



CITY OF RICHMOND
URBAN DEVELOPMENT DIVISION

REPORT TO COMMITTEE

TO: Planning Committee **DATE:** April 13, 2000
FROM: Joe Erceg **FILE:** RZ 99-163044
 Manager, Development Applications
RE: **Application by Tomizo Yamamoto Architect Inc. for Rezoning at 13020 No. 2 Road from Light Industrial District (I2) to Comprehensive Development District (CD/112)**

STAFF RECOMMENDATION

That Bylaw No. 7087, for the rezoning of 13020 No. 2 Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/112)", be introduced and given first reading.

Joe Erceg
Manager, Development Applications

JE:dcb
Att. 2

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Fire Rescue.....	Y <input type="checkbox"/> N <input type="checkbox"/>	<div style="border-bottom: 1px solid black; height: 20px; width: 100%;"></div>
Parks Design, Construction & Programs....	Y <input type="checkbox"/> N <input type="checkbox"/>	

STAFF REPORT

ORIGIN

The application by Tomizo Yamamoto Architect Inc. requests a rezoning at 13020 No. 2 Road from Light Industrial District (I2) to a Comprehensive Development District (CD/112) in order to construct two 3 storey buildings containing retail or office and residential uses. A portion of the units are proposed for live-work.

This application was previously considered by Planning Committee on March 7, 2000, and **referred back to staff for review of the parking standards** for the site. Staff have completed their review of the parking standards and worked with the applicant to revise their proposal accordingly. **The changes are reflected and underlined in the following report.**

PROJECT VISION

The applicant's vision for this site is that a mixed commercial/residential structure would be constructed along No. 2 Road providing for 573.66 m² (6,175.00 ft.²) of commercial operations at grade and 10 multi-family residential units above. In a second building to the east of the first, 15 multi-family units would be built, 13 of which would contain a studio-office component of approximately 28.68 m² (308.69 ft.²) on the first floor. An open space amenity area of approximately 253.62 m² (2730.00 ft.²) would also be provided with pedestrian connections to a future trail along the former rail line to the north. The applicant anticipates that the likely commercial uses in the building fronting No. 2 Road will include a small corner grocery store and service-oriented businesses for neighbouring residences.

FINDINGS OF FACT

ITEM	EXISTING	PROPOSED
Owner	London Warehouses Ltd.	Same
Applicant	Tomizo Yamamoto Architect Inc.	Same
Site Size	4654.29 m ² (50,100.00 ft ²) (1.15 ac)	Same
Land Uses	Residential	Mixed Use (Commercial / Office and Residential – some units with a studio-office component)
OCP Designation	Mixed Use	Same
Area Plan Designation	Mixed Use (Commercial-Industrial with Residential & Office Above)	Same
Zoning	Light Industrial District (I2)	Comprehensive Development District (CD/112)

The subject site is located in the London-Princess area of Steveston in quarter sections 7 and 18 of 3-6 (see **Attachment 1**). The site abuts the former CN Rail line, now a City owned greenbelt, to the north which itself lies along the southern edge of the agricultural lands to the

north and east. The Agricultural Land Reserve (ALR) boundary abuts the northern edge of the former CN Rail line. A recently constructed industrial building lies immediately to the south currently containing uses such as a dance school and a cafe. To the west, and across No. 2 Road, are single family residences and lands used and associated with the fishing industrial area.

Two rights-of-way exist on the subject property:

- a) A 3 m (9.84 ft.) wide Right-of-Way (ROW) accommodating a sanitary force main, and;
- b) A 1.5 m (4.92 ft.) wide ROW accommodating a sanitary sewer line.

RELATED POLICIES & STUDIES

The recently adopted Steveston Area Plan proposes that the industrial lands between No. 2 Road and Princess Street undergo a transition over time from a strictly industrial area to a mixed use industrial-commercial area which would also accommodate residential and/or office uses above grade. The intent is to allow for a broader range of uses and thereby improve the viability of the area for supporting locally oriented business uses.

The Steveston Area Plan also provides a complete set of design guidelines for the "London Landing Character Area" which would apply to the subject site. One notable element in these guidelines is a requirement for properties facing the existing farmland to the north to provide a landscape buffer in the form of a hedgerow.

Indirectly related to this proposal, Minutes from Council's October 26th, 1998, meeting show in part the following motions were adopted with regard to trail options between No. 2 Road and Garden City Road:

1. *That no further action be taken to proceed with the trail options and proposed public process for the former Canadian National Rail Right-of-Way between No. 2 Road and Garden City Road because of the objections of the Farmer's Institute; and*
2. *That staff report to the Community Services Committee on more appropriate options, such as the use of (i) the Princess Street/London Landing area when that area is developed, (ii) the GVRD/City area, and (iii) the area located south of the dyke in the area of the paper plant.*

STAFF COMMENTS

a. Land Use – Area Planner

The proposal conforms with the Steveston Area Plan. The rezoning should be based upon a comprehensive development district in order to control aspects such as setbacks and provision of a sidewalk feature along No. 2 Road, lot coverage, enforcement of the live-work components, open space amenity, etc.

This property is situated in the mixed use portion of the London-Princess area. Over time the area will undergo transition from strictly industrial uses. The onus should be on the residential components to ensure that conflicts with industrial uses are minimized. This may require the employment of construction technologies in new developments to attenuate noise, for example.

Some aspects, such as those mentioned above, will require closer scrutiny during the development permit review. Contributions for both the London Princess "town square" and public art in the area should be sought.

b. Land Use - Social Planning

The plan should take into consideration the parking requirements for the studio/home offices. Visitor access to the units above grade and to the ground floor studio units should be provided in the design. The courtyard should be designed to be useable as an amenity space for the residential units. The project design should also take advantage of the views, location, and character of the Steveston area.

c. Land Use – Public Art

It is recommended that the applicant contribute \$20,000 to the City's Public Art Reserve. These funds with additional funds from other development proposals in the area, and/or the City's Public Art Reserve contributions, would be used to develop a public art project as part of the area's public square, park or amenity area. This artwork could be in the form of artist surface treatments, seating area, specialized light, signage, etc. It is envisioned that the artwork would be functional as well as presenting artistic interest and area identity. The applicant, their designated representative or premise occupier, would be invited to participate in the development of the project, when it is initiated.

d. Transportation

Disabled parking for the commercial uses needs to be detailed for the CD zone.

Dimensions are also required for the layout (e.g. aisle width, stall sizes, etc.).

A hammerhead turnaround is required at the east end of the southern-most parking lot.

A better-defined off-road loading area should be provided, even if the intention is to accommodate small service cars only.

Suggest widening the northern driveway crossing to 20 feet, since it leads into a slightly curved internal road.

A 20 foot aisle width/driveway access for the residential units is adequate for vehicle travelling. However, staff are unsure if vehicles can turn in/out of the residential parking from the aisle. The applicant should demonstrate that no operational difficulties will be encountered for this width by providing a drawing with an appropriate vehicle turning path based upon a passenger car with a 6.4 m turning radius.

Supplemental Comments by Transportation Staff Related to the Application Revisions:

As per Planning Committee's referral of March 7, 2000, staff have reviewed the parking standards for the Mixed Use portion of the London-Princess area. Staff believe that the following parking standards should apply to this area:

Commercial (Office, Retail) Use:

4 spaces for each 100 m² (1076.43 ft²) of gross leasable floor area of building.

Studio-Office component of the Mixed Use Residential Units:

2 spaces for each 100 m² (1076.43 ft²) of studio-office area.

The following aspects should also apply:

- All parking requirements should be met on-site. No parking will be permitted on No. 2 Road, and;
- Provision should be made to ensure that the studio-office use can only be carried out by the residents of the attached dwellings.

The commercial standard suggested above is based upon standards used for commercially zoned operations outside of the Steveston Downtown and not zoned either Steveston Commercial (Two-Storey) District (C4) or Steveston Commercial (Three-Storey District (C5) where the standard is 3 spaces for each 100 m² (1076.43 ft²) of gross leasable floor area of building. The rationale for applying the higher standard in the London-Princess area is that this area is not currently well serviced by transit.

The studio-office standard suggested above was derived by staff to provide a level of comfort that visitor parking to these studio-offices is being accommodated. Parking for the owner/operator of the studio-office component is addressed by the parking requirements for the attached residential unit. The standard is proposed having reviewed standards for both the City of Vancouver and the City of Burnaby.

e. Development Applications – Utilities

The Developer should be aware of the following:

- i. There is an existing 1.5 m Sanitary Sewer R/W along the entire west property line (fronting No. 2 Road);
- ii. There is an existing 3.0 m Sanitary Forcemain R/W along the entire north and east property lines;
- iii. The proposed buildings are not permitted to encroach into the above R/W's;

The Developer is required to do the following:

- i. Design and construct curb/gutter, pavement widening, 3 m (9.84 ft) asphalt walkway/trail (over top of existing limestone trail), grass boulevard, and street trees at 9 m (29.53 ft) on centre along entire frontage on No. 2 Road, connecting to the existing curb/gutter just north of N.P.L. of the site;

- ii. Design and construct a 3 m (9.84 ft) wide crushed limestone walkway/trail complete with tree/shrub planting along the entire north property line of the site within the former C.N.R. right-of-way, now City owned;
 - iii. Enter into a standard Servicing Agreement for the construction of the above works, prior to 4th reading;
 - iv. Pay DCC's & servicing fees at the Building Permit stage. (Note: DCC credits will be available for roadworks on No. 2 Rd.)
- f. Fire Review

The plan should ensure adequate turn around space if access into the site is required in excess of 90 metres in length.

- g. Health Review

Mixed commercial/residential use may increase the potential for noise and/or odour complaints depending on the business activities of tenants. Lease agreements should always reflect the issue of nuisances. Exhaust vents, fans, compressors and disposal facilities should be evaluated for their potential to create nuisance noise/odours concerns. Some uses such as seafood stores and certain other food service establishments have odours that are common to their business that are not always compatible with residential uses.

ANALYSIS

Several aspects of the site have made it difficult to plan a workable solution to the redevelopment of the subject lot. Notably the triangular shape has had an impact on both the proposed site layout and access. The positioning of the sanitary sewer right-of-way along the northern property line further complicates the placement of both buildings on the site and the required landscape buffer on this edge. Working with staff from the Transportation, Parks and Land Use sections, initial input from the City's Design Panel, and the concerns of the Planning Committee regarding parking, the applicant has modified his original proposal to the conceptual site plan shown in **Attachment 2**.

The building fronting No. 2 Road is proposed to contain the commercial component with two floors of residential townhouse units above. The second building to the east is primarily residential with a studio-office component at ground level in thirteen of the fifteen units. Both buildings are three storeys in height. The double access to the site is provided to facilitate vehicle movement between the different commercial and residential uses while at the same time addressing the access needs for fire prevention and waste removal.

Modifications to the Applicant's Original Proposal

In order to address the parking standards identified by Transportation staff, the applicant has made a number of adjustments to the proposal originally presented to Planning Committee in the report from the Manager, Development Applications (dated February 24, 2000). Notably;

- The number and size of the studio-office components have been reduced. There are now only 13, rather than 15 studio-office units;
- The eastern most building has been shifted slightly to the east;

- The pedestrian access route along the southern edge of the property relocated;
- The amenity area at the east corner of the site have been reduced by 39.02 m² (420 ft²);
- The area of commercial space has been reduced by 14.77 m² (159 ft²);
- The overall number of parking stalls on the site have been increased by 10 spaces.

Parking provisions for the proposed application are as follows:

USE	TYPE OF PARKING STALL	NO. OF PARKING SPACES
Commercial	Open Parking	23
Studio – Office	Open Parking	6
Residential	23 units x 1 car-garage	23
	2 units x 2 car-garage	4
	Open Parking (associated with the east residential units.	11
Total Parking Provided:		67

One additional loading space is also provided in the proposal.

These provisions meet the parking standards identified by Transportation staff as noted in the staff comments section of this report. (Additional site statistics details are provided in **Attachment 2.**) The Comprehensive Development (CD) zone has been modified to reflect the standards proposed by Transportation staff and to address the restrictions on use by persons other than family members residing in the attached dwelling unit.

Proposed Uses

This proposal is to rezone the site from light industrial uses to a mix of commercial, office and residential uses. Commercial and office uses would be restricted to the first floor while residential uses would be restricted primarily to the second and third floors through the zoning. The intent of the mixed use residential dwellings with an attached studio-office component is to provide a unique small business office/studio use which would be owned and operated by the same residents living in the residential portion of the unit. As noted above, the office/studio use is restricted to the ground floor to prevent the activities from extending throughout the entire unit.

The zoning proposed for the site is quite broad in scope permitting a range of uses from limited light industrial through to mixed commercial and residential. Because of this mix of uses and the proximity between uses, attention to issues of noise and/or odour, such as those raised by the Health Department, will need to be addressed. Staff are recommending that specific attention be directed toward ensuring proper noise insulation between units and the evaluation of service equipment such as exhaust vents, fans, and compressors, etc., be undertaken at the Development Permit review stage.

Landscaping Requirements

The location of the sanitary sewer force main along the northern property line of the site prevents the placement of any substantive vegetative material within the 3 metre (9.84 ft.) right-of-way. In order to fulfil the landscaping buffer requirement of the Steveston Area Plan guidelines without negatively impacting upon their development concept for the site, the applicant has, in consultation with staff, proposed the following:

- Placement of a suitable hedgerow buffer within the City owned greenbelt;
- Provision of replacement trees at an agreed ratio as compensation for up to 6 trees which will need to be removed from the greenbelt (an Arborist's report on these trees has been submitted to the City);
- Construction of a pedestrian/cycling trail within the City owned greenbelt (former rail corridor) running the length of the subject property (the trail's extent will be added to as subsequent development occurs in the London-Princess area but is not planned to extend into the ALR), and;
- Details of the trail's positioning and the nature of the landscaping buffer have been discussed in a conceptual way with Parks Department staff and will be finalized prior to fourth reading. The landscaping and trail positioning along the northern greenbelt shown in **Attachment 2** are not necessarily representative of the expected final products. Depending upon the final landscape design, a right-of-way may need to be registered to provide the City with access for the purpose of maintaining the buffer strip along the northern property line.

Placement of a trail through the 30.48 m (100 ft) wide City owned corridor will require sufficient separation between the farm lands and the trail to minimize impacts upon the adjacent farmlands. Other elements such as vegetated buffers and retention of existing drainage canals will also assist in reinforcing this separation.

Additional Contributions

During their initial review phase, staff commented that contributions for both the London Princess "town square" and public art in the area should be sought from this development. Upon further examination and discussion, staff have determined that, at this time, the amenity option with the greatest public benefit would be to open the former rail corridor for public use provided this can be done in a way which manages the impacts upon the farm lands to the north. The applicant has agreed to construct a portion of the trail equal to the length of his property. On this basis, staff have not pursued contributions to these other areas other than to inform the applicant of the City's general interest in seeing these concepts developed in the area.

Development Permit Issues

Based upon the Staff comments and discussions with the applicant, the following issues will need to be addressed through the Development Permit review stage and related servicing agreements:

- Design and construct a pedestrian/cycling trail within the City owned greenbelt north of the subject site while retaining enough of a buffer to minimize impacts upon the adjacent farm lands;
- Design and construct a landscape buffer within the City owned greenbelt;
- Provide replacement trees of a type, size and number acceptable to the City for trees removed within the former rail corridor;

- Ensuring proper noise insulation between units and evaluation of service equipment such as exhaust vents, fans, and compressors, etc., for their potential to create nuisance noise/odour concerns.

Recommendation

In the context of the issues raised above, **staff recommend that Council endorse the rezoning proposal as outlined in the accompanying Comprehensive District bylaw.**

FINANCIAL IMPACT

Undetermined.

CONCLUSION

Staff have reviewed the parking standards for the mixed use portion of the London-Princess area and worked with the applicant to incorporate these standards into his proposal for the site.

Staff believe the modified application to rezone the subject site conforms to the Official Community Plan for Steveston, has merit, and is supportable.

David Brownlee
Planner 2

DCB:cam

There are requirements to be dealt with prior to final adoption:

Legal requirement, specifically:

- Register a right-of-way over the property's driveway along their northern property line to provide the City with access to maintain the buffer strip.

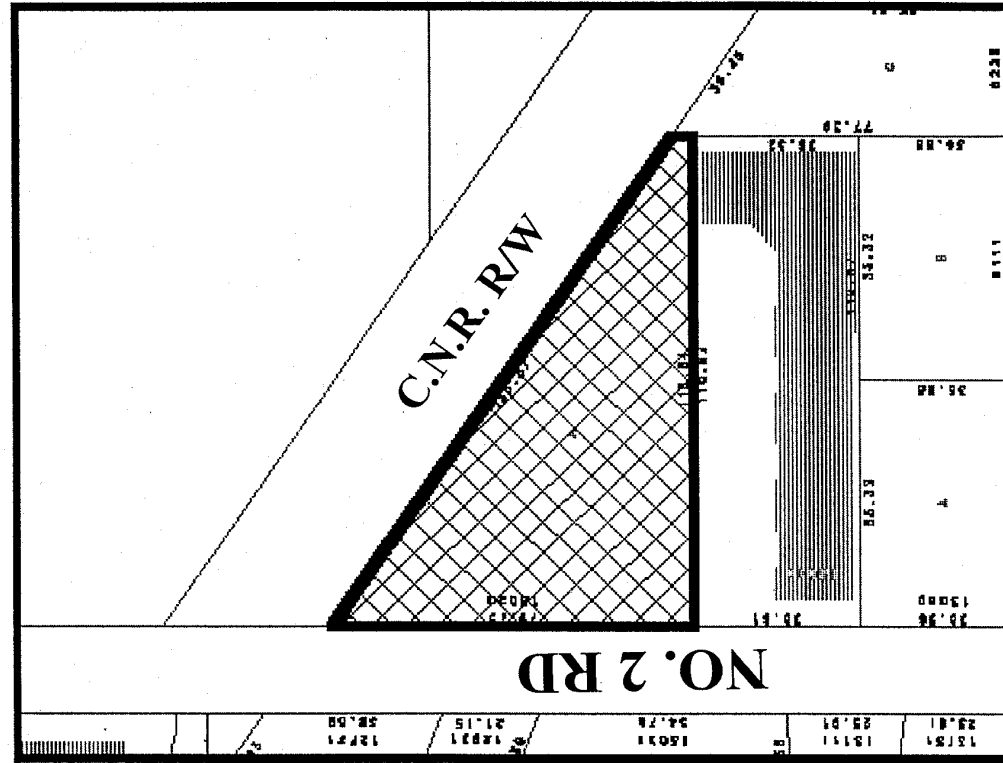
Development requirements, specifically:

- Development Permit application should be processed to a satisfactory level;
- Enter into a servicing agreement with the City to design and construct a portion of the trail in the adjacent City owned corridor as outlined in the report;
- Enter into a servicing agreement with the City to design and construct off site improvements on No. 2 Road.

LIST OF ATTACHMENTS

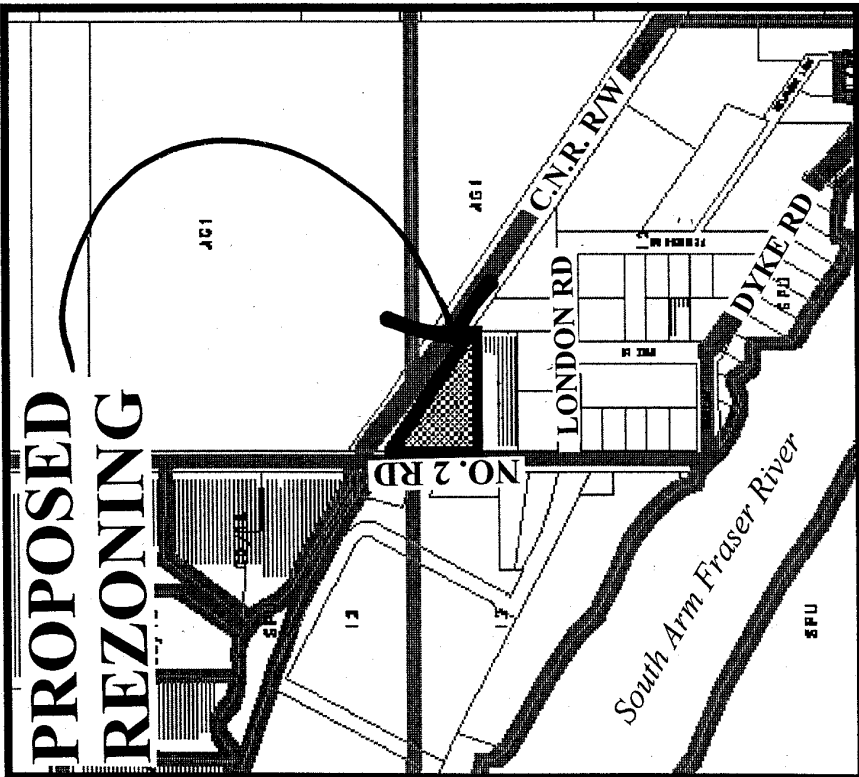
Attachment 1: Location Map

Attachment 2: Site Plan, Development Statistics, Illustrative Building Profiles, and Floor Plans

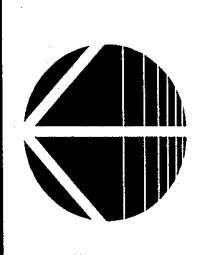


Original Date: 05/18/99
Revision Date:
Note: Dimensions are in METRES


City of Richmond

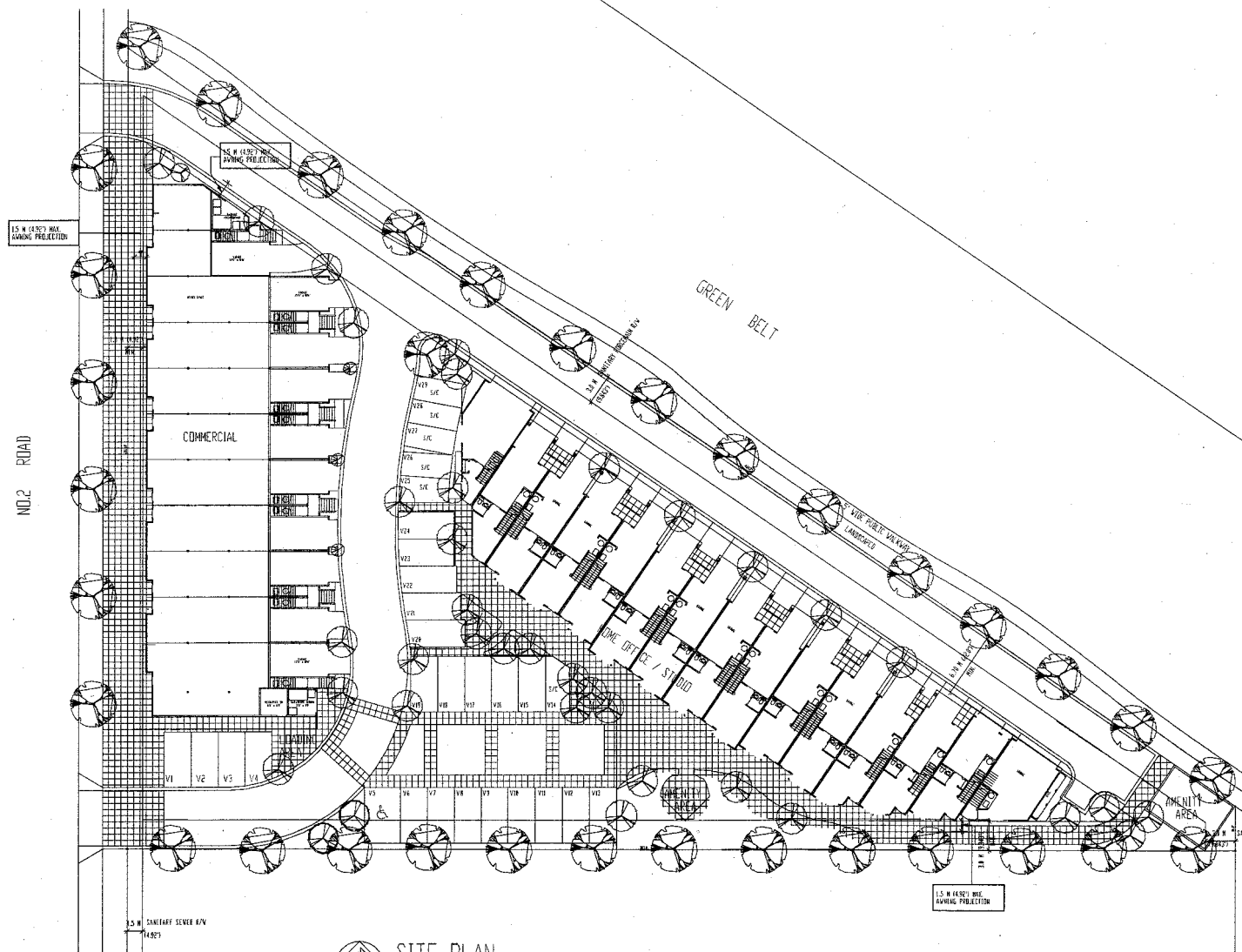


RZ 99-163044

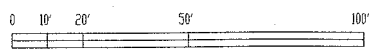


Attachment 2

Site Plan, Development Statistics, Illustrative Building Profiles, and Floor Plans



 SITE PLAN



REV.	DATE	DESCRIPTION
01	10/15/20	GENERAL REVISING
02	10/20/20	REVISED FIRE FLOORING
03	11/05/20	REVISED

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tonizo
 yamamoto
 architect inc.

DATE: 10/15/20
 DRAWING TITLE: FLOOR PLAN ELEVATIONS

SCALE:	SHEET NO.
DATE: 10/15/20	00
DESIGNER:	PROJECT NO.
CHECKER:	

APRIL 10, 2000

STATISTICS:

CIVIC ADDRESS: 13020 NO.2 ROAD, RICHMOND
 LEGAL DESCRIPTIONS:
 ZONING: CD (PROPOSED)
 SITE AREA: 4,654.29 sq.m. (50,100 sq.ft.) (1.15 AC.)

SITE COVERAGE:
 ALLOWED: 1,861.71 sq.m. (20,040 sq.ft.) (40.0 %)
 PROPOSED: 1,777 sq.m. (19,122 sq.ft.) (38.16 %)

FLOOR AREA
 ALLOWED F.A.R.: 4,654.29 sq.m. (50,100 sq.ft.) (1.0)
 PROPOSED F.A.R.:
 COMMERCIAL (ALONG NO.2 RD.): 589.87 sq.m. (6,347 sq.ft.)
 STUDIO/HOME OFFICE : 372.95 sq.m. (4,013 sq.ft.)
 RESIDENTIAL (25 UNIT) : 2,785.22 sq.m. (29,969 sq.ft.)
 TOTAL : ~~4,748.04~~ 3,748 sq.m. (40,329 sq.ft.) (0.80)

AMENITY AREA :

OUTDOOR SPACE: REQUIRED: 50 BRS x 4 sq.m. (43.1 sq.ft.) = 200 sq.m. (2,153 sq.ft.)
 PROVIDED: 253.62 sq.m. (2,730 sq.ft.)

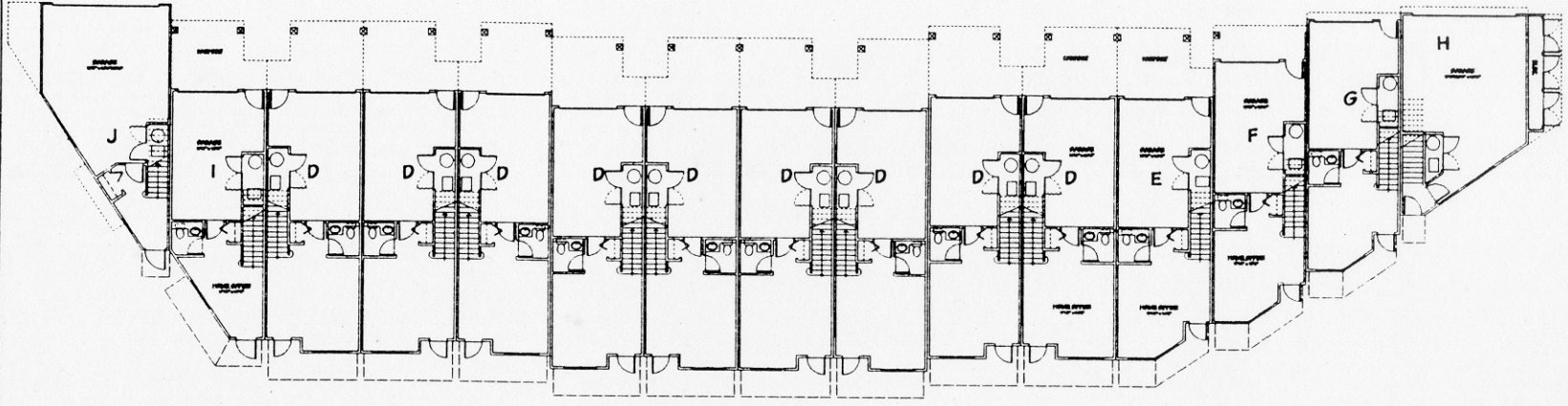
PARKING:

REQUIRED:
 COMMERCIAL : 6,209 sq.ft. x 4 / 1,076 sq.ft. = 23 SPACES
 HOME OFFICE : 3,204 sq.ft. x 2 / 1,076 sq.ft. = 6 SPACES
 RESIDENTIAL : 25 UNITS x 1.5 = 38 SPACES
 TOTAL: 67 SPACES

PROVIDED:
 COMMERCIAL : OPEN PARKING = 23 SPACES
 HOME OFFICE : OPEN PARKING = 6 SPACES
 RESIDENTIAL : 23 UNITS x 1 CAR-GARAGE = 23 SPACES
 2 UNITS x 2 CAR-GARAGE = 4 SPACES
 OPEN PARKING = 11 SPACES
 TOTAL: 67 SPACES

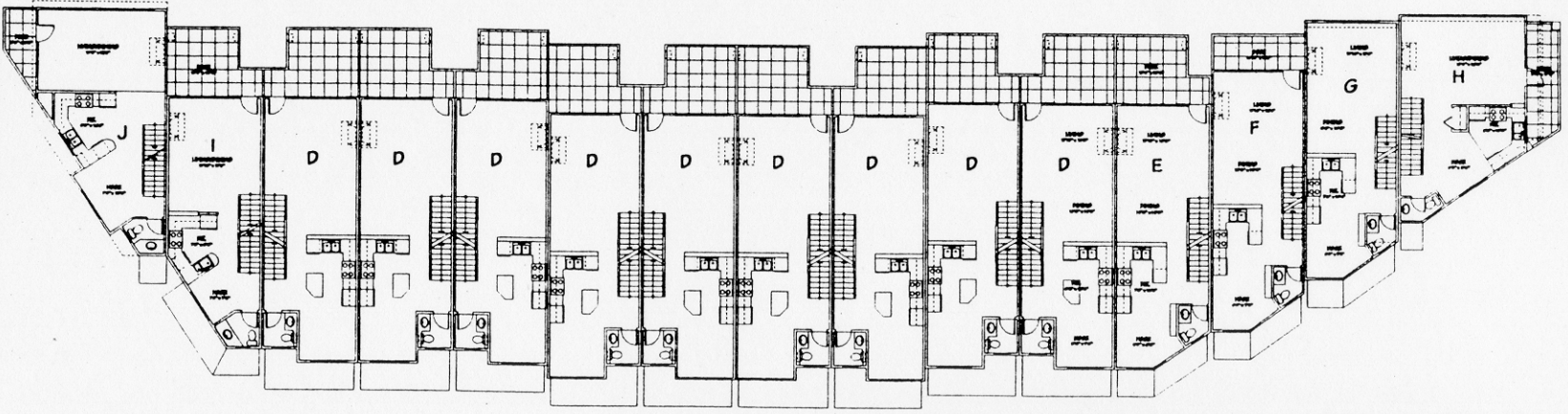
LOADING:

REQUIRED: 1 SPACE 27.99 sq.m (301.34 sq.ft.)
 PROVIDED: 1 SPACE 32.51 sq.m. (350 sq.ft.)



EAST BUILDING GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

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EAST BUILDING SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

DATE	DESCRIPTION
APR. 1988	CONCEPT
MAY. 1988	PRELIMINARY PLAN DEVELOPMENT
MAY. 1988	REVISION

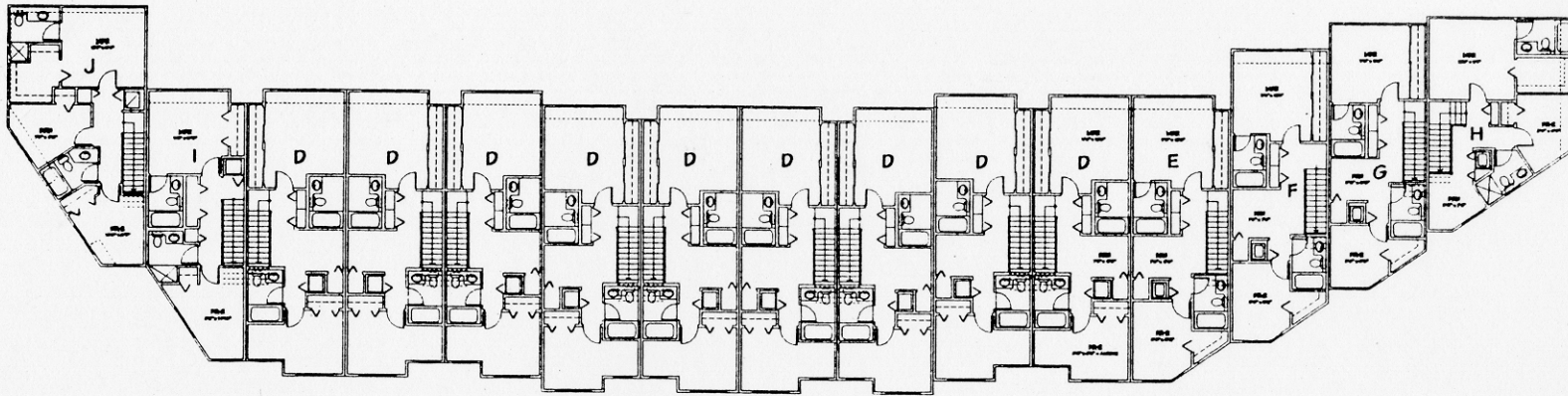
COMMERCIAL/RESIDENTIAL
DEVELOPMENT

tomizo
yamamoto
architect inc.

EAST BLDG.
GR. & SEC FLOOR PLANS

SCALE	1/8" = 1'-0"	SHEET NO.	A3
DATE	1988.04.19		
PROJECT	TABARA	OF 6	
DESIGNER	YAMAMOTO		

55



EAST BUILDING THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"

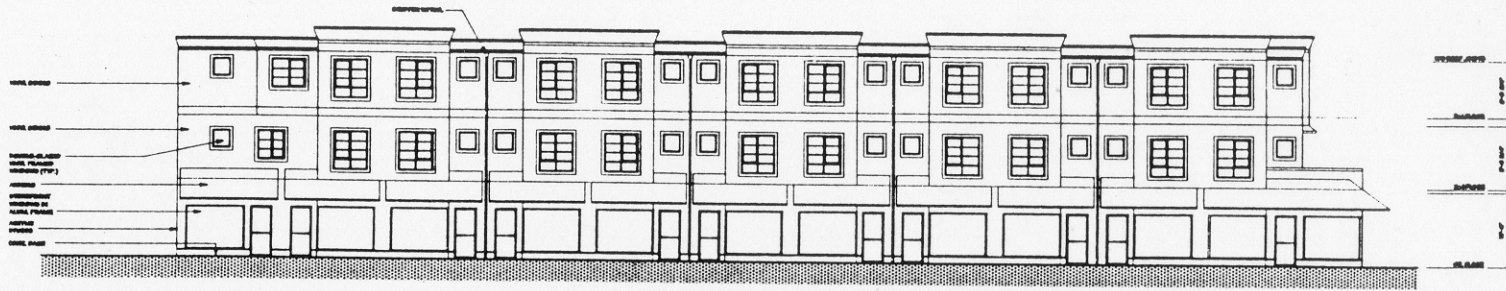
DATE	DESCRIPTION
APRIL 1998	REVISED
MAY 2000	REVISED FOR PERMITS
MAY 2002	REVISED

PROJECT
 COMMERCIAL/RESIDENTIAL
 DEVELOPMENT

10000 1/2 ROAD
 FORTSMITH, AR.
 tomizo
 yamamoto
 architect inc.

PROJECT: 10000 1/2 ROAD, FORTSMITH, AR.
 DRAWING TITLE
 EAST BLDG.
 THIRD FLOOR PLAN

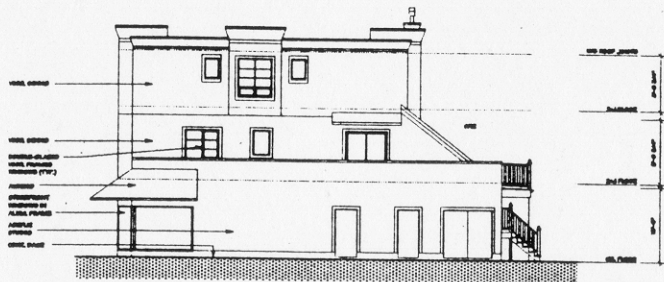
SCALE	1/8" = 1'-0"	DRAWING NO.	A4
DATE	APRIL 1998	SHEET	OF 6
DESIGNER	TAMARAI	PROJECT NO.	1000



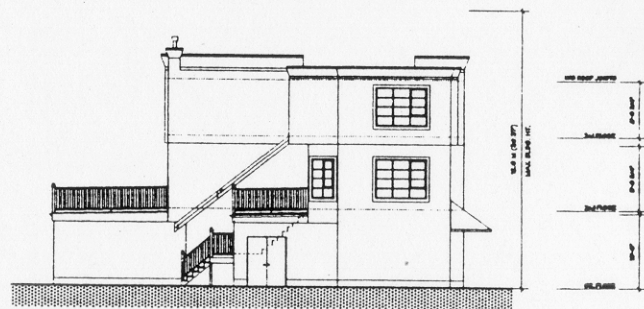
WEST BUILDING WEST ELEVATION
SCALE: 1/8" = 1'-0"



WEST BUILDING EAST ELEVATION
SCALE: 1/8" = 1'-0"



WEST BUILDING SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST BUILDING NORTH ELEVATION
SCALE: 1/8" = 1'-0"

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DATE	DESCRIPTION
APRIL 1988	ISSUE FOR PERMITS
FEB. 1989	REVISED FOR PERMITS
NO. DATE	REVISION
001	ORIGINAL

PROJECT
COMMERCIAL/RESIDENTIAL
DEVELOPMENT

WEST BLDG. # 2000
FARMERS, D.C.

tomizo
yamamoto
architect inc.

DATE: 07/1988
PROJECT: WEST BLDG. # 2000
DRAWING TITLE

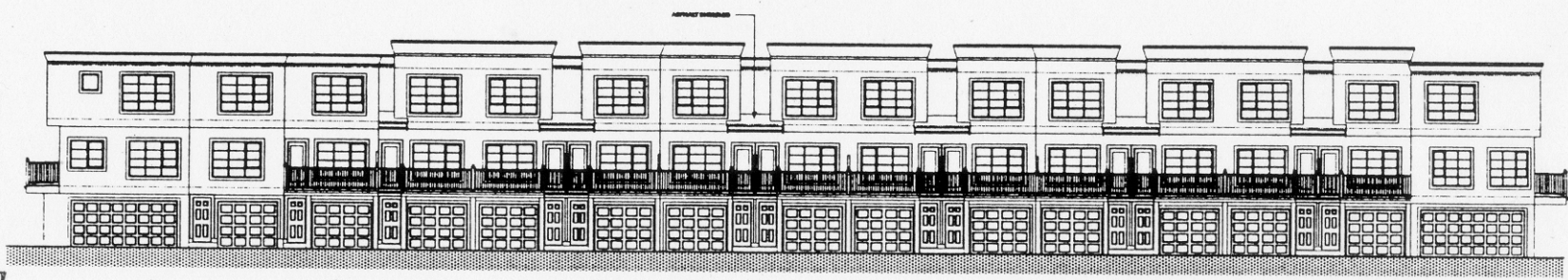
WEST BLDG.
ELEVATIONS

SCALE	1/8" = 1'-0"	DATE	NOV. 1988
DATE	MAY 1988	SCALE	A5
PROJECT	WEST BLDG. # 2000	DATE	08
PROJECT	WEST BLDG. # 2000	DATE	08



EAST BUILDING SOUTH ELEVATION

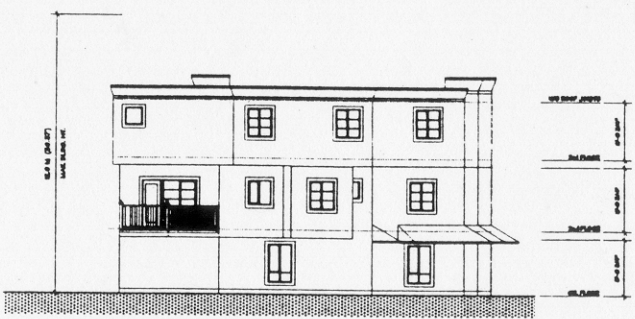
1st FLOOR	10'-0" (3.05)
2nd FLOOR	10'-0" (3.05)
3rd FLOOR	10'-0" (3.05)
4th FLOOR	10'-0" (3.05)
5th FLOOR	10'-0" (3.05)



EAST BUILDING NORTH ELEVATION

DATE	11/11/10
DRAWN BY	J. YAMAMOTO
CHECKED BY	T. YAMAMOTO
SCALE	AS SHOWN
PROJECT	COMMERCIAL/RESIDENTIAL DEVELOPMENT

57



EAST BUILDING WEST ELEVATION



EAST BUILDING EAST ELEVATION

PROJECT
COMMERCIAL/RESIDENTIAL DEVELOPMENT

11000 N. 4th ROAD
PHOENIX, AZ
tomizo yamamoto architect inc.

DATE: 11/11/10
DRAWN BY: J. YAMAMOTO
CHECKED BY: T. YAMAMOTO
SCALE: AS SHOWN
PROJECT: EAST BLDG. ELEVATIONS

SCALE	1/8" = 1'-0"	SHEET NO.	A6
DATE	11/11/10	DRAWN BY	J. YAMAMOTO
CHECKED BY	T. YAMAMOTO	DATE	08
PROJECT	11000 N. 4th ROAD	PROJECT	COMMERCIAL/RESIDENTIAL DEVELOPMENT

CITY OF RICHMOND
BYLAW 7087
RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7087 (RZ 99-163044)
13020 NO. 2 ROAD

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.112 thereof the following:

“291.112 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/112)”

The intent of this medium-density zoning district is to provide for the shopping, personal service, business, entertainment, mixed commercial / residential and industrial needs of the Steveston area. The district also provides for ground level studio-office components associated with residential uses.

291.112.1 PERMITTED USES

- .01 The following uses are permitted within the area identified as “A” in Diagram 1, Section 291.112.1.05, provided they are restricted to the ground floor:

RETAIL TRADE & SERVICES, but excluding **gas station**, and the sales and servicing of automobiles, trailers or motorcycles;
OFFICE;
FOOD CATERING ESTABLISHMENT;
ANIMAL HOSPITAL or CLINIC, including **caretaker residential accommodation** in conjunction therewith;
EDUCATIONAL INSTITUTION;
RECREATION FACILITY;
STUDIO for artist, display, dance, radio, television or recording;
AUTOMOBILE PARKING;
TRANSPORTATION;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES;
RESIDENTIAL PARKING, ACCESS AND STORAGE within a parking garage.

.02 The following uses are permitted within the area identified as “A” in Diagram 1, Section 291.112.1.05, provided there are restricted to the second and third floors:

**RESIDENTIAL;
HOME OCCUPATION;
BOARDING & LODGING**, limited to two persons per **dwelling unit**.

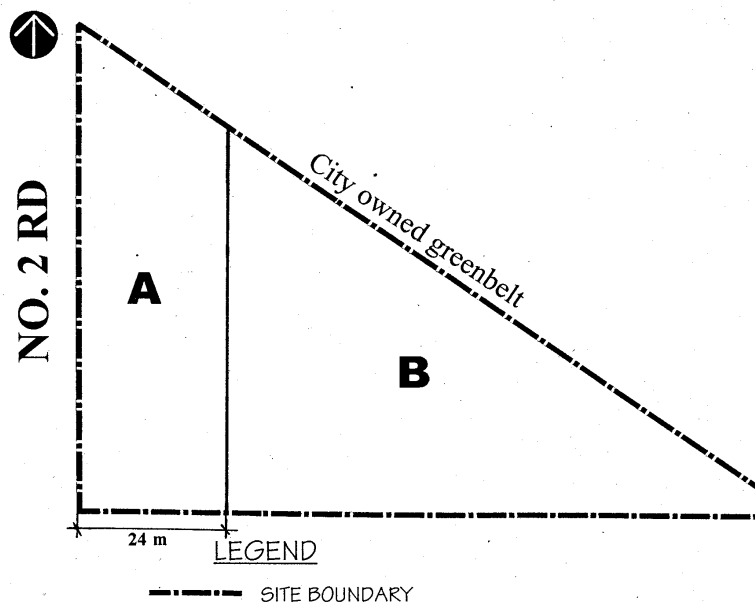
.03 The following uses are permitted within the area identified as “B” in Diagram 1, Section 291.112.1.05, provided they are restricted to the ground floor:

OFFICE, provided that the use is carried out only by members of the **family** residing in the **dwelling unit**;
STUDIO for artist, display, dance, radio, television or recording, provided that the use is carried out only by members of the **family** residing in the **dwelling unit**;
ACCESSORY USES, BUILDINGS & STRUCTURES but excluding **secondary suites**;
RESIDENTIAL PARKING, ACCESS AND STORAGE within a parking garage;
AUTOMOBILE PARKING accessory to uses in Area A and/or Area B.

.04 The following uses are permitted within the area identified as “B” in Diagram 1, Section 291.112.1.05, provided they are restricted to the second and third floors:

**RESIDENTIAL;
HOME OCCUPATION;
BOARDING & LODGING** limited to two persons per **dwelling unit**;

.05 Diagram 1



291.112.2 PERMITTED DENSITY

- .01 Maximum **Floor Area Ratio**:
- (a) For Automobile Parking as a principal use: No maximum limit.
 - (b) For all other uses: 1.0 (exclusive of parts of the **building** which are **used** for off-street parking purposes).

291.112.3 MAXIMUM LOT COVERAGE: 40%**291.112.4 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 **Buildings**
- | | | |
|-----|-------------------------|--------------------|
| (a) | South Property Line | 3.0 m (9.843 ft.) |
| (b) | Northerly Property Line | 6.7 m (21.982 ft.) |
| (c) | West Property Line | 1.5 m (4.921 ft.) |
- .02 No projections shall be permitted to encroach on the required setbacks, EXCEPT:
- (a) Northerly Property Line – **Building** projections, in the form of canopies, uncovered balconies, and planters, with a minimum clear distance of 3 m (9.843 ft.) above grade may project up to 1.5 m (4.921 ft.) into the setback; and
 - (b) South and West Property Lines – **Building** projections, in the form of canopies may project up to 1.5 m (4.921 ft.) into the setback.

291.112.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 12 m (39.370 ft.), but containing not more than 3 **storeys**.
- .02 **Structures:** 20 m (65.617 ft.).

291.112.6 OFF-STREET PARKING

Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw, EXCEPT that:

- (a) For Commercial uses occurring within the area identified as “A” in Diagram 1, Section 291.112.1.05, the minimum number of spaces required shall be 4.0 for each 100m² (1076.43 ft²) of **gross leasable floor area**;

- (b) For Multiple-Family residential uses occurring within either area identified as “A” or “B” in Diagram 1, Section 291.112.1.05, the minimum number of spaces required shall be 1.5 spaces for each dwelling unit;
- (c) For OFFICE or STUDIO uses occurring within the area identified as “B” in Diagram 1, Section 291.112.1.05, the minimum number of spaces required shall be 2.0 spaces for each 100m² (1076.43 ft²) of OFFICE or STUDIO area.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw No. 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/112)**:

P.I.D. 000-450-057

Parcel “A” (Explanatory Plan 10350) Lot 1 West ½ Section 18 Plan 6195 and of West ½ Section 7 Block 3 North Range 6 West New Westminster District.

3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7087”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CITY CLERK