



**Planning Committee
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road**

**Tuesday, February 7, 2023
Immediately following the closed meeting**

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on January 24, 2023.*



NEXT COMMITTEE MEETING DATE

February 22, 2023, (tentative date) at 4:00 p.m. in the Council Chambers.

PLANNING AND DEVELOPMENT DIVISION

1. **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)**
(File Ref. No. RZ 17-788900) (REDMS No. 6892905)

PLN-9

See Page PLN-9 for full report

Designated Speakers: Suzanne Carter-Huffman & Wayne Craig

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.*



2. **CHILD CARE DEVELOPMENT ADVISORY COMMITTEE 2022 ANNUAL REPORT AND 2023 WORK PROGRAM**
(File Ref. No. 07-3070-01) (REDMS No. 7099257)

PLN-95

See Page PLN-95 for full report

Designated Speaker: Chris Duggan

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STAFF RECOMMENDATION

That the Child Care Development Advisory Committee's 2022 Annual Report and 2023 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2022 Annual Report and 2023 Work Program", dated January 3, 2023, from the Director, Community Social Development, be approved.



3. **RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE (RCSAC) 2022 ANNUAL REPORT AND 2023 WORK PROGRAM**
(File Ref. No. 01-0100-30-RCSA1-01) (REDMS No. 7086192)

PLN-107

See Page PLN-107 for full report

Designated Speaker: Dorothy Jo

STAFF RECOMMENDATION

That the Richmond Community Services Advisory Committee's 2022 Annual Report and 2023 Work Program, as outlined in the staff report titled "Richmond Community Services Advisory Committee 2022 Annual Report and 2023 Work Program", dated January 3, 2023, from the Director, Community Social Development, be approved.



4. **RICHMOND HERITAGE COMMISSION 2022 ANNUAL REPORT & 2023 WORK PROGRAM AND BUDGET ALLOCATION**
(File Ref. No. 01-0100-30-HCOM1-01) (REDMS No. 7080842)

PLN-118

See Page PLN-118 for full report

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

- (1) *That the Richmond Heritage Commission 2023 Work Program, as presented in the staff report titled "Richmond Heritage Commission 2022 Annual Report & 2023 Work Program and Budget Allocation", dated January 9, 2023, from the Director, Policy Planning, be approved; and*

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ITEM

- (2) *That the Richmond Heritage Commission 2023 Budget Allocation, as presented in the staff report titled "Richmond Heritage Commission 2022 Annual Report & 2023 Work Program and Budget Allocation", dated January 9, 2023, from the Director, Policy Planning, be approved.*

☐

5. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, January 24, 2023

Place: Council Chambers
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Chak Au
Councillor Carol Day
Councillor Andy Hobbs

Also Present: Councillor Laura Gillanders
Michael Wolfe (via teleconference)

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on January 10, 2023, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **RICHMOND SENIORS ADVISORY COMMITTEE 2022 ANNUAL REPORT AND 2023 WORK PROGRAM**

(File Ref. No. 08-4055-01) (REDMS No. 7079916)

A brief discussion ensued with respect to safety presentation opportunities for seniors (e.g., internet scams, etc.). Staff noted similar initiatives related to safety for seniors are a focus of the Seniors Strategy and, going forward, the Senior Advisory Committee will be part of the working group that is focussing on prioritizing the various initiatives which will be brought forward through the implementation of the Seniors Strategy.

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It was moved and seconded

That the staff report titled “Richmond Seniors Advisory Committee 2022 Annual Report and 2023 Work Program,” dated December 8, 2022, from the Director, Community Social Development, be approved.

CARRIED

2. **RICHMOND ADVISORY COMMITTEE ON THE ENVIRONMENT
2022 ANNUAL REPORT AND 2023 WORK PROGRAM**

(File Ref. No. 01-0100-30-ACEN1-01) (REDMS No. 7084758)

It was moved and seconded

- (1) *That the Richmond Advisory Committee on the Environment 2022 Annual Report, as presented in the staff report titled “Richmond Advisory Committee on the Environment 2022 Annual Report and 2023 Work Program”, dated December 13, 2022 from the Director of Policy Planning, be received for information; and*
- (2) *That the Richmond Advisory Committee on the Environment 2023 Work Program, as presented in the staff report titled “Richmond Advisory Committee on the Environment 2022 Annual Report and 2023 Work Program”, dated December 13, 2022 from the Director of Policy Planning, be approved.*

CARRIED

3. **PROCESS OPTIMIZATION - DEVELOPMENT AND BUILDING
PERMITTING**

(File Ref. No. 08-4100-00) (REDMS No. 7052196)

Staff provided a brief overview of the report’s key deliverables and ongoing activities, noting that the permit optimization project also builds on a number of other initiatives the City is already undertaking with respect to prioritizing and streamlining development approvals, e.g. concurrent application reviews prioritizing affordable housing projects.

A brief discussion ensued with respect to the timing for fulfilling application requirements. Staff noted there is a process where any applicant wishing to submit a building, rezoning or development Permit application is invited to meet with staff in advance of the application submission which allows staff to identify some areas to be addressed (appropriate studies submitted, etc.) at the time of application, which does reduce the overall processing time.

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In response to queries from the Committee, staff noted (i) one of the outcomes of the project is the creation of a client portal, intended to allow applicants real time access to detailed information that will help to identify any material that may be outstanding, (ii) an ongoing associated project is to have a number of checklists to ensure application submissions are complete and fulsome in terms of when they are received, (iii) the system is not currently designed to allow viewing of progress on other applicants' applications, however a customer dashboard is planned to provide the number of applications under review, (iv) a monthly report is published on the City's website that identifies all development permit applications currently under staff review, and (iv) beta testing, beginning with self serve uploading of permit applications on single family homes, with start in Q2, with building permit applications and development applications to follow.

It was moved and seconded

The report titled "Process Optimization - Development and Building Permitting", dated December 15, 2022 from the Director, Development and the Director, Building Approvals be received for information.

CARRIED

4. MANAGER'S REPORT

(i) Application Update

Staff reported that the non-farm use application endorsed by Council in September 2022, to allow for an addition to an existing secondary residence within the ALR for accessibility purposes, received ALC approval on January 10, 2023. The applicant has been advised and will be submitting a rezoning application to fulfill the next part of the process.

(ii) NAV Canada Public Consultation Process Update

Staff provided a brief update on the current NAV Canada public consultation process for updating their airspace modernization project surrounding YVR, and noted that staff have been reviewing the proposed changes and determined at this point that there is no negative impact to building heights or noise contours. It was further noted that there will be an online event to address community specific concerns for Richmond on January 26, 2023.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:21 p.m.).

CARRIED

Planning Committee
Tuesday, January 24, 2023

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, January 24, 2023.

Councillor Bill McNulty
Chair

Lorraine Anderson
Legislative Services Associate



To: Planning Committee
From: Wayne Craig
Director, Development

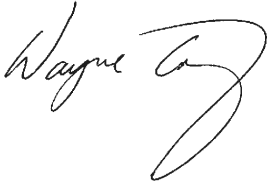
Date: January 24, 2023
File: RZ 17-788900

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

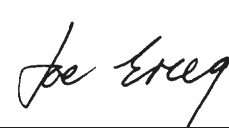
1. That Official Community Plan Amendment Bylaw 10213, to amend:
 - a) Official Community Plan Bylaw 9000, Schedule 1 (City of Richmond 2041 OCP Land Use Map), including amending the land use designation of 7840 River Road from "Park" to "Commercial", and amending the land use designation of 7711 River 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 (which 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

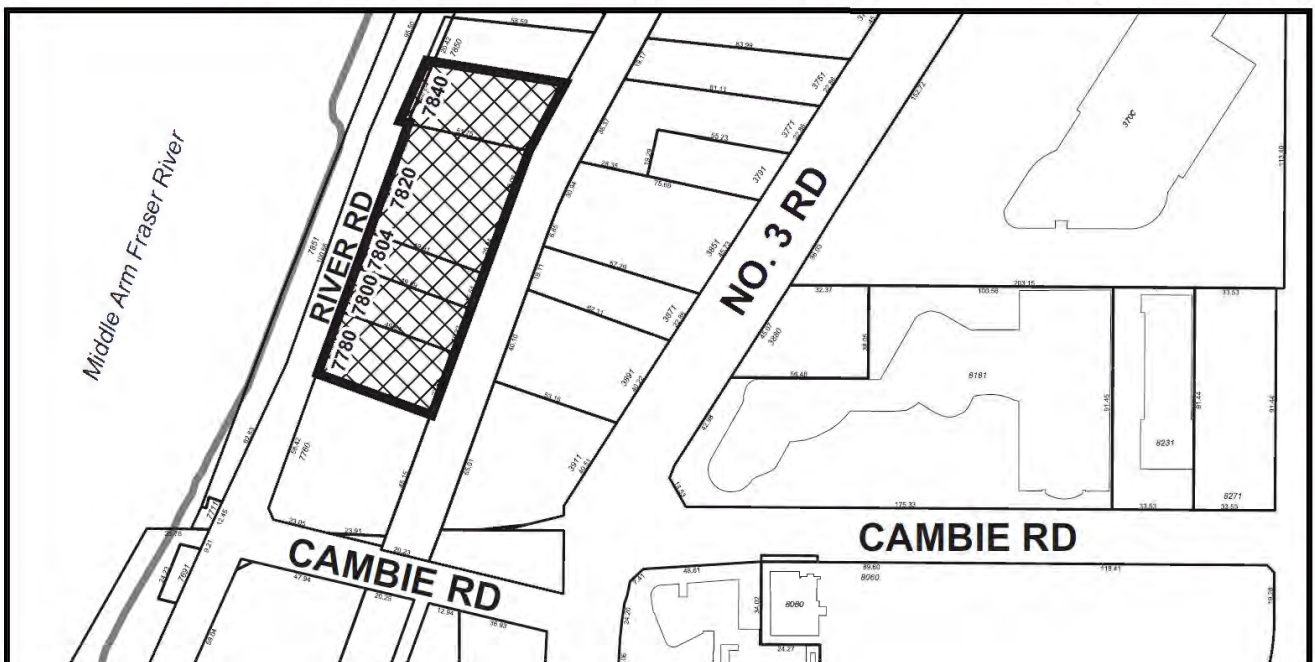
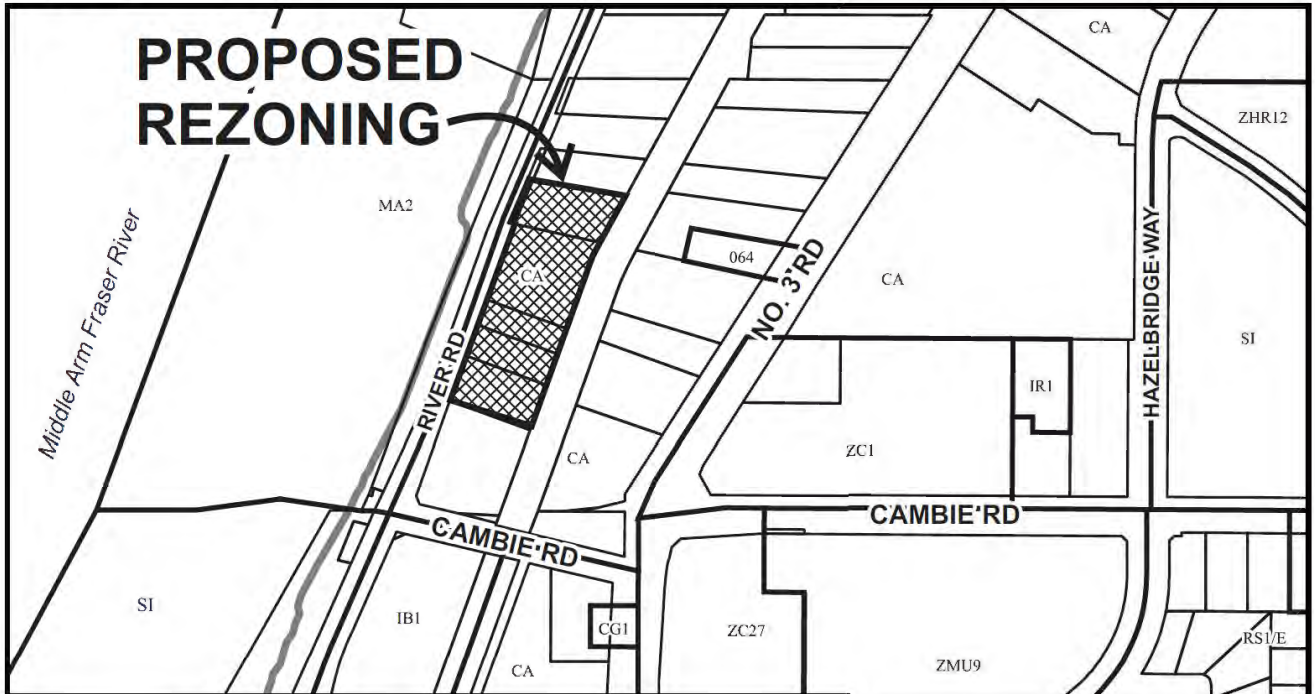
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Attachments:

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



RZ 17-788900

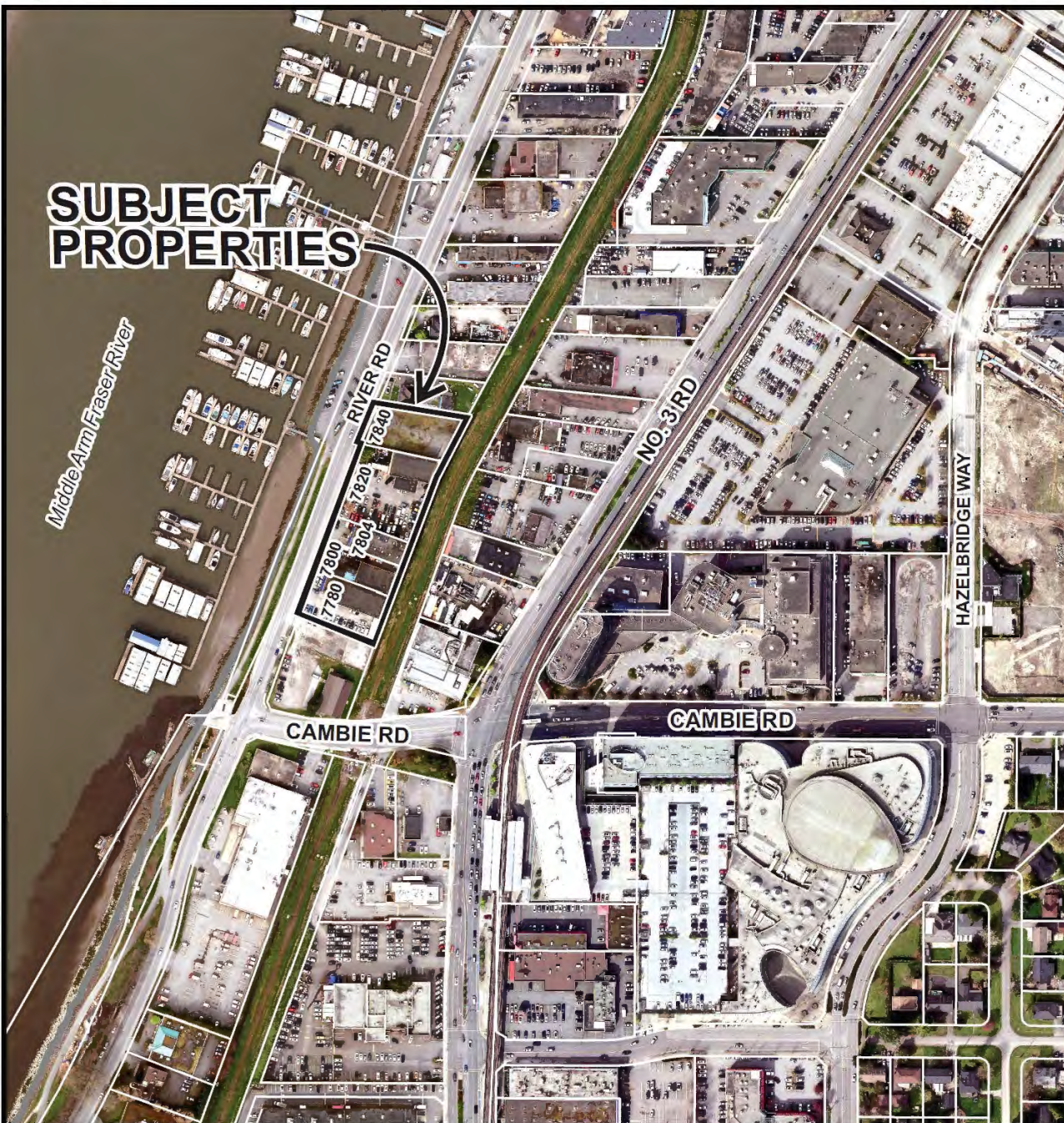
Original Date: 11/087/17

Revision Date: 08/06/19

Note: Dimensions are in METRES



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

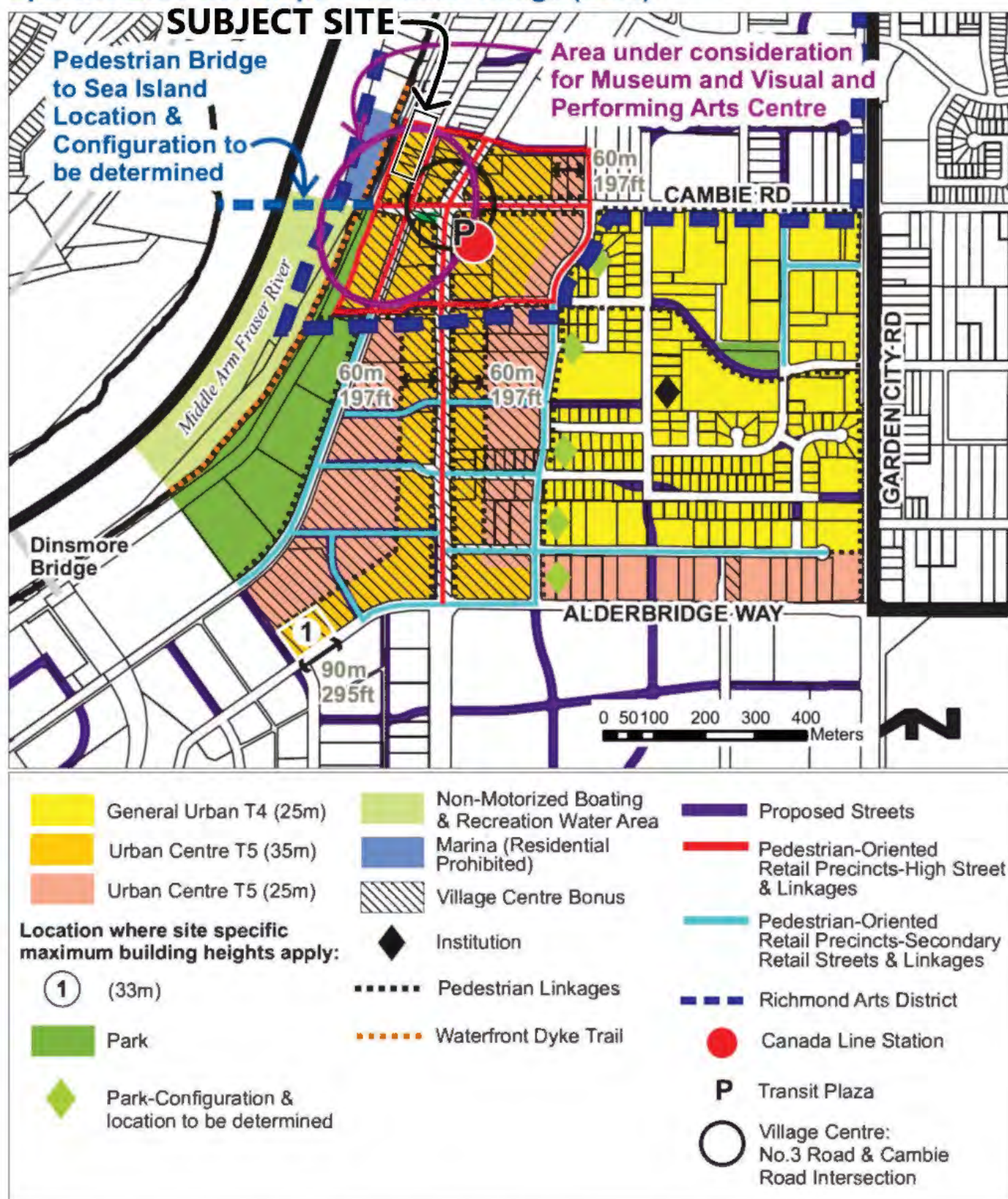
	Site-Specific ZC49 Zone	Proposed Development	Variance
Lot Size (min.)	5,600.0 m ² (66,277.9 ft ²)	5,646.1 m ² (60,774.1 ft ²)	None
Floor Area Ratio (max.)	3.23 FAR, including: <ul style="list-style-type: none"> Base (commercial): 2.23 FAR Village Centre Bonus (VCB): 1.0 FAR for office only 	3.23 FAR, 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.

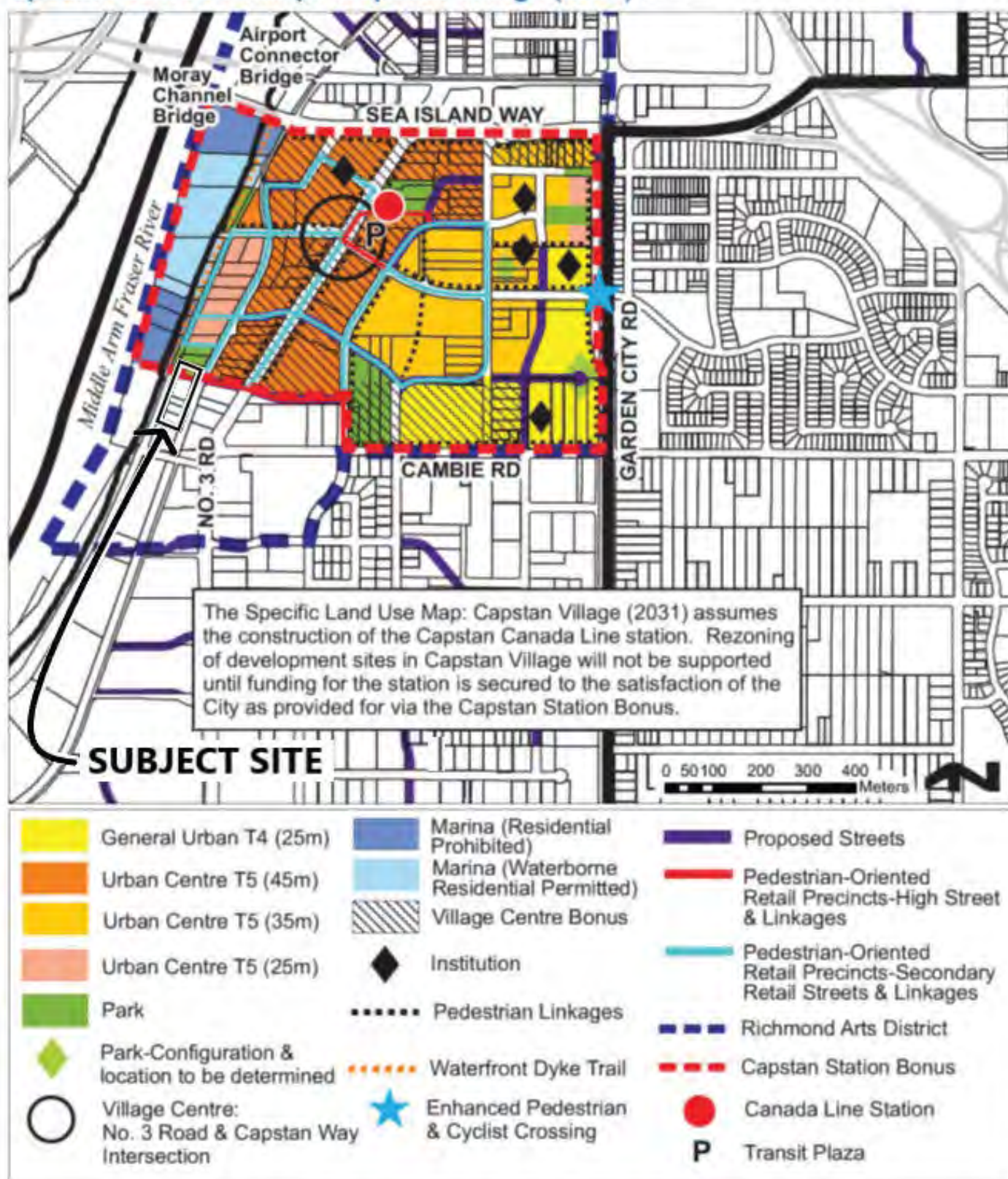
* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Specific Land Use Map: Aberdeen Village (2031)

Bylaw 10020
2019/05/21

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

Specific Land Use Map: Capstan Village (2031)

Bylaw 90523
2017/05/08

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 (ANSI) 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.

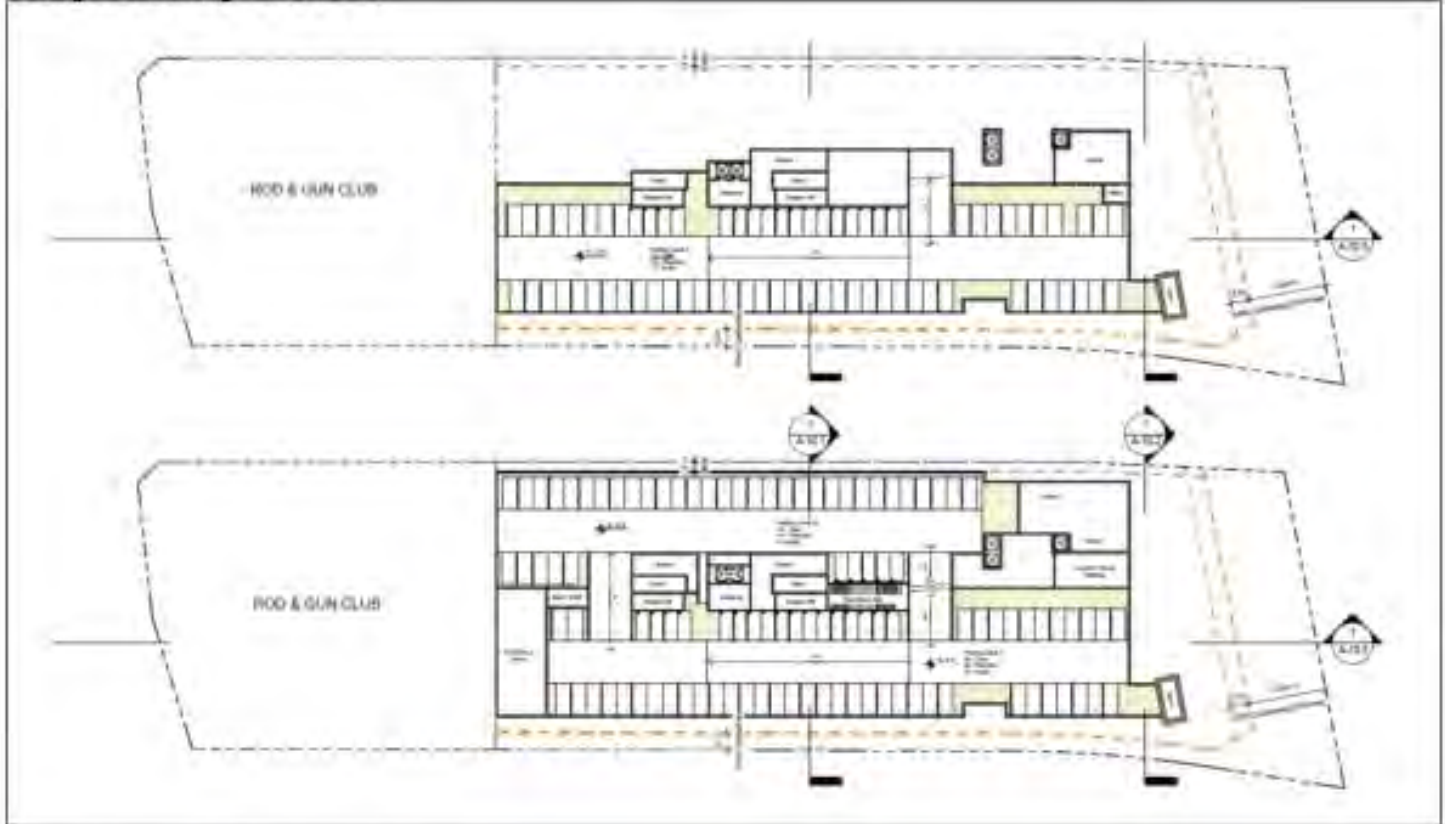
The public will have an opportunity to comment further on the proposed amendment at the Public Hearing. Public notification for the Public Hearing will be provided as per the Local Government Act.

School District

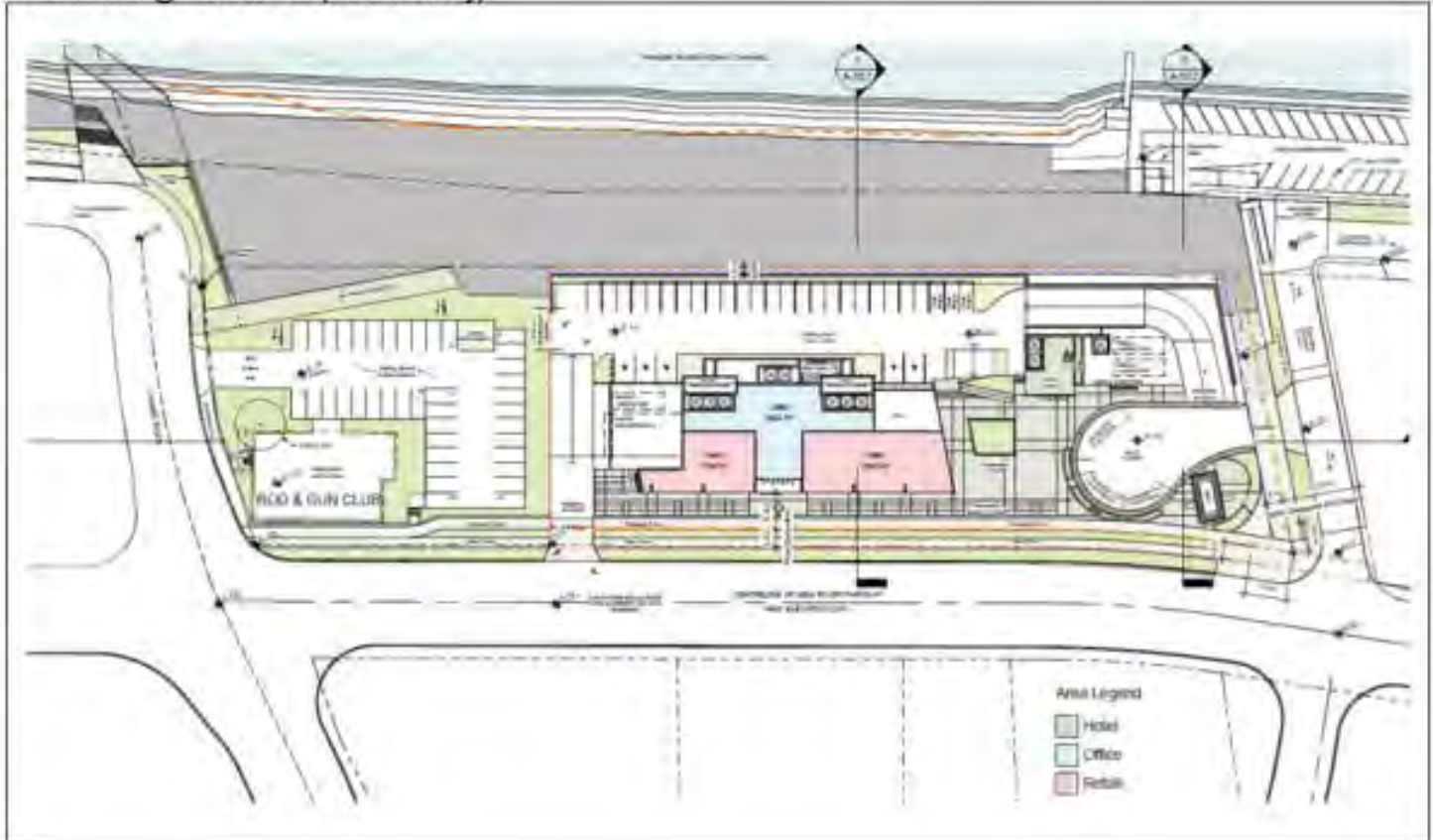
This application was not referred to School District No. 38 (Richmond) because the proposed OCP amendment does not increase buildable residential floor area, number of dwelling units, or number of households with school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which 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)

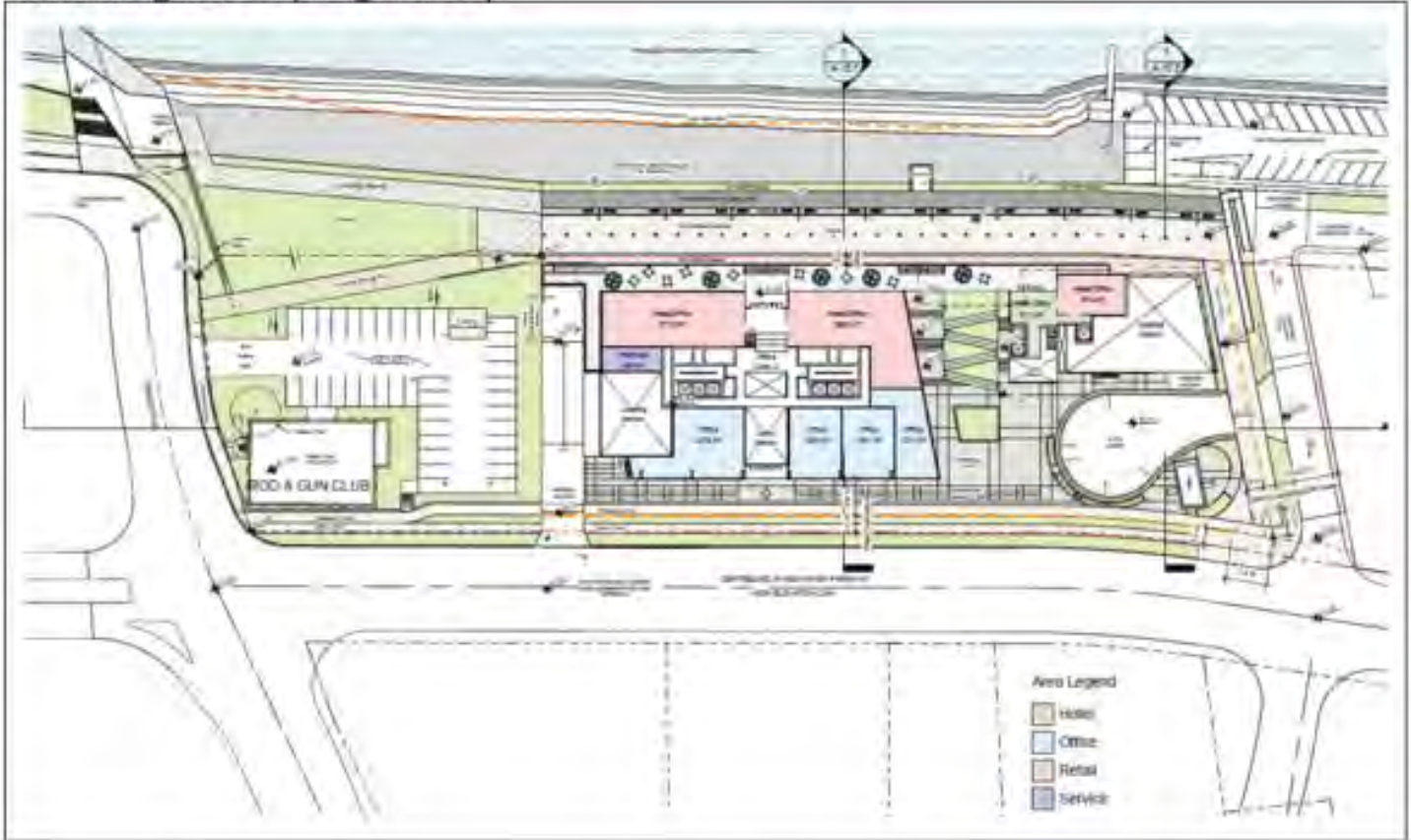
Underground Parking – Levels 2 & 3



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



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



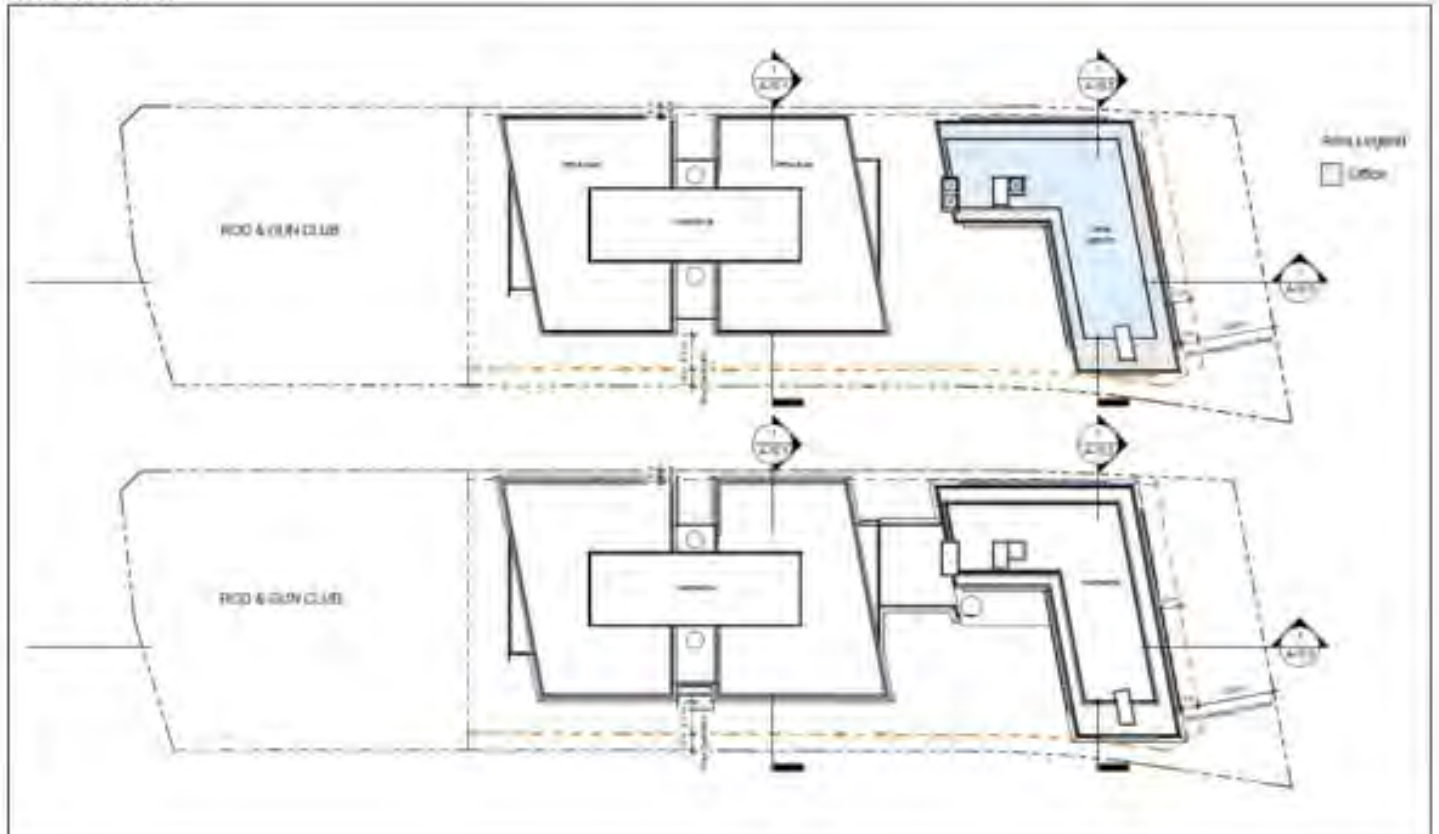
Levels 3 & 4



Levels 5 - 8



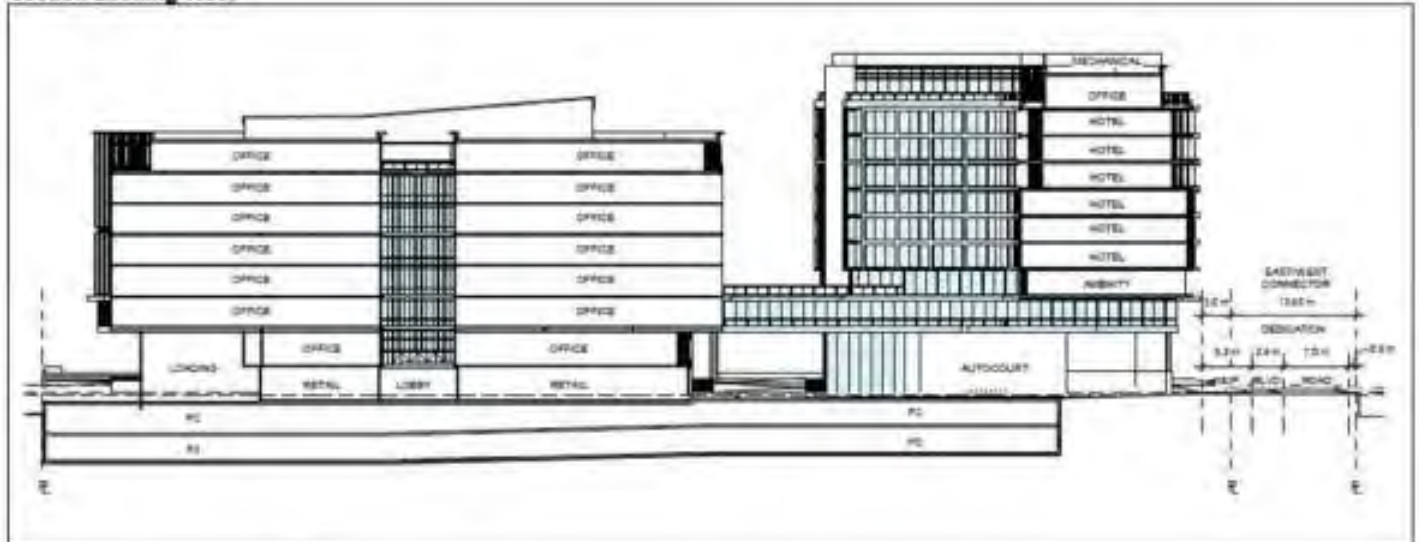
Level 11 & Roof



East Street Elevation @ River Parkway



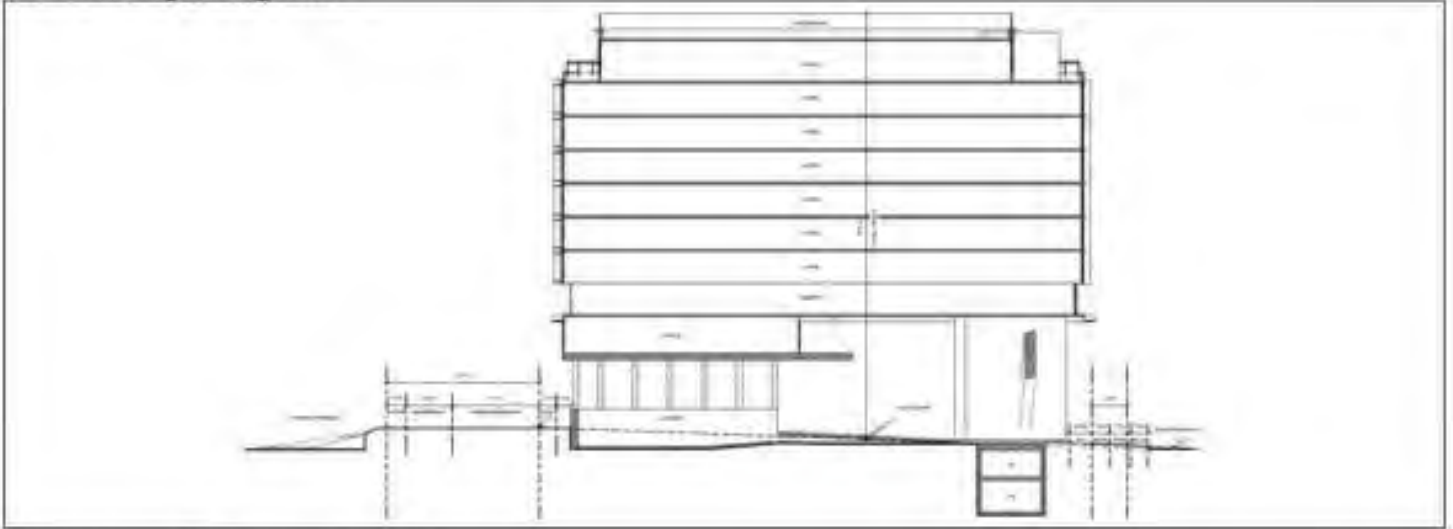
Section Looking West



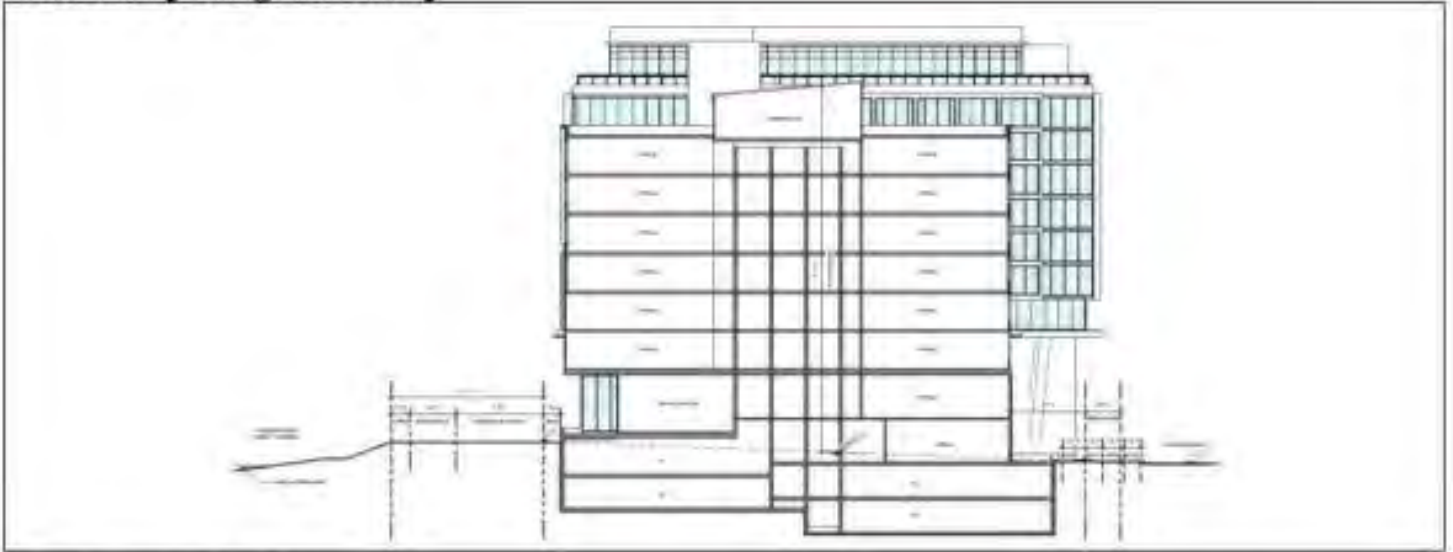
West Street Elevation @ Dike



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 m ² (16,037.0 ft ²)		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 through 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.

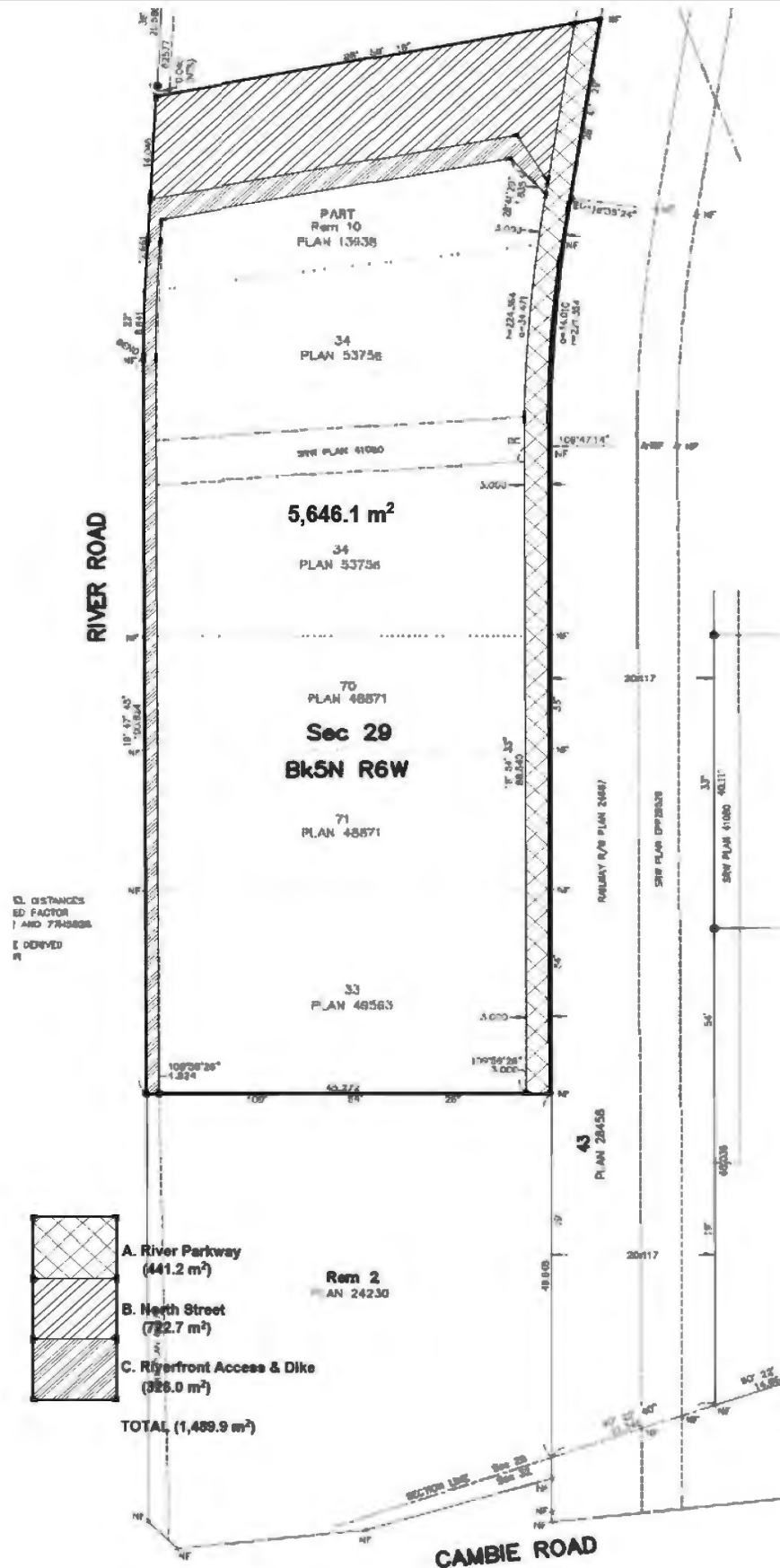
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

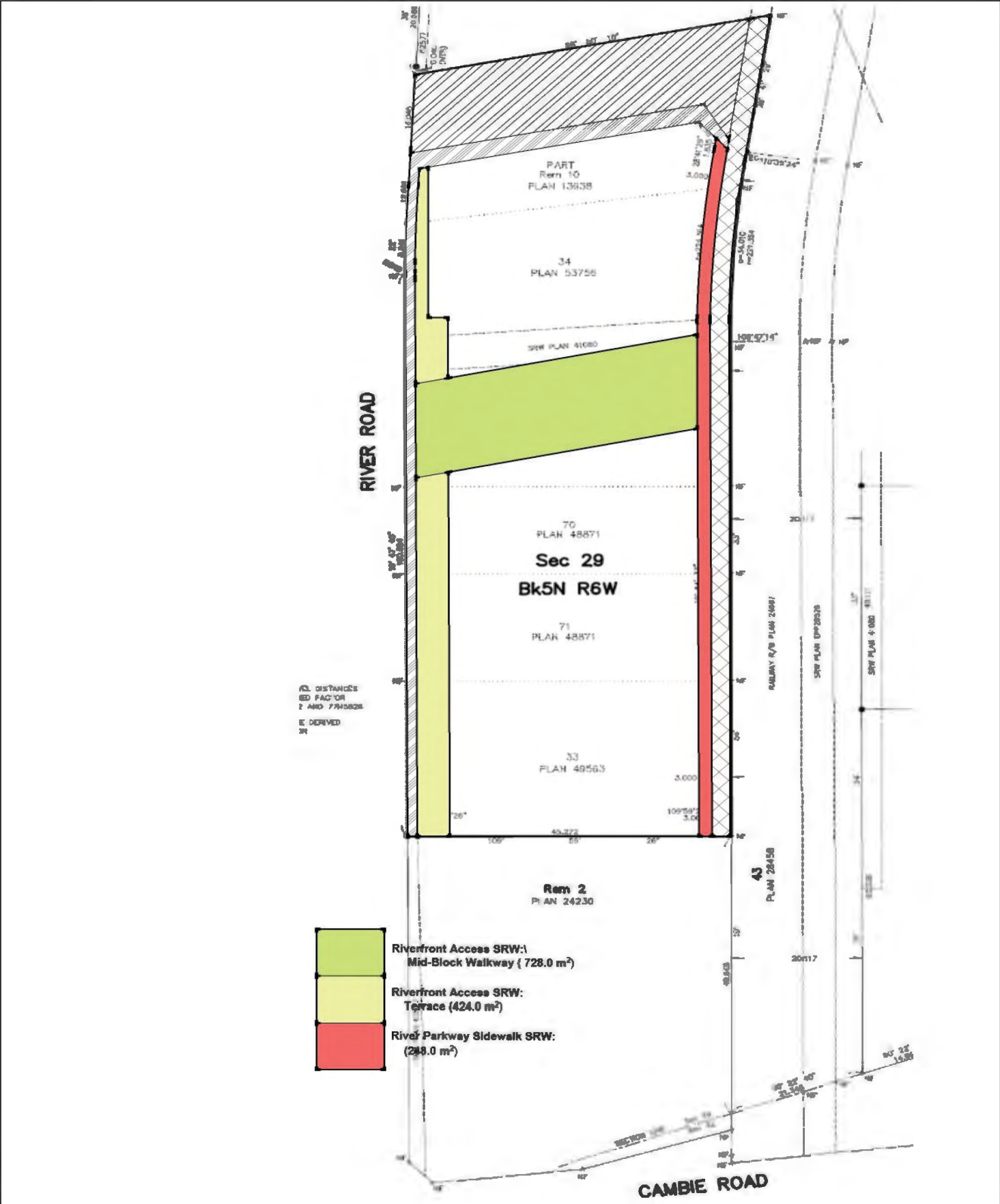
SIGNED COPY ON FILE

Signed

Date



Initial: _____



Initial: _____

**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.

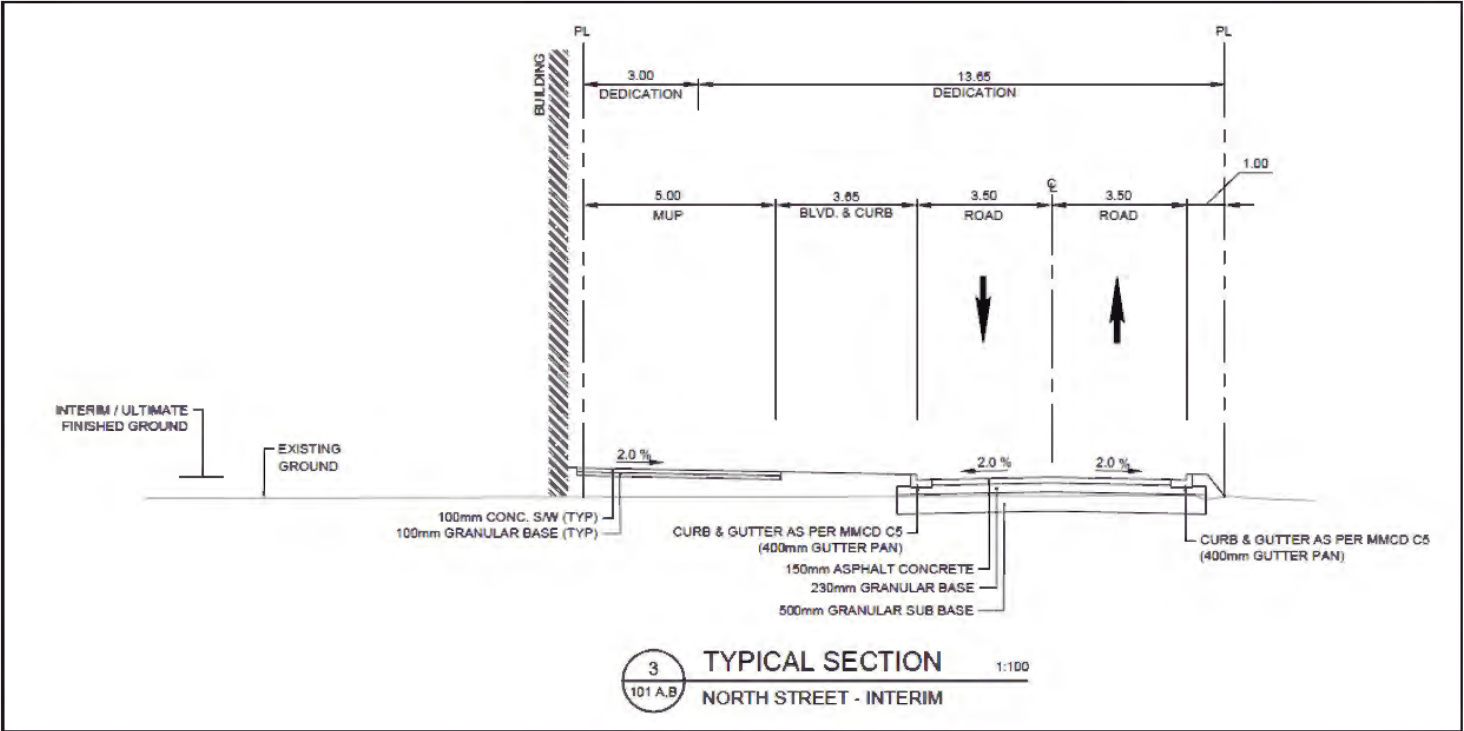
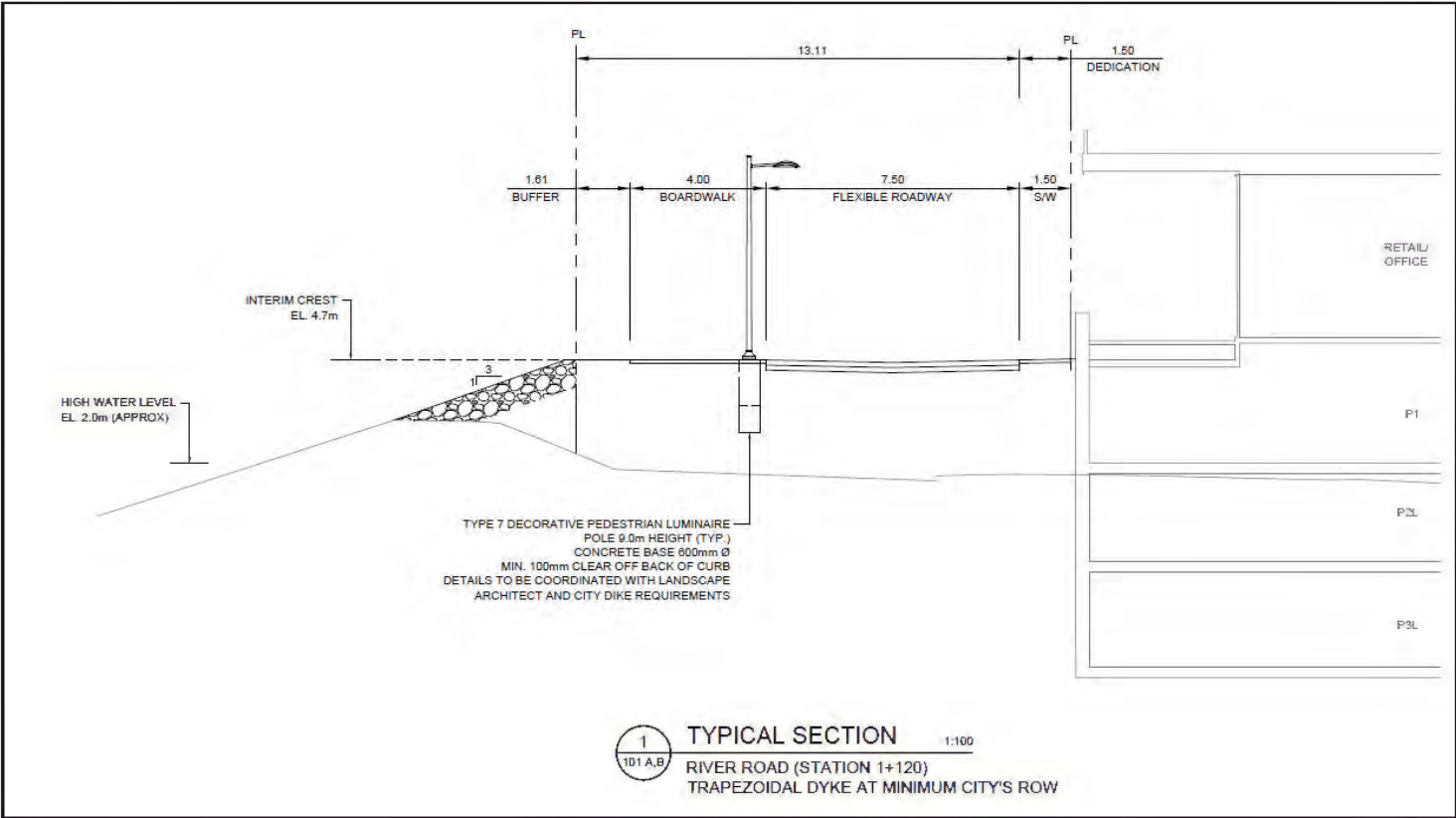
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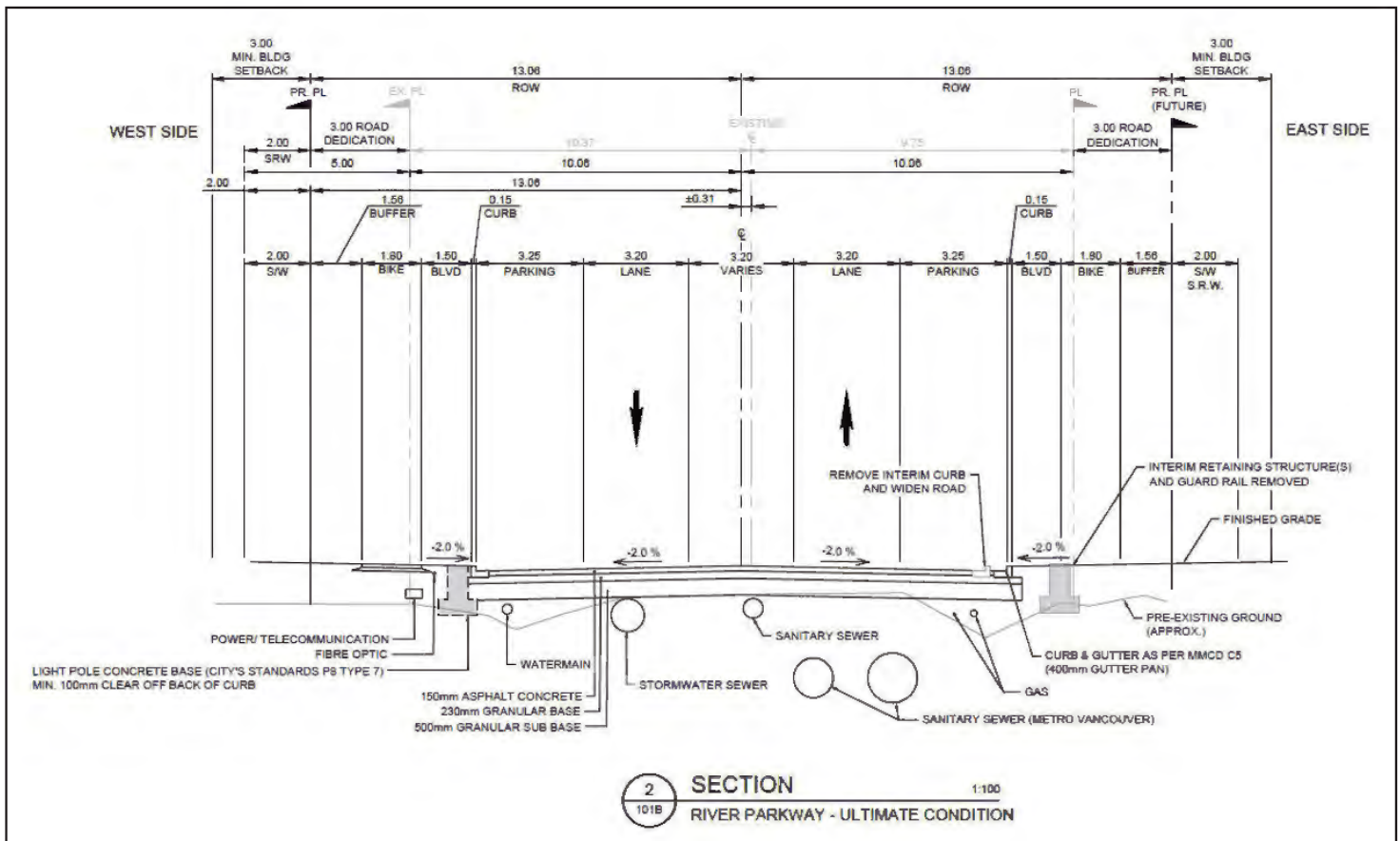
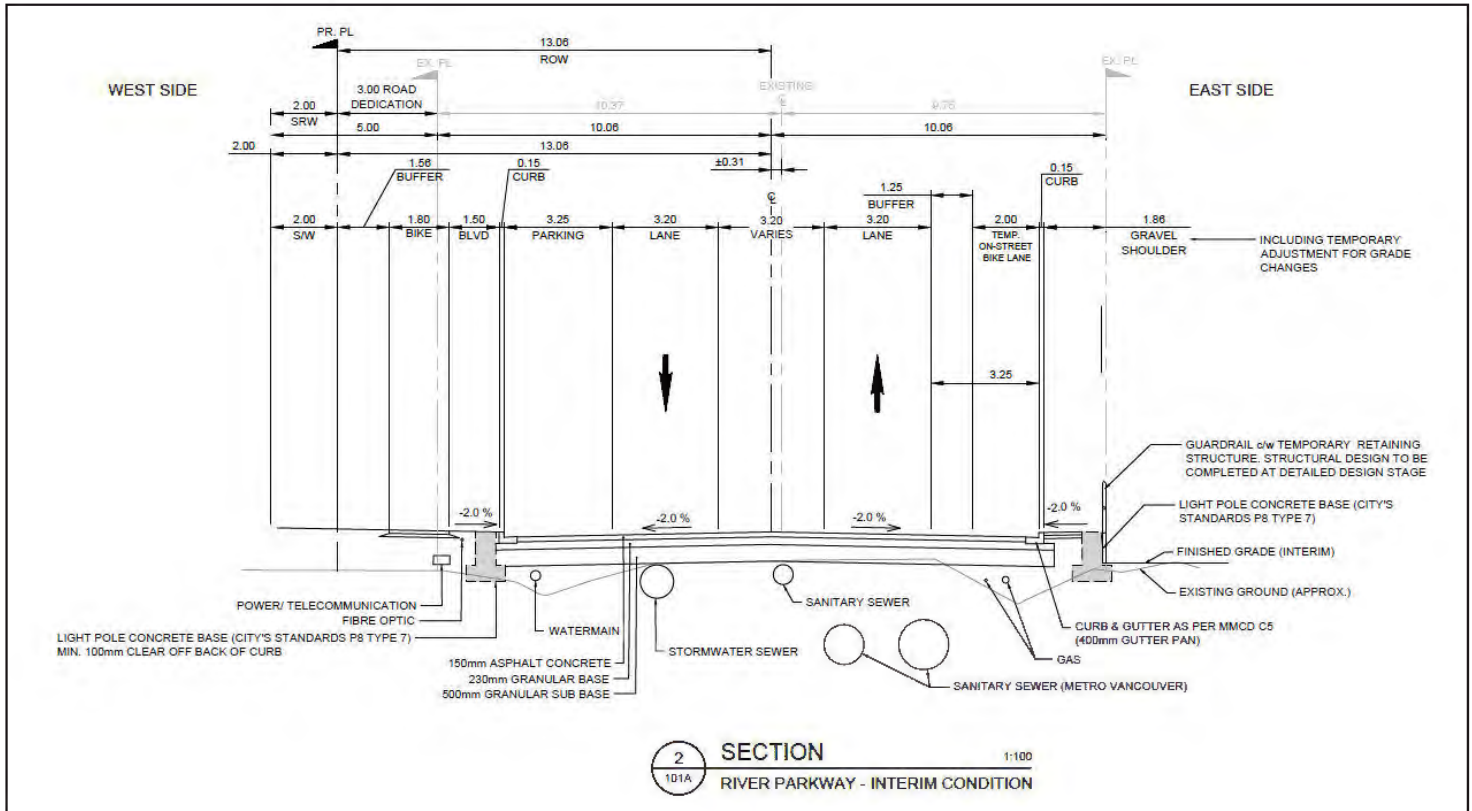
Schedule D
Preliminary Functional Road Plan – ULTIMATE (River Parkway & North Street)





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

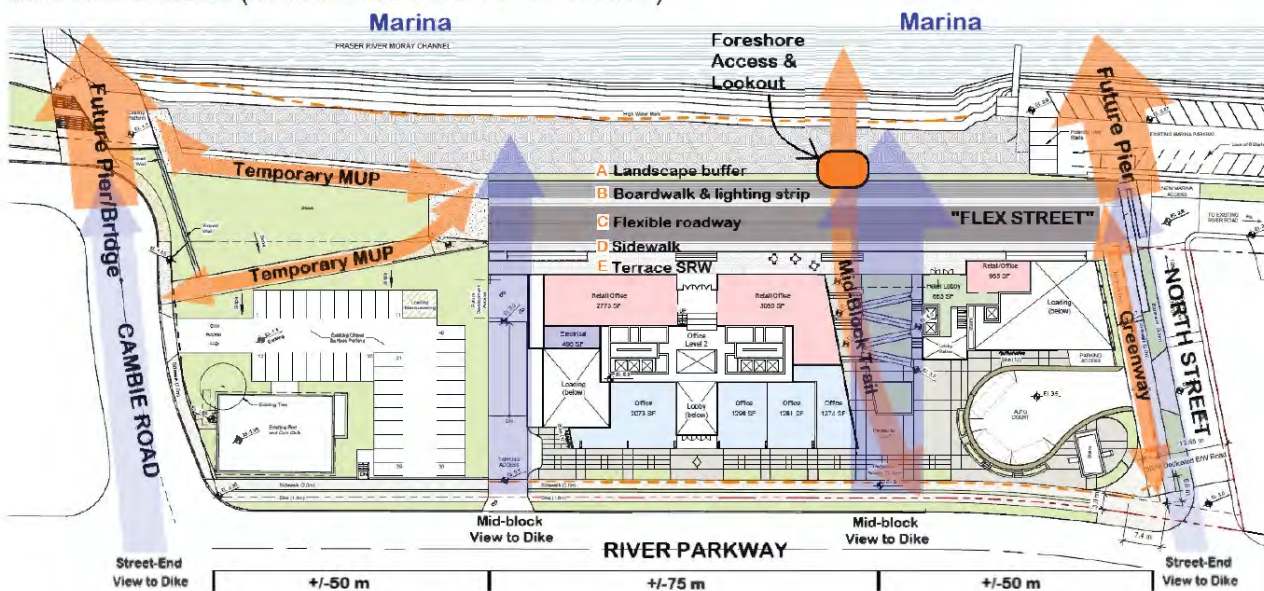
To provide for the establishment of a riverfront esplanade in the form of an adaptive street & public realm connections designed to (i) respect the area's sensitive dike & riparian setting, (ii) enhance public universal access to the dike, and (iii) readily adapt, without costly infrastructure upgrades, 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:

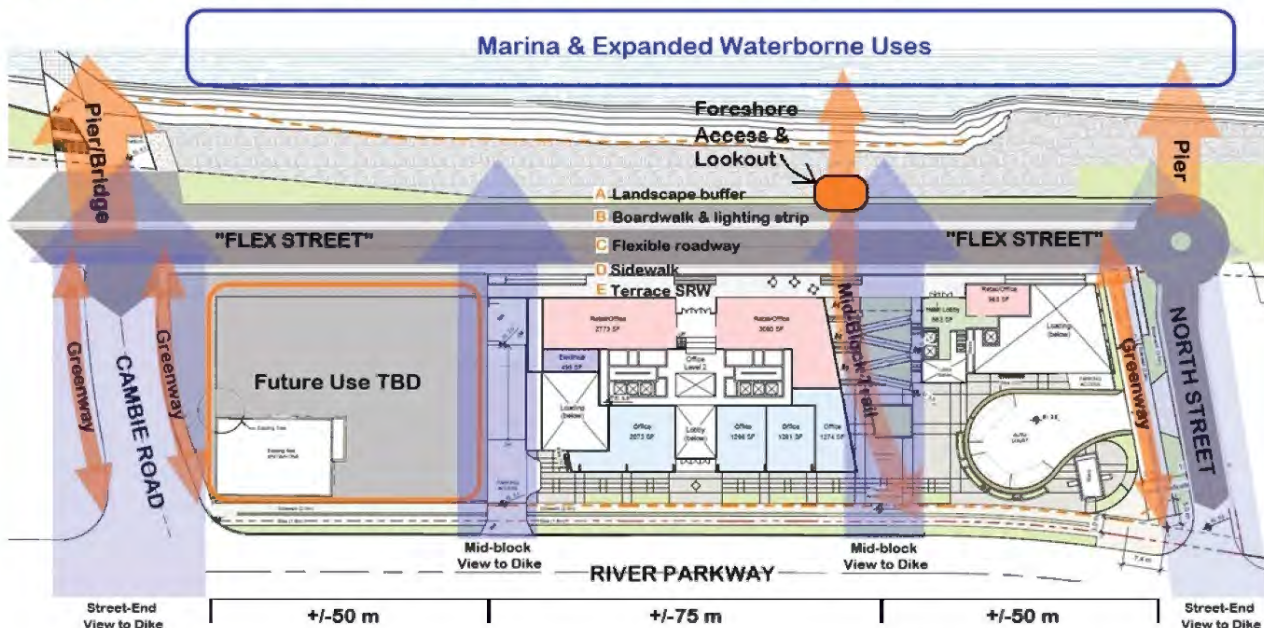
1. Flexible Roadway ("Flex Street")
2. Foreshore Access & Lookout
3. North Street & Dike Grade Adaptation
4. Public Art Opportunities

CONCEPTUAL PLAN

Interim Condition (for construction via RZ 17-788900)



Potential Future Condition (future improvements via future development)



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Initial: _____

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

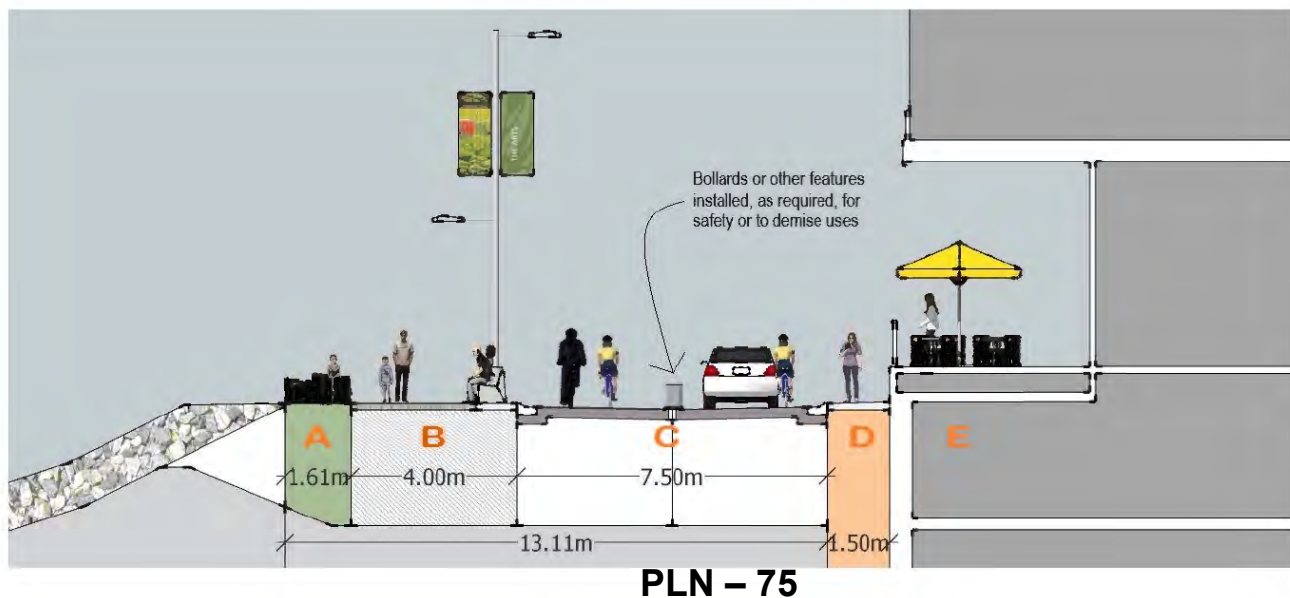
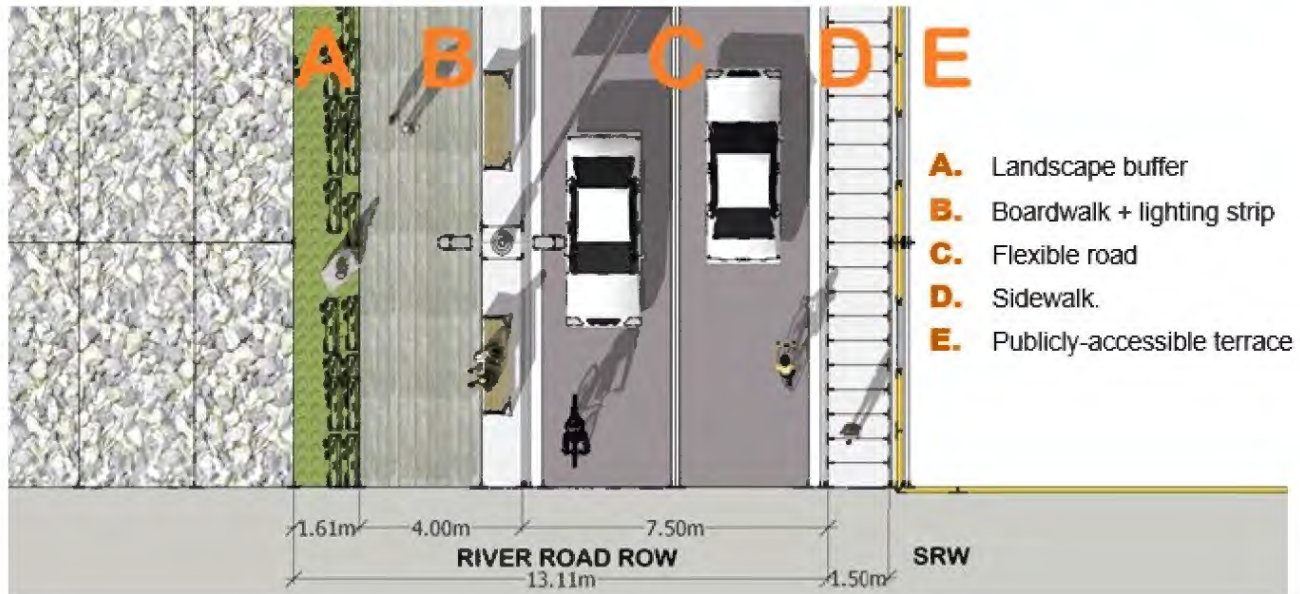
1. “FLEX STREET” – Typical Cross-Section

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.)



PLN - 75

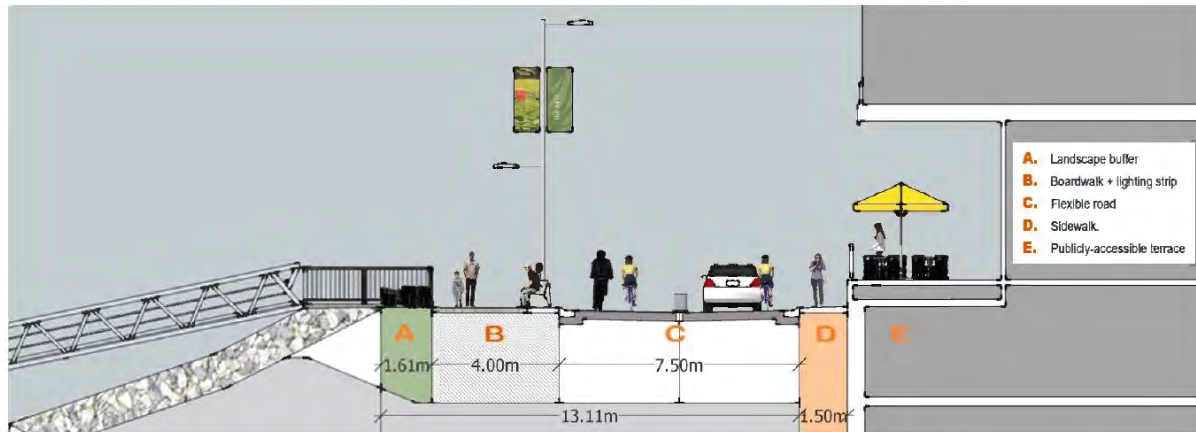
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ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT RZ 17-788900

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

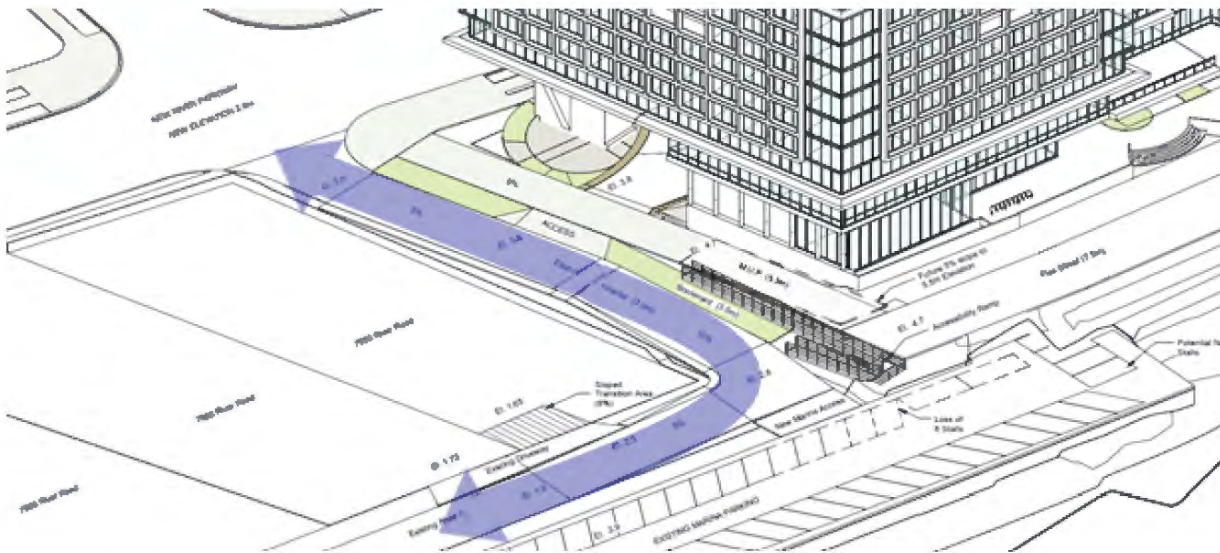
3. NORTH STREET & DIKE GRADE ADAPTATION

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.

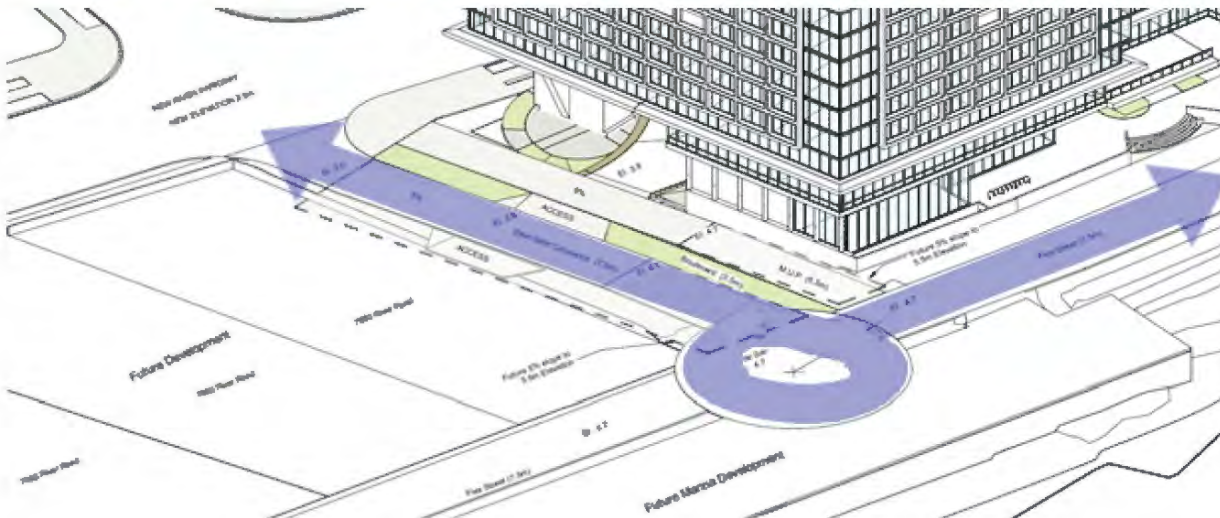
Interim Condition (for construction via RZ 17-788900)

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.)



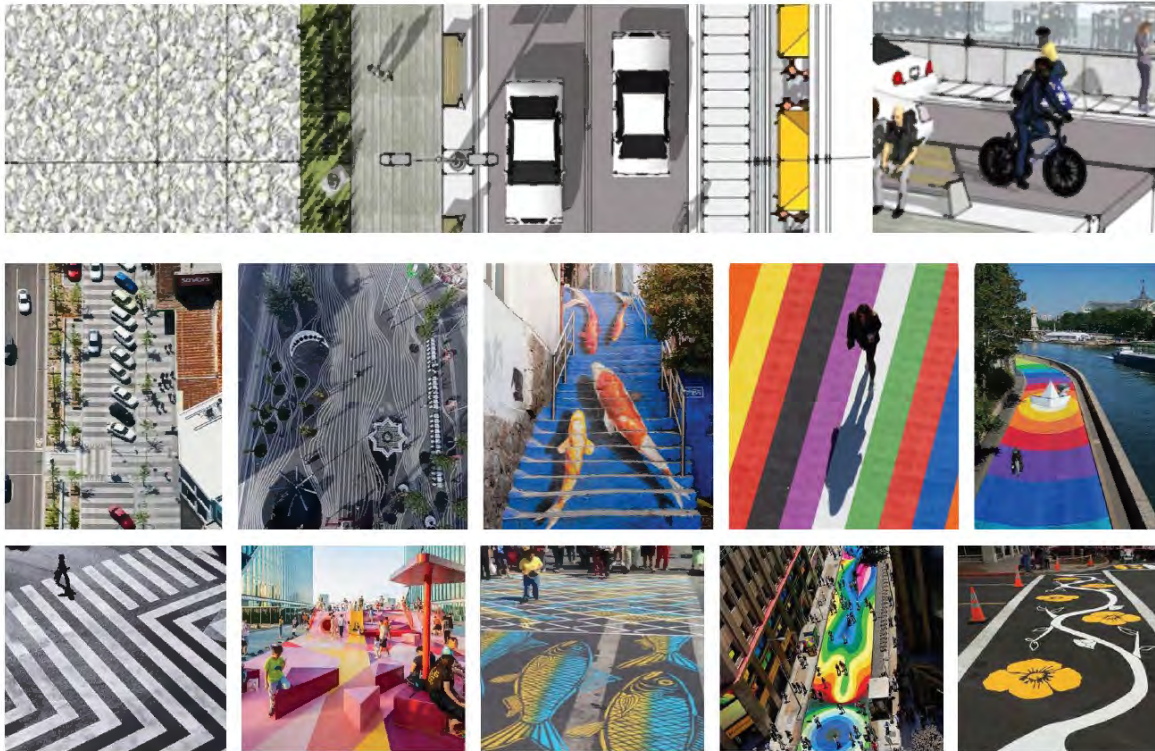
ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT RZ 17-788900

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.

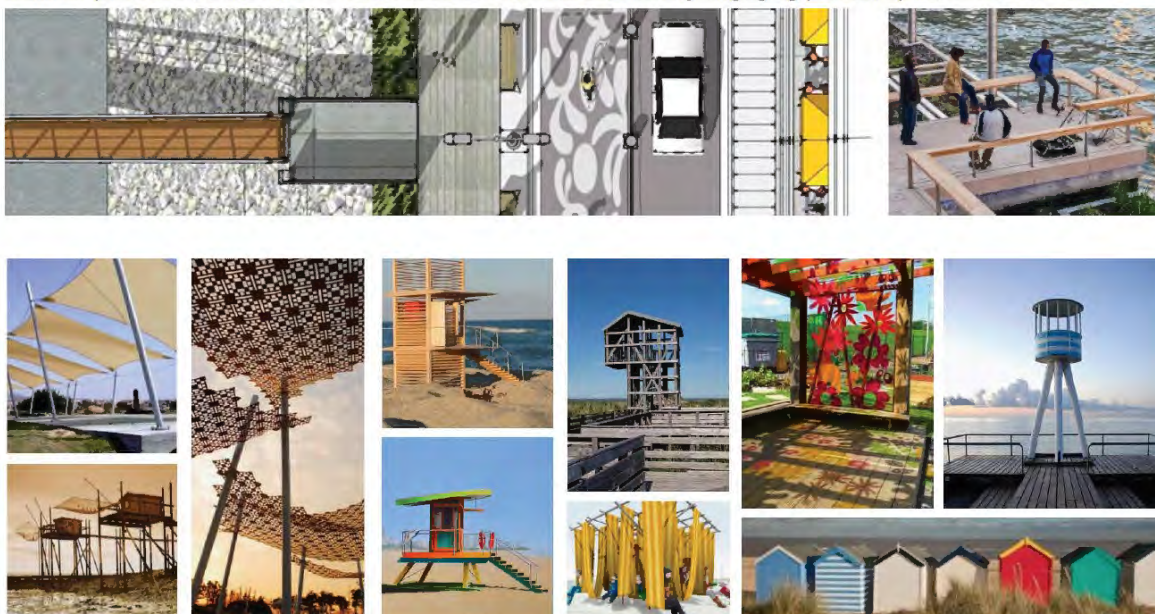
Roadway Mural @ “Flex Street”

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.



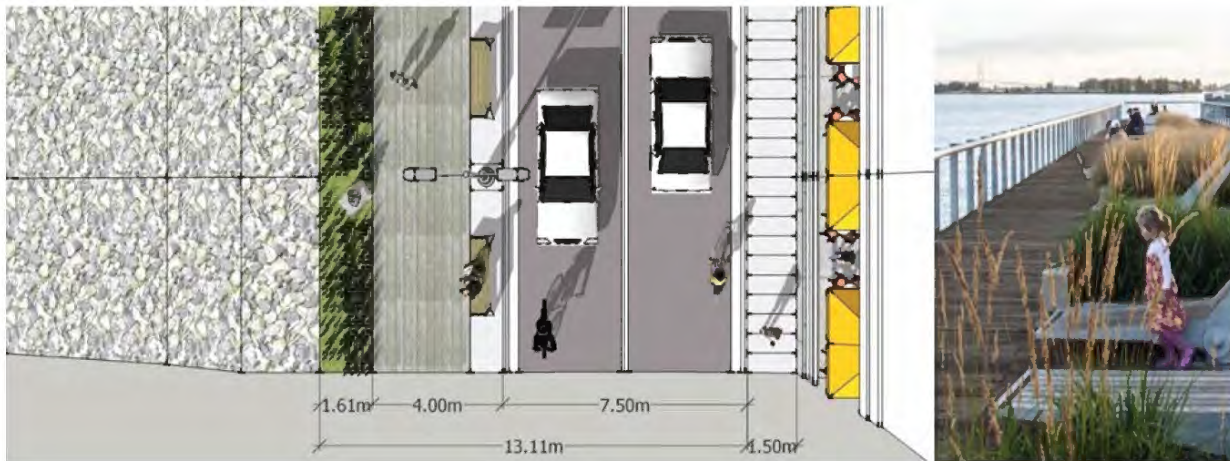
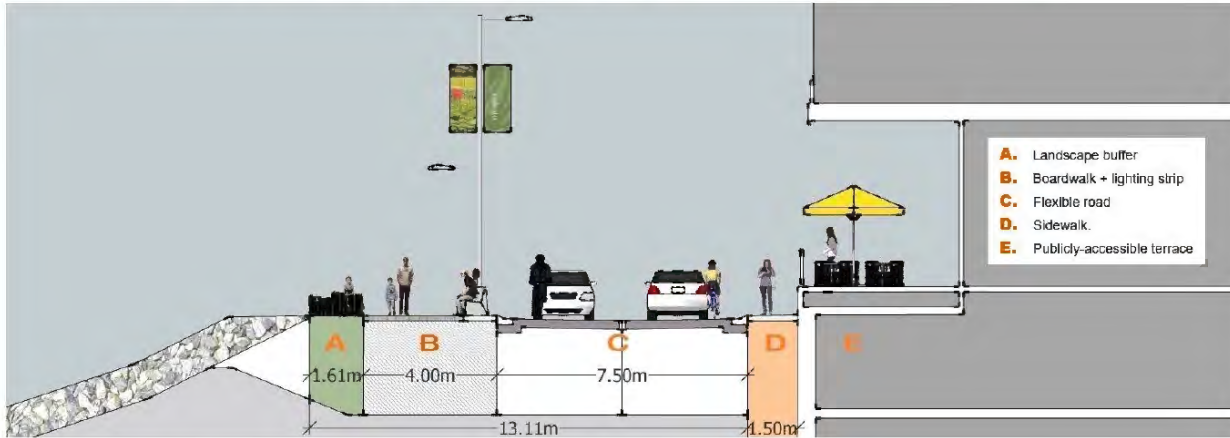
Landmark Riverfront Feature @ “Foreshore Access & Lookout”

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)

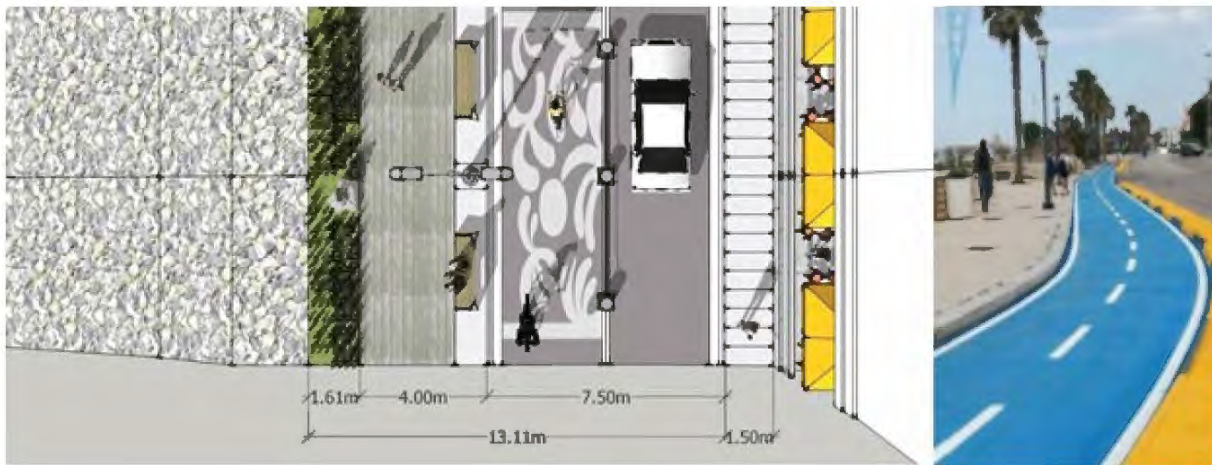
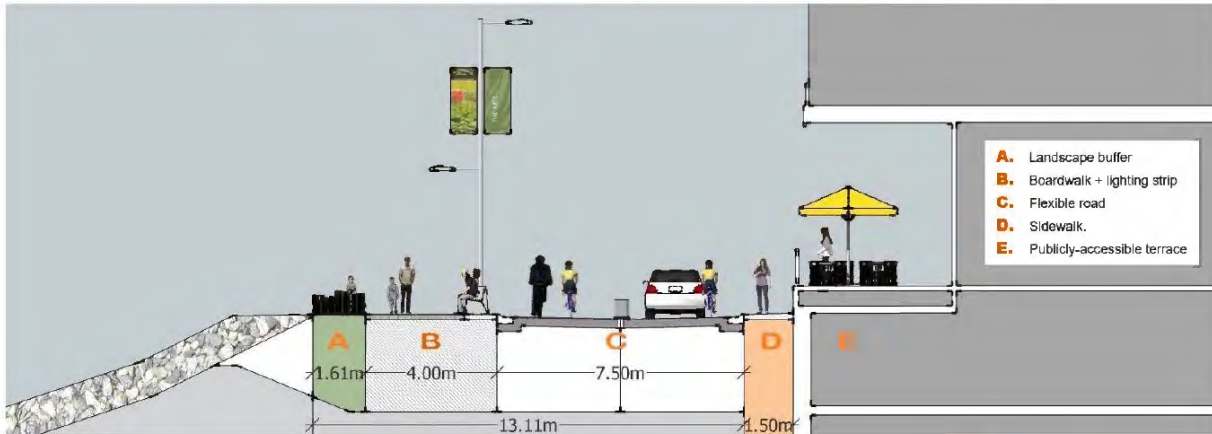


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Initial: _____

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

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

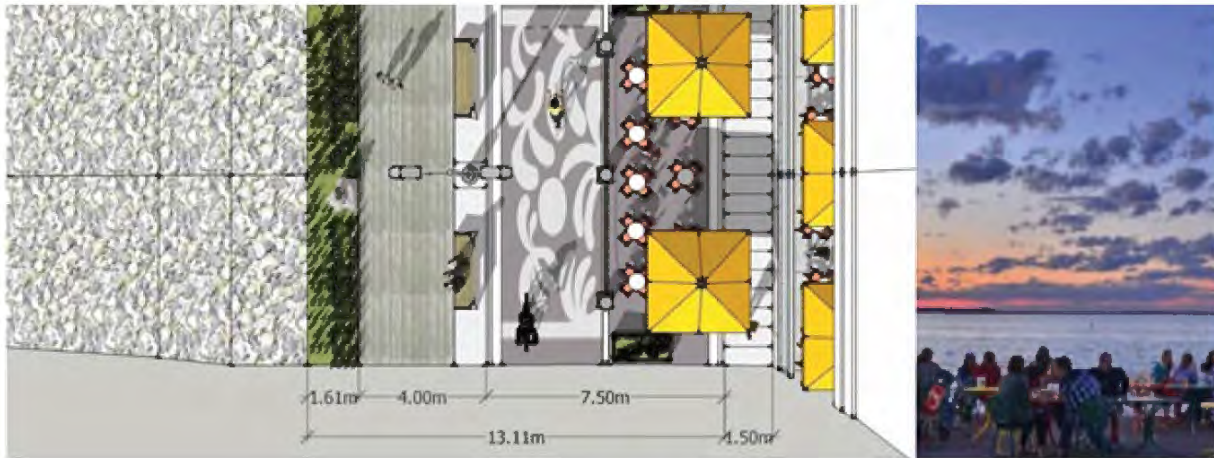
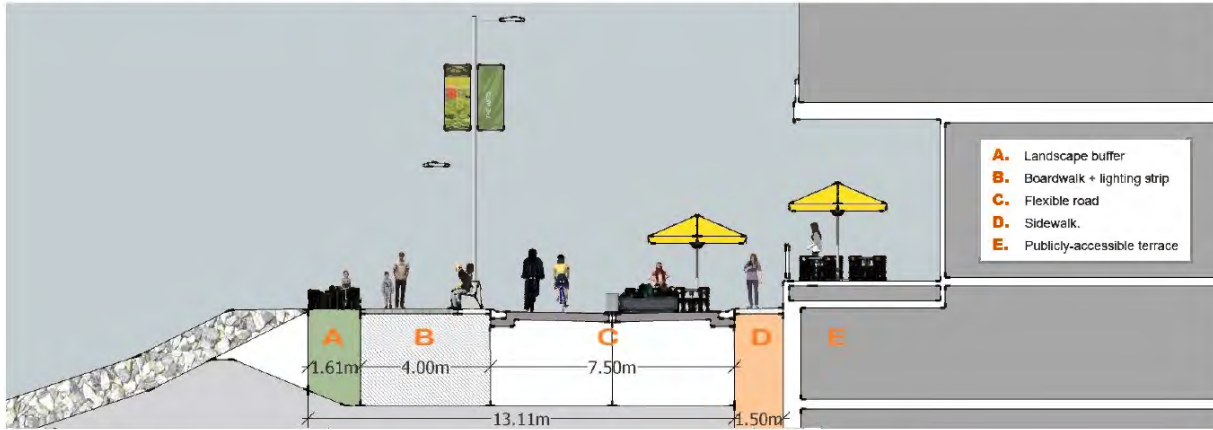


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Initial: _____

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

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

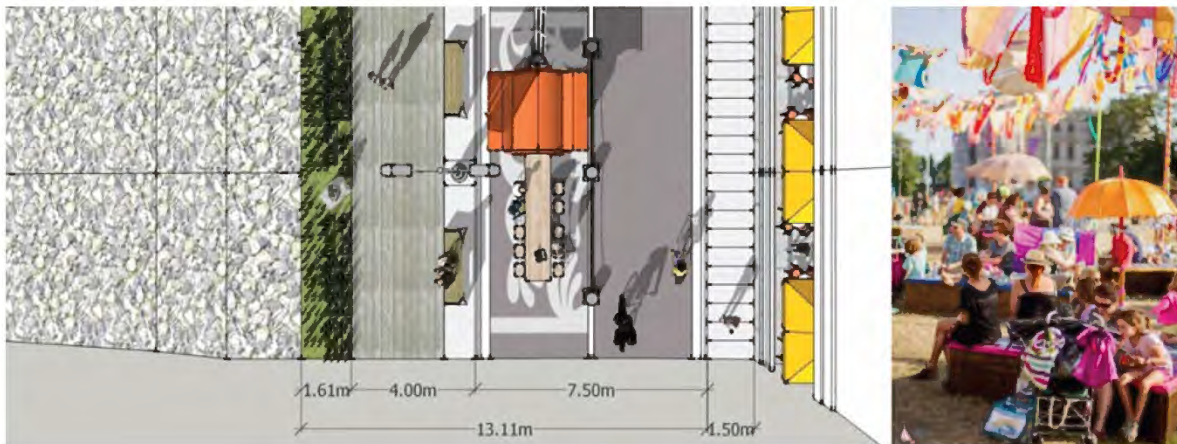
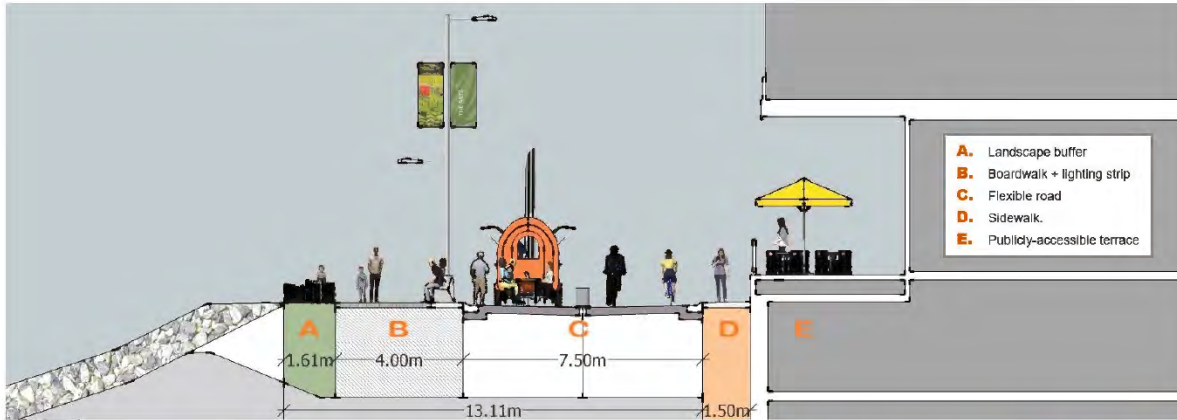


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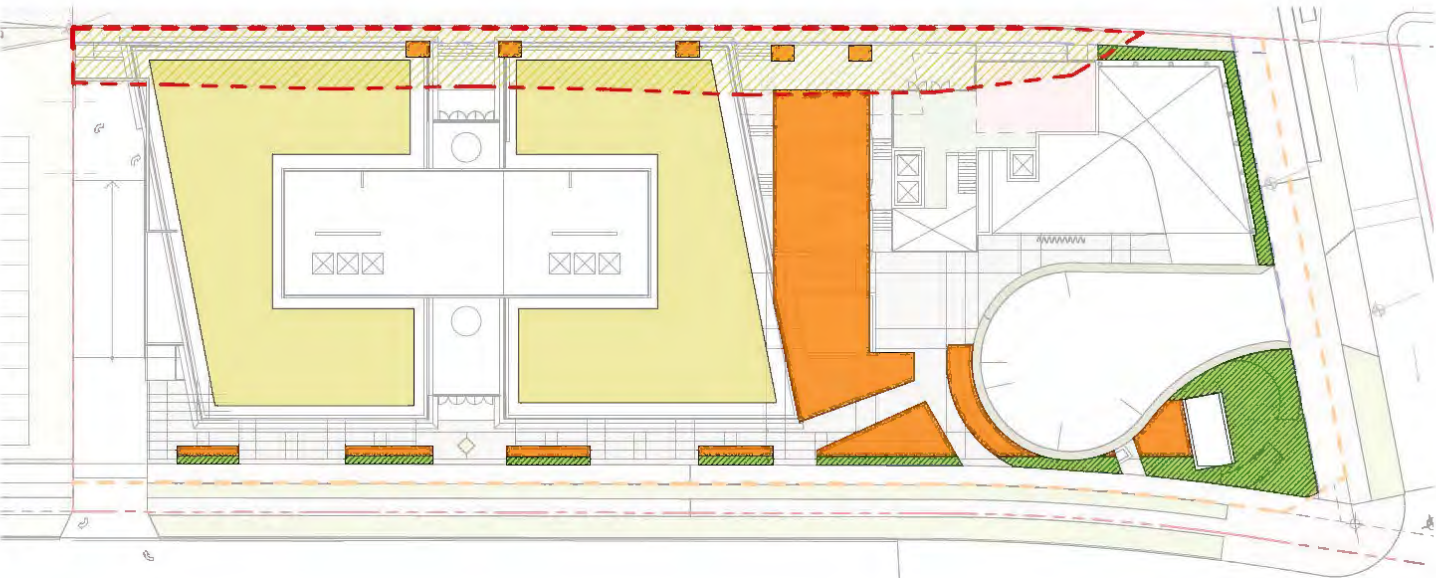
ABERDEEN VILLAGE RIVERFRONT – ADAPTIVE PUBLIC REALM CONCEPT
RZ 17-788900

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



Initial: _____

ESA Replacement Areas



<div></div> ESA AREA 30m From High Water Mark	661 m² 7,115 sf
POTENTIAL ESA REPLACEMENT AREAS	
<div> CATEGORY 1 Off Structure</div>	239.8 m² 2,581 sf
<div> CATEGORY 2 On Structure</div>	487.0 m² 5,242 sf
<div> CATEGORY 3 Green Roof</div>	1,209.2 m² 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.

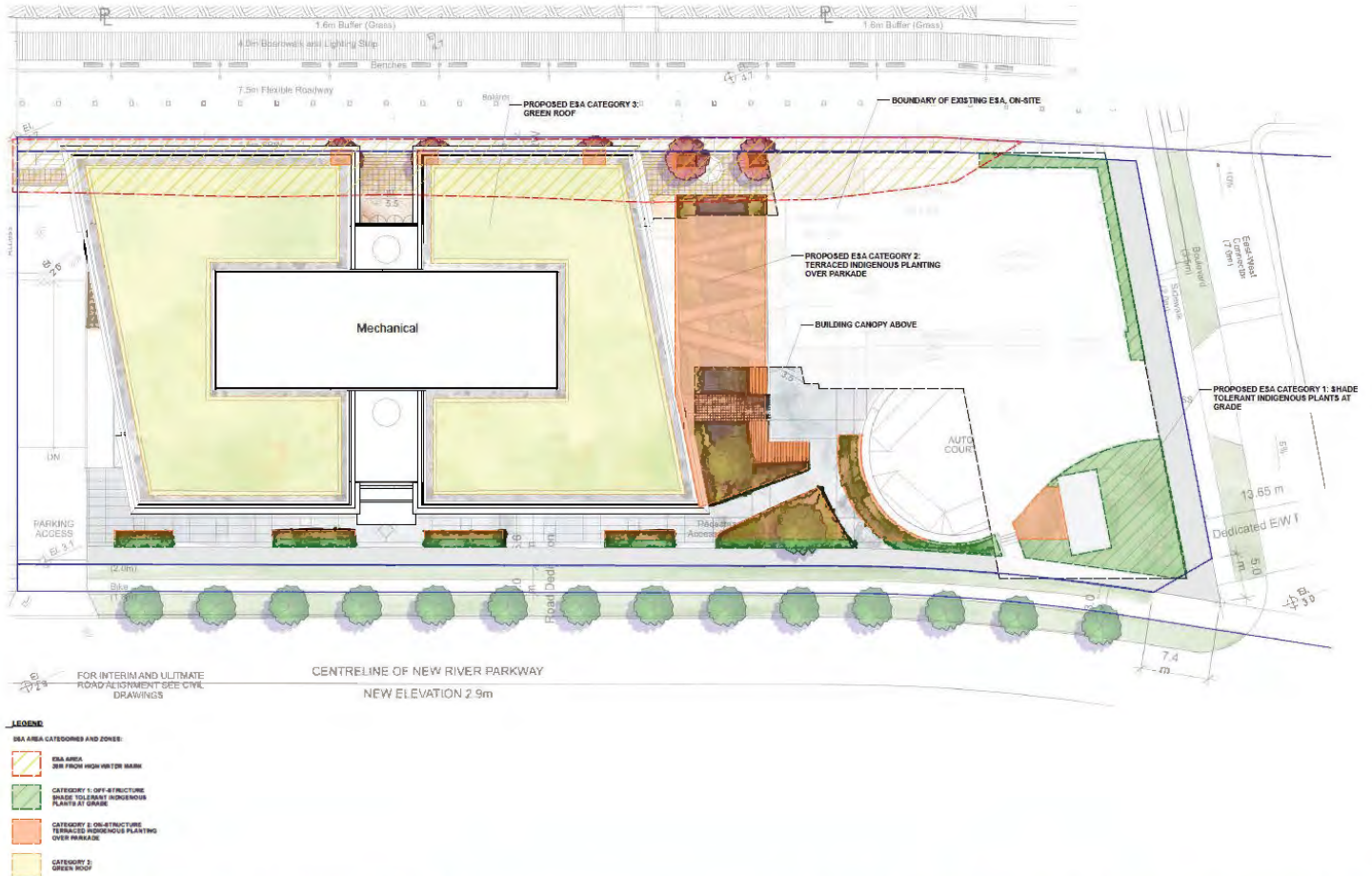
In the central courtyard we have a grade change from the river side down toward the new River Parkway. We propose to create a sloped landscape with boardwalks over top, which will accept seasonal water and allow it to flow through the planting beds before draining to the storm system. This system can 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



Examples of indigenous plants
Carex sitchensis



Cornus nuttallii "Eddie's White Wonder"



Polystichum munitum



Mahonia aquifolium

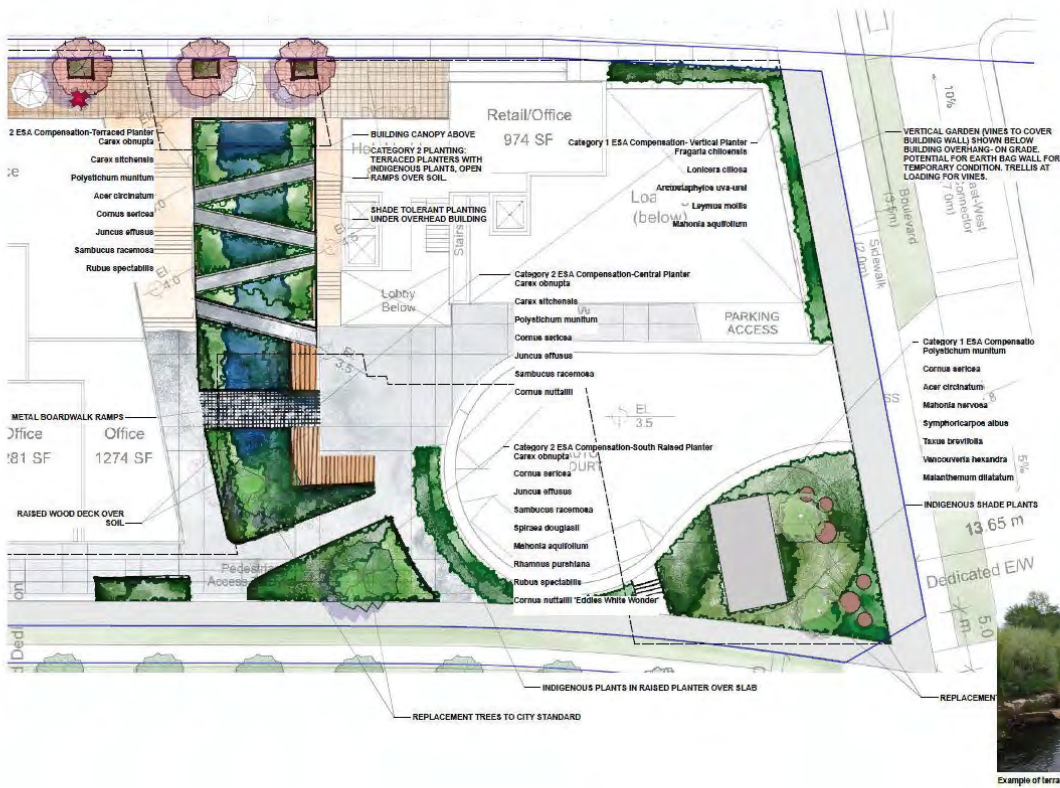


Cornus sericea



Sambucus racemosa

ESA Landscape Compensation Approach



Examples of vertical garden (vines/climbers covering building wall)



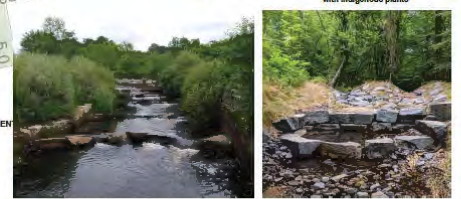
Examples of metal boardwalks going through planted areas



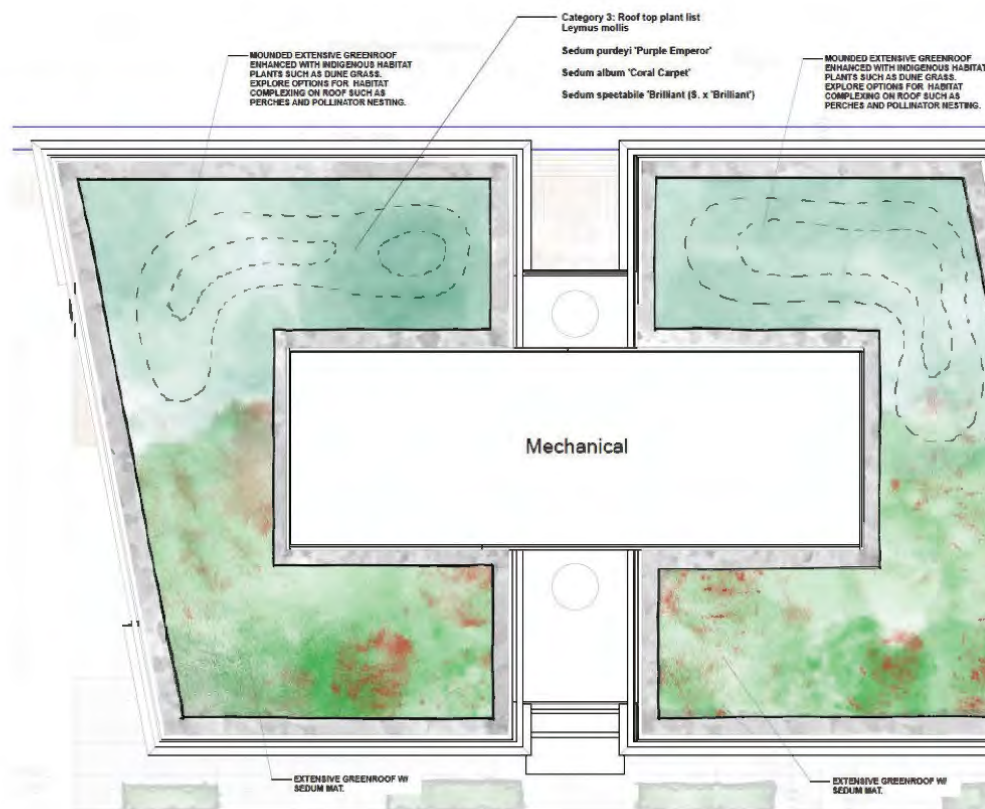
Example of wood deck seating



Examples of raised planters and de



Example of terraced planters w/ water



POLLINATOR COMPLEXING EXAMPLE



EXAMPLES OF EXTENSIVE GREENROOF

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

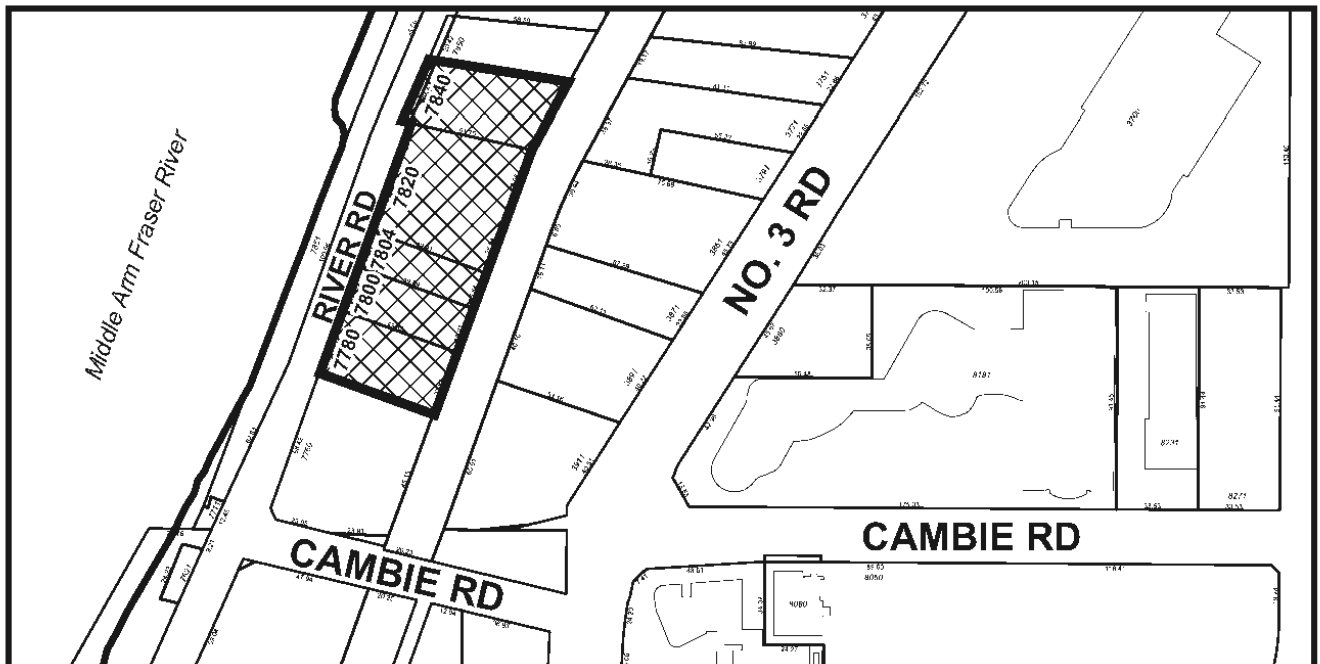
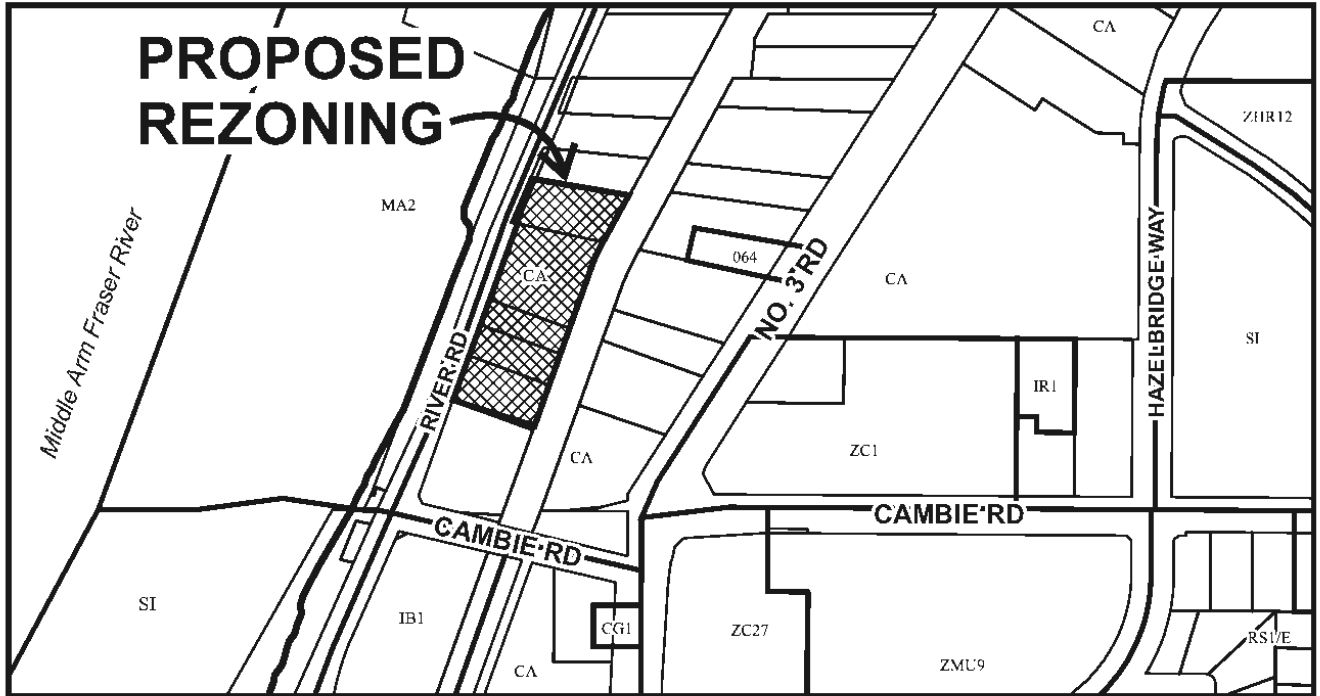
MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



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

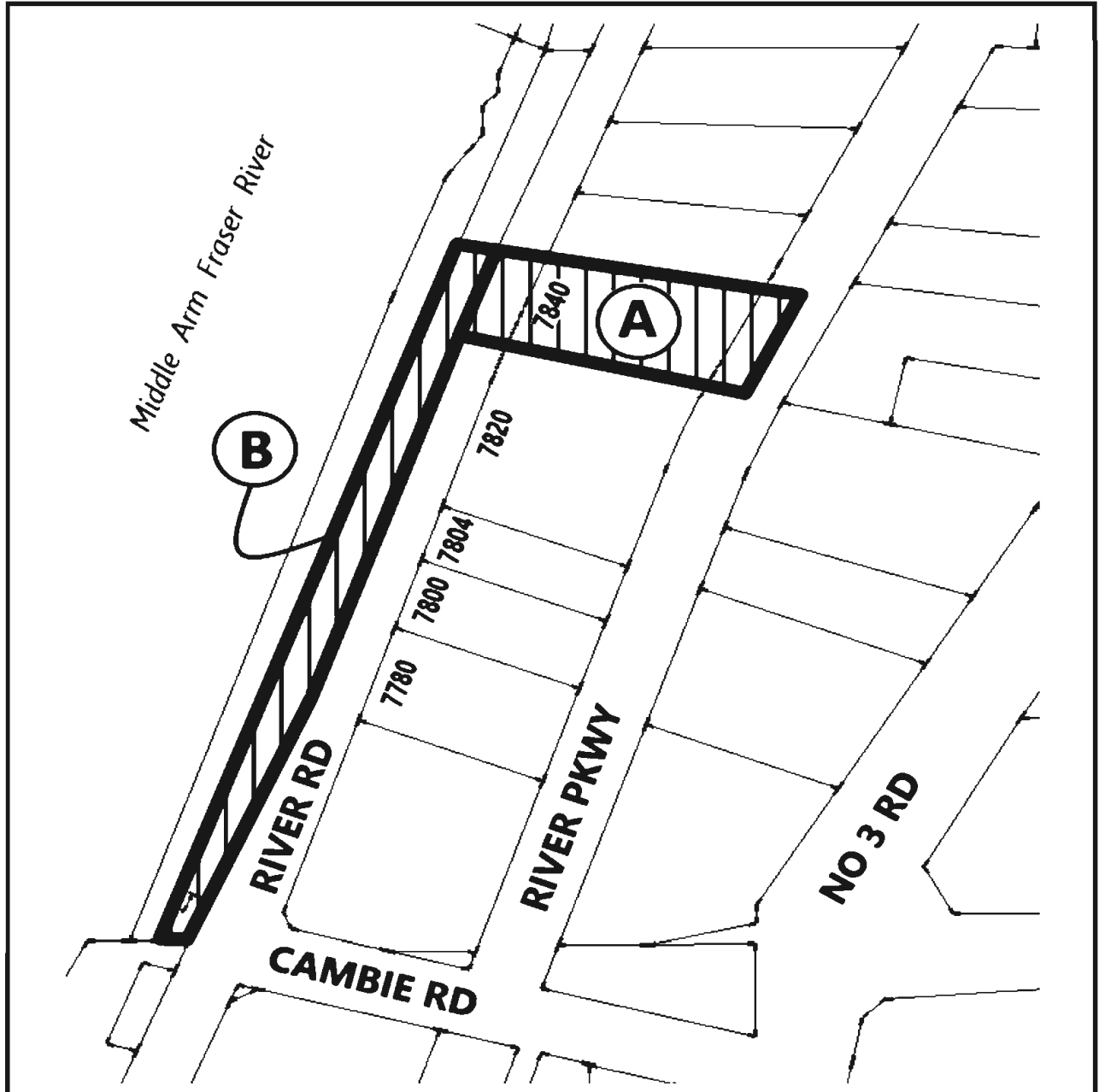
MAYOR

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor JH

CORPORATE OFFICER



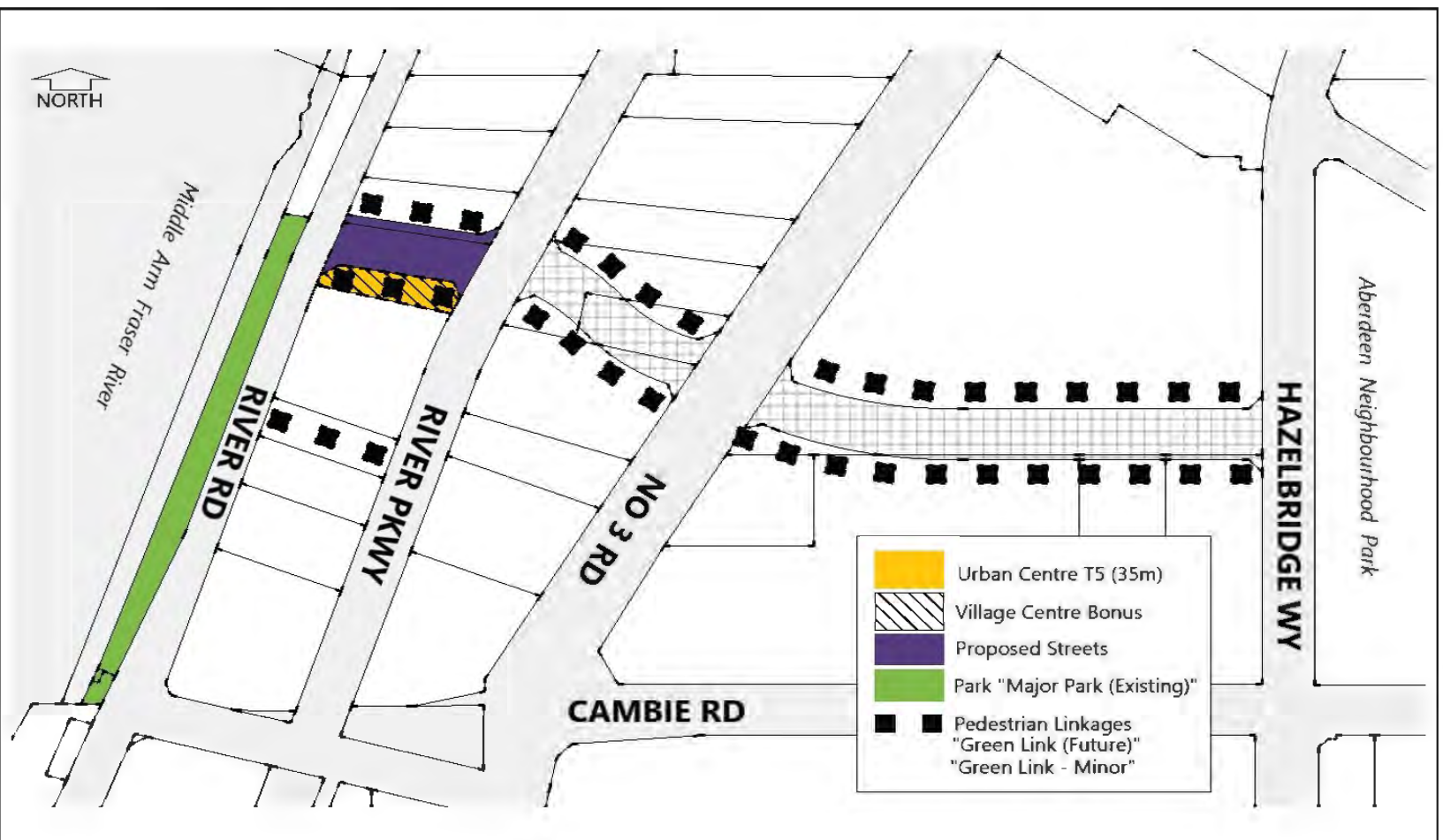
City of
Richmond



RZ 17-788900

Note: Dimensions are in METRES

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





City of Richmond

Report to Committee

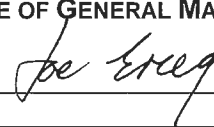


To: Planning Committee **Date:** January 3, 2023
From: Kim Somerville **File:** 07-3070-01/2023-Vol 01
Director, Community Social Development
Re: **Child Care Development Advisory Committee 2022 Annual Report and 2023 Work Program**

Staff Recommendation

That the Child Care Development Advisory Committee's 2022 Annual Report and 2023 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2022 Annual Report and 2023 Work Program," dated January 3, 2023, from the Director, Community Social Development, be approved.

Kim Somerville
Director, Community Social Development
(604-247-4671)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The City of Richmond recognizes that child care is an important service for its residents and supports parents working or pursuing their education. The City is committed to promoting and maintaining a comprehensive system of child care to address these needs.

The Child Care Development Advisory Committee (CCDAC) was established to provide City Council with advice (e.g. information, options, analysis and recommendations) regarding the planning, development, support and promotion of a range of quality, affordable and accessible child care options in Richmond. In addition, the CCDAC responds to Council requests as they arise.

This report supports Council's Strategic Plan 2018–2022 Strategic Focus Area #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

This report supports the City's Social Development Strategy's Strategic Direction 4:

Help Richmond's Children, Youth and Families Thrive.

This report also supports the 2017–2022 Richmond Child Care Needs Assessment and Strategy:

Action 22 - Continue to support the work of the Child Care Development Advisory Committee with the view of building the capacity of the child care sector and parents understanding of child care options.

Analysis

The mandate of the CCDAC is to provide City Council with advice regarding the development of quality, affordable and accessible child care in Richmond. The City supports the CCDAC by providing an annual operating budget, a Council liaison and a staff liaison.

2022 Annual Report

Below are activities undertaken by the CCDAC and described in the 2022 Annual Report (Attachment 1). Highlights of their accomplishments are as follows:

- Provided feedback on the implementation of community programming for Sprouts Early Childhood Development Hub and Seedlings Early Childhood Development Hub.
- Planned and hosted an event for May Child Care Month titled, "Supporting Richmond's Children: a Symposium Celebrating Child Care Month for Early Childhood Educators, Child Care Providers and Parents."
- Monitored several changes to child care legislation and funding programs initiated by senior levels of government to support child care initiatives. These included the updates to the ChildCareBC New Spaces funding program, the \$10 a Day Child Care funding program and the Fee Reduction Initiative.

- Offered input to the CCDAC staff liaison on the strategies and actions being initiated from the 2017–2022 Richmond Child Care Needs Assessment and Strategy, and the planning for the development of a new 10-year child care strategy in 2023.
- Reviewed and made recommendations on the 2023 City Child Care Grants for inclusion in staff reports to the City Council.

2023 Work Program

The proposed 2023 Work Program (Attachment 2) was approved at the CCDAC meeting held January 4, 2023. This year the CCDAC will give priority to:

- Making recommendations to City Council regarding advocacy that could be undertaken with senior levels of government regarding the ongoing implementation of the Federal Multilateral Early Learning and Care Framework, the Provincial ChildCareBC plan, the new Richmond Child Care Strategy, and the 2021–2031 Richmond Child Care Action Plan;
- Assisting and providing advice regarding the development of the new Richmond Child Care Strategy;
- Liaising with the Program Manager, Child Care and Youth (staff liaison) regarding issues in the community related to child care that need further attention, action or clarification;
- Participating in a review of the City’s Child Care Grants program to ensure it meets the needs of non-profit child care operators; and
- Proposing activities for Child Care Month in May 2023.

Financial Impact

There is no financial impact.

Conclusion

Child care is an essential service for families who live, work and study in Richmond. The CCDAC plays an important role in supporting child care in Richmond. The Child Care Development Advisory Committee’s 2022 Annual Report provides information on the activities undertaken by the Committee in the previous year and the 2023 Work Program outlines the Committee’s intention to monitor and address emerging issues affecting child care services throughout the year. It is recommended that the Child Care Development Advisory Committee 2022 Annual Report and 2023 Work Program be approved.



Chris Duggan
Program Manager, Child Care and Youth
(604-204-8621)

- Att. 1: Child Care Development Advisory Committee 2022 Annual Report
2: Child Care Development Advisory Committee 2023 Work Program

**City of Richmond Child Care Development Advisory Committee
2022 Annual Report**

Highlights of the Child Care Development Advisory Committee (CCDAC) meetings and events are outlined below:

1. “Supporting Richmond’s Children: A Symposium Celebrating Child Care Month for Early Childhood Educators, Child Care Providers and Parents”, took place online on May 7, 2022. This event, which was planned by the committee to celebrate Child Care Month in May, featured presentations on ‘The Current State of Richmond’s Children’, ‘Resilience for Child Care Providers’ and ‘Nurturing and Responsive Relationships’. The Symposium was introduced with a short video from Mayor Brodie to proclaim May as Child Care Month.
2. A Children’s Art Exhibition to celebrate Child Care Month was held in the Brighthouse Branch of the Richmond Public Library from May 1–22, 2022. A total of eighteen child care programs participated. The art was created by children, ranging in age from two to twelve years old.
3. CCDAC members provided feedback on the implementation of community programming for Sprouts Early Childhood Development Hub and Seedlings Early Childhood Development Hub, and received regular updates on the progress of Hummingbird Child Care Centre during its construction in 2022.
4. The CCDAC reviewed and monitored several changes to child care legislation and funding programs initiated by senior levels of government to support child care initiatives. These included updates to the ChildCareBC New Spaces funding program, the \$10 a Day Child Care funding program and the Fee Reduction Initiative.
5. The CCDAC offered input to the CCDAC staff liaison on the strategies and actions being initiated from the 2017–2022 Richmond Child Care Needs Assessment and Strategy and the planning for the development of a new 10-year child care strategy in 2023.
6. The CCDAC reviewed the applications submitted for the City’s 2023 Child Care Grant Program and made recommendations to City Council on awarding the grants.

Members of the 2022 Child Care Development Advisory Committee

Voting:

1. Chantelle Pereira (Chair)
2. Jarrod Connolly (Vice Chair)
3. Kevin Ching
4. Karen Jensen
5. Tania Lam
6. Diana Ma
7. Aaron Manalo
8. Rowena Raber
9. Gordon Surgeson
10. William Tsai
11. Zolzaya Tuguldar
12. Elana van Veen

External Organizations (Non-voting):

1. Jocelyn Wong (Richmond Child Care Resource and Referral)

Council Representative (Non-Voting)

1. Councillor Carol Day

School Board Liaison (Non-Voting)

1. Trustee Ken Hamaguchi

Staff Liaison (Non-Voting)

1. Chris Duggan, Program Manager, Child Care and Youth

Recording Secretary (Non-voting)

1. Vacant

2022 CCDAC Budget

CCDAC received an operating budget of \$4,000.00 for 2022. Due to the ongoing impacts of COVID-19, only \$500.00 of this was utilized in 2022.

Closing Comments

The CCDAC has continued to successfully deliver the activities identified in the 2022 Work Program and, despite the ongoing use of virtual platforms to meet, has maintained a strong commitment to continuity and connection. The committee successfully hosted a virtual child care symposium, participated in the City's Child Care Grant Program process, and monitored child care related initiatives and activities at the municipal, provincial and federal levels. CCDAC

members have continued to demonstrate flexibility and dedication to the committee and its valuable work.

Committee members shared feedback on their experience as CCDAC members over the past year during the December meeting. All members present described their experience as positive. The following quotes are a sample of the overall comments about the role of the CCDAC and the member's involvement:

- "By participating in the committee, I have been able to receive valuable insight and stay up to date on information regarding new childcare spaces in the community, information on funding, subsidy, government announcements and initiatives in a timely manner."
- "I have enjoyed being part of this team. It has enlightened me to what is available for child care services in Richmond. I have learned a lot about the resources available."
- "Although COVID has affected meeting in person, the virtual meetings have been efficient and effective."
- "Presentations to the committee on various aspects of child care planning, policy and funding have been informative and insightful."
- "The opportunity to tour and celebrate the opening of the Early Childhood Development Hubs was a highlight of 2022."
- "I'm very proud of what Richmond has to offer in this area and impressed with the reports and extensive research done to fulfill the needs of the community."

The CCDAC continues to benefit from representation from a wide range of members who are operators; parents who use child care services in Richmond; community members; and service providers who support the provision of child care, including Supported Child Development and the Richmond Child Care Resource and Referral. We appreciate the willingness and enthusiasm of the members to share their own perspectives as we benefit from the sharing of experiences and expertise. This willingness to contribute enhances our discussions and increases awareness of the resources, needs and priorities of the Early Childhood Education sector, which helps the committee to provide meaningful input and identify ways to support the development of a comprehensive child care system in Richmond.

The CCDAC appreciates the participation and support of Councillor Carol Day and Trustee Hamaguchi as the City Council and School Board liaisons, respectively. Councillor Day shared information and kept the committee informed on matters related to child care involving City Council which was valuable and helpful to the committee's discussions. The committee also benefited from Trustee Hamaguchi's regular updates from the School Board particularly regarding the School Board's plans for facility rentals and plans for new child care spaces in schools within our district and updates on their long-term planning.

Chris Duggan, staff liaison, has been a fantastic resource and support for this committee. We appreciate her sharing her valuable insight through presentations, her coordination of the opening of two child care centres, Sprouts and Seedlings, and the work she put into Child Care month and its art display and symposium. CCDAC benefits greatly from her organizational skills and her heart for children and families and her work to support the development of child care in our community. We also appreciate the time she takes to share information regarding updates on

child care issues, initiatives and priorities and her timely distribution of press releases related to developments in the child care sector. She keeps our committee up to date and ensures that all new members are onboarded successfully and that the meetings are set up for success. On behalf of all the committee members, we express our heartfelt thanks and gratitude for all her hard work.

It has been my pleasure to serve as Chair of the CCDAC this past year. It has brought me great joy to serve alongside such wonderful members who care for their community and strive to ensure that we can work together to support the development of child care in our city. I value the opportunity to contribute and would like to thank the Mayor and Councillors for your support and for prioritizing child care. We look forward to 2023 and continuing to work to support children, families and programs across our city as we invest in our future leaders.

Prepared by:

Chantelle Pereira, Chair

Child Care Development Advisory Committee, December 2022

Child Care Development Advisory Committee's 2023 Work Program

The proposed 2023 Work Program is consistent with the Child Care Development Advisory Committee's (CCDAC) mandate to act as a resource and provide advice to City Council regarding the planning, development, support and promotion of quality, affordable and accessible child care in Richmond.

The Work Program supports Council's Strategic Plan 2018–2022 Strategic Focus Area #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

The Work Program supports the City's Social Development Strategy's Strategic Direction 4:

Help Richmond's Children, Youth and Families Thrive.

The Work Program supports the 2017–2022 Richmond Child Care Needs Assessment and Strategy:

Strategic Direction - Collaboration and Partnership: Action 22. Continue to support the work of the Child Care Development Advisory Committee with the view of building the capacity of the child care sector and parents understanding of child care options.

The Work Program also supports the 2021–2031 Richmond Child Care Action Plan:

Sector Quality and Sustainability: Action 3.1 Ensure that the City continues to be well informed about the latest trend, research and advocacy efforts concerning child care matters.

2023 CCDAC Work Program

The 2023 Work Program was approved at the CCDAC meeting held on January 4, 2023. This year the committee will give priority to the initiatives outlined in the table below.

Advocacy	
Initiative #1	<ul style="list-style-type: none"> • Make recommendations to City Council regarding advocacy that could be undertaken with senior levels of government regarding the ongoing implementation of the Federal Multilateral Early Learning and Care Framework, the Provincial Child Care BC plan, the new Richmond Child Care Strategy, and the 2021–2031 Richmond Child Care Action Plan.
CCDAC Action/Steps	<ul style="list-style-type: none"> • Monitor child care issues and emerging trends; • Monitor senior government announcements and changes regarding child care policy and funds for creating new child care spaces; • Discuss child care related issues that come to the CCDAC's attention, consider related roles and actions that could be taken or recommended; • Pass motions or resolutions; • Prepare letters and briefs; and • Submit advice to City Council through the staff liaison.
Expected Outcome	<ul style="list-style-type: none"> • Council will be informed about child care issues in the community that may be pursued with senior levels of government.
Indicator of Success	<ul style="list-style-type: none"> • Improved funding, implementation of a new Provincial child care plan and child care licensing.
Partners	<ul style="list-style-type: none"> • City Council • Child Care Licensing (Vancouver Coastal Health) • Provincial Government • Federal Government
Initiative #2	<ul style="list-style-type: none"> • Liaise with the Program Manager, Child Care and Youth (staff liaison) regarding issues that need further attention, action or clarification, including those related to the impacts of the COVID-19 pandemic.
CCDAC Action/Steps	<ul style="list-style-type: none"> • At monthly meetings, provide the staff liaison with information and CCDAC's perspective on key child care issues impacting Richmond operators, providers and families; • Participate in actions noted in the 2021–2031 Richmond Child Care Action Plan that are identified as needing CCDAC involvement; • Participate in the development of a new 10-year Richmond Child Care Strategy; • Provide advice on future City of Richmond child care initiatives; • Provide ideas for communication materials that will assist child care operators and parents; • Respond to Council referrals through the staff liaison; and • Assist with the analysis of the impacts of the COVID-19 pandemic on child care in Richmond.
Expected Outcome	<ul style="list-style-type: none"> • The Program Manager, Child Care and Youth, as the staff liaison to CCDAC, will be informed regarding CCDAC's perspective on key child care issues.
Indicator of Success	<ul style="list-style-type: none"> • The staff liaison working with CCDAC's advice and under City Council's direction will address priority child care issues for Richmond.
Partners	<ul style="list-style-type: none"> • City Council • Stakeholders • Child care providers and early childhood educators

Initiative #3	<ul style="list-style-type: none"> • Participate in City consultations related to child care.
CCDAC Action/Steps	<ul style="list-style-type: none"> • Continue to participate in discussions about the implementation of the actions with or related to child care in the City's Social Development Strategy and the 2021–2031 Richmond Child Care Action Plan; • Provide input into the development of the new 10-year Richmond Child Care Strategy; and • Provide input into other City consultation processes as they relate to the CCDAC's mandate (e.g. City Child Care Budget).
Expected Outcome	<ul style="list-style-type: none"> • Implementation of actions with or related to child care in the City's Social Development Strategy and the 2021–2031 Richmond Child Care Action Plan incorporates CCDAC's perspective; • The new Richmond Child Care Strategy includes relevant input from CCDAC members; and • CCDAC's advice is provided to City consultation processes that are relevant to its mandate.
Indicator of Success	<ul style="list-style-type: none"> • Plans for future growth of City services and amenities will address the need for quality, affordable child care.
Partners	<ul style="list-style-type: none"> • City Council • Stakeholders • Child care providers and early childhood educators
Initiative #4	<ul style="list-style-type: none"> • Advise the City regarding the development of new City-owned child care centres and early childhood development hubs.
CCDAC Action/Steps	<ul style="list-style-type: none"> • CCDAC to be consulted at the earliest point possible in the development process; and • Review proposals for City-owned child care facilities and early childhood development hubs.
Expected Outcome	<ul style="list-style-type: none"> • CCDAC is consulted regarding the planning and development of new City-owned child care facilities secured through rezoning processes.
Indicator of Success	<ul style="list-style-type: none"> • Child care facilities and early childhood development hubs are well designed and meet community needs regarding size, location and programs offered.
Partners	<ul style="list-style-type: none"> • City Council • City Planners • Developers • Stakeholders • Childcare operators
Initiative #5	<ul style="list-style-type: none"> • Identify and provide information to CCDAC members on community advocacy initiatives that impact children and families.
CCDAC Action/Steps	<ul style="list-style-type: none"> • At monthly meetings, or as relevant, share information with CCDAC regarding key, related community advocacy initiatives impacting Richmond child care operators, providers and families.
Expected Outcome	<ul style="list-style-type: none"> • CCDAC will be informed about community advocacy issues related to children and families.
Indicator of Success	<ul style="list-style-type: none"> • CCDAC members have better access to information on advocacy initiatives related to child care, children and families.
Partners	<ul style="list-style-type: none"> • Stakeholders

Child Care Grants	
Initiative	<ul style="list-style-type: none"> • Recommend Child Care Grant allocations.
CCDAC Action/Steps	<ul style="list-style-type: none"> • Review City Child Care Grant applications; and • Make grant recommendations to Council.
Expected Outcome	<ul style="list-style-type: none"> • Council endorses grant recommendations and allocates grants to non-profit societies so these organizations will be able to undertake capital projects to improve the quality of their furnishings, equipment and physical space; and • Richmond's early childhood educators will receive training opportunities and resources as a result of the City's allocation of Professional and Program Development Grants.
Indicator of Success	<ul style="list-style-type: none"> • The quality and capacity of child care programs will be enhanced as a result of the City's Child Care Grants Program.
Partners	<ul style="list-style-type: none"> • City Council • Stakeholders • Child care operators

Child Care Month	
Initiative	<ul style="list-style-type: none"> • Propose and implement activities for Child Care Month in May that are reflective of and compliant with current public health guidelines.
CCDAC Action/Steps	<ul style="list-style-type: none"> • Plan for an annual event to occur in Richmond during Child Care Month (May) which will include professional development opportunities for Richmond child care providers and/or exhibitions to showcase the work of Richmond's child care providers.
Expected Outcome	<ul style="list-style-type: none"> • Richmond residents will learn about child care services in their community; • Richmond child care providers will have an opportunity to receive useful information for professional development; and • Richmond child care providers will be supported and celebrated for their work.
Indicator of Success	<ul style="list-style-type: none"> • Child Care Month (May) activities enhance the work of child care professionals in Richmond and support parents.
Partners	<ul style="list-style-type: none"> • Stakeholders • Child care providers and early childhood educators

Development of New Richmond Child Care Strategy	
Initiative	<ul style="list-style-type: none"> • Assist with the development of the new Richmond Child Care Strategy.
CCDAC Action/Steps	<ul style="list-style-type: none"> • Provide advice on other actions related to the development of the Strategy as requested by the Program Manager, Child Care and Youth.
Expected Outcome	<ul style="list-style-type: none"> • A new 10-year Child Care Strategy is developed.
Indicator of Success	<ul style="list-style-type: none"> • Richmond families have better access to information on child care and other family-related resources; and • Richmond early childhood educators have more professional development opportunities and the quality of child care programs in Richmond is enhanced.
Partners	<ul style="list-style-type: none"> • Stakeholders • Child care providers and early childhood educators

2021 – 2031 Richmond Child Care Action Plan – Implementation Actions	
Initiative	<ul style="list-style-type: none"> • Assist with the implementation of the actions noted in the City's 2021–2031 Richmond Child Care Action Plan.
CCDAC Action/Steps	<ul style="list-style-type: none"> • Action 2.1 – Review and enhance current awareness and education strategies about the importance of child care; • Action 3.1 – Ensure that the City continues to be well informed about the latest trend, research and advocacy efforts concerning child care matters; and • Action 3.5 – Promote and assist with the improvement of consistent quality child care in Richmond through targeted City support and/or grant opportunities.
Expected Outcome	<ul style="list-style-type: none"> • Short term actions noted in the 2021–2031 Richmond Child Care Action Plan are initiated and, dependent on identified timelines, completed; particularly those identified as involving the CCDAC.
Indicator of Success	<ul style="list-style-type: none"> • Increased child care spaces are available in Richmond. • Child care quality, accessibility and inclusiveness are enhanced.
Partners	<ul style="list-style-type: none"> • Council • Public Partners (School District 38, Vancouver Coastal Health) • Stakeholders • Child care operators, providers and early childhood educators

2023 CCDAC Budget

CCDAC annually receives an operating budget of \$4,000.00.

Child care is an essential service for families who live, work and study in Richmond. The 2023 CCDAC Work Program, which supports Council's Strategic Plan 2018–2022 and the City's Social Development Strategy (2013–2022), outlines the Committee's intention to monitor and address emerging issues affecting child care services throughout the year. Through its annual work program, the CCDAC continues to support the development and sustainability of a comprehensive child care system in Richmond.



City of Richmond

Report to Committee

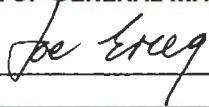


To: Planning Committee
From: Kim Somerville
Director, Community Social Development
Date: January 3, 2023
File: 01-0100-30-RCSA1-01/2023
-Vol 01
Re: **Richmond Community Services Advisory Committee 2022 Annual Report and 2023 Work Program**

Staff Recommendation

That the Richmond Community Services Advisory Committee's 2022 Annual Report and 2023 Work Program, as outlined in the staff report titled "Richmond Community Services Advisory Committee 2022 Annual Report and 2023 Work Program", dated January 3, 2023, from the Director, Community Social Development, be approved.

Kim Somerville
Director, Community Social Development
(604-247-4671)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Richmond Community Services Advisory Committee (RCSAC) was established in 1987 to act as a resource and to advise City Council by providing information on social policies and community services that contribute to the well-being and quality of life of Richmond residents.

This report supports Council's Strategic Plan 2018–2022 Focus Area #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.4 Foster a safe, caring and resilient environment.

This report supports Council's Strategic Plan 2018–2022 Focus Area #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.1 Robust, affordable, and accessible sport, recreation, wellness and social programs for people of all ages and abilities.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

This report also supports Social Development Strategy (2013–2022) Action 38:

Nurture and enhance existing communication channels and networks with community agencies (e.g. through staff support to the Richmond Community Services Advisory Committee, participation in networking groups).

Analysis

While the RCSAC is a City Council advisory body, only two citizen representatives are Council-appointed. The majority of members are representatives of non-profit social service agencies supporting Richmond residents, appointed by their own organizations. The City supports the RCSAC by providing an annual operating budget, a City Council Liaison and a Staff Liaison.

2022 Annual Report

The activities undertaken by the RCSAC are outlined in the 2022 Annual Report (Attachment 1). Highlights of the Committee's work include:

- The RCSAC submitted a Communication Tool to City Council in April 2022 to present the results of The Jennifer Larsen Gains and Losses Survey and inform City Council about the impact of funding changes on social services agencies operating in Richmond. The RCSAC continues to monitor the impacts of funding changes on social services provided in Richmond.

- The Executive Committee of the RCSAC engaged a graduate student from Adler University in February 2022 to conduct a research project to outline the priorities and challenges facing RCSAC member organizations. The RCSAC continues to look at ways to support its members to address challenges and impacts associated with the COVID-19 pandemic on Richmond residents.
- Janice Lambert, RCSAC Co-Chair, facilitated an interactive webinar series for RCSAC members on the topic of compassion resilience. The Compassion Resilience Task Group's work also resulted in a Post-Pandemic Resilience Workshop at the City's Diversity Symposium in October 2022.

2023 Work Program

At the Annual General Meeting held on December 8, 2022, the RCSAC approved for City Council's consideration the proposed 2023 Work Program (Attachment 2), which builds on previously identified actions and identifies new initiatives, including:

- Updating the RCSAC Community Table Inventory, which lists community-based tables and committees relevant to social services;
- Conducting the RCSAC Space Needs Survey, which gathers information on the space needs of Richmond non-profit community social service agencies;
- Updating the RCSAC Charter and RCSAC Operating Policies and Procedures for Council's consideration; and
- Continuing to apprise Council of matters affecting community agencies and Richmond residents.

The 2023 Work Program will be revised throughout the year as necessary, based on emerging issues as well as future City Council priorities.

Financial Impact

None.

Conclusion

The RCSAC 2022 Annual Report provides a summary of the activities undertaken by the Committee during the 2022 calendar year. The RCSAC 2023 Work Program outlines the Committee's priorities in the coming year and is designed to advance strategic directions and actions outlined in Council adopted strategies and plans related to social development by strengthening social infrastructure and addressing emerging issues impacting the community. Staff recommend that the RCSAC 2022 Annual Report and 2023 Work Program be approved.



Dorothy Jo
Program Manager, Social Planning
(604-276-4391)

- Att. 1: Richmond Community Services Advisory Committee 2022 Annual Report
2: Richmond Community Services Advisory Committee 2023 Work Program



2022 Annual Report

Introduction

The Richmond Community Services Advisory Committee (RCSAC) was established by City Council in May 1987 to act as a resource and provide advice to City Council regarding social policies and community services that contribute to the general health, welfare and quality of life of Richmond residents. It also serves as a forum for community service agencies to meet on a regular basis in order to share information about issues of common interest and identify emerging needs in the community.

While the RCSAC is an advisory body to City Council, only two citizen representatives are Council-appointed. The majority of RCSAC members are representatives of non-profit social service agencies supporting Richmond residents, appointed by their own organizations. The City supports the RCSAC by providing an annual operating budget, a Council Liaison and a Staff Liaison.

The 2022 RCSAC Annual Report serves as a summary of the RCSAC's activities during the 2022 calendar year, which were intended to align with City Council's Strategic Plan (2018–2022) and to advance actions outlined in the City's Social Development Strategy (2013–2022) and other Council adopted strategies and plans, by strengthening social infrastructure and addressing emerging issues impacting the community. The annual report is based on input from RCSAC members with support from the RCSAC Executive Secretary and City Staff Liaison.

Highlights of 2022

Highlights of the RCSAC meetings and events are outlined below:

1. The RCSAC submitted a Communication Tool to City Council to present the results of The Jennifer Larsen Gains and Losses Survey and inform City Council about the impact of funding changes on social services agencies operating in Richmond. Of note was the increase in need for services being wholly subsidized by COVID-19 additional funding sources and the concern about the impact if/when that funding is scaled back or eliminated. The RCSAC will continue to monitor the impacts of funding changes on social services provided in Richmond.
2. Daniel Remedios, Executive Director, Richmond Addiction Services Society (RASS), and a member of the RCSAC Executive Committee, provided an overview of the programs offered by RASS. With the toxic drug supply continuing to increase, it was informative to learn about the various programs offered by RASS such as the School's Out program and other youth and family programs.

3. The Executive Committee continued to look at ways to ensure the RCSAC is bringing value to the membership following the challenges associated with the COVID-19 pandemic. The Committee engaged Athena Estremadura, a Public Policy graduate student from Adler University, in February 2022 to conduct a research project to outline the priorities and challenges facing RCSAC member organizations. Athena identified the potential to update the RCSAC Terms of Reference as an opportunity to enhance social service alignment in Richmond. The Executive Committee subsequently reviewed the RCSAC Terms of Reference and plans to propose recommend changes to City Council in 2023.
4. Janice Lambert facilitated an interactive webinar series related to compassion resilience. The webinar series took place over a six-week period and the feedback from participants was positive. The Compassion Resilience Task Group's work also resulted in a Post-Pandemic Resilience Workshop at the City's Diversity Symposium.

Guest Speakers and Organizational Presenters

Throughout 2022, guest speakers and organizational representatives presented at RCSAC meetings on issues and topics of interest to Committee members.

January

Lynne Fader, Executive Director, The Kehila Society

- The Kehila Society in Richmond was originally founded as a way to bring the Jewish community together in Richmond. The Kehila Society has evolved to provide a wide range of support and opportunities to Jewish children, youth, adults, seniors and families within Richmond.

February

Maylen Crespo, Community Programs Manager, Family Services of Greater Vancouver (FSGV)

- FSGV has been helping families through many programs, services and workshops across Greater Vancouver. From youth experiencing homelessness to families impacted by trauma, FSGV offers highly trained counselors, therapists, and staff who approach every person with compassion to address even the most complex challenges.

March

Daniel Remedios, Executive Director, Richmond Addiction Services Society (RASS)

- RASS has been serving the Richmond community since 1975. Daniel Remedios played a video to highlight the programs offered by RASS, which included prevention programs, the School's Out program and youth and family programs. The toxic drug supply is at its highest level in decades and RASS is committed to activating more resources to prevent addictive behaviors and reduce the number of overdose deaths.

April

Athena Estremadura, Public Policy Graduate Student, Adler University

- Athena Estremadura presented the results of her Public Policy Capstone Project, which was to provide the Executive Committee with the priorities and challenges facing RCSAC member

organizations, highlight inter-agency opportunities and analyze the RCSAC Terms of Reference to identify areas for improvement.

May

Eugene Lupynis, Member of the Board of Directors, Ivan Franko Ukrainian Society

- Eugene Lupynis presented on the situation of Ukrainians arriving in Richmond and the importance of capitalizing the RCSAC network of resources in order to share information among service providers who serve this population.

June

Alan Hill, Inclusive Communities Program Coordinator, Richmond Multicultural Community Services

- As the lead agency of a collaborative project funded by the provincial government, Richmond Multicultural Community Services is promoting the Richmond Community Protocol to combat racism and hate in Richmond. The protocol has been endorsed by the Richmond RCMP and is available to all organizations.

Jack Horne, Program Coordinator, Connections Community Services Society

- Connections Community Services will launch a new program that focuses on healing and resilience for the Indigenous community. There will also be a new workshop called Decolonization and Reconciliation, which will teach the basics of reconciliation and will be open to everyone.

September

Hajira Hussain, Executive Director, Richmond Food Bank Society

- Hajira Hussain presented on the Richmond Food Aid Coalition, which is composed of Richmond-based faith groups, food security agencies, social service agencies, and individuals who volunteer their time and resources to prepare and deliver daily meals to people who are unhoused and street entrenched in Richmond.

November

Novella Lui, PCN Implementation Lead, and Sean Canosa, PCN Community Link Worker, Richmond Primary Care Network (PCN)

- Novella Lui and Sean Canosa provided an overview of the PCN's Social Prescribing Program, which enables healthcare providers to refer patients to local, non-clinical services, including community and social services.

December

Miriam Plishka, Park Planner, City of Richmond

- Miriam Plishka provided an overview of the Lansdowne Major Park Master Plan process and invited RCSAC members' input on the draft guiding principles and preliminary program ideas.

Members of the 2022 RCSAC Executive Committee

1. Sarah Louie, Atira Women's Resource Society, Co-Chair
2. Janice Lambert, Richmond Family Place, Co-Chair

3. Tabitha Geraghty, Chimo Community Services Society, Treasurer (January to October 2022)
4. Ling Chu, S.U.C.C.E.S.S., Member-at-Large
5. Sue Street, Connections Community Services Society, Member-at-Large
6. Daniel Remedios, Richmond Addiction Services Society, Member-at-Large
7. Councillor Bill McNulty, Council Liaison
8. Dorothy Jo, Program Manager, Social Planning, Staff Liaison

Members of the 2022 Richmond Community Services Advisory Committee

In 2022, there were 45 members of the RCSAC.

Organization	Representative(s)
Atira Women's Resource Society	Sarah Louie, Janice Abbott
BC Responsible and Problem Gambling	Phyllis Chan
Boys and Girls Clubs of South Coast BC	Letah Addison
Chimo Community Services Society	Rune Mikkelsen
Citizen Appointee	Peter Cheung
Citizen Appointee	Stephanie Rudnisky
Coast Foundation Society (Coast Mental Health)	Susan Hancock
Community Living BC	George Sartori
Connections Community Services Society	Sue Street
Community Mental Wellness Association of Canada (CMWAC)	Ahlay Chin
Developmental Disabilities Association	Donna Cain, Kathy Moncalieri
Family Services of Greater Vancouver	Patricia Steiner
Kehila Society of Richmond	Lynne Fader
Pacific Autism Family Centre Society	Angela Godber
Pathways Clubhouse Richmond	Tanya Wheatley
RCMP Richmond Detachment Mental Health Liaison	Constable Wanda Marion
Regional Animal Protection Society	Tabatha Krumenacker
Richmond Addiction Services Society	Clarence Chan, Daniel Remedios
Richmond Cares, Richmond Gives	Jocelyn Wong, Carol Dickson
Richmond Caring Place Society	Belinda Boyd
Richmond Centre for Disability	Ella Huang, Eileen Kalshoven
Richmond Division of Family Practice	Sherry Wang
Richmond Family Place Society	Janice Lambert, Ruth Taverner
Richmond Food Bank Society	Hajira Hussain, Keith Yee
Urban Bounty	Ian Lai
Richmond Mental Health Consumer & Friends Society	Cory Tymich
Richmond Multicultural Community Services	Parm Grewal, Ashok Rattan
Richmond Poverty Reduction Coalition	De Whalen, Theresa Head
Richmond Seniors Advisory Committee	Diana Leung
Richmond Society for Community Living	Shannon Crofton, Sue Graf
Richmond Women's Resource Centre	Florence Yau, Tammi Belfer

RCSAC 2022 Annual Report

Page 4 of 6

Organization	Representative(s)
S.U.C.C.E.S.S. Richmond Region	Ling Chu, Jill Lee, Jenna Park
School District No. 38 (Richmond)	Wennie Walker
The Heart of Richmond AIDS Society	Carl Bailey
The Salvation Army (Richmond Community Church)	Prabath Pullay
The Sharing Farm	Sarah Drewery
Touchstone Family Services	Judy Valsonis, Janice Kostiuik
Turning Point Recovery Society	Brenda Plant, Donna Colpitts
Individual Member	Neelu Kang Dhaliwal
Vancouver Coastal Health – Richmond (Public Health & Primary Care)	Karen Barclay
WorkBC	Eliza Chang, William Tan
YMCA of Greater Vancouver	Cathy Poole
YWCA of Metro Vancouver	Bobbi Sarai
Metro Vancouver Transit Police	Inspector Bruce Shipley
More Than A Roof Society	Venus Matuguina, Gerald Phang
Council Liaison (Non-Voting)	Councillor Bill McNulty
Staff Liaison (Non-Voting)	Dorothy Jo, Program Manager, Social Planning

Financial Summary

The RCSAC collects an annual membership fee of \$50 from organizational and individual members. These funds are used for work program initiatives.

RCSAC Vancity Account Balance brought forward December 31, 2021	\$4,580.70
Revenue	
Membership Dues	\$50.00
Bank Interest	\$5.46
Total Revenue	\$55.46
Expenses	
Website + IT	\$224.91
Volunteer Appreciation	\$50.00
Total Expenses	\$274.91
Total Balance	\$4,361.25

In 2022, the City allocated an operating budget of \$11,000 for RCSAC. These funds were used for administrative expenses:

Revenue	
City funding	\$11,000.00
Expenses	
Executive Secretary	\$10,124.48
Balance	\$875.52

Conclusion and Acknowledgments

The RCSAC has been serving the City of Richmond for over 35 years. With the support of Councillor McNulty (Council Liaison) and Dorothy Jo (Staff Liaison), the RCSAC has been successful in its mission of encouraging and promoting social policies and community services that improve the quality of life for the residents of Richmond.

The circumstances of the COVID-19 pandemic have created challenges for the RCSAC in terms of recruitment, retention and engagement of the membership. Social service agencies are under extreme pressure and time constraints making it difficult to advance relevant initiatives that require decision makers at the RCSAC table. For those of us who have been a part of this Committee for a considerable length of time, we have witnessed the change that can occur when the RCSAC membership unifies their voice around a significant issue concerning the community of Richmond.

To that end, with the support of Dorothy Jo, Program Manager, Social Planning and Kim Somerville, Director, Community Social Development, the Co-Chairs have been reviewing and amending the Terms of Reference for the RCSAC to reflect the concerns leaders around this table have expressed in the research project undertaken by Athena Estremadura, a Public Policy graduate student from Adler University, as well as the concerns discussed at the Executive table about the level of engagement of our general membership. It is our intention to ensure these amendments to the Terms of Reference that we will recommend to Council in 2023 will get us back to the purpose of having a community leaders table that will bring forward the identified gaps, strengths and challenges we face in our collective work to support the general health, welfare and well-being of the residents of Richmond.

Prepared by:

Sarah Louie and Janice Lambert, Co-Chairs

Richmond Community Services Advisory Committee, November 2022



RCSAC | Richmond Community Services Advisory Committee

2023 Work Program

The proposed 2023 Work Program is consistent with the Richmond Community Services Advisory Committee's (RCSAC) mandate to act as a resource and provide advice to City Council regarding social policies and community services which contribute to the general health, welfare and quality of life of Richmond residents.

This report supports Social Development Strategy (2013–2022) Action 38:

Nurture and enhance existing communication channels and networks with community agencies (e.g. through staff support to the Richmond Community Services Advisory Committee, participation in networking groups).

2023 RCSAC Work Program

The 2023 Work Program was approved at the RCSAC AGM meeting held on December 8, 2022. This year the committee will give priority to the initiatives outlined in the table below:

2023 RCSAC Work Program	
Initiative #1	<ul style="list-style-type: none"> Act as a resource and provide advice to Council regarding social policies and community services which contribute to the general health, welfare and quality of life of Richmond residents.
RSCAC Actions	<ul style="list-style-type: none"> Monitor social issues and emerging trends; Discuss social issues that come to the RCSAC's attention, consider related roles and actions that could be taken or recommended; Pass motions or resolutions; and Submit Communication Tools through the Staff Liaison informing Council of various issues of concern emerging from RCSAC discussions.
Expected Outcome(s)	<ul style="list-style-type: none"> Council will be informed about social issues in the community that may be pursued with senior levels of government and/or addressed at the local level.
Initiative #2	<ul style="list-style-type: none"> Participate in consultations regarding the development and/or implementation of City plans, initiatives and policies that are relevant to the RCSAC's mandate.
RCSAC Actions	<ul style="list-style-type: none"> At monthly meetings, provide the staff liaison with information and RCSAC's perspective on key social issues impacting Richmond residents; Participate in consultation on City plans, updates, strategies, initiatives and policies relating to social service matters; and Respond to Council referrals through the Staff Liaison.
Expected Outcome(s)	<ul style="list-style-type: none"> City Council and staff will be informed regarding RCSAC's perspective on the development and/or implementation of City strategies, initiatives and policies.

	<ul style="list-style-type: none"> RCSAC's advice is provided to City consultation processes that are relevant to its mandate.
Initiative #3	<ul style="list-style-type: none"> Provide a forum for social service providers to network with and learn from one another through information sharing, guest speakers and educational opportunities.
RSCAC Actions	<ul style="list-style-type: none"> Invite guest speakers to present on topics relevant to the membership and their clients; Present on initiatives from own organizations and/or other groups that address the unique challenges in Richmond; Share relevant educational opportunities offered by the City and community partners, such as the annual City of Richmond Diversity Symposium; Explore opportunities for RCSAC members to plan and promote community social service events and activities; and Include information sharing as a standing item on the agenda at every RCSAC meeting.
Expected Outcome(s)	<ul style="list-style-type: none"> A summary of key findings from the various presentations is included in the RCSAC Annual Report; Members are informed about best practices on social service issues; and Members are able to network with and learn from each other as well as from guest speakers.
Initiative #4	<ul style="list-style-type: none"> Participate in initiatives that address issues of concern in the membership.
RSCAC Actions	<ul style="list-style-type: none"> Monitor member agencies' needs through discussions at the monthly RCSAC meetings and other mechanisms, such as surveys and interviews; Participate in committees and/or task groups that align with the RCSAC's mandate; Update the RCSAC Community Table Inventory; Conduct the RCSAC Space Needs Survey; and Continue to support initiatives that align with the RCSAC's mandate through participation, education and information.
Expected Outcome(s)	<ul style="list-style-type: none"> Members are able to bring up issues that concern them and the community; and Members are able to work together and collaborate on joint initiatives that align with the RCSAC's mandate.
Initiative #5	<ul style="list-style-type: none"> Update the RCSAC Charter and RCSAC Operating Policies and Procedures.
RSCAC Actions	<ul style="list-style-type: none"> Review the RCSAC Charter and RCSAC Operating Policies and Procedures and present recommended changes with regards to membership responsibilities and composition; and Review membership structure to ensure that it has the leadership of community agencies engaged in the RCSAC.
Expected Outcome(s)	<ul style="list-style-type: none"> A report will be submitted to Council through the Staff Liaison regarding proposed updates to the RCSAC Charter.

2023 RCSAC Budget

The RCSAC collects an annual membership fee of \$50 from organizational and individual members. In addition, the RCSAC receives an annual operating budget of \$11,000 from the City of Richmond for administrative expenses.



City of Richmond

Report to Committee

To: Planning Committee
From: John Hopkins
Director, Policy Planning
Date: January 9, 2023
File: 01-0100-30-HCOM1-
01/2022-Vol 01
Re: **Richmond Heritage Commission 2022 Annual Report & 2023 Work Program and Budget Allocation**

Staff Recommendation

1. That the Richmond Heritage Commission 2023 Work Program, as presented in the staff report titled "Richmond Heritage Commission 2022 Annual Report & 2023 Work Program and Budget Allocation", dated January 9, 2023, from the Director, Policy Planning, be approved; and
2. That the Richmond Heritage Commission 2023 Budget Allocation, as presented in the staff report titled "Richmond Heritage Commission 2022 Annual Report & 2023 Work Program and Budget Allocation", dated January 9, 2023, from the Director, Policy Planning, be approved.

John Hopkins
Director, Policy Planning

JH:mp
Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

The Richmond Heritage Commission was established in 1998 to provide advice to Council on heritage conservation and promotion matters, and undertake and provide support for activities that benefit and advance heritage in the City.

This report:

- Summarizes the activities of the Commission in 2022; and
- Recommends 2023 Work Program and Budget Allocation for approval by Council.

The Richmond Heritage Commission reviewed and endorsed the proposed Work Program and Budget Allocation at its meeting held on December 7, 2022.

This report supports Council's Strategic Plan 2018-2022 Strategy # 6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.4 Recognize Richmond's history and heritage through preservation, protection and interpretation.

This report supports Council's Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.

8.1 Increased opportunities for public engagement.

2022 Annual Report

The detailed 2022 Annual Report of the Richmond Heritage Commission is contained in Attachment 1, and includes the following highlights:

- Reviewed and provided comments on six (6) development applications involving alterations on heritage-designated properties and properties within the Steveston Village Heritage Conservation Area, including the City's first Heritage Revitalization Agreement to protect the Ransford House at 10700 Railway Avenue;
- Received information and regular updates on various City policies and initiatives;
- Provided sponsorship to the annual Richmond Regional Heritage Fair and Doors Open Richmond events, and the Oral Histories project;
- Organized the annual Richmond Heritage Awards and selected five (5) recipients; and

- Received a presentation from the Sea Island Community Association regarding the history of Sea Island, and established a sub-committee to liaise with the Sea Island Community Association to discuss ideas to conserve and celebrate heritage of Sea Island.

2023 Work Program

The detailed 2023 Work Program of the Richmond Heritage Commission is contained in Attachment 2, and includes the following highlights:

- Continue to review and provide recommendations on relevant development applications or other initiatives that may have an impact on the character of heritage resources City-wide and in the Steveston Village early on in the process;
- Review and provide comments on options to streamline the heritage application review process and proposed changes to the Steveston Village Heritage Conservation Grant Program;
- Receive nominations, and select and recognize the winners for the 2023 Richmond Heritage Awards;
- Continue to provide sponsorship to the Richmond Heritage Fair and the Oral Histories project; and
- Continue to explore options and develop a specific proposal/program to raise the profile of heritage in the City and to expand Commission members' knowledge and expertise related to heritage conservation.

The work program will be revised as necessary, based on emerging issues and future Council priorities.

2023 Budget Allocation

The total operating budget of the Richmond Heritage Commission is \$5,000 and the detailed 2023 Budget Allocation is contained in Attachment 3.


The budget for 2023 does not include sponsorship to the Doors Open Richmond event as enough funding has been secured for the event in 2023. This provides an opportunity for the Commission to spend the money on other promotional or educational activities such as sponsoring programs or events organized by non-profit heritage groups.

Financial Impact

None.

Conclusion

The Richmond Heritage Commission's mandate is to advise City Council on heritage conservation and promotion matters, and to undertake and provide support for activities that benefit and advance heritage in Richmond. The 2022 Annual Report for the Richmond Heritage Commission is submitted for information, and the 2023 Work Program and Budget Allocation are recommended for Council's approval.

A handwritten signature in black ink, appearing to read "Minhee Park". The signature is fluid and cursive, with the first name "Minhee" written in a larger, more prominent script than the last name "Park".

Minhee Park
Planner 2

MP:

Attachment 1: Richmond Heritage Commission 2022 Annual Report
Attachment 2: Richmond Heritage Commission 2023 Work Program
Attachment 3: Richmond Heritage Commission 2023 Budget Allocation

**RICHMOND HERITAGE COMMISSION
2022 ANNUAL REPORT**

Richmond Heritage Commission 2022 Accomplishments		
Projects	Achieved Outcomes	Accomplishments and Comments
Development Proposals	Provided heritage perspective and advice to Council and staff	<ul style="list-style-type: none"> Reviewed and provided comments on a total of six development applications forwarded by staff.
Heritage Policy		<ul style="list-style-type: none"> Received information and regular updates on various City policies and initiatives.
City of Richmond Museum and Heritage Services	Received information and helped support and promote the City's services and sites	<ul style="list-style-type: none"> Received information from staff on programs, initiatives and projects related to City-owned historic places and museums, and provided feedback.
Richmond Heritage Awards		<ul style="list-style-type: none"> Organized the annual Richmond Heritage Awards and selected five (5) recipients.
Community Projects	Sponsored and supported community initiatives	<ul style="list-style-type: none"> Provided \$1,000 in sponsorship to the Richmond Heritage Fair. Provided \$1,000 in sponsorship to the Doors Open Richmond event. Provided \$350 in sponsorship to the Richmond Museum's Oral Histories project.

List of Applications Reviewed in 2022		
Application No.	Address of property	Application Purpose
HA 21-935982/ DP21-935984	12551 No.1 Road	To replace the existing windows with double-glazed windows and remove the overhead garage door and infill the opening.
HA 22-015471/ DP22-015483	3960 Chatham Street	To replace the existing wood siding with cementitious board lap siding.
HA20-907706	10700 Railway Avenue	To enter into a Heritage Revitalization Agreement to formally protect the R.G. Ransford House and permit construction of a new detached garage and coach house.
HA22-017348/ DP22-019505	3851 Moncton Street	To demolish the storage area and deck at the rear of the building.
HA22-025867	6511 Dyke Road	To construct a boardwalk and new sign at London Heritage Farm.
HA22-026415	5180 Westwater Drive	To repair or replace building envelop (e.g. siding, roofs, gutters, doors and windows) of the buildings at Britannia Shipyards.

**RICHMOND HERITAGE COMMISSION
PROPOSED 2023 WORK PROGRAM**

Projects	Results Expected	Comments
Development Proposals	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Review and provide recommendations on relevant development applications or other initiatives that may have an impact on the character of heritage resources City-wide and in the Steveston Village early on in the process.
Heritage Policy		<ul style="list-style-type: none"> Review and provide comments on options to streamline heritage application review process and proposed changes to the Steveston Village Heritage Conservation Grant Program.
Richmond Heritage Awards	Receive nominations and select recipients	<ul style="list-style-type: none"> Receive award nominations, and select and honour the winners.
City of Richmond Museum and Heritage Services	Receive information and help support and promote the City's services and sites	<ul style="list-style-type: none"> Receive information from staff on programs, initiatives and projects related to City-owned historic places and museums and provide feedback.
Community Heritage Partners and Projects	Sponsor and support community initiatives	<ul style="list-style-type: none"> Provide sponsorship to the Richmond Heritage Fair and the Oral Histories project of the Richmond Museum Society.
Capacity Building	Raise profile of Richmond Heritage and enhance knowledge	<ul style="list-style-type: none"> Recommend options and develop a specific proposal/program to raise public awareness of Richmond heritage. Expand and enhance knowledge and expertise related to heritage and pursue other educational opportunities.

ATTACHMENT 3**RICHMOND HERITAGE COMMISSION
PROPOSED 2023 BUDGET ALLOCATION**

Work Item	2023 Budget Allocation
Annual Sponsorship - Heritage Fair	\$1,500
Annual Sponsorship - Oral Histories	\$350
Heritage Awards (Advertising, Promotion, Framing of Awards)	\$1,300
Capacity Building (e.g., sponsorship for programs/events organized by non-profit heritage groups)	\$1,850
Meeting Refreshments	\$0
Contingency	N/A
Total	\$5,000