



**General Purposes Committee
Electronic Meeting**

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

**Monday, May 6, 2024
4:00 p.m.**

Pg. # ITEM

MINUTES

- GP-3** *Motion to adopt the **minutes** of the meeting of the Special General Purposes Committee held on April 22, 2024.*



PLANNING AND DEVELOPMENT DIVISION

1. **AMENDMENT TO THE APPOINTMENT OF AN APPROVING OFFICER**

(File Ref. No. 01-0172-02) (REDMS No. 7649221)

GP-6

See Page GP-6 for full report

Designated Speaker: Joshua Reis

STAFF RECOMMENDATION

That the appointment of Joe Erceg as Approving Officer for the City, as per Council Resolution S03/5-02, adopted by Council on October 20, 2003, be rescinded.



ENGINEERING AND PUBLIC WORKS DIVISION

2. **WATER CONSERVATION PROGRAM UPDATE**
(File Ref. No. 10-6060-02-01) (REDMS No. 7657676)

GP-8

See Page GP-8 for full report

Designated Speaker: Jason Ho

STAFF RECOMMENDATION

That the staff report titled Water Conservation Program Update , dated April 10, 2024, from the Director, Engineering be received for information.



COUNCILLOR BILL MCNULTY

3. **CLARIFICATION OF WALL OF FAME POLICY**
(File Ref. No.)

GP-14

See Page GP-14 for background materials

MOTION

That the current number 4 be deleted and that point 4 of the Richmond Sports Wall of Fame Policy 8711 be updated to read, “Inductees must have Richmond residency and have made a contribution to the Richmond Community.”



PLANNING AND DEVELOPMENT DIVISION

ADDED

4. **APPLICATION BY JINGON INTERNATIONAL DEVELOPMENT GROUP LLP FOR REZONING AT 8351 RIVER ROAD, 8411, 8431, 8451 WEST ROAD AND 2431 NO. 3 ROAD, AND PROVINCIAL CROWN LAND (PCL)- BLOCK A, DISTRICT LOT 6578, GROUP 1, NEW WESTMINSTER DISTRICT AND A PORTION OF DISTRICT LOT 6689, GROUP 1, NEW WESTMINSTER DISTRICT (CROWN LANDS REGISTRY), AND LOT 87 EXCEPT: PART ON PLAN 70252, DISTRICT LOT 478 GROUP 1 AND SECTION 21 BLOCK 5 NORTH RANGE 6 WEST, NEW WESTMINSTER LAND PLAN 34592, FROM THE “LIGHT INDUSTRIAL (IL)” ZONE TO THE “HIGH RISE RIVERFRONT COMMERCIAL AND INSTITUTION (ZC54) – BRIDGEPORT VILLAGE (CITY CENTRE)” ZONE AND “SCHOOL & INSTITUTIONAL USE (SI)” ZONE**
(File Ref. No. RZ 20-915237) (REDMS No. 7553193)

GP-16

See Page GP-16 for full report

Designated Speaker: Virendra Kallianpur, Joshua Reis and Wayne Craig

STAFF RECOMMENDATION

- (1) *That Richmond Official Community Plan Amendment Bylaw 10530, to amend:*
- (a) *Official Community Plan Bylaw 9000, Schedule 1 (City of Richmond 2041 OCP Land Use Map), to realign areas designated as “Park” and “Commercial”; and*
 - (b) *Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), including amending the designations in the Generalised Land Use Map (2031) and Specific Land Use Map: Bridgeport Village (2031), to realign areas designated as “Proposed Streets”, “Pedestrian-Oriented Retail Precincts High Street & Linkages”, “Pedestrian- Oriented Retail Precincts - Secondary Retail Streets & Linkages”, “Urban Centre T5 (45m)”, “Pedestrian Linkages”, “Waterfront Dyke Trail”, “Park”, and designate the lands “Institution” and remove the “Village Centre Bonus”, including making various text, map, and graphic amendments to accommodate the identified bylaw amendments and ensure consistency and introducing Special Precinct Guidelines in Section 3.3;*
- be introduced and given first reading;*

General Purposes Committee Agenda – Monday, May 6, 2024

Pg. #

ITEM

- (2) *That Bylaw 10530, 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 10530, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10531 to create the "High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)" zone, and to rezone 8351 River Road, 8411, 8431, 8451 West Road and 2431 No. 3 Road, and Provincial Crown Land (PCL)- Block A, District Lot 6578, Group 1, New Westminster District And A Portion Of District Lot 6689, Group 1, New Westminster District (Crown Lands Registry), and Lot 87 Except: Part on Plan 70252, District Lot 478 Group 1 and Section 21 Block 5 North Range 6 West, New Westminster Land Plan 34592, from "Light Industrial (IL) " zone to a new " High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)" zone and "School & Institutional Use (SI)" zone, be introduced and given first reading.*

☐

ADJOURNMENT

☐



Special General Purposes Committee

Date: Monday, April 22, 2024

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

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 General Purposes Committee held on April 15, 2024, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **SUPPORT FOR NON-PROFIT ORGANIZATIONS PROVIDING MEALS TO FOOD INSECURE INDIVIDUALS IN RICHMOND**

(File Ref. No. 08-4055-01) (REDMS No. 7600831)

In response to queries from Committee, staff advised that (i) the Health, Social and Safety (HSS) Grant criteria will be reviewed to determine the appropriate allocation of resources based on community needs and priorities prior to the next application intake in September 2024, (ii) they will work with organizations during the 2025 HSS Grant cycle to help develop and

1.

General Purposes Committee

Monday, April 22, 2024

submit applications that reflect the overall funding needs of the programs and meet the requirements of the HSS Grant program, and staff will share information regarding possible external funding sources, (iii) St. Alban's Anglican Church and Pathways Clubhouse were the two organizations involved in homeless and/or food security initiatives that applied for HSS Grants that did not receive full funding of their HSS Grant applications in 2024, and (iv) the intake period for the HSS Grants is usually in mid-September and is posted on the City website in addition to the issuance of a news release.

Discussion ensued regarding the role of Vancouver Coastal Health in the City's supports toward homelessness and food security initiatives.

It was moved and seconded

- (1) *That the Health, Social and Safety Grant criteria be reviewed to determine the appropriate allocation of resources based on community needs and priorities and that staff report back prior to the next application intake in September 2024;*
- (2) *That one-time funding of \$54,560 be provided to Church on Five to support its After Hours Outreach Program in keeping with the terms of the Health, Social and Safety Grant Program Guidelines as described in the report titled "Support for Non-Profit Organizations Providing Meals to Food Insecure Individuals in Richmond" by the Acting Director, Community Social Development;*
- (3) *That one-time funding of \$12,210 be provided to St. Alban's Anglican Church and one-time funding of \$24,097 be provided to Pathways Clubhouse towards their respective 2024 food security initiatives in keeping with the terms of the Health, Social and Safety Grant Program Guidelines as described in the report titled "Support for Non-Profit Organizations Providing Meals to Food Insecure Individuals in Richmond" by the Acting Director, Community Social Development; and*
- (4) *That a letter be written to senior levels of government, including the Premier of British Columbia; Minister of Housing; Minister of Diversity, Inclusion and Persons with Disabilities; Minister of Families, Children and Social Development; Minister of Housing; Minister of Social Development and Poverty Reduction; Attorney General; Richmond's Members of Parliament and Members of the Legislative Assembly; and BC Housing, to advocate for increased sustainable funding to support municipalities in responding to the growing homelessness and food insecurity in communities.*

CARRIED

General Purposes Committee
Monday, April 22, 2024

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:14 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the General
Purposes Committee of the Council of the
City of Richmond held on Monday, April
22, 2024.

Mayor Malcolm D. Brodie
Chair

Shannon Unrau
Legislative Services Associate



City of Richmond

Report to Committee

To: General Purposes Committee
From: Joshua Reis
Program Manager, Development

Date: April 12, 2024
File: 01-0172-02/2024-
Vol 01

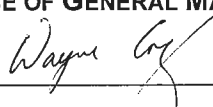


Re: Amendment to the Appointment of an Approving Officer

Staff Recommendation

That the appointment of Joe Erceg as Approving Officer for the City, as per Council Resolution S03/5-02, adopted by Council on October 20, 2003, be rescinded.

Joshua Reis, MCIP, RPP, AICP
Program Manager, Development
(604-204-8653)

JR:ps

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

Staff Report

Origin

The current appointments to the position of Approving Officers are: Wayne Craig, General Manager, Planning and Development (formerly Director, Development) and Paul Sandhu, Approving Officer/ Program Manager, Subdivision and Servicing, responsible for the day-to-day functions of the Approving Officer. In the case of their absence, Joshua Reis, Program Manager, Development and Suzanne Smith, Program Manager, Development and Joe Erceg (formerly General Manager, Planning and Development) are also appointed as an Approving Officer.

This Staff Report seeks to amend the Approving Officer appointments to reflect a change in staffing resulting from a staff retirement.

Analysis

The authority for Council to appoint an Approving Officer is found in Section 77 of the *Land Title Act*. The role of the Approving Officer is to review and approve or deny subdivision or consolidation of land within the City. The position of the Approving Officer is best handled by management staff involved in the day-to-day activities of the Development Applications Department. It is typical practice for municipalities to assign Deputy Approving Officers to provide back up coverage during vacations and absences.

Joe Erceg was originally appointed as an Approving Officer by Council on October 20, 2003, and had served as a back up to the day-to-day approval activities of the current appointed Approving Officers. As Joe Erceg has recently retired from the City of Richmond, his appointment as an Approving Officer for the City should be rescinded, in order to clarify current Approving Officer appointments.

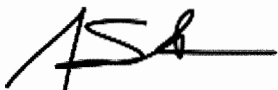
Accordingly, the City's Approving Officer would formally be Wayne Craig, with the day-to-day approvals handled by Paul Sandhu with back up by Joshua Reis and Suzanne Smith.

Financial Impact

None.

Conclusion

As a result of a staff retirement, it is recommended that Joe Erceg's appointment to the position of Approving Officer be rescinded.



Paul Sandhu, DiplT, ASCT
Program Manager, Subdivision and Servicing
(604-276-4237)

PS:js



City of Richmond

Report to Committee

To: General Purposes Committee
From: Milton Chan, P.Eng
Director, Engineering
Re: Water Conservation Program Update

Date: April 10, 2024
File: 10-6060-02-01

Staff Recommendation

That the staff report titled "Water Conservation Program Update", dated April 10, 2024, from the Director, Engineering be received for information.

Milton Chan, P.Eng
Director, Engineering
(604-276-4377)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Public Works	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

Over the last few decades, the City has experienced significant population growth. Drier weather conditions are also being seen during summer months due to climate change. This has placed increased demands on the City's water supply system. To address the increased demands, the City has implemented a water conservation program to inform, educate, and encourage residents and businesses to conserve water.

The City's water conservation program consists of a multi-pronged approach to encourage the efficient use of water. The program includes water metering, water pressure management, water use restrictions, leak reduction and detection, and toilet rebate and rain barrel programs. The purpose of this report is to provide Council with an update on the water conservation program.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

2.3 Ensure that both built and natural infrastructure supports sustainable development throughout the city.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

3.4 Ensure civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.

Analysis

In recent years, extended periods of drought conditions have occurred throughout the Province due to climate change, contributing to increased water supply demands. Snow depth levels in southern BC have also been trending downwards in recent decades. For 2024, the Province has advised that there are elevated drought hazards for this upcoming spring and summer, and average provincial snowpack levels were 63% of normal as of April 1, 2024. Since Metro Vancouver's water supply depends on both snowmelt and rainwater, the City has prioritized water conservation initiatives to continue providing a high level of water service to residents and businesses.

Water Metering Program

The benefits of water metering include improved equity, water conservation, leak detection, improved data analysis, and a reduced load on the sanitary sewer system. Since the inception of the City's water metering program in 2003, the City's total water use has decreased by 14% despite an increase in population of 32%. The City has made significant advances in water metering since the program was first introduced. Approximately 83% of the City's water use is currently metered. Currently, all single-family and industrial, commercial and institutional properties are metered, and approximately 60% of multi-family units are metered.

Multi-Family Water Meter Program

Mandatory metering of new multi-family complexes began in 2005, and 395 complexes (22,143 dwelling units) have been metered under this program. Voluntary metering of existing multi-family complexes began in 2010. In 2017, Council endorsed an advanced voluntary multi-family water meter program to encourage a higher rate of adoption. Through these voluntary programs, 153 complexes (9,458 dwelling units) have been metered. The voluntary program was converted to a universal program in 2022 to accelerate the metering of multi-family complexes and further enhance water conservation in the City. Through the universal multi-family water meter program, 26 complexes (2,373 dwelling units) have been metered as of January 2024.

As part of the multi-family water meter program, staff have hosted several presentations and information sessions to engage residents. The program includes a five-year guarantee, which ensures that newly metered customers will not pay more than the flat rate for five years after the installation of a new water meter. This provides residents with the opportunity to fix potential leaks in private water systems and adjust consumption habits without the risk of incurring a higher utility fee.

To date, approximately 60% of multi-family dwellings have been metered through the voluntary and universal programs. Ninety-eight percent (98%) of these multi-family dwellings saved money in 2023, with an average saving of 48% as compared to the flat rate. Table 1 below summarizes the multi-family residential inventory and the associated water metering status as of January 2024.

Table 1. Multi-Family Inventory

Type	Number of Complexes	Number of Units	Number of Complexes Metered	Number of Units Metered	% of Units Metered
Townhouse	673	18,506	351	8,633	47%
Apartment	354	38,313	223	25,341	66%
Total	1,027	56,819	574	33,974	60%

Through the 2022 Utility Budgets and Rates Report, Council endorsed an annual capital funding amount of \$3M to support the multi-family water meter program. This funding level will permit the universal multi-family meter program to be largely accomplished by 2039. Additional funding required to support the universal multi-family metering may be requested as part of future budget processes.

Fixed Base Water Meter Readings

To enhance the collection of water consumption data from metered customers, Council endorsed the universal deployment of a fixed base water meter reading network through the 2017 capital budget process. The network facilitates automated data collection, reduces costs and carbon emissions associated with manually reading water meters, allows staff to gather real-time consumption data, assists customers in identifying water consumption habits, and enhances revenue forecasting to inform the utility budget process. The network deployment was completed in 2019, and optimization of the network was completed in 2022. The fixed base network covers the entire urban area in Richmond and is utilized for over 95% of Richmond's water meter inventory.

With the deployment and optimization of the fixed base network, the City has achieved significant improvements in water conservation. This has allowed the City to reduce its Metro Vancouver water purchase costs by \$15M in 2023. These savings are a strong indication that the City's water metering initiatives have significantly reduced water consumption, thereby improving water conservation.

Figures 1 and 2 show Richmond's per capita water consumption since 2006.

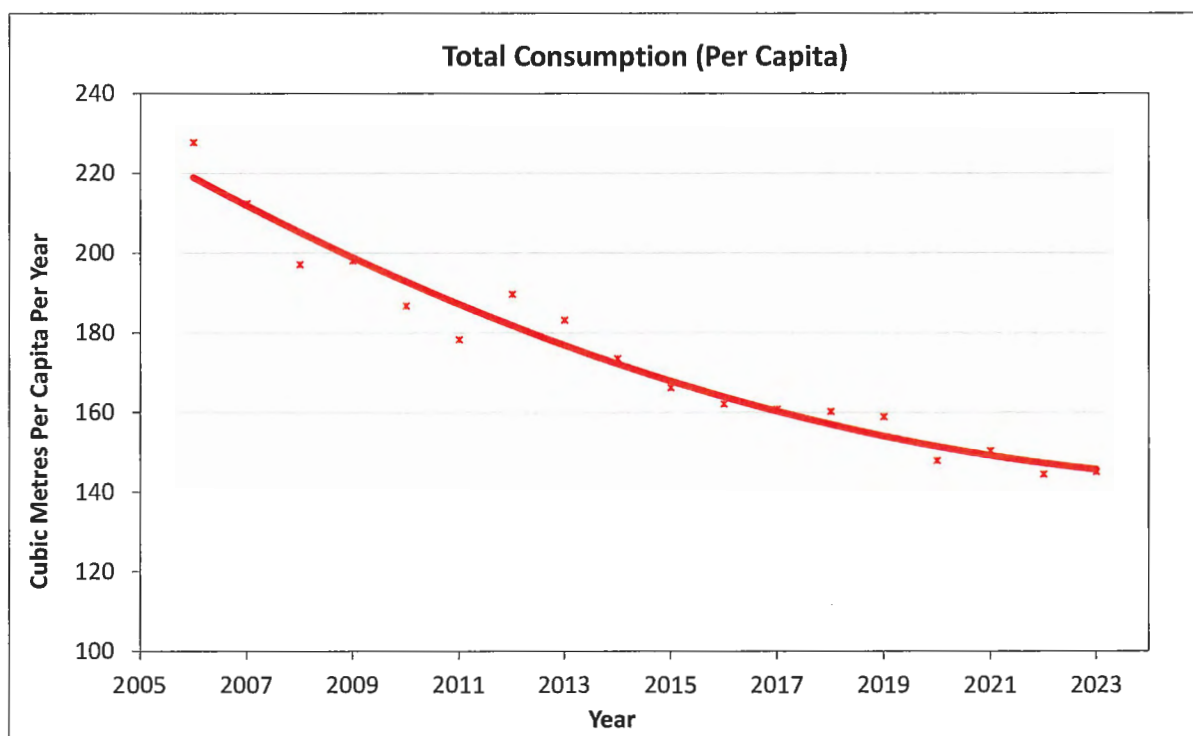


Figure 1: Total Consumption Per Capita

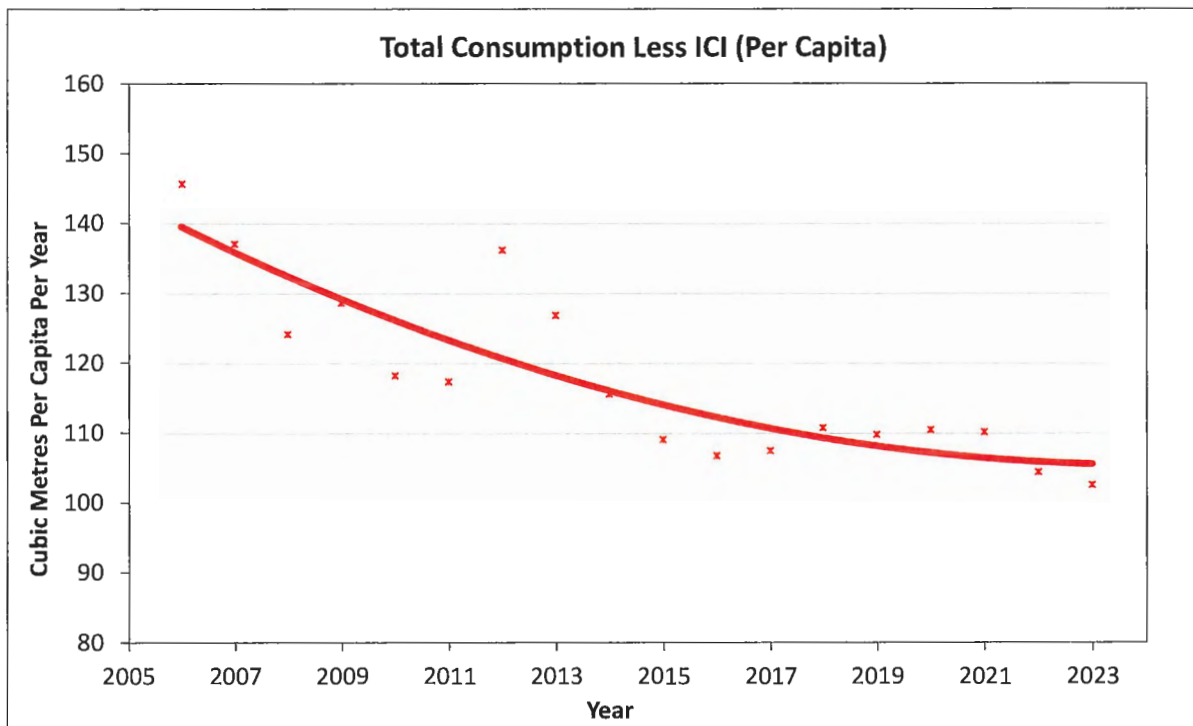


Figure 2: Total Consumption (Less Industrial, Commercial and Institutional) Per Capita

Water Pressure Management Program

To reduce water losses and extend the service life of the City's water supply infrastructure, the City has implemented an innovative water pressure management program. Through this program, pressure reducing stations are used to adjust the City's water supply in accordance with the daily and seasonal variations in water usage. Water pressure is typically maintained at higher levels during periods of high water demand (i.e., drier conditions during summer months), and adjusted to lower levels during periods of low water demand (i.e., during overnights and winter months). The program helps conserve water, reduce leakage, and protect water supply infrastructure from potential damage caused by excessive water pressure.

Leak Reduction and Detection Programs

The City's leak reduction and detection programs help reduce water losses associated with leaks in private and City-owned water systems. The leak reduction program involves using the fixed base water meter reading system to detect properties with continuous water consumption. Staff review this data and educate property owners about their continuous water usage, which could indicate a leak in their private water system. Through this program, leaks can be detected earlier than when they become visible or obvious, thereby reducing unnecessary water losses in private water systems.

The leak detection program involves the use of noise loggers to measure sound frequencies in City-owned water infrastructure to identify non-visible leaks. This allows non-visible leaks to be heard and recorded, and infrastructure to be proactively repaired to prevent further water loss.

Water Use Restrictions

In 2011, Council adopted the Water Use Restriction Bylaw No. 7784 to regulate the use of lawn and vegetation watering during periods of high demand, water shortages and emergencies in accordance with Metro Vancouver's Drinking Water Conservation Plan. The bylaw outlines staged water restrictions that come into effect following Metro Vancouver's stage declaration. The bylaw also supports the strategies in Metro Vancouver's Drinking Water Management Plan to ensure that drinking water is used in a sustainable manner.

Since 2022, the City has participated in a summer support program to support Metro Vancouver's water use restrictions. Through this program, staff have prepared communications material, which includes information bulletins, website updates, and social media posts, to inform residents and businesses about the importance of water conservation during dry periods. Staff also maintain proactive communication with Metro Vancouver during the summer support program, and provide residents and businesses with advance notice as water restriction stage changes come into effect.

Toilet Rebate and Rain Barrel Programs

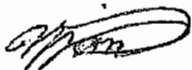
To further promote efficient water use, the City provides customers with water conservation kits that include low-flow showerheads, faucet aerators, toilet fill cycle diverters, toilet leak detection tablets, and educational water conservation tools. In addition, the City has a toilet rebate program that encourages residents to replace high-volume toilets with low-flush toilets, and a rain barrel program that encourages homeowners to collect and store rainwater for outdoor re-use. In 2023, the City provided 355 toilet rebates and 123 rain barrels to Richmond residents.

Financial Impact

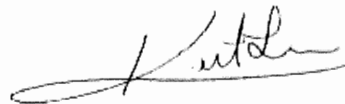
None at this time.

Conclusion

The City of Richmond continues to be a leader in water conservation initiatives through water metering, water pressure management, water use restrictions, leak reduction and detection, and toilet rebate and rain barrel programs. Staff will continue to advance these programs to further enhance water conservation in Richmond, and will provide updates to Council as required.



Manraj Gill, EIT
Senior Project Manager, Engineering Planning
(604-244-1281)



Keith Lam, P.Eng., PMP
Project Manager, Engineering Planning
(604-204-8516)

MG:kckl

Clarification of Wall of Fame Policy- Motion from Cllr. Bill McNulty

Background:

As a member of the Richmond Sports Wall of Fame Committee since its inception in 2014, the issue of residency of nominees has often been a topic of discussion. It would be helpful to the Committee to have more direction from Council on this issue. In particular, both Richmond residency and contributions to the community are hand in hand in what makes someone a suitable candidate for the Wall of Fame. However, the Council approved policy for the Committee (the TOR) does not necessarily make this clear. The Policy currently states the following:

4. Inductees must have residency or strong connection to the Richmond Community. Preference will be given to individuals who lived in Richmond during their participation in either their sport or related activities.

In order to provide the Committee clearer direction in alignment with what is important to Council, I am making the following motion:

That the current number 4 be deleted and that point 4 of the Richmond Sports Wall of Fame Policy 8711 be updated to read, "Inductees must have Richmond residency and have made a contribution to the Richmond Community."

Of course, as always Council may make exceptions to the Policy at any time as there may be any number of individual circumstances. However, this change to the Policy will assist the Committee in its decision making and recommendations to Council for inductees to the Richmond Sports Wall of Fame.



Adopted by Council: October 14, 2014

Amended by Council: February 23, 2015, June 13, 2016, July 10, 2017, July 24, 2017

POLICY 8711:

It is Council policy that:

1. The Richmond Sports Wall of Fame located at the Richmond Olympic Oval will showcase Richmond's sporting history.
2. Inductees to the Wall of Fame may come from any sport or related activities. For the purposes of this policy, "Sport" is defined as any competitive, physical activity governed by a specific set of rules.
3. Inductees to the Richmond Sports Wall of Fame will be approved by Council based on recommendations from a Nominating Committee.
4. Inductees must have residency or strong connection to the Richmond community. Preference will be given to individuals who lived in Richmond during their participation in either their sport or related activities.
5. Inductees will be nominated in one or more of the following eight categories:
 - a. Athlete
 - b. Masters Athlete
 - c. Team
 - d. Builder
 - e. Official
 - f. Coach
 - g. Pioneer
 - h. Special Achievement
6. Inductees will be invited to an Induction Ceremony to be held a minimum of every three years.



To: General Purposes Committee

Date: May 3, 2024

From: Wayne Craig
General Manager, Planning and Development

File: RZ 20-915237

Re: **Application by Jingon International Development Group LLP for Rezoning at 8351 River Road, 8411, 8431, 8451 West Road and 2431 No. 3 Road, and Provincial Crown Land (PCL)- Block A, District Lot 6578, Group 1, New Westminster District And A Portion Of District Lot 6689, Group 1, New Westminster District (Crown Lands Registry), and Lot 87 Except: Part on Plan 70252, District Lot 478 Group 1 and Section 21 Block 5 North Range 6 West, New Westminster Land Plan 34592, from the “Light Industrial (IL)” Zone to the “High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)” Zone and “School & Institutional Use (SI)” Zone.**

Staff Recommendation

1. That Richmond Official Community Plan Amendment Bylaw 10530, to amend:

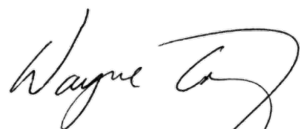
- a) Official Community Plan Bylaw 9000, Schedule 1 (City of Richmond 2041 OCP Land Use Map), to realign areas designated as “Park” and “Commercial”; and
- b) Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), including amending the designations in the Generalised Land Use Map (2031) and Specific Land Use Map: Bridgeport Village (2031), to realign areas designated as “Proposed Streets”, “Pedestrian-Oriented Retail Precincts –High Street & Linkages”, “Pedestrian- Oriented Retail Precincts - Secondary Retail Streets & Linkages”, “Urban Centre T5 (45m)”, “Pedestrian Linkages”, “Waterfront Dyke Trail”, “Park”, and designate the lands “Institution” and remove the “Village Centre Bonus”, including making various text, map, and graphic amendments to accommodate the identified bylaw amendments and ensure consistency and introducing Special Precinct Guidelines in Section 3.3;

be introduced and given first reading.

2. That Bylaw 10530, having been considered in conjunction with:

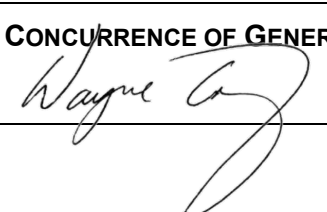
- the City’s Financial Plan and Capital Program;
- the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;

3. That Bylaw 10530, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10531 to create the “High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)” zone, and to rezone 8351 River Road, 8411, 8431, 8451 West Road and 2431 No. 3 Road, and Provincial Crown Land (PCL)- Block A, District Lot 6578, Group 1, New Westminster District And A Portion Of District Lot 6689, Group 1, New Westminster District (Crown Lands Registry), and Lot 87 Except: Part on Plan 70252, District Lot 478 Group 1 and Section 21 Block 5 North Range 6 West, New Westminster Land Plan 34592, from “Light Industrial (IL) ” zone to a new “ High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)” zone and “School & Institutional Use (SI)” zone, be introduced and given first reading.



Wayne Craig
General Manager, Planning and Development

WC:jdr/vk
Att. 9

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Facility Services & Project Development	<input checked="" type="checkbox"/>	
Sustainability & District Energy	<input checked="" type="checkbox"/>	
Community Safety Administration	<input checked="" type="checkbox"/>	
Fire Rescue	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Jingon International Development Group (Jingon), on behalf of the owners Sanhurgon Investment Ltd. and 0916544 B.C. Ltd (Directors: Morris Chen and Qiang Wei Chen) and 0944325 B.C. Ltd (Director Morris Chen) has applied to the City of Richmond for permission to rezone lands at 8351 River Road, 8411, 8431, 8451 West Road and 2431 No. 3 Road, and Provincial Crown Land (PCL)- Block A, District Lot 6578, Group 1, New Westminster District And A Portion Of District Lot 6689, Group 1, New Westminster District (Crown Lands Registry), and Lot 87 Except: Part on Plan 70252, District Lot 478 Group 1 and Section 21 Block 5 North Range 6 West, New Westminster Land Plan 34592, together referred to as the “subject site”, from “Light Industrial (IL)” zone to a new “ High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)” zone and “School & Institutional Use (SI)” zone, to permit the development of a three phase, high- rise, institutional, mixed-use development and City park in the City Centre’s Bridgeport Village Area (Attachment 1).

The proposed development includes the following key features:

- Three development phases with a floor area ratio of 4.9 FAR, and a maximum combined total floor area of 318,832 m² (3,431,880 ft²), including:
 - 314,997 m² (3,390,600 ft²) of hotel, office, entertainment, and retail uses;
 - The design, construction and transfer of institutional community amenity space, including:
 - A City-owned 2,787 m² (30,000 ft²) Art and Culture Facility (ACF); and
 - A City-owned 1,047 m² (11,280 ft²) Community Safety Facility (CSF)
- A voluntary cash contribution of \$15.0 million towards the Leisure Facilities Reserve Fund – City Centre Facility Development Sub-fund to facilitate future City Centre amenity development;
- The transfer of an approximately 27,600 m² (6.82 ac) fee simple parcel adjacent to the Fraser River to the City for the purpose of public open space and dike;
- 19,210 m² (4.75 ac) of publicly accessible open space secured through public rights of passage Statutory-Right-of-Way and other legal agreements including 6,480 m² (1.60 ac) of river fronting balcony and 12,730 m² (3.15 ac) of ground oriented publicly accessible open space; and
- The dedication and provision of transportation related infrastructure improvements including the widening of River Road, the extensions of No. 3 Road and West Road and active transportation improvements.

The anticipated phasing of the development and the floor areas associated with each use are generally described in Table 1, below. The exact floor area will be determined in detail and refined in consideration of future Development Permits for each phase.

Table 1: Phasing and Land Use

	Phase 1	Phase 2	Phase 3	Total
Hotel	52,638.86 m ² (566,600 ft ²)	48,402.49 m ² (521,000 ft ²)	21,739.31 m ² (234,000 ft ²)	122,780.66 m ² (1,321,600ft ²)
Office	36,640.96 m ² (394,400 ft ²)	19,007.96 m ² (204,600 ft ²)	28,753.49 m ² (309,500 ft ²)	84,402.41m ² (908,500 ft ²)
Entertainment	27,722.27 m ² (298,400 ft ²)	9,699.08 m ² (104,400 ft ²)	12,588.36 m ² (135,500 ft ²)	50,009.71m ² (538,300 ft ²)
Retail	30,899.55 m ² (332,600 ft ²)	19,007.96 m ² (204,600 ft ²)	7,896.76 m ² (85,000 ft ²)	57,804.27m ² (622,200 ft ²)
Sub Total	147,901.64 m ² (1,592,000 ft ²)	96,117.49 m ² (1,034,600 ft ²)	70,977.92 m ² (764,000 ft ²)	314,997.05 m ² (3,390,600 ft ²)
Institution/Community Amenity	2,787.09 m ² (30,000 ft ²)	1,047.95 m ² (11,280 ft ²)	-	3,835.04 m ² (41,280 ft ²)
Total	150,688.73 m² (1,622,000 ft²)	97,165.44 m² (1,045,880 ft²)	70,977.92 m² (764,000 ft²)	318,832.09 m² (3,431,880 ft²)

There are associated 2041 Official Community Plan (OCP) and City Centre Area Plan (CCAP) bylaw amendments that are proposed to, amongst other matters, designate the subject site as “Institution”; remove the Village Centre Bonus; re-distribute parks, roads and pedestrian linkages consistent with the proposed development program; and other resulting housekeeping amendments.

There are extensive servicing requirements associated with the proposed development and include the design and construction of significant on-site and off-site works including: dike, parks, frontage, roads, pedestrian, cycling and servicing improvements. Given the scale of development, some of the required works to support the proposed development extend well beyond the limits of the subject property. All works shall be designed and constructed through the City’s Servicing Agreement processes, and secured with Letters of Credit.

City staff support the phasing of the required improvements, with the exception of the design and construction of the dike and parks works which must be designed and constructed as part of Phase 1 and completed prior to occupancy of the first building within the development. The phasing of all other works, including off-site works, are to be determined as part of Development Permit processes for each phase of development, to the satisfaction of the City.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

There are no permanent buildings on the subject site.

The owner has a lease arrangement with the operator of the Richmond Night Market which expires on December 31, 2026. On March 18, 2024, the City issued a Temporary Use Permit (TU 23-033092) to provide for a seasonal night market event on the subject property through to October 2026. The owner is consulting with the operator of the Richmond Night Market. The proposed zoning would provide for a range of uses including restaurants, retail and other commercial uses generally consistent with the current Night Market operations. The developer has identified lands within Phase 3 as a potential location for these activities.

A portion of the subject site (southern portion) contains Provincial Crown Lands (PCL). The applicant has provided a letter from the Province authorizing the applicant to pursue the rezoning of the site up to and including third reading. Prior to rezoning bylaw adoption, the applicant is responsible for transferring a portion of the PCL to the City for dike and park purposes, at no cost to the City. In addition, if the applicant is not the owner of the PCL prior to rezoning bylaw adoption, the applicant is required to obtain the appropriate consent from the Province to proceed with rezoning bylaw adoption.

Surrounding Development

The subject site is comprised of seven lots, including four lots (Duck Island, 8351 River Road, 2431 No. 3 Road and PCL) on the west side of River Road and three lots (8411, 8431, 8451 West Road) on the east side of the River Road.

To the North: A commercial development zoned “Casino Hotel Commercial (ZC17) – Bridgeport Village (City Centre)” and “Marina (MA1)”, consisting of Casino, hotel, commercial space and marina.

To the South: Across Bridgeport Road, a two-storey commercial development zoned “Marina (MA1)”, consisting of commercial space and marina.

To the East: A three-storey parkade at 8671 River Road on a site zoned “Auto-Oriented Commercial (CA)”. Across River Road, a series of properties zoned primarily “Light Industrial (IL)” permitting a range of general industrial uses and designated for high-density commercial, office and hotel uses; a high-rise mixed use hotel and office development at the north-east corner of River Road and Bridgeport Road zoned “High Rise Office Commercial (ZC33) – City Centre”; further east across the north-south lane west of No. 3 Road a two-storey commercial development on a site zoned “Auto-Oriented Commercial (CA)”.

To the West: Moray Channel of Fraser River.

Related Policies & Studies

Official Community Plan/City Centre Area Plan (Bridgeport Village)

The 2041 Official Community Plan (OCP) designates the subject site as “Commercial” and “Park”. The City Centre Area Plan (CCAP), Bridgeport Village Specific Land Use map designates the subject site as “Urban Centre T5 (45m)” and “Urban Centre T5 (25m)” and “Park” (Attachment 3).

Both the OCP and CCAP designations provide for a range of high-density commercial, office, entertainment, hospitality uses as well as public recreation and open space uses.

An amendment to the OCP and CCAP is proposed in order to designate the lands for institutional uses, and facilitate the distribution of land uses, roads, linkages and density proposed through the rezoning and development of the subject site. Further information is provided in the report's Analysis section, below and in Attachment 4.

Aircraft Noise Sensitive Development Policy

The subject site is located in an area impacted by aircraft noise (Area 1A) and registration of an aircraft noise-sensitive use legal agreement on Title is required prior to final adoption of the rezoning bylaw. Aircraft noise-sensitive land uses such as residential, school, day care or hospital are prohibited. Registration of an aircraft noise indemnity covenant on Title is required prior to final adoption of the rezoning bylaw to acknowledge the site is subject to aircraft noise and to indemnify the City accordingly.

In addition, as part of the required Development Permit application process, the developer will be required to provide, where appropriate, aircraft noise mitigation measures to minimize exposure to aircraft noise.

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. The developer has provided a letter prepared by a registered professional surveyor, confirming that the proposed heights comply with all AZR requirements. In addition, further confirmation of specific building heights will be required prior to any development permit being forwarded to the Development Permit Panel and prior to building permit issuance.

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 (Area A, and a minimum Flood Construction Level of 4.7 GSC for the area on the west side of River Road) on Title is required prior to final adoption of the rezoning bylaw.

Ministry of Environment and Climate Change

Due to the subject site's former industrial uses, prior to rezoning bylaw adoption, the developer shall be required to submit a Certificate of Compliance or alternative approval to proceed from the Ministry of Environment or other evidence to the City's satisfaction confirming that the lands are free from contamination.

Ministry of Transportation and Infrastructure (MoTI)

As the subject site is located within 800 m of a controlled access Provincial Highway MoTI approval is required prior to rezoning bylaw adoption.

In addition, as the subject site abuts the Airport Connector Bridge, MoTI approval of any subdivision affecting the subject site will be required.

Existing Legal Encumbrances

There are a number of existing legal charges and Statutory Right-of-Ways (SRW) currently registered on Title of the subject site, including but not limited to:

- SRWs for third party utilities including BC Hydro and Telus infrastructure.
- SRWs for City utility infrastructure, which will be relocated/replaced and the associated SRW discharged as required through the Servicing Agreements for on- and off-site City infrastructure works.
- SRWs in favour of South Coast BC Transportation Authority (SCBCTA) for the construction, operation and maintenance for the Canada Line guideway. The owner agrees not to construct any improvement within the SRW area without the approval of SCBCTA.
- SRW in favour of PKM Canada (Jet Fuel) Inc. for the right to construct, operate and maintain an underground pipeline.

The applicant is required to discharge and/or replace any charges and notations existing on Title to any of the applicable lands, as may be required by the City, and at no cost to the City. All lands to be dedicated or transferred to the City are to be free and clear of legal encumbrances unless otherwise acceptable to the City. The applicant is responsible for obtaining any discharges and approvals, at no cost to, the City.

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 sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City's *Zoning Bylaw 8500*.

Staff have reviewed the proposed OCP and zoning 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 5).

Analysis

Jingon International Development Group (Jingon), has applied to rezone the subject site to construct a 318,832 m² (3,431,880 ft²) high- rise, mixed-commercial development including office, education, hotel, entertainment, retail, a City-owned Art and Cultural Facility (ACF) and Community Safety Facility (CSF), parks and publicly accessible open spaces in the City Centre's Bridgeport Village Area.

The proposed development would include two levels of underground parking, together with various dike, road, transit and active transportation, utility, and public realm improvements. The proposed plans are included in Attachment 6. The developer proposes to construct the development in three phases which the developer anticipates to build out over the next 10-15 years.

The proposed development also includes a reimagining of the Richmond Night Market in a series of permanent market buildings located on the south portion of the subject site.

The developer's proposal is generally consistent with the OCP and CCAP policies respecting institutional (community amenity) uses, expanding the City's riverfront dike and park system, encouraging office and commercial development, street network and active transportation improvements, public realm enhancements, and public art.

Proposed OCP and CCAP Amendment

To facilitate the proposed rezoning and development, the applicant has proposed five key amendments to the CCAP, together with corresponding land use designation changes in the OCP.

The amendments (OCP Amendment Bylaw #10350) reflect the applicant's proposed redistribution of land uses (including parks), roads, linkages and density across the subject site. These amendments also result in a series of housekeeping amendments to various maps contained throughout the CCAP. In addition, the applicant proposes the introduction of site specific development permit design guidelines.

1. Amendment 1: reconfigure those areas currently designated as "Park" in the 2041 OCP Land Use Map and CCAP Bridgeport Village Specific Land Use Map to align with the proposed distribution of parks and greenways across the subject site.

The proposed development provides for the fee-simple transfer of 27,600 m² (6.82 ac) of land adjacent to the Fraser River to the City, of which 25,495.2 m² (6.3 ac) is provided as park space with the remaining space used for diking purposes. The proposed distribution of park space supports the delivery of a coordinated dike, park and trail network consistent with other City Centre riverfront developments.

The park configuration results in a more desirable distribution of park space along the waterfront and also features prominently at the foot of No. 3 Road, adjacent to the proposed location of the City-owned Art and Culture Facility, and creates a great place making opportunity for the City. In addition, the proposal achieves a land area that is greater than currently budgeted for in the CCAP.

The applicant is required to transfer the lands to the City and enter into a Servicing Agreement for the design and construction of the dike and park prior to rezoning bylaw adoption, with the works to be completed prior to the final permit granting occupancy being issued for the first building in the development.

As a result of the proposed park distribution, there are a number of housekeeping amendments required to various maps located throughout the CCAP.

2. Amendment 2: reconfigure the location of roads and linkages within the subject site to align with the proposed road network and support pedestrian activity along the waterfront.

The CCAP identifies a portion of roadway, aligned north-south, and located adjacent to the area designated as “Park”. The applicant has proposed to relocate that portion of roadway eastward into the subject site. The roadway is proposed to be privately-owned and secured for public use as through a public right of passage Statutory Right-of-Way in order to permit the developer to construct a common parkade beneath the roadway.

City staff support the proposed relocation of the road as it maintains the ring-road concept and continues to support the overall transportation network.

This change also removes regular vehicle traffic from the edge of the park and dike and would provide both road and park frontage for the proposed Art and Culture Facility contributing to an activated and animated public realm along the waterfront and street.

In support of these changes amendments to the CCAP are proposed to further ensure that the dike and park space is supported by a continuous active frontage. In addition, this change also results in a number of housekeeping amendments to various maps throughout the CCAP.

3. Amendment 3: redesignate the south portion of the subject site from “Urban Centre T5 (25m)” to “Urban Centre T5 (45m)” to be generally consistent with the north portion of the subject site and align with the proposed distribution of park space.

The proposed development would be required to achieve urban design excellence and contribute to a high quality public realm through the implementation of site specific development permit design guidelines and future Development Permit applications. As a result, a proposed amendment to the CCAP Bridgeport Village Specific Land Use Map is proposed to bring the subject lands under the same land use designation. In addition, the boundaries of the “Urban Centre T5 (45m)” designation would be modified to reflect the distribution of land uses as noted in Amendments 1 and 2 above.

This amendment results in no change to the range of permitted uses and the change in height reference is generally consistent with the letter from the applicant’s professional land surveyor confirming compliance with the AZR regulations.

4. Amendment 4: add the “Institution” designation to the subject lands and remove the lands from the Village Centre Bonus (VCB) overlay area.

The developer proposes to construct and transfer to the City a large scale 2,787 m² (30,000 ft²) Art and Cultural Facility and a new 1,047 m² (11,280 ft²) Community Safety Facility on the subject site. In addition, the developer has agreed to voluntarily provide a \$15.0 million dollar cash contribution to Richmond’s Leisure Facilities Reserve Fund – City Centre Facility Development Sub-fund to facilitate future City Centre amenity development.

In consideration of the developer's proposed contributions towards institutional City-owned community amenity facilities, an amendment is proposed to the CCAP to designate the subject site as "Institution". As provided for in the CCAP and "Urban Centre T5 (45m)" transect, where a site is designated as "Institution" the City may provide additional density above the base transect. In consideration of the proposed contributions, the developer seeks a 2.9 FAR density bonus above the base 2.0 FAR for this area.

Staff support the proposed amendment as it results in the provision of over 41,000 ft² of new City-owned community facilities to meet the needs of the growing City Centre area. The proposed facilities would improve access for community safety uses in the north part of the City Centre. The proposed Art and Culture Facility would support the establishment of a centre for arts, culture and heritage in the Richmond Arts District area of the City Centre. Both facilities would establish a prominent civic presence in the Bridgeport Village area of the City Centre.

5. Amendment 5: establish site specific development permit design guidelines ("Special Precinct Guidelines") to inform the detailed development of the site and review of future development permit applications.

In order to ensure the proposed development contributes to the vibrancy of the City, establishes an enhanced public realm, and reflects urban design excellence, an amendment to the CCAP is proposed to establish site-specific development permit guidelines. The proposed guidelines introduce three character areas that are linked together by a continuous network of parks and public open spaces along the waterfront on the west side, and River Road on the east side.

The Waterfront District is intended to showcase the riverfront as a key area and destination, with a focus on enhancing the interaction between people and the natural assets offered by the waterfront site. The proposed guidelines would establish lively public realm and pedestrian experience at both the street level and publicly accessible elevated waterfront deck, offering opportunities for year-round outdoor dining, shopping, socializing, relaxing, entertaining and playing.

The Market District is intended to provide a lively public realm, with inviting commercial areas and waterfront views that facilitate commerce, gathering and social interaction. The proposed guidelines would establish a vibrant public realm to encourage commerce, gathering, cultural activities, and comfortable pedestrian experience with active retail along key signature open spaces and streets.

The Central District is intended to act as the centre of the development site, with well-defined pedestrian-oriented retail high streets, plazas and building massing designed to create an inviting environment for the public. The proposed guidelines would establish a vibrant public realm and well-defined pedestrian-oriented retail high streets and to encourage commerce, gathering and vibrancy.

These site specific development permit guidelines will act as a tool for the City's consideration of future development applications on the subject site.

Proposed Site-Specific Zone (ZC 54)

A site-specific zone has been prepared to facilitate the subject development, “High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)” (Zoning Amendment Bylaw 10531). This site-specific zone is recommended by staff on the basis that:

1. Airport Noise Sensitive Development uses (e.g., residential, dormitories, child care, hospital, and K-12 schools subject to Ministry of Education requirements) are prohibited, as per OCP policy;
2. A wide range of office, commercial and hospitality uses are permitted, consistent with the OCP and CCAP policies;
3. Additional density provisions permit:
 - a) A bonus density of 2.9 FAR above the base transect, where the developer agrees to provide the following institutional/community amenity facilities:
 - In Phase 1, a minimum floor area of City-owned community amenity space of 2,787 m² (30,000 ft²);
 - In Phase 2, a minimum floor area of City-owned community amenity space of 1,047 m² (11,280 ft²); and
 - A voluntary cash contribution towards City Centre facilities of \$15.0 million.
4. Site-specific setbacks that encourage an attractive design and enhanced public realm including the proposed publicly accessible river balcony; and
5. Maximum building height is limited to 45 m (148 ft), as per CCAP policy, subject to compliance to applicable Airport Zoning Regulations and as determined to the City’s satisfaction through an approved Development Permit.

In addition, prior to rezoning bylaw adoption:

1. A legal agreement will be registered on Title to secure the developers commitment to providing a comprehensive suite of transportation demand management measures, to the satisfaction of the Director, Transportation;
2. 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, restrictions related to strata titling and transfers, and limits on in-suite kitchen facilities).
3. In keeping with OCP policy where additional density is granted for office development a legal agreement will be registered on Title limiting subdivision (including stratification and air space parcels) of the office floor space within any building to not more than one strata lot or airspace parcel per storey or per 1,858 m² (20,000 ft²) of office floor space, whichever is less, for the purposes of ensuring the provision of leasable office space in the City Centre; and

4. A legal agreement to ensure that development proceeds in a manner in keeping with the proposed phasing program, including the delivery of City-owned facilities, to the satisfaction of the City (the “Phasing Covenant”).

Built Form and Architectural Character

The developer proposes to construct a high-density, mixed office, entertainment, hotel, and retail/restaurant development within 800 m of the Bridgeport Canada Line Station. The proposed development intends to accommodate all City requirements with respect to transportation and public open space improvements, and the built form is generally consistent with the CCAP’s Development Permit Guidelines.

The proposed development represents a strong urban concept contributing towards an active transportation and transit-oriented environment. The proposed variations in massing and an articulated built form, in combination with a 25 m wide River promenade including dike, cross roads park, waterfront park, north tip park, an elevated publicly accessible river balcony, contribute to a high-amenity public realm, human scale, pedestrian interest and a distinct riverfront character.

Further, the development has demonstrated a balance between City objectives for Richmond’s dikes, a high quality urban development, and the sensitive Fraser River environment, including coordinating the proposed development with incremental dike upgrades, 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.

Two adjacent properties, municipally known as 8571 Bridgeport Road and 8480 River Road, are left remnant from the subject development site. The developer has confirmed that the owners of 8571 Bridgeport Road and 8480 River Road are not interested in redevelopment at this time. The applicant has also provided staff with concept plans for these future development sites to demonstrate that they can be developed independent of the subject-rezoning site.

As the development is situated in the City Centre and potentially impacted by future City Centre development projects, the developer is required to register a legal agreement on Title stipulating that the development is subject to potential impacts due to other developments that may be approved within the City Centre.

Institutional/Community Amenities - Art and Culture Facility (ACF) and Community Safety Facility (CSF)

In consideration of the proposed “Institution” designation of the subject site in the CCAP, the developer has proposed to provide two City-owned community facilities on the subject site including a 2,787 m² (30,000 ft²) Art and Culture Facility (ACF) and a 1,047 m² (11,280 ft²) Community Safety Facility (CSF) on the subject site.

The ACF is proposed to provide art gallery exhibition spaces of varying sizes, multipurpose/program rooms, an auditorium for performances, event space and ancillary spaces such as exhibition support, collection storage, circulation and administrative spaces.

The proposed facility is to be at least 30,000 ft² in size in addition to a 2,600 ft² outdoor amenity space. The ACF is proposed to be strategically located along the riverfront, in close proximity to rapid transit and identified as part of the Richmond Arts District area of the City Centre. The facility would be prominently located and featured within the development site generally at the foot of No. 3 Road, with frontages on park space, the dike and road network.

The developer is required to enter into a legal agreement to design, construct and furnish the ACF to a turn-key (Class A) level of finish, at no cost to the City. Consistent with City Council policy the building must also meet LEED Gold standards for interior spaces. The developer has also agreed to complete construction and transfer the air space parcel that includes the facility to the City prior to occupancy being granted for more than 50 per cent of the floor area associated with Phase 1 of the development.

The CSF is proposed to be a single joint-operations facility for RCMP and RFR, and will consist of approximately 9,600 ft², including shared services such as meeting/briefing rooms, parking, washrooms and operational areas. A further area of approximately 1,680 ft² is to be provided for a fire truck bay. The proposed CSF is to be located along a municipal road frontage within Phase 2 of the development in the area east of River Drive.

The developer is required to enter into a legal agreement to design, construct and furnish the CSF to a turn key (Class A) level of finish, at no cost to the City. Consistent with City Council policy the building must also meet LEED Gold standards for interior spaces. The developer has also agreed to complete construction and transfer the air space parcel that includes the CSF to the City prior to occupancy being granted for more than 50 per cent of the floor area associated with Phase 2 of the development.

In addition to the ACF and CSF, the developer has agreed to a voluntary cash contribution of \$15 million towards Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-fund to facilitate future City Centre amenity development, the terms of which generally include:

- Payment of one-third (\$5.0 million) prior to issuance of the first Development Permit within Phase 2;
- Payment of two-thirds (\$10.0 million) prior to issuance of the first Development Permit within Phase 3; and
- That the total cash contribution amount shall be increased annually from the date of Bylaw 10531 having first received third reading (e.g. the date of the Public Hearing) based on the Statistics Canada “non-Residential Building Construction Price Index” yearly quarter-to-quarter change for Vancouver, where the change is positive.

Parks and Open Space

Consistent with the CCAP the developer is responsible for contribution towards parks and open spaces. The developer has agreed to provide 25,495 m² (6.3 ac) of park space on-site (Attachment 7). The park space is to be provided within a larger 27,600 m² (6.82 ac) fee simple parcel that is being provided to the City that includes an additional 2,104 m² (0.52 ac) of land to be transferred from the Province to the City for diking.

The 6.3 acres of park space proposed is over and above the 5.8 acres currently allocated in the City's Development Cost Charge (DCC) program.

The proposed park space and its distribution supports the delivery of a coordinated dike, park and trail network consistent with other City Centre riverfront developments. The proposed park area includes prominent locations for recreation at the foot of No. 3 Road, adjacent to the proposed location of the City-owned Art and Culture Facility, and also at the northern tip of the subject site. These locations can be strategically capitalized on to create unique spaces within the City Centre.

A conceptual design for the required park and public space improvements has been prepared by the developer (Attachment 6), with the detailed design to be undertaken through the development's Servicing Agreement, Development Permit, and related City processes. The applicant is required to transfer the lands (including the 6.3 acres of park lands) to the City and enter into a Servicing Agreement for the design and construction of the dike and park prior to rezoning bylaw adoption, with the works to be completed prior to the final permit granting occupancy being issued for the first building in the development.

In addition to the park space, the developer has proposed 19,210 m² (4.75 ac) of publicly accessible open space in the form of a 6,480 m² (1.6 ac) river fronting balcony and 12,730 m² (3.15 ac) of ground oriented open space.

The proposed 1.6-acre river balcony is a unique feature of the proposal and takes advantage of the site's prominent riverfront location, and offers the public an alternative way to experience the water. The river balcony is located above grade, generally on the second and third floor, and is to be designed with accessibility features including elevators and ramps to provide access for all users. The river balcony is to be secured through Public Rights-of-Passage (PROP) Statutory Rights-of-Way (SRW) or through an encroachment agreement with the City for those portions of the balcony that project over the proposed City-owned dike and park lot adjacent to the river. The design of this space will be further refined through future Development Permit applications and associated Servicing Agreements.

The proposed 3.15 acres of ground oriented publicly accessible open space is spread throughout the development site and results in an enhanced public realm and other gathering spaces, including a proposed plaza in the southern portion of the site.

These spaces are to be secured through PROP/SRWs. The design of these spaces will be further refined through future Development Permit applications and associated Servicing Agreements and secured through Letters of Credit, as applicable.

Transportation and Site Access

The proposed development has existing frontage onto River Road, No. 3 Road and West Road. The developer is required to dedicate land to the City for the construction, extension and/or widening of No. 3 Road, West Road and River Road.

In addition the developer is required to provide a Public Rights-of-Passage (PROP) Statutory Rights-of-Way (SRW) to provide for a transportation and pedestrian connection between West Road and No. 3 Road through the subject site. The developer is also required to provide other PROP/SRWs to secure transportation related facilities adjacent to roads for sidewalk and bicycle facilities.

To ensure that access to the site is coordinated and to limit the number of driveway crossings on-site, a legal agreement is to be registered on Title limiting the number of access points and locations, unless otherwise approved through a Development Permit.

The applicant proposes an overall modal split that is beyond what is envisioned in the OCP, and relies heavily on transit and active transportation (e.g. cycling and walking) with a reduced emphasis on automobiles. Given the scale of the subject site and the developer's program for the site, the proposed phasing of the development allows the developer to transition this modal split over the full build-out of the project with Phase 1 being closer to what is envisioned in the OCP. Through phasing and the submission of future Development Permit applications, City staff will be able to monitor the applicant's ability to achieve the modal split over the build-out of the project.

In order to support the modal split proposed, the developer is required to provide significant on-site and off-site improvements to support transit and active transportation use to and from the subject site, in addition to other road improvements, including: improved pedestrian connection between the subject site and Bridgeport Canada Line and Bus Station, cycling facilities and the extension of Douglas Street between River Road and No. 3 Road. In addition, staff note that it may be necessary for the developer to extend Douglas Street between No. 3 Road and Sexsmith Street in the event that this connection is not provided through other development in the Bridgeport Village area. All frontage and off-site transportation infrastructure improvements will be secured through the City's standard Servicing Agreement processes (secured with Letters of Credit).

The proposed development would include three mobility hubs, which would act as central locations for a suite of multi-modal and active transportation facilities to be available to employees, visitors and the general public. These areas will be secured for public access during typical business hours 5:00 a.m. – 11:00 p.m. Prior to rezoning bylaw adoption, the developer will be required to enter into a legal agreement on Title committing to providing and implementing a comprehensive suite of Transportation Demand Management (TDM) measures, anticipated to include the mobility hubs, together with:

- Off-site improvements to support the accessibility of cycling, walking and transit modes and facilitate such access to the site;
- A transit Pass Program for employees;
- Car Share Parking including vehicles and memberships;
- Enhanced bicycle facilities such as bicycle maintenance and repair facilities e-bike charging infrastructure;
- End of trip facilities including showers, toilets , sinks, clothing lockers and electrical outlets;

- A shuttle program for the purposes of transporting passengers to and from the site. The shuttle program is to be implemented concurrent with the occupancy of the first building in Phase 1;
- Public e-bike and e-scooter facilities and memberships program; and
- Enhanced wayfinding.

The TDM program may be adjusted through the Development Permit process.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 69 trees including 45 bylaw-sized trees on the subject property, 20 trees on neighbouring properties and four street trees on City property.

City Staff provide the following comments:

- 20 off-site trees (tag# 75 – 94) are identified to be retained and protected. To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:
 - Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
 - Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- 41 trees (tag# 1-25, 27-30, 95-100, NT01-NT02 and N-NT01-N-NT04) are located on-site, along the perimeter of the subject site adjacent to the Fraser River, in the area designated for dike and park purposes. Tree removal, retention and replacement will be reviewed as part of the design and construction of the dike and parks works through the City's Servicing Agreement process.
- Four (4) trees (tag# 531-533 and N-NT01) are located upland and within the developable area of the site. Further evaluation, retention and tree protection will be reviewed at the time of the Development Permit. Tree replacement shall be provided at a 2:1 ratio, as per the OCP.

Consistent with the City's environmental objectives, detailed review and the provision of on-site landscaping including tree planting, shrubs and live plant material will be secured through the Development Permit process.

Public Art

The CCAP encourages voluntary developer contributions towards public art, especially in the case of projects, like the subject development, that are situated near transit station and public parks.

Staff are supportive of the developer's proposal, which is consistent with City policy and includes among other things, a voluntary developer contribution of at least \$ 1,830,924, based on City approved rates and the maximum buildable floor area permitted under the subject site's proposed ZC54 zone. Prior to rezoning adoption, legal agreement(s) will be registered on Title requiring the developer's implementation of a public art plan for the subject site and surrounding public open space areas, prepared by an accredited professional and secured by Letter(s) of Credit, all to the satisfaction of the City.

Public Art Plans will need to be submitted with each Development Permit Application with each phase. For contributions with a cumulative budget over \$250,000, the Public Art Plan's Terms of Reference will be presented for Council approval prior to Building Permit issuance. Public Art contributions will be calculated at the time of Development Permit staff report. Alternatively, the applicant has the option to contribute directly to the Public Art Reserve for public art projects in City Centre on City lands.

Community Planning

Prior to rezoning bylaw adoption, the developer proposes a voluntary cash contribution of \$1,152,804.80 towards future City planning studies, based on the maximum buildable floor area and applicable City-approved developer contribution rate as per OCP policy.

Sustainability and District Energy

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: The subject site is located within the City Centre District Energy Utility (DEU) service area. Prior to rezoning bylaw adoption, a DEU covenant will be registered on Title securing the developers commitment to connect to a low-carbon energy system contributed by the developer with the capability to connect to the City Centre DEU once it becomes available.
2. Building Energy Efficiency and Carbon Performance: City policy requires that new buildings are designed and constructed to satisfy BC Energy Step Code and BC Zero Carbon Step Code requirements.

Compliance with the applicable step of the BC Energy Step Code and BC Zero Carbon Step Code, as defined in the City's Building Regulation Bylaw, will be reviewed as part of future Development Permits and Building Permit applications permitting development of the site.

3. Electric Vehicle (EV) Measures: The development is required to comply with the City of Richmond Zoning Bylaw 8500 requirements for non-residential EV-parking, including:

- a) 35 per cent of parking spaces are to have EV charging infrastructure installed capable of supporting a charging capacity of at least 1.66 kW at all times, suitable for longer duration parking
- b) A further 10 per cent of parking spaces (with a minimum of one parking space) are to have EV charging infrastructure installed capable of supporting a charging capacity of at least 6.66 kW at all times, suitable for short duration parking.
- c) For on-site parking areas that contain accessible parking spaces (i.e. accessible spaces or van-accessible spaces), the requirements set out in the General Requirement shall apply proportionately to the total number of accessible parking spaces within the parking area.
- d) 100 per cent of parking spaces designated for use by hotel or dormitory guests are to be installed with EV charging infrastructure as per the residential EV charging requirement.
- e) 100 per cent of designated shared vehicle parking spaces (i.e. for vehicles operated by a shared vehicle organization) are to be installed with a dedicated Level 2 circuit as well as a fully installed and operating EV charger.

Phasing Covenant

In order to secure the developer's commitments and obligations throughout the build out of the subject site, the developer is required to register a Phasing Covenant on Title prior to rezoning bylaw adoption. Given the multi-year build out of the proposed development, the Phasing Covenant sets certain milestones and achievements that must be met to ensure the orderly development of the site, consistent with the development program proposed by the developer and includes, but is not limited to:

1. Phase 1:

- Restricting final building permit granting occupancy of not more than 50 per cent of the floor area within Phase 1 until a building permit has been issued for the building containing the proposed ACF community amenity.
- Restricting final building permit granting occupancy of more than 50 per cent of the floor area within Phase 1 until occupancy has been granted for the ACF community amenity and ownership transferred to the City.

2. Phase 2:

- Restricting issuance of a building permit for any building within Phase 2 until occupancy has been granted for the ACF community amenity and ownership transferred to the City.
- Requiring updated technical studies and plans as part of the Development Permit process.

- Requiring payment of one-third of the voluntary cash contribution towards the Leisure Facilities Reserve Fund – City Centre Facility Development Sub-fund to facilitate future City Centre amenity development.
- Restricting final building permit granting occupancy for not more than 50 per cent of the floor area within Phase 2 until a building permit has been issued for the building containing the proposed CSF community amenity.
- Restricting final building permit granting occupancy of more than 50 per cent of the floor area within Phase 2 until occupancy has been granted for the CSF community amenity and ownership transferred to the City.

3. Phase 3:

- Restricting issuance of a building permit for any building within Phase 3 until occupancy has been granted for the CSF community amenity and ownership transferred to the City.
- Requiring updated technical studies and plans as part of the Development Permit process.
- Requiring payment of the remaining two-thirds of the voluntary cash contribution towards the Leisure Facilities Reserve Fund – City Centre Facility Development Sub-fund to facilitate future City Centre amenity development.

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.

There are a significant amount of frontage, site servicing and off-site works required to facilitate the proposed development and include dikes, parks, road and active transportation works, upgrades to the Van Horne sanitary and the Duck Island storm pump stations.

Prior to Rezoning Bylaw adoption, the developer shall enter into a Servicing Agreement for all works associated with the redevelopment of the lands comprising Phase 1 for the design and construction of on-site and off-site servicing, utility, dike, parks and frontage improvements, as determined by the City. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement, as set out in the attached Rezoning Considerations (Attachment 8).

The servicing works identified in the attached Rezoning Considerations may be phased over the build out of the development, with the exception that there will be no phasing of the dike or parks improvements to be constructed on the fee simple City lands. Phasing of any other works shall be determined by the City, through the Development Permit and Servicing Agreement process as provided for in the Phasing Covenant to be registered on Title, to the satisfaction of the General Manager of Engineering of Public Works, Director, Engineering, Director, Transportation, Director, Development and Director of Parks, as the case may be.

In some cases the required servicing works will require approvals from government agencies and other third parties.

Development Cost Charge (DCC) credits may apply to some of the works constructed by the developer that are included in the City's DCC program. Any DCC credits will be determined at the time of Building Permit issuance.

Third Party Approvals

The developer is responsible for obtaining any and all applicable permits, approvals, and authorizations from third parties, at no cost to the City, including but not limited to:

- Ministry of Transportation and Infrastructure (MOTI), respecting rezoning bylaw approval, subdivision approval and approval of the proposed dike design;
- Vancouver Airport Fuel Facilities Corporation and Pembina, for development and works affecting or in proximity to their infrastructure;
- TransLink (South Coast BC Transportation Authority), for development and works affecting or in proximity to guideway infrastructure, including their Adjacent and Integrated Development project consent process; and
- Provincial and Federal approvals with respect to the proposed dike design and construction to be conducted through the Servicing Agreement process.

Future Development Permit Application Considerations

The portion of the subject site adjacent to the Fraser River is identified in the OCP as Environmentally Sensitive Area (ESA), namely intertidal and shoreline ESA. This area is generally consistent with those areas that have been identified for dike and park purposes. Dike works within this area shall be subject to other governmental environmental requirements (including habitat compensation for any disturbances within the Fraser River). Applicable government approvals will be required, to the City's satisfaction, prior to Servicing Agreement approval. The developer's on-site development, including subdivision of the subject property, will be subject to an ESA Development Permit in consideration of the on-site environmental assets.

The processing of a Development Permit, to a level that is satisfactory to the Director, Development, for the first building within Phase 1 of the development is required prior to final adoption of the rezoning bylaw. At the Development Permit stage for the first permit and each subsequent permit, additional design development is encouraged with respect to the following items:

- Alternative Transportation: The inclusion of appropriate alternative transportation facilities and improvements as identified in a Transportation Impact Assessment and supporting analysis prepared by a qualified professional engineer and as approved by the Director, Transportation.
- Tree retention and protection: Review of on-site tree condition, removal and replacement together with the securing of replacement trees in compliance with the 2:1 replacement ration as per the OCP.

- Streetscape: That the proposed development contributes to an active and animated public realm including along streets and other important linkages, including the dike and park network.
- Architectural Design: A high quality of architectural design and expression consistent with the City's urban design objectives and with the Special Precinct Guidelines for the subject site.
- Building Height: Promoting a variety of heights and building massing to support a visually interesting sky line and confirmation from a registered professional surveyor that the proposed building heights comply with the Airport Zoning Regulations.
- Pedestrian access and safety: Prioritizing pedestrian access and safety.
- Accessibility: Considering the design of access locations, publicly accessible spaces that promote universal access.
- Sustainability: Opportunities to enhance building performance in coordination with architectural expression.
- Crime Prevention through Environmental Design (CPTED): Opportunities to incorporate CPTED measures including surveillance and territoriality to promote a sense of security.
- Parking, Loading & Waste Management: The development proposal is consistent with the Zoning Bylaw and related City requirements. Further design of vehicle parking and circulation, truck manoeuvring, waste management activities and related features and spaces.
- Confirmation on dike alignment: Prior to the Development Permit being forwarded to the Development Permit Panel for consideration, the developer shall provide appropriate confirmation and approval for the proposed dike alignment.

Financial Impact

As a result of the proposed development, the City will take ownership of developer-contributed assets such as dikes, roadworks, waterworks, storm sewers, sanitary sewers, streetlights, street trees and traffic signals. The anticipated annual operating budget impact (OBI) for the ongoing maintenance of these assets is significant, approximately \$471,182.64.

The above noted OBI will be included in the City's future Five Year Financial Plan.

There are anticipated OBI impacts for the two City-owned facilities, including:

- An estimated additional annual OBI of \$1,000,000 - \$1,200,000 (2023 dollars) to operate and maintain the Art and Culture Facility. A more detailed program and defined operating model will be required to further refine a final OBI, which will be brought forward as future report to Council; and
- An estimated additional annual OBI of \$3,514,002 to \$4,399,902 for on-going operating costs associated with staffing for the Community Safety Facility; and from \$380,000 to \$475,000 of one-time capital cost for vehicles and equipment (2023 dollars).

This facility would be provided in Phase 2 of the development. Further refinement of a final OBI will be subject to a future report to Council.

Conclusion

Jingon International Development Group (Jingon), on behalf of the owners Sanhurgon Investment Ltd. and 0916544 B.C. Ltd (Directors: Morris Chen and Qiang Wei Chen) and 0944325 B.C. Ltd (Director Morris Chen), has applied to the City of Richmond for permission to rezone the subject site from “Light Industrial (IL)” zone to a new “ High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)” zone and “School & Institutional Use (SI)” zone , to permit the development of a three phase, high- rise, institutional, mixed-commercial development and City park in the City Centre’s Bridgeport Village Area.

The development includes the provision of 3,835 m² (41,280 ft²) of City-owned community amenities, together with a riverfront park and dike and a variety of publicly accessible open spaces.

There is an associated OCP amendment bylaw to amongst other matters, reconfigure the location of parks, road and linkages, designating the site for institutional use and removing the Village Centre Bonus, redesignating south portion of the subject site to Urban Centre T5 (45m) and establish site specific development permit design guidelines.

It is recommended that Official Community Plan Amendment Bylaw 10530 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10531 be introduced and given first reading.



Virendra Kallianpur
Program Manager, Urban Design



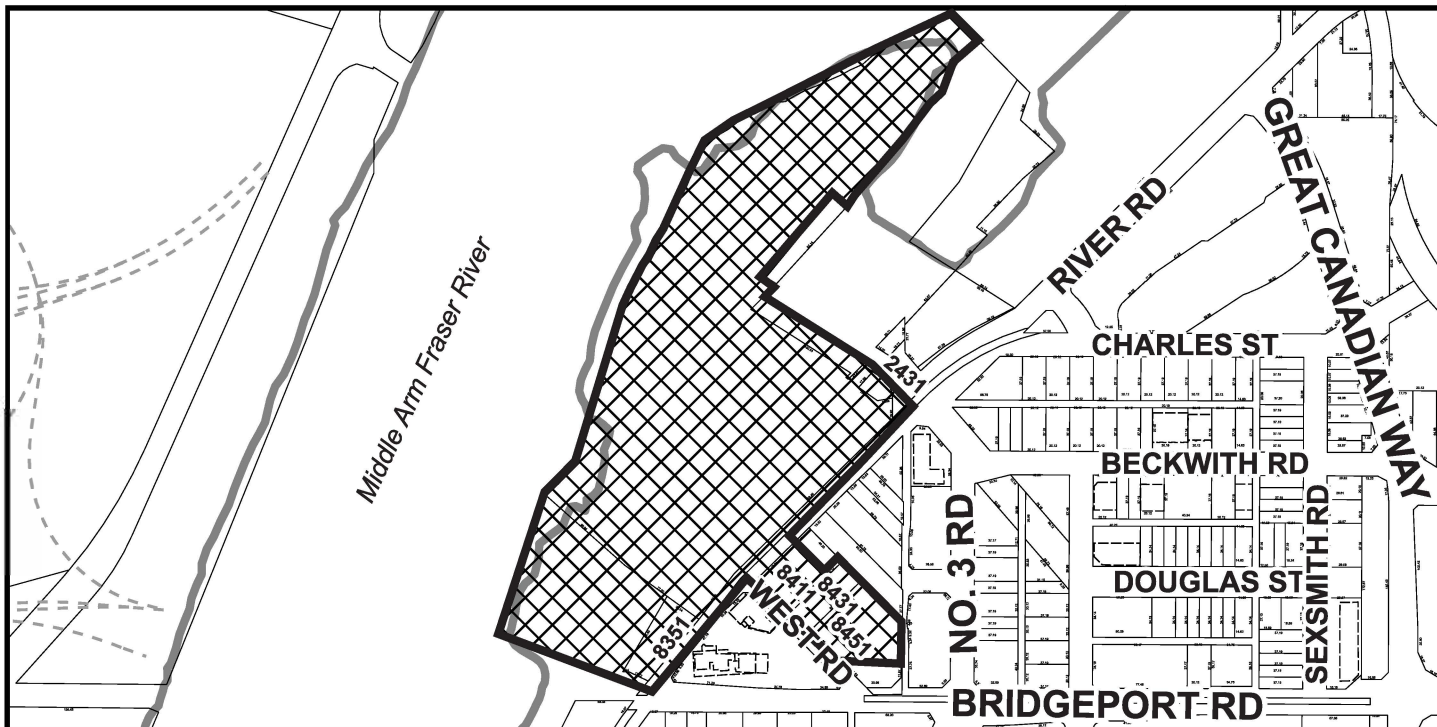
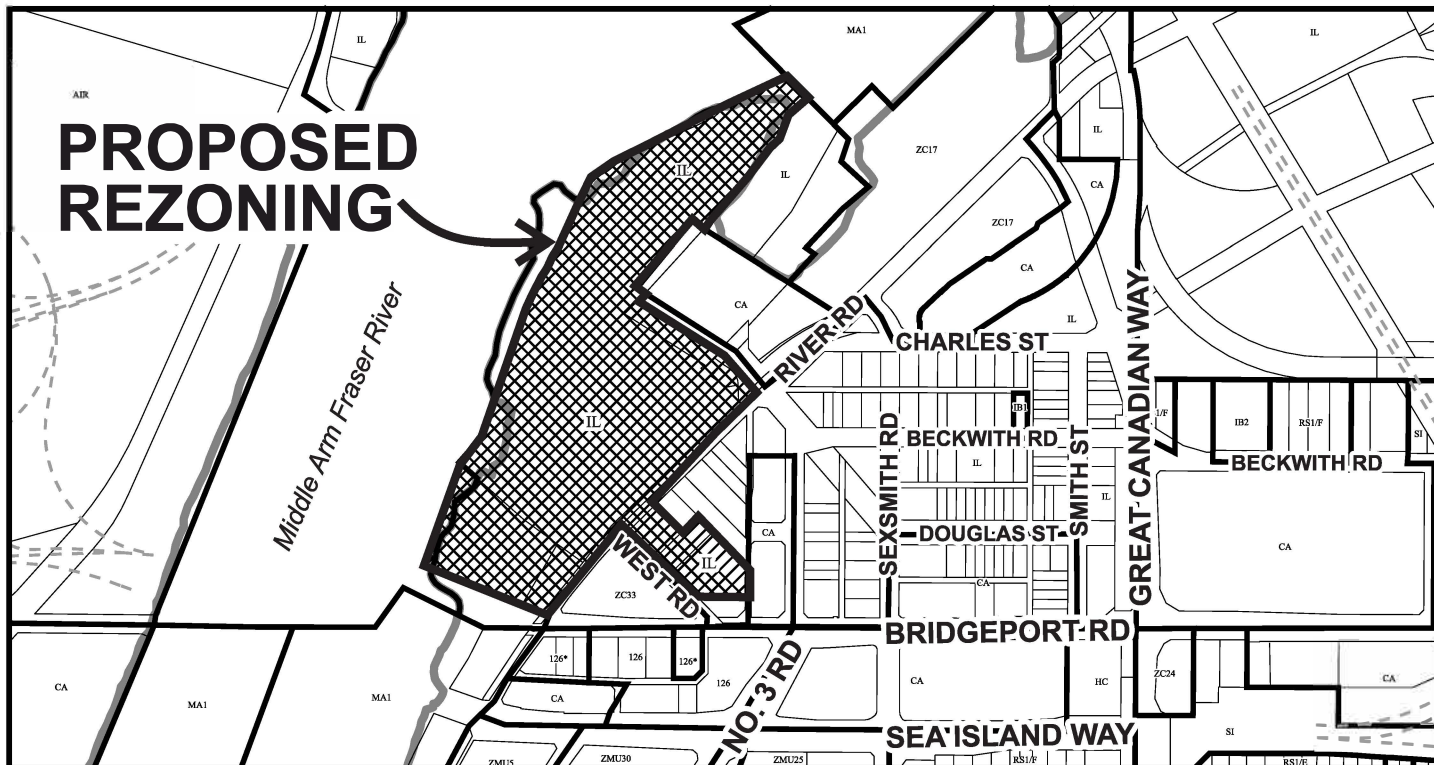
Joshua Reis, MCIP, RPP, AICP
Program Manager, Development

VK/JDR:js

- Att.
- 1: Location Maps
 - 2: Development Application Data Sheet
 - 3: Specific Land Use Map: Bridgeport Village (2031)
 - 4: OCP Amendment Schedule Map Changes
 - 5: OCP Consultation Summary
 - 6: Conceptual Development Plans
 - 7: Parks and Open Space
 - 8: Tree Management Plan
 - 9: Rezoning Considerations



City of Richmond



RZ 20-915237

GP - 38

Original Date: 12/01/20

Revision Date: 04/26/24

Note: Dimensions are in METRES



City of Richmond



RZ 20-915237

GP - 39

Original Date: 05/12/21

Revision Date: 05/01/24

Note: Dimensions are in METRES



RZ 20915237

Attachment 2

Address: 8351 River Road, 8411, 8431, 8451 West Road and 2431 No. 3 Road, and Provincial Crown Land (PCL)- Block A, District Lot 6578, Group 1, New Westminster District And A Portion Of District Lot 6689, Group 1, New Westminster District (Crown Lands Registry), and Lot 87 Except: Part on Plan 70252, District Lot 478 Group 1 and Section 21 Block 5 North Range 6 West, New Westminster Land Plan 34592

Applicant: Jington International Development Group LLP

Planning Area(s): City Centre (Bridgeport Village Area)

	Existing	Proposed
Site Size (m²):	89,030.84 m ² (958,320 ft ²)	Net Site Development Area: 65,104.14 m ² (700,775 ft ²)
Land Uses:	Industrial	Mixed-Use, High Rise Commercial
OCP Designation:	Commercial	Commercial
Area Plan Designation:	Urban Centre T5 (45m) and Urban Centre T5 (25m)	Institution Urban Centre T5 (45m)
Zoning:	Light Industrial (IL)	Site Specific Zoning High Rise Riverfront Commercial and Institution (ZC54)
Other Designations:	ANSD Area 1A VCB Overlay	ANSD Area 1A

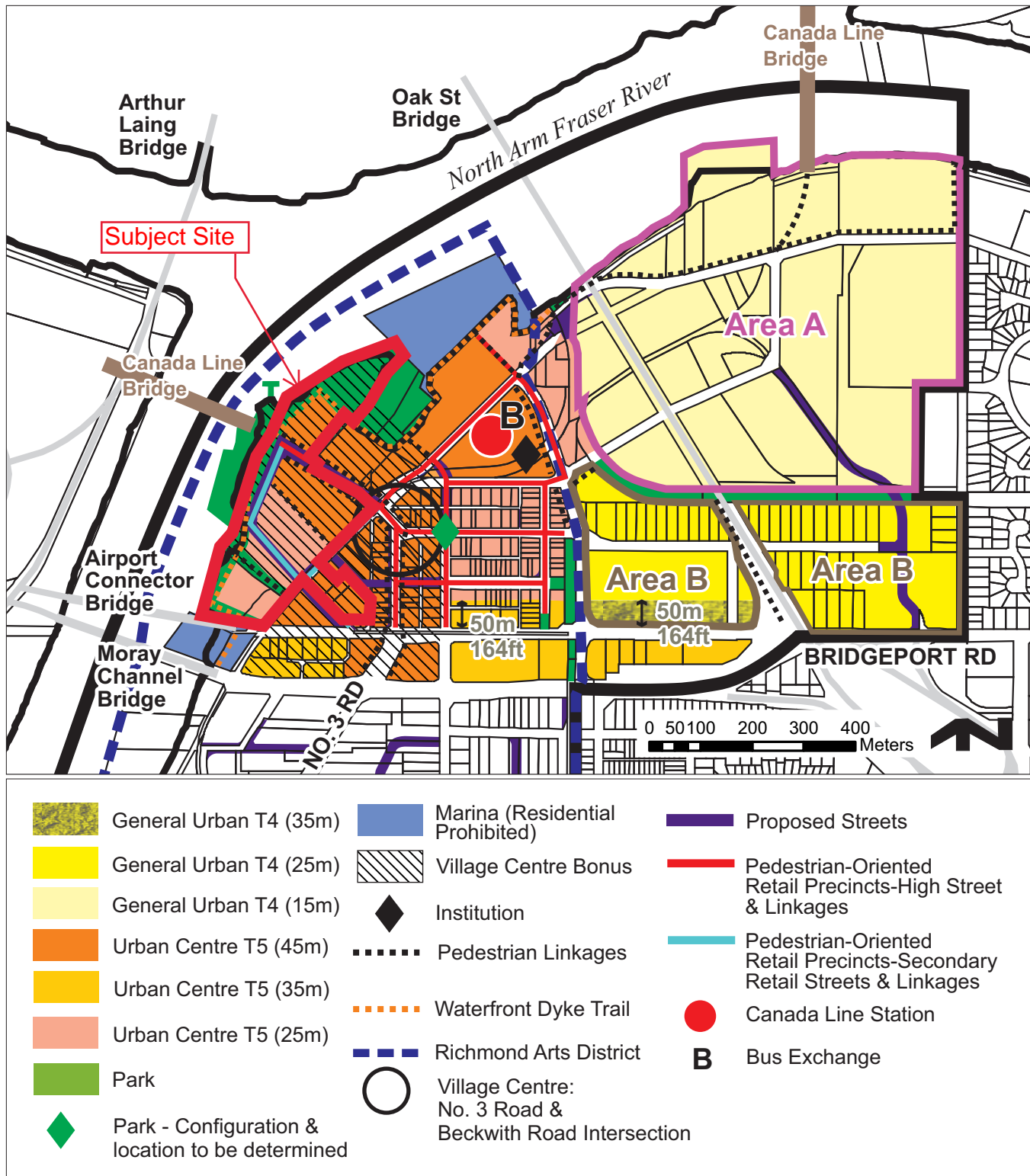
On Future Subdivided Lots	Amendment Bylaw 10531 Requirement	Proposed	Variance
Lot Size:	Min. 2,500 m ²	Min. 2,570 m ²	none
Floor Area Ratio:	4.9	4.9	none permitted
Buildable Floor Area (m ²):*	Max. 318,832.08 m ² (3,431,880 ft ²)	318,832.08 m ² (3,431,880 ft ²)	none permitted
Lot Coverage (% of lot area):	90%	90%	none
Setbacks (m):	Front: Min. 3 m Rear: Min. 3 m Side: Min. 3 m Exterior Side: Min. 3 m	Front: Min. 3 m Rear: Min. 3 m Side: Min. 3 m Exterior Side: Min. 3 m	none
Height (m):	Max. 45 m	Max. 45 m or as otherwise restricted per AZR	none
Off-street Parking Spaces	As per Section 7 of ZBL 8500 or as otherwise authorized through a Council approved DP	As per Section 7 of ZBL 8500 or as otherwise authorized through a Council approved DP	none
Class 1 Bike Storage (Secured)	As per Section 7 of ZBL 8500 or as otherwise authorized through a Council approved DP	As per Section 7 of ZBL 8500 or as otherwise authorized through a Council approved DP	none

On Future Subdivided Lots	Amendment Bylaw 10531 Requirement	Proposed	Variance
Class 2 Bike Storage (Public)	As per Section 7 of ZBL 8500 or as otherwise authorized through a Council approved DP	As per Section 7 of ZBL 8500 or as otherwise authorized through a Council approved DP	none
Loading	As per Section 7 of ZBL 8500 or as otherwise authorized through a Council approved DP	As per Section 7 of ZBL 8500 or as otherwise authorized through a Council approved DP	none

Other: _____

* 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: Bridgeport Village (2031)

Bylaw 10190
2022/07/18

Bylaw 10020
2019/05/21

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

Summary of Key Proposed OCP Map Amendments

As a result of the proposed development and rezoning, multiple Official Community Plan (OCP) and City Centre Area Plan (CCAP) maps need to be amended, as per OCP Amendment Bylaw 10530. These map amendments can be summarized under six key changes.

1. Reconfiguration of the layout of “Park” and changes to associated terminology

The intent of this change is to reshape the designated parks to support a more dynamic, publicly accessible waterfront interface.



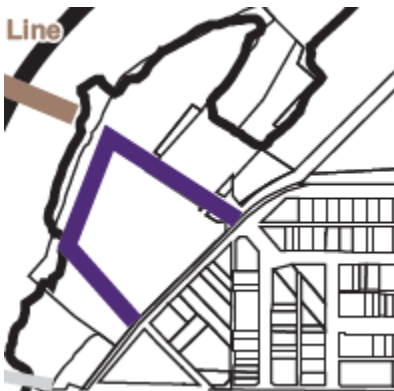
Current



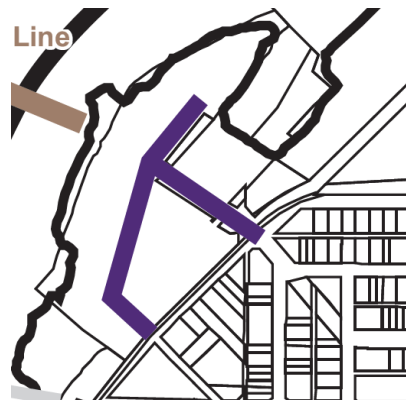
Proposed

2. Reconfiguration of the layout of “Proposed Streets” and changes to associated terminology

The intent of this change is to shift the streets back from the river to enhance opportunities for an animated, pedestrian-oriented waterfront comprising a mix of park and open space, arts and culture, recreation, retail and restaurant, and complementary uses and spaces.



Current



Proposed

3. Reconfiguration of the layout of “Greenway” and associated terminology

The intent of this change is to provide a continuous greenway extending to the North Tip Park.



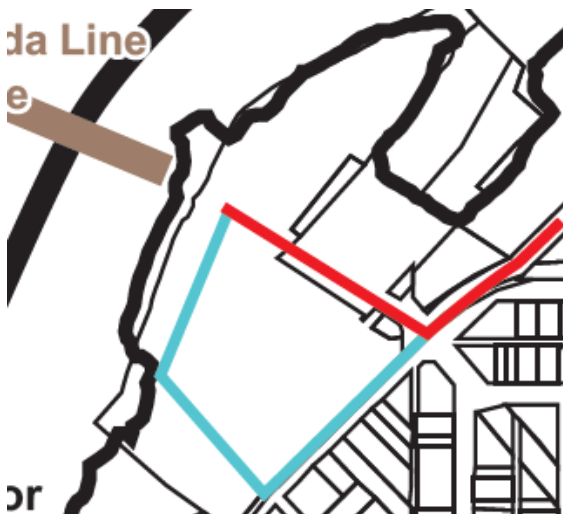
Current



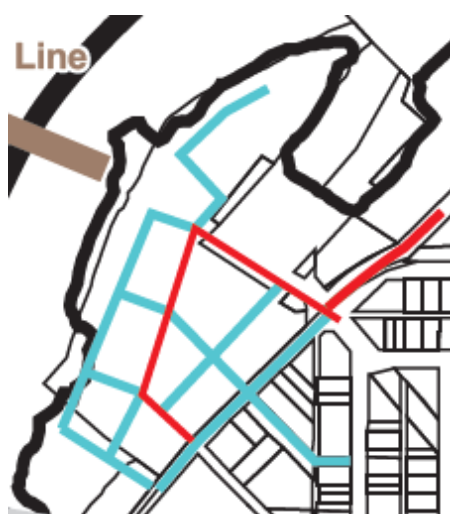
Proposed

4. Expansion of the “High Street & Linkages” and “Secondary Streets and Linkages”

The intent of this change is to make clear the importance that pedestrian-oriented commercial uses and streetscape design will play in development of the subject site, including providing direction regarding the fine grain and relative roles of various streets and linkages.



Current



Proposed

5. Replacing the site's "Village Centre Bonus" with a new "Institution" designation and Changes in permitted building height and density

The intent of this change is to more accurately reflect the amenity contribution and bonus density associated with the subject development and permit high-rise development to a maximum of 45 m GSC across the entire development site (excluding areas identified for parks and streets).



Existing



Proposed

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	No referral necessary because the Agricultural Land Reserve is not affected.
Richmond School Board	No referral necessary as the subject site is within ANSD Area 1 and Aircraft noise sensitive land uses such as residential, School, day care or hospital are prohibited.
The Board of Metro Vancouver	No referral necessary because the Regional District is not affected.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary. First Nations consultation is a requirement of the Province's Crown Land (PCL) disposition process and rezoning is conditional on transfer of PCL to the City.
TransLink	No referral necessary. The applicant has been consulting with TransLink and the project will be subject to their Adjacent Integrated Development process for development near the guideway.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary because the Port is not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary because the proposed amendment does not affect Transport Canada's maximum permitted building height or the OCP Aircraft Noise Sensitive Development (ANSD) Policy.
Richmond Coastal Health Authority	No referral necessary as the subject site is within ANSD Area 1 and Aircraft noise sensitive land uses such as residential, School, day care or hospital are prohibited.
Community Groups and Neighbours	No referral necessary, but the public will have an opportunity to comment on the proposed development at the Public Hearing.
All relevant Federal and Provincial Government Agencies	No referral necessary because Federal and Provincial Government Agencies are not affected.



Rezoning Application - Additional Information
March 19th, 2024

International Plaza at Duck Island

Submitted on behalf of Jington International Development Group LLP
by Arcadis
with PGL, Binnie Associates, Burt & Associates, NHC, and Geopacific

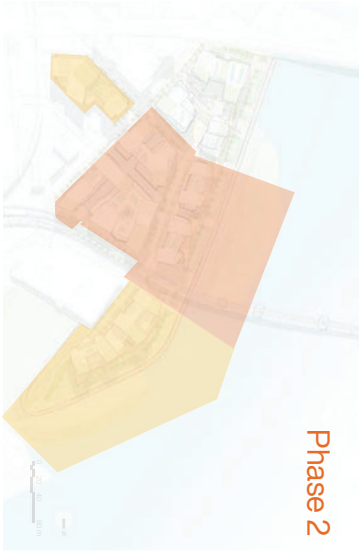
Site Plan



Phase 1



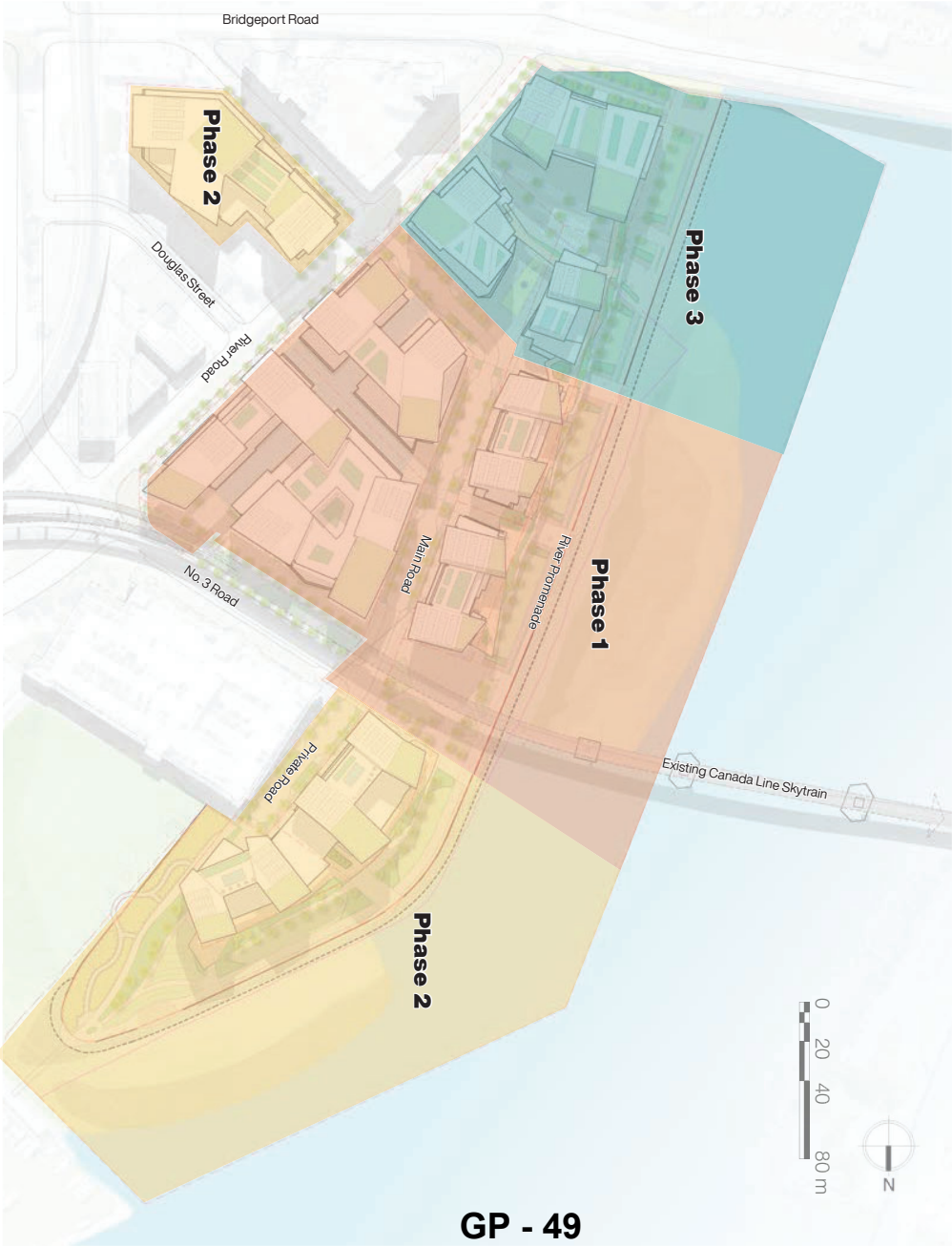
Phase 2



Phase 3



Site Phasing



Notes:
For phasing of dike and off site improvements, please refer to servicing plan prepared by civil engineer.

Preliminary Density Calculations

Hotel	
1	Hotel 649,000
2	Business Hotel 672,600
Total 1,321,600 sqft	

Office & Education	
3	Office 204,600
4	High-Tech Office 703,900
Total 908,500 sqft	

Entertainment	
5	Market (Level 1-2) 76,740
	Podium Entertainment (Level 3-4) 461,560
Total 538,300 sqft	

Retail	
	General Retail (Level 1-2) 622,200
Total 622,200 sqft	

Public Amenity	
6	Arts and Culture Facility 30,000
7	Community Safety Facility 11,280
Total 41,280 sqft	

Total	3,431,880 sqft
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Preliminary Density
Division Per Phase

Hotel (39%)	
1	Hotel
2	Business Hotel
Total	

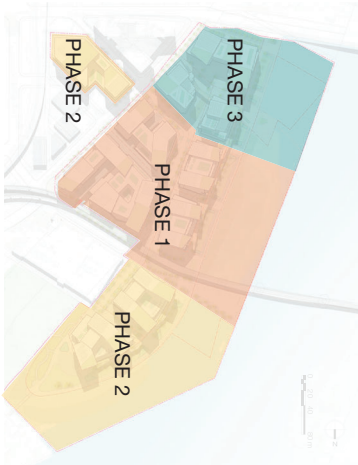
Office & Education (25%)	
3	Office
4	High-Tech Office
Total	

Entertainment (16%)	
5	Market (Level 1-2)
	Podium Entertainment (Level 3-4)
Total	

Retail (18%)	
	General Retail (Level 1-2)
Total	

Public Amenity	
6	Arts and Culture Facility
7	Community Safety Facility
Total	

Total	3,431,880 sqft
-------	----------------



PHASE 01	
2	Business Hotel
1	Hotel
Total	

Office & Education	
4	High-Tech Office
Total	

Entertainment	
	Podium Entertainment (Level 3-4)
Total	

Retail	
	General Retail (Level 1-2)
Total	

Public Amenity	
6	Arts and Culture Facility
Total	
Phase 1 Total	

PHASE 02	
2	Business Hotel
1	Hotel
Total	

Office & Education	
3	Office
Total	

Entertainment	
	Podium Entertainment (Level 3-4)
Total	

Retail	
	General Retail (Level 1-2)
Total	

Public Amenity	
7	Community Safety Facility
Total	

Phase 2 Total	
---------------	--

PHASE 03	
2	Business Hotel
Total	

Office & Education	
4	High-Tech Office
Total	

Entertainment	
5	Market (Level 1-2)
	Podium Entertainment (Level 3-4)
Total	

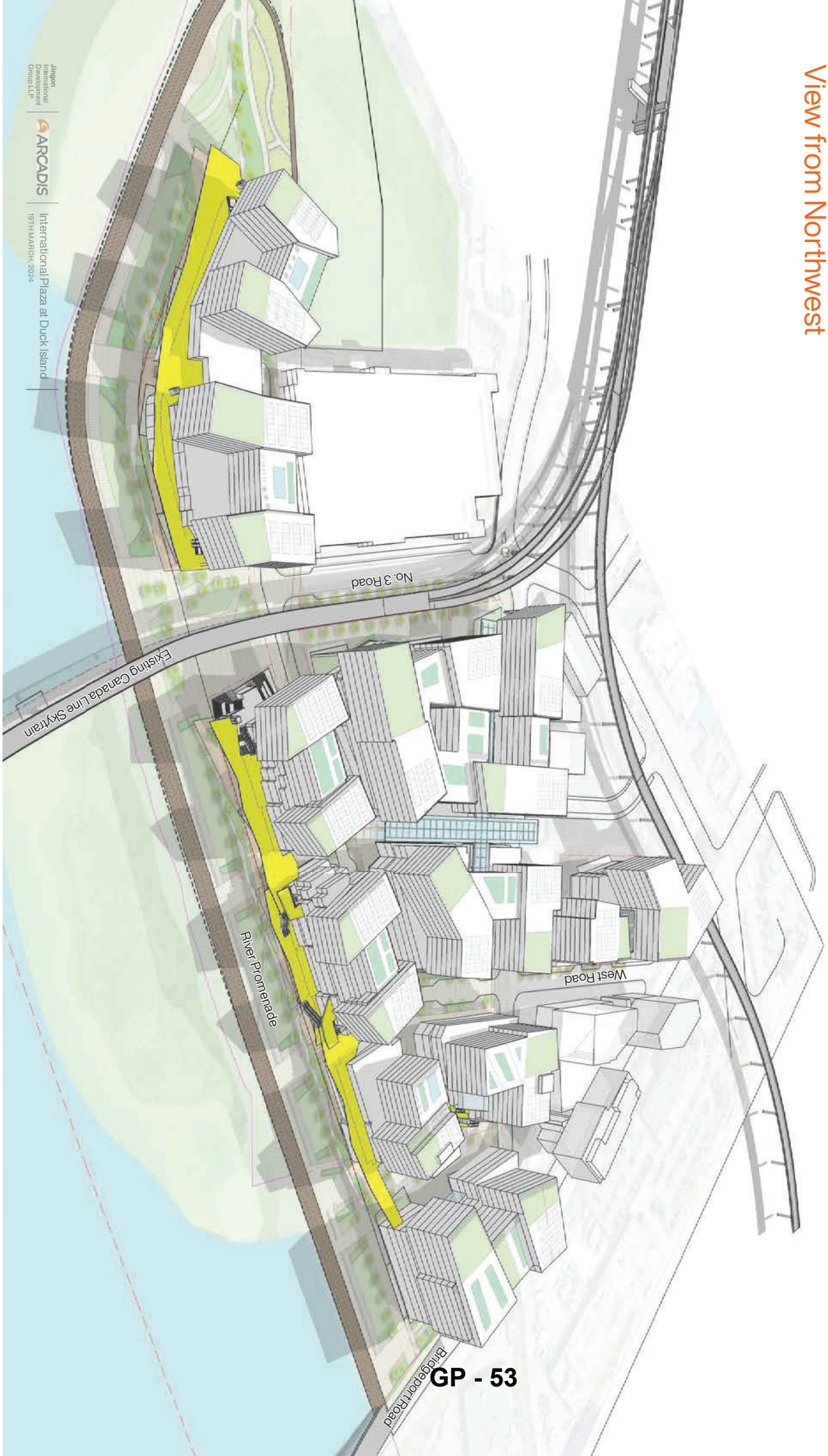
Retail	
	General Retail (Level 1-2)
Total	
Phase 3 Total	

Total	3,431,880 sqft
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Basic Massing View from East



Basic Massing View from Northwest



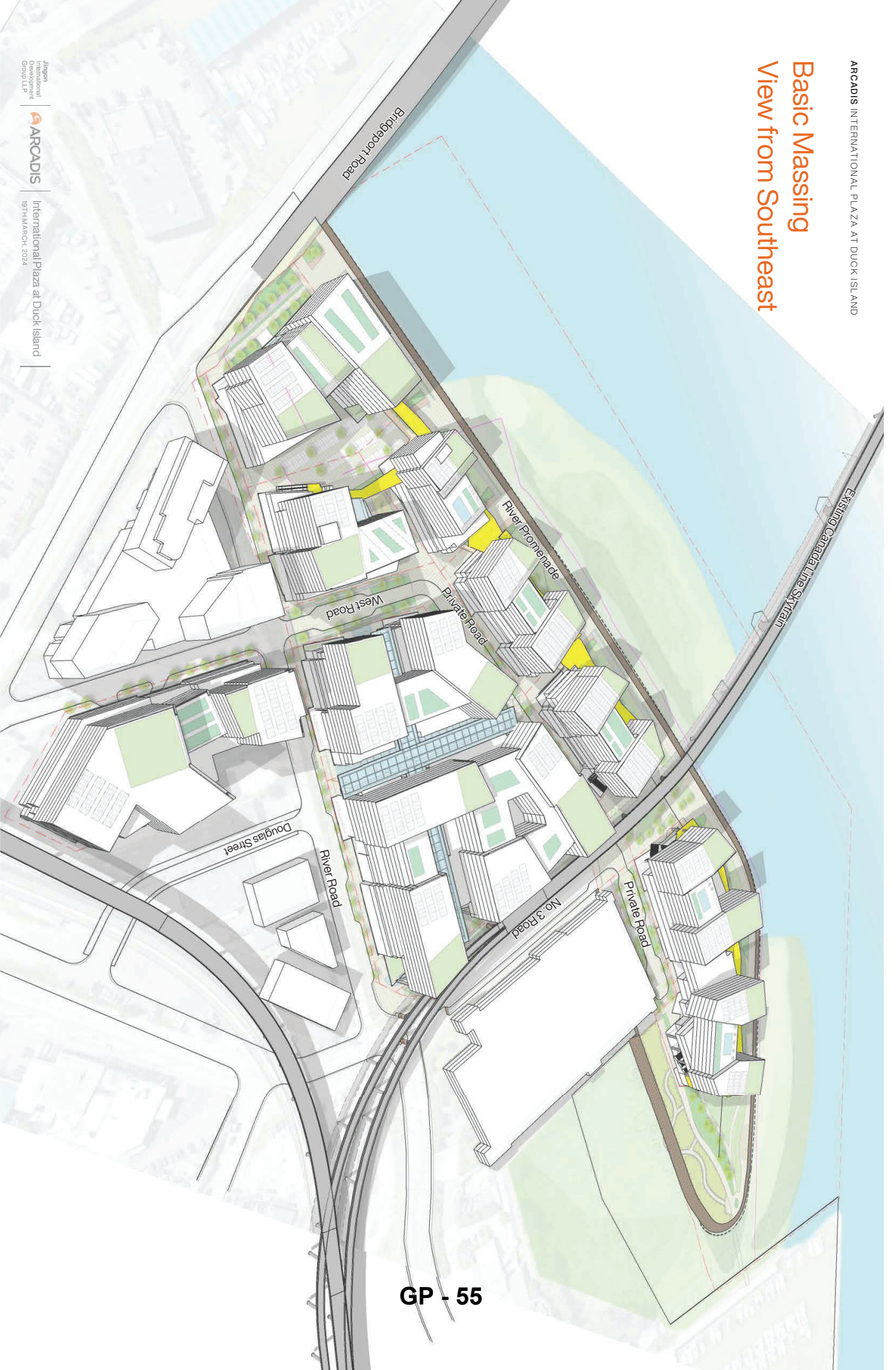
Basic Massing View from West



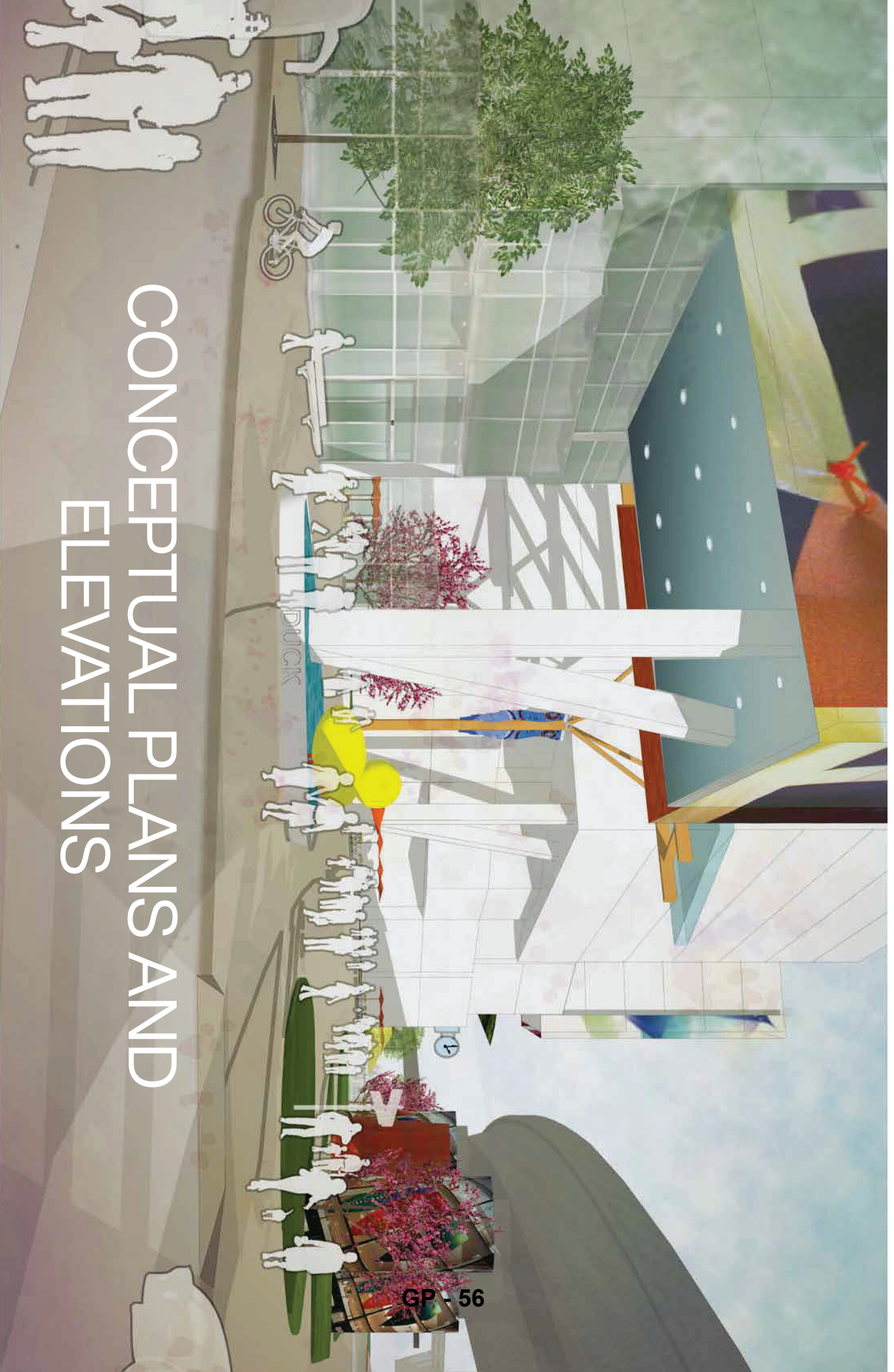
GP - 54

Bridgeport Road

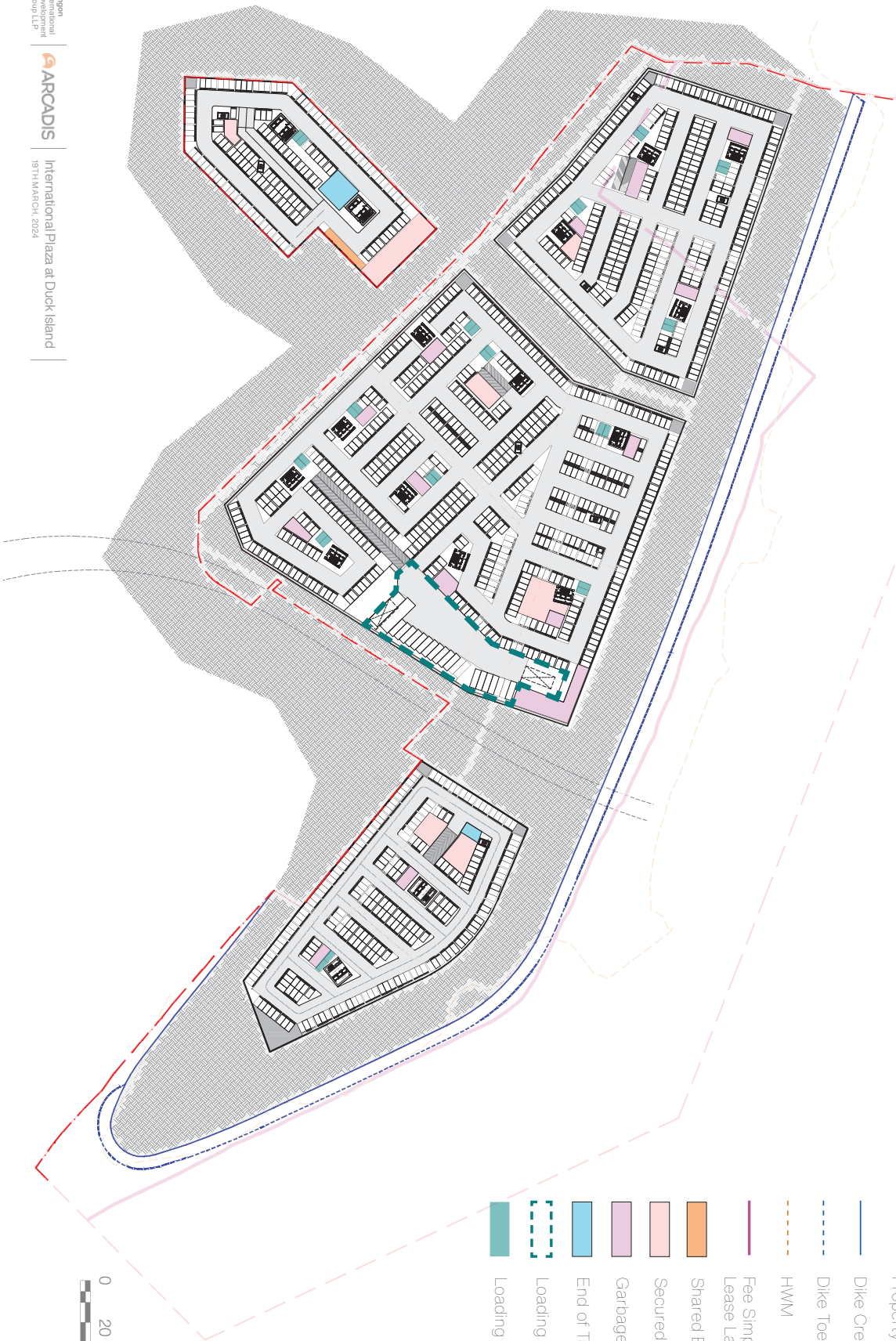
Basic Massing View from Southeast



CONCEPTUAL PLANS AND ELEVATIONS

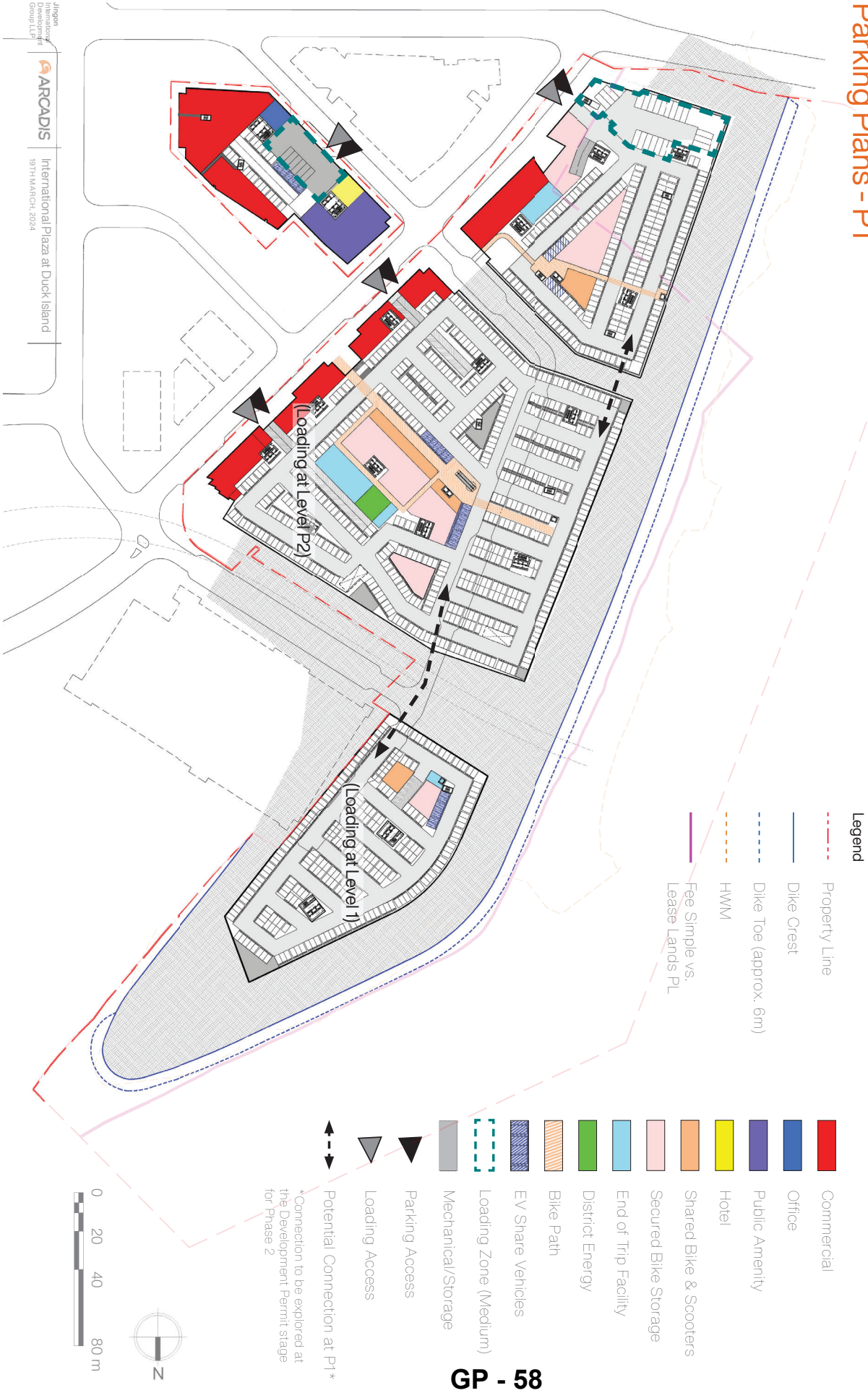


Conceptual Floor Plans Parking Plans - P2



- Legend**
- Property Line
 - Dike Crest
 - Dike Toe (approx. 6m)
 - HWM
 - Fee Simple vs. Lease Lands PL
 - Shared Bike & Scooters
 - Secured Bike Storage
 - Garbage Room
 - End of Trip Facility
 - Loading Zone (Large/Med)
 - Loading Zone (Small)

Conceptual Floor Plans Parking Plans - P1



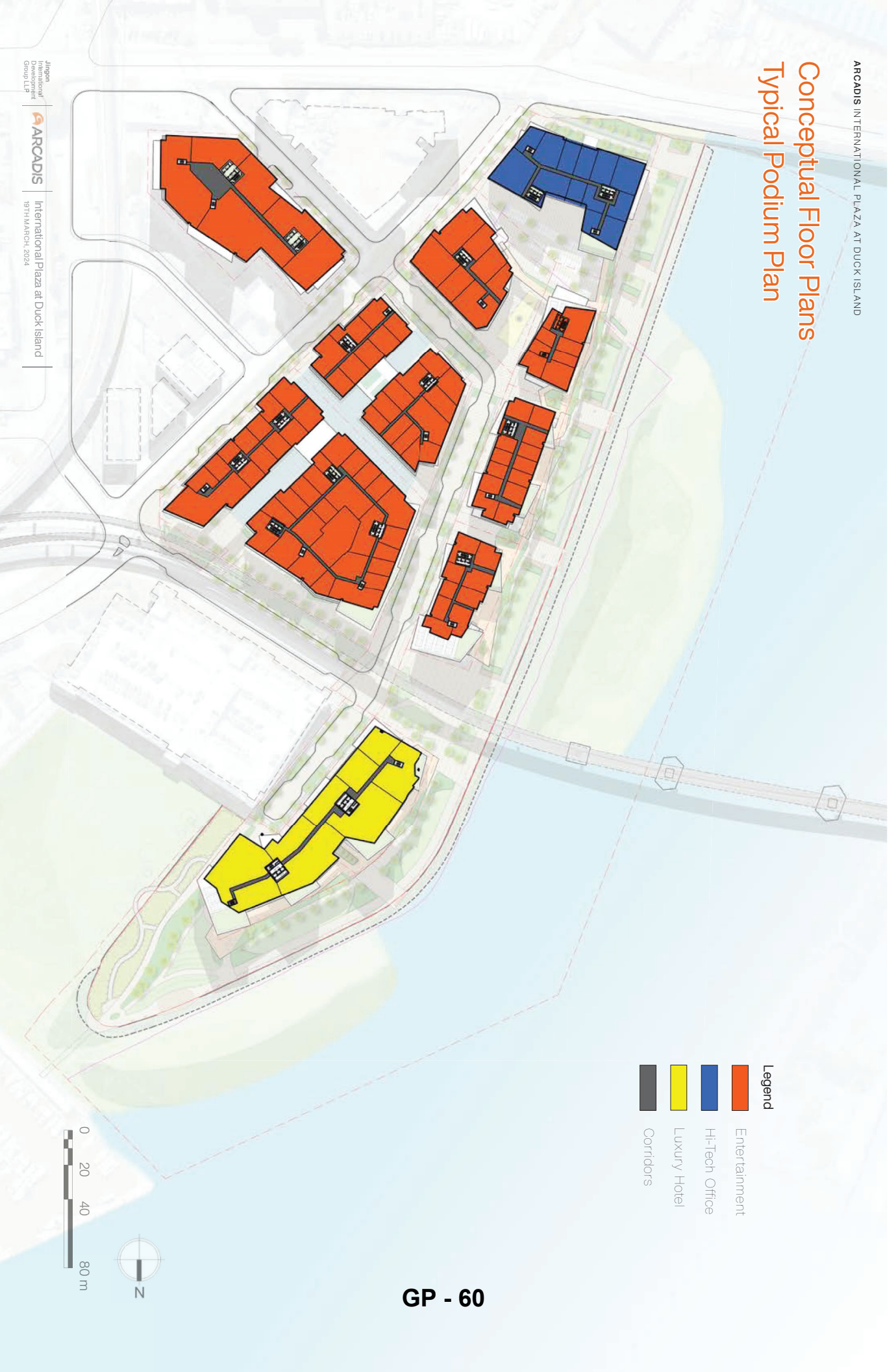
Conceptual Floor Plans Ground Level Plan

* (Public Amenity Shown at P1 Level Plan)

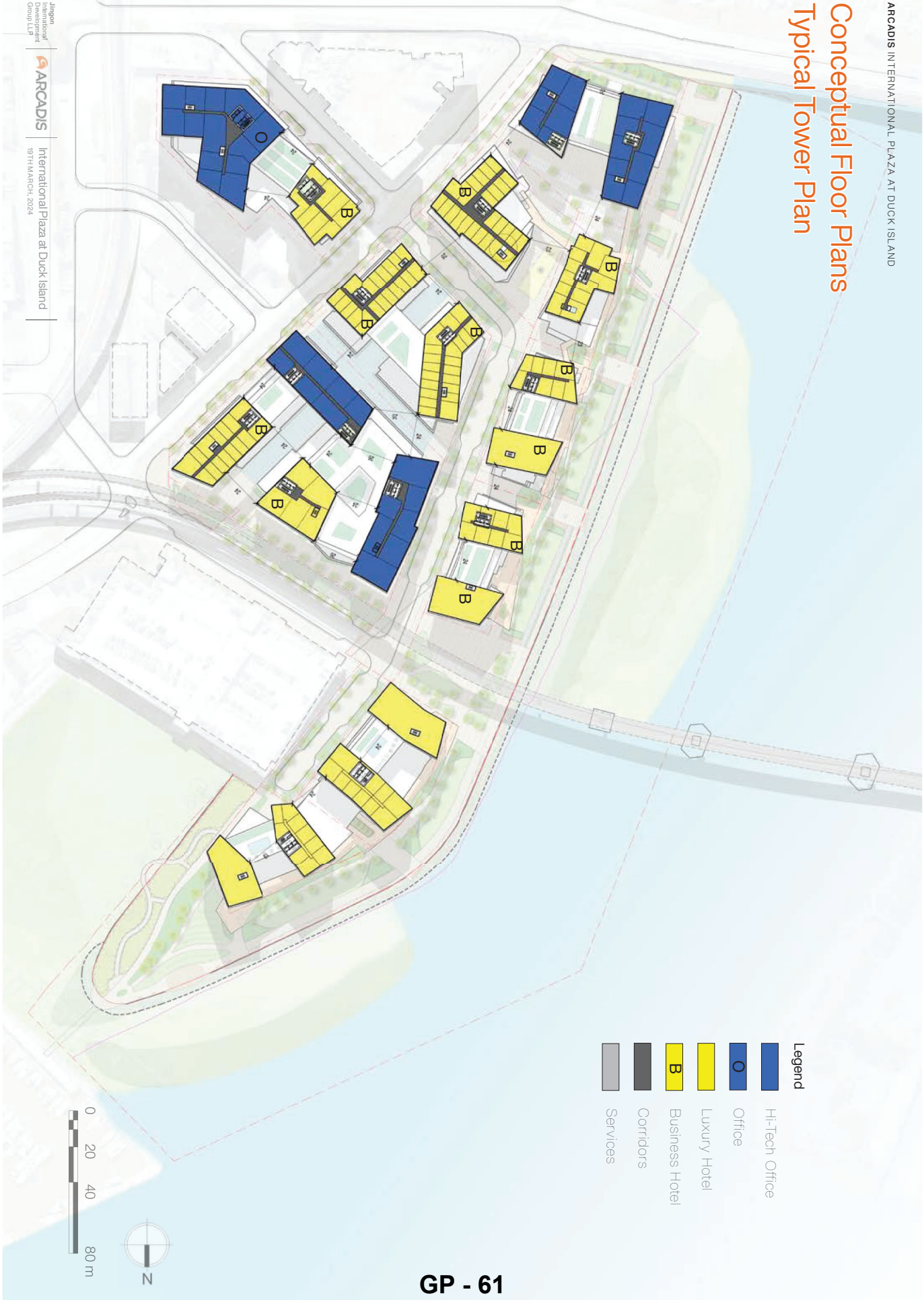
- Legend**
- Property Line
 - Dike Crest
 - Dike Toe (approx. 6m)
 - HWM
 - Fee Simple vs. Lease Lands PL
 - Commercial
 - Office
 - Hotel
 - Public Amenity
 - Indoor Market
 - Musqueam Experience Centre
 - Corridors
 - Services
 - Open to Below
 - Loading Zone (Medium)



Conceptual Floor Plans Typical Podium Plan

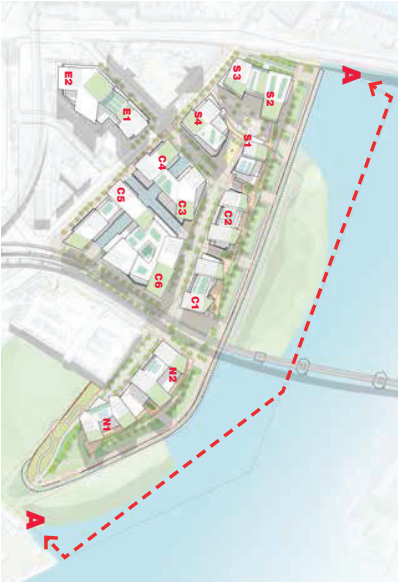


Conceptual Floor Plans Typical Tower Plan



Site Elevations

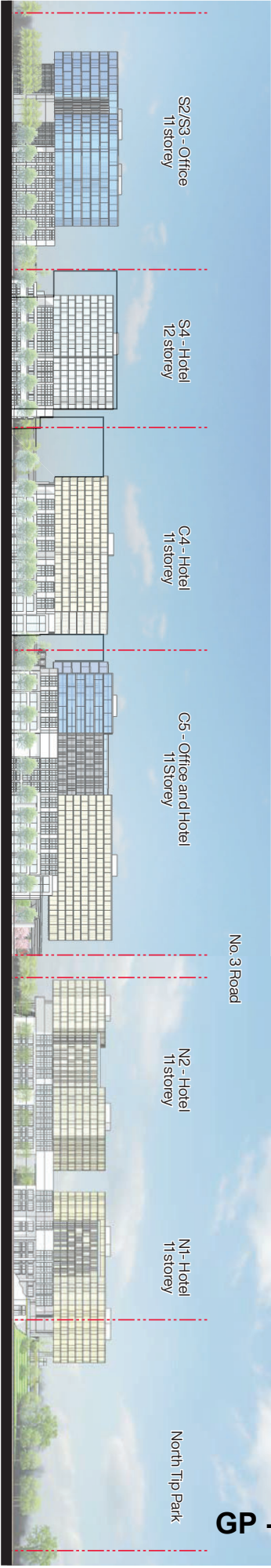
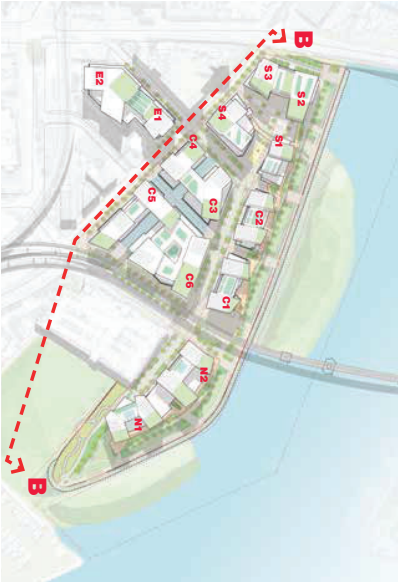
Key Map



AA Elevation From West

Site Elevations

Key Map



B Elevation From East

Site Elevations

Key Map



CC Elevation From Internal Street

Site Elevations

Key Map



DD Elevation From No. 3 Road

LANDSCAPE

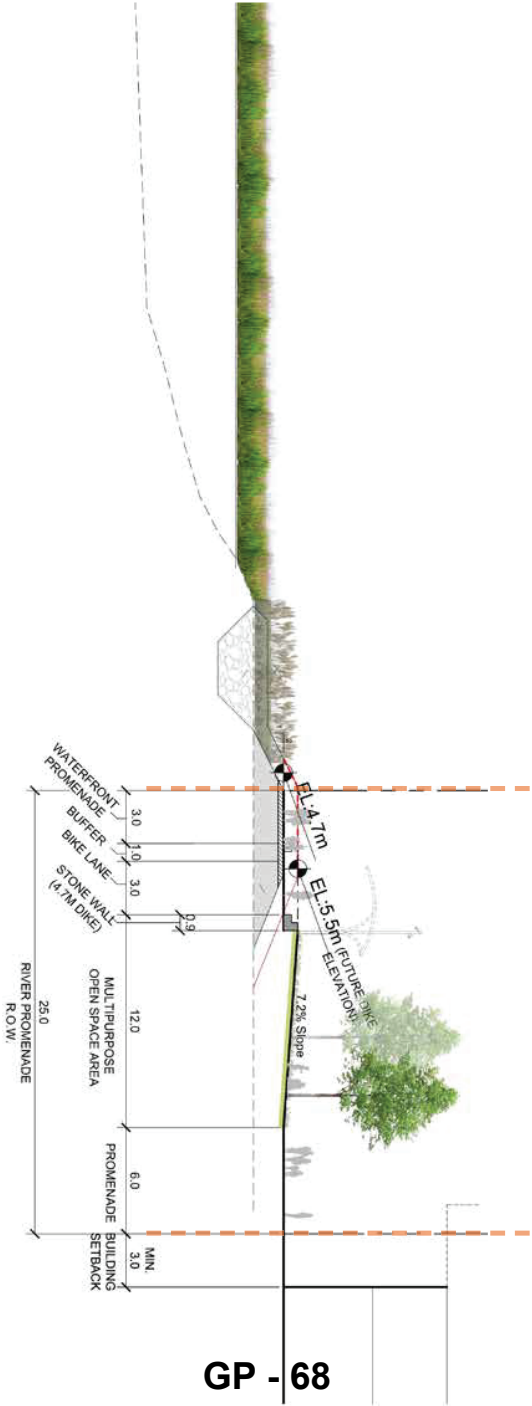


Site Plan



- N1** Hotel Building
- N2** Hotel Building
- C1** Hotel Building & Public Amenity
- C2** Hotel Building
- C3** Hotel Building
- C4** Hotel Building
- C5** Office & Hotel
- C6** Office Building
- S1** Hotel Building
- S2** Office Building
- S3** Office Building
- S4** Hotel Building
- E1** Hotel Building & Public Amenity
- E2** Office Building

Dike Section
Earthen Dike - 5.5m



Precedent Images of Waterfront Park



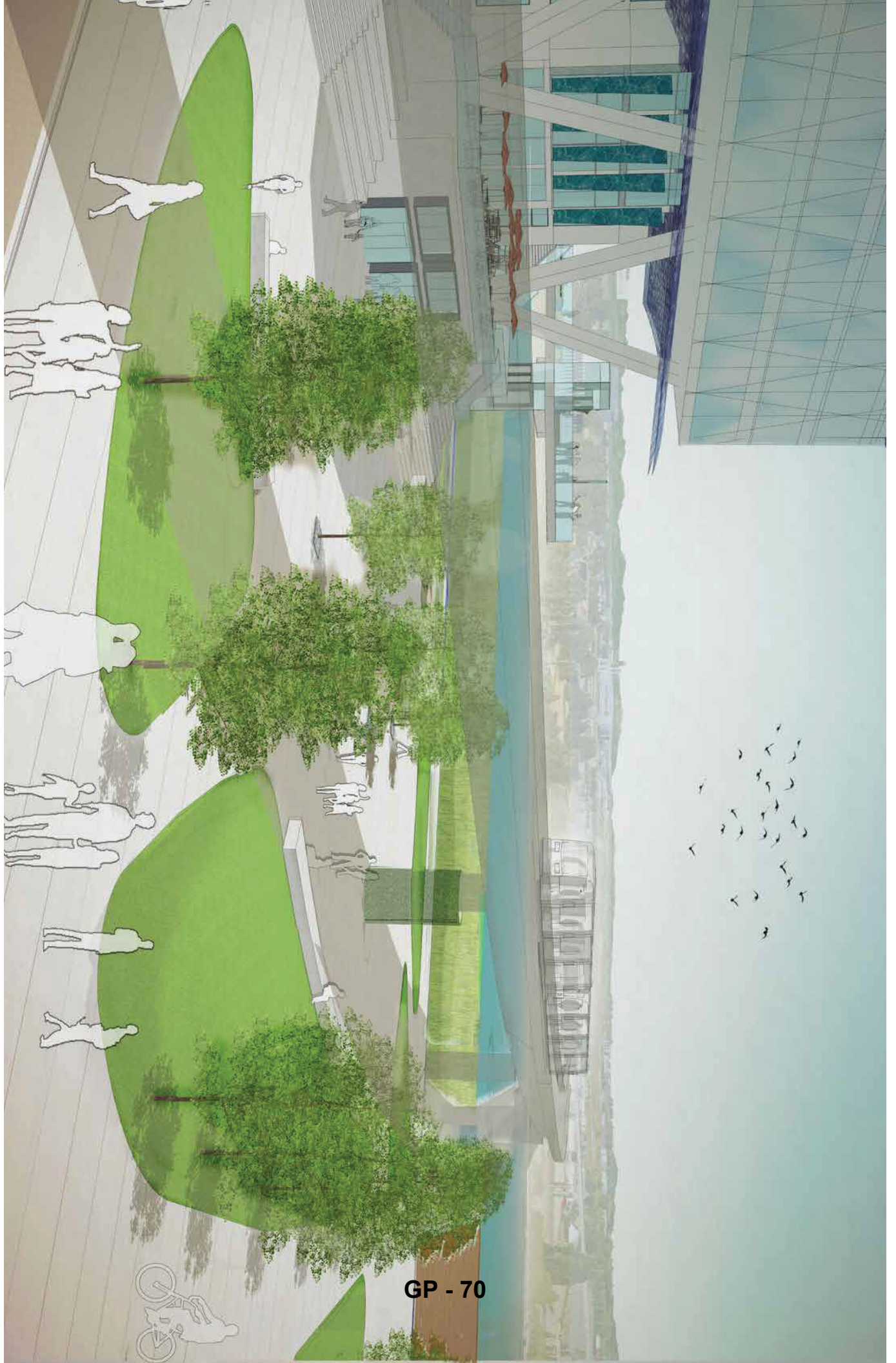
GP - 69



Dry season



Flood season





View of the Physical Model (View Looking North)



View of the Physical Model (View looking South)

ATTACHMENT 7
Parks & Open Spaces Plans

ARCADIS INTERNATIONAL PLAZA AT DUCK ISLAND

Parks & Open Space
Summary

Proposed:

- TOTAL = 11.05 acres**
- 6.30 acres park, including:
 - A - River Promenade 3.30 acres
 - B - Crossroads Park 0.80 acres
 - C - North Tip Park 1.12 acres
 - D - Waterfront Park 1.08 acres
 - Total 6.30 acres
 - 3.15 acres open space at ground level
 - 1.60 acres open space at River Balcony



Parks & Open Space

Statistics | Parks

Proposed Parks:

■ 6.30 acres park on fee simple land, including:	
A - River Promenade	3.30 acres
B - Crossroads Park	0.80 acres
C - North Tip Park	1.12 acres
D - Waterfront Park	1.08 acres
Total	6.30 acres

Note: Potential for providing additional open space below the guideway is possible in future through a partnership between the Musqueam and Jingo.



Parks & Open Space

Statistics | Open Space at Ground Level

- Proposed Ground Level:**
- 3.15 acres open space at ground level



Parks & Open Space
Statistics | Open Space at Podium Level

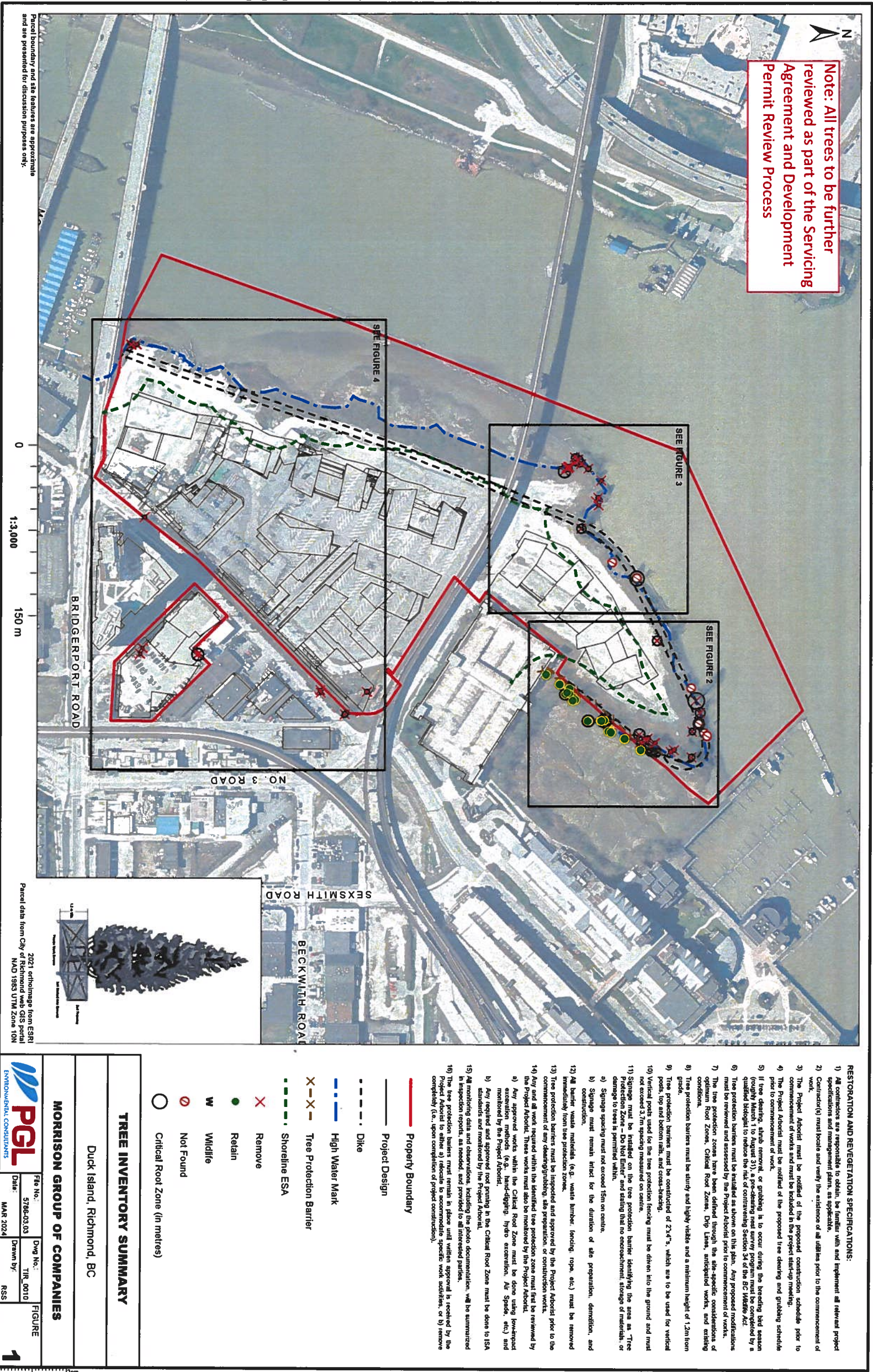
Proposed Podium Level:

- 1.60 acres open space at River Balcony

Note:
• River Balcony is located on +5m, +9m, and +13m (viewing decks)



W:\BC Project Files\5700-5799\5786-03.03\Tree Inventory Report\57860303_TIR_0010_TreeInventorySummary.mxd



TREE INVENTORY SUMMARY

Duck Island, Richmond, BC


MORRISON GROUP OF COMPANIES

File No.: 5786-03.03	Drawn by: TIR_0010	FIGURE 1
Date: MAR 2024	Drawn by: RSS	

Tag No.	Tree Code	Scientific Name	CHZ (m)	Crown Spread (m)	Vigor	Recommendation
001	Dr	Alnus rubra	1.6	5	Normal	Remove
002	Od	Scirpus atrovirens	1.3	2	Normal	Remove
003	Act	Populus balsamifera	2.7	6	Dead	Not Found
004	Act	Populus balsamifera	3.9	0	Dead	Not Found
005	Dr	Alnus rubra	4.2	7	Low	Remove
006	Act	Populus balsamifera	7.2	10	High	Remove
007	Dr	Alnus rubra	1.5	2	Low	Not Found
008	Act	Populus balsamifera	4.1	6	Low	Remove
013	Dr	Alnus rubra	1.6	4	High	Remove
014	Dr	Alnus rubra	1.6	4	High	Remove
015	Dr	Alnus rubra	2.7	5	High	Remove
016	Act	Populus balsamifera	2.7	5	Dead	Remove
018	Act	Populus balsamifera	1.6	8	Normal	Retain
077	Act	Populus balsamifera	2.2	6	Normal	Retain
078	Act	Populus balsamifera	2.1	8	Normal	Retain
079	Act	Populus balsamifera	2.5	6	Normal	Retain
080	Act	Populus balsamifera	1.5	4	Normal	Retain
081	Act	Populus balsamifera	2.0	6	Normal	Retain
082	Act	Populus balsamifera	1.2	5	Normal	Retain
083	Act	Populus balsamifera	2.0	6	Normal	Retain
084	Dr	Alnus rubra	2.8	10	Normal	Retain
085	Act	Populus balsamifera	4.7	11	Normal	Retain
086	Dr	Alnus rubra	2.3	7	Low	Retain
087	Dr	Alnus rubra	1.8	6	Normal	Retain
088	Dr	Alnus rubra	1.7	8	Normal	Retain
089	Dr	Alnus rubra	2.8	10	Normal	Retain
090	Act	Populus balsamifera	5.2	6	Dead	Retain
091	Act	Populus balsamifera	6.0	10	Low	Retain
092	Dr	Alnus rubra	2.2	6	Normal	Retain
093	Dr	Alnus rubra	3.5	7	Low	Retain
094	Up	Malus fusca	2.7	5	Normal	Retain
095	Dr	Alnus rubra	3.9	5	Low	Wildfire
096	Dr	Alnus rubra	3.9	9	Normal	Wildfire
097	Act	Populus balsamifera	3.0	8	Low	Remove
098	Act	Populus balsamifera	4.2	8	High	Remove
099	Act	Populus balsamifera	4.9	6	High	Remove
100	Dr	Alnus rubra	2.1	5	Dead	Remove
N102	Act	Populus balsamifera	4.8	5	Normal	Not Found



- 1) All contractors are responsible to obtain, be familiar with and implement all relevant project specifications and management plans, as applicable.
- 2) Contractor (s) must locate and verify the existence of all utilities prior to the commencement of work.
- 3) The Project Advisor must be notified of the proposed start-up schedule prior to commencement of works and must be included in the project start-up meeting.
- 4) The Project Advisor must be notified of the proposed tree clearing and grubbing schedule prior to commencement of work.
- 5) If tree clearing, which results in grubbing, is to occur during the breeding bird season (from May 1st through 31st, August 1st through 31st), the Project Advisor must be notified by a qualified biologist to reduce the risk of contravening Section 34 of the EC Wildlife Act.
- 6) Tree protection barriers must be installed as shown on this plan. Any proposed modifications must be reviewed and assessed by the Project Advisor prior to commencement of work.
- 7) The tree protection zones have been defined through the site-specific considerations of the conditions.
- 8) Tree protection barriers must be sturdy and highly visible and a minimum height of 1.2m from grade.
- 9) Tree protection barriers must be constructed of 2"x4" which are to be used for vertical posts, top and bottom rail, and cross-bracing.
- 10) Vertical posts used for the tree protection fencing must be driven into the ground and must not exceed 3.7m spacing measured on centre.
- 11) Signage must be installed on the tree protection barriers identifying the area as "Tree Protection Zone – Do Not Enter" and stating that no encroachment, storage of materials, or damage to trees is permitted within.
- 12) Signage spacing must not exceed 15m on centre.
- 13) Signage must remain intact for the duration of site preparation, demolition, and construction.
- 12) All bare, waste materials (e.g., waste lumber, fencing, rope, etc), must be removed immediately from tree protection zones.
- 13) Tree protection barriers must be inspected and approved by the Project Advisor prior to the commencement of any damage/grubbing, site preparation, or construction work.
- 14) Any and all work required within the identified tree protection zone must first be reviewed by the Project Advisor. These works must also be monitored by the Project Advisor.
- a) Any approved works within the Critical Root Excavation must be done using top-down excavation methods (e.g., hand-digging, hydro excavation, etc). Any Spade, etc., and monitored by the Project Advisor.
- b) Any required and approved root pruning in the Critical Root Zone must be done to ISA standards and monitored by the Project Advisor.
- 15) All monitoring data and observations, including the project documentation, will be summarized in inspection reports, as needed, and provided to all interested parties.
- 16) The tree protection barriers must remain in place until written approval is received by the Project Advisor to either a) relocate to accommodate specific work activities, or b) remove completely (i.e., upon completion of project construction).



PGL
ENVIRONMENTAL CONSULTANTS

File No.:

576-03.03

Dwg No.:

TIR-0020

Date:

MAR 2024

Drawn by:

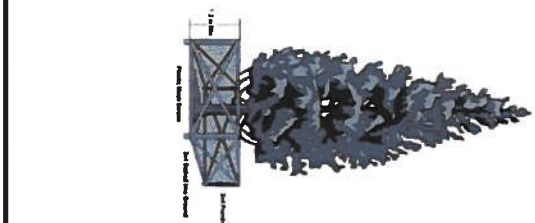
RSS


FIGURE

2

Tag No.	Tree Code	Scientific Name	CRZ (m)	Crown Spread (m)	Vigor	Recommendation
009	Act	<i>Populus balsamifera</i>	6.3	Low	Not Found	
010	Dr	<i>Pinus rubra</i>	2.5	5	Normal	Not Found
011	Act	<i>Populus balsamifera</i>	3.9	6	Normal	Remove
012	Dr	<i>Pinus rubra</i>	2.1	4	Low	Remove
017	Dr	<i>Pinus rubra</i>	3.0	5	Low	Remove
018	Dr	<i>Pinus rubra</i>	1.6	5	Low	Remove
019	Dr	<i>Pinus rubra</i>	1.3	3	Low	Remove
020	Dr	<i>Pinus rubra</i>	1.7	6	Low	Remove
021	Dr	<i>Pinus rubra</i>	3.0	6	Low	Remove
022	Act	<i>Populus balsamifera</i>	4.1	5	Low	Remove
023	Dr	<i>Pinus rubra</i>	2.0	6	Low	Remove
024	Dr	<i>Pinus rubra</i>	2.4	2	Low	Remove
025	Dr	<i>Pinus rubra</i>	1.3	7	High	Remove
N101	Dr	<i>Pinus rubra</i>	1.4	5	Remove	Remove
N102	Dr	<i>Pinus rubra</i>	1.1	6	Remove	Remove
N103	Dr	<i>Pinus rubra</i>	2.0	6	Remove	Remove
N104	Dr	<i>Pinus rubra</i>	1.5	6	Remove	Remove

- 1) All contractors are responsible to obtain the familiar with and implement all relevant project specifications and management plans, as applicable.
- 2) Contractor(s) must locate and verify the existence of all utilities prior to the commencement of work.
- 3) The Project Authority must be notified of the proposed construction schedule prior to commencement of works and must be included in the project start-up meeting.
- 4) The Project Authority must be notified of the proposed tree clearing and grubbing schedule prior to commencement of work.
- 5) If tree clearing, stump removal, or grubbing is to occur during the breeding bird season (March 15 to June 15), the Project Authority must be notified and approved by a qualified biologist to reduce the risk of contaminating Section 34 of the RC Watershed Act.
- 6) The tree protection barriers must be installed as shown on this plan. Any proposed modifications must be reviewed and assessed by the Project Authority prior to commencement of work.
- 7) The tree protection zones have been defined through the site-specific considerations of optimum Root Zones, Critical Root Zones, Chip Lanes, anticipated stumps, and existing conditions.
- 8) Tree protection barriers must be sturdy and highly visible and a minimum height of 1.2m from grade.
- 9) The tree protection barriers must be constructed of 2"x4"s, which are to be used for vertical posts, top and bottom rail, and cross-bracing.
- 10) Vertical posts for the tree protection barrier must be driven into the ground and must not exceed 3.7m spacing measured on centre.
- 11) Stumps must be installed on the tree protection barrier identifying the area as "Tree Protection Zone - Do Not Enter" and stating that no encroachment, storage of materials, or damage to trees is permitted within.
- 12) Stump spacing must not exceed 15m on centre.
- a) Stumps must remain intact for the duration of site preparation, demolition, and construction.
- 12) All bare, waste materials (e.g., waste lumber, fencing, tops, etc.) must be removed immediately from the protection zones.
- 13) The tree protection barriers must be inspected and approved by the Project Authority prior to the commencement of any clearing/grubbing, site preparation, or construction work.
- 14) Any and all work required within the identified tree protection zone must first be reviewed by the Project Authority. These works must also be monitored by the Project Authority.
- a) Any approved works within the Critical Root Zone must be done using low-impact excavation methods (e.g., hand-digging, hydro excavation, Air Spade, etc.) and monitored by the Project Authority.
- b) Any required and approved root pruning in the Critical Root Zone must be done to ISA standard and monitored by the Project Authority.
- 15) All monitoring data and observations, including the photo documentation, will be summarized in a inspection reports, as needed, and provided to all interested parties.
- 16) The tree protection barriers must remain in place until written approval is received by the Project Authority to either a) relocate to accommodate specific work activities, or b) remove completely (i.e., upon completion of project construction).





PGL
 ENVIRONMENTAL CONSULTANTS

File No.: 5796-03.03
 Date: MAR 2024

Drawn By: TIR_0030
 RSS

FIGURE 3



53

Facebook was notified by an individual who was posing

RESTORATION AND REVEGETATION SPECIFICATIONS:

- 1) All contractors are responsible to obtain, be familiar with and implement all relevant project specifications and management plans, as applicable.
- 2) Contractor(s) must locate and verify the existence of all utilities prior to the commencement of work.
- 3) The Project Authority must be notified of the proposed construction schedule prior to commencement of works and must be included in the project start-up meeting.
- 4) The Project Authority must be notified of the proposed tree clearing and grubbing schedule prior to commencement of work.
- 5) If tree clearing, stump removal or grubbing is to occur during the breeding bird season (roughly March 1 to August 31), a pre-designated nest survey program must be completed by a qualified biologist to reduce the risk of contaminating Section 54 of the BC Wildlife Act.
- 6) The protection barriers must be installed as shown on this plan. Any proposed modifications must be reviewed and assessed by the Project Authority prior to commencement of works.
- 7) The tree protection zones must be defined through the site-specific considerations of optimum Root Zones, Critical Root Zones, Drip Lines, adjacent works, and existing

RESTORATION AND REVEGETATION SPECIFICATIONS

- 1) All contractors are responsible to obtain, be familiar with and implement all relevant project specifications and management plans, as applicable.
- 2) Contractor (a) must locate and verify the existence of all utilities prior to the commencement of work.
- 3) The Project Activity must be notified of the proposed construction schedule prior to commencement of works and must be included in the project start-up meeting.
- 4) The Project Activity must be notified of the proposed tree clearing and grubbing schedule prior to commencement of work.
- 5) If tree clearing, stump removal, or grubbing is to occur during the breeding bird season (April 15 to August 15), a tree clearing nest survey program must be completed by a qualified biologist in order to avoid or minimize disturbance to nesting birds (see Appendix 54 of the DCMP Plan).
- 6) The protection barriers must be installed as shown on this plan. Any proposed modifications must be reviewed and assessed by the Project Activity prior to commencement of work.
- 7) The tree protection zones have been defined through the site-specific considerations of optimum Root Zones, Critical Root Zones, Chip Lines, anticipated works, and existing construction.
- 8) Tree protection barriers must be sturdy and highly visible and a minimum height of 1.2m from grade.
- 9) The protection barriers must be constructed of 2"x4" s, which are to be used for vertical posts, top and bottom rails, and cross-bracing.
- 10) Vertical post used for the tree protection fencing must be driven into the ground and must not exceed 3.1m spacing measured on centre.
- 11) Stumps must be installed on the tree protection barriers identifying the area as "Tree Protection Zone - Do Not Enter" and stating that no encroachment, storage of materials, or damage to trees is permitted within.
- a) Stump spacing must not exceed 15m on centre.
- b) Stumps must remain intact for the duration of site preparation, demolition, and construction.
- 12) All bare, waste materials (e.g., waste lumber, fencing, rope, etc.) must be removed immediately from tree protection zones.
- 13) Tree protection barriers must be inspected and approved by the Project Activity prior to the commencement of any clearing/grubbing, site preparation, or construction work.
- 14) Any and all work required within the identified tree protection zone must first be reviewed by the Project Activity. These works must also be monitored by the Project Activity.
- a) Any approved works within the Critical Root Zone must be done using investigated excavation methods (e.g., hand-digging, hydro excavation, Air Spade, etc.) and monitored by the Project Activity.
- b) Any required and approved root pruning in the Critical Root Zone must be done to ISA standards and monitored by the Project Activity.
- 15) All monitoring data and observations, including the project documentation, will be summarized in inspection reports, as needed, and provided to all interested parties.
- 16) The tree protection barriers must remain in place until verified approval is received by the Project Activity to either a) (decide to accommodate specific work activities, or b) remove completely (i.e., upon completion of project construction).



TREE INVENTORY SUMMARY

Duck Island, Richmond, BC

MORRISON GROUP OF COMPANIES



File No.:	5786-03.03
Date:	APR 2024

Dwg No.:	TR_0040
Drawn by:	RSS



Address: 8351 River Rd, 8411, 8431, 8451 West Rd and 2431 No. 3 Rd

File No.: RZ 20-915237

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10531, the developer is required to complete the following:

1. **(OCP Bylaw Adoption)** Final Adoption of OCP Amendment Bylaw 10530.
2. **(Development Permit)** The submission and processing of a Development Permit* for the first building in Phase 1 completed to a level deemed acceptable by the Director of Development.
3. **(ESA Development Permit)** The submission and processing of an Environmentally Sensitive Area (ESA) Development Permit* (DP) permitting subdivision of the subject site.
4. **(MOTI Approval)** Provincial Ministry of Transportation & Infrastructure Approval.
5. **(MOE Approval)** Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City if applicable.
6. **(Provincial Approval to Proceed past 3rd Reading)** Ministry of Forest, Lands, Natural Resources and Rural Development approval/authorization permitting the owner to proceed with adoption of the rezoning bylaw. Notes: The developer has provided the City with a formal letter from the Ministry of Forest, Lands, Natural Resources and Rural Development, Crown Lands Opportunities branch dated September 18, 2020 authorizing the applicant to proceed to 3rd reading (REDMS #6864363). This consideration shall be waived if at the time of rezoning bylaw adoption the Province is no longer the owner of the lands.
7. **(Provincial Crown Lands Opportunities Confirmation)** Written confirmation from the Ministry of Forest, Lands, Natural Resources and Rural Development that those portions of the site under the Province's ownership/jurisdiction and which are identified for Dike and Park space, can be transferred to the City. Notes: The City has received satisfactory correspondence from the Provincial Crown Lands Opportunities division. (REDMS #7617843). The City shall not be responsible for any costs associated with the transfer of any lands from Provincial to City ownership.
8. **(VAFFC and/or Pembina Approval)** The owner has applied for and received any required written approval/acceptance of the proposed development from Vancouver Airport Fuel Facility Corporation and/or Pembina, as the case may be. As charge holders VAFFC/Pembina approval is required for the subdivision of lands, including the lands to be transferred to the City for dike and parks, and construction of the dike. Note: The applicant shall be responsible for obtaining any and all required permits and/or approvals at no cost to the City.
9. **(TransLink AID Project Consent)** Written confirmation of TransLink's acceptance of the project under their Adjacent and Integrated Development (AID) Project Consent process, including Phase 3 – Preliminary (Schematic) Design Review. Alternatively, the City will also accept written confirmation from TransLink that the project is not reviewable or does not require their acceptance under their AID Project Consent Process.
10. **(Transport Canada Building Heights)** Submission of a signed/sealed letter from a surveyor assuring that the proposed building height complies with all applicable Airport Zoning Regulations. Note: the developer has provided a confirmation letter dated November 3, 2023 from Underhill Geomatics Ltd. confirming compliance with the Regulations (REDMS #7454235).
11. **(Land Contamination for Dedicated Lands)** 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 and transferred land. Such assurances could include one or more of the following:
 - a) A contaminated sites legal instrument, such as a Certificate of Compliance (COC) or Final Site Determination (FSD) showing no contamination within the areas to be dedicated or transferred to the City;

- b) Evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated or transferred to the City are in a satisfactory state from an environmental perspective; and/or,
- c) The registration of a legal agreement on the title to the lands requiring that:
 - (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 all lands to be dedicated or transferred to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument, COC or FSD has been obtained for the proposed dedication lands; and
 - (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 or transferred to the City being contaminated, in whole or in part.

12. **(Discharge and/or Replacement of Charges and Notations)** Discharge and/or replacement of any charges and notations existing on title to any of the applicable lands, as may be required by the City, which may include, without limitation, discharges or replacements relating to any applicable lands which are to be transferred in fee-simple or dedicated to the City, which lands or interests shall be free and clear of legal encumbrances, charges, and notations unless otherwise acceptable to the City, to the satisfaction of the City Solicitor. The owner shall be responsible for obtaining all appropriate authorizations from the charge holders, at no cost to the City.
13. **(Subdivision)** Registration of a Subdivision Plan as outlined below and generally consistent with Schedule 'A', to the Satisfaction of the City. Where there are differences between the consideration language and Schedule 'A', the consideration language shall take precedent. **Note:** Provincial Approval of the subdivision application is required. It is the sole responsibility of the developer to obtain approval and authorization for the fee simple transfer of all lands required to be transferred to the City. If the developer is unable transfer any required lands to the City, the developer acknowledges that they will be responsible to provide the required lands elsewhere on site and that any changes to subdivision/lot boundaries would result in a change to their net site area and area for the purposes of calculating density.

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

- a) ESA Development Permit (ESA DP)*: Issuance of an ESA DP* permitting subdivision of the subject site.
- b) Roads, Dikes, Parks and Public Open Spaces: Dedication or transfer of land for road, dike, park, and public open space purposes, generally as shown in the Preliminary Subdivision Plan (Schedule 'A') and outlined below, to the satisfaction of the Director, Development, Director, Transportation, Director, Engineering and Director, Parks. Approximate road dedications identified below are subject to confirmation by the Transportation Impact Assessment (TIA), phased TIA(s), Functional Road Plans and phased Functional Road Plan(s), with potential additions, modifications or eliminations at the discretion of the Director, Transportation in order to accommodate infrastructure as outlined in Consideration #37 (Servicing Agreement).

(1) No 3 Road:

- (a) Between River Road and Private Road/City Dike and Park Lot: Any road dedication required to accommodate infrastructure required for vehicular travel along No.3 Road. Should it not be possible to construct any of the infrastructure due to alignment of the road or intrusion/impediment of the Canada Line guideway columns, additional road dedication may be required to accommodate the improvements. Such dedication shall be confirmed through the Function Road Plan and shall be distinct and separate from any dedication, land transfer, or Statutory Right-of Way provided for the purposes of Parks and Open Space, unless otherwise approved by the Director, Transportation and Director, Parks.
- (b) The developer shall be responsible for obtaining all permits/approvals from Third Parties, including TransLink, related to design, construction and dedication of these lands, at no Cost to the City.
- (c) Any road dedication required to accommodate construction of a roundabout or normalized intersection at the No.3 and River Road intersection to be confirmed by a Function Road Plan to the satisfaction of the Director, Transportation.
- (d) The dedication shall provide frontage to the Dike and Park Lot to facilitate pedestrian and cycling access to the dike, and any additional road dedication required to accommodate infrastructure for dike access and utilities as specified by Engineering.

(2) West Road:

- (a) Between River Road and Bridgeport Road: Approximately 4.3 m road dedication along the entire site frontage between River Road and Bridgeport Road.
- (b) Between River Road and Private Road: Approximately 20.1 m road dedication.
- (c) Between West Road and the fee simple lot for Dike and Park: A minimum 6.0 m wide lane dedication required to accommodate infrastructure for dike access and utilities as specified by Engineering.

(3) River Road

- (a) Between Bridgeport Road and West Road: Between 3.7-9.9 m of road dedication.
- (b) Between West Road and No.3 Road: Approximately 3.3 m of road dedication.
- (c) Between No.3 Road to Charles Street: Dedication of approximately 191 m² (2056 ft²) of City-owned Road Parcel on the north of the existing River Road between Charles Street and No. 3 Road, comprising of one (1) unaddressed lot. The developer shall be responsible for all costs, including legal fees, associated with this dedication.
- (d) Intersection of No. 3 Road and River Road: Any road dedication required to accommodate normalization of the No.3 and River Road intersection to be confirmed by function road plan to the satisfaction of the Director, Transportation.

(4) North-South Lane Improvement

- (a) Along the western edge of the North-South lane west of No 3 Road, along the frontage of 8451 West Road, 8500 and 8520 River Road, any additional road dedication required to accommodate laneway improvements to facilitate two-way traffic and pedestrian/cyclist connectivity. The amount of road dedication required to be confirmed through an approved Functional Road Plan.
- (b) The City may, at the discretion of the Director, Transportation through review of the Transportation Impact Assessment and Functional Road Plan, accept a phased approach for the dedication of the North-South lane with partial dedication provided at the time of Rezoning bylaw adoption.

(5) Corner Cuts:

- (a) Road Dedication 6 m x 6 m Corner Cuts: All intersections within the subject site in areas with high pedestrian activity or are signalized/anticipated to be signalized in the future must include 6 m by 6 m corner cuts to be confirmed via functional road plan to the satisfaction of the Director, Transportation. These include but are not limited to:
 - No.3 Road / River Road
 - No.3 Road / Douglas Street
 - River Road / Douglas Street
 - River Road / West Road
 - River Road / Bridgeport Road
- (b) Note: Corner cuts may be a combination of Road Dedication and Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW), to be confirmed via Functional Road Plan to the satisfaction of the Director, Transportation and Director, Development.

- (6) Dike (Tie-In): In the event that MOTI, the City and the developer are unable to agree on the design and construction of diking works that would tie into the existing bridge abutments, the developer will be required to transfer lands to the City to connect the Riverfront portion of the dike to the existing dike on River Road to the satisfaction of the City. Additional details are provided the in the Servicing Agreement* section of these considerations.

Notes:

- (a) No private infrastructure or utilities will be permitted to be located on the lands to be transferred to the City for diking purposes, save for existing lateral private utilities including VAFFC and Pembina infrastructure.
- (b) The developer is responsible for obtaining permission from the Province to permit the transfer of these lands if the lands are not privately owned at the time of subdivision.

- (c) The developer shall be responsible for obtaining all 3rd party approvals, at no cost to the City, prior to the transfer of land to the City.
 - (7) Dike, Parks and Open Space: The fee simple transfer of a minimum of 27,600 m² (6.82 ac.) of land adjacent to the Fraser River to the City for Dike, parks and open space purposes, of which a minimum of 25,495.2 m² (6.3 ac.) of area is provided as park space. The lands are to be free and clear of legal encumbrances, other than those permitted by the City.
 - (8) Riverfront Access and Dike:
 - (a) Note: Projections for portions of the proposed River Balcony may be permitted over the dedicated/City fee simple lands for dike and dike access may be considered, provided that the projection does not project more than 9.0 m in depth, 1,700 sq. m in area, and provides for a minimum clearance height of 5.5 m above the grade of the dike or dike access as the case may be. Any projection will be further reviewed through the associated Development Permit and will require the registration of an encroachment agreement over the subject dike lands (where possible) and a covenant registered against the associated development lands.
14. **(Statutory Rights-of-Way)** Registration of cross-access easement(s), Public Rights-of-Passage (PROP)/Statutory Right-of-Way(s) (SRW), and/or other legal agreement(s) to the satisfaction of the Director, Development, Director, Transportation, Director, Engineering, and Director of Parks as the case may be, and generally consistent with Schedule 'B', to provide statutory right-of-way(s) outlined below. Right-of-Ways associated with roadway and active transportation infrastructure are subject to confirmation by the Transportation Impact Assessment (TIA), phased TIA(s), Functional Road Plans and phased Functional Road Plans, with potential additions, modifications or eliminations at the discretion of the Director, Transportation in order to accommodate infrastructure as outlined in Consideration #37 (Servicing Agreement).
- a) Private Road:
 - (1) Between West Road and No. 3 Road: Approximately 26.5 m road PROP/SRW.
 - (2) East of No.3: Approximately 23.0 m road PROP/SRW.
 - b) No 3 Road:
 - (1) Between River Road and Private Road: Any SRW required to accommodate infrastructure along No.3 Road. Confirmation by TransLink on ability to construct infrastructure is required. Should it not be possible to construct any of the infrastructure due to alignment of the road or intrusion/impediment of the Canada Line guideway columns additional SRW may be required to west of the guideway columns to accommodate the improvements to be confirmed by function road plan to the satisfaction of the Director, Transportation, Director, Parks, and Director, Engineering.
 - (2) Any SRW required to accommodate construction of a roundabout or normalized intersection at the No.3 and River Road intersection to be confirmed by function road plan to the satisfaction of the Director, Transportation.
 - c) West Road:
 - (1) Between River Road and Private Road: Approximately 3.9 m SRW on both sides of the proposed 20.1 m road dedication.
 - (2) Between River Road and Bridgeport Road: Any SRW required to accommodate roadway and active transportation infrastructure.
 - d) River Road:
 - (1) Between Bridgeport Road and West Road: Approximately 3.0 m of SRW north of the proposed River Road dedication.
 - (2) Between West Road and No.3 Road: Approximately 3.9 m of SRW north of the proposed River Road dedication along the full frontage of the subject site and approximately 3.0 m of SRW south of the proposed River Road dedication along 8411 West Road, 8500 River Road and 8520 River Road. The City may, at the discretion of the Director, Transportation through review of the Transportation Impact Assessment and Functional Road Plan, accept a phased approach for the SRW to be provided on the south side of River Road.

- (3) Any SRW required to accommodate normalization of the No.3 and River Road intersection to be confirmed by function road plan to the satisfaction of the Director, Transportation
- e) Corner Cuts:
- (1) 6 m x 6 m Corner Cuts: Any SRW required to achieve corner cuts at any intersections to be confirmed via functional road plan to the satisfaction of the Director, Transportation.
- f) Bridgeport Station Connection: The Applicant will be required to establish pedestrian and cycling routes connecting the Bridgeport Canada Line Station to the subject site suitable for the anticipated traffic volumes and proposed mode share through the TIA and Functional Road Plan. The Applicant will be responsible, at the Applicant's sole cost, to secure Public Rights-of-Passage (PROP) Statutory Right-of-Ways (SRW) in favour of the City for the construction of and public use of all such routes, potentially to include but not be limited to the following:
- (1) Any existing elevated walkways, parkades and other structures not owned by the city or the Applicant proposed by the Applicant to be utilized as part of the pedestrian and cycling connection between the Bridgeport Canada Line Station and the subject site, unless the Applicant can demonstrate that appropriate legal agreements are already in place for public use.
- (2) Any portions of the properties at 8620 River Road, 8660 Charles Street, 8880 River Road and 2500 No. 3 Road required for the construction and use of any publicly-accessible pedestrian and cycling connection between Bridgeport Canada Line Station and the subject site.
- g) Mobility Hub: PROP SRW over any mobility hub(s) to ensure unimpeded public access to all public mobility hub features. This includes but is not limited to any pathways, elevators, escalators, stairways, walkways, as well as amenities such as the lockers, washrooms, showers, car share, car share parking, public parking, shared bicycle and e-scooters, Class 2 bike parking and any other publicly-accessible transportation demand measures established through the TIA. Public access may be limited to certain hours of operation subject to TIA to the satisfaction of the Director, Transportation. The exact location and area of such PROP SRW are subject to review through the TIA, Mode Share Study, and building design to be established through the Development Permit* process. This blanket mobility hub SRW may be replaced or amended as phase-specific agreement(s) and SRW(s) are registered to reflect mobility hubs provided within each phase.
- h) River Balcony (1.60 acres total area, maximum elevation of 13 metres above ground level): Registration of PROP/SRW, and other agreements (including encroachment or licensing agreements) as per the Preliminary Statutory Right-of-Way Plan (Schedule B), to facilitate public access and open space uses, together with related landscaping and infrastructure (which may include, but may not be limited to site furnishings, lighting, decorative paving, trees and plant material, public art, special mobility features, recreation amenities, innovative stormwater management measures, and City utilities), to the satisfaction of the City. The specific location, configuration, design, and related terms of the PROP/SRWs and other agreements shall be confirmed via the development's Development Permit*, Servicing Agreement*, and/or other City approval processes, to the satisfaction of the City, taking into account the following items.
- (1) Any works essential for public access within the required PROP/SRW and other agreement areas are to be included in the Servicing Agreement*. The agreements must clearly describe responsibilities with respect to maintenance and liability. Moreover, the design of the areas must be prepared in accordance with good engineering practice with the objective of optimizing public safety. After completion of the works, the owner is required to provide a certificate of inspection for the works or equivalent, prepared and sealed by the owner's engineer, architect, and/or landscape architect, as determined to the City's satisfaction, in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
- (2) Prior to Rezoning bylaw adoption, the agreements shall be registered as blanket SRWs and agreements (accompanied by sketch plans) and shall include provisions for replacement agreements at Development Permit*, Building Permit*, and/or occupancy, as determined to the satisfaction of the City, at the owner's cost, for the purpose of accurately reflecting the City-approved permits and replacing the sketch plans with survey plans (which may be volumetric).
- (3) The right-of-way shall provide for:

- (a) access between the hours of 5:00am and 11:00pm, consistent with City bylaws and regulations, or as otherwise agreed to by the City;
- (b) universally accessible public access in the form of elevators (quantity to be determined), ramps, staircases, paved walkways, and/or related landscape features, which may include, but may not be limited to furnishings, trees and planting, decorative paving, and stormwater management measures, to the satisfaction of the City;
- (c) Lighting that is DarkSky compliant and meets Illuminating Engineering Society (IES) standards for public spaces;
- (d) Public art;
- (e) Public access to fronting commercial, residential, public open space, and other onsite uses;
- (f) Emergency access, City bylaw enforcement, and any related or similar City-authorized activities;
- (g) The owner-developer's ability to close a portion of the SRW area to public access to facilitate maintenance, repairs, or construction to the SRW area or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as determined through the applicable Development Permit* process and specified in the SRW agreement(s) or approved by the City in writing in advance of any such closure;
- (h) The owner-developer's ability to close a portion of the SRW area to public access for the purpose of hosting special events, provided that adequate public access is maintained and the duration of the closure is limited, as determined through the applicable Development Permit* process and specified in the SRW agreement(s) or approved by the City in writing in advance of any such closure;
- (i) Design and construction of the SRW area, via a Servicing Agreement* (undertaken in coordination with a Development Permit*), at the sole cost and responsibility of the developer, as determined to the satisfaction of the City;
- (j) Maintenance of the SRW area at the sole cost of the owner-developer, except for City utilities and any other City property to be maintained by the City following the expiry of the Servicing Agreement* maintenance period; and,
- (k) Encroachments, provided that such features do not conflict with the design, construction, operation, or intended quality or public amenity of the right-of-way area (e.g., tree planting, accessible grades, underground utilities) or, as applicable, potential future road dedication, as determined to the satisfaction of the City, and the encroachments are included in a Development Permit*, Servicing Agreement*, and/or other permit approved by the City and specified in the applicable SRW agreement(s), including:
 - (i) Permanent encroachments in the form of:
 - 1. Parking concealed below the finished grade of the SRW area;
 - 2. Weather protection, architectural appurtenances, and building projections, typically located at least 2.5 m (8.2 ft.) clear above the finished grade of the SRW area; and
 - 3. Signage; and
 - (ii) Temporary encroachments in the form of:
 - 1. Outdoor restaurants (e.g., coffee kiosks, cafe seating);
 - 2. Commercial uses (e.g., pop-up shops); and
 - 3. Special event and recreation features (e.g., tents and shelters, event signage); and
 - 4. Movable furnishings, planters, displays, railings, partitions, and similar features.

Note: Outdoor space(s) designated for the exclusive year-round use of restaurant and/or commercial use(s) shall not be considered to be a "temporary encroachment(s)" and will not be permitted within the SRW area.

- i) Statutory Right-of-Way (SRW) – Open Space at Ground Level (3.146 acres total area): Registration of a PROP/SRW, as per the Preliminary Statutory Right-of-Way Plan (Schedule 'B'), to facilitate public access and open space uses, together with related landscaping and infrastructure (which may include, but may not be limited to, vehicle travel lanes, parking, bike facilities, street furnishings, street lighting, decorative paving, trees and plant material, public art, special mobility features, recreation amenities, innovative stormwater management

measures, and City utilities), to the satisfaction of the City. The specific location, configuration, design, and related terms of the SRWs shall be confirmed via the development's Development Permit*, Servicing Agreement*, and/or other City approval processes, to the satisfaction of the City, taking into account the following items.

- (1) Any works essential for public access within the required SRW areas are to be included in the Servicing Agreement*. The SRW agreement must clearly describe responsibilities with respect to maintenance and liability. Moreover, the design of the SRW areas must be prepared in accordance with good engineering practice with the objective of optimizing public safety. After completion of the SRW works, the owner is required to provide a certificate of inspection for the works or equivalent, prepared and sealed by the owner's engineer, architect, and/or landscape architect, as determined to the City's satisfaction, in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
- (2) Prior to the adoption of Zoning Bylaw 8500, Amendment Bylaw 10531, the agreements shall be registered as blanket SRWs (accompanied by sketch plans) and shall include provisions for replacement agreements at Development Permit*, Building Permit*, and/or occupancy, as determined to the satisfaction of the City, at the owner's cost, for the purpose of accurately reflecting the City-approved permits and replacing the sketch plans with survey plans (which may be volumetric).
- (3) The right-of-way shall provide for:
 - (a) 24 hour-a-day, universally accessible, public access in the form of vehicle routes, paved walkways, off-street multi-use paths, and/or related landscape features, which may include, but may not be limited to furnishings, street trees and planting, decorative paving, and stormwater management measures, to the satisfaction of the City;
 - (b) Lighting that is DarkSky compliant and meets Illuminating Engineering Society (IES) standards for public spaces;
 - (c) Public art;
 - (d) Public access to fronting commercial, residential, public open space, and other onsite uses;
 - (e) Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities;
 - (f) City utilities, such as streetlights, traffic control infrastructure (e.g., signals, detector loops, equipment kiosks), and related and/or similar features;
 - (g) The owner-developer's ability to close a portion of the SRW area to public access to facilitate maintenance, repairs, or construction to the SRW area or the fronting uses, provided that adequate public access is maintained and the duration of the closure is limited, as determined through the applicable Development Permit* process and specified in the SRW agreement(s) or approved by the City in writing in advance of any such closure;
 - (h) The owner-developer's ability to close a portion of the SRW area to public access for the purpose of hosting special events, provided that adequate public access is maintained and the duration of the closure is limited, as determined through the applicable Development Permit* process and specified in the SRW agreement(s) or approved by the City in writing in advance of any such closure;
 - (i) Design and construction of the SRW area, via a Servicing Agreement* (undertaken in coordination with a Development Permit*), at the sole cost and responsibility of the developer, as determined to the satisfaction of the City;
 - (j) Maintenance of the SRW area at the sole cost of the owner-developer, except for City utilities and any other City property to be maintained by the City following the expiry of the Servicing Agreement* maintenance period;
 - (k) Existing site features (e.g., parking, driveways, signage, utilities, furnishings) where such features are not required to be removed or altered through an approved Development Permit*, Servicing Agreement*, and/or other City approval process; and
 - (l) Encroachments, provided that such features do not conflict with the design, construction, operation, or intended quality or public amenity of the right-of-way area (e.g., tree planting, accessible grades,

underground utilities) or, as applicable, potential future road dedication, as determined to the satisfaction of the City, and the encroachments are included in a Development Permit*, Servicing Agreement*, and/or other permit approved by the City and specified in the applicable SRW agreement(s), including:

(i) Permanent encroachments in the form of:

1. Parking concealed below the finished grade of the SRW area;
2. Driveway crossings;
3. Weather protection, architectural appurtenances, and building projections, typically located at least 2.5 m (8.2 ft.) clear above the finished grade of the SRW area; and
4. Signage; and

(ii) Temporary encroachments in the form of:

1. Outdoor restaurants (e.g., food trucks, coffee kiosks, cafe seating);
2. Commercial uses (e.g., pop-up shops, sidewalk sales); and
3. Special event and recreation features (e.g., amusement rides, tents and shelters, event signage); and
4. Movable furnishings, planters, displays, railings, partitions, and similar features.

j) Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) or Development Permit (DP), as the case may be, and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA or DP related works.

Note: Outdoor space(s) designated for the exclusive year-round use of restaurant and/or commercial use(s) shall not be considered to be a "temporary encroachment(s)" and will not be permitted within the SRW area.

k) Cross-Access Easements (Cross Access): Registration of any cross-access easements together with the applicable PROP/SRW, as determined to the satisfaction of the Director, Development, Director, Transportation, and Director, Engineering, required to facilitate access and egress over any shared use private roadways and parkade drive aisles, for vehicles and/or pedestrians, as between the subdivided lots, including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement and/or purchase and sale agreement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.

15. **(Subdivision – No Separate Sale)** Registration of legal agreements on Title to any of the development lots (not including the dike and park lot), requiring that the lots may not be sold or otherwise transferred separately without prior approval of the City prior to the completion of construction of all required City Dike works and completion of the transfer of all lands to the City for diking purposes, to ensure that legal agreements and business terms related to financial, legal, development, servicing (including Sanitary, Storm and Water servicing and road construction and improvement works), and other obligations assigned to each of the lots as a result of the subject rezoning are transferred and secured to the satisfaction of the Director, Development and City Solicitor.

16. **(Road Dedication – Douglas Street Extension)** the developer shall dedicate or transfer lands to the City to provide for the extension of Douglas Street between River Road and Sexsmith Road, generally as outlined below.

a) This requirement, or portions thereof, may be waived at the discretion of the Director, Transportation should the required road dedication be secured through other developments:

- (1) Prior to Rezoning bylaw adoption, for any portions of road dedication required for Phase 1 development; and
- (2) Prior to any applications for Development Permit for Phase 2 or 3, for the balance of road dedication required to support an ultimate road.

b) Between River Road and north-south lane west of No.3 Road: Approximately 27 m wide section of road dedication. Note that this requires property acquisition (8500 and/or 8520 River Road). The City may accept a phased approach with partial road dedication provided at the time of rezoning bylaw adoption, at the discretion of the Director, Transportation, provided:

- (1) The Applicant can demonstrate through the TIA, Phase 1 TIA, Functional Road Plan and Phase 1 Functional Road Plan that an interim road can facilitate safe and adequate connectivity and capacity to support vehicle, cyclist and pedestrian volumes for Phase 1 to the satisfaction of the Director, Transportation.
 - (2) The Applicant can demonstrate through the TIA, Phase 1 TIA, Functional Road Plan and Phase 1 Functional Road Plan that phased construction of the Douglas Street Extension can be compatible with the River Road and Douglas Road intersection and Phase 1 mobility hub entrance, to the satisfaction of the Director, Transportation.
- c) Between No.3 Road and north-south lane east of No. 3 Road: Approximately 26.2 m wide section of road dedication. Note that this requires property acquisition (2800 No.3 Road and 2820 No.3 Road). The City may accept a phased approach with partial road dedication provided at the time of Subdivision, at the discretion of the Director, Transportation, provided that:
- (1) The Applicant can demonstrate through the TIA, Phase 1 TIA, Functional Road Plan and Phase 1 Functional Road Plan that an interim road can facilitate safe and adequate connectivity and capacity to support vehicle, cyclist and pedestrian volumes for Phase 1 to the satisfaction of the Director, Transportation.

Road dedication shall be required prior to Subdivision to facilitate active transportation connection along Douglas Road between No. 3 Road and Sexsmith Road unless the Applicant can provide, as demonstrated through the TIA and Functional Road Plan and secured through legal agreement(s), an alternate connection that is adequate, direct, safe and convenient for cyclists and pedestrians, to the satisfaction of the Director, Transportation.

- d) Between the north-south lane east of No. 3 Road and Sexsmith Road: Dedication of approximately 2,397 m² (25,801 ft²) of City-owned land for the extension of Douglas Street west of Sexsmith Road, comprising portions of three (3) City-owned parcels, including 2811 and 2831 Sexsmith Road and an adjacent unaddressed lot. Note that these land(s) are subject to discussion as part of a separate application RZ 22-023936, and should it be completed by others prior to Rezoning, this consideration may be waived at the discretion of the Director, Transportation. Note: This requirement, or portions thereof, may be waived at the discretion of the Director, Development and Director, Transportation prior to Rezoning Bylaw adoption if the use or dedication of such lands are incorporate into another development or use.

17. **(Site Access and Driveway Crossings)** Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on Title to limit vehicle access to/from the subject site to only those accesses approved by the Director, Transportation. The accesses shall be confirmed and or modified as required to the satisfaction of the City, on a lot-by-lot basis, or as otherwise approved through a Council-issued Development Permit* and the entering into of a Servicing Agreement*.

a) Phase 1:

- (1) One (1) driveway crossing is to be permitted along River Road at the Douglas Street intersection to service both vehicles and active modes. The entrance for active modes is to be separated from vehicular traffic. The access shall comprise the 4th leg of the intersection. The intersection is to be signalized.
- (2) One (1) driveway crossing is to be permitted on No.3 Road.
- (3) One (1) driveway crossing is to be permitted on West Road.
- (4) Driveway crossings and intersection control are to be designed to prioritize pedestrian movements and public roadways
- (5) All driveways should be designed to prioritize pedestrians and cyclists and may require intersection control including the possibility of signalization to be confirmed by a Traffic Impact Assessment to the satisfactions of the Director, Transportation.

b) Phase 2:

- (1) No driveways are to be permitted along River Road or Douglas Road other than for the Community Safety Facility
- (2) One (1) driveway crossing, on Private Road.
- (3) One (1) driveway crossing, is permitted on West Road south of River Road

- (4) Community Safety Facility: Driveway(s) for the CSF to be placed on River Road and/or West Road and/or Douglas Road to be determined at DP to the satisfaction of the City. See Community Safety Section for additional information.
- (5) All driveways should be designed to prioritize pedestrians and cyclists and may require intersection control including the possibility of signalization to be confirmed by a Traffic Impact Assessment to the satisfactions of the Director, Transportation
- (6) Driveways may require intersection control including the possibility of signalization to be confirmed by the RCMP and RFS

c) Phase 3:

- (1) One (1) driveway crossing is permitted on West Road north of River Road OR on River Road between Bridgeport Road and West Road.
- (2) All driveways should be designed to prioritize pedestrians and cyclists and may require intersection control including the possibility of signalization to be confirmed by a Traffic Impact Assessment to the satisfactions of the Director, Transportation

18. **(Parking - Management Plan)** Registration of restrictive covenant(s) or alternative legal agreement(s) to the satisfaction of the Director, Transportation, securing the owner's commitment to provide and implement a Parking Management Plan for each phase of development. General terms of the Parking Management Plan shall include but not be limited to the following, unless otherwise approved by the Director, Transportation based on an approved TIA, Phase 1 TIA, Phase 2 TIA, Phase 3 TIA, Parking Study and Mode Share Study.

- a) In addition to any parking reserved by the Art and Culture Facility, Community Safety Facility and for car share purposes, 25% of the provided parking can be assigned. The remainder shall be a single shared pool of parking with no reserved spaces.
- b) Minimum 25% of all parking spaces provided within each phase of development shall be publicly accessible. All public parking spaces shall be located at grade or at the first level below grade within the parking structure, be identified with signage, be fully accessible to all users (e.g. entry gate open) during standard business hours, and be provided and maintained for use of the public at the sole cost of the property owner. Public use parking spaces shall be available on an hourly basis (i.e. no monthly or longer terms): For the same hours each day as the standard parking hours at other City spaces (ex. Richmond Oval, community centre), with provisions for extended hours to accommodate special and large events hosted. Fees shall be established at an hourly rate that maximizes efficiency and minimizes spillover to adjacent lots, to the satisfaction of the City.
- c) The parking lot will have signage and an overhead gate with intercom or alternative controls to control access. Parking will be open to all users during retail operating hours and access to parking spaces can be restricted to staff, hotel guests, and car share users outside of these periods.
- d) Paid retail parking. Parking fees may be discounted, or waived, for commercial patrons to provide convenient parking for site users while also controlling parking use.
- e) Maximum parking durations or pricing tools to prevent overnight or long-term parking and encourage parking turnover. Overnight parking may be permitted for approved staff working nightshift and hotel patrons.
- f) Security and enforcement to ensure all parking policies are followed and enforced. Parked vehicles violating these policies will be warned, fined, and/or towed.
- g) Providing signage clearly indicating any time or fare controls.
- h) Any development on the lands shall comply with the Phasing Covenant (Consideration #36).

19. **(TDM Program)** Registration of legal agreement(s) to secure the property owner's commitment to provide, at their sole cost, various Transportation Demand Management (TDM) measures for the purpose of reducing parking supply and facilitating alternative modes of transportation to support the site. Components of the TDM Program can be added or removed and quantities of components can be increased or decreased as determined and be established through an approved TIA, phased TIA(s), Parking Study and Mode Share Study to the satisfaction of the Director, Transportation. The scope, value and effectiveness of the TDM Program shall be reflective of the parking reductions and mode share sought through the TIA and phased TIA(s). The TDM Program and measures may include, but is not limited to features identified below:

- a) General TDM Provision:
 - (1) Provision, acceptance and terms associated with TDM measures provided within each phase shall be at the sole discretion of the Director, Transportation.
 - (2) The owner's commitment to provide specific TDM measures identified hereafter. Waiving of any TDM measure identified, replacement of such with alternate TDM measures, or the addition of TDM measures as required to support the mode share and parking reductions associated with each phase of development shall be at the sole discretion of the Director, Transportation.
 - (3) Exact terms of the TDM program shall be established for each phase as part of the approved phased TIA(s).
 - (4) Any development on the lands shall comply with the Phasing Covenant (Consideration #36).
- b) Transit Pass Program: Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
 - (1) Provide a 50% subsidy for two years of two-zone monthly transit passes for a proportion of employees anticipated for each phase. The exact amount required for each phase of development shall be established based on the mode share target, TIA and phased TIA(s) to the satisfaction of the Director, Transportation, secured through a letter of credit provided to the City for 100% of the subsidy amount prior to DP issuance for each phase of development.
 - (2) The value of the transit pass program for Phase 1 shall be established through this agreement prior to Rezoning bylaw adoption; the value of the transit pass program for Phase 2 and Phase 3 shall be established through modifications of this agreement prior to issuance of Development Permit for each respective phase.
 - (3) Provide twenty (20) two-years of two-zone monthly transit passes for the Art and Culture Facility, to be used at the discretion of the City.
 - (4) Administration by TransLink or a management company. The owner is not responsible for the monitoring of use of the transit passes but only noting number of "subscribed" users to the program, until full unit count is exhausted over a period of two year.
 - (5) If the transit pass program is not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full two year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the third year, the City may require that the remaining funds equivalent to the value of the unsubscribed transit passes be transferred to the City of Richmond for alternate transportation initiatives at the City's discretion.
 - (6) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy and sales agreement.
 - (7) Provision of the transit pass program shall be consistent with the Phased Development covenant.
 - (8) Any development on the lands shall comply with the Phasing Covenant (Consideration #36)
- c) Car-Share Parking, Vehicles and Membership: Registration of legal agreement(s) or restrictive covenant(s) on title to ensure that a car-share program is provided and maintained, to include the following general components and terms:
 - (1) Car-Share Parking:
 - (a) Provision of car-share vehicle parking spaces for each phase of development, the number of which shall be determined through the approved TIA and phased TIA(s) prior to DP issuance for each phase to the satisfaction of the Director, Transportation.
 - (b) Car-share parking spaces shall be a combination of one-way and two-way car share spaces;
 - (c) Car-share parking spaces shall be located where they will be safe and convenient and comply with all City Bylaws;
 - (d) Registration of PROP SRW over all car-share parking spaces and associated access aisles to provide for 24/7 public pedestrian and vehicle access;
 - (e) A minimum 50% of car-share parking spaces shall be universally accessible;

- (f) Users of the car-share spaces shall not be subject to parking fees, except as otherwise determined at the sole discretion of the City.
 - (g) Unless otherwise agreed to in advance by the City, in the event that the car share spaces are not being used for car-share purposes as intended (e.g. operator's contract is terminated or expires), control of the car-share facility 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 facility shall be used going forward.
- (2) Car-Share Vehicles:
- (a) Provide car-share vehicles for each phase of development, as determined through coordination with car-share operators and supported by the TIA and phased TIA(s) to the satisfaction of the Director, Transportation.
 - (b) Provide a letter of commitment with a minimum of one and ideally multiple car-share operator(s) for the operation of car-share on the lot with a minimum term of three (3) years, which contract shall include that the Owner shall fund the purchase of car-share vehicles.
- (3) Car-Share Membership:
- (a) Provide car-share service memberships tied to the commercial units as determined through the TIA and phased TIA(s) to the satisfaction of the Director, Transportation.
 - (b) Administration by the car-share operator or a management company. The Owner is not responsible for the monitoring or use of car-share membership but only noting the number of "subscribed" users to the program.
 - (c) The availability and method of accessing the car-share memberships is to be clearly explained in the tenancy agreement.
- (4) The number and value of car share parking, car-share vehicles and car-share memberships associated with Phase 2 and Phase 3 development shall be established through modifications to this agreement to the satisfaction of the Director, Transportation prior to issuance of Development Permit for each phase.
- (5) Any development of the lands shall comply with the Phasing Covenant (Consideration #36).
- (6) Prior to final inspection of a BP for the purposes of granting occupancy for any buildings or structures located on the lands forming each of Phase 1, Phase 2 and Phase 3 development, the Owner shall:
- (a) Enter into a contract with one or more car share operators for the operation of car-share on the lot for a minimum term of three (3) years, which contract shall include that the Owner shall fund the purchase of car share vehicles.
- d) Enhanced Bicycle Facilities: Registration of a legal agreement on title securing the property owner's commitment to provide and maintain enhanced bicycle facilities, with terms to include but not be limited to the following, to the satisfaction of the Director, Transportation:
- (1) Bicycle maintenance and repair facility: A minimum of one bicycle maintenance and repair facility for each Mobility Hub for the shared use of all visitors and tenants within each parking. This facility shall include a bicycle repair stand (with tools), foot pump, faucet hose and drain for bicycle washing and appropriate signage.
 - (2) Provision of standard 120V outlets for 50% of the proposed Class 1 bicycle parking spaces to allow for electric bicycle charging.
 - (3) Enhanced Class 2 Bicycle Parking: Provision of 64% of required Class 2 bicycle parking shall be provided indoors, secured with weather protection.
 - (4) Any development of the lands shall comply with the Phasing Covenant (Consideration #36).
- e) End of Trip Facilities: Registration of a restrictive covenant(s) or alternate legal agreement(s) on title securing the property owner's to provide and maintain End of Trip Facilities, the terms of which shall include but not limited to the following, to the satisfaction of the Director, Transportation:
- (1) End of Trip Facilities shall be provided for each individual building on the lot, in addition to any End of Trip Facilities provided in the central mobility hub.
 - (2) The size of each End of Trip Facility shall commensurate with the size of the building and the anticipated demands.

- (3) Each End of Trip Facility shall include but be limited to the following features: showers, toilets, sinks, lockers to store clothing and other personal items, grooming station, and electrical outlets.
- (4) Any development of the lands shall comply with the Phasing Covenant (Consideration #36).
- f) Shuttle Program: Registration of a legal agreement on title securing the property owner's commitment to implement and maintain a shuttle program, with terms to include but not be limited to the following, to the satisfaction of the Director, Transportation:
 - (1) Details of the shuttle program, including the number and type of vehicles operated, operating hours, routing, location of stops, headway, schedule, and operating costs shall be determined through the TIA to the satisfaction of the Director, Transportation.
 - (2) Acceptance of this shuttle program as a TDM measure shall be at the discretion of the Director, Transportation based on review of the program details and effectiveness. This requirement may be waived, at the discretion of the Director, Transportation, should it be demonstrated through the TIA that alternate TDM measures of equal or greater value is provided.
 - (3) The shuttle program shall be operated for a minimum period of five (5) years, concurrent with the issuance of the first Occupancy for any Buildings within Phase 1.
 - (4) The owner or management company shall be responsible for the monitoring of use of the shuttle program to ensure that its operational performance is maintained per the operational contract.
 - (5) Prior to issuance of Development Permit for any buildings or structures on the lands forming Phase 1, the owner shall provide a letter of credit to the City equivalent to the value of a five (5) year shuttle program. This letter of credit can be drawn down with each full year the shuttle program is operated.
 - (6) Prior to issuance of the first Development Permit* for any buildings or structures on the lands forming each of Phase 2 and Phase 3, the owner shall be required to provide a report to the Director, Transportation on the usage and effectiveness of the shuttle program as a TDM measure. This may be provided as part of the Phase 2 TIA and Phase 3 TIA.
 - (7) Should the City determine that the shuttle program is not effective, the City may, at the sole discretion of the Director, Transportation, discharge this agreement and require that:
 - (a) The owner provides alternate TDM measures of equal or greater scale and effectiveness, to the satisfaction of the Director, Transportation; or
 - (b) Remaining funds within the program be transferred to the City for alternate transportation initiatives at the City's discretion.
 - (8) The Owner shall be responsible for obtaining all required third-party approvals required for the implementation and operation of a shuttle service, at no cost to the City.
- g) Public Shared Bicycle and E-Scooter: Registration of a legal agreement on title securing the owner's commitment to provide a public shared bicycle and e-scooter program. The terms shall be as determined to the satisfaction of the Director, Transportation upon approval of the TIA and Phase 1 TIA, but may include the following terms:
 - (1) Shared bicycle and e-scooter parking:
 - (a) Space be provided within the subject site on locations free of other encumbrances unless specifically approved by the Director, Transportation, for the placement and location of public shared bicycles and e-scooters.
 - (b) The number, size and location of such spaces to be provided through each phase of development shall be established through review of the Functional Road Plan, phased Functional Road Plan, TIA, phased TIA and Development Permit plans to the satisfaction of the Director, Transportation and any public shared bicycle and e-scooter operators.
 - (c) Use of such spaces shall be made available to any shared bicycle and e-scooter operators approved by the City no cost to the operator or the City.
 - (2) Shared Bicycle and E-scooter Membership Program:
 - (a) Provide membership and equivalent of \$50 dollar credit for trips for a portion of employees or businesses. The approximate value of this to be determined through an approved TIA and phased TIA(s).

- (b) Letter of Credit provided to the City for 100% of bicycle and e-scooter share membership program for employees.
 - (c) Administration by shared bicycle and e-scooter service, or a management company. The owner is not responsible for the monitoring of use of such memberships but only noting number of “subscribed” users to the program.
 - (d) If the share bicycle and e-scooter membership and credits are not fully subscribed within two years, the program is to be extended until the equivalence of the cost of the full program has been exhausted.
 - (e) The availability and method of accessing the shared bicycle and e-scooter memberships are to be clearly explained in the tenancy agreement.
- (3) Any development of the lands shall comply with the Phasing Covenant (Consideration #36).
- h) Mobility Hubs: Registration of legal agreement(s) on title securing the owner’s commitment to provide and maintain mobility hub(s) within each phase of development to the satisfaction of the Director, Transportation, with the following general terms:
- (1) Mobility features within each mobility hub may include but not be limited to: Public and shared parking spaces, shared bicycle and mobility device parking, shared bicycle and e-scooters, enhanced pedestrian and micro-mobility connections to accommodate bicycles and mobility devices, enhanced bicycle facilities, seating, car share spaces and vehicles, wayfinding and end of trip facilities. Should it be identified that shuttle and Handydart access to the mobility hub are required, the design of the mobility hub shall accommodate their parking and loading requirements.
 - (2) The mobility hub shall include a minimum 25% of all parking spaces provided within each phase of development that is publicly accessible, with PROP SRW registered over all areas over which public parking and any vehicular and pedestrian access routes are provided.
 - (3) The exact number and provision of each feature included within the Phase 1 development shall be specified within this agreement. The number and provision of features within Phase 2 and Phase 3 development shall be determined prior to DP issuance for each phase, and this agreement(s) shall be modified accordingly, based on the Phase 2 TIA and Phase 3 TIA to the satisfaction of the Director, Transportation.
 - (4) Mobility hubs shall be provided within each phase, as follows:
 - (a) Phase 1: Central mobility hub to be located within the central parkade, for the shared usage of all phases of development.
 - (b) Phase 2: Separate mobility hubs to be located within each parkade that forms part of the Phase 2 development.
 - (c) Phase 3: Minimum one mobility hub to be located within the Phase 3 parkade.
 - (5) Any development of the lands shall comply with the Phasing Covenant (Consideration #36).
- i) Enhanced Way Finding: Implementation of a Wayfinding Strategy to the satisfaction of the Director, Transportation, to support the way finding of site generated traffic and general traffic, cycling and pedestrian access to and from the site, to be secured through the Development Permit Servicing Agreement process, to include but not be limited to the following:
- (1) On-site Way Finding: Implementation of wayfinding infrastructure as part of the Way Finding Strategy on-site may include but is not limited to signage, digital kiosks, pavements markings, publicly accessible maps, directories and other tools throughout the site including navigating in or to/from the parkade, mobility hub, galleria, dike, buildings.
 - (2) Off-site Way Finding: Implementation of wayfinding infrastructure as part of the Way Finding Strategy off-site includes but is not limited to signage, pavements markets, publically accessible maps (including site layout, route planning guides, loading route maps, parkade entrance maps), directories and other tools off-site to aid in navigation to/from and around the site. Installation of overhead wayfinding signage at the No.3 Road and Bridgeport Road intersection for Northbound and Southbound movements similar to that currently in the westbound direction on Bridgeport.

- j) Off-site infrastructure improvements: Registration of restrictive covenant(s) or other legal agreement(s) on title to secure the owner's commitment to deliver off-site improvements to support the accessibility of cycling, walking and transit modes and facilitate such access to the site.
- (1) The following improvements shall be secured through the Servicing Agreement process, unless the work or its equivalent has been secured through other means prior to execution of the Servicing Agreement(s) or alternate improvements providing equivalent or improved connectivity has been demonstrated through the TIA, phased TIA(s), Functional Road Plan and phased Functional Road Plan and is secured through the Servicing Agreement or alternate legal agreement prior to execution of the Servicing Agreement, all to the satisfaction of and at the sole discretion of the Director, Transportation. Additions to and elimination or modification of these improvements or portions thereof may be accepted by the Director, Transportation through review of the aforementioned studies:
- (a) Cycling infrastructure improvements on Charles Street to provide connectivity to the Canada Line Bikeway through an existing multi-use pathway on Van Horne Way;
 - (b) Construction of cycling and improved walking facilities to provide good connectivity between the Bridgeport bus exchange and Canada Line Skytrain station to the subject site;
 - (c) Construction of a multi-use pathway on River Road between Sea Island Way and Bridgeport Road, including potential signalization of the Bridgeport Road and River Road, and Sea Island Way and River Road intersections, subject to approval from the Ministry of Transportation and Infrastructure;
 - (d) Improvements to the laneway west of No. 3 Road between Bridgeport Road and Charles Street;
 - (e) Intersection improvements to Bridgeport and Sea Island intersections to prioritize cycling and pedestrian traffic including widening crosswalks and upgrading pedestrian letdowns.
- (2) The above improvements shall generally be provided as part of Phase 1 through the Phase 1 Servicing Agreement except where otherwise specifically approved by the Director, Transportation through review of the TIA and Phase 1 TIA to demonstrate that connectivity along any route would not be required to support the development of Phase 1 to the Director, Transportation's satisfaction.
- (3) Upgrades to the Bridgeport Canada Line Skytrain Station and Bridgeport Bus Exchange, potentially to include but not be limited to additional fare gates, additional signal infrastructure enhanced pedestrian infrastructure and installation of special crosswalks and other crossing treatments within the bus exchange, to the satisfaction of the Director, Transportation and TransLink.
- (a) The scope of required improvements shall be incorporated within the TIA and phased TIA with written confirmation of acceptance by TransLink prior to TIA approval. The owner shall be required to submit any modelling results, TIA and Functional Road Plans to the satisfaction of the Director, Transportation and TransLink.
 - (b) The Owner shall be required to obtain all third-party approvals, at no cost to the City.
- (4) Additional improvements may be required, at the discretion of the Director, Transportation, subject to review of the TIA and phased TIA(s). Exact improvements associated with each phase of development shall be established prior to DP issuance for each phase.

20. **(Loading Management Strategy)**: Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director, Transportation, securing the owner's commitment to ensure that a Loading Management Strategy (LMS) will be implemented on-site. An LMS is intended to allow for effective management of anticipated loading demands. An online scheduling tool made available by the building manager to future users of the building to book/reserve/arrange for use of loading spaces in advance for a predetermined amount of time. The LMS for the development must include the following features:

- a) All loading spaces shall not be assigned and shall be for the shared use of all tenants of the development.
- b) An online loading scheduling system to be implemented, this must be made available to all future tenants. Tenants would use this platform to reserve timeslots for loading bays.
- c) Loading management and communications protocol for future tenants would be prepared and adhered to.
- d) Loading management protocols for the facility would be implemented, including duties and responsibilities of an on-site Loading Dock Manager (i.e. building manager). Contact information for this individual would be marked clearly somewhere in the loading area, to facilitate any issues that may arise.

- e) All loading bays to be clearly marked and signed
 - f) The size of the largest delivery vehicles accessing the site, as well as expected frequency for all activities, would be managed and communicated to future tenants.
 - g) Specified routing for large trucks on public streets (to/from designated truck routes) in accessing the loading space will be included as part of the LMS protocol and would be provided on-site through signage as appropriate.
 - h) Signage would clearly define the largest truck size truck and loading space that can be accommodate with signage of maximum vehicle dimensions (including height clearance).
 - i) The availability and method of accessing the LMS is to be clearly explained in all tenancy and leasing agreements.
 - j) The ability to modify the legal agreement as required and approved by the City prior to Development Permit* issuance.
21. **(Rescinding of Bylaw 2636)** Subject to Council approval, rescinding of Bylaw 2636 prohibiting vehicular traffic on a portion of River Road between Corvette Way and No. 3 Road that was previously operated as a railway corridor. A separate report will be brought forward for Council's consideration on this matter.
22. **(Arborist Contract)** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the off-site trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
23. **(Tree Protection Fencing)** Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
24. **(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).
25. **(Flood Covenant – 4.7 GSC)** Discharge Covenant CA2525007 (Flood Covenant) and registration of a flood plain covenant on Title identifying a minimum habitable elevation of 4.7 m GSC for those properties located outside of the current dike alignment (i.e. those properties located north and west of River Road).
26. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on Title of those properties located to the east of River Road.
27. **(View and Other Development Impacts)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement or purchase and sale agreement, as applicable, to all initial purchasers to advise of the potential for these impacts.
28. **(Hotel Use and Length of Stay)** 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:
- a) 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);
 - b) 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.);
 - c) Hotel guest length of stay shall be limited to a maximum of six (6) months per 12-month period; and
 - d) Subdivision of individual hotel guest rooms or suites by way of air space parcel shall be prohibited.
 - e) Subdivision of individual hotel guest rooms or suites by way of stratification shall be permitted, provided that in the event of subdivision the owner shall not, without prior written consent of the City, sell or transfer less than five (5) hotel guest rooms or suites in a single or related series of transactions with the result that when the

purchaser or transferee of the hotel guest rooms or suites becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) hotel guest rooms or suites.

29. **(Office Stratification)** Registration of a legal agreement on title limiting subdivision (including stratification and air space parcels) of the office floor space within any building to not more than one strata lot or airspace parcel per storey or per 1,858 m² (20,000 ft²) of office floor space, whichever is less.

30. **(Institution and City Facilities)** City's acceptance of the developer's voluntary contribution towards City Centre Facilities, including registration of a restrictive covenant(s) on title, or alternative legal agreement(s), committing the developer to providing the following:

a) Art and Culture Facility

(1) The broad terms of the contribution shall include:

- (a) design, construction and furnishing of a complete facility (facility proper and ancillary facilities), including the base building and tenant improvements, all to a turnkey level of finish, on the subject site, by the developer, at the developer's cost; and
- (b) transfer of the complete facility (facility proper and ancillary facilities), including the base building and tenant improvements, all at a turnkey level of finish, as an air space parcel, to the City, at no cost to the City, and, the specific terms shall include:
 - (i) voluntary contribution of no less than 2,787 m² (30,000 ft²) of floor area used exclusively for the Arts Culture Facility. Base building stair cores, elevators, mechanical shafts should not be included in the facility floor area;
 - (ii) voluntary contribution of additional indoor area from the development, as required for purposes ancillary to the facility use, including, but not limited to, bicycle storage, parking and loading, waste management, building systems and building services where such area is typically excluded from floor area calculations for the purposes of calculating density under the Richmond Zoning Bylaw;
 - (iii) voluntary contribution of outdoor area of approximately 241 m² (2,600 ft²), including voluntary contribution of outdoor area located along the frontages of the facility, for the exclusive use of the facility, the final size and exact dimensions of which are to be determined through the development permit process, including both open and covered areas, neither of which will be considered to be floor area for the purposes of calculating density under the Richmond Zoning Bylaw;
 - (iv) location of the facility proper on ground floor of the development, waterfront location, adjacent to City park, along with provision for private access (elevator, freight elevator and stairs) to the upper floors. The ground floor presence shall be prominent and provide for a minimum ground floor presence of 10,000 ft² subject to further design refinement at the Development Permit* stage. Double height spaces will need to be factored into the building volume (ranges from min. 3m (10') to 7.3m (24'0) finished floor to finished ceiling). Facility shall be multi-storey, spread between 2-3 floors. Design development shall be subject to review and approval by the City;
 - (v) design, construction, and furnishing (including furniture, fixtures and equipment) of the facility (facility proper and ancillary facilities) to the satisfaction of the City and in accordance with the Terms of Reference, City's Enhanced Accessibility Guidelines and Technical Specifications, Facilities Design Guidelines and Technical Specifications, and capable of achieving LEED v4 ID + C Commercial Interiors Gold;
 - (vi) design, construction, and furnishing of the facility (facility proper and ancillary facilities) by a consultant team with similar art gallery/museum and theatre/performing space design experience in complexity and scale at the developer's cost. Resumes and examples of relevant past projects from the proposed consultant teams (minimum of 3) to be provided for City's approval;
 - (vii) design and construction of the galleries including support spaces (preparation and storage) shall meet the Class A designation for ambient RH and temperature control (Environmental Guidelines for Museums, Classes of Control – Canada.ca)
 - (viii) design, construction and furnishing of the complete facility, substantially in accordance with the facility intent and the facility program:

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1. the facility proper to provide for:
 - a. approximately 2,787 m² (30,000 ft²) of space for the Arts Culture Facility; and,
 - b. approximately 241 m² (2,600 ft²) of balcony/terrace space.
 2. the ancillary facilities to provide for vehicular access and parking, bicycle storage, loading and transportation demand measures for the use of the facility's users, including:
 - a. Provision of a minimum of 25 vehicle parking spaces for the exclusive use for the Art and Culture Facility at no cost to the City. 12 stalls must be dedicated to City on a 24/7 basis. 13 can be reserved during business hours which is to be determined by the City. Parking stalls shall be clustered together located within close proximity to the facility inside the parking structure. This parking provision shall include a minimum of 2% of stalls which are accessible, and 35% of stalls featuring an energized outlet capable of providing Level 2 charging or higher to the parking space. Assignment and use of these parking spaces shall be at the sole discretion of the City of Richmond;
 - b. Provision of a secure bicycle compound equipped with a minimum of 10 Class 1 bicycle storage lockers for the exclusive use of the Art and Culture Facility. Class 1 bicycle lockers shall be equipped with one electric charging outlets per stall/locker. This compound shall be located in close proximity to the Art and Culture Facility's entrance.
 - c. Provision of a shared loading bay with minimum dimensions of 4.15m (13.6 ft.) by 2.6m (8.6 ft.) loading dock opening to accommodate a WB-15 loading vehicle. The loading bay shall be equipped with a loading dock lift, dock leveller and have direct, dedicated and secured access to the facility's private circulation and access system (freight elevator). Design shall be subject to review by the City at the Development Permit stage.
 - d. Full 24/7 unrestricted access within the parkade for users of the facility's clients, visitors, guests and staff to the aforementioned parking, bicycle parking and loading facilities. Vehicle turning templates shall be provided to demonstrate that unimpeded access for all design vehicles can be accommodated and appropriate access routes are available, to the satisfaction of the Director, Transportation.
 - e. An accessible bus drop off zone is provided at grade in close proximity to the facility's entrance, from Private Road or No. 3 Road, to be designed as part of the Servicing Agreement* process. Statutory right-of-way may be required to accommodate this facility, subject to review and approval by the Director, Transportation through the Functional Road Plan and Servicing Agreement* process.
 3. the outdoor program space to provide for:
 - a. outdoor uses typically ancillary to the facility uses; or, as determined through the Development Permit process,
 4. a shared use waste management room within close proximity to the facility's private circulation system and provision for waste management removal in conjunction with the overall development's waste management provider; and
 5. services rooms and similar facilities, as required to meet functional, technical and operational requirements of the facility,
- (ix) design, construction, and furnishing of the facility (facility proper and ancillary facilities) to provide robust monitoring and remote control capabilities of the systems and scheduling, and integration of these controls into the building automation system through open language BACnet interfaces and, further, reference to the principles outlined in the "City of Richmond Building Equipment, Monitoring, and Integration Requirements" administrative procedure;
- (x) design, construction and furnishing of the facility to provide for separate addressing;
- (xi) design, construction and furnishing of the utility systems to provide for, amongst other things:
1. connection to the on-site, low-carbon, central energy plant for the purposes of heating and cooling, along with provision for sub-facilities and sub-metering, to the satisfaction of the City;

2. connection to other building utility systems (e.g. electricity), along with provision for sub-facilities and sub-metering, to the satisfaction of the City; and
 3. conduit rough in for installation and connection of the City's fibre optic communications system, by the City or its contractor, noting the required conduit size is 2 inches and the outside end point is to be the City Traffic Junction Box, location to be determined by the City.
- (xii) project development and procurement of approvals subject to the following benchmarks/timelines:
1. prior to issuance of a Development Permit for the building containing the Art and Culture Facility within Phase 1, in whole or in part:
 - a. the facility design (facility proper and ancillary facilities) must be resolved to a level typical of the design development stage of a development project, including provision of the mechanical and electrical systems outline, to the satisfaction of the City;
 - b. Provision of an extensive acoustic study and develop an effective acoustic design strategy for both interior and exterior spaces to minimise the effects of noise emissions to the satisfaction of the City; and
 - c. the resulting design must be incorporated into the Development Permit application submission;
 2. prior to issuance of a Building Permit for the building containing the Art and Culture Facility within Phase 1, in whole or in part:
 - a. the facility design (facility proper and ancillary facilities) must be resolved to a level typical of Issued For Construction (IFC) stages of a development project, to the satisfaction of the City;
 - b. the resulting design must be incorporated into the building permit application submission;
 - c. a final construction cost estimate for facility proper and ancillary facilities, verified by a quantity surveyor, must be provided; and
 - d. a "construction agreement" developed and signed by the City and developer and registered on title or if registered prior to rezoning adoption, a replacement "construction agreement" registered on title;
 3. prior to occupancy of for any buildings or structures located on the lands that would represent more than 50% of the gross floor area within Phase 1:
 - a. the constructed facility (facility proper and ancillary facilities) must be granted building inspection permitting occupancy;
 - b. commissioning of the facility (facility proper and ancillary facilities) must be completed to the satisfaction of the City;
 - c. occupancy and post-occupancy information for the facility (facility proper and ancillary facilities) must be provided, to the satisfaction of the City;
 - d. as-built drawings and Operation & Maintenance (O&M) manuals in soft and hard copy form of the facility (facility proper and ancillary facilities) must be provided to the satisfaction of the City; and
 - e. a final construction cost for facility proper and ancillary facilities, verified by an independent quantity surveyor that is acceptable to the City, must be provided, unless the constructed facility is otherwise deemed acceptable by the Director, Development; the Director, Facilities and Project Development; the Director, Arts, Heritage and Cultural Services; and, the Director, Real Estate Services, at their sole discretion.
- (xiii) registration of a legal agreement(s), which may include, but may not be limited to, the following:
1. a "no build" covenant registered on title restricting Building Permit issuance for not more than 50% of the floor area within Phase 1 of the development, to be in effect until such time as a "construction agreement" is registered on title with respect to the amenity, or if a

- “construction agreement” was registered prior to rezoning adoption until such time as a replacement “construction agreement” is registered on title if required by the City;
2. a “construction agreement” setting out requirements with respect to the design, construction, furnishing, supply, installation, approval, and warranty of the Art and Culture Facility and related works to the satisfaction of the City, which agreement may include provisions for a statutory right(s)-of-way and/or rent charge and include the terms set out in these rezoning considerations and the “Terms of Reference” as well as standard City facilities policies;
 3. an Air Space Parcel (ASP) subdivision agreement to facilitate the future creation of an ASP containing the Art and Culture Facility, including the facility proper and ancillary facilities, to the extent deemed desirable or practical by the City, together with any easement(s) and/or statutory right(s)-of-way registered on title to secure any remaining facilities located elsewhere in the development and intended for the use of the Art and Culture Facility, along with terms for cost sharing between the owner (the City) and the owner(s) of the remaining facilities, all in a form and content satisfactory to the City; This agreement may, in the City’s sole discretion, require the registration of replacement agreements at specified stages of development up to and including building permit issuance to update facility completion deadlines, to address the escalation of financial contributions and valuations set out below due to effluxion of time, as verified by a third party quantity surveyor, and to reflect the design of the facility;
 4. a “no occupancy” covenant for not more than 50% of the floor area within Phase 1 of the development, registered on title, to be in effect until such time as the facility has been completed or otherwise deemed acceptable, at the sole discretion of the City, by the Director, Development; the Director, Facilities and Project Development; the Director, Arts, Heritage and Cultural Services; and, the Director, Real Estate Services, in their sole discretion, and has been transferred to the City free and clear of any encumbrances; and
 5. a blanket Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing public access to and egress from the Art and Culture Facility (facility proper and ancillary facilities) and any part of the parking facility allocated for the ACF use, across and through the drive aisles and pedestrian pathways forming part of the development and securing City access to the development for the maintenance of the utilities and mechanical systems servicing the Art and Culture Facility (including maintenance of the City’s fibre optic system), which agreement may be replaced prior to occupancy, to the satisfaction of the City, with a replacement agreement and a surveyed Statutory Right-of-Way(s) plan.
 6. a purchase and sale agreement to facilitate the transfer of the Art and Culture Facility (including facility proper and ancillary facilities) to the City, which transfer shall not occur until the City has, at its sole discretion, accepted the facility works, which acceptance shall not relieve the developer of any outstanding obligations, including the rectification of any deficiencies and the provision of related security; and
 7. an option to purchase to facilitate the subdivision of the ASP and transfer of the facility ASP to the City should the Developer default in its obligations.
- (xiv) submission of cash or other forms of financial security as follows:
1. a cash-in-lieu contribution of \$135,000 to fund the complete installation of the fibre optic service by city contractors within the conduit supplied by the developer (e.g. all costs for Civil work upgrades, connection of developer conduit to city systems, fibre cable/splice enclosure and all installation work) (Account # 3134-10-485-00000-0000););
 2. a project management fee equal to 5% of the preliminary construction cost estimate of the facility proper and ancillary facilities as verified by an independent quantity surveyor to the satisfaction of the City to provide for the participation of the City or its representatives in the schematic design, design development, building permit, issued for construction, contract administration and related stages of project development (Account # 3134-10-485-00000-0000);

3. a Letter of Credit (LOC), in the amount of 100% of construction cost estimate for the complete facility (facility proper and ancillary facilities), as verified by a quantity surveyor, to secure the developer's commitment to design, construct, furnish and transfer the Art and Culture Facility to the City. A preliminary construction cost estimate for facility proper and ancillary facilities, verified by an independent quantity surveyor that is acceptable to the City, to be provided. Provision for the return of the subject monies shall be as follows:
 - a. reduction by 50% after the facility has received final building inspection permitting occupancy and has been transferred to the City;
 - b. reduction by a further 30% a minimum of one year after the facility has received final building inspection permitting occupancy and has been transferred to the City; and
 - c. release of remaining funds after a minimum of two years after the facility has received final building inspection permitting occupancy and has been transferred to the City;
 - d. all subject to the following:
 - i. no reduction or release until all licensing has been achieved;
 - ii. retention of the LOC, or portions thereof, at the sole discretion of the City, to rectify deficiencies;
 - iii. retention of the LOC, or portions thereof, at the sole discretion of the City, to ensure the air space parcel (ASP) is free and clear of builder's liens or other encumbrances; and
 - iv. retention of the LOC, or portions thereof, at the sole discretion of the City, to complete the facility, should the developer fail in its contractual obligations.

b) Community Safety Facility

(1) The broad terms of the contribution shall include:

- (a) design, construction and furnishing of a complete facility (facility proper and ancillary facilities), including the base building and tenant improvements, all to a turnkey level of finish, on the subject site, by the developer, at the developers cost; and
- (b) transfer of the complete facility (facility proper and ancillary facilities), including the base building and tenant improvements, all at a turnkey level of finish, as an air space parcel, to the City, at no cost to the City;
and, the specific terms shall include:
- (c) voluntary contribution of no less than 1,048 m² (11,280 ft²) of floor area used in Phase 2 of the development and used exclusively for the Community Safety Facility. Base building stair cores, elevators, mechanical shafts should not be included in the facility floor area;
- (d) voluntary contribution of additional indoor area from the development, as required for purposes ancillary to the facility use, including, but not limited to, bicycle storage, parking, waste management, building systems and building services, and driveways and vehicular circulation immediately in front of the facility where such area is typically excluded from floor area calculations for the purposes of calculating density under the Richmond Zoning Bylaw;
- (e) voluntary contribution of outdoor area along the frontages of the facility, for the exclusive use of the facility, the final size and exact dimensions of which are to be determined through the development permit process, including both open and covered areas, neither of which will be considered to be floor area for the purposes of calculating density under the Richmond Zoning Bylaw;
- (f) location of the facility proper on a front facing municipal road, ground floor of the development, single-story, along with provision of to and from ancillary facilities such as bicycle storage, parking, waste, driveway, emergency fuel storage, service rooms, and similar areas;
- (g) design, construction, and furnishing (including furniture, fixtures and equipment) of the facility to the satisfaction of the City and in accordance with the Terms of Reference, RCMP Property Management Manual Detachment Standard Manuals, RCMP Departmental Security Section's Standards, City's Enhanced Accessibility Guidelines and Technical Specifications, Facilities Design Guidelines and Technical Specifications, and capable of achieving LEED v4 ID + C Commercial Interiors Gold;

- (h) all individuals engaged to work on the facility must have an active RCMP Security Clearance as per RCMP Security Requirements Check List No. 2024111284 and its amendments. Explicitly, an RCMP security clearance is required for the prime architect, project managers, site superintendent and any other individuals RCMP deems necessary;
- (i) design, construction and furnishing of the complete facility, substantially in accordance with the facility intent and the facility program:
 - (i) the facility proper to provide for:
 - 1. approximately 1,048 m² (11,280 ft²) of programmed facility space to provide a Community Safety Facility, comprising of Urban Fire Annex (UFA) and Community Policing Office (CPO). The space is allocated as follows:
 - a. approximately 892 m² (9,600 ft²) of a partially joint-operations space, consisting of RCMP secured designated areas, RFR designated areas and multi-use shared spaces. Program Spaces include meeting room, briefing room, offices, interview rooms, open work spaces, business centre, reception, public washrooms, staff washrooms and showers, interview rooms, licensed kitchen and lunch room, multiple storage rooms, multiple server rooms, fitness and wellness room, temporary exhibit room, individual resting rooms, laundry, decontamination facilities, janitorial, and electrical/mechanical rooms; and;
 - b. approximately 156 m² (1,680 ft²) for the fire truck bay, ground floor, single apparatus drive thru rear bay with a minimum of 15' door height plus interior bay clearance space for fire truck and operational apparatus maintenance, exhaust system (Nederman System), high voltage electrical and IT/communications network requirements. A separate drive aisle is required to facilitate the apparatus turning into the truck bay. Drive thru must have sufficient turning radius for a 45' length apparatus. Note: The apparatus must be able to enter and exit the site in forward motion, facilitating turnaround on site without backing up. (BCBC – Access Route Design 3.2.5.6 identifies the turning radius (centre-line radius for clarity) of 12m and is the same turning radius required for drive thru bay access. Design shall be subject to review by the City at the Development Permit stage;
 - c. the facility must be front facing on a municipal road (not a laneway or alley).
 - (ii) the ancillary facilities to provide for:
 - 1. bicycle storage and vehicle parking applicable to the needs of the facility's staff, visitors, and volunteers, available 365/7/24, located within the parkade except where noted otherwise, generally in an area having direct or close access to the facility's private access system, including clearly signed access from the street, where applicable including:
 - a. A total of 18 dedicated ground-level parking for RCMP operations vehicles within a secured, fenced and gated area to ensure only RCMP authorized personnel have access through an access control system;
 - b. A total of 6 dedicated ground-level parking for RFR operations;
 - c. RCMP parking and a separate, dedicated bicycle storage must be secured to ensure only RCMP authorized personnel have access;
 - d. Parking shall be clustered together and must be adjacent to the Community Safety Facility and within close proximity to the parkade main entrance/exit for emergency response;
 - e. Parking location for 2 of the 6 dedicated RFR parking stalls can be situated in an area that provides sufficient turning radius and height restrictions for large vehicles such as heavy duty trucks (minimum height of 4.1m (13.5 ft.)) and trailers to access and exit the parkade. Turning templates to be provided through the Development Permit* process;
 - f. A minimum of 2% of parking provision shall be accessible;

- g. Additional 12 parking stalls to be made available for special events or training in the general parking area, with SRW registered over such parking stalls to permit the City to reserve the spaces for the exclusive use of the Community Safety Facility during special events;
 - h. Dedicated Class 1 bicycle spaces for a minimum of 6 bicycles. Class 1 bicycle lockers shall be equipped with one electric charging outlets per stall/locker;
 - i. Class 2 bicycle spaces to accommodate a minimum of 3 bicycles, to be located at-grade.
- (iii) the outdoor program space to provide for:
- 1. outdoor uses typically ancillary to the facility uses such as the driveway and vehicular circulation; or, as determined through the Development Permit process
- (iv) a shared use waste management room within close proximity to the facility's private circulation system and provision for waste management removal in conjunction with the overall development's waste management provider;
- (v) services rooms and similar facilities, as required to meet functional, technical and operational requirements of the facility;
- (vi) a separate and exclusive use emergency fuel storage, stand-alone structure, on street level, away from the main facility and shall be subject to review by the City at the Development Permit stage; and
- (vii) a separate and exclusive use driveway access to the truck bay
- (j) design, construction, and furnishing of the facility (facility proper and ancillary facilities) to provide robust monitoring and remote control capabilities of the systems and scheduling, and integration of these controls into the building automation system through open language BACnet interfaces and, further, reference to the principles outlined in the "City of Richmond Building Equipment, Monitoring, and Integration Requirements " administrative procedure;
- (k) design, construction and furnishing of the facility to provide for separate addressing;
- (l) design, construction and furnishing of the utility systems to provide for, amongst other things:
- (i) connection to the on-site, low-carbon, central energy plant for the purposes of heating and cooling, along with provision for sub-facilities and sub-metering, to the satisfaction of the City;
 - (ii) provision of and connection to a dedicated energy transfer station for the facility's exclusive use;
 - (iii) connection to a dedicated generator to provide back-up power for full load operations for a minimum of 72 hours, to the satisfaction of the City. Generator is required to be flood protected;
 - (iv) connection to other building utility systems (e.g. electricity), along with separate metering, to the satisfaction of the City. Meters must be supplied by the service provider i.e. BC Hydro (electricity) and City of Richmond (water); and
 - (v) conduit rough in for installation and connection of the City's fibre optic communications system, by the City or its contractor, noting the required conduit size is 2 inches and the outside end point is to be a City Traffic Junction Box, location to be determined by the City;
- (m) project development and procurement of approvals subject to the following benchmarks/timelines:
- (i) prior to issuance of a Development Permit for the building containing the Community Safety Facility within Phase 2:
 - 1. the facility design (facility proper and ancillary facilities) must be resolved to a level typical of the design development stage of a development project, including provision of the mechanical and electrical systems outline, to the satisfaction of the City;
 - 2. Provision of an extensive acoustic study and develop an effective acoustic design strategy to minimise the effects of noise emissions and in accordance with the RCMP PMM Detachment Standard Manuals to the satisfaction of the City; and
 - 3. the resulting design must be incorporated into the Development Permit application submission;

- (ii) prior to issuance of a Building Permit for the building containing the Community Safety Facility within Phase 2, in whole or in part:
 - 1. the facility design (facility proper and ancillary facilities) must be resolved to a level typical of Issued For Construction (IFC) stages of a development project, to the satisfaction of the City;
 - 2. the resulting design must be incorporated into the building permit application submission;
 - 3. a final construction cost estimate for facility proper and ancillary facilities, verified by a quantity surveyor, must be provided; and
 - 4. a “construction agreement” signed by the City and developer and registered on title or if registered prior to rezoning adoption, a replacement “construction agreement” registered on title if required by the City;
- (iii) prior to occupancy of the building containing the Community Safety Facility within Phase 2, in whole or in part:
 - 1. the constructed facility (facility proper and ancillary facilities) must be granted building inspection permitting occupancy;
 - 2. commissioning of the facility (facility proper and outdoor space) must be completed to the satisfaction of the City;
 - 3. occupancy and post-occupancy information for the facility (facility proper and outdoor space) must be provided, to the satisfaction of the City;
 - 4. as-built drawings and Operation & Maintenance (O&M) manuals in soft and hard copy form of the facility (facility proper and outdoor space) must be provided to the satisfaction of the City; and
 - 5. a final construction cost for facility proper and ancillary facilities, verified by an independent quantity surveyor that is acceptable to the City, must be provided, unless the constructed facility is otherwise deemed acceptable by the Director, Development; the Director, Facilities and Project Development; Member in Charge, Richmond RCMP s, Fire Chief; and, the Director, Real Estate Services, at their sole discretion.
- (n) registration of a legal agreement(s), which may include, but are not limited to, the following:
 - (i) a “no build” covenant registered on title restricting Building Permit issuance for not more than 50% of the total floor area within Phase 2 of the development, to be in effect until such time as a “construction agreement” is registered on title with respect to the amenity, or if a “construction agreement” was registered prior to rezoning adoption until such time as a replacement “construction agreement” is registered on title if required by the City;
 - (ii) a “construction agreement” setting out requirements with respect to the design, construction, furnishing, supply, installation, approval, and warranty of the Community Safety Facility and related works to the satisfaction of the City, which agreement may include provisions for a statutory right(s)-of-way and/or rent charge and include the terms set out in these rezoning considerations and the “Terms of Reference” as well as standard City facilities policies;
 - (iii) an Air Space Parcel (ASP) subdivision agreement to facilitate the future creation of an ASP containing the facility, including the facility proper and ancillary facilities, to the extent deemed desirable or practical by the City, together with the obligation to register on title, at the time of ASP creation, any easement(s) and/or statutory right(s)-of-way required to secure use of and access to any remaining facilities located elsewhere in the development and intended for the use of the facility tenants, along with terms for cost sharing between the ASP owner (the City) and the owner(s) of the remaining facilities, all in a form and content satisfactory to the City; This agreement may, in the City’s sole discretion, require the registration of replacement agreements at specified stages of development up to and including building permit issuance to update facility completion deadlines, to address the escalation of financial contributions and valuations set out below due to effluxion of time, as verified by a third party quantity surveyor, and to reflect the design of the facility;

- (iv) a “no occupancy” covenant for not more than 50% of the floor area within Phase 2 of the development, in whole or in part, registered on title, to be in effect until such time as the facility has been completed or otherwise deemed acceptable, at the sole discretion of the City, by the Director, Development; the Director, Facilities and Project Development; Member in Charge, Richmond RCMP, Fire Chief; and, the Director, Real Estate Services, in their sole discretion, and has been transferred to the City free and clear of any encumbrances; and
 - (v) a blanket Statutory Right-of-Way, easement, or alternative legal agreement(s), to the satisfaction of the City, securing public access to and egress from the facility (facility proper and ancillary facilities) and any part of the parking facility allocated for the facility use, across and through the drive aisles and pedestrian pathways forming part of the development and securing City access to the development for the maintenance of the utilities and mechanical systems servicing the facility (including maintenance of the City’s fibre optic system), which agreement may be replaced prior to occupancy, to the satisfaction of the City, with a replacement agreement and a surveyed Statutory Right-of-Way(s) or Easement plan;
 - (vi) a purchase and sale agreement to facilitate the transfer of the Community Safety Facility (including facility proper and ancillary facilities) to the City, which transfer shall not occur until the City has, at its sole discretion, accepted the facility works, which acceptance shall not relieve the developer of any outstanding obligations, including the rectification of any deficiencies and the provision of related security; and
 - (vii) an option to purchase to facilitate the subdivision of the ASP and transfer of the facility ASP to the City should the Developer default in its obligations.
- (o) submission of cash or other forms of financial security as follows:
- (i) a cash-in-lieu contribution of \$109,000 to fund the complete installation of the fibre optic service by city contractors within the conduit supplied by the developer (e.g. all costs for Civil work upgrades, connection of developer conduit to city systems, fibre cable/splice enclosure and all installation work) (Account # 3134-10-485-00000-0000);
 - (ii) a project management fee equal to 5% of the preliminary construction cost estimate of the facility proper and ancillary facilities as verified by an independent quantity surveyor to the satisfaction of the City to provide for the participation of the City or its representatives in the schematic design, design development, building permit, issued for construction, contract administration and related stages of project development (Account # 3134-10-485-00000-0000);
 - (iii) a Letter of Credit (LOC), in the amount of 100% of the construction cost estimate for the complete facility (facility proper and ancillary facilities), as verified by a third party quantity surveyor, to secure the developer’s commitment to design, construct, and transfer the Community Safety Facility to the City. A preliminary construction cost estimate for facility proper and ancillary facilities, verified by an independent quantity surveyor that is acceptable to the City, must be provided. Provision for the return of the subject monies shall be as follows:
 - 1. reduction by 50% after the facility has received final building inspection permitting occupancy and has been transferred to the City;
 - 2. reduction by a further 30% a minimum of one year after the facility has received final building inspection permitting occupancy and has been transferred to the City; and
 - 3. release of remaining funds after a minimum of two years after the facility has received final building inspection permitting occupancy and has been transferred to the City, all subject to the following:
 - a. no reduction or release until all facility requirements has been achieved;
 - b. retention of the LOC, or portions thereof, at the sole discretion of the City, to rectify deficiencies;
 - c. retention of the LOC, or portions thereof, at the sole discretion of the City, to ensure the air space parcel (ASP) is free and clear of builder’s liens or other encumbrances; and

- d. retention of the LOC, or portions thereof, at the sole discretion of the City, to complete the facility, should the developer fail in its contractual obligations.

c) Voluntary Cash Contribution

- (1) A voluntary cash contribution of \$15.0 million dollars, the payment of which shall be consistent with the Phasing Covenant (Consideration #36).

31. **(Public Art – On-Site)** City acceptance of the developer's offer to make a voluntary contribution towards the City's Public Art Fund, the terms of which shall include the following:

- a) The value of the developer's voluntary public art contribution shall be based on the Council-approved contribution rates, as adjusted annually, for residential and non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, excluding floor area associated with affordable housing and market rental.
- b) Prior to rezoning bylaw adoption, the developer shall submit a Master Public Art Plan, and enter into legal agreement(s) to be registered on Title, as required by the City, to the subject site (all Phases) regarding item 31 a) and this 31 b) and to facilitate the implementation of the City-approved Master Public Art Plan referred to in this item 31 b) for the subject site (all Phases), to the satisfaction of the Director, Arts Culture and Heritage Services. The Master Public Art Plan shall be:
 - i) Prepared by an appropriate professional;
 - ii) Consistent with applicable City policies and objectives (for example, the Richmond Public Art Program, City Centre Public Art Plan, Capstan Public Art Plan and other relevant supplementary public art and heritage planning that may be undertaken by the City), as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services;
 - iii) Presented for review(s) by the Public Art Advisory Committee, as required by the Director, Arts, Culture, and Heritage Services;
 - iv) Implemented by the developer, as required by legal agreement(s) registered on Title to the subject site (all Phases) prior to rezoning adoption.
- c) "No development" shall be permitted on Phase 1 of the development on the subject site, restricting Development Permit issuance for the first building within Phase 1, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
 - i) Enters into additional legal agreement(s) to be registered on Title, as required by the City, if any, to facilitate the implementation of the City-approved Master Public Art Plan referred to in item 31 b) above, and prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for Phase 1 of the subject site, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Master Public Art Plan submitted prior to rezoning adoption), which Detailed Public Art Plan will be incorporated into the above-referenced additional agreement(s). NOTE: For contributions with a cumulative budget over \$250,000, the Detailed Public Art Plan is presented for Council approval prior to Building Permit issuance;
 - ii) Submits a Letter of Credit or cash security or cash contribution (as determined in the sole discretion of the City), and enters into additional legal agreement(s), if any, to secure the developer's implementation of the Detailed Public Art Plan for Phase 1 in accordance with the Master Public Art Plan, in an amount based on the Council-approved contribution rates for Public Art for the year in which the first Development Permit is issued for any building in Phase 1 multiplied by the maximum permitted floor area for all buildings within Phase 1, in accordance with item 31 a) above, 5% of which amount will be provided as a voluntary cash contribution for the City's administration costs for the Phase 1 contribution;
- d) "No development" shall be permitted on Phase 2 of the development on the subject site, restricting Development Permit issuance for the first building within Phase 2, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
 - i) Enters into additional legal agreement(s), if any, additional legal agreement(s) to be registered on Title, as required by the City, to facilitate the implementation of the City-approved Master Public Art Plan referred to in item 31 b) above, and prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for Phase 2 of the subject site, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Master Public Art Plan submitted prior to rezoning adoption),

which Detailed Public Art Plan will be incorporated into the above-referenced additional agreement(s).

NOTE: For contributions with a cumulative budget over \$250,000, the Detailed Public Art Plan is presented for Council approval prior to Building Permit issuance;

- ii) Submits a Letter of Credit or cash security or cash contribution (as determined in the sole discretion of the City), and enters into additional legal agreement(s), if any, to secure the developer's implementation of the Detailed Public Art Plan for Phase 2 in accordance with the Master Public Art Plan, in an amount based on the Council-approved contribution rates for Public Art for the year in which the first Development Permit is issued for any building in Phase 2 multiplied by the maximum permitted floor area for all buildings within Phase 2, in accordance with item 31 a) above, 5% of which amount will be provided as a voluntary cash contribution for the City's administration costs for the Phase 2 contribution;
- e) "No development" shall be permitted on Phase 3 of the development on the subject site, restricting Development Permit issuance for the first building within Phase 3, in whole or in part (excluding parking), until the developer, to the City's satisfaction:
 - i) Enters into additional legal agreement(s) to be registered on Title, as required by the City, to facilitate the implementation of the City-approved Master Public Art Plan referred to in item 31 b) above, and prior to entering into any such additional agreement(s), a Detailed Public Art Plan is submitted by the developer for Phase 3 of the subject site, to the satisfaction of the City (as generally set out in the legal agreement entered into and the Master Public Art Plan submitted prior to rezoning adoption), which Detailed Public Art Plan will be incorporated into the above-referenced additional agreement(s). NOTE: For contributions with a cumulative budget over \$250,000, the Detailed Public Art Plan is presented for Council approval prior to Building Permit issuance;
 - ii) Submits a Letter of Credit or cash security or cash contribution (as determined in the sole discretion of the City), and enters into additional legal agreement(s), if any, to secure the developer's implementation of the Detailed Public Art Plan for Phase 3 in accordance with the Master Public Art Plan, in an amount based on the Council-approved contribution rates for Public Art for the year in which the first Development Permit is issued for any building in Phase 3 multiplied by the maximum permitted floor area for all buildings within Phase 3, in accordance with item 31 a) above, 5% of which amount will be provided as a voluntary cash contribution for the City's administration costs for the Phase 3 contribution;
- f) "No occupancy" shall be permitted on the subject site, restricting final Building Permit* inspection granting occupancy of the building (exclusive of parking), in whole or in part, on the subject site(s) of each Phase until:
 - iii) The developer, at the developer's sole cost and expense, commissions one or more artists to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork, and causes the public artwork to be installed on City owned site, if expressly permitted by the City in writing and pre-approved by Council, or within a statutory right-of-way on the subject site (which right-of-way shall be to the satisfaction of the City and secured by one or more legal agreements for rights of public passage, public art, and related purposes including maintenance), in accordance with the City-approved Public Art Plan and, as applicable, Detailed Public Art Plan for that Phase.
 - iv) The developer, at the developer's sole cost and expense and within 30 days after the date on which the applicable public art is installed for a Phase in accordance with the City-approved Public Art Plan, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent strata corporation if on the subject site (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services.
 - v) NOTE: It is the understanding of the City that the artist's title and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist and that these interests will in turn be transferred to the City, subject to approval by Council to accept the transfer of ownership of the artwork.
 - vi) The developer, at the developer's sole cost and expense, has submitted a final report to the City, to be submitted promptly after completion of the installation of the public art for each Phase in accordance with the City-approved Public Art Plan, which report, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, includes:

- Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- The maintenance plan for the public art prepared by the artist(s);
- Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

g) As an alternative to the provision of public art on-site, the developer may offer to make a voluntary cash contribution in lieu in respect of one or more Phases; provided that the value of such voluntary public art contribution shall be at least the total amount indicated in the table in item a) above. In this case, the requirements of c) through e) above will not apply to that Phase.

32. **(CCAP Community Planning)** City acceptance of the developer's voluntary contribution to future City community planning studies (as set out in the City Centre Area Plan) and as indicated in the table below.

	Site Area for Density Purposes (ZC54)	Maximum FAR	Maximum Permitted Floor Area (less exclusions)	CCAP Community Planning Rate	Minimum Voluntary Developer Contribution
TOTAL	63,080.7 m ² (678,995 ft ²)	5.06	3,390,600	\$0.34/ft ²	\$1,152,804.00

Note: 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.

33. **(Tandem Parking)** Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same tenant, and which may only be used for employee parking and/or hotel valet parking only.

34. **(District Energy Utility)** 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:

- a) 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.
- b) The owner will, prior to development permit issuance for Phase 1, develop a DEU implementation and servicing plan (Implementation Plan) for the subject site in compliance with the City's DEU initiatives in the City Centre Area, and the City Centre District Energy Utility Bylaw No. 9895 (CCDEU Bylaw), to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), which Implementation Plan shall:
 - (1) support provision of DEU services to the site using low carbon energy technology;
 - (2) include the following on-site DEU elements:
 - (a) a low carbon energy plant, being the only low carbon energy plant on-site or the final phase low carbon energy plant on-site (LCEP),
 - (b) if required, a low carbon energy plant for the first phase of the development on-site (Interim LCEP),
 - (c) a low carbon energy source,
 - (d) a distribution network and energy transfer station(s) to deliver service from the LCEP, and if applicable the Interim LCEP, to the building(s) on site,
 - (e) additional floor area of no less than 1,000 m² to facilitate future expansion by the City, LIEC or their contractors of the LCEP to service off-site developments (Additional Facility Space), and

- (f) if an Interim LCEP is needed:
 - (i) the Additional Facility Space will be provided with the Interim LCEP; or
 - (ii) if all of the Additional Facility Space will be provided with the final LCEP, temporary space on the site equivalent to the Additional Facility Space to be provided to the City to place a temporary energy plant for the servicing of off-site development, which may be located anywhere on the site to the satisfaction of the City and LIEC (Temporary Additional Facility Space); or
 - (iii) if a portion of the Additional Facility Space will be provided with the final LCEP and a portion of the Additional Facility Space will be provided with the Interim LCEP, temporary space on the site equivalent to the portion of the Additional Facility Space to be provided with the final LCEP will be provided to the City to place a temporary energy plant for the servicing of off-site development, which may be located anywhere on the site to the satisfaction of the City and LIEC (Partial Temporary Additional Facility Space).
- (3) incorporate the phasing plan for the development, including, if necessary, an Interim LCEP, Temporary Additional Facility Space and Partial Temporary Facility Space;
- (4) include a study assessing suitable low carbon energy technologies, including but not limited to river-source energy;
- (5) include a study to identify suitable locations for the LCEP and Additional Facility Space, and if applicable the Interim LCEP, Temporary Additional Facility Space, and Partial Temporary Facility Space, on the subject site such that:
 - (a) there are no structures overhead the LCEP that may materially impact or limit equipment venting and exhaust, or the installation, maintenance or replacement of any equipment; and
 - (b) it is located (1) on a portion of the site which may be subdivided as a fee simple lot to be transferred to the City, or (2) within a portion of the site that may be subdivided to create a ground level air space parcel or remainder lot to be transferred to the City;
- (6) include a study to identify means of acoustic attenuation of noise generated by the LCEP, and if applicable the Interim LCEP; and
- (7) include a study to identify and assess the required provincial and federal permits required for LCEP, and if applicable the Interim LCEP, based on the various evaluated technologies and locations, and any corresponding timelines to obtain such permits.
- c) A CCDEU Bylaw, which applies to the site, has been adopted by Council prior to the issuance of any development permit for the subject site, thus no building permit will be issued for a building on the subject site unless:
 - (1) if prior to issuance of the development permit for the subject site, the City and the City's DEU service provider, LIEC, have provided the owner with written notice that the LCEP, and if applicable the Interim LCEP, to provide 100% heating, cooling, and domestic hot water heating to the building(s) is to be located on-site and constructed by the Owner, at the owner's sole cost, the owner:
 - (a) designs, to the satisfaction of the City and LIEC, the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and an onsite LCEP for the provision of heating, cooling and domestic hot water heating, as directed by LIEC, including without limitation all on-site distribution between the LCEP, and if applicable the Interim LCEP, and the building(s);
 - (b) designs, to the satisfaction of the City and LIEC, a LCEP to provide heating, cooling and domestic hot water heating to the building(s) on the subject site, as directed by LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
 - (c) if applicable, the owner designs, to the satisfaction of the City and LIEC, a Interim LCEP to provide heating, cooling and domestic hot water heating to the phase 1 building(s) on the subject site, as directed by LIEC, to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU;
 - (d) designs, to the satisfaction of the City and LIEC, a DEU facility or facilities on-site that includes the Additional Facility Space co-located with the LCEP and/or the Interim LCEP, and as applicable, the

Temporary Additional Facility Space, or the Partial Temporary Facility Space to service off-site developments; and

- (e) enters into an asset transfer agreement with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City to transfer ownership of the LCEP, the Interim LCEP if applicable, and all DEU works constructed on-site (including but not limited to the any service connections and energy transfer stations) to the City or as directed by the City, including to LIEC, at no cost to the City or 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 LCEP, the Interim LCEP if applicable, and all on-site DEU works (including the service connection and energy transfer station) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City; or,
- (2) if prior to issuance of the development permit for the subject site, the City and the City's DEU service provider, LIEC, have provided the owner with written notice that the LCEP, and if applicable the Interim LCEP, to provide heating, cooling and domestic hot water heating to the building(s) is to be located on-site and constructed by the City or City's DEU service provider, LIEC, or their contractors, at the owner's sole cost, the owner:
 - (a) designs, to the satisfaction of the City and LIEC, the building(s) on the subject site to connect to and be serviced by a DEU for the provision of heating, cooling and domestic hot water heating, and an onsite LCEP for the provision of heating, cooling and domestic hot water heating, as directed by LIEC, including without limitation all on-site distribution between the LCEP, and if applicable the Interim LCEP, and the building(s);
 - (b) the owner designs the base building shell facility (Shell Space) to contain the LCEP and the Additional Facility Space to service off-site developments, to the satisfaction of the City and LIEC;
 - (c) if applicable, the owner designs Shell Space(s) to contain the Interim LCEP, the Temporary Additional Facility Space, or the Partial Temporary Facility Space, to the satisfaction of the City and LIEC;
 - (d) the owner enters into an asset transfer agreement with the City and/or LIEC on terms and conditions satisfactory to the City to transfer ownership of the DEU works constructed on-site (including but not limited to the any service connections and energy transfer stations) to the City or as directed by the City, including to LIEC, at no cost to the City or 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 service connection and energy transfer station) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
 - (e) provides a cash in lieu contribution equivalent to 125% of the Class A estimate of the costs to construct the LCEP to provide heating, cooling, and domestic hot water heating to all the building(s) on site, determined by LIEC and its consultants, and the applicable project management fees charged by the City or LIEC, as directed by the City. Should the actual cost of the construction of the on-site LCEP exceed this cash-in-lieu contribution, as per the CCDEU Bylaw, any such excess costs will be at the owner's cost, and should the actual cost of construction be less than the cash-in-lieu contribution any such remaining funds will be refunded to the owner; and
 - (f) if applicable, provides a cash in lieu contribution equivalent to 125% of the Class A estimate of the costs to construct the Interim LCEP to provide heating, cooling, and domestic hot water heating to all the building(s) on site, determined by LIEC and its consultants, and the applicable project management fees charged by the City or LIEC, as directed by the City. Should the actual cost of the construction of the on-site Interim LCEP exceed this cash-in-lieu contribution, as per the CCDEU Bylaw, any such excess costs will be at the owner's cost, and should the actual cost of construction be less than the cash-in-lieu contribution any such remaining funds will be refunded to the owner; and
- (3) provides a statutory right of way on the subject site to the City to permit the construction, maintenance, and repair of any on-site LCEP, and any Interim LCEP, including any LCEP to service off-site developments installed by the City or LIEC in the Additional Facility Space, the Temporary Additional

Facility Space, and the Partial Temporary Facility Space, and all on-site DEU infrastructure required for the purposes of heating, cooling, and domestic hot water heating provided to the onsite building(s) or off-site developments, including but not limited to any service connections and energy transfer stations, and any other distribution systems servicing the on-site buildings and any off-site developments, by or on behalf of the City and LIEC.

The owner will not transfer any LCEP, and if applicable any Interim LCEP, if constructed by or on behalf of the owner, to any entity other than the City or LIEC, including to any strata corporation, without the prior written consent of the City.

- d) 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, including without limitation that the owner agrees that, upon direction by the City and/or LIEC to connect, the building(s) if connected to an Interim LCEP will connect to the final LCEP once constructed and available for connection, unless the Interim LCEP is part of the final LCEP infrastructure on the site, or as otherwise agreed to in writing by the City.
- e) If a DEU is available for connection for heating, cooling, and/or domestic hot water heating, and the City has directed the owner to connect to the DEU in respect of one or more of heating, cooling, and/or domestic hot water heating, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - (1) the building is connected to the DEU for the provision of heating, cooling, and/or domestic hot water heating, as applicable;
 - (2) the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to LIEC, at no cost to the City or LIEC, on terms and conditions satisfactory to the City;
 - (3) the owner enters into a Service Provider Agreement for that building with the City and/or LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - (4) prior to subdivision (including Air Space parcel subdivision, though registration may be concurrent with air space 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(s).
- f) If a DEU is not available for connection for heating, cooling, and/or domestic hot water, and a LCEP has been required on-site pursuant to the above, no final building inspection permitting occupancy of a building on the site will be granted unless and until:
 - (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 for heating, cooling, and domestic hot water heating;
 - (2) the owner has obtained, at its sole cost, any and all regulatory approvals and permits required for the design and construction of the LCEP, and if applicable the Interim LCEP, including without limitation, if any river-source equipment is included in the design, any permits, licenses, or leases required for the construction and operation of such equipment;
 - (3) the building is connected to the on-site LCEP, or if applicable the Interim LCEP, supplied and installed at the owner's sole cost, to provide heating, cooling, and domestic hot water heating to the building(s), as directed by the City's service provider, LIEC, which LCEP will be designed, constructed and installed on the subject site to the satisfaction of the City and LIEC;
 - (4) if there is one LCEP for the site, it is to be located in a facility that includes the Additional Facility Space, to facilitate future expansion of the LCEP to service off-site developments by the City and/or LIEC, designed, constructed and fitted-out on the subject site to the satisfaction of the City and LIEC;
 - (5) if there are, or will be, more than one LCEP on site, and:
 - (a) if the building(s) is connecting to an Interim LCEP, either:
 - (i) the Interim LCEP is located in a facility that includes the Additional Facility Space designed, constructed and fitted-out on the subject site to the satisfaction of the City and LIEC;
 - (ii) the Interim LCEP is located in a facility that includes a portion of the Additional Facility Space, both designed, constructed and fitted-out on the subject site to the satisfaction of the City and LIEC, and Partial Temporary Additional Facility Space has been provided on site in a location to the satisfaction of the City and LIEC; or

- (iii) the Interim LCEP is located in its own facility designed, constructed and fitted-out on the subject site to the satisfaction of the City and LIEC, and Temporary Additional Facility Space has been provided on site in a location to the satisfaction of the City and LIEC; or
- (b) if the building(s) is connecting to the LCEP, either:
 - (i) the LCEP is located in a facility that includes the Additional Facility Space designed, constructed and fitted-out on the subject site to the satisfaction of the City and LIEC, and any Temporary Additional Facility Space has been decommissioned by LIEC;
 - (ii) the LCEP is located in a facility that includes the portion of the Additional Facility Space not provided with the Interim LCEP, designed, constructed and installed on the subject site to the satisfaction of the City and LIEC, and any Partial Temporary Additional Facility Space has been decommissioned to the satisfaction of the City and LIEC; or
 - (iii) the Interim LCEP is located in its own facility, and all of the Additional Facility Space was provided with the Interim LCEP, designed, constructed and fitted-out on the subject site to the satisfaction of the City and LIEC; and

The parties acknowledge that the Additional Facility Space is to be provided by the owner as base building space only, and that any low carbon energy plant to be constructed therein to service off-site developments will be constructed by, and at the cost of, the City and LIEC, in a location to the satisfaction of the City and LIEC. The parties also acknowledge that any Partial Temporary Additional Facility Space, and Temporary Additional Facility Space is to be provided as land on-site in a location to the satisfaction of the City and LIEC for the use by the City and LIEC for the temporary construction, use and maintenance of a temporary low carbon energy plant to service off-site developments, which construction, operation, maintenance, and decommissioning will be at the City and LIEC's cost.
- (6) if the LCEP and/or the Interim LCEP is constructed by the owner, the owner transfers ownership of the LCEP, and if applicable the Interim LCEP, on the subject site, to the City or as directed by the City, including to LIEC, at no cost to the City or LIEC, on terms and conditions satisfactory to the City;
- (7) if the LCEP and/or the Interim LCEP is constructed by the City or City's DEU service provider, LIEC, or their contractors, at the owner's sole cost, the owner has constructed the applicable Shell Space for the LCEP, the Interim LCEP, the Additional Facility Space, the Temporary Additional Facility Space, and/or the Partial Temporary Additional Facility Space, to the satisfaction of the City and LIEC;
- (8) the owner transfers ownership of on-site DEU infrastructure (including but not limited to any service connections and energy transfer stations on the subject site), to the City or as directed by the City, including to LIEC, at no cost to the City or LIEC, on terms and conditions satisfactory to the City;
- (9) if there is one LCEP for the site, the owner subdivides from the subject site either a fee simple parcel or an air space parcel containing the constructed LCEP and the supporting facility/building/Shell Space which includes the Additional Facility Space, to the satisfaction of the City and LIEC, and transfers such subdivided parcel to the City, at no cost to the City or LIEC;
- (10) if there are, or will be, more than one LCEP on site:
 - (a) if the building(s) is connecting to an Interim LCEP, the owner subdivides from the subject site either a fee simple parcel or an air space parcel containing the constructed Interim LCEP and any portion of the Additional Floor Area constructed with the Interim LCEP, to the satisfaction of the City and LIEC, and transfers such subdivided parcel to the City, at no cost to the City or LIEC; and
 - (b) if the building(s) is connecting to the LCEP, the owner subdivides from the subject site either a fee simple parcel or an air space parcel containing the constructed LCEP and any portion of the Additional Floor Area constructed with the LCEP, to the satisfaction of the City and LIEC, and transfers such subdivided parcel to the City, at no cost to the City or LIEC
- (11) prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or LIEC, on terms and conditions satisfactory to the City; and
- (12) prior to subdivision (including Air Space parcel subdivision, though registration may be concurrent with air space subdivision, and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Rights of Way(s) and/or easements necessary for supplying the services

to the building (s) and the operation of as applicable, the LCEP, the Interim LCEP, the Additional Facility Space, the Temporary Additional Facility Space, and the Partial Additional Facility Space, by the City and/or LIEC.

35. **(Public Hearing Fee)** 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.
36. **(Phasing Covenant)** Registration of a restrictive covenant(s) and/or alternative legal agreement on title, to the satisfaction of the City, the terms of which are to include:
- a) That the phasing of the development shall materially be as identified in Schedule 'C', attached.
 - b) That development of the site shall proceed in the order identified, starting with Phase 1, then proceeding to Phase 2, and ending with Phase 3.
 - c) Phase 1 – Lands identified as PH1 on Schedule 'C'
 - (1) Restricting the forwarding of a Development Permit* to the Development Permit Panel for any buildings or structures located on the lands forming all or part of Phase 1, subject to:
 - (a) Submission and approval of a Transportation Impact Analysis (TIA) and Functional Road Plan incorporating all Phases of the development to the satisfaction of the Director, Transportation and MoTI, and which shall identify any off-site road dedications or transfer of land.
 - (b) Submission and approval of a Phase 1 TIA and Phase 1 Functional Road Plan to the satisfaction of the Director, Transportation and MoTI.
 - (c) Submission and approval of a Parking Study to the satisfaction of the Director, Transportation.
 - (d) Submission and approval of a Mode Share Study to the satisfaction of the Director, Transportation.
 - (e) Submission of a signed/sealed letter from a surveyor assuring that the proposed building height complies with all applicable Airport Zoning Regulations.
 - (2) Restricting issuance of a Development Permit* for any buildings or structures located on the lands forming all or part of Phase 1, subject to:
 - (a) Submission and approval of a Parking Management Plan to the satisfaction of the Director, Transportation.
 - (b) Submission and approval of Transportation Demand Management measures (as identified in Consideration #18) including:
 - (i) Registration and/or modification of any legal agreement(s), including public rights of passage/statutory rights-of-ways (including those areas required to provide access to facilities), required to secure the owner's commitment to provide all TDM measures identified within the approved phased TIA, to the satisfaction of the Director, Transportation.
 - (ii) Provision of any letter of credits in favour of the City associated with any TDM measures.
 - (iii) Designs all lots, buildings and structures to accommodate all TDM measures identified within the approved phased TIA.
 - (c) Registration of legal agreements on title respecting the provision of Car Share Facilities and Vehicles including:
 - (i) Secure the car-share facility for the phase of development for which a Development Permit* is being sought and all associated access routes on the lot via a public rights of passage/statutory right-of-way(s) and easements(s) registered on title and/or other legal agreements.
 - (ii) Enter into and/or modify any existing car share agreements as required to reflect the car share program applicable for the phase of development for which a Development Permit* is being sought, to the satisfaction of the Director, Transportation.
 - (iii) Provide a letter of credit to the City for 100% of the value of car-share vehicle purchase required for the phase of development for which a Development Permit* is being sought.
 - (iv) Provide a letter of credit to the City for 100% of the car share membership program value for the phase of development for which a Development Permit* is being sought.

- (d) For any building containing floor area for Office use, the developer agrees not to submit application for a development permit where the cumulative total floor area of Office space in Phase 1 would exceed 36,641 m² (394,400 ft²).
 - (e) Registration of any replacement agreements of other legal agreements registered on title related to the development, as provided for in those agreements and required by the City, including for the purposes of replacing plans and schedules and to reflect any changes made by the development permit.
 - (f) Consistent with the TDM measures for Mobility Hubs (Consideration #18 h)), the Owner shall:
 - (i) Secure the area of the mobility hub for the phase of development for which a Development Permit* is being sought via a statutory right-of-way(s) and easements(s) registered on title and/or other legal agreements to facilitate public access to mobility features, and/or
 - (ii) Modify the mobility hub agreement to reflect mobility features required and identified in the development permit.
- (3) Restricting issuance of a Development Permit* for any building containing the Art and Culture Facility, in whole or in part, prior to:
- (a) the facility design (facility proper and ancillary facilities) must be resolved to a level typical of the design development stage of a development project, including provision of the mechanical and electrical systems outline, to the satisfaction of the City;
 - (b) Provision of an extensive acoustic study and develop an effective acoustic design strategy for both interior and exterior spaces to minimise the effects of noise emissions to the satisfaction of the City; and
 - (c) the resulting design must be incorporated into the Development Permit application submission.
- (4) Restricting issuance of a Development Permit* for any buildings or structures located on the lands forming all or part of Phase 1, subject to the developer's compliance with requirements related to Public Art set out in item 31 above, including without limitation registration of any agreements on Title and provision of Letters of Credit, cash contributions and cash security.
- (5) Restricting issuance of a Building Permit* for any buildings or structures located on the lands forming all or part of Phase 1, prior to:
- (a) Registration against title to Phase 1 of any additional Servicing Agreement(s) for the design and construction of any on-site and off-site servicing, utility, dike, parks and frontage improvements, as determined by the City, and provision of a Letter of Credit or cash security to the City for the value of the Servicing Agreement works, as determined by the City.
 - (b) For any building containing floor area for Office use, the developer agrees not to submit application for a building permit where the cumulative total floor area of Office space in Phase 1 would exceed 36,641 m² (394,400 ft²).
 - (c) Registration of any replacement agreements of other legal agreements registered on title related to the development, as provided for in those agreements and required by the City, including for the purposes of replacing plans and schedules.
 - (d) Letter of confirmation is submitted by the architect assuring that all facilities required as part of the TDM measures (Consideration #18), including but not limited to car share parking, enhanced bicycle facilities, end of trip facilities and public share bicycle and e-scooter parking have been provided and that the facilities satisfy all applicable City requirements.
- (6) Restricting issuance of a Building Permit* for a building or structures that would represent more than 50% of the gross floor area within Phase 1, prior to:
- (a) issuance of a Building Permit* for a building containing the Arts Facility as set out in consideration #30(a) above, which shall include:
 - (i) the facility design (facility proper and ancillary facilities) must be resolved to a level typical of Issued For Construction (IFC) stages of a development project, to the satisfaction of the City;
 - (ii) the resulting design must be incorporated into the building permit application submission;
 - (iii) a final construction cost estimate for facility proper and ancillary facilities, verified by a quantity surveyor, must be provided; and

- (iv) a “construction agreement” developed and signed by the City and developer and registered on title or if registered prior to rezoning adoption, a replacement “construction agreement” registered on title.
- (7) Restricting occupancy, and final building permit inspection permitting occupancy for any buildings or structures located on the lands that would represent more than 50% of the gross floor area within Phase 1, prior to:
 - (a) With respect to the Art and Culture Facility
 - (i) the constructed facility (facility proper and ancillary facilities) must be granted building inspection permitting occupancy;
 - (ii) commissioning of the facility (facility proper and ancillary facilities) must be completed to the satisfaction of the City;
 - (iii) occupancy and post-occupancy information for the facility (facility proper and ancillary facilities) must be provided, to the satisfaction of the City;
 - (iv) as-built drawings and Operation & Maintenance (O&M) manuals in soft and hard copy form of the facility (facility proper and ancillary facilities) must be provided to the satisfaction of the City; and
 - (v) a final construction cost for facility proper and ancillary facilities, verified by an independent quantity surveyor that is acceptable to the City, must be provided, unless the constructed facility is otherwise deemed acceptable by the Director, Development; the Director, Facilities and Project Development; the Director, Arts, Heritage and Cultural Services; and, the Director, Real Estate Services, at their sole discretion.
- d) Phase 2 – Lands identified as PH2 on Schedule ‘C’
 - (1) Restricting the forwarding of a Development Permit* to the Development Permit Panel for any buildings or structures located on the lands forming all or part of Phase 2, subject to:
 - (a) Submission and approval of a Phase 2 Traffic Impact Assessment (TIA) specific to all lands forming Phase 2 development, to the satisfaction of the Director, Transportation and MoTI. The Terms of Reference must be approved by the City and MoTI, and the scope of work may include updated parking studies, mode share studies and further assessments as required by the Director, Transportation. The TIA must be submitted with adequate time for City review, with all City comments addressed to the satisfaction of the Director, Transportation and MoTI.
 - (b) Demonstration that the mode share targets identified in the Phase 1 Traffic Impact Assessment has been met or alternatively demonstrate to the satisfaction of the Director, Transportation how the Phase 2 TIA addresses any differences.
 - (c) Submission and approval of a Phase 2 Functional Road Plan specific to roadworks required to support Phase 2 development, prepared in conjunction to the Phase 2 TIA, to the satisfaction of the Director, Transportation and MoTI. The plans shall identify any off-site road dedications or transfer of land.
 - (d) Submission of a signed/sealed letter from a surveyor assuring that the proposed building height complies with all applicable Airport Zoning Regulations.
 - (2) Restricting issuance of a Development Permit* for any buildings or structures located on the lands forming all or part of Phase 2, prior to:
 - (a) Submission and approval of a Parking Management Plan to the satisfaction of the Director, Transportation.
 - (b) Submission and approval of Transportation Demand Management measures (including but not limited to those items identified in Consideration #18) including:
 - (i) Registration and/or modification of any legal agreement(s), including public rights of passage/statutory rights-of-ways (including those areas required to provide access to facilities), required to secure the owner’s commitment to provide all TDM measures identified within the approved phased TIA, to the satisfaction of the Director, Transportation.
 - (ii) Provision of any letter of credits in favour of the City associated with any TDM measures.

- (iii) Designs all lots, buildings and structures to accommodate all TDM measures identified within the approved phased TIA.
- (c) Registration of legal agreements on title respecting the provision of Car Share Facilities and Vehicles including:
 - (i) Secure the car-share facility for the phase of development for which a Development Permit* is being sought and all associated access routes on the lot via a public rights of passage/statutory right-of-way(s) and easements(s) registered on title and/or other legal agreements.
 - (ii) Enter into and/or modify any existing car share agreements as required to reflect the car share program applicable for the phase of development for which a Development Permit* is being sought, to the satisfaction of the Director, Transportation.
 - (iii) Provide a letter of credit to the City for 100% of the value of car-share vehicle purchase required for the phase of development for which a Development Permit* is being sought.
 - (iv) Provide a letter of credit to the City for 100% of the car share membership program value for the phase of development for which a Development Permit* is being sought.
- (d) Consistent with the TDM measures for Mobility Hubs (Consideration #18 h), the Owner shall:
 - (i) Secure the area of the mobility hub for the phase of development for which a Development Permit* is being sought via a statutory right-of-way(s) and easements(s) registered on title and/or other legal agreements to facilitate public access to mobility features, and/or
 - (ii) modify the mobility hub agreement to reflect mobility features required and identified in the development permit.
- (e) Road dedication by the developer as shown on the Phase 2 Road Functional Plan to the satisfaction of the Director, Transportation, to include the following as applicable:
 - (i) Should Phasing of the Douglas Road extension be deemed acceptable to the Director, Transportation, the remaining balance of road dedication required by the City to provide for:
 1. The ultimate width of 27.0 m, for the extension of Douglas Street between River Road and the north-south lane west of No 3 Road.
 2. The ultimate width of 27.0 m, for the extension of Douglas Street between No 3 Road and the north-south lane east of No 3 Road.
 3. Approximately 3.0 m of road dedication south of River Road along the frontages of 8500 River Road and 8520 River Road.
 4. This requirement, or portions thereof, may be waived at the discretion of the Director, Transportation should the required road dedication be secured through other developments, prior to any applications for Development Permit for Phase 2, for the balance of road dedication required to support an ultimate road, or should the applicant provide, as demonstrated through the TIA and Functional Road Plan and secured through legal agreement(s), an alternate connection that is adequate, direct, safe and convenient for cyclists and pedestrians, to the satisfaction of the Director, Transportation.
 - (ii) Where dedication of the North-South Lane west of No. 3 has been phased, dedication of the remaining balance of road dedication to support the full scope of laneway improvements is provided to the satisfaction of the Director, Transportation.
 - (iii) Any additional road dedication to support servicing upgrades and off-site TDM measures required to facilitate Phase 2 development, as identified through the approved Phase 2 TIA and Phase 2 Road Functional Plan.
- (f) Registration of any Public Rights-of-Passage Statutory Right-of-Way(s) to the satisfaction of the Director, Transportation to support servicing upgrades and off-site TDM measures to facilitate Phase 2 development, as identified through the approved Phase 2 Traffic Impact Assessment and Phase 2 Road Functional Plan.
- (g) Submission and approval of a Capacity Analysis identifying the required on-site and off-site servicing utility works required to service the entirety of that phase of development, to the satisfaction of the Director, Engineering.

- (h) Completion of the works required under any Servicing Agreement entered into at Phase 1, to the satisfaction of the City, and confirmation that such works are in their applicable maintenance period.
 - (i) The developer has provided not less than 1/3 of the developer's voluntary cash contribution \$15.0 million to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund. The \$15.0 million noted above shall be increased annually from the date of Bylaw 10531 having first received 3rd reading (e.g. the date of the Public Hearing) until the year in which payment is received based on the Statistics Canada "non-Residential Building Construction Price Index" yearly quarter-to-quarter change for Vancouver, where the change is positive. Note: The developer may elect to provide all of the \$15.0 million cash contribution at any time prior to Development Permit issuance for the first building in Phase 2, subject to the above noted annual indexing provisions.
 - (j) Registration of any replacement agreements of other legal agreements registered on title related to the development, as provided for in those agreements and required by the City, including for the purposes of replacing plans and schedules and to reflect any changes made by the development permit.
- (3) Restricting issuance of a Development Permit* for any building containing the Community Safety Facility, in whole or in part, prior to:
- (a) the facility design (facility proper and ancillary facilities) must be resolved to a level typical of the design development stage of a development project, including provision of the mechanical and electrical systems outline, to the satisfaction of the City;
 - (b) Provision of an extensive acoustic study and develop an effective acoustic design strategy to minimise the effects of noise emissions and in accordance with the RCMP PMM Detachment Standard Manuals to the satisfaction of the City; and
 - (c) the resulting design must be incorporated into the Development Permit application submission.
- (4) Restricting issuance of a Development Permit* for any buildings or structures located on the lands forming all or part of Phase 2, subject to the developer's compliance with requirements related to Public Art set out in item 31 above, including without limitation registration of any agreements on Title and provision of Letters of Credit, cash contributions and cash security.
- (5) Restricting issuance of a Building Permit* for any buildings or structures located on the lands forming all or part of Phase 2, prior to:
- (a) Final building permit inspection permitting occupancy for the building containing the Arts Facility has been granted, and completion, and transfer to the City, of the Arts Facility, as set out in consideration #30(a) above.
 - (b) Registration against title to Phase 2 of a Servicing Agreement(s) for the design and construction of any on-site and off-site servicing, utility and frontage improvements, as determined by the City, and provision by the developer of a Letter of Credit or cash security for the value of the Servicing Agreement works, as determined by the City.
 - (c) Registration against title to Phase 2 of a Construction Agreement for the Community Safety Facility, and provision of security to the City as set out in consideration #30(b) above.
 - (d) Registration of any replacement agreements of other legal agreements registered on title related to the development, as provided for in those agreements and required by the City, including for the purposes of replacing plans and schedules.
 - (e) Letter of confirmation is submitted by the architect assuring that all facilities required as part of the TDM measures (Consideration #18), including but not limited to car share parking, enhanced bicycle facilities, end of trip facilities and public share bicycle and e-scooter parking have been provided and that the facilities satisfy all applicable City requirements.
- (6) Restricting issuance of a Building Permit* for a building or structure that would represent more than 50% of the gross floor area within Phase 2, prior to:
- (a) issuance of a Building Permit* for a building containing the Arts Facility as set out in consideration 29(b) above, which shall include:
 - (i) the facility design (facility proper and ancillary facilities) must be resolved to a level typical of Issued For Construction (IFC) stages of a development project, to the satisfaction of the City;

- (ii) the resulting design must be incorporated into the building permit application submission;
 - (iii) a final construction cost estimate for facility proper and ancillary facilities, verified by a quantity surveyor, must be provided; and
 - (iv) a “construction agreement” signed by the City and developer and registered on title or if registered prior to rezoning adoption, a replacement “construction agreement” registered on title if required by the City.
- (7) Restricting final building permit inspection permitting occupancy for any buildings or structures located on the lands that would represent more than 50% of the gross floor area within Phase 2, prior to:
- (a) With respect to the Community Safety Facility:
 - (i) the constructed facility (facility proper and ancillary facilities) must be granted building inspection permitting occupancy;
 - (ii) commissioning of the facility (facility proper and outdoor space) must be completed to the satisfaction of the City;
 - (iii) occupancy and post-occupancy information for the facility (facility proper and outdoor space) must be provided, to the satisfaction of the City;
 - (iv) as-built drawings and Operation & Maintenance (O&M) manuals in soft and hard copy form of the facility (facility proper and outdoor space) must be provided to the satisfaction of the City; and
 - (v) a final construction cost for facility proper and ancillary facilities, verified by an independent quantity surveyor that is acceptable to the City, must be provided, unless the constructed facility is otherwise deemed acceptable by the Director, Development; the Director, Facilities and Project Development; Member in Charge, Richmond RCMP s, Fire Chief; and, the Director, Real Estate Services, at their sole discretion.
- e) Phase 3 – Lands identified as PH3 on Schedule ‘C’
- (1) Restricting the forwarding of a Development Permit* to the Development Permit Panel for any buildings or structures located on the lands forming all or part of Phase 3, subject to:
- (a) Submission and approval of a Phase 3 Traffic Impact Assessment (TIA) specific to all lands forming Phase 3 development, to the satisfaction of the Director, Transportation and MoTI. The Terms of Reference must be approved by the City and MoTI, and the scope of work may include updated parking studies, mode share studies and further assessments as required by the Director, Transportation. The TIA must be submitted with adequate time for City review, with all City comments addressed to the satisfaction of the Director, Transportation and MoTI.
 - (b) Demonstration that the mode share targets identified in the Phase 2 Traffic Impact Assessment has been met or alternatively demonstrate to the satisfaction of the Director, Transportation how the Phase 3 TIA addresses any differences.
 - (c) Submission and approval of a Phase 3 Functional Road Plan specific to roadworks required to support Phase 3 development, prepared in conjunction to the Phase 3 TIA, to the satisfaction of the Director, Transportation and MoTI. The plans shall identify any off-site road dedications or transfer of land.
 - (d) Submission of a signed/sealed letter from a surveyor assuring that the proposed building height complies with all applicable Airport Zoning Regulations.
- (2) Restricting issuance of a Development Permit* for any buildings or structures located on the lands forming all or part of Phase 3, prior to:
- (a) Submission and approval of a Parking Management Plan to the satisfaction of the Director, Transportation.
 - (b) Submission and approval of Transportation Demand Management measures (as identified in Consideration #18) including:
 - (i) Registration and/or modification of any legal agreement(s), including public rights of passage/statutory rights-of-ways (including those areas required to provide access to facilities), required to secure the owner’s commitment to provide all TDM measures identified within the approved phased TIA, to the satisfaction of the Director, Transportation.

- (ii) Provision of any letter of credits in favour of the City associated with any TDM measures.
- (iii) Designs all lots, buildings and structures to accommodate all TDM measures identified within the approved phased TIA.
- (c) Registration of legal agreements on title respecting the provision of Car Share Facilities and Vehicles including:
 - (i) Secure the car-share facility for the phase of development for which a Development Permit* is being sought and all associated access routes on the lot via a public rights of passage/statutory right-of-way(s) and easements(s) registered on title and/or other legal agreements.
 - (ii) Enter into and/or modify any existing car share agreements as required to reflect the car share program applicable for the phase of development for which a Development Permit* is being sought, to the satisfaction of the Director, Transportation.
 - (iii) Provide a letter of credit to the City for 100% of the value of car-share vehicle purchase required for the phase of development for which a Development Permit* is being sought.
 - (iv) Provide a letter of credit to the City for 100% of the car share membership program value for the phase of development for which a Development Permit* is being sought.
- (d) Consistent with the TDM measures for Mobility Hubs (Consideration #18 h)), the Owner shall:
 - (i) Secure the area of the mobility hub for the phase of development for which a Development Permit* is being sought via a statutory right-of-way(s) and easements(s) registered on title and/or other legal agreements to facilitate public access to mobility features, and/or
 - (ii) modify the mobility hub agreement to reflect mobility features required and identified in the development permit.
- (e) Road dedication by the developer to the satisfaction of the Director, Transportation to support servicing upgrades and off-site TDM measures to facilitate Phase 3 development, as identified through the approved Phase 3 Transportation Impact Assessment and Phase 3 Road Functional Plan.
- (f) Registration of any Public Rights-of-Passage Statutory Right-of-Way(s) to the satisfaction of the Director, Transportation to support servicing upgrades and off-site TDM measures to facilitate Phase 3 development, as identified through the approved Phase 3 Transportation Impact Assessment and Phase 3 Road Functional Plan.
- (g) Submission and approval of a Servicing Capacity Analysis identifying the required on-site and off-site servicing utility works required to service the entirety of that phase of development, to the satisfaction of the Director, Engineering.
- (h) The developer having obtained all applicable Third Party approvals for any buildings or structures proposed within the charge/permitting areas of Vancouver Airport Fuel Facilities Corporation (VAFFC) and/or Pembina, as the case may be.
- (i) The developer has provided the remaining 2/3rds of the developer's voluntary cash contribution \$15.0 million to Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund. The \$15.0 million noted above shall be increased annually from the date of Bylaw 10531 having first received 3rd reading (e.g. the date of the Public Hearing) until the year in which payment is received based on the Statistics Canada "non-Residential Building Construction Price Index" yearly quarter-to-quarter change for Vancouver, where the change is positive. Note: The developer may elect to provide all of the remaining 2/3rds of the \$15.0 million cash contribution at any time prior to Development Permit issuance for the first building in Phase 3, subject to the above noted annual indexing provisions.
- (j) Registration of any replacement agreements of other legal agreements registered on title related to the development, as provided for in those agreements and required by the City, including for the purposes of replacing plans and schedules and to reflect any changes made by the development permit.
- (3) Restricting issuance of a Development Permit* for any buildings or structures located on the lands forming all or part of Phase 3, subject to the developer's compliance with requirements related to Public Art set out in item 31 above, including without limitation registration of any agreements on Title and provision of Letters of Credit, cash contributions and cash security.

- (4) Restricting issuance of a Building Permit* for any buildings or structures located on the lands forming all or part of Phase 3, prior to:
- (a) Final building permit inspection permitting occupancy for the building containing the Community Safety Facility has been granted, and completion, and transfer to the City, of the Community Safety Facility, as set out in consideration #30(b) above.
 - (b) Registration against title to Phase 3 of a Servicing Agreement(s) for the design and construction of any on-site and off-site servicing, utility and frontage improvements, as determined by the City, and provision by the developer of a Letter of Credit or cash security for the value of the Servicing Agreement works, as determined by the City.
 - (c) Registration of any replacement agreements of other legal agreements registered on title related to the development, as provided for in those agreements and required by the City, including for the purposes of replacing plans and schedules.
 - (d) Letter of confirmation is submitted by the architect assuring that all facilities required as part of the TDM measures (Consideration #18), including but not limited to car share parking, enhanced bicycle facilities, end of trip facilities and public share bicycle and e-scooter parking have been provided and that the facilities satisfy all applicable City requirements.

37. (Servicing Agreement*) Prior to Rezoning Bylaw adoption, the developer shall enter into a Servicing Agreement for all works associated with the redevelopment of the lands comprising Phase 1 as indicated as PH1 on Schedule 'C' for the design and construction of on-site and off-site servicing, utility, dike, parks and frontage improvements, as determined by the City. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement.

The following represents the typical required on-site and off-site transportation, servicing, infrastructure, dike and parks improvements associated with the subject development. The City shall determine the ultimate required scope of works to be designed and constructed by the developer, and may consider alternative works, provided that the scope of improvements required to support the proposed development are supported by the appropriate study and analysis and approved by the General Manager of Engineering of Public Works, Director, Engineering, Director, Transportation, Director, Development and Director of Parks, as the case may be.

There will be no phasing of the Dike Improvements or Parks to be constructed on the fee simple City lands. Phasing of any other works shall be determined by the City, and is subject to the review and approval of appropriate studies and analysis (e.g. an approved Transportation Impact Analysis, Functional Road Plans and Servicing Capacity Analysis) to the satisfaction of the General Manager of Engineering of Public Works, Director, Engineering, Director, Transportation, Director, Development and Director of Parks, as the case may be. The developer shall enter into a Servicing Agreement for all works associated with that Phase of development in compliance with the Phasing Covenant to be registered on title.

The developer acknowledges that additional property acquisition or appropriate rights thereto (either of privately held property or City property), and including Statutory Right-of-Way, may be required in order to complete the works described below, at no cost to the City. The owner will be required to demonstrate that they have ownership of all lands required in order to enter into the Servicing Agreement and complete the works.

The developer shall be responsible for obtaining all Third Party approvals/permits required to facilitate design and construction of the works, at no cost to the City.

Development Cost Charge (DCC) credits may apply to some of the works identified below for works constructed by the developer that are included in the City's DCC program. Any DCC credits will be determined at the time of Building Permit* issuance.

Subject to the above, works include, but may not be limited to:

a) Parks and Open Space

- (1) The developer shall be responsible for the design and construction, at the developer's sole cost, of the following park improvement areas totalling 6.3 acres:
 - (a) Crossroads Park (approx. 0.8 acres)

- (b) North Tip Park (approx. 1.12 acres)
- (c) Waterfront Park (approx. 1.08 acres)
- (d) River Promenade (approx. 3.3 Acres)
- (2) The developer shall be responsible for the design and construction, at the developer's sole cost, of the following park improvements in each of the areas noted in (1) above, which may include by are not limited to the following to the City's Satisfaction:
 - (a) General Program Features
 - (i) Site furnishing features and related uses, including outdoor seating for people-watching and performances;
 - (ii) Hardscape surface treatment for active, informal uses and for staging of events; and
 - (iii) Landscape treatment for ecological function and aesthetics, including but not limited to stormwater management measures, and tree, shrub, and groundcover planting.
 - (b) Interactive Features
 - (i) Programmable event infrastructure (power, water, data, audio/visual and Wi-Fi capability) integrated with street furniture, lighting, or hard landscape elements (walls, permanent kiosks);
 - (ii) Distinctive paving materials and patterns to unify the public realm, enhance accessibility, and provide wayfinding;
 - (iii) Fixed and movable seating and table elements that create social nodes and can be reconfigured to support performance events;
 - (iv) Use of distinctive materials and bright colour palette for key street furnishings and infrastructure; and
 - (v) A unifying suite of site furnishings consistent throughout the public realm.
 - (c) Ecological Features
 - (i) Street trees that contribute to the City's urban tree canopy while framing distinct corridors and spaces;
 - (ii) Onsite stormwater capture and management by strategically directing it to catchment areas – e.g. continuous tree pits, permeable pavers, water features, etc.;
 - (iii) Visual interpretation and celebration of rainwater by means of ephemeral stormwater features; and
 - (iv) Interpretation, celebration, and enhancement of the Fraser River waterfront via habitat compensation, native planting, interpretive features such as signage, boardwalks, etc.

Note: Development Cost Charges (DCC) credits may apply

b) Water Works:

- i) The OCP Water Model is currently undergoing review and update. Based on the updated model, which will include water demand from this development, additional upgrades over what is outline below may be required to meet fire flow and onsite demand. Final pipe sizes will also be provided at that time.
- ii) Using the OCP Model with the water main upgrades identified below, there will be 632 L/s of water available at a 20 psi residual at the River Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- iii) The Developer is required to:
 - a. 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.
 - b. No watermain within the proposed "Dike Park" along the entire property line fronting the river. The proposed building in the parcel labeled Lot 8 in the proposed Subdivision plan shall be serviced from River Road. The proposed building in the parcels labeled Lot 1 and Lot 2 shall be serviced from No 3 Road. All other proposed lots can be serviced from West Road or No 3 Road extensions or from River Road.

- c. Install a new 300mm watermain in the extension of No 3 Road from the intersection of No 3 Rd and River Rd to the proposed “Dike Park” to the north at the waterfront. Approximate length of required watermain is 260m. Tie-in to the south shall be to the watermain at the intersection of No 3 Rd and River Rd.
- d. Install a new 300mm watermain in the extension of West Road from the intersection of West Rd and River Rd to the proposed “Dike Park” to the north at the waterfront. Approximate length of required watermain is 200m. Tie-in to the south shall be to the existing watermain at the intersection of West Rd and River Rd.
- e. Dedicate the required land to connect the extension of West Rd to the proposed “Dike Park” fronting the river. The required dedication shall be at the common property line of the parcels labeled Lot 5 and Lot 7 in the proposed Subdivision plan. The width shall be minimum 6.0 meters or as per Transportation and Parks departments’ requirements. (Please refer to Schedule ‘A’.)
- f. Dedicate the required land to connect the extension of No 3 to the proposed “Dike Park” fronting the river. The required dedication shall be at the private road that separate the Dike Park fee simple lot(s) to the north and the No 3 Rd extension dedication to the south as shown in the proposed Subdivision plan. The width shall be minimum 6.0 meters or as per Transportation and Parks departments’ requirements. (Please refer to Schedule ‘A’).
- g. Subject to the result of the updated model which will include water demand from this development, upgrade the existing watermain in River Rd to 300mm diameter from the south side of Bridgeport Rd to No 3 Rd to the north. Approximate length of required upgrade is 360 meters.
- h. Address potential impact of the proposed development to the existing 750mm diameter watermain (that services the Sea Island neighborhood) in the lane along the east property line of 8451 West Rd. The proposed parking structure at 8451 West Rd is against the east property line which is not acceptable because it conflict with the required maintenance area and future replacement of the existing 750mm watermain. A six (6) meter wide statutory-right-of-way (SRW) is required along the entire east property line of 8451 West Rd for maintenance purposes and corridor for the future replacement of the aging 750mm trunk watermain. The developer is required to address the following subject to the satisfaction of the General Manager, Engineering and Public Works:
 - Ensure no soil fill or retaining wall footing foundations encroaches into the required 6 meter wide right of way along the east property line. Shoring or cut off walls to facilitate underground parking construction are not permitted in the required right of way.
 - Provide a signed and sealed geotechnical assessment, complete with recommendations to ensure the following conditions are met. The assessment and mitigation recommendations shall be included in the development design review process.
 - That the City be able to construct, maintain, operate, repair, or remove City utilities/infrastructures (i.e. 750mm watermain main along the east property line) without impact to the onsite works. The required right of way shall be 6 meters minimum width or based on the required clearance between the proposed cut off wall and the edge of the existing 750mm watermain as recommended by the professional geotechnical engineer, whichever is higher.
 - That the on-site works or the construction/maintenance of the proposed underground parking structure, will not cause damage to the existing 750mm watermain along the east property line. Potential impact to the existing 750mm watermain needs to be determined by the Geotechnical Engineer. If the existing 750mm watermain will be impacted, the works required to mitigate the impact or the replacement of the affected existing infrastructures need to be done at developer’s cost.
 - Pre- and post- ground improvement and construction surveys will be required. Any damage to be repaired and any required replacement to the existing 750mm watermain shall be at the Developer’s sole cost.
 - Assess and monitor the 750mm watermain along the east property line (as per the developer’s Geotechnical Engineer’s recommendations) prior to and during site preparation works (e.g., soil

densification, pre-load, parkade excavation, de-watering, underpinning and construction of the underground parking structure).

- i. Review hydrant spacing on all existing and new road frontages and install/relocate fire hydrants as required to meet City spacing requirements for the proposed land use. Fire department approval is required for all fire hydrant installations and relocations.
- j. Provide SRWs for water meters and meter chambers, at no cost to the City. Exact right-of-way dimensions and locations to be finalized during the servicing agreement process. Otherwise, meter to be located onsite in a SRW (i.e., within the mechanical room).

iv) At Developer's cost, the City is to:

- a. Cut and cap all existing water service connections serving the development site.
- b. Install one new service connection for each parcel. Meters to be located onsite in a right of way or within the mechanical room.
- c. Complete all tie-ins for the proposed water works to existing City infrastructure.

c) Storm Sewer Works:

i) At Developer's cost, the Developer is required to comply with all of the following:

- a. No storm sewer main within the proposed "Dike Park" along the entire property line fronting the river. Drainage for the "Dike Park" shall be addressed by service connections from West Road and No 3 Road extensions. The proposed building in the parcel labeled Lot 8 in the proposed Subdivision plan shall be serviced from River Road. The proposed buildings in the parcel labeled Lot 1 and Lot 2 in the proposed Subdivision plan shall be serviced from No 3 Road. All other proposed lots can be serviced from West Road or No 3 Road extensions or from River Road.
- b. Install a new storm sewer, minimum 600 mm diameter or sized via rational method in the servicing agreement review stage, within the extension of No 3 Road from the intersection of No 3 Rd and River Rd to the proposed "Dike Park" to the north at the waterfront. Approximate length of required storm sewer is 260m. Tie-in to the south shall be to the existing box culvert at the intersection of No 3 Rd and River Rd.
- c. Install a new storm sewer, minimum 600 mm diameter or sized via rational method in the servicing agreement review stage, within the extension of West Road from the intersection of West Rd and River Rd to the proposed "Dike Park" to the north at the waterfront. Approximate length of required storm sewer is 200m. Tie-in to the south shall be to the required storm sewer at the intersection of West Rd and River Rd.
- d. Install a new storm sewer, minimum 600 mm diameter or sized via rational method in the servicing agreement review stage, along River Rd from the north side of Bridgeport Rd to No 3 Rd to the north. Approximate length of required upgrade is 370 meters. The south end of the storm sewer shall service the southern portion of the proposed building in the parcel labeled Lot 8 in the proposed Subdivision plan. The north end section of the storm sewer shall service the proposed building in the parcel labeled Lot 4 in the proposed Subdivision plan. Tie-in to the north shall be to the existing box culvert at the intersection of No 3 Rd and River Rd.
- e. Dedicate the required land to connect the extension of West Rd to the proposed "Dike Park" fronting the river. The required dedication shall be at the common property line of the parcels labeled Lot 5 and Lot 7 in the proposed Subdivision plan. The width shall be minimum 6.0 meters or as per Transportation and Parks departments' requirements.
- f. Provide full upgrades to the existing Duck Island drainage pump station, to the satisfaction of the General Manager, Engineering and Public Works, unless otherwise proven by the developer at the servicing agreement review stage that upgrade to the existing drainage pump station is not required to service the proposed development. At the minimum, the Duck Island Drainage Pump Station is to be retrofitted such that the pumping capacity meets the requirements and satisfaction of the General Manager, Engineering and Public Works. Minimum upgrade requirements for the Duck Island drainage pump station shall be replacement of the pumps to increase capacity (the new pumps shall be equipped with Variable Frequency Drive), which in turn will need new MCCs, generators, SCADA and upgrades to the mechanical service and upgrades to electrical service that may require a PMT. A functional plan showing

the location of the required upgrades (e.g., generators, PMT, etc.) is required for City review at the servicing agreement stage.

- g. Drainage analysis is required to confirm that the receiving City infrastructure including the Duck Island Drainage Pump Station has adequate capacity to support additional drainage demands from the development. The developer shall upgrade all receiving infrastructure unless it can be demonstrated that the existing infrastructure has adequate capacity. If the capacity analyses indicate that the existing storm sewer lines and drainage pump station are inadequate to service the proposed development then the existing storm sewer lines and drainage pump station shall be upgraded.
- h. In addition to any upgrades identified within the storm servicing strategy required to service the development site, the Developer is required to:
 - Install one new storm service connection, complete with inspection chamber, for each parcel.
 - Cut and cap all existing storm service connections and remove inspection chambers.
 - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.

ii) At Developer's cost, the City is to:

- a. Cut and cap all existing storm service connections and remove inspection chambers.
- b. Complete all tie-ins for the proposed works to existing City infrastructure, including re-connections of existing services to the new mains.

d) Sanitary Sewer Works:

i) At the Developer's costs, the Developer is required to:

- a. Upgrade the Van Horne sanitary pump station, complete with new wet well, pumps, backup generator, electrical kiosk, SCADA antenna, force main valve chamber complete with flow meter, service vehicle parking area, PMT, and all related underground pipes and conduits as required. Should it be determined, at the sole discretion of the Director, Engineering that the pump station is to be relocated, the new location for the pump station shall be near the existing pump station at a location determined by the City, and designed such that it meets operational requirements and is appropriate for the streetscape, at no cost to the City. Note: relocation of the Van Horne sanitary pump station may require the developer to acquire additional property.
- b. Provide, a functional plan showing the final location of the new sanitary pump station and its components (e.g., wet well, kiosks, generator, antenna and PMT) to identify any required dedications.
- c. Install a new sanitary sewer, minimum 300 mm diameter, within the extension of No 3 Road from the intersection of No 3 Rd and River Rd to approximately 260m to the north. Tie-in to the south shall be to the existing sanitary at the intersection of No 3 Rd and River Rd.
- d. Install a new sanitary sewer, minimum 300 mm diameter, within the extension of West Road from the intersection of West Rd and River Rd to approximately 200m to the north. Tie-in to the south shall be to the required sanitary sewer at the intersection of West Rd and River Rd.
- e. Provide 450mm diameter sanitary sewers along River Rd west of West Rd approximately 70 meters in length, complete with manholes as per City Engineering standards. The south end of the sanitary sewer shall service the proposed building in the parcel labeled Lot 8 in the proposed Subdivision plan. No sanitary sewers are permitted along the landside of the proposed dike. Sanitary service for the proposed building in the parcel labeled Lot 8 in the proposed Subdivision plan shall be connected to the sanitary system in River Rd.
- f. Upgrade approximately 210 m of sanitary main along River Road between West Road and No 3 Road to 450 mm, complete with new manholes, and reconnect all existing service connections.
- g. Upgrade approximately 60 m of sanitary main along No 3 Road between River Road and Beckwith Road to 450 mm, complete with new manholes, and reconnect all existing service connections.
- h. Upgrade approximately 250 m of sanitary main along Beckwith Road between No 3 Road and the north-south lane west of Smith St (existing manhole SMH5780) to 525 mm, complete with new manholes, and reconnect all existing service connections.

- i. Upgrade approximately 115 m of sanitary main along the north-south lane between Beckwith Road and Charles Street (existing manholes SMH5780 to SMH5795) to 525 mm, complete with new manholes, and reconnect all existing service connections.
 - j. Upgrade approximately 100 m of sanitary main along Charles Street between the north-south lane and Van Horne pump station to 525 mm, complete with new manholes, and reconnect all existing service connections.
 - k. Remove, or fill and abandon per MMCD standards where removal is not feasible, all existing sanitary sewers and manholes from manhole SMH5842 to SMH51335 (approximately 790 m).
 - l. Install one new sanitary service connection, complete with inspection chamber, for each parcel.
 - m. Cut and cap all existing service connections serving the development site, and remove inspection chambers.
- ii) At Developer's cost, the City is to:
- a. Complete all tie-ins for the proposed works to existing City infrastructure.

e) Dike Improvements:

- i) The Developer is required to submit a dike plan to the City's Engineering department for review and approval. The dike plan must include, at minimum:
 - a. Dike cross-sections showing materials, slopes, dimensions, high-water mark, and other key details;
 - b. Dike alignment and tie-in details to the existing dike to the north and south/east and west;
 - c. Building setback to high water mark & landside toe of future 5.5 m dike;
 - d. Access for maintenance and construction vehicles;
 - e. Dike crest surface material; and
 - f. Fee simple land to be transferred to the City, at no cost to the City, for the purposes of diking. The width of the fee simple land shall be minimum 25.0 m and minimum 15.0 m in the agreed to sheet pile section at north end of site as per the preliminary dike concept plan. Refer to Schedule 'D'.
- ii) The Developer is required to satisfy the following in terms of dike design at the developer's costs:
 - 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 maximum 2:1. On the landside of the dike, the slope shall be maximum 2.5:1 or 3:1 for new dikes or dike upgrades.
 - c. The dike crest running surface shall be minimum 5.0 m wide, with a minimum of 0.67 m shoulder and a minimum of 1.8 m-wide riprap buffer as per City standard drawings MB-98 or MB-99. The dike shall be designed so that the service vehicles and equipment (including excavators) can access the entire length of the dike, and the design shall provide adequate space for the service vehicles to enter and exit, which shall be at no more than 10% grade and based on the Transportation Associate of Canada's standard SU turning templates and approved by the City's Transportation department.
 - d. There shall be a minimum building setback of the greater of 30.0 m from the dike's high water mark or 7.5 m from the landside toe of the future 5.5 m dike. Building setbacks shall be in accordance with Part Two of the Flood Plain Designation and Protection Bylaw No. 8204. Setbacks in the current proposal may not meet this requirement.
 - e. 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 for a smooth transition. No retaining walls within the dike alignment are allowed. Further details are required for the tie-in to adjacent dike sections at either ends of the dike to confirm that the proposed alignment is acceptable. A continuous dike must be maintained between the site and adjacent sites. At the south tie-in, the dike alignment shown in the proposal does not connect to the existing dike on River Road. The dike, together with 50.0 m wide section of fee simple land for purposes of diking for interim dike tie-in must extend back to River Road and connect to the existing dike to provide a continuous dike, unless an alternate dike alignment can be agreed upon in discussion with the City and the Ministry of

Transportation and Infrastructure. At this stage, there is no agreement from MOTI regarding the currently proposed dike alignment/design to the bridge abutment. This pertains to the proposed dike alignment/design along the western edge of the site adjacent to MOTI infrastructure/land. If unresolved, the City will be required to secure the ability to adjust the dike alignment adjacent to the Airport Connector Bridge prior to rezoning adoption. The alignment will need to ensure diking continuity which will reduce developable site area and increase dike construction requirements.

- f. Piers, if required, shall have access hatches for dike maintenance. Show how the interface between the pier and the dike will look like. Hatch will need to be 1.5 m x 1.5 m for access below the pier. Ensure the rip rap placed under the pier meets City specifications.
 - g. In order to satisfy the requirements of a “superdike”, as much as possible of the property must be at elevation 4.7 m geodetic or higher.
 - h. The applicant must provide a Geotechnical report to indicate anticipated total and differential settlement and other impacts from the proposed ground improvement works to relevant City and third-party infrastructure, including underground infrastructure and pump stations.
 - i. The Geotechnical report is to indicate anticipated total and differential settlement for the dike. The design dike elevation shall be adjusted as needed to provide a post-settlement elevation of 4.7 m.
 - j. 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 federal approving authorities.
- iii) The developer shall transfer to the City as fee simple land those lands required for the new dike alignment along the entire length of the dike for maintenance, public access, and future dike construction.
- iv) All dike construction, including materials, shall be in conformance with the current version of City standard drawing MB-98 or 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.
- v) Maintenance Access.
- a. The dike crest running surface shall be minimum 5.0 m wide (proposed and ultimate) with unobstructed access to the waterside dike slope clear of benches, lighting, and other park amenities; such amenities shall be located in the landside of the dike to allow full access to the rip rap for future dike maintenance.
 - b. The actual width of the dike crest to be determined via the road functional plan and the detailed servicing agreement design. The dike shall be designed so that the service vehicles and equipment (including excavators) can access the entire length of the dike, and the design shall provide adequate space for the service vehicles to enter and exit, which shall be at no more than 10% grade and based on the Transportation Associate of Canada’s standard SU turning templates and approved by the City’s Transportation department.
 - c. Dedicate the required land to connect the extension of West Rd to the proposed “Dike Park” fronting the river. The required dedication shall be at the common property line of the parcels labeled Lot 5 and Lot 7 in the proposed Subdivision plan. The width shall be minimum 6.0 meters or as per Transportation and Parks departments’ requirements.
- vi) 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 coordinate the findings and confirm with City staff whether the existing riprap and toe is adequate to support the proposed dike raising, or whether removal and replacement are required to the existing riprap and toe.
- vii) Seismic Design Requirements.
- a. Follow Engineering & Geoscientists BC Seismic Assessment and Seismic Design of Dikes in BC
- viii) 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) must 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 material (rip rap) or create holes in the dike slope may be acceptable on the waterside and landside slope when placed in clumps measuring no more than 3 m wide located at intervals of 9 m between adjacent clumps, as 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.

ix) Dike Inspection.

- a. The City's Public Works Dikes group must be coordinated with to perform a dike inspection at the beginning of dike construction. They can be reached at floodprotection@richmond.ca to schedule an assessment and must inspect the following at least once in 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 (Geotextile from Layfield Canada – Typar 3401)
 - Review of rip rap placement (Type 6 material)
- x) MoTI approval is required, as a condition of rezoning, for any proposed alternate dike alignment/tie-in to the existing dike to the south.
- xi) The developer shall, at its sole cost, obtain all DFO, FLNRORD approvals and Dike Maintenance Act Permit required as a condition of the Servicing Agreement. This includes all third party approvals for associated habitat compensation works.

f) Street Lighting:

- (1) At the Developer's cost, the Developer is required to provide street lighting along all frontages. The developer shall coordinate with the City's Planning department to confirm the street light types.

(a) City Streets

- (i) Applicable to City roads with off-street bike paths required by the City:

1. Pole colour: Grey
2. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
3. Pedestrian lighting between sidewalk & bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires set perpendicular to the roadway, but EXCLUDING any flower basket holders, irrigation, or duplex receptacles.

- (ii) Applicable to City roads without off-street bike paths required by the City:

1. Pole colour: Grey
2. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, duplex receptacle, and flower basket holders, but EXCLUDING any pedestrian luminaires, banner arms, or irrigation.

- (iii) Applicable to City lanes required by the City:

1. Pole colour: Grey
2. Roadway lighting @ back of curb: Type 8/Custom 6.0 m Height (LED) INCLUDING 1 luminaire (installed perpendicular to the direction of travel), but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles. Reference: Onni "Riva" (Drawing #615759-12-09)

- (b) Off-Street Publicly-Accessible Walkways & Open Spaces

- (i) Applicable to walkways and open spaces required by the City that are (i) City-owned/City-maintained, secured via dedication and (ii) developer-owned/developer-maintained, secured via SRW:
 - 1. Pole colour: Grey
 - 2. Pedestrian lighting: Type 8 (LED) INCLUDING 1 or 2 luminaires (installed perpendicular to the direction of travel), but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.
- (c) Traffic Signals
 - (i) Pole colour: Grey
 - (ii) Style: To match Type 7 (LED)
- (d) Private Streets (Secured via SRW) – Developer owned/maintained
 - (i) Applicable to private (SRW) streets required by the City:
 - 1. Pole colour: Grey
 - 2. Roadway/Pedestrian lighting:
 - a. For streets measuring greater than 7.5 m (curb-to-curb): Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles; or
 - b. For streets measuring 7.5 m or less (curb-to-curb): Type 8/Custom 6.0 m Height (LED) INCLUDING 1 street luminaire, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles. Reference: Onni “Riva” (Drawing #615759-12-09)
 - (ii) Applicable to private (SRW) lanes required by the City:
 - 1. Pole colour: Grey
 - 2. Roadway/Pedestrian lighting: Type 8/Custom 6.0 m Height (LED) INCLUDING 1 street luminaire, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles. Reference: Onni “Riva” (Drawing #615759-12-09)
- (e) Street Tree Receptacle – Required Frontages
 - (i) Applicable to streets required by the City, which may include, but may not be limited to:
 - 1. No. 3 Road
 - 2. New road along the riverfront
- (f) Off-Street Publicly-Accessible Walkways & Opens Spaces
 - (i) Dike Trail
 - 1. To be determined in coordination with Parks Department.
 - 2. Lighting is not permitted to encroach within the dike core for both the proposed 4.7 m and future 5.5 m dike, and should be placed on the building side of the multi-use pathway (i.e. not in the center nor on the waterside) to avoid impacting dike maintenance access.
- g) Other Lighting:
 - i) At the Developer’s cost, the Developer is required to provide street lighting along all frontages. The developer shall coordinate with the City’s Planning department to confirm the street light types.
 - ii) Off-Street Publicly-Accessible Walkways & Opens Spaces
 - a. Dike Trail/Park
 - To be determined in coordination with the City’s Parks Department.
 - Lighting is not permitted to encroach within the dike core for both the proposed 4.7 m and future 5.5 m dike, and should be placed on the building side of the multi-use pathway (i.e. not in the center nor on the waterside) to avoid impacting dike maintenance access.

h) Frontage Works:

The developer shall be responsible for the design and construction of the frontage works, to the satisfaction of the City, Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard-scape and soft-scape features, street furnishings, and decorative paving. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

(1) No 3 Road (Between River Road and Private Road) from west to east:

- (a) 3.0 m sidewalk
- (b) 0.9 m buffer between sidewalk and cycling facility
- (c) 4.0 m bi-directional cycling facility
- (d) 1.5 m boulevard
- (e) 0.15 m curb
- (f) 12.8 m asphalt driving surface with 4 travel lanes
- (g) 0.15 m curb
- (h) 1.5 m boulevard
- (i) 3.0 m sidewalk

The above cross-section is subject to review through a functional road plan to the satisfaction of the Director, Transportation and TransLink, and may be refined to accommodate TransLink requirements for separation to the existing Canada Line Skytrain infrastructure.

(2) No 3 Road: (Private Road to the dike trail):

- (a) 8.0 m shared pathway.

(3) West Road: (Between Bridgeport Road and River Road) from south to north:

- (a) Tie into existing curb
- (b) 9.2 m asphalt driving surface
- (c) 0.15 m curb
- (d) 1.5 m boulevard with street trees and furniture
- (e) 3.0 m sidewalk

(4) West Road: (Between River Road and Private Road) from north to south along:

- (a) 3.0 m sidewalk
- (b) 0.9 m combined furnishing strip buffer between sidewalk and cycling facility OR 0.3m buffer with 0.6m furnishing zone at back of sidewalk
- (c) 2.0 m uni-directional cycling facility
- (d) 1.5 m boulevard with street trees
- (e) 0.15 m curb
- (f) 12.8 m asphalt driving surface with 4 travel lanes
- (g) 0.15 m curb
- (h) 1.5 m boulevard with street trees
- (i) 2.0 m uni-directional cycling facility
- (j) 0.9 m combined furnishing strip/buffer between sidewalk and cycling facility OR 0.3m buffer with 0.6m furnishing zone at back of sidewalk
- (k) 3.0 m sidewalk

- (l) Midblock Crossing/Cross Street Permeability: Inclusion for enhanced midblock crossing(s) opportunities including but not limited to raised crossings, raised intersections, special crosswalks,

pedestrian signals and other elements across West Road to connect the Phase 1 and 2 development to the sole discretion and satisfaction of the Director of Engineering.

(5) West Road: (Private Road to the dike trail) from west to east:

- (a) 8.0 m shared pathway.

(6) Bridgeport Road: (Between West Road and No. 3 Road) from north to south:

- (a) Minimum 4.0 m Multi-use path
- (b) Minimum 1.5 m boulevard
- (c) 0.15 m curb

Note that improvements along Bridgeport Road requires coordination with MoTI.

(7) River Road: (Between Bridgeport Road and West Road) from west to east along:

- (a) 3.0 m sidewalk
- (b) 1.0 m combined furnishing strip/buffer between sidewalk and cycling facility OR 0.4m buffer with 0.6m furnishing zone at back of sidewalk
- (c) 4.0 m bi-directional cycling facility
- (d) 1.5 m boulevard with street trees
- (e) 0.15 m curb
- (f) 9.3 m asphalt driving surface with 2 travel lanes and parking
- (g) tie into existing curb

(8) River Road: (Between West Road and No.3 Road) from west to east:

- (a) 3.0 m sidewalk
- (b) 0.9 m combined furnishing strip/buffer between sidewalk and cycling facility OR 0.3m buffer with 0.6m furnishing zone at back of sidewalk
- (c) 4.0 m bi-directional cycling facility
- (d) 1.5 m boulevard with street trees
- (e) 0.15 m curb
- (f) 12.8 m asphalt driving surface with 4 travel lanes
- (g) 0.15 m curb
- (h) 1.5 m boulevard with street trees
- (i) 3.0 m sidewalk
- (j) Construction shall include removal of existing rail tracks.
- (k) Note: Where the development must tie into private property not part of this application, a temporary sidewalk with a minimum clear width of 2.0 m shall be provided.

(9) Private Road: (Between West Road and No.3 Road) from north to south:

- (a) 3.0 m sidewalk
- (b) 0.9 m combined furnishing strip/buffer between sidewalk and cycling facility OR 0.3m buffer with 0.6m furnishing zone at back of sidewalk
- (c) 2.0 m uni-directional cycling facility
- (d) 1.5 m boulevard
- (e) 0.15 m curb
- (f) 11.4 m asphalt driving surface with 1 travel lane and 1 parking lane in each direction
- (g) 0.15 m curb
- (h) 1.5 m boulevard
- (i) 2.0 m uni-directional cycling facility
- (j) 0.9 m combined furnishing strip/buffer between sidewalk and cycling facility OR 0.3m buffer with 0.6m furnishing zone at back of sidewalk

(k) 3.0 m sidewalk

(l) Pedestrianized/Shared Street and Cross Street Permeability: If traffic levels and speed are deemed safe and suitable for a permeable shared street connection, features, a narrower cross section can be considered with features that include but are not limited to flush level street, decorative pavers, decorative street paint, traffic calming measures, reduced speed limit, narrow street design, parking pockets, street trees, planters, outdoor seating, street patios, decorative street lighting. Should traffic be unsuitable for a pedestrian prioritize street, inclusion for enhanced midblock crossing(s) opportunities including but not limited to raised crossings, raised intersections, special crosswalks, pedestrian signals and other elements across Private Road to connect the development. All to the sole discretion and satisfaction of the Director, Transportation.

(m) Elimination of separated cycling facilities may be considered at the discretion of the Director, Transportation if adequate and safe connectivity can be demonstrated and provided within the mobility hub, subject to review of the TIA, Functional Road Plan and Development Permit plans.

(10) Private Road: (North of No.3 Road) from west to east:

(a) 3.0 m sidewalk

(b) 1.3 m buffer between sidewalk and cycling facility

(c) 3.5 m bi-directional cycling facility

(d) 1.5 m boulevard

(e) 0.15 m curb

(f) 11.4 m driving surface with 1 travel lane and 1 parking lane in each direction

(g) 0.15 m curb

(h) 2.0 m sidewalk

(i) Pedestrianized/Shared Street Option and Cross Street Permeability: If traffic levels and speed are deemed safe and suitable for a permeable shared street connection, features, a narrower cross section can be considered with features that include but are not limited to flush level street, decorative pavers, decorative street paint, traffic calming measures, reduced speed limit, narrow street design, parking pockets, street trees, planters, outdoor seating, street patios, decorative street lighting. Should traffic be unsuitable for a pedestrian prioritize street, inclusion for enhanced midblock crossing(s) opportunities including but not limited to raised crossings, raised intersections, special crosswalks, pedestrian signals and other elements across Private Road to connect the development. All to the sole discretion and satisfaction of the Director, Transportation.

(j) Elimination of separated cycling facilities may be considered at the discretion of the Director, Transportation if adequate and safe connectivity can be demonstrated and provided within the mobility hub, subject to review of the TIA, Functional Road Plan and Development Permit plans.

i) Frontage Intersection Improvements:

The property owner is responsible for the design and construction of the following intersection improvements to be confirmed via Functional Road Plan to the satisfaction of the Director, Transportation:

(1) General Intersection Upgrades: All intersection and mid-block pedestrian crosswalks are to be upgraded to meet City Centre standards (minimum 4.5 m wide) as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps including modifications to some or all of wheelchair ramps of the intersection to ensure proper crosswalk alignment and accessibility to the Satisfaction of the City.

(2) River Road / No.3 Road: Intersection is to be normalized. All 4 legs of the intersection must have 2 travel lanes in each direction through the intersection. The intersection should intersect at or near 90 degrees while minimizing offset between legs of the intersection. The intersection must meet TAC requirements and any design is subject to the satisfaction and discretion of the Director of Transportation and approved by TransLink through its AID process. Intersection is to either be a roundabout or signal controlled.

(3) River Road / Douglas Street: Intersection is to be signalized with the 4th leg being a vehicular site access for the parkade. Intersection is to prioritize pedestrians and the movement of traffic on public roadways. All 4 legs of the intersection must have 2 travel lanes in each direction.

- (4) River Road / West Road: Intersection improvements to support roadway improvements along the frontage of the site. Intersection to be signalized and designed to prioritize pedestrians.
- (5) West Road / Private Road: Confirm intersection configuration through functional road plan
- (6) Private Road / No.3 Road: Intersection is to either be a roundabout, signalized, or stop controlled and designed to prioritize pedestrians.
- (7) Accesses: Any signals that may be required for any accesses to control pedestrian-vehicle conflicts to be confirmed via TIA.

j) Dike Access and Connectivity for Pedestrians and Cyclists:

- (1) Access to and from the dike is required for cyclists and pedestrians to provide connectivity and continuity. This includes a connection to the dike near the Bridgeport and River Road intersections at the south dike-tie in and connectivity to the boardwalk at the adjacent property at the north dike tie-in.

k) Off-site Roadway Improvements:

- (1) In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard-scape and soft-scape features, street furnishings, and decorative paving. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

Note: Ultimate construction of certain infrastructure may be eligible for Development Cost Charges (DCC) credits as per Bylaw 10436.

(2) River Road: (Between No.3 Road and Charles Street) from west to east:

- (a) 3.0 m sidewalk
- (b) 0.9 m combined furnishing strip/buffer between sidewalk and cycling facility OR 0.3m buffer with 0.6m furnishing zone at back of sidewalk
- (c) 2.0 m uni-directional cycling lane
- (d) 1.5 m boulevard
- (e) 0.15 m curb
- (f) 12.8 m asphalt driving surface with 4 travel lanes
- (g) 0.15 m curb
- (h) 1.5 m boulevard
- (i) 4.0 m bi-directional cycling lane
- (j) 0.9 m combined furnishing strip/buffer between sidewalk and cycling facility OR 0.3m buffer with 0.6m furnishing zone at back of sidewalk
- (k) Min. 3.0 m sidewalk
- (l) Hard scape or sod to PL
- (m) Construction shall include removal of existing rail tracks.

(3)

- (4) Douglas Street: (Between River Road and north-south lane west of No.3 Road) from south to north along Douglas Street to be confirmed by function road plan to the satisfaction of the Director, Transportation. Note that this requires additional property acquisition (8500 and 8520 River Road):

- (a) 3.0 m sidewalk
- (b) 0.9 m buffer
- (c) 4.0 m bi-directional cycling lane
- (d) 1.5 m boulevard
- (e) 0.15 m curb
- (f) 12.8 m asphalt driving surface with 3 travel lanes
- (g) 0.15 m curb

- (h) 1.5 m boulevard
 - (i) 3.0 m sidewalk
 - (j) Consideration for phasing of such works shall be at the sole discretion of the Director, Transportation subject to an approved TIA and Functional Road Plan.
- (5) Douglas Street: (Between the north-south lane west of No.3 Road and No. 3 Road) from south to north along Douglas Street to be confirmed by function road plan to the satisfaction of the Director, Transportation.
- (a) 2.5 m sidewalk
 - (b) 0.3 m buffer
 - (c) 3.0 m bi-directional
 - (d) 0.6 m boulevard with fencing
 - (e) 0.15 m curb
 - (f) 10.4 m asphalt driving surface with 3 travel lanes
 - (g) 0.15 m curb
 - (h) 0.9 m hardscaped boulevard
 - (i) 2.0 m sidewalk
- (6) Douglas Street: (Between No.3 Road and Sexsmith Road) from south to north along Douglas Street to be confirmed by function road plan to the satisfaction of the Director, Transportation:
- (a) 3.0 m sidewalk
 - (b) 0.9 m buffer
 - (c) 4.0 m bi-directional cycling lane
 - (d) 1.5 m boulevard
 - (e) 0.15 m curb
 - (f) 12.8 m asphalt driving surface with 2 travel lanes and parking
 - (g) 0.15 m curb
 - (h) 1.5 m boulevard
 - (i) 3.0 m sidewalk
- (7) Douglas Street: (Between Sexsmith Road and Great Canadian Way) from south to north:
- (a) 2.0 m sidewalk
 - (b) 1.5 m boulevard
 - (c) 0.15 m curb
 - (d) 12.8 m asphalt driving surface with 2 travel lanes and parking
 - (e) 0.15 m curb
 - (f) 1.5 m boulevard
 - (g) 2.0 m sidewalk
- (8) Smith Street: (Between Beckwith Road and Douglas Street) from west to east:
- (a) 2.0 m sidewalk
 - (b) 1.5 m boulevard
 - (c) 0.15 m curb
 - (d) 12.8 m asphalt driving surface with 2 travel lanes and parking
 - (e) 0.15 m curb
 - (f) 1.5 m boulevard
 - (g) 2.0 m sidewalk
- (9) Beckwith Road: (Between No.3 Road and Great Canadian Way) from south to north:
- (a) 2.0 m sidewalk

- (b) 1.5 m boulevard
- (c) 0.15 m curb
- (d) 12.8 m asphalt driving surface with 4 travel lanes
- (e) 0.15 m curb
- (f) 1.5 m boulevard
- (g) 2.0 m sidewalk

(10) Beckwith Road: (Between Great Canadian Way and Highway 99 On/Off Ramp Extension) from south to north.

- (a) 2.0 m sidewalk
- (b) 1.5 m boulevard
- (c) 0.15 m curb
- (d) 12.8 m asphalt driving surface with 4 travel lanes
- (e) 0.15 m curb
- (f) 1.5 m boulevard
- (g) 2.0 m sidewalk

l) Transportation Demand Measures (Off-site Active Transportation Connections):

The developer shall be responsible for the design and construction of the following off-site infrastructure improvements that are required as part of the development's TDM Program to enable cycling and pedestrian access to the site and support vehicular parking reductions sought through the development. While the City does not anticipate additional property required for the works identified, if additional property/rights of way(s) are required in order to accommodate any of the proposed or required off-site TDM improvements, as identified through the approved Functional Road Plans, the developer shall be solely responsible for any and all property acquisition. The off-site infrastructure improvements include, but are not limited to:

(1) Charles Street: (Between Great Canadian Way and River Road) from south to north: Roadway upgrades to include construction of a separated cycling and walking facility and resurfacing of the road pavement to support the anticipated traffic introduced through the development.

- (a) 4.0 m MUP
- (b) 1.5 m boulevard
- (c) 0.15 m curb

(2) Bridgeport Station Connection: (River Road between Sexsmith Road and No. 3 Road)

- (a) Construction of pedestrian and cycling active transportation infrastructure to provide pedestrian and cycling connection between the Bridgeport Canada Line Skytrain Station and the subject site.

(3) River Road: (Between Sea Island Way and Bridgeport Road):

- (a) Construction of a minimum 4.5 m wide temporary paved multi-use pathway on City-owned land west of the existing River Road alignment. Construction shall include removal of existing rail tracks.

Note that improvements along Bridgeport Road requires coordination with MoTI.

(4) Laneway west of No. 3 Road: (Between Bridgeport Road and Charles Street):

- (a) Any improvements including traffic calming, signage, pavement, lighting, to ensure a safe and comfortable north-south cycling connection parallel to No.3 Road to the satisfaction of the Director, Transportation.

m) Off-Site Intersection Improvements:

The property owner is responsible for the design and construction of the following intersection improvements to be confirmed via a Functional Road Plan. While the City does not anticipate additional property required for the works identified, if additional property/rights of way(s) are required in order to accommodate any of the proposed or required off-site TDM improvements, as identified through the approved Functional Road Plans, the developer shall be solely responsible for any and all property acquisition. The following off-site intersection improvements include, but are not limited to:

- (1) General Intersection Upgrades: All intersection and mid-block pedestrian crosswalks are to be upgraded to meet City Centre standards (minimum 4.5 m wide) as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps including modifications to some or all of wheelchair ramps of the intersection to ensure proper crosswalk alignment and accessibility to the Satisfaction of the City.
- (2) No.3 Road / Beckwith Road: Intersection to be roundabout or signalized. Applicant's traffic consultant to confirm there is no visibility issue with southbound left turn movement from No.3 Road to Beckwith Road with curvature at the intersection, southbound queueing traffic blocking visibility of opposing traffic.
- (3) No.3 Road / Douglas Street: Intersection to be signalized. Generally northbound and southbound directions to have 2 approach and 2 receiving lanes, eastbound and westbound directions to have minimum 2 approach lanes and 1 receiving lanes.
- (4) No.3 Road / Bridgeport Road: Active transportation improvements will be required at this intersection to service the site. A bi-directional facility will be required along Bridgeport Road between No.3 Road and West Road that will impact the northwest quadrant of the intersection. All crosswalks to be upgraded to City Center Standard 4.5 m wide with special crosswalk material or finish. Assess lighting levels for pedestrians.
- (5) No.3 Road / Sea Island Way: Active transportation improvements will be required at this intersection to service the site. All crosswalks will to be upgraded to City Center Standard 4.5 m wide with special crosswalk material or finish. Assess lighting levels for pedestrians.
- (6) River Road / Sea Island Way: Intersection improvements to support active transportation improvements will be required at this intersection to service the site. A bi-directional crossing facility will be required across Sea Island Way. Pedestrian Signal to be installed at intersection and may require advanced warning signal west of the infrastructure. Note that improvements along Bridgeport Road requires coordination with MoTI.
- (7) River Road / Bridgeport Road: Intersection improvements to support active transportation improvements will be required at this intersection to service the site. A bi-directional crossing facility will be required across Bridgeport Road. Pedestrian Signal to be installed at intersection. Note that improvements along Bridgeport Road requires coordination with MoTI.
- (8) Sexsmith Road / Sea Island Way: Note that some active transportation improvements to this intersection may be made as part of a City initiative in advance of the development. Further Transportation improvements if identified in the TIA maybe required by the development at this intersection that may include but is not limited to: installation of full signal, removal of northbound channelized concrete island with 4 lane cross section on Sexsmith Road to the south and 3 lanes to the north. All crosswalks to be upgraded to City Center Standard 4.5 m wide with special crosswalk material or finish. Assess lighting levels for pedestrians. Note that improvements along Bridgeport Road requires coordination with MoTI.
- (9) Sexsmith Road / Bridgeport Road: Transportation improvements if identified in the TIA maybe required by the development at this intersection that may include but is not limited to installation of signal with permitted and protected westbound left turn phasing All crosswalks will to be upgraded to City Center Standard 4.5 m wide with special crosswalk material or finish. Assess lighting levels for pedestrians. Note that improvements to this intersection may be made as part of a City initiative in advance of the development. Note that improvements along Bridgeport Road requires coordination with MoTI.
- (10) Great Canadian Way / Bridgeport Road: Increase westbound left turn lane to 130m
- (11) Highway 99 Ramp / Bridgeport Road: Installation of additional northbound left-turn lane
- (12) Sexsmith Road / Douglas Street: Installation of roundabout or stop control
- (13) Sexsmith Road / Beckwith Road: Installation of special crosswalk to support pedestrians and bikes crossing Beckwith Road
- (14) Douglas Street / Smith Street: Installation of roundabout or stop control switched to Smith Road

- (15) Douglas Street / Great Canadian Way: Create an active transportation connection to connect the MUP and bike lane to Douglas Street
 - (16) Beckwith Street / Smith Street: Roundabout or stop control switched to Smith Road
 - (17) Beckwith Street / Great Canadian Way: Signalize intersection
 - (18) Charles Street / Smith Street: Roundabout or other intersection control improvements
 - (19) Garden City Road / Sea Island Way: Installation of permitted and protected phasing for northbound left-turn
- n) MoTI Required Improvements: The property owner is responsible for the design and construction of any infrastructure improvements identified by the Ministry upon review of an approved Transportation Impact Assessment as part of securing Ministry Approval for the development. If additional property/rights of way are required in order to accommodate the works, the developer shall be solely responsible for any and all property acquisition.
- o) Traffic Signals
- (1) General Traffic Signals Requirements:
The TIA should include a traffic signal warrant analysis to determine if traffic signals are or will be warranted at proposed accesses and adjacent intersections. The traffic signal warrant should be carried out in accordance with the Canadian Traffic Signal Warrant Matrix Procedure (latest edition). Special Crosswalk and Pedestrian Signal warrants should be carried out in accordance with the Pedestrian Crossing Control Manual for British Columbia (latest edition). All signal warrants shall be carried out for existing conditions plus full build-out site generated traffic and future conditions (10-year design). The developer is solely responsible for all coordination, design, supply, installation and delivery of traffic signal infrastructure modifications, upgrades, improvements or removals that result from any roadway infrastructure improvements and alterations and for new traffic signal infrastructure required. Traffic signals scope to include but not be limited to those identified below.
 - (2) Existing Traffic Signals Upgrades: Where re-location, modification, upgrade or installation of a traffic signal, pedestrian signal or special crosswalk is being proposed, the developer may be responsible for the following:
 - (a) A 4m x 2m ROW on the development property for the installation of a Traffic Cabinet and Uninterruptible Power Supply (UPS)*.
 - (b) New traffic cabinet c/w internal electronic components*.
 - (c) New UPS cabinet c/w hydro service*.
 - (d) New traffic poles c/w traffic signal heads, pedestrian signal heads, or special crosswalk signs c/w mounting hardware and LED displays
 - (e) New traffic cameras (one camera per direction of travel)*.
 - (f) New LED street name signs*.
 - (g) New LED street light luminaires c/w intersection lighting design
 - (h) New detector loops
 - (i) New electrical conduit, cable conductors and junction boxes
 - (j) New communications conduit and junction boxes
 - (k) New fibre optics cable with tie-in to the traffic signal system* * (for traffic and pedestrian signals only).
 - (l) Complete set of traffic signal drawings as per City of Richmond drafting standards Signal upgrades include but are not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.
* (for traffic and pedestrian signals only)

- (3) Installation of New or Modified Traffic Signal Devices: New or modified traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) required at the following locations:
- (a) No.3 Road / Beckwith Road
 - (b) No.3 Road / Douglas Road
 - (c) River Road / Sea Island Way (may also include advanced warning signals)
 - (d) River Road / Bridgeport Road
 - (e) Sexsmith Road / Beckwith Road
 - (f) Sexsmith Road / Sea Island Way
 - (g) Charles Street / River Road
 - (h) West Road / River Road
 - (i) Any traffic signals required to control vehicle-pedestrian conflicts for midblock crossings as part of the development on Private Road, No.3 Road or West Road or at development accesses to be confirmed by TIA.
 - (j) The exact traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) will be determined with detailed warranted analysis and implemented by the property owner through the Servicing Agreement* process. Any new traffic signal device will include but will not be limited to new signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.
- (4) Additional Traffic Signal Infrastructure:
- (a) Pre-ducting and prewiring at the intersection of Beckwith Road and Gage Road.
 - (b) Pre-ducting and prewiring at the intersection of Beckwith Road and Jow Street.
 - (c) The installation of communications conduit and fibre cable (1 x 75 mm) within the development extents on boulevards along frontages is required at:
 - (i) River Road
 - (ii) West Road
 - (iii) No.3 Road
 - (iv) Douglas Street
 - (v) Beckwith Road
 - (vi) Sexsmith Road
 - (vii) Charles Street
- (5) Signal Timing Adjustments:
- The Applicant to provide all infrastructure and timing adjustments and improvements required for intersection improvements at the cost of the developer.
- (6) Ministry Signal Upgrades:
- The developer will be responsible at its sole cost the coordination, design, supply, installation of, or delivery of any signal related infrastructure requested by the City or MoTI that is under Ministry jurisdiction.

p) General Items:

- i) At the Developer's cost, the Developer is required to:
 - a. Coordinate all construction associated with works near or within the existing VAFFC and PEMBINA rights of ways or safety zones (i.e., at or near the existing jet fuel lines) to be in accordance with VAFFC's and PEMBINA's requirements. Written acceptance by VAFFC and PEMBINA in accordance

- with their charges on the developer's jet fuel lines relocation concept are required prior to Rezoning adoption. Longitudinal pipe placements (i.e., the jet fuel line proposed to be longitudinally placed within the dike structure) to connect the new lines to the existing crossings across the river are not permitted.
- b. Coordinate all construction associated with works near or within the existing BC Hydro Transmission right of way or safety zone (i.e., at or near the existing BC Hydro Transmission lines) to be in accordance with BC Hydro Transmission's requirements. Written acceptance by BC Hydro Transmission on the developer's BC Hydro transmission lines relocation concept is required prior to Rezoning adoption. Longitudinal pipe placements (i.e., the BC Hydro underground lines proposed to be longitudinally placed within the dike structure) to connect the new lines to the existing crossings across the river are not permitted.
- 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 development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development 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 via 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 vista – Please contact BC Hydro for the right of way requirements.
 - 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
- a. Coordinate with BC Hydro, Telus and other private communication service providers:
- To underground the overhead lines and poles along south side of River Rd from West Rd to No 3 Rd. All required above-ground boxes to facilitate the undergrounding works shall be located within the development site; all below-ground boxes shall be located outside of sidewalks and/or bike paths.
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- iii) Provide, prior to site preparation works (e.g., preloading, soil densification, DSM wall installation, etc.) 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 (e.g., existing water, sanitary sewer, storm sewer at River Rd, etc.) and provide mitigation recommendations.
- iv) Provide a video inspection report of the existing sanitary sewers and storm sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. Provide 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.
- a. 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.
- v) 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.

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

1. **(Transportation Impact Assessment)** Submission and approval of a Transportation Impact Assessment (TIA), incorporating all phases of development on the subject lands, to the satisfaction of the Director, Transportation and the Ministry of Transportation and Infrastructure (MoTI). Submission and approval of a Phase 1 TIA specific to all lands forming Phase 1 development, to the satisfaction of the Director, Transportation and MoTI. A Terms of Reference must be approved by the City and MOTI.
2. **(Parking Study)** Submission and approval of a Parking Study by a qualified consultant to the satisfaction of the Director, Transportation. A Terms of Reference must be approved by the City. The Parking Study must be submitted with adequate time for City review, with all City comments addressed to the satisfaction of the Director, Transportation.
3. **(Mode Share Study)** Submission and approval of a Mode Share Study prepared by a qualified consultant to the satisfaction of the Director, Transportation. A Terms of Reference must be approved by the City. The Mode Share Study must be submitted with adequate time for City review, with all City comments addressed to the satisfaction of the Director, Transportation.
4. **(Functional Road Plans)** Submission and approval of Functional Road Plans, developed in conjunction with the TIA and incorporating all frontage and off-site road improvements required to support all phases of development of the subject lands, to the satisfaction of the Director, Transportation and the MoTI. The Functional Road Plans shall include roadway geometric design drawings, signage and pavement marking plans, swept path analysis drawings, signal drawings and any other supporting documentation required by the Director, Transportation and MoTI and be prepared by a qualified engineering consultant. Submission and approval of a Phase 1 Functional Road Plan specific to roadworks required to support Phase 1 development, prepared in conjunction to the Phase 1 TIA, to the satisfaction of the Director, Transportation and MoTI.
5. **(ESA Strategy)** Submission and approval of an Environmentally Sensitive Areas (ESA) report and study for the proposed development, prepared by a Qualified Environmental Professional, to the satisfaction of the Director, Development.
6. **(Confirmation of Dike Alignment)** The applicant shall provide written confirmation of MOTI's acceptance/approval of the proposed dike alignment and tie-in to the Airport Connector Bridge abutments.
7. **(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.

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. **(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.
3. **(Construction Hoarding)** Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
4. **(VAFFC/Pembina)** The developer shall be responsible for applying for and obtaining any required written approvals/acceptances from Vancouver Airport Fuel Facility Corporation and/or Pembina, as the case may be, for any buildings/structures located within the respective charge/permitting areas for either entity, at no cost to the City.

Note:

- * This requires a separate application.
- Consistent with Council Policy 5017, the developer agrees to undertake all commercially reasonable efforts to satisfy or resolve the considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 10531, to the City's satisfaction within 1-year of the date of the Public Hearing (3rd Reading). If after 1-year has passed since the date of the Public Hearing (3rd Reading), and annually each year thereafter, the developer shall provide to the satisfaction of the Director, Development a comprehensive summary of the developer's efforts to satisfy each of the considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 10531. If the developer fails to satisfy the City that sufficient progress has been made, the City reserves the sole right to require a new Public Hearing to be held and which may include rescinding of third reading and revised rezoning considerations.
- 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.

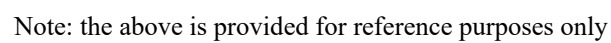
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, 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.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- The applicant is advised that when constructing buildings within the Aeronautical Zoning Regulations for YVR that the height of any cranes required to facilitate construction may be considered by NAV Canada.
- 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

Date

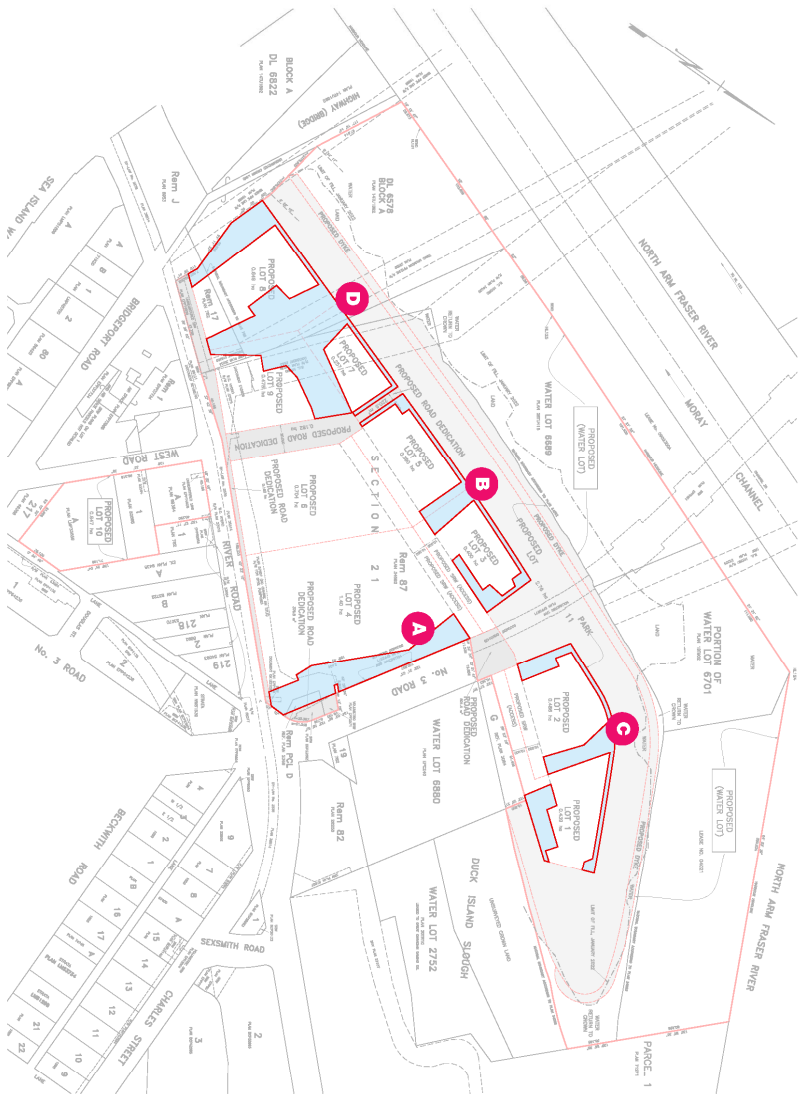


Schedule 'B'
Preliminary PROP/SRW Plans

Open Space SRW Plan - Ground Level

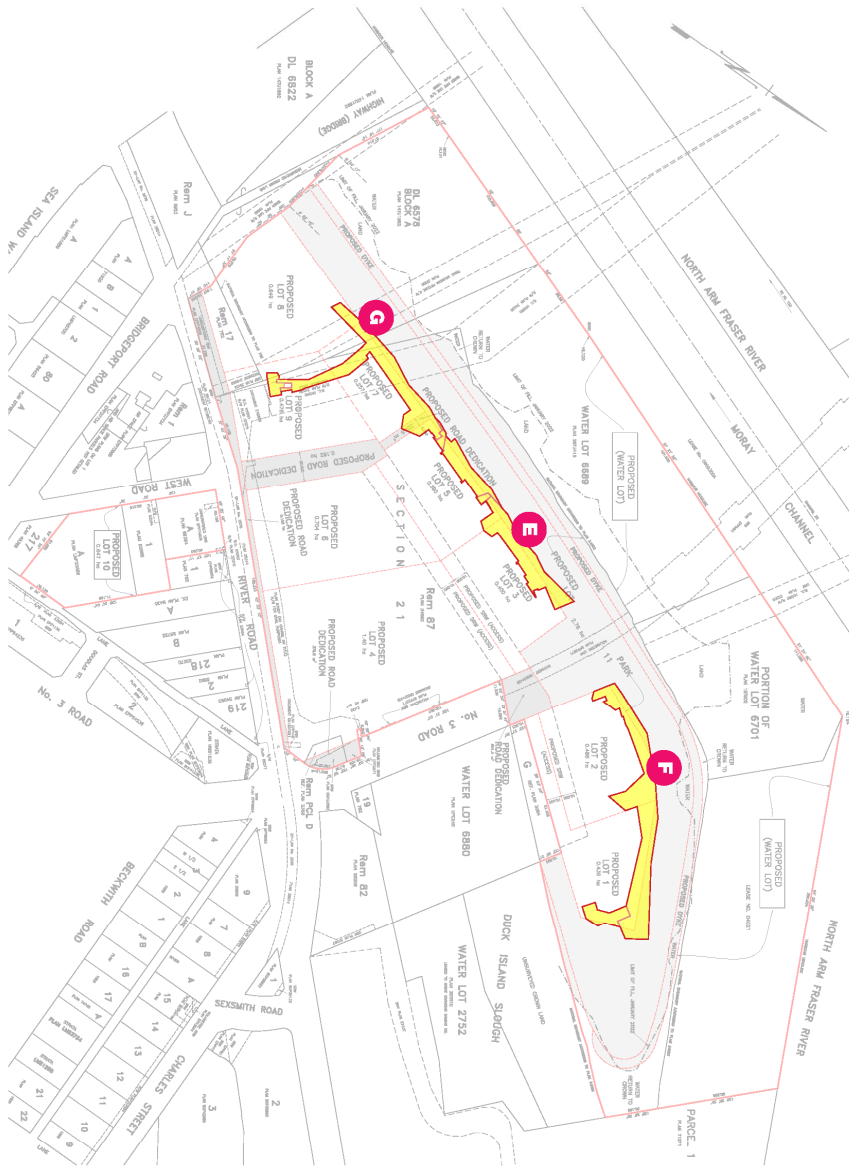
ARCADIS INTERNATIONAL PLAZA AT DUCK ISLAND

Jensen
Development
Group, LLP
ARCADIS
International Plaza at Duck Island
April, 2024



Summary	
Area (sqm)	
Open Space A (Phase 1)	2,460
Open Space B (Phase 1)	1,770
Open Space C (Phase 2)	2,270
Open Space D (Phase 3)	6,230
Total	12,730

Open Space SRW Plan - Upper Levels



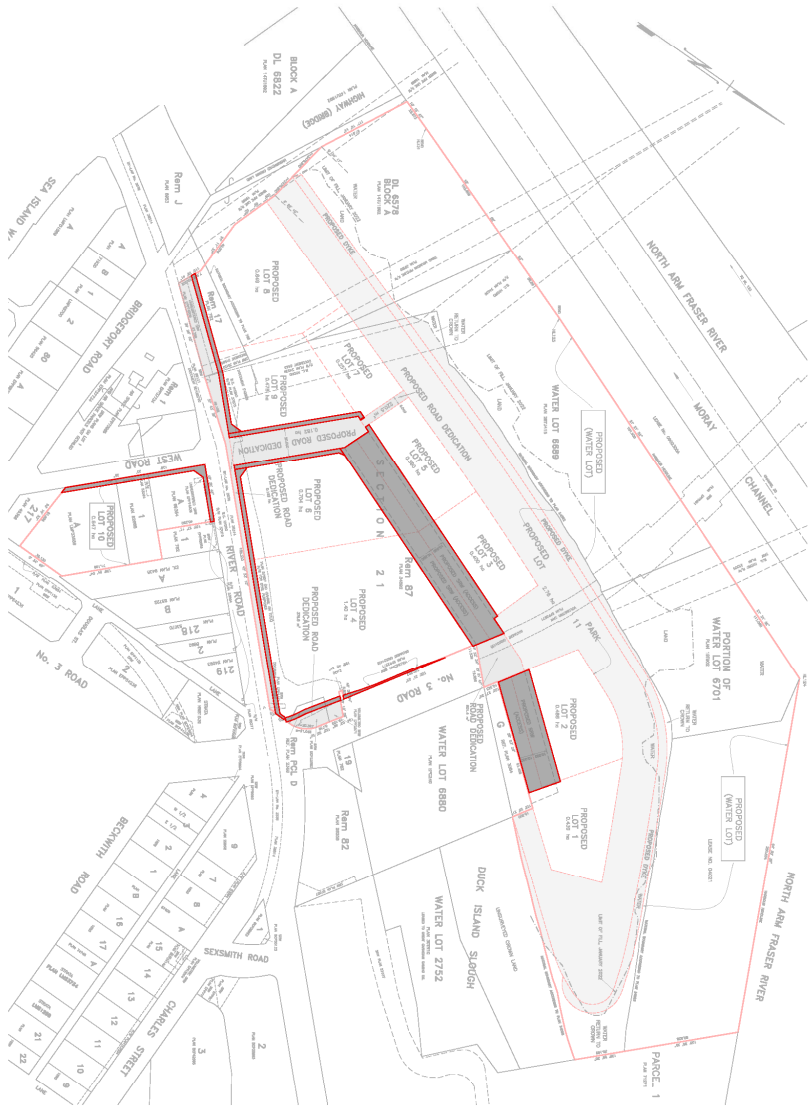
Summary	
	Area (Sqm)
Open Space E (Phase 1)	1,900
Open Space F (Phase 2)	2,600
Open Space G (Phase 3)	1,980
Total	6,480

Note:

1. The Open Space area included in the table above is intended to be provided at multiple levels.
2. The Open Space may encroach into the dike park, providing a minimum clearance height of 5m at ground level.

ARCADIS INTERNATIONAL PLAZA AT DUCK ISLAND

Transportation SRW Plan

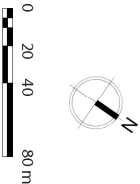
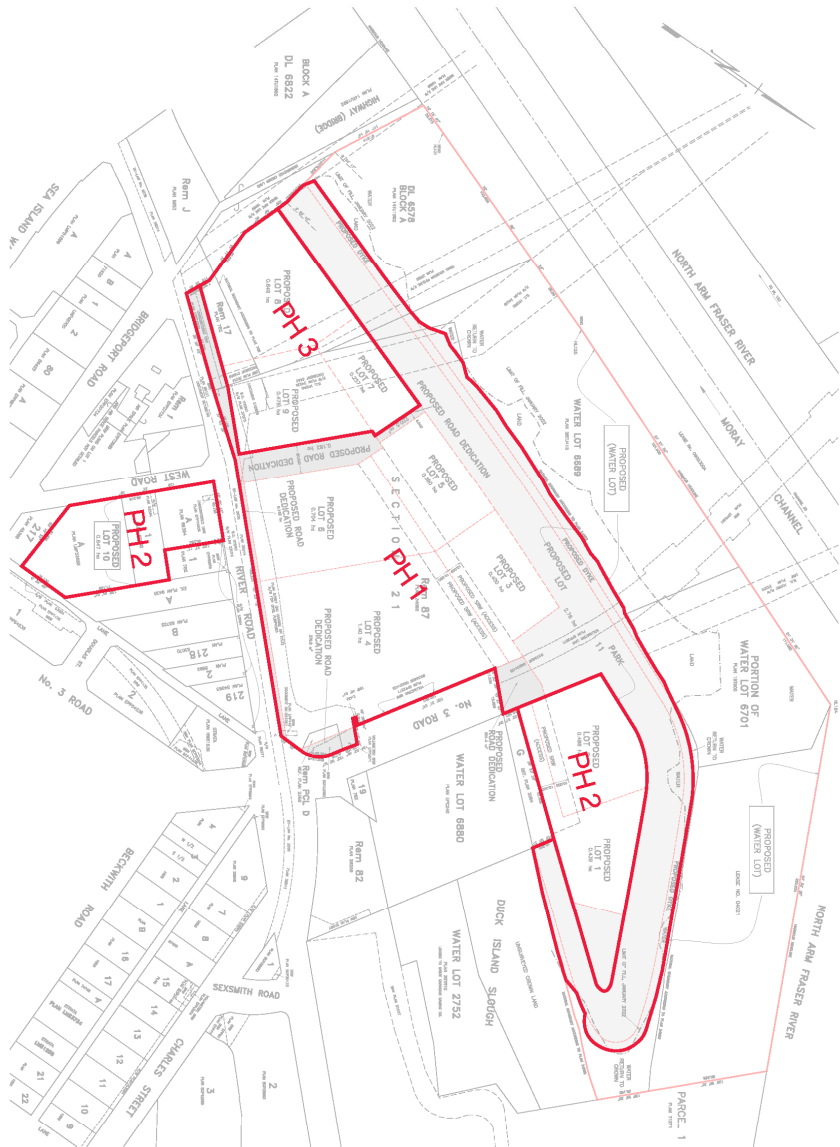


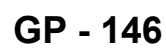
Note:
1. The SRW shown on the map is consistent with the latest street sections included in the Transportation submission dated March 18th.
2. The SRW areas and dimensions are subject to change based on the future TIA and functional plan.

Schedule 'C'
Phasing Plan

ARCADIS INTERNATIONAL PLAZA AT DUCK ISLAND

Phasing Plan







**Richmond Official Community Plan Bylaw 7100 and 9000
Amendment Bylaw 10530 (RZ 20-915237)
8351 River Road, 8411, 8431, 8451 West Road and 2431 No. 3 Road,
and Provincial Crown Land (PCL)- Block A, District Lot 6578, Group 1,
New Westminster District And A Portion Of District Lot 6689, Group 1,
New Westminster District (Crown Lands Registry), and Lot 87 Except:
Part on Plan 70252, District Lot 478 Group 1 and Section 21 Block 5
North Range 6 West, New Westminster Land Plan 34592.**

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 (City of Richmond OCP Land Use Map), as amended, is further amended with respect to the areas hatched and marked as “A” and “B” on Schedule “B” attached to and forming part of Bylaw 10530, by designating area “A” as “Park” and area “B” as “Commercial”, 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 further amended by:
 - (a) In Section 2.3.1, on the “Street Network Map (2031)”:
 - (i) amending the “Minor Streets” in the area hatched on Schedule “A” attached to and forming part of Bylaw 10530 to align with the “Proposed Streets” shown on Schedule “C” attached to and forming part of Bylaw 10530; and
 - (ii) amending the “Major Streets” to align with the “Proposed Streets” on River Road between West Road and No. 3 Road as shown on Schedule “C” attached to and forming part of Bylaw 10530;
 - (b) In Section 2.3.3, on the “Pedestrian Environment Map (2031)” in the area hatched on Schedule “A” attached to and forming part of Bylaw 10530:
 - (i) amending the “Greenway (Future)” to align with the “Waterfront Dyke Trail” shown on Schedule “C” attached to and forming part of Bylaw 10530; and
 - (ii) removing the “Green Link (Future)” ;

- (c) In Section 2.3.4, on the “Cycling Network Map (2031)”, amending the “Proposed Key Routes” to align with the “Proposed Key Routes” shown on Schedule “D” attached to and forming part of Bylaw 10530;
 - (d) In Section 2.10.1(e), replacing the “Tower Spacing & Floorplate Size Map” and associated map legends with Schedule “E” attached to and forming part of Bylaw 10530;
 - (e) Following section 3.3.2 Special Precinct 2.0, inserting section 3.3.3 Special Precinct 3.0 Duck Island (Bridgeport Village) as shown in Schedule “F” attached to and forming part of Bylaw 10530;
 - (f) On the “Generalized Land Use Map (2031)”, in the area hatched on Schedule “A” attached to and forming part of Bylaw 10530, amending the “Village Centre Bonus”, “Urban Centre T5”, “Proposed Streets”, “Park” and “Institution” land use designations as generally shown on Schedule “C” attached to and forming part of this Bylaw 10530;
 - (g) In the Overlay Boundary maps, amending the “Village Centre Bonus” map as generally as shown on Schedule “C” attached to and forming part of Bylaw 10530;
 - (h) On the “Specific Land Use Map: Bridgeport Village (2031)”, in the area hatched on Schedule “A” attached to and forming part of this Bylaw 10530, including Douglas Street between River Road and No. 3 Road, amending the “Proposed Streets”, “Pedestrian-Oriented Retail Precincts – High Street & Linkages”, “Pedestrian- Oriented Retail Precincts - Secondary Retail Streets & Linkages”, “Urban Centre T5 (45m)”, “Pedestrian Linkages”, “Waterfront Dyke Trail”, “Park”, “Institution” and “Village Centre Bonus” land use designations as generally shown on Schedule “C” attached to and forming part of Bylaw 10530; and
 - (i) Making various minor text, formatting, map, and graphic amendments to accommodate the identified bylaw amendments and ensure consistency with the Pedestrian Environment Map (2031), Generalized Land Use Map (2031), and Specific Land Use Map: Bridgeport Village (2031), as amended.
3. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 10530”**.

CITY OF
RICHMOND

APPROVED
by

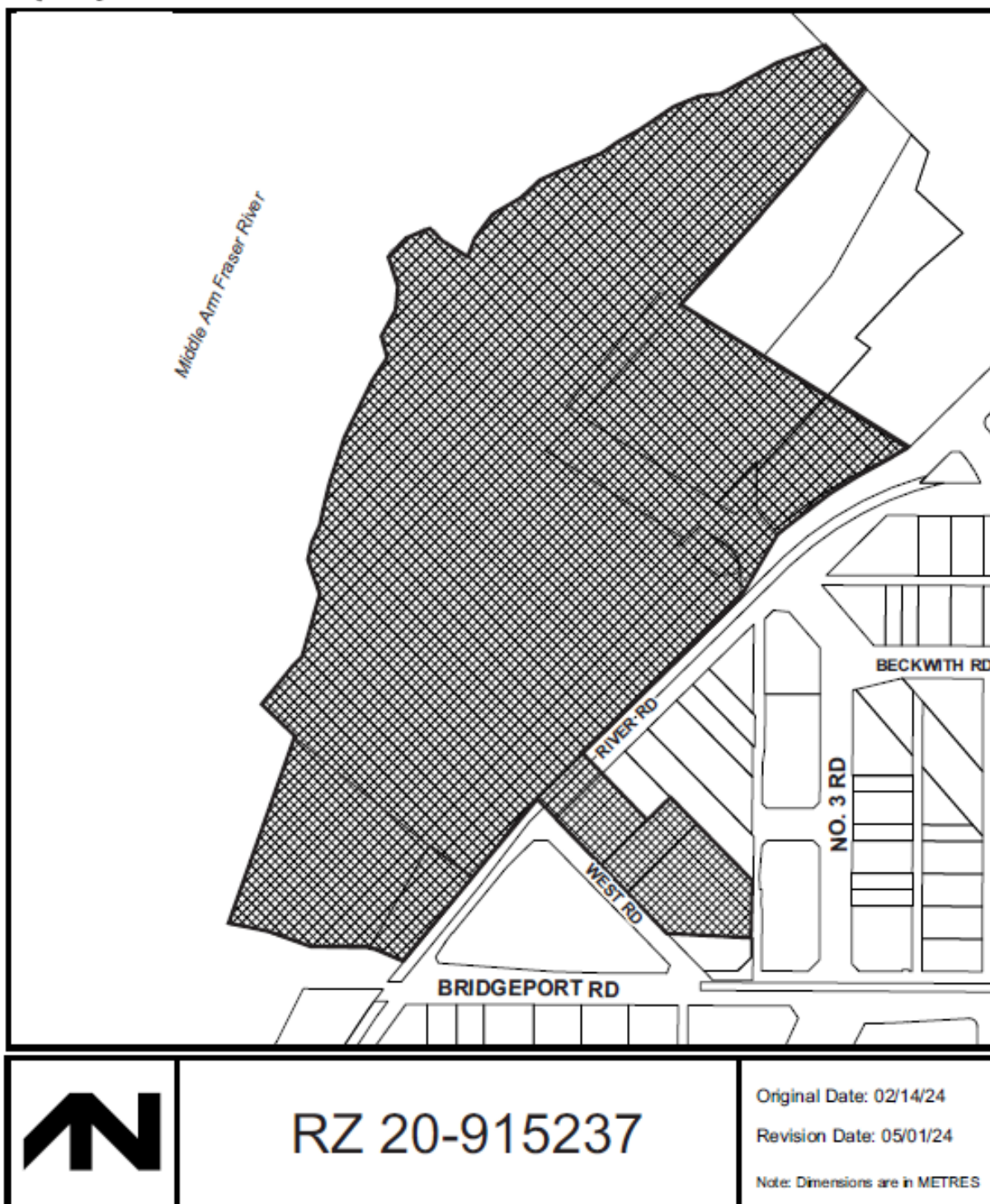
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APPROVED
by Director
or Solicitor

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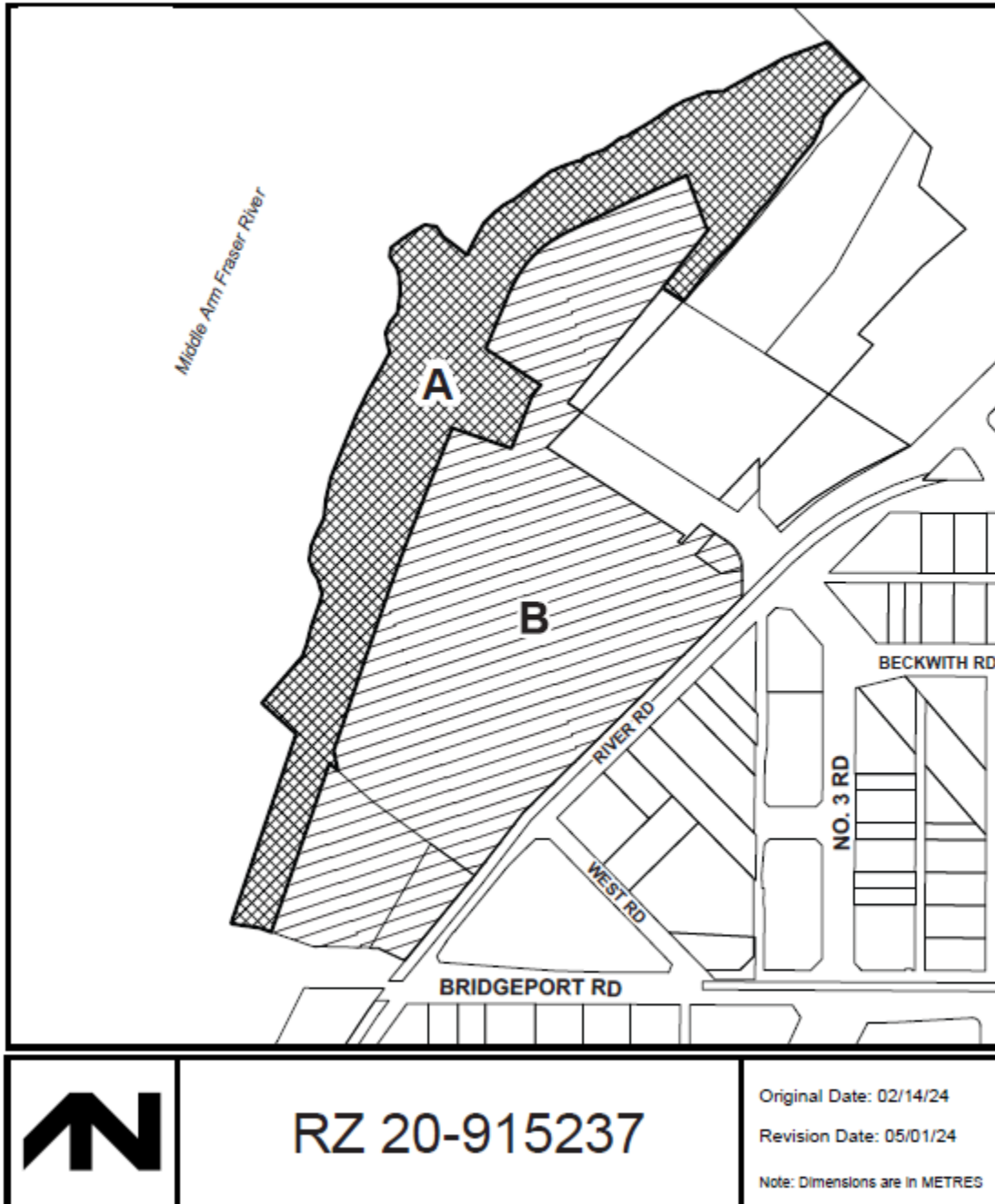


City of
Richmond

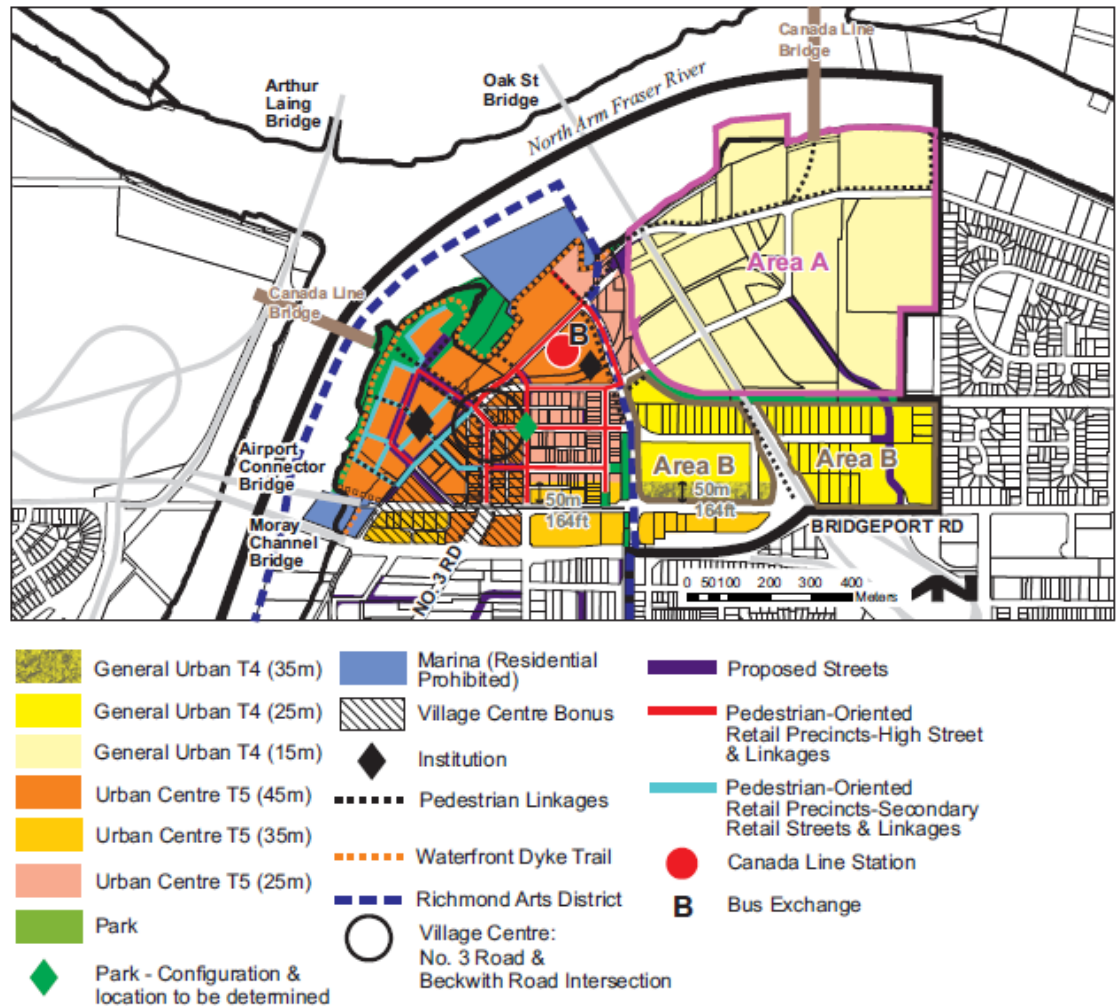




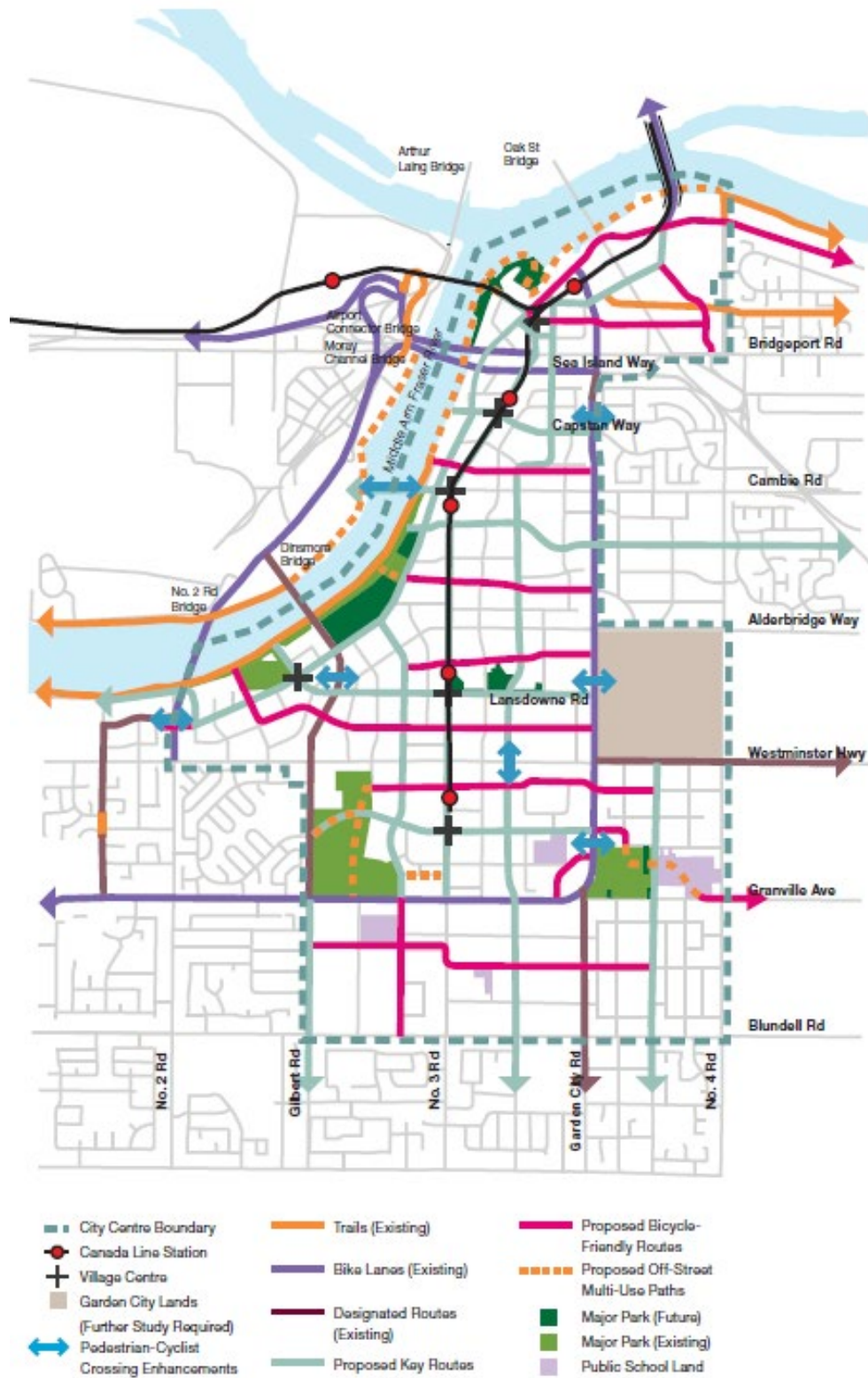
City of
Richmond



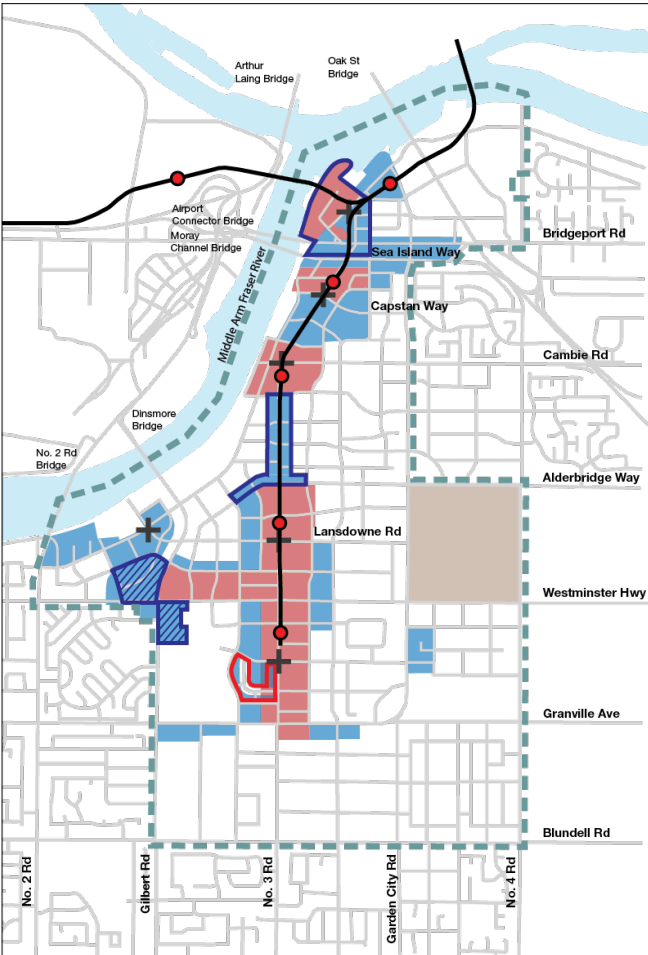
Bridgeport Village



Schedule “D” attached to and forming part of Bylaw 10530



Schedule “E” attached to and forming part of Bylaw 10530

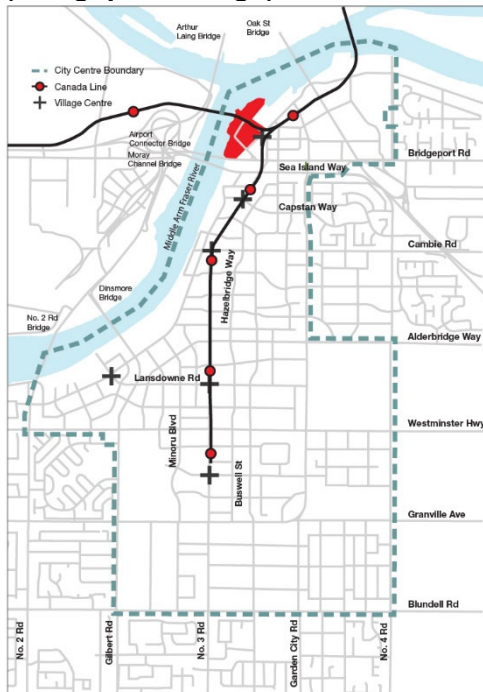


City Centre Boundary	Village Centre
Canada Line Station	Garden City Lands (Further Study Required)

Tower Spacing: Typical Minimum*			
Above 25 m (82 ft.)		Above 30.5 m (100 ft.)	
	24 m (79 ft.)		24 m (79 ft.)
	35 m (115 ft.)**		35 m (115 ft.)
<p>* Between towers on a single development site or adjacent development sites. Towers setbacks to interior property lines or to the centre line of abutting dedicated City lanes should be a minimum of 50% of the Typical Minimum Spacing, except where it can be demonstrated to the satisfaction of the City that a reduced setback will not impact the livability of a neighbouring site or its ability to develop.</p> <p>NOTE: If tower development occurs outside the areas indicated here, the minimum spacing shall be 35 m (115 ft.).</p>			
Tower Floorplate Size: Typical Maximum			
	For office: 1,800 m ² (19,376 ft ²) above 25 m (82 ft.) For other uses: 650 m ² (6,997 ft ²) above 25 m (82 ft.)		
	For hospital: 1,800 m ² (19,376 ft ²) above 25 m (82 ft.) For other uses: 650 m ² (6,997 ft ²) above 25 m (82 ft.)		
	650 m ² (6,997 ft ²) above 25 m (82 ft.), EXCEPT may be increased to 1,200 m ² (13,000 ft ²) above 30.5 m (100 ft.) where the Typical Minimum Tower Spacing is provided		
Elsewhere	650 m ² (6,997 ft ²) above 25 m (82 ft.)		

City of Richmond

3.3.3 Special Precinct 3.0

**Duck Island
(Bridgeport Village)**

This special precinct is a mixed commercial waterfront development, and is intended to provide significant public amenities, a publicly accessible waterfront area, high-density high-rise built form, a limited street network with porous pedestrian connections, and a commercial and entertainment zone in Bridgeport Village.

Predominant Land Use:

Commercial office, hotel, retail, and entertainment

Key Land Use Restrictions:

No residential uses. Retail and entertainment restricted to grade or within podiums. Towers designated for hotel and office.

Max Net Density:

4.75 FAR blended over the subject site.

Maximum Typical Height*:

45m (147 ft.)

**Unless otherwise restricted by Airport Zoning Regulations (AZR).*

Special Precinct Character Areas

This special precinct is envisioned as an animated, bustling, and lively urban place and is comprised of three character areas that are linked together by a continuous network of parks and public open spaces along the waterfront on the west side, and River Road on the east side.

**Waterfront District**

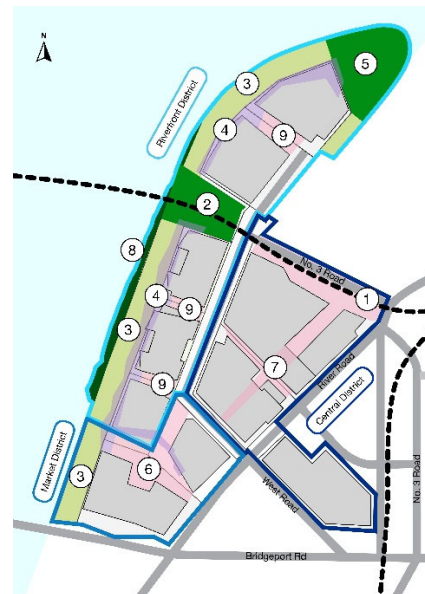
A mixed hotel, retail and cultural district on the waterfront that is anchored in the north by the North Tip Park, west by the River Promenade and Cross Roads Park at the termination of No.3 Road.

**Market District**

A mixed commercial, hotel, and civic district on the waterfront that is anchored by the Market Plaza on the north, and River Promenade on the west, with high visibility from the Sea Island Bridge and Bridgeport Road.

**Central District**

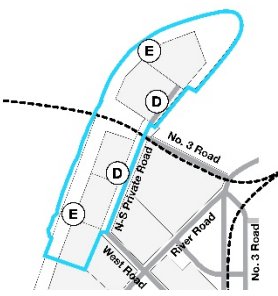
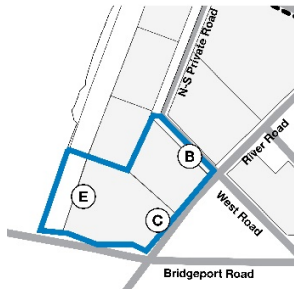
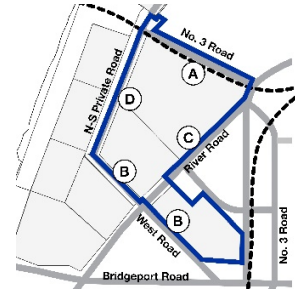
A mixed commercial, hotel, civic and entertainment district that is anchored by the Welcome Plaza on the north and multi-storied galleria.

Special Precinct Character Areas and Key Signature Open Spaces**Special Precinct Character Areas**

- Waterfront District
- Market District
- Central District

Key Signature Open Spaces

1. Welcome Plaza
2. Cross Roads Park
3. River Promenade
4. River Balcony
5. North Tip Park
6. Market Plaza
7. Galleria
8. Waterfront Park
9. Mews

Special Precinct 3.0	A. Waterfront District	B. Market District	C. Central District
Duck Island (Bridgeport Village) Key Frontages A. No. 3 Road B. West Road C. River Road D. N-S Private Road E. Waterfront			
A. Typical Distribution of Uses	<ul style="list-style-type: none"> Underground: Parking Ground: Pedestrian-oriented retail & limited lobbies. Above: Commercial, entertainment & hotel 	<ul style="list-style-type: none"> Underground: Parking Ground: Pedestrian-oriented retail & limited lobbies. Above: Commercial, office, entertainment & hotel 	
B. Maximum City Block Size	<ul style="list-style-type: none"> As defined by the Plan's proposed public streets, mews, park and public open space areas as required to achieve a roughly 100 m (328 ft.) circulation grid. 		
C. Minimum Net Development Site	<ul style="list-style-type: none"> 2,500 m² (0.64 ac.) 	<ul style="list-style-type: none"> 6,400 m² (1.58 ac.) 	<ul style="list-style-type: none"> 6,300 m² (1.55 ac.)
D. Net Development Site Coverage	<ul style="list-style-type: none"> 90% max. exclusive of streets & open spaces secured for public access with Statutory Right-of-Ways (SRW) 		
E. Maximum Building Height	<ul style="list-style-type: none"> 45m (148 ft.), except where Airport Zoning Regulation heights apply 		
F. Towers	<ul style="list-style-type: none"> 24 m (79 ft.) min. above 25 m (82 ft.), EXCEPT this may be reduced to 22 m on a site specific basis if tower spacing is increased elsewhere 24 m (79 ft.) max. (across the tower's narrow dimension) above 25 m (82 ft.). 1,800 m² (19,375 ft.²) max. above 25 m (82 ft.), EXCEPT where sculpting of the towers is encouraged (i.e. larger lower floors and smaller upper ones), the recommended tower spacing is provided, and larger floorplates do not impact key public spaces 		
G. Habitable Floor Elevation	<ul style="list-style-type: none"> Retail & lobbies: 0.3 m (1.0 ft.) min. above crown of fronting street Other uses: 2.9 m (9.5 ft.) GSC min. 		
H. Minimum Setbacks	<ul style="list-style-type: none"> No setback required 3m (10 ft.). 3m (10 ft.). River Balcony & associated publicly accessible stairs are permitted within the setback area 3m (10 ft.). 		
I. Build-to-Lines	<ul style="list-style-type: none"> Setbacks should typically be treated as build to lines. More varied and animated built forms along streets, Park and public open spaces. 		
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> "Shopfront & Awning" 		
K. Landscape Considerations	<ul style="list-style-type: none"> A varied network of signature public open spaces that are: <ul style="list-style-type: none"> (i) oriented towards the river; (ii) designed to accommodate large pedestrian volumes, gatherings, and special temporary and seasonal activities and events; and (iii) framed by animated, pedestrian-oriented commercial, cultural and recreational uses and spaces 		<ul style="list-style-type: none"> A network of intimate urban open spaces for lingering, socializing, shopping and dining, focussed around a signature mid-block galleria
L. Built Form Considerations	<p>High density commercial and hotel with dynamic architecture framing park and public open spaces</p> <ul style="list-style-type: none"> Tower/Podium Typology: Emphasize horizontal (podium) and vertical (tower) volumes. Terraced Massing: Step buildings down in height towards the river, increasing viewing deck and patio space along Duck Island's west edge Human Scale: Incorporate design elements to mitigate the impact of building scale, especially near key public spaces. Articulate Large Building Faces: Building facades measuring more than 55 m in length should be articulated (e.g., broken up and rotated) to appear as two or more shorter intersecting façades. Riverfront Tower Orientation: Towers located along the waterfront should be oriented perpendicular to the river. Subtle tower rotations may be used to highlight features (e.g., views, public places and landmark cantilevers) and differentiate the towers from their podiums. Angle Corners: Building corners and short façades facing the waterfront are encouraged to be angled to direct sight lines towards the river and provide view corridors 		

3.3.3 Special Precinct 3.0

Duck Island (Bridgeport Village)

Development Features

Key Signature Open Spaces: Shall be accessible and designed for all seasons

1. Welcome Plaza:

A year-round, engaging outdoor space that invites visitors into the site by providing sightlines, and opportunities for social interaction and events, comprising:

- At least 2,460 m² (0.60 ac) in size;
- Public realm oriented towards pedestrians, active transportation, transit, and vehicle users arriving at this primary gateway;
- Paving, lighting, public art, and wayfinding to engage visitors and lead people into the development's public open space;
- Hard/soft landscaping and related infrastructure to facilitate events, celebrations, and year-round use; and
- Animated retail/restaurant edges.

2. Cross Roads Park:

A flexible, year-round, outdoor space for dining, shopping, socializing, relaxing, entertaining, and playing comprising:

- At least 3,240 m² (0.80 ac) in size;
- Hard/soft landscaping and special features to animate the space and support year-round use;
- A balance of illumination to provide adequate safe nighttime visibility;
- Provision of power and lighting to facilitate events and celebrations;
- Animated retail/restaurant edges; and
- Amenities that serve diverse ages and abilities, such as seating, play structures, picnic or gathering spaces, and high-quality non-slip hardscape materials.

3. River Promenade:

A linear waterfront park to complement the ecological riparian area along the foreshore, and provide year-round public open space for socializing, relaxing, and playing, comprising:

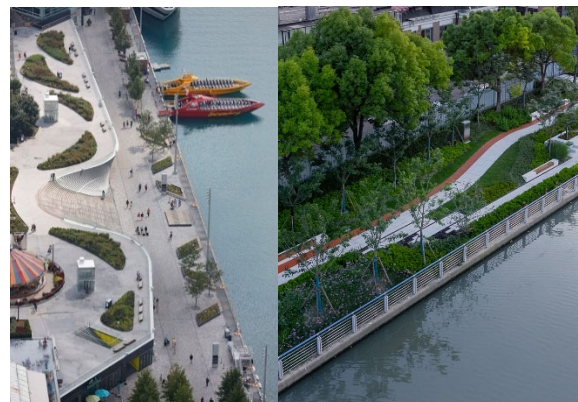
- At least 13,344 m² (3.29 ac) in size;
- Animated retail/restaurant edges;
- Public art, seating, and amenities;



Welcome plaza establishes a first impression and a vibrant ambience using landscape, wayfinding, and complementary active built forms



Cross Roads Park with built form orienting views towards the water and viewpoints.



River Promenade with green spaces and spaces to connect with the river

- Adjacent indoor/outdoor spaces and glazed frontages that promote flexible uses and create a
- connectivity to the river for all building edges;
- Hard/soft landscaping, lighting, weather protection overhangs, and heating lamps are encouraged to promote year-round use of frontages along the River Promenade during the day and evening; and
- A universally accessible walkway that is wide, flat, include trees and other planting areas, and use high-quality surface materials.

4. River Balcony

An elevated multi-level waterfront deck that is publicly accessible for all ages and abilities 24 hours per day, offers opportunities for year-round outdoor dining, shopping, socializing, relaxing, entertaining, and playing, comprising:

- At least 6,480 m² (1.60 ac) in size;
- Located at minimum elevation of 5.5m above finished ground level with a maximum elevation of 13m above ground level;
- Features to facilitate vertical circulation such as elevators, stairs, and escalators provided at places with high visibility and key public spaces;
- Transition from the River Balcony and
- Promenade to the North Tip Park and Cross Roads Park shall be highly accessible, incorporate visual cues and wayfinding clearly visible from the ground level, and promote a sense of arrival;
- Green space with diverse planting opportunities;
- Green with diverse planting; and
- A balance of illumination to provide adequate safe nighttime visibility;
- Animated retail/restaurant edges; and
- Public viewpoints, outdoor lounges, seating, and decks with pedestrian amenities.

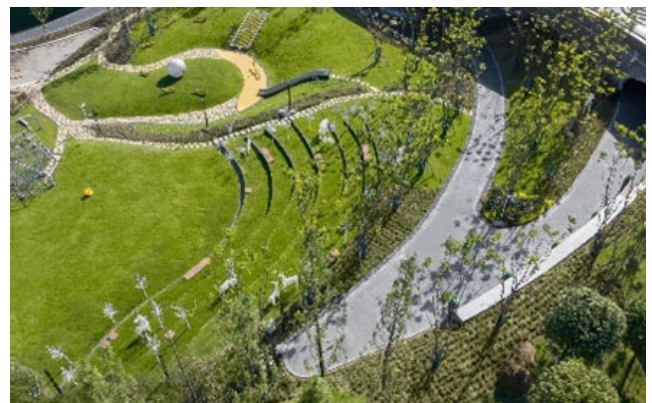
5. North Tip Park

A waterfront park to complement the ecological riparian area along the foreshore, and provide year-round public open space for socializing, relaxing, and playing, comprising:

- At least 4,550 m² (1.12 ac) in size;
- Hard/soft landscaping and special features supporting year-round use;
- An appropriate proportion of green open space suitable for informal passive recreation;
- Provision of power and lighting to facilitate events and celebrations;
- Animated retail/restaurant edges; and
- Public art, seating, and amenities.



River balcony as an elevated, multi-level space that provides variety of activities and enhanced views of the waterfront



North Tip Park provides informal passive recreation while supporting a rich and diverse ecology

6. Market Plaza

A flexible, year-round, outdoor space for dining, shopping, socializing, relaxing, entertaining, and playing comprising:

- At least 4,500 m² (1.11 ac) in size;
- Animated retail/restaurant edges;
- Public art, seating, and amenities
- A balance of illumination to provide adequate safe nighttime visibility;
- Seamless integration with and directly adjacent to the Vendor Market;
- Permanent and temporary infrastructure to accommodate large capacity crowds and host events, performances, and entertainment; and
- Universal accessibility and activities for all ages and abilities shall be provided including play structures for children, seating, lighting, weather protection, and non-slip surfaces



Market plaza as a large and flexible space to host festivals and outdoor events with large capacities

7. Galleria

Privately owned covered public walkway fronted by retail shops, dining, and gathering spaces, providing mid block connections in both north-south and east-west orientation, comprising:

- Minimum 10m (33 ft.) width;
- 24 hour public access including clearly defined entrance treatments free of doors or barriers;
- Provision of weather protected cover via domes, arches, or otherwise unique forms to facilitate and encourage use at all times;
- Skylights to provide natural light at ground level and adjacent spaces;
- A balance of illumination to provide adequate safe nighttime visibility;
- Public art, seating, and amenities; and
- Smaller, pedestrian-scale commercial storefronts with varied frontages and storefront rhythm; storefront widths should be limited to 6m (20 ft.) where possible.



Galleria with covered roof creates an active and weather protected retail environment

8. Waterfront Park

A linear waterfront park adjacent to the ecological riparian area along the foreshore providing opportunities for nature interpretation and interaction by visitors, comprising:

- At least 4,500 m² (1.11 ac) in size;
- Universally accessible waterfront pathway with seating, interpretive panels to convey the history of the river and its significance to Richmond and beyond;
- Basic lighting to ensure safety and visibility for nighttime access, while maintaining minimal disturbance for natural foreshore habitat;



Waterfront Park provides opportunities for visitors to closely experience the riparian environment and obtain closer views of the river and its activity

- Primarily natural or modular materials to reflect the surroundings, be more resilient to flood impacts, and minimize maintenance requirements for the City; and
- A waterfront pathway designed to mitigate impacts to the dike structure and which can be modified if and when the dike is raised.

9. Mews

Short, narrow, urban passages that provide a human scale and intimacy, and create visual and physical connections to the waterfront, comprising:

- Minimum 10m (33 ft.) width;
- Oriented towards the waterfront;
- Smaller, pedestrian-scale commercial storefronts with varied frontages and storefront rhythm; storefront widths should be limited to 6m (20 ft.) where possible;
- Building frontages shall be varied and lively, with transparent or active frontages, window displays, narrow planters, and creative signage.



Mews provide visual and physical connections to the waterfront through an active, vibrant and retail experience.

3.3.3 Special Precinct 3.0

Duck Island (Bridgeport Village)

Development Features

1. Street Walls

- **Waterfront:** Built form stepped down towards the water to leverage waterfront views. Covered double height roofs and projections to provide shade and weather protection to ensure all-season enjoyment indoors and outdoors both at the River Balcony and River Promenade levels.
- **N-S Private Road:** Layered streetwalls, ranging in height from 17.0 m (55.8 ft.) to 45 m (148 ft.), break down the building mass vertically and horizontally and, together with variations in articulation, colour, materials, and fenestration, impart a vibrancy and fine grain to the streetscape. Locate a public amenity destination at the end of North-south private street, such as a First Nations Cultural Centre.
- **Mews:** Stepped built form two to 6 storeys high creating an intimate scale emphasizing the vistas to the waterfront.
- **Parks & Open Spaces:** The built form adjacent to the parks and open spaces should include high, transparent floor to ceiling materials and “indoor/outdoor” zones. Uses along North Tip Park, Water Promenades, and Cross Roads Park shall be active (dining, café, retail, public amenity).

2. Pedestrian Oriented Streetscapes: Shall contribute to a lively public realm and pedestrian experience, and create transparent relationships with active retail interiors.

- ###### 3. Towers:
- Slim towers orient towards the waterfront to enhance waterfront views and create a distinctive skyline feature. Massing shall be broken down to express nine towers, setting back the “connecting massing” between towers from the street (min. 5 m from the podium below) on the east and substantially (min.15 m) on the west to create courtyards facing the waterfront on the west. The connecting massing shall be 1-2 storeys lower than the adjacent connecting towers.

4. Grand Stair:

- A grand stair shall serve as a visual and physical connection from Cross Roads Park to the River Balcony public space; and
- Cantilever overhangs and landmark building treatment shall be considered at the grand stair.

A. Waterfront District

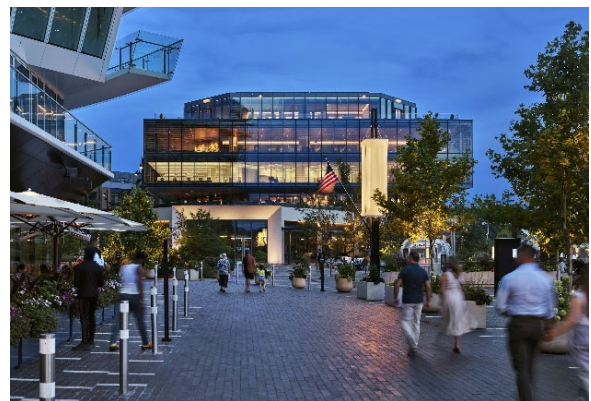
Duck Island (Bridgeport Village) is intended to showcase the riverfront as a key area, with a focus on enhancing both natural beauty and human interaction. The River Promenade and vibrant public spaces provide abundant green space and serve as a destination for public use.



Grand stair with usable stair access, seating, lighting to create a focal point in the public realm



Slim towers oriented towards the waterfront



Retail and active uses to be adjacent to parks and open spaces

3.3.3 Special Precinct 3.0

Duck Island (Bridgeport Village)

Development Features

1. Street Walls

- *Waterfront:* Built form stepped back after the fourth storey towards the water to leverage waterfront views.
- *West Road/ Bridgeport Road/ N-S Private Road:* Layered streetwalls, ranging in height from 17.0 m (55.8 ft.) to 45 m (148 ft.), break down the building mass vertically and horizontally and, together with variations in articulation, colour, materials, and fenestration, impart a vibrancy and fine grain to the streetscape.

2. Parks & Open Spaces: Market Plaza- Setting back portions of the massing and creating terraces to relate to the Market Plaza.

3. Pedestrian Oriented Streetscapes

- Shall contribute to a lively public realm and pedestrian experience, and create transparent relationships with active retail interiors;
- Large building blocks shall be expressed as smaller, pedestrian-scale commercial storefronts with varied frontages and storefront rhythm;
- Buildings shall be serviced from within the building and blank walls avoided;
- Storefront widths should be limited (6 m (20 ft.) where possible);
- “Feature” building elements may overhang the \ Private North-south road setback at/after the third storey;
- Entertainment uses, including entrances to event venues, shall be concentrated in the Market District to promote the night economy and tourist attractions; and
- The Indoor Vendor Market shall incorporate an indoor/outdoor design with seating and dining areas.

4. Towers:

- Towers orient towards the streets and massing shall be broken down to express the tower portion, setting back the rest of the massing from the street (min. 5 m) and from the Market Plaza (min. 10m); and
- Building facades measuring more than 55 m in length should be articulated (e.g., broken up and rotated) to appear as two or more shorter intersecting façades.

B. Market District

Duck Island (Bridgeport Village) is intended to provide a lively public realm, with inviting commercial areas and waterfront views that facilitate commerce, gathering, and social interaction.



Retail at grade with office, hotel, and entertainment uses above



Entertainment and retail uses concentrated around a Market Plaza with outdoor dining



Narrow towers facing street with built form broken down to emphasize the slenderness of towers, differentiating from the rest of the built form.

3.3.3 Special Precinct 3.0

Duck Island (Bridgeport Village)

Development Features

1. Street Walls

- *No.3 Road/ West Road/ N-S Private Road:* Layered streetwalls, ranging in height from 17.0 m (55.8 ft.) to 45 m (148 ft.), break down the building mass vertically and horizontally and, together with variations in articulation, colour, materials, and fenestration, impart a vibrancy and fine grain to the streetscape.

Parks & Open Spaces: Welcome Plaza-

Welcome plaza is anchored and defined by cantilevered overhangs of towers, over four-five storey podium.

2. Pedestrian Oriented Streetscapes:

- Shall contribute to a lively public realm and pedestrian experience, and create transparent relationships with active retail interiors;
- Large building blocks shall be expressed as smaller, pedestrian-scale commercial storefronts with varied frontages and storefront rhythm;
- Buildings shall be serviced from within the building and blank walls avoided;
- Storefront widths should be limited (6 m (20 ft.) where possible); and
- “Feature” building elements may overhang the Private North-south road setback at/after the third storey.

3. Towers:

- Towers orient towards the streets and massing shall be broken down to express the tower portion, setting back the rest of the massing from the street (min. 5 m); and
- Building facades measuring more than 55 m in length should be articulated (e.g., broken up and rotated) to appear as two or more shorter intersecting façades.

C. Central District

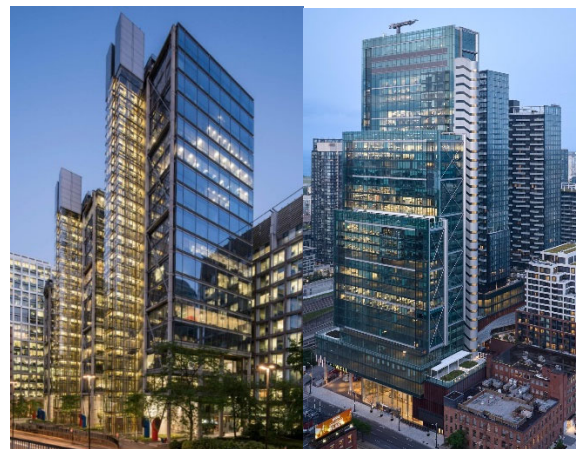
Duck Island (Bridgeport Village) is intended to act as the centre of Duck Island, with well-defined pedestrian-oriented retail high streets, the Welcome Plaza, and towers converging to create an inviting environment where residents and visitors can experience the heart of Duck Island.



Welcome Plaza with cantilever overhang and activated frontages



Active retail frontages along streets and parks



Tower articulation to breakdown the overall scale of the built form



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10531 (RZ 20-915237)
For the area bounded by Bridgeport Road, River Road, the Fraser
River, Unsurveyed Crown Land, Crown Land Registry District Lot
2752 Group 1, and including 8351 River Rd, 8411, 8431, 8451 West
Road, and 2431 No. 3 Rd**

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:

“22.54 High Rise Riverfront Commercial and Institution (ZC54) – Bridgeport Village (City Centre)

22.54.1 Purpose

The **zone** accommodates institutional **uses** in the form of **community amenity space** and high **density commercial uses** on lands located adjacent to the riverfront in the Bridgeport Village area of the **City Centre** which is affected by aircraft noise. Additional **density** is provided to achieve **City** objectives related to institutional **uses** and **community amenity space** as designated by the **City Centre** Area Plan.

22.54.2 Permitted Uses

- amenity space, community
- amusement centre
- animal grooming
- banquet hall
- broadcasting studio
- education, commercial
- emergency service
- entertainment, spectator
- fire hall
- 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

22.54.3 A. Secondary Uses

- n/a

22.54.3 B. Additional Uses

- education, university

- 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
- vehicle rental, convenience
- veterinary service

22.54.4 Permitted Density

1. For the purposes of this **zone**, where the **owner** dedicates not less than 4,850.70 m² of the gross **site** as **road**, and provides a fee simple transfer of land not less than 25,495.2 m² of the gross **site** for **park**, the calculation of **floor area ratio** is based on a site area of 65,104.14 m².
2. The maximum **floor area ratio** of the **site** is 0.059.
3. Notwithstanding Section 22.54.4.2, if the **Owner** the **floor area ratio** may be increased to 4.9, provided that:
 - a) the **site** is designated Institution in the **City Centre** Area Plan;
 - b) the total **floor area** of the **site** for all **uses** shall not exceed 318,382.09 m² (3,431,880 ft²); and,
 - c) the **owner** enters into an agreement with the **City** to:
 - i. provide for **community amenity space** to the satisfaction of the **City** (e.g. Performing Arts Centre, Art Gallery, Community Policing Office, Urban Fire Hall) where:
 1. the **owner** grants to the **City**, via **air space parcel**, in the area identified as "A" on Diagram 1 in Section 22.54.11, a minimum **floor area** for **community amenity space** of not less than 2,787 m² (30,000 ft²), to the satisfaction of the **City**;
 2. the **owner** grants to the **City**, via **air space parcel**, in the area identified as "B" on Diagram 1 in Section 22.54.11, the minimum **floor area** for **community amenity space** of not less than 1,048 m² (11,280 ft²) to the satisfaction of the **City**; and,
 3. agrees to pay a sum to the **City**, for the provision of **City** facilities within the **City Centre**, equal to \$15.0 million dollars the terms of which shall include the timing of payment and provisions for annual indexing.

22.54.5 Permitted Lot Coverage

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

22.54.6 Yards and Setbacks

1. For the purposes of this section **Dike** shall have the following meaning:
 - a) Lands and structures used for flood protection purposes and forming part of a fee simple parcel adjacent to the Fraser River.
2. Minimum **setbacks** shall be:
 - a) For any part of a **building**, measured to a **lot line** abutting a **lot** used for **Dike** or **Park** purposes: 3.0 m, but may be reduced to 0.0 m if a proper interface is provided as specified in a Development Permit approved by the City;
 - b) For any part of a **building** situated above finished **grade**, measured to a **lot line** or the boundary of a statutory **right-of-way** granting public access: 3.0 m, but may be reduced to 0.0 m for portions of a **building** if a proper interface is provided as specified in a Development Permit approved by the City;
 - c) For any part of a **building** situated entirely below finished **grade** used for **parking** purposes, measured to a **lot line**, not including a **lot line** abutting a **lot** used for **Dike** or **Park** purposes: 0.0 m;
 - d) For any part of a **building**, measured to a **lot line** abutting the Airport Connector Bridge: 4.5 m, but may be reduced if a proper interface is provided and a setback permit from the Ministry of Transportation and Infrastructure is obtained by the developer at no cost to the **City**, and as specified in a Development Permit approved by the **City**;
3. Notwithstanding Section 4.0 and 22.54.6.2(b), portions of any **building** and **structures** used for the sole purpose of public open space, and subject to a statutory **right-of-way** or encroachment agreement, granting public access, shall be permitted to project into the required **yard** up to 0.0 m from any **lot line**, provided the underside of the **structure** is located a minimum of 5.5 m and no more than 13.0 m above finished **grade** and if a proper interface is provided as specified in a **Council** approved Development Permit.
4. Notwithstanding Section 4.0 and 22.54.6.2(b), portions of any **building** located above the second **storey** and a minimum of 6.0 m above the highest **grade** of a statutory **right of way** granting public access, may be permitted to project into the boundary the statutory **right-of-way** granting public access a distance of 3.0 m, if a proper interface is provided as specified in a **Council** issued Development Permit.

22.54.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 45.0 m above the average elevation of the crown of any public **road** (including a private **road** that provides for public right of passage for **vehicles** and persons) and dike **abutting** the **lot**.
2. The maximum **height** for **accessory buildings** and **structures** is 5.0 m.

22.54.8 Subdivision Provisions / Minimum Lot Size

1. The minimum **lot area** is 2,500 m².
2. There is no minimum **lot width**, or **depth**.

22.54.9 Landscaping & Screening

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

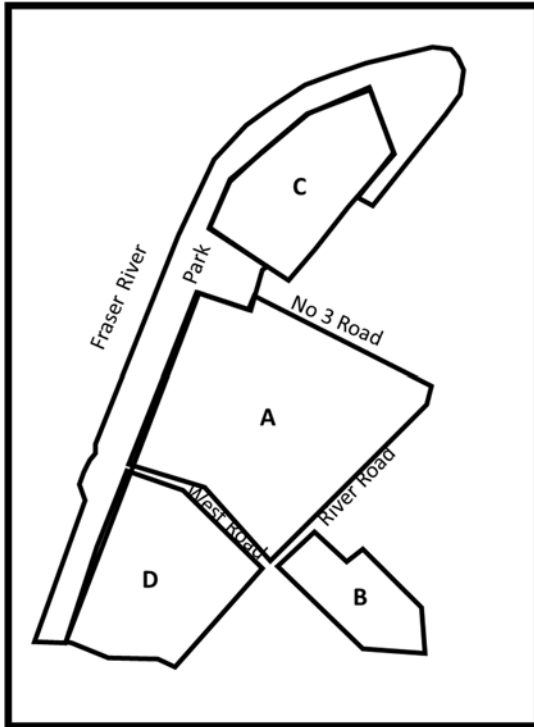
22.54.10 On-Site Parking and Loading

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 22.54.10.1, for the purposes of this **zone**:
 - a) where the **owner** has provided shared on-site **vehicle** parking and transportation demand management measures in accordance with a Transportation Impact Assessment and parking management plan prepared by a registered professional engineer and approved by the **City**, the parking requirements for each phase of development shall be provided as specified in a Development Permit approved by the **City** and which may include both a minimum and/or maximum **vehicle** parking rate.
 - b) where the **owner** has entered into an agreement to implement a Loading Management Strategy approved by the **City**, the minimum loading requirements for each phase shall be provided as specified in a Development Permit approved by the **City**.

22.54.11 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. Notwithstanding Sections 22.54.4.2 and 22.54.4.4 b), the total amount of floor area for **office use** within this **zone** shall be limited to:
 - a) within the area identified as "A" on Diagram 1 of this Section 22.54.11: a maximum **floor area** of 36,641 m² (394,400 ft²); and,
 - b) a maximum **floor area** of 84,402.4 m² (908,500 ft²) for the **site**.
3. **Education, university** use shall not include accessory **dormitories**.
4. In addition to the regulations listed above the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.

Diagram 1



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:

2.1. “HIGH RISE RIVERFRONT COMMERCIAL AND INSTITUTION (ZC54) – BRIDGEPORT VILLAGE (CITY CENTRE)”.

Those areas shown cross-hatched and indicated as “A” on Schedule “A” attached to and forming part of Bylaw 10531.

2.2. SCHOOL AND INSTITUTIONAL USE (SI).

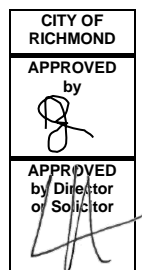
Those areas shown cross-hatched and indicated as “B” on Schedule “A” attached to and forming part of Bylaw 10531.

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10531”**.

FIRST READING

PUBLIC HEARING

SECOND READING



THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

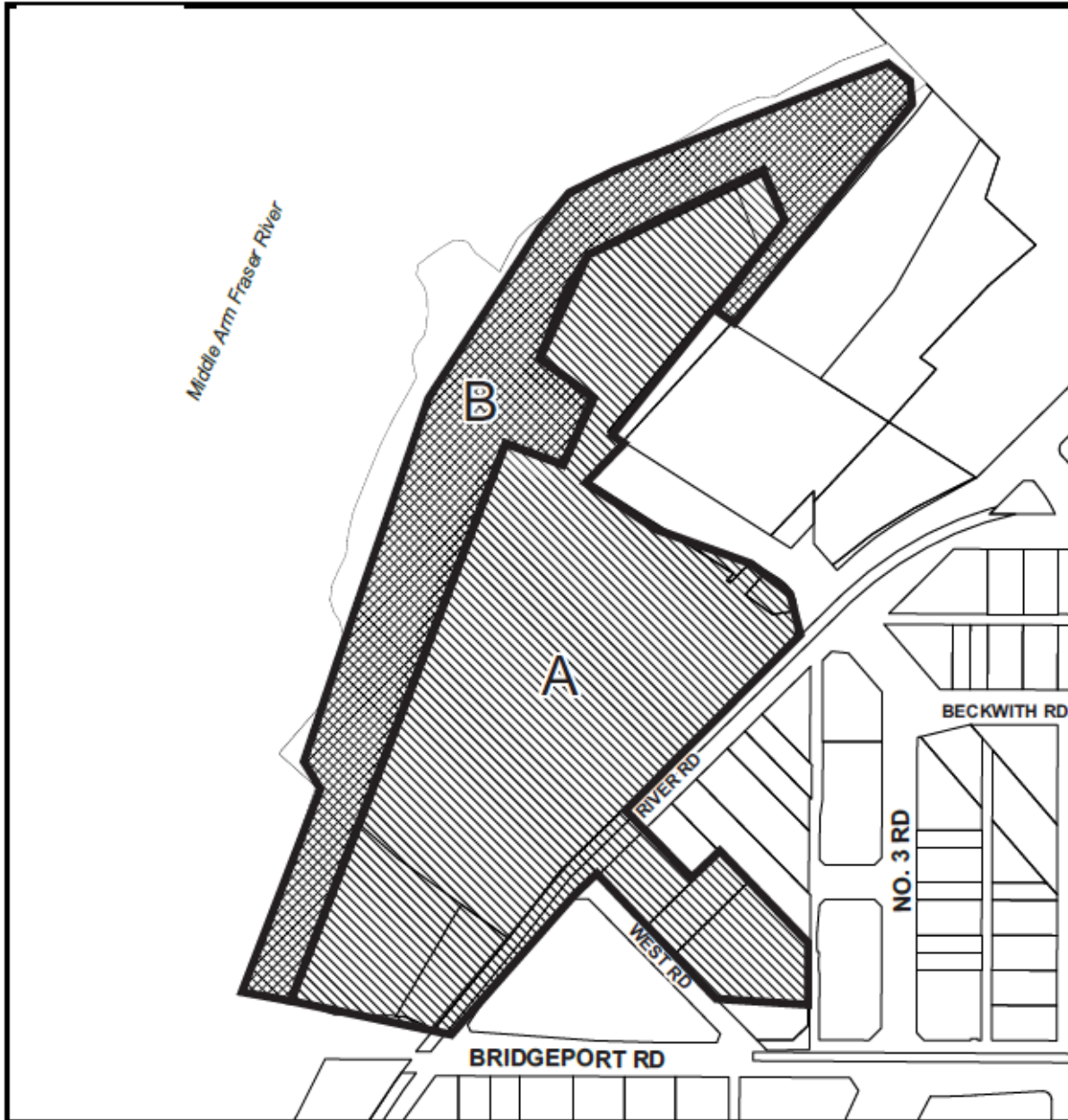
ADOPTED

MAYOR

CORPORATE OFFICER



City of
Richmond



Bylaw 10531 SCHEDULE "A"

Original Date: 02/14/24

Revision Date: 04/30/24

Note: Dimensions are in METRES