



To: Planning Committee

Date: January 24, 2023

From: Wayne Craig
Director, Development

File: RZ 17-788900

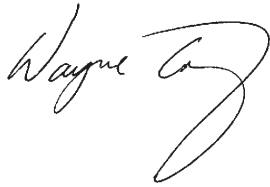
Re: **Application by Urban Solutions Architecture Ltd. for Rezoning at 7780, 7800, 7804, 7820 and 7840 River Road from Auto-Oriented Commercial (CA) to High Rise Riverfront Commercial (ZC49) – Aberdeen Village (City Centre)**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 10213, to amend:
 - a) Official Community Plan Bylaw 9000, Schedule 1 (City of Richmond 2041 OCP Land Use Map), including amending the land use designation of 7840 River Road from "Park" to "Commercial", and amending the land use designation of 7711 River Road and a portion of 7851 River Road from "Commercial" to "Park"; and
 - b) Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), including amending infrastructure policies to clarify the City's intent regarding the coordination of dike improvements with new development and amending the land use designations in the Generalized Land Use Map (2031), Specific Land Use Map: Capstan Village (2031), Specific Land Use Map: Aberdeen Village (2031) and reference maps throughout the Plan to relocate park, road, pedestrian linkages and commercial uses in the vicinity of 7840 River Road, 7711 River Road and a portion of 7851 River Road,

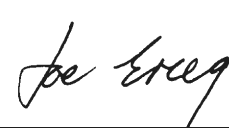
be introduced and given first reading.
2. That Bylaw 10213, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*.
3. That Bylaw 10213, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10212, to create the “High Rise Riverfront Commercial (ZC49) – Aberdeen Village (City Centre)” zone and to rezone 7780, 7800, 7804, 7820 and 7840 River Road from “Auto-Oriented Commercial (CA)” to “High Rise Riverfront Commercial (ZC49) – Aberdeen Village (City Centre)”, be introduced and given first reading.



Wayne Craig
 Director, Development

WC:sch
 Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Community Services Planning & Projects	<input checked="" type="checkbox"/>	
Sustainability & District Energy	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Urban Solutions Architecture Ltd., on behalf of the property owner, 1089260 B C Ltd. (CIBT Education Group and Global Education City Holdings Inc.), has applied to the City of Richmond for permission to rezone lands at 7780, 7800, 7804, 7820 and 7840 River Road from “Auto-Oriented Commercial (CA)” to “High Rise Riverfront Commercial (ZC49) – Aberdeen Village (City Centre)”, to construct a high density commercial development along the Fraser River’s Middle Arm (Attachments 1 and 2), including:

1. An 11-storey hotel with 183 guest rooms, an 8-storey office building, retail and restaurant uses at grade, and 2 ½ levels of underground parking;
2. A total floor area of approximately 21,625 m² (232,769 ft²) comprising approximately:
 - a) 7,702 m² (82,908 ft²) of hotel and retail/restaurant; and
 - b) 13,923 m² (149,861 ft²) of office;
3. Design and construction to meet Step 2 of the BC Energy Step Code, together with a low carbon energy plant (to be transferred to the City at no cost to the City);
4. Voluntary developer contributions towards public art and community amenities, in compliance with City policy; and
5. Off-site works around the perimeter of the subject site and the adjacent City-owned Rod and Gun Club property at 7760 River Road/7891 Cambie Road (not subject to this rezoning), to be undertaken via a Servicing Agreement secured with a Letter of Credit, including:
 - a) Dike upgrades, including raising the crest from 3.0 m to 4.7 m (10 ft. to 15 ft.) GSC; and
 - b) Utility upgrades, road upgrades (e.g., River Parkway, River Road, and a new street along the site’s north side), and related public realm improvements.

Associated Official Community Plan (OCP) and City Centre Area Plan (CCAP) bylaw amendments are proposed to clarify the City’s intent regarding the coordination of dike improvements with private development, and to relocate park, road, pedestrian linkage and commercial land use designations at the north end of the subject site and along the riverfront.

Findings of Fact

A Development Application Data Sheet with details of the development is attached. (Attachment 3)

Subject Site Existing Housing Profile

There are no existing residential dwellings on the subject site.

Surrounding Development

The subject site is comprised of five lots, including four in Aberdeen Village and one at the site's north end in Capstan Village (Attachments 4 and 5). Features surrounding the site include:

- To the North: Low density commercial properties zoned "Auto-Oriented Commercial (CA)", which the CCAP designates for medium and high density, mid- and high-rise, residential and mixed use development and park.
- To the East: The proposed extension of River Parkway (within a City-owned, former railway right-of-way), beyond which are low density commercial properties zoned "Auto-Oriented Commercial (CA)", which the CCAP designates for high density, high-rise commercial development.
- To the South: 7760 River Road/7891 Cambie Road, which is a City-owned property, zoned "Auto-Oriented Commercial (CA)", including a gravel parking lot and heritage building, commonly referred to as the Rod and Gun Club (after its current tenant). The lot is one block from the Aberdeen Canada Line Station and designated under the CCAP for high density commercial uses.
- To the West: River Road, the Middle Arm of the Fraser River and 7851 River Road, the latter of which is part of Skyline Marina. The marina is zoned "Marina (MA2)" and designated under the CCAP for continued marina use, complementary commercial uses (e.g., floating restaurants) and enhanced public riverfront access.

Rod and Gun Club Building

The City-owned Rod and Gun Club building at 7760 River Road/7891 Cambie Road is a simple one-storey wood-frame structure, approximately 232 m² (2,500 ft²) in size. The building was constructed in 1891 as a horse stable in association with an adjacent church, but was later converted to a community hall and the church was relocated to Minoru Park ("Minoru Chapel"). The building is included on the City's Heritage Inventory, but is not on the Heritage Register (which formally recognizes and protects heritage resources). The subject developer shall be responsible (at the developer's sole cost) for improvements around the perimeter of the City-owned lot (e.g., dike works and sidewalk upgrades) and related on-site works (e.g., re-grading the existing gravel parking lot and relocating the driveway crossing from River Road to Cambie Road to facilitate dike construction). The proposed improvements will not impact the existing building, the number of on-site parking spaces, or the use of the building by its current tenant.

Skyline Marina & Access for Dike Upgrade Purposes

Skyline Marina occupies the entire riverfront between Cambie Road and Capstan Way (7851, 7911, 7951, 7991, 8011 and 8031 River Road), within which area the dike is privately owned. As the subject rezoning is near the riverfront, the developer must upgrade the existing dike, including a portion of a Skyline Marina-owned lot at 7851 River Road (to City standards, subject to a Servicing Agreement, secured with a Letter of Credit). The developer has submitted a letter confirming that they have informed the Skyline Marina owner of the

proposed development (including related dike and road changes), and that the owner has not indicated any objection. However, at the time of writing this report, the developer has not been able to secure rights to access 7851 River Road. Given this situation, the Servicing Agreement and other covenants registered in favour of the City will provide that the City may at its option and in its sole discretion require the developer to provide a cash contribution to the City in lieu of constructing the required dike upgrades, based on a cost estimate acceptable to the City.

Related Policies & Studies

Development of the subject site is subject to OCP, CCAP, and other policies and studies. Relevant information is provided below and in the report's Analysis section.

Business Tenant Relocation

There are currently four business tenants on the subject site (e.g., vehicle sales, vehicle rental and financial services), all of whom are renting space on a month-to-month basis and have signed agreements acknowledging that their tenancy is temporary and they are aware the site is planned for redevelopment. In addition, the owner has submitted a letter confirming that they will comply with the City's relocation objectives regarding the site's existing business tenants, including six months notice, realtor assistance (at the owner's cost) and, where applicable, first right of refusal on space in the proposed development.

OCP Aircraft Noise Sensitive Development (ANSD)

The subject site is situated within ANSD "Area 1A", which prohibits new residential uses, child cares, hospitals, and schools (kindergarten to grade 12). Registration of a restrictive covenant on title is required prior to final adoption of the rezoning bylaw.

Airport Zoning Regulations (AZR)

Airport Zoning Regulations take precedent over the CCAP and Zoning Bylaw with regard to maximum permitted building heights in locations affecting airport operations. In the case of the subject site, the CCAP provides for a typical maximum building height of 35 m (115 ft.), but the AZR allow for greater height on the site's north half and lesser height on its south half. In light of this, the development's proposed site-specific zone (ZC49) permits building height on the site's north half to exceed the CCAP maximum by 10% (i.e. 38.5 m / 126 ft.), if building height on the site's south half is at least 10% lower than the CCAP maximum (i.e. 31.5 m / 103 ft.). This proposed height variation supports CCAP objectives aimed at creating a varied skyline, breaking up the building massing, and contributing towards an enhanced public realm (by reducing the building footprint). The developer has submitted a letter, prepared by a registered professional surveyor, confirming that the proposed maximum heights comply with all AZR requirements.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

Public Consultation

Rezoning signs have been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning signs on the property.

Staff have reviewed the proposed Official Community Plan (OCP) and zoning bylaw amendments, with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements, and recommend that this report does not require referral to external stakeholders. An OCP consultation summary clarifying this recommendation is attached (Attachment 6).

Official Community Plan Amendment Bylaw 10213, to amend Richmond Official Community Plan Bylaw 7100 and 9000, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning and OCP bylaw, the bylaw will be forwarded to a Public Hearing, where any resident or interested party will have an opportunity to comment.

Analysis

Urban Solutions Architecture Ltd. has applied to rezone the subject site to construct a 21,625 m² (232,769 ft²) commercial development along the Aberdeen Village riverfront, including an 11-storey hotel with 183 guest rooms, an 8-storey office building, retail and restaurant uses at grade, and 2 ½ levels of underground parking (Attachment 7), together with various dike, road, utility, and public realm improvements (Schedules C, D, E and F to Attachment 8).

The developer's proposal is consistent with OCP and CCAP policies encouraging office and commercial development along the Aberdeen Village riverfront, dike upgrades, street network improvements (including improved pedestrian and bicycle connectivity), public realm enhancements, and funding contributions towards City Centre amenities and public art.

Proposed OCP and CCAP Amendment

To facilitate the subject development, the applicant has proposed two key changes to the CCAP, together with corresponding land use designation changes in the OCP.

1. Amendment #1: Changes are proposed to CCAP infrastructure policies to clarify the City's intent regarding the coordination of dike improvements with new development.

The purpose of the proposed amendment is twofold:

- a) To make clear the City's intent that, through rezoning, developments are responsible for constructing dike improvements to City standards along their frontages; and
- b) To incentivize developments to make dike improvements beyond their frontages by providing compensation for the cost of additional dike construction through site-specific increases in permitted base density.

The proposed development provides for dike upgrades across the site's frontage to City standards (within River Road and a portion of Skyline Marina at 7851 River Road), including raising the elevation of the dike crest from approximately 3.0 m to 4.7 m (10 ft. to 15 ft.) GSC. In addition, the developer has agreed to construct dike upgrades to the same City standard across the adjacent City-owned Rod and Gun Club frontage (within River Road, a portion of Skyline Marina at 7851 River Road and a small vacant City lot at 7711 River Road). Construction of the additional dike works, which will tie the subject development's dike upgrades to existing dike improvements south of Cambie Road, is estimated to cost \$1.65 million. The proposed CCAP infrastructure policy amendment, if approved, would permit the subject development to be granted additional density (specified in the development's proposed site-specific zone) to compensate for the cost of those additional dike works, and make clear that the same approach may be applied to future rezoning applications that similarly construct dike improvements beyond their frontages, as determined on a site-specific basis to the City's satisfaction.

2. Amendment #2: The applicant proposes amendments to CCAP land use designations to relocate park, road, pedestrian linkages and commercial uses on and around the developer's north lot (7840 River Road) and the two lots proposed for dike construction (i.e. part of Skyline Marina at 7851 River Road and a small vacant City lot at 7711 River Road).

The purpose of the proposed land use amendments is to:

- a) Relocate "Park" from the developer's north lot (7840 River Road) to the area of dike the development will upgrade (i.e. between Cambie Road and the site's north boundary);
- b) Shift "Proposed Street" to the north boundary of the subject site and designate the remainder of the lot (not required for "Proposed Street" construction) as "Urban Centre T5 (35 m)" and "Village Centre Bonus" (as per the designations on the development's other four lots) to facilitate a comprehensive commercial development, together with making corresponding changes to land use designations that follow the "Proposed Street" (including the boundary between Aberdeen Village and Capstan Village); and
- c) Add "Pedestrian Linkages" along the length of the "Proposed Street" and mid-block across the subject development site to enhance public riverfront access.

It is the City's objective to provide continuous public riverfront access north of Cambie Road, but this is made difficult by existing marinas that rely on parts of the dike for parking and related uses. To reconcile this, the CCAP designates the dike as "Marina" and "Waterfront Dike Trail" and designates "Park" east of River Road; while the City, through rezoning, pursues opportunities to work with developers to relocate designated park space to the riverfront, as was approved at 8051 River Road (RZ 12-603040, Yuanheng Developments). In light of this, staff are supportive of the proposed land use amendments on the basis that:

- a) Dike upgrades between Cambie Road and the subject site's north boundary will not conflict with existing marina parking or other marina uses or operations;

- b) Dike and related improvements (constructed at the developer's cost) will provide for continuous public riverfront access and a high quality public realm, as per City objectives;
- c) The area of the site redesignated from "Park" to "Urban Centre T5 (35 m)" and "Village Centre Bonus" is approximately 520 m² (5,598 ft²), which is smaller than the proposed "Park" designation on the dike (approximately 1,970 m² / 21,205 ft²);
- d) The developer proposes to enhance public access to and enjoyment of the riverfront by providing (at the developer's cost) at least:
 - 326 m² (3,509 ft²) of additional dedication along the site's west and north sides to facilitate widening of the proposed riverfront boardwalk from 2.5 m to 4 m (8 ft. to 13 ft.) and greenway features along the development's "Proposed Street" (north) frontage, including a 5 m (16 ft.) wide multi-use path and 3.5 m (12 ft.) wide treed boulevard (Schedule A to Attachment 8); and
 - 1,152 m² (12,400 ft²) of on-site publicly-accessible open space, secured with statutory rights-of-ways, including a landscaped terrace overlooking the river along the building's west retail/restaurant frontage and a roughly 17 m (56 ft.) wide landscaped mid-block walkway (Schedule B to Attachment 8);
- e) Designating the length of the "Proposed Street" as a "Pedestrian Linkage" will signal the City's intent that future developments are expected to contribute towards the establishment of an attractive, safe (i.e. not along a major street) route for pedestrians and bikes between the river and Aberdeen Park; and
- f) Making corresponding changes to those CCAP designations that follow the alignment of the "Proposed Street" (e.g., Aberdeen Village/Capstan Village boundary) and updating various reference maps in the Plan will provide for clarity and consistency.

Proposed Site-Specific Zone (ZC49)

A site-specific zone has been prepared to facilitate the subject development, "High Rise Riverfront Commercial (ZC49) – Aberdeen Village (City Centre)" (Zoning Amendment Bylaw 10212). This site-specific zone is recommended on the basis that:

1. Airport Noise Sensitive Development uses (e.g., residential, child care, hospital, and schools subject to Ministry of Education requirements) are prohibited, as per OCP policy;
2. Density provisions permit:
 - a) An increase in base density from 2.0 to 2.23 floor area ratio (FAR), if the developer builds dike upgrades beyond the site frontage, as per the proposed CCAP amendment, which base density may be used for a combination of office, hotel and retail/restaurant (as permitted under the site's existing CCAP designation); and
 - b) "Village Centre Bonus", 1.0 FAR, as per the site's CCAP designation, which bonus density may be used for office only (i.e. 6,695 m² / 72,064 ft² of office, which represents roughly 50% of the development's total proposed office floor area);

3. Maximum building height is limited to 35 m (115 ft.), as per CCAP policy, but may be increased to 38.5 m (126 ft.) on the site's north half, if it is reduced to 31.5 m (103 ft.) on the site's south half, to help achieve CCAP objectives for a varied skyline and massing, as determined to the City's satisfaction through an approved Development Permit; and
4. Site-specific parking and loading requirements are identified, based a study prepared by a registered professional engineer approved by the City.

In addition, prior to rezoning bylaw adoption, a legal agreement will be registered on title to ensure that the development's proposed hotel is operated in compliance with the site-specific zone's restriction on residential uses (e.g., six month maximum length of stay, no strata subdivision, and limits on in-suite kitchen facilities).

Village Centre Bonus (VCB)

The proposed ZC49 zone provides for 1.0 FAR of Village Centre Bonus density for office use. The CCAP requires rezoning applications that make use of VCB density to either construct 5% of the permitted bonus floor area as on-site City-owned amenity space (i.e. child care and/or other uses that provide a community amenity) or provide a voluntary developer contribution for the City's construction of amenity space elsewhere in the City Centre (based on 5% of the permitted bonus floor area and the equivalent-to-construction-value amenity contribution rate in effect at the time of rezoning bylaw adoption). Based on a review of the development proposal, staff confirm that no City-owned amenity space is required to be incorporated into the subject development and recommend that a cash-in-lieu contribution be accepted in lieu of on-site amenity space. In compliance with the CCAP, prior to rezoning bylaw adoption, the developer proposes to make a voluntary cash contribution of \$2,914,988, based on the equivalent-to-construction-value rate of \$8,708/m² and 5% of the site's maximum permitted VCB bonus floor area (335 m² / 3,603 ft²).

Transportation and Site Access

The CCAP requires various road, pedestrian, and cycling network improvements on and around the subject site and encourages the implementation of transportation demand management measures aimed at reducing automobile dependence and encouraging walking, cycling, and increased use of transit. Consistent with these objectives, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost, to be secured through the proposed site-specific ZC49 zone, legal agreements registered on title prior to rezoning, and the City's standard Servicing Agreement processes (secured with Letters of Credit). Development Cost Charge (DCC) credits will apply to works identified on the City's DCC Program.

Staff support the developer's proposal, which is consistent with City policy and includes:

1. Off-site network enhancements, including the design and construction of:
 - a) The extension of River Parkway (including an off-site bike path and treed boulevards) across the east frontage of the subject site and the adjacent Rod and Gun Club property, within an existing City-owned former railway right-of-way and a 2 m (7 ft.) sidewalk widening secured with a statutory rights-of-way;

- b) River Road upgrades across the west (dike) frontage of the subject site (at the new dike grade), including a 4 m (13 ft.) wide pedestrian “boardwalk” and 1.5 m (5 ft.) wide sidewalk framing a 7.5 m (25 ft.) wide 2-lane roadway with roll-over curbs and an inverted crown, designed to be adaptable to evolving mobility and public realm opportunities along the Aberdeen Village riverfront without costly infrastructure changes (Schedule E to Attachment 8), which design will, among other things:
 - Limit traffic to City service vehicles only in the interim; and
 - Upon the future connection of the road to Cambie Road and a new street along the north side of the subject development (by others, in compliance with the CCAP), accommodate public vehicles, as needed, to ensure accessibility to the riverfront and support fronting (i.e. upland and waterborne) commercial and recreational uses;
 - c) A new street across the subject site’s north frontage within an approximately 17 m (55 ft.) wide road dedication, the design of which shall provide for a:
 - 5 m (16 ft.) wide universally-accessible multi-use path connecting River Parkway and the upgraded portion of River Road (described above) for pedestrians, bikes and City service vehicles (i.e. 5% maximum grade), together with related greenway features;
 - Interim vehicle access between River Parkway and the unimproved portion of River Road (north of the subject site) to facilitate continued vehicle access to Skyline Marina and other existing businesses; and
 - Upon redevelopment (by others) of Skyline Marina and lands north of the subject site, including related dike upgrades, closure of River Road north of the subject site (as per CCAP policy) and raising of the east-west vehicle route to match the grade of the multi-use path; and
 - d) Minor changes to Cambie Road along the south side of the Rod and Gun Club to accommodate the proposed changes to River Parkway and River Road;
2. Minor changes to the Rod and Gun Club property, including design and construction of:
- a) Driveway access along the site’s Cambie Road frontage (to replace the lot’s existing River Road driveway, which will be closed to accommodate proposed dike upgrades);
 - b) Re-grading of the lot’s gravel parking lot (without any loss of parking) to accommodate proposed frontages improvements along River Parkway and Cambie Road; and
 - c) A temporary universally-accessible multi-use path linking Cambie Road with the upgraded dike for pedestrians, bikes and City vehicles (which path may be replaced or upgraded through future City improvements to or redevelopment of the Rod and Gun Club site),

together with the registration of a statutory rights-of-way on title to the subject development site requiring that it is designed and constructed to provide for future driveway access to the Rod and Gun Club site (if needed to facilitate the City’s future use of or improvement to the site);

3. Driveway crossing requirements (secured with a legal agreement registered on title), to minimize potential pedestrian and cycling conflicts, limiting vehicle access to one driveway permitting full-turning movements along the subject site's north frontage and one driveway for right-in/right-out movements only along River Parkway;
5. Site-specific parking and loading requirements (secured with a legal agreement registered on title), including:
 - a) 20% parking reduction, based a study prepared by a registered professional engineer approved by the City, with respect to the provision of approved Transportation Demand Management (TDM) measures and shared parking use (e.g., sharing office parking with retail/restaurant uses at evenings and weekends);
 - b) Commercial parking requirements securing 50% of parking spaces as public (short-term) parking, 25% as assignable parking (for specific persons or businesses), and 25% as pool parking (for registered carpools on a first come, first served basis);
 - c) Five medium truck loading spaces (i.e. no large truck loading), including one enhanced space to accommodate waste management operations and one space for a hotel shuttle (secured with a shared loading agreement registered on title);
4. On-site cycling measures including:
 - a) 10% increase in "Class 1" (secured) bicycle storage spaces, from 0.27 to 0.3 spaces per 100 m² (1,076 ft²) of gross leasable area; and
 - b) End-of-trip cycling facilities (e.g., showers, change rooms, and related features) co-located with "Class 1" (secure) bicycle storage spaces and bike maintenance/wash facilities for the shared use of tenants;
5. Hotel shuttle bus facilities for access to the airport, Canada Line and similar local destinations, including a 16-passenger wheelchair-accessible bus, an on-site loading space equipped with electric vehicle charging infrastructure (Level 2 or better), and a 3-year contract with a bus operator, at the developer's cost (secured with a legal agreement registered on title); and
6. Implementation of an employee transit pass program for hotel, office, retail and restaurant workers on the subject site, at the developer's cost (\$100,000, excluding administration costs), the details of which shall be subject to approval by the Director, Transportation prior to occupancy (secured with a legal agreement registered on title).

Sustainability

The CCAP encourages the coordination of private and City development objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Locations undergoing significant change, such as the subject site, are well suited to this endeavour. Staff support the developer's proposal, which is consistent with City policy and includes the following features.

1. District Energy Utility (DEU): The subject site is located within the City Centre DEU service area. Prior to rezoning bylaw adoption, a standard DEU covenant will be registered on title requiring the developer to:
 - a) Design and construct a low carbon energy plant and transfer it to the City, all at the developer's cost, together with compatible building and mechanical systems, to facilitate the development's connection to a City District Energy Utility; or
 - b) If connection to the City Centre DEU is available, connect to the City Centre DEU for space and domestic hot water heating services, and design and construct a low carbon energy plant for cooling services only and transfer it to the City, all at the developer's cost.
2. BC Energy Step Code: City policy requires that new buildings are designed and constructed to satisfy BC Energy Step Code requirements. Hotels with an on-site low carbon energy plant and office buildings must comply with "Step 2" or better. Prior to rezoning adoption, through the Development Permit process, the developer will be required to conduct energy modelling and provide a statement to the City confirming that the proposed design can meet the applicable Step Code requirements.
3. Electric Vehicle (EV) Measures: Energized EV charging equipment, including energized Level 2 outlets for at least 20% of parking spaces (with may include load sharing provisions), one energized Level 2 or better outlet for the hotel shuttle bus loading space, and energized (120V) outlets for 100% of "Class 1" (secured) bicycle storage spaces.

In addition, due to the subject site's former industrial uses, prior to road dedication, the developer shall be required to submit a Certificate of Compliance from the Ministry of Environment or other evidence to the City's satisfaction confirming that the lands are free from contamination.

Environmentally Sensitive Area (ESA)

The portion of the Aberdeen Village riverfront situated within 30 m (98 ft.) of the high-water mark is designated as shoreline ESA. Within this area:

1. Dike upgrades, including those proposed for the River Road right-of-way, 7711 River Road, and the Skyline Marina-owned lot at 7851 River Road, are exempted from the City's ESA Development Permit (DP) process. Dike works within this area shall be subject to other government environmental requirements (including habitat compensation for any disturbance within the Fraser River). Applicable government approvals will be required, to the City's satisfaction, prior to Servicing Agreement approval.
2. The developer's on-site development will be subject to an ESA DP for the purpose of protecting and increasing shoreline vegetation. Approximately 661 m² (7,115 ft²) of designated shoreline ESA is located on the development site. Due to the site's narrow east-west dimension and proposed "super dike" design (i.e. the dike abuts the development's parking structure), the proposed building cannot be shifted out of the designated ESA or provide significant compensation planting along its west frontage. The developer has submitted a report, prepared by a qualified environmental professional, indicating that over 90% of the on-site ESA is unvegetated and paved with asphalt, concrete or gravel. The report includes a preliminary strategy for ESA compensation and

enhancement (Schedule F to Attachment 8) aimed at providing a net gain in ESA area (i.e. approximately 3:1 compensation ratio, based on the site's total ESA area, including the 90% devoid of vegetation) and ESA function (including native planting and pollinator habitat). Prior to rezoning bylaw adoption, an ESA DP application must be submitted by the developer and processed to the satisfaction of the Director, Development.

Tree Retention and Replacement

The applicant has submitted a certified arborist's report identifying on- and off-site tree species, assessing tree structure and condition, and providing recommendations on tree retention and removal relative to the proposed development. The report indicates that there is one tree located on City property adjacent to River Road, two on-site trees and one tree on the adjacent Rod and Gun Club property. The City's Tree Preservation Coordinator has reviewed the arborist's report and supports the arborist's findings. In brief, the developer proposes to provide:

1. Cash-in-lieu compensation (\$1,500) for the removal of one off-site tree located within the proposed dike boundary (for the City's planting of trees elsewhere in Richmond);
2. Protection security (\$10,000) for one tree on the City-owned Rod and Gun Club property at 7760 River Road/7891 Cambie Road; and
3. Replacement security (\$3,000) for the removal of two on-site trees located within the building footprint and the planting of four replacement trees on-site (i.e. at the City bylaw rate of 2:1) through the Development Permit.

The development's preliminary landscape plans, including the proposed preliminary ESA compensation and enhancement strategy (Schedule F to Attachment 8), will provide substantially more tree planting than required to achieve the 2:1 replacement ratio. In compliance with City bylaw requirements, prior to the start of any construction activities (including demolition), the developer must install tree protection fencing, to the City's satisfaction, to protect the one tree on the Rod and Gun Club site. In addition, prior to rezoning adoption, the developer must submit proof of a contract with an arborist for supervision and monitoring of work conducted in proximity to the required tree protection zone.

Built Form, Public Open Space and Architectural Character

The developer proposes to construct a high density, mixed office, hotel and retail/restaurant development within a five-minute walk, 400 m (1,312 ft.) of the Aberdeen Canada Line Station and existing/future park space and amenities. The proposed development accommodates all City requirements with respect to transportation and public open space improvements, and the built form conforms to the CCAP's Development Permit Guidelines. More specifically, the development has successfully demonstrated a balance between City objectives for Richmond's dikes, a high quality urban development, and the sensitive river environment, including:

1. A strong urban concept contributing towards a pedestrian- and transit-oriented environment;
2. Variations in massing and an articulated built form, in combination with a broad landscaped mid-block pedestrian connection, a riverfront terrace, greenway features, and

an adaptable River Road design, contributing to a high-amenity public realm, human scale, pedestrian interest, and a distinct riverfront character; and

3. Measures aimed at coordinating the proposed development with incremental dike upgrades, including an elevated riverfront terrace designed to accommodate the City's potential future raising of the dike crest across the site's frontage from 4.7 m to 5.5 m (15 ft. to 18 ft.) GSC.

Development Permit (DP) approval for the proposed development, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, among other things, design development is encouraged with respect to the following items:

1. Form and character features aimed at enhancing the development's urban riverfront character, including refinements to façade expression and articulation, retail streetfront/public realm activation, landscape enhancement and integration, solar response, and bird-strike mitigation;
2. Demountable sun shades and weather protection along the site's north and west frontages, which features may be subject to an encroachment agreement to the satisfaction of the Director, Engineering;
3. Rooftop mechanical (which may include a low carbon energy plant for transfer to the City), building mounted telecom equipment and related features, including consideration of potential impacts (e.g., appearance, noise) on the quality and character of the architectural expression, livability and the skyline as experienced from surrounding public spaces and existing/future buildings;
4. Crime Prevention through Environmental Design (CPTED), including consideration of strategies and features that minimize opportunities for crime and promote a sense of security (e.g., reducing blind spots, providing for "eyes on the street", clear sightlines, appropriate lighting, defensible space, maintenance measures);
5. Accessibility, including providing for universal access within and around the development for the public, tenants and visitors;
6. Transportation requirements related to design development of the proposed preliminary interim and ultimate functional road plans (Schedule D to Attachment 8), as determined to the satisfaction of the Director, Transportation, in coordination with the Servicing Agreement;
7. Parking, loading and electric vehicle (EV) measures, including the detailed design of vehicle parking and circulation, truck manoeuvring, and loading facilities, the distribution of EV charging infrastructure (i.e. Level 2 charging for 20% of parking spaces and the hotel shuttle bus and energized 120V outlets for 100% of "Class 1" bike storage spaces), and the distribution of public, assignable and pool parking spaces;
8. Waste management, including preparation of a detailed waste management plan;
9. BC Energy Step Code requirements, including the submission of an energy modelling study to confirm that the proposed design can meet Step 2 (with an on-site low carbon energy plant), together with design development aimed at enhancing building performance; and

10. Emergency services consideration, including design development in response to preliminary Fire Department requirements identified through rezoning stage (Attachment 8).

Public Art

The developer's proposed riverfront design identifies potential opportunities for public art on City land within the River Road right-of-way and along the dike (Schedule E to Attachment 8). Prior to rezoning adoption, the developer proposes to make a voluntary cash-in-lieu contribution of \$114,056 towards public art, based on the applicable Council-approved developer contribution rate and the site's maximum buildable floor area, which Council, in its sole discretion, may choose to use along the riverfront or elsewhere in the City Centre. In the event the developer contribution is not provided within one year of the rezoning bylaw receiving third reading of Council, the value of the developer contribution shall be increased in accordance with the Council-approved rate in effect at the time the contribution is provided.

Community Planning

Prior to rezoning adoption, the developer proposes to voluntarily contribute \$72,158 towards future City planning studies, based on the site's maximum buildable floor area and applicable City-approved developer contribution rate, as required for City Centre rezoning applications.

Site Servicing and Frontage Improvements

City policy requires that the developer is responsible for the design and construction of dike, road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City. Prior to rezoning adoption, the developer will enter into a standard City Servicing Agreement, secured with a Letter of Credit, for the design and construction of required off-site works, as set out in the attached Rezoning Considerations (Attachment 8). Development Cost Charge (DCC) credits will be applicable to works identified on the City's DCC Program.

The Servicing Agreement and other covenants registered in favour of the City will provide that the City may at its option and in its sole discretion require the developer to provide a cash contribution to the City in lieu of constructing the required dike upgrades, based on a cost estimate acceptable to the City which shall be the greater of the amount of \$5,085,000 or the estimated cost of all required dike improvements based on an approved Servicing Agreement design, as determined to the City's satisfaction.

Prior to rezoning bylaw adoption, a dike upgrade coordination agreement will be registered on title for the purpose of, among other things, securing City access to the subject development site for ongoing design, construction, maintenance and operation activities related to the dike, River Road and associated features (e.g., City utilities and river access), including, but not limited to, the future raising of the dike crest from 4.7 m to 5.5 m (15.4 ft. to 18.0 ft.) GSC.

Existing Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer-contributed assets such as dike, roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$115,000.

Conclusion

Urban Solutions Architecture Ltd., on behalf of the owner 1089260 B C Ltd. (CIBT Education Group and Global Education City Holdings Inc.), has applied to the City of Richmond for permission to rezone lands at 7780, 7800, 7804, 7820 and 7840 River Road from “Auto-Oriented Commercial (CA)” to “High Rise Riverfront Commercial (ZC49) – Aberdeen Village (City Centre)”, to construct a 21,625 m² (232,769 ft²) commercial development along the Aberdeen Village riverfront, including an 11-storey hotel with 183 guest rooms, an 8-storey office building, retail and restaurant uses at grade, and 2 ½ levels of underground parking, together with various dike, road, utility, and public realm improvements.

To facilitate the subject development, Official Community Plan (OCP) and City Centre Area Plan (CCAP) bylaw amendments are proposed to clarify the City’s intent regarding the coordination of dike improvements with private development, and to relocate park, road, pedestrian linkage and commercial land use designations at the north end of the subject site and along the riverfront.

Off-site works, including dike, road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, will be the subject of a standard City Servicing Agreement (secured with a Letter of Credit).

It is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 10213 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10212 be introduced and given first reading.



Suzanne Carter-Huffman
Senior Planner/Urban Design

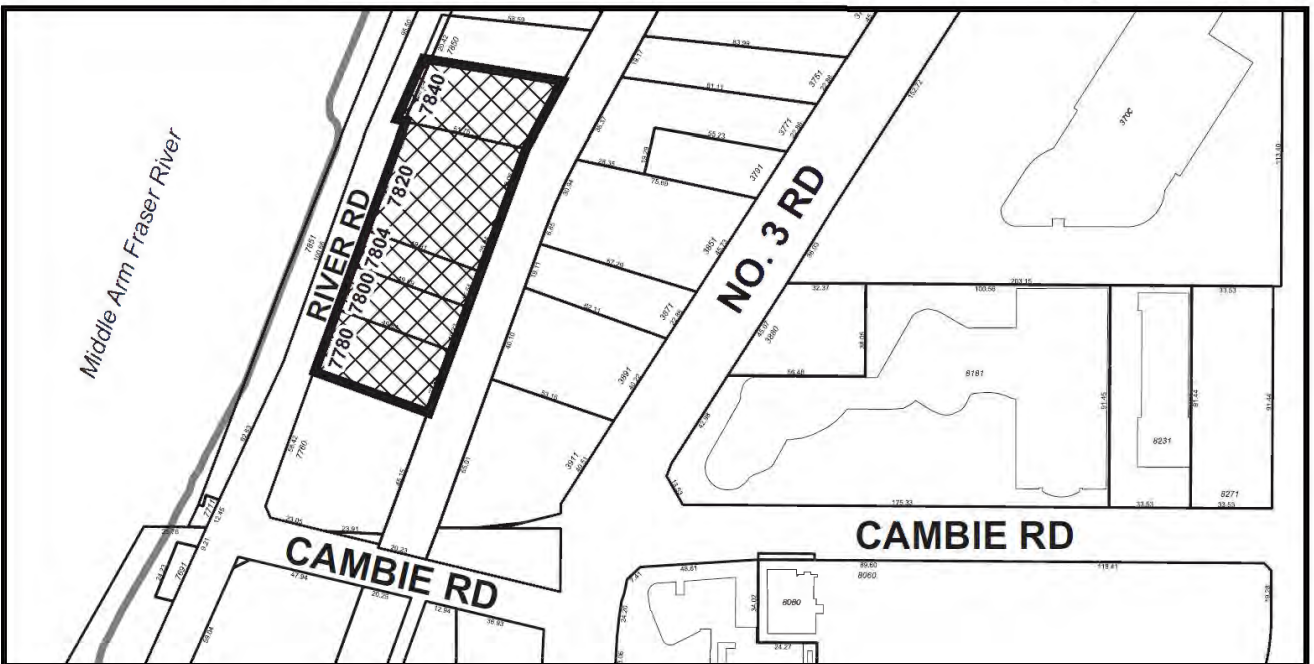
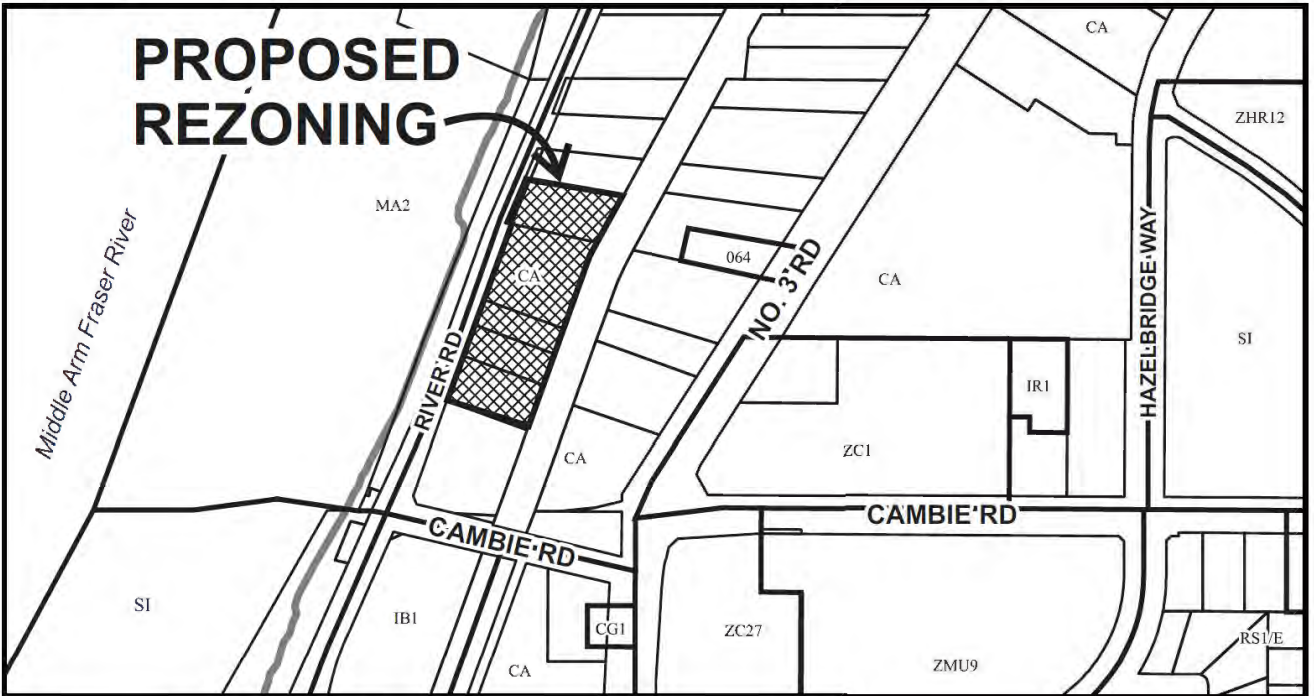
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Attachments:

1. Location Map
2. Aerial Photograph
3. Development Application Data Sheet
4. CCAP “Specific Land Use Map: Aberdeen Village (2031)”
5. CCAP “Specific Land Use Map: Capstan Village (2031)”
6. OCP Consultation Summary
7. Conceptual Development Plans
8. Rezoning Considerations



City of
Richmond



	<h1>RZ 17-788900</h1>	<p>Original Date: 11/087/17 Revision Date: 08/06/19 Note: Dimensions are in METRES</p>
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City of
Richmond



RZ 17-788900

Original Date: 11/08/17

Revision Date: 08/06/19

Note: Dimensions are in METRES



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 17-788900

 Address: 7780, 7800, 7804, 7820 and 7840 River Road

 Applicant: Urban Solutions Architecture Ltd. Owner: 1089260 B C Ltd

 Planning Area(s): City Centre (Aberdeen Village & Capstan Village)

 Floor Area (Gross): 25,686.5 m² (276,487.0 ft²) (Net): 21,624.9 m² (232,768.0 ft²)

	Existing	Proposed
Site Area	7,136.0 m ² (76,811.3 ft ²)	Net Site: 5,646.1 m ² (60,774.1 ft ²) Site area for density purposes: 6,695.0 m ² (72,064.4 ft ²)
Land Uses	Commercial	Office, retail & hotel
OCP	Commercial	No change
CCAP	<ul style="list-style-type: none"> Urban Centre T5 (35 m) (Commercial) Village Centre Bonus (Commercial) Proposed Street Pedestrian-Oriented Retail High-Street Park 	As per the existing CCAP, EXCEPT: <ul style="list-style-type: none"> Remove "Park" & shift "Proposed Street" north Add "Pedestrian Linkages" along the "Proposed Street" & mid-block across the subject site Designate a portion of dike (generally west & south of the subject development) as "Park"
Zoning	Auto-Oriented Commercial (CA)	High Rise Riverfront Commercial (ZC49) – Aberdeen Village (City Centre)
Aircraft Noise	ANSD uses are not permitted	ANSD uses are not proposed
# Dwellings	Nil	Nil (Not permitted)
# Hotel Rooms	Nil	183 guest rooms
BC Energy Step Code	N/A	<ul style="list-style-type: none"> Office: Step 2 Hotel: Step 2 & low carbon energy plant

	Site-Specific ZC49 Zone	Proposed Development	Variance
Lot Size (min.)	5,600.0 m ² (66,277.9 ft ²)	5,646.1 m ² (60,774.1 ft ²)	None
Floor Area Ratio (max.)	3.23 FAR, including: <ul style="list-style-type: none"> Base (commercial): 2.23 FAR Village Centre Bonus (VCB): 1.0 FAR for office only 	3.23 FAR, including: <ul style="list-style-type: none"> Hotel & retail: 1.15 FAR Office: 2.08 FAR 	None permitted
Floor Area (max.)	21,624.9 m ² (232,768.5 ft ²), including: <ul style="list-style-type: none"> Base: 14,929.9 m² (160,704.1 ft²) VCB (office): 6,695.0 m² (72,064.4 ft²) 	21,624.9 m ² (232,768.5 ft ²), including: <ul style="list-style-type: none"> Hotel/retail: 7,702.4 m² (82,908.0 ft²) Office: 13,922.5 m² (149,860.5 ft²) 	None permitted
Lot Coverage	90% max.	90% max.	None

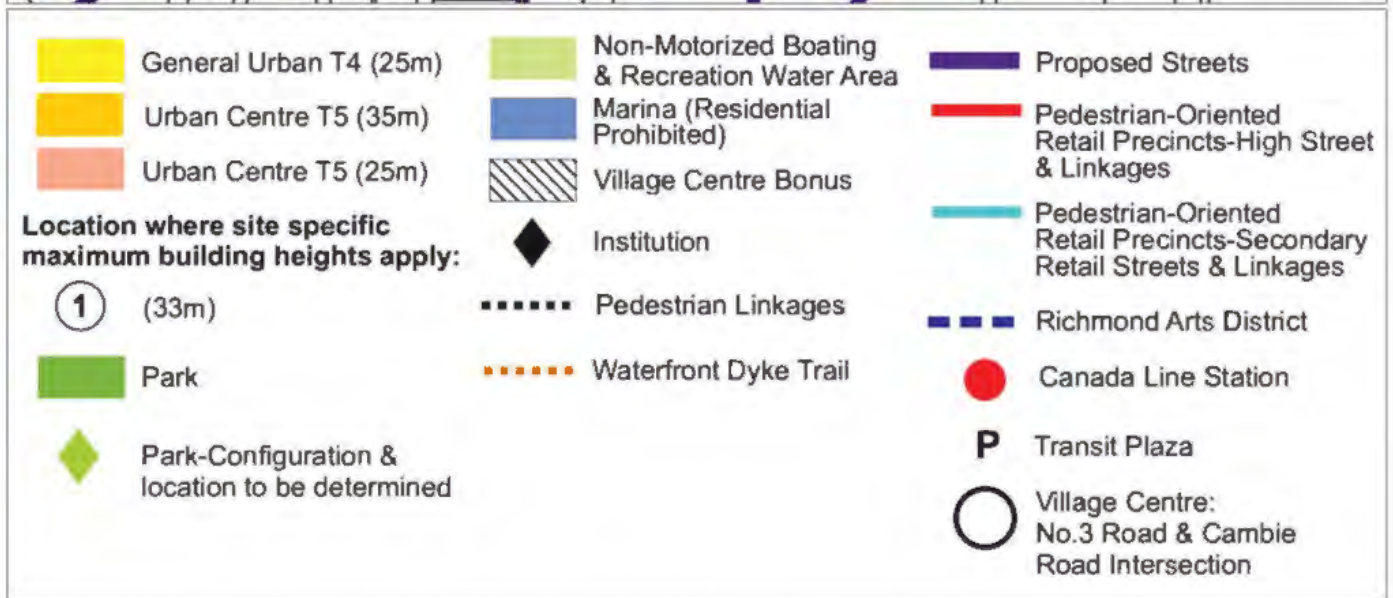
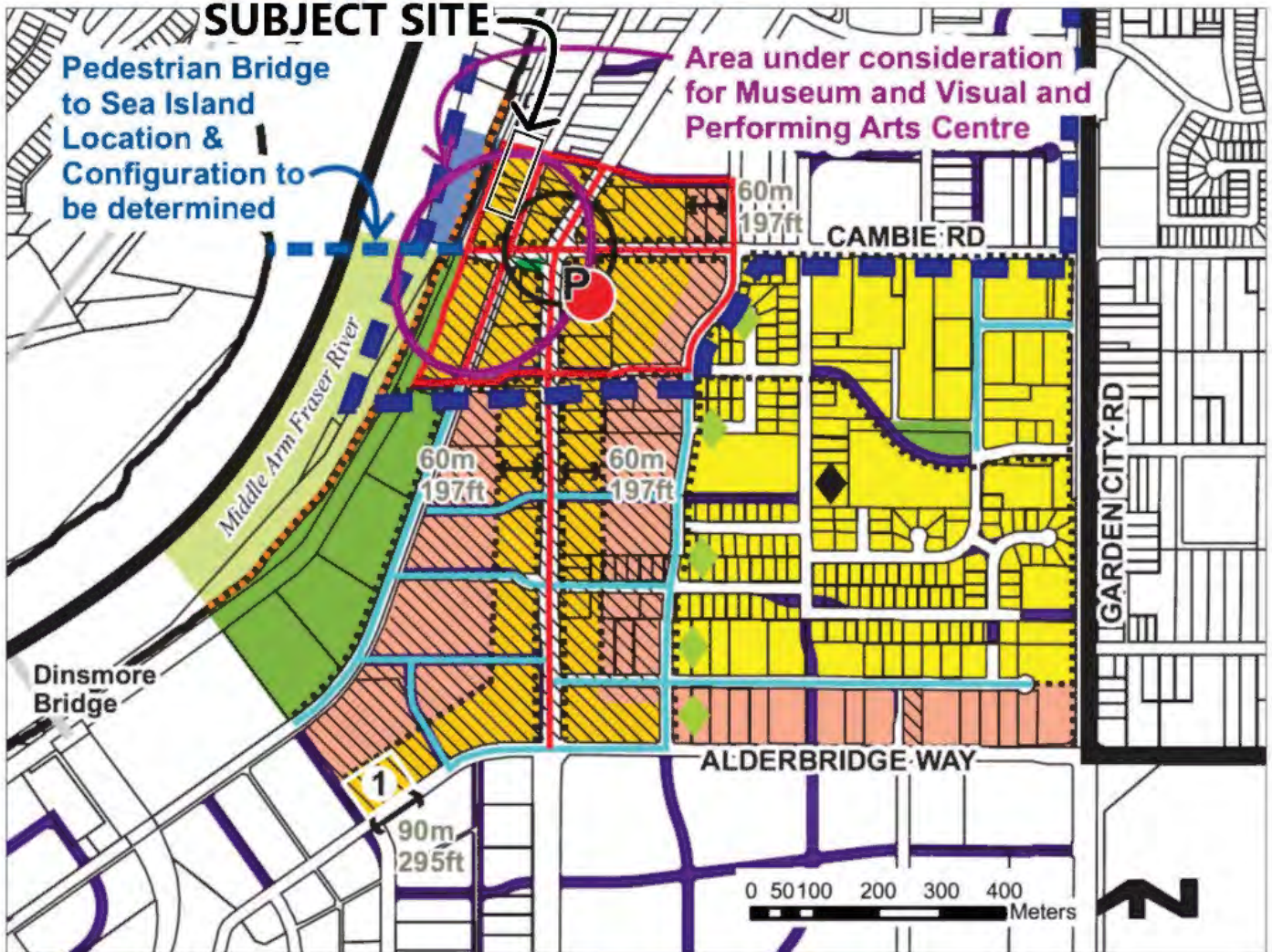
	Site-Specific ZC49 Zone	Proposed Development	Variance
Building Height (max.)	<ul style="list-style-type: none"> 35.0 m (114.8 ft.) above average road grade (including rooftop structures), but may be increased by up to 10% on the north half of the lot if reduced by at least 10% on the south half of the lot Required to comply with Airport Zoning Regulations (AZR) 	<ul style="list-style-type: none"> Max. height above average road grade (including rooftop structures): <ul style="list-style-type: none"> (North) Hotel: 36.8 m (120.7 ft.) (South) Office: 31.5 m (103.4 ft.) 	None
Setback @ Roads (min.)	<ul style="list-style-type: none"> North Street: 0.0 m River Road: 0.0 m River Parkway: 3.0 m (9.8 ft.) to a lot line, but may be reduced to: <ul style="list-style-type: none"> 2.0 m (6.6 ft.) for parts at least 6.0 m (19.7 ft.) above grade 0.0 m for parts at least 6.0 m (19.7 ft.) above grade & within 25.0 m (82.0 ft.) of the North Street 0.0 m for parts below grade 	<ul style="list-style-type: none"> North Street: 0.0 m River Road: 0.0 m River Parkway: 3.0 m (9.8 ft.), but: <ul style="list-style-type: none"> 2.0 m (6.6 ft.) for parts at least 6.0 m (19.7 ft.) above grade 0.0 m for parts at least 6.0 m (19.7 ft.) above grade & within 25.0 m (82.0 ft.) of the North Street 0.0 m for parts below grade 	None
Setback @ Interior Lot Line (min.)	<ul style="list-style-type: none"> South: 5.0 m (16.4 ft.) to a lot line, but may be reduced to 0.0 m (0.0 ft.) for parts below finished grade 	<ul style="list-style-type: none"> South: 5.0 m (16.4 ft.) to a lot line, but 0.0 m (0.0 ft.) for parts below finished grade 	None
Parking	<ul style="list-style-type: none"> At least 217 spaces, based on: <ul style="list-style-type: none"> Retail/office/restaurant on first 2 storeys @ 3.75/100.0 m² (1,076.4 ft²) GLA Office above 2nd storey @ 1.5/100.0 m² (1,076.4 ft²) GLA Hotel @ City Centre Parking Zone 1 rate 20% reduction may be applied if both shared parking & TDM measures are implemented, as per an approved TIA 	<ul style="list-style-type: none"> 217 spaces, including: <ul style="list-style-type: none"> 50% Public (hourly) spaces 25% Assignable spaces 25% Pool spaces (for carpools & employees) 	None
Class 1 Bike Storage (Secured)	<ul style="list-style-type: none"> At least 55 bike spaces, based on: <ul style="list-style-type: none"> 0.30 bikes per 100.0 m² (1,076.4 ft²) GLA in excess of 100.0 m² (1,076.4 ft²) GLA 	<ul style="list-style-type: none"> 55 bike spaces 	None
Class 2 Bike Storage (Public)	<ul style="list-style-type: none"> At least 66 bike spaces, based on: <ul style="list-style-type: none"> Standard Zoning Bylaw rates 	<ul style="list-style-type: none"> 66 bike spaces 	None
Loading	<ul style="list-style-type: none"> 3 medium truck spaces 1 enhanced medium truck space for waste management operations 1 hotel shuttle bus space 	<ul style="list-style-type: none"> 3 medium truck spaces 1 enhanced medium truck space for waste management operations 1 hotel shuttle bus space 	None

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Specific Land Use Map: Aberdeen Village (2031)

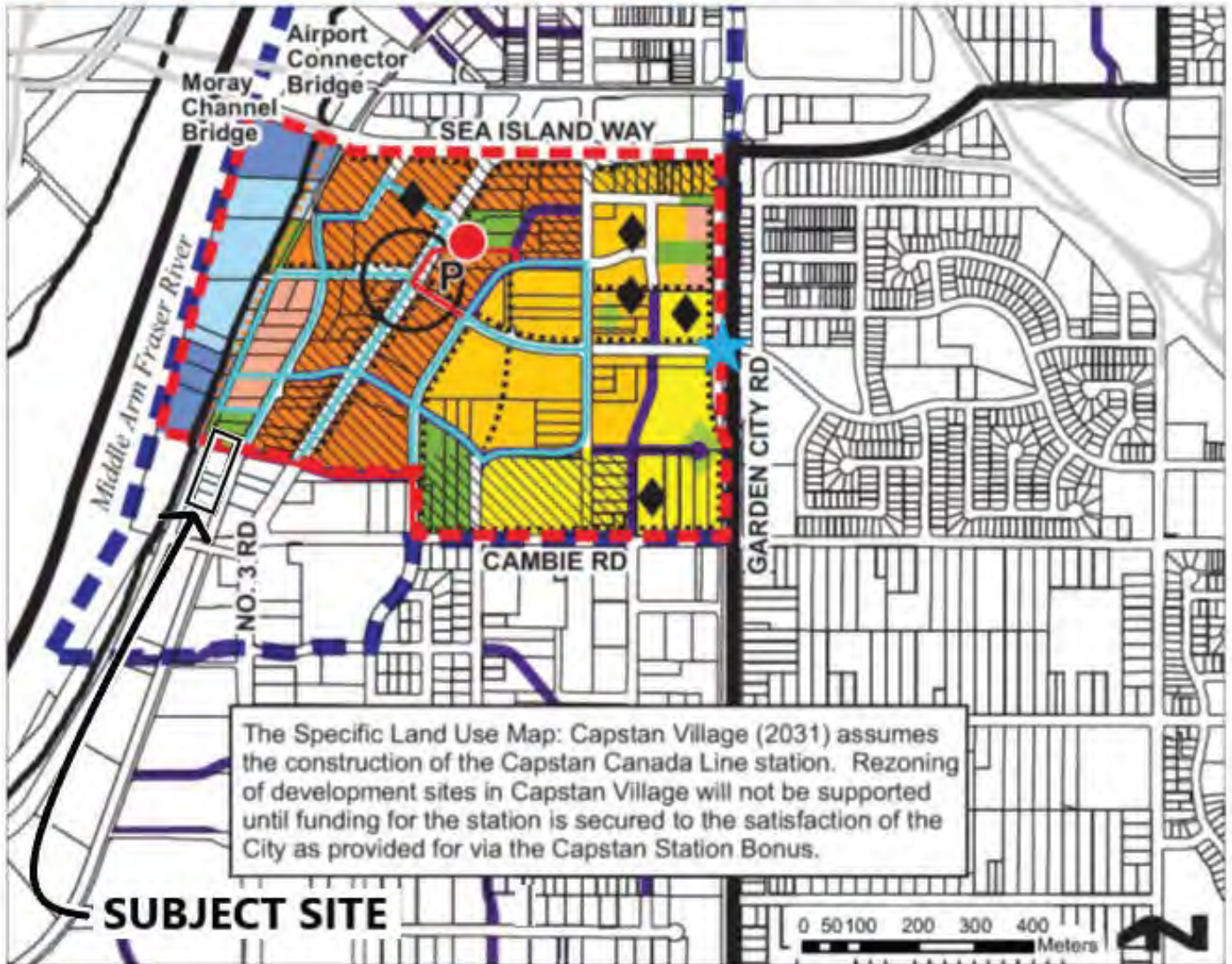
Bylaw 10020
2019/05/21



⁰ Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Specific Land Use Map: Capstan Village (2031)

Bylaw 92523
2017/05/08



The Specific Land Use Map: Capstan Village (2031) assumes the construction of the Capstan Canada Line station. Rezoning of development sites in Capstan Village will not be supported until funding for the station is secured to the satisfaction of the City as provided for via the Capstan Station Bonus.

SUBJECT SITE

	General Urban T4 (25m)		Marina (Residential Prohibited)		Proposed Streets
	Urban Centre T5 (45m)		Marina (Waterborne Residential Permitted)		Pedestrian-Oriented Retail Precincts-High Street & Linkages
	Urban Centre T5 (35m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
	Urban Centre T5 (25m)		Institution		Richmond Arts District
	Park		Pedestrian Linkages		Capstan Station Bonus
	Park-Configuration & location to be determined		Waterfront Dyke Trail		Canada Line Station
	Village Centre: No. 3 Road & Capstan Way Intersection		Enhanced Pedestrian & Cyclist Crossing		Transit Plaza

Maximum building height may be subject to established Airport Zoning Regulations in certain areas

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission	No referral necessary because the Land Commission is not affected.
Richmond School Board	No referral necessary because the proposed OCP amendment does not increase buildable residential floor area, number of dwelling units, or number of households with school aged children. (See below)
Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
Councils of adjacent Municipalities	No referral necessary because adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen & Musqueam)	No referral necessary because First Nations are not affected.
TransLink	No referral necessary because the proposed amendment will not result in road network changes.
Vancouver Port Authority & Steveston Harbour Authority	No referral necessary because the port is not affected.
Vancouver International Airport Authority (Federal Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSD) policy.
Richmond Coastal Health Authority	No referral necessary because the Health Authority is not affected.
Community Groups & Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed amendment at the Public Hearing.
All relevant Federal & Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.

Official Community Plan Amendment Bylaw 10213, to amend Richmond Official Community Plan Bylaw 7100 and 9000, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on the proposed amendment at the Public Hearing. Public notification for the Public Hearing will be provided as per the Local Government Act.

School District

This application was not referred to School District No. 38 (Richmond) because the proposed OCP amendment does not increase buildable residential floor area, number of dwelling units, or number of households with school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, developments subject to an OCP amendment bylaw that generate less than 25 additional school aged children do not need to be referred to the School District.

River Parkway Streetscape (Office on left & Hotel on right)



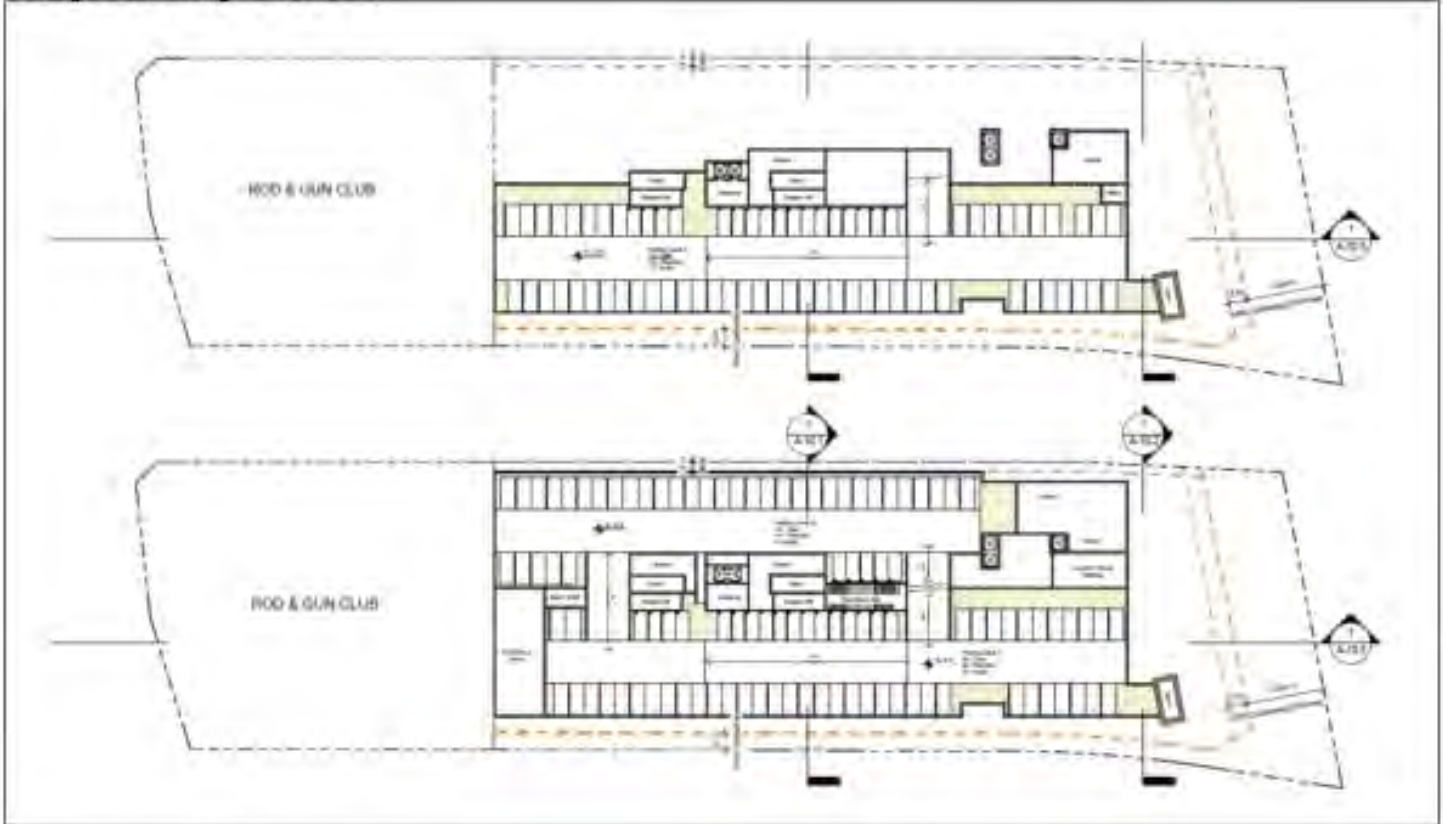
Hotel @ Northeast Corner



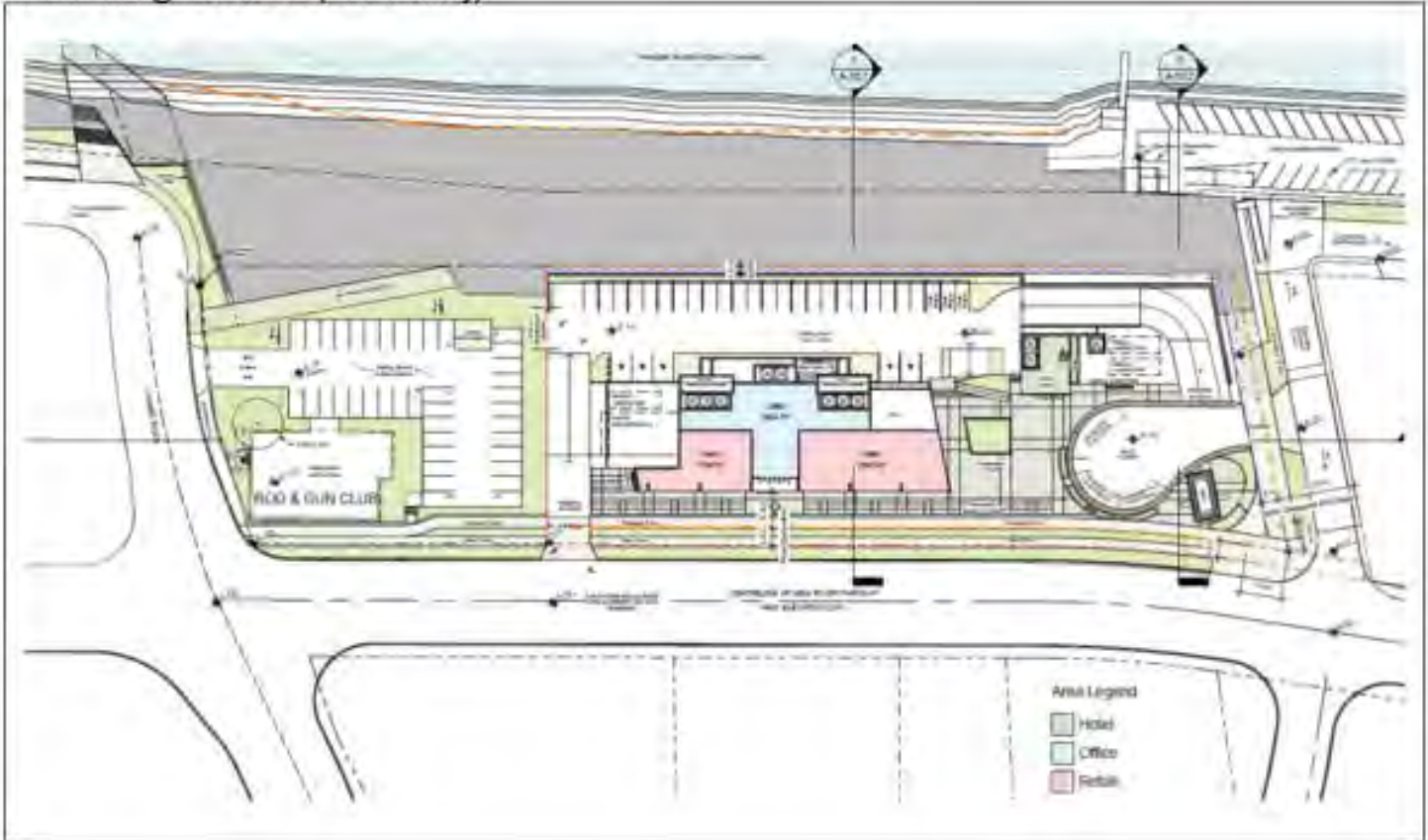
River Road (Dike) Streetscape (Hotel on left & Office on right)



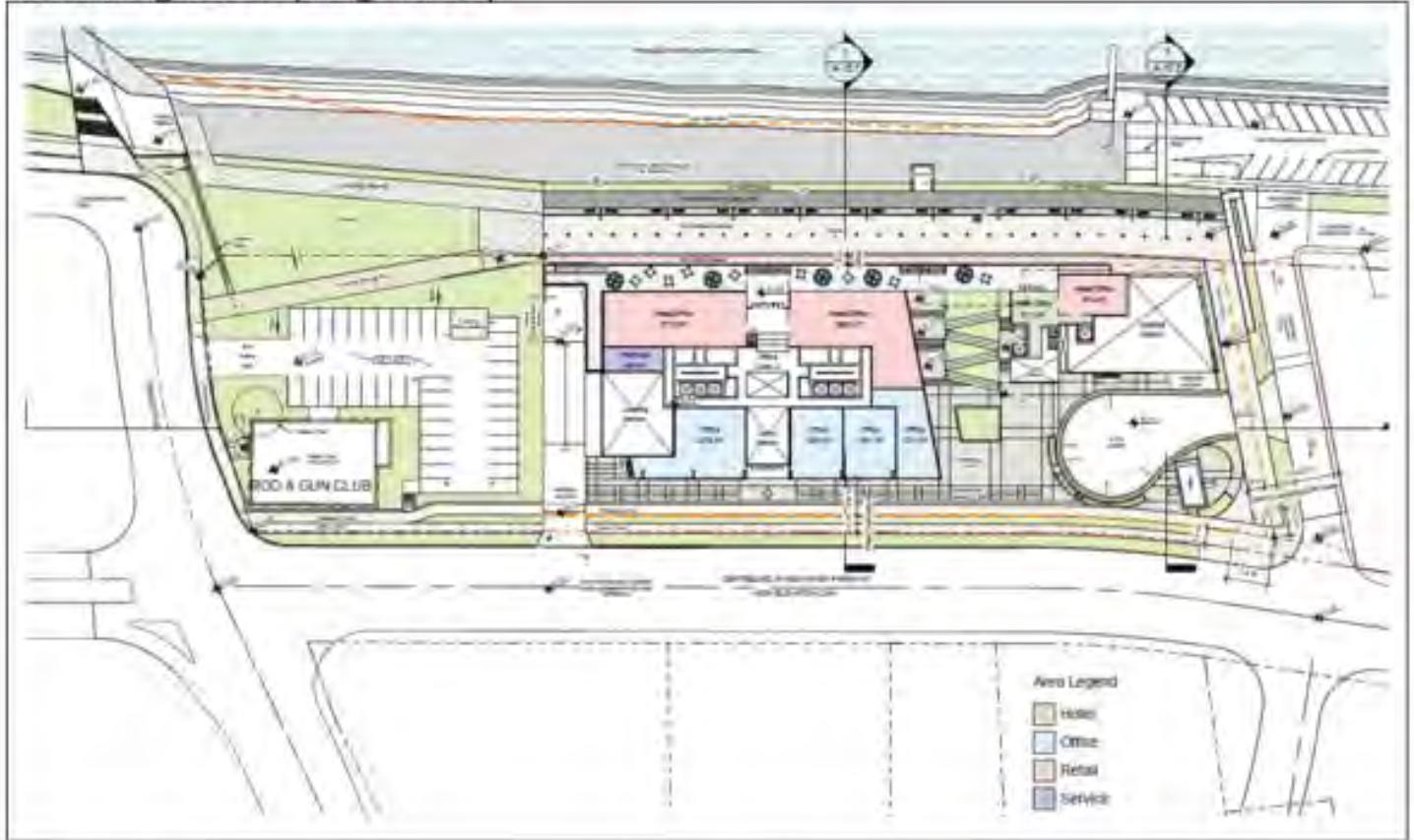
Underground Parking – Levels 2 & 3



Ground Floor @ +/-2.6 m GSC (River Parkway)



Ground Floor @ 5.5 m GSC (Dike @ 4.7 m GSC)



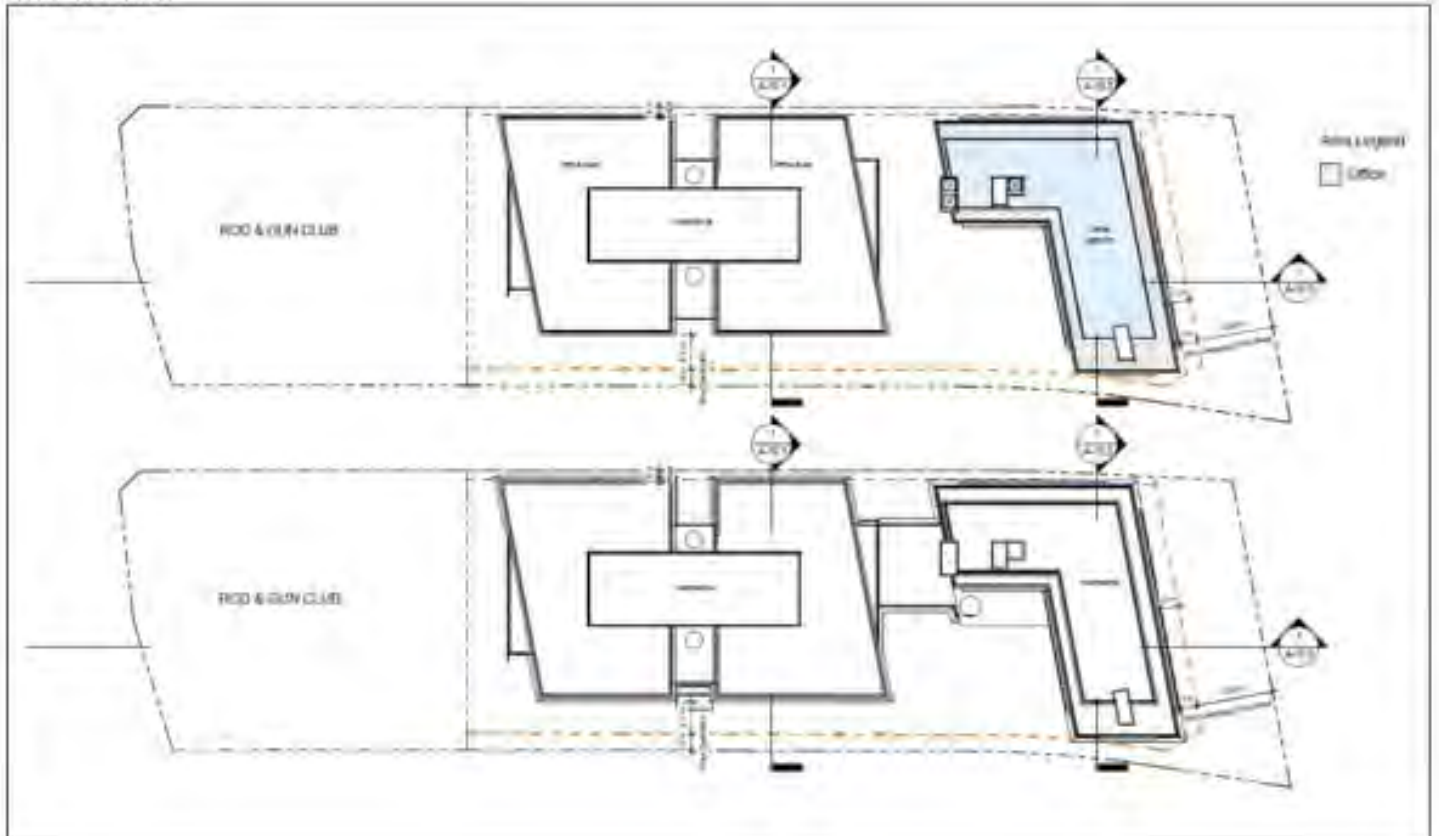
Levels 3 & 4



Levels 5 - 8



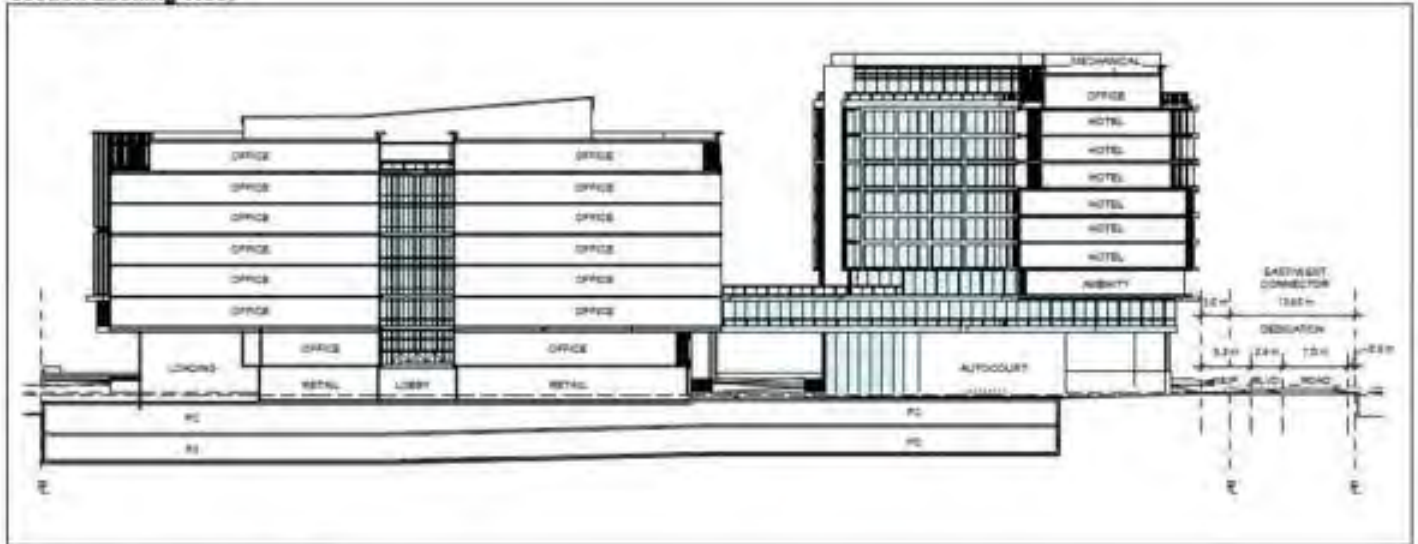
Level 11 & Roof



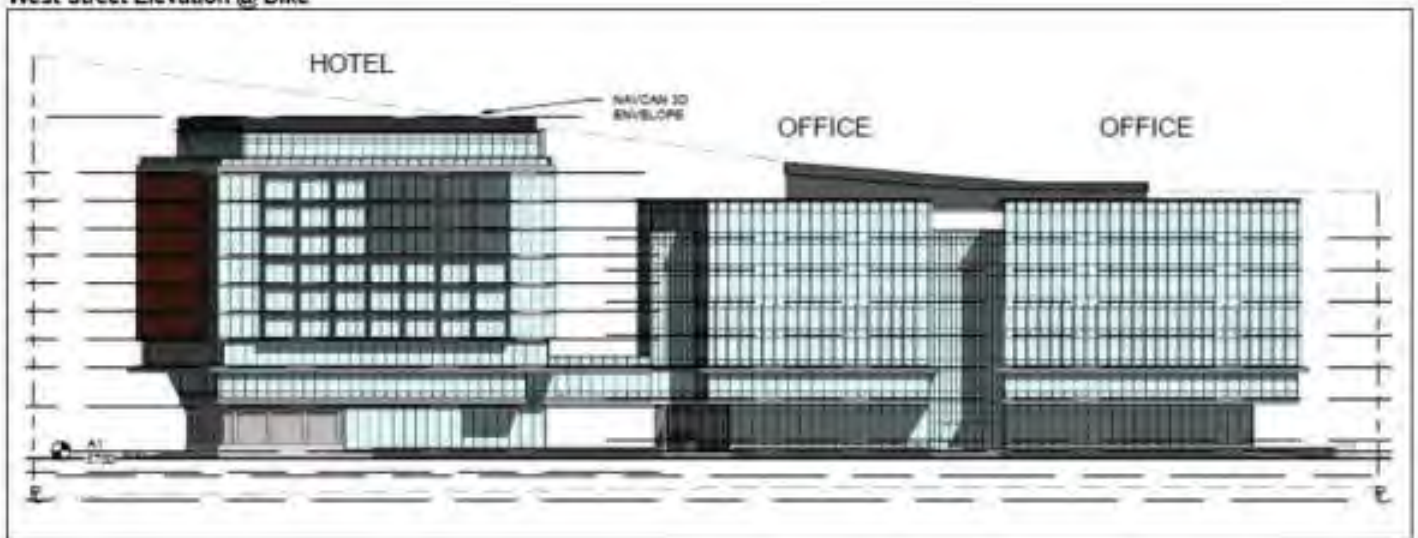
East Street Elevation @ River Parkway



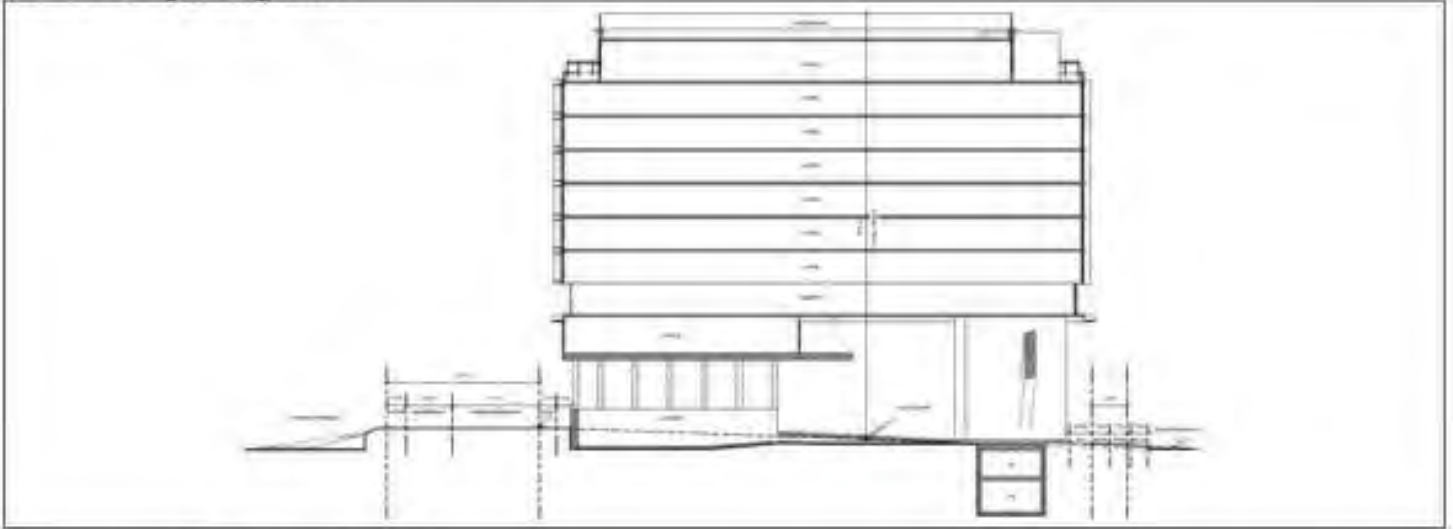
Section Looking West



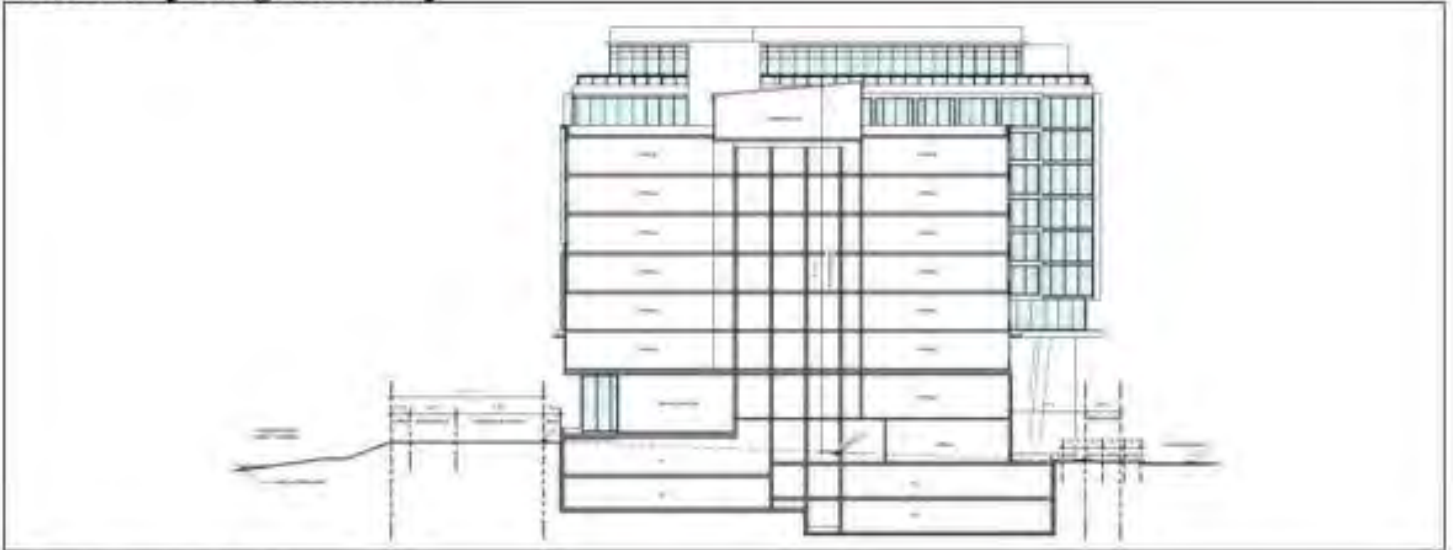
West Street Elevation @ Dike



Section Looking North @ Hotel



Section Looking North @ Office Building



South Elevation @ Office Building





Address: 7780, 7800, 7804, 7820 and 7840 River Road

File No.: RZ 17-788900

Prior to final adoption of Official Community Plan Amendment Bylaw 10213 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10212, the developer is required to complete the following:

1. Transport Canada Building Height: Submission of a signed/sealed letter from a surveyor assuring that the proposed building height complies with all applicable Airport Zoning Regulations.

NOTE: Preliminary surveyor's letter (including a building envelope diagram) is on file, dated September 23, 2021 (REDMS #6760503).
2. Ministry of Transportation and Infrastructure (MOTI): Receipt of final MOTI approval. Preliminary MOTI Approval for one year (without conditions) effective August 31, 2022 (REDMS #7035299).
3. Land Contamination (Dedicated Land): Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated land. Such assurances could include one or more of the following:
 - 3.1. A contaminated sites legal instrument, such as a Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination within the dedication area;
 - 3.2. Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective; and
 - 3.3. The registration of a legal agreement on the title to the lands requiring that:
 - 3.3.1. No occupancy shall be permitted of any building on the lands, in whole or in part, until such time that the owner/developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - 3.3.2. The owner/developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated, in whole or in part.
4. Subdivision: Registration of a Subdivision Plan, to the satisfaction of the City.

Prior to the registration of a Subdivision Plan, the following conditions shall be satisfied:

- 4.1. Road & Public Open Space: Dedication of land for road and public open space purposes, generally as shown in the Preliminary Subdivision Plan (Excerpt) (**Schedule A**) and the following table, including:
 - 4.1.1. River Parkway: 3.0 m (9.8 ft.) wide strip of land across the site's east side for road widening;
 - 4.1.2. North Street: 13.65 m (44.8 ft.) wide strip of land across the site's north side for a City Centre Area Plan "Proposed Street" (i.e. designated "minor street"), together with a corner cut at the River Parkway intersection; and
 - 4.1.3. Riverfront Access & Dike: 1.5 m (4.9 ft.) wide strip of land across the site's River Road frontage and a 3.0 m (9.8 ft.) wide strip of land across the site's proposed North Street frontage, together with a 5.0 m by 5.0 m (16.4 ft. by 16.4 ft.) corner cut at River Parkway, for enhanced public pedestrian/bike access and related dike improvements.

NOTE: The City may permit encroachments into the Riverfront Access & Dike dedication, provided that any such encroachments are:

- Limited to demountable features mounted on the building (i.e. weather protection, sunshades, balconies and architectural appurtenances, but excluding signage) that encroach a maximum of 0.6 m (2.0 ft.) and are situated at or above 11.5 m (37.7 ft.) GSC, unless otherwise approved by the Director, Engineering;
- Specified in a Development Permit* approved by the City; and
- Subject to an encroachment agreement(s) and related requirements, as determined to the satisfaction of the Director, Engineering.

#	Road & Public Open Space Features	Minimum Dedication		Density Applies (as per ZC49)	DCC Credits Apply
A.	River Parkway	441.2 m ² (4,749.0 ft ²)		NO	YES
B.	North Street	722.7 m ² (7,779.0 ft ²)	1,048.7 m ² (11,288.0 ft ²)	YES	NO
C.	Riverfront Access & Dike	326.0 m ² (3,509.0 ft ²)			
TOTAL		1,489.9 m² (16,037.0 ft²)		Varies	Varies

4.2. Lot Consolidation:

4.2.1. Creation of one (1) lot for development purposes with an area of approximately 5,646.1 m² (60,774.1 ft²), as per the Preliminary Subdivision Plan (Excerpt) (**Schedule A**).

NOTE: As specified in the ZC49 zone (with respect to CCAP policy permitting density to be calculated on road and public open space dedications for which the developer is not eligible for Development Cost Charge/DCC credits), if the developer dedicates not less than 1,048.7 m² (11,288.1 ft²) of land to the City as road and public open space, the calculation of floor area ratio shall be based on a net development site area of 6,695.0 m² (72,064.4 ft²).

4.2.2. Registration of a covenant on title to the consolidated lot, to the satisfaction of the City, stipulating that the lot shall not be subdivided, sold, or otherwise transferred without prior approval of the City.

4.3. Statutory Rights-of-Way (Off-Site) – Rod & Gun Club Sidewalk & Dike SRW: Registration of a restrictive covenant and Statutory Rights-of-Way (SRW) agreement on title to the City-owned property at 7760 River Road and 7891 Cambie Road (Rod & Gun Club) for public sidewalk, City utilities (e.g., streetlights) and related purposes along the property’s east (River Parkway) and west (River Road) frontages, as determined to the satisfaction of the Director, Transportation, Director, Development, Director, Engineering, Director, Park Services, Director, Arts, Culture and Heritage Services, and Director, Real Estate Services. Prior to adoption of the Rezoning Bylaw, the agreement shall be registered as a blanket SRW accompanied by a sketch plan. The agreement shall provide for a replacement agreement prior to City approval of the Development Permit*, Building Permit*, and/or occupancy, as determined to the satisfaction of the City, at the developer’s cost, for the purpose of accurately reflecting the final City-approved design and replacing the sketch plan with a survey plan. The specific location, configuration, design, and related terms of the agreement shall be confirmed through the development’s Development Permit*, Servicing Agreement*, and/or other City approval processes, to the satisfaction of the City. The SRW agreements shall provide for:

- 4.3.1. An SRW area over 7760 River Road and 7891 Cambie Road (Rod & Gun Club), comprising, as determined to the satisfaction of the City through the Servicing Agreement* approval process:
- a) A 3.0 m (9.8 ft.) wide strip of land along the lot’s east frontage, adjusted to accommodate the existing building and other required on- and off-site features; and
 - b) An irregularly shaped strip of land on the lot’s west side for dike improvements and public pedestrian/bike and City emergency/service vehicle access;

- 4.3.2. 24 hour-a-day, year-round, universal public access including a paved sidewalk and related landscape features, public access to/from fronting uses/spaces, City emergency and service vehicle access, bylaw enforcement and similar City-authorized activities (as though the SRW area was a City road or park);
- 4.3.3. City utilities (e.g., streetlights), as determined to the City's satisfaction;
- 4.3.4. No driveway crossings (except as required for City emergency/service vehicle access);
- 4.3.5. Permanent and temporary encroachments into the SRW area in the City's sole discretion;
- 4.3.6. Design and construction of the SRW area, including applicable utilities (e.g., streetlights), shall be subject to a standard Servicing Agreement*, prepared in accordance with City specifications and standards, and inspected/approved by the City concurrently with and under the same terms (e.g., Letter of Credit) as the development's other Servicing Agreement* works;
- 4.3.7. Maintenance of the SRW area by the City; and
- 4.3.8. Permanent and temporary closures of the SRW area in the City's sole discretion.
- 4.3.9. Permit and occupancy holds, including:
 - a) "No development" shall be permitted on the subject development site, restricting Development Permit* issuance for any building on the subject development site, in whole or in part, and no Building Permit* shall be issued for a building on the subject development site, in whole or in part, unless the developer has entered into a Servicing Agreement* for the design and construction of the SRW area and, as applicable, the Development Permit* and Building Permit* include the design of the SRW area, to the City's satisfaction; and
 - b) "No occupancy" of the subject development site shall be permitted, in whole or in part, unless construction of the SRW area is complete to the satisfaction of the City, in compliance with the approved Servicing Agreement*, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately and replace the sketch plan with a survey plan, to the City's satisfaction.
- 4.4. Statutory Rights-of-Ways (On-Site) – River Parkway Sidewalk SRW: Registration of restrictive covenants and Statutory Rights-of-Way (SRW) agreements on title to the subject development site for public sidewalk, City utilities (e.g., streetlights) and related purposes along the property's River Parkway frontage, as determined to the satisfaction of the Director, Transportation, Director, Development, Director, Engineering, and Director, Park Services. Prior to adoption of the Rezoning Bylaw, the agreements shall be registered as blanket agreements accompanied by sketch plans. The agreements shall provide for replacement agreements prior to City approval of the Development Permit*, Building Permit*, and/or occupancy, as determined to the satisfaction of the City, at the developer's cost, for the purpose of accurately reflecting the final City-approved design and replacing the sketch plans with survey plans. The specific location, configuration, design, and related terms of the agreement shall be confirmed through the development's Development Permit*, Servicing Agreement*, and/or other City approval processes, to the satisfaction of the City. The SRW agreements shall provide for:
 - 4.4.1. An SRW area comprising a 2.0 m (6.5 ft.) wide strip of land along the subject development site's east frontage with an area of approximately 248.0 m² (2,669.5 ft²), as generally indicated in the Preliminary Statutory Right-of-Way Plan (**Schedule B**);
 - 4.4.2. 24 hour-a-day, year-round, universal public access including a paved sidewalk and related landscape features, public access to/from fronting uses/spaces, City emergency and service vehicle access, bylaw enforcement and similar City-authorized activities (as though the SRW area was a City road);
 - 4.4.3. City utilities (e.g., streetlights), as determined to the City's satisfaction;

- 4.4.4. A maximum of one driveway crossing, which shall be located adjacent to the south property line, as determined to the City's satisfaction through the Development Permit* and Servicing Agreement*, for shared use of the subject development site and City-owned lot at 7760 River Road and 7891 Cambie Road (as per the *Cross Access (Rod & Gun Club)* agreement); and
 - 4.4.5. No encroachments below the finished grade of the SRW area;
 - 4.4.6. Above-grade encroachments approved through the Development Permit* in the form of:
 - c) Demountable features (e.g., weather protection, sunshades, balconies and architectural appurtenances), excluding signage, situated at least 6.0 m (19.7 ft.) above the finished grade of the SRW area; and
 - d) Habitable portions of the building and related features (e.g., sunshades, balconies and cantilevered roofs) situated at least 6.0 m (19.7 ft.) above the finished grade of the SRW area and no more than 25.0 m (82.0 ft.) south of the north property line;
 - 4.4.7. Design and construction of the SRW area, including applicable utilities (e.g., streetlights), shall be subject to a standard Servicing Agreement*, prepared in accordance with City specifications and standards, and inspected/approved by the City concurrently with and under the same terms (e.g., Letter of Credit) as the development's other Servicing Agreement* works;
 - 4.4.8. Maintenance of the SRW area by the developer/owner (with the exception of any City-owned utilities), unless otherwise determined to the satisfaction of the Director, Engineering through the Servicing Agreement* process; and
 - 4.4.9. No closure of the SRW area by the owner, in whole or in part, except in the case of emergencies and temporary closures pre-approved in writing by the City (in which case the owner shall make reasonable effort to provide for alternative public access, to the City's satisfaction); and
 - 4.4.10. Permit and occupancy holds, including:
 - a) "No development" shall be permitted on the subject development site, restricting Development Permit* issuance for any building on the subject development site, in whole or in part, and no Building Permit* shall be issued for a building on the subject development site, in whole or in part, unless the developer has entered into a Servicing Agreement* for the design and construction of the SRW area and, as applicable, the Development Permit* and Building Permit* include the design of the SRW area, to the City's satisfaction; and
 - b) "No occupancy" of the subject development site shall be permitted, in whole or in part, unless construction of the SRW area is complete to the satisfaction of the City, in compliance with the approved Development Permit* and Servicing Agreement*, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately and replace the sketch plan(s) with a survey plan(s), to the City's satisfaction.
- 4.5. Statutory Rights-of-Way (On-Site) – Riverfront Access SRW: Registration of a restrictive covenant and Statutory Rights-of-Way (SRW) agreement on title to the subject development site for a publicly-accessible landscaped open space providing unrestricted mid-block pedestrian access between River Parkway and River Road and along the site's River Road frontage, as determined to the satisfaction of the Director, Development and Director, Park Services. Prior to adoption of the Rezoning Bylaw, the agreements shall be registered as blanket agreements accompanied by sketch plans. The agreements shall provide for replacement agreements prior to City approval of the Development Permit*, Building Permit*, and/or occupancy, as determined to the satisfaction of the City, at the developer's cost, for the purpose of accurately reflecting the final City-approved design and replacing the sketch plans with survey plans. The specific location, configuration, design, and related terms of the agreement shall be confirmed through the development's Development Permit*, Servicing Agreement*, and/or other City approval processes, to the satisfaction of the City. The SRW agreements shall provide for:

- 4.5.1. An SRW area of approximately 1,152.0 m² (12,400.0 ft²), with an irregular shape adjusted to accommodate the proposed building and other required on- and off-site features, as determined to the City's satisfaction through the Development Permit* process, and generally comprising:
- a) 728.0 m² (7,836.1 ft²) in the form of a 16.5 m (54.1 ft.) wide mid-block landscaped walkway extending between the River Parkway Sidewalk Widening SRW and subject development site's River Road property line; and
 - b) 424.0 m² (4,563.9 ft²) in the form of a landscaped terrace, generally 5.0 m (16.4 ft.) wide or less, extending along the subject development site's River Road frontage, to the north and south of the mid-block walkway area,

as generally indicated in the Preliminary Statutory Right-of-Way Plan (**Schedule B**).

NOTE: The combined area of the Riverfront Access SRW, approx. 1,152.0 m² (12,400.0 ft²), and Riverfront Access & Dike dedication, approx. 326.0 m² (3,509.0 ft²), shall generally equal the area of 7840 River Road, 1,478.0 m² (15,909.0 ft²).

- 4.5.2. 24 hour-a-day, year-round, universal public access including a paved walkway and related landscape features, public access to/from fronting uses/spaces, City emergency and service vehicle access, bylaw enforcement and similar City-authorized activities (as though the SRW area was a City park);
- 4.5.3. No City utilities;
- 4.5.4. No driveway crossings;
- 4.5.5. Encroachments, provided that such features do not conflict with the design, construction, or operation of the SRW area or its intended quality, public amenity, or required features (e.g., trees, universal accessibility, and access to daylight/sunlight), including:
- a) Permanent encroachments, as follows or as otherwise determined to the City's satisfaction through an approved Development Permit*:
 - i. Uses/spaces concealed below the finished grade of the SRW area (e.g., parking);
 - ii. Uses/spaces located at least 4.0 m (13.1 ft.) above the finished grade of the terrace portion of the SRW area;
 - iii. An enclosed one-storey bridge structure connecting the office and hotel buildings (which bridge shall not include signage), located at least 4.0 m (13.1 ft.) above the highest finished grade of the SRW area; and
 - iv. Weather protection, minor building projections, and minor architectural features (which may include signage), typically located at least 2.5 m (8.2 ft.) above the finished grade of the SRW area; and
 - b) Temporary encroachments in the form of outdoor dining and retail uses, special events, and movable furnishings provided that a clear universally-accessible public route at least 2.0 m (6.6 ft.) wide, is maintained at all times;
- 4.5.6. Design and construction of the SRW area shall be subject to the Development Permit*, and inspected/approved by the City concurrently with and under the same terms (e.g., landscape Letter of Credit) as the development's other Development Permit* works;
- 4.5.7. Maintenance of the SRW area by the developer/owner;
- 4.5.8. No closure of the SRW area by the owner, in whole or in part, except in the case of emergencies and temporary closures pre-approved in writing by the City, or as otherwise determined to the City's satisfaction through an approved Development Permit* and specified in the SRW agreement; and
- 4.5.9. Permit and occupancy holds, including:
- a) "No development" shall be permitted on the subject development site, restricting Development Permit* issuance for any building on the subject development site, in

whole or in part, and no Building Permit* shall be issued for a building on the subject development site, in whole or in part, unless the Development Permit* and Building Permit* include the design of the SRW area, to the City's satisfaction; and

- b) "No occupancy" of the subject development site shall be permitted, in whole or in part, unless construction of the SRW area is complete to the satisfaction of the City, in compliance with the approved Development Permit*, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately and replace the sketch plan(s) with a survey plan(s), to the City's satisfaction.

- 5. Parking Strategy: The City's acceptance of the developer's offer to contribute voluntarily towards various transportation improvements and secure parking for various uses in compliance with Zoning Bylaw requirements (City Centre Parking Zone 1) and parking reductions permitted with respect to shared parking arrangements and the developer's provision of transportation demand management (TDM).
 - 5.1. Off-Site Improvements: Enter into a Servicing Agreement* (secured with a Letter of Credit) for the design and construction of off-site improvements beyond the frontage of the development site, at the developer's sole cost, as determined to the satisfaction of the Director of Transportation. Development Cost Charge (DCC) credits shall not apply. Works shall include improvements along the east and south sides of the City-owned lot at 7760 River Road, including:
 - 5.1.1. The extension of River Parkway, generally from Cambie Road to the south boundary of the subject development site; and
 - 5.1.2. Frontage improvements along the north side of Cambie Road, generally from River Parkway to River Road.
 - 5.2. Driveway Crossings: Registration of a restrictive covenant and/or alternative legal agreement on title requiring that vehicle access to the subject development site shall be limited to the following, as specified in a Development Permit* and Servicing Agreement*, to the satisfaction of the Director, Transportation:
 - 5.2.1. One driveway crossing along the south side of the proposed North Street, providing for full-turning movements; and
 - 5.2.2. One driveway at the south end of the subject development site's River Parkway frontage, providing for right-in/right-out movements only.
 - 5.3. Cross Access (Rod & Gun Club): Registration of a cross-access easement, statutory right-of-way (SRW), and/or other legal agreement(s) or measure(s) on title to the subject development site, as determined to the satisfaction of the Director, Development, Director, Transportation, Director, Real Estate Services and Director, Engineering, to provide for unrestricted vehicle and pedestrian access to/from 7760 River Road/7891 Cambie Road (Rod & Gun Club) via the subject development site for parking, loading, waste management, passenger drop-off/pick-up, and similar purposes. The required rights of access shall be effective upon redevelopment of 7760 River Road/7891 Cambie Road and/or closure of the lot's Cambie Road driveway crossing, as determined to the City's satisfaction. The specific location, configuration, and design of the easement area or SRW area and the related terms of the legal agreement shall be confirmed through the subject development site's Development Permit* and Servicing Agreement*, to the satisfaction of the City. In addition, the agreement shall provide for, but may not be limited to, the following:
 - 5.3.1. Shared use of a 7.5 m (24.6 ft.) wide driveway crossing, located at the south end of the subject development site's River Parkway frontage (as per the **Driveway Crossings** agreement), together with shared use of the subject development site's south driveway (one or both of which features may be widened through the future redevelopment of 7760 River Road/7891 Cambie Road and secured for shared use, as determined to the City's satisfaction);

- 5.3.2. Parking access/egress for 7760 River Road/7891 Cambie Road at the subject development site's first level of parking (which level is understood to be below the existing grade of 7760 River Road/7891 Cambie Road, such that the maximum elevation of any roof over the driveway will not exceed 5.5 m/18.0 ft. GSC);
 - 5.3.3. On-site loading and waste management facilities for 7760 River Road/7891 Cambie Road generally configured and aligned with those proposed for on the subject development site (such that both site have shared use of the driveway for vehicle manoeuvring, together with any required widening secured by the City though the future redevelopment of 7760 River Road/7891 Cambie Road);
 - 5.3.4. Temporary fences, walls, or similar features along the south side of the south driveway (for visual screening and/or security), which shall be removed by the developer/owner of 7760 River Road/7891 Cambie Road (at the cost of the developer/owner of 7760 River Road/7891 Cambie Road) to facilitate shared use of the south driveway and driveway crossing as contemplated in the agreement;
 - 5.3.5. Wayfinding and other signage on the subject development site, as required;
 - 5.3.6. Written notification of the shared driveway/cross access requirements through the disclosure statement to all initial purchasers, including notice in all purchase and sale agreements and the installation of signage in the initial sales centre;
 - 5.3.7. Permit and occupancy holds, including:
 - a) "No development" shall be permitted on the subject development site, restricting Development Permit* issuance for any building on the subject development site, in whole or in part, and no Building Permit* shall be issued for a building on the subject development site, in whole or in part, unless the developer has entered into a Servicing Agreement* for the design and construction of the south (shared) driveway crossing and, as applicable, the Development Permit* and Building Permit* include the design of the shared driveway and related spaces and uses on the subject development site, to the City's satisfaction; and
 - b) "No occupancy" of the subject development site shall be permitted, in whole or in part, unless construction of the shared driveway crossing, drive aisle, and related spaces and uses are complete to the satisfaction of the City, in compliance with the approved Development Permit* and Servicing Agreement*, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately and replace any sketch plan(s) with a survey plan(s), to the City's satisfaction.
- 5.4. Tandem Parking: Registration of a restrictive covenant and/or other legal agreement(s) on title to the lot, as determined to the satisfaction of the Director of Transportation, as follows:
- 5.4.1. Prohibit tandem parking (i.e. where one space is located behind another such that only one has direct access to a manoeuvring aisle or lane) for the purpose of satisfying the subject development's minimum approved Zoning Bylaw requirements, as determined through a Development Permit*;
 - 5.4.2. Permit tandem parking for parking spaces provided on the lot that are surplus to the development's minimum approved Zoning Bylaw requirements ("surplus tandem parking"), which surplus tandem parking spaces shall be:
 - a) Designated by the parking operator for valet-operated hotel guest parking only; and
 - b) Located and designed (e.g., signage and line painting, manoeuvring space, and related requirements) in accordance with an approved Development Permit*;
 - 5.4.3. Permit and occupancy holds, including:
 - a) "No development" shall be permitted on the subject development site, restricting Development Permit* issuance for a building on the lot, in whole or in part, unless the

Development Permit* does not include tandem parking spaces, except for valet-operated hotel guest parking spaces and related requirements (e.g., signage), as determined to the satisfaction of the Director, Transportation, and secured with a legal agreement registered on title to the lot including a location plan, number and type of spaces and related operational requirements;

- b) No Building Permit* shall be issued for a building on the lot, in whole or in part, unless the Permit does not include tandem parking spaces, except for valet-operated hotel guest parking spaces and related requirements (e.g., signage) provided in accordance with the Development Permit*, to the satisfaction of the Director, Transportation, and the architect submits a letter confirming that all City requirements are satisfied; and
- c) “No occupancy” shall be permitted for a building on the lot, in whole or in part, unless the building does not include tandem parking, except for valet-operated hotel guest parking spaces and related requirements (e.g., signage) completed in accordance with the Development Permit*, to the satisfaction of the Director, Transportation, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the valet-operated hotel guest parking facilities accurately, to the City’s satisfaction.

5.5. Commercial Parking: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to restrict the use of on-site parking, as determined to the satisfaction of the Director, Transportation. More specifically, Commercial Parking and Electric Vehicle (EV) Charging Facilities requirements for the subject development shall include, but may not be limited to, the following.

5.5.1. Commercial Parking shall:

- a) Mean any parking spaces needed to satisfy the subject development’s parking requirements for the use of the owner, businesses, employees, and tenants on the lot and the public, as determined through a Development Permit*;
- b) Not include surplus tandem parking secured with a legal agreement registered on title to the lot for valet-operated hotel guest parking (as per the Tandem Parking agreement); and
- c) Include a proportional number of handicapped parking spaces and small car parking spaces in compliance with the Zoning Bylaw or as otherwise determined to the satisfaction of the Director of Transportation;

5.5.2. Commercial Parking shall include:

- a) 50% Public Parking spaces, which spaces shall be:
 - i. designated by the parking operator for short-term parking (e.g., drop-off/pick-up or hourly) by the public;
 - ii. located primarily at the development’s first underground parking level; and
 - iii. available for use 365 days per year for a daily duration equal to or greater than the operating hours of transit services within 400 m (5 minute walk) of the lot, businesses located on the lot, or as otherwise determined by the Director of Transportation;
- b) 25% Assignable Parking spaces, which spaces may be designated, sold, leased, reserved, signed, or otherwise assigned by the owner or parking operator for the exclusive use of specific persons or businesses, on a fulltime or part-time basis (e.g., weekdays);
- c) 25% Pool Parking spaces, which spaces shall be designated by the parking operator on a first-come-first-served basis for registered employees working on the subject development site and registered carpools; and
- d) Electric Vehicle (EV) Charging Facilities subject to the Electric Vehicle (EV) Charging Facilities legal agreement, as determined to the satisfaction of the Director of Transportation;

5.5.3. Permit and occupancy holds, including:

- a) “No development” shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part, unless the Permit provides for the required Commercial (Public, Assignable and Pool) Parking and related features (e.g., signage), as determined to the satisfaction of the Director of Transportation, and the parking is secured with a legal agreement registered on title to the lot including a location plan, number and type of spaces and related operational requirements;
- b) No Building Permit* shall be issued for a building on the lot, in whole or in part, unless the Permit includes Commercial (Public, Assignable and Pool) Parking and related features (e.g., signage) provided in accordance with the Development Permit*, to the satisfaction of the Director of Transportation, and the architect submits a letter confirming that all City requirements are satisfied; and
- c) “No occupancy” shall be permitted for a building on the lot, in whole or in part, unless the building includes the completed Commercial (Public, Assignable and Pool) Parking and related features (e.g., signage) in accordance with the Development Permit*, to the satisfaction of the Director of Transportation, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately, to the City’s satisfaction.

5.6. Tenant Cycling Facilities: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to require that the developer/owner provides, installs, and maintains cycling facilities for the use of the development’s tenants, to the satisfaction of the Director, Transportation. More specifically, Tenant Cycling Facilities requirements for the subject development shall include, but may not be limited to, the following:

5.6.1. The developer/owner shall, at its sole cost, design, install, and maintain cycling facilities, clustered together at the development’s ground floor or first underground parking level, for the shared use of the development’s tenants, including:

- a) End-of-trip cycling facilities in the form of a handicapped-accessible suite of rooms designed to accommodate use by four (4) or more people (of the same or different genders) at one time, as determined to the City’s satisfaction through the Development Permit* review and approval process, including at least two (2) shower/change cubicles with doors, two (2) change cubicles with doors, two (2) toilet cubicles with doors, two (2) wash basins, and a common change room with a bench(s), grooming station (i.e. mirror, counter, and electrical outlets), and lockers;
- b) A bicycle maintenance/repair station comprising a foot-activated pump, repair stand with integrated tools, and a bike wash;
- c) “Class 1” bike storage spaces, which shall be provided at a minimum rate of 0.30 spaces for each 100.0 m² (1,076.4 ft²) of gross leasable floor area greater than 100.0 m² (1,076.4 ft²), as specified in the development’s site-specific zone (i.e. 110% of the standard Zoning Bylaw rate); and
- d) Electric Vehicle (EV) Charging Facilities subject to the Electric Vehicle (EV) Charging Facilities legal agreement, as determined to the satisfaction of the Director, Transportation;

5.6.2. Permit and occupancy holds, including:

- a) “No development” shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part, unless the Permit provides for the required Tenant Cycling Facilities and related features (e.g. signage), as determined to the satisfaction of the Director, Transportation, and the facilities are secured with a legal agreement registered on title to the lot including a location plan, number and type of facilities and related operational requirements;
- b) No Building Permit* shall be issued for a building on the lot, in whole or in part, unless the Permit includes the Tenant Cycling Facilities and related features (e.g., signage) provided in accordance with the Development Permit*, to the satisfaction of the Director,

Transportation, and the architect submits a letter confirming that all City requirements are satisfied; and

- c) “No occupancy” shall be permitted for a building on the lot, in whole or in part, unless the building includes the completed Tenant Cycling Facilities and related features (e.g., signage) in accordance with the Development Permit*, to the satisfaction of the Director, Transportation, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately, to the City’s satisfaction.

5.7. Transit Pass Program: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to secure the developer/owner’s commitment towards implementing a coordinated transit pass program, at the developer/owner’s sole cost, which program shall include, but may not be limited to, the following:

- 5.7.1. Employee Transit Pass Program for hotel, office, retail, restaurant, and other workers on the subject development site, which program shall have a value of at least \$100,000, based on the combined total value of the transit passes (i.e. excluding administration and related costs);
- 5.7.2. Permit and occupancy holds, including:
 - a) “No development” shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part, unless the developer submits a Letter of Credit (equal to the value of the program) to secure the developer/owner’s commitment to delivering the required program to the satisfaction of the Director, Transportation; and
 - b) “No occupancy” shall be permitted for a building on the lot, in whole or in part, unless the developer/owner submits a strategy for the coordinated delivery of the program and, as necessary, additional legal agreements are registered on title to the lot to facilitate the program’s delivery, as determined to the satisfaction of the Director, Transportation.

5.8. Hotel Shuttle Bus Facilities: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to require that the developer/owner provide for hotel shuttle bus facilities, to the satisfaction of the Director, Transportation. More specifically, Hotel Shuttle Bus Facilities requirements for the subject development shall include, but may not be limited to, the following:

- 5.8.1. Hotel Shuttle Bus Facilities, which shall be provided at the sole cost of the developer/owner, shall include the following unless otherwise determined to the satisfaction of the Director, Transportation through an approved Development Permit*:
 - a) A parking/loading space for hotel shuttle bus use, which shall be:
 - i. Located in the auto-court on the development’s ground floor;
 - ii. Arranged so as to accommodate a vehicle with a minimum capacity of 16 passengers and ensure the safe and convenient loading and unloading of passengers as required by the Zoning Bylaw and specified in a Development Permit* approved by the City;
 - iii. Equipped with Electric Vehicle (EV) Charging Facilities subject to the Electric Vehicle (EV) Charging Facilities legal agreement, as determined to the satisfaction of the Director, Transportation; and
 - iv. Co-located with a weather protected passenger waiting area providing convenient, safe, well-lit, universal access to the hotel’s ground floor public spaces (e.g. lobby);
 - b) A 16-passenger hotel shuttle bus (electric or hybrid vehicle) with a power wheelchair lift, which vehicle may be leased for the use of the shuttle operator, owned by the developer/owner, or owned by the shuttle operator;
 - c) A contract with a hotel shuttle bus operator for a 3-year term (commencing with the first date of hotel operations/guest services); and
 - d) Legal agreements registered on title to the lot to, among other things, require that in the event the Hotel Shuttle Bus Facilities are not used as intended, they shall be transferred to the City, at no cost to the City, and the City, at its sole discretion, without penalty or cost, shall determine how the Hotel Shuttle Bus Facilities shall be used going forward.

- 5.8.2. Permit and occupancy holds, including:
- a) “No development” shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part, unless:
 - i. The Permit provides for the required parking/loading space, weather protected passenger waiting area, and related features (e.g. signage), as determined to the satisfaction of the Director, Transportation, and the facilities are secured with a legal agreement registered on title to the lot including a location plan and related operational requirements; and
 - ii. The developer submits a Vehicle Letter of Credit to secure the developer/owner’s commitment to providing the hotel shuttle bus, the value of which shall be determined to the satisfaction of the Director, Development;
 - b) No Building Permit* shall be issued for a building on the lot, in whole or in part, unless the Permit includes the parking/loading space for hotel shuttle bus use, weather protected passenger waiting area, and related features (e.g., signage) in accordance with the Development Permit*, to the satisfaction of the Director, Transportation, and the architect submits a letter confirming that all City requirements are satisfied;
 - c) “No occupancy” shall be permitted for a building on the lot, in whole or in part, unless:
 - i. The building includes the completed parking/loading space for hotel shuttle bus use, weather protected passenger waiting area, and related features (e.g., signage) in accordance with the Development Permit*, to the satisfaction of the Director, Transportation;
 - ii. The developer submits an Operating Letter of Credit to secure the developer/owner’s commitment to entering into the required 3-year contract with a hotel shuttle operator, the value of which:
 - Shall be determined to the satisfaction of the Director, Development;
 - May be drawn down in three (3) parts at the end of the first, second, and third years of the 3-year term unless, upon the written request of the developer, the Director, Transportation is their sole discretion permits an earlier release of some of all of the Letter of Credit; and
 - iii. The architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately, to the City’s satisfaction.
 - d) “No occupancy” of hotel tenant improvements shall be permitted on the lot, in whole or in part, unless, as determined to the satisfaction of the Director, Transportation:
 - i. The developer has submitted proof of the operator’s contract;
 - ii. The developer has provided or provided for the operator’s use of the hotel shuttle bus in accordance with the requirements of this agreement;
 - iii. The architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately, to the City’s satisfaction.

5.9. Electric Vehicle (EV) Charging Facilities: Registration on title of a restrictive covenant and/or alternative legal agreement, to the satisfaction of the City, to secure EV charging facilities and related requirements for the hotel shuttle bus, commercial parking, and bicycles (including alternative mobility devices such as electric scooters), to the satisfaction of the Director, Transportation, Director, Sustainability and Director, Development. More specifically, Electric Vehicle (EV) Charging Facilities requirements for the subject development shall include, but may not be limited to, the following:

- 5.9.1. For the Hotel Shuttle Bus Facilities (subject to the Hotel Shuttle Bus Facilities legal agreement and Zoning Bylaw requirements), the shuttle bus parking/loading space located in the auto-court on the development’s ground floor shall be equipped with an energized EV Charger (on a dedicated circuit) capable of providing Level 2 charging or higher as needed to meet the needs of the required 16-passenger hotel shuttle bus (electric or hybrid vehicle) and its anticipated operations (e.g., airport drop-off/pick-up);

- 5.9.2. For the Commercial Parking spaces (subject to the Commercial Parking legal agreement and Zoning Bylaw requirements):
 - a) At least 20% of Commercial Parking spaces shall be EV-equipped parking spaces (i.e. with energized EV infrastructure capable of providing Level 2 charging or higher);
 - b) The building design shall support the future installation (by the owner or others) of a smart load sharing system capable of delivering at least 12 kWh of charging to every car parked in an EV-equipped Commercial Parking space within an 8 hour period when every EV-equipped Commercial Parking space is occupied by a charging car (e.g. 4-way load share of a 40A 208-240V circuit); and
 - c) Upon first occupancy of the building, in whole or in part (i.e. prior to the installation of a smart loading sharing system):
 - i. At least one-quarter of EV-equipped Commercial Parking spaces (i.e. 5% of Commercial Parking spaces) shall be equipped with an outlet box with a receptacle capable of charging electric vehicles (i.e. one for each 40A 208-240V circuit); and
 - ii. The remaining EV-equipped Commercial Parking spaces shall be equipped with an outlet box containing capped energized wired covered with a cover plate.
- 5.9.3. For “Class 1” bicycle storage subject to the Tenant Cycling Facilities legal agreement, 100% of storage spaces shall be equipped with an energized outlet (120V) capable of providing charging to a bicycle (including alternative mobility devices such as electric scooter) in the storage space, including all wiring, electrical equipment, and related features necessary to supply the required electricity for the operation of such a receptacle.
- 5.9.4. Permit and occupancy holds, including:
 - a) “No development” shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part, unless the Permit provides for the required Electric Vehicle (EV) Charging Facilities and related features (e.g. signage), as determined to the satisfaction of the Director of Transportation, and the facilities are secured with a legal agreement registered on title to the lot including a location plan, number and type of facilities and related operational requirements;
 - b) No Building Permit* shall be issued for a building on the lot, in whole or in part, unless the Permit includes the Electric Vehicle (EV) Charging Facilities and related features (e.g., signage) provided in accordance with the Development Permit*, to the satisfaction of the Director of Transportation, and the architect submits a letter confirming that all City requirements are satisfied; and
 - c) “No occupancy” shall be permitted for a building on the lot, in whole or in part, unless the building includes the completed Electric Vehicle (EV) Charging Facilities and related features (e.g., signage) in accordance with the Development Permit*, to the satisfaction of the Director of Transportation, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, the legal agreement is modified or replaced to locate the required facilities accurately, to the City’s satisfaction.
- 6. Shared Loading: Registration on title of a restrictive covenant or alternative legal agreement, to the satisfaction of the City, specifying the amount, distribution, operation, and shared use of loading facilities, including those required for waste pick-up, as set out in the rezoning and Development Permit*, to the satisfaction of the Director, Transportation. This shall include, but will not be limited to, shared use of the development’s loading and waste management facilities by the owner(s), occupants, tenants, and operator(s) of hotel, office, retail, restaurant, and other uses on the lot. (All on-street waste management operations shall be prohibited.) Specifics of the loading requirements shall include, but shall not be limited to:
 - 6.1. The owner’s construction and maintenance of five (5) loading spaces (as per Zoning Bylaw requirements), including at least:
 - 6.1.1. Three (3) medium-size loading spaces inside the building for loading and unloading of goods and materials;

- 6.1.2. One (1) enhanced medium-size loading space (e.g., with greater clear height and width) inside the building for exclusive use for waste vehicle pick-up and related waste management activities, which loading space shall be arranged to ensure safe and convenient waste management operations as specified in a Development Permit* approved by the City; and
- 6.1.3. One (1) shuttle bus loading space within the outdoor auto-court (near the northeast corner of the lot), which auto-court shall, as specified in a Development Permit* approved by the City:
 - a) Be reserved for exclusive use for passenger pick-up, drop-off and related activities (e.g., taxis, ride share, HandiDart, airport shuttles, and other passenger vehicles); and
 - b) Include a designated shuttle bus loading space that is:
 - i. Marked with signage indicating that the space is for exclusive shuttle bus use;
 - ii. Designed/constructed to accommodate a vehicle with a minimum capacity of 16 passengers and equipped with a power wheelchair lift; and
 - iii. Arranged to ensure safe and convenient passenger operations;
- 6.2. Shared use of the exclusive waste vehicle pick-up space by all on-site uses;
- 6.3. Shared use of the three (3) goods and materials loading spaces as determined to the satisfaction of the Director, Transportation through an approved Development Permit*;
- 6.4. Permit and occupancy holds, including:
 - 6.4.1. “No development” shall be permitted on the lot, restricting Development Permit* issuance for a building on the lot, in whole or in part, unless the Development Permit* includes the shared loading facilities and related features (e.g., signage), to the satisfaction of the Director, Transportation; and
 - 6.4.2. “No occupancy” shall be permitted for a building on the lot, in whole or in part, unless the shared loading facilities and related features (e.g., signage) are completed in accordance with the Development Permit*, to the satisfaction of the Director, Transportation, the architect submits a letter confirming that all City requirements are satisfied, and, as applicable, legal agreements are modified or replaced to the City’s satisfaction.
7. BC Energy Step Code: Registration of a restrictive covenant and/or alternative legal agreement(s) on title to the lot and/or provide other assurances satisfactory to the City, in its sole discretion, securing the developer's commitment to design and construct the subject development in compliance with Provincial Step Code requirements, as determined to the satisfaction of the Director, Sustainability, Director, Development, and Director, Building Approvals, which requirements shall be at least:
 - 7.1. For office: Step 2; and
 - 7.2. For hotel: Step 3 or, if applicable, Step 2 if the developer, at the developer’s sole cost, provides a low carbon energy plant on-site and transfers ownership of the plant to the City.

NOTE: The developer has submitted a written statement from a registered professional confirming that the proposed design of the subject development takes into consideration the applicable BC Energy Step Code performance targets (REDMS #6756876).
8. District Energy Utility (DEU): Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - 8.1. No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.

- 8.2. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - 8.2.1. The owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - 8.2.2. The owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City.
- 8.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- 8.4. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - 8.4.1. The building is connected to the DEU;
 - 8.4.2. The owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - 8.4.3. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 8.5. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - 8.5.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 8.5.2. The building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC). The energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - 8.5.3. The owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - 8.5.4. Prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - 8.5.5. Prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.

- 8.6. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
- 8.6.1. The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - 8.6.2. The owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).
9. **Flood Construction:** Registration of a flood indemnity covenant on title to the subject development site, as per Flood Plain Designation and Protection Bylaw, Area "A" (i.e. minimum flood construction level of 2.9 m GSC).
10. **Aircraft Noise:** Registration of an aircraft noise indemnity covenant on title to the subject development site, as applicable to properties located within OCP Aircraft Noise Sensitive Development Map "Area 1A" (i.e. new aircraft noise sensitive land use prohibited). **View and Other Development Impacts:** Registration of a legal agreement on title to the subject development site, to the satisfaction of the City, stipulating that the development may be subject to potential impacts from surrounding future development (e.g., loss of views, shading, overlook, noise, and increased nighttime light) and the developer shall advise initial purchasers of these potential for these impacts.
12. **Hotel Use:** Registration on title of a restrictive covenant and/or alternative legal agreement on title to the subject development site, to the satisfaction of the City, to require that:
- 12.1. In compliance with the Zoning Bylaw and City Centre Area Plan, hotel shall mean a commercial development providing guest rooms for temporary sleeping accommodation (i.e. not as a dwelling or other residential use);
 - 12.2. Guest room shall mean a habitable room wherein accommodation is offered for rent, or rented, to persons on a temporary basis and that does not contain cooking or food preparation facilities, but may include a microwave, coffee maker, tea kettle (or other similar small domestic appliances, as are customary in similar quality hotel properties, used primarily for heating pre-prepared food), a compact refrigerator with a maximum capacity of 0.14 m³ (5 ft³), and a single bowl bar-size sink installed within a counter space having a maximum width of 1.5 m (5 ft.) and a maximum depth of 0.6 m (2 ft.);
 - 12.3. Hotel guest length of stay shall be limited to a maximum of six months per year; and
 - 12.4. Subdivision of individual hotel guest rooms or suites by way of stratification or air space parcel shall be prohibited.
13. **Village Centre Bonus (VCB):** The City's acceptance of the developer's voluntary cash contribution in lieu of constructing City-owned community amenity space on the subject site (as indicated in the table below), which funds shall be applied to the construction of City Centre child care and/or other use(s) that provide a community amenity, as provided for under the development's site-specific ZC49 zone, to the satisfaction of the City.

	Maximum Permitted VCB Bonus Floor Area (1)	5% of VCB Bonus Floor Area (Transferred Area of VCB Community Amenity Space)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Contribution
TOTAL	6,695.0 m ² (72,064.4 ft ²)	334.8 m ² (3,603.2 ft ²)	\$809.00/ft ² (2)	\$2,914,988.80 (2)

(1) Equal to 1.0 FAR, based on the site area for density calculation purposes specified in the ZC49 zone.
 (2) As specified in the site-specific ZC49 zone, the owner shall pay a sum to the City based on 5% of the VCB density bonus floor area multiplied by \$809 per square foot of density bonus floor area, if the payment is made within one year of third reading of the zoning amendment bylaw, or thereafter multiplied by the Council-approved "equivalent to construction value" community amenity contribution rate in effect at the time of final reading of the zoning amendment bylaw, whichever is greater.

14. **Public Art:** The City’s acceptance of the developer’s voluntary cash-in-lieu contribution towards public art (including 15% to Public Art Provision Account #7500-10-000-90337-0000 and 85% to Account #7600-80-000-90173), as indicated in the table below.

	Site Area for Density Purposes (ZC49)	Maximum FAR	Maximum Permitted Floor Area	Commercial Contribution Rate	Minimum Voluntary Developer Contribution
TOTAL	6,695.0 m ² (72,064.4 ft ²)	3.23 FAR	21,624.9 m ² (232,768.0 ft ²)	\$0.49/ft ² (1)	\$114,056.32 (1)

(1) In the event the developer contribution is not provided (cash and/or Letter of Credit, as applicable) within one year of the Rezoning Bylaw receiving third reading of Council (Public Hearing), the contribution rate shall be changed to the Council-approved rate in effect at the time the contribution is provided and the value of the contribution shall be changed accordingly, where the change is positive.

15. **CCAP Community Planning:** The City’s acceptance of the developer’s voluntary contribution to future City community planning studies (as set out in the City Centre Area Plan), as indicated in the table below.

	Site Area for Density Purposes (ZC49)	Maximum FAR	Maximum Permitted Floor Area	CCAP Contribution Rate	Minimum Voluntary Developer Contribution
TOTAL	6,695.0 m ² (72,064.4 ft ²)	3.23 FAR	21,624.9 m ² (232,768.0 ft ²)	\$0.31/ft ² (1)	\$72,158.08 (1)

(1) In the event the developer contribution is not provided (cash) within one year of the Rezoning Bylaw receiving third reading of Council (Public Hearing), the contribution rate shall be changed to the Council-approved rate in effect at the time the contribution is provided and the value of the contribution shall be changed accordingly, where the change is positive.

16. **Tree Removal, Replacement, and Protection:** The City’s acceptance of the developer’s proposed tree removal, replacement, and protection measures with respect to existing bylaw-size trees on and around the subject development site, to the satisfaction of the City.

	Existing Bylaw-Size Trees	Location	Recommendation	Replacement Trees		Cash-in-Lieu Compensation
				No.	Security	
1.	Off-site (1 tree)	River Road frontage of 7760 River Road (within proposed dike footprint)	Remove & cash-in-lieu compensation	N/A	N/A	\$1,500
2.	On-site (2 trees)	7820 & 7840 River Road (within proposed building footprint)	Remove & replace on-site	4	\$3,000	N/A
3.	7760 River Road (1 tree)	Shore Pine adjacent to existing Rod & Gun Club building	Retain & protect	N/A	\$10,000	N/A

- 16.1. **Tree Removal Compensation:** The City’s acceptance of the developer’s voluntary contribution of \$1,500 to the Tree Compensation Fund (Acct# 2336-10-000-00000-0000) with respect to the proposed removal of one tree along the River Road frontage of 7760 River Road, within the proposed dike footprint (based on a 2:1 replacement ratio and the City bylaw rate of \$750 per replacement tree). (REDMS #6758630)

- 16.2. **Tree Replacement Security:** Submission of Landscape Security (Letter of Credit) of \$3,000, together with a security agreement, to secure the developer’s planting and maintenance of four replacement trees on the subject development site with respect to the proposed removal of two trees at 7820 and 7840 River Road, within the proposed building footprint (based on a 2:1 replacement ratio and the City bylaw rate of \$750 per replacement tree). The replacement trees shall be included in the subject development’s Development Permit* and must comply with the minimum sizes set out in Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees (i.e. 6 cm caliper or 3.5 m tall). The subject Tree Replacement Security shall be applied towards the development’s future Development Permit* landscape security.

- 16.3. **Tree Retention:** The developer shall, at the developer’s sole cost, to take steps to retain the existing shore pine located on 7760 River Road, adjacent to the City-owned Rod and Gun Club building (which may be impacted by required restoration and replacement of on-site landscape improvements (e.g., regrading of the parking lot), which may include, but may not be limited to:

- 16.3.1. Submission of Tree Survival Security (Letter of Credit) of \$10,000, together with a security agreement, to secure the developer’s protection and, as applicable, replacement, of the subject tree to the satisfaction of the City;

- 16.3.2. Submission of a contract entered into between the developer and a certified arborist for supervision of any work conducted within the tree protection zone of the tree to be retained, which contract shall include the proposed number of site monitoring inspections and submission of a post-construction assessment report to the City for review;
- 16.3.3. Installation of tree protection fencing prior to the start of construction activities (including demolition), as determined to the satisfaction of the City; and
- 16.3.4. If through the Development Permit* or Servicing Agreement* processes it is determined that the tree is in conflict with required road improvements and cannot be retained, the developer shall provide replacement trees or a cash-in-lieu contribution to the Tree Compensation Fund, as determined to the satisfaction of the Director, Parks Services and Director of Development.

17. Dike, Road, Utility & Interim Park Construction (Rod & Gun Club): The City's acceptance of the developer's voluntary contribution towards road, dike, park, engineering, and vehicle access improvements with respect to 7760 River Road/7891 Cambie Road, together with associated changes/upgrades to existing site grading, access, landscape, and related features, including all necessary government approvals, as determined to the satisfaction of Director, Development, Director, Engineering, Director, Transportation, Director, Parks Services, Director, Real Estate Services, and General Manager, Law and Legislative Services.

With respect to dike improvements along the west frontage of 7760 River Road/7891 Cambie Road, the development's proposed site-specific zone (ZC49) includes a density bonus for the purpose of compensating the developer, in whole or in part, for the proposed dike upgrades and related works, which works are outside the frontage of the development site and are understood to be beyond what would otherwise be required of the developer, save and except for the developer's voluntary contribution. The ZC49 density bonus is based on a total estimated value for the dike works, which assumes a unit cost of \$25,425 per linear metre and a length of 65 m. In the event that the actual cost to the developer exceeds the assumed cost of the works, the developer shall not be eligible for any additional bonus density and the City shall not be obligated to provide any other form of compensation.

Prior to adoption of the zoning bylaw, a restrictive covenant and/or other legal agreement(s) shall be registered on title to the subject development site for the purpose of securing the developer's commitment to designing and constructing the required works, to the City's satisfaction. This shall include, but may not be limited to, the developer entering into a Servicing Agreement*, secured with a Letter of Credit, for the design and construction of road, dike, park, and engineering improvements around the perimeter of 7760 River Road, at the developer's sole cost, to the satisfaction of the City. The required Servicing Agreement* works shall include, but may not be limited to, the following:

- 17.1. The extension of River Parkway across the east frontage of 7760 River Road, including a new shared driveway crossing at the south side of the developer's development site;
- 17.2. Frontage improvements across the Cambie Road frontage of 7760 River Road/7891 Cambie Road;
- 17.3. Dike upgrades across the west side of 7760 River Road/7891 Cambie Road, including all related utility relocations and temporary park improvements;
- 17.4. Restoration and replacement of existing landscape improvements on 7760 River Road/7891 Cambie Road, as needed to accommodate the required dike, park, road, and engineering works around the lot's perimeter, which shall include, but may not be limited to, re-grading of the lot's existing parking lot and relocating the lot's existing driveway from River Road to Cambie Road; and
- 17.5. Environmental impact mitigation and compensation measures, as required.

NOTE: At the sole discretion of the City, the City may require that the developer submits a cash-in-lieu contribution to the City, based on the approved Servicing Agreement*, for the City's construction of some or all of the required works

18. Dike Upgrade Coordination Agreement: Registration of a restrictive covenant, statutory right-of-way (SRW), and/or other legal agreement(s) or measure(s) on title, as determined to the satisfaction of the Director, Development, Director, Engineering, and General Manager, Law and Legislative Services, for the purpose of, among other things:
- 18.1. Granting the City rights to access the subject development site with respect to the design, construction, maintenance and operation of the dike, River Road and related features and improvements (e.g., City utilities, water access facilities and waterborne structures/uses), including, but not limited to raising the crest of the dike from 4.7 m to 5.5 m GSC (15.4 ft. to 18.0 ft. GSC); and
 - 18.2. Specifying the responsibilities of the owner of the subject development site with respect to future dike, road and related upgrades along the west and north frontages of the subject development site, which may include, but may not be limited to, requirements that the owner, at the owner's cost, modifies on-site buildings, structures, landscaping or other features to coordinate with City upgrades to fronting dike, road and related improvements, to the satisfaction of the City.
19. Servicing Agreement: Enter into a Servicing Agreement* for the design and construction, at the developer's sole cost, of the:
- extension of River Parkway along the east frontage of the subject development site and 7760 River Road/7891 Cambie Road;
(NOTE: The detailed design of the geometry and traffic control devices at the Cambie Road / River Parkway intersection and Cambie Road, west of No. 3 Road, will be reviewed in detail through design development of the interim and ultimate functional road designs.)
 - construction of a new street across the site's north frontage (North Street);
 - upgrades across the Cambie Road frontage of 7760 River Road/7891 Cambie Road;
 - dike and park upgrades between Cambie Road and the new North Street;
 - restoration and replacement of landscape improvements on 7760 River Road/7891 Cambie Road;
 - restoration and replacement of landscape improvements at Skyline Marina;
 - utility upgrades;
 - environmental impact mitigation and compensation measures; and
 - various other Engineering, Transportations, and Parks improvements, to the satisfaction of the City.

Prior to rezoning adoption, all Servicing Agreement* (SA*) works shall be secured with a Letter of Credit, the value and terms of which security shall be as determined to the satisfaction of the City. Prior to first occupancy of the building, in whole or in part, all SA* works shall be complete, unless otherwise determined at the sole discretion of the City.

Development Cost Charge (DCC) may apply.

Servicing Agreement* works shall include, but may not be limited to, requirements set out in:

- 19.1. **Schedule C**: Engineering - Servicing Agreement* Requirements;
- 19.2. **Schedule D**: Transportation - Servicing Agreement* Requirements; and
- 19.3. **Schedule E**: Parks - Servicing Agreement* Requirements.

Servicing Agreement* works shall be subject to reviews and approvals, as applicable, by Ministry of Transportation and Infrastructure (MOTI), the Provincial diking authority, private utilities, and other agencies, which reviews and approvals may necessitate additional legal agreement registration, security, and/or permitting processes and related requirements.

20. Development Permit (DP)* & ESA DP*: The submission and processing of a DP* application and concurrent Environmentally Sensitive Area (ESA) DP* application must be completed to a level deemed acceptable by the Director, Development. (Dike and related improvements, including road works, landscape and utilities, shall not be subject to an ESA DP.)

NOTE: With respect to the ESA DP*, environmental mitigation and compensation measures shall be based on an environmental report prepared by a Qualified Environmental Professional (QEP), to the satisfaction of the City. Measures may include, but may not be limited to, a detailed ESA compensation strategy, generally as set out in the “Preliminary ESA Compensation Strategy” (**Schedule F**), registration of a legal agreement(s) on title, specific construction, planting, and/or maintenance measures, and security (e.g., Letter of Credit), as determined to the satisfaction of the Director, Development.

21. Other Rights-of-Ways, Indemnifications, Releases & Agreements: As determined to the sole satisfaction of the City via the Servicing Agreement*, Development Permit*, and/or Building Permit* processes.
22. Public Hearing: Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City’s Consolidated Fees Bylaw No 8636, as amended.

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

1. Rezoning Requirements: Submission of a signed/sealed letter (including an itemized list) from the project architect confirming that the Development Permit* building and landscape designs comply with the terms of the subject development’s Rezoning Considerations (RZ 17-788900) and related required legal and Servicing Agreement* requirements.
2. Transport Canada Building Height: Submission of a signed/sealed letter from a surveyor assuring that the proposed building height complies with all applicable Airport Zoning Regulations.
3. Aircraft Noise & Canada Line: Submission of a report, prepared by an appropriate registered professional(s), including acoustical and related information and recommendations, as applicable, demonstrating that the interior noise levels, noise mitigation standards, and other features comply with the City’s Official Community Plan, Noise Bylaw, and requirements of the subject development site’s aircraft noise indemnity covenant and Canada Line legal agreement.
4. BC Energy Step Code Compliance: Review and approval, to the satisfaction of the Director of Sustainability.
5. Richmond Fire Rescue RFR): Review and approval, which may include, but may not be limited to:
 - Addressing (e.g., visible from the street, contrasting colours);
 - Fire hydrant measurements (e.g., principle entrance, RFD connection);
 - Fire panel (e.g., operation sequence, stages, elevator operation);
 - RFR connection (e.g., inter-connected, connections at accessible rooftops and other outdoor spaces);
 - Fire ratings (e.g., podium);
 - RFR access route measurements (e.g., widths, lengths, dead ends);
 - Smoke control measures (e.g., vestibules, stairwells, kitchens);
 - Tank permits (e.g., emergency generator);
 - Emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights);
 - Designated firefighter elevator;
 - Firefighter voice communication;
 - Fire extinguisher installation areas (e.g., measurements); and
 - Alarm-activated front door release.

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

1. Transport Canada Building Height: Submission of a signed/sealed letter from a surveyor assuring that the proposed building height complies with all applicable Airport Zoning Regulations.
2. Permit Requirements: Submission of a signed/sealed letter (including an itemized list) from the project architect confirming that the Building Permit* plans comply with the development’s Rezoning Considerations (RZ 17-

788900), Development Permit* Considerations, and related legal and Servicing Agreement* requirements, as applicable, to the satisfaction of the City.

3. Construction Traffic: Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. 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.
4. Accessibility: Incorporation of accessibility measures in the Building Permit* plans as determined via the rezoning and/or Development Permit* processes.
5. Construction Hoarding: Obtain a Building Permit* 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 Department at 604-276-4285.

NOTE:

* The asterisk (*) indicates that a separate application is required.

- 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.

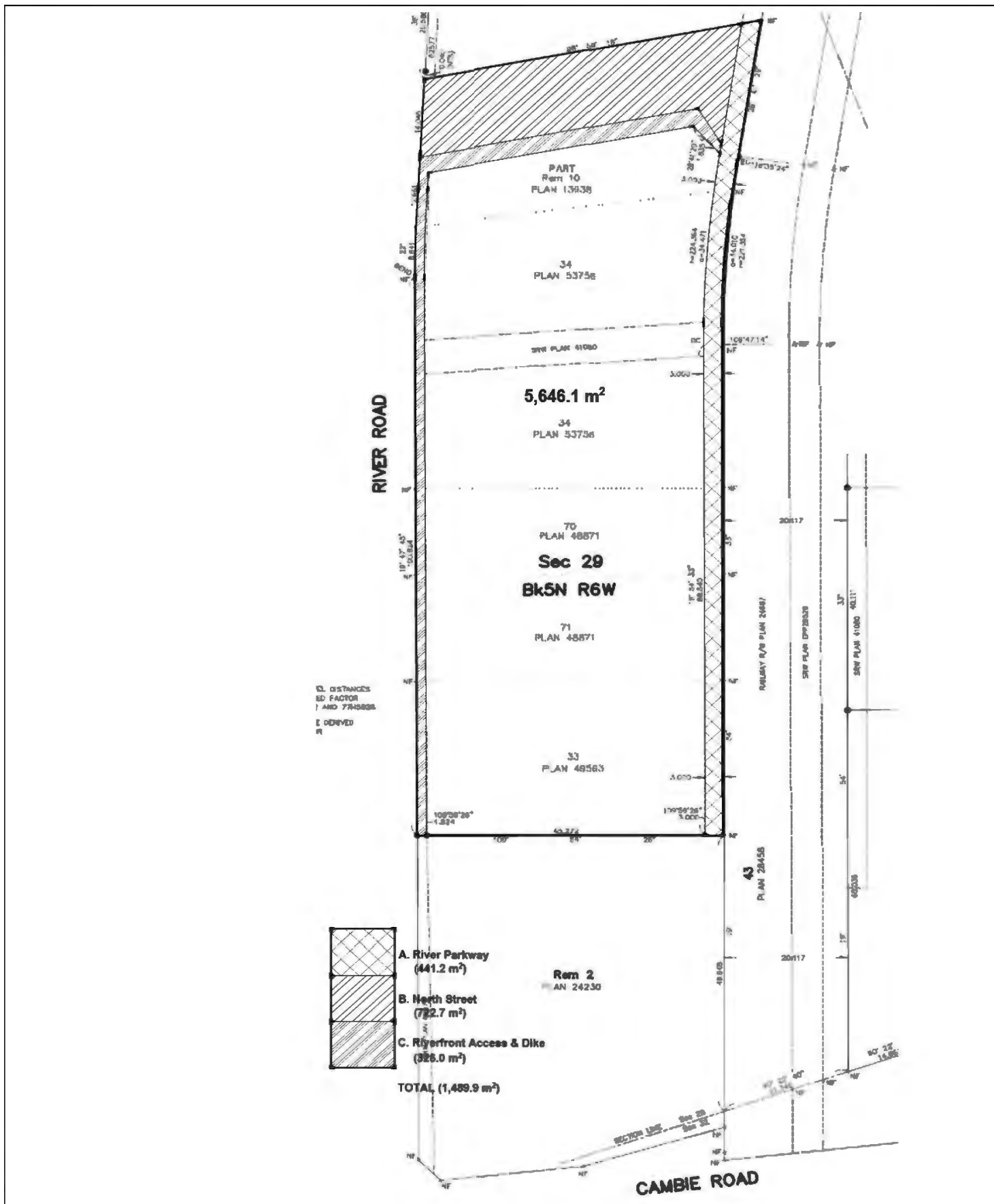
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director 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 contain 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.

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Signed

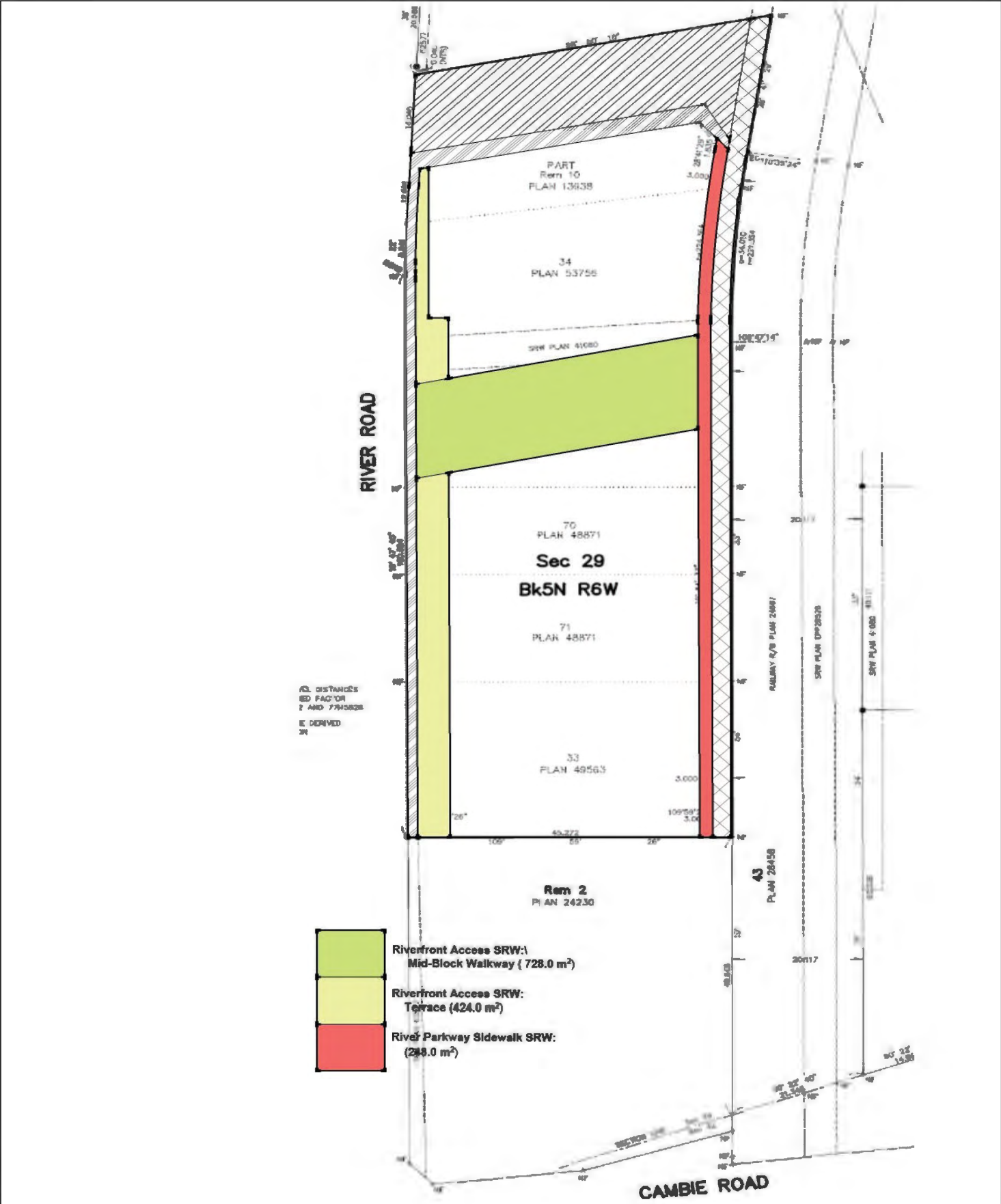
Date



PLN - 58

Initial: _____

Schedule B
 Preliminary Statutory Rights-of-Way (SRW) Plan



Initial: _____

PLN - 59

RZ 17-788900
ENGINEERING
Servicing Agreement* Requirements

A servicing agreement is required to design and construct the following works.

Prior to rezoning adoption, all Servicing Agreement* (SA*) works shall be secured with a Letter of Credit, the value and terms of which security shall be as determined to the satisfaction of the City. Prior to first occupancy of the building, in whole or in part, all SA* works shall be complete, unless otherwise determined at the sole discretion of the City.

Development Cost Charge (DCC) credits may apply.

1. Water Works:

- a. Using the OCP Model with the watermain upgrades identified below, there will be 454.0 L/s of water available at a 20 psi residual at the River Road frontage, 464.0 L/s of water available at a 20 psi residual at the new east-west road frontage, 508.0 L/s of water available at a 20 psi residual at the Cambie Road frontage, and 471.0 L/s of water available at a 20 psi residual at the River Parkway frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. At Developer's cost, the Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - ii. Install approximately 65 m of new 300 mm watermain in the new east-west road, tying into the existing watermain on River Road and River Parkway.
 - iii. Install approximately 230 m of new 300 mm water main in River Parkway from the north property line of the development site to tie into the existing watermain on Cambie Road.
 - iv. Remove approximately 250 m of existing AC watermain on River Road located within the footprint of the proposed dike upgrades.
 - v. Replace the existing AC watermain located north of the proposed dike raising to the extent of the proposed transition works or as required based on the anticipated settlement impact, whichever is greater. Extent and alignment of the watermain replacement shall be as required to minimize impact to the dike, prevent damage to the existing AC watermain, and prevent excessive cover over the water main, as determined as part of the dike design review. The new watermain shall be outside of the dike core.
 - vi. Identify any existing connections to 7851 River Road and ensure that the site continues to be serviced after the proposed watermain removal.
 - vii. Reconfigure and relocate the water connection and meter for 7760 River Road such that it ties into the proposed watermain on River Parkway. This includes any onsite plumbing works as required.
 - viii. Review hydrant spacing on all existing and new road frontages and provide fire hydrants as required to meet City spacing requirements for commercial land use. Fire department approval is required for all fire hydrant installations, removals, and relocations.
 - ix. Install one new water service connection. Meter to be located onsite (i.e. within the mechanical room).
- c. At Developer's cost, the City is to:
 - i. Cut, cap, and remove all existing water service connections to the development site.
 - ii. Re-connect all existing water service connections to the proposed water main.
 - iii. Complete all tie-ins for the proposed works to existing City infrastructure.

2. Storm Sewer Works:

- a. At Developer's cost, the Developer is required to:
 - i. Perform a capacity analysis to size the proposed drainage infrastructure in the new east-west road and River Parkway. The analysis shall consider both the existing land use condition and the 2041

OCP build-out condition, and include runoff from the future roads proposed in the OCP. Storm sewers shall be interconnected where possible.

- i. Install approximately 70 m of new storm sewer in the new east-west road, sized through the required capacity analysis. The new storm sewer shall tie-in to the existing storm sewer in River Road and to the proposed storm sewer in River Parkway.
 - ii. Install approximately 215 m of new storm sewer in River Parkway, sized through the required capacity analysis. The new storm sewer shall tie-in to the existing box culvert in Cambie Road.
 - iii. Remove the existing storm sewer in River Road to the extent of the proposed dike raising.
 - iv. Identify any existing connections to 7851 River Road through survey and video inspection and ensure that the site continues to be serviced after the proposed storm sewer removal.
 - v. Install one new storm service connection off of the proposed storm sewer in River Parkway, complete with inspection chamber, for the proposed development.
 - vi. Reconfigure and relocate the storm service connection and inspection chamber for 7760 River Road such that it ties into the proposed storm sewer on River Parkway. This includes any onsite plumbing works as required.
 - vii. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.
- b. At Developer's cost, the City is to:
- i. Cut and cap all existing storm service connections and remove inspection chambers.
 - ii. Complete all tie-ins for the proposed works to existing City infrastructure, including re-connections of existing services to the new mains.

3. Sanitary Sewer Works:

- a. At Developer's cost, the Developer is required to:
- i. Install a new 200 mm sanitary sewer in River Parkway along the development frontage, and reconnect to the existing sanitary sewers to the north, south, and mid-block.
 - ii. Remove the existing sanitary sewers located within the onsite right-of-ways. The new sanitary sewer in River Parkway shall be operational and the existing sanitary sewers located within the onsite right-of-ways shall be removed prior to the start of any site preparation, including preload, soil densification, and excavation.
 - iii. Install one new sanitary service connection, complete with inspection chamber, for the proposed development.
- b. At Developer's cost, the City is to:
- i. Cut and cap all existing service connections to the development site, and remove inspection chambers.
 - iii. Complete all tie-ins for the proposed works to existing City infrastructure including re-connections of existing services to the new mains.

4. Dike Improvements:

- a. At the Developer's cost, the Developer is required to construct approximately 200 m of dike upgrades, from the north property line of the proposed development to the south property line of 7760 River Road. The dike shall be a standard "superdike" trapezoidal configuration with a minimum crest elevation of 4.7 m geodetic. The dike shall include a sloped transition back to existing grade at the north side of the dike upgrades and a retaining structure at the south end of the dike upgrades (i.e. at Cambie Road). The Developer is required to obtain the necessary permits, including, but not limited to permits with FLNRORD, DFO and IOD, as required to construct the dike upgrades.
- b. The design of the dike shall be conducted to assume that the City will secure, in advance of dike construction, the right to enter on, break up, alter, take or enter into possession of and use a portion of 7851 River Road. The Servicing Agreement and other covenants registered in favour of the City will provide that the City may at its option and in its sole discretion require the developer to provide a cash contribution to the City in lieu of constructing the required dike upgrades, based on a cost estimate acceptable to the City which shall be the greater of the amount of \$5,085,000 or the estimated cost of all required dike improvements based on an approved Servicing Agreement design, as determined to the City's satisfaction.

- c. The Developer is required to satisfy the following in terms of dike design and construction:
- i. General Design Requirements
 - a) The dike design shall be done by a Professional Geotechnical Engineer.
 - b) The elevation of the dike crest shall be raised to minimum 4.7 m geodetic, and shall be designed to accommodate a future elevation of 5.5 m. On the waterside of the dike, the slope shall be a maximum of 2:1. On the landside of the dike, the slope shall be a maximum of 3:1.
 - c) To satisfy the requirements of a "superdike", as much of the site as possible is required to be raised to a minimum elevation of 4.7 m geodetic. This includes the new east-west road and surrounding improvements.
 - d) All dike construction, including materials, shall be in conformance with the current version of City standard drawing MB-98 and MB-99, Dike Design and Construction Guide – Best Management Practices for British Columbia, and Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment.
 - e) The design and construction of the dike shall be done to the satisfaction of the General Manager, Engineering and Public Works, the Provincial Inspector of Dikes, and any other relevant dike approving authorities.
 - ii. Maintenance Access
 - a) The dike crest running surface shall be minimum 5.0 m wide (paved, grass, or clean, well-graded 19 mm minus sand and gravel are suitable), with unobstructed access to the waterside dike slope clear of benches, lighting, and other park amenities; such amenities shall be located beyond the crest width to allow full access to the rip rap for future dike maintenance.
 - b) The actual width of the dike crest is to be determined through the road functional plan and the servicing agreement design. The dike shall be designed such that service vehicles and maintenance equipment can access the entire length of the dike. The slope of the maintenance access shall be at a maximum grade of 10% and based on the Transportation Associate of Canada's standard SU turning templates and approved by the City's Transportation department.
 - iii. Tie-in to Existing
 - a) Verify the condition of the existing riprap and toe of the dike. Based on the actual condition, the Geotechnical Engineer shall confirm whether the existing riprap and toe is adequate to support the proposed dike raising, or whether improvements are required to the existing riprap and toe.
 - b) The dike along the frontage of the development site shall be tied in to the adjacent dikes to the north and south at a maximum slope of 3:1. Developer to be responsible to locate the dike to the north and south/east and west for a smooth transition.
 - c) Ensure a smooth transition to the Cambie Road Drainage Pump Station and the improvements surrounding it. The transition shall allow for maintenance vehicle access onto and off of the dike crest.
 - d) Ensure vehicle access is maintained to the Skyline Marina parking lot to pre-existing condition or better.
 - iv. Existing TELUS Infrastructure
 - a) The design shall accommodate for the existing Telus conduits crossing through the dike just north of Cambie Road. Where feasible, manholes, conduits, and other structures shall be moved out of the dike core.
 - v. Dike Right-of-Way and Dedication
 - a) The developer shall provide a 1.5 m-wide right-of-way along the entire River Road frontage of the development for the purpose of maintenance, public access, and future dike construction. The right-of-way details shall be finalized during the servicing agreement design process.
 - b) The developer shall provide a 3.0m wide portion of dedicated land along the entire north property line of the proposed development for the purpose of maintenance, public access and future dike construction. The dedicated land details shall be finalized during the servicing agreement design process.
 - vi. Seismic Design Requirements
 - a) Refer to the provincial Seismic Design Guidelines for Dikes 2nd Edition or superseding guidelines.

- b) 100-year earthquake: The dike must meet provincial requirements for horizontal and vertical settlement.
 - c) 475-year earthquake: The post-seismic dike crest elevation must be a minimum of 4.55 m geodetic (the final dike crest elevation should not be less than the design elevation minus the maximum allowable settlement of 0.15 m specified in the provincial guidelines).
 - d) 2,475-year earthquake: The dike cannot experience a flow-slide condition. There must be a dike structure remaining post-earthquake. The geotechnical report shall identify the final dike elevation post-earthquake, for the City's review and acceptance.
- vii. Planting and Vegetation on the Dike
- a) The area consisting of the dike crest, waterside and landside dike slopes and a 3 m strip beyond the theoretical landside toe (determined by extending the landside slope of the 5.5 m dike elevation to the proposed finished grade of the site) is required to be kept clear of trees as per the provincial Environmental Guidelines for Vegetation Management on Flood Protection Works to Protect Public Safety and the Environment.
 - b) Vegetation that does not obstruct inspection visibility, displace Type 6 riprap material or create holes in the dike slope may be acceptable on the waterside and landside dike slope when placed in clumps measuring no more than 3 m wide located at intervals of 9 m between adjacent clumps per the City's Riparian Planting on Dikes Design Standard. A list of permitted dike plantings shall be obtained from the City Engineering Department by the Landscape Architect prior to starting the detailed landscaping design.
- viii. Dike Inspection
- a) The City's Public Works department is required to be engaged to perform a dike inspection prior to dike construction. They can be reached at floodprotection@richmond.ca to schedule an assessment and will inspect the following through the dike construction process:
 - Review of site stripping to ensure existing plants are removed
 - Review of dike fill compaction (Type 2 material)
 - Review of rip rap filter (Type 3 material)
 - Review of filter fabric installation
 - Review of rip rap placement (Type 6 material)

5. Street Lighting:

- a. At the Developer's cost, the Developer is required to provide street lighting along all road frontages according to the following preliminary street light types.
- b. City Streets
 - i. River Parkway (both sides of street)
 - a) Pole colour: Grey
 - b) Roadway lighting at back of curb: Type 7 (LED) including 1 street luminaire, banner arms, and 1 duplex receptacle, but excluding any pedestrian luminaires, flower baskets holders, or irrigation.
 - c) Pedestrian lighting between sidewalk & bike path: Type 8 (LED) including 2 pedestrian luminaires set perpendicular to the roadway, 2 flower basket holders, and 1 duplex receptacle, but excluding any irrigation.
 - ii. Cambie Road (north side of street)
 - a) Pole colour: Grey
 - b) Roadway lighting @ back of curb: Type 7 (LED) including 1 street luminaire, banner arms, and 1 duplex receptacle, but excluding any pedestrian luminaires, flower baskets holders, or irrigation.
 - iii. River Road (west side of street)
 - a) Pole colour: Grey
 - b) Roadway lighting @ back of curb: Type 7 (LED) including 1 street luminaire, 1 pedestrian luminaire, banner arms, and 1 duplex receptacle, but excluding any flower baskets holders or irrigation.

- c) Pedestrian lighting @ back of curb (alternating with roadway poles): Type 8 (LED) including 1 pedestrian luminaire set perpendicular to the roadway and 1 duplex receptacle, but excluding any flower basket holders or irrigation
- iv. New North Street (south side of street)
 - a) Pole colour: Grey
 - b) Roadway lighting @ back of curb: Type 7 (LED) including 1 street luminaire, 1 pedestrian luminaire, banner arms, and 1 duplex receptacle, but excluding any flower baskets holders or irrigation.
 - c) Pedestrian lighting @ back of curb (alternating with roadway poles): Type 8 (LED) including 1 pedestrian luminaire set perpendicular to the roadway and 1 duplex receptacle, but excluding any flower basket holders or irrigation
- c. Off-Street Publicly-Accessible Walkways & Opens Spaces: Not applicable
- d. Traffic Signals:
 - a) Pole colour: Grey
 - b) Style: To match Type 7
- e. Private Streets: Not applicable
- f. Street Tree Receptacles – Required Frontages:
 - a) River Parkway
 - b) New North Street

6. General Items:

- a. The Developer is required to:
 - i. Coordinate with Metro Vancouver regarding any potential impacts to the twin sanitary force mains in River Parkway due to building or road construction, road raising, utility installation, site preparation, or other potential impacts, and comply with their requirements for working near the force mains.
 - ii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development permit process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this through a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 1.0 x 1.0 m
 - Traffic signal UPS – 2.0 x 1.5 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - iii. Coordinate with BC Hydro, Telus and other private communication service providers:
 - a) To relocate and underground the overhead lines and poles along River Road into River Parkway. All above-ground boxes shall be located within the development site; all below-ground boxes shall be located outside of sidewalks and bike paths.
 - b) To relocate the Telus and Hydro kiosks located along River Road, approximately 40 m and 100 m north of the intersection of Cambie Road and River Road, into the development site and out of the dike footprint.

- c) To remove all existing conduits, poles, structures, and appurtenances from within the dike footprint, with the exception of the Telus crossing serving Sea Island.
 - d) To pre-duct for future hydro, telephone and cable utilities along all road frontages, except River Road. No services are permitted to come from River Road.
 - e) To identify any existing connections to 7851 River Road and ensure it continues to be serviced after the proposed utility relocations.
- iv. Discharge the existing right-of-ways within the development site following removal of the existing utilities. The right-of-ways to be discharged include the following:
- a) Plan 49564;
 - b) Plan 48872;
 - c) Plan 53757;
 - d) Plan 62577; and
 - e) Plan 40180.
- v. Coordinate with the City's Real Estate department to discharge the right-of-way plan 62577 located on 7760 River Rd following removal of the storm sewer and water main on River Road.
- vi. Provide, prior to preloading or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- vii. Provide a video inspection report of the existing storm and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
- viii. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- ix. The first submission of the servicing agreement should be coordinated with the servicing agreement(s) for the adjacent development(s). The developer's civil engineer shall submit a signed and sealed letter with each submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments.
- x. Enter into, if required, 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, 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.

Initial: _____

RZ 17-788900
TRANSPORTATION
Servicing Agreement* Requirements

The developer shall be responsible for the design and construction of frontage improvements, to the satisfaction of the City, subject to the review and approval of the detailed Servicing Agreement* (SA*) designs, which shall include, but may not be limited to, the following.

Prior to rezoning adoption, all Servicing Agreement* (SA*) works shall be secured with a Letter of Credit, the value and terms of which security shall be as determined to the satisfaction of the City. Prior to first occupancy of the building, in whole or in part, all SA* works shall be complete, unless otherwise determined at the sole discretion of the City.

Development Cost Charge (DCC) credits may apply.

1. Ministry of Transportation & Infrastructure (MOTI) Approval: Final MOTI approval is required prior to rezoning adoption.
2. Roadworks: The following cross-sections are intended to be "typical". The City may require that the approved design varies from the "typical" condition(s) to address site-specific conditions and/or requirements, as determined to the sole satisfaction of the Director, Transportation through the SA* design/approval processes. Likewise, the attached **Preliminary Functional Road Plan - Interim** and **Preliminary Functional Road Plan - Ultimate** are provided for reference purposes only. The actual details and scope of the frontage works required to be completed by the developer will be confirmed through the Servicing Agreement* review/approval process, to the satisfaction of the City. Prior to approval of the Servicing Agreement* design, the developer shall submit a **Final Functional Road Plans**, confirming all Transportation requirements, to the satisfaction of the Director, Transportation.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the SA* and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving (e.g., split face stone sets in buffer strips), and innovative stormwater management features. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account City and private utilities and other infrastructure, as determined to the City's satisfaction.

At a minimum, the developer will be responsible for the design and construction of the following works, to the satisfaction of the Director, Transportation.

- 2.1. **NORTH STREET (EAST-WEST STREET)**: The developer is responsible for the design and construction of a new street along the entire north side of the subject site within a 16.65 m wide road dedication (i.e. 13.65 m wide "North Street dedication" plus 3.0 m wide "Riverfront Access & Dike dedication"), together with a 5.0 m by 5.0 m dedicated corner cut at the southwest corner of the North Street and River Parkway. Works shall include the Interim Cross-Section, taking into consideration the Ultimate Cross-Section, as determined to the satisfaction of the Director, Transportation. For clarity, it is required that the Interim Cross-Section works provide for:
 - a) Unrestricted 2-way access by general purpose traffic between the (interim) north end of River Parkway and the portion of River Road located north of the North Street;
 - b) A transition to the existing River Road condition designed to minimize impacts to existing driveways, including a minimum 20:1 taper rate along River Road and grading of River Parkway and the North Street to facilitate ease of access to fronting properties along River Road's east side;
 - c) New driveway crossings including:
 - 1 new (permanent) crossing along the North Street's south side for full turning movements to/from the subject site for passenger vehicles, medium trucks and hotel shuttle buses; and
 - 1 new (replacement) crossing at the North Street's west end for egress from the Skyline Marina parking lot, together with related parking lot modifications (e.g., re-striping), as required;
 - d) City service vehicle, bike, and universal pedestrian access between River Parkway and the new River Road (Flex Street) at the dike crest via a multi-use path (MUP) with a maximum grade of 5% along the street's entire south side, designed to accommodate an interim dike crest of 4.7 m (15.4 ft.) GSC and ultimate dike crest of 5.5 m (18.0 ft.) GSC; and
 - e) Interim pedestrian access between the new River Road (Flex Street) at the west end of the MUP and the intersection of existing River Road and the North Street roadway via a switchback ramp and stair (generally within the North Street's south boulevard allowance).

NOTE: The City may permit encroachments into the multi-use path (MUP) portion of the North Street, provided that any such encroachments are:

- Limited to demountable features mounted on the building (i.e. weather protection, sunshades, balconies and architectural appurtenances, but excluding signage) that encroach a maximum of 0.6 m (2.0 ft.) and are situated at or above 11.5 m (37.7 ft.) GSC, unless otherwise approved by the Director, Engineering;
- Specified in a Development Permit* approved by the City; and
- Subject to an encroachment agreement(s) and related requirements, as determined to the satisfaction of the Director, Engineering.

Interim Cross-Section: Works include, listed from south to north:

Within the developer's 16.65 m "North Street dedication":

- a) 5.0 m multi-use path (MUP)
- b) 3.5 m landscaped boulevard (including streetlights)
- c) 0.15 m curb (and gutter)
- d) 7.0 m roadway (3.5 m lane + 3.5 m lane)
- e) 1.0 m gravel shoulder & transition to existing grade (i.e. retaining wall with safety railing or as otherwise required)

Ultimate Cross-Section: Works include, listed from south to north:

Within future 23.8 m dedication (i.e. 16.65 m dedication + future 7.15 m dedication):

- a) 5.0 m multi-use path (MUP)
- b) 3.5 m landscaped boulevard
- c) 0.15 m curb (and gutter)
- d) Widening of the interim 7.0 m roadway to 7.5 m (3.75 m lane + 3.75 m lane)
- e) 5.5 m perpendicular angle parking (for use by both eastbound and westbound vehicles), together with landscaped spaces for trees/street lights and one mid-block driveway crossing (aligned with the subject development's driveway crossing)
- f) 0.15 m curb (and gutter)
- g) 2.0 m sidewalk

- 2.2. **RIVER PARKWAY:** The developer is responsible for the design and construction of the extension of River Parkway from Cambie Road to the new North Street (East-West Street) within a 25.12 m rights-of-way (i.e. 2.0 m Statutory Rights of Way + 3.0 m "River Parkway dedication" + existing 20.12 m City ROW). Works shall include the Interim Cross-Section, taking into consideration the Ultimate Cross-Section, as determined to the satisfaction of the Director, Transportation.

Interim Cross-Section: Works include, listed from west to east:

Within 2.0 m Statutory Rights-of-Way:

- a) 2.0 m concrete (saw-cut) sidewalk

Within 23.12 m Road Dedication (i.e. 3.0 m dedication + existing 20.12 m City ROW)

- b) 1.56 m landscape buffer/pedestrian lighting strip (reduced to 0.36 m at bus stops, as applicable)
- c) 1.8 m bike path, including a 1.5 m asphalt strip with 0.15 m concrete bands along both sides
- d) 1.5 m landscaped boulevard/streetlight strip (increased to 2.7 m at bus stops, as applicable)
- e) 0.15 m curb (and gutter)
- f) 16.1 m roadway with a 4-lane cross-section & temporary bike lane including (from west to east):
 - 3.25 m interim parking lane or travel lane or other (subject to capacity requirements)
 - 3.2 m SB travel lane
 - 3.2 m turning lane
 - 3.2 m NB travel lane
 - 3.25 m strip including a 2.0 m NB on-street bike lane & painted buffer
- g) 0.15 m curb (and gutter)
- h) 1.86 m gravel shoulder, streetlight strip & transition to existing grade (i.e. retaining wall with safety railing or as otherwise required)

Ultimate Cross-Section: Works include, listed from west to east:

Within 2.0 m Statutory Rights-of-Way:

- a) 2.0 m concrete (saw-cut) sidewalk

Within 26.12 m Road Dedication (i.e. 3.0 m dedication + 20.12 m City ROW + future 3.0 m dedication):

- b) 1.56 m landscape buffer/pedestrian lighting strip (reduced to 0.36 m at bus stops, as applicable)
- c) 1.8 m bike path, including a 1.5 m asphalt strip with 0.15 m concrete bands on both sides
- d) 1.5 m landscaped boulevard/streetlight strip (increased to 2.7 m at bus stops, as applicable)

- e) 0.15 m curb (and gutter)
- f) 16.1 m roadway with a 5-lane cross-section including (from west to east):
 - 3.25 m SB travel lane (potential off-peak parking)
 - 3.2 m SB travel lane
 - 3.2 m turning lane
 - 3.2 m NB travel lane
 - 3.25 m NB travel lane (potential off-peak parking)
- g) 0.15 m curb (and gutter)
- h) 1.5 m landscaped boulevard/streetlight strip (increased to 2.7 m at bus stops, as applicable)
- i) 1.8 m bike path, including a 1.5 m asphalt strip with 0.15 m concrete bands along both sides
- j) 1.56 m landscape buffer/pedestrian lighting strip (reduced to 0.36 m at bus stops, as applicable)

Within future 2.0 m Statutory Rights-of-Way:

- k) 2.0 m concrete (saw-cut) sidewalk

2.3. **RIVER ROAD (FLEX STREET):** The developer is responsible for the design and construction of River Road on top of the upgraded dike along the subject site's entire west frontage within a 14.61 m wide road dedication (i.e. 13.11 m existing City ROW + 1.5 m wide "Riverfront Access & Dike dedication"). Works shall include the following (listed from west to east), as determined to the satisfaction of the Director, Transportation.

- a) 1.61 m landscape buffer
- b) 4.0 m boardwalk (3.0 m board-marked concrete walkway + 1.0 m lighting/furniture strip)
- c) 7.5 m roadway with a flexible, multi-purpose design (i.e. inverted crown and roll-over curbs)
NOTE: Additional treatment and safety measures to separate pedestrians and vehicles will be reviewed through Servicing Agreement.
- d) 1.5 m concrete (saw-cut) sidewalk

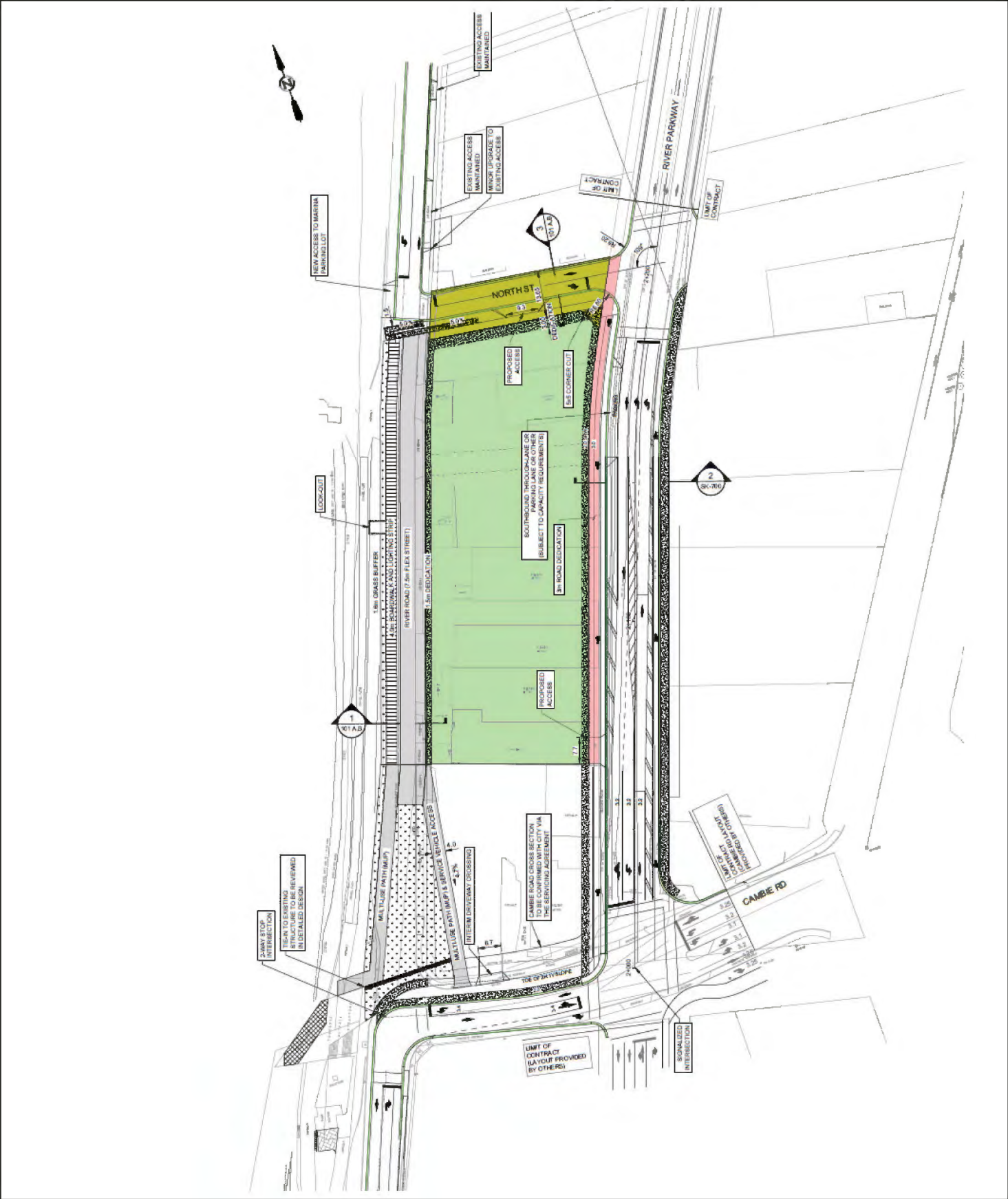
2.4. **CAMBIE ROAD:** The developer is responsible for the design and construction of roadworks and landscaping between River Parkway and River Road, including, but not limited to, the following, as determined to the satisfaction of the Director, Transportation:

- a) Maintenance of existing traffic operations along Cambie Road, west of River Parkway, and River Road, south of Cambie Road;
- b) Minimum 2.0 m wide concrete sidewalk along the north side Cambie Road, west of River Parkway, with connections to the existing Cambie Road pump station plaza and proposed multi-use path (MUP) and service vehicle route across 7760 River Road and 7891 Cambie Road (Rod & Gun Club);
- c) Pedestrian crossing(s) at the Cambie Road/River Road intersection; and
- d) Driveway crossing(s) for:
 - City (dike) service vehicle access at the proposed multi-use path (MUP) across 7760 River Road and 7891 Cambie Road (Rod & Gun Club); and
 - Access to the Rod & Gun Club parking lot for the property's tenants and guests.

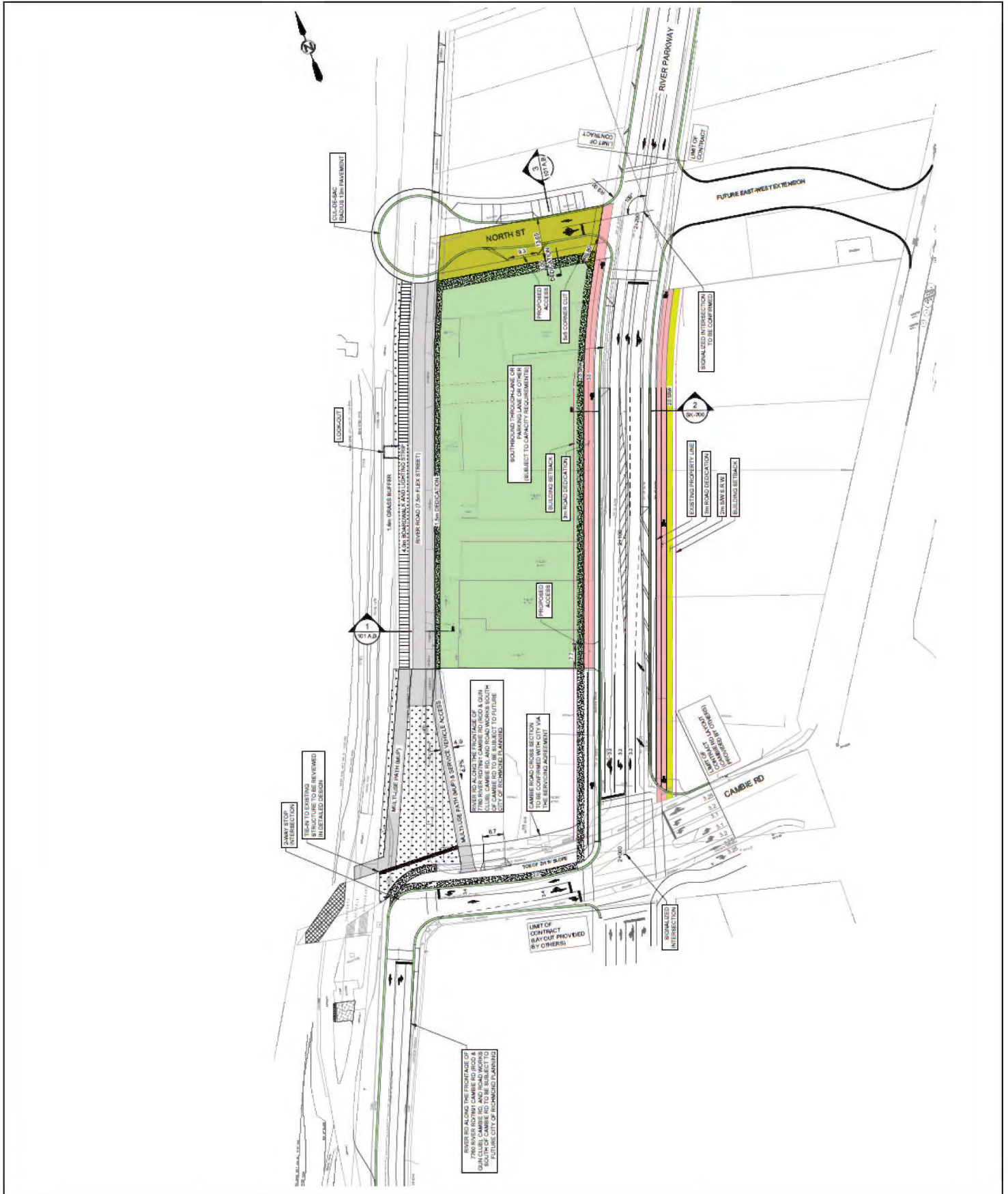
3. Traffic Signals: The design and construction of the following improvements, together with any additional improvements that may be necessary, subject to the outcome of the final approved Traffic Impact Analysis (TIA), as determined at the sole discretion of the City through the SA review/approval process. Works shall include, but may not be limited to, the following:

3.1. River Parkway and Cambie Road: Signal modifications / drawings, which requirements shall be determined through the SA, including, but not limited to, necessary signal infrastructure for the new southbound leg of River Parkway (e.g., base/pole/heads/civil works etc.), together with additional camera, LED street name signage, loop detection, push buttons, etc., to the City's satisfaction.

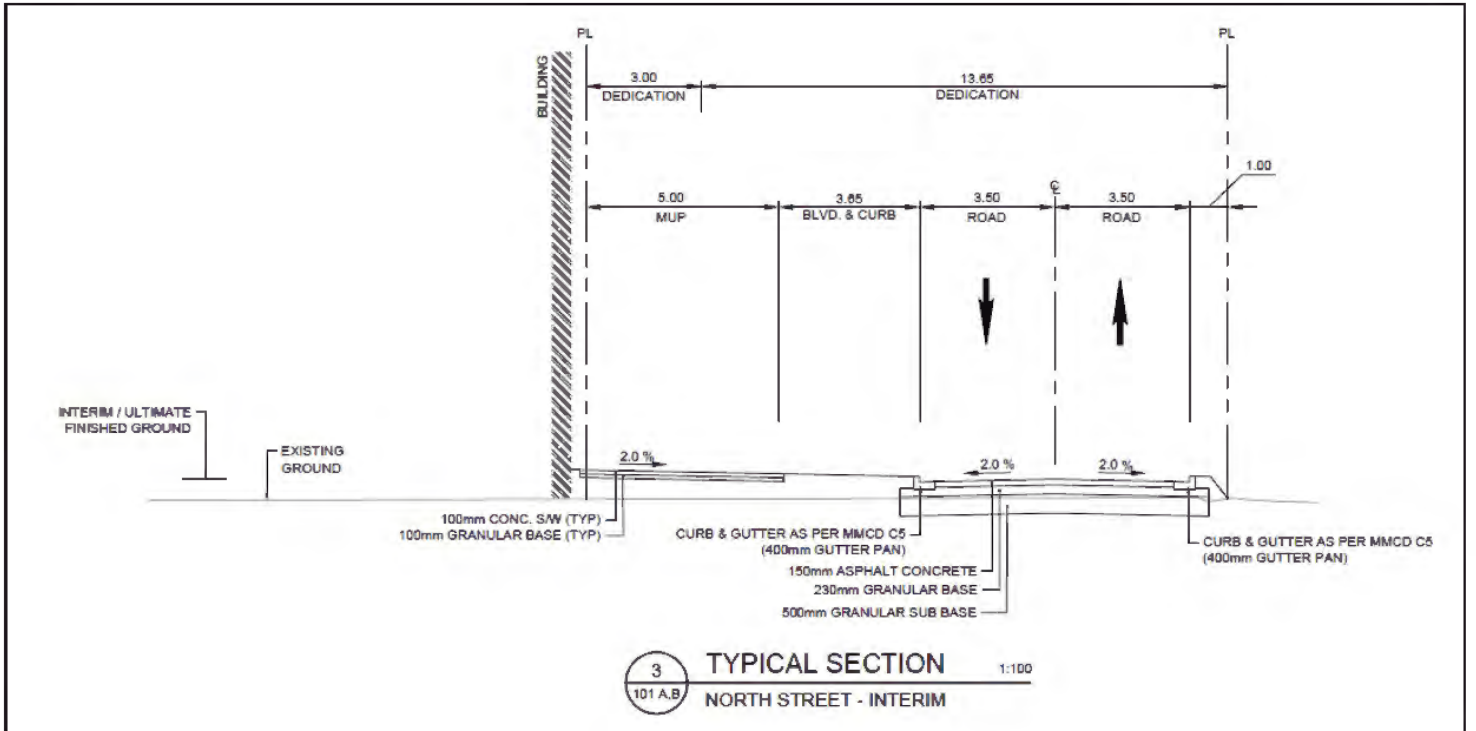
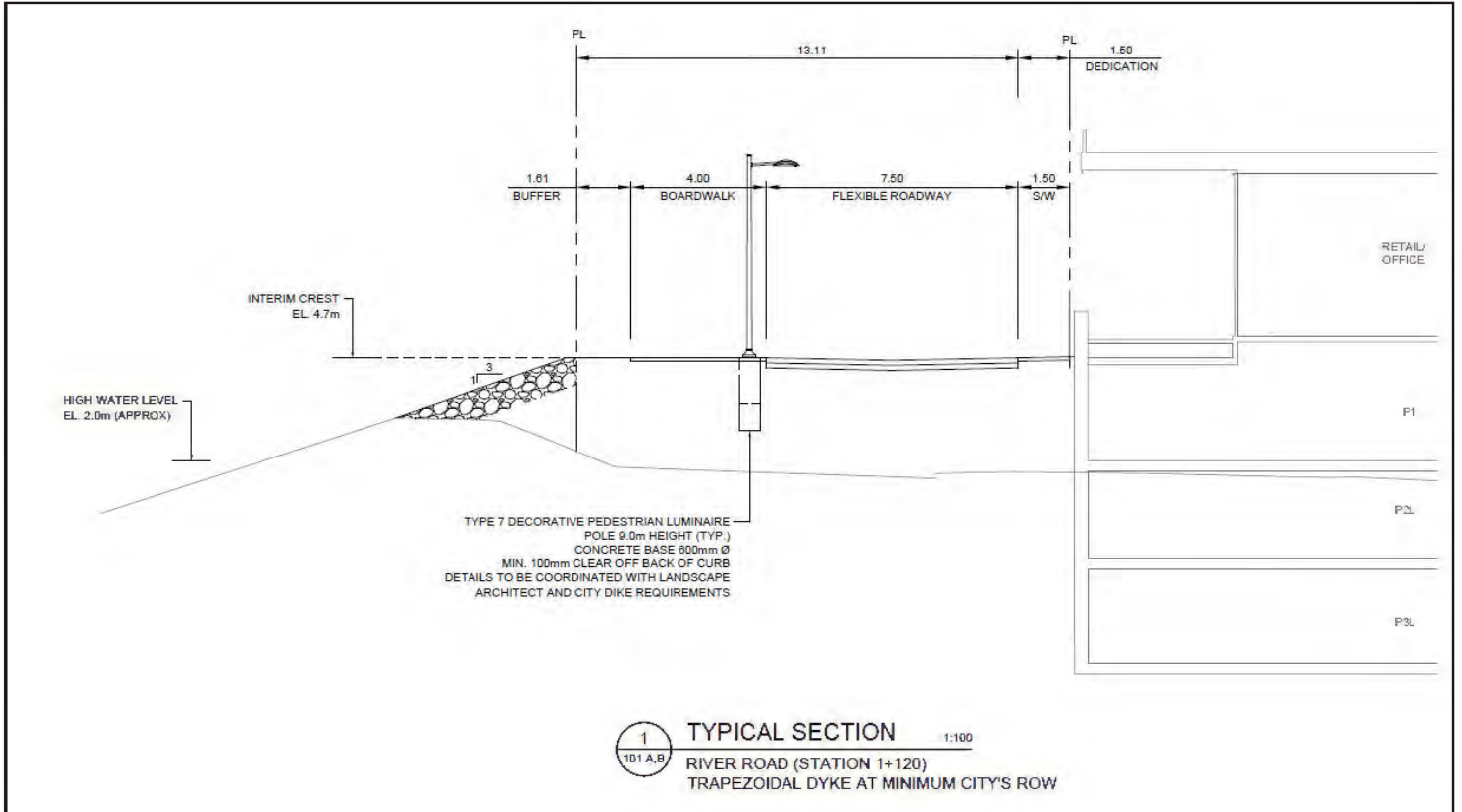
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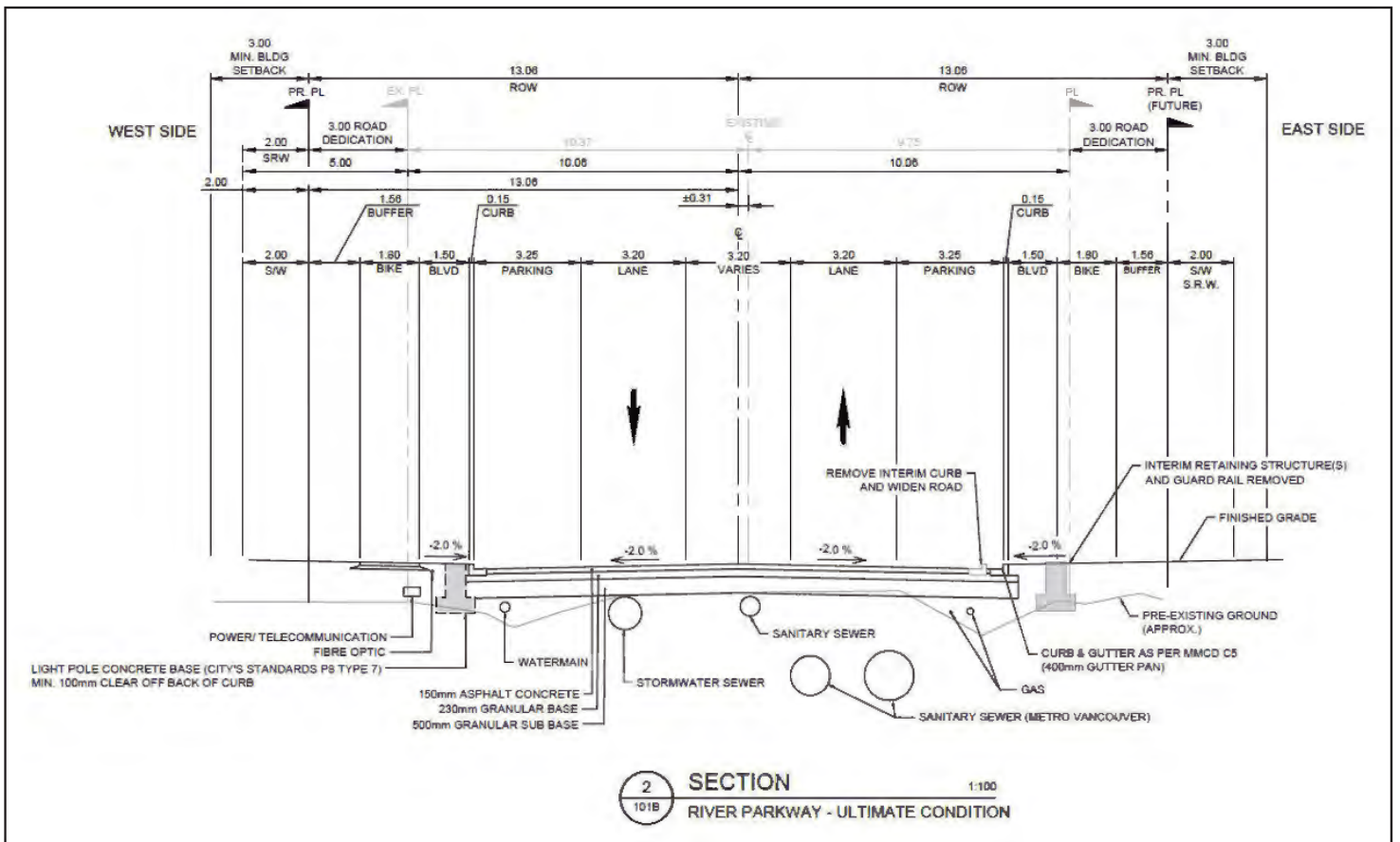
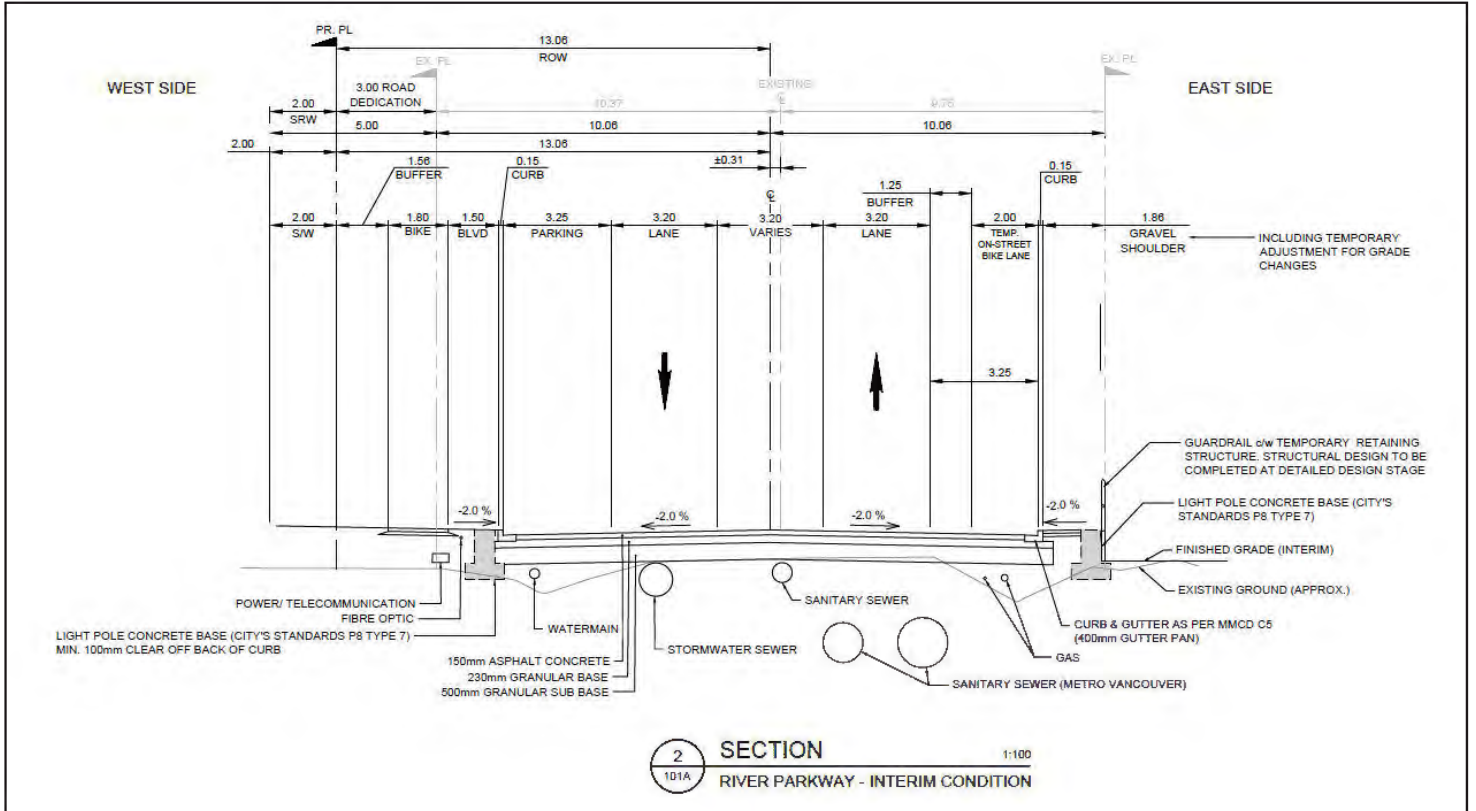


Schedule D
Preliminary Functional Road Plan – Cross-Sections



Initial: _____

Schedule D
Preliminary Functional Road Plan – Cross-Sections



Initial: _____

RZ 18-843264**PARKS****Servicing Agreement* Requirements**

The developer shall be responsible for the design and construction of park and public realm improvements as generally indicated in the attached “Aberdeen Village Riverfront – Adaptive Public Realm Concept”, to the satisfaction of the City, subject to the review and approval of the detailed Servicing Agreement* (SA*) designs. In general, improvements may include, but may not be limited to, the following:

1. Permanent improvements along the:
 - West frontage (i.e. River Road and related widening/dedication) of the subject development;
 - North frontage (i.e. North Street’s multi-use path and boulevard) of the subject development; and
 - East frontage (i.e. River Parkway) of the subject development and 7760 River Road/7891 Cambie Road (Rod & Gun Club).
2. Temporary improvements along the:
 - South frontage of the Rod & Gun Club (i.e. Cambie Road sidewalk); and
 - West frontage of the Rod & Gun Club (i.e. temporary dike trail, multi-use access path/service route traversing the back of the upgraded dike, and related groundcover, lighting, furnishings, and landscape features, as determined to the City’s satisfaction).
3. On-site improvements at 7760 River Road/7891 Cambie Road (Rod & Gun Club), with particular attention to ensuring the sensitive interface of the required improvements with the lot’s existing heritage building, including any and all parts of the lot that must be modified (e.g., re-graded or landscaped) to facilitate dike construction, dike access, and/or coordination with frontage improvements, as determined to the City’s satisfaction.

Prior to rezoning adoption, all Servicing Agreement* (SA*) works shall be secured with a Letter of Credit, the value and terms of which security shall be as determined to the satisfaction of the City. Prior to first occupancy of the building, in whole or in part, all SA* works shall be complete, unless otherwise determined at the sole discretion of the City.

Development Cost Charge (DCC) credits may:

1. Apply to permanent improvements within the existing City-owned River Road right-of-way; and
2. NOT apply to any:
 - Temporary improvements (as listed above);
 - Improvements within areas eligible for density calculation purposes (e.g., River Road 1.5 m dedication and North Street dedications); and
 - On-site improvements at 7760 River Road/7891 Cambie Road (Rod & Gun Club).

Initial: _____

ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT

RZ 17-788900

PURPOSE

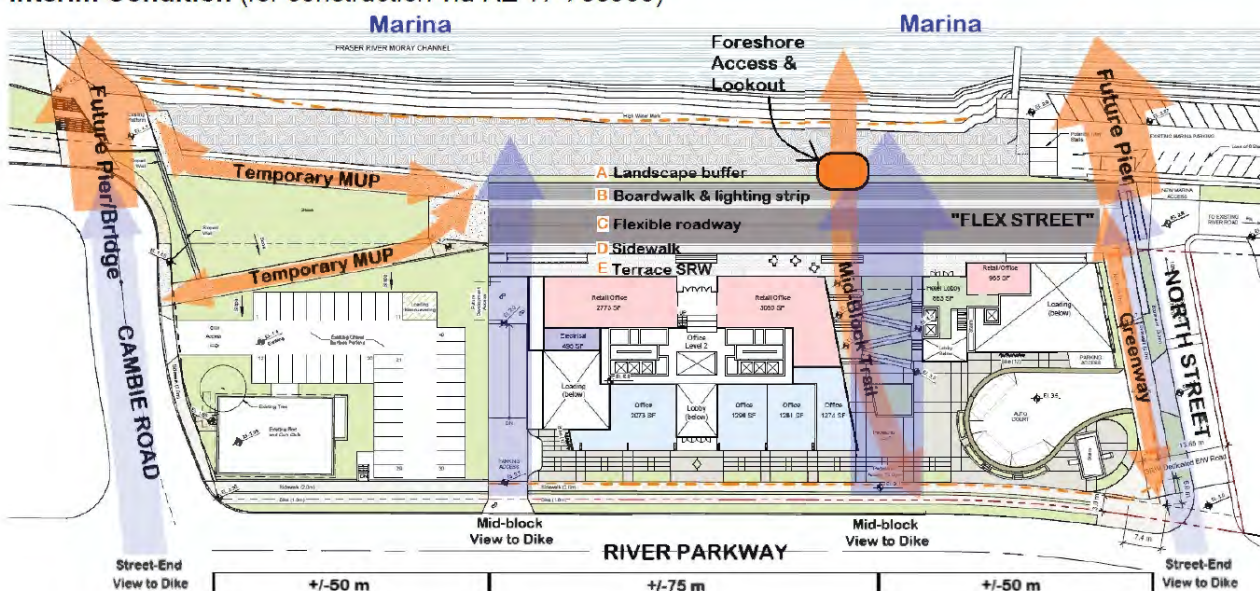
To provide for the establishment of a riverfront esplanade in the form of an adaptive street & public realm connections designed to (i) respect the area's sensitive dike & riparian setting, (ii) enhance public universal access to the dike, and (iii) readily adapt, without costly infrastructure upgrades, to evolving demands for alternative mobility options, recreation & commercial access/uses, maintenance activities, and enhanced public spaces & public realm activation.

Key components of the boardwalk concept include the following, together with mid-block trails/views:

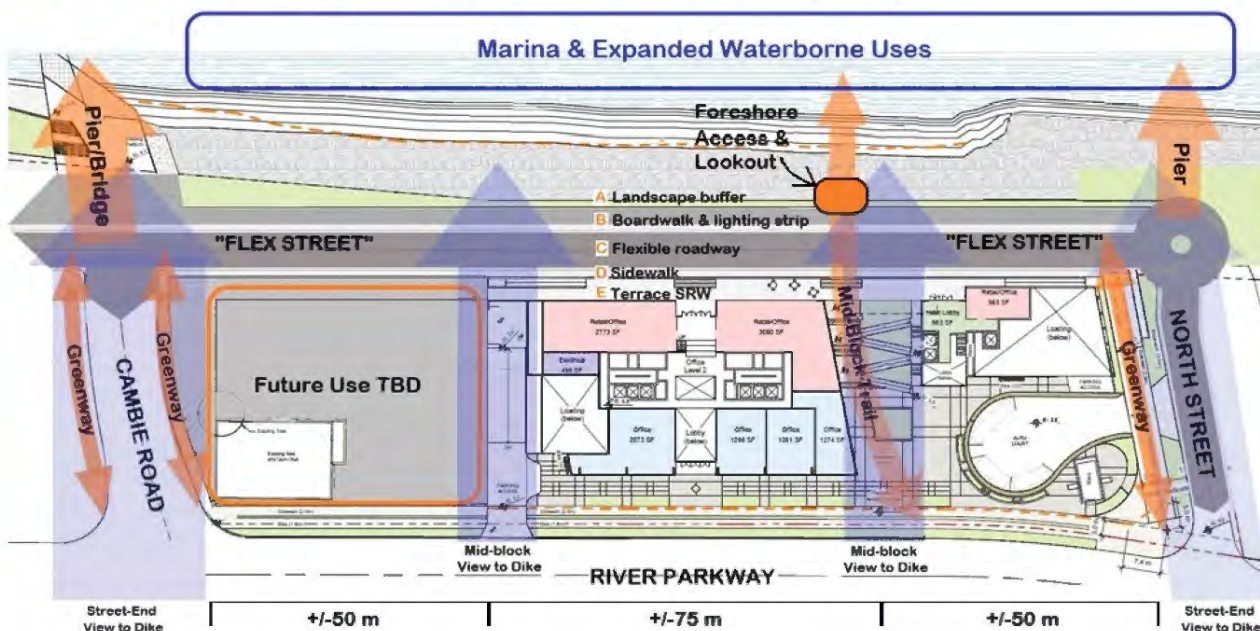
1. Flexible Roadway ("Flex Street")
2. Foreshore Access & Lookout
3. North Street & Dike Grade Adaptation
4. Public Art Opportunities

CONCEPTUAL PLAN

Interim Condition (for construction via RZ 17-788900)



Potential Future Condition (future improvements via future development)



ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT

RZ 17-788900

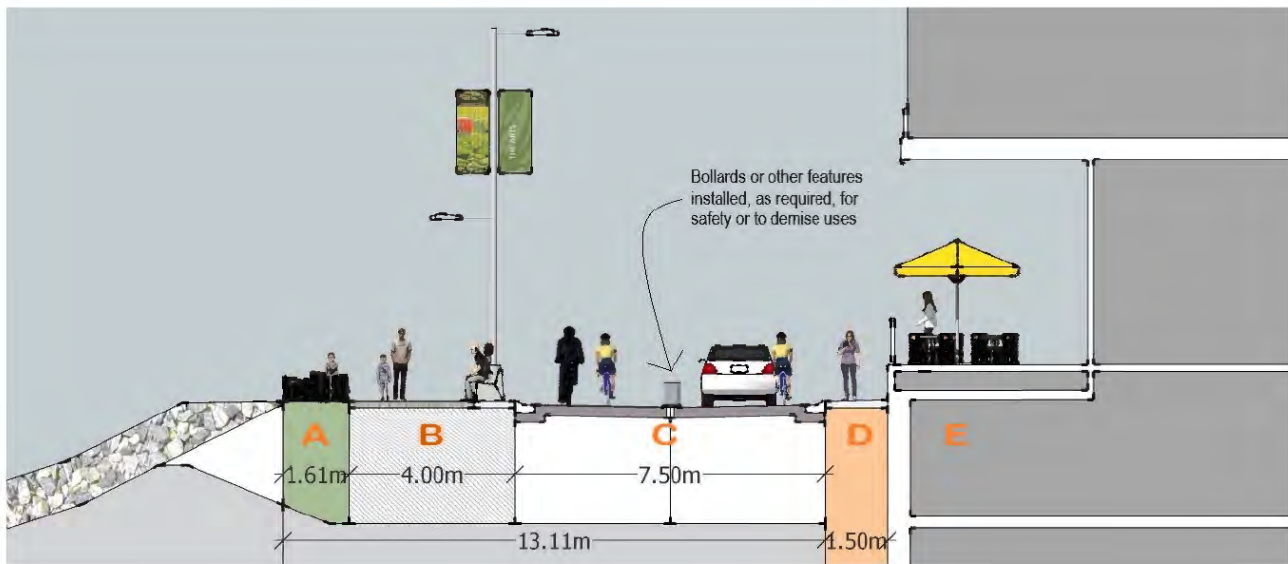
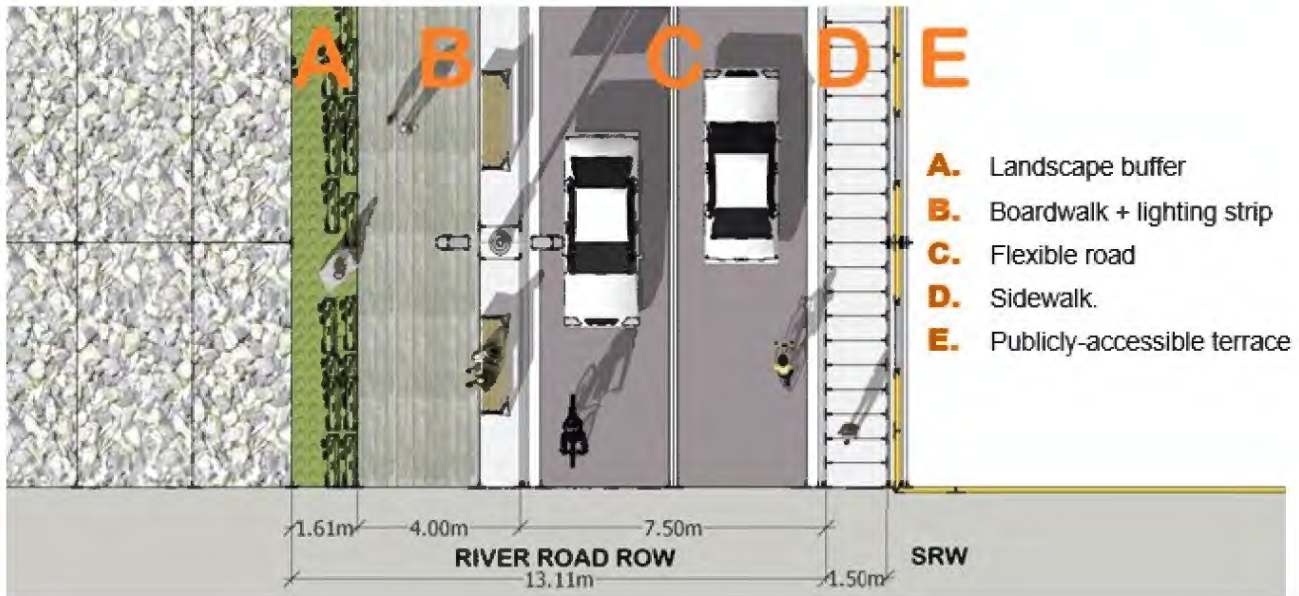
1. “FLEX STREET” – Typical Cross-Section

Within the existing +/-13.11 m wide City-owned River Road right-of-way (from west to east):

- A.** +/-1.61 m landscape buffer
- B.** 4.0 m boardwalk (3.0 m board-marked concrete walkway + 1.0 m lighting/furniture strip)
- C.** 7.5 m road with a flexible design (e.g., roll-over curbs and inverted crown) accommodating a varied mix of transportation/open space options supportive of the area’s changing needs/opportunities

East of the existing River Road ROW, on the existing fronting private lot:

- D.** (**Dedication**) 1.5 m concrete sidewalk for public access & to help facilitate future dike upgrades (e.g., raising from 4.7 m to 5.5 m GSC). Above grade, encroachments shall be permitted in the form of demountable appurtenances (e.g., sunshades) at 11.5 m GSC or higher (i.e. at least 6.0 m above future 5.5 m GSC dike crest). No below-grade encroachments shall be permitted.
- E.** (**SRW**) Publicly-accessible terrace at 5.5 m GSC, which may be built over a parking structure & have habitable floors above. (Public access secured via Statutory Rights-of-Way. Subject to DP only.)



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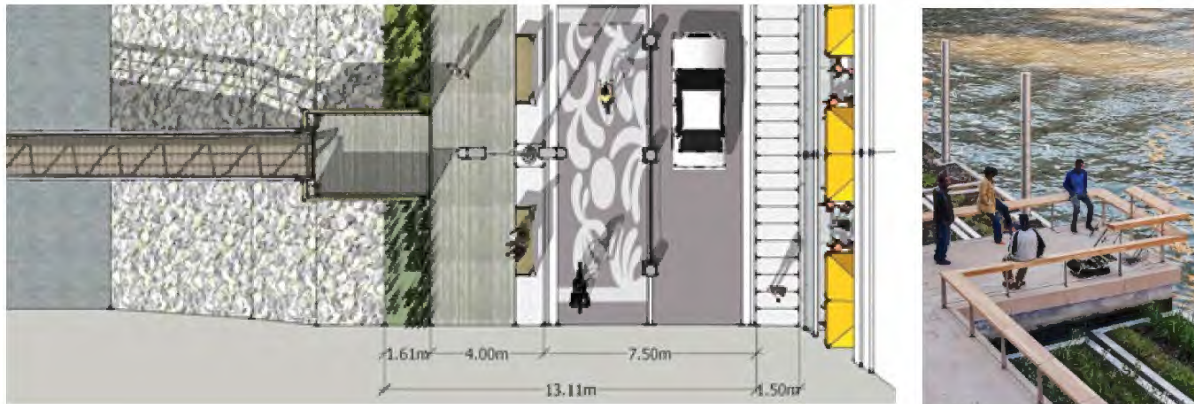
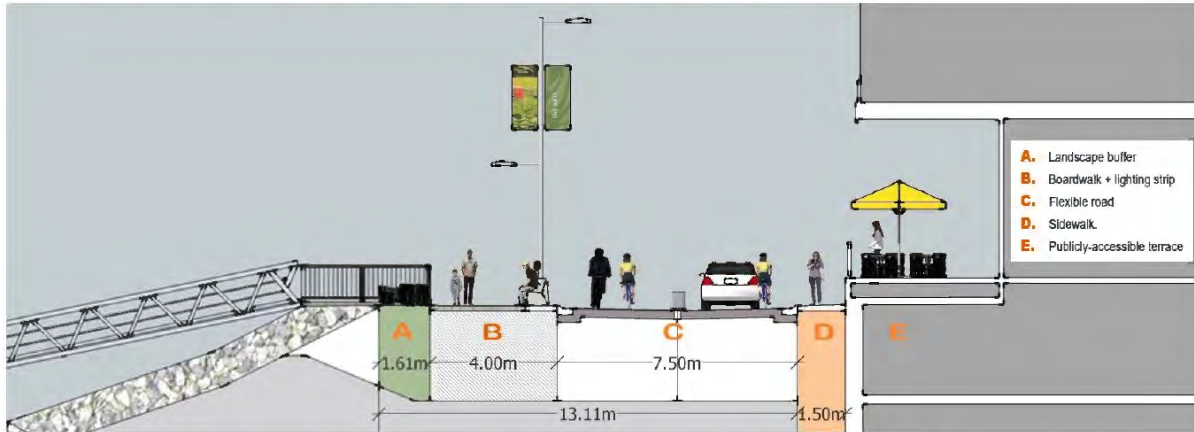
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ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT RZ 17-788900

2. FORESHORE ACCESS & LOOKOUT

A structure constructed as part of the RZ 17-788900 dike works (aligned with subject development's Mid-Block Trail) to provide a public lookout & facilitate future gangway installation (by others) for access to waterborne uses along the foreshore (e.g., marina, restaurant & water taxi). Among other things, the structure shall:

- Complement the character, quality & public amenity of the Esplanade & its related features/uses;
- Accommodate future dike raising from 4.7 m GSC to 5.5m GSC;
- Permit City dike access for maintenance purposes;
- Be easily removable with standard City dike maintenance equipment, such as an excavator; and
- Be supported on piles or similar structural elements (i.e. not concrete slabs or other rigid structures).



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ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT RZ 17-788900

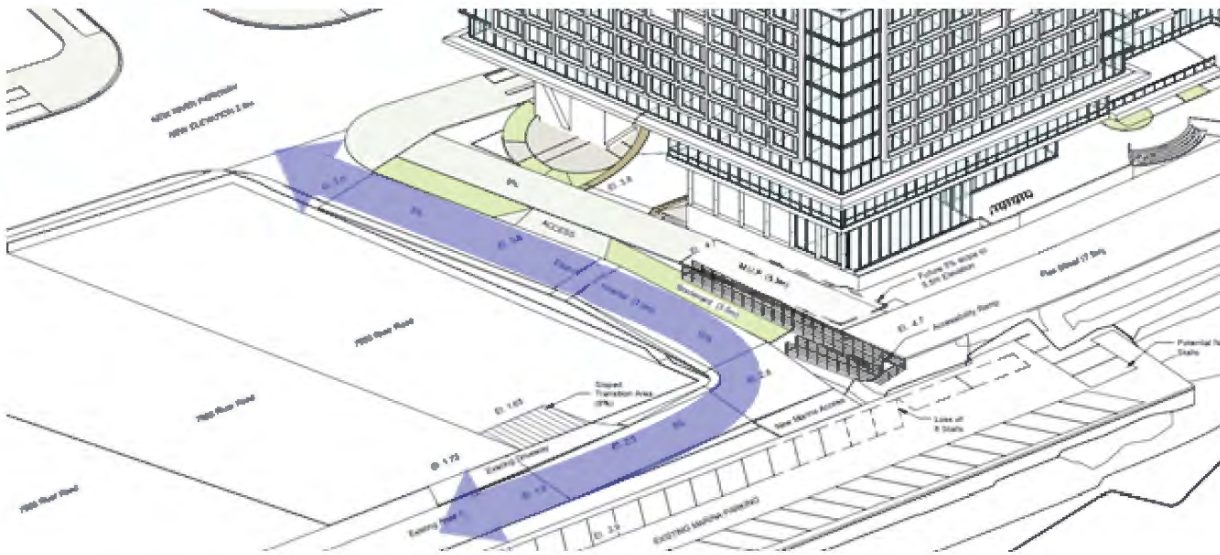
3. NORTH STREET & DIKE GRADE ADAPTATION

The City Centre Area Plan (CCAP) encourages raising the dike crest (i.e. from 3.0 m to 4.7 m GSC in the near term and 5.5 m GSC in the long term) and redeveloping River Road to better support public riverfront access and complementary upland/marine uses (marinas, restaurants, water taxis, etc.). More specifically, River Road is envisioned as a “Flex Street” south of the North Street and a car-free route (for pedestrians, bikes and City service vehicles) to the north.

The North Street is one of several east-west routes that will provide access to the “Flex Street” and car-free portions of River Road. In addition, the design of the North Street must facilitate the continued operation of existing businesses north of the subject site until such time that that area redevelops.

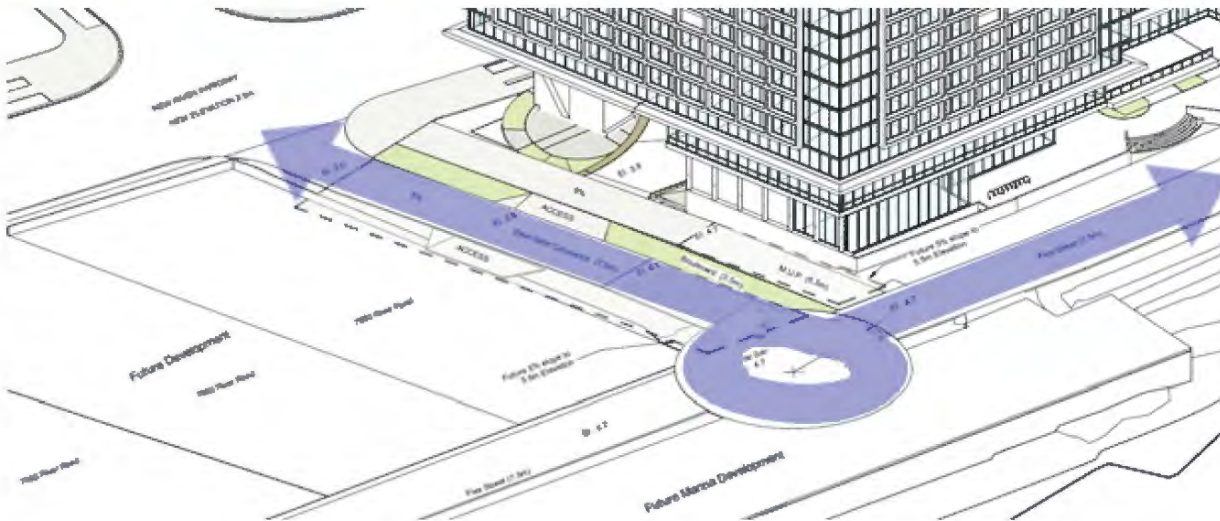
Interim Condition (for construction via RZ 17-788900)

A multi-use path (MUP) along the North Street’s south side will provide universal-pedestrian, bike and City service vehicle access to the dike crest (4.7 m GSC), while the roadway will provide access to existing marina parking at the existing dike crest (+/-3.0 m GSC) and existing River Road businesses at existing grade (+/-1.8 m GSC).



Potential Future Condition (future works via future development)

When development occurs north of the North Street, the north part of the dike will be raised to match the south (4.7 m GSC), the north leg of River Road will become a car-free route, and a cul-de-sac will be installed at the end of the North Street to facilitate marina access & flexible use of the “Flex Street” portion of River Road. (NOTE: The proposed North Street design allows for future raising of the dike crest to 5.5 m GSC without re-grading the full length of the street.)



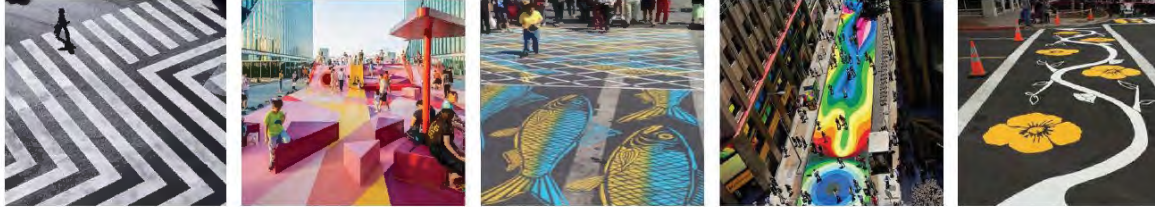
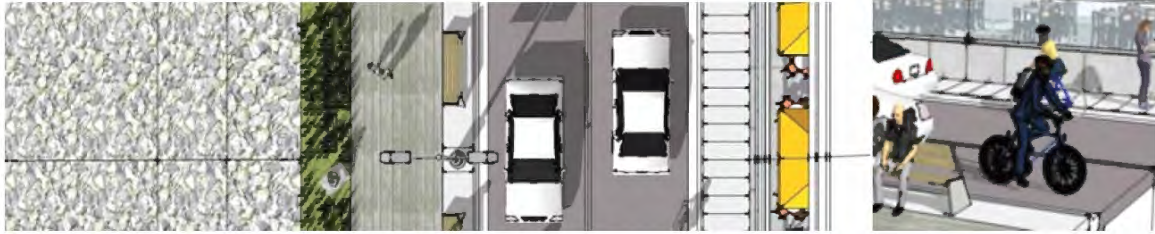
ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT RZ 17-788900

4. PUBLIC ART OPPORTUNITIES

The City Centre Area Plan aims to enhance connections with the river with street-end public piers and landmark features. The riverfront esplanade concept expands on this by introducing opportunities to visually tie those key street-end locations together with temporary & permanent, interactive public installations.

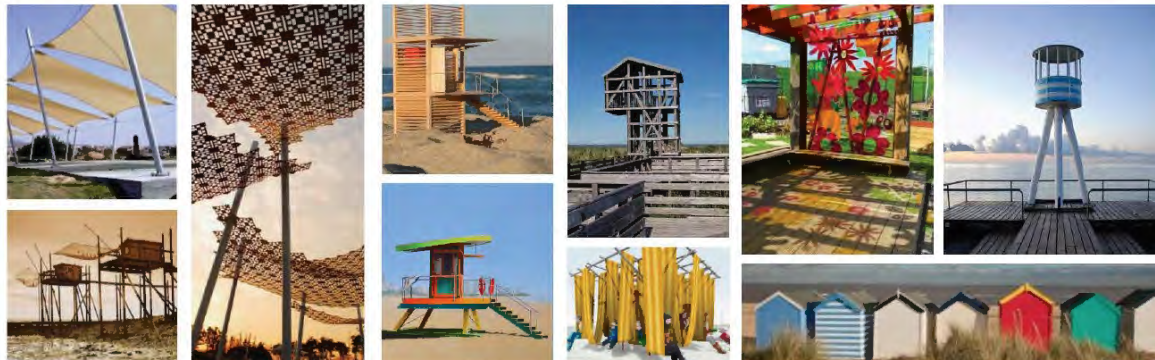
Roadway Mural @ “Flex Street”

A standard asphalt roadway re-imagined as an animated public space with the installation of temporary graphic treatments (e.g., painted or thermoplast) on designated bike routes, patio areas and/or other parts of the surface.



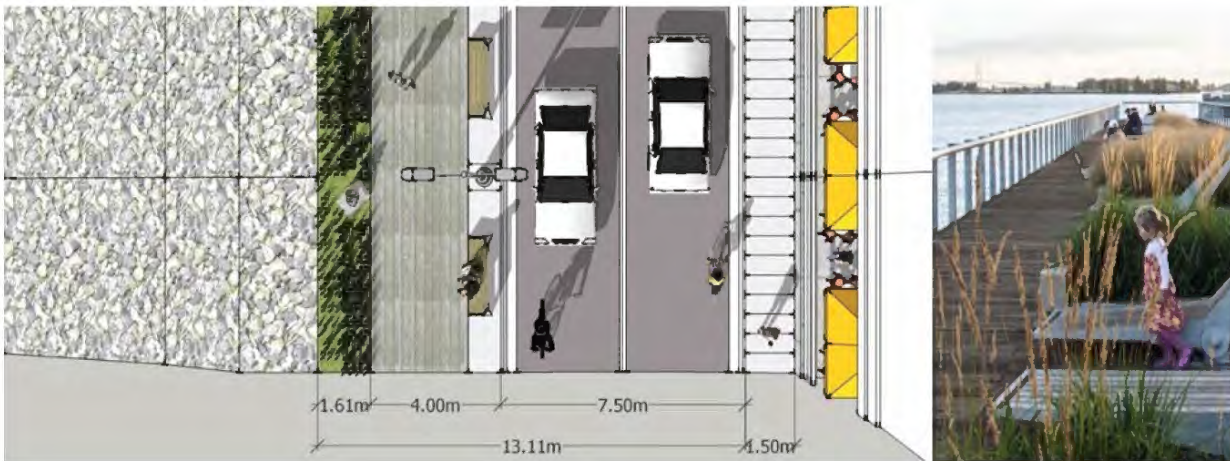
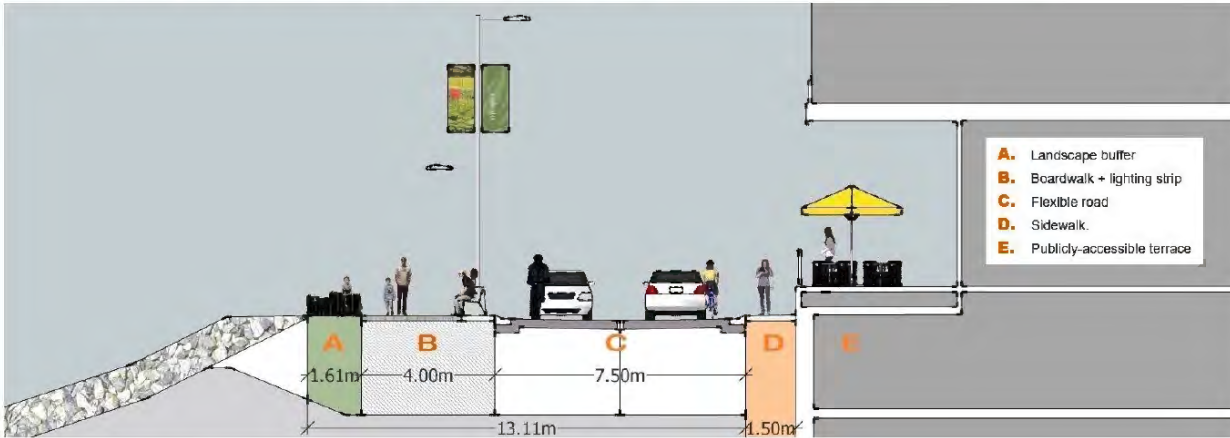
Landmark Riverfront Feature @ “Foreshore Access & Lookout”

A standard platform & railing re-imagined as temporary or permanent public artworks contributing to wayfinding, weather protection & the riverfront’s necklace of interactive, visually engaging places, spaces & amenities.



ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT RZ 17-788900

“FLEX STREET” Illustrative Option A: 2-Way Traffic with Bikes (mixed modes)



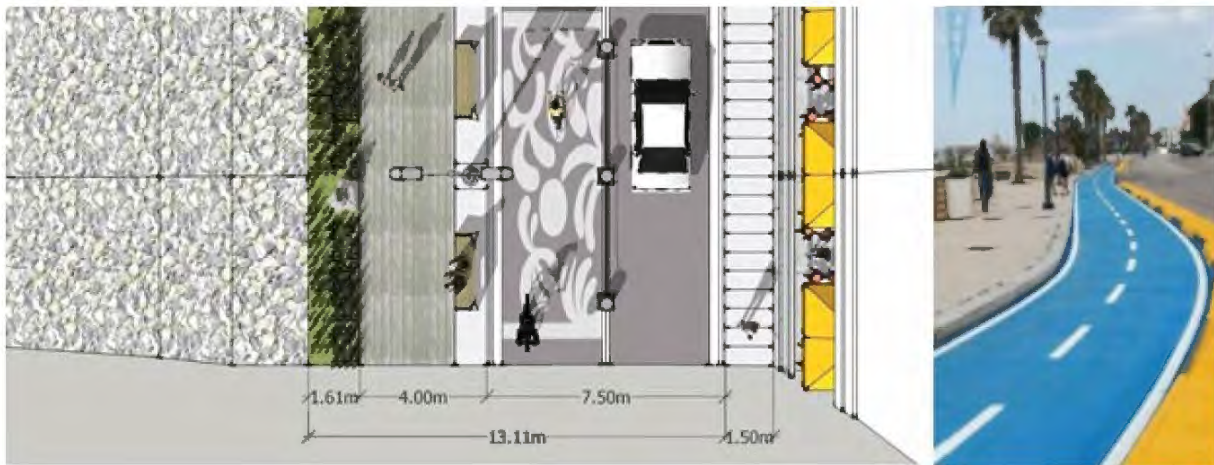
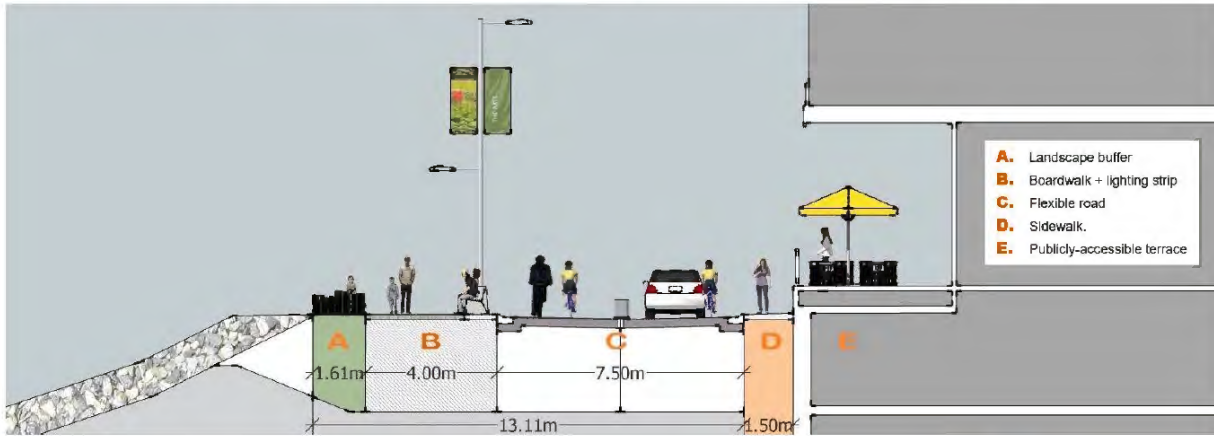
PLN - 79

Initial: _____

ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT

RZ 17-788900

“FLEX STREET” Illustrative Option B: 1-Way Traffic (east) + Bike Path (west)

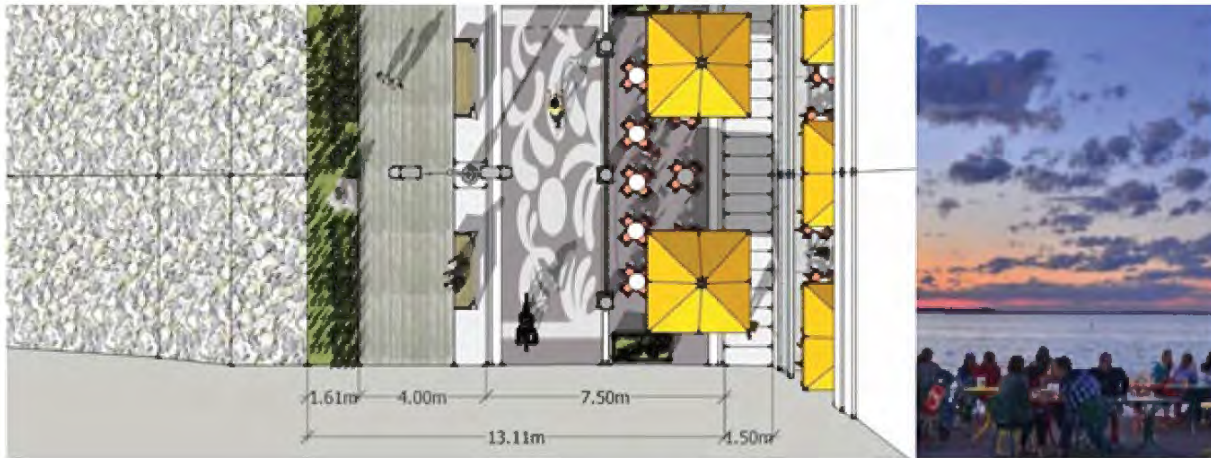
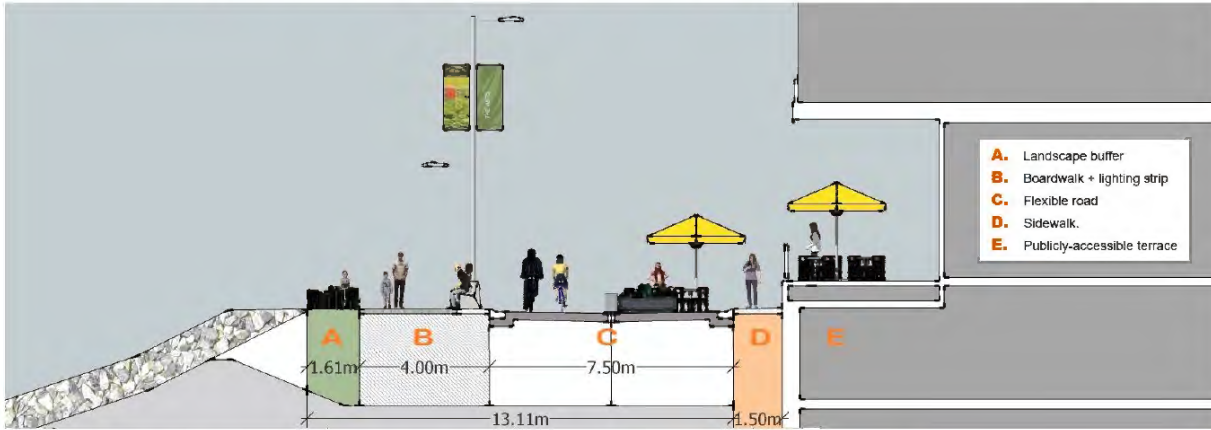


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ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT RZ 17-788900

“FLEX STREET” Illustrative Option C: Bike Path (west) + Seasonal Outdoor Patios (east)



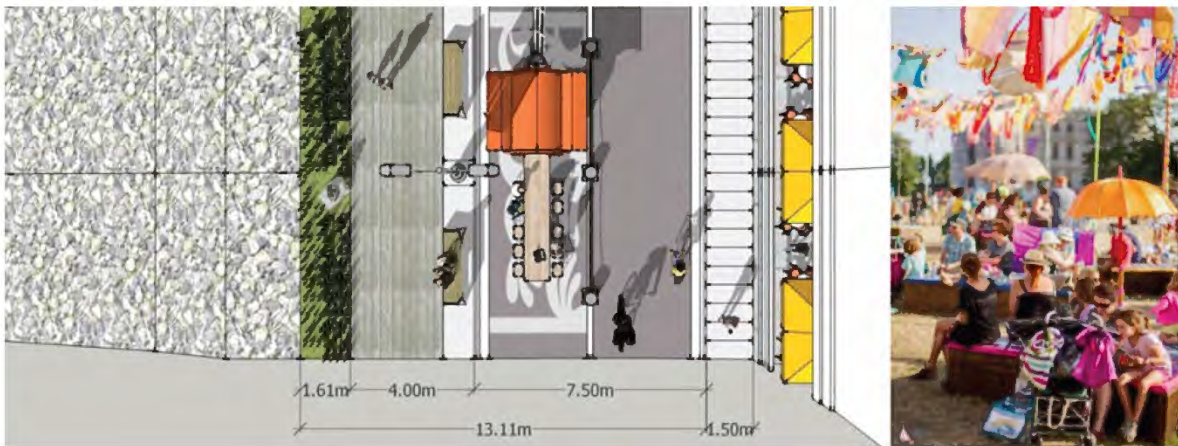
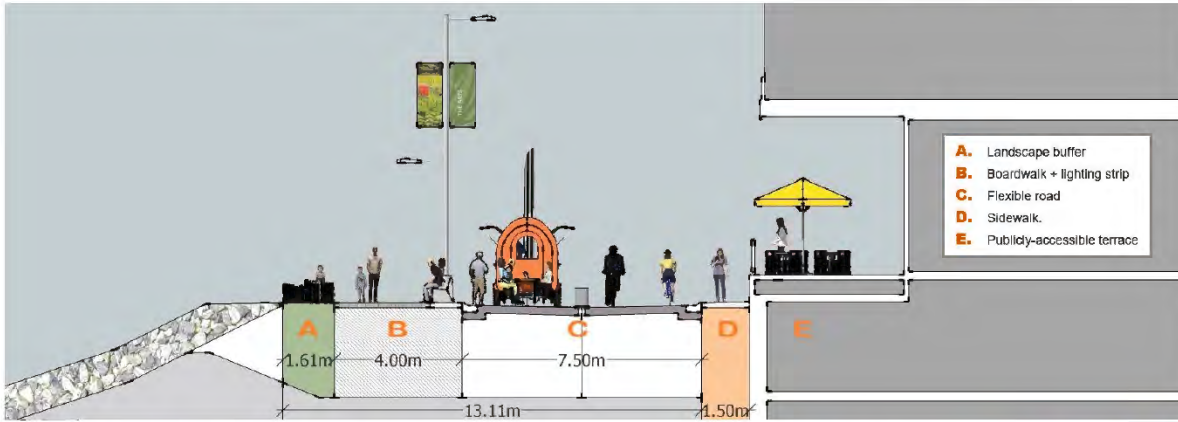
PLN – 81

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ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT

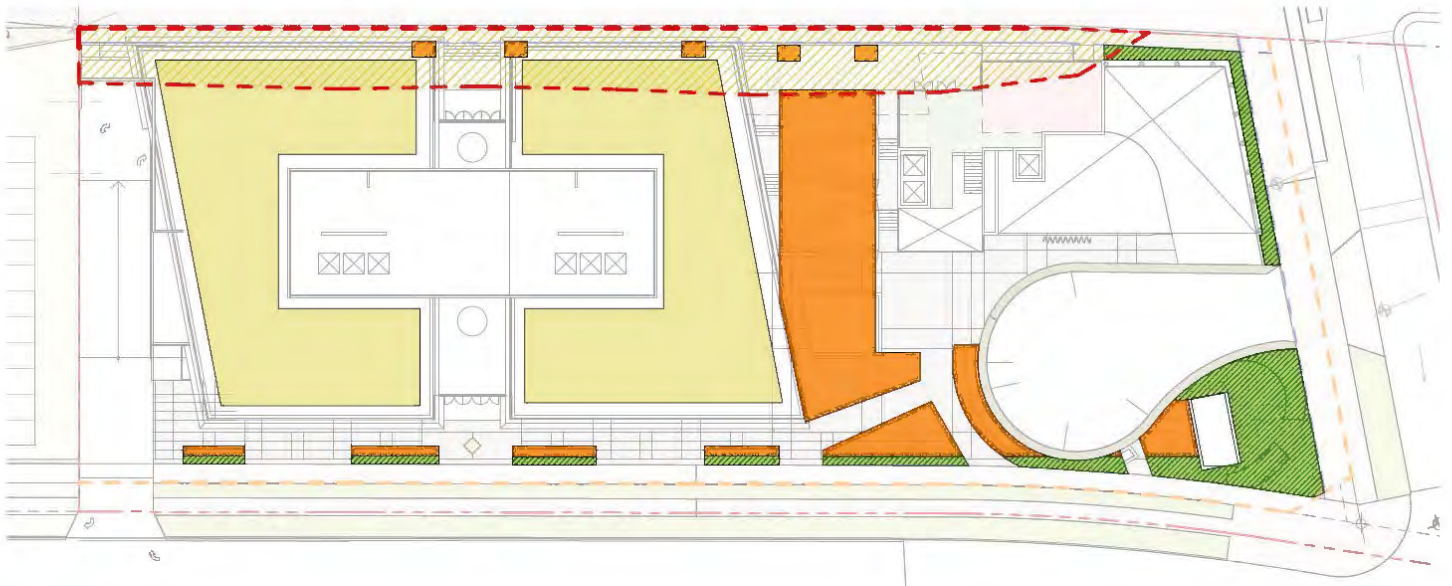
RZ 17-788900

“FLEX STREET” Illustrative Option D: Bike Path (east) + Recreation/Events (west)






Initial: _____

ESA Replacement Areas



	ESA AREA 30m From High Water Mark	661 m ² 7,115 sf
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POTENTIAL ESA REPLACEMENT AREAS

	CATEGORY 1 Off Structure	239.8 m ² 2,581 sf
	CATEGORY 2 On Structure	487.0 m ² 5,242 sf
	CATEGORY 3 Green Roof	1,209.2 m ² 13,016 sf

Design Rationale

This project provides an opportunity to showcase indigenous plants and an ecological approach to site design. We have looked at the site over all to find the largest pieces of connected soil and green space, and to think creatively about how to maximize their habitat value and the ecological story that they can tell.

Category 1

We are maximizing the habitat value of the areas of the site that are over existing soil. The plant palette is based on habitat rich indigenous plants that can tolerate shade, and that provide food and shelter opportunities for birds and pollinators. On grade areas allow water infiltration and the exchange of water, microbes and micro-nutrients with the surrounding soil.

On the North west corner, there is an open wall area adjacent to the loading area undercover, where we are using Western honeysuckle to create a vertical habitat wall. Honeysuckle provides a spring nectar source for hummingbirds, bees and butterflies. As the grade in this zone will eventually be raised to connect to the future dyke, we propose an earth bag wall planted with indigenous plants to maximize habitat value and minimize the demolition required when the road is raised.

On the North East corner, there is a large area that is off of the underground parkade. This area will be under the cover of the building several stories ahead, and have columns. This creates growing conditions similar to a mature conifer forest. The selected species are shade tolerant and habitat rich. They are focused on pollinator and bird habitat, as well as some host species for native pollinators. The layout of the north side and extending into the east courtyard allows for a flow of the space all the way through the courtyard and connects the space to the Category 2 spaces.

Category 2

Category 2 planting areas are built over the structural slab of the parkade. There is significant area of planting beds in this Category and there are many indigenous plants that can thrive in the conditions created in intensive planting over parkade slab. We envision a complex and beautiful landscaped area that focuses on indigenous plants for bird and pollinator habitat, while also providing opportunities for plant education and year round seasonal interest.

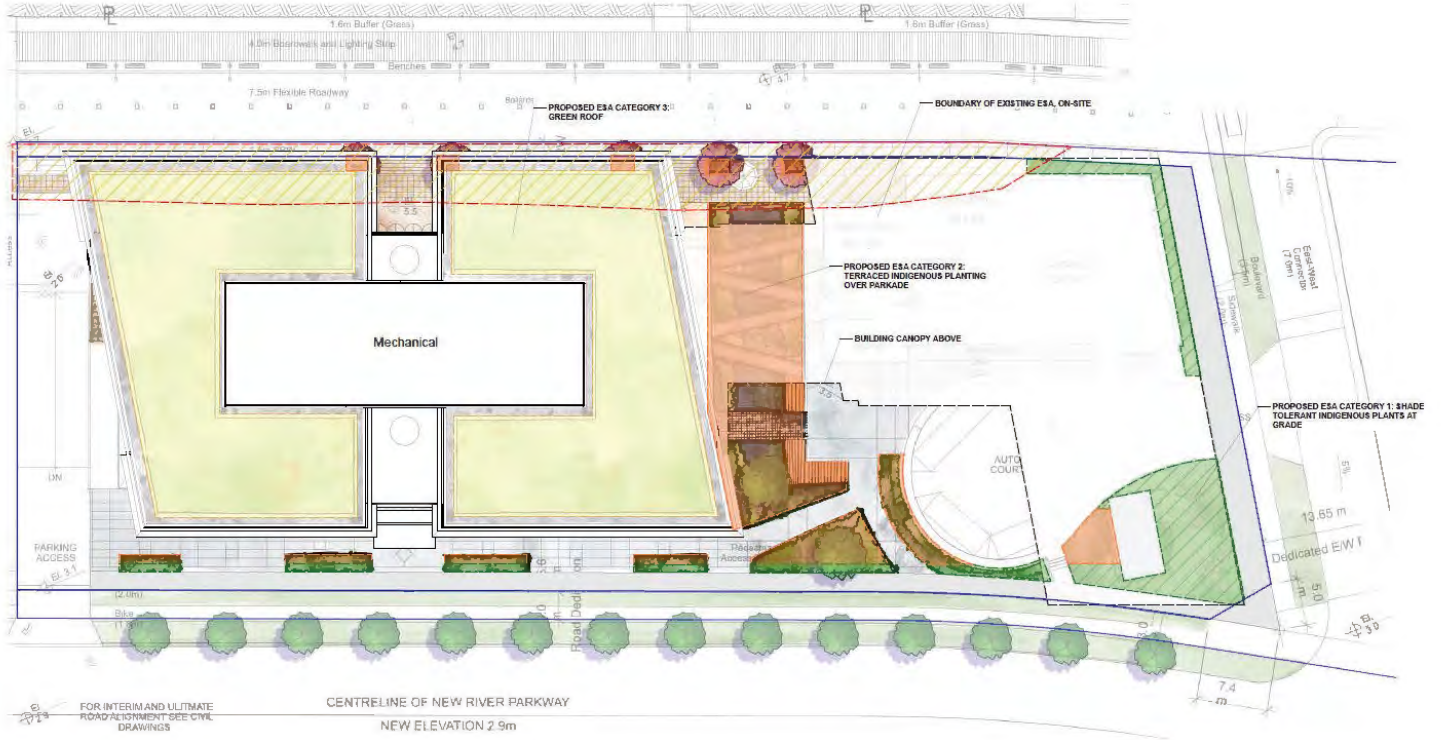
In the central courtyard we have a grade change from the river side down toward the new River Parkway. We propose to create a sloped landscape with boardwalks over top, which will accept seasonal water and allow it to flow through the planting beds before draining to the storm system. This system can help clean first flush water that may have higher levels of sediment and hydrocarbons. The planting in this area is suitable for seasonal changes in moisture. The courtyard is open to the east, and the west side has an overhead building above, so the light levels are moderate.

To the east, raised planters are open to more light as well as less seasonal changes in water. These planters allow for a connection to Category 1 planting as well as providing adequate soil volume for trees and a mix of species for seasonal variation and habitat.

Category 3

The rooftop landscape is focused on connecting to the river, on the west side especially. This isn't an accessible roof, so more opportunities for pollinators and habitat complexing are available, such as logs, perches and gravel patches. There is an opportunity enhance the traditional sedum based green roof with grass species such as dune grass that are traditionally found near the river or ocean, and are well suited to the conditions present on a green roof.

ESA Landscape Compensation Approach



- LEGEND**
- ESA AREA CATEGORIES AND ZONES:
 - ESA AREA 0.5M HIGH HIGH WATER MARK
 - CATEGORY 1: OFF-STRUCTURE SHADE TOLERANT INDIGENOUS PLANTS AT GRADE
 - CATEGORY 2: ON-STRUCTURE TERRACED INDIGENOUS PLANTING OVER PARKADE
 - CATEGORY 3: GREEN ROOF



Examples of indigenous plants
Carex sitchensis



Cornus nuttallii "Eddie's White Wonder"



Polystichum munitum



Mahonia aquifolium

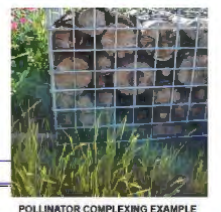
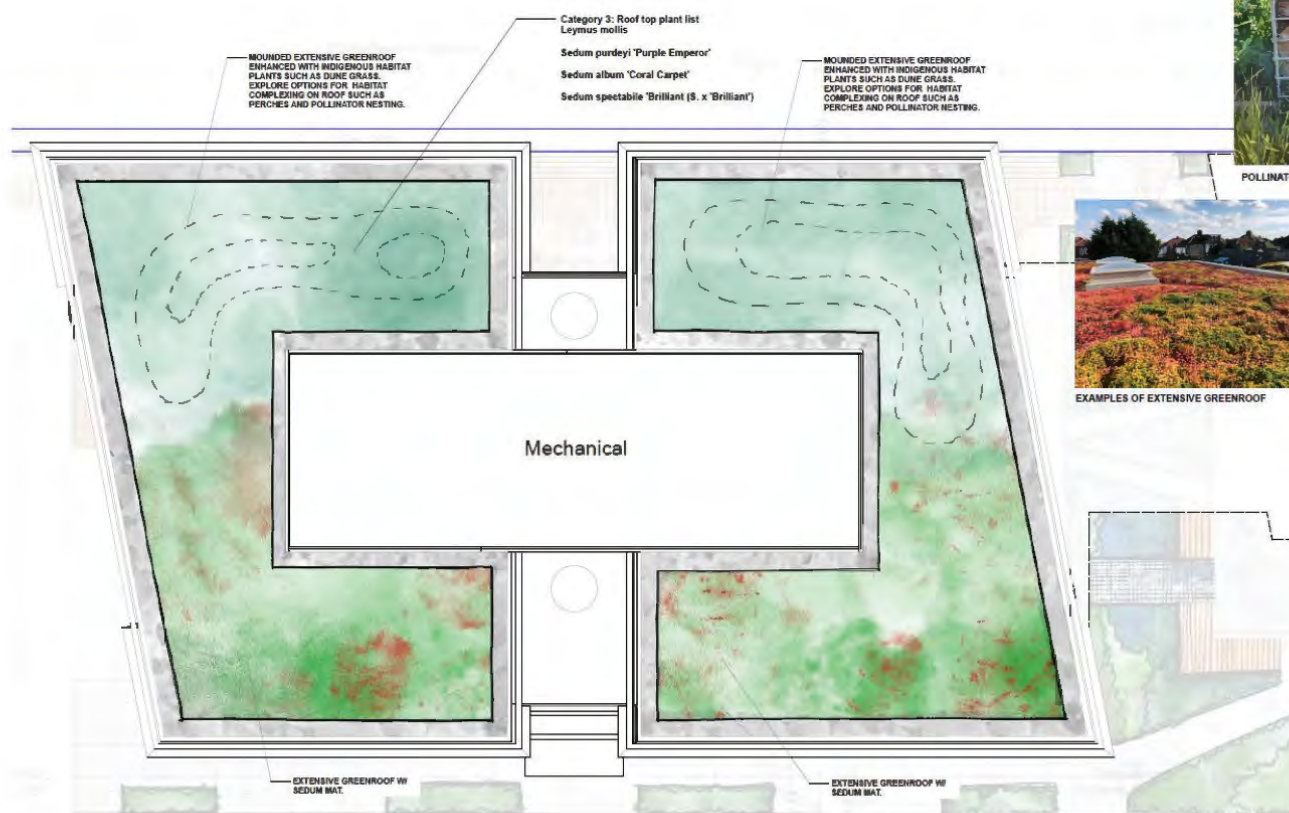


Cornus sericea



Sambucus racemosa

ESA Landscape Compensation Approach



Initial: _____



Richmond Zoning Bylaw 8500
Amendment Bylaw 10212 (RZ 17-788900)
7780, 7800, 7804, 7820 & 7840 River Road

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

1. Richmond Zoning Bylaw 8500 is amended by inserting into Section 22 (Site Specific Commercial Zones), in numerical order:

22.49 High Rise Riverfront Commercial (ZC49) – Aberdeen Village (City Centre)

22.49.1 Purpose

The zone provides for high density commercial uses along the City Centre riverfront in an area affected by aircraft noise. Additional density is provided to achieve City objectives related to community amenity space and office within the Village Centre Bonus area designated by the City Centre Area Plan and dike improvements.

22.49.2 Permitted Uses

22.49.3

Secondary Uses

- broadcasting studio
education, commercial
entertainment, spectator
government service
health service, minor
hotel
library and exhibit
liquor primary establishment
manufacturing, custom indoor
microbrewery, winery and distillery
neighbourhood public house
office
parking, non-accessory
private club
recreation, indoor
recycling depot
religious assembly
restaurant
retail, convenience
retail, general
retail, second hand
service, business support
service, financial
service, household repair
service, personal
studio
veterinary service

- n/a

22.49.4 Permitted Density

1. For the purposes of this **zone**, if the **owner** dedicates not less than 1,048.7 m² of land to the **City** as **road** and public open space, the calculation of **floor area ratio** shall be based on a net **development site** area of 6,695 m².
2. The maximum **floor area ratio** of the **site** is 2.0, together with an additional 0.1 **floor area ratio** for **community amenity space** only.
3. Notwithstanding Section 22.49.4.2, the reference to “2.0” is increased to “2.23” provided that the **owner** provides dike upgrades and related off-site improvements beyond what would otherwise be required of the **development**, as determined to the satisfaction of the **City**.
4. If the **owner** has provided dike upgrades and related off-site improvements to the satisfaction of the **City** under Section 22.49.4.3, an additional 1.0 **density bonus floor area ratio** shall be permitted, provided that:
 - a) the **lot** is located within the Village Centre Bonus area designated by the **City Centre Area Plan**;
 - b) the **owner** uses the 1.0 **density bonus floor area ratio** for **office use** only; and
 - c) the **owner**:
 - i. notwithstanding Section 22.49.4.4(b), uses at least 5% of the additional 1.0 **density bonus floor area ratio** for **child care** and/or other **uses** that provide a community amenity, to the satisfaction of the **City** (e.g., community recreation, **library and exhibit**); or
 - ii. pays a sum to the **City** based on 5% of the 1.0 **density bonus floor area ratio** multiplied by \$809 per square foot of **density bonus floor area** if the payment is made within one year of third reading of the zoning amendment bylaw, or thereafter multiplied by the Council-approved “equivalent to construction value” community amenity contribution rate in effect for the **City Centre** at the time of final reading of the zoning amendment bylaw, whichever is greater.

22.49.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** is 90%.

22.49.6 Yards & Setbacks

1. Minimum **setbacks** measured to a **lot line** shall be:
 - a) 0.0 m along the west and north sides of the **lot**;
 - b) 3.0 m along the east side of the **lot**, but may be reduced to 2.0 m for portions of the **building** situated below finished **grade**, and further reduced to 0.0 m for portions of the **building** situated within 25.0 m of the north **lot line** and at least 6.0 m above the crown of the roadway in that area; and
 - c) 5.0 m along the south side of the **lot**, but may be reduced to 0.0 m for landscape features and portions of the **building** situated below finished **grade**.

1.49.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 35.0 m above the average elevation of the crown of any public **road** and dike **abutting** the **lot** (as identified on a plan approved by the **City**), except that the maximum **height** may be increased by up to 10% on the north half of the **lot** if the maximum **height** is reduced by at least 10% on the south half of the **lot**.
2. The maximum **height** for **accessory buildings** and **structures** is 5.0 m.

22.49.8 Subdivision Provisions / Minimum Lot Size

1. The minimum **lot area** is 5,600 m².

22.49.9 Landscaping & Screening

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

22.49.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 and **City Centre** Parking Zone 1.
2. Notwithstanding Section 22.49.10.1, for the purpose of this **zone**:
 - a) the minimum parking requirement for the following **uses** shall be:
 - i. for **convenience retail, general retail, restaurant, and office** on the first two floors of the **building** measured from River Parkway: 3.75 **parking spaces** per 100.0 m² of **gross leasable floor area**; and
 - ii. for **office** located above the first two floors of the **building** measured from River Parkway: 1.5 **parking spaces** per 100.0 m² of **gross leasable floor area**;
 - b) notwithstanding Section 22.49.10.2(a), the minimum parking requirement shall be reduced by 20% if the **owner** has provided shared on-site parking and transportation demand management measures in accordance with a parking study prepared by a registered professional engineer and approved by the **City**;
 - c) the minimum “Class 1” long-term secured bicycle storage space requirement shall be 0.30 spaces for each 100.0 m² of **gross leasable floor area** greater than 100.0 m²;
 - d) the minimum on-site loading requirement shall be five **loading spaces** including:
 - i. three medium-size **loading spaces**;
 - ii. one enhanced medium-size **loading space** for garbage and recycling **vehicle** use, to the satisfaction of the **City**; and
 - iii. one shuttle bus **loading space** for the loading and unloading of a 16-passenger **vehicle**, to the satisfaction of the **City**; and
 - e) the minimum **electric vehicle** charging infrastructure requirement shall be:
 - i. 20% of **parking spaces** shall be equipped with an **energized outlet** capable of providing **Level 2 charging** or higher to a **vehicle** in the **parking space**;
 - ii. one shuttle bus **loading space** shall be equipped with an **energized outlet** capable of providing **Level 2 charging** or higher to a **vehicle** in the **loading space**; and
 - iii. 100% of “Class 1” long-term secured bicycle storage spaces shall be equipped with an **energized outlet** (120V) capable of providing charging to a bicycle or alternative mobility device in the storage space.

22.49.11 Other Regulations

1. **Telecommunication antenna** must be located on a roof of a **building** and a minimum of 20.0 m above the ground.
 2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**HIGH RISE RIVERFRONT COMMERCIAL (ZC49) – ABERDEEN VILLAGE (CITY CENTRE)**”.

That area shown cross-hatched on “Schedule A attached to and forming part of Bylaw 10212”.

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw10212**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

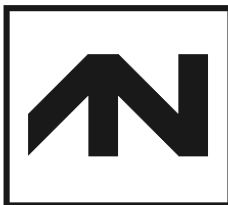
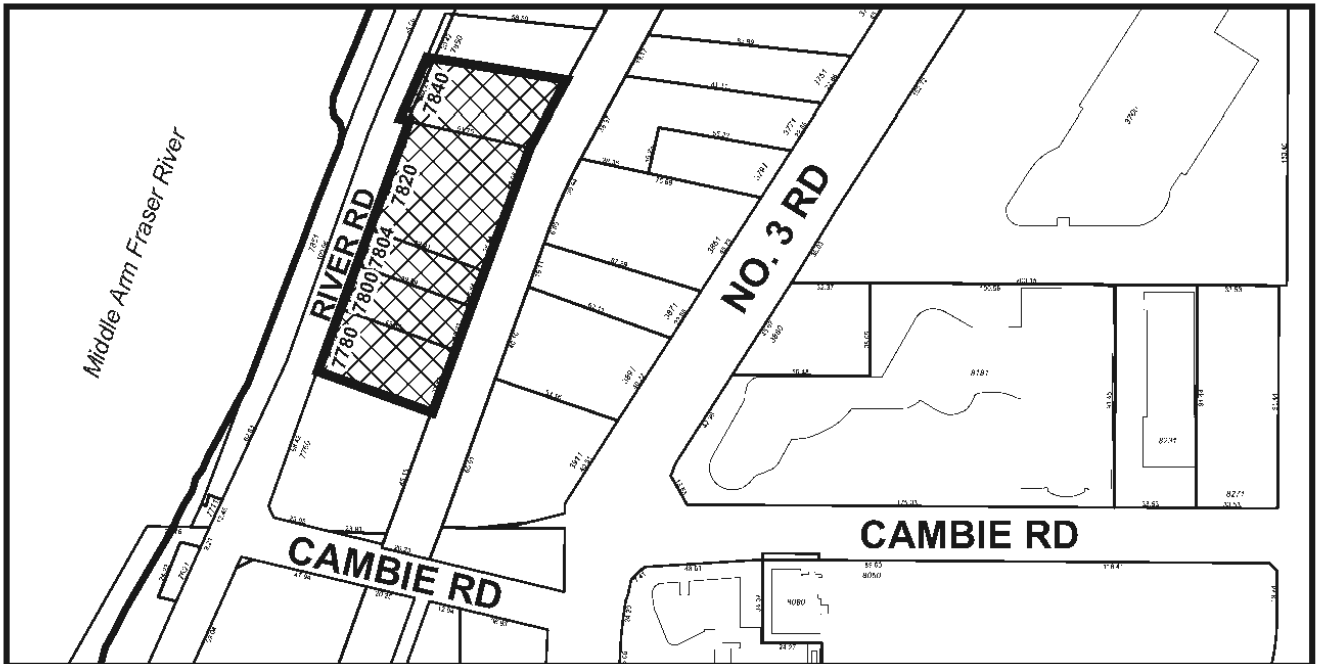
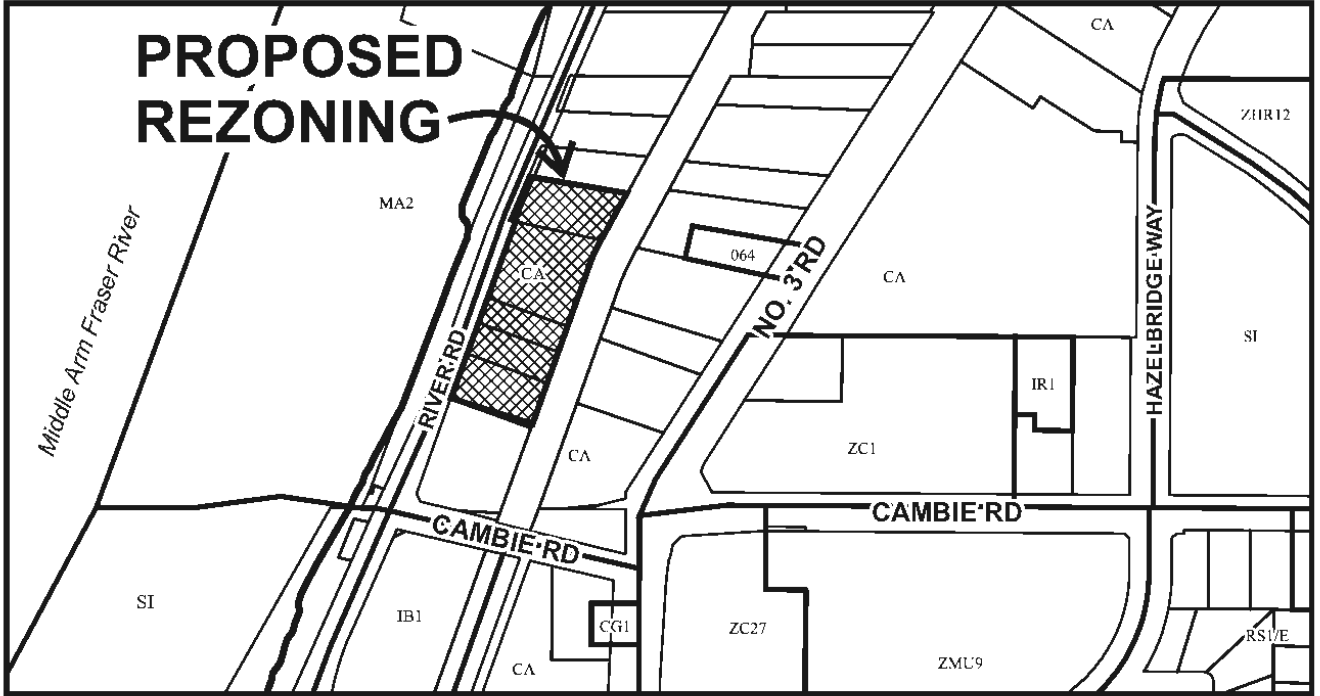
MAYOR



CORPORATE OFFICER



City of
Richmond



RZ 17-788900

Original Date: 11/08/17

Revision Date: 08/06/19

Note: Dimensions are in METRES



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10213 (RZ 17-788900)
7780, 7800, 7804, 7820 & 7840 River Road**

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

1. Richmond Official Community Plan Bylaw 9000, Schedule 1, Attachment 1 (2041 OCP Land Use Map), as amended, is amended with respect to the areas marked as “A” and “B” on “Schedule A attached to and forming part of Bylaw 10213”, by designating area “A” as “Commercial” and area “B” as “Park”, together with related minor map amendments to accommodate the identified bylaw amendments, as applicable;
2. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), as amended, is amended by:
 - 2.1. on the Generalized Land Use Map (2031), amending the “Urban Centre T5”, “Park” and “Proposed Streets” land use designations generally shown on “Schedule B attached to and forming part of Bylaw 10213”, and making corresponding amendments to the boundary of the “Capstan Station Bonus” area (to align with the “Proposed Streets”, as amended);
 - 2.2. in the Specific Land Use Map: Capstan Village (2031) and Specific Land Use Map: Aberdeen Village (2031), amending the “Urban Centre T5”, “Village Centre Bonus”, “Park” and “Pedestrian Linkages” land use designations generally shown on “Schedule B attached to and forming part of Bylaw 10213”, and making corresponding amendments to the boundary of the “Capstan Station Bonus” area, the common boundary between Capstan Village and Aberdeen Village, and the “Pedestrian-Oriented Retail Precincts – High Street & Linkages” land use designation (to align with the “Proposed Streets”, as amended);
 - 2.3. on the Overlay Boundary maps, amending the “Proposed Streets”, generally as shown in “Schedule B attached to and forming part of Bylaw 10213”, where applicable, and making corresponding amendments to the boundaries of the following areas to align with the “Proposed Streets”, as amended:
 - a) “Village Centre Bonus” area in the Village Centre Bonus Map (2031);
 - b) “Capstan Station Bonus” area in the Capstan Station Bonus Map (2031); and
 - c) “Commercial Reserve” area in the Commercial and Industrial Reserves Map (2031);

- 2.4. in section 2.9, Infrastructure and Utilities, policy 2.9.1(a), replacing the title of the policy with “Coordination of City Dikes, Services & Other Utilities” and, in the body of the policy, replacing “City infrastructure” with “City dikes and infrastructure”;
- 2.5. in section 4.0, Implementation and Phasing Strategies, inserting a new policy following policy 4.1(f) as follows and renumbering the subsequent sections as applicable:
 - “g) Coordination of Dike Improvements with New Development
 Where dike improvements are required to facilitate new development, developers will be required to construct all necessary works and services to the required standards, at the developers’ sole cost, via a standard City servicing agreement. On a site-specific basis, as determined to the City’s satisfaction, for rezoning applications that provide extraordinary dike improvements (i.e. beyond what would typically be required of such a development), the maximum permitted base density (i.e. exclusive of any applicable bonus density) may exceed that of the development site’s underlying Transect.”; and
- 2.6. making various text, map and graphic amendments to accommodate the identified bylaw amendments and ensure consistency with the Generalized Land Use Map, Specific Land Use Map: Capstan Village (2031), and Specific Land Use Map: Aberdeen Village (2031), as amended.
- 3. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10213”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

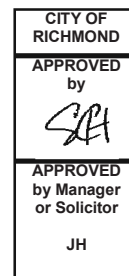
OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

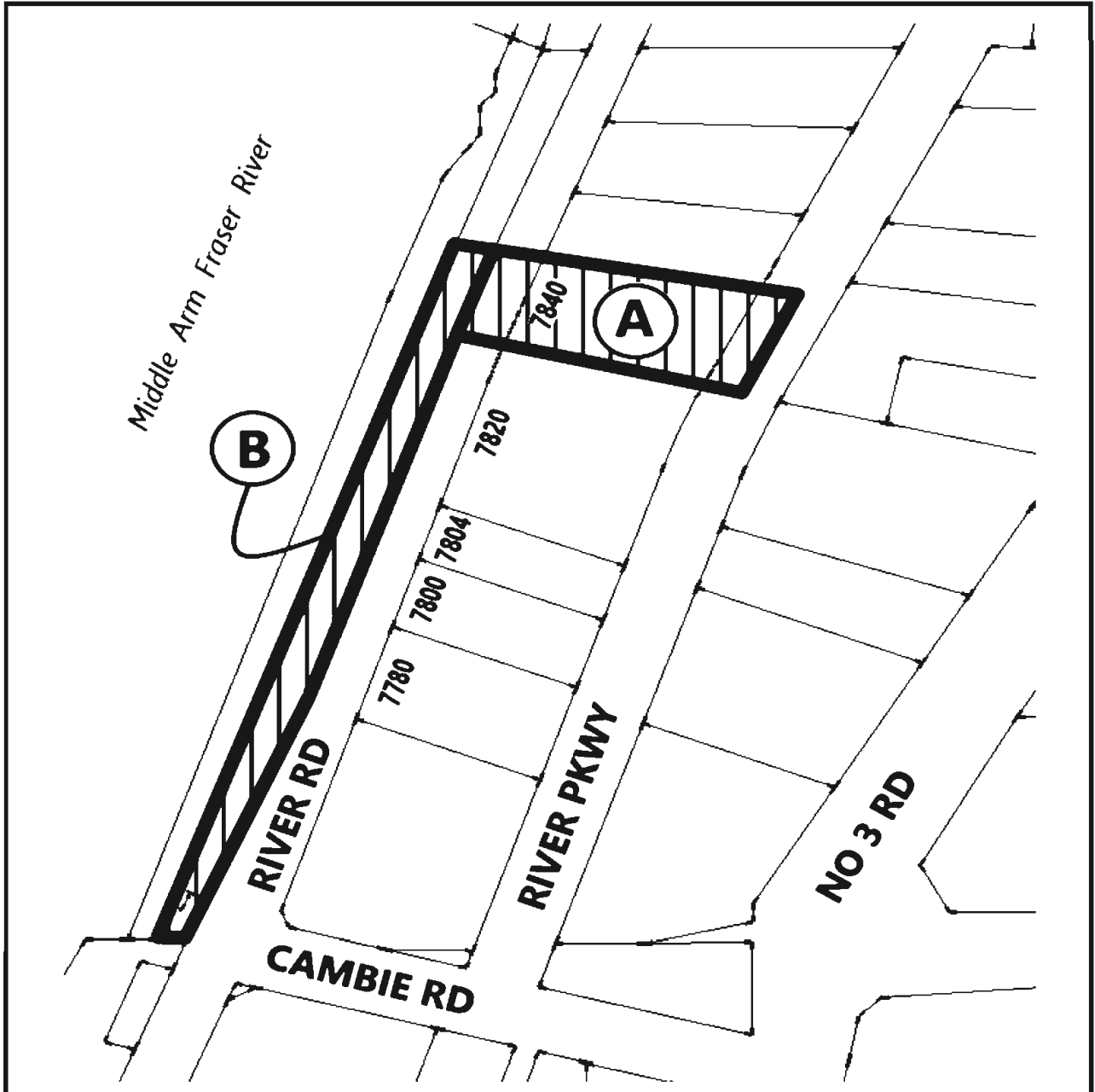
MAYOR

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City of
Richmond



RZ 17-788900

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City Centre Area Plan (CCAP) Amendment – RZ 17-788900

