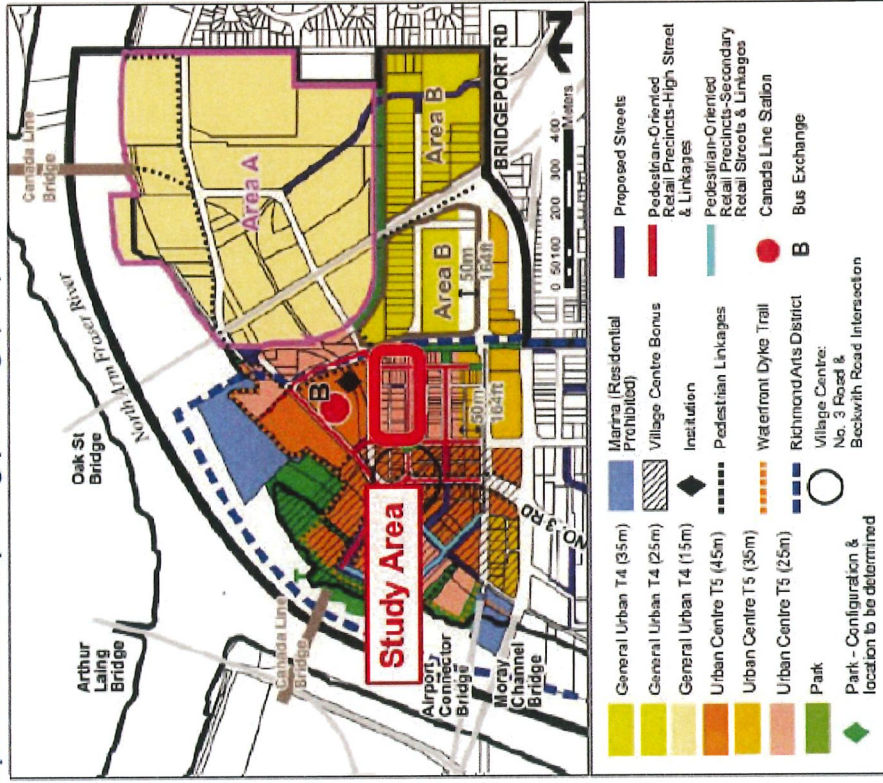


Schedule 1 to the Minutes of
the Planning Committee
meeting of Richmond City
Council held on Wednesday,
April 8, 2026.

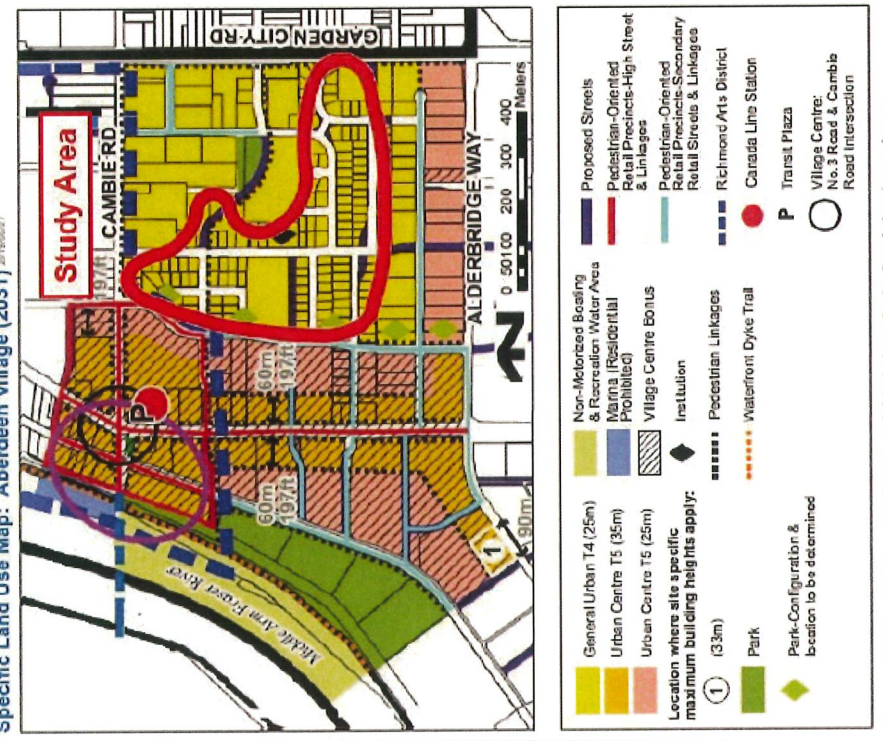


Presentation: Review of Existing Aircraft Noise Sensitive Land Use Policies and Consideration of the Merits and Implications of Supporting New Residential Development in Affected Areas

Specific Land Use Map: Bridgeport Village (2031) Map No. 07249 2012/07/18



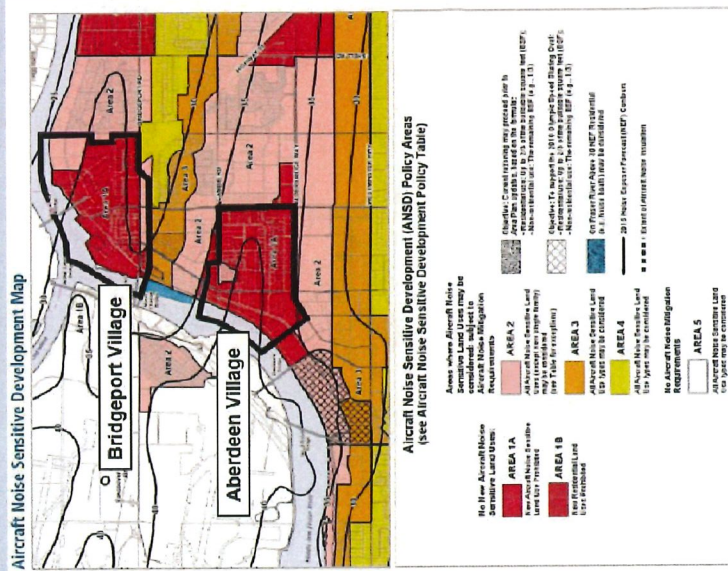
Specific Land Use Map: Aberdeen Village (2031) Map No. 06249 2012/05/27



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



Aircraft Noise Sensitive Development (ANSD) Policy

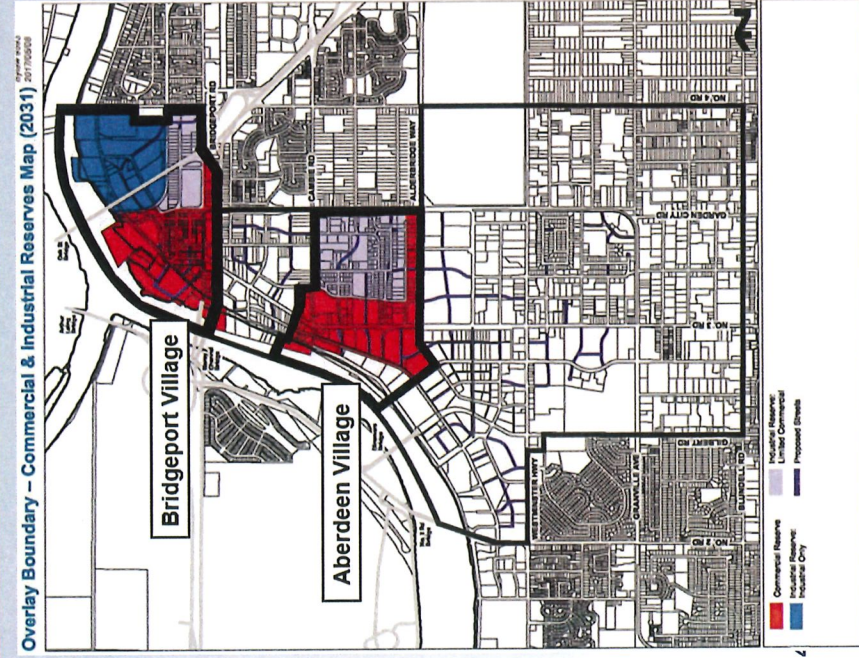


ANSD Policy:

- A City policy adopted by Council in 2004
- Identifies areas impacted by aircraft noise (e.g., sleep disturbance, speech interference)
- Allows aircraft noise sensitive uses in Capstan, Oval, Lansdowne, Brighthouse Village
- Prohibits new noise-sensitive development in Bridgeport and Aberdeen Village.
- Aligns with commercial/industrial land use patterns
- Existing residential properties can remain or rebuild under current zoning.



Employment Lands



Setting aside enough strategically located employment land intends to ensure:

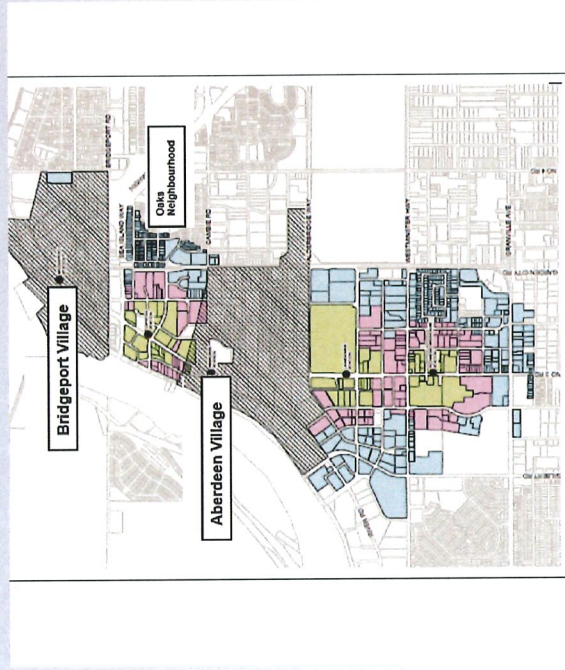
- long-term economic stability and investment confidence;
- job and business growth and retention; and
- a diversified economy.

Employment lands designation

- Permits office, retail, entertainment, industry, hotel, arts uses.
- Protects existing employment and business and off-sets conversion of other lands in the City Centre from employment to mixed-use and residential
- Attractive, unique urban employment lands suitable for broad range of employment uses.
- Majority of projected new jobs anticipated to be located in Bridgeport and Aberdeen Village
- As employment lands, reduces the number of residents affected by high aircraft noise.

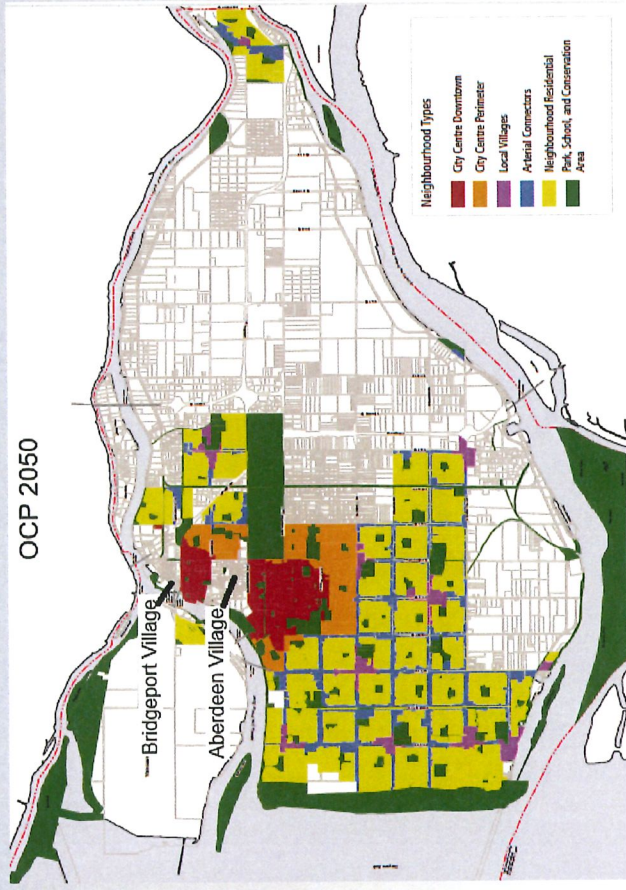
Residential Capacity

New residential development in Bridgeport and Aberdeen Village is not required to accommodate projected population growth.



MD FRAMEWORK/ MINIMUM DENSITIES & HEIGHTS			
TOA Type	Tier	Prescribed Distance to a Canada Line Station (m)	Minimum Allowable Density (FAR) / Minimum Allowable Height (Stores)
Skytrain	1	Less than 200	Up to 5.0 / Up to 20
	2	200-400	Up to 4.0 / Up to 12
	3	400-800	Up to 3.0 / Up to 8

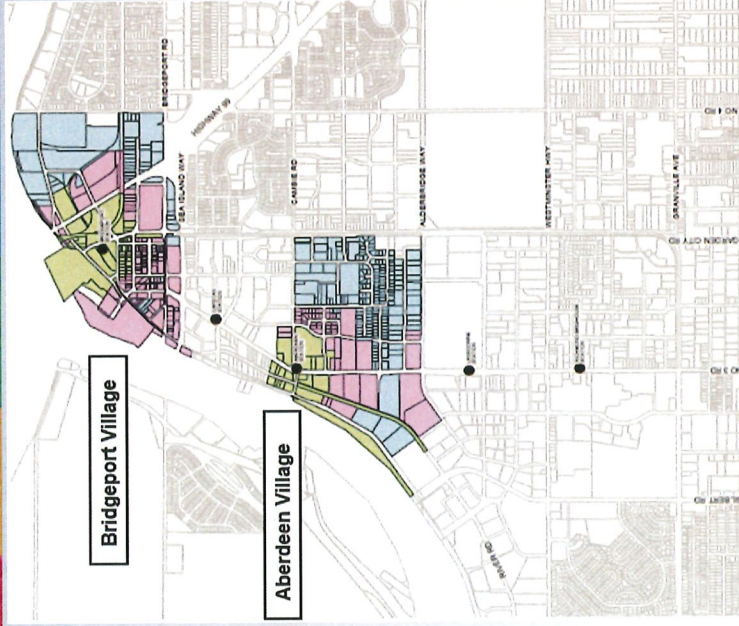
OCP 2050



Neighbourhood Types

- City Centre Downtown
- City Centre Perimeter
- Local Villages
- Arterial Connectors
- Neighbourhood Residential
- Park, School, and Conservation Area

Land Use Policies and Impacts on Land Values



New Residential Development

- Subject to Provincial TOA density and height.
- Early projects may benefit from lower land values while later projects face higher costs.
- May drive land speculation and make it harder to retain and attract businesses.
- May increase pressure to convert industrial and agricultural lands.
- Mixed-use development may not deliver the type of space required by high-value sectors associated with higher-than-average wages.

MD FRAMEWORK / MINIMUM DENSITIES & HEIGHTS				
TOA Type	Tier	Prescribed Distance to a Canada Line Station (m)	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)
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Technical Procedure for Changing the OCP

Option 1: Preserve Existing Approach to Land Use Planning (“No Change”) (Recommended)

This option maintains current policies:

- No new aircraft sensitive development in areas affected by high aircraft noise
- Continues to protection of employment lands
- Minimizes land speculation in the area and pressure to convert and/or redesignate other lands for displaced employment uses.

Option 2: Area Plan Update for a Specific Area Within Bridgeport and/or Aberdeen Village

This option requires an Area Planning Process

- Increases City Centre housing capacity
- Rental tenure zoning may support affordability
- May impact YVR operations
- May result in land speculation and business displacement
- Potential conflicts with nearby industrial uses
- Limited below/non-market rental in new development

Option 2: Area Plan Update for a Specific Area Within Bridgeport and/or Aberdeen Village

Prior to initiating a detailed Area Planning process, staff require direction from Council regarding:

1. The geographic area where residential development would be supported.
2. The type of residential development supported.



Upon receiving direction, an Area Planning process would be initiated and would include:

- Public and stakeholder consultation
- Comprehensive analysis including:
 - Impacts and costs to upgrade City utilities, infrastructure, amenities and parks.
 - Updates to the City's Development Cost Charges program to reflect infrastructure costs that are related to new growth.