



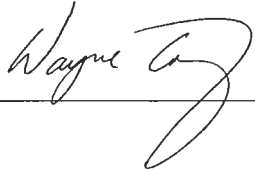

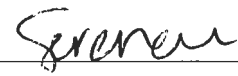
To: General Purposes Committee **Date:** June 6, 2024
From: John Hopkins **File:** 08-4045-30-02/Vol 01
Director, Policy Planning
Re: **Response to Provincial Housing Bills: Transit-Oriented Areas (TOA)
Designation Bylaw and Associated Zoning Bylaw Amendments**

Staff Recommendations

1. That Transit-Oriented Areas (TOA) Designation Bylaw No. 10560, to designate the City's Transit-Oriented Areas in compliance with the requirements of Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023), be introduced and given first, second, and third reading;
2. That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10561, to exempt residential use in Transit-Oriented Areas from the requirement to provide a minimum amount of off-street vehicle parking spaces, other than accessible parking spaces, in compliance with the requirements of Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023), and update loading provisions and transportation demand management measures in Transit-Oriented Areas, be introduced and given first, second, and third reading;
3. That the Minister of Transportation and Infrastructure be notified in writing of the final adoption of Transit-Oriented Areas (TOA) Designation Bylaw No. 10560 and Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10561, including a copy of both bylaws, in compliance with the requirements of Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023); and
4. That staff review the building massing implications of the Floor Area Ratio exemption for above grade parking within Transit-Oriented Areas (TOA) in response to the elimination of minimum residential off-street parking requirements and the increased residential densities and building heights prescribed by Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023) and report back.

John Hopkins
Director, Policy Planning
(604-276-4279)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Recreation & Sport Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

In December 2023, the Province of British Columbia (the “Province”) made amendments to the *Local Government Act* in association with the Province’s “Homes for People Action Plan”. The amendments include Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023), which requires local governments to designate Transit-Oriented Areas (TOA) as prescribed by Provincial regulations and exempt residential use within these areas from the requirement to provide a minimum amount of off-street vehicle parking spaces, other than accessible parking spaces. The Provincial regulations also include specified densities and heights within TOA that local governments must allow for residential development. The legislation requires local governments to designate TOAs by bylaw and remove residential parking minimums within TOA by June 30, 2024.

The purpose of this report is to provide a summary of the Provincial requirements as a result of Bill 47 and bring forward the following bylaws to comply with the Provincial requirements:

- **Transit-Oriented Areas (TOA) Designation Bylaw 10560:** to designate the City’s TOAs and identify densities and heights within TOAs in compliance with Bill 47; and
- **Zoning Bylaw 8500 Amendment Bylaw 10561:** to exempt residential use in TOAs from the requirement to provide a minimum amount of off-street vehicle parking spaces, other than accessible parking spaces, in compliance with Bill 47. The proposed bylaw would also update loading provisions and transportation demand management measures in TOAs.

The magnitude of change combined with the tight deadlines are unprecedented. This has effectively reduced local autonomy in land use decision making and the tight deadlines have had impacts on the timing of several work program items including updating the Official Community Plan.

Background

Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act) (“Bill 47”), and associated regulations require local governments to designate Transit-Oriented Areas (TOA), allow specified minimum densities and heights for residential development, and remove minimum residential parking requirements within these areas, other than accessible parking. Richmond’s designated TOAs reflect a measured radius (800 m) from five Canada Line stations (Bridgeport, Capstan, Aberdeen, Lansdowne, and Brighthouse), and includes three tiers (200 m, 400 m, 800 m), each with established density and height requirements. Attachment 1 provides a map illustrating the City’s TOA boundaries and associated tiers, along with additional areas to be added and removed (more information on these additional areas is provided in the “Analysis” section of this report).

The Provincial regulations apply to lands that are designated for residential uses, including mixed-use land use designations. Lands designated for non-residential uses are not required to meet the densities and heights prescribed by the Province. The legislation does not require local governments to pre-zone the TOA area. The Province has imposed these requirements on local

governments and there is no option for local governments to apply for an extension or exemption.

Within the TOA, local governments cannot deny a residential rezoning application based on density and height that is consistent with prescribed allowable heights and density. However, local governments do retain authority to deny a rezoning application that is inconsistent with the land use designation, and other valid planning objectives that do not involve density and height that are embedded in the City's Official Community Plan (OCP). For example, parts of the City Centre located near the Bridgeport and Aberdeen Canada Line stations are located under the YVR flight path, which is not suitable for residential development due to noise exposure. Those areas are designated for non-residential uses and contribute to the City's industrial and commercial reserve. Within these areas, Council retains its discretionary authority to deny a rezoning application that is inconsistent with land use designations that do not permit residential uses.

The impacts of Bill 47 are mostly contained within the City Centre as the City Centre Area Plan (CCAP) is organized around the Canada Line stations. There are also areas outside of the CCAP that will be significantly impacted by the densities and heights prescribed by the Province. Based on a comprehensive staff review of the TOA densities and heights compared to existing OCP land use designations, Bill 47 has the potential to introduce thousands of new units not previously anticipated in the OCP or associated Area Plans. This would result in fundamental impacts to the City's plans for providing adequate servicing infrastructure, parks space, and community amenities. More information on these impacts are provided in the "Analysis" section of this report.

Analysis

The recently adopted provincial housing bills, including Bill 47, have fundamentally changed the planning landscape and reduced local autonomy in land use decision making. Further, the tight deadlines have had impacts on the timing of several work program items including updating the OCP. The Province has also released several updates to their Provincial Policy Manual, including the last update on May 29, 2024. This illustrates significant concerns when implementing new legislation that is still evolving in its interpretation. The intention is to comply with the legislation, but at the same time, recognizing that there are some local factors that were not considered as part of this "one-size-fits-all" approach to community development and planning.

Compliance Requirements

In order to comply with Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023), local governments are required to complete the following by the June 30, 2024 deadline established by the Province:

- **Designate TOAs:** local governments must designate the City's TOAs by bylaw. Local governments can extend the TOA area, however, there are currently no provisions to exempt an area included by the Provincial regulations.
- **Remove residential parking minimums in TOAs:** local governments must remove residential parking minimums, other than accessible parking, in TOAs. Local governments retain the ability to require parking for non-residential uses.

If a local government fails to comply with requirements or deadlines of the Bill, the Province may order compliance requirements that must be undertaken within 30 days of receiving notification from the Province. If non-compliance continues, the Province may enact bylaws on the jurisdiction's behalf.

In addition to the legislation and regulations, the Province also released the "Provincial Policy Manual: Transit-Oriented Areas". The legislation requires local governments to consider the Provincial Policy Manual. The summary of the City's response to the Provincial Policy Manual is provided in Attachment 2. The local government must also notify the Minister of Transportation and Infrastructure, in writing, of the final adoption of the bylaws that they are compliant with TOA requirements, including a copy of the bylaws. The staff recommendation associated with this report would comply with all of these requirements.

Minimum Allowable Density Framework

The Province developed the Minimum Allowable Density Framework ("MD Framework") that informs the prescribed densities and heights, which local governments must allow when considering rezoning applications that would permit residential uses. The MD Framework is reflected in a prescribed density table in the Provincial regulations that outlines the permissible density (i.e., floor area ratio and storeys) as applicable, within designated TOAs. All TOAs in Richmond are "SkyTrain TOA" type, with the following MD Framework:

TOA Type	Tier	Prescribed Distance (m)	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)
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

The MD Framework applies to any parcel within a TOA on which the land use designation or proposed zoning allows residential land use (Attachment 3). There are some parcels that are bisected by the Airport Noise Sensitive Development (ANSD) management area which does not allow residential uses. In those situations, only part of the site would be subject to the MD Framework. For land designated for non-residential uses, they would not be subject to the MD Framework (Attachment 4). There are also several scenarios where Federal or Provincial statutes are applicable, the provisions of which supersede or have a limiting effect on the MD Framework. This includes:

- land located in the Agricultural Land Reserve (ALR);
- land subject to Airport Zoning Regulations under the *Aeronautics Act*;
- Federal Crown land;
- flood plains, hazard areas, riparian areas and other environmentally sensitive areas; and
- heritage objects and sites that are subject to heritage designation, heritage revitalization agreements, etc.

Building height restrictions related to the flight path will continue to apply. While the MD Framework, which sets minimum building height and density, applies to all land within the TOA, the Province acknowledges some individual sites will be unable to achieve these

thresholds due to site size, shape or land constraints. Further, Federal Airport Zoning Regulations (AZR), and associated maximum building heights, override the building heights mandated in the Provincial legislation. Therefore, developments within areas of the TOA affected by AZR may not be able to meet the building heights referenced in the MD Framework. Council also retains the authority to deny rezoning applications that are inconsistent with the land use designation in the OCP (i.e., non-residential), regardless of the MD Framework.

Future Transit-Oriented Areas

It is important to note that any new rapid transit stations or off-street transit bus exchanges would incorporate a new TOA. For example, the Steveston bus exchange is not included in the TOA framework as it is considered an on-street bus exchange where buses park temporarily, and passengers transfer from one line to another. However, there may be potential implications if a new permanent, purpose-built off-street bus exchange for Steveston is built. In this example, the Province could include the new bus exchange as a TOA through a Provincial Order in Council. In that case, the minimum residential densities for off-street transit bus exchanges would be as follows:

- Within 200 metres of a bus exchange – minimum density up to 4.0 FAR, minimum height up to 12 storeys; and
- 200 metres to 400 metres of a bus exchange – minimum density up to 3.0 FAR, minimum height up to 8 storeys.

Impacts to Official Community Plan

Staff conducted a comprehensive review of the TOA tiers and associated densities and heights compared to existing OCP land use designations and identified areas where there is significant increases in densities and heights due to the Provincial legislation. Although there are areas in the CCAP that allow greater densities than those specified by the Provincial regulations, there are many sites that would be allowed more residential density and height than is currently identified. This undermines the CCAP's objectives to provide associated infrastructure and amenities to support the densities identified in the CCAP. With the proposed increases in density because of TOA, staff anticipate impacts to current plans to provide adequate servicing infrastructure and public amenities, including but not limited to, the following:

- Flood protection, water, sanitary sewer and road infrastructure;
- Parks, open space, and recreational and cultural facilities; and
- Schools, including both elementary and secondary schools.

In addition, staff anticipate that, as a result of Bill 16 (Housing Statutes Amendment Act, 2024), there will be further implications to the CCAP's Village Centre Bonus (VCB) and T6 (density bonusing for community amenities) designations and how local governments apply density bonusing provisions in exchange for public amenities. Once more information regarding Bill 16 is released by the Province, staff will review and bring forward any potential changes for Council's consideration.

Staff have also identified areas outside the CCAP that would be significantly impacted by TOA, identified in Attachment 1 as Areas 1, 2 & 3, and summarized below:

Areas Significantly Impacted:

- **Area 1 (Bridgeport):** there is one residential property in the Bridgeport Area Plan that is located within 800 m of Bridgeport Station. The property is zoned and designated for townhouses, but under TOA would be permitted to achieve residential density of 3.0 FAR and 8 storeys. Since this property is already zoned and designated for multi-family development and has direct access to a Canada Line station, this property remains in the TOA.
- **Area 2 (Oaks Neighbourhood):** a large portion of the Oaks neighbourhood in West Cambie is located within 800 m of Bridgeport and Capstan Stations. This area is zoned and designated for single-family development, but under TOA would be permitted to achieve residential density of 3.0 FAR and 8 storeys. Since the properties have direct access to the Canada Line stations, these properties remain in the TOA. Further review of the Oaks neighbourhood and existing land use designations for the remainder of the neighbourhood will be considered through the OCP update.

Area To Not Be Included in TOA:

- **Area 3 (Burkeville):** 11 properties (approx. 7,075 m²) in the Burkeville neighbourhood are within 800 m of Aberdeen Station. These properties are currently designated for single-family development, but under TOA would be permitted to achieve a residential density of 3.0 FAR and 8 storeys. The properties are physically separated by the Fraser River from the closest public transit station identified as a TOA. The properties are also two kilometres away (walking distance) from a TOA public transit station which is approximately a 30 minute walk, inconsistent with the 800 m TOA tier. This is contrary to the intent of the Provincial legislation, which is to encourage increased housing within walking distance to rapid transit. In addition, the Province intentionally left out the Sea Island Canada Line stations from TOA, which would have included a large portion of the Burkeville neighbourhood. Although local governments do not have the authority to reduce the TOA boundary, staff recommend these lots be excluded from the TOA as staff believe it was not the Province's intention to allow lots physically disconnected from the public transit station to be included.

Impacts to Building Massing

With the added increase in minimum residential densities and building height combined with the prohibition of prescribing minimum residential parking rates, there is some uncertainty on how much parking would be included in future proposals and how that would impact the overall building massing. Currently, Zoning Bylaw 8500 excludes enclosed parking floor area from the calculation of density in apartment housing and mixed use zones, regardless of where the parking is located. This can result in added bulk to the building in cases where enclosed parking is not located below grade.

In order to improve overall building massing, it is recommend that staff review the building massing implications of the FAR exemption for above grade parking within a TOA in response

to the elimination of minimum residential off-street parking requirements and the increased residential densities and building heights prescribed by Bill 47. Once staff conduct a comprehensive review, proposed bylaw amendments may be brought forward for Council's consideration.

Proposed TOA Bylaw

The proposed Transit-Oriented Areas (TOA) Designation Bylaw 10560 would designate the City's TOAs and identify the MD Framework as prescribed by Provincial regulations. The five TOAs in Richmond are the five Canada Line Stations on Lulu Island (Bridgeport, Capstan, Aberdeen, Lansdowne, Brighthouse). The Province did not include the Sea Island Canada Line stations. There is also a portion of the Marine Drive Canada Line station in Vancouver that transects onto a lot in Mitchell Island. However, since the lot is designated industrial, it is not subject to the MD Framework.

Local governments can extend the TOA boundary at the City's sole discretion. The proposed bylaw includes adding additional areas beyond the Provincial requirements as strategic expansions of the TOA. The additional areas identified are currently zoned for single-family residential and would be required to be rezoned in keeping with the Province's small-scale multi-family housing (SSMUH) requirements as prescribed in Bill 44, which is not consistent with the applicable OCP designations. The additional areas are summarized below and identified in Attachment 1 as Areas A, B & C:

- **Area A (Bridgeport Village):** four properties (approx. 5,086 m²) in the Bridgeport Village of the CCAP are left out of the Provincially designated boundary for the Bridgeport Station TOA, which are currently zoned for single-family. As per the CCAP, these properties are located within an area designated for industrial uses with limited commercial, and prohibits residential. If this area is not included in TOA, these properties would fall under Bill 44 (small-scale multi-unit housing) which would allow these lots to be rezoned for four to six dwelling units per lot. Allowing residential multiplexes would be contrary to the policies and direction in the OCP and CCAP.
- **Area B (Aberdeen Village):** 29 properties (approx. 26,253 m²) in the Aberdeen Village of the CCAP are left out of the Aberdeen Station TOA, which are currently zoned for single-family. As per the CCAP, these properties are located within area designated for industrial and other non-residential uses, and prohibits residential. Similar to Area A, if these properties are not included in TOA, they would fall under Bill 44 (small-scale multi-unit housing) which would allow these lots to be rezoned for four to six dwelling units per lot. Allowing residential multiplexes would be contrary to the policies and direction in the OCP and CCAP.
- **Area C (Spires Road Area):** 11 properties (approx. 8,789 m²) along Garden City Road in the Spires Road area of the CCAP are left out of the Brighthouse Station TOA, which are currently zoned for single-family. As per the CCAP, these properties are located within the Spires Road Rental Tenure Policy area, which allows multi-family development up to 3.0 FAR, consistent with the density requirements of the TOA Tier 3.

Proposed Zoning Bylaw Amendment – Parking

The proposed Richmond Zoning Bylaw 8500, Amendment Bylaw 10561, would exempt residential use in TOAs from the requirement to provide a minimum amount of off-street parking spaces, other than accessible parking spaces, as per Provincial requirements. As designating TOA is based on the principle of encouraging a shift towards using more sustainable travel modes such as public transit, the proposed bylaw would also update loading provisions and Transportation Demand Management (TDM) measures. The following changes are proposed:

- Exempt residential use in TOA from the requirement to provide a minimum amount of residential off-street parking spaces, other than accessible parking spaces, as per the Provincial legislation.
- Require accessible parking spaces in TOA based on the number of units, at a rate consistent with the current requirement for accessible parking spaces in residential developments.
- Require that onsite TDMs be determined through a site specific basis during the evaluation of a rezoning application for all residential developments in a TOA, which may include:
 - Transit pass program: provision of at least one 2-zone transit pass per dwelling unit for one year;
 - Car share parking space: provision of one car share space with an EV vehicle charging station for every 100 dwelling units, with a minimum of one car share space per development site;
 - Bicycle parking: provision of one bicycle parking space per bedroom, with a minimum of one bicycle parking space per dwelling unit;
 - Bicycle maintenance facilities: provision of one bike maintenance facility for every 40 Class 1 bicycle spaces, with a minimum of one bike maintenance facility; and
 - Require additional small loading spaces for TOA developments for drop-off/pick-up other deliveries (incl. e-commerce delivery).

The recently passed legislation, Bill 16 (Housing Statutes Amendment Act, 2024), also includes the ability for Council to adopt a TDM bylaw which can identify different TDM standards for different areas, densities, tenures, uses and zones. There is also the ability to establish a reserve fund for the purposes of providing new and existing TDMs. A separate report will be presented to Council, in the near future, on potentially establishing a reserve account and a TDM bylaw.

Transitional Provisions

The requirements and restrictions in the TOA legislation do not apply with respect to any in-stream rezoning bylaws that have received first reading by their respective local government before December 7, 2023. Based on staff review of in-stream rezoning bylaws for lots subject to TOA densities and heights, seven in-stream residential or mixed use developments were identified that meet the transitional provisions of the TOA legislation (received first reading by Council prior to December 7, 2023). Staff will continue to process these applications as

previously presented to Council. Should an applicant choose to withdraw the in-stream rezoning application, the bylaw would be rescinded and a new rezoning application would be required, subject to Council approval.

Next Steps

Following first, second and third reading of Bylaw 10560 and 10561, final adoption would be considered at the next Council meeting. There is no public hearing associated with the attached bylaws as the changes are mandated by the Province through Bill 47. Within 30 days following final adoption of these bylaws, there must be notification to the Minister of Transportation and Infrastructure of compliance with the requirements of Bill 47 (Housing Statues (Transit-Oriented Areas) Amendment Act), 2023.

To support the public's understanding of the various changes, due to the Provincial housing bills, staff are proposing to distribute information via the following outlets for Transit-Oriented Areas:

- Website: Updates will be made to the City's website to provide information on the changes, including updates to the Richmond Interactive Map (RIM).
- Social Media: various platforms will be utilized to communicate the changes.
- Bulletin: bulletins will be prepared to aid the general public and development community in understanding the changes.

Staff will also continue to review the impacts of Bill 47 and other Provincial housing bills and bring forward applicable changes to Council for consideration, including:

- mandatory updates to the City's OCP to align with the Provincial housing bills by the end of 2025;
- mandatory update to the City's Housing Needs Report by the beginning of 2025;
- updates to the City's development financing mechanisms as a result of Provincial changes, including development cost charges (DCCs), amenity cost charges (ACCs) and TDMs; and
- incorporation of inclusionary zoning and density bonusing measures as a result of Bill 16 by mid-2025. Bill 16 will impact the Village Centre Bonus (VCB) and T6 (density bonusing for community amenities) designations, while low-end market rental (LEMR) would shift from a density bonus approach to an inclusionary zoning approach and subject to financial feasibility accounting requirements set by legislation.

Financial Impact

Increased densities and heights prescribed by the Province beyond the current OCP and CCAP will likely necessitate additional infrastructure upgrades, and also require a reassessment of planned parks spaces and community amenities in the OCP and CCAP, including recreation and cultural facilities. At this time, the associated costs are unknown; however, a comprehensive review on development financing is underway with anticipated results brought forward to Council over the coming months.

Conclusion

The Province's amendments to the *Local Government Act* in December 2023 requires local governments to designate Transit-Oriented Areas as prescribed by Provincial regulations and exempt residential uses within these areas from the requirement to provide a minimum amount of off-street parking spaces, other than accessible parking spaces. The Provincial regulations also identify the Minimum Allowable Density Framework, which specifies densities and heights within TOA that local governments must allow. The MD Framework would not apply to the Bridgeport and Aberdeen Villages as those areas are not designated for residential uses. However, for the Capstan, Lansdowne and Brighthouse Villages, and areas outside the CCAP within TOA, which does permit residential uses, the legislation will allow increased densities and heights on many sites compared to existing Official Community Plan and City Centre Area Plan land use designations.

The legislation requires local governments to designate TOAs by bylaw and remove residential parking minimums within TOA by June 30, 2024. The purpose of this report is to bring forward the following bylaws in order to comply with the Provincial requirements:

- Transit-Oriented Areas (TOA) Designation Bylaw 10560; and
- Richmond Zoning Bylaw 8500 Amendment Bylaw 10561.

In order to comply with Provincial requirements, it is recommended that the Transit-Oriented Areas (TOA) Designation Bylaw 10560 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10561, be introduced and given first, second and third reading, and following Final Adoption at the next Council meeting, that the Minister of Transportation and Infrastructure be notified in writing of the bylaws. Following this, staff recommend that staff review the impact of the increased residential densities and heights prescribed by the Province to building massing, and explore options to include parking at or above grade, provided voluntarily by the developer, in the calculation of floor area in apartment housing and mixed use zones.

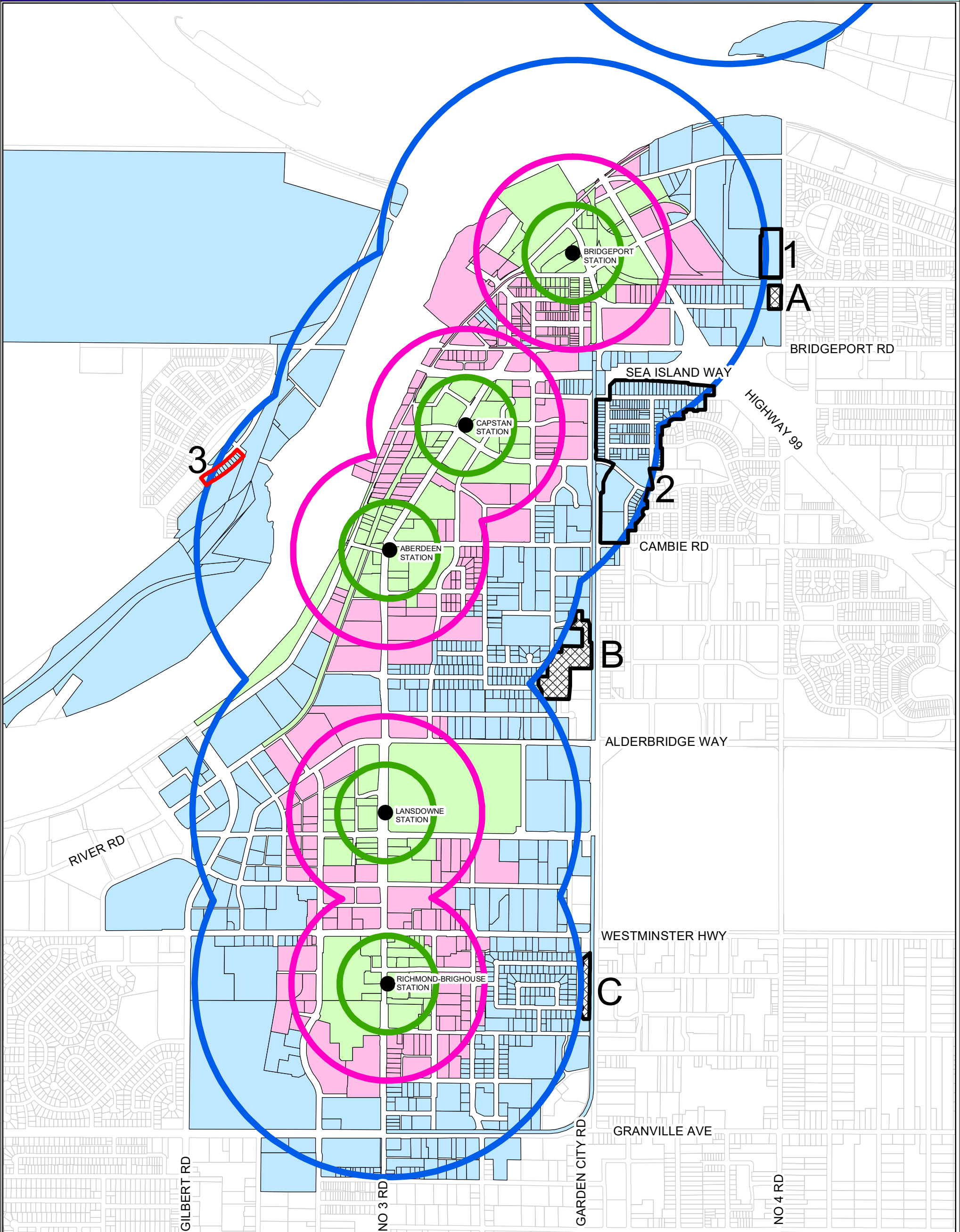


Steven De Sousa
Planner 3
(604-204-8529)

SDS:cas

- Att. 1: Map of TOA Boundaries, Tiers and Areas to be Added/Removed
- 2: City's Response to Provincial Policy Manual: Transit-Oriented Areas
- 3: Map of Properties Currently Subject to MD Framework
- 4: Map of Properties Currently Not Subject to MD Framework

Lots Within Transit-Oriented Areas



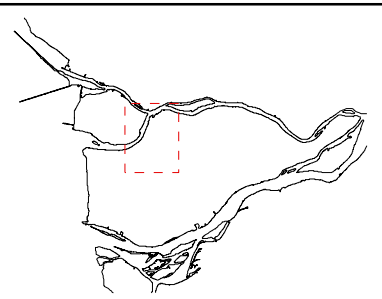
Legend

- Skytrain Station
- Tier 1 (200m)
- Tier 2 (400m)
- Tier 3 (800m)
- 200m
- 400m
- 800m
- Included in TOA at City's Discretion
- Excluded from TOA at City's Discretion

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 lot sizes and legal description must be confirmed at the Land Title office in New Westminster.
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City of Richmond



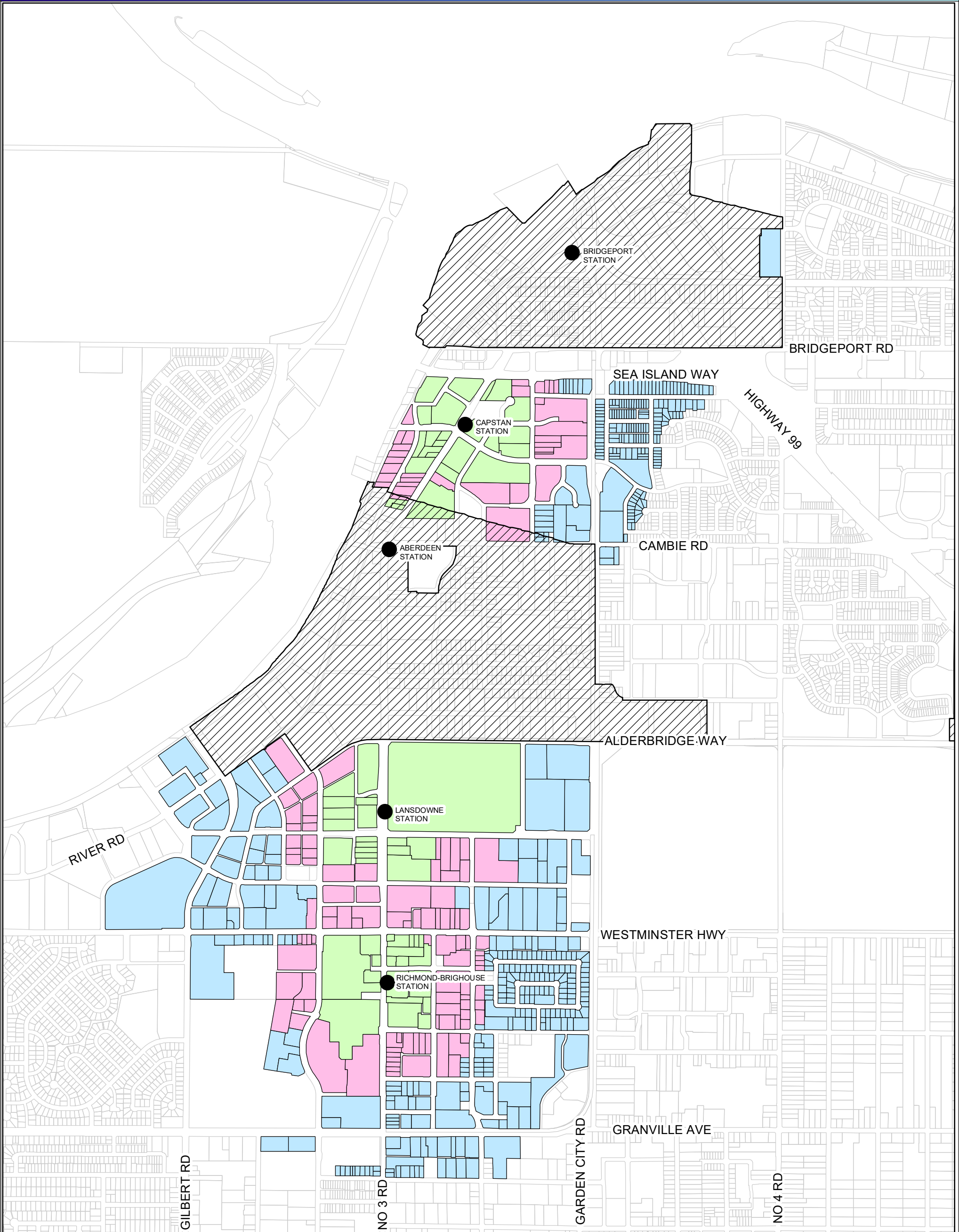
City's Response to Provincial Policy Manual: Transit-Oriented Areas

The "Provincial Policy Manual: Transit-Oriented Areas" includes the following step-by-step guide for local governments to appropriately designate Transit-Oriented Areas (TOA) and permit the minimum allowable densities and height prescribed in the regulations.

Provincial Policy Manual	City Response	Complies																		
Step 1: Confirm the Transit Station Category	<ul style="list-style-type: none"> There are five TOAs in Richmond: Bridgeport Station, Capstan Station, Aberdeen Station, Lansdowne Station and Brighthouse Station. All TOAs in Richmond are "Category 1 SkyTrain in Metro Vancouver". 	Yes																		
Step 2: Confirm the Locations and Types of TOA	<ul style="list-style-type: none"> The TOAs in Richmond are the five Canada Line Stations on Lulu Island and are classified as "SkyTrain TOA" type, which has a catchment area of 800m. The coordinates used for designating the TOAs are based on the coordinates provided by the Province and included in the Provincial regulations. These coordinates are used as the centre point from which an 800 m radius is drawn to establish the catchment area. Any parcel which is partially included in the catchment area is deemed to be wholly within the catchment area of that TOA. Some TOAs cross multiple boundaries. For Richmond, this includes the catchment area of Marine Drive Canada Line Station in Vancouver. 	Yes																		
Step 3: Confirm Density Required	<ul style="list-style-type: none"> All TOAs in Richmond are "SkyTrain TOA" type, which as per the Provincial regulations, requires the following Minimum Allowable Density Framework (MD Framework): <table border="1"> <thead> <tr> <th>TOA Type</th> <th>Tier</th> <th>Prescribed Distance (m)</th> <th>Minimum Allowable Density (FAR)</th> <th>Minimum Allowable Height (Storeys)</th> </tr> </thead> <tbody> <tr> <td rowspan="3">SkyTrain</td> <td>1</td> <td>Less than 200</td> <td>Up to 5.0</td> <td>Up to 20</td> </tr> <tr> <td>2</td> <td>200-400</td> <td>Up to 4.0</td> <td>Up to 12</td> </tr> <tr> <td>3</td> <td>400-800</td> <td>Up to 3.0</td> <td>Up to 8</td> </tr> </tbody> </table> <p>Note: where parcels are bisected by two different density tiers, the parcel is deemed to be wholly within the class of land to which the highest density applies.</p> <p>Note: In some areas, TOAs will overlap due to transit station spacing. In these cases, the highest density applicable to a geographic area is the density level which must be applied.</p>	TOA Type	Tier	Prescribed Distance (m)	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)	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	Yes
TOA Type	Tier	Prescribed Distance (m)	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)																
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																
Step 4: Map All TOAs	<ul style="list-style-type: none"> The proposed TOA Designation Bylaw includes a map of all TOAs, including TOA type and tiers, as per the Provincial regulations. 	Yes																		
Step 5 – Designate TOAs by Bylaw	<ul style="list-style-type: none"> The proposed TOA Designation Bylaw would designate all Richmond TOAs by bylaw. There is no requirement to amend the zoning bylaw or Official Community Plan (OCP) to designate TOAs, but the bylaw must contain a map showing the boundaries of each TOA. 	Yes																		

	<ul style="list-style-type: none"> The proposed TOA Designation Bylaw complies with these requirements. 	
Step 6 – Prepare TOA Plans (Optional)	<ul style="list-style-type: none"> Staff do not recommend preparing individual TOA plans as the TOAs identified in the Provincial regulations are located within existing area plans, such as the City Centre Area Plan (CCAP), which includes transit supportive policies. 	Yes
Step 7 – Implement Density Requirements	<ul style="list-style-type: none"> The proposed TOA Designation Bylaw identifies the Minimum Allowable Density Framework (MD Framework) as per the Provincial regulations. The proposed TOA Designation Bylaw also identifies exemptions to the MD Framework and the ability for Council to deny rezoning applications that are inconsistent with OCP land use designations. In addition, the requirements and restrictions in the TOA legislation do not apply with respect to any in-stream zoning bylaws amendments that have received First Reading by their respective local government before December 7, 2023. 	Yes

Lots Subject to MD Framework



Legend

● Skytrain Station

Lots Subject to MD Framework

■ Tier 1 (200m)

■ Tier 2 (400m)

■ Tier 3 (800m)

Aircraft Noise Sensitive Development Policy Area

▨ Area 1A

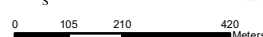
Note:
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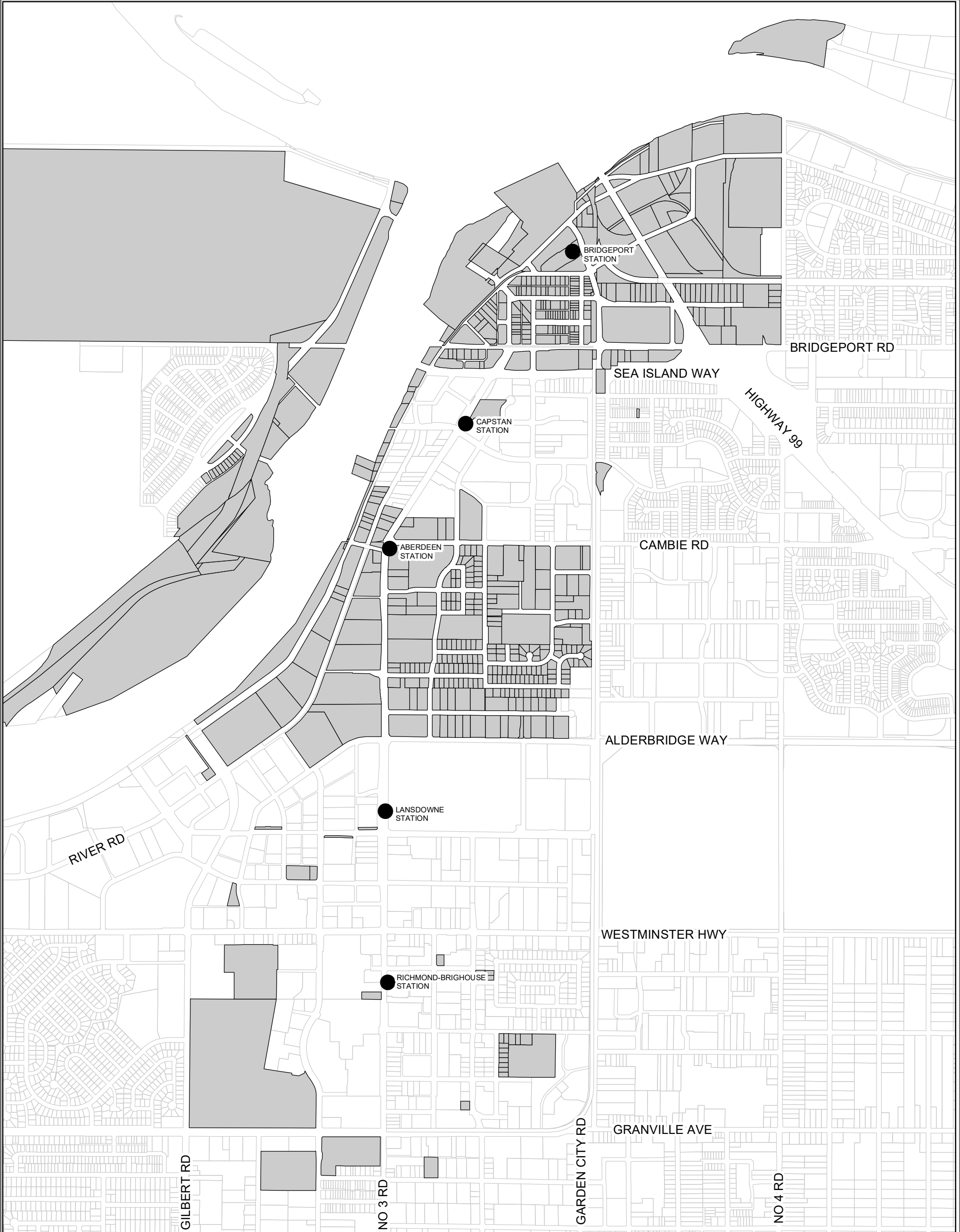
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City of Richmond



Lots Not Subject to MD Framework



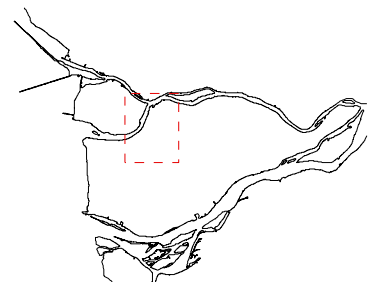
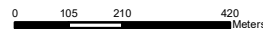
Legend

- Skytrain Station
- Lots Not Subject to MD Framework

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TRANSIT-ORIENTED AREAS (TOA) DESIGNATION BYLAW 10560

WHEREAS the *Local Government Act* requires the municipality to designate **Transit-Oriented Areas (TOA)** by bylaw;

WHEREAS pursuant to this Bylaw the City of Richmond designates each **Transit-Oriented Area (TOA)** as identified in Schedule A attached to this Bylaw, in compliance with Provincial legislation and regulations; and

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

PART ONE: DESIGNATION OF TOA

- 1.1 Unless otherwise exempted by this Bylaw, the *Local Government Act*, or by the Province of British Columbia through regulation, order in council, or otherwise, the lands identified in Schedule A to this Bylaw are hereby designated as **Transit-Oriented Areas (TOA)** and any rezoning of such lands which includes residential use is subject to the **Minimum Density (MD) Framework** in Schedule B.

PART TWO: EXEMPTIONS

- 2.1 The **Minimum Density (MD) Framework** identified in Schedule B does not apply to:
 - a) any lands which are subject to zoning that does not permit residential uses as per the **Zoning Bylaw**; and
 - b) any lands which are subject to zoning that permits ancillary or secondary residential use that is ancillary or secondary to:
 - i) industrial use as per the **Zoning Bylaw**; and
 - ii) agricultural use as per the **Zoning Bylaw**.
- 2.2 Federal or Provincial statutes and regulations regarding land use supersede, or have a limiting effect on, the **Minimum Density (MD) Framework**, including, but not limited to:
 - a) lands located in the Agricultural Land Reserve;
 - b) lands subject to Airport Zoning Regulations under the *Aeronautics Act*;
 - c) Federal crown land;

- d) lands subject to flood plains, hazard areas, riparian areas and other environmentally sensitive area designations and related legislative requirements and restrictions; and
- e) heritage objects and sites that are subject to heritage designation bylaws, heritage revitalization agreements, or other such heritage protections pursuant to applicable legislation.

2.3 Where the **Official Community Plan** designates the land for non-residential uses only, **Council** has the discretion to deny a rezoning application, which includes residential use.

PART THREE: INTERPRETATION

3.1 In this Bylaw and in the schedules, unless the context otherwise requires:

Bylaw	means this Bylaw.
City	means the City of Richmond.
Council	means the municipal Council of the City .
Floor area ratio	means floor area ratio as defined by the Zoning Bylaw .
<i>Local Government Act</i>	means the <i>Local Government Act, RSBC 2015, c 1.</i> , as may be amended or replaced from time to time.
<i>Local Government Transit-Oriented Areas Regulation</i>	means the <i>Local Government Transit-Oriented Areas Regulation, BC Reg 674/2023, as may be amended or replaced from time to time.</i>
Minimum Density (MD) Framework	means the minimum floor area ratio and building height values permitted as identified in Schedule B.
Official Community Plan	means, together, the City of Richmond <i>Official Community Plan Bylaw 9000</i> and the City of Richmond <i>Official Community Plan Bylaw 7100</i> , as may be amended or replaced from time to time.
Transit-Oriented Area (TOA)	means the geographic area within a prescribed distance from a prescribed transit station, both as defined by the <i>Local Government Transit-Oriented Areas Regulation</i> , and as identified in Schedule A.

Zoning Bylaw

means the City of Richmond *Zoning Bylaw 8500*, as may be amended or replaced from time to time.

PART FOUR: SEVERABILITY

4.1 If any part, section, sub-section, clause or sub-clause of this **Bylaw** is, for any reason, held to be invalid by the decision of a Court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

PART FIVE: CITATION

5.1 This Bylaw is cited as “**Transit-Oriented Areas (TOA) Designation Bylaw 10560**”.

FIRST READING

SECOND READING

THIRD READING

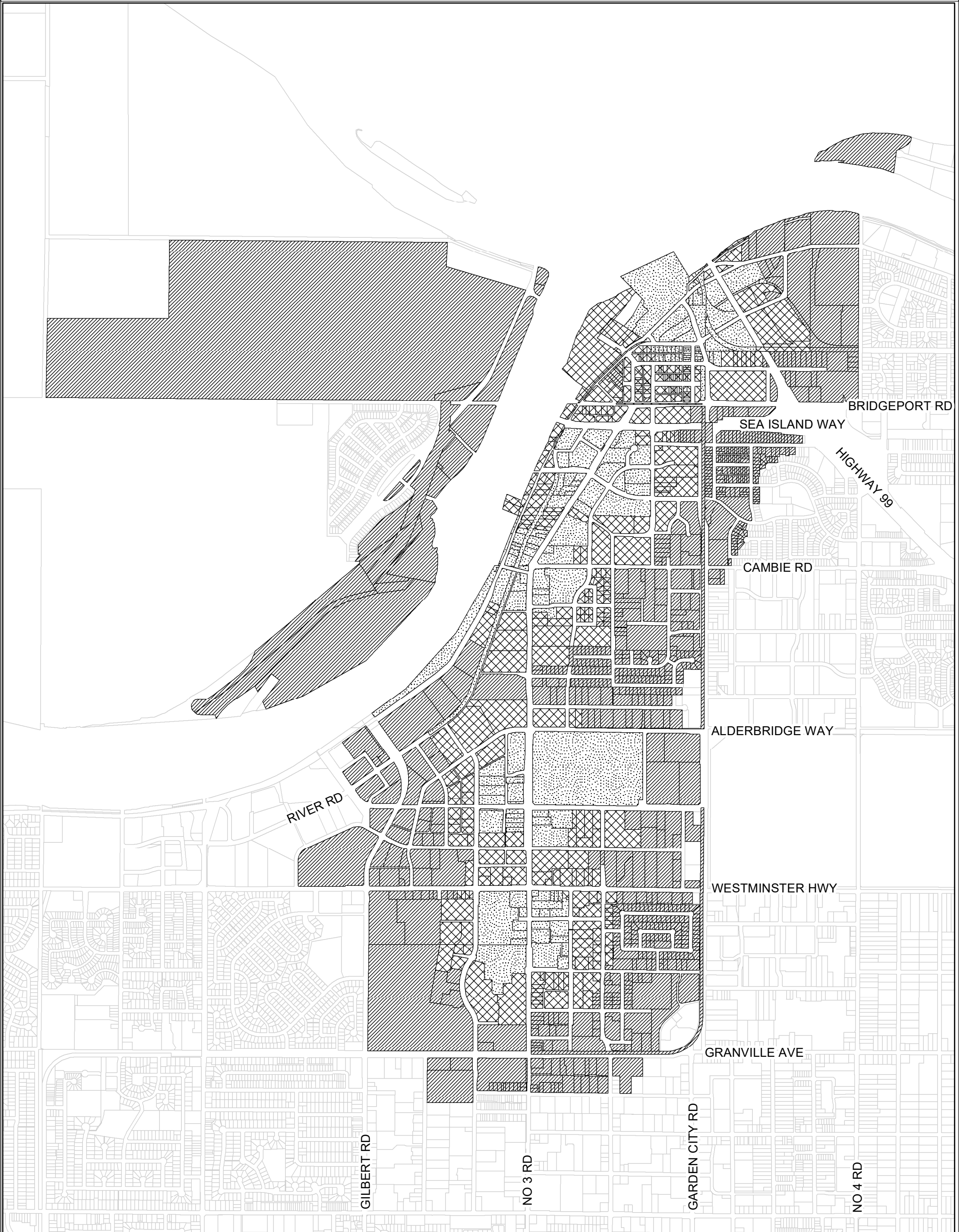
ADOPTED



MAYOR




CORPORATE OFFICE

SCHEDULE A TO BYLAW 10560



Legend

Parcels in TOA

-  Tier 1 (200m)
-  Tier 2 (400m)
-  Tier 3 (800m)

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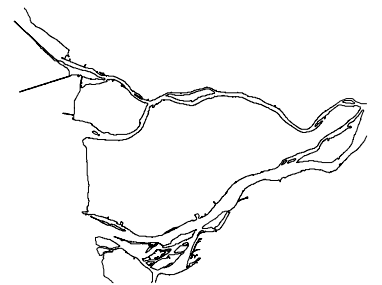
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City of Richmond

0 130 260 520 Meters

MGP 20, 194
Prepared by Onkar Buttar



SCHEDULE B TO BYLAW 10560

MINIMUM ALLOWABLE DENSITY FRAMEWORK (MD FRAMEWORK)¹

TOA Type	Tier	Prescribed Distance (m)	Minimum Allowable Density (FAR)²	Minimum Allowable Building Height (Storeys)^{3,4}
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

¹Note: MD Framework only applies to rezoning of such lands which includes residential use and to those lands designated for residential use in the **Official Community Plan**.

²Note: FAR means **floor area ratio**.

³Note: for the purposes of measuring building height as per the **Zoning Bylaw**, each storey identified in the **MD Framework** is equivalent to 3.0 m in height.

⁴Note: Federal Airport Zoning Regulations (AZR) and associated building height limitations supersede the heights identified in the **MD Framework**.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10561 (Transit-Oriented Areas)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following in Section 3.4 (Use and Term Definitions) alphabetically:

“**Transit-Oriented Area** means the area designated by Transit-Oriented Areas (TOA) Designation Bylaw 10560”
 - b. Inserting the following as new Section 7.9A following Section 7.9:

“**7.9A Provision of Parking in Transit-Oriented Areas (TOA)**

7.9A.1 Notwithstanding Section 7.4.4 (transportation demand management measures), Section 7.5.14 (minimum number of accessible **parking spaces**), Section 7.7 (Parking Spaces Required) and Section 7.9 (Provision of Parking in City Centre), in **Transit-Oriented Areas**, for residential **uses** only:

 - a) there is no minimum number of on-site **parking spaces** required for residential **uses**, except that every **owner** of land shall maintain a minimum number of accessible **parking spaces** of 0.02 **parking space per dwelling unit**;
 - b) all on-site accessible **parking spaces** provided on-site shall comply with the location, design, operation, and other specifications and requirements set out in this bylaw, and in particular Sections 7.5.11, 7.5.14, and 7.5.15;
 - c) all additional excess **parking spaces** for residential **uses** provided on-site shall comply with the location, design, operation, and other specifications and requirements set out in this bylaw;
 - d) the **owner** of a **development site** shall provide Transportation Demand Management (TDM) measures to the satisfaction of the Director, Transportation including, but not limited to the following:
 - i) Transit Pass Program: Provision of a minimum of one 2-zone transit pass per **dwelling unit** for one year;

- ii) Car Share: Provision of the greater of:
 - A) one car share **parking space** with **electric vehicle supply equipment** for every 100 **dwelling units**;
 - B) one car share **parking space** with **electric vehicle supply equipment** per **development site**,

together with the provision of car share **vehicles** and car share memberships at the discretion of the Director, Transportation;

- iii) Class 1 Bicycle Parking: Provision of one Class 1 bicycle parking space per **bedroom**, with a minimum of one Class 1 bicycle parking space per **dwelling unit**, in compliance with the location, design, and operation requirements set out in Section 7.14;
- iv) Bicycle Maintenance Facility: Provision of one bicycle maintenance facility for every 40 Class 1 bicycle parking spaces provided, with a minimum of one bicycle maintenance facility per **development site**, which bicycle maintenance facility shall be provided in a designated and secure area within the **building** with sufficient workspace and bicycle maintenance equipment, to the satisfaction of the Director, Transportation;
- v) On-site Small Sized Loading Space: Provision of one on-site small-size **loading space** for every 200 **dwelling units**, with a minimum of one on-site small-size **loading space** per **development site**. Each small-size **loading space** shall be located near the residential **building** or parking entrance, to the satisfaction of the Director, Transportation, and have clear minimum dimensions as follows:

	Minimum dimensions		
	Length	Width	Height
Small-Size Loading Space	5.5 m	2.7 m	3.8 m

- vi) Additional Requirements: Contributions towards other Transportation Demand Management (TDM) measures as identified through a parking study for the **development site**, which shall be undertaken by the **owner** at the discretion of the Director, Transportation.”

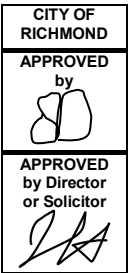
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10561**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER