

Schedule 3 to the Minutes of the Public
Hearing meeting of Richmond City
Council held on Tuesday, February 16, 2021.

To: Mayor & Each Councillor
From: City Clerk's Office
Materials Relating to an Agenda Item
Meeting: Public Hearing
Date: Feb. 16, 2021 Item#: 2

From: Alisa Bailey <ABailey@omicronaec.com>
Sent: February 16, 2021 3:18 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Questions for Public Hearing - February 16, 2021

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Hello,

Please find below the questions/comments for the **Industrial Lands Intensification Initiative** portion of today's public hearing, on behalf of Montrose Properties Inc. and Omicron AEC Ltd. for the Richmond Industrial Centre Development.

1. Proposed changes indicate not encouraging retail sales in the I and IL zones, and the current zoning bylaw is not clear on whether customer pick-up and drop-off (for returns) are allowed in the I and IL zones. With the accelerating global shift to ecommerce, businesses are reducing or eliminating dedicated storefront spaces. As such, there needs to be some accommodation for some form of customer interaction within the I and IL zones. Some accommodation in the zoning bylaw to allow for customer receiving activities within the I and IL zones, would allow for future proofing these areas.
2. For Industrial zones outside of the City Centre, land use policy should accommodate local amenity retail, in particular food and beverage, that would support the local workforce needs and avoid unnecessary vehicle trips to food and beverage options in other areas of the city thereby exacerbating existing congestion on access roads.
3. Proposed changes to height are intended to accommodate 36' clear ceilings, which is a current trend in the industry. We question why a policy update would impose a new restricted internal height to 36' clear as the trend in the industry is to continue to go higher and thereby intensify the use of Industrial lands as well as facilitate automation and increased racking height? Given racking systems are built in four-foot vertical sections, an internal clear height of at least 44' might be considered so as to support expected construction over the next decade.
4. No changes are proposed for the calculation of maximum Building Height, specifically related to including roof top features, ie. RTUs or skylights. With the emphasis on sustainability, roof top units increase in size to accommodate energy efficiency and skylights add to the height. This will over time erode the clear ceiling heights that the increase to the Building Height is intended to promote. Having the Building Height separated to indicate a defined elevation for the height of the building, with a separate height allowance for roof top features, would prevent erosion of the clear ceiling height. In addition, for buildings outside the City Centre, we would suggest removing the height restriction on roof top features subject to those features not being visible from the sightline of the street.
5. No changes are proposed for the calculation of maximum Building Height, specifically related to calculation of height being related to the elevation of the lot corners. Depending on site conditions, this will limit the clear ceiling height that the Building Height change is intended to promote. For buildings outside of the City Centre, we would suggest adjusting the bylaw to allow for heights to be calculated from the top of slab.
6. To accommodate intensification of industrial lands, Transportation and Policy planning needs to include and ensure the connectivity of the industrial lands for transit services and goods movement



7. Bike infrastructure requirements, ie bike racks and change rooms, need to be reviewed for industrial areas. Current requirements do not take into consideration current available safe bike routes for industrial areas, which limits the number of industrial employees that will use the bike infrastructure. This results in a large amount of bike infrastructure being installed and not used, as employees do not feel safe riding adjacent to large semitrailers on narrow roads.

Thanks,

Alisa Bailey ASCT
Project Director
OMICRON
D: +1 604 632 4362 M: +1 604 499 6981 E: ABAiley@omicronaec.com

Fifth Floor Three Bentall Centre
595 Burrard Street
PO Box 49369 Vancouver BC V7X 1L4 Canada
T: +1 604 632 3350 / +1 877 632 3350 F: +1 604 632 3351 W: www.omicronaec.com



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