



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, April 16, 2019  
4:00 p.m.

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### MINUTES

PLN-4

*Motion to adopt the **minutes** of the meeting of the Planning Committee held on April 2, 2019.*



### 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 AN OFFICIAL COMMUNITY PLAN AMENDMENT THAT WOULD PERMIT A TEMPORARY COMMERCIAL USE PERMIT AT 8620 AND 8660 BECKWITH ROAD**

(File Ref. No. TU 18-841880) (REDMS No. 6139926)

PLN-15

**See Page PLN-15 for full report**

*Designated Speakers: Wayne Craig and Jordan Rockerbie*

STAFF RECOMMENDATION

- (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.*



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)

PLN-32

See Page PLN-32 for full report

*Designated Speaker: Barry Konkin*

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.*



3. **MANAGER'S REPORT**

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ITEM

ADJOURNMENT





## Planning Committee

Date: Tuesday, April 2, 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 March 19, 2019, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

April 16, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

**Planning Committee**  
**Tuesday, April 2, 2019**

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**PLANNING AND DEVELOPMENT DIVISION**

1. **APPLICATION BY MARYEM AHBIB FOR REZONING AT 11640 WILLIAMS ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “COMPACT SINGLE DETACHED (RC2)” ZONE**  
(File Ref. No. 12-8060-20-0010007; RZ 18-841000) (REDMS No. 6126528 v. 2; 2243859; 6127512)

Staff reviewed the application, noting that the proposed development will include a secondary suite on each new lot and that the application complies with the City’s Affordable Housing Strategy.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10007, for the rezoning of 11640 Williams Road from the “Single Detached (RS1/E)” to the “Compact Single Detached (RC2)”, be introduced and given First Reading.*

**CARRIED**

2. **AGRICULTURAL LAND RESERVE NON-FARM USE APPLICATION BY THE CITY OF RICHMOND TO HOST THE FARM FEST AT THE GARDEN CITY LANDS ON AUGUST 10, 2019, LOCATED AT 5555 NO. 4 ROAD**  
(File Ref. No. AG 19-855989) (REDMS No. 6146187 v. 14)

Discussion ensued with regard to the Event Committee’s review of the 2019 Farm Fest event and the site’s legal address. Staff noted that a Garden City Road address can be assigned to the site.

It was moved and seconded

*That the Agricultural Land Reserve Non-Farm Use application by the City of Richmond to host the Farm Fest at the Garden City Lands on Saturday, August 10, 2019, located at 5555 No. 4 Road, be endorsed and forwarded to the Agricultural Land Commission for approval.*

**CARRIED**

Opposed: Cllr. McNulty

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3. **MARKET RENTAL HOUSING POLICY AND APPROACHES FOR RESIDENTIAL RENTAL TENURE ZONING**

(File Ref. No. 08-4057-08; 12-8060-20-010014) (REDMS No. 6106126 v. 11; 6059335; 6150120)

Staff reviewed the proposed Market Rental Housing Policy and approaches for residential rental tenure zoning, highlighting key elements of the Market Rental Housing Policy such as the 1:1 replacement policy for existing rental housing, tenant relocation plan, and a 40% minimum allocation for family-friendly units in the development unit mix. Also, staff briefed Committee on the proposed three steps to implement residential rental tenure zoning, which includes (i) rezoning existing purpose-built rental housing, (ii) establishing a mandatory market rental requirement in all existing high-density apartment rental zones, and (iii) undertaking further analysis and consultation with the public and stakeholders on the feasibility of a mandatory requirement.

Discussion ensued with regard to (i) options to incentivize the development of market rental units, (ii) options to increase the portion of a development's unit mix allocated to family units, (iii) opportunities to conduct stakeholder consultation, (iv) a review of market rental policies in other cities such as Seattle, (v) options to apply the 1:1 rental replacement policy on all residential developments, and (vi) development of market rental units near schools with low enrolment.

In reply to queries from Committee, staff noted that (i) 2016 Census data along with public consultation was used to develop the Market Rental Housing Policy, (ii) the proposed approaches for residential rental tenure zoning will not affect stratified units, (iii) the City has received a number of inquiries and two applications to develop market rental projects, and (iv) the proposed bylaw is designed to protect the existing purpose-built rental units.

John Roston, 12262 Ewen Avenue, referenced his submission (attached to and forming part of these minutes as Schedule 1), and spoke on protecting existing purpose-built market rental units. He expressed that increasing the rental supply will be required to support future demand and that developers of market rental projects are able to make a profit by not utilizing high-end finishes.

Dana Westermarck, 6168 London Road, spoke against the implementation of the proposed residential tenure zoning, expressing that existing regulations are sufficient to protect existing market rental properties. Also, he expressed that the proposed residential tenure zoning may constrain potential development of new market rental projects and that the City should consult with industry stakeholders prior to consideration of new related policies.

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It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10014 (Residential Rental Tenure) to amend the zoning for 60 parcels with purpose-built rental housing, as the first step to implement residential rental tenure zoning, be introduced and given first reading; and*
- (2) *That staff be directed to conduct further analysis and stakeholder and public consultation on Council's preferred option for implementing residential rental tenure zoning for new multi-family apartment residential development and report back to Council with the findings and any necessary bylaw amendments.*

The question on the motion was not called as discussion ensued with regard to the City conducting public consultation on the matter including consultation with industry stakeholders such as the Urban Development Institute.

In reply to queries from Committee, staff noted that the proposed residential tenure zoning will protect existing purpose-built rental units and will not restrict future development of new purpose-built rental units.

The question on the motion was then called and it was **DEFEATED** with Cllrs. McPhail, Loo and Steves opposed.

Discussion ensued with regard to conducting public consultation on the matter, and as a result the following **referral motion** was introduced:

It was moved and seconded

- (1) *That the staff report titled "Market Rental Housing Policy and Approaches For Residential Rental Tenure Zoning" from the Manager, Policy Planning, dated March 25, 2019, be referred back for public consultation; and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10014 (Residential Rental Tenure) to amend the zoning for 60 parcels with purpose-built rental housing be brought back at a future date.*

**CARRIED**

4. **COMMUNITY INFORMATION SESSIONS ON DEVELOPMENT, AFFORDABLE HOUSING, TRANSPORTATION AND SUSTAINABILITY IN THE CITY**

(File Ref. No. 08-4040-01) (REDMS No. 6119670 v. 2; 6125954; 6125681 v. 2)

Suzanne Smith, Program Coordinator, Development, briefed Committee on the upcoming Community Information Sessions that are scheduled to commence on May 2, 2019, noting that the events will be open to the public and that the presentation materials will be available on the City's website.

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It was moved and seconded

- (1) *That staff be directed to proceed with the implementation of the proposed Community Information Session Program as described in the report titled "Community Information Sessions on Development, Affordable Housing, Transportation and Sustainability in the City" from the Director, Development; and*
- (2) *That staff report back following the last session each year to provide a summary of the events including any feedback received.*

**CARRIED**

5. **ESTABLISHMENT OF UNDERLYING ZONING FOR PROPERTIES DEVELOPED UNDER LAND USE CONTRACTS 016, 021, 085, 086, 091, 103, 127, AND 139 (EAST OF NO. 4 ROAD)**

(File Ref. No. 08-4430-03-09; 12-8060-20-009987/9988/9989/9990/9991/9992/9993/9994) (REDMS No. 5999278; 6111040; 6111072; 6111079; 6111083; 6111086; 6111151; 6139812; 6111108)

Staff briefed Committee on the establishment of underlying zoning for Land Use Contracts, noting that all Land Use Contracts (LUC) in the city will expire on June 2024. Also, staff noted that the majority of the subject LUCs are in multi-family or commercial/industrial areas and do not face the same redevelopment pressures as LUCs in single family residential areas. Staff added that affected property owners and residents were sent mail notification and that staff have been able to respond to public inquiries on the matter.

There was agreement to deal with Part (7) separately.

It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9987, to establish underlying zoning for the property developed under Land Use Contract 016, be introduced and given first reading;*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9988, to establish underlying zoning for the property developed under Land Use Contract 021, be introduced and given first reading;*
- (3) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9989, to establish underlying zoning for the properties developed under Land Use Contract 085, be introduced and given first reading;*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9990, to establish underlying zoning for the property developed under Land Use Contract 086, be introduced and given first reading;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9991, to establish underlying zoning for the property developed under Land Use Contract 091, be introduced and given first reading;*



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- (6) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9992, to establish underlying zoning for the properties developed under Land Use Contract 103, be introduced and given first reading; and*
- (8) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9994, to establish underlying zoning for the properties developed under Land Use Contract 139, be introduced and given first reading.*

**CARRIED**

In accordance with Section 100 of the *Community Charter*, Cllr. McPhail declared to be in a conflict of interest as her husband has property interests in Land Use Contract 127, and Cllr. McPhail left the meeting – 5:06 p.m.

Cllr. McNulty assumed the role of Chair – 5:06 p.m.

It was moved and seconded

- (7) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9993, to establish underlying zoning for the properties developed under Land Use Contract 127, be introduced and given first reading.*

**CARRIED**

Cllr. McPhail returned to the meeting and assumed the role of Chair – 5:07 p.m.

### 6. **UPDATE ON SALVAGE OF BUILDING MATERIALS AND STRUCTURAL RELOCATION OF HOUSES**

(File Ref. No. 12-8060-20-010013; 12-8360-01) (REDMS No. 6124047 v. 17; 6149353)

James Cooper, Director, Building Approvals, spoke on policies to encourage the salvaging of building materials from demolition sites and relocating of houses, noting that measures to streamline the relocation application process and public awareness of the City's House Move and Salvage Program have been implemented. He added that the proposed bylaw would extend the time for builders to engage in salvage activities on demolition sites.

Discussion ensued with regard to (i) the demolition and relocation application process, (ii) private companies that engage in house relocation, (iii) incentives to encourage the relocation of houses, (iv) options to increase the fees related to demolition permits, and (v) the process to recycle demolition materials.

Members of Committee have expressed visiting a recycling facility for demolition materials.

In reply to queries from Committee, Mr. Cooper noted that transportation costs associated with relocating a house may be high due to potential obstacles such as power lines and trees in the relocation route. He added that fees related to the issuance of demolition permits must be proportional with the level of service that is provided.

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It was moved and seconded

*That Richmond Building Regulation Bylaw 7230, Amendment Bylaw No. 10013, which adds Section 5.4.3 and Section 12.1.2, identified in the report titled "Update on Salvage of Building Materials and Structural Relocation of Houses" dated March 19, 2019 from the Director, Building Approvals, be introduced and given first reading.*

**CARRIED**

Discussion ensued with regard to reviewing fees related to the issuance of demolition permits, and as a result, the following **referral motion** was introduced:

It was moved and seconded

*That staff explore options to:*

- (1) provide incentives to salvage building materials, including opportunities to relocate houses; and*
- (2) discourage disposal of salvageable building material from demolition sites through an increase of fees.*

**CARRIED**

Opposed: Cllr. Loo

**7. MANAGER'S REPORT**

*Cannabis Regulation*

Staff have sent a letter regarding Cannabis Regulation to the Ministry of Agriculture. Staff will update Council once a response is received.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:31 p.m.).*

**CARRIED**

**Planning Committee**  
**Tuesday, April 2, 2019**

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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 2, 2019.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator

If you eliminate the Richmond workers who live in Vancouver and the Vancouver workers who live in Richmond, almost 30,000 of Richmond's workers live elsewhere in the Lower Mainland. [<https://www.richmond.ca/shared/assets/Jobs6260.pdf> City of Richmond Website, Jobs in Richmond Hot Facts, Where do people who live in Richmond work? Where do people who work in Richmond come from?]

The vast majority would rather live in Richmond, but they can't find affordable housing. That likely translates into demand today for 15-20,000 market rental housing units before we add in the demand from increases in the population. This huge demand for market rental housing is ignored in the staff report, but we should be trying to meet it by constructing at least 1,500 market rental housing units per year for the next 10 years.

The staff report does mention the 2016 Metro Vancouver report that predicted demand for 14,000 new housing units over 10 years to accommodate increases in the population. It didn't predict that in 2019, there would be a decreasing demand for ownership housing and an exploding demand for rental housing. It's more likely that there will be demand for 10,000 rental units and 4,000 ownership units rather than the other way around as predicted in the report. That is demand for 1,000 rental units per year for 10 years.

Adding the population increase demand to the working in Richmond but unable to live here demand, we should be constructing at least 2,500 market rental housing units per year for the next 10 years. However, there were only 1,800 residential building permits for all types of housing issued in Richmond in 2018. [BC Government, Building Permits by Community] You see the problem. Even if we build nothing but market rental housing for the next 10 years, it will not meet the demand.

The proposed requirement for market rental housing would only apply to developments with over 60 housing units. We need to maximize the number of market rental units in those developments. My suggestion of 60% is reasonable. The developers will claim that they lose money constructing market rental housing. A report done for CMHC in 2016 on the economics of constructing market rental housing showed that you can make money in Vancouver if you avoid high end finishes and construct the units specifically for the rental market. [CMHC, The Economics of New Purpose-Built Rental Housing Development in Selected Canadian Markets] You will not make as much as you would selling high end units to foreign speculators, but you can make money while providing Richmond with the housing it needs.

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**From:** McPhail,Linda  
**Sent:** Tuesday, 2 April 2019 03:42 PM  
**To:** Mah,Cheryl  
**Subject:** Fwd: April 2 Planning Committee - Market Rental Housing Policy

Linda McPhail  
Councillor, City of Richmond

[www.richmond.ca](http://www.richmond.ca)

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: "John Roston, Mr" <[john.roston@mcgill.ca](mailto:john.roston@mcgill.ca)>  
Date: 2019-04-01 11:59 AM (GMT-08:00)  
To: "McPhail,Linda" <[LMcPhail@richmond.ca](mailto:LMcPhail@richmond.ca)>  
Cc: "Brodie, Malcolm" <[MBrodie@richmond.ca](mailto:MBrodie@richmond.ca)>, "Steves,Harold" <[hsteves@richmond.ca](mailto:hsteves@richmond.ca)>, "McNulty,Bill" <[BMcNulty@richmond.ca](mailto:BMcNulty@richmond.ca)>, "Au,Chak" <[CAu@richmond.ca](mailto:CAu@richmond.ca)>, "Day,Carol" <[CDay@richmond.ca](mailto:CDay@richmond.ca)>, "Loo,Alexa" <[ALoo@richmond.ca](mailto:ALoo@richmond.ca)>, "Greene,Kelly" <[kgreene@richmond.ca](mailto:kgreene@richmond.ca)>, "Wolfe, Michael" <[MWolfe@richmond.ca](mailto:MWolfe@richmond.ca)>, "Konkin,Barry" <[BKonkin@richmond.ca](mailto:BKonkin@richmond.ca)>  
Subject: April 2 Planning Committee - Market Rental Housing Policy

Dear Councillor McPhail, Mayor & Councillors,

The staff report "Market Rental Housing Policy And Approaches For Residential Rental Tenure Zoning" to be considered at the April 2 meeting of the Planning Committee outlines a sensible plan for preserving existing market rental housing and requiring additional such housing in new developments that provide more than 60 apartment units.

However the repeatedly mentioned recommendation for a 10% market rental requirement is totally inadequate. It is based on an outdated 2016 report that only takes into account the projected increase in population and households and assumes that the vast majority of these new households will want ownership housing rather than rental housing. It does not take into account the current under 1% vacancy rate that has created a rental crisis which can only be solved by a huge increase in market rental units even if there is no increase in population.

The 2016 report also didn't foresee that in 2019 there would be a decreasing demand for ownership housing and an exploding demand for rental housing. It forecasts demand from 2016 to 2026 for 14,000 housing units in Richmond due to the increase in population with 10,800 of those being for ownership and only 3,200 for rental including 1,200 for market rental. City staff have translated that into demand for only 120 market rental units per year, a ridiculously low figure.

I have been pushing for 60% market rental in these large new developments with more than 60 units. Council required 20% in the Richmond Centre redevelopment claiming that was due to no rezoning being required. The staff recommendation for 10% is totally inadequate and that figure should not be used in the proposed plan.

There is also no mention of a multi-bedroom requirement. We know that there is a surplus of studio and one bedroom rental units and a severe shortage of multi-bedroom units. A multi-bedroom requirement must be part of the market rental policy.

John Roston

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[john.roston@mcgill.ca](mailto:john.roston@mcgill.ca)

John Roston

12262 Ewen Avenue

Richmond, BC V7E 6S8

Phone: 604-274-2726



# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** April 10, 2019  
**File:** TU 18-841880


**Re:** **Application by the City of Richmond for an Official Community Plan Amendment that would Permit a Temporary Commercial Use Permit at 8620 and 8660 Beckwith Road**

### Staff Recommendation

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.

  
Wayne Craig  
Director, Development  
(604-247-4654)

WC:jr  
Att. 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

The City of Richmond has applied for a Temporary Commercial Use Permit (TCUP) to allow non-accessory parking as a permitted use at 8620 and 8660 Beckwith Road on properties zoned "Light Industrial (IL)." The proposed TCUP would permit the City to operate a pay parking lot on the subject site for a period of three years. A location map and aerial photo are provided in Attachment 1.

On January 14, 2019, Council adopted Traffic Bylaw No. 5870, Amendment Bylaw No. 9957 and Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 9958, to permit the City to operate paid parking in the Bridgeport Village area of the City Centre, subject to the approval of a Temporary Commercial Use Permit for the site. The TCUP is required as "Parking, non-accessory" is not a permitted use in the "Light Industrial (IL)" zone.

### Findings of Fact

A Development Application Data Sheet providing detailed about the proposal is provided in Attachment 2.

### Surrounding Development

The subject site is located in a transitioning area within the Bridgeport Village area of the City Centre. The property at 8620 Beckwith Road contains parking associated with the automotive business at 2700 No. 3 Road, and the property at 8660 Beckwith Road is currently vacant. These three properties are all owned by the City. Development immediately surrounding the subject site is as follows:

- To the north, across Beckwith Road: Industrial buildings on two properties zoned "Light Industrial (IL)," and several vacant properties zoned "Light Industrial (IL)."
- To the east, across Sexsmith Road: Industrial and commercial buildings on two properties zoned "Light Industrial (IL)." One of the properties is included in an active rezoning application (RZ 16-740020). 8771, 8831, 8851 and 8811 Douglas Street are proposed to be rezoned for a hotel and office building. The application is currently under review, and a staff report will be submitted to the Planning Committee following completion of the staff review process.
- To the south: An industrial building at 2700 No. 3 Road on a property zoned "Light Industrial (IL)," and a vacant property zoned "Light Industrial (IL)." The vacant property is a former road parcel owned by the City of Richmond, which is currently used to access the rear lane. There are open drainage ditches on both sides of the lane through this property.
- To the west, across No. 3 Road: An industrial building on a property zoned "Light Industrial (IL)," and a commercial building on a property zoned "Auto-Oriented Commercial (CA)".



## **Related Policies & Studies**

### Official Community Plan/City Centre Area Plan – Bridgeport Village

The subject site is located in the Bridgeport Village area of the City Centre Area Plan (CCAP) and is designated as “Commercial” in the Official Community Plan (OCP). The site is also designated as “Urban Centre T5 (45 m)” on the Bridgeport Village Specific Land Use Map contained in the CCAP, which provides for a variety of commercial and institutional uses.

The OCP allows Temporary Commercial Use Permits to be considered in areas designated “Industrial,” “Mixed Employment,” “Commercial,” “Neighbourhood Shopping Centre,” “Mixed Use,” “Limited Mixed Use,” and “Agricultural” (outside of the Agricultural Land Reserve), where deemed appropriate by Council and subject to conditions suitable to the proposed use and surrounding area.

The proposed temporary use of the site for non-accessory parking is consistent with the land use designations and applicable policies in the OCP.

### Richmond Zoning Bylaw 8500

The subject site is zoned “Light Industrial (IL),” which permits a range of general industrial uses. The site was previously used for “commercial vehicle parking and storage,” which is a land use permitted in the zone. The proposed “parking, non-accessory” land use is not permitted in the zone, but is generally compatible with the surrounding land uses and the previous use of the property on an interim basis.

### Aircraft Noise Sensitive Development Policy

The subject site is located within “Area 1A – Restricted Area” of the Aircraft Noise Sensitive Development Policy, where new aircraft noise sensitive land uses are prohibited. Non-accessory parking is not an aircraft noise sensitive land use, and may be considered within this area.

### Local Government Act

The Local Government Act states that Temporary Commercial Use Permits are valid for a period of up to three years from the date of issuance. An application for an extension to the Permit may be made and issued by Council for up to three additional years. Following this one time extension, a new TCUP application would be required.

## **Public Consultation**

Should the Planning Committee and Council endorse the staff recommendation, the application will be forwarded to a Public Hearing on May 21, 2019; where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

## **Analysis**

### Proposal

A paid parking lot containing 44 vehicle parking spaces is proposed, which would contain 30 standard spaces, 13 small spaces, and one van accessible space (Attachment 3). The parking lot would be managed by Community Bylaws as a paid parking lot for public use. Staff propose a monthly permit-based system, which would be subject to the conditions established in Richmond Parking (Off-Street) Regulation Bylaw No. 7403. The cost of monthly parking permits is currently \$41/month, as per Richmond Consolidated Fees Bylaw No. 8636.

A portion of 8620 Beckwith Road is paved. The remainder of the subject site is gravel, and is proposed to remain a gravel lot for the duration of the TCUP. Parking spaces will be identified by concrete wheel barriers at the front of each stall. Painted lines are not proposed.

Sexsmith Road and Beckwith Road have unimproved road frontages, consisting of a gravel shoulder with no curb. There is an existing fence on the property line abutting Beckwith Road. There is existing on-street parking on the gravel shoulder, and no changes are proposed through this application. Parking will continue to be provided on Sexsmith Road and Beckwith Road subject to the regulations contained in Richmond Traffic Bylaw No. 5870.

### Landscaping

The site is currently covered with gravel and asphalt and contains no on-site trees. There is an existing chain link fence between the properties and Beckwith Road, which will be retained. Additional fencing on Sexsmith Road is not proposed.

A conceptual landscape plan is shown in Attachment 4. Four City-owned trees in the Beckwith Road frontage will be removed. Parks staff have determined that the trees are in poor condition and in conflict with the overhead utility lines, and therefore pose a hazard. Removal of these trees will improve visibility to the subject site, providing greater potential for casual surveillance from the street. Nine new trees will be planted along the property line abutting Sexsmith Road, which is consistent with the typical 2:1 replacement ratio.

In addition to the new trees, new lawn is proposed in the frontages and the drainage ditch south of the subject site. The ditch is located on a City-owned property that provides vehicle access to the rear lane. Although the ditch is not identified as a Riparian Management Area or Environmentally Sensitive Area, the proposed planting mix for the open ditch is a native grass blend suitable for use within an ESA.

The proposed new landscaping will clearly define the boundaries of the site, providing a buffer between vehicles parked on site and those parked on the road shoulder.

### Access

Two vehicle access points are proposed. Parking on 8620 Beckwith Road would be accessed via the existing rear lane, and parking on 8660 Beckwith Road would be accessed via a driveway to Sexsmith Road. There is an existing fence between the two properties which would prevent access through the site.

There is a multi-use pathway to the north of the subject site currently under construction through a capital works project (Attachment 5). The project will provide paved cycling and pedestrian pathways from Sexsmith Road to Charles Street, and includes pathway lighting, a new streetlight on Beckwith Road near Sexsmith Road, and two new crosswalks from the multi-use pathway across Beckwith Road and Charles Street. These new facilities are shown on the preliminary site plan for context. Upon completion, the multi-use pathway will provide a safe and accessible route from the subject site to the Bridgeport Canada Line station.

#### 2700 No. 3 Road

The proposed parking lot would be adjacent to a City owned property at 2700 No. 3 Road. The property is currently leased, and the tenant has been informed of the City's plans to operate a parking lot on 8620 and 8660 Beckwith Road. The tenant currently benefits from vehicle access to 8620 Beckwith Road, including parking, maneuvering area, and dumpster storage, which would be impacted by the proposed parking lot.

To address this, the parking lot is proposed to be introduced in two phases. The first phase would include 32 spaces on 8660 Beckwith Road, which could be operational immediately following any on-site works. This first phase would not impact the current operations at 2700 No. 3 Road. The second phase would include the remaining 12 parking spaces on 8620 Beckwith Road, which would become operational only after operational considerations of the tenant at 2700 No. 3 Road have been considered. This will allow additional time for staff to discuss issues related to site access and servicing with the tenant.

#### Site Servicing

It is recognized that the area will be redeveloped for higher density commercial uses in the future, consistent with the City Centre Area Plan. 8620 Beckwith Road was previously a road parcel, and 8660 Beckwith Road was purchased by the City as a strategic land acquisition. The proposed parking lot on the subject site would allow for a productive economic use of the site in the interim.

No service upgrades or road improvements are required at this time, as the proposed use would be temporary. Servicing upgrades and road improvements would be identified through any future applications for redevelopment.

Staff have no objections to the proposal to create a parking lot on the subject site and recommend that the TCUP be issued on the understanding that this Permit would expire in three years. A one-time extension could be considered for an additional three years, after which time a new application would be required.

#### **Financial Impact**

Upfront costs estimated at \$37,000 will be covered from Real Estate Services' existing operating budget. Revenue generated from parking permits will be coded to Real Estate Services until such time that the upfront costs are recovered. Thereafter, the revenue will be split 50/50 between Community Bylaws and Real Estate Services. The annual gross revenue for Phase 1 is estimated at approximately \$15,700 per annum, which would increase to approximately \$21,600 per annum upon completion of Phase 2.

The annual Operating Budget Impact (OBI) cost for maintenance is estimated at \$5,500, per annum, and will be covered on an ongoing basis from the gross revenue generated by the parking lot cost shared between Community Bylaws and Real Estate Services.

**Conclusion**

It is recommended that the attached Temporary Commercial Use Permit be issued to the City of Richmond to allow non-accessory parking at 8620 and 8660 Beckwith Road on a temporary basis for a period of three years.



Jordan Rockerbie  
Planning Technician  
(604) 276-4092

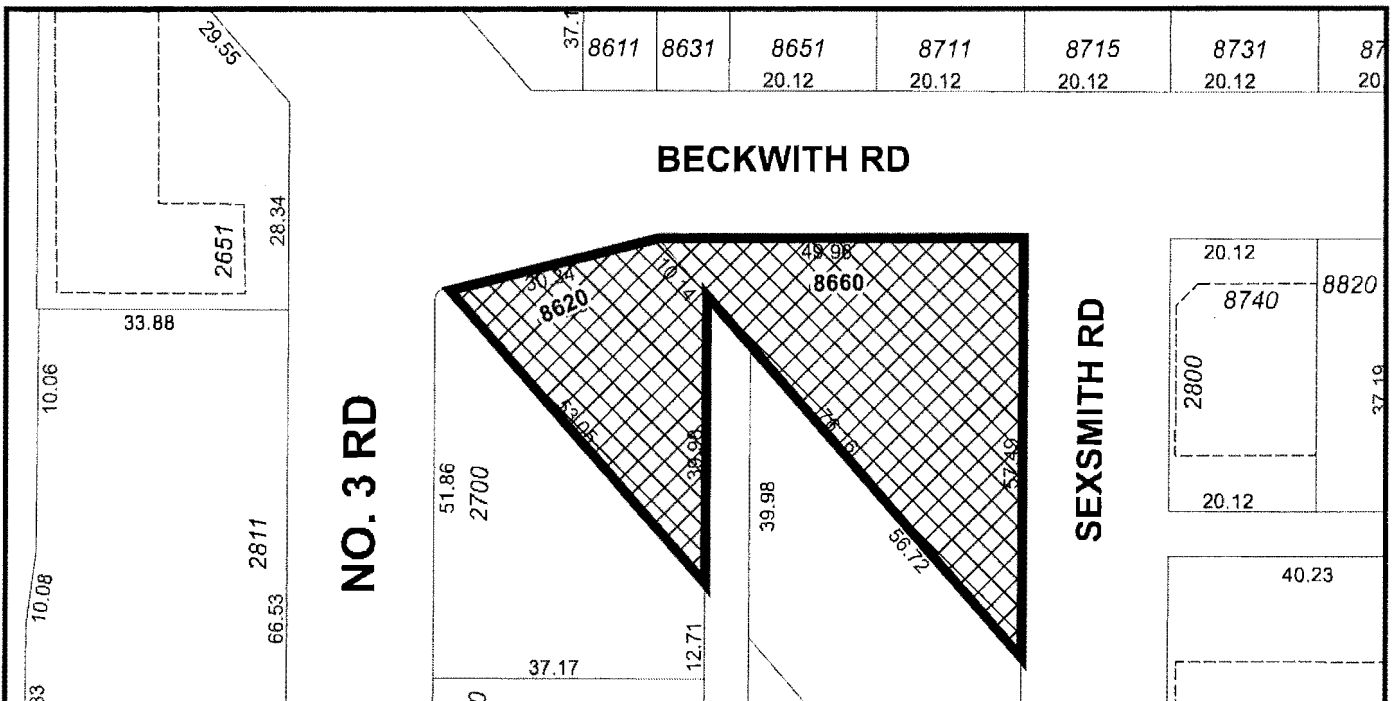
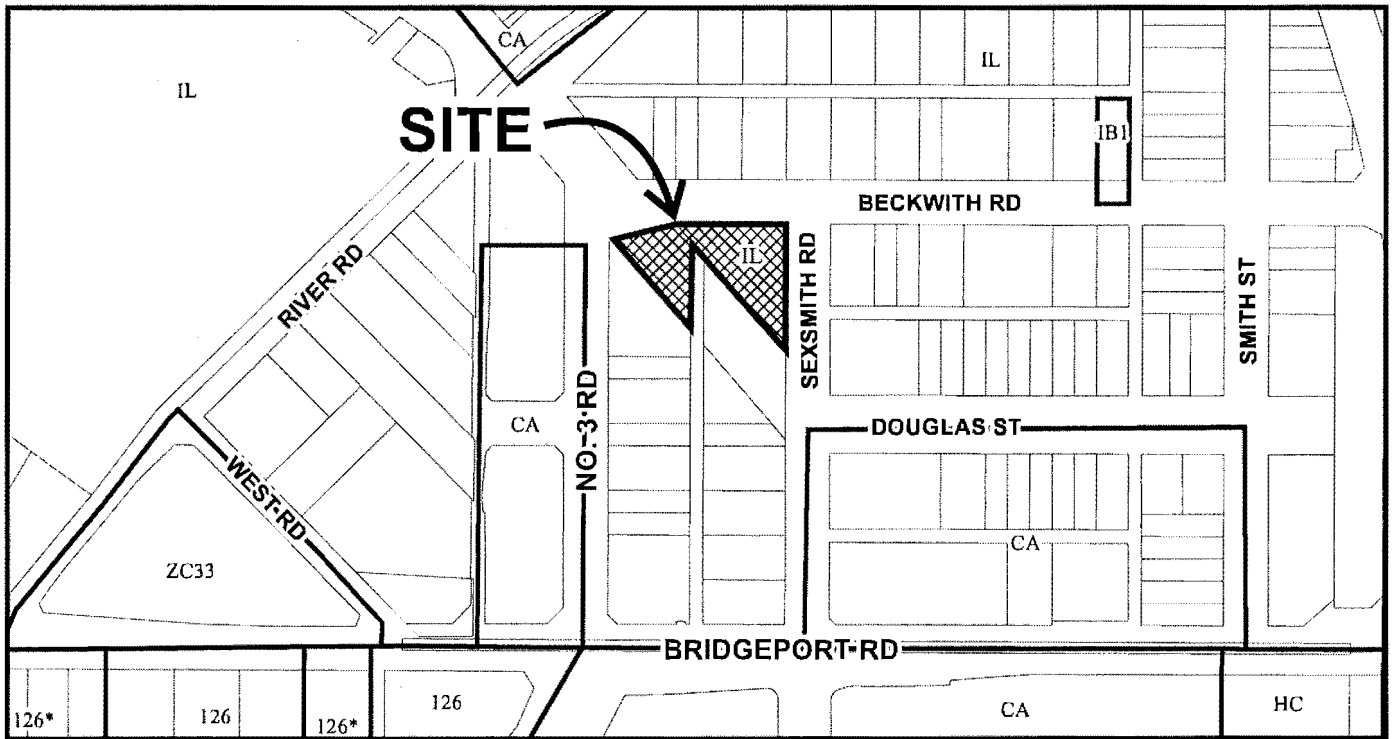
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Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Preliminary Site Plan
- Attachment 4: Conceptual Landscape Plan
- Attachment 5: Multi-Use Pathway Context Map



City of  
Richmond



TU 18-841880

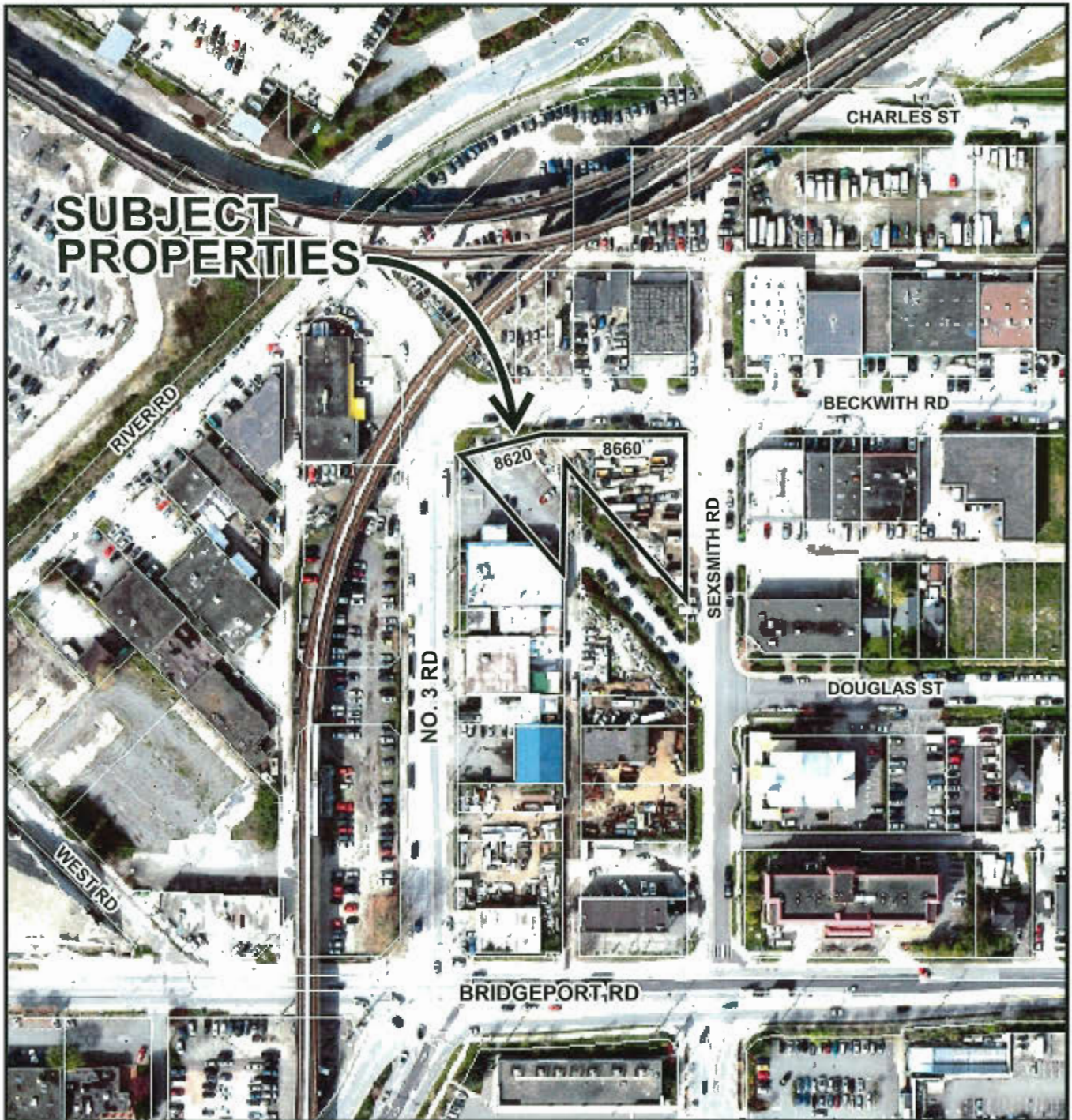
Original Date: 12/05/18

Revision Date:

Note: Dimensions are in METRES



# City of Richmond



## TU 18-841880

Original Date: 12/06/18

Revision Date:

Note: Dimensions are in METRES



**TU 18-841880**

**Attachment 2**

Address: 8620 and 8660 Beckwith Road

Applicant: The City of Richmond

Planning Area(s): City Centre – Bridgeport Village

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	City of Richmond	No change
<b>Site Size (m<sup>2</sup>):</b>	2,268 m <sup>2</sup> (24,412 ft <sup>2</sup> )	No change
<b>Land Uses:</b>	Vacant	Parking, non-accessory
<b>OCP Designation:</b>	Commercial	No change
<b>Area Plan Designation:</b>	Urban Centre T5 (45 m)	No change
<b>Zoning:</b>	Light Industrial (IL)	No change

	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Off-street Parking Spaces – Total:	N/A	44	none
Off-street Parking Spaces – Standard:	Min. 50% (i.e. 22 spaces)	30	none
Off-street Parking Spaces – Small:	N/A	13	none
Off-street Parking Spaces – Accessible:	Min. 2% (i.e. 1 space)	1	none

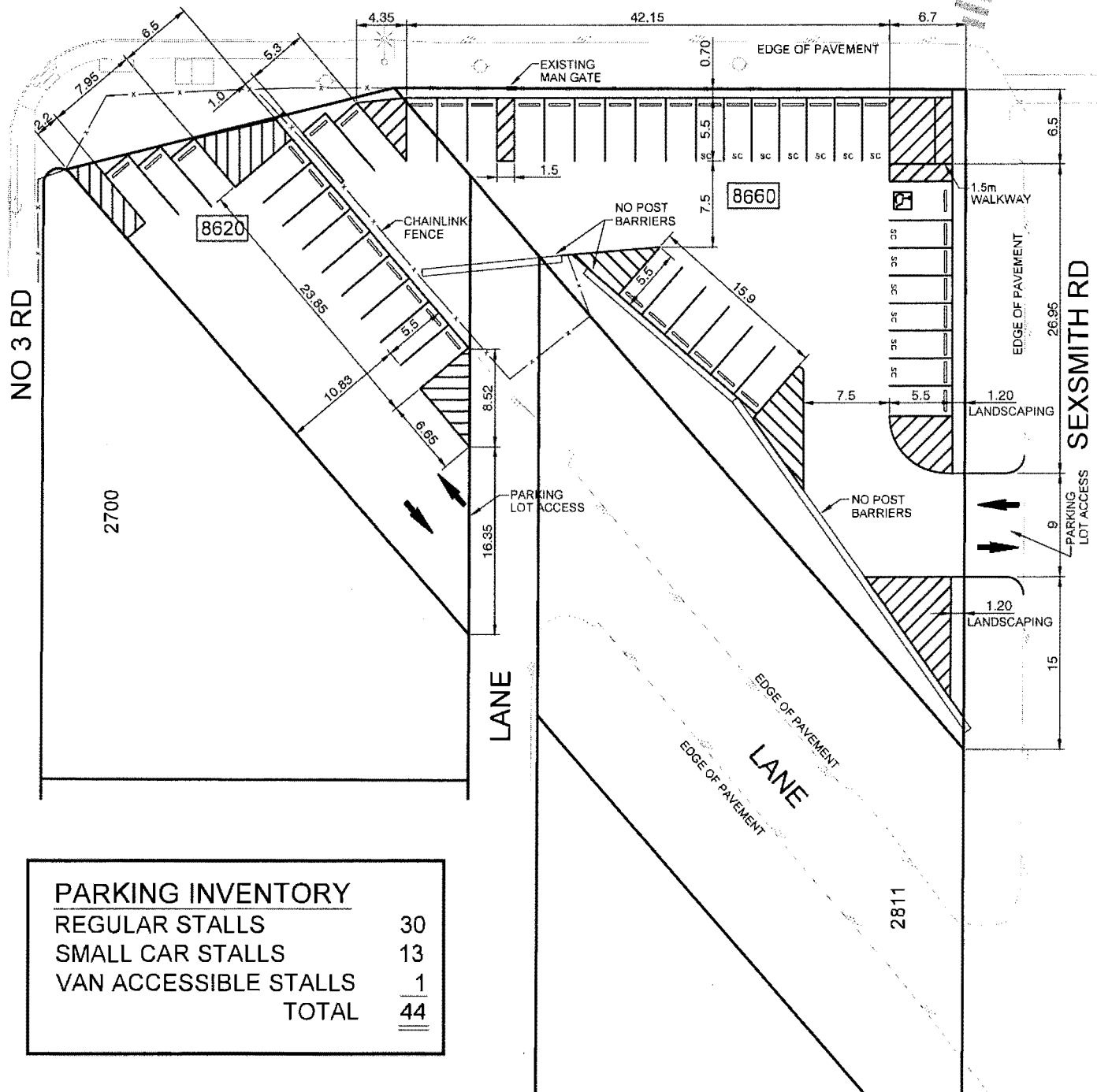
8611      8631      8651      8711



BECKWITH RD

TO BE CONSTRUCTED UNDER SEPARATE CAPITAL WORKS PROJECT

NEW MULTI-USE PATH



PARKING INVENTORY	
REGULAR STALLS	30
SMALL CAR STALLS	13
VAN ACCESSIBLE STALLS	1
<b>TOTAL</b>	<b>44</b>

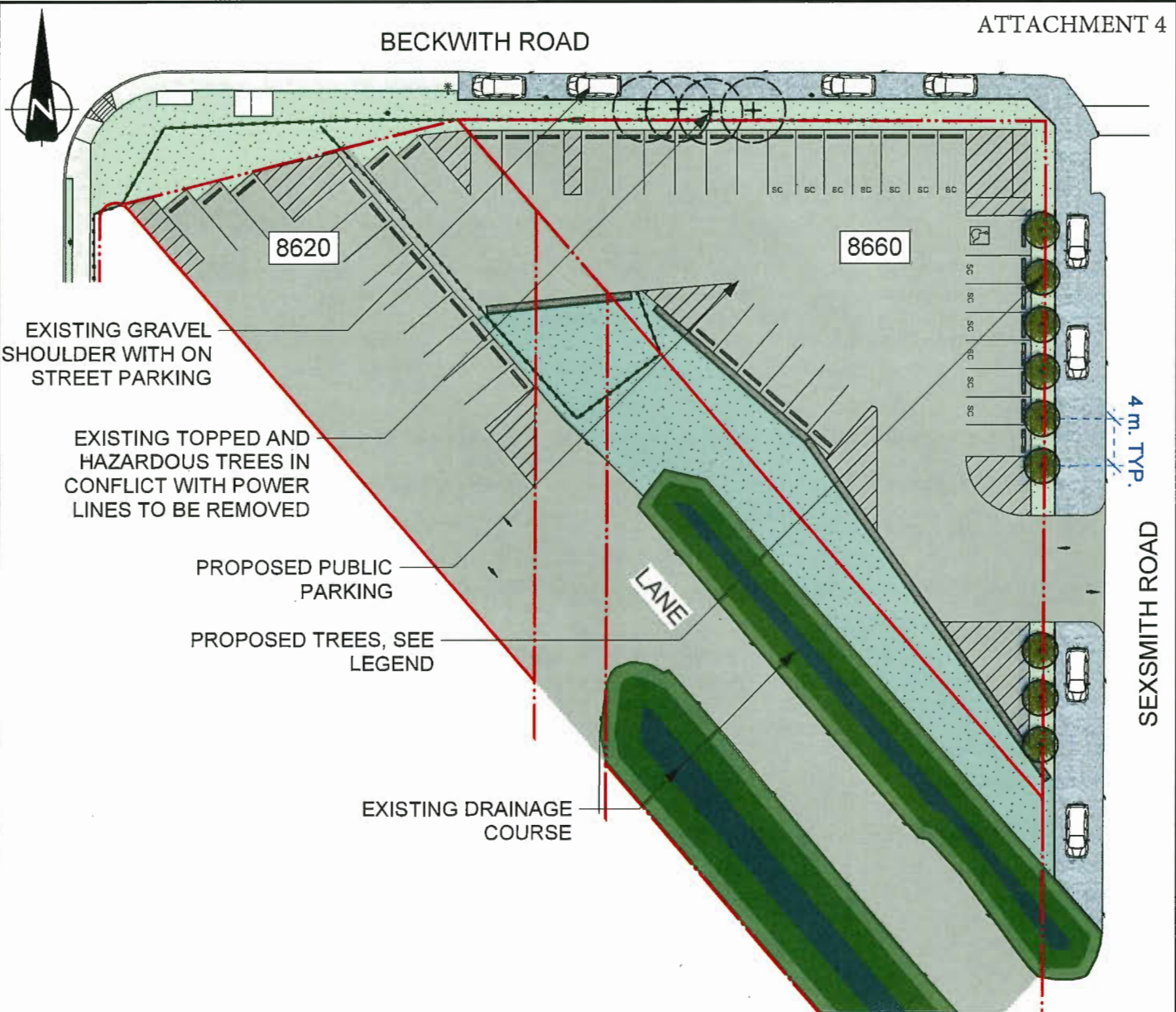
**City of Richmond**

5911 No. 3 Road Richmond BC V6Y 2C1

TITLE: PROPOSED PUBLIC PARKING LOTS AT 8620/8660 BECKWITH ROAD			
DESIGN: T.S.		DWG. No:	
DRAWN: T.S.		SCALE: N.T.S.	DATE: MAR. 2019
CHECKED: S.H.	<b>PLN - 24</b>	SEC. No:	SHT. No: 1 OF 1
ENGINEER: S.H.			






BECKWITH ROAD



**LANDSCAPE LEGEND**

8620 + 8660 BECKWITH ROAD

	PROPOSED TREE (X 9): <i>Populus tremuloides</i> (Trembling Aspen) COMPLETE WITH WATER BAGS
	GRASS SEED: 85% tall fescue, 15% creeping red fescue
	ESA NATIVE GRASS BLEND: 21% Spike Bent Grass, 15% Alaska Brome, 22% Tufted Hair Grass, 32% Native Red Fescue, 10% Meadow Barley

**MINIMUM SOIL DEPTHS**

TREES: 900mm  
GRASS: 800mm

**NOTE: ALL LANDSCAPE WORKS TO CONFORM TO CITY OF RICHMOND SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS UNLESS OTHERWISE NOTED**



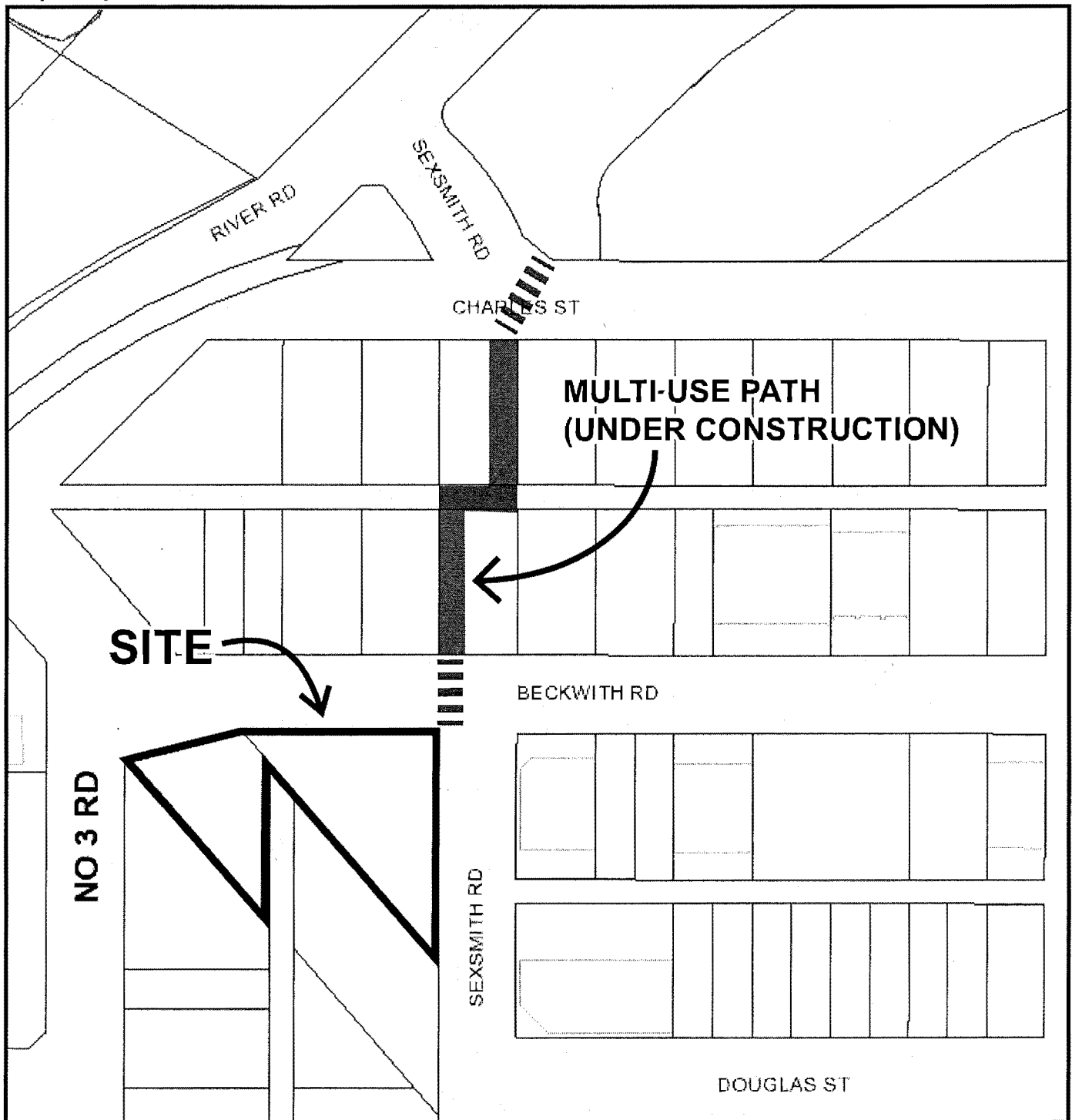
6911 No.3 Road Richmond BC V6Y 2C1

TITLE: PROPOSED PUBLIC PARKING LOTS  
AT 8620/8660 BECKWITH ROAD

DESIGN: MP	DWG. No: LANDSCAPE PLAN
DRAWN: MP	SCALE: 1:500
CHECKED: MP	DATE: MAR. 2019
LANDSCAPE ARCHITECT: <b>PLN-25</b>	SEC. No: SHT. No: 1 OF 1



City of  
Richmond



# Sexsmith Road Multi-Use Path (MUP)

Original Date: 04/08/2019

Revision Date:

Note: Dimensions are in METRES



No. TU 18-841880

To the Holder: THE CITY OF RICHMOND  
Property Address: 8620 AND 8660 BECKWITH ROAD  
Address: C/O 6911 NO. 3 ROAD  
RICHMOND, BC V6Y 2C1

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1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The subject property may be used for the following temporary commercial use:  

"Parking, non-accessory;" for a maximum of 44 spaces in accordance with Schedule "B"
4. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached as Schedules "B" and "C" to this Permit which shall form a part hereof.
5. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.

**No. TU 18-841880**

To the Holder: THE CITY OF RICHMOND  
Property Address: 8620 AND 8660 BECKWITH ROAD  
Address: C/O 6911 NO. 3 ROAD  
RICHMOND, BC V6Y 2C1

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- 6. The Permit is valid for a maximum of three years from the date of issuance.
- 7. This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE  
DAY OF , .

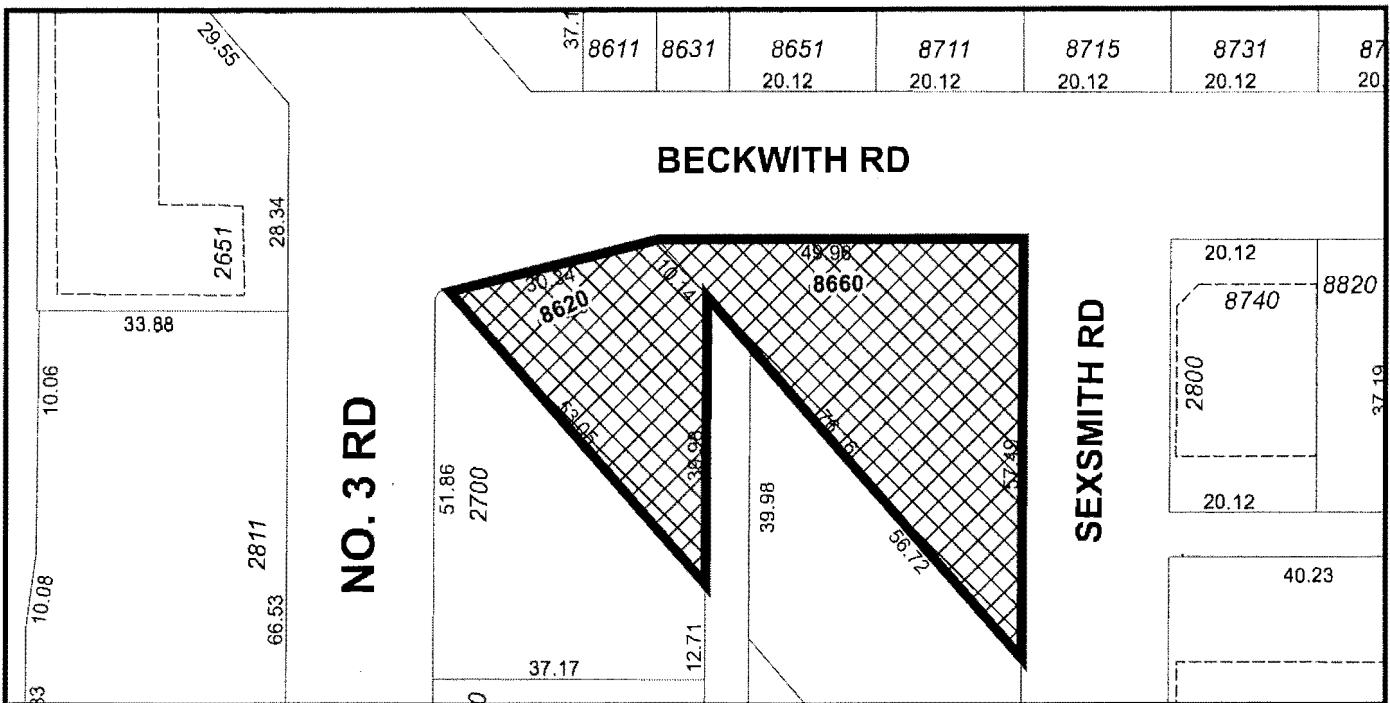
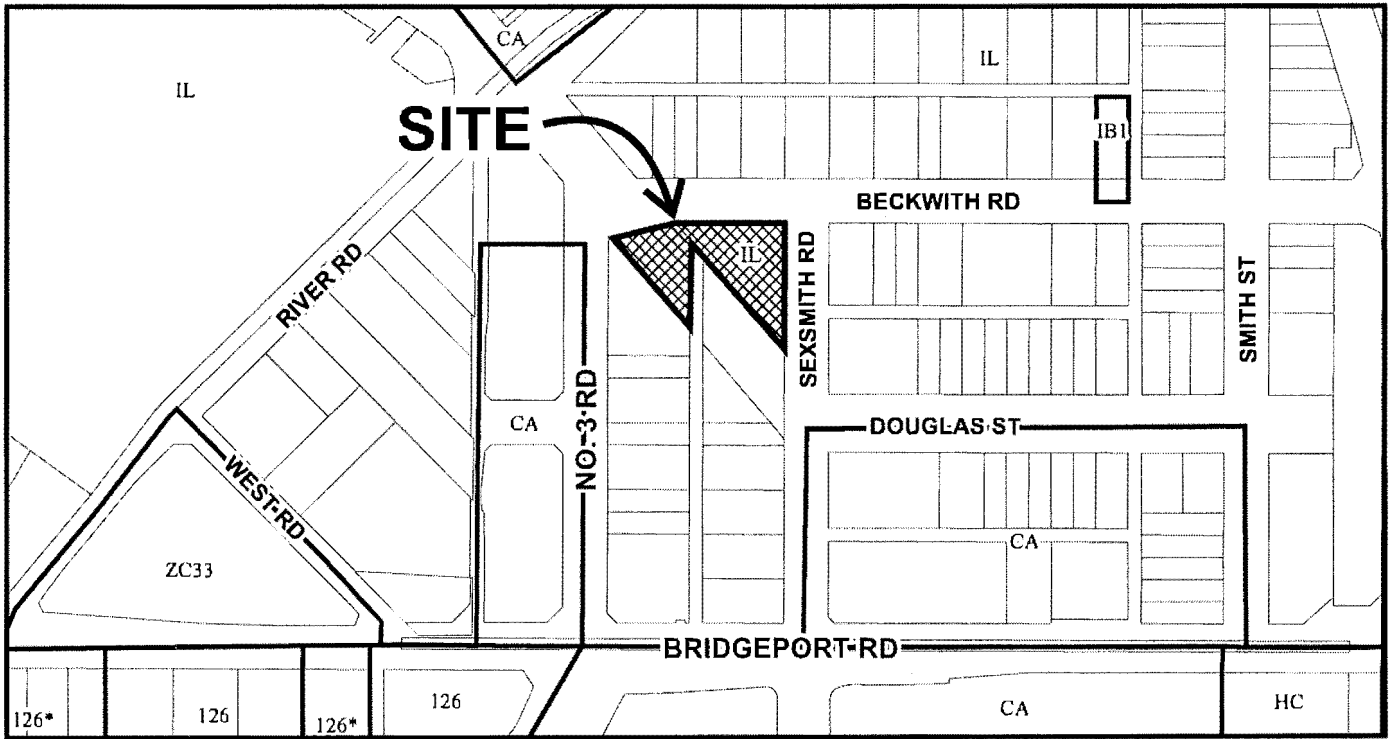
DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR

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



City of  
Richmond



	<h1>TU 18-841880</h1>	<p>Original Date: 12/05/18</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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8611

8631

8651

8711

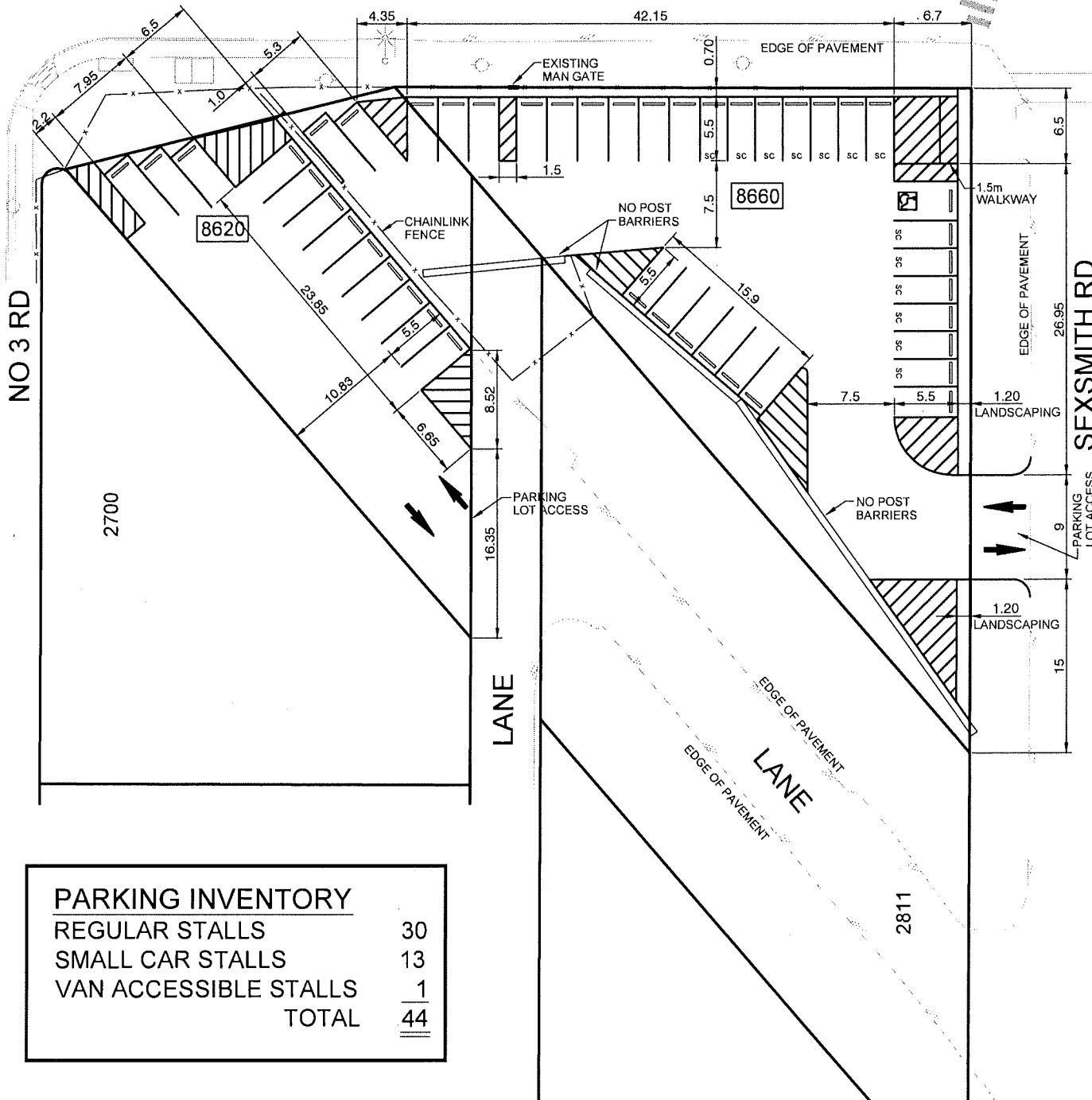
SCHEDULE B



BECKWITH RD

TO BE CONSTRUCTED UNDER SEPARATE CAPITAL WORKS PROJECT

NEW MULTI-USE PATH



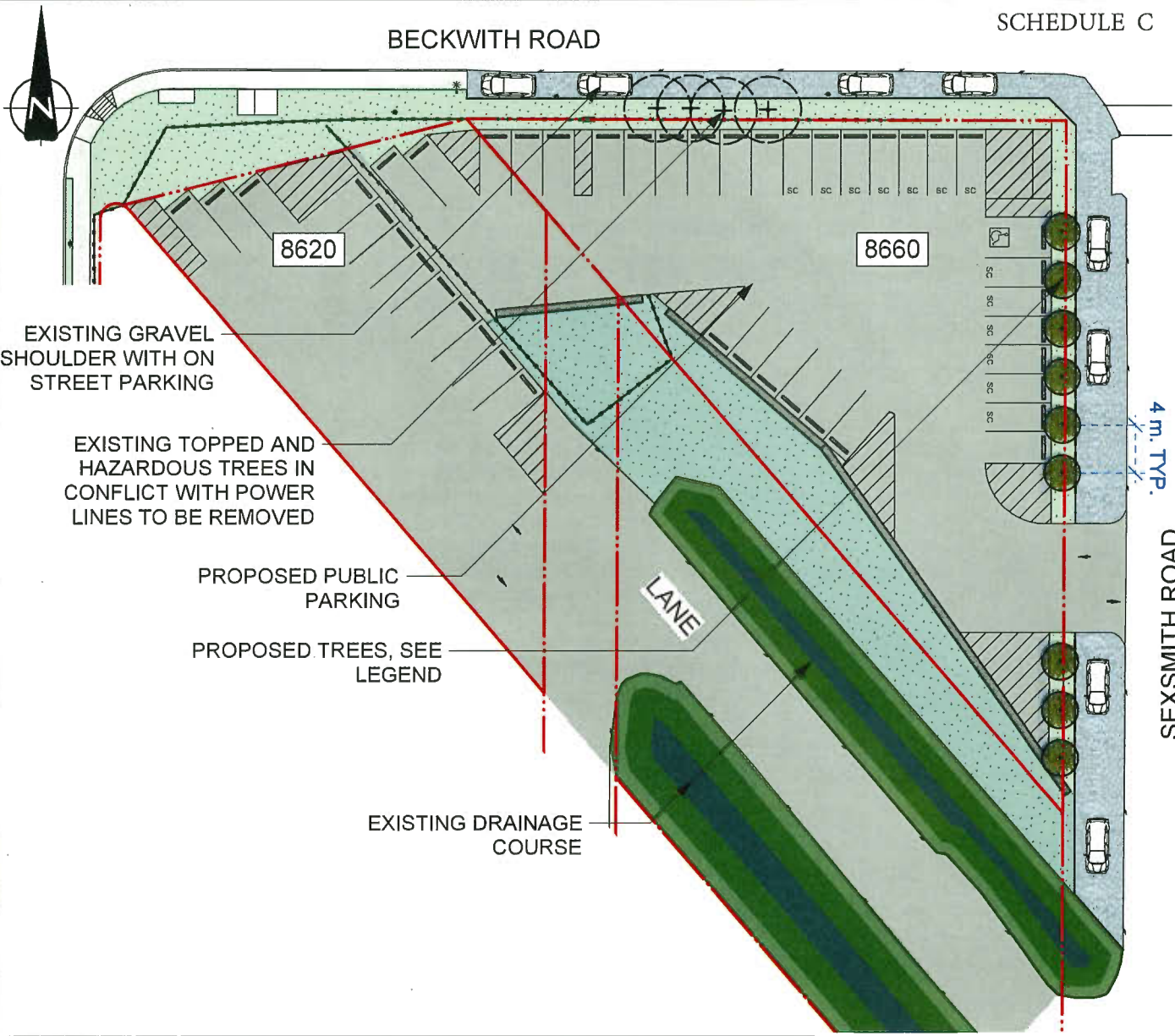
PARKING INVENTORY	
REGULAR STALLS	30
SMALL CAR STALLS	13
VAN ACCESSIBLE STALLS	1
<b>TOTAL</b>	<b>44</b>



6911 No. 3 Road Richmond BC V6Y 2C1

TITLÉ: PROPOSED PUBLIC PARKING LOTS AT 8620/8660 BECKWITH ROAD			
DESIGN: T.S.	DWG. No:		
DRAWN: T.S.	SCALE: N.T.S.	DATE: MAR. 2019	
CHECKED: S.H.	PLN-30	SEC. No:	SHT. No: 1 OF 1
ENGINEER: S.H.			

BECKWITH ROAD



EXISTING GRAVEL SHOULDER WITH ON STREET PARKING

EXISTING TOPPED AND HAZARDOUS TREES IN CONFLICT WITH POWER LINES TO BE REMOVED

PROPOSED PUBLIC PARKING

PROPOSED TREES, SEE LEGEND




EXISTING DRAINAGE COURSE

4 m. TYP.

SEXSMITH ROAD

**LANDSCAPE LEGEND**

8620 + 8660 BECKWITH ROAD

	PROPOSED TREE (X 9): <i>Populus tremuloides</i> (Trembling Aspen) COMPLETE WITH WATER BAGS
	GRASS SEED: 85% tall fescue, 15% creeping red fescue
	ESA NATIVE GRASS BLEND: 21% Spike Bent Grass, 15% Alaska Brome, 22% Tufted Hair Grass, 32% Native Red Fescue, 10% Meadow Barley

**MINIMUM SOIL DEPTHS**

TREES: 900mm  
GRASS: 800mm

**NOTE: ALL LANDSCAPE WORKS TO CONFORM TO CITY OF RICHMOND SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS UNLESS OTHERWISE NOTED**



6911 No.3 Road Richmond BC V6Y 2C1

TITLE: PROPOSED PUBLIC PARKING LOTS AT 8620/8660 BECKWITH ROAD	
DESIGN: MP	DWG. No: LANDSCAPE PLAN
DRAWN: MP	SCALE: 1:500
CHECKED: MP	DATE: MAR. 2019
LANDSCAPE ARCHITECT: MP	SEC. No: SHT. No: 1 OF 1

**PLN - 31**



# City of Richmond

## Report to Committee

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**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**


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### 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;

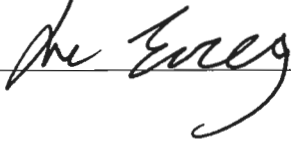


is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;

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

## 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.

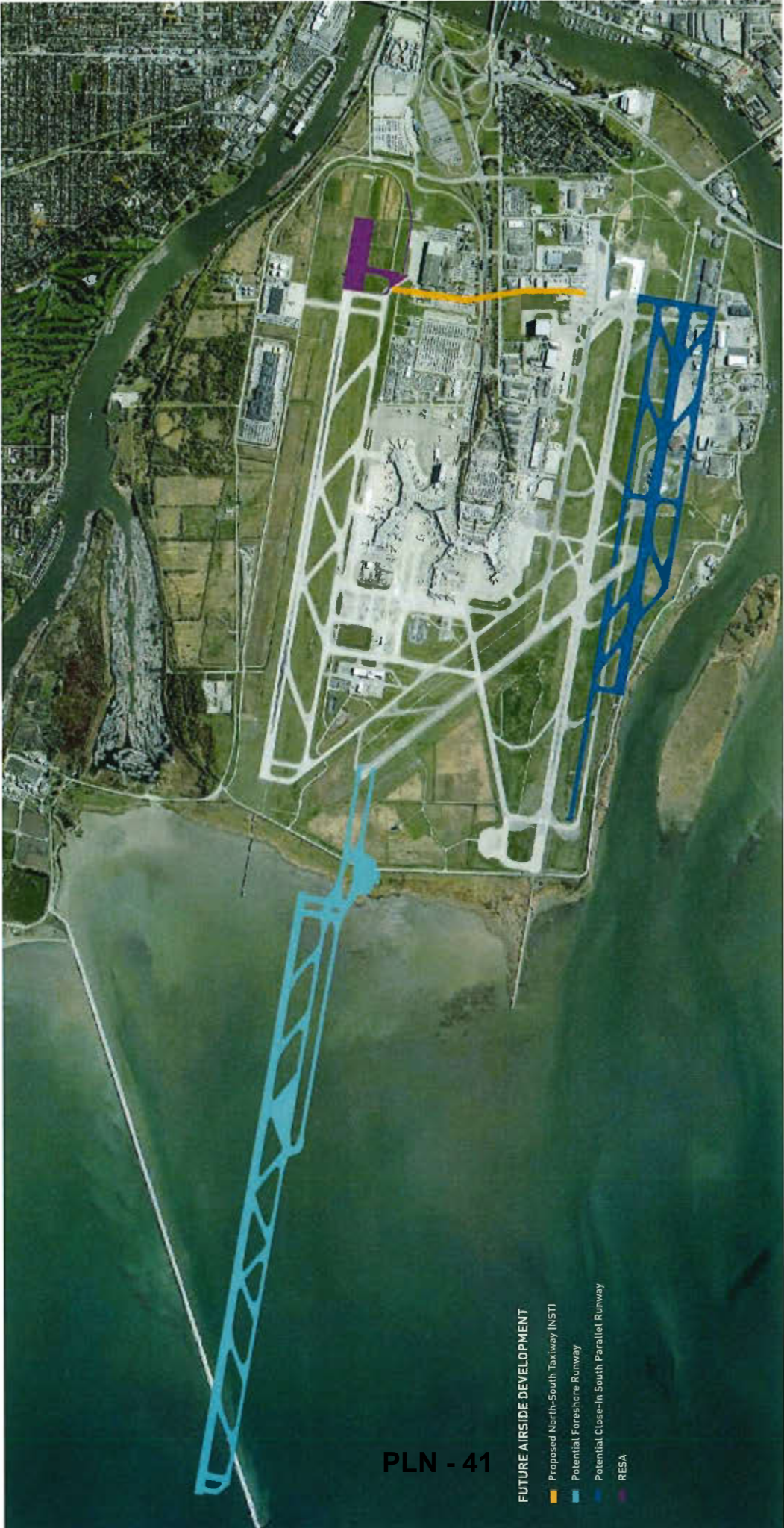


John Hopkins  
Planner 3  
(604-276-4279)

JH:cas

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





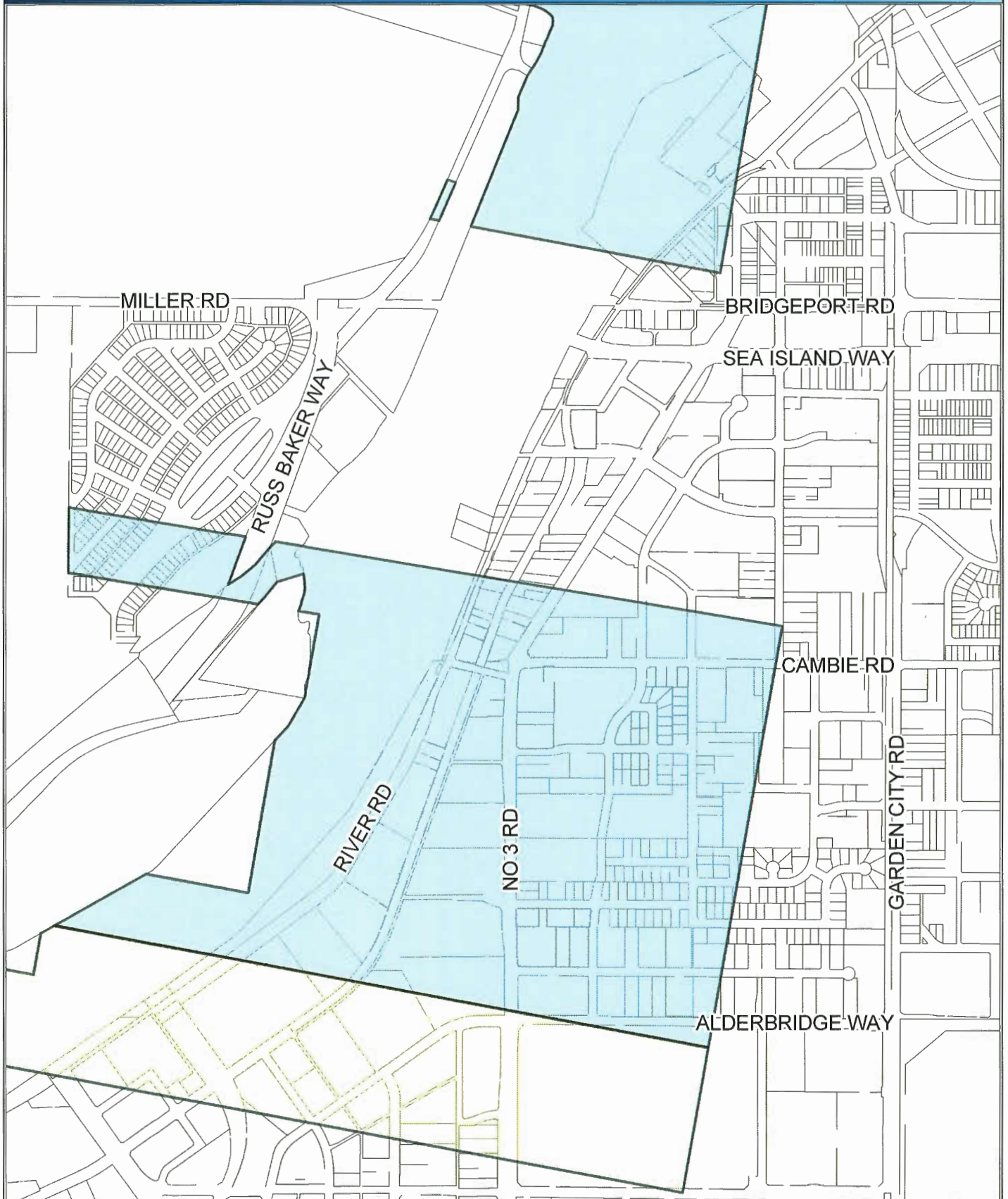
PLN - 41

**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

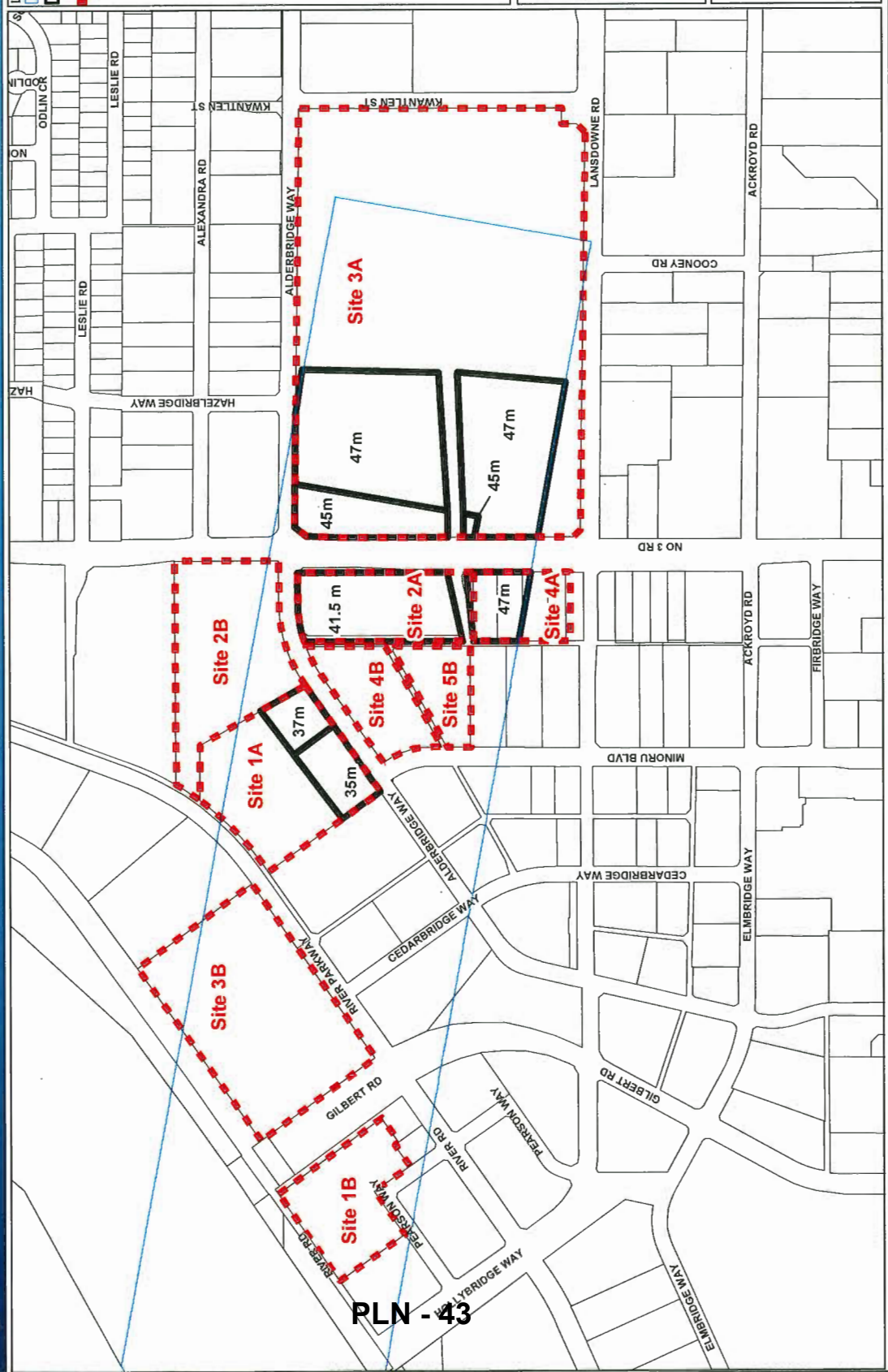
April 5, 2019  
Prepared by Onkar Buttar

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City of Richmond  
1:2,771



# Proposed AZR For Future South Runway



**Legend**  
 2.0% AZR Surface - Future South Parallel Runway  
 Y/R 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  
 1:5,000  
 Scale bar: 0, 20, 40 Meters  
 North arrow





**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>
-----------------------------	--

- 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>
-----------------------------	--

- 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

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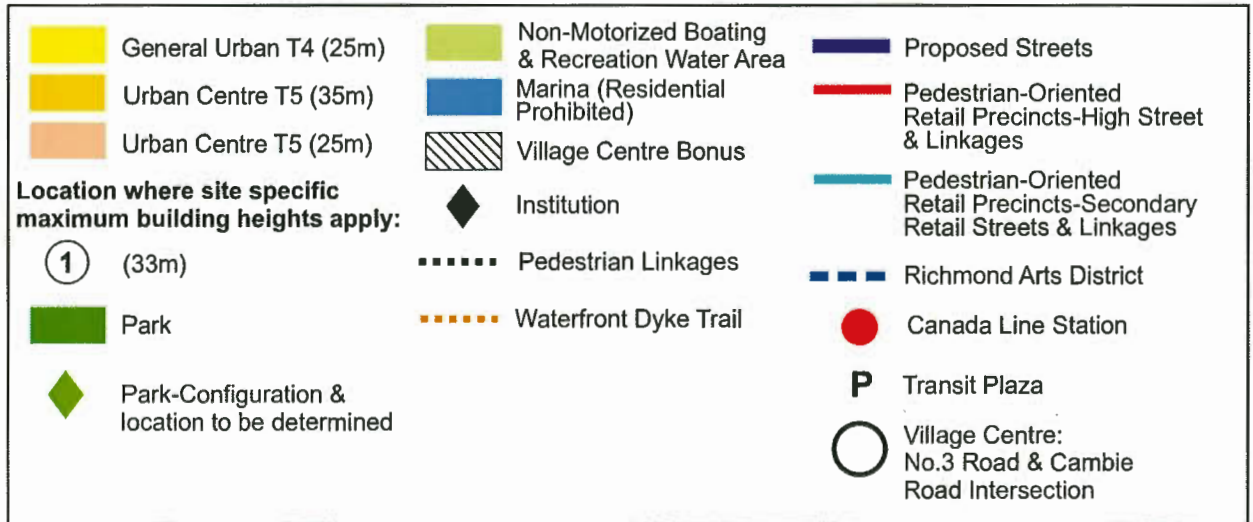
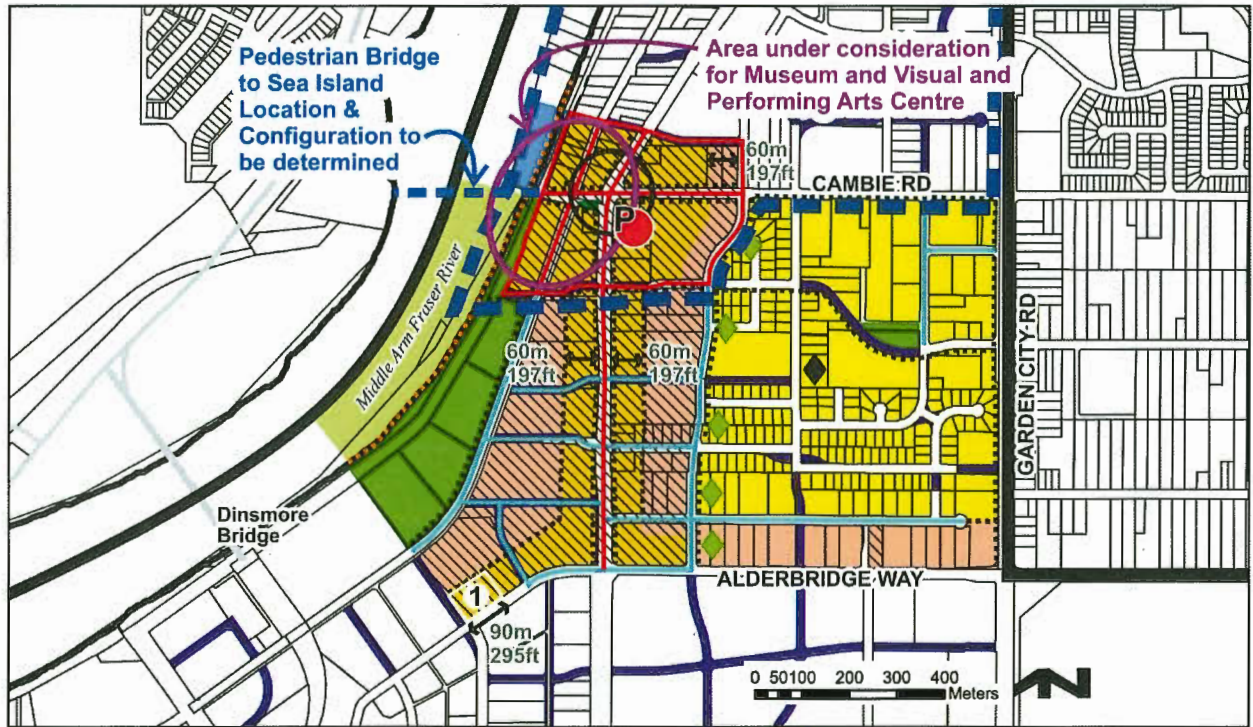


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MAYOR

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CORPORATE OFFICER

Schedule A of Bylaw 10020

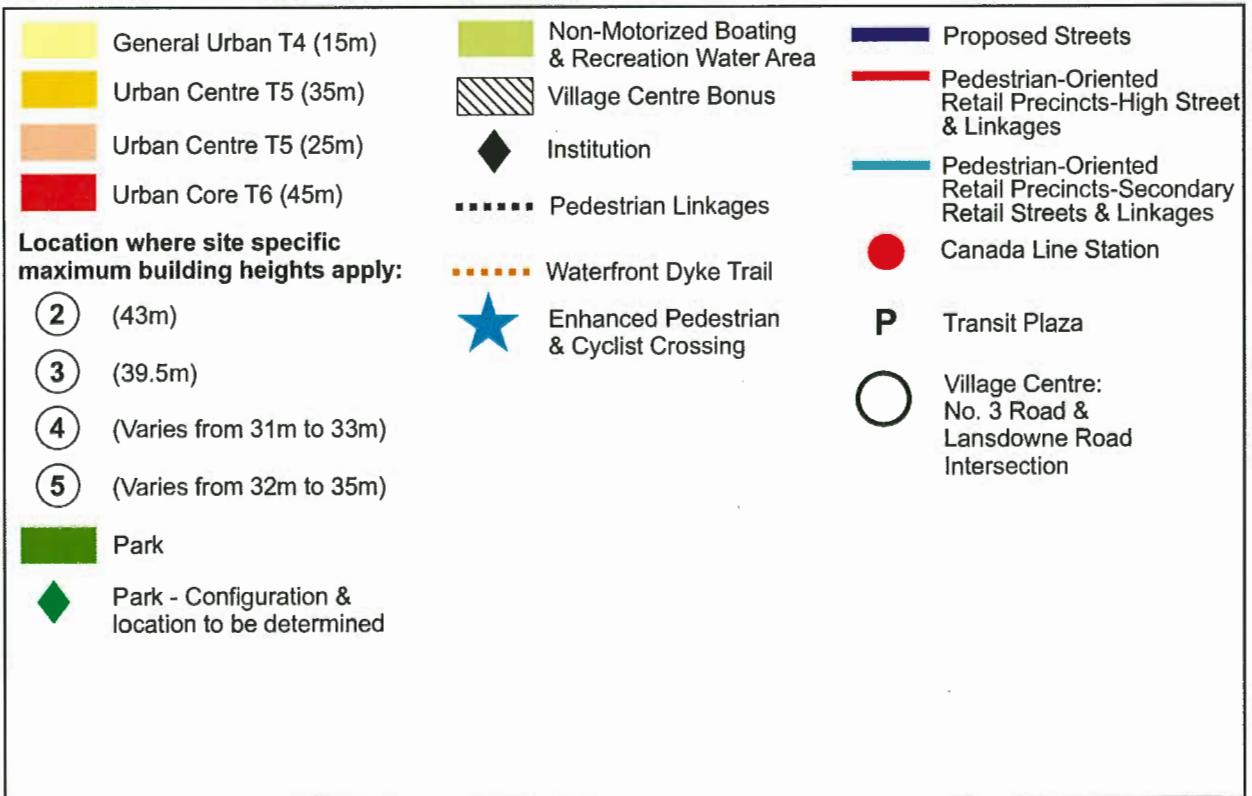
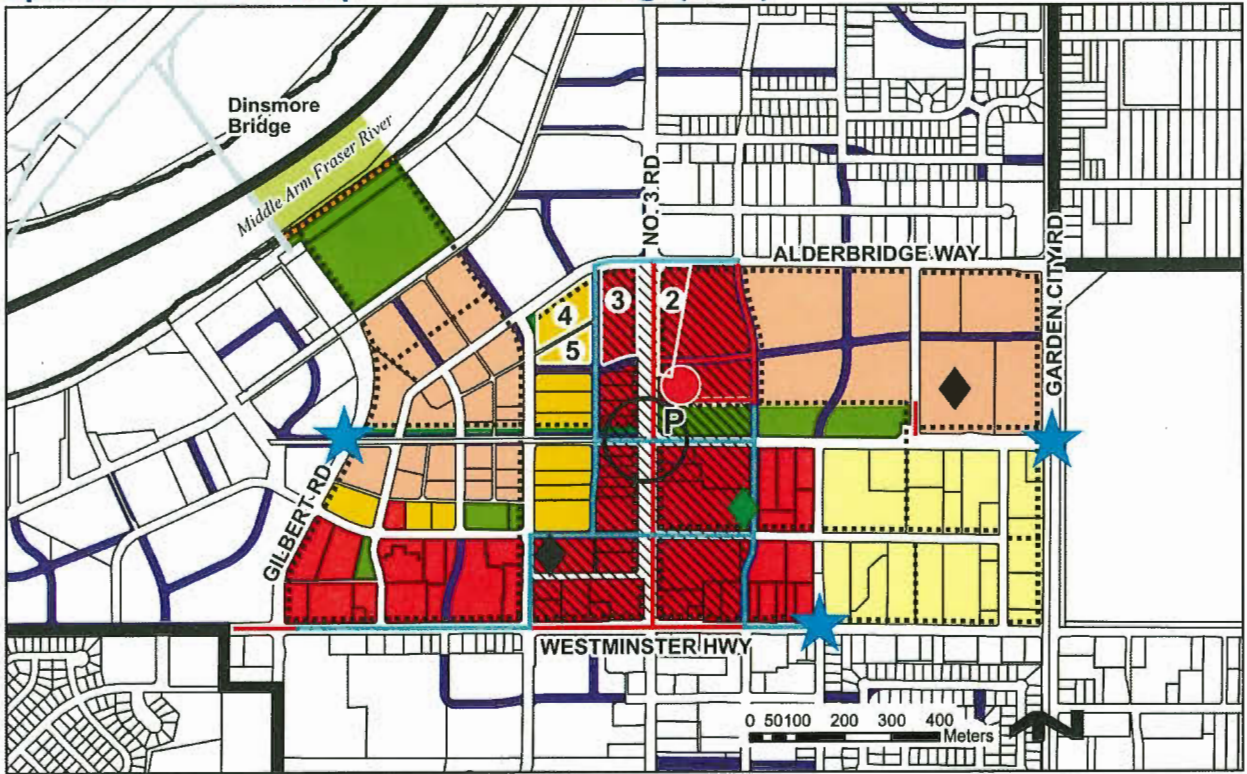
**Specific Land Use Map: Aberdeen Village(2013)**





Schedule B of Bylaw 10020

**Specific Land Use Map: Lansdowne Village(2013)**





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

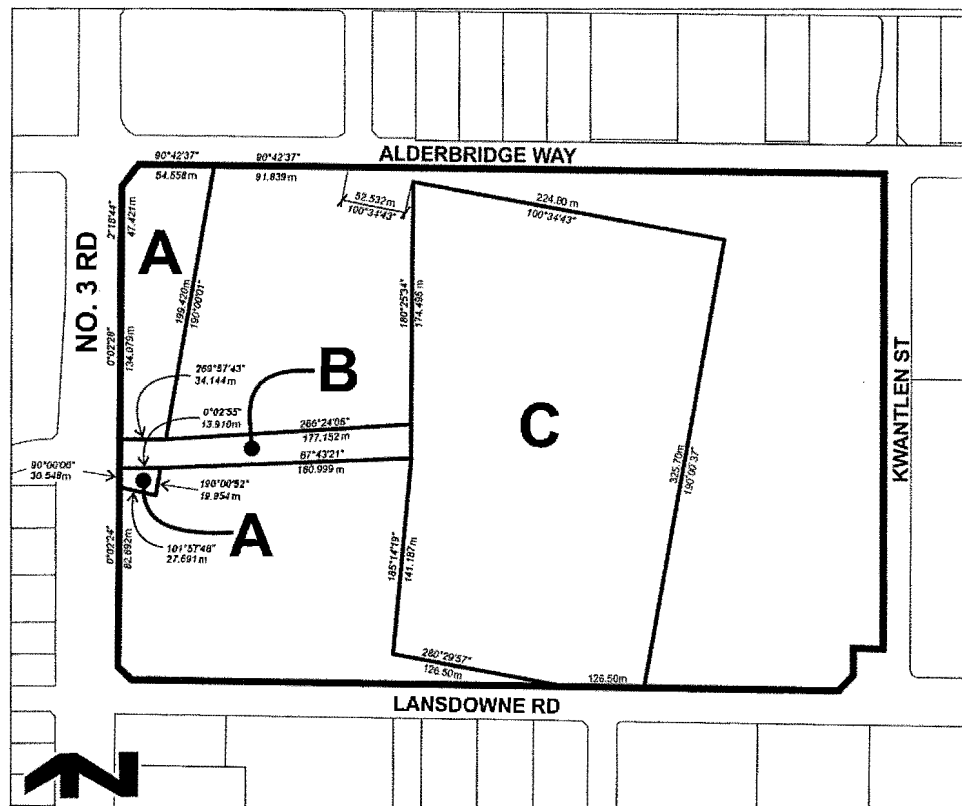
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

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:

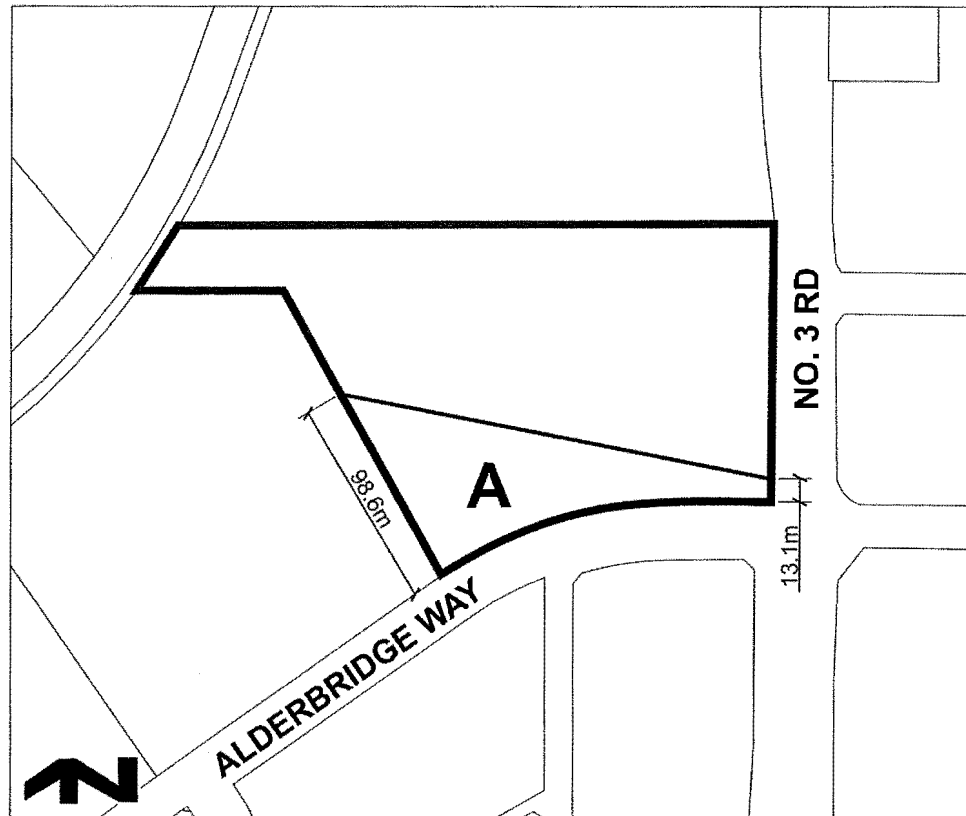
- a) 5300 No. 3 Road and 8311 Lansdowne Road  
P.I.D. 004-037-995  
LOT 80 SEC 3, 4 BLK 4N RG 6W PL NWP50405 Except Plan LMP46129

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

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MAYOR

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CORPORATE OFFICER