



City of Richmond

Report to Committee


To: Planning Committee **Date:** April 10, 2019
From: Barry Konkin **File:** 01-0153-01/2019-Vol
Manager, Policy Planning 01
Re: **Vancouver Airport Authority's Proposed Airport Zoning Regulations:
Proposed Amendments to the City Centre Area Plan and Zoning Bylaw**

Staff Recommendation

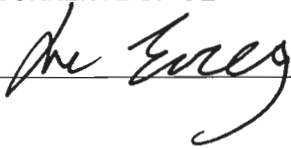


1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020, be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020, having been considered in conjunction with:
 - a. the City's Consolidated 5 Year Financial Plan and Capital Program; and
 - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;

3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020, having been considered in accordance with Section 475 of the *Local Government Act* and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation; and
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10021, be introduced and given first reading.


for Barry Konkin
Manager, Policy Planning
(604-276-4139)

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Building Approvals Development Applications Transportation	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

This report responds to the Vancouver Airport Authority's (VAA) application to Transport Canada to enact new Airport Zoning Regulations (AZR) that will limit the maximum height of buildings and structures in specific areas of Richmond's City Centre. The AZR application will require amendments to the City Centre Area Plan (CCAP) and Zoning Bylaw to protect the airspace for a possible new future south runway, and some housekeeping amendments to the CCAP regarding the protection of the airspace for the existing north and south runways.

Findings of Fact

Airport Zoning Regulations (AZR) are federal regulations that restrict obstacle heights in the vicinity of airports. The existing AZR was enacted in 1981 to protect the airspace for the north, south and crosswind runways. The AZR adheres to a 2% slope for all take-off and approach surfaces starting at the end of the runway strip. The AZR defines three protected surfaces: the approach surface, transitional surface, and the outer surface. The defined height limit of the outer surface is 47 m (154 ft.) above sea level.

In 2014, the VAA began work to understand what measures are necessary to introduce a new AZR to protect the airspace for two future runway options: a south parallel runway or a foreshore runway. The current Airport 20 Year Master Plan (2037) illustrates the two runway options and indicates the need to protect the airspace for both future runway options as part of their application for a new AZR to Transport Canada (Attachment 1).

It is important to note that the VAA has not begun the process of selecting a third runway. If a third runway is proposed for implementation in the future, staff note that any such initiative would be part of a future environmental assessment review and the project would involve a comprehensive consultation process with stakeholders (e.g., the City) and the public prior to construction of a runway. Furthermore, in response to any concerns identified through the public and municipal consultation process, there is the potential for the imposition of conditions related to the operation of a future third runway similar to those that are in place for the existing north runway (e.g., noise attenuation).

In 2018, after consultation with stakeholders, including the City of Richmond, VAA made a formal application to Transport Canada for a new AZR that would:

- maintain the protected airspace for the existing three runways at 2%;
- protect the airspace for the proposed future parallel south runway and the foreshore runway options at 2%; and
- allow four "cut-out" areas where VAA has permitted to have slightly higher building heights than what would be permitted under the proposed new AZR.

The review process by Transport Canada to amend the AZR typically takes between one to three years. In the interim, staff recommend that the City amend the CCAP and Zoning Bylaw to regulate building and structure height to ensure compliance with the proposed AZR and to avoid conflict between the proposed AZR and any future development proposals.

Analysis

Existing AZR Area for North and South Runway

The VAA's application to Transport Canada is to maintain the existing approach surface for the existing three runways at 2%. As such, the sites under those flight paths for the north and south runways will continue to be subject to the existing AZR limits (Attachment 2). Although building heights are limited in the existing AZR area, staff have identified several minor housekeeping amendments that are intended to clarify the presence of AZR in the area.

Staff recommend a series of housekeeping amendments to the CCAP clarifying that the maximum building height may be subject to the established AZR in certain areas. Proposed Bylaw 10020 adds text to a series of maps and tables in the CCAP that regulate building height, including the following:

- a notation on the table for the Key Office-Friendly Areas Map, and related text in the CCAP indicating that maximum building height may be subject to established Airport Zoning Regulations in certain areas;
- a notation on the table for the Maximum Building Height Map of the CCAP indicating that maximum building height may be subject to established Airport Zoning Regulations in certain areas;
- a notation that the maximum typical height of buildings in the Commercial Reserve – Mid-to High-Rise (Sub-Area A.4), the Mixed Use – Mid-Rise Residential & Limited Commercial (Sub-Area B.2), the Mixed Use – High-Rise Residential, Commercial & Mixed Use (Sub-Area B.3), and the Mixed Use – High-Rise Commercial & Mixed Use (Sub-Area B.4) Development Permit Area Guidelines of the CCAP may be less if subject to established Airport Zoning Regulations; and
- a notation on each Specific Land Use Map for Bridgeport Village (2031), Capstan Village (2031), Aberdeen Village (2031), Lansdowne Village (2031), Brighthouse Village (2031), Oval Village (2031) of the CCAP indicating that the maximum building height may be subject to established Airport Zoning Regulations in certain areas.

All development applications that are located in areas with the existing flight paths would continue to require surveyor confirmation to ensure compliance with the existing AZR for the north and south runway. The proposed housekeeping amendments to the CCAP would provide further clarification that some properties in the City Centre may be impacted by the AZR. Those are minor amendments that are intended to highlight the application and presence of AZR in the City Centre.

Proposed AZR Area for Future Parallel South Runway – “Cut-Out” Areas

VAA's application to Transport Canada also included protecting the airspace for the proposed future parallel south runway. A 2% slope for the runway would extend over a slightly larger part of the City and would have an impact to some building heights in certain areas of the City Centre (Attachment 2). To minimize the impact to building heights, four specific areas known as “cut-

outs” have been proposed by VAA as part of their application for a new AZR to Transport Canada. Those “cut-outs” would allow a slightly higher building height than what would be permitted under the proposed new AZR.

Attachment 3 indicates the proposed AZR area along with the four specific “cut-out” areas (labeled Site 1A, 2A, 3A and 4A). Attachment 3 also indicates three additional sites that would be impacted by the new AZR (labeled Site 1B, 2B, and 3B) that do not have an approved “cut-out” by VAA.

The four approved “cut-out” areas include the following properties:

Site 1A: 7851 Alderbridge Way

This property is designated in the CCAP for a maximum building height of 35 m (37 m geodetic or GSC) along the Alderbridge Way frontage and a maximum building height of 25 m (27 m GSC) for the remainder of the property. The site is zoned Industrial Retail (IR1) and permits a maximum building height of up to 25 m (27 m GSC) in the City Centre.

The proposed AZR would restrict the portion of the property facing Alderbridge Way to a maximum building height ranging from 31 m to 34 m GSC. VAA has agreed to allow the southwest portion of the site facing Alderbridge Way to have a maximum building height of 35 m GSC, and the northeast portion of the site facing Alderbridge Way to have a maximum building height of 37 m GSC.

Proposed CCAP Amendment: In order to reflect this “cut-out”, proposed Bylaw 10020 would amend the Specific Land Use Map for Aberdeen Village (2031) to reflect the 35 m GSC maximum allowable height.

Zoning: The property is currently zoned Industrial Retail (IR1) and permits building heights up to 25 m (27 m GSC) in the City Centre which is less than the proposed approach surface of the new AZR. No amendments to the Zoning Bylaw are required for this site.

Site 2A: 7960 Alderbridge Way, 5333 No. 3 Road, and 5411 No. 3 Road

This property is designated in the CCAP for a maximum building height of 45 m (47 m GSC) and was recently rezoned to City Centre High Density Mixed Use (ZMU34) – Lansdowne Village. The ZMU34 zone has a maximum building height of 41.5 m GSC. This reflects the agreed upon proposed “cut-out” for this property at 41.5 m GSC with VAA.

CCAP: In order to reflect this “cut-out”, proposed Bylaw 10020 would amend the Specific Land Use Map for Lansdowne Village (2031) to reflect that the maximum building height is 41.5 m GSC.

Zoning: As the ZMU34 zone already has a maximum building height of 41.5 m GSC, no further amendment to the Zoning Bylaw would be required.

Site 3A: 5300 No. 3 Road

This site, which includes Lansdowne Mall, has two land use designations that regulate building height. These height limits range from 45 m (47 m GSC) between No. 3 Road and the future Hazelbridge Way extension, and 25 m (27 m GSC) between the future Hazelbridge Way

extension and Kwantlen Street. The site is currently zoned Auto-Oriented Commercial (CA) which has a maximum building height of 12 m (14 m GSC), and a maximum building height of 45 m (47 m GSC) for hotels.

The Lansdowne site has an active OCP amendment application (CP 15-717017) to create a new master land use plan for the ultimate development of the site. The intent of the proposed OCP amendment is to adjust land use designation boundaries in the CCAP. Council endorsed a concept master land use plan on October 9, 2018 to proceed toward finalizing the master land use plan and preparing OCP/CCAP amendments that are consistent with VAA's maximum building heights.

VAA has proposed a series of "cut-outs" for this site. Two proposed "cut-outs" are directly adjacent to No. 3 Rd which would reduce building height by 2 m to 45 m GSC. Two additional "cut-outs" would allow 47 m GSC tall buildings between the "cut-outs" directly adjacent to No. 3 Road and the proposed Hazelbridge Way extension through the site.

CCAP: VAA has indicated that building heights east of the proposed Hazelbridge Way extension would need to comply with the proposed 2% AZR application. In order to reflect this "cut-out", proposed Bylaw 10020 would amend the Specific Land Use Map for Lansdowne Village (2031) to reflect that the maximum building height is 43 m (45 m GSC) for the "cut-out" along No. 3 Road. No other amendments are required. This amendment to the CCAP does not reflect the proposed master land use plan (CP 15-717017) which will come forward at a later date in keeping with the direction from Council on October 9, 2018.

Zoning: An amendment to the Auto-Oriented Commercial (CA) zone is required to reduce the maximum height for hotels to 43 m (45 m GSC) for the "cut-out" area directly adjacent to No. 3 Road to be in compliance with the new AZR. A second area that has not been varied from the proposed AZR would be required to have a reduced maximum building height for hotels to 36 m (38 m GSC), and a third area that VAA has not included in their AZR "cut-out" areas would be required to have a reduced maximum building height for hotels to 40 m (42 m GSC). The remainder of the site would permit a maximum 45 m (47 GSC) building height for hotels. Should the proposed master land use plan for the site be adopted by Council, staff anticipate rezoning applications would be forwarded to Council for consideration to implement the master land use plan.

Site 4A: 5551, 5591, 5631, 5651 & 5671 No. 3 Road

The site, which is designated in the CCAP for a maximum building height of 47 m GSC, is comprised of an active rezoning application by Townline Ventures Inc. at 5591, 5631, 5651 and 5671 No. 3 Road (RZ 17-779262), which was granted third reading following a public hearing on July 9, 2018, and a future development site at 5551 No. 3 Rd. VAA has proposed a "cut-out" that would enable the Townline site to achieve 47m GSC tall buildings in keeping with the current CCAP building height designation. Otherwise, building height would be reduced in this area as it would be impacted by the 2% slope associated with the proposed future south parallel runway. The proposed "cut-out" for the future development site at 5551 No. 3 Road will also enable development of this site generally as envisioned in the CCAP. No amendments are required to the CCAP or Zoning Bylaw for this site.

Proposed AZR Area for Future Parallel South Runway – Areas Not Included in “Cut-Outs”

There are five properties that would have building height limitations imposed by the new AZR that are not part of the proposed “cut-outs” by VAA (Attachment 3). They are:

Site 1B: 6811 Pearson Way

The applicant for this property recently submitted a Development Permit (DP) application (DP 18-816029). This property is affected by the transitional surface of the new AZR. City staff are actively working with VAA and ASPAC on the redevelopment proposal for this site that would allow for safe airport operations while still enabling the site to be redeveloped in accordance with CCAP objectives. A staff report on the DP will be presented to the City’s Development Permit Panel at the completion of the staff review.

Site 2B: 7991 Alderbridge Way

The property at 7991 Alderbridge Way, which is located at the northwest corner of No. 3 Road and Alderbridge Way, is designated for a maximum building height of 35 m (37 m GSC) for a large portion of the property with a reduced maximum building height of 25 m (27 m GSC) towards the northwest corner of the property. The property is zoned Auto-Oriented Commercial (CA) which has a maximum building height of 12 m (14 m GSC), and a maximum building height of 45 m (47 m GSC) for hotels.

The northern portion of the property is under the existing AZR; however, the southern portion of the property is under the proposed new AZR. In the interim, staff recommend amending the CA zone, as shown in proposed Bylaw 10021, to reduce the maximum building height for a hotel to 33 m GSC for the southern portion of this property which is impacted by the new AZR. No amendment to the CCAP is required.

Site 3B: 7100 River Road

This property which is owned by the City of Richmond is designated Park in the OCP and CCAP. However, it is zoned Industrial Business Park (IB1) which allows a maximum building height of 25 m (27 m GSC) in the City Centre area. The proposed AZR would reduce a portion of the site to a maximum building height of 22 m GSC. As this site is owned by the City with the intention to redevelop the site as a public park, staff proposed amending the IB1 zone to ensure that the maximum building height for this property be 22 m GSC to be in compliance with the proposed AZR.

Site 4B: 7880 & 7900 Alderbridge Way

The property at 7900 Alderbridge Way is designated for a maximum building height of 35 m (37 m GSC) in the CCAP. However, it is zoned Industrial Retail (IR1) which allows a maximum building height of 25 m (27 m GSC) which may be varied to a maximum height of 35 m (37 m GSC). The proposed protected airspace over this property would require an amendment to the CCAP to indicate that the maximum building height for this property would vary between 31 m to 33 m. This building height variation through the site is based on the proposed height contours as prepared by VAA.

Site 5B: 5400 Minoru Boulevard

The property at 5400 Minoru Boulevard is designated for a maximum building height of 35 m (37 m GSC) in the CCAP. However, it is zoned Industrial Retail (IR1) which allows a maximum building height of 25 m (27 m GSC) which may be varied to a maximum height of 35 m (37 m GSC). The proposed protected airspace over this property would require an amendment to the CCAP to indicate that the maximum building height for this property would vary between 32 m to 35 m. This building height variation through the site is based on the proposed height contours as prepared by VAA.

Properties Not Impacted

The remaining properties under the proposed new AZR are not affected by the change as some of these are sites which have already (or soon will be) developed at or near permitted CCAP heights. Others are existing or future park sites whereas other parcels are not affected because the CCAP permits a height that is lower than the proposed AZR.

Consultation

Since VAA began their review of the revised AZR, the City has:

- included advertisements in the local newspaper about VAA’s proposed AZR indicating the area that may be affected, and
- discussed the proposed AZR with the Urban Development Institute.

Should Council give first reading to proposed Bylaw 10020 and proposed Bylaw 10021, a public hearing notice will be provided as per the *Local Government Act* and will include a notification in keeping with the *Local Government Act* requirements.

Staff have reviewed the proposed OCP amendment bylaw (Bylaw 10020) with respect to the *Local Government Act* and the City’s OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Table 1 clarifies this recommendation.

Table 1 – OCP Public Consultation Summary

Stakeholder	Referral Comment
Provincial Agricultural Land Commission	No referral necessary, as they are not affected.
Richmond School Board	No referral necessary, as they are not affected.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as they are not affected.
The Councils of Adjacent Municipalities	No referral necessary, as they are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Port Metro Vancouver and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver Airport Authority (VAA) (Federal Government Agency)	No referral necessary; the proposed AZR has been initiated by the Vancouver Airport Authority.
Richmond Coastal Health Authority	No referral necessary, as they are not affected.

Stakeholder	Referral Comment
Community Groups and Neighbours	Community Groups and Neighbours will have the opportunity to comment regarding the proposed OCP amendment (and proposed Zoning Bylaws) at Planning Committee, Council and at a Public Hearing.
All Relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.

Financial Impact

None.

Conclusion

The Vancouver Airport Authority (VAA) has an existing Airport Zoning Regulation (AZR) in place to protect airspace associated with existing runways and has recently applied to Transport Canada to enact a new AZR that will protect the airspace for two future runway options: a south parallel runway or a foreshore runway. To minimize the impact on building heights under the future south runway protected airspace, VAA has included four “cut-out” areas to allow a higher building height for selected parcels that would be negatively impacted by the new AZR. In order to comply with the new AZR, a series of amendments to the City Centre Area Plan (CCAP) and Zoning Bylaw would be required.

It is recommended that the following bylaws be introduced and given first reading:

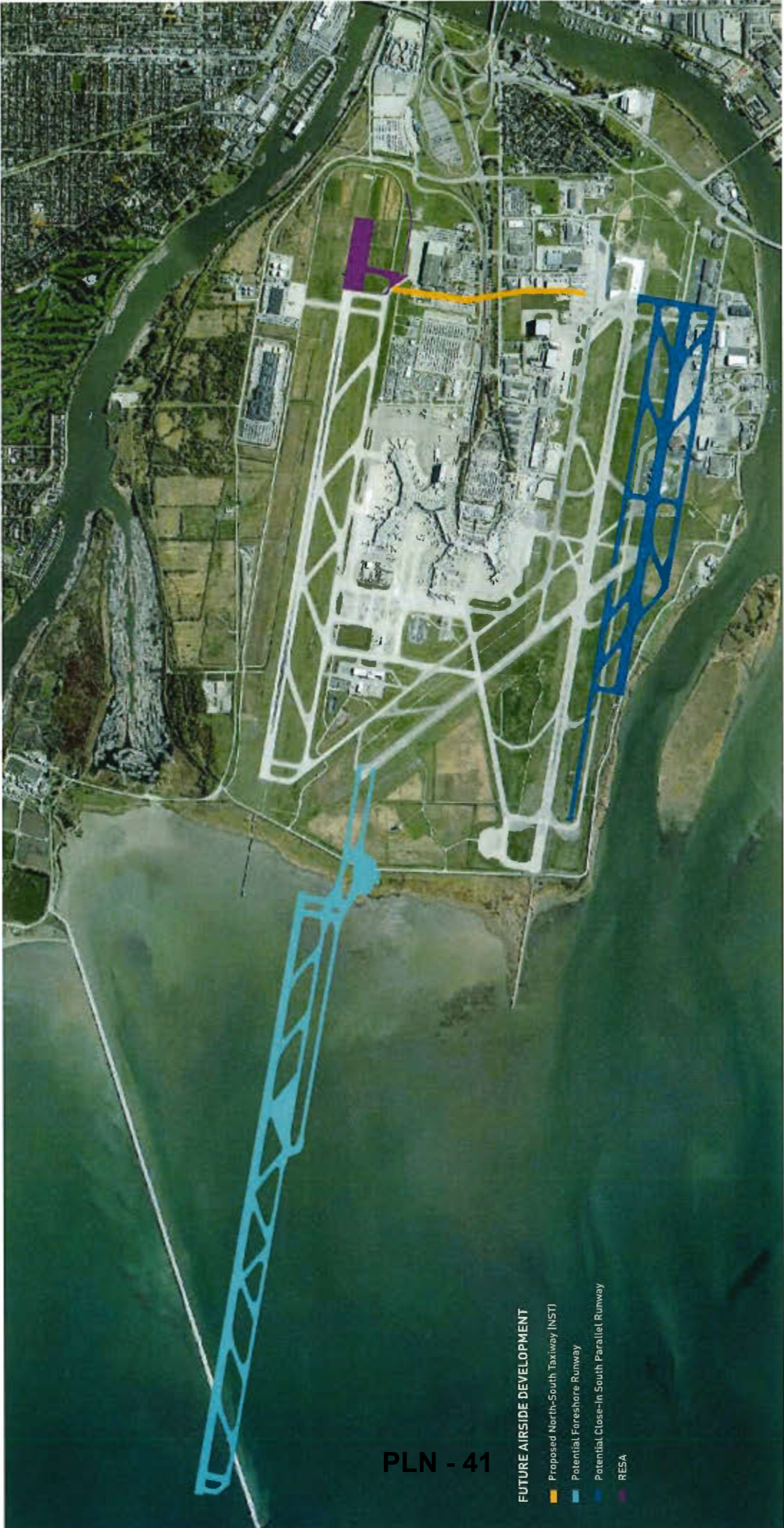
1. Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020; and
2. Richmond Zoning Bylaw 8500, Amendment Bylaw 10021.



John Hopkins
Planner 3
(604-276-4279)

JH:cas

- Att. 1: YVR Existing and Potential Runways
2: Existing and Proposed AZR
3: Proposed AZR for Future South Runway



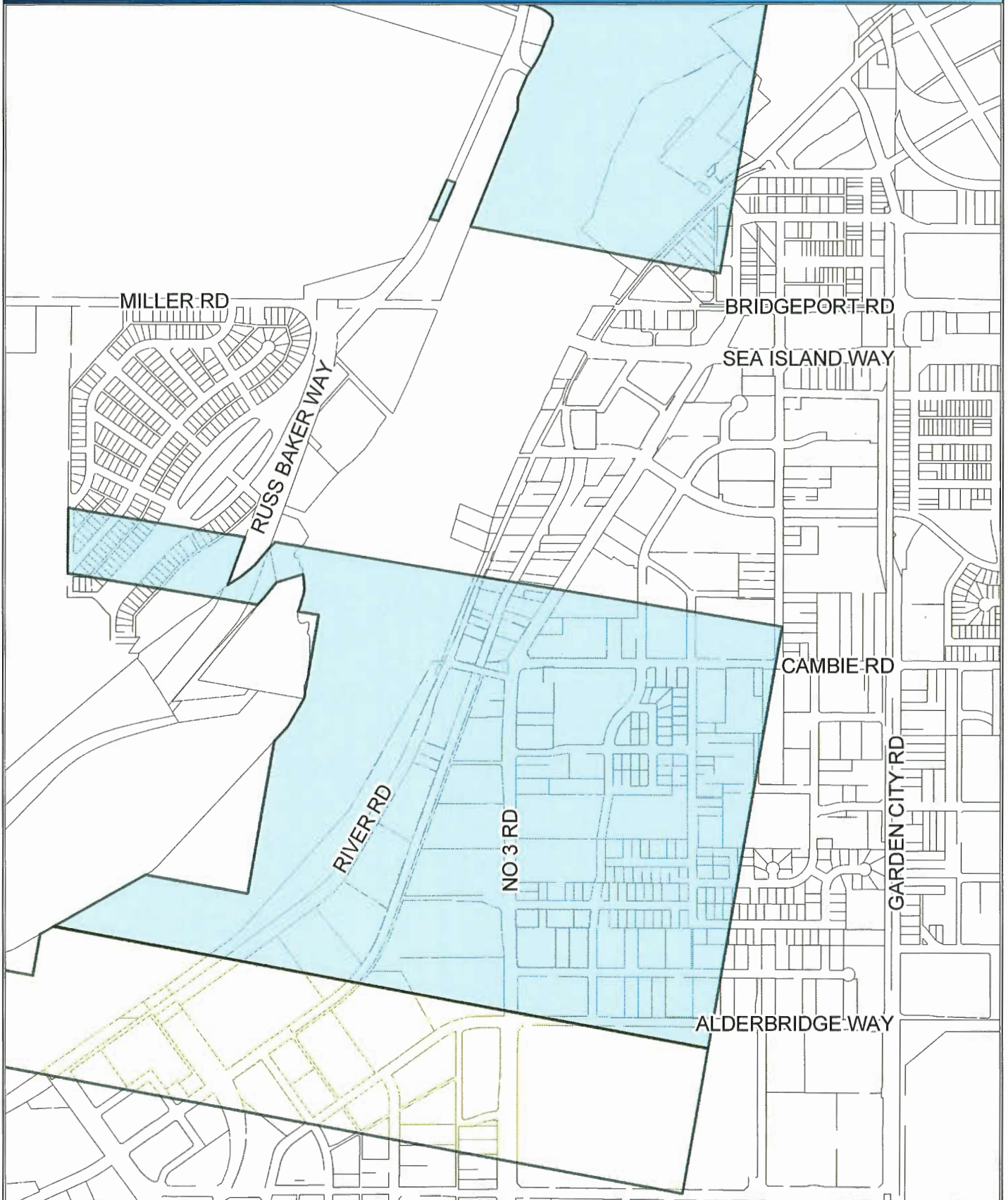
PLN - 41

FUTURE AIRSIDE DEVELOPMENT

- Proposed North-South Taxiway (NST)
- Potential Foreshore Runway
- Potential Close-In South Parallel Runway
- RESA



Existing and Proposed AZR



Legend

- Existing AZR
- Proposed AZR

PLN - 42

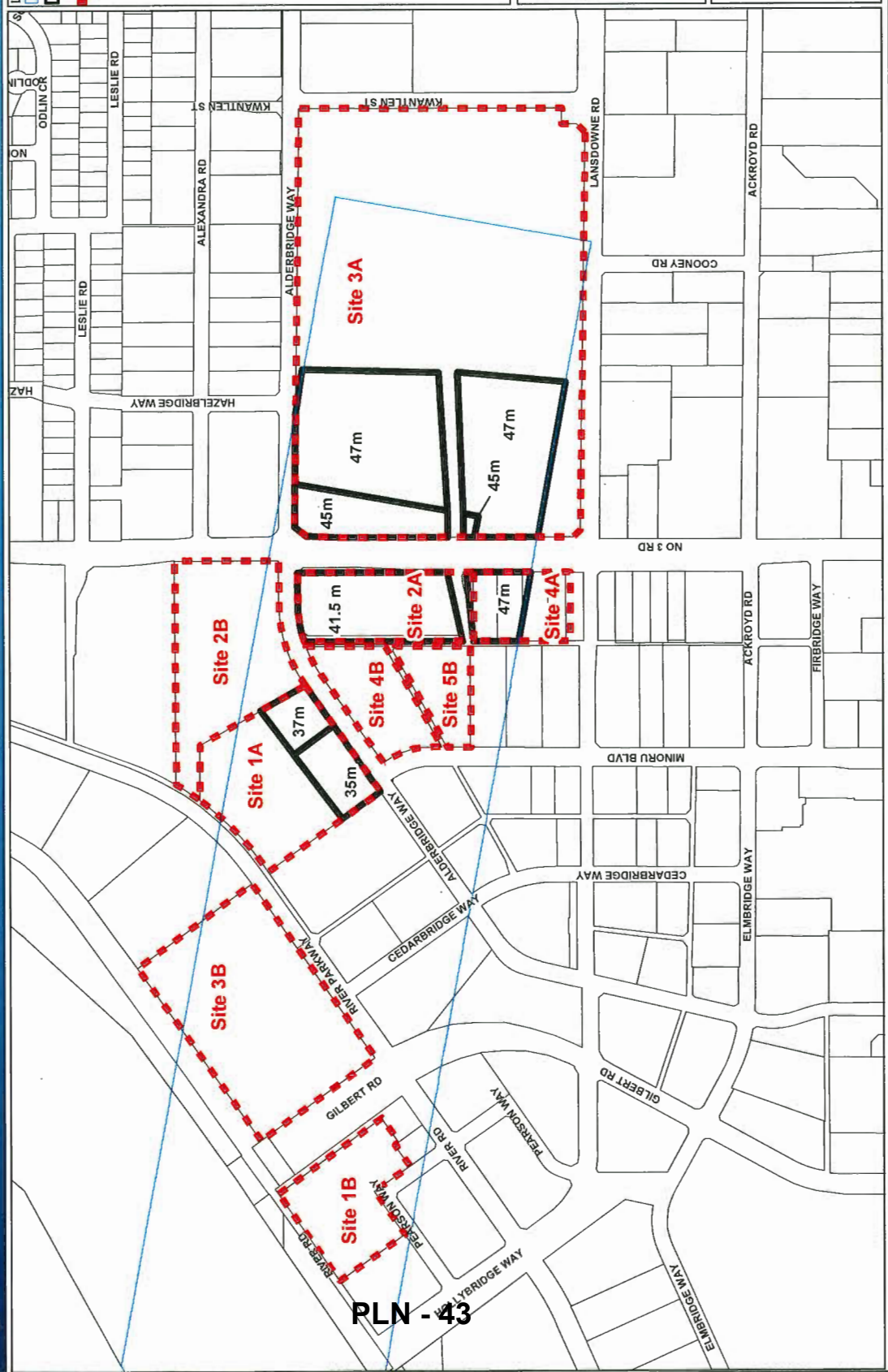
April 5, 2019
Prepared by Onkar Buttar

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Proposed AZR For Future South Runway

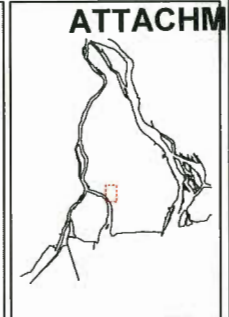


Legend
 2.0% AZR Surface - Future South Parallel Runway
 YVR Proposed Maximum Building Height with "Cut-Outs"
 Sites That are Impacted by Proposed AZR

April 10, 2019
 Prepared by Chikar Buttar

Note: The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information. Users are reminded that this map and legal description must be confirmed at the Land Title office in New Westminster. This is NOT a legal document, and is published for information and © City of Richmond, 2019. All rights reserved. Not to be reproduced or distributed without permission.

City of Richmond
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**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10020
(YVR Airport Zoning Regulations – Building Height in the CCAP)**

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

1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended, at Schedule 2.10 (City Centre Area Plan), as follows:

- a) at Section 2.2.3(a) (Encourage “Office-Friendly” Development Opportunities), by adding a double asterisk “**” after the table heading “Typical Maximum Building Height”, and adding the following text immediately after the table:

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

- b) at Section 2.2.3(a) “Office-Friendly Checklist” by deleting item “3. High-Rise” in and replacing it with the following:

“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), but may be subject to established Airport Zoning Regulations in certain areas.”

- c) at Section 2.10.1(e) (Encourage Human-Scaled Development), by adding a double asterisk “**” after the table heading “Maximum Height Permitted Based on Maximum Density”, and adding the following text immediately after the table:

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

- d) at Section 3.2.4 (Sub-Area A.4: Commercial Reserve – Mid- to High-Rise), by deleting: item “Maximum Typical Height: • 25 - 45 m (82 - 148ft.)” and replacing it with the following:

“Maximum Typical Height:

• 25 – 45 m (82 – 148ft.), or less if subject to established Airport Zoning Regulations.”

- e) at Section 3.2.4 (Sub-Area A.4: Commercial Reserve – Mid- to High-Rise), by deleting the fifth row of the table titled “Sub-Area A.4: Commercial Reserve – Mid- to High-Rise“ and replacing it with the following:

"E. Maximum Building Height	<ul style="list-style-type: none"> • For 2 FAR or less: 25 m (82 ft.), or less if subject to established Airport Zoning Regulations. • For greater than 2 FAR: varies as per the Plan, 25 – 45 m (82 – 148 ft.), or less if subject to established Airport Zoning Regulations. • Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape."
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- f) at Section 3.2.6 (Sub-Area B.2: Mixed Use – Mid-Rise Residential & Limited Commercial), by deleting the item “Maximum Typical Height: • 25 m (82 ft.)” and replacing it with the following:

“Maximum Typical Height:
• 25 m (82 ft.), or less if subject to established Airport Zoning Regulations.”

- g) at Section 3.2.6 (Sub-Area B.2: Mixed Use – Mid-Rise Residential & Limited Commercial), by deleting the fifth row of the table titled “Sub-Area B.2: Mixed Use – Mid-Rise Residential & Limited Commercial” and replacing it with the following:

"E. Maximum Building Height	<ul style="list-style-type: none"> • For 1.2 FAR or less: 15 m (49 ft.), or less if subject to established Airport Zoning Regulations. • For greater than 1.2 FAR: 25 m (82 ft.), or less if subject to established Airport Zoning Regulations. • Additional building height may be permitted where it enhances livability on the subject site and neighbouring properties (e.g., reduced shading, reduced overlook)."
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- h) at Section 3.2.7 (Sub-Area B.3: Mixed Use – High-Rise Residential, Commercial & Mixed Use), by deleting the item “Maximum Typical Height: • 25 - 45 m (82 - 148 ft.)” and replacing it with the following:

“Maximum Typical Height:
• 25 – 45 m (82 – 148ft.), or less if subject to established Airport Zoning Regulations.”

- i) at Section 3.2.7 (Sub-Area B.3: Mixed Use – High-Rise Residential, Commercial & Mixed Use), by deleting the fifth row of the table titled “Sub-Area B.3: Mixed Use – High-Rise Residential, Commercial & Mixed Use” and replacing it with the following:

"E. Maximum Building Height	<ul style="list-style-type: none"> • For less than 3 FAR: 35 m (115 ft.), or less if subject to established Airport Zoning Regulations, except lower where indicated in the Plan (e.g., Oval Village). • For 3 FAR: 45 m (148 ft.), or less if subject to established Airport Zoning Regulations, except lower where indicated in the Plan (e.g., Oval Village). • Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape."
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- j) at Section 3.2.8 (Sub-Area B.4: Mixed Use – High-Rise Commercial & Mixed Use), by deleting the item “Maximum Typical Height: • 45 m (148 ft.)” and replacing it with the following:

“Maximum Typical Height:
• 45 m (148 ft.), or less if subject to established Airport Zoning Regulations.”

- k) at Section 3.2.8 (Sub-Area B.4: Mixed Use – High-Rise Commercial & Mixed Use), by deleting the fifth row of the table titled “Sub-Area B.4: Mixed Use – High-Rise Commercial & Mixed Use” and replacing it with the following:

“E. Maximum Building Height	• 45 m (148 ft.), or less if subject to established Airport Zoning Regulations.”
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- l) at Specific Land Use Map: Aberdeen Village (2031), by deleting the map titled Specific Land Use Map: Aberdeen Village (2031) and replacing it with that attached to this bylaw as Schedule A, and by making any text and graphic amendments to ensure consistency with the Specific Land Use Map: Aberdeen Village (2031) as amended;

- m) at Specific Land Use Map: Lansdowne Village (2031), by deleting the map titled Specific Land Use Map: Lansdowne Village (2031) and replacing it with that attached to this bylaw as Schedule B, and by making any text and graphic amendments to ensure consistency with the Specific Land Use Map: Lansdowne Village (2031) as amended;

- n) at Specific Land Use Map: Bridgeport Village (2031), by adding the following immediately below the legend for the map titled Specific Land Use Map: Bridgeport Village (2031):

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

- o) at Specific Land Use Map: Capstan Village (2031), by adding the following immediately below the legend for the map titled Specific Land Use Map: Capstan Village (2031):

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

- p) at Specific Land Use Map: Aberdeen Village (2031), by adding the following immediately below the legend for the map titled Specific Land Use Map: Aberdeen Village (2031):

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

- q) at Specific Land Use Map: Lansdowne Village (2031), by adding the following immediately below the legend for the map titled Specific Land Use Map: Lansdowne Village (2031):

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

- r) at Specific Land Use Map: Brighthouse Village (2031), by adding the following immediately below the map titled Specific Land Use Map: Brighthouse Village (2031):

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

s) at Specific Land Use Map: Oval Village (2031) , by adding the following immediately below the map titled Specific Land Use Map: Oval Village (2031):

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

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

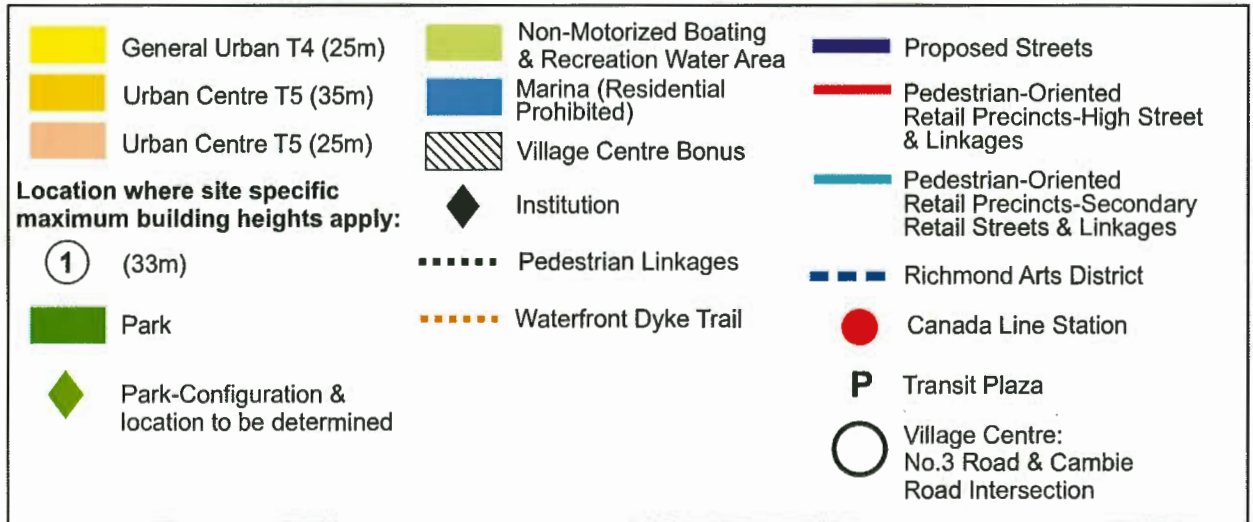
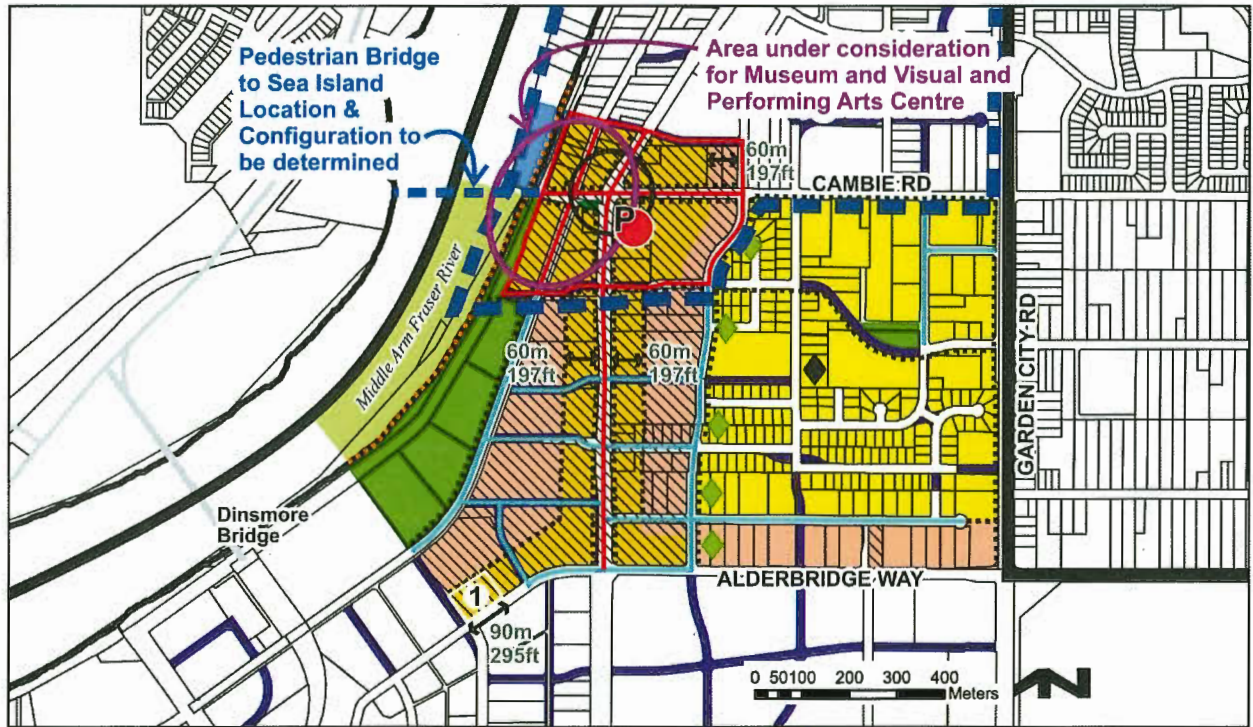


MAYOR

CORPORATE OFFICER

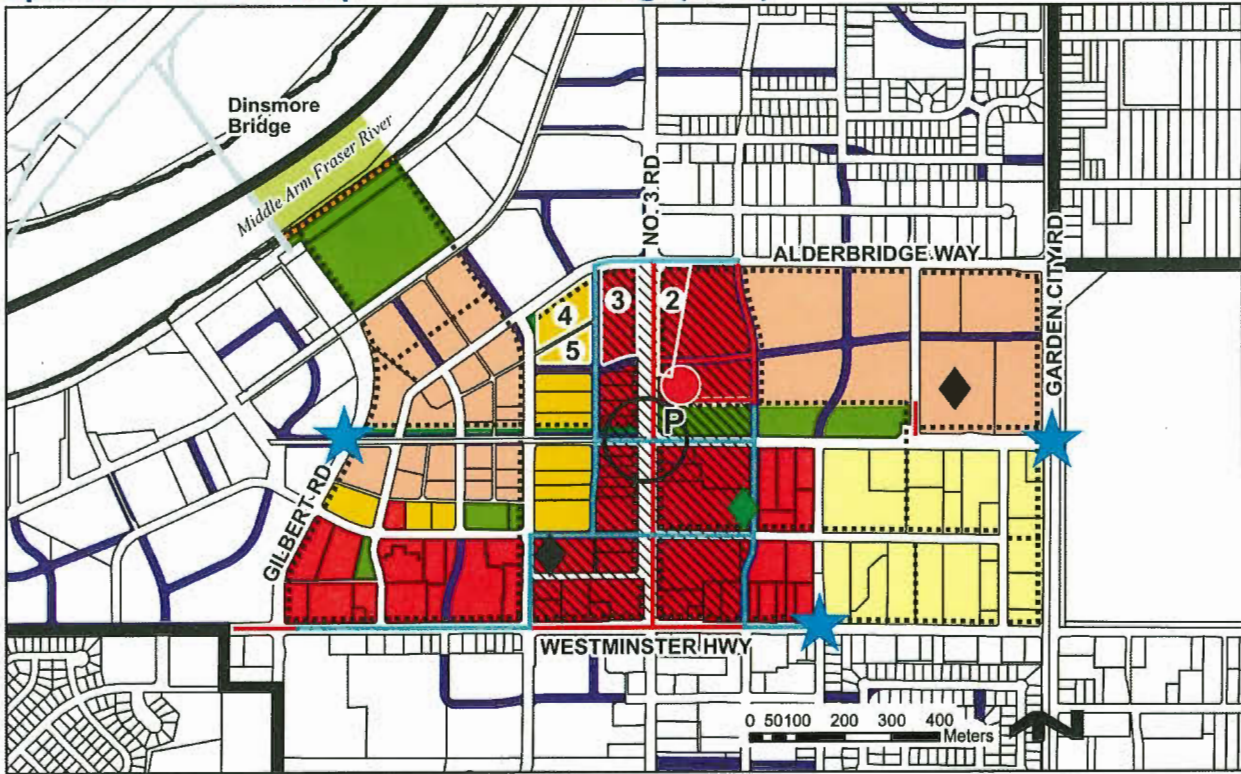
Schedule A of Bylaw 10020

Specific Land Use Map: Aberdeen Village(2013)



Schedule B of Bylaw 10020

Specific Land Use Map: Lansdowne Village(2013)



	General Urban T4 (15m)		Non-Motorized Boating & Recreation Water Area		Proposed Streets	
	Urban Centre T5 (35m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-High Street & Linkages	
	Urban Centre T5 (25m)		Institution		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages	
	Urban Core T6 (45m)		Pedestrian Linkages		Canada Line Station	
Location where site specific maximum building heights apply:						Transit Plaza
	(43m)		Enhanced Pedestrian & Cyclist Crossing			Village Centre: No. 3 Road & Lansdowne Road Intersection
	(39.5m)					
	(Varies from 31m to 33m)					
	(Varies from 32m to 35m)					
	Park					
	Park - Configuration & location to be determined					



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10021
(YVR Airport Zoning Regulations – Building Height in the CCAP)**

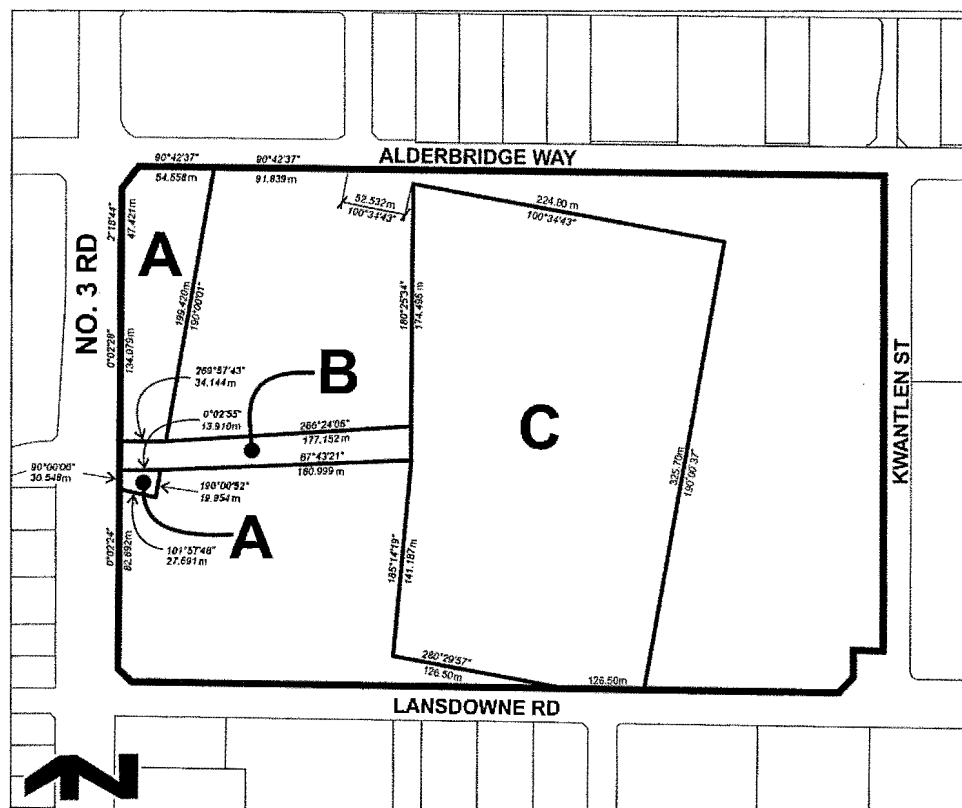
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10 [Commercial Zones] by deleting 10.3.7.1 [Permitted Heights] under sub-Section 10.3 [Auto-Oriented Commercial (CA)] and replacing it with the following:

“1. The maximum **height** for **hotels** is 45.0 m, with the following exceptions:

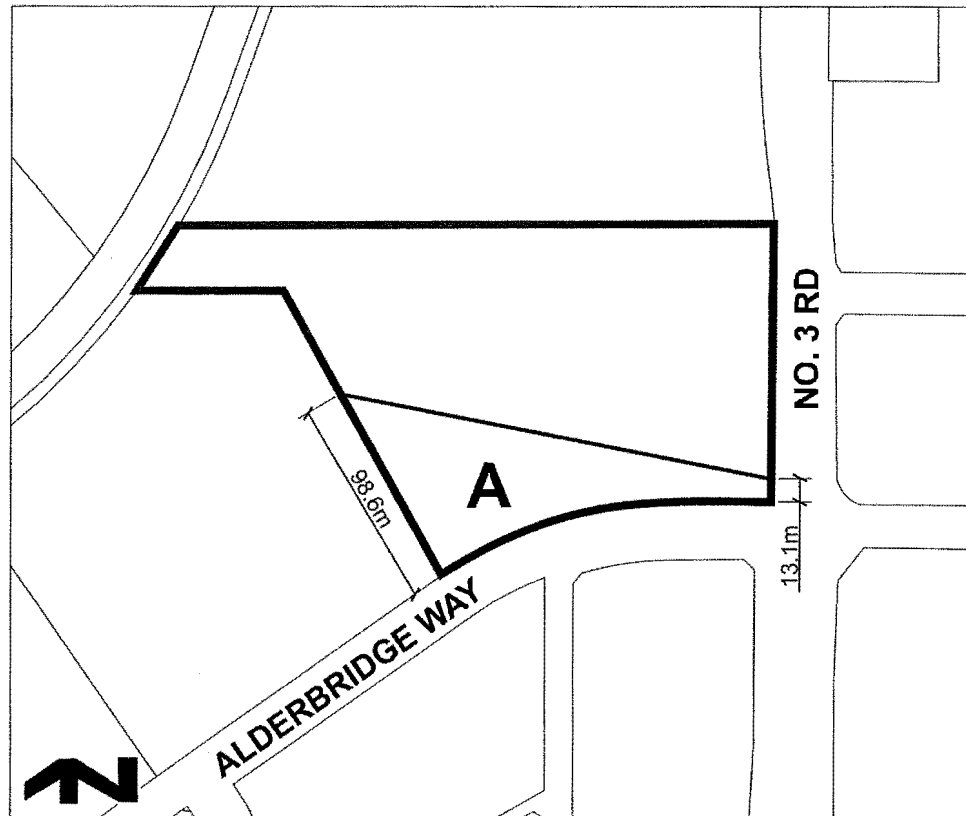
- a) 5300 No. 3 Road and 8311 Lansdowne Road
P.I.D. 004-037-995
LOT 80 SEC 3, 4 BLK 4N RG 6W PL NWP50405 Except Plan LMP46129

The maximum **height** for **hotels** is 43.0 m in the area labelled as “A”, 36.0 m in the area labelled as “B”, and 40.0 m in the area labelled as “C” below:



- b) 5551 No. 3 Road
 P.I.D. 006-770-622
 LOT 30 SEC 5 BLK 4N RG 6W PL NWP32827

The maximum **height** for **hotels** is 33.0 m in the area labelled as “A” below:



2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 12 [Industrial Zones] by deleting 12.3.7.1 [Permitted Heights] under sub-Section 12.3 [Industrial Business Park (IB1, IB2)] and replacing it with the following:
- “1. The maximum **height** for **buildings** is 12.0 m, except in the **City Centre** where:
- a) the typical maximum **height** for **buildings** is 25.0 m, however additional **building height** may be permitted through the development permit or development variance permit process to a maximum **height** for **buildings** of 35.0 m;
 - b) the maximum **height** for **buildings** is 22.0 m for the following property:

7100 River Road
 P.I.D. 004-863-968
 LOT 107 SEC 5 BLK 4N RG 6W PL NWP43325 & BLK 5N; SEC 32; and

c) within 50.0 m of Bridgeport Road the maximum **building height** shall be 35.0 m.”

3. This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10021**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER