



## Planning Committee

Date: Tuesday, April 16, 2019

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda McPhail, Chair  
Councillor Bill McNulty  
Councillor Carol Day  
Councillor Alexa Loo  
Councillor Harold Steves

Also Present: Councillor Michael Wolfe

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

### MINUTES

It was moved and seconded  
*That the minutes of the meeting of the Planning Committee held on April 2, 2019, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

May 7, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

### PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY THE CITY OF RICHMOND FOR A TEMPORARY COMMERCIAL USE PERMIT AT 8620 AND 8660 BECKWITH ROAD**  
(File Ref. No. TU 18-841880) (REDMS No. 6139926)

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It was moved and seconded

- (1) *That the application by the City of Richmond for a Temporary Commercial Use Permit for the properties at 8620 and 8660 Beckwith Road to allow non-accessory parking as a permitted use be considered for a period of three years; and*
- (2) *That this application be forwarded to the May 21, 2019 Public Hearing at 7:00 pm in the Council Chambers of Richmond City Hall.*

**CARRIED**

2. **VANCOUVER AIRPORT AUTHORITY'S PROPOSED AIRPORT ZONING REGULATIONS: PROPOSED AMENDMENTS TO THE CITY CENTRE AREA PLAN AND ZONING BYLAW**

(File Ref. No. 01-0153-01; 12-8060-20-0010020) (REDMS No. 6150504 v. 3)

A revised version of the proposed Richmond Official Community Plan 7100 Amendment Bylaw 10020 was distributed (attached to and forming part of these minutes as Schedule 1).

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), staff briefed Committee on the proposed amendments to the City Centre Area Plan and zoning bylaw, noting that the proposed amendments will respond to Vancouver Airport Authority's (VAA) proposed airport zoning regulations to protect airspace for future runway options. Staff added that the VAA has not formally considered plans to construct any additional runway and that such an initiative would involve extensive stakeholder consultation prior to construction.

It was moved and seconded

- (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;*

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- (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.*

**CARRIED**

3. **MANAGER'S REPORT**

None.

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (4:09 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, April 16, 2019.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator



**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"> <li>• For 2 FAR or less: 25 m (82 ft.), or less if subject to established Airport Zoning Regulations.</li> <li>• 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.</li> <li>• Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape."</li> </ul>
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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"> <li>• For 1.2 FAR or less: 15 m (49 ft.), or less if subject to established Airport Zoning Regulations.</li> <li>• For greater than 1.2 FAR: 25 m (82 ft.), or less if subject to established Airport Zoning Regulations.</li> <li>• Additional building height may be permitted where it enhances livability on the subject site and neighbouring properties (e.g., reduced shading, reduced overlook)."</li> </ul>
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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"> <li>• 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).</li> <li>• 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).</li> <li>• Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape."</li> </ul>
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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

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PUBLIC HEARING

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SECOND READING

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THIRD READING

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ADOPTED

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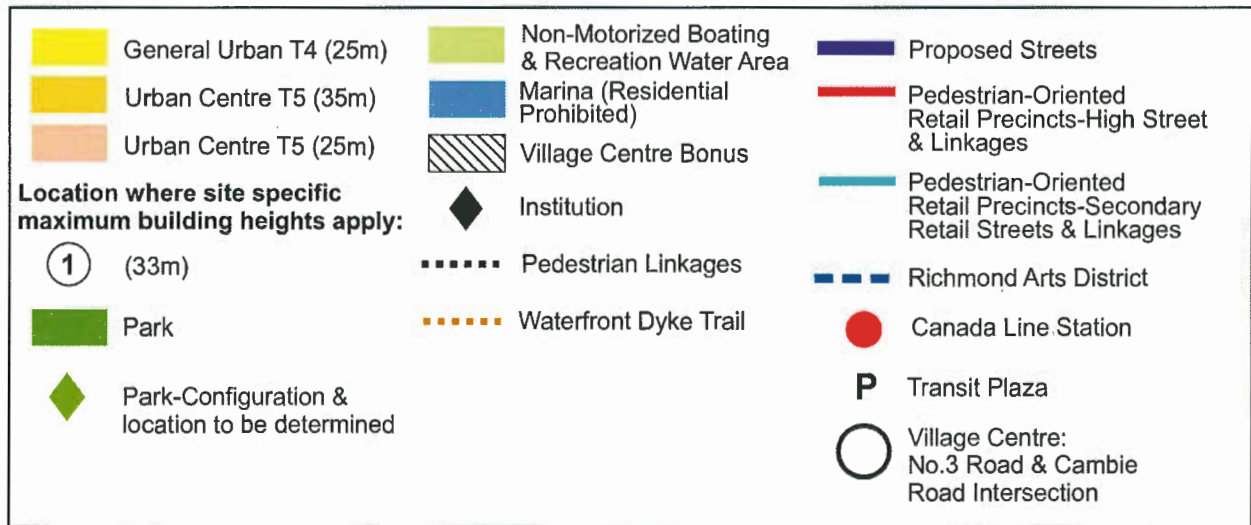
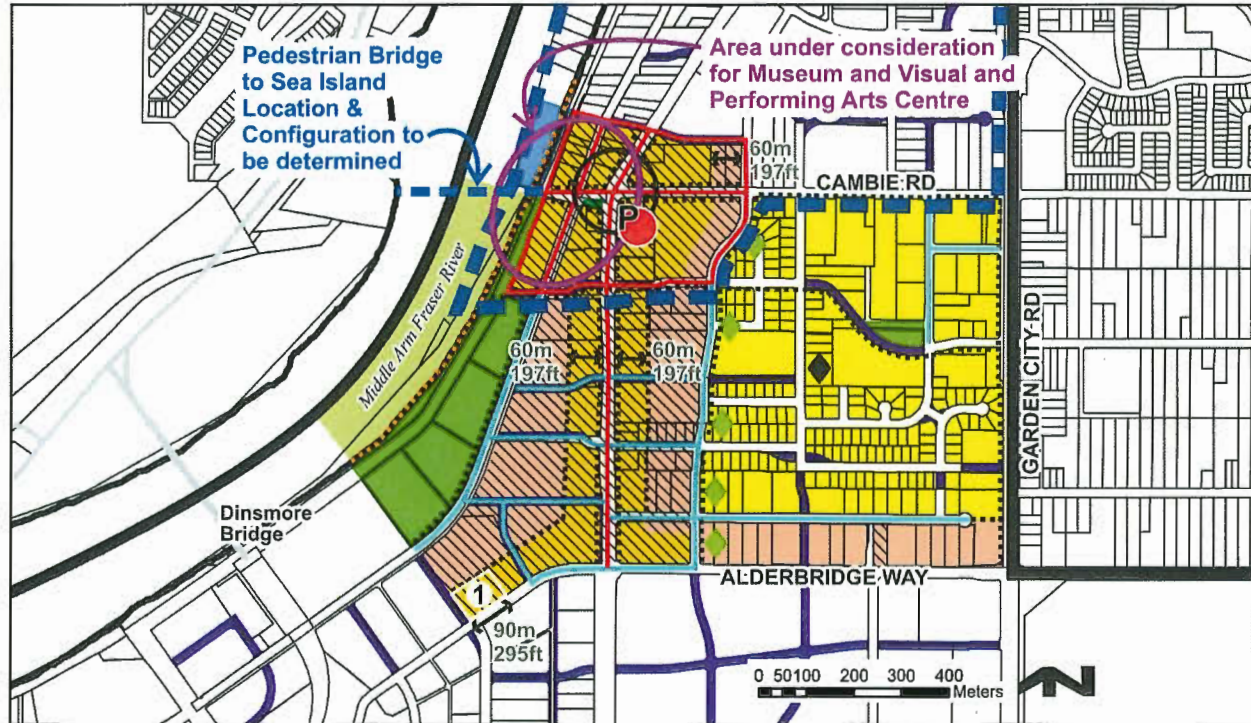
CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

Schedule A of Bylaw 10020

**Specific Land Use Map: Aberdeen Village (2031)**





Schedule B of Bylaw 10020

**Specific Land Use Map: Lansdowne Village (2031)**

