

3 | We are move in ready

Sites | Time to Operations | Logistics

We are equipped to grow with you

Vancouver has a host of unique spaces ready to call home

Our two major metropolitan cores (Sites 1 and 2) are open for business on day one, with ample move-in space for Amazon for Phase 1 and expandable space for Phases 2 and 3. Additional land is also available for Phases 2 and 3 in Sites 3 and 4.

Site 1 "Downtown Digs"

An urban center surrounded by mountains and water, this location takes advantage of the very best Vancouver has to offer in terms of sites, scenery, luxurious living, sports, shopping and entertainment.

Phase 1 | Phase 2 | Phase 3

Site 3 "Cultural Core"

A hip and cultural location, with the form and function of an accessible downtown development, yet opportunities to shape it as you like. Strategically located close to downtown, yet with the benefits of a local neighborhood feel.

Phase 2 | Phase 3

Site 2 "Expansive Experience"

Situated in one of the fastest growing cities in the region, this site offers a wide availability of innovative and functional space, amenities mimicking a modern business district, and affordable residential options in the nearby vicinity.

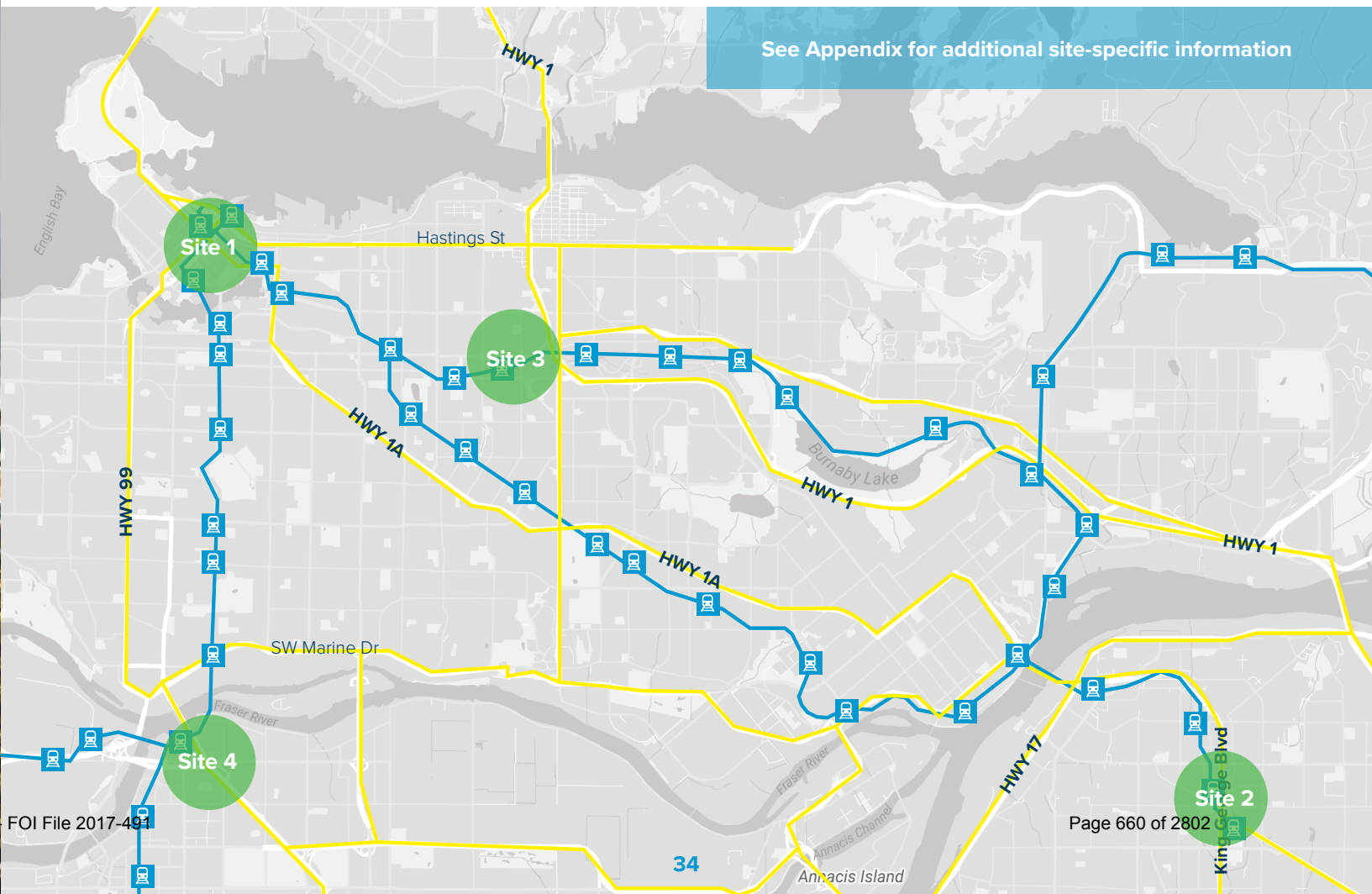
Phase 1 | Phase 2 | Phase 3

Site 4 "Riverside Rendezvous"

A riverfront site with a city center feel and quick, easy, five-minute access, to North America's #1 airport. A community booming with high performance sports and recreational facilities and a vibrant cultural scene.

Phase 2 | Phase 3

See Appendix for additional site-specific information



SITE 01 Downtown Digs

Location: City of Vancouver Neighborhood: Downtown
Status: Existing, Under Construction and Proposed



Site Overview

Situated in the heart of the downtown core, choose this site if you want the energy, excitement and experience of Vancouver's main urban centre. Comprised of existing and proposed office towers, this site is Phase 1 move-in ready and located in the vicinity of the most thriving businesses and tech companies in the region. Furthermore, the site offers a wide array of luxurious living options and is accessible by the many modes of transportation offered through our city's commitment to green living.

Surrounded by mountains and water, this location takes advantage of the very best Vancouver has to offer in terms of sites, scenery, sports, shopping and entertainment.

WALK SCORE 96 BIKE SCORE 92 TRANSIT SCORE 98



Site Info

2,260,000 Phase 1 Square Footage	Core Site Type
4,220,000 Phase 2+ Square Footage	\$40-44 psf Gross Occupancy Costs on average for A+ Space (USD)

Ease of Access

	Walk	Bike	Bus	Skytrain	Drive
Urban Center	✓	✓	✓	✓	✓
Airport (YVR)	--	58 min	50 min	28 min	30 min

Note: Highway #1 is accessible by car in 15 min

Unique Selling Points / Sustainability Features

- » Greenest building code in N. America, many LEED Platinum buildings and district energy connectivity
- » Area is accessible by all modes of transit, including train, seaplane and helicopter
- » Epicenter of business in Vancouver and home to numerous head offices and high tech companies

SITE 02 Expansive Experience

Location: City of Surrey Neighborhood: City Center
Status: Existing and Approved for Construction



WALK SCORE 83 BIKE SCORE 82 TRANSIT SCORE 82

Site Overview

If you want fresh air, expansive space and tons of breathing room without giving up the amenities of the city, choose this location. This site is an award-winning, multi-phased development that integrates several office towers, high-density residential, retail and institutional properties.

Over \$2.3 billion has been invested in this neighborhood since 2000. Surrey is an integrated community with continuously expanding rapid transit, a thriving University District and home to a fast-growing number of young professionals attracted by the large number of affordable residential options in the nearby vicinity.

Site Info

860,000 Phase 1 Square Footage	Campus Site Type
8,000,000 Phase 2+ Square Footage	\$26-34 psf Gross Occupancy Costs on average for A+ Space (USD)

Ease of Access

	Walk	Bike	Bus	Skytrain	Drive
Urban Center	--	--	80 min	44 min	30 min
Airport (YVR)	--	--	--	75 min	40 min

Note: Highway #1 is accessible by car in 10 min

Unique Selling Points / Sustainability Features

- » The area benefits from its central location in the Lower Mainland, ease of accessibility by car, bus and Skytrain, as well as being well-positioned to benefit from future infrastructure investments in the area
- » With sizable land available, Surrey City Centre has the potential to facilitate a campus-like development



SITE 03 Cultural Core

Location: City of Vancouver Neighborhood: Broadway Tech Status: Assembly and Redevelopment Required



Site Overview

If you want a hip and new-wave-trendy neighborhood at your doorstep, choose this site. “East Vancouver” is where the young and ambitious come to live, work and play. This site is located at the second-largest transit hub in the region and within an amenity-dense neighborhood.

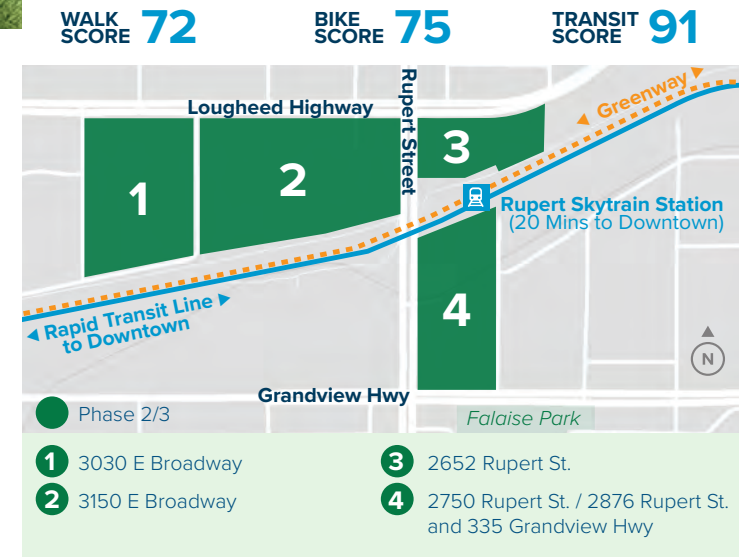
This location provides the form and function of a downtown development, with opportunities for further growth and expansion. With its ease of accessibility and desirable location, companies opt for this area if seeking a neighborhood feel rich with culture.

Site Info

n/a <i>Phase 1 Square Footage</i>	Campus <i>Site Type</i>
7,900,000 <i>Phase 2+ Square Footage</i>	\$32-38 psf <i>Gross Occupancy Costs on average for A+ Space (USD)</i>

Unique Selling Points / Sustainability Features

- » Broadway Tech Centre is a Sustainability Award-winning Gold and Platinum LEED development
- » The development is well served by mass transit, bus service, major roadways and the Greenway biking route that follows the Skytrain path



Ease of Access

	Walk	Bike	Bus	Skytrain	Drive
Urban Center	--	45 min	30 min	15 min	15 min
Airport (YVR)	--	--	--	45 min	30 min

Note: Highway #1 is accessible by car in a little over 5 min



SITE 04 Riverside Rendezvous

Location: City of Richmond Neighborhood: Bridgeport Status: In Planning



Site Overview

Choose this riverfront site if you want a city center feel, while having quick, easy, five-minute access to North America’s #1 airport. This site is also served by a range of community amenities, including an extensive public riverfront area along the Fraser River, and the Richmond Olympic Oval – a popular venue from the 2010 Winter Olympic Games and now a high performance sports and community facility. These elements have all culminated into a proposition for Richmond City Center as a place to live, work and play.

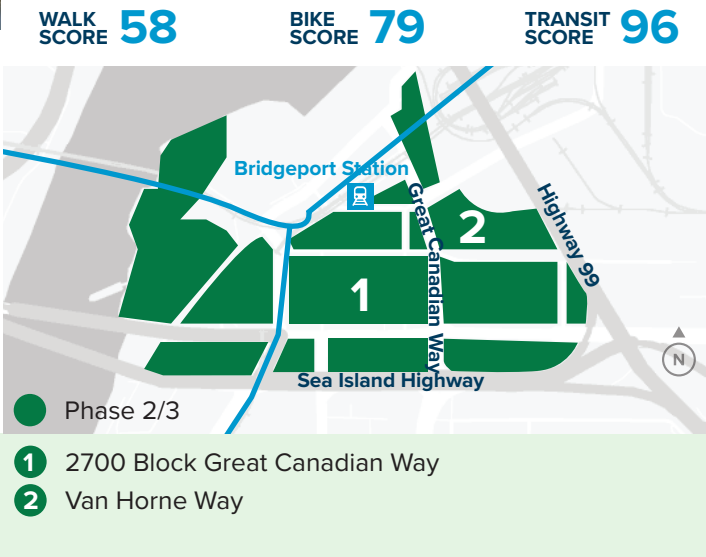
This site is located on the Canada Line corridor at Bridgeport Station with Park and Ride facilities nearby and close proximity to the River Rock Casino complex.

Site Info

n/a <i>Phase 1 Square Footage</i>	Campus <i>Site Type</i>
7,500,000 <i>Phase 2+ Square Footage</i>	\$128-160 psf <i>Average Commercial Land Values in North Richmond (USD)</i>

Unique Selling Points / Sustainability Features

- » Within an urban center undergoing major mixed-use redevelopment and densification
- » Accessible to YVR (5 minutes) and Vancouver City Centre (15 minutes)



Ease of Access

	Walk	Bike	Bus	Skytrain	Drive
Urban Center	30 min	12 min	10 min	5 min	5 min
Airport (YVR)	--	--	15 min	5 min	10 min

Note: Highway #1 is accessible by car in 25 min





Point A to B and traffic free

Whether getting around by train, ferry, seaplane, helicopter, or 860 miles of bike lanes, Vancouver boasts a wide array of unique, traffic-free transit options. All of the sites proposed for HQ2 are accessible by rapid transit.

Moreover, as the #1 bike city in North America and the highest number of cyclists daily—106,000 to be exact—Amazon’s HQ2 employees are as likely to get to work on two wheels as they are on four.¹

Our investments in rapid transit have yielded benefits for drivers as well. Today, Vancouver is among the least-congested of our peer cities in North America,² and continuous improvements in infrastructure and transportation are still being made to ensure traffic congestion is limited.

Communities are digitally connected

Metro Vancouver is on the cutting edge of digital infrastructure, from fiber-optic communications to 5G connectivity.

- ▶ **The world’s next gigabit region.** Most of the region is already able to access gigabit-per-second internet. A \$1 billion investment by Telus will see the downtown core connected by 2019, while an additional \$400 million has been invested to expand fiber-optic connectivity in the cities of Surrey and Burnaby.
- ▶ **There is currently 22,000 miles of fiber-optic capacity in Vancouver,** which also boasts strong links to the Cascadia Innovation Corridor: 800 gigabits of capacity connects Vancouver with Seattle.
- ▶ **At the forefront of 5G innovation.** Vancouver recently witnessed a successful pilot 5G wireless connection distributed over multiple points using the global 3GPP technology standards platform. This ground-breaking event took place in Telus and Huawei’s 5G Living Lab in downtown Vancouver—a one-of-a-kind, real-time laboratory at the forefront of digital innovation.

This pilot represents one of the most advanced connections ever made using technologies that will form the standard for global 5G. It also demonstrates the potential for 5G technology to deliver Wireless-to-the-Premise (WTTx) connectivity at unprecedented speeds—right here in Vancouver.

See Appendix for cellular phone coverage maps.

¹ City of Vancouver 2016
² Vancouver ranks as the 38th most congested city in North America (out of 310 cities), Inrix’s 2016 Traffic Scorecard Report

We will work collaboratively to shape a joint vision for the future

Supporting, enabling and accelerating your growth can be expressed in words, but our actions speak louder. We have a strong history of collaborating with major developers and corporations to help shape the region in ways that benefit all stakeholders – businesses, government and communities – today and in the future.



Centre for Digital Media

A joint venture between four BC universities, the Center for Digital Media offers a world-renowned Masters of Digital Media program, training students to build digital production pipelines and execute projects with industry partners, launching 10 startups in five years.



Hootsuite

To accelerate Hootsuite’s emergence as a digital giant, Vancouver worked in collaboration with the company and other tech organizations to create new bylaw definitions and policy regimes for the Mount Pleasant tech area.



Telus Garden

Vancouver leaders worked with Canadian telecoms giant, Telus, to create an innovative, one million square foot development that comprises a 24-floor office tower, a 53-floor residential tower and a research and development facility in the heart of downtown. Telus Garden is one of the handful of buildings in downtown Vancouver that Amazon already calls home.



Concord Pacific

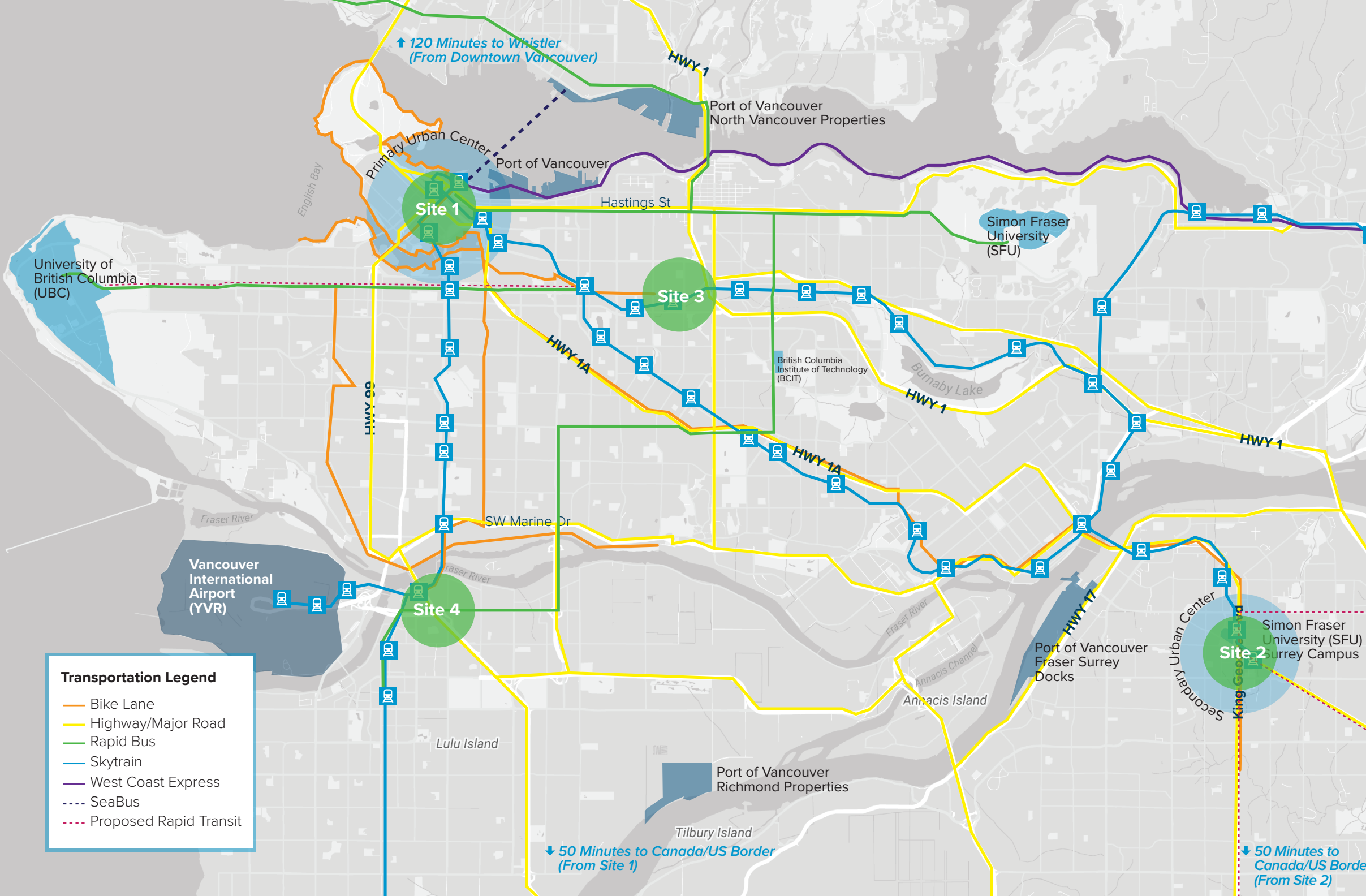
Vancouver and the Government of BC signed a major deal with Concord to redevelop a 204-acre parcel, including 12.2 million square feet of residential and office space, and \$2 billion in capital spending, including schools, parks and other amenities.



Coast Capital Savings and VanCity

VanCity Credit Union partnered with local transit agency TransLink on the creation of an innovative head-office that allowed the regional SkyTrain to run an elevated track within their office tower. Coast Capital Savings developed their headquarters as part of a new transit complex in Surrey, helping to transform the city's downtown.

Vancouver has and will continue to lead with a Day 1 mindset in the future development of the region. Amazon’s presence, innovative thinking and bold ideas will amplify and accelerate how we continue to **operate as a smart, savvy, and sustainable region**



Located in the ‘tech timezone’

Vancouver is ideally located in the heart of the new digital economy – the North American West Coast. The region is a key player in the Cascadia Corridor, a 45-minute flight from Amazon’s Seattle headquarters, and close to the major hubs of San Francisco and Los Angeles.

Vancouver’s time zone allows same-day access to London, New York and Hong Kong, and our airport offers the shortest distances to Asia of any other North American airport. It’s also the closest west coast airport to Europe. Proximity streamlines collaboration and improves the flow of information and people between organizations down the west coast and internationally.



Highly-accessible digital districts

The majority of Vancouver’s innovation and tech-based businesses are clustered in key districts: the Downtown Core, Gastown, Yaletown, False Creek Flats, Mount Pleasant and Kitsilano/Broadway. The region’s compact size and multitude of transportation options, broadly defined by a 25-minute radius, makes getting around easy – a major reason entrepreneurs and career-makers are choosing to call Vancouver home.

Investing in tomorrow’s infrastructure

In an effort to enable more connected communities, as well as address housing affordability, numerous transportation projects are underway across the region. As the region continues to expand its reach and pave the way for tomorrow’s communities, a strong focus is put on developing infrastructure that enables efficient and effective point-to-point connectivity.

Rapid Transit

A total of \$7.5 billion has been committed to near term rapid transit to increase capacity and support 17 miles of service extension, adding 27 new stops; all providing greater connectivity and accessibility across the region.

Roads and Bridges

Government and major transportation corporations are investing \$1.6 billion in immediate investments for road, bridge, and bikeway construction with the aim of increasing safety, increasing capacity, reducing congestion, and increasing accessibility and connectivity to fast-growing, suburban areas.

Airports

The Vancouver Airport Authority has a \$6 billion upgrade planned for Vancouver International Airport (YVR), which includes a five arm extension of the main terminal.

Ports

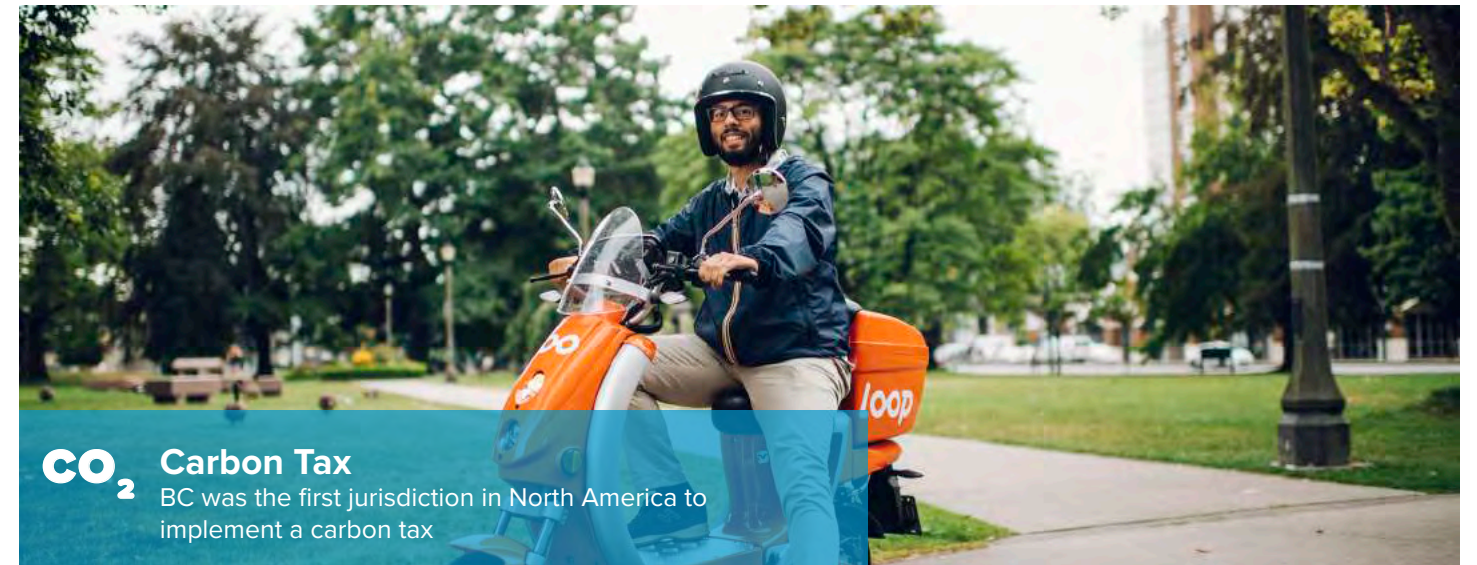
Port capacity expansion projects are underway with the largest being a \$2 billion investment focused on additional container capacity of 2.4 million TEUs, draught of 18 meters, land creation of 115 hectares, terminal length of 1,550 meters, and berth length of 1,300 meters.



“It’s no coincidence that YVR—North America’s best and fastest-growing airport—is located in one of the world’s most livable cities. Vancouver’s incredible lifestyle and diverse economy attracts millions of people to our region every year. This has created a talented local workforce that has shaped Vancouver into one of North America’s emerging tech hubs. We strongly support Metro Vancouver and believe that it would make an outstanding home for Amazon HQ2.”

Craig Richmond, President & CEO, Vancouver Airport Authority

Actively reducing our carbon footprint



CO₂

Carbon Tax

BC was the first jurisdiction in North America to implement a carbon tax

90%

of people & jobs in the city are within walking distance of transit

City of Vancouver

50%

of trips in the city are made by walking, cycling, and transit

City of Vancouver

#1 Biking City

#1 Most Walkable City

#1 Lowest Per Capita GHGs in N. America

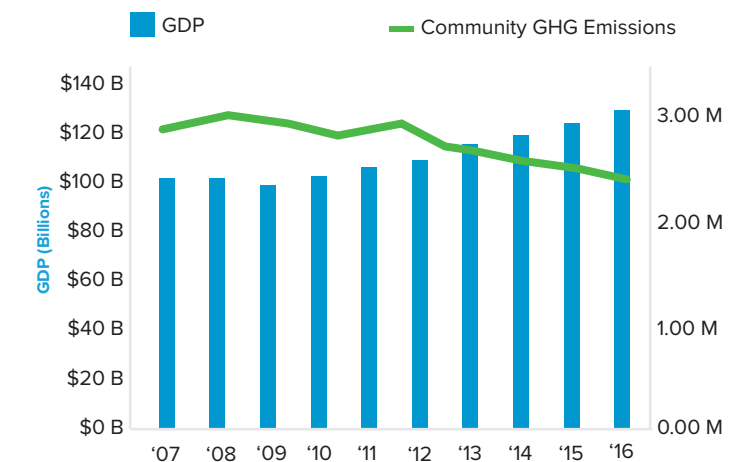
Vancouver has grown its economy by 26% while reducing its GHGs by 15% since 2007

The region’s dedication to green living cannot be ignored; Vancouver boasts 860 miles of bikeways, the largest combined fleet of car and bike shares in North America and first-class rapid transit.

Our multitude of eco-friendly transportation options reflect our commitment to the environment and building a sustainable community. And we don’t stop there. Additional transit investments, valued at \$7.5 billion, have been put in place to ensure we continue to reduce our impact on the environment.

GDP vs Community GHGs

Vancouver is Growing GDP While Reducing Our GHGs



Source: City of Vancouver 2017; Conference Board of Canada 2017

4 | We are the best value option

Capital & Operating Costs | Incentives





We will foster your growth and ensure you stay true to your value proposition

Canada: A clear advantage

The true north strong and free

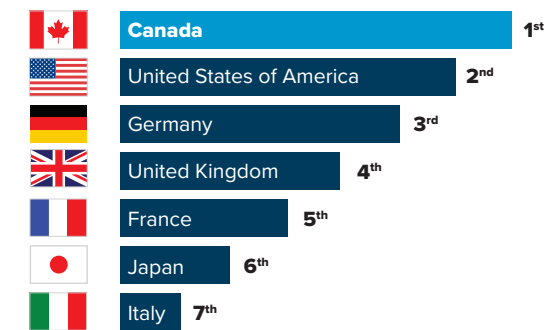
When choosing your next home, you are not only concerned about the existing environment but the long-term strength and stability of where you will choose to grow. And you have a strategic choice to make for the location of HQ2.

Why Canada

Canada has a history of strong GDP growth, employment growth, and overall fiscal performance. A low-inflation environment, high environmental prosperity, a longstanding, stable government and strong social progress has placed Canada at the top of all countries to do business with.

- ▶ **The effective corporate tax rate**, which includes all corporate and labor taxes, is 21% of commercial profit in Canada, **less than half the 44% rate in the US**¹
- ▶ Canadian employers pay on average 25% of payroll in health care costs and benefits, compared to 37% in the US – meaning **savings of up to USD \$600 million a year** for 50,000 employees paid USD \$100,000 each²
- ▶ All Canadian cities over one million population have a cost of living **13% to 15% below** the US baseline, with a **higher quality of life** than nearly all US cities³
- ▶ Canada provides a dedicated service channel for companies looking to make large, job-creating investments in Canada, with a **two-week processing time for 80% of work permit applications**, whereas the US uses a random selection process, or lottery, to select applications yielding a 36% success rate⁴

Business Environment of the G7 Countries Rank for Forecast Period 2017 - 2021



Source: Economist Intelligence Unit 2017


2 Week

processing time for
80% of work permit
applications

53%

lower effective
corporate tax rate
compared to the US

¹ PwC *Paying Taxes* 2017
² KPMG *Competitive Alternatives* 2016
³ Mercer *Quality of Life Survey* 2017
⁴ USCIS; IRCC 2017



To

Jeff Bezos

Cc

Amazon

Subject: Amazon HQ2

Dear Jeff:

There is no better place to do business than Canada. In an increasingly complex and uncertain world, Canadians have embraced change while staying true to their values. Canadians are bold innovators and good neighbors, bound together by a spirit of openness and hard work. Every day we demonstrate that these values are sources of strength, and that better is always possible. I can imagine no better place for Amazon to call its second home.

As the first country in the world to adopt a policy of multiculturalism, we have shown time and time again that a country can be stronger not in spite of its differences, but because of them. Diversity is a fact, but inclusion is a choice. Canada has made its decision and our cities have become windows to the world.

We believe in building a clean-growth economy that is as inclusive as it is innovative. We have embraced technological change, while also helping our citizens adapt to the changing nature of work. That is why we have boosted investment in skills and training and introduced an ambitious Innovation and Skills Plan to make Canada a world-leading centre for innovation.

This plan includes actions that will benefit everyone, from students looking to get work experience to adult workers hoping to improve their skills. It delivers simpler and more efficient support to entrepreneurs, while making it easier for both domestic and global companies to invest in Canada and Canadians. We have simplified our business support programs and designed strategic funds to spur innovation and support high-quality business investments. Our government is a ready and willing partner, with the tools already in place, to make bold and strategic investments to create high-quality jobs.

Canada is also committed to reinforcing our strengths in education. Our world-class colleges and universities have graduated the most highly educated workforce within the OECD. In the new economy, however, we recognize that we must also have access to the best talent in the world, wherever it is. We have therefore introduced dedicated immigration services, allowing companies to attract highly-skilled global talent through an expedited review process to quickly recruit for the skills they need.

Canadian cities are progressive, confident, and natural homes for forward-thinking, global leaders. They are consistently ranked as the best places to live, work, and play in the world. They are welcoming, walkable communities with vibrant arts and culture scenes, connected by ever-improving public transportation networks. Canadians enjoy a universal health care system and a robust public pension plan which help support our excellent quality of life and also mean lower costs for employers. Our cities offer welcoming and predictable business environments, with the lowest overall business costs in the G7, underpinned by the soundest banking and legal systems in the world. They are great places to work, invest, and live — all with unmatched global market access and within a short flight of major American cities.



Throughout our history, it is in one another that Canada and the United States have found their closest friend and ally. We enjoy the longest, most peaceful, and mutually beneficial relationship of any two countries in the world. Canada is the largest foreign customer for goods and services made in the United States. We are the number one customer of the majority of American states, and among the top three customers of 48 states. Our economic integration and partnership are unparalleled.

As Amazon decides on the location for its second North American headquarters, I am certain that Canada will stand out. With all our advantages and a government that is willing to invest in the future, the business case is simple.

Amazon has already established roots in Canada, creating thousands of good jobs, and taking advantage of leading technologies in areas such as artificial intelligence and drones. We are grateful for the confidence Amazon has placed in our cities and people. We look forward to growing this partnership.

The Government of Canada is committed to working closely with Canadian cities in providing Amazon a second home. The full support of our government stands behind them.

Please accept my warmest regards.

Sincerely,



Reply, Reply to All, or Forward

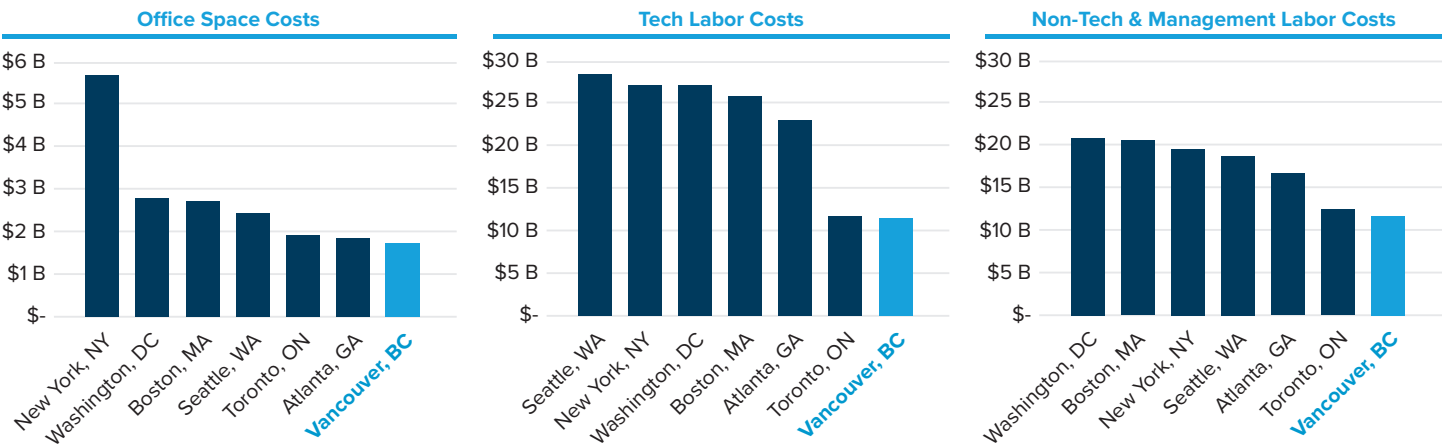
The most sustainable, low-cost advantage for HQ2

A long-term competitive cost advantage

We gathered the data, crunched the numbers, analyzed the results, and crunched the numbers again. There is no denying that Vancouver provides Amazon with the most sustainable, low-cost advantage for HQ2 operating costs now and in the future. Competitive office space, affordable wages for quality talent, and health care savings culminate into an estimated cost savings of up to USD \$34 billion over a 10-year horizon.

Office Space, Labor and Management Costs

n Billions USD; imputed cumulative, undiscounted 10-year costs per 50,000 employees and 7.5 million square feet of office space



Source: CBRE Scoring Tech Talent 2017 Scaled for HQ2

Total Office Space, Labor, and Management Costs

In Billions USD; imputed cumulative, undiscounted 10-year costs per 50,000 employees and 7.5 million square feet of office space

City	Total Cost
New York	\$52,232,486
Washington	\$50,355,097
Boston	\$48,988,387
Seattle	\$49,988,387
Atlanta	\$41,384,891
Toronto	\$25,927,603
Vancouver	\$24,321,348

Compared to a city such as New York, Vancouver provides a cost savings of USD \$28 billion

Source: CBRE Scoring Tech Talent 2017 Scaled for HQ2

In addition, health care costs savings over 10 years for 50,000 employees would exceed USD \$6 billion, bringing total savings to USD \$34 billion

Note: Health care cost savings based on 50,000 employees earning USD \$100,000 per year

Source: KPMG Competitive Alternatives 2016

Quality talent at affordable rates

- **Salaries:** Tech salaries are 25% lower in Canada relative to the US, creating a labor cost advantage. Vancouver specifically offers more affordable wages for tech sector workers compared to other major cities (see table below). Industry executives indicate that lower-cost labor does not mean lower-quality labor, which reinforces the value of our local talent.
- **Benefits:** Canadian employers pay on average 25% of payroll in health care costs and benefits, compared to 37% in the US – meaning savings of up to USD \$600 million a year for 50,000 employees paid USD \$100,000 each.¹

See Appendix for additional labor and wage information.

Enabling more impactful investment

Vancouver ranks second of 51 global cities on total tax burden, with a combined federal and provincial corporate income tax rate of 27%. Corporations in Vancouver pay less than half (49%) of the total tax—defined as corporate income taxes, property taxes, capital taxes, sales taxes, miscellaneous local business taxes and statutory labor costs—of US-based firms. A stable, low tax environment means Amazon can focus its investments in areas that will act as catalysts for its future growth.

Top 3 (of 51 cities globally) for lowest tax burden in:

- » Digital Services
- » R&D Services
- » Corporate Services

Source: KPMG 2016

Market	Average Annual Tech Wage Software Engineer (USD)
Vancouver, BC	\$60,107
Toronto, ON	\$62,365
Atlanta, GA	\$92,380
Boston, MA	\$103,979
Washington, DC	\$108,330
New York, NY	\$108,878
Seattle, WA	\$113,906

Source: US Bureau of Labor Statistics 2016; Statistics Canada 2017; CBRE Econometric Advisors, Axiometrics 2017

Exchange Rates

Foreign exchange works in Amazon’s favor.

Having a significant share of Amazon’s operating costs priced in another currency would provide a natural hedge against a rising USD.

Imagine the extent to which Amazon could have benefited from a softening CAD/USD relationship in recent years.

Holding all else equal, had Amazon’s ‘technology and content’ and ‘general and administrative’ expenses been priced in CAD in 2014, 2015 and 2016, the organization would have realized higher pre-tax earnings of USD \$727 million, \$1.9 billion and \$659 million per year, as the Canadian dollar weakened against the USD.

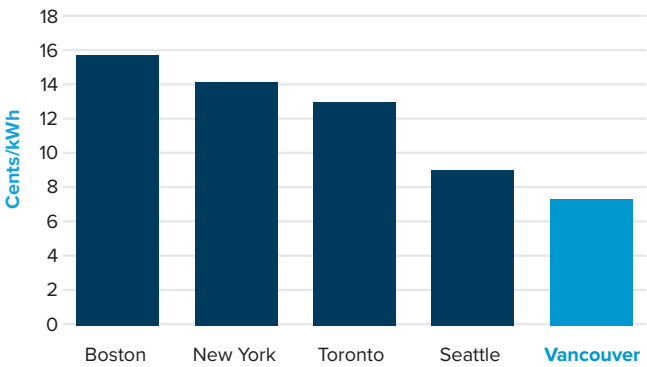




A foundation of clean, reliable, affordable energy

- **Clean:** We're proud that 93% of the electricity we generate in BC comes from clean or renewable energy. It's a privilege we don't take lightly.
- **Reliable:** You can count on our standard electricity supply to be extremely reliable, before you consider back up power options.
- **Affordable:** BC Hydro's standard commercial rate is the fifth-lowest in North America, helping you keep operating costs low.¹

Average Electricity Prices for Large-Power Customers
Average Prices Per kWh



Notes:
1. Average prices are for a monthly consumption of 3,060,000 kWh and a power demand of 5,000 kW; rates in effect April 1, 2016
2. Due to limitations in the availability of data, Washington DC, and Atlanta GA, were not included

Source: Hydro Quebec 2016

100%

renewable energy
commitment for 2050

City of Vancouver

¹ Hydro Quebec 2016

Enhancing Vancouver’s potential for HQ2

Government, corporate partners and the community have developed a package of incentives to support the launch of HQ2 in Vancouver

Corporate and political leaders across all levels have come together to develop a package of incentives which presents a significant opportunity for Amazon’s HQ2. While a number of existing federal and provincial incentives are in place to support the launch of Amazon’s new headquarters in Vancouver, the local community has further enhanced these benefits with HQ2-specific offerings (see Appendix for details). **New federal incentives to be discussed after Vancouver is shortlisted.**

New Provincial Incentives - Amazon HQ2

Incentive	Description
s.17(1)	s.17(1)
Amazon-Global Immigration Solution	A dedicated BC Provincial Nominee Program Solution for Amazon, s.17(1)
Cascadia Innovation Corridor	A cross-border initiative aimed at bringing the Vancouver and Seattle regions closer together to increase economic growth and innovation; new initiatives include seaplane routes linking Seattle and Vancouver harbors s.17(1)
s.17(1)	s.17(1)
s.17(1)	s.17(1)
s.17(1)	s.17(1)
Affordable Housing	To address affordability concerns, the Government of BC has committed to building 114,000 affordable units over the next 10 years and forming a housing working group reporting directly to Cabinet
s.17(1)	s.17(1)
s.17(1)	s.17(1)
Sustainable Tall Wood Buildings	The Government of BC will financially support the costs of promoting and leveraging the learnings and best practices from innovative projects to help Amazon HQ2 embrace carbon friendly wood construction

Talent. Value. Potential.





90%

of Vancouverites are supportive
of HQ2 landing in Vancouver

The feeling is mutual

We want to support your growth and ensure you thrive

Vancouverites want Amazon

Vancouver is ready for its next anchor tenant, and young people need well-paying, competitive career opportunities to thrive in this market. Upon Amazon's announcement to open a second North American headquarters, the community response was astounding, with 90% expressing positive sentiment for HQ2 to be located in Vancouver.¹

Government support is unparalleled

BC's fast-growing tech sector is already home to many American companies and offers unlimited possibilities for technology firms like Amazon. Federal, provincial and municipal governments have all expressed their strong desire and support to bring Amazon to the region and will work as one to ensure a strong, symbiotic relationship. Amazon's presence will play a key role in shaping the economy, the community and the region as a whole.



"We are in this [Amazon HQ2 race] to win it!"

Canadian Prime Minister Justin Trudeau



"I want to ensure that Amazon HQ2 comes to BC."

BC Premier John Horgan



"Amazon's HQ2 would be [a] fantastic addition to Vancouver's world-class innovation ecosystem."

Vancouver Mayor Gregor Robertson



"We are all-in to bring Amazon HQ2 to the region!"

Surrey Mayor Linda Hepner



We provide **limitless** opportunity

We view this as a relationship

Vancouver has never provided one-off tax incentives for corporations – and that’s a good thing. Instead, our approach focuses on building strong relationships and providing long-term incentives that benefit the whole community and our corporate residents.

There are endless possibilities

Like Amazon, Vancouver is at an exciting point in its growth journey. While we have ideas for what the future may hold for the region, Amazon’s HQ2 will undoubtedly inspire a vision that reinvigorates how we think, work, live and play.

- ▶ **\$7.5 billion in transportation capital spending by 2026.** Amazon has the unique opportunity to leverage these investments, and many others, into serving and amplifying its existing growth patterns.
- ▶ **Projected growth of 1 million residents by 2040.** With advantageous immigration programs, Amazon stands to gain from the growing local talent pool and the positive global brand of Canada, which attracts the best and brightest.
- ▶ **Dovetailing policy arrangements.** Whether it be accelerating the path to 100% renewable energy, or integrating cognitive intelligence and drone technology into our day-to-day lives to drive efficiencies, the region wants the bold ideas of tomorrow, to determine the priorities of today. This is where Amazon is perfectly positioned to inspire and influence.

Catalyzing integration

Vancouver is a vibrant ecosystem in the most diverse economy in Canada. Amazon's ability to efficiently integrate and interact with each aspect of this ecosystem will be a top priority for all policy-makers in the region, and players such as the Vancouver Economic Commission are uniquely positioned to connect Amazon wherever and whenever needed.

We’re proud of what we have to offer as a region
and excited about how Amazon could inspire, influence and grow with Vancouver today, tomorrow and in the years to come

To **Amazon**
Cc **Prime Minister Trudeau**
Subject: RE: Amazon HQ2 Shortlist

It doesn’t end here

Consider this a first draft

What we have outlined is just the beginning. Businesses, the government and communities have all expressed their unwavering desire to support the launch of Amazon’s HQ2 in Vancouver (see Appendix for letters of support from major aviation, transportation and telecommunications players).

There is more that can and will be offered. However, we want to ensure you are involved in every step of that journey. We have a team ready and able to do just that. The foundation of every great relationship starts with communication – so reach out, be curious, keep the dialog going, and let’s make this relationship a great one.

Your Vancouver champions,

- [Ian McKay](#) | CEO at Vancouver Economic Commission
- [John Horgan](#) | Premier of British Columbia
- [Gregor Robertson](#) | Mayor of City of Vancouver
- [Linda Hepner](#) | Mayor of City of Surrey
- [Fazil Mihlar](#) | Deputy Minister at BC Ministry of Jobs, Trade & Technology
- [Sadhu Johnston](#) | City Manager at City of Vancouver
- [Vincent Lalonde](#) | City Manager at City of Surrey

This proposal contains confidential and proprietary information which is submitted in confidence and in reliance on Amazon’s prior agreement to treat HQ2 proposals as confidential and proprietary. It is acknowledged that Amazon will wish to share this proposal with some of its external advisors and consent is granted provided they also acknowledge and agree to treat this proposal as confidential and proprietary.

AMAZON HQ2 PROPOSAL

**Talent.
Value.
Potential.**



AMAZON HQ2 PROPOSAL

VANCOUVER WE ARE HOME

Appendix





Vancouver: We are home

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Appendix A | Proposal Criteria Mapping

Proposal Criteria Mapping		
Criterion	Proposal Requirements	Reference Page and/or Appendix
Site/Building	» Information regarding potential buildings/sites	34-39
	» Current ownership structure of the property	Appendix B
	» Current zoning of the site	Appendix B
	» Utility infrastructure present at the site	Appendix B
	» Demonstrate multiple cellular phone coverage maps to ensure optimal service	Appendix D
Capital and Operating Costs	» A stable and business-friendly environment and tax structure	Business Environment: 14, 44, 49-50 Tax Structure: 48, 51-52, 54
Incentives	» Incentives offered by the province and local communities to offset initial capital outlay and ongoing operational costs	54 Appendix F
	» A summary of total incentives offered by the state/province and local community, including a brief description of the incentive item, the timing of incentive payment/realization, and a calculation of the incentive amount. Please describe any specific or unique eligibility requirements mandated by each incentive item. With respect to tax credits, please indicate whether credits are refundable, transferable, or may be carried forward for a specific period of time. If the incentive includes free or reduced land costs, include the mechanism and approvals that will be required. Please also include all timelines associated with the approvals of each incentive. We acknowledge a Project of this magnitude may require special incentive legislation in order for the state/province to achieve a competitive incentive proposal. As such, please indicate if any incentives or programs will require legislation or other approval methods. Ideally, your submittal includes a total value of incentives, including the specified benefit time period.	54 Appendix F
	» If any of the programs or incentives described in the summary of total incentives are uncertain or not guaranteed, please explain the factors that contribute to such uncertainty and estimate the approximate level of certainty. Please also describe any applicable claw backs or recapture provisions required for each incentive item.	Appendix F
	» A timetable for incentive approvals at the state/province and local levels, including any legislative approvals that may be required	Appendix F

Proposal Criteria Mapping		
Criterion	Proposal Requirements	Reference Page and/or Appendix
Labor Force	» The Project must be sufficiently close to a significant population center, such that it can fill the 50,000 estimated jobs that will be required over multiple years	5, 41-42, 59
	» A highly educated labor pool is critical and a strong university system is required	22-25
	» Labor and wage rate information in the general job categories described	51-52 Appendix E
	» Relevant labor pool information and Metro Vancouver's ability to attract talent regionally	26-27
	» Specific opportunities to hire software development engineers and recurring sourcing opportunities for this type of employment	26-30, 54
	» All levels of talent available in the MSA, including executive talent and the ability to recruit talent to the area	22, 27
	» Programs/partnerships currently available and potential creative programs with higher education institutions in the region	23, 54
	» Please also include a list of universities and community colleges with relevant degrees and the number of students graduating with those degrees over the last three years	22
	» Additionally, include information on your local/regional K-12 education programs related to computer science	25
Logistics	» Travel time to a major highway corridor that provides direct access to significant population centers with eligible employment pools and arterial roadway capacity potential	35-38
	» Travel time to an international airport with daily direct flights to Seattle, New York, San Francisco/Bay Area, and Washington, DC	35-38
	» Highway, airport, and related travel and logistics information for all proposed sites	41-42
	» Transit and transportation options for commuting employees living in the region	41-42
	» For each proposed site in Metro Vancouver, identify all transit options, including bike lanes and pedestrian access to the site(s)	35-38
	» The ranking of traffic congestion for your community and/or region during peak commuting times	39
Time to Operations	» An expeditious timetable for the commencement of construction, including requisite access for utilities, infrastructure, and zoning	Appendix B
	» An outline of the permitting process and estimated timetable to initiate Phase I of Amazon's operations	Appendix C

Proposal Criteria Mapping		
Criterion	Proposal Requirements	Reference Page and/or Appendix
Community Cultural Fit	» The Project requires a compatible cultural and community environment for its long-term success. Please demonstrate characteristics of this in your response.	11-16
	» The presence and support of a diverse population, excellent institutions of higher education, local government structure and elected officials eager and willing to work with the company	5-7, 11, 12, 14, 16, 22-25, 40
	» A stable and consistent business climate	48
	» Testimonials from other large companies	8, 14, 16, 28, 43 Appendix G
Community/ Quality of Life	» The Project requires a significant number of employees. We want to invest in a community where our employees will enjoy living, recreational opportunities, educational opportunities, and an overall high quality of life. Tell us what is unique about your community.	5-7, 11, 12, 14, 16, 22-25, 40
	» Please include information on your community with respect to daily living, recreational opportunities, diversity of housing options, availability of housing near potential sites for HQ2, and pricing, among other information	17-18
	» Please also include relevant crime data and cost of living data	18, 48
	» Please use your response as an opportunity to present any additional items and intangible considerations with respect to your state/province and community that Amazon should include in its analysis	49-50, 58-60



Appendix B | Site Details

Site 01: Downtown Digs	
Timing	Phase 1 (2019)
Timing Details	» No new build expected to be delivered to the market until 2021 » Phase 1 requirements would be met through back fill of existing vacant space and/or sublease opportunities » New space could be completed by Phase 2/3 timing
Ownership Structure	» Ownership to all proposed site properties are on a private ownership structure
Current Zoning	» All site properties in the catchment are either zoned DD Downtown District or in the process of a rezoning application to permit an increased density as permitted under the DD zoning by-law » Under the DD by-law, office uses are an outright approval use
Utility Infrastructure	» All site properties are located within built up urban areas with all normal urban utilities available to or in close proximity to the properties » This includes infrastructure for hydro, central steam, communications, sewer and water
Sustainability Features	» All new development in the local markets are driven by market demand for LEED Gold or Platinum standards, and the City of Vancouver requires all rezoned non-residential buildings to meet LEED Gold standards. As medium-term policy goal, the City of Vancouver is moving to ensure buildings to have no operational GHGs by 2030.
Timetable for Phase 1 Permitting and Zoning	» Development permit and zoning (if required): 12 months » Building permit: 3-4 weeks (will be processed by a Certified Professional in parallel with Development permit application)
Site 02: Expansive Experience	
Timing	Phase 1, 2 and 3 (2019 - 2027)
Timing Details	» Current projects by late 2019 plus existing buildings
Ownership Structure	» Ownership is based on private entities or a private/ public partnership with the City of Surrey.
Current Zoning	» The sites identified for the Phase 1 development are either zoned for the intended use or within the Comprehensive Development Plan, capable of being rezoned to a non residential use, consistent with the City of Surrey OCP designation for the City Center District.
Utility Infrastructure	» All site properties are located within built up urban areas with all normal urban utilities available to or in close proximity to the properties » This includes infrastructure for hydro, communications, sewer and water, and district heat
Sustainability Features	» All new development in the local markets are driven by market demand for LEED Gold or Platinum standards. City Centre in Surrey includes a District Energy system. The City of Surrey has a robust, sustainability focused energy code, based on the provincial Energy Code, which aims to ensure all buildings reach Passive House standards on variable timelines.
Timetable for Phase 1 Permitting and Zoning	» Zoning: all zoning already in place » Development permit: 6-9 months » Building permit: 3-6 months (could be done concurrently with Development permit)

Site 03: Cultural Core	
Timing	Phase 2 (2020)
Timing Details	» Delivery of Phase 2+ within Broadway Tech Centre in 2020/21 » Any assembly of surrounding lands could take an estimated 2 to 3 years to complete purchases, rezone and obtain Development Permit.
Ownership Structure	» Ownership to all properties are on a private ownership structure
Current Zoning	» A rezoning application would be required for the assembled sites in accordance with the OCP designations to permit any proposed office related uses similar to that contemplated by Amazon.
Utility Infrastructure	» All site properties are located within built up urban areas with all normal urban utilities available to or in close proximity to the properties » This includes infrastructure for hydro, communications, sewer and water
Sustainability Features	» All new development in the local markets are driven by market demand for LEED Gold or Platinum standards. City Centre in Surrey includes a District Energy system. All new comprehensive planned new community oriented development encourages the inclusion of energy and waste systems.
Timetable for Phase 1 Permitting and Zoning	» Not applicable (proposed for Phase 2)
Site 04: Riverside Rendezvous	
Timing	Phase 3 (2027)
Timing Details	» Dependent on Amazon’s demand » Requires assembly of surrounding lands which may take 2 to 3 years
Ownership Structure	» Ownership to all proposed site properties are on a private ownership structure
Current Zoning	» Light Industrial (IL) and Auto-Oriented Commercial (CA)
Utility Infrastructure	» All site properties are located within built up urban areas with all normal urban utilities available to or in close proximity to the properties » This includes infrastructure for hydro, communications, sewer and water
Sustainability Features	» All new development in the local markets are driven by market demand for LEED Gold or Platinum standards. The City of Richmond has a robust, sustainability focused energy code, based on the provincial Energy Code, which aims to ensure all buildings reach Passive House standards on variable timelines.
Timetable for Phase 1 Permitting and Zoning	» Not applicable (proposed for Phase 3)

Appendix C | Permitting Process Outline

Development Permit Process

- 1. **Pre-application**
 - » Check the zoning of the site and any relevant bylaws that may apply
 - » Meet with City Staff to discuss application process
 - » Pay the application fee
- 2. **Review**
 - » The zoning and proposed use of the site is taken into consideration or whether a rezoning application is required.
 - » The planning committee will also consider if the development requires any discretionary increases in regulations or relaxations
 - » Advisory panels and groups meet to discuss the impact of the development
 - » A neighborhood notification process is commenced to solicit feedback from the community
- 3. **Decision**
 - » After all reviews have been completed and all notification responses have been summarized and evaluated, a decision on the application is made.
 - » The decision is usually made by a senior member of the City's planning department with Council involvement only on major applications.
 - » Applications are generally approved, approved with conditions, or refused

Rezoning Process

- 1. **Planning**
 - » The planning department will identify and explain the policies, guidelines, and plans that affect the property's use and development.
 - » The developer will also be advised as to any issues that may need to be considered or addressed during the application process.
- 2. **Written Enquiry**
 - » If the rezoning is deemed to have community or citywide benefit, the developer will be asked to apply for rezoning advice before formal rezoning application occurs
 - » The developer will receive a rezoning application form at this point
- 3. **Pre-application Meeting**
 - » Based on the response to the application for rezoning advice, the developer should then book a pre-application meeting with the rezoning planner to discuss the application requirements for the proposal or any consultation with the community that may be required.
- 4. **Application**
 - » Once all the rezoning material has been compiled, a rezoning application may be filed.
- 5. **Review and Decision**
 - » The public will be informed about the rezoning application with a community meeting being a possibility if required
 - » After letting the public respond, the Planning department will then write a report, which provides a complete analysis of the application, and a recommendation that it either be referred to a public hearing and approved, or refused.

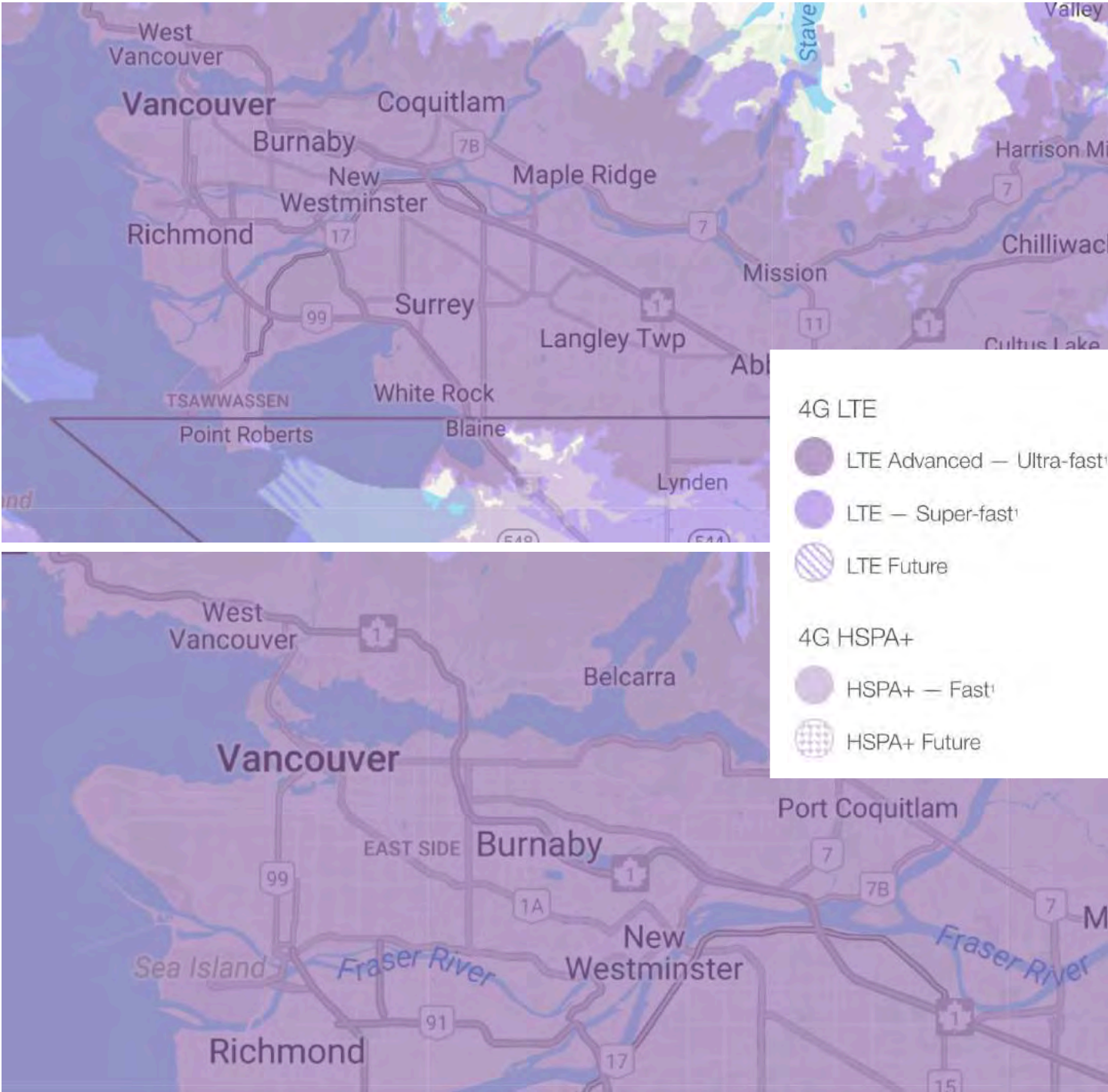
Building Permit Process

- 1. **Documentation Collection**
 - » This step requires the developer to ensure that they have all documentation which may include the building permit application form or an authorization form
 - » A building information sheet or development data sheet is likely to be requested at this step.
- 2. **Drawings Preparation**
 - » These drawings may include architectural, structure and civil drawings
- 3. **Application**
 - » Submit application and associated fees
- 4. **Review and Decision**
 - » The City will review the application to ensure that all legal documents are present
 - » The City will also ensure that all building details will conform with BC Building Code requirements and City zoning requirements
 - » The City will ensure that Building conforms with all City and Provincial health and accessibility requirements



Appendix D | Cellular Phone Coverage Maps

The following maps demonstrate cellular phone coverage across the region which includes LTE Advanced – Ultra Fast



Appendix E | Labor and Wage Information

Labor and wage rate information in the general job categories described

Labor Force Characteristics by Occupational Group 2016				
Occupation	BC Labor Force	Mainland/Southwest Labor Force	Avg. Annual BC Wage Rate (CAD)	Avg. Annual BC Wage Rate (USD)
Executive/Management				
Administrative services managers	14,200	9,300	\$78,220	\$62,580
Managers in financial and business services	11,600	8,300	\$81,760	\$65,410
Managers in engineering, architecture, science and information systems	11,600	8,800	\$95,260	\$76,210
Corporate sales managers	1,500	1,100	-	-
Managers in construction and facility operation and maintenance	42,200	31,000	\$74,280	\$59,420
Engineering with a preference for software development engineers (SDE)				
Computer and information systems professionals	54,600	43,000	\$76,260	\$61,010
Technical occupations in computer and information systems	18,700	14,300	\$66,060	\$52,850
Legal				
Judges, lawyers and Quebec notaries	15,100	11,300	\$90,880	\$72,700
Paraprofessional occupations in legal, social, community and education services	54,700	34,600	\$41,600	\$33,280
Accounting				
Auditors, accountants and investment professionals	61,000	45,900	\$64,760	\$51,810
Finance, insurance and related business administrative occupations	31,500	17,800	\$45,260	\$36,210
Financial, insurance and related administrative support workers	29,100	20,100	\$44,980	\$35,980
Administrative				
Human resources and business service professionals	40,000	28,400	\$68,100	\$54,480
Administrative services supervisors	21,800	16,000	\$53,040	\$42,430
Administrative and regulatory occupations	54,600	34,400	\$49,820	\$39,860
Office administrative assistants - general, legal and medical	38,900	27,300	\$46,180	\$36,940
General office workers	55,500	35,200	\$40,300	\$32,240
Office equipment operators	5,800	4,200	\$36,740	\$29,390
Library, correspondence and other clerks	9,700	6,600	\$44,140	\$35,310
Total	572,100	397,600		

Notes:

- » The Mainland/Southwest economic region consists of the Fraser Valley, Greater Vancouver, the Sunshine Coast and Squamish-Lillooet
- » The average annual wage estimates are for a 40 hour-work week, 50 weeks per year, based on estimated hourly wages
- » The CAD/USD exchange rate used was \$0.80/USD

All levels of talent available in the MSA, including executive talent and the ability to recruit talent to the area

Labor Force Characteristics by Occupational Group 2016		
Occupation	BC Labor Force	Mainland/Southwest Labor Force
Executive/Management	81,100	58,500
Engineering with a preference for software development engineers (SDE)	73,300	57,300
Legal	69,800	45,900
Accounting	121,600	83,800
Administrative	226,300	152,100
Total	572,100	397,600

Source: Labour Force Survey custom tabulation data (2016) that is provided by the Labour Market Information Office, Government of BC

- » There are 572,100 people employed across BC and 397,600 employed in the Mainland/Southwest region across the different job categories identified as key Amazon HQ2 occupations
- » The Mainland/Southwest economic region is comprised of the Fraser Valley, Greater Vancouver, the Sunshine Coast and Squamish-Lillooet

Appendix F | Incentive Details

New Provincial Incentives - Amazon HQ2		
Incentive	Description	Approval Timing
Investments in Post-secondary Programming and Infrastructure	» s.17(1)	» The \$36 million over three years for programming space s.17(1)
	The provincial budget announced in 2017 budget already provides: » s.17(1) » \$36 million to fund hundreds of new spaces in technology-related programs over the next 3 years » \$5 million in new funding for graduate and post-doctoral internships	» s.17(1)
Amazon-Global Immigration Solution	The Province of BC will establish a dedicated Provincial Nominee Program Solution to provide permanent pathways for Amazon workers to live and work in BC » s.17(1) » In addition, the province will work with Amazon to understand their temporary work force needs and ensure Amazon has access to the appropriate streamlined federal channels, such as the newly launched Global Skills Strategy, which provides expedited access (4 weeks total) to international talent	» There are no legislative approvals required for the offer made.
Cascadia Innovation Corridor	The Cascadia Innovation Corridor is a cross-border initiative that aims to bring the Vancouver and Seattle regions closer together to increase economic growth and innovation. Recent successes include: » Opening of a new BC Trade and Investment Office in Seattle to help support BC tech exporters and Washington tech companies considering a presence in BC » Collaboration between BC Institute of Technology, Lake Washington Institute of Technology and Oregon Institute of Technology to jointly leverage applied education offerings in high-demand STEM fields » Establishment of the Cascadia Innovation Network, which focuses on introducing start-ups to cross-border funding and support opportunities. Members include University of Washington, Oregon Health and Science University, Portland State University Business Accelerator, BC's Innovation Boulevard, Accelerate Okanagan, and others New initiatives include: » New seaplane route linking Seattle and Vancouver harbours (final announcement expected by end of 2017) » s.17(1)	» Negotiations for the seaplane route are currently ongoing. » s.17(1)

New Provincial Incentives - Amazon HQ2		
Incentive	Description	Approval Timing
Tax Credits	s.17(1)	» s.17(1)
	s.17(1)	
Tax Credits	s.17(1)	» The existing tax credits are already in place. » s.17(1)
	» Digital Animation, Visual Effects and Post-Production Tax Credit (DAVE) – a 16% tax credit rate designed to provide an incentive to production companies employing BC based talent to create digital animation and visual effects in BC » Production Services Tax Credit (PSTC) - a 28% labor based tax incentive that provides tax credits to Canadian or international film and television production corporations that have incurred eligible labor costs in BC » Interactive Digital Media Tax Credit (IDMTC) - a 17.5% tax credit rate designed for registered corporations that develop interactive digital media products in BC These tax credits are fully refundable (so long as they exceed any taxes payable by the corporation), non-transferable and cannot be carried forward.	

New Provincial Incentives - Amazon HQ2		
Incentive	Description	Approval Timing
Identity Management	» BC Government is a recognized leader in growing its digital economy and delivering digital services to its citizens » BC is the only jurisdiction in North America with legislated authority to offer its citizens privacy enhancing digital identity capabilities. The program is delivered through the chip-enabled BC Services Card to 4 million residents and is the foundation upon which BC is moving forward into future digital identity capabilities. » s.17(1)	» s.17(1)
	»	
	»	
Affordable Housing	Improving housing affordability is a priority for the BC government. BC has committed to: » Building 114,000 affordable units over the next 10 years » Formation of a housing working group reporting directly to Cabinet » Provincial Partnerships conference in December 2017 to identify further concrete actions government can take to improve affordability	» The 114,000 units to be built in partnership are a platform commitment and something that the Ministry of Municipal Affairs and Housing will be working to fulfill over the next ten years. BC Government has funding and program decision on implementation of the 114,000 but no legislation will be required.
s.17(1)	s.17(1)	» s.17(1)

New Provincial Incentives - Amazon HQ2		
Incentive	Description	Approval Timing
s.17(1)	» s.17(1)	» s.17(1)
Sustainable Tall Wood Buildings	» The Government of BC is eager to advance new commercial partnerships to further the use of wood in leading construction projects, including creating links to technical expertise, overcoming code and regulatory barriers, and helping offset “innovation risks” and/or additional costs incurred to commercialize new building technologies and construction practices. » The BC Government will financially support the costs of promoting and leveraging the learnings and best practices from innovative wood construction projects » Amazon's own Minneapolis operations are located in the T3 building— an innovative wood structure designed and built by BC firms, using BC engineered wood products	» No legislative approval is required. The type of support referenced would be considered part of a normal program of activities
Existing Provincial Incentives		
Incentive	Description	
Production Services Tax Credit (“PSTC”) Tax Incentive	» A 28% labor based tax incentive that provides tax credits to Canadian or international film and television production corporations that have incurred eligible labor costs in BC » One of BC’s most significant investment towards specific industries, allowing taxpayers to think big and take impactful risks in their film production projects; in 2016, the BC government extended \$400 million in funding towards these industries » The incentive takes the form of a cash refundable credit; the total incentive that a claimant operating in this industry may be entitled to can exceed 60% of each eligible production dollar spent in BC » With Vancouver standing in for a number of global locations, and with the rest of the province providing lush, coastal scenery, BC can accommodate even the most customer obsessed location selectors	
Digital Animation and Visual Effects (“DAVE”) Film Tax Incentive	» A 16% tax credit rate designed to provide an incentive to production companies employing BC based talent to create digital animation and visual effects in BC » BC’s focus on targeting DAVE specific investments, one where significant overlap with the Gaming industry has emerged, has exemplified BC’s desire help its taxpayers insist on the highest standards within this priority sector	
Interactive Digital Media Tax Credit (“IDMTC”)	» This incentive takes the form of a 17.5% cash refundable tax credit; in other words, for every eligible salary dollar spent in the development of IDM products, claimants can receive a 17.5% tax credit, which if in total exceeds its BC taxes payable, becomes fully refundable » The program is an excellent tool allowing companies to hire and develop the best in R&D talent, as it helps drives operating cost efficiencies that allow claimants to competitively compensate their desired talent; in 2016, the BC government invested over \$65 million through this program	
Canada - BC Job Grant	» A federally funded, provincially administered program intended to help companies hire and develop the best talent available to them » The form of funding is a reimbursement of training costs incurred, capped at the lesser of 2/3 of eligible costs or \$10,000 per employee per year	

Existing Federal Incentives	
Incentive	Description
Air Connectivity	<ul style="list-style-type: none"> » The Blue Sky Policy provides Canada with air transport relationships with 120 countries world-wide » 70% of Canada's international passenger traffic is covered by open air transport agreements, which support the launch of new air services between Canada and international markets
Business Development Bank of Canada ("BDC") Venture Capital and Financing	<ul style="list-style-type: none"> » BDC can support companies establishing in Canada through loans for R&D, technology acquisition, production expansion and real estate » BDC can also provide financing support for practically any project, including flexible repayment terms, longer amortization period and capital payment holidays, depending on needs
Financing Support for Inbound Foreign Investment	<ul style="list-style-type: none"> » Export Development Canada (EDC) provides financing support to both greenfield and brownfield investments; these include investments in new facilities and projects in Canada, and investments in existing Canadian businesses with plans to expand or modernize production » Subject to the particulars of the investment, EDC financing may be available in an amount up to the purchase price or the investment amount
Scientific Research & Experimental Development ("SRED")	<ul style="list-style-type: none"> » Canada's SRED program is one of the most generous incentive programs within the developed world; it delivers results with benefits exceeding 35% of every eligible salary dollar spent within BC » The program is intended to allow claimants to Learn and Be Curious, by shouldering some of the financial risks associated with being innovative, entrepreneurial, and driving technological change » The program is incredibly flexible in that it permits claimants to Think Big and allows them to structure their global intellectual property ("IP") affairs as needed, with no requirement for IP to be maintained within country
Canada Infrastructure Bank ("CIB")	<ul style="list-style-type: none"> » CIB will use federal support to attract private sector and institutional investment to new revenue-generating infrastructure projects that are in the public interest
Dedicated Service Channel ("DSC") for Global Skills Strategy	<ul style="list-style-type: none"> » The DSC provides employers making significant investments in Canada with personalized support in navigating the immigration system » Companies using the DSC are linked to a dedicated account manager at Immigration, Refugees and Citizenship Canada who can provide information about available immigration program options and explanation of processes
Strategic Innovation Fund ("SIF")	<ul style="list-style-type: none"> » The \$1.26 billion SIF is a truly comprehensive, one-stop-shop for investment incentives within the Canadian market » The program will allow stakeholders to take ownership of their projects and their success, while driving strategic, creative, and meaningful investments to Canada » Funding is immensely flexible in form, dependent on the characteristics of each investment, all with the goal of helping applicants maintain their frugality principles while driving results with the investments they make





October 17, 2017

Mr. Jeff Bezos
President, CEO and Chairman of the Board of Directors
Amazon
12th Avenue South, Suite 1200
Seattle, WA 98144
USA

Dear Mr. Bezos,

It is my great pleasure to invite you to make British Columbia the home of Amazon's second headquarters. We are impressed with the rapid growth you've already undertaken recently in the province. You're certainly valued as a key member of our tech community and we hope you'll make the decision to continue growing with us.

We recognize that Amazon HQ2 is an opportunity to take British Columbia's tech sector to the next level, building on the 150,000 highly skilled tech workers in our province and contributing the continued talent development and creative growth of this exceptional community.

In fact, highly skilled talent is the primary driver behind our booming, fast-growing tech sector. We're focused on attracting the best and brightest from around the world through our renowned post-secondary institutions and welcoming stance on immigration. This has resulted in a culturally diverse talent pool and business community that is entrepreneurial and heavily geared toward technology.

Our government is committed to supporting a vibrant and stable business environment. We take pride in strong fiscal management and a business-friendly economy.

Couple these factors with our proximity to Amazon HQ1, our well-developed ties to the Asia Pacific region, and our outstanding quality of life, and it's hard not to see British Columbia as the ideal second home for Amazon.

I'll end with expressing that my government is very serious and committed to working with you going forward. I encourage you to take the time to review the enclosed proposal and engage with us to explore why British Columbia would be an excellent place to further grow Amazon's footprint in North America.

Sincerely,


John Horgan
Premier

Office of the
Premier

Web Site:
www.gov.bc.ca

Mailing Address:
PO Box 9041 Stn Prov Govt
Victoria BC V8W 9E1

Location:
Parliament Buildings
Victoria



Mayor Gregor Robertson
Le maire Gregor Robertson
羅品信市長
ਗਰੈਗਰ ਰੋਬਰਟਸਨ, ਮੇਅਰ
Punong-bayan Gregor Robertson

ni? ct xatamotol, to tñimot, to tamox? ni? to k'a'k'a 1 *
We watch over the land and sea and in turn they watch over us.

October 16, 2017

Jeff Bezos
Amazon
410 Terry Avenue
Seattle, Washington
98109
United States of America

Dear Jeff,

Vancouver is a city ripe with opportunity and there's no better time for Amazon to benefit from our city's strengths. As Canada's fastest growing economy, we are loaded with the country's top tech talent and continue to foster economic growth through our booming digital media and tech sectors.

Our city is built for companies who value diversity and sustainable growth; our multicultural work force and progress towards becoming the greenest city in the world ensures that your second headquarters will be rooted in a city that is a global champion for the environment as well as a diverse incubator for innovation.

Our world-class transit system, tech infrastructure and competitive business climate make us an excellent choice for your new home away from home—a fact your own company and many other prominent multinationals, including Microsoft, SAP, Intel and Sony Pictures Imageworks, can attest to.

As the biggest Canadian home for Amazon outside of Seattle, we look forward to showing why Vancouver is the clear choice for a second HQ for Amazon.

Sincerely,

Gregor Robertson
MAYOR

604.873.7621 604.873.7685 gregor.robertson@vancouver.ca vancouver.ca
Office of the Mayor, City of Vancouver, 453 West 12th Avenue, Vancouver, British Columbia, Canada V5Y 1V4

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CITY OF SURREY

OFFICE OF THE MAYOR

Mr. Jeff Bezos, CEO
Amazon

Dear Mr. Bezos:

RE: Amazon HQ2

As Mayor of the second major metropolitan hub in the region, the City of Surrey is all in to make Metro Vancouver the next corporate headquarters for Amazon. By having HQ2 based on the beautiful West Coast of British Columbia, you will find our region's unique attributes and attitudes align naturally with the values and the culture of the Amazon organization.

The Metro Vancouver area offers excellent site options. Speaking on behalf of the Surrey City Centre option, there are a number of well-defined benefits already in place that would be of great advantage to Amazon.

Surrey has a thriving and growing University District that provides direct access to a rich talent pipeline. We have an interconnected community between our post-secondary institutions, our high tech sector and our world-class health technology research and development firms.

From a livability standpoint, Surrey is proud of our diverse and vibrant multicultural communities. We are a city where all people and cultures are welcomed, respected and celebrated. And Surrey is growing at a phenomenal pace with plans to bring a 27km modern Light Rail Transit service to our City Centre and beyond.

In short, I have infinite confidence in this proposal's ability to meet and surpass Amazon's expectations and put my full support behind the Vancouver region's bid to be home to Amazon HQ2.

Sincerely,

Linda Hepner
Mayor, City of Surrey



P 604 591 4126 MAYOR@SURREY.CA
13450-104 AVENUE SURREY BRITISH COLUMBIA CANADA V3T 1V8

WWW.SURREY.CA



TELUS Corporation
23rd Floor
510 West Georgia Street
Vancouver, B.C. V6B 0M3

Tony Geheran
Member of the TELUS team

October 6, 2017

Ian McKay
CEO
Vancouver Economic Commission
401 W Georgia St #1500
Vancouver, BC V6B 5A1

Re: Support for Metro Vancouver's Amazon HQ2 bid

Dear Mr. McKay,

I am writing on behalf of TELUS to extend my enthusiastic support of Metro Vancouver's proposal to be the location of Amazon's second corporate headquarters, HQ2. At TELUS, we are committed to leveraging our technology and the collective skills of our team members to build stronger, healthier and more connected communities. In October of 2015, we announced a \$1 billion investment to connect the majority of homes and business in the City of Vancouver directly to TELUS PureFibre, some of the world's most advanced broadband technology. Our shared vision to transform Vancouver into the world's next gigabit-enabled city has come to life, with most areas of the city already connected and the downtown core expected to be connected by the end of 2019.

This investment provides one of Canada's largest urban centres with ubiquitous access to the fastest and most reliable Internet service available – adding more than 400,000 homes, businesses, hospitals, community centres and municipal offices to our fibre-lit landscape. TELUS PureFibre will help to build a greener, more inclusive and globally-competitive city and will undoubtedly improve citizens' lives through significant new social, educational and economic opportunities. This connectivity is further bolstered by our \$250 million investment to bring fibre to Surrey and \$150 million investment in Burnaby – creating one of the most connected metropolitan regions in North America.

In addition to our local deployment of fibre, TELUS recently achieved a significant breakthrough with the successful completion of a 5G wireless connection using the global 3GPP technology standards platform. This ground-breaking connection took place in TELUS and Huawei's 5G Living Lab in downtown Vancouver – a one-of-a-kind real-time laboratory made possible thanks to the backbone of the TELUS PureFibre network. As operators and vendors race toward the global deployment of 5G, this successful pilot represents one of the most advanced connections ever made using technologies that will form the standard for global 5G. It demonstrates the potential for 5G technology to deliver Wireless-to-the-Premise (WTTx) connectivity with the speeds and reliability necessary to power the smart homes and businesses of tomorrow.

Today's smart, tech-savvy workforce – the demographic Amazon will be looking to attract to fill 50,000 new jobs – is very much awake to the possibilities of a fibre-connected city. Innovations such as connected homes, driverless cars and smart-city services are going to be powered off a wireline backbone of fibre. Millennials, in particular, already value high-speed internet more than any other home feature. A network that connects Amazon employees to fibre at work, at home and throughout their

communities will help support a mobile workforce, reduce productivity-killing commutes and offer a substantially higher quality of life -- perks that will be game-changers when it comes to attracting, and keeping, top talent.

Amazon will also need a new home that is supported by an excellent tech-focused educational ecosystem. Our wealth of educational institutions offer a pipeline of emerging talent, but they also offer quality opportunities for children. Fibre is revolutionizing classrooms from kindergarten to grad school with innovative tools like interactive whiteboards, videoconferencing, automatically-updated digital textbooks, virtual field trips, and remote learning with the world's leading universities and teachers. A next-generation school system will fuel Amazon's success for years to come.

Vancouver should be at the top of the list when selecting a city that offers a high quality of life. TELUS Health and TELUS PureFibre are working together to provide communities with advanced services that lead to superior health outcomes. Our fibre networks are enabling telehealth services that reduce hospital admissions and the associated burdens to the healthcare system. Inventive applications being developed for gigabit-enabled communities include a 3-D video platform for physical therapy, in-home sensors for detecting early signs of illness, and a distance-treatment platform for psychological counselling. Importantly, fibre will further enable many of the breakthrough services we are developing, such as: electronic prescribing, online benefit check, and pharmacogenomics.

TELUS Garden is our corporate headquarters and our team's home in the heart of downtown Vancouver. It's also the first office tower in Canada to receive LEED Platinum certification for sustainable development. In fact, Amazon occupies a handful of floors at TELUS Garden where they enjoy green office space with gigabit-enabled fibre connectivity. Our Vancouver headquarters are also the home to our state-of-the-art Innovation Centre – a hub for research and development where we test and trial emerging technologies and services and help local entrepreneurs and businesses bring their ideas to life.

I think it goes without saying, but Vancouver is an extraordinary place to live. The beauty of our city is truly breathtaking and while I've yet to ski in the morning and windsurf in the afternoon, I know it's a possibility. Vancouver is a diverse and vibrant city that embraces all lifestyles and offers countless opportunities for entertainment, cultural and outdoor pursuits. At TELUS we believe that our people are our greatest strength and we understand that Amazon is looking for the perfect place to call home. We look forward to welcoming Amazon's HQ2 to Vancouver, where they can enjoy our beautiful city, state-of-the-art infrastructure, cutting-edge technology and Canadian hospitality.

Sincerely,

Tony Geheran
EVP & President, Broadband Networks
Member of the TELUS team

cc: Hon. John Horgan, Premier of British Columbia
Hon. Bruce Ralston, Minister of Jobs, Trade and Technology
Hon. Jinny Sims, Minister of Citizens' Services



TransLink
400 - 287 Nelson's Court
New Westminster, B.C.
V3L 0E7 Canada
Tel: 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

October 11, 2017

Mr. Ian McKay
President and CEO
Vancouver Economic Commission
Suite 1500, 401 West Georgia St
Vancouver, BC V6B 5A1

Dear Mr. McKay:

I am very pleased to support British Columbia and Metro Vancouver's bid to host Amazon's second headquarters in North America.

As someone who has worked for the public transit systems in New York and Seattle, I can say Metro Vancouver is home to a world-class, integrated and sustainable transportation network that is setting the standard for urban transportation systems in North America and contributing to making the Metro Vancouver region one of the most livable regions in the world.

Metro Vancouver represents a unique urban environment that is integrating sustainable transportation options at a scale unlike anywhere else in North America. More than 90 per cent of the region's population and two-thirds of workplaces are within walking distance of transit. Our automated rapid transit line – one of the longest driverless mass transit systems in the world – connects seven of the region's major cities over 79 kilometres of rapid transit and 53 stations. In fact, our Canada Line rapid transit moves people between downtown Vancouver and Vancouver International Airport in under 30 minutes.

We offer a fleet of more than 1,500 transit vehicles serving more than 210 routes and we operate three passenger ferries linking downtown Vancouver with the North Shore as well as a commuter rail service to the growing suburbs of Maple Ridge and Mission.

The numbers tell the story: every day, more than 400,000 people move around the region using public transit. More than 50% of the residents of the region reported using public transit over the last month and that number is growing. In the last year, ridership has grown by 7 per cent. In other transit agencies across North America, ridership is in

Page 1 of 2

October 11, 2017
Mr. Ian McKay

decline. The Metro Vancouver region – 24th largest in North America by population – now has the 8th largest public transit ridership for a metropolitan region.

It's not just about transit. The Metro Vancouver region, with its temperate climate, has deliberately crafted a transportation vision that targets making it possible to make half of all trips in the region by walking, cycling, and transit.

And we're not standing still. Vancouver's economy and population is growing, and TransLink is making smart investments now: we are investing almost \$8 billion over the next 10 years in expanding and improving public transportation options. We are planning a major expansion of the SkyTrain rapid transit line along the Broadway corridor in Vancouver, a new street-level light rail system in Surrey, and expansions in the capacity of our existing system throughout the region.

We will continue to lead the way in providing convenient and sustainable public transit options for our thriving region and the many world-class industry leaders, innovators, and students who call Metro Vancouver their home.

Sincerely,

Kevin Desmond
Chief Executive Officer

Page 2 of 2



October 6, 2017

Mr. Ian McKay
President and CEO
Vancouver Economic Commission
Suite 1500, 401 West Georgia St
Vancouver, BC
V6B 5A1

via email: imckay@vancouvereconomic.com

Dear Mr. McKay,

I am writing to you regarding your city's candidacy to attract Amazon's second corporate headquarters (HQ2). We have been made aware that different Canadian cities intend to apply and that as part of the Request for Proposal (RFP) process, Amazon has signaled that daily direct flights to Seattle, New York, San Francisco/Bay Area, New York and Washington, D.C. will be an important consideration in its final decision.

As such, I wanted to provide you with Air Canada's position that could support your city's bid for Amazon HQ2. Air Canada is particularly proud of its critical role in connecting the whole of Canada, but particularly its major metropolitan areas to markets in the United States and the world. This is strongly evidenced by these facts:

- 1- Air Canada is Canada's largest airline and the largest provider of scheduled passenger services in the Canadian market, the Canada-U.S. transborder market and in the international market to and from Canada. We fly to 64 airports in Canada, 57 in the United States and 91 in Europe, Africa, the Middle East, Asia, Australia, the Caribbean, Mexico, Central America and South America.
- 2- We do so by flying to more than 200 destinations on six continents from Canada. A customer of Air Canada from the major metropolitan centres can fly directly, or in many instances through only one connection to most of our destinations. Air Canada, Air Canada Rouge and its Air Canada Express regional partners operate on average 1,580 scheduled flights each day.

Air Canada knows air connectivity is a prime consideration for any company choosing a headquarters location. As Canada's largest carrier and the airline with the most transborder services between Canada and the U.S., we are uniquely positioned to connect Seattle or any other U.S. city with any successful Canadian city on a commercially viable basis. As such, steps would be taken to further facilitate travel to/from any successful Canadian city.

Sincerely,

Kevin Howlett

Senior Vice President, Regional Markets and Government Relations
Premier vice-président – Marchés régionaux et Relations gouvernementales

Kevin Howlett

Senior Vice President, Regional Markets and
Government Relations
Premier vice-président – Marchés régionaux
et Relations gouvernementales





Ian McKay
CEO
Vancouver Economic Commission
401 W Georgia St #1500
Vancouver, BC V6B 5A1

October 3, 2017

Re: Support for Amazon Headquarters bid for Vancouver, British Colombia, Canada

Dear Mr. McKay,

Harbour Air, North America’s largest seaplane airline, is fully supportive of Vancouver’s bid to host Amazon’s next headquarters.

In fact, our company and Seattle’s Kenmore Air are planning to begin scheduled service from downtown Vancouver to Seattle’s Lake Union in the spring of 2018. This route would make it possible for executives to travel between the two cities’ downtown centers in just under one hour — in fact, one could leave home in the morning and return in the same day.

We believe this scheduled airline service will add to the already robust transportation infrastructure that Vancouver offers. Already, we have thousands of seats being requested for this route, which proves the utility of this unique international service.

If Vancouver is successful in its bid for Amazon to relocate their new headquarters here, we believe that the seaplane transportation link will be an efficient way for Amazon to move individuals back and forth from these two corporate centers. To that end, we would be also pleased to provide Amazon with volume discounting on our fares for your employees.

We have operated in the Pacific Northwest for thirty-five years. We know there is no place like it. Vancouver offers a unique mix of urban sophistication, the laid-back atmosphere of a Canadian coastal city but also the entrepreneurial drive that builds companies and drives innovation.

We are proud to call this place home, and we hope Amazon will, too.

Sincerely,

Randy Wright
President, Harbour Air Seaplanes





AMAZON HQ2 PROPOSAL

**Talent.
Value.
Potential.**



From: ["James Raymond" <JRaymond@vancouvereconomic.com>](mailto:JRaymond@vancouvereconomic.com)

To: ["Claire Campbell" <ccampbell@vancouvereconomic.com>](mailto:ccampbell@vancouvereconomic.com)

Date: 10/12/2017 11:39:25 AM

Subject: Fw: High res images

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission

From: Wanchoo, Khushboo <Khushboo.Wanchoo@surrey.ca>

Sent: Thursday, October 12, 2017 12:09 PM

To: James Raymond

Subject: RE: High res images

Please see attached.

Thanks,
Khushboo

From: Wanchoo, Khushboo

Sent: October-12-17 12:07 PM

To: 'JRaymond@vancouvereconomic.com'

Cc: Jones, Donna

Subject: RE: High res images

Hi James,

Please see attached. Hope these are the ones you are looking for. Sending you the third one over a separate email as its heavy.

Thanks,
Khushboo

From: Jones, Donna

Sent: October-12-17 11:32 AM

To: Wanchoo, Khushboo

Subject: FW: High res images

Can you please send James the images he requested in high res. I'll see what I can find related to IB. Thx

From: James Raymond [<mailto:JRaymond@vancouvereconomic.com>]
Sent: October 12, 2017 9:03 AM
To: Jones, Donna
Subject: RE: High res images

Thanks Donna

The first 3 images in the Welcome to Surrey City Centre document

And any other Innovation Boulevard images

From: Jones, Donna [<mailto:DLJones@surrey.ca>]
Sent: Thursday, October 12, 2017 8:07 AM
To: James Raymond <JRaymond@vancouvereconomic.com>
Subject: Re: High res images

Yes for sure. Unclear on which pics you're wanting. Are you referring to those in the document entitled Welcome to Surrey?

Sent from my iPhone

On Oct 11, 2017, at 6:10 PM, James Raymond <JRaymond@vancouvereconomic.com> wrote:

Hi Donna

Thanks for the Amazon package. Our designer is asking for the high res image files. Would that be possible?

Best

James

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission



From: ["James Raymond" <JRaymond@vancouvereconomic.com>](mailto:JRaymond@vancouvereconomic.com)

To: ["Claire Campbell" <ccampbell@vancouvereconomic.com>](mailto:ccampbell@vancouvereconomic.com)

Date: 10/12/2017 11:39:21 AM

Subject: Fw: High res images

[James Raymond, Manager of Research & Analysis, Vancouver Economic Commission](#)

From: Wanchoo, Khushboo <Khushboo.Wanchoo@surrey.ca>

Sent: Thursday, October 12, 2017 12:08 PM

To: James Raymond

Cc: Jones, Donna

Subject: RE: High res images

Hi James,

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Thanks,
Khushboo

From: Jones, Donna

Sent: October-12-17 11:32 AM

To: Wanchoo, Khushboo

Subject: FW: High res images

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Sent from my iPhone

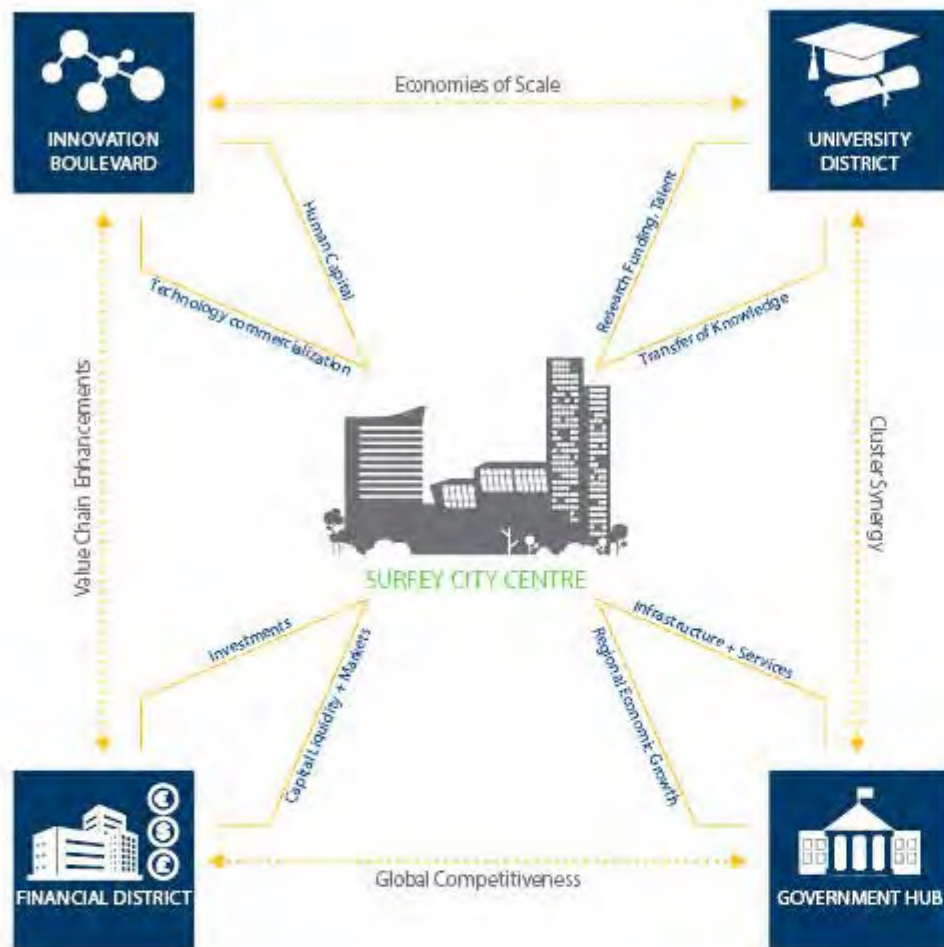
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Best
James

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission





From: ["James Raymond" <JRaymond@vancouvereconomic.com>](mailto:JRaymond@vancouvereconomic.com)
To: ["Claire Campbell" <ccampbell@vancouvereconomic.com>](mailto:ccampbell@vancouvereconomic.com)
Date: 10/16/2017 12:34:45 PM
Subject: Fw: HQ2 - Vancouver Proposal Confidentiality vis a vis Amazon

Here's the legal language to inc

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission

s.14

From: "Pietra Basilij" <PBasilij@vancouvereconomic.com>
To: "Courtney Crichton" <CCrichton@vancouvereconomic.com>
"Claire Campbell" <ccampbell@vancouvereconomic.com>
Date: 9/20/2017 2:21:48 PM
Subject: FW: The Lens | Edition 5

Wow! Great work guys! We are doing so much!—Claire, you must be averaging 4 new web pages a day at this rate!

Pietra Basilij
Sustainable Community Development

cell: (778) 229-2877

Suite 1500, 401 W. Georgia
Vancouver, BC V6B 5A1
Vancouver Economic Commission



From: Ian McKay | Vancouver Economic Commission [mailto:info=vancouvereconomic.com@mail146.atl81.rsgsv.net]
On Behalf Of Ian McKay | Vancouver Economic Commission
Sent: Wednesday, September 20, 2017 3:02 PM
To: Pietra Basilij <PBasilij@vancouvereconomic.com>
Subject: The Lens | Edition 5

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CEO's Thoughts

VEC In Focus

ICYMI

Links We Love



The True Challenge of Amazon HQ2



Ian G. McKay | CEO

When Amazon announced their search for a new North American headquarters, the immediate flurry of activity by big cities was surpassed only by that of the publication of hundreds of articles & op-eds speculating – and decrying – the move. Many of these were written with limited knowledge of how Amazon will arrive at their decision.

For Vancouver, the ‘bid’ represents an opportunity to galvanize stakeholders throughout the Lower Mainland with a common purpose – to identify, assess & present the attributes we possess that are attractive to a global technology enterprise. Amazon requires applicant cities to comprehensively demonstrate fit in the following categories: location & logistics; a robust talent & labour pool; financial incentives; and overall cultural fit & sense of community.

In these, Vancouver is positioned very favourably. The challenge that lies ahead of us is our city’s collective ability to put forth a compelling, comprehensive bid – without compromising our values as citizens of one of the world’s most liveable cities.

VEC in Focus



Vancouver Startup City is back! This platform unites the many startup support services in Vancouver and provides world-class educational workshops, mentorship, and access to smart capital & talent.

[View the Program](#)



Executives and academics from the VEC-led Canadian delegation discussed collaboration in bio-energy technology development, foreign trade & investment and e-commerce, while announcing the arrivals of several new companies in Vancouver.

[Read the Objectives](#)



The VEC is back for the Vancouver International Film Festival's Sustainable Production Forum. This year, Film Commissioner David Shepherd will moderate a session on Policy Advances for Sustainable Production.

[Learn More](#)



Meet the latest startups to be featured in this exclusive deal flow event. The Showcase returns in a format that promotes engagement & networking; investors are encouraged to directly engage the entrepreneurs pitching them.

[Meet the Startups](#)

In Case You Missed It (ICYMI)



INTEL INCREASES VANCOUVER FOOTPRINT, EXPANDING TO NEW OFFICE TOWER IN MARINE GATEWAY
News | Monday, September 18, 2017

It may come as a surprise to Vancouver locals that Intel (yes, that Intel) has had a footprint here since 2003. While assisting Intel with a recent expansion, we discovered more about its history in Vancouver. [>>> READ MORE.](#)



RESEARCH STUDY SHOWS NEED FOR EVENTS LIKE VANCOUVER TECH SHOWCASE
VEC's Take | Tuesday, August 15, 2017

All the data points to it: the Vancouver Tech Showcase – and events like it – are vital to the continued health and success of Canada's #1 Startup Ecosystem. [>>> READ MORE.](#)



CANADIAN BUSINESS FRONT & CENTRE AT JD.COM PAVILION
News | Friday, August 4, 2017

60+ Canadian businesses welcomed JD.COM to Vancouver, where top executives from the e-commerce giant spoke at length about the name recognition of Canada's brand and about its desirability in China. [>>> READ MORE.](#)



**WORKERS-FIRST SCHEDULING APP CREWDRIIVER
LAUNCHES 6-MONTH PILOT WITH CITY OF VANCOUVER
VEC's TAKE | Thursday, August 3, 2017**

We sat down with Jason Harmer, the Founder & Owner of GetWorkers, to chat about how ethos-driven technology like CrewDriver can increase efficiency and even compassion in a conventional sector like human resources. [>> READ MORE.](#)

Links We Love

Autonomy, Mastery & Purpose

Recommended by: James Raymond – Manager, Research & Analysis

I recently stumbled upon this short 5-minute video by Daniel Pink, the author of the book 'Drive'. In it he talks about what motivates people in their jobs - autonomy, mastery and purpose - vital concepts for us to keep in mind as we work with businesses to create impactful jobs here in Vancouver. [Take a look.](#)

An Inconvenient Sequel: Truth to Power

Recommended by: John McPherson – Sector Development Manager, Cleantech

While Al Gore's recently released documentary, An Inconvenient Sequel, won't likely shift public opinion as sharply as his original documentary, it still serves as an important update on how far we've come in ten years and how far we still need to go. Al Gore's creative behind-the-scenes work at the Paris Climate Summit is especially interesting and [worth a watch.](#)

VR/AR in Vancouver: An Eco-System Emerges

Recommended by: Nancy Basi – Executive Director, Vancouver Film and Media Centre

Investment and growth are on the rise for our Virtual, Augmented and Mixed Reality Vancouver companies (VR/ AR/ MR) . The VRARA Vancouver Chapter has mapped out what is happening locally in this space. From companies creating content to our education system, Vancouver has created the entire value proposition from tip to tail. [The Future Looks Immersive!](#)



FROM THE VEC TEAM

Thanks for reading! [Tell us what you think!](#)

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City of Vancouver - FOI File 2017-491

Page 705 of 2802

Suite 1500 - 401 West Georgia, Vancouver, BC, Canada,V6B 5A1
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Delivered on Wednesday, September 20, 2017.

From: "Khan, Farah \CA - British Columbia\" <farakhan@deloitte.ca>
To: ccampbell@vancouvereconomic.com
CC: "George PR Benson" <gbenson@vancouvereconomic.com>
"James Raymond" <JRaymond@vancouvereconomic.com>
Date: 10/16/2017 1:40:33 PM
Subject: FW: Updates to CoV Downtown Site
Attachments: City of Vancouver RFP Amazon HQ2 Sites Oct 11 2017.pdf

Claire – please see below for updates to the Site 01 map. Thank you, Farah.

From: Diamandiev, Slavi (CA - British Columbia)
Sent: Monday, October 16, 2017 2:26 PM
To: Khan, Farah (CA - British Columbia) <farakhan@deloitte.ca>
Cc: James Raymond <JRaymond@vancouvereconomic.com>
Subject: Updates to CoV Downtown Site

s.13(1)

Slavi Diamandiev
Economics Advisory Leader, Western Canada
Financial Advisory Services
Deloitte
2800-1055 Dunsmuir St., Vancouver, BC, V7X1P4
D: 604-601-3461 | M: 778-386-0490
sdiamandiev@deloitte.ca | [LinkedIn Profile](#) | [deloitte.ca](#)



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From: "James Raymond" <JRaymond@vancouvereconomic.com>

To: dljones@surrey.ca

Date: 10/11/2017 4:40:26 PM

Subject: FW: Welcome to Surrey City Centre Document

Attachments: Invest Surrey Amazon RFP_FINAL.PDF

Hi Donna

Thanks for this. Our designer asks if we could obtain the high res images shown in the document?

Best
james

From: Jones, Donna [<mailto:DLJones@surrey.ca>]

Sent: Wednesday, October 11, 2017 4:57 PM

To: Diamandiev, Slavi (CA - British Columbia) <sdiamandiev@deloitte.ca>

Subject: Welcome to Surrey City Centre Document

I encourage Deloitte to include the information I referenced the COS comments and any other information from this document you feel would be helpful.

Many thanks, dj

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An aerial photograph of Surrey City Centre, showing a mix of modern high-rise buildings, green spaces, and surrounding urban areas. The Fraser River is visible in the background.

Welcome to Surrey City Centre

Request for Proposals
Amazon HQ2 Sites – Information Insert
for Surrey Developers



**INVEST SURREY
& PARTNERS**



Welcome to North America's Next Metropolitan Centre

Geographically the largest City in Metro Vancouver, Surrey is also set to become the most populated city in British Columbia over the next 30 years. This translates into an exciting opportunity to enhance Surrey as a sustainable city where residents live, work, play and enjoy a high quality of life.

As one of the youngest and most culturally diverse cities in Canada, Surrey is a city in transition that is attracting approximately 1,000 new residents every month and accounts for approximately 30% of Metro Vancouver's growth. Its metropolitan identity is being characterized by its increasing millennial population, emergence as Metro Vancouver's leading commercial and transaction hub, and international recognition as a progressive smart city.

Our Economic Vision and Mission

Vision - The City of Surrey will become the regional nexus for commerce and a nationally recognized centre for innovation within the next decade.

Mission - Create a vibrant business ecosystem that catalyzes the development of jobs, investment, entrepreneurship and innovation within the City of Surrey and facilitates a metropolitan transformation.





THE SURREY CITY CENTRE ADVANTAGE:

1. A young and dynamic metropolitan centre with rapid population growth

Surrey City Centre is growing into one of North America's most dynamic metropolitan centres. This is the result of an ambitious vision backed by strategic investment into transforming what was once a bedroom community into a vibrant epicentre of economic and cultural activity. In no small part is this also due to a fundamental shift in population growth and mobility within the region with people seeking new affordable housing options more eastwardly within Metro Vancouver. According to Statistics Canada, Surrey's population growth rate is almost double that of the regions (See Figure 1).

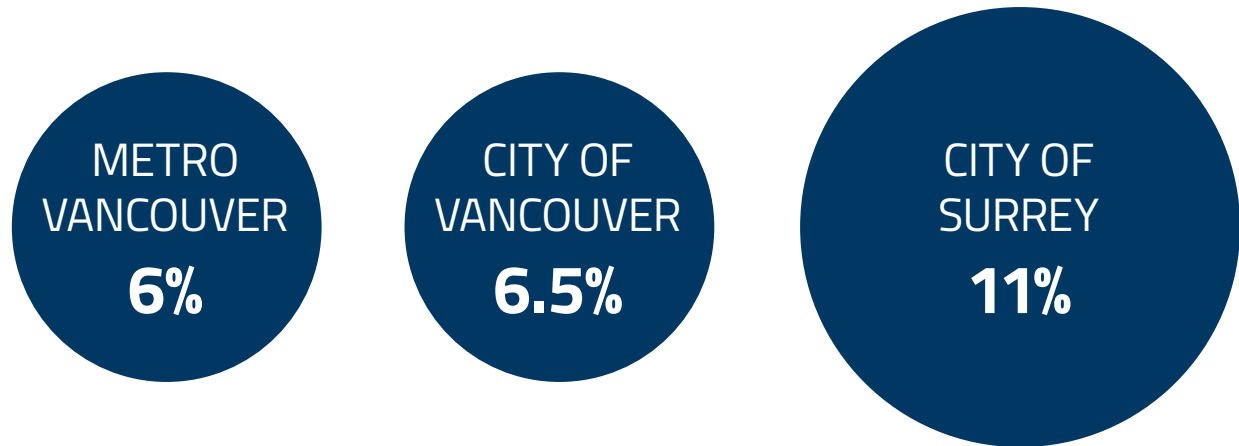


Figure 1: Population Growth between the Metro Vancouver Region and the City of Surrey, 2011 to 2016

This growth is allowing Surrey City Centre to catalyze new employment opportunities, higher density buildings, as well as investment into physical and digital infrastructure to prepare for exciting opportunities like Amazon HQ2. It is also increasingly densifying as a residential community for a diverse population, including new immigrants & established residents, young professionals, families & children, youth, and seniors. By 2031, it is anticipated that the City Centre population will rise to 65,000 residents with 36,000 workers through organic growth in the area.

A Regional Economic Hub

Surrey City Centre attracts talent from across the region with 38% of the local workforce commuting into the area each day. Firms are also strategically choosing Surrey City Centre as a beachhead to launch their business operations into growing markets, such as the Fraser Valley, as well as the United States through Washington State (See Figure 2).

Our economic vision for the City Centre area consists of four key pillars that create value for innovators, businesses, government, and residents alike.

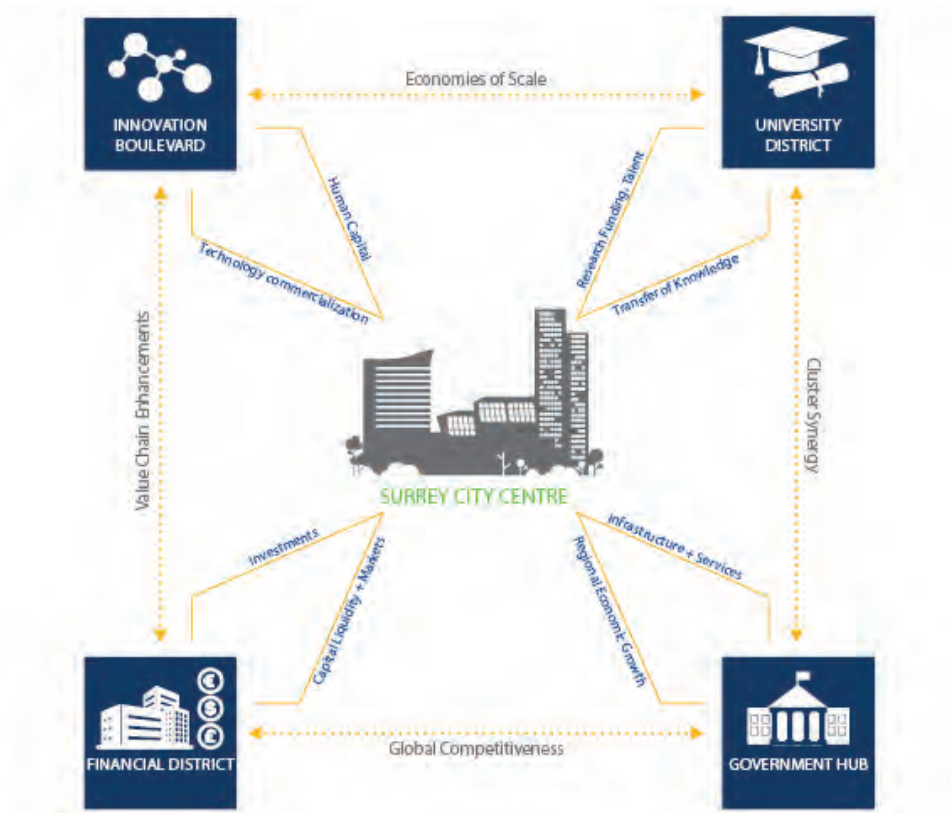


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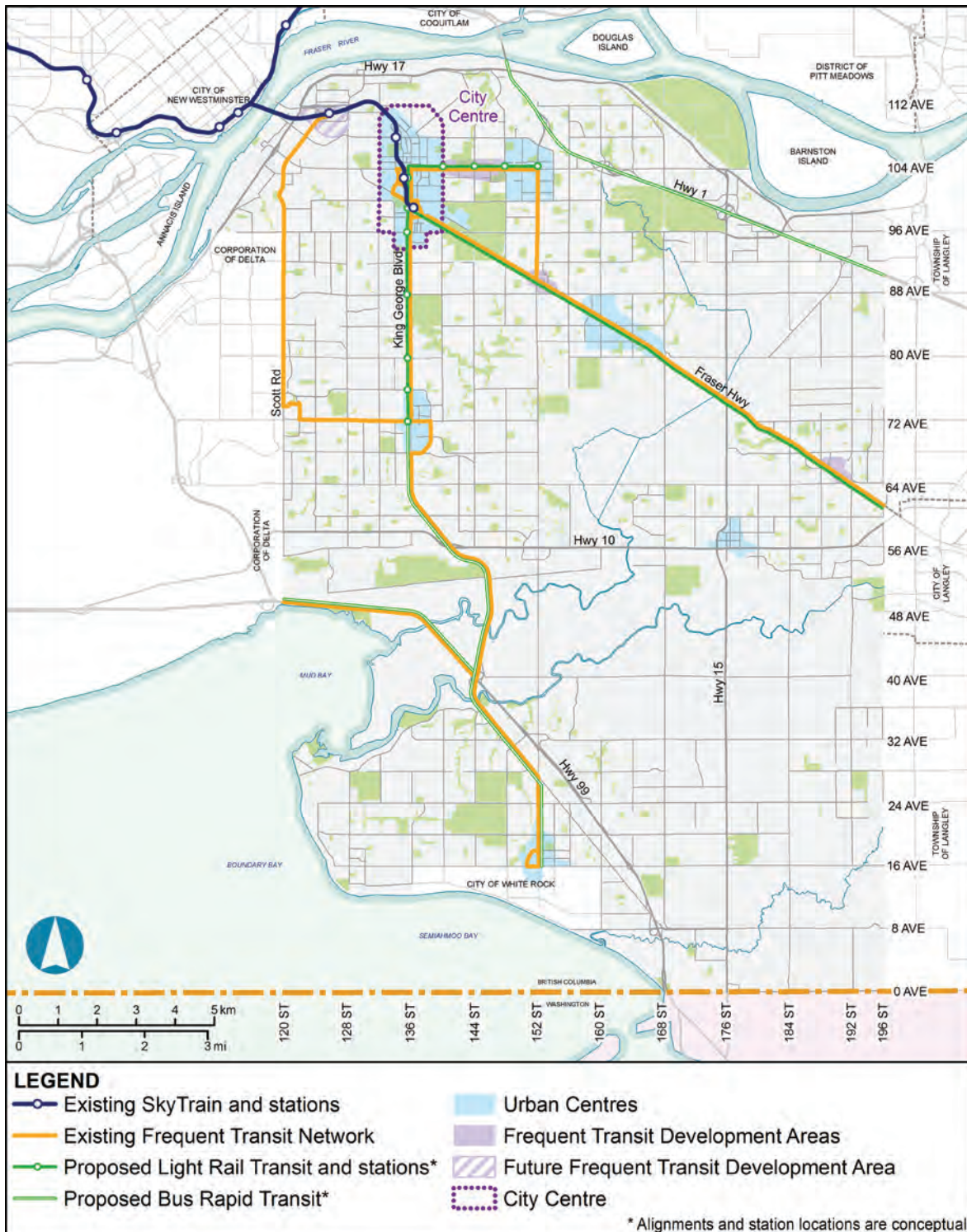


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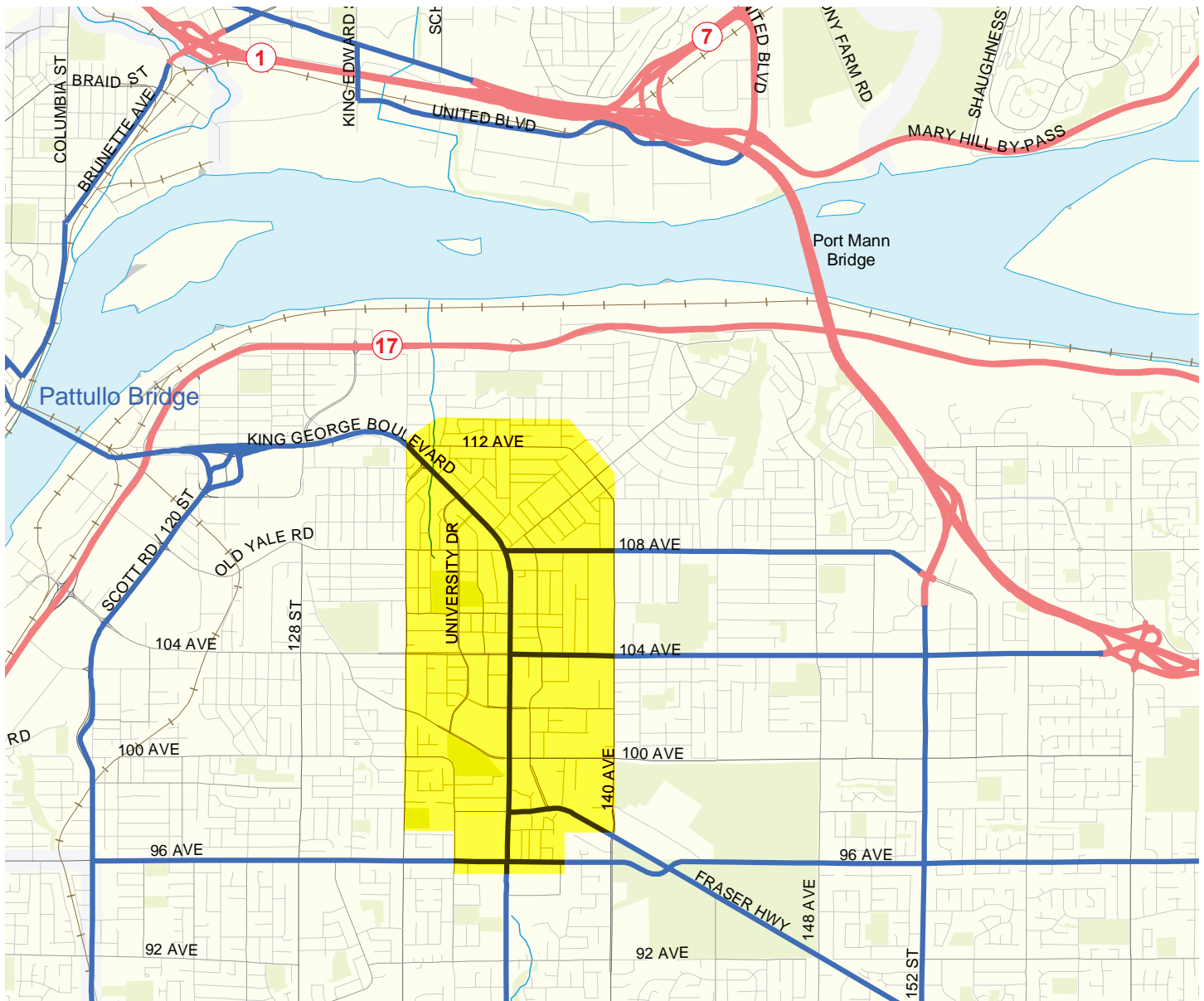


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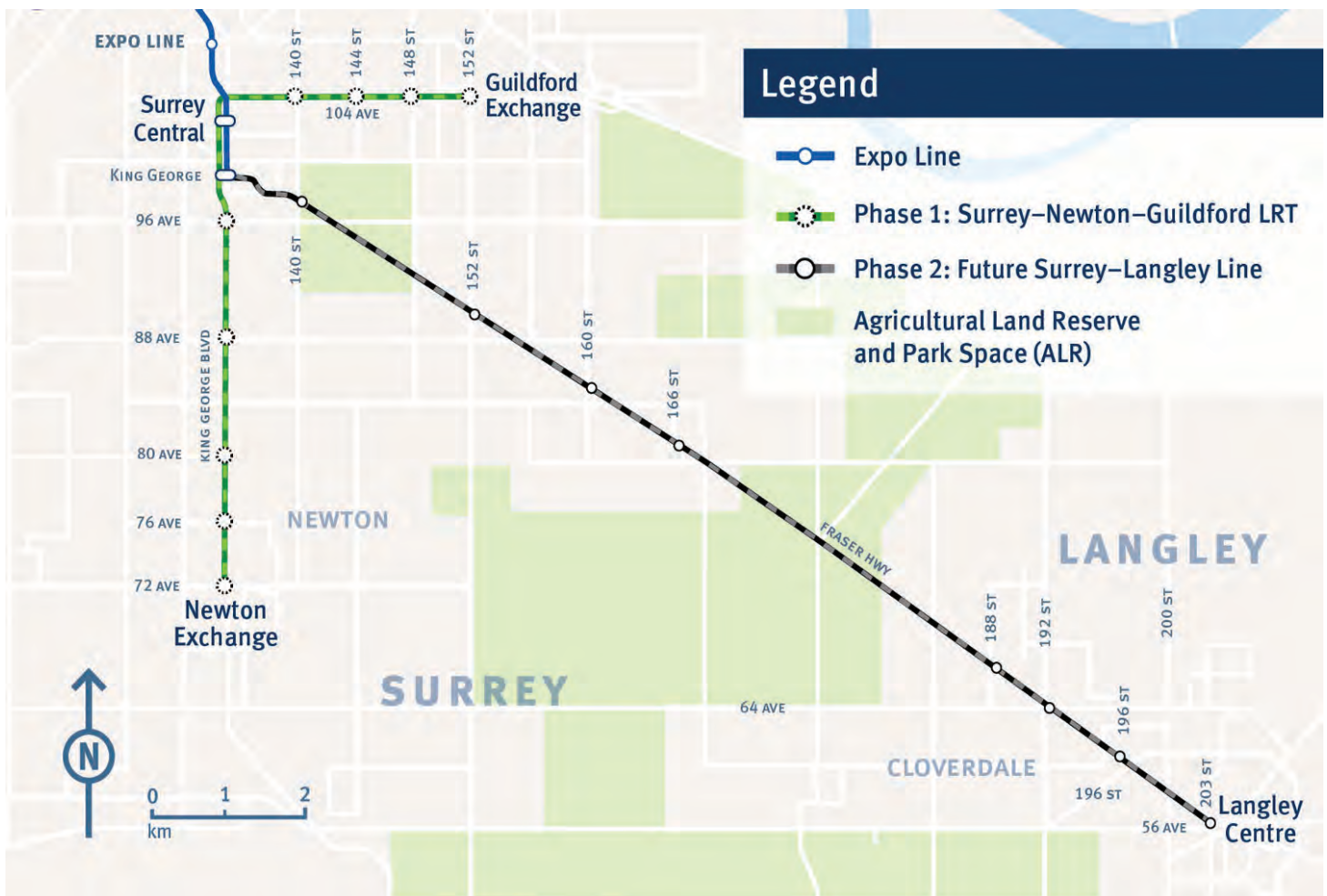


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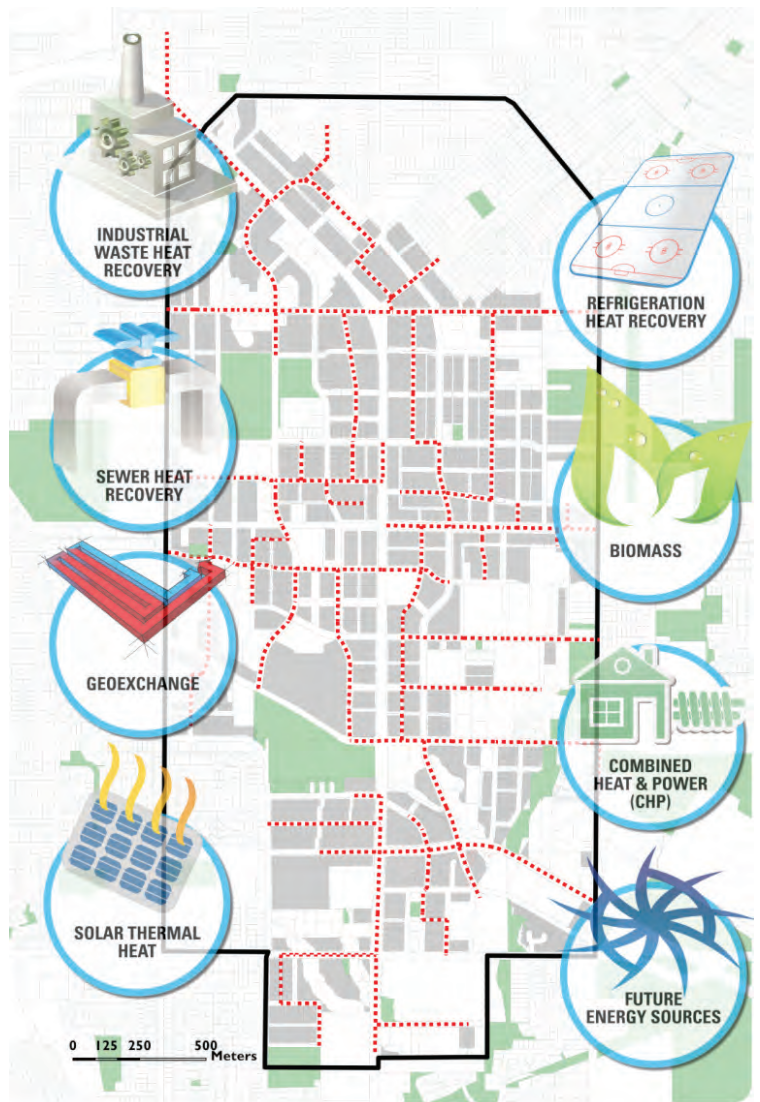


Figure 7: City Centre District Energy System at Full Build-out



Organic Biofuel facility

The City of Surrey is successfully building North America's first fully integrated, closed-looped, waste management system at the Biofuel Processing Facility. The facility will process the Surrey's organic waste into a 100% renewable natural gas (RNG). The RNG will then be used to fuel Surrey's natural gas powered waste collection vehicles, its growing fleet of natural gas powered operations service vehicles, and provide a renewable fuel source for the new District Energy System, which will heat and cool Surrey's City Centre. Taking this step will significantly reduce Surrey's corporate carbon footprint. The facility will also produce a high end compost product that will be used in agricultural and landscaping applications.

Electric Vehicle and Alternative Vehicle Infrastructure

The City of Surrey has been an early adopter of a number of alternative energy vehicle technologies including being one of the first municipalities to pilot fuel cell vehicles in its fleet. The City is currently committed to working with the private sector to deploy electric vehicle charging infrastructure across the City in strategic locations. In the City Centre area, there are currently four Level 2 charger ports, as well as one Level 3 DC Fast Charger at Surrey City Hall. By the end of 2017, an additional two dual port Level 2 chargers will be installed in the City Centre area on the curbside.



iii. Digital Connectivity Infrastructure

Broadband and Fibre Optic Capabilities

The City of Surrey's Broadband Strategy is delivered to help Surrey keep pace and stay competitive with increasing broadband (high-speed internet) demands. A key strategy component is building strategic partnerships with public and private entities such as the one established with TELUS, resulting in their \$250 million investment to connect more than 90 percent of homes and businesses directly to their fibre optic network before the end of 2018. This generational investment will dramatically improve Internet speed and capacity for residents and businesses. The gigabit-enabled TELUS PureFibre optic network is among the most advanced communications infrastructure available in the world today (See Figure 8).

Further, the City of Surrey in partnership with BCNET and CANARIE, has created a fibre optic network within Innovation Boulevard at Surrey City Centre. The network architecture has been established to provide dark fibre connectivity from the Surrey Memorial Hospital (SMH) campus to the BCNET's primary point of presence in Surrey (SURTXX), which is a point-of-presence on the BCNET advanced network. The SURTXX is connected via dark fibre to VANTX at SFU Harbour Centre, where it meets the CANARIE national network.

In addition, TELUS is installing small cell telecommunications infrastructure on City-owned street light poles and a strategic partnership with Shaw has also enabled accelerated deployment of city-wide free public WiFi. Residents and visitors can enjoy free public Wi-Fi on their smartphones, tablets, laptops, wearable technology and many other Internet-enabled devices at civic locations throughout Surrey.

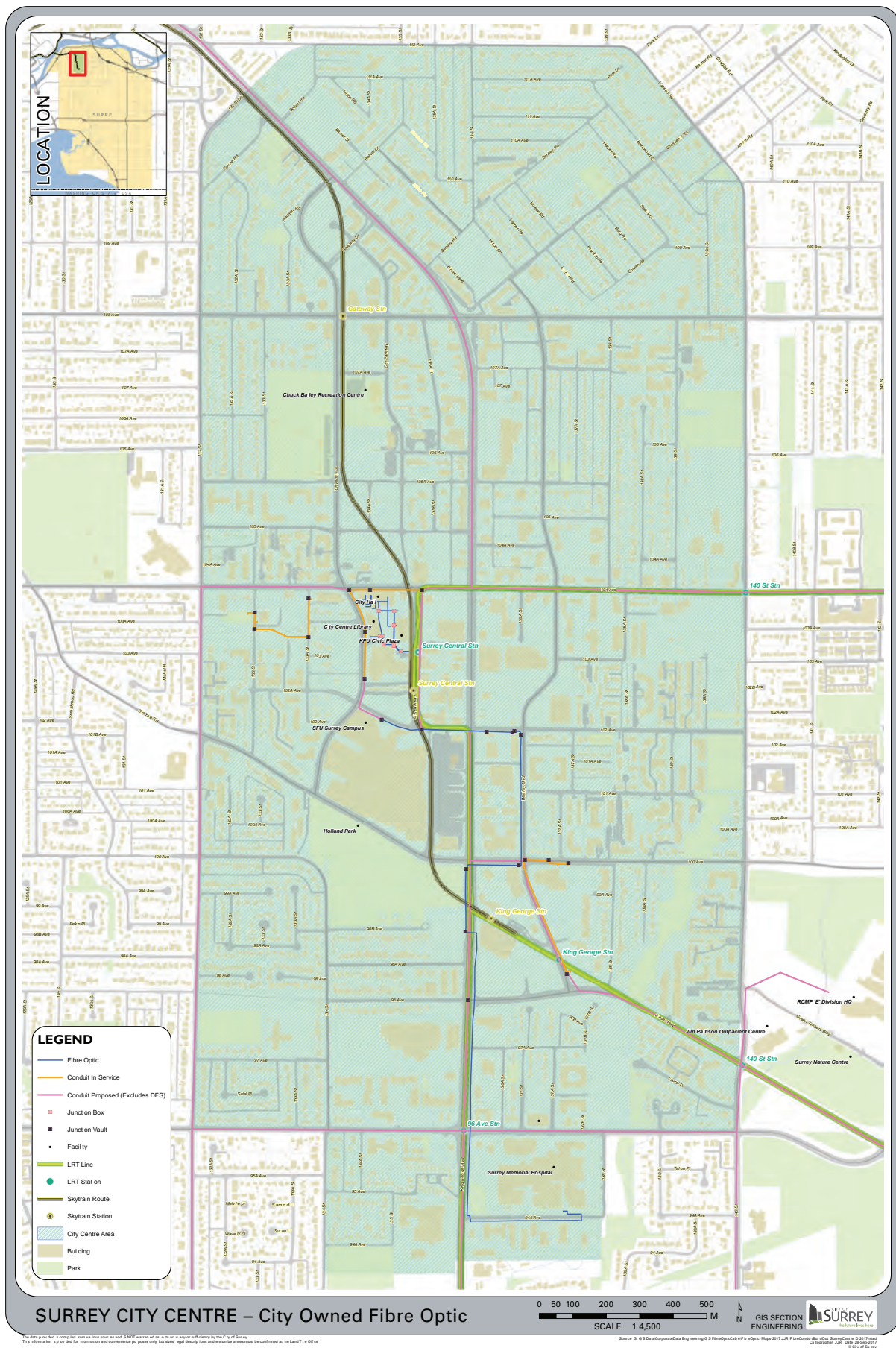


Figure 8: Fibre conduit build-out at Surrey City Centre
City of Vancouver - FOI File 2017-491

iv. Parks and Public Amenity Infrastructure

Also known as the City of Parks, Surrey is home to some of the most diverse park space in the region. Additionally, as a relatively new city, a strong commitment has been made to build high quality public space with continuous active streetscapes, urban amenities, cultural activities and facilities that contribute to the vibrancy and livability of the Surrey City Centre. Acknowledging the future population and density of the urban core, the Surrey City Centre plan envisions that the formal network of public parks and civic spaces will be supplemented with a variety of corner plazas and publically accessible open spaces, to be provided on private property through development, especially in the City Centre area.

The parks and open space concept plan for City Centre provides public open space within walking distance of all residents. This system of parks and open spaces will be connected through an integrated network of greenways, cycle tracks and pathways that provide residents with a range of active transportation options throughout City Centre, and within the region. Already home to multiple cultural activities and recreation amenities such as Holland Park, Fusion Festival, Surrey Arts Centre Civic Plaza and Green Timbers, an additional \$306 Million worth of investments have been committed to at the Surrey City Centre (See Figure 9). Additionally live music promoters have hosted music festivals that have brought some of the worlds most prominent DJs to perform in our City.

Parks and Public Amenity Investments	Investment	Time frame
Parks (10 new parks)	\$ 40 Million	2027 (Phased)
North Surrey Sport & Ice Complex	\$ 52 Million	2019
Interactive Arts Museum	\$ 50 Million	2022 – 2024
Chuck Bailey Recreation Centre - Expansion	\$ 15 Million	2024 - 2026
City Centre YMCA	\$ 20-50 Million (TBD)	2022 - 2023
Iconic Public Art	\$ 3-6 Million (TBD)	2022 - 2024
Performing Arts Centre	\$ 120 Million	2028+
Surrey Nature Centre	\$ 6 Million	2018 – 2026

Figure 9: Upcoming Parks and Public Amenity infrastructure at Surrey City Centre





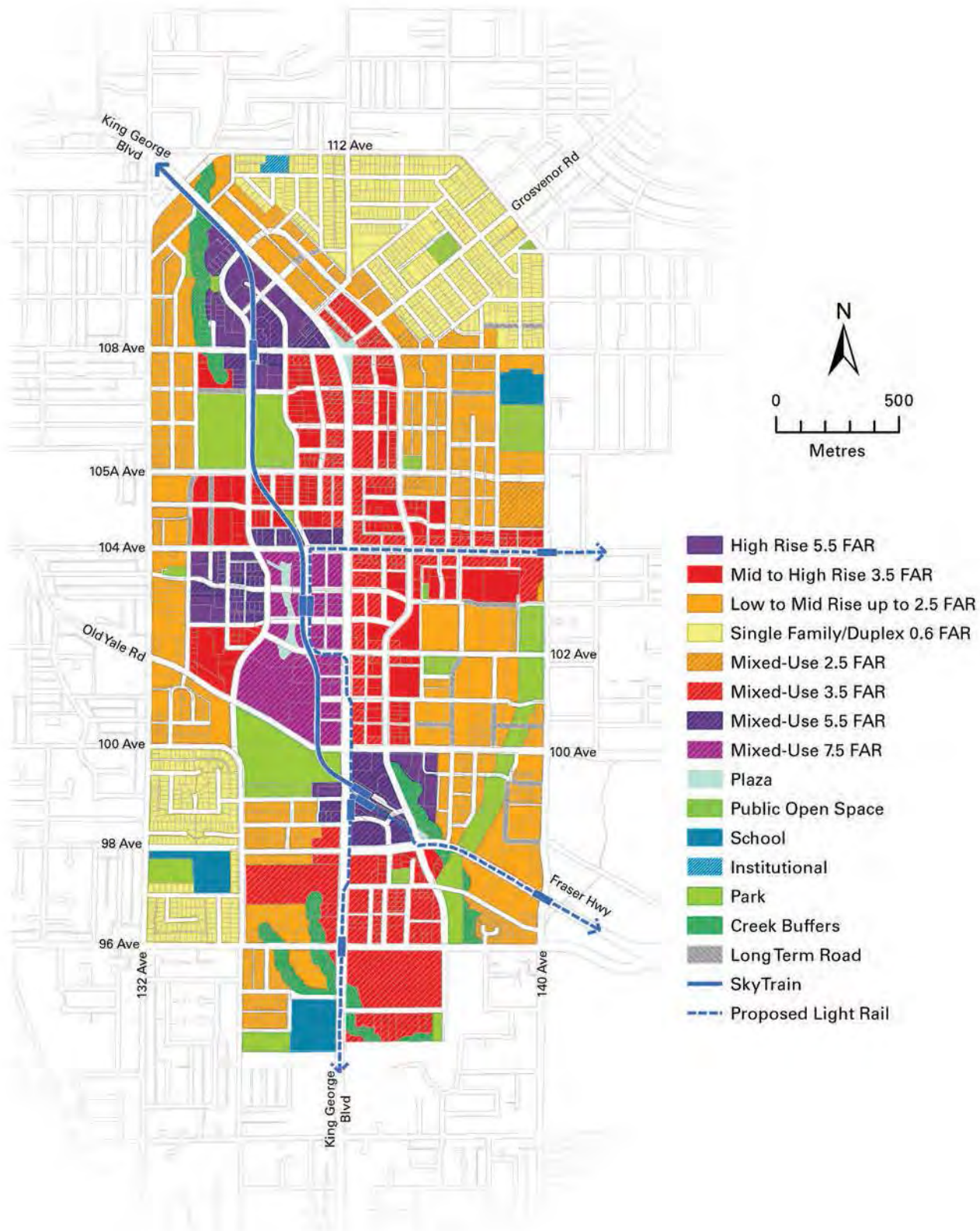
4. Progressive City Centre land-use policies allowing for a vibrant community

The Surrey City Centre is an ideal location for Amazon's HQ2 sites because it is one of the few sites in Metro Vancouver that has significant land inventory that can seamlessly accommodate both the proposed demand and future expansion of the Amazon campus (See Figure 10)

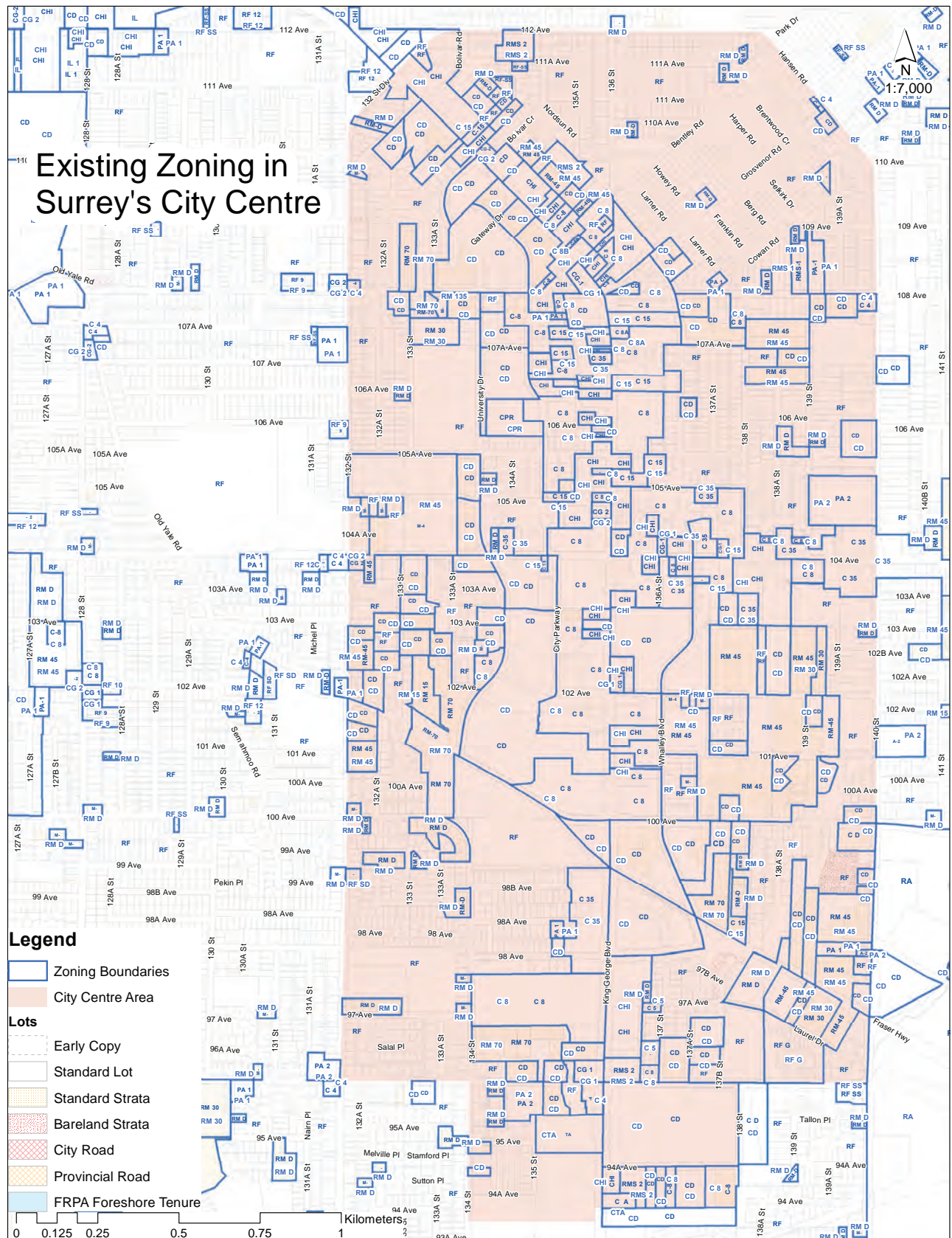
City Centre Commercial (Acres)							
Area	Inventory Description	Developed	Underdeveloped	Undeveloped/ Vacant	Sub Total	Undevelopable	Grand Total
Surrey City Centre	Commercial and Town Centre-Designated Land Currently or Partially Occupied with Commercial	72	108	0	180	0	180
	Commercial and Town Centre-Designated Land Currently or Partially Occupied with Non-Commercial	56	50	0	106	0	106
	With Infrastructure or Utility Corridors, Steep Slops or Park and Open Spaces	0	0	0	0	28	28
	Vacant Commercial and Town Centre-Designated Land	0	0	64	64	0	64
Surrey City Centre Total		128	158	64	350	28	378

Figure 10: City Centre Commercial land Inventory
City of Vancouver - FOI File 2017-491

Surrey City Centre Maximum OCP Allowable Densities- Current



City Centre Zoning Map



Moving Forward Together

Emerging as one of North America's most dynamic metropolitan centres, Surrey City Centre offers a compelling and attractive opportunity for the Amazon HQ2. Its vibrant business ecosystem is successfully catalyzing the development of jobs, investment, entrepreneurship and innovation in the region, resulting in attraction of major Canadian and international firms to Metro Vancouver.

Surrey City Centre is also strategically balancing its growth as a regional employment hub with significant investments in development of a high quality public realm with diverse urban and cultural amenities. These investments contribute to the vibrancy of the community for both residents and visitors.

It is our pleasure to be supporting the local development community and the Metro Vancouver region in bringing the Amazon HQ2 to the region, which will further accelerate Surrey's metropolitan growth and transformation.



**INVEST SURREY
& PARTNERS**

Please contact us if you have any questions or comments regarding this overview.

Stephen Wu Manager Economic Development
Office **604-591-4333**
Email **swu@surrey.ca**

Khushboo Wanchoo Economic Investment Strategist
Office **604-591-4388**
Email **khushboo.wanchoo@surrey.ca**

From: "James Raymond" <JRaymond@vancouvereconomic.com>
To: "George PR Benson" <gbenson@vancouvereconomic.com>
CC: "Claire Campbell" <ccampbell@vancouvereconomic.com>
Date: 10/11/2017 4:13:16 PM
Subject: FW: Welcome to Surrey City Centre Document
Attachments: Invest Surrey Amazon RFP_FINAL.PDF

George- can you go through this document and let Claire know on the off chance there is anything she should add to her design (I don't think so, unless she needs some more visuals)

Claire' just FYI. Don't open unless desperate

From: Diamandiev, Slavi (CA - British Columbia) [mailto:sdiamandiev@deloitte.ca]
Sent: Wednesday, October 11, 2017 5:02 PM
To: James Raymond <JRaymond@vancouvereconomic.com>
Subject: FW: Welcome to Surrey City Centre Document

Please see the attached which Surrey has referred to in their feedback on the draft.

Slavi Diamandiev
Economics Advisory Leader, Western Canada
Financial Advisory Services
D: 604-601-3461 | M: 778-386-0490
sdiamandiev@deloitte.ca | [LinkedIn Profile](#) | deloitte.ca

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of the Canadian Olympic team

Please consider the environment before printing.

From: Jones, Donna [mailto:DLJones@surrey.ca]
Sent: Wednesday, October 11, 2017 4:57 PM
To: Diamandiev, Slavi (CA - British Columbia) <sdiamandiev@deloitte.ca>
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I encourage Deloitte to include the information I referenced the COS comments and any other information from this document you feel would be helpful.

Many thanks, dj

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An aerial photograph of Surrey City Centre, showing a mix of modern high-rise buildings, green spaces, and surrounding residential areas. The Fraser River is visible in the background.

Welcome to Surrey City Centre

Request for Proposals
Amazon HQ2 Sites – Information Insert
for Surrey Developers



**INVEST SURREY
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Welcome to North America's Next Metropolitan Centre

Geographically the largest City in Metro Vancouver, Surrey is also set to become the most populated city in British Columbia over the next 30 years. This translates into an exciting opportunity to enhance Surrey as a sustainable city where residents live, work, play and enjoy a high quality of life.

As one of the youngest and most culturally diverse cities in Canada, Surrey is a city in transition that is attracting approximately 1,000 new residents every month and accounts for approximately 30% of Metro Vancouver's growth. Its metropolitan identity is being characterized by its increasing millennial population, emergence as Metro Vancouver's leading commercial and transaction hub, and international recognition as a progressive smart city.

Our Economic Vision and Mission

Vision - The City of Surrey will become the regional nexus for commerce and a nationally recognized centre for innovation within the next decade.

Mission - Create a vibrant business ecosystem that catalyzes the development of jobs, investment, entrepreneurship and innovation within the City of Surrey and facilitates a metropolitan transformation.





THE SURREY CITY CENTRE ADVANTAGE:

1. A young and dynamic metropolitan centre with rapid population growth

Surrey City Centre is growing into one of North America's most dynamic metropolitan centres. This is the result of an ambitious vision backed by strategic investment into transforming what was once a bedroom community into a vibrant epicentre of economic and cultural activity. In no small part is this also due to a fundamental shift in population growth and mobility within the region with people seeking new affordable housing options more eastwardly within Metro Vancouver. According to Statistics Canada, Surrey's population growth rate is almost double that of the regions (See Figure 1).

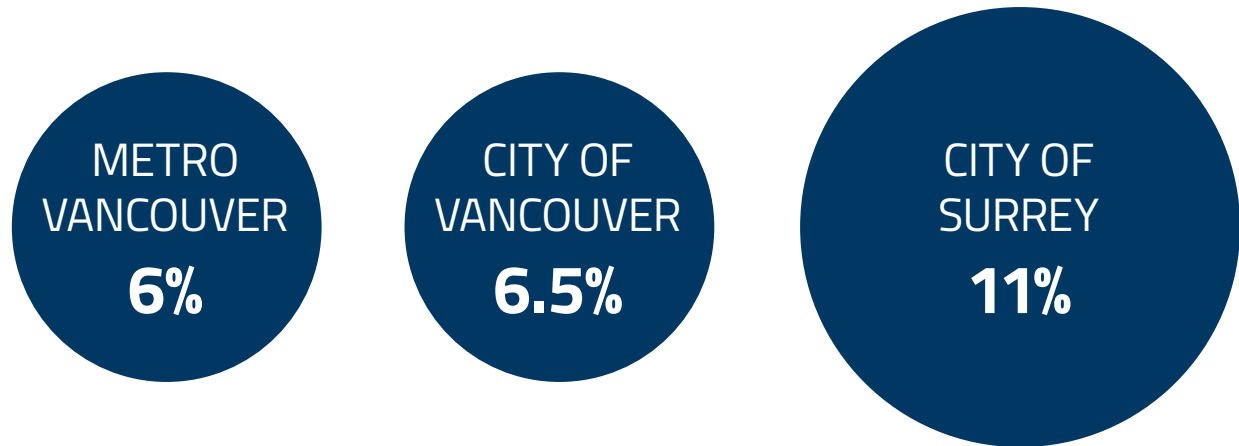


Figure 1: Population Growth between the Metro Vancouver Region and the City of Surrey, 2011 to 2016

This growth is allowing Surrey City Centre to catalyze new employment opportunities, higher density buildings, as well as investment into physical and digital infrastructure to prepare for exciting opportunities like Amazon HQ2. It is also increasingly densifying as a residential community for a diverse population, including new immigrants & established residents, young professionals, families & children, youth, and seniors. By 2031, it is anticipated that the City Centre population will rise to 65,000 residents with 36,000 workers through organic growth in the area.

A Regional Economic Hub

Surrey City Centre attracts talent from across the region with 38% of the local workforce commuting into the area each day. Firms are also strategically choosing Surrey City Centre as a beachhead to launch their business operations into growing markets, such as the Fraser Valley, as well as the United States through Washington State (See Figure 2).

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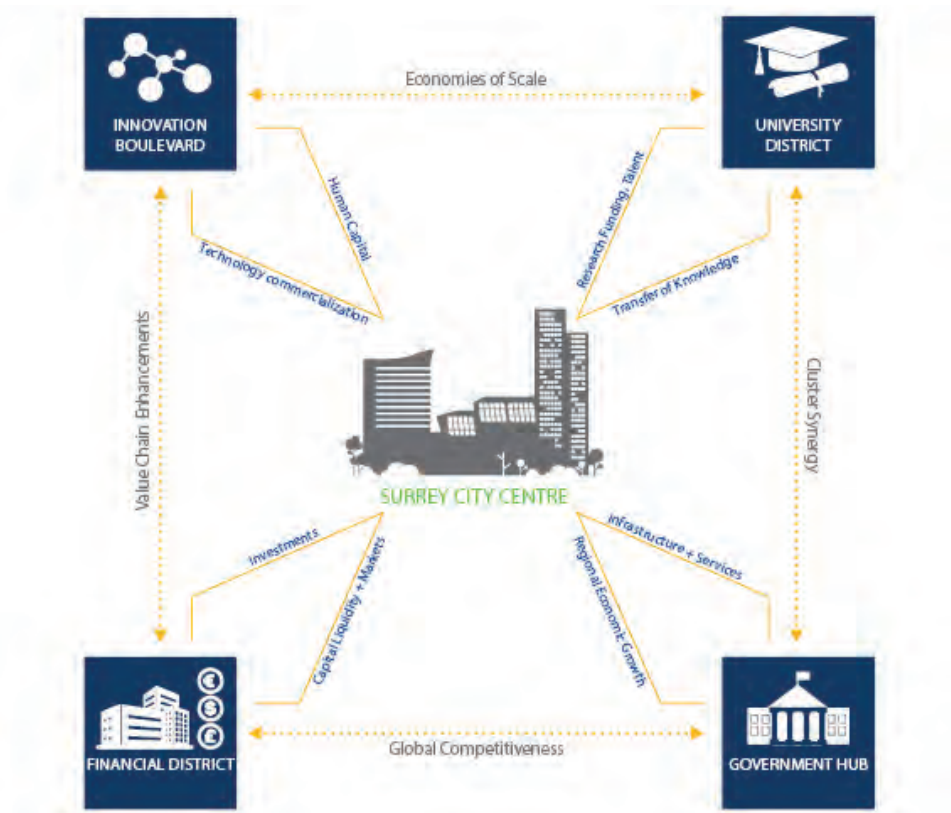


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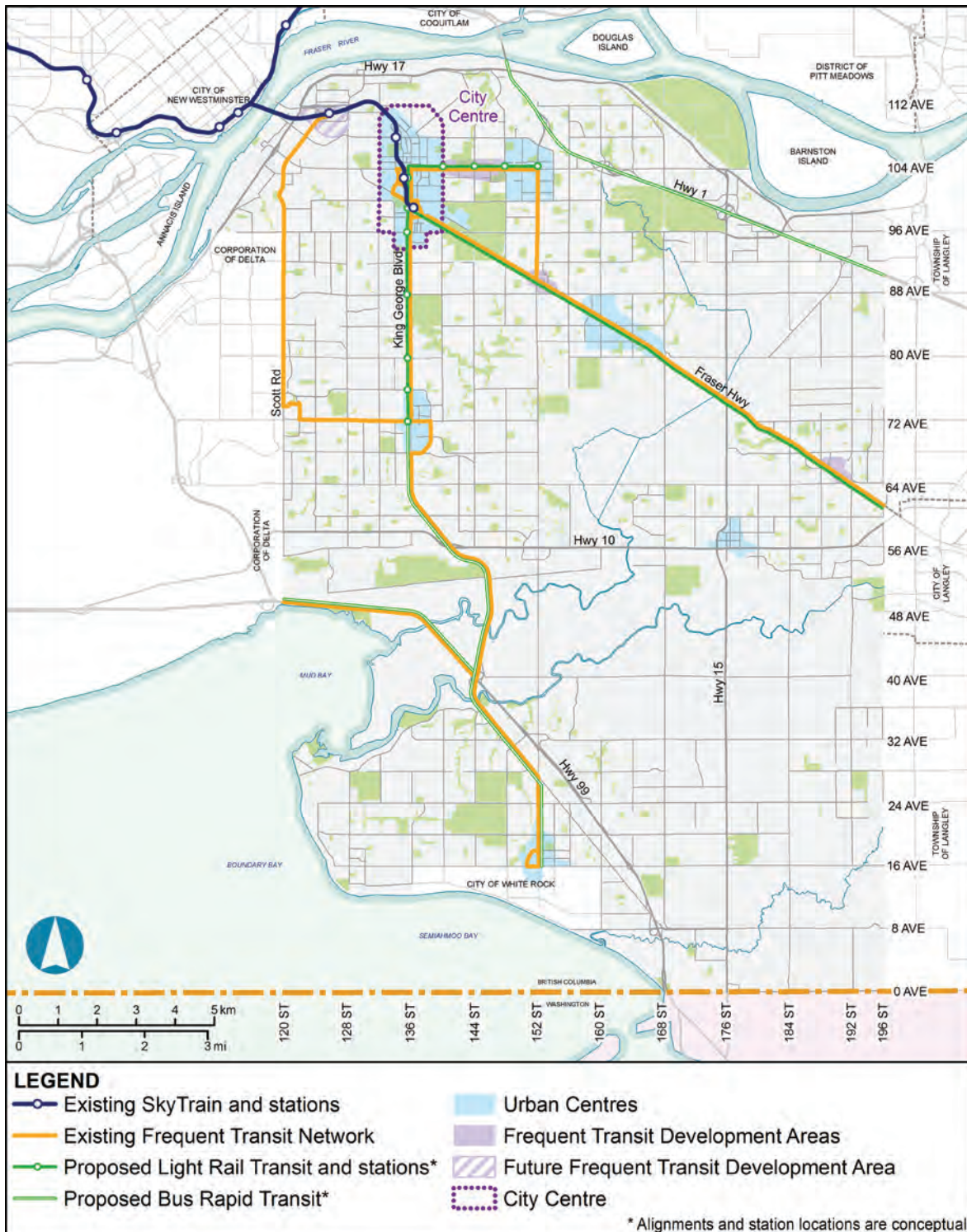


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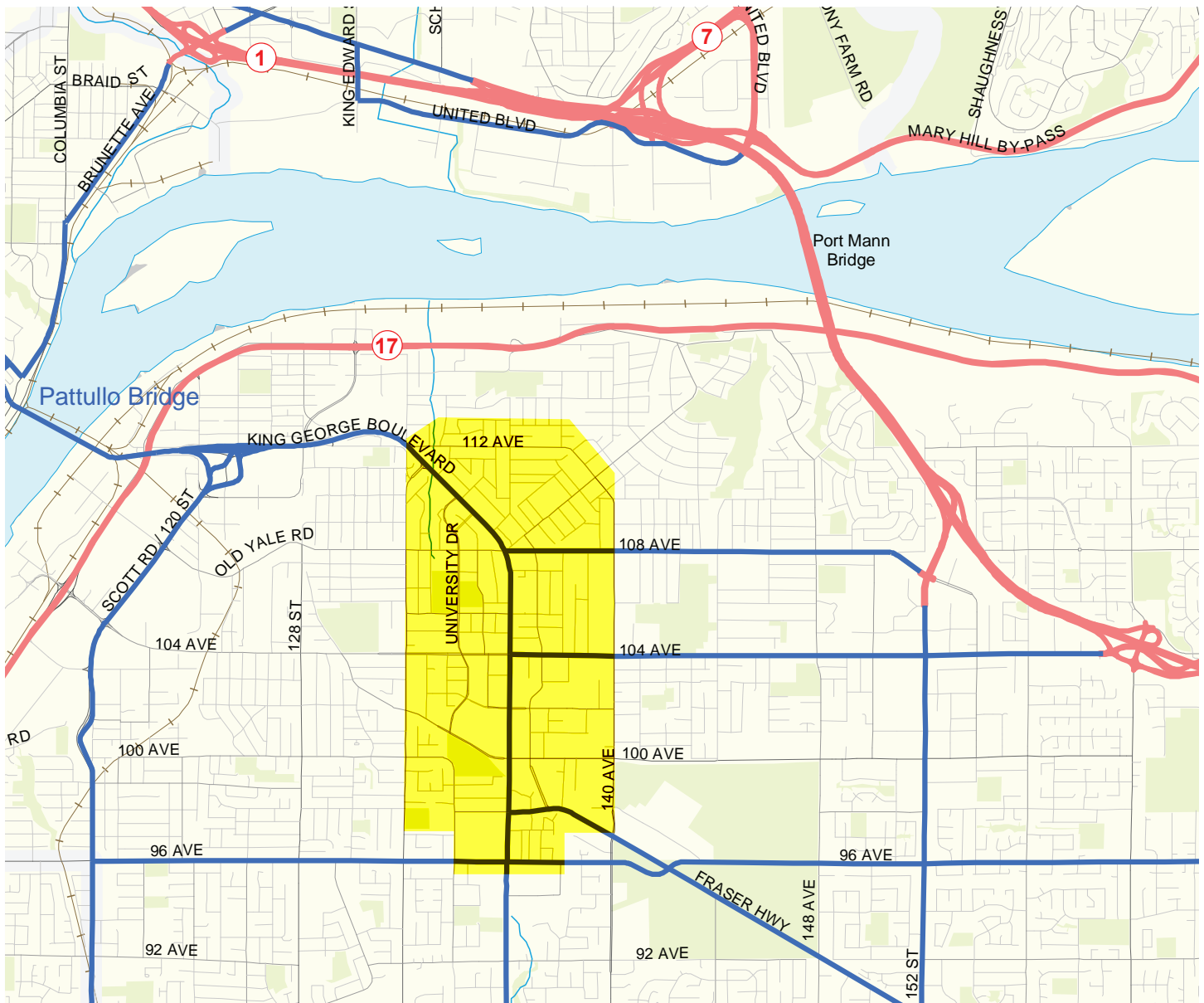


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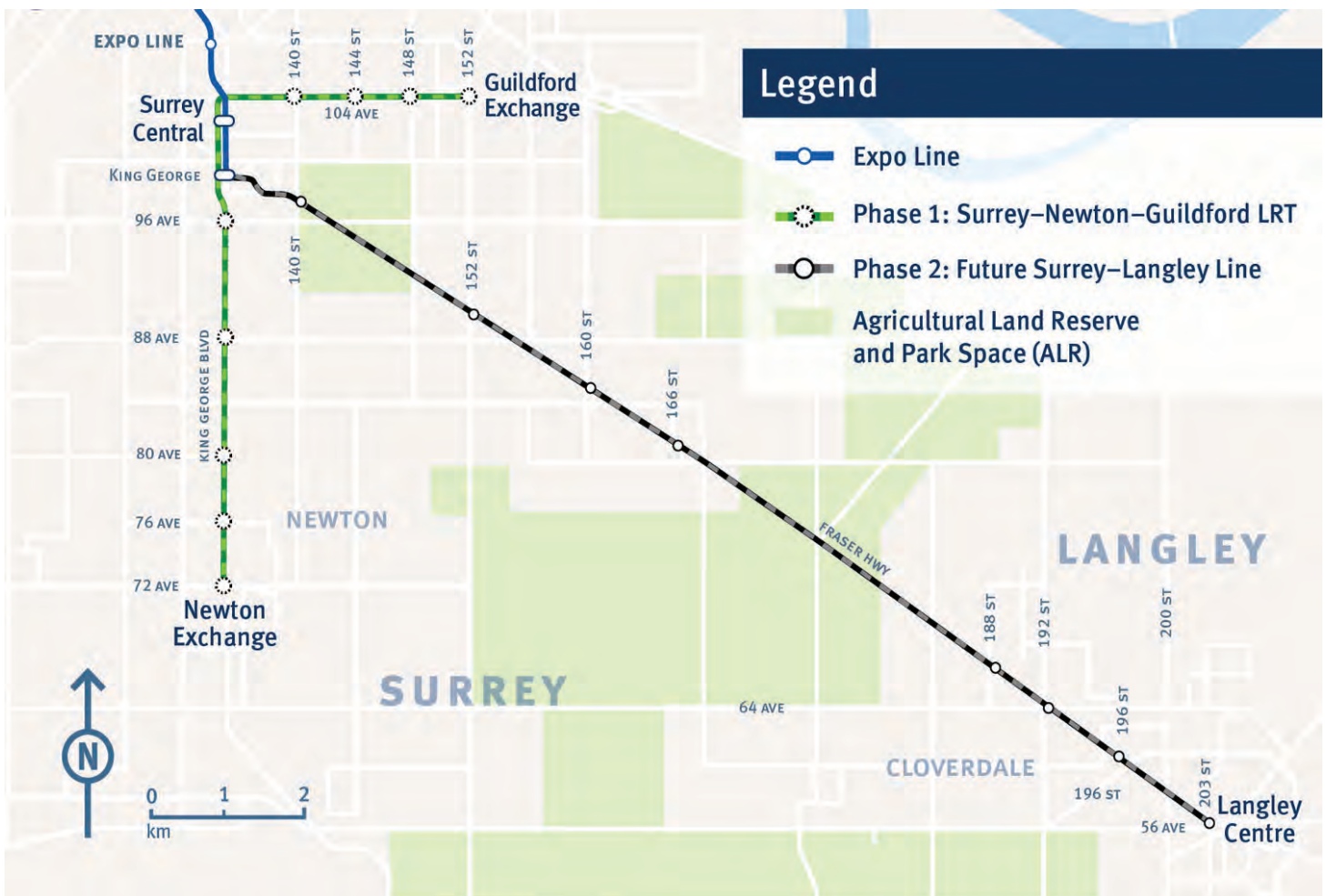


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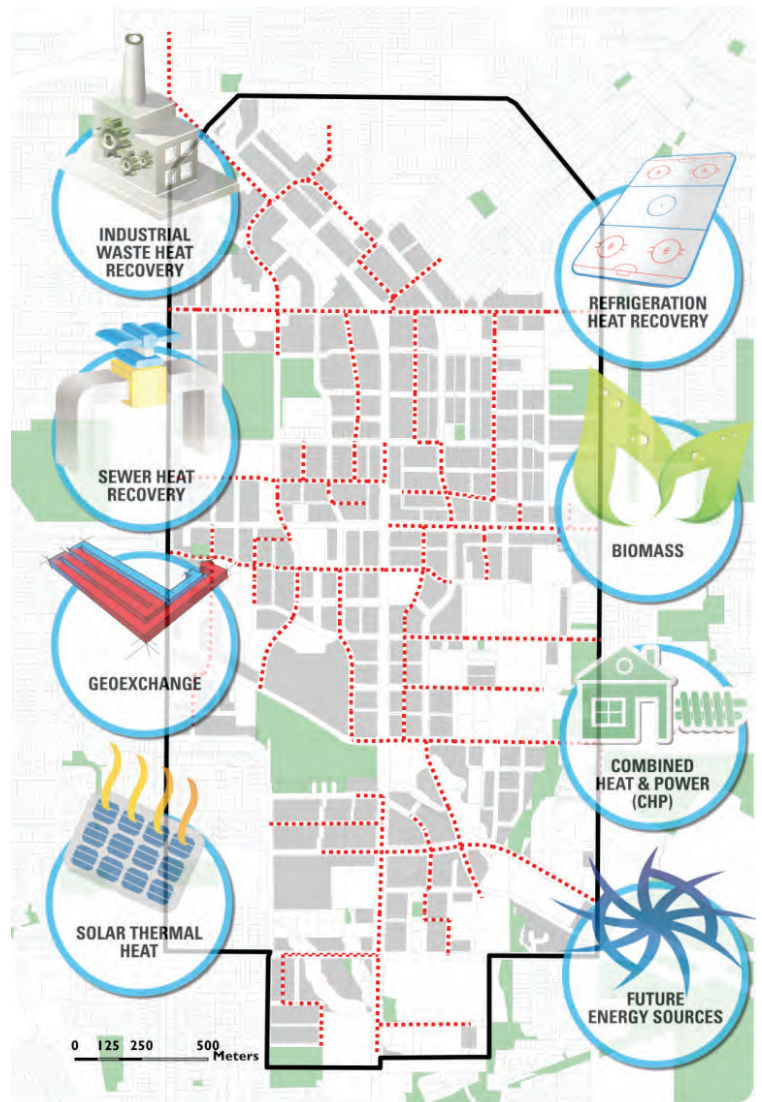


Figure 7: City Centre District Energy System at Full Build-out



Organic Biofuel facility

The City of Surrey is successfully building North America's first fully integrated, closed-looped, waste management system at the Biofuel Processing Facility. The facility will process the Surrey's organic waste into a 100% renewable natural gas (RNG). The RNG will then be used to fuel Surrey's natural gas powered waste collection vehicles, its growing fleet of natural gas powered operations service vehicles, and provide a renewable fuel source for the new District Energy System, which will heat and cool Surrey's City Centre. Taking this step will significantly reduce Surrey's corporate carbon footprint. The facility will also produce a high end compost product that will be used in agricultural and landscaping applications.

Electric Vehicle and Alternative Vehicle Infrastructure

The City of Surrey has been an early adopter of a number of alternative energy vehicle technologies including being one of the first municipalities to pilot fuel cell vehicles in its fleet. The City is currently committed to working with the private sector to deploy electric vehicle charging infrastructure across the City in strategic locations. In the City Centre area, there are currently four Level 2 charger ports, as well as one Level 3 DC Fast Charger at Surrey City Hall. By the end of 2017, an additional two dual port Level 2 chargers will be installed in the City Centre area on the curbside.



iii. Digital Connectivity Infrastructure

Broadband and Fibre Optic Capabilities

The City of Surrey's Broadband Strategy is delivered to help Surrey keep pace and stay competitive with increasing broadband (high-speed internet) demands. A key strategy component is building strategic partnerships with public and private entities such as the one established with TELUS, resulting in their \$250 million investment to connect more than 90 percent of homes and businesses directly to their fibre optic network before the end of 2018. This generational investment will dramatically improve Internet speed and capacity for residents and businesses. The gigabit-enabled TELUS PureFibre optic network is among the most advanced communications infrastructure available in the world today (See Figure 8).

Further, the City of Surrey in partnership with BCNET and CANARIE, has created a fibre optic network within Innovation Boulevard at Surrey City Centre. The network architecture has been established to provide dark fibre connectivity from the Surrey Memorial Hospital (SMH) campus to the BCNET's primary point of presence in Surrey (SURTXX), which is a point-of-presence on the BCNET advanced network. The SURTXX is connected via dark fibre to VANTX at SFU Harbour Centre, where it meets the CANARIE national network.

In addition, TELUS is installing small cell telecommunications infrastructure on City-owned street light poles and a strategic partnership with Shaw has also enabled accelerated deployment of city-wide free public WiFi. Residents and visitors can enjoy free public Wi-Fi on their smartphones, tablets, laptops, wearable technology and many other Internet-enabled devices at civic locations throughout Surrey.

iv. Parks and Public Amenity Infrastructure

Also known as the City of Parks, Surrey is home to some of the most diverse park space in the region. Additionally, as a relatively new city, a strong commitment has been made to build high quality public space with continuous active streetscapes, urban amenities, cultural activities and facilities that contribute to the vibrancy and livability of the Surrey City Centre. Acknowledging the future population and density of the urban core, the Surrey City Centre plan envisions that the formal network of public parks and civic spaces will be supplemented with a variety of corner plazas and publically accessible open spaces, to be provided on private property through development, especially in the City Centre area.

The parks and open space concept plan for City Centre provides public open space within walking distance of all residents. This system of parks and open spaces will be connected through an integrated network of greenways, cycle tracks and pathways that provide residents with a range of active transportation options throughout City Centre, and within the region. Already home to multiple cultural activities and recreation amenities such as Holland Park, Fusion Festival, Surrey Arts Centre Civic Plaza and Green Timbers, an additional \$306 Million worth of investments have been committed to at the Surrey City Centre (See Figure 9). Additionally live music promoters have hosted music festivals that have brought some of the worlds most prominent DJs to perform in our City.

Parks and Public Amenity Investments	Investment	Time frame
Parks (10 new parks)	\$ 40 Million	2027 (Phased)
North Surrey Sport & Ice Complex	\$ 52 Million	2019
Interactive Arts Museum	\$ 50 Million	2022 – 2024
Chuck Bailey Recreation Centre - Expansion	\$ 15 Million	2024 - 2026
City Centre YMCA	\$ 20-50 Million (TBD)	2022 - 2023
Iconic Public Art	\$ 3-6 Million (TBD)	2022 - 2024
Performing Arts Centre	\$ 120 Million	2028+
Surrey Nature Centre	\$ 6 Million	2018 – 2026

Figure 9: Upcoming Parks and Public Amenity infrastructure at Surrey City Centre





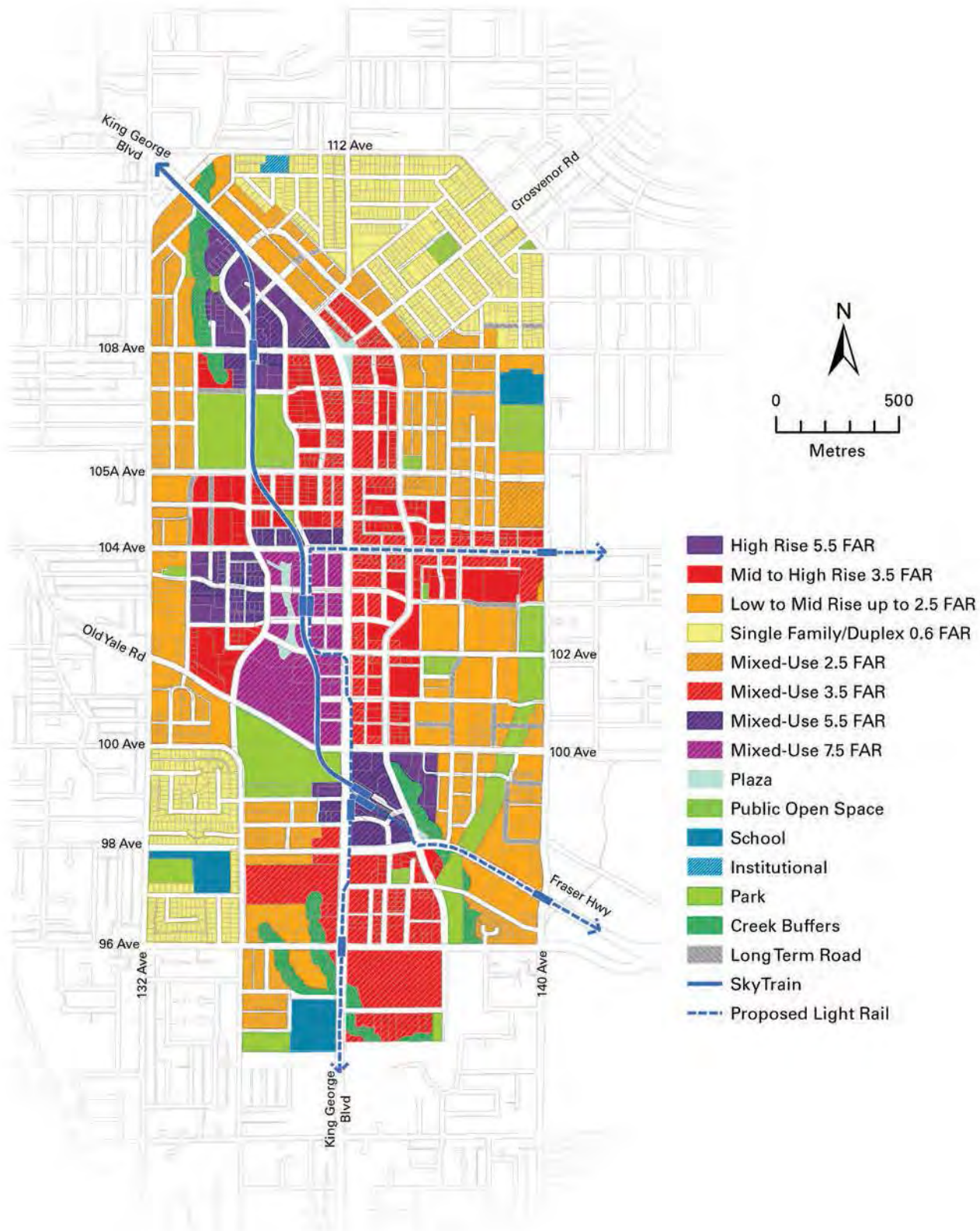
4. Progressive City Centre land-use policies allowing for a vibrant community

The Surrey City Centre is an ideal location for Amazon's HQ2 sites because it is one of the few sites in Metro Vancouver that has significant land inventory that can seamlessly accommodate both the proposed demand and future expansion of the Amazon campus (See Figure 10)

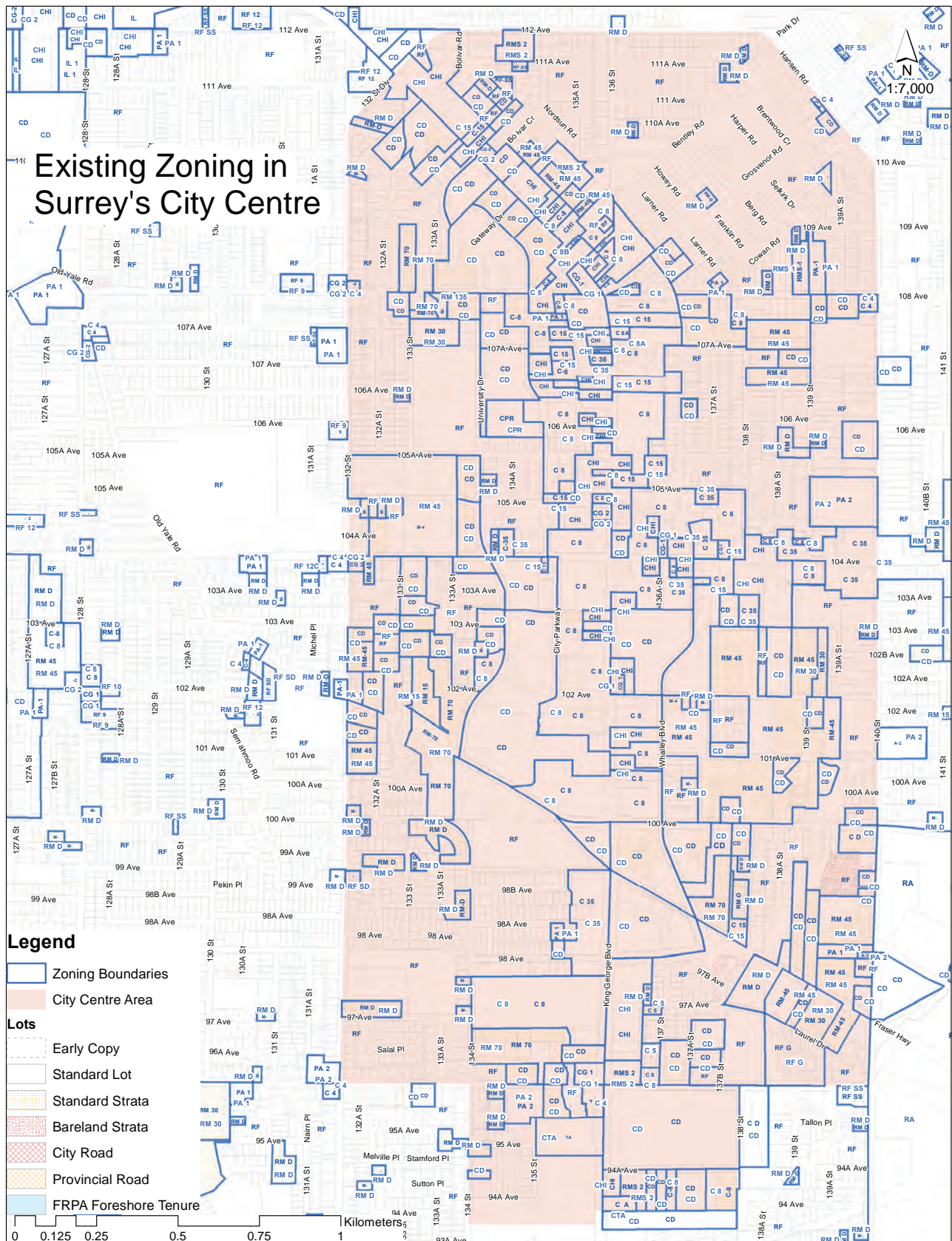
City Centre Commercial (Acres)							
Area	Inventory Description	Developed	Underdeveloped	Undeveloped/ Vacant	Sub Total	Undevelopable	Grand Total
Surrey City Centre	Commercial and Town Centre-Designated Land Currently or Partially Occupied with Commercial	72	108	0	180	0	180
	Commercial and Town Centre-Designated Land Currently or Partially Occupied with Non-Commercial	56	50	0	106	0	106
	With Infrastructure or Utility Corridors, Steep Slops or Park and Open Spaces	0	0	0	0	28	28
	Vacant Commercial and Town Centre-Designated Land	0	0	64	64	0	64
Surrey City Centre Total		128	158	64	350	28	378

Figure 10: City Centre Commercial land Inventory
City of Vancouver - FOI File 2017-491

Surrey City Centre Maximum OCP Allowable Densities- Current



City Centre Zoning Map



Moving Forward Together

Emerging as one of North America's most dynamic metropolitan centres, Surrey City Centre offers a compelling and attractive opportunity for the Amazon HQ2. Its vibrant business ecosystem is successfully catalyzing the development of jobs, investment, entrepreneurship and innovation in the region, resulting in attraction of major Canadian and international firms to Metro Vancouver.

Surrey City Centre is also strategically balancing its growth as a regional employment hub with significant investments in development of a high quality public realm with diverse urban and cultural amenities. These investments contribute to the vibrancy of the community for both residents and visitors.

It is our pleasure to be supporting the local development community and the Metro Vancouver region in bringing the Amazon HQ2 to the region, which will further accelerate Surrey's metropolitan growth and transformation.



**INVEST SURREY
& PARTNERS**

Please contact us if you have any questions or comments regarding this overview.

Stephen Wu Manager Economic Development
Office **604-591-4333**
Email **swu@surrey.ca**

Khushboo Wanchoo Economic Investment Strategist
Office **604-591-4388**
Email **khushboo.wanchoo@surrey.ca**

From: ["Jamie Warren" <JWarren@vancouvereconomic.com>](mailto:JWarren@vancouvereconomic.com)
To: ["Claire Campbell" <ccampbell@vancouvereconomic.com>](mailto:ccampbell@vancouvereconomic.com)
Date: 9/21/2017 8:42:09 AM
Subject: Meeting 5 October

Hi Claire,

Would you mind moving your meeting at 10 a.m. on 5/10 to the Creative Room? I'm blocking the Innovative room off for Amazon.

Thanks!

--

JAMIE WARREN
Executive Assistant
P: 604 336 8029

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From: "Khan, Farah \CA - British Columbia\" <farakhan@deloitte.ca>
To: ccampbell@vancouvereconomic.com
Date: 10/16/2017 5:16:05 PM
Subject:

s.13(1), s.21(1)



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To: "Claire Campbell" <ccampbell@vancouvereconomic.com>
CC: "James Raymond" <JRaymond@vancouvereconomic.com>
Date: 10/15/2017 6:28:41 PM
Subject:

s.13(1), s.21(1)

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From: "Khan, Farah \ (CA - British Columbia)" <farakhan@deloitte.ca>

To: "Claire Campbell" <ccampbell@vancouvereconomic.com>

Date: 10/15/2017 9:21:06 AM

Subject: PDF Copies of Support Letters

Attachments: Letter of Support - Amazon HQ2 - Harbour Air.pdf
Letter to Ian McKay re Amazon - Air Canada.pdf
Support_for_Amazon_HQ_proposal_Telus_Oct 6.pdf
Letter of Support - Amazon HQ2 - PM.pdf
Letter to Ian McKay re Amazon - Translink.pdf

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Ian McKay
CEO
Vancouver Economic Commission
401 W Georgia St #1500
Vancouver, BC V6B 5A1

October 3, 2017

Re: Support for Amazon Headquarters bid for Vancouver, British Columbia, Canada

Dear Mr. McKay,

Harbour Air, North America's largest seaplane airline, is fully supportive of Vancouver's bid to host Amazon's next headquarters.

In fact, our company and Seattle's Kenmore Air are planning to begin scheduled service from downtown Vancouver to Seattle's Lake Union in the spring of 2018. This route would make it possible for executives to travel between the two cities' downtown centers in just under one hour — in fact, one could leave home in the morning and return in the same day.

We believe this scheduled airline service will add to the already robust transportation infrastructure that Vancouver offers. Already, we have thousands of seats being requested for this route, which proves the utility of this unique international service.

If Vancouver is successful in its bid for Amazon to relocate their new headquarters here, we believe that the seaplane transportation link will be an efficient way for Amazon to move individuals back and forth from these two corporate centers. To that end, we would be also pleased to provide Amazon with volume discounting on our fares for your employees.

We have operated in the Pacific Northwest for thirty-five years. We know there is no place like it. Vancouver offers a unique mix of urban sophistication, the laid-back atmosphere of a Canadian coastal city but also the entrepreneurial drive that builds companies and drives innovation.

We are proud to call this place home, and we hope Amazon will, too.

Sincerely,

A handwritten signature in blue ink, appearing to read "Randy Wright", is positioned above the typed name and title.

Randy Wright
President, Harbour Air Seaplanes

October 6, 2017

Mr. Ian McKay
President and CEO
Vancouver Economic Commission
Suite 1500, 401 West Georgia St
Vancouver, BC
V6B 5A1

via email: imckay@vancouvereconomic.com

Dear Mr. McKay,

I am writing to you regarding your city's candidacy to attract Amazon's second corporate headquarters (HQ2). We have been made aware that different Canadian cities intend to apply and that as part of the Request for Proposal (RFP) process, Amazon has signaled that daily direct flights to Seattle, New York, San Francisco/Bay Area, New York and Washington, D.C. will be an important consideration in its final decision.

As such, I wanted to provide you with Air Canada's position that could support your city's bid for Amazon HQ2. Air Canada is particularly proud of its critical role in connecting the whole of Canada, but particularly its major metropolitan areas to markets in the United States and the world. This is strongly evidenced by these facts:

- 1- Air Canada is Canada's largest airline and the largest provider of scheduled passenger services in the Canadian market, the Canada-U.S. transborder market and in the international market to and from Canada. We fly to 64 airports in Canada, 57 in the United States and 91 in Europe, Africa, the Middle East, Asia, Australia, the Caribbean, Mexico, Central America and South America.
- 2- We do so by flying to more than 200 destinations on six continents from Canada. A customer of Air Canada from the major metropolitan centres can fly directly, or in many instances through only one connection to most of our destinations. Air Canada, Air Canada Rouge and its Air Canada Express regional partners operate on average 1,580 scheduled flights each day.

Air Canada knows air connectivity is a prime consideration for any company choosing a headquarters location. As Canada's largest carrier and the airline with the most transborder services between Canada and the U.S., we are uniquely positioned to connect Seattle or any other U.S. city with any successful Canadian city on a commercially viable basis. As such, steps would be taken to further facilitate travel to/from any successful Canadian city.

Sincerely,



Kevin Howlett

Senior Vice President, Regional Markets and Government Relations
Premier vice-président – Marchés régionaux et Relations gouvernementales



TELUS Corporation
23rd Floor
510 West Georgia Street
Vancouver, B.C. V6B 0M3

Tony Geheran
Member of the TELUS team

October 6, 2017

Ian McKay
CEO
Vancouver Economic Commission
401 W Georgia St #1500
Vancouver, BC V6B 5A1

Re: Support for Metro Vancouver's Amazon HQ2 bid

Dear Mr. McKay,

I am writing on behalf of TELUS to extend my enthusiastic support of Metro Vancouver's proposal to be the location of Amazon's second corporate headquarters, HQ2. At TELUS, we are committed to leveraging our technology and the collective skills of our team members to build stronger, healthier and more connected communities. In October of 2015, we announced a \$1 billion investment to connect the majority of homes and business in the City of Vancouver directly to TELUS PureFibre, some of the world's most advanced broadband technology. Our shared vision to transform Vancouver into the world's next gigabit-enabled city has come to life, with most areas of the city already connected and the downtown core expected to be connected by the end of 2019.

This investment provides one of Canada's largest urban centres with ubiquitous access to the fastest and most reliable Internet service available – adding more than 400,000 homes, businesses, hospitals, community centres and municipal offices to our fibre-lit landscape. TELUS PureFibre will help to build a greener, more inclusive and globally-competitive city and will undoubtedly improve citizens' lives through significant new social, educational and economic opportunities. This connectivity is further bolstered by our \$250 million investment to bring fibre to Surrey and \$150 million investment in Burnaby – creating one of the most connected metropolitan regions in North America.

In addition to our local deployment of fibre, TELUS recently achieved a significant breakthrough with the successful completion of a 5G wireless connection using the global 3GPP technology standards platform. This ground-breaking connection took place in TELUS and Huawei's 5G Living Lab in downtown Vancouver – a one-of-a-kind real-time laboratory made possible thanks to the backbone of the TELUS PureFibre network. As operators and vendors race toward the global deployment of 5G, this successful pilot represents one of the most advanced connections ever made using technologies that will form the standard for global 5G. It demonstrates the potential for 5G technology to deliver Wireless-to-the-Premise (WTTx) connectivity with the speeds and reliability necessary to power the smart homes and businesses of tomorrow.

Today's smart, tech-savvy workforce – the demographic Amazon will be looking to attract to fill 50,000 new jobs – is very much awake to the possibilities of a fibre-connected city. Innovations such as connected homes, driverless cars and smart-city services are going to be powered off a wireline backbone of fibre. Millennials, in particular, already value high-speed internet more than any other home feature. A network that connects Amazon employees to fibre at work, at home and throughout their

communities will help support a mobile workforce, reduce productivity-killing commutes and offer a substantially higher quality of life -- perks that will be game-changers when it comes to attracting, and keeping, top talent.

Amazon will also need a new home that is supported by an excellent tech-focused educational ecosystem. Our wealth of educational institutions offer a pipeline of emerging talent, but they also offer quality opportunities for children. Fibre is revolutionizing classrooms from kindergarten to grad school with innovative tools like interactive whiteboards, videoconferencing, automatically-updated digital textbooks, virtual field trips, and remote learning with the world's leading universities and teachers. A next-generation school system will fuel Amazon's success for years to come.

Vancouver should be at the top of the list when selecting a city that offers a high quality of life. TELUS Health and TELUS PureFibre are working together to provide communities with advanced services that lead to superior health outcomes. Our fibre networks are enabling telehealth services that reduce hospital admissions and the associated burdens to the healthcare system. Inventive applications being developed for gigabit-enabled communities include a 3-D video platform for physical therapy, in-home sensors for detecting early signs of illness, and a distance-treatment platform for psychological counselling. Importantly, fibre will further enable many of the breakthrough services we are developing, such as: electronic prescribing, online benefit check, and pharmacogenomics.

TELUS Garden is our corporate headquarters and our team's home in the heart of downtown Vancouver. It's also the first office tower in Canada to receive LEED Platinum certification for sustainable development. In fact, Amazon occupies a handful of floors at TELUS Garden where they enjoy green office space with gigabit-enabled fibre connectivity. Our Vancouver headquarters are also the home to our state-of-the-art Innovation Centre – a hub for research and development where we test and trial emerging technologies and services and help local entrepreneurs and businesses bring their ideas to life.

I think it goes without saying, but Vancouver is an extraordinary place to live. The beauty of our city is truly breathtaking and while I've yet to ski in the morning and windsurf in the afternoon, I know it's a possibility. Vancouver is a diverse and vibrant city that embraces all lifestyles and offers countless opportunities for entertainment, cultural and outdoor pursuits. At TELUS we believe that our people are our greatest strength and we understand that Amazon is looking for the perfect place to call home. We look forward to welcoming Amazon's HQ2 to Vancouver, where they can enjoy our beautiful city, state-of-the-art infrastructure, cutting-edge technology and Canadian hospitality.

Sincerely,

A handwritten signature in black ink that reads "Tony". The signature is stylized with a long horizontal stroke at the end.

Tony Geheran
EVP & President, Broadband Networks
Member of the TELUS team

cc: Hon. John Horgan, Premier of British Columbia
Hon. Bruce Ralston, Minister of Jobs, Trade and Technology
Hon. Jinny Sims, Minister of Citizens' Services



October 13, 2017

Dear Jeff:

There is no better place to do business than Canada. In an increasingly complex and uncertain world, Canadians have embraced change while staying true to their values. Canadians are bold innovators and good neighbours, bound together by a spirit of openness and hard work. Every day we demonstrate that these values are sources of strength, and that better is always possible. I can imagine no better place for Amazon to call its second home.

As the first country in the world to adopt a policy of multiculturalism, we have shown time and time again that a country can be stronger not in spite of its differences, but because of them. Diversity is a fact, but inclusion is a choice. Canada has made its decision and our cities have become windows to the world.

We believe in building a clean-growth economy that is as inclusive as it is innovative. We have embraced technological change, while also helping our citizens adapt to the changing nature of work. That is why we have boosted investment in skills and training and introduced an ambitious Innovation and Skills Plan to make Canada a world-leading centre for innovation.

This plan includes actions that will benefit everyone, from students looking to get work experience to adult workers hoping to improve their skills. It delivers simpler and more efficient support to entrepreneurs, while making it easier for both domestic and global companies to invest in Canada and Canadians. We have simplified our business support programs and designed strategic funds to spur innovation and support high-quality business investments. Our government is a ready and willing partner, with the tools already in place, to make bold and strategic investments to create high-quality jobs.

Mr. Jeff Bezos
Amazon
410 Terry Avenue
Seattle, Washington
98109
United States of America

Canada is also committed to reinforcing our strengths in education. Our world-class colleges and universities have graduated the most highly educated workforce within the OECD. In the new economy, however, we recognize that we must also have access to the best talent in the world, wherever it is. We have therefore introduced dedicated immigration services, allowing companies to attract highly-skilled global talent through an expedited review process to quickly recruit for the skills they need.

Canadian cities are progressive, confident, and natural homes for forward-thinking, global leaders. They are consistently ranked as the best places to live, work, and play in the world. They are welcoming, walkable communities with vibrant arts and culture scenes, connected by ever-improving public transportation networks. Canadians enjoy a universal health care system and a robust public pension plan which help support our excellent quality of life and also mean lower costs for employers. Our cities offer welcoming and predictable business environments, with the lowest overall business costs in the G7, underpinned by the soundest banking and legal systems in the world. They are great places to work, invest, and live – all with unmatched global market access and within a short flight of major American cities.

Throughout our history, it is in one another that Canada and the United States have found their closest friend and ally. We enjoy the longest, most peaceful, and mutually beneficial relationship of any two countries in the world. Canada is the largest foreign customer for goods and services made in the United States. We are the number one customer of the majority of American states, and among the top three customers of 48 states. Our economic integration and partnership are unparalleled.

As Amazon decides on the location for its second North American headquarters, I am certain that Canada will stand out. With all our advantages and a government that is willing to invest in the future, the business case is simple.

Amazon has already established roots in Canada, creating thousands of good jobs, and taking advantage of leading technologies in areas such as artificial intelligence and drones. We are grateful for the confidence Amazon has placed in our cities and people. We look forward to growing this partnership.

The Government of Canada is committed to working closely with Canadian cities in providing Amazon a second home. The full support of our government stands behind them.

Please accept my warmest regards.

Sincerely,





TransLink

400 - 287 Nelson's Court
New Westminster, B.C.
V3L 0E7 Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

October 11, 2017

Mr. Ian McKay
President and CEO
Vancouver Economic Commission
Suite 1500, 401 West Georgia St
Vancouver, BC V6B 5A1

Dear Mr. McKay:

I am very pleased to support British Columbia and Metro Vancouver's bid to host Amazon's second headquarters in North America.

As someone who has worked for the public transit systems in New York and Seattle, I can say Metro Vancouver is home to a world-class, integrated and sustainable transportation network that is setting the standard for urban transportation systems in North America and contributing to making the Metro Vancouver region one of the most livable regions in the world.

Metro Vancouver represents a unique urban environment that is integrating sustainable transportation options at a scale unlike anywhere else in North America. More than 90 per cent of the region's population and two-thirds of workplaces are within walking distance of transit. Our automated rapid transit line – one of the longest driverless mass transit systems in the world – connects seven of the region's major cities over 79 kilometres of rapid transit and 53 stations. In fact, our Canada Line rapid transit moves people between downtown Vancouver and Vancouver International Airport in under 30 minutes.

We offer a fleet of more than 1,500 transit vehicles serving more than 210 routes and we operate three passenger ferries linking downtown Vancouver with the North Shore as well as a commuter rail service to the growing suburbs of Maple Ridge and Mission.

The numbers tell the story: every day, more than 400,000 people move around the region using public transit. More than 50% of the residents of the region reported using public transit over the last month and that number is growing. In the last year, ridership has grown by 7 per cent. In other transit agencies across North America, ridership is in

October 11, 2017

Mr. Ian McKay

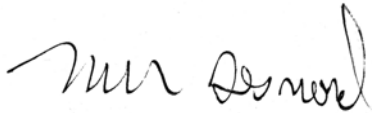
decline. The Metro Vancouver region – 24th largest in North America by population – now has the 8th largest public transit ridership for a metropolitan region.

It's not just about transit. The Metro Vancouver region, with its temperate climate, has deliberately crafted a transportation vision that targets making it possible to make half of all trips in the region by walking, cycling, and transit.

And we're not standing still. Vancouver's economy and population is growing, and TransLink is making smart investments now: we are investing almost \$8 billion over the next 10 years in expanding and improving public transportation options. We are planning a major expansion of the SkyTrain rapid transit line along the Broadway corridor in Vancouver, a new street-level light rail system in Surrey, and expansions in the capacity of our existing system throughout the region.

We will continue to lead the way in providing convenient and sustainable public transit options for our thriving region and the many world-class industry leaders, innovators, and students who call Metro Vancouver their home.

Sincerely,

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

Kevin Desmond
Chief Executive Officer

From:	"James Raymond" <JRaymond@vancouvereconomic.com>
To:	"Claire Campbell" <ccampbell@vancouvereconomic.com>
Date:	9/14/2017 8:59:37 AM
Subject:	Pl send me copy of amazon studio package

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission

From: "Shutsa, Christopher \ (CA - British Columbia)" <cshutsa@deloitte.ca>

To: "Claire Campbell" <ccampbell@vancouvereconomic.com>

CC: "James Raymond" <JRaymond@vancouvereconomic.com>
"Khan, Farah \ (CA - British Columbia)" <farakhan@deloitte.ca>

Date: 10/12/2017 2:22:33 PM

Subject: primary sites

Attachments: Amazon_HQ2_RFP Response_Storyboard_v3.4 - primary site descriptions.docx

Hi Claire – here is updated content to create the 2 one-pagers on the primary sites

Chris Shutsa

Mobile: 604.603.3619

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From: "Tania Parisella" <TParisella@vancouvereconomic.com>
To: "Claire Campbell" <ccampbell@vancouvereconomic.com>
Date: 10/19/2017 2:40:27 PM
Subject: QUESTION REDACTED VERSION. Fwd: Amazon HQ2 Communications

Claire. Do you know anything about this ?

It came through today but I think James was trying not to involve you but looking below, might be good to have you just do it.

Thoughts ??

Begin forwarded message:

From: "Beaton, Douglas (CA - British Columbia)" <dbeaton@deloitte.ca>
Date: October 19, 2017 at 3:36:12 PM PDT
To: Tania Parisella <TParisella@vancouvereconomic.com>, James Raymond <JRaymond@vancouvereconomic.com>
Cc: "Diamandiev, Slavi (CA - British Columbia)" <sdiamandiev@deloitte.ca>, "Khan, Farah (CA - British Columbia)" <farakhan@deloitte.ca>, "Corner, Tom (CA - British Columbia)" <tcorner@deloitte.ca>, Ingrid Valou <IValou@vancouvereconomic.com>, George PR Benson <gbenson@vancouvereconomic.com>
Subject: RE: Amazon HQ2 Communications

Steering committee decided to share a redacted version with the stakeholder group, though they will still need to sign NDAs. The text being redacted is minor, two or three places I think.

On design, we don't have resources in Van, only shared services in TO that need to be lined up. We can ask tomorrow morning if you send us the document with requested changes. Fair warning though it might not be fast as we're not in the queue.

From: Tania Parisella [<mailto:TParisella@vancouvereconomic.com>]
Sent: Thursday, October 19, 2017 2:52 PM
To: Beaton, Douglas (CA - British Columbia) <dbeaton@deloitte.ca>; James Raymond <JRaymond@vancouvereconomic.com>
Cc: Diamandiev, Slavi (CA - British Columbia) <sdiamandiev@deloitte.ca>; Khan, Farah (CA - British Columbia) <farakhan@deloitte.ca>; Corner, Tom (CA - British Columbia) <tcorner@deloitte.ca>; Ingrid Valou <IValou@vancouvereconomic.com>; George PR Benson <gbenson@vancouvereconomic.com>
Subject: Re: Amazon HQ2 Communications

Hi all. Apologies but I have been away and need a quick understanding as to why this document even needs to be redacted and who is going to read the redacted version ?

Can anyone shed some light ?

We have delivered the final (obviously not redacted version) to Amazon anyway.

Let me know

Tania

On Oct 19, 2017, at 2:46 PM, James Raymond <JRaymond@vancouvereconomic.com> wrote:

Thanks Doug. Pl send that over when done

Anyone can redact the document though - eg deloitte designers or the city of Van. Claire has other tasks she has to do. Would be great if you handled this

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission

From: Beaton, Douglas (CA - British Columbia)
Sent: Thursday, October 19, 2017 3:08 PM
To: James Raymond; Diamandiev, Slavi (CA - British Columbia); Khan, Farah (CA - British Columbia); Corner, Tom (CA - British Columbia)
Cc: Ingrid Valou; George PR Benson
Subject: RE: Amazon HQ2 Communications

James, we're preparing a briefing note on the real estate selection process and the sites excluded, which will be ready soon and intended for internal discussions with stakeholders. We can also help with the redacted version in terms of what text, but the document can only be edited by Claire was my understanding. Give my cell a call if this is incorrect but that was our understanding after steering committee.

From: James Raymond [<mailto:JRaymond@vancouvereconomic.com>]
Sent: Thursday, October 19, 2017 12:27 PM
To: Diamandiev, Slavi (CA - British Columbia) <sdiamandiev@deloitte.ca>; Beaton, Douglas (CA - British Columbia) <dbeaton@deloitte.ca>; Khan, Farah (CA - British Columbia) <farakhan@deloitte.ca>; Corner, Tom (CA - British Columbia) <tcornet@deloitte.ca>
Cc: Ingrid Valou <IValou@vancouvereconomic.com>; George PR Benson <gbenson@vancouvereconomic.com>
Subject: Fw: Amazon HQ2 Communications

Whilst we wait to hear back from Ian, please confirm the below is accurate.

For eg item 3 is currently being undertaken by Ingrid and George. Frantically

Slavi please clarify what you see as Deloitte's role in regards to items below

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission

From: Marley, Eleena <Eleena.Marley@vancouver.ca>
Sent: Thursday, October 19, 2017 12:43 PM
To: Ian McKay
Cc: James Raymond; Tania Parisella
Subject: Amazon HQ2 Communications

Hi Ian,

Following on from yesterday's Steering Committee, can you confirm whether VEC are comfortable to lead on the following and confirm what support you need from me and the wider City team:

1. (VEC/Deloitte) Develop a redacted version of the proposal
2. (VEC) Draft 2 page public briefing note
3. (Deloitte) Draft speaking notes on process undertaken and key themes of proposal
4. (VEC) Communications: confirm Surrey, Province and COV communications teams have reviewed 1-3 and comfortable
5. (VEC) Circulate above 1-3 to Steering Committee members
6. (Sadhu) Feedback to those Cities where sites not selected (use speaking notes)
7. (Sadhu) share proposal, public 2-pager and site selection briefing note with Mayor and Cllr. Loui

Eleena Marley | Manager, Strategic Business Relationships
City of Vancouver | 453 W 12th Avenue
Vancouver | BC V5Y 1V4
Desk: 604.673.8223 | mobile: 604.367.5991
eleena.marley@vancouver.ca

<image001.jpg>

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From: "Corner, Tom \ (CA - British Columbia)" <tcorner@deloitte.ca>
To: "Claire Campbell" <ccampbell@vancouvereconomic.com>
Date: 10/14/2017 6:36:06 PM
Subject: RE: [DELIVERY] End to End Design - VERSION 1

Not that I know of, and it's not in my pants or jacket (I just checked). I can run mine up to you if you need one now? Or just call me or send me an email when you arrive tomorrow.

--
Tom Corner
Manager | Economics and Policy Advisory
Deloitte
2800 – 1055 Dunsmuir Street, 4 Bentall Centre, Vancouver, British Columbia, V7X 1P4, Canada
D: +1 (604) 640 3100 | M: +1 (778) 706 2836
tcorner@deloitte.ca | deloitte.ca
--



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--
Please consider the environment before printing.

From: Claire Campbell [mailto:ccampbell@vancouvereconomic.com]
Sent: Saturday, October 14, 2017 7:33 PM
To: Corner, Tom (CA - British Columbia) <tcorner@deloitte.ca>
Subject: Re: [DELIVERY] End to End Design - VERSION 1

Great thank you! See you at ten.

You didn't by chance grab my key card by accident, did you? I can't find mine anywhere!!

From: "Corner, Tom (CA - British Columbia)" <tcorner@deloitte.ca>
Date: Saturday, October 14, 2017 at 7:28 PM
To: Claire Campbell <ccampbell@vancouvereconomic.com>
Cc: James Raymond <JRaymond@vancouvereconomic.com>, "Shutsa, Christopher (CA - British Columbia)" <cshutsa@deloitte.ca>, Farah Khan <farakhan@deloitte.ca>
Subject: Re: [DELIVERY] End to End Design - VERSION 1

Thanks so much, Claire.

I think most of us are expecting to come in at around 10 tomorrow.

Have a good night, and see you then.

Cheers,

Tom

Sent from my iPhone

On Oct 14, 2017, at 7:24 PM, Claire Campbell <ccampbell@vancouvereconomic.com> wrote:

Hi Team!

It is with great joy I present the first end-to-end, fully designed version of our Amazon Proposal. Whew!

Here is a download link: [s.15\(1\)\(l\)](#)

There is certainly some polishing to be done (and a map to be finished), but it is certainly presentable to your Partners.

I will keep working on the map, but what time are all coming in tomorrow morning?

Thanks,
Claire

--

CLAIRE CAMPBELL
Coordinator, Marketing & Branding
Vancouver Economic Commission
P: 604 558 6273 | C: 778 868 3907 (*new*)

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From: "Ian McKay" <IMcKay@vancouvereconomic.com>
To: "Claire Campbell" <ccampbell@vancouvereconomic.com>
Date: 9/13/2017 2:17:41 PM
Subject: RE: [Delivery] Prosperity PPT & Amazon RFP Decision Makers

Thank you Claire.

s.13(1)

--

IAN McKAY
CEO
Vancouver Economic Commission
P: 604 336 8011 | C: 604 889 2811

From: Claire Campbell
Sent: September-13-17 11:29 AM
To: Ian McKay <IMcKay@vancouvereconomic.com>
Subject: Re: [Delivery] Prosperity PPT & Amazon RFP Decision Makers

Done – here is a download link for the actual deck: s.15(1)(l)

From: Ian McKay <IMcKay@vancouvereconomic.com>
Date: Wednesday, September 13, 2017 at 11:10 AM
To: Claire Campbell <ccampbell@vancouvereconomic.com>
Subject: RE: [Delivery] Prosperity PPT & Amazon RFP Decision Makers

s.13(1)

--

IAN McKAY
CEO
Vancouver Economic Commission
P: 604 336 8011 | C: 604 889 2811

From: Claire Campbell
Sent: September-12-17 12:13 PM
To: Ian McKay <IMcKay@vancouvereconomic.com>
Cc: Tania Parisella <TParisella@vancouvereconomic.com>; James Raymond <JRaymond@vancouvereconomic.com>
Subject: [Delivery] Prosperity PPT & Amazon RFP Decision Makers

Hi Ian,

Here are the two items that I owe you:

s.13(1)

Thanks,
Claire

--

CLAIRE CAMPBELL
Coordinator, Marketing & Branding
Vancouver Economic Commission
P: 604 558 6273 | C: 778 628 3681

From: ["James Raymond" <JRaymond@vancouvereconomic.com>](mailto:JRaymond@vancouvereconomic.com)
To: ["Claire Campbell" <ccampbell@vancouvereconomic.com>](mailto:ccampbell@vancouvereconomic.com)
CC: ["Tania Parisella" <TParisella@vancouvereconomic.com>](mailto:TParisella@vancouvereconomic.com)
Date: 9/12/2017 2:56:11 PM
Subject: Re: [Delivery] Prosperity PPT & Amazon RFP Decision Makers

So we went with the final haymaker 'fund the vec' slide eh.

Friday will be interesting...

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission

From: Claire Campbell
Sent: Tuesday, September 12, 2017 12:12 PM
To: Ian McKay
Cc: Tania Parisella; James Raymond
Subject: [Delivery] Prosperity PPT & Amazon RFP Decision Makers

Hi Ian,

Here are the two items that I owe you:

- 1) The updated Regional Prosperity Deck with your requested copy changes + the new stats slide
- 2) A powerpoint that contains each of the 8 Decision Drivers from the Amazon HQ2 RFP. Let me know if you need anything else added.

Thanks,
Claire

--

CLAIRE CAMPBELL
Coordinator, Marketing & Branding
Vancouver Economic Commission
P: 604 558 6273 | C: 778 628 3681

From: "James Raymond" <JRaymond@vancouvereconomic.com>
To: "Claire Campbell" <ccampbell@vancouvereconomic.com>
Date: 9/12/2017 11:50:06 AM
Subject: Re: [Delivery] Prosperity PPT & Amazon RFP Decision Makers

Thks!

Did u add in the notes from the caucus ppt too? Want to make sure he has the right notes

James Raymond, Manager of Research & Analysis, Vancouver Economic Commission

From: Claire Campbell
Sent: Tuesday, September 12, 2017 12:12 PM
To: Ian McKay
Cc: Tania Parisella; James Raymond
Subject: [Delivery] Prosperity PPT & Amazon RFP Decision Makers

Hi Ian,

Here are the two items that I owe you:

s.13(1)



Thanks,
Claire

--

CLAIRE CAMPBELL
Coordinator, Marketing & Branding
Vancouver Economic Commission
P: 604 558 6273| C: 778 628 3681

From: "Shutsa, Christopher \ (CA - British Columbia)" <cshutsa@deloitte.ca>
To: "Claire Campbell" <ccampbell@vancouvereconomic.com>
"James Raymond" <JRaymond@vancouvereconomic.com>
"Farah Khan" <farahkhan@deloitte.ca>
CC: "Corner, Tom (CA - British Columbia)" <tcorner@deloitte.ca>
Date: 10/14/2017 12:48:27 PM
Subject: RE: [FYI] Design Update - Costs & Community

Hi.....wow! looking very good. I had a few immediate thoughts if they are helpful:

COSTS

s.13(1), s.21(1)

COMMUNITY

- Page 5 is EXCELLENT!!

From: Claire Campbell [mailto:ccampbell@vancouvereconomic.com]
Sent: Saturday, October 14, 2017 11:21 AM
To: James Raymond <JRaymond@vancouvereconomic.com>; Farah Khan <farahkhan@deloitte.ca>
Cc: Shutsa, Christopher (CA - British Columbia) <cshutsa@deloitte.ca>; Corner, Tom (CA - British Columbia) <tcorner@deloitte.ca>
Subject: [FYI] Design Update - Costs & Community

Hi Team,

Here is the first of a few upcoming *design FYI updates*. See attached for:

1. Chapter 4: Costs/Financials
2. Chapter 1: Community

A few notes on these sections:

- The first green spread will be removed. It just helps me organize the pages in my design file
- PM Letter: To integrate the PM letter into the document, I applied a similar treatment to it as I did the welcoming letter (hopefully it looks like an email the PM sent directly to Jeff. Sadly, I can't get the letter onto a single page, so I decided I may as well have some fun with the design)
- Footnotes: numbers will be adjusted when I have final page count. Much easier to do at the end. Same with page numbers.

If there are any showstoppers that you would like to have addressed before we send the first end-to-end design iteration to the Deloitte Review Committee, please respond to this email.

I just wanted to check with everyone that the version we send tonight will be positioned as the first version of the final document. Ideally, they will understand that our team hasn't yet had a chance to review the designed version page by page (i.e. final QA) and that there may still be some polish/refinement that happens before print.

Next up will be Labour, followed by Sites.

Thanks,
Claire

--
CLAIRE CAMPBELL
Coordinator, Marketing & Branding
Vancouver Economic Commission
P: 604 558 6273 | C: 778 868 3907 (*new*)

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From: ["James Raymond" <JRaymond@vancouvereconomic.com>](mailto:JRaymond@vancouvereconomic.com)

To: ["Claire Campbell" <ccampbell@vancouvereconomic.com>](mailto:ccampbell@vancouvereconomic.com)

Date: 10/2/2017 11:20:31 AM

Subject: RE: ACTION - Pls Send me a site as an example

Attachments: Amazon_HQ2_Proposal_-_Richmond_Sites_Complete_PDF.PDF

Richmond might be a good one to do this

From: Claire Campbell

Sent: Monday, October 2, 2017 12:13 PM

To: James Raymond <JRaymond@vancouvereconomic.com>

Subject: ACTION - Pls Send me a site as an example

Will help me come up some design options for the real estate spreads.

Thanks!

Claire

Request for Proposals for Amazon HQ2 Sites

Proposed City of Richmond Sites: Bridgeport, Aberdeen, Lansdowne

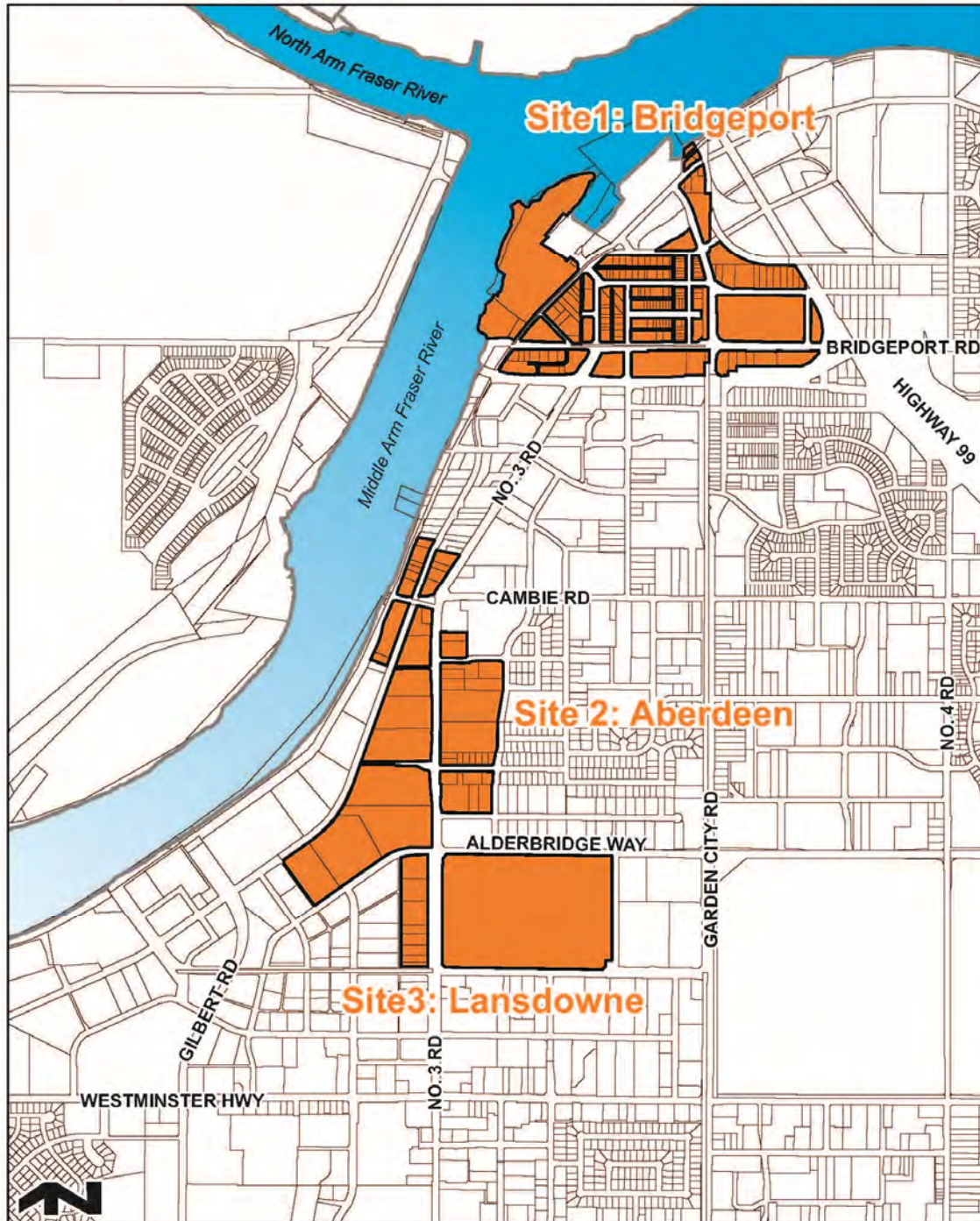
Three sites in Richmond's City Centre are listed below and submitted in support of a distributed location option for attracting Amazon HQ2 to the region. The sites are named after their respective stations along the Canada Line – Bridgeport, Aberdeen and Lansdowne. The owners of anchor large properties (e.g. Duck Island, Lansdowne Mall, etc.) in each of the three sites have been contacted and are supportive of the opportunity (owners of the rest of the properties included in the sites below have not been contacted and the City of Richmond requests discretionary release of that information).

The three sites' position in relationship to Vancouver and other surrounding communities, as well as highways, YVR and the US border are indicated in the map below.

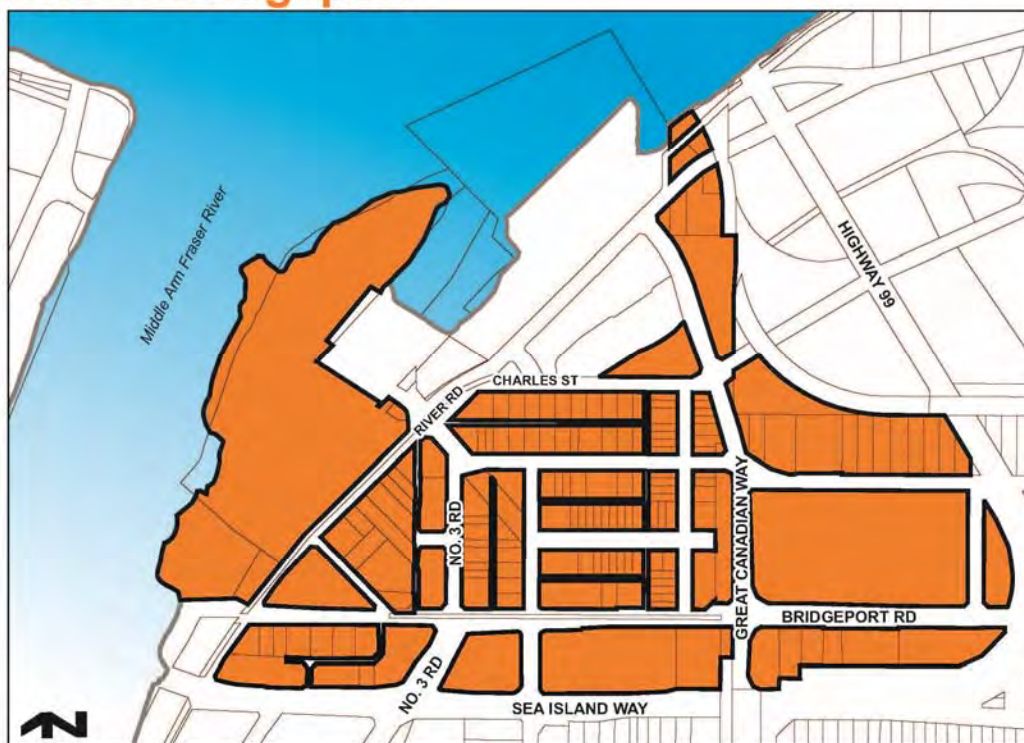


The three sites can be considered in any combination or as stand-alone for Phases 2-3 of the ultimate 8 million square feet build-out, and in conjunction with regional sites meeting Phase 1 requirements. The map below indicates the sites' locations in Richmond's City Centre and in relationship to each other.

Amazon HQ2: Potential Sites



Site 1: Bridgeport



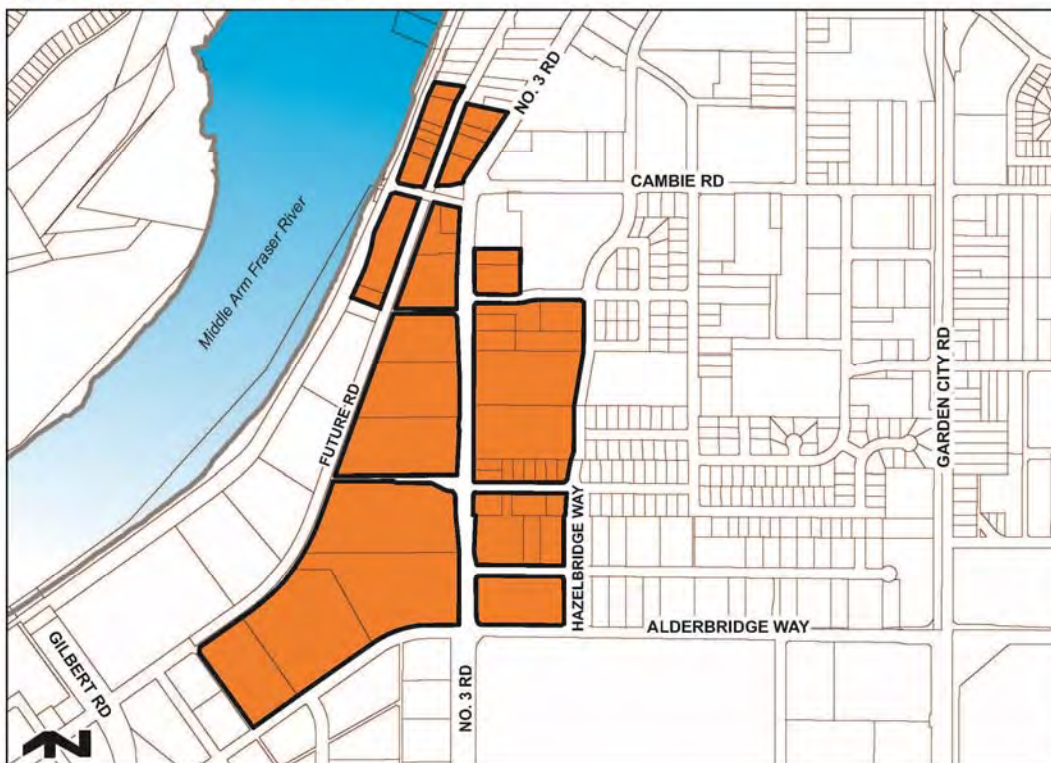
Part A: Site Eligibility

- Within an urban population center of 2.5 million citizens
- Seamlessly accessible to YVR (5 minutes), Vancouver City Centre (15 minutes) and the region by Canada Line rapid transit network
- 5 minute driving distance and rapid transit connection to Vancouver International Airport
- On Highway 99 North-South connector to the I-5 and within 1.5 miles from the Highway 91 East-West Connector to Trans-Canada Highway 1
- Located on Canada Line corridor at Bridgeport Station
- Designated for high density commercial in OCP
- Utility infrastructure includes all site servicing for water, storm, sewer, as well as fiber connectivity
- Feasible for Phases 2-3 to be operational by 2027 at the latest

Part B: Mandatory Information

- Applicable for Phase 2-3 as a stand-alone option with other regional sites or in conjunction with Site 2: Aberdeen and Site3: Lansdowne
- Site parcels privately owned; owner list in Appendix 1
- Within an urban center undergoing major mixed use redevelopment and densification
- Located in downtown Richmond (population 200,000), neighbouring the Cities of Vancouver and Surrey and within Metro Vancouver (population 2.5 million)
- See Appendix 1 for site map within the OCP context
- 84 acres comprising over 20 city blocks (ranging in size from 0.57 ac to 10.3 ac) plus the 21.45 ac Duck Island development site
- Development potential of approximately 7.5 million ft² (697,000 m²) maximum, based on full build-out of the subject area.
- Site located on Canada Line corridor at Bridgeport Station; Canada Line daily ridership is 140,000 passengers, with an 11% peak period capacity increase underway
- 5 minute driving and rapid transit connection to Vancouver International Airport
- On Highway 99 North-South connector and within 1.5 miles from the I-5 and the Highway 91 East-West Connector to Trans-Canada Highway 1
- All supporting infrastructure including utilities, major roads, public transit and amenities already in place, with planned upgrades in-line with business and population growth
- Fiber available from all major telecommunications companies, and high speed backbone connection capacity exists along the Canada Line guideway
- Current zoning is primarily “Light Industrial (IL)” and “Auto-Oriented Commercial (CA)” with OCP designation:
 - 1) “Urban Centre T5 (25 m), T5 (35 m) & T5 (45 m)” & “Village Centre Bonus”, permitting:
 - Non-residential uses to a maximum density of 2.0 FAR and 3.0 FAR where also designated “Village Centre Bonus”.
 - Street-oriented, pedestrian-friendly retail/restaurant at grade with office and/or hotel in towers above.
 - Building heights to a maximum of 25 to 45 m as per the designation or as permitted by Transport Canada, whichever is less.
 - 2) “General Urban T4 (25 m) (Area B)” permitting light industrial and office uses, with hotel & restaurant uses adjacent to major arterial roads to a maximum density of 1.2 FAR.
- **See Appendix 1 for detailed information**

Site 2: Aberdeen



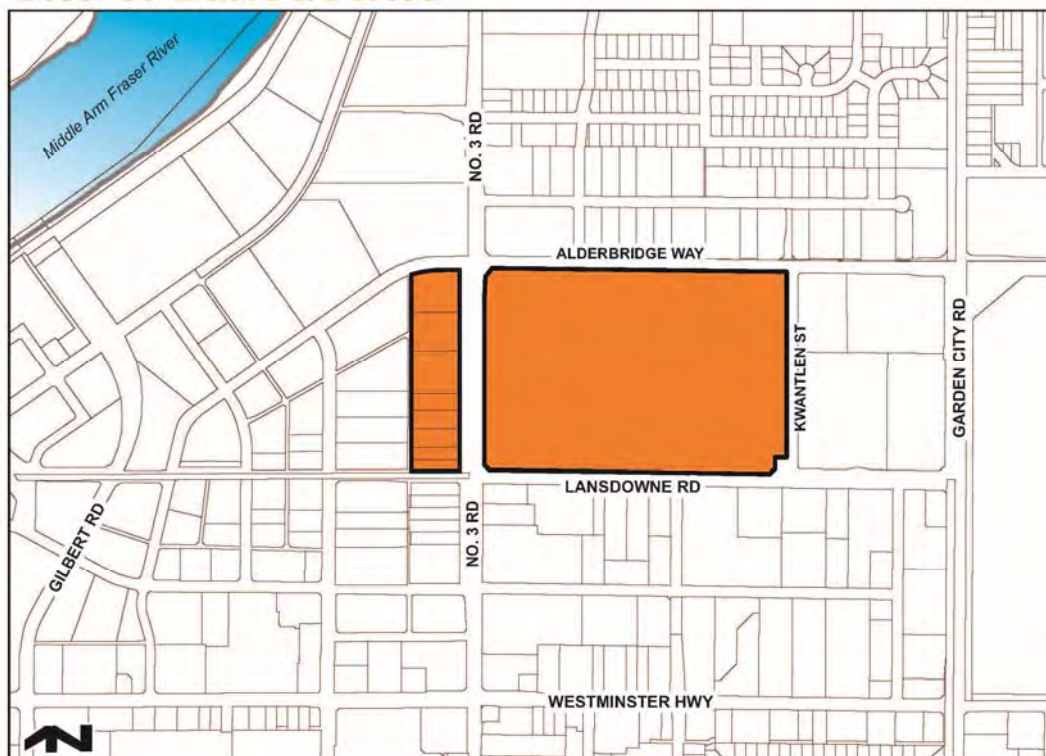
Part A: Site Eligibility

- Within an urban population center of 2.5 million citizens
- Seamlessly accessible to YVR (10 minutes), Vancouver City Centre (20 minutes) and the region by Canada Line rapid transit network
- Strategically situated along the Middle Arm of the Fraser River and across from YVR lands designated as Groundside Commercial in YVR's long term land use plans. There is potential for coordinated waterfront development and future pedestrian bridge connection across the river
- 5 minute driving distance and 10 minute rapid transit connection to Vancouver International Airport
- Within 1.5 miles of both Highway 99 North-South connector to the I-5 and the Highway 91 East-West Connector to Trans-Canada Highway 1
- Located on Canada Line corridor at Aberdeen Station
- Designated for high density commercial in OCP
- Utility infrastructure in place for all municipal services and fiber connectivity
- Feasible for Phases 2-3 to be operational by 2027 at the latest

Part B: Mandatory Information

- Applicable for Phase 2-3 as a stand-alone option with other regional sites or in conjunction with Site 3: Lansdowne and Site1: Bridgeport
- Site parcels privately owned; owner list in Appendix 2
- Within an urban center undergoing major mixed use redevelopment and densification
- Located in downtown Richmond (population 200,000), neighbouring the Cities of Vancouver and Surrey and within Metro Vancouver (population 2.5 million)
- See Appendix 2 for site map within the OCP context
- 74 acres, comprising over 9 city blocks (ranging in size from 1.73 ac to 23.71 ac)
- Development potential of approximately 9 million ft² (836,000 m²) maximum, based on full build-out of the subject area, of which 50% or more may be office
- Site located on Canada Line corridor at Aberdeen Station; Canada Line daily ridership is 140,000 passengers, with an 11% peak period capacity increase underway
- 5 minute driving distance and 10 minute rapid transit connection to Vancouver International Airport
- Within 1.5 miles of both Highway 99 North-South connector to the I-5 and the Highway 91 East-West Connector to Trans-Canada Highway 1
- All supporting infrastructure including utilities, major roads, public transit and amenities already in place, with planned upgrades in-line with business and population growth
- Fiber available from all major telecommunications companies, and high speed backbone connection capacity exists along the Canada Line guideway
- Current zoning is predominantly “Auto-Oriented Commercial (CA)”, with OCP designation as “Urban Centre T5 (25 m) & (35m)” and “Village Centre Centre Bonus” permitting maximum density of 3.0 FAR.
- ***See Appendix 2 for detailed information***

Site 3: Lansdowne



Part A: Site Eligibility

- Within an urban population center of 2.5 million citizens
- Seamlessly accessible to YVR (10 minutes), Vancouver City Centre (22 minutes) and the region by Canada Line rapid transit network
- 5 minute driving distance and 10 minute rapid transit connection to Vancouver International Airport
- Within 1.5 miles of both Highway 99 North-South connector to the I-5 and the Highway 91 East-West Connector to Trans-Canada Highway 1
- Located on Canada Line corridor at Lansdowne Station
- Designated for high density commercial in OCP
- Utility infrastructure includes all site servicing for water, storm, sewer, as well as fiber connectivity
- Feasible for Phases 2-3 to be operational by 2027 at the latest

Part B: Mandatory Information

- Applicable for Phase 2-3 as a stand-alone option with other regional sites or in conjunction with Site 2: Aberdeen and Site1: Bridgeport
- Site parcels privately owned; owner list in Appendix 3
- Within an urban center undergoing major mixed use redevelopment and densification
- Located in downtown Richmond (population 200,000), neighbouring the Cities of Vancouver and Surrey and within Metro Vancouver (population 2.5 million)
- See Appendix 3 for site map within the OCP context
- 58 acres, comprising 9 lots
- Development potential of approximately 5.8 million ft² (540,000 m²) maximum, based on full build-out of the subject area. Current policy permits 100% non-residential uses, but in-stream developments include proposed 15% residential
- Site located on Canada Line corridor at Lansdowne Station; Canada Line daily ridership is 140,000 passengers, with an 11% peak period capacity increase underway
- 5 minute driving distance and 10 minute rapid transit connection to Vancouver International Airport
- Within 1.5 miles of both Highway 99 North-South connector to the I-5 and the Highway 91 East-West Connector to Trans-Canada Highway 1
- All supporting infrastructure including utilities, major roads, public transit and amenities already in place, with planned upgrades in-line with business and population growth
- Fiber available from all major telecommunications companies, and high speed backbone connection capacity exists along the Canada Line guideway
- Current zoning is predominantly “Auto-Oriented Commercial (CA)”, with OCP designation as Urban Centre T5 (25 m)”, “Urban Core T6 (45 m) & “Village Centre Bonus”, generally permitting:
 - Within +/-200 m of No. 3 Road – Mixed residential/commercial uses to a maximum density of 4.0 FAR and 45 m high, generally including street-oriented, pedestrian-friendly retail/restaurant at grade with office, residential, and/or hotel above.
 - Elsewhere - Mixed residential/commercial uses to a maximum density of 2.0 FAR and 25 m high. Stand-alone office permitted.
- ***See Appendix 3 for detailed information***

Part C: Supplementary Information for All Sites

Richmond City Centre is a dynamic and developing core focused along the Canada Line rapid transit network. Envisioned as a world class urban centre and the centrepiece of Richmond, City Centre comprises a large area with six distinct Village Centres. Investment in City Centre has been substantial since Richmond Council adopted the City Centre Area Plan in 2009 to form part of the City's overall Official Community Plan. New residential neighbourhoods are served by a range of community amenities, including an extensive public riverfront area along the Middle Arm of the Fraser River, and the Richmond Olympic Oval (a venue for the 2010 Winter Olympic Games and now a high performance sport and community facility). These elements have contributed to the appeal of City Centre as a place to live and work. City Centre has the capacity to accommodate significant new office development ideal for a substantial component of Amazon HQ2 Phase 2-3. The following supplementary information relates to the three sites in the Bridgeport, Aberdeen and Lansdowne Village Centres.

- Detailed OCP information, including development vision, maps, policies and guidelines, as well as long-term strategies related to employment, housing and amenities in the three proposed areas, is included in:
 - Appendix 1 for Bridgeport
 - Appendix 2 for Aberdeen
 - Appendix 3 for Lansdowne
- Subject to completed land assembly, an expedited process involving concurrent rezoning, development permit, servicing agreement and building permit could be completed within 12-16 months.
- There are 4.4 million square feet of office space in Richmond currently, of which 8% is vacant. A total of 6.4 million square feet of non-residential development is in-stream via current rezoning and development permit applications.
- There are 38 million square feet of industrial space in Richmond currently, of which 2.7% is vacant. An additional 2 million square feet of high quality warehouse and logistics space will be coming online through a multi-year phased development in South East Richmond, 15 minutes driving distance from the proposed Richmond Amazon HQ2 sites.
- For each of the three proposed Richmond Amazon HQ2 sites, compatible development applications are detailed in the corresponding Appendix.
- **Appendix 4** lists current, planned and proposed community amenities including affordable housing, childcare, parks and community educational, entertainment and recreational facilities within close proximity to the 3 proposed sites.
- There are currently 11,000 housing units proposed in Richmond through in-stream development applications.

APPENDIX 1

PROPOSED SITE: BRIDGEPORT

APPENDIX 1

PROPOSED SITE: BRIDGEPORT

1.	OCP Designation	<p>"Commercial" (approx. 58 ac.) - Those areas of the City where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality, and hotel.</p> <p>"Mixed Employment" (approx. 16.5 ac.) - Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services.</p> <p>"Park" (approx. 8 ac.) – Those areas of the City where the principal use is public or private recreation, sports, public open space and natural areas, and may include agricultural and food production, recreational/social/cultural facilities.</p> <p>"Industrial" (approx. 1.5 ac.) – Areas where the principal uses provide for the production and servicing of goods, and the operation of truck terminals, docks and railways, and wholesale business activities.</p>
2.	CCAP Vision	<p>The main, western part of Bridgeport Village is designated "Urban Centre T5" and includes medium- to high density non-residential uses, creating a gateway to the City Centre, comprising:</p> <ul style="list-style-type: none"> • A planned cosmopolitan, hotel, shopping, entertainment and office precinct, with a strong international character centred on the Bridgeport Canada Line Station. • Include the proposed very large comprehensive Duck Island waterfront development with waterfront restaurants, piers and future Duck Island Waterfront Park. • A major hub in the "Richmond Arts District". <p>The eastern part of Bridgeport Village adjacent to Highway 99 is largely designated "General Urban T5" and forms the vehicular gateway to the City Centre. This area includes existing and potential opportunities for large light industrial buildings with office uses on upper floors along with tourist commercial uses on along Bridgeport Road and Great Canadian Way.</p>
3.	CCAP Designation	<p>"Urban Centre T5 (25 m), T5 (35 m) & T5 (45 m)" & "Village Centre Bonus", permitting:</p> <ul style="list-style-type: none"> • Non-residential uses to a maximum density of 2.0 FAR and 3.0 FAR where also designated "Village Centre Bonus". • Street-oriented, pedestrian-friendly retail/restaurant at grade with office and/or hotel in towers above. • Building heights to a maximum of 25 to 45 m as per the designation or as permitted by Transport Canada, whichever is less. <p>"General Urban T4 (25 m) (Area B)" permitting light industrial and office uses, with hotel & restaurant uses adjacent to major arterial roads to a maximum density of 1.2 FAR.</p> <ul style="list-style-type: none"> • NOTE: Residential uses are prohibited & building heights are limited due to proximity to the airport's south flight path
4.	Existing Zoning	<p>"Light Industrial (IL) " zone, permitting:</p> <ul style="list-style-type: none"> • Light industrial, indoor recreation and restaurants uses to a maximum density of 1.2 FAR. <p>"Auto-Oriented Commercial (CA)" zone, permitting:</p> <ul style="list-style-type: none"> • Hotel to a maximum density of 1.5 FAR; or • Other commercial uses to a maximum density of 0.5 FAR <p>There are also several small clusters of properties with other zoning for hotel, single-family residential and other uses.</p>
5.	Existing Uses	Typically low-density light industrial, big-box retail and hotel uses with the exception the Versante hotel and office tower project under construction (Property #14 on Map below).
6.	Gross Area	83.82 ac, comprising over 20 city blocks (ranging in size from 0.57 ac. to 10.31 ac.), plus the large 21.45 ac. Duck Island development site which will be subdivided under comprehensive rezoning and plan to create a smaller, development parcels
7.	Potential Development	Approximately 7.5 million ft ² (697,000 m ²) maximum, based on full build-out of the subject area.
8.	In-Stream	(1) Duck Island - Property #1-2 & 9-11

APPENDIX 1

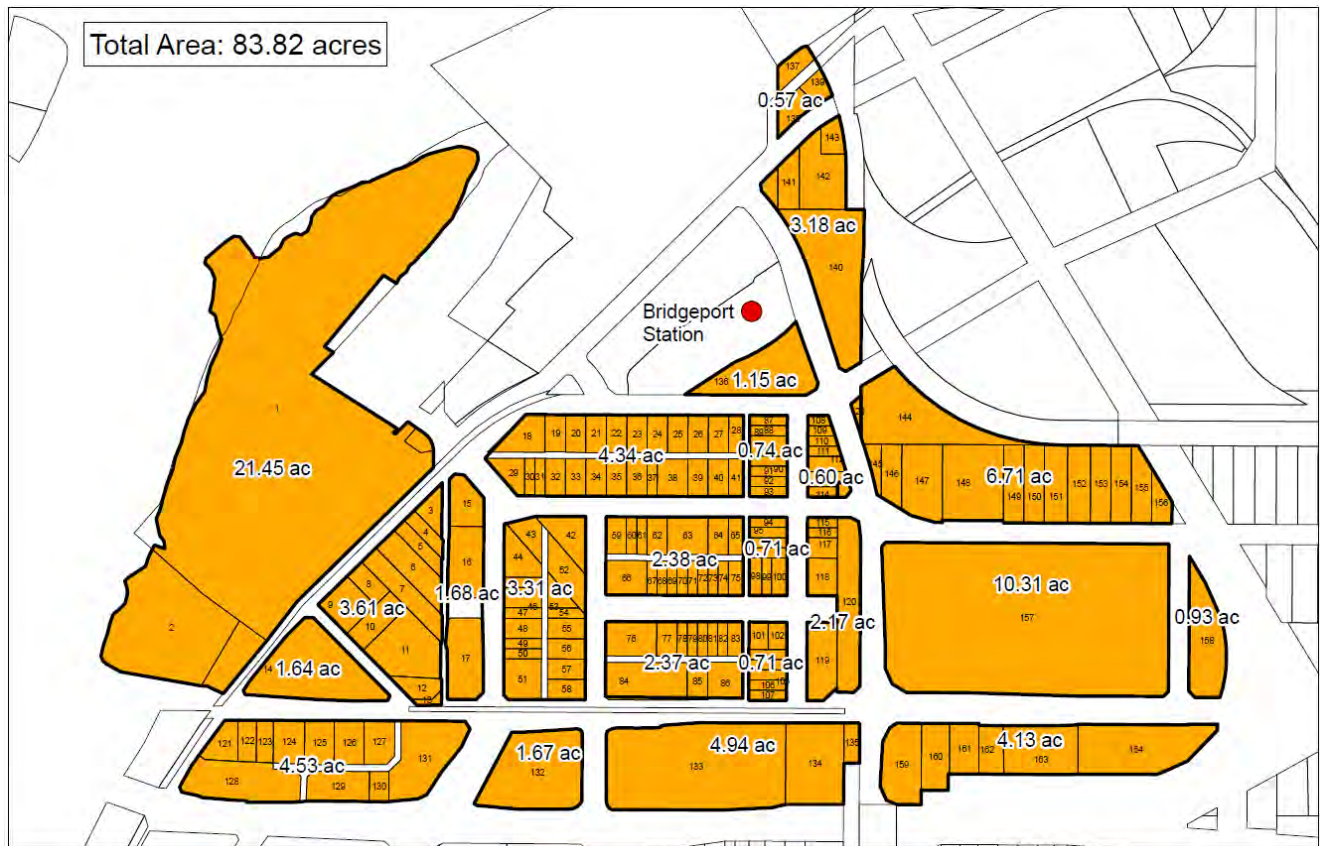
PROPOSED SITE: BRIDGEPORT

	Development	(2) New Continental - Property #124-126; 129-131 (3) Versante – Property #14
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Attachments:

- 1) Location Map & Site Areas
- 2) Existing Zoning & Property Ownership
- 3) OCP / 2041 Land Use Map (Excerpt)
- 4) OCP / City Centre Area Plan (CCAP) Specific Land Use Map
- 5) OCP / City Centre Area Plan (CCAP) Sub-Area Development Permit Guidelines
- 6) OCP / City Centre Area Plan (CCAP) Commercial Policy
- 7) In-Stream Development Property #1 (#1-2 & 9-11 on Map)
- 8) In-Stream Development Property #2 (#22-26 on Map)
- 9) In-Stream Development Property #3 (#66-75 & 83 on Map)

Attachment 1 / BRIDGEPORT – Location Map & Site Areas



Attachment 2 / BRIDGEPORT – Existing Zoning & Property Ownership

	Address	Area (acres)	Group Sum	Zoning	OCP	Public or Privately Owned	Owner
1	Duck Island	18.77		IL	PARK and COM	Private	SANHURGON INVESTMENT LTD
2	Provincial Owned Lot (To be included with Duck Island)	2.68	21.45	IL	COM	Public	Provincial Government
3	8580 River Rd	0.19		IL	COM	Private	RECAVARREN HOLDINGS LTD
4	8560 River Rd	0.16		IL	COM	Private	JAYKER HOLDINGS LTD
5	8540 River Rd	0.20		IL	COM	Private	OPUS HOLDINGS LTD
6	8520 River Rd	0.49		IL	COM	Private	WING FUNG ENTERPRISES
7	8500 River Rd	0.50		IL	COM	Private	MAXWELL HOLDINGS LTD
8	8480 River Rd	0.20		IL	COM	Private	SHAW CABLESYSTEMS LIMITED
9	8411 West Rd	0.40		IL	COM	Private	0916544 BC LTD
10	8431 West Rd	0.34		IL	COM	Private	0916544 BC LTD
11	8451 West Rd	0.86		IL	COM	Private	0916544 BC LTD
12	8571 Bridgeport Rd	0.21		IL	COM	Private	0788872 BC LTD
13	8611 Bridgeport Rd	0.05	3.61	IL	COM	Public	CITY OF RICHMOND
14	8477 Bridgeport Rd	1.64	1.64	ZC33	COM	Private	INTERNATIONAL TRADE CENTER PROPERTIES LTD
15	2651 No 3 Rd	0.37		IL	COM	Private	Numerous Owners (Strata Common)
16	2811 No 3 Rd	0.60		CA	COM	Private	675249 BC LTD
17	2911 No 3 Rd	0.70	1.68	CA	COM	Private	675249 BC LTD
18	8620 River Rd	0.35		IL	COM	Private	GREAT CANADIAN CASINOS INC
19	8660 Charles St	0.18		IL	COM	Private	GREAT CANADIAN CASINOS INC
20	8700 Charles St	0.18		IL	COM	Private	GREAT CANADIAN CASINOS INC
21	8720 Charles St	0.18		IL	COM	Private	CITY OF RICHMOND
22	8740 Charles St	0.18		IL	COM	Private	CHARLES STREET HOLDINGS LTD
23	8760 Charles St	0.18		IL	COM	Private	CHARLES STREET HOLDINGS LTD
24	8780 Charles St	0.18		IL	COM	Private	CHARLES STREET HOLDINGS LTD
25	8880 Charles St	0.18		IL	COM	Private	CHARLES STREET HOLDINGS LTD
26	8900 Charles St	0.18		IL	COM	Private	CHARLES STREET HOLDINGS LTD
27	8920 Charles St	0.18		IL	COM	Private	0811675 BC LTD
28	8960 Charles St	0.13		IL	COM	Private	RAYMOND TAM
29	2500 No 3 Rd	0.21		IL	COM	Private	GREAT CANADIAN CASINOS INC
30	8611 Beckwith Rd	0.09		IL	COM	Private	GREAT CANADIAN CASINOS INC
31	8631 Beckwith Rd	0.09		IL	COM	Private	GREAT CANADIAN CASINOS INC
32	8651 Beckwith Rd	0.18		IL	COM	Private	TRI-G INVESTMENT INC
33	8711 Beckwith Rd	0.18		IL	COM	Private	CAROL and ABRAHAM KOEHN
34	8715 Beckwith Rd	0.18		IL	COM	Public	CITY OF RICHMOND
35	8731 Beckwith Rd	0.18		IL	COM	Private	ROBERT BARTLETT and 465931 BC LTD
36	8791 Beckwith Rd	0.18		IL	COM	Private	DOMENIC DRAINAGE LTD
37	8811 Beckwith Rd	0.09		IL	COM	Private	INTERNATIONAL TEXTILES LTD
38	8851 Beckwith Rd	0.28		IL	COM	Private	Numerous Owners (Strata Common)
39	8911 Beckwith Rd	0.18		IL	COM	Private	Numerous Owners (Strata Common)
40	8931 Beckwith Rd	0.18		IL	COM	Private	GURCHARAN and SANTOKH REEHAL
41	8971 Beckwith Rd	0.13	4.34	IB1	COM	Private	PHOENIX INSTITUTE CO LTD
42	8660 Beckwith Rd	0.35		IL	COM	Public	CITY OF RICHMOND

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Attachment 2 / BRIDGEPORT – Existing Zoning & Property Ownership

	Address	Area (acres)	Group Sum	Zoning	OCP	Public or Privately Owned	Owner
43	8620 Beckwith Rd	0.21		IL	COM	Public	CITY OF RICHMOND
44	2700 No 3 Rd	0.31		IL	COM	Private	BRIDGEPORT HOLDINGS LTD
45	2780 No 3 Rd	0.09		IL	COM	Private	1083512 BC LTD
46	2800 No 3 Rd	0.18		IL	COM	Private	CANADIAN STANDARD SANITARY WARE CO LTD
47	2820 No 3 Rd	0.09		IL	COM	Private	JAMES and AGNES HSIEH
48	2840 No 3 Rd	0.18		IL	COM	Private	COQUINCO HOLDINGS LTD
49	2880 No 3 Rd	0.09		IL	COM	Private	CHEN'S NORTH AMERICA HOLDINGS NO 2 LTD
50	2920 No 3 Rd	0.09		IL	COM	Private	CHEN'S NORTH AMERICA HOLDINGS NO 2 LTD
51	2980 No 3 Rd	0.37		IL	COM	Private	CHEN'S NORTH AMERICA HOLDINGS NO 2 LTD
52	2811 Sexsmith Rd	0.37		IL	COM	Public	CITY OF RICHMOND
53	No Access Property	0.14		IL	COM	Public	CITY OF RICHMOND
54	2831 Sexsmith Rd	0.09		IL	COM	Public	CITY OF RICHMOND
55	2851 Sexsmith Rd	0.18		IL	COM	Private	CHEN'S NORTH AMERICA HOLDINGS NO 2 LTD
56	2891 Sexsmith Rd	0.18		IL	COM	Private	CHEN'S NORTH AMERICA HOLDINGS NO 2 LTD
57	2951 Sexsmith Rd	0.18		IL	COM	Private	AHOOVA and LEAH GOLDSTEIN
58	2971 Sexsmith Rd	0.18	3.31	IL	COM	Private	AHOOVA and SAM GOLDSTEIN
59	8740 Beckwith Rd	0.18		IL	COM	Private	Numerous Owners (Strata Common)
60	8820 Beckwith Rd	0.09		IL	COM	Private	M-CAT HOLDINGS INC
61	8840 Beckwith Rd	0.09		IL	COM	Private	PETER KLASSEN
62	8860 Beckwith Rd	0.18		IL	COM	Private	Numerous Owners (Strata Common)
63	8888 Beckwith Rd	0.37		IL	COM	Private	BRIGHOUSE AUTO ELECTRIC SERVICES LTD
64	8940 Beckwith Rd	0.18		IL	COM	Private	0710280 BC LTD
65	8960 Beckwith Rd	0.13		IL	COM	Private	Numerous Owners (Strata Common)
66	8771 Douglas St	0.34		IL	COM	Private	Numerous Owners (Strata Common)
67	8811 Douglas St	0.08		IL	COM	Private	MULTI-POINT ENTERPRISES LTD
68	8831 Douglas St	0.08		IL	COM	Private	MULTI-POINT ENTERPRISES LTD
69	8851 Douglas St	0.08		IL	COM	Private	MULTI-POINT ENTERPRISES LTD
70	8871 Douglas St	0.08		IL	COM	Private	0951705 BC LTD
71	8891 Douglas St	0.08		IL	COM	Private	0951705 BC LTD
72	8911 Douglas St	0.08		IL	COM	Private	0951705 BC LTD
73	8931 Douglas St	0.08		IL	COM	Private	0951705 BC LTD
74	8951 Douglas St	0.08		IL	COM	Private	0951705 BC LTD
75	8971 Douglas St	0.12	2.38	IL	COM	Private	0951705 BC LTD
76	2840 Sexsmith Rd	0.42		CA	COM	Private	656236 BC LTD
77	8820 Douglas St	0.17		CA	COM	Private	621331 BC LTD
78	8860 Douglas St	0.08		CA	COM	Private	656236 BC LTD
79	8880 Douglas St	0.08		CA	COM	Private	656236 BC LTD
80	8900 Douglas St	0.08		CA	COM	Private	JENNIFER BRICE and DOUG ZUROWSKY
81	8920 Douglas St	0.08		CA	COM	Private	656236 BC LTD
82	8940 Douglas St	0.08		CA	COM	Private	YIN WOO
83	8960 Douglas St	0.12		CA	COM	Private	0951705 BC LTD
84	8811 Bridgeport Rd	0.74		CA	COM	Private	MAPLE HOSPITALITY INC
85	8911 Bridgeport Rd	0.18		CA	COM	Private	HUI SU and JING TAN
86	8971 Bridgeport Rd	0.30	2.37	CA	COM	Private	DKT (BRIDGEPORT) HOLDINGS LTD

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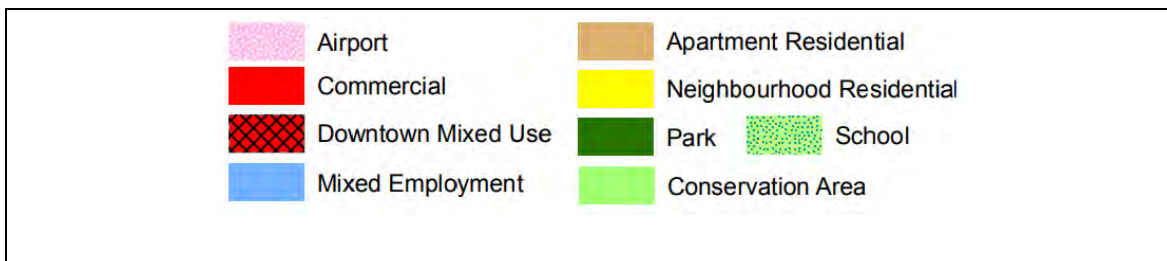
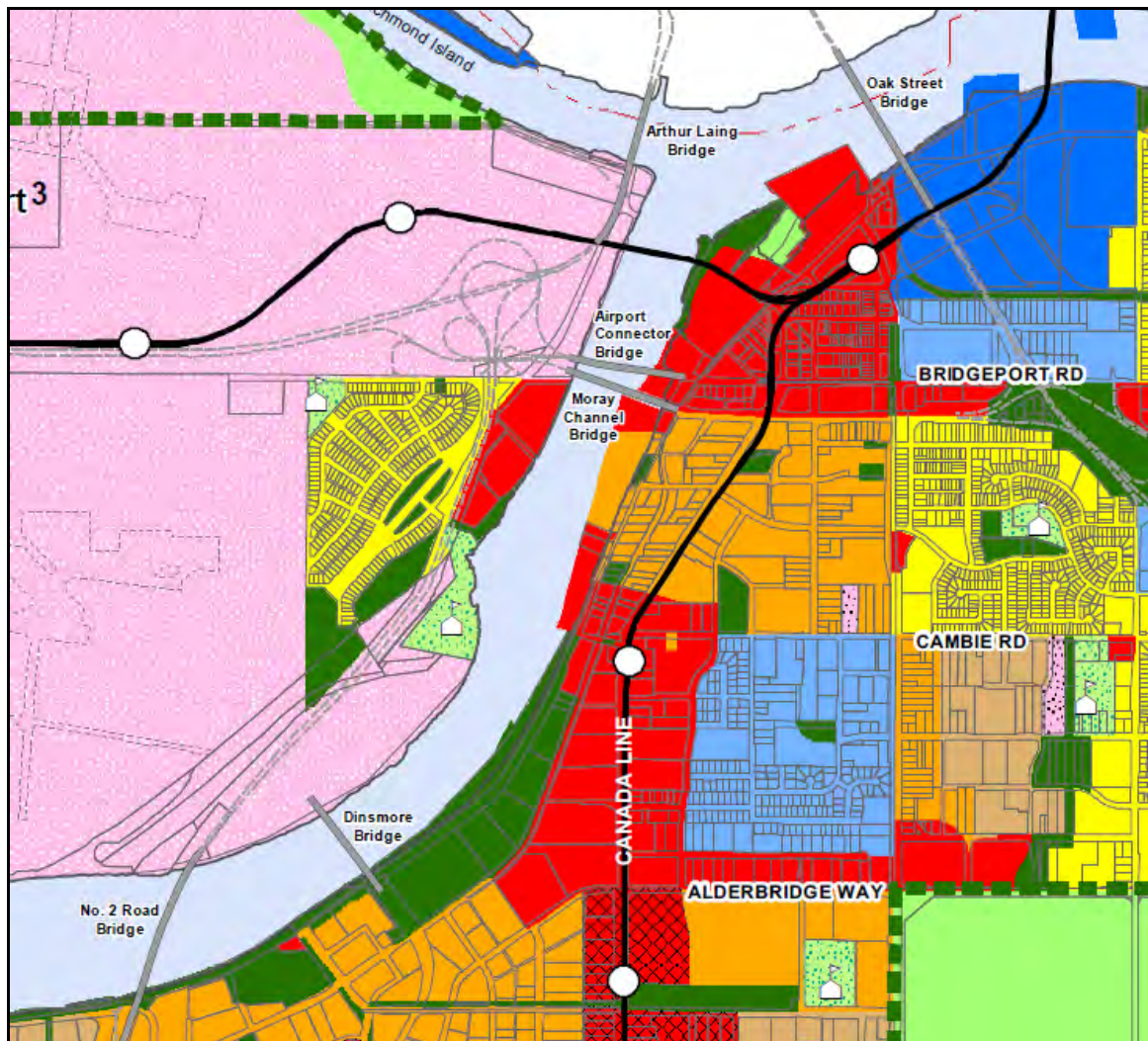
Attachment 2 / BRIDGEPORT – Existing Zoning & Property Ownership

	Address	Area (acres)	Group Sum	Zoning	OCP	Public or Privately Owned	Owner
87	8980 Charles St	0.09		IL	COM	Private	GREAT CANADIAN CASINOS INC
88	2551 Smith St	0.09		IL	COM	Private	GREAT CANADIAN CASINOS INC
89	2571 Smith St	0.18		IL	COM	Private	BYONG and YOUNG SUH
90	2611 Smith St	0.09		IL	COM	Private	HERMAN and PENNY DROBESCH
91	2631 Smith St	0.09		IL	COM	Private	Drobesch Herman W, Drobesch Penny C
92	2651 Smith St	0.09		IL	COM	Private	AHORN DEVELOPMENT LTD
93	2671 Smith St	0.09	0.74	IL	COM	Private	AHORN DEVELOPMENT LTD
94	2691 Smith St	0.09		IL	COM	Private	KIMBERLEY SCHULTZ
95	2711 Smith St	0.09		IL	COM	Private	JOSH RIDDLE
96	2731 Smith St	0.09		IL	COM	Private	0890345 BC LTD
97	2751 Smith St	0.09		IL	COM	Private	DIANE and PETER EINARSON
98	8991 Douglas St	0.11		IL	COM	Private	VIRDI PACIFIC HOLDINGS LTD
99	8995 Douglas St	0.09		IL	COM	Private	VIRDI PACIFIC HOLDINGS LTD
100	9011 Douglas St	0.14	0.71	IL	COM	Private	VIRDI PACIFIC HOLDINGS LTD
101	8980 Douglas St	0.12		CA	COM	Private	SHIH-YUN PENG
102	9000 Douglas St	0.12		CA	COM	Private	STRAIGHTLINE FENCING INC
103	2911 Smith St	0.09		CA	COM	Private	MR RENT-A-CAR LTD
104	2931 Smith St	0.09		CA	COM	Private	MR RENT-A-CAR LTD
105	2951 Smith St	0.09		CA	COM	Private	364438 BC LTD
106	2971 Smith St	0.09		CA	COM	Private	364438 BC Ltd.
107	8991 Bridgeport Rd	0.09	0.71	CA	COM	Private	364438 BC LTD
108	2520 Smith St	0.05		IL	COM	Public	CITY OF RICHMOND
109	2540 Smith St	0.06		IL	COM	Public	CITY OF RICHMOND
110	2560 Smith St	0.07		IL	COM	Public	CITY OF RICHMOND
111	2580 Smith St	0.08		IL	COM	Public	CITY OF RICHMOND
112	2600 Smith St	0.13		IL	COM	Public	CITY OF RICHMOND
113	2640 Smith St	0.13		IL	COM	Private	WILLIAM DEGERE
114	2660 Smith St	0.07	0.60	IL	COM	Private	RUPINDER MANGAT
115	2680 Smith St	0.07		IL	COM	Private	1046597 B C LTD
116	2700 Smith St	0.07		IL	COM	Private	1046597 B C LTD
117	2720 Smith St	0.15		IL	COM	Private	KULDIP VIRDI
118	2800 Smith St	0.27		IL	COM	Private	DHARMINDER KAHLON
119	2900 Smith St	0.54		IL	COM	Private	Numerous Owners (Strata Common)
120	9031 Bridgeport Rd	1.06	2.17	IL	PARK, COM, and IND	Public	CITY OF RICHMOND
121	8260 Bridgeport Rd	0.26		LUC 126	COM	Private	KASUN PROPERTIES INC
122	8280 Bridgeport Rd	0.18		LUC 126	COM	Private	KASUN PROPERTIES INC
123	8300 Bridgeport Rd	0.17		LUC 126	COM	Private	KASUN PROPERTIES INC
124	8320 Bridgeport Rd	0.33		LUC 126	COM	Private	NEW CONTINENTAL PROPERTIES INC
125	8340 Bridgeport Rd	0.31		LUC 126	COM	Private	NEW CONTINENTAL PROPERTIES INC
126	8360 Bridgeport Rd	0.31		LUC 126	COM	Private	Numerous Owners (Strata Common)
127	8380 Bridgeport Rd	0.32		LUC 126	COM	Private	ANGELA and JOHN STUBOS
128	8211 Sea Island Way	1.02		CA, LUC 126	COM	Private	KASUN PROPERTIES INC
129	8311 Sea Island Way	0.45		LUC 126, CA	COM	Private	NEW CONTINENTAL PROPERTIES INC

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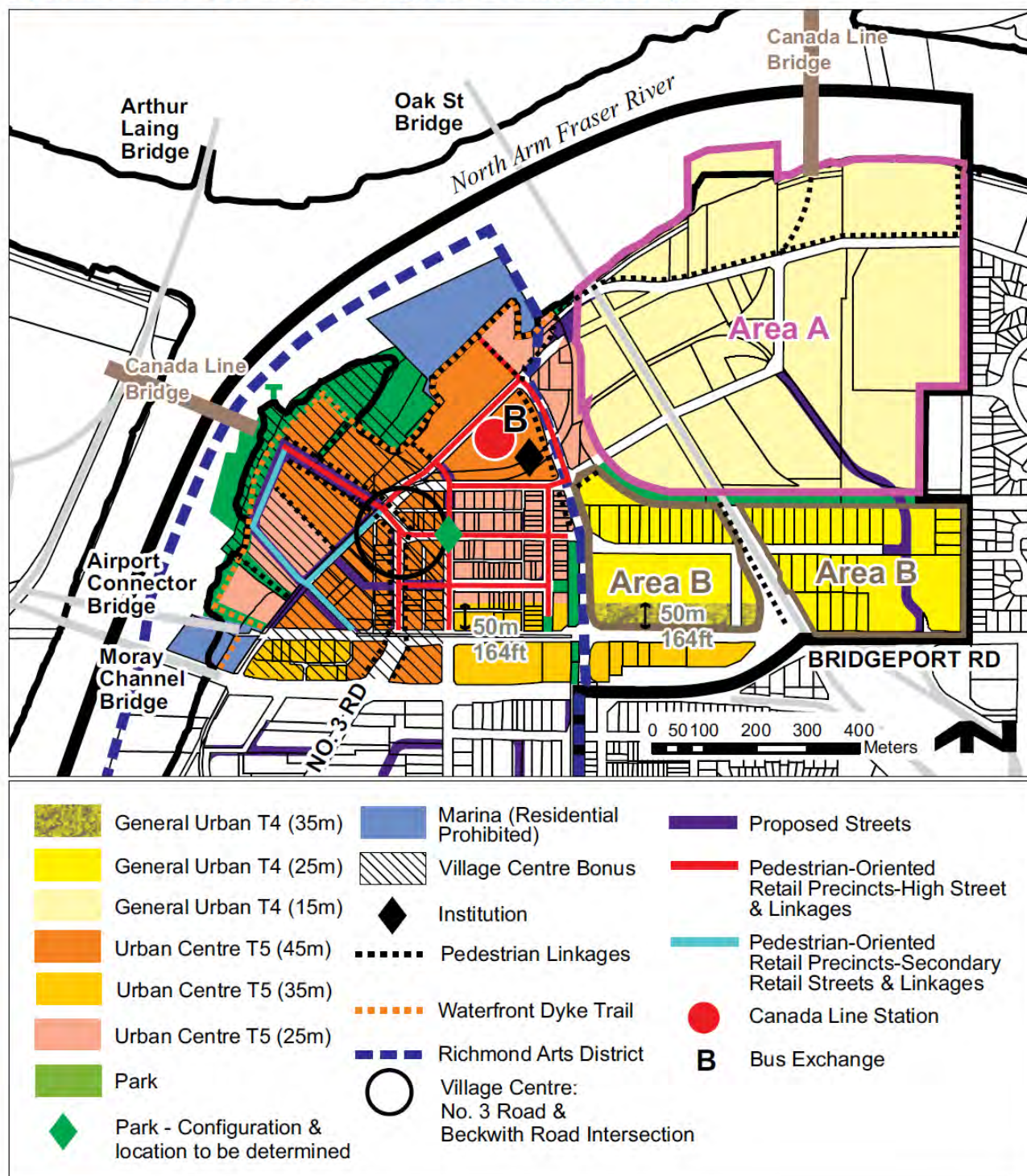
Attachment 2 / BRIDGEPORT – Existing Zoning & Property Ownership

	Address	Area (acres)	Group Sum	Zoning	OCP	Public or Privately Owned	Owner
130	8351 Sea Island Way	0.14		LUC 126	COM	Private	NEW CONTINENTAL PROPERTIES INC
131	8440 Bridgeport Rd	1.02	4.53	LUC 126	COM	Private	NEW CONTINENTAL PROPERTIES INC
132	8555 Sea Island Way	1.67	1.67	CA	COM	Private	777 PROPERTY INC
133	3000 Sexsmith Rd	3.65		CA	COM	Private	CANADIAN FORTUNE LAND INVESTMENT LIMITED
134	9020 Bridgeport Rd	1.14		HC	COM, PARK	Private	0952590 BC LTD
135	9040 Bridgeport Rd	0.15	4.94	CA	PARK	Public	CITY OF RICHMOND
136	8991 Charles St	1.15	1.15	IL, CA	COM	Private	GREAT CANADIAN GAMING CORP
137	8991 River Rd	0.20		IL	COM	Private	0889563 BC LTD
138	8900 River Rd	0.22		IL	COM	Private	CARLOS LAU
139	8980 River Rd	0.15	0.57	IL	COM	Private	CHUANG YAN
140	2200 Great Canadian Way	2.00		CA, IL	COM	Private	GREAT CANADIAN GAMING CORP
141	8940 River Dr	0.28		IL	COM	Private	TEMPO HOLDINGS LTD
142	8960 River Dr	0.72		IL	COM	Private	TEMPO HOLDINGS LTD
143	8980 River Dr	0.18	3.18	IL	COM	Private	GEORGE WOODWARD
144	9100 Van Horne Way	1.51		IL	IND	Private	SAWAN PROPERTIES INC
145	9011 Beckwith Rd	0.13		RS1/F	MEMP	Public	CITY OF RICHMOND
146	9031 Beckwith Rd	0.29		RS1/F	MEMP	Private	CHING and SHAN KIANG
147	9051 Beckwith Rd	0.72		CA	MEMP	Private	617205 BC LTD
148	9111 Beckwith Rd	1.12		IB2	MEMP	Private	Numerous Owners (Strata Common)
149	9151 Beckwith Rd	0.38		RS1/F	MEMP	Private	ZHONG SU
150	9171 Beckwith Rd	0.38		RS1/F	MEMP	Private	MULTI-POINT ENTERPRISES LTD
151	9191 Beckwith Rd	0.43		RS1/F	MEMP	Private	MULTI-POINT ENTERPRISES LTD
152	9211 Beckwith Rd	0.43		RS1/F	MEMP	Private	VICTORSON INVESTMENT GROUP INC
153	9231 Beckwith Rd	0.38		CA	MEMP	Private	1029 PROPERTY HOLDING LTD
154	9251 Beckwith Rd	0.38		CA	MEMP	Private	THE B C CONFERENCE OF THE MENNONITE BRETHEREN CHURCH
155	9271 Beckwith Rd	0.35		CA	MEMP	Private	THE B C CONFERENCE OF THE MENNONITE BRETHEREN CHURCH
156	9291 Beckwith Rd	0.19	6.71	SI	MEMP	Private	BC TRANSPORTATION FINANCING AUTHORITY
157	9151 Bridgeport Rd	10.31	10.31	CA	MEMP	Private	COSTCO WHOLESALE CORP
158	9351 Bridgeport Rd	0.93	0.93	ZC1, SI	MEMP	Private	BRIDGEPORT HOTEL CORP
159	9060 Bridgeport Rd	0.74		ZC24	COM	Private	RUPERT HOLDINGS LTD
160	9100 Bridgeport Rd	0.45		SI	COM	Private	1068803 BC LTD
161	9120 Bridgeport Rd	0.36		SI	COM	Private	1068803 BC LTD
162	9140 Bridgeport Rd	0.29		CA	COM	Private	HCL HOLDINGS LTD
163	9200 Bridgeport Rd	0.87		CA	COM	Private	HCL HOLDINGS LTD
164	9260 Bridgeport Rd	1.42	4.13	CA	COM	Private	ABERCORN INNS (2012) LTD
SUM		83.82	83.82				



Specific Land Use Map: Bridgeport Village (2031)

Bylaw 9041
2016/07/25



Attachment 4 / BRIDGEPORT – OCP / City Centre Area Plan (CCAP) Specific Land Use Map

Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<p>For Area A: Residential prohibited.</p> <ul style="list-style-type: none"> Overlay: <ul style="list-style-type: none"> a) Industrial Reserve – “Industry-Only”. <p>For Area B: Residential prohibited.</p> <ul style="list-style-type: none"> Overlay: <ul style="list-style-type: none"> a) Industrial Reserve – “Limited Commercial”. <p>Additional Land Use Considerations for Areas A & B:</p> <ul style="list-style-type: none"> a) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; b) Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village’s designated Village Centre. 	<p>For Area A:</p> <ul style="list-style-type: none"> Light Industry Accessory Use <p>For Area B:</p> <ul style="list-style-type: none"> Light Industry The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies): <ul style="list-style-type: none"> a) Office; b) Education (excluding schools offering provincially mandated K-12 programs). The following uses, provided that such uses are not situated more than 50 m (164 ft.) from a property line abutting Great Canadian Way or Bridgeport Road: <ul style="list-style-type: none"> a) Hotel; b) Retail Trade & Services; c) Restaurant; d) Neighbourhood Pub; e) Institutional Use; f) Recreation; g) Studio. Community Use (excluding child care) Accessory Uses 	<p>For Area A:</p> <ul style="list-style-type: none"> 1.2 <p>For Area B:</p> <ul style="list-style-type: none"> 1.2, provided that: <ul style="list-style-type: none"> a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking); b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses). <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes.
Urban Centre (T5)		
<ul style="list-style-type: none"> Residential prohibited. Overlays: <ul style="list-style-type: none"> a) Commercial Reserve; b) Village Centre Bonus; c) Institution d) Richmond Arts District RAD; e) Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; f) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ul style="list-style-type: none"> a) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; b) Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village’s designated Village Centre. 	<ul style="list-style-type: none"> Office Hotel Institutional Use Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) Accessory Uses <p>Additional uses are permitted north of Bridgeport Road, including:</p> <ul style="list-style-type: none"> Retail Trade & Services Restaurant Entertainment Education (excluding schools offering provincially-mandated kindergarten to grade 12 programs) Neighbourhood Pub Recreation Community Use (excluding child care) 	<ul style="list-style-type: none"> 2.0 <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes; Village Centre Bonus: 1.0 for the provision of office uses only.

Note: Richmond’s Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

2.2.3(a) Encourage “Office-Friendly” Development Opportunities

With the construction of the Canada Line and Richmond Oval, plans for high-quality riverfront and housing development, and Richmond’s proximity to the airport and border – together with a shortage of office land in Vancouver’s core – the City Centre is well positioned to become the region’s next major office node.

To achieve this, Richmond must:

- attract major national and international tenants (which in turn will attract other tenants);
- distinguish itself from other regional town centres and the status quo of small tenancies and office park developments.

Challenge/Opportunity

The City Centre’s growing suite of amenities and Vancouver’s current land shortage are not enough to make the City Centre a magnet for major office tenants.

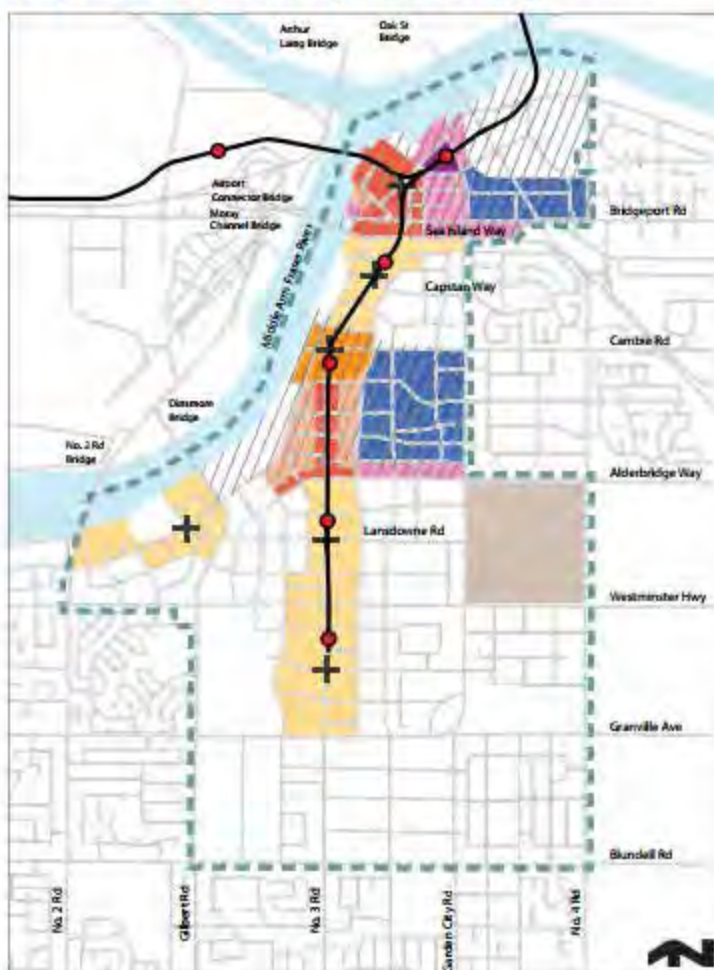
Major tenants require flexible, “office-friendly” development opportunities, including high-rise, large-floorplate buildings – but this is contrary to typical “pedestrian-friendly” development objectives for small-floorplate “point towers”.

Proposed Strategy

Encourage major office tenants to locate in the “Commercial Reserve”, where larger floorplate, high- and mid-rise buildings can best be designed in a way that will balance “office-friendly” and “pedestrian-friendly” objectives.

Key Office-Friendly Areas Map

Bylaw 8841
2013/02/12



Area	Designation	Maximum Permitted Density	Typical Maximum Building Height	Maximum Floorplate Above 25 m (82 ft.)*
	Commercial Reserve	3 FAR	35-45 m (115-148 ft.)	1,800 m ² (19,376 ft ²)
		Transit Station Site - To be determined	45 m (148 ft.)	
		3 FAR	35 m (115 ft.)	650 m ² (6,997 ft ²)
		3 FAR	25 m (82 ft.)	
		2 FAR	25 m (82 ft.)	
	Industrial Reserve - Limited Commercial	1.2 FAR, up to 50% office	25 m (82 ft.)	N/A
	Mixed-Use (Village Centre Bonus Area)	2-3 FAR, plus Non-Residential 1 FAR Bonus	45 m (148 ft.)	650 m ² (6,997 ft ²)

* No floorplate size limit for portions of non-residential buildings that do not exceed a height of 25 m (82 ft.).

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Key Office-Friendly Areas Map

Bylaw 8841
2013/02/12



- City Centre Boundary
- Canada Line
- Village Centre
- Garden City Lands (Further Study Required)
- Housing Restricted due to Aircraft Noise, Traffic & Other Impacts

Area	Designation	Maximum Permitted Density	Typical Maximum Building Height	Maximum Floorplate Above 25 m (82 ft.)*
	Commercial Reserve	3 FAR	35-45 m (115-148 ft.)	1,800 m ² (19,376 ft ²)
		Transit Station Site - To be determined	45 m (148 ft.)	
		3 FAR	35 m (115 ft.)	650 m ² (6,997 ft ²)
		3 FAR	25 m (82 ft.)	
		2 FAR	25 m (82 ft.)	
	Industrial Reserve - Limited Commercial	1.2 FAR, up to 50% office	25 m (82 ft.)	N/A
	Mixed-Use (Village Centre Bonus Area)	2-3 FAR, plus Non-Residential 1 FAR Bonus	45 m (148 ft.)	650 m ² (6,997 ft ²)

* No floorplate size limit for portions of non-residential buildings that do not exceed a height of 25 m (82 ft.).

Office-Friendly Checklist

1. Large, Flexible Site

Large blocks are subdivided by publicly-accessible streets and open spaces secured via legal agreement (not dedication) in order to provide pedestrian-friendly circulation and amenities, while maintaining development flexibility and density.

2. High-Density

Density bonussing, to a maximum of 3 floor area ratio (FAR), is permitted exclusively for office uses developed near No. 3 Road on sites measuring 4,000 m² (1 ac.) or larger.

3. High-Rise

Building heights of 35-45 m (115-148 ft.) are permitted in prominent locations near No. 3 Road, the Canada Line, and in a limited number of waterfront locations (e.g., at No. 3 Road and Cambie Road).

4. Larger Floorplates

Office floorplates are permitted to be:

- for portions of buildings above 25 m (82 ft.): One or more towers are permitted, provided that their combined floorplate area does not exceed 21% of the net development site area to a maximum of 1,800 m² (19,376 ft²);
- elsewhere: Unlimited.

5. Urban Streetscapes

Developments are encouraged to incorporate urban streetscape features, including:

- buildings close to the sidewalk;
- articulated streetwalls (e.g., punched windows);
- parking concealed from view (e.g., below finished grade or within the building).

6. Pedestrian-Oriented Retail

Pedestrian-oriented retail uses are encouraged at grade along most public street and open space frontages.

7. Green Building Design

LEED Silver required typically.



3.2.2 Sub-Area A.2

Industrial Reserve - Limited Commercial

Bylaw 8841
2013/02/12



This sub-area is intended for **urban business park** purposes, including light industrial uses contained within a building (e.g., high technology, processing, distribution, repair), together with office and, along designated frontages, retail, hotel, and related uses, provided that the floor area of non-industrial uses on a development site does not exceed that of industrial uses.

Predominant Land Use:

- Industry
- Mixed Industry/ Commercial

Key Land Use Restrictions:

- No non-industrial uses, except commercial (including retail and hotel along designated frontages) where its floor area does not exceed that of industry
- No aircraft noise sensitive uses, as per City policy

Maximum Net Density:

- 1.2 FAR (additional density permitted where this benefits industry)

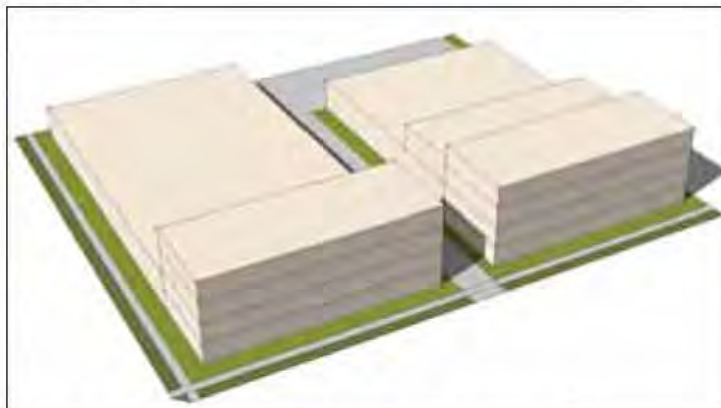
Maximum Typical Height:

- 25 -35 m (82 – 115 ft.)

Sub-Area A.2



Two possible mixed industrial/commercial massing options at 1.2 FAR:



2 buildings, each of which is 50% industry and 50% commercial.



2 buildings, one of which is entirely industrial (right) and one of which is entirely commercial (left).

Sub-Area A.2: Industrial Reserve - Limited Commercial	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> Ground Floor: light industry and, within 50 m (164 ft.) of designated street frontages, retail, restaurant, and hotel. Upper Floors: office, education (excluding provincial kindergarten to grade 12 programs), and within 50 m (164 ft.) of designated frontages, restaurant and hotel. Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscaped buffer at least 3 m (10 ft.) deep.
B. Maximum City Block Size	<ul style="list-style-type: none"> As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition of lanes and mews where this can attractively and safely provide public access between destinations or break up large blocks to make activities more easily accessible and identifiable.
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> West of Brown Road: 8,000 m² (2.0 ac.). Elsewhere: 2,400 m² (0.6 ac.) except that where building height exceeds 25 m (82 ft.), the Minimum Tower Development Site Size should apply.
D. Net Development Site Coverage	<ul style="list-style-type: none"> 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages").
E. Maximum Building Height	<ul style="list-style-type: none"> Within 50 m (164 ft.) of Bridgeport Road: 35 m (115 ft.). (Additional building height is discouraged.) Elsewhere: 25 m (82 ft.). (Additional building height may be permitted to enhance industrial uses.)
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> Maximum floorplate size: 650 m² (6,997 ft²). Minimum tower spacing: 35 m (115 ft.). The affected development site should satisfy the Plan's Minimum Tower Development Site Size.
G. Habitable Floor Elevation	<ul style="list-style-type: none"> Minimum: <ul style="list-style-type: none"> a) for industrial uses: 0.3 m (1.0 ft.) above the crown of the fronting street; b) for non-industrial uses: 2.9 m (9.5 ft.) geodetic.
H. Minimum Setbacks	<ul style="list-style-type: none"> For buildings and parking (may vary with the preferred frontage treatment): <ul style="list-style-type: none"> a) public street: 3 m (10 ft.) to the property line; b) publicly-accessible open space: 1.5 m (5 ft.) to the right-of-way boundary; c) interior side and rear yards: <ul style="list-style-type: none"> - adjacent to existing residential uses: 3 m (10 ft.) to the common property line; - elsewhere: nil to the property line or lane right-of-way. For buildings taller than the Oak Street Bridge deck: 30 m (98 ft.) to the drip line of the bridge. Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.
I. Build-to-Lines	<ul style="list-style-type: none"> Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: <ul style="list-style-type: none"> a) set building facades at the minimum setback line; b) orient/mass buildings so that they present a continuous building facade along all public street frontages or, where this not possible due to driveways, low development density, etc., effectively extend the facade across any interruptions via decorative fencing, landscaping, public art, or other landscape/building features (e.g., pergolas, arcades).
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> "Shopfront & Awning", "Stoops & Porches", and "Terraced Units". Setback Encroachments: frontage treatment depth may be reduced, together with the minimum setback from a public street, provided that the combination of building and landscape treatments (e.g., street trees, screening) along the frontage are designed to ensure an attractive, pedestrian- and cyclist- oriented environment appropriate to a high-quality - urban - business park.
K. Landscape Considerations	<ul style="list-style-type: none"> Along site frontages, provide some combination of large-growing street trees, additional trees (especially evergreens) and landscaping designed to provide both necessary security and an attractive, pedestrian and cyclist-friendly image (e.g., screen security fencing with hedges). Avoid locating driveways, parking, or service yards between the building and the street. Ensure that large areas of paving are screened from public view from streets, open spaces, and bridges, and that stormwater run-off and other environmental issues commonly associated with such areas are mitigated. Where possible, provide publicly-accessible trails, greenways, seating, and naturalized areas that enhance public amenity and help to encourage walking and cycling. Adjacent to residential uses, provide a solid fence a minimum of 1.8 m (6 ft.) high, together with evergreen and deciduous trees, shrubs, and other landscape features designed to screen industrial activities and buffer their impact (e.g., noise, overlook, lights) on residential neighbours. Fence off or landscape any underutilized land and ensure adequate lighting and maintenance to avoid an unkempt appearance and discourage vandalism, etc.
L. Built Form Considerations	<ul style="list-style-type: none"> Public building/unit entrances should open directly onto the public sidewalk or, in the case of especially deep lots (e.g., north side of Beckwith Road), be visible and identifiable from the fronting public street, and be oriented to courtyards accessible from the public sidewalk. Along the north side of Bridgeport Road, development should respect guidelines for the "Bridgeport & Sea Island Airport Gateway Corridor" (Section 3.1.1(C), Distinctive Streetscapes). If a project does not maximize the permitted density on a development site, buildings should be: <ul style="list-style-type: none"> a) sited to facilitate future phases with minimal impact on earlier construction. b) designed to present an attractive, "finished" appearance at each phase of development.

3.2.3 Sub-Area A.3

Commercial Reserve - Mid-Rise

Bylaw 8841
2013/02/12



This sub-area is intended for **medium-density, mid-rise commercial** purposes, including street-oriented retail and restaurants, entertainment, office, education, and related uses. In addition, the area situated in Bridgeport Village is:

- intended to be strongly airport related (e.g., hotel, international trade);
- part of the Richmond Arts District (RAD) (e.g., artists' studios, creative industries, galleries).

Predominant Land Use:

- *Commercial*

Key Land Use Restrictions:

- *No aircraft noise sensitive uses, as per City policy*

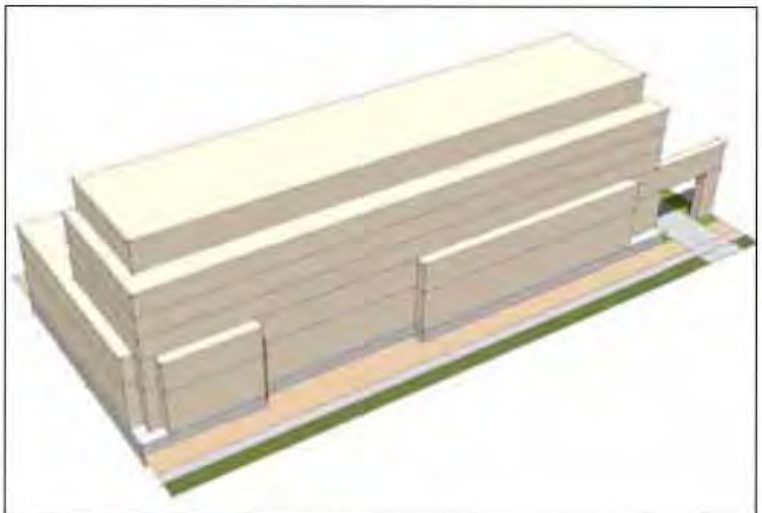
Maximum Net Density:

- *2.0 FAR*

Maximum Typical Height:

- *25 m (82 ft.)*

Sub-Area A.3



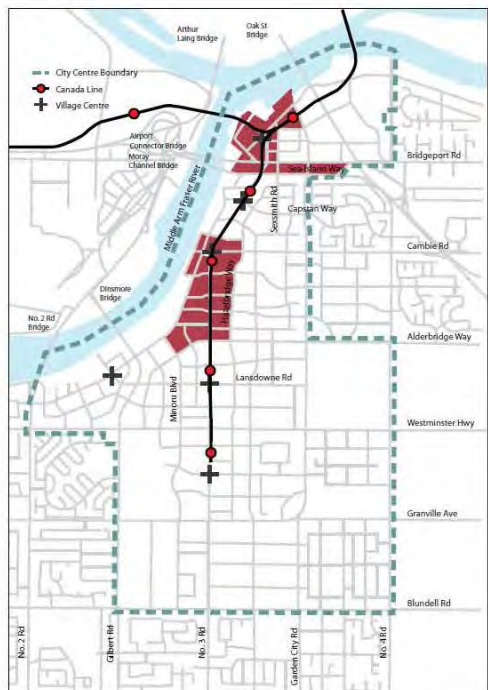
Possible massing at 2.0 FAR.

Sub-Area A.3: Commercial Reserve - Mid-Rise	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> • Ground Floor: street-oriented retail, restaurant, and studio. • Upper Floors: office, hotel, and education (except provincial kindergarten to grade 12 programs). • Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscaped buffer at least 3 m (10 ft.) deep.
B. Maximum City Block Size	<ul style="list-style-type: none"> • As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition and enhancement of lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid (except in the area abutting the transit operations and maintenance facility).
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> • 2,400 m² (0.6 ac.), except that where building height exceeds 25 m (82 ft.), the Minimum Tower Development Site Size should apply.
D. Net Development Site Coverage	<ul style="list-style-type: none"> • 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., greenways).
E. Maximum Building Height	<ul style="list-style-type: none"> • East of Sexsmith Road and within 50 m (164 ft.) of Bridgeport Road: 35 m (115 ft.). • Elsewhere: 25 m (82 ft.). • Additional building height is discouraged.
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> • Maximum floorplate size: 650 m² (6,997 ft²). • Minimum tower spacing: 35 m (115 ft.). • The affected development site should satisfy the Plan's Minimum Tower Development Site Size.
G. Habitable Floor Elevation	<ul style="list-style-type: none"> • Minimum: 2.9 m (9.5 ft.) geodetic.
H. Minimum Setbacks	<ul style="list-style-type: none"> • For buildings and parking (may vary with the preferred frontage treatment): <ol style="list-style-type: none"> a) public street: 3 m (10 ft.) to the property line; b) publicly-accessible open space: 1.5 m (5 ft) to the right-of-way boundary; c) interior side and rear yards: nil to the property line or lane right-of-way. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment. • Notwithstanding the above, the "Canada Line Interface" setbacks should apply.
I. Build-to-Lines	<ul style="list-style-type: none"> • Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: <ol style="list-style-type: none"> a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages; b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys; c) at public open spaces (e.g., plazas, mid-block linkages), either wrap the streetwall around the space or extend it as an open-work structure across its entry (e.g., pergola); d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades.
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> • "Shopfront & Awning", applicable only where the building entry is not more than 0.3 m (1.0 ft.) above the crown of the fronting public street or open space. • "Stoops & Porches", provided that adequate disabled access can be provided. • "Terraced Units" (particularly encouraged in Bridgeport Village).
K. Landscape Considerations	<ul style="list-style-type: none"> • Along site frontages, provide some combination of large-growing street trees, together with other trees (e.g., evergreens) and pedestrian-oriented landscape features (e.g., seating, public art). • Terraces along street frontages should be simple forms that: <ol style="list-style-type: none"> a) incorporate a high-quality of design and materials; b) help to create an engaging, inviting, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities; • No driveways, parking, or passenger pick up areas permitted between the building and the street.
L. Built Form Considerations	<ul style="list-style-type: none"> • Buildings should typically be mid-rise, streetwall buildings characterized by: <ol style="list-style-type: none"> a) "heavy" bases (e.g., punched windows, masonry) and lighter, glassier upper floors; b) "human-scaled streetscapes" (e.g., concealed parking, articulated building facades); c) attractive roofscapes and skyline features (e.g., distinctive horizontal rooflines and features, sculpted towers with large terraces, landscaped rooftops). • Architectural character (supported by materials, landscape elements, etc.) should vary: <ol style="list-style-type: none"> a) Bridgeport Village: a casual, edgy, urban-industrial aesthetic and fine-grained network of intimate (e.g., narrow) streets and pedestrian walkways incorporating public art and lined with visually engaging and distinctive artists' studios, galleries, restaurants, etc.; b) Aberdeen Village: a sophisticated, urban shopping and business district, the signature of which is its extensive network of large, high-quality, public open spaces, special event venues, major cultural amenities, and distinctive commercial and festive lighting; • Along the north side of Bridgeport Road, development should respect guidelines for the "Bridgeport & Sea Island Airport Gateway Corridor" (Section 3.1.1(C), Distinctive Streetscapes).

3.2.4 Sub-Area A.4

Commercial Reserve - Mid- to High-Rise

Bylaw 8841
2013/02/12



This sub-area is intended for **medium- to high-density, mid- and high-rise commercial** purposes, including street-oriented retail, restaurants, entertainment, office, education, and related uses. In addition:

- Bridgeport Village is intended to be strongly airport related (e.g., hotel, international trade) and is part of the Richmond Arts District (e.g., artists' studios, creative industries, galleries);
- Aberdeen Village, near the river and the Canada Line station, is intended to be a cultural focus for the Richmond Arts District.

Predominant Land Use:

- Commercial

Key Land Use Restrictions:

- No aircraft noise sensitive uses, as per City policy

Maximum Net Density:

- 2.0 - 3.0 FAR

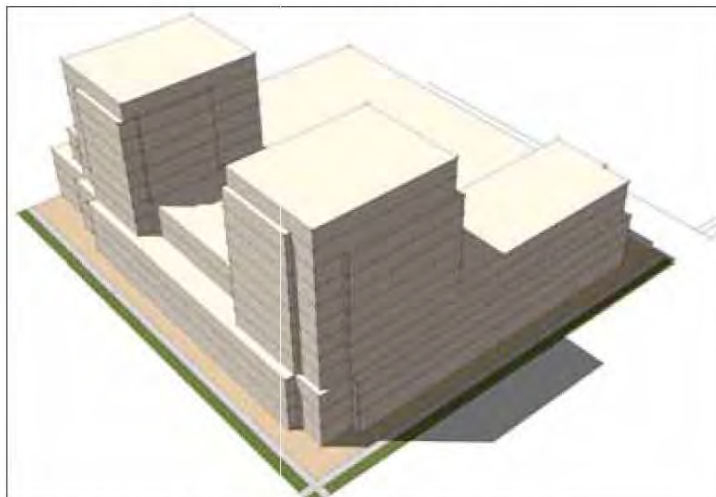
Maximum Typical Height:

- 25 - 45 m (82 - 148ft.)

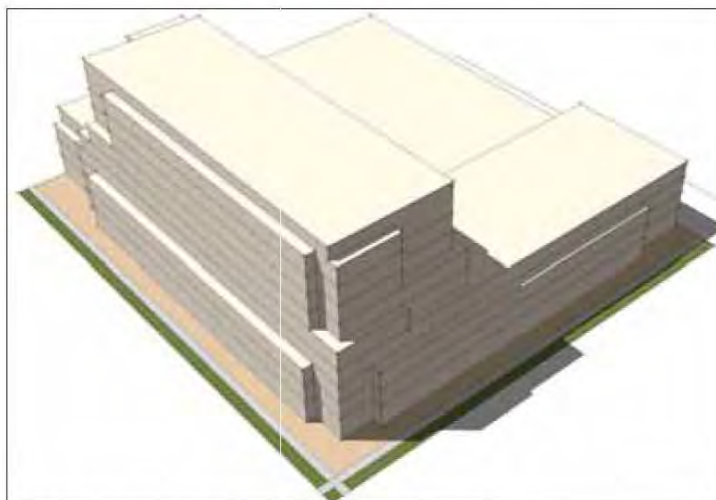
Sub-Area A.4



Two possible massing options at 3.0 FAR:



650 m² (6,997 ft²) hotel or office tower floorplate.



1,800 m² (19,375 ft²) office tower floorplates.

Sub-Area A.4: Commercial Reserve - Mid- to High-Rise	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> • Ground Floor: street-oriented retail, restaurant, and studio, except between Bridgeport Road and Sea Island where uses will typically be office and hotel. • Upper Floors: office, hotel, and education (except provincial kindergarten to grade 12 programs). • Parking: within the building and concealed from public view by non-parking uses.
B. Maximum City Block Size	<ul style="list-style-type: none"> • As defined by the Plan's proposed public street and pedestrian linkages networks, including: <ol style="list-style-type: none"> a) "green links" with a minimum width of 20 - 30 m (66 - 98 ft.), as per the Plan; b) additional lanes and mews to achieve a roughly 100 m (330 ft.) circulation grid.
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> • As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.
D. Net Development Site Coverage	<ul style="list-style-type: none"> • 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages", "key street-end view plazas").
E. Maximum Building Height	<ul style="list-style-type: none"> • For 2 FAR or less: 25 m (82 ft.). • For greater than 2 FAR: varies as per the Plan, 25 - 45 m (82 - 148 ft.). • Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape.
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> • Maximum floorplate size: 650 m² (6,997 ft²), but office floorplates may be larger as per the Plan. • Minimum tower spacing: 35 m (115 ft.) typically, but 24 m (79 ft.) in some areas as per the Plan.
G. Habitable Floor Elevation	<ul style="list-style-type: none"> • Minimum: typically 2.9 m (9.5 ft.) geodetic but, higher along the riverfront and lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.
H. Minimum Setbacks	<ul style="list-style-type: none"> • For buildings and parking (may vary with the preferred frontage treatment): <ol style="list-style-type: none"> a) public street: 3 m (10 ft.) to the property line; b) publicly-accessible open space: 1.5 m (5 ft) to the boundary; c) interior side and rear yards: nil to the property line or lane right-of-way. • Notwithstanding the above, the "Canada Line Interface" setbacks should apply. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.
I. Build-to-Lines	<ul style="list-style-type: none"> • Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: <ol style="list-style-type: none"> a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road and "major green links"; b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys; c) at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry; d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades. • Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(A) Public Riverfront Views and (C) Distinctive Streetscape Views.
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> • For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront & Awning" (where grades allow), "Dual Walkway & Stramp", and "Terraced Units" (typically limited to Bridgeport Village). • Elsewhere: Varies, provided that adequate disabled access can be provided.
K. Landscape Considerations	<ul style="list-style-type: none"> • Along site frontages, provide some combination of large-growing street trees, together with other trees (e.g., evergreens) and pedestrian-oriented landscape features (e.g., seating, public art). • Terraces along street frontages should be simple, high-quality designs that create an engaging, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities. • "Major green links" designed to have a park-like character and incorporate a diversity of passive and active recreational amenities, together with vehicular access as required, public art, etc. • No driveways, parking, or passenger pick up areas permitted between the building and the street.
L. Built Form Considerations	<ul style="list-style-type: none"> • Buildings should typically be mid-rise, streetwall buildings and towers characterized by: <ol style="list-style-type: none"> a) "heavy" bases (e.g., punched windows, masonry) and lighter, glassier upper floors; b) "human-scaled streetscapes" (e.g., concealed parking, articulated building facades); c) towers of varying heights and forms including: <ul style="list-style-type: none"> - point towers (typically hotels and/or near Cambie Road) with small floorplates; - slab-shaped office towers with large floorplates, typically oriented perpendicular to the fronting major street or thoroughfare (e.g., No. 3 Road); - terraced or stepped tower forms; d) attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces). • Architectural character (supported by materials, landscape elements, etc.) should vary: <ol style="list-style-type: none"> a) Bridgeport Village: a casual, edgy, urban-industrial aesthetic and fine-grained network of intimate (e.g., narrow) streets and pedestrian walkways incorporating public art and lined with visually engaging and distinctive artists' studios, galleries, restaurants, etc.; b) Aberdeen Village: a sophisticated, urban shopping and business district, the signature of which is its extensive network of large, high-quality, public open spaces, special event venues, major cultural amenities, and distinctive commercial and festive lighting.

Duck Island Development
8351 River Road and 8411, 8431, 8451 West Road

- Rezoning application with associated OCP/CCAP amendments
- Proposed Non-Residential uses including office, hotel, entertainment, retail & restaurant, as well as education, recreation and institution uses
- Site area is approximately 21 acres plus fill and dock areas subject to senior government approval
- Note: The property is not eligible for Residential uses
- Proposal generally complies with existing OCP/CCAP policy with respect to:
 - 3.0 FAR, to be increased to 3.5 FAR (per proposed OCP/CCAP amendment)
 - 25 m to 45 m maximum height (i.e. 27 m to 47 m GSC)
 - City Centre "Parking Zone 1" rates subject to proposed reductions after Transportation studies
- Major on-site indoor community amenity space (Type and area to be confirmed through rezoning review)
- Duck Island Park provided and required to be undertaken by the developer
- Road and utility improvements required to be undertaken by the developer
- Public art contribution as per standard City policy

Net Site Area	Total Floor Area ^A	Total Floor Area ^A	Other Info
Retail/Restaurant /Entertainment	153,940 m ²	1,657,000 ft ²	
Office	151,896 m ²	1,635,000 ft ² ²²	
Hotel	85,380 m ²	919,000 ft ²	1,225 Rooms
Theatre	16,630 m ²	179,000 ft ²	3,000 seats
Total	407,840 m ²	4,390,000 ft ²	
Approx.	3.5 FAR		

^A Excludes parking & other areas exempted from FAR, including stairwells, mechanical, etc.





New Continental: 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way

- Rezoning Application (all figures approximate)
- Proposed Non-residential (Hotel, Commercial & University Education, Office and Ancillary) Uses
- CCAP maximum density of 3.0 FAR calculated on Net Development Site Area*
- CCAP maximum height of 47/42/37 m GSC
- CCAP Zone 1A parking rates
- Currently no on-site community amenities proposed
- For ownership, refer to Option 1 Summary

* Net Development Site Area is used for purposes of floor area calculation (not necessarily the same as existing or final site area)

Calculable Area					
Net Dev Site Area	Total Floor Area	Office	Education	Hotel	Ancillary
9,380 m ²	28,140 m ²	4,690 m ²	4,690 m ²	17,785 m ²	975 m ²
100,966 sq.ft.	302,896 sq.ft.	50,483 sq.ft.	50,483 sq.ft.	191,436 sq.ft.	10,495 sq.ft.
Approx.	3.0 FAR	0.5 FAR	0.5 FAR	1.9 FAR	0.1 FAR
Gross Area**					
	Total Floor Area	Office	Education	Hotel	Ancillary
	not available	not available	not available	not available	not available
	not available	not available	not available	not available	not available

** does not include parking and loading



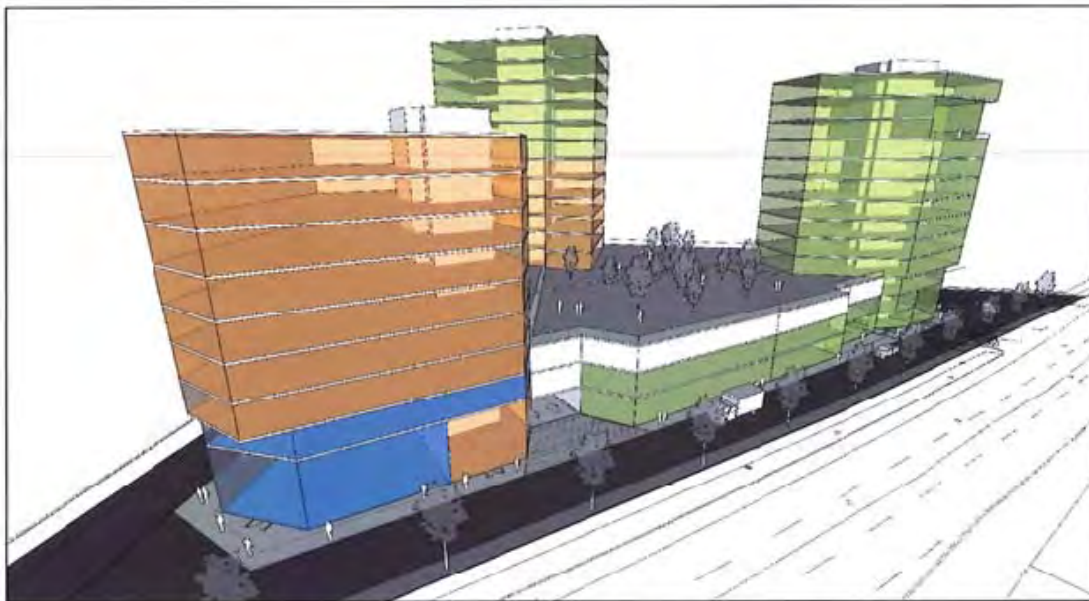
**Versante Hotel and Office Development:
8451 Bridgeport Road**

- Rezoning Application (all figures approximate)
- Proposed Non-residential (Hotel, Office and Commercial – e.g. Retail/Restaurant) Uses
- CCAP maximum density of 3.0 FAR calculated on Net Development Site Area*
- CCAP maximum height of 47 m GSC
- CCAP Zone 1 parking rates
- Currently no on-site community amenities proposed
- For ownership, refer to Option 1 Summary

* Net Development Site Area is used for purposes of floor area calculation (not necessarily the same as existing or final site area)

Net Dev Site Area	Total Floor Area	Office	Hotel	Commercial
6628 m ²	19,882 m ²	9,066 m ²	7,593 m ²	3,223 m ²
71,349 sq.ft.	214,017 sq.ft.	97,586 sq.ft.	81,737 sq.ft.	34,804 sq.ft.
Approx.	3.0 FAR	1.4 FAR	1.1 FAR	0.5 FAR
Gross Area**				
	Total Floor Area	Office	Hotel	Ancillary
	not available	not available	not available	not available
	not available	not available	not available	not available

** does not include parking and loading



APPENDIX 2

PROPOSED SITE: ABERDEEN

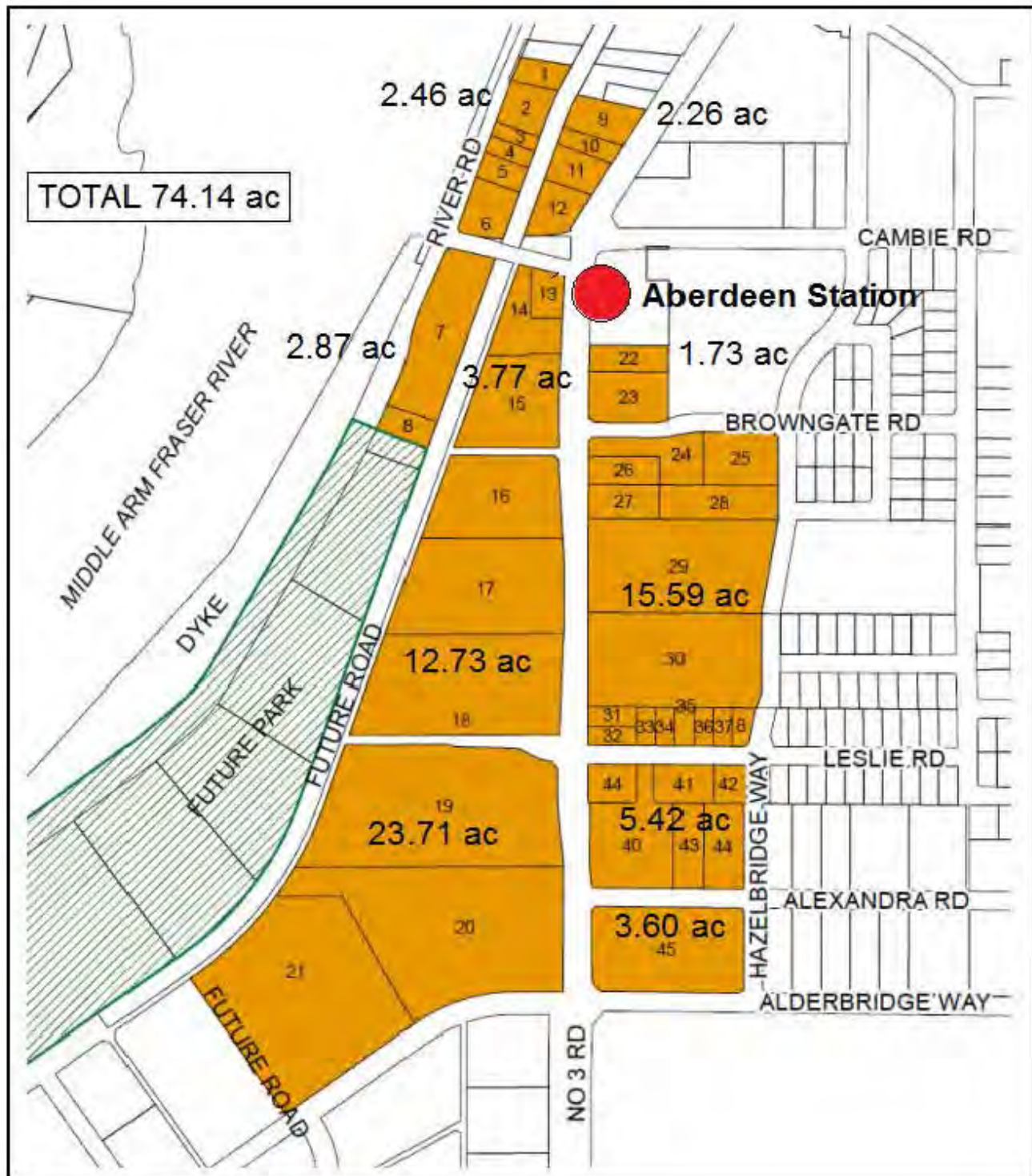
APPENDIX 2

SITE 2: ABERDEEN

9.	OCP Designation	"Commercial" - Those areas of the City where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality, and hotel.
10.	City Centre Area Plan (CCAP) Vision	A zone of medium- to high-density non- residential uses, comprising: <ul style="list-style-type: none"> • Richmond's "Central Business District"; • A vibrant, cosmopolitan shopping and dining precinct, offering festive nightlife and a strong international character; • The City Centre's pre-eminent cultural node and a key focus for the Richmond Arts District (RAD); and • A pedestrian/cyclist bridge across the Middle Arm of the Fraser River linking BCIT and the airport and with Aberdeen and the Middle Arm Park – the city's (proposed) premier waterfront gathering place.
11.	City Centre Area Plan (CCAP) Designation	"Urban Centre T5 (25 m) & (35 m)" & "Village Centre Bonus", permitting: <ul style="list-style-type: none"> • Non-residential uses to a maximum density of 3.0 FAR, generally including street-oriented, pedestrian-friendly retail/restaurant at grade with office and/or hotel above. • Building heights to a maximum of 35 m or as permitted by Transport Canada, whichever is less • NOTE: Residential uses are prohibited & building heights are limited due to proximity to the airport's south flight path
12.	Existing Zoning	Typically "Auto-Oriented Commercial (CA)" zone, permitting: <ul style="list-style-type: none"> • Hotel to a maximum density of 1.5 FAR; or • Other commercial uses to a maximum density of 0.5 FAR.
13.	Existing Uses	Typically low-density shopping malls & former warehouses converted to retail and related uses
14.	Gross Area	74.14 ac, comprising over 9 city blocks (ranging in size from 1.73 ac to 23.71 ac), the largest of which will be subdivided on a development-by-development basis to create a smaller, more walkable grid and enhanced pedestrian and cycling connectivity with transit and the riverfront
15.	Potential Development	Approximately 9 million ft ² (836,000 m ²) maximum, based on full build-out of the subject area, of which 50% or more may be office
16.	In-Stream Development	<ul style="list-style-type: none"> • Property #1-6: Mixed hotel/office/retail development at 7760 – 7840 River Road (Pre-application stage) • Property #44: Office building at 4700 No 3 Road (Rezoning application)

Attachments:

- 10) Location Map & Site Areas
- 11) Existing Zoning & Property Ownership
- 12) OCP / 2041 Land Use Map (Excerpt)
- 13) OCP / City Centre Area Plan (CCAP) Specific Land Use Map
- 14) OCP / City Centre Area Plan (CCAP) Commercial Policy
- 15) OCP / City Centre Area Plan (CCAP) Sub-Area Development Permit Guidelines
- 16) In-Stream Development: Property #1 - #6 (Pre-application)
- 17) In-Stream Development: Property #44 (Rezoning application)



Attachment 2 / ABERDEEN – Existing Zoning & Property Ownership

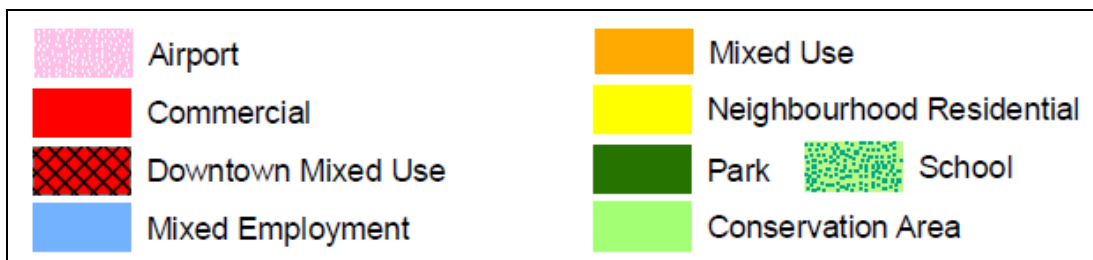
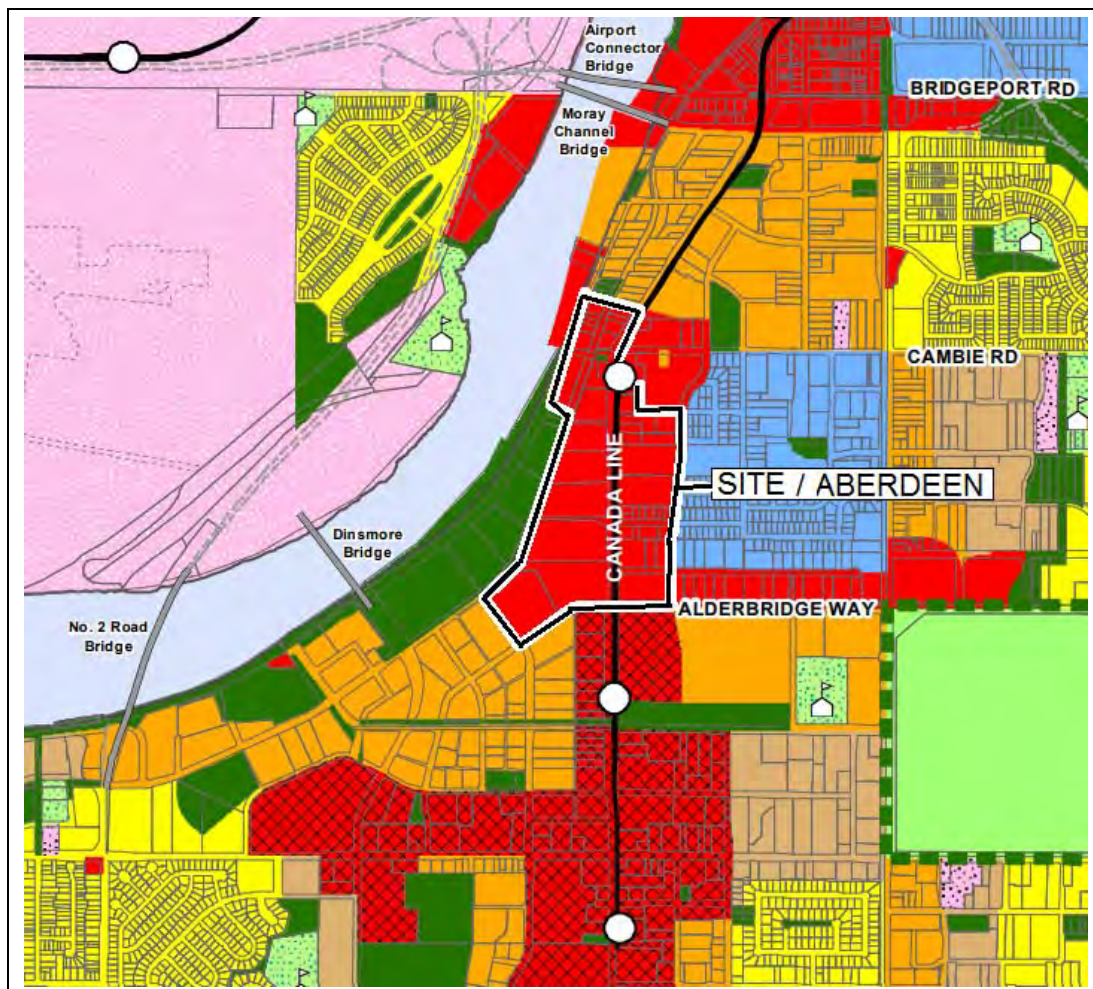
	Address	Area (acres)	Group Sum	Zoning	OCP	Public or Privately Owned	Owner
1	7840 River Rd	0.36		CA	PARK	Private	1089260 BC Ltd
2	7820 River Rd	0.62		CA	COM	Private	1089260 BC Ltd
3	7804 River Rd	0.19		CA	COM	Private	1089260 BC Ltd
4	7800 River Rd	0.24		CA	COM	Private	1089260 BC Ltd
5	7780 River Rd	0.34		CA	COM	Private	1089260 BC Ltd
6	7760 River Rd	0.72	2.46	CA	COM	Public	City of Richmond
7	7680 River Rd	2.46		IB1	COM, PARK	Private	Marisco Holdings Ltd.
8	7580 River Rd	0.41	2.87	IB1	PARK	Private	Westview (River Road) Industrial Parks Ltd
9	3851 No 3 Rd	0.72		CA	COM	Private	Jim and Betty Wu
10	3871 No 3 Rd	0.33		CA	COM	Private	Kingsway Curtains Ltd
11	3891 No 3 RD	0.56		CA	COM	Private	0905118 BC Ltd
12	3911 No 3 Rd	0.65	2.26	CA	COM	Private	Telud Communications Inc.
13	4071 No 3 Rd	0.44		CG1, CA	COM	Private	Royal Canadian Properties Ltd.
14	4151 No 3 Rd	1.00		CA	COM	Private	Conway Richmond Ltd and Progressive Construction
15	4211 No 3 Rd	2.33	3.77	CA	COM	Private	0977973 BC Ltd
16	4351 No 3 Rd	2.93		ZC10	COM	Private	4351 Properties Ltd.
17	4411 No 3 Rd	4.34		CA	COM	Private	Cam-Vic Properties Ltd.
18	4551 No 3 Rd	5.46	12.73	CA	COM	Private	Three Road Plaza Inc.
19	4651 No 3 Rd	7.96		ZC22	COM	Private	Loblaw Properties West Inc
20	7931 Alderbridge Way	7.89		CA	COM	Private	1007500 BC Ltd
21	7851 Alderbridge Way	7.87	23.71	IR1	COM	Private	EIG Alderbridge Investments Inc
22	4140 No 3 Rd	0.59		CA	COM	Private	KSC Holdings Inc
23	4200 No 3 Rd	1.14	1.73	CA	COM	Private	Yin Wan Enterprises Ltd
24	4260 No 3 Rd	0.98		CA	COM	Private	Yin Wan Enterprises Ltd
25	4231 Hazelbridge Way	1.12		ZC7	COM	Private	Numerous Owners (Strata Common)
26	4280 No 3 Rd	0.57		CA	COM	Private	Yin Wan Enterprises Ltd
27	4328 No 3 Rd	0.69		CA	COM	Private	Maston Enterprises Inc
28	4311 Hazelbridge Way	1.13		CA	COM	Private	Numerous Owners (Strata Common)
29	4380 No 3 Rd	4.80		CA	COM	Private	Numerous Owners (Strata Common)
30	4600 No 3 Rd	4.52		CA	COM	Private	Numerous Owners (Strata Common)
31	4640 No 3 Rd	0.27		CA	COM	Private	328 Successful Venture Ltd
32	4660 No 3 Rd	0.27		CA	COM	Private	328 Successful Venture Ltd
33	8011 Leslie Rd	0.20		CA	COM	Private	Canada Mei Fu Jin Investment Ltd
34	8031 Leslie Rd	0.20		CA	COM	Private	RongXing Development Inc
35	8051 Leslie Rd	0.20		CA	COM	Private	A bert and Nina Schuss
36	8111 Leslie Rd	0.20		CA	COM	Private	Chi and Wai Choi
37	8151 Leslie Rd	0.20		CA	COM	Private	Julia Leung
38	8171 Leslie Rd	0.21	15.59	CA	COM	Private	10800 Enterprise Ltd

Attachment 2 / ABERDEEN – Existing Zoning & Property Ownership

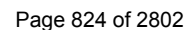
	Address	Area (acres)	Group Sum	Zoning	OCP	Public or Privately Owned	Owner
39	4700 No 3 Rd	0.53		CA	COM	Private	Bene (No 3) Development Ltd
40	4800 No 3 Rd	2.20		CA	COM	Private	Conway Richmond Ltd
41	8080 Leslie Rd	0.63		CA	COM	Private	Numerous Owners (Strata Common)
42	8140 Leslie Rd	0.37		CA	COM	Private	Stylianou Investments Ltd
43	8077 Alexandra Rd	0.71		CA	COM	Private	8077 Alexandra Holdings Inc
44	4811 Hazelbridge Way	0.97	5.42	CA	COM	Private	Marpole 88 Holdings Ltd
45	4940 No 3 Rd	3.60	3.60	Land Use Contract 040	COM	Private	HGL Investments Ltd

SUM

74.14



City of Vancouver - FOI File 2017-491



Note: Richmond's Aircraft Noise Sensitive Development (ANSI) Policy applies (OCP Schedule 1) throughout this Village.

2.2.3 Commercial

Richmond's City Centre has a strong base of retail, restaurant, hotel, office, entertainment, and related uses. As the City Centre grows, its commercial jobs are projected to more than double and adopt a more urban form.

New City Centre retail and hotel uses are already densifying and contributing to more pedestrian-friendly, transit-oriented streetscapes and amenities. However, office (which is key to the City Centre's densification and economic health) still favours the large floorplate, low-rise buildings and lower costs typical of suburban business parks.

Challenge/Opportunity

Businesses and their employees are beginning to look for cost-effective, high-amenity alternatives to remote business parks. The City Centre is well positioned to take advantage of this trend by building on its unique "gateway" and riverfront advantages, strong retail sector, housing growth, and the Canada Line and Richmond Oval.

Proposed Strategy

The establishment of a 145 ha (358 ac.) Commercial Reserve will be positioned to build on the City Centre's traditional No. 3 Road spine, and take advantage of the Canada Line, riverfront amenities, airport noise-related restrictions on housing.

This will be complemented by high-density mixed-use areas situated near transit and the river.

Key Commercial Areas Map

2017/05/08



Area	Commercial Reserve
	Central Business District (CBD) <ul style="list-style-type: none"> Predominantly medium- to high-density, mid- and high-rise office, retail, restaurant, arts, culture, and hospitality uses.
	Bridgeport Village <ul style="list-style-type: none"> Predominantly medium-density, mid- and high-rise, business, entertainment, hospitality, arts, and transportation hub uses.
	Highway Commercial <ul style="list-style-type: none"> Predominantly medium-density, mid- and high-rise, highway-oriented hotel, office, and limited retail uses.
Area	Mixed-Use Areas
	Mixed-Use Core <ul style="list-style-type: none"> Predominantly high-density, mid- and high-rise, mixed-use buildings with pedestrian-oriented commercial and related uses on the ground floor fronting public streets and open spaces.
	"Downtown Commercial District (C7)" Zone <ul style="list-style-type: none"> Existing pre-zoned, high-density, mixed-use area.

2.2.3(a) Encourage “Office-Friendly” Development Opportunities

With the construction of the Canada Line and Richmond Oval, plans for high-quality riverfront and housing development, and Richmond’s proximity to the airport and border – together with a shortage of office land in Vancouver’s core – the City Centre is well positioned to become the region’s next major office node.

To achieve this, Richmond must:

- attract major national and international tenants (which in turn will attract other tenants);
- distinguish itself from other regional town centres and the status quo of small tenancies and office park developments.

Challenge/Opportunity

The City Centre’s growing suite of amenities and Vancouver’s current land shortage are not enough to make the City Centre a magnet for major office tenants.

Major tenants require flexible, “office-friendly” development opportunities, including high-rise, large-floorplate buildings – but this is contrary to typical “pedestrian-friendly” development objectives for small-floorplate “point towers”.

Proposed Strategy

Encourage major office tenants to locate in the “Commercial Reserve”, where larger floorplate, high- and mid-rise buildings can best be designed in a way that will balance “office-friendly” and “pedestrian-friendly” objectives.

Key Office-Friendly Areas Map

Bylaw 8841
2013/02/12



- City Centre Boundary
- Canada Line
- Village Centre
- Garden City Lands (Further Study Required)
- Housing Restricted due to Aircraft Noise, Traffic & Other Impacts

Area	Designation	Maximum Permitted Density	Typical Maximum Building Height	Maximum Floorplate Above 25 m (82 ft.)*
	Commercial Reserve	3 FAR	35-45 m (115-148 ft.)	1,800 m ² (19,376 ft ²)
		Transit Station Site - To be determined	45 m (148 ft.)	
		3 FAR	35 m (115 ft.)	650 m ² (6,997 ft ²)
		3 FAR	25 m (82 ft.)	
		2 FAR	25 m (82 ft.)	
	Industrial Reserve - Limited Commercial	1.2 FAR, up to 50% office	25 m (82 ft.)	N/A
	Mixed-Use (Village Centre Bonus Area)	2-3 FAR, plus Non-Residential 1 FAR Bonus	45 m (148 ft.)	650 m ² (6,997 ft ²)

* No floorplate size limit for portions of non-residential buildings that do not exceed a height of 25 m (82 ft.).

Office-Friendly Checklist

1. Large, Flexible Site

Large blocks are subdivided by publicly-accessible streets and open spaces secured via legal agreement (not dedication) in order to provide pedestrian-friendly circulation and amenities, while maintaining development flexibility and density.

2. High-Density

Density bonussing, to a maximum of 3 floor area ratio (FAR), is permitted exclusively for office uses developed near No. 3 Road on sites measuring 4,000 m² (1 ac.) or larger.

3. High-Rise

Building heights of 35-45 m (115-148 ft.) are permitted in prominent locations near No. 3 Road, the Canada Line, and in a limited number of waterfront locations (e.g., at No. 3 Road and Cambie Road).

4. Larger Floorplates

Office floorplates are permitted to be:

- for portions of buildings above 25 m (82 ft.): One or more towers are permitted, provided that their combined floorplate area does not exceed 21% of the net development site area to a maximum of 1,800 m² (19,376 ft²);
- elsewhere: Unlimited.

5. Urban Streetscapes

Developments are encouraged to incorporate urban streetscape features, including:

- buildings close to the sidewalk;
- articulated streetwalls (e.g., punched windows);
- parking concealed from view (e.g., below finished grade or within the building).

6. Pedestrian-Oriented Retail

Pedestrian-oriented retail uses are encouraged at grade along most public street and open space frontages.

7. Green Building Design

LEED Silver required typically.



3.2.4 Sub-Area A.4

Commercial Reserve - Mid- to High-Rise

Bylaw 8841
2013/02/12



This sub-area is intended for **medium- to high-density, mid- and high-rise commercial** purposes, including street-oriented retail, restaurants, entertainment, office, education, and related uses. In addition:

- Bridgeport Village is intended to be strongly airport related (e.g., hotel, international trade) and is part of the Richmond Arts District (e.g., artists' studios, creative industries, galleries);
- Aberdeen Village, near the river and the Canada Line station, is intended to be a cultural focus for the Richmond Arts District.

Predominant Land Use:

- *Commercial*

Key Land Use Restrictions:

- *No aircraft noise sensitive uses, as per City policy*

Maximum Net Density:

- 2.0 - 3.0 FAR

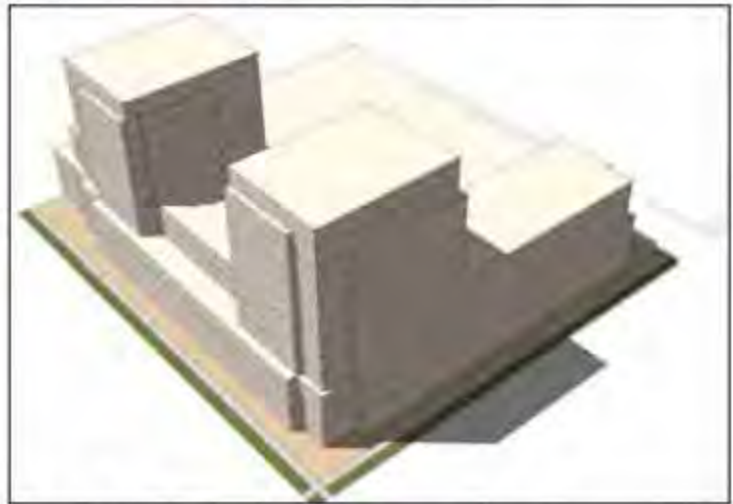
Maximum Typical Height:

- 25 - 45 m (82 - 148ft.)

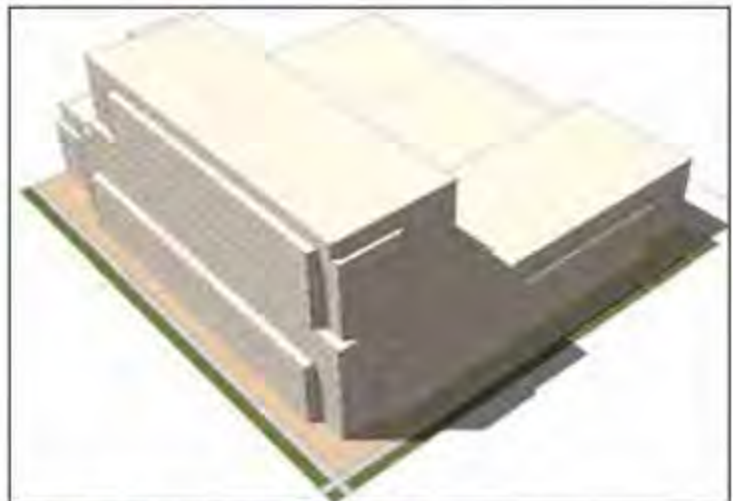
Sub-Area A.4



Two possible massing options at 3.0 FAR:



650 m² (6,997 ft²) hotel or office tower floorplate.



1,800 m² (19,375 ft²) office tower floorplates.

Sub-Area A.4: Commercial Reserve - Mid- to High-Rise	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> • Ground Floor: street-oriented retail, restaurant, and studio, except between Bridgeport Road and Sea Island where uses will typically be office and hotel. • Upper Floors: office, hotel, and education (except provincial kindergarten to grade 12 programs). • Parking: within the building and concealed from public view by non-parking uses.
B. Maximum City Block Size	<ul style="list-style-type: none"> • As defined by the Plan's proposed public street and pedestrian linkages networks, including: <ol style="list-style-type: none"> a) "green links" with a minimum width of 20 - 30 m (66 - 98 ft.), as per the Plan; b) additional lanes and mews to achieve a roughly 100 m (330 ft.) circulation grid.
C. Minimum Net Development Site Size	<ul style="list-style-type: none"> • As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.
D. Net Development Site Coverage	<ul style="list-style-type: none"> • 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages", "key street-end view plazas").
E. Maximum Building Height	<ul style="list-style-type: none"> • For 2 FAR or less: 25 m (82 ft.). • For greater than 2 FAR: varies as per the Plan, 25 - 45 m (82 - 148 ft.). • Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape.
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> • Maximum floorplate size: 650 m² (6,997 ft²), but office floorplates may be larger as per the Plan. • Minimum tower spacing: 35 m (115 ft.) typically, but 24 m (79 ft.) in some areas as per the Plan.
G. Habitable Floor Elevation	<ul style="list-style-type: none"> • Minimum: typically 2.9 m (9.5 ft.) geodetic but, higher along the riverfront and lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.
H. Minimum Setbacks	<ul style="list-style-type: none"> • For buildings and parking (may vary with the preferred frontage treatment): <ol style="list-style-type: none"> a) public street: 3 m (10 ft.) to the property line; b) publicly-accessible open space: 1.5 m (5 ft) to the boundary; c) interior side and rear yards: nil to the property line or lane right-of-way. • Notwithstanding the above, the "Canada Line Interface" setbacks should apply. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.
I. Build-to-Lines	<ul style="list-style-type: none"> • Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: <ol style="list-style-type: none"> a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road and "major green links"; b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys; c) at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry; d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades. • Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(A) Public Riverfront Views and (C) Distinctive Streetscape Views.
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> • For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront & Awning" (where grades allow), "Dual Walkway & Stramp", and "Terraced Units" (typically limited to Bridgeport Village). • Elsewhere: Varies, provided that adequate disabled access can be provided.
K. Landscape Considerations	<ul style="list-style-type: none"> • Along site frontages, provide some combination of large-growing street trees, together with other trees (e.g., evergreens) and pedestrian-oriented landscape features (e.g., seating, public art). • Terraces along street frontages should be simple, high-quality designs that create an engaging, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities. • "Major green links" designed to have a park-like character and incorporate a diversity of passive and active recreational amenities, together with vehicular access as required, public art, etc. • No driveways, parking, or passenger pick up areas permitted between the building and the street.
L. Built Form Considerations	<ul style="list-style-type: none"> • Buildings should typically be mid-rise, streetwall buildings and towers characterized by: <ol style="list-style-type: none"> a) "heavy" bases (e.g., punched windows, masonry) and lighter, glassier upper floors; b) "human-scaled streetscapes" (e.g., concealed parking, articulated building facades); c) towers of varying heights and forms including: <ul style="list-style-type: none"> - point towers (typically hotels and/or near Cambie Road) with small floorplates; - slab-shaped office towers with large floorplates, typically oriented perpendicular to the fronting major street or thoroughfare (e.g., No. 3 Road); - terraced or stepped tower forms; d) attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces). • Architectural character (supported by materials, landscape elements, etc.) should vary: <ol style="list-style-type: none"> a) Bridgeport Village: a casual, edgy, urban-industrial aesthetic and fine-grained network of intimate (e.g., narrow) streets and pedestrian walkways incorporating public art and lined with visually engaging and distinctive artists' studios, galleries, restaurants, etc.; b) Aberdeen Village: a sophisticated, urban shopping and business district, the signature of which is its extensive network of large, high-quality, public open spaces, special event venues, major cultural amenities, and distinctive commercial and festive lighting.

Multiple Lot Development at 7760 – 7840 River Road

- Pre-application (Note: All area calculations are approximate)
- Proposed Mixed Use including Hotel, Commercial (Retail/Restaurant) and Office
- Residential uses are prohibited
- Proposal complies with existing CCAP policy with respect to:
 - 3.0 FAR maximum density calculated on Net Development Site Area*
 - 35 m maximum height or as permitted by Transport Canada, whichever is less
 - City Centre “Parking Zone 1” rates less 10% for transportation demand management measures
- No proposed on-site community amenity space (Cash-in-lieu contribution recommended)
- Dike, road, and utility improvements required to be undertaken by the developer
- Public art contribution as per standard City policy

* Net Development Site Area excludes road dedications & is used for purposes of floor area calculation

Net Site Area	Total Floor Area ^A	Hotel ^A	Commercial ^A	Office ^A
10,052 m ²	30,500 m ²	19,062 ft ²	1,436 m ²	10,002 m ²
108,203 ft ²	328,296 ft ²	205,184 ft ²	15,457 ft ²	107,655 ft ²
Approx.	3.0 FAR	1.9 FAR	0.1 FAR	1.0 FAR

^A Excludes parking & other areas exempted from FAR, including stairwells, mechanical, etc.



Single Lot Development at 4700 No 3 Road

- Rezoning application (Note: All area calculations are approximate)
- Proposed Mixed Use including Commercial and Office
- Residential uses are prohibited
- Proposed CCAP amendment to increase the maximum density from 3.0 FAR to 3.5 FAR, calculated on Net Development Site Area*
- Proposal complies with existing CCAP policy with respect to:
 - 35 m maximum height or as permitted by Transport Canada, whichever is less

- City Centre “Parking Zone 1” rates less 10% for transportation demand management measures
- No proposed on-site community amenity space (Cash-in-lieu contribution recommended)
- Road and utility improvements required to be undertaken by the developer
- Public art contribution as per standard City policy

* Net Development Site Area excludes road dedications & is used for purposes of floor area calculation

Net Site Area	Total Floor Area ^A	Commercial ^A	Office ^A
2,081.5 m ²	7,285 m ²	1,388 m ²	5,897 m ²
22,405 ft ²	78,415.5 ft ²	14,937 ft ²	63,478.5 ft ²
Approx.	3.5 FAR	0.67 FAR	2.83 FAR

^A Excludes parking & other areas exempted from FAR, including stairwells, mechanical, etc.



APPENDIX 2

PROPOSED SITE: LANSDOWNE

APPENDIX 3

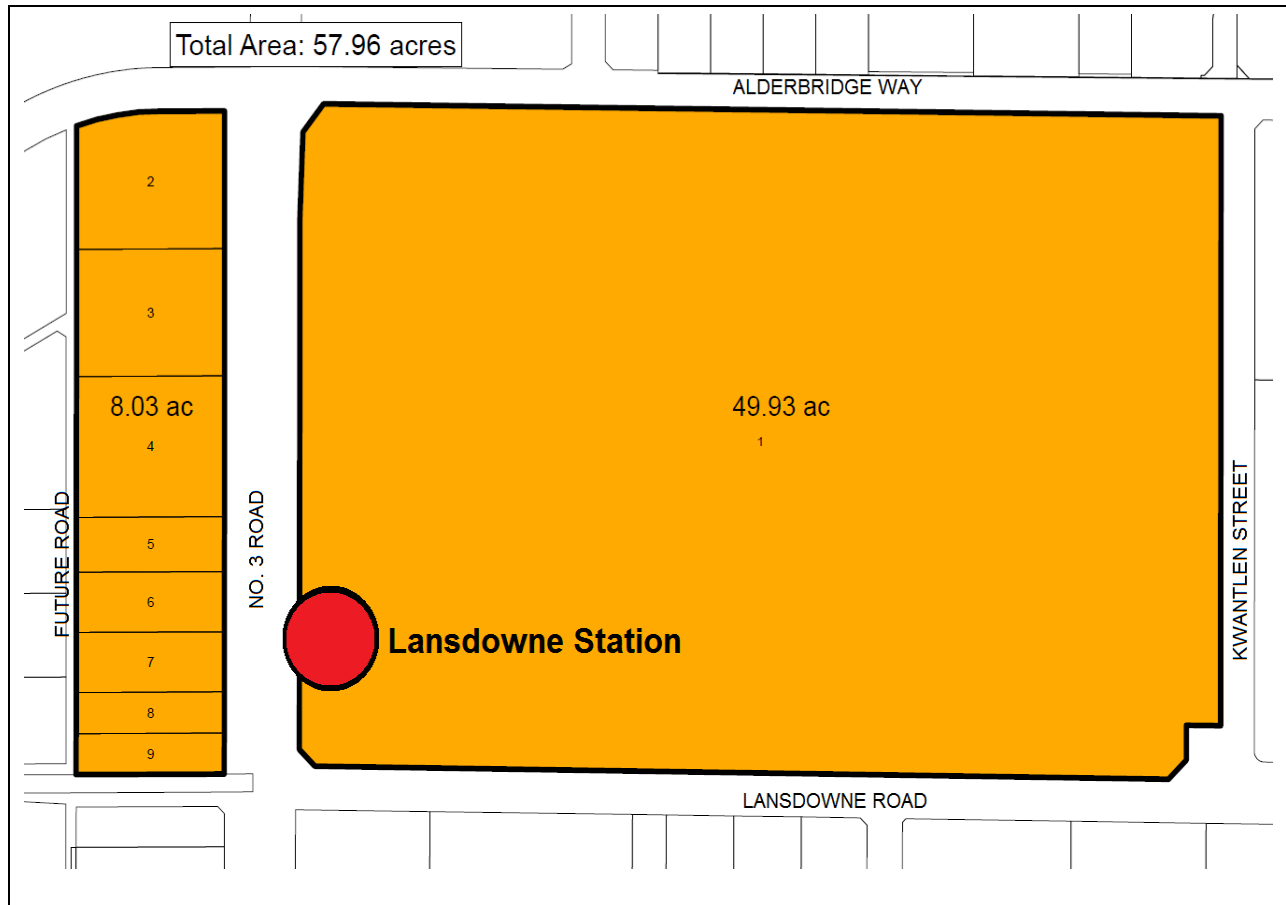
SITE 3: LANSDOWNNE

17.	OCP Designation	<ul style="list-style-type: none"> • “Mixed Use” – Those areas of the City that provide for residential, commercial, industrial, office and institutional uses. • “Downtown Mixed Use” – High-rise, high density “Mixed Use” areas. • “Park” – Those areas of the City where the principal use is public or private recreation, sports, public open space and natural areas, which may include recreational/social/cultural facilities and activities.
18.	City Centre Area Plan (CCAP) Vision	<p>A zone of high-density, high-rise, mixed commercial/residential uses, comprising:</p> <ul style="list-style-type: none"> • A vibrant, urban shopping and dining precinct; • High-rise office, hotel, and multi-family housing transitioning to lower-rise development away from No. 3 Road; and • A major community amenity, major park, and outdoor event venue; and • A civic promenade along Lansdowne Road linking the Canada Line with Kwantlen Polytechnic University and the Garden City Lands agricultural park on the east and the river and Richmond Olympic Oval on the west.
19.	City Centre Area Plan (CCAP) Designation	<p>“Urban Centre T5 (25 m)”, “Urban Core T6 (45 m) & “Village Centre Bonus”, generally permitting:</p> <ul style="list-style-type: none"> • Within +/-200 m of No. 3 Road – Mixed residential/commercial uses to a maximum density of 4.0 FAR and 45 m high, generally including street-oriented, pedestrian-friendly retail/restaurant at grade with office, residential, and/or hotel above. • Elsewhere - Mixed residential/commercial uses to a maximum density of 2.0 FAR and 25 m high. Stand-alone office permitted.
20.	Existing Zoning	<p>Typically “Auto-Oriented Commercial (CA)” zone, permitting:</p> <ul style="list-style-type: none"> • Hotel to a maximum density of 1.5 FAR; or • Other commercial uses to a maximum density of 0.5 FAR.
21.	Existing Uses	Typically low-density shopping malls & strip retail, limited office uses & vacant land
22.	Gross Area	57.96 ac comprised of 9 lots, which will be consolidated/subdivided on a development-by-development basis to create a smaller, more walkable grid and enhanced pedestrian and cycling connectivity with transit and the riverfront
23.	Potential Development	Approximately 5.8 million ft ² (540,000 m ²) maximum, based on full build-out of the subject area. Of this, current OCP policy permits 100% non-residential uses, but 15% is proposed by in-stream developments.
24.	In-Stream Development	<ul style="list-style-type: none"> • Property #1: Mixed hotel/office/retail development at 5300 No. 3 Road (OCP amendment application) • Property #2 - #4: Mixed residential/retail development at 7960 Alderbridge Way & 5333-5411 No. 3 Road (Rezoning application) • Property #6- #9: Mixed office/residential/retail development at 5591-5671 No. 3 Road (Rezoning application)

Attachments:

- 18) Location Map & Site Areas
- 19) Existing Zoning & Property Ownership
- 20) OCP / 2041 Land Use Map (Excerpt)
- 21) OCP / City Centre Area Plan (CCAP) Specific Land Use Map
- 22) OCP / City Centre Area Plan (CCAP) Commercial Policy
- 23) OCP / City Centre Area Plan (CCAP) Sub-Area Development Permit Guidelines
- 24) In-Stream Development: Property #1 (OCP amendment application)
- 25) In-Stream Development: Property #2 - #4 (Rezoning application)
- 26) In-Stream Development: Property #6- #9 (Rezoning application)

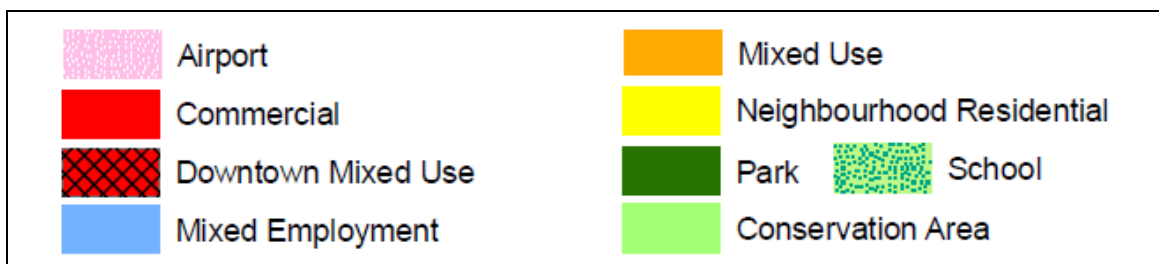
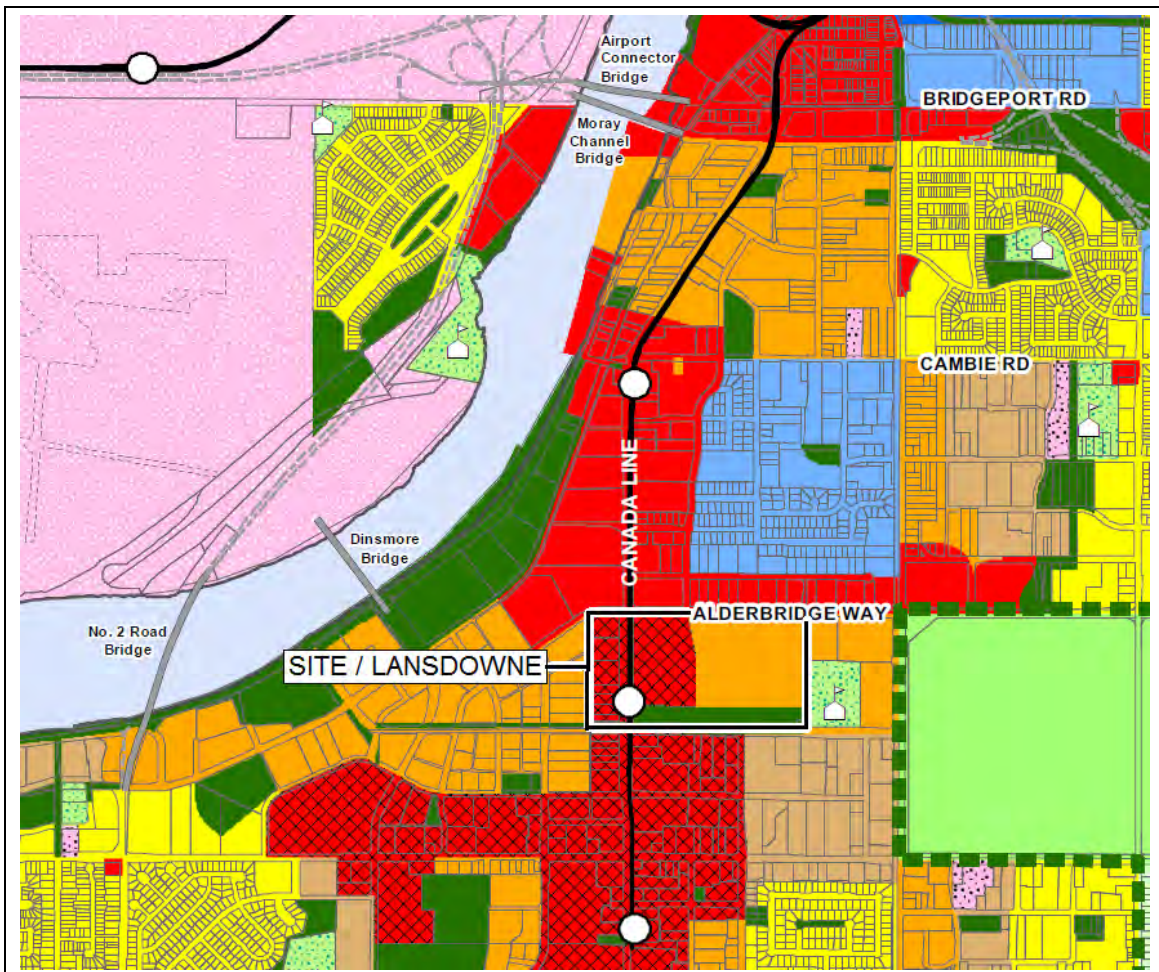
Attachment 1 / LANSDOWNE – Location Map & Site Areas



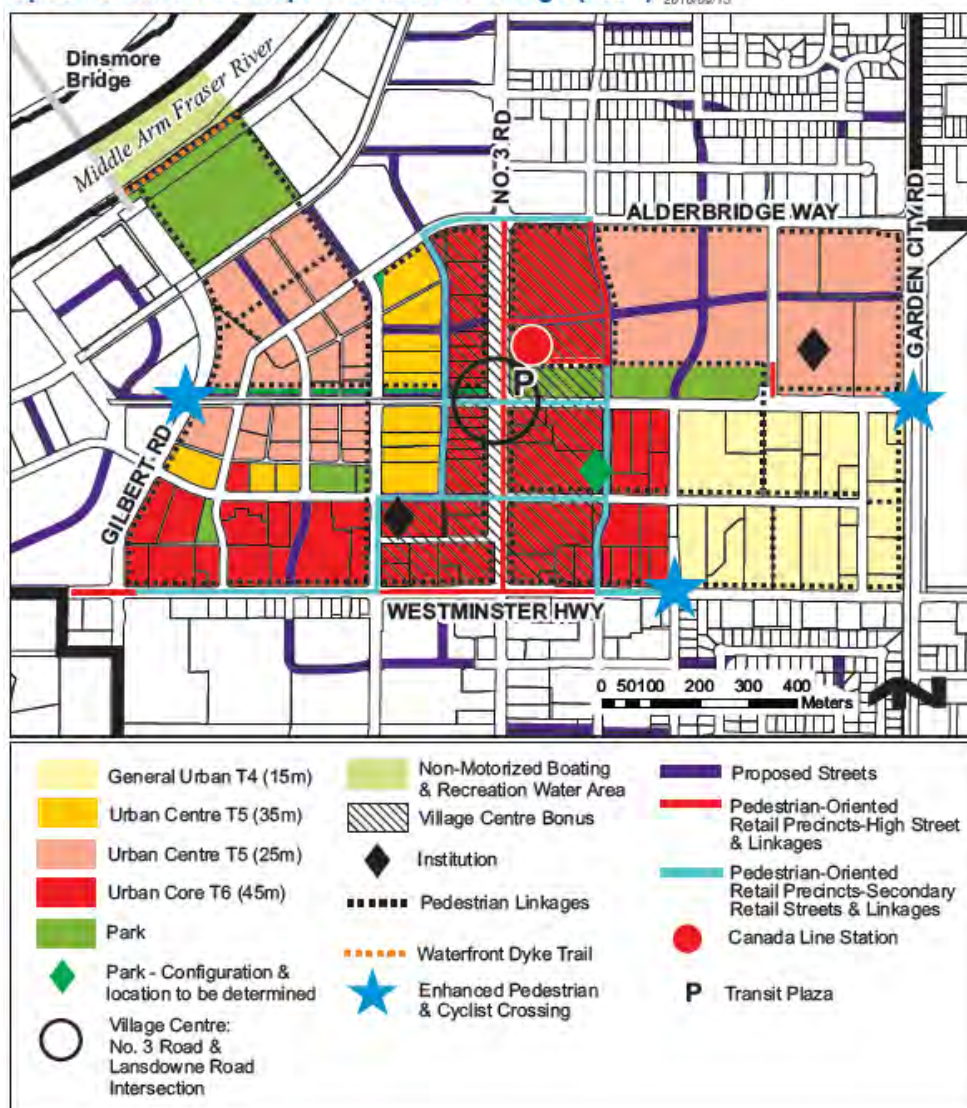
Attachment 2 / LANSDOWNE – Existing Zoning & Property Ownership

	Address	Area (acres)	Zoning	OCP	Public or Privately Owned	Owner
1	5300 No 3 Rd	49.93	CA	PARK, DTMU	Private	Vanprop Investments LTD
2	7960 Alderbridge Way	1.64	CA	DTMU	Private	UEM Sunrise (Canada) Alderbridge LTD.
3	5333 No 3 Rd	1.54	CA	DTMU	Private	UEM Sunrise (Canada) Alderbridge LTD.
4	5411 No 3 Rd	1.72	CA	DTMU	Private	UEM Sunrise (Canada) Alderbridge LTD.
5	5551 No 3 Rd	0.67	CA	DTMU	Private	1069631 BC LTD
6	5591 No 3 Rd	0.73	CA	DTMU	Private	Progressive Construction LTD
7	5631 No 3 Rd	0.73	ZC9	DTMU	Private	Progressive Construction LTD
8	5651 No 3 Rd	0.5	CA	DTMU	Private	Litke Devpt Corp
9	5671 No 3 Rd	0.5	CA	PARK, DTMU	Public and Private	City of Richmond and Richmond Centre for Disabilities

SUM 57.96



Specific Land Use Map: Lansdowne Village (2031)

Bylaws 8427 & 8516
2010/09/13

Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density	
Urban Centre (T5) Urban Core (T6)		Urban Centre (T5)	Urban Core (T6)
<ul style="list-style-type: none"> Residential permitted. Overlays: <ol style="list-style-type: none"> Institution; Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: <ol style="list-style-type: none"> Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area; Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village's designated Village Centre. 	<ul style="list-style-type: none"> Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: <ol style="list-style-type: none"> for Pedestrian-Oriented Retail Precincts – "High Streets & Linkages": Not permitted; for Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages": Live/Work Dwellings. Hotel Office Retail Trade & Services Restaurant Neighbourhood Pub Institutional Use Recreation Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) Community Use Accessory Uses 	<ul style="list-style-type: none"> For Non-Residential Uses: 2.0. For Residential and Mixed Uses including Residential: <ol style="list-style-type: none"> base: 1.2; Affordable Housing Bonus: 0.8. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes. 	<ul style="list-style-type: none"> For Non-Residential Uses: 3.0. For Residential and Mixed Uses including Residential: <ol style="list-style-type: none"> base: 2.0; Affordable Housing Bonus: 1.0. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City.

Note: Richmond's Aircraft Noise Sensitive Development (ANSI) Policy applies (OCP Schedule 1) throughout this Village.

2.2.3 Commercial

Richmond's City Centre has a strong base of retail, restaurant, hotel, office, entertainment, and related uses. As the City Centre grows, its commercial jobs are projected to more than double and adopt a more urban form.

New City Centre retail and hotel uses are already densifying and contributing to more pedestrian-friendly, transit-oriented streetscapes and amenities. However, office (which is key to the City Centre's densification and economic health) still favours the large floorplate, low-rise buildings and lower costs typical of suburban business parks.

Challenge/Opportunity

Businesses and their employees are beginning to look for cost-effective, high-amenity alternatives to remote business parks. The City Centre is well positioned to take advantage of this trend by building on its unique "gateway" and riverfront advantages, strong retail sector, housing growth, and the Canada Line and Richmond Oval.

Proposed Strategy

The establishment of a 145 ha (358 ac.) Commercial Reserve will be positioned to build on the City Centre's traditional No. 3 Road spine, and take advantage of the Canada Line, riverfront amenities, airport noise-related restrictions on housing.

This will be complemented by high-density mixed-use areas situated near transit and the river.

Key Commercial Areas Map

2017/05/08



Area	Commercial Reserve
	Central Business District (CBD) <ul style="list-style-type: none"> Predominantly medium- to high-density, mid- and high-rise office, retail, restaurant, arts, culture, and hospitality uses.
	Bridgeport Village <ul style="list-style-type: none"> Predominantly medium-density, mid- and high-rise, business, entertainment, hospitality, arts, and transportation hub uses.
	Highway Commercial <ul style="list-style-type: none"> Predominantly medium-density, mid- and high-rise, highway-oriented hotel, office, and limited retail uses.
Area	Mixed-Use Areas
	Mixed-Use Core <ul style="list-style-type: none"> Predominantly high-density, mid- and high-rise, mixed-use buildings with pedestrian-oriented commercial and related uses on the ground floor fronting public streets and open spaces.
	"Downtown Commercial District (C7)" Zone <ul style="list-style-type: none"> Existing pre-zoned, high-density, mixed-use area.

2.2.3(a) Encourage “Office-Friendly” Development Opportunities

With the construction of the Canada Line and Richmond Oval, plans for high-quality riverfront and housing development, and Richmond’s proximity to the airport and border – together with a shortage of office land in Vancouver’s core – the City Centre is well positioned to become the region’s next major office node.

To achieve this, Richmond must:

- attract major national and international tenants (which in turn will attract other tenants);
- distinguish itself from other regional town centres and the status quo of small tenancies and office park developments.

Challenge/Opportunity

The City Centre’s growing suite of amenities and Vancouver’s current land shortage are not enough to make the City Centre a magnet for major office tenants.

Major tenants require flexible, “office-friendly” development opportunities, including high-rise, large-floorplate buildings – but this is contrary to typical “pedestrian-friendly” development objectives for small-floorplate “point towers”.

Proposed Strategy

Encourage major office tenants to locate in the “Commercial Reserve”, where larger floorplate, high- and mid-rise buildings can best be designed in a way that will balance “office-friendly” and “pedestrian-friendly” objectives.

Key Office-Friendly Areas Map

Bylaw 8841
2013/02/12



City Centre Boundary	Housing Restricted due to Aircraft Noise, Traffic & Other Impacts
Canada Line	
Village Centre	
Garden City Lands (Further Study Required)	

Area	Designation	Maximum Permitted Density	Typical Maximum Building Height	Maximum Floorplate Above 25 m (82 ft.)*
		3 FAR	35-45 m (115-148 ft.)	1,800 m ² (19,376 ft ²)
		Transit Station Site - To be determined	45 m (148 ft.)	
	Commercial Reserve	3 FAR	35 m (115 ft.)	
		3 FAR	25 m (82 ft.)	650 m ² (6,997 ft ²)
		2 FAR	25 m (82 ft.)	
	Industrial Reserve - Limited Commercial	1.2 FAR, up to 50% office	25 m (82 ft.)	N/A
	Mixed-Use (Village Centre Bonus Area)	2-3 FAR, plus Non-Residential 1 FAR Bonus	45 m (148 ft.)	650 m ² (6,997 ft ²)

* No floorplate size limit for portions of non-residential buildings that do not exceed a height of 25 m (82 ft.).

Office-Friendly Checklist

1. Large, Flexible Site

Large blocks are subdivided by publicly-accessible streets and open spaces secured via legal agreement (not dedication) in order to provide pedestrian-friendly circulation and amenities, while maintaining development flexibility and density.

2. High-Density

Density bonussing, to a maximum of 3 floor area ratio (FAR), is permitted exclusively for office uses developed near No. 3 Road on sites measuring 4,000 m² (1 ac.) or larger.

3. High-Rise

Building heights of 35-45 m (115-148 ft.) are permitted in prominent locations near No. 3 Road, the Canada Line, and in a limited number of waterfront locations (e.g., at No. 3 Road and Cambie Road).

4. Larger Floorplates

Office floorplates are permitted to be:

- for portions of buildings above 25 m (82 ft.): One or more towers are permitted, provided that their combined floorplate area does not exceed 21% of the net development site area to a maximum of 1,800 m² (19,376 ft²);
- elsewhere: Unlimited.

5. Urban Streetscapes

Developments are encouraged to incorporate urban streetscape features, including:

- buildings close to the sidewalk;
- articulated streetwalls (e.g., punched windows);
- parking concealed from view (e.g., below finished grade or within the building).

6. Pedestrian-Oriented Retail

Pedestrian-oriented retail uses are encouraged at grade along most public street and open space frontages.

7. Green Building Design

LEED Silver required typically.



3.2.8 Sub-Area B.4

Mixed Use - High-Rise Commercial & Mixed Use

Bylaw 8841
2013/02/12



This sub-area is intended primarily for **high-density, high-rise commercial and mixed-use development** in the form of towers with substantial streetwall bases and street-oriented retail uses on the ground floor fronting onto most City streets (as most are designated as Pedestrian-Oriented Retail Precincts).

Home Occupation, Home-Based Business Dwellings, and Live/Work Dwellings are encouraged throughout except on the ground floor along Pedestrian-Oriented Retail Precincts where commercial uses are preferred.

Predominant Land Use:

- *Mixed Residential/Commercial*
- *Commercial*

Key Land Use Restrictions:

- *Pedestrian-Oriented Retail Precinct designation requires small commercial units along designated frontages*

Maximum Net Density:

- *4.0 FAR*

Maximum Typical Height:

- *45 m (148 ft.)*

Sub-Area B.4

Possible massing at 3.0 FAR:



Three possible massing options at 4.0 FAR:



Sub-Area B.4: Mixed Use - High-Rise Commercial & Mixed Use	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> Ground Floor: street-oriented retail and restaurant in Pedestrian-Oriented Retail Precincts, together with office, hotel, studio, and street-oriented townhouses elsewhere. Upper Floors: office, hotel, and multiple-family residential. Parking: within the building and concealed from public view by non-parking uses.
B. Maximum City Block Size	As defined by the Plan's proposed public street and pedestrian linkages networks, together with lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.
C. Minimum Net Development Site Size	As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.
D. Net Development Site Coverage	90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages").
E. Maximum Building Height	45 m (148 ft.).
F. Towers - Above 25 m (82 ft.)	<ul style="list-style-type: none"> Maximum floorplate size: 850 m² (9,197 ft²). Minimum tower spacing: 24 m (79 ft.). The affected development site should satisfy the Plan's Minimum Tower Development Site Size.
G. Habitable Floor Elevation	Minimum: typically 2.9 m (9.5 ft.) geodetic but, lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.
H. Minimum Setbacks	<ul style="list-style-type: none"> For buildings and parking (may vary with the preferred frontage treatment): <ol style="list-style-type: none"> public street: 3 m (10 ft.) to the property line; publicly-accessible open space: 1.5 m (5 ft.) to the boundary; interior side and rear yards: nil to the property line or lane right-of-way. Notwithstanding the above, the "Canada Line Interface" setbacks should apply. Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.
I. Build-to-Lines	<ul style="list-style-type: none"> Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: <ol style="list-style-type: none"> typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road; establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys; at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry; handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades. Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(C) Distinctive Streetscape Views.
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront & Awning" (where grades allow) and "Dual Walkway & Stramp". For individual residential units: "Stoops & Porches". Elsewhere: varies, provided that adequate disabled access can be provided.
K. Landscape Considerations	<ul style="list-style-type: none"> Establish an attractive, urban character that can accommodate large pedestrian volumes, a wide variety of permanent and temporary/seasonal activities (e.g., lingering, socialization, special events, strolling, eating), and casual surveillance by fronting uses through features such as: <ol style="list-style-type: none"> broad sidewalks with high-quality pedestrian lighting, seating, and amenities; fronting terraces designed to create an engaging, multi-level streetscape supportive of a variety of uses (e.g., amphitheatre-like seating steps, dining, retail/cafe kiosks); large-growing street trees, display planting, public art, water features, etc. "Pedestrian linkages" should have a park-like character and incorporate recreational amenities; No driveways, parking, or passenger pick up areas permitted between the building and the street.
L. Built Form Considerations	<ul style="list-style-type: none"> Architectural character (supported by materials, landscape elements, etc.) should be typified by: <ol style="list-style-type: none"> "heavy" (e.g., masonry, punched windows), low-rise, streetwall buildings of 9 - 12 m (30 - 39 ft.) in height near the street with lighter, glassier upper floors set back; point and slab-shaped towers with small floorplates, low- and mid-rise podium bases forming "human-scaled streetscapes" (e.g., concealed parking, articulated building facades, weather protection), and intervening mid-rise terraced or stepped forms; small, landscaped plazas and mews passing through and between buildings (with or without a roof) to create a more human-scaled, urban environment, enhance the diversity of public spaces, and provide pleasant areas removed from vehicle traffic; attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces); usable/accessible green landscaping and passive and active recreation space on all low- and mid-rise flat roof areas (e.g., display planting, urban agriculture, sport courts).

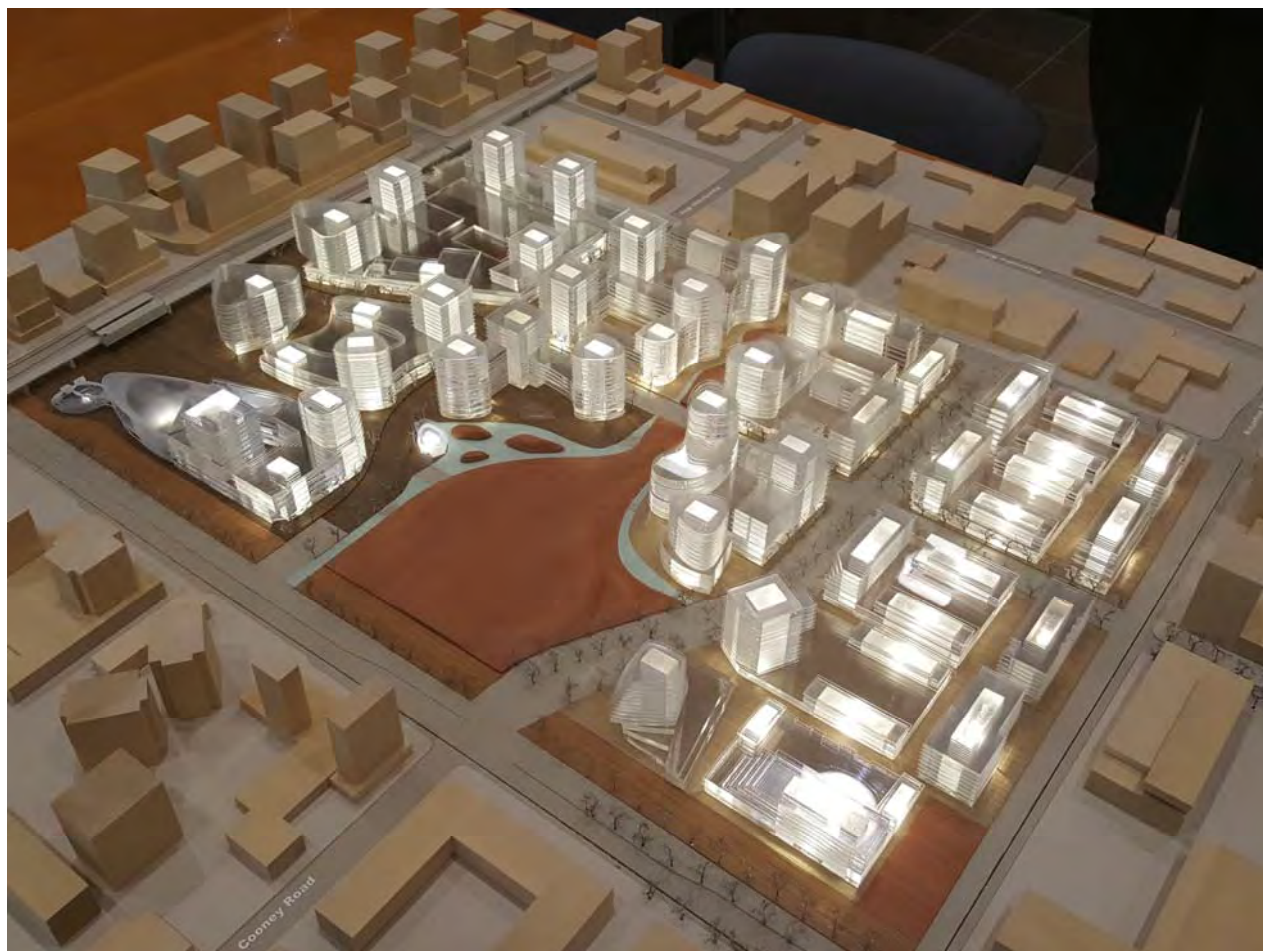
Single Lot Development at 5300 No. 3 Road

- OCP amendment application (Note: All area calculations are approximate)
- Proposed Mixed Use including Non-Residential (i.e. office, retail & restaurant) & Residential uses
- Note: The property is eligible for 100% Non-Residential uses at the developer's discretion.
- Proposed CCAP amendment to revise the distribution of road, park, tall buildings, and development parcels set out in the CCAP (without any change in density or buildable floor area)
- Proposal complies with existing CCAP policy with respect to:
 - Density (2.0 FAR - 4.0 FAR maximum) calculated on Net Development Site Area*
 - City Centre "Parking Zone 1 & 2" rates less 10% for transportation demand management measures
- On-site community amenity space required (Details to be confirmed through application review)
- Road, and utility improvements required to be undertaken by the developer
- Public art contribution as per standard City policy

* Net Development Site Area excludes road dedications & is used for purposes of floor area calculation

Net Site Area	Total Floor Area ^A	Non-Residential ^A	Residential ^A
134,735 m ²	419,568 m ²	69,097 m ²	350,471 m ²
1,450,275 ft ²	4,516,190 ft ²	743,753 ft ²	3,772,437 ft ²
Approx.	3.1 FAR	0.5 FAR	2.6 FAR

^A Excludes parking & other areas exempted from FAR, including stairwells, mechanical, etc.



Multiple Lot Development at 7960 Alderbridge Way & 5333 - 5411 No. 3 Road

- Rezoning application (Note: All area calculations are approximate)
- Proposed Mixed Use including Non-Residential (i.e. office, retail & restaurant) & Residential uses
- Note: The property is eligible for 100% Non-Residential uses at the developer's discretion.
- Proposal complies with existing CCAP policy with respect to:
 - 4.0 FAR calculated on Net Development Site Area*
 - 45 m maximum height (i.e. 47 m GSC)
 - City Centre "Parking Zone 1" rates less 10% for transportation demand management measures
- May include on-site community amenity space (To be confirmed through rezoning review)
- Road and utility improvements required to be undertaken by the developer
- Public art contribution as per standard City policy

* Net Development Site Area excludes road dedications & is used for purposes of floor area calculation

Net Site Area	Total Floor Area ^A	Non-Residential ^A	Residential ^A
20,648 m ²	82,592 m ²	4,557 m ²	61,910 m ²
222,250 ft ²	888,362 ft ²	221,948 ft ²	666,414 ft ²
Approx.	4.0 FAR	1.0 FAR	3.0 FAR

^A Excludes parking & other areas exempted from FAR, including stairwells, mechanical, etc.



Multiple Lot Development at 5591-5671 No. 3 Road

- Rezoning application (Note: All area calculations are approximate)
- Proposed Mixed Use including Non-Residential (i.e. office, retail & restaurant) & Residential uses
- Note: The property is eligible for 100% Non-Residential uses at the developer's discretion.
- Proposal complies with existing CCAP policy with respect to:
 - 4.0 FAR calculated on Net Development Site Area*
 - 45 m maximum height (i.e. 47 m GSC)
 - City Centre "Parking Zone 1" rates less 10% for transportation demand management measures
- May include on-site community amenity space (To be confirmed through rezoning review)
- Road and utility improvements required to be undertaken by the developer
- Public art contribution as per standard City policy

* Net Development Site Area excludes road dedications & is used for purposes of floor area calculation

Net Site Area	Total Floor Area ^A	Non-Residential ^A	Residential ^A
9,210 m ²	37,584 m ²	9,186 m ²	28,398 m ²
99,139 ft ²	396,543 ft ²	98,877 ft ²	305,674 ft ²
Approx.	4.0 FAR	1.0 FAR	3.0 FAR

^A Excludes parking & other areas exempted from FAR, including stairwells, mechanical, etc.



APPENDIX 4

AMENITIES: ALL SITES

Community Features & Amenities		Proximity	
	Site #1 / Bridgeport	Site #2 / Aberdeen	Site #3 / Lansdowne
Location	<ul style="list-style-type: none"> Designated for high density, office, hotel, retail & entertainment Riverfront "Gateway" to the airport 	<ul style="list-style-type: none"> Designated for Central Business District (CBD) development Fronting proposed riverfront park 	<ul style="list-style-type: none"> Centre of Richmond's City Centre
Transportation	<ul style="list-style-type: none"> 1 station within the site Regional bus exchange 	<ul style="list-style-type: none"> 1 station within the site 500 m to proposed station 	<ul style="list-style-type: none"> 1 station within the site 700 m to 2 existing stations
<ul style="list-style-type: none"> Transit 	<ul style="list-style-type: none"> 1 Vancouver- Richmond-YVR rapid transit station within the site Bus exchange co-located with rapid transit station for local services and regional services to Vancouver, Burnaby and south of Fraser River 300 m to station from proposed site 	<ul style="list-style-type: none"> 1 Vancouver- Richmond-YVR rapid transit station within the site 500 m to station from proposed site Site abuts regional and local bus services 	<ul style="list-style-type: none"> 1 Vancouver- Richmond-YVR rapid transit station within the site 700 m to 2 existing sites Site abuts regional and local bus services
<ul style="list-style-type: none"> Highways and Major Arterials 	<ul style="list-style-type: none"> Access to provincial highway system and major arterials within 250 m 	<ul style="list-style-type: none"> Access to provincial highway system and major arterials within 850 m Site abuts major arterials 	<ul style="list-style-type: none"> Access to provincial highway system and major arterials within 1,600 m Site abuts major arterials
<ul style="list-style-type: none"> Proximity to YVR 	<ul style="list-style-type: none"> 7 minutes by rapid transit 4,000 m by road 	<ul style="list-style-type: none"> 9 minutes by rapid transit (excluding transfer time) 4,600 m by road 	<ul style="list-style-type: none"> 11 minutes by rapid transit (excluding transfer time) 5,400 m by road
Post-secondary education			
<ul style="list-style-type: none"> Kwantlen Polytechnic University (KPU) 	<ul style="list-style-type: none"> 1,800 m from site 	<ul style="list-style-type: none"> 400m from site 	<ul style="list-style-type: none"> Site abuts KPU
<ul style="list-style-type: none"> Trinity Western University 	<ul style="list-style-type: none"> 2,200 m from site 	<ul style="list-style-type: none"> 500 m from site 	<ul style="list-style-type: none"> 250 m from site
<ul style="list-style-type: none"> BCIT Aerospace Technology Campus 	<ul style="list-style-type: none"> 950 m from site 	<ul style="list-style-type: none"> Across the river from the site 	<ul style="list-style-type: none"> 800 m from site
Public schools			
<ul style="list-style-type: none"> Elementary 	<ul style="list-style-type: none"> 3 within 1,000 m 	<ul style="list-style-type: none"> 5 within 1,500 m 	<ul style="list-style-type: none"> 5 within 1,500 m
<ul style="list-style-type: none"> Secondary 	<ul style="list-style-type: none"> 3 within 3,000 m 	<ul style="list-style-type: none"> 3 within 3,000 m 	<ul style="list-style-type: none"> 3 within 3,000 m
Park & public open space			
<ul style="list-style-type: none"> Existing City park space 	<ul style="list-style-type: none"> 685 ac with 3,000 m of the site 	<ul style="list-style-type: none"> 643 ac with 3,000 m of the site 	<ul style="list-style-type: none"> 818 ac with 3,000 m of the site
<ul style="list-style-type: none"> Riverfront (dike) walk 	<ul style="list-style-type: none"> Site abuts planned extension of Richmond's riverfront wa k 	<ul style="list-style-type: none"> Site abuts Richmond's riverfront walk 	<ul style="list-style-type: none"> 400 m
<ul style="list-style-type: none"> Major parks 	<ul style="list-style-type: none"> 7 ac riverfront park & wetlands planned within the site 	<ul style="list-style-type: none"> Site abuts a planned 37 ac riverfront park (Lulu Island Park) 	<ul style="list-style-type: none"> 10 ac park & major event space planned within the site
<ul style="list-style-type: none"> Pedestrian river crossing (proposed) 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Site abuts a proposed crossing 	<ul style="list-style-type: none"> N/A
<ul style="list-style-type: none"> Pedestrian friendly streetscapes <ul style="list-style-type: none"> Off-site contributions associated with new developments include extensive streetscape improvements, sidewalks, street furniture, bike facilities, rain gardens extensive landscaping and public art 	<ul style="list-style-type: none"> Ongoing in coordination with development 	<ul style="list-style-type: none"> Ongoing in coordination with development 	<ul style="list-style-type: none"> Ongoing in coordination with development

Recreation facilities			
<ul style="list-style-type: none"> Richmond Olympic Oval (Indoor multi-sport facility) 	<ul style="list-style-type: none"> 2,000 m 	<ul style="list-style-type: none"> 550 m 	<ul style="list-style-type: none"> 750 m
<ul style="list-style-type: none"> Community centres <ul style="list-style-type: none"> Existing: City Centre Community Centre at 5900 Minoru Blvd. - 28,000+ sq. ft. incl. fitness centre, multipurpose program spaces Planned, developer funded: City Centre Community Centre North – 32,000 sq. ft. – expected to open 2022 	<ul style="list-style-type: none"> 2,200 m to existing facility 180 m to future facility 	<ul style="list-style-type: none"> 500 m to existing facility 500 m to future facility 	<ul style="list-style-type: none"> 250 m to existing facility 1,500 to future facility
<ul style="list-style-type: none"> Swimming pools <ul style="list-style-type: none"> Existing: 2 city-wide pool facilities; Minoru Aquatic Centre and Watermania Minoru Aquatic Centre to be replaced within same proximity in 2018 with Minoru Centre for Active Living, a multipurpose complex that incl. 2 – 25 metre pools and a large leisure pool 	<ul style="list-style-type: none"> 1 within 3,100 m 	<ul style="list-style-type: none"> 1 within 1,300 m 	<ul style="list-style-type: none"> 1 within 1,100 m
<ul style="list-style-type: none"> Skating rinks <ul style="list-style-type: none"> 10 sheets of ice between 3 ice rinks (Richmond Olympic Oval – 2 sheets; Minoru Arenas – 2 sheets; Richmond Ice Centre – 6 sheets) 	<ul style="list-style-type: none"> 1 within 2,000 m 	<ul style="list-style-type: none"> 1 within 550 m 	<ul style="list-style-type: none"> 1 within 750 m
<ul style="list-style-type: none"> Curling rink 	<ul style="list-style-type: none"> 2,100 m 	<ul style="list-style-type: none"> 400 m 	<ul style="list-style-type: none"> 600 m
<ul style="list-style-type: none"> John M.S. Lecky UBC Boathouse i.e. rowing, paddling, dragon boating) 	<ul style="list-style-type: none"> 1,600 m 	<ul style="list-style-type: none"> Within the proposed riverfront park abutting the site 	<ul style="list-style-type: none"> 600 m
<ul style="list-style-type: none"> Tennis Courts <ul style="list-style-type: none"> 52 city-wide 	<ul style="list-style-type: none"> 3 within City Centre area 	<ul style="list-style-type: none"> 3 within City Centre area 	<ul style="list-style-type: none"> 3 within City Centre area
<ul style="list-style-type: none"> Sports fields <ul style="list-style-type: none"> Sand/ clay grass fields Artificial turf fields (4) 	<ul style="list-style-type: none"> 61 ha city-wide 	<ul style="list-style-type: none"> 61 ha city-wide 	<ul style="list-style-type: none"> 61 ha city-wide
<ul style="list-style-type: none"> Outdoor track 	<ul style="list-style-type: none"> 1 within 3,100 m 	<ul style="list-style-type: none"> 1 within 3,100 m 	<ul style="list-style-type: none"> 1 within 3,100 m
Arts & cultural facilities			
<ul style="list-style-type: none"> Richmond Arts District (RAD) 	<ul style="list-style-type: none"> Site within the RAD 	<ul style="list-style-type: none"> Site partly within the RAD 	<ul style="list-style-type: none"> N/A
<ul style="list-style-type: none"> Theatre 	<ul style="list-style-type: none"> 1 within 3,000 m 	<ul style="list-style-type: none"> 1 within 1,100 m 	<ul style="list-style-type: none"> 1 within 1,000 m
<ul style="list-style-type: none"> Library & cultural centre <ul style="list-style-type: none"> Arts Centre Richmond Art Gallery Richmond Media Lab Richmond Museum 	<ul style="list-style-type: none"> 1 within 3,100 m 	<ul style="list-style-type: none"> 1 within 1,300 m 	<ul style="list-style-type: none"> 1 within 1,100 m
<ul style="list-style-type: none"> Designated parade route 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Within the site 	<ul style="list-style-type: none"> Within the site
<ul style="list-style-type: none"> Proposed facilities (e.g., museum, arts centre, library) 	<ul style="list-style-type: none"> 1 within the site 	<ul style="list-style-type: none"> 1 within the site 	<ul style="list-style-type: none"> 1 within the site
<ul style="list-style-type: none"> Public art 	<ul style="list-style-type: none"> 57 artworks installed in City Centre 76 artworks in progress in City Centre 1% of construction cost to fund future 	<ul style="list-style-type: none"> 57 artworks installed in City Centre 76 artworks in progress in City Centre 	<ul style="list-style-type: none"> 57 artworks installed in City Centre 76 artworks in progress in City Centre

	<ul style="list-style-type: none"> artworks with Civic facilities 0.5% of construction cost to fund future private development artworks 	<ul style="list-style-type: none"> 1% of construction cost to fund future artworks with Civic facilities 0.5% of construction cost to fund future private development artworks 	<ul style="list-style-type: none"> 1% of construction cost to fund future artworks with Civic facilities 0.5% of construction cost to fund future private development artworks
<ul style="list-style-type: none"> Artist studios / Work-only affordable (income tested) 	<ul style="list-style-type: none"> 4 proposed in RAD (Capstan Village) 	<ul style="list-style-type: none"> 4 proposed in RAD (Capstan Village) 	<ul style="list-style-type: none"> 4 proposed in RAD (Capstan Village)
<ul style="list-style-type: none"> Artist studios / Residential affordable (income tested) 	<ul style="list-style-type: none"> 37 within RAD (Capstan Village) 	<ul style="list-style-type: none"> 37 within RAD (Capstan Village) 	<ul style="list-style-type: none"> 37 within RAD (Capstan Village)
Entertainment			
<ul style="list-style-type: none"> Casino 	<ul style="list-style-type: none"> Abuts the site 	<ul style="list-style-type: none"> Within 1,100 m 	<ul style="list-style-type: none"> Within 1,900 m
<ul style="list-style-type: none"> Shopping/restaurant node 	<ul style="list-style-type: none"> Proposed within the site 	<ul style="list-style-type: none"> Existing within the site 	<ul style="list-style-type: none"> Existing within the site
Child care spaces			
	<ul style="list-style-type: none"> Existing: 68 facilities with 1,731 licenced spaces within or abutting the site <ul style="list-style-type: none"> City Centre – 51 facilities/1,465 licenced spaces West Cambie – 13 facilities/211 licenced spaces Bridgeport – 4 facilities/55 licenced spaces Proposed: a 61 space child care facility in the Parc Riviera development is under DP review 	<ul style="list-style-type: none"> Existing: 51 facilities with 1,465 licenced spaces within or abutting the site (City Centre) Proposed: Pinnacle development incl. early childhood development hub that will include up to 77 spaces of child care and other child development and family strengthening services. [DP is approved with conditions timing for build out will be driven by market take up of residential units – maybe 2020/2021]. 	<ul style="list-style-type: none"> Existing: 51 facilities with 1,465 licenced spaces within or abutting the site (City Centre) Proposed: may be an opportunity for a City amenity as part of the Lansdowne Mall redevelopment - potential for some child care spaces on this site. Diana Nikolic is the planner for the project [50 acre site at the master plan stage].
Affordable housing			
	<ul style="list-style-type: none"> 487 LEMR units secured city-wide <ul style="list-style-type: none"> Approx. 140 existing Approx. 347 in development phase 	<ul style="list-style-type: none"> 487 LEMR units secured city-wide <ul style="list-style-type: none"> Approx. 140 existing Approx. 347 in development phase 	<ul style="list-style-type: none"> 487 LEMR units secured city-wide <ul style="list-style-type: none"> Approx. 140 existing Approx. 347 in development phase