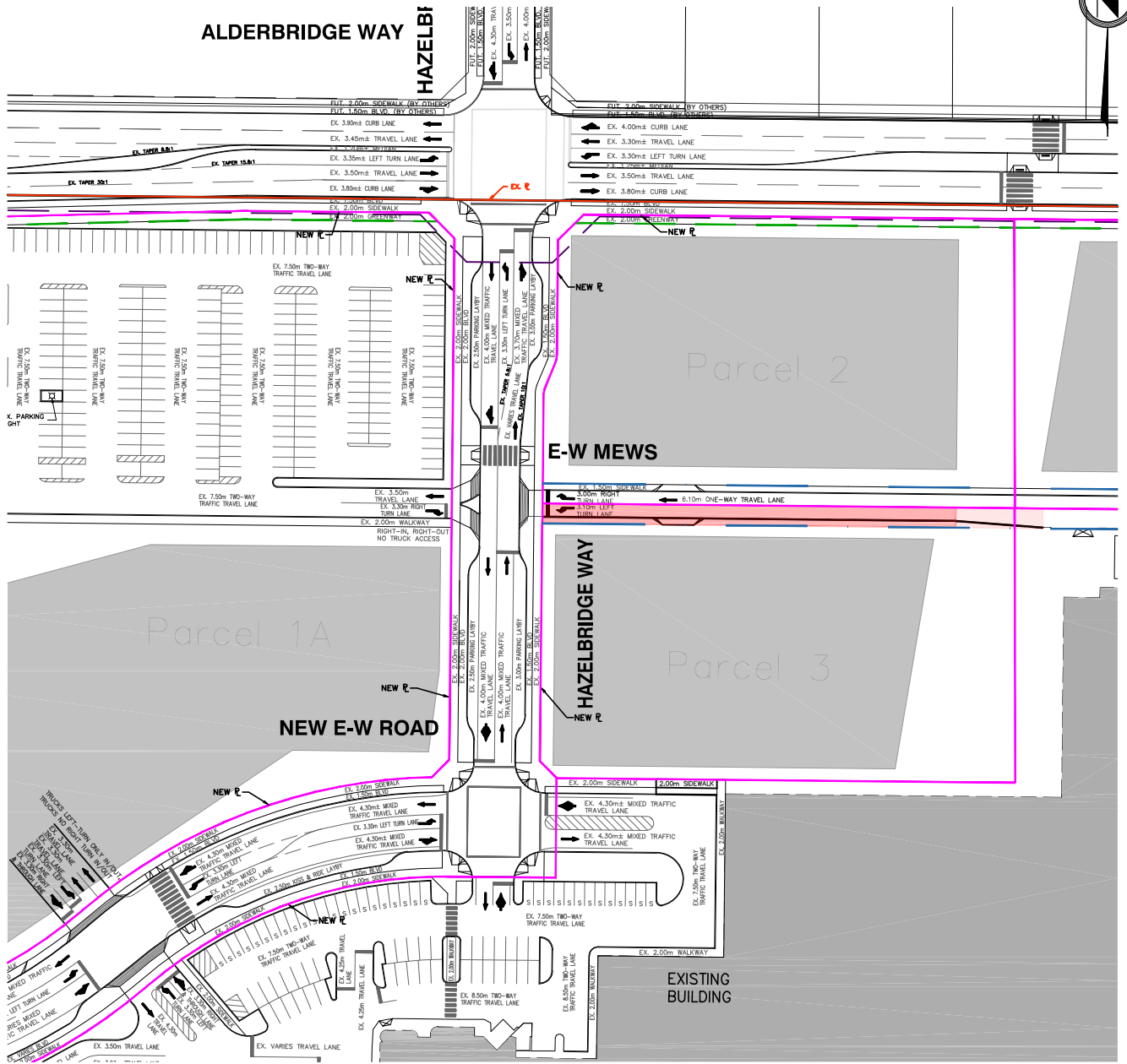
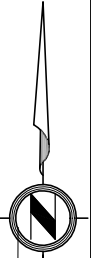


<b>City of Richmond</b> 6911 No. 3 Road Richmond B.C. V6Y 2C1				
ISSUE	DESCRIPTION	DR	CH	DATE
A	ISSUED FOR OCP DOCUMENTS	DI/RM	MY	07 FEB/20



#1818 - 1177 West Hastings Street, Vancouver, B.C. Canada V6E 2K3  
 Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

CITY FILE #:		A&M PROJECT No:	
** *_-*****		14-881A-FP-PH3	
TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 3</b>			
PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 3			
DESIGN: RM/MY	CHECK: RM	DATE: JAN/20	PROJECT ADDRESS:
DRAWN: DI	APPR: MY	SCALE: 1:3000	SHEET No.
5300 No. 3 RD			<b>01 OF 05</b>



City of Richmond				
6911 No. 3 Road Richmond B.C. V6Y 2C1				
ISSUE	DESCRIPTION	DR	CH	DATE
A	ISSUED FOR OCP DOCUMENTS	DI/RM	MY	07 FEB/20

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CITY FILE #:	** *_-*****			A&M PROJECT No:	14-881A-FP-PH3	
TITLE: <b>MASTER ROAD NETWORK PLAN - PHASE 3</b>						
PRELIMINARY CONCEPTUAL PHASED FUNCTIONAL PLAN - PHASE 3						
DESIGN:RM/MY	CHECK:RM	DATE: JAN/20	PROJECT ADDRESS:		SHEET No.	
DRAWN:DI	APPR: MY	SCALE: 1:1500	5300 No. 3 RD		<b>02 OF 04</b>	